



RiverOak Strategic Partners

5.2- 13

Environmental Statement

Volume 13:

Appendices 14.1– 17.3

TR020002/ APP/ 5.2-13

Project Name:

Manston Airport Development Consent Order

Regulation:

Regulation 5(2)(a) of the Infrastructure Planning
(Applications: Prescribed Forms and Procedure)
Regulations 2009, as amended

Date:

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Appendix 14.1 Accident Data

Map Reference	1st Road Class & No	Accident Severity	Accident Date	Time (24hr)	Lighting Conditions	Road Surface	Weather Conditions	Number of Vehicles	Number of Casualties	Local Authority	Grid Ref: Easting	Grid Ref: Northing	Location	Description
1	A299	3	04/07/2011	1741	1	1	1	2	1	E07000114	627566	166983	A299 Thanet Way Junction with A28, Birchington, Kent.	Veh 1 was in the left Hand Lane with Veh 2 in right Hand Lane both Going ahead on the A299. Veh 2 Travelled Forward and when Passed the Roundabout Looked to lef and Saw a Clear Area. V2 Indicated to Turn and Move to the left Hand Lane and Veh1 Had Travelled ahead and Collided with Veh 2. Appears Veh 1 was Trying to Undertake Veh 2 and Veh 2 Driver Had Blind Spot and Did Not See Veh 1.
2	A254	3	08/07/2011	1850	1	1	1	3	2	E07000114	635840	169460	A254 Ramsgate Road, O/S Qeqm Hospital, Margate, Kent	V2 and V3 Were Stationary in the Middle of The Lane Allowing another Vehicle to Get into a Parking Space. Vehicle 1 Didn't Realise the Vehicles Were Stationary. V1 Ther Hit V2 in the Rear Pushing it into the Rear of V3.
3	A256	2	12/07/2011	0720	1	1	1	3	1	E07000114	635887	167065	Haine Road, Ramsgate, Kent	Veh 2 Has Turned right into Bijuu Villas, V3 is Travelling Behind this and Slows to Allow the Turn. Veh1 is Travelling Towards Veh2. as the Veh2 Turns, Veh1 Has Hit Veh2 Causing the Driver of Veh1 to Hit Veh3 on the Bonnet Before Landing on the Floor. V1 Driver Taken to Qeqm with Injuries Detailing Fractured left Shin, Foot and Arm.
4	A254	3	02/07/2011	1700	1	1	9	2	4	E07000114	636428	167930	Westwood Road Rab, Broadstairs, Kent. (Mapped to Ref)	V2 was on the Roundabout Waiting for the Traffic in Front to Clear. when V1 Hit Back of V2 Causing Extensive Damage and Injury to the Driver and Two Passengers.
5	E4149	3	20/07/2011	1500	1	1	1	2	1	E07000114	633605	169302	High Street, Garlinge, Margate, Kent(Mapped to Ref)	Veh 2 Travelling Towards Shottendane Rd in Garlinge High Street. Veh 1 Travelling in the Opposite Direction. Wing Mirrors Hit, Damage Caused. Minor Injury to Driver of Veh 2.
6	A253	2	20/07/2011	0535	1	1	1	2	1	E07000114	628619	165572	A299 Monkton Roundabout Junction with Seamark Road, Monkton, Ramsgate, Kent.	V1 Pulled out of Canterbury Road (A299) onto Roundabout Colliding with V2 on Roundabout. V1 Driver Stated Did Not See V2. Driver of V2 was Knocked from Hi Motorcycle Hitting Windscreen of V1 then onto Road.
7	A256	3	24/07/2011	1630	1	1	1	2	1	E07000114	634601	163904	A256 Sandwich Road, Ramsgate, Kent (Mapped to Ref)	V2 Had Broken down V1 Travelling Towards Ramsgate, as he Approached the Broken down Vehicle the Driver Stepped out V1 and Hit Driver Causing Injury.
8	A254	3	19/07/2011	1825	1	1	1	3	1	E07000114	635923	169268	Ramsgate Road J.W Nash Road, Margate, Kent.	V3 and V2 Were Stationary in Traffic on Ramsgate Road in the Direction of Farley Road from Nash Lane. V1 Collided with V2. This Has Caused the Ride of V2 to Come off the Vehicle and Collide with V1 Causing Damage to the Windscreen and Bonnet of V1. V2 was Forced into the Rear Near Side of V3 Causing Damage to V3.
9	E4112	3	26/07/2011	1822	1	1	1	2	1	E07000114	634609	167272	Manston Court Road Junction with Preston Road, Ramsgate, Kent.	V1 V2 Travelling in Opposite Directions at Speed National Sped Limit- V1. Went Wide on a Slow Bend and Hit V2 Offside.
10	B2049	3	29/07/2011	2215	4	1	1	2	1	E07000114	635262	169685	Salmestone Rise, Margate, Kent	V2 Travelling Along Salmestone Rise Towards Traffic Lights. Travelling in the Direction of Shottendane Road. Lights Turned Green as They Approached So Travelled Through the Lights. V1 was Travelling Behind the Direction of Nash Lane, Jumped a Red Light at Speed & both Collided Mid Junction. V1 Failed to Stop
11	B2052	2	05/08/2011	0712	1	1	1	2	2	E07000114	634198	169959	B2052 George V Avenue Junction with Argyle Avenue, Margate, Kent.	V1 Travelling from Canterbury Road Along Argyle Avenue, Margate Travelled Through George V Avenue in the Path of V2 which was Travelling Along George V Avenue Towards Junction with Canterbury Road. Parked Vehicles Around Junction Area.
12	A254	3	08/08/2011	0900	1	1	1	2	1	E07000114	635721	169614	Ramsgate Road, Margate, Kent (Mapped to Police Ref 635725,169618)	V1 Going onto the Ramsgate Rd Towards Ramsgate, as V1 Has Pulled out Drv Hasn't Seen V2 a Pedal Cycle and V1 Has Knocked Cyclist off Bike. ltd Location Information.
13	E4152	3	08/08/2011	1130	1	1	1	1	1	E07000114	635560	169575	Nash Court Gardens, Margate, Kent (Mapped to Ref 635560 169560)	V2 was Driving Along the Road at 20Mph or Less in a Built up Area with Cars Parked on both Sides when Suddenly Two Children Ran into the Road from Behind a Parkes Van. V2 Broke Suddenly when the 2nd Child Ran into the Drivers Door Panel
14	C229	2	03/08/2011	0546	1	1	1	3	2	E07000114	634672	168551	Manston Road, Manston, Kent (Mapped to Police Sketch)	V1 Travelling Behind V2 in Opposite Carriageway Travelling Towards V1 and V3. V1 Overtakes V3 on Wrong Side of Road and Collides Head on with V2. The Rider of V1 Suffered Serious Injury. D1 is Currently in a Critical Condition.
15	E4150	3	13/08/2011	0830	1	2	2	2	1	E07000114	634101	169978	George V Avenue J/W Burlington Gardens, Margate, Kent. (Mapped to Grid Ref Provided)	V2 was Riding Along the Road when V1 Pulled out in Front of Him from the Side of the Road. V1 Pulled out Without Seeing V2, Causing V2 to Slam his Brakes On, Causing Him to Skid Along the Road Falling from his Motorcycle.
16	A254	3	22/08/2011	1230	1	1	1	2	1	E07000114	635721	169612	A254 - Ramsgate Road, Margate, Kent (Mapped to Ref 635720 169600)	Slow Moving Traffic Due to the Natural Flow, V1 Failed to Notice V2 Slowed to a Stop & Collided with V2's Rear Bumper, Minimal Damage Caused, Made Worse by Age o V1. Slight Injury to Passenger in V2 Who was Confirmed to Visit Hospital.
17	A28	3	03/08/2011	1556	1	1	1	1	2	E07000114	629313	167908	A28 Canterbury Road, St Nicholas at Wade, Kent. (Mapped to Exact Grid Ref Provided 101011 Ac)	V1 was Travelling Along the A28 Towards Birchington when it Has Lost Control and Spun Around Hitting a Telegraph Pole on the Nearside. the Vehicle left the Road Landing in the Nearby Field. the Driver Failed the Roadside Breath Test.
18	A28	3	28/08/2011	1000	1	1	1	1	1	E07000114	629964	168748	A28 - Canterbury Road, Birchington, Kent	Infnt Parked N/S to Kerb, V1 Approached at Speed as Infnt Stood Next to Drivers Door to Allow V1 to Pass. V1 Collided N/S Wing Mirror with Pedestrian Infnt. V1 Failed to Stop but Pulled up Approx: 300 Metres up the Road to Adjust Wing Mirror then Drove Off. V1 Sign Written with - Birchwood Plumbing
19	C229	2	26/08/2011	1435	1	2	2	1	1	E07000114	634152	167784	Manston Road, 200 Metres North of Vincent Road, Margate, Kent	Casualty 1 was Walking Along the Eastern Side of Manston Road Pushing a Motorcycle. Vehicle 1 Travelling Southbound Along Manston Road Has Struck Casualty 1 anc the Motorcycle. Weather at the Time was Heavy Rain and Standing Water.
20	A28	3	02/09/2011	2015	4	1	1	3	1	E07000114	632935	169896	A28 Canterbury Road O/S no 3, Westgate on Sea, Kent.	V1 was Travelling Along Canterbury Road, Westgate when it Struck Stationary V2 on Canterbury Road Outside no 3.. V2 then Shunted V3 which was Also Stationary. V1 Driver Suffered Minor Injuries. V1 and V2 Recovered as Possible Write Offs.
21	A256	3	01/09/2011	1525	1	1	1	2	1	E07000114	635194	164428	A256, Sandwich Road, 50 Metres East of Meverall Avenue, Ramsgate, Kent	Appears Driver of V1 Being Foreign on Way to Dover Port Took Note of Sat Nav That Said was on Wrong Road. Drv Attempted to Turn onto a Driveway on a Road an Immediately Reversed Back into Slowing Traffic. Rider of Motorcycle V2 Made Assumption That V1 was Parking on Drive Way and Went to Continue when V1 Reversed into Mc Path.
22	B2049	3	08/09/2011	1735	1	1	1	2	1	E07000114	633516	168868	Shottendane Road at Junction with High Street, Garlinge, Margate, Kent	V1 Travelling Along Shottendane Road from Direction of High Street Garlinge. V1 Following an Unknown Vehicle That was Slowing down and Speeding Up. V1 Travelling About 35Mph. V1 Went to Overtake Slow Moving Vehicle and as was Doing this V2 Travelled from Direction of Minster Road, Westgate on Sea. V2 Travelling About 45Mph. V1 then Pulled Back in and Aborted Overtake. Presence of V1 Caused V2 to Loose Balance and Crash into Field on Near Side. no Collision between V1 and V2.
23	B2068	2	24/09/2011	1045	1	1	1	1	1	E07000114	630267	169007	Park Lane, Birchington, Kent (Mapped to Ref 630260 169010)	Veh 1 Driving Along when it Clipped a Pedestrians Arm with its N/S Wing Mirror. Driver Got out to Do a Welfare Check but Pedestrian was Abusive. Veh 1 Calmed Situation down then both Parties Exchanged Details. as Details Were Being Exchanged, Pedestrian Cas was Heard Saying 'Look How Long Will this Take'.
24	A28	1	24/09/2011	1922	6	1	1	1	1	E07000114	628775	167687	A28 Canterbury Road Outside Coney Lodge, Birchington, Kent	Veh1 was Trav West Towards Canterbury, when for Unknown Reasons the Veh Lost Control and Trav into the Central Grassed Verge,Flipped Overturned and Rolled.The Driver was Ejected from the Veh
25	E4144	3	27/09/2011	0915	1	1	1	2	1	E07000114	631447	168710	Park Road, Birchington, Kent (Mapped to Exact Grid Ref Provided 25/10/11 Ac)	V2 Stationary, Driver Making Delivery. V1 Drove Past Towards Shottendane Road. V1 Swerved to Avoid Oncoming Vehicle and Clipped the Driver of V2 in the Process.
26	B2049	3	25/09/2011	1045	1	1	1	2	4	E07000114	633518	168875	Shottendane Road Junction with High Street, Garlinge, Margate, Kent.	V1 Pulled out of High Street, Garlinge, Margate into Path of V2 Who was Travelling East Along Shottendane Road Margate. V2 Had Just Entered 40 Mph from 60 Mph which is Almost on the Junction. V1 Had Stopped at Stop Junction but View Towards Oncoming Vehicles Obscured by Mud Bank from Farm Land. V2 Hit Brakes but Slid into V1 Who Pulled Out.
27	E4150	3	04/10/2011	1740	1	1	1	1	1	E07000114	634216	169858	Westfield Road, Nr Junction with Argyle Avenue, Margate, Kent.	V1 Travelling Along Westfield Road. Pedestrian Exited a Vehicle and Stepped out of Vehicle and into the Side of V1, then Hit the Floor.
28	A256	3	05/10/2011	1403	1	1	1	2	4	E07000114	636294	167890	A256, Haine Road Junction with Nash Road, Ramsgate, Kent.	V1 was Travelling South on Nash Road and Pulled out onto Haine Road Not Giving Way to Traffic Flowing East Along Haine Road. in Doing So it Hit V2. V2 Travelling at Low Speed Due to Traffic Incurred Damage to Nearside Front Passenger Door.
29	A254	2	05/10/2011	1755	7	1	1	4	2	E07000114	635757	169573	a 254 Ramsgate Road J/W St Andrews Close, Margate, Kent	V2 Trav Along Ramsgate Road Towards Margate. V1 Pulled out of Side Road into Path of V2. Rider Parted from Motorcycle then Collided with V3 and V4 which Were Travir in the Opposite Direction.
30	B2048	3	09/10/2011	1045	1	1	1	2	1	E07000114	630501	168466	Park Lane J/W Brunswick Road, Birchington, Kent	V1 Pulled Out from a Blind Junction and was Hit by V2 turning the Benc
31	A253	3	29/09/2011	0815	1	1	1	2	1	E07000114	633910	164740	A253, Sandwich Road, Ramsgate, Kent (New Road Mapped to Police Ref 633910 164740)	V1 and V1 Were Travelling Towards Sandwich on the New A253 Road at Ramsgate, the Traffic in Front of V2 Came to Stop. V1 Ran into Rear of V2.
32	E4152	3	10/10/2011	1930	6	1	1	2	1	E07000114	635683	168730	Nash Road, Near Nash Farm, Margate, Kent	V2 Heading down Narrow Part of Nash Rd - V1 Heading Towards V2 - V2 Pulled out to the Verge to Let V1 Past - V1 Collided with V2 Taking V2's Wing Mirror off - Shattered the Front Driver Side Window, Causing V2 Drivers Hand to Be Cut by the Shattered Glass. V1 Drove Away
33	A28	3	12/10/2011	1932	4	1	1	2	1	E07000114	630455	169127	A28 Canterbury Road Near Junction with Yew Tree Gardens, Bichington, Kent.	V2 was Stationary at Traffic Lights at Pedestrian Crossing when V1 Collided with the Rear of It.
34	A254	3	18/10/2011	1340	1	1	9	2	1	E07000114	636419	167958	A254 Margate Road, Westwood Cross, Margate, Kent.	V2 Travelling to Ramsgate and was Stationary on the Inside Lane Waiting to Pull onto the Roundabout. V1 Came up Behind V2 and Went into the Back of V2. Driver of V1 Said Thought the Bike was Moving. Veh 1 is Not Insured
35	A299	3	22/10/2011	1615	1	1	1	2	3	E07000114	627566	169666	A299 Thanet Way J/W A28 Canterbury Road, Birchington, Kent	both Vehicles on R/A/R. Veh 2 was on Offside of Veh1 and the Two Vehs Collided Causing Veh2 to Spin and End up on the A28 Canterbury Road. Vehicle 1 Failed to Sto Continued on A28 Towards Birchington.
36	B2050	3	24/10/2011	0930	1	1	1	2	1	E07000114	633102	166513	B2050 Manston Road, Ramsgate, Kent. (Mapped to Grid Ref 633100 166500)	V1 Driving South West on Manston Road. V2 Pedalling in Same Direction. V1 States They Did Not See V2 Until Last Minute and Clipped V2 with Wing Mirror. V2 was Pedalling Close to Bushes, Not Wearing Bright Clothes and was Tired. Rider 2 Knocked off Bicycle at Low Speed Receiving Minor Injuries. V1 Punctured from Hitting Bike.
37	A256	3	14/10/2011	1710	1	1	1	2	1	E07000114	635702	165776	A256 Haine Road, Ramsgate , Kent. (Mapped to Grid Ref 635700 165740)	Appears Driver of V1 Saw ahead That Traffic was Slow and Decided to Do a U Turn at End of Central Reservation. at this Time V2 Motor cycle was Overtaking Slow Vehicles, Braked, Skidded and Dropped Bike to Offside and Slid into V1 Who Had Now Manouvered across Path of V2
38	A254	3	24/10/2011	1500	1	1	1	2	3	E07000114	636409	168034	A254 Margate Road, Westwood, Broadstairs, Kent. (Mapped to Ref 636410 168030)	Vehicle 2 was Travelling Towards Margate on Margate Road, Westwood. V1 was Behind V2., Approx 5 Metres Passed the Pedestrian Crossing. V2 Braked and Stopped, V1 Went into the Back of V1, Causing Damage to both Vehicles.
39	A254	3	03/11/2011	1710	4	2	2	2	1	E07000114	636414	167909	A254 Margate Road J/W Westwood Cross, Ramsgate, Kent.	V2 was at Westwood Cross Roundabout Going to Turn left when V2 Stopped. V1 Has Gone into the Back of V2
40	A254	3	03/11/2011	1515	5	1	9	2	1	E07000114	636423	168228	A254 Ramsgate RoadJ/W Star Lane, Margate, Kent	Cyclist riding on Pavement then left Caught by Passing Motorist (Rear Wheel of Cycle Buckled),Veh1 Agreed to Meet at Sainsbury's Car Park to Exchange Details but Failed to Arrive. Cyclist Attended Hospital for Check up - Small Bruise on left Leg.
41	A28	3	27/10/2011	1450	1	1	9	1	1	E07000114	631589	169614	A28 - Canterbury Road, Westgate, Kent	V1 was Travelling East on A28 Westgate. Upon Stopping at the Bus Stop the Mirror of V1 Struck a Pedestrian on the Rear of the Hea
42	A28	2	20/10/2011	1738	4	2	1	2	1	E07000114	630760	169409	Canterbury Road Outside 44, Birchington, Kent.	Vehicle 1 was Driving Along the Carriageway and Collided with a Stationary Vehicle.
43	A256	3	18/11/2011	1540	1	1	1	2	1	E07000114	636015	167556	A256 New Haine Road Roundabout, Broadstairs, Kent	C1 Cycling Along New Haine Road Went to Turn right Not Seeing V2 and Collided Causing Rider to Fall off Cycle
44	A28	3	20/11/2011	0940	1	1	1	2	1	E07000114	630259	169021	Park Lane, Approx 7 Metres from Canterbury Road, Birchington, Kent	Veh 2 Stationary in Park Lane Birchington Facing Towards Birchington Primary School. Veh 1 Travelling Same Direction Hit Veh 2 in the Rear.
45	F1861	3	19/11/2011	1455	1	2	1	2	2	E07000114	630001	166661	Plumstone Road, Birchington, Kent (Mapped to Ref 630000,166660)	V1 & V2 Met at Narrow Part of Road Where Two Cars Could Not Pass Vehs Collided Head On.
46	A28	3	25/11/2011	1600	1	1	1	2	2	E07000114	632404	169781	A28 Canterbury Road J/W St Mildreds Road, Margate, Kent	V2 in Line of Traffic, Stopped in Outside Lane at Westgate Traffic Lights V1 Travelling in the Same Direction Has Hit V2 in the Rear Causing Damage and Injury
47	E4150	3	28/11/2011	1400	1	1	1	2	1	E07000114	633647	169709	Balmoral Road Junction with Edinburgh Road, Garlinge, Margate, Kent.	V2 Being Followed Along Road Outside Garlinge School V2 Pulled over and Let V1 Pass. V2 Continued Journey Where Pulled up Behind Same V1 in Balmoral Road. V1 Indicating to Turn right but Waiting on Oncoming Traffic and then another Vehicle Coming out of Edinburgh Road in Order to Assist V1 Went into Reverse and Hit V2 Knocking it Backwards and Over.
48	B2050	3	29/11/2011	1006	1	1	1	2	2	E07000114	635509	165908	B2050 Manston Road, Manston, Nr Ramsgate, Kent (Mapped to Ref 635460/165913)	V1 Came Around Nearside Bend on Wrong Side of the Road. V1 Did Take Avoiding Action but Hit Oncoming V2 on Offside
49	A28	3	30/11/2011	1900	1	1	9	2	2	E07000114	633415	169871	A28 Canterbury Road, Margate, Kent	V2 Travelling to Birchington Along Canterbury Rd. V1came out onto the Road from the Service Station but Didn't Stop So Went into the N/S of V
50	A254	2	02/12/2011	1048	1	1	1	1	1	E07000114	636414	168043	A254 , Ramsgate Road, 50 Metres North of Margate Road Roundabout, Margate, Kent	C1 was Crossing the Pedestrian Crossing Opposite Homebase. V1 was Travelling Towards Westwood Cross Roundabout across the Crossing at Low Speed in Offside Lane. V1 Collided with C1 Although Witnesses Said the Lights Were Green.
51	B2052	3	05/12/2011	0850	1	1	1	1	1	E07000114	634530	170020	B2052 Hartsdown Road Junction with B2052 George V Avenue, Margate, Kent.	V1 was Travelling Along Hartsdown Road Towards Seafrost Direction. Traffic was Heavy Due to it Being School Start Time. Driver Saw 4 Persons Crossing the Road from the right. Slowed for Them. They Had Stopped So Driver Continued on Walking and Walked into the Path of V1.
52	E4152	3	05/12/2011	0742	1	1	1	2	1	E07000114	636340	168170	Star Lane, Margate, Kent.	V1 was Travelling Along Star Lane in the Direction of Margate Road. another Vehicle was in Front of V1. it Pulled out Slightly to Overtake a Parked Unattended Vehicle However V1 Failed to See the Parked Vehicle and Did Not React in Time to Avoid Colliding with It. V1 Nearside Front Bumper Clipped V2 Offside Rear Bumper Causing V1 to Spin Around in the Middle of the Road.
53	B2190	3	11/12/2011	1937	6	2	2	1	1	E07000114	632710	166220	Spitfire Way, Manston, Ramsgate, Kent (Mapped to Police Ref 632710 166210)	Vehicle 1 Has Gone Through a Fence Whilst Avoiding a Pedestrian Walking down the Road. It Appears the Driver of Vehicle 1 Did Not See the Pedestrian Until the Las Moment and Swerved.
54	B2049	3	16/12/2011	1800	6	2	8	2	1	E07000114	631384	167840	Manston Road J/W Shottendane Road, Margate.	V2 Travelling Along Manston Road Signalling right to Turn into Shottendane Road. V1 Pulled out of Shottendane Road into the Side of V2. both Vehicles Stopped an Details Were Exchanged.
55	E4144	3	22/12/2011	2002	6	2	1	3	3	E07000114	632076	168345	Shottendane Road, Margate , Kent. (Mapped to Police Ref 632120 168370)	V1 was Driving Around the Corner when Drv Got Dazzled by Other Lights. V1 Braked Suddenly Causing Vehicle to Swerve into Oncoming Traffic on the Other Side of th Road. Driving Straight into V2 Head On. V3 Slightly Touched the Back of V2 as the Result of Sudden Braking.
56	A28	2	20/12/2011	1805	4	1	1	2	1	E07000114	633445	169879	A28, Canterbury Road, Outside Bp Petrol Station Near Junction with Bridge Road, Margate, Kent.	V1 Pulled off Garage Forecourt into Side of V2
57	A254	3	21/12/2011	1922	4	2	8	1	1	E07000114	635967	169171	A254, Ramsgate Road, Margate, Kent. (Mapped to Police Ref 635930 169170)	V1 Travelling Along Ramsgate Road, Margate Towards Westwood Cross (A254) Pedestrian was Under influence of Alcohol, Stepped into the Path of V1 Striking Nearside of V1.
58	B2050	3	28/12/2011	2300	4	2	1	1	1	E07000114	633564	166447	Manston Road, Manston, Nr Ramsgate, Kent (Mapped to Police Grid Ref 633560 166400)	V1 was Heading in an Easterly Direction Towards Manston Village. Apparently Something Had Gone in Front of Vehicle, Causing Drv to Swerve, the Vehicle Has Hit the Grass Causing the Vehicle to Swerve Widely across the Road and Ploughed into a Fence and 40Mph Speed Sign.
59	A254	3	30/09/2011	1600	1	1	1	2	1	E07000114	635620	169684	Ramsgate Road J.W Nash Court Road, Margate, Kent	V2 (Motorcycle) Travelling Ramsgate Rd Margate Travelling Towards Margate. as V2 Arrived at the Junction with Nash Court Rd, Margate - V1 Exited Nash Court Rd and Hit V2.
60	B2050	3	11/12/2011	0140	6	4	8	1	1	E07000114	635322	165888	Manston Road, Ramsgate, Kent (Mapped to Police Ref 635320 165880)	Vehicle 1 Travelling from Haine Road into Manston Road Came Round Bend in the Road and Appears to Have Hit the Embankment Knocking the Rear Wheel - Vehicle Ha Fhitailed and Lost Control. Vehicle Has Flipped over Twice and Landed in Field next to the Road.
61	A28	3	04/01/2012	2250	4	2	2	2	1	E07000114	631604	169620	A28, Canterbury Road, J/W Hengist Road, Westgate on Sea, Kent	Vehicle One Exits Junction of Hengist Road turning right onto Dual Carriageway A28. Vehicle Two Brakes to Avoid Collision. Riding on Main Carriageway. Front Wheel Locks Throwing Rider from Motorcycle. Motorcycle Collided with N/S of Vehicle One.
62	A254	3	15/01/2012	1230	1	1	1	1	3	E07000114	635591	169711	Outside 131 Ramsgate Road, Margate, Kent	Driver of V1 Has Blacked out & Lost Control Causing the Vehicle to Go into a Lampost 1 Vehicle Rtr
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100	A253	3	24/07/2012	2117	1	1	1	2	3	E07000114	635491	165088	A256, Lord of the Manor Roundabout, Ramsgate, Kent	V1 and V2 Approached the Lord of the Manor Roundabout. both Drivers State They Were in the left Hand Lane. V1 Wanted to Take the First Exit. V2 Wanted to Take th Second Exit. V1 Has Damage to Passenger Side Front Wheel Arch Above Wheel and Below Front Light. V2 Has Damage to the Whole Side of Drivers Side from Drivers Door to Rear of Vehicle. V2 Staets V1 was in right Hand Lane and V1 Tried to Turn Left. V1 States V2 Look like it Ws Turning left but Carried on over Roundabout. Collision Occurred.
101	A256	3	31/07/2012	1430	1	1	1	2	1	E07000114	635730	165880	Manston Road, Roundabout with Haine Road, Ramsgate, Kent.	V2 was on the Roundabout Heading in the Direction of Haine Road. V1 Came out of the Manston Road Junction onto the Roundabout and Collided with V2
102	C223	3	20/08/2012	1800	1	1	9	2	1	E07000114	635310	164598	Cliffs End Road, Ramsgate, Kent (Mapped to Exact Grid Reference Provided 05/11/12 - 635310,164590)	V2 Travelling from Ramsgate Through Traffic Calming on Cliffs End Road. V2 Had right of Way but V1 Didn't Stop Forcing V2 up onto the Pavement. Driver of V1 was Very Abusive then Drove Off.
103	A299	3	19/08/2012	1900	1	1	1	1	1	E07000114	628551	165593	A299 Canterbury Road West at Junction with A253, Monckton Roundabout	V1 was Travelling from Ramsgate Towards London Manoeuvring Around Roundabout at Monkton, Lost Control After Hitting Uneven Part of the Road and Rider Came Off Minor Injury and no Other Veh Involved.
104	E4112	3	21/08/2012	1755	1	1	1	2	1	E07000114	635802	166233	Spratling Street J/W A256, Manston, Ramsgate	V2 Travelling on a Pushbike Along Spratling Street. the Road was Clear. V1 Has Come from the Back Main Road Hitting V2 off Their Bike. V2 Jumped off the Bike as V1 Drove over the Front Wheel. V1 Stopped, Took V2 Rider and Bike Home but Did Not Wait for a Parent. V1 Later Returned to Speak with Parent. V2 Rider Has Bruising right Leg Near Knee and Ribcage.
105	A28	2	23/07/2012	1310	1	1	1	2	1	E07000114	633229	169876	Canterbury Road at J/W St James Park Road Margate Kent	Ip was Cycling Home Along Canterbury Road, Westgate when a Vehicle Collided with the Ip and Knocked Rider Off. Unknown Vehicle then Made off from Scene
106	B2050	3	29/08/2012	1207	1	1	1	2	1	E07000114	635390	165880	Manston Road, Ramsgate, Kent (Mapped to Ref 635390,165880)	V2 Travelling Along Manston Road Around Series of Bends when another Vehicle Travelling in the Opposite Direction Crossed the Central White Line. V2 Swerved to Avoid and Lost Control, Rolling Several Times Inot a Field. Roadside Breath Test Conducted on D2 Wich Resulted in Failure. D2 Arrested. no Details Taken of V1.
107	E4152	3	30/08/2012	2000	1	1	1	2	1	E07000114	635687	169320	Nash Lane, Margate, Kent	V2 was Driving Along Nash Lane from Westwood Cross, V2 Approached a Sharp Bend Before the Bridge. V1 Came Around the Bend at High Speed on V2's Side of the Road Hitting Wing Mirror of V2 Causing V2 Front Drivers Side Window to Smash. V1 Drove off at High Speed Details Not Exchanged.
108	A253	3	02/09/2012	0820	1	1	1	2	1	E07000114	635497	165088	Canterbury Road Roundabout J/W Sandwich Road, Ramsgate, Kent	V2 was on the Roundabout Riding Straight on in the Outside Lane and V1 Behind V2. V1 Expected V2 to Turn left but it Did Not So the Two Collided.
109	C224	3	09/09/2012	1544	1	1	1	2	4	E07000114	629181	166489	Seamark Road, Monkton, Kent	V2 was Travelling Home from the Direction of Monkton Roundabout when V1, which was Travelling in the Opposite Direction on the Wrong Side of the Road Collided Hear on with V2.
110	E4152	3	04/09/2012	1357	1	1	1	2	3	E07000114	635690	169316	Nash Lane J/W Nash Court Road, Margate, Kent	Veh1 Trav Along Nash Lane. There Were some Vehs Parked to the Nearside So Veh1 Has Pulled out which Has Caused Driver One to Be Too far over to the Offside Causin it to Collide with Veh2 Coming up Nash Court Road.
111	A299	3	08/09/2012	1814	1	1	1	3	1	E07000114	634015	165302	A299 Canterbury Road West 150M East of Cliffsend Bypass, Cliffsend, Kent	Veh2 was Stationary at Give-Way Speed Reduction Island when it was Struck from Behind by Veh1. this Caused Veh2 to Be Pushed Forward into the Path of Veh3. Veh Has then Struck Veh2.
112	A256	3	09/09/2012	1104	1	1	1	1	1	E07000114	635458	165122	A256, Sandwich Road J/W Canterbury Road East, Cliffsend, Ramsgate, Kent	Veh1 was Exiting Roundabout when Bike Slipped out from Under Rider.
113	F11	3	06/09/2012	1510	1	1	1	2	1	E07000114	630671	166860	Plumbstone Road, Acol, Kent (Mapped to Exact Grid Reference Provided 23/10/12 - 630670,166860)	V1 Travelling from Thanet Earth Along Plumbstone Road which is a Single Carriageway. V2 Travelling Opposite Way, both Vehicles Met in Middle and Collided with Each Other.
114	A254	3	20/09/2012	0850	1	1	1	2	1	E07000114	636422	168231	A254 Margate Road J/W Star Lane, Margate, Kent	V1 (Pedal Cycle) Crossed Star Lane Without Looking and was Struck by V2 which was Turning left into Star Lane. V1 + V2 Had Collided, Bruising Only to V1 Rider.
115	B2050	3	14/09/2012	1825	1	1	1	2	1	E07000114	631494	167824	B2050, Manston Road, 250 Metres West of Shottendane Road, Birchington, Kent	Veh1 Travelling East Along Manston Rd. Overtok Witness and then Veh 2. During Overtake Manouevre Veh 1 Has Collided with Offside of Veh 2 Knocking Wing Mirror off Veh 2 and Causing Minor Scratch. on Stopping Driver of Veh 1 Has Assualted Driver of Veh 2 Separate Report Will Be Placed with Imu as This. Veh 1 then Made off no Details Exchanged.
116	A254	3	24/09/2012	1702	1	1	4	2	1	E07000114	635646	169668	A254 Ramsgate Road, 10 Metres South of Nash Court Road, Margate, Kent	Vehicle 1 and Vehicle 2 Were Travelling Along A254 when Vehicle 2 Stopped in Traffic and Vehicle 1 Hit Vehicle 2 from Behind.
117	B2050	3	26/09/2012	1030	1	2	2	1	2	E07000114	631525	167815	Manston Road, Birchington, Kent	Vehicle 1 was Travelling Manston Road Towards Ramsgate, when Hit a Patch of Mud. Due to Road Condition, Weather Conditions (Raining) and Inexperience of the Driver Lost Control and Skidded Towards Nearside Verge. Driver Paniced and Swerved, Instead Hitting Offside Verge and Flipped Vehicle Landing on Roof. no Other Objects Hit/ Damaged. Minor injury and no Other Vehicles.
118	A254	3	21/09/2012	1037	1	1	1	2	1	E07000114	636408	168073	A254, Ramsgate Road J/W Westwood Gateway, Margate, Kent.	V2 was Travelling North when V1 Pulled out and Hit V2 Causing Damage. V1 Made off Without Stopping.
119	A28	3	22/09/2012	2300	7	1	9	2	1	E07000114	631290	169580	Canterbury Road O/S King Ethelbert School, Birchington, Kent	Veh2 Travelling Towards Margate in Inside Lane. Veh1 Travelling in Same Direction Overtok M/Cycle and Collided with Rear Foot Rest of M/Cycle Causing Rider to Fall to Road and Bike to Crash.
120	A254	3	18/09/2012	1530	1	1	1	2	1	E07000114	635939	169223	A254 Ramsgate Road, Margate, Kent	Infmt Cycling Along Ramsgate Road, Margate Towards Qeqm Hospital from Direction Westwood. as V2 Passed Orb Public House Noticed V1 Moving over Towards V2 (Travelling Same Direction). Before Infmt Could Take Avoiding Action Cycle Has Caught on the Side of the Vehicle. Dragging Rider for 2 to 3 Metres. Other Drivers then Sounded Their Horns (No Details) Andv1 Stopped. Driver Got out and Apologised, Asked if Rider was Okay then Drove off Toward Qeqm.
121	A299	3	01/10/2012	1720	1	1	9	3	2	E07000114	628576	165633	A299, Coastbound J/W A253, Ramsgate, Kent	Veh 3 Had an Issue with the Accelerator Getting Stuck on the Car Mat. Veh 1 was Slowed and Veh 2 Slowed. Veh 1 Did Not See the Change in Speeds and Collided into the Bac of Veh 2. Veh 2 was Forced into Veh 3 Causing All Parties to Come to a Stop.
122	A253	3	06/10/2012	2210	1	1	1	2	1	E07000114	631141	165765	A299 Thanet Way Roundabout J/W A253 Minster Road, Minster, Kent	V1 Entered Roundabout from Minster Road Thinking it was Clear. V2 Entered Roundabout, Continuing Along A299 at Speed. Veh 1 and 2 Collided Mid-Junction.
123	B2048	3	26/09/2012	0103	4	2	2	1	1	E07000114	630750	167090	B2048 the Street, Acol, Birchington, Kent (Mapped to Police Ref 630750 167090)	Veh 1 Has Travelled Along Minster Road into Acol onto the Street. as Veh 1 Enters the Village Veh Has Collided with a Wall on the Nearside Possibly Due to the Poo Conditions Driver Has Lost Control.
124	A254	3	09/10/2012	1705	1	1	1	2	1	E07000114	636420	167910	A254, Westwood Road Roundabout, Margate Road, Broadstairs, Kent	V2 was Negotiating Roundabout, V1 Came up Behind V2 Hit V2 Causing Damage. Failed to Stop and Made off down Ramsgate Road. no Details Known for D1, Dob Etc.
125	A28	3	15/10/2012	1002	1	1	1	2	1	E07000114	631652	169618	A28 Canterbury Road 100M East of Hengist Road, Birchington, Kent.	V1 Turnedtravelling East on A28 Slowing down in Lane 1. V2 Also Travelling East on A28 Towards Margate Cresting Brow and Hit V1 in Rear Pushing both off the Road into Fence of Golf Course Footpath.
126	E4112	2	15/10/2012	1755	1	2	8	1	1	E07000114	634887	166466	Preston Road,30 Metres North of Spratling Street, Manston, Kent.	Rider of a Motorcycle was in Preston Road, Manston when Rider Had to Slow Down.Rider Applied Only the Front Brake Causing the Front Wheel to Lock up and the Bike to Fall to the Left. the Rider Has Received a Broken Collar Bone as a Result. no Other Vehicle was Involved and no Damage Has Been Caused to Any Roadside Property.
127	C229	3	11/10/2012	1712	1	2	2	1	1	E07000114	634000	167158	Manston Road, O/S Rosemary House, Manston, Kent	V1 left Drome Garage and Turned Left. V1 Lost Control Due to Foot Becoming Stuck and Accelerated Instead of Braking. V1 Mounted a Verge on Opposite Side of Road Before Re-Entering Carriageway and Colliding with a Fence and Telegraph Pole Outside 'Rosemary' House Approx 100 Yards from Start of Journey.
128	A28	3	14/10/2012	1531	1	1	1	2	2	E07000114	630844	169462	A28, Canterbury Road Junction with Edward Drive, Birchington on Sea, Birchington, Kent	V2 Slowing to a Stop for another Vehicle turning right V1 Approaching Behind V2 Travelling in Same Direction Did Not Slow and Dazzled by Low Sun Skidded and Hit V2 in Rear
129	B2048	3	23/10/2012	1940	6	2	7	1	1	E07000114	630478	167959	B2048, Park Lane J/W B2050 Manston Road, Birchington, Kent.	Vehicle 1 Failed to Take Bend Going into Wall.
130	A299	3	25/10/2012	0940	1	1	4	2	1	E07000114	633814	165359	A299 Canterbury Road West New Roundabout, Ramsgate, Kent	Vehicle 2 Has Stopped at Junction of Roundabout to Give Way. Vehicle 1 Has Moved off Believing Vehicle 2 Has Moved Off. Low Speed Impact. (To Be Reviewed Followin New Road East Case Access)
131	A253	3	26/10/2012	0655	1	2	2	2	1	E07000114	631099	165765	A299 Thanet Way, Minster, Kent	Veh 1 Travelling W-E across Roundabout, Dual Carriageway. Veh 1 Collided with Veh 2 Travelling Same Direction. Veh 1 Clipping Veh 2 with Wing Mirror Causing Veh 2, a Motorcycle, to Come to a Stop. Veh 2 Rider Placed Foot to Floor to Stabilise Bike. Veh 1 Drove over Foot of Rider of Veh 2.
132	A256	3	26/10/2012	1640	6	2	5	2	2	E07000114	634507	164659	A256 Canterbury Road, Cliffsend Tunnel, Ramsgate, Kent. (Mapped to New Road Link)	V1 was Travelling Along the New Cliffsend Bypass Following an Earlier Rtc. V2 Carried out an Emergency Stop to Avoid a Further Unknown Vehicle That Had Stopped in a Contrailow Lane Closure Put in Place Around a Further Rtc. V1 Skidded on Mud left on the Road by the Lorry and Could Not Stop in Time Before Colliding with the Rear of V2.
133	E4112	3	11/11/2012	1015	1	2	1	2	1	E07000114	635673	167701	Manston Court Road, Margate, Kent (Mapped to Police Ref 635673,167701)	V1 was Travelling Along Manston Court Road, when it Had to Stop Quickly Due to an Oncoming Vehicle Travelling Too Fast. V2 Has Attempted to Stop but Due to th Slippery Conditions Has Skidded on the Wet Road and then Collided with V1. Slight Injury to the Rider of V2.
134	E4149	3	18/11/2012	1125	1	2	1	2	2	E07000114	632700	169680	Victoria Avenue Junction with Streete Court Road, Westgate-On-Sea, Kent.	V1 Travelling Along Streete Court Road Westgate Towards Victoria Avenue. V2 was Travelling Along Victoria Avenue Towards Streete Court Road. Vehicles Were Parked All the Way Along Victoria Avenue Including Close to the Junction at Streete Court Road Limiting the View. V1 Began Pulling out of Streete Court Road into Victoria Avenue. Due to Restricted View V1 Did Not See That Pulled into Path of V2 which was Travelling South on Victoria Road. V2 Collided into Offside of V1, V2 Had right of Way
135	B2049	3	05/11/2012	0824	1	2	1	2	6	E07000114	635070	169520	Shottendane Road, Outside No.11, Margate	V2 Stationary on Shottendane Road Allowing a Parked Vehicle to Pull out when it was Hit from Behind by V1
136	A256	3	19/11/2012	1715	7	1	9	2	2	E07000114	636233	167834	A256, Haine Road, Ramsgate, Kent (Mapped to Exact Grid Reference Provided 09/01/2013 636230,167830)	V2 Stationary in Traffic when V1 Has Hit V2 Rear On. V2 Has Pulled into Nash Road and V1 Has Driven Off. Driver and Passenger of V2 both Have Back Pain.
137	A254	3	23/11/2012	0330	7	2	5	2	1	E07000114	636437	168214	Poorhole Lane 10 Metres East of A254 Margate Road, Broadstairs, Kent	V1 Indicated left into Porphole Lane (Coming from Margate), Road Conditions Very Wet. Road is Narrow. Oncoming Vehicle (Details Unknown) Caused Vehicle 1 to Swerve. Before Drv Lost Control of V1, Struck a Tree on Nearside and Collided with the Brick Wall of Wine Warehouse.
138	A299	3	27/11/2012	1940	7	1	9	2	1	E07000114	631104	165756	A299, Thanet Way J/W Tothill Street, Minster, Ramsgate, Kent.	V1 was Travelling Along A299 from Monkton Roundabout Towards the Minster Roundabout. as it Approached the Minster Roundabout, it Failed to Give Way to Traffic on the Roundabout. V2 was turning right from Tothill Street onto the A299 and was Hit on it's Nearside by V1.
139	A28	3	04/12/2012	0825	1	1	9	2	2	E07000114	630300	169072	Canterbury Road, Birchington, Kent (Mapped to Police Ref 630300 169060)	V2 Travelling Along Canterbury Road in Birchington Towards Canterbury. Traffic in Front was Slowing So V2 Slowed down & Braked. V1 Went into the Rear of V2 Causing Minor Damage to both V1 & V2. Self Reported Crash no Details of V1
140	F11	3	03/12/2012	1530	1	1	1	2	1	E07000114	630704	167451	Crispe Road Near to Acol Hill (Mapped to Police Ref 630710 167450)	V1 was Travelling Along Crispe Road Towards Acol. V2 was Coming from the Other Direction. the Road is Narrow with Passing Places. V1 Has Failed to Judge the Speed & Location of V2 Has Struck it Causing Damage to Offside of both Vehs.
141	A256	3	21/12/2012	0825	1	2	1	2	1	E07000114	636269	167862	A256, Haine Road, Ramsgate, Kent (Mapped to Grid Reference Provided 636260,167850)	both V1 & V2 Were Travelling Along Haine Road, Ramsgate Towards Wwx. V2 was in Front of V1, V2 Has Braked Causing V1 to Slam on her Brakes and Collide into the Rack of V2. Minor Damage was Caused to both Vehicles and D1 Stated at the Scene That she Had Slight Pain in her Chest For her Seatbelt. Secas was Declined, but her Partner Picked her up and Took her to Qeqm as a Precaution.
142	A254	3	20/12/2012	1332	1	2	2	2	1	E07000114	636414	167907	A254 Ramsgate/Margate Road, Rdbt with A256 Haine Road, Westwood, Kent	V1 Pulled out in Front of V2 Who was Already on the Rdbt Causing the Moped (V2) to Brake and Slip over in the Wet. no Contact Between the Vehicles.
143	CS65	3	22/12/2012	0254	4	2	1	1	1	E07000114	634972	169481	Shottendane Road Outside no 16, Margate, Kent	V1 Driving at Excess Speed, Driver Has Lost Control and Struck a Lamp Post Causing Extensive Damage to Vehicle. Driver was Intoxicated and Failed Roadside Test Arrested for Eba.
144	A254	3	15/12/2012	1730	1	2	2	2	1	E07000114	636436	167939	A254 Margate Road, Westwood Rdbt, Broadstairs, Kent	Informant on M/Cycle (V2) Has Travelled from Nash Road, to Junction Haine Road then Turned left Towards Westwood Cross Roundabout in Order to Travel to Westwood Road, as V2 is Travelling Around Roundabout in left Hand Lane They Noticed V1 Travelling Same Direction Extremely Close Attempting to Pass Them. Informant Has then Come off Bike on the Roundabout V1 Did Not Stop and Continued on Their Way.
145	A28	3	12/01/2013	1150	1	1	1	2	1	E07000114	633844	170008	Canterbury Road J/W George V Avenue, Margate, Kent.	V2 was Stationary on George V Avenue J/W Canterbury Road Waiting to Turn left to Travel Towards Garlinge. V1 Behind V2 and Hit V2 in the Rear. Minor Damage and Injury. both Drivers Stopped and Part Exchanged Details.
146	B2190	3	12/01/2013	1807	4	2	1	2	1	E07000114	631340	166150	B2190, Junction with Columbus Avenue, Manston, Kent	Veh 2 Travelling B2190 Minster Road in East Direction. Veh 2 Entered the Roundabout J/W Columbus Avenue. Veh 2 Missed the Exit and Continued Round th Roundabout. Veh 1 Travelling B2190 Minster Road in East Direction Entered the Roundabout - Veh 1 Hit Veh 2.
147	C229	3	14/01/2013	0825	1	4	1	2	1	E07000114	634110	167640	Vincent Road at Junction with Manston Road, Margate, Kent	Veh 1 was Travelling Along Vincent Road Towards the Junction with Manston Road as Veh 2 was Travelling Along Manston Road Towards the Same Junction. Veh 1 Stated That The Brakes at the Junction but the Wheels Locked up and Skidded on the Snow. as Such Veh 1 Could Not Stop at the Stop Line and Slid into the Path of Veh 2 which Caused a Collision
148	A299	3	17/01/2013	0409	4	4	3	1	1	E07000114	627575	166981	A299 Thanet Way Rdbt J/W A28 Canterbury Road, St Nicholas at Wade, Margate Kent	V1 Approaching Roundabout in E Direction on A299 at Speed Slid on Ice on Roundabout. Hit Lamppost at Side of the Road Before Leaving Carriageway and Ending up in Ditch
149	B2050	3	21/01/2013	0930	1	4	3	2	1	E07000114	633149	166453	B2050 Manston Road J/W B2190 Spitfire Way, Manston, Ramsgate	it Would Appear That V1 Reached the Junction of B2190, Where it Pulled out turning right onto B2050 in Doing this the Driver Hit the Passenger Side of the V2, Causing V2 to Lose Control in the Snow and Ice. V2 then Collided into the Bank at the Side of the Road, V1 and V2 Stopped, both Drivers Assessed by Secas.
150	A256	3	22/01/2013	0920	1	2	1	2	1	E07000114	636297	167886	Haine Road J.W Nash Road, Broadstairs, Kent	V2 Has Stopped for on Coming Traffic Around a Parked Vehicle. V1 Has Slipped when Braking and Struck the Rear of V2 Causing Slight Damage. V2 Suffering with Neck and Back Pain.
151	A254	3	28/01/2013	1745	4	2	2	3	2	E07000114	636284	168682	A254, Ramsgate Road, 30 Metres Se of Enterprise Road, Margate, Kent	V2 and V3 Slowed and Stopped Due to a Build up of Traffic. V1 Has Not Realized They Have Started to Slow, D1 Has then Seen Brake Lights, Braked but Not Stopped i Time, V1 Has Gone into V2 which Has then Gone into V3.
152	A299	2	26/01/2013	1341	1	2	8	2	1	E07000114	631750	165704	A299, Thanet Way Opposite J/W Laundry Road, Minster	V1 (Motorcycle) Travelling Easterly Along the New Thanet Way. Moved out from Lane 1 to Lane 2. Applied Brakes Due to Slower Moving Traffic in Lane 2 and Waved out the Front Wheel Causing the Bike to Slide on its Side Until it Collided with the Rear of V2. Rider of V1 Sustained Serious Leg & Pelvic Injuries.
153	A256	3	08/02/2013	1815	4	1	1	2	1	E07000114	635920	166559	A256 New Haine Road J/W Haine Road, Broadstairs.	V2 (Cyclist) Travelling on Haine Road Going South at R/Ab/Ab. V2 was Passing J/W New Haine Road (A256) when V1 Entered Roundabout and Hit V2. both Drivers Stopped and at the Time D2 Thought There was no Damage or Injury. These Were Discovered Later and Reported to Police
154	A254	3	10/02/2013	1900	4	3	6	2	1	E07000114	636407	167905	A254 Margate Road, 10 Metres from Roundabout with A256 Haine Road, Westwood Cross, Broadstairs Kent	V2 Travelling East to West Negotiating Roundabout. V1 Travelling South to North Failed to Stop at Give Way Markers and Hit V2 Causing Damage.
155	A256	3	14/02/2013	1620	6	2	1	2	1	E07000114	635431	165170	A256, Haine Road J/W Canterbury Road, Ramsgate, Kent	V1 Has Cut across into Path of V2 and Come off Worse. Possibly a Mis-Judgement of Lane Positioning for V1 to Get ahead of V2
156	C229	3	08/03/2013	0853	1	2	7	2	1	E07000114	634774	168693	Manston Road J/W Fleet Road, Manston, Ramsgate, Kent	V2 Travelling Along Manston Road Towards Margate when V1 Pulled out of Fleet Road into its Path. V2 Tried to Swerve but was Unable to Do So Due to Nearsid Embankment.
157	A28	3	25/02/2013	1820	4	2	8	3	1	E07000114	633470	169880	A28, Canterbury Road Junction with Bridge Road, Margate, Kent.	V2 Has Been Travelling Along Canterbury Road Towards Margate when Vehicle 1 Has Pulled out of the Junction Dazzled by Car Lights and Vehicle 2 Has Hit Vehicle 1 which was Emerging from a Minor Road. Vehicle 2 Has then Hit Vehicle 3 which was Oncoming.
158	A299	3	16/03/2013	1203	1	2	5	2	2	E07000114	634422	165130	A299, Canterbury Road West, Ramsgate, Kent	Veh 2 Travelling East Along Canterbury Road West,As Veh 2 Approached the Traffic Calming Measures an Unknown Vehicle Came Around the Traffic Calming Island Causing Veh 2 to Brake Sharply and Come to a Stop. Veh 2 Did Have right of Way. Veh 1 Travelling Behind Veh 2 and Has Also Braked Sharply Causing it to Skid into Veh 2
159	B2048	3	17/03/2013	1419	1	1	1	2	1	E07000114	630274	168899	Park Lane, Birchington, Kent (Mapped to Road at 630290 168990)	V1 Had Pulled up on O/Side of Road and Passenger Opened Front N/Side Door into Road. V2 Hit Open Door Causing Passenger in Injury left Leg.
160	A28	3	03/04/2013	1920	1	1	1	2	1	E07000114	630458	169117	A28, Canterbury Road J/W Park Road, Birchington, Margate	

190	A256	3	13/07/2013	1418	1	1	1	2	E07000114	635475	165074	A256 Roundabout Sandwich Road Ramsgate Kent	V1 and V2 Have Come Together Whilst on the Roundabout of the A256. Slight Damage to both Vehicles and Slight Injury to Passenger in V1 no Hospital Treatment Required.
191	B2050	3	13/07/2013	1315	1	1	1	1	E07000114	634479	166325	B2050, Manston Road, Ramsgate, Kent (Mapped to Police Confirmed Grid Ref 634500,166320)	V1 on Straight Section of Road, some Unknown Mechanical Fault Caused Front Wheel to Jam which Caused Rider to Be Thrown from the Motorcycle.
192	A254	3	09/07/2013	1815	1	1	1	2	E07000114	635678	169641	Perkins Avenue J.W Ramsgate Road, Margate, Kent	at the Above Time and Date Officers on Patrol Turned into Perkins Avenue to Find Cyclist, , V1, Clutching Legs and Complaining That the Driver of V2, Had Braked Sharply Causing Them to Crash into Rear. it Would Appear That Cyclist Has Turned into Perkins Avenue from Ramsgate Road at Speed and Has Ridden Directly into the Rear of V2 Who was Held up in Order to Allow Oncoming Traffic Through.
193	A299	3	02/07/2013	1211	1	1	1	1	E07000114	627518	166996	A299 Coastbound, St Nicholas at Wade, Birchington, Kent	V1 Going Towards Thanet on the A299, Upon Approaching St Nicholas-at-Wade Roundabout V1 Has Clipped the Roundabout & Has then left the Road & Has Entered Farmers Field. Elderly Driver & Passenger Have Received Slight Injuries.
194	B2049	3	13/07/2013	1545	1	1	1	2	E07000114	635253	169688	College Road J.W Nash Road, Margate, Kent	V1 and V2 Travelling Along College Road, Margate Approaching the Traffic Lights. V2 was in Front and Slowed to Stop. V1 then Struck the Back of V2. V1 Mounted the Pavement to Leave the Scene, Collided with a Wall Causing Damage. Rider of V1 left the Motorcycle on the Pavement and Walked Off.
195	E4152	3	08/07/2013	0823	1	1	1	2	E07000114	636057	168257	Nash Road 50M South of Nash Farm, Broadstairs, Kent	V1 and V2 Travelling Along Nash Road in Opposite Directions on a Very Narrow Bend. Vehs Have both Collided Head On, both Drivers Stated They Did Not See Each Other. D1 was Riding a Pedal Cycle Along Ramsgate Road down Hill. D1 Went to Leave the Road to Join the Path Alongside but in Doing So Fell from Cycle onto the Pavement, n Other Vehs or Peds Involved.
196	A254	3	16/07/2013	1700	1	1	1	1	E07000114	635975	169138	A254, Ramsgate Road J/W Farley Bend, Margate, Kent	V1 Travelling Towards Ramsgate Swerved to Avoid a Fox Collided with a Speed Sign which Fell over V1 Ended up in Field.
197	A253	3	15/07/2013	0120	7	1	9	1	E07000114	634848	165070	Canterbury Road West, Ramsgate, Kent (Mapped to Location Description - Ltd Info)	V2 Travelling on the Roundabout, V2 Stopped Due to Other Stationary Traffic Waiting to Exit onto Main Road. V1 Went into the Back of V2 Causing Damage. V1 Drove off - Margate Road Towards Margate. Section 170 was Not Complied with
198	A254	3	22/07/2013	0857	1	1	1	2	E07000114	636434	167921	Westwood Road J/w Margate Road, Broadstairs, Kent.	V2 was Travelling Along Minster Road Towards the Traffic Lights Junction with A28 Canterbury Road and V1 was Travelling Along St Mildreds Road Towards the Same Junction. V1 was Intending to Turn right onto the A28 Towards Birchington and V2 was Intending to Turn left onto the A28 Also. Due to the Nature of the Junction V1 and V2 Were Approaching Each Other Head On. V1 Has Turned right and into the Path of V2 which was turning Left. Possible That V2 was Obscured by Queuing Traffic.
199	A28	2	18/07/2013	1615	1	1	1	2	E07000114	632410	169770	Minster Road, A28 Canterbury Road, Westgate-On-Sea, Kent	Collision Occurred
200	A229	3	23/07/2013	1620	1	1	1	1	E07000114	628717	165607	A229, Thanet Way, Minster, Sheerness Kent (Police Confirmed Location)	V1 Travelling 70Mph, New Rear Tyre Newly Fitted on Bike, Lost Control & Slid down the Road Caused Substantial Damage to Motorbike and Minor injury to Rider. nc Other Vehs Involved.
201	A256	3	29/07/2013	1237	1	1	1	2	E07000114	635753	165937	A256, Haine Road, Ramsgate, Kent (Mapped to Exact Grid Reference Provided - 635750/165930 - 18/09/2013)	V2 Had Exited the Roundabout off Haine Road Past the Travel Lodge at Westwood Cross. V2 was Stationary in Queue of Traffic when V1 Came from Inside Lane Trying to Cut across the Front of V2 Hitting V2's Offside Front Wheel Arch V2 Sounded Horn. V1 Carried on Forward Driving off Towards Broadstairs.
202	A299	2	28/07/2013	1329	1	1	1	1	E07000114	628565	165657	A299 Thanet Way, Coastbound, St Nicholas (Mapped to Police Confirmed Location 628570,165660)	One Vehicle Rtc. Bike Travelling on Dual Carriageway Went to Leave Road Via Slip Off. Rider Misjudged Bend and Clipped Curve Causing Rider to Go over Handle Bars.
203	E4150	3	31/07/2013	1440	1	1	1	2	E07000114	633797	169333	Brooke Avenue Jw Kingston Avenue, Margate, Kent	V1 Pulled out of badly Marked Road Surface in Front of V2, Slight Injury to Driver of V1 Section 170 Complied
204	A253	2	03/07/2013	1335	1	1	1	2	E07000114	628562	165587	Thanet Way at the Junction with Willetts Hill, Monkton, Kent	V1 was Travelling Around the Roundabout from Minster as was V.2. V.2 was Travelling Towards Whitstable turning right at the Roundabout. V2 Believes That V.1 was Going to Turn right then Changed Mind and Cut V.2 up on the Roundabout Causing V.2 to Skid and End up on the OtherSide of the Carriageway and V.1 Has Continued Towards Sarre Without Stopping
205	E4152	3	01/08/2013	1400	1	1	1	2	E07000114	635657	169294	Nash Road J.W Track Leading to Allotments, Margate, Kent	V2 (Motor Cycle) was in Heavy Traffic, V2 Has Been Going Past when V1 Has Pulled out Hitting the Rear of V2 off Bike. Details Exchanged but Rider of V2 Has Sustained Slight Injury.
206	A254	3	29/07/2013	1000	1	1	1	3	E07000114	635560	169860	A254, Victoria Road, Jw B2052, College Road, Margate, Kent	V1,2 and 3 Have Gone Through Set of Traffic Lights from the Direction of College Road, Margate, a Vehicle Not Involved in Rtc Has Turned right and V3 Has Slammed or Brakes to Avoid Collision. V1 Has Gone into the Back of V3 and V2, Travelling Behind V1 Has Gone into the Rear of V1. V2 and V3 Have Hardley Any Damage. V1 Has Front and Rear Damage. D1 Has Slight Injuries.
207	A28	2	07/08/2013	0907	1	1	1	2	E07000114	633307	169861	A28, Canterbury Road, Outside House Number 263, Margate, Kent	V1 Travelling from Margate Towards Birchington. V2 Parked and Unattended at the Side of the Road. V1 Has Driven into the Back of V2 Without Braking. Witnesses Stat That V1 was Swerving All over the Road from Eaton Road to Sight of Collision. no Alcohol Suspected. Driver Appears to Have Had a Medical Episode and Had no Recollection of the Collision when Spoken To.
208	B2050	3	05/08/2013	1452	1	1	1	2	E07000114	633167	166449	B2050,10M East of the B2190, Manston, Ramsgate, Kent	V2 Had Stopped in Line of Traffic when V1 Collided with Rear of V2 Causing it to Be Pushed Forward
209	A28	3	14/08/2013	0710	1	1	1	1	E07000114	629247	167867	A28, Outside Brooksend Petrol Station, Brooksend Hill, Birchington, Kent	V1 Has Been Travelling Towards Birchington and Has Come out of the Dual Carriageway and onto the Single Carriageway . V1 Has Skidded, left the Road and Rolled About 25 Metres into a Field Landing Upside Down.
210	A28	3	12/08/2013	1600	1	1	1	2	E07000114	632916	169903	A28, Canterbury Road, Westgate on Sea, Kent	Rtc Involved 2X Vehicles V1 Drove into V2 which was Parked and Unattended on the Canterbury Road, Westgate on Sea
211	E4150	3	20/08/2013	1316	1	1	1	4	E07000114	635243	169668	Shottendane Road J/w B2052 Hartsdown Road/Nash Road Margate Kent	Report of 4 Vehicle Rtc Whereby the Driver of V1 Being New in Post and Not Familiar with the Vehicle Has Lost Control and Collided with 3 Vehicles which Were Waiting at Traffic Lights. D2 Sustained Minor Injury.
212	A299	3	07/09/2013	0853	1	1	1	2	E07000114	628565	165652	A299 Ramsgate, Kent	V1 Travelling Coastbound on A299 Towards Ramsgate. V1 Has Suddenly Stopped in Nearside Lane as Radiator Leaked. Pedal Cyclist Travelling Behind Vehicle Has Collided with Rear of V1 Causing Rider to Fall off & Suffer a Cut to Their Chin. Pedal Cyclist States it was Their Fault They Fell off Bike as Weren't Looking Where They Were Going. Driver of V1 Appears to Have Suffered a Medical Episode Whilst Driving. Mounted Kerb O/S 68 Hartsdown Road. Passenger Had to Take Control Before Colliding with Parked Van Opposite no 96 Hartsdown Road, Margate. Causing Injury to both Driver and Passenger and Extensive Damage to both Vehicles Report Will Be Forwarded to Dvla to Consider Fitness to Drive.
213	E4153	3	05/09/2013	1013	1	1	1	2	E07000114	634781	169945	B2052 Hartsdown Road O/S 96, Margate, Kent	V1 and V2 Travelling Along in Same Direction Along A256 Towards Sandwich. an Unknown Vehicle Has Slowed Causing Vehicle 2 to Brake. V1 Braked but Driver Admits That Their Foot Slipped off the Brake Pedal and Collided with the Rear of V2.
214	A256	3	04/09/2013	1000	1	1	1	2	E07000114	635199	164437	A256 Sandwich Rd on Approach to Meverall Avenue, Ramsgate, Kent	D1 was Distracted and Hit Central Island on A28 Causing Damage to O/S Front of V1.
215	A28	3	09/09/2013	0724	1	1	1	1	E07000114	630301	169063	A28 Canterbury Road, Birchington, Kent	V2 Travelling on Nash Road Heading Towards Hartsdown Road, Lights Are Green. V1 Coming from Hartsdown Road Has Turned right into Shottendane Road Hitting V2 Head On. both Parties Have Initially Stopped but V1 Went to Get Father then Failed to Return and left Wrong Phone Number.
216	B2049	3	11/09/2013	1650	1	1	9	2	E07000114	635252	169676	Manston Road Jw Nash Road, Margate, Kent	Veh1 was at the Junction of Alland Grange Lane with Spitfire Way. Veh2 was Travelling Along Spitfire Way Towards the Direction of Margate. Veh1 Pulled out of Junction into Path of Veh2 Causing the Collision.
217	B2190	3	12/09/2013	0740	1	1	1	2	E07000114	632011	166052	Spitfire Way Jw Alland Grange Lane, Manston, Kent	V1 Travelling A28 Canterbury Road Towards Birchington from Westgate. a Pedestrian Stepped off the Pavement into the Road, into the Path of V1. V1 Swerved and Hit the Pedestrian with the Nearside Wing Mirror. Driver Stopped, Witnesses Stopped. Pedestrian Said They Were Ok then Ran off and Declined to Return to the Scene, a Witness Obtained Casualty Details.
218	A28	3	16/09/2013	1640	1	1	1	1	E07000114	632390	169761	A28, Canterbury Road Approx 30M West Minster Road, Westgate on Sea, Kent	A254, Ramsgate Road Jw A256, Westwood Road, Broadstairs, Kent
219	A254	3	13/09/2013	2010	1	2	2	1	E07000114	636425	167914	A254, Ramsgate Road Jw A256, Westwood Road, Broadstairs, Kent	V1 Driving Along Ramsgate Road, Road Surface was Wet as Raining at Time of Incident. V1 Proceeded across the Roundabout, and Upon Exiting V1 Has Lost Grip with the Road Surface and Collided with Offside Road Barrier Causing V1 to Spin Around and Face Wrong Direction. Road Surface where Accident Occurred was Very Slippery.
220	A28	3	05/09/2013	0845	1	1	1	1	E07000114	631929	169653	A28 Canterbury Road, Opposite, 2Nd Road, Hengist Road, Birchington, Kent	3 Pedestrians Crossed A28 from Central Reservation. V1 was Slowing to Pull into Stop and Sounded Horn and Braked Hard at C1. Knew They Would Not Stop in Time. Ped got to Kerb, Third (C1) was Clipped on Shoulder by Nearside of Bus Spinning Them onto Kerb Side.
221	C229	3	17/09/2013	1010	1	1	1	2	E07000114	634968	169072	Manston Road Jw Half Mile Ride , Margate, Kent	Veh1 was Pulling out of Margate Tip and Could Not See Clearly Due to Other Vehicles turning into the Tip. as Veh 1 Crept out Veh 2 Who was Overtaking the Line of Traffic Collided with Veh 1
222	A253	3	23/09/2013	0920	1	1	1	4	E07000114	634384	165145	Canterbury Road West, Outside Number 54, Ramsgate, Kent	All Vehicles Were Travelling Along A299 Canterbury Road West, Cliffsend Towards Ramsgate. Vehicles 2,3 and 4 Were Stationary at a Give Way Point, Road Calming Measures Are in Place and a Chicane is Situated on the Ramsgate Bound Carriageway. when V1 Has Collided with the Rear of V2 Causing Damage and Slight Injury - Whiplash to the Driver of That Vehicle. no Other Injuries Were Reported at the Time
223	A254	3	13/09/2013	1704	1	2	1	3	E07000114	636276	168697	A254, Ramsgate Road Jw Enterprise Road, Westwood Cross, Margate, Kent	V1 Driving Too Fast and Too Close to V2. V3 Stopped Past Lights in Stationary Traffic. V2 Stopped Behind V3. V1 Braked, Skidded and Tried to Avoid V2 and Hit V2 in the Rear Causing V2 to Shunt V3 Causing Damage to V3.
224	A299	3	26/09/2013	2125	4	1	1	2	E07000114	633894	165260	A299, Ramsgate Road, Cliffsend Roundabout, Ramsgate, Kent (Mapped to Grid Reference - 633890/165260 on New Cliffsend Roundabout - 19/11/2013)	V2 Travelling from Dealtownswards Ramsgate, Travelling on the New Roads. V2 Entered the Cliffsend Roundabout Intending to Turn left Towards Minster. V2 Stopped. V1 Behind V2 Hit V2 in the Rear. both Vehicle Stopped and Details Exchanged. Driver V2 Has Whiplash.
225	A256	3	30/09/2013	1645	1	1	1	3	E07000114	635653	165653	A256,Haine Road, Outside Ozengel Grange, Ramsgate, Kent	V1 Driver Seen to Veer across the Middle of the Road into Path of Oncoming Vehicles. V1 Collided with V2 then V3 (Oncoming). Driver of V1 Taken to Qeqm and i Suspected of Having a Heart Attack at the Wheel Causing Loss of Control
226	B2050	3	30/09/2013	1750	1	1	1	4	E07000114	633348	166447	B2050, Manston Road, 300M East of Spitfire Way, Ramsgate, Kent.	Two Rtc's Had Already Occurred in the Area Resulting in 2 Main Roads Being Closed and Traffic Diverted Along Unfamiliar Roads. this Resulted in Queues of Traffic Stopping and Starting. in this Location Traffic was Queueing and Veh 1 Failed to Realise in Time and Hit Rear of Queue Causing Concertina Effect.
227	A28	3	30/09/2013	1556	1	1	1	3	E07000114	629347	167923	A28, Canterbury Road Jw Seamark Road, Birchington, Kent.	V1 Turned right out of Junction of Seamark Road, onto the A28 Canterbury Road. V2 was Travelling Along the A28 Canterbury Road from Birchington Towards Service Station. V1 Has Gone into V2, V2 Has Swerved into the Second Lane (Travelling in the Opposite Direction) Going into V3.
228	A28	3	04/10/2013	1740	1	1	1	2	E07000114	631849	169618	A28 Canterbury Road J/W Cambourne Ave, Westgate-On-Sea, Kent	V1 Travelling on A28 Canterbury Road when it Came over the Brow of the Hill, Driver Dazzled by Low Sun and Hit V2 That was Parked at Bus Stop with Passenge! Embarking and Disembarking.
229	A253	3	07/10/2013	1148	1	1	1	2	E07000114	635479	165075	A2253, Manston Roundabout Jw A299, Manston, Kent	Veh 2 was on the Outside Lane of the Manston Hill Roundabout Heading Towards Entrance of A299 when Veh Coming Round the Roundabout on the Inside Lane Hit V2's Rear Offside Door Panel. both Cars Pulled over and Exchanged Details, Since then the Owner of Veh 2 Has Felt Pain in right Shoulder/Neck Side.
230	A28	3	15/10/2013	1647	1	1	1	1	E07000114	629350	167930	A28, Canterbury Road J/W Seamark Road, Birchington, Kent	Veh 1 was Travelling A28 Canterbury Road, Birchington Towards St Nicholas at Wade, Went to Overtake a Car and Lost Control, Skidded and Came off Bike. no Collision Involved. Minor Injury to Rider and Damage to Bike. Rider was Blaming Slippery Road Surface, as There was Wear and Tear to Road Surface.
231	A256	2	11/10/2013	1650	1	2	2	2	E07000114	636340	167916	A256 Haine Road Near Nash Road, Broadstairs, Kent	V2 Had Stopped in Slow Moving Traffic. V1 Approached from Behind and Lost Control Upon Braking and Slid into the Rear of V2 Causing Minor Damage. Road Condition: Were Poor, Wet & Slight Traces of Mud from Nearby Building Works.
232	A299	3	15/10/2013	0730	1	1	1	2	E07000114	628751	165589	A299 200 Metres East of Willetts Hill, Monkton, Ramsgate, Kent	both Vehicles Were Travelling on the Same Piece of Road Going in the Same Direction. V1 was Travelling Faster Than a Car in Lane 2. V2 Moved out into Lane 2 to Prepare for the Roundabout which They Were Driving Towards, as V2 Pulled out it was Travelling Slower So V1 Had to Brake Hard Causing it to Lose Control and Spin into V2.
233	A256	3	30/10/2013	0830	1	1	1	3	E07000114	636200	167800	A256, Haine Road, Broadstairs, Kent (Mapped to Police Ref 636200,167800)	V1 Travelling Along Haine Road, Driver Checked Rear View Mirror and when Driver Looked Back Traffic Had Stopped. V1 Went into V2 Pushing it into V3.
234	E4150	3	26/10/2013	1826	4	1	1	2	E07000114	633593	169664	A28, Canterbury Road Jw Garlinge High Street, Westbrook A254, Ramsgate Road Jw Qeqm Hospital, Margate	V1 Turned from Canterbury Road into Garlinge High Street and Made Contact with V2 Travelling Along the Canterbury Road
235	A254	3	05/11/2013	1926	4	1	1	2	E07000114	635795	169531	A254, Ramsgate Road Jw Qeqm Hospital, Margate	V1 Failed to See Red Light and Went into the Side of V2 (A Bus) which was Pulling out from Qeqm onto the Main Road, D1 Stated That the Light was Green, but All Other Witnesses Say That V2 Had the Green Light.
236	A28	3	01/11/2013	1803	4	2	2	2	E07000114	629936	168723	A28, Canterbury Road Jw Essex Gardens, Birchington, Kent	V1 and V2 Caught up in Stationary Traffic. V2 Moved off and V1 Moved off and Collided with Rear of V2 Causing Very Slight Damage to Bumper
237	A28	3	05/11/2013	0650	1	2	5	1	E07000114	633574	169877	A28 Canterbury Road J/W High Street, Garlinge, Margate, Kent	D1 Stated That They Were Travelling Along Canterbury Road, Garlinge Towards Margate, as They Approached the Traffic Lights D1 States That They Lost Control of the Vehicle Causing it to Collide with the Railings on the Ns Front. Slight Injury to the Chest as a Result of the Seatbelt.
238	E4152	3	10/11/2013	1230	1	1	4	2	E07000114	636207	168061	Star Lane Jw Nash Road, Westwood, Margate	Inexperience Motorcycle Rider at Roundabout Had to Brake Suddenly Causing Rider to Wobble and Fall off Bike Following a Vehicle Having to Divert Around Roundabou Due to a Road Closure.
239	E4145	3	13/11/2013	0824	1	2	1	2	E07000114	632490	169581	Lymington Road Jw Minster Road, Westgate on Sea	V2 at Junction. V1 Approaching Junction looked right and was Dazzled by Low Winter Sun and Collided with Rear of V2 Causing Low Speed Minor Damage Collision.
240	E4145	3	06/11/2013	1230	1	2	2	1	E07000114	632484	169366	Wellington Road, Outside Number 18, Westgate on Sea, Kent	Driver of Vehicle One in Vehicle when Foot Has Slipped off the Brake Pedal Due to Vehicle Being an Automatic. Drivers Foot Has Hit the Accelerator Causing Vehicle to Mount Pavement and Hit Wall.
241	A254	3	16/11/2013	0930	1	1	1	2	E07000114	635594	169707	A254 Ramsgate Road, O/S no 131, Margate, Kent	V2 Had Stopped in Road to Allow a Postman Vehicle to Pull out of Junction Ahead, V1 Did Not See V2 Had Stopped Due to the Low Sun in Their Eyes and Has Driven into th Back of V2. no Independent Witnesses and no Cctv.
242	C229	3	17/11/2013	1630	6	2	1	2	E07000114	634776	168694	Manston Road Jw Flete Road, Margate, Kent	V1 Pulled out onto Manston Road from Flete Road, as Driver was Getting up to Speed, Felt a Bump from Behind (Was Hit by V2). Stopped and Spoke to Other Driver, Drive 2 Complaining of Slight Pain to Neck, Minor Damage to both Vehicles.
243	A28	3	11/11/2013	1520	1	2	2	2	E07000114	633593	169883	A28 Outside 164 Canterbury Road Westgate 15 Metres East of High Street Garlinge Margate Kent	V1 Pulled off A28 Canterbury Road, Westbrook to Go to Westbrook Post Office Car Park and Collided with V2 a Motobility Scooter Riding along the Pavement in Front o 164 Canterbury Road. V2 was Obscured from View by a Parked Vehicle
244	A28	1	21/11/2013	1915	6	2	8	2	E07000114	627730	167050	A28 Canterbury Road, 225Metres East of A299 Thanet Way, Birchington, Kent	V2 Has Been Travelling Along A28 Towards Birchington when Suddenly, and for Reasons Unknown as of Yet, V1 Has Lost Control Travelling on the Opposite Carriageway Towards London Where it Has then Crossed the Central Verge and Straight into Path of V2 Before it left the Carriageway to the Nearside and down a Small Embankment.
245	A254	3	06/11/2013	1145	1	2	2	2	E07000114	636424	168222	A254 Ramsgate Road, J/W Star Lane, Broadstairs, Kent	V1 was Stationary at the Junction of Poothole Lane, Intended to Cross Traffic Travelling Two Ways, onto Star Lane. V1 Has Been Allowed out of the Junction by Traffic Travelling Towards Ramsgate V1 Has Continued Towards Star Lane and Collided with V2 Who was Travelling Towards Margate.At the Time of the Collision the Driver of V1 Has Accelerated Past V2 and onto the Pavement Colliding with the Wall Belonging to the Star Inn and Causing Damage to Roadside Furniture.
246	A254	3	25/11/2013	2131	4	1	9	3	E07000114	635790	169530	A254 Ramsgate Road Jct with Qeqm Hospital, Access Road, Margate, Kent	V1 - Police Vehicle on Emergency Driving, Travelled Through Junction Controlled by Ats Contravening Red Light. V2 Entering Main Road was Struck by V1 which then Swerved to Nearside Entering Mouth of Junction Colliding with V3 which Has Observed Emergency Vehicle & Stopped to Allow Precedence.
247	A254	3	26/11/2013	1655	4	1	1	1	E07000114	635556	169834	Ramsgate Road, at Junction with College Road, Margate, Kent	Pedestrian was Crossing Ramsgate Road Towards the 'Golden Fish Bar'. as Pedestrian was Crossing, Veh 1 Turned into Ramsgate Road from College Road and Struck Pedestrian to the F/O/S of the Vehicle, Knocking Pedestrian to the Floor. Pedestrian Said That Thet Were Ok and Not Injured which was when Driver 1 Got back in Car and Drove Off.
248	B2050	3	28/11/2013	1819	4	1	1	2	E07000114	631488	167825	B2050, Manston Road 100 Metres South East of Shottendane Road, Manston, Kent	2 Cars Involved - Driving Towards Each Other on either Side of a Sharp Bend with Adverse Camber. V1 Lost Control on the Bend and Drove across the Central Line (Hazard Marking) and into the Path of V2. Driver of V2 Attempted to Stop in Time but Could Not and both Cars Struck Head on on V2's Side of the Road.
249	A256	3	22/11/2013	1515	1	2	9	2	E07000114	636080	167660	Haine Road at Westwood Cross, Broadstairs, Kent	V2 Stationary in Queue of Traffic. V1 Travelling Behind 2 Drove into Rear
250	F1861	3	18/11/2013	0930	1	1	2	1	E07000114	631526	166538	Columbus Avenue, Ramsgate, Kent.	V2 Stationary Behind Vehicle 1, which Reversed and Collided with V2. both Parties Exchanged Details. Driver of V2 Has Whiplash Type Injuries
251	B2051	3	22/11/2013	1625	4	2	2	2	E07000114	632450	169730	Minster Road South of Junction with Canterbury Road, Westgate on Sea, Kent	both Vehicles Were Waiting in Traffic, Waiting for Traffic Lights Change, Canterbury Road Westgate. Driver 1 States That Foot Has Slipped off the Clutch Pedal Due to Having Wet Shoes Causing Vehicle to Jolt Forward and Collide with Rear of V2.
252	A256	3	29/11/2013	1000	1	1	1	2</					

282	A256	3	12/02/2014	0714	1	2	2	2	1	E07000114	636046	167549	A256 New Haine Road, Ramsgate, Kent	V1 was Driving Along the A256 Haine Road from Westwood Cross in the General Direction of Ramsgate. as V1 Has Approached the Roundabout at the Junction of New Haine Road & Old Haine Road (Outside Toby Carvery Ph) C1 Has Been on a Peda Cycle Moving on the Roundabout in the left Hand Lane. C1 Had the Intention of Going Straight across the Roundabout, but Due to Being in the left Hand Lane, V1 Has Thought C1 was turning left onto / Taking the First Exit onto New Haine Road. but Continued Round Rdbt.
283	A254	3	16/02/2014	1945	1	1	1	3	1	E07000114	635550	169860	College Road Junction with Margate Road, Margate	Victoria Traffic Lights Were Not Working. V1 Went Through the Lights from College Road, V2 Travelling from Ramsgate Along Ramsgate Road Hit V1 Causing it to Go off Course and Hit V3 Who was at the Beatrice Road Junction. Collision Occurred Due to Lights Not Working and Vehicles both Going Through at the Same Time.
284	E4145	3	19/02/2014	1747	7	1	1	1	1	E07000114	631877	169286	Linksfild Road, Westgate, Margate, Kent	C1 was Crossing Linksfild Road Believing the Road was Clear. V1 Has Clipped C1 Who Fell to the Floor. V1 Stopped and Details Exchanged. D1 Took C1 Home.
285	A254	3	20/02/2014	1127	1	2	2	2	1	E07000114	636421	168229	A254 Ramsgate Road Jw Star Lane, Ramsgate, Kent	Veh 1 Pulling out of Star Lane. Veh 2 Indicating. Veh 1 Has Pulled out and Collided with Veh 2. Nearside From Vehicle Arch.
286	A28	3	03/03/2014	0906	1	1	1	2	2	E07000114	630570	169220	A28, Canterbury Road at the Junction with Charlesworth Drive, Birchington, Kent	V2 was Driving Along the A28 in the Direction of Birchington, as V2 Has Approached the Juction with Charlesworth Drive on the Near Side V1 Has Been Waiting at the Juction to Turn right onto the A28 in the Direction of Margate. V1 Has then Pulled out into the Path of V2 Causing V2 to Make Contact with the Drivers Door of V1. Minimal Injuries Received by both Parties.
287	A254	3	08/03/2014	1215	1	1	1	1	1	E07000114	636412	168051	A254 Margate Road Pelican Crossing at Homebase, Broadstairs, Kent	the Ip was Waiting on the N/5 Pavement with Parent, Waiting to Cross at a Pedestrian Crossing Opposite Homebase. at this Location There Are Two Lanes on the Side th Ip was Waiting and a Single Lane on the Opposing Carriageway. the Ip Pressed the Button to Activate the Crossing and a Short Time Later the Traffic in Lane 1 Came to a Stop and the Ip Assumed That the Lights Had Changed and That it was Safe to Cross. the Traffic Had Not Stopped Due to the Lights Changing but Due to the Level of Traffic and Cas was Hit.
288	A299	3	15/03/2014	1440	1	1	1	2	3	E07000114	627502	166991	A299 Jw St Nicholas Roundabout, Thanet	Veh 1 and Veh 2 Travelling East Along A299 Approaching A28 St Nicholas Roundabout. Veh 2 Stopped at Roundabout to Allow Traffic to Pass, Veh 1 Lost Control of Vehicle Due to Swerving to Avoid Collision with another Unknown Vehicle, then Hit Rear of Veh 2.
289	E4151	3	28/02/2014	0649	1	2	2	2	2	E07000114	632672	167301	Woodchurch Road, Birchington, Kent (Mapped to 632670,167310)	It is Hard to Determine Exactly Who is V1 in this Scenario. V1 Travelling from Birchington Towards Manston. V2 was Travelling from Manston Towards Birchington. V1 Saw Van V2, Tried to Brake, and Skidded. V2 Starts Saw V1 and Tried to Pull into a Layby at the Same Time V1 Skidded. Front End Damage to both Vehicles.
290	A299	2	13/03/2014	0020	4	2	7	1	1	E07000114	631106	165750	A299, Canterbury Road West Jw Minster Road, Ramsgate.	V1 was Travelling Along A299 Canterbury Road West in an Easterly Direction Towards the Junction of Manston Road, Ramsgate. on Approaching the Roundabout V1 Collided with the Kerb and Signage Flipping the Car on it's Roof. Fog was an Issue for the Driver.
291	A256	3	15/03/2014	1550	1	1	1	2	2	E07000114	635249	164467	A256, Sandwich Road, Cliffsend, Kent. (Mapped to 635240,164470)	V2 Stopped to Allow Persons to Cross the Road, V1 Went to Overtake and Go Past V2 Whilst Stopped. V2 Followed V1 Along the Road, V1 Kept Braking. V2 Went t Overtake, V1 Sped Up. when V2 Tried to Brake They Flew Cross the Road, Corrected Themselves then Lost Control and Ended up in a Ditch Colliding with Grass Verge. V1 Had Speed Off.
292	E4152	3	29/03/2014	1200	1	1	1	1	1	E07000114	635893	169268	Nash Lane, O/S 39, Margate, Kent	V1 was Being Pushed - Driver Tried to Jump into Vehicle but Fell and was Run over by the Vehicle which Carried on and Demolished Front Garden Wall.
293	E4150	3	31/03/2014	1530	1	1	1	2	1	E07000114	635154	169593	Shottendane Road, 25 Metres from Manston Road, Margate, Kent	V1 was Travelling Along Shottendane Road, Margate in the Direction of Margate when V1 Has Clipped V2 which was Parked on the Nearside Causing V1 to Flip over and Eventually Landed on its Roof.
294	A254	3	31/03/2014	1530	1	1	1	2	3	E07000114	635980	169144	Ramsgate Road Junction Farley Road, Margate, Kent	Veh 2 Travelling North on Ramsgate Road, Towards Margate. Veh 1 Driving Close Behind Veh 1. Veh 2 Saw in Rear View Mirror the Driver Drink from a Can Veh 2 Indicated in Good Time Intending to Turn left into Farley Road, Veh 2 Slowed and Began to Turn Veh 1 Hit Veh 2 in the Rear and Drove Off. Details of D1 Not Known.
295	A28	3	30/03/2014	1228	1	1	1	2	1	E07000114	629350	167920	A28, Canterbury Road at the Junction with Seamark Road, Birchington, Kent	V1 was at the Junction of Seamark Road, Waiting to Turn Right. V2 was Travelling Along the A28, from Birchington Heading Towards St Nicholas at Wade. V1 Emerged from the Junction Causing V2 to Impact with the Front O/S of V1.
296	A28	3	07/04/2014	1730	1	2	1	2	2	E07000114	630219	169009	A28,Canterbury Road, Outside Number 227, Birchington, Kent	V1 was Approaching a Traffic Light Controlled Pedestrian Crossing on the A28 Outside no 227 Canterbury Road. V1 Did Not Realise V2 was Stationary at the Crossing and Collided with the Rear of V2.
297	A256	3	05/04/2014	1127	1	1	1	2	1	E07000114	636043	167559	A256, New Haine Road Jw Haine Road, Ramsgate, Kent	V2 was Cycling Along New Haine Road from Westwood Cross Towards Ramsgate. V2 Cycled on to the Roundabout and Intended to Go Straight across into Old Haine Road V2 and another Cycle Were Halfway across the Roundabout when V1 Came across the Front of V2 turning left to Follow New Haine Road. D2 Had Nowhere to Go and was Hit by V1. this Caused a Scratch and Black Mark on Rear Near Side Panels of V1.
298	A299	3	07/04/2014	1650	1	2	2	1	2	E07000114	631148	165760	A299, Thanet Way Jw Tothill Street, Minster, Ramsgate	V1 Has Lost Control on the Roundabout for Reasons Unknown and Hit the Kerb Causing Damage to the Vehicle and Injuring the Driver and Passenger.
299	A253	3	10/04/2014	0855	1	1	1	1	1	E07000114	628963	165623	A299 500 Metres from Seamark Road, Minster, Kent.	V1 Travelling East Along the A299 at Approx 70 Mph Driver of V1 Suddenly Lost Control of Vehicle left Main Carriageway on Nearside. Hit Grass Bank and Tree and Spun Back onto the Carriageway Where it Came to a Stop.
300	A254	3	11/04/2014	1908	1	1	1	2	1	E07000114	635558	169860	College Road, 2Nd Road, Ramsgate Road, Margate, Kent	V1 Truck Turned right at no right Turn Junction and Hit V2.
301	B2048	3	13/04/2014	1100	1	1	1	2	5	E07000114	630476	167972	B2048 Park Lane Junction with B2050 Manston Road Birchington Kent	V2 Stationary Awaiting Turn from Park Lane in to Manston Road. V1 Travelling from Park Lane Hit V2 Causing Damage and Minor Injury.
302	B2048	2	13/04/2014	0500	4	1	1	1	1	E07000114	631167	166023	B2048, Minster Road Jw B2190 Spitfire Way, Ramsgate, Kent	It Would Appear That V1 was Travelling Along Minster Road from the Monkton Roundabout Towards the Minster Roundabout, Ramsgate. V1 Has Made Contact with the Central Reservation Where Control Has Been Lost and the Vehicle Has Flipped over and Rolled Through the Fence on the Corner of Manston Airport Airfield Where it Has Come to a Stop.
303	A256	3	17/04/2014	1122	1	1	1	3	3	E07000114	636087	167698	Haine Road Jw Manston Court Road, Broadstairs	It Would Appear That V1 Has Pulled out of Manston Court Road and Went to Slow down in Attempt to Go Straight over at the R/A/B. Traffic was Very Heavy, V2 Has Come Around R/A/B and Has Driven into Offside of V1 Causing V1 to be Pushed into Side of V3. Sec 170 Has Been Complied with by All Parties.
304	E4149	3	03/04/2014	2230	6	1	1	2	1	E07000114	633520	168900	High Street, Approach to Shottendane Road, Garlinge, Kent (Mapped to 633520,168900)	Veh 1 Lost Control on a Bend then Struck Veh 2'S Offside. Veh 1 Has then Completely Lost Control Hitting the Verges, Spinning and then Coming to a Rest Following Hitting a Telephone Pole. the Driver of Veh 1 Made off and was Not Located.
305	E4152	3	21/04/2014	1550	1	1	1	2	1	E07000114	636024	168299	Nash Road O/S Nash Farm, Broadstairs, Kent	V1 Has Pulled out from Nash Farm onto Nash Road and Hit V2 Who was Already on the Main Road at the Time. no Indication That V2 was Speeding at the Time of the Rtc.
306	A253	2	25/04/2014	0510	7	1	7	1	1	E07000114	634812	165077	A253, Canterbury Road, Near Windsor Road, Ramsgate, Kent	Rider of V1 Has Approached the Traffic Island Near to the Junction with Windsor Road. Conditions Were Foggy and the Rider Did Not See the Traffic Island Until Too Late and Has Clipped the Kerb Causing Rider to Collide with a Plastic Barrier. Rider has Fallen Sideways off Bike and Suffered a Fracture to Wrist.
307	B2052	3	21/05/2014	1400	1	1	1	2	1	E07000114	634352	169949	George V Avenue / 51 Westfield Road, Margate, Kent	V2 Travelling Along George V Avenue from Canterbury Road Towards Hartsdown Road, Margate when V1 Suddenly Appeared from Behind another Vehicle Towards Opposite Side of the Road across Path of V2 which Clipped the Side of Bike with Front Near-Side Corner Knocking Rider from Bike.
308	A254	3	16/05/2014	1440	1	1	1	2	1	E07000114	636430	167920	Westwood Road, Westwood Cross Roundabout, Margate Road, Broadstairs, Kent	V1 in Lane 2 in Westwood Road Facing West, V1 Indicating Right, as If turning to Towards Margate. V2 Travelling in Lane 1, Stopped at Junction of Westwood Road wit the Westwood Cross Roundabout. V1 Cut across V2 Hitting V2, Causing it to Go up onto the Pavement. V1 Drove off Entering the Roundabout and onto Haine Road. V2 Driver then Followed V1 and Phoned Police Providing V1's Vrm Details.
309	A28	3	21/05/2014	2115	1	2	2	2	1	E07000114	633830	170000	George Street Avenue / Canterbury A28, Margate, Kent	V1 - V2 Travelling in the Same Direction. V1 Hit into the Back of V2, Causing Injury to V2 Driver. 2 Police Officers Witnessed the Rtc, Gave Their Details, then left the Scene as They Were on a 999 Call Elsewhere. both Parties Have Exchanged, but V2 Has Whiplash.
310	A28	3	29/05/2014	1400	1	1	1	3	1	E07000114	633323	169865	A28, Canterbury Road, Outside House Number 257, Margate, Kent	V1 Travelling down A28 Crashed into V2, V1 Bounced off V2 and Crashed into V3 and Stops. V1 Driver States Glasses Dropped and Can't Remember What Happened.
311	A299	3	04/06/2014	2025	1	1	1	2	1	E07000114	631155	165744	A299 Jw Tothill Street, Ramsgate, Kent	V2 Travelling from A253 Minster turning right Towards Tothill Street. V1 on the A299 from Ramsgate. V2 was on the Roundabout and V1 Has Failed to Stop and Puller out of the Junction Without Stopping. V2 Has Had to Take Action to Avoid V1 Who was a Lorry which Caused Damage to the Front Bumper. both Stopped V1 Gave V2 Abuse then Drove Off.
312	A254	3	03/06/2014	1250	1	1	1	2	1	E07000114	636155	168936	A254, Ramsgate Road Jw Private Road to Park, Margate, Kent	V2 was Stopped in Central Hatchings Waiting to Turn right into a Park Track, to Do a Delivery at the Park. V1 was Travelling Along Ramsgate Road from Direction of Ramsgate. V1 was Following another Car So Did Not See Veh Waiting to Turn Right, the Vehicle in Front of V1 Swerved and Missed V2 but V1 was Unable to Swerve Enough and Collided with the R/N/S of V2.
313	A254	3	16/06/2014	2220	1	2	2	2	1	E07000114	635557	169864	A254, Ramsgate Road Jw College Road, Margate, Kent	V1 Travelling from Ramsgate Towards College Road. Failed to Give Way to Oncoming V2 and Misjudged V2's Speed Causing a Minor Damage Rtc and Minor injury to Driver of V2. V2 was Travelling from Margate Towards Ramsgate.
314	B2190	3	18/06/2014	0802	1	2	2	1	1	E07000114	631350	166165	B2190, Spitfire Way Jw Columbus Avenue, Ramsgate.	R1 Has Approached Roundabout(In 50Mph Zone) at 20-25 Mph. Due to Road Surface and Rain the Back End of the Bike Has Slid out Resulting in the Bike Sliding and Fallin Over. no Other Vehicles Involved. Very Minor Injuries.
315	E4150	3	28/06/2014	1750	1	2	1	1	1	E07000114	633560	168874	Shottendane Road, 50M East of High Street, Garlinge, Margate, Kent	V1 was Travelling Along Shottendane Road Towards Birchington when the Driver Failed to Turn the Corner and Has Spun the Vehicle up the Bank and Ended in a Field.
316	A299	2	25/06/2014	1650	1	1	1	1	3	E07000114	627516	166988	A299, Thanet Way Jw A299, Canterbury Road West, Cliffsend, Ramsgate, Kent	V1 Travelling East Along A299 Thanet Way Approaching Roundabout Intending to Turn right (South) Towards Sandwich. at Roundabout V1 Continued Straight on (East Hitting Roundabout Perimeter which Launched V1 Up, Coming down on Rear End Before Landing Facing the Opposite Way, right Way Up, on the Bank of the North Side of the Roundabout.
317	A256	2	25/06/2014	1205	1	1	1	2	1	E07000114	633332	163520	A256 Sandwich Road Bypass Near to Ebbsfleet Lane, Ramsgate, Kent	Driver of Vehicle is Driving Along A256 Dual Carriageway, the Driver Sees 2 Cyclists ahead in Single File. Cyclist in the Hard Shoulder. Driver Also Sees a Vehicle ahead of the Cyclists and Therefore Decides to Check Their Offside Using Mirror to Move into Lane 2 to Overtake the Vehicle ahead of the Cyclists. The Driver Indicates and as They Do Hears a Bang Coming from Their Nearside Wing Mirror like They Had Clipped Something, the Driver then Stated They Stopped as They Saw One of the Cyclists Lying in the Road.
318	B2050	3	29/06/2014	1215	1	1	1	2	1	E07000114	631381	167838	B2050, Manston Road Jw Shottendane Road, Birchington, Kent	V2 was Travelling Manston Road Towards J/W Acol Hill. as it Passed the Jw Shottendane Road V1 Pulled out Hitting Side of V2.
319	A256	3	02/07/2014	1208	1	1	1	2	1	E07000114	635754	165902	Haine Road, Ramsgate / Manston Road, Ramsgate, Kent	Collision Occurred at Junction.
320	A254	3	28/06/2014	1710	1	1	1	1	1	E07000114	636408	168074	A254, Margate Road Jw Burger King, Broadstairs, Kent	C1 was Crossing from Haffords Towards Homebase. C1 Crossed at Crossing. Unknown Vehicle Parked across Crossing. C1 Stopped out onto Crossing and Crossed Unknown Vehicle which was Stationary. C1 then Secondly Looked at Crossing and Second Lane of Traffic. V1 Has Turned right out of Burger King Car Park. V1 Approached Crossing at 20-25 Mph. V1 Collided with C1 and C1 was Wearing Headphones and Listening to Music.
321	A28	3	04/07/2014	1755	1	1	1	3	1	E07000114	631677	169604	A28, O/S 225 Canterbury Road, Westgate-On-Sea, Kent	V1 Proceeding Along A28 London Bound, V1 in the Nearside Lane on the Dual Carriageway Notices a Parked Car, Slows down Indicates to Move into the Outside Lane, V1 then Proceeds out into Lane 2 Striking the Rear Offside of V2. V2 is Pushed 10ft Colliding with V3 which was Also Parked Unattended. V1 then Flips over and Rolls Approximately Twice in the Centre of the Road Landing on its Nearside. the Passenger Gets out of the Vehicle Where the Driver of V1 Trapped in the Car by the Seat Belt. Veh 1 was Proceeding across the Traffic Lights when Pedestrian Stepped into Path of Veh 1
322	A254	3	11/07/2014	1640	1	1	1	1	1	E07000114	635559	169877	Ramsgate Road North of Jw College Road, Margate, Kent	the V1 was Travelling in Convoy with Other Vehicles. V1 Has Been Travelling Too Fast on Country Type Road with Limited Street Lighting. V1 Has Been Travelling Too Fast for the Bend, on Entering the Bend Junctioned with B2190 V1 Has Hit the Nearside Grass Verge and Rolled. both Front Airbags Were Deployed.
323	B2050	2	22/06/2014	0100	6	1	1	1	1	E07000114	633155	166465	B2050 Manston Road J.W B2190, Manston, Ramsgate, Kent	V1 Has Pulled out into the Path of V2 from Minster Road, Westage. V2 was on Shottendane Road Heading from Birchington Towards Margate.
324	E4149	3	16/07/2014	0820	1	1	1	2	2	E07000114	632661	168713	Caxton Road J/W Westfield Road, Margate, Kent	R2 was Riding Pedal Cycle Along Caxton Road Towards Westfield Road, Margate. as Rider Approached the Corner of Caxton Road V1 Has Come at Speed Around th Corner. Due to this and the Fact There Were Parked Cars to Nearside Rider Has Fallen off of Bike Between Two Parked Vehicles Causing a Graze to Knee. V1 Stopped, Screamed Abuse Before Driving Away.
325	E4150	3	24/06/2014	1745	1	1	9	2	1	E07000114	633874	169705	A254, Ramsgate Road, 100M South of Enterprise Road, Margate, Kent	V2 was Filtering down the Offside of Stationary Traffic. V1 was in the Queue of Traffic and Conducted a U-Turn in the Road, into the Path of V2.
326	A254	3	21/07/2014	0850	1	1	1	2	1	E07000114	636305	168645	A254, Ramsgate Road, Outside the Orb, Margate, Kent	V3 Travelling Towards Margate, Stopped to Allow V2 to Pull out of Car Park from the Orb Public House. V2 Edged Out, V1 Overtaking Line of Slow Moving Vehicles, Saw V2 Braked Hard Causing it to Skid and Drop the Bike. V1 Collided with Front Offside V2, Rider Hit Fuel Tank and Fell of Bike.
327	A254	3	22/07/2014	1740	1	1	1	3	1	E07000114	635946	169199	A254, Ramsgate Road, Outside the Orb, Margate, Kent	V2 was Travelling Along Manston Road when V1 Came out of Woodchurch Road Without Looking at a High Speed Causing V2 to Serve out of V1's Way Causing V2 to Collide with a Sign Post Near Allen Grange. V1 Drove Away Without Stopping.
328	B2050	3	21/07/2014	1020	1	1	1	2	1	E07000114	632460	166984	B2050, Manston Road Jw Woodchurch Road, Birchington, Kent	Vehicles Travelling Along Single Carriageway at Brow of Hill Unable to Slow in Time and Collided Head On. Ltd Details Received.
329	F1861	3	24/07/2014	1035	1	1	1	2	1	E07000114	629814	166540	Plumstone Road, Monkton, Kent	Veh 1 was Attempting to Turn right out of St Johns Avenue. a Vehicle Turned left into St Johns Avenue. Veh 1 then Attempting to Drive Out, Not Realising Veh2 (Motorbike) Had Overtaken the Vehicle turning left and Collided with Veh2. Veh1 Hit Veh2 on Rear Nearside at Low Speed, but Sending the Driver and Pillion off Veh2.
330	A256	3	24/07/2014	1737	1	1	1	2	2	E07000114	635845	166364	Haine Road J/W St Johns Avenue, Ramsgate, Kent	V2 Travelling Along Spitfire Way Towards Minster Services when V1 Has Hit V2 Causing Rider to Fall off Bike (Motor) V1 Failed to Stop. no Details V1 V2 was at the Roundabout Just Pulling Away when V1 Drove into the Back of V2. Due to the Location V2 Drove down the A28, Stopping in Sarre. V2 Followed and Sectio 170 was Complied With.
331	B2190	3	30/07/2014	1440	1	1	1	2	1	E07000114	631480	166130	Spitfire Way, Ramsgate, Kent (Mapped to 631480,166130)	V1 was Following Behind V2 on Ramsgate Road Heading Towards Westwood Cross Ramsgate. V2 Stopped at Traffic Lights J/W Enterprise Road and Rider of V1 Began Gesticulating at the Driver. V2 Moved off and V1 Who was Following Too Close Collided with Rear of V2.
332	A28	3	01/08/2014	1342	1	1	1	2	2	E07000114	627573	166981	A28 Canterbury Road, 2Nd Roads A299 Thanet Way, St Nicholas at Wade, Thanet, Kent	V2 was 1 Car Away from the Roundabout. V2 was Crawling as Traffic was Very Slow Moving. V1 Has Come from Behind and Failed to Stop. V1 Went into Th Rear of V2. both Vehicles Travelling West Bound on the B2190 Spitfire Way, Manston V1 Braked Suddenly Without Any Obvious Reason. V2 Travelling Immediately Behind was No Able to Stop in Time and Collided with V1. Driver of V1 Claimed "Brakes Locked Up" and Claimed no Passengers, it was Established 2 Passengers Fled the Scene Prior to Police Attending. Driver Claimed a Rabbit Ran in Front of it.
333	A254	3	09/08/2014	1753	1	1	1	2	1	E07000114	636280	168709	A254, Ramsgate Road Jw Enterprise Road, Margate, Kent	Driver of V1 Has Been Driving Along the A28 (Canterbury Road) from the Direction of Margate and Has Stopped at the Traffic Lights at the Junction with Minster Road/S Mildreds Road. a Passenger in the Rear of V1 Has Exited the Vehicle Whilst Stopped and Crossed the Road onto the Opposite Carriageway, which Heads Towards Margate, the Driver of V1 Has Reversed the Vehicle a Short Distance and Crossed onto the Opposite Carriageway by Driving over a turning Point in the Road. the Driver of V1 Has then Hit Pedestrian.
334	A253	3	11/08/2014	1355	1	1	1	2	1	E07000114	631069	165758	Thanet Way Approaching Roundabout by Holiday Inn, Ramsgate, Kent	Driver was Approaching the Junction when Their Brakes Failed, They Applied Their Hand Brake. V1 then Hit the Island Kerb and then Hit the Road Signage with Vehicle Coming to a Stop
335	B2190	3	17/08/2014	1554	1	1	1	2	2	E07000114	632365	166146	B2190, Spitfire Way Prior to J/W Allan Grange Lane, Manston, Kent (Mapped to 632360/166140)	Two Vehicle Rtc on a Junction- Where by Veh 1 was Pulling out of the Junction of Shottendane Road when Veh 2 was Travelling Along Manston Road. when Veh 1 Has Pulled out and Has Not Seen Veh 2 Approaching. both Vehicles Have Attempted to Stop but Have Collided. (Veh Driver is Not Known)
336	A28	3	17/08/2014	1350	1	1	1	1	1	E07000114	632432	169792	A28, Canterbury Road, 15M East of St Mildreds Road, Margate, Kent	V1 Travelling A256 from Cliffsend Towards Richborough (New Road) Has Hit Roundabout Travelling across it Stopping on Opposite Side in Carriageway Driver 1 left Scene Prior to Police Arrival. Leaving Vehicle which was Recovered by Police.
337	A256	3	22/08/2014	0158	4	1	1	1	1	E07000114	635761	165923	A256 Ebbsfleet, 2Nd Road Sandwich Road, Ramsgate, Kent	V1 Attempting to Turn out of Star Lane, another Vehicle on Opp Side of Road Stopped to Let V1 Out, Unknown Vehicle then Overtakes Traffic and Turns into Star Lane a Speed which Startles V1, then Without Looking right V1 Pulls into Carriageway in Front of V2. V2 Suffers Front O/S Damage Hitting V1 which Suffers Damage to O/S Front right Wheel Area.
338	E4151	2	20/08/2014	0838	1	1	1	2	1	E07000114	631383	167841	Shottendane Road J/W Manston Road, Margate, Kent	V1 was Driving Along the New Dual Carriageway of the A299 Canterbury Road East, as V1 Approached the Roundabout at the Junction with the Old Canterbury Road (A299), the Driver Alleges That V1 Had a Malfunction with both Brakes and Steering Causing V1 to Continue Straight up onto and over the Top of the Roundabout Before Coming to Rest on the Opposite Carriageway of the Old Canterbury Road East (A299) at the Junction of the Roundabout.
339	A256	3	09/08/2014	0115	4	2	2	1	1	E07000108	633652	162339	A256 Ebbsfleet, 2Nd Road Sandwich Road, Ramsgate, Kent	the Owner of V2 was turning right off the Roundabout, V1 was Pulling out of the Junction Coming from Cliffsend, V2

370	A28	3	24/10/2014	1749	4	2	8	2	5	E07000114	632628	169888	Canterbury Road, 50 Metres West of the Grove, Westgate on Sea, Kent	V2 Travelling on 40 Mph Dual Carriageway Had to Slow/Stop Due to Traffic in Front V1 Failed to Slow/Stop in Time and Struck the Rear of V2 Causing Damage.
371	E4112	3	27/10/2014	1213	1	1	1	2	1	E07000114	634766	167390	V1 Moving out of Vincent Road Junction, turning Left. V2 Heading in Same Direction . Impact at Junction. V1 Struck Front Offside and Went up Bank to the Nearside. V2 Impact Front Nearside and Flipped onto Roof. Junction is Almost Completely Blind to Vehicles on both Manston Court Road and Vincent Road, Margate.	
372	A254	3	29/10/2014	1510	1	2	2	2	2	E07000114	635928	169254	A254 Ramsgate Road East of Nash Lane, Margate, Kent	V1 Did Not Judge Speed of V2 in Line of Traffic & Drove into Rear of V2 Causing Slight Injury to Driver of V1 & Passenger of V2
373	B2049	3	28/10/2014	1345	1	1	1	2	1	E07000114	631381	167845	B2050, Manston Road at the Junction with Shottendane Road, Birchington, Kent	V1 was Pulling out of Shottendane Road Birchington turning right into Manston Road, B2050, V1 Has Believed it was Safe to Go and Pulled out . V1 Did Not See V2, i Cyclist and Collided with Them, Cyclist Suffered Only Bruising but was Taken to Qeom as a Precautionary Measure.
374	A254	3	01/11/2014	1505	1	1	1	2	1	E07000114	636410	168010	A254 Margate Road, 25 Metres North of Haine Road, Ramsgate, Kent	V1 was Travelling in the Outside Lane of a Dual Carriageway Overtaking Stationary Vehicles in the Inside Lane. as V2 Passed V1 it Started to Pull out and Struck the Front of V2 . ***Unable to Obtain D1 Date of Birth***
375	A254	2	30/10/2014	1729	1	1	8	2	1	E07000114	635679	169653	Ramsgate Road J/W Perkins Avenue, Margate, Kent	V1 Travelling in Margate Direction Turned into Perkins Avenue Collided with V2 Motorcycle Travelling in Ramsgate Direction.
376	A299	3	03/11/2014	1430	1	2	2	1	1	E07000114	627563	167006	A299 Thanet Way J/W Canterbury Road, Birchington, Kent	Vehicle Travelling on A299 from Monkton Roundabout Towards St Nicholas Roundabout. Third Exit Taken A28 Canterbury Road Towards Birchington. Vehicle Lost Control Has Collided with Road Side Sign Just off Roundabout Before Coming to Rest on its Side. Driver Supervised by Partner with Two Friends in the Rear. Vehicle Appeared to Have Spun as it Ended up Facing Wrong Way on Carraigeway.
377	A256	3	24/10/2014	0845	1	2	2	2	1	E07000114	635160	164380	Sandwich Road, Ramsgate, Kent (Mapped to 635160,164380)	Vehicle 1 was Driving Along when Vehicle in Front Stopped Suddenly. V1 Has Hit the Brakes Skidded on the Wet, as V1 Has Tried to Correct it, Back of Vehicle Has Skidded out of Control and Hit another Vehicle. Limited Details Exchanged.
378	A299	2	08/11/2014	0920	1	1	1	1	1	E07000114	633893	165249	A299, Roundabout, 20M South of Canterbury Road West, Cliffsend, Ramsgate	V1 is a Motorcyclist. on Approaching a Roundabout V1 Has Been in Outside Lane and then Hit Roundabout and Slid off Bike. Rider Believes May Have Hit Kerb.
379	E4151	3	05/11/2014	0930	1	2	2	2	1	E07000114	635180	169580	Manston Road J/W Shottendane Road, Margate, Kent	Veh 1 was Sitting in Traffic when Drv Foot Slipped off the Clutch. Veh 1 Shot Forward and Went into the Rear of Veh 2. this was a Very Slow Speed Incident.
380	A299	3	13/11/2014	2030	7	2	2	2	1	E07000114	627564	166992	Thanet Way, Junction A28, St Nicholas at Wade, Kent	V2 was Passing the Exit Heading to Birchington on A28 Indicating to Take Exit Towards Ramsgate on the A299, V1 Pulled out of the Birchington Junction Hitting V2's Front Near Side. V1 Reversed then Drove Around V2 and Sped off Towards Ramsgate down the A299.
381	B2048	3	17/11/2014	1015	1	2	2	2	1	E07000114	630386	168791	B2048, Park Lane Jw Stonebarn Avenue, Birchington, Kent	Veh 1 Has Moved from One Parking Space to another However when Veh 1 Pulled into the Road, Veh 2 Has Struck the Rear of Veh 1 at Low Speed
382	A299	2	16/11/2014	1000	1	1	1	1	2	E07000114	635475	165107	A299, Thanet Way A2990, New Link Lord of the Manor Roundabout, Ramsgate, Kent	V1 Going Around Roundabout, Front Wheel Slid and both Passengers Fell off Motorbike. no Other Vehicle or Roadside Furniture Damaged.
383	A256	3	23/11/2014	1704	6	2	5	1	2	E07000114	633805	164185	A256 Hengist Way, Ramsgate, Kent (Mapped to 633830,164190)	V1 on the A256 in the Wet, the Vehicle for some Reason Has Spun and Collided with the Central Reservation, Spun across the Carriageway and Collided with the Near-Side Barrier Coming to Rest in the Centre of the Carriageway After Loosing the Near-Side Wheel & Front Axle.
384	A28	3	29/11/2014	1420	1	1	9	1	2	E07000114	630456	169121	A28, Canterbury Road, Ped Crossing - Birchington, Kent (Mapped to 630308,169087)	C1 was on Pedestrian Controlled Crossing with Other Pedestrians. Red Light for Traffic. V1 was Moving in Heavy Traffic and Failed to See the Red Light. V1 then Hit the Pushchair with Child in it but no Harm was Caused to the Child Other Than Slight Bruising to Legs and no Damage to Pushchair. C1 Pushing Pushchair Has Aching Wrists from the Impact. Pedestrians Were on the Crossing at the Time.
385	A299	3	02/12/2014	1850	4	2	9	2	1	E07000114	631031	165748	A299, Thanet Way, Near to Holiday Inn Express, Ramsgate, Kent (Mapped to 631030/165740)	(Limited Info-Grid Ref off Rd, Moved to Ped Crossing)
386	A253	2	06/12/2014	1400	1	1	1	2	1	E07000114	628621	165576	A253, Monkton Roundabout, Near Manston Airport, Thanet, Kent (Limited Details)	Veh 2 Had Broken Down, Driver Had Pushed it off the Carriageway onto the Cycle Path and Driver was Sat in the Passenger Seat Waiting for Recovery to Arrive. Veh 1 Negotiating Roundabout Lost Control and Spun and Hit Veh 2 Causing Damage to both Vehicles and Minor Injury to Driver of Veh 2, Details Exchanged at Scene Veh 2 was on Roundabout when V1 Pulled out from A253 & Hit Veh 2. Drove into Side of Bike. Rider Fell off Bike, V1 Stopped and Got out of Car. at this Point th Witness Came Over. Witness Took Drivers Details, for Ilder of Veh 2. Ilder of Veh 2 Made Way Home, and Later Went to Hospital.
387	E4151	3	08/12/2014	1144	1	1	1	2	2	E07000114	635187	169605	Shottendane Road Jw Manston Road, Margate, Kent	V1 was Travelling Along Manston Road Towards Ramsgate from Birchington, as They Approached the Junction with Shottendane Road, V2 Pulled out of the Junction. V: Tried to Brake to Prevent Colliding with V2 but Hit Rear Passenger Offside Door of V2 Before Mounting Kerb in Front of Them. V2 Caused to Spin so Facing Towards Birchington at an Angle across the Junction. Manston Road is 60 Mph.
388	A28	3	10/12/2014	1215	1	1	1	1	1	E07000114	629984	168765	A28, Canterbury Road, Birchington, Kent (Mapped to 629990/168770 and by Traffic Island)	Bus Being Driven down Canterbury Road Overtook a Parked Lorry and in Doing So Hit the Centre Island Causing Slight Damage V1 this Happened Because D1 wasnt Checking Mirrors and Combined with Sun Glaze Did Not See the Centre Island and Hit it. Driver then Slammed on Brakes Causing a Passenger to Shoot Forward From Seat and Hit Head, C1 Suffered a Pain in Head (Headache) but Nothing More.
389	A299	3	04/12/2014	1335	1	1	1	2	1	E07000114	627540	166948	A299, St Nicholas at Wade Roundabout, Margate, Kent	V1 Has Been in Lane One to Go Round the Roundabout and V2 Has Been in Lane 2 on the Roundabout, V2 Has Pulled to Exit and Not Realised V1 was Going All the Wa Round, Collision Has then Occurred.
390	B2048	2	17/12/2014	0610	4	2	2	2	1	E07000114	630843	166887	Minster Road, Outside Number 4, Acol, Birchington	V1 Travelling Along Minster Road, Acol Towards Minster. Cyclist Travelling in the Same Direction. Road Wet and Dark. V1 States Aware of Car Parked in Opposite Direction with Hazards Lights on Passed this and Hit Cyclist to Rear, Knocking Cyclist off Bike. V1 and Witness both Stated That the Push Bike Didn't Have Rear Lights on and Cyclist Wearing Dark Clothing.
391	A299	3	21/12/2014	0950	1	1	1	1	5	E07000114	634950	164683	A299, Hengist Way 300 Metres West of A256, Sandwich Road, Ramsgate, Kent (Mapped to Grid Ref)	V1 Travelling from Lord of the Manor Junction Towards Cliffsend on A299 Hengist Way when Driver States That Steering Went Heavy Causing Them to Lose Control Clipping Kerb on Offside then Swerve Towards Nearside Verge Before Flipping onto Roof.
392	A256	3	24/12/2014	1225	1	1	1	2	1	E07000114	635762	165938	A256 Haine Road Jw Manston Road, Ramsgate, Kent	V1 Has Turned right at a Box Junction to Head East in the Direction of Manston Road from Haine Road Colliding with V2 which was Travelling North to South Along Haine Road. Damage Caused to both Vehicles.
393	A299	3	23/12/2014	0903	1	1	1	2	1	E07000114	630474	165759	A299 Thanet Way, Minster, Ramsgate, Kent	V1 and V2 Were Travelling Along A299 Thanet Way from Monkton to Minster. V1 is a Mini Coupe. V2 is a Lorry. V2 Pulled out of a Layby ??? Lane One. Witnesses Say Tha V1 was in Lane 2 several Cars Behind. for Unknown Reasons V2 Hit V1 Around a Wheel Arch. V1 Total Loss. V2 Minimal Damage. no Injury for V2. V1 Driver Taken to William Harvey, Minor Injuries. S170 Complied with Negative Breath Test both Drivers.
394	A256	3	23/12/2014	1050	1	1	1	1	1	E07000114	636350	167913	A256, Haine Road, Broadstairs, Kent. Pedestrian Crossing Near to Homebase.	V1 Travelling Away from Roundabout on A256 Approaching the Pedestrian Crossing and Moved into right Hand Lane, to Travel Towards Nash Lane. the Casualty Has Been Let out by Stationary Traffic in left Hand Lane then Walked out in Front of V1. Crossing on Green Light at Time of Incident with Traffic Flowing.
395	A299	3	27/12/2014	1331	1	4	5	3	1	E07000114	627631	167016	A299 Thanet Way, St Nicholas at Wade, Kent (Mapped to 627631,167016)	V1 Has Aquainted/Skidded on Slushy Ice, Hit Central Barrier, Been Hit by V2 which Has Been Hit by V3.
396	A254	3	22/12/2014	1225	1	1	1	2	2	E07000114	635794	169526	A254 Ramsgate Road, Outside the Q.E.Q.M. Hospital, Margate, Kent	V2 Sat at Traffic Lights Towards Margate. Lights Changed to Green. V2 Moved off Slowly Doing About 5-10 Mph. V1 Drifted across from the Other Lane and Hit V2 Head On. V1 Thought to Have Blacked out at the Wheel. Hospital Tests Inconclusive to Prove or Disprove this Fact.
397	B2050	3	24/11/2014	0730	1	3	9	2	1	E07000114	634942	166062	B2050, Manston Road, Outside Oaklands, Ramsgate, Kent	V2 Travelling Through Manston Village on the Manston Road and Has Pat the Church and Had Passed Elm Grove (On Left) V1 was Travelling in the Opposite Direction. There is a Chicane on the Side of V1. V1 Failed to Stop and Drove into V2. V2 Managed to Pull into Highlands Glade. V1 and V2 Stopped at Scene - Details Exchanged. ***Details Not Known for Stats as D2 Reported this a Long Time After the Event****
398	A256	2	01/01/2015	1428	1	1	1	2	1	E07000114	635803	166198	A256, Haine Road Jw Leigh Road, Ramsgate, Kent	V1 (Pedal Cycle) Travelling North on Haine Road turning right to Join Cycle Path on Opposite Carriageway, into the Path of V2 Travelling South on Haine Road. Cyclist Collided with V2 Causing Spinal Tenderness Injuries.
399	F11	3	07/01/2015	0730	1	4	1	2	2	E07000114	629642	167742	Crispe Road, 500 M East of A28, Canterbury Road, Acol, Birchington, Kent	V1 Travelling from A28 Towards Acol, Hits Ice Patch and Collides with Nearside Grass Bank. this Causes Vehicle to Lose Control. V1 Flips and Lands on Roof then Hits V2 which is Travelling in Opposite Direction. Confirmed V1 was on Roof Before Collision with V2.
400	E4152	3	13/01/2015	1345	1	1	9	2	1	E07000114	636159	168123	Nash Road Jw Wherry Close, Margate, Kent	V1 Travelling on Nash Road Heading Towards Margate. V2 Travelling on Nash Road Heading Towards Westwood Cross. V1 Began to Swerve, Struck V2 which then Went onto the Verge and Struck a Lamppost Before Returning to Road.
401	E4145	3	17/01/2015	1420	1	1	1	1	1	E07000114	631963	169449	Lymington Road J/W Suffolk Avenue, Westgate on Sea, Kent	Veh 1 was Travelling down Lymington Road. the Casualty Stepped out as the Car was Passing and Made Contact with the Nearside Mid Section of the Car. the Ca Stopped as the Pedestrian Fell to the Floor Behind It. the Driver with Others Began to Administer First Aid.
402	A28	3	27/01/2015	2055	6	1	9	1	1	E07000114	629361	167943	A28 Canterbury Road Jw Seamark Road, Birchington, Kent	V1 Has Been Travelling Towards St Nicholas-At-Wade. V1 Has Veered off Carriageway and Hit a Sign Post. no Other Vehicles Involved.
403	A254	3	25/01/2015	0154	1	1	1	1	1	E07000114	636170	168897	A254 Ramsgate Road, Margate, Kent (Mapped to Grid Reference)	Rider Has Fallen off Their Cycle on the Pavement which was Possibly Due to Intoxication. Rider Had a Minor Dried Blood Mark on their Cheek, However, Did Not Require Ambulance.
404	E4120	3	01/02/2015	1300	1	1	1	2	2	E07000114	636416	168231	Star Lane Jw Ramsgate Road, Broadstairs, Kent (Driver of V1 Age Not Known - 18/06/15)	V2 was Waiting at Junction to Pull into Ramsgate Road, when V1 Came up behind V2, Hitting V2's Rear Bumper. both Parties Have Exchanged Details, but the Driver - Passenger of V2 Were both Injured.
405	C229	3	24/01/2015	2140	6	2	9	1	2	E07000114	634776	168694	Manston Road Jw Flete Road, Margate, Kent	Driver of V1 Driving Along Manston Road Towards Margate Swerved to Avoid a Fox in the Road. Hit Opposite Bank on the Off-Side, then Catapulted back to Verge on Near Side and off Road into Field.
406	C229	3	04/02/2015	0558	6	4	8	2	2	E07000114	634091	167443	Manston Road, Margate, Kent (Mapped to 634090/167440)	V1 Travelling Towards London Has Lost Traction on Black Ice. V1 Has Braked Causing a Skid into the left Hand Grass Verge and the Rear N/S of V1 Going Sideways across Lane 1. V2 Following V1 Has Braked and Lost Traction on Ice and Skidded into the N/S of V1. both Drivers Suffered Aches and Pains as a Result and Pain to Face from Airbag Activation.
407	A256	3	07/02/2015	0010	6	2	1	1	1	E07000114	633810	164181	A256 Ramsgate Road, Ramsgate, Kent (Mapped to Grid Ref)	V1 Has Been Travelling South Towards Richborough, when it Has Hit the Defective Road Surface and Lost Control on the Slippery Surface and Hit the Barrier and Spun. Car Has Hit Head on Airbag Causing a Nose Bleed and Cut to Forehead.
408	B2190	3	29/01/2015	1830	4	2	9	2	1	E07000114	631118	165792	B2190 Minster Road Jw Entrance/Exit to Smugglers Leap Park, Minster, Kent	V2 (Pushbike) was Cycling on the Footpath. V2 Crossed the Road on their Bike at the Entrance to Smugglers Leap Park. V1 Has Exited the Park and Knocked Rider from V2 V1 Has Stopped, Driver Asked Infmt if They Were Ok, then Drove Away Without Leaving Details.
409	A28	3	05/02/2015	1242	1	2	6	2	2	E07000114	629363	167937	A28 Canterbury Road by Brooksend Cottages, Birchington, Kent	this is a Simple Carriageway Between Margate and St Nicholas. from St Nicholas There is a Lane to Allow a right turn, across the Carriageway from Margate Direction. V1 Had Attempted a right Hand Turn. V2 was in Opposite Lane, Oncoming. V1 Has Attempted right Turn as V2 was About to Pass and Vehicles Have Collided. V1 was Driving Approx 15 Mph Preparing for a U Turn. V2 was Driving Approx 30 Mph as was Driving Under Speed Limit Due to Braking down the Hill.
410	E4151	3	04/02/2015	2350	6	2	1	1	1	E07000114	634649	168537	Manston Road, Margate, Kent (Mapped to Grid Ref)	D1 was Travelling Along Manston Road Towards Margate. Whilst in the National Speed Limit an Unknown Vehicle was Driving out of Margate on the Same Road. this Vehicle's Headlights Dazzled D1 and he Pulled to the N/Side but Due to Blindness, Misjudged the Bank, Hit it and Rolled into the Field.
411	A299	2	05/02/2015	0950	1	2	1	1	1	E07000114	631161	165736	A299 Thanet Way Jw Tothill Street, Minster, Kent	Vehicle was Travelling Coast Bound on the Thanet Way and Came to the Junction which is Formed of a Roundabout. for Reasons Unknown Vehicle Did Not Go Around the Roundabout, Rather it Drove over the Top of it and to the Other Side, where it Collided with a Lamppost. no Other Vehicle Involved.
412	A28	3	10/02/2015	1240	1	2	1	2	1	E07000114	628585	167671	A28, Canterbury Road Jw Upper Hale, Birchington, Kent (Please Confirm If Casualty Had a Fractured Arm as this Would Be Serious Injury - 25/03/2015 AC)	V1 Driving Ne in Lane One of A28 Towards Birchington. V2 Driving Ne in Lane 2 of A28 Towards Birchington. V1 Has Turned into Path of V2 as V2 was Overtaking V1 Causing V2 to Collide with Q/S of V1. Driver of V2 Has Injury to right Arm.
413	A256	3	14/02/2015	2015	1	2	1	1	1	E07000114	636276	167876	A256, Haine Road, 20 Metres West of Nash Road, Broadstairs, Kent	C1 on Redat Cycle was Riding Along Haine Rd in the Direction of Nash Road when They Attempted to Mount the Pavement. Lost Control Gone over Handlebars and Lande on Pavement. this Has Resulted in C1 Suffering Minor Facial Bruising and a Small Cut to left Ear. no Other Vehicles Involved. C1 Treated at Scene by Secamb. Refused Hospital Treatment, Circumstances Confirmed by Security at Wxw, Viewed Jva Cctv.
414	B2050	3	15/02/2015	2050	6	1	1	1	1	E07000114	633151	166459	B2050 Manston Road J/W B2190 Spitfire Way, Ramsgate, Kent	V1 was Travelling Along the Road. Driver States They Sped up as They Thought a Vehicle was Going to Pull out from a Side Junction. Driver Has then Lost Control.
415	E4150	3	15/02/2015	0950	1	2	1	2	2	E07000114	633680	169677	Crow Hill Road Jw Balmoral, Garlinge, Margate, Kent	V2 Has Been Travelling West Along Crow Hill Road and Has Seen V1 Coming at Speed Towards Them. V2 Has Pulled into a Gap across the road the no Entry to the One-Way Part of Crow Hill. V1 Has Caught the Side of V2 and then Driven Off. both Drivers Have Been Spoken to and Section 170 Complied With. Minor Damage.
416	A299	3	26/02/2015	1030	1	1	1	2	1	E07000114	635499	165073	A299 Canterbury Road East at Jw Sandwich Road, Ramsgate, Kent	it Would Appear That Cyclist was Travelling Around Roundabout when V1 Has Cut across Cyclist's Path to Take Exit and Clipped Cyclist Causing Rider to Fall Off. V1 Has Not Stopped, Possibly Unaware of Accident.
417	A28	3	16/03/2015	0857	1	1	1	1	1	E07000114	630850	169460	A28 Canterbury Road J/W Edward Drive, Birchington, Kent	C1 was Looking to Cross a Busy Main Road (A28) to Join their Friend at the Other Side of the Road. V1 was Travelling Within Traffic, C1 Ran out into the Road and was Hil by V1 Near-Side .
418	B2050	3	20/03/2015	1740	1	1	1	2	1	E07000114	631335	167845	B2050, Manston Road Jw Margate Hill, Birchington, Kent	V1 Pulled out of Margate Hill onto Manston Road into the Path of V2. V2 Crashed into Offside Wing of V1 Causing Slight Injury to Groin Area
419	A256	3	23/03/2015	1220	1	1	1	2	1	E07000114	635814	166260	Haine Road, 10 Metres North of Spratling Lane, Ramsgate, Kent	V1 was Travelling Along Haine Road, Appears to Have Collided with Rear End of V2 Causing both Vehicles to Be Stuck Together. Fire Brigade Able to Part Vehicles.
420	B2050	3	31/03/2015	0913	1	1	4	2	2	E07000114	632456	166983	Manston Road Jw Alland Grange Road, Manston, Ramsgate, Kent	V1 was Sat at Junction. V2 was Travelling Along Manston Road Towards the Junction. V1 Pulled out of Junction into the Path of V2. Driver of V2 Had no Chance to Slow.
421	E4141	3	07/04/2015	1100	1	1	1	3	1	E07000114	630049	168805	Norrie Road, Birchington	V1 Being Driven Along Norrie Road when Came to a Line of Parked Cars on their Side of Road (10-11 Long). V3 Stopped to Let V1 Pass the Line of Parked Cars. V2, a Mobility Scooter, was attempting to Cross the Far End of the Line of Parked Vehicles and Assumed That V3 Had Stopped to Let Them Cross. their View was Obstructed by a Large White Transit Type Van. as V2 Pulled out from Behind this Van, V1 was Unable to Stop and Struck V2 Causing a Minor Cut.
422	E4152	3	13/04/2015	1040	1	1	1	2	2	E07000114	636057	168260	Nash Road, Near Nash Farm, Margate	V1 Travelling Along Nash Road in the Direction of Westwood Cross, V2 Travelling in Opposite Direction. V1 Came Around Bend to See a Cyclist in Front Moving in Same Direction. at the Same Time V2 on Opposite Side of Road. Vehicles Collided on both Drivers' Sides.
423	A299	3	07/04/2015	1345	1	1	1	2	1	E07000114	633915	165293	A299 Hengist Way at Jw Canterbury Road West, Cliffsend, Kent	New A299 Thanet Way (Hengist Way), the Roundabout Known as Cliffsend Roundabout Jw Canterbury Road West. both Vehicles Travelling East then South. the Hgv was in the Nearside and Has Collided with V2 as They both Went Around the Roundabout, Causing Damage to the N/S/R Door. Very Slight Damage to the O/S/F Bumper. Front Seat Passenger Complained of Neck Pain but Declined Medical Treatment and Signed the Ambulance Service Board.
424	A254	2	25/04/2015	2012	4	2	2	2	1	E07000114	636388	168464	A254, Ramsgate Road Jw Gordon Road, Margate, Kent	V1 was in Gordon Road at Jw Ramsgate Road Looking to Turn Right. V2 was Travelling Along Ramsgate Road Towards Margate. a Vehicle Has Stopped to Give Way to V1 and V1 Has Begun to Pull out of the Junction. V1 Has Began to Pull into Path of V2 and Front of V2 Has Collided with Offside of V1.
425	E4144	3	24/03/2015	0925	1	2	2	2	1	E07000114	631924	168247	Shottendane Road, Birchington, Manston, Kent	V2 was Travelling Along Shottendane Road from Direction of Westgate on Sea. V2 Went Past Two Chimneys Caravan Park on the left Heading Towards Manston Road. (B2050) V1 was Heading in Opposite Direction. V2 States That V1 was Too Far across onto Other Side of Road. V2 Had to Swerve and Went into a Nearside Verge. Bounced Off, Skidded and Rolled into the Offside Verge Facing Opposite Direction. V2 Fell back on to Wheels, off the Fence. V1 Had Gone and left the Scene. no Cctv. (Kp State no Further Info to Add. Mapped on Road Close to Grid Ref)
426	A28	3	26/04/2015	1808	1	1	1	2	1	E07000114	630133	168955	A28 Canterbury Road Jw Kent Gardens, Birchington, Kent	V2 was Travelling Along A28 Towards Birchington. at Nearside G/Way Junction V1 Pulis into Path of V2, Causing both Vehicles to Collide. Driver V2 Complained of Whiplash Type Injuries.
427	A254	3	28/04/2015	1700	1	1	1	2	1	E07000114	636411	168072	A254 Margate Road, Broadstairs, Kent (Mapped to Grid Ref)	V1 Has Pulled out of the Junction into the Central Reservation to Turn Right. V2 Believed They Would Not Make the Gap and Has Thrown Himself from the Vehicl Resulting in Injury. neither V1 or V2 Have Made Contact.
428	B2190	3	03/05/2015	1050	1	2	2	1	1	E07000114	631373	166176	B2190 Jw Columbus Avenue, Manston, Kent (Mapped to Grid Ref)	the Pedal Cyclist Slipped on a Wet Road and Landed on Their right Hip. There Were no Other Vehicles, Cyclists or Animals Involved.

460	E4152	3	23/07/2015	1800	1	1	1	2	1	E07000114	635845	167742	Star Lane Jw Manston Court Road, Westwood Cross, Kent	V1 Overtook V2. They Had an Argument at the Roadside with V2 Banging on the Window to V1. V1 Took off and Caught V2 when Pulling Off. Police Vehicle Drove Past and was Flagged Down, Injuries Very Minor.
461	E4145	3	12/05/2015	1349	1	1	1	2	2	E07000114	632659	168710	Shottendane Road Jw Minster Road, Margate, Kent	V2 Travelling Along Shottendane Road, Margate with V1 Travelling Behind. V2 Slowed down to Turn Right. V1 Collided into the Rear of V2
462	A254	3	03/08/2015	1645	1	1	1	2	1	E07000114	636418	168227	Star Lane Jw A254 Margate Road, Westwood, Margate, Kent	V1 was Waiting to Pull onto the Roundabout from Star Lane and Has Come to a Stop, Before V2 Has Made Contact with Rear Causing a Minor Shunt. This Has Caused Slight Neck Pain to D1. There was no Damage to either Vehicle. D1 Went to Margate Hospital for Check on the Neck Injury.
463	A299	3	17/06/2015	1410	1	1	1	2	1	E07000114	628624	165604	A299 Monkton Roundabout, Ramsgate, Kent	V1 Travelling in Lane 1 Along A299 from St Nicholas at Wade, Intending to Turn left onto A253-A299 Towards Minster Roundabout. V2 Travelling in Lane 2 Along A299 from St Nicholas at Wade intending to Turn left onto A253-A299 Towards Minster Roundabout. as both Vehicles Encountered the Roundabout a Collision Has Occurred, Resulting in V2 Coming to a Stop on Central Reservation.
464	B2190	3	05/08/2015	1650	1	1	1	3	1	E07000114	631260	166125	B2190 Minster Road, Ramsgate, Kent (Mapped to 631260, 166120)	V1 Saw V2 Parked Stationary in the Carriageway Too Late to Avoid Collision. Carriageway is a Two Lane 50 Mph Stretch (No Hard Shoulder but Also no Obvious Parking Restrictions). V2 Driver Had Pulled over in Live Lane to Calibrate Their Sat Nav. Traffic Continued to Pass on V2's Offside in Lane 2 (West Bound). V2's Hazard Lights Were On. V1 Collided with V2's Osr 1/4 and Ricocheted into V3's Nsf 1/4. V3 was Passing V2 at the Time & Ridge of V1 was Almost Sandwiched but Fortunately Only Minor Injuries
465	E4152	3	05/08/2015	1730	1	1	1	2	1	E07000114	636237	168083	Star Lane, Margate, Kent (Mapped to 636240, 168090)	Pedal Cyclist on Road. V1 Reversed and Struck Pedal Cyclist Knocking Them to the Ground Causing Injury to Cyclist and Damage to Pedal Cycle. D1 Stopped and Apologised to Cyclist but no Details Exchanged.
466	A28	3	07/08/2015	1755	1	1	1	2	2	E07000114	632787	169912	A28, Canterbury Road, 20 Metres West of Queens Road, Margate	V1 was Following V2. a Unidentified 3rd Vehicle Braked Suddenly in Front of V2. V2 Stopped but V1 was Unable to Stop in Time and Collided into Rear of V2. Only V1 and V2 Involved in the Collision
467	A299	3	11/08/2015	0710	1	2	2	1	1	E07000114	635467	165032	A299, Lord of the Manor Roundabout Jw Hengist Way, Minster, Ramsgate, Kent (	V1 was Travelling from the A299 on to the Lord of the Manor Roundabout and on to Hengist Way. V1 then Lost Control of the Vehicle After Setting off from the Roundabout and Entering on to Hengist Way and Began to Spin. V1 then Settles Facing Oncoming Traffic in Lane 1 of Hengist Way Carriageway Partially on the Verge. Driver of V1 Stated They Lost Grip on Exiting the Roundabout as Conditions Were Wet.
468	A28	3	31/07/2015	1800	1	1	1	2	1	E07000114	630819	169441	A28 Canterbury Road Birchington Kent (Mapped to 630830,169410)	V2 Rider States: The Informant Driver of V1 to Put down Their Mobile Phone. Following this an Unknown Occupant of V1 Has Thrown a Bottle in Lane 2 (West Bound). V2 Rider Has Located V1 Again at which Point V1 Has Driven off Causing Rider of V2 to Fall from Their Bike. Minor Scratches to Rider of V2's Legs as a Result of the Fall. V2 Rider Doesn't Appear to Want to Assist Police with Investigation.
469	A256	3	15/08/2015	1100	1	1	9	2	1	E07000114	635844	166365	A256 Haine Road Jw St Johns Avenue, Ramsgate.	V1 was turning right onto Haine Road from St Johns Avenue, and Pulled out of the Junction Before Stopping to Wait for Traffic from the left to pass. V2 (Cycle) Has Ridden into the Side of V1.
470	A28	3	22/07/2015	1522	1	1	1	2	3	E07000114	632634	169884	A28 Canterbury Road 30 Metres West of the Grove, Margate, Kent	V1 and 2 both Travelling Along Canterbury Road A28 Towards Margate when V2 Braked Due to Veh ahead Turning. However V1 Braked Too Late, Skidded and Collided with the Rear of V2.
471	A28	3	18/08/2015	0930	1	2	2	1	1	E07000114	628321	167459	A28, Canterbury Road, Brooksend, Birchington, Kent (Mapped to 628320/167450)	V1 was on the Dual Carriageway A28 Canterbury Rd at Brooksend Birchington. V1-Hgv Has Swerved into the Nearside Kerb, hitting a 50Mph Sign and the Vehicle Swerved to the Centre Reservation Where its Mounted and Collided with a Tree Before Coming to Lie in a Jack Knife Position.
472	A28	3	20/08/2015	1713	1	1	9	2	2	E07000114	632408	169782	A28 Canterbury Road Jw St Mildred Road, Minster Road, Westgate on Sea, Kent	V1 was at Traffic Lights, Minster Road Waiting to Turn right into Canterbury Road Heading Towards Margate. V2 was at Traffic Lights St Mildred's Road Waiting to Travel Straight ahead into Minster Road. V1 Turned right in Front of V2 Colliding with V2's Front End. V1 Impact Front Nearside.
473	B2190	3	23/08/2015	1310	1	2	2	2	4	E07000114	632615	166198	B2190 Spitfire Way, 500 Metres West from Jw B2050, Margate, Kent	V2 was Travelling Along the B2190 Towards Minster when the Driver Slowed Down/Stopped as They Were turning right into a Small Road That Runs Along the Side of Houses. V1 was Travelling on the Same Road and in the Same Direction, Behind V2. Although the Inexperienced Driver Saw both the Brake Lights and right Hand Indicator illuminated on V2, They Didn't Realise That V2 was Stopping and Braked Too Late and Skidded into the Rear of V2.
474	B2050	3	04/09/2015	1335	1	1	1	2	3	E07000114	634181	166318	B2050 Manston Road Jw Manston Court Road, Ramsgate, Kent	V1 Travelling from Manston Village in Direction of Airport and Approaching Jw Manston Court Road to Turn Right. V2 Travelling Opposite Direction on Manston Road Going Towards Manston. V1 Turned across Path of V2 Resulting in Collision.
475	A254	2	09/09/2015	0830	1	1	1	1	1	E07000114	635560	169845	A254 Ramsgate Road Jw B2052 College Road, Margate, Kent	V1 Has Travelled Along College Road and Turned left into Ramsgate Road. as V1 Has Turned into Ramsgate Road, Ip Has Run out Between Stationary Vehicles into the Path of V1. Ip Has Collided with V1 and Landed on the Floor. V1 Has Damage to Windscreen and Driver's Wing Mirror.
476	A254	3	07/09/2015	2056	4	1	1	2	1	E07000114	635560	169846	A254 Ramsgate Road by 106, Margate, Kent	
477	A299	3	29/08/2015	2230	4	2	1	1	3	E07000114	628595	165558	A299 Canterbury Road West J/W Willetts Hill, Ramsgate, Kent	Ip was Waiting to Cross the Road Outside the Secret Spice Indian Restaurant Having Come from the Direction of College Road and Looking to Cross Towards Salwestone Road. V1 was Travelling Along Ramsgate Road from the Direction of Queens Avenue Towards Westwood Cross. as V1 Approached the Traffic Lights, They Turned to Amber, However D1 Stated They Were Committed and Continued across when the Lights Were Amber. the Ip Has then Moved out into the Carriageway in Order to Cross the Road and was Struck by V1. Initial Contact was Made with Front Nearside of Vehicle. Ip Suffered Moderate Injuries.
478	E4145	3	11/09/2015	1235	1	1	1	1	1	E07000114	631954	169450	A299 Canterbury Road West J/W Willetts Hill, Ramsgate, Kent	V1 Negotiating Roundabout at Monkton and Lost Control Hitting Direction Sign on Central Reservation. D1 Ran from Scene and Located at Home Address, 2 Casualties: Deal with at the Scene and Vehicle Recovered
479	A254	3	09/07/2015	1200	1	1	1	2	1	E07000114	636427	167918	Lynton Road J/W Suffolk Avenue, Westgate on Sea, Kent	C1 Has Run Between Two Parked Vehicles into the Path of V1. V1 Has Been Unable to Stop and at Slow Speed Has Struck C1
480	A28	3	14/09/2015	0820	1	1	1	1	1	E07000114	632942	169905	A254, Westwood Road, Westwood Cross Roundabout, Westwood, Kent	Veh 2 in Lane 1, Stationary in Westwood Road J/W Westwood Cross Roundabout Facing West. Veh 1 in Lane 2 Facing Same Direction Entered the Roundabout Hitting Vel 2 Causing Damage. Veh 2 and Veh 1 Exchanged Details.
481	B2190	3	17/09/2015	0043	5	2	2	1	1	E07000114	632759	166226	Canterbury Road, Westgate, Kent (Mapped to 632940, 169910)	V1 was Pulling into Parking Space on Canterbury Road. as V1 Stopped a Young Ped was Calling to the Owner of V1 That They Were on Ped's Foot. the Owner of V1 Got out of Their Car and Sat the Ped in Their Car to See If They Were Okay. the Young Ped Said That They Were Fine. the Owner of V1 Took the Ped into the School Office - Staff Offered to Look at the Ped's Foot but Ped Said No, They Were Fine.
482	E4141	3	17/09/2015	1107	1	1	1	3	3	E07000114	630422	168379	B2190, Spitfire Way, 700M West of B2050, Manston Road, Manston, Kent	Veh 1 was Travelling Eastbound Along B2190 Spitfire Way, Towards J/W B2050 Manston Road, as it Has Approached a Slight left Hand Bend in the Road, the Driver Has Lost Control on the Wet Road Surface Colliding with Concrete Posts and Fencing on the Offside.
483	A299	3	15/09/2015	1745	1	2	2	1	1	E07000114	633958	164660	Park Avenue Jw Brunswick Road, Birchington, Kent	Veh 1 Being Driven by an Unlicensed Driver Driving Along Brunswick Road Toward the Junction. Veh 3 (A Police Vehicle) was Trying to Catch up to Veh 1. Veh 3 was Approx 150-200 Metres from Veh 1, and Veh 3 Occupants Had Lost Sight of Veh 1. Veh 3 Had Blue Lights and Sirens Activated. Veh 1 Drove out of the Junction onto Park Avenue Without Giving Way for Traffic and Crashed into Veh 2 which Had Priority.
484	B2050	3	20/09/2015	0045	6	1	1	1	1	E07000114	631845	167507	A299 Thanet Way J/W A256 Hengist Way, Ramsgate, Kent	V1 Travelling down A299 Hengist Way Around Slip Road to A256. V1 then Lost Control, Lost it on Slip. Sliding into Barrier. Rider Came off Bike
485	A254	2	19/09/2015	0510	4	1	1	2	4	E07000114	635559	169867	B2050, Manston Road, Birchington, Kent	Rider of Veh 1 was on the Grass Verge on the Side of the Road and the Motorbike was on its Side in the Road. Driver of Veh 1 Complained of Leg Pain but Decline Ambulance. Driver of Veh 1 Called Someone and was Picked up from the Scene.
486	A256	3	22/09/2015	1630	1	2	1	2	1	E07000114	633878	164428	A254 Ramsgate Road J/W B2052 College Road, Margate	V1 Has Come from Beatrice Road, Margate Towards College Road V1 Gone Through Red Light at Speed. V2 on Ramsgate Road, Light Green Heading Towards Qeqm Margate. Hit on right Side of Vehicle by V1. V2 then Forced Through Roadside Fence and into 'Secret Spices' Indian Restaurant. Damage to Building Caused. Driver of V1 left Scene.
487	B2190	3	25/09/2015	1745	1	1	1	1	1	E07000114	631179	166075	A256, 300M South of Sevenscore Roundabout, Ramsgate, Kent	V2 Had Lost Control on the Dual Carriageway and Had Spun Their Vehicle, Causing Their Tyre to Be Punctured. Their Vehicle Remained Broken down in Lane 1. V1 was Also Travelling to Ramsgate when D1 Saw V2 Too Late as Due to Traffic on Lane 2 Braked, but was Unable to Stop in Time and Collided with V2. the Road was Wet and Described as Being Slippery.
488	A253	2	26/09/2015	0800	1	1	1	1	1	E07000114	633918	164616	B2190 Minster Road 10 Metres South of Spitfire Way, Ramsgate, Kent	V1 Has Over-Steered on Roundabout, left Road and Damaged a Lamppost.
489	C29	3	29/09/2015	1010	1	1	1	2	2	E07000114	634117	167651	A253 Hengist Way Jw A299 Sevenscore Roundabout, Ramsgate, Kent	V1 Travelling Along Richborough Way Towards Sevenscore Roundabout. Intention was to Travel Straight on at the Roundabout Towards Hengist Way. V1 Proceeded Around the Roundabout and in Doing So the Rear Wheel Lost its Grip and the Bike was Dropped in Hengist Way
490	A28	3	26/09/2015	0943	1	1	1	3	2	E07000114	629500	168090	Manston Road Jw Vincent Road, Margate, Kent (Lw Emailed Sf to See What Other Perm Object Hit off C/Way. 30/11/15)	V1 Travelling North Along Manston Road Intending to Turn right Fast into Vincent Road. V2 Travelling South Along Manston Road. V1 Stopped and Paused Before Beginning to Turn. as V2 Approached Junction from Around left Hand Bend V1 Turned across Path of V2. V2 Collided with V1. V2 then Hit Bank Causing it to Turn over onto its Offside.
491	B2050	3	29/09/2015	0005	6	1	1	1	1	E07000114	634552	166323	A28, Canterbury Road, Brooksend, Birchington, Margate, Kent (Mapped to 629490, 168090)	V1 was Being Driven from Birchington A28 on the down Hill Towards Brooks End. D1 Suffered a Dizzy Spell and Attempted to Brake but Crashed into a Lamppost. Damage was Caused to V1 and Slight Damage to Lamppost. V3 Decided to Pull over to right to Assist V1. V2 Has Gone into Back of V3. 999 on Stats - D1 Had Dizzy Spell at Wheel.
492	E4102	2	20/10/2015	1700	1	1	1	2	1	E07000114	634615	163913	B2050 Manston Road 400 Metres from Manston Court Road, Ramsgate	Single Veh Accident. Rider of V1 Has Gone into right Hand Bend and Lost Control of the Bike. R1 Has Been Thrown from the Bike Injuring Himself.
493	A256	3	01/11/2015	1755	4	2	7	1	1	E07000114	633924	164621	Sandwich Road Jw Foids Lane, Ramsgate, Kent	V1 Travelling Towards Sandwich. Cas 1 (on V2 - Cycle) was Travelling Towards Ramsgate. V1 Stopped to Turn right but Hesitated. Cas 1 Continued Cycling Forward then V1 Moved On, turning right and Went into V2. Cas 1 Knocked off Bike, Been to Hospital and Bike is Damaged. Veh 1 Driver Stopped and Exchanged Details.
494	A299	2	01/11/2015	0325	4	2	7	2	1	E07000114	631163	165727	A256/A299 Sevenscore Roundabout A299, Hengist Way J/W Tothill Street, Minster, Ramsgate	V1 Failed to See the R/A in the Fog and Went onto the Centre, Flipping over and Stopping on its Roo
495	A28	3	31/10/2015	1720	1	1	1	2	1	E07000114	632812	169909	A299, Hengist Way J/W Tothill Street, Minster, Ramsgate	Veh 2 Stopped at Junction to Roundabout in Lane 2. this is Due to Possible Mechanical Issue. Driver of Veh 2 was out of Vehicle and Had Bonnet Up. Veh 1 Has Drive Along A299 and Collided with the Rear of Veh 2. both Vehicles Have Ended up on the Grass of the Roundabout Along with the Driver of Veh 2. Driver of Veh 1 Has Fled the Scene on Foot.
496	B2050	3	29/10/2015	0615	4	1	1	2	1	E07000114	635777	165918	A28, Canterbury Road Jw Queens Road, Westgate-On-Sea, Kent	V1 and V2 Were both Driving on A28 Westgate Heading Towards Margate. V2 Signalled to Move from Lane 1 into Lane 2 as Driver Believed Had Ample Room to Do So (Ti Avoid a Parked Car in Lane 1). V1 Has then Gone into the Back of V2.
497	A299	3	01/11/2015	0700	1	2	7	1	1	E07000114	627519	166987	B2050, Manston Road J/W A256 Haine Road, Ramsgate, Kent	Veh 1 and 2 at Junction into right Turn Only Major Road. Veh 2 Moved Forward but then Stopped. Veh 1 Believed Other Vehicle Had Committed to Exit and Looking right Believed Had Time to Exit Also, Colliding with Rear of Veh 2.
498	A254	3	01/11/2015	1150	1	2	7	3	2	E07000114	636264	168740	A299 Thanet Way Jw A28 Canterbury Road, St Nicholas, Kent	Veh Travelling from Gillingham Along Thanet Way from Herne Bay Towards Thanet. Due to Very Foggy Conditions Driver Did Not See R/A Until the Last Moment. Drive Could Not Stop, Mounting R/A Causing Damage to Their Vehicle Only.
499	A254	3	06/11/2015	1712	4	2	8	2	1	E07000114	636423	168228	A254 Ramsgate Road, 50M Nw from Enterprise Road, Margate, Kent	Vehs 1,2 and 3 Travelling in Queue of Traffic when Started to Move and then Stopped Suddenly. V1 Hit Rear of V2 Knocking it Forward into Rear of V3.
500	B2190	3	07/11/2015	2045	6	2	1	3	1	E07000114	633140	166442	A254, Margate Road Jw Star Lane, Margate, Kent	V2 was on the Roundabout when V1 Pulled Forward and Collided with V2 Causing Damage to Nearside Rear of Car. Car then Turned and was Facing the Wrong Way Due to Wet Road Surface.
501	A299	3	03/11/2015	0745	1	2	1	2	3	E07000114	633928	164692	B2190 Spitfire Way J/W B2050 Manston Road, Ramsgate, Kent	V1 was Travelling Along Manston Road, West Direction. an Unknown Vehicle (V3) Has Pulled out in Front of V1 from B2190 Spitfire Way. V1 Has Had to Apply Brakes Sharply and Turn into B2190 to Avoid a Collision. in Doing So Rear End of V1 Has Slipped out Colliding with the Front Offside of V2, which Has Been Travelling Slowly Along B2190 Towards the Junction, 2 Cars Behind V3 which Pulled Out. Wet/Slippery Road Surface a Contributory Factor.
502	A299	3	01/11/2015	1635	4	2	7	2	4	E07000114	631130	165718	A299, Hengist Way Ramsgate, 35 Metres North of Sevenscore Roundabout, Ramsgate, Kent	V2 Travelling Along Hengist Way in Direction of Sevenscore Roundabout Following Flow of Traffic and Came to a Stop as Near to Roundabout. V1 Collided into Rear of V2. V2 Had Driver and Passenger Injured, V1 - Driver Has Also Sustained Injuries - None of the Injuries Are Life Changing or Life Threatening.
503	A299	3	10/11/2015	1040	1	1	1	2	1	E07000114	628623	165604	A299 Hengist Way J/W Tothill Street, Ramsgate, Kent	V1 was Driving in Thick Fog Along Hengist Way Ramsgate Street. V1 Entered onto Roundabout and Hit the Rear left Side of V2, Causing V2 to Spin. Slight Injury Caused. both Vehicles Recovered.
504	E4150	3	12/11/2015	1320	1	1	1	3	2	E07000114	633517	168860	A299 Thanet Way Jw Willetts Hill, Monkton, Kent	V1 was Travelling Coastbound on A299 Thanet Way, Towards Monkton Roundabout, Lane 2. V2 was Travelling in Same Direction in Lane 1. V2 was Heading Towards Third Exit, Willetts Hill and V1 Wanted Second Exit to Continue Along A299. D1 Thought V2 was Taking Second Exit So Went to Overtake but Collided with Side of V2 when it Didn't Take Exit.
505	A256	3	10/11/2015	1145	1	1	1	2	1	E07000114	635767	165943	Shottendane Road Jw High Street, Margate, Kent	V1 Travelling Along V1, Stopped Briefly at Junction of Shottendane Road, Hesitated then Pulled out into the Path of 2 Oncoming Vehicle:
506	A28	3	16/11/2015	0905	1	2	2	1	1	E07000114	633419	169870	A256 Haine Road Jw B2050 Manston Road, Ramsgate, Kent	V1 in turning Area of Haine Road A256 Looking to Turn onto Manston Road B2050 Ramsgate Bound. V2 Travelling Southbound on Haine Road. as V2 Passing turning Area. V1 Has Pulled out into V2's Path and right of Way Resulting in Heavy Damage to both Vehicles.
507	E4145	3	04/11/2015	1715	6	1	1	2	1	E07000114	632659	168711	Canterbury Road, Outside 233, Margate	Pedestrian Has Come out of the Bp Garage and Stepped off the Pavement. V1 a Van Has Clipped Pedestrian's left Forearm. V1 Stopped and Gave Details to the Bp Garage Cctv 2y/19355/15/S Booked In. (Police State no Age Given for D1.)
508	A299	3	14/11/2015	1045	1	2	1	1	1	E07000114	635473	165035	Minster Road Jw Shottendane Road, Westgate, Kent	V1, Travelling Minster Road, Westgate onto Shottendane Road, Has Pulled out on V2 which Collided Side-On to Vehicle. V1 Driver Very Shaken & Treated for Shock.
509	A299	3	14/11/2015	1345	1	2	2	1	1	E07000114	631163	165741	A299, Lord of the Manor R/A Jw Hengist Way, Ramsgate, Kent	V1 Exited the R/A onto Hengist Way and Lost Control of the Vehicle. Driver Hit Road Jarring their Neck
510	A256	3	18/11/2015	1755	6	2	4	4	1	E07000114	633317	162932	A299 Hengist Way Roundabout Jw A253 Minster, Kent	this is a One M/V Rtc Whereby the Driver States They Skidded on either Oil or Diesel on the Roundabout Losing Control, Hitting the Central Barrier and then into a Fenc off into a Field. Minor injury (Whiplash), M/V Write Off.
511	A254	3	23/11/2015	1420	1	1	1	2	1	E07000114	636422	168224	A256 1000 Metres North West of Sandwich Road, Ramsgate, Kent	a Minibus Not Involved in Collision was Having Difficulties and Slowed down in Lane 1 with Hazard Lights On. V2 Pulled out from Behind Millinus into Lane 2 and V1 Travelling Lane 2 Collided with V2 and both Believed Collided with Central Reservation and Spun Around. V3 Also Travelling Lane 2 After Pulling out of Lane 2 was then Braking to Avoid Crashed Vehicles when V4 Collided with it from Behind.
512	A28	3	25/11/2015	1530	1	1	1	1	1	E07000114	630202	168998	A254 Margate Road Jw Star Lane, Margate, Kent	V2 was Travelling Along Margate Road. V1 Pulled out of Star Lane on Roundabout Causing both Vehicles to Stop Suddenly. V2 Locked up Rear Wheel and Fell off Thei Motorcycle. Minor Injuries Sustained.
513	B2050	3	01/11/2015	1040	1	1	7	2	2	E07000114	635478	165890	A28 Canterbury Road Jw Park Lane, Birchington, Kent	V1 was Travelling Along Canterbury Road Birchington - London. V1 Has Struck Pedestrian Crossing over Road at Pedestrian Controlled Traffic Lights. Appears Driver's Vision was Affected by the Low Position of the Sun at That Time. Driver was Going Slowly Due to this and Has Not Been Able to See the Colour of the Lights.
514	A254	3	10/12/2015	0900	1	1	1	2	2	E07000114	635619	169691	B2050, Manston Road Jw Greensole Lane, Ramsgate, Kent	V2 Has Slowed to Turn right onto Greensole Lane and Has Been Struck in the Rear by V1
515	A299	3	13/12/2015	1640	1	2	1	1	1	E07000114	627517	166992	A254 Ramsgate Road Jw Nash Court Road, Margate, Kent	V2 Has Been Travelling Along Ramsgate Road in the General Direction of Ramsgate. as V2 Has Reached Jw Nash Court Road V2 Has Stopped on Ramsgate Road to Wait to Turn right into Nash Court Road. V1 Has Been Travelling in the Same Direction and on Coming Around a Sweeping Bend Has Failed to Notice V2 was Stationary and Collided into the Rear of V2.
516	A28	3	18/12/2015	1903	4	1	1	2	1	E07000114	633428	169875	A299, Thanet Way J/W Potten Street Road, St Nicholas at Wade, Kent	V1 Travelling Coastbound on A299, Collided with Roundabout Causing the Vehicle to Take Off, Collide with Road Sign and Flip, Landing Back on Carriageway. no Other Vehicles Involved
517	A28	3	21/12/2015	1700	4	1	9	2	1	E07000114	633584	169874	A28 Canterbury Road J/W Private Drive (Bp Garage/M & S Shop), Margate	V1 Waiting to Turn right onto Main Road. V2 Travelling on Main Road Towards V1's Location. V1 Pulls out into Path of V2 and Collision Occurs
518	A299	3	21/12/2015	1210	1	1	4	2	1	E07000114	635500	165089	A28 Canterbury Road Jw High Street, Gar	

544	U	3	15/04/2016	1651	7	2	2	2	2	E07000114	635870	166371	ST JOHNS AVENUE JW STIRLING WAY, RAMSGATE	D1 got to the junction of Stirling Way and St Johns Avenue. Their foot came off the clutch and V1 lurched forward into second vehicle
545	A28	2	27/03/2016	1330	1	1	1	2	2	E07000114	630894	169480	A28, CANTERBURY ROAD, OUTSIDE NUMBER 81, BIRCHINGTON	V1 involved in a charity run on a trike motorbike which has been filtering and on arriving at an island in the middle of the road has pulled into the gap in front of V2 when it clipped the traffic islands kerb with rear offside wheel, this knocked the pillion off and their left foot. In trying to regain control and stop, rider has put foot on the floor and the trike has run over their foot
546	A299	3	25/04/2016	1020	1	1	1	2	2	E07000114	628548	165671	A299, THANET WAY, 75M NW OF MONKTONS ROUNDABOUT, MONKTON	V2 WAS TRAVELLING ALONG A299 (THANET WAY) TOWARDS THE COAST, 75M PRIOR TO THE ROUNDABOUT D1 BRAKED SUDDENLY TO AVOID AN ANIMAL THAT CROSSEEC IN FRONT OF THE VEHICLE FROM LEFT TO RIGHT. V1 WAS TRAVELLING BEHIND V2 AND IN THE SAME DIRECTION, FAILED TO BRAKE IN TIME AND COLLIDED WITH THE REAR OF V2.
547	A256	3	04/05/2016	1430	1	1	1	2	1	E07000114	635762	166001	A256 HAINE ROAD (MAPPED TO 635748,165918)	Infnt states that they were approaching the roundabout, checked all was clear and continued over the roundabout to take the second exit. Infnt states the road straight ove the roundabout starts off as 2 lanes, one goes to the right, one continues on. Infnt continued on and as the road narrowed they felt the 'huge bang' on veh smashing into the side of their veh. Infnt stopped straight away to which other veh also did at first. Through the windows driver of other veh told infnt to go up the road a bit to talk. (D1 details not obtained).
548	A299	2	07/05/2016	2337	6	1	1	2	1	E07000114	632488	165554	A299 HENGIST WAY, MINSTER (MAPPED TO 632474,165611)	V2 TRAVELLING EAST ALONG THE DUAL CARRIAGEWAY. NO STREETLIGHTING OR LIGHTS FROM BUILDINGS. RURAL LOCATION. THE ROAD IS PART OF THE FAST ROAD NETWORKS. V1 IS ALSO TRAVELLING ALONG THE SAME ROAD ALSO EAST BTN 65-70 MPH. D1 DID NOT SEE CYCLIST AND JUST FELT THE IMPACT WITH THE N/S OF THEIR VEH. V1 STOPPED. D2 KNOCKED OFF THEIR BIKE WITH INJURIES TO THEIR R LEG. LIGHTS WERE ON ON BIKE. DETAILS EXCHANGED. D2 TO WHH WITH SUS BROKEN R LEG. V1 collided into V2 by trying to turn right not knowing there were vehicles travelling in the opposite direction.
549	U	3	12/05/2016	1040	1	1	1	2	1	E07000114	636023	167842	STAR LANE JW STAR LANE LINK, MARGATE	V1 has collided with 4 x parked vehicles in Balmoral Road, Garlinge. D1 has then driven off from scene making contact with V6. Driver and V1 were located in Caxtor Road, Garlinge. D1 arrested on suspicion of TDMV + EBA.
550	U	3	01/05/2016	0350	4	1	1	6	1	E07000114	633614	169709	BALMORAL ROAD, MARGATE	V1 pulled away from T junction on Nash Lane turning right onto Ramsgate Road. V2 travelling Ramsgate Road towards Margate collided with offside of V1 whilst it completed this manoeuvre.
551	A254	2	12/04/2016	0829	1	1	1	2	2	E07000114	635912	169271	A254 RAMSGATE ROAD JW NASH LANE, MARGATE	
552	A28	2	23/05/2016	2315	4	1	1	4	8	E07000114	631404	169582	A28 CANTERBURY ROAD 10 METRES EAST OPPOSITE J/W QUEEN BERTHAS AVENUE, WESTGATE ON SEA	V 1 has failed to stop for V2 and V3, both marked police vehicles. V1 has collided with the rear of V4 and then lost control leaving the crriage way to the off side. (hit lamp post & then further on hit 2nd lampost). The five occupants of V1 have de-camped but later arrested by police. (D1 not established). The three occupants of V4 sustained minor injuries and were taken to the QEOM, one of these occupants was a three day old baby. V2/V3 AGES NOT KNOWN-POLICE OFFICERS.
553	U	3	07/05/2016	1830	1	1	1	5	1	E07000114	635685	169446	NASH COURT ROAD, O/S NO 145, JW NASH COURT GARDENS, MARGATE	V1 travelling north along Nash Court Road, approaching JW Ramgate Road. For reasons unconfirmed, V1 was then in a collision with V2, V3 and V4, leading to V4 being shunted into VS. V2 to V5 were all parked and unattended on the west side of Nash Court Road.
554	A28	2	12/05/2016	0926	1	1	1	1	1	E07000114	632390	169778	A28 CANTERBURY ROAD JW ST MILDREDS ROAD, WESTGATE-ON-SEA	V1 WAS TRAVELLING TOWARDS MARGATE ON A28, CANTERBURY ROAD FROM BIRCHINGTON. AS V1 WAS APPROACHING TRAFFIC LIGHTS AT JW ST MILDREDS ROAD THE LIGHTS WERE GREEN. V1 WAS TRAVELLING AT SPEED LIMIT. C1 SUDDENLY RAN ACROSS FROM THE DRIVERS RIGHT SIDE AND WAS HIT BEFORE THE DRIVER WAS ABLE TO REACT.
555	A256	3	16/05/2016	1420	1	1	1	1	1	E07000114	633585	162295	A256 RICHBOROUGH WAY 30 METRES WEST OF JW SANDWICH ROAD, SANDWICH	One vehicle RTC. V1 was travelling from the direction of Sandwich towards Thanet on the A256. Driver appears to have suffered a blackout prior to the roundabout (bn Baypoint) and gone onto the roundabout rolling the vehicle several times.
556	A256	3	04/05/2016	2105	6	1	1	1	1	E07000114	633746	162738	A256 SANDWICH ROAD, RAMSGATE	
557	U	2	26/05/2016	1710	1	1	1	2	2	E07000114	633577	169036	HIGH STREET JW ZEILA FARM, GARLINGE	V1 riding motorbike along carriageway approximately 60mph when they lost control and came off the carriageway ending in the ditch on the nearside.
558	U	2	31/05/2016	1030	6	1	4	1	1	E07000114	634161	169432	KINGSTON AVENUE, OUTSIDE NUMBER 81, MARGATE	V1 HAS BEEN WAITING TO PULL OUT ONTO GARLINGE HIGH STREET FROM THE FORECOURT NEXT TO ZEILA FARM. V1 WAS EDGING OUT WHEN TWO OTHER MOTOF CYCLES HAVE COME PAST. V1 HAS CONTINUED TO LOOK AFTER PULLING OUT INTO THE CARRIAGWAY. V2 HAS COME ALONG FROM THE DIRECTION OF SHOTTENDENE ROAD, WHEREBY V1 AND V2 HAVE COLLIDED IN THE CARRIAGEWAY.
559	A28	2	20/05/2016	1730	1	1	1	2	2	E07000114	633472	169871	A28 CANTERBURY ROAD JW BRIDGE ROAD, MARGATE	C1 WAS GETTING INTO V1 (TAXI) WHEN IT HAS DRIVEN OFF AND OVER C1 TOES ON THE LEFT FOOT. C1 WENT TO THE QEOM A & E AND XRAY SHOWED A CRACK AND CHIP TO TOES. C1 HAS SPOKEN TO THE TAXI COMPANY AND THEY HAVE SUPPLIED THE TAXI NUMBER. AT THE TIME C1 DIDN'T MAKE THE DRIVER AWARE.
560	A256	3	08/06/2016	1544	1	1	1	2	2	E07000114	636447	167931	A256 WESTWOOD ROAD J/W RDBT A254 MARGATE ROAD, WESTWOOD, BROADSTAIRS	V2 TRAVELLING ALONG CANTERBURY ROAD TOWARDS BIRCHINGTON. V2 STOPPED IN THE ROAD WAITING TO TURN RIGHT INTO BRIDGE ROAD. V1 HAS THEN STRUCK V2 TO THE REAR.
561	B2190	3	09/06/2016	1157	1	1	1	2	2	E07000114	632009	166058	B2190 SPITFIRE WAY J/W ALLAND GRANGE LANE, MANSTON, RAMSGATE	V1 behind V2. V2 stopped in traffic. V1 stopped as traffic ahead. When traffic ahead started moving V1 drove towards V2 and started to brake but accidentally the driver's foot slipped off the brake and ended up accelerating more causing the vehicle to collide into V2.
562	U	3	06/06/2016	1220	1	1	1	4	1	E07000114	635295	169645	NASH ROAD, WESTWOOD, MARGATE	V1 travelling along Alland Grange Lane towards ythe j/w Spitfire Way. V2 travelling along Spitfire Way towards Ramsgate. At the j/w Alland Grange Lane V1 pulled into the side of V2.
563	B2048	3	19/06/2016	1643	1	1	1	3	1	E07000114	630783	167406	B2048 THE STREET, ACOL O/S NO. 2 (MAPPED TO DESCRIPTION)	4 VEHICLES TRAVELLING FROM MARGATE TOWARDS WESTWOOD ON NASH ROAD. V4 CLAIMS A MOTORCYCLE (V1) WAS TRAVELLING IN OPPOSITE DIRECTION IN THE CENTRE OF THE ROAD. V4 HAS BRAKED WHERE V2 HAS HIT V3 AND COLLIDED WITH V4. ALL SLOWING AHEAD/BRAKING. V1 CONTINUED WITH NO COLLISION ETC, REPORTED/NO DETAILS. D3 STATES THEY HAVE SIGHT STIFFNESS TO THEIR NECK ONLY.
564	A28	3	22/06/2016	1530	1	1	1	2	2	E07000114	629988	168774	A28 CANTERBURY ROAD (O/S 266), BIRCHINGTON	V1 TRAVELLING SOUTH ALONG THE STREET, ACOL POSSIBLY DRIFTING AT EXCESS SPEED, HOWEVER CAN NOT BE PROVED AS THEY ROUNDED THE CORNER J/W NURSERY FIELDS AND LOST CONTROL. COLLIDING WITH 2 VEHICLES 2 AND 3 AND MINOR GARDEN DAMAGE TO 2 NURSERY FIELDS. BOTH V2 AND V3 ARE WRITE OFF'S AS IS V1. S170 COMPLIED WITH AT SCENE. NEGATIVE BREATH TEST.
565	U	2	25/06/2016	1845	1	1	1	2	3	E07000114	632663	168710	SHOTTENDANE ROAD J/W MINSTER ROAD, BIRCHINGTON	V1 & V2 WERE TRAVELLING ALONG CANTERBURY ROAD, BIRCHINGTON. V1 STOPPED AS THERE WAS QUEUING TRAFFIC. V2 WAS BEHIND AND HAD WINDOW OPEN. BEE LANDED ON D2'S FOOT. D2 TRIED TO REMOVE BEE. V2 THEN DROVE INTO BACK OF V1 CAUSING DAMAGE TO FRONT OF V2 & BACK OF V1.
566	B2050	3	16/06/2016	0933	1	1	1	3	3	E07000114	630655	167926	B2050 MANSTON ROAD J/W GATE 2 QUEX PARK, BIRCHINGTON	V1 TRAVELLING ALONG 1ST RD TOWARDS MARGATE, D1 BELIEVED TO HAVE HAD A FIT WHILE DRIVING CAUSING IT TO VEER RIGHT INTO A BANK AND KNOCKING THI AUTOMATIC GEAR STICK INTO REVERSE. V1 THEN REVERSED INTO THE FRONT OF V2
567	C223	3	28/06/2016	1937	6	2	2	2	2	E07000114	634094	164159	COTTINGTON ROAD, CLIFFSEND (MAPPED TO 634094/164159)	V1 PULLED OUT OF GATE 2 QUEX PARK AND ONTO MANSTON ROAD, BIRCHINGTON. THE JUNCTION WAS ALMOST BLIND BUT THERE ARE MIRRORS OPPOSITE TO ASSIST V3 WAS TRAVELLING ALONG MANSTON ROAD AND STRUCK V1 TO FRONT OFFSIDE. V1 SPUN A LITTLE AND V2 (WHICH WAS TRAVELLING ON THE OTHER SIDE OF THE ROAD THAN V3 STRUCK V1 TO THE FRONT NEARSIDE.
568	B2049	3	26/06/2016	1520	1	1	1	2	2	E07000114	634106	169051	B2049, SHOTTENDANE ROAD, OUTSIDE WINTON COTTAGE, MARGATE	V1 was travelling down Cottington Road towards Cliffsend. V2 was travelling up Cottington Road towards Minster. V1 has notice C1 and C2 in the carriageway, swerved and collided with offside of V2. V1 has then spun and collided with C1 and the fence. C2 has jumped out the way.
														V1 turned round in a parking area and went to turn right back towards Margate. There is a lot of foliage and due to a high bank visibility is restricted, V2 has beer travelling away from Margate and V1 has stopped upon seeing V2 but they have been unable to avoid the collision



Appendix 14.2

Traffic Counts

Kent ATC and MCCs ATC 01, Minster Road

Produced by Streetwise Services Ltd.



Channel 1 - Northbound													
Friday 13/10/2017	Vehicle Classes												
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13 TOTAL
1	2	3	4	5	6	7	8	9	10	11	12	13	107
2	8	0	0	0	0	0	0	0	0	0	0	0	8
3	6	1	0	0	0	0	0	0	0	0	0	0	7
4	4	0	0	0	0	0	0	0	0	0	0	0	4
5	4	0	1	0	0	0	0	0	0	0	0	0	5
6	13	1	0	0	0	0	0	0	0	0	0	0	14
7	22	9	0	0	1	0	0	0	0	0	0	0	32
8	122	17	0	0	0	0	0	0	0	2	0	0	140
9	189	25	1	0	0	0	0	2	0	0	0	1	218
10	155	21	0	0	0	0	0	0	0	0	1	0	177
11	130	15	0	0	0	0	0	0	0	0	0	0	145
12	142	20	1	0	0	0	0	0	0	0	0	0	163
13	155	21	0	1	0	0	0	0	0	0	0	1	178
14	122	19	0	0	0	0	0	1	0	0	0	1	143
15	190	22	0	0	1	0	0	1	0	0	0	2	216
16	253	23	0	0	0	0	0	0	0	0	0	0	276
17	295	38	0	0	0	0	0	0	0	0	0	0	333
18	278	28	0	0	0	0	0	0	0	0	0	0	306
19	180	13	0	0	0	0	0	0	0	0	0	0	193
20	116	11	0	0	0	0	0	0	0	0	1	0	128
21	67	3	0	0	1	0	0	0	0	0	0	0	71
22	57	2	0	0	0	0	0	0	0	0	0	0	59
23	48	3	0	0	0	0	0	0	0	0	0	0	51
24	35	1	0	0	0	0	0	0	0	0	0	0	36
7-19	2211	262	2	1	8	0	0	0	4	0	0	0	2499
6-22	2473	267	2	1	10	0	0	0	4	0	0	0	2789
6-22	2473	267	2	1	10	0	0	0	4	0	0	0	2789
6-24	2604	299	2	2	10	0	0	0	4	0	0	0	2933

Channel 2 - Southbound													
Friday 13/10/2017	Vehicle Classes												
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13 TOTAL
1	3	0	0	0	0	0	0	0	0	0	0	0	3
2	7	0	0	0	0	0	0	0	0	0	0	0	7
3	2	2	0	0	0	0	0	0	0	0	0	0	4
4	3	1	0	0	0	0	0	0	0	0	0	0	4
5	5	0	0	0	0	0	0	0	0	0	0	0	5
6	35	6	0	0	0	0	0	0	0	0	0	0	41
7	93	12	0	0	0	0	0	0	0	0	0	1	106
8	262	35	0	0	0	0	0	0	0	0	0	0	297
9	324	40	0	0	0	0	0	0	0	0	0	0	364
10	173	16	0	0	0	0	0	0	0	0	2	0	191
11	124	19	1	0	0	0	0	0	0	0	3	0	147
12	127	13	0	0	0	0	0	0	0	0	0	0	140
13	122	16	2	0	1	0	1	0	0	0	0	1	145
14	138	19	0	0	0	0	1	0	0	0	0	0	158
15	147	16	0	0	0	0	0	0	0	0	0	0	163
16	204	20	1	0	4	0	0	0	0	0	0	0	229
17	186	23	0	0	1	0	0	0	0	0	1	0	211
18	196	23	0	0	2	0	1	1	0	0	0	0	223
19	117	11	0	0	0	1	1	1	0	0	0	0	130
20	106	6	0	0	0	0	0	0	0	0	0	0	112
21	56	5	0	0	0	0	0	0	0	0	0	0	61
22	40	3	0	0	0	0	0	0	0	0	0	0	43
23	42	1	0	0	0	0	0	0	0	0	0	0	43
24	23	1	0	0	0	0	0	0	0	0	0	0	24
7-19	2120	241	4	1	8	0	4	2	0	0	0	0	2391
6-22	2415	267	4	1	8	0	4	2	0	0	0	0	2713
6-22	2415	267	4	1	8	0	4	2	0	0	0	0	2713
6-24	2535	279	4	1	8	0	4	2	0	0	0	0	2865

Channel 1 - Northbound													
Saturday 14/10/2017	Vehicle Classes												
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13 TOTAL
1	27	3	0	0	0	0	0	0	0	0	0	0	30
2	10	1	0	0	0	0	0	0	0	0	0	0	11
3	5	0	0	0	0	0	0	0	0	0	0	0	5
4	7	0	0	0	0	0	0	0	0	0	0	0	7
5	4	0	0	0	0	0	0	0	0	0	0	0	4
6	6	2	0	0	0	0	0	0	0	0	0	0	8
7	14	4	0	0	0	0	0	0	0	0	0	0	18
8	50	6	0	0	7	0	0	0	0	0	0	0	63
9	91	8	0	0	2	0	0	0	0	0	1	0	102
10	128	14	1	1	0	0	0	0	0	0	0	1	145
11	156	14	0	1	0	0	0	0	0	1	0	1	173
12	216	12	0	0	0	0	0	0	0	0	1	0	229
13	181	13	0	0	2	0	0	0	0	0	1	0	197
14	171	13	0	0	1	0	0	0	0	0	0	0	186
15	170	10	0	0	0	0	0	0	0	0	1	0	181
16	133	8	0	0	0	0	0	0	0	0	0	0	141
17	158	10	0	0	0	0	0	0	0	0	0	0	168
18	144	12	0	0	0	0	0	0	0	0	0	0	156
19	145	8	0	0	0	0	0	0	0	0	0	0	153
20	117	7	0	0	0	0	0	0	0	0	0	0	124
21	82	1	0	0	0	0	0	0	0	0	1	0	84
22	44	3	0	0	0	0	0	0	0	0	0	0	47
23	34	2	0	0	0	0	0	0	0	0	0	0	36
24	40	0	0	0	0	0	0	0	0	0	0	0	40
7-19	1743	128	0	2	12	0	0	0	0	1	0	6	1992
6-22	2003	161	0	2	12	0	0	0	0	1	0	7	2195
6-24	2074	185	0	2	12	0	0	0	0	1	0	7	2241
6-24	2133	151	0	2	12	0	0	0	0	1	0	7	2306

Channel 2 - Southbound													
Saturday 14/10/2017	Vehicle Classes												
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13 TOTAL
1	20	2	0	0	0	0	0	0	0	0	0	0	22
2	5	0	0	0	0	0	0	0	0	0	0	0	5
3	3	0	0	0	0	0	0	0	0	0	0	0	3
4	3	0	0	0	0	0	0	0	0	0	0	0	3
5	2	0	0	0	0	0	0	0	0	0	0	0	2
6	21	3	0	0	0	0	0	0	0	0	0	0	24
7	38	5	0	0	0	0	0	0	0	0	0	0	43
8	65	7	0	0	0	0	0	0	0	0	0	0	72
9	135	13	0	0	0	1	0	0	0	0	0	0	149
10	155	12	0	0	0	0	0	0	0	0	1	0	168
11	205	11	0	0	0	0	0	0	0	0	0	1	216
12	169	20	0	0	0	0	0	0	0	0	1	0	190
13	172	14	0	0	5	0	1	0	0	0	1	0	193
14	133	10	0	0	2	0	0	0	0	0	2	0	147
15	138	8	0	0	4	0	0	0	0	0	0	0	151
16	126	10	0	1	0	0	1	0	0	0	0	0	138
17	158	3	0	0	0	0	0	0	0	0	0	0	161
18	152	6	0	0	0	0	0	0	0	0	0	0	158
19	119	12	0	0	0	0	0	0	0	0	0	0	131
20	95	1	0	0	0	0	0	0	0	0	0	0	96
21	62	4	0	0	0	0	0	0	0	0	0	0	66
22	46	2	0	0	0	0	0	0	0	0	0	0	48
23	47	2	0	0	0	0	0	0	0	0	0	0	49
24	22	1	0	0	0	0	0	0	0	0	0	0	23
7-19	1729	126	0	1	11	0	3	0	0	0	0	7	1877
6-22	1970	136	0	1	11	0	3	0	0	0	0	7	2139
6-22	1970	136	0	1	11	0	3	0	0	0	0	7	2139
6-24	2093	146	0	1	11	0	3	0	0	0	0	8	2260

Kent ATC and MCCs ATC 01, Minster Road

Produced by Streetwise Services Ltd.

Channel 1 - Northbound

Survey Date	Vehicle Speeds (MPH)												TOTAL
15/10/2017	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	
W Ending	0	0	0	0	1	4	3	4	3	0	0	0	22
1	0	0	0	0	0	2	4	5	3	1	1	0	18
3	0	0	0	0	0	1	2	3	2	1	1	0	9
4	0	0	0	0	0	0	0	0	2	2	1	0	7
5	0	0	0	0	0	0	2	0	0	1	0	0	3
6	0	0	0	0	0	0	0	1	1	1	0	1	4
7	0	0	0	0	0	1	2	2	3	3	0	0	12
8	0	0	0	0	0	0	7	8	8	4	0	0	27
9	0	0	0	0	0	3	10	14	18	9	0	0	54
10	0	0	0	0	1	7	22	19	17	6	0	0	72
11	0	0	0	0	0	5	8	33	31	14	5	0	140
12	0	0	1	3	20	33	43	29	5	3	0	0	137
13	0	0	1	1	40	56	37	26	4	3	1	1	170
14	0	0	0	4	30	58	54	16	6	3	0	0	171
15	1	0	1	24	7	24	54	17	7	1	0	0	108
16	0	0	0	9	28	62	55	24	12	5	1	0	196
17	0	1	1	3	26	69	56	25	5	4	1	0	191
18	0	0	0	0	19	44	49	32	6	3	0	0	140
19	0	0	2	13	39	39	32	16	1	10	2	0	111
20	0	0	0	1	1	18	30	24	12	4	0	0	90
21	0	0	0	0	2	9	14	14	6	6	1	2	54
22	0	0	0	0	0	1	4	3	7	15	3	2	37
23	0	0	0	0	1	1	4	4	8	5	0	1	24
24	0	0	0	1	0	2	6	3	4	1	1	0	18

7-19	1	1	3	29	209	454	495	244	103	56	3	2	1600
6-22	1	1	3	30	214	486	546	291	139	72	6	4	1793
6-24	1	1	3	31	215	489	556	296	151	76	7	5	1835
0-24	1	1	3	31	216	496	573	310	163	87	9	6	1896

Channel 2 - Southbound

Sunday 15/10/2023	Vehicle Speeds (MPH)												TOTAL
W Endng	9-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	
1	0	0	0	0	0	0	5	9	2	1	0	0	21
2	0	0	0	0	0	1	4	1	3	4	0	0	23
3	0	0	0	0	0	1	1	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	1	1	0	0	4
5	0	0	0	0	0	0	2	0	1	1	2	0	6
6	0	0	0	0	0	0	1	1	5	1	1	0	9
7	0	0	0	0	0	1	5	15	16	7	1	0	38
8	0	0	0	0	0	6	13	13	12	4	1	0	49
9	0	0	0	0	0	8	9	26	12	8	0	0	63
10	0	0	0	0	0	2	19	40	39	21	3	1	125
11	0	0	5	0	26	55	29	13	12	2	0	1	208
12	0	0	1	1	5	49	56	34	10	6	0	0	302
13	0	0	0	7	24	60	59	26	13	2	0	0	151
14	0	0	0	4	19	50	59	25	11	1	0	0	169
15	1	1	1	7	4	7	4	22	26	7	1	0	111
16	0	0	0	6	16	41	45	26	13	2	0	0	133
17	0	0	0	5	11	31	45	47	8	1	0	0	151
18	0	0	3	0	2	33	55	20	11	4	1	0	124
19	0	0	3	10	32	44	16	16	9	2	3	0	110
20	0	0	0	0	1	16	26	12	12	7	0	0	74
21	0	0	0	0	2	4	17	19	11	3	0	0	55
22	0	0	0	0	0	2	3	8	3	3	2	2	23
23	0	0	0	0	0	4	5	6	1	3	1	1	20
24	0	0	0	0	1	0	1	3	3	0	0	0	5

7-19	1	0	5	34	98	377	521	320	138	36	4	1	1535
6-22	1	0	5	34	102	400	572	374	171	50	6	3	1718
6-24	1	0	5	34	103	404	576	383	172	53	7	3	1743
0-24	1	0	5	34	105	416	587	402	181	57	7	3	1798

Channel 1 - Northbound

Month/day	Vehicle Speeds (MPH)												TOTAL
16/10/2017	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	
W/ Ending													
1	0	0	0	0	3	1	2	5	1	0	1	2	13
2	0	0	0	0	0	0	0	0	0	1	0	0	1
3	0	0	0	0	1	0	1	0	0	0	1	0	1
4	0	0	0	0	0	1	1	0	0	0	0	0	2
5	0	0	0	0	0	0	0	1	1	2	0	0	4
6	0	0	0	0	2	1	3	4	0	5	0	0	15
7	0	0	0	0	0	0	5	4	4	6	5	1	27
8	0	0	0	0	21	47	28	14	14	14	14	0	127
9	0	0	0	0	5	29	91	74	27	6	0	0	232
10	0	0	2	1	9	16	55	45	29	3	0	0	160
11	0	0	6	0	30	49	37	37	18	3	0	0	244
12	0	0	0	1	9	29	48	40	21	6	0	0	154
13	0	0	1	0	1	16	55	46	14	11	1	0	145
14	0	0	0	0	6	54	53	57	17	4	3	0	174
15	0	0	5	0	5	16	58	53	18	12	1	0	173
16	0	0	0	1	3	56	95	75	36	3	0	0	260
17	0	0	0	0	0	12	50	102	85	36	10	1	296
18	0	1	0	0	4	12	82	146	99	46	11	1	403
19	0	0	0	7	27	72	72	45	28	9	9	2	193
20	0	0	0	0	1	21	30	30	21	7	1	1	112
21	0	0	0	0	0	4	11	35	15	13	12	0	90
22	0	0	0	0	0	0	7	14	17	10	3	1	52
23	0	0	0	0	0	4	10	11	11	8	6	0	58
24	0	0	0	0	0	2	6	3	3	4	1	0	15

7-19	0	1	3	12	76	406	883	682	304	92	9	0	2468
6-22	0	1	3	12	81	450	968	748	354	119	12	1	2749
6-24	0	1	3	12	81	456	984	782	365	120	13	1	2807
0-24	0	1	3	12	87	459	991	772	367	138	14	2	2846

Channel 2 - Southbound

Monday 16/10/2017		Vehicle Speeds (MPH)												TOTAL
1st	2nd	3-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	
1	0	0	0	0	0	0	2	1	1	1	0	0	0	6
2	0	0	0	0	0	0	0	2	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	1	0	0	0	0	1
4	0	0	0	0	0	0	0	1	1	1	0	0	0	3
5	0	0	0	0	0	1	1	2	3	4	2	0	0	13
6	0	0	0	1	0	0	2	8	19	6	6	1	0	43
7	0	0	1	0	0	2	6	36	35	20	7	1	0	108
8	0	0	4	4	4	4	43	104	105	20	10	1	0	216
9	0	0	0	0	0	20	75	157	105	20	7	0	0	384
10	0	1	2	1	14	47	85	48	13	2	0	0	0	113
11	0	0	15	4	1	33	41	29	12	2	0	0	0	138
12	0	0	0	1	13	34	45	28	11	2	0	0	0	130
13	0	0	3	0	1	20	45	30	11	9	0	0	0	119
14	0	0	2	1	4	12	31	50	35	9	1	0	0	144
15	0	0	0	10	1	10	50	30	30	41	4	1	0	176
16	0	0	0	0	0	10	51	63	55	21	7	0	0	207
17	0	0	0	0	4	8	27	70	57	18	3	0	0	187
18	0	2	0	0	1	9	48	62	57	7	4	0	0	210
19	0	0	0	0	14	42	42	37	37	5	5	1	0	154
20	0	0	0	0	0	18	24	42	16	5	1	0	0	97
21	0	0	0	0	0	2	12	14	15	10	2	1	0	56
22	0	0	0	0	1	0	3	5	9	5	5	0	0	20
23	0	0	0	0	0	0	1	1	8	3	3	0	0	18
24	0	0	0	0	0	0	2	1	7	3	1	0	0	14

7-19	0	3	12	13	130	501	854	616	182	58	3	2	2374
6-22	0	3	13	14	135	530	933	717	233	77	6	2	2663
6-24	0	3	13	14	135	533	939	732	239	81	6	2	2697
0-24	0	3	13	15	136	538	953	757	250	90	7	2	2764

Kent ATC and MCCs ATC 01, Minster Road

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

Tuesday 17/10/2017													
HR Ending	1	2	3	4	5	6	7	8	9	10	11	12	13
1	0	13	0	0	0	0	0	0	0	0	0	0	0
2	6	0	0	0	0	0	0	0	0	0	0	0	0
3	1	1	0	0	0	0	0	0	0	0	0	0	0
4	1	1	0	0	0	0	0	0	0	0	0	0	0
5	4	0	0	0	0	0	0	0	0	0	0	0	0
6	14	1	0	0	0	0	0	0	0	0	0	0	0
7	32	6	0	0	1	0	0	0	0	0	0	0	0
8	100	10	0	0	0	0	0	0	0	0	0	0	0
9	223	18	1	0	0	0	0	0	0	0	0	0	0
10	153	17	2	0	0	0	0	1	0	0	2	0	0
11	127	27	1	1	1	0	0	0	0	0	1	0	0
12	143	14	0	0	0	0	0	0	0	0	2	0	0
13	131	16	2	0	0	0	0	0	0	0	1	0	0
14	127	17	0	0	0	0	0	0	0	0	1	0	0
15	146	14	0	0	1	0	0	1	0	0	0	1	0
16	240	29	0	0	0	0	1	0	0	0	1	0	0
17	280	40	0	0	2	0	0	0	0	0	0	0	0
18	395	33	0	0	0	0	0	0	0	0	0	0	0
19	199	11	1	0	0	0	0	0	0	0	0	0	0
20	111	14	0	0	0	0	0	0	0	0	0	0	0
21	68	7	0	0	0	0	0	0	0	0	0	0	0
22	50	6	0	0	0	0	0	0	0	0	0	0	0
23	36	1	0	0	0	0	0	0	0	0	0	0	0
24	13	0	0	0	0	0	0	0	0	0	0	0	0
7-19	2264	254	7	1	10	0	1	2	0	0	0	12	0
6-22	2935	295	7	1	11	0	1	2	0	0	0	12	0
6-24	2613	296	7	1	11	0	1	2	0	0	0	12	0

Channel 2 - Southbound

Tuesday 17/10/2017													
HR Ending	1	2	3	4	5	6	7	8	9	10	11	12	13
1	10	0	0	0	0	0	0	0	0	0	0	0	0
2	4	2	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	4	1	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	28	6	0	0	0	0	0	0	0	0	0	0	0
7	87	14	0	0	0	0	0	0	0	0	0	0	0
8	285	29	0	0	0	0	0	0	0	0	0	0	0
9	327	19	0	0	0	0	0	0	0	0	0	0	0
10	183	18	1	0	1	0	0	0	0	0	1	0	0
11	122	19	1	0	0	0	0	1	0	0	0	1	0
12	120	12	0	0	0	0	0	0	0	0	0	0	0
13	127	14	0	0	0	0	0	0	0	0	0	1	0
14	118	15	1	0	0	0	0	0	0	0	0	1	0
15	146	21	1	0	1	0	0	0	0	0	1	0	0
16	183	15	1	0	4	0	0	0	0	0	0	0	0
17	185	28	0	0	3	0	0	0	0	0	0	3	0
18	173	13	0	0	1	0	0	0	0	0	0	0	0
19	141	14	0	0	0	0	0	0	0	0	0	0	0
20	94	6	0	0	0	0	0	0	0	0	0	0	0
21	50	2	0	0	0	0	0	0	0	0	0	0	0
22	37	4	0	0	0	0	0	0	0	0	0	0	0
23	26	2	0	0	0	0	0	0	0	0	0	0	0
24	11	0	0	0	0	0	0	0	0	0	0	0	0
7-19	2150	221	6	0	10	0	1	1	0	0	0	10	0
6-22	2418	247	6	0	10	0	1	1	0	0	0	10	0
6-24	2508	259	6	0	10	0	1	1	0	0	0	10	0

Channel 1 - Northbound

Wednesday 18/10/2017													
HR Ending	1	2	3	4	5	6	7	8	9	10	11	12	13
1	10	1	0	0	0	0	0	0	0	0	0	0	0
2	8	1	0	0	0	0	0	0	0	0	0	0	0
3	3	1	0	0	0	0	0	0	0	0	0	0	0
4	4	0	0	0	0	0	0	0	0	0	0	0	0
5	1	1	0	0	0	0	0	0	0	0	0	0	0
6	15	4	0	0	0	0	0	0	0	0	0	0	0
7	33	6	0	0	1	0	0	0	0	0	0	0	0
8	109	14	0	0	4	0	0	0	0	0	0	1	0
9	202	19	1	0	0	0	0	0	0	0	0	1	0
10	171	15	0	0	0	0	0	0	0	0	0	1	0
11	116	18	0	0	0	0	0	0	0	0	0	1	0
12	116	18	0	0	0	0	0	0	0	0	0	1	0
13	122	13	0	0	0	0	0	0	0	0	0	1	0
14	122	23	1	1	0	0	1	0	0	0	0	0	0
15	172	21	0	0	0	0	0	0	0	0	0	2	0
16	223	27	0	0	0	0	0	0	0	0	0	0	0
17	295	37	0	0	0	0	0	0	0	0	0	0	0
18	354	32	0	0	0	0	0	1	0	0	0	0	0
19	188	13	0	0	0	0	0	0	0	0	0	0	0
20	144	6	0	0	0	0	0	0	0	0	0	0	0
21	65	3	0	0	0	0	0	0	0	0	0	0	0
22	52	8	0	0	1	0	0	0	0	0	0	0	0
23	47	1	0	0	0	0	0	0	0	0	0	0	0
24	22	0	0	0	0	0	0	0	0	0	0	0	0
7-19	2190	266	2	0	6	0	1	1	0	0	0	9	0
6-22	2464	231	2	0	6	0	1	1	0	0	0	9	0
6-24	2553	252	1	0	6	0	1	1	0	0	0	9	0
6-24	2594	300	2	0	8	0	1	1	0	0	0	9	0

Channel 2 - Southbound

Wednesday 18/10/2017													
HR Ending	1	2	3	4	5	6	7	8	9	10	11	12	13
1	6	0	0	0	0	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	0	0	0	0	0
3	3	1	0	0	0	0	0	0	0	0	0	0	0
4	3	1	0	0	0	0	0	0	0	0	0	0	0
5	9	1	0	1	0	0	0	0	0	0	0	0	0
6	26	6	0	0	0	0	0	0	0	0	0	0	0
7	109	16	0	0	0	0	0	0	0	0	0	0	0
8	273	46	0	0	0	0	0	0	0	0	0	0	0
9	344	23	0	0	0	0	0	0	0	0	0	1	0
10	166	11	0	0	0	0	0	0	0	0	0	1	0
11	123	20	0	0	0	0	2	0	0	0	0	2	0
12	138	19	0	0	0	0	1	0	0	0	0	2	0
13	122	16	1	0	0	0	1	0	0	0	0	1	0
14	118	19	1	0	0	0	0	0	0	0	0	1	0
15	152	13	1	0	0	0	0	0	0	0	0	1	0
16	193	20	0	0	4	0	0	0	0	0	0	1	0
17	179	21	1	0	3	0	0	0	0	0	0	2	0
18	218	19	0	0	2	0	0	0	0	0	0	0	0
19	153	8	0	0	0	0	0	0	0	0	0	0	0
20	96	8	0	0	0	0	0	0	0	0	0	0	0
21	50	0	0	0	0	0	0	0	0	0	0	0	0
22	46	5	0	0	0	0	0	0	0	0	0	0	0
23	28	0	0	0	0	0	0	0	0	0	0	0	0
24	14	0	0	0	0	0	0	0	0	0	0	0	0
7-19	2179	235	3	1	9	0	4	0	0	0	0	11	0
6-22	2490	254	3	1	9	0	4	0	0	0	0	11	0
6-24	2565	255	3	1	9	0	4	0	0	0	0	11	0
6-24	2571	273	3	2	9	0	4	0	0	0	0	12	0

Kent ATC and MCCs ATC 01, Minster Road

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

Tuesday 17/10/2017																	
HR Ending	0-10	11-15	16-20	21-25	26-30	Vehicle Speeds (MPH)				31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
1	0	0	0	0	0	0	1	1	3	3	2	0	0	5			15
2	0	0	0	0	0	0	0	2	1	1	2	2	0	0			8
3	0	0	0	0	0	0	0	1	1	0	0	0	0	0			2
4	0	0	0	0	0	0	0	0	0	0	2	2	0	0			2
5	0	0	0	0	0	0	1	2	2	1	1	1	1	0			8
6	0	0	0	0	0	0	0	5	6	1	3	0	0	0			15
7	0	0	0	0	0	0	4	7	8	15	3	1	1	8			89
8	0	0	0	0	0	6	20	35	44	15	6	1	0	0			127
9	0	0	0	0	5	32	88	108	28	10	6	2	1	0			242
10	0	0	0	2	4	18	71	47	22	10	1	0	1	0			176
11	0	0	0	0	7	25	68	39	17	2	0	0	0	0			158
12	0	0	4	4	4	41	33	33	13	5	0	0	0	0			158
13	0	0	0	0	4	30	51	46	13	6	0	0	0	0			150
14	0	0	0	1	21	36	50	29	6	2	0	0	0	0			145
15	0	0	28	37	57	87	24	38	6	3	1	0	0	0			163
16	0	0	0	10	31	52	79	61	26	12	0	0	0	0			271
17	0	0	0	0	4	48	109	103	41	17	0	0	0	0			322
18	0	0	0	0	0	145	156	156	40	18	1	0	0	0			439
19	1	0	0	0	0	29	75	65	22	13	4	0	0	0			211
20	0	0	0	0	1	16	42	38	20	6	0	0	0	0			125
21	0	0	0	0	0	9	19	22	18	7	0	0	0	0			75
22	0	0	0	0	0	2	22	13	9	6	3	0	0	0			55
23	0	0	0	0	0	6	10	9	5	5	1	1	1	0			37
24	0	0	0	0	1	2	3	4	2	1	0	0	0	0			13
7-19	1	0	0	16	119	448	891	735	243	98	9	1					2541
5-22	1	0	16	120	479	971	816	395	120	15	2						2485
6-20	1	0	16	121	489	995	842	318	136	17	8						2508
0-24	1	0	16	121	489	995	842	318	136	17	8						2543

Kent ATC and MCCs ATC 01, Minster Road

Produced by Streetwise Services Ltd.

**Channel 1 - Northbound**

Thursday 19/10/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	7	1	0	0	0	0	0	0	0	0	0	0	0	8
2	8	0	0	0	0	0	0	0	0	0	0	0	0	8
3	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5	5	1	0	0	0	0	0	0	0	0	0	1	0	7
6	15	1	0	0	0	0	0	0	0	0	0	0	0	16
7	25	11	0	0	1	0	0	0	0	0	0	0	0	37
8	108	13	0	0	3	0	0	0	0	0	0	2	0	126
9	212	22	1	0	0	0	0	0	0	0	0	0	0	235
10	151	25	0	0	1	0	1	1	0	0	0	1	0	180
11	119	20	0	0	0	0	0	0	0	0	0	1	0	140
12	148	17	1	0	0	0	0	0	0	0	0	2	0	165
13	131	14	0	0	0	0	0	0	0	0	0	1	0	146
14	127	22	0	0	0	0	0	0	0	0	0	2	0	151
15	171	27	1	0	0	0	0	0	0	0	0	1	0	200
16	231	25	0	0	0	0	0	0	0	0	0	0	0	256
17	303	34	0	1	0	0	0	0	0	0	0	0	0	338
18	350	41	0	0	0	0	0	0	0	0	0	0	0	391
19	191	12	0	0	0	0	0	0	0	0	0	0	0	203
20	90	9	0	0	0	0	0	0	0	0	0	0	0	99
21	103	1	0	0	0	0	0	0	0	0	0	0	0	104
22	56	3	0	0	0	0	0	0	0	0	0	0	0	59
23	45	2	0	0	0	0	0	0	0	0	0	0	0	47
24	21	1	0	0	0	0	0	0	0	0	0	0	0	22
7-19	2242	272	3	1	4	0	1	1	0	0	0	10	0	2534
6-22	2915	296	3	1	5	0	1	1	0	0	0	10	0	2933
6-22	2915	296	3	1	5	0	1	1	0	0	0	10	0	2933
0-24	2624	302	3	1	5	0	1	1	0	0	0	11	0	2948

Channel 2 - Southbound

Thursday 19/10/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	9	1	0	0	0	0	0	0	0	0	0	0	0	10
2	3	1	0	0	0	0	0	0	0	0	0	0	0	4
3	6	0	0	0	0	0	0	0	0	0	0	0	0	6
4	3	1	0	0	0	0	0	0	0	0	0	0	0	4
5	7	2	0	0	0	0	0	0	0	0	0	0	0	9
6	40	10	0	0	0	0	0	0	0	0	0	1	0	51
7	100	19	0	0	0	0	0	0	0	0	0	0	0	119
8	290	31	0	0	0	0	0	0	0	0	0	0	0	321
9	340	22	0	0	1	0	0	0	0	0	0	1	0	364
10	200	28	1	0	0	0	0	0	0	0	0	1	0	230
11	115	15	0	0	1	0	0	0	0	0	0	2	0	133
12	132	14	0	0	0	0	0	0	0	0	0	2	0	146
13	127	16	0	0	2	0	0	0	0	0	0	1	0	145
14	132	15	1	2	0	0	1	0	0	0	0	1	0	152
15	164	24	0	1	0	0	0	0	1	0	0	3	0	193
16	176	12	0	0	4	0	0	0	0	0	0	2	0	195
17	184	22	1	0	3	0	0	0	0	0	0	3	0	213
18	164	7	0	0	3	0	0	0	0	0	0	0	0	174
19	136	12	0	0	0	0	0	0	0	0	0	0	0	148
20	94	12	0	0	0	0	0	0	0	0	0	0	0	106
21	70	4	0	0	0	0	0	0	0	0	0	0	0	74
22	38	1	0	0	0	0	0	0	0	0	0	0	0	39
23	29	1	0	0	0	0	0	0	0	0	0	0	0	30
24	16	1	0	0	0	0	0	0	0	0	0	0	0	17
7-19	2180	218	3	3	14	0	1	0	1	0	0	16	0	2418
6-22	2462	254	3	3	14	0	1	0	1	0	0	16	0	2754
6-22	2462	254	3	3	14	0	1	0	1	0	0	16	0	2754
0-24	2575	271	3	3	14	0	1	0	1	0	0	17	0	2885

Kent ATC and MCCs ATC 01, Minster Road

Produced by Streetwise Services Ltd.

**Channel 1 - Northbound**

Thursday 19/10/2017	Vehicle Speeds (MPH)													TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
1	0	0	0	0	2	1	2	2	0	0	0	0	0	7
2	0	0	0	0	0	0	4	3	0	1	0	0	0	8
3	0	0	0	0	0	0	0	1	1	2	1	0	0	5
4	0	0	0	0	0	1	0	0	0	0	1	0	0	2
5	0	0	0	0	1	0	1	1	1	3	0	0	0	7
6	0	0	0	1	1	2	5	3	3	1	0	0	0	16
7	0	0	0	0	1	5	8	12	6	5	0	0	0	37
8	1	0	0	0	5	6	39	53	17	4	1	0	0	108
9	0	1	0	0	3	28	93	69	29	10	1	1	0	235
10	0	0	0	0	4	34	61	51	21	9	0	0	0	180
11	0	1	0	0	6	25	40	43	17	7	1	0	0	140
12	0	0	0	1	6	35	61	41	12	11	1	0	0	168
13	0	0	0	0	3	31	62	26	20	4	0	0	0	146
14	0	0	0	0	3	21	51	53	14	9	0	0	0	151
15	0	0	0	0	2	32	76	61	18	10	1	0	0	200
16	0	0	0	1	19	61	88	62	21	3	1	0	0	256
17	0	1	0	2	39	61	96	99	27	10	2	0	0	328
18	0	0	0	0	5	54	148	121	51	11	0	1	0	391
19	0	0	0	0	8	38	65	59	18	14	1	0	0	203
20	0	0	0	0	4	20	37	21	14	3	0	0	0	99
21	0	0	0	0	10	21	31	19	12	10	0	1	0	104
22	0	0	0	0	1	10	14	15	13	6	0	0	0	59
23	0	0	0	0	1	0	5	17	13	7	4	0	0	47
24	0	0	0	0	1	2	9	7	1	2	0	0	0	22
7-19	1	3	1	4	103	426	880	738	265	102	9	2	0	2534
6-22	1	3	1	5	119	452	970	805	310	126	3	2	0	2933
6-22	1	3	1	5	119	452	970	805	310	126	3	2	0	2933
0-24	1	3	1	6	124	493	1007	835	325	139	11	3	0	2948

Channel 2 - Southbound

Thursday 19/10/2017	Vehicle Speeds (MPH)													TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
1	0	0	0	0	0	1	2	4	0	3	0	0	0	10
2	0	0	0	0	0	0	1	0	1	2	0	0	0	4
3	0	0	0	0	0	0	4	1	1	1	0	0	0	6
4	0	0	0	0	0	0	0	4	0	0	0	0	0	4
5	0	0	0	0	0	2	1	2	2	2	0	0	0	8
6	0	0	2	0	6	10	7	13	6	7	0	0	0	51
7	0	1	0	0	0	15	25	55	15	8	0	0	0	119
8	1	0	0	1	7	35	136	99	32	8	2	0	0	321
9	0	1	1	1	14	67	139	98	36	7	0	0	0	364
10	0	0	0	0	14	59	88	53	12	4	0	0	0	230
11	0	0	0	0	7	33	51	29	11	2	0	0	0	133
12	0	0	0	5	21	38	40	29	9	6	0	0	0	146
13	0	0	0	0	6	31	56	39	6	6	2	0	0	146
14	0	0	0	3	5	19	69	42	14	0	0	0	0	152
15	0	0	0	0	14	39	69	51	13	7	0	0	0	193
16	0	0	0	0	8	65	67	40	10	4	0	0	0	194
17	0	0	0	0	14	67	82	39	9	2	0	0	0	213
18	0	0	1	0	10	39	52	61	8	2	1	0	0	174
19	0	0	0	0	7	32	58	37	12	2	0	0	0	148
20	0	0	0	0	5	17	47	26	9	1	1	0	0	106
21	0	0	0	0	4	12	30	15	8	4	1	0	0	74
22	0	0	0	0	15	15	5	3	1	0	0	0	0	39
23	0	0	0	0	1	5	12	4	7	0	1	0	0	30
24	0	0	0	0	1	9	3	3	0	1	0	0	0	17
7-19	1	1	2	2	18	127	524	907	617	172	50	5	0	2116
6-22	1	2	5	10	136	593	1024	718	207	64	6	1	0	2754
5-23	1	1	2	3	23	143	504	704	304	104	20	1	0	2001
0-24	1	2	4	10	136	602	1000	749	227	78	8	1	0	2585

Manston ATC 1, A256

Channel 1 - Northbound

07/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	33	5	0	0	0	0	0	0	0	0	0	0	0	38	
2	40	3	0	1	0	0	0	0	1	0	1	0	0	46	
3	15	4	0	0	0	0	0	0	1	0	0	0	0	20	
4	13	5	0	0	0	0	0	0	1	0	0	4	0	23	
5	31	4	3	0	1	0	0	0	1	0	3	2	0	45	
6	87	10	10	0	1	0	0	0	0	0	2	7	0	117	
7	286	26	5	1	2	0	0	1	1	0	1	1	0	324	
8	689	95	2	2	1	0	1	0	0	1	0	6	0	797	
9	1024	112	5	9	5	0	1	1	4	5	4	7	0	1177	
10	779	129	3	4	10	0	2	1	3	1	2	20	0	954	
11	643	98	5	5	2	0	4	1	6	3	1	13	0	781	
12	636	98	4	3	6	0	3	3	0	1	3	8	0	765	
13	686	103	15	4	6	0	0	1	2	0	2	14	0	833	
14	699	97	3	10	2	0	1	3	2	2	1	5	0	825	
15	666	79	14	6	3	0	0	0	0	0	2	3	0	773	
16	884	120	3	4	6	0	1	1	3	3	0	6	0	1031	
17	1208	136	0	2	5	0	2	1	1	5	1	14	0	1375	
18	1471	93	1	1	2	0	0	1	0	8	0	4	0	1581	
19	843	46	1	0	1	0	0	0	0	2	1	2	0	896	
20	402	21	1	0	0	0	0	0	6	0	2	2	0	434	
21	232	25	0	0	0	0	0	0	1	1	0	0	0	259	
22	159	23	0	0	0	0	0	0	0	0	0	1	0	183	
23	146	13	0	0	0	0	0	0	1	0	0	1	0	161	
24	61	5	0	0	1	0	0	0	1	0	0	0	0	68	
7-19	10228	1206	56	50	49	0	15	13	21	31	17	102	0	11788	
6-22	11307	1301	62	51	51	0	15	14	29	32	20	106	0	12988	
6-24	11514	1319	62	51	52	0	15	14	31	32	20	107	0	13217	
0-24	11733	1350	75	52	54	0	15	14	35	32	26	120	0	13506	

Channel 2 - Southbound

07/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	21	3	0	0	0	0	0	0	0	0	0	0	0	24	
2	24	2	0	0	0	0	0	0	0	0	1	1	0	28	
3	15	2	0	0	1	0	0	0	2	0	1	3	0	24	
4	17	4	0	0	0	0	0	0	2	0	1	0	0	24	
5	40	7	1	0	1	0	0	0	1	0	0	0	0	50	
6	198	14	0	0	1	0	0	0	1	1	0	1	0	216	
7	516	54	1	1	0	0	0	0	1	2	3	2	0	580	
8	1316	140	2	1	7	0	3	2	1	4	1	6	0	1483	
9	1523	155	4	4	3	0	1	1	1	4	1	7	0	1704	
10	773	117	2	3	5	0	0	1	4	3	2	6	0	916	
11	637	101	9	6	3	0	0	0	3	0	1	17	0	777	
12	679	133	10	4	5	0	0	0	8	1	5	10	0	855	
13	696	103	7	5	2	0	1	1	1	1	3	9	0	829	
14	790	110	8	6	3	1	0	0	2	3	3	12	0	938	
15	817	120	6	3	9	0	1	0	2	1	6	11	0	976	
16	839	103	3	7	6	0	1	1	1	2	3	9	0	975	
17	921	102	3	4	5	0	0	0	1	0	3	7	0	1046	
18	938	76	0	0	1	0	1	1	0	0	0	7	0	1024	
19	660	40	1	0	1	0	0	0	2	3	1	3	0	711	
20	443	25	0	0	2	0	0	0	0	1	1	0	0	472	
21	293	26	0	0	2	0	0	0	1	0	0	3	0	325	
22	222	8	0	0	0	0	0	0	0	0	0	0	0	230	
23	163	5	0	0	0	0	0	0	2	0	0	1	0	171	
24	77	3	1	0	0	0	0	0	1	0	0	1	0	83	
7-19	10589	1300	55	43	50	1	8	7	26	22	29	104	0	12234	
6-22	12063	1413	56	44	54	1	8	7	28	25	33	109	0	13841	
6-24	12303	1421	57	44	54	1	8	7	31	25	33	111	0	14095	
0-24	12618	1453	58	44	57	1	8	7	37	26	36	116	0	14461	

Channel 1 - Northbound

08/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	29	12	0	0	0	0	0	0	0	0	0	0	0	41	
2	51	2	0	1	0	0	0	0	0	0	1	0	0	55	
3	11	4	0	0	0	0	0	0	0	0	0	0	0	15	
4	7	0	0	0	1	0	0	0	1	0	0	1	0	10	
5	17	3	5	0	3	0	0	1	6	0	3	1	0	39	
6	108	21	12	0	1	0	0	0	8	0	1	1	0	152	
7	282	24	2	1	1	0	0	0	1	1	0	1	0	313	
8	783	87	4	3	0	0	1	0	4	2	1	7	0	892	
9	1007	101	3	2	11	0	2	1	5	1	1	8	0	1142	
10	722	123	2	3	5	0	4	1	4	1	4	19	0	888	
11	600	103	2	2	1	1	4	1	1	2	1	11	0	729	
12	656	106	12	3	5	0	3	2	0	1	2	8	0	798	
13	706	98	4	3	8	0	0	1	3	0	3	5	0	831	
14	682	84	5	13	2	1	1	2	5	3	1	15	0	814	
15	731	89	12	4	5	0	0	0	0	0	2	2	0	845	
16	820	111	3	3	8	0	1	1	1	2	0	11	0	961	
17	1183	121	0	2	7	0	1	1	3	4	3	10	0	1335	
18	1455	81	1	1	1	0	0	1	0	7	0	2	0	1549	
19	845	45	1	0	1	0	0	0	0	2	1	2	0	897	
20	376	27	1	0	0	0	0	0	5	0	1	1	0	411	
21	199	13	0	0	0	0	0	0	1	1	0	0	0	214	
22	179	15	0	0	0	0	0	0	1	0	0	1	0	196	
23	153	6	0	0	0	0	1	0	1	0	0	1	0	162	
24	63	6	0	0	1	0	0	0	1	0	0	0	0	71	
7-19	10190	1149	49	39	54	2	17	11	26	25	19	100	0	11681	
6-22	11226	1228	52	40	55	2	17	11	34	27	20	103	0	12815	
6-24	11442	1240	52	40	56	2	18	11	36	27	20	104	0	13048	
0-24	11665	1282	69	41	61	2	18	12	51	27	25	107	0	13360	

Channel 2 - Southbound

08/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	29	2	0	0	0	0	0	0	0	0	0	1	0	32	
2	23	4	0	0	1	0	0	0	0	0	1	2	0	31	
3	13	3	0	0	0	0	0	0	0	0	0	1	0	17	
4	9	4	0	0	1	0	0	0	1	0	0	0	0	15	
5	49	9	0	0	0	0	0	0	0	0	1	0	0	59	
6	193	13	1	0	0	0	0	0	2	0	0	1	0	210	
7	516	59	3	2	3	0	0	0	3	2	3	2	0	593	
8	1316	148	2	3	7	0	1	1	3	6	0	8	0	1495	
9	1502	128	1	2	3	1	0	1	2	4	1	12	0	1657	
10	723	137	2	1	2	0	0	0	4	2	0	10	0	881	
11	554	112	9	6	2	0	1	0	2	1	1	13	0	701	
12	613	100	6	3	7	0	0	2	4	0	2	13	0	750	
13	702	98	5	1	4	0	0	1	3	1	2	12	0	829	
14	740	107	10	8	9	0	0	0	5	2	1	7	0	889	
15	773	113	11	5	8	0	1	0	5	2	3	3	0	924	
16	842	97	5	4	6	0	1	1	2	2	0	7	0	967	
17	891	92	2	5	3	0	1	0	4	2	0	6	0	1006	
18	1032	71	1	0	1	0	0	0	3	2	1	2	0	1113	
19	684	43	1	0	4	0	1	0	0	0	0	2	0	735	
20	409	29	0	0	2	0	0	0	4	0	1	1	0	446	
21	282	19	0	0	0	0	0	0	1	0	0	2	0	304	
22	227	7	0	0	2	0	0	1	1	0	0	0	0	238	
23	179	10	0	0	0	0	0	0	0	0	0	1	0	190	
24	107	3	1	0	0	0	0	0	0	0	0	1	0	112	
7-19	10372	1246	55	38	56	1	6	6	37	24	11	95	0	11947	
6-22	11806	1360	58	40	63	1	6	7	46	26	15	100	0	13528	
6-24	12092	1373	59	40	63	1	6	7	46	26	15	102	0	13830	
0-24	12408	1408	60	40	65	1	6	7	49	26	17	107	0	14199	

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Channel 1 - Northbound														
09/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	25	9	0	0	0	0	0	0	0	0	0	0	0	34
2	43	1	0	1	0	0	0	0	1	0	1	0	0	47
3	16	3	0	0	0	0	0	0	1	0	0	0	0	20
4	6	0	0	0	1	0	1	0	1	0	0	1	0	10
5	27	2	8	0	3	0	1	1	3	0	5	1	0	51
6	106	17	5	0	1	0	0	0	3	0	1	1	0	134
7	303	26	4	1	1	0	0	0	1	0	0	2	0	338
8	693	97	3	2	0	0	1	0	1	3	2	2	0	804
9	998	97	1	3	4	0	0	1	11	1	3	4	0	1123
10	812	120	2	2	3	0	2	1	5	1	2	17	0	967
11	624	112	4	3	1	0	3	1	4	1	1	22	0	776
12	676	105	2	4	2	0	3	1	0	1	2	5	0	801
13	671	121	5	2	12	0	0	1	2	0	1	13	0	828
14	698	104	7	8	4	0	1	1	1	2	0	10	0	836
15	696	69	15	9	3	0	0	0	0	2	3	0	0	797
16	835	117	2	2	10	0	1	1	2	3	0	4	0	977
17	1204	147	0	3	4	0	1	1	3	3	3	12	0	1381
18	1561	77	1	1	5	0	0	1	1	14	0	2	0	1663
19	895	48	1	0	1	0	0	0	0	3	1	4	0	953
20	391	26	1	0	0	0	0	0	6	0	1	1	0	426
21	195	16	0	0	0	0	0	0	1	1	0	0	0	213
22	179	19	0	0	0	0	0	0	0	0	0	1	0	199
23	136	8	0	0	0	0	0	0	1	0	0	1	0	146
24	68	5	0	0	1	0	0	0	1	0	0	0	0	75
7-19	10363	1214	43	39	49	0	12	9	30	32	17	98	0	11906
6-22	11431	1301	48	40	50	0	12	9	38	33	18	102	0	13082
6-24	11835	1314	48	40	51	0	12	9	40	33	18	103	0	13303
0-24	11858	1346	61	41	56	0	14	10	49	33	25	106	0	13599

Channel 2 - Southbound														
09/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	38	5	0	0	0	0	0	0	1	0	0	0	0	44
2	27	0	0	0	0	0	0	0	0	0	1	0	0	28
3	13	3	0	0	0	0	0	0	0	0	2	1	0	19
4	21	6	0	0	0	0	0	0	1	0	0	0	0	28
5	42	7	0	0	2	0	0	0	0	0	0	0	0	51
6	193	15	0	0	1	0	0	0	2	0	0	1	0	212
7	534	62	2	0	0	0	0	0	0	0	1	2	0	601
8	1340	144	2	2	5	1	1	2	1	8	0	3	0	1509
9	1513	129	3	3	8	0	0	0	2	9	4	10	0	1681
10	761	102	2	2	5	0	1	1	5	3	3	10	0	895
11	588	118	4	2	5	0	0	0	4	1	2	11	0	735
12	689	117	9	5	5	0	0	0	0	2	3	13	0	843
13	713	107	9	3	7	0	0	1	5	0	3	9	0	857
14	761	95	6	4	8	0	2	0	4	1	2	7	0	890
15	838	128	6	2	4	0	1	0	5	2	0	7	0	993
16	902	103	2	2	3	0	1	0	5	6	1	16	0	1041
17	949	95	4	4	3	0	1	0	2	2	1	7	0	1068
18	1010	72	1	2	4	0	1	0	1	2	0	4	0	1097
19	643	35	3	0	2	0	0	0	2	2	0	4	0	691
20	439	24	0	0	1	0	0	0	1	0	0	1	0	466
21	326	25	0	0	3	0	0	0	2	0	0	2	0	358
22	283	9	0	0	0	0	0	0	1	0	0	1	0	294
23	187	10	0	0	1	0	0	0	2	0	0	2	0	202
24	114	9	0	0	0	0	0	0	1	0	0	2	0	126
7-19	10707	1245	51	31	59	1	8	4	36	38	19	101	0	12300
6-22	12289	1365	53	31	63	1	8	4	40	38	20	107	0	14019
6-24	12590	1394	53	31	64	1	8	4	43	38	20	111	0	14347
0-24	12924	1420	53	31	67	1	8	4	47	38	23	113	0	14729

Channel 1 - Northbound														
10/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	24	10	0	0	0	0	0	0	0	0	0	0	0	34
2	43	3	0	1	0	0	0	0	1	0	1	0	0	49
3	23	2	0	0	0	0	0	0	1	0	0	1	0	27
4	8	0	0	0	1	0	0	0	1	0	0	1	0	11
5	23	5	3	0	2	1	0	1	4	0	3	2	0	44
6	103	14	4	1	1	0	0	0	8	0	1	1	0	133
7	296	28	3	1	1	0	0	0	1	0	0	2	0	332
8	712	93	4	2	0	0	1	0	4	2	1	4	0	823
9	937	99	3	4	11	0	0	1	8	1	3	10	0	1077
10	739	125	4	4	5	0	2	1	4	0	3	18	0	905
11	627	102	2	3	2	0	4	1	5	3	1	20	0	770
12	622	107	9	2	7	0	4	2	0	0	4	7	0	764
13	701	100	11	2	5	0	0	2	3	0	2	10	0	836
14	681	99	5	12	3	0	1	1	3	3	1	11	0	820
15	662	67	5	7	7	0	0	0	0	0	1	2	0	751
16	862	107	4	4	5	0	1	1	3	4	0	8	0	999
17	1217	140	0	3	7	0	2	1	3	7	2	6	0	1388
18	1461	90	1	1	4	0	0	1	0	6	0	5	0	1569
19	854	46	1	0	1	0	0	0	0	1	1	2	0	906
20	388	29	1	0	0	0	0	0	4	0	1	2	0	425
21	220	22	0	1	0	0	0	1	1	1	0	0	0	246
22	179	22	0	0	0	0	0	0	0	0	0	1	0	202
23	153	7	0	0	0	0	0	0	1	0	0	1	0	162
24	77	6	0	0	1	0	0	0	1	0	0	0	0	85
7-19	10075	1175	49	44	57	0	15	11	33	27	19	103	0	11608
6-22	11158	1276	53	46	58	0	15	12	39	28	20	108	0	12813
6-24	11388	1289	53	46	59	0	15	12	41	28	20	109	0	13060
0-24	11612	1323	60	48	63	1	15	13	56	28	25	114	0	13358

Channel 2 - Southbound														
10/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	56	3	0	0	0	0	1	0	1	0	0	1	0	62
2	24	5	0	0	0	0	2	0	0	0	0	0	0	31
3	52	9	4	0	0	0	0	0	2	0	1	1	0	69
4	22	4	1	0	0	0	0	0	0	0	0	1	0	28
5	48	6	0	0	1	0	0	0	0	0	0	1	0	56
6	206	10	0	0	0	0	0	0	1	0	0	0	0	217
7	494	52	2	1	1	0	1	0	1	2	0	1	0	555
8	1316	141	1	7	5	0	0	0	1	6	0	2	0	1479
9	1412	125	3	1	6	0	0	1	4	5	1	7	0	1565
10	715	112	7	3	5	0	0	0	2	0	3	11	0	858
11	661	112	7	3	5	0	1	0	7	1	0	13	0	810
12	705	121	5	4	5	0	0	0	7	1	2	13	0	863
13	791	114	5	2	4	0	1	1	3	0	2	9	0	932
14	838	106	6	3	6	0	0	3	5	0	2	5	0	974
15	939	105	13	5	10	0	3	1	7	3	1	10	0	1097
16	950	111	2	2	5	0	1	1	6	1	3	14	0	1096
17	922	94	4	1	3	0	2	0	4	3	0	5	0	1038
18	904	71	0	2	3	0	0	0	3	2	1	2	0	988
19	721	45	0	1	0	0	0	0	3	0	0	1	0	771
20	519	19	0	0	1	0	1	0	1	0	0	3	0	544
21	380	16	0	1	1	0	0	0	1	1	0	1	0	401
22	259	14	1	0	2	0	0	0	0	0	0	0	0	276
23	240	4	1	0	1	0	0	0	0	0	0	0	0	246
24	191	3	0	0	1	0	0	0	0	0	0	1	0	196
7-19	10874	1257	53	34	57	0	8	7	52	22	15	92	0	12471
6-22	12526	1358	56	36	62	0	10	7	55	25	15	97	0	14247
6-24	12957	1365	57	36	64	0	10	7	56	25	15	98	0	14689
0-24	13365	1402	62	36	65	0	13	7	59	25	16	102	0	15155

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Channel 1 - Northbound															
11/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	48	17	0	0	0	0	0	0	0	0	0	0	0	65	
2	105	5	0	4	0	0	0	0	4	0	4	0	0	122	
3	38	10	0	0	0	0	0	0	3	0	0	0	0	51	
4	16	1	0	0	2	0	0	0	1	0	0	3	0	23	
5	25	4	6	0	3	0	0	1	2	0	2	2	0	45	
6	61	10	6	0	0	0	0	0	3	0	1	1	0	82	
7	119	24	3	1	2	0	0	0	1	0	0	1	0	151	
8	206	61	3	1	0	0	0	0	1	1	0	3	0	276	
9	389	72	2	1	6	0	0	0	3	1	1	4	0	479	
10	552	110	3	3	5	0	2	1	3	1	2	11	0	693	
11	674	86	3	2	2	0	3	1	2	1	0	9	0	783	
12	833	97	7	2	6	0	2	1	0	1	2	4	0	955	
13	878	90	9	3	7	0	0	1	2	0	1	7	0	998	
14	957	92	6	10	4	0	0	1	2	1	1	9	0	1083	
15	938	71	10	5	4	0	0	0	0	3	1	1	0	1032	
16	742	86	2	2	5	0	0	1	1	2	0	3	0	844	
17	695	72	0	2	4	0	2	1	2	6	2	2	0	788	
18	676	48	0	1	1	0	0	1	0	4	0	1	0	732	
19	583	52	2	0	2	0	0	0	0	1	0	1	0	641	
20	291	28	2	0	0	0	0	0	5	0	1	1	0	328	
21	173	21	0	0	0	0	0	0	1	1	0	0	0	196	
22	141	18	0	0	0	0	0	0	0	0	0	1	0	160	
23	134	8	0	0	0	0	0	0	1	0	0	1	0	144	
24	84	8	0	0	2	0	0	0	1	0	0	0	0	95	
7-19	8123	937	47	32	46	0	9	8	16	19	12	55	0	9304	
6-22	8847	1028	52	33	48	0	9	8	23	20	13	58	0	10139	
6-24	9085	1044	52	33	50	0	9	8	25	20	13	59	0	10378	
0-24	9358	1091	64	37	55	0	9	9	38	20	20	65	0	10766	

Channel 2 - Southbound															
11/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	75	3	0	0	1	0	0	0	0	0	0	0	0	79	
2	34	3	0	0	0	0	0	0	1	0	0	2	0	40	
3	24	6	0	0	1	0	0	0	1	0	0	0	0	32	
4	18	5	0	0	0	0	0	0	0	0	1	0	0	24	
5	24	1	0	0	1	0	0	0	1	0	1	1	0	29	
6	141	8	1	0	0	0	0	0	0	0	0	0	0	150	
7	219	23	1	0	0	0	0	0	0	0	0	0	0	243	
8	335	41	1	1	2	0	0	0	3	1	1	3	0	388	
9	437	51	2	0	4	0	0	0	1	0	1	6	0	502	
10	568	60	3	0	0	0	0	0	1	1	0	2	0	635	
11	774	48	1	2	2	0	5	1	1	0	0	4	0	838	
12	900	59	1	3	3	0	1	0	2	0	0	6	0	975	
13	971	58	0	1	2	0	0	0	1	1	0	3	0	1037	
14	919	49	0	1	1	0	0	0	1	2	0	4	0	977	
15	922	52	0	0	1	0	1	0	0	1	0	2	0	979	
16	927	44	1	1	3	0	0	0	0	2	0	5	0	983	
17	839	25	0	1	1	0	0	0	0	2	0	2	0	870	
18	729	25	0	0	0	0	0	0	1	0	0	2	0	757	
19	620	20	0	0	1	0	0	1	0	0	0	1	0	643	
20	408	20	1	1	1	0	0	0	1	0	0	1	0	433	
21	313	17	0	0	0	0	0	0	0	0	0	1	0	331	
22	247	11	0	0	0	0	0	0	0	0	0	2	0	260	
23	201	7	0	0	0	0	0	0	1	0	0	0	0	209	
24	179	10	0	0	0	0	0	0	0	0	0	0	0	189	
7-19	8941	532	9	10	20	0	7	2	11	10	2	40	0	9584	
6-22	10128	603	11	11	21	0	7	2	12	10	2	44	0	10851	
6-24	10508	630	11	11	21	0	7	2	13	10	2	44	0	11249	
0-24	10824	646	12	11	24	0	7	2	16	10	4	47	0	11603	

Channel 1 - Northbound															
12/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	63	6	0	0	0	0	0	0	0	0	0	0	0	69	
2	131	1	0	1	0	0	0	0	0	0	0	0	0	133	
3	52	2	0	0	0	0	0	0	1	0	0	0	0	55	
4	21	0	0	0	1	0	0	0	2	0	0	2	0	26	
5	24	0	1	0	1	0	0	0	0	0	1	1	0	28	
6	47	3	1	0	0	0	0	0	1	0	0	1	0	53	
7	34	7	1	1	0	0	0	0	1	0	0	1	0	45	
8	90	12	1	1	0	0	0	0	1	1	0	1	0	107	
9	210	18	1	1	1	0	0	0	3	1	1	2	0	238	
10	313	50	1	1	3	0	1	0	3	0	1	7	0	380	
11	487	69	2	1	1	0	3	0	2	1	0	9	0	575	
12	665	76	5	2	4	0	2	1	0	0	1	4	0	760	
13	760	96	8	1	7	0	0	0	1	0	1	10	0	884	
14	715	99	5	7	4	0	1	1	1	1	0	9	0	843	
15	745	68	10	3	4	0	0	0	0	0	1	2	0	833	
16	527	68	2	2	4	0	1	0	1	1	0	5	0	611	
17	675	80	0	1	3	0	1	0	1	3	1	6	0	771	
18	662	39	1	1	1	0	0	1	0	5	0	2	0	712	
19	444	22	1	0	1	0	0	0	0	1	1	1	0	471	
20	230	13	1	0	0	0	0	0	3	0	0	1	0	248	
21	163	11	0	0	0	0	0	0	1	1	0	0	0	176	
22	147	11	0	0	0	0	0	0	0	0	0	1	0	159	
23	82	5	0	0	0	0	0	0	1	0	0	1	0	89	
24	32	3	0	0	1	0	0	0	1	0	0	0	0	37	
7-19	6293	697	37	21	33	0	9	3	13	14	7	58	0	7185	
6-22	6867	739	39	22	33	0	9	3	18	15	7	61	0	7813	
6-24	6981	747	39	22	34	0	9	3	20	15	7	62	0	7939	
0-24	7319	759	41	23	36	0	9	3	24	15	8	66	0	8303	

Channel 2 - Southbound															
12/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	93	5	0	0	0	0	1	0	0	0	0	1	0	100	
2	51	1	0	0	0	0	0	0	0	0	0	1	0	53	
3	20	1	0	1	0	0	0	0	0	0	0	0	0	22	
4	23	3	1	0	0	0	0	0	0	0	0	1	0	28	
5	25	0	0	0	0	0	0	0	0	0	0	0	0	25	
6	98	5	1	0	0	0	0	0	0	0	0	0	0	104	
7	105	5	0	0	1	0	0	0	0	0	1	0	0	112	
8	202	9	0	0	0	0	0	0	1	0	0	0	0	212	
9	287	22	1	0	2	0	0	0	1	0	0	0	0	313	
10	398	25	1	2	0	0	0	0	0	0	0	2	0	428	
11	629	35	1	0	0	0	1	0	1	3	0	2	0	672	
12	827	29	0	0	1	0	0	0	1	2	0	2	0	862	
13	1014	31	0	1	2	0	0	0	1	2	0	0	0	1051	
14	947	42	1	4	2	0	0	0	0	2	0	2	0	1000	
15	824	30	0	0	0	1	0	0	2	2	0	1	0	860	
16	895	25	1	0	2	0	1	0	0	2	0	2	0	928	
17	709	29	0	0	1	1	0	0	1	0	0	0	0	741	
18	489	23	1	0	1	0	1	0	1	0	0	2	0	518	
19	350	20	0	0	1	0	0	0	1	0	0	1	0	373	
20	327	15	0	0	1	0	1	0	1	0	0	1	0	346	
21	233	11	0	0	0	0	1	0	2	1	0	1	0	249	
22	200	7	0	0	0	0	0	0	0	0	0	1	0	208	
23	227	7	0	0	0	0	0	0	0	0	0	0	0	234	
24	90	4	0	0	0	0	0	0	0	0	2	1	0	97	
7-19	7571	320	6	7	12	2	3	0	10	13	0	14	0	7958	
6-22	8436	358	6	7	14	2	5	0	13	14	1	17	0	8873	
6-24	8753	369	6	7	14	2	5	0	13	14	3	18	0	9204	
0-24	9063	384	8	8	14	2	6	0	13	14	3	21	0	9536	

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Channel 1 - Northbound														
13/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	29	7	0	0	0	0	0	0	0	0	0	0	0	36
2	45	2	0	1	0	0	0	0	1	0	1	0	0	50
3	19	2	0	0	0	0	0	0	1	0	0	0	0	22
4	7	0	0	0	1	0	0	0	1	0	0	1	0	10
5	27	4	5	0	2	0	0	1	3	0	4	2	0	48
6	109	16	8	0	1	0	0	0	7	0	1	1	0	143
7	280	31	3	1	1	0	0	0	1	0	0	2	0	319
8	714	91	5	3	0	0	1	0	3	2	2	4	0	825
9	981	104	3	3	7	0	0	1	6	1	2	8	0	1116
10	774	125	4	3	8	0	2	1	4	1	3	16	0	941
11	632	102	4	4	2	0	3	1	4	3	1	18	0	774
12	644	104	7	4	5	0	3	2	0	1	3	8	0	781
13	678	108	10	3	7	0	0	1	2	0	2	11	0	822
14	678	101	6	9	3	0	1	2	4	2	1	9	0	816
15	693	78	9	6	5	0	0	0	0	2	4	0	0	797
16	858	115	3	3	8	0	1	1	2	3	0	8	0	1002
17	1212	131	0	3	7	0	2	1	2	5	2	9	0	1374
18	1520	93	1	1	3	0	0	1	0	8	0	5	0	1632
19	878	39	1	0	1	0	0	0	0	2	1	2	0	924
20	381	25	1	0	0	0	0	0	4	0	1	2	0	414
21	219	19	0	0	0	0	0	0	1	1	0	0	0	240
22	169	19	0	0	0	0	0	0	0	0	0	1	0	189
23	147	9	0	0	0	0	0	0	1	0	0	1	0	158
24	70	4	0	0	1	0	0	0	1	0	0	0	0	76
7-19	10262	1191	53	42	56	0	13	11	27	28	19	102	0	11804
6-22	11311	1285	57	43	57	0	13	11	33	29	20	107	0	12966
6-24	11528	1398	57	43	58	0	13	11	35	29	20	108	0	13200
0-24	11764	1329	70	44	62	0	13	12	48	29	26	112	0	13509

Channel 2 - Southbound														
13/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	19	4	0	0	0	0	0	0	1	0	0	1	0	25
2	18	4	0	0	1	0	0	0	2	0	0	0	0	25
3	18	4	0	0	0	0	0	0	0	0	2	0	0	24
4	10	5	0	0	0	0	0	0	0	0	0	0	0	15
5	45	9	0	0	0	0	0	0	0	0	0	0	0	54
6	211	18	0	0	0	0	0	0	1	0	0	1	0	231
7	533	49	1	1	0	0	0	0	0	0	1	2	0	587
8	1329	155	2	0	7	0	1	3	1	6	1	6	0	1511
9	1492	136	3	2	9	0	0	1	1	9	2	13	0	1668
10	748	123	2	4	6	0	0	0	5	1	4	7	0	900
11	637	125	5	4	10	0	0	0	6	0	1	11	0	799
12	621	129	8	6	3	0	1	1	0	3	1	16	0	789
13	726	102	9	3	3	0	0	0	2	1	0	10	0	856
14	736	96	4	5	2	0	0	1	2	1	0	10	0	857
15	771	102	7	5	5	0	0	0	3	1	2	6	0	902
16	850	109	6	6	4	0	0	1	4	0	0	7	0	987
17	892	99	2	1	1	0	1	0	3	3	0	9	0	1011
18	985	87	2	0	2	0	0	0	4	2	0	3	0	1085
19	612	38	3	0	4	0	0	0	0	1	0	3	0	661
20	394	21	0	0	0	0	0	1	1	0	0	0	0	417
21	270	10	2	0	0	0	0	0	0	0	0	1	0	283
22	185	11	1	0	0	0	1	0	0	0	0	0	0	198
23	182	19	3	0	1	0	0	0	0	0	0	0	0	205
24	69	3	1	0	0	0	0	0	0	0	0	1	0	74
7-19	10399	1301	53	36	56	0	3	7	31	28	11	101	0	12026
6-22	11781	1392	57	37	56	0	4	8	32	28	12	104	0	13511
6-24	12032	1414	61	37	57	0	4	8	32	28	12	105	0	13790
0-24	12353	1458	61	37	58	0	4	8	36	28	14	107	0	14164

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Channel 1 - Northbound														
13/03/2017	Vehicle Speeds (MPH)													
Hr Ending	0-10	11-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71+	TOTAL	
1	0	0	0	2	4	22	5	3	0	0	0	0	36	
2	0	0	1	5	3	23	16	1	0	1	0	0	50	
3	0	0	4	0	3	11	3	1	0	0	0	0	22	
4	0	0	1	2	1	3	2	0	1	0	0	0	10	
5	0	0	3	13	6	9	10	5	2	0	0	0	48	
6	0	2	6	19	21	55	29	10	1	0	0	0	143	
7	0	0	1	16	45	151	78	22	5	1	0	0	319	
8	0	3	12	48	120	333	221	69	17	1	1	0	825	
9	0	0	18	85	255	403	259	79	14	3	0	0	1116	
10	0	1	9	72	223	390	184	53	8	0	1	0	941	
11	0	0	9	61	203	296	164	32	7	2	0	0	774	
12	0	0	15	61	204	336	116	41	6	2	0	0	781	
13	0	1	12	68	233	312	148	34	10	2	2	0	822	
14	0	0	11	70	221	307	153	37	15	2	0	0	816	
15	0	0	7	58	177	317	180	53	4	0	1	0	797	
16	0	1	17	62	208	420	204	68	18	2	2	0	1002	
17	0	6	15	110	359	504	291	73	15	1	0	0	1374	
18	0	3	29	116	369	601	400	87	18	8	1	0	1632	
19	0	0	9	55	184	368	215	76	13	3	1	0	924	
20	0	0	4	15	73	156	117	31	9	7	2	0	414	
21	0	0	2	4	38	102	68	21	2	3	0	0	240	
22	0	0	5	4	30	78	46	21	5	0	0	0	189	
23	0	0	1	9	14	68	50	11	4	1	0	0	158	
24	0	0	1	8	9	31	17	6	2	2	0	0	76	
7-19	0	15	163	866	2756	4587	2535	702	145	26	9	0	11804	
6-22	0	15	175	905	2942	5074	2844	797	166	37	11	0	12966	
6-24	0	15	177	922	2965	5173	2911	814	172	40	11	0	13200	
0-24	0	17	192	963	3003	5296	2976	834	176	41	11	0	13509	

Channel 2 - Southbound														
13/03/2017	Vehicle Speeds (MPH)													
Hr Ending	0-10	11-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71+	TOTAL	
1	0	0	0	2	1	10	7	3	2	0	0	0	25	
2	0	0	0	2	3	8	8	3	1	0	0	0	25	
3	0	0	0	0	1	6	11	2	3	1	0	0	24	
4	0	0	0	0	1	3	7	4	0	0	0	0	15	
5	0	0	0	0	2	6	25	11	8	1	1	0	54	
6	0	0	0	0	23	52	78	51	22	3	2	0	231	
7	0	2	14	17	16	102	201	152	74	8	1	0	587	
8	0	3	31	44	100	326	469	374	134	25	5	0	1511	
9	0	7	30	70	160	442	510	349	82	16	2	0	1668	
10	0	6	32	23	81	187	289	186	87	5	4	0	900	
11	0	3	21	23	60	213	254	148	57	15	5	0	799	
12	0	7	25	23	78	222	255	132	35	9	3	0	789	
13	0	5	36	38	73	257	264	130	42	9	2	0	856	
14	0	7	33	35	92	252	238	136	44	12	7	1	857	
15	0	5	24	32	100	263	248	155	57	13	4	1	902	
16	0	2	11	30	85	281	290	189	66	21	8	4	987	
17	1	4	24	27	60	245	319	209	83	32	7	0	1011	
18	0	2	16	33	56	249	346	269	82	20	10	2	1085	
19	0	4	17	16	46	169	200	145	46	9	8	1	661	
20	0	0	8	9	28	109	138	85	29	7	2	2	417	
21	0	0	6	3	13	72	100	55	21	11	2	0	283	
22	0	0	2	4	7	59	75	39	10	2	0	0	198	
23	0	0	0	2	7	54	77	37	17	8	3	0	205	
24	0	0	0	0	2	18	35	14	4	0	1	0	74	
7-19	1	55	300	394	991	3106	3682	2422	815	186	65	9	12026	
6-22	1	57	330	427	1055	3448	4196	2753	949	214	70	11	13511	
6-24	1	57	330	429	1064	3520	4308	2804	970	222	74	11	13790	
0-24	1	57	330	433	1095	3605	4444	2878	1006	227	77	11	14164	

Kent ATCs ATC 02, B2050 Manston Road

Produced by Streetwise Services Ltd.



Channel 1 - Northbound															
Wednesday 01/11/2017															
Vehicle Classes	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	9	1	0	0	0	0	0	0	0	0	0	0	0	10	
2	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
3	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
4	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
5	5	0	0	0	0	0	0	0	0	0	0	0	0	5	
6	9	0	0	0	0	0	0	0	0	0	0	0	0	9	
7	34	6	0	0	0	0	0	0	0	0	0	0	0	40	
8	107	17	0	0	3	0	0	0	0	0	0	2	0	129	
9	177	21	1	0	0	0	0	1	2	0	0	0	0	205	
10	134	19	0	0	0	0	0	0	0	0	0	0	0	153	
11	137	14	0	0	0	0	0	0	1	0	1	1	0	154	
12	186	16	0	0	0	0	0	0	0	0	0	0	0	202	
13	206	10	0	0	1	0	0	0	0	0	0	0	1	218	
14	167	22	0	0	0	0	0	1	0	0	0	0	0	191	
15	174	12	1	0	1	0	0	0	0	0	0	0	1	189	
16	212	20	0	0	0	0	0	0	0	0	0	0	0	233	
17	332	26	0	0	0	0	0	0	0	0	0	2	0	360	
18	299	24	0	0	0	0	0	0	0	0	0	0	0	323	
19	158	9	0	0	0	0	0	0	0	0	0	0	0	168	
20	110	6	0	0	0	0	0	0	1	0	0	0	0	117	
21	71	3	0	0	0	0	0	0	0	0	0	0	0	74	
22	56	3	0	0	0	0	0	0	0	0	0	0	0	59	
23	49	2	0	0	0	0	0	0	0	0	0	0	0	51	
24	16	1	0	0	0	0	0	0	0	0	0	0	0	17	
7-19	2290	210	2	0	6	0	0	0	2	3	0	1	11	0	2626
6-22	2561	228	2	0	6	0	0	0	2	4	0	1	11	0	2915
6-24	2618	229	1	0	6	0	0	0	2	4	0	1	11	0	2983
0-24	2658	232	2	0	6	0	0	0	2	4	0	1	11	0	2916

Channel 2 - Southbound															
Wednesday 01/11/2017															
Vehicle Classes	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	8	0	0	0	0	0	0	0	0	0	0	0	0	8	
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
4	1	2	0	0	0	0	0	0	0	0	0	0	0	3	
5	12	4	0	0	0	0	0	0	0	0	0	0	0	16	
6	21	1	0	0	0	0	0	0	0	0	0	0	0	22	
7	49	8	0	0	0	0	0	0	0	0	0	0	0	57	
8	150	28	0	0	0	0	0	0	0	0	0	1	0	179	
9	233	19	0	0	0	0	0	1	0	0	0	0	0	252	
10	194	23	1	0	0	0	0	0	0	0	0	0	0	218	
11	196	10	0	0	0	0	0	0	0	0	0	1	0	207	
12	168	18	0	0	0	0	0	0	0	0	0	1	0	187	
13	144	17	0	0	0	0	0	0	2	0	0	0	0	163	
14	161	15	1	0	0	0	0	0	0	0	0	1	0	178	
15	184	14	0	0	0	0	0	0	1	0	0	0	0	200	
16	170	20	0	0	0	0	0	0	0	0	0	0	0	191	
17	185	15	0	0	2	0	0	0	0	0	0	1	0	203	
18	156	14	1	0	1	0	0	0	0	0	0	0	0	172	
19	137	10	1	0	0	0	0	0	0	0	0	0	0	148	
20	92	5	0	0	0	0	0	0	0	0	0	0	0	97	
21	70	4	0	0	0	0	0	0	0	0	0	0	0	74	
22	38	3	0	0	0	0	0	0	0	1	0	0	0	42	
23	37	4	0	0	0	0	0	0	0	0	0	0	0	41	
24	14	0	0	0	0	0	0	0	0	0	0	0	0	14	
7-19	2078	203	4	0	3	0	0	1	0	3	0	0	7	0	2299
6-22	2267	223	4	0	3	0	1	0	4	0	0	7	0	2569	
6-24	2317	204	4	0	3	0	0	1	0	0	0	7	0	2624	
0-24	2423	234	4	0	3	0	1	0	4	0	0	7	0	2676	

Channel 1 - Northbound														
Thursday 02/11/2017														
Vehicle Classes	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	8	2	0	0	0	0	0	0	0	0	0	0	0	10
2	7	0	0	0	0	0	0	0	0	0	0	0	0	7
3	5	1	0	0	0	0	0	0	0	0	0	0	0	6
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	6	1	0	0	0	0	0	0	0	0	0	0	0	7
6	10	1	0	0	0	0	0	0	0	0	2	0	0	13
7	23	5	0	0	0	0	0	0	0	0	0	0	0	28
8	99	23	0	0	2	0	0	0	0	0	0	2	0	126
9	192	19	2	0	0	0	0	0	0	0	0	0	0	213
10	147	26	0	0	1	0	0	0	0	0	0	0	0	174
11	138	15	0	0	0	0	0	0	0	0	0	1	0	154
12	178	14	0	0	1	0	0	0	0	0	0	0	0	194
13	198	15	1	0	0	0	0	0	0	0	0	1	0	215
14	190	22	1	0	1	0	0	0	0	0	0	0	0	214
15	226	18	0	0	1	0	1	0	0	0	0	0	0	246
16	272	28	0	0	0	0	0	0	0	0	0	0	0	300
17	265	21	0	0	0	0	0	0	0	0	0	1	0	273
18	212	14	0	0	0	0	0	0	0	0	0	0	0	226
19	125	9	0	0	0	0	0	0	0	0	0	0	0	134
20	116	8	0	0	0	0	0	0	0	0	0	0	0	124
21	78	2	0	0	0	0	0	0	0	0	0	0	0	80
22	44	2	0	0	0	0	0	0	0	0	0	0	0	46
23	41	1	0	0	0	0	0	0	0	0	0	0	0	42
24	13	1	0	0	0	0	0	0	0	0	0	0	0	14
7-19	2227	224	3	1	6	0	3	0	1	0	1	5	0	2471
6-22	2385	231	3	1	6	0	3	0	1	0	1	5	0	2749
6-24	2435	232	3	1	6	0	3	0	1	0	1	5	0	2805
0-24	2578	248	3	1	6	0	3	0	1	0	1	5	0	2846

Channel 2 - Southbound														
Thursday 02/11/2017	Vehicle Classes													
Hi-Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	4	1	0	0	0	0	0	0	0	0	0	0	0	5
2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
3	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	6	3	0	0	0	0	0	0	0	0	0	0	0	9
6	20	2	0	0	0	0	0	0	0	0	0	0	0	22
7	52	7	0	0	0	0	0	0	0	0	0	0	0	59
8	168	23	0	0	0	0	0	0	0	0	0	1	0	192
9	265	21	0	0	1	0	0	0	0	0	0	0	0	287
10	199	27	0	0	1	0	0	0	0	0	0	0	0	227
11	196	18	0	0	0	0	0	0	0	0	0	0	0	214
12	185	23	0	0	0	0	0	0	0	0	0	0	0	208
13	184	15	0	0	0	0	0	0	0	0	0	1	0	200
14	176	26	0	0	1	0	0	0	0	0	0	0	0	203
15	184	19	0	0	1	0	0	0	0	0	0	0	0	204
16	203	15	0	0	0	0	0	0	0	0	0	0	0	219
17	196	25	0	0	0	0	0	0	0	0	0	1	0	217
18	155	18	0	0	0	0	0	0	0	0	1	0	0	174
19	134	9	0	0	0	0	0	0	0	0	0	0	0	143
20	92	5	0	0	1	0	0	0	0	0	0	0	0	98
21	47	7	0	0	0	0	0	0	0	0	0	0	0	54
22	54	4	0	0	0	0	0	0	0	0	0	0	0	58
23	32	1	0	0	0	0	0	0	0	0	0	0	0	33
24	13	0	0	0	0	0	0	0	0	0	0	0	0	13
7-19	2245	239	0	0	4	0	0	1	0	0	1	3	0	2493
6-22	2490	262	0	0	5	0	0	1	0	0	1	3	0	2762
5-25	2695	276	0	0	6	0	0	1	0	0	2	4	0	2908
0-24	2570	269	0	0	5	0	0	1	1	0	1	3	0	2762



Produced by Streetwise Services Ltd.

Channel 1 - Northbound

Fr Ending	03/11/2017	Vehicle Classes															TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13				
1	9	0	0	0	0	0	0	0	0	0	0	0	0	0			9
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
3	4	1	0	0	0	0	0	0	0	0	0	0	0	0			5
4	1	0	0	0	0	0	0	0	0	0	0	0	0	0			1
5	7	1	0	0	0	0	0	0	0	0	0	0	0	0			8
6	8	1	0	0	0	0	0	0	0	0	0	0	0	0			9
7	30	4	0	0	0	0	0	0	0	0	0	0	0	0			34
8	105	19	0	0	1	5	0	0	0	0	0	0	0	1	10		130
9	113	23	0	0	1	1	0	0	0	0	0	0	0	2	2		138
10	156	27	0	0	0	0	0	0	0	0	0	0	0	1	10		174
11	156	20	1	0	1	0	0	0	0	0	0	0	0	0	0		168
12	184	20	0	0	0	0	0	0	0	0	0	0	0	0	0		204
13	202	19	0	1	0	0	0	0	0	0	0	0	0	1	0		223
14	219	16	0	0	0	0	0	1	0	0	0	0	0	1	0		237
15	240	23	0	1	1	0	0	0	0	0	0	0	0	0	0		265
16	252	23	1	0	0	0	0	0	0	0	0	0	0	0	1		285
17	269	27	0	0	0	0	0	0	0	0	0	0	0	1	0		297
18	344	17	0	0	0	0	0	0	0	0	0	0	0	0	0		361
19	177	9	0	1	0	0	0	0	0	0	0	0	0	0	0		187
20	126	3	0	0	0	0	0	0	0	0	0	0	0	0	0		129
21	60	8	0	0	0	0	0	0	0	0	0	0	0	0	0		68
22	33	4	0	0	0	0	0	0	0	0	0	0	0	0	0		37
23	38	1	0	0	0	0	0	0	0	0	0	0	0	0	0		39
24	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0		45
7-19	2407	237	2	3	8	0	0	2	1	1	0	7	0	0	0		2668
5-22	2558	256			8	0	0	2	1	1	0	7	0	0	0		2946
6-19	2668	267			9	0	0	2	1	1	0	7	0	0	0		3008
0-24	2778	260	2	3	8	0	0	2	2	1	1	0	7	0	0		3045

Channel 2 - Southbound

Friday 03/11/2017 Hr Ending	Vehicle Classes													TOTAL
	1	2	3	4	5	6	8	9	10	11	12	13		
1	8	0	0	0	0	0	0	0	0	0	0	0	8	
2	4	0	0	0	0	0	0	0	0	0	0	0	4	
3	2	0	0	0	0	0	0	2	0	0	0	0	2	
4	5	0	0	0	0	0	0	0	0	0	0	0	5	
5	6	3	0	0	0	0	0	0	0	0	0	0	9	
6	23	3	0	0	0	0	0	0	0	0	0	0	26	
7	60	10	0	0	0	0	0	0	0	0	0	0	70	
8	150	23	0	0	0	0	0	0	0	0	1	0	174	
9	242	22	0	0	0	0	2	0	0	0	1	0	265	
10	237	21	0	0	0	0	1	2	0	0	0	1	262	
11	203	25	0	0	1	0	0	0	0	0	0	1	230	
12	272	18	0	0	0	0	0	0	0	8	1	0	299	
13	176	15	0	0	0	0	0	0	0	0	1	0	192	
14	179	22	0	0	0	0	0	0	1	0	0	0	202	
15	213	17	0	0	1	0	0	0	0	0	0	0	231	
16	284	28	1	0	1	0	0	0	0	0	0	0	314	
17	183	23	0	0	1	0	0	1	0	0	0	2	210	
18	189	18	0	0	1	0	0	0	0	0	0	0	208	
19	250	10	0	0	0	0	0	0	0	0	0	0	260	
20	112	11	0	0	0	0	0	0	0	0	0	0	123	
21	45	3	0	0	0	0	0	0	0	0	0	0	48	
22	23	1	0	0	0	0	0	0	0	0	0	0	24	
23	37	1	0	0	0	0	0	0	0	0	0	0	38	
24	28	0	0	0	0	0	0	0	0	0	0	0	28	
7-19	2328	230	1	0	5	0	0	2	3	0	0	9	0	2587
6-22	2598	264	1	0	5	0	0	2	3	0	0	9	0	2862
0-34	2711	271	1	0	5	0	0	2	3	0	0	9	0	3002

Channel 1 - Northbound

Saturday 04/11/2017	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
Te Ending	18	0	0	0	0	0	0	0	0	0	0	0	0	18
2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5	5	1	0	0	0	0	0	0	0	0	0	0	0	6
6	5	0	0	0	0	0	0	0	0	0	0	0	0	5
7	15	3	0	0	0	0	0	0	0	0	0	0	0	18
8	50	8	0	0	0	0	0	0	0	0	0	0	0	58
9	161	9	0	0	1	0	0	0	0	0	0	0	0	171
10	138	6	1	1	0	0	0	1	1	0	0	0	0	148
11	169	11	0	0	1	0	0	0	0	0	0	0	0	181
12	251	18	0	0	0	0	0	0	0	0	0	0	0	269
13	244	13	0	1	1	0	0	0	0	0	0	0	0	258
14	204	15	0	0	0	0	0	0	0	0	0	0	0	219
15	221	10	0	0	0	0	0	0	0	0	0	0	0	231
16	207	12	0	0	0	0	0	0	0	0	0	0	0	219
17	404	15	0	0	0	0	0	0	0	0	0	0	0	419
18	342	15	0	0	0	0	0	0	0	0	1	0	0	358
19	331	5	0	0	0	0	0	0	0	0	0	0	0	336
20	77	4	0	0	0	0	0	0	0	0	0	0	0	81
21	57	0	0	0	0	0	0	0	0	0	0	0	0	57
22	84	0	0	1	1	0	0	0	0	0	0	0	0	86
23	39	1	0	0	0	0	0	0	0	0	0	0	0	40
24	42	1	0	0	0	0	0	0	0	0	0	0	0	43
7-19	2452	137	1	0	3	0	0	1	0	0	0	1	0	2596
6-22	2655	144	1	0	4	0	0	1	0	0	0	1	0	2806
5-29	2671	148	1	0	4	0	0	1	0	0	0	1	0	2820
0-24	2771	148	1	0	4	0	0	1	0	0	0	1	0	2920

Channel 2 - Southbound

Saturday 04/11/2017 Rx Ending		Vehicle Classes													
	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	14	1	0	0	0	0	0	0	0	0	0	0	0	15	
2	4	0	0	0	0	0	0	0	0	0	0	0	0	4	
3	5	0	0	0	0	0	0	0	0	0	0	0	0	5	
4	2	1	0	0	0	0	0	0	0	0	0	0	0	3	
5	5	1	0	0	0	0	0	0	0	0	0	0	0	6	
6	11	0	0	0	0	0	0	0	0	0	0	0	0	11	
7	22	6	0	0	0	0	0	0	0	0	0	0	0	28	
8	74	6	0	0	0	0	0	0	0	0	0	0	0	80	
9	142	10	0	0	0	0	0	0	0	0	0	0	0	152	
10	105	10	0	0	1	1	0	0	0	0	0	0	0	118	
11	214	20	0	0	0	0	0	0	0	0	0	0	1	235	
12	232	16	0	0	0	0	0	0	0	0	0	0	0	248	
13	241	12	0	0	0	0	0	0	0	0	0	0	0	253	
14	212	6	0	0	0	0	0	0	0	0	0	0	0	218	
15	168	16	0	0	0	0	0	0	0	0	0	0	0	184	
16	157	10	0	0	2	2	0	0	0	0	0	0	0	169	
17	93	4	0	0	0	0	0	0	0	0	0	0	0	97	
18	84	3	0	0	0	0	0	0	0	0	0	0	0	87	
19	40	8	0	0	0	0	0	0	0	0	0	0	0	48	
20	161	3	0	0	0	0	0	0	0	0	0	0	0	164	
21	339	8	0	0	0	0	0	0	0	0	0	0	0	347	
22	28	6	1	0	1	0	0	0	0	0	0	0	0	36	
23	50	3	0	0	1	0	0	0	0	0	0	0	0	54	
24	32	2	0	0	0	0	0	0	0	0	0	0	0	34	
7-19	1872	121	0	0	3	0	0	0	0	0	0	1	0	1997	
6-22	2542	144	1	0	4	0	0	0	0	0	0	1	0	2690	
0-24	2565	152	1	0	5	0	0	0	0	0	0	1	0	2724	



Produced by Streetwise Services Ltd.

Channel 1 - Northbound

Friday 09/12/2017	Vehicle Speeds (MPH)												TOTAL
HR Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-100	
1	0	0	0	0	0	0	4	3	1	0	0	1	9
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	1	1	0	0	0	1	1	0	5
4	0	0	0	0	0	0	0	1	1	0	0	0	3
5	0	0	0	0	0	0	0	1	3	1	1	2	8
6	0	0	0	1	0	3	3	0	2	0	0	0	9
7	0	0	0	0	2	6	7	0	6	2	0	0	24
8	0	0	1	1	17	32	44	24	7	2	0	2	130
9	0	4	9	11	28	49	54	33	9	2	0	0	199
10	0	8	0	7	19	68	50	20	7	4	0	1	184
11	0	0	0	7	40	58	15	15	7	3	1	1	118
12	0	0	0	7	40	83	45	25	3	1	0	0	204
13	0	0	0	7	52	78	61	18	4	2	1	0	223
14	0	0	0	8	63	81	58	18	6	3	0	0	257
15	0	0	0	11	11	60	110	60	24	8	4	1	213
16	0	0	0	13	56	99	74	31	7	3	1	1	295
17	0	0	0	2	17	69	97	74	23	14	0	1	297
18	0	0	3	17	64	103	54	19	9	2	0	0	271
19	0	0	0	10	10	56	48	18	12	11	1	0	167
20	0	0	0	1	24	54	22	12	7	5	3	1	129
21	0	0	0	0	2	7	16	15	15	4	8	0	68
22	0	0	0	1	7	13	13	6	6	0	1	0	47
23	0	0	1	0	23	7	9	7	7	2	0	1	59
24	0	0	0	0	0	12	16	10	4	0	1	2	45

Channel 2 - Southbound

Friday 03/18/2017	Vehicle Speeds (MPH)												TOTAL
1st Ending	9-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-100	
1	0	0	0	0	1	1	2	3	1	0	0	0	8
2	0	0	0	1	0	0	2	0	0	0	0	1	4
3	0	0	0	0	0	0	2	0	0	0	0	0	2
4	0	0	0	0	0	0	1	2	1	1	0	0	5
5	0	0	0	0	0	1	3	0	2	2	1	0	9
6	0	0	0	1	0	3	4	8	5	3	6	0	26
7	0	0	0	0	2	3	10	22	11	13	6	2	70
8	1	0	1	1	20	44	48	37	18	3	2	0	174
9	0	1	2	13	21	65	87	40	30	5	1	0	265
10	0	0	0	8	58	93	61	28	12	2	0	0	262
11	0	15	17	17	45	68	48	27	5	5	1	0	238
12	0	0	0	9	36	65	53	21	6	0	1	0	191
13	0	0	0	6	39	60	53	21	8	2	3	0	192
14	0	0	1	10	38	64	50	23	9	3	3	1	202
15	2	15	2	15	50	77	58	18	6	0	0	0	231
16	0	0	1	18	48	97	59	26	10	1	1	1	262
17	0	0	0	13	46	76	42	19	9	4	1	0	210
18	0	0	5	19	54	50	51	22	3	3	1	0	196
19	0	0	13	11	30	42	30	21	6	8	2	1	100
20	0	0	0	7	28	35	19	16	12	4	1	1	123
21	0	0	1	2	7	11	8	5	6	5	0	4	48
22	0	0	0	1	10	14	11	9	8	1	1	0	54
23	0	0	0	5	10	5	17	8	1	1	1	0	58
24	0	0	0	1	4	5	4	8	4	0	0	1	28

Channel 1 - Northbound

Saturday 04/11/2017	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-100	
1	0	0	0	0	3	4	5	0	2	0	0	1	18
2	0	0	0	0	0	1	1	1	1	0	0	0	3
3	0	0	0	0	0	0	1	1	0	1	0	0	3
4	0	0	0	0	0	0	0	0	0	0	1	0	1
5	0	0	0	1	1	0	1	2	0	0	0	1	6
6	0	0	0	0	0	0	2	1	1	0	0	0	4
7	0	0	1	1	2	4	7	2	1	1	0	0	18
8	0	0	0	3	16	11	16	8	2	1	1	0	58
9	0	0	2	3	10	24	31	25	6	1	0	0	101
10	0	0	2	4	5	21	48	45	22	4	0	0	146
11	0	0	4	8	46	38	59	19	6	0	0	1	181
12	0	0	1	31	71	91	47	20	4	2	2	0	268
13	0	0	19	24	77	74	48	18	6	0	0	0	218
14	0	0	5	13	48	61	62	23	5	1	1	0	208
15	0	0	1	14	52	78	50	26	6	4	0	0	231
16	0	1	9	9	48	67	48	22	4	4	0	0	211
17	0	0	0	40	146	160	56	10	6	1	0	0	419
18	0	0	3	50	147	91	51	10	4	2	0	0	358
19	0	1	11	11	44	40	21	11	5	5	0	0	136
20	0	0	0	4	22	26	15	7	5	0	2	0	81
21	0	0	0	3	8	16	11	13	3	0	1	2	57
22	0	0	0	2	14	8	13	7	7	7	0	0	58
23	0	0	0	1	5	15	8	7	2	2	0	0	40
24	0	0	0	0	3	7	8	10	10	4	1	0	43
7-19	0	0	18	206	720	896	544	215	58	20	6	2	2596
6-22	0	18	218	766	860	590	244	74	22	9	7	2806	
5-25	0	18	221	782	890	615	270	82	29	9	9	2906	
0-24	0	0	18	221	782	890	615	270	82	29	9	2906	

Channel 2 - Southbound

Saturday 04/12/2017		Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-100		
1	0	0	0	1	6	0	3	4	1	0	0	0	15	
2	0	0	0	0	1	1	0	1	0	1	0	0	4	
3	0	0	0	0	0	0	0	2	1	1	0	0	3	
4	0	0	0	0	0	0	0	0	3	0	0	0	3	
5	0	0	0	0	0	0	3	1	2	1	0	0	6	
6	0	0	0	0	0	0	2	0	4	4	0	1	11	
7	0	0	1	0	5	11	6	2	2	1	0	0	28	
8	0	0	0	3	6	23	20	22	5	1	0	0	80	
9	0	0	2	13	21	42	37	25	5	6	1	0	152	
10	0	0	1	10	38	51	52	21	5	1	0	0	116	
11	0	0	1	13	39	98	51	19	10	2	1	1	235	
12	0	0	0	12	50	81	73	20	7	5	0	0	248	
13	0	2	24	2	46	81	19	13	13	5	0	0	158	
14	0	0	1	8	53	66	63	17	7	1	1	1	213	
15	0	0	6	1	30	64	49	23	10	0	0	1	164	
16	0	0	4	4	33	31	33	19	19	12	0	0	107	
17	0	0	1	7	22	22	25	11	6	0	3	0	67	
18	0	1	4	10	23	26	13	7	3	0	0	0	67	
19	0	0	9	9	23	33	18	10	5	5	0	0	86	
20	0	0	1	12	48	64	33	4	1	1	0	0	164	
21	0	0	3	31	106	104	70	27	6	0	0	0	347	
22	0	0	0	4	14	17	12	12	4	4	0	1	46	
23	0	0	2	3	15	15	13	8	4	2	0	2	54	
24	0	0	0	1	8	8	5	4	4	3	0	1	34	
7:19	0	1	21	114	417	626	497	207	84	21	6	3	1997	
8:22	0	1	29	163	590	812	619	252	97	23	7	4	2592	
9:24	0	1	28	156	610	840	647	274	113	30	7	8	2490	



Produced by Streetwise Services Ltd.

Channel 1 - Northbound

Sunday 04/12/17	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	20	0	0	0	0	0	0	0	0	0	0	0	0	20
2	14	0	0	0	0	0	0	0	0	0	0	0	0	14
3	11	1	0	0	0	0	0	0	0	0	0	0	0	12
4	5	0	0	0	0	0	0	0	0	0	0	0	0	5
5	6	0	0	0	0	0	0	0	0	0	0	0	0	6
6	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7	5	0	0	0	0	0	0	0	0	0	0	0	0	5
8	30	2	0	0	0	0	0	0	0	0	0	0	0	32
9	61	3	0	1	1	0	0	0	0	0	0	0	0	65
10	72	8	0	0	0	0	0	0	0	0	0	0	0	80
11	149	5	0	0	0	0	0	0	0	0	1	0	0	155
12	184	16	0	0	0	0	0	0	0	0	0	0	0	200
13	214	9	0	0	0	0	0	0	0	0	0	0	0	223
14	223	12	0	0	0	0	0	0	0	0	1	0	0	236
15	282	9	0	0	0	0	0	0	0	0	0	0	0	291
16	195	14	0	0	0	0	0	0	0	0	0	0	0	209
17	143	10	1	0	0	0	0	0	0	0	0	0	0	154
18	77	4	0	0	0	0	0	0	0	0	0	0	0	81
19	66	2	0	0	0	0	0	0	0	0	0	0	0	68
20	52	4	0	0	0	0	0	0	0	0	0	0	0	56
21	54	4	0	0	0	0	0	0	0	0	0	0	0	58
22	52	1	0	0	0	0	0	0	0	0	1	1	0	54
23	22	1	0	0	0	0	0	0	0	0	0	0	0	24
24	10	2	0	0	0	0	0	0	0	0	0	0	0	12
6-10	1006	94	1	0	0	0	0	0	0	0	0	2	0	1104
6-22	1779	103	1	5	1	0	5	0	0	0	0	4	4	1988
6-24	1969	107	1	1	1	1	1	1	1	1	1	1	1	2024
6-24	1969	107	1	0	1	0	0	0	0	0	0	5	0	1983

Channel 2 - Southbound

Sunday 05/11/2017	Vehicle Classes													TOTAL
Dr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	13	2	0	0	0	0	0	0	0	0	0	0	0	15
2	10	1	0	0	0	0	0	0	0	0	0	0	0	11
3	10	1	0	0	0	0	0	0	0	0	0	0	0	11
4	3	0	0	0	0	0	0	0	0	0	0	0	0	3
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	10	0	0	0	0	0	0	0	0	0	0	0	0	10
7	17	2	0	0	0	0	0	0	0	0	0	0	0	19
8	34	3	0	0	0	0	0	0	0	0	0	0	0	37
9	48	8	0	0	0	0	0	0	0	0	0	0	0	56
10	159	5	0	0	0	0	0	0	0	0	0	0	0	164
11	202	6	0	0	0	0	0	0	0	0	0	0	0	208
12	207	10	0	0	0	0	0	0	0	0	0	0	0	217
13	175	11	0	0	0	0	0	0	0	0	0	0	0	186
14	164	15	0	0	0	0	1	0	0	0	0	1	0	181
15	175	8	0	0	0	0	0	0	0	0	0	1	0	184
16	118	7	0	0	0	0	0	0	0	0	0	0	0	125
17	116	7	0	0	0	0	0	0	0	0	0	0	0	123
18	98	5	0	0	0	0	0	0	0	0	0	0	0	103
19	142	1	0	0	0	0	0	0	0	0	0	0	0	143
20	66	6	0	0	0	0	0	0	0	0	0	0	0	72
21	35	1	0	0	0	0	0	0	0	0	0	0	0	36
22	38	0	0	0	0	0	0	0	0	0	0	0	0	38
23	25	0	0	0	0	0	0	0	0	0	0	0	0	25
24	5	1	0	0	0	0	0	0	0	0	0	0	0	6
7-19	1598	86	0	0	0	0	1	0	0	0	0	2	0	1677
6-22	1744	95	0	0	0	0	1	0	0	0	0	2	2	1842
0-24	1921	100	0	0	0	0	1	0	0	0	0	2	0	1924

Channel 1 - Northbound

Month	Vehicle Classes													TOTAL
06/15/2017 H Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	7	0	0	0	0	0	0	0	0	0	0	0	0	7
2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	0	0	1	0	0	0	0	0	0	0	0	1	0	2
4	3	0	1	0	0	0	0	0	0	0	0	0	0	4
5	3	4	0	0	0	0	0	0	0	0	0	0	0	7
6	22	3	0	0	0	0	0	0	0	0	0	0	0	25
7	27	3	1	0	0	0	0	0	0	1	0	0	0	32
8	110	15	0	0	4	0	0	0	0	0	2	0	0	131
9	214	13	0	0	1	0	0	1	1	1	1	1	0	232
10	114	15	0	0	0	0	0	0	0	0	0	1	0	130
11	161	14	0	0	1	0	0	0	0	0	0	0	0	176
12	142	14	0	0	0	0	0	0	0	0	0	0	0	156
13	191	13	0	0	1	0	0	0	0	0	0	0	0	205
14	183	18	0	0	1	0	0	0	0	0	0	1	0	203
15	192	14	0	0	0	0	0	0	0	0	0	1	0	207
16	264	21	0	0	0	0	0	0	0	0	0	0	1	286
17	263	28	0	0	0	0	0	1	0	0	0	0	0	291
18	232	18	0	0	0	0	0	0	0	0	0	0	0	250
19	335	11	0	0	0	0	0	0	0	0	0	0	0	347
20	84	7	0	0	0	0	0	0	0	0	0	0	0	91
21	63	4	0	0	0	0	0	0	0	0	0	0	0	67
22	66	1	0	0	0	0	0	0	0	0	0	0	0	67
23	27	2	0	0	0	0	0	0	0	0	0	0	0	29
24	19	0	0	0	0	0	0	0	0	0	0	0	0	19
7-19	2201	184	0	0	8	0	0	1	1	0	1	9	0	2415
6-22	2431	209	1	0	8	0	0	1	2	0	1	9	0	2710
0-24	2504	219	2	0	8	0	0	1	2	0	1	9	0	2662

Channel 2 - Southbound

Monday 06/11/2017 Hr Ending	Vehicle Classes													TOTAL	
	1	2	3	4	5	6	7	8	8	9	10	11	12		13
1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
6	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
7	54	10	0	0	0	0	0	0	0	0	0	0	0	0	64
8	151	30	0	0	1	0	0	0	0	0	0	0	1	0	183
9	272	28	0	0	0	0	3	0	0	3	2	0	0	0	308
10	217	18	0	0	0	0	0	0	0	0	0	0	0	0	233
11	176	15	0	0	1	0	0	0	0	0	0	0	0	0	192
12	175	17	0	0	0	0	1	17	0	0	0	0	0	0	193
13	145	10	0	0	0	0	0	0	0	0	0	0	0	0	155
14	157	17	0	1	0	0	0	0	0	0	0	0	1	0	176
15	194	26	0	0	0	0	0	0	0	0	0	0	0	1	221
16	200	21	0	0	2	2	0	1	1	0	0	0	0	0	224
17	183	24	0	0	1	0	0	0	0	0	0	0	0	0	208
18	134	12	0	0	2	0	0	0	0	0	0	0	0	0	148
19	108	4	0	0	0	0	0	1	1	0	0	0	0	0	112
20	117	6	0	0	0	0	0	0	0	0	0	0	0	0	123
21	38	5	0	0	0	0	0	0	0	0	0	0	0	0	43
22	39	0	0	0	0	0	0	0	0	0	0	0	0	0	39
23	19	0	0	0	0	0	0	0	0	0	0	0	0	0	19
24	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
7-19	2112	220	0	1	7	0	1	2	3	0	0	3	0	0	2340
6-22	2360	241	0	1	7	0	3	2	3	0	0	3	0	0	2618
7-24	2452	245	0	1	7	0	3	2	3	0	0	3	0	0	2691
0-24	2425	245	0	1	7	0	3	2	3	0	0	3	0	0	2681



Produced by Streetwise Services Ltd.

Channel 1 - Northbound

Sunday 05/11/2017	Vehicle Speeds (MPH)												TOTAL
1st Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-100	
1	0	0	0	0	1	5	8	2	2	1	1	0	20
2	0	0	0	0	0	3	5	4	1	0	0	1	14
3	0	0	0	0	0	1	5	3	2	2	1	0	17
4	0	0	0	0	0	0	1	1	2	2	0	0	6
5	0	0	0	0	0	2	0	0	2	1	0	0	5
6	0	0	0	0	0	0	2	1	0	0	0	0	2
7	0	0	1	0	0	0	2	1	0	1	0	1	5
8	0	0	1	3	3	7	13	2	2	1	0	0	32
9	0	0	0	2	2	11	23	8	4	1	0	1	55
10	0	0	0	2	14	21	14	16	6	4	2	1	80
11	0	0	1	5	5	19	60	30	20	13	1	0	155
12	0	0	1	14	43	69	43	26	9	3	0	2	210
13	0	0	4	10	36	83	50	25	11	2	0	2	223
14	0	0	2	3	20	81	79	26	12	5	6	2	236
15	0	0	0	7	40	61	56	24	8	4	0	1	203
16	0	0	0	11	72	67	58	28	20	2	0	1	209
17	0	0	0	9	32	48	39	16	8	1	0	1	154
18	0	0	1	4	15	22	19	11	6	3	0	0	81
19	0	0	0	4	13	22	10	12	6	4	1	1	88
20	0	0	0	1	3	5	23	10	6	4	2	2	56
21	0	0	0	3	8	16	13	12	3	2	0	2	59
22	0	0	0	1	5	19	18	10	10	1	0	0	64
23	0	0	0	2	4	3	5	4	6	0	0	0	24
24	0	0	0	3	0	1	4	1	2	0	0	1	12

Channel 2 - Southbound

Sunday 05/12/2017	Vehicle Speeds (MPH)												TOTAL
1hr Ending	9-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-100	
1	0	0	0	0	3	4	2	3	3	0	0	0	15
2	0	0	0	0	0	3	3	5	1	1	1	0	11
3	0	0	0	0	0	1	5	1	1	3	0	0	11
4	0	0	0	0	1	0	1	0	0	0	0	0	3
5	0	0	0	0	0	0	0	0	0	0	1	0	1
6	0	0	0	0	0	0	3	2	2	2	1	1	10
7	0	0	0	1	4	0	4	4	3	3	2	1	19
8	0	0	0	0	3	10	9	9	0	5	1	0	37
9	0	0	1	1	0	6	9	21	8	5	4	1	56
10	0	0	0	1	29	47	53	21	9	4	0	2	164
11	0	0	0	5	5	27	53	39	29	9	4	0	208
12	0	0	1	2	24	87	56	27	12	4	2	2	217
13	0	0	0	0	1	30	55	51	27	18	1	2	186
14	0	0	5	2	25	54	63	18	10	7	3	1	181
15	0	2	5	5	3	30	40	34	34	10	0	0	164
16	0	0	2	5	15	33	31	24	12	3	1	1	125
17	0	0	0	1	24	30	31	25	7	4	1	0	123
18	0	0	1	1	15	30	24	17	10	4	0	0	103
19	0	0	0	4	4	10	29	13	13	9	1	0	75
20	0	0	0	1	7	17	9	18	11	6	1	2	72
21	0	0	0	2	7	6	6	5	6	3	0	1	36
22	0	0	0	0	3	6	14	9	4	2	0	0	36
23	0	0	0	0	23	0	4	2	5	5	1	0	35
24	0	0	0	0	0	1	1	3	0	0	0	1	6

Channel 1 - Northbound

Monday 06/12/2017	Vehicle Speeds (MPH)										TOTAL
1st Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	
1	0	0	0	0	0	1	3	0	2	1	0
2	0	0	0	0	0	0	0	2	0	0	0
3	0	0	0	0	0	0	0	1	1	0	0
4	0	0	0	1	0	0	1	1	1	0	0
5	0	0	0	0	0	0	0	2	1	2	1
6	0	0	0	0	0	1	4	1	4	0	0
7	0	0	1	0	2	4	9	6	9	0	0
8	0	0	1	10	19	40	30	25	4	0	2
9	1	6	3	6	33	86	66	27	12	2	2
10	0	0	0	4	20	44	38	13	8	0	2
11	0	0	1	2	26	62	38	17	8	1	0
12	0	4	14	14	38	50	39	9	6	2	3
13	0	0	5	51	75	51	15	4	3	0	0
14	0	0	1	9	42	78	45	22	3	2	1
15	0	5	15	35	88	40	14	14	6	4	0
16	0	13	78	82	61	31	6	0	4	0	0
17	0	9	14	76	99	65	22	4	3	0	1
18	0	2	11	50	92	62	27	4	2	0	0
19	0	1	46	23	17	44	14	9	3	3	1
20	0	3	10	23	23	14	11	3	2	2	0
21	0	0	2	5	16	21	7	10	2	3	1
22	0	0	1	1	10	19	8	11	8	1	0
23	0	0	0	1	2	5	8	6	4	3	0
24	0	0	0	0	5	6	3	3	1	0	1
7-19	0	0	25	104	507	853	566	236	77	26	16
6-22	0	26	110	525	906	635	282	115	32	21	10
5-24	0	26	112	533	922	654	297	129	39	23	11

Channel 2 - Southbound

Monday 06/12/2017	Vehicle Speeds (MPH)												TOTAL	
1 Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-100		
1	0	0	0	0	0	1	0	2	1	0	0	0	4	
2	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	1	0	0	0	0	0	1	
4	0	0	0	0	0	0	0	0	1	0	0	0	1	
5	0	0	0	0	0	1	2	0	1	1	1	0	5	
6	0	0	0	0	0	1	2	7	5	2	0	0	14	
7	0	0	0	0	10	14	17	14	4	3	0	0	54	
8	0	0	0	4	27	37	66	35	10	3	1	0	183	
9	5	23	0	23	23	46	73	67	67	13	5	1	203	
10	0	0	0	8	48	71	55	33	10	5	2	1	233	
11	0	2	3	10	32	79	39	39	12	9	5	1	0	192
12	0	0	0	7	35	66	56	17	17	10	5	1	0	193
13	0	0	0	7	20	58	43	11	9	5	2	0	0	155
14	0	0	0	3	3	26	65	54	19	4	2	0	0	176
15	0	0	1	9	47	71	51	31	11	0	0	0	0	221
16	3	12	1	12	41	57	27	27	7	7	1	0	0	224
17	0	0	4	16	37	77	36	29	4	4	1	0	0	208
18	0	0	0	7	36	55	29	11	8	2	0	0	0	148
19	1	1	1	7	37	32	22	10	9	9	0	0	0	113
20	0	0	0	1	17	30	42	18	9	9	3	3	0	123
21	0	0	0	0	7	11	13	4	4	2	2	0	0	43
22	0	0	0	0	1	11	16	2	5	5	2	0	0	38
23	0	0	0	0	4	0	1	4	6	2	0	0	0	19
24	0	0	0	3	3	2	1	4	1	0	0	0	0	14
7-19	0	2	18	113	432	741	592	302	102	36	9	2	0	2349
6-22	0	2	18	114	467	807	650	340	124	46	15	5	0	2618
5-25	0	2	18	114	467	807	650	340	124	46	15	5	0	2651
0-24	0	2	18	117	471	820	695	357	132	53	16	6	0	2927

Kent ATCs ATC 02, B2050 Manston Road

Produced by Streetwise Services Ltd.



Channel 1 - Northbound													
Tuesday 07/11/2017	Vehicle Classes												
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13 TOTAL
1	8	0	0	0	0	0	0	0	0	0	0	0	8
2	1	0	0	0	0	0	0	0	0	0	0	0	1
3	3	0	0	0	1	0	0	0	0	0	0	0	4
4	2	0	0	0	0	0	0	0	0	0	0	0	2
5	8	2	0	0	0	0	0	0	0	0	0	0	10
6	11	1	0	0	0	0	0	0	0	0	0	0	12
7	26	2	0	0	0	0	0	0	0	0	0	0	28
8	106	20	0	0	5	0	0	0	0	0	1	0	132
9	203	21	0	0	1	0	0	0	1	0	0	2	228
10	140	27	0	0	1	0	0	0	0	0	0	0	168
11	127	14	0	0	0	0	0	0	0	0	0	0	141
12	153	15	0	0	0	0	0	1	0	0	0	0	169
13	188	17	0	0	0	0	0	0	0	0	0	0	205
14	196	17	1	0	0	0	0	0	0	0	0	1	214
15	211	17	0	1	0	0	0	0	0	0	0	0	229
16	237	18	0	2	0	0	0	0	0	0	1	0	258
17	231	26	0	0	0	0	0	0	1	0	0	2	269
18	251	18	0	0	1	0	0	0	0	0	0	0	270
19	156	7	0	0	0	0	0	0	0	0	0	0	162
20	131	11	0	0	0	0	0	0	0	0	0	0	142
21	73	6	0	0	0	0	0	0	0	0	0	0	79
22	53	0	0	0	0	0	0	0	0	0	0	0	53
23	43	3	0	0	0	0	0	0	0	0	0	0	46
24	15	0	0	0	0	0	0	0	0	0	0	0	15
7-19	2197	216	1	1	10	0	0	1	2	0	0	7	2436
6-22	2190	236	1	1	10	0	0	1	2	0	0	7	2197
6-18	2108	236	1	1	10	0	0	1	2	0	0	7	2198
0-24	2571	241	1	1	11	0	0	1	2	0	0	7	2635

Channel 2 - Southbound													
Tuesday 07/11/2017	Vehicle Classes												
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13 TOTAL
1	1	1	0	0	0	0	0	0	0	0	0	0	2
2	5	1	0	0	0	0	0	0	0	0	0	0	6
3	1	1	0	0	0	0	0	0	0	0	0	0	2
4	2	0	0	0	0	0	0	0	0	0	0	0	2
5	7	2	0	0	0	0	0	0	0	0	0	0	9
6	19	1	0	0	0	0	0	0	0	0	0	0	20
7	47	6	0	0	1	0	0	0	0	0	0	0	54
8	170	28	0	0	1	0	0	0	0	0	1	0	200
9	280	22	1	0	0	0	0	0	0	0	0	1	304
10	218	25	0	0	1	0	0	0	0	0	0	0	244
11	181	22	0	0	0	0	0	0	0	0	0	0	203
12	164	15	0	0	0	0	0	0	0	0	0	0	179
13	188	23	0	0	0	0	0	0	0	0	0	0	212
14	147	19	0	0	2	0	0	0	1	0	0	1	170
15	178	20	0	0	2	0	0	0	1	0	0	0	201
16	206	16	0	0	3	0	0	0	1	0	0	0	226
17	177	21	0	0	4	0	0	0	0	0	0	1	203
18	155	19	0	0	1	0	0	0	0	0	0	1	176
19	133	8	0	0	1	0	0	0	1	0	0	1	144
20	102	12	0	0	0	0	0	0	0	0	0	0	114
21	50	4	0	0	0	0	0	0	0	0	0	0	54
22	35	4	0	0	0	0	0	0	0	0	0	0	39
23	25	1	0	0	0	0	0	0	0	0	0	0	26
24	15	0	0	0	0	0	0	0	0	0	0	0	15
7-19	2198	238	1	0	15	0	0	0	4	0	0	6	2462
6-22	2132	254	1	0	16	0	0	0	4	0	0	6	2123
6-18	2170	254	1	0	16	0	0	0	4	0	0	6	2164
0-24	2507	271	1	0	16	0	0	0	4	0	0	6	2605

Kent ATCs ATC 02, B2050 Manston Road

Produced by Streetwise Services Ltd.



Channel 1 - Northbound													
Tuesday 07/11/2017	Vehicle Speeds (MPH)												
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-100	TOTAL
1	0	0	0	0	0	1	0	2	1	3	1	0	8
2	0	0	0	0	0	0	0	1	0	0	0	0	1
3	0	0	0	1	0	0	0	0	0	1	1	1	4
4	0	0	0	1	0	0	0	1	0	0	0	0	2
5	0	0	0	0	0	2	0	1	3	1	1	2	10
6	0	0	0	0	0	2	3	2	3	0	1	1	12
7	0	0	0	0	1	4	6	7	6	3	1	0	28
8	0	0	0	7	26	41	33	15	9	1	0	0	132
9	0	6	4	4	8	36	68	64	29	8	4	1	228
10	1	0	0	6	39	51	44	13	10	4	0	0	168
11	0	0	2	12	32	46	21	18	5	3	2	0	141
12	0	0	4	5	29	61	45	14	9	2	0	0	169
13	0	0	3	4	63	74	34	19	6	1	1	0	205
14	0	0	4	8	36	90	49	14	11	1	0	1	214
15	0	0	1	5	55	83	55	18	9	2	0	1	229
16	0	0	0	10	54	102	59	27	3	2	1	0	258
17	0	0	2	18	74	85	56	14	6	2	2	0	269
18	0	0	9	22	85	83	50	17	2	2	0	0	270
19	0	0	3	6	41	56	33	19	3	0	1	0	162
20	0	0	1	6	25	49	36	18	6	1	0	0	142
21	0	0	0	2	17	21	20	7	8	3	1	0	79
22	0	0	0	0	4	11	14	15	5	3	1	0	53
23	0	0	0	1	3	11	14	6	9	2	0	0	46
24	0	0	0	0	3	3	0	1	3	4	1	0	15
7-19	1	6	32	111	570	840	543	217	81	24	8	2	2436
6-22	1	6	33	120	620	927	620	263	103	32	10	2	2197
6-18	1	6	33	120	620	931	624	270	110	36	11	2	2198
0-24	1	6	33	123	629	946	638	277	121	42	14	5	2635

Channel 2 - Southbound													
Tuesday 07/11/2017	Vehicle Speeds (MPH)												
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-100	TOTAL
1	0	0	0	0	0	1	1	0	0	0	0	0	2
2	0	0	0	0	0	3	0	2	1	0	0	0	6
3	0	0	0	0	0	0	1	1	1	0	0	0	3
4	0	0	0	0	1	0	0	0	1	0	0	0	2
5	0	0	0	0	1	1	2	1	3	0	1	0	9
6	0	0	0	0	5	1	5	2	8	3	0	0	20
7	0	0	0	0	4	19	15	9	5	1	1	0	54
8	0	0	2	11	27	56	56	31	9	7	1	0	200
9	0	1	5	8	49	89	79	50	18	5	0	0	304
10	1	0	0	7	50	111	49	18	7	1	0	0	244
11	0	0	0	16	56	58	45	15	11	1	0	1	203
12	0	0	0	2	41	57	51	16	9	0	2	1	179
13	0	0	0	11	42	87	48	15	6	3	0	0	212
14	0	0	5	13	49	49	26	18	3	2	4	1	170
15	0	0	1	16	47	83	29	16	5	2	1	1	201
16	0	0	1	12	39	82	51	25	11	3	1	1	226
17	0	0	6	17	65	60	34	15	3	2	1	0	203
18	0	0	0	18	47	70	26	12	1	2	0	0	176
19	0	0	6	5	32	47	34	13	6	0	0	1	144
20	0	0	0	6	21	36	25	21	3	2	0	0	114
21	0	0	1	3	9	14	17	8	1	1	0	0	54
22	0	0	0	1	1	8	12	9	4	3	1	0	39
23	0	0	1	1	1	5	7	5	4	1	0	1	26
24	0	0	0	0	1	4	2	3	4	1	0	0	15
7-19	1	1	26	136	544	849	528	244	89	28	10	6	2462
6-22	1	1	27	146	579	935	597	291	102	35	12	6	2123
6-18	1	1	26	147	581	936	606	290	110	37	13	7	2164
0-24	1	1	28	147	584	945	612	311	118	38	13	7	2505

Manston ATC 2, A299

Channel 1 - Eastbound														
07/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	19	3	0	0	0	0	0	0	0	0	0	0	0	22
2	15	1	0	0	0	0	0	0	0	0	0	2	0	18
3	11	3	0	0	0	0	0	0	0	0	0	2	0	16
4	16	4	0	0	0	0	0	0	1	0	0	0	0	21
5	68	19	0	0	3	0	0	0	0	0	0	0	0	90
6	237	34	0	0	1	0	0	0	0	0	0	1	0	273
7	497	88	0	0	0	0	0	1	1	0	0	1	0	588
8	1086	123	2	1	2	0	1	1	0	0	1	3	0	1220
9	1088	82	2	0	2	0	0	3	0	1	0	4	0	1182
10	686	77	0	1	0	0	0	1	0	0	1	11	0	777
11	613	58	0	0	2	0	0	0	1	0	1	5	0	680
12	523	78	3	0	1	0	2	2	1	0	0	10	0	620
13	519	59	1	0	3	0	3	0	0	0	0	6	0	591
14	528	85	0	1	2	0	0	1	1	0	1	8	0	627
15	613	82	2	0	1	0	0	0	0	0	0	11	0	709
16	681	81	0	0	3	0	0	0	0	0	0	3	0	768
17	669	70	1	2	1	0	0	0	1	0	0	5	0	749
18	643	52	1	0	2	0	0	0	0	0	0	5	0	703
19	487	23	0	1	0	0	0	0	0	0	0	3	0	514
20	329	25	0	0	1	0	0	1	2	0	0	0	0	358
21	193	16	0	0	0	0	0	0	0	0	0	2	0	211
22	147	13	1	0	0	0	0	0	0	0	0	0	0	161
23	97	6	0	0	0	0	0	0	0	0	0	1	0	104
24	46	4	0	0	0	0	0	0	0	0	0	1	0	51
7-19	8136	870	12	6	19	0	6	8	4	1	4	74	0	9140
6-22	9302	1012	13	6	20	0	6	10	7	1	4	77	0	10458
6-24	9445	1032	13	6	20	0	6	10	7	1	4	79	0	10613
0-24	9811	1086	13	6	24	0	6	10	8	1	4	84	0	11053

Channel 2 - Westbound														
07/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	24	2	0	0	0	0	0	0	0	0	0	1	0	27
2	24	3	0	0	0	0	0	0	0	0	0	1	0	28
3	28	4	0	0	0	0	0	0	0	0	0	1	0	33
4	23	5	0	0	2	0	0	0	0	0	0	0	0	30
5	22	3	1	1	1	0	0	0	0	0	0	1	0	29
6	59	14	0	0	0	0	0	0	0	0	0	2	0	75
7	181	24	1	1	0	0	0	0	0	0	0	0	0	207
8	404	58	2	2	1	0	1	0	0	0	0	6	0	474
9	779	74	1	0	1	0	0	0	0	0	2	6	0	863
10	593	92	0	1	2	0	0	0	1	0	0	7	0	696
11	569	63	8	0	0	0	0	0	0	2	1	8	0	651
12	606	61	3	0	4	0	1	2	0	0	1	8	0	686
13	598	64	1	1	2	0	1	0	2	0	0	6	0	675
14	584	92	1	0	0	0	0	1	0	0	0	6	0	684
15	689	67	0	0	4	0	0	0	0	0	0	5	0	765
16	814	84	0	1	3	0	1	0	2	0	0	5	0	910
17	1057	121	5	1	0	0	0	2	3	0	0	7	0	1196
18	1265	85	8	3	4	0	0	13	5	0	1	5	0	1389
19	886	44	3	0	1	0	0	5	0	0	0	2	0	941
20	505	37	0	0	2	0	1	1	2	0	0	3	0	551
21	269	28	1	0	0	0	0	0	0	0	0	2	0	300
22	210	12	0	0	0	0	0	0	0	0	0	1	0	223
23	171	2	0	0	0	0	0	0	0	0	0	1	0	174
24	98	4	0	0	0	0	0	0	1	0	0	1	0	104
7-19	8844	905	32	9	22	0	4	23	13	2	5	71	0	9930
6-22	10009	1006	34	10	24	0	5	24	15	2	5	77	0	11211
6-24	10279	1012	34	10	24	0	5	24	16	2	5	79	0	11489
0-24	10458	1043	35	11	27	0	5	24	16	2	5	85	0	11711

Channel 1 - Eastbound														
08/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	28	3	1	0	0	0	0	0	0	0	0	1	0	33
2	9	4	0	0	0	0	0	0	0	0	0	3	0	16
3	17	3	0	0	0	0	0	0	0	0	0	1	0	21
4	10	6	0	0	0	0	0	0	0	0	0	0	0	16
5	68	11	0	0	0	0	0	0	2	0	0	0	0	81
6	239	43	0	0	1	0	1	0	1	0	1	1	0	287
7	457	100	1	0	0	0	0	0	0	0	1	2	0	561
8	1063	138	0	0	2	0	1	2	1	0	0	4	0	1211
9	1075	91	3	0	0	0	0	1	1	0	0	5	0	1176
10	617	78	1	0	0	0	1	2	0	0	0	7	0	706
11	553	69	5	0	1	0	1	2	1	0	0	7	0	639
12	543	88	1	1	2	0	1	2	2	0	3	10	0	653
13	475	67	2	0	2	0	0	0	0	0	0	6	0	552
14	564	73	0	1	4	0	1	2	1	1	0	9	0	656
15	559	70	1	1	2	0	0	2	2	0	0	6	0	643
16	617	82	3	1	4	0	0	0	1	1	0	6	0	715
17	651	63	2	0	1	0	0	0	0	0	0	3	0	720
18	634	45	1	0	0	0	1	0	0	0	0	1	5	687
19	490	40	0	1	1	0	1	0	0	0	1	3	0	537
20	310	15	0	0	0	0	0	0	0	0	0	0	0	325
21	214	17	0	0	0	0	0	0	0	0	0	2	0	233
22	146	7	0	0	0	0	0	0	0	0	0	2	0	155
23	105	7	0	0	0	0	0	0	0	0	0	1	0	113
24	67	2	0	0	0	0	0	1	0	0	0	1	0	71
7-19	7841	904	19	5	19	0	7	13	9	2	5	71	0	8895
6-22	8968	1043	20	5	19	0	7	13	9	2	5	77	0	10169
6-24	9140	1032	20	5	19	0	7	14	9	2	5	79	0	10353
0-24	9511	1122	21	5	20	0	8	14	12	2	7	85	0	10807

Channel 2 - Westbound														
08/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	57	4	0	0	0	0	0	0	0	0	0	1	0	62
2	28	5	0	0	0	0	0	0	0	0	0	0	0	33
3	18	1	0	1	0	0	0	0	0	0	0	0	0	20
4	19	5	0	0	0	0	0	0	0	0	0	0	0	24
5	25	5	0	0	1	0	0	0	0	0	0	0	0	31
6	53	8	0	0	1	0	1	0	0	0	0	2	0	65
7	133	18	1	0	1	0	0	0	0	0	0	3	0	156
8	358	57	0	2	0	0	1	0	0	0	1	5	0	424
9	808	90	1	1	2	0	0	0	0	0	0	8	0	910
10	572	109	1	0	3	0	0	0	0	0	1	10	0	696
11	523	76	13	2	1	0	1	0	0	0	0	6	0	622
12	527	70	3	0	4	0	0	1	1	0	0	8	0	614
13	560	64	3	0	1	0	1	0	0	0	1	9	0	639
14	591	78	5	0	0	0	0	0	0	0	1	9	0	684
15	653	73	2	1	3	0	0	0	2	0	1	5	0	740
16	815	76	2	2	0	0	0	1	0	0	0	4	0	900
17	981	118	1	1	0	0	1	1	1	0	0	4	0	1108
18	1227	85	5	1	3	0	0	4	5	0	0	7	0	1337
19	885	43	0	0	2	0	2	3	2	0	0	3	0	940
20	460	31	2	0	1	0	0	0	0	0	0	2	0	496
21	277	25	1	0	1	0	1	0	0	0	0	3	0	308
22	241	11	0	0	0	0	0	0	0	0	0	1	0	253
23	172	6	1	0	0	0	0	0	1	0	0	0	0	180
24	100	5	0	0	0	0	0	0	1	0	0	1	0	107
7-19	8500	939	36	10	19	0	6	10	11	0	5	78	0	9614
6-22	9611	1024	40	10	22	0	7	10	11	0	5	87	0	10827
5-24	8893	1035	41	10	22	0	7	10	13	0	5	88	0	11114
0-24	10083	1063	41	11	24	0	8	10	19	0	5	91	0	11344

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Channel 1 - Eastbound															
09/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	34	5	1	0	0	0	0	0	0	0	0	0	0	40	
2	16	0	0	0	0	0	0	0	0	0	0	0	0	16	
3	19	6	0	0	0	0	0	0	0	0	0	1	0	26	
4	16	9	0	0	0	0	0	0	0	0	0	0	0	25	
5	70	12	0	0	1	0	0	0	0	0	0	0	0	83	
6	234	49	0	0	1	0	0	0	3	0	0	1	0	288	
7	477	86	0	0	1	0	0	0	0	0	0	1	0	565	
8	1079	134	2	0	8	0	0	5	1	0	0	6	0	1235	
9	1085	102	0	2	1	0	0	3	2	0	0	6	0	1201	
10	681	81	2	1	1	0	0	1	1	0	3	8	0	779	
11	573	76	4	1	1	0	1	1	2	0	0	8	0	667	
12	509	52	3	0	4	0	0	1	1	0	0	11	0	581	
13	532	77	6	1	4	0	0	2	2	0	1	9	0	634	
14	580	101	4	0	5	0	0	0	0	0	0	7	0	697	
15	629	86	2	1	1	0	0	2	1	0	1	8	0	731	
16	671	72	1	0	1	0	1	1	1	0	0	6	0	754	
17	715	80	0	0	1	0	0	0	1	0	0	4	0	801	
18	648	49	0	1	2	0	0	0	1	0	0	5	0	706	
19	480	34	0	0	0	0	0	1	0	0	0	3	0	518	
20	350	21	0	0	2	0	0	1	1	0	1	1	0	377	
21	197	15	2	0	0	0	0	0	0	0	0	1	0	215	
22	167	10	0	0	0	0	0	1	0	0	0	1	0	179	
23	143	10	0	0	2	0	0	0	1	0	0	2	0	158	
24	64	5	0	0	0	0	0	0	0	0	0	3	0	72	
7-19	8182	944	24	7	29	0	2	17	13	0	5	81	0	9304	
6-22	9373	1076	26	7	32	0	2	19	14	0	6	85	0	10640	
6-24	9580	1091	26	7	34	0	2	19	15	0	8	90	0	10870	
0-24	9969	1172	27	7	36	0	2	19	18	0	6	92	0	11348	

Channel 2 - Westbound															
09/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	45	5	0	0	0	0	0	0	0	0	0	1	0	51	
2	33	7	0	0	0	0	0	0	0	0	0	2	0	42	
3	28	2	0	0	0	0	0	0	1	0	0	0	0	31	
4	14	2	0	0	1	0	0	0	0	0	0	0	0	17	
5	25	3	0	0	0	0	0	0	0	0	0	1	0	29	
6	62	9	0	0	0	0	0	0	1	0	0	2	0	74	
7	141	22	2	0	2	0	0	0	0	0	0	2	0	169	
8	394	58	0	2	0	0	2	0	0	0	2	4	0	462	
9	792	80	0	3	2	0	0	0	1	0	2	4	0	884	
10	550	107	2	0	1	0	0	0	2	0	0	9	0	671	
11	556	70	6	1	2	0	0	1	2	0	2	8	0	648	
12	591	82	5	1	2	0	0	0	0	1	3	6	0	691	
13	619	71	1	0	2	0	0	0	1	1	3	7	0	705	
14	659	99	2	0	2	0	0	0	2	0	0	9	0	773	
15	640	85	1	2	1	0	0	0	0	0	1	7	0	737	
16	871	107	3	1	1	0	0	1	1	0	1	10	0	996	
17	1086	126	0	1	2	0	0	3	0	0	0	6	0	1224	
18	1183	88	10	2	2	1	0	5	2	0	0	4	0	1297	
19	935	63	2	0	2	0	1	2	4	1	0	3	0	1013	
20	487	36	0	0	0	0	0	0	0	0	0	0	0	523	
21	278	21	0	0	0	0	0	0	1	0	0	0	0	300	
22	262	23	0	0	1	0	0	0	0	0	1	3	0	290	
23	166	15	0	0	0	0	0	0	1	0	0	1	0	183	
24	110	11	0	0	0	0	0	0	0	0	1	1	0	123	
7-19	8876	1036	32	13	19	1	3	12	15	3	14	77	0	10101	
6-22	10044	1138	34	13	22	1	3	12	16	3	15	82	0	11383	
6-24	10320	1194	34	13	22	1	3	12	17	3	16	84	0	11689	
0-24	10527	1192	34	13	23	1	3	12	19	3	16	90	0	11933	

Channel 1 - Eastbound															
10/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	24	5	0	0	0	0	1	0	1	0	0	0	0	31	
2	25	2	0	0	0	0	2	0	0	0	0	0	0	29	
3	47	19	0	0	1	0	1	0	0	0	0	2	0	70	
4	22	6	0	0	0	0	1	0	0	0	0	2	0	31	
5	76	15	0	0	2	0	0	0	0	0	0	0	0	93	
6	234	44	0	0	0	0	0	0	2	0	0	2	0	282	
7	489	75	0	0	0	0	0	0	1	0	0	2	0	567	
8	1038	144	1	0	3	0	0	2	1	0	1	4	0	1194	
9	1063	88	2	0	2	0	0	2	0	0	1	4	0	1162	
10	666	83	3	0	1	0	1	0	1	0	2	9	0	766	
11	578	86	3	0	1	0	0	3	3	0	2	9	0	685	
12	533	85	4	2	1	0	0	1	1	0	0	7	0	634	
13	573	84	2	1	4	0	0	2	0	1	0	13	0	680	
14	637	92	3	0	3	0	0	0	2	0	0	6	0	743	
15	649	69	2	1	2	0	1	1	1	0	1	8	0	735	
16	702	67	3	1	1	0	1	0	0	0	1	5	0	781	
17	684	75	0	1	0	0	0	0	0	0	0	4	0	764	
18	676	41	1	0	1	0	0	0	0	0	0	3	0	722	
19	533	38	0	0	3	0	0	1	0	0	1	2	0	578	
20	378	19	0	0	0	0	0	2	0	0	0	0	0	399	
21	220	11	0	0	0	0	0	0	0	0	0	1	0	232	
22	159	7	0	0	0	0	0	0	0	0	0	1	0	167	
23	141	6	0	0	0	0	0	0	0	0	0	2	0	149	
24	85	3	0	0	0	0	0	0	0	0	0	1	0	89	
7-19	8332	952	24	6	22	0	3	12	9	1	9	74	0	9444	
6-22	9578	1064	24	6	22	0	3	14	10	1	9	78	0	10809	
6-24	9804	1073	24	6	22	0	3	14	10	1	9	81	0	11047	
0-24	10232	1164	24	6	25	0	8	14	13	1	9	87	0	11583	

Channel 2 - Westbound															
10/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	43	5	0	0	0	0	0	0	0	0	1	0	0	49	
2	42	6	0	0	0	0	0	0	0	0	0	0	0	48	
3	17	2	0	0	0	0	0	0	0	0	0	0	0	19	
4	19	3	0	0	1	0	0	0	1	0	0	0	0	24	
5	29	2	0	0	0	0	0	0	0	0	0	1	0	32	
6	59	16	0	0	1	0	0	0	0	0	0	2	0	78	
7	166	19	4	0	2	0	1	0	0	0	2	3	0	197	
8	398	58	4	0	0	0	1	0	0	0	0	5	0	466	
9	783	89	2	1	0	0	0	1	1	0	0	8	0	885	
10	615	113	2	0	1	0	1	1	0	0	0	11	0	744	
11	599	71	4	1	1	0	0	2	2	0	1	14	0	695	
12	645	80	3	1	3	0	0	0	0	0	1	10	0	743	
13	659	84	0	0	3	0	0	1	0	0	2	14	0	763	
14	681	71	0	1	1	0	1	0	2	0	3	9	0	769	
15	818	80	2	0	2	0	1	2	1	0	1	5	0	912	
16	1007	81	2	2	1	0	1	1	0	0	0	3	0	1098	
17	1129	102	2	3	2	1	0	4	2	0	1	4	0	1250	
18	1165	79	5	1	0	0	1	3	2	0	0	5	0	1261	
19	795	54	2	0	1	0	0	0	0	0	0	2	0	854	
20	553	30	0	0	0	0	0	0	0	0	0	1	0	584	
21	321	21	0	0	0	0	0	0	0	0	0	0	0	342	
22	242	15	0	0	0	0	0	0	0	0	0	0	0	257	
23	199	5	0	0	0	0	0	0	0	0	0	0	0	204	
24	151	4	0	0	0	0	0	0	0	0	0	0	0	155	
7-19	9294	962	28	10	15	1	6	15	10	0	9	90	0	10440	
6-22	10576	1047	32	10	17	1	7	15	10	0	11	94	0	11820	
5-24	10928	1056	32	10	17	1	7	15	10	0	11	94	0	12179	
0-24	11135	1090	32	10	19	1	7	15	11	0	12	97	0	12422	

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Channel 1 - Eastbound

11/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	59	5	0	0	0	0	0	0	0	0	0	0	0	64
2	35	7	0	0	0	0	0	0	0	0	0	0	0	42
3	18	5	0	0	0	0	0	0	0	0	0	0	0	23
4	26	3	0	0	0	0	0	0	0	0	0	1	0	30
5	36	3	0	0	0	0	0	0	0	0	0	1	0	40
6	104	10	0	0	1	0	0	0	0	0	0	1	0	116
7	199	28	1	0	0	0	0	0	0	0	0	0	0	228
8	328	44	1	0	1	0	0	1	0	0	0	3	0	378
9	491	48	0	2	3	0	1	0	0	0	1	2	0	548
10	622	48	1	0	1	0	0	1	0	0	0	4	0	677
11	732	47	2	1	1	0	1	2	0	0	0	3	0	789
12	782	40	0	1	1	0	0	0	0	0	0	7	0	831
13	764	52	0	1	2	0	0	2	1	0	0	3	0	825
14	731	54	0	0	2	0	0	0	0	0	0	3	0	790
15	725	38	2	1	1	0	0	2	0	0	1	1	0	771
16	691	43	0	0	0	0	0	1	0	0	0	2	0	737
17	619	32	0	1	0	0	1	2	0	0	0	3	0	658
18	581	31	0	0	0	0	0	1	0	0	0	4	0	617
19	420	21	0	0	1	0	0	1	0	0	1	0	0	444
20	318	17	0	0	0	0	0	1	0	0	0	2	0	338
21	210	15	0	0	0	0	0	0	0	0	0	0	0	225
22	151	10	1	0	0	0	0	0	0	0	0	1	0	163
23	152	11	0	0	0	0	0	0	0	0	0	0	0	163
24	122	9	0	0	1	0	0	0	0	0	0	1	0	133
7-19	7486	498	6	7	13	0	3	13	1	0	3	35	0	8065
6-22	8364	568	8	7	13	0	3	14	1	0	3	38	0	9019
6-24	8638	588	8	7	14	0	3	14	1	0	3	39	0	9315
0-24	8916	621	8	7	15	0	3	14	1	0	3	42	0	9630

Channel 2 - Westbound

11/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	97	4	0	0	1	0	0	0	0	0	0	0	0	102
2	45	4	0	0	0	0	0	0	0	0	0	0	0	49
3	29	6	0	0	0	0	0	0	0	0	0	1	0	36
4	21	3	0	0	1	0	0	0	0	0	0	1	0	26
5	26	2	0	0	0	0	0	0	0	0	0	0	0	28
6	42	5	0	0	0	0	0	0	0	0	0	2	0	49
7	92	9	0	0	0	0	0	0	1	0	1	2	0	105
8	196	34	1	0	1	0	1	0	0	0	2	4	0	239
9	287	42	1	1	0	0	0	0	0	0	0	6	0	337
10	502	49	1	0	0	0	0	1	0	0	0	5	0	558
11	694	52	0	0	1	0	1	2	0	0	0	8	0	758
12	798	38	1	1	1	0	0	1	0	0	1	3	0	844
13	790	59	0	1	2	0	0	3	1	1	0	5	0	862
14	868	46	2	0	0	0	0	0	0	0	0	5	0	921
15	854	44	1	1	0	0	0	0	0	0	0	4	0	904
16	812	51	0	1	0	0	0	1	0	0	0	3	0	868
17	728	47	0	3	0	0	0	0	0	0	1	2	0	781
18	611	41	0	0	0	0	0	1	2	0	0	1	0	656
19	518	33	2	0	0	0	0	0	1	0	0	2	0	556
20	393	26	0	0	0	0	0	0	0	0	0	1	0	420
21	267	14	0	0	0	0	0	0	1	0	0	1	0	283
22	190	9	0	0	0	0	0	0	0	0	0	2	0	201
23	193	11	0	0	0	0	0	0	3	0	0	0	0	207
24	162	4	2	0	0	0	0	0	0	0	0	0	0	168
7-19	7658	536	9	8	5	0	2	9	4	1	4	48	0	8284
6-22	8600	594	9	8	5	0	2	9	6	1	5	54	0	9293
6-24	8955	608	11	8	5	0	2	9	9	1	5	54	0	9668
0-24	9215	633	11	8	7	0	2	9	9	1	5	58	0	9958

Channel 1 - Eastbound

12/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	107	7	0	0	0	0	0	0	0	0	0	0	0	114
2	50	5	0	0	0	0	0	0	0	0	0	0	0	55
3	32	1	0	0	0	0	0	0	0	0	0	0	0	33
4	29	7	0	0	0	0	0	0	0	0	0	1	0	37
5	41	5	0	0	0	0	0	0	0	0	0	0	0	46
6	75	2	0	0	0	0	0	0	0	0	0	0	0	77
7	123	9	0	0	0	0	0	0	1	0	0	0	0	133
8	199	19	0	0	1	0	0	0	0	0	0	0	0	219
9	274	22	1	0	0	0	0	0	0	0	0	1	0	298
10	461	31	1	0	2	0	1	0	0	0	0	2	0	498
11	631	28	0	1	1	0	1	1	1	0	0	5	0	669
12	696	32	0	0	1	0	0	0	0	0	0	1	0	730
13	799	36	1	0	0	0	0	3	0	0	0	0	0	839
14	694	29	0	1	1	0	0	2	0	0	0	0	0	727
15	559	33	0	0	1	0	0	0	0	0	0	0	0	593
16	610	29	0	0	0	0	0	1	0	0	0	3	0	643
17	543	32	0	1	0	0	0	1	0	0	0	1	0	578
18	461	23	0	0	1	0	1	2	1	0	0	0	0	489
19	353	13	0	1	0	0	0	1	2	0	0	2	0	372
20	269	10	0	0	0	0	0	0	1	0	0	2	0	282
21	171	14	0	0	1	0	0	1	0	0	0	1	0	188
22	137	9	0	0	0	0	0	0	1	0	0	2	0	149
23	80	8	0	0	0	0	0	0	0	0	0	0	0	88
24	56	4	0	0	0	0	0	0	0	0	0	1	0	61
7-19	6280	327	3	4	8	0	3	11	4	0	0	15	0	6655
6-22	6980	369	3	4	9	0	3	12	7	0	0	20	0	7407
6-24	7116	381	3	4	9	0	3	12	7	0	0	21	0	7556
0-24	7450	408	3	4	9	0	3	12	7	0	0	22	0	7918

Channel 2 - Westbound

12/03/2017	Vehicle Classes														TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13		
1	134	9	0	0	0	0	0	0	0	0	0	0	0	143	
2	75	5	0	0	1	0	0	0	0	0	0	0	0	81	
3	37	5	0	0	1	0	0	0	1	0	0	1	0	45	
4	34	3	1	0	0	0	0	0	0	0	0	0	0	38	
5	20	2	0	0	0	0	0	0	0	0	0	0	0	22	
6	23	3	0	0	0	0	0	0	0	0	0	2	0	28	
7	76	8	0	0	1	0	0	1	1	0	0	0	0	87	
8	124	4	1	0	1	0	0	0	1	0	0	3	0	134	
9	150	13	0	0	1	0	0	0	0	0	0	1	0	165	
10	339	27	0	0	1	0	1	0	0	0	0	3	0	371	
11	541	24	3	1	0	0	1	0	0	0	0	0	0	570	
12	661	27	0	2	0	0	0	0	0	0	0	1	0	691	
13	698	36	0	0	1	0	0	3	1	0	0	0	0	739	
14	775	38	0	0	3	0	1	0	1	0	0	1	0	819	
15	668	25	1	1	0	0	1	1	0	0	0	2	0	699	
16	686	33	0	0	0	0	1	2	1	0	0	0	0	723	
17	663	43	2	0	2	0	0	0	0	1	0	2	0	713	
18	470	29	0	0	0	0	0	0	0	0	0	2	0	501	
19	412	18	2	0	1	0	0	0	0	0	0	2	0	435	
20	345	24	0	0	0	0	0	0	0	0	0	2	0	371	
21	238	17	0	0	0	0	0	0	0	0	0	1	0	256	
22	154	9	0	0	0	0	0	0	0	0	0	2	0	165	
23	118	8	0	0	0	0	0	0	0	0	0	0	0	126	
24	71	7	0	0	0	0	0	0	0	0	1	0	0	79	
7-19	6187	317	9	4	10	0	5	6	4	1	0	17	0	6560	
6-22	7000	375	9	4	11	0	5	7	5	1	0	22	0	7439	
6-24	7189	390	9	4	11	0	5	7	5	1	1	22	0	7644	
0-24	7512	417	10	4	13	0	5	7	6	1	1	25	0	8001	

Manston ATC 2, A299

Channel 1 - Eastbound

13/03/2017	Vehicle Classes														TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13		
1	19	3	0	0	0	0	0	0	0	0	0	1	0	23	
2	13	2	0	0	0	0	0	0	2	0	0	0	0	17	
3	13	8	0	0	1	0	0	0	3	0	0	0	0	25	
4	10	13	0	0	0	0	0	0	1	0	0	3	0	27	
5	89	16	0	0	1	0	0	0	3	0	0	0	0	109	
6	250	41	0	0	1	0	0	0	0	0	0	0	0	292	
7	503	79	1	0	2	0	0	0	1	0	1	3	0	590	
8	1084	133	2	0	6	0	0	5	4	0	1	2	0	1237	
9	1103	92	3	0	2	0	1	1	2	0	0	4	0	1208	
10	679	76	3	0	1	0	0	1	1	0	0	9	0	770	
11	577	75	3	2	3	0	0	0	0	0	0	5	0	665	
12	512	63	4	2	2	0	1	0	1	0	0	7	0	592	
13	560	66	4	0	1	0	0	0	1	0	0	9	0	641	
14	557	58	0	0	2	0	0	0	0	0	0	6	0	623	
15	593	64	2	0	3	0	0	1	1	0	0	7	0	671	
16	658	47	1	3	4	0	0	0	1	0	0	4	0	718	
17	621	67	0	0	1	0	0	0	0	0	0	6	0	695	
18	674	37	0	0	0	0	0	0	1	0	0	2	0	714	
19	499	36	0	1	0	0	0	1	0	0	0	2	0	539	
20	305	13	0	0	0	0	0	0	0	0	0	0	0	318	
21	204	13	0	0	0	0	0	0	0	0	0	0	0	217	
22	143	9	0	0	0	0	0	0	0	0	0	0	0	152	
23	123	12	0	0	0	0	0	0	0	0	0	1	0	136	
24	52	4	0	0	0	0	0	0	1	0	0	1	0	58	

7-19	8117	814	22	8	25	0	2	9	12	0	1	63	0	9073
6-22	9272	928	23	8	27	0	2	9	13	0	2	66	0	10350
6-24	9447	944	23	8	27	0	2	9	14	0	2	68	0	10544
0-24	9841	1027	23	8	30	0	2	9	23	0	2	72	0	11037

Channel 2 - Westbound

13/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	46	5	0	0	0	0	0	0	0	0	0	0	0	51	
2	20	3	0	0	0	0	0	0	0	0	0	0	0	23	
3	14	2	0	0	0	0	0	0	0	0	0	0	0	16	
4	4	5	0	0	1	0	0	0	0	0	0	0	0	10	
5	20	2	0	0	1	0	0	0	0	0	0	0	0	23	
6	63	9	1	0	0	0	0	0	0	0	0	1	0	74	
7	151	21	1	0	1	0	0	0	0	0	0	0	0	174	
8	421	50	3	0	0	0	0	0	1	0	0	4	0	479	
9	769	77	1	1	2	0	0	0	1	0	0	7	0	858	
10	595	96	1	1	3	0	0	0	0	0	1	11	0	708	
11	554	55	5	0	3	0	0	0	0	0	1	4	0	622	
12	577	72	3	1	0	0	0	0	1	0	1	13	0	668	
13	604	74	5	1	2	0	0	0	0	0	0	3	0	689	
14	620	63	2	0	4	0	0	0	1	0	0	7	0	697	
15	663	73	0	0	0	0	0	0	3	0	0	4	0	743	
16	826	81	1	1	2	0	0	1	1	1	0	5	0	919	
17	1012	120	3	0	1	0	0	1	2	0	1	3	0	1143	
18	1258	105	3	1	1	0	0	4	4	0	0	5	0	1381	
19	791	57	1	0	2	0	0	2	1	0	1	4	0	859	
20	440	32	0	0	0	0	0	0	0	0	0	0	0	472	
21	239	19	0	0	0	0	0	0	0	0	0	1	0	259	
22	208	13	0	0	0	0	1	0	0	0	0	0	0	222	
23	157	8	0	0	0	0	0	0	0	0	0	0	0	165	
24	77	4	0	0	0	0	0	0	0	0	0	0	0	81	

7-19	8690	923	28	6	20	0	0	8	15	1	5	70	0	9766
6-22	9728	1008	29	6	21	0	1	8	15	1	5	71	0	10893
6-24	9962	1020	29	6	21	0	1	8	15	1	5	71	0	11139
0-24	10129	1046	30	6	23	0	1	8	15	1	5	72	0	11339

Manston ATC 2, A299

Channel 1 - Eastbound

13/03/2017	Vehicle Speeds (MPH)													TOTAL
Hr Ending	0-10	11-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71+		
1	0	0	1	1	5	8	6	1	0	1	0	0	23	
2	0	0	1	2	2	6	2	2	2	0	0	0	17	
3	0	0	1	3	7	6	5	0	2	1	0	0	25	
4	0	0	1	1	1	6	8	4	5	1	0	0	27	
5	0	1	2	10	19	28	28	18	3	0	0	0	109	
6	0	1	6	22	50	107	77	21	5	3	0	0	292	
7	0	2	13	38	193	240	78	22	4	0	0	0	590	
8	0	1	89	207	486	377	70	7	0	0	0	0	1237	
9	0	13	78	226	499	331	55	5	0	1	0	0	1208	
10	0	6	18	93	327	260	61	4	1	0	0	0	770	
11	0	2	16	83	273	249	35	5	1	0	1	0	665	
12	0	2	18	56	193	260	53	9	1	0	0	0	592	
13	0	0	7	41	233	286	64	10	0	0	0	0	641	
14	0	0	7	35	187	288	90	13	1	1	1	0	623	
15	0	1	3	62	224	295	74	7	3	1	0	1	671	
16	1	5	5	35	274	298	86	14	0	0	0	0	718	
17	0	1	6	49	203	327	81	25	3	0	0	0	695	
18	1	12	10	77	265	279	62	5	1	2	0	0	714	
19	0	3	24	56	165	236	45	8	2	0	0	0	539	
20	0	0	8	21	91	127	49	17	4	1	0	0	318	
21	0	0	3	13	39	100	47	11	3	0	1	0	217	
22	0	0	0	10	36	58	35	10	2	1	0	0	152	
23	0	1	4	6	46	47	27	4	0	1	0	0	136	
24	0	0	0	3	10	21	16	3	3	2	0	0	58	

7-19	2	46	281	1020	3329	3486	776	112	13	5	2	1	9073
6-22	2	48	305	1102	3688	4011	985	172	26	7	3	1	10350
6-24	2	49	309	1111	3744	4079	1028	179	29	10	3	1	10544
0-24	2	51	321	1150	3828	4240	1154	225	46	16	3	1	11037

Channel 2 - Westbound

13/03/2017	Vehicle Speeds (MPH)													TOTAL
Hr Ending	0-10	11-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71+		
1	0	0	0	4	8	22	10	4	3	0	0	0	51	
2	0	0	1	1	6	5	7	2	1	0	0	0	23	
3	0	0	0	0	3	6	5	2	0	0	0	0	16	
4	0	0	0	0	1	3	3	1	2	0	0	0	10	
5	0	0	0	1	6	11	5	0	0	0	0	0	23	
6	0	0	0	2	18	32	15	4	2	1	0	0	74	
7	0	0	0	3	29	73	46	20	1	2	0	0	174	
8	1	0	5	20	151	226	57	14	4	0	1	0	479	
9	29	67	27	160	272	244	46	10	1	1	1	0	858	
10	0	1	8	71	314	235	63	15	1	0	0	0	708	
11	0	1	9	124	309	160	16	2	1	0	0	0	622	
12	0	3	9	32	301	262	51	9	0	1	0	0	668	
13	0	1	1	67	279	261	67	9	1	3	0	0	689	
14	0	0	4	41	298	287	55	9	2	1	0	0	697	
15	0	3	3	56	266	321	76	14	2	2	0	0	743	
16	32	59	47	86	364	248	66	12	4	0	1	0	919	
17	0	15	79	334	398	254	50	11	2	0	0	0	1143	
18	14	339	209	346	306	129	30	4	2	1	1	0	1381	
19	5	29	115	389	228	76	15	2	0	0	0	0	859	
20	0	1	5	68	209	145	33	4	6	1	0	0	472	
21	0	0	3	30	95	84	37	5	1	0	3	1	259	
22	0	1	0	9	85	85	23	16	0	1	0	2	222	
23	0	0	0	13	59	63	22	4	4	0	0	0	165	
24	0	0	0	5	29	27	12	4	1	3	0	0	81	

7-19	81	518	516	1726	3486	2703	592	111	20	9	4	0	9766
6-22	81	520	524	1836	3904	3090	731	156	28	13	7	3	10893
6-24	81	520	534	1854	3992	3180	765	164	33	16	7	3	11139
0-24	81	520	525	1862	4034	3259	810	177	41	17	7	3	11336

Produced by Streetwise Services Ltd.

Channel 1 - EastboundChannel 2 - Westbound

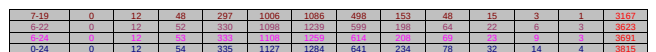
Channel 1 - Eastbound

Channel 2 - Westbound

Channel 2 - Westbound

Saturday 14/01/17	Vehicle Classes													TOTAL
HE Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	20	4	0	0	0	0	0	0	0	0	0	0	0	24
2	13	1	0	0	0	0	0	0	0	0	0	0	0	14
3	6	2	0	0	0	0	0	0	0	0	0	0	0	8
4	5	3	0	0	0	0	0	0	0	0	0	0	0	8
5	7	1	0	0	0	0	0	0	0	0	0	0	0	8
6	22	6	0	0	0	0	0	0	0	0	0	0	0	28
7	49	11	0	0	0	0	0	0	0	0	0	0	0	60
8	106	19	0	0	1	0	0	0	0	0	0	0	0	126
9	146	24	0	0	0	0	0	0	0	0	1	1	0	171
10	185	18	0	0	0	0	0	0	0	0	0	0	0	203
11	237	20	0	0	0	0	0	0	0	0	0	3	0	260
12	254	19	1	1	1	0	0	0	0	0	0	0	0	276
13	276	19	0	1	6	0	0	0	0	0	0	0	0	312
14	220	20	0	0	2	0	0	0	0	0	0	0	0	232
15	207	26	0	1	1	0	0	0	0	0	0	0	0	235
16	242	21	0	0	0	0	1	0	0	0	0	0	0	244
17	222	16	0	0	0	0	0	0	0	0	0	0	0	238
18	187	18	0	0	0	0	0	0	0	0	0	0	0	205
19	147	16	0	0	0	0	0	0	0	0	0	0	0	163
20	167	7	0	0	0	0	0	0	0	0	0	0	0	174
21	86	6	0	0	0	0	0	0	0	0	0	0	0	92
22	49	5	0	0	0	0	0	0	0	0	0	1	0	55
23	63	4	1	0	0	0	0	0	0	0	0	0	0	68
24	31	4	0	0	0	0	0	0	0	0	0	0	0	35
7-19	2398	236	1	1	11	0	1	0	0	0	0	0	5	2653
8-22	2969	265	1	1	11	0	1	0	0	0	0	0	5	3264
9-23	2636	236	1	1	11	0	1	0	0	0	0	0	5	2952
0-24	2636	290	2	1	11	0	1	0	0	0	0	6	0	3154

Produced by Streetwise Services Ltd.



Kent ATCs 3, Shottendane Road

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

Tuesday 17/10/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	15	2	0	0	0	0	0	0	0	0	0	0	0	17	0
2	6	1	0	0	0	0	0	0	0	0	0	0	0	7	0
3	2	1	1	0	0	0	0	0	0	0	0	0	0	4	0
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
5	5	1	0	0	0	0	0	0	0	0	0	0	0	6	0
6	9	4	0	0	0	0	0	0	0	0	0	0	0	13	0
7	51	7	0	0	0	0	0	0	0	0	0	0	0	58	0
8	195	30	0	0	4	0	0	0	0	0	0	2	0	231	0
9	357	35	0	0	0	0	0	0	0	0	0	2	0	394	0
10	214	28	0	0	0	0	0	1	0	0	0	2	0	245	0
11	188	28	0	0	0	0	0	0	0	0	0	2	0	218	0
12	187	32	0	0	0	0	0	0	0	0	0	0	0	219	0
13	175	31	0	0	0	0	0	0	0	0	0	0	0	206	0
14	213	28	0	0	0	0	0	0	0	0	0	1	0	243	0
15	241	36	0	0	0	0	0	0	0	0	0	0	0	277	0
16	346	50	0	0	0	0	0	0	0	0	0	1	0	397	0
17	418	68	0	0	1	0	0	0	0	0	0	2	0	487	0
18	558	90	0	0	0	0	0	0	0	0	0	0	0	648	0
19	283	40	0	0	0	0	0	0	0	0	0	2	0	325	0
20	148	17	0	0	0	0	0	0	0	0	0	0	0	165	0
21	105	12	0	0	0	0	0	0	0	0	0	0	0	117	0
22	56	7	0	0	0	0	0	0	0	0	0	0	0	63	0
23	43	2	0	0	0	0	0	0	0	0	0	0	0	45	0
24	24	4	0	0	0	0	0	0	0	0	0	0	0	28	0

7-19	3373	496	0	0	5	0	0	2	0	0	0	14	0	3890	0
6-22	3733	539	0	0	5	0	0	2	0	0	0	14	0	4383	0
6-22	3848	548	0	0	5	0	0	2	0	0	0	14	0	4398	0
0-24	3838	555	1	0	5	0	0	2	0	0	0	14	0	4415	0

Channel 2 - Westbound

Tuesday 17/10/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	14	2	0	0	0	0	0	0	0	0	0	0	0	16	0
2	4	3	0	0	0	0	0	0	0	0	0	0	0	7	0
3	5	0	0	0	0	0	0	0	0	0	0	0	0	5	0
4	4	2	0	0	0	0	0	0	0	0	0	0	0	6	0
5	16	2	0	0	0	0	0	0	0	0	0	0	0	18	0
6	63	14	0	0	0	0	0	0	0	0	0	0	0	77	0
7	137	30	0	0	0	0	0	0	0	0	0	0	0	167	0
8	346	56	0	0	1	0	0	0	0	0	0	2	0	404	0
9	383	42	0	0	1	0	0	0	0	0	0	0	0	425	0
10	197	32	0	0	0	0	0	0	0	0	0	1	0	230	0
11	160	20	0	0	1	0	0	0	0	0	0	1	0	182	0
12	162	26	0	0	0	0	0	0	0	0	0	4	0	192	0
13	180	32	0	1	0	0	0	0	0	0	0	1	0	214	0
14	189	34	0	0	0	0	0	0	0	0	0	2	0	225	0
15	211	29	0	0	1	0	0	0	0	0	0	1	0	244	0
16	241	30	0	0	2	0	0	0	0	0	0	1	0	273	0
17	253	42	1	0	0	0	0	0	0	0	0	4	0	300	0
18	262	34	0	0	0	0	0	0	0	0	0	0	0	296	0
19	169	20	0	0	0	0	0	0	0	0	0	0	0	189	0
20	126	15	0	0	0	0	0	0	0	0	0	1	0	142	0
21	64	10	0	0	0	0	0	0	0	0	0	0	0	74	0
22	65	3	0	0	0	0	0	0	0	0	0	0	0	68	0
23	44	6	0	0	0	0	0	0	0	0	0	1	0	51	0
24	14	3	0	0	0	0	0	0	0	0	0	0	0	17	0

7-19	2753	396	3	1	5	0	0	1	1	0	0	19	0	3179	0
6-22	3145	454	3	1	5	0	0	1	1	0	0	20	0	3630	0
6-22	3260	463	3	1	5	0	0	1	1	0	0	21	0	3699	0
0-24	3309	486	3	1	5	0	0	1	1	0	0	21	0	3827	0

Channel 1 - Eastbound

Wednesday 18/10/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	8	2	0	0	0	0	0	0	0	0	0	0	0	10	0
2	5	0	0	0	0	0	0	0	0	0	0	0	0	5	0
3	6	3	0	0	0	0	0	0	0	0	0	0	0	9	0
4	5	0	0	0	0	0	0	0	0	0	0	0	0	5	0
5	5	1	0	0	0	0	0	0	0	0	0	0	0	6	0
6	12	3	0	0	0	0	0	0	0	0	0	0	0	15	0
7	53	5	0	0	0	0	0	0	0	0	0	0	0	58	0
8	185	34	0	0	3	0	0	0	0	0	0	2	0	224	0
9	356	48	0	1	0	0	0	0	0	0	0	0	0	406	0
10	229	35	0	0	3	0	0	0	0	0	0	2	0	270	0
11	188	37	0	1	0	0	0	0	0	0	0	0	0	225	0
12	175	29	1	0	1	0	0	0	0	0	0	1	0	207	0
13	193	31	0	0	0	0	0	0	0	0	0	2	0	226	0
14	185	34	1	0	0	0	1	1	0	0	0	0	0	231	0
15	259	44	0	0	0	0	0	0	0	0	0	0	0	303	0
16	343	53	0	0	0	0	0	0	0	0	0	1	0	397	0
17	376	82	0	0	0	0	0	0	0	0	0	3	0	461	0
18	562	84	0	0	1	0	0	0	0	0	0	0	0	647	0
19	268	35	0	0	1	0	0	1	0	0	0	0	0	305	0
20	141	16	0	0	0	0	0	1	0	0	0	1	0	159	0
21	99	5	0	0	0	0	0	0	0	0	0	0	0	104	0
22	51	8	0	0	0	0	0	0	0	0	0	0	0	59	0
23	43	7	0	0	0	0	0	0	0	0	0	0	0	50	0
24	26	1	0	0	0	0	0	0	0	0	0	0	0	27	0

7-19	3319	546	3	2	9	0	1	2	0	0	0	12	0	3894	0
6-22	3653	620	3	2	9	0	1	3	0	0	0	13	0	4274	0
6-22	3712	636	3	2	9	0	1	3	0	0	0	13	0	4351	0
0-24	3773	597	3	2	9	0	1	3	0	0	0	13	0	4401	0

Channel 2 - Westbound

Wednesday 18/10/2017		Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	7	0	0	0	0	0	0	0	0	0	0	0	0	7	
2	7	0	0	0	0	0	0	0	0	0	0	0	0	7	
3	3	3	0	0	0	0	0	0	0	0	0	0	0	6	
4	6	2	0	0	0	0	0	0	0	0	0	0	0	8	
5	22	6	0	0	0	0	0	0	0	0	0	0	0	28	
6	62	14	0	0	0	0	0	0	0	0	0	0	0	76	
7	143	31	0	0	0	0	0	0	0	0	0	1	0	175	
8	329	54	0	0	0	0	0	0	0	0	0	0	0	383	
9	396	41	0	0	0	0	0	0	0	0	0	1	0	438	
10	212	31	1	0	0	0	1	0	0	0	0	1	0	246	
11	163	27	1	0	1	0	1	0	0	0	0	0	0	193	
12	175	26	0	0	0	0	0	0	0	0	0	2	0	203	
13	181	29	2	0	1	0	0	0	0	0	0	1	0	214	
14	172	26	0	0	0	0	0	0	0	0	0	2	0	200	
15	202	33	0	0	2	0	0	1	0	0	0	1	0	238	
16	262	30	0	0	1	0	0	1	0	0	0	3	0	297	
17	239	33	0	0	2	0	0	0	0	0	0	2	0	276	
18	255	36	0	0	0	0	0	0	0	0	0	0	0	291	
19	209	14	0	0	0	0	0	0	0	0	0	0	0	223	
20	112	16	0	0	0	0	0	0	0	0	0	0	0	128	
21	90	8	0	0	0	0	0	0	0	0	0	0	0	98	
22	59	9	0	0	0	0	0	1	0	0	0	0	0	69	
23	14	6	0	0	0	0	0	0	0	0	0	0	0	20	
24	13	0	0	0	0	0	0	0	0	0	0	0	0	13	

Kent ATCs 3, Shottendane Road

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

Thursday 19/10/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	9	1	0	0	0	0	0	0	0	0	0	0	0	10
3	10	1	0	0	0	0	0	0	0	0	0	0	0	11
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	5	2	2	0	0	0	0	0	0	0	0	0	0	7
6	16	0	0	0	0	0	0	0	0	0	0	0	0	16
7	52	5	0	0	1	0	0	0	0	0	0	0	0	58
8	189	32	0	0	4	0	0	0	0	0	0	2	0	227
9	366	39	0	0	1	0	0	0	0	0	0	1	0	407
10	241	31	0	0	0	0	0	0	0	0	0	1	0	273
11	190	40	0	0	0	0	0	0	0	0	0	0	0	230
12	180	33	0	1	2	0	0	0	0	0	0	2	0	219
13	223	25	0	0	1	0	0	0	0	0	0	1	0	250
14	186	31	0	1	0	0	0	1	0	0	0	0	0	231
15	237	29	0	0	0	0	0	0	0	0	0	2	0	268
16	362	56	0	0	0	0	0	0	0	0	0	1	0	419
17	405	60	0	0	0	0	0	0	1	0	0	0	0	466
18	532	91	0	0	0	0	0	0	0	0	2	0	0	625
19	293	43	0	0	0	0	0	0	0	0	0	1	0	337
20	139	17	0	0	0	0	0	0	0	0	0	0	0	156
21	124	5	0	0	0	0	0	0	0	0	0	0	0	129
22	58	4	0	0	0	0	0	0	0	0	0	0	0	62
23	40	8	0	0	0	0	0	0	0	0	0	0	0	48
24	25	4	0	0	0	0	0	0	0	0	0	0	0	29
7-19	3416	510	0	2	8	0	0	1	1	0	0	13	0	3951
6-22	3789	541	0	2	9	0	0	1	1	0	0	13	0	4356
6-24	3604	524	0	2	9	0	0	1	1	0	0	13	0	4433
0-24	3903	558	0	2	9	0	0	1	1	0	0	13	0	4487

Channel 2 - Westbound

Thursday 19/10/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	12	1	0	0	0	0	0	0	0	0	0	0	0	13
2	7	1	0	0	0	0	0	0	0	0	0	0	0	8
3	6	1	0	0	0	0	0	0	0	0	0	0	0	7
4	5	0	0	0	0	0	0	0	0	0	0	0	0	5
5	11	3	0	0	0	0	0	0	0	0	0	0	0	14
6	66	12	0	0	0	0	0	0	0	0	0	0	0	78
7	140	32	0	0	0	0	0	0	0	0	0	0	0	172
8	363	45	1	0	0	0	0	0	0	0	0	0	0	409
9	412	43	0	0	1	0	0	0	0	0	0	0	0	456
10	213	31	0	0	0	0	0	0	0	0	0	0	0	244
11	178	32	0	0	1	0	0	0	0	0	0	1	0	212
12	185	30	0	0	1	0	0	0	1	0	0	0	0	217
13	181	29	0	0	2	0	0	0	0	0	0	1	0	213
14	184	26	0	1	0	0	0	0	0	0	0	0	0	211
15	218	40	1	1	0	0	0	1	0	0	0	2	0	263
16	269	30	0	0	4	0	0	0	0	0	0	3	0	306
17	269	35	0	0	0	0	0	0	0	0	0	0	0	304
18	256	27	0	0	0	0	0	0	0	0	0	0	0	283
19	163	18	0	0	0	0	0	0	0	0	0	3	0	204
20	129	9	0	0	0	0	0	0	0	0	0	0	0	138
21	78	12	0	0	0	0	0	0	0	0	0	0	0	90
22	72	6	0	0	0	0	0	0	0	0	0	0	0	78
23	57	5	0	0	0	0	0	0	0	0	0	0	0	62
24	22	1	0	0	0	0	0	0	0	0	0	0	0	23
7-19	2911	386	2	2	9	0	0	1	1	0	1	9	0	3322
6-22	3330	445	2	2	9	0	0	1	1	0	1	9	0	3800
6-24	3516	468	2	2	9	0	0	1	1	0	1	9	0	4016

Kent ATCs 3, Shottendane Road

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

Thursday 19/10/2017	Vehicle Speeds (MPH)													TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-100		
1	0	0	1	1	1	4	0	0	0	1	0	0	0	10
2	0	0	0	0	2	2	2	0	0	1	1	1	2	11
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	3	1	1	1	1	0	0	0	0	7
6	0	0	0	0	2	3	5	5	0	1	0	0	0	16
7	0	0	2	9	18	19	8	2	0	0	0	0	0	58
8	0	0	1	23	75	83	29	15	3	0	0	0	0	227
9	0	4	11	45	122	157	57	10	0	1	0	0	0	407
10	0	0	1	24	78	101	53	11	5	0	0	0	0	273
11	0	0	4	19	62	81	33	7	3	1	0	0	0	230
12	1	0	5	21	84	58	27	11	7	4	0	0	0	219
13	0	0	1	27	83	79	42	14	2	1	1	0	0	250
14	0	0	6	18	62	84	42	14	3	2	0	0	0	231
15	0	0	2	21	93	80	51	15	5	0	0	1	0	268
16	0	2	7	42	158	127	64	15	3	1	0	0	0	419
17	0	0	3	40	180	172	55	11	5	0	0	0	0	466
18	0	0	17	53	220	218	92	17	5	2	1	0	0	625
19	0	0	14	46	134	92	42	9	0	0	0	0	0	337
20	0	0	2	22	53	56	14	6	1	2	0	0	0	156
21	0	0	4	17	35	33	28	9	2	0	1	0	0	129
22	0	0	1	1	17	26	8	6	3	0	0	0	0	62
23	0	0	0	6	9	16	7	5	2	3	0	0	0	48
24	0	0	0	2	4	10	6	4	3	0	0	0	0	29
7-19	1	6	72	379	1371	1330	587	149	41	12	2	1	0	3951
6-22	1	6	81	438	1454	1464	535	172	47	14	3	1	0	4356
6-24	1	6	83	444	1515	1502	673	182	54	20	4	3	0	4487

Channel 2 - Westbound

Thursday 19/10/2017	Vehicle Speeds (MPH)													TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-100		
1	0	0	0	0	4	4	2	3	0	0	0	0	0	13
2	0	0	1	0	3	0	1	1	1	0	1	0	0	8
3	0	0	0	1	2	1	1	0	2	0	0	0	0	7
4	0	0	0	1	0	1	1	1	0	1	0	0	0	5
5	0	0	0	2	4	2	1	2	1	0	0	2	0	14
6	0	0	1	3	12	28	18	7	6	6	2	2	0	78
7	0	0	0	10	40	55	37	22	3	2	1	2	0	172
8	0	9	4	20	120	141	85	22	6	2	0	0	0	409
9	0	1	1	43	151	166	70	20	3	0	0	0	0	456
10	0	0	6	43	78	60	40	16	0	1	0	0	0	244
11	0	0	2	28	69	65	32	14	1	0	0	1	0	212
12	0	0	6	38	60	68	30	10	4	1	0	0	0	217
13	0	0	7	23	68	74	30	6	4	0	0	0	1	213
14	1	0	0	24	67	74	38	7	0	0	0	0	0	211
15	0	0	10	39	78	91	32	7	5	1	0	0	0	263
16	0	0	1	45	107	94	47	9	3	0	0	0	0	306
17	0	0	7	49	98	97	34	11	7	1	0	0	0	304
18	0	0	5	32	101	99	33	10	2	1	0	0	0	283
19	0	0	0	28	86	52	25	9	4	0	0	0	0	204
20	0	0	6	31	40	40	17	2	2	0	0	0	0	138
21	0	0	9	10	35	22	10	4	0	0	0	0	0	90
22	0	0	5	8	19	26	11	6	3	0	0	0	0	78
23	0	0	2	14	11	12	16	5	0	1	0	1	0	62
24	0	0	1	0	1	11	6	3	1	0	0	0	0	23
7-19	1	10	49	412	1083	1081	497	141	39	7	0	2	0	3322
6-22	1	10	69	471	1217	1224	572	175	47	9	1	4	0	3800
6-24	1	10	74	492	1254	1283	618	197	58	12	4	7	0	4010

Manston ATC 3, Manston Road

Channel 1 - Eastbound

07/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	23	1	0	0	0	0	0	0	0	0	0	1	0	25
2	14	0	0	0	0	0	0	0	0	0	0	0	0	14
3	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4	7	1	0	0	0	0	0	0	0	0	0	0	0	8
5	14	0	0	0	0	0	0	0	0	0	0	0	0	14
6	27	1	0	0	0	0	0	0	0	0	0	1	0	29
7	66	9	1	0	0	0	0	0	0	0	0	1	0	77
8	170	21	0	1	1	0	0	0	0	0	0	1	0	194
9	397	40	1	1	1	0	0	0	0	0	0	2	0	442
10	303	37	0	0	0	0	0	0	0	0	0	4	0	344
11	310	30	0	1	1	0	1	0	0	0	0	4	0	347
12	367	23	0	0	1	0	0	2	0	0	0	3	0	396
13	402	24	0	0	0	0	0	1	0	0	0	0	0	427
14	355	24	0	0	1	0	0	1	0	0	0	3	0	384
15	417	30	0	0	0	0	0	1	0	0	0	3	0	451
16	445	35	0	0	1	0	0	2	0	0	0	2	0	485
17	452	37	0	0	1	0	0	1	0	0	0	0	0	491
18	486	19	0	0	1	0	0	1	0	0	0	1	0	508
19	410	29	0	1	0	0	0	0	0	0	0	1	0	441
20	290	15	0	0	0	0	0	1	0	0	0	1	0	307
21	184	10	0	0	0	0	0	0	0	0	0	0	0	194
22	109	4	0	0	0	0	0	0	0	0	0	1	0	114
23	92	3	0	0	0	0	0	0	0	0	0	0	0	95
24	35	0	0	0	0	0	0	0	0	0	0	0	0	35
7-19	4514	349	1	4	8	0	1	9	0	0	0	24	0	4910
6-22	5163	387	2	4	8	0	1	10	0	0	0	27	0	5602
6-24	5230	390	2	4	8	0	1	10	0	0	0	27	0	5732
0-24	5380	393	2	4	8	0	1	10	0	0	0	29	0	5827

Channel 2 - Westbound

07/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	10	1	0	0	0	0	0	0	0	0	0	1	0	12
2	9	1	0	0	0	0	0	0	0	0	0	0	0	10
3	4	2	0	0	0	0	0	0	0	0	0	0	0	6
4	8	2	0	0	0	0	0	0	0	0	0	0	0	10
5	21	3	0	0	0	0	0	0	0	0	0	0	0	24
6	72	5	0	0	0	0	0	0	0	0	0	0	0	77
7	143	14	0	0	0	0	0	0	0	0	0	0	0	157
8	287	36	1	0	1	0	0	0	0	0	0	1	0	326
9	495	34	1	1	2	0	0	0	0	0	0	1	0	534
10	331	33	1	0	0	0	0	0	0	1	0	2	0	368
11	302	26	0	1	1	0	0	0	0	0	0	1	0	331
12	356	24	0	0	1	0	0	0	0	0	0	3	0	384
13	355	26	0	1	0	0	0	0	0	0	0	1	0	383
14	344	28	0	0	1	0	0	0	0	0	0	2	0	375
15	350	36	0	0	0	0	0	0	0	0	0	2	0	388
16	334	29	1	1	0	0	0	0	0	0	0	1	0	366
17	321	17	0	0	1	0	0	0	0	0	0	2	0	341
18	351	22	0	0	0	0	0	1	0	0	0	1	0	375
19	305	13	0	0	0	0	0	0	0	0	0	0	0	318
20	205	17	0	0	0	0	0	2	0	0	0	0	0	224
21	134	7	1	0	0	0	0	0	0	0	0	0	0	142
22	80	4	0	1	0	0	0	0	0	0	0	1	0	86
23	63	3	0	0	0	0	0	0	0	0	0	1	0	67
24	21	1	0	0	0	0	0	0	0	0	0	0	0	22
7-19	4131	324	4	4	7	0	0	1	0	1	0	17	0	4489
6-22	4693	366	5	5	7	0	0	3	0	1	0	18	0	5098
6-24	4777	370	5	5	7	0	0	3	0	1	0	19	0	5187
0-24	4901	384	5	5	7	0	0	3	0	1	0	20	0	5326

Channel 1 - Eastbound

08/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	17	0	0	0	0	0	0	0	0	0	0	0	0	17
2	4	1	0	0	0	0	0	0	0	0	0	1	0	6
3	8	1	0	0	0	0	0	0	0	0	0	0	0	9
4	5	0	0	0	0	0	0	0	0	0	0	0	0	5
5	11	0	0	0	0	0	0	0	0	0	0	0	0	11
6	33	7	0	0	0	0	0	0	0	0	0	0	0	40
7	70	11	1	0	0	0	0	0	0	0	0	1	0	83
8	187	27	3	1	0	0	0	0	0	0	0	3	0	221
9	380	39	0	1	0	0	0	1	0	0	0	3	0	424
10	331	26	1	1	1	0	0	0	0	0	0	2	0	362
11	279	32	0	0	1	0	0	0	0	0	0	0	0	312
12	326	22	1	0	1	0	0	1	1	1	0	4	0	357
13	383	24	1	1	0	0	0	0	0	0	0	2	0	411
14	336	28	0	0	0	0	0	0	0	0	1	3	0	368
15	401	24	0	0	1	0	0	1	0	0	0	2	0	429
16	440	24	0	0	0	0	0	0	0	0	0	2	0	466
17	483	32	1	0	0	0	0	0	0	0	0	1	0	517
18	491	14	0	1	0	0	0	0	0	0	0	2	0	508
19	403	15	0	0	0	0	0	0	0	0	0	1	0	419
20	270	7	0	0	0	0	0	0	0	0	0	1	0	278
21	212	6	0	0	0	0	0	0	0	0	0	0	0	218
22	137	3	0	0	0	0	0	0	0	0	0	0	0	140
23	86	0	0	0	0	0	0	0	0	0	0	0	0	86
24	48	0	0	0	0	0	0	0	0	0	0	0	0	48
7-19	4440	307	7	5	4	0	0	3	1	1	1	25	0	4794
6-22	5129	334	8	5	4	0	0	3	1	1	1	27	0	5513
6-24	5283	334	8	5	4	0	0	3	1	1	1	27	0	5647
0-24	5341	343	8	5	4	0	0	3	1	1	1	28	0	5735

Channel 2 - Westbound

08/03/2017	Vehicle Classes														TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13		
1	11	1	0	0	0	0	0	0	0	0	0	1	0	13	
2	10	0	0	0	0	0	0	0	0	0	0	0	0	10	
3	2	1	0	0	0	0	0	0	0	0	0	0	0	3	
4	6	2	0	0	0	0	0	0	0	0	0	0	0	8	
5	21	3	0	0	0	0	0	0	0	0	0	1	0	25	
6	71	7	0	0	0	0	0	0	0	0	0	0	0	78	
7	135	16	0	0	0	0	0	1	0	0	0	0	0	152	
8	279	36	0	0	0	0	0	1	0	0	0	4	0	320	
9	477	27	0	1	0	0	0	0	0	0	0	2	0	507	
10	306	25	1	0	1	0	0	0	0	0	1	1	0	335	
11	300	32	0	0	2	0	0	0	0	0	0	2	0	336	
12	297	27	0	0	0	0	0	0	0	0	0	2	0	326	
13	339	23	0	1	0	0	0	0	0	0	0	3	0	366	
14	301	16	1	0	0	0	1	0	0	0	0	3	0	322	
15	319	28	0	0	2	0	0	0	0	0	0	2	0	351	
16	348	22	0	0	0	0	0	0	0	0	0	2	0	372	
17	344	20	0	1	0	0	1	0	0	0	0	2	0	368	
18	321	14	1	0	0	0	0	0	0	0	0	1	0	337	
19	281	13	0	0	0	0	0	0	0	0	0	0	0	294	
20	201	5	1	0	0	0	0	0	0	0	0	1	0	208	
21	126	6	1	0	0	0	0	0	0	0	0	0	0	133	
22	110	3	1	0	0	0	0	0	0	0	0	0	0	114	
23	61	2	0	0	0	0	0	0	0	0	0	0	0	63	
24	27	0	0	0	0	0	0	0	0	0	0	0	0	27	
7-19	3912	283	3	3	5	0	2	1	0	0	1	24	0	4234	
6-22	4484	313	6	3	5	0	2	2	0	0	1	25	0	4841	
6-24	4572	315	6	3	5	0	2	2	0	0	1	25	0	4931	
0-24	4693	329	6	3	5	0	2	2	0	0	1	27	0	5068	

Manston ATC 3, Manston Road

Channel 1 - Eastbound

09/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	19	4	0	0	0	0	0	0	0	0	0	0	0	23
2	10	3	0	0	0	0	0	0	0	0	0	0	0	13
3	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5	7	1	0	0	0	0	0	0	0	0	0	0	0	8
6	30	5	0	0	0	0	0	0	0	0	0	0	0	35
7	68	9	2	0	0	0	0	0	0	0	0	1	0	80
8	180	25	0	0	1	0	0	1	0	0	0	2	0	209
9	398	35	0	1	0	0	0	1	0	0	0	5	0	440
10	333	38	0	0	1	0	0	1	0	0	0	2	0	375
11	348	28	0	0	0	0	1	1	0	0	0	1	0	379
12	385	25	1	2	0	0	0	0	0	1	0	0	0	414
13	360	27	2	0	0	0	0	0	0	0	0	2	0	391
14	361	22	1	0	1	0	0	1	0	0	0	3	0	389
15	396	24	0	1	0	0	0	2	0	0	0	3	0	426
16	446	33	0	0	0	0	0	0	1	0	0	1	0	481
17	442	36	0	1	0	0	0	0	0	0	0	0	0	479
18	487	30	0	0	0	0	0	0	0	0	0	1	0	518
19	375	21	1	0	0	0	0	0	0	0	0	1	0	398
20	297	6	0	0	0	0	0	0	0	0	0	0	0	303
21	216	5	0	0	0	0	0	0	0	0	0	0	0	221
22	125	3	0	0	0	0	0	1	0	0	0	0	0	129
23	95	3	1	0	0	0	0	0	0	0	0	0	0	99
24	53	2	0	0	0	0	0	0	0	0	0	0	0	55
7-19	4511	344	5	5	3	0	1	7	1	1	0	21	0	4899
6-22	5217	367	7	5	3	0	1	8	1	1	0	22	0	5632
6-24	5385	372	8	5	3	0	1	8	1	1	0	22	0	5786
0-24	5438	385	8	5	3	0	1	8	1	1	0	22	0	5872

Channel 2 - Westbound

09/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	16	0	1	0	0	0	0	0	0	0	0	0	0	17
2	9	0	0	0	0	0	0	0	0	0	0	0	0	9
3	3	2	0	0	0	0	0	0	0	0	0	0	0	5
4	8	1	0	0	0	0	0	0	0	0	0	0	0	9
5	20	2	0	0	0	0	0	0	0	0	0	0	0	22
6	72	8	0	0	0	0	0	0	0	0	0	0	0	80
7	137	17	1	0	0	0	0	0	0	0	0	0	0	155
8	292	23	1	0	0	0	0	0	0	0	0	2	0	318
9	460	27	0	0	1	0	0	0	0	0	0	0	0	488
10	337	30	1	0	0	0	0	0	0	0	0	3	0	371
11	323	31	2	0	1	0	0	0	0	0	0	2	0	359
12	326	33	1	1	0	0	0	0	0	0	0	3	0	364
13	320	30	0	0	1	0	0	0	0	0	0	2	0	353
14	303	18	3	0	0	0	0	0	0	0	0	0	0	324
15	281	22	0	0	0	0	0	0	0	0	0	1	0	304
16	382	24	1	0	0	0	0	0	0	1	0	2	0	410
17	325	26	0	0	2	0	0	0	0	0	0	2	0	355
18	344	22	0	0	0	0	0	0	0	0	0	1	0	367
19	285	12	2	0	0	0	0	0	1	0	0	0	0	300
20	233	13	0	0	0	0	0	1	0	0	0	0	0	247
21	147	4	0	0	0	0	0	0	0	0	0	0	0	151
22	93	1	0	0	0	0	0	0	0	0	0	0	0	94
23	67	2	1	0	0	0	0	0	0	0	0	2	0	72
24	29	1	1	0	0	0	0	0	0	0	0	0	0	31
7-19	3978	298	11	1	5	0	0	0	1	1	0	18	0	4313
6-22	4588	333	12	1	5	0	0	1	1	1	0	18	0	4960
6-24	4684	336	14	1	5	0	0	1	1	1	0	20	0	5063
0-24	4812	349	15	1	5	0	0	1	1	1	0	20	0	5205

Channel 1 - Eastbound

10/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	29	2	1	0	0	0	0	0	0	0	0	0	0	32
2	17	1	0	0	0	0	0	0	0	0	0	0	0	18
3	8	0	0	0	0	0	0	0	0	0	0	0	0	8
4	4	0	0	0	0	0	0	0	0	0	0	0	0	4
5	15	1	0	0	0	0	0	0	0	0	0	0	0	16
6	24	3	0	0	0	0	0	0	0	0	0	0	0	27
7	72	7	1	0	0	0	0	0	0	0	0	2	0	82
8	194	29	2	0	1	0	0	0	0	0	0	2	0	228
9	438	30	0	0	0	0	0	0	0	0	0	6	0	474
10	353	37	0	0	1	0	0	0	0	0	0	3	0	394
11	341	31	1	0	1	0	0	0	0	0	0	2	0	376
12	354	27	0	0	0	0	0	0	0	0	0	1	0	382
13	432	33	0	0	1	0	0	0	0	0	0	4	0	470
14	417	27	1	0	1	0	0	0	0	0	0	3	0	449
15	419	26	1	0	0	0	0	0	0	0	1	2	0	449
16	465	24	0	0	0	0	0	3	0	0	1	2	0	495
17	471	37	0	0	1	0	0	1	0	0	0	0	0	510
18	460	27	0	0	0	0	0	0	0	0	0	1	0	488
19	398	21	0	0	0	0	0	3	0	0	0	1	0	423
20	305	12	0	0	0	0	0	0	0	0	0	0	0	317
21	191	4	0	0	1	0	0	0	0	0	0	0	0	196
22	130	5	0	0	0	0	0	0	0	0	0	0	0	135
23	111	3	0	0	1	0	0	0	0	0	0	0	0	115
24	57	0	0	0	0	0	0	0	0	0	0	0	0	57
7-19	4742	349	5	0	6	0	0	7	0	0	2	27	0	5138
6-22	5440	377	6	0	7	0	0	7	0	0	2	29	0	5868
6-24	5608	380	6	0	8	0	0	7	0	0	2	29	0	6040
0-24	5705	387	7	0	8	0	0	7	0	0	2	29	0	6145

Channel 2 - Westbound

10/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	19	2	1	0	0	0	0	0	0	0	0	0	0	22
2	18	2	0	0	0	0	0	0	0	0	0	0	0	20
3	12	0	0	0	0	0	0	0	0	0	0	0	0	12
4	18	1	0	0	0	0	0	0	0	0	0	0	0	19
5	14	2	0	0	0	0	0	0	0	0	0	0	0	16
6	76	5	0	0	0	0	0	0	0	0	0	0	0	81
7	138	13	0	0	0	0	0	0	0	0	0	1	0	152
8	274	36	1	0	1	0	0	0	0	0	0	3	0	315
9	463	24	0	0	1	0	0	0	0	0	0	1	0	489
10	366	38	0	0	1	0	0	0	0	0	0	1	0	406
11	352	28	2	1	0	0	0	0	0	0	0	1	0	384
12	374	30	1	1	0	0	0	0	0	2	0	1	0	409
13	355	26	0	1	0	0	0	0	1	0	0	2	0	385
14	348	28	0	1	0	0	0	0	0	0	0	1	0	378
15	350	31	2	0	0	0	0	0	1	0	0	3	0	387
16	401	25	0	1	0	0	0	1	1	0	0	1	0	430
17	359	24	0	0	0	0	0	0	0	1	0	1	0	385
18	342	12	1	0	0	0	0	0	0	0	0	4	0	359
19	287	16	0	1	0	0	0	0	0	0	0	0	0	304
20	234	11	0	0	0	0	0	0	0	0	0	0	0	245
21	137	8	0	0	0	0	0	0	0	0	0	0	0	145
22	95	2	0	0	0	0	0	0	0	0	0	0	0	97
23	83	4	0	0	0	0	0	0	0	0	0	0	0	87
24	46	1	0	0	0	0	0	0	0	0	0	0	0	47
7-19	4271	318	7	6	3	0	0	1	3	3	0	19	0	4631
6-22	4875	352	7	6	3	0	0	1	3	3	0	20	0	5270
6-24	5004	357	7	6	3	0	0	1	3	3	0	20	0	5404
0-24	5161	369	8	6	3	0	0	1	3	3	0	20	0	5574

Manston ATC 3, Manston Road

Channel 1 - Eastbound															
11/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	40	1	0	0	0	0	0	0	0	0	0	2	0	43	
2	24	1	0	0	0	0	0	0	0	0	0	0	0	25	
3	15	2	0	0	0	0	0	0	0	0	0	0	0	17	
4	17	1	0	0	0	0	0	0	1	0	0	0	0	19	
5	15	1	0	0	0	0	0	0	0	0	0	0	0	16	
6	18	2	0	0	0	0	0	0	0	0	0	0	0	20	
7	29	6	0	0	0	0	0	0	0	0	0	1	0	36	
8	81	4	2	1	1	0	0	0	0	0	0	3	0	92	
9	183	16	1	0	0	0	0	0	0	0	0	0	0	200	
10	293	14	0	0	0	0	0	1	0	0	0	1	0	309	
11	369	21	0	0	0	0	0	0	0	0	0	1	0	391	
12	428	28	0	0	0	0	0	1	0	0	0	1	0	458	
13	468	21	0	0	1	0	0	1	0	0	0	0	0	491	
14	484	17	0	0	0	0	0	3	0	0	0	2	0	506	
15	435	13	0	0	0	0	0	0	0	0	0	0	0	448	
16	404	9	0	1	0	0	0	1	0	0	0	0	0	415	
17	400	15	1	0	0	0	0	0	0	0	0	0	0	416	
18	395	11	0	0	0	0	0	1	0	0	0	0	0	407	
19	293	9	0	0	0	0	0	0	0	0	0	2	0	304	
20	267	4	0	0	0	0	0	1	0	0	0	0	0	272	
21	156	3	0	0	0	0	0	0	0	0	0	0	0	159	
22	125	8	0	0	0	0	0	0	0	0	0	0	0	133	
23	112	0	0	0	0	0	0	0	0	0	0	0	0	112	
24	65	1	0	0	0	0	0	0	0	0	0	0	0	66	
7-19	4233	178	4	2	2	0	0	8	0	0	0	10	0	4437	
6-22	4810	199	4	2	2	0	0	9	0	0	0	11	0	5037	
6-24	4987	200	4	2	2	0	0	9	0	0	0	11	0	5215	
0-24	5116	208	4	2	2	0	0	9	1	0	0	13	0	5355	

Channel 2 - Westbound															
11/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	29	0	0	0	0	0	0	0	0	0	0	0	0	29	
2	20	2	0	0	0	0	0	0	0	0	0	0	0	22	
3	18	3	0	0	0	0	0	0	0	0	0	0	0	21	
4	13	0	0	0	0	0	0	0	0	0	0	0	0	13	
5	15	2	0	0	0	0	0	0	0	0	0	0	0	17	
6	30	4	0	0	0	0	0	0	0	0	0	0	0	34	
7	58	0	0	0	0	0	0	0	0	0	0	1	0	59	
8	119	17	0	0	0	0	0	0	0	0	0	0	0	136	
9	235	15	1	0	0	0	0	1	0	0	0	1	0	253	
10	334	18	0	0	1	0	0	0	0	1	0	0	0	354	
11	390	17	0	0	0	0	0	0	0	0	0	2	0	409	
12	404	14	0	1	1	0	0	0	0	0	0	0	0	420	
13	408	17	0	0	0	0	0	0	0	0	0	0	0	425	
14	368	13	0	0	0	0	0	0	0	0	0	1	0	382	
15	339	12	0	0	0	0	0	1	0	0	0	1	0	353	
16	313	16	0	0	0	0	0	0	0	0	0	0	0	329	
17	306	11	0	0	0	0	0	0	0	0	0	0	0	317	
18	272	12	0	0	0	0	0	0	0	0	0	0	0	284	
19	237	10	1	1	0	0	0	0	0	0	0	1	0	250	
20	173	6	1	0	0	0	0	0	0	0	0	0	0	180	
21	111	2	1	0	0	0	0	0	0	0	0	0	0	114	
22	68	1	0	0	0	0	0	0	0	0	0	0	0	69	
23	87	0	0	0	0	0	0	0	0	0	0	0	0	87	
24	44	0	0	0	0	0	0	0	0	0	0	0	0	44	
7-19	3725	172	2	2	2	0	0	2	0	1	0	6	0	3912	
6-22	4135	181	4	2	2	0	0	2	0	1	0	7	0	4334	
6-24	4358	181	4	2	2	0	0	2	0	1	0	7	0	4465	
0-24	4391	192	4	2	2	0	0	2	0	1	0	7	0	4601	

Channel 1 - Eastbound															
12/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	50	1	0	0	0	0	0	0	0	0	0	0	0	51	
2	29	2	0	0	0	0	0	0	0	0	0	0	0	31	
3	27	1	0	0	0	0	0	0	0	0	0	0	0	28	
4	20	1	0	0	0	0	0	0	0	0	0	0	0	21	
5	13	0	0	0	0	0	0	0	0	0	0	0	0	13	
6	18	2	0	0	0	0	0	0	0	0	0	0	0	20	
7	27	1	0	0	0	0	0	0	0	0	0	1	0	29	
8	44	4	0	0	0	0	0	0	0	0	0	1	0	49	
9	81	4	0	0	1	0	0	0	0	0	0	1	0	87	
10	138	1	0	0	0	0	0	0	0	0	0	0	0	139	
11	306	5	0	0	1	0	0	1	0	0	0	0	0	313	
12	373	12	0	1	0	0	0	0	0	0	0	0	0	386	
13	443	14	0	1	0	0	0	4	0	0	0	0	0	462	
14	447	10	0	0	0	0	0	0	0	0	0	0	0	457	
15	396	13	0	0	0	0	0	0	0	0	0	1	0	410	
16	373	5	0	0	0	0	0	1	0	0	0	0	0	379	
17	290	6	1	0	0	0	0	0	0	0	0	0	0	297	
18	224	4	0	0	0	0	0	0	0	0	0	2	0	230	
19	195	10	0	0	0	0	0	0	0	0	0	1	0	206	
20	172	9	0	1	0	0	0	0	0	0	0	0	0	182	
21	124	3	0	0	0	0	0	0	0	0	0	0	0	127	
22	78	2	0	0	0	0	0	0	0	0	0	0	0	80	
23	53	4	0	0	0	0	0	0	0	0	0	0	0	57	
24	29	1	0	0	0	0	0	0	0	0	0	0	0	30	
7-19	3310	88	1	2	2	0	0	6	0	0	0	6	0	3415	
6-22	3711	103	1	3	2	0	0	6	0	0	0	7	0	3833	
6-24	3793	108	1	3	2	0	0	6	0	0	0	7	0	3920	
0-24	3950	115	1	3	2	0	0	6	0	0	0	7	0	4084	

Channel 2 - Westbound															
12/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	29	1	0	0	0	0	0	0	0	0	0	0	0	30	
2	23	0	0	0	0	0	0	0	0	0	0	0	0	23	
3	23	0	0	0	0	0	0	0	0	0	0	0	0	23	
4	24	1	0	0	0	0	0	0	0	0	0	0	0	25	
5	11	1	1	0	0	0	0	0	0	0	0	0	0	13	
6	18	2	0	0	0	0	0	0	0	0	0	0	0	20	
7	36	3	0	0	0	0	0	0	0	0	0	0	0	39	
8	68	5	0	0	0	0	0	0	0	0	0	1	0	74	
9	116	4	0	0	0	0	0	1	0	0	0	0	0	121	
10	211	6	0	0	0	0	0	1	0	0	0	0	0	218	
11	348	10	0	0	0	0	0	2	0	0	0	0	0	360	
12	380	21	0	0	0	0	0	0	0	0	0	0	0	401	
13	389	8	0	0	0	0	0	0	0	0	0	0	0	397	
14	347	10	0	0	0	0	0	1	0	0	0	0	0	358	
15	309	7	0	1	0	0	0	0	0	0	0	0	0	317	
16	275	6	0	1	0	0	0	1	0	0	0	0	0	283	
17	196	7	0	0	0	0	0	0	0	0	0	0	0	203	
18	156	4	0	0	0	0	0	0	0	0	0	0	0	160	
19	135	6	0	0	0	0	0	1	0	0	0	0	0	142	
20	109	2	1	0	1	0	0	0	0	0	0	1	0	114	
21	87	2	0	0	0	0	0	0	0	0	0	0	0	89	
22	74	5	0	0	0	0	0	0	0	0	0	0	0	79	
23	38	2	2	0	0	0	0	0	0	0	0	1	0	43	
24	25	1	0	0	0	0	0	0	0	0	0	0	0	26	
7-19	2930	94	0	2	0	0	0	7	0	0	0	1	0	3034	
6-22	3236	106	1	2	1	0	0	7	0	0	0	2	0	3355	
6-24	3299	109	3	2	1	0	0	7	0	0	0	3	0	3424	
0-24	3427	114	4	2	1	0	0	7	0	0	0	3	0	3558	

Manston ATC 3, Manston Road

Channel 1 - Eastbound

13/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	22	1	0	0	0	0	0	0	0	0	0	0	0	23
2	8	1	0	0	0	0	0	0	0	0	0	0	0	9
3	10	0	0	0	0	0	0	0	0	0	0	0	0	10
4	4	1	0	0	0	0	0	0	0	0	0	0	0	5
5	9	1	0	0	0	0	0	0	0	0	0	0	0	10
6	31	2	0	0	0	0	0	0	0	0	0	1	0	34
7	54	9	2	0	1	0	0	0	0	0	0	0	0	66
8	183	23	0	0	0	0	0	0	0	0	0	2	0	208
9	386	31	0	0	0	0	0	0	0	0	0	3	0	420
10	318	30	1	0	2	0	0	1	0	0	0	1	0	353
11	361	23	0	1	1	0	0	2	0	0	1	3	0	392
12	353	31	0	0	0	0	0	0	0	0	0	4	0	388
13	370	23	1	0	0	0	0	0	0	0	0	0	0	394
14	366	19	0	0	1	0	0	0	0	0	0	1	0	387
15	408	29	0	0	0	0	1	0	0	0	0	2	0	440
16	423	26	0	0	1	0	0	3	0	0	0	0	0	453
17	470	28	0	0	0	0	0	0	1	0	0	0	0	499
18	490	20	0	0	0	0	0	1	0	0	0	2	0	513
19	404	26	0	0	0	0	0	0	0	0	0	1	0	431
20	306	4	0	0	0	0	0	0	0	0	0	0	0	310
21	188	6	0	0	0	0	0	0	0	0	0	0	0	194
22	119	1	0	0	0	0	0	0	0	0	0	0	0	120
23	81	4	0	0	0	0	0	0	0	0	0	0	0	85
24	33	5	0	0	0	0	0	0	0	0	0	0	0	38
7-19	4532	309	2	1	5	0	1	7	1	0	1	19	0	4878
6-22	5199	329	4	1	6	0	1	7	1	0	1	19	0	5568
6-24	5313	338	4	1	8	0	1	7	1	0	1	19	0	5691
0-24	5397	344	4	1	6	0	1	7	1	0	1	20	0	5782

Channel 2 - Westbound

13/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	19	0	0	0	0	0	0	0	0	0	0	1	0	20
2	8	0	0	0	0	0	0	0	0	0	0	0	0	8
3	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4	6	3	0	0	0	0	0	0	0	0	0	0	0	9
5	26	3	0	0	0	0	0	0	0	0	0	0	0	29
6	61	8	0	0	0	0	0	0	0	0	0	0	0	69
7	122	17	0	0	0	0	0	0	0	0	0	1	0	140
8	296	31	0	0	0	0	0	1	0	0	0	2	0	330
9	456	31	0	1	1	0	0	0	0	0	0	0	0	489
10	364	25	0	0	0	0	0	0	0	0	0	2	0	391
11	337	22	0	0	0	0	0	0	1	0	1	2	0	363
12	319	20	2	0	0	0	0	0	0	1	0	1	0	343
13	325	26	0	1	1	0	1	0	0	0	0	2	0	356
14	294	19	1	1	0	0	0	0	0	0	0	1	0	316
15	328	20	0	0	0	0	1	0	0	0	0	1	0	350
16	357	21	1	0	0	0	0	0	0	0	0	3	0	382
17	344	22	1	1	0	0	0	0	0	0	0	1	0	369
18	328	16	0	0	2	0	0	0	1	0	0	2	0	349
19	273	15	0	0	0	0	0	1	0	0	0	0	0	289
20	200	7	0	0	0	0	0	0	0	0	0	0	0	207
21	114	2	0	0	0	0	0	0	0	0	0	0	0	116
22	79	2	0	0	0	0	0	0	0	0	0	0	0	81
23	54	2	2	0	0	0	0	0	0	0	0	0	0	58
24	27	3	0	0	0	0	0	0	0	0	0	0	0	30
7-19	4021	268	5	4	4	0	2	2	2	1	1	17	0	4327
6-22	4536	296	5	4	4	0	2	2	2	1	1	18	0	4871
6-24	4617	301	7	4	4	0	2	2	2	1	1	18	0	4959
0-24	4740	316	7	4	4	0	2	2	2	1	1	19	0	5098

Manston ATC 3, Manston Road

Channel 1 - Eastbound

13/03/2017	Vehicle Speeds (MPH)													TOTAL
Hr Ending	0-10	11-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71+		
1	0	1	0	5	5	3	6	2	0	1	0	0		23
2	0	0	0	1	2	3	1	2	0	0	0	0		9
3	0	0	1	1	2	1	3	1	0	0	1	0		10
4	0	1	0	1	1	2	0	0	0	0	0	0		5
5	0	0	0	2	2	1	3	1	1	0	0	0		10
6	0	1	0	3	7	12	9	0	1	1	0	0		34
7	0	0	0	4	24	23	12	2	0	0	1	0		66
8	0	1	1	15	62	92	29	6	2	0	0	0		208
9	1	1	6	47	179	132	47	4	3	0	0	0		420
10	1	2	2	62	124	123	30	5	3	1	0	0		353
11	1	1	8	66	165	116	25	9	1	0	0	0		392
12	0	2	5	89	150	100	34	8	0	0	0	0		388
13	1	0	15	77	159	108	28	5	1	0	0	0		394
14	1	4	10	119	169	70	11	3	0	0	0	0		387
15	1	1	2	61	206	114	48	6	1	0	0	0		440
16	2	0	4	85	187	136	32	6	0	1	0	0		453
17	1	3	2	91	192	160	39	7	3	1	0	0		499
18	1	1	7	74	234	157	31	5	1	1	1	0		513
19	1	0	2	104	164	113	37	6	1	3	0	0		431
20	0	0	4	59	130	85	23	7	2	0	0	0		310
21	0	0	1	29	52	57	38	13	2	1	1	0		194
22	1	1	0	17	44	29	11	11	4	1	1	0		120
23	0	0	1	16	22	24	15	5	1	1	0	0		85
24	0	0	0	8	9	9	5	6	1	0	0	0		38
7-19	11	16	64	890	1991	1421	391	70	16	7	1	0		4878
6-22	12	17	69	999	2241	1615	475	103	24	9	4	0		5568
6-24	12	17	70	1023	2272	1648	495	114	26	10	4	0		5691
0-24	12	20	71	1036	2291	1670	517	120	28	12	5	0		5782

Channel 2 - Westbound

13/03/2017	Vehicle Speeds (MPH)													TOTAL
Hr Ending	0-10	11-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71+		
1	0	1	1	0	11	4	2	1	0	0	0	0	20	
2	0	0	1	1	4	2	0	0	0	0	0	0	8	
3	0	0	0	0	0	1	1	0	0	1	0	1	4	
4	0	0	0	0	2	5	2	0	0	0	0	0	9	
5	0	0	0	6	1	13	6	3	0	0	0	0	29	
6	0	1	0	3	17	20	16	8	4	0	0	0	69	
7	0	0	0	13	45	57	19	4	2	0	0	0	140	
8	0	2	1	32	123	114	43	12	2	1	0	0	330	
9	0	5	1	43	225	167	37	7	2	0	2	0	489	
10	0	10	0	57	191	106	23	4	0	0	0	0	391	
11	1	4	6	63	165	97	24	3	0	0	0	0	363	
12	0	1	0	69	158	94	15	5	1	0	0	0	343	
13	0	4	12	62	153	102	18	4	1	0	0	0	356	
14	0	4	5	90	148	58	8	1	2	0	0	0	316	
15	0	0	0	41	164	115	28	1	0	0	1	0	350	
16	1	3	4	48	168	129	22	6	0	1	0	0	382	
17	0	2	1	50	163	128	20	4	1	0	0	0	369	
18	0	0	3	77	139	99	24	6	1	0	0	0	349	
19	0	0	2	40	128	84	30	2	2	0	1	0	289	
20	0	0	2	42	82	68	10	2	1	0	0	0	207	
21	0	0	2	15	43	31	16	5	2	0	2	0	116	
22	0	2	0	11	30	24	9	0	4	1	0	0	81	
23	0	0	2	18	20	10	5	2	0	1	0	0	58	
24	0	0	1	3	16	3	2	2	0	1	1	1	30	
7-19	2	35	35	672	1925	1293	292	55	12	2	4	0	4327	
6-22	2	37	39	753	2125	1473	346	66	21	3	6	0	4871	
6-24	2	37	42	774	2161	1486	353	70	21	5	7	1	4959	
0-24	2	39	44	784	2196	1531	380	82	25	6	7	2	5098	

Produced by Streetwise Services Ltd.

Channel 1 - Northbound

Wednesday 01/13/2017	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-100	
1	0	0	0	0	6	2	1	0	0	0	0	0	12
2	0	0	0	0	0	1	1	0	0	1	0	0	3
3	0	0	0	0	0	1	0	1	0	0	0	0	2
4	0	0	0	0	0	0	1	2	2	0	0	0	3
5	0	0	0	0	1	1	1	3	0	0	0	0	6
6	0	0	0	1	1	2	10	1	4	1	0	0	20
7	0	0	0	0	5	7	5	4	1	0	0	0	28
8	0	0	1	1	4	19	38	24	10	2	1	1	89
9	0	1	0	2	14	32	42	24	11	3	1	0	130
10	0	0	1	0	16	50	39	19	11	5	2	0	143
11	0	0	0	6	15	38	29	15	6	3	0	0	113
12	1	4	1	4	14	46	47	17	8	2	0	0	148
13	0	0	3	7	17	48	39	20	10	2	0	0	146
14	0	0	0	8	26	59	43	23	12	4	0	0	175
15	0	0	1	1	24	43	41	36	12	1	3	0	161
16	3	0	1	16	14	36	19	19	14	4	0	0	148
17	0	1	0	5	21	32	48	27	15	8	1	3	161
18	0	0	1	11	21	66	70	29	12	9	0	2	221
19	0	0	2	3	18	29	41	34	13	4	0	0	141
20	0	0	1	14	19	20	6	4	1	2	0	0	67
21	0	0	0	0	0	14	13	9	2	1	0	1	40
22	0	0	0	0	7	1	11	12	4	1	1	1	46
23	0	0	0	0	3	4	3	3	1	6	2	2	23
24	0	0	0	0	0	2	6	1	4	1	2	1	17

7-19	3	11	16	49	206	505	508	287	134	47	14	6	1786
6-22	3	11	16	50	232	554	559	319	148	51	17	8	1968
6-24	3	11	16	50	236	560	569	323	153	56	19	11	2008
0-24	3	11	16	51	243	568	585	330	157	60	19	11	2054

Channel 2 - Southbound

Wednesday 01/12/2017	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-100	
1	0	0	0	0	0	5	0	1	0	1	0	0	7
2	0	0	0	0	0	2	1	0	1	0	0	0	4
3	0	0	0	0	0	0	0	1	0	1	0	0	3
4	0	0	0	0	0	0	0	1	1	0	1	0	3
5	0	0	0	1	0	2	3	4	3	0	1	0	14
6	0	0	0	0	3	0	8	18	16	10	5	1	63
7	0	0	0	0	0	10	27	36	22	17	5	1	122
8	0	3	11	2	11	28	53	33	12	12	3	0	159
9	0	0	1	11	27	40	53	36	16	5	1	1	191
10	0	0	0	2	27	49	33	12	6	3	0	0	132
11	0	0	1	3	22	31	31	11	7	1	0	0	107
12	0	0	0	9	31	42	14	7	1	0	0	0	108
13	0	3	2	6	37	36	36	13	2	4	1	0	140
14	0	0	1	10	33	37	40	13	2	2	1	0	139
15	0	0	0	15	40	53	31	17	10	1	1	2	171
16	1	3	3	3	19	40	41	16	12	3	0	0	144
17	0	0	3	4	18	55	35	18	4	3	0	1	141
18	0	0	0	8	10	49	35	14	7	2	0	0	125
19	0	0	0	2	21	28	24	15	7	3	0	0	65
20	0	0	0	3	8	9	12	11	5	2	6	0	56
21	0	0	0	0	14	15	5	10	3	3	1	0	51
22	0	0	0	2	2	6	10	4	1	0	0	1	28
23	0	0	0	0	5	4	10	10	2	2	0	0	35
24	0	0	0	0	0	1	4	1	0	1	0	0	8

7-19	1	3	28	84	304	501	453	211	92	31	6	4	1718
6-22	1	3	28	89	338	558	516	258	118	41	14	9	1973
6-24	1	3	28	89	343	563	523	269	120	42	16	9	2006
0-24	1	3	28	93	345	580	545	292	134	49	19	9	2098

Channel 1 - Northbound

Thursday 02/12/2017	Vehicle Speeds (MPH)													TOTAL %
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-100		
1	0	0	0	0	1	1	0	0	0	0	0	0	3	
2	0	0	0	0	1	1	0	1	1	1	0	0	5	
3	0	0	0	0	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	1	1	0	0	0	3	
5	0	0	0	0	1	1	1	2	0	1	1	0	7	
6	0	0	0	0	1	5	2	1	0	0	2	0	21	
7	0	0	0	1	3	7	9	3	3	0	0	0	26	
8	0	0	0	0	3	12	25	33	23	10	2	0	105	
9	0	0	0	0	22	25	31	30	15	7	1	0	131	
10	0	0	0	5	17	39	40	30	11	0	0	1	143	
11	0	0	0	4	11	44	40	21	9	3	0	0	132	
12	0	0	1	1	14	49	48	18	10	2	2	0	140	
13	0	0	0	4	13	51	32	26	5	1	0	1	133	
14	0	3	6	1	14	44	45	21	10	6	1	1	152	
15	0	0	0	20	63	40	21	11	2	0	0	0	157	
16	0	13	3	1	24	47	20	20	7	7	3	4	168	
17	0	2	3	1	30	38	50	24	7	4	2	2	163	
18	0	0	0	2	16	53	58	23	9	3	0	0	164	
19	0	0	0	0	18	29	45	11	13	2	1	3	122	
20	0	0	0	1	22	8	29	16	18	9	3	2	83	
21	0	0	0	1	10	12	13	3	5	0	0	0	44	
22	0	0	0	0	0	7	12	10	2	2	1	1	37	
23	0	0	0	3	6	5	4	4	1	1	1	1	26	
24	0	0	0	2	2	2	7	4	0	0	0	0	19	

7-19	0	5	23	19	211	507	507	268	117	35	11	8	1711
6-22	0	5	23	22	235	562	564	300	136	40	13	11	1911
6-24	0	5	23	25	243	569	575	308	137	41	14	12	1952
0-24	0	5	23	25	247	578	580	322	139	43	17	12	1991

Channel 2 - Southbound

Thursday 02/12/2017	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-100	
0	0	0	0	0	0	1	0	0	0	0	0	0	3
1	0	0	0	1	1	2	2	0	0	0	0	0	5
2	0	0	0	0	0	2	2	2	0	0	0	0	6
3	0	0	0	0	0	0	0	1	1	1	0	0	3
4	0	0	0	0	2	1	2	4	1	1	0	1	12
5	0	0	1	2	8	14	11	10	5	1	1	1	61
6	0	0	0	4	31	40	28	10	6	3	1	1	123
7	0	0	0	20	19	43	39	39	13	2	2	0	208
8	0	0	0	14	37	39	53	27	12	1	1	0	184
9	0	0	0	8	24	31	37	12	10	3	2	2	129
10	0	0	5	3	25	38	24	14	8	0	0	0	117
11	0	0	0	6	8	28	41	23	15	6	2	1	141
12	0	0	2	7	33	40	25	19	4	3	0	1	134
13	0	0	0	8	30	49	31	19	3	2	1	0	143
14	0	0	2	7	21	52	46	16	4	3	1	0	152
15	0	2	4	4	34	34	65	22	7	7	1	1	172
16	0	0	6	12	28	71	48	20	9	3	1	0	198
17	0	0	1	0	17	41	44	22	12	4	1	0	142
18	0	0	1	6	27	19	12	20	6	1	0	1	98
19	0	0	1	1	9	14	8	5	5	0	0	0	50
20	0	0	0	0	6	16	12	15	2	1	1	0	53
21	0	0	0	0	2	8	10	3	4	0	2	2	31
22	0	0	0	0	5	2	6	4	1	1	0	0	20
23	0	0	0	0	0	4	3	0	0	1	0	0	8

7-19	0	0	19	97	324	529	461	245	94	26	10	6	1811
6-22	0	0	19	98	344	598	542	299	115	35	19	9	2078
6-24	0	0	20	98	349	604	551	303	116	37	20	9	2107
6-24	0	0	21	101	360	616	571	321	128	43	21	11	2193

Kent ATCs ATC 04, Manston Road (North)

Produced by Streetwise Services Ltd.



Channel 1 - Northbound														
Friday 03/11/2017														
Vehicle Classes	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0-10	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11-20	2	0	0	0	0	0	0	0	0	0	0	0	0	2
21-30	3	0	0	0	0	0	0	0	0	0	0	0	0	3
31-40	4	2	0	0	0	0	0	0	0	0	0	0	0	6
41-50	5	5	2	0	0	0	0	0	0	0	0	0	0	12
51-60	6	18	1	0	0	0	0	0	0	0	0	0	0	19
61-70	7	15	2	0	0	0	0	0	0	0	0	0	0	17
71-80	8	85	19	0	0	0	0	0	1	0	1	0	0	106
81-90	9	122	20	0	0	2	0	0	1	1	0	0	0	145
91-100	10	118	22	0	0	0	0	0	0	0	0	0	0	140
101-110	11	129	31	0	1	1	0	0	0	0	0	1	0	163
111-120	12	123	26	1	0	0	0	0	1	0	0	1	2	154
121-130	13	139	19	4	0	0	0	0	0	0	0	0	0	162
131-140	14	133	21	3	0	1	0	0	0	0	0	0	0	158
141-150	15	168	17	1	1	0	0	0	0	0	0	1	0	188
151-160	16	117	14	0	0	1	0	0	0	0	0	0	0	132
161-170	17	115	29	0	0	0	0	0	0	0	0	1	0	145
171-180	18	137	25	0	0	0	0	0	0	0	0	0	0	162
181-190	19	113	7	0	0	0	0	0	0	0	0	0	0	120
191-200	20	96	5	0	0	0	0	0	0	0	0	0	0	100
201-210	21	50	3	0	0	0	0	0	0	0	0	0	0	53
211-220	22	34	2	0	0	0	0	0	0	0	0	0	0	36
221-230	23	31	0	0	0	0	0	0	0	0	0	0	0	31
231-240	24	26	2	0	0	0	0	0	0	0	0	0	0	28
7-19	1499	250	9	2	5	0	0	2	1	0	2	5	0	1775
6-22	1881	282	3	1	5	0	0	2	1	0	5	1	0	1981
6-24	1765	264	8	1	4	0	0	1	0	1	4	1	0	2040
0-24	1787	267	9	2	5	0	0	2	1	0	2	5	0	2080

Channel 2 - Southbound														
Friday 03/11/2017														
Vehicle Classes	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0-10	1	4	0	0	0	0	0	0	0	0	0	0	0	4
11-20	2	4	0	0	0	0	0	0	0	0	0	0	0	4
21-30	3	3	1	0	0	0	0	0	0	0	0	0	0	4
31-40	4	3	2	0	0	0	0	0	0	0	0	0	0	5
41-50	5	13	2	0	0	0	0	0	0	0	0	0	0	15
51-60	6	58	5	2	0	0	0	0	0	0	0	0	0	66
61-70	7	92	20	1	0	0	0	0	0	0	0	2	0	115
71-80	8	154	28	0	0	0	0	1	0	0	0	0	0	183
81-90	9	151	14	0	0	0	0	0	0	0	0	0	0	175
91-100	10	114	22	0	0	0	0	0	0	0	0	0	0	136
101-110	11	104	16	0	1	1	0	0	0	1	0	0	0	123
111-120	12	113	26	0	0	0	0	0	0	0	0	0	0	139
121-130	13	119	19	1	0	0	0	0	1	0	0	3	0	143
131-140	14	148	25	0	2	0	0	0	1	0	0	0	0	176
141-150	15	136	18	1	0	0	0	0	0	0	0	0	0	155
151-160	16	145	23	0	0	0	0	1	0	0	0	0	0	169
161-170	17	157	22	0	0	2	0	0	0	0	0	0	0	181
171-180	18	127	19	0	0	0	0	0	0	0	0	0	0	146
181-190	19	108	4	0	0	0	0	0	0	0	0	0	0	112
191-200	20	46	8	0	0	0	0	0	0	0	0	0	0	54
201-210	21	46	4	0	0	0	0	0	0	0	0	0	0	50
211-220	22	33	3	0	0	0	0	0	0	0	0	0	0	36
221-230	23	26	3	0	0	0	0	0	0	0	0	0	0	29
231-240	24	16	1	0	0	0	0	0	0	0	0	0	0	17
7-19	1576	246	2	3	3	0	0	3	2	0	0	3	0	1838
6-22	1861	262	1	1	3	0	0	2	2	0	0	5	0	2053
6-24	1805	256	1	1	1	0	0	1	0	0	1	4	0	2139
0-24	1921	295	5	3	3	0	0	3	2	0	0	5	0	2237

Channel 1 - Northbound														
Saturday 04/11/2017														
Vehicle Classes	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0-10	1	7	0	0	0	0	0	0	0	0	0	0	0	7
11-20	2	6	1	0	0	0	0	0	0	0	0	0	0	7
21-30	3	6	0	0	0	0	0	0	0	0	0	0	0	6
31-40	4	7	0	0	0	0	0	0	0	0	0	0	0	7
41-50	5	4	0	0	0	0	0	0	0	0	0	0	0	4
51-60	6	7	0	0	0	0	0	0	0	0	0	0	0	7
61-70	7	17	0	0	0	0	0	0	0	0	0	0	0	17
71-80	8	27	6	0	0	0	0	0	0	0	0	0	0	33
81-90	9	63	14	0	0	0	0	0	0	0	0	0	0	77
91-100	10	81	16	0	1	0	0	0	0	0	0	0	0	96
101-110	11	89	16	0	0	1	0	0	0	1	0	0	0	107
111-120	12	145	9	0	0	0	0	0	0	0	0	0	0	154
121-130	13	149	7	0	0	0	0	0	0	0	0	0	0	156
131-140	14	140	18	0	0	0	0	0	0	1	0	0	0	159
141-150	15	134	10	0	0	0	0	0	0	0	0	0	0	144
151-160	16	102	12	0	0	0	0	0	0	0	0	0	0	114
161-170	17	97	7	0	0	1	0	0	0	0	0	0	0	105
171-180	18	94	9	0	0	0	0	0	0	0	0	0	0	103
181-190	19	67	3	0	0	0	0	0	0	0	0	1	0	71
191-200	20	68	5	0	0	0	0	0	0	0	0	0	0	73
201-210	21	58	1	0	0	0	0	0	0	0	0	0	0	59
211-220	22	40	1	0	0	0	0	0	0	0	0	0	0	41
221-230	23	29	2	0	0	0	0	0	0	0	0	0	0	31
231-240	24	21	1	0	0	0	0	0	0	0	0	0	0	22
7-19	1179	125	0	1	2	0	0	0	2	0	0	3	0	1312
6-22	1361	137	0	1	2	0	0	0	2	0	0	3	0	1500
6-24	1365	140	0	1	2	0	0	0	2	0	0	3	0	1555
0-24	1449	136	0	1	2	0	0	0	2	0	0	3	0	1593

Channel 2 - Southbound														
Saturday 04/11/2017														
Vehicle Classes														
W Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	10	2	0	0	0	0	0	0	0	0	0	0	0	12
2	5	1	0	0	0	0	0	0	0	0	0	0	0	6
3	6	0	0	0	0	0	0	0	0	0	0	0	0	6
4	2	1	0	0	0	0	0	0	0	0	0	0	0	3
5	9	0	0	0	0	0	0	0	0	0	0	0	0	9
6	15	3	0	0	0	0	0	0	0	0	0	0	0	18
7	28	5	0	0	0	0	0	0	0	0	0	0	0	33
8	66	8	0	0	0	0	0	0	0	0	0	0	0	74
9	79	10	0	0	0	0	0	0	0	0	0	0	0	89
10	96	13	0	1	1	0	0	0	0	0	2	0	0	111
11	110	15	0	1	0	0	0	0	0	0	0	0	0	126
12	123	12	0	0	0	0	0	0	0	0	0	0	0	135
13	102	11	0	0	0	0	0	0	0	0	0	0	0	113
14	100	19	0	0	2	0	0	0	0	0	0	0	0	121
15	103	6	0	0	0	0	0	0	0	0	0	0	0	109
16	105	12	0	0	0	0	0	0	0	0	0	1	0	118
17	111	4	0	0	1	1	0	0	0	0	0	0	0	116
18	100	8	0	0	0	0	0	0	0	0	0	0	0	108
19	71	6	0	0	0	0	0	0	0	0	0	0	0	77
20	42	7	0	0	0	0	0	0	0	0	0	0	0	49
21	29	3	0	0	0	0	0	0	0	0	0	0	0	32
22	36	1	0	0	0	0	0	0	0	0	0	0	0	37
23	23	2	0	0	0	0	0	0	0	0	0	0	0	25
24	14	2	0	0	0	0	0	0	0	0	0	0	0	16
7-19	1165	124	0	0	5	0	0	0	0	0	0	3	0	1297
6-22	1230	140	0	0	5	0	0	0	0	0	0	3	0	1438
5-23	1444	158	0	0	5	0	0	0	0	0	0	3	0	1568
0-24	1404	151	0	0	5	0	0	0	0	0	0	3	0	1553

Kent ATCs ATC 04, Manston Road (North)

Produced by Streetwise Services Ltd.



Channel 1 - Northbound														
Sunday 05/11/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	18	0	0	0	0	0	0	0	0	0	0	0	0	18
2	10	2	0	0	0	0	0	0	0	0	0	0	0	12
3	7	1	0	0	0	0	0	0	0	0	0	0	0	8
4	3	0	0	0	0	0	0	0	0	0	0	0	0	3
5	5	0	0	0	0	0	0	0	0	0	0	0	0	5
6	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7	13	1	0	0	0	0	0	0	0	0	0	0	0	14
8	21	2	0	0	0	0	0	0	0	0	0	0	0	23
9	30	0	0	0	0	0	0	0	0	0	0	0	0	30
10	73	2	0	0	0	0	0	0	0	0	0	0	0	75
11	91	5	0	0	0	0	0	0	0	0	0	0	0	96
12	137	9	0	0	0	0	0	0	0	0	0	1	0	147
13	128	7	0	0	0	0	0	0	0	0	0	0	0	135
14	108	10	0	0	0	0	0	0	0	0	0	0	0	118
15	94	8	0	0	0	0	0	0	0	0	0	0	0	102
16	113	5	0	0	0	0	0	0	0	0	0	0	0	118
17	78	9	0	0	0	0	0	0	0	0	0	0	0	87
18	75	7	0	0	0	0	0	0	0	0	0	0	0	82
19	59	3	0	0	0	0	0	0	0	0	0	0	0	61
20	32	0	0	0	0	0	0	0	0	0	0	0	0	32
21	43	4	0	0	0	0	0	0	0	0	0	0	0	47
22	20	0	0	0	0	0	0	0	0	0	0	0	0	20
23	17	0	0	0	0	0	0	0	0	0	0	0	0	17
24	13	0	0	0	0	0	0	0	0	0	0	0	0	13
7-19	1007	66	0	0	0	0	0	0	0	0	0	1	0	1074
6-22	1133	74	0	0	0	0	0	0	0	0	0	1	0	1210
6-24	1185	74	0	0	0	0	0	0	0	0	0	1	0	1260
0-24	1211	77	0	0	0	0	0	0	0	0	0	1	0	1289

Channel 2 - Southbound														
Sunday 05/11/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	11	0	0	0	0	0	0	0	0	0	0	0	0	11
2	12	0	0	0	0	0	0	0	0	0	0	0	0	12
3	4	1	0	0	0	0	0	0	0	0	0	0	0	5
4	5	0	0	0	0	0	0	0	0	0	0	0	0	5
5	4	3	0	0	0	0	0	0	0	0	0	0	0	7
6	11	0	0	0	0	0	0	0	0	0	0	0	0	11
7	24	6	0	0	0	0	0	0	0	0	0	0	0	30
8	41	4	0	0	0	0	0	0	0	0	0	0	0	45
9	45	8	0	1	0	0	0	0	0	0	0	0	0	54
10	84	8	0	0	0	0	0	0	0	0	0	0	0	92
11	106	4	0	0	0	0	0	0	0	0	0	0	0	110
12	103	8	0	0	0	0	1	0	0	0	0	0	0	112
13	127	10	0	0	0	0	0	0	0	0	0	0	0	137
14	130	6	0	1	0	0	0	0	0	0	0	0	0	137
15	113	5	0	0	0	0	0	0	0	0	0	0	0	118
16	93	1	0	0	0	0	0	0	0	0	0	0	0	94
17	90	0	0	1	0	0	0	0	0	0	0	0	0	90
18	55	5	0	0	0	0	0	0	0	0	0	0	0	60
19	41	4	0	0	0	0	0	0	0	0	0	0	0	45
20	42	1	0	0	0	0	0	0	0	0	0	0	0	43
21	42	4	0	0	0	0	0	0	0	0	0	0	0	46
22	33	5	0	0	0	0	0	0	0	0	0	0	0	38
23	15	0	0	0	0	0	0	0	0	0	0	0	0	15
24	11	0	0	0	0	0	0	0	0	0	0	0	0	11
7-19	1028	80	0	1	2	0	1	0	0	0	0	0	0	1112
6-22	1126	86	0	1	2	0	1	0	0	0	0	0	0	1235
6-24	1188	86	0	1	2	0	1	0	0	0	0	0	0	1296
0-24	1242	100	0	1	2	0	1	0	0	0	0	0	0	1346

Channel 1 - Northbound														
Monday 06/11/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	7	0	0	0	0	0	0	0	0	0	0	0	0	7
2	5	0	0	0	0	0	0	0	0	0	0	0	0	5
3	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4	3	0	0	0	0	0	0	0	0	0	0	0	0	3
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	16	1	0	0	0	0	0	0	0	0	0	0	0	17
7	21	1	0	0	0	0	0	0	0	0	0	0	0	22
8	89	18	1	2	0	0	0	0	0	0	1	0	0	106
9	121	28	0	1	0	0	0	0	0	0	0	0	0	150
10	123	30	0	2	1	0	0	0	0	0	0	1	0	157
11	113	14	0	1	1	0	0	0	0	0	0	1	0	130
12	104	17	0	1	0	0	0	0	1	0	0	1	0	124
13	109	16	0	0	0	0	0	0	0	0	0	0	0	125
14	105	27	4	0	0	0	0	0	0	0	0	1	0	137
15	122	22	6	1	1	0	0	0	0	0	0	1	0	153
16	115	15	0	0	1	0	0	0	0	0	0	1	0	132
17	119	18	1	1	0	0	0	0	0	0	0	0	0	138
18	139	15	0	0	0	0	0	0	0	0	0	0	0	154
19	125	15	0	0	0	0	0	0	0	0	0	0	0	140
20	51	7	0	0	0	0	0	0	0	0	0	0	0	58
21	35	5	0	0	0	0	0	0	0	0	0	0	0	40
22	24	1	0	1	0	0	0	0	0	0	0	0	0	26
23	19	0	0	0	0	0	0	0	0	0	0	0	0	19
24	15	1	0	0	0	0	0	0	0	0	0	0	0	16
7-19	1384	230	12	7	5	0	0	0	1	0	0	8	0	1647
6-22	1515	244	12	8	5	0	0	0	1	0	0	8	0	1793
6-24	1568	244	12	8	5	0	0	0	1	0	0	8	0	1828
0-24	1586	247	12	8	5	0	0	0	1	0	0	8	0	1867

Channel 2 - Southbound														
Monday 06/11/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
3	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4	5	1	0	0	0	0	0	0	0	0	0	0	0	6
5	13	4	1	0	0	0	0	0	0	0	0	0	0	18
6	51	9	0	0	0	0	0	0	0	0	0	0	0	60
7	94	12	1	1	0	0	0	0	0	0	0	0	0	108
8	173	30	2	1	0	0	0	0	0	0	0	0	0	206
9	161	23	0	1	1	0	0	0	0	0	0	2	0	188
10	129	19	1	1	0	0	0	0	0	0	0	0	0	151
11	83	21	0	1	1	0	0	0	0	0	0	0	1	107
12	103	17	0	0	1	0	0	0	0	0	0	0	1	122
13	119	23	1	0	2	0	0	0	2	0	0	0	1	148
14	115	20	0	1	1	0	0	0	0	0	0	0	1	138
15	129	17	0	0	0	0	0	0	0	0	0	2	0	148
16	130	20	0	0	0	0	0	0	0	0	0	0	0	150
17	148	27	0	0	3	0	0	0	1	0	0	0	0	179
18	113	15	0	0	0	0	0	0	0	0	0	0	0	128
19	72	14	0	0	0	0	0	0	0	0	0	0	0	86
20	36	8	0	0	0	0	0	0	0	0	0	0	0	44
21	37	5	0	0	0	0	0	0	0	0	0	0	0	42
22	28	4	0	0	0	0	0	0	0	0	0	0	0	32
23	19	2	0	0	0	0	0	0	0	0	0	0	0	21
24	5	0	0	0	0	0	0	0	0	0	0	0	0	5
7-19	1475	246	4	4	10	0	0	1	2	0	0	9	0	1751
6-22	1570	275	5	5	10	0	0	1	2	0	0	9	0	1977
6-23	1570	275	5	5	10	0	0	1	2	0	0	9	0	1977
0-24	1770	292	6	5	10	0	0	1	2	0	0	9	0	2095

Kent ATCs ATC 04, Manston Road (North)

Produced by Streetwise Services Ltd.



Channel 1 - Northbound													
Tuesday 07/11/2017	Vehicle Classes												
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13 TOTAL
1	3	0	0	0	0	0	0	0	0	0	0	0	3
2	3	1	0	0	0	0	0	0	0	0	0	0	4
3	5	1	0	0	0	0	0	0	0	0	0	0	6
4	2	0	0	0	0	0	0	0	0	0	0	0	2
5	3	0	0	0	0	0	0	0	0	0	0	0	3
6	19	1	0	0	0	0	0	0	0	0	0	1	21
7	30	0	0	0	2	0	0	0	0	0	0	0	32
8	89	17	0	0	0	0	0	0	0	0	2	0	108
9	114	25	1	0	0	0	0	0	0	0	0	0	140
10	95	20	0	1	0	0	0	0	0	0	2	0	118
11	93	25	2	1	0	0	0	0	0	0	2	0	123
12	111	18	0	1	1	0	0	1	0	0	0	1	133
13	106	19	2	1	1	0	0	2	0	0	1	0	132
14	118	24	6	1	0	0	0	0	0	0	1	0	150
15	101	24	2	1	0	0	0	0	0	0	0	0	128
16	112	14	0	1	0	0	0	1	0	0	1	0	129
17	135	23	0	1	0	0	0	0	0	0	2	0	161
18	138	14	0	0	0	0	0	0	0	0	0	0	152
19	141	13	0	0	0	0	0	0	0	0	0	0	154
20	82	5	0	0	0	0	0	0	0	0	0	0	87
21	37	1	0	0	0	0	0	0	0	0	1	0	39
22	28	3	0	0	0	0	0	0	0	0	0	0	31
23	33	1	0	0	0	0	0	0	0	0	0	0	34
24	9	2	0	0	0	0	0	0	0	0	0	0	11

7-19	1323	236	13	8	2	0	0	1	3	0	0	12	0	1528
8-22	1510	245	13	8	4	0	0	1	3	0	1	13	0	1797
8-24	1505	254	13	8	4	0	0	1	3	0	1	13	0	1842
0-24	1587	251	13	8	4	0	0	1	3	0	0	14	0	1881

Channel 2 - Southbound													
Tuesday 07/11/2017	Vehicle Classes												
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13 TOTAL
1	3	0	0	0	0	0	0	0	0	0	0	0	3
2	2	0	0	0	0	0	0	0	0	0	0	0	2
3	3	1	0	0	0	0	0	0	0	0	0	0	4
4	1	0	0	0	0	0	0	0	0	0	0	0	1
5	14	3	0	0	0	0	0	0	0	0	0	0	17
6	47	5	0	0	0	0	0	0	0	0	0	0	52
7	99	18	0	0	1	0	0	0	0	0	0	0	118
8	178	27	0	0	0	0	0	0	0	0	0	0	205
9	169	25	0	0	0	0	0	0	0	0	0	0	194
10	107	18	0	0	0	0	0	0	0	0	0	0	125
11	86	18	1	0	0	0	0	0	0	0	0	1	106
12	100	27	0	0	0	0	0	0	0	0	0	1	128
13	116	19	2	1	1	0	0	0	0	0	0	0	139
14	131	18	1	0	0	0	0	0	0	0	0	2	152
15	120	28	0	1	0	0	0	0	0	0	0	0	149
16	143	28	0	0	1	0	0	0	0	0	0	0	172
17	160	19	0	0	0	0	0	0	0	0	0	0	179
18	131	15	0	0	1	0	0	0	0	0	0	0	147
19	77	10	0	0	0	0	0	0	0	0	0	0	87
20	58	10	0	0	0	0	0	0	0	0	0	0	68
21	45	2	0	0	0	0	0	0	0	0	0	0	47
22	37	1	0	0	0	0	0	0	0	0	0	0	38
23	18	0	0	0	0	0	0	0	0	0	0	0	18
24	5	0	0	0	0	0	0	0	0	0	0	0	5

7-19	1518	252	4	2	3	0	0	0	0	0	0	4	0	1783
8-22	1751	253	4	2	4	0	0	0	0	0	1	4	0	2054
8-24	1760	254	4	2	4	0	0	0	0	0	1	4	0	2077
0-24	1850	252	4	2	4	0	0	0	0	0	0	4	0	2156

Kent ATCs ATC 04, Manston Road (North)

Produced by Streetwise Services Ltd.



Channel 1 - Northbound													
Tuesday 07/11/2017	Vehicle Speeds (MPH)												
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-100	TOTAL
1	0	0	0	0	0	0	2	1	0	0	0	0	3
2	0	0	0	0	0	1	2	0	0	0	0	1	4
3	0	0	0	2	0	1	1	0	1	0	0	1	6
4	0	0	0	1	0	0	0	0	0	1	0	0	2
5	0	0	0	0	0	1	1	1	0	0	0	0	3
6	0	0	0	0	3	5	4	5	2	2	0	0	21
7	0	0	0	1	2	5	12	7	2	1	2	0	32
8	0	0	0	8	21	35	33	10	0	0	1	0	108
9	0	0	0	6	11	29	44	35	13	1	0	1	140
10	0	0	0	1	11	42	38	19	7	2	0	0	118
11	0	0	1	5	17	39	37	19	4	1	0	0	123
12	0	0	0	5	30	41	27	21	5	1	0	3	131
13	0	0	12	2	13	36	30	22	12	4	1	0	132
14	0	0	0	8	19	53	39	22	5	3	1	0	150
15	0	0	6	2	11	32	28	23	15	8	2	1	128
16	0	0	0	0	7	43	40	22	11	5	0	1	129
17	0	1	0	2	25	55	48	15	8	5	2	0	161
18	0	0	0	4	18	54	39	23	11	2	0	1	152
19	0	0	0	4	18	54	41	26	7	1	3	0	154
20	0	0	0	2	9	23	25	4	2	2	0	0	57
21	0	0	1	2	10	9	9	7	1	0	0	0	39
22	0	0	0	1	3	5	8	5	3	4	1	1	31
23	0	0	0	1	3	10	8	4	3	4	0	1	34
24	0	0	0	0	0	3	3	4	1	0	0	0	11

7-19	0	1	19	39	188	499	444	280	108	33	9	8	1426
8-22	0	1	20	45	212	511	488	320	116	40	12	9	1797
8-24	0	1	20	46	215	504	508	315	130	44	13	10	1842
0-24	0	1	20	49	218	562	519	318	123	47	12	12	1881

Channel 2 - Southbound													
Tuesday 07/11/2017	Vehicle Speeds (MPH)												
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-100	TOTAL
1	0	0	0	0	1	0	0	1	1	0	0	0	3
2	0	0	0	0	0	0	2	0	0	0	0	0	2
3	0	0	0	0	1	1	1	0	0	0	1	0	4
4	0	0	0	0	0	1	0	0	0	0	0	0	1
5	0	0	3	1	0	2	0	2	6	2	0	1	17
6	0	0	0	1	1	16	11	7	8	4	1	0	52
7	0	0	0	3	23	30	32	17	7	4	2	0	118
8	0	0	0	5	23	59	62	28	18	7	2	1	205
9	0	0	0	2	26	53	57	37	11	6	1	1	194
10	0	0	2	9	25	41	27	13	7	0	0	1	125
11	0	0	1	0	18	43	35	4	4	0	0	1	106
12	0	0	0	13	24	45	27	13	5	1	0	0	128
13	0	0	2	9	33	49	23	13	5	4	0	1	139
14	0	2	2	7	42	41	34	15	6	2	1	0	150
15	0	0	0	7	27	40	38	26	3	6	2	0	149
16	0	0	1	15	34	50	42	16	11	1	2	0	172
17	0	0	0	12	44	49	41	22	11	0	0	0	179
18	0	0	0	6	43	60	24	12	1	1	0	0	147
19	0	0	0	3	24	30	14	10	3	3	0	0	87
20	0	0	0	2	11	23	19	6	3	1	3	0	68
21	0	0	0	1	3	13	16	11	3	0	0	0	47
22	0	0	0	0	4	5	10	10	6	3	0	0	38
23	0	0	0	0	3	5	5	2	2	1	0	0	18
24	0	0	0	0	2	2	1	0	0	0	0	0	5

7-19	0	2	8	88	363	560	424	209	85	31	8	5	1783
8-22	0	2	8	94	404	611	501	252	104	39	13	5	2054
8-24	0	2	9	94	408	608	507	255	108	40	13	5	2077
0-24	0	2	11	96	415	658	521	265	121	46	15	6	2156

Manston ATC 4, A254 Margate Road

Channel 1 - Northbound

07/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	35	1	3	0	0	0	0	0	0	0	0	0	0	39	
2	18	1	0	0	0	0	0	0	0	0	0	0	0	19	
3	12	4	0	0	0	0	0	0	0	0	0	0	0	16	
4	12	0	1	0	0	0	0	0	0	0	0	0	0	13	
5	22	0	0	0	0	0	0	0	0	0	0	1	0	23	
6	59	4	0	0	1	0	0	0	0	0	0	0	0	64	
7	139	12	6	0	1	0	0	0	0	0	1	2	0	161	
8	321	31	10	0	1	0	0	2	2	0	0	2	0	369	
9	583	27	10	0	0	0	0	1	1	0	0	4	0	626	
10	556	39	0	0	2	0	0	0	2	0	1	11	0	611	
11	564	41	2	0	0	0	0	0	0	0	0	15	0	622	
12	542	35	0	0	0	0	0	1	0	0	0	8	0	586	
13	611	33	0	0	0	0	0	2	0	0	0	13	0	659	
14	572	29	0	1	1	0	0	0	0	0	0	14	0	617	
15	544	33	1	0	0	0	0	0	0	0	0	9	0	587	
16	544	26	0	0	0	0	1	0	0	0	0	4	0	575	
17	623	40	3	0	1	0	0	0	0	0	0	6	0	673	
18	570	17	6	0	0	0	0	0	1	0	0	6	0	600	
19	482	11	13	0	1	0	0	1	0	0	0	7	0	515	
20	359	14	16	0	0	0	0	0	0	0	1	3	0	393	
21	189	6	14	0	1	0	0	1	0	0	0	1	0	212	
22	167	1	9	1	1	0	0	0	0	0	0	2	0	181	
23	88	2	2	0	0	0	0	0	0	0	0	4	0	96	
24	62	3	2	0	0	0	0	0	0	0	0	1	0	68	
7-19	6512	362	45	1	6	0	1	7	6	0	1	99	0	7040	
6-22	7366	395	90	2	9	0	1	8	6	0	3	107	0	7987	
6-24	7516	400	94	2	9	0	1	8	6	0	3	112	0	8151	
0-24	7674	410	98	2	10	0	1	8	6	0	3	113	0	8325	

Channel 2 - Southbound

07/03/2017	Vehicle Classes														TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13		
1	46	2	0	0	0	0	0	0	0	0	0	0	0	48	
2	20	1	0	0	0	0	0	0	0	0	0	0	0	21	
3	18	7	0	0	0	0	0	0	0	0	0	0	0	25	
4	11	1	0	0	0	0	0	0	0	0	0	0	0	12	
5	19	1	0	0	1	0	0	0	0	0	0	0	0	21	
6	37	4	0	0	0	0	0	0	0	0	1	1	0	43	
7	89	11	2	0	0	0	0	0	0	0	0	13	0	115	
8	232	32	4	0	0	0	0	0	0	0	1	16	0	285	
9	451	51	5	0	0	0	0	1	1	0	0	6	0	515	
10	379	44	1	1	0	0	0	0	0	0	0	11	0	436	
11	429	42	2	0	0	0	0	0	0	0	0	12	0	485	
12	424	43	1	0	0	0	0	0	1	0	1	16	0	486	
13	493	38	1	0	1	0	0	1	0	0	0	14	0	548	
14	520	30	0	0	0	0	0	1	0	0	0	13	0	564	
15	508	31	1	1	0	0	1	0	0	0	0	8	0	550	
16	474	37	3	0	0	0	0	1	2	0	0	8	0	525	
17	584	28	2	1	0	0	0	1	0	0	0	3	0	619	
18	616	22	2	1	2	0	0	1	0	0	0	6	0	650	
19	542	25	2	0	1	0	0	0	0	0	1	5	0	576	
20	410	17	3	0	0	0	0	1	0	0	0	5	0	436	
21	285	14	1	0	0	0	0	0	0	0	0	2	0	302	
22	220	11	2	0	2	0	0	0	0	0	0	3	0	238	
23	150	4	0	0	0	0	0	0	0	0	0	1	0	155	
24	67	4	0	1	0	0	0	0	0	0	0	2	0	74	
7-19	5652	423	24	4	4	0	1	6	4	0	3	118	0	6239	
6-22	6656	476	32	4	6	0	1	7	4	0	3	141	0	7330	
6-24	6873	484	32	5	6	0	1	7	4	0	3	144	0	7559	
0-24	7024	500	32	5	7	0	1	7	4	0	4	145	0	7729	

Channel 1 - Northbound

08/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	35	2	2	0	0	0	0	0	0	0	0	1	0	40	
2	24	1	0	0	0	0	0	0	0	0	0	0	0	25	
3	8	1	1	0	0	0	0	0	0	0	0	0	0	10	
4	17	2	0	0	0	0	0	0	0	0	0	0	0	19	
5	19	1	0	0	0	0	0	0	0	0	0	0	0	20	
6	67	4	3	0	0	0	0	0	0	0	0	0	0	74	
7	162	13	3	0	0	0	0	0	0	0	1	2	0	181	
8	327	26	9	0	1	0	0	0	1	0	0	0	0	364	
9	584	27	5	1	0	0	0	1	1	0	0	6	0	625	
10	609	40	1	0	2	0	0	3	1	1	0	5	0	662	
11	560	33	2	1	0	0	0	1	0	0	0	14	0	611	
12	585	27	2	0	1	0	0	0	1	0	0	11	0	627	
13	564	44	3	0	0	0	0	0	0	0	0	9	0	620	
14	570	31	0	0	2	0	0	2	0	1	0	14	0	620	
15	578	33	2	0	0	0	0	0	0	0	0	8	0	621	
16	606	31	6	0	0	0	0	2	0	0	0	10	0	655	
17	550	39	0	0	0	0	0	0	0	0	0	5	0	594	
18	596	20	0	0	2	0	0	0	0	0	0	5	0	623	
19	522	17	3	0	1	0	0	0	1	0	0	8	0	552	
20	376	8	1	0	0	0	0	0	0	0	0	7	0	392	
21	240	10	1	0	0	0	0	0	0	0	0	6	0	257	
22	156	2	1	0	1	0	0	0	0	0	0	1	0	161	
23	101	2	0	0	0	0	0	0	0	0	0	2	0	105	
24	53	2	1	0	0	0	0	0	0	0	0	1	0	57	
7-19	6651	368	33	2	9	0	0	9	5	2	0	95	0	7174	
6-22	7585	401	39	2	10	0	0	9	5	2	1	111	0	8165	
6-24	7739	406	40	2	10	0	0	9	5	2	1	114	0	8327	
0-24	7909	416	46	2	10	0	0	9	5	2	1	115	0	8515	

Channel 2 - Southbound

08/03/2017	Vehicle Classes														TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13		
1	41	3	2	0	0	0	0	0	0	0	0	0	0	46	
2	28	1	0	0	0	0	0	0	0	0	0	0	0	29	
3	11	1	0	0	0	0	0	0	0	0	0	0	0	12	
4	7	3	0	0	0	0	0	0	0	0	0	0	0	10	
5	23	3	0	0	0	0	0	0	0	0	0	0	0	26	
6	38	4	1	0	0	0	0	0	0	0	0	3	0	46	
7	114	15	1	1	1	0	0	0	0	0	1	10	0	143	
8	251	30	1	2	2	0	0	0	0	0	0	20	0	306	
9	410	43	2	1	0	0	0	1	0	0	0	5	0	462	
10	383	48	1	0	0	0	0	0	1	0	0	10	0	443	
11	379	30	0	1	1	0	0	0	0	0	0	10	0	421	
12	490	45	1	1	1	0	0	0	0	0	0	13	0	551	
13	498	33	2	1	1	0	0	0	0	0	0	11	0	546	
14	486	22	0	0	0	0	0	1	0	0	0	10	0	519	
15	523	30	2	0	0	0	0	0	0	0	0	13	0	568	
16	546	26	6	0	2	0	0	1	2	0	0	8	0	591	
17	600	31	2	0	0	0	0	1	0	0	0	10	0	644	
18	605	27	1	1	1	0	0	0	1	0	0	5	0	641	
19	503	18	0	0	0	0	0	0	0	0	0	5	0	526	
20	383	19	1	0	0	0	0	0	0	0	0	4	0	407	
21	269	9	0	0	0	0	0	0	0	0	0	0	0	278	
22	199	6	0	0	0	0	0	0	0	0	0	4	0	209	
23	150	4	1	1	0	0	0	0	0	0	0	1	0	157	
24	64	4	0	0	0	0	0	0	0	0	0	2	0	70	

7-19	5674	383	18	7	8	0	0	4	4	0	0	120	0	6218
6-22	6639	432	20	8	9	0	0	4	4	0	1	138	0	7255
6-24	6853	440	21	9	9	0	0	4	4	0	1	141	0	7482
0-24	7001	455	24	9	9	0	0	4	4	0	1	144	0	7651

Manston ATC 4, A254 Margate Road

Channel 1 - Northbound																
09/03/2017	Vehicle Classes													TOTAL		
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13			
1	43	0	0	0	0	0	0	0	0	0	0	1	0	44		
2	20	2	0	0	0	0	0	0	0	0	0	0	0	22		
3	19	3	0	0	0	0	0	0	0	0	0	0	0	22		
4	14	1	0	0	0	0	0	0	0	0	0	0	0	15		
5	19	0	1	0	0	0	0	0	0	0	0	0	0	20		
6	51	3	0	0	0	0	0	0	0	0	0	0	0	54		
7	152	10	1	0	0	0	0	0	0	0	1	1	0	165		
8	340	31	6	0	0	0	0	0	1	0	0	2	0	380		
9	580	31	3	0	0	0	1	0	0	0	0	5	0	620		
10	627	50	0	0	0	0	0	1	0	0	0	12	0	690		
11	623	44	1	0	1	0	0	1	1	0	0	15	0	686		
12	600	34	2	0	1	0	0	0	0	0	0	13	0	650		
13	587	43	1	0	0	0	0	0	0	0	0	10	0	641		
14	578	42	0	0	0	0	0	1	1	0	0	14	0	636		
15	507	33	2	0	0	0	1	0	0	0	0	7	0	550		
16	557	25	1	0	0	0	1	0	0	0	0	6	0	590		
17	593	34	2	0	2	0	0	3	0	0	0	5	0	639		
18	566	20	2	0	1	0	0	1	3	0	0	6	0	599		
19	552	10	6	0	0	0	0	1	2	0	0	4	0	575		
20	366	5	3	0	0	0	0	0	1	0	0	3	0	378		
21	260	7	11	0	0	0	0	0	0	0	0	1	0	279		
22	157	3	6	0	0	0	0	1	0	0	0	3	0	170		
23	118	4	3	0	0	0	1	0	0	0	0	1	0	127		
24	80	3	5	0	0	0	0	0	0	0	0	0	0	88		
7-19	6710	397	26	0	5	0	3	8	8	0	0	99	0	7256		
6-22	7645	422	47	0	5	0	3	9	9	0	1	107	0	8248		
6-24	7643	429	55	0	5	0	4	9	9	0	1	108	0	8463		
0-24	8009	438	56	0	5	0	4	9	9	0	1	109	0	8640		

Channel 2 - Southbound																
09/03/2017	Vehicle Classes													TOTAL		
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13			
1	38	0	0	0	0	0	0	0	0	0	0	0	0	38		
2	26	2	0	0	0	0	0	0	0	0	0	0	0	28		
3	16	3	0	0	0	0	0	0	0	0	0	0	0	19		
4	13	5	0	0	1	0	0	0	0	0	0	0	0	19		
5	20	1	0	0	0	0	0	0	0	0	0	0	0	21		
6	37	4	0	0	0	0	0	0	0	0	0	0	0	41		
7	107	8	2	0	0	0	0	0	0	0	0	10	0	127		
8	232	35	0	0	1	0	0	0	0	0	0	14	0	282		
9	455	46	2	0	0	0	0	0	0	0	0	10	0	513		
10	409	50	2	0	1	0	0	0	0	0	0	12	0	474		
11	428	36	0	0	0	0	0	0	0	0	1	16	0	481		
12	440	38	0	0	2	0	0	0	0	0	0	13	0	493		
13	494	38	0	1	0	0	0	0	1	0	1	14	0	549		
14	502	35	0	1	0	0	0	0	0	1	0	11	0	550		
15	508	31	1	0	1	0	0	1	0	0	1	11	0	554		
16	545	28	1	0	2	0	0	1	0	0	0	11	0	588		
17	533	25	0	0	1	0	0	0	1	0	0	7	0	567		
18	584	27	6	0	1	0	0	1	4	0	0	4	0	627		
19	540	17	8	1	0	0	0	0	2	0	0	4	0	572		
20	388	14	1	1	2	0	0	0	1	1	0	3	0	411		
21	294	10	5	0	1	0	0	0	0	0	0	3	0	313		
22	238	2	4	0	0	0	0	0	1	0	0	1	0	246		
23	165	4	4	0	1	0	0	0	0	0	0	0	0	174		
24	93	0	1	0	0	0	0	0	0	0	0	1	0	95		
7-19	5670	406	20	3	9	0	0	3	8	1	3	127	0	6250		
6-22	6697	440	32	4	12	0	0	3	10	2	3	144	0	7347		
6-24	6955	444	37	4	13	0	0	3	10	2	3	145	0	7616		
0-24	7105	459	37	4	14	0	0	3	10	2	3	145	0	7782		

Channel 1 - Northbound																
10/03/2017	Vehicle Classes													TOTAL		
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13			
1	45	1	0	0	0	0	0	0	0	0	0	0	0	46		
2	24	0	1	0	0	0	0	0	0	0	0	1	0	26		
3	26	1	0	0	0	0	0	0	0	0	0	0	0	27		
4	46	2	1	0	0	0	0	0	0	0	0	0	0	49		
5	27	2	2	0	0	0	0	0	0	0	0	0	0	31		
6	62	4	3	0	0	0	0	0	0	0	0	0	0	69		
7	158	14	8	0	0	0	0	0	1	0	0	1	0	182		
8	334	31	8	1	1	0	0	0	0	0	0	2	0	377		
9	603	27	6	1	1	0	0	1	1	0	0	3	0	643		
10	672	36	2	0	1	0	0	1	0	0	1	10	0	723		
11	661	32	2	0	2	0	0	0	0	0	0	12	0	709		
12	610	41	0	0	1	0	0	0	0	0	0	17	0	669		
13	623	41	0	0	2	0	0	0	2	0	0	12	0	680		
14	646	36	0	0	0	0	0	0	1	0	0	10	0	693		
15	488	27	0	0	1	0	0	0	1	0	0	6	0	523		
16	603	32	0	0	0	0	2	1	2	0	0	7	0	647		
17	617	27	1	0	0	0	0	1	0	0	0	5	0	651		
18	615	18	4	0	1	0	1	1	1	0	0	4	0	645		
19	581	5	11	0	0	1	0	0	1	0	0	3	0	602		
20	420	11	2	1	0	0	0	0	2	0	0	1	0	437		
21	246	8	5	1	0	0	0	0	1	0	0	2	0	263		
22	194	5	4	0	0	0	0	0	0	0	0	2	0	205		
23	137	7	3	0	0	0	0	0	0	0	0	2	0	149		
24	114	1	3	0	0	0	0	0	1	0	0	2	0	121		
7-19	7053	353	34	2	10	1	3	5	9	0	1	91	0	7562		
6-22	8071	391	53	4	10	1	3	5	13	0	1	97	0	8649		
6-24	8322	399	59	4	10	1	3	5	14	0	1	101	0	8919		
0-24	8552	409	66	4	10	1	3	5	14	0	1	102	0	9167		

Channel 2 - Southbound															
10/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	40	3	1	0	0	0	0	0	0	0	0	0	0	44	
2	23	1	0	1	0	0	0	0	0	0	0	0	0	25	
3	24	1	0	0	0	0	0	0	0	0	0	0	0	25	
4	32	3	0	0	1	0	0	0	0	0	0	0	0	36	
5	23	2	0	0	0	0	0	0	0	0	0	0	0	25	
6	45	1	0	0	0	0	0	0	0	0	1	1	0	48	
7	94	11	8	2	2	0	0	0	1	0	0	10	0	128	
8	251	29	7	0	1	0	0	0	0	0	0	11	0	299	
9	445	42	3	0	0	0	0	0	0	0	0	5	0	495	
10	423	47	1	0	1	0	0	0	0	0	0	11	0	483	
11	474	31	0	0	2	0	0	0	0	0	0	11	0	518	
12	477	41	2	0	1	0	1	0	1	0	0	14	0	537	
13	532	34	1	1	1	0	0	0	2	0	1	9	0	581	
14	514	31	0	0	2	0	0	1	0	0	0	8	0	556	
15	556	36	0	0	0	0	0	0	1	0	0	11	0	604	
16	534	30	1	0	2	0	0	0	1	0	0	8	0	576	
17	581	28	2	0	1	0	0	0	0	0	0	10	0	622	
18	587	19	2	1	1	0	0	0	0	0	0	8	0	618	
19	666	16	0	0	0	0	0	0	0	0	0	8	0	690	
20	449	23	1	0	0	0	0	0	0	0	0	4	0	477	
21	319	9	1	0	0	0	0	1	0	0	0	3	0	333	
22	222	7	1	0	0	0	0	0	0	0	0	2	0	232	
23	203	5	0	0	0	0	0	0	0	0	0	2	0	210	
24	115	1	1	0	0	0	0	0	0	0	0	2	0	119	
7-19	6040	384	19	2	12	0	1	1	5	0	1	114	0	6579	
6-22	7124	434	30	4	14	0	1	2	6	0	1	133	0	7749	
6-24	7442	440	31	4	14	0	1	2	6	0	1	137	0	8078	
0-24	7629	451	32	5	15	0	1	2	6	0	2	138	0	8281	

Manston ATC 4, A254 Margate Road

Channel 1 - Northbound															
11/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	63	1	3	0	0	0	0	0	0	0	0	1	0	68	
2	53	0	2	0	0	0	0	0	0	0	0	0	0	55	
3	33	2	2	0	0	0	0	0	0	0	0	0	0	37	
4	43	4	0	0	0	0	0	0	0	0	0	0	0	47	
5	27	0	1	0	0	0	0	0	0	0	0	0	0	28	
6	35	2	0	0	0	0	0	0	0	0	0	0	0	37	
7	84	4	2	1	0	0	0	0	0	0	1	1	0	93	
8	198	10	2	0	0	0	0	0	0	0	0	4	0	214	
9	448	18	4	0	1	0	0	0	0	0	0	5	0	476	
10	592	24	1	0	0	0	0	1	0	0	0	4	0	622	
11	730	33	0	0	0	0	1	0	0	0	0	9	0	773	
12	688	29	1	0	0	0	0	1	0	0	0	7	0	726	
13	746	32	0	0	0	0	0	1	0	0	0	13	0	792	
14	664	19	0	0	0	0	0	0	0	0	0	10	0	693	
15	675	28	0	0	0	0	0	0	0	0	0	14	0	717	
16	593	15	3	2	0	0	1	1	0	0	0	5	0	620	
17	504	10	0	0	0	0	0	1	0	0	0	10	0	525	
18	540	16	0	0	1	0	0	0	0	0	0	3	0	560	
19	446	15	3	0	1	0	0	1	0	0	0	3	0	469	
20	327	12	2	0	0	0	0	0	0	0	0	3	0	344	
21	226	6	2	0	1	0	0	0	0	0	0	2	0	237	
22	159	2	1	0	0	0	0	0	0	0	0	2	0	164	
23	165	3	2	0	0	0	0	0	0	0	0	0	0	170	
24	114	4	1	0	0	0	0	0	2	0	0	0	0	121	
7-19	6824	249	14	2	3	0	2	6	0	0	0	87	0	7187	
6-22	7620	273	21	3	4	0	2	6	0	0	1	95	0	8025	
6-24	7598	280	24	3	4	0	2	8	2	0	1	95	0	8316	
0-24	8153	289	32	3	4	0	2	6	2	0	1	96	0	8588	

Channel 2 - Southbound															
11/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	66	2	2	0	0	0	0	0	0	0	0	0	0	70	
2	46	2	0	0	0	0	0	0	0	0	0	1	0	49	
3	36	0	0	0	0	0	0	0	0	0	0	0	0	36	
4	36	4	0	0	0	0	0	0	0	0	0	0	0	40	
5	18	1	0	0	0	0	0	0	0	0	0	0	0	19	
6	25	4	0	0	0	0	0	0	0	0	1	1	0	31	
7	53	6	3	0	2	0	0	0	0	1	0	8	0	73	
8	137	12	4	0	0	0	0	0	0	0	0	5	0	158	
9	292	28	1	1	0	0	0	0	0	0	0	12	0	334	
10	369	28	0	0	1	0	0	0	0	0	0	10	0	408	
11	493	29	0	0	0	0	0	0	0	0	0	12	0	534	
12	569	29	4	1	0	0	0	0	0	0	0	8	0	611	
13	548	29	0	2	1	0	0	0	1	1	0	9	0	591	
14	598	23	1	0	1	0	0	1	0	0	0	7	0	631	
15	567	19	3	1	0	0	0	0	1	1	0	10	0	601	
16	556	15	0	0	1	0	0	1	1	0	0	11	0	585	
17	489	18	0	0	0	0	0	0	0	0	0	10	0	517	
18	522	19	0	0	1	0	0	0	1	1	0	5	0	549	
19	465	21	0	0	0	0	0	1	0	0	0	6	0	493	
20	381	6	0	0	0	0	0	0	0	0	0	6	0	393	
21	243	7	0	0	0	0	0	0	0	0	0	3	0	253	
22	220	6	0	0	0	0	0	0	0	0	0	2	0	228	
23	200	8	0	0	0	0	0	0	0	0	0	2	0	210	
24	138	4	0	0	0	0	0	0	0	0	0	2	0	144	
7-19	5605	270	13	5	5	0	0	3	4	2	0	105	0	6012	
6-22	6502	295	16	5	7	0	0	3	4	3	0	124	0	6959	
6-24	6340	307	18	5	7	0	0	3	4	3	0	128	0	7313	
0-24	7067	320	18	5	7	0	0	3	4	3	1	130	0	7558	

Channel 1 - Northbound															
12/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	92	2	1	0	0	0	0	0	0	0	0	1	0	96	
2	69	3	2	0	0	0	0	0	0	0	0	0	0	74	
3	59	6	1	0	0	0	0	0	0	0	0	0	0	66	
4	65	4	4	0	0	0	0	0	0	0	0	0	0	73	
5	32	0	1	0	0	0	0	0	0	0	0	0	0	33	
6	30	1	1	0	0	0	0	0	0	0	0	0	0	32	
7	67	2	1	0	0	0	0	0	0	0	0	2	0	72	
8	105	2	1	0	0	0	0	0	0	0	0	1	0	109	
9	173	7	1	0	0	0	0	0	0	0	0	2	0	183	
10	359	13	0	0	1	0	0	0	0	0	0	1	0	374	
11	686	18	1	0	0	0	0	0	0	0	0	6	0	711	
12	702	19	1	0	1	0	0	0	0	0	0	8	0	731	
13	686	21	0	0	0	0	0	1	0	0	0	6	0	714	
14	661	14	0	0	0	0	0	0	0	0	0	6	0	681	
15	575	11	0	0	0	0	0	1	0	0	0	3	0	590	
16	454	11	1	0	0	0	0	2	0	0	0	5	0	473	
17	300	7	0	0	0	0	0	0	0	0	0	4	0	311	
18	269	5	1	0	0	0	0	0	0	0	0	5	0	280	
19	266	3	0	0	0	0	0	0	0	0	0	3	0	272	
20	223	7	1	0	0	0	0	0	0	0	0	3	0	234	
21	150	5	0	0	0	0	0	0	0	0	0	0	0	155	
22	112	6	0	1	0	0	0	0	0	0	0	1	0	120	
23	76	3	0	0	0	0	0	0	0	0	0	1	0	80	
24	58	2	2	0	0	0	0	0	1	0	0	0	0	63	
7-19	5236	131	6	0	2	0	0	4	0	0	0	50	0	5429	
6-22	5788	151	8	1	2	0	0	4	0	0	0	56	0	6010	
6-24	5922	156	10	1	2	0	0	4	1	0	0	57	0	6153	
0-24	6269	172	20	1	2	0	0	4	1	0	0	58	0	6527	

Channel 2 - Southbound															
12/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	95	0	0	0	0	0	0	0	0	0	0	1	0	96	
2	70	2	0	0	0	0	0	0	0	0	0	0	0	72	
3	42	3	0	0	0	0	0	0	0	0	0	0	0	45	
4	48	4	0	0	0	0	0	0	0	0	0	0	0	52	
5	27	3	0	0	0	0	0	0	0	0	0	0	0	30	
6	20	1	0	0	0	0	0	0	0	0	0	0	0	21	
7	27	3	1	0	0	0	0	0	0	0	0	2	0	33	
8	90	4	0	0	0	0	0	0	0	0	0	2	0	96	
9	106	5	0	0	0	0	0	0	0	0	0	3	0	114	
10	172	15	0	0	0	0	0	0	0	0	0	7	0	194	
11	412	23	1	0	0	0	0	0	0	0	0	7	0	443	
12	547	22	0	0	0	0	0	0	0	0	0	7	0	576	
13	579	22	1	0	0	0	0	2	0	0	0	6	0	610	
14	546	21	0	0	0	0	0	0	0	0	0	6	0	573	
15	530	14	0	0	0	0	0	0	0	0	0	8	0	552	
16	546	18	0	1	0	0	0	0	0	0	0	7	0	572	
17	427	9	0	1	0	0	0	0	0	1	0	7	0	445	
18	257	7	0	0	0	0	0	0	1	0	0	7	0	272	
19	231	9	0	0	0	0	0	0	0	0	0	4	0	244	
20	203	5	0	0	0	0	0	0	0	0	0	4	0	212	
21	168	9	0	0	0	0	0	0	0	0	0	2	0	179	
22	129	5	0	0	0	0	0	0	0	0	0	1	0	135	
23	100	3	0	0	0	0	0	0	0	0	0	1	0	104	
24	62	4	0	0	0	0	0	0	0	0	0	2	0	68	
7-19	4443	169	2	2	0	0	0	2	1	1	0	71	0	4691	
6-22	4970	191	3	2	0	0	0	2	1	1	0	80	0	5250	
6-24	5132	198	3	2	0	0	0	2	1	1	0	83	0	5422	
0-24	5434	211	3	2	0	0	0	2	1	1	0	84	0	5738	

Manston ATC 4, A254 Margate Road

Channel 1 - Northbound

13/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	37	3	0	0	0	0	0	0	0	0	0	0	0	40
2	22	0	0	0	0	0	0	0	0	0	0	0	0	22
3	9	1	0	0	0	0	0	0	0	0	0	0	0	10
4	15	0	0	0	0	0	0	0	0	0	0	0	0	15
5	17	0	0	0	0	0	0	0	0	0	0	0	0	17
6	68	5	1	0	0	0	1	0	1	0	0	0	0	76
7	166	7	2	0	1	0	0	0	0	0	0	2	0	178
8	302	33	6	0	0	0	0	0	0	0	0	2	0	343
9	578	36	2	0	0	0	1	0	0	0	0	7	0	624
10	576	46	0	0	1	0	0	2	0	0	0	11	0	636
11	595	36	0	0	0	0	0	0	0	0	0	9	0	640
12	552	40	1	0	0	1	0	0	0	0	0	15	0	609
13	596	43	0	0	2	0	0	3	0	0	0	9	0	653
14	598	28	0	0	1	0	0	0	0	0	0	11	0	638
15	510	36	1	0	0	0	0	0	1	0	0	10	0	558
16	539	28	0	1	2	0	0	1	0	0	0	7	0	578
17	594	34	0	0	1	0	0	0	0	0	0	8	0	637
18	591	32	2	0	0	0	0	1	0	0	0	3	0	629
19	445	17	2	0	0	0	0	1	1	0	0	7	0	473
20	362	12	5	1	0	0	0	2	0	0	0	4	0	386
21	183	5	0	0	0	0	0	0	0	0	0	1	0	189
22	141	7	1	0	0	0	1	1	0	0	0	2	0	153
23	101	5	0	0	0	0	0	0	0	0	0	2	0	108
24	56	0	2	1	0	0	0	0	0	0	0	1	0	60
7-19	6476	409	14	1	7	1	1	8	2	0	0	99	0	7018
6-22	7328	440	22	2	8	1	2	11	2	0	0	108	0	7924
6-24	7385	445	24	3	8	1	2	11	2	0	0	111	0	8092
0-24	7653	454	25	3	8	1	3	11	3	0	0	111	0	8272

Channel 2 - Southbound

13/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	34	1	0	0	0	0	0	0	0	0	0	0	0	35
2	27	2	0	0	0	0	0	0	0	0	0	0	0	29
3	13	2	0	0	0	0	0	0	0	0	0	0	0	15
4	8	2	0	0	0	0	0	0	0	0	0	0	0	10
5	22	2	0	0	0	0	0	0	0	0	1	0	0	25
6	36	3	0	0	0	0	0	0	0	0	0	0	0	39
7	98	12	1	1	0	0	0	0	0	0	1	6	0	119
8	237	29	4	0	1	0	0	0	0	0	0	13	0	284
9	409	50	2	0	1	0	0	3	1	0	1	6	0	473
10	415	39	0	1	1	0	0	0	0	0	0	11	0	467
11	447	39	2	0	1	0	0	0	1	0	0	13	0	503
12	446	39	0	1	0	0	0	0	0	0	2	15	0	503
13	492	35	0	2	1	0	0	0	0	0	0	10	0	540
14	497	33	0	1	0	0	0	0	1	1	0	8	0	541
15	510	29	1	0	0	0	0	0	0	0	0	14	0	554
16	497	26	0	1	1	0	0	0	0	0	0	9	0	534
17	516	31	0	0	0	0	0	1	1	1	0	13	0	563
18	572	31	1	0	0	0	0	0	2	0	0	10	0	616
19	470	21	1	0	0	0	0	1	0	0	0	8	0	501
20	353	19	1	0	0	0	0	0	0	0	0	4	0	377
21	251	10	0	0	0	0	0	0	0	0	0	2	0	263
22	201	8	0	1	0	0	0	0	0	0	0	4	0	214
23	115	5	0	0	0	0	0	0	0	0	0	2	0	122
24	66	1	1	0	0	0	0	0	0	0	0	1	0	69
7-19	5508	402	11	6	6	0	0	5	6	2	3	130	0	6079
6-22	6411	451	13	8	6	0	0	5	6	2	4	146	0	7052
6-24	6592	457	14	8	6	0	0	5	6	2	4	149	0	7243
0-24	6732	469	14	8	6	0	0	5	6	2	5	149	0	7396

Manston ATC 4, A254 Margate Road

Channel 1 - Northbound

13/03/2017	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	
1	0	0	0	4	29	6	1	0	0	0	0	0	40
2	0	0	0	7	11	3	0	0	0	1	0	0	22
3	0	0	0	1	6	3	0	0	0	0	0	0	10
4	1	0	0	7	5	1	1	0	0	0	0	0	15
5	0	0	0	3	13	1	0	0	0	0	0	0	17
6	0	0	0	15	52	9	0	0	0	0	0	0	76
7	0	0	1	42	125	10	0	0	0	0	0	0	178
8	0	0	1	48	260	30	4	0	0	0	0	0	343
9	0	2	10	235	354	23	0	0	0	0	0	0	624
10	1	3	10	209	377	32	3	1	0	0	0	0	636
11	1	1	17	226	359	33	2	1	0	0	0	0	640
12	1	0	21	262	297	27	1	0	0	0	0	0	609
13	6	12	27	330	262	15	1	0	0	0	0	0	653
14	3	8	43	244	308	29	2	0	0	1	0	0	638
15	1	3	17	242	264	28	1	2	0	0	0	0	558
16	3	13	34	254	243	30	1	0	0	0	0	0	578
17	0	3	34	230	336	31	3	0	0	0	0	0	637
18	4	5	24	280	284	28	4	0	0	0	0	0	629
19	0	1	14	205	233	17	3	0	0	0	0	0	473
20	0	3	1	146	213	22	1	0	0	0	0	0	386
21	0	1	0	55	120	12	0	1	0	0	0	0	189
22	0	0	1	33	111	7	1	0	0	0	0	0	153
23	0	0	2	24	65	15	2	0	0	0	0	0	108
24	0	0	1	14	36	6	3	0	0	0	0	0	60
7-19	20	51	252	2765	3577	323	25	4	0	1	0	0	7018
6-22	20	55	255	3041	4146	374	27	5	0	1	0	0	7924
6-24	20	55	258	3079	4247	385	32	5	0	1	0	0	8092
0-24	21	55	258	3116	4363	418	34	5	0	2	0	0	8272

Channel 2 - Southbound

13/03/2017	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	
1	0	0	0	1	21	13	0	0	0	0	0	0	35
2	0	0	0	3	17	7	1	0	0	0	0	1	29
3	0	0	1	2	6	5	1	0	0	0	0	0	15
4	0	0	0	2	5	3	0	0	0	0	0	0	10
5	0	0	0	1	16	6	2	0	0	0	0	0	25
6	0	0	2	4	21	12	0	0	0	0	0	0	39
7	0	0	1	15	85	16	2	0	0	0	0	0	119
8	0	1	11	45	176	45	5	0	0	1	0	0	284
9	0	0	4	103	317	45	2	2	0	0	0	0	473
10	2	0	7	109	303	43	3	0	0	0	0	0	467
11	2	5	41	168	253	34	0	0	0	0	0	0	503
12	1	4	14	166	279	37	1	1	0	0	0	0	503
13	14	19	45	200	248	11	2	1	0	0	0	0	540
14	0	4	25	208	271	29	2	1	0	1	0	0	541
15	40	47	47	179	218	22	1	0	0	0	0	0	554
16	58	73	74	125	185	16	2	0	1	0	0	0	534
17	4	20	42	219	253	23	1	0	1	0	0	0	563
18	26	108	49	202	217	13	1	0	0	0	0	0	616
19	0	0	12	196	268	21	2	0	2	0	0	0	501
20	0	4	2	90	238	41	1	1	0	0	0	0	377
21	0	4	5	43	185	22	3	1	0	0	0	0	263
22	0	2	3	28	152	24	5	0	0	0	0	0	214
23	1	0	0	19	74	26	1	1	0	0	0	0	122
24	0	0	0	7	49	12	1	0	0	0	0	0	69
7-19	147	281	371	1920	2988	339	22	5	4	2	0	0	6079
6-22	147	291	382	2096	3648	442	33	7	4	2	0	0	7052
6-24	148	291	382	2122	3771	480	35	8	4	2	0	0	7243
0-24	148	291	385	2135	3857	526	39	8	4	2	0	1	7396

Manston ATC 4A, A256 Westwood Road

Channel 1 - Eastbound

07/03/2017	Vehicle Classes														TOTAL
	Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	33	4	0	0	0	0	0	0	0	0	1	0	0	0	38
2	28	0	0	0	0	0	0	0	0	1	0	1	0	0	30
3	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
4	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
5	11	4	0	0	0	0	0	0	0	0	0	0	2	0	17
6	24	2	1	0	0	0	0	0	0	0	0	0	2	0	29
7	96	8	1	0	0	0	0	0	0	0	0	0	3	0	108
8	321	42	0	1	2	0	0	0	0	0	0	0	6	0	372
9	614	29	2	0	0	0	0	0	1	0	0	0	2	0	648
10	652	58	1	0	2	0	0	0	0	1	0	1	4	0	719
11	724	57	0	0	0	0	0	0	2	0	0	0	7	0	790
12	882	45	2	0	0	0	0	0	1	0	0	0	3	0	933
13	868	36	1	0	1	0	0	0	0	2	0	0	2	0	910
14	794	49	2	1	0	0	0	0	0	0	0	0	5	0	851
15	787	30	3	0	1	0	0	0	3	1	0	1	4	0	830
16	855	44	2	0	2	0	0	0	4	1	1	0	3	0	912
17	913	61	0	0	0	0	0	0	3	0	0	0	2	0	979
18	994	29	1	0	1	0	0	0	5	1	0	1	2	0	1034
19	825	39	0	0	0	0	0	0	6	0	0	0	1	0	871
20	587	24	0	0	0	0	0	0	1	0	0	1	2	0	615
21	377	14	0	0	0	0	0	0	0	0	0	0	2	0	393
22	259	13	0	1	0	0	0	0	1	0	0	0	0	0	274
23	178	8	0	0	0	0	0	0	0	1	0	0	0	0	187
24	78	4	0	0	0	0	0	0	0	0	0	1	1	0	84
7-19	9229	519	14	2	9	0	0	0	25	6	1	3	41	0	9849
6-22	10548	578	15	3	9	0	0	0	27	6	1	4	48	0	11239
6-24	10804	590	15	3	9	0	0	0	27	7	1	5	49	0	11510
0-24	10921	605	16	3	9	0	0	0	27	8	1	7	53	0	11650

Channel 2 - Westbound

07/03/2017	Vehicle Classes														TOTAL
	Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	18	2	0	0	0	0	0	0	0	0	0	0	0	0	20
2	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
3	9	1	0	0	0	0	0	0	0	1	0	2	0	0	13
4	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
5	34	9	0	0	0	0	0	0	0	0	0	0	1	0	44
6	127	15	0	0	1	0	0	0	0	0	0	0	1	0	144
7	288	40	1	0	0	0	0	0	1	0	0	0	3	0	333
8	621	49	0	0	1	0	0	0	3	0	0	0	7	0	681
9	793	28	5	0	1	0	0	0	0	0	0	0	6	0	833
10	854	42	1	0	2	0	0	0	3	0	0	0	8	0	910
11	806	36	2	2	1	0	0	1	3	0	0	0	2	0	853
12	794	51	0	1	1	1	0	1	0	0	0	1	8	0	858
13	783	44	1	0	2	0	0	0	0	0	0	1	1	0	832
14	740	39	0	0	1	0	0	0	2	2	0	0	5	0	789
15	766	40	3	0	2	0	0	0	0	0	0	0	3	0	814
16	731	54	0	0	0	0	0	1	1	1	0	0	5	0	793
17	802	37	0	0	1	0	0	0	1	0	0	2	3	0	846
18	768	34	1	0	0	0	0	0	0	0	0	1	1	0	805
19	588	20	0	0	0	0	0	0	1	0	0	0	1	0	610
20	387	16	1	0	0	0	0	0	0	0	0	0	1	0	405
21	265	11	0	1	0	0	0	0	0	0	0	0	2	0	279
22	144	10	0	0	0	0	0	0	0	0	0	0	1	0	155
23	127	3	0	0	0	0	0	0	0	0	0	0	0	0	130
24	41	1	0	0	0	0	0	0	0	0	0	0	0	0	42
7-19	9046	474	13	3	12	1	1	1	13	6	0	5	50	0	9624
6-22	10130	551	15	4	12	1	1	1	14	6	0	5	57	0	10796
6-24	10298	555	15	4	12	1	1	1	14	6	0	5	57	0	10968
0-24	10515	584	15	4	13	1	1	1	14	7	0	7	59	0	11220

Channel 1 - Eastbound

08/03/2017	Vehicle Classes														TOTAL
	Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	35	3	0	0	0	0	0	0	0	0	1	0	0	0	39
2	22	4	0	0	0	0	0	0	0	0	0	0	0	0	26
3	17	1	0	0	0	0	0	0	0	1	0	1	0	0	20
4	9	4	0	0	0	0	0	0	0	0	0	0	0	0	13
5	10	4	0	0	0	0	0	0	0	0	0	0	1	0	15
6	19	4	0	0	0	0	0	0	0	0	0	0	0	0	23
7	66	13	0	1	0	0	0	0	0	0	0	2	3	0	85
8	292	41	1	1	0	0	0	0	0	1	0	0	4	0	340
9	616	36	1	1	2	0	1	3	0	0	0	0	2	0	662
10	666	53	0	0	1	0	0	0	1	0	0	0	4	0	725
11	699	44	1	0	1	0	0	0	1	1	0	1	5	0	753
12	785	56	0	0	0	0	0	0	3	0	0	0	4	0	848
13	860	46	1	0	1	0	0	0	4	0	0	0	3	0	915
14	808	41	0	1	0	0	0	0	4	0	0	0	4	0	858
15	785	29	2	0	0	0	0	0	1	1	0	1	4	0	823
16	938	33	0	0	3	0	0	0	3	0	0	0	6	0	983
17	958	55	0	0	0	0	0	0	6	0	0	0	0	0	1019
18	991	39	2	0	2	0	0	0	4	0	0	0	3	0	1041
19	864	40	0	0	2	0	0	0	6	3	0	0	1	0	916
20	643	20	0	0	0	0	0	0	4	0	0	0	1	0	668
21	376	17	1	0	0	0	0	0	0	1	0	0	2	0	397
22	239	10	1	0	0	0	0	0	0	0	0	0	0	0	250
23	186	7	0	1	0	0	0	0	0	2	0	0	0	0	196
24	80	4	0	0	0	0	0	0	0	0	0	0	0	0	84
7-19	9262	513	8	3	12	0	1	1	36	6	0	2	40	0	9883
6-22	10586	573	10	4	12	0	1	1	40	7	0	4	46	0	11283
6-24	10852	584	10	5	12	0	1	1	40	9	0	4	46	0	11563
0-24	10964	604	10	5	12	0	1	1	40	10	0	6	47	0	11699

Channel 2 - Westbound

08/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	17	2	0	0	0	0	0	0	0	0	0	0	0	19	
2	15	2	0	0	0	0	0	0	0	0	1	0	0	18	
3	10	1	0	0	0	0	0	0	0	0	0	0	0	11	
4	21	0	0	0	0	0	0	0	1	0	0	0	0	22	
5	33	6	0	0	0	0	0	0	0	0	1	0	0	40	
6	104	19	0	0	1	0	0	0	0	0	1	1	0	126	
7	242	38	0	1	1	0	0	0	1	0	0	2	0	285	
8	597	56	2	1	0	0	0	0	1	0	1	5	0	663	
9	861	30	1	0	1	0	0	0	0	0	0	4	0	897	
10	873	51	1	0	0	0	0	1	1	0	0	3	0	930	
11	792	34	4	0	0	0	0	0	1	1	0	0	0	832	
12	787	45	0	0	0	0	0	0	1	1	0	5	0	839	
13	820	53	0	0	1	0	0	0	0	0	0	4	0	878	
14	814	44	1	0	0	0	0	0	1	0	1	8	0	869	
15	712	26	0	0	1	0	0	0	1	0	0	1	0	741	
16	790	35	3	1	0	0	0	0	0	0	0	3	0	832	
17	795	25	1	0	0	0	0	0	1	1	2	0	3	828	
18	694	18	1	0	1	0	0	0	0	0	0	2	0	716	
19	614	25	0	0	0	0	0	0	0	0	1	4	0	644	
20	416	15	0	0	0	0	0	0	0	0	0	2	0	433	
21	252	5	0	0	0	0	0	0	0	0	0	1	0	258	
22	144	2	0	0	0	0	0	0	0	0	0	0	0	146	
23	118	7	0	0	0	0	0	0	0	0	0	0	0	125	
24	62	1	0	0	0	0	0	0	0	0	0	0	0	63	
7-19	9149	442	14	2	4	0	0	2	7	4	3	42	0	9669	
6-22	10203	502	14	3	5	0	0	2	8	4	3	47	0	10791	
6-24	10383	510	14	3	5	0	0	2	8	4	3	47	0	10979	
0-24	10583	540	14	3	6	0	0	2	9	4	6	48	0	11211	

Manston ATC 4A, A256 Westwood Road

Channel 1 - Eastbound															
09/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	38	5	0	0	0	0	0	0	0	0	1	0	0	44	
2	23	3	0	0	0	0	0	0	0	1	0	0	1	28	
3	15	3	0	0	0	0	0	0	2	0	1	0	0	21	
4	13	2	0	0	0	0	0	0	1	0	0	1	0	17	
5	7	3	0	0	0	0	0	0	0	0	0	1	0	11	
6	29	3	0	0	0	0	0	0	0	0	0	2	0	34	
7	105	9	4	0	0	0	0	0	0	0	0	6	0	124	
8	351	42	4	0	0	0	0	0	1	0	0	5	0	403	
9	305	18	3	0	0	0	0	2	1	0	0	2	0	331	
10	647	49	0	0	0	0	0	0	0	0	0	1	0	697	
11	718	51	0	0	2	0	0	0	0	0	0	3	0	774	
12	772	47	3	1	0	0	0	1	0	0	0	3	0	827	
13	888	40	0	2	0	0	0	2	0	0	0	4	0	936	
14	817	48	1	0	1	0	0	0	1	0	0	3	0	871	
15	794	33	3	0	3	1	1	1	1	0	0	7	0	844	
16	897	35	1	0	1	0	0	0	0	0	0	6	0	940	
17	916	68	4	0	1	0	0	1	1	0	0	3	0	994	
18	895	24	2	1	6	0	0	6	0	0	0	1	0	935	
19	822	36	2	0	0	0	0	2	0	0	0	4	0	866	
20	649	26	0	1	0	0	0	0	0	0	0	3	0	679	
21	386	13	0	0	0	0	0	0	1	0	0	2	0	402	
22	263	12	0	0	0	0	0	0	1	0	0	0	0	276	
23	164	7	0	0	0	0	0	0	1	0	0	1	0	173	
24	102	2	0	0	0	0	0	0	0	0	0	0	0	104	
7-19	8822	491	23	4	14	1	1	15	5	0	0	42	0	9418	
6-22	10225	551	27	5	14	1	1	15	7	0	0	53	0	10899	
6-24	10491	560	27	5	14	1	1	15	8	0	0	54	0	11176	
0-24	10616	579	27	5	14	1	1	15	12	0	2	59	0	11331	

Channel 2 - Westbound															
09/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	22	4	0	0	0	0	0	0	0	0	0	0	0	26	
2	21	1	0	0	0	0	0	0	0	0	1	1	0	24	
3	7	1	0	0	0	0	0	0	0	0	0	0	0	8	
4	11	2	0	0	0	0	0	0	0	0	1	0	0	14	
5	34	6	0	0	0	0	0	0	1	0	0	2	0	43	
6	112	21	0	0	1	0	0	0	0	0	0	0	0	134	
7	273	42	0	0	0	0	0	3	0	0	0	4	0	322	
8	625	49	0	0	0	0	0	0	1	0	0	4	0	679	
9	375	14	0	0	0	0	0	0	0	0	0	0	0	389	
10	875	46	0	0	0	0	0	1	2	0	0	5	0	929	
11	778	57	2	0	0	0	0	0	1	0	0	5	0	843	
12	778	44	2	1	0	0	0	0	1	0	0	5	0	831	
13	773	51	0	0	0	0	0	0	0	0	0	7	0	831	
14	791	42	2	0	1	0	0	0	1	0	0	5	0	842	
15	721	23	0	0	0	0	0	0	1	0	0	3	0	748	
16	820	32	1	1	1	0	1	0	0	0	0	4	0	860	
17	820	36	1	1	1	0	0	0	0	0	0	1	0	860	
18	727	19	1	0	0	0	0	0	0	1	1	0	0	749	
19	613	22	0	0	0	0	0	0	0	0	0	1	0	636	
20	459	16	0	0	0	0	0	1	1	0	0	1	0	478	
21	264	13	0	0	0	0	0	1	0	0	0	2	0	280	
22	181	7	0	0	0	0	0	0	0	0	0	1	0	189	
23	105	3	1	0	0	0	0	0	0	0	0	4	0	113	
24	71	4	0	0	0	0	0	0	0	0	0	0	0	75	
7-19	8696	435	9	3	3	0	1	1	7	1	1	40	0	9197	
6-22	9873	513	9	3	3	0	1	6	8	1	1	48	0	10466	
6-24	10049	520	10	3	3	0	1	6	8	1	1	52	0	10654	
0-24	10256	555	10	3	4	0	1	6	9	1	3	55	0	10903	

Channel 1 - Eastbound															
10/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	34	3	0	0	0	0	0	0	1	0	0	0	0	38	
2	20	4	0	0	0	0	0	0	0	0	1	0	0	25	
3	13	2	0	0	0	0	0	0	0	0	0	0	0	15	
4	10	3	0	0	0	0	0	0	0	0	1	0	0	14	
5	17	2	0	0	0	0	0	0	0	0	0	0	0	19	
6	28	3	0	0	0	0	0	0	0	0	0	2	0	33	
7	94	12	0	1	0	0	0	0	0	0	1	5	0	113	
8	297	38	1	0	1	0	0	1	0	0	0	9	0	347	
9	589	38	2	1	2	0	0	0	0	0	0	2	0	634	
10	652	55	0	1	0	0	0	0	1	0	0	4	0	713	
11	784	48	0	0	0	0	0	3	0	0	0	4	0	839	
12	897	47	1	0	2	0	0	0	0	0	0	5	0	952	
13	950	52	2	0	1	0	0	6	1	1	0	3	0	1016	
14	992	34	0	0	1	0	0	1	0	0	1	2	0	1031	
15	848	30	1	0	1	0	0	0	0	0	1	5	0	886	
16	1010	31	3	0	3	0	0	5	1	0	0	1	0	1054	
17	952	38	2	0	2	0	0	7	0	0	0	5	0	1006	
18	990	32	1	0	3	0	0	2	0	0	0	2	0	1030	
19	862	28	0	0	0	0	1	4	0	0	0	1	0	896	
20	664	16	3	0	2	0	0	0	1	0	0	3	0	689	
21	371	8	0	0	0	0	0	1	0	0	1	2	0	383	
22	287	9	0	0	0	0	0	0	0	0	0	0	0	296	
23	235	6	0	1	0	0	0	0	1	0	0	0	0	243	
24	141	1	0	0	0	0	0	0	0	0	0	1	0	143	
7-19	9823	471	13	2	16	0	1	29	3	1	2	43	0	10404	
6-22	11239	516	16	3	18	0	1	30	4	1	4	53	0	11885	
6-24	11615	523	16	4	18	0	1	30	5	1	4	54	0	12271	
0-24	11737	540	16	4	18	0	1	30	6	1	6	56	0	12415	

Channel 2 - Westbound															
10/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	28	1	0	1	0	0	0	0	0	0	1	0	0	31	
2	17	1	0	0	0	0	0	0	0	0	0	0	0	18	
3	10	1	0	0	0	0	0	0	2	0	1	0	0	14	
4	16	1	0	0	0	0	0	0	0	0	0	0	0	17	
5	28	5	0	0	0	0	0	0	1	0	1	1	0	36	
6	107	12	0	1	0	0	0	0	0	0	1	1	0	122	
7	240	37	0	0	0	0	0	1	1	0	0	2	0	281	
8	566	41	0	0	0	0	0	2	1	0	0	5	0	615	
9	810	35	1	0	0	0	0	0	1	0	0	5	0	852	
10	909	44	3	0	1	0	0	0	1	0	0	4	0	962	
11	863	42	0	1	0	0	1	0	1	0	0	4	0	912	
12	836	34	0	2	0	0	0	0	0	0	0	3	0	875	
13	829	35	2	1	0	1	0	0	0	0	0	3	0	871	
14	817	45	3	0	2	0	0	0	0	0	0	3	0	870	
15	797	37	0	1	0	0	0	2	0	0	1	2	0	840	
16	838	29	0	0	0	0	0	0	0	0	0	1	0	868	
17	854	28	2	0	0	0	1	1	0	0	1	3	0	890	
18	754	31	0	0	0	0	0	0	0	0	0	2	0	787	
19	617	24	0	0	0	0	0	0	0	0	1	0	0	642	
20	465	11	0	1	0	0	0	0	0	0	0	2	0	479	
21	259	6	0	0	0	0	0	2	1	0	0	2	0	270	
22	164	6	0	0	0	0	0	0	0	0	0	1	0	171	
23	169	2	1	0	0	0	0	0	0	0	0	1	0	173	
24	89	0	0	0	0	0	0	0	0	0	1	0	0	90	
7-19	9490	425	11	5	3	1	2	5	4	0	3	35	0	9984	
6-22	10618	485	11	6	3	1	2	8	6	0	3	42	0	11185	
5-24	10678	487	12	6	3	1	2	8	6	0	4	43	0	11448	
0-24	11082	508	12	8	3	1	2	8	9	0	8	45	0	11680	

Manston ATC 4A, A256 Westwood Road

Channel 1 - Eastbound

11/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	53	3	0	0	0	0	0	0	1	0	1	0	0	58	
2	40	2	0	0	0	0	0	0	0	0	0	0	0	42	
3	31	0	0	0	0	0	0	0	0	0	1	0	0	32	
4	24	3	0	0	0	0	0	0	1	0	0	0	0	28	
5	15	0	0	0	0	0	0	0	0	0	0	0	0	15	
6	31	3	0	0	1	0	0	0	0	0	0	2	0	37	
7	53	10	0	0	0	0	0	0	0	0	1	5	0	69	
8	150	12	1	0	1	0	0	0	3	0	1	8	0	176	
9	348	33	1	0	0	0	0	0	0	0	1	5	0	388	
10	560	47	1	0	0	0	0	1	0	0	0	4	0	613	
11	868	30	2	0	2	0	0	1	0	0	0	4	0	907	
12	1038	22	1	0	2	0	0	2	3	0	0	2	0	1070	
13	1037	16	3	0	3	0	0	4	1	0	0	4	0	1068	
14	1011	25	0	0	2	0	0	5	0	0	0	3	0	1046	
15	986	24	2	0	1	0	0	7	1	0	0	1	0	1022	
16	1018	18	0	1	0	0	0	5	0	0	0	2	0	1044	
17	873	28	0	0	0	0	0	2	0	0	0	1	0	904	
18	831	16	0	0	1	0	0	7	0	0	0	0	0	855	
19	736	25	0	0	0	0	1	1	0	0	0	1	0	764	
20	461	19	0	0	0	0	0	0	0	0	0	2	0	482	
21	275	10	0	0	0	0	0	0	0	0	0	2	0	287	
22	217	5	0	0	0	0	0	0	0	0	1	0	0	223	
23	165	7	0	0	0	0	0	0	0	0	0	0	0	172	
24	125	4	0	0	0	0	0	0	0	0	0	0	0	129	
7-19	9456	296	11	1	12	0	1	35	8	0	2	35	0	9857	
6-22	10462	340	11	1	12	0	1	35	8	0	4	44	0	10918	
6-24	10752	351	11	1	12	0	1	35	8	0	4	44	0	11219	
0-24	10946	362	11	1	13	0	1	35	10	0	6	46	0	11431	

Channel 2 - Westbound

11/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	62	4	0	0	0	0	0	0	0	0	0	1	0	67
2	30	2	0	0	0	0	0	0	1	0	0	0	0	33
3	19	2	0	0	0	0	0	0	1	0	0	0	0	22
4	15	0	0	0	0	0	0	0	1	0	0	0	0	16
5	17	1	0	0	0	0	0	0	1	0	0	0	0	19
6	55	4	0	0	0	0	0	0	0	0	0	2	0	61
7	128	20	0	0	0	0	0	0	1	0	0	4	0	153
8	256	27	1	0	0	0	1	0	0	0	0	5	0	290
9	555	32	3	0	1	0	0	0	0	0	0	8	0	599
10	828	34	1	1	1	0	0	1	2	0	0	3	0	871
11	973	29	0	1	0	0	0	1	0	0	0	2	0	1006
12	946	26	0	0	0	0	0	0	1	0	0	1	0	974
13	923	19	1	0	0	0	0	1	0	0	0	5	0	949
14	855	23	0	0	0	0	0	0	0	0	0	1	0	879
15	878	22	0	1	0	0	0	0	1	0	0	4	0	906
16	812	21	0	0	0	0	0	1	0	0	0	2	0	836
17	771	17	0	0	1	0	0	0	0	0	0	0	0	789
18	632	21	0	0	0	0	0	1	0	0	0	1	0	655
19	563	18	0	0	0	0	0	0	0	0	0	2	0	583
20	335	10	0	0	0	0	1	0	0	0	0	2	0	348
21	240	8	0	0	0	0	0	1	0	0	0	2	0	251
22	163	5	0	0	0	0	0	0	0	0	0	1	0	169
23	113	3	0	0	0	0	0	0	0	0	1	0	0	117
24	93	2	0	1	0	0	0	0	0	0	0	0	0	96
7-19	8992	289	6	3	3	0	1	5	4	0	0	34	0	9337
6-22	9858	332	6	3	3	0	2	6	5	0	0	43	0	10258
6-24	10064	337	6	4	3	0	2	6	5	0	1	43	0	10471
0-24	10262	350	6	4	3	0	2	6	9	0	1	46	0	10689

Channel 1 - Eastbound

12/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	63	4	0	0	0	0	0	0	0	0	0	0	0	67
2	65	2	0	0	0	0	0	0	0	0	0	0	0	67
3	27	2	0	0	0	0	0	0	0	0	0	0	0	29
4	19	2	0	0	0	0	0	0	0	0	1	0	0	22
5	9	0	0	0	0	0	0	0	0	0	0	0	0	9
6	18	0	0	0	0	0	0	0	0	0	0	0	0	18
7	42	3	0	0	0	0	0	0	0	0	0	1	0	46
8	80	6	0	0	0	0	0	0	0	0	0	2	0	88
9	120	10	1	0	0	0	0	0	0	0	0	3	0	134
10	290	12	0	0	0	0	0	0	0	0	1	1	0	304
11	667	21	0	0	0	0	0	0	0	0	0	0	0	688
12	928	17	1	0	2	0	0	1	0	0	0	0	0	949
13	770	9	3	0	3	0	0	4	1	0	0	1	0	791
14	765	16	0	1	2	0	0	3	0	0	0	3	0	790
15	720	18	2	0	1	0	0	8	1	0	0	1	0	751
16	751	15	0	0	0	0	0	4	0	0	0	2	0	772
17	721	13	0	0	1	0	0	4	0	0	0	0	0	739
18	415	15	0	0	1	0	1	0	0	0	0	1	0	433
19	327	8	0	0	3	0	1	0	0	0	0	0	0	339
20	266	14	0	0	0	0	0	0	0	0	0	0	0	280
21	187	7	0	0	0	0	0	0	1	0	0	1	0	196
22	156	3	0	0	0	0	0	0	1	0	0	0	0	160
23	97	9	1	0	0	0	0	0	0	0	0	0	0	107
24	40	4	0	0	0	0	0	0	0	0	0	0	0	44
7-19	6554	160	7	1	13	0	2	24	2	0	1	14	0	6778
6-22	7205	187	7	1	13	0	2	24	4	0	1	16	0	7460
6-24	7342	200	8	1	13	0	2	24	4	0	1	16	0	7611
0-24	7543	210	8	1	13	0	2	24	4	0	2	16	0	7823

Channel 2 - Westbound

12/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	62	1	1	0	0	0	0	0	0	0	0	0	0	64
2	40	2	0	0	0	0	0	0	0	0	1	0	0	43
3	18	1	0	0	0	0	0	0	0	0	0	0	0	19
4	14	0	0	0	0	0	0	0	0	0	0	0	0	14
5	14	2	0	0	0	0	0	0	0	0	0	0	0	16
6	33	0	0	0	0	0	0	0	1	0	0	0	0	34
7	56	4	0	0	0	0	1	0	0	0	0	2	0	63
8	135	7	0	0	0	0	0	0	0	0	0	2	0	144
9	236	12	0	0	0	0	0	0	0	0	0	1	0	249
10	459	26	0	0	1	0	0	1	0	0	0	2	0	489
11	956	30	0	0	0	0	0	0	0	0	1	0	0	987
12	946	17	0	0	0	0	0	0	0	0	0	0	0	963
13	726	15	1	0	0	0	0	1	0	0	0	2	0	745
14	617	14	0	0	0	0	0	0	0	0	0	1	0	632
15	629	20	0	0	0	0	0	0	2	0	0	3	0	654
16	636	16	0	0	0	0	0	1	0	0	0	2	0	655
17	440	11	0	1	0	0	0	0	0	0	0	0	0	452
18	418	12	0	1	1	0	0	1	0	0	0	1	0	434
19	343	12	0	0	0	0	0	2	0	0	0	0	0	357
20	258	5	0	0	0	0	0	0	0	0	0	0	0	263
21	154	6	0	0	0	0	0	0	0	0	0	0	0	160
22	106	5	0	0	0	0	0	0	0	0	0	0	0	111
23	68	2	0	0	0	0	0	0	0	0	0	0	0	70
24	30	1	1	0	0	0	0	0	1	0	0	0	0	33
7-19	6541	192	1	2	2	0	0	6	2	0	1	14	0	6761
6-22	7115	212	1	2	2	0	1	6	2	0	1	16	0	7358
6-24	7213	215	2	2	2	0	1	6	3	0	1	16	0	7461
0-24	7394	221	3	2	2	0	1	6	4	0	2	16	0	7651

Manston ATC 4A, A256 Westwood Road

Channel 1 - Eastbound

13/03/2017	Vehicle Classes														TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13		
1	21	0	0	0	0	0	0	0	0	0	0	0	0	21	
2	10	2	0	0	0	0	0	0	0	0	2	0	0	14	
3	15	1	0	0	0	0	0	0	0	0	0	0	0	16	
4	12	3	0	0	0	0	0	0	1	0	0	0	0	16	
5	9	1	0	0	0	0	0	0	0	0	0	1	0	11	
6	22	3	0	0	0	0	0	0	0	0	0	3	0	28	
7	90	7	2	0	0	0	0	0	0	0	1	5	0	105	
8	316	47	1	0	1	0	0	2	0	0	0	8	0	375	
9	626	44	0	0	0	0	0	3	0	0	1	3	0	677	
10	601	56	3	0	1	0	0	2	1	0	0	3	0	667	
11	722	53	1	1	1	0	0	0	0	0	0	3	0	781	
12	813	59	3	0	1	0	0	3	0	0	0	4	0	883	
13	816	53	0	2	0	0	0	0	0	0	0	3	0	874	
14	936	42	3	1	0	0	0	2	0	0	0	5	0	989	
15	768	40	0	1	1	0	0	2	0	0	0	8	0	820	
16	894	45	3	0	0	0	1	4	0	0	0	2	0	949	
17	952	50	1	0	0	0	0	0	1	0	0	5	0	1009	
18	990	36	1	0	7	0	0	5	2	0	0	5	0	1046	
19	821	37	1	0	2	0	0	3	0	0	0	1	0	865	
20	511	20	0	0	0	0	0	1	0	0	0	3	0	535	
21	359	12	1	0	0	0	0	1	1	0	0	2	0	376	
22	220	8	0	0	1	0	0	0	0	0	0	0	0	229	
23	159	6	0	0	0	0	0	0	0	0	0	0	0	165	
24	46	3	0	0	0	0	0	0	0	0	0	0	0	49	
7-19	9255	562	17	5	14	0	1	26	4	0	1	50	0	9935	
6-22	10435	609	20	5	15	0	1	28	5	0	2	60	0	11180	
6-24	10640	618	20	5	15	0	1	28	5	0	2	60	0	11394	
0-24	10729	628	20	5	15	0	1	28	6	0	4	64	0	11500	

Channel 2 - Westbound

13/03/2017	Vehicle Classes														TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13		
1	18	1	0	0	0	0	0	0	1	0	0	0	0	20	
2	7	1	0	0	0	0	0	0	1	0	0	0	0	9	
3	12	2	0	0	0	0	0	0	0	0	2	0	0	16	
4	21	3	0	0	0	0	0	0	1	0	0	0	0	25	
5	36	6	0	0	1	0	0	0	0	0	0	1	0	44	
6	125	18	0	0	1	0	1	0	3	0	0	1	0	149	
7	268	35	0	1	0	0	0	2	0	0	0	2	0	308	
8	574	57	0	0	0	0	0	1	1	0	0	6	0	639	
9	901	61	2	1	0	0	0	1	1	0	0	6	0	973	
10	855	48	0	0	2	0	0	1	2	0	0	7	0	915	
11	836	44	2	1	1	0	0	1	0	0	0	3	0	888	
12	794	65	0	0	0	0	0	0	0	0	0	6	0	865	
13	795	41	1	0	0	0	0	0	0	0	0	5	0	842	
14	745	34	0	0	1	0	0	1	1	0	0	6	0	788	
15	714	44	0	1	2	0	0	0	1	0	0	2	0	764	
16	771	42	0	2	2	0	0	0	0	0	1	3	0	821	
17	771	44	0	0	0	0	1	1	1	0	0	1	0	819	
18	686	17	0	0	0	0	0	0	0	0	0	2	0	705	
19	578	20	0	0	0	0	0	0	0	0	0	2	0	600	
20	368	15	0	0	0	0	0	0	0	0	0	1	0	384	
21	213	7	0	0	0	0	0	0	0	0	0	2	0	222	
22	138	5	0	0	0	0	0	0	0	0	0	1	0	144	
23	114	8	0	0	0	0	0	0	0	0	0	0	0	122	
24	44	2	0	0	0	0	0	0	0	0	0	0	0	46	
7-19	9020	517	5	5	8	0	1	6	7	0	1	49	0	9619	
6-22	10007	579	5	6	8	0	1	8	7	0	1	55	0	10677	
6-24	10165	589	5	6	8	0	1	8	7	0	1	55	0	10845	
0-24	10384	620	5	6	10	0	2	8	13	0	3	57	0	11108	

Manston ATC 4A, A256 Westwood Road

Channel 1 - Eastbound

13/03/2017	Vehicle Speeds (MPH)														TOTAL
Hr Ending	0-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56+			
1	0	0	0	0	1	10	4	6	0	0	0	0	21		
2	0	0	0	0	3	6	3	2	0	0	0	0	14		
3	0	0	0	0	0	5	6	4	1	0	0	0	16		
4	0	0	0	0	5	3	5	3	0	0	0	0	16		
5	0	0	0	0	2	2	5	2	0	0	0	0	11		
6	0	0	0	2	2	12	9	3	0	0	0	0	28		
7	0	0	0	1	11	47	40	5	1	0	0	0	105		
8	0	1	4	12	72	166	112	7	1	0	0	0	375		
9	0	1	13	104	319	209	30	1	0	0	0	0	677		
10	0	1	1	42	243	339	38	3	0	0	0	0	667		
11	0	2	25	21	368	347	18	0	0	0	0	0	781		
12	0	3	20	71	438	329	21	1	0	0	0	0	883		
13	0	4	11	28	384	417	30	0	0	0	0	0	874		
14	0	8	7	66	489	399	20	0	0	0	0	0	989		
15	0	38	38	55	375	290	24	0	0	0	0	0	820		
16	0	3	10	121	505	292	14	3	0	0	0	1	949		
17	0	21	52	100	443	378	14	0	0	1	0	0	1009		
18	0	218	262	208	239	110	9	0	0	0	0	0	1046		
19	0	13	67	86	406	271	21	1	0	0	0	0	865		
20	0	0	8	20	160	289	54	4	0	0	0	0	535		
21	0	0	0	2	53	241	69	10	1	0	0	0	376		
22	0	0	0	0	29	130	56	13	0	1	0	0	229		
23	0	0	0	1	10	91	49	8	4	2	0	0	165		
24	0	0	0	0	1	20	22	4	2	0	0	0	49		
7-19	0	313	510	914	4281	3547	351	16	1	1	0	1	9935		
6-22	0	313	518	937	4534	4254	570	48	3	2	0	1	11180		
6-24	0	313	518	938	4545	4365	641	60	5	4	0	1	11394		
0-24	0	313	518	940	4558	4403	673	80	10	4	0	1	11500		

Channel 2 - Westbound

13/03/2017	Vehicle Speeds (MPH)														TOTAL
Hr Ending	0-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56+			
1	0	0	0	1	2	8	4	4	1	0	0	0	20		
2	0	0	1	1	0	4	3	0	0	0	0	0	9		
3	0	0	0	1	3	2	7	1	1	0	1	0	16		
4	0	0	0	0	3	7	10	3	2	0	0	0	25		
5	0	0	0	0	0	15	21	5	3	0	0	0	44		
6	0	0	1	0	12	52	66	18	0	0	0	0	149		
7	0	0	2	0	24	146	120	14	1	0	1	0	308		
8	0	0	1	8	68	381	167	14	0	0	0	0	639		
9	0	4	30	101	264	506	67	1	0	0	0	0	973		
10	0	3	11	56	330	466	47	2	0	0	0	0	915		
11	0	38	29	54	265	468	31	3	0	0	0	0	888		
12	0	1	9	39	295	447	72	2	0	0	0	0	865		
13	0	2	0	3	233	521	79	3	0	1	0	0	842		
14	0	9	4	30	217	447	78	2	0	0	1	0	788		
15	0	6	6	24	280	410	35	3	0	0	0	0	764		
16	0	0	11	35	273	444	54	2	1	0	0	1	821		
17	0	2	5	28	320	399	63	2	0	0	0	0	819		
18	0	19	19	30	254	351	31	1	0	0	0	0	705		
19	0	5	19	28	194	312	37	5	0	0	0	0	600		
20	0	0	0	10	62	221	79	11	1	0	0	0	384		
21	0	0	0	1	38	120	48	12	2	0	1	0	222		
22	0	0	0	1	19	76	40	8	0	0	0	0	144		
23	0	0	0	1	14	56	37	10	4	0	0	0	122		
24	0	0	0	0	3	19	17	3	4	0	0	0	46		

7-19	0	89	144	436	2993	5152	761	40	1	1	1	1	9619
6-22	0	89	146	448	3136	5715	1048	85	5	1	3	1	10677
6-24	0	89	146	449	3153	5790	1102	98	13	1	3	1	10845
0-24	0	89	148	452	3173	5878	1213	129	20	1	4	1	11108

Kent ATCs ATC 05, Manston Road

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

Friday 13/10/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2	1	1	0	0	0	0	0	0	0	0	0	0	0	2
3	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5	3	1	0	0	0	0	0	0	0	0	0	0	0	4
6	22	0	0	0	0	0	0	0	0	0	0	0	0	22
7	63	5	0	0	0	0	0	0	0	0	0	0	0	68
8	156	14	3	0	1	0	0	0	0	0	0	0	0	174
9	176	30	1	0	2	0	0	0	0	0	1	1	0	210
10	182	27	2	2	0	0	0	0	0	0	1	0	0	214
11	161	25	1	0	0	0	0	0	0	0	0	0	0	187
12	164	17	2	0	0	0	0	0	0	0	1	0	0	184
13	184	27	3	0	0	0	0	0	1	0	0	0	0	217
14	165	24	4	0	0	0	0	0	2	0	0	0	0	196
15	204	18	5	2	2	0	0	0	0	0	2	0	0	233
16	193	38	0	0	1	0	0	0	0	0	1	0	0	225
17	165	23	0	0	1	0	0	0	0	0	0	1	0	190
18	208	20	0	0	0	0	0	1	0	0	0	0	0	229
19	193	12	0	0	0	0	0	0	0	0	0	0	0	205
20	91	10	0	0	0	0	0	0	0	0	0	0	0	101
21	47	4	0	0	0	0	0	0	0	0	0	0	0	51
22	43	4	0	0	0	0	0	0	0	0	0	0	0	47
23	44	3	0	0	0	0	0	0	0	0	0	0	0	47
24	25	0	0	0	0	0	0	0	0	0	0	0	0	25
7-19	2151	267	21	4	8	0	0	1	3	0	5	3	0	2463
8-22	2289	280	21	4	8	0	0	1	3	0	5	3	0	2730
8-24	2584	295	21	4	8	0	0	1	3	0	5	3	0	2892
0-24	2498	296	21	4	8	0	0	1	3	0	5	3	0	2639

Channel 2 - Southbound

Friday 13/10/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	6	1	0	0	0	0	0	0	0	0	0	0	0	7
2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
3	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4	6	0	0	0	0	0	0	0	0	0	0	0	0	6
5	13	2	0	0	0	0	0	0	0	0	0	0	0	15
6	57	5	0	0	0	0	0	0	0	0	0	0	0	62
7	118	10	0	0	0	0	0	0	0	0	0	0	0	128
8	194	13	1	0	0	0	0	0	1	0	0	0	0	209
9	165	10	0	0	1	0	0	0	0	0	0	0	0	177
10	155	14	0	0	0	0	0	0	0	0	0	0	0	169
11	131	20	0	1	0	0	0	0	1	0	0	0	0	153
12	117	20	1	1	1	0	0	0	1	0	0	0	0	142
13	143	14	0	1	2	0	0	0	13	0	1	1	0	161
14	145	23	3	0	1	1	0	0	0	0	0	1	0	173
15	169	29	0	0	0	0	0	0	0	0	0	1	0	199
16	176	22	0	0	0	0	0	0	0	0	0	0	0	198
17	179	22	0	0	0	0	0	0	0	0	0	0	1	202
18	182	12	1	0	0	0	0	0	0	0	0	0	0	196
19	105	2	1	0	0	0	0	0	0	0	0	0	0	108
20	78	4	4	0	0	0	0	0	0	0	0	0	0	86
21	46	4	0	0	0	0	0	0	0	0	0	0	0	50
22	45	0	0	0	0	0	0	0	0	0	0	0	0	45
23	36	4	0	0	0	0	0	0	0	0	0	0	0	40
24	21	1	0	0	0	0	0	0	0	0	0	0	0	22
7-19	1861	201	7	3	7	0	0	3	2	0	1	4	0	2089
8-22	2148	217	7	3	7	0	0	3	2	0	1	4	0	2334
8-24	2408	228	7	3	7	0	0	3	2	0	1	4	0	2456
0-24	2293	233	7	3	8	0	0	3	2	0	1	4	0	2554

Channel 1 - Northbound

Saturday 14/10/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	12	0	0	0	0	0	0	0	0	0	0	0	0	12
2	5	0	0	0	0	0	0	0	0	0	0	0	0	5
3	7	0	0	0	0	0	0	0	0	0	0	0	0	7
4	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5	4	0	0	0	0	0	0	0	0	0	0	0	0	4
6	10	0	0	0	0	0	0	0	0	0	0	0	0	10
7	19	1	0	0	1	0	0	0	0	0	0	0	0	21
8	64	6	0	0	2	0	0	0	0	0	0	0	0	72
9	100	11	0	0	1	0	0	0	0	0	0	0	0	113
10	143	12	0	0	1	0	0	1	0	0	0	0	0	157
11	155	13	0	1	0	0	0	2	0	0	1	0	0	172
12	173	9	0	0	1	0	0	1	0	0	0	0	0	184
13	223	13	0	1	0	0	0	13	0	0	0	0	0	237
14	213	12	1	0	0	0	0	0	0	0	0	0	0	226
15	193	9	0	1	0	0	0	2	0	0	0	0	0	205
16	180	9	0	1	0	0	0	0	0	0	0	0	0	190
17	155	8	0	0	0	0	0	0	0	0	0	0	0	163
18	117	5	0	0	0	0	0	0	0	0	0	0	0	122
19	99	9	0	0	0	0	0	0	0	0	0	0	0	108
20	54	6	0	0	0	0	0	0	0	0	0	0	0	60
21	39	3	0	0	0	0	0	0	0	0	0	0	0	42
22	21	2	0	0	0	0	0	0	0	0	0	0	0	23
23	22	3	0	0	0	0	0	0	0	0	0	0	0	25
24	37	1	0	0	0	0	0	0	0	0	0	0	0	38
7-19	1815	116	1	4	5	0	0	6	0	0	1	1	0	1949
8-22	2038	128	1	4	5	0	0	5	0	0	1	1	0	2095
8-24	2247	131	1	4	5	0	0	5	0	0	1	1	0	2158
0-24	2047	132	1	4	6	0	0	6	0	0	1	1	0	2198

Channel 2 - Southbound

Saturday 14/10/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	10	0	0	0	0	0	0	0	0	0	0	0	0	10
2	6	0	0	0	0	0	0	0	0	0	0	0	0	6
3	6	0	0	0	0	0	0	0	0	0	0	0	0	6
4	3	1	0	0	0	0	0	0	0	0	0	0	0	4
5	7	0	0	0	0	0	0	0	0	0	0	0	0	7
6	25	1	0	0	0	0	0	0	0	0	0	0	0	26
7	39	6	0	0	1	0	0	0	0	0	0	0	0	46
8	70	4	0	0	1	0	0	0	0	0	0	0	0	75
9	98	5	0	0	2	0	0	0	0	0	0	0	0	105
10	137	5	0	1	0	0	0	1	0	0	0	0	0	144
11	148	6	1	1	0	0	1	0	0	0	0	0	0	157
12	159	8	0	1	1	1	1	0	0	0	0	0	0	171
13	124	10	0	0	0	0	0	0	0	0	0	0	0	134
14	167	11	0	0	1	0	0	0	0	0	0	0	0	179
15	137	9	0	0	0	0	0	0	0	0	0	0	0	146
16	138	11	2	0	0	0	0	0	0	0	0	0	0	151
17	100	10	0	0	0	0	0	0	0	0	0	0	0	110
18	129	4	0	0	0	0	0	0	0	0	0	0	0	133
19	115	4	0	0	0	0	0	0	0	0	0	0	0	119
20	51	1	0	0	0	0	0	0	0	0	0	0	0	52
21	49	3	0	0	0	0	0	0	0	0	0	0	0	52
22	29	0	0	0	0	0	0	0	0	0	0	0	0	29
23	33	3	0	0	0	0	0	0	0	0	0	0	0	36
24	21	2	0	0	0	0	0	0	0	0	0	0	0	23
7-19	1542	87	3	3	5	0	2	1	0	0	0	1	0	1644
8-22	1710	97	3	3	5	0	2	1	0	0	0	1	0	1823
8-24	1984	105	3	3	5	0	2	1	0	0	0	1	0	1992
0-24	1821	104	3	3	6	0	2	1	0	0	0	1	0	1934

Kent ATCs ATC 05, Manston Road

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

Vehicle Classes														
Sunday 15/10/2017	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	14	0	0	0	0	0	0	0	0	0	0	0	0	14
2	5	1	1	0	0	0	0	0	0	0	0	0	0	8
3	4	2	0	0	0	0	0	0	0	0	0	0	0	6
4	4	0	0	0	0	0	0	0	0	0	0	0	0	4
5	6	0	0	0	0	0	0	0	0	0	0	0	0	6
6	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7	11	0	0	0	0	0	0	0	0	0	0	0	0	11
8	37	0	0	0	0	0	0	0	0	0	0	0	0	37
9	49	4	0	0	0	0	0	1	1	0	0	0	0	54
10	95	6	0	0	0	0	0	0	0	0	0	0	0	101
11	156	10	0	0	1	0	0	0	0	0	0	0	0	167
12	173	10	0	1	0	0	0	0	0	0	0	0	0	184
13	184	6	0	0	0	0	0	0	0	0	0	0	0	190
14	206	9	0	0	1	0	0	0	0	0	0	0	0	216
15	172	10	0	0	0	0	0	0	0	0	0	0	0	182
16	164	13	0	0	0	0	0	0	0	0	0	0	0	177
17	124	11	0	0	0	0	0	1	0	0	0	0	0	136
18	143	5	0	0	0	0	0	0	0	0	0	0	0	148
19	88	6	0	0	0	0	0	0	0	0	0	0	0	94
20	46	3	0	0	0	0	0	0	0	0	0	0	0	49
21	43	3	0	0	0	0	0	0	0	0	0	0	0	46
22	22	0	0	0	0	0	0	0	0	0	0	0	0	22
23	21	2	0	0	0	0	0	0	0	0	0	0	0	23
24	16	0	0	0	0	0	0	0	0	0	0	0	0	16
7-19	1591	90	0	1	2	0	0	1	1	0	0	0	0	1696
8-22	1313	10	1	1	0	0	0	1	1	0	0	0	0	1514
8-24	1790	95	0	1	3	0	0	1	1	0	0	0	0	1853
0-24	1786	101	0	1	2	0	0	1	1	0	0	0	0	1892

Channel 2 - Southbound

Vehicle Classes														
Sunday 15/10/2017	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	8	0	0	0	0	0	0	0	0	0	0	0	0	8
2	6	0	0	0	0	0	0	0	0	0	0	0	0	6
3	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4	4	0	0	0	0	0	0	0	0	0	0	0	0	4
5	3	1	0	0	0	0	0	0	0	0	0	0	0	4
6	9	0	0	0	0	0	0	0	0	0	0	0	0	9
7	18	3	0	0	0	0	0	0	0	0	0	0	0	21
8	37	2	0	0	0	0	0	0	0	0	0	0	0	39
9	56	2	0	0	0	0	0	0	0	0	0	0	0	58
10	92	9	0	0	0	0	0	0	0	0	0	0	0	101
11	142	5	1	0	0	0	0	0	0	0	0	0	0	148
12	150	6	0	0	0	0	0	0	0	0	0	0	0	156
13	147	5	0	0	0	0	0	0	0	0	0	0	0	152
14	147	9	0	0	0	0	0	0	0	0	0	0	0	156
15	126	5	0	0	0	0	0	0	0	0	0	0	0	131
16	154	9	1	0	0	0	0	0	0	0	0	0	0	163
17	123	5	1	0	0	0	0	0	0	0	0	0	0	129
18	89	2	0	0	0	0	0	0	0	0	0	0	0	91
19	72	2	0	0	0	0	0	0	0	0	0	0	0	74
20	50	2	0	0	0	0	0	0	0	0	0	0	0	52
21	44	1	0	0	0	0	0	0	0	0	0	0	0	45
22	26	0	0	0	0	0	0	0	0	0	0	0	0	26
23	26	1	0	0	0	0	0	0	0	0	0	0	0	27
24	7	1	0	0	0	0	0	0	0	0	0	0	0	8
7-19	1335	60	3	0	0	0	0	0	0	0	0	0	0	1396
8-22	1423	66	1	0	0	0	0	1	0	0	0	0	0	1524
8-24	1508	65	1	0	0	0	0	1	0	0	0	0	0	1577
0-24	1539	69	3	0	0	0	0	0	0	0	0	0	0	1611

Channel 1 - Northbound

Monday 16/10/2017														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	5	1	0	0	0	0	0	0	0	0	0	0	0	8
2	4	0	0	0	0	0	0	0	0	0	0	0	0	4
3	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	6	1	0	0	0	0	0	0	0	0	0	0	0	7
6	25	2	0	0	0	0	0	0	0	0	0	0	0	27
7	41	2	1	0	0	0	0	0	0	0	0	0	0	44
8	162	22	0	1	0	0	0	1	0	0	0	1	0	187
9	211	33	1	1	3	0	0	0	0	0	0	0	0	251
10	205	42	3	1	1	0	0	1	0	0	0	0	0	253
11	179	24	0	0	2	0	0	1	0	0	0	0	0	206
12	161	22	1	0	1	1	0	0	1	0	0	0	0	188
13	162	21	0	0	0	0	0	1	0	0	0	1	0	185
14	179	31	7	2	0	0	0	0	0	0	1	1	0	221
15	171	34	2	0	0	0	0	0	0	0	0	0	0	207
16	158	24	1	0	1	0	0	0	0	0	0	1	0	192
17	188	30	2	0	0	0	0	1	0	0	0	0	0	221
18	237	23	0	0	0	0	0	0	0	0	0	1	0	261
19	174	18	0	0	0	0	0	0	0	0	0	1	0	193
20	84	3	0	0	0	0	0	0	0	0	0	0	0	87
21	54	3	0	0	0	0	0	0	0	0	0	0	0	57
22	33	4	0	0	0	0	0	0	0	0	0	0	0	37
23	28	2	0	0	0	0	0	0	0	0	0	0	0	30
24	16	0	0	0	0	0	0	0	0	0	0	0	0	16
7-19	2197	324	17	5	8	0	0	6	1	0	5	5	0	2558
8-22	2409	336	18	5	3	0	0	6	1	0	5	5	0	2793
8-24	2495	343	18	5	3	0	0	6	1	0	5	5	0	2896

Channel 2 - Southbound

Monday 16/10/2017														
Hr Ending	Vehicle Classes													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	5	0	0	0	0	0	0	0	0	0	0	0	0	5
2	4	1	0	0	0	0	0	0	0	0	0	0	0	5
3	6	3	0	0	0	0	0	0	0	0	0	0	0	9
4	1	2	0	0	0	0	0	0	0	0	0	0	0	3
5	17	4	0	0	0	0	0	0	0	0	0	0	0	21
6	51	3	0	0	0	0	0	0	0	0	0	0	0	54
7	109	10	0	0	0	0	0	0	0	0	0	0	0	119
8	204	9	1	1	0	0	0	1	0	0	0	0	0	216
9	204	15	1	0	0	0	0	0	0	0	0	0	0	220
10	158	10	0	0	0	0	0	0	0	0	0	0	0	168
11	130	18	0	1	0	0	0	0	0	0	0	1	0	150
12	128	19	2	0	0	0	0	0	0	0	0	0	0	149
13	143	11	1	0	0	0	0	0	0	0	0	0	0	155
14	161	24	0	1	1	0	0	0	0	0	0	2	0	189
15	149	28	0	0	0	0	0	0	0	0	0	0	0	177
16	142	30	0	0	1	0	0	0	0	0	0	1	0	174
17	200	20	0	0	1	0	0	0	0	0	0	0	0	221
18	149	8	1	0	0	0	0	0	0	0	0	0	0	158
19	117	2	0	0	0	0	0	0	0	0	0	0	0	119
20	59	2	0	0	0	0	0	0	0	0	0	0	0	61
21	41	2	0	0	0	0	0	0	0	0	0	0	0	43
22	38	1	0	0	0	0	0	0	0	0	0	0	0	39
23	20	0	0	0	0	0	0	0	0	0	0	0	0	20
24	9	0	0	0	0	0	0	0	0	0	0	0	0	9
7-19	1885	194	6	3	3	0	0	1	0	0	0	4	0	2096
6-22	2132	209	6	3	3	0	0	1	0	0	0	4	0	2358
5-23	2387	215	6	3	3	0	0	1	0	0	0	4	0	2597
0-24	2245	222	6	3	3	0	0	1	0	0	0	4	0	2450

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Channel 1 - Northbound													
Tuesday 17/10/2017		Vehicle Speeds (MPH)											
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
1	0	0	0	0	2	2	0	0	0	2	0	0	8
2	0	0	0	0	1	0	0	2	1	0	0	0	4
3	0	0	0	0	0	0	1	1	1	1	0	0	5
4	0	0	0	0	0	0	1	0	1	0	0	0	2
5	0	0	0	0	0	1	0	2	0	3	1	0	6
6	0	0	0	0	1	1	3	4	8	5	1	0	23
7	0	0	0	0	2	14	13	13	4	2	0	0	46
8	0	0	0	2	25	80	63	35	14	1	0	0	220
9	0	0	0	0	23	84	73	29	9	2	0	0	232
10	0	0	2	2	63	63	20	4	0	0	0	0	130
11	0	0	1	1	32	85	68	13	7	5	1	0	213
12	0	12	5	6	33	63	66	15	7	0	0	0	207
13	2	0	0	2	36	77	63	22	0	9	5	0	216
14	0	0	0	4	27	81	59	26	11	3	0	0	212
15	0	1	0	4	22	66	49	19	4	1	0	0	166
16	0	0	0	1	20	36	60	29	13	4	0	0	164
17	1	1	0	2	25	64	70	45	45	9	0	0	239
18	1	1	0	3	27	67	102	55	14	11	1	0	252
19	0	0	0	0	11	26	60	52	17	9	0	0	175
20	0	0	0	1	0	18	35	29	17	7	0	0	107
21	1	1	0	7	18	1	7	18	21	21	0	0	84
22	0	0	0	0	0	6	7	12	1	6	0	0	32
23	0	0	0	1	0	4	6	3	6	4	0	0	24
24	0	0	0	0	0	2	5	4	0	0	0	0	12
7-19	3	3	16	8	27	303	832	794	360	118	42	2	1 2506
0-22	4	16	8	28	306	877	865	435	145	58	2	1	2745
5-24	4	16	8	29	310	888	884	453	162	66	3	2	2625

Channel 2 - Southbound													
Tuesday	Vehicle Speeds (MPH)												
17/10/2017	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
Hr Ending	0	0	0	0	1	0	2	1	2	3	0	0	10
1	0	0	0	0	0	0	0	2	0	1	0	0	3
2	0	0	0	0	0	0	3	0	2	1	3	0	8
3	0	0	0	0	0	2	0	1	0	1	0	0	4
4	0	0	0	0	0	1	1	1	2	3	2	1	11
5	0	0	0	0	0	9	15	8	4	1	1	0	38
6	0	0	0	0	7	37	33	24	13	3	0	0	117
7	0	0	0	2	3	39	80	58	43	9	0	0	234
8	0	1	2	16	54	79	58	21	6	0	0	0	237
9	0	0	10	0	20	47	47	29	17	11	1	0	165
10	0	1	0	9	33	51	28	4	2	1	0	0	129
11	0	3	1	8	42	42	32	7	3	1	0	0	139
12	1	1	1	4	42	78	42	13	3	0	0	0	182
13	1	1	8	8	28	68	18	15	2	1	0	0	173
14	0	0	0	6	56	71	30	9	2	1	0	0	175
15	0	0	0	2	52	64	26	11	4	0	0	0	159
16	0	0	0	6	50	50	29	58	28	6	6	0	130
17	0	0	0	5	21	71	75	17	4	2	0	0	196
18	0	3	0	0	4	16	33	18	4	1	0	0	80
19	1	1	1	1	1	7	12	12	9	0	0	0	71
20	0	0	0	0	7	12	27	18	6	1	0	0	73
21	0	0	0	2	2	13	13	18	9	0	0	0	58
22	0	0	0	1	2	10	11	4	1	0	0	0	39
23	0	0	0	3	4	5	8	4	2	0	0	0	26
24	0	0	0	0	0	2	3	3	0	1	1	0	10
7-19	1	11	8	76	453	724	510	203	46	10	0	0	2042
6-22	1	11	8	79	471	756	599	268	78	16	0	0	2343
5-23	1	11	8	83	485	726	591	261	71	15	0	0	2327
0-24	1	11	8	83	485	826	625	291	91	31	3	0	2555

Channel 1 - Northbound													
Wednesday 18/02/2017													
Hr Ending	Vehicle Speeds (MPH)											TOTAL	
	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70		71-100
1	0	0	0	0	0	0	3	0	2	1	3	0	9
2	0	0	0	0	0	0	0	2	0	2	2	0	6
3	0	0	0	0	0	1	1	0	2	1	0	0	5
4	0	0	0	0	0	0	0	0	0	0	1	0	1
5	0	0	0	0	0	0	1	2	2	3	1	0	9
6	0	0	0	0	0	0	2	1	13	4	2	0	23
7	0	0	0	0	1	6	2	11	11	7	2	0	45
8	0	0	0	8	8	16	51	55	22	7	2	0	169
9	0	0	14	26	54	50	28	15	4	0	0	0	191
10	1	0	7	47	37	77	41	18	18	7	0	0	189
11	0	0	0	2	28	73	56	16	5	0	0	0	180
12	0	0	3	2	23	58	53	25	5	1	0	0	170
13	0	1	2	13	31	63	69	14	3	3	0	0	182
14	0	0	3	3	23	69	50	30	7	0	0	0	162
15	0	0	4	5	28	69	52	24	8	5	1	0	196
16	0	2	2	0	28	45	64	27	15	2	1	0	186
17	0	0	0	1	71	81	71	40	49	22	4	0	237
18	1	0	0	2	16	69	99	45	17	4	0	1	254
19	0	0	0	1	18	45	61	35	9	7	1	0	177
20	0	0	0	0	3	20	33	37	17	4	0	0	114
21	0	0	0	0	1	13	18	16	6	3	1	0	59
22	0	0	0	0	2	10	22	7	3	3	0	0	47
23	0	0	0	1	1	3	10	5	7	6	1	0	34
24	0	0	0	0	5	2	4	5	1	2	0	0	19
7-19	2	3	33	70	323	750	699	311	109	25	4	1	2330
8-22	2	3	33	71	335	800	763	382	142	36	5	1	2595
9-23	2	3	33	72	342	811	774	392	150	36	5	1	2648
0-24	2	3	33	72	342	811	804	410	160	56	6	1	2700

Channel 2 - Southbound													
Wednesday 12/10/2017		Vehicle Speeds (MPH)											
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
1	0	0	0	0	0	2	2	0	2	1	0	0	5
2	0	0	0	0	0	0	1	0	1	2	0	0	4
3	0	0	0	0	0	0	0	0	1	1	0	0	3
4	0	0	0	0	0	2	0	0	0	1	0	0	3
5	0	0	0	1	2	0	2	2	6	5	0	0	18
6	0	0	0	0	0	5	16	22	13	13	2	0	68
7	0	0	0	0	0	6	26	28	26	18	6	0	110
8	0	0	4	3	29	83	65	27	7	2	2	0	222
9	0	2	12	21	58	65	41	33	3	1	0	0	216
10	0	0	4	4	16	68	38	24	4	2	0	0	150
11	0	2	2	5	34	71	38	13	0	0	0	0	105
12	1	0	1	5	28	73	26	17	1	1	0	0	153
13	0	1	0	1	11	77	47	6	1	3	0	0	147
14	0	0	0	7	35	62	33	10	4	1	0	0	153
15	0	0	0	4	34	70	32	21	6	0	0	0	167
16	0	0	0	7	48	66	38	8	5	0	0	0	153
17	0	0	0	8	49	60	58	15	7	0	0	0	107
18	0	1	0	4	26	78	48	20	7	0	1	0	195
19	0	0	0	1	17	17	37	35	11	1	2	0	105
20	0	0	0	0	6	32	31	3	3	0	0	0	75
21	0	0	1	0	8	18	7	9	4	18	0	0	65
22	0	0	0	0	9	15	7	9	2	2	0	0	44
23	0	0	0	1	1	11	4	6	0	0	0	0	23
24	0	0	0	0	4	3	3	0	1	1	0	0	12
7-19	1	9	19	70	385	790	493	185	46	12	3	0	2013
8-22	1	9	20	70	414	851	582	232	73	22	3	0	2367
9-23	1	9	20	72	426	813	516	233	94	36	3	0	2342
0-24	1	9	20	72	426	913	616	253	94	36	3	0	2443

Kent ATCs ATC 05, Manston Road

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

Thursday 19/10/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	9	0	0	0	0	0	0	0	0	0	0	0	0	9
2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4	5	1	0	0	0	0	0	0	0	0	0	0	0	6
5	10	1	0	0	0	0	0	0	0	0	0	0	0	11
6	26	2	0	0	0	0	0	0	0	0	0	0	0	29
7	40	5	0	0	0	0	0	0	0	0	0	0	0	45
8	139	20	0	1	0	0	0	0	0	0	0	2	0	162
9	178	38	0	2	1	0	0	0	0	0	0	3	0	222
10	159	31	1	1	0	0	0	1	0	0	1	3	0	197
11	121	23	0	1	0	0	0	0	0	0	1	1	0	147
12	145	24	1	0	0	0	0	0	3	0	1	1	0	175
13	124	22	2	0	2	0	0	0	0	0	0	2	0	152
14	128	25	1	2	1	0	0	0	0	0	0	1	0	158
15	184	25	6	0	1	0	0	0	0	0	2	1	0	219
16	162	24	2	0	2	0	0	0	0	0	1	0	0	191
17	185	27	0	0	0	0	0	0	0	0	0	0	0	212
18	201	20	0	0	0	0	0	0	0	0	0	0	0	221
19	146	10	0	0	0	0	1	0	0	0	0	0	0	157
20	99	4	0	0	0	0	0	0	0	0	0	0	0	103
21	38	5	0	0	0	0	0	0	0	0	0	0	0	43
22	29	5	0	0	0	0	0	0	0	0	0	0	0	34
23	29	0	0	0	0	0	0	0	0	0	0	0	0	29
24	17	2	0	0	0	0	0	0	0	0	0	0	0	19

7-19	1872	289	13	7	7	0	1	1	3	0	6	14	0	2213
6-22	2076	308	13	7	7	0	1	1	3	0	6	14	0	2438
6-24	2133	315	13	7	7	0	1	1	3	0	6	14	0	2486
0-24	2177	315	13	7	7	0	1	1	3	0	6	15	0	2545

Channel 2 - Southbound

Thursday 19/10/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	9	0	0	0	0	0	0	0	0	0	0	0	0	9
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4	1	1	0	0	0	0	0	0	0	0	0	0	0	2
5	26	5	0	0	1	0	0	0	0	0	0	0	0	32
6	58	4	0	0	0	0	0	0	0	0	0	0	0	62
7	100	8	2	0	0	0	0	0	0	0	0	0	0	110
8	223	25	0	0	1	0	0	0	0	0	0	0	0	249
9	230	14	0	0	0	0	0	0	0	0	0	0	0	244
10	147	25	0	0	0	0	0	0	0	0	0	0	0	172
11	134	21	1	1	1	0	0	0	0	0	0	0	0	158
12	126	22	0	0	0	0	1	0	0	0	0	0	0	149
13	132	18	0	0	1	0	0	1	0	0	0	0	0	152
14	138	18	1	0	2	0	0	0	0	0	0	1	0	160
15	154	23	0	1	1	0	0	0	0	0	0	2	0	181
16	133	29	0	0	1	0	0	1	0	0	0	0	0	164
17	161	29	0	0	1	0	0	0	0	0	0	0	0	191
18	148	15	0	0	0	0	0	0	0	0	0	0	0	163
19	110	4	0	0	0	0	0	1	0	0	0	0	0	115
20	76	2	0	0	0	0	0	0	0	0	0	0	0	78
21	60	1	0	0	0	0	0	0	0	0	0	0	0	61
22	38	1	0	0	0	0	0	0	0	0	0	0	0	39
23	20	1	0	0	0	0	0	0	0	0	0	0	0	21
24	10	2	0	0	0	0	0	0	0	0	0	0	0	12

7-19	1906	243	2	2	8	0	0	4	0	0	0	3	0	2058
6-22	2030	252	4	2	8	0	0	4	0	0	0	3	0	2256
6-24	2110	248	4	2	8	0	0	4	0	0	0	3	0	2389
0-24	2207	269	4	2	9	0	0	4	0	0	0	3	0	2498

Kent ATCs ATC 05, Manston Road

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

Thursday 19/10/2017	Vehicle Speeds (MPH)													TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
1	0	0	0	0	0	0	3	2	4	0	0	0	0	9
2	0	0	0	0	0	0	1	0	1	0	0	0	0	2
3	0	0	0	0	0	0	0	1	0	1	0	0	0	2
4	0	0	0	0	1	0	0	1	3	1	0	0	0	6
5	0	0	0	0	0	1	2	1	6	1	0	0	0	11
6	0	0	0	0	0	3	5	13	7	1	0	0	0	29
7	0	0	0	0	4	13	11	10	7	0	0	0	0	45
8	0	0	0	3	18	54	47	31	6	3	0	0	0	162
9	1	0	1	3	20	71	75	36	11	3	1	0	0	222
10	0	2	4	7	38	63	56	22	4	0	1	0	0	197
11	1	1	2	5	30	62	31	13	2	0	0	0	0	147
12	1	1	2	2	29	64	51	21	4	0	0	0	0	175
13	0	3	3	2	22	55	45	18	3	1	0	0	0	152
14	0	0	0	2	29	48	51	22	4	2	0	0	0	158
15	1	4	0	8	40	83	48	22	11	2	0	0	0	219
16	0	0	5	3	37	63	53	19	9	2	0	0	0	191
17	1	1	0	2	44	56	67	32	7	2	0	0	0	212
18	0	0	1	0	20	49	77	46	23	5	0	0	0	221
19	0	0	0	2	11	32	62	30	14	5	0	0	1	157
20	0	0	0	0	13	26	41	20	2	1	0	0	0	103
21	2	0	0	1	4	10	16	6	3	1	0	0	0	43
22	0	0	1	1	4	9	9	4	3	3	0	0	0	34
23	0	0	0	0	1	1	8	9	7	3	0	0	0	29
24	0	0	0	0	0	0	6	4	2	1	0	0	0	19

7-19	5	12	18	39	338	700	663	312	98	25	2	1	0	2213
6-22	7	12	19	41	365	758	740	352	113	30	2	1	0	2438
6-24	7	13	18	43	364	755	734	365	122	30	1	1	0	2486
0-24	7	12	19	41	365	773	764	385	139	37	2	1	0	2545

Channel 2 - Southbound

Thursday 19/10/2017	Vehicle Speeds (MPH)													TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
1	0	0	0	0	2	3	1	3	0	0	0	0	9	
2	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	0	0	0	1	0	1	0	1	0	1	0	0	4	
4	0	0	0	0	0	0	0	0	1	1	1	0	2	
5	0	0	0	0	1	3	8	7	9	4	0	0	32	
6	0	0	0	0	7	19	17	7	8	4	0	0	62	
7	0	0	0	0	18	29	33	15	12	2	0	0	110	
8	0	0	0	4	35	92	82	32	4	0	0	0	249	
9	0	0	0	4	29	81	71	23	4	2	0	0	214	
10	1	0	0	7	46	68	35	12	3	0	0	0	172	
11	0	0	3	10	57	62	20	3	1	2	0	0	158	
12	0	5	2	6	43	62	21	9	1	0	0	0	149	
13	1	1	0	4	50	46	37	11	2	0	0	0	152	
14	1	1	0	1	50	64	27	11	3	2	0	0	160	
15	2	2	1	10	54	53	31	23	3	2	0	0	181	
16	0	0	0	10	54	56	34	8	1	1	0	0	164	
17	0	3	0	1	56	77	41	8	5	0	0	0	191	
18	0	0	0	4	41	60	37	15	3	2	1	0	163	
19	0	0	1	4	22	34	25	23	5	1	1	0	115	
20	0	0	0	0	17	28	30	2	1	0	0	0	78	
21	0	2	0	1	15	21	19	3	0	0	0	0	61	
22	0	0	0	0	5	16	13	3	2	0	0	0	39	
23	0	0	0	0	5	4	1	6	3	1	1	0	21	
24	0	0	0	1	3	5	2	0	0	1	0	0	12	

Manston ATC 5, A254 Ramsgate Road

Channel 1 - Northbound

07/03/2017	Vehicle Classes														TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13		
1	60	6	0	0	0	0	0	1	0	0	0	0	0	67	
2	56	5	0	0	0	0	0	0	0	0	0	0	0	61	
3	23	6	0	0	0	0	0	0	0	0	0	0	0	29	
4	18	4	0	0	0	0	0	0	0	0	0	0	0	22	
5	25	2	1	0	0	0	0	0	0	0	0	0	0	28	
6	43	7	1	0	0	0	0	0	0	0	0	4	0	55	
7	162	13	1	0	0	0	0	0	1	0	0	12	0	189	
8	464	35	3	0	0	0	0	0	0	0	0	9	0	511	
9	758	41	0	0	0	0	0	0	0	0	0	5	0	804	
10	703	59	0	0	1	0	0	1	0	0	2	11	0	777	
11	650	75	1	0	0	0	0	1	1	0	0	13	0	741	
12	628	57	0	0	0	0	0	0	0	0	0	13	0	698	
13	650	47	0	1	1	0	0	2	0	0	0	15	0	716	
14	695	45	0	1	0	0	0	5	0	0	0	11	0	757	
15	730	59	0	0	0	0	1	0	0	0	0	11	0	801	
16	695	47	0	0	1	0	0	1	0	0	0	10	0	754	
17	739	42	1	1	1	0	0	0	0	0	0	8	0	792	
18	891	32	2	0	1	0	0	1	0	0	0	7	0	934	
19	741	36	0	0	1	0	0	1	0	0	0	6	0	785	
20	627	14	1	0	0	0	0	2	0	0	0	7	0	651	
21	398	21	1	0	0	0	0	1	0	0	0	3	0	424	
22	314	9	3	0	0	0	0	1	0	0	0	1	0	328	
23	200	10	1	0	0	0	0	0	0	0	0	2	0	213	
24	115	7	0	0	0	0	0	0	0	0	0	1	0	123	
7-19	8344	575	7	3	6	0	1	12	1	0	2	119	0	9070	
6-22	9845	632	13	3	6	0	1	16	2	0	2	142	0	10662	
6-24	10160	649	14	3	8	0	1	16	2	0	2	145	0	10998	
0-24	10385	679	16	3	6	0	1	17	2	0	2	149	0	11260	

Channel 2 - Southbound

07/03/2017	Vehicle Classes														TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13		
1	58	4	2	1	0	0	0	0	0	0	0	0	0	65	
2	40	4	1	0	0	0	0	0	0	0	0	0	0	45	
3	17	4	0	0	0	0	0	0	0	0	0	0	0	21	
4	20	5	0	0	0	0	0	0	0	0	0	0	0	25	
5	45	1	0	0	0	0	0	0	0	0	0	0	0	46	
6	147	9	2	0	0	0	0	0	0	0	0	0	0	158	
7	261	21	9	2	1	0	0	0	0	0	1	2	0	297	
8	548	35	17	2	0	0	0	0	0	0	0	5	0	607	
9	873	44	8	0	0	0	1	0	0	0	1	4	0	931	
10	776	46	4	0	0	0	0	0	0	0	0	6	0	832	
11	720	57	0	0	1	0	0	0	0	0	0	6	0	784	
12	758	53	1	0	1	0	0	0	0	0	0	3	0	816	
13	749	46	0	0	0	0	0	1	0	0	0	6	0	802	
14	657	56	0	0	0	0	0	2	0	0	0	5	0	720	
15	757	58	1	0	1	0	0	0	1	0	0	1	0	819	
16	787	48	1	0	1	0	0	1	2	0	0	2	0	842	
17	760	35	2	0	0	0	0	0	0	0	0	0	0	797	
18	790	24	1	2	1	0	0	2	0	0	0	1	0	821	
19	670	23	7	2	1	0	0	0	0	0	0	4	0	707	
20	511	7	7	0	0	0	0	0	1	1	0	3	0	530	
21	342	14	11	1	0	0	0	0	0	0	0	0	0	368	
22	237	3	22	1	0	0	0	0	0	0	0	0	0	263	
23	142	5	8	0	0	0	0	0	1	0	0	0	0	156	
24	70	3	12	2	0	0	0	0	0	0	0	0	0	87	
7-19	8845	525	42	6	6	0	1	6	3	0	1	43	0	9478	
6-22	10196	570	91	10	7	0	1	6	4	1	2	48	0	10936	
6-24	10408	578	111	12	7	0	1	8	5	1	2	48	0	11179	
0-24	10735	605	116	13	7	0	1	6	5	1	2	48	0	11539	

Channel 1 - Northbound

08/03/2017	Vehicle Classes														TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13		
	72	5	0	0	0	0	0	0	0	0	0	0	0	77	
2	46	5	0	0	0	0	0	0	0	0	0	0	0	51	
3	17	4	0	0	0	0	0	0	0	0	0	0	0	21	
4	18	1	0	0	0	0	0	0	0	0	0	0	0	19	
5	20	1	0	0	0	0	0	0	0	0	0	0	0	21	
6	67	10	1	1	0	0	0	0	0	0	0	5	0	84	
7	167	12	0	0	0	0	0	0	0	0	0	10	0	189	
8	430	40	1	0	0	0	0	0	0	0	0	17	0	488	
9	687	70	1	0	1	0	0	0	0	1	0	10	0	770	
10	659	60	2	0	1	0	0	0	0	0	0	12	0	734	
11	658	59	3	0	3	0	0	1	0	0	0	7	0	731	
12	632	58	1	1	0	1	0	1	0	0	0	8	0	702	
13	682	47	1	0	0	0	0	1	0	0	0	9	0	740	
14	651	63	0	1	2	0	1	1	0	0	0	9	0	728	
15	737	58	0	0	1	0	0	3	0	0	0	8	0	807	
16	759	58	2	0	3	0	0	1	0	0	0	8	0	831	
17	756	39	2	3	5	0	0	7	2	0	0	6	0	820	
18	796	42	0	2	1	0	0	4	0	0	0	8	0	853	
19	681	43	0	0	1	0	0	0	0	0	0	8	0	733	
20	549	22	0	0	0	0	0	0	1	0	0	6	0	578	
21	379	18	0	0	0	0	0	2	0	0	0	7	0	406	
22	286	15	0	0	0	0	0	1	0	0	0	3	0	305	
23	226	7	0	0	0	0	0	1	0	0	0	3	0	237	
24	97	4	0	0	0	0	0	0	0	0	0	1	0	102	
7-19	8128	637	13	7	18	1	1	19	2	1	0	110	0	8937	
6-22	9509	704	13	7	18	1	1	22	3	1	0	136	0	10415	
6-24	9832	715	13	7	18	1	1	23	3	1	0	140	0	10754	
0-24	10072	741	14	8	18	1	1	23	3	1	0	145	0	11027	

Channel 2 - Southbound

08/03/2017	Vehicle Classes														TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13		
1	40	2	4	0	0	0	0	0	0	0	0	1	0	47	
2	33	1	5	0	0	0	0	0	0	0	0	0	0	39	
3	15	1	4	0	0	0	0	0	0	0	0	0	0	20	
4	21	2	0	0	0	0	0	0	0	0	0	1	0	24	
5	34	3	2	0	0	0	0	0	0	0	0	0	0	39	
6	138	3	2	0	0	0	0	0	0	0	0	1	0	144	
7	297	11	4	3	0	0	0	0	0	0	0	3	0	318	
8	587	45	5	0	0	0	0	0	0	0	0	2	0	639	
9	793	61	3	0	0	0	0	2	0	0	0	6	0	865	
10	785	38	2	1	0	0	0	0	1	0	0	4	0	831	
11	700	46	1	1	2	0	0	0	0	0	0	1	0	751	
12	765	48	1	1	1	0	0	0	1	0	0	1	0	818	
13	751	54	0	0	0	0	0	0	1	0	0	4	0	810	
14	724	51	1	0	0	0	0	2	0	0	0	6	0	784	
15	779	56	1	0	2	0	0	1	0	0	0	1	0	840	
16	743	43	0	0	1	0	0	0	0	0	0	0	0	787	
17	750	40	2	0	0	0	6	1	0	0	0	4	0	803	
18	762	28	1	0	1	0	0	0	0	0	0	1	0	793	
19	670	36	1	0	0	0	0	0	0	0	0	0	0	707	
20	477	22	1	1	0	0	0	0	0	0	0	2	0	503	
21	293	6	3	0	0	0	0	0	1	0	0	3	0	306	
22	215	9	3	2	0	0	0	0	0	0	0	0	0	229	
23	161	2	1	0	0	0	0	0	0	0	0	1	0	165	
24	76	1	3	0	0	0	0	0	0	0	0	0	0	80	
7-19	8809	546	18	3	7	0	6	6	3	0	0	30	0	9428	
6-22	10091	594	29	9	7	0	6	6	4	0	0	38	0	10784	
6-24	10328	597	33	9	7	0	6	6	4	0	0	39	0	11029	
0-24	10609	609	50	9	7	0	6	6	4	0	0	42	0	11344	

Manston ATC 5, A254 Ramsgate Road

Channel 1 - Northbound

09/03/2017	Vehicle Classes														TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13		
1	79	0	0	0	0	0	0	0	0	0	0	1	0	80	
2	37	5	0	0	0	0	0	0	0	0	0	1	0	43	
3	22	3	0	0	0	0	0	0	0	0	0	0	0	25	
4	26	2	0	0	0	0	0	0	0	0	0	0	0	28	
5	23	3	0	0	0	0	0	0	0	0	0	1	0	27	
6	51	9	0	0	0	0	0	0	0	0	0	3	0	63	
7	173	17	0	0	0	0	0	0	0	0	0	12	0	202	
8	406	42	2	1	3	0	0	0	0	0	0	18	0	472	
9	646	62	2	0	0	0	0	0	0	0	0	8	0	718	
10	642	72	2	0	2	0	0	1	0	0	0	10	0	729	
11	600	63	1	0	1	0	0	2	1	0	0	15	0	683	
12	620	53	3	2	1	0	0	0	0	0	0	9	0	688	
13	631	59	1	1	1	0	0	3	0	0	0	11	0	707	
14	669	52	0	0	0	0	0	1	0	0	0	10	0	732	
15	708	60	0	0	0	0	1	3	0	0	0	12	0	784	
16	732	56	0	0	1	0	0	1	0	0	0	9	0	799	
17	752	53	1	1	3	0	0	1	1	0	1	11	0	824	
18	822	34	1	0	0	0	0	2	0	0	0	10	0	869	
19	682	39	0	0	1	0	0	0	0	1	0	7	0	730	
20	568	28	0	1	0	0	0	2	0	0	0	7	0	606	
21	428	21	0	0	0	0	0	1	0	0	0	6	0	456	
22	299	10	0	0	0	0	0	0	0	0	0	3	0	312	
23	230	8	0	0	0	0	0	1	0	0	0	2	0	241	
24	135	10	0	0	0	0	0	0	0	0	0	1	0	146	

7-19	7910	645	13	5	13	0	1	14	2	1	1	130	0	8735
6-22	9378	721	13	6	13	0	1	17	2	1	1	158	0	10311
6-24	9743	739	13	6	13	0	1	18	2	1	1	181	0	10698
0-24	9981	761	13	6	13	0	1	18	2	1	1	167	0	10964

Channel 2 - Southbound

[illegible]

7-19	8656	641	11	2	3	0	4	7	1	1	0	64	0	9390
6-22	10013	686	20	2	5	0	4	8	1	1	0	69	0	10809
6-24	10294	696	23	3	5	0	4	8	1	1	0	69	0	11104
0-24	10612	710	24	5	5	0	4	8	1	1	0	71	0	11441

Channel 1 - Northbound

10/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	80	3	0	0	0	0	0	0	0	0	0	1	0	84	
2	58	3	0	0	0	0	0	0	0	0	0	1	0	62	
3	30	1	0	0	0	0	0	0	0	0	0	0	0	31	
4	26	4	0	0	0	0	0	0	0	0	0	0	0	30	
5	36	7	0	0	0	0	0	0	0	0	0	0	0	43	
6	47	6	1	0	0	0	0	0	0	0	0	6	0	60	
7	193	12	0	0	0	0	0	0	0	0	0	9	0	214	
8	398	42	0	0	1	0	0	1	0	0	0	19	0	461	
9	706	71	1	1	0	0	0	2	0	0	0	8	0	789	
10	672	62	1	0	1	0	0	0	0	0	0	14	0	750	
11	627	53	1	0	1	0	1	1	1	0	0	13	0	698	
12	671	71	1	0	0	1	0	1	0	0	1	8	0	755	
13	736	45	1	1	3	0	0	0	0	0	0	14	0	800	
14	717	55	2	0	1	0	0	1	0	0	0	15	0	791	
15	775	49	2	3	0	0	0	3	0	0	0	14	0	846	
16	749	51	0	0	1	0	0	3	1	0	0	10	0	815	
17	817	51	2	1	0	0	0	1	0	0	0	11	0	883	
18	807	44	1	0	0	0	0	1	0	0	0	10	0	863	
19	764	50	4	0	1	0	0	3	0	0	0	3	0	825	
20	593	31	0	0	0	0	0	2	0	0	0	6	0	632	
21	427	16	0	0	0	0	0	0	0	0	0	6	0	449	
22	299	19	0	0	0	0	0	0	0	0	0	4	0	322	
23	269	13	0	0	0	0	0	0	0	0	0	3	0	285	
24	159	5	0	0	0	0	0	0	0	0	0	1	0	165	

7-19	8439	644	16	6	10	0	2	17	2	0	1	139	0	9276
6-22	9951	722	16	6	10	0	2	19	2	0	1	164	0	10893
6-24	10379	740	18	6	10	0	2	19	2	0	1	166	0	11343
0-24	10656	764	17	6	10	0	2	19	2	0	1	176	0	11653

Channel 2 - Southbound

10/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	62	3	1	2	0	0	0	0	0	0	0	0	0	68	
2	33	0	0	0	0	0	0	0	0	0	0	0	0	33	
3	32	1	0	0	0	0	0	0	0	0	0	0	0	33	
4	31	4	0	0	0	0	0	0	0	0	0	0	0	35	
5	45	7	0	0	0	0	0	0	0	0	0	0	0	52	
6	141	3	1	0	0	0	0	0	0	0	0	2	0	147	
7	282	21	8	0	1	0	0	0	0	0	0	1	0	313	
8	572	45	4	0	0	0	0	1	0	0	0	5	0	627	
9	818	41	6	0	0	0	0	2	1	0	1	1	0	870	
10	801	56	2	0	1	0	0	0	1	0	0	2	0	863	
11	783	61	1	1	1	0	1	1	0	0	0	5	0	854	
12	771	66	1	1	0	0	0	0	0	0	0	6	0	845	
13	761	50	1	0	0	0	0	0	0	1	1	9	0	823	
14	714	62	0	0	1	0	0	0	1	0	0	4	0	782	
15	747	63	0	0	0	0	0	1	0	0	0	5	0	816	
16	745	50	2	0	1	0	0	1	0	0	0	3	0	802	
17	820	51	0	0	0	0	0	2	0	0	0	2	0	875	
18	814	32	0	0	0	0	0	0	0	0	0	3	0	849	
19	655	39	1	0	0	0	0	2	0	0	0	2	0	699	
20	593	20	3	0	0	0	0	0	2	0	0	4	0	622	
21	365	7	1	0	0	0	0	0	1	0	0	3	0	377	
22	239	8	1	0	0	0	0	0	1	0	0	2	0	251	
23	231	4	2	2	0	0	0	0	0	0	0	0	0	239	
24	132	2	1	1	0	0	0	1	0	0	0	0	0	137	

7-19	9001	616	18	2	4	0	1	10	3	1	2	47	0	9705
6-22	10480	672	31	2	5	0	1	12	5	1	2	57	0	11268
6-24	10643	676	34	5	5	0	1	13	5	1	2	57	0	11644
0-24	11187	696	36	7	5	0	1	13	5	1	2	59	0	12012

Manston ATC 5, A254 Ramsgate Road

Channel 1 - Northbound

09/03/2017	Vehicle Speeds (MPH)													TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+		
1	0	0	2	0	7	16	39	13	0	0	1	2	80	
2	0	0	0	1	2	14	20	5	1	0	0	0	43	
3	0	0	0	1	1	7	10	3	2	1	0	0	25	
4	0	0	0	0	2	7	12	5	1	1	0	0	28	
5	0	0	1	0	1	6	16	3	0	0	0	0	27	
6	0	0	3	2	1	19	23	11	3	0	0	1	63	
7	1	0	3	3	9	51	94	35	4	1	1	0	202	
8	0	0	9	5	23	216	190	25	3	1	0	0	472	
9	1	3	6	19	95	411	164	19	0	0	0	0	718	
10	1	4	21	50	128	324	187	10	3	0	1	0	729	
11	0	1	11	22	85	396	151	15	0	1	0	1	683	
12	1	1	15	31	110	343	167	19	0	1	0	0	688	
13	0	3	15	37	123	367	148	12	1	1	0	0	707	
14	0	2	18	28	96	390	180	17	0	0	0	1	732	
15	1	12	12	40	170	417	124	7	1	0	0	0	784	
16	0	5	11	35	134	460	139	14	0	1	0	0	799	
17	61	96	55	70	169	282	88	3	0	0	0	0	824	
18	209	226	48	50	131	146	47	11	1	0	0	0	869	
19	3	2	23	28	165	380	118	9	2	0	0	0	730	
20	0	2	1	11	106	329	135	15	6	1	0	0	606	
21	0	2	4	11	46	178	197	17	0	1	0	0	456	
22	0	0	4	5	32	151	99	16	1	2	2	0	312	
23	0	0	1	3	11	80	111	31	3	0	1	0	241	
24	0	0	0	1	1	38	71	24	9	2	0	0	146	

7-19	277	355	244	415	1429	4132	1703	161	11	5	1	2	8735
6-22	278	359	256	445	1622	4841	2228	244	22	10	4	2	10311
6-24	278	359	257	449	1634	4959	2410	239	34	12	5	2	10698
0-24	278	359	263	453	1648	5028	2530	339	41	14	6	5	10964

Channel 2 - Southbound

09/03/2017	Vehicle Speeds (MPH)													TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+		
1	0	0	0	0	2	22	25	12	2	0	0	0	63	
2	0	0	0	1	0	8	6	7	5	0	0	1	28	
3	0	1	0	0	1	5	6	5	4	0	0	0	22	
4	0	0	0	0	4	9	11	6	1	1	0	0	32	
5	0	0	0	1	0	10	25	7	2	0	0	0	45	
6	0	0	0	1	6	22	60	39	16	3	0	0	147	
7	0	0	1	1	12	92	143	37	7	2	1	0	296	
8	0	0	3	20	48	270	259	30	2	1	0	0	633	
9	0	1	10	26	146	464	191	29	4	0	0	0	871	
10	0	3	16	17	174	443	175	15	2	1	0	0	846	
11	0	0	9	27	155	420	178	8	1	0	0	0	798	
12	0	1	15	48	175	389	128	14	1	2	0	0	773	
13	0	2	8	16	137	432	173	15	3	0	0	0	786	
14	0	0	7	21	104	435	200	19	3	0	0	1	790	
15	0	3	5	39	162	437	153	21	3	0	0	2	825	
16	0	0	3	12	152	409	190	19	3	0	0	0	788	
17	2	4	17	55	216	401	132	9	1	0	0	0	837	
18	14	16	8	32	212	346	127	10	1	1	0	0	767	
19	1	0	7	12	164	331	139	15	5	0	1	1	676	
20	0	1	1	10	83	254	148	13	1	0	0	0	511	
21	0	1	3	0	19	150	160	23	3	1	0	0	360	
22	0	0	0	2	13	83	126	22	4	0	1	1	252	
23	0	0	0	0	6	50	100	21	2	7	1	2	189	
24	0	0	2	1	5	22	46	23	4	2	0	1	106	

7-19	17	30	108	325	1845	4777	2045	204	29	5	1	4	9390
6-22	17	32	113	338	1972	5356	2622	299	44	8	3	5	10809
6-24	17	32	115	339	1983	5428	2768	343	50	17	4	8	11104
0-24	17	33	115	342	1996	5504	2901	419	80	21	4	9	11441

Channel 1 - Northbound

10/03/2017	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	
1	0	0	1	1	2	20	38	16	2	3	1	0	84
2	0	0	2	1	3	19	22	11	3	0	0	1	62
3	0	0	0	0	0	9	12	7	2	1	0	0	31
4	0	0	0	0	3	3	15	6	2	0	1	0	30
5	0	0	2	0	2	14	16	8	1	0	0	0	43
6	0	0	0	2	0	19	27	6	4	2	0	0	60
7	0	0	1	5	10	51	110	29	5	2	1	0	214
8	0	1	4	5	39	130	230	49	3	0	0	0	461
9	0	0	3	11	92	412	253	16	1	0	0	1	789
10	10	14	26	29	90	363	208	10	0	0	0	0	750
11	0	5	10	27	92	351	200	12	1	0	0	0	698
12	1	10	19	27	109	388	183	16	2	0	0	0	755
13	85	62	36	53	113	307	138	4	1	0	0	1	800
14	0	6	13	29	104	412	195	28	3	0	1	0	791
15	6	16	17	45	148	462	143	4	5	0	0	0	846
16	100	109	36	21	113	332	97	7	0	0	0	0	815
17	1	5	22	55	169	430	181	17	3	0	0	0	883
18	1	1	17	49	216	418	137	20	3	1	0	0	863
19	23	55	45	72	264	276	78	6	5	0	1	0	825
20	0	0	9	31	91	340	148	11	2	0	0	0	632
21	0	0	11	12	42	199	155	24	4	2	0	0	449
22	0	0	0	12	16	120	151	17	4	1	1	0	322
23	0	0	0	9	19	111	117	21	5	2	0	1	285
24	0	0	2	5	3	41	80	29	2	3	0	0	165

7-19	227	284	248	423	1549	4281	2043	189	27	1	2	2	9276
6-22	227	284	269	483	1708	4991	2607	270	42	6	4	2	10893
6-24	227	284	271	497	1730	5143	2804	320	49	11	4	3	11343
0-24	227	284	276	501	1740	5227	2934	374	63	17	6	4	11653

Channel 2 - Southbound

10/03/2017	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	
1	0	0	0	0	2	28	26	9	2	0	1	0	68
2	0	0	1	0	4	7	13	6	1	1	0	0	33
3	0	1	0	0	0	5	17	6	3	0	0	1	33
4	0	0	0	0	1	8	16	9	1	0	0	0	35
5	0	0	1	1	3	11	18	10	5	2	1	0	52
6	0	0	0	1	7	19	75	29	14	2	0	0	147
7	0	0	0	0	16	90	165	31	5	2	4	0	313
8	0	0	2	3	52	185	308	61	11	3	1	1	627
9	0	1	2	29	150	436	221	28	1	0	0	2	870
10	0	0	21	21	187	480	135	17	2	0	0	0	863
11	0	8	23	37	246	390	141	7	2	0	0	0	854
12	0	1	7	35	249	428	110	14	1	0	0	0	845
13	4	6	9	35	222	417	118	11	0	0	1	0	823
14	0	2	5	20	164	402	170	14	4	1	0	0	782
15	1	0	5	34	145	435	180	12	2	1	1	0	816
16	1	5	4	11	184	424	161	12	0	0	0	0	802
17	0	2	4	23	209	422	188	23	1	1	0	2	875
18	0	0	4	21	203	450	149	20	1	1	0	0	849
19	0	2	4	42	190	322	131	7	0	1	0	0	699
20	0	0	1	29	98	332	132	21	5	2	1	1	622
21	1	1	2	0	66	177	106	20	3	0	0	1	377
22	0	0	2	0	18	108	101	16	6	0	0	0	251
23	0	1	0	0	16	85	105	27	2	3	0	0	239
24	0	0	0	0	4	44	69	15	4	0	1	0	137

7-19	6	27	90	311	2201	4791	2012	226	25	8	3	5	9705
6-22	7	28	95	340	2399	5498	2516	314	44	12	8	7	11268
6-24	7	29	95	340	2419	5627	2690	356	50	15	9	7	11644
0-24	7	30	97	342	2436	5705	2855	425	76	20	11	8	12012

Manston ATC 5, A254 Ramsgate Road

Channel 1 - Northbound														
11/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	99	6	0	0	0	0	0	0	0	0	0	0	0	105
2	81	3	0	0	0	0	0	0	0	0	0	0	0	84
3	42	6	0	0	0	0	0	0	0	0	0	0	0	48
4	31	3	0	0	0	0	0	0	0	0	1	1	0	36
5	24	2	0	0	1	0	0	0	0	0	0	0	0	27
6	39	4	0	0	0	0	0	0	0	0	0	1	0	44
7	128	10	0	0	1	0	0	0	0	0	0	4	0	143
8	236	17	0	0	0	0	0	0	0	1	0	10	0	264
9	356	42	3	0	1	0	0	0	1	0	0	12	0	415
10	477	36	0	0	2	0	0	2	0	0	0	12	0	529
11	599	46	0	1	1	0	0	1	0	0	0	7	0	655
12	702	37	1	0	0	0	1	2	0	0	0	9	0	752
13	802	31	0	0	0	0	0	4	0	0	0	7	0	844
14	790	17	0	0	0	0	0	0	0	0	0	11	0	818
15	804	40	0	0	0	0	0	2	0	0	0	4	0	850
16	770	36	0	1	0	0	0	1	0	0	0	7	0	815
17	787	27	1	1	0	0	0	0	0	0	0	8	0	824
18	610	29	0	0	0	0	0	0	1	0	0	7	0	647
19	603	30	0	0	1	0	0	0	0	0	0	5	0	639
20	529	24	0	0	0	0	0	1	0	0	0	7	0	561
21	336	22	0	0	0	0	0	1	0	0	0	6	0	365
22	264	7	0	0	0	0	0	0	0	0	0	3	0	274
23	249	8	0	0	0	0	0	0	0	0	0	2	0	259
24	184	8	0	0	0	0	0	0	0	0	0	1	0	193
7-19	7536	388	5	3	5	0	1	12	2	1	0	99	0	8052
6-22	8793	451	5	3	6	0	1	14	2	1	0	119	0	9395
6-24	9226	467	5	3	8	0	1	14	2	1	0	122	0	9847
0-24	9542	491	5	3	7	0	1	14	2	1	1	124	0	10191

Channel 2 - Southbound														
11/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	68	1	0	4	0	0	0	0	0	0	0	0	0	73
2	52	4	5	0	0	0	0	0	0	0	0	0	0	61
3	43	0	2	0	0	0	0	0	0	0	0	1	0	46
4	50	4	0	0	0	0	0	0	0	0	0	1	0	55
5	40	3	0	0	0	0	0	0	0	0	0	0	0	43
6	101	4	4	0	0	0	0	0	0	0	0	0	0	109
7	133	4	8	1	0	0	0	0	0	0	0	0	0	146
8	276	21	1	1	0	0	0	0	0	0	0	3	0	302
9	505	34	1	0	0	0	0	0	0	0	0	3	0	543
10	679	51	0	0	0	0	0	0	0	0	0	3	0	733
11	861	55	2	0	1	0	0	1	0	1	0	4	0	925
12	891	38	0	0	0	0	0	0	0	0	0	4	0	933
13	813	47	0	1	0	0	0	3	0	0	0	7	0	871
14	819	39	0	0	0	0	0	0	0	0	0	3	0	861
15	820	24	0	1	1	0	0	1	0	0	0	5	0	852
16	809	41	0	0	1	0	0	0	0	0	0	0	0	851
17	675	31	1	0	0	0	0	0	0	0	0	2	0	709
18	618	22	0	0	0	0	0	3	0	0	0	1	0	644
19	543	26	1	0	0	0	0	0	0	0	0	1	0	571
20	458	15	0	0	0	0	0	0	0	0	0	2	0	475
21	357	11	2	0	0	0	0	0	0	0	0	3	0	373
22	251	10	3	0	0	0	0	0	0	0	0	1	0	265
23	239	7	2	1	0	0	0	0	0	0	0	0	0	249
24	149	4	4	1	0	0	0	0	0	0	0	0	0	158
7-19	8309	429	6	3	3	0	0	8	0	1	0	36	0	8795
6-22	9508	469	19	4	3	0	0	8	0	1	0	42	0	10054
6-24	9926	480	25	5	3	0	0	8	0	1	0	42	0	10461
0-24	10250	496	36	10	3	0	0	8	0	1	0	44	0	10848

Channel 1 - Northbound														
12/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	159	6	0	0	0	0	0	0	0	0	0	0	0	165
2	94	7	0	0	0	0	0	0	0	0	0	0	0	101
3	66	7	0	0	0	0	0	0	0	0	0	0	0	73
4	59	4	0	0	0	0	0	0	0	0	0	0	0	63
5	34	3	0	0	0	0	0	0	0	0	0	0	0	37
6	36	3	0	0	0	0	0	0	0	0	0	0	0	39
7	96	5	0	0	1	0	0	0	0	0	0	2	0	104
8	162	8	0	0	1	0	0	0	0	0	0	2	0	173
9	174	6	1	0	0	0	0	1	0	0	0	4	0	186
10	254	22	0	0	0	0	0	0	0	0	0	3	0	279
11	525	27	0	0	0	0	0	2	0	0	0	5	0	559
12	665	21	0	0	1	0	0	2	0	0	0	4	0	693
13	771	26	0	1	1	0	0	1	0	0	0	4	0	804
14	736	24	1	1	0	0	0	2	0	0	0	4	0	768
15	691	24	0	2	0	0	0	2	0	0	0	6	0	725
16	744	23	0	0	0	0	0	2	0	0	0	5	0	774
17	611	34	0	0	0	0	0	1	0	0	0	7	0	653
18	376	19	0	0	1	0	0	0	0	0	0	7	0	403
19	407	26	0	0	1	0	0	0	0	0	0	8	0	442
20	344	23	0	0	0	0	2	1	0	0	0	3	0	373
21	267	12	0	0	0	0	0	0	0	0	0	3	0	282
22	182	6	0	0	0	0	0	0	0	1	0	2	0	191
23	165	6	0	0	0	0	0	0	0	0	0	2	0	173
24	75	4	0	0	0	0	0	0	0	0	0	1	0	80
7-19	6116	260	2	4	5	0	0	13	0	0	0	59	0	6459
6-22	7005	306	2	4	6	0	2	14	0	1	0	69	0	7409
6-24	7245	316	2	4	6	0	2	14	0	1	0	72	0	7662
0-24	7693	346	2	4	6	0	2	14	0	1	0	72	0	8140

Channel 2 - Southbound														
12/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	95	1	1	1	0	0	0	0	0	0	0	2	0	100
2	67	2	1	0	0	0	0	0	0	0	0	0	0	70
3	48	2	3	0	0	0	0	0	0	0	0	0	0	53
4	61	4	2	0	0	0	0	0	0	0	0	0	0	67
5	36	1	0	0	0	0	0	0	0	0	0	0	0	37
6	91	3	1	0	0	0	0	0	0	0	0	0	0	95
7	71	4	2	0	0	0	0	0	0	0	0	0	0	77
8	198	6	2	1	0	0	0	0	0	0	0	0	0	207
9	222	12	0	1	0	0	0	0	0	0	0	0	0	235
10	456	22	0	1	0	0	0	1	0	0	0	0	0	480
11	810	35	0	0	0	0	0	2	0	1	0	3	0	851
12	781	33	0	0	1	0	0	3	0	0	0	3	0	821
13	749	38	0	1	1	0	0	1	0	1	0	3	0	794
14	709	33	0	0	1	0	0	0	0	0	0	4	0	747
15	628	27	0	0	0	0	0	0	0	0	0	2	0	657
16	553	23	0	0	1	0	0	0	0	0	0	3	0	580
17	408	13	0	0	0	0	0	0	0	0	0	1	0	422
18	385	22	0	0	0	0	0	0	0	0	0	0	0	407
19	356	13	0	0	0	0	0	0	0	0	0	1	0	370
20	295	15	1	1	0	0	0	0	0	0	0	0	0	312
21	242	8	0	0	0	0	0	0	0	0	0	2	0	252
22	169	3	1	0	0	0	0	0	0	0	0	0	0	173
23	242	7	0	0	0	0	0	0	0	0	0	0	0	249
24	84	6	0	0	0	0	0	0	0	0	0	0	0	90
7-19	6255	277	2	4	4	0	0	7	0	2	0	20	0	6571
6-22	7032	307	6	5	4	0	0	7	0	2	0	22	0	7385
6-24	7358	320	6	5	4	0	0	7	0	2	0	22	0	7724
0-24	7756	333	14	6	4	0	0	7	0	2	0	24	0	8146

Manston ATC 5, A254 Ramsgate Road

Channel 1 - Northbound

13/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	66	1	0	0	0	0	0	0	0	0	0	0	0	67
2	38	4	0	0	0	0	0	0	0	0	0	0	0	42
3	14	6	0	0	0	0	0	0	0	0	0	0	0	20
4	20	3	0	0	0	0	0	0	0	0	0	1	0	24
5	19	0	0	0	0	0	0	0	0	0	0	0	0	19
6	52	11	0	0	0	0	0	0	0	0	0	6	0	69
7	132	12	1	0	1	0	0	0	0	0	0	9	0	155
8	365	41	4	0	0	0	0	0	0	0	0	21	0	431
9	642	58	2	0	1	0	0	1	1	0	0	10	0	715
10	633	66	1	0	1	0	0	1	0	0	0	12	0	714
11	560	56	1	0	1	0	0	1	0	0	0	10	0	629
12	622	59	2	1	1	0	0	0	0	0	0	11	0	696
13	682	55	0	0	0	0	0	1	0	0	0	12	0	750
14	673	65	0	1	0	0	0	0	0	0	0	13	0	752
15	756	53	5	0	0	0	1	2	0	0	0	12	0	829
16	740	60	1	0	2	0	0	1	0	0	0	7	0	811
17	726	67	0	3	2	0	1	1	0	0	0	9	0	809
18	741	44	2	0	1	0	0	2	0	0	0	8	0	798
19	677	59	0	0	0	0	0	0	0	0	0	6	0	742
20	562	23	0	0	0	0	0	3	0	0	0	8	0	596
21	329	19	1	0	0	0	0	0	0	0	0	5	0	354
22	260	9	0	0	0	0	0	1	0	0	0	4	0	274
23	183	13	0	0	0	0	0	0	0	0	0	4	0	200
24	102	6	1	0	0	0	0	0	0	0	0	0	0	109

7-19	7817	683	18	5	9	0	2	10	1	0	0	131	0	8676
6-22	9100	746	20	5	10	0	2	14	1	0	0	157	0	10055
6-24	9385	765	21	5	10	0	2	14	1	0	0	161	0	10364
0-24	9594	790	21	5	10	0	2	14	1	0	0	168	0	10605

Channel 2 - Southbound

13/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	44	0	0	0	0	0	0	0	0	0	0	0	0	44
2	42	2	0	0	0	0	0	0	0	0	0	0	0	44
3	12	1	1	0	0	0	0	0	0	0	0	0	0	14
4	29	1	0	0	0	0	0	0	0	0	0	0	0	30
5	41	0	0	0	0	0	0	0	0	0	0	2	0	43
6	157	4	0	0	0	0	0	0	0	0	0	0	0	161
7	267	18	5	0	0	0	0	0	0	1	0	2	0	293
8	602	46	0	1	0	0	0	1	0	0	0	2	0	652
9	854	54	1	1	0	0	0	2	1	0	0	1	0	914
10	725	61	0	1	1	0	0	0	0	0	0	1	0	789
11	768	64	1	1	4	0	0	0	0	0	0	8	0	846
12	745	91	1	0	1	0	0	0	1	0	0	8	0	847
13	749	62	1	0	0	0	0	0	0	0	0	7	0	819
14	708	60	0	0	0	0	0	0	0	0	0	7	0	775
15	742	60	1	0	0	0	0	0	0	1	0	8	0	812
16	729	64	1	0	1	0	0	0	0	0	0	4	0	799
17	747	58	0	0	1	0	1	1	0	0	0	7	0	815
18	794	43	1	0	0	0	0	3	0	1	0	2	0	844
19	599	40	2	0	0	0	0	0	0	1	0	2	0	644
20	400	22	2	1	0	0	0	0	0	0	0	2	0	427
21	306	7	1	1	0	0	0	0	0	0	0	3	0	318
22	252	8	1	0	0	0	0	0	0	0	0	2	0	263
23	131	5	2	0	0	0	0	0	0	0	0	1	0	139
24	79	1	0	0	0	0	0	0	0	0	0	2	0	82

7-19	8762	703	9	4	8	0	1	7	2	3	0	57	0	9556
6-22	9987	758	18	6	8	0	1	7	2	4	0	66	0	10857
6-24	10197	764	20	6	8	0	1	7	2	4	0	69	0	11078
0-24	10522	772	21	6	8	0	1	7	2	4	0	71	0	11414

Manston ATC 5, A254 Ramsgate Road

Channel 1 - Northbound

13/03/2017	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	
1	0	0	0	0	1	15	35	13	3	0	0	0	67
2	0	0	2	0	2	10	17	9	2	0	0	0	42
3	0	0	0	0	0	5	12	2	1	0	0	0	20
4	0	0	0	0	3	5	11	5	0	0	0	0	24
5	0	0	1	0	1	2	12	3	0	0	0	0	19
6	0	0	2	0	2	21	28	12	3	1	0	0	69
7	0	0	0	4	5	40	82	22	1	1	0	0	155
8	0	0	5	10	20	155	201	34	6	0	0	0	431
9	0	0	0	14	67	418	199	15	2	0	0	0	715
10	0	0	8	21	99	398	171	14	3	0	0	0	714
11	0	2	6	19	86	345	153	12	5	1	0	0	629
12	3	13	41	68	191	312	66	2	0	0	0	0	696
13	1	2	17	16	99	472	135	7	0	0	0	1	750
14	1	3	12	34	132	370	194	5	1	0	0	0	752
15	1	1	9	22	131	454	198	13	0	0	0	0	829
16	7	17	22	38	158	411	148	10	0	0	0	0	811
17	1	2	24	40	130	422	176	13	1	0	0	0	809
18	4	8	19	33	133	418	163	19	1	0	0	0	798
19	2	3	7	46	160	354	147	18	5	0	0	0	742
20	0	0	5	12	120	286	158	15	0	0	0	0	596
21	0	0	4	10	51	141	121	24	2	0	1	0	354
22	0	0	1	4	22	124	100	15	6	1	0	1	274
23	0	0	2	7	7	73	93	16	2	0	0	0	200
24	0	0	2	2	3	36	46	15	2	3	0	0	109

7-19	20	51	170	361	1406	4529	1951	162	24	1	0	1	8676
6-22	20	51	180	391	1604	5120	2412	238	33	3	1	2	10055
6-24	20	51	184	400	1614	5209	2551	259	37	6	1	2	10364
0-24	20	51	189	400	1623	5287	2666	313	46	7	1	2	10605

Channel 2 - Southbound

13/03/2017	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	
1	0	0	0	0	2	8	24	7	3	0	0	0	44
2	0	0	0	1	3	14	19	4	2	0	0	1	44
3	0	0	0	2	0	6	4	0	2	0	0	0	14
4	0	0	0	0	1	9	16	4	0	0	0	0	30
5	0	0	0	0	0	7	23	8	2	3	0	0	43
6	0	0	0	3	5	27	75	44	4	2	0	1	161
7	0	0	0	0	8	65	150	55	13	1	1	0	293
8	0	0	4	2	39	220	304	67	12	3	1	0	652
9	0	2	5	27	168	453	242	14	3	0	0	0	914
10	0	0	3	23	98	456	198	7	4	0	0	0	789
11	0	2	7	21	203	459	135	19	0	0	0	0	846
12	1	1	19	120	354	293	57	2	0	0	0	0	847
13	0	0	12	44	188	425	135	14	1	0	0	0	819
14	0	0	3	34	167	417	132	21	0	1	0	0	775
15	1	0	3	17	142	438	183	24	3	0	0	1	812
16	1	1	9	27	173	380	178	24	4	2	0	0	799
17	0	6	6	38	178	405	152	24	6	0	0	0	815
18	42	27	10	24	193	396	128	18	4	1	0	1	844
19	0	0	4	8	139	320	153	16	3	1	0	0	644
20	0	0	3	5	51	192	151	20	4	1	0	0	427
21	0	1	2	2	24	130	138	20	1	0	0	0	318
22	0	0	0	2	17	81	129	27	5	1	1	0	263
23	0	1	1	1	13	45	59	12	4	1	1	1	139
24	0	0	0	0	5	26	33	15	2	0	1	0	82
7-19	45	39	85	385	2042	4662	1997	250	40	8	1	2	9556
6-22	45	40	90	394	2142	5130	2565	372	63	11	3	2	10857
6-24	45	41	91	395	2160	5201	2657	399	69	12	5	3	11078
0-24	45	41	91	401	2171	5272	2818	466	82	17	5	5	11414

streetwise

Channel 1 - Northbound

Friday 13/10/2017	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
FR Evening	6	0	0	0	0	0	0	0	0	0	0	0	0	6
1	6	0	0	0	0	0	0	0	0	0	0	0	0	6
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5	1	1	0	0	0	0	0	0	0	0	0	0	0	2
6	4	2	0	0	0	0	0	0	0	0	0	0	0	6
7	12	0	0	0	0	0	0	0	0	0	0	0	0	12
8	54	16	1	0	0	0	0	0	0	0	0	1	0	72
9	93	19	1	0	1	1	0	0	0	0	0	0	0	115
10	87	8	0	0	0	0	0	0	0	0	0	1	0	96
11	63	17	0	0	1	0	0	0	0	0	0	0	0	81
12	67	9	0	0	0	0	0	0	0	0	0	0	0	76
13	74	16	0	0	1	1	0	0	0	0	0	0	0	92
14	69	7	0	0	0	0	0	0	0	0	0	0	0	76
15	89	7	0	0	1	0	0	0	0	0	0	0	0	97
16	77	8	0	0	0	0	0	0	0	0	0	0	1	86
17	87	12	0	0	0	0	0	0	0	0	0	1	0	100
18	92	5	0	0	0	0	0	0	0	0	0	0	0	97
19	95	7	0	0	0	0	0	0	0	0	0	1	0	103
20	38	2	0	0	0	0	0	0	0	0	0	0	0	40
21	26	6	0	0	0	0	0	0	0	0	0	1	0	33
22	19	1	0	0	0	0	0	0	0	0	0	0	0	20
23	17	0	0	0	0	0	0	0	0	0	0	0	0	17
24	9	0	0	0	0	0	0	0	0	0	0	0	0	9
7-19	915	131	1	0	4	0	0	0	0	0	0	6	0	1067
6-22	1010	140	1	0	4	0	0	0	0	0	0	7	0	1162
5-25	1050	144	1	0	4	0	0	0	0	0	0	7	0	1198
0-24	1050	144	1	0	4	0	0	0	0	0	0	7	0	1206

Friday 13/10/2017													
HR	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-100	TOTAL
1	0	0	0	2	1	2	0	1	0	0	0	0	6
2	0	0	0	0	2	0	0	0	0	0	0	0	2
3	0	0	0	1	0	1	0	0	0	0	0	0	2
4	0	0	0	0	1	0	1	0	0	0	0	0	2
5	0	0	0	0	1	1	0	0	0	0	0	0	2
6	0	0	0	0	3	0	3	0	0	0	0	0	6
7	0	0	0	5	2	4	1	0	0	0	0	0	12
8	0	4	22	29	14	3	0	0	0	0	0	0	72
9	0	4	33	47	20	4	0	0	0	0	0	0	111
10	40	40	32	35	18	2	0	0	0	0	0	0	84
11	0	5	46	19	9	1	1	0	0	0	0	0	81
12	0	3	34	31	7	1	1	0	0	0	0	0	77
13	40	40	26	19	2	0	0	0	0	0	0	0	91
14	0	3	38	25	10	0	0	0	0	0	0	0	76
15	0	5	43	35	10	3	1	0	0	0	0	0	89
16	39	39	30	9	2	1	0	0	0	0	0	0	88
17	1	5	38	43	9	3	1	0	0	0	0	0	100
18	0	3	43	35	11	5	0	0	0	0	0	0	97
19	27	24	27	15	2	1	1	1	0	0	0	0	73
20	0	6	12	12	8	1	1	0	0	0	0	0	43
21	0	1	4	12	9	4	3	0	0	0	0	0	33
22	0	0	6	6	3	4	0	1	1	0	0	0	20
23	0	0	3	7	4	1	2	0	0	0	0	0	17
24	0	1	2	2	2	1	0	0	0	1	0	0	9
7-19	1	48	443	376	151	28	9	1	0	0	0	0	1067
6-22	1	55	470	408	175	38	13	2	0	0	0	0	1182
5-23	1	55	470	408	175	38	13	2	0	0	0	0	1182
0-24	1	56	475	423	184	47	16	3	0	1	0	0	1306

Channel 2 - Southbound

Friday	13/10/2017													TOTAL
14 Ending	Vehicle Classes													
	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	4	0	0	0	0	0	0	0	0	0	0	0	8
2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	3	0	0	0	0	0	0	0	0	0	0	0	0	3
5	8	0	0	0	0	0	0	0	0	0	0	0	0	8
6	17	2	0	0	0	0	0	0	0	0	0	0	0	19
7	40	2	0	0	0	0	0	0	0	0	0	0	0	42
8	74	13	1	0	0	0	0	0	0	0	0	0	0	88
9	81	8	0	0	0	0	0	0	0	0	0	1	0	90
10	81	14	0	0	0	0	0	0	0	0	0	0	0	95
11	51	8	0	0	0	0	0	0	0	0	0	0	0	59
12	54	11	0	0	0	0	0	0	0	0	0	0	0	65
13	79	10	0	0	0	0	0	0	0	0	0	0	0	89
14	106	10	0	1	0	0	0	0	0	0	0	0	0	117
15	85	11	0	0	0	0	0	0	0	0	0	0	0	96
16	127	11	0	0	0	0	0	0	0	0	0	0	0	138
17	128	16	0	0	1	0	0	0	0	0	0	0	0	145
18	167	11	0	0	0	0	0	0	0	0	0	0	0	178
19	20	6	0	0	0	0	0	0	0	0	0	0	0	26
20	56	2	0	0	0	0	0	0	0	0	0	0	0	57
21	28	2	0	0	0	0	0	0	0	0	0	0	0	30
22	28	1	0	0	0	0	0	0	0	0	0	0	0	29
23	11	1	0	0	0	0	0	0	0	0	0	0	0	12
24	6	0	0	0	0	0	0	0	0	0	0	0	0	6
7-19	1103	129	1	1	1	0	0	0	0	0	0	2	0	1237
6-22	1251	186	1	1	1	0	0	0	0	0	0	2	0	1362
7-24	1301	197	1	1	1	0	0	0	0	0	0	2	0	1410
0-24	1301	143	1	1	1	0	0	0	0	0	0	2	2	1448

Friday 13/10/2017		Vehicle Speeds (MPH)													TOTAL
1st Ending	2nd Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-100		
1	0	1	0	1	1	2	1	0	0	0	0	0	0	8	
2	0	0	1	0	1	0	0	0	0	0	0	0	0	4	
3	0	0	0	0	1	1	0	0	0	0	0	0	0	3	
4	0	0	0	1	0	1	1	0	0	0	0	0	0	3	
5	0	0	0	0	2	2	1	1	1	1	0	0	0	9	
6	0	2	0	0	8	3	5	0	0	1	1	0	0	18	
7	0	0	0	0	14	11	7	3	1	0	0	0	0	42	
8	0	0	3	24	32	20	8	1	0	0	0	0	0	88	
9	0	7	20	38	39	19	6	0	0	0	0	0	0	90	
10	1	40	27	4	3	3	0	0	0	0	0	0	0	75	
11	0	4	38	23	4	0	0	0	0	0	0	0	0	69	
12	0	4	44	24	5	0	0	0	0	0	0	0	0	79	
13	3	4	42	39	3	1	0	0	0	0	0	0	0	89	
14	0	9	69	37	1	1	0	0	0	0	0	0	0	117	
15	0	8	51	27	9	1	0	0	0	0	0	0	0	95	
16	16	61	55	45	15	0	0	0	0	0	0	0	0	138	
17	0	1	81	45	15	3	0	0	0	0	0	0	0	145	
18	0	1	81	71	19	5	1	0	0	0	0	0	0	178	
19	5	40	24	24	8	0	0	0	0	0	0	0	0	77	
20	0	1	18	24	10	1	2	1	0	0	0	0	0	57	
21	0	4	6	7	11	2	0	0	0	0	0	0	0	30	
22	0	3	0	8	8	4	0	0	0	0	0	0	0	26	
23	0	1	3	5	3	0	0	0	0	0	0	0	0	12	
24	0	0	0	2	3	1	0	0	0	0	0	0	0	6	
7-19	0	49	594	442	122	28	2	0	0	0	0	0	0	1237	
6-22	0	54	632	495	160	42	7	2	0	0	0	0	0	1362	
5-25	0	54	632	495	160	42	7	2	0	0	0	0	0	1410	
6-24	0	56	641	515	173	50	8	4	2	0	0	0	0	1449	

Channel 1 - Northbound

Saturday 14/10/2017		Vehicle Classes													TOTAL
No Ending	1	2	3	4	5	6	7	8	9	10	11	12	13		
2	8	0	1	0	0	1	0	0	0	0	0	0	0	0	
3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	
3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
6	5	1	1	0	0	0	0	0	0	0	0	0	0	0	
7	7	3	0	0	0	0	0	0	0	0	0	0	0	0	
8	21	4	0	0	1	0	0	0	0	0	0	0	0	0	
9	50	4	0	0	0	0	0	0	0	0	0	0	0	0	
10	16	11	0	1	1	0	0	0	0	0	0	0	0	0	
11	85	8	0	1	0	0	0	0	0	0	0	0	0	0	
12	75	4	0	0	0	0	0	0	0	0	0	0	0	0	
13	104	7	0	0	0	0	0	0	0	0	0	0	0	0	
14	109	9	0	0	0	0	0	0	0	0	0	0	0	0	
15	88	7	0	0	0	0	0	0	0	0	0	0	0	0	
16	86	3	0	0	0	0	0	0	0	0	0	0	0	0	
17	68	6	0	0	0	0	0	0	0	0	0	0	0	0	
18	68	4	0	0	0	0	0	0	0	0	0	0	0	0	
19	40	4	1	0	0	0	0	0	0	0	0	0	0	0	
20	32	2	0	0	0	0	0	0	0	0	0	0	0	0	
21	13	0	0	0	0	0	0	0	0	0	0	0	0	0	
22	11	2	0	0	0	0	0	0	0	0	0	0	0	0	
23	19	1	0	0	0	0	0	0	0	0	0	0	0	0	
24	10	0	0	0	0	0	0	0	0	0	0	0	0	0	
7-19	890	71	1	1	2	0	0	0	0	0	0	2	0	0	
6-22	943	78	1	1	2	0	0	0	0	0	0	2	2	0	
0-24	994	82	1	1	2	0	0	0	0	0	0	2	0	0	

Saturday 14/10/2017	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-100	
0	0	0	2	1	3					0	0	0	6
2	0	0	0	4	0	1	1	0	0	0	0	0	8
3	0	0	0	0	0	1	0	0	0	0	0	0	2
3	0	0	1	0	0	0	1	0	0	0	0	0	2
4	0	0	0	0	1	0	0	0	0	0	0	0	1
5	0	0	3	2	1	1	0	0	0	0	0	0	6
7	0	0	3	2	5	0	0	0	0	0	0	0	10
8	0	0	7	10	5	4	0	0	0	0	0	0	26
9	0	1	19	25	8	2	0	0	0	0	0	0	55
9	0	33	38	33	10	2	0	33	0	33	0	0	100
10	0	1	33	45	16	0	0	0	0	0	0	0	94
11	0	1	32	45	16	0	0	0	0	0	0	0	94
12	0	1	35	29	10	4	0	0	0	0	0	0	79
13	0	5	54	53	13	6	0	0	0	0	0	0	111
14	0	3	42	49	20	4	0	0	0	0	0	0	118
15	0	2	36	29	28	0	0	0	0	0	0	0	95
16	0	5	31	38	9	7	0	0	0	0	0	0	90
17	0	1	23	28	19	2	1	0	0	0	0	0	74
18	0	0	18	40	9	5	0	0	0	0	0	0	72
19	0	2	32	9	10	1	0	0	0	0	0	0	56
20	0	1	6	10	10	6	1	0	0	0	0	0	34
21	0	0	1	3	0	6	2	2	0	0	0	0	13
22	0	1	3	6	2	0	1	0	0	0	0	0	13
23	0	0	11	6	2	1	0	0	0	0	0	0	20
24	0	0	2	5	0	3	0	0	0	0	0	0	10
7-19	1	21	351	389	157	37	1	0	0	0	0	0	957
6-22	1	23	366	407	180	45	0	0	0	0	0	0	1027
6-24	1	23	384	425	187	53	8	1	0	0	0	0	1092

Channel 2 - Southbound

[illegible]

Saturday 14/10/2017	Vehicle Speeds (MPH)										
HR Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	TOTAL
1	0	0	0	3	2	0	0	0	0	0	5
2	0	0	2	3	0	1	1	0	0	0	7
3	0	0	0	1	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0
5	0	0	1	0	1	1	2	0	1	0	6
6	0	0	1	0	0	1	2	0	1	0	6
7	0	0	1	9	2	2	0	1	1	0	15
8	0	0	4	9	6	6	0	1	0	0	26
9	0	1	13	14	5	2	0	0	0	0	35
10	0	20	15	9	2	0	0	0	0	0	46
11	1	32	30	7	3	0	0	0	0	0	73
12	3	31	42	12	2	0	0	0	0	0	90
13	35	35	28	6	1	0	0	0	0	0	75
14	3	43	20	17	4	1	0	0	0	0	88
15	1	52	37	9	0	0	0	0	0	0	99
16	3	56	41	11	4	0	0	0	0	0	115
17	0	4	53	33	7	1	0	0	0	0	98
18	0	3	45	39	13	4	0	0	0	0	104
19	2	36	25	15	2	2	0	0	0	0	80
20	3	26	25	7	3	0	0	0	0	0	61
21	2	5	5	4	4	2	2	1	0	0	20
22	2	8	3	4	0	0	0	0	0	0	17
23	0	0	2	3	3	0	0	0	0	0	13
24	0	1	3	3	2	0	0	0	0	0	9
7-19	0	29	420	333	117	31	1	1	0	0	932
6-22	0	35	460	356	130	35	5	3	0	0	1025
5-25	0	47	513	390	138	39	6	3	0	0	1047
4-24	0	37	414	320	130	39	6	3	0	0	1010

Kent ATCs ATC 06, Manston Court Road (West)

Produced by Streetwise Services Ltd.



Channel 1 - Northbound														
Sunday 15/10/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	5	2	0	0	0	0	0	0	0	0	0	0	0	7
2	7	7	0	0	0	0	0	0	0	0	0	0	0	17
3	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7	5	1	0	0	0	0	0	0	0	0	0	0	0	6
8	10	0	0	0	0	0	0	0	0	0	0	0	0	10
9	14	4	0	0	0	0	0	0	0	0	0	0	0	18
10	44	7	0	0	0	0	0	0	0	0	0	0	0	51
11	79	4	0	0	0	0	0	0	0	0	0	0	0	83
12	65	6	0	0	0	0	0	0	0	0	0	0	0	71
13	76	5	0	0	0	0	0	0	0	0	0	0	0	81
14	71	5	0	0	0	0	0	0	0	0	0	0	0	76
15	83	5	0	0	0	0	0	0	0	0	0	0	0	88
16	55	7	0	1	0	0	0	0	0	0	0	0	0	63
17	43	3	0	0	0	0	0	0	0	0	0	0	0	46
18	30	2	0	0	0	0	0	0	0	0	0	0	0	32
19	50	0	0	0	0	0	0	0	0	0	0	0	0	50
20	16	0	0	0	0	0	0	0	0	0	0	0	0	16
21	18	1	0	0	0	0	0	0	0	0	0	1	0	20
22	5	2	0	0	0	0	0	0	0	0	0	0	0	7
23	9	0	0	0	0	0	0	0	0	0	0	0	0	9
24	5	1	0	0	0	0	0	0	0	0	0	0	0	6
7-19	649	50	0	1	0	0	0	0	0	0	0	0	0	691
6-22	686	54	0	0	0	0	0	0	0	0	0	1	0	740
6-24	698	55	0	1	0	0	0	0	0	0	0	1	0	755
0-24	716	58	0	1	0	0	0	0	0	0	0	1	0	776

Channel 2 - Southbound														
Sunday 15/10/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	6	0	0	0	0	0	0	0	0	0	0	0	0	6
2	4	0	0	0	0	0	0	0	0	0	0	0	0	4
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7	7	0	0	0	0	0	0	0	0	0	0	0	0	7
8	19	0	0	0	0	0	0	0	0	0	0	0	0	19
9	24	2	0	0	0	0	0	0	0	0	0	0	0	26
10	33	0	0	0	0	0	1	0	0	0	0	0	0	34
11	48	7	0	0	0	0	0	0	0	0	0	0	0	55
12	70	3	0	0	0	0	0	0	0	0	0	0	0	73
13	86	9	0	0	0	0	0	0	0	0	0	0	0	95
14	90	4	0	0	0	0	0	0	0	0	0	0	0	94
15	84	4	0	0	0	0	0	0	0	0	0	0	0	88
16	103	7	0	0	0	0	0	0	0	0	0	0	0	108
17	101	2	0	0	0	0	0	0	0	0	0	0	0	103
18	36	5	0	0	0	0	0	0	0	0	0	0	0	41
19	40	2	0	0	0	0	0	0	0	0	0	0	0	42
20	26	2	0	0	0	0	0	0	0	0	0	0	0	28
21	18	2	0	0	0	0	0	0	0	0	0	0	0	20
22	11	1	0	0	0	0	0	0	0	0	0	0	0	12
23	9	0	0	0	0	0	0	0	0	0	0	0	0	9
24	4	2	0	0	0	0	0	0	0	0	0	0	0	6
7-19	732	45	0	0	0	0	1	0	0	0	0	0	0	778
6-22	784	51	0	0	0	0	1	0	0	0	0	0	0	845
6-24	800	53	0	0	0	0	1	0	0	0	0	0	0	860
0-24	822	52	0	0	0	0	1	0	0	0	0	0	0	875

Channel 1 - Northbound														
Monday 16/10/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	1	1	0	0	0	0	0	0	0	0	0	0	0	2
2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	5	0	0	0	0	0	0	0	0	0	0	0	0	5
7	11	0	0	0	0	0	0	0	0	0	0	0	0	11
8	54	21	0	0	0	0	0	0	0	0	0	0	0	75
9	104	14	0	0	1	0	50	0	0	0	0	0	0	119
10	74	8	0	0	0	0	0	0	0	0	0	0	0	82
11	57	12	0	0	0	0	0	0	0	0	0	2	0	71
12	56	13	0	0	0	0	0	0	0	0	0	0	0	69
13	58	12	0	1	0	0	0	0	0	0	0	0	0	72
14	69	7	0	0	0	0	0	1	0	0	0	2	0	79
15	75	6	0	0	0	0	0	0	0	0	0	3	0	84
16	66	10	0	0	0	0	0	0	0	0	0	0	0	76
17	87	22	0	0	0	0	0	0	0	0	0	1	0	110
18	124	8	0	0	0	0	0	0	0	0	0	1	0	133
19	63	9	0	0	0	0	0	0	0	0	0	0	0	72
20	35	4	0	0	0	0	0	0	0	0	0	0	0	39
21	22	0	0	0	0	0	0	0	0	0	0	0	0	22
22	13	1	0	0	0	0	0	0	0	0	0	0	0	14
23	9	0	0	0	0	0	0	0	0	0	0	0	0	9
24	5	2	0	0	0	0	0	0	0	0	0	0	0	7
7-19	888	142	0	0	2	0	0	0	1	0	0	9	0	1042
6-22	926	127	0	0	2	0	0	0	1	0	2	0	0	1128
6-24	939	128	0	0	0	0	0	0	1	0	2	0	0	1144
0-24	954	150	0	0	2	0	0	0	1	0	0	9	0	1156

Channel 2 - Southbound														
Monday 16/10/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	3	1	0	0	0	0	0	0	0	0	0	0	0	4
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4	3	0	0	0	0	0	0	0	0	0	0	0	0	3
5	13	0	0	0	0	0	0	0	0	0	0	0	0	13
6	27	2	0	0	0	0	0	0	0	0	0	0	0	29
7	39	6	1	0	0	0	0	0	0	0	0	0	0	46
8	90	13	0	0	0	0	0	0	0	0	0	0	0	103
9	71	4	0	0	1	0	0	0	0	0	0	0	0	76
10	52	3	0	0	1	0	0	0	1	0	0	0	0	57
11	56	7	0	0	0	0	0	0	0	0	0	0	0	63
12	56	8	0	0	0	0	0	0	0	0	0	2	0	66
13	68	8	0	0	1	0	0	0	0	0	0	0	0	77
14	75	15	0	0	0	0	0	0	0	0	0	0	0	90
15	78	14	0	0	0	0	0	0	0	0	0	0	0	92
16	93	10	1	0	0	0	0	0	0	0	0	0	0	104
17	108	11	0	0	1	0	0	0	0	0	0	0	0	119
18	141	13	0	0	0	0	0	1	0	0	0	0	0	155
19	68	4	0	0	0	0	0	0	0	0	0	0	0	72
20	47	1	1	0	0	0	0	0	0	0	0	0	0	49
21	20	0	0	0	0	0	0	0	0	0	0	0	0	20
22	14	2	0	0	0	0	0	0	0	0	0	0	0	16
23	5	0	0	0	0	0	0	0	0	0	0	0	0	5
24	4	0	0	0	0	0	0	0	0	0	0	0	0	4
7-19	954	110	1	0	4	0	0	1	1	0	0	2	0	1073
6-22	1074	119	1	0	4	0	0	1	1	0	0	2	0	1204
5-25	1087	124	1	0	4	0	0	1	1	0	0	2	0	1213
0-24	1134	122	3	0	4	0	0	1	1	0	0	2	0	1267

Kent ATCs ATC 06, Manston Court Road (West)

Produced by Streetwise Services Ltd.



Channel 1 - Northbound													
Tuesday 17/10/2017													
Vehicle Classes	1	2	3	4	5	6	7	8	9	10	11	12	13
HR Ending	1	2	3	4	5	6	7	8	9	10	11	12	13
1	2	0	0	0	0	0	0	0	0	0	0	0	0
2	3	0	0	0	0	0	0	0	0	0	0	0	0
3	2	1	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	1	0	0	0	0	0	0	0	0	0	0	0
6	4	2	0	0	0	0	0	0	0	0	0	0	0
7	10	1	0	0	0	0	0	0	0	0	0	0	0
8	51	17	0	0	0	0	0	0	0	0	0	0	0
9	115	22	0	1	0	0	0	0	0	0	0	0	0
10	78	8	0	0	1	0	0	0	0	0	0	0	0
11	62	14	0	0	0	0	0	0	0	0	1	0	0
12	58	7	0	0	0	0	0	0	0	0	0	0	0
13	66	10	0	0	0	0	0	0	0	0	0	0	0
14	56	11	0	0	0	0	0	0	0	0	0	0	0
15	75	7	0	0	1	0	0	0	0	0	0	0	0
16	71	5	0	0	0	0	0	0	0	0	1	0	0
17	91	17	0	0	0	0	0	0	0	0	0	1	0
18	82	9	0	0	0	0	0	1	0	0	0	0	0
19	64	5	0	0	0	0	0	0	0	0	0	0	0
20	30	3	0	0	0	0	0	0	0	0	1	0	0
21	18	3	0	0	0	0	0	0	0	0	0	0	0
22	14	3	0	0	0	0	0	0	0	0	0	0	0
23	12	0	0	0	0	0	0	0	0	0	0	0	0
24	5	1	0	0	0	0	0	0	0	0	0	0	0
7-19	879	132	1	0	3	0	0	1	0	0	0	3	0
6-22	951	162	1	0	3	0	0	1	0	0	0	4	0
6-54	908	153	1	0	1	0	0	0	0	0	0	4	0
0-24	980	147	1	0	3	0	0	1	0	0	0	4	0

Channel 2 - Southbound													
Tuesday 17/10/2017													
Vehicle Classes	1	2	3	4	5	6	7	8	9	10	11	12	13
HR Ending	1	2	3	4	5	6	7	8	9	10	11	12	13
1	10	1	0	0	0	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0	0	0	0	0	0
5	7	0	0	0	0	0	0	0	0	0	0	0	0
6	22	1	0	0	0	0	0	0	0	0	0	0	0
7	32	3	0	0	0	0	0	0	0	0	0	0	0
8	96	11	1	0	0	0	0	0	0	0	0	0	0
9	72	16	0	0	0	0	0	0	0	0	0	0	0
10	66	5	0	0	1	0	0	0	0	0	0	0	0
11	73	12	0	0	0	0	0	0	0	0	0	0	0
12	52	6	0	0	0	0	0	0	0	0	0	0	0
13	63	6	0	0	0	0	0	0	0	0	1	0	0
14	76	17	0	0	0	0	0	0	0	0	0	1	0
15	74	12	0	0	1	0	0	0	0	0	0	0	0
16	102	11	0	0	0	0	0	0	0	0	0	0	0
17	110	14	0	0	1	0	0	0	0	0	0	0	0
18	127	6	0	0	0	0	0	0	0	0	0	0	0
19	71	3	0	0	0	0	0	0	0	0	0	0	0
20	36	6	0	0	0	0	0	0	0	0	0	0	0
21	29	2	0	0	0	0	0	0	0	0	0	0	0
22	17	2	0	0	0	0	0	0	0	0	0	0	0
23	6	2	0	0	0	0	0	0	0	0	0	0	0
24	4	0	0	0	0	0	0	0	0	0	0	0	0
7-19	982	120	1	0	4	0	0	0	0	0	0	2	0
6-22	1058	131	1	0	4	0	0	0	0	0	0	2	0
6-54	1008	138	1	0	4	0	0	0	0	0	0	2	0
0-24	1150	137	1	0	4	0	0	0	0	0	0	2	0

Channel 1 - Northbound													
Wednesday 18/10/2017													
Vehicle Classes	1	2	3	4	5	6	7	8	9	10	11	12	13
HR Ending	1	2	3	4	5	6	7	8	9	10	11	12	13
1	0	1	0	0	0	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0	0	0	0	0
4	0	1	0	0	0	0	0	0	0	0	0	0	0
5	4	1	0	0	0	0	0	0	0	0	0	0	0
6	5	2	0	0	0	0	0	0	0	0	0	0	0
7	11	1	0	0	0	0	0	0	0	0	0	0	0
8	51	16	0	0	0	0	0	0	0	0	0	0	0
9	96	14	0	1	0	0	0	0	0	0	0	0	0
10	86	10	0	2	0	0	0	0	0	0	0	0	0
11	67	15	0	0	0	0	0	0	0	0	0	0	0
12	76	10	0	0	1	0	0	0	0	0	1	0	0
13	67	8	0	0	1	0	0	0	0	0	0	0	0
14	60	7	0	0	0	0	0	0	0	0	0	0	0
15	62	8	0	0	0	0	0	0	0	0	1	0	0
16	70	9	0	0	0	0	0	0	0	0	0	0	0
17	100	6	0	0	0	0	0	0	0	0	0	0	0
18	109	16	0	0	0	0	0	0	0	0	0	0	0
19	84	5	0	0	0	0	0	0	0	0	0	0	0
20	30	7	0	0	0	0	0	0	0	0	0	0	0
21	12	2	0	0	1	0	0	0	0	0	0	0	0
22	18	2	0	0	0	0	0	0	0	0	0	0	0
23	9	1	0	0	0	0	0	0	0	0	0	0	0
24	9	1	0	0	0	0	0	0	0	0	0	0	0
7-19	930	128	0	0	5	0	0	0	0	0	0	4	0
6-22	1001	140	0	0	5	0	0	0	0	0	0	4	0
6-54	958	131	0	0	3	0	0	0	0	0	0	4	0
0-24	1031	147	0	0	6	0	0	0	0	0	0	4	0

Channel 2 - Southbound													
Wednesday 18/10/2017													
Vehicle Classes	1	2	3	4	5	6	7	8	9	10	11	12	13
HR Ending	1	2	3	4	5	6	7	8	9	10	11	12	13
1	1	0	0	0	0	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0	0	0	0	0	0
3	2	1	0	0	0	0	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0	0	0	0	0	0
5	5	1	0	0	0	0	0	0	0	0	0	0	0
6	23	1	0	0	0	0	0	0	0	0	0	0	0
7	31	4	0	0	0	0	0	0	0	0	0	0	0
8	83	5	0	0	0	0	0	0	0	0	0	0	0
9	79	9	0	0	0	0	0	0	0	0	0	0	0
10	53	11	0	0	0	0	0	0	0	0	0	0	0
11	58	12	0	0	0	0	0	0	0	0	0	0	0
12	58	12	0	0	0	0	0	0	0	0	1	0	0
13	63	12	0	0	0	0	0	0	0	0	0	0	0
14	84	7	0	0	0	0	0	0	0	0	0	0	0
15	86	15	0	0	1	0	0	0	0	0	0	0	0
16	117	13	0	0	1	0	0	0	0	0	0	0	0
17	113	12	0	0	0	0	0	0	0	0	0	0	0
18	122	7	0	0	1	0	0	0	0	0	0	0	0
19	67	3	0	0	0	0	0	0	0	0	0	0	0
20	45	3	0	0	0	0	0	0	0	0	0	0	0
21	36	0	0	0	0	0	0	0	0	0	0	0	0
22	13	1	0	0	0	0	0	0	0	0	0	0	0
23	10	0	0	0	0	0	0	0	0	0	0	0	0
24	4	0	0	0	0	0	0	0	0	0	0	0	0
7-19	983	118	0	0	3	0	0	0	0	0	0	2	0
6-22	1058	126	0	0	3	0	0	0	0	0	0	2	0
6-54	1012	126	0	0	1	0	0	0	0	0	0	2	0
0-24	1156	129	0	0	3	0	0	0	0	0	0	2	0

Kent ATCs ATC 06, Manston Court Road (West)

Produced by Streetwise Services Ltd.



Channel 1 - Northbound			

Kent ATCs ATC 06, Manston Court Road (West)

Produced by Streetwise Services Ltd.



Channel 1 - Northbound														
Thursday 19/10/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	1	2	0	0	0	0	0	0	0	0	0	0	0	3
6	9	1	0	0	0	0	0	0	0	0	0	0	0	10
7	9	4	0	0	0	0	0	0	0	0	0	0	0	13
8	47	11	0	0	0	0	0	0	0	0	0	0	0	58
9	119	21	1	0	0	0	0	0	0	0	0	1	0	142
10	101	12	0	0	1	0	0	0	0	0	0	0	0	114
11	64	13	0	0	0	0	0	0	0	0	0	0	0	77
12	59	15	0	0	0	0	0	0	0	0	1	0	0	75
13	69	7	0	0	0	0	0	0	0	0	0	0	0	76
14	64	6	0	0	0	0	0	0	0	0	0	0	0	70
15	66	11	0	0	0	0	0	0	0	0	0	0	0	77
16	83	14	0	0	0	0	0	0	0	0	0	0	0	97
17	98	15	0	0	0	0	0	0	0	0	0	1	0	114
18	116	7	0	0	0	0	0	0	0	0	0	0	0	123
19	90	6	0	0	0	0	0	0	0	0	0	0	0	96
20	28	5	0	0	0	0	0	0	0	0	0	0	0	34
21	30	3	0	0	0	0	0	0	0	0	0	0	0	33
22	14	0	0	0	0	0	0	0	0	0	0	0	0	14
23	7	0	0	0	0	0	0	0	0	0	0	0	0	7
24	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7-19	946	138	1	0	1	0	0	0	0	0	1	2	0	1089
6-22	1026	150	1	0	1	0	0	0	0	0	2	0	0	1183
6-24	1109	154	1	0	1	0	0	0	0	0	1	1	0	1193
0-24	1054	154	1	0	1	0	0	0	0	0	1	2	0	1213

Channel 2 - Southbound														
Thursday 19/10/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	3	1	0	0	0	0	0	0	0	0	0	0	0	4
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	4	0	0	0	0	0	0	0	0	0	0	0	0	4
5	5	1	0	0	0	0	0	0	0	0	0	0	0	6
6	24	1	0	0	0	0	0	0	0	0	0	0	0	25
7	37	4	0	0	0	0	0	0	0	0	0	0	0	41
8	88	9	0	0	0	0	0	0	0	0	0	0	0	97
9	86	6	0	0	0	0	0	0	0	0	0	0	0	92
10	53	13	0	0	0	0	0	0	0	0	0	0	0	66
11	48	9	0	0	0	0	0	0	0	0	0	1	0	58
12	50	9	0	0	1	0	0	0	0	0	0	0	0	60
13	66	15	2	0	0	0	0	0	0	0	0	0	0	84
14	82	11	0	0	0	0	0	0	0	0	0	0	0	93
15	92	14	0	0	0	0	0	0	0	0	0	0	0	106
16	82	10	0	1	1	0	0	0	0	0	0	0	0	94
17	129	20	0	0	0	0	0	0	0	0	0	0	0	149
18	136	10	0	0	0	0	0	0	0	0	0	0	0	146
19	72	6	0	0	0	0	0	0	0	0	0	0	0	78
20	40	0	0	0	0	0	0	0	0	0	0	0	0	40
21	24	1	0	0	0	0	0	0	0	0	0	0	0	25
22	13	3	0	0	0	0	0	0	0	0	0	0	0	16
23	12	1	0	0	0	0	0	0	0	0	0	0	0	13
24	4	0	0	0	0	0	0	0	0	0	0	0	0	4
7-19	984	133	2	1	2	0	0	0	0	0	0	1	0	1123
6-22	1026	141	2	1	2	0	0	0	0	0	1	0	0	1245
6-24	1119	145	2	1	1	0	0	0	0	0	0	1	0	1262
0-24	1152	145	2	1	2	0	0	0	0	0	0	1	0	1303

Kent ATCs ATC 06, Manston Court Road (West)

Produced by Streetwise Services Ltd.



Channel 1 - Northbound														
Thursday 19/10/2017	Vehicle Speeds (MPH)													
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-100		TOTAL
1	0	0	2	1	0	0	0	0	0	0	0	0	0	3
2	0	0	1	1	0	0	0	0	0	0	0	0	0	2
3	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5	0	0	0	0	1	2	0	0	0	0	0	0	0	3
6	0	0	1	3	4	2	0	0	0	0	0	0	0	10
7	0	0	3	3	5	2	0	0	0	0	0	0	0	13
8	0	4	17	26	8	3	0	0	0	0	0	0	0	58
9	0	8	57	51	22	4	0	0	0	0	0	0	0	142
10	0	1	37	42	27	4	3	0	0	0	0	0	0	114
11	0	1	35	24	13	3	1	0	0	0	0	0	0	77
12	0	6	38	21	9	1	0	0	0	0	0	0	0	75
13	0	4	40	22	7	3	0	0	0	0	0	0	0	76
14	0	2	33	27	7	1	0	0	0	0	0	0	0	70
15	0	4	29	27	13	3	1	0	0	0	0	0	0	77
16	0	10	44	24	15	4	0	0	0	0	0	0	0	97
17	0	10	54	31	15	4	0	0	0	0	0	0	0	114
18	1	5	46	47	19	5	0	0	0	0	0	0	0	123
19	0	1	25	18	10	7	3	1	1	0	0	0	0	66
20	0	0	19	5	6	4	0	0	0	0	0	0	0	34
21	0	0	11	9	6	6	1	0	0	0	0	0	0	33
22	0	0	4	1	7	2	0	0	0	0	0	0	0	14
23	0	0	0	3	1	2	1	0	0	0	0	0	0	7
24	0	0	0	1	2	0	0	0	0	0	0	0	0	3
7-19	1	56	455	390	165	42	8	1	1	0	0	0	0	1089
6-22	1	56	452	378	169	56	9	1	1	0	0	0	0	1183
6-24	1	56	465	387	161	58	10	1	1	0	0	0	0	1193
0-24	1	56	497	387	197	63	10	1	1	0	0	0	0	1213

Channel 2 - Southbound														
Thursday 19/10/2017	Vehicle Speeds (MPH)													
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-100		TOTAL
1	0	0	2	1	0	1	0	0	0	0	0	0	0	4
2	0	0	0	0	1	0	0	0	0	0	0	0	0	1
3	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4	0	0	0	1	3	0	0	0	0	0	0	0	0	4
5	0	0	0	2	1	2	1	0	0	0	0	0	0	6
6	0	2	8	8	7	5	1	1	1	0	0	0	0	25
7	0	0	6	15	13	5	2	0	0	0	0	0	0	41
8	0	3	20	37	30	6	1	0	0	0	0	0	0	97
9	0	4	39	36	11	0	2	0	0	0	0	0	0	92
10	1	3	32	15	10	2	3	0	0	0	0	0	0	66
11	0	4	38	11	5	0	0	0	0	0	0	0	0	58
12	0	2	33	20	3	2	0	0	0	0	0	0	0	60
13	0	2	46	24	8	4	0	0	0	0	0	0	0	84
14	0	3	42	37	8	3	0	0	0	0	0	0	0	93
15	0	2	55	33	11	5	0	0	0	0	0	0	0	106
16	0	6	58	21	8	1	0	0	0	0	0	0	0	94
17	0	9	85	42	10	2	0	1	0	0	0	0	0	149
18	0	3	62	62	18	1	0	0	0	0	0	0	0	146
19	0	2	32	30	9	3	2	0	0	0	0	0	0	78
20	0	1	18	13	6	2	0	0	0	0	0	0	0	40
21	0	1	13	8	2	1	0	0	0	0	0	0	0	25
22	0	2	6	4	2	2	0	0	0	0	0	0	0	16
23	0	0	6	3	3	1	0	0	0	0	0	0	0	13
24	0	0	2	0	1	1	0	0	0	0	0	0	0	4
7-19	1	43	542	368	131	29	8	1	0	0	0	0	0	1123
6-22	1	47	595	408	154	39	10	1	0	0	0	0	0	1245
5-23	1	47	595	408	154	39	10	1	0	0	0	0	0	1245
0-24	1	47	597	424	170	50	12	2	0	0	0	0	0	1303

Manston ATC 6, A254 Ramsgate Road

Channel 1 - Northbound

[illegible]

7-19	3401	321	5	5	4	0	1	6	0	0	0	91	0	3834
6-22	3975	366	6	5	4	0	1	6	0	0	0	111	0	4474
6-24	4113	375	6	5	4	0	1	6	0	0	0	113	0	4623
0-24	4221	391	6	5	4	0	1	7	0	0	0	114	0	4749

Channel 2 - Southbound

[illegible]

7-19	4492	459	14	3	8	0	0	2	1	0	0	102	0	5081
6-22	5105	507	16	4	10	0	0	2	1	0	0	121	0	5766
6-24	5257	518	18	4	10	0	0	2	1	0	0	124	0	5932
0-24	5436	535	17	4	10	0	0	2	1	0	0	126	0	6131

Channel 1 - Northbound

[illegible]

7-19	3410	319	11	3	8	0	3	3	0	0	1	91	0	3849
6-22	4021	350	11	3	8	0	3	3	0	0	1	105	0	4505
6-24	4152	359	11	3	8	0	3	4	0	0	1	109	0	4650
0-24	4272	375	11	3	8	0	3	4	0	0	1	110	0	4787

Channel 2 - Southbound

[illegible]

7-19	4404	462	2	3	5	0	0	2	0	0	2	100	0	4980
6-22	5083	503	3	3	6	0	0	3	0	0	2	117	0	5700
6-24	5200	514	3	3	6	0	0	3	0	0	2	120	0	5851
0-24	5354	530	5	3	7	0	0	3	0	0	2	122	0	6026

Manston ATC 6, A254 Ramsgate Road

Channel 1 - Northbound

07/03/2017	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	
1	1	1	1	6	16	4	3	2	1	0	0	0	35
2	0	1	0	4	8	12	2	0	1	0	0	0	28
3	0	0	0	2	6	4	1	0	0	0	0	0	13
4	0	0	0	1	4	2	1	0	0	0	0	0	8
5	0	1	0	1	13	1	1	0	0	0	0	0	17
6	0	3	0	5	9	7	0	1	0	0	0	0	25
7	0	3	3	13	42	16	0	1	0	0	0	0	78
8	4	14	18	41	79	19	1	0	1	0	0	0	177
9	2	11	49	152	116	11	0	0	0	0	0	0	341
10	0	12	19	162	173	25	2	0	0	0	0	1	394
11	1	5	26	117	128	37	1	0	0	0	0	0	315
12	2	12	36	138	122	16	1	0	0	0	0	0	327
13	1	8	33	128	143	24	3	1	0	0	0	0	341
14	1	13	28	102	137	31	4	1	0	0	0	0	317
15	0	16	40	130	136	17	2	1	0	0	0	0	342
16	2	7	54	129	127	19	3	1	0	1	0	0	343
17	2	16	42	117	97	26	5	0	0	0	0	0	305
18	1	15	45	138	97	14	4	1	1	0	0	0	316
19	1	8	46	148	99	10	4	0	0	0	0	0	316
20	0	12	30	105	81	28	5	0	0	0	0	0	261
21	1	6	12	44	77	17	3	1	1	1	0	0	163
22	0	2	6	45	61	17	6	1	0	0	0	0	138
23	0	4	3	17	43	21	4	0	2	0	0	0	94
24	0	0	6	11	28	7	0	3	0	0	0	0	55

7-19	17	137	436	1502	1454	249	30	5	2	1	0	1	3834
6-22	18	160	487	1709	1715	327	44	8	3	2	0	1	4474
6-24	18	164	496	1737	1786	355	48	11	5	2	0	1	4623
0-24	19	170	497	1756	1842	385	56	14	7	2	0	1	4749

Channel 2 - Southbound

07/03/2017	Vehicle Speeds (MPH)													TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+		
1	0	0	2	5	10	5	3	3	0	1	0	0	29	
2	0	1	0	2	9	10	3	1	1	0	0	0	27	
3	0	0	0	1	4	4	1	3	0	0	0	0	13	
4	0	0	0	1	3	5	3	1	2	0	0	0	15	
5	0	0	0	3	9	9	5	1	0	0	0	0	27	
6	0	0	3	5	23	33	14	8	1	1	0	0	88	
7	1	0	1	13	41	54	16	3	2	0	0	0	131	
8	4	4	30	59	119	54	17	4	1	0	0	0	292	
9	61	49	57	105	168	32	0	1	0	0	0	0	473	
10	3	4	34	101	201	59	8	1	0	0	0	0	411	
11	1	3	17	78	182	80	14	0	0	0	0	0	375	
12	0	2	25	119	212	69	9	1	1	0	0	0	438	
13	0	4	17	85	237	72	11	1	0	0	0	0	427	
14	1	5	17	116	205	76	14	1	1	0	0	0	436	
15	0	9	34	94	208	73	9	2	0	0	0	1	430	
16	1	11	66	175	211	47	5	0	0	0	0	0	516	
17	9	36	54	136	190	41	4	1	0	0	0	0	471	
18	37	46	60	178	135	38	4	1	0	0	0	0	499	
19	0	6	19	74	163	44	5	2	0	0	0	0	313	
20	0	5	10	56	105	45	5	1	1	0	0	0	228	
21	0	3	15	40	84	36	10	1	1	0	0	0	190	
22	0	0	4	17	65	41	8	0	1	0	0	0	136	
23	0	1	4	9	36	34	10	2	1	0	0	0	97	
24	0	1	0	2	26	29	8	2	0	1	0	0	69	

7-19	117	179	430	1320	2231	685	100	15	3	0	0	1	5081
6-22	118	187	460	1446	2526	861	139	20	8	0	0	1	5766
6-24	118	189	464	1457	2588	924	157	24	9	1	0	1	5932
0-24	118	190	469	1474	2646	990	186	41	13	3	0	1	6131

Channel 1 - Northbound

08/03/2017	Vehicle Speeds (MPH)												
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
1	1	0	0	7	11	18	2	0	0	0	0	0	39
2	0	1	1	1	13	7	1	0	0	0	0	0	24
3	0	0	0	2	4	7	1	0	0	0	0	0	14
4	0	0	0	4	3	1	1	0	0	0	0	0	9
5	0	0	1	1	8	3	0	0	0	0	0	0	13
6	1	1	0	3	21	7	5	0	0	0	0	0	38
7	2	3	0	10	43	13	1	0	0	0	0	0	72
8	1	14	21	45	87	23	1	0	0	0	0	0	192
9	1	17	56	138	112	6	3	0	0	0	0	0	333
10	2	9	37	130	156	18	1	0	0	0	0	0	353
11	1	11	21	114	124	20	2	0	0	0	0	0	293
12	2	7	35	137	141	16	2	0	1	0	0	0	341
13	2	8	27	146	149	18	4	0	0	0	0	0	354
14	1	5	23	115	144	16	2	1	0	0	0	2	309
15	1	11	31	136	146	16	3	1	0	0	0	0	345
16	2	16	46	191	84	6	1	0	0	0	0	0	346
17	1	12	42	110	123	21	5	1	0	0	0	0	315
18	4	11	51	148	111	18	4	0	0	0	0	0	347
19	2	17	45	141	102	10	2	2	0	0	0	0	321
20	0	9	30	94	99	18	3	0	1	0	0	0	254
21	1	3	13	62	71	25	4	1	0	0	0	0	180
22	0	10	9	48	61	17	4	0	0	0	1	0	150
23	0	1	4	17	53	15	4	1	0	0	0	0	95
24	0	2	2	6	26	11	3	0	0	0	0	0	50

7-19	20	138	435	1551	1479	188	30	5	1	0	0	2	3849
6-22	23	163	487	1765	1753	261	42	6	2	0	1	2	4505
6-24	23	166	493	1788	1832	287	49	7	2	0	1	2	4650
0-24	25	168	495	1806	1892	330	59	7	2	0	1	2	4787

Channel 2 - Southbound

08/03/2017	Vehicle Speeds (MPH)													TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+		
1	0	0	1	3	14	7	6	1	1	0	0	0	33	
2	0	0	0	0	10	6	2	0	0	0	0	0	18	
3	0	0	0	1	6	5	1	1	0	0	0	0	14	
4	0	0	0	2	7	2	1	0	0	0	0	0	12	
5	0	0	0	0	6	11	3	1	0	0	0	0	21	
6	0	1	1	7	23	31	12	2	0	0	0	0	77	
7	1	3	1	14	55	42	11	3	2	0	0	0	132	
8	3	11	18	39	126	72	13	1	0	0	0	0	283	
9	58	45	64	155	130	27	3	0	0	0	0	0	482	
10	3	12	27	113	191	44	3	0	0	0	0	0	393	
11	0	8	27	95	169	62	5	0	0	0	0	0	366	
12	0	3	27	90	197	63	2	0	0	0	0	0	382	
13	1	9	23	99	214	78	10	0	0	0	0	0	434	
14	0	4	20	88	235	57	10	1	2	0	0	1	418	
15	0	8	15	129	236	49	9	3	0	0	0	0	449	
16	60	34	56	144	159	26	4	0	0	0	0	0	483	
17	29	54	81	97	167	36	6	2	0	0	0	0	472	
18	1	13	41	150	206	43	5	3	0	0	0	0	462	
19	0	14	28	100	153	48	11	2	0	0	0	0	356	
20	0	1	14	72	124	53	11	1	2	0	0	0	278	
21	1	2	10	22	72	36	10	4	1	1	0	0	159	
22	0	4	6	24	78	28	7	4	0	0	0	0	151	
23	0	0	5	13	37	30	6	0	1	0	0	0	92	
24	0	0	4	5	23	20	5	1	0	0	1	0	59	

7-19	155	215	427	1299	2183	605	81	12	2	0	0	1	4980
6-22	157	225	458	1431	2512	764	120	24	7	1	0	1	5700
6-24	157	225	467	1449	2572	814	131	25	8	1	1	1	5851
0-24	157	226	469	1462	2638	876	156	30	9	1	1	1	6026

Manston ATC 6, A254 Ramsgate Road

Channel 1 - Northbound

09/03/2017	Vehicle Classes														TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13		
1	41	2	0	0	0	0	0	0	0	0	0	0	0	43	
2	24	3	0	0	0	0	0	0	0	0	0	0	0	27	
3	10	3	0	0	0	0	0	0	0	0	0	0	0	13	
4	12	0	0	0	0	0	0	0	0	0	0	0	0	12	
5	11	1	0	0	0	0	0	0	0	0	0	0	0	12	
6	19	3	0	0	0	0	0	0	0	0	0	0	0	22	
7	69	9	0	0	0	0	0	0	0	0	0	4	0	82	
8	146	16	1	0	0	0	0	0	0	0	0	7	0	170	
9	271	31	1	0	1	0	0	1	0	0	0	7	0	312	
10	301	33	0	0	1	0	0	0	0	0	0	9	0	344	
11	286	32	3	0	0	0	0	1	0	0	0	10	0	332	
12	264	28	0	0	0	0	0	0	0	0	0	7	0	299	
13	288	37	0	1	0	0	0	2	0	0	0	9	0	337	
14	300	30	1	0	0	0	0	0	0	0	0	8	0	339	
15	288	30	0	1	0	0	1	1	0	0	0	7	0	328	
16	324	24	0	0	0	0	0	0	0	0	0	7	0	355	
17	318	23	0	0	0	0	0	0	0	0	0	8	0	349	
18	323	23	0	0	0	0	0	0	0	0	0	10	0	356	
19	302	12	0	0	0	0	0	2	0	0	0	8	0	324	
20	221	7	2	0	0	0	0	0	0	0	0	4	0	234	
21	165	15	0	0	0	0	0	0	0	0	0	4	0	184	
22	129	9	0	0	0	0	0	1	0	0	0	6	0	145	
23	89	4	0	0	0	0	0	1	0	0	0	3	0	97	
24	58	5	0	0	0	0	0	1	0	0	0	1	0	65	

7-19	3411	319	6	2	2	0	1	7	0	0	0	97	0	3845
6-22	3995	359	8	2	2	0	1	8	0	0	0	115	0	4490
6-24	4142	388	8	2	2	0	1	10	0	0	0	119	0	4652
0-24	4259	380	8	2	2	0	1	10	0	0	0	119	0	4781

Channel 2 - Southbound

[illegible]

7-19	4365	408	6	2	3	0	2	3	1	0	1	103	0	4894
6-22	5005	448	6	3	3	0	2	3	1	0	1	122	0	5594
6-24	5186	456	6	3	3	0	2	3	1	0	1	125	0	5786
0-24	5365	473	6	3	3	0	2	3	1	0	1	127	0	5984

Channel 1 - Northbound

[illegible]

7-19	3681	319	10	2	3	0	1	9	0	0	0	98	0	4123
6-22	4364	366	10	2	3	0	1	13	0	0	0	115	0	4874
6-24	4561	376	10	2	3	0	1	14	0	0	0	119	0	5088
0-24	4691	395	10	2	3	0	1	14	0	0	0	121	0	5237

Channel 2 - Southbound

10/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	36	1	0	0	0	0	0	0	0	0	0	1	0	38
2	20	3	0	0	0	0	0	0	0	0	0	0	0	23
3	19	3	0	0	0	0	0	0	0	0	0	0	0	22
4	16	2	0	0	0	0	0	0	0	0	0	0	0	18
5	21	3	0	0	0	0	0	0	0	0	0	0	0	24
6	74	4	0	0	1	0	0	0	0	0	0	1	0	80
7	108	12	1	1	1	0	0	0	0	0	0	2	0	125
8	244	35	0	0	0	0	0	0	0	0	0	7	0	286
9	411	41	0	0	0	0	0	0	0	0	0	6	0	458
10	344	37	0	0	1	0	0	0	0	0	0	10	0	392
11	387	47	1	0	1	0	0	0	1	0	0	9	0	446
12	375	47	0	1	2	0	0	0	0	0	0	7	0	432
13	426	42	0	0	1	0	0	0	0	0	0	11	0	480
14	381	33	0	0	0	0	0	0	0	0	0	6	0	420
15	379	37	1	0	0	0	1	1	0	0	0	10	0	429
16	456	31	2	1	0	0	0	2	0	0	0	8	0	500
17	434	30	0	0	0	0	0	0	0	0	0	10	0	474
18	417	28	1	0	0	0	0	0	0	0	0	8	0	454
19	346	19	0	0	0	0	0	0	0	0	0	8	0	373
20	305	15	0	0	0	0	0	0	0	0	0	6	0	326
21	188	12	0	0	1	0	0	0	0	0	0	5	0	206
22	149	8	0	0	0	0	0	0	0	0	0	4	0	161
23	114	11	0	0	0	0	0	0	0	0	0	2	0	127
24	90	9	0	0	0	0	0	0	0	0	0	1	0	100

7-19	4600	427	5	2	5	0	1	3	1	0	0	100	0	5144
6-22	5350	474	6	3	7	0	1	3	1	0	0	117	0	5962
6-24	5554	494	6	3	7	0	1	3	1	0	0	120	0	6189
0-24	5740	510	6	3	8	0	1	3	1	0	0	122	0	6394

Manston ATC 6, A254 Ramsgate Road

Channel 1 - Northbound

09/03/2017	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	
1	1	1	2	3	17	15	0	3	1	0	0	0	43
2	0	2	3	6	8	5	2	0	1	0	0	0	27
3	0	0	0	1	6	3	2	1	0	0	0	0	13
4	0	1	1	2	5	2	0	1	0	0	0	0	12
5	0	1	1	1	5	3	1	0	0	0	0	0	12
6	0	3	0	4	7	5	3	0	0	0	0	0	22
7	1	4	4	7	44	21	1	0	0	0	0	0	82
8	0	11	13	47	75	18	5	1	0	0	0	0	170
9	5	15	48	143	87	13	1	0	0	0	0	0	312
10	1	13	24	120	157	29	0	0	0	0	0	0	344
11	0	12	44	99	141	31	4	1	0	0	0	0	332
12	1	5	9	92	165	24	3	0	0	0	0	0	299
13	1	16	21	132	140	22	4	1	0	0	0	0	337
14	1	9	22	98	168	33	4	3	1	0	0	0	339
15	1	7	25	119	142	31	2	1	0	0	0	0	328
16	0	15	47	144	120	22	5	2	0	0	0	0	355
17	1	24	41	117	131	27	8	0	0	0	0	0	349
18	3	10	44	129	143	20	6	0	1	0	0	0	356
19	1	18	28	149	111	16	1	0	0	0	0	0	324
20	3	5	26	74	108	16	2	0	0	0	0	0	234
21	0	1	14	45	101	19	4	0	0	0	0	0	184
22	0	9	7	39	57	27	5	0	1	0	0	0	145
23	0	2	4	25	42	22	2	0	0	0	0	0	97
24	1	0	2	5	34	14	6	1	1	1	0	0	65

7-19	15	155	366	1389	1580	286	43	9	2	0	0	0	3845
6-22	19	174	417	1554	1890	369	55	9	3	0	0	0	4490
6-24	20	176	423	1584	1966	405	63	10	4	1	0	0	4652
0-24	21	184	430	1601	2014	438	71	15	6	1	0	0	4781

Channel 2 - Southbound

09/03/2017	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	
1	0	0	1	1	16	13	4	0	0	0	0	0	35
2	0	0	3	0	5	4	3	0	0	0	0	0	15
3	1	0	0	1	6	4	4	1	0	0	0	0	17
4	0	0	0	5	6	4	2	1	0	0	0	0	18
5	0	0	0	1	6	10	6	1	0	0	0	0	24
6	0	1	0	4	22	38	20	3	0	1	0	0	89
7	1	1	4	8	50	43	19	1	0	0	0	0	127
8	1	5	7	33	151	77	11	2	0	1	0	0	288
9	48	43	42	108	161	59	3	1	0	0	0	0	465
10	0	8	18	76	216	58	12	1	1	0	0	0	390
11	2	5	20	59	222	74	6	1	1	0	0	0	390
12	1	8	13	71	203	79	14	5	0	0	0	0	394
13	1	2	26	110	199	74	8	0	0	0	0	0	420
14	0	1	19	73	217	79	19	3	0	0	0	0	411
15	0	3	21	88	248	85	6	3	0	0	0	0	454
16	4	16	36	152	200	45	7	1	0	0	0	0	461
17	5	14	42	117	196	79	6	1	0	0	0	0	460
18	1	23	60	123	179	51	8	1	1	0	0	0	447
19	1	7	24	85	153	34	7	2	1	0	0	0	314
20	1	3	12	43	122	49	9	3	1	0	0	0	243
21	0	1	12	21	67	48	17	3	0	1	0	0	170
22	0	3	9	33	61	38	13	2	0	1	0	0	160
23	0	0	4	16	39	40	11	3	1	1	0	0	115
24	2	0	4	8	31	27	1	4	0	0	0	0	77

7-19	64	135	328	1095	2345	794	107	21	4	1	0	0	4894
6-22	66	143	365	1200	2645	972	165	30	5	3	0	0	5594
6-24	68	143	373	1224	2715	1039	177	37	6	4	0	0	5786
0-24	69	144	377	1236	2776	1112	216	43	6	5	0	0	5984

Channel 1 - Northbound

10/03/2017	Vehicle Speeds (MPH)												
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
1	0	0	2	3	18	8	8	0	0	0	0	0	39
2	0	0	0	2	15	8	1	1	0	0	0	0	27
3	0	1	0	1	4	1	2	1	0	0	0	0	10
4	0	0	0	5	9	2	2	1	0	0	0	0	19
5	1	1	2	1	11	6	2	0	0	0	0	0	24
6	0	3	3	9	6	7	2	0	0	0	0	0	30
7	2	2	5	18	31	23	1	1	1	0	0	0	84
8	0	10	14	38	97	29	5	1	0	0	0	0	194
9	0	9	25	106	154	19	2	0	1	0	0	0	316
10	2	13	30	126	174	17	6	0	0	0	0	0	368
11	1	10	23	142	137	31	3	1	0	0	0	0	348
12	1	7	30	100	183	25	3	0	0	0	0	0	349
13	0	11	33	126	183	22	3	1	0	0	0	0	379
14	1	7	37	130	153	22	3	2	0	0	0	0	355
15	0	11	36	117	149	35	3	0	0	0	0	0	351
16	3	20	51	156	103	15	1	0	0	0	0	0	349
17	0	11	27	104	187	26	7	1	0	0	0	0	363
18	0	18	51	156	135	20	4	1	0	1	0	0	386
19	1	18	49	176	100	18	3	0	0	0	0	0	365
20	0	11	42	113	104	21	1	0	0	0	0	0	292
21	0	5	19	65	87	29	1	2	0	0	0	0	208
22	0	8	12	44	64	30	6	3	0	0	0	0	167
23	1	0	10	36	53	25	3	4	1	0	0	0	133
24	0	2	3	8	44	18	5	1	0	0	0	0	81

7-19	9	145	406	1477	1755	279	43	7	1	1	0	0	4123
6-22	11	171	484	1717	2041	382	52	13	2	1	0	0	4874
6-24	12	173	497	1761	2136	425	60	18	3	1	0	0	5088
0-24	13	178	504	1782	2201	457	77	21	3	1	0	0	5237

Channel 2 - Southbound

10/03/2017	Vehicle Speeds (MPH)													TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+		
1	0	0	2	4	12	12	6	1	1	0	0	0	38	
2	0	0	2	1	10	8	2	0	0	0	0	0	23	
3	0	0	0	2	6	9	3	1	0	1	0	0	22	
4	0	0	0	2	5	8	2	0	1	0	0	0	18	
5	0	0	1	1	5	5	8	1	3	0	0	0	24	
6	0	0	1	3	24	31	15	6	0	0	0	0	60	
7	0	2	3	13	44	37	19	6	1	0	0	0	125	
8	1	3	13	38	132	85	10	4	0	0	0	0	286	
9	8	14	40	111	214	59	9	1	1	1	0	0	458	
10	1	8	16	86	211	60	7	3	0	0	0	0	392	
11	0	13	42	101	206	73	9	1	0	0	1	0	446	
12	0	6	36	89	221	66	11	2	1	0	0	0	432	
13	6	32	69	140	201	28	3	1	0	0	0	0	480	
14	1	4	24	108	201	72	9	1	0	0	0	0	420	
15	7	24	44	105	183	52	8	5	0	1	0	0	429	
16	33	87	64	147	137	28	3	1	0	0	0	0	500	
17	3	25	50	128	197	61	8	2	0	0	0	0	474	
18	3	24	36	136	186	62	7	0	0	0	0	0	454	
19	0	8	44	114	151	45	9	2	0	0	0	0	373	
20	1	8	17	75	162	50	11	1	1	0	0	0	326	
21	1	3	14	42	84	43	18	1	0	0	0	0	206	
22	0	1	12	27	70	40	7	3	0	1	0	0	161	
23	0	1	5	20	53	35	11	2	0	0	0	0	127	
24	0	0	3	9	52	24	6	3	3	0	0	0	100	

7-19	63	248	478	1303	2240	691	93	23	2	2	1	0	5144
6-22	65	262	524	1460	2600	861	148	34	4	3	1	0	5962
6-24	65	263	532	1489	2705	920	165	39	7	3	1	0	6189
0-24	65	263	538	1502	2767	993	201	48	12	4	1	0	6394

Manston ATC 6, A254 Ramsgate Road

Channel 1 - Northbound																
11/03/2017	Vehicle Classes													TOTAL		
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13			
1	55	4	0	0	0	0	0	0	0	0	0	0	0	59		
2	46	4	0	0	0	0	1	0	0	0	0	0	0	51		
3	30	2	0	0	0	0	0	0	0	0	0	0	0	32		
4	23	1	0	0	0	0	0	0	0	0	0	1	0	25		
5	8	2	0	0	1	0	0	0	0	0	0	0	0	11		
6	17	2	0	0	0	0	0	0	0	0	0	0	0	19		
7	57	5	0	0	1	0	0	0	0	0	0	4	0	67		
8	83	12	0	0	0	0	0	0	0	0	0	7	0	102		
9	179	26	1	0	0	0	0	0	0	0	0	6	0	212		
10	228	22	0	0	0	0	0	0	0	0	0	10	0	260		
11	283	25	0	0	0	0	0	1	0	0	0	10	0	319		
12	305	21	0	0	0	0	0	0	0	1	0	9	0	336		
13	376	13	0	1	0	0	0	1	0	0	0	5	0	396		
14	396	10	0	0	0	0	0	0	0	0	0	5	0	411		
15	289	17	1	1	0	0	0	1	0	0	0	5	0	314		
16	365	11	0	2	0	0	0	2	0	0	0	7	0	387		
17	318	3	0	0	0	0	0	0	0	0	0	9	0	330		
18	306	15	1	0	1	0	0	1	1	0	0	8	0	333		
19	295	15	0	0	0	0	0	0	0	0	0	6	0	316		
20	260	12	0	0	0	0	0	0	0	0	0	5	0	277		
21	172	13	0	1	0	0	0	0	0	0	0	2	0	188		
22	153	5	0	0	0	0	0	0	0	0	0	4	0	162		
23	137	6	0	0	0	0	0	0	0	0	0	2	0	145		
24	76	2	0	0	0	0	0	0	0	0	0	1	0	79		
7-19	3423	190	3	4	1	0	0	6	1	1	0	87	0	3716		
6-22	4065	225	3	5	2	0	0	6	1	1	0	102	0	4410		
6-24	4278	233	3	5	2	0	0	8	1	1	0	105	0	4634		
0-24	4457	248	3	5	3	0	1	6	1	1	0	106	0	4831		

Channel 2 - Southbound																
11/03/2017	Vehicle Classes													TOTAL		
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13			
1	41	4	0	0	0	0	0	0	0	0	0	2	0	47		
2	34	4	0	0	0	0	0	0	0	0	0	0	0	38		
3	27	5	0	0	0	0	0	0	0	0	0	0	0	32		
4	32	2	0	0	0	0	0	0	0	0	0	1	0	35		
5	24	0	0	0	0	0	0	0	0	0	0	0	0	24		
6	56	2	0	0	0	0	0	0	0	0	0	0	0	58		
7	61	9	0	0	0	0	0	0	0	0	0	1	0	71		
8	114	12	1	1	0	0	0	0	0	0	0	5	0	133		
9	210	26	0	0	0	0	0	0	0	0	0	4	0	240		
10	290	34	1	0	0	0	0	0	0	0	0	7	0	332		
11	371	38	1	0	1	0	0	1	0	0	0	7	0	419		
12	417	19	0	0	0	0	0	0	0	0	0	8	0	444		
13	448	41	1	1	0	0	0	0	0	0	0	7	0	496		
14	379	15	0	1	1	0	0	0	0	0	0	8	0	404		
15	435	16	0	1	1	0	0	1	0	0	0	7	0	461		
16	412	16	0	0	1	0	0	0	0	0	0	7	0	436		
17	356	21	1	0	1	0	0	0	0	0	0	5	0	384		
18	342	19	0	0	1	0	0	0	1	0	0	6	0	369		
19	297	12	0	0	0	0	0	0	0	0	0	6	0	315		
20	228	16	0	0	0	0	0	1	0	0	0	9	0	254		
21	167	3	0	0	0	0	0	0	0	0	0	3	0	173		
22	146	14	0	0	1	0	0	1	0	0	0	5	0	167		
23	169	9	0	0	0	0	0	0	0	0	0	1	0	179		
24	94	6	0	0	0	0	0	0	0	0	0	1	0	101		
7-19	4071	269	5	4	6	0	0	2	1	0	0	77	0	4435		
6-22	4673	311	5	4	7	0	0	4	1	0	0	95	0	5100		
6-24	4938	326	5	4	7	0	0	4	1	0	0	97	0	5380		
0-24	5150	343	5	4	7	0	0	4	1	0	0	100	0	5614		

Channel 1 - Northbound																
12/03/2017	Vehicle Classes													TOTAL		
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13			
1	80	4	0	0	0	0	0	0	0	0	0	0	0	84		
2	45	2	0	0	0	0	0	0	0	0	0	0	0	47		
3	36	6	0	0	0	0	0	0	0	0	0	0	0	42		
4	26	1	0	0	0	0	0	0	0	0	0	0	0	27		
5	17	1	0	0	0	0	0	0	0	0	0	0	0	18		
6	23	0	0	0	0	0	0	0	0	0	0	0	0	23		
7	43	3	0	0	0	0	0	0	0	0	0	1	0	47		
8	52	3	0	0	1	0	0	0	0	0	0	3	0	59		
9	83	5	1	0	1	0	0	0	0	0	0	2	0	92		
10	136	11	0	0	0	0	0	0	0	0	0	3	0	150		
11	237	9	0	0	0	0	0	0	0	0	0	5	0	251		
12	302	10	0	0	0	0	0	2	0	0	0	3	0	317		
13	321	10	0	0	0	0	0	1	0	0	0	5	0	337		
14	330	10	0	0	0	0	0	0	0	0	0	5	0	345		
15	295	10	0	0	0	0	0	1	0	0	0	5	0	311		
16	308	9	0	2	0	0	0	1	0	0	0	6	0	326		
17	290	9	0	0	0	0	0	0	0	0	0	6	0	305		
18	195	12	0	0	1	0	0	0	0	0	0	6	0	214		
19	228	17	0	0	1	0	0	0	0	0	0	7	0	253		
20	190	8	0	0	0	0	0	1	0	0	0	4	0	203		
21	136	11	0	0	0	0	0	0	0	0	0	4	0	151		
22	109	6	0	0	0	0	0	0	0	0	0	2	0	117		
23	74	2	0	0	0	0	0	0	0	0	0	2	0	78		
24	40	3	0	0	0	0	0	0	0	0	0	1	0	44		
7-19	2777	115	1	2	4	0	0	5	0	0	0	56	0	2960		
6-22	3255	143	1	2	4	0	0	6	0	0	0	67	0	3478		
6-24	3369	148	1	2	4	0	0	6	0	0	0	70	0	3600		
0-24	3596	162	1	2	4	0	0	6	0	0	0	70	0	3841		

Channel 2 - Southbound																
12/03/2017	Vehicle Classes															
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL		
1	69	3	0	0	0	0	0	0	0	0	0	2	0	74		
2	34	2	0	0	0	0	0	0	0	0	0	0	0	36		
3	35	2	0	0	0	0	0	0	0	0	0	0	0	37		
4	39	5	0	0	0	0	0	0	0	0	0	0	0	44		
5	18	0	0	0	0	0	0	0	0	0	0	0	0	18		
6	53	2	0	0	0	0	0	0	0	0	0	0	0	55		
7	49	2	0	0	0	0	0	0	0	0	0	0	0	51		
8	73	6	0	0	0	0	0	0	0	0	0	2	0	81		
9	99	12	0	0	0	0	0	0	0	0	0	3	0	114		
10	202	9	0	0	0	0	0	0	0	0	0	2	0	213		
11	306	17	0	0	0	0	0	1	0	0	0	4	0	328		
12	342	16	0	0	0	0	0	0	0	0	0	4	0	362		
13	375	16	0	1	0	0	0	0	0	0	0	4	0	396		
14	324	20	0	1	1	0	0	0	0	0	0	8	0	354		
15	306	12	0	0	0	0	0	0	0	0	0	6	0	324		
16	276	9	0	0	1	0	0	2	0	0	0	5	0	293		
17	226	11	0	1	0	0	0	1	0	0	0	6	0	245		
18	207	10	0	0	1	0	0	0	0	0	0	5	0	223		
19	185	7	0	0	0	0	0	0	0	0	0	5	0	197		
20	158	11	0	0	1	0	0	1	0	0	0	2	0	173		
21	114	9	0	0	0	0	0	0	0	0	0	3	0	126		
22	102	6	0	0	0	0	0	0	0	0	0	2	0	110		
23	180	6	0	0	0	0	0	0	0	0	0	3	0	189		
24	56	1	0	0	0	0	0	0	0	0	0	1	0	58		
7-19	2921	145	0	3	3	0	0	4	0	0	0	54	0	3130		
6-22	3344	173	0	3	4	0	0	5	0	0	0	61	0	3590		
6-24	3580	180	0	3	4	0	0	5	0	0	0	65	0	3837		
0-24	3828	194	0	3	4	0	0	5	0	0	0	67	0	4101		

Manston ATC 6, A254 Ramsgate Road

Channel 1 - Northbound

13/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	40	2	0	0	0	0	0	0	0	0	0	0	0	42
2	24	4	0	0	0	0	0	0	0	0	0	0	0	28
3	7	0	0	0	0	0	0	0	0	0	0	0	0	7
4	9	1	0	0	0	0	0	0	0	0	0	1	0	11
5	14	0	0	0	0	0	0	0	0	0	0	0	0	14
6	21	4	0	0	0	0	0	0	0	0	0	0	0	25
7	54	7	0	0	0	0	0	0	0	0	0	6	0	67
8	144	23	1	0	0	0	0	0	0	0	0	3	0	171
9	262	34	0	0	0	0	0	1	0	0	0	8	0	305
10	348	28	1	0	0	0	0	1	0	0	0	8	0	386
11	276	23	1	0	2	0	0	2	0	0	0	9	0	313
12	290	23	1	0	3	0	0	0	0	0	0	7	0	324
13	310	26	2	0	1	0	0	2	0	0	0	10	0	351
14	300	26	0	0	0	0	0	2	0	0	0	7	0	335
15	314	20	1	0	0	0	1	0	0	0	0	7	0	343
16	323	29	0	1	2	0	0	1	0	0	0	7	0	363
17	283	22	1	0	0	0	0	0	0	0	0	6	0	312
18	253	15	0	0	0	0	0	0	0	0	0	5	0	273
19	292	22	0	0	1	0	0	0	0	0	0	6	0	321
20	194	17	0	0	0	0	0	0	0	0	0	5	0	216
21	142	6	0	0	0	0	0	1	0	0	0	5	0	154
22	104	5	1	0	0	0	0	0	0	0	0	3	0	113
23	95	5	0	0	0	0	0	0	0	0	0	3	0	103
24	47	6	0	0	0	0	0	0	0	0	0	1	0	54
7-19	3395	291	8	1	9	0	1	9	0	0	0	83	0	3797
6-22	3889	326	9	1	9	0	1	10	0	0	0	102	0	4347
6-24	4031	337	9	1	9	0	1	10	0	0	0	108	0	4504
0-24	4146	348	9	1	9	0	1	10	0	0	0	107	0	4631

Channel 2 - Southbound

13/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	24	1	0	0	0	0	0	0	0	0	0	0	0	25
2	18	2	0	0	0	0	0	0	0	0	0	0	0	20
3	6	1	0	0	0	0	0	0	0	0	0	0	0	7
4	14	2	0	0	0	0	0	0	0	0	0	0	0	16
5	19	1	0	0	0	0	0	0	0	0	0	0	0	20
6	82	1	0	0	0	0	0	0	0	0	0	1	0	84
7	125	16	2	0	1	0	0	0	0	0	0	2	0	146
8	251	30	1	0	1	0	0	1	0	0	0	6	0	290
9	410	36	1	0	0	0	0	0	0	0	0	7	0	454
10	355	40	1	0	2	0	0	1	0	0	0	8	0	407
11	359	42	1	0	0	0	0	0	0	0	0	7	0	409
12	348	37	2	0	1	0	0	1	0	0	0	10	0	399
13	383	46	0	0	0	0	0	0	0	0	0	9	0	438
14	345	30	1	0	0	0	0	0	0	0	0	11	0	387
15	420	28	0	0	0	0	0	2	0	0	0	9	0	459
16	385	39	1	0	0	0	0	0	0	1	0	11	0	437
17	392	43	2	0	2	0	0	0	0	0	0	8	0	447
18	436	31	1	0	0	0	0	0	0	0	0	8	0	476
19	278	17	0	0	0	0	0	1	0	0	0	6	0	302
20	175	11	0	0	0	0	0	0	0	0	0	8	0	194
21	159	9	0	0	0	0	0	0	0	0	0	5	0	173
22	132	9	0	0	0	0	0	0	0	0	0	3	0	144
23	76	6	0	0	0	0	0	0	0	0	0	1	0	83
24	39	3	0	0	0	0	0	0	0	0	0	1	0	43
7-19	4362	419	11	0	6	0	0	6	0	1	0	100	0	4905
6-22	4953	464	13	0	7	0	0	6	0	1	0	118	0	5562
6-24	5068	473	13	0	7	0	0	6	0	1	0	120	0	5688
0-24	5231	481	13	0	7	0	0	6	0	1	0	121	0	5860

Manston ATC 6, A254 Ramsgate Road

Channel 1 - Northbound

13/03/2017	Vehicle Speeds (MPH)													TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+		
1	0	1	1	5	22	8	4	0	1	0	0	0	0	42
2	0	2	1	7	6	6	6	0	0	0	0	0	0	28
3	0	1	0	0	4	2	0	0	0	0	0	0	0	7
4	0	0	0	1	7	2	1	0	0	0	0	0	0	11
5	0	0	1	3	9	1	0	0	0	0	0	0	0	14
6	0	0	2	6	7	6	3	1	0	0	0	0	0	25
7	1	1	4	14	28	13	5	1	0	0	0	0	0	67
8	1	9	14	30	86	25	5	1	0	0	0	0	0	171
9	0	13	35	118	116	22	0	1	0	0	0	0	0	305
10	2	10	21	127	185	40	1	0	0	0	0	0	0	386
11	3	25	51	113	104	15	1	1	0	0	0	0	0	313
12	4	27	44	104	124	19	1	1	0	0	0	0	0	324
13	1	9	40	124	153	21	3	0	0	0	0	0	0	351
14	0	9	21	102	177	22	4	0	0	0	0	0	0	335
15	2	8	27	109	157	32	8	0	0	0	0	0	0	343
16	1	14	43	118	154	30	3	0	0	0	0	0	0	363
17	0	11	34	112	126	25	3	0	1	0	0	0	0	312
18	2	14	37	84	106	28	2	0	0	0	0	0	0	273
19	0	11	36	141	109	19	4	0	0	1	0	0	0	321
20	0	7	10	71	100	27	1	0	0	0	0	0	0	216
21	0	8	8	49	79	6	4	0	0	0	0	0	0	154
22	1	4	6	33	48	15	3	2	1	0	0	0	0	113
23	0	4	5	14	55	19	6	0	0	0	0	0	0	103
24	0	1	4	10	19	16	2	2	0	0	0	0	0	54
7-19	16	160	403	1282	1597	298	35	4	1	1	0	0	0	3797
6-22	18	180	431	1449	1852	359	48	7	2	1	0	0	0	4347
6-24	18	185	440	1473	1926	384	58	9	2	1	0	0	0	4504
0-24	18	189	445	1495	1981	419	70	10	3	1	0	0	0	4631

Channel 2 - Southbound

13/03/2017	Vehicle Speeds (MPH)													TOTAL
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+		
1	0	0	1	1	9	6	5	3	0	0	0	0	25	
2	0	0	0	1	9	5	4	1	0	0	0	0	20	
3	0	0	1	1	1	3	1	0	0	0	0	0	7	
4	0	0	0	1	7	4	1	2	0	1	0	0	16	
5	0	0	0	1	6	9	4	0	0	0	0	0	20	
6	0	1	0	4	24	39	10	4	1	1	0	0	84	
7	0	0	3	15	51	56	17	3	1	0	0	0	146	
8	1	3	4	39	136	85	20	1	0	1	0	0	290	
9	14	20	59	76	193	82	8	1	1	0	0	0	454	
10	0	2	20	76	211	89	8	0	1	0	0	0	407	
11	1	13	72	123	138	48	12	2	0	0	0	0	409	
12	1	13	66	131	140	40	8	0	0	0	0	0	399	
13	1	3	27	113	233	51	7	3	0	0	0	0	438	
14	1	5	14	85	183	84	12	3	0	0	0	0	387	
15	1	5	32	92	219	91	17	2	0	0	0	0	459	
16	0	6	42	109	211	64	5	0	0	0	0	0	437	
17	0	7	39	129	192	60	14	6	0	0	0	0	447	
18	3	12	32	166	198	54	8	2	1	0	0	0	476	
19	0	5	23	75	149	42	4	3	1	0	0	0	302	
20	1	6	10	39	85	42	8	2	1	0	0	0	194	
21	1	3	8	30	87	33	9	0	2	0	0	0	173	
22	0	2	6	15	71	38	11	1	0	0	0	0	144	
23	0	1	5	7	31	28	9	1	1	0	0	0	83	
24	0	1	0	11	16	10	3	0	1	1	0	0	43	

7-19	23	94	430	1214	2203	790	123	23	4	1	0	0	4905
6-22	25	105	457	1313	2497	959	168	29	8	1	0	0	5562
6-24	25	107	462	1331	2544	997	180	30	10	2	0	0	5688
0-24	25	108	464	1340	2600	1063	205	40	11	4	0	0	5860

Kent ATCs ATC 07, Manston Court Road (East)

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

Friday 13/10/2017													
Vehicle Classes	1	2	3	4	5	6	7	8	9	10	11	12	13
Hi Ending	1	2	3	4	5	6	7	8	9	10	11	12	13
1	7	0	0	0	0	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0	0	0	0	0	0
3	2	1	0	0	0	0	0	0	0	0	0	0	0
4	3	0	0	0	0	0	0	0	0	0	0	0	0
5	3	1	0	0	0	0	0	0	0	0	0	0	0
6	10	1	0	0	0	0	0	0	0	0	0	0	0
7	29	4	0	0	0	0	0	0	0	0	0	0	0
8	101	23	1	0	0	0	1	0	0	0	1	0	0
9	165	33	0	1	2	0	0	0	0	0	0	0	0
10	183	16	0	0	0	0	0	0	0	0	1	0	0
11	122	24	0	0	1	0	0	0	0	0	0	0	0
12	133	18	0	0	0	0	0	0	0	0	0	0	0
13	147	29	0	0	0	0	0	0	0	0	0	0	0
14	142	12	0	0	0	0	0	0	1	0	0	1	0
15	176	26	0	0	1	0	0	0	0	0	0	0	0
16	151	16	1	0	0	0	0	0	0	0	0	1	0
17	154	12	0	0	0	0	0	0	1	0	0	0	0
18	161	16	0	0	0	0	0	0	0	0	0	0	0
19	124	6	0	0	0	0	0	0	0	0	0	0	0
20	60	3	0	0	0	0	0	0	0	0	0	0	0
21	38	8	0	0	0	0	0	0	0	0	0	0	0
22	25	1	0	0	0	0	0	0	0	0	0	0	0
23	19	1	0	0	0	0	0	0	0	0	0	0	0
24	10	1	0	0	0	0	0	0	0	0	0	0	0
7-19	1759	231	2	1	4	0	0	1	2	0	0	4	0
6-22	1911	287	4	2	4	0	0	2	2	0	1	4	0
6-24	1805	194	1	1	4	0	0	1	2	0	0	4	0
0-24	1966	262	2	1	4	0	0	1	2	0	0	4	0

Channel 2 - Westbound

Friday 13/10/2017													
Vehicle Classes	1	2	3	4	5	6	7	8	9	10	11	12	13
Hi Ending	1	2	3	4	5	6	7	8	9	10	11	12	13
1	4	4	0	0	0	0	0	0	0	0	0	0	0
2	3	4	0	0	0	0	0	0	0	0	0	0	0
3	4	0	0	0	0	0	0	0	0	0	0	0	0
4	4	1	0	0	0	0	0	0	0	0	0	0	0
5	10	0	0	0	0	0	0	0	0	0	0	0	0
6	19	1	0	0	0	0	0	0	0	0	0	0	0
7	53	6	0	0	0	0	0	0	0	0	0	0	0
8	100	11	0	0	0	0	0	0	0	0	0	0	0
9	115	11	0	1	0	0	0	0	0	0	0	0	0
10	117	11	0	0	0	0	0	0	0	0	0	0	0
11	105	12	0	0	0	0	0	0	0	0	1	0	0
12	113	12	0	0	0	0	0	0	0	0	0	0	0
13	138	10	1	0	0	0	0	0	0	0	0	0	0
14	167	10	0	1	0	0	0	0	0	0	0	0	0
15	176	14	0	0	0	0	1	0	0	0	0	0	0
16	209	12	0	0	0	0	0	0	0	0	0	1	0
17	236	14	0	0	1	0	0	0	0	0	0	1	0
18	230	14	0	0	0	0	1	0	0	0	0	0	0
19	142	7	0	0	0	0	0	0	0	0	0	0	0
20	82	3	0	0	0	0	0	0	0	0	0	0	0
21	45	0	0	0	0	0	0	0	0	0	0	0	0
22	42	1	0	0	0	0	0	0	0	0	0	0	0
23	30	1	0	0	0	0	0	0	0	0	0	0	0
24	11	0	0	0	0	0	0	0	0	0	0	0	0
7-19	1842	138	1	1	2	0	0	2	0	0	0	2	0
6-22	2266	188	1	1	2	0	2	2	0	0	0	2	0
6-24	1908	104	1	1	1	0	0	2	0	0	0	1	0
0-24	2149	155	1	1	2	0	0	2	0	0	0	2	0

Channel 1 - Eastbound

Saturday 14/10/2017													
Vehicle Classes	1	2	3	4	5	6	7	8	9	10	11	12	13
Hi Ending	1	2	3	4	5	6	7	8	9	10	11	12	13
1	10	0	0	0	0	0	0	0	0	0	0	0	0
2	4	1	0	0	0	0	0	0	0	0	0	0	0
3	4	0	0	0	0	0	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0	0	0	0	0	0
5	0	1	0	0	0	0	0	0	0	0	0	0	0
6	7	0	0	0	0	0	0	0	0	0	0	0	0
7	10	3	0	0	0	0	0	0	0	0	0	0	0
8	42	7	0	0	1	0	0	0	0	0	0	0	0
9	77	7	0	0	0	1	0	0	0	0	0	0	0
10	128	15	0	0	1	0	0	0	0	0	0	0	0
11	150	8	1	0	0	0	0	0	0	0	0	0	0
12	159	3	0	0	0	0	0	0	0	0	0	0	0
13	163	10	0	0	0	0	0	0	0	0	0	0	0
14	182	15	0	0	0	0	1	0	0	0	0	0	0
15	160	7	0	0	1	0	0	1	0	0	0	0	0
16	150	5	0	0	0	0	0	0	0	0	0	0	0
17	124	6	0	0	0	0	0	0	0	0	0	0	0
18	101	4	0	0	0	0	0	0	0	0	0	0	0
19	93	6	0	0	0	0	0	0	0	0	0	0	0
20	53	4	0	0	0	0	0	0	0	0	0	0	0
21	18	1	0	0	0	0	0	0	0	0	0	0	0
22	19	0	0	0	0	0	0	0	0	0	0	0	0
23	27	3	0	0	0	0	0	0	0	0	0	0	0
24	17	1	0	0	0	0	0	0	0	0	0	0	0
7-19	1549	99	1	0	3	0	0	2	0	0	0	0	0
6-22	1861	107	1	0	3	0	0	2	0	0	0	0	0
6-24	1505	111	1	0	3	0	0	2	0	0	0	0	0
0-24	1720	113	1	0	3	0	0	2	0	0	0	0	0

Channel 2 - Westbound

Saturday 14/10/2017													
Vehicle Classes	1	2	3	4	5	6	7	8	9	10	11	12	13
Hi Ending	1	2	3	4	5	6	7	8	9	10	11	12	13
1	8	0	0	0	0	0	0	0	0	0	0	0	0
2	7	0	0	0	0	0	0	0	0	0	0	0	0
3	4	0	0	0	0	0	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0	0	0	0	0	0
5	5	0	0	0	0	0	0	0	0	0	0	0	0
6	7	0	0	0	0	0	0	0	0	0	0	0	0
7	19	1	0	0	2	0	0	0	0	0	0	0	0
8	29	1	0	0	0	0	0	0	0	0	0	0	0
9	70	4	0	0	1	0	0	0	0	0	0	0	0
10	90	10	0	0	0	0	0	0	0	0	0	0	0
11	130	7	0	0	0	0	0	0	0	0	0	0	0
12	152	7	0	0	1	0	0	0	0	0	0	0	0
13	130	10	0	0	0	0	0	0	0	0	0	0	0
14	148	8	0	0	1	0	0	0	0	0	0	0	0
15	171	8	0	0	0	0	0	0	0	0	0	0	0
16	178	7	0	0	0	0	0	0	0	0	0	0	0
17	156	6	0	0	0	0	0	0	0	0	0	0	0
18	164	9	0	0	0	0	0	0	0	0	0	0	0
19	113	5	0	0	0	0	0	0	0	0	0	0	0
20	64	1	0	0	0	0	0	0	0	0	0	0	0
21	35	1	0	0	0	0	0	0	0	0	0	0	0
22	37	0	0	0	0	0	0	0	0	0	0	0	0
23	26	0	0	0	0	0	0	0	0	0	0	0	0
24	21	0	0	0	0	0	0	0	0	0	0	0	0
7-19	1530	82	0	0	3	0	0	1	0	0	0	0	0
6-22	1687	97	0	0	3	0	0	1	0	0	0	0	0
6-24	1172	86	0	0	3	0	0	1	0	0	0	0	0
0-24	1765	86	0	0	5	0	0	1	0	0	0	0	0

Kent ATCs ATC 07, Manston Court Road (East)

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

Friday 13/10/2017													
Hi Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
1	0	0	0	2	2	2	1	0	0	0	0	0	7
2	0	0	0	1	1	0	0	0	0	0	0	0	3
3	0	0	0	1	2	0	0	0	0	0	0	0	3
4	0	0	1	1	1	0	0	0	0	0	0	0	3
5	0	0	1	1	1	0	0	1	1	0	0	0	5
6	0	0	2	4	4	1	0	0	0	0	0	0	11
7	0	0	12	12	8	1	0	0	0	0	0	0	33
8	0	4	28	63	27	5	0	0	0	0	0	0	127
9	48	122	122	28	28	0	0	0	0	0	0	0	200
10	1	0	49	116	31	2	1	0	0	0	0	0	200
11	0	6	34	73	30	4	0	0	0	0	0	0	147
12	0	39	74	74	33	2	1	0	0	0	0	0	191
13	0	6	44	85	39	2	0	0	0	0	0	0	176
14	1	2	37	82	28	5	0	0	0	0	0	0	156
15	0	54	117	117	26	0	0	0	0	0	0	0	203
16	2	4	34	92	33	4	0	0	0	0	0	0	169
17	4	26	54	86	24	3	0	0	0	0	0	0	167
18	3	42	36	80	15	0	0	0	0	0	0	0	127
19	3	16	36	58	14	3	0	0	0	0	0	0	130
20	2	7	14	32	6	2	0	0	0	0	0	0	63
21	8	0	21	14	2	7	0	0	0	0	0	0	46
22	0	0	6	12	6	2	0	0	0	0	0	0	26
23	0	1	3	13	3	0	0	0	0	0	0	0	20
24	0	1	3	3	3	1	0	0	0	0	0	0	11
7-19	17	110	491	1018	326	39	2	1	0	0	0	0	2004
9-22	19	118	531	1095	350	46	2	1	0	0	0	0	2172
10-23	20	121	542	1122	373	50	3	2	0	0	0	0	2203
0-24	19	121	542	1122	373	50	3	2	0	0	0	0	2232

Kent ATCs ATC 07, Manston Court Road (East)

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound														
Sunday 15/10/2017														
HR Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	11	2	0	0	0	0	0	0	0	0	0	0	0	19
2	2	5	0	0	0	0	0	0	0	0	0	0	0	5
3	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	4	0	0	0	0	0	0	0	0	0	0	0	0	4
7	8	0	0	0	0	0	0	0	0	0	0	0	0	8
8	17	0	0	0	0	0	0	0	0	0	0	0	0	17
9	36	5	0	0	0	0	0	0	0	0	0	0	0	41
10	88	13	0	0	0	0	0	0	0	0	0	0	0	101
11	167	10	0	0	0	0	0	0	0	0	0	0	0	177
12	179	14	0	0	0	0	0	0	0	0	0	0	0	193
13	159	8	0	0	0	0	0	0	0	0	0	0	0	163
14	146	10	0	0	0	0	0	0	0	0	0	0	0	156
15	130	10	0	0	2	0	0	0	0	0	0	0	0	142
16	113	13	0	0	0	0	0	0	0	0	0	0	0	126
17	86	7	0	0	0	0	0	0	0	0	0	0	0	93
18	76	6	0	0	0	0	0	0	0	0	0	0	0	82
19	86	0	0	0	0	0	0	0	0	0	0	0	0	86
20	32	0	0	0	0	0	0	0	0	0	0	0	0	32
21	29	1	0	0	0	0	0	0	0	0	0	1	0	31
22	11	2	0	0	0	0	0	0	0	0	0	0	0	13
23	13	1	0	0	0	0	0	0	0	0	0	0	0	14
24	9	1	0	0	0	0	0	0	0	0	0	0	0	10
7-19	1279	105	0	0	2	0	0	0	0	0	0	0	0	1386
6-22	1380	108	0	0	2	0	0	0	0	0	0	0	0	1470
6-24	1381	110	0	0	1	0	0	0	0	0	0	0	0	1494
0-24	1406	112	0	0	2	0	0	0	0	0	0	0	0	1521

Channel 2 - Westbound														
Sunday 15/10/2017														
HR Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	8	0	0	0	0	0	0	0	0	0	0	0	0	8
2	4	0	0	0	0	0	0	0	0	0	0	0	0	4
3	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	6	0	0	0	0	0	0	0	0	0	0	0	0	6
7	13	0	0	0	0	0	0	0	0	0	0	0	0	13
8	24	0	0	0	0	0	0	0	0	0	0	0	0	24
9	43	4	0	0	0	0	0	0	0	0	0	0	0	47
10	53	1	0	0	0	0	0	0	0	0	0	0	0	54
11	94	6	0	0	0	0	0	0	0	0	0	0	0	100
12	139	3	0	0	0	0	0	0	0	0	0	0	0	142
13	159	9	0	0	0	0	0	1	1	0	0	0	0	160
14	161	8	0	0	0	0	0	0	0	0	0	0	0	169
15	134	7	0	0	0	0	0	0	0	0	0	0	0	141
16	178	7	0	0	0	0	0	0	0	0	0	0	0	185
17	154	5	0	0	1	0	0	0	0	0	0	0	0	160
18	81	4	0	0	0	0	0	0	0	0	0	0	0	85
19	61	2	0	0	0	0	0	0	0	0	0	0	0	63
20	38	1	0	0	0	0	0	0	0	0	0	0	0	40
21	28	1	0	0	0	0	0	0	0	0	0	0	0	29
22	18	1	0	0	0	0	0	0	0	0	0	0	0	19
23	15	0	0	0	0	0	0	0	0	0	0	0	0	15
24	7	1	0	0	0	0	0	0	0	0	0	0	0	8
7-19	1270	56	0	0	1	0	0	1	0	0	0	0	0	1328
6-22	1380	58	0	0	1	0	0	1	0	0	0	0	0	1429
6-24	1380	58	0	0	1	0	0	1	0	0	0	0	0	1452
0-24	1414	60	0	0	1	0	0	1	0	0	0	0	0	1476

Channel 1 - Eastbound														
Monday 16/10/2017														
HR Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	1	2	0	0	0	0	0	0	0	0	0	0	0	3
2	6	0	0	0	0	0	0	0	0	0	0	0	0	6
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6	9	0	0	0	0	0	0	0	0	0	0	0	0	9
7	21	1	0	0	0	0	0	0	0	0	0	0	0	22
8	91	35	0	0	0	0	0	0	0	0	0	0	0	126
9	181	33	0	0	0	0	0	0	0	0	0	0	0	214
10	147	20	0	0	1	0	0	0	0	0	0	0	0	168
11	124	16	0	0	0	0	0	0	0	0	0	0	0	140
12	131	20	0	0	0	0	0	0	0	0	0	0	0	151
13	138	17	0	0	0	0	0	0	0	0	0	0	0	155
14	127	11	0	0	0	0	0	0	0	0	0	0	0	138
15	149	18	0	0	0	0	0	0	0	0	0	0	0	167
16	134	22	0	0	0	0	0	0	0	0	0	0	0	156
17	147	26	0	0	0	0	0	0	0	0	0	0	0	173
18	198	18	0	0	0	0	0	0	0	0	0	1	0	217
19	122	16	0	0	0	0	0	0	0	0	0	0	0	138
20	59	4	0	0	0	0	0	0	0	0	0	0	0	63
21	37	2	0	0	0	0	0	0	0	0	0	0	0	39
22	13	2	0	0	0	0	0	0	0	0	0	0	0	15
23	16	2	0	0	0	0	0	0	0	0	0	0	0	18
24	7	2	0	0	0	0	0	0	0	0	0	0	0	9
7-19	1887	252	0	1	1	0	0	0	0	0	0	1	0	1942
6-22	1917	261	0	1	1	0	0	0	0	0	0	1	0	2081
6-24	1917	261	0	1	1	0	0	0	0	0	0	1	0	2108
0-24	1860	267	0	1	1	0	0	0	0	0	0	1	0	2130

Channel 2 - Westbound														
Monday 16/10/2017														
HR Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	5	0	0	0	0	0	0	0	0	0	0	0	0	5
2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
3	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4	4	0	0	0	0	0	0	0	0	0	0	0	0	4
5	13	0	0	0	0	0	0	0	0	0	0	0	0	13
6	31	1	0	0	0	0	0	0	0	0	0	0	0	32
7	51	11	0	0	0	0	0	0	0	0	0	0	0	62
8	111	15	0	0	0	0	0	0	0	0	0	0	0	126
9	105	18	0	0	2	0	0	0	0	0	0	0	0	123
10	91	13	0	0	1	0	0	0	0	0	0	0	0	108
11	108	13	0	0	0	0	0	0	0	0	0	1	0	122
12	118	10	0	0	0	0	0	0	0	0	0	0	0	128
13	130	9	0	0	0	0	0	0	0	0	0	0	0	139
14	124	14	0	0	0	0	0	0	0	0	0	0	0	134
15	130	13	0	0	0	0	0	0	0	0	0	0	0	143
16	156	13	1	0	0	0	0	0	0	0	0	0	0	170
17	175	14	0	0	1	0	0	0	0	0	0	0	0	190
18	207	12	0	0	0	0	0	1	0	0	0	0	0	220
19	124	4	0	0	0	0	0	0	0	0	0	0	0	128
20	69	2	0	0	0	0	0	0	0	0	0	0	0	71
21	40	1	0	0	0	0	0	0	0	0	0	0	0	41
22	30	1	0	0	0	0	0	0	0	0	0	0	0	31
23	18	0	0	0	0	0	0	0	0	0	0	0	0	18
24	8	0	0	0	0	0	0	0	0	0	0	0	0	8
7-19	1575	146	1	0	4	0	0	1	1	0	0	1	0	1726
6-22	1765	161	1	0	4	0	0	1	1	0	0	1	0	1834
6-23	1860	161	1	0	4	0	0	1	1	0	0	1	0	1940
0-24	1852	162	1	0	4	0	0	1	1	0	0	1	0	2022

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7-19	1609	142	1	0	3	0	0	0	1	0	0	1	0	1757
6-22	1818	152	1	0	3	0	0	0	1	0	0	2	0	1977
6-24	1850	153	1	0	3	0	0	0	1	0	0	2	0	2010
0-24	1896	157	1	0	3	0	0	0	1	0	0	2	0	2060

7-19	2	23	495	1002	208	25	2	0	0	0	0	0	1757
6-22	3	26	530	1123	258	31	6	0	0	0	0	0	1977
6-24	3	28	536	1144	263	32	6	0	0	0	0	0	2010
0-24	3	28	543	1165	278	35	8	0	0	0	0	0	2060

Kent ATCs ATC 07, Manston Court Road (East)

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound														
Thursday 19/10/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	2	2	0	0	0	0	0	0	0	0	0	0	0	4
6	17	2	0	0	0	0	0	0	0	0	0	0	0	19
7	22	6	1	0	0	0	0	0	0	0	0	0	0	29
8	99	17	0	0	0	0	0	0	0	0	0	0	0	116
9	179	30	1	0	0	0	0	0	0	0	1	0	0	211
10	182	10	0	0	1	0	0	0	0	0	0	0	0	193
11	136	28	0	0	0	0	0	0	0	0	0	0	0	164
12	131	14	0	0	0	0	0	0	0	0	0	0	0	145
13	136	11	0	0	0	0	0	1	1	0	0	0	0	149
14	113	14	0	0	0	0	0	0	0	0	0	0	0	127
15	136	14	0	0	0	0	0	0	0	0	0	0	0	150
16	150	20	0	0	1	0	0	1	0	0	0	2	0	174
17	173	25	2	0	1	0	0	0	0	0	0	0	0	201
18	183	14	0	0	0	0	0	0	0	0	0	0	0	197
19	110	9	0	0	0	0	0	0	0	0	0	0	0	119
20	75	6	0	0	0	0	0	0	0	0	0	0	0	81
21	38	3	0	0	0	0	0	0	0	0	0	0	0	41
22	20	2	0	0	0	0	0	0	0	0	0	0	0	22
23	11	1	0	0	0	0	0	0	0	0	0	0	0	12
24	7	0	0	0	0	0	0	0	0	0	0	0	0	7

7-19	1728	206	3	0	3	0	0	2	1	0	0	3	0	1948
6-22	1883	223	4	0	3	0	0	2	1	0	0	3	0	2119
6-18	1803	224	4	0	1	0	0	3	0	1	0	0	0	2138
0-24	1925	228	4	0	3	0	0	2	1	0	0	3	0	2166

Channel 2 - Westbound														
Thursday 19/10/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	5	1	0	0	0	0	0	0	0	0	0	0	0	6
2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	3	0	0	0	0	0	0	0	0	0	0	0	0	3
5	9	1	0	0	0	0	0	0	0	0	0	0	0	10
6	23	1	0	0	0	0	0	0	0	0	0	0	0	24
7	49	5	0	0	0	0	0	0	0	0	0	0	0	54
8	113	13	0	0	0	0	0	0	0	0	0	0	0	126
9	129	10	0	0	0	0	0	0	0	1	0	0	0	131
10	100	11	0	0	0	0	0	0	0	0	0	0	0	111
11	101	7	0	0	0	0	0	0	0	0	0	0	0	108
12	95	7	0	0	0	0	0	0	0	0	0	1	0	103
13	129	13	0	0	0	0	0	0	0	0	0	0	0	142
14	138	10	0	0	1	0	0	0	0	0	0	0	0	149
15	172	14	0	0	1	0	0	0	0	0	0	0	0	187
16	156	11	0	0	2	0	0	0	0	0	0	0	0	169
17	210	13	0	0	0	0	0	0	0	0	0	0	0	223
18	211	11	0	0	0	0	0	0	0	0	0	0	0	222
19	112	7	0	0	0	0	0	0	0	0	0	0	0	119
20	88	2	0	0	0	0	0	0	0	0	0	0	0	90
21	49	0	0	0	0	0	0	0	0	0	0	0	0	49
22	34	2	0	0	0	0	0	0	0	0	0	0	0	36
23	22	0	0	0	0	0	0	0	0	0	0	0	0	22
24	10	0	0	0	0	0	0	0	0	0	0	0	0	10

7-19	1657	127	0	0	4	0	0	0	0	1	0	1	0	1790
6-22	1857	136	0	0	4	0	0	0	0	1	0	1	0	1999
6-18	1886	136	0	0	4	0	0	0	0	1	0	1	0	2031
0-24	1933	139	0	0	4	0	0	0	0	1	0	1	0	2078

Kent ATCs ATC 07, Manston Court Road (East)

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound														
Thursday 19/10/2017	Vehicle Speeds (MPH)													
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL	
1	0	0	1	3	0	0	0	0	0	0	0	0	4	1
2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	2	0	1	1	0	0	0	0	0	4	1
6	0	0	2	11	6	0	0	0	0	0	0	0	19	19
7	2	1	7	13	5	0	1	0	0	0	0	0	29	29
8	0	2	21	65	26	2	0	0	0	0	0	0	116	116
9	0	6	62	119	23	1	0	0	0	0	0	0	211	211
10	0	1	57	105	28	2	0	0	0	0	0	0	193	193
11	0	9	62	72	18	3	0	0	0	0	0	0	164	164
12	0	8	60	60	15	1	1	0	0	0	0	0	145	145
13	0	1	35	86	25	1	1	0	0	0	0	0	149	149
14	0	0	33	70	20	2	2	0	0	0	0	0	127	127
15	0	12	44	66	24	3	0	1	0	0	0	0	150	150
16	0	2	57	77	36	0	1	1	0	0	0	0	174	174
17	0	2	65	93	38	3	0	0	0	0	0	0	201	201
18	0	4	53	108	29	2	1	0	0	0	0	0	197	197
19	0	1	34	61	20	3	0	0	0	0	0	0	119	119
20	0	2	17	39	20	2	1	0	0	0	0	0	81	81
21	0	0	8	17	10	5	1	0	0	0	0	0	41	41
22	0	0	6	10	4	2	0	0	0	0	0	0	22	22
23	0	0	1	5	5	1	0	0	0	0	0	0	12	12
24	0	0	1	4	2	0	0	0	0	0	0	0	7	7

7-19	0	48	583	982	302	23	6	2	0	0	0	0	1948	
6-22	2	51	621	1053	311	32	8	2	0	0	0	0	2119	
6-18	2	51	608	1016	314	31	6	0	0	0	0	0	2138	
0-24	2	51	626	1087	354	34	10	2	0	0	0	0	2166	

Channel 2 - Westbound														
Thursday 19/10/2017	Vehicle Speeds (MPH)													
Hr Ending	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL	
1	0	0	1	5	0	0	0	0	0	0	0	0	6	2
2	0	0	1	0	1	0	0	0	0	0	0	0	2	2
3	0	0	1	1	0	0	0	0	0	0	0	0	2	2
4	0	0	0	2	1	0	0	0	0	0	0	0	3	3
5	0	0	2	5	2	0	0	0	0	0	0	0	10	10
6	0	0	4	13	5	0	2	0	0	0	0	0	24	24
7	0	3	14	28	7	2	0	0	0	0	0	0	54	54
8	0	0	13	75	32	3	2	1	0	0	0	0	126	126
9	0	1	25	80	25	0	0	0	0	0	0	0	131	131
10	0	1	27	65	16	0	1	1	0	0	0	0	111	111
11	0	0	32	62	13	1	0	0	0	0	0	0	108	108
12	0	2	31	59	10	1	0	0	0	0	0	0	103	103
13	0	3	44	78	13	3	1	1	0	0	0	0	142	142
14	0	1	34	98	15	1	0	0	0	0	0	0	149	149
15	0	3	55	111	15	2	1	0	0	0	0	0	187	187
16	0	2	56	99	11	1	0	0	0	0	0	0	165	165
17	0	5	60	136	21	1	0	0	0	0	0	0	223	223
18	0	1	69	129	21	2	0	0	0	0	0	0	222	222
19	1	1	22	72	22	1	0	0	0	0	0	0	119	119
20	0	0	1	21	38	10	0	0	0	0	0	0	70	70
21	0	0	0	13	28	6	2	0	0	0	0	0	49	49
22	0	0	0	9	15	9	3	0	0	0	0	0	36	36
23	0	0	0	3	11	4	0	0	0	0	0	0	22	22
24	0	0	0	3	4	3	0	0	0	0	0	0	10	10
7-19	1	20	468	1064	214	17	5	1	0	0	0	0	1790	
5-22	1	24	525	1175	248	24	5	1	0	0	0	0	1999	
6-23	1	23	536	1172	248	24	5	1	0	0	0	0	2001	
0-24	1	24	544	1214	263	24	7	1	0	0	0	0	2078	

Manston ATC 7, A28 Canterbury Road

Channel 1 - Eastbound

07/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	71	2	0	0	0	0	0	0	0	0	0	0	0	73
2	25	1	1	0	0	0	0	0	0	0	0	1	0	28
3	22	1	0	0	0	0	0	0	0	0	0	1	0	24
4	20	0	0	0	0	0	0	0	0	0	0	0	0	20
5	22	10	0	0	1	0	0	0	0	0	0	0	0	33
6	52	10	1	0	1	0	0	0	1	0	0	2	0	67
7	190	26	0	0	0	0	0	0	0	0	0	1	0	217
8	512	40	0	2	0	0	0	0	0	0	1	6	0	561
9	995	58	1	0	1	0	0	2	0	0	0	5	0	1062
10	869	60	1	1	1	0	0	2	1	0	0	9	0	944
11	714	71	1	1	0	0	1	1	0	0	1	9	0	799
12	704	68	0	0	1	0	0	0	0	0	0	14	0	787
13	621	55	2	1	3	0	0	1	0	0	1	8	0	692
14	614	45	1	1	1	0	0	2	0	0	0	11	0	675
15	666	55	1	0	1	0	0	1	1	0	0	13	0	738
16	811	42	1	0	4	0	0	2	1	0	0	7	0	868
17	726	55	0	1	2	0	0	0	0	0	0	9	0	793
18	820	34	0	0	2	0	0	2	0	0	0	5	0	863
19	697	43	1	0	0	1	0	0	1	0	0	4	0	747
20	576	22	0	0	1	0	0	1	0	0	0	7	0	607
21	385	13	0	0	2	0	0	0	0	0	0	1	0	401
22	277	13	1	0	0	0	0	1	0	0	0	3	0	295
23	200	8	0	0	0	0	0	0	0	0	0	2	0	210
24	118	6	0	0	0	0	0	0	0	0	0	4	0	128
7-19	8749	626	9	7	17	0	1	14	3	0	3	100	0	9529
6-22	10177	700	10	7	20	0	1	16	3	0	3	112	0	11049
6-24	10495	714	10	7	20	0	1	16	3	0	3	118	0	11387
0-24	10707	738	12	7	22	0	1	16	4	0	3	122	0	11632

Channel 2 - Westbound

07/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	46	1	0	0	0	0	0	0	0	0	0	0	0	47
2	36	3	0	0	0	0	0	0	0	0	0	0	0	39
3	18	1	0	0	0	0	0	0	0	0	0	0	0	19
4	16	5	0	0	0	0	0	0	0	0	0	0	0	21
5	52	11	0	0	0	0	0	0	0	0	0	0	0	63
6	188	25	0	0	0	0	0	0	0	0	0	0	0	213
7	330	35	0	0	0	0	0	1	0	0	0	2	0	368
8	597	23	2	0	1	0	0	3	0	0	0	1	0	627
9	823	33	1	0	0	1	0	1	1	0	0	1	0	861
10	633	23	1	1	0	0	0	0	0	0	0	3	0	661
11	657	21	1	0	1	0	0	0	1	0	0	3	0	684
12	643	30	2	0	0	0	0	0	0	0	0	2	0	677
13	756	42	2	3	0	0	0	0	1	0	0	9	0	813
14	628	73	2	1	1	0	0	1	1	0	0	7	0	714
15	736	54	2	1	1	0	0	1	0	0	0	13	0	808
16	853	70	0	0	3	0	0	0	0	0	0	8	0	934
17	822	75	1	0	0	0	0	0	0	0	0	5	0	903
18	894	39	3	1	0	1	0	0	4	0	0	2	0	944
19	645	20	1	0	0	0	0	0	0	0	0	1	0	667
20	451	7	2	0	0	0	0	0	0	0	0	0	0	460
21	306	9	0	0	0	0	0	1	0	0	0	0	0	316
22	266	5	0	0	0	0	0	1	0	0	0	0	0	272
23	171	4	2	0	0	0	0	0	0	0	0	0	0	177
24	106	0	0	0	0	0	0	0	0	0	0	0	0	106
7-19	8687	503	18	7	7	2	0	6	8	0	0	55	0	9293
6-22	10040	559	20	7	7	2	0	9	8	0	0	57	0	10709
6-24	10317	563	22	7	7	2	0	9	8	0	0	57	0	10992
0-24	10673	609	22	7	7	2	0	9	8	0	0	57	0	11394

Channel 1 - Eastbound

08/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	52	0	2	0	0	0	0	0	0	0	0	1	0	55
2	28	1	0	0	0	0	0	0	0	0	0	3	0	32
3	17	3	0	0	1	0	0	0	0	0	0	1	0	22
4	22	2	0	0	0	0	0	0	0	0	0	0	0	24
5	21	5	0	0	2	0	0	0	0	0	0	1	0	29
6	36	7	1	0	1	0	0	0	1	0	0	1	0	47
7	184	21	0	0	0	0	0	0	0	0	0	3	0	208
8	463	46	3	1	1	0	1	1	0	0	0	4	0	520
9	897	59	1	0	1	0	0	2	0	0	0	6	0	966
10	682	60	0	0	2	0	1	1	0	0	0	14	0	760
11	602	54	0	1	2	0	0	1	1	0	1	12	0	674
12	587	49	0	0	0	0	0	0	0	0	0	12	0	648
13	606	55	0	0	1	0	0	0	0	0	0	8	0	670
14	558	48	0	0	2	0	0	0	0	0	0	14	0	622
15	613	47	1	0	0	0	0	0	0	0	0	9	0	670
16	791	55	1	0	0	0	0	2	0	0	0	5	0	854
17	732	51	0	0	2	0	0	1	0	0	0	5	0	791
18	756	58	3	0	1	0	0	0	0	0	0	10	0	828
19	678	47	0	1	0	0	0	2	0	0	1	7	0	736
20	474	28	1	0	1	0	0	1	0	0	0	5	0	510
21	372	13	0	0	0	0	0	2	1	0	0	2	0	390
22	289	7	0	0	0	0	0	1	0	0	0	3	0	300
23	246	9	0	0	0	0	0	0	0	0	0	2	0	257
24	137	2	1	0	0	0	0	0	0	0	0	4	0	144
7-19	7965	629	9	3	12	0	2	10	1	0	2	106	0	8739
6-22	9294	698	10	3	13	0	2	14	2	0	2	119	0	10147
6-24	9687	708	11	3	13	0	2	14	2	0	2	125	0	10548
0-24	9843	727	14	3	17	0	2	14	3	0	2	132	0	10757

Channel 2 - Westbound

08/03/2017	Vehicle Classes														TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13		
1	35	2	1	0	0	0	0	0	0	0	0	0	0	38	
2	23	2	0	0	0	0	0	0	0	0	0	0	0	25	
3	18	2	0	0	0	0	0	0	0	0	0	0	0	20	
4	19	5	0	0	0	0	0	0	0	0	0	0	0	24	
5	42	7	0	0	0	0	0	0	0	0	0	0	0	49	
6	180	17	0	0	0	0	0	0	0	0	0	0	0	197	
7	323	20	0	0	1	0	0	0	0	0	0	1	0	345	
8	564	25	1	0	0	0	0	0	0	0	0	0	0	590	
9	844	42	3	0	1	0	0	0	0	0	0	3	0	893	
10	610	35	3	1	1	0	0	0	0	0	0	3	0	653	
11	589	50	1	0	1	0	0	0	0	0	0	7	0	648	
12	668	43	0	1	1	0	0	0	0	0	0	5	0	718	
13	694	52	1	2	0	0	0	1	1	0	0	9	0	760	
14	648	39	2	0	1	0	0	0	0	0	0	9	0	699	
15	735	51	2	1	3	0	0	1	0	0	0	0	0	793	
16	805	58	3	1	0	0	0	1	2	0	0	7	0	877	
17	832	72	1	0	0	0	0	2	1	0	0	1	0	909	
18	844	27	2	1	0	0	0	0	1	0	0	3	0	878	
19	586	29	0	0	1	0	0	2	0	0	0	1	0	619	
20	438	7	0	0	0	0	0	0	0	0	0	1	0	446	
21	315	9	0	0	0	0	0	1	0	0	0	0	0	325	
22	299	5	0	0	0	0	0	0	0	0	0	0	0	304	
23	199	4	1	0	0	0	0	0	0	0	0	0	0	204	
24	102	4	0	0	0	0	0	0	0	0	0	1	0	107	
7-19	8419	523	19	7	9	0	0	7	5	0	0	48	0	9037	
6-22	9794	564	19	7	10	0	0	8	5	0	0	50	0	10457	
6-24	10095	572	20	7	10	0	0	8	5	0	0	51	0	10768	
0-24	10412	607	21	7	10	0	0	8	5	0	0	51	0	11122	

Manston ATC 7, A28 Canterbury Road

Channel 1 - Eastbound															
09/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	60	4	0	0	0	0	0	0	0	0	0	0	0	64	
2	30	3	0	0	0	0	0	0	0	0	0	0	0	33	
3	28	2	0	0	1	0	0	0	0	0	0	0	0	31	
4	25	3	0	0	1	0	0	0	0	0	0	0	0	29	
5	22	4	0	0	0	0	0	0	0	0	0	0	0	26	
6	71	6	1	1	0	0	0	0	1	0	0	2	0	82	
7	151	17	1	0	0	0	0	0	0	0	0	2	0	171	
8	439	40	0	0	0	0	0	0	0	0	0	10	0	489	
9	831	61	1	0	4	0	0	4	0	0	0	9	0	910	
10	695	60	0	0	0	0	0	0	0	0	0	8	0	763	
11	615	53	3	1	1	0	0	1	0	0	0	11	0	685	
12	584	57	0	0	0	0	0	3	0	0	0	14	0	658	
13	605	46	0	2	0	0	0	1	0	0	0	7	0	661	
14	619	50	2	0	2	0	0	0	1	0	0	12	0	686	
15	629	48	0	0	2	0	0	1	0	0	0	10	0	690	
16	762	50	3	2	3	0	0	3	0	1	0	6	0	830	
17	688	54	1	1	1	0	0	1	0	0	0	8	0	754	
18	771	44	2	0	1	0	0	1	0	0	0	5	0	824	
19	757	24	2	0	2	0	0	4	0	1	0	1	0	791	
20	544	28	0	0	0	0	0	1	0	0	0	3	0	576	
21	438	7	3	0	0	0	0	1	0	0	0	1	0	450	
22	277	12	2	0	0	0	0	0	0	0	0	0	0	291	
23	252	5	1	0	0	0	0	0	0	0	0	1	0	259	
24	144	4	3	0	0	0	0	0	0	0	0	2	0	153	
7-19	7995	587	14	6	16	0	0	19	1	2	0	101	0	8741	
6-22	9405	651	20	6	16	0	0	21	1	2	0	107	0	10229	
6-24	9601	660	24	8	16	0	0	21	1	2	0	110	0	10641	
0-24	10037	682	25	7	18	0	0	21	2	2	0	112	0	10906	

Channel 2 - Westbound															
09/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	38	1	0	0	0	0	0	0	0	0	0	0	0	39	
2	24	4	0	0	0	0	0	0	0	0	0	0	0	28	
3	18	2	0	0	0	0	0	0	0	0	0	0	0	20	
4	28	2	0	0	0	0	0	0	0	0	0	0	0	30	
5	45	3	0	0	0	0	0	0	0	0	0	0	0	48	
6	188	15	0	0	0	0	0	1	0	0	0	0	0	204	
7	331	28	0	0	0	0	0	0	0	0	0	2	0	361	
8	546	37	1	0	1	0	0	0	0	0	0	2	0	587	
9	785	44	2	2	0	0	0	0	1	1	0	2	0	837	
10	643	39	0	0	1	0	0	0	0	1	0	0	0	684	
11	618	52	0	0	0	0	0	0	0	0	0	3	0	673	
12	641	52	1	0	0	0	0	2	0	0	0	5	0	701	
13	601	66	3	2	0	0	0	1	1	0	0	10	0	684	
14	662	79	3	1	0	0	0	1	0	0	0	14	0	760	
15	687	75	2	0	1	0	0	1	0	0	0	8	0	774	
16	791	65	0	1	1	0	0	0	2	0	0	11	0	871	
17	780	62	4	1	1	0	0	0	0	1	0	8	0	857	
18	908	43	1	0	0	0	0	1	3	0	0	1	0	957	
19	633	19	1	0	1	0	0	1	0	0	0	0	0	655	
20	492	13	1	0	0	0	0	0	0	0	0	0	0	506	
21	370	3	1	0	0	0	0	0	0	0	0	0	0	374	
22	335	3	0	0	0	0	0	0	0	0	0	1	0	339	
23	213	7	0	0	0	0	0	0	0	0	0	1	0	221	
24	109	2	0	0	0	0	0	0	0	0	0	2	0	113	
7-19	8295	633	18	7	6	0	0	7	7	3	0	64	0	9040	
6-22	9823	680	20	7	6	0	0	7	7	3	0	67	0	10620	
6-24	10145	688	23	7	8	0	0	7	7	3	0	70	0	10954	
0-24	10486	716	20	7	6	0	0	8	7	3	0	70	0	11323	

Channel 1 - Eastbound															
10/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	64	3	0	0	0	0	0	0	0	0	0	0	0	67	
2	30	3	0	0	0	0	0	0	0	0	0	0	0	33	
3	23	7	0	0	0	0	0	0	0	0	0	0	0	30	
4	29	1	2	0	0	0	0	0	0	0	0	0	0	32	
5	31	6	0	0	1	0	0	0	0	0	0	0	0	38	
6	81	6	4	2	0	0	0	0	0	0	0	1	0	94	
7	181	15	3	0	0	0	1	0	0	0	0	2	0	202	
8	472	24	3	1	0	0	0	0	0	0	0	4	0	504	
9	901	37	2	1	2	0	0	0	0	0	0	3	0	946	
10	763	44	1	1	2	0	0	1	2	0	0	6	0	820	
11	595	60	0	0	2	0	0	0	0	0	0	14	0	671	
12	676	65	0	0	0	0	0	1	0	0	0	12	0	754	
13	637	55	1	1	1	0	0	1	0	0	1	7	0	704	
14	667	61	0	0	3	0	0	0	1	0	0	7	0	739	
15	726	40	0	0	2	0	0	0	0	0	0	5	0	773	
16	832	29	1	2	5	0	0	1	0	0	0	7	0	877	
17	797	49	0	2	1	0	0	1	0	0	0	5	0	855	
18	837	42	1	0	0	0	0	1	0	0	0	2	0	883	
19	739	28	1	0	1	0	0	0	0	0	0	6	0	775	
20	515	30	0	1	0	0	0	1	0	0	0	5	0	552	
21	435	15	0	0	1	0	0	1	0	0	0	2	0	454	
22	307	14	1	0	0	0	0	1	0	0	0	0	0	323	
23	320	8	1	0	0	0	0	1	0	0	0	0	0	330	
24	175	6	0	1	0	0	0	1	0	0	0	5	0	188	
7-19	8642	534	10	8	19	0	0	6	3	0	1	78	0	9301	
6-22	10080	608	14	9	20	0	1	9	3	0	1	87	0	10832	
6-24	10575	622	15	10	20	0	1	11	3	0	1	92	0	11350	
0-24	10833	648	21	12	21	0	1	11	3	0	1	93	0	11644	

Channel 2 - Westbound															
10/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	44	1	0	0	0	0	0	0	0	0	0	0	0	45	
2	36	2	3	0	0	0	0	0	0	0	0	0	0	41	
3	13	0	0	0	0	0	0	0	0	0	0	0	0	13	
4	24	2	2	0	0	0	0	0	0	0	0	0	0	28	
5	57	3	0	0	0	0	0	0	0	0	0	0	0	60	
6	177	7	3	0	0	0	0	0	0	0	0	0	0	187	
7	298	25	2	1	1	0	0	0	0	0	0	2	0	329	
8	545	21	1	1	0	0	0	0	0	0	0	3	0	571	
9	771	29	0	1	4	0	0	0	0	0	0	2	0	807	
10	658	27	0	1	0	0	0	0	0	0	0	2	0	688	
11	668	45	0	0	0	0	0	1	2	0	0	3	0	719	
12	716	53	1	0	2	0	0	0	0	0	0	1	0	773	
13	722	66	0	1	4	0	0	1	2	0	0	9	0	805	
14	694	67	1	1	3	0	0	1	1	0	0	11	0	779	
15	782	63	1	0	2	0	0	1	0	0	0	9	0	858	
16	844	56	2	1	2	0	0	0	0	0	0	7	0	912	
17	884	72	8	1	0	0	0	1	1	0	0	5	0	973	
18	841	53	1	0	0	0	0	1	1	1	0	4	0	902	
19	675	26	1	1	0	0	0	0	0	0	0	1	0	704	
20	508	18	1	0	0	0	0	0	0	0	0	0	0	527	
21	396	9	1	1	0	0	0	0	0	0	0	0	0	407	
22	317	4	1	1	0	0	0	0	0	0	0	1	0	324	
23	242	3	1	0	0	0	0	0	1	0	0	0	0	247	
24	139	0	1	0	0	0	0	0	0	0	0	0	0	140	
7-19	8800	578	16	8	17	0	1	6	7	1	0	57	0	9491	
6-22	10319	634	21	11	18	0	1	6	7	1	0	60	0	11078	
6-24	10700	637	23	11	18	0	1	6	8	1	0	60	0	11465	
0-24	11051	652	31	11	18	0	1	6	8	1	0	60	0	11831	

Manston ATC 7, A28 Canterbury Road

Channel 1 - Eastbound

11/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	152	1	0	0	0	0	0	0	0	0	0	0	0	153
2	79	4	1	0	0	0	0	0	0	0	0	0	0	84
3	71	5	2	0	0	0	0	0	0	0	1	0	0	79
4	46	2	0	0	0	0	0	0	0	0	0	0	0	48
5	35	2	0	0	1	0	0	0	0	0	0	0	0	38
6	60	6	0	1	1	0	0	0	0	0	0	1	0	69
7	117	8	3	0	0	0	0	0	0	0	0	0	0	128
8	195	15	0	1	0	0	0	0	0	0	0	0	0	211
9	515	29	1	1	1	0	0	1	0	0	0	3	0	551
10	577	41	0	1	1	0	0	1	0	0	0	9	0	630
11	706	33	2	1	0	0	0	3	1	0	0	5	0	751
12	734	33	0	1	0	0	0	0	1	0	1	9	0	779
13	786	27	0	2	3	0	0	1	0	0	0	5	0	824
14	785	33	0	1	1	0	0	2	0	0	0	9	0	831
15	690	26	0	1	0	0	0	0	0	0	0	9	0	726
16	668	27	0	0	0	0	0	1	0	0	0	6	0	702
17	683	30	0	0	1	0	0	0	0	0	0	4	0	718
18	610	23	1	0	1	0	0	2	0	0	1	8	0	646
19	554	17	0	0	0	0	0	0	0	0	0	2	0	573
20	526	14	3	0	0	0	0	0	0	0	0	2	0	545
21	413	12	0	0	0	0	0	0	0	0	0	1	0	426
22	251	12	1	0	0	0	0	0	1	0	0	2	0	267
23	306	9	0	0	0	0	0	0	0	0	0	1	0	316
24	202	3	2	1	0	0	0	0	0	0	0	1	0	209
7-19	7503	334	4	9	8	0	0	11	2	0	2	69	0	7942
6-22	8810	380	11	9	8	0	0	11	3	0	2	74	0	9308
6-24	9318	392	13	10	8	0	0	11	3	0	2	76	0	9833
0-24	9761	412	16	11	10	0	0	11	3	0	3	77	0	10304

Channel 2 - Westbound

11/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	110	2	2	0	0	0	0	0	0	0	0	1	0	115
2	70	2	3	1	0	0	0	0	0	0	0	0	0	76
3	51	0	5	0	0	0	0	0	0	0	0	1	0	57
4	48	2	0	0	0	0	0	0	0	0	0	0	0	50
5	41	2	1	0	0	0	0	0	0	0	0	0	0	44
6	96	3	7	0	0	0	0	0	0	0	0	1	0	107
7	159	7	1	1	0	0	0	0	1	0	0	0	0	169
8	234	9	1	1	0	0	0	0	0	0	0	1	0	246
9	407	14	1	1	0	0	0	0	0	0	0	2	0	425
10	569	23	0	1	0	0	0	0	0	0	0	1	0	594
11	693	37	0	2	0	0	0	0	0	0	0	2	0	734
12	766	47	2	0	0	0	0	0	1	0	0	2	0	818
13	772	50	0	1	1	0	0	2	0	0	0	7	0	833
14	728	44	1	2	1	0	0	0	0	0	1	6	0	783
15	715	45	0	1	1	0	0	2	0	0	0	6	0	770
16	755	31	1	0	1	0	0	0	1	0	0	7	0	796
17	685	26	0	0	0	0	0	0	0	1	0	7	0	719
18	669	22	1	1	2	0	0	0	0	2	0	1	0	698
19	634	14	0	0	0	0	0	0	1	0	0	0	0	649
20	518	10	1	0	0	0	0	0	0	0	0	2	0	531
21	369	5	0	0	0	0	0	0	0	0	0	0	0	374
22	309	5	1	0	0	0	0	0	0	0	0	0	0	315
23	240	5	1	0	0	0	0	0	0	0	0	0	0	246
24	164	2	0	1	0	0	0	0	0	0	0	0	0	167
7-19	7627	362	7	10	6	0	0	4	3	3	1	42	0	8065
6-22	8982	389	10	11	6	0	0	4	4	3	1	44	0	9454
6-24	9398	396	11	12	8	0	0	4	4	3	1	44	0	9867
0-24	9802	407	29	13	6	0	0	4	4	3	1	47	0	10316

Channel 1 - Eastbound

12/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	146	6	0	0	0	0	0	0	0	0	0	0	0	152
2	111	4	1	0	0	0	0	0	0	0	0	0	0	116
3	70	1	0	0	0	0	0	0	0	0	0	0	0	71
4	56	2	0	0	0	0	0	0	0	0	0	0	0	58
5	42	2	0	0	0	0	0	0	0	0	0	0	0	44
6	50	2	1	0	1	0	1	0	0	0	0	0	0	55
7	96	4	1	0	0	0	0	0	0	0	0	0	0	101
8	146	7	0	0	1	0	0	0	0	0	1	1	0	156
9	217	12	0	1	1	0	1	0	0	0	0	2	0	234
10	376	15	0	0	1	0	0	0	0	0	0	0	0	392
11	563	30	0	0	1	0	1	0	0	0	0	3	0	598
12	677	28	0	0	0	0	0	0	1	0	0	2	0	708
13	635	28	0	1	2	0	0	1	0	0	0	3	0	670
14	684	21	0	0	0	0	0	1	0	0	0	1	0	707
15	585	20	0	0	0	0	1	0	0	0	0	1	0	607
16	520	15	0	1	3	0	0	1	0	0	0	3	0	543
17	511	23	2	0	0	0	0	0	0	0	0	1	0	537
18	480	19	1	0	0	0	0	1	0	0	0	0	0	501
19	515	12	1	0	1	0	1	0	0	0	0	0	0	530
20	424	13	1	1	0	0	0	0	0	0	0	1	0	440
21	305	9	1	0	0	0	0	0	0	0	0	2	0	317
22	196	10	1	0	0	0	0	0	1	0	0	1	0	209
23	163	7	0	0	0	0	0	0	0	0	0	1	0	171
24	89	2	0	0	1	0	0	0	0	0	0	3	0	95
7-19	5909	230	4	3	10	0	4	4	1	0	1	17	0	6183
6-22	6930	266	8	4	10	0	4	4	2	0	1	21	0	7250
6-24	7182	275	8	4	11	0	4	4	2	0	1	25	0	7516
0-24	7657	292	10	4	12	0	5	4	2	0	1	25	0	8012

Channel 2 - Westbound

12/03/2017	Vehicle Classes														TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13		
1	124	3	0	0	0	0	0	0	0	0	0	0	0	127	
2	88	2	0	0	0	0	0	0	0	0	0	0	0	90	
3	64	1	0	0	0	0	0	0	0	0	0	0	0	65	
4	50	1	1	0	0	0	0	0	0	0	0	1	0	53	
5	45	0	0	1	0	0	0	0	0	0	0	0	0	46	
6	83	0	1	0	0	0	0	0	0	0	0	0	0	84	
7	125	1	1	0	0	0	0	0	1	0	0	1	0	129	
8	157	4	1	0	1	0	0	0	0	0	0	0	0	163	
9	230	6	0	0	0	0	0	0	0	0	0	0	0	236	
10	312	12	0	1	0	0	0	0	0	0	0	0	0	325	
11	484	26	0	1	2	0	0	1	0	0	0	1	0	515	
12	615	19	0	0	0	0	0	1	0	1	0	0	0	636	
13	704	29	1	1	0	0	0	1	0	0	0	0	0	736	
14	673	35	0	2	0	0	0	0	1	0	0	0	0	711	
15	621	19	1	0	1	0	0	0	0	0	0	0	0	642	
16	697	22	0	0	1	0	0	2	0	0	0	1	0	723	
17	646	20	1	0	0	0	0	0	0	0	0	0	0	667	
18	525	16	0	0	0	0	0	1	0	0	0	0	0	542	
19	426	15	1	0	0	0	0	0	1	0	0	1	0	444	
20	417	7	1	0	0	0	0	0	0	0	0	0	0	425	
21	259	3	0	1	0	0	0	0	0	0	0	1	0	264	
22	198	2	0	0	0	0	0	0	0	0	0	0	0	200	
23	234	2	0	0	0	0	0	0	0	0	0	0	0	236	
24	70	1	0	0	0	0	0	0	0	0	0	0	0	71	
7-19	6090	223	5	5	5	0	0	6	2	1	0	3	0	6340	
6-22	7089	236	7	6	5	0	0	6	3	1	0	5	0	7358	
6-24	7393	239	7	6	5	0	0	6	3	1	0	5	0	7665	
0-24	7847	246	9	7	5	0	0	6	3	1	0	6	0	8130	

Manston ATC 7, A28 Canterbury Road

Channel 1 - Eastbound

13/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	59	3	0	0	0	0	0	0	0	0	0	1	0	63
2	29	4	0	0	0	0	0	0	0	0	0	0	0	33
3	20	4	0	0	0	0	0	0	0	0	0	0	0	24
4	10	2	0	0	0	0	0	0	0	0	1	0	0	13
5	35	2	0	0	1	0	0	0	0	0	0	1	0	39
6	87	9	1	0	1	0	0	0	0	0	0	1	0	99
7	181	12	2	0	0	0	0	0	1	0	0	0	0	196
8	487	39	1	0	0	0	0	1	0	0	1	4	0	533
9	869	55	1	0	1	0	0	0	1	0	0	4	0	931
10	766	58	1	0	2	0	0	2	0	0	0	6	0	835
11	654	55	0	1	0	0	0	0	0	0	0	7	0	717
12	592	58	1	0	0	0	0	1	0	0	0	13	0	665
13	579	44	0	1	0	0	0	0	0	0	0	7	0	631
14	616	62	2	0	1	0	0	2	0	0	0	11	0	694
15	667	52	1	0	1	0	0	0	0	0	0	8	0	729
16	746	53	2	0	3	0	0	1	0	0	0	10	0	815
17	666	61	0	1	4	0	0	0	0	0	0	6	0	738
18	760	45	0	0	1	0	0	0	0	0	0	8	0	814
19	717	26	1	0	2	0	0	2	0	0	0	4	0	752
20	515	21	0	0	0	0	0	1	0	0	0	1	0	538
21	321	10	1	0	0	0	1	0	0	0	0	0	0	333
22	265	10	0	1	0	0	0	0	0	0	0	0	0	276
23	185	8	0	0	0	0	0	0	0	0	0	1	0	194
24	104	2	0	0	0	0	0	0	0	0	0	2	0	108
7-19	8119	608	10	3	15	0	0	9	1	0	1	88	0	8854
6-22	9401	661	13	4	15	0	1	10	2	0	1	89	0	10197
6-24	9930	671	13	4	15	0	1	10	2	0	1	92	0	10499
0-24	9930	695	14	4	17	0	1	10	2	0	2	95	0	10770

Channel 2 - Westbound

13/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	44	1	1	0	0	0	0	0	0	0	0	0	0	46
2	29	1	0	0	0	0	0	0	0	0	0	0	0	30
3	14	0	0	0	0	0	0	0	0	0	0	0	0	14
4	19	0	0	1	0	0	0	0	0	0	0	0	0	20
5	77	3	1	0	0	0	0	0	0	0	0	0	0	81
6	214	9	4	0	0	0	0	0	0	0	0	1	0	228
7	298	13	0	0	0	0	0	0	0	0	0	1	0	312
8	554	26	0	0	0	0	0	1	1	0	0	0	0	582
9	812	38	1	1	2	0	1	0	1	0	0	1	0	857
10	650	26	0	0	0	0	0	1	0	0	0	0	0	677
11	619	40	0	0	2	0	0	1	0	0	0	1	0	663
12	661	46	0	2	1	0	0	1	1	0	0	2	0	714
13	710	72	1	3	3	0	0	1	0	0	0	10	0	800
14	618	60	3	1	0	0	0	1	0	0	0	13	0	696
15	697	65	0	0	0	0	0	0	0	0	0	12	0	774
16	811	67	2	0	3	0	0	0	1	0	0	12	0	896
17	844	72	2	3	3	0	0	3	0	0	0	5	0	932
18	859	45	4	0	1	0	0	2	1	1	0	5	0	918
19	601	21	1	1	0	0	0	1	1	0	0	2	0	628
20	411	11	1	0	0	0	0	1	0	0	0	0	0	424
21	300	3	0	0	1	0	0	0	0	0	0	0	0	304
22	259	5	0	0	0	0	0	0	0	0	0	0	0	264
23	153	2	0	0	0	0	0	0	0	0	0	0	0	155
24	83	1	0	2	0	0	0	0	0	0	0	1	0	87
7-19	8436	578	14	11	15	0	1	12	6	1	0	63	0	9137
6-22	9704	610	15	11	16	0	1	13	6	1	0	64	0	10441
6-24	9940	613	15	13	16	0	1	13	6	1	0	65	0	10683
0-24	10337	627	21	14	16	0	1	13	6	1	0	66	0	11102

Manston ATC 7, A28 Canterbury Road

Channel 1 - Eastbound

13/03/2017	Vehicle Speeds (MPH)													TOTAL
Hr Ending	0-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56+		
1	0	0	0	0	5	30	21	3	3	1	0	0		63
2	0	1	0	1	4	16	9	2	0	0	0	0		33
3	0	0	0	0	1	16	2	4	0	1	0	0		24
4	0	0	0	0	2	8	1	1	1	0	0	0		13
5	0	0	1	0	4	15	11	8	0	0	0	0		39
6	0	0	3	1	3	38	40	12	1	1	0	0		99
7	0	0	5	4	17	115	45	8	1	1	0	0		196
8	0	0	10	18	116	310	73	5	1	0	0	0		533
9	0	8	42	188	432	241	18	2	0	0	0	0		931
10	0	8	48	160	413	188	16	1	0	0	0	1		835
11	0	14	54	94	353	181	17	1	3	0	0	0		717
12	0	13	74	120	292	150	16	0	0	0	0	0		665
13	0	5	28	92	303	180	18	3	1	1	0	0		631
14	0	14	56	99	335	177	11	1	1	0	0	0		694
15	0	10	51	136	312	198	20	1	1	0	0	0		729
16	0	23	106	202	320	149	14	1	0	0	0	0		815
17	0	12	36	83	381	196	25	3	0	1	1	0		738
18	0	11	38	142	397	203	21	1	0	0	1	0		814
19	0	16	42	107	391	177	16	3	0	0	0	0		752
20	0	3	12	41	220	232	28	2	0	0	0	0		538
21	0	1	1	11	82	192	43	2	1	0	0	0		333
22	0	1	5	2	74	142	46	6	0	0	0	0		276
23	0	0	3	3	25	112	45	6	0	0	0	0		194
24	0	0	1	2	13	54	23	9	5	1	0	0		108
7-19	0	134	585	1441	4045	2350	265	22	7	3	1	1		8854
6-22	0	139	608	1499	4438	3031	427	40	9	4	1	1		10197
6-24	0	135	612	1504	4476	3197	405	35	14	5	1	1		10499
0-24	0	140	616	1506	4495	3320	579	85	19	8	1	1		10770

Channel 2 - Westbound

13/03/2017	Vehicle Speeds (MPH)													TOTAL
Hr Ending	0-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56+		
1	0	0	1	0	3	13	24	4	1	0	0	0	46	
2	0	1	0	0	0	11	11	5	2	0	0	0	30	
3	0	0	0	1	0	3	4	4	2	0	0	0	14	
4	0	0	0	0	1	1	14	3	1	0	0	0	20	
5	0	0	0	1	0	20	40	9	10	0	1	0	81	
6	0	0	0	1	2	69	128	25	1	2	0	0	228	
7	0	0	1	3	11	140	137	15	5	0	0	0	312	
8	0	0	10	25	112	331	99	4	1	0	0	0	582	
9	0	9	52	103	378	277	31	2	1	0	3	1	857	
10	0	6	21	79	298	258	13	2	0	0	0	0	677	
11	0	3	28	89	278	239	23	0	3	0	0	0	663	
12	0	19	86	213	243	134	18	1	0	0	0	0	714	
13	0	21	66	189	337	166	18	1	0	2	0	0	800	
14	0	11	48	97	302	220	17	0	1	0	0	0	696	
15	0	5	25	152	371	210	8	1	0	1	0	1	774	
16	0	21	97	321	353	93	11	0	0	0	0	0	896	
17	0	13	89	163	472	174	16	2	0	2	1	0	932	
18	0	22	132	230	389	133	10	1	0	1	0	0	918	
19	0	8	30	87	259	222	18	3	1	0	0	0	628	
20	0	4	17	36	137	197	29	4	0	0	0	0	424	
21	0	1	5	15	54	198	24	6	1	0	0	0	304	
22	0	2	3	10	49	135	59	5	1	0	0	0	264	
23	0	1	1	10	25	83	33	1	0	1	0	0	155	
24	0	1	2	1	14	48	16	5	0	0	0	0	87	
7-19	0	138	684	1748	3792	2457	282	17	7	6	4	2	9137	
6-22	0	145	710	1812	4043	3127	531	47	14	6	4	2	10441	
6-24	0	147	713	1823	4082	3258	580	53	14	7	4	2	10683	
0-24	0	148	714	1826	4088	3375	801	103	31	9	5	2	11102	

Kent ATCs ATC 08, Manston Road (East)

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound														
Friday 13/10/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	13	0	0	0	0	0	0	0	0	0	0	0	0	13
2	9	1	0	0	0	0	0	0	0	0	0	0	0	10
3	7	0	0	0	0	0	0	0	0	0	0	0	0	7
4	5	1	0	0	0	0	0	0	0	0	0	0	0	6
5	12	2	0	0	0	0	0	0	0	0	0	0	0	14
6	32	3	0	0	0	0	0	0	0	0	0	0	0	35
7	73	20	3	0	0	0	0	0	0	0	1	2	0	99
8	186	37	0	1	0	1	0	0	0	0	3	0	0	228
9	345	22	0	0	1	0	0	0	0	0	2	0	0	375
10	319	43	1	0	0	0	0	0	0	0	1	0	0	364
11	290	31	0	0	1	0	0	0	0	0	3	0	0	325
12	269	34	0	0	1	0	0	0	0	0	0	0	0	308
13	270	31	0	0	1	0	0	0	0	0	1	0	0	304
14	291	36	0	0	1	0	0	0	0	0	3	0	0	331
15	339	48	0	0	1	0	0	0	0	0	2	0	0	390
16	356	38	0	0	0	0	1	0	0	0	4	0	0	397
17	282	43	0	0	0	0	0	0	0	0	0	0	0	325
18	273	22	0	0	1	0	0	0	1	0	0	3	0	300
19	214	24	0	0	0	0	0	0	0	0	0	0	0	240
20	162	14	0	0	0	0	0	0	0	0	0	0	0	176
21	98	7	0	0	0	0	0	0	0	0	0	1	0	106
22	70	3	0	0	0	0	0	0	0	0	0	0	0	73
23	84	4	0	0	0	0	0	0	0	0	0	0	0	88
24	56	2	0	0	0	0	0	0	0	0	0	0	0	58
7-19	3384	412	1	1	7	0	3	1	0	0	0	26	0	2635
8-22	5222	418	4	1	29	7	0	0	0	0	1	3	0	4289
8-14	3617	403	4	1	7	0	3	1	0	0	1	28	0	4435
0-24	4005	469	4	1	7	0	3	1	0	0	1	29	0	4520

Channel 2 - Westbound														
Friday 13/10/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	19	1	0	0	0	0	0	0	0	0	0	0	0	20
2	11	0	0	0	0	0	0	0	0	0	0	0	0	11
3	7	0	0	0	0	0	0	0	0	0	0	0	0	7
4	10	0	0	0	0	0	0	0	0	0	0	0	0	10
5	13	4	0	0	0	0	0	0	0	0	0	0	0	17
6	68	4	0	0	0	0	0	0	0	0	0	0	0	72
7	112	14	0	0	0	0	0	0	0	0	0	2	0	128
8	263	42	2	1	1	0	0	1	0	0	1	1	0	311
9	276	28	0	1	1	0	0	0	0	0	2	1	0	317
10	299	40	0	0	1	0	1	0	0	0	2	0	0	343
11	340	31	0	0	0	0	1	0	0	0	2	0	0	374
12	334	32	0	0	0	0	1	0	0	0	3	0	0	370
13	376	32	0	1	1	0	0	0	0	0	2	0	0	412
14	338	37	0	0	0	0	1	1	0	0	3	0	0	381
15	400	41	1	0	3	0	0	0	0	0	2	0	0	447
16	441	46	0	0	0	0	0	0	0	0	2	0	0	489
17	394	37	0	0	1	0	0	1	0	0	0	0	0	437
18	372	19	0	0	1	0	0	0	1	0	0	3	0	396
19	298	11	0	0	0	0	0	0	0	0	0	0	0	310
20	298	11	0	0	0	0	0	0	0	0	0	0	0	310
21	127	6	0	0	0	0	0	0	0	0	0	1	0	134
22	99	5	0	0	0	0	0	0	0	0	0	0	0	104
23	84	2	0	0	0	0	0	0	0	0	0	0	0	86
24	67	4	0	0	0	0	0	0	0	0	0	0	0	71
7-19	4231	406	3	3	11	0	4	3	1	0	0	26	0	4687
8-22	5222	418	4	1	29	7	0	0	0	0	1	3	0	4289
8-14	3616	403	4	1	7	0	3	1	0	0	1	28	0	4434
0-24	5067	459	3	3	11	0	4	3	1	0	0	28	0	5579

Channel 1 - Eastbound														
Saturday 14/10/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	21	3	0	0	0	0	0	0	0	0	0	0	0	24
2	15	2	0	0	0	0	0	0	0	0	0	0	0	17
3	5	1	0	0	0	0	0	0	0	0	0	0	0	6
4	5	1	0	0	0	0	0	0	0	0	0	0	0	6
5	11	1	0	0	1	0	0	0	0	0	0	0	0	13
6	15	2	0	0	0	0	0	0	0	0	0	0	0	17
7	47	6	0	0	0	0	0	0	0	0	0	0	0	53
8	92	17	0	0	0	0	0	0	0	0	0	0	0	109
9	200	19	0	0	0	3	0	0	0	0	0	0	0	223
10	278	24	0	0	2	0	0	0	0	0	0	1	0	306
11	299	14	0	0	0	0	0	0	0	0	0	0	0	313
12	339	16	0	0	1	0	0	1	0	0	2	0	0	359
13	323	25	0	1	0	0	0	0	0	0	3	0	0	352
14	295	12	0	0	1	0	0	0	0	0	2	0	0	310
15	317	18	1	0	1	0	0	0	0	0	0	0	0	337
16	267	16	0	0	0	0	0	0	0	0	0	0	0	283
17	221	13	0	0	1	0	0	0	0	0	0	0	0	235
18	231	18	0	0	0	0	0	0	0	0	0	0	0	249
19	182	8	0	0	0	0	0	0	0	0	1	0	0	191
20	123	8	0	0	0	0	0	0	0	0	0	0	0	131
21	80	5	0	0	0	0	0	0	0	0	0	0	0	85
22	69	4	0	0	0	0	0	0	0	0	0	0	0	73
23	59	3	1	0	0	0	0	0	0	0	0	0	0	63
24	42	3	0	0	0	0	0	0	0	0	0	0	0	45
7-19	3094	200	1	0	10	0	0	2	0	0	0	9	0	3316
8-22	5113	223	1	0	10	0	0	2	0	0	0	3	0	3658
8-14	3616	193	1	0	7	0	0	3	0	0	0	1	0	3765
0-24	3586	239	2	0	11	0	0	2	0	0	0	9	0	3849

Channel 2 - Westbound														
Saturday 14/10/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	30	1	0	0	0	0	0	0	0	0	0	0	0	31
2	12	0	1	0	0	0	0	0	0	0	0	0	0	13
3	11	2	0	0	0	0	0	0	0	0	0	0	0	13
4	9	1	0	0	0	0	0	0	0	0	0	0	0	10
5	12	1	0	0	0	0	0	0	0	0	0	0	0	13
6	20	4	0	0	0	0	0	0	0	0	0	0	0	24
7	36	6	0	0	0	0	0	0	0	0	0	0	0	42
8	94	6	0	0	1	0	1	0	0	0	0	0	1	103
9	188	13	0	0	2	0	0	0	0	0	0	0	0	203
10	255	17	0	0	1	0	0	0	0	0	1	0	0	275
11	365	26	0	1	0	0	1	0	0	0	0	2	0	395
12	394	20	0	0	2	0	0	0	0	0	0	0	0	416
13	402	14	0	1	0	0	0	0	0	0	0	2	0	419
14	412	17	1	0	1	0	0	0	0	0	0	0	0	432
15	403	15	0	0	0	0	0	0	0	0	0	2	0	420
16	375	11	0	0	0	0	0	1	0	0	0	0	0	387
17	329	10	0	1	0	0	0	0	0	0	0	1	0	341
18	345	8	0	1	0	0	0	1	0	0	0	0	0	355
19	265	9	0	0	0	1	0	0	0	0	0	0	1	276
20	141	8	0	0	0	0	0	0	0	0	0	0	0	150
21	87	8	0	0	0	0	0	0	0	0	0	0	0	95
22	79	1	0	0	0	0	1	0	0	0	0	0	0	81
23	71	2	0	0	0	0	0	0	0	0	0	0	0	73
24	61	2	0	0	0	0	0	0	0	0	0	0	0	63
7-19	3827	166	1	4	8	0	2	2	0	1	0	11	0	4022
6-22	4170	190	1	4	8	0	3	2	0	1	0	11	0	4350
5-23	4584	208	1	4	8	0	3	2	0	1	0	11	0	4658
0-24	4396	203	2	4	8	0	3	2	0	1	0	11	0	4501

Kent ATCs ATC 08, Manston Road (East)

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound														
Sunday 15/10/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	26	0	0	0	0	0	0	0	0	0	0	0	0	26
2	16	3	0	0	0	0	0	0	0	0	0	0	0	19
3	11	0	0	0	0	0	0	0	0	0	0	0	0	11
4	13	0	0	0	0	0	0	0	0	0	0	0	0	13
5	6	1	0	0	0	0	0	0	0	0	0	0	0	7
6	13	0	0	0	0	0	0	0	0	0	0	0	0	13
7	19	1	1	0	0	0	0	0	0	0	0	0	0	21
8	51	4	0	0	0	0	0	0	0	0	0	0	0	55
9	76	8	0	0	0	0	0	0	0	0	0	0	0	84
10	171	10	0	0	0	1	0	0	0	0	0	0	0	182
11	300	12	0	0	1	0	0	0	0	0	0	0	0	313
12	347	21	0	0	1	0	0	0	0	0	0	0	0	368
13	296	15	0	0	1	0	0	0	0	0	0	0	0	312
14	301	18	0	0	0	0	0	0	0	0	0	1	0	320
15	270	14	0	0	0	0	1	0	0	0	0	0	0	285
16	251	11	0	0	0	0	0	0	0	0	0	0	0	262
17	185	6	0	0	0	0	0	0	0	0	0	0	0	191
18	184	8	0	0	0	0	0	0	0	0	0	0	0	192
19	139	13	0	0	0	0	0	0	0	0	0	0	0	152
20	73	7	0	0	0	0	0	0	0	0	0	0	0	80
21	71	4	0	0	0	0	0	0	0	0	0	0	0	75
22	54	1	0	0	0	0	0	0	0	0	0	0	0	55
23	44	1	0	0	0	0	0	0	0	0	0	0	0	45
24	16	1	0	0	0	0	0	0	0	0	0	0	0	17
7-19	2571	140	0	0	2	0	2	0	0	0	0	1	0	2716
8-22	2188	133	0	0	0	0	0	0	0	0	0	0	0	2321
9-24	2416	125	1	0	2	0	2	0	0	0	0	1	0	3009
0-24	2933	159	1	0	2	0	2	0	0	0	0	1	0	3058

Channel 2 - Westbound														
Sunday 15/10/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	37	2	0	0	0	0	0	0	0	0	0	0	0	39
2	25	0	0	0	0	0	0	0	0	0	0	0	0	25
3	15	0	0	0	0	0	0	0	0	0	0	0	0	15
4	13	1	0	0	0	0	0	0	0	0	0	0	0	14
5	7	2	0	0	0	0	0	0	0	0	0	0	0	9
6	5	0	0	0	0	0	0	0	0	0	0	0	0	5
7	18	1	0	0	0	0	0	0	0	0	0	0	0	19
8	68	10	0	0	0	0	0	0	0	0	0	0	0	78
9	99	8	0	0	0	0	0	0	0	0	0	0	0	107
10	151	8	0	0	0	0	0	0	0	0	0	0	0	159
11	302	15	0	0	0	0	0	0	0	0	0	1	0	318
12	370	10	0	0	0	0	0	1	0	0	0	0	0	381
13	368	2	0	1	1	0	0	0	0	0	0	0	0	372
14	337	17	0	0	0	0	0	1	0	0	0	1	0	356
15	377	9	0	0	0	0	0	0	0	0	0	0	0	386
16	328	13	0	1	0	0	0	0	0	0	0	0	0	340
17	309	13	0	0	0	0	0	1	0	0	0	0	0	323
18	228	10	0	0	0	0	0	0	0	0	0	0	0	238
19	141	10	0	0	0	0	0	0	0	0	0	0	0	151
20	115	5	0	0	0	0	0	0	0	0	0	0	0	120
21	74	1	0	0	0	0	0	0	0	0	0	0	0	75
22	49	2	0	0	0	0	0	0	0	0	0	0	0	51
23	37	3	0	0	0	0	0	0	0	0	0	0	0	40
24	21	2	0	0	0	0	0	0	0	0	0	0	0	23
7-19	3076	123	0	2	0	0	0	3	0	0	0	3	0	3207
8-22	2332	123	0	0	0	0	0	0	0	0	0	0	0	2455
9-24	2496	137	0	2	0	0	0	3	0	0	0	1	0	3635
0-24	3492	142	0	2	0	0	0	3	0	0	0	3	0	3642

Channel 1 - Eastbound														
Monday 16/10/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	5	1	0	0	0	0	0	0	0	0	0	0	0	6
2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
3	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4	4	2	0	0	0	0	0	0	0	0	0	0	0	6
5	10	1	0	0	0	0	0	0	0	0	0	0	0	11
6	34	3	0	0	0	0	0	0	0	0	0	0	0	37
7	79	17	0	0	0	0	0	0	0	0	0	0	0	96
8	194	37	1	0	0	0	1	0	0	0	0	0	0	234
9	329	23	0	0	0	0	0	0	0	0	0	0	0	353
10	283	34	2	0	0	0	0	0	0	0	0	0	0	323
11	224	47	3	0	0	0	0	2	0	0	0	2	0	278
12	254	35	1	0	0	0	0	0	0	0	0	7	0	297
13	251	27	2	0	1	0	1	0	0	0	0	1	0	283
14	267	40	0	0	0	0	1	0	0	0	0	3	0	311
15	297	40	0	0	0	0	0	0	0	0	0	5	0	342
16	295	34	0	0	0	0	0	0	0	0	0	1	0	331
17	272	52	0	0	0	0	1	1	0	0	0	2	0	328
18	267	34	0	0	0	0	0	0	0	0	0	3	0	308
19	216	17	1	0	0	0	0	2	0	0	0	1	0	237
20	150	11	0	0	0	0	0	0	0	0	0	0	0	162
21	99	8	1	0	0	0	0	0	0	0	0	0	0	108
22	50	3	0	0	0	0	0	0	0	0	0	0	0	53
23	47	2	0	0	0	0	0	0	0	0	0	0	0	49
24	30	0	0	0	0	0	0	0	0	0	0	0	0	30
7-19	3149	426	10	0	6	0	3	6	0	0	0	35	0	3635
8-22	2527	265	11	0	7	0	3	5	0	0	0	35	0	4133
9-24	2693	273	11	0	7	0	3	6	0	0	0	35	0	4133
0-24	3653	474	11	0	7	0	3	6	0	0	0	35	0	4199

Channel 2 - Westbound															
Monday 16/10/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	11	0	0	0	0	0	0	0	0	0	0	0	0	11	
2	9	0	0	0	0	0	0	0	0	0	0	0	0	9	
3	3	1	0	0	0	0	0	0	0	0	0	0	0	4	
4	5	2	0	0	0	0	0	0	0	0	0	0	0	7	
5	18	2	0	0	0	0	0	0	0	0	0	0	0	20	
6	57	14	0	0	0	0	0	0	0	0	0	0	0	71	
7	129	16	1	0	0	0	0	0	0	0	0	1	0	147	
8	273	45	0	0	3	0	0	0	0	0	0	4	0	325	
9	394	35	1	0	1	0	0	0	0	0	0	3	0	435	
10	234	36	1	0	1	0	0	0	0	0	0	3	0	275	
11	275	43	2	0	1	0	0	0	0	0	0	1	0	322	
12	286	31	1	0	1	0	0	0	0	0	0	1	0	320	
13	316	41	0	0	0	0	1	0	0	0	0	3	0	361	
14	342	36	2	1	0	0	0	0	0	0	0	1	1	382	
15	408	30	1	0	1	0	0	0	0	0	0	6	0	446	
16	420	43	1	0	0	0	0	0	0	0	0	1	0	465	
17	392	30	0	0	0	0	0	3	0	0	0	2	0	427	
18	366	27	0	0	0	0	0	1	0	0	0	1	0	395	
19	317	19	0	0	0	0	0	0	0	0	0	0	0	337	
20	164	11	0	0	0	0	0	0	0	0	0	0	0	175	
21	112	5	0	0	0	0	0	0	0	0	0	0	0	117	
22	83	4	0	0	0	0	0	0	0	0	0	0	0	87	
23	43	1	0	0	0	0	0	0	0	0	0	0	0	44	
24	36	1	0	0	0	0	0	0	0	0	0	0	0	37	
7-19	4023	416	9	1	9	0	1	4	4	0	1	0	26	0	4490
6-22	4511	452	10	1	9	0	0	1	4	0	0	0	27	0	5019
5-11	4569	460	10	1	9	0	0	1	4	0	0	0	27	0	5009
0-24	4693	473	10	1	9	0	1	4	0	0	1	0	27	0	5218

streetwise

Channel 1 - Eastbound													
Tuesday 7/10/2017	Vehicle Speeds (MPH)												
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-100	TOTAL
1	0	0	1	1	3	1	3	1	1	0	1	11	23
2	0	0	1	0	2	1	0	0	1	0	0	0	6
3	0	0	0	0	1	1	1	0	0	0	0	0	3
4	0	0	0	0	0	2	1	0	0	0	0	0	3
5	0	0	0	0	4	2	1	2	0	0	0	0	9
6	1	0	0	3	15	16	9	1	1	0	0	0	45
7	0	0	1	3	25	31	12	6	0	1	0	0	84
8	0	2	15	36	93	76	16	4	0	0	0	0	242
9	0	1	7	121	184	64	20	5	1	2	0	0	495
10	0	9	96	92	131	11	3	3	152	0	0	0	331
11	0	0	9	80	134	48	7	2	0	0	0	0	280
12	0	0	13	109	135	50	4	2	0	0	0	0	314
13	0	21	84	84	134	87	7	2	0	0	0	0	315
14	0	1	19	82	127	60	16	1	0	0	0	0	305
15	0	0	13	83	142	60	10	3	1	0	0	0	313
16	1	14	59	58	106	13	3	3	2	0	0	0	345
17	0	1	19	33	130	94	25	7	0	0	0	0	310
18	9	34	57	55	83	46	11	7	0	0	0	0	392
19	0	0	13	57	126	49	12	4	1	0	0	0	262
20	5	36	38	36	82	18	8	3	0	0	0	0	175
21	0	0	3	38	37	24	7	3	1	1	0	0	94
22	0	0	1	8	20	30	11	5	1	0	0	0	77
23	0	0	0	4	14	10	9	3	4	2	0	1	47
24	0	0	0	2	3	4	3	3	0	2	0	0	17

7-19	10	45	209	904	1596	751	152	44	6	3	0	0	3720
6-22	10	45	219	974	1734	888	200	66	8	5	0	1	4150
6-24	10	45	210	990	1751	902	212	72	12	7	2	2	4214
0-24	10	45	222	984	1776	925	227	77	14	7	3	13	4303

Tuesday 7/19/2017	Vehicle Speeds (MPH)											TOTAL	
1st Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-100	
1	0	0	2	0	2	2	1	0	0	3	3	0	13
2	0	0	0	3	7	2	0	0	1	0	0	0	13
3	0	0	0	0	0	3	1	0	0	0	0	0	4
4	0	0	1	1	0	3	3	0	0	0	0	0	7
5	0	0	0	4	9	6	3	2	0	0	0	0	24
6	0	0	2	8	22	19	8	3	1	0	0	0	53
7	0	0	2	18	53	35	14	2	1	0	0	0	125
8	22	93	93	145	61	10	1	1	1	0	0	0	333
9	0	1	14	80	212	87	16	2	0	0	0	0	412
10	0	1	11	107	112	61	10	2	0	0	0	0	304
11	0	1	23	98	123	43	4	1	0	0	0	0	236
12	24	165	24	140	180	138	0	140	0	0	0	0	398
13	0	0	44	144	133	31	7	0	0	0	0	0	259
14	0	21	118	162	61	7	0	0	0	0	0	0	370
15	0	1	49	147	149	49	7	0	0	0	0	0	462
16	21	129	130	181	8	8	2	0	0	0	0	0	100
17	0	19	161	194	82	27	4	0	0	0	0	0	457
18	1	6	36	130	158	64	15	2	2	0	0	0	414
19	0	6	27	98	131	56	14	2	2	0	0	0	326
20	0	15	44	44	80	56	16	1	1	0	0	0	208
21	0	5	29	65	40	17	3	0	0	1	1	0	161
22	0	2	15	3	6	2	2	1	1	1	1	0	81
23	0	0	1	3	18	21	7	2	0	0	0	0	55
24	0	0	1	3	10	5	0	0	0	0	0	0	26

7-19	2	32	311	1435	1837	696	133	14	6	0	0	0	4466
6-22	2	32	335	1541	2068	847	182	22	8	2	2	0	5041
6-24	2	32	337	1550	2092	878	194	24	8	3	2	0	5122
0-24	2	32	341	1566	2132	913	210	29	10	6	5	0	5246

Wednesday 18/10/2017	Vehicle Speeds (MPH)											TOTAL	
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-100	
1	0	0	1	1	1	1	1	0	1	1	0	0	12
2	0	0	0	0	1	1	2	3	2	0	0	0	9
3	0	0	0	0	1	2	3	0	0	0	0	0	6
4	0	0	0	0	2	2	4	0	0	0	0	0	8
5	0	0	0	0	2	3	3	3	2	0	0	0	13
6	0	0	0	0	9	18	6	5	1	0	0	0	43
7	0	0	1	13	22	31	12	1	1	0	0	0	81
8	0	4	38	38	78	71	14	2	2	0	0	0	210
9	0	1	11	78	175	88	18	5	0	0	0	0	376
10	0	0	5	103	155	64	14	3	0	0	0	0	344
11	0	0	22	123	148	53	2	0	1	0	0	0	247
12	0	10	118	118	128	68	6	3	0	0	0	0	329
13	0	0	30	97	115	41	12	1	0	0	0	0	236
14	0	9	86	144	53	7	2	0	0	0	0	0	301
15	0	0	6	73	153	64	7	2	0	0	0	0	357
16	0	4	10	65	152	16	17	4	5	0	0	0	324
17	0	10	45	139	93	23	7	0	0	0	0	0	317
18	0	1	13	45	154	60	21	6	1	0	0	0	341
19	0	1	1	66	95	19	13	4	2	2	0	0	148
20	1	43	43	62	61	20	7	2	2	0	0	0	188
21	0	0	3	11	44	30	9	8	3	0	0	0	106
22	0	0	2	8	42	29	9	1	1	1	0	0	93
23	0	0	0	4	31	26	8	4	1	1	0	0	76
24	0	0	0	2	11	5	3	4	0	0	0	0	24

7-19	0	6	139	937	1634	780	154	39	11	4	0	0	3704
6-22	0	6	146	1012	1804	921	204	56	18	7	0	0	4174
6-24	0	6	146	1018	1846	953	215	62	19	9	0	0	4274
0-24	0	6	147	1023	1862	983	235	74	24	10	1	0	4365

Wednesday 18/10/2017	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-100	
1	0	0	0	3	2	5	2	3	0	0	0	0	15
2	0	0	0	0	1	4	4	1	0	0	0	0	10
3	0	0	0	3	2	1	2	1	0	0	0	0	9
4	0	0	0	0	2	4	1	1	1	1	0	0	8
5	0	0	0	0	11	9	2	1	1	0	0	0	24
6	0	0	0	7	22	21	21	4	0	0	0	0	75
7	0	0	2	22	53	47	22	5	3	0	0	0	154
8	7	92	7	32	133	132	15	1	1	1	0	0	325
9	0	0	12	116	209	75	11	4	1	1	0	0	409
10	0	0	22	95	130	58	15	2	0	0	0	0	322
11	0	0	26	84	128	41	1	1	1	0	0	0	289
12	1	31	147	145	147	145	8	3	0	0	0	0	397
13	0	1	31	173	141	40	4	0	0	0	0	0	332
14	0	1	31	162	143	55	3	0	0	0	0	0	395
15	0	0	30	155	176	42	7	1	0	0	0	0	411
16	0	20	135	206	136	9	2	0	0	0	0	0	447
17	0	1	21	124	196	78	21	6	0	0	0	0	447
18	0	3	12	101	190	84	25	3	0	0	0	0	438
19	0	0	13	101	108	72	13	4	2	0	0	0	338
20	0	8	58	8	108	14	14	7	1	1	0	0	241
21	0	0	4	29	64	38	8	3	1	0	0	0	147
22	0	0	4	14	40	31	10	7	2	0	0	0	108
23	0	2	0	15	18	11	5	5	1	0	0	0	65
24	0	0	2	5	14	8	5	0	0	0	0	0	37

7-19	0	7	260	1467	1903	710	143	27	5	1	0	0	4523
6-22	0	7	278	1587	2168	869	197	49	12	1	0	0	5168
6-24	0	7	282	1607	2200	886	215	54	13	1	0	0	5265
0-24	0	7	282	1620	2240	930	247	65	15	1	0	0	5407

Kent ATCs ATC 08, Manston Road (East)

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound														
Thursday 19/10/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	10	2	0	0	0	0	0	0	0	0	0	0	0	12
2	4	0	0	0	0	0	0	0	0	0	0	0	0	4
3	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4	5	1	0	0	1	0	0	0	0	0	0	1	0	8
5	10	2	0	0	0	0	0	0	0	0	0	0	0	12
6	32	3	0	0	0	0	0	0	0	0	0	0	0	35
7	61	20	2	0	0	0	0	0	0	0	0	0	0	83
8	175	37	0	0	1	0	0	0	0	0	0	1	0	214
9	292	41	0	0	1	0	0	0	1	0	0	1	0	336
10	284	48	0	0	0	0	0	0	0	0	0	1	0	333
11	291	34	1	0	0	0	0	0	0	0	0	3	0	329
12	274	43	2	0	0	0	1	0	0	0	0	3	0	323
13	263	33	1	0	0	0	0	0	0	0	0	2	0	299
14	259	34	1	0	0	0	0	1	1	0	0	2	0	298
15	295	40	0	0	1	0	0	1	0	0	0	1	0	338
16	289	39	0	0	1	0	0	0	2	0	0	3	0	325
17	272	40	1	0	3	0	0	0	0	0	0	2	0	318
18	260	26	0	0	1	0	0	0	0	0	0	3	0	290
19	217	13	0	0	0	0	0	0	0	0	0	1	0	231
20	173	14	0	0	0	0	0	1	0	0	0	0	0	188
21	109	6	0	0	0	0	0	0	1	0	0	0	0	116
22	89	5	0	0	0	0	0	0	0	0	0	0	0	94
23	49	2	0	0	0	0	0	0	0	0	0	0	0	51
24	24	0	0	0	0	0	0	0	0	0	0	0	0	24
7-19	3161	419	6	0	8	0	1	2	4	0	0	23	0	3624
6-22	3353	464	8	0	8	0	4	4	0	0	0	21	0	4105
6-14	3346	456	8	0	8	0	1	4	4	0	0	21	0	4180
0-24	3729	475	8	0	9	0	1	4	4	0	0	24	0	4254

Channel 2 - Westbound														
Thursday 19/10/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	13	0	0	0	0	0	0	0	0	0	0	0	0	13
2	5	0	0	0	0	0	0	0	0	0	0	0	0	5
3	6	0	0	0	0	0	0	0	0	0	0	0	0	6
4	4	0	0	0	0	0	0	0	0	0	0	0	0	4
5	16	3	0	0	0	0	0	0	0	0	0	0	0	19
6	59	8	0	0	0	0	0	0	0	0	0	0	0	68
7	121	9	0	0	1	0	0	0	0	0	0	0	0	131
8	306	59	0	0	2	0	0	0	0	0	0	3	0	370
9	344	46	0	0	0	0	0	0	0	0	1	1	0	392
10	288	33	1	0	0	0	0	0	0	0	0	1	0	323
11	261	30	0	0	0	0	1	0	0	0	0	1	0	293
12	315	42	2	0	1	0	1	0	0	1	0	3	0	366
13	363	39	2	0	0	0	1	0	0	0	0	3	0	399
14	368	40	2	0	2	0	0	1	0	0	0	1	0	404
15	415	36	1	0	0	0	0	0	1	0	1	2	0	456
16	385	41	1	0	0	0	0	0	1	0	0	1	0	429
17	396	30	0	1	0	0	0	0	0	0	0	2	0	429
18	379	32	0	0	0	0	0	0	0	0	0	1	0	412
19	276	19	0	0	0	0	0	0	0	0	0	0	0	297
20	230	13	0	0	0	0	0	0	0	0	0	0	0	243
21	152	7	0	0	0	0	0	0	0	0	0	0	0	159
22	84	5	0	0	0	0	0	0	0	0	0	0	0	89
23	74	2	0	0	0	0	0	0	0	0	0	0	0	76
24	30	0	0	0	0	0	0	0	0	0	0	0	0	30
7-19	4088	438	9	1	5	0	3	2	2	0	2	19	0	4569
6-22	4275	472	9	1	5	0	3	2	2	0	2	19	0	5191
6-14	4176	474	9	1	5	0	3	1	2	0	2	18	0	5297
0-24	4882	486	9	1	6	0	3	2	2	0	2	19	0	5412

Kent ATCs ATC 08, Manston Road (East)

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound														
Thursday 19/10/2017	Vehicle Speeds (MPH)													
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-100	TOTAL	
1	0	0	1	3	2	2	3	1	0	0	0	0	12	
2	0	0	1	0	2	0	0	0	0	0	0	1	4	
3	0	0	0	0	1	0	2	0	0	0	0	0	3	
4	0	0	0	2	3	2	0	0	1	0	0	0	8	
5	0	0	0	2	3	2	2	1	2	0	0	0	13	
6	0	0	0	4	14	6	6	5	0	0	0	0	35	
7	0	0	1	7	25	35	11	3	0	1	0	0	83	
8	0	1	17	37	80	52	22	4	1	0	0	0	214	
9	0	0	18	81	147	72	18	0	0	0	0	0	336	
10	0	0	9	118	130	54	20	4	0	0	0	0	333	
11	0	0	24	83	148	66	7	1	0	0	0	0	329	
12	0	0	24	111	147	26	11	4	0	0	0	0	323	
13	0	0	17	103	106	42	15	6	0	0	0	0	299	
14	0	0	9	49	173	50	13	4	0	0	0	0	298	
15	0	0	19	113	138	56	9	2	1	0	0	0	338	
16	0	5	22	76	137	70	13	2	0	0	0	0	325	
17	0	0	10	93	120	67	20	7	1	0	0	0	318	
18	0	0	8	68	115	67	25	7	0	0	0	0	290	
19	0	0	7	51	104	50	16	2	0	0	0	0	231	
20	0	0	9	41	82	40	13	2	1	0	0	0	188	
21	0	0	8	32	38	26	10	1	1	0	0	0	116	
22	0	0	3	22	45	14	8	1	1	0	0	0	94	
23	0	0	3	6	21	15	4	2	0	0	0	0	51	
24	0	0	0	1	11	7	4	1	0	0	0	0	24	
7-19	0	6	184	981	1545	672	189	43	3	0	0	1	3624	
6-22	0	6	205	1083	1725	707	221	50	6	1	0	2	4105	
6-14	0	6	208	1080	1702	694	206	48	6	1	0	1	4180	
0-24	0	6	210	1101	1792	821	252	60	9	1	1	1	4254	

Channel 2 - Westbound														
Thursday 19/10/2017		Vehicle Speeds (MPH)												
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-100	TOTAL	
1	0	0	2	6	3	1	0	0	1	0	0	0	13	
2	0	0	0	1	1	2	1	0	0	0	0	0	5	
3	0	0	1	0	2	2	0	1	0	0	0	0	6	
4	0	0	0	1	2	1	0	0	0	0	0	0	4	
5	0	0	0	0	6	10	2	1	0	0	0	0	19	
6	0	0	0	8	18	32	9	0	0	0	0	0	68	
7	0	0	3	23	55	38	11	1	0	0	0	0	131	
8	0	8	26	104	145	70	14	3	0	0	0	0	370	
9	0	0	24	80	161	93	13	0	1	0	0	0	392	
10	0	0	20	104	139	46	10	2	2	0	0	0	323	
11	0	1	15	92	137	45	0	2	1	0	0	0	293	
12	0	0	31	143	145	35	9	2	0	0	0	0	366	
13	0	0	27	150	168	48	6	0	0	0	0	0	399	
14	0	2	36	145	168	48	4	1	0	0	0	0	404	
15	0	7	55	182	159	38	8	6	0	1	0	0	456	
16	0	0	40	150	165	60	13	0	1	0	0	0	429	
17	0	9	16	136	177	75	14	2	0	0	0	0	429	
18	0	0	21	102	163	97	22	6	1	0	0	0	412	
19	0	1	23	81	127	50	11	3	1	0	0	0	297	
20	0	0	12	69	115	37	10	0	0	0	0	0	243	
21	0	0	10	39	74	30	6	0	0	0	0	0	159	
22	0	0	9	31	30	16	3	0	0	0	0	0	69	
23	0	0	1	21	22	21	8	2	1	0	0	0	76	
24	0	0	2	4	12	8	1	3	0	0	0	0	30	
7-19	0	0	28	334	1469	1874	705	124	27	7	1	0	4569	
6-22	0	28	368	1633	2148	826	154	28	7	1	0	0	5191	
5-25	0	28	368	1633	2148	826	154	28	7	1	0	0	5207	
0-24	0	28	374	1673	2214	903	175	35	9	1	0	0	5412	

Manston ATC 8, A28 Canterbury Road

Channel 1 - Eastbound															
07/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	38	1	0	0	0	0	0	0	0	0	0	1	0	40	
2	20	5	0	0	0	0	0	0	0	0	0	0	0	25	
3	14	3	0	0	0	0	0	0	0	0	0	1	0	18	
4	18	5	0	0	0	0	0	0	0	0	0	0	0	23	
5	82	24	0	0	1	0	1	0	0	0	0	0	0	108	
6	243	42	0	0	0	0	0	0	0	3	0	2	0	290	
7	429	60	2	0	5	0	0	0	0	1	0	11	0	508	
8	681	68	2	1	8	0	0	0	0	6	0	15	0	781	
9	866	68	1	1	5	0	1	0	1	7	0	13	0	963	
10	561	70	5	1	3	0	0	0	0	4	0	11	0	655	
11	511	60	3	1	1	0	2	1	0	3	0	19	0	601	
12	486	64	3	1	3	0	1	0	1	2	0	14	0	575	
13	534	70	1	2	4	1	2	0	1	5	0	15	0	635	
14	535	64	2	1	2	1	0	0	2	2	0	16	0	625	
15	567	65	2	0	1	0	0	1	0	5	0	12	0	653	
16	699	74	2	0	5	0	1	0	1	10	0	10	0	802	
17	740	82	0	0	4	0	0	0	1	4	0	14	0	845	
18	723	47	1	0	3	0	0	1	0	6	1	7	0	789	
19	507	38	0	1	1	0	0	0	0	4	0	8	0	559	
20	404	21	1	0	0	0	1	0	0	2	1	4	0	434	
21	310	16	0	0	0	0	0	0	0	1	0	3	0	330	
22	208	11	0	0	0	0	0	0	0	2	0	2	0	223	
23	166	9	0	0	0	0	0	0	0	0	0	4	0	179	
24	68	4	0	0	0	0	0	0	0	0	0	3	0	75	
7-19	7410	770	22	9	40	2	7	3	7	58	1	154	0	8483	
6-22	8761	878	25	9	45	2	8	3	7	64	2	174	0	9978	
6-24	8995	891	25	9	45	2	8	3	7	64	2	181	0	10232	
0-24	9410	971	25	9	46	2	9	3	7	67	2	185	0	10736	

Channel 2 - Westbound															
07/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	57	2	0	0	0	0	0	0	0	0	0	1	0	60	
2	18	3	0	0	0	0	0	0	0	0	0	1	0	22	
3	20	2	0	0	0	0	0	0	0	0	0	1	0	23	
4	25	2	0	0	0	0	0	0	0	0	0	0	0	27	
5	25	11	0	0	0	0	0	0	0	0	0	0	0	36	
6	50	9	1	0	0	1	0	0	0	1	0	0	2	64	
7	132	26	3	1	1	0	0	0	0	1	0	6	0	170	
8	394	74	1	0	3	0	2	0	1	0	2	7	0	484	
9	876	93	2	1	3	0	0	0	0	3	0	10	0	988	
10	637	101	0	1	2	0	1	0	1	8	1	14	0	766	
11	505	96	3	0	5	0	0	0	0	3	1	13	0	626	
12	551	92	2	1	2	0	0	0	0	5	0	17	0	670	
13	554	74	2	1	5	0	0	0	1	1	0	11	0	649	
14	565	65	2	0	2	0	0	0	0	3	0	10	0	647	
15	632	82	3	0	3	0	0	0	0	3	1	12	0	736	
16	828	78	0	2	7	0	2	0	0	2	0	10	0	929	
17	754	111	1	1	3	0	0	0	0	3	0	13	0	886	
18	815	91	0	1	2	0	0	0	0	6	0	7	0	922	
19	666	62	3	0	2	1	1	0	0	2	0	9	0	746	
20	532	33	0	0	2	0	0	0	0	0	0	9	0	576	
21	311	23	0	0	3	0	0	0	0	1	0	1	0	339	
22	257	13	0	0	0	0	0	0	0	1	0	3	0	274	
23	178	6	0	0	0	0	0	0	0	1	0	2	0	187	
24	95	4	0	0	1	0	0	0	0	0	0	3	0	103	
7-19	7777	1019	19	8	39	1	6	0	3	39	5	133	0	9049	
6-22	9009	1114	22	9	45	1	6	0	3	42	5	152	0	10408	
6-24	9282	1124	22	9	46	1	6	0	3	43	5	157	0	10698	
0-24	9477	1153	23	9	47	1	6	0	4	43	5	162	0	10930	

Channel 1 - Eastbound															
08/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	22	0	0	0	0	0	0	0	0	0	0	1	0	23	
2	24	3	0	0	0	0	0	0	0	0	0	1	0	28	
3	13	5	0	0	0	0	0	0	0	0	0	0	0	18	
4	24	7	0	0	0	0	0	0	0	0	0	0	0	31	
5	53	19	0	0	1	0	0	0	0	0	0	0	0	73	
6	244	25	0	0	2	0	0	0	0	1	0	4	0	276	
7	414	79	1	1	5	0	0	0	0	2	0	7	0	509	
8	670	73	0	0	0	0	0	0	0	9	0	14	0	766	
9	857	81	4	3	7	0	0	0	1	6	0	8	0	967	
10	562	69	2	2	5	0	2	0	1	4	0	9	0	656	
11	456	70	0	1	1	0	0	1	0	4	0	16	0	549	
12	474	47	4	0	3	1	0	1	3	1	0	12	0	546	
13	500	56	5	1	4	0	1	1	0	4	0	17	0	589	
14	502	66	0	0	3	0	1	0	0	4	0	13	0	589	
15	503	79	1	1	3	0	0	0	0	3	0	11	0	601	
16	677	67	1	1	4	0	0	0	0	4	0	13	0	767	
17	635	80	2	0	4	0	0	1	1	8	1	8	0	740	
18	718	47	0	0	2	0	0	0	0	5	0	10	0	782	
19	511	41	0	0	2	0	0	0	0	2	6	0	8	570	
20	408	22	0	0	1	0	0	0	0	1	0	4	0	436	
21	271	15	0	0	0	0	1	0	0	1	0	2	0	290	
22	210	6	0	0	0	0	0	0	0	0	0	3	0	219	
23	181	10	0	0	0	0	1	0	0	0	0	3	0	195	
24	106	4	0	0	0	0	0	0	0	0	0	2	0	112	
7-19	7065	776	19	9	38	1	4	4	8	58	1	139	0	8122	
6-22	8368	898	20	10	44	1	5	4	8	62	1	155	0	9576	
6-24	8655	912	20	10	44	1	5	4	8	62	1	160	0	9883	
0-24	9035	971	20	10	47	1	6	4	8	63	1	166	0	10332	

Channel 2 - Westbound															
08/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	62	0	0	0	0	0	0	0	0	0	0	2	0	64	
2	26	3	0	0	0	0	0	0	0	0	0	2	0	31	
3	20	4	0	0	1	0	0	0	0	0	0	1	0	26	
4	22	7	0	0	0	0	0	0	0	0	0	0	0	29	
5	20	5	0	0	2	0	0	0	0	0	0	1	0	28	
6	50	11	0	1	1	0	0	0	1	0	0	3	0	67	
7	133	32	2	0	0	0	0	0	0	0	0	3	0	170	
8	376	76	1	1	0	0	1	1	1	1	2	10	0	470	
9	793	88	1	0	9	0	1	0	0	3	0	8	0	903	
10	563	98	2	0	5	0	0	0	1	2	0	18	0	689	
11	460	94	0	0	3	0	0	1	0	1	2	15	0	576	
12	517	57	1	2	2	0	1	0	0	1	1	11	0	593	
13	510	71	1	0	2	0	0	0	0	3	0	8	0	595	
14	514	68	3	0	2	0	0	0	1	1	1	7	0	597	
15	554	80	0	0	2	0	0	0	1	1	0	8	0	646	
16	786	101	1	1	5	0	0	0	0	1	1	8	0	904	
17	679	106	1	0	1	0	1	1	0	5	0	10	0	804	
18	796	82	0	0	2	0	1	0	0	3	0	10	0	894	
19	693	74	0	0	0	0	1	0	0	3	1	10	0	782	
20	462	54	0	0	0	0	0	0	0	2	0	8	0	526	
21	339	24	1	0	0	0	0	0	0	0	0	3	0	367	
22	228	14	0	0	1	0	0	0	0	0	0	3	0	246	
23	181	11	0	0	0	0	0	0	0	0	0	1	0	193	
24	121	8	0	0	0	0	0	0	0	1	0	6	0	136	
7-19	7241	995	11	4	33	0	6	3	4	25	8	123	0	8453	
6-22	8403	1119	14	4	34	0	6	3	4	27	8	140	0	9762	
6-24	8705	1139	14	4	34	0	6	3	4	28	8	147	0	10091	
0-24	8905	1168	14	5	38	0	6	3	5	28	8	156	0	10333	

Manston ATC 8, A28 Canterbury Road

Channel 1 - Eastbound															
09/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	27	5	0	0	0	0	0	0	0	0	0	1	0	33	
2	25	3	0	0	0	0	0	0	0	0	0	0	0	28	
3	13	3	0	0	0	0	0	0	0	0	0	0	0	16	
4	24	3	0	0	1	0	0	0	0	0	0	0	0	28	
5	68	22	0	0	0	0	0	0	0	0	0	1	0	91	
6	230	38	0	0	0	0	0	0	0	1	0	2	0	271	
7	373	67	0	0	2	0	0	0	0	4	0	10	0	456	
8	642	77	2	2	5	0	0	1	1	3	0	11	0	744	
9	825	68	3	0	2	0	0	1	0	8	0	14	0	921	
10	554	71	1	0	3	0	0	0	1	3	0	8	0	641	
11	463	52	2	1	6	0	0	0	0	5	0	18	0	547	
12	501	69	4	1	2	0	0	0	0	2	0	14	0	593	
13	481	69	5	2	1	0	0	0	0	4	0	10	0	572	
14	523	68	1	2	1	0	1	0	1	5	0	18	0	620	
15	568	55	1	1	5	0	0	3	0	7	0	13	0	653	
16	682	64	0	0	5	0	0	1	0	7	0	9	0	768	
17	675	66	3	1	5	0	0	0	0	4	0	12	0	766	
18	668	40	0	0	2	0	0	0	0	8	0	9	0	727	
19	544	45	1	0	1	1	0	0	0	3	0	9	0	604	
20	372	31	1	0	1	0	0	0	0	0	0	5	0	410	
21	265	17	0	1	0	0	0	0	0	1	0	2	0	286	
22	224	9	1	0	0	0	1	0	0	2	0	5	0	242	
23	174	8	0	0	0	0	0	0	0	0	0	3	0	185	
24	81	9	0	0	0	0	0	0	0	1	0	2	0	93	
7-19	7126	744	23	10	38	1	1	6	3	59	0	145	0	8156	
6-22	8360	868	25	11	41	1	2	6	3	66	0	167	0	9550	
6-24	8615	885	26	11	41	1	2	6	3	67	0	172	0	9828	
0-24	9002	959	25	11	42	1	2	6	3	68	0	176	0	10295	

Channel 2 - Westbound															
09/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	45	5	0	0	0	0	0	0	0	0	0	1	0	51	
2	32	3	0	0	0	0	0	0	0	0	0	0	0	35	
3	31	2	0	0	0	0	0	0	0	1	0	0	0	34	
4	14	2	0	0	1	0	0	0	0	0	0	0	0	17	
5	17	6	0	0	0	0	0	0	0	0	0	0	0	23	
6	48	13	0	0	1	0	0	0	1	0	0	3	0	66	
7	106	18	2	0	0	0	0	0	0	0	0	4	0	130	
8	362	78	0	0	2	0	0	0	1	1	0	6	0	450	
9	798	93	1	1	4	1	0	0	0	1	0	10	0	909	
10	534	104	1	0	3	0	2	0	0	4	0	11	0	659	
11	486	85	5	1	1	0	0	0	0	2	0	16	0	596	
12	469	69	2	0	1	0	1	0	0	3	0	14	0	559	
13	527	66	2	0	1	0	0	0	0	0	1	12	0	609	
14	526	77	2	0	5	0	0	0	0	2	0	10	0	622	
15	548	58	1	0	1	0	0	0	0	2	0	13	0	623	
16	797	78	1	2	2	0	0	0	0	0	0	9	0	889	
17	721	104	0	0	2	0	0	0	1	3	0	12	0	843	
18	722	99	0	0	2	0	0	1	0	2	0	9	0	835	
19	688	56	1	1	3	0	0	0	0	2	0	8	0	759	
20	463	41	1	1	0	0	0	0	0	0	0	7	0	513	
21	322	20	0	0	0	0	0	0	0	0	0	4	0	346	
22	245	11	1	0	0	0	0	1	0	0	0	3	0	261	
23	181	17	0	0	0	0	0	0	0	0	0	2	0	200	
24	117	5	0	0	0	0	0	0	0	0	0	5	0	127	
7-19	7178	967	16	5	27	1	3	1	2	22	1	130	0	8353	
6-22	8314	1057	20	6	27	1	3	2	2	22	1	148	0	9603	
6-24	8512	1079	20	6	27	1	3	2	2	22	1	155	0	9930	
0-24	8799	1110	20	6	29	1	3	2	3	23	1	159	0	10156	

Channel 1 - Eastbound															
10/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	30	2	0	0	0	0	0	0	0	0	0	1	0	33	
2	24	5	0	0	0	0	0	0	0	0	0	0	0	29	
3	11	6	0	0	0	0	0	0	0	0	0	0	0	17	
4	28	2	0	0	0	0	0	0	0	0	0	0	0	30	
5	61	13	0	0	0	0	0	0	0	0	1	0	0	75	
6	197	37	0	0	2	0	0	0	0	0	0	2	0	238	
7	377	67	0	0	4	0	0	0	0	3	0	11	0	462	
8	560	70	3	0	3	0	1	0	0	3	0	11	0	651	
9	775	56	3	2	3	0	1	1	1	5	0	12	0	859	
10	563	65	1	3	3	0	1	0	0	6	0	13	0	655	
11	509	76	1	1	4	0	1	0	2	3	0	15	0	612	
12	513	63	0	1	3	0	1	0	0	9	0	13	0	603	
13	592	65	4	0	4	0	2	1	0	2	0	11	0	681	
14	557	65	2	2	6	0	1	0	0	4	0	14	0	651	
15	560	58	1	0	4	1	2	0	0	6	0	15	0	647	
16	707	67	0	0	3	0	3	1	2	2	0	15	0	800	
17	656	53	0	1	2	0	1	0	0	6	0	11	0	730	
18	624	52	0	2	3	0	0	0	0	5	0	8	0	694	
19	542	24	1	0	1	0	0	0	0	4	0	13	0	585	
20	418	31	0	0	1	0	0	0	0	3	0	4	0	457	
21	331	15	1	0	1	0	0	0	0	1	0	5	0	354	
22	204	10	0	0	0	0	0	0	0	0	0	2	0	216	
23	192	8	0	0	0	0	1	0	0	2	0	3	0	206	
24	113	4	0	0	0	0	0	0	0	0	0	4	0	121	
7-19	7158	714	16	12	39	1	14	3	5	55	0	151	0	8168	
6-22	8488	837	17	12	45	1	14	3	5	62	0	173	0	9657	
6-24	8793	849	17	12	45	1	15	3	5	64	0	180	0	9984	
0-24	9144	914	17	12	47	1	15	3	5	64	1	183	0	10406	

Channel 2 - Westbound															
10/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	63	4	0	0	0	0	0	0	0	0	0	1	0	68	
2	24	4	0	0	0	0	0	0	0	0	1	0	0	29	
3	25	10	0	0	0	0	0	0	0	0	0	0	0	35	
4	21	1	0	0	0	0	0	0	0	0	0	0	0	22	
5	28	3	0	1	1	0	0	0	0	0	0	0	0	33	
6	52	10	0	0	0	0	0	0	0	0	0	2	0	64	
7	120	22	0	0	0	0	1	0	0	0	0	6	0	149	
8	358	69	3	0	0	0	0	1	1	1	0	6	0	439	
9	782	86	1	1	2	0	1	0	0	5	1	10	0	889	
10	571	79	1	0	6	0	0	0	1	1	0	12	0	671	
11	501	76	0	1	6	0	1	0	1	1	0	15	0	602	
12	506	89	0	0	0	0	0	0	0	3	0	13	0	611	
13	537	77	1	1	3	1	0	1	0	2	0	9	0	632	
14	550	73	3	0	4	0	0	0	1	1	1	11	0	644	
15	701	68	2	1	2	0	0	0	0	1	0	9	0	784	
16	765	73	0	2	4	0	0	0	0	3	0	8	0	855	
17	731	103	1	0	0	0	0	0	0	2	0	11	0	848	
18	778	76	0	0	2	0	0	0	0	2	0	5	0	863	
19	654	60	1	0	2	0	0	0	0	2	0	11	0	730	
20	503	52	0	0	2	0	0	0	0	1	0	8	0	566	
21	338	34	0	0	1	0	0	0	0	1	0	2	0	376	
22	230	22	0	0	1	0	0	0	0	1	0	2	0	256	
23	221	12	0	0	0	0	0	0	0	0	0	1	0	234	
24	158	6	0	0	0	0	0	0	0	0	0	5	0	169	
7-19	7434	929	13	6	31	1	2	2	4	24	2	120	0	8568	
6-22	8625	1059	13	6	35	1	3	2	4	27	2	138	0	9915	
6-24	9004	1077	13	6	35	1	3	2	4	27	2	144	0	10318	
0-24	9217	1109	13	7	36	1	3	2	4	27	3	147	0	10566	

Manston ATC 8, A28 Canterbury Road

Channel 1 - Eastbound

11/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	81	7	0	0	0	0	0	0	0	0	0	2	0	90
2	41	9	0	0	0	0	1	0	0	0	0	3	0	54
3	29	4	0	0	0	0	0	0	0	0	0	0	0	33
4	31	3	0	0	0	0	0	0	0	0	0	0	0	34
5	39	8	0	0	2	0	0	0	0	0	0	0	0	49
6	97	8	0	0	1	0	0	0	0	1	0	0	0	107
7	165	23	0	0	1	0	0	0	0	0	0	3	0	192
8	247	28	0	1	0	0	0	0	0	2	0	6	0	284
9	380	36	0	1	1	0	1	0	0	3	1	15	0	438
10	499	41	3	1	3	0	1	1	0	2	0	9	0	560
11	555	29	0	0	7	1	0	1	0	3	0	11	0	607
12	562	37	3	0	1	0	0	1	0	7	0	7	0	618
13	626	46	0	0	0	0	1	0	0	4	0	14	0	691
14	556	41	0	0	0	0	0	1	0	3	1	9	0	611
15	583	20	0	1	0	0	2	1	0	6	0	8	0	621
16	617	20	1	0	2	0	0	0	0	5	0	8	0	653
17	570	28	0	2	0	0	1	0	0	2	0	6	0	609
18	566	24	2	0	0	0	0	0	0	5	0	8	0	605
19	490	26	0	0	2	0	0	2	0	6	0	8	0	534
20	388	12	0	1	1	0	0	0	1	3	0	4	0	410
21	245	17	0	0	0	0	0	0	0	0	0	3	0	265
22	202	9	0	0	0	0	0	0	0	0	0	2	0	213
23	183	6	1	0	0	0	1	0	0	0	0	3	0	194
24	142	4	0	0	0	0	0	0	0	1	0	3	0	150
7-19	6251	376	9	6	16	1	6	7	0	48	2	109	0	6831
6-22	7251	437	9	7	18	1	6	7	1	51	2	121	0	7911
6-24	7576	447	10	7	18	1	7	7	1	52	2	127	0	8255
0-24	7894	486	10	7	21	1	8	7	1	53	2	132	0	8622

Channel 2 - Westbound

11/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	121	7	0	0	0	0	0	0	0	0	0	1	0	129
2	52	8	0	0	0	0	0	0	0	0	0	1	0	61
3	49	2	0	0	0	0	0	0	0	0	0	0	0	51
4	22	3	0	0	0	0	0	0	0	0	0	0	0	25
5	23	4	0	0	1	0	0	0	0	0	0	0	0	28
6	38	1	0	0	1	0	0	0	0	0	0	1	0	41
7	95	13	0	0	0	0	0	0	0	1	0	0	0	109
8	159	19	1	2	0	0	0	0	0	0	0	2	0	183
9	311	47	1	0	1	0	1	0	0	1	1	7	0	370
10	415	50	1	1	3	0	0	0	0	1	0	7	0	478
11	519	43	1	0	1	0	0	0	0	1	0	9	0	574
12	651	46	0	1	0	0	0	1	0	0	2	9	0	710
13	692	47	0	0	4	0	0	2	0	2	0	9	0	756
14	701	60	0	0	3	0	0	0	0	1	0	9	0	774
15	660	49	0	0	1	0	0	1	0	3	0	10	0	724
16	608	41	0	1	0	0	0	0	0	2	0	8	0	660
17	606	54	0	0	1	0	0	0	0	2	0	8	0	671
18	530	38	1	0	2	0	1	1	0	3	0	5	0	581
19	493	30	0	0	1	0	0	0	0	1	0	11	0	536
20	427	22	0	0	1	0	0	0	0	0	0	5	0	455
21	319	15	2	0	1	0	0	0	0	0	0	4	0	341
22	176	7	0	0	2	0	0	0	0	0	0	3	0	188
23	203	7	0	0	0	0	0	0	0	0	0	2	0	212
24	152	6	0	0	0	0	0	0	0	0	0	5	0	163
7-19	6345	524	5	5	17	0	2	5	0	17	3	94	0	7017
6-22	7362	581	7	5	21	0	2	5	0	18	3	106	0	8110
6-24	7717	594	7	5	21	0	2	5	0	18	3	113	0	8485
0-24	8022	619	7	5	23	0	2	5	0	18	3	116	0	8820

Channel 1 - Eastbound

12/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	91	3	0	0	0	0	0	0	0	0	0	1	0	95
2	64	5	0	0	0	0	0	0	0	0	0	0	0	69
3	41	7	0	0	0	0	0	0	0	0	0	0	0	48
4	41	3	0	0	0	0	0	0	0	0	0	0	0	44
5	48	3	0	0	0	0	0	0	0	0	0	0	0	51
6	86	9	0	0	0	0	0	0	0	0	0	0	0	95
7	129	7	0	0	1	0	0	0	0	1	0	2	0	140
8	165	9	0	0	1	0	0	0	0	1	0	2	0	178
9	235	15	1	0	1	0	0	0	0	1	0	8	0	261
10	353	21	0	0	3	0	0	0	0	6	0	3	0	386
11	442	26	0	0	1	0	0	0	0	1	0	5	0	475
12	510	25	1	1	1	0	2	0	0	5	0	5	0	550
13	602	23	0	0	3	0	0	0	1	2	0	2	0	633
14	549	32	0	1	0	0	0	1	0	9	0	3	0	595
15	504	23	0	1	0	0	1	0	0	3	0	7	0	539
16	547	25	1	0	0	0	1	1	1	2	0	3	0	581
17	559	21	0	1	0	0	0	0	0	2	0	3	0	586
18	468	16	0	0	1	0	0	0	0	5	0	2	0	492
19	388	18	0	0	0	0	0	1	0	3	0	4	0	414
20	348	16	0	1	1	0	0	0	0	6	0	3	0	375
21	217	13	0	0	0	0	0	1	0	1	0	3	0	235
22	160	8	1	0	0	0	0	1	0	0	0	2	0	172
23	197	5	0	0	0	0	0	0	0	1	0	4	0	207
24	64	2	0	0	0	0	0	0	0	0	0	2	0	68
7-19	5322	254	3	4	11	0	4	3	2	40	0	47	0	5690
6-22	6176	298	4	5	13	0	4	5	2	48	0	57	0	6612
6-24	6437	305	4	5	13	0	4	5	2	49	0	63	0	6887
0-24	6808	335	4	5	13	0	4	5	2	49	0	64	0	7289

Channel 2 - Westbound

12/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	114	11	1	0	0	0	0	0	0	0	0	1	0	127
2	75	7	0	0	0	0	0	0	0	0	0	0	0	82
3	40	1	0	0	0	0	0	0	0	0	0	0	0	41
4	44	4	0	0	0	0	0	0	0	0	0	0	0	48
5	24	1	0	0	0	0	0	0	0	0	0	0	0	25
6	30	4	0	0	0	0	0	0	0	0	0	0	0	34
7	67	3	0	0	1	0	0	0	0	0	0	1	0	72
8	117	10	0	0	0	0	0	0	0	0	1	1	0	129
9	160	9	0	1	2	0	0	0	0	0	0	2	0	174
10	317	20	0	0	0	0	0	0	0	0	0	1	0	338
11	459	27	1	0	1	0	2	0	0	1	0	2	0	493
12	580	44	0	0	1	0	0	0	1	2	0	2	0	630
13	593	40	0	1	3	0	0	0	0	2	0	3	0	642
14	591	36	0	1	1	0	0	0	0	1	0	3	0	633
15	535	30	0	0	0	0	1	0	0	1	0	1	0	568
16	496	34	0	2	2	0	0	1	0	1	0	4	0	540
17	529	35	0	0	0	0	0	0	0	3	0	2	0	569
18	432	30	1	0	1	0	0	0	0	0	0	4	0	468
19	446	19	0	0	1	0	0	0	0	2	0	2	0	470
20	353	18	0	0	0	0	0	0	0	0	0	7	0	378
21	254	18	0	0	1	0	0	0	0	0	0	3	0	276
22	173	12	0	0	0	0	0	0	0	0	0	2	0	187
23	126	9	0	0	0	0	0	0	0	0	0	3	0	138
24	77	6	0	0	1	0	0	0	0	0	0	2	0	86
7-19	5255	334	2	5	12	0	3	1	1	13	1	27	0	5654
6-22	6102	385	2	5	14	0	3	1	1	13	1	40	0	6567
6-24	6305	400	2	5	15	0	3	1	1	13	1	45	0	6791
0-24	6632	428	3	5	15	0	3	1	1	13	1	46	0	7148

Manston ATC 8, A28 Canterbury Road

Channel 1 - Eastbound

13/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	23	2	0	0	0	0	0	0	0	0	0	2	0	27
2	26	4	0	0	0	0	0	0	0	0	0	0	0	30
3	17	0	0	0	0	0	0	0	0	0	0	0	0	17
4	28	4	0	0	0	0	0	0	0	0	0	0	0	32
5	77	21	0	0	0	0	0	0	0	0	0	0	0	98
6	254	39	0	3	2	0	0	0	1	2	0	2	0	303
7	366	63	1	0	2	0	0	1	0	2	0	9	0	444
8	643	63	1	2	3	0	1	0	0	6	0	10	0	729
9	782	68	1	1	0	0	2	0	1	11	0	10	0	876
10	534	66	2	0	3	0	1	2	0	6	0	16	0	630
11	460	56	3	0	5	0	0	0	0	6	0	13	0	543
12	505	54	2	0	7	0	1	0	0	2	0	10	0	581
13	499	57	8	2	2	0	1	0	0	2	0	9	0	580
14	493	59	0	0	1	0	0	1	0	4	0	12	0	570
15	554	66	3	2	3	0	0	0	0	4	0	16	0	648
16	654	52	0	0	5	0	2	0	0	7	0	13	0	733
17	672	68	1	0	3	0	0	0	0	7	0	13	0	764
18	713	50	0	0	1	0	1	0	0	3	0	7	0	775
19	492	28	2	2	1	0	2	1	0	3	0	6	0	537
20	347	17	0	0	1	0	0	0	0	4	0	4	0	373
21	284	14	0	0	1	0	0	0	0	0	0	2	0	301
22	231	13	0	1	0	0	0	0	0	0	0	2	0	247
23	131	7	1	0	1	0	0	0	0	0	0	4	0	144
24	51	4	0	0	0	0	0	0	0	0	0	2	0	57
7-19	7001	687	23	9	34	0	11	4	1	61	0	135	0	7966
6-22	8229	794	24	10	38	0	11	5	1	67	0	152	0	9331
6-24	8411	805	25	10	38	0	11	5	1	67	0	158	0	9532
0-24	8836	875	25	13	41	0	11	5	2	69	0	162	0	10039

Channel 2 - Westbound

13/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	60	5	0	0	0	0	0	0	0	0	0	3	0	68
2	22	6	0	0	0	0	0	0	0	0	0	0	0	28
3	20	5	0	0	0	0	0	0	0	0	0	0	0	25
4	10	3	0	0	1	0	0	0	0	0	1	0	0	15
5	19	2	0	0	1	0	0	0	0	0	0	0	0	22
6	44	11	1	0	0	0	0	0	0	0	0	3	0	59
7	149	21	0	0	0	0	0	0	0	0	1	1	0	172
8	394	74	2	0	2	0	1	0	0	0	0	6	0	479
9	762	98	4	0	2	0	0	0	3	3	0	8	0	880
10	537	97	2	1	1	0	0	0	0	2	1	19	0	660
11	489	75	5	0	3	0	1	0	0	1	0	13	0	587
12	498	80	2	0	2	0	0	0	0	0	0	13	0	595
13	479	65	0	0	2	0	0	0	0	0	0	12	0	558
14	487	70	2	1	1	0	0	0	0	1	1	15	0	578
15	597	78	1	0	1	0	0	1	0	1	0	12	0	691
16	752	95	0	1	3	0	0	0	0	1	0	7	0	859
17	671	90	1	1	5	0	2	0	0	3	0	9	0	782
18	822	99	2	0	3	0	0	0	0	3	0	4	0	933
19	677	53	1	0	2	0	0	0	1	1	0	8	0	743
20	468	29	0	0	1	0	0	1	0	2	0	5	0	506
21	311	17	1	0	0	0	0	0	0	0	0	4	0	333
22	248	17	1	0	1	0	0	0	0	0	0	4	0	271
23	169	8	0	0	1	0	0	0	0	0	0	3	0	181
24	91	6	0	0	0	0	0	0	0	0	0	4	0	101
7-19	7165	974	22	4	27	0	4	1	4	16	2	126	0	8345
6-22	8341	1058	24	4	29	0	4	2	4	18	3	140	0	9627
6-24	8601	1072	24	4	30	0	4	2	4	18	3	147	0	9909
0-24	8776	1104	25	4	32	0	4	2	4	18	4	153	0	10126

Manston ATC 8, A28 Canterbury Road

Channel 1 - Eastbound

13/03/2017	Vehicle Speeds (MPH)													
Hr Ending	0-10	11-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71+	TOTAL	
1	0	1	0	2	7	11	3	2	0	1	0	0	27	
2	0	1	0	0	4	12	10	2	0	1	0	0	30	
3	0	2	1	0	2	7	5	0	0	0	0	0	17	
4	0	1	0	1	6	19	3	1	1	0	0	0	32	
5	0	0	0	2	13	41	21	16	3	2	0	0	98	
6	0	2	1	3	47	125	68	40	12	4	1	0	303	
7	0	1	5	11	67	181	120	48	9	2	0	0	444	
8	0	7	11	15	195	373	96	25	6	1	0	0	729	
9	3	42	69	165	281	246	60	9	1	0	0	0	876	
10	0	17	24	35	187	280	78	7	2	0	0	0	630	
11	0	9	10	14	180	252	62	10	6	0	0	0	543	
12	0	14	11	28	213	246	62	5	0	1	1	0	581	
13	0	22	13	44	206	226	55	9	5	0	0	0	580	
14	0	19	25	41	217	213	50	2	3	0	0	0	570	
15	0	14	25	48	191	273	76	15	2	4	0	0	648	
16	0	42	42	84	301	238	19	5	1	1	0	0	733	
17	0	28	44	73	272	282	53	10	2	0	0	0	764	
18	0	25	35	82	303	277	46	5	0	1	0	1	775	
19	0	14	21	44	209	188	51	6	1	1	1	1	537	
20	0	17	16	24	100	151	46	12	5	1	0	1	373	
21	0	11	11	9	89	129	29	16	5	1	0	1	301	
22	0	11	7	12	70	100	32	10	2	1	2	0	247	
23	0	6	4	9	34	57	24	6	2	2	0	0	144	
24	0	3	2	3	16	21	7	4	1	0	0	0	57	
7-19	3	253	330	673	2755	3094	708	108	29	9	2	2	7966	
6-22	3	293	369	729	3081	3655	935	194	50	14	4	4	9331	
6-24	3	302	375	741	3131	3733	966	204	53	16	4	4	9532	
0-24	3	309	377	749	3210	3948	1076	265	69	24	5	4	10039	

Channel 2 - Westbound

13/03/2017	Vehicle Speeds (MPH)													TOTAL
Hr Ending	0-10	11-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71+		
1	0	0	2	2	11	25	14	13	0	1	0	0	68	
2	0	1	0	0	4	14	5	2	1	1	0	0	28	
3	0	0	1	1	4	7	8	3	0	0	1	0	25	
4	0	0	1	1	3	5	3	1	0	1	0	0	15	
5	0	0	0	0	2	10	5	4	0	1	0	0	22	
6	0	0	4	3	4	18	18	10	1	0	1	0	59	
7	0	0	1	5	20	81	34	14	9	4	3	1	172	
8	0	3	9	11	63	228	122	30	9	3	1	0	479	
9	2	37	68	133	282	270	73	12	2	1	0	0	880	
10	0	6	19	44	160	311	96	16	7	1	0	0	660	
11	0	3	13	24	139	279	103	20	5	0	1	0	587	
12	0	5	14	27	216	249	70	11	2	0	0	1	595	
13	0	8	23	19	133	257	89	24	3	2	0	0	558	
14	1	5	22	37	133	225	110	33	6	5	1	0	578	
15	0	11	14	32	134	311	145	34	8	1	1	0	691	
16	0	22	50	107	277	298	87	16	2	0	0	0	859	
17	0	7	34	51	161	315	166	39	7	2	0	0	782	
18	0	19	35	71	191	420	146	43	5	2	1	0	933	
19	0	3	20	36	183	289	160	41	6	4	1	0	743	
20	0	2	12	24	100	227	89	34	7	8	1	2	506	
21	0	1	13	15	57	145	67	17	14	4	0	0	333	
22	0	1	5	15	38	127	61	16	7	1	0	0	271	
23	0	1	7	6	27	76	42	14	4	4	0	0	181	
24	0	0	2	6	12	31	30	7	10	1	1	1	101	
7-19	3	129	321	592	2072	3452	1367	319	62	21	6	1	8345	
6-22	3	133	352	651	2287	4032	1618	400	99	38	10	4	9627	
6-24	3	134	361	663	2326	4139	1690	421	113	43	11	5	9909	
0-24	3	135	369	670	2354	4218	1743	454	115	47	13	5	10126	

Manston ATC 9, A299 Thanet Way

Channel 1 - Eastbound															
07/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	73	9	0	0	0	0	0	0	1	0	0	0	0	83	
2	32	7	0	0	1	0	0	0	1	0	1	0	0	42	
3	38	6	0	0	0	0	0	0	1	0	0	0	0	45	
4	31	7	0	0	1	0	0	0	0	0	1	1	0	41	
5	37	9	1	1	3	0	0	0	1	0	0	3	0	55	
6	108	22	3	0	3	0	0	0	1	0	1	1	0	139	
7	347	58	2	1	3	0	1	0	1	0	3	3	0	419	
8	928	167	2	4	6	1	3	0	7	4	6	8	0	1136	
9	1190	186	5	6	15	0	2	0	3	4	8	19	0	1438	
10	848	173	2	8	15	0	2	1	6	4	5	18	0	1082	
11	768	140	4	2	7	1	1	0	4	1	4	16	0	948	
12	740	128	7	5	11	1	2	1	9	1	8	11	0	924	
13	720	136	2	2	7	0	2	0	6	0	6	8	0	889	
14	710	142	7	3	8	0	1	0	5	2	5	11	0	894	
15	838	132	7	6	4	0	2	0	3	2	6	14	0	1014	
16	907	151	4	1	8	1	1	1	9	4	6	8	0	1101	
17	1140	229	0	4	13	0	4	0	2	3	1	3	0	1399	
18	1615	151	0	1	10	0	4	1	2	7	2	9	0	1802	
19	1084	116	0	0	2	0	1	0	1	1	1	5	0	1211	
20	695	70	1	0	6	0	2	1	3	1	2	4	0	785	
21	354	37	1	0	1	0	0	0	0	0	0	1	0	394	
22	261	21	1	0	3	0	0	0	1	0	0	1	0	288	
23	241	17	0	0	0	0	0	0	2	0	1	1	0	262	
24	121	15	1	1	1	0	0	0	1	0	0	1	0	141	
7-19	11488	1851	40	42	106	4	25	4	57	33	58	130	0	13838	
6-22	13145	2037	45	43	119	4	28	5	62	34	63	139	0	15724	
6-24	13507	2099	48	44	120	4	28	5	65	34	64	141	0	16127	
0-24	13826	2129	50	45	128	4	28	5	70	34	67	146	0	16532	

Channel 2 - Westbound															
07/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	34	7	0	0	1	0	0	0	0	0	0	1	0	43	
2	25	4	0	0	0	0	0	0	1	0	1	1	0	32	
3	18	10	0	0	0	0	0	0	0	0	1	2	0	31	
4	39	17	0	0	0	0	0	0	2	0	1	1	0	60	
5	164	44	3	0	2	0	1	0	2	0	2	0	0	218	
6	391	119	6	0	4	0	0	0	0	1	1	9	0	531	
7	777	202	5	2	11	0	2	0	3	2	4	2	0	1010	
8	1299	224	5	2	12	0	2	0	2	6	1	7	0	1560	
9	1291	165	4	3	16	0	0	2	6	6	3	8	0	1504	
10	820	179	6	5	12	0	4	0	7	3	8	12	0	1056	
11	628	144	6	3	12	0	1	0	11	3	5	21	0	834	
12	641	153	5	4	5	0	1	1	7	2	6	22	0	847	
13	691	143	4	2	18	0	5	2	3	2	4	14	0	888	
14	711	173	7	2	11	1	0	1	7	3	2	17	0	935	
15	776	155	3	2	9	0	1	0	5	4	5	12	0	972	
16	894	168	4	2	15	0	0	1	4	2	5	12	0	1107	
17	1091	212	3	1	13	0	1	0	2	2	0	5	0	1330	
18	1146	128	1	4	9	0	2	1	2	6	1	7	0	1307	
19	766	105	2	1	2	0	0	0	3	1	1	4	0	885	
20	432	40	2	0	0	0	2	0	3	1	2	1	0	483	
21	293	30	0	0	2	0	0	0	2	0	1	1	0	329	
22	232	25	1	0	2	0	0	0	2	0	0	1	0	263	
23	162	24	0	0	0	0	0	0	2	0	0	1	0	189	
24	83	8	0	0	2	0	0	0	5	0	1	1	0	100	
7-19	10754	1949	50	31	134	1	17	8	59	40	41	141	0	13225	
6-22	12488	2246	58	33	149	1	21	8	69	43	48	146	0	15310	
6-24	12733	2278	58	33	151	1	21	8	75	43	49	148	0	15599	
0-24	13404	2479	67	33	158	1	22	8	81	44	55	162	0	16514	

Channel 1 - Eastbound															
08/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	109	6	0	0	1	0	0	0	3	0	0	2	0	121	
2	46	8	0	0	1	0	0	0	1	0	1	1	0	58	
3	24	7	0	0	1	0	0	0	2	0	0	1	0	35	
4	22	7	0	0	0	0	0	0	0	0	0	0	0	29	
5	33	12	0	2	2	0	0	0	0	0	0	5	0	54	
6	86	25	4	1	1	0	0	0	1	0	2	3	0	123	
7	320	59	1	1	2	0	1	0	5	1	7	4	0	401	
8	932	172	5	4	7	0	5	1	8	1	6	10	0	1151	
9	1156	216	6	3	15	0	2	1	2	3	7	15	0	1426	
10	808	193	5	1	6	0	1	1	4	2	4	22	0	1047	
11	697	159	5	7	5	0	1	0	2	2	8	19	0	905	
12	703	111	7	2	6	0	3	1	3	2	7	16	0	861	
13	712	121	10	3	7	0	0	1	9	0	7	13	0	883	
14	756	137	8	5	10	0	5	0	8	0	4	12	0	945	
15	757	109	8	2	14	1	1	0	7	4	5	9	0	917	
16	855	148	1	6	7	0	3	0	9	1	5	6	0	1041	
17	1207	206	1	2	5	0	3	0	4	3	1	9	0	1441	
18	1576	166	1	1	3	0	10	1	2	7	4	15	0	1786	
19	1169	118	1	0	4	0	2	0	3	3	2	3	0	1305	
20	602	65	2	0	2	0	1	0	2	1	3	6	0	684	
21	380	42	2	0	2	0	0	0	3	0	0	1	0	430	
22	301	25	0	4	1	0	0	1	2	0	1	3	0	338	
23	205	9	0	2	0	0	0	0	0	0	0	1	0	217	
24	152	8	0	2	0	0	0	0	0	0	1	0	0	163	
7-19	11328	1856	58	36	89	1	36	6	61	28	60	149	0	13708	
6-22	12931	2047	63	41	96	1	38	7	73	30	71	163	0	15561	
6-24	13289	2094	63	45	96	1	38	7	73	30	72	164	0	15941	
0-24	13608	2129	67	48	102	1	38	7	80	30	75	176	0	16361	

Channel 2 - Westbound															
08/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	37	5	1	0	2	0	0	0	1	0	0	3	0	49	
2	19	2	0	0	0	0	0	0	3	0	1	2	0	27	
3	21	8	0	0	0	1	0	0	1	0	0	2	0	33	
4	37	15	0	0	0	0	0	0	0	0	0	0	0	52	
5	138	35	3	0	1	0	0	0	5	0	3	2	0	187	
6	380	138	3	0	2	0	1	0	2	3	7	3	0	539	
7	722	190	7	2	14	1	0	0	5	1	1	5	0	948	
8	1273	246	3	1	9	0	1	1	2	9	1	8	0	1554	
9	1363	187	2	6	10	1	3	2	5	8	4	13	0	1604	
10	824	163	5	7	11	0	2	1	12	4	5	18	0	1052	
11	614	171	7	1	12	0	2	1	5	1	5	16	0	835	
12	592	147	5	5	7	0	5	1	11	2	5	17	0	797	
13	676	156	12	1	7	0	1	1	8	7	7	17	0	893	
14	727	147	6	2	12	0	1	1	5	1	4	21	0	927	
15	751	182	1	2	13	0	0	0	10	7	4	11	0	981	
16	786	175	6	0	15	1	3	0	4	2	2	11	0	1005	
17	1016	197	3	2	12	0	0	0	2	8	3	8	0	1251	
18	1197	149	2	0	3	0	1	0	0	5	2	4	0	1363	
19	731	87	1	0	4	0	0	0	2	3	0	6	0	834	
20	388	46	0	1	1	0	0	0	1	3	1	2	0	443	
21	298	40	0	0	2	0	0	0	3	0	0	0	0	343	
22	269	23	0	1	0	0	0	1	3	0	1	3	0	301	
23	192	18	0	2	2	0	0	1	3	0	0	1	0	219	
24	97	8	0	1	2	0	0	2	1	0	0	1	0	112	
7-19	10550	2007	53	27	115	2	19	8	66	57	42	150	0	13096	
6-22	12227	2306	60	31	132	3	19	9	78	61	45	160	0	15131	
6-24	12516	2332	60	34	136	3	19	12	82	61	45	162	0	15462	
0-24	13148	2535	67	34	141	4	20	12	94	64	56	174	0	16344	

Manston ATC 9, A299 Thanet Way

Channel 1 - Eastbound														
09/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	75	12	0	0	1	0	0	0	2	1	0	1	0	92
2	49	11	0	0	0	0	0	0	1	0	0	0	0	61
3	36	5	0	0	0	0	0	0	1	0	2	1	0	45
4	27	7	0	0	4	0	0	0	1	0	0	1	0	40
5	21	7	0	0	3	0	0	0	1	0	1	2	0	35
6	88	17	1	0	2	0	0	0	5	0	1	3	0	117
7	315	53	2	2	4	0	1	1	3	0	7	3	0	391
8	1005	169	4	2	7	0	3	0	6	2	5	13	0	1216
9	1192	203	6	4	21	0	5	2	6	2	6	11	0	1458
10	800	176	10	2	7	0	2	0	6	2	5	20	0	1030
11	761	143	9	8	13	0	1	0	11	4	7	21	0	978
12	728	120	5	2	11	0	2	0	1	0	7	11	0	887
13	834	131	1	1	5	0	2	1	11	4	10	9	0	1009
14	801	129	6	3	13	0	1	0	8	3	2	13	0	979
15	836	116	6	1	8	0	1	0	5	2	8	12	0	995
16	890	163	3	7	8	0	1	2	11	4	4	11	0	1104
17	1254	205	3	0	6	0	2	1	4	5	2	8	0	1490
18	1670	192	3	2	10	0	4	2	7	8	0	11	0	1909
19	1071	112	4	2	5	0	1	0	4	3	1	4	0	1207
20	625	60	2	0	5	0	1	0	2	2	0	4	0	701
21	394	44	0	0	0	0	0	0	5	1	0	2	0	446
22	310	29	0	0	4	0	1	0	4	1	1	1	0	351
23	259	17	1	0	1	0	0	0	3	0	0	1	0	282
24	94	9	0	0	0	0	1	0	0	0	1	2	0	107
7-19	11842	1859	60	34	114	0	25	8	80	39	57	144	0	14282
6-22	13486	2045	64	36	127	0	28	9	94	43	65	154	0	16151
6-24	13839	2071	65	36	128	0	29	9	97	43	66	157	0	16540
0-24	14135	2130	66	36	138	0	29	9	108	44	70	165	0	16930

Channel 2 - Westbound														
09/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	33	12	2	0	0	0	0	1	2	0	1	0	0	51
2	26	9	1	0	1	0	0	0	0	0	0	0	0	37
3	23	9	0	0	1	0	0	0	0	0	0	0	0	33
4	37	13	0	0	2	0	0	0	2	0	1	2	0	57
5	158	35	2	0	3	0	1	0	3	0	0	2	0	204
6	375	148	5	0	2	0	0	0	5	1	7	5	0	548
7	738	194	4	2	6	0	1	1	2	4	4	0	0	956
8	1275	244	2	1	10	0	2	1	8	5	1	7	0	1556
9	1355	199	3	2	13	0	1	2	7	11	5	11	0	1609
10	832	168	1	2	14	0	3	0	11	4	7	14	0	1056
11	677	135	5	0	7	0	1	0	7	1	5	18	0	856
12	623	139	6	1	7	0	0	1	5	1	3	18	0	804
13	679	155	3	1	13	0	0	1	8	1	4	16	0	881
14	740	155	3	2	9	0	2	1	15	2	2	19	0	950
15	883	156	2	6	11	0	2	1	2	0	3	17	0	1083
16	937	170	4	2	5	0	2	1	4	5	2	16	0	1148
17	1143	180	1	1	14	0	1	1	4	9	1	6	0	1361
18	1166	141	3	0	13	0	0	1	2	2	5	7	0	1340
19	794	93	1	1	4	0	0	1	2	2	0	2	0	900
20	467	47	0	0	2	0	0	0	0	0	3	3	0	522
21	335	34	2	0	0	0	1	0	2	1	0	1	0	376
22	265	31	0	0	5	0	0	0	1	0	0	3	0	305
23	182	18	0	0	2	0	0	0	2	0	1	2	0	207
24	76	8	0	0	0	0	0	0	0	0	0	0	0	84
7-19	11104	1935	34	19	120	0	14	11	75	43	38	151	0	13544
6-22	12909	2241	40	21	133	0	16	12	80	48	45	158	0	15703
6-24	13167	2267	40	21	135	0	16	12	82	48	46	160	0	15994
0-24	13819	2493	50	21	144	0	17	13	94	49	55	169	0	16924

Channel 1 - Eastbound														
10/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	82	11	0	0	0	0	0	0	1	0	0	0	0	94
2	30	10	0	0	1	0	0	0	1	0	1	0	0	43
3	33	4	0	0	0	0	0	0	1	0	0	0	0	38
4	29	6	0	0	1	0	0	0	0	0	1	1	0	38
5	32	10	1	1	2	0	0	0	1	0	0	2	0	49
6	107	18	4	0	3	0	0	0	1	0	1	1	0	135
7	365	59	2	1	3	0	1	0	1	0	2	4	0	438
8	920	167	2	5	4	1	4	0	10	4	3	10	0	1130
9	1189	175	6	5	16	0	2	0	4	4	8	17	0	1426
10	816	173	3	8	16	0	3	1	4	5	4	18	0	1051
11	750	149	5	2	8	1	1	1	3	1	2	19	0	942
12	758	127	4	6	12	1	3	1	8	1	5	11	0	937
13	708	132	2	2	4	0	2	0	6	0	5	4	0	865
14	743	150	3	4	8	0	1	0	7	1	4	9	0	930
15	862	127	8	8	3	0	2	0	2	2	9	12	0	1035
16	873	157	5	1	9	1	1	1	12	5	4	5	0	1074
17	1180	240	0	5	10	0	5	0	3	4	1	2	0	1450
18	1537	160	0	1	12	0	3	1	1	9	2	4	0	1730
19	1088	123	1	0	2	0	1	0	1	1	1	5	0	1223
20	680	80	1	0	7	0	3	1	3	1	2	3	0	781
21	368	31	1	0	1	0	0	0	0	0	0	1	0	402
22	261	21	1	0	2	0	0	0	1	0	0	1	0	287
23	246	18	0	0	0	0	0	0	2	0	1	1	0	268
24	113	18	1	1	1	0	0	0	1	0	0	1	0	136
7-19	11424	1880	39	47	104	4	28	5	61	37	48	116	0	13793
6-22	13098	2071	44	48	117	4	32	6	66	38	52	125	0	15701
6-24	13457	2107	45	49	118	4	32	6	69	38	53	127	0	16105
0-24	13770	2166	50	50	125	4	32	6	74	38	56	131	0	16502

Channel 2 - Westbound														
10/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	31	7	0	0	1	0	0	0	0	0	0	1	0	40
2	30	5	0	0	0	0	0	0	2	0	1	1	0	39
3	21	9	0	0	0	0	0	0	0	0	1	2	0	33
4	34	20	0	0	0	0	0	0	3	0	1	1	0	59
5	166	47	2	0	3	0	1	0	1	0	2	0	0	222
6	404	126	8	0	5	0	0	0	0	1	1	7	0	552
7	773	199	7	2	14	0	1	0	2	2	5	2	0	1007
8	1246	235	4	1	13	0	2	0	1	4	1	8	0	1515
9	1323	162	3	4	14	0	0	2	4	8	4	8	0	1532
10	832	174	7	3	15	0	5	0	7	4	12	13	0	1072
11	643	144	4	3	15	0	1	0	11	2	5	19	0	847
12	669	165	5	3	4	0	1	1	11	3	4	18	0	884
13	684	136	4	2	21	0	4	2	3	2	5	14	0	877
14	735	177	4	2	13	1	0	1	6	2	1	19	0	961
15	806	159	2	1	7	0	1	0	4	4	3	9	0	996
16	889	163	5	1	12	0	0	1	5	3	4	9	0	1092
17	1072	199	4	1	15	0	1	0	1	1	0	3	0	1297
18	1172	130	1	4	12	0	1	1	2	8	0	3	0	1334
19	764	110	2	1	2	0	0	0	2	1	1	3	0	886
20	416	48	2	0	0	0	1	0	2	1	3	1	0	474
21	294	29	0	0	2	0	0	0	1	0	1	1	0	328
22	240	29	1	0	1	0	0	0	1	0	0	1	0	273
23	160	26	0	0	0	0	0	0	1	0	0	1	0	188
24	84	7	0	0	3	0	0	1	4	0	1	1	0	101
7-19	10835	1954	45	26	143	1	16	8	57	42	40	126	0	13293
6-22	12558	2259	55	28	160	1	18	8	63	45	49	131	0	15375
6-24	12802	2392	55	28	163	1	18	9	68	45	50	133	0	15664
0-24	13488	2506	65	28	172	1	19	9	74	46	56	145	0	16600

Manston ATC 9, A299 Thanet Way

Channel 1 - Eastbound															
11/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	140	20	0	0	0	0	0	0	1	0	0	1	0	162	
2	91	29	0	0	3	0	0	0	4	0	4	0	0	131	
3	74	17	0	0	0	0	0	0	3	0	0	0	0	94	
4	54	8	0	0	1	0	0	0	0	0	0	2	0	65	
5	31	13	0	1	3	0	0	0	1	0	0	3	0	52	
6	60	14	1	0	1	0	0	0	1	0	1	1	0	79	
7	139	49	1	0	1	0	1	0	1	0	2	1	0	195	
8	271	104	1	1	4	0	1	0	2	1	1	7	0	393	
9	465	131	3	2	10	0	1	0	1	1	3	9	0	626	
10	589	146	4	4	9	0	1	1	4	2	5	11	0	776	
11	800	116	4	2	7	0	1	0	3	1	3	10	0	947	
12	839	99	4	2	7	0	1	1	2	1	4	7	0	967	
13	844	93	3	2	4	0	1	0	7	1	5	4	0	964	
14	891	106	4	3	7	0	1	0	5	1	2	10	0	1030	
15	1043	101	5	5	7	0	0	0	5	2	5	6	0	1179	
16	833	120	1	2	7	0	0	1	7	2	4	3	0	980	
17	800	131	0	2	5	0	1	0	3	4	2	2	0	950	
18	817	100	0	1	5	0	2	1	2	3	0	4	0	935	
19	739	129	1	0	3	0	1	0	1	1	0	3	0	878	
20	473	67	1	0	4	0	1	0	3	2	1	3	0	555	
21	295	41	1	0	1	0	0	0	1	0	1	1	0	341	
22	231	20	0	1	1	0	0	0	1	0	0	2	0	256	
23	208	12	0	0	0	0	0	0	1	0	1	1	0	223	
24	151	19	0	1	0	0	0	0	0	0	0	1	0	172	
7-19	8931	1376	30	26	75	0	11	4	42	20	34	76	0	10625	
6-22	10069	1553	33	27	82	0	13	4	48	22	38	83	0	11972	
6-24	10428	1584	33	28	82	0	13	4	49	22	39	85	0	12367	
0-24	10878	1685	34	29	90	0	13	4	59	22	44	92	0	12950	

Channel 2 - Westbound															
11/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	61	15	1	0	1	0	0	0	1	0	0	1	0	80	
2	60	12	0	0	0	0	0	0	4	0	4	2	0	82	
3	47	31	0	0	0	0	0	0	0	0	3	1	0	82	
4	81	19	0	0	0	0	0	0	3	0	1	2	0	106	
5	168	44	3	0	3	0	1	0	3	0	1	1	0	224	
6	236	78	4	0	3	0	0	0	2	1	3	4	0	331	
7	312	154	4	1	8	0	1	0	2	1	1	1	0	485	
8	366	140	1	1	7	0	1	0	1	2	0	6	0	525	
9	523	112	1	1	7	0	0	1	2	2	1	6	0	656	
10	601	135	4	3	10	0	3	0	7	3	6	9	0	781	
11	687	109	4	1	8	0	1	0	4	1	2	10	0	827	
12	729	112	4	2	4	0	1	1	5	1	3	11	0	873	
13	786	101	4	2	10	0	1	1	4	3	4	8	0	924	
14	814	110	4	1	8	0	0	1	6	1	2	14	0	961	
15	839	105	1	2	6	0	0	0	5	2	2	6	0	968	
16	753	114	3	1	8	0	0	1	2	2	1	6	0	891	
17	711	109	3	1	6	0	0	0	3	7	2	2	0	844	
18	736	94	1	1	6	0	0	1	1	2	1	3	0	846	
19	512	101	1	0	3	0	0	0	1	1	0	2	0	621	
20	319	44	1	0	1	0	0	0	1	1	2	1	0	370	
21	247	34	0	0	1	0	0	0	1	0	1	1	0	285	
22	195	21	0	0	1	0	0	0	1	0	0	2	0	220	
23	163	15	0	0	1	0	0	0	2	0	0	1	0	182	
24	100	11	0	0	3	0	0	1	2	0	0	1	0	118	
7-19	8057	1342	31	16	83	0	7	6	41	27	24	83	0	9717	
6-22	9130	1595	36	17	94	0	8	6	46	29	28	88	0	11077	
6-24	9393	1621	36	17	96	0	8	7	50	29	28	90	0	11377	
0-24	10046	1820	44	17	105	0	9	7	63	30	40	101	0	12282	

Channel 1 - Eastbound														
12/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	180	7	0	0	0	0	0	0	2	0	0	1	0	190
2	116	8	0	0	1	0	0	0	1	0	0	0	0	126
3	103	4	0	0	0	0	0	0	1	0	0	0	0	108
4	73	1	0	0	1	0	0	0	0	0	0	1	0	76
5	30	2	0	0	1	0	0	0	0	0	0	2	0	35
6	46	4	1	0	1	0	0	0	0	0	0	1	0	53
7	41	14	1	0	1	0	0	0	1	0	1	1	0	60
8	120	23	1	1	1	0	0	0	2	0	1	2	0	151
9	254	36	1	2	3	0	1	0	2	2	2	4	0	307
10	336	74	2	2	5	0	1	0	2	1	3	7	0	433
11	582	106	4	2	6	0	1	0	2	1	2	10	0	716
12	757	96	4	2	7	0	1	0	2	0	3	7	0	879
13	688	102	3	1	5	0	1	0	4	0	3	6	0	813
14	670	126	6	2	9	0	1	0	3	0	2	9	0	828
15	699	91	5	2	6	0	1	0	2	1	2	8	0	817
16	676	121	2	2	6	0	1	0	6	1	2	6	0	823
17	635	130	1	1	5	0	1	0	1	2	1	4	0	781
18	673	78	1	1	3	0	3	1	2	3	0	6	0	771
19	567	59	1	0	1	0	1	0	1	1	1	2	0	634
20	377	34	1	0	2	0	1	0	2	1	1	3	0	422
21	280	23	1	0	1	0	0	0	1	0	1	1	0	308
22	243	14	0	1	1	0	0	0	1	0	0	1	0	261
23	128	9	0	0	0	0	0	0	1	0	1	1	0	140
24	58	8	0	1	0	0	0	0	0	0	0	1	0	68
7-19	6657	1042	31	18	57	0	13	1	29	12	22	71	0	7953
6-22	7598	1127	34	19	62	0	14	1	34	13	25	77	0	9004
6-24	7784	1144	34	20	62	0	14	1	35	13	26	79	0	9212
0-24	8332	1170	35	20	66	0	14	1	39	13	26	84	0	9800

Channel 2 - Westbound															
12/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	77	7	1	0	1	0	0	0	1	0	0	1	0	88	
2	75	5	0	0	0	0	0	0	1	0	0	2	0	83	
3	66	10	0	0	0	0	0	0	0	0	1	0	0	77	
4	108	7	0	0	0	0	0	0	3	0	2	1	0	121	
5	166	12	1	0	1	0	0	0	1	0	0	1	0	182	
6	183	24	1	0	1	0	0	0	0	0	1	3	0	213	
7	91	51	1	0	3	0	0	0	2	0	1	1	0	150	
8	164	36	1	0	1	0	0	0	1	2	0	2	0	207	
9	286	33	1	1	2	0	0	1	2	3	1	2	0	332	
10	345	78	2	2	5	0	1	0	3	2	2	5	0	445	
11	502	110	4	1	8	0	1	0	3	0	2	10	0	641	
12	659	123	4	1	5	0	0	0	5	1	2	11	0	811	
13	644	123	5	1	11	0	1	0	3	1	2	11	0	802	
14	564	135	4	1	9	0	1	0	4	1	1	13	0	733	
15	677	125	2	1	7	0	1	0	3	1	1	9	0	827	
16	578	123	3	0	9	0	0	0	3	1	1	10	0	728	
17	567	120	2	0	7	0	1	0	1	3	1	4	0	706	
18	557	75	1	1	5	0	0	1	1	2	1	3	0	647	
19	395	52	1	1	1	0	0	0	1	1	1	2	0	455	
20	256	25	1	0	1	0	0	0	1	1	0	1	0	286	
21	236	23	0	0	1	0	0	0	1	0	1	1	0	263	
22	206	16	0	0	1	0	0	0	1	0	0	1	0	225	
23	100	13	0	0	1	0	0	0	2	0	0	1	0	117	
24	39	5	0	0	1	0	0	1	2	0	0	1	0	49	
7-19	5938	1133	30	10	70	0	6	2	30	18	15	82	0	7334	
6-22	6727	1248	32	10	76	0	6	2	35	19	17	86	0	8258	
6-24	6866	1266	32	10	78	0	6	3	35	19	17	88	0	8424	
0-24	7541	1331	35	10	81	0	6	3	49	19	21	96	0	9188	

Manston ATC 9, A299 Thanet Way

Channel 1 - Eastbound

13/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	64	10	0	0	0	0	0	0	2	0	0	0	0	76
2	35	10	0	0	1	0	0	0	1	0	1	0	0	48
3	33	4	0	0	0	0	0	0	1	0	0	0	0	38
4	25	3	0	0	0	0	0	0	0	0	0	0	0	28
5	30	12	0	0	3	0	0	0	0	0	2	1	0	48
6	109	21	1	0	0	0	0	0	2	0	0	4	0	137
7	343	56	2	0	0	0	1	0	0	0	1	1	0	404
8	928	147	2	2	7	0	1	0	2	1	2	11	0	1103
9	1194	215	2	6	9	0	2	2	3	5	4	12	0	1454
10	807	154	5	4	9	0	1	1	4	0	12	13	0	1010
11	730	155	5	3	12	0	0	0	8	1	8	13	0	935
12	715	137	4	4	4	0	0	0	1	0	3	12	0	880
13	701	122	5	1	8	0	1	0	6	3	6	7	0	860
14	702	119	8	7	5	0	2	1	8	0	3	13	0	868
15	804	135	5	6	10	0	1	0	10	3	3	8	0	985
16	840	167	2	6	7	0	1	1	11	2	11	4	0	1052
17	1121	219	0	1	8	0	1	1	3	5	3	8	0	1370
18	1678	205	3	0	6	0	5	0	2	6	2	9	0	1916
19	1055	122	1	0	2	0	2	0	1	1	0	3	0	1187
20	549	50	0	0	1	0	2	0	3	3	1	1	0	610
21	317	39	0	0	3	0	0	0	2	1	3	1	0	366
22	282	21	0	0	2	0	0	0	4	0	0	2	0	311
23	190	12	0	0	1	0	0	0	0	0	1	1	0	205
24	130	16	0	0	0	0	1	0	0	0	0	0	0	147

7-19	11275	1897	42	40	87	0	17	6	59	27	57	113	0	13620
6-22	12766	2063	44	40	93	0	20	6	68	31	62	118	0	15311
6-24	13086	2091	44	40	94	0	21	6	69	31	63	119	0	15663
0-24	13382	2151	45	40	98	0	21	6	74	31	66	124	0	16038

Channel 2 - Westbound

13/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	41	4	0	0	1	0	0	0	0	0	0	1	0	47
2	25	2	0	0	0	0	0	0	1	0	1	1	0	30
3	22	15	0	0	0	0	0	0	0	0	1	1	0	39
4	51	14	0	0	0	0	0	0	4	0	0	1	0	70
5	213	48	2	0	6	0	0	0	11	1	3	1	0	285
6	435	128	6	1	7	0	1	2	7	3	5	4	0	599
7	774	192	4	2	8	0	1	2	6	3	1	5	0	998
8	1290	241	1	5	11	0	4	0	4	7	0	10	0	1573
9	1321	168	4	0	7	0	2	2	7	2	4	4	0	1521
10	856	166	5	1	9	0	5	1	2	3	6	13	0	1067
11	625	135	7	2	9	0	4	1	8	0	3	18	0	812
12	640	144	4	3	9	1	0	1	6	4	6	15	0	833
13	696	134	5	2	8	0	0	0	3	4	5	13	0	870
14	675	138	6	4	8	0	1	0	7	4	4	17	0	864
15	739	156	5	2	7	0	1	1	10	1	2	14	0	938
16	815	188	3	1	13	0	0	0	5	2	2	10	0	1039
17	928	174	7	2	8	1	0	0	4	9	5	8	0	1146
18	1087	138	2	1	8	0	1	1	1	1	2	3	0	1245
19	733	89	1	0	2	0	0	0	0	3	1	2	0	831
20	420	46	0	0	0	0	0	0	1	1	3	5	0	476
21	299	42	0	0	2	0	0	0	3	0	1	2	0	349
22	190	16	0	0	3	0	0	0	0	0	1	1	0	211
23	199	20	0	0	2	0	0	0	3	0	0	0	0	224
24	67	8	0	0	3	0	0	0	1	0	0	0	0	79

7-19	10405	1871	50	23	99	2	18	7	57	40	40	127	0	12739
6-22	12088	2167	54	25	112	2	19	9	67	44	46	140	0	14773
6-24	12354	2195	54	25	117	2	19	9	71	44	46	140	0	15076
0-24	13141	2406	62	26	131	2	20	11	94	48	56	149	0	16146

Manston ATC 9, A299 Thanet Way

Channel 1 - Eastbound

13/03/2017	Vehicle Speeds (MPH)													TOTAL
Hr Ending	0-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-90	91+		
1	0	0	0	0	0	7	4	9	40	11	5	0	76	
2	0	0	0	0	0	7	2	7	14	11	7	0	48	
3	0	0	0	1	0	1	1	3	22	10	0	0	38	
4	0	0	0	0	1	2	2	3	12	7	0	1	28	
5	0	0	0	0	0	1	8	11	11	13	4	0	48	
6	0	0	0	0	0	3	16	16	67	28	6	1	137	
7	0	0	0	0	0	3	25	40	182	113	34	7	404	
8	0	0	0	5	4	15	82	147	512	294	39	5	1103	
9	1	0	0	0	1	17	106	185	692	399	49	4	1454	
10	0	1	0	0	0	14	98	155	451	245	44	2	1010	
11	1	0	0	0	0	20	123	182	384	196	24	5	935	
12	0	0	0	0	0	17	103	156	398	159	42	5	880	
13	0	0	0	0	1	24	94	139	374	199	26	3	860	
14	0	0	0	0	1	24	89	145	375	191	40	3	868	
15	0	0	0	0	0	18	104	154	422	235	45	7	985	
16	0	1	0	0	0	18	114	167	437	255	52	8	1052	
17	0	1	0	0	2	24	110	187	680	310	54	2	1370	
18	0	3	4	10	17	71	239	407	883	255	26	1	1916	
19	0	0	0	0	4	28	98	218	563	240	32	4	1187	
20	0	0	0	0	5	11	54	85	287	132	32	4	610	
21	0	2	0	0	1	5	32	63	140	102	19	2	366	
22	0	0	0	0	2	11	28	42	134	69	22	3	311	
23	0	0	0	0	1	5	13	46	83	42	11	4	205	
24	0	0	0	0	1	5	13	22	74	20	9	3	147	

7-19	2	6	4	15	30	290	1360	2242	6171	2978	473	49	13620
6-22	2	8	4	15	38	320	1499	2472	6914	3394	580	65	15311
6-24	2	8	4	15	40	330	1525	2540	7071	3456	600	72	15663
0-24	2	8	4	16	41	351	1558	2589	7237	3536	622	74	16038

Channel 2 - Westbound

13/03/2017	Vehicle Speeds (MPH)													TOTAL
Hr Ending	0-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-90	91+		
1	0	0	0	0	0	1	11	14	11	7	3	0	47	
2	0	0	0	0	1	2	3	2	18	3	1	0	30	
3	0	0	0	0	0	4	5	1	22	7	0	0	39	
4	0	0	0	0	3	11	13	11	25	7	0	0	70	
5	0	0	0	0	5	14	29	45	123	59	9	1	285	
6	0	0	0	0	0	20	41	97	269	148	21	3	599	
7	0	0	0	0	1	18	74	167	491	207	37	3	998	
8	0	0	0	0	7	31	113	298	732	366	24	2	1573	
9	2	0	0	0	6	41	137	272	698	331	31	3	1521	
10	0	0	1	2	12	66	160	226	443	142	15	0	1067	
11	0	1	0	1	11	58	158	201	282	87	13	0	812	
12	0	0	2	4	9	60	149	190	307	102	8	2	833	
13	0	0	0	0	6	45	180	197	319	107	16	0	870	
14	0	0	0	3	10	60	160	187	338	96	8	2	864	
15	0	0	1	0	5	48	159	219	385	108	13	0	938	
16	0	0	0	0	8	57	150	259	402	154	8	1	1039	
17	0	0	0	0	9	52	165	258	497	148	15	2	1146	
18	0	0	0	0	0	22	118	267	553	253	28	4	1245	
19	0	0	0	1	8	35	93	162	361	142	26	3	831	
20	0	0	0	1	3	14	56	83	200	105	9	5	476	
21	0	0	0	0	1	11	50	67	152	54	12	2	349	
22	0	0	0	0	0	10	18	44	93	37	7	2	211	
23	0	0	0	0	4	9	25	35	105	39	7	0	224	
24	0	0	0	0	1	7	11	12	34	11	2	1	79	

7-19	2	1	4	11	91	575	1742	2736	5317	2036	205	19	12739
6-22	2	1	4	12	96	628	1940	3097	6253	2439	270	31	14773
6-24	2	1	4	12	101	644	1976	3144	6392	2488	278	32	15076
0-24	2	1	4	12	110	696	2078	3314	6860	2720	313	36	16146

Manston ATC 10, A28 Canterbury Way

Channel 1 - Northbound														
07/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	18	0	0	0	0	0	0	0	0	0	0	1	0	19
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4	4	1	0	0	0	0	0	0	0	0	0	0	0	5
5	3	1	0	0	0	0	0	0	0	0	0	0	0	4
6	15	5	0	1	0	0	0	0	0	0	0	0	0	21
7	16	2	0	1	0	0	0	0	0	0	0	1	0	20
8	79	10	0	0	0	0	0	0	0	0	0	4	0	93
9	121	17	2	0	2	0	0	0	0	0	2	4	0	148
10	84	22	2	0	0	0	0	0	0	4	6	0	0	118
11	97	19	1	1	1	0	0	0	2	0	2	5	0	128
12	103	15	1	1	0	0	0	0	0	2	9	0	0	131
13	127	20	2	0	0	0	0	1	0	0	1	4	0	155
14	143	12	0	0	0	0	0	0	1	0	1	8	0	165
15	141	21	1	0	0	0	0	0	0	0	3	5	0	171
16	142	18	0	1	3	0	0	0	0	0	2	5	0	171
17	223	20	0	0	2	0	0	0	3	0	0	7	0	255
18	313	23	0	0	1	0	0	0	1	0	1	4	0	343
19	208	7	0	0	0	0	0	0	0	0	0	4	0	219
20	104	7	0	1	0	0	0	0	0	0	0	4	0	116
21	74	5	0	0	0	0	0	0	0	0	0	2	0	81
22	61	0	0	0	0	0	0	0	0	0	0	0	0	61
23	57	2	0	0	0	0	0	0	0	0	0	2	0	61
24	26	1	0	0	0	0	0	0	0	0	0	2	0	29
7-19	1781	204	9	3	9	0	0	1	7	0	18	65	0	2097
6-22	2036	218	9	5	9	0	0	1	7	0	18	72	0	2375
6-24	2119	221	9	5	9	0	0	1	7	0	18	76	0	2465
0-24	2163	228	9	6	9	0	0	1	7	0	18	77	0	2518

Channel 2 - Southbound														
07/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	8	3	0	0	0	0	0	0	0	0	0	0	0	11
2	4	1	0	0	0	0	0	0	0	0	0	0	0	5
3	3	2	0	0	0	0	0	0	0	0	0	0	0	5
4	3	0	0	0	0	0	0	0	0	0	0	0	0	3
5	13	2	0	0	0	0	0	0	0	0	0	0	0	15
6	33	2	0	0	0	0	0	0	0	0	0	0	0	35
7	110	12	0	0	0	0	0	0	0	0	0	3	0	125
8	309	18	0	0	2	0	0	0	1	0	2	4	0	336
9	234	14	0	0	2	0	0	0	2	0	1	4	0	257
10	191	26	1	0	0	0	0	0	1	1	0	3	0	223
11	124	18	1	0	0	0	0	0	1	1	3	4	0	152
12	120	23	2	0	0	0	0	0	2	0	0	6	0	153
13	125	19	2	0	0	0	0	1	1	0	1	3	0	152
14	141	7	3	1	0	0	0	0	1	0	0	4	0	157
15	130	17	3	1	2	0	0	0	3	0	2	5	0	163
16	106	17	0	0	0	0	1	0	1	0	1	5	0	131
17	127	16	0	0	2	0	0	0	1	0	0	2	0	148
18	122	10	0	0	0	0	0	0	0	0	0	3	0	135
19	83	6	0	0	0	0	0	0	0	0	0	3	0	92
20	58	5	0	0	0	0	0	0	0	0	0	2	0	65
21	33	3	0	0	0	0	0	0	0	0	0	1	0	37
22	36	3	0	0	0	0	0	0	0	0	0	1	0	40
23	21	3	0	0	0	0	0	0	0	0	0	2	0	26
24	14	3	0	0	0	0	0	0	0	0	0	0	0	17
7-19	1812	191	12	2	8	0	1	1	14	2	10	46	0	2099
6-22	2049	214	12	2	8	0	1	1	14	2	10	53	0	2366
6-24	2084	220	12	2	8	0	1	1	14	2	10	55	0	2409
0-24	2148	230	12	2	8	0	1	1	14	2	10	55	0	2483

Channel 1 - Northbound														
08/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	11	1	0	0	0	0	0	0	0	0	0	0	0	12
2	4	3	0	0	0	0	0	0	0	0	0	0	0	7
3	8	0	0	0	0	0	0	0	0	0	0	0	0	8
4	7	1	0	0	0	0	0	0	0	0	0	0	0	8
5	6	1	0	0	0	0	0	0	0	0	0	0	0	7
6	9	3	1	0	1	0	0	0	0	0	0	1	0	15
7	23	4	0	0	0	0	0	0	0	0	0	0	0	27
8	80	12	2	0	0	0	0	0	0	0	0	2	0	96
9	122	23	0	1	4	0	0	0	2	0	1	4	0	157
10	86	19	1	1	0	0	0	0	0	0	2	4	0	113
11	83	19	0	0	1	0	0	0	1	0	0	7	0	111
12	112	28	1	1	1	0	0	0	1	0	2	5	0	151
13	141	13	2	0	0	0	1	0	1	0	1	4	0	163
14	133	10	0	0	2	0	0	0	3	0	1	4	0	153
15	152	17	0	1	0	0	0	0	1	0	0	6	0	177
16	178	13	1	0	0	0	0	0	3	0	1	7	0	203
17	202	26	0	0	1	0	0	0	3	0	3	4	0	239
18	267	19	1	0	0	0	0	0	0	0	1	4	0	292
19	206	10	0	0	0	0	0	0	1	0	0	4	0	221
20	109	9	0	0	0	0	0	0	0	0	0	5	0	123
21	74	2	0	0	0	0	0	0	0	0	0	2	0	78
22	69	2	0	0	0	0	0	0	0	0	0	1	0	72
23	48	3	0	0	0	0	0	0	0	0	0	3	0	54
24	21	2	0	0	0	0	0	0	0	0	0	2	0	25
7-19	1762	209	8	4	9	0	1	0	16	0	12	55	0	2076
6-22	2037	226	8	4	9	0	1	0	16	0	12	63	0	2376
6-24	2106	231	8	4	9	0	1	0	16	0	12	68	0	2455
0-24	2151	240	9	4	10	0	1	0	16	0	12	69	0	2512

Channel 2 - Southbound														
08/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	3	2	0	0	0	0	0	0	0	0	0	0	0	5
2	6	4	0	0	0	0	0	0	0	0	0	0	0	10
3	3	2	0	0	0	0	0	0	0	0	0	0	0	5
4	5	1	0	0	0	0	0	0	0	0	0	0	0	6
5	8	1	0	0	0	0	0	0	0	0	0	0	0	9
6	38	1	0	0	0	0	0	0	0	0	1	0	0	40
7	104	16	0	0	0	0	0	0	1	0	0	4	0	125
8	331	20	0	0	1	0	0	0	0	0	0	4	0	356
9	242	15	2	0	0	0	0	0	2	0	1	2	0	264
10	189	18	0	1	0	0	0	0	0	0	1	2	0	211
11	130	18	5	0	0	0	0	0	0	0	1	2	0	156
12	117	23	1	1	0	0	0	0	1	0	1	6	0	150
13	140	15	3	3	1	0	0	0	2	0	0	4	0	168
14	124	14	0	1	2	0	0	0	0	0	3	6	0	150
15	116	16	2	0	2	0	0	0	3	0	0	6	0	145
16	121	9	0	2	2	0	0	0	3	1	0	3	0	141
17	101	9	1	0	1	0	0	0	0	0	1	3	0	116
18	127	12	0	0	0	0	0	0	0	0	0	4	0	143
19	114	11	0	0	1	0	0	0	0	0	1	1	0	128
20	58	1	1	0	0	0	0	0	0	0	0	1	0	61
21	40	3	0	0	0	0	0	0	0	0	0	1	0	44
22	32	1	0	1	0	0	0	0	0	0	0	1	0	35
23	26	2	0	0	0	0	0	0	0	0	0	2	0	30
24	17	2	0	0	0	0	0	0	0	0	0	0	0	19
7-19	1852	180	14	8	10	0	0	0	11	1	9	43	0	2128
6-22	2086	201	15	9	10	0	0	0	12	1	9	50	0	2393
6-24	2129	205	15	9	10	0	0	0	12	1	9	52	0	2442
0-24	2192	216	15	9	10	0	0	0	19	1	10	52	0	2517

Manston ATC 10, A28 Canterbury Way

09/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	15	0	0	0	0	0	0	0	0	0	0	0	0	15
2	9	2	0	0	0	0	0	0	0	0	0	0	0	11
3	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4	6	1	0	0	0	0	0	0	0	0	0	0	0	7
5	9	1	0	0	0	0	0	0	0	0	0	0	0	10
6	11	3	0	1	0	0	0	0	0	0	0	0	0	15
7	14	3	0	0	0	0	0	0	0	0	0	0	0	17
8	75	13	1	0	0	0	0	0	0	0	1	3	0	93
9	121	18	2	1	1	0	0	0	1	0	2	2	0	148
10	96	19	1	0	1	0	0	0	2	0	1	5	0	125
11	84	18	0	0	0	0	0	0	1	0	2	5	0	110
12	112	12	0	0	1	0	0	0	2	0	0	6	0	133
13	119	8	1	0	1	0	0	0	2	0	2	7	0	140
14	135	16	1	0	0	0	0	0	1	0	2	5	0	160
15	152	18	1	0	0	0	0	0	2	0	1	6	0	180
16	183	20	0	0	0	0	0	0	0	0	1	6	0	210
17	226	19	1	1	3	0	0	0	3	0	1	7	0	261
18	294	14	0	0	1	0	0	0	0	0	0	4	0	313
19	213	6	0	0	0	0	0	0	0	0	0	6	0	225
20	104	8	0	0	0	0	0	0	0	0	0	5	0	117
21	93	3	0	0	0	0	0	0	0	0	0	1	0	97
22	65	5	0	0	0	0	0	0	0	0	0	1	0	71
23	56	5	0	0	0	0	0	0	0	0	0	2	0	63
24	28	1	0	0	0	0	0	0	0	0	0	2	0	31
7-19	1810	181	8	2	8	0	0	0	14	0	13	62	0	2098
6-22	2086	200	8	2	8	0	0	0	14	0	13	69	0	2400
6-24	2170	206	8	2	8	0	0	0	14	0	13	73	0	2494
0-24	2224	213	8	3	8	0	0	0	14	0	13	73	0	2556

09/03/2017	Vehicle Classes														TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13		
1	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
2	5	2	0	0	0	0	0	0	0	0	0	0	0	7	
3	3	2	0	0	0	0	0	0	0	0	0	0	0	5	
4	5	0	0	0	0	0	0	0	0	0	0	0	0	5	
5	12	3	0	0	0	0	0	0	0	0	0	0	0	15	
6	38	4	0	0	0	0	0	0	0	0	0	0	0	42	
7	110	14	0	0	2	0	0	0	0	0	0	3	0	129	
8	327	24	1	0	0	0	0	0	0	0	0	6	0	358	
9	227	15	0	0	1	0	0	0	2	1	1	3	0	250	
10	193	14	2	1	1	0	0	0	1	0	0	3	0	215	
11	151	22	0	0	0	0	0	0	3	0	0	3	0	179	
12	105	15	0	0	0	0	1	0	2	0	0	6	0	129	
13	122	21	1	0	1	0	0	0	2	0	0	4	0	151	
14	122	15	3	0	1	0	0	0	2	0	0	6	0	149	
15	115	14	0	0	0	0	0	0	1	0	1	6	0	137	
16	127	14	0	1	0	0	0	0	2	0	1	3	0	148	
17	112	14	1	0	0	0	0	0	1	0	0	5	0	133	
18	122	6	0	0	2	0	0	0	1	0	0	3	0	134	
19	104	10	0	0	0	0	0	0	0	0	0	2	0	116	
20	72	10	0	0	0	0	0	0	0	0	0	3	0	85	
21	29	4	0	0	0	0	0	0	0	0	0	1	0	34	
22	30	3	0	0	0	0	0	0	0	0	0	1	0	34	
23	25	1	0	0	0	0	0	0	0	0	0	3	0	29	
24	15	3	0	0	0	0	0	0	0	0	0	0	0	18	
7-19	1827	184	8	2	6	0	1	0	17	1	3	50	0	2099	
6-22	2068	215	8	2	8	0	1	0	17	1	3	58	0	2381	
6-24	2108	219	8	2	8	0	1	0	17	1	3	61	0	2428	
0-24	2172	231	8	2	8	0	1	0	17	1	3	61	0	2504	

10/03/2017	Vehicle Classes														TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13		
1	16	0	0	0	0	0	0	0	0	0	0	0	0	16	
2	1	2	0	0	0	0	0	0	0	0	0	0	0	3	
3	5	1	0	0	0	0	0	0	0	0	0	0	0	6	
4	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
5	5	3	0	0	0	0	0	0	0	0	0	0	0	8	
6	9	3	1	1	0	0	0	0	0	0	0	0	0	14	
7	18	2	0	0	0	0	0	0	0	0	0	0	0	20	
8	69	20	1	1	0	0	0	0	0	0	0	3	0	94	
9	124	16	0	0	0	0	0	0	1	0	0	4	0	145	
10	88	26	1	0	0	0	0	1	1	0	6	5	0	128	
11	89	19	1	1	0	0	0	0	2	0	2	4	0	118	
12	106	35	1	0	1	0	0	0	1	0	0	5	0	149	
13	131	16	0	0	0	0	1	0	1	0	3	4	0	156	
14	127	21	1	0	0	0	0	0	2	0	0	6	0	157	
15	178	22	0	0	0	0	0	0	0	0	1	5	0	206	
16	195	23	0	0	0	0	1	0	0	0	0	5	0	224	
17	221	17	0	0	0	0	0	0	1	0	0	5	0	244	
18	256	14	0	0	2	0	0	0	0	0	0	4	0	276	
19	171	9	0	0	0	0	0	0	0	0	0	6	0	186	
20	91	10	1	0	0	0	0	1	0	0	0	9	0	112	
21	61	7	0	0	0	0	0	0	0	0	0	2	0	70	
22	44	1	0	0	0	0	0	0	0	0	0	1	0	46	
23	75	3	0	0	0	0	0	0	0	0	0	3	0	81	
24	32	5	0	0	0	0	0	0	0	0	0	2	0	39	
7-19	1755	238	5	2	3	0	2	1	9	0	12	56	0	2083	
6-22	1969	258	6	2	3	0	2	2	9	0	12	68	0	2331	
6-24	2076	268	6	2	3	0	2	2	9	0	12	73	0	2451	
0-24	2115	275	7	3	3	0	2	2	9	0	12	73	0	2501	

Channel 2 - Southbound															
10/03/2017		Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	6	0	0	0	0	0	0	0	0	0	0	0	0	6	
2	3	4	0	0	0	0	0	0	0	0	0	0	0	7	
3	1	2	0	0	0	0	0	0	0	0	0	0	0	3	
4	5	0	0	0	0	0	0	0	0	0	0	0	0	5	
5	13	1	0	0	0	0	0	0	0	0	0	0	0	14	
6	38	5	0	0	0	0	0	0	0	0	0	0	0	43	
7	106	13	0	0	1	0	0	0	0	0	0	4	0	124	
8	300	18	1	0	0	0	0	1	2	0	0	3	0	325	
9	198	13	1	0	2	0	0	1	2	0	1	1	0	219	
10	169	17	1	0	1	0	0	0	0	0	4	5	0	197	
11	145	24	2	0	1	0	0	0	0	0	0	3	0	175	
12	129	16	0	0	2	0	0	0	1	0	0	6	0	154	
13	132	19	1	0	0	0	2	0	1	0	0	5	0	160	
14	126	26	3	1	0	0	0	0	1	0	0	4	0	161	
15	133	17	0	0	1	0	0	0	3	0	1	5	0	160	
16	129	16	0	0	0	0	0	0	2	0	0	3	0	150	
17	113	11	1	0	0	0	0	0	2	0	0	3	0	130	
18	129	15	0	0	0	0	0	0	0	0	0	3	0	147	
19	84	8	1	0	0	0	0	0	0	0	0	5	0	98	
20	65	4	0	0	0	0	0	0	0	0	0	3	0	72	
21	43	4	0	0	0	0	0	0	0	0	0	1	0	48	
22	30	5	0	0	0	0	0	0	0	0	0	2	0	37	
23	37	4	0	0	0	0	0	0	0	0	0	2	0	43	
24	10	4	0	0	0	0	0	0	0	0	0	2	0	16	
7-19	1787	200	11	1	7	0	2	2	14	0	6	46	0	2076	
6-22	2031	226	11	1	8	0	2	2	14	0	6	56	0	2357	
6-24	2078	234	11	1	8	0	2	2	14	0	6	60	0	2416	
0-24	2144	246	11	1	8	0	2	2	14	0	6	60	0	2494	

Manston ATC 10, A28 Canterbury Way

Channel 1 - Northbound													
09/03/2017	Vehicle Speeds (MPH)												
Hr Ending	0-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-90	91+	TOTAL
1	0	0	0	1	0	3	4	3	4	0	0	0	15
2	0	0	0	0	3	2	4	2	0	0	0	0	11
3	0	0	0	0	1	0	1	2	0	0	0	0	4
4	0	0	0	0	1	2	1	2	1	0	0	0	7
5	0	0	0	0	1	3	2	3	1	0	0	0	10
6	0	0	0	0	1	3	5	2	3	1	0	0	15
7	0	0	0	0	3	3	2	4	2	3	0	0	17
8	0	0	0	7	16	30	24	10	5	1	0	0	93
9	0	0	6	2	18	42	47	24	9	0	0	0	148
10	0	0	0	2	27	44	30	15	7	0	0	0	125
11	0	0	0	2	22	31	33	17	4	1	0	0	110
12	0	0	1	4	19	52	33	16	6	2	0	0	133
13	0	0	0	5	38	57	26	13	1	0	0	0	140
14	0	0	0	11	25	60	41	16	5	2	0	0	160
15	0	0	0	10	25	62	49	16	15	3	0	0	180
16	0	0	2	10	50	57	54	23	9	4	1	0	210
17	0	1	7	9	45	77	71	30	19	1	1	0	261
18	0	0	3	11	49	77	106	46	16	5	0	0	313
19	1	0	1	3	53	65	63	21	16	2	0	0	225
20	0	0	1	14	30	28	28	14	1	1	0	0	117
21	0	0	0	6	15	41	25	6	4	0	0	0	97
22	0	0	1	3	12	22	17	8	5	2	1	0	71
23	0	0	1	1	13	22	12	8	5	1	0	0	63
24	0	0	0	2	5	2	10	7	3	2	0	0	31
7-19	1	1	20	76	387	654	577	247	112	21	2	0	2098
6-22	1	1	22	99	447	748	649	279	124	27	3	0	2400
5-24	1	1	23	102	465	772	671	294	132	30	3	0	2494
0-24	1	1	23	103	472	785	688	308	141	31	3	0	2556

Channel 2 - Southbound													
09/03/2017	Vehicle Speeds (MPH)												
Hr Ending	0-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-90	91+	TOTAL
1	0	0	0	0	1	0	0	0	1	0	0	0	2
2	0	0	0	0	0	2	4	1	0	0	0	0	7
3	0	0	0	0	0	2	3	0	0	0	0	0	5
4	0	0	0	0	1	1	3	0	0	0	0	0	5
5	0	0	0	3	2	1	3	6	0	0	0	0	15
6	0	0	0	0	5	8	12	11	5	1	0	0	42
7	0	0	1	6	2	19	38	34	25	2	2	0	129
8	0	0	0	9	48	104	118	56	21	1	1	0	358
9	0	0	2	3	36	80	72	31	26	0	0	0	250
10	0	0	0	4	23	84	66	29	9	0	0	0	215
11	0	0	0	11	30	65	44	20	6	3	0	0	179
12	0	0	0	4	32	38	34	14	7	0	0	0	129
13	0	0	0	3	27	54	45	12	10	0	0	0	151
14	0	0	0	7	32	43	52	12	3	0	0	0	149
15	0	0	1	5	16	50	36	20	6	3	0	0	137
16	0	0	0	1	18	49	39	27	11	2	1	0	148
17	0	0	1	3	19	29	43	26	10	2	0	0	133
18	0	0	0	1	15	36	58	11	13	0	0	0	134
19	0	0	0	4	17	35	27	17	12	4	0	0	116
20	0	0	1	4	10	27	24	11	8	0	0	0	85
21	0	0	0	3	2	4	10	9	4	2	0	0	34
22	0	0	0	1	9	8	7	3	6	0	0	0	34
23	0	0	0	2	8	7	2	4	5	1	0	0	29
24	0	0	0	0	3	6	5	1	2	1	0	0	18
7-19	0	0	4	55	313	667	634	275	134	15	2	0	2099
6-22	0	0	6	69	336	725	713	332	177	19	4	0	2381
6-24	0	0	6	71	347	738	720	337	184	21	4	0	2428
0-24	0	0	6	74	356	752	745	355	190	22	4	0	2504

Channel 1 - Northbound													
10/03/2017	Vehicle Speeds (MPH)												
Hr Ending	0-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-90	91+	TOTAL
1	0	0	0	0	2	2	6	3	3	0	0	0	16
2	0	0	0	0	0	0	1	1	1	0	0	0	3
3	0	0	0	0	1	2	0	2	1	0	0	0	6
4	0	0	0	1	0	1	1	0	0	0	0	0	3
5	0	0	0	0	3	2	1	1	1	0	0	0	8
6	0	0	0	1	0	5	2	3	3	0	0	0	14
7	0	0	0	0	1	5	11	1	1	1	0	0	20
8	0	0	0	5	8	29	32	7	13	0	0	0	94
9	0	0	0	4	11	59	42	19	10	0	0	0	145
10	0	0	0	11	25	38	26	20	8	0	0	0	128
11	0	0	0	2	25	34	36	13	8	0	0	0	118
12	0	0	0	11	33	48	27	17	12	0	1	0	149
13	0	2	0	14	27	38	40	22	10	3	0	0	156
14	0	0	0	6	23	46	43	24	15	0	0	0	157
15	0	0	0	5	27	79	54	27	11	3	0	0	206
16	0	0	1	5	30	80	62	28	16	2	0	0	224
17	0	0	4	12	25	69	74	43	15	2	0	0	244
18	0	8	4	7	14	71	105	50	16	1	0	0	276
19	0	0	1	14	31	59	35	22	23	1	0	0	186
20	0	4	1	4	19	32	28	16	7	1	0	0	112
21	0	0	0	1	10	28	16	10	5	0	0	0	70
22	0	0	0	0	12	9	13	7	3	1	1	0	46
23	0	0	1	6	16	28	15	7	7	1	0	0	61
24	0	0	1	2	10	9	7	7	1	2	0	0	39
7-19	0	10	10	96	279	650	576	292	157	12	1	0	2083
6-22	0	14	11	101	321	724	644	326	173	15	2	0	2331
5-24	0	14	13	109	347	781	666	340	181	18	2	0	2451
0-24	0	14	13	111	353	773	677	350	190	18	2	0	2501

Channel 2 - Southbound													
10/03/2017	Vehicle Speeds (MPH)												
Hr Ending	0-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-90	91+	TOTAL
1	1	0	0	0	2	0	0	1	2	0	0	0	6
2	0	0	0	0	0	0	4	2	1	0	0	0	7
3	0	0	0	0	0	2	1	0	0	0	0	0	3
4	0	0	1	0	0	0	3	1	0	0	0	0	5
5	0	0	0	0	2	2	3	4	3	0	0	0	14
6	0	0	0	0	9	14	9	6	4	1	0	0	43
7	0	0	1	2	7	22	42	24	21	5	0	0	124
8	0	0	0	5	27	76	120	67	23	6	1	0	325
9	0	0	1	2	18	76	74	28	18	2	0	0	219
10	0	8	1	5	24	75	54	18	7	4	1	0	197
11	0	1	2	9	22	58	54	21	6	1	1	0	175
12	0	0	0	6	28	60	35	19	6	0	0	0	154
13	0	0	0	14	32	64	26	12	10	2	0	0	160
14	0	1	0	5	30	58	39	21	5	2	0	0	161
15	0	0	1	4	29	69	34	20	2	0	1	0	160
16	0	0	1	2	32	55	39	13	6	2	0	0	150
17	0	0	0	1	23	50	39	12	4	1	0	0	130
18	0	1	1	6	21	38	45	21	13	1	0	0	147
19	0	0	0	4	18	24	25	13	12	2	0	0	98
20	0	0	0	3	11	24	22	7	3	2	0	0	72
21	0	0	0	0	6	14	13	10	5	0	0	0	48
22	0	0	0	2	3	10	11	4	6	0	1	0	37
23	0	0	1	3	8	8	7	8	5	1	2	0	43
24	0	0	0	2	3	4	3	3	1	0	0	0	16
7-19	0	11	7	63	304	703	584	265	112	23	4	0	2076
6-22	0	11	8	70	331	773	672	310	147	30	5	0	2357
6-24	0	11	9	75	342	785	682	321	163	31	7	0	2416
0-24	1	11	10	75	355	803	702	335	153	32	7	0	2494

Manston ATC 10, A28 Canterbury Way

Channel 1 - Northbound															
11/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	24	4	0	0	0	0	0	0	0	0	0	1	0	29	
2	11	2	0	0	0	0	0	0	0	0	0	1	0	14	
3	4	1	0	0	1	0	0	0	0	0	0	0	0	6	
4	5	0	0	0	0	0	0	0	0	0	0	0	0	5	
5	12	1	0	0	0	0	0	0	0	0	0	0	0	13	
6	7	3	1	0	0	0	0	0	0	0	0	1	0	12	
7	15	2	0	0	0	0	0	0	0	0	0	0	0	17	
8	34	4	0	0	0	0	0	0	0	0	0	1	0	39	
9	50	5	0	0	0	0	0	0	0	0	0	3	0	58	
10	64	4	0	1	0	0	0	0	0	0	0	2	0	71	
11	121	8	0	0	0	0	1	0	0	0	0	6	0	136	
12	145	20	0	0	0	0	0	0	0	0	0	3	0	168	
13	159	11	0	0	0	0	1	0	0	0	0	3	0	174	
14	169	10	0	0	0	0	1	0	0	0	0	4	0	184	
15	162	8	0	0	0	0	0	1	0	0	0	3	0	174	
16	159	7	0	0	0	0	0	0	0	0	0	6	0	172	
17	179	7	0	0	0	0	0	0	0	0	0	4	0	190	
18	157	5	0	0	1	0	0	0	0	0	0	4	0	167	
19	136	8	0	0	0	0	0	0	0	0	0	3	0	147	
20	96	2	0	0	0	0	0	0	0	0	0	4	0	102	
21	63	3	0	0	0	0	0	0	0	0	0	3	0	69	
22	35	1	0	0	0	0	0	0	0	0	0	1	0	37	
23	71	5	0	0	0	0	0	0	0	0	0	1	0	77	
24	40	2	0	0	0	0	0	0	0	0	0	3	0	45	
7-19	1535	97	0	1	1	0	3	1	0	0	0	42	0	1680	
6-22	1744	105	0	1	1	0	3	1	0	0	0	50	0	1905	
6-24	1655	112	0	1	1	0	3	1	0	0	0	54	0	2027	
0-24	1918	123	1	1	2	0	3	1	0	0	0	57	0	2106	

Channel 2 - Southbound															
11/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	17	2	0	0	0	0	0	0	0	0	0	1	0	20	
2	5	2	0	0	0	0	0	0	0	0	0	2	0	9	
3	2	4	0	0	0	0	0	0	0	0	0	0	0	6	
4	4	1	0	0	0	0	0	0	0	0	0	0	0	5	
5	10	1	0	0	0	0	0	0	0	0	0	0	0	11	
6	20	3	0	0	0	0	0	0	0	0	0	0	0	23	
7	59	7	0	0	0	0	0	0	0	0	0	2	0	68	
8	109	9	0	0	0	0	0	0	0	0	0	2	0	120	
9	132	10	0	0	0	0	1	0	0	0	0	2	0	145	
10	127	16	0	0	1	0	0	0	0	0	0	3	0	147	
11	145	7	0	0	0	0	0	0	0	0	0	3	0	155	
12	162	9	0	0	0	0	0	0	0	0	0	3	0	174	
13	154	13	0	0	0	0	1	0	0	0	0	2	0	170	
14	143	7	0	0	0	0	0	0	0	0	0	3	0	153	
15	120	2	0	0	0	0	1	0	0	0	0	5	0	128	
16	139	3	0	1	0	0	0	0	0	0	0	4	0	147	
17	119	7	0	0	0	0	0	0	0	0	0	3	0	129	
18	124	7	0	0	1	0	0	0	0	0	0	4	0	136	
19	83	7	0	0	1	0	0	0	0	0	0	3	0	94	
20	65	4	0	0	0	0	0	0	0	0	0	2	0	71	
21	41	5	0	0	0	0	0	0	0	0	0	1	0	47	
22	34	2	0	0	0	0	0	0	0	0	0	1	0	37	
23	34	2	0	0	0	0	0	0	0	0	0	2	0	38	
24	25	1	0	0	0	0	0	0	0	0	0	0	0	26	
7-19	1557	97	0	1	3	0	3	0	0	0	0	37	0	1698	
6-22	1756	115	0	1	3	0	3	0	0	0	0	43	0	1921	
6-24	1515	118	0	1	3	0	3	0	0	0	0	45	0	1985	
0-24	1873	131	0	1	3	0	3	0	0	0	0	48	0	2059	

Channel 1 - Northbound															
12/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	22	1	0	0	0	0	0	0	0	0	0	0	0	23	
2	16	1	0	0	0	0	0	0	0	0	0	0	0	17	
3	14	0	0	0	0	0	0	0	0	0	0	0	0	14	
4	11	1	0	0	0	0	0	0	0	0	0	0	0	12	
5	6	1	0	0	0	0	0	0	0	0	0	0	0	7	
6	3	2	0	0	1	0	0	0	0	0	0	0	0	6	
7	12	0	0	0	0	0	0	0	0	0	0	0	0	12	
8	28	0	0	0	0	0	1	0	0	0	0	0	0	29	
9	31	1	0	0	0	0	0	0	0	0	0	0	0	32	
10	72	3	0	0	0	0	0	0	0	0	0	2	0	77	
11	79	4	0	0	0	0	0	0	0	0	0	3	0	86	
12	103	5	0	0	0	0	0	0	0	0	0	2	0	110	
13	132	7	0	0	1	0	0	0	0	0	0	2	0	142	
14	135	6	0	0	0	0	0	0	0	0	0	2	0	143	
15	143	6	0	0	0	0	0	0	0	0	0	2	0	151	
16	132	3	0	0	1	0	0	0	0	0	0	3	0	139	
17	145	6	0	0	0	0	0	0	0	0	0	2	0	153	
18	98	3	0	0	0	0	0	0	0	0	0	2	0	103	
19	85	4	0	0	0	0	0	0	0	0	0	3	0	92	
20	64	3	0	0	0	0	0	0	0	0	0	2	0	69	
21	52	3	0	0	0	0	0	0	0	0	0	1	0	56	
22	25	0	0	0	0	0	0	0	0	0	0	1	0	26	
23	21	2	0	0	0	0	0	0	0	0	0	2	0	25	
24	16	0	0	0	0	0	0	0	0	0	0	1	0	17	
7-19	1183	48	0	0	2	0	1	0	0	0	0	23	0	1257	
6-22	1336	54	0	0	2	0	1	0	0	0	0	27	0	1420	
6-24	1373	56	0	0	2	0	1	0	0	0	0	30	0	1462	
0-24	1445	62	0	0	3	0	1	0	0	0	0	30	0	1541	

Channel 2 - Southbound															
12/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	15	2	0	0	0	0	0	0	0	0	0	0	0	17	
2	13	2	0	0	0	0	0	0	0	0	0	0	0	15	
3	10	3	0	0	0	0	0	0	0	0	0	0	0	13	
4	7	0	0	0	0	0	0	0	0	0	0	0	0	7	
5	11	3	0	0	0	0	0	0	0	0	0	0	0	14	
6	23	1	0	0	0	0	0	0	0	0	0	0	0	24	
7	50	3	0	0	0	0	0	0	0	0	0	0	0	53	
8	62	1	0	0	0	0	0	0	0	0	0	1	0	64	
9	79	5	0	0	0	0	0	0	0	0	0	2	0	86	
10	82	6	1	0	0	0	0	0	0	0	0	0	0	89	
11	97	9	0	0	0	0	0	0	0	0	0	0	0	106	
12	127	5	0	0	1	0	0	1	0	0	0	1	0	135	
13	166	7	0	0	0	0	0	0	0	0	0	2	0	175	
14	157	7	0	0	0	0	1	0	0	0	0	2	0	167	
15	90	6	0	0	0	0	0	0	0	0	1	1	0	98	
16	81	11	0	0	0	0	0	0	1	0	0	1	0	94	
17	88	5	0	0	0	0	1	0	0	0	0	1	0	95	
18	68	2	0	0	0	0	0	0	0	0	0	2	0	72	
19	51	3	0	0	0	0	0	0	0	0	0	3	0	57	
20	60	4	0	0	0	0	0	0	0	0	0	1	0	65	
21	32	0	0	0	0	0	0	0	0	0	0	1	0	33	
22	22	2	0	0	0	0	0	0	0	0	0	1	0	25	
23	30	1	0	0	0	0	0	0	0	0	0	1	0	32	
24	7	4	0	0	0	0	0	0	0	0	0	0	0	11	
7-19	1148	67	1	0	1	0	2	1	1	0	1	16	0	1238	
6-22	1312	76	1	0	1	0	2	1	1	0	1	19	0	1414	
6-24	1349	81	1	0	1	0	2	1	1	0	1	20	0	1457	
0-24	1428	92	1	0	1	0	2	1	1	0	1	20	0	1547	

Manston ATC 10, A28 Canterbury Way

Channel 1 - Northbound

13/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	13	3	0	0	0	0	0	0	0	0	0	0	0	16
2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
3	7	2	0	0	0	0	0	0	0	0	0	0	0	9
4	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5	5	0	0	0	0	0	0	0	0	0	0	0	0	5
6	7	4	1	0	0	0	0	0	0	0	0	0	0	12
7	19	5	0	0	0	0	0	0	0	0	0	1	0	25
8	72	11	0	0	0	0	0	0	0	0	1	3	0	87
9	129	25	0	0	0	0	0	0	1	0	1	2	0	158
10	96	22	1	0	1	0	0	0	1	0	2	9	0	132
11	87	14	3	0	0	0	0	0	1	0	1	5	0	111
12	120	20	3	1	0	0	0	0	0	0	1	9	0	154
13	110	12	1	1	2	0	0	0	2	0	3	6	0	137
14	137	23	0	0	1	0	0	0	1	0	1	6	0	169
15	131	23	0	0	0	0	0	0	0	0	3	5	0	162
16	187	21	0	0	0	0	0	0	2	0	1	4	0	215
17	250	25	0	0	1	0	0	0	1	0	1	4	0	282
18	305	14	0	0	0	0	0	0	1	0	0	3	0	323
19	193	10	0	0	0	0	0	0	0	0	0	3	0	206
20	115	6	0	0	0	0	0	0	0	0	0	4	0	125
21	72	6	0	0	0	0	0	0	0	0	0	3	0	81
22	115	6	1	0	0	0	0	0	0	0	0	2	0	124
23	40	2	0	0	0	0	0	0	0	0	0	2	0	44
24	21	2	0	0	0	0	0	0	0	0	0	2	0	25
7-19	1817	220	8	2	5	0	0	0	10	0	15	59	0	2136
6-22	2138	243	9	2	5	0	0	10	0	15	69	0	0	2491
6-24	2199	247	9	2	5	0	0	10	0	15	73	0	0	2560
0-24	2236	256	10	2	5	0	0	10	0	15	73	0	0	2607

Channel 2 - Southbound

13/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2	5	2	0	0	0	0	0	0	0	0	0	0	0	7
3	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4	5	1	0	0	0	0	0	0	0	0	0	0	0	6
5	13	1	0	0	0	0	0	0	0	0	0	0	0	14
6	36	1	0	0	0	0	0	0	0	0	0	0	0	37
7	106	10	0	0	1	0	0	0	0	0	0	4	0	121
8	312	22	1	0	1	0	0	0	2	0	0	4	0	342
9	226	25	0	0	0	0	0	0	1	0	0	3	0	255
10	191	22	3	0	0	0	0	0	0	0	2	4	0	222
11	151	16	2	0	0	0	0	0	0	0	1	5	0	175
12	131	18	1	0	1	0	0	1	0	0	2	5	0	159
13	110	19	6	2	1	0	0	0	1	0	1	4	0	144
14	112	14	2	1	0	0	0	0	0	0	0	6	0	135
15	109	16	5	1	0	0	0	0	3	0	0	6	0	140
16	115	12	1	0	2	0	0	0	2	0	0	3	0	135
17	136	19	0	0	1	0	0	0	3	0	1	5	0	165
18	153	6	0	0	0	0	0	0	1	0	0	5	0	165
19	114	7	0	1	0	0	0	0	0	0	0	1	0	123
20	58	3	0	0	0	0	0	0	0	0	0	2	0	63
21	29	3	0	0	0	0	0	0	0	0	1	1	0	34
22	28	2	0	0	0	0	0	0	0	0	0	1	0	31
23	21	2	0	0	0	0	0	0	0	0	0	2	0	25
24	8	1	0	0	0	0	0	0	0	0	0	0	0	9
7-19	1860	196	21	5	6	0	0	1	13	0	7	51	0	2160
6-22	2081	214	21	5	7	0	0	1	13	0	8	59	0	2409
6-24	2110	217	21	5	7	0	0	1	13	0	8	61	0	2443
0-24	2175	223	21	5	7	0	0	1	13	0	8	61	0	2514

Manston ATC 10, A28 Canterbury Way

Channel 1 - Northbound

13/03/2017	Vehicle Speeds (MPH)													
Hr Ending	0-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-90	91+	TOTAL	
1	0	0	0	0	0	4	6	4	1	1	0	0	16	
2	0	0	0	0	0	0	1	1	0	1	0	0	3	
3	0	0	0	2	0	1	4	1	1	0	0	0	9	
4	0	0	0	0	1	1	0	0	0	0	0	0	2	
5	0	0	0	0	0	1	1	1	2	0	0	0	5	
6	0	0	0	0	1	2	4	5	0	0	0	0	12	
7	0	0	0	1	2	1	6	8	5	2	0	0	25	
8	0	0	0	0	8	31	27	13	7	1	0	0	87	
9	0	0	0	1	13	41	53	40	9	1	0	0	158	
10	1	0	1	13	24	40	25	24	2	2	0	0	132	
11	1	0	1	2	20	32	29	16	7	3	0	0	111	
12	0	0	0	5	29	58	38	21	3	0	0	0	154	
13	0	4	0	2	29	53	27	10	11	1	0	0	137	
14	0	0	0	7	26	51	47	27	9	2	0	0	169	
15	0	0	1	12	31	46	40	21	8	3	0	0	162	
16	0	0	0	4	29	77	59	32	11	2	0	1	215	
17	0	0	0	6	45	81	80	51	17	1	1	0	282	
18	0	0	0	5	35	100	102	54	24	2	1	0	323	
19	0	0	0	5	29	64	62	30	13	3	0	0	206	
20	0	0	0	11	22	38	22	16	14	1	1	0	125	
21	0	0	5	5	13	23	25	7	3	0	0	0	81	
22	0	0	1	3	28	48	29	8	7	0	0	0	124	
23	0	0	0	1	4	15	11	6	7	0	0	0	44	
24	0	0	1	1	1	9	7	3	2	1	0	0	25	
7-19	2	4	3	62	318	674	589	339	121	21	2	1	2136	
6-22	2	4	9	82	383	784	671	378	150	24	3	1	2491	
6-24	2	4	10	84	388	808	689	387	159	25	3	1	2560	
0-24	2	4	10	86	390	817	705	399	163	27	3	1	2607	

Channel 2 - Southbound

13/03/2017	Vehicle Speeds (MPH)													
Hr Ending	0-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-90	91+	TOTAL	
1	0	0	0	0	0	2	1	0	1	0	0	0	4	
2	0	0	0	0	0	3	3	0	0	1	0	0	7	
3	1	0	0	0	0	1	1	0	0	0	0	0	3	
4	0	0	0	0	0	3	1	2	0	0	0	0	6	
5	0	0	0	0	0	1	7	3	3	0	0	0	14	
6	0	0	0	1	2	6	8	10	10	0	0	0	37	
7	0	0	0	8	10	24	31	18	24	6	0	0	121	
8	0	0	0	7	29	78	130	65	28	5	0	0	342	
9	0	0	0	4	19	73	75	56	27	0	1	0	255	
10	2	0	1	4	29	80	58	27	18	2	1	0	222	
11	0	3	1	7	41	58	33	18	10	3	1	0	175	
12	0	0	0	2	24	58	53	14	7	1	0	0	159	
13	0	0	0	6	29	54	31	19	4	0	1	0	144	
14	0	0	0	2	20	52	27	19	12	2	1	0	135	
15	0	0	1	4	22	49	38	19	5	2	0	0	140	
16	0	0	0	0	16	47	41	24	6	1	0	0	135	
17	0	0	0	1	12	53	58	30	11	0	0	0	165	
18	0	0	1	5	16	46	66	18	10	2	1	0	165	
19	0	0	2	4	11	37	42	16	9	1	1	0	123	
20	0	0	0	1	14	13	14	13	5	2	1	0	63	
21	0	0	0	3	5	8	9	6	2	1	0	0	34	
22	0	0	0	1	5	11	4	4	5	1	0	0	31	
23	0	0	0	3	4	4	6	3	4	0	0	1	25	
24	0	0	0	0	1	0	3	3	1	0	1	0	9	
7-19	2	3	6	46	268	685	652	325	147	19	7	0	2160	
6-22	2	3	6	59	302	741	710	366	183	29	8	0	2409	
6-24	2	3	6	62	307	745	719	372	188	29	9	1	2443	
0-24	3	3	6	63	309	761	740	387	202	30	9	1	2514	

Manston ATC 11, A253

Channel 1 - Eastbound

[illegible]

7-19	2721	320	24	11	15	0	3	2	4	0	5	34	0	3139
6-22	3136	345	24	11	15	0	3	3	4	0	5	35	0	3581
6-24	3234	350	24	11	15	0	3	3	4	0	5	35	0	3684
0-24	3302	372	25	11	17	0	3	3	4	0	6	41	0	3784

Channel 2 - Westbound

[illegible]

7-19	2768	349	18	4	12	0	2	1	4	0	3	23	0	3184
6-22	3125	380	20	4	12	0	2	1	4	0	4	24	0	3576
6-24	3177	383	21	4	12	0	2	1	4	0	4	24	0	3632
0-24	3266	401	21	4	13	0	2	1	5	0	4	24	0	3741

Channel 1 - Eastbound

[illegible]

7-19	2718	350	23	14	13	0	3	2	9	0	2	43	0	3177
6-22	3088	374	23	15	15	0	3	2	9	0	2	45	0	3576
6-24	3192	382	23	15	15	0	3	3	9	0	2	45	0	3689
0-24	3252	402	24	16	16	0	3	3	9	0	3	48	0	3776

Channel 2 - Westbound

[illegible]

7-19	2730	340	16	2	11	0	1	1	3	0	2	34	0	3140
6-22	3096	362	17	2	11	0	1	1	3	0	2	35	0	3530
6-24	3168	365	17	2	11	0	1	1	3	0	2	35	0	3605
0-24	3258	379	17	2	11	0	1	1	4	0	2	35	0	3710

Manston ATC 11, A253

Channel 1 - Eastbound

07/03/2017	Vehicle Speeds (MPH)													TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+		
1	0	0	0	1	2	0	3	6	5	0	0	0	17	
2	0	0	0	0	1	5	2	2	3	1	0	0	14	
3	0	0	0	0	0	2	1	2	1	1	0	0	7	
4	0	0	0	0	2	1	3	3	4	4	0	0	17	
5	0	0	0	0	0	2	1	2	1	0	0	0	6	
6	0	0	0	1	7	4	9	9	5	4	0	0	39	
7	0	0	0	2	9	13	26	21	10	4	1	0	86	
8	0	0	1	16	18	60	68	29	17	4	1	0	214	
9	0	4	6	5	19	83	83	46	15	2	0	1	264	
10	0	0	0	7	19	65	90	42	6	7	1	0	237	
11	0	2	0	4	29	44	52	28	9	2	0	0	170	
12	0	4	5	12	26	58	48	32	7	5	0	1	198	
13	0	5	1	10	50	60	64	31	3	2	0	0	226	
14	0	1	0	11	59	97	51	27	12	3	1	1	263	
15	0	4	12	19	49	64	50	21	7	5	0	0	231	
16	0	4	5	22	46	87	66	24	10	5	2	0	271	
17	0	2	2	11	65	145	79	35	20	3	1	0	363	
18	0	0	1	11	51	156	136	46	16	8	3	0	428	
19	0	1	0	10	43	75	93	41	7	3	1	0	274	
20	0	1	0	1	24	51	36	24	9	5	1	1	153	
21	0	0	0	1	10	30	35	19	13	0	0	0	108	
22	0	0	0	2	11	33	31	7	5	3	2	1	95	
23	0	0	1	0	8	26	17	12	4	2	1	0	71	
24	0	1	0	0	0	9	9	5	3	5	0	0	32	

7-19	0	27	33	138	474	994	880	402	129	49	10	3	3139
6-22	0	28	33	144	528	1121	1008	473	166	61	14	5	3581
6-24	0	29	34	144	536	1156	1034	490	173	68	15	5	3684
0-24	0	29	34	146	548	1170	1053	514	192	78	15	5	3784

Channel 2 - Westbound

07/03/2017	Vehicle Speeds (MPH)													TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+		
1	0	0	0	0	1	0	4	2	1	2	1	0	11	
2	0	0	0	0	2	0	1	4	1	2	0	0	10	
3	0	0	0	0	0	0	1	3	0	1	0	0	5	
4	0	0	0	0	2	1	5	0	2	0	1	0	11	
5	0	0	0	0	0	3	1	9	3	5	1	0	22	
6	0	0	0	0	2	8	18	10	5	2	0	0	50	
7	0	0	0	0	12	29	58	31	13	12	1	0	156	
8	0	0	9	13	96	169	103	49	11	6	0	0	456	
9	0	0	2	30	62	108	96	48	12	4	1	0	363	
10	0	0	0	10	74	108	75	36	7	2	0	0	312	
11	0	1	0	9	38	105	62	14	9	2	1	0	241	
12	0	5	3	11	40	70	43	16	5	7	0	0	200	
13	0	0	0	5	63	82	46	20	5	1	1	0	223	
14	0	0	1	11	39	96	59	18	7	6	2	0	239	
15	0	0	0	3	38	81	49	21	9	1	1	0	203	
16	0	0	1	3	44	73	66	20	13	6	2	0	228	
17	0	1	3	16	48	87	58	22	4	6	0	0	245	
18	0	0	1	10	49	86	84	38	8	3	0	0	279	
19	0	0	0	8	46	59	47	19	12	4	0	0	195	
20	0	0	0	0	20	31	35	18	10	6	1	0	121	
21	0	0	0	1	1	23	16	19	5	2	0	0	67	
22	0	0	0	0	2	8	12	18	5	3	0	0	48	
23	0	0	0	0	2	10	5	9	7	0	1	0	34	
24	0	0	0	0	1	5	8	5	2	1	0	0	22	

7-19	0	7	20	129	637	1124	788	321	102	48	8	0	3184
6-22	0	7	20	130	672	1215	909	407	135	71	10	0	3576
6-24	0	7	20	130	675	1230	922	421	144	72	11	0	3632
0-24	0	7	20	130	682	1242	952	449	156	87	16	0	3741

Channel 1 - Eastbound

08/03/2017	Vehicle Speeds (MPH)													TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+		
1	0	0	0	0	0	2	6	4	2	0	0	0	14	
2	0	0	0	0	1	4	7	5	1	0	0	0	18	
3	0	0	0	0	1	0	2	1	3	0	0	0	7	
4	0	0	0	0	1	2	3	1	2	0	0	0	9	
5	0	0	0	0	2	1	2	1	2	1	0	0	9	
6	0	0	0	2	6	8	8	3	3	0	0	0	30	
7	0	0	0	3	8	15	20	14	7	4	1	0	72	
8	0	1	0	2	38	58	49	28	8	4	0	0	188	
9	0	4	9	7	51	85	64	23	4	3	0	0	250	
10	0	1	1	8	33	94	36	21	5	2	0	0	201	
11	0	1	2	2	34	80	49	19	0	1	0	0	188	
12	0	1	0	7	36	74	47	16	1	0	0	0	182	
13	0	4	1	7	55	85	45	18	4	2	1	0	222	
14	0	0	0	2	59	90	69	23	3	0	0	0	246	
15	0	0	0	8	74	103	76	19	5	3	0	0	288	
16	0	0	0	14	63	126	86	19	6	1	0	0	315	
17	0	0	4	6	66	146	96	22	11	4	0	0	355	
18	0	2	1	13	81	171	129	29	7	7	2	0	442	
19	0	0	0	24	70	108	70	22	6	0	0	0	300	
20	0	0	0	5	26	32	32	18	7	4	0	0	124	
21	0	2	0	3	24	21	25	32	9	4	0	0	120	
22	0	0	0	2	9	25	29	15	1	2	0	0	83	
23	0	0	0	2	17	22	32	6	3	1	0	0	83	
24	0	0	0	1	8	5	9	2	4	0	1	0	30	

7-19	0	14	18	100	660	1220	816	259	60	27	3	0	3177
6-22	0	16	18	113	727	1313	922	338	84	41	4	0	3576
6-24	0	16	18	116	752	1340	963	346	91	42	5	0	3689
0-24	0	16	18	118	763	1357	991	361	104	43	5	0	3776

Channel 2 - Westbound

08/03/2017	Vehicle Speeds (MPH)													
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+	TOTAL	
1	0	0	0	0	0	1	4	5	1	0	1	0	12	
2	0	0	0	0	0	3	3	1	0	0	0	0	7	
3	0	0	0	0	0	1	4	0	2	0	0	0	7	
4	0	0	0	0	1	2	1	1	0	2	0	0	7	
5	0	0	0	0	1	4	6	8	1	2	0	0	22	
6	0	0	0	0	3	3	18	12	8	5	1	0	50	
7	0	0	0	0	5	26	51	33	18	5	0	0	138	
8	0	2	1	30	99	173	88	50	11	3	0	0	457	
9	0	3	15	19	106	130	74	18	4	1	1	0	371	
10	0	1	1	10	62	106	56	21	4	0	0	0	261	
11	0	0	0	8	39	104	47	15	5	2	0	0	220	
12	0	1	0	3	70	77	54	27	7	0	0	0	239	
13	0	0	0	11	54	61	44	19	6	2	1	0	198	
14	0	0	10	11	68	95	46	21	4	4	0	1	260	
15	0	0	0	5	53	75	52	15	2	0	0	0	202	
16	0	0	0	4	40	89	61	24	5	1	0	0	224	
17	0	0	1	12	26	92	59	35	6	1	1	0	233	
18	0	0	0	15	79	103	65	18	11	1	0	0	292	
19	0	2	5	7	34	72	41	15	2	4	1	0	183	
20	0	1	0	0	10	37	29	23	12	9	1	0	122	
21	0	0	0	2	7	18	22	16	9	1	2	0	77	
22	0	0	0	0	4	13	13	17	4	1	1	0	53	
23	0	0	1	0	3	12	19	11	8	3	0	0	57	
24	0	0	0	0	0	1	8	3	3	2	1	0	18	

7-19	0	9	33	135	730	1177	687	278	67	19	4	1	3140
6-22	0	10	33	137	756	1271	802	367	110	35	8	1	3530
6-24	0	10	34	137	759	1284	829	381	121	40	9	1	3605
0-24	0	10	34	137	764	1298	865	408	133	49	11	1	3710

Manston ATC 11, A253

Channel 1 - Eastbound

09/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	16	4	0	0	0	0	0	0	0	0	1	0	0	21
2	10	3	0	0	0	0	0	0	0	0	0	1	0	14
3	8	2	0	0	0	0	0	0	0	0	0	0	0	10
4	10	1	0	0	0	0	0	0	0	0	0	0	0	11
5	4	1	0	0	0	0	0	0	0	0	0	2	0	7
6	24	7	0	1	0	0	0	0	0	0	0	0	0	32
7	56	10	1	0	2	0	0	1	1	0	0	0	0	71
8	181	15	0	1	4	0	0	0	1	0	0	5	0	207
9	247	33	0	1	2	0	0	0	1	0	3	3	0	290
10	168	37	2	0	0	0	0	0	1	0	0	1	0	209
11	142	28	2	1	0	0	0	0	0	0	0	4	0	177
12	175	35	2	2	1	0	1	0	1	1	1	3	0	222
13	166	28	1	0	0	0	1	1	0	0	1	5	0	203
14	243	21	3	0	1	0	0	0	1	0	1	2	0	272
15	246	27	7	1	0	0	0	0	1	0	1	4	0	287
16	276	25	1	1	1	0	0	1	1	0	0	4	0	310
17	315	31	1	1	0	0	0	0	1	0	0	1	0	350
18	394	30	3	0	1	0	0	0	2	0	0	3	0	433
19	287	18	0	0	1	0	0	0	0	0	1	4	0	311
20	152	11	0	0	1	0	0	0	0	0	0	2	0	166
21	94	1	0	0	0	0	0	0	0	0	0	0	0	95
22	79	4	0	0	0	0	0	0	0	0	0	0	0	83
23	76	5	1	0	0	0	0	0	0	0	0	1	0	83
24	25	0	0	0	0	0	0	0	0	0	1	0	0	26
7-19	2840	328	22	8	11	0	2	2	10	1	8	39	0	3271
6-22	3221	354	23	8	14	0	2	3	11	1	8	41	0	3686
6-24	3322	359	24	8	14	0	2	3	11	1	9	42	0	3795
0-24	3394	377	24	9	14	0	2	3	11	1	10	45	0	3890

Channel 2 - Westbound

09/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	11	1	0	0	0	0	0	0	0	0	0	0	0	12
2	9	2	0	0	0	0	0	0	0	0	0	0	0	11
3	6	3	0	0	0	0	0	0	0	0	0	0	0	9
4	8	1	0	0	0	0	0	0	0	0	0	0	0	9
5	20	3	0	0	1	0	0	0	0	0	0	0	0	24
6	39	1	0	0	0	0	0	0	0	0	0	0	0	40
7	155	14	0	0	0	0	0	0	0	0	0	0	0	169
8	408	42	0	1	0	0	0	1	0	1	0	1	0	454
9	315	33	1	0	0	0	0	0	1	0	0	0	0	350
10	230	28	0	0	1	0	0	0	3	0	1	2	0	265
11	189	29	3	0	0	0	0	0	0	0	0	2	0	223
12	193	30	4	1	0	0	0	0	2	0	0	3	0	233
13	222	23	2	1	1	0	0	1	1	0	0	3	0	254
14	210	33	8	1	1	0	0	0	1	0	2	3	0	259
15	189	24	7	1	0	0	0	0	0	0	0	1	0	222
16	210	28	0	1	3	0	0	0	2	0	0	4	0	248
17	207	27	0	0	2	0	0	0	2	0	0	1	0	239
18	254	14	0	0	0	0	0	1	0	0	0	1	0	270
19	193	8	0	0	0	0	0	0	0	0	0	0	0	201
20	109	6	0	0	0	0	0	0	0	0	0	1	0	116
21	61	0	0	0	0	0	0	0	0	0	0	0	0	61
22	51	3	0	0	0	0	0	0	0	0	0	0	0	54
23	37	1	0	0	0	0	0	0	0	0	0	0	0	38
24	24	6	0	0	0	0	0	0	0	0	0	0	0	30
7-19	2820	319	25	6	8	0	0	3	12	1	3	21	0	3218
6-22	3196	342	25	6	8	0	0	3	12	1	3	22	0	3618
6-24	3257	348	25	8	8	0	0	3	12	1	3	22	0	3686
0-24	3350	360	25	6	9	0	0	3	12	1	3	22	0	3791

Channel 1 - Eastbound

10/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	13	4	0	0	0	0	0	0	0	0	0	0	0	17
2	9	2	0	0	0	0	0	0	0	0	1	1	0	13
3	7	2	0	0	0	0	0	0	0	0	0	0	0	9
4	8	0	0	0	1	0	0	0	0	0	0	0	0	9
5	7	2	0	0	0	0	0	0	0	0	0	0	0	9
6	22	6	0	0	1	0	0	0	0	0	0	1	0	30
7	56	7	0	0	0	0	0	0	0	0	0	1	0	64
8	179	17	2	1	0	0	0	1	0	0	0	1	0	201
9	251	28	3	2	2	0	0	0	0	0	1	2	0	289
10	173	33	2	2	1	0	0	0	1	0	0	1	0	213
11	150	31	3	0	1	0	0	0	0	0	2	5	0	192
12	193	32	6	0	1	0	0	0	0	0	0	6	0	238
13	195	32	5	2	0	0	1	0	0	0	0	2	0	237
14	233	27	4	2	0	0	0	1	2	0	0	4	0	273
15	280	22	6	1	0	0	0	0	1	0	0	2	0	312
16	285	27	3	1	1	0	0	0	0	0	0	2	0	319
17	292	26	0	1	1	0	1	1	1	0	1	4	0	328
18	379	23	0	0	0	0	0	1	0	0	0	2	0	405
19	258	11	0	0	1	0	0	0	0	0	0	2	0	272
20	138	10	0	0	0	0	0	0	0	0	0	1	0	149
21	97	5	0	0	0	0	0	0	0	0	0	0	0	102
22	70	2	0	0	0	0	0	0	0	0	0	1	0	73
23	99	2	0	0	0	0	0	0	0	0	0	0	0	101
24	42	2	0	0	0	0	0	0	0	0	0	0	0	44
7-19	2868	309	34	12	8	0	2	4	5	0	4	33	0	3279
6-22	3229	333	34	12	8	0	2	4	5	0	4	36	0	3667
6-24	3370	337	34	12	8	0	2	4	5	0	4	36	0	3812
0-24	3436	353	34	12	10	0	2	4	5	0	5	38	0	3899

Channel 2 - Westbound

10/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	7	2	0	0	0	0	0	0	0	0	0	0	0	9
2	12	6	0	0	0	0	0	0	0	0	0	0	0	18
3	5	3	0	0	0	0	0	0	0	0	0	0	0	8
4	6	1	0	0	0	0	0	0	0	0	1	0	0	8
5	18	0	0	0	0	0	0	0	0	0	0	0	0	18
6	54	3	0	0	0	0	0	0	0	0	0	0	0	57
7	151	11	0	0	0	0	0	0	0	0	0	0	0	162
8	398	43	0	0	0	0	0	0	0	0	0	0	0	441
9	332	39	0	0	0	0	1	1	0	0	1	2	0	376
10	233	34	1	0	0	0	0	0	0	0	0	1	0	269
11	220	37	2	1	0	0	0	0	2	0	0	2	0	264
12	219	33	3	2	0	0	0	0	1	0	0	2	0	260
13	214	26	2	2	0	0	1	0	1	0	0	3	0	249
14	218	36	3	2	0	0	0	0	0	0	0	3	0	262
15	181	36	2	2	1	0	1	0	0	0	0	4	0	227
16	207	24	3	0	3	0	0	0	0	0	0	4	0	241
17	247	32	0	0	0	0	1	0	0	0	0	0	0	280
18	231	19	0	0	0	0	0	0	0	0	0	3	0	253
19	197	12	1	0	1	0	0	0	0	0	0	0	0	211
20	146	10	0	0	0	0	0	0	0	0	0	0	0	156
21	74	1	0	0	0	0	0	0	0	0	0	0	0	75
22	53	3	0	0	0	0	0	0	0	0	0	0	0	56
23	62	3	0	0	0	0	0	0	0	0	0	0	0	65
24	32	4	0	0	0	0	0	0	0	0	0	0	0	36
7-19	2897	371	17	9	5	0	4	1	4	0	1	24	0	3333
6-22	3321	396	17	9	5	0	4	1	4	0	1	24	0	3782
6-24	3415	403	17	9	5	0	4	1	4	0	1	24	0	3883
0-24	3517	418	17	9	5	0	4	1	4	0	2	24	0	4001

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Channel 1 - Eastbound

11/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	20	2	0	0	0	0	0	0	0	0	1	2	0	25
2	11	3	0	0	0	0	0	0	0	0	0	0	0	14
3	7	0	0	0	1	0	0	0	1	0	0	0	0	9
4	11	0	0	0	0	0	0	0	0	0	0	1	0	12
5	8	1	0	0	0	0	0	0	0	0	0	1	0	10
6	14	5	0	0	0	0	0	0	0	0	0	1	0	20
7	29	6	0	0	0	0	1	0	0	0	0	1	0	37
8	65	10	0	1	0	0	1	1	0	0	0	2	0	80
9	105	12	0	1	0	0	0	0	0	0	0	0	0	118
10	153	14	1	1	0	0	0	0	0	0	0	1	0	170
11	200	12	0	0	0	0	1	0	0	0	0	3	0	216
12	229	9	0	0	1	0	0	0	0	0	0	2	0	241
13	245	13	0	0	1	0	0	1	0	0	0	1	0	261
14	259	12	0	0	0	0	0	0	0	0	0	2	0	273
15	270	7	0	1	0	0	0	0	0	1	0	2	0	281
16	278	8	0	0	0	0	0	0	0	0	0	1	0	287
17	275	14	0	0	0	0	0	0	0	0	0	1	0	290
18	220	10	0	0	0	0	0	1	0	0	0	2	0	233
19	212	11	0	0	1	0	0	0	0	0	0	2	0	226
20	114	7	0	0	0	0	0	0	0	0	0	1	0	122
21	80	0	0	0	0	0	0	0	0	0	0	0	0	80
22	75	0	0	0	0	0	0	0	0	0	0	0	0	75
23	80	0	0	0	0	0	0	1	0	0	0	0	0	81
24	46	5	0	0	0	0	0	0	0	0	0	0	0	51
7-19	2511	132	1	4	3	0	2	3	0	1	0	19	0	2676
6-22	2809	145	1	4	3	0	3	3	0	1	0	21	0	2990
6-24	2935	150	1	4	3	0	3	4	0	1	0	21	0	3122
0-24	3006	161	1	4	4	0	3	4	1	1	1	26	0	3212

Channel 2 - Westbound

11/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	21	2	0	0	0	0	0	0	0	0	0	0	0	23
2	12	5	0	0	0	0	0	0	0	0	0	0	0	17
3	9	4	0	0	0	0	0	0	0	0	0	0	0	13
4	9	0	0	0	0	0	0	0	1	0	0	0	0	10
5	11	0	0	0	0	0	0	0	0	0	0	0	0	11
6	25	0	0	0	0	0	0	0	0	0	0	0	0	25
7	62	7	0	0	0	0	0	0	1	0	0	0	0	70
8	136	11	0	0	0	0	0	0	0	0	0	2	0	149
9	167	16	1	0	0	0	0	0	0	0	0	1	0	185
10	226	6	1	0	1	0	0	0	1	0	0	1	0	236
11	251	17	0	0	2	0	0	0	0	0	0	1	0	271
12	298	12	0	0	0	0	0	0	0	0	0	1	0	311
13	259	14	0	0	1	0	0	0	0	0	1	2	0	277
14	257	13	0	0	1	0	0	0	0	0	0	1	0	272
15	197	12	0	0	0	0	0	0	0	0	0	1	0	210
16	226	9	0	0	0	0	0	0	0	0	0	0	0	235
17	175	12	0	0	0	0	0	0	0	0	0	0	0	187
18	185	6	0	0	1	0	0	0	0	0	0	0	0	192
19	162	4	0	0	0	0	0	0	0	0	0	0	0	166
20	123	5	0	0	0	0	0	0	0	0	0	0	0	128
21	81	3	0	0	0	0	0	0	0	0	0	0	0	84
22	67	4	0	0	0	0	0	0	0	0	0	0	0	71
23	51	4	0	0	0	0	0	0	0	0	0	0	0	55
24	45	1	0	0	0	0	0	0	0	0	0	0	0	46
7-19	2539	132	2	0	6	0	0	0	1	0	1	10	0	2691
6-22	2872	151	2	0	6	0	0	0	2	0	1	10	0	3044
6-24	2959	156	2	0	8	0	0	0	2	0	1	10	0	3145
0-24	3055	167	2	0	6	0	0	0	3	0	1	10	0	3244

Channel 1 - Eastbound

12/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	32	4	0	0	0	0	0	0	0	0	1	0	0	37
2	18	2	0	0	0	0	0	0	0	0	0	0	0	20
3	12	2	0	0	0	0	0	0	0	0	0	1	0	15
4	10	0	0	0	0	0	0	0	0	0	0	0	0	10
5	11	2	0	0	0	0	0	0	0	0	0	0	0	13
6	12	4	0	0	0	0	0	0	0	0	0	0	0	16
7	23	1	0	0	0	0	0	0	0	0	0	0	0	24
8	44	3	0	0	1	0	0	0	0	0	0	0	0	48
9	54	5	0	0	0	0	1	0	0	0	0	0	0	60
10	122	6	1	0	0	0	0	0	0	0	0	0	0	129
11	141	3	0	0	1	0	0	0	0	0	0	0	0	145
12	206	7	0	1	0	0	0	1	0	0	0	0	0	215
13	215	11	0	0	0	0	1	0	0	0	0	0	0	227
14	240	15	0	0	0	0	0	2	0	0	0	1	0	258
15	230	8	0	0	0	0	0	0	0	0	0	0	0	238
16	213	8	0	0	0	0	1	0	0	0	0	2	0	224
17	225	7	0	0	0	0	0	0	0	0	0	0	0	232
18	157	3	0	0	0	0	1	0	0	0	0	0	0	161
19	145	3	0	0	1	0	0	0	0	0	0	0	0	149
20	89	6	0	0	0	0	0	0	0	0	0	0	0	95
21	66	3	0	0	0	0	0	0	0	0	0	0	0	69
22	34	3	0	0	0	0	0	0	0	0	0	0	0	37
23	18	2	0	0	0	0	0	1	0	0	0	0	0	21
24	14	2	0	0	0	0	0	0	0	0	0	0	0	16
7-19	1992	79	1	1	3	0	4	3	0	0	0	3	0	2086
6-22	2204	92	1	1	3	0	4	3	0	0	0	3	0	2311
6-24	2236	96	1	1	3	0	4	4	0	0	0	3	0	2348
0-24	2331	110	1	1	3	0	4	4	0	0	1	4	0	2459

Channel 2 - Westbound

12/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	36	1	0	0	0	0	0	0	0	0	0	0	0	37
2	13	4	0	0	0	0	0	0	0	0	0	0	0	17
3	9	3	0	0	0	0	0	0	0	0	0	0	0	12
4	9	1	0	0	0	0	0	0	0	0	0	0	0	10
5	9	2	0	0	0	0	0	0	0	0	0	0	0	11
6	26	0	0	0	0	0	0	0	0	0	0	0	0	26
7	52	6	0	0	0	0	0	0	0	0	0	0	0	58
8	80	6	0	0	0	0	1	0	0	0	0	0	0	87
9	124	7	0	0	0	0	0	0	0	0	0	0	0	131
10	164	5	0	0	1	0	0	0	0	0	0	0	0	170
11	170	10	0	0	1	0	0	0	0	0	0	1	0	182
12	195	9	0	1	0	0	0	0	0	0	0	0	0	205
13	238	7	0	1	0	0	1	0	0	0	0	0	0	247
14	218	14	0	0	0	0	0	0	0	0	0	0	0	232
15	174	7	0	0	0	0	0	0	0	0	0	1	0	182
16	170	4	0	0	0	0	1	0	0	0	0	0	0	175
17	152	14	0	0	0	0	0	0	0	0	0	1	0	167
18	125	7	0	0	0	0	0	0	0	0	0	0	0	132
19	106	3	0	0	0	0	0	0	0	0	0	0	0	109
20	93	3	0	0	0	0	0	0	0	0	0	0	0	96
21	56	4	0	0	0	0	0	0	0	0	0	0	0	60
22	50	3	0	0	0	0	0	0	0	0	0	0	0	53
23	30	4	0	0	0	0	0	0	0	0	0	0	0	34
24	14	1	0	0	0	0	0	0	0	0	0	0	0	15
7-19	1916	93	0	2	2	0	3	0	0	0	0	3	0	2019
6-22	2167	109	0	2	2	0	3	0	0	0	0	3	0	2286
6-24	2211	114	0	2	2	0	3	0	0	0	0	3	0	2335
0-24	2313	125	0	2	2	0	3	0	0	0	0	3	0	2448

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Channel 1 - Eastbound

13/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	13	1	0	0	0	0	0	0	0	0	0	1	0	15	
2	7	3	0	0	0	0	0	0	0	0	1	0	0	11	
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
4	4	2	0	0	0	0	0	0	0	0	0	0	0	6	
5	7	1	0	0	0	0	0	0	0	0	0	0	0	8	
6	20	10	1	1	0	0	0	0	0	0	0	0	0	32	
7	64	9	0	0	1	0	0	0	0	0	0	1	0	75	
8	197	18	0	2	1	0	0	0	0	0	0	1	0	219	
9	216	21	1	1	3	0	0	0	0	0	1	2	0	245	
10	161	22	2	1	0	0	1	0	0	0	1	3	0	191	
11	148	24	1	4	1	0	0	0	1	0	0	3	0	182	
12	168	31	3	2	1	0	0	0	2	0	0	3	0	210	
13	177	20	2	4	0	0	0	0	1	0	0	2	0	206	
14	203	21	5	2	0	0	1	0	1	0	0	4	0	237	
15	180	22	1	5	1	0	0	0	1	0	1	4	0	215	
16	272	29	7	1	1	0	0	0	0	0	0	1	0	311	
17	331	26	1	1	2	0	1	1	1	1	0	5	0	370	
18	398	33	0	0	0	0	0	2	0	0	1	3	0	437	
19	284	15	2	0	1	0	0	1	0	0	0	4	0	307	
20	125	6	0	0	0	0	0	0	0	0	0	1	0	132	
21	69	8	0	0	0	0	0	0	0	0	0	0	0	77	
22	93	5	0	0	0	0	0	0	0	0	0	1	0	99	
23	45	1	0	0	0	0	0	0	0	0	0	1	0	47	
24	21	0	0	0	0	0	0	0	0	0	0	0	0	21	
7-19	2735	282	25	23	11	0	3	4	7	1	4	35	0	3130	
6-22	3086	310	25	23	12	0	3	4	7	1	4	38	0	3513	
6-24	3152	311	25	23	12	0	3	4	7	1	4	39	0	3581	
0-24	3204	328	26	24	12	0	3	4	7	1	5	40	0	3654	

Channel 2 - Westbound

13/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	6	4	0	0	0	0	0	0	0	0	0	0	0	10	
2	3	2	0	0	0	0	0	0	0	0	0	0	0	5	
3	9	4	1	0	0	0	0	0	0	0	0	0	0	14	
4	5	2	0	0	0	0	0	0	0	0	0	0	0	7	
5	21	2	0	0	0	0	0	0	0	0	0	0	0	23	
6	46	3	0	0	0	0	0	0	0	0	0	0	0	49	
7	140	19	0	0	0	0	0	0	0	0	0	0	0	159	
8	437	33	1	0	1	0	0	0	0	0	0	4	0	476	
9	313	30	1	3	0	0	1	0	1	0	0	0	0	349	
10	240	26	2	2	1	0	0	0	0	0	1	3	0	275	
11	188	25	0	0	0	0	1	0	1	0	0	1	0	216	
12	172	30	1	0	0	0	0	0	0	0	0	4	0	207	
13	172	24	0	0	3	0	0	0	1	0	0	3	0	203	
14	168	28	2	0	2	0	0	0	0	0	0	3	0	203	
15	179	37	4	2	1	0	0	0	0	1	1	4	0	229	
16	200	24	0	1	2	0	0	0	1	0	0	2	0	230	
17	199	22	1	1	3	0	0	1	0	0	0	5	0	232	
18	264	19	0	0	0	0	0	0	0	0	0	0	0	283	
19	206	12	0	0	0	0	0	0	0	0	0	0	0	218	
20	110	10	0	0	0	0	0	0	0	0	0	0	0	120	
21	66	8	0	0	0	0	0	0	0	0	0	0	0	74	
22	43	3	0	0	0	0	0	0	0	0	0	0	0	46	
23	37	5	0	1	0	0	0	0	0	0	0	0	0	43	
24	9	2	0	0	0	0	0	0	0	0	0	0	0	11	
7-19	2738	310	12	9	13	0	2	1	4	1	2	29	0	3121	
6-22	3097	350	12	9	13	0	2	1	4	1	2	29	0	3520	
6-24	3143	357	12	10	13	0	2	1	4	1	2	29	0	3574	
0-24	3233	374	13	10	13	0	2	1	4	1	2	29	0	3682	

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Channel 1 - Eastbound

13/03/2017	Vehicle Speeds (MPH)													TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+		
1	0	0	0	0	2	2	3	5	0	2	1	0	15	
2	0	0	0	0	0	1	3	3	0	3	0	0	11	
3	0	0	0	0	0	0	1	0	0	0	0	0	1	
4	0	0	0	1	1	0	1	1	2	0	0	0	6	
5	0	0	0	0	1	0	3	2	2	0	0	0	8	
6	0	0	0	1	5	0	10	9	3	4	0	0	32	
7	0	1	0	0	2	17	20	17	13	3	2	0	75	
8	0	1	3	2	17	52	78	47	12	5	1	1	219	
9	0	0	0	1	14	66	91	44	23	5	0	1	245	
10	1	1	1	3	12	53	65	38	12	5	0	0	191	
11	0	2	2	0	22	61	48	31	12	4	0	0	182	
12	0	3	0	1	22	63	64	41	13	1	2	0	210	
13	0	2	0	1	15	85	61	29	9	3	1	0	206	
14	0	0	5	10	27	81	70	32	7	4	1	0	237	
15	0	2	0	12	37	83	60	18	1	2	0	0	215	
16	0	3	0	8	32	107	106	41	8	5	1	0	311	
17	0	2	0	5	59	121	115	50	12	5	1	0	370	
18	0	2	0	2	55	121	153	80	19	5	0	0	437	
19	0	1	0	12	55	112	81	29	11	5	1	0	307	
20	0	1	0	1	11	35	43	33	5	3	0	0	132	
21	0	0	1	0	4	15	21	17	13	4	1	1	77	
22	0	0	0	0	17	30	31	13	8	0	0	0	99	
23	0	0	1	2	10	11	5	11	5	2	0	0	47	
24	0	0	0	0	1	3	5	4	4	4	0	0	21	
7-19	1	19	11	57	367	1005	992	480	139	49	8	2	3130	
6-22	1	21	12	58	401	1102	1107	560	178	59	11	3	3513	
6-24	1	21	13	60	412	1116	1117	575	187	65	11	3	3581	
0-24	1	21	13	62	422	1119	1138	595	194	74	12	3	3654	

Channel 2 - Westbound

13/03/2017	Vehicle Speeds (MPH)													TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+		
1	0	0	0	0	0	0	4	4	1	1	0	0	10	
2	0	0	0	0	0	0	1	1	1	2	0	0	5	
3	0	0	0	0	1	0	0	9	3	1	0	0	14	
4	0	0	0	0	1	1	0	3	1	0	1	0	7	
5	0	0	0	0	0	1	7	8	4	1	2	0	23	
6	0	0	0	0	2	3	7	16	8	10	2	1	49	
7	0	1	0	0	0	21	40	36	35	23	3	0	159	
8	0	1	0	0	28	92	163	131	42	18	0	1	476	
9	0	0	2	1	16	75	113	87	37	15	3	0	349	
10	0	2	0	5	20	63	96	51	29	8	1	0	275	
11	0	1	0	1	8	37	82	54	24	9	0	0	216	
12	1	1	3	3	11	33	57	62	23	11	1	1	207	
13	0	1	0	0	11	45	71	42	22	9	2	0	203	
14	0	0	0	5	16	47	66	45	13	10	0	1	203	
15	0	2	1	2	30	55	67	42	23	6	1	0	229	
16	0	4	6	0	15	45	70	53	26	10	1	0	230	
17	0	1	0	2	22	45	65	58	24	12	3	0	232	
18	0	0	0	4	9	36	109	71	32	19	3	0	283	
19	0	0	0	1	9	34	63	69	26	12	4	0	218	
20	0	1	0	2	4	18	32	35	14	11	3	0	120	
21	0	0	0	0	2	13	19	13	15	10	1	1	74	
22	0	0	0	2	2	2	6	12	18	4	0	0	46	
23	0	0	0	0	3	5	13	11	8	2	1	0	43	
24	0	0	0	0	0	1	0	7	2	1	0	0	11	
7-19	1	13	12	24	195	607	1022	765	321	139	19	3	3121	
6-22	1	15	12	28	203	661	1119	861	403	187	26	4	3520	
6-24	1	15	12	28	206	667	1132	879	413	190	27	4	3574	
0-24	1	15	12	28	210	672	1151	920	431	205	32	5	3682	

Manston ATC 12, A299 Hengist Way

Channel 1 - Eastbound														
07/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	33	6	0	0	0	0	0	0	0	0	3	1	0	43
2	27	4	0	0	0	0	0	0	0	0	1	2	0	34
3	29	4	0	0	1	0	0	0	3	0	1	1	0	39
4	22	7	1	0	3	0	0	0	1	0	1	1	0	36
5	32	7	1	1	2	0	0	0	1	0	1	1	0	46
6	79	22	1	0	3	0	0	0	2	0	3	4	0	114
7	280	66	1	0	2	0	0	1	3	0	3	1	0	357
8	700	146	6	3	5	0	2	1	6	1	3	8	0	881
9	1014	181	6	1	10	0	0	0	7	1	7	10	0	1237
10	656	164	4	1	8	0	1	1	5	2	6	11	0	859
11	567	111	4	2	13	0	1	0	4	0	2	12	0	716
12	540	113	5	1	6	0	0	1	7	3	8	11	0	695
13	532	120	6	5	8	0	1	0	6	1	5	2	0	686
14	549	139	9	2	8	0	1	3	4	1	4	10	0	730
15	586	115	7	2	8	0	1	0	1	1	7	12	0	740
16	701	132	7	0	10	0	2	0	3	2	5	6	0	868
17	824	174	3	0	4	0	1	2	7	1	4	4	0	1024
18	1142	131	0	0	6	0	1	0	0	3	1	8	0	1292
19	789	88	1	1	0	0	0	0	1	1	1	4	0	886
20	474	56	0	0	2	0	0	1	2	1	1	3	0	540
21	273	25	0	0	3	0	0	0	2	1	1	2	0	307
22	212	16	1	0	2	0	0	0	2	0	0	1	0	234
23	166	13	0	0	0	0	0	0	2	0	3	1	0	185
24	94	8	1	0	0	0	0	0	1	0	0	0	0	104
7-19	8600	1614	58	18	86	0	11	8	51	17	53	98	0	10614
6-22	9839	1777	60	18	95	0	11	10	60	19	58	105	0	12052
6-24	10399	1798	61	18	95	0	11	10	63	19	61	106	0	12341
0-24	10321	1848	64	19	104	0	11	10	70	19	71	116	0	12653

Channel 2 - Westbound														
07/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	31	1	0	0	0	0	0	0	0	0	0	0	0	32
2	33	1	0	0	0	0	0	0	0	0	0	1	0	35
3	31	4	0	0	0	0	0	0	0	0	0	0	0	35
4	28	4	0	0	0	0	0	0	1	0	1	1	0	35
5	122	9	4	0	1	0	0	0	0	0	1	1	0	138
6	304	48	2	0	1	0	0	0	0	0	0	2	0	357
7	507	74	0	0	3	0	1	0	0	0	0	3	0	588
8	908	122	1	1	6	0	0	1	2	4	0	2	0	1047
9	908	130	4	5	14	0	1	0	2	3	1	3	0	1071
10	587	120	5	2	9	0	1	0	2	2	2	10	0	740
11	496	91	5	0	8	0	0	0	8	2	4	10	0	624
12	470	115	3	3	7	0	2	2	1	0	2	10	0	615
13	506	95	4	2	7	0	2	0	0	4	3	10	0	633
14	548	119	8	3	6	0	1	1	1	0	1	3	0	691
15	632	109	2	2	8	0	0	0	5	1	4	10	0	773
16	673	123	3	2	7	0	1	0	3	3	1	8	0	824
17	895	138	3	0	7	1	0	1	2	2	0	5	0	1054
18	1003	112	0	0	3	0	1	0	0	5	0	1	0	1125
19	641	51	0	0	2	0	0	0	1	0	0	1	0	696
20	352	32	0	0	0	0	0	0	0	0	1	0	0	385
21	248	11	0	0	0	0	0	0	1	0	0	0	0	260
22	215	10	0	0	0	0	0	0	0	0	0	0	0	225
23	148	6	1	0	1	0	0	0	0	0	0	0	0	156
24	91	4	0	0	0	0	0	0	2	0	0	0	0	97
7-19	8267	1325	38	20	84	1	9	5	27	26	18	73	0	9893
6-22	9589	1452	38	20	87	1	10	5	28	26	19	76	0	11351
6-24	9838	1462	39	20	88	1	10	5	30	26	19	76	0	11604
0-24	10377	1529	45	20	90	1	10	5	31	26	21	81	0	12236

Channel 1 - Eastbound														
08/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	57	7	0	0	0	0	0	0	1	0	1	0	0	66
2	34	6	0	0	1	0	0	0	1	0	0	2	0	44
3	19	5	0	0	0	0	0	0	0	0	2	0	0	26
4	20	8	0	0	1	0	0	0	2	0	1	0	0	32
5	26	13	0	0	2	0	0	0	1	0	0	3	0	45
6	74	15	2	2	2	0	0	0	3	0	2	4	0	104
7	267	59	2	0	4	0	1	0	5	0	8	2	0	348
8	678	142	4	3	6	2	3	1	4	0	5	13	0	861
9	1022	166	5	3	11	0	2	1	2	4	3	13	0	1232
10	595	166	8	0	8	0	2	1	5	1	2	18	0	806
11	519	138	7	3	7	0	0	0	2	0	6	16	0	698
12	510	131	7	1	7	0	1	1	5	0	3	12	0	678
13	495	118	4	1	6	0	0	0	5	1	9	11	0	650
14	568	125	7	3	6	0	0	1	5	0	3	14	0	732
15	612	135	9	0	13	1	2	1	9	3	3	10	0	798
16	701	119	5	3	4	0	2	0	4	2	3	10	0	853
17	824	162	1	0	5	0	0	0	6	4	2	10	0	1014
18	1123	150	1	0	6	0	0	0	4	8	3	11	0	1306
19	844	87	0	0	4	0	0	1	2	1	0	4	0	943
20	442	46	2	0	5	0	0	0	3	0	3	3	0	504
21	246	32	1	0	2	0	0	0	0	0	0	3	0	284
22	225	15	0	1	1	0	0	0	3	0	0	1	0	246
23	175	9	1	0	1	0	0	0	0	0	0	0	0	186
24	100	7	1	0	0	0	0	0	1	0	1	0	0	110
7-19	8491	1639	58	17	83	3	12	7	53	24	42	142	0	10571
6-22	9671	1791	63	18	95	3	13	7	64	24	53	151	0	11953
6-24	9948	1807	65	18	96	3	13	7	65	24	54	151	0	12249
0-24	10176	1861	67	20	102	3	13	7	73	24	60	160	0	12566

Channel 2 - Westbound														
08/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	37	5	1	0	0	0	0	0	1	0	0	2	0	46
2	17	4	0	0	0	0	0	0	1	0	1	1	0	24
3	32	4	0	0	0	0	0	0	0	0	0	1	0	37
4	26	5	0	0	0	0	0	0	0	0	1	0	0	32
5	120	13	0	0	0	0	0	0	3	0	0	0	0	136
6	284	70	1	0	1	0	1	0	0	0	3	3	0	363
7	464	102	1	0	0	0	1	0	1	2	0	2	0	573
8	857	133	0	1	5	0	0	1	2	1	1	5	0	1006
9	933	139	2	3	5	0	2	0	6	6	0	7	0	1103
10	601	106	0	0	4	0	1	1	4	2	1	13	0	733
11	509	114	7	0	8	0	2	0	2	1	0	11	0	654
12	502	101	5	2	6	0	2	1	1	0	4	16	0	640
13	509	103	4	3	3	0	0	0	3	1	1	12	0	639
14	588	106	7	2	6	0	0	1	4	2	1	20	0	737
15	585	114	3	0	6	0	1	0	4	1	3	12	0	729
16	637	107	6	1	7	0	2	0	0	4	2	6	0	772
17	884	128	1	0	3	0	0	0	2	3	0	5	0	1026
18	1007	113	2	0	3	0	1	0	3	5	0	2	0	1136
19	602	53	1	0	3	0	0	0	0	1	1	2	0	663
20	335	23	0	0	0	0	0	0	3	0	2	0	0	363
21	269	19	0	0	2	0	0	0	2	0	0	0	0	292
22	210	14	0	0	1	0	0	0	0	0	0	2	0	227
23	177	12	0	0	0	0	0	0	0	0	0	1	0	190
24	85	6	0	0	0	0	0	0	2	0	0	0	0	93
7-19	8214	1317	38	12	59	0	11	4	31	27	14	111	0	9838
6-22	9492	1475	39	12	62	0	12	4	37	29	16	115	0	11293
5-24	9754	1493	39	12	62	0	12	4	39	29	16	116	0	11576
0-24	10270	1594	41	12	63	0	13	4	44	29	21	123	0	12211

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Channel 1 - Eastbound														
09/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	46	10	0	0	0	0	0	0	0	0	1	0	0	57
2	31	13	0	0	0	0	0	0	1	0	1	2	0	48
3	27	4	0	0	0	0	0	0	1	0	4	1	0	37
4	22	2	0	0	2	0	0	0	1	0	0	1	0	28
5	24	5	0	0	1	0	0	0	1	0	1	3	0	35
6	77	18	1	1	1	0	0	0	5	0	1	2	0	106
7	278	58	3	0	4	0	0	1	2	0	2	2	0	350
8	729	142	5	0	4	0	2	1	9	0	4	17	0	913
9	1012	171	3	1	12	1	1	2	8	2	7	10	0	1230
10	644	163	5	2	4	0	1	0	5	4	6	13	0	847
11	553	135	9	4	7	1	1	2	5	0	4	19	0	740
12	570	118	4	2	11	1	1	1	2	1	10	7	0	728
13	584	128	2	3	7	0	1	1	6	0	10	11	0	753
14	609	125	4	2	7	0	0	0	7	3	3	8	0	768
15	586	111	9	0	6	0	0	0	7	4	6	11	0	740
16	720	138	2	1	5	0	2	1	9	2	5	17	0	902
17	906	175	1	2	1	0	1	1	4	5	5	9	0	1110
18	1090	170	3	0	5	0	1	0	3	4	3	6	0	1285
19	778	97	0	0	6	0	1	0	3	2	2	10	0	899
20	473	54	1	0	2	0	0	0	0	2	1	2	0	535
21	283	34	0	0	0	0	0	0	6	0	0	4	0	327
22	220	32	0	0	2	0	0	0	4	0	1	0	0	259
23	178	16	1	0	2	0	0	0	3	0	0	2	0	202
24	114	23	0	0	0	0	0	0	2	0	2	3	0	144
7-19	8781	1673	47	17	75	3	12	9	68	27	65	138	0	10915
6-22	10035	1851	51	17	83	3	12	10	80	29	69	146	0	12386
6-24	10327	1890	52	17	85	3	12	10	85	29	71	151	0	12732
0-24	10554	1942	53	18	89	3	12	10	94	29	79	160	0	13043

Channel 2 - Westbound														
09/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	42	5	0	0	0	0	0	0	1	0	0	0	0	48
2	23	4	0	0	1	0	0	0	0	0	0	0	0	28
3	22	9	0	0	1	0	0	0	2	0	1	0	0	35
4	31	6	0	0	0	0	0	0	1	0	0	0	0	38
5	105	18	1	0	2	0	0	0	0	0	1	2	0	129
6	275	67	3	0	2	0	0	0	3	1	2	2	0	355
7	468	103	1	0	4	0	1	0	2	0	1	2	0	582
8	848	152	2	0	8	0	1	0	5	3	0	10	0	1029
9	922	145	2	1	9	0	1	0	3	4	2	9	0	1098
10	617	105	2	5	7	0	0	0	5	4	8	14	0	767
11	445	95	7	1	8	0	2	1	5	1	5	10	0	580
12	457	90	4	3	8	0	0	1	4	0	3	12	0	582
13	563	105	1	1	5	0	1	1	5	0	0	9	0	691
14	568	119	7	4	6	0	0	0	5	2	5	12	0	728
15	644	131	8	3	4	0	1	0	4	5	2	8	0	810
16	805	110	2	1	3	0	1	1	5	1	1	13	0	943
17	853	124	0	0	7	0	1	0	6	4	0	3	0	998
18	965	115	2	0	4	0	1	0	4	4	2	3	0	1100
19	625	67	0	0	4	0	1	1	1	4	1	2	0	706
20	387	38	0	0	0	0	0	0	1	0	1	3	0	430
21	233	38	2	0	1	0	0	0	2	0	1	2	0	279
22	191	22	0	0	3	0	0	0	1	0	1	1	0	219
23	141	15	0	0	1	0	0	0	2	0	0	2	0	161
24	72	9	0	0	1	0	0	0	0	0	0	1	0	83
7-19	8312	1358	37	19	73	0	10	5	52	32	29	105	0	10032
6-22	9591	1559	40	19	81	0	11	5	58	32	33	113	0	11542
6-24	9904	1593	48	19	83	0	11	5	60	32	33	118	0	11786
0-24	10302	1692	44	19	89	0	11	5	67	33	37	120	0	12419

Channel 1 - Eastbound														
10/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	44	10	1	0	0	0	0	0	2	0	3	2	0	62
2	33	8	0	0	0	0	1	0	1	0	1	0	0	44
3	17	3	0	0	0	0	0	0	2	0	1	1	0	24
4	20	4	0	0	3	0	0	0	1	0	2	0	0	30
5	29	4	0	0	1	0	0	0	0	0	1	1	0	36
6	75	19	1	0	2	0	0	0	3	0	2	3	0	105
7	268	64	1	0	3	0	1	0	4	0	5	7	0	353
8	675	142	8	3	10	0	3	0	2	4	1	10	0	858
9	963	158	6	3	14	0	0	2	6	5	2	14	0	1173
10	665	153	3	3	9	0	0	0	3	3	7	15	0	861
11	547	111	7	1	10	0	0	2	4	0	5	16	0	703
12	596	115	6	1	11	0	0	0	8	2	6	14	0	759
13	622	116	4	1	9	0	1	2	3	3	9	9	0	779
14	653	122	1	3	12	0	0	2	7	1	9	5	0	815
15	740	127	9	1	10	0	3	2	11	3	7	8	0	921
16	854	136	3	2	8	0	1	0	6	2	5	8	0	1025
17	943	166	2	4	10	0	1	0	4	2	7	10	0	1149
18	1058	137	1	1	5	0	1	0	5	2	0	4	0	1214
19	854	73	0	1	2	0	0	0	2	0	0	2	0	934
20	592	44	0	0	0	0	0	0	2	1	2	4	0	645
21	345	29	0	0	0	0	0	0	1	0	0	1	0	376
22	229	13	0	0	3	0	0	0	2	0	0	2	0	249
23	211	10	0	0	0	0	2	0	0	0	1	0	0	224
24	141	11	0	0	2	0	0	0	2	0	2	5	0	163
7-19	9170	1556	50	24	110	0	10	10	61	27	58	115	0	11191
6-22	10604	1706	51	24	116	0	11	10	70	28	65	129	0	12814
6-24	10956	1727	51	24	118	0	13	10	72	28	68	134	0	13201
0-24	11174	1775	53	24	124	0	14	10	81	28	78	141	0	13502

Channel 2 - Westbound														
10/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	30	13	1	0	2	0	0	0	0	0	2	1	0	49
2	22	6	0	0	0	0	0	0	1	0	2	1	0	32
3	38	10	0	0	0	0	0	0	1	1	0	0	0	50
4	31	5	0	0	0	0	0	0	0	0	0	1	0	37
5	131	16	1	0	2	0	0	0	1	0	1	0	0	152
6	276	50	1	0	1	0	0	0	0	0	0	3	0	331
7	503	76	1	0	2	0	0	0	2	1	0	1	0	586
8	826	166	2	0	5	0	0	0	2	0	1	4	0	1006
9	897	131	2	1	8	0	0	0	5	4	2	9	0	1059
10	596	118	4	0	6	0	1	0	3	3	6	13	0	750
11	517	123	5	1	5	0	1	1	6	2	2	11	0	674
12	515	102	9	1	5	0	1	1	6	3	2	11	0	656
13	581	119	8	3	7	0	1	1	2	0	3	8	0	733
14	651	142	9	1	5	0	0	1	6	2	3	8	0	828
15	638	133	6	1	10	1	1	0	6	2	3	12	0	813
16	790	117	4	3	9	0	1	2	4	0	0	8	0	938
17	896	127	1	2	7	0	2	0	2	1	1	7	0	1046
18	967	94	3	2	5	0	1	0	0	3	0	2	0	1077
19	582	40	3	1	2	0	0	1	0	1	2	1	0	633
20	440	34	7	0	0	0	0	1	0	0	0	0	0	482
21	248	16	8	0	2	0	0	0	2	0	1	0	0	277
22	200	13	0	0	1	0	0	0	2	0	0	3	0	219
23	211	10	1	0	1	0	0	0	1	0	0	1	0	225
24	173	9	3	0	0	0	0	0	0	0	1	1	0	187
7-19	8456	1412	56	16	74	1	9	7	42	21	25	94	0	10213
6-22	9847	1551	72	16	79	1	9	8	48	22	26	98	0	11777
6-24	10231	1570	76	16	80	1	9	8	49	22	27	100	0	12189
0-24	10759	1670	79	16	85	1	9	8	52	23	32	106	0	12844

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Channel 1 - Eastbound														
11/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	106	11	0	0	1	0	0	0	1	0	0	2	0	121
2	42	5	0	0	1	0	0	0	0	0	0	2	0	50
3	32	3	0	0	1	0	0	0	1	0	3	1	0	41
4	24	3	0	0	2	0	0	0	1	0	1	0	0	31
5	28	5	0	0	1	0	0	0	1	0	2	2	0	39
6	52	12	0	0	2	0	0	0	3	0	2	4	0	75
7	129	21	0	0	1	0	0	0	3	0	3	1	0	158
8	233	42	0	1	2	0	2	0	6	0	1	6	0	293
9	359	75	0	0	3	0	1	0	2	1	0	0	0	441
10	568	67	2	0	2	0	1	0	0	1	0	4	0	645
11	715	70	0	0	1	0	5	2	1	2	2	6	0	804
12	876	65	3	1	3	0	0	1	2	1	2	2	0	956
13	892	72	0	2	5	0	0	0	1	2	0	3	0	977
14	861	84	3	1	1	0	0	0	2	3	1	3	0	959
15	798	60	0	0	4	0	0	1	2	0	0	3	0	868
16	765	65	0	0	3	0	0	0	0	2	0	2	0	837
17	650	51	0	1	2	0	0	0	1	1	1	4	0	711
18	588	49	0	1	3	0	0	1	1	1	1	3	0	649
19	592	42	1	0	0	0	1	0	0	0	0	4	0	640
20	414	36	0	0	2	0	0	0	1	0	0	1	0	454
21	276	28	1	0	0	0	1	0	1	0	1	1	0	309
22	182	16	0	0	1	0	0	0	0	1	0	1	0	201
23	220	13	0	0	0	0	0	0	1	0	2	0	0	236
24	159	13	1	0	1	0	0	0	0	0	0	0	0	174
7-19	7897	742	9	7	29	0	11	5	18	14	8	40	0	8780
6-22	8898	843	10	7	33	0	12	5	23	15	12	44	0	9902
6-24	9277	869	11	7	34	0	12	5	24	15	14	44	0	10312
0-24	9561	908	11	7	42	0	12	5	31	15	22	55	0	10669

Channel 2 - Westbound														
11/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	85	8	2	0	0	0	0	0	0	0	0	2	0	97
2	65	6	1	0	0	0	0	0	0	0	1	2	0	75
3	33	6	1	0	0	0	0	0	0	0	0	0	0	40
4	36	0	0	0	0	0	0	0	1	0	1	0	0	38
5	58	4	0	0	0	0	0	0	0	0	0	0	0	62
6	93	9	1	0	0	0	0	0	0	0	0	1	0	104
7	205	29	3	0	1	0	0	0	1	0	0	0	0	239
8	296	48	1	0	1	0	0	0	0	1	0	4	0	351
9	415	64	0	1	1	0	2	0	0	1	0	6	0	490
10	560	59	1	1	3	0	0	0	0	0	0	3	0	627
11	576	54	1	0	1	0	0	0	0	4	1	5	0	642
12	738	53	1	0	4	0	0	1	0	2	0	3	0	802
13	711	51	0	0	2	0	0	0	3	0	0	2	0	769
14	750	70	1	0	2	0	0	0	0	5	0	8	0	836
15	756	62	0	1	2	0	0	0	1	2	1	3	0	828
16	719	57	2	1	3	0	2	1	2	0	0	2	0	789
17	737	62	0	3	2	0	0	0	0	1	0	0	0	805
18	668	46	0	0	2	0	0	0	0	2	0	0	0	718
19	541	37	2	0	0	0	0	0	0	2	0	1	0	583
20	367	28	2	1	1	0	0	0	0	0	0	0	0	399
21	244	20	2	0	0	0	0	0	1	2	0	0	0	269
22	228	15	3	0	0	0	0	0	0	0	0	0	0	246
23	182	15	1	0	2	0	0	0	1	0	1	1	0	203
24	189	18	0	0	0	0	0	0	0	1	0	0	0	208
7-19	7467	663	9	7	23	0	4	2	8	20	2	37	0	8240
6-22	8511	755	19	8	25	0	4	2	8	22	2	37	0	9393
6-24	8982	798	20	8	27	0	4	2	9	23	3	38	0	9804
0-24	9252	821	25	8	27	0	4	2	10	23	5	43	0	10220

Channel 1 - Eastbound														
12/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	123	10	0	0	0	0	1	0	1	0	0	0	0	135
2	61	7	0	0	0	0	0	0	1	0	1	1	0	71
3	36	3	0	0	0	0	0	0	1	0	0	1	0	41
4	28	5	1	0	0	0	0	0	0	0	1	0	0	35
5	24	4	0	0	0	0	0	0	1	0	0	0	0	29
6	28	9	0	0	2	0	0	0	1	0	0	2	0	42
7	79	8	0	0	1	0	0	0	1	0	2	0	0	91
8	183	14	0	0	1	0	0	0	3	0	0	2	0	203
9	182	29	1	0	2	0	1	0	1	0	0	0	0	216
10	411	34	1	0	2	0	1	0	1	0	1	1	0	452
11	584	37	0	1	0	0	0	1	1	0	0	3	0	627
12	760	58	0	1	3	0	1	0	1	2	1	2	0	829
13	887	74	0	0	2	0	0	0	1	1	0	1	0	966
14	898	62	0	0	4	0	0	0	0	3	0	3	0	970
15	767	49	0	0	1	0	1	0	2	1	0	2	0	823
16	676	49	0	0	2	0	3	0	1	0	0	3	0	734
17	639	57	0	0	0	0	0	0	1	1	0	3	0	701
18	520	36	0	0	0	0	1	0	0	3	0	2	0	562
19	470	36	1	0	2	0	0	0	0	0	0	5	0	514
20	402	29	0	0	0	0	0	0	0	0	0	1	0	432
21	244	16	0	0	2	0	0	0	3	0	0	0	0	265
22	164	17	1	0	1	0	0	0	0	0	0	1	0	184
23	131	9	1	0	0	0	0	0	0	0	3	0	0	144
24	74	13	0	0	1	0	0	0	0	0	1	0	0	89
7-19	6977	535	3	2	19	0	8	1	12	11	2	27	0	7597
6-22	7866	605	4	2	23	0	8	1	16	11	4	29	0	8569
6-24	8071	627	5	2	24	0	8	1	16	11	8	29	0	8802
0-24	8371	665	6	2	26	0	9	1	21	11	10	33	0	9155

Channel 2 - Westbound														
12/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	110	5	1	0	0	0	0	0	0	0	0	0	0	116
2	59	5	0	0	0	0	0	0	0	0	0	0	0	64
3	44	3	0	0	0	0	0	0	0	0	0	0	0	47
4	41	3	1	0	0	0	0	0	0	0	0	0	0	45
5	30	6	1	0	0	0	0	0	0	0	0	0	0	37
6	82	5	2	0	0	0	0	0	0	0	0	0	0	89
7	126	18	3	0	0	0	0	0	0	2	0	0	0	149
8	173	14	2	0	1	0	0	0	2	0	1	0	0	193
9	247	27	2	0	0	0	0	0	2	0	0	2	0	280
10	385	23	1	0	4	0	1	0	2	0	0	4	0	420
11	522	37	1	0	3	0	0	0	1	0	1	3	0	568
12	603	48	2	0	1	0	1	0	0	1	0	0	0	656
13	753	45	0	0	2	0	0	1	1	3	0	5	0	810
14	757	65	1	1	2	0	1	0	3	1	0	1	0	832
15	658	56	1	0	1	0	0	0	0	5	0	2	0	723
16	788	58	1	1	1	0	0	0	0	4	0	2	0	855
17	777	66	1	0	1	0	0	0	0	0	0	0	0	845
18	599	40	1	0	1	0	0	0	1	3	2	0	0	647
19	471	26	0	0	0	0	0	0	2	1	0	1	0	501
20	334	17	0	0	0	0	0	0	1	2	1	0	0	355
21	220	12	1	0	2	0	0	0	1	0	0	1	0	237
22	185	17	0	0	0	0	0	0	0	1	0	0	0	203
23	116	9	0	0	1	0	0	0	0	0	0	0	0	126
24	82	7	0	0	0	0	0	0	0	2	0	0	0	91
7-19	6733	505	13	2	17	0	3	1	14	18	4	20	0	7330
6-22	7598	569	17	2	19	0	3	1	16	23	5	21	0	8274
5-24	7796	585	17	2	20	0	3	1	18	23	5	21	0	8491
0-24	8162	612	22	2	20	0	3	1	18	23	5	21	0	8889

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Channel 1 - Eastbound

13/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	39	7	0	0	0	0	0	0	0	0	0	0	0	46
2	28	4	0	0	1	0	0	0	1	0	2	0	0	36
3	19	1	0	0	0	0	0	0	2	0	1	1	0	24
4	7	6	0	0	2	0	0	0	0	0	0	2	0	17
5	27	3	0	0	0	0	0	0	1	0	1	0	0	32
6	82	21	1	1	0	0	1	0	0	0	1	0	0	107
7	281	66	3	0	2	0	0	0	0	1	3	2	0	358
8	730	134	10	0	5	0	3	2	3	0	4	10	0	901
9	1035	180	4	3	9	0	0	1	4	2	5	10	0	1253
10	679	146	4	3	9	0	0	1	7	3	6	15	0	873
11	576	110	6	2	7	0	1	3	4	0	2	16	0	727
12	532	120	10	2	7	0	0	1	4	0	8	12	0	696
13	493	111	7	2	5	0	2	1	2	2	5	4	0	634
14	590	95	5	6	8	0	0	0	5	1	3	12	0	725
15	568	122	8	2	6	0	1	0	8	0	9	10	0	734
16	665	143	8	0	10	0	1	1	8	0	2	13	0	851
17	855	168	3	3	4	1	2	0	4	2	3	8	0	1053
18	1146	163	1	3	4	0	1	1	5	5	1	8	0	1338
19	726	72	3	1	3	1	0	0	1	1	2	7	0	817
20	424	32	0	0	1	0	0	0	2	0	2	4	0	465
21	220	26	0	0	0	0	0	0	0	0	1	2	0	249
22	188	21	0	0	1	0	0	0	0	0	0	0	0	210
23	140	8	0	0	1	0	0	0	3	0	1	3	0	156
24	65	4	0	0	0	0	0	0	0	0	0	0	0	69
7-19	8595	1564	69	27	77	2	11	11	55	16	50	125	0	10602
6-22	9708	1709	72	27	81	2	11	11	57	17	56	133	0	11884
6-24	9913	1791	72	27	82	2	11	11	80	17	57	138	0	12109
0-24	10115	1763	73	28	85	2	12	11	64	17	62	139	0	12371

Channel 2 - Westbound

13/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	30	7	1	0	0	0	0	0	1	0	0	0	0	39
2	30	5	0	0	0	1	0	0	0	0	0	0	0	36
3	33	5	1	0	1	0	0	0	3	0	0	0	0	43
4	38	5	0	0	3	0	0	0	4	0	0	0	0	50
5	143	17	0	0	1	0	0	0	5	0	2	1	0	169
6	307	57	1	0	3	0	1	0	1	1	0	1	0	372
7	497	85	2	1	4	0	0	1	0	1	0	3	0	594
8	859	141	2	2	6	0	1	1	3	1	0	3	0	1019
9	919	122	3	1	9	0	1	1	1	2	2	12	0	1073
10	660	109	4	2	6	0	0	0	6	3	1	10	0	801
11	476	96	2	3	9	0	1	0	5	1	3	13	0	609
12	506	92	4	1	8	0	2	0	6	2	3	7	0	631
13	520	105	6	1	1	1	3	0	2	2	2	13	0	656
14	523	103	3	2	6	0	1	1	1	3	2	11	0	656
15	600	115	6	0	5	0	1	0	8	1	2	4	0	742
16	711	124	2	2	2	0	0	2	2	2	0	8	0	855
17	859	121	3	1	2	1	2	0	7	4	2	10	0	1012
18	1000	99	0	0	1	0	1	0	0	4	0	4	0	1109
19	628	68	3	1	0	0	0	0	0	2	0	1	0	703
20	332	37	6	0	0	0	0	0	0	0	1	0	0	376
21	269	19	2	0	0	0	0	0	1	1	0	2	0	294
22	183	13	2	1	0	0	0	0	0	0	0	0	0	199
23	155	12	3	0	3	0	0	0	1	1	1	1	0	177
24	66	5	2	0	0	0	0	0	0	0	0	0	0	73
7-19	8261	1295	38	16	55	2	13	5	41	27	17	96	0	9866
6-22	9542	1449	50	18	59	2	13	6	42	29	18	101	0	11329
6-24	9763	1466	55	18	62	2	13	6	43	30	19	102	0	11579
0-24	10344	1562	58	18	70	3	14	6	57	31	21	104	0	12288

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Channel 1 - Eastbound

13/03/2017	Vehicle Speeds (MPH)													TOTAL
Hr Ending	0-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-90	91+		
1	0	0	0	0	0	1	7	11	19	7	1	0		46
2	0	0	0	0	3	2	10	9	8	4	0	0		36
3	0	0	0	0	0	2	5	5	9	3	0	0		24
4	0	0	0	0	0	2	3	3	6	3	0	0		17
5	0	0	0	1	1	2	8	13	6	1	0	0		32
6	0	0	0	0	1	9	17	22	34	21	2	1		107
7	0	0	0	0	6	5	38	64	159	66	18	2		358
8	0	0	0	1	3	22	117	207	428	115	7	1		901
9	0	0	0	1	11	47	176	309	566	131	11	1		1253
10	0	0	3	0	11	27	120	195	343	157	17	0		873
11	0	1	0	1	4	34	106	143	317	102	17	2		727
12	0	0	0	1	5	32	108	160	274	99	13	4		696
13	0	0	0	0	1	28	93	157	250	89	13	3		634
14	1	1	2	0	1	32	115	177	297	85	13	1		725
15	0	0	3	0	4	21	103	161	319	98	23	2		734
16	0	1	1	0	11	29	104	151	398	143	13	0		851
17	0	0	0	0	6	30	118	197	522	166	13	1		1053
18	0	0	2	0	8	66	202	308	607	138	6	1		1338
19	0	0	0	1	11	78	128	195	324	70	9	1		817
20	2	0	0	4	24	52	85	92	151	51	4	0		465
21	0	0	0	3	13	34	53	54	74	12	5	1		249
22	0	0	0	0	7	32	51	50	58	10	1	1		210
23	0	1	0	0	8	17	33	35	45	13	3	1		156
24	0	0	0	0	0	6	14	18	26	5	0	0		69
7-19	1	3	11	5	76	446	1490	2360	4645	1393	155	17		10602
6-22	3	3	11	12	126	569	1717	2620	5087	1532	183	21		11884
6-24	3	4	11	12	134	582	1784	2673	5158	1550	185	22		12109
0-24	3	4	11	13	139	610	1814	2736	5240	1589	189	23		12371

Channel 2 - Westbound

13/03/2017	Vehicle Speeds (MPH)													TOTAL
Hr Ending	0-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-90	91+		
1	0	0	0	2	7	16	13	1	0	0	0	0	39	
2	0	0	3	0	16	3	10	4	0	0	0	0	36	
3	0	0	7	6	9	9	10	0	2	0	0	0	43	
4	0	1	2	5	8	13	11	9	1	0	0	0	50	
5	0	1	2	18	20	35	52	29	11	1	0	0	169	
6	0	0	1	17	37	111	125	54	27	0	0	0	372	
7	0	3	2	6	81	179	179	83	54	5	2	0	594	
8	0	0	8	29	125	335	272	146	94	9	1	0	1019	
9	1	4	17	27	151	321	281	162	96	8	3	2	1073	
10	0	5	14	60	144	204	191	99	72	11	1	0	801	
11	0	4	14	49	113	164	156	61	39	8	1	0	609	
12	0	6	16	40	114	148	165	86	50	5	0	1	631	
13	0	4	11	26	98	196	183	78	49	9	1	1	656	
14	0	2	7	24	90	198	194	83	49	7	1	1	656	
15	0	7	10	25	118	223	205	88	62	3	0	1	742	
16	0	4	12	38	121	241	227	100	93	18	0	1	855	
17	6	3	7	43	110	294	266	173	96	14	0	0	1012	
18	6	0	3	8	91	271	340	214	157	16	2	1	1109	
19	0	0	1	8	73	187	212	124	81	16	0	1	703	
20	1	1	0	8	35	104	115	63	45	2	1	1	376	
21	1	0	3	4	40	81	79	46	35	5	0	0	294	
22	0	0	1	10	32	71	46	18	15	6	0	0	199	
23	0	0	2	9	30	58	33	27	16	2	0	0	177	
24	0	0	1	3	13	14	26	10	2	3	1	0	73	
7-19	13	39	120	377	1348	2782	2692	1414	938	124	10	9	9866	
6-22	15	43	126	405	1536	3217	3111	1624	1087	142	13	10	11329	
6-24	15	43	129	417	1579	3289	3170	1661	1105	147	14	10	11579	
0-24	15	45	144	465	1676	3476	3391	1758	1146	148	14	10	12288	

Manston ATC 13, B2190 Spitfire Way

Channel 1 - Eastbound

07/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	9	0	0	0	0	0	0	0	0	0	0	0	0	9	
2	5	2	0	0	0	0	0	0	0	0	0	0	0	7	
3	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
4	3	4	0	0	0	0	0	0	0	0	0	0	0	7	
5	2	1	0	0	0	0	0	0	0	0	0	0	0	3	
6	20	0	1	0	0	0	0	0	0	0	0	0	0	21	
7	58	10	0	0	0	0	0	0	0	0	1	1	0	70	
8	191	31	1	0	3	0	0	0	1	0	2	4	0	233	
9	255	54	1	0	1	0	0	0	0	0	1	5	0	317	
10	235	55	5	0	2	0	1	1	0	1	1	7	0	308	
11	227	45	3	0	2	0	1	0	0	0	0	7	0	285	
12	215	37	3	1	0	0	0	0	1	0	1	2	0	260	
13	227	34	2	1	1	0	3	0	0	0	4	4	0	276	
14	222	44	4	0	3	0	0	0	0	0	0	4	0	277	
15	224	43	2	0	0	0	0	0	0	0	0	3	0	272	
16	300	39	2	0	0	0	0	0	1	0	4	2	0	348	
17	276	48	1	0	0	0	0	1	1	0	0	1	0	328	
18	404	42	0	0	1	0	1	0	0	0	0	2	0	450	
19	233	31	3	0	0	0	2	0	0	0	0	2	0	271	
20	143	21	2	0	0	0	0	0	0	0	0	0	0	166	
21	87	8	2	0	0	0	0	0	0	0	0	0	0	97	
22	55	9	1	0	0	0	0	0	0	0	0	0	0	65	
23	39	4	0	0	0	0	0	0	0	0	0	0	0	43	
24	25	1	0	0	0	0	0	0	0	0	0	0	0	26	
7-19	3009	503	27	2	13	0	8	2	4	1	13	43	0	3625	
6-22	3352	551	32	2	13	0	8	2	4	1	14	44	0	4023	
6-24	3416	556	32	2	13	0	8	2	4	1	14	44	0	4092	
0-24	3458	563	33	2	13	0	8	2	4	1	14	44	0	4142	

Channel 2 - Westbound

07/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	7	2	0	0	0	0	0	0	0	0	0	0	0	9	
2	9	1	0	0	0	0	0	0	0	0	0	0	0	10	
3	5	2	0	0	0	0	0	0	0	0	0	0	0	7	
4	8	5	0	0	0	0	0	0	0	0	0	1	0	14	
5	30	5	0	0	1	0	0	0	0	0	0	0	0	36	
6	100	15	0	0	0	0	0	0	0	0	0	0	0	115	
7	227	35	1	0	1	0	0	0	0	0	0	0	0	264	
8	406	74	1	0	3	0	0	1	0	0	0	3	0	488	
9	482	65	1	2	1	0	0	0	1	0	0	2	0	554	
10	287	63	5	1	5	0	1	1	1	0	1	2	0	367	
11	237	50	0	0	0	0	1	1	2	0	1	1	0	293	
12	252	59	4	0	1	0	0	0	1	0	1	1	0	319	
13	273	53	2	1	5	0	0	0	0	0	0	4	0	338	
14	257	50	3	0	1	0	0	2	1	0	2	2	0	318	
15	273	53	2	0	1	0	0	0	0	0	0	6	0	335	
16	288	55	0	1	4	0	0	0	2	0	1	1	0	352	
17	319	49	0	0	1	0	0	0	0	0	0	4	0	373	
18	382	48	0	0	2	0	0	0	0	0	0	3	0	435	
19	209	26	2	0	0	0	1	0	0	0	0	0	0	238	
20	116	15	0	0	0	0	0	0	0	0	0	0	0	131	
21	97	7	2	0	0	0	0	0	0	0	0	0	0	106	
22	61	4	0	0	0	0	0	0	0	0	0	0	0	65	
23	43	9	0	0	0	0	0	0	0	0	0	0	0	52	
24	19	3	0	0	0	0	0	0	0	0	0	0	0	22	
7-19	3665	645	20	5	24	0	3	5	8	0	6	29	0	4410	
6-22	4166	706	23	5	25	0	3	5	8	0	6	29	0	4976	
6-24	4228	718	23	5	25	0	3	5	8	0	6	29	0	5050	
0-24	4387	748	23	5	26	0	3	5	8	0	6	30	0	5241	

Channel 1 - Eastbound

08/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	9	2	0	0	0	0	0	0	0	0	0	0	0	11	
2	3	2	0	0	0	0	0	0	0	0	0	0	0	5	
3	3	2	0	0	0	0	0	0	0	0	0	0	0	5	
4	7	1	0	0	0	0	0	0	0	0	0	0	0	8	
5	6	1	0	0	0	0	0	0	0	0	0	0	0	7	
6	14	3	0	0	0	0	0	0	0	0	0	0	0	17	
7	61	6	0	0	0	0	1	0	0	0	0	1	0	69	
8	183	38	1	0	1	0	3	1	0	0	1	1	0	229	
9	250	59	3	0	3	0	0	0	0	0	2	2	0	319	
10	254	53	2	1	3	0	1	0	0	0	3	6	0	323	
11	213	45	2	0	1	0	0	0	1	1	1	6	0	270	
12	207	46	3	0	3	0	1	1	1	0	0	5	0	267	
13	193	28	4	0	2	0	2	1	0	0	3	3	0	236	
14	218	39	4	0	1	0	0	0	2	0	2	6	0	272	
15	236	27	4	0	3	0	0	0	1	0	1	2	0	274	
16	317	35	0	1	0	0	1	1	1	0	1	1	0	358	
17	268	41	1	0	0	0	1	1	0	0	1	1	0	314	
18	345	50	0	0	1	0	4	0	0	0	0	4	0	404	
19	261	26	0	0	0	0	0	0	0	0	0	1	0	288	
20	131	11	0	0	0	0	0	0	0	0	0	0	0	142	
21	72	12	0	0	0	0	0	0	0	0	0	0	0	84	
22	67	6	0	1	0	0	0	1	0	0	0	0	0	75	
23	62	7	0	1	0	0	0	1	0	0	0	0	0	71	
24	26	1	0	1	0	0	0	1	0	0	0	0	0	29	
7-19	2945	487	24	2	18	0	13	5	6	1	15	38	0	3554	
6-22	3276	522	24	3	18	0	14	6	6	1	15	39	0	3924	
6-24	3384	530	24	5	18	0	14	8	6	1	15	39	0	4024	
0-24	3406	541	24	5	18	0	14	8	6	1	15	39	0	4077	

Channel 2 - Westbound

08/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	5	0	0	0	0	0	0	0	0	0	0	0	0	5	
2	8	0	0	0	0	0	0	0	0	0	0	0	0	8	
3	4	1	0	0	0	0	0	0	0	0	0	0	0	5	
4	7	3	0	0	0	0	0	0	0	0	0	0	0	10	
5	28	8	0	0	0	0	0	0	0	0	0	0	0	36	
6	79	14	0	0	1	0	1	0	0	0	0	0	0	95	
7	202	34	1	1	1	0	2	0	0	0	0	0	0	241	
8	353	74	3	0	2	0	6	1	0	0	0	4	0	443	
9	440	60	2	0	2	0	2	1	0	0	0	1	0	508	
10	248	38	5	1	7	0	0	0	2	0	0	2	0	303	
11	201	49	3	1	3	0	1	0	2	0	0	4	0	264	
12	197	50	1	0	2	0	1	0	0	0	1	1	0	253	
13	257	55	3	0	1	0	0	0	1	0	0	6	0	323	
14	270	38	2	0	2	0	1	0	1	0	0	2	0	316	
15	284	51	1	0	1	0	0	0	1	0	0	6	0	344	
16	241	55	1	0	3	0	0	0	0	0	0	4	0	304	
17	320	65	0	1	2	0	1	0	0	0	0	2	0	391	
18	387	45	0	0	0	0	0	0	0	0	0	1	0	433	
19	230	27	0	0	0	0	0	0	0	0	0	0	0	257	
20	118	16	0	0	0	0	0	0	0	0	0	1	0	135	
21	85	12	0	0	1	0	0	0	0	0	0	0	0	98	
22	76	4	0	1	0	0	0	2	0	0	0	0	0	83	
23	59	2	0	2	0	0	0	1	0	0	0	0	0	64	
24	22	1	0	1	0	0	0	2	0	0	0	0	0	26	
7-19	3428	607	21	3	25	0	12	7	0	1	33	0		4139	
6-22	3909	673	22	5	27	0	14	4	7	0	1	34	0	4696	
5-24	3590	676	22	8	27	0	14	7	7	0	1	34	0	4786	
0-24	4121	702	22	8	28	0	15	7	7	0	1	34	0	4945	

Manston ATC 13, B2190 Spitfire Way

Channel 1 - Eastbound															
		Vehicle Classes													
09/03/2017	Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
	1	11	3	0	0	0	0	0	0	0	0	0	0	0	14
	2	8	0	0	0	0	0	0	0	0	0	0	0	0	8
	3	4	1	0	0	0	0	0	0	0	0	0	0	0	5
	4	3	3	0	0	0	0	0	0	0	0	0	0	0	6
	5	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	6	11	2	0	0	0	0	0	0	0	0	0	0	0	13
	7	56	10	1	0	1	0	0	0	1	0	4	0	0	73
	8	201	31	0	0	2	0	0	0	1	0	0	1	0	236
	9	259	58	1	0	1	0	0	1	0	0	5	5	0	330
	10	228	66	3	0	1	0	1	0	1	0	1	7	0	308
	11	206	52	0	0	4	0	1	0	0	0	0	6	0	269
	12	196	43	2	1	0	0	0	0	1	0	0	5	0	248
	13	240	44	2	0	2	0	0	2	1	0	3	2	0	296
	14	217	43	4	0	2	0	1	0	2	0	0	6	0	275
	15	249	54	4	0	2	0	1	0	0	0	0	5	0	315
	16	280	37	2	0	1	0	0	2	0	0	4	4	0	330
	17	279	35	0	0	0	0	1	1	0	0	0	2	0	318
	18	341	53	0	0	0	0	1	0	0	0	0	3	0	398
	19	244	27	7	0	0	0	1	0	1	0	0	0	0	280
	20	132	16	1	0	1	0	0	0	2	0	0	2	0	154
	21	81	13	1	0	2	0	2	0	0	0	0	0	0	99
	22	64	5	0	0	0	0	0	0	0	0	0	1	0	70
	23	56	3	1	0	0	0	0	0	0	0	0	0	0	60
	24	18	1	1	0	0	0	0	0	0	0	0	0	0	20
7-19	2940	543	25	1	15	0	7	6	7	0	13	46	0	0	3603
6-22	3273	587	28	1	19	0	9	6	10	0	17	49	0	0	3999
6-24	3347	591	30	1	19	0	9	6	10	0	17	49	0	0	4079
0-24	3385	601	30	1	19	0	9	6	10	0	17	49	0	0	4127

Channel 2 - Westbound															
		Vehicle Classes													
09/03/2017	Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
	1	5	5	0	0	0	0	7	8	0	0	0	0	0	10
	2	6	2	0	0	0	0	0	0	0	0	0	0	0	8
	3	4	2	0	0	0	0	0	0	0	0	0	0	0	6
	4	6	2	0	0	0	0	0	0	0	0	0	0	0	8
	5	25	6	0	0	1	0	1	0	0	0	0	0	0	33
	6	88	13	0	0	0	0	0	0	0	0	0	1	0	102
	7	210	40	0	0	1	0	0	0	1	0	1	1	0	254
	8	354	57	1	0	4	0	0	0	0	0	0	3	0	419
	9	410	49	1	0	2	0	0	0	0	0	1	2	0	465
	10	228	64	1	0	4	0	1	1	1	0	1	4	0	305
	11	202	38	2	1	1	0	3	0	0	0	1	3	0	251
	12	239	56	1	0	2	0	0	0	1	0	0	6	0	305
	13	261	39	0	1	3	0	0	0	1	0	1	4	0	310
	14	265	53	2	0	0	0	0	0	0	2	0	2	0	324
	15	285	36	0	0	1	0	0	0	0	0	1	9	0	332
	16	277	56	0	0	3	0	1	1	0	0	0	2	0	340
	17	351	50	0	1	2	0	1	0	2	0	0	4	0	411
	18	315	35	0	0	0	0	1	0	0	0	0	2	0	353
	19	228	26	4	0	1	0	1	0	0	0	0	1	0	261
	20	140	5	5	1	1	0	1	0	0	0	0	0	0	153
	21	100	7	6	0	1	0	9	0	0	0	0	0	0	123
	22	65	8	0	0	1	0	0	0	0	0	0	1	0	75
	23	57	2	1	0	0	0	0	0	0	0	0	0	0	60
	24	18	3	1	0	0	0	1	0	0	0	0	0	0	23
7-19	3415	559	12	3	23	0	8	2	5	2	5	42	0	0	4076
6-22	3930	619	23	4	27	0	18	2	6	2	6	44	0	0	4681
6-24	4005	624	25	4	27	0	19	2	6	2	6	44	0	0	4764
0-24	4139	654	25	4	28	0	20	2	6	2	6	45	0	0	4931

Channel 1 - Eastbound															
		Vehicle Classes													
10/03/2017	Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
	1	11	3	0	0	0	0	0	0	0	0	0	0	0	14
	2	4	1	0	0	0	0	0	0	0	0	0	0	0	5
	3	3	2	0	0	0	0	0	0	0	0	0	0	0	5
	4	5	2	0	0	0	0	0	0	0	0	0	0	0	7
	5	4	0	0	0	0	0	0	0	0	0	0	0	0	4
	6	13	2	0	0	0	0	0	0	0	0	0	0	0	15
	7	60	5	0	0	0	0	0	0	0	0	0	1	0	66
	8	199	36	0	1	0	0	0	0	1	0	1	0	0	238
	9	269	54	1	0	0	0	0	1	0	0	2	5	0	332
	10	274	40	1	0	2	0	1	0	0	0	0	3	0	321
	11	267	39	0	1	1	0	1	1	0	0	0	7	0	317
	12	196	38	0	2	1	0	0	2	1	0	1	7	0	248
	13	248	35	1	1	1	0	0	0	1	0	1	5	0	293
	14	245	42	5	0	0	0	2	0	1	0	0	3	0	298
	15	253	49	3	0	0	0	2	0	2	0	3	1	0	313
	16	312	52	1	0	1	0	3	2	0	0	2	1	0	374
	17	270	44	0	0	0	0	2	1	0	0	0	0	0	317
	18	303	33	1	0	0	0	2	1	0	0	0	4	0	344
	19	210	24	0	0	0	0	1	0	0	0	0	1	0	236
	20	175	17	1	0	1	0	2	0	0	0	0	0	0	196
	21	105	9	0	0	0	0	1	0	0	0	0	0	0	115
	22	60	5	0	0	0	0	0	1	0	0	0	1	0	67
	23	50	5	0	0	1	0	0	0	0	0	0	0	0	56
	24	31	2	0	0	1	0	0	0	0	0	0	0	0	34
7-19	3046	486	13	5	6	0	14	8	6	0	10	37	0	0	3631
6-22	3446	522	14	5	7	0	17	9	6	0	10	39	0	0	4075
6-24	3527	529	14	5	9	0	17	9	6	0	10	39	0	0	4165
0-24	3567	539	14	5	9	0	17	9	6	0	10	39	0	0	4215

Channel 2 - Westbound															
10/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	10	3	0	0	0	0	0	0	0	0	0	0	0	13	
2	5	0	0	0	0	0	0	0	0	0	1	1	0	7	
3	3	2	0	0	0	0	0	0	0	0	0	0	0	5	
4	7	2	0	0	0	0	0	0	0	0	0	0	0	9	
5	20	2	0	0	0	0	0	0	0	0	0	0	0	22	
6	80	15	0	0	0	0	0	0	0	0	0	0	0	95	
7	200	41	3	0	1	0	1	0	0	0	0	1	0	247	
8	343	60	0	1	0	0	1	2	0	0	0	3	0	410	
9	372	50	0	0	1	0	0	0	0	0	0	3	0	426	
10	229	49	1	0	2	0	0	0	1	0	0	2	0	284	
11	209	45	1	0	0	0	3	0	1	0	1	2	0	262	
12	278	53	2	2	2	0	0	1	0	0	0	2	0	340	
13	323	47	1	0	2	0	0	2	0	0	0	4	0	379	
14	315	45	0	0	0	0	0	0	1	0	1	7	0	369	
15	303	48	2	0	1	0	1	0	2	0	1	4	0	362	
16	306	54	0	0	3	0	1	0	1	0	1	2	0	368	
17	374	53	0	0	2	0	1	0	0	0	0	2	0	432	
18	296	24	0	0	1	0	1	0	0	0	1	1	0	324	
19	239	23	0	0	0	0	0	0	1	0	0	0	0	263	
20	136	12	0	0	0	0	0	0	0	0	0	2	0	150	
21	85	10	0	0	0	0	1	0	0	0	0	0	0	96	
22	72	6	0	0	0	0	0	1	0	0	0	0	0	79	
23	68	3	0	0	0	0	2	0	0	0	0	0	0	73	
24	36	3	0	0	0	0	0	0	0	0	0	0	0	39	
7-19	3587	551	7	3	14	0	8	5	7	0	5	32	0	4219	
6-22	4080	620	10	3	15	0	10	6	7	0	5	35	0	4791	
5-24	4184	626	10	3	15	0	12	6	7	0	5	36	0	4903	
0-24	4309	650	10	3	15	0	12	6	7	0	5	36	0	5054	

Manston ATC 13, B2190 Spitfire Way

Channel 1 - Eastbound														
11/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	8	2	0	0	0	0	0	0	0	0	1	0	0	11
2	3	4	0	0	0	0	0	0	0	0	0	1	0	8
3	4	2	0	0	0	0	0	0	0	0	0	0	0	6
4	3	3	0	0	0	0	0	0	0	0	0	0	0	6
5	3	1	0	0	0	0	0	0	0	0	0	0	0	4
6	7	1	0	0	0	0	0	0	0	0	0	0	0	8
7	34	4	0	0	0	0	0	0	0	0	0	0	0	38
8	63	8	0	0	0	0	2	0	0	0	0	2	0	75
9	103	21	0	1	0	0	3	0	0	0	0	1	0	129
10	208	17	2	0	1	0	1	0	0	0	0	2	0	231
11	268	25	0	0	2	0	0	0	0	0	0	1	0	296
12	264	13	0	0	0	0	0	0	0	0	0	2	0	279
13	279	21	0	0	1	0	0	0	0	1	0	1	0	303
14	258	16	0	0	1	0	0	0	0	0	0	2	0	277
15	301	25	0	0	0	0	0	0	0	0	0	0	0	326
16	193	17	0	0	0	0	0	0	0	0	0	0	0	210
17	168	12	0	0	0	0	0	0	0	0	0	1	0	181
18	185	21	0	0	0	0	2	0	0	0	0	0	0	208
19	149	13	4	0	1	0	2	0	0	0	0	2	0	171
20	91	15	4	0	0	0	0	0	0	0	0	0	0	110
21	72	6	0	0	0	0	0	0	0	0	0	0	0	78
22	59	1	0	0	0	0	0	0	0	0	0	0	0	60
23	46	5	0	0	0	0	0	0	0	0	0	0	0	51
24	39	5	0	0	0	0	0	0	0	0	0	0	0	44
7-19	2439	209	6	1	6	0	10	0	0	1	0	14	0	2686
6-22	2695	235	10	1	6	0	10	0	0	1	0	14	0	2972
6-24	2780	245	10	1	6	0	10	0	0	1	0	14	0	3067
0-24	2808	258	10	1	6	0	10	0	0	1	1	15	0	3110

Channel 2 - Westbound															
11/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	16	2	0	0	0	0	0	0	0	0	0	0	0	18	
2	12	2	0	1	0	0	0	0	0	0	0	0	0	15	
3	3	1	0	0	0	0	0	0	0	0	0	0	0	4	
4	7	2	0	0	0	0	0	0	0	0	0	0	0	9	
5	11	2	0	0	0	0	0	0	0	0	0	0	0	13	
6	36	2	0	0	0	0	0	0	0	0	0	0	0	38	
7	61	10	0	0	0	0	2	0	0	0	0	1	0	74	
8	104	18	0	1	0	0	0	0	0	0	0	1	0	124	
9	150	36	0	1	0	0	0	1	0	0	0	1	0	189	
10	203	23	1	0	0	0	1	1	0	0	0	1	0	230	
11	254	24	0	0	1	0	0	0	0	0	0	0	0	279	
12	271	28	0	0	1	0	2	0	0	0	0	2	0	304	
13	287	25	0	0	0	0	2	0	0	0	0	1	0	315	
14	303	17	0	1	2	0	0	0	0	0	0	2	0	325	
15	259	23	0	0	0	0	0	0	0	0	0	2	0	284	
16	293	30	0	0	0	0	0	0	0	0	0	1	0	324	
17	262	22	0	0	0	0	2	0	0	0	0	1	0	287	
18	215	22	0	0	1	0	0	0	0	0	0	1	0	239	
19	185	16	0	0	0	0	0	0	0	0	0	1	0	202	
20	133	11	0	0	0	0	0	0	0	0	0	0	0	144	
21	80	6	0	0	0	0	0	0	0	0	0	1	0	87	
22	61	8	0	0	0	0	0	0	0	0	0	0	0	69	
23	55	10	0	0	0	0	0	0	0	0	0	0	0	65	
24	38	5	0	0	0	0	0	0	0	0	0	0	0	43	
7-19	2786	284	1	3	5	0	7	2	0	0	0	14	0	3102	
6-22	3121	319	1	3	5	0	9	2	0	0	0	16	0	3476	
6-24	3214	334	1	3	5	0	9	2	0	0	0	16	0	3584	
0-24	3299	345	1	4	5	0	9	2	0	0	0	16	0	3681	

Channel 1 - Eastbound														
12/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	23	4	0	0	0	0	0	0	0	0	1	0	0	28
2	15	2	0	0	0	0	0	0	0	0	0	0	0	17
3	5	2	0	0	0	0	0	0	0	0	0	0	0	7
4	7	1	0	0	0	0	0	0	0	0	0	0	0	8
5	6	1	0	0	0	0	0	0	0	0	0	0	0	7
6	9	0	0	0	0	0	0	0	0	0	0	0	0	9
7	18	3	0	0	0	0	0	0	0	0	0	0	0	21
8	38	4	0	0	0	0	0	0	0	0	0	0	0	42
9	51	3	0	0	0	0	0	0	0	0	0	0	0	54
10	122	11	1	0	0	0	0	0	0	0	0	0	0	134
11	237	18	0	0	2	0	0	0	0	0	0	1	0	258
12	196	7	0	0	0	0	0	0	0	0	0	1	0	204
13	218	14	0	0	1	0	0	0	0	1	0	0	0	234
14	193	9	0	0	1	0	0	0	0	0	0	2	0	205
15	231	20	0	0	0	0	0	0	0	0	0	0	0	251
16	149	14	0	0	0	0	0	0	0	0	0	0	0	163
17	120	8	0	0	0	0	0	0	0	0	0	1	0	129
18	128	16	0	0	0	0	2	0	0	0	0	0	0	146
19	117	12	0	0	1	0	0	0	0	0	0	0	0	130
20	99	10	0	0	0	0	0	0	0	0	0	0	0	109
21	65	6	0	0	0	0	0	0	0	0	0	0	0	71
22	39	1	0	0	0	0	0	0	0	0	0	0	0	40
23	40	4	0	0	0	0	0	0	0	0	0	0	0	44
24	24	2	0	0	0	0	0	0	0	0	0	0	0	26
7-19	1800	136	1	0	5	0	2	0	0	1	0	5	0	1950
6-22	2021	156	1	0	5	0	2	0	0	1	0	5	0	2191
6-24	2085	162	1	0	5	0	2	0	0	1	0	5	0	2261
0-24	2150	172	1	0	5	0	2	0	0	1	1	5	0	2337

Channel 2 - Westbound															
12/03/2017	Vehicle Classes														TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13		
1	24	2	0	0	0	0	0	0	0	0	0	0	0	26	
2	12	0	0	0	0	0	0	0	0	0	0	0	0	12	
3	11	1	0	0	0	0	0	0	0	0	0	0	0	12	
4	5	2	0	0	0	0	0	0	0	0	0	0	0	7	
5	10	2	0	0	0	0	0	0	0	0	0	0	0	12	
6	14	0	0	0	0	0	0	0	0	0	0	0	0	14	
7	31	2	0	0	0	0	0	0	0	0	0	0	0	33	
8	61	5	0	0	0	0	1	0	0	0	0	1	0	68	
9	96	16	0	0	0	0	0	0	0	0	0	0	0	112	
10	134	10	0	0	2	0	1	0	0	0	0	2	0	149	
11	187	18	0	0	0	0	0	0	0	0	0	0	0	205	
12	197	17	0	0	1	0	2	0	0	0	0	1	0	218	
13	215	16	0	0	0	0	2	0	0	0	0	1	0	234	
14	232	13	0	1	1	0	0	0	0	0	0	1	0	248	
15	197	16	0	0	0	0	0	0	0	0	0	2	0	215	
16	225	21	0	0	0	0	0	0	0	0	0	1	0	247	
17	207	13	0	0	0	0	2	0	0	0	0	1	0	223	
18	154	15	0	0	1	0	0	0	0	0	0	1	0	171	
19	124	11	0	0	0	0	0	0	0	0	0	0	0	135	
20	81	12	0	0	0	0	0	0	0	0	0	0	0	93	
21	63	3	0	0	0	0	0	0	0	0	0	0	0	66	
22	51	6	0	0	0	0	0	0	0	0	0	0	0	57	
23	41	1	0	0	0	0	0	0	0	0	0	0	0	42	
24	13	1	0	0	0	0	0	0	0	0	0	0	0	14	
7-19	2029	171	0	1	5	0	8	0	0	0	0	11	0	2225	
6-22	2255	194	0	1	5	0	8	0	0	0	0	11	0	2474	
5-24	2376	195	0	1	5	0	8	0	0	0	0	11	0	2530	
0-24	2385	203	0	1	5	0	8	0	0	0	0	11	0	2613	

Manston ATC 13, B2190 Spitfire Way

Channel 1 - Eastbound														
13/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	8	1	0	0	0	0	0	0	0	0	0	0	0	9
2	2	2	0	0	0	0	0	0	0	0	0	0	0	4
3	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4	3	0	0	0	0	0	0	0	0	0	0	0	0	3
5	5	0	0	0	0	0	0	0	0	0	0	0	0	5
6	19	3	0	0	0	0	0	0	0	0	0	1	0	23
7	54	9	0	0	0	0	0	0	0	0	0	0	0	63
8	197	42	0	0	0	0	0	0	0	0	0	1	0	240
9	259	47	4	0	3	0	2	0	0	0	1	4	0	320
10	251	42	0	1	1	0	1	0	0	0	0	5	0	301
11	213	37	1	0	2	0	2	0	1	0	1	4	0	261
12	192	46	1	2	0	0	2	0	1	0	3	4	0	251
13	235	44	2	0	1	0	1	0	0	0	0	2	0	285
14	237	35	5	1	1	0	3	1	0	0	1	6	0	290
15	228	44	0	0	1	0	1	1	0	0	3	2	0	280
16	279	55	0	0	1	0	0	1	0	0	0	1	0	337
17	288	45	0	0	1	0	0	0	0	0	1	1	0	336
18	348	47	0	0	0	0	2	0	0	0	0	2	0	399
19	219	26	1	0	0	0	1	0	0	0	0	1	0	248
20	119	8	0	0	1	0	0	0	0	0	0	0	0	128
21	85	12	1	0	0	0	1	0	0	0	0	0	0	99
22	69	2	0	0	0	0	2	0	0	0	0	0	0	73
23	43	3	0	0	0	0	1	0	0	0	0	0	0	47
24	28	1	0	0	0	0	0	0	0	0	0	0	0	29
7-19	2946	510	14	4	11	0	15	3	2	0	10	33	0	3548
6-22	3273	541	15	4	12	0	18	3	2	0	10	33	0	3911
6-24	3344	545	15	4	12	0	19	3	2	0	10	33	0	3987
0-24	3382	552	15	4	12	0	19	3	2	0	10	34	0	4033

Channel 2 - Westbound															
13/03/2017	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	12	1	0	0	0	0	0	0	0	0	0	0	0	13	
2	2	2	0	0	0	0	0	0	0	0	0	0	0	4	
3	3	5	0	0	0	0	0	0	0	0	0	0	0	8	
4	11	7	0	0	0	0	0	0	0	0	0	0	0	18	
5	23	10	0	0	0	0	0	0	0	0	0	0	0	33	
6	106	16	0	0	0	0	0	0	1	0	0	0	0	123	
7	226	36	1	0	1	0	0	0	0	0	0	1	0	265	
8	353	69	0	1	1	0	3	0	0	0	1	3	0	431	
9	416	54	5	2	1	0	2	0	0	0	0	2	0	482	
10	208	38	0	0	6	0	3	1	1	0	0	6	0	263	
11	216	44	0	0	2	0	1	0	0	0	0	2	0	265	
12	232	58	2	1	1	0	1	0	1	0	0	6	0	302	
13	253	50	1	0	3	0	0	0	0	0	0	4	0	311	
14	292	42	1	1	0	0	1	0	0	0	0	5	0	342	
15	250	57	0	1	4	0	0	0	0	0	0	4	0	316	
16	313	63	0	0	1	0	0	1	0	0	0	4	0	382	
17	328	63	0	0	2	0	1	0	0	0	0	0	0	394	
18	365	34	0	0	1	0	2	0	0	0	0	2	0	404	
19	230	20	0	0	0	0	0	0	0	0	0	0	0	250	
20	126	17	1	0	0	0	0	0	0	0	0	0	0	144	
21	87	11	1	0	0	0	0	0	0	0	0	0	0	99	
22	50	5	0	0	0	0	0	0	0	0	0	0	0	55	
23	43	3	0	0	0	0	1	0	0	0	0	0	0	47	
24	12	1	0	0	0	0	0	0	0	0	0	0	0	13	
7-19	3456	592	9	6	22	0	14	2	2	0	1	38	0	4142	
6-22	3945	661	12	6	23	0	14	2	2	0	1	39	0	4705	
6-24	4000	665	12	6	23	0	15	2	2	0	1	39	0	4765	
0-24	4157	706	12	6	23	0	15	2	3	0	1	39	0	4964	

Manston ATC 13, B2190 Spitfire Way

Channel 1 - Eastbound														
13/03/2017	Vehicle Speeds (MPH)													
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+	TOTAL	
1	0	0	0	1	2	0	2	1	1	2	0	0	9	
2	0	0	0	0	1	1	0	1	1	0	0	0	4	
3	0	0	0	1	0	1	0	0	0	0	0	0	2	
4	0	0	0	0	1	0	0	1	0	1	0	0	3	
5	0	0	0	0	1	0	1	2	0	0	1	0	5	
6	0	0	0	0	2	9	6	5	1	0	0	0	23	
7	0	0	1	0	7	18	19	14	1	3	0	0	63	
8	1	7	0	1	51	79	70	22	8	0	1	0	240	
9	0	3	16	13	60	109	82	27	6	4	0	0	320	
10	0	1	2	7	65	103	92	25	4	2	0	0	301	
11	0	9	6	7	70	90	52	20	6	1	0	0	261	
12	0	1	1	12	73	108	41	11	4	0	0	0	251	
13	0	6	26	17	59	97	54	23	2	1	0	0	285	
14	0	0	14	23	51	116	59	20	5	2	0	0	290	
15	3	1	9	19	70	101	54	16	5	2	0	0	280	
16	0	8	15	28	69	116	74	23	3	1	0	0	337	
17	4	33	57	35	50	75	49	27	3	3	0	0	336	
18	1	30	24	7	41	132	114	34	11	4	1	0	399	
19	0	3	4	12	59	76	69	23	2	0	0	0	248	
20	0	0	0	15	20	40	35	12	4	2	0	0	128	
21	0	0	0	8	9	26	29	17	7	3	0	0	99	
22	0	0	0	1	15	15	20	17	5	0	0	0	73	
23	0	0	1	2	9	14	11	5	4	1	0	0	47	
24	0	0	1	0	1	3	11	8	3	1	1	0	29	
7-19	9	102	174	181	718	1202	810	271	59	20	2	0	3548	
6-22	9	102	175	205	769	1301	913	331	76	28	2	0	3911	
6-24	9	102	177	207	779	1318	935	344	83	30	3	0	3987	
0-24	9	102	177	209	786	1329	944	354	86	33	4	0	4033	

Channel 2 - Westbound														
13/03/2017	Vehicle Speeds (MPH)													
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+	TOTAL	
1	0	0	0	0	4	3	0	4	1	1	0	0	13	
2	0	0	0	0	3	1	0	0	0	0	0	0	4	
3	0	0	0	0	0	0	3	4	1	0	0	0	8	
4	0	0	0	1	3	5	3	4	1	1	0	0	18	
5	0	0	0	0	1	12	10	7	2	1	0	0	33	
6	1	0	0	0	9	31	38	29	9	6	0	0	123	
7	0	0	3	4	25	87	87	34	17	8	0	0	265	
8	0	2	6	25	59	137	143	49	7	2	1	0	431	
9	0	1	7	10	79	190	138	46	11	0	0	0	482	
10	0	0	3	4	44	99	88	16	9	0	0	0	263	
11	0	2	0	12	50	115	62	14	4	5	1	0	265	
12	0	1	8	14	77	113	61	22	4	1	0	1	302	
13	0	0	0	25	75	107	83	14	3	3	1	0	311	
14	0	2	0	3	72	173	65	17	9	0	1	0	342	
15	1	0	3	8	71	128	64	32	7	1	1	0	316	
16	0	3	4	25	105	132	81	27	4	1	0	0	382	
17	0	5	14	26	93	155	76	24	1	0	0	0	394	
18	0	1	4	16	103	157	88	26	7	2	0	0	404	
19	0	0	7	8	60	82	72	16	5	0	0	0	250	
20	0	0	1	2	46	40	38	13	2	1	1	0	144	
21	0	1	0	1	26	25	27	12	4	3	0	0	99	
22	0	0	5	3	12	12	11	6	3	3	0	0	55	
23	0	0	0	2	6	17	15	6	0	1	0	0	47	
24	0	0	1	1	1	2	3	3	1	1	0	0	13	
7-19	1	17	56	176	888	1588	1021	303	71	15	5	1	4142	
6-22	1	18	65	186	997	1752	1184	368	97	30	6	1	4705	
6-24	1	18	66	189	1004	1771	1202	377	98	32	6	1	4765	
0-24	2	18	66	190	1024	1823	1256	425	112	41	6	1	4964	

Junction: A - Tivoli Road / B - B2052 Beatrice Road / C - B2052 Tivoli Road

Approach: A - Tivoli Road

TIME	A to B							A to C							A to A						
	CAR	LGV	OVV1	OVV2	BUS	PCU	TOTAL	CAR	LGV	OVV1	OVV2	BUS	PCU	TOTAL	CAR	LGV	OVV1	OVV2	BUS	PCU	TOTAL
06:00 - 06:15	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
06:15 - 06:30	2	1	0	0	0	3.0	3	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
06:30 - 06:45	1	0	0	0	0	1.0	1	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
06:45 - 07:00	2	0	0	0	0	2.0	2	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
Hourly Total	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 07:15	4	1	0	0	0	5.0	5	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	8	1	0	0	0	9.0	9	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	6	2	1	0	0	9.5	9	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	6	1	1	0	0	8.5	8	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
Hourly Total	24	5	2	0	0	37	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	7	1	2	0	0	11.0	10	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	7	2	0	0	0	9.0	9	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	5	2	1	0	0	8.5	8	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	2	1	0	0	0	3.0	3	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
Hourly Total	21	6	3	0	0	32	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	6	1	0	0	0	8.0	8	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	5	2	0	0	0	7.0	7	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	3	3	1	0	0	7.5	7	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	5	1	0	0	0	6.0	6	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
Hourly Total	18	8	1	0	0	29	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	6	1	0	0	0	7.0	7	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	7	1	0	0	0	8.0	8	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	5	1	0	0	0	6.0	6	0	0	0	0	0	0.0	0	0	1	0	0	0	1.0	1
10:45 - 11:00	11	2	0	0	0	13.0	13	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
Hourly Total	29	5	0	0	0	34	34	0	0	0	0	0	0	0	0	1	0	0	0	1	1
11:00 - 11:15	5	0	0	0	0	5.0	5	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	3	1	0	0	0	4.0	4	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	10	0	0	0	0	10.0	10	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	9	2	0	0	0	11.0	11	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
Hourly Total	27	3	0	0	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	6	1	0	0	0	7.0	7	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	10	1	0	0	0	11.0	11	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	6	1	0	0	0	7.0	7	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	13	2	0	0	0	15.0	15	0	0	0	0	0	0.0	0	1	0	0	0	0	1.0	1
Hourly Total	35	5	0	0	0	40	40	0	0	0	0	0	0	0	0	1	0	0	0	1	1
13:00 - 13:15	12	2	0	0	0	14.0	14	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	4	4	0	0	0	8.0	8	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	5	3	1	0	0	9.0	9	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	7	2	0	0	0	9.0	9	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
Hourly Total	28	11	1	0	0	41	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	10	1	1	0	1	14.0	13	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	12	1	0	0	0	13.0	13	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	8	1	1	0	0	10.0	10	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	9	3	0	0	1	14.0	13	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
Hourly Total	39	6	2	0	2	52	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	14	1	0	0	0	15.0	15	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	9	1	0	0	0	10.0	10	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	11	2	0	0	0	13.0	13	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	6	1	1	0	0	8.5	8	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
Hourly Total	40	5	1	0	0	47	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	16	2	1	0	0	19.0	19	0	0	0	0	0	0.0	0	1	0	0	0	0	1.0	1
16:15 - 16:30	10	2	0	0	0	12.0	12	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	8	1	0	0	0	9.0	9	0	0	0	0	0	0.0	0	1	0	0	0	0	1.0	1
16:45 - 17:00	16	2	0	0	0	18.0	18	0	0	0	0	0	0.0	0	1	0	0	0	0	1.0	1
Hourly Total	50	7	1	0	0	59	58	0	0	0	0	0	0	0	3	0	0	0	0	3	3
17:00 - 17:15	12	3	0	0	0	15.0	15	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	13	0	0	0	0	13.0	13	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	9	2	0	0	1	13.0	12	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	15	3	0	0	0	18.0	18	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
Hourly Total	49	8	0	0	1	59	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	6	0	0	0	0	6.0	6	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	4	0	0	0	1	6.0	5	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	3	2	0	0	0	5.0	5	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	3	0	0	0	0	3.0	3	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
Hourly Total	16	2	0	0	1	20	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00 - 19:15	6	0	0	0	0	6.0	6	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
19:15 - 19:30	7	0	0	0	2	11.0	9	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
19:30 - 19:45	4	1	0	0	0	5.0	5	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
19:45 - 20:00	8	0	0	0	0	8.0	8	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
Hourly Total	25	1	0	0	2	30	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00 - 20:15	10	0	0	0	0	10.0	10	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
20:15 - 20:30	4	0	0	0	0	4.0	4	0	0	0	0	0	0.0	0	0						

TIME	From A							To A						
	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL
0600 - 06:15	0	0	0	0	0	6.0	6	2	1	2	0	0	6.0	5
0615 - 06:30	2	1	0	0	0	3.0	3	5	0	0	0	0	5.0	5
0630 - 06:45	1	0	0	0	0	1.0	1	11	1	0	0	1	14.0	13
0645 - 07:00	2	0	0	0	0	2.0	2	7	0	0	0	1	9.0	8
Hourly Total	5	1	0	0	0	6	6	25	2	2	0	2	34	31
0700 - 07:15	4	1	0	0	0	5.0	5	5	3	1	0	0	9.5	9
0715 - 07:30	8	1	0	0	0	9.0	9	9	8	1	0	2	22.5	20
0730 - 07:45	6	2	1	0	0	9.5	9	16	2	0	0	0	18.0	18
0745 - 08:00	6	1	1	0	0	8.5	8	33	7	0	0	0	40.0	40
Hourly Total	24	5	2	0	0	32	32	73	20	2	0	2	97	87
0800 - 08:15	7	1	2	0	0	11.0	10	44	8	2	0	0	55.0	54
0815 - 08:30	7	2	0	0	0	9.0	9	32	7	1	0	2	44.5	42
0830 - 08:45	5	2	1	0	0	8.5	8	46	5	3	0	0	55.5	54
0845 - 09:00	2	1	0	0	0	3.0	3	73	9	3	0	0	86.5	85
Hourly Total	31	6	3	0	0	32	32	195	29	6	2	2	242	235
0900 - 09:15	6	2	0	0	0	8.0	8	55	5	0	0	1	62.0	61
0915 - 09:30	5	2	0	0	0	7.0	7	31	4	0	0	1	37.0	36
0930 - 09:45	3	3	1	0	0	7.5	7	28	5	1	0	1	36.5	35
0945 - 10:00	5	1	0	0	0	6.0	6	28	11	0	0	0	39.0	39
Hourly Total	19	8	1	0	0	29	29	142	25	1	0	3	175	171
1000 - 10:15	6	1	0	0	0	7.0	7	34	5	3	0	0	43.5	42
1015 - 10:30	7	1	0	0	0	8.0	8	31	8	0	0	1	41.0	40
1030 - 10:45	5	2	0	0	0	7.0	7	33	5	0	0	0	38.0	38
1045 - 11:00	11	2	0	0	0	13.0	13	33	2	0	0	1	37.0	36
Hourly Total	29	6	0	0	0	26	26	141	29	3	0	2	177	171
1100 - 11:15	5	0	0	0	0	9.0	9	32	9	1	1	0	44.0	43
1115 - 11:30	3	1	0	0	0	4.0	4	46	6	2	0	1	57.0	55
1130 - 11:45	10	0	0	0	0	10.0	10	35	3	0	0	0	38.0	38
1145 - 12:00	9	2	0	0	0	11.0	11	29	3	2	0	1	37.0	35
Hourly Total	27	3	0	0	0	26	26	142	25	5	1	2	177	171
1200 - 12:15	6	1	0	0	0	7.0	7	27	8	1	0	0	36.5	36
1215 - 12:30	10	1	0	0	0	11.0	11	28	6	0	0	1	36.0	35
1230 - 12:45	6	1	0	0	0	7.0	7	27	5	0	0	0	32.0	32
1245 - 13:00	14	2	0	0	0	16.0	16	26	5	0	0	1	33.0	32
Hourly Total	28	5	0	0	0	41	41	108	24	1	0	2	125	125
1300 - 13:15	12	2	0	0	0	14.0	14	35	7	0	0	0	32.0	32
1315 - 13:30	4	4	0	0	0	8.0	8	21	7	0	0	0	28.0	28
1330 - 13:45	5	3	1	0	0	9.5	9	33	2	0	0	1	37.0	36
1345 - 14:00	7	2	0	0	0	9.0	9	37	11	0	0	1	50.0	49
Hourly Total	28	11	1	0	0	41	42	106	27	0	0	2	127	126
1400 - 14:15	10	1	1	0	1	14.5	13	38	5	2	0	1	46.0	45
1415 - 14:30	12	1	0	0	0	13.0	13	37	5	1	0	1	46.5	44
1430 - 14:45	8	1	1	0	0	10.5	10	44	5	0	0	0	49.0	49
1445 - 15:00	9	3	0	0	1	14.0	13	36	9	0	0	3	51.0	48
Hourly Total	39	6	2	0	2	52	49	155	24	3	0	4	182	186
1500 - 15:15	14	1	0	0	0	18.0	19	52	4	0	1	0	55.5	57
1515 - 15:30	9	1	0	0	0	10.0	10	52	6	0	0	2	62.0	60
1530 - 15:45	11	2	0	0	0	13.0	13	47	6	1	0	2	58.5	56
1545 - 16:00	6	1	1	0	0	8.5	8	49	6	2	0	1	60.0	58
Hourly Total	40	5	1	0	0	47	46	200	22	3	1	5	229	231
1600 - 16:15	17	2	1	0	0	20.5	20	47	10	0	0	1	58.0	58
1615 - 16:30	10	2	0	0	0	12.0	12	47	6	0	0	1	55.0	54
1630 - 16:45	9	1	0	0	0	10.0	10	37	8	0	0	0	45.0	45
1645 - 17:00	17	2	0	0	0	18.0	19	33	7	0	0	1	42.0	41
Hourly Total	53	7	1	0	0	62	61	164	31	0	0	3	201	198
1700 - 17:15	12	3	0	0	0	15.0	15	49	11	0	0	0	60.0	60
1715 - 17:30	13	0	0	0	0	13.0	13	51	10	0	0	1	63.0	62
1730 - 17:45	9	2	0	0	1	13.0	12	48	8	0	0	0	56.0	56
1745 - 18:00	15	3	0	0	0	18.0	18	41	8	1	0	0	50.5	50
Hourly Total	49	8	0	0	1	59	59	189	37	1	0	1	220	228
1800 - 18:15	6	0	0	0	0	6.0	6	38	1	0	0	1	39.0	37
1815 - 18:30	4	0	0	0	1	6.0	5	30	4	0	0	0	34.0	34
1830 - 18:45	3	2	0	0	0	5.0	5	32	6	1	0	0	39.5	39
1845 - 19:00	3	0	0	0	0	3.0	3	20	2	1	0	1	25.5	24
Hourly Total	16	2	0	0	1	20	19	117	13	2	0	2	137	134
1900 - 19:15	6	0	0	0	0	6.0	6	23	3	0	0	0	28.0	26
1915 - 19:30	7	0	0	0	2	11.0	9	15	1	0	0	0	15.0	16
1930 - 19:45	4	1	0	0	0	6.0	5	26	4	1	0	1	33.5	32
1945 - 20:00	8	0	0	0	0	8.0	8	12	2	0	0	0	14.0	14
Hourly Total	25	1	0	0	2	30	29	76	10	1	0	1	90	88
2000 - 20:15	10	0	0	0	0	10.0	10	19	1	0	0	0	20.0	20
2015 - 20:30	4	0	0	0	0	4.0	4	16	0	0	0	0	16.0	16
2030 - 20:45	5	0	0	0	0	5.0	5	9	1	0	0	0	10.0	10
2045 - 21:00	3	0	0	0	1	5.0	4	9	1	0	0	0	10.0	10
Hourly Total	22	0	0	0	1	24	23	53	3	0	0	0	56	55
2100 - 21:15	5	0	0	0	0	5.0	5	12	1	0	0	0	13.0	13
2115 - 21:30	4	1	0	0	0	5.0	5	7	1	0	0	0	6.0	8
2130 - 21:45	5	0	0	0	0	5.0	5	6	2	0	0	0	10.0	10
2145 - 22:00	4	0	0	0	0	4.0	4	7	0	0	0	0	7.0	7
Hourly Total	18	1	0	0	0	19	19	34	4	0	0	0	39	38
2200 - 22:15	6	0	0	0	0	6.0	6	6	1	0	0	0	7.0	7
2215 - 22:30	2	0	0	0	0	2.0	2	6	0	0	0	0	6.0	6
2230 - 22:45	5	0	0	0	0	5.0	5	6	0	0	0	0	6.0	6
2245 - 23:00	3	0	0	0	0	3.0	3	3	0	0	0	0	3.0	3
Hourly Total	16	0	0	0	0	16	16	21	1	0	0	0	22	22
2300 - 23:15	1	0	0	0	0	1.0	1	7	1	0	0	0	8.0	8
2315 - 23:30	0	0	0	0	0	0.0	0	6	0	0	0	0	6.0	6
2330 - 23:45	2	0	0	0	1	4.0	3	5	0	0	0	0	5.0	5
2345 - 00:00	2	0	0	0	0	2.0	2	4	1	0	0	0	5.0	5
Hourly Total	5	0	0	0	1	7	6	22	2	0	0	0	24	24
Session Total	472	75	11	0	8	582	566	1943	315	53	2	53	2382	2326

Junction: A - Tivoli Road / B - B2052 Beatrice Road / C - B2052 Tivoli Road

Approach: B - R2052 Beatrice Road

[illegible]

TIME	S to C							S to A							S to B						
	CAR	LOV	OOV1	OOV2	BUS	PCU	TOTAL	CAR	LOV	OOV1	OOV2	BUS	PCU	TOTAL	CAR	LOV	OOV1	OOV2	BUS	PCU	TOTAL
06:00 - 06:15	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
06:15 - 06:30	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
06:30 - 06:45	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
06:45 - 07:00	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 07:15	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0

TIME	From B							To B						
	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL
06:00 - 06:15	0	0	0	0	0	0.0	0	13	4	0	0	0	0	20.0
06:15 - 06:30	0	0	0	0	0	0.0	0	17	1	3	0	0	0	22.5
06:30 - 06:45	0	0	0	0	0	0.0	0	37	2	1	0	0	0	40.5
06:45 - 07:00	0	0	0	0	0	0.0	0	57	1	3	0	0	1	60.5
Hourly Total	0	0	0	0	0	0	0	124	8	15	0	0	1	152
07:00 - 07:15	0	0	0	0	0	0.0	0	93	10	3	0	0	0	67.5
07:15 - 07:30	0	0	0	0	0	0.0	0	71	18	2	1	0	0	94.3
07:30 - 07:45	0	0	0	0	0	0.0	0	103	20	3	0	0	0	127.5
07:45 - 08:00	0	0	0	0	0	0.0	0	145	23	3	1	0	0	174.8
Hourly Total	0	0	0	0	0	0	0	409	61	11	2	1	0	485
08:00 - 08:15	0	0	0	0	0	0.0	0	122	19	3	0	0	0	145.5
08:15 - 08:30	0	0	0	0	0	0.0	0	117	18	2	2	1	0	144.6
08:30 - 08:45	0	0	0	0	0	0.0	0	119	15	3	0	0	0	138.5
08:45 - 09:00	0	0	0	0	0	0.0	0	92	9	3	0	0	0	105.5
Hourly Total	0	0	0	0	0	0	0	457	53	14	2	0	0	515
09:00 - 09:15	0	0	0	0	0	0.0	0	92	13	4	1	0	0	113.3
09:15 - 09:30	0	0	0	0	0	0.0	0	123	12	4	1	0	0	143.3
09:30 - 09:45	0	0	0	0	0	0.0	0	123	19	2	0	0	0	145.0
09:45 - 10:00	0	0	0	0	0	0.0	0	119	9	4	0	0	0	134.0
Hourly Total	0	0	0	0	0	0	0	457	53	14	2	0	0	515
10:00 - 10:15	0	0	0	0	0	0.0	0	114	14	2	1	0	0	133.3
10:15 - 10:30	0	0	0	0	0	0.0	0	111	14	2	0	0	0	128.0
10:30 - 10:45	0	0	0	0	0	0.0	0	111	21	4	1	0	0	140.3
10:45 - 11:00	0	0	0	0	0	0.0	0	131	23	2	1	0	0	158.3
Hourly Total	0	0	0	0	0	0	0	467	72	10	3	0	0	541
11:00 - 11:15	0	0	0	0	0	0.0	0	113	17	3	1	0	0	136.8
11:15 - 11:30	0	0	0	0	0	0.0	0	120	11	3	1	1	0	139.8
11:30 - 11:45	0	0	0	0	0	0.0	0	108	11	5	1	0	0	128.8
11:45 - 12:00	0	0	0	0	0	0.0	0	115	16	2	2	0	0	136.8
Hourly Total	0	0	0	0	0	0	0	456	56	13	5	0	0	525
12:00 - 12:15	0	0	0	0	0	0.0	0	107	9	3	0	0	0	119.5
12:15 - 12:30	0	0	0	0	0	0.0	0	107	15	4	1	0	0	130.3
12:30 - 12:45	0	0	0	0	0	0.0	0	111	13	4	0	0	0	130.0
12:45 - 13:00	0	0	0	0	0	0.0	0	118	13	6	2	0	0	144.6
Hourly Total	0	0	0	0	0	0	0	443	49	17	3	0	0	512
13:00 - 13:15	0	0	0	0	0	0.0	0	102	15	2	0	0	0	124.6
13:15 - 13:30	0	0	0	0	0	0.0	0	92	16	2	0	0	0	111.0
13:30 - 13:45	0	0	0	0	0	0.0	0	109	18	5	1	0	0	136.8
13:45 - 14:00	0	0	0	0	0	0.0	0	85	14	1	0	1	0	102.5
Hourly Total	0	0	0	0	0	0	0	386	63	10	3	1	0	475
14:00 - 14:15	0	0	0	0	0	0.0	0	114	15	3	0	1	0	138.5
14:15 - 14:30	0	0	0	0	0	0.0	0	128	12	1	0	0	0	141.5
14:30 - 14:45	0	0	0	0	0	0.0	0	105	15	2	0	1	0	125.0
14:45 - 15:00	0	0	0	0	0	0.0	0	116	22	0	0	0	2	140.0
Hourly Total	0	0	0	0	0	0	0	463	64	8	0	3	0	540
15:00 - 15:15	0	0	0	0	0	0.0	0	110	18	2	0	0	0	131.0
15:15 - 15:30	0	0	0	0	0	0.0	0	131	13	2	1	0	0	149.3
15:30 - 15:45	0	0	0	0	0	0.0	0	117	15	1	0	0	0	133.5
15:45 - 16:00	0	0	0	0	0	0.0	0	118	7	2	0	0	0	128.0
Hourly Total	0	0	0	0	0	0	0	476	53	7	1	0	0	542
16:00 - 16:15	0	0	0	0	0	0.0	0	113	14	4	0	1	0	135.0
16:15 - 16:30	0	0	0	0	0	0.0	0	110	14	1	0	0	0	125.5
16:30 - 16:45	0	0	0	0	0	0.0	0	95	13	1	0	0	0	108.5
16:45 - 17:00	0	0	0	0	0	0.0	0	119	20	1	0	0	0	140.5
Hourly Total	0	0	0	0	0	0	0	437	61	7	0	1	0	511
17:00 - 17:15	0	0	0	0	0	0.0	0	119	21	3	0	1	0	144.0
17:15 - 17:30	0	0	0	0	0	0.0	0	111	11	3	0	0	0	126.5
17:30 - 17:45	0	0	0	0	0	0.0	0	129	16	0	0	1	0	147.0
17:45 - 18:00	0	0	0	0	0	0.0	0	121	16	0	0	0	0	137.0
Hourly Total	0	0	0	0	0	0	0	480	64	6	0	2	0	557
18:00 - 18:15	0	0	0	0	0	0.0	0	89	14	0	0	1	0	104.0
18:15 - 18:30	0	0	0	0	0	0.0	0	99	15	0	0	1	0	114.0
18:30 - 18:45	0	0	0	0	0	0.0	0	104	18	0	0	1	0	124.0
18:45 - 19:00	0	0	0	0	0	0.0	0	95	4	1	0	1	0	102.5
Hourly Total	0	0	0	0	0	0	0	387	51	1	0	4	0	448
19:00 - 19:15	0	0	0	0	0	0.0	0	103	14	0	0	2	0	120.0
19:15 - 19:30	0	0	0	0	0	0.0	0	101	10	0	0	2	0	115.0
19:30 - 19:45	0	0	0	0	0	0.0	0	80	4	0	0	0	0	84.0
19:45 - 20:00	0	0	0	0	0	0.0	0	59	2	2	0	0	0	64.0
Hourly Total	0	0	0	0	0	0	0	342	30	2	0	4	0	383
20:00 - 20:15	0	0	0	0	0	0.0	0	66	5	0	0	0	0	71.0
20:15 - 20:30	0	0	0	0	0	0.0	0	52	3	0	0	0	0	55.0
20:30 - 20:45	0	0	0	0	0	0.0	0	60	10	0	0	0	0	70.0
20:45 - 21:00	0	0	0	0	0	0.0	0	58	5	2	0	2	0	70.0
Hourly Total	0	0	0	0	0	0	0	236	23	2	0	2	0	263
21:00 - 21:15	0	0	0	0	0	0.0	0	40	2	2	0	0	0	48.0
21:15 - 21:30	0	0	0	0	0	0.0	0	57	6	0	0	0	0	63.0
21:30 - 21:45	0	0	0	0	0	0.0	0	54	1	0	0	0	0	55.0
21:45 - 22:00	0	0	0	0	0	0.0	0	39	2	0	0	0	0	41.0
Hourly Total	0	0	0	0	0	0	0	190	11	2	0	0	0	204
22:00 - 22:15	0	0	0	0	0	0.0	0	35	2	0	0	0	0	38.0
22:15 - 22:30	0	0	0	0	0	0.0	0	22	0	0	0	0	0	22.0
22:30 - 22:45	0	0	0	0	0	0.0	0	29	2	0	0	0	0	32.0
22:45 - 23:00	0	0	0	0	0	0.0	0	21	1	0	0	0	0	22.0
Hourly Total	0	0	0	0	0	0	0	108	5	0	0	0	0	114
23:00 - 23:15	0	0	0	0	0	0.0	0	14	1	0	0	0	0	15.0
23:15 - 23:30	0	0	0	0	0	0.0	0	18	0	0	0	0	0	18.0
23:30 - 23:45	0	0	0	0	0	0.0	0	16	0	0	0	1	0	17.0
23:45 - 00:00	0	0	0	0	0	0.0	0	12	0	0	0	1	0	14.0
Hourly Total	0	0	0	0	0	0	0	60	1	0	0	2	0	63
Session Total	0	0	0	0	0	0	0	6336	801	136	21	22	7438	7316

Junction: A - Tivoli Road / B - B2052 Beatrix Road / C - B2052 Tivoli Road

Approach: C - B2052 Tivoli Road

TIME	CAR	LGV	C to A							C to B							C to C						
			OOV1	OOV2	BUS	PCU	TOTAL	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL		
06:00 - 06:15	2	1	2	0	0	6.0	5	13	4	8	0	0	29.0	25	0	0	0	0	0	0	0.0	0	
06:15 - 06:30	5	0	0	0	0	5.0	5	15	0	3	0	0	18.5	18	0	0	0	0	0	0	0.0	0	
06:30 - 06:45	11	1	0	0	1	14.0	13	36	2	1	0	0	39.5	39	0	0	0	0	0	0	0.0	0	
06:45 - 07:00	7	0	0	0	1	8.0	8	55	6	3	0	1	67.5	66	0	0	0	0	0	0	0.0	0	
Hourly Total	25	2	2	0	2	34	31	119	12	15	0	1	195	187	0	0	0	0	0	0	0.0	0	
07:00 - 07:15	5	3	1	0	0	9.5	9	49	9	3	0	0	62.5	61	0	0	0	0	0	0	0.0	0	
07:15 - 07:30	9	8	1	0	2	22.5	20	63	17	2	1	0	85.3	83	0	0	0	0	0	0	0.0	0	
07:30 - 07:45	16	2	0	0	0	18.0	18	97	18	2	0	0	118.0	117	0	0	0	0	0	0	0.0	0	
07:45 - 08:00	33	7	0	0	0	40.0	40	139	22	2	1	0	166.3	164	0	0	0	0	0	0	0.0	0	
Hourly Total	63	20	2	0	2	95	87	348	66	9	2	0	431	425	0	0	0	0	0	0	0.0	0	
08:00 - 08:15	44	8	2	0	0	55.0	54	115	18	4	0	0	134.5	134	0	0	0	0	0	0	0.0	0	
08:15 - 08:30	32	7	1	0	2	44.5	42	110	16	2	2	1	135.6	131	0	0	0	0	0	0	0.0	0	
08:30 - 08:45	46	5	3	0	0	55.5	54	114	13	2	0	0	130.0	129	0	0	0	0	0	0	0.0	0	
08:45 - 09:00	73	9	3	0	0	85.5	85	90	8	3	0	0	102.5	101	0	0	0	0	0	0	0.0	0	
Hourly Total	195	29	8	0	2	242	235	429	55	8	2	1	501	495	0	0	0	0	0	0	0.0	0	
09:00 - 09:15	55	5	0	0	1	62.0	61	86	11	4	1	0	105.3	102	0	0	0	0	0	0	0.0	0	
09:15 - 09:30	31	4	0	0	0	37.0	36	118	10	4	1	0	136.3	133	0	0	0	0	0	0	0.0	0	
09:30 - 09:45	28	5	1	0	1	36.5	35	120	16	1	0	0	137.5	137	0	0	0	0	0	0	0.0	0	
09:45 - 10:00	28	11	0	0	0	39.0	39	114	8	4	0	0	128.0	126	0	0	0	0	0	0	0.0	0	
Hourly Total	142	25	1	0	3	175	171	428	45	13	2	0	501	496	0	0	0	0	0	0	0.0	0	
10:00 - 10:15	34	5	3	0	0	42.5	42	108	13	2	1	0	126.3	124	0	0	0	0	0	0	0.0	0	
10:15 - 10:30	31	8	0	0	0	41.0	40	104	13	2	0	0	120.0	119	0	0	0	0	0	0	0.0	0	
10:30 - 10:45	33	4	0	0	0	37.0	37	106	20	4	1	0	134.3	131	0	0	0	0	0	0	0.0	0	
10:45 - 11:00	33	2	0	0	1	37.0	36	120	21	2	1	0	146.3	144	0	0	0	0	0	0	0.0	0	
Hourly Total	131	19	3	0	2	159	155	428	67	10	3	0	517	515	0	0	0	0	0	0	0.0	0	
11:00 - 11:15	32	9	1	1	0	44.5	43	108	17	3	1	0	131.8	129	0	0	0	0	0	0	0.0	0	
11:15 - 11:30	46	6	2	0	1	57.0	55	117	10	3	1	1	135.8	132	0	0	0	0	0	0	0.0	0	
11:30 - 11:45	35	3	0	0	0	38.0	38	98	11	5	1	0	118.8	115	0	0	0	0	0	0	0.0	0	
11:45 - 12:00	29	3	2	0	1	37.0	35	106	14	2	2	0	127.6	124	0	0	0	0	0	0	0.0	0	
Hourly Total	142	21	5	1	2	177	171	429	52	13	5	1	515	507	0	0	0	0	0	0	0.0	0	
12:00 - 12:15	27	8	1	0	0	36.5	35	101	7	3	0	0	112.5	111	0	0	0	0	0	0	0.0	0	
12:15 - 12:30	28	6	0	0	1	36.0	35	97	14	4	1	0	115.3	116	0	0	0	0	0	0	0.0	0	
12:30 - 12:45	27	5	0	0	0	32.0	32	105	12	4	0	0	123.0	121	0	0	0	0	0	0	0.0	0	
12:45 - 13:00	25	5	0	0	1	32.0	31	105	11	6	2	0	129.6	124	0	0	0	0	0	0	0.0	0	
Hourly Total	107	24	1	0	2	117	114	408	44	17	3	0	472	472	0	0	0	0	0	0	0.0	0	
13:00 - 13:15	15	7	0	0	0	22.0	22	90	12	2	0	0	105.6	102	0	0	0	0	0	0	0.0	0	
13:15 - 13:30	21	7	0	0	0	28.0	28	88	12	2	0	0	103.0	102	0	0	0	0	0	0	0.0	0	
13:30 - 13:45	33	2	0	0	1	37.0	36	104	15	4	1	0	127.3	124	0	0	0	0	0	0	0.0	0	
13:45 - 14:00	37	11	0	0	1	50.0	49	78	12	1	0	1	93.5	92	0	0	0	0	0	0	0.0	0	
Hourly Total	106	27	0	0	2	117	115	360	52	9	3	1	475	475	0	0	0	0	0	0	0.0	0	
14:00 - 14:15	38	5	2	0	0	46.0	45	104	14	4	0	0	124.0	122	0	0	0	0	0	0	0.0	0	
14:15 - 14:30	37	5	1	0	1	45.5	44	116	11	1	0	0	128.5	128	0	0	0	0	0	0	0.0	0	
14:30 - 14:45	44	5	0	0	0	49.0	49	97	14	1	0	1	114.5	113	0	0	0	0	0	0	0.0	0	
14:45 - 15:00	36	9	0	0	3	51.0	48	107	19	0	0	0	126.0	126	0	0	0	0	0	0	0.0	0	
Hourly Total	155	24	3	0	4	192	186	424	58	6	0	1	493	493	0	0	0	0	0	0	0.0	0	
15:00 - 15:15	52	4	0	1	0	59.0	57	95	17	2	0	0	116.0	115	0	0	0	0	0	0	0.0	0	
15:15 - 15:30	52	6	0	0	2	62.0	60	122	12	2	1	0	139.3	137	0	0	0	0	0	0	0.0	0	
15:30 - 15:45	47	6	1	0	2	58.5	56	106	13	1	0	0	120.5	120	0	0	0	0	0	0	0.0	0	
15:45 - 16:00	49	6	2	0	1	60.0	58	112	6	1	0	0	119.5	119	0	0	0	0	0	0	0.0	0	
Hourly Total	200	22	3	1	5	219	211	436	48	6	1	0	495	491	0	0	0	0	0	0	0.0	0	
16:00 - 16:15	46	10	0	0	1	58.0	57	97	12	3	0	0	115.5	113	0	0	0	0	0	0	0.0	0	
16:15 - 16:30	47	6	0	0	1	55.0	54	100	12	1	0	0	113.5	113	0	0	0	0	0	0	0.0	0	
16:30 - 16:45	36	8	0	0	0	44.0	44	87	12	1	0	0	100.5	100	0	0	0	0	0	0	0.0	0	
16:45 - 17:00	32	7	0	0	1	41.0	40	103	18	1	0	0	122.5	122	0	0	0	0	0	0	0.0	0	
Hourly Total	181	31	0	0	3	195	195	387	54	6	0	1	452	448	0	0	0	0	0	0	0.0	0	
17:00 - 17:15	49	11	0	0	0	60.0	60	107	18	3	0	1	121.5	120	0	0	0	0	0	0	0.0	0	
17:15 - 17:30	51	10	0	0	1	63.0	62	98	11	3	0	0	113.5	112	0	0	0	0	0	0	0.0	0	
17:30 - 17:45	48	8	0	0	0	56.0	56	120	14	0	0	0	134.0	134	0	0	0	0	0	0	0.0	0	
17:45 - 18:00	41	8	1	0	0	50.5	50	106	13	0	0	0	119.0	119	0	0	0	0	0	0	0.0	0	
Hourly Total	189	37	1	0	1	210	209	431	56	6	0	1	490	484	0	0	0	0	0	0	0.0	0	
18:00 - 18:15	39	1	0	0	1	39.0	37	83	14	0	0	1	90.0	88	0	0	0	0	0	0	0.0	0	
18:15 - 18:30	30	2	0	0	0	34.0	34	95	15	0	0	0	110.0	110	0	0	0	0	0	0	0.0	0	
18:30 - 18:45	32	6	1	0	0	39.5	39	101	16	0	0	1	118.0	118	0	0	0	0	0	0	0.0	0	
18:45 - 19:00	20	2	1	0	0	23.5	24	92	4	1	0	1	99.5	98	0	0	0	0	0	0	0.0	0	
Hourly Total	117	13	2	0	2	137	134	371	49	1	0	3	428	424	0	0	0	0	0	0	0.0	0	
19:00 - 19:15	23	3	0	0	0	260																	

TIME	From C							To C						
	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL
06:00 - 06:15	15	5	10	0	0	35.0	30	0	0	0	0	0	0	0.0
06:15 - 06:30	20	0	3	0	0	24.5	23	0	0	0	0	0	0	0.0
06:30 - 06:45	47	3	1	0	1	53.5	52	0	0	0	0	0	0	0.0
06:45 - 07:00	62	6	3	0	2	76.5	73	0	0	0	0	0	0	0.0
Hourly Total	144	14	17	0	3	195	178	0	0	0	0	0	0	0
07:00 - 07:15	54	12	4	0	0	72.0	70	0	0	0	0	0	0	0.0
07:15 - 07:30	72	25	3	1	2	107.8	103	0	0	0	0	0	0	0.0
07:30 - 07:45	113	20	2	0	0	136.0	135	0	0	0	0	0	0	0.0
07:45 - 08:00	172	29	2	1	0	206.3	204	0	0	0	0	0	0	0.0
Hourly Total	413	86	11	2	2	521	512	0	0	0	0	0	0	0
08:00 - 08:15	159	26	3	0	0	188.5	188	0	0	0	0	0	0	0.0
08:15 - 08:30	142	23	3	2	3	180.1	179	0	0	0	0	0	0	0.0
08:30 - 08:45	160	18	5	0	0	185.5	183	0	0	0	0	0	0	0.0
08:45 - 09:00	193	17	6	0	0	199.0	196	0	0	0	0	0	0	0.0
Hourly Total	454	84	17	2	3	745	729	0	0	0	0	0	0	0
09:00 - 09:15	141	16	4	1	1	167.3	163	0	0	0	0	0	0	0.0
09:15 - 09:30	149	14	4	1	1	173.3	169	0	0	0	0	0	0	0.0
09:30 - 09:45	148	21	2	0	1	174.0	172	0	0	0	0	0	0	0.0
09:45 - 10:00	142	19	4	0	0	167.0	165	0	0	0	0	0	0	0.0
Hourly Total	560	70	14	2	3	682	669	0	0	0	0	0	0	0
10:00 - 10:15	142	18	5	1	0	168.0	166	0	0	0	0	0	0	0.0
10:15 - 10:30	135	21	2	0	1	161.0	159	0	0	0	0	0	0	0.0
10:30 - 10:45	139	24	4	1	0	171.3	168	0	0	0	0	0	0	0.0
10:45 - 11:00	153	23	2	1	1	185.3	180	0	0	0	0	0	0	0.0
Hourly Total	569	86	13	3	2	695	673	0	0	0	0	0	0	0
11:00 - 11:15	140	26	4	2	0	176.6	172	0	0	0	0	0	0	0.0
11:15 - 11:30	163	16	5	1	2	182.8	187	0	0	0	0	0	0	0.0
11:30 - 11:45	133	14	5	1	0	156.8	153	0	0	0	0	0	0	0.0
11:45 - 12:00	135	17	4	2	1	164.6	159	0	0	0	0	0	0	0.0
Hourly Total	571	79	18	6	3	691	671	0	0	0	0	0	0	0
12:00 - 12:15	128	15	4	0	0	146.0	147	0	0	0	0	0	0	0.0
12:15 - 12:30	125	20	4	1	1	155.3	151	0	0	0	0	0	0	0.0
12:30 - 12:45	132	17	4	0	0	156.0	153	0	0	0	0	0	0	0.0
12:45 - 13:00	130	16	6	2	1	161.6	155	0	0	0	0	0	0	0.0
Hourly Total	515	68	18	3	2	621	606	0	0	0	0	0	0	0
13:00 - 13:15	105	20	2	2	0	132.6	129	0	0	0	0	0	0	0.0
13:15 - 13:30	109	19	2	0	0	131.0	130	0	0	0	0	0	0	0.0
13:30 - 13:45	137	17	4	1	1	164.3	160	0	0	0	0	0	0	0.0
13:45 - 14:00	115	23	1	0	2	143.5	141	0	0	0	0	0	0	0.0
Hourly Total	466	79	9	3	3	572	560	0	0	0	0	0	0	0
14:00 - 14:15	142	19	6	0	0	170.0	167	0	0	0	0	0	0	0.0
14:15 - 14:30	153	16	2	0	1	174.0	172	0	0	0	0	0	0	0.0
14:30 - 14:45	141	19	1	0	1	163.5	162	0	0	0	0	0	0	0.0
14:45 - 15:00	143	28	0	0	3	177.0	174	0	0	0	0	0	0	0.0
Hourly Total	579	82	9	0	5	695	675	0	0	0	0	0	0	0
15:00 - 15:15	146	21	2	1	0	174.3	172	0	0	0	0	0	0	0.0
15:15 - 15:30	174	18	2	1	2	201.3	197	0	0	0	0	0	0	0.0
15:30 - 15:45	153	19	2	0	2	178.0	176	0	0	0	0	0	0	0.0
15:45 - 16:00	161	12	3	0	1	179.5	177	0	0	0	0	0	0	0.0
Hourly Total	636	79	9	2	5	735	722	0	0	0	0	0	0	0
16:00 - 16:15	143	22	3	0	2	178.5	179	0	0	0	0	0	0	0.0
16:15 - 16:30	147	18	1	0	1	168.5	167	0	0	0	0	0	0	0.0
16:30 - 16:45	123	20	1	0	0	144.5	144	0	0	0	0	0	0	0.0
16:45 - 17:00	135	25	1	0	1	163.5	162	0	0	0	0	0	0	0.0
Hourly Total	548	85	6	0	4	630	643	0	0	0	0	0	0	0
17:00 - 17:15	156	29	3	0	1	194.5	189	0	0	0	0	0	0	0.0
17:15 - 17:30	149	21	3	0	1	176.5	174	0	0	0	0	0	0	0.0
17:30 - 17:45	168	22	0	0	0	190.0	190	0	0	0	0	0	0	0.0
17:45 - 18:00	147	21	1	0	0	168.5	169	0	0	0	0	0	0	0.0
Hourly Total	620	93	7	0	2	739	722	0	0	0	0	0	0	0
18:00 - 18:15	118	16	0	0	2	137.0	136	0	0	0	0	0	0	0.0
18:15 - 18:30	125	19	0	0	0	144.0	144	0	0	0	0	0	0	0.0
18:30 - 18:45	133	22	1	0	1	158.5	157	0	0	0	0	0	0	0.0
18:45 - 19:00	112	6	2	0	2	126.0	122	0	0	0	0	0	0	0.0
Hourly Total	488	62	3	0	5	565	558	0	0	0	0	0	0	0
19:00 - 19:15	119	17	0	0	2	140.0	138	0	0	0	0	0	0	0.0
19:15 - 19:30	109	11	0	0	0	120.0	120	0	0	0	0	0	0	0.0
19:30 - 19:45	102	7	1	0	1	112.5	111	0	0	0	0	0	0	0.0
19:45 - 20:00	63	4	2	0	0	70.0	69	0	0	0	0	0	0	0.0
Hourly Total	383	39	3	0	3	443	438	0	0	0	0	0	0	0
20:00 - 20:15	75	6	0	0	0	81.0	81	0	0	0	0	0	0	0.0
20:15 - 20:30	64	3	0	0	0	67.0	67	0	0	0	0	0	0	0.0
20:30 - 20:45	64	11	0	0	0	75.0	75	0	0	0	0	0	0	0.0
20:45 - 21:00	64	6	2	0	1	75.0	73	0	0	0	0	0	0	0.0
Hourly Total	267	26	2	0	1	290	296	0	0	0	0	0	0	0
21:00 - 21:15	47	3	2	0	0	53.0	52	0	0	0	0	0	0	0.0
21:15 - 21:30	60	6	0	0	0	66.0	66	0	0	0	0	0	0	0.0
21:30 - 21:45	57	3	0	0	0	60.0	60	0	0	0	0	0	0	0.0
21:45 - 22:00	42	2	0	0	0	44.0	44	0	0	0	0	0	0	0.0
Hourly Total	206	14	2	0	0	223	222	0	0	0	0	0	0	0
22:00 - 22:15	36	3	0	0	0	39.0	39	0	0	0	0	0	0	0.0
22:15 - 22:30	26	0	0	0	0	26.0	26	0	0	0	0	0	0	0.0
22:30 - 22:45	30	3	0	0	0	33.0	33	0	0	0	0	0	0	0.0
22:45 - 23:00	21	1	0	0	0	22.0	22	0	0	0	0	0	0	0.0
Hourly Total	113	7	0	0	0	120	120	0	0	0	0	0	0	0
23:00 - 23:15	20	2	0	0	0	22.0	22	0	0	0	0	0	0	0.0
23:15 - 23:30	24	0	0	0	0	24.0	24	0	0	0	0	0	0	0.0
23:30 - 23:45	19	0	0	0	0	19.0	19	0	0	0	0	0	0	0.0
23:45 - 00:00	14	1	0	0	1	17.0	16	0	0	0	0	0	0	0.0
Hourly Total	77	3	0	0	1	82	81	0	0	0	0	0	0	0
Session Total	7887	1041	158	23	47	9239	9076	0	0	0	0	0	0	0

Manston, Tuesday 7th March 2017

Junction: (1) Ebbsfleet Roundabout
Approach: Richborough Way

TIME	Left to Sandwich Road								Ahead to A256								Right to Jutes Lane							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	1	0	0	0	0	1	0	0	257	35	11	2	0	305	0	0	2	1	0	0	0	3
0615 - 0630	0	0	0	0	0	0	0	0	0	0	266	41	9	1	1	318	0	0	0	0	0	0	0	0
0630 - 0645	0	0	1	0	0	0	0	1	0	0	320	39	11	2	0	372	0	0	1	0	0	0	0	1
0645 - 0700	0	0	1	0	0	0	0	1	0	0	331	50	10	2	0	393	0	0	1	1	0	0	0	2
Hourly Total	0	0	3	0	0	0	0	3	0	0	1174	165	41	7	1	1388	0	0	4	2	0	0	0	6
0700 - 0715	0	0	1	0	0	0	0	1	0	0	332	54	9	3	0	398	0	0	0	2	0	0	0	2
0715 - 0730	0	0	0	0	0	0	0	0	0	0	350	64	10	3	0	427	0	0	1	1	0	0	0	2
0730 - 0745	0	0	1	0	0	1	0	2	0	0	318	62	10	4	1	395	0	0	2	4	0	0	0	6
0745 - 0800	0	0	4	1	0	2	0	7	0	2	322	48	10	9	0	391	0	0	5	1	1	0	0	7
Hourly Total	0	0	6	1	0	3	0	10	0	2	1322	228	39	19	1	1611	0	0	8	8	1	0	0	17
0800 - 0815	0	0	5	0	0	0	0	5	0	4	339	58	13	4	0	418	0	0	2	0	1	1	0	4
0815 - 0830	0	0	3	0	1	0	0	4	0	2	285	39	13	7	0	346	0	0	7	0	0	0	0	7
0830 - 0845	0	0	7	0	1	0	0	8	0	2	233	23	7	3	0	268	0	0	6	2	0	0	0	8
0845 - 0900	0	0	3	0	2	0	0	5	0	1	189	30	10	7	0	237	0	0	5	0	0	1	0	6
Hourly Total	0	0	18	0	4	0	0	22	0	9	1046	150	43	21	0	1269	0	0	20	2	1	2	0	25
0900 - 0915	0	0	6	0	0	0	0	6	0	0	164	43	12	6	0	225	0	0	2	0	0	0	0	2
0915 - 0930	0	0	4	0	0	0	0	4	0	3	127	38	13	3	1	185	0	0	0	1	0	0	0	1
0930 - 0945	0	0	5	0	0	0	0	5	0	0	139	33	17	3	0	192	0	0	3	0	0	0	0	3
0945 - 1000	0	0	1	0	0	0	0	1	0	1	143	22	10	5	0	181	0	0	1	0	0	0	0	1
Hourly Total	0	0	16	0	0	0	0	16	0	4	573	136	52	17	1	783	0	0	6	1	0	0	0	7
1000 - 1015	0	0	3	1	0	0	0	4	0	0	144	22	15	4	0	185	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	150	21	11	1	0	183	0	0	1	0	0	0	0	1
1030 - 1045	0	0	1	0	0	0	0	1	0	1	167	22	8	4	0	202	0	0	2	0	0	0	0	2
1045 - 1100	0	0	3	1	0	0	0	4	0	1	139	25	11	4	0	180	0	0	0	1	0	0	0	1
Hourly Total	0	0	7	2	0	0	0	9	0	2	600	90	45	13	0	750	0	0	3	1	0	0	0	4
1100 - 1115	0	0	1	0	0	0	0	1	0	0	157	21	7	3	0	192	0	0	1	1	0	0	0	2
1115 - 1130	0	0	0	0	0	0	0	0	0	0	157	22	14	1	0	194	0	0	0	0	0	0	0	0
1130 - 1145	0	0	2	0	0	0	0	2	0	0	168	19	9	2	1	199	0	0	1	0	0	0	0	1
1145 - 1200	0	0	1	0	0	0	0	1	0	1	127	22	7	4	1	162	0	0	1	1	0	0	0	2
Hourly Total	0	0	4	0	0	0	0	4	0	1	613	84	37	10	2	747	0	0	3	2	0	0	0	5
1200 - 1215	0	0	3	0	0	0	0	3	0	1	151	23	15	4	1	195	0	0	0	2	0	0	0	2
1215 - 1230	0	0	1	1	0	0	0	2	0	0	95	30	7	2	0	134	0	0	1	0	0	1	0	2
1230 - 1245	0	0	1	2	0	0	0	3	0	0	123	25	16	5	0	169	0	0	3	0	0	0	0	3
1245 - 1300	0	0	1	0	0	0	0	1	0	0	128	27	10	4	0	169	0	0	3	2	0	0	0	5
Hourly Total	0	0	6	3	0	0	0	9	0	1	497	105	48	15	1	667	0	0	7	4	0	1	0	12
1300 - 1315	0	0	4	0	0	0	0	4	0	0	121	26	8	9	0	164	0	0	3	1	3	1	0	8
1315 - 1330	0	0	5	0	0	0	0	5	0	0	134	28	15	5	0	182	0	0	3	1	0	0	0	4
1330 - 1345	0	0	2	1	0	0	0	4	0	1	121	23	7	0	1	153	0	0	2	1	0	0	0	3
1345 - 1400	0	0	3	0	0	0	0	3	0	0	129	22	14	2	0	167	0	0	1	1	2	0	0	4
Hourly Total	0	0	14	1	0	1	0	16	0	1	505	99	44	16	1	666	0	0	9	4	5	1	0	19
1400 - 1415	0	0	1	0	0	0	0	1	0	0	133	21	11	3	0	168	0	0	1	2	0	0	0	3
1415 - 1430	0	0	0	0	0	0	0	0	0	0	151	31	10	7	0	199	0	0	2	0	0	0	0	2
1430 - 1445	0	0	2	0	0	0	0	2	0	1	159	31	9	8	0	208	0	0	0	0	0	0	0	0
1445 - 1500	0	0	2	0	0	0	0	2	0	0	151	25	6	2	0	184	0	0	1	1	0	0	0	2
Hourly Total	0	0	5	0	0	0	0	5	0	1	594	108	36	20	0	759	0	0	4	3	0	0	0	7
1500 - 1515	0	0	1	0	0	0	0	1	0	0	155	28	13	7	0	203	0	0	0	1	0	0	0	1
1515 - 1530	0	0	1	0	0	0	0	1	0	0	178	25	7	9	0	219	0	0	2	0	0	0	0	2
1530 - 1545	0	0	2	0	0	0	0	2	0	0	181	29	7	2	0	219	0	0	2	0	0	0	0	2
1545 - 1600	0	0	0	1	0	0	0	1	0	2	180	25	6	7	0	220	0	0	3	0	0	0	0	3
Hourly Total	0	0	4	1	0	0	0	5	0	2	694	107	33	25	0	861	0	0	7	1	0	0	0	8
1600 - 1615	0	0	1	0	0	0	0	1	0	0	184	24	6	8	0	222	0	0	1	1	0	0	0	2
1615 - 1630	0	0	1	0	0	0	0	1	0	0	180	23	12	7	0	222	0	0	1	0	0	0	0	1
1630 - 1645	0	0	1	0	0	0	0	1	0	1	190	29	12	6	0	238	0	0	0	2	0	0	0	2
1645 - 1700	0	0	9	0	0	0	0	9	0	0	201	21	9	7	0	238	0	0	0	0	0	0	0	0
Hourly Total	0	0	12	0	0	0	0	12	0	1	755	97	39	28	0	920	0	0	2	3	0	0	0	5
1700 - 1715	0	0	4	0	0	0	0	4	0	0	220	29	6	5	0	260	0	0	2	1	1	0	0	4
1715 - 1730	0	0	7	1	0	0	0	8	0	0	212	23	6	6	0	247	0	0	2	0	0	0	0	2
1730 - 1745	0	0	9	1	0	0	0	10	0	1	212	21	5	2	0	241	0	0	1	2	0	0	0	3
1745 - 1800	0	0	18	1	0	0	0	19	0	3	154	21	1	0	0	179	0	0	2	0	0	1	0	3
Hourly Total	0	0	38	3	0	0	0	41	0	4	798	94	18	13	0	927	0	0	7	3	1	1	0	12
1800 - 1815	0	0	6	0	0	0	0	6	0	0	162	16	1	0	0	179	0	0	3	1	0	0	0	4
1815 - 1830	0	0	1	2	0	0	0	3	0	1	164	8	2	0	1	176	0	0	1	0	0	0	0	1
1830 - 1845	0	0																						

Manston, Tuesday 7th March 2017

Junction: (1) Ebbsfleet Roundabout
Approach: Sandwich Road

TIME	Left to A256							Ahead to Jutes Lane							Right to Richborough Way									
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	33	7	0	0	0	40	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
0615 - 0630	0	0	39	5	1	0	0	45	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
0630 - 0645	0	0	41	8	0	1	0	50	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
0645 - 0700	0	0	49	6	0	0	0	55	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3
Hourly Total	0	0	162	26	1	1	0	190	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10
0700 - 0715	0	0	48	10	0	1	0	59	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
0715 - 0730	0	0	59	11	0	0	0	70	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8
0730 - 0745	0	0	54	10	1	2	1	68	0	0	1	0	1	0	0	2	0	0	5	1	0	1	0	7
0745 - 0800	0	1	34	7	0	0	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	195	38	1	3	1	239	0	0	1	0	1	0	0	2	0	0	15	1	0	1	0	17
0800 - 0815	0	1	55	6	1	0	2	65	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	3
0815 - 0830	0	0	51	8	0	0	1	60	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3
0830 - 0845	0	0	34	2	0	1	0	37	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	7
0845 - 0900	0	1	29	4	1	0	0	35	0	0	0	0	0	0	0	0	0	0	7	1	0	1	0	9
Hourly Total	0	2	169	20	2	1	3	197	0	0	0	0	0	0	0	0	0	0	16	2	1	3	0	22
0900 - 0915	0	1	22	1	0	0	0	24	0	0	0	0	1	0	0	1	0	0	1	0	0	1	0	2
0915 - 0930	0	1	25	4	2	0	1	33	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3
0930 - 0945	0	0	27	4	0	0	0	31	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3
0945 - 1000	0	0	24	3	1	0	0	28	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
Hourly Total	0	2	98	12	3	0	1	116	0	0	0	0	1	0	0	1	0	0	10	2	0	1	0	13
1000 - 1015	0	0	23	2	0	0	0	25	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
1015 - 1030	0	0	23	3	1	0	0	27	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4
1030 - 1045	0	0	26	4	0	0	0	30	0	0	1	0	0	0	0	1	0	0	2	1	0	0	0	3
1045 - 1100	0	0	29	1	0	1	0	31	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
Hourly Total	0	0	101	10	1	1	0	113	0	0	1	0	0	0	0	1	0	0	17	2	0	0	0	19
1100 - 1115	0	0	27	2	1	0	0	30	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9
1115 - 1130	0	0	31	2	0	0	0	33	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
1130 - 1145	0	0	24	0	1	0	0	25	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
1145 - 1200	0	0	20	4	0	0	0	24	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5
Hourly Total	0	0	102	8	2	0	0	112	0	0	0	0	0	0	0	0	0	0	22	2	0	0	0	24
1200 - 1215	0	0	26	2	1	0	0	29	0	0	0	0	0	0	0	0	0	0	6	2	1	0	0	9
1215 - 1230	0	0	31	3	0	0	0	34	0	0	1	0	0	0	0	1	0	0	3	1	0	1	0	5
1230 - 1245	0	1	28	6	0	0	1	36	0	0	0	0	1	0	0	1	0	0	7	0	0	0	0	7
1245 - 1300	0	0	26	2	2	0	0	30	0	0	0	1	0	0	0	1	0	0	8	1	0	0	0	9
Hourly Total	0	1	111	13	3	0	1	129	0	0	1	2	0	0	0	3	0	0	24	4	1	1	0	30
1300 - 1315	0	0	39	4	0	0	0	43	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3
1315 - 1330	0	1	32	3	0	0	0	36	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7
1330 - 1345	0	0	28	3	0	0	0	32	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4
1345 - 1400	0	1	27	4	1	1	0	34	0	0	0	0	1	0	0	1	0	0	3	1	0	0	0	4
Hourly Total	0	2	126	14	1	1	1	145	0	0	0	0	1	0	0	1	0	0	14	4	0	0	0	18
1400 - 1415	0	0	28	1	1	0	0	30	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
1415 - 1430	0	2	38	4	0	0	0	44	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
1430 - 1445	0	0	38	1	1	0	0	40	0	0	0	1	0	0	0	1	0	0	2	0	0	0	0	2
1445 - 1500	0	0	35	3	0	0	0	38	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hourly Total	0	2	139	9	2	0	0	152	0	0	0	1	0	0	0	1	0	0	8	0	0	0	0	8
1500 - 1515	0	0	39	9	0	0	0	48	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
1515 - 1530	0	1	29	6	0	0	0	36	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1530 - 1545	0	1	35	2	0	0	0	38	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1545 - 1600	0	1	34	3	0	0	0	38	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hourly Total	0	3	137	20	0	0	0	160	0	0	2	0	0	0	0	2	0	0	4	0	0	0	0	4
1600 - 1615	0	1	33	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3
1615 - 1630	0	1	30	2	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1630 - 1645	0	2	34	5	1	0	0	42	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
1645 - 1700	0	0	37	2	1	0	0	40	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hourly Total	0	4	134	9	2	0	0	149	0	0	1	0	0	0	0	1	0	0	5	2	0	0	0	7
1700 - 1715	0	0	38	1	0	0	1	40	0	0	0	1	0	0	0	1	0	0	7	0	0	0	0	7
1715 - 1730	0	1	35	8	0	0	0	44	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
1730 - 1745	0	1	34	4	1	0	0	40	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
1745 - 1800	0	6	31	1	0	0	0	39	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	3
Hourly Total	0	8	138	14	1	0	2	163	0	0	0	1	0	0	0	1	0	0	20	0	0	1	0	21
1800 - 1815	0	0	19	1	0	0	0	20	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10
1815 - 1830	0	0	25	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
1830 - 1845	0	0	19	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
1845 - 1900	0	1	16	0	0	0	0	17	0	0														

Manston, Tuesday 7th March 2017

Junction: (1) Ebbsfleet Roundabout
Approach: A256

TIME	Left to Jutes Lane								Ahead to Richborough Way								Right to Sandwich Road							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	0	0	0	0	0	0	0	1	112	15	1	1	0	130	0	0	1	1	0	0	0	2
0615 - 0630	0	0	1	0	0	0	0	1	0	0	139	22	4	1	0	166	0	0	3	2	0	0	0	5
0630 - 0645	0	0	0	0	0	0	0	0	0	0	152	24	7	0	0	183	0	0	6	1	1	0	0	7
0645 - 0700	0	0	1	0	0	0	0	1	0	1	191	32	7	2	0	233	0	0	8	0	0	0	0	10
Hourly Total	0	0	2	0	0	0	0	2	0	2	594	93	19	4	0	712	0	0	18	5	1	0	0	24
0700 - 0715	0	0	2	0	0	0	0	2	0	0	182	31	5	3	0	221	0	0	7	3	0	0	0	10
0715 - 0730	0	0	0	0	0	0	0	0	0	0	201	32	9	1	0	243	0	0	8	7	0	0	0	15
0730 - 0745	0	0	0	1	0	0	0	1	0	2	197	32	5	2	0	238	0	0	8	4	1	0	0	13
0745 - 0800	0	0	3	2	0	0	0	5	0	0	212	43	14	8	0	277	0	0	12	2	1	1	1	17
Hourly Total	0	0	5	3	0	0	0	8	0	2	792	138	33	14	0	979	0	0	35	16	2	1	1	55
0800 - 0815	0	0	4	1	0	0	0	5	0	0	233	32	12	3	0	280	0	1	8	4	2	0	0	15
0815 - 0830	1	0	2	0	0	1	1	4	0	2	208	33	18	6	0	267	0	0	2	18	2	0	0	23
0830 - 0845	0	0	1	1	0	0	0	2	0	0	219	38	14	7	3	281	0	1	30	1	0	0	0	32
0845 - 0900	0	0	2	1	0	0	0	3	0	0	193	33	12	6	0	244	0	0	27	3	0	0	1	31
Hourly Total	1	0	9	2	1	1	0	14	0	2	853	136	56	22	3	1072	0	2	83	10	5	0	1	101
0900 - 0915	0	0	0	0	0	0	0	0	0	0	164	31	15	4	0	214	0	0	19	4	0	1	0	24
0915 - 0930	0	0	1	1	0	0	0	2	0	0	157	31	18	6	2	214	0	0	27	2	0	1	0	30
0930 - 0945	0	0	0	0	0	0	0	0	0	3	147	22	13	3	0	188	0	0	27	7	0	0	0	34
0945 - 1000	0	0	1	0	0	0	0	1	0	1	162	23	13	5	0	204	0	0	29	7	0	0	0	36
Hourly Total	0	0	2	1	0	0	0	3	0	4	630	107	59	18	2	820	0	0	102	20	0	2	0	124
1000 - 1015	0	0	1	0	0	0	0	1	0	0	140	22	12	4	0	178	0	0	30	3	0	0	0	33
1015 - 1030	0	0	0	0	0	0	0	0	0	0	130	21	5	2	0	158	0	0	21	2	1	0	0	24
1030 - 1045	0	0	1	0	0	0	0	1	0	0	111	17	6	7	1	142	0	0	23	2	0	0	0	25
1045 - 1100	0	0	0	0	0	0	0	0	0	0	112	25	7	2	1	147	0	0	19	2	1	0	0	22
Hourly Total	0	0	2	0	0	0	0	2	0	0	493	85	30	15	2	625	0	0	93	9	2	0	0	104
1100 - 1115	0	1	0	0	0	0	0	1	0	0	112	24	6	2	0	144	0	0	23	3	0	0	0	26
1115 - 1130	0	0	0	0	0	0	0	0	0	0	121	28	12	5	0	166	0	0	19	10	0	0	0	29
1130 - 1145	0	0	2	0	0	0	0	2	0	0	112	30	10	3	0	155	0	0	24	8	0	0	0	32
1145 - 1200	0	0	1	0	0	0	0	1	0	0	116	33	6	3	0	158	0	0	25	7	0	0	0	32
Hourly Total	0	0	4	0	0	0	0	4	0	0	461	115	34	13	0	623	0	0	91	28	0	0	0	119
1200 - 1215	0	0	0	0	1	0	0	1	0	1	141	26	14	8	0	190	0	0	22	7	1	0	1	31
1215 - 1230	0	0	2	0	0	0	0	2	0	0	137	31	9	6	0	185	0	1	33	7	2	2	0	45
1230 - 1245	0	0	2	2	0	0	0	4	0	2	126	31	9	5	0	173	0	0	26	5	0	0	0	31
1245 - 1300	0	0	0	0	0	0	0	0	0	0	116	25	10	5	1	157	0	4	22	3	1	2	0	32
Hourly Total	0	0	4	2	1	0	0	7	0	5	520	113	42	24	1	705	0	5	103	22	4	4	1	139
1300 - 1315	0	0	2	2	0	0	0	4	0	0	121	25	12	2	0	160	0	1	25	2	1	0	1	30
1315 - 1330	0	0	0	1	0	0	0	1	0	0	130	25	13	3	1	172	0	1	29	5	1	0	0	36
1330 - 1345	0	0	0	0	0	0	0	0	0	0	140	28	12	6	0	186	0	0	26	1	0	1	0	28
1345 - 1400	0	0	0	1	0	0	0	1	0	1	149	21	10	5	0	186	0	0	31	1	1	0	0	33
Hourly Total	0	0	2	4	0	0	0	6	0	1	540	99	47	16	1	704	0	2	111	9	3	1	1	127
1400 - 1415	0	0	0	1	0	0	0	1	0	1	167	39	6	1	0	214	0	0	25	2	1	0	0	28
1415 - 1430	0	0	0	2	0	0	0	2	0	0	192	48	10	0	0	250	0	0	31	6	1	0	0	38
1430 - 1445	0	0	0	0	0	0	0	0	0	0	221	40	5	2	0	268	0	0	29	7	0	0	0	36
1445 - 1500	0	0	0	0	0	0	0	0	0	2	221	49	4	2	0	278	0	0	31	7	0	0	0	38
Hourly Total	0	0	0	3	0	0	0	3	0	3	801	176	25	5	0	1010	0	0	116	22	2	0	0	140
1500 - 1515	0	0	1	0	0	0	0	1	0	0	234	48	9	0	0	291	0	2	29	4	0	0	0	35
1515 - 1530	0	0	0	0	0	0	0	0	0	2	273	42	7	3	1	328	0	0	32	10	0	0	0	42
1530 - 1545	0	0	1	0	0	0	0	1	0	1	282	38	7	1	0	329	0	1	25	7	1	0	0	34
1545 - 1600	0	0	0	0	0	0	0	0	0	0	244	44	6	1	0	295	0	0	27	11	0	0	0	38
Hourly Total	0	0	2	0	0	0	0	2	0	3	1033	172	29	5	1	1243	0	3	113	32	1	0	0	149
1600 - 1615	0	0	1	0	0	0	0	1	0	1	281	44	3	0	0	329	0	0	29	12	0	0	0	41
1615 - 1630	0	0	0	0	0	0	0	0	0	1	272	54	1	4	0	332	0	1	26	7	0	0	0	34
1630 - 1645	0	0	0	1	0	0	0	1	0	3	289	53	7	0	1	353	0	2	29	6	1	0	0	38
1645 - 1700	0	0	1	0	0	0	0	1	0	1	265	55	7	1	1	330	0	1	45	2	1	0	0	49
Hourly Total	0	0	2	1	0	0	0	3	0	6	1107	206	18	5	2	1344	0	4	129	27	2	0	0	162
1700 - 1715	0	0	0	0	0	0	0	0	0	1	283	62	8	2	1	357	0	0	48	6	0	0	0	54
1715 - 1730	0	0	0	0	1	0	0	1	0	7	327	57	4	2	0	397	0	2	64	7	0	0	1	74
1730 - 1745	0	0	1	0	0	0	0	2	0	5	320	49	4	0	0	378	0	2	41	3	0	0	0	46
1745 - 1800	0	0	0	1	0	0	0	1	0	0	318	25	4	1	0	348	0	0	38	3	0	1	0	42
Hourly Total	0	1	0	2	1	0	0	4	0	13	1248	193	20	5	1	1480	0	4	191	19	0	1	1	215
1800 - 1815	0	0	0	0	0	0	0	0	0	1	236	17	3	1	0	258	0	0	27	1	0	0	0	28
1815 - 1830	0	0	0	0	0	0	0	0	0	1	190	22	2	1	0									

Approach: Jutes Lane

TOTAL	0	0	60	24	5	5	0	94	1	0	16	2	1	0	0	20	1	3	227	58	11	11	0	311

TIME	From A							To A						
	CAR	LOV	GGV1	GGV2	BUS	PCU	TOTAL	CAR	LOV	GGV1	GGV2	BUS	PCU	TOTAL
08:00 - 08:15	6	0	0	0	0	6.0	6	2	0	0	0	0	0	2.0
08:15 - 08:30	15	0	1	0	0	16.0	16	5	1	0	0	0	0	6.0
08:30 - 08:45	14	2	0	0	0	16.0	16	11	0	0	0	0	0	11.0
08:45 - 09:00	20	0	0	0	0	20.0	20	12	2	1	0	0	0	15.0
Hourly Total	60	2	1	0	0	63	63	30	3	1	0	0	0	33
09:00 - 09:15	12	0	1	0	0	13.0	13	14	1	1	0	0	0	16.0
09:15 - 09:30	30	7	0	0	0	37.0	37	22	5	1	0	0	0	28.0
09:30 - 09:45	55	10	0	0	0	65.0	65	30	4	0	0	0	0	34.0
09:45 - 10:00	50	10	1	0	0	61.0	61	27	0	0	0	0	0	27.0
Hourly Total	150	27	2	0	0	184	183	114	10	2	0	0	0	117
10:00 - 10:15	10	0	0	0	0	10.0	10	10	0	1	0	0	0	11.0
10:15 - 10:30	104	0	0	1	0	114.0	114	56	0	1	0	0	0	57.0
10:30 - 10:45	85	11	0	0	0	100.0	100	41	10	0	0	0	0	51.0
10:45 - 09:00	90	11	0	0	0	95.0	95	30	0	1	0	0	0	31.0
Hourly Total	381	16	1	2	0	412	411	202	10	2	0	0	0	212
10:00 - 10:15	50	10	0	0	0	60.0	60	28	0	0	0	0	0	28.0
10:15 - 10:30	57	2	0	0	0	62.0	63	47	2	1	0	0	0	50.0
10:30 - 10:45	72	2	0	0	0	74.0	74	48	5	0	0	0	0	53.0
10:45 - 11:00	40	0	0	0	0	40.0	40	12	2	1	0	0	0	15.0
Hourly Total	224	14	0	0	0	251	250	135	7	2	0	0	0	141
11:00 - 11:15	50	0	0	0	0	50.0	50	15	0	0	0	0	0	15.0
11:15 - 12:00	67	7	0	0	0	74.0	74	74	0	0	0	0	0	74.0
12:00 - 12:15	65	0	0	0	0	65.0	65	10	0	0	0	0	0	10.0
Hourly Total	247	17	0	0	0	274	274	200	14	0	0	0	0	212
13:00 - 13:15	60	0	0	0	0	60.0	60	104	0	0	0	0	0	104.0
13:15 - 13:30	64	1	0	0	0	65.0	65	50	7	0	0	0	0	57.0
13:30 - 13:45	64	4	0	0	0	68.0	68	60	0	0	0	0	0	60.0
13:45 - 14:00	50	0	0	0	0	50.0	50	12	0	1	0	0	0	13.0
Hourly Total	238	15	0	1	0	254	254	220	14	1	0	0	0	225
14:00 - 14:15	60	0	0	0	0	60.0	60	74	0	0	0	0	0	74.0
14:15 - 14:30	47	0	0	0	0	47.0	47	77	0	0	0	0	0	77.0
14:30 - 14:45	50	2	0	0	0	52.0	52	77	0	0	0	0	0	77.0
14:45 - 15:00	50	0	0	0	0	50.0	50	70	7	0	0	0	0	77.0
Hourly Total	198	12	2	0	0	212	212	202	14	0	0	0	0	212
15:00 - 15:15	50	0	0	0	0	50.0	50	30	0	0	0	0	0	30.0
15:15 - 15:30	64	4	0	0	0	67.0	67	41	5	2	0	0	0	48.0
15:30 - 15:45	70	2	0	0	0	72.0	72	35	7	0	0	0	0	42.0
15:45 - 16:00	40	0	0	0	0	40.0	40	30	10	1	0	0	0	41.0
Hourly Total	224	16	0	0	0	250	250	207	14	3	1	0	0	225
16:00 - 16:15	50	0	0	0	0	50.0	50	101	0	0	0	0	0	101.0
16:15 - 16:30	50	0	0	0	0	50.0	50	77	0	0	0	0	0	77.0
16:30 - 16:45	64	2	0	0	0	67.0	67	10	7	1	0	0	0	17.0
16:45 - 17:00	50	0	0	0	0	50.0	50	10	0	0	0	0	0	10.0
Hourly Total	214	12	1	0	0	230	230	220	14	1	0	0	0	224
17:00 - 17:15	50	0	0	0	0	50.0	50	115	11	0	0	0	0	126.0
17:15 - 17:30	60	0	0	0	0	60.0	60	111	0	0	0	0	0	111.0
17:30 - 17:45	72	7	0	0	0	79.0	79	102	5	0	0	0	0	107.0
17:45 - 18:00	60	7	0	0	0	67.0	67	37	4	0	0	0	0	41.0
Hourly Total	238	14	0	0	0	252	252	300	19	0	0	0	0	319
18:00 - 18:15	50	1	0	0	0	51.0	51	10	0	0	0	0	0	10.0
18:15 - 18:30	50	0	0	0	0	50.0	50	46	0	0	0	0	0	46.0
18:30 - 18:45	43	2	0	0	0	45.0	45	15	5	0	0	0	0	20.0
18:45 - 19:00	40	0	0	0	0	40.0	40	10	0	0	0	0	0	10.0
Hourly Total	184	3	0	0	0	191	191	204	10	1	0	0	0	215
19:00 - 19:15	30	1	0	0	0	31.0	31	10	0	0	0	0	0	10.0
19:15 - 19:30	60	1	0	0	0	62.0	62	50	0	0	0	0	0	50.0
19:30 - 19:45	30	0	0	0	0	30.0	30	10	0	0	0	0	0	10.0
19:45 - 20:00	30	1	0	0	0	31.0	31	12	1	0	0	0	0	13.0
Hourly Total	150	3	0	0	0	152	152	204	0	1	0	0	0	205
20:00 - 20:15	20	1	0	0	0	21.0	21	10	0	0	0	0	0	10.0
20:15 - 20:30	21	0	0	0	0	21.0	21	10	0	0	0	0	0	10.0
20:30 - 20:45	22	1	0	0	0	23.0	23	11	1	0	0	0	0	12.0
20:45 - 21:00	20	0	0	0	0	20.0	20	10	0	0	0	0	0	10.0
Hourly Total	124	2	0	0	0	126	126	127	1	0	0	0	0	128
21:00 - 21:15	30	0	0	0	0	30.0	30	11	0	1	0	0	0	12.0
21:15 - 21:30	30	0	0	0	0	30.0	30	10	0	0	0	0	0	10.0
21:30 - 21:45	30	0	0	0	0	30.0	30	10	0	0	0	0	0	10.0
21:45 - 22:00	30	0	0	0	0	30.0	30	10	0	0	0	0	0	10.0
Hourly Total	120	0	0	0	0	120	120	111	0	1	0	0	0	112
22:00 - 22:15	15	0	0	0	0	15.0	15	10	0	0	0	0	0	10.0
22:15 - 22:30	15	0	0	0	0	15.0	15	10	0	0	0	0	0	10.0
22:30 - 22:45	15	0	0	0	0	15.0	15	10	0	0	0	0	0	10.0
22:45 - 23:00	15	0	0	0	0	15.0	15	10	0	0	0	0	0	10.0
Hourly Total	60	0	0	0	0	60	60	40	0	0	0	0	0	40
23:00 - 23:15	6	0	0	0	0	6.0	6	0	0	0	0	0	0	0.0
23:15 - 23:30	6	0	0	0	0	6.0	6	0	0	0	0	0	0	0.0
23:30 - 23:45	6	0	0	0	0	6.0	6	0	0	0	0	0	0	0.0
23:45 - 00:00	6	0	0	0	0	6.0	6	0	0	0	0	0	0	0.0
Hourly Total	24	0	0	0	0	24	24	0	0	0	0	0	0	0
00:00 - 00:15	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
00:15 - 00:30	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
00:30 - 00:45	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
00:45 - 01:00	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
Hourly Total	80	0	0	0	0	80.0	80	80	0	0	0	0	0	80.0
01:00 - 01:15	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
01:15 - 01:30	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
01:30 - 01:45	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
01:45 - 02:00	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
Hourly Total	80	0	0	0	0	80.0	80	80	0	0	0	0	0	80.0
02:00 - 02:15	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
02:15 - 02:30	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
02:30 - 02:45	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
02:45 - 03:00	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
Hourly Total	80	0	0	0	0	80.0	80	80	0	0	0	0	0	80.0
03:00 - 03:15	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
03:15 - 03:30	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
03:30 - 03:45	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
03:45 - 04:00	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
Hourly Total	80	0	0	0	0	80.0	80	80	0	0	0	0	0	80.0
04:00 - 04:15	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
04:15 - 04:30	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
04:30 - 04:45	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
04:45 - 05:00	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
Hourly Total	80	0	0	0	0	80.0	80	80	0	0	0	0	0	80.0
05:00 - 05:15	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
05:15 - 05:30	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
05:30 - 05:45	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
05:45 - 06:00	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
Hourly Total	80	0	0	0	0	80.0	80	80	0	0	0	0	0	80.0
06:0														

From 8												To 8																
TIME	CAR	LOV	GGV1	GGV2	BUS	PCU	TOTAL	CAR	LOV	GGV1	GGV2	BUS	PCU	TOTAL	CAR	LOV	GGV1	GGV2	BUS	PCU	TOTAL	CAR	LOV	GGV1	GGV2	BUS	PCU	TOTAL
08:00 - 08:15	10	1	0	0	0	11	11	7	0	0	0	0	0	7	7	0	0	0	0	0	7	7	0	0	0	0	7	7
08:15 - 08:30	20	7	0	0	0	27	27	8	1	0	0	0	0	9	9	1	0	0	0	0	10	10	0	0	0	0	10	10
08:30 - 08:45	25	2	0	0	0	27	27	15	4	0	0	0	0	19	19	0	0	0	0	0	19	19	0	0	0	0	19	19
08:45 - 09:00	20	10	2	0	0	32	32	17	3	0	0	0	1	21	21	0	1	0	0	0	22	22	0	0	0	0	22	22
Hourly Total	80	20	2	0	0	110	112	40	8	0	0	0	1	50	50	1	0	0	0	0	51	51	0	0	0	0	51	51
09:00 - 09:15	20	10	0	0	0	30	30	27	4	0	0	0	0	31	31	0	0	0	0	0	31	31	0	0	0	0	31	31
09:15 - 09:30	30	10	4	0	0	44	44	37	5	0	0	0	0	42	42	0	0	0	0	0	42	42	0	0	0	0	42	42
09:30 - 09:45	55	10	1	1	0	66	68	50	10	0	0	0	0	60	60	0	0	0	0	0	60	60	0	0	0	0	60	60
09:45 - 09:00	50	10	1	0	0	61	62	44	7	4	0	0	0	55	55	0	0	0	0	0	55	55	0	0	0	0	55	55
Hourly Total	185	37	6	1	0	230	231	180	40	4	0	0	0	210	210	0	0	0	0	0	210	210	0	0	0	0	210	210
09:00 - 09:15	70	10	0	0	0	80	80	65	10	0	0	0	0	75	75	0	0	0	0	0	75	75	0	0	0	0	75	75
09:15 - 09:30	70	10	2	1	0	83	86	60	11	1	1	1	0	73	73	0	1	1	0	0	75	75	0	0	0	0	75	75
09:30 - 09:45	65	10	2	1	0	78	80	60	10	2	1	0	0	73	73	0	0	0	0	0	73	73	0	0	0	0	73	73
09:45 - 09:00	50	10	1	0	0	61	62	44	7	4	0	0	0	55	55	0	0	0	0	0	55	55	0	0	0	0	55	55
Hourly Total	285	40	6	2	0	358	359	280	48	8	3	0	0	318	318	0	2	2	0	0	320	320	0	0	0	0	320	320
09:00 - 09:15	60	10	0	0	0	70	70	55	0	0	0	0	0	55	55	0	0	0	0	0	55	55	0	0	0	0	55	55
09:15 - 09:30	60	7	1	1	0	68	70	52	5	5	1	0	0	58	58	0	0	0	0	0	58	58	0	0	0	0	58	58
09:30 - 09:45	60	10	2	0	0	72	74	50	14	1	0	0	0	65	65	0	0	0	0	0	65	65	0	0	0	0	65	65
09:45 - 09:00	50	10	1	0	0	61	62	44	7	0	0	0	0	51	51	0	0	0	0	0	51	51	0	0	0	0	51	51
Hourly Total	230	37	4	1	0	284	289	200	36	6	1	0	0	210	210	0	0	0	0	0	210	210	0	0	0	0	210	210
09:00 - 09:15	50	10	0	0	0	60	60	45	0	0	0	0	0	45	45	0	0	0	0	0	45	45	0	0	0	0	45	45
09:15 - 09:30	50	10	2	1	0	63	66	40	0	1	0	0	0	41	41	0	0	0	0	0	41	41	0	0	0	0	41	41
09:30 - 09:45	60	10	2	0	0	72	74	50	14	1	0	0	0	65	65	0	0	0	0	0	65	65	0	0	0	0	65	65
Hourly Total	260	30	4	1	0	315	320	235	14	2	0	0	0	251	251	0	0	0	0	0	251	251	0	0	0	0	251	251
10:00 - 10:15	70	10	2	1	0	83	86	60	5	1	1	0	0	68	68	0	0	0	0	0	68	68	0	0	0	0	68	68
10:15 - 10:30	65	7	0	0	0	72	74	50	0	0	0	0	0	50	50	0	0	0	0	0	50	50	0	0	0	0	50	50
10:30 - 10:45	60	10	0	0	0	70	70	44	0	0	0	0	0	44	44	0	0	0	0	0	44	44	0	0	0	0	44	44
10:45 - 10:00	50	10	0	0	0	60	60	44	0	0	0	0	0	44	44	0	0	0	0	0	44	44	0	0	0	0	44	44
Hourly Total	240	30	2	1	0	282	289	200	10	1	1	0	0	210	210	0	0	0	0	0	210	210	0	0	0	0	210	210
10:00 - 10:15	60	10	0	0	0	70	70	55	0	0	0	0	0	55	55	0	0	0	0	0	55	55	0	0	0	0	55	55
10:15 - 10:30	60	10	0	0	0	70	70	50	0	0	0	0	0	50	50	0	0	0	0	0	50	50	0	0	0	0	50	50
10:30 - 10:45	60	10	0	0	0	70	70	44	0	0	0	0	0	44	44	0	0	0	0	0	44	44	0	0	0	0	44	44
10:45 - 10:00	50	10	0	0	0	60	60	44	0	0	0	0	0	44	44	0	0	0	0	0	44	44	0	0	0	0	44	44
Hourly Total	270	40	0	0	0	330	330	230	0	0	0	0	0	230	230	0	0	0	0	0	230	230	0	0	0	0	230	230
10:00 - 10:15	70	10	0	0	0	80	80	60	0	0	0	0	0	60	60	0	0	0	0	0	60	60	0	0	0	0	60	60
10:15 - 10:30	60	10	0	0	0	70	70	50	0	0	0	0	0	50	50	0	0	0	0	0	50	50	0	0	0	0	50	50
10:30 - 10:45	60	10	0	0	0	70	70	44	0	0	0	0	0	44	44	0	0	0	0	0	44	44	0	0	0	0	44	44
10:45 - 10:00	50	10	0	0	0	60	60	44	0	0	0	0	0	44	44	0	0	0	0	0	44	44	0	0	0	0	44	44
Hourly Total	270	40	0	0	0	330	330	230	0	0	0	0	0	230	230	0	0	0	0	0	230	230	0	0	0	0	230	230
10:00 - 10:15	70	10	0	0	0	80	80	60	0	0	0	0	0	60	60	0	0	0	0	0	60	60	0	0	0	0	60	60
10:15 - 10:30	60	10	0	0	0	70	70	50	0	0	0	0	0	50	50	0	0	0	0	0	50	50	0	0	0	0	50	50
10:30 - 10:45	60	10	0	0	0	70	70	44	0	0	0	0	0	44	44	0	0	0	0	0	44	44	0	0	0	0	44	44
10:45 - 10:00	50	10	0	0	0	60	60	44	0	0	0	0	0	44	44	0	0	0	0	0	44	44	0	0	0	0	44	44
Hourly Total	270	40	0	0	0	330	330	230	0	0	0	0	0	230	230	0	0	0	0	0	230	230	0	0	0	0	230	230
10:00 - 10:15	70	10	0	0	0	80	80	60	0	0	0	0	0	60	60	0	0	0	0	0	60	60	0	0	0	0	60	60
10:15 - 10:30	60	10	0	0	0	70	70	50	0	0	0	0	0	50	50	0	0	0	0	0	50	50	0	0	0	0	50	50
10:30 - 10:45	60	10	0	0	0	70	70	44	0	0	0	0	0	44	44	0	0	0	0	0	44	44	0	0	0	0	44	44
10:45 - 10:00	50	10	0	0	0	60	60	44	0	0	0	0	0	44	44	0	0	0	0	0	44	44	0	0	0	0	44	44
Hourly Total	270	40	0	0	0	330	330	230	0	0	0	0	0	230	230	0	0	0	0	0	230	230	0	0	0	0	230	230
10:00 - 10:15	70	10	0	0	0	80	80	60	0	0	0	0	0	60	60	0	0	0	0	0	60	60	0	0	0	0	60	60
10:15 - 10:30	60	10	0	0	0	70	70	50	0	0	0	0	0	50	50	0	0	0	0	0	50	50	0	0	0	0	50	50
10:30 - 10:45	60	10	0	0	0	70	70	44	0	0	0	0	0	44	44	0	0	0	0	0	44	44	0	0	0	0	44	44
10:45 - 10:00	50	10	0	0	0	60	60	44	0	0	0	0	0	44	44	0	0	0	0	0	44	44	0	0	0	0	44	44
Hourly Total	270	40	0	0	0	330	330	230	0	0	0	0	0	230	230	0	0	0	0	0	230	230	0	0	0	0	230	230
10:00 - 10:15	70	10	0	0	0	80	80	60	0	0	0	0	0	60	60	0	0	0	0	0	60	60	0	0	0	0	60	60
10:15 - 10:30	60	10	0	0	0	70	70	50	0	0	0	0	0	50	50	0	0	0	0	0	50	50	0	0	0	0	50	50
10:30 - 10:45	60	10	0	0	0	70	70	44	0	0	0	0	0	44	44	0	0	0	0	0	44	44	0	0	0	0	44	44
10:45 - 10:00	50	10	0	0	0	60	60	44	0	0	0	0	0	44	44	0	0	0	0	0	44	44	0	0	0	0	44	44
Hourly Total	270	40	0	0	0	330	330	230	0	0	0	0	0	230	230	0	0	0	0	0	230	230	0	0	0	0	230	230
10:00 - 10:15	70	10	0	0	0	80	80	60	0	0	0	0	0	60	60	0	0	0	0</									

Junction: A - (North) Nash Road / B - (East) Star Lane / C - (South) Nash Road / D - (West) Star Lane

Approach: **C - (South) Nash Road**

TIME	From C							To C						
	CAR	LOV	GGV1	GGV2	BUS	PCU	TOTAL	CAR	LOV	GGV1	GGV2	BUS	PCU	TOTAL
00:00 - 00:15	2	0	0	0	0	3.0	2	5	1	0	0	0	0	6.0
00:15 - 00:30	1	0	0	0	0	2.0	1	5	1	0	0	0	0	6.0
00:30 - 00:45	2	0	0	0	0	3.0	2	10	0	0	0	0	0	10.0
00:45 - 01:00	14	0	0	0	0	14.0	14	17	0	0	0	0	0	21.0
Hourly Total	27	0	0	0	0	27	27	37	0	0	0	0	0	43
01:00 - 01:15	4	0	1	0	0	5.0	5	1	0	0	0	0	0	6.0
01:15 - 01:30	12	2	0	1	0	15.0	15	17	5	0	0	0	0	22.0
01:30 - 01:45	21	0	1	0	0	22.0	20	31	3	0	0	0	0	34.0
01:45 - 00:00	20	0	0	0	0	20.0	47	26	5	0	0	0	0	43.0
Hourly Total	60	20	2	1	0	115	113	95	17	5	0	0	0	110
02:00 - 00:15	20	0	0	0	0	20.0	32	31	10	0	0	0	0	41.0
00:15 - 00:30	30	0	0	0	0	30.0	40	53	5	0	1	0	0	63.0
00:30 - 00:45	10	0	0	0	0	10.0	30	10	5	0	0	0	0	44.0
00:45 - 00:00	30	0	1	0	0	31.0	37	40	0	0	0	0	0	40.0
Hourly Total	120	0	1	0	0	127	132	107	10	5	0	0	0	118
03:00 - 00:15	17	0	1	0	0	18.0	31	25	1	0	0	0	0	47.0
00:15 - 00:30	34	2	1	1	0	38.0	30	31	1	2	0	0	0	35.0
00:30 - 00:45	10	2	1	0	0	13.0	30	40	2	0	0	0	0	42.0
00:45 - 00:00	20	0	0	0	0	20.0	30	31	0	0	0	0	0	37.0
Hourly Total	120	10	3	2	0	144	141	107	10	3	0	0	0	122
04:00 - 00:15	22	1	1	0	0	24.0	24	25	0	0	0	0	0	24.0
00:15 - 00:30	20	0	1	0	0	21.0	31	30	5	0	0	0	0	42.0
00:30 - 00:45	27	1	0	0	0	28.0	20	20	3	0	0	0	0	42.0
00:45 - 00:00	20	0	0	0	0	20.0	30	20	0	0	0	0	0	30.0
Hourly Total	111	0	2	0	0	123	121	104	13	0	0	0	0	140
05:00 - 01:15	20	2	0	0	0	22.0	40	25	2	0	0	0	0	37.0
01:15 - 01:30	30	0	0	0	0	30.0	30	31	5	0	0	0	0	36.0
01:30 - 01:45	41	0	1	0	0	42.0	40	30	3	0	0	0	0	43.0
01:45 - 02:00	30	0	0	0	0	30.0	30	34	3	0	0	0	0	37.0
Hourly Total	140	10	1	0	0	162	159	139	11	0	0	0	0	152
06:00 - 01:15	20	0	0	0	0	20.0	34	24	0	0	0	0	0	34.0
01:15 - 01:30	30	0	0	1	0	31.0	41	40	0	1	0	0	0	53.0
01:30 - 01:45	20	0	1	0	0	21.0	40	27	0	0	0	0	0	41.0
01:45 - 02:00	27	1	0	0	0	28.0	30	33	0	0	0	0	0	33.0
Hourly Total	140	0	2	0	0	159	170	152	10	1	0	0	0	172
07:00 - 01:15	41	0	0	0	0	41.0	40	25	1	0	0	0	0	36.0
01:15 - 01:30	41	0	1	0	0	42.0	40	30	5	1	0	0	0	56.0
01:30 - 01:45	21	0	1	0	0	22.0	40	42	0	0	0	0	0	42.0
01:45 - 02:00	40	0	0	0	0	40.0	30	30	5	0	0	0	0	45.0
Hourly Total	142	0	2	0	0	163	150	140	10	2	0	0	0	157
08:00 - 01:15	20	0	0	0	0	20.0	34	25	0	0	0	0	0	44.0
01:15 - 01:30	30	0	0	0	0	30.0	51	30	2	0	0	0	0	38.0
01:30 - 01:45	41	0	0	0	0	41.0	40	20	3	0	0	0	0	29.0
01:45 - 02:00	30	0	0	0	0	30.0	37	3	0	0	0	0	0	40.0
Hourly Total	120	0	0	0	0	121	124	102	10	0	0	0	0	127
09:00 - 01:15	20	0	0	0	0	20.0	34	27	0	0	0	0	0	44.0
01:15 - 01:30	34	0	1	0	0	35.0	34	30	5	0	0	0	0	39.0
01:30 - 01:45	12	0	0	0	0	12.0	30	31	0	0	0	0	0	31.0
01:45 - 02:00	34	0	0	0	0	34.0	34	30	5	0	0	0	0	42.0
Hourly Total	120	0	1	0	0	126	128	100	0	0	0	0	0	105
10:00 - 01:15	40	2	0	0	0	42.0	40	37	5	0	0	0	0	45.0
01:15 - 01:30	40	0	0	0	0	40.0	50	40	2	0	0	0	0	42.0
01:30 - 01:45	51	0	0	0	0	51.0	70	34	0	0	0	0	0	34.0
01:45 - 02:00	40	0	0	0	0	40.0	100	100	17	5	0	0	0	127
Hourly Total	200	20	0	0	0	232	231	240	27	5	0	0	0	262
11:00 - 01:15	50	0	0	0	0	50.0	60	47	5	0	0	0	0	52.0
01:15 - 01:30	50	2	0	0	0	52.0	60	41	5	0	0	0	0	46.0
01:30 - 01:45	40	0	0	0	0	40.0	40	40	3	0	0	0	0	51.0
01:45 - 02:00	40	0	0	0	0	40.0	30	4	1	0	0	0	0	35.0
Hourly Total	200	10	0	0	0	234	234	180	10	5	0	0	0	185
12:00 - 01:15	34	0	0	0	0	34.0	54	34	0	0	0	0	0	48.0
01:15 - 01:30	34	0	0	0	0	34.0	37	30	1	1	0	0	0	32.0
01:30 - 01:45	20	0	0	0	0	20.0	30	17	3	0	0	0	0	29.0
01:45 - 02:00	40	0	0	0	0	40.0	40	30	4	0	0	0	0	34.0
Hourly Total	140	0	0	0	0	170	170	133	10	5	0	0	0	135
13:00 - 00:15	34	1	0	0	0	35.0	30	31	0	0	0	0	0	31.0
00:15 - 00:30	30	2	0	0	0	32.0	30	30	5	0	0	0	0	35.0
00:30 - 00:45	20	0	0	0	0	20.0	20	24	0	0	0	0	0	24.0
00:45 - 00:00	24	1	0	0	0	25.0	20	1	0	0	0	0	0	21.0
Hourly Total	110	4	0	0	0	133	123	101	5	0	0	0	0	102
14:00 - 00:15	27	1	0	0	0	28.0	20	10	0	0	0	0	0	18.0
00:15 - 00:30	21	1	0	0	0	22.0	22	10	0	0	0	0	0	18.0
00:30 - 00:45	10	1	0	0	0	11.0	10	11	2	0	0	0	0	13.0
00:45 - 00:00	10	0	0	0	0	10.0	10	0	0	0	0	0	0	10.0
Hourly Total	77	3	0	0	0	80	62	34	2	0	0	0	0	47
15:00 - 01:15	10	0	0	0	0	10.0	10	0	0	0	0	0	0	10.0
01:15 - 01:30	10	0	0	0	0	10.0	10	11	0	0	0	0	0	11.0
01:30 - 01:45	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0
01:45 - 02:00	11	0	0	0	0	11.0	11	0	0	0	0	0	0	11.0
Hourly Total	30	0	0	0	0	31	31	21	0	0	0	0	0	31
16:00 - 01:15	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0
01:15 - 01:30	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0
01:30 - 01:45	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0
01:45 - 02:00	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 01:15	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0
01:15 - 01:30	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0
01:30 - 01:45	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0
01:45 - 02:00	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 01:15	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0
01:15 - 01:30	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0
01:30 - 01:45	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0
01:45 - 02:00	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00 - 01:15	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0
01:15 - 01:30	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0
01:30 - 01:45	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0
01:45 - 02:00	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00 - 01:15	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0
01:15 - 01:30	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0
01:30 - 01:45	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0
01:45 - 02:00	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00 - 01:15	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0
01:15 - 01:30	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0
01:30 - 01:45	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0
01:45 - 02:00	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0									



Kent - Manual Traffic Survey: Thursday, 19 October 2017

Produced by Streetscan Software Ltd.

Junction: A - (North) Nash Road / B - (East) Star Lane / C - (South) Nash Road / D - (West) Star Lane

Approach: D - (West) Star Lane

TIME	D = A							D = B							D = C							D = D															
	CAR	LOV	OVLT	OVLT	BUS	PCU	TOTAL	CAR	LOV	OVLT	OVLT	BUS	PCU	TOTAL	CAR	LOV	OVLT	OVLT	BUS	PCU	TOTAL	CAR	LOV	OVLT	OVLT	BUS	PCU	TOTAL	CAR	LOV	OVLT	OVLT	BUS	PCU	TOTAL		
06:00 - 06:15	0	0	0	0	0	0.0	0	5	0	0	0	0	0.0	5	0	0	0	0	0	0.0	5	0	0	0	0	0	0.0	5	0	0	0	0	0	0.0	5		
06:15 - 06:30	2	0	0	0	0	0.0	2	7	1	0	0	0	0.0	8	3	0	0	0	0	0.0	8	3	0	0	0	0	0.0	8	3	0	0	0	0	0.0	8		
06:30 - 06:45	3	0	0	0	0	0.0	3	12	3	0	0	0	0.0	15	1	0	0	0	0	0.0	16	1	0	0	0	0	0.0	16	1	0	0	0	0	0.0	16		
06:45 - 07:00	7	2	0	0	0	0.0	9	12	3	0	0	0	0.0	15	16	12	3	0	0	0.0	28	12	3	0	0	0	0.0	30	8	0	0	0	0	0.0	38		
Hourly Total	12	2	0	0	0	0	15	36	7	0	0	0	0	45	34	1	0	0	0	0	0.0	54	1	0	0	0	0	0.0	55	2	0	0	0	0	0.0	57	
07:00 - 07:15	6	1	0	0	0	0.0	7	24	2	0	0	0	0.0	26	1	0	0	0	0	0.0	27	0	0	0	0	0	0.0	27	0	0	0	0	0	0.0	27		
07:15 - 07:30	7	2	0	0	0	0.0	9	21	4	0	0	0	0.0	25	25	2	1	0	0	0	0.0	27	0	0	0	0	0	0.0	27	0	0	0	0	0	0.0	27	
07:30 - 07:45	9	0	0	0	0	0.0	9	46	12	0	0	0	0.0	58	18	4	0	0	0	0	0.0	62	4	0	0	0	0	0.0	66	4	0	0	0	0	0.0	70	
07:45 - 08:00	14	1	0	0	0	0.0	15	36	11	1	0	0	0.0	48	38	3	0	0	0	0	0.0	51	3	0	0	0	0	0.0	54	3	0	0	0	0	0.0	57	
Hourly Total	38	4	1	0	0	0	42	127	30	1	0	0	0.0	178	109	10	2	0	0	0	0.0	188	10	2	0	0	0	0.0	198	10	2	0	0	0	0	0.0	208
08:00 - 08:15	10	1	0	0	0	0.0	11	34	5	2	0	0	0.0	41	32	0	0	0	0	0.0	42	0	0	0	0	0	0.0	42	0	0	0	0	0	0.0	42		
08:15 - 08:30	16	2	1	0	0	0.0	19	23	6	0	1	0	0.0	30	48	3	1	0	0	0	0.0	42	3	1	0	0	0	0.0	46	4	0	0	0	0	0.0	50	
08:30 - 08:45	12	2	0	0	0	0.0	14	21	11	2	1	0	0.0	33	75	6	0	0	0	0	0.0	40	6	0	0	0	0	0.0	46	6	0	0	0	0	0.0	52	
08:45 - 09:00	28	3	0	0	0	0.0	31	66	8	3	0	0	0.0	78	77	2	1	0	0	0	0.0	80	3	0	0	0	0	0.0	83	3	0	0	0	0	0.0	86	
Hourly Total	66	6	1	0	0	0	72	147	30	5	2	0	0.0	178	239	11	2	0	0	0	0.0	188	11	2	0	0	0	0.0	198	11	2	0	0	0	0	0.0	208
09:00 - 09:15	10	1	0	0	0	0.0	11	24	5	2	0	0	0.0	31	32	0	0	0	0	0.0	32	0	0	0	0	0	0.0	32	0	0	0	0	0	0.0	32		
09:15 - 09:30	18	2	1	0	0	0.0	21	30	6	1	0	0	0.0	38	48	3	1	0	0	0	0.0	42	3	1	0	0	0	0.0	46	4	0	0	0	0	0.0	50	
09:30 - 09:45	12	2	0	0	0	0.0	14	21	11	2	1	0	0.0	33	75	6	0	0	0	0	0.0	40	6	0	0	0	0	0.0	46	6	0	0	0	0	0.0	52	
09:45 - 10:00	28	3	0	0	0	0.0	31	66	8	3	0	0	0.0	78	77	2	1	0	0	0	0.0	80	3	0	0	0	0	0.0	83	3	0	0	0	0	0.0	86	
Hourly Total	78	7	2	0	0	0	85	181	31	6	3	0	0.0	178	239	11	2	0	0	0	0.0	188	11	2	0	0	0	0.0	198	11	2	0	0	0	0	0.0	208
10:00 - 10:15	10	1	0	0	0	0.0	11	24	5	2	0	0	0.0	31	32	0	0	0	0	0.0	32	0	0	0	0	0	0.0	32	0	0	0	0	0	0.0	32		
10:15 - 10:30	20	2	0	0	0	0.0	22	36	5	1	0	0	0.0	44	44	2	1	0	0	0	0.0	46	2	1	0	0	0	0.0	48	2	0	0	0	0	0.0	50	
10:30 - 10:45	20	1	0	0	0	0.0	21	37	10	1	0	0	0.0	45	58	5	1	0	0	0	0.0	50	5	1	0	0	0	0.0	55	5	0	0	0	0	0.0	60	
10:45 - 11:00	20	4	0	0	0	0.0	24	36	4	1	0	0	0.0	40	46	1	0	0	0	0	0.0	41	1	0	0	0	0	0.0	42	1	0	0	0	0	0.0	43	
Hourly Total	78	10	0	0	0	0	88	182	30	6	1	0	0.0	112	207	10	2	0	0	0	0.0	122	10	2	0	0	0	0.0	132	10	1	1	0	0	0.0	142	
11:00 - 11:15	10	1	0	0	0	0.0	11	24	5	2	0	0	0.0	31	32	0	0	0	0	0.0	32	0	0	0	0	0	0.0	32	0	0	0	0	0	0.0	32		
11:15 - 11:30	20	2	0	0	0	0.0	22	36	5	1	0	0	0.0	44	44	2	1	0	0	0	0.0	46	2	1	0	0	0	0.0	48	2	0	0	0	0	0.0	50	
11:30 - 11:45	20	1	0	0	0	0.0	21	37	10	1	0	0	0.0	45	58	5	1	0	0	0	0.0	50	5	1	0	0	0	0.0	55	5	0	0	0	0	0.0	60	
11:45 - 12:00	20	4	0	0	0	0.0	24	36	4	1	0	0	0.0	40	46	1	0	0	0	0	0.0	41	1	0	0	0	0	0.0	42	1	0	0	0	0	0.0	43	
Hourly Total	78	10	0	0	0	0	88	182	30	6	1	0	0.0	112	207	10	2	0	0	0	0.0	122	10	2	0	0	0	0.0	132	10	1	1	0	0	0.0	142	
12:00 - 12:15	10	1	0	0	0	0.0	11	24	5	2	0	0	0.0	31	32	0	0	0	0	0.0	32	0	0	0	0	0	0.0	32	0	0	0	0	0	0.0	32		
12:15 - 12:30	20	2	0	0	0	0.0	22	36	5	1	0	0	0.0	44	44	2	1	0	0	0	0.0	46	2	1	0	0	0	0.0	48	2	0	0	0	0	0.0	50	
12:30 - 12:45	20	1	0	0	0	0.0	21	37	10	1	0	0	0.0	45	58	5	1	0	0	0	0.0	50	5	1	0	0	0	0.0	55	5	0	0	0	0	0.0	60	
12:45 - 13:00	20	4	0	0	0	0.0	24	36	4	1	0	0	0.0	40	46	1	0	0	0	0	0.0	41	1	0	0	0	0	0.0	42	1	0	0	0	0	0.0	43	
Hourly Total	78	10	0	0	0	0	88	182	30	6	1	0	0.0	112	207	10	2	0	0	0	0.0	122	10	2	0	0	0	0.0	132	10	1	1	0	0	0.0	142	
13:00 - 13:15	10	1	0	0	0	0.0	11	24	5	2	0	0	0.0	31	32	0	0	0	0	0.0	32	0	0	0	0	0	0.0	32	0	0	0	0	0	0.0	32		
13:15 - 13:30	20	2	0	0	0	0.0	22	36	5	1	0	0	0.0	44	44	2	1	0	0	0	0.0	46	2	1	0	0	0	0.0	48	2	0	0	0	0	0.0	50	
13:30 - 13:45	20	1	0	0	0	0.0	21	37	10	1	0	0	0.0	45	58	5	1	0	0	0	0.0	50	5	1	0	0	0	0.0	55	5	0	0	0	0	0.0	60	
13:45 - 14:00	20	4	0	0	0	0.0	24	36	4	1	0	0	0.0	40	46	1	0	0	0	0	0.0	41	1	0	0	0	0	0.0	42	1	0	0	0	0	0.0	43	
Hourly Total	78	10	0	0	0	0	88	182	30	6	1	0	0.0	112	207	10	2	0	0	0	0.0	122	10	2	0	0	0	0.0	132	10	1	1	0	0	0.0	142	
14:00 - 14:15	10	1	0	0	0	0.0	11	24	5	2	0	0	0.0	31	32	0	0	0	0	0.0	32	0	0	0	0	0	0.0	32	0	0	0	0	0	0.0	32		
14:15 - 14:30	20	2	0	0	0	0.0	22	36	5	1	0	0	0.0	44	44	2	1	0	0	0	0.0	46	2	1	0	0	0	0.0	48	2	0	0	0	0	0.0	50	
14:30 - 14:45	20	1	0	0	0	0.0	21	37	10	1	0	0	0.0	45	58	5	1	0	0	0	0.0	50	5	1	0	0	0	0.0	55	5	0	0	0	0	0.0	60	
14:45 - 15:00	20	4	0	0	0	0.0	24	36	4	1	0	0	0.0	40	46	1	0	0	0	0	0.0	41	1	0	0	0	0	0.0	42	1	0	0	0	0	0.0	43	
Hourly Total	78	10	0	0	0	0	88	182	30	6	1	0	0.0	112	207	10	2	0	0	0	0.0	122	10	2	0	0	0										

From 0												To 0											
TIME	CAR	LOV	GGV1	GGV2	BUS	PCU	TOTAL	CAR	LOV	GGV1	GGV2	BUS	PCU	TOTAL									
00:00 - 00:15	5	1	0	0	0	0.0	6	12	1	0	0	0	0	13.0	13								
00:15 - 00:30	10	1	0	0	0	10.0	11	21	8	1	0	0	0	40.0	42								
00:30 - 00:45	21	2	0	0	0	20.0	20	33	4	0	0	0	0	27.0	37								
00:45 - 01:00	14	3	0	1	0	11.0	20	43	9	2	0	0	0	50.0	54								
Hourly Total	50	10	0	1	0	51	100	108	22	0	0	0	0	140	140								
01:00 - 01:15	20	4	1	0	0	16.0	25	26	15	1	0	0	0	48.0	48								
01:15 - 01:30	30	7	0	0	0	27.0	37	54	12	3	0	0	0	73.0	76								
01:30 - 01:45	16	11	0	0	0	16.0	27	71	20	2	1	0	0	90.0	94								
01:45 - 02:00	73	12	1	0	0	66.0	86	71	18	3	0	0	0	91.0	99								
Hourly Total	139	30	2	0	0	131	221	220	54	9	1	0	0	312	329								
02:00 - 02:15	74	0	0	0	0	68.0	74	37	0	0	0	0	0	100.0	98								
02:15 - 02:30	61	11	2	0	0	58.0	84	95	9	3	0	0	0	108.0	107								
02:30 - 02:45	76	11	2	1	0	67.0	90	111	12	2	1	0	0	109.0	98								
02:45 - 03:00	94	9	3	0	0	107.0	106	111	0	0	0	0	0	164.0	96								
Hourly Total	320	40	10	1	0	301	370	389	30	7	1	0	0	482	490								
03:00 - 03:15	70	0	0	0	0	61.0	70	39	4	1	0	0	0	84.0	84								
03:15 - 03:30	76	4	0	0	0	68.0	80	47	6	0	2	0	0	77.0	75								
03:30 - 03:45	61	11	1	0	0	71.0	73	70	5	0	0	0	0	81.0	82								
03:45 - 04:00	60	3	0	0	0	57.0	59	10	11	0	0	0	0	61.0	61								
Hourly Total	267	20	7	2	0	257	324	264	32	4	2	0	0	322	332								
04:00 - 04:15	60	0	1	0	0	58.0	70	14	11	3	0	0	0	76.0	78								
04:15 - 04:30	70	11	1	0	0	64.0	84	70	11	2	0	0	0	84.0	83								
04:30 - 04:45	43	8	1	0	0	54.0	55	10	4	1	0	0	0	73.0	73								
04:45 - 05:00	47	10	2	0	0	61.0	63	10	11	0	0	0	0	80.0	80								
Hourly Total	228	40	5	0	0	209	277	284	30	6	0	0	0	332	339								
05:00 - 05:15	74	0	1	0	0	68.0	75	16	9	2	1	0	0	78.0	84								
05:15 - 05:30	60	0	1	0	0	58.0	60	10	11	2	1	0	0	76.0	74								
05:30 - 05:45	84	11	1	0	0	84.0	96	70	8	2	0	0	0	91.0	90								
05:45 - 06:00	76	8	1	0	0	84.0	84	10	11	2	0	0	0	97.0	86								
Hourly Total	270	20	4	1	0	264	311	269	30	6	2	0	0	325	334								
06:00 - 06:15	74	4	1	1	0	78.0	80	16	9	2	1	0	0	91.0	94								
06:15 - 06:30	70	8	0	0	0	78.0	81	16	11	2	0	0	0	74.0	73								
06:30 - 06:45	56	10	1	0	0	70.0	70	71	11	3	0	0	0	80.0	80								
06:45 - 07:00	60	10	2	0	0	70.0	70	5	7	0	0	0	0	67.0	66								
Hourly Total	277	40	4	0	0	255	321	289	30	6	0	0	0	344	340								
07:00 - 07:15	74	0	1	0	0	78.0	79	10	11	0	0	0	0	84.0	84								
07:15 - 07:30	60	0	1	1	0	68.0	69	10	11	4	0	0	0	80.0	80								
07:30 - 07:45	84	8	2	1	0	84.0	94	10	9	1	2	0	0	94.0	91								
07:45 - 08:00	80	11	2	1	0	100.0	104	10	7	2	1	0	0	114.0	97								
Hourly Total	300	20	7	3	0	300	324	301	46	8	3	0	0	361	353								
08:00 - 08:15	70	0	0	0	0	68.0	70	7	7	1	0	0	0	81.0	80								
08:15 - 08:30	61	0	1	0	0	68.0	69	10	7	1	0	0	0	81.0	81								
08:30 - 08:45	84	11	2	0	0	107.0	106	10	4	1	0	0	0	117.0	97								
08:45 - 09:00	60	9	1	0	0	74.0	74	10	11	2	0	0	0	100.0	87								
Hourly Total	287	20	4	0	0	289	326	309	30	6	4	0	0	372	364								
09:00 - 09:15	70	0	0	0	0	68.0	70	10	11	0	0	0	0	84.0	84								
09:15 - 09:30	77	10	2	0	0	88.0	89	10	14	1	2	0	0	112.0	100								
09:30 - 09:45	87	10	2	1	0	100.0	104	10	7	1	1	0	0	119.0	90								
09:45 - 10:00	60	0	0	0	0	68.0	67	10	11	2	0	0	0	107.0	100								
Hourly Total	320	20	4	1	0	309	324	307	40	6	4	0	0	425	427								
10:00 - 10:15	76	11	1	0	0	94.0	94	10	11	0	0	0	0	100.0	100								
10:15 - 10:30	70	11	1	0	0	88.0	90	10	11	0	0	0	0	100.0	100								
10:30 - 10:45	100	11	1	0	1	110.0	113	10	0	0	0	0	0	100.0	100								
10:45 - 11:00	80	11	2	0	0	100.0	100	10	11	0	0	0	0	104.0	110								
Hourly Total	304	40	5	0	1	320	421	380	40	1	2	0	0	440	441								
11:00 - 11:15	120	11	1	0	0	140.0	142	14	1	0	0	0	0	160.0	150								
11:15 - 11:30	101	11	0	0	0	114.0	114	10	0	0	0	0	0	114.0	114								
11:30 - 11:45	101	9	1	0	0	112.0	113	10	11	1	0	0	0	113.0	110								
11:45 - 12:00	100	4	1	0	0	105.0	104	6	0	0	0	0	0	76.0	76								
Hourly Total	428	30	2	0	0	477	475	400	40	2	1	0	0	495	491								
12:00 - 12:15	70	0	0	0	0	68.0	70	10	11	0	0	0	0	84.0	84								
12:15 - 12:30	74	0	0	0	0	70.0	74	10	11	0	0	0	0	84.0	84								
12:30 - 12:45	67	8	0	0	0	75.0	75	77	5	1	0	0	0	81.0	83								
12:45 - 13:00	70	9	0	0	0	74.0	74	10	11	0	0	0	0	87.0	87								
Hourly Total	281	20	1	0	0	315	314	289	34	1	0	0	0	325	324								
13:00 - 13:15	61	0	0	0	0	68.0	70	10	11	0	0	0	0	84.0	84								
13:15 - 13:30	50	0	0	0	0	58.0	58	11	2	0	0	0	0	63.0	63								
13:30 - 13:45	45	1	0	0	0	46.0	46	17	2	0	0	0	0	59.0	59								
13:45 - 14:00	41	4	0	0	0	45.0	49	10	7	0	0	0	0	56.0	57								
Hourly Total	198	21	0	0	0	219	223	53	7	0	0	0	0	260	260								
14:00 - 14:15	20	0	0	0	0	20.0	20	17	0	0	0	0	0	34.0	34								
14:15 - 14:30	20	0	0	0	0	20.0	20	10	0	0	0	0	0	30.0	30								
14:30 - 14:45	11	0	0	0	0	11.0	11	21	2	0	0	0	0	26.0	26								
14:45 - 15:00	11	0	0	0	0	11.0	11	10	0	0	0	0	0	21.0	21								
Hourly Total	118	10	0	0	0	120	123	108	4	0	0	0	0	112	112								
15:00 - 15:15	20	0	0	0	0	20.0	20	10	0	0	0	0	0	30.0	30								
15:15 - 15:30	14	0	0	0	0	14.0	14	17	1	0	0	0	0	24.0	24								
15:30 - 15:45	11	0	0	0	0	11.0	11	10	0	0	0	0	0	20.0	20								
15:45 - 16:00	11	0	0	0	0	11.0	11	9	0	0	0	0	0	19.0	19								
Hourly Total	61	0	0	0	0	61	60	64	1	0	0	0	0	62	61								
16:00 - 16:15	21	1	0	0	0	20.0	21	11	0														

Manston, Tuesday 7th March 2017

Junction: (2) A299 / A256 / Cottington Link Road

Approach: A299 (North)

TIME	Left to A299 (East)							Ahead to A256							Right to Cottingham Link Road									
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	65	20	8	1	0	94	0	0	80	9	4	2	0	95	0	0	0	0	0	0	0	0
0615 - 0630	0	2	76	18	7	2	0	105	0	0	78	12	5	0	0	95	0	0	1	0	0	0	0	1
0630 - 0645	0	0	66	19	6	0	0	91	0	1	109	10	2	1	0	123	0	0	0	0	0	0	0	0
0645 - 0700	0	1	66	20	11	1	1	100	0	0	121	16	5	1	0	143	0	0	1	0	0	0	0	1
Hourly Total	0	3	273	77	32	4	1	390	0	1	388	47	16	4	0	456	0	0	2	0	0	0	0	2
0700 - 0715	0	0	77	24	11	1	0	113	0	0	122	15	2	3	1	143	0	0	0	0	0	0	0	0
0715 - 0730	0	0	80	25	9	2	1	117	0	0	123	18	3	3	0	147	0	0	0	0	0	0	0	0
0730 - 0745	0	0	68	24	10	3	0	105	0	0	101	17	6	4	0	128	0	0	1	1	0	0	0	2
0745 - 0800	0	0	85	30	4	4	0	123	0	0	97	18	9	9	0	133	0	0	0	0	0	0	0	0
Hourly Total	0	0	310	103	34	10	1	458	0	0	443	68	20	19	1	551	0	0	3	1	1	0	0	2
0800 - 0815	0	0	105	18	3	3	0	129	0	0	111	21	5	4	0	141	0	0	0	0	0	0	0	0
0815 - 0830	0	1	89	32	7	5	0	134	0	0	103	10	4	6	0	123	0	0	3	0	0	0	0	3
0830 - 0845	0	0	70	20	7	3	0	100	0	0	90	12	5	4	0	111	0	0	3	1	0	0	0	4
0845 - 0900	0	0	67	15	5	3	0	90	0	0	74	13	6	5	0	98	0	0	3	0	0	0	0	3
Hourly Total	0	1	331	85	22	14	0	453	0	0	378	56	20	19	0	473	0	0	9	1	0	0	0	10
0900 - 0915	0	1	45	20	7	1	0	74	0	0	58	13	4	4	0	79	0	0	2	1	0	0	0	3
0915 - 0930	0	0	66	15	10	5	0	96	0	0	46	10	9	2	1	68	0	0	0	0	0	0	0	0
0930 - 0945	0	0	66	13	9	8	0	96	0	0	51	11	8	2	0	72	0	0	0	0	0	0	0	0
0945 - 1000	0	0	63	16	9	7	0	95	0	1	33	10	3	2	0	49	0	0	1	0	0	0	0	1
Hourly Total	0	1	240	64	35	21	0	361	0	1	188	44	24	10	1	268	0	0	3	1	0	0	0	4
1000 - 1015	0	0	54	16	7	7	0	84	0	0	31	9	11	3	0	54	0	0	0	0	0	0	0	0
1015 - 1030	0	0	53	17	5	8	0	83	0	1	27	7	5	1	0	41	0	0	0	0	0	0	0	0
1030 - 1045	0	1	60	19	6	3	1	90	0	0	23	7	5	4	0	39	0	0	1	0	0	0	0	1
1045 - 1100	0	0	42	14	2	7	0	65	0	0	24	6	2	1	0	33	0	0	2	0	0	0	0	2
Hourly Total	0	1	209	66	20	25	1	322	0	1	105	29	23	9	0	167	0	0	3	0	0	0	0	3
1100 - 1115	0	0	42	16	5	3	0	66	0	0	25	10	3	4	0	42	0	0	0	0	0	0	0	0
1115 - 1130	0	0	43	17	8	7	0	75	0	0	25	5	5	1	0	36	0	0	0	0	0	0	0	1
1130 - 1145	0	0	37	15	4	8	0	64	0	0	25	4	0	3	0	32	0	0	3	0	0	0	0	3
1145 - 1200	0	0	49	16	4	7	0	76	0	1	17	3	1	2	0	24	0	0	2	0	0	0	0	2
Hourly Total	0	0	171	64	21	25	0	281	0	1	92	22	9	10	0	134	0	0	6	0	0	0	0	6
1200 - 1215	0	0	48	17	4	8	0	77	0	0	20	7	2	3	0	32	0	0	3	1	0	0	0	4
1215 - 1230	0	0	50	20	3	7	0	80	0	0	24	5	6	2	0	37	0	0	3	0	1	0	0	4
1230 - 1245	0	0	74	10	1	1	0	86	0	0	28	8	9	4	0	49	0	0	4	0	0	0	0	4
1245 - 1300	0	1	66	11	1	1	0	80	0	0	21	14	5	1	0	41	0	0	2	0	0	0	0	2
Hourly Total	0	1	238	58	9	17	0	323	0	0	93	34	22	10	0	159	0	0	12	1	1	0	0	14
1300 - 1315	0	1	59	9	3	3	0	75	0	0	27	8	9	10	0	54	0	0	0	0	0	0	0	0
1315 - 1330	0	0	61	12	3	2	0	78	0	0	32	8	7	3	0	50	0	0	0	0	0	0	0	0
1330 - 1345	0	0	56	9	4	1	0	70	0	0	28	5	4	2	0	39	0	0	1	0	0	0	0	1
1345 - 1400	0	0	64	13	8	3	0	88	0	0	29	6	7	2	0	44	0	0	1	0	0	0	0	1
Hourly Total	0	1	240	43	18	9	0	311	0	0	116	27	27	17	0	187	0	0	2	0	0	0	0	2
1400 - 1415	0	0	91	26	5	4	0	126	0	0	31	11	6	3	0	51	0	0	0	0	0	0	0	1
1415 - 1430	0	0	84	28	1	1	0	114	0	1	33	9	7	6	0	55	0	0	1	1	0	0	0	2
1430 - 1445	0	0	81	25	4	1	0	111	0	0	34	11	4	7	0	56	0	0	0	1	0	0	0	1
1445 - 1500	0	0	91	31	3	2	0	127	0	0	32	11	1	2	0	46	0	0	1	0	0	0	0	1
Hourly Total	0	0	347	110	13	8	0	478	0	1	130	42	17	18	0	208	0	0	3	2	0	0	0	5
1500 - 1515	0	0	93	35	2	1	0	131	0	0	31	12	8	7	0	58	0	0	1	0	0	0	0	1
1515 - 1530	0	0	109	37	4	2	0	152	0	0	41	8	2	9	0	60	0	0	1	1	0	0	0	2
1530 - 1545	0	0	97	32	5	2	0	136	0	0	48	11	6	2	1	68	0	0	2	0	0	0	0	2
1545 - 1600	0	0	96	32	5	3	0	136	0	1	46	12	3	2	0	62	0	0	3	0	0	0	0	3
Hourly Total	0	0	395	136	16	8	0	555	0	1	166	43	17	20	1	248	0	0	7	1	0	0	0	8
1600 - 1615	0	0	84	36	1	6	0	127	0	0	46	11	5	3	0	65	0	0	1	0	0	0	0	1
1615 - 1630	0	0	105	39	3	7	0	154	0	0	49	9	4	5	0	67	0	0	3	1	0	0	0	4
1630 - 1645	0	1	100	29	4	3	0	137	0	0	47	10	6	5	0	68	0	0	1	2	0	0	0	3
1645 - 1700	0	0	129	32	2	3	1	167	0	0	57	7	1	6	0	71	0	0	4	0	0	0	0	4
Hourly Total	0	1	418	136	10	19	1	585	0	0	199	37	16	19	0	271	0	0	9	3	0	0	0	12
1700 - 1715	0	2	119	40	3	1	2	167	0	0	80	16	6	2	0	104	0	0	2	0	0	0	0	2
1715 - 1730	0	4	138	29	2	2	3	178	0	0	68	10	3	3	0	84	0	0	4	2	0	0	0	6
1730 - 1745	0	2	142	26	3	0	0	173	0	1	52	8	0	1	0	62	0	0	5	0	0	0	0	5
1745 - 1800	0	1	150	20	1	0	0	172	0	0	52	6	1	0	0	59	0	0	4	0	0	0	0	4
Hourly Total	0	9	549	115	9	3	5	690	0	1	252	40	10	6	0	309	0	0	15	2	0	0	0	17
1800 - 1815	0	0	136	16	1	0	0	153	0	0	44	8	1	0	0	53	0	0	3	0	0	0	0	3
1815 - 1830	0	0	129	9	2	0	0	140	0	0	40	3	1	0	0	44	0	0	1					

Manston, Tuesday 7th March 2017

Junction: (2) A299 / A256 / Cottington Link Road

Approach: A299 (East)

TIME	Left to A256							Ahead to Cottington Link Road							Right to A299 (North)									
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	1	178	27	6	1	0	213	0	0	0	0	0	0	0	0	0	0	90	12	2	1	0	105
0615 - 0630	0	0	179	34	4	0	0	217	0	0	1	0	0	0	0	1	0	0	92	18	4	0	0	114
0630 - 0645	0	1	212	29	8	1	0	251	0	0	2	1	0	0	0	3	0	0	101	20	3	1	0	125
0645 - 0700	0	0	233	37	7	0	0	277	0	0	3	2	0	0	0	5	0	0	111	19	6	0	0	136
Hourly Total	0	2	802	127	25	2	0	958	0	0	6	3	0	0	0	9	0	0	394	69	15	2	0	480
0700 - 0715	0	0	225	47	6	0	0	278	0	0	3	1	0	0	0	4	0	0	120	19	6	1	0	146
0715 - 0730	0	0	216	47	9	0	0	272	0	0	2	0	0	0	0	2	0	0	141	26	2	0	0	169
0730 - 0745	0	0	220	42	8	1	1	272	0	0	2	3	1	0	0	6	0	0	172	34	5	0	0	211
0745 - 0800	0	2	227	31	3	1	0	264	0	0	7	0	0	0	0	7	0	0	155	31	6	2	1	195
Hourly Total	0	2	888	167	26	2	1	1086	0	0	14	4	1	0	0	19	0	0	588	110	19	3	1	721
0800 - 0815	0	3	210	36	7	1	0	257	0	0	3	0	0	1	0	4	0	0	155	22	3	6	0	186
0815 - 0830	0	2	173	28	8	1	0	212	0	0	8	1	1	0	0	10	0	2	144	27	12	2	0	187
0830 - 0845	0	2	146	20	1	0	0	169	0	0	12	0	0	0	0	12	0	1	126	27	7	0	0	161
0845 - 0900	0	2	126	25	8	2	0	163	0	0	11	0	0	0	0	11	0	0	112	22	6	1	0	141
Hourly Total	0	9	655	109	24	4	0	801	0	0	34	1	2	0	0	37	0	3	537	98	28	9	0	675
0900 - 0915	0	0	102	19	7	3	0	131	0	0	6	1	0	0	0	7	0	1	114	22	9	1	0	147
0915 - 0930	0	2	92	25	5	3	0	127	0	0	13	0	2	0	0	15	0	0	68	14	4	5	0	91
0930 - 0945	0	1	91	26	11	1	0	130	0	0	11	0	0	0	0	11	0	0	90	9	8	5	0	112
0945 - 1000	0	0	102	22	3	0	0	127	0	0	10	1	0	0	0	11	0	0	86	10	4	2	0	102
Hourly Total	0	3	387	92	26	7	0	515	0	0	40	2	2	0	0	44	0	1	358	55	25	13	0	452
1000 - 1015	0	0	119	21	7	1	0	148	0	0	9	2	0	0	0	11	0	0	88	8	5	3	0	104
1015 - 1030	0	0	121	16	6	2	0	145	0	0	11	0	0	0	0	11	0	0	77	10	7	0	0	94
1030 - 1045	0	0	121	13	9	0	0	143	0	0	12	1	0	0	0	13	0	0	68	9	5	1	0	83
1045 - 1100	0	1	134	12	5	3	0	155	0	0	10	1	0	0	0	11	0	1	60	8	4	1	0	74
Hourly Total	0	1	495	62	27	6	0	591	0	0	42	4	0	0	0	46	0	1	293	35	21	5	0	355
1100 - 1115	0	0	131	11	3	1	0	146	0	0	9	2	0	0	0	11	0	0	65	10	5	1	0	81
1115 - 1130	0	0	135	15	10	2	0	163	0	0	10	0	0	0	0	11	0	0	89	11	1	0	0	100
1130 - 1145	0	0	139	15	6	0	0	160	0	0	10	1	0	0	0	11	0	0	100	9	6	1	0	116
1145 - 1200	0	1	114	13	5	0	0	133	0	0	8	1	0	0	0	9	0	0	97	8	5	5	0	115
Hourly Total	0	1	519	54	24	4	0	602	0	0	38	4	0	0	0	42	0	0	350	38	17	7	0	412
1200 - 1215	0	0	120	15	10	4	1	150	0	0	13	2	0	0	0	15	0	0	82	10	6	3	0	101
1215 - 1230	0	0	74	15	5	0	0	94	0	0	8	2	0	0	0	10	0	0	97	8	9	0	0	114
1230 - 1245	0	0	112	17	7	1	0	137	0	0	11	0	0	0	0	11	0	0	94	10	9	1	0	114
1245 - 1300	0	0	112	16	3	3	0	134	0	0	11	4	0	0	0	15	0	0	75	16	11	3	0	105
Hourly Total	0	0	418	63	25	8	1	515	0	0	43	8	0	0	0	51	0	0	348	44	35	7	0	434
1300 - 1315	0	0	98	21	4	0	0	123	0	0	7	2	0	0	0	9	0	1	80	15	7	3	0	106
1315 - 1330	0	0	110	19	9	3	0	141	0	0	5	1	0	0	0	6	0	0	95	11	8	3	0	117
1330 - 1345	0	1	87	18	3	1	1	111	0	0	6	1	0	0	0	7	0	0	84	20	3	3	0	113
1345 - 1400	0	0	101	15	8	0	0	124	0	0	6	0	0	0	0	6	0	0	73	17	3	7	0	100
Hourly Total	0	1	396	73	24	4	1	499	0	0	24	4	0	0	0	28	0	1	332	63	21	16	3	436
1400 - 1415	0	0	109	17	7	0	0	133	0	0	11	0	0	0	0	11	0	0	102	16	7	2	0	127
1415 - 1430	0	0	112	21	7	1	0	141	0	0	9	1	0	0	0	10	0	0	109	15	4	1	0	129
1430 - 1445	0	0	120	20	6	1	0	147	0	0	11	1	0	0	0	12	0	1	123	16	1	0	0	141
1445 - 1500	0	0	119	21	3	0	0	143	0	0	6	0	0	0	0	6	0	0	92	17	0	3	1	113
Hourly Total	0	0	460	79	23	2	0	564	0	0	37	2	0	0	0	39	0	1	426	64	12	6	1	510
1500 - 1515	0	0	121	23	6	0	0	150	0	0	11	1	0	0	0	12	0	0	87	15	4	3	0	109
1515 - 1530	0	0	119	19	6	1	0	145	0	0	9	2	0	0	0	11	0	1	91	19	7	4	0	122
1530 - 1545	0	0	134	19	3	0	0	156	0	0	10	0	0	0	0	10	0	1	105	21	8	2	0	137
1545 - 1600	0	0	131	17	4	1	0	153	0	0	9	0	0	0	0	9	0	0	97	16	7	1	0	121
Hourly Total	0	0	505	78	19	2	0	604	0	0	39	3	0	0	0	42	0	2	380	71	26	10	0	489
1600 - 1615	0	0	132	14	2	0	0	148	0	0	8	1	0	0	0	9	0	0	105	20	1	3	0	129
1615 - 1630	0	0	132	21	8	0	0	161	0	0	12	0	0	0	0	12	0	0	109	16	2	1	0	128
1630 - 1645	0	1	152	19	6	1	0	179	0	0	12	0	0	0	0	12	0	2	99	19	5	3	1	129
1645 - 1700	0	0	143	13	7	5	0	168	0	0	12	1	0	0	0	13	0	3	79	14	3	1	0	100
Hourly Total	0	1	559	67	23	6	0	656	0	0	44	2	0	0	0	46	0	5	392	69	11	8	1	486
1700 - 1715	0	0	153	13	2	0	0	168	0	0	11	0	0	0	0	11	0	0	137	26	2	2	0	167
1715 - 1730	0	0	152	14	2	2	0	170	0	0	14	3	0	0	0	17	0	1	125	19	2	1	0	148
1730 - 1745	0	1	156	19	4	2	0	182	0	0	15	14	2	0	0	16	0	0	124	15	1	1	0	141
1745 - 1800	0	2	121	14	0	0	0	137	0	2	7	0	0	0	0	9	0	0	96	13	3	2	0	114
Hourly Total	0	3	582	60	8	4	0	657	0	2	46	5	0	0	0	53	0	1	482	73	8	6	0	570
1800 - 1815	0	1	130	9	0	0	0	140	0	0	7	0	0	0	0	7								

Manston, Tuesday 7th March 2017

Junction: (2) A299 / A256 / Cottington Link Road

Approach: A256

TIME	Left to Cottington Link Road							Ahead to A299 (North)							Right to A299 (East)									
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	2	0	0	0	0	2	0	0	35	8	1	0	0	44	0	0	92	9	1	1	0	103
0615 - 0630	0	0	3	1	0	0	0	4	0	1	50	11	0	1	0	63	0	0	81	12	2	2	0	97
0630 - 0645	0	0	1	4	0	0	0	5	0	0	50	10	0	0	0	60	0	0	105	11	7	0	0	123
0645 - 0700	0	0	3	1	1	0	0	4	0	0	53	14	1	2	0	70	0	0	147	16	5	1	0	169
Hourly Total	0	0	9	6	0	0	0	15	0	1	188	43	2	3	0	237	0	0	425	48	15	4	0	492
0700 - 0715	0	0	2	1	0	0	0	3	0	0	60	13	1	2	0	76	0	1	123	17	7	2	0	150
0715 - 0730	0	0	6	0	0	0	0	6	0	0	67	12	2	0	0	81	0	2	140	20	7	0	0	169
0730 - 0745	0	0	4	2	0	0	0	6	0	1	53	14	2	1	0	71	0	0	131	19	5	1	0	156
0745 - 0800	0	0	1	2	0	0	0	3	0	0	83	18	7	5	0	113	0	0	140	22	5	4	0	171
Hourly Total	0	0	13	5	0	0	0	18	0	1	263	57	12	8	0	341	0	3	534	78	24	7	0	646
0800 - 0815	0	0	1	0	0	0	0	1	0	0	58	12	10	4	0	84	0	0	170	23	5	1	0	199
0815 - 0830	0	0	4	0	0	0	1	5	0	0	46	15	6	5	0	72	0	2	169	23	14	0	0	208
0830 - 0845	0	0	8	1	0	0	0	9	0	0	65	12	5	2	3	87	0	0	140	19	10	4	0	173
0845 - 0900	0	0	9	0	0	0	0	9	0	0	66	15	4	5	0	90	0	0	147	20	9	3	0	179
Hourly Total	0	0	22	1	0	1	0	24	0	0	235	54	25	16	3	333	0	2	626	85	38	8	0	759
0900 - 0915	0	0	4	1	0	0	0	5	0	0	44	12	7	3	0	66	0	0	128	27	8	2	0	165
0915 - 0930	0	0	5	0	1	0	0	6	0	0	33	11	6	5	1	56	0	0	122	21	12	1	1	157
0930 - 0945	0	0	1	0	0	0	0	1	0	0	27	2	2	1	0	32	0	0	117	19	11	1	0	148
0945 - 1000	0	0	2	0	0	0	0	2	0	0	34	5	8	2	0	49	0	0	130	18	4	3	0	155
Hourly Total	0	0	12	1	1	0	0	14	0	0	138	30	23	11	1	203	0	0	497	85	35	7	1	625
1000 - 1015	0	0	3	0	0	0	0	3	0	0	33	2	7	3	0	45	0	0	105	21	5	1	0	132
1015 - 1030	0	0	4	1	0	0	0	5	0	0	27	2	2	1	0	32	0	1	91	17	1	3	0	113
1030 - 1045	0	0	2	0	0	0	0	2	0	0	28	4	1	5	0	38	0	0	86	14	5	1	1	107
1045 - 1100	0	0	1	1	0	0	0	2	0	0	26	3	2	2	0	33	0	0	78	21	5	0	0	104
Hourly Total	0	0	10	2	0	0	0	12	0	0	114	11	12	11	0	148	0	1	360	73	16	5	1	456
1100 - 1115	0	0	3	0	0	0	0	3	0	0	34	8	2	2	0	46	0	0	76	21	3	0	1	101
1115 - 1130	0	0	1	1	0	0	0	2	0	0	29	10	9	1	0	49	0	0	81	18	4	2	1	106
1130 - 1145	0	0	1	0	0	0	0	1	0	0	31	7	7	2	0	47	0	0	92	22	3	2	0	119
1145 - 1200	0	0	1	1	0	0	0	2	0	0	26	8	2	3	0	39	0	0	112	20	2	0	0	134
Hourly Total	0	0	6	2	0	0	0	8	0	0	120	33	20	8	0	181	0	0	361	81	12	4	2	460
1200 - 1215	0	0	3	1	0	0	0	4	0	0	31	6	8	6	0	51	0	1	114	20	4	1	0	140
1215 - 1230	0	0	1	0	0	0	0	1	0	0	22	7	3	6	0	38	0	2	123	29	8	1	0	163
1230 - 1245	0	0	0	0	0	0	0	0	0	0	29	11	4	6	0	50	0	2	95	17	4	0	0	118
1245 - 1300	0	0	6	0	0	0	0	6	0	0	34	9	6	2	0	51	0	0	93	26	6	2	1	128
Hourly Total	0	0	10	1	0	0	0	11	0	0	116	33	21	20	0	190	0	5	425	92	22	4	1	549
1300 - 1315	0	0	1	0	0	0	0	1	0	0	42	5	8	3	0	58	0	0	79	20	3	0	0	102
1315 - 1330	0	0	1	1	0	0	0	2	0	0	30	10	4	5	0	49	0	0	101	15	10	0	1	127
1330 - 1345	0	0	3	1	0	0	0	4	0	0	25	5	8	4	0	42	0	0	116	15	7	2	0	140
1345 - 1400	0	0	2	0	0	0	0	2	0	0	47	3	5	4	0	59	0	1	109	21	4	2	0	137
Hourly Total	0	0	7	2	0	0	0	9	0	0	144	23	25	16	0	208	0	1	405	71	24	4	1	506
1400 - 1415	0	0	3	2	0	0	0	5	0	0	51	13	3	1	0	68	0	0	131	34	3	0	0	168
1415 - 1430	0	0	5	3	0	0	0	8	0	0	55	11	2	1	0	69	0	1	144	30	7	0	0	182
1430 - 1445	0	0	3	2	0	0	0	5	0	0	52	12	2	2	0	68	0	0	167	36	3	1	0	207
1445 - 1500	0	0	2	0	0	0	0	2	0	0	57	15	2	0	0	74	0	0	171	34	2	1	0	208
Hourly Total	0	0	13	7	0	0	0	20	0	0	215	51	9	4	0	279	0	1	613	134	15	2	0	765
1500 - 1515	0	0	4	1	0	0	0	5	0	0	69	15	1	1	0	86	0	2	172	25	9	1	0	209
1515 - 1530	0	0	7	1	0	0	0	8	0	0	94	12	2	0	0	108	0	3	176	31	5	0	0	215
1530 - 1545	0	0	5	0	0	0	0	5	0	0	102	13	2	3	0	120	0	0	174	34	4	1	0	213
1545 - 1600	0	0	2	1	0	0	0	3	0	0	96	11	1	0	0	108	0	0	154	33	5	0	0	192
Hourly Total	0	0	18	3	0	0	0	21	0	0	361	51	6	4	0	422	0	5	676	123	23	2	0	829
1600 - 1615	0	0	7	2	0	0	0	9	0	0	91	13	2	0	0	106	0	1	181	39	1	0	0	222
1615 - 1630	0	0	1	2	0	0	0	3	0	0	109	13	1	4	0	127	0	1	164	41	1	0	0	207
1630 - 1645	0	0	5	3	0	0	0	8	0	1	98	14	2	1	0	116	0	2	189	36	6	0	0	233
1645 - 1700	0	0	6	1	0	0	0	7	0	1	99	20	3	1	0	124	0	0	160	38	3	0	2	203
Hourly Total	0	0	19	8	0	0	0	27	0	2	397	60	8	6	0	473	0	4	694	154	11	0	2	865
1700 - 1715	0	0	4	2	0	0	0	6	0	0	105	22	3	1	0	131	0	1	178	38	6	1	1	225
1715 - 1730	0	0	6	0	0	0	0	6	0	2	115	21	2	2	0	142	0	3	198	32	2	0	0	235
1730 - 1745	0	0	8	1	0	0	0	9	0	1	116	18	1	0	0	136	0	5	218	32	3	0	0	258
1745 - 1800	0	0	9	0	0	0	0	9	0	0	111	11	3	2	0	127	0	0	203	17	1	0	0	221
Hourly Total	0	0	27	3	0	0	0	30	0	3	447	72	9	5	0	536	0	9	797	119	12	1	1	939
1800 - 1815	0	0	7	0	0	0	0	7	0	0	87	8	0	0	0	95	0	0	150	12	3	1	0	166
1815 - 1830	0	0	5	2	0	0	0	7	0	1	5													

Manston, Tuesday 7th March 2017

Junction: (2) A299 / A256 / Cottington Link Road

Approach: Cottington Link Road

TIME	Left to A299 (North)							Ahead to A299 (East)							Right to A256									
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	1	0	0	0	0	1	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2
0615 - 0630	0	0	1	0	0	0	0	1	0	0	6	1	0	0	0	7	0	0	4	0	0	0	0	4
0630 - 0645	0	0	3	0	0	0	0	3	0	0	3	1	0	0	0	4	0	0	2	1	0	0	0	3
0645 - 0700	0	0	2	0	0	0	0	2	0	0	7	0	0	0	0	7	0	0	2	1	0	0	0	3
Hourly Total	0	0	7	0	0	0	0	7	0	0	20	2	0	0	0	22	0	0	10	2	0	0	0	12
0700 - 0715	0	0	3	0	0	0	0	3	0	0	8	0	0	0	0	8	0	0	3	2	0	0	0	5
0715 - 0730	0	0	2	0	0	0	0	2	0	0	9	0	0	0	0	9	0	0	5	0	0	0	0	5
0730 - 0745	0	0	3	1	0	0	0	4	0	0	9	0	0	0	0	9	0	0	6	2	0	0	0	8
0745 - 0800	0	0	0	0	0	0	0	0	0	0	14	2	0	0	0	16	0	0	7	2	0	0	0	9
Hourly Total	0	0	8	1	0	0	0	9	0	0	40	2	0	0	0	42	0	0	21	6	0	0	0	27
0800 - 0815	0	0	3	1	0	0	0	5	0	0	11	1	0	0	0	12	0	0	10	1	1	0	0	12
0815 - 0830	0	0	2	0	0	0	0	2	0	0	5	2	0	0	0	7	0	0	12	3	0	0	0	15
0830 - 0845	0	0	3	0	0	0	0	3	0	0	9	0	0	0	0	9	0	0	9	0	0	0	0	9
0845 - 0900	0	0	4	0	0	0	0	4	0	0	14	1	0	0	0	15	0	0	10	0	0	1	0	11
Hourly Total	0	0	12	1	1	0	0	14	0	0	39	4	0	0	0	43	0	0	41	4	1	1	0	47
0900 - 0915	0	0	1	0	0	0	0	1	0	0	12	2	0	0	0	14	0	0	7	1	0	0	0	8
0915 - 0930	0	0	1	1	0	0	0	2	0	0	8	1	0	0	0	9	0	0	2	0	0	0	0	2
0930 - 0945	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	3	0	0	0	0	3
0945 - 1000	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	0	0	3	0	0	0	0	3
Hourly Total	0	0	3	1	0	0	0	4	0	0	26	4	0	0	0	30	0	0	15	1	0	0	0	16
1000 - 1015	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1
1015 - 1030	0	0	2	1	0	0	0	3	0	0	3	1	0	0	0	4	0	0	2	0	0	0	0	2
1030 - 1045	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8	0	0	2	1	0	0	0	3
1045 - 1100	0	0	3	1	0	0	0	4	0	0	3	0	0	0	0	3	0	0	4	1	0	0	0	5
Hourly Total	0	0	7	2	0	0	0	9	0	0	14	3	0	0	0	17	0	0	9	2	0	0	0	11
1100 - 1115	0	0	2	0	0	0	0	2	0	0	3	1	0	0	0	4	0	0	1	0	0	0	0	1
1115 - 1130	0	0	1	0	0	0	0	1	0	0	4	0	0	0	0	4	0	0	3	1	0	0	0	4
1130 - 1145	0	0	2	1	0	0	0	3	0	0	2	2	0	0	0	4	0	0	5	0	0	0	0	5
1145 - 1200	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	7	0	0	2	0	0	0	0	2
Hourly Total	0	0	5	1	0	0	0	6	0	0	14	5	0	0	0	19	0	0	11	1	0	0	0	12
1200 - 1215	0	0	1	0	0	0	0	1	0	0	4	2	0	0	0	6	0	0	2	1	0	0	0	3
1215 - 1230	0	0	2	0	0	0	0	2	0	0	6	1	0	0	0	7	0	0	4	2	0	0	0	6
1230 - 1245	0	0	1	0	0	0	0	1	0	0	6	1	0	0	0	7	0	0	4	0	0	0	0	4
1245 - 1300	0	0	2	1	0	0	0	3	0	1	6	2	0	0	0	9	0	0	5	0	0	0	0	5
Hourly Total	0	0	6	1	0	0	0	7	0	1	22	6	0	0	0	29	0	0	15	3	0	0	0	18
1300 - 1315	0	0	4	1	0	0	0	5	0	0	7	2	0	1	0	10	0	0	3	0	1	0	0	4
1315 - 1330	0	0	3	0	0	0	0	3	0	0	8	0	0	0	0	8	0	0	5	1	0	0	0	6
1330 - 1345	0	0	2	0	0	0	0	2	0	0	6	1	0	0	0	7	0	0	7	2	0	0	0	9
1345 - 1400	0	0	2	0	0	0	0	2	0	0	8	1	0	0	0	9	0	0	3	1	0	0	0	4
Hourly Total	0	0	11	1	0	0	0	12	0	0	29	4	0	1	0	34	0	0	18	4	1	0	0	23
1400 - 1415	0	0	1	0	0	0	0	1	0	0	12	0	0	0	0	12	0	0	0	1	0	0	0	1
1415 - 1430	0	0	1	0	0	0	0	1	0	0	10	1	0	0	0	11	0	0	3	0	0	0	0	3
1430 - 1445	0	0	2	1	0	0	0	3	0	0	8	0	0	0	0	8	0	0	1	1	0	0	0	2
1445 - 1500	0	0	1	0	0	0	0	1	0	0	10	1	0	0	0	11	0	0	3	0	0	0	0	3
Hourly Total	0	0	5	1	0	0	0	6	0	0	40	2	0	0	0	42	0	0	7	2	0	0	0	9
1500 - 1515	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	0	0	2	1	0	0	0	3
1515 - 1530	0	0	3	0	0	0	0	3	0	0	13	2	1	0	0	16	0	0	2	0	0	0	0	2
1530 - 1545	0	0	1	0	0	0	0	1	0	0	6	1	0	0	0	7	0	0	4	1	0	0	0	5
1545 - 1600	0	0	1	0	0	0	0	1	0	0	6	0	0	0	0	6	0	0	4	1	0	0	0	5
Hourly Total	0	0	5	0	0	0	0	5	0	0	34	3	1	0	0	38	0	0	12	3	0	0	0	15
1600 - 1615	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	0	0	2	1	0	0	0	3
1630 - 1645	0	0	1	0	0	0	0	1	0	0	12	1	0	0	0	13	0	0	2	0	0	0	0	2
1645 - 1700	0	0	4	0	0	0	0	4	0	0	3	2	0	0	0	5	0	0	6	0	0	0	0	6
Hourly Total	0	0	5	0	0	0	0	5	0	0	39	4	0	0	0	43	0	0	10	1	0	0	0	11
1700 - 1715	0	0	0	0	0	0	0	0	0	0	10	1	1	0	0	12	0	0	6	1	0	0	0	7
1715 - 1730	0	0	3	0	0	0	0	3	0	1	7	4	0	0	0	12	0	0	4	0	0	0	0	4
1730 - 1745	0	0	2	0	0	0	0	2	0	0	3	4	0	0	0	7	0	0	3	0	0	0	0	3
1745 - 1800	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	6	0	0	3	0	0	0	0	3
Hourly Total	0	0	5	0	0	0	0	5	0	2	23	10	2	0	0	37	0	0	16	1	0	0	0	17
1800 - 1815	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	4	2	0	0	0	6
1815 - 1830	0	0	2	0	0	0	0	2	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2
1830 - 1845	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1
1845 - 1900	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2
Hourly Total	0	0	5	0	0	0	0	5																



Kent - Manual Traffic Survey: Thursday, 19 October 2017
Produced by Streetwise Services Ltd.

Junction: A - (North) Star Lane / B - Star Lane Link / C - (West) Star Lane

Approach: A - (North) Star Lane

TIME	A to B							A to C							A to A							
	CAR	LDV	DOV1	DOV2	BUS	PCU	TOTAL	CAR	LDV	DOV1	DOV2	BUS	PCU	TOTAL	CAR	LDV	DOV1	DOV2	BUS	PCU	TOTAL	
06:00 - 06:15	11	0	0	0	0	11.0	11	1	1	0	0	0	2.0	2	0	0	0	0	0	0	0.0	0
06:15 - 06:30	22	6	1	0	0	28.5	29	11	2	0	0	0	13.0	13	0	0	0	0	0	0	0.0	0
06:30 - 06:45	23	2	0	0	0	25.0	25	11	1	0	0	0	12.0	12	0	0	0	0	0	0	0.0	0
06:45 - 07:00	27	10	0	0	0	37.0	37	15	0	2	0	0	18.0	17	0	0	0	0	0	0	0.0	0
Hourly Total	83	18	1	0	0	101	102	38	4	2	0	0	45	44	0	0	0	0	0	0	0.0	0
07:00 - 07:15	23	7	1	0	0	31.5	31	15	0	0	0	0	24.0	24	0	0	0	0	0	0	0.0	0
07:15 - 07:30	43	5	3	0	0	52.5	51	12	7	0	0	0	19.0	19	0	0	0	0	0	0	0.0	0
07:30 - 07:45	55	14	1	1	0	72.8	71	15	7	1	0	0	23.5	23	0	0	0	0	0	0	0.0	0
07:45 - 08:00	50	11	2	0	0	64.0	63	20	6	1	0	0	27.5	27	0	0	0	0	0	0	0.0	0
Hourly Total	171	37	7	1	0	211	216	62	29	2	0	0	94	93	0	0	0	0	0	0	0.0	0
08:00 - 08:15	68	6	2	0	0	77.0	76	20	3	0	0	0	23.0	23	0	0	0	0	0	0	0.0	0
08:15 - 08:30	73	8	2	0	0	84.0	83	21	2	1	0	0	24.5	24	0	0	0	0	0	0	0.0	0
08:30 - 08:45	65	9	1	1	0	77.8	76	18	3	1	0	0	22.5	22	0	0	0	0	0	0	0.0	0
08:45 - 09:00	64	7	0	0	0	71.0	71	22	2	0	0	0	24.0	24	0	0	0	0	0	0	0.0	0
Hourly Total	270	30	5	1	0	315	306	81	19	2	0	0	94	93	0	0	0	0	0	0	0.0	0
09:00 - 09:15	72	4	0	0	0	76.0	76	16	2	0	0	0	18.5	18	0	0	0	0	0	0	0.0	0
09:15 - 09:30	58	2	0	2	0	64.0	62	11	4	0	0	0	15.0	15	0	0	0	0	0	0	0.0	0
09:30 - 09:45	53	7	1	0	0	61.5	61	15	3	2	0	0	21.0	20	0	0	0	0	0	0	0.0	0
09:45 - 10:00	47	9	0	0	0	56.0	56	21	4	0	0	0	25.0	25	0	0	0	0	0	0	0.0	0
Hourly Total	250	22	1	2	0	259	255	63	12	3	0	0	80	78	0	0	0	0	0	0	0.0	0
10:00 - 10:15	47	8	2	0	0	58.0	57	15	4	1	0	0	20.5	20	0	0	0	0	0	0	0.0	0
10:15 - 10:30	62	5	2	0	0	70.0	69	9	5	0	0	0	14.0	14	0	0	0	0	0	0	0.0	0
10:30 - 10:45	55	2	1	0	0	58.5	58	15	0	0	0	0	15.0	15	0	0	0	0	0	0	0.0	0
10:45 - 11:00	66	10	0	0	0	76.0	76	17	3	0	0	0	20.0	20	0	0	0	0	0	0	0.0	0
Hourly Total	250	25	5	0	0	293	290	56	12	1	0	0	70	69	0	0	0	0	0	0	0.0	0
11:00 - 11:15	45	7	2	1	0	57.3	55	10	3	0	0	0	13.0	13	0	0	0	0	0	0	0.0	0
11:15 - 11:30	48	10	1	0	0	59.5	59	10	2	1	1	0	15.8	14	0	0	0	0	0	0	0.0	0
11:30 - 11:45	60	5	2	0	0	68.0	67	10	2	0	0	0	12.0	12	0	0	0	0	0	0	0.0	0
11:45 - 12:00	58	7	2	0	0	68.0	67	24	5	0	0	0	29.0	29	0	0	0	0	0	0	0.0	0
Hourly Total	211	29	7	1	0	251	248	54	12	1	1	0	70	69	0	0	0	0	0	0	0.0	0
12:00 - 12:15	68	7	0	0	0	75.0	75	14	2	1	0	0	17.5	17	0	0	0	0	0	0	0.0	0
12:15 - 12:30	41	8	1	0	0	50.5	50	16	5	1	0	0	22.5	22	0	0	0	0	0	0	0.0	0
12:30 - 12:45	50	4	1	0	0	55.5	55	22	6	2	0	0	33.0	32	0	0	0	0	0	0	0.0	0
12:45 - 13:00	59	2	0	0	0	61.0	61	22	2	2	0	0	27.0	26	0	0	0	0	0	0	0.0	0
Hourly Total	218	21	2	0	0	242	241	74	17	6	0	0	97	97	0	0	0	0	0	0	0.0	0
13:00 - 13:15	51	6	1	0	0	58.5	58	20	4	0	0	0	24.0	24	0	0	0	0	0	0	0.0	0
13:15 - 13:30	48	10	3	0	0	62.5	61	21	2	1	0	0	24.5	24	0	0	0	0	0	0	0.0	0
13:30 - 13:45	51	6	1	2	0	63.1	60	16	3	0	0	0	19.0	19	0	0	0	0	0	0	0.0	0
13:45 - 14:00	60	3	2	1	0	68.3	66	20	4	0	0	0	24.0	24	0	0	0	0	0	0	0.0	0
Hourly Total	210	29	7	3	0	215	245	85	15	1	0	0	102	101	0	0	0	0	0	0	0.0	0
14:00 - 14:15	55	6	0	0	0	60.6	61	21	3	1	0	0	26.5	26	0	0	0	0	0	0	0.0	0
14:15 - 14:30	60	7	1	0	0	68.5	68	21	0	0	0	0	22.0	22	0	0	0	0	0	0	0.0	0
14:30 - 14:45	64	4	1	0	0	69.5	69	17	4	0	0	0	21.0	21	0	0	0	0	0	0	0.0	0
14:45 - 15:00	69	4	1	1	0	76.8	75	14	8	1	1	0	25.8	24	0	0	0	0	0	0	0.0	0
Hourly Total	248	21	3	3	0	251	275	73	16	2	1	0	94	92	0	0	0	0	0	0	0.0	0
15:00 - 15:15	73	12	1	1	0	88.0	87	27	5	1	0	0	31.5	31	0	0	0	0	0	0	0.0	0
15:15 - 15:30	70	8	1	1	0	81.8	80	21	7	0	1	0	30.3	29	0	0	0	0	0	0	0.0	0
15:30 - 15:45	59	5	1	1	0	67.8	66	23	2	0	0	0	25.0	25	0	0	0	0	0	0	0.0	0
15:45 - 16:00	60	13	2	0	0	76.0	75	21	9	0	0	0	30.0	30	0	0	0	0	0	0	0.0	0
Hourly Total	262	38	5	3	0	315	308	92	23	1	1	0	119	117	0	0	0	0	0	0	0.0	0
16:00 - 16:15	69	8	0	0	0	76.8	69	27	4	1	0	0	32.5	32	0	0	0	0	0	0	0.0	0
16:15 - 16:30	64	13	0	2	0	81.6	79	34	5	0	0	0	39.0	39	0	0	0	0	0	0	0.0	0
16:30 - 16:45	64	5	0	0	0	69.0	69	35	3	0	0	0	38.0	38	0	0	0	0	0	0	0.0	0
16:45 - 17:00	68	5	0	0	0	73.0	73	39	4	0	0	0	43.0	43	0	0	0	0	0	0	0.0	0
Hourly Total	296	31	0	2	0	292	289	135	16	1	0	0	153	152	0	0	0	0	0	0	0.0	0
17:00 - 17:15	92	8	0	1	0	102.3	101	49	6	1	0	0	48.5	46	0	0	0	0	0	0	0.0	0
17:15 - 17:30	76	6	0	0	0	82.0	82	30	2	0	0	0	32.0	32	0	0	0	0	0	0	0.0	0
17:30 - 17:45	68	9	1	0	0	78.5	78	29	3	0	0	0	32.0	32	0	0	0	0	0	0	0.0	0
17:45 - 18:00	51	4	0	0	0	55.0	55	13	3	0	0	0	16.0	16	0	0	0	0	0	0	0.0	0
Hourly Total	287	27	1	1	0	319	316	121	14	1	0	0	117	116	0	0	0	0	0	0	0.0	0
18:00 - 18:15	65	1	0	0	0	66.0	66	27	2	0	0	0	29.0	29	0	0	0	0	0	0	0.0	0
18:15 - 18:30	67	4	0	0	0	71.0	71	19	3	0	0	0	31.0	31	0	0	0	0	0	0	0.0	0
18:30 - 18:45	59	5	1	0	0	65.5	65	18	0	0	0	0	18.0	18	0	0	0	0	0	0	0.0	0
18:45 - 19:00	36	2	0	0	0	38.0	38	19	0	0	0	0	19.0	19	0	0	0	0	0	0	0.0	0
Hourly Total	227	12	1	0	0	241	240	83	5	0	0	0	89	88	0	0	0	0	0	0	0.0	0
19:00 - 19:15	22	1	0	0	0	23.0	23	13	0	0	0	0	13.0	13	0	0	0	0	0	0	0.0	0
19:15 - 19:30	40	2	0																			

TIME	From A							To A						
	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL
0600 - 06:15	12	1	0	0	0	13.0	13	5	0	1	0	0	6.5	6
0615 - 06:30	33	8	1	0	0	42.5	42	9	2	0	0	0	11.0	11
0630 - 06:45	34	3	0	0	0	37.0	37	22	3	0	0	0	25.0	25
0645 - 07:00	42	10	2	0	0	55.0	54	17	5	0	1	0	24.3	23
Hourly Total	121	22	3	0	0	145	146	53	10	1	1	0	47	45
0700 - 07:15	38	16	1	0	0	55.5	55	30	5	1	0	0	36.5	36
0715 - 07:30	55	12	3	0	0	71.5	70	28	8	0	0	0	36.0	36
0730 - 07:45	70	21	2	1	0	96.3	94	64	11	0	0	0	75.0	75
0745 - 08:00	70	17	3	0	0	91.5	90	73	15	1	0	0	89.5	89
Hourly Total	213	66	9	1	0	215	209	195	39	2	0	0	117	116
0800 - 08:15	88	9	2	0	0	100.0	99	75	5	2	0	0	83.0	82
0815 - 08:30	94	10	3	0	0	108.5	107	81	11	2	0	0	95.0	94
0830 - 08:45	83	12	2	1	0	100.3	98	78	14	2	1	0	97.3	95
0845 - 09:00	95	9	0	0	0	95.0	95	95	9	3	0	0	108.5	107
Hourly Total	361	40	7	1	0	425	425	329	39	5	1	0	154	153
0900 - 09:15	88	5	1	0	0	94.5	94	83	6	1	2	0	95.1	92
0915 - 09:30	69	6	0	2	0	79.5	77	75	6	5	0	0	88.5	86
0930 - 09:45	68	10	3	0	0	82.5	81	66	14	1	0	0	81.5	81
0945 - 10:00	68	13	0	0	0	81.0	81	63	6	0	0	0	69.0	69
Hourly Total	293	34	4	2	0	328	323	287	32	7	2	0	116	113
1000 - 10:15	62	12	3	0	0	78.5	77	66	7	1	0	0	74.5	74
1015 - 10:30	71	10	2	0	0	84.0	83	70	14	1	0	0	85.5	85
1030 - 10:45	70	2	1	0	0	73.5	73	48	8	1	0	0	57.5	57
1045 - 11:00	83	13	0	0	0	96.0	96	42	15	2	0	0	69.0	69
Hourly Total	286	37	6	0	0	321	323	226	44	5	1	0	119	117
1100 - 11:15	95	10	2	1	0	79.3	68	57	3	1	1	0	63.8	62
1115 - 11:30	58	12	2	1	0	73.3	73	64	10	1	0	0	75.5	75
1130 - 11:45	70	7	2	0	0	80.0	79	79	12	1	0	0	92.5	92
1145 - 12:00	82	12	2	0	0	97.0	96	74	9	1	0	0	84.5	84
Hourly Total	262	41	8	2	0	315	315	224	34	4	2	0	115	113
1200 - 12:15	82	9	1	0	0	92.5	92	71	5	3	0	0	80.5	79
1215 - 12:30	57	13	2	0	0	73.0	72	65	9	2	0	0	77.0	76
1230 - 12:45	72	12	3	0	0	88.5	87	58	18	1	0	0	77.5	77
1245 - 13:00	81	4	2	0	0	88.0	87	84	13	2	0	0	100.0	99
Hourly Total	232	38	8	0	0	242	238	278	45	6	0	0	110	101
1300 - 13:15	79	12	1	0	0	92.5	92	95	5	2	0	0	79.1	87
1315 - 13:30	69	12	4	0	0	87.0	85	85	8	1	1	0	96.8	95
1330 - 13:45	67	9	1	2	0	80.1	79	89	8	3	2	0	106.1	102
1345 - 14:00	80	7	2	1	0	92.3	90	83	9	2	0	0	95.0	94
Hourly Total	239	40	8	3	0	254	246	252	34	7	5	0	109	108
1400 - 14:15	76	9	1	2	0	90.1	88	57	9	1	0	0	87.5	87
1415 - 14:30	81	8	1	0	0	90.5	90	81	6	1	0	0	88.5	88
1430 - 14:45	81	8	1	0	0	90.5	90	95	12	2	0	0	110.0	109
1445 - 15:00	83	12	2	2	0	102.6	99	66	8	1	0	0	75.5	75
Hourly Total	321	37	5	4	0	375	367	299	35	5	0	0	142	139
1500 - 15:15	100	17	2	1	0	122.8	120	94	9	2	0	0	96.0	95
1515 - 15:30	91	15	1	2	0	122.1	109	77	10	3	0	0	91.5	90
1530 - 15:45	82	7	1	1	0	92.8	91	93	15	1	1	0	111.8	110
1545 - 16:00	81	22	2	0	0	106.0	105	89	3	2	0	0	95.0	94
Hourly Total	304	61	6	4	0	431	425	343	37	8	1	0	194	189
1600 - 16:15	87	12	1	0	0	100.5	100	89	13	1	0	0	100.5	102
1615 - 16:30	98	18	0	2	0	120.8	118	80	12	1	0	0	93.5	93
1630 - 16:45	99	8	0	0	0	107.0	107	100	15	1	0	1	118.5	117
1645 - 17:00	107	9	0	0	0	116.0	116	83	16	2	0	0	102.0	101
Hourly Total	291	47	1	2	0	441	441	351	56	5	0	1	117	113
1700 - 17:15	144	14	1	1	0	159.8	157	129	10	1	0	0	148.0	149
1715 - 17:30	106	8	0	0	0	114.0	114	102	13	0	0	0	115.0	115
1730 - 17:45	97	12	1	0	0	110.5	110	100	7	1	0	0	108.5	108
1745 - 18:00	64	7	0	0	0	71.0	71	102	5	1	0	0	108.5	108
Hourly Total	408	41	2	1	0	454	452	433	35	3	0	0	473	471
1800 - 18:15	82	3	0	0	0	86.0	85	83	9	1	0	0	90.5	89
1815 - 18:30	86	7	0	0	0	93.0	93	73	7	0	0	0	90.0	90
1830 - 18:45	77	5	1	0	0	83.5	83	69	7	0	0	0	76.0	76
1845 - 19:00	55	2	0	0	0	57.0	57	58	5	0	0	0	63.0	63
Hourly Total	310	17	1	0	0	329	328	283	28	1	0	0	113	112
1900 - 19:15	36	1	0	0	0	36.0	36	59	10	0	0	0	68.0	69
1915 - 19:30	51	2	0	0	0	53.0	53	47	6	0	0	0	53.0	53
1930 - 19:45	37	3	0	0	0	40.0	40	48	2	0	0	0	50.0	50
1945 - 20:00	30	0	0	0	0	30.0	30	38	4	0	0	0	42.0	42
Hourly Total	153	6	0	0	0	159	159	192	22	0	0	0	214	214
2000 - 20:15	36	3	0	0	0	39.0	39	39	3	0	0	0	42.0	42
2015 - 20:30	19	0	0	0	0	19.0	19	29	3	0	0	0	32.0	32
2030 - 20:45	29	2	0	0	0	31.0	31	19	2	0	0	0	31.0	31
2045 - 21:00	23	0	0	0	0	23.0	23	22	3	0	0	0	25.0	25
Hourly Total	107	5	0	0	0	112	112	109	11	0	0	0	120	120
2100 - 21:15	17	0	0	0	0	17.0	17	32	5	0	0	0	37.0	37
2115 - 21:30	17	1	0	0	0	18.0	18	17	0	0	0	0	17.0	17
2130 - 21:45	26	0	0	0	0	26.0	26	19	2	0	0	0	21.0	21
2145 - 22:00	9	0	0	0	0	9.0	9	17	1	0	0	0	18.0	18
Hourly Total	69	1	0	0	0	70	70	85	8	0	0	0	93	93
2200 - 22:15	11	2	0	0	0	13.0	13	22	1	0	0	0	23.0	23
2215 - 22:30	16	0	0	0	0	16.0	16	12	0	0	0	0	12.0	12
2230 - 22:45	7	7	1	0	0	8.0	8	9	0	0	0	0	6.0	6
2245 - 23:00	7	1	0	0	0	8.0	8	14	1	0	0	0	15.0	15
Hourly Total	41	4	0	0	0	45	45	54	2	0	0	0	56	56
2300 - 23:15	8	0	0	0	0	8.0	8	8	1	0	0	0	9.0	9
2315 - 23:30	5	0	0	0	0	5.0	5	8	0	0	0	0	8.0	8
2330 - 23:45	6	0	0	0	0	6.0	6	8	0	0	0	0	8.0	8
2345 - 00:00	5	0	0	0	0	5.0	5	5	1	0	0	0	6.0	6
Hourly Total	24	0	0	0	0	24	24	29	2	0	0	0	31	31
Session Total	4314	537	68	20	0	5002	4939	4132	513	65	11	1	4774	4722

Junction: A - (North) Star Lane / B - Star Lane Link / C - (West) Star Lane

Approach: B - Star Lane Link

TIME	CAR	LGV	B to C							B to A							B to B						
			DOV1	DOV2	BUS	PCU	TOTAL	CAR	LGV	DOV1	DOV2	BUS	PCU	TOTAL	CAR	LGV	DOV1	DOV2	BUS	PCU	TOTAL		
06:00 - 06:15	1	0	0	0	0	1.0	1	5	0	0	0	0	5.0	5	0	0	0	0	0	0.0	0		
06:15 - 06:30	0	0	0	0	0	0.0	0	8	0	0	0	0	8.0	8	0	0	0	0	0	0.0	0		
06:30 - 06:45	3	0	0	0	0	3.0	3	14	3	0	0	0	17.0	17	0	0	0	0	0	0.0	0		
06:45 - 07:00	3	1	0	0	0	4.0	4	13	5	0	1	0	20.3	19	0	0	0	0	0	0.0	0		
Hourly Total	7	1	0	0	0	8	8	40	8	0	1	0	49	49	0	0	0	0	0	0.0	0		
07:00 - 07:15	5	1	0	0	0	7.0	7	19	3	1	0	0	23.5	23	0	0	0	0	0	0.0	0		
07:15 - 07:30	5	1	0	0	0	6.0	6	16	4	0	0	0	20.0	20	0	0	0	0	0	0.0	0		
07:30 - 07:45	13	1	0	0	0	14.0	14	35	7	0	0	0	42.0	42	0	0	0	0	0	0.0	0		
07:45 - 08:00	7	2	0	0	0	9.0	9	48	10	1	0	0	59.5	59	0	0	0	0	0	0.0	0		
Hourly Total	30	6	0	0	0	50	50	188	24	2	0	0	145	144	0	0	0	0	0	0.0	0		
08:00 - 08:15	10	1	0	0	0	11.0	11	52	4	2	0	0	64.2	63	0	0	0	0	0	1.0	1		
08:15 - 08:30	14	3	0	0	0	17.0	17	45	5	1	0	0	51.5	51	0	0	0	0	0	0.0	0		
08:30 - 08:45	6	2	1	0	0	9.5	9	46	9	0	1	0	57.3	56	0	0	0	0	0	0.0	0		
08:45 - 09:00	14	2	0	0	0	16.0	16	72	4	2	0	0	79.0	78	0	0	0	0	0	0.0	0		
Hourly Total	44	8	1	0	0	54	53	235	22	3	1	0	247	243	1	0	0	0	0	0.0	1		
09:00 - 09:15	9	1	0	0	0	10.0	10	50	3	1	0	0	56.8	56	0	0	0	0	0	0.0	0		
09:15 - 09:30	14	1	1	0	0	16.5	16	55	4	4	0	0	65.0	63	0	0	0	0	0	0.0	0		
09:30 - 09:45	5	0	1	0	0	6.5	6	46	8	1	0	0	55.5	55	0	0	0	0	0	0.0	0		
09:45 - 10:00	8	4	0	0	0	12.0	12	41	5	0	0	0	46.0	46	0	0	0	0	0	0.0	0		
Hourly Total	36	6	2	0	0	45	44	182	20	6	1	0	212	210	0	0	0	0	0	0.0	0		
10:00 - 10:15	10	1	1	0	0	12.5	12	37	2	1	0	0	40.5	40	0	0	0	0	0	0.0	0		
10:15 - 10:30	10	4	0	0	0	14.0	14	53	8	1	0	0	62.5	62	0	0	0	0	0	0.0	0		
10:30 - 10:45	10	0	0	0	0	10.0	10	29	5	0	0	0	34.0	34	0	0	0	0	0	0.0	0		
10:45 - 11:00	19	1	1	0	0	21.5	21	33	8	1	0	0	42.5	42	0	0	0	0	0	0.0	0		
Hourly Total	40	6	2	0	0	50	49	152	23	3	0	0	180	178	0	0	0	0	0	0	0		
11:00 - 11:15	12	0	1	0	0	13.0	13	42	3	0	0	0	45.0	45	0	0	0	0	0	0.0	0		
11:15 - 11:30	9	2	0	0	0	11.0	11	48	7	1	0	0	56.5	56	0	0	0	0	0	0.0	0		
11:30 - 11:45	17	1	1	0	0	19.5	19	60	10	1	0	0	71.5	71	0	0	0	0	0	0.0	0		
11:45 - 12:00	9	2	1	0	0	12.5	12	50	6	1	0	0	57.5	57	0	0	0	0	0	0.0	0		
Hourly Total	47	6	2	0	0	54	53	200	26	3	0	0	213	209	0	0	0	0	0	0	0		
12:00 - 12:15	15	2	0	0	0	17.0	17	45	5	2	0	0	56.0	56	0	0	0	0	0	0.0	0		
12:15 - 12:30	12	1	0	0	0	13.0	13	50	5	2	0	0	58.0	57	0	0	0	0	0	0.0	0		
12:30 - 12:45	15	6	0	0	0	21.0	21	47	10	0	0	0	57.0	57	0	0	0	0	0	0.0	0		
12:45 - 13:00	14	3	0	0	0	17.0	17	64	10	1	0	0	75.5	75	0	0	0	0	0	0.0	0		
Hourly Total	56	12	0	0	0	68	68	206	27	5	0	0	241	238	0	0	0	0	0	0	0		
13:00 - 13:15	12	0	1	0	0	13.5	13	47	5	1	0	0	58.1	57	0	0	0	0	0	0.0	0		
13:15 - 13:30	17	2	1	0	0	20.5	20	62	3	0	1	0	67.3	66	0	0	0	0	0	0.0	0		
13:30 - 13:45	18	2	0	0	0	20.0	20	74	5	2	2	0	86.6	83	0	0	0	0	0	0.0	0		
13:45 - 14:00	13	0	0	0	0	13.0	13	68	8	2	0	0	79.0	78	0	0	0	0	0	0.0	0		
Hourly Total	60	4	2	0	0	67	66	251	23	5	3	0	254	254	0	0	0	0	0	0	0		
14:00 - 14:15	15	1	0	0	0	16.0	16	43	7	1	0	0	51.5	51	1	0	0	0	0	1.0	1		
14:15 - 14:30	23	2	0	0	0	25.0	25	61	1	1	0	0	63.5	63	0	0	0	0	0	0.0	0		
14:30 - 14:45	30	2	0	0	0	32.0	32	69	8	2	0	0	80.0	79	0	0	0	0	0	0.0	0		
14:45 - 15:00	26	0	0	0	0	26.0	26	46	4	1	0	0	51.5	51	0	0	0	0	0	0.0	0		
Hourly Total	94	5	0	0	0	99	99	239	20	5	0	0	247	244	1	0	0	0	0	0	1		
15:00 - 15:15	22	1	0	0	0	23.0	23	50	5	1	0	0	64.5	64	0	0	0	0	0	0.0	0		
15:15 - 15:30	17	0	1	1	0	20.8	19	56	5	1	0	0	62.5	62	0	0	0	0	0	0.0	0		
15:30 - 15:45	14	0	0	0	0	14.0	14	63	8	1	1	0	74.8	73	0	0	0	0	0	0.0	0		
15:45 - 16:00	21	3	0	0	0	24.0	24	66	2	0	0	0	68.0	68	0	0	0	0	0	0.0	0		
Hourly Total	74	4	1	1	0	82	80	243	20	3	1	0	270	267	0	0	0	0	0	0	0		
16:00 - 16:15	18	1	0	0	0	19.0	19	47	5	1	0	0	71.5	70	0	0	0	0	0	0.0	0		
16:15 - 16:30	24	2	0	0	0	26.0	26	51	11	0	0	0	62.0	62	0	0	0	0	0	0.0	0		
16:30 - 16:45	21	2	1	0	0	24.5	24	71	8	1	0	1	82.5	81	0	0	0	0	0	0.0	0		
16:45 - 17:00	20	5	1	0	0	26.5	26	64	9	1	0	0	74.5	74	1	0	0	0	0	1.0	1		
Hourly Total	83	10	2	0	0	90	90	253	33	3	0	1	293	290	1	0	0	0	0	0	1		
17:00 - 17:15	18	3	0	0	0	21.0	21	108	4	0	0	0	112.0	112	0	0	0	0	0	0.0	0		
17:15 - 17:30	30	6	0	0	0	36.0	36	72	9	0	0	0	81.0	81	0	0	0	0	0	0.0	0		
17:30 - 17:45	28	1	0	0	0	29.0	29	63	2	1	0	0	66.5	66	0	0	0	0	0	0.0	0		
17:45 - 18:00	15	1	0	0	0	16.0	16	75	3	0	0	0	78.0	78	0	0	0	0	0	0.0	0		
Hourly Total	91	11	0	0	0	102	102	318	18	1	0	0	318	317	0	0	0	0	0	0	0		
18:00 - 18:15	10	4	0	0	0	14.0	14	61	5	1	0	0	71.0	71	0	0	0	0	0	0.0	0		
18:15 - 18:30	12	1	0	0	0	13.0	13	60	2	0	0	0	62.0	62	0	0	0	0	0	0.0	0		
18:30 - 18:45	10	2	0	0	0	12.0	12	51	4	0	0	0	56.0	56	0	0	0	0	0	0.0	0		
18:45 - 19:00	16	0	0	0	0	16.0	16	39	4	0	0	0	43.0	43	0	0	0	0	0	0.0	0		
Hourly Total	48	7	0	0	0	55	55	211	19	1	0	0	232	231	0	0	0	0	0	0	0		
19:00 - 19:15	9	1	0	0	0	10.0	10	46	4	0	0	0	56.0	56	0	0	0	0	0	0.0	0		
19:15 - 19:30	8	1	0	0	0	9.0	9	33	3	0	0	0	37.0	37	0	0	0	0	0	0.0	0		
19:30 - 19:45	17	2	0	0	0	19.0	19	41	1	0	0	0	42.0	42	0	0	0	0	0	0.0	0		
19:45 - 20:00	6	1	0	0	0	7.0	7	27	2	0	0	0	29.0	29	0	0	0	0	0	0.0	0		
Hourly Total	40	5	0	0	0	45	45																

TIME	From B								To B							
	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL		CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL	
0600 - 06:15	6	0	0	0	0	6.0	6		11	0	0	0	0	0	11.0	11
0615 - 06:30	8	0	0	0	0	8.0	8		22	6	1	0	0	0	29.5	29
0630 - 06:45	17	3	0	0	0	20.0	20		25	6	0	0	0	0	31.0	31
0645 - 07:00	16	6	0	0	1	24.3	23		33	12	1	0	0	0	46.5	46
Hourly Total	47	9	0	1	1	59	57		81	24	2	0	0	0	118	117
0700 - 07:15	24	5	1	0	0	30.5	30		27	10	2	0	0	0	40.0	39
0715 - 07:30	21	5	0	0	0	26.0	26		48	7	3	0	0	0	59.5	58
0730 - 07:45	48	8	0	0	0	56.0	56		62	16	1	1	0	0	81.0	80
0745 - 08:00	56	12	1	0	0	69.5	68		61	12	2	0	0	0	76.0	75
Hourly Total	148	30	2	0	0	191	190		198	45	6	1	0	0	257	252
0800 - 08:15	63	5	2	0	0	71.0	70		88	9	2	0	0	0	100.0	99
0815 - 08:30	59	8	1	0	0	68.5	68		103	15	2	0	0	0	121.0	120
0830 - 08:45	52	11	1	1	0	66.8	65		84	15	2	1	0	0	104.3	102
0845 - 09:00	86	6	2	0	0	95.0	94		88	9	0	0	0	0	97.0	97
Hourly Total	260	30	6	1	0	321	327		393	48	6	1	0	0	452	452
0900 - 09:15	59	4	1	1	0	66.8	65		102	7	2	0	0	0	112.0	111
0915 - 09:30	69	5	5	0	0	81.5	79		73	2	1	2	0	0	81.1	78
0930 - 09:45	51	8	2	2	0	62.0	61		80	8	1	0	0	0	89.5	89
0945 - 10:00	49	9	0	0	0	58.0	58		62	9	0	0	0	0	71.0	71
Hourly Total	239	26	8	1	0	295	293		327	26	4	2	0	0	354	349
1000 - 10:15	47	3	2	0	0	53.0	52		69	9	4	0	0	0	85.0	81
1015 - 10:30	63	12	1	0	0	76.5	76		82	7	2	0	0	0	92.0	91
1030 - 10:45	39	5	0	0	0	44.0	44		73	4	2	0	0	0	80.0	79
1045 - 11:00	52	9	2	0	0	64.0	63		80	12	0	0	0	0	92.0	92
Hourly Total	261	29	5	0	0	320	325		393	22	6	1	0	0	447	443
1100 - 11:15	54	4	0	0	0	58.0	58		61	11	2	1	0	0	77.3	75
1115 - 11:30	57	9	1	0	0	67.5	67		67	10	2	0	0	0	80.0	79
1130 - 11:45	77	11	2	0	0	81.0	80		81	5	2	0	0	0	89.0	88
1145 - 12:00	59	8	2	0	0	70.0	69		69	9	2	0	0	0	81.0	80
Hourly Total	247	32	5	0	0	301	304		328	26	8	1	0	0	377	372
1200 - 12:15	60	4	2	0	0	67.0	66		85	9	0	0	0	0	94.0	94
1215 - 12:30	62	6	2	0	0	71.0	70		61	10	2	1	0	0	76.3	74
1230 - 12:45	62	16	0	0	0	78.0	78		68	4	1	0	0	0	73.5	73
1245 - 13:00	78	13	1	0	0	92.5	92		75	5	0	0	0	0	90.0	89
Hourly Total	262	39	5	0	0	301	306		289	28	3	1	0	0	324	321
1300 - 13:15	59	7	2	2	0	71.5	70		69	7	0	0	0	0	78.5	76
1315 - 13:30	79	5	1	1	0	87.8	86		63	11	3	0	0	0	78.5	77
1330 - 13:45	92	7	2	2	0	106.6	103		63	8	1	2	0	0	77.1	74
1345 - 14:00	81	8	2	0	0	92.0	91		77	3	2	1	0	0	95.3	93
Hourly Total	311	27	7	5	0	361	350		271	29	7	3	0	0	359	359
1400 - 14:15	59	8	1	0	0	68.5	68		75	7	0	2	0	0	80.6	84
1415 - 14:30	84	3	1	0	0	88.5	88		70	8	1	0	0	0	79.5	79
1430 - 14:45	99	10	2	0	0	112.0	111		84	4	1	0	0	0	89.5	89
1445 - 15:00	72	4	1	0	0	77.5	77		85	4	1	1	0	0	92.8	91
Hourly Total	314	25	5	0	0	347	344		334	23	3	3	0	0	349	343
1500 - 15:15	80	6	1	0	0	87.0	87		85	12	1	1	0	0	101.8	100
1515 - 15:30	73	5	2	1	0	83.3	81		87	11	1	1	0	0	103.8	100
1530 - 15:45	77	8	1	1	0	88.8	87		75	6	2	1	0	0	96.3	94
1545 - 16:00	87	5	0	0	0	92.0	92		77	16	2	0	0	0	96.0	95
Hourly Total	317	24	4	2	0	352	347		325	45	6	3	0	0	399	379
1600 - 16:15	85	4	1	0	0	90.5	90		87	10	0	0	0	0	97.0	97
1615 - 16:30	75	13	0	0	0	88.0	88		83	15	0	2	0	0	102.6	100
1630 - 16:45	92	10	2	0	1	107.0	105		78	5	0	0	0	0	93.0	93
1645 - 17:00	85	14	2	0	0	102.0	101		89	11	0	0	0	0	100.0	100
Hourly Total	337	43	5	0	1	390	386		337	41	0	2	0	0	393	390
1700 - 17:15	126	7	0	0	0	133.0	133		119	11	0	1	0	0	133.0	131
1715 - 17:30	102	15	0	0	0	117.0	117		90	8	0	0	0	0	98.0	98
1730 - 17:45	91	3	1	0	0	95.5	95		87	10	1	0	0	0	96.5	98
1745 - 18:00	90	4	0	0	0	94.0	94		65	7	0	0	0	0	77.0	72
Hourly Total	409	29	1	0	0	440	439		361	36	1	1	0	0	401	399
1800 - 18:15	71	13	1	0	0	86.0	85		81	1	0	0	0	0	82.0	82
1815 - 18:30	72	3	0	0	0	75.0	75		80	5	0	0	0	0	80.0	80
1830 - 18:45	61	6	0	0	0	67.0	67		73	7	1	0	0	0	81.5	81
1845 - 19:00	55	4	0	0	0	59.0	59		43	2	0	0	0	0	65.0	45
Hourly Total	259	26	1	0	0	287	286		277	15	1	0	0	0	294	293
1900 - 19:15	55	5	0	0	0	60.0	60		33	3	0	0	0	0	68.0	36
1915 - 19:30	41	5	0	0	0	46.0	46		45	3	0	0	0	0	48.0	48
1930 - 19:45	58	3	0	0	0	61.0	61		38	4	0	0	0	0	62.0	42
1945 - 20:00	33	3	0	0	0	36.0	36		27	0	0	0	0	0	27.0	27
Hourly Total	187	16	0	0	0	203	203		143	10	0	0	0	0	153	153
2000 - 20:15	41	2	0	0	0	43.0	43		31	2	0	0	0	0	36.0	29
2015 - 20:30	30	2	0	0	0	32.0	32		16	2	0	0	0	0	30.0	18
2030 - 20:45	17	0	0	0	0	17.0	17		22	4	0	0	0	0	26.0	26
2045 - 21:00	20	2	0	0	0	22.0	22		18	0	0	0	0	0	18.0	18
Hourly Total	108	6	0	0	0	114	114		87	8	0	0	0	0	95	95
2100 - 21:15	38	4	0	0	0	42.0	42		15	0	0	0	0	0	15.0	15
2115 - 21:30	19	1	0	0	0	20.0	20		17	0	0	0	0	0	17.0	17
2130 - 21:45	20	1	0	0	0	21.0	21		19	0	0	0	0	0	19.0	19
2145 - 22:00	15	2	0	0	0	17.0	17		10	0	0	0	0	0	16.0	10
Hourly Total	92	8	0	0	0	100	100		61	0	0	0	0	0	61	61
2200 - 22:15	24	0	0	0	0	24.0	24		12	0	0	0	0	0	12.0	12
2215 - 22:30	11	0	0	0	0	11.0	11		13	0	0	0	0	0	13.0	13
2230 - 22:45	7	0	0	0	0	7.0	7		6	0	0	0	0	0	6.0	6
2245 - 23:00	16	1	0	0	0	17.0	17		6	1	0	0	0	0	7.0	7
Hourly Total	58	1	0	0	0	59	59		37	1	0	0	0	0	38	38
2300 - 23:15	6	1	0	0	0	7.0	7		5	0	0	0	0	0	5.0	5
2315 - 23:30	10	0	0	0	0	10.0	10		2	0	0	0	0	0	2.0	2
2330 - 23:45	6	0	0	0	0	6.0	6		4	1	0	0	0	0	6.0	5
2345 - 00:00	4	1	0	0	0	5.0	5		4	0	0	0	0	0	4.0	4
Hourly Total	26	2	0	0	0	28	28		15	1	0	0	0	0	16	16
Session Total	3811	402	54	10	1	4323	4278		4067	447	57	18	0	0	4643	4589

Junction: A - (North) Star Lane / B - Star Lane Link / C - (West) Star Lane

Approach: C - (West) Star Lane

TIME	CAR	LGV	C to A					C to B					C to C								
			OV01	OV02	BUS	PCU	TOTAL	CAR	LGV	OV01	OV02	BUS	PCU	TOTAL	CAR	LGV	OV01	OV02	BUS	PCU	TOTAL
06:00 - 06:15	0	0	1	0	0	1.5	1	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
06:15 - 06:30	1	2	0	0	0	3.0	3	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
06:30 - 06:45	8	0	0	0	0	8.0	8	2	4	0	0	0	6.0	6	0	0	0	0	0	0.0	0
06:45 - 07:00	4	0	0	0	0	4.0	4	6	2	1	0	0	8.5	9	0	0	0	0	0	0.0	0
Hourly Total	13	2	1	0	0	17	15	8	6	1	0	0	16	15	0	0	0	0	0	0.0	0
07:00 - 07:15	11	0	0	0	0	11.0	11	3	1	0	0	0	8.5	8	0	0	0	0	0	0.0	0
07:15 - 07:30	12	4	0	0	0	16.0	16	5	2	0	0	0	7.0	7	0	0	0	0	0	0.0	0
07:30 - 07:45	29	4	0	0	0	33.0	33	7	2	0	0	0	9.0	9	0	0	0	0	0	0.0	0
07:45 - 08:00	26	5	0	0	0	30.0	30	11	1	0	0	0	12.0	12	0	0	0	0	0	0.0	0
Hourly Total	77	15	0	0	0	92	92	27	8	1	0	0	37	36	0	0	0	0	0	0.0	0
08:00 - 08:15	23	1	0	0	0	24.0	24	19	3	0	0	0	22.0	22	0	0	0	0	0	0.0	0
08:15 - 08:30	36	6	1	0	0	43.5	43	30	7	0	0	0	37.0	37	0	0	0	0	0	0.0	0
08:30 - 08:45	32	5	2	0	0	40.0	39	19	6	1	0	0	26.5	26	0	0	0	0	0	0.0	0
08:45 - 09:00	23	5	1	0	0	29.5	29	24	2	0	0	0	26.0	26	0	0	0	0	0	0.0	0
Hourly Total	114	17	4	0	0	137	135	92	18	1	0	0	112	111	0	0	0	0	0	0.0	0
09:00 - 09:15	33	3	0	0	0	36.3	37	30	3	0	0	0	36.0	36	0	0	0	0	0	0.0	0
09:15 - 09:30	20	2	1	0	0	23.5	23	15	0	1	0	0	16.5	16	0	0	0	0	0	0.0	0
09:30 - 09:45	20	6	0	0	0	26.0	26	27	1	0	0	0	28.0	28	0	0	0	0	0	0.0	0
09:45 - 10:00	22	1	0	0	0	23.0	23	15	0	0	0	0	15.0	15	0	0	0	0	0	0.0	0
Hourly Total	86	12	1	1	0	111	109	87	4	3	0	0	96	94	0	0	0	0	0	0.0	0
10:00 - 10:15	29	5	0	0	0	34.0	34	24	2	0	0	0	25.0	24	0	0	0	0	0	0.0	0
10:15 - 10:30	17	6	0	0	0	23.0	23	20	2	0	0	0	22.0	22	0	0	0	0	0	0.0	0
10:30 - 10:45	19	3	1	0	0	23.5	23	18	2	1	0	0	21.5	21	0	0	0	0	0	0.0	0
10:45 - 11:00	9	7	1	0	0	17.5	17	14	2	0	0	0	16.0	16	0	0	0	0	0	0.0	0
Hourly Total	74	21	2	0	0	95	97	73	7	3	0	0	85	83	0	0	0	0	0	0.0	0
11:00 - 11:15	15	0	1	1	0	16.8	17	15	0	0	0	0	16.0	16	0	0	0	0	0	0.0	0
11:15 - 11:30	16	3	0	0	0	19.0	19	19	0	1	0	0	20.5	20	0	0	0	0	0	0.0	0
11:30 - 11:45	19	2	0	0	0	21.0	21	21	0	0	0	0	21.0	21	0	0	0	0	0	0.0	0
11:45 - 12:00	24	3	0	0	0	27.0	27	11	2	0	0	0	13.0	13	0	0	0	0	0	0.0	0
Hourly Total	74	8	1	1	0	95	94	67	6	1	0	0	75	74	0	0	0	0	0	0.0	0
12:00 - 12:15	26	3	1	0	0	30.5	30	17	2	0	0	0	19.0	19	0	0	0	0	0	0.0	0
12:15 - 12:30	15	4	0	0	0	19.0	19	20	2	1	1	0	25.8	24	0	0	0	0	0	0.0	0
12:30 - 12:45	11	8	1	0	0	20.5	20	18	0	0	0	0	18.0	18	0	0	0	0	0	0.0	0
12:45 - 13:00	20	3	1	0	0	24.5	24	16	3	0	0	0	19.0	19	0	0	0	0	0	0.0	0
Hourly Total	72	18	3	0	0	93	93	71	7	1	1	0	82	80	0	0	0	0	0	0.0	0
13:00 - 13:15	8	2	0	0	0	10.0	10	8	0	0	0	0	10.0	10	0	0	0	0	0	0.0	0
13:15 - 13:30	23	5	1	0	0	29.5	29	15	1	0	0	0	16.0	16	0	0	0	0	0	0.0	0
13:30 - 13:45	15	3	1	0	0	19.5	19	12	2	0	0	0	14.0	14	0	0	0	0	0	0.0	0
13:45 - 14:00	15	1	0	0	0	16.0	16	17	0	0	0	0	17.0	17	0	0	0	0	0	0.0	0
Hourly Total	61	11	2	0	0	75	74	61	4	0	0	0	65	65	0	0	0	0	0	0.0	0
14:00 - 14:15	14	2	0	0	0	16.0	16	19	1	0	0	0	20.0	20	0	0	0	0	0	0.0	0
14:15 - 14:30	20	5	0	0	0	25.0	25	10	0	0	0	0	11.0	11	0	0	0	0	0	0.0	0
14:30 - 14:45	26	4	0	0	0	30.0	30	20	0	0	0	0	20.0	20	0	0	0	0	0	0.0	0
14:45 - 15:00	20	4	0	0	0	24.0	24	16	0	0	0	0	16.0	16	0	0	0	0	0	0.0	0
Hourly Total	80	15	0	0	0	95	95	65	2	0	0	0	67	67	0	0	0	0	0	0.0	0
15:00 - 15:15	26	4	1	0	0	31.5	31	13	0	0	0	0	13.0	13	0	0	0	0	0	0.0	0
15:15 - 15:30	21	5	2	0	0	29.0	28	17	3	0	0	0	20.0	20	0	0	0	0	0	0.0	0
15:30 - 15:45	30	7	0	0	0	37.0	37	16	1	1	0	0	18.5	18	0	0	0	0	0	0.0	0
15:45 - 16:00	23	1	2	0	0	27.0	26	17	3	0	0	0	20.0	20	0	0	0	0	0	0.0	0
Hourly Total	100	17	5	0	0	115	112	63	7	1	0	0	72	71	0	0	0	0	0	0.0	0
16:00 - 16:15	21	8	0	0	0	29.0	29	27	2	0	0	0	29.0	29	0	0	0	0	0	0.0	0
16:15 - 16:30	29	1	1	0	0	31.5	31	19	2	0	0	0	21.0	21	0	0	0	0	0	0.0	0
16:30 - 16:45	29	7	0	0	0	36.0	36	14	0	0	0	0	14.0	14	0	0	0	0	0	0.0	0
16:45 - 17:00	19	7	1	0	0	27.5	27	20	6	0	0	0	26.0	26	0	0	0	0	0	0.0	0
Hourly Total	98	23	2	0	0	114	113	80	10	0	0	0	90	90	0	0	0	0	0	0.0	0
17:00 - 17:15	21	6	1	0	0	28.0	28	27	3	0	0	0	30.0	30	0	0	0	0	0	0.0	0
17:15 - 17:30	30	4	0	0	0	34.0	34	14	2	0	0	0	16.0	16	0	0	0	0	0	0.0	0
17:30 - 17:45	37	5	0	0	0	42.0	42	19	1	0	0	0	20.0	20	0	0	0	0	0	0.0	0
17:45 - 18:00	27	2	1	0	0	30.5	30	14	3	0	0	0	17.0	17	0	0	0	0	0	0.0	0
Hourly Total	115	17	2	0	0	135	134	74	9	0	0	0	83	83	0	0	0	0	0	0.0	0
18:00 - 18:15	22	0	0	0	0	22.0	22	16	0	0	0	0	16.0	16	0	0	0	0	0	0.0	0
18:15 - 18:30	13	5	0	0	0	18.0	18	13	1	0	0	0	14.0	14	0	0	0	0	0	0.0	0
18:30 - 18:45	18	3	0	0	0	21.0	21	14	2	0	0	0	16.0	16	0	0	0	0	0	0.0	0
18:45 - 19:00	19	1	0	0	0	20.0	20	7	0	0	0	0	7.0	7	0	0	0	0	0	0.0	0
Hourly Total	72	9	0	0	0	81	81	50	3	0	0	0	53	53	0	0	0	0	0	0.0	0
19:00 - 19:15	13	6	0	0	0	19.0	19	11	2	0	0	0	13.0	13	0	0	0	0	0	0.0	0
19:15 - 19:30	14	2	0	0	0	16.0	16	6	1	0	0	0	6.0	6	0	0	0	0	0	0.0	0
19:30 - 19:45	7	1	0	0	0	8.0	8	10	1	0	0	0	11.0	11	0	0	0	0	0	0.0	0
19:45 - 20:00	11	2	0	0	0	13.0	13	6	0	0	0	0	6.0	6	0	0	0	0	0	0.0	0
Hourly Total	45	11	0	0	0	56	56	32	4	0	0	0	36	36							

TIME	From C							To C						
	CAR	LDV	OOV1	OOV2	BUS	PCU	TOTAL	CAR	LDV	OOV1	OOV2	BUS	PCU	TOTAL
0600 - 06:15	0	0	1	0	0	1.5	1	2	1	0	0	0	0	3.0
0615 - 06:30	1	2	0	0	0	3.0	3	11	2	0	0	0	0	13.0
0630 - 06:45	10	4	0	0	0	14.0	14	14	1	0	0	0	0	15.0
0645 - 07:00	20	2	1	0	0	13.5	13	18	1	2	0	0	0	22.0
Hourly Total	21	8	2	0	0	31	31	45	5	2	0	0	0	53
0700 - 07:15	15	5	1	0	0	21.5	21	20	11	0	0	0	0	31.0
0715 - 07:30	17	6	0	0	0	23.0	23	17	8	0	0	0	0	25.0
0730 - 07:45	36	6	0	0	0	42.0	42	28	8	1	0	0	0	37.0
0745 - 08:00	36	6	0	0	0	42.0	42	27	8	1	0	0	0	36.0
Hourly Total	104	23	1	0	0	129	129	92	26	2	0	0	0	120
0800 - 08:15	42	4	0	0	0	46.0	46	30	4	0	0	0	0	34.0
0815 - 08:30	66	13	1	0	0	80.5	80	35	5	1	0	0	0	41.5
0830 - 08:45	51	11	3	0	0	66.5	65	24	5	2	0	0	0	32.0
0845 - 09:00	47	7	1	0	0	55.5	55	36	4	0	0	0	0	40.0
Hourly Total	206	39	5	0	0	249	246	125	18	3	0	0	0	146
0900 - 09:15	63	6	2	1	0	74.3	72	25	2	1	0	0	0	28.5
0915 - 09:30	35	2	2	0	0	40.0	39	25	5	1	0	0	0	31.5
0930 - 09:45	47	7	0	0	0	54.0	54	20	3	3	0	0	0	27.5
0945 - 10:00	37	1	0	0	0	38.0	38	25	8	0	0	0	0	37.0
Hourly Total	182	18	4	1	0	226	223	99	18	5	0	0	0	122
1000 - 10:15	50	6	2	0	0	58.0	58	25	5	2	0	0	0	33.0
1015 - 10:30	37	8	0	0	0	45.0	45	19	9	0	0	0	0	28.0
1030 - 10:45	37	5	2	0	0	45.0	44	25	0	0	0	0	0	25.0
1045 - 11:00	23	9	1	0	0	33.5	33	36	4	1	0	0	0	41.5
Hourly Total	147	28	5	0	0	173	170	105	18	3	0	0	0	126
1100 - 11:15	31	4	1	1	0	36.8	37	22	4	0	0	0	0	26.0
1115 - 11:30	35	3	1	0	0	39.5	39	19	4	1	1	0	0	26.5
1130 - 11:45	40	2	0	0	0	42.0	42	27	3	1	0	0	0	31.0
1145 - 12:00	35	5	0	0	0	40.0	40	33	7	1	0	0	0	41.0
Hourly Total	147	28	5	0	0	173	170	105	18	3	1	0	0	123
1200 - 12:15	43	5	1	0	0	49.5	49	25	4	1	0	0	0	34.5
1215 - 12:30	35	6	1	1	0	44.5	43	28	6	1	0	0	0	35.5
1230 - 12:45	29	8	1	0	0	38.5	38	27	14	2	0	0	0	54.0
1245 - 13:00	36	5	1	0	0	43.5	43	36	5	2	0	0	0	44.0
Hourly Total	148	29	6	1	0	175	173	100	29	6	0	0	0	135
1300 - 13:15	25	3	0	0	0	28.0	28	40	5	1	0	0	0	47.5
1315 - 13:30	38	6	1	0	0	45.5	45	38	4	2	0	0	0	45.0
1330 - 13:45	27	5	1	0	0	33.5	33	34	5	0	0	0	0	39.0
1345 - 14:00	32	1	0	0	0	33.0	33	33	4	0	0	0	0	37.0
Hourly Total	122	19	2	0	0	145	139	145	19	3	0	0	0	167
1400 - 14:15	33	3	0	0	0	36.0	36	35	3	1	0	0	0	41.0
1415 - 14:30	30	6	0	0	0	36.0	36	44	3	0	0	0	0	47.0
1430 - 14:45	46	4	0	0	0	50.0	50	47	6	0	0	0	0	53.0
1445 - 15:00	36	4	0	0	0	40.0	40	40	8	1	1	0	0	51.0
Hourly Total	145	17	0	0	0	162	162	167	21	2	1	0	0	191
1500 - 15:15	39	4	1	0	0	44.5	44	40	6	1	0	0	0	51.5
1515 - 15:30	38	8	2	0	0	49.0	48	38	7	1	2	0	0	51.1
1530 - 15:45	46	8	1	0	0	55.5	55	37	2	0	0	0	0	59.0
1545 - 16:00	40	4	2	0	0	47.0	46	42	12	0	0	0	0	54.0
Hourly Total	183	24	6	0	0	196	193	166	27	2	2	0	0	201
1600 - 16:15	46	10	0	0	0	56.0	56	45	5	1	0	0	0	62.5
1615 - 16:30	48	3	1	0	0	52.5	52	58	7	0	0	0	0	65.0
1630 - 16:45	43	7	0	0	0	50.0	50	56	5	1	0	0	0	62.5
1645 - 17:00	39	13	1	0	0	53.5	53	59	9	1	0	0	0	69.5
Hourly Total	178	33	2	0	0	214	213	218	26	3	0	0	0	249
1700 - 17:15	48	9	1	0	0	58.5	58	67	9	1	0	0	0	77.5
1715 - 17:30	44	6	0	0	0	50.0	50	60	8	0	0	0	0	68.0
1730 - 17:45	56	6	0	0	0	62.0	62	57	4	0	0	0	0	61.0
1745 - 18:00	41	5	1	0	0	47.5	47	28	4	0	0	0	0	52.0
Hourly Total	189	26	2	0	0	219	217	212	26	1	0	0	0	239
1800 - 18:15	38	0	0	0	0	38.0	38	27	4	0	0	0	0	42.0
1815 - 18:30	26	6	0	0	0	32.0	32	31	4	0	0	0	0	35.0
1830 - 18:45	32	5	0	0	0	37.0	37	28	2	0	0	0	0	36.0
1845 - 19:00	26	1	0	0	0	27.0	27	35	0	0	0	0	0	35.0
Hourly Total	122	12	0	0	0	134	134	131	12	0	0	0	0	143
1900 - 19:15	24	8	0	0	0	32.0	32	22	1	0	0	0	0	33.0
1915 - 19:30	19	3	0	0	0	22.0	22	19	1	0	0	0	0	20.0
1930 - 19:45	17	2	0	0	0	19.0	19	26	2	0	0	0	0	28.0
1945 - 20:00	17	2	0	0	0	19.0	19	15	1	0	0	0	0	16.0
Hourly Total	77	15	0	0	0	92	92	82	5	0	0	0	0	87
2000 - 20:15	11	1	0	0	0	12.0	12	18	1	0	0	0	0	19.0
2015 - 20:30	10	3	0	0	0	13.0	13	14	0	0	0	0	0	14.0
2030 - 20:45	10	4	0	0	0	14.0	14	15	0	0	0	0	0	15.0
2045 - 21:00	7	1	0	0	0	8.0	8	10	0	0	0	0	0	10.0
Hourly Total	38	9	0	0	0	47	47	57	1	0	0	0	0	58
2100 - 21:15	4	2	0	0	0	6.0	6	12	1	0	0	0	0	13.0
2115 - 21:30	8	0	0	0	0	8.0	8	10	2	0	0	0	0	12.0
2130 - 21:45	8	1	0	0	0	9.0	9	16	0	0	0	0	0	16.0
2145 - 22:00	8	0	0	0	0	8.0	8	5	1	0	0	0	0	6.0
Hourly Total	28	3	0	0	0	31	31	43	4	0	0	0	0	47
2200 - 22:15	6	1	0	0	0	7.0	7	7	2	0	0	0	0	9.0
2215 - 22:30	5	0	0	0	0	5.0	5	7	0	0	0	0	0	7.0
2230 - 22:45	2	0	0	0	0	2.0	2	4	1	0	0	0	0	5.0
2245 - 23:00	0	0	0	0	0	0.0	0	3	0	0	0	0	0	3.0
Hourly Total	13	1	0	0	0	14	14	21	3	0	0	0	0	24
2300 - 23:15	4	0	0	0	0	4.0	4	5	0	0	0	0	0	5.0
2315 - 23:30	1	0	0	0	0	1.0	1	6	0	0	0	0	0	6.0
2330 - 23:45	4	1	0	0	0	5.0	5	4	0	0	0	0	0	4.0
2345 - 00:00	2	0	0	0	0	2.0	2	2	0	0	0	0	0	2.0
Hourly Total	11	1	0	0	0	12	12	17	0	0	0	0	0	17
Session Total	2030	305	35	3	0	2395	2373	1956	264	35	4	0	0	2205

Manston, Tuesday 7th March 2017

Junction: (3) Canterbury Road W / A299 / Hengist Way

Approach: Canterbury Road W

	Left to A299								Ahead to Hengist Way							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	2	1	0	0	0	3	0	0	17	1	0	0	0	18
0615 - 0630	0	0	1	0	0	0	0	1	0	0	16	0	0	0	0	16
0630 - 0645	0	0	1	0	0	0	0	1	0	0	20	1	0	0	0	21
0645 - 0700	0	0	1	0	0	0	0	1	0	0	17	1	0	0	0	18
Hourly Total	0	0	5	1	0	0	0	6	0	0	70	3	0	0	0	73
0700 - 0715	0	0	2	1	0	0	0	3	0	0	18	1	0	0	0	19
0715 - 0730	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	17
0730 - 0745	0	0	1	2	0	0	0	3	0	0	19	2	0	0	1	22
0745 - 0800	0	0	1	0	0	0	0	1	0	0	19	4	0	0	1	24
Hourly Total	0	0	4	3	0	0	0	7	0	0	72	8	0	0	2	82
0800 - 0815	0	0	5	0	0	0	0	5	0	1	19	2	0	0	0	22
0815 - 0830	0	0	1	1	0	0	0	2	0	1	15	0	0	0	0	16
0830 - 0845	0	0	0	0	0	0	0	0	0	1	18	2	0	0	0	21
0845 - 0900	0	0	0	0	0	0	0	0	0	0	12	0	0	0	1	13
Hourly Total	0	0	6	1	0	0	0	7	0	3	64	4	0	0	1	72
0900 - 0915	0	0	0	0	0	0	0	0	0	0	10	2	2	0	0	14
0915 - 0930	0	0	3	1	0	0	0	4	0	0	14	1	0	0	0	15
0930 - 0945	0	0	0	0	0	0	0	0	0	0	12	0	1	0	0	13
0945 - 1000	0	0	1	0	0	0	0	1	0	0	19	1	0	0	1	21
Hourly Total	0	0	4	1	0	0	0	5	0	0	55	4	3	0	1	63
1000 - 1015	0	0	2	0	0	0	0	2	0	0	13	2	0	0	0	15
1015 - 1030	0	0	1	0	0	0	0	1	0	0	22	0	0	0	1	23
1030 - 1045	0	0	1	0	0	0	0	1	0	0	16	2	1	0	0	19
1045 - 1100	0	0	0	0	0	0	0	0	0	0	19	2	1	0	0	22
Hourly Total	0	0	4	0	0	0	0	4	0	0	70	6	2	0	1	79
1100 - 1115	0	0	1	0	0	0	0	1	0	0	14	0	0	0	1	15
1115 - 1130	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13
1130 - 1145	0	0	1	0	0	0	0	1	0	0	13	1	1	0	1	16
1145 - 1200	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	16
Hourly Total	0	0	2	0	0	0	0	2	0	0	55	2	1	0	2	60
1200 - 1215	0	0	0	0	0	0	0	0	0	1	16	1	1	0	1	20
1215 - 1230	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11
1230 - 1245	0	0	0	1	0	0	0	1	0	0	14	1	0	0	0	15
1245 - 1300	0	0	0	0	0	0	0	0	0	0	7	3	1	0	1	12
Hourly Total	0	0	0	1	0	0	0	1	0	1	46	7	2	0	2	58
1300 - 1315	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	12
1315 - 1330	0	0	2	0	0	0	0	2	0	0	6	1	0	0	0	7
1330 - 1345	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
1345 - 1400	0	0	2	0	0	0	0	2	0	0	8	1	0	0	1	10
Hourly Total	0	0	4	0	0	0	0	4	0	0	29	4	0	0	1	34
1400 - 1415	0	0	1	0	0	0	0	1	0	0	12	2	0	0	0	14
1415 - 1430	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8
1430 - 1445	0	0	0	0	0	0	0	0	0	0	12	2	0	0	1	15
1445 - 1500	0	0	0	0	0	0	0	0	0	0	13	0	1	0	0	14
Hourly Total	0	0	1	0	0	0	0	1	0	0	44	5	1	0	1	51
1500 - 1515	0	0	2	0	0	0	0	2	0	0	9	1	0	0	0	10
1515 - 1530	0	0	0	0	0	0	0	0	0	0	10	2	0	0	1	13
1530 - 1545	0	0	1	0	0	0	0	1	0	0	11	1	0	0	1	13
1545 - 1600	0	0	0	0	0	0	0	0	0	0	8	1	1	0	0	10
Hourly Total	0	0	3	0	0	0	0	3	0	0	38	5	1	0	2	46
1600 - 1615	0	0	1	0	0	0	0	1	0	0	8	0	0	0	0	8
1615 - 1630	0	0	0	0	0	0	0	0	0	0	17	0	1	0	0	18
1630 - 1645	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12
1645 - 1700	0	0	0	0	0	0	0	0	0	0	10	1	0	0	1	12
Hourly Total	0	0	1	0	0	0	0	1	0	0	46	2	1	0	1	50
1700 - 1715	0	0	1	0	0	0	0	1	0	0	11	3	1	0	0	15
1715 - 1730	0	0	1	0	0	0	0	1	0	0	17	2	1	0	0	20
1730 - 1745	0	0	1	1	0	0	0	2	0	0	5	4	0	0	1	10
1745 - 1800	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	16
Hourly Total	0	0	3	1	0	0	0	4	0	0	49	9	2	0	1	61
1800 - 1815	0	0	1	0	0	0	0	1	0	0	9	1	0	0	0	10
1815 - 1830	0	0	0	0	0	0	0	0	0	1	14	0	0	0	0	15
1830 - 1845	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11
1845 - 1900	0	0	1	0	0	0	0	1	0	0	9	1	0	0	0	10
Hourly Total	0	0	2	0	0	0	0	2	0	1	43	2	0	0	0	46
1900 - 1915	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	14
1915 - 1930	0	0	1	0	0	0	0	1	0	0	11	2	0	0	0	13
1930 - 1945	0	0	1	0	0	0	0	1	0	0	9	0	0	0	1	10
1945 - 2000	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13
Hourly Total	0	0	2	0	0	0	0	2	0	0	44	5	0	0	1	50
2000 - 2015	0	0	2	0	0	0	0	2	0	0	7	0	0	0	0	7
2015 - 2030	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8
2030 - 2045	0	0	0	0	0	0	0	0	0	0	10	1	0	0	1	12
2045 - 2100	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11
Hourly Total	0	0	2	0	0	0	0	2	0	0	35	2	0	0	1	38
2100 - 2115	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
2115 - 2130	0	0	1	0	0	0	0	1	0	0	9	1	0	0	0	10
2130 - 2145	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12
2145 - 2200	0	0	1	0	0	0	0	1	0	0	7	1	0	0	0	8
Hourly Total	0	0	2	0	0	0	0	2	0	0	35	2	0	0	0	37
2200 - 2215	0	0	0	0	0	0	0	0	0	0	6	1	1	0	0	8
2215 - 2230	0	0	1	0	0	0	0	1	0	0	6	0	0	0	0	6
2230 - 2245	0	0	1	0	0	0	0	1	0	0	8	1	0	0	1	10
2245 - 2300	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
Hourly Total	0	0	2	0	0	0	0	2	0	0	25	2	1	0	1	29
2300 - 2315	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	7
2315 - 2330	0	0	0	0	0	0	0	0	0	0	8	1	0	0	1	10
2330 - 2345	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5
2345 - 2400	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
Hourly Total	0	0	0	0	0	0	0	0	0	0	24	2	0	0	2	28
TOTAL	0	0	47	8	0	0	0	55	0	5	844	74	14	0	20	957

Manston, Tuesday 7th March 2017

Junction: (3) Canterbury Road W / A299 / Hengist Way

Approach: A299

TIME	Left to Hengist Way								Right to Canterbury Road W							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	177	56	11	1	1	246	0	0	0	1	0	0	0	1
0615 - 0630	0	0	235	63	12	1	0	311	0	0	1	0	0	0	0	1
0630 - 0645	0	0	198	51	11	0	1	261	0	0	1	1	0	0	0	2
0645 - 0700	0	0	172	57	9	2	1	241	0	0	3	0	0	0	0	3
Hourly Total	0	0	782	227	43	4	3	1059	0	0	5	2	0	0	0	7
0700 - 0715	0	0	226	61	7	5	0	299	0	0	0	0	0	0	0	0
0715 - 0730	0	0	194	60	10	1	1	266	0	0	0	0	0	0	0	0
0730 - 0745	0	1	216	50	7	1	0	275	0	0	0	1	0	0	0	1
0745 - 0800	0	0	234	52	11	7	1	305	0	0	1	1	0	0	0	2
Hourly Total	0	1	870	223	35	14	2	1145	0	0	1	2	0	0	0	3
0800 - 0815	0	0	216	32	14	10	0	272	0	0	4	1	0	0	0	5
0815 - 0830	0	1	201	40	18	8	0	268	0	0	5	0	1	0	0	6
0830 - 0845	0	1	180	42	12	1	3	239	0	0	4	1	0	0	0	5
0845 - 0900	0	1	172	33	11	6	0	223	0	0	4	1	0	0	0	5
Hourly Total	0	3	769	147	55	25	3	1002	0	0	17	3	1	0	0	21
0900 - 0915	0	1	150	33	13	5	0	202	0	0	2	2	0	0	0	4
0915 - 0930	0	0	109	30	16	8	1	164	0	0	2	0	0	0	0	2
0930 - 0945	0	0	108	20	10	12	0	150	0	0	5	1	0	0	0	6
0945 - 1000	0	0	100	18	8	13	0	139	0	0	1	0	0	0	0	1
Hourly Total	0	1	467	101	47	38	1	655	0	0	10	3	0	0	0	13
1000 - 1015	0	0	86	20	12	13	1	132	0	0	2	0	0	0	0	2
1015 - 1030	0	0	101	21	13	11	0	146	0	0	2	1	0	0	0	3
1030 - 1045	0	0	87	17	11	13	1	129	0	0	4	1	0	0	0	5
1045 - 1100	0	0	88	13	12	12	1	126	0	0	7	0	0	0	0	7
Hourly Total	0	0	362	71	48	49	3	533	0	0	15	2	0	0	0	17
1100 - 1115	0	0	98	15	11	13	0	137	0	0	3	0	0	0	0	3
1115 - 1130	0	0	105	13	8	7	0	133	0	0	0	1	0	0	0	1
1130 - 1145	0	0	116	13	15	11	0	155	0	0	5	2	0	0	0	7
1145 - 1200	0	0	117	15	9	9	1	151	0	0	2	2	0	0	0	4
Hourly Total	0	0	436	56	43	40	1	576	0	0	10	5	0	0	0	15
1200 - 1215	0	0	103	14	11	12	0	140	0	0	5	0	0	0	0	5
1215 - 1230	0	0	124	18	13	7	0	162	0	0	1	2	0	0	0	3
1230 - 1245	0	0	124	32	9	9	0	174	0	0	1	0	0	0	0	1
1245 - 1300	0	0	112	22	19	4	0	157	0	0	3	3	0	0	0	6
Hourly Total	0	0	463	86	52	32	0	633	0	0	10	5	0	0	0	15
1300 - 1315	0	1	106	21	11	5	0	144	0	0	1	0	0	0	0	1
1315 - 1330	0	1	137	21	15	7	0	181	0	0	0	0	0	0	0	0
1330 - 1345	0	0	120	28	13	7	3	171	0	0	3	0	0	0	0	3
1345 - 1400	0	0	111	23	7	11	0	152	0	0	1	0	0	0	0	1
Hourly Total	0	2	474	93	46	30	3	648	0	0	5	0	0	0	0	5
1400 - 1415	0	0	100	28	10	12	1	151	0	0	2	1	0	0	0	3
1415 - 1430	0	2	176	29	9	13	0	229	0	0	6	1	0	0	0	7
1430 - 1445	0	0	188	22	12	7	1	230	0	0	1	0	0	0	0	1
1445 - 1500	0	0	209	27	8	7	0	251	0	0	2	2	0	0	0	4
Hourly Total	0	2	673	106	39	39	2	861	0	0	11	4	0	0	0	15
1500 - 1515	0	0	197	27	11	7	0	242	0	0	2	2	0	0	0	4
1515 - 1530	0	0	163	28	10	7	0	208	0	0	5	1	0	0	0	6
1530 - 1545	0	1	172	29	7	5	1	215	0	0	3	0	0	0	0	3
1545 - 1600	0	0	153	29	12	5	1	200	0	0	5	2	0	0	0	7
Hourly Total	0	1	685	113	40	24	2	865	0	0	15	5	0	0	0	20
1600 - 1615	0	0	156	29	8	7	0	200	0	0	5	1	0	0	0	6
1615 - 1630	0	0	167	25	9	7	0	208	0	0	9	1	0	0	0	10
1630 - 1645	0	3	189	26	9	7	1	235	0	0	4	5	0	0	0	9
1645 - 1700	0	4	176	38	5	2	0	225	0	0	7	0	0	0	0	7
Hourly Total	0	7	688	118	31	23	1	868	0	0	25	7	0	0	0	32
1700 - 1715	0	0	248	45	4	3	0	300	0	0	12	4	0	0	0	16
1715 - 1730	0	2	249	36	5	1	0	293	0	0	23	3	0	0	0	26
1730 - 1745	0	1	226	31	1	2	0	261	0	0	14	2	0	0	0	16
1745 - 1800	0	0	186	19	5	4	0	214	0	0	7	0	0	0	0	7
Hourly Total	0	3	909	131	15	10	0	1068	0	0	56	9	0	0	0	65
1800 - 1815	0	0	166	21	1	0	0	188	0	0	5	0	0	0	0	5
1815 - 1830	0	0	117	16	2	2	0	137	0	0	6	0	0	0	0	6
1830 - 1845	0	0	121	12	6	1	1	141	0	0	2	1	0	0	0	3
1845 - 1900	0	1	129	9	6	1	0	146	0	0	1	0	0	0	0	1
Hourly Total	0	1	533	58	15	4	1	612	0	0	14	1	0	0	0	15
1900 - 1915	0	0	144	9	3	0	0	156	0	0	2	0	0	0	0	2
1915 - 1930	0	0	134	9	2	2	0	147	0	0	3	2	0	0	0	5
1930 - 1945	0	1	140	4	4	0	0	149	0	0	1	1	0	0	0	2
1945 - 2000	0	0	119	3	1	2	1	126	0	0	2	0	0	0	0	2
Hourly Total	0	1	537	25	10	4	1	578	0	0	8	3	0	0	0	11
2000 - 2015	0	0	106	11	2	2	0	121	0	0	2	0	0	0	0	2
2015 - 2030	0	2	119	6	2	2	1	132	0	0	2	1	0	0	0	3
2030 - 2045	0	0	101	7	2	1	1	112	0	0	1	1	0	0	0	2
2045 - 2100	0	0	99	4	3	3	0	109	0	0	4	0	0	0	0	4
Hourly Total	0	2	425	28	9	8	2	474	0	0	9	2	0	0	0	11
2100 - 2115	0	0	96	5	0	3	0	104	0	0	2	1	0	0	0	3
2115 - 2130	0	0	92	5	2	1	0	100	0	0	2	0	0	0	0	2
2130 - 2145	0	1	87	6	1	1	0	96	0	0	4	0	0	0	0	4
2145 - 2200	0	0	88	4	2	0	1	95	0	0	2	1	0	0	0	3
Hourly Total	0	1	363	20	5	5	1	395	0	0	10	2	0	0	0	12
2200 - 2215	0	0	75	2	0	1	0	78	0	0	0	0	0	0	0	0
2215 - 2230	0	0	72	4	0	0	0	76	0	0	1	1	0	0	0	2
2230 - 2245	0	0	67	3	0	1	0	71	0	0	1	0	0	0	0	1
2245 - 2300	0	0	61	1	1	0	1	64	0	0	3	0	0	0	0	3
Hourly Total	0	0	275	10	1	2	1	289	0	0	5	1	0	0	0	6
2300 - 2315	0	0	70	2	0	1	0	73	0	0	2	0	0	0	0	2
2315 - 2330	0	0	57	2	1	0	0	60	0	0	4	1	0	0	0	5
2330 - 2345	0	0	59	2	0	0	0	61	0	0	1	0	0	0	0	1
2345 - 2400	0	0	44	1	1	0	0	46	0	0	1	0	0	0	0	1
Hourly Total	0	0	230	7	2	1	0	240	0	0	8	1	0	0	0	9
TOTAL	0	25	9941	1620	536	352	27	12501	0	0	234	57	1	0	0	292

Manston, Tuesday 7th March 2017

Junction: (3) Canterbury Road W / A299 / Hengist Way

Approach: Hengist Way

TIME	Ahead to Canterbury Road W								Right to A299							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	40	5	1	0	0	46	0	0	129	34	8	7	0	178
0615 - 0630	0	0	33	11	1	0	0	45	0	1	141	47	7	8	1	205
0630 - 0645	0	0	28	7	0	0	0	35	0	0	135	50	8	7	0	200
0645 - 0700	0	2	44	5	2	0	0	53	0	2	145	50	11	7	0	215
Hourly Total	0	2	145	28	4	0	0	179	0	3	550	181	34	29	1	798
0700 - 0715	0	0	47	16	3	0	0	66	0	0	175	37	12	5	0	229
0715 - 0730	0	0	43	17	1	0	0	61	0	0	166	46	9	3	0	224
0730 - 0745	0	1	42	12	3	0	0	58	0	0	162	44	14	7	0	227
0745 - 0800	0	0	42	12	2	0	2	58	0	0	177	46	16	14	0	253
Hourly Total	0	1	174	57	9	0	2	243	0	0	680	173	51	29	0	933
0800 - 0815	0	0	46	9	2	0	0	57	0	0	216	40	8	8	0	272
0815 - 0830	0	1	42	14	0	0	0	57	0	0	161	41	13	11	0	226
0830 - 0845	0	0	33	4	2	0	0	39	0	1	167	25	8	5	0	206
0845 - 0900	0	0	61	9	2	0	0	72	0	0	151	32	14	7	0	204
Hourly Total	0	1	182	36	6	0	0	225	0	1	695	138	43	31	0	908
0900 - 0915	0	0	42	8	2	0	0	52	0	1	102	32	11	7	0	153
0915 - 0930	0	0	44	8	2	0	0	54	0	0	115	24	22	6	1	168
0930 - 0945	0	0	43	11	0	0	0	54	0	0	121	29	12	10	0	172
0945 - 1000	0	0	41	9	1	0	0	51	0	0	109	30	9	9	0	157
Hourly Total	0	0	170	36	5	0	0	211	0	1	447	115	54	32	1	650
1000 - 1015	0	0	38	9	1	0	0	48	0	0	108	30	9	9	1	157
1015 - 1030	0	0	42	10	0	0	0	52	0	0	98	31	11	7	0	147
1030 - 1045	0	0	38	8	2	0	0	48	0	1	79	26	12	8	0	126
1045 - 1100	0	0	47	8	2	0	0	57	0	0	81	29	9	11	1	131
Hourly Total	0	0	165	35	5	0	0	205	0	1	366	116	41	35	2	561
1100 - 1115	0	0	52	11	0	0	0	63	0	0	92	29	12	4	0	137
1115 - 1130	0	0	57	11	1	0	0	69	0	1	96	30	10	7	0	144
1130 - 1145	0	0	48	9	1	0	0	58	0	0	85	27	12	9	0	133
1145 - 1200	0	0	48	11	1	0	0	60	0	0	87	26	12	11	0	136
Hourly Total	0	0	205	42	3	0	0	250	0	1	360	112	46	31	0	550
1200 - 1215	0	0	43	10	0	0	1	54	0	0	71	30	11	10	0	122
1215 - 1230	0	0	36	8	3	0	1	48	0	0	88	23	8	8	0	127
1230 - 1245	0	0	34	6	1	0	0	41	0	0	105	19	11	4	0	139
1245 - 1300	0	0	45	2	0	0	0	47	0	1	92	21	7	1	0	122
Hourly Total	0	0	158	26	4	0	2	190	0	1	356	93	37	23	0	510
1300 - 1315	0	0	53	6	4	0	1	64	0	2	87	18	10	16	0	133
1315 - 1330	0	0	47	9	2	0	0	58	0	0	88	16	9	5	1	119
1330 - 1345	0	1	36	6	1	0	0	44	0	1	82	18	9	3	0	113
1345 - 1400	0	0	36	10	0	0	0	46	0	1	92	19	13	7	0	132
Hourly Total	0	1	172	31	7	0	1	212	0	4	349	71	41	31	1	497
1400 - 1415	0	0	58	10	0	0	1	69	0	0	102	17	13	8	2	142
1415 - 1430	0	0	57	8	1	0	0	66	0	0	93	31	10	7	2	143
1430 - 1445	0	0	55	11	0	0	1	67	0	2	112	42	8	6	0	170
1445 - 1500	0	1	49	14	2	0	0	66	0	0	121	36	12	8	1	178
Hourly Total	0	1	219	43	3	0	2	268	0	2	428	126	43	29	5	633
1500 - 1515	0	0	67	14	2	0	0	83	0	1	116	36	7	11	0	171
1515 - 1530	0	0	70	14	1	0	0	85	0	1	131	35	11	7	0	185
1530 - 1545	0	0	62	14	0	0	1	77	0	0	109	41	9	10	1	170
1545 - 1600	0	0	63	15	2	0	1	81	0	0	131	40	9	8	0	188
Hourly Total	0	0	262	57	5	0	2	326	0	2	487	152	36	36	1	714
1600 - 1615	0	0	65	12	2	0	0	79	0	0	150	42	9	5	0	206
1615 - 1630	0	0	52	15	0	0	0	67	0	0	168	36	9	7	0	220
1630 - 1645	1	0	60	14	1	0	1	77	0	1	138	37	9	8	0	193
1645 - 1700	0	1	72	11	0	0	0	84	0	0	176	35	3	8	1	223
Hourly Total	1	1	249	52	3	0	1	307	0	1	632	150	30	28	1	842
1700 - 1715	0	2	62	6	1	0	2	73	0	3	208	50	10	3	2	276
1715 - 1730	0	2	72	7	0	0	0	81	0	4	236	42	4	5	3	294
1730 - 1745	0	0	97	12	2	0	0	111	0	3	206	30	3	1	0	243
1745 - 1800	0	0	70	12	0	0	2	84	0	1	187	30	2	0	0	220
Hourly Total	0	4	301	37	3	0	4	349	0	11	837	152	19	9	5	1033
1800 - 1815	0	0	56	5	0	0	0	61	0	0	177	20	2	0	0	199
1815 - 1830	0	1	56	3	0	0	1	61	0	0	125	15	4	0	0	144
1830 - 1845	0	0	55	2	0	0	0	57	0	0	119	11	2	1	0	133
1845 - 1900	0	0	56	5	1	0	0	62	0	2	120	6	1	0	0	129
Hourly Total	0	1	223	15	1	0	1	241	0	2	541	52	9	1	0	605
1900 - 1915	0	0	51	4	0	0	0	55	0	0	122	11	2	1	0	136
1915 - 1930	0	0	57	5	0	0	0	62	0	1	109	9	2	0	0	121
1930 - 1945	0	0	59	7	0	0	1	67	0	0	106	10	1	0	0	117
1945 - 2000	0	0	54	2	0	0	1	57	0	0	98	7	3	1	1	110
Hourly Total	0	0	221	18	0	0	2	241	0	1	435	37	8	2	1	484
2000 - 2015	0	0	57	6	0	0	0	63	0	0	95	7	2	0	0	104
2015 - 2030	0	1	54	6	0	0	1	62	0	0	99	5	3	1	1	109
2030 - 2045	0	0	49	1	1	0	0	51	0	1	94	7	1	1	1	105
2045 - 2100	0	0	44	3	0	0	0	47	0	0	92	4	2	0	0	98
Hourly Total	0	1	204	16	1	0	1	223	0	1	380	23	8	2	2	416
2100 - 2115	0	0	38	2	0	0	0	40	0	0	87	4	2	1	0	94
2115 - 2130	0	0	33	2	0	0	0	35	0	1	81	4	3	0	1	90
2130 - 2145	0	0	36	3	1	0	0	40	0	0	73	7	3	0	0	83
2145 - 2200	0	0	31	1	1	0	0	33	0	0	77	3	1	1	0	82
Hourly Total	0	0	138	8	2	0	0	148	0	1	318	18	9	2	1	349
2200 - 2215	0	0	29	3	0	0	0	32	0	1	67	2	0	1	0	71
2215 - 2230	0	0	22	5	0	0	0	27	0	2	63	5	1	0	0	71
2230 - 2245	0	0	26	1	0	0	0	27	0	0	78	9	0	1	0	88
2245 - 2300	0	0	18	1	0	0	0	19	0	0	62	6	1	0	0	69
Hourly Total	0	0	95	10	0	0	0	105	0	3	270	22	2	2	0	299
2300 - 2315	0	0	22	0	0	0	0	22	0	0	55	3	2	1	0	61
2315 - 2330	0	0	15	1	0	0	0	16	0	0	51	3	0	0	0	54
2330 - 2345	0	0	21	1	0	0	0	22	0	0	53	7	0	0	0	60
2345 - 2400	0	0	17	2	0	0	0	19	0	0	37	2	1	0	0	40
Hourly Total	0	0	75	4	0	0	0	79	0	0	196	15	3	1	0	215
TOTAL	1	13	3358	551	61	0	18	4002	0	36	8327	1746	514	353	21	10997



Kent - Manual Traffic Survey: Thursday, 19 October 2017
Produced by Streetwise Services Ltd.

Junction: A - B2050 Manston Road / B - CP Entrance / C - Manston Road

Approach: A - B2050 Manston Road

TIME	A to B							A to C							A to A							
	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL	
06:00 - 06:15	7	1	0	0	0	8.0	8	15	3	0	0	0	18.0	18	0	0	0	0	0	0	0.0	0
06:15 - 06:30	14	0	0	0	0	14.0	14	14	3	0	0	0	17.0	17	0	0	0	0	0	0	0.0	0
06:30 - 06:45	12	2	0	0	0	14.0	14	32	3	0	0	0	35.0	35	0	0	0	0	0	0	0.0	0
06:45 - 07:00	12	4	0	0	0	16.0	16	28	8	1	0	0	37.5	37	0	0	0	0	0	0	0.0	0
Hourly Total	45	7	0	0	0	52	52	89	17	1	0	0	106	107	0	0	0	0	0	0	0.0	0
07:00 - 07:15	24	3	0	0	0	27.0	28	38	8	1	0	0	47.0	47	0	0	0	0	0	0	0.0	0
07:15 - 07:30	28	1	0	0	0	29.0	29	45	9	1	0	0	55.5	55	0	0	0	0	0	0	0.0	0
07:30 - 07:45	21	2	0	0	0	23.0	23	69	15	2	0	0	87.0	86	0	0	0	0	0	0	0.0	0
07:45 - 08:00	29	5	0	0	1	36.0	35	77	14	0	0	0	91.0	91	0	0	0	0	0	0	0.0	0
Hourly Total	102	11	0	0	2	117	115	229	46	4	0	0	281	279	0	0	0	0	0	0	0.0	0
08:00 - 08:15	23	3	0	0	0	26.0	26	71	10	0	0	0	81.0	81	0	0	0	0	0	0	0.0	0
08:15 - 08:30	25	2	0	0	0	27.0	27	90	8	0	0	0	98.0	98	1	0	0	0	0	0	1.0	1
08:30 - 08:45	22	3	0	0	0	25.0	25	61	8	0	0	0	69.0	69	2	1	0	0	0	0	3.0	3
08:45 - 09:00	37	3	0	0	0	40.0	40	84	6	1	1	0	95.8	93	1	1	0	0	0	0	2.0	2
Hourly Total	107	11	0	0	0	118	118	206	32	1	1	1	244	241	4	2	0	0	0	0	6.0	6
09:00 - 09:15	38	4	0	1	1	45.5	44	45	6	0	0	0	55.5	54	0	0	0	0	0	0	1.0	1
09:15 - 09:30	24	0	0	0	0	24.0	24	44	4	1	0	0	49.5	49	0	0	0	0	0	0	0.0	0
09:30 - 09:45	27	3	0	0	0	30.0	30	45	7	1	0	0	53.5	53	1	0	0	0	0	0	1.0	1
09:45 - 10:00	44	0	0	0	0	44.0	44	40	7	2	0	0	50.0	49	1	0	0	0	0	0	1.0	1
Hourly Total	133	7	1	0	1	144	142	174	24	7	0	0	159	155	3	0	0	0	0	0	3.0	3
10:00 - 10:15	38	1	1	0	1	42.5	41	47	9	0	0	0	56.0	55	0	0	0	0	0	0	0.0	0
10:15 - 10:30	41	3	0	0	0	44.0	44	38	6	3	0	0	48.5	47	1	0	0	0	0	0	1.0	1
10:30 - 10:45	38	3	0	0	0	41.0	41	43	7	2	0	0	53.0	52	0	0	0	0	0	0	0.0	0
10:45 - 11:00	46	1	0	0	0	47.0	47	39	9	5	1	0	57.8	54	0	0	0	0	0	0	0.0	0
Hourly Total	163	6	1	0	1	175	173	167	31	10	1	0	215	209	1	0	0	0	0	0	1.0	1
11:00 - 11:15	33	4	0	0	0	37.0	37	49	11	1	0	0	60.5	60	0	0	0	0	0	0	0.0	0
11:15 - 11:30	37	6	0	0	0	43.0	44	35	14	2	0	0	52.0	51	0	0	0	0	0	0	0.0	0
11:30 - 11:45	42	2	0	0	0	44.0	44	42	6	2	0	0	51.0	50	0	0	0	0	0	0	0.0	0
11:45 - 12:00	26	7	0	0	0	33.0	33	44	11	2	1	0	60.3	58	0	0	0	0	0	0	0.0	0
Hourly Total	138	19	0	0	1	150	148	169	42	7	1	0	224	219	0	0	0	0	0	0	0.0	0
12:00 - 12:15	33	3	1	0	1	38.5	38	47	6	0	0	0	53.0	52	0	0	0	0	0	0	0.0	0
12:15 - 12:30	29	2	1	0	0	32.5	32	47	5	0	0	0	52.0	52	0	0	0	0	0	0	0.0	0
12:30 - 12:45	33	4	0	0	0	37.0	37	36	6	1	0	0	43.5	43	0	0	0	0	0	0	0.0	0
12:45 - 13:00	31	2	0	0	0	33.0	33	40	5	1	0	0	46.5	46	0	0	0	0	0	0	0.0	0
Hourly Total	126	11	2	0	1	142	140	170	22	2	0	0	195	194	0	0	0	0	0	0	0.0	0
13:00 - 13:15	36	1	0	0	1	38.0	38	53	6	1	2	0	60.5	60	0	0	0	0	0	0	0.0	0
13:15 - 13:30	39	2	0	0	0	41.0	41	36	8	1	0	0	45.5	45	0	0	0	0	0	0	0.0	0
13:30 - 13:45	25	1	0	0	0	26.0	26	54	7	1	0	0	62.5	62	1	0	0	0	0	0	1.0	1
13:45 - 14:00	37	2	0	0	0	39.0	39	50	2	5	0	0	59.5	57	0	0	0	0	0	0	0.0	0
Hourly Total	137	6	0	0	1	145	144	193	23	8	0	0	220	224	1	0	0	0	0	0	1.0	1
14:00 - 14:15	40	1	0	0	1	43.0	42	52	7	3	0	0	58.5	57	0	0	0	0	0	0	0.0	0
14:15 - 14:30	33	3	0	0	0	36.0	36	40	8	2	1	0	53.3	51	0	0	0	0	0	0	0.0	0
14:30 - 14:45	38	2	0	0	0	40.0	40	52	8	4	0	0	60.0	64	0	0	0	0	0	0	0.0	0
14:45 - 15:00	29	7	0	0	0	36.0	36	44	4	0	0	0	48.0	48	0	0	0	0	0	0	0.0	0
Hourly Total	140	13	0	0	1	155	154	188	22	9	1	0	220	220	0	0	0	0	0	0	0.0	0
15:00 - 15:15	33	1	0	0	1	36.0	36	43	11	1	0	0	57.0	56	0	0	0	0	0	0	0.0	0
15:15 - 15:30	32	2	0	0	0	34.0	34	54	10	0	0	0	64.0	64	0	0	0	0	0	0	0.0	0
15:30 - 15:45	30	3	0	0	0	33.0	33	65	12	1	0	0	78.5	78	1	0	0	0	0	0	1.0	1
15:45 - 16:00	34	2	0	0	0	36.0	36	47	8	0	0	0	55.0	55	1	0	0	0	0	0	1.0	1
Hourly Total	129	8	0	0	1	139	138	209	41	2	1	0	205	203	2	0	0	0	0	0	2.0	2
16:00 - 16:15	28	4	0	0	0	34.0	33	49	6	3	0	0	55.0	55	0	0	0	0	0	0	0.0	0
16:15 - 16:30	43	3	0	0	0	46.0	46	53	11	0	0	0	64.0	64	0	1	0	0	0	0	1.0	1
16:30 - 16:45	37	4	0	0	0	41.0	41	54	10	0	0	0	64.0	64	1	0	0	0	0	0	1.0	1
16:45 - 17:00	28	1	0	0	0	29.0	29	30	5	0	0	0	35.0	35	0	0	0	0	0	0	0.0	0
Hourly Total	136	12	0	0	1	150	149	186	32	3	0	0	223	221	1	1	0	0	0	0	2.0	2
17:00 - 17:15	30	4	0	0	0	34.0	34	49	5	0	0	1	58.0	56	0	0	0	0	0	0	0.0	0
17:15 - 17:30	33	1	0	0	0	34.0	34	56	3	0	0	0	59.0	59	2	0	0	0	0	0	2.0	2
17:30 - 17:45	32	5	0	0	1	39.0	38	64	5	0	0	0	68.0	69	2	0	0	0	0	0	2.0	2
17:45 - 18:00	34	2	0	0	0	36.0	36	41	3	0	0	2	48.0	46	0	0	0	0	0	0	0.0	0
Hourly Total	129	12	0	0	1	143	142	210	16	0	0	3	212	209	4	0	0	0	0	0	4.0	4
18:00 - 18:15	37	4	0	0	0	41.0	41	48	2	0	0	1	62.0	61	1	0	0	0	0	0	1.0	1
18:15 - 18:30	29	0	1	0	0	30.5	30	40	6	0	0	0	46.0	46	0	0	0	0	0	0	0.0	0
18:30 - 18:45	34	0	0	0	0	34.0	34	38	1	0	0	1	41.0	40	0	0	0	0	0	0	0.0	0
18:45 - 19:00	17	1	0	0	0	18.0	18	44	3	0	0	0	47.0	47	0	0	0	0	0	0	0.0	0
Hourly Total	117	5	1	0	0	124	123	170	12	0	0	2	186	184	1	0	0	0	0	0	1.0	1
19:00 - 19:15	20	2	0	0	0	22.0	22	45	2	1	0	0	48.5	46	0	0	0	0	0	0	0.0	0
19:15 - 19:30	230																					

TIME	From A							To A						
	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL
06:00 - 06:15	22	4	0	0	0	26.0	26	6	2	1	0	0	8.5	9
06:15 - 06:30	26	3	0	0	0	31.0	31	20	7	0	0	0	27.0	27
06:30 - 06:45	44	5	0	0	0	49.0	49	17	4	1	1	0	24.8	23
06:45 - 07:00	40	12	1	0	0	53.5	53	26	5	0	0	0	31.9	31
Hourly Total	334	24	1	0	0	395	399	69	18	2	1	0	92	90
07:00 - 07:15	62	11	1	0	1	76.5	79	30	9	1	0	0	36.5	36
07:15 - 07:30	73	10	1	0	0	84.5	84	39	8	0	0	0	47.0	47
07:30 - 07:45	90	17	2	0	0	110.0	109	50	12	2	1	0	67.3	65
07:45 - 08:00	106	19	0	0	1	127.0	126	61	15	1	0	3	105.5	100
Hourly Total	351	57	4	0	2	395	394	200	49	4	1	3	154	148
08:00 - 08:15	94	13	0	0	0	107.0	107	103	11	3	0	2	122.5	119
08:15 - 08:30	116	10	0	0	0	126.0	126	97	18	2	0	0	118.0	117
08:30 - 08:45	85	12	0	0	0	97.0	97	93	13	0	0	0	106.0	106
08:45 - 09:00	122	10	1	1	1	137.8	135	74	11	1	0	3	92.5	89
Hourly Total	437	45	1	1	1	465	455	367	53	5	0	5	419	411
09:00 - 09:15	84	10	4	0	1	100.0	99	84	9	2	0	0	96.0	95
09:15 - 09:30	68	4	1	0	0	73.5	73	69	11	2	0	0	83.0	82
09:30 - 09:45	73	10	1	0	0	84.5	84	63	12	1	0	0	76.5	76
09:45 - 10:00	85	7	2	0	0	95.0	94	82	12	4	0	1	100.0	99
Hourly Total	319	31	8	0	1	355	353	288	44	9	0	1	310	301
10:00 - 10:15	85	10	1	0	1	96.5	97	79	6	3	1	0	91.8	89
10:15 - 10:30	80	9	3	0	0	93.5	92	80	9	2	0	0	92.0	91
10:30 - 10:45	81	10	2	0	0	94.0	93	85	6	1	0	0	91.5	93
10:45 - 11:00	85	10	5	1	0	104.8	101	88	8	4	1	1	106.3	102
Hourly Total	331	39	11	1	1	391	383	333	29	10	2	1	354	375
11:00 - 11:15	81	15	1	0	0	97.5	97	84	10	3	0	0	96.5	97
11:15 - 11:30	72	20	2	0	1	97.0	95	98	13	5	0	0	118.5	116
11:30 - 11:45	84	8	2	0	0	95.0	94	73	13	3	1	0	92.8	90
11:45 - 12:00	70	18	2	1	0	93.3	91	99	10	0	1	2	115.3	112
Hourly Total	367	61	7	1	1	361	377	364	46	11	2	2	415	415
12:00 - 12:15	80	9	1	0	1	92.5	91	83	14	1	0	1	110.8	109
12:15 - 12:30	76	7	1	0	0	84.5	84	103	11	2	0	1	119.0	117
12:30 - 12:45	69	10	1	0	0	80.5	80	76	17	2	0	1	98.0	96
12:45 - 13:00	71	7	1	0	0	79.5	79	90	8	1	0	2	103.5	101
Hourly Total	396	59	4	0	1	377	394	362	50	6	1	4	411	423
13:00 - 13:15	89	7	1	0	0	96.5	98	82	10	2	0	0	92.0	92
13:15 - 13:30	75	10	1	0	0	86.5	86	104	14	4	0	0	124.0	122
13:30 - 13:45	80	8	1	0	0	89.5	89	96	5	0	0	2	105.0	103
13:45 - 14:00	87	4	5	0	0	96.5	96	83	4	1	1	1	92.8	90
Hourly Total	331	29	8	0	1	374	369	365	38	5	1	3	414	407
14:00 - 14:15	82	3	3	0	0	100.8	99	107	10	2	0	0	120.0	119
14:15 - 14:30	73	11	2	1	0	89.3	87	102	14	2	0	0	119.0	118
14:30 - 14:45	80	10	4	0	0	100.0	104	96	9	0	0	1	107.0	106
14:45 - 15:00	73	11	0	0	0	84.0	84	119	9	1	0	2	133.5	131
Hourly Total	328	35	9	1	1	391	374	424	42	5	0	3	490	474
15:00 - 15:15	76	12	1	1	1	93.0	91	114	17	3	0	0	126.5	124
15:15 - 15:30	86	12	0	0	0	96.0	98	92	8	1	0	0	101.5	101
15:30 - 15:45	96	15	1	0	0	112.5	112	119	14	2	0	0	136.0	135
15:45 - 16:00	82	10	0	0	0	92.0	92	109	9	0	1	0	120.3	119
Hourly Total	340	49	2	1	1	395	393	434	48	6	1	0	493	499
16:00 - 16:15	77	19	3	0	1	99.5	91	125	16	2	0	0	145.0	144
16:15 - 16:30	96	15	0	0	0	111.0	111	108	18	1	0	0	127.5	127
16:30 - 16:45	82	14	0	0	0	106.0	106	105	15	2	0	0	123.0	122
16:45 - 17:00	58	6	0	0	0	64.0	64	120	18	0	0	0	138.0	138
Hourly Total	323	45	3	0	1	375	372	469	67	5	0	0	514	511
17:00 - 17:15	79	9	0	0	1	90.0	89	127	10	0	0	0	137.0	137
17:15 - 17:30	91	4	0	0	0	95.0	95	137	17	0	0	1	156.0	155
17:30 - 17:45	98	10	0	0	1	110.0	109	134	12	3	0	0	160.5	149
17:45 - 18:00	75	5	0	0	2	84.0	82	123	12	0	0	2	139.0	137
Hourly Total	343	28	0	0	4	379	375	521	51	3	0	3	543	578
18:00 - 18:15	86	6	0	0	1	94.0	91	103	10	0	0	0	113.0	113
18:15 - 18:30	69	6	1	0	0	76.5	78	95	10	3	0	0	109.5	108
18:30 - 18:45	72	1	0	0	1	75.0	74	103	10	1	0	0	114.5	114
18:45 - 19:00	61	4	0	0	0	65.0	65	89	9	0	0	1	100.0	99
Hourly Total	288	17	1	0	2	311	308	390	39	4	0	1	437	424
19:00 - 19:15	85	4	1	0	0	79.5	79	104	7	0	0	4	119.0	115
19:15 - 19:30	50	2	0	0	0	52.0	52	87	4	0	0	1	93.0	92
19:30 - 19:45	56	1	0	0	0	57.0	57	79	6	0	0	0	85.0	85
19:45 - 20:00	55	5	0	0	0	60.0	60	72	5	0	0	0	77.0	77
Hourly Total	226	12	1	0	0	240	239	342	22	0	0	5	374	369
20:00 - 20:15	36	0	0	0	0	44.0	44	66	1	0	0	0	67.0	67
20:15 - 20:30	29	1	0	0	0	30.0	30	49	2	0	0	0	51.0	51
20:30 - 20:45	32	2	0	0	0	34.0	34	33	2	0	0	0	38.0	37
20:45 - 21:00	32	1	0	0	0	33.0	33	31	1	0	0	0	32.0	32
Hourly Total	131	10	0	0	0	141	141	179	6	2	0	0	180	187
21:00 - 21:15	21	4	0	0	0	25.0	25	32	4	2	0	0	39.0	38
21:15 - 21:30	18	0	0	0	0	18.0	18	41	3	0	0	0	44.0	44
21:30 - 21:45	22	1	0	0	0	23.0	23	33	0	0	0	0	33.0	33
21:45 - 22:00	15	1	0	0	3	22.0	19	36	1	0	0	0	37.0	37
Hourly Total	76	6	0	0	3	88	85	142	8	2	0	0	153	152
22:00 - 22:15	24	2	0	0	2	30.0	28	34	1	0	0	0	36.0	35
22:15 - 22:30	11	0	0	0	0	11.0	11	16	2	0	1	0	20.3	19
22:30 - 22:45	16	1	0	0	0	17.0	17	15	0	0	0	0	18.0	18
22:45 - 23:00	8	1	0	0	0	9.0	9	23	1	0	0	0	24.0	24
Hourly Total	59	4	0	0	2	67	65	91	4	0	1	0	97	95
23:00 - 23:15	8	0	0	1	0	10.3	9	12	0	0	0	0	12.0	12
23:15 - 23:30	10	0	0	0	0	10.0	10	20	0	0	0	0	20.0	20
23:30 - 23:45	6	0	0	0	0	6.0	6	7	1	0	0	0	8.0	8
23:45 - 00:00	4	0	0	0	0	4.0	4	6	0	0	0	0	6.0	6
Hourly Total	28	0	0	1	0	30	29	45	1	0	0	0	46	45
Session Total	4999	525	60	6	22	5274	5212	5375	601	80	10	31	6183	6097



Kent - Manual Traffic Survey: Thursday, 19 October 2017
Produced by Streetwise Services Ltd.

Junction: A - B2050 Manston Road / B - CP Entrance / C - Manston Road

Approach: B - CP Entrance

TIME	CAR	LGV	B to C							B to A							B to B						
			OOV1	OOV2	BUS	PCU	TOTAL	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL		
06:00 - 06:15	5	1	0	0	0	6.0	6	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0		
06:15 - 06:30	10	0	0	0	0	10.0	10	7	1	0	0	8.0	8	0	0	0	0	0	0	0	8.0		
06:30 - 06:45	10	0	0	0	0	10.0	10	3	2	0	0	0	5.0	5	0	0	0	0	0	0	5.0		
06:45 - 07:00	8	3	1	0	0	12.5	12	6	2	0	0	0	8.0	8	0	0	0	0	0	0	8.0		
Hourly Total	33	4	1	0	0	39	39	16	3	0	0	6	21	21	0	0	0	0	0	0	21		
07:00 - 07:15	20	4	0	0	1	26.0	25	9	0	0	0	9.0	9	0	0	0	0	0	0	0	9.0		
07:15 - 07:30	21	2	0	0	0	23.0	23	9	1	0	0	0	10.0	10	1	0	0	0	0	0	1.0		
07:30 - 07:45	22	2	1	0	0	25.5	25	9	2	0	0	0	11.0	11	0	0	0	0	0	0	0.0		
07:45 - 08:00	19	5	0	0	0	26.0	25	14	1	0	0	1	17.0	16	0	0	0	0	0	0	0.0		
Hourly Total	82	13	1	0	2	101	99	41	4	0	0	1	47	46	1	0	0	0	0	0	1		
08:00 - 08:15	26	8	1	0	0	35.5	35	20	1	0	0	0	22.5	22	0	0	0	0	0	0	0.0		
08:15 - 08:30	11	2	1	0	0	14.5	14	14	2	0	0	0	16.0	16	0	0	0	0	0	0	0.0		
08:30 - 08:45	16	4	0	0	0	20.0	20	18	4	0	0	0	22.0	22	0	0	0	0	0	0	0.0		
08:45 - 09:00	13	2	0	0	0	15.0	15	16	2	0	0	0	18.0	18	0	0	0	0	0	0	0.0		
Hourly Total	66	16	2	0	0	67	64	68	9	1	0	0	79	79	0	0	0	0	0	0	0		
09:00 - 09:15	22	4	0	0	2	30.0	28	25	1	0	0	0	26.0	26	0	0	0	0	0	0	0.0		
09:15 - 09:30	26	3	0	0	0	29.0	29	24	4	1	0	0	29.5	29	0	0	0	0	0	0	0.0		
09:30 - 09:45	32	2	0	0	0	34.0	34	25	0	0	0	0	25.0	25	1	0	0	0	0	0	1.0		
09:45 - 10:00	18	0	0	0	0	18.0	18	28	2	0	0	1	32.0	31	0	0	0	0	0	0	0.0		
Hourly Total	86	9	0	0	2	111	109	102	7	1	0	1	113	111	1	0	0	0	0	0	1		
10:00 - 10:15	21	3	0	0	1	26.0	25	37	2	0	0	0	38.0	39	0	0	0	0	0	0	0.0		
10:15 - 10:30	24	4	0	0	0	28.0	28	31	1	0	0	0	32.0	32	0	0	0	0	0	0	0.0		
10:30 - 10:45	31	1	0	0	0	32.0	32	39	2	0	0	0	41.0	41	1	0	0	0	0	0	1.0		
10:45 - 11:00	27	3	0	0	0	30.0	30	31	0	1	0	1	34.5	33	0	0	0	0	0	0	0.0		
Hourly Total	103	11	0	0	1	116	115	118	5	1	0	1	147	145	1	0	0	0	0	0	1		
11:00 - 11:15	33	0	0	0	0	33.0	33	33	0	0	0	0	35.0	35	0	0	0	0	0	0	0.0		
11:15 - 11:30	30	4	0	0	0	36.0	35	35	0	0	0	0	35.0	35	0	0	0	0	0	0	0.0		
11:30 - 11:45	36	2	0	0	0	38.0	38	24	4	1	0	0	29.5	29	0	0	0	0	0	0	0.0		
11:45 - 12:00	34	4	0	0	0	38.0	38	38	3	0	0	1	43.0	42	0	0	0	0	0	0	0.0		
Hourly Total	123	19	0	0	0	143	144	132	7	1	0	1	143	141	0	0	0	0	0	0	0		
12:00 - 12:15	40	6	0	0	1	46.0	47	40	4	0	0	0	44.0	44	0	0	0	0	0	0	0.0		
12:15 - 12:30	32	6	1	0	0	39.5	39	43	3	0	0	0	46.0	46	0	0	0	0	0	0	0.0		
12:30 - 12:45	47	5	0	0	0	52.0	52	23	2	1	0	0	26.5	26	0	1	0	0	0	0	1.0		
12:45 - 13:00	41	4	0	0	0	45.0	45	30	2	0	0	1	34.0	33	0	0	0	0	0	0	0.0		
Hourly Total	160	21	1	0	1	195	193	136	13	1	0	1	151	149	0	1	0	0	0	0	1		
13:00 - 13:15	42	3	1	0	1	46.5	47	45	1	0	0	0	46.0	47	0	0	0	0	0	0	0.0		
13:15 - 13:30	42	1	0	0	0	43.0	43	46	3	0	0	0	48.0	48	0	0	0	0	0	0	0.0		
13:30 - 13:45	28	1	0	0	0	29.0	29	28	1	0	0	0	29.0	29	0	0	0	0	0	0	0.0		
13:45 - 14:00	34	1	0	0	0	35.0	35	30	0	0	0	1	32.0	31	0	0	0	0	0	0	0.0		
Hourly Total	146	6	1	0	1	156	154	140	7	0	0	1	149	148	0	0	0	0	0	0	0		
14:00 - 14:15	36	2	0	0	0	40.0	39	45	1	0	0	0	46.0	46	0	0	0	0	0	0	0.0		
14:15 - 14:30	32	2	0	0	0	34.0	34	40	2	0	0	0	42.0	42	0	0	0	0	0	0	0.0		
14:30 - 14:45	36	3	0	0	0	39.0	39	33	3	0	0	0	36.0	36	0	0	0	0	0	0	0.0		
14:45 - 15:00	21	5	0	0	0	26.0	26	42	1	0	0	0	43.0	43	0	0	0	0	0	0	0.0		
Hourly Total	125	12	0	0	1	139	138	160	7	0	0	0	167	167	0	0	0	0	0	0	0		
15:00 - 15:15	26	2	0	0	0	30.0	31	40	4	0	0	0	44.0	44	0	0	0	0	0	0	0.0		
15:15 - 15:30	24	2	1	0	0	27.5	27	33	3	0	0	0	37.0	37	0	0	0	0	0	0	0.0		
15:30 - 15:45	37	5	1	0	0	43.5	43	35	3	0	0	0	38.0	38	0	0	0	0	0	0	0.0		
15:45 - 16:00	25	0	0	0	0	25.0	25	37	3	0	0	0	40.0	40	0	0	0	0	0	0	0.0		
Hourly Total	114	9	2	0	1	126	126	145	14	0	0	0	159	159	0	0	0	0	0	0	0		
16:00 - 16:15	26	1	0	0	0	29.0	29	43	6	0	0	0	48.0	49	0	0	0	0	0	0	0.0		
16:15 - 16:30	30	4	0	0	0	34.0	34	41	4	0	0	0	45.0	45	0	0	0	0	0	0	0.0		
16:30 - 16:45	40	3	1	0	0	44.5	44	36	1	0	0	0	37.0	37	0	0	0	0	0	0	0.0		
16:45 - 17:00	17	1	1	0	0	19.5	19	29	5	0	0	0	34.0	34	0	0	0	0	0	0	0.0		
Hourly Total	113	9	2	0	1	127	125	149	16	0	0	0	165	165	0	0	0	0	0	0	0		
17:00 - 17:15	29	2	0	0	0	31.0	31	33	3	0	0	0	38.0	38	0	0	0	0	0	0	0.0		
17:15 - 17:30	28	2	1	2	1	36.1	34	44	9	0	0	1	55.0	54	0	0	0	0	0	0	0.0		
17:30 - 17:45	24	2	0	0	1	30.3	28	38	2	0	0	0	40.0	40	1	0	0	0	0	0	1.0		
17:45 - 18:00	27	0	0	0	0	27.0	27	37	5	0	0	1	44.0	43	1	0	0	0	0	0	1.0		
Hourly Total	108	6	1	3	2	127	120	152	21	0	0	2	177	175	2	0	0	0	0	0	2		
18:00 - 18:15	20	2	0	0	0	22.0	22	33	3	0	0	0	36.0	36	1	0	0	0	0	0	1.0		
18:15 - 18:30	25	4	0	0	0	29.0	29	40	3	0	0	0	43.0	43	0	0	0	0	0	0	0.0		
18:30 - 18:45	35	0	1	0	0	36.5	36	41	2	0	0	0	43.0	43	0	0	0	0	0	0	0.0		
18:45 - 19:00	28	2	0	0	0	30.0	30	32	4	0	0	0	36.0	36	1	0	0	0	0	0	1.0		
Hourly Total	108	8	1	0	0	118	117	146	12	0	0	0	158	158	2	0	0	0	0	0	2		
19:00 - 19:15	14	2	1	0	0	17.0	17	30	2	0	0	0	32.0	32	0	0	0	0	0	0	0.0		
19:15 - 19:30	26	2	0	0	0	29.0	28	27	1	0	0	0	29.0	28	0	0	0	0	0	0	0.0		
19:30 - 19:45	17	1	0	0	0	18.0	18	27	2	0	0	0	29.0	29	0	0	0	0	0	0	0.0		
19:45 - 20:00	15	0	0	0	0	15.0	15	21	4	0	0	0	25.0	25	0	0	0	0	0	0	0.0		
Hourly																							

TIME	From B							To B						
	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL
06:00 - 06:15	5	1	0	0	0	6.0	6	9	1	0	0	0	0	10.0
06:15 - 06:30	17	1	0	0	0	18.0	18	19	0	0	0	0	0	19.0
06:30 - 06:45	13	2	0	0	0	15.0	15	15	3	0	0	0	0	18.0
06:45 - 07:00	24	9	1	0	0	26.5	29	21	4	1	0	0	0	26.5
Hourly Total	48	9	1	0	0	69	69	64	8	1	0	0	0	74
07:00 - 07:15	29	4	0	0	1	30.0	34	31	4	0	0	0	1	37.0
07:15 - 07:30	31	3	0	0	0	34.0	34	36	4	0	1	0	0	42.0
07:30 - 07:45	31	4	1	0	0	36.5	36	35	6	1	0	0	0	42.5
07:45 - 08:00	23	9	0	0	2	43.0	42	44	7	1	0	2	0	54.0
Hourly Total	134	17	1	0	3	149	149	146	24	3	1	3	1	177
08:00 - 08:15	46	9	2	0	0	58.0	57	37	5	1	0	0	0	43.5
08:15 - 08:30	25	4	1	0	0	30.5	30	36	5	0	0	0	0	41.0
08:30 - 08:45	34	8	0	0	0	42.0	42	35	6	0	0	0	0	41.0
08:45 - 09:00	29	4	0	0	0	33.0	33	59	8	0	0	0	0	67.0
Hourly Total	134	25	3	0	0	162	162	167	24	1	0	0	0	192
09:00 - 09:15	47	5	0	0	2	56.0	54	64	7	1	0	1	0	74.5
09:15 - 09:30	50	7	1	0	0	58.5	58	44	2	0	0	0	0	46.0
09:30 - 09:45	58	2	0	0	0	60.0	60	49	4	0	0	0	0	53.0
09:45 - 10:00	46	2	0	0	1	50.0	49	72	0	0	0	1	0	74.0
Hourly Total	251	16	1	0	3	225	221	229	13	1	0	2	0	245
10:00 - 10:15	58	5	0	0	1	65.0	64	65	5	1	0	1	0	73.5
10:15 - 10:30	55	5	0	0	0	60.0	60	74	6	0	0	0	0	80.0
10:30 - 10:45	71	3	0	0	0	74.0	74	68	4	0	0	0	0	72.0
10:45 - 11:00	58	3	1	0	1	64.5	63	77	2	0	0	1	0	80.0
Hourly Total	242	16	1	0	2	264	261	264	17	1	0	3	0	287
11:00 - 11:15	68	0	0	0	0	68.0	68	58	4	0	0	0	0	62.0
11:15 - 11:30	65	4	0	0	1	71.0	70	70	9	1	0	1	0	82.5
11:30 - 11:45	60	6	1	0	0	67.5	67	72	6	0	0	0	0	79.0
11:45 - 12:00	72	7	0	0	1	81.0	80	55	9	0	0	1	0	65.0
Hourly Total	265	17	1	0	2	295	295	295	28	1	0	2	0	326
12:00 - 12:15	80	10	0	0	1	92.0	91	65	8	1	0	1	0	76.5
12:15 - 12:30	75	9	1	0	0	85.5	85	76	5	1	0	0	0	82.5
12:30 - 12:45	70	8	1	0	0	79.5	79	64	8	0	0	0	0	72.0
12:45 - 13:00	71	6	0	0	1	79.0	78	68	2	0	0	1	0	72.0
Hourly Total	296	28	2	0	2	326	323	273	23	2	0	2	0	300
13:00 - 13:15	79	6	1	0	1	86.5	87	76	9	0	0	1	0	86.5
13:15 - 13:30	87	4	0	0	0	91.0	91	71	3	0	0	0	0	74.0
13:30 - 13:45	56	2	0	0	0	58.0	58	57	3	0	0	0	0	60.0
13:45 - 14:00	64	1	0	0	1	67.0	66	71	3	0	0	1	0	75.0
Hourly Total	286	13	1	0	2	305	302	275	16	1	0	2	0	297
14:00 - 14:15	81	3	0	0	1	86.0	85	65	5	0	0	1	0	71.0
14:15 - 14:30	72	4	0	0	0	76.0	76	58	5	0	0	0	0	63.0
14:30 - 14:45	69	6	0	0	0	75.0	75	70	4	0	0	0	0	74.0
14:45 - 15:00	83	6	0	0	0	89.0	89	66	10	0	0	0	0	76.0
Hourly Total	285	19	0	0	1	305	305	260	22	0	0	1	0	283
15:00 - 15:15	68	6	0	0	1	76.0	75	53	4	0	0	1	0	69.0
15:15 - 15:30	57	6	1	0	0	64.5	64	64	4	1	0	0	0	69.5
15:30 - 15:45	72	8	1	0	0	81.5	81	59	8	0	0	0	0	67.0
15:45 - 16:00	62	3	0	0	0	65.0	65	69	4	0	0	0	0	73.0
Hourly Total	259	23	2	0	1	297	295	245	20	1	0	1	0	267
16:00 - 16:15	69	7	0	0	1	76.0	77	69	9	0	0	1	0	79.0
16:15 - 16:30	71	8	0	0	0	79.0	79	73	7	0	1	0	0	82.3
16:30 - 16:45	76	4	1	0	0	81.5	81	53	6	1	0	0	0	60.5
16:45 - 17:00	46	6	1	0	0	53.5	53	56	5	1	1	0	0	64.8
Hourly Total	262	25	2	0	1	292	290	250	27	2	2	1	0	287
17:00 - 17:15	62	7	0	0	0	69.0	69	66	10	0	0	0	0	76.0
17:15 - 17:30	72	11	1	2	2	86.1	88	54	5	0	1	1	0	63.1
17:30 - 17:45	63	4	0	1	1	71.1	69	63	8	0	0	1	0	73.0
17:45 - 18:00	65	5	0	0	1	72.0	71	62	6	0	0	1	0	70.0
Hourly Total	262	27	1	3	4	300	297	245	29	0	1	3	0	278
18:00 - 18:15	54	5	0	0	0	59.0	59	58	7	0	0	0	0	66.0
18:15 - 18:30	65	7	0	0	0	72.0	72	58	3	1	0	0	0	62.5
18:30 - 18:45	76	2	1	0	0	79.5	79	62	1	1	0	0	0	64.5
18:45 - 19:00	61	6	0	0	0	67.0	67	39	4	0	0	0	0	43.0
Hourly Total	256	20	1	0	0	278	277	217	15	2	0	0	0	235
19:00 - 19:15	44	4	1	0	0	49.5	49	52	3	0	0	0	0	56.0
19:15 - 19:30	53	3	0	0	0	56.0	56	42	3	0	0	0	0	45.0
19:30 - 19:45	44	3	0	0	0	47.0	47	35	0	0	0	0	0	35.0
19:45 - 20:00	36	4	0	0	0	40.0	40	24	2	0	0	0	0	26.0
Hourly Total	177	14	1	0	0	193	192	153	8	0	0	0	0	161
20:00 - 20:15	26	0	0	0	0	26.0	26	30	0	0	0	0	0	30.0
20:15 - 20:30	28	0	0	0	0	28.0	28	19	1	0	0	0	0	19.0
20:30 - 20:45	23	2	1	0	0	26.5	26	18	3	1	0	0	0	22.5
20:45 - 21:00	17	2	0	0	0	19.0	19	13	1	0	0	0	0	14.0
Hourly Total	96	4	1	0	0	102	101	79	5	1	0	0	0	86
21:00 - 21:15	18	1	1	0	0	20.5	20	16	4	1	0	0	0	21.5
21:15 - 21:30	10	3	0	0	0	13.0	13	7	1	0	0	0	0	8.0
21:30 - 21:45	13	1	0	0	0	14.0	14	12	0	0	0	0	0	12.0
21:45 - 22:00	11	0	0	0	0	11.0	11	8	0	0	0	0	0	8.0
Hourly Total	52	5	1	0	0	59	58	43	5	1	0	0	0	50
22:00 - 22:15	13	0	0	0	0	13.0	13	3	0	0	0	0	0	13.0
22:15 - 22:30	2	0	0	0	0	2.0	2	6	0	0	0	0	0	6.0
22:30 - 22:45	6	0	0	0	0	6.0	6	2	0	0	0	0	0	2.0
22:45 - 23:00	4	0	0	0	0	4.0	4	5	0	0	0	0	0	5.0
Hourly Total	25	0	0	0	0	25	25	16	0	0	0	0	0	16
23:00 - 23:15	4	0	0	0	0	4.0	4	2	0	0	0	0	0	2.0
23:15 - 23:30	4	0	0	0	0	4.0	4	6	1	0	0	0	0	7.0
23:30 - 23:45	3	1	1	0	0	4.0	4	1	0	0	0	0	0	1.0
23:45 - 00:00	1	0	0	0	0	1.0	1	0	0	0	0	0	0	6.0
Hourly Total	12	1	0	0	0	13	13	9	1	0	0	0	0	10
Session Total	3283	284	20	3	21	3652	3611	3230	282	17	4	19	3089	3532

Junction: A - B2050 Manston Road / B - CP Entrance / C - Manston Road

Approach: C - Manston Road

TIME	CAR	LGV	C to A							C to B							C to C						
			OOV1	OOV2	BUS	PCU	TOTAL	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL		
06:00 - 06:15	6	2	1	0	0	9.5	9	2	0	0	0	0	2.0	2	0	0	0	0	0	0.0	0		
06:15 - 06:30	13	6	0	0	0	19.0	19	5	0	0	0	0	5.0	5	0	0	0	0	0	0.0	0		
06:30 - 06:45	14	2	1	1	0	18.0	18	3	1	0	0	0	4.0	4	0	0	0	0	0	0.0	0		
06:45 - 07:00	20	3	0	0	0	23.0	23	9	0	1	0	0	10.5	10	0	0	0	0	0	0.0	0		
Hourly Total	53	13	2	1	1	6	71	19	1	1	0	0	22	21	0	0	0	0	0	0.0	0		
07:00 - 07:15	21	5	1	0	0	27.5	27	7	1	0	0	0	8.0	8	0	0	0	0	0	0.0	0		
07:15 - 07:30	30	7	0	0	0	37.0	37	7	3	0	1	0	12.3	11	0	0	0	0	0	0.0	0		
07:30 - 07:45	41	10	2	1	0	56.3	54	14	4	1	0	0	18.5	19	0	0	0	0	0	0.0	0		
07:45 - 08:00	47	14	1	0	2	66.5	64	15	2	1	0	1	20.5	19	0	0	0	0	0	0.0	0		
Hourly Total	159	36	4	1	2	107	102	43	10	2	1	1	59	57	0	0	0	0	0	0.0	0		
08:00 - 08:15	83	10	2	0	2	100.0	97	14	2	1	0	0	17.5	17	0	0	0	0	0	0.0	0		
08:15 - 08:30	82	16	2	0	0	101.0	100	11	3	0	0	0	14.0	14	1	0	0	0	0	1.0	1		
08:30 - 08:45	73	8	0	0	0	81.0	81	13	3	0	0	0	16.0	16	0	0	0	0	0	0.0	0		
08:45 - 09:00	57	8	1	0	3	72.5	69	22	5	0	0	0	27.0	27	1	0	0	0	0	1.0	1		
Hourly Total	295	42	5	0	5	295	287	60	13	1	0	0	75	74	2	0	0	0	0	2	2		
09:00 - 09:15	58	8	2	0	0	68.0	68	26	3	0	0	0	28.0	29	0	0	0	0	0	0.0	0		
09:15 - 09:30	45	7	1	0	0	53.5	53	20	2	0	0	0	22.0	22	0	0	0	0	0	0.0	0		
09:30 - 09:45	37	12	1	0	0	50.5	50	21	1	0	0	0	22.0	22	0	0	0	0	0	0.0	0		
09:45 - 10:00	53	10	4	0	0	69.0	67	28	0	0	0	1	30.0	29	1	0	0	0	0	1.0	1		
Hourly Total	189	37	8	0	0	242	238	95	6	0	1	1	102	102	1	0	0	0	0	1	1		
10:00 - 10:15	42	4	3	1	0	52.0	50	27	4	0	0	0	31.0	31	1	0	0	0	0	1.0	1		
10:15 - 10:30	48	8	2	0	0	59.0	58	33	3	0	0	0	36.0	36	1	0	0	0	0	1.0	1		
10:30 - 10:45	47	4	1	0	0	52.5	52	29	1	0	0	0	30.0	30	0	0	0	0	0	0.0	0		
10:45 - 11:00	57	8	3	1	0	71.0	69	31	1	0	0	1	34.0	33	1	0	0	0	0	1.0	1		
Hourly Total	194	24	9	2	0	237	229	120	6	0	1	1	131	129	3	0	0	0	0	3	3		
11:00 - 11:15	49	10	3	0	0	63.5	62	25	0	0	0	0	25.0	25	0	0	0	0	0	0.0	0		
11:15 - 11:30	63	13	5	0	0	83.5	81	33	3	1	0	0	37.5	37	0	0	0	0	0	0.0	0		
11:30 - 11:45	49	9	2	1	0	63.5	61	30	4	0	0	0	34.0	34	0	0	0	0	0	0.0	0		
11:45 - 12:00	61	7	0	1	1	72.5	70	29	2	0	0	1	33.0	32	0	0	0	0	0	0.0	0		
Hourly Total	222	39	10	2	1	214	211	117	9	1	0	1	130	129	0	0	0	0	0	0	0		
12:00 - 12:15	53	10	1	0	0	66.0	65	32	5	0	0	0	37.0	37	1	0	0	0	0	1.0	1		
12:15 - 12:30	60	8	2	0	1	73.0	71	47	3	0	0	0	50.0	50	0	0	0	0	0	0.0	0		
12:30 - 12:45	53	15	1	0	1	71.5	70	31	3	0	0	0	34.0	34	1	0	0	0	0	1.0	1		
12:45 - 13:00	60	6	1	0	1	68.5	68	37	0	0	0	1	39.0	38	0	0	0	0	0	0.0	0		
Hourly Total	226	39	5	1	3	215	214	147	11	0	0	1	109	109	2	0	0	0	0	2	2		
13:00 - 13:15	45	7	0	0	0	52.0	50	40	5	0	0	0	47.0	47	0	0	0	0	0	0.0	0		
13:15 - 13:30	59	11	4	0	0	76.0	74	32	0	0	0	0	33.0	33	0	0	0	0	0	0.0	0		
13:30 - 13:45	67	4	0	0	2	75.0	73	32	2	0	0	0	34.0	34	2	0	0	0	0	2.0	2		
13:45 - 14:00	53	4	1	1	0	60.0	59	34	1	0	0	1	37.0	36	0	0	0	0	0	0.0	0		
Hourly Total	224	26	5	1	2	204	200	138	10	1	0	1	152	150	2	1	0	0	0	1	1		
14:00 - 14:15	62	9	2	0	0	74.0	73	25	2	0	0	0	38.0	38	1	0	0	0	0	1.0	1		
14:15 - 14:30	62	12	2	0	0	77.0	76	25	2	0	0	0	27.0	27	0	0	0	0	0	1.0	1		
14:30 - 14:45	63	6	0	0	1	71.0	70	32	2	0	0	0	34.0	34	0	0	0	0	0	0.0	0		
14:45 - 15:00	77	8	1	0	2	90.5	88	37	3	0	0	0	40.0	40	0	0	0	0	0	0.0	0		
Hourly Total	264	35	5	0	3	213	207	120	9	0	0	0	120	120	2	0	0	0	0	2	2		
15:00 - 15:15	74	13	3	0	0	91.5	90	20	3	0	0	0	21.0	21	0	0	0	0	0	0.0	0		
15:15 - 15:30	59	4	1	0	0	64.5	64	32	2	0	0	0	35.5	35	0	0	0	0	0	0.0	0		
15:30 - 15:45	83	11	2	0	0	97.0	96	29	5	0	0	0	34.0	34	1	0	0	0	0	1.0	1		
15:45 - 16:00	71	6	0	1	0	78.5	78	35	2	0	0	0	37.0	37	0	0	0	0	0	0.0	0		
Hourly Total	287	34	6	1	0	232	228	116	12	1	0	0	130	129	1	0	0	0	0	1	1		
16:00 - 16:15	63	10	2	0	0	76.0	75	40	5	0	0	0	40.0	40	0	0	0	0	0	0.0	0		
16:15 - 16:30	67	13	1	0	0	81.5	81	30	4	0	1	0	36.3	35	0	0	0	0	0	0.0	0		
16:30 - 16:45	68	14	2	0	0	85.0	84	16	2	1	0	0	18.5	19	0	0	0	0	0	0.0	0		
16:45 - 17:00	91	13	0	0	0	104.0	104	28	4	1	1	0	38.8	34	0	0	0	0	0	0.0	0		
Hourly Total	309	50	5	0	0	267	264	114	15	2	2	0	137	133	0	0	0	0	0	0	0		
17:00 - 17:15	84	5	0	0	0	89.0	89	26	0	0	0	0	40.0	40	0	0	0	0	0	0.0	0		
17:15 - 17:30	91	8	0	0	0	99.0	99	21	4	0	0	0	29.3	27	0	0	0	0	0	0.0	0		
17:30 - 17:45	94	10	3	0	0	108.5	107	30	3	0	0	0	33.0	33	0	0	0	0	0	0.0	0		
17:45 - 18:00	86	7	0	0	1	95.0	94	27	4	0	0	1	33.0	32	0	0	0	0	0	0.0	0		
Hourly Total	365	30	3	0	1	402	399	114	17	0	1	2	137	134	0	0	0	0	0	0	0		
18:00 - 18:15	69	7	0	0	0	76.0	76	20	3	0	0	0	23.0	23	0	0	0	0	0	0.0	0		
18:15 - 18:30	55	7	3	0	0	66.5	66	29	3	0	0	0	32.0	32	0	0	0	0	0	0.0	0		
18:30 - 18:45	62	8	1	0	0	71.5	71	28	1	1	0	0	30.5	30	0	0	0	0	0	0.0	0		
18:45 - 19:00	57	5	0	0	1	64.0	63	21	3	0	0	0	24.0	24	0	0	0	0	0	0.0	0		
Hourly Total	243	27	4	0	1	278	275	98	10	1	0	0	110	109	0	0	0	0	0	0	0		
19:00 - 19:15	74	5	0	0	4	87.0	85	32	1	0	0	0	33.0	33	0	0	0	0	0	0.0	0		
19:15 - 19:30	60	3	0	0	1	65.0	64	19	2	0	0	0	21.0	21	0	0	0	0	0	0.0	0		
19:30 - 19:45	52	4	0	0	0	56.0	56	13	0	0	0	0	12.0	13	0	0	0	0	0	0.0	0		
19:45 - 20:00	51	1	0	0	0	52.0	52	10	1	0	0	0	11.0	11	0	0	0	0	0	0.0	0		

TIME	From C							To C						
	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL
0600 - 06:15	8	2	1	0	0	11.5	11	20	4	0	0	0	0	24.0
0615 - 06:30	18	6	0	0	0	24.0	24	24	3	0	0	0	0	27.0
0630 - 06:45	17	3	1	1	0	23.0	22	42	3	0	0	0	0	45.0
0645 - 07:00	29	3	1	0	0	33.5	33	36	11	2	0	0	0	50.0
Hourly Total	72	14	3	1	0	91	90	132	20	2	0	0	0	146
0700 - 07:15	28	6	1	0	0	35.5	35	58	12	1	0	0	1	73.5
0715 - 07:30	37	10	0	1	0	48.5	48	66	11	1	0	0	0	78.5
0730 - 07:45	55	14	3	1	0	73.0	73	91	17	3	0	0	0	112.5
0745 - 08:00	82	16	2	0	3	103.0	103	96	19	0	0	0	1	117.0
Hourly Total	202	46	6	2	3	260	259	311	59	5	0	2	2	382
0800 - 08:15	97	12	3	0	2	113.5	114	97	18	1	0	0	0	118.5
0815 - 08:30	94	19	2	0	0	116.0	115	102	10	1	0	0	0	118.5
0830 - 08:45	86	11	0	0	0	97.0	97	77	12	0	0	0	0	89.0
0845 - 09:00	80	13	1	0	3	100.5	97	98	8	1	1	1	1	111.8
Hourly Total	357	55	6	0	5	411	423	374	48	3	1	1	1	431
0900 - 09:15	84	11	2	0	0	98.0	97	67	10	3	0	2	2	85.5
0915 - 09:30	65	9	1	0	0	75.5	75	70	7	1	0	0	0	78.5
0930 - 09:45	58	13	1	0	0	72.5	72	77	9	1	0	0	0	87.5
0945 - 10:00	82	10	4	0	1	100.5	97	59	7	2	0	0	0	88.0
Hourly Total	289	42	8	0	1	340	341	279	33	7	0	2	2	312
1000 - 10:15	70	8	3	1	0	84.0	82	69	12	0	0	0	1	83.0
1015 - 10:30	82	11	2	0	0	96.0	95	63	10	3	0	0	0	77.5
1030 - 10:45	76	5	1	0	0	82.5	82	74	8	2	0	0	0	85.0
1045 - 11:00	89	9	3	1	1	106.0	103	67	12	5	1	0	0	88.0
Hourly Total	217	33	9	2	1	271	262	219	42	10	1	0	1	234
1100 - 11:15	74	10	3	0	0	88.5	87	81	11	1	0	0	0	93.5
1115 - 11:30	96	16	6	0	0	121.0	118	65	18	2	0	0	1	88.0
1130 - 11:45	79	13	2	1	0	97.5	95	78	8	2	0	0	0	89.0
1145 - 12:00	90	9	0	1	2	106.5	102	78	15	2	1	0	0	93.0
Hourly Total	286	48	11	2	2	411	402	362	52	7	1	1	2	409
1200 - 12:15	88	15	1	1	0	104.0	103	88	12	0	0	0	1	102.0
1215 - 12:30	107	11	2	0	1	123.0	121	79	11	1	0	0	0	81.5
1230 - 12:45	85	18	1	0	1	106.5	105	84	11	1	0	0	0	86.5
1245 - 13:00	97	6	1	0	2	106.5	106	81	9	1	0	0	0	91.5
Hourly Total	376	50	5	1	4	441	435	352	45	3	0	1	1	379
1300 - 13:15	85	14	1	0	0	100.5	100	95	10	2	0	0	1	110.0
1315 - 13:30	91	12	4	0	0	109.0	107	78	9	1	0	0	0	88.5
1330 - 13:45	101	6	0	0	2	111.0	109	84	8	1	0	0	0	93.5
1345 - 14:00	87	5	1	1	1	97.0	95	84	3	5	0	0	0	94.5
Hourly Total	384	37	6	1	3	411	411	341	30	9	0	1	1	381
1400 - 14:15	89	11	2	0	0	102.0	102	89	4	2	0	0	1	96.5
1415 - 14:30	88	14	2	0	0	105.0	104	73	10	2	1	0	0	88.3
1430 - 14:45	85	8	0	0	1	100.0	104	88	11	4	0	0	0	105.0
1445 - 15:00	114	11	1	0	2	130.5	128	65	9	0	0	0	0	74.0
Hourly Total	386	44	5	0	3	441	438	315	34	9	1	1	1	381
1500 - 15:15	94	16	3	0	0	114.5	113	71	13	1	1	1	1	89.0
1515 - 15:30	91	6	2	0	0	100.0	99	78	12	1	0	0	0	81.5
1530 - 15:45	113	16	2	0	0	132.0	131	103	17	2	0	0	0	123.0
1545 - 16:00	106	8	0	1	0	116.5	115	72	8	0	0	0	0	80.0
Hourly Total	404	46	7	1	0	461	458	324	50	4	1	1	1	384
1600 - 16:15	129	15	2	0	0	141.0	140	75	7	3	0	0	1	85.5
1615 - 16:30	97	17	1	1	0	117.0	116	83	15	0	0	0	0	88.0
1630 - 16:45	84	16	3	0	0	104.5	103	94	13	1	0	0	0	108.5
1645 - 17:00	119	17	1	1	0	138.0	138	47	6	1	0	0	0	54.5
Hourly Total	423	65	7	2	0	504	497	299	41	5	0	1	1	359
1700 - 17:15	109	11	0	0	0	124.0	141	78	7	0	0	1	1	87.0
1715 - 17:30	112	12	0	1	1	126.5	126	84	5	1	2	1	1	97.1
1730 - 17:45	124	13	3	0	0	141.5	140	88	7	0	1	1	1	98.3
1745 - 18:00	113	11	0	0	2	128.0	126	68	3	0	0	2	2	75.0
Hourly Total	479	47	3	1	3	519	513	318	22	1	3	5	5	309
1800 - 18:15	89	10	0	0	0	99.0	99	68	4	0	0	0	1	74.0
1815 - 18:30	84	10	3	0	0	98.5	97	65	10	0	0	0	0	75.0
1830 - 18:45	90	9	2	0	0	102.0	101	73	1	1	0	1	1	77.5
1845 - 19:00	78	8	0	0	1	88.0	87	72	5	0	0	0	0	77.0
Hourly Total	341	37	5	0	1	389	384	278	29	1	0	2	2	304
1900 - 19:15	106	6	0	0	4	126.0	116	59	4	2	0	0	0	88.0
1915 - 19:30	79	5	0	0	1	86.0	85	53	3	0	0	0	0	85.0
1930 - 19:45	65	4	0	0	0	69.0	69	51	2	0	0	0	0	53.0
1945 - 20:00	61	2	0	0	0	63.0	63	56	4	0	0	0	0	60.0
Hourly Total	311	17	0	0	5	359	353	219	13	2	0	0	0	235
2000 - 20:15	86	1	0	0	0	87.0	87	36	0	0	0	0	0	42.0
2015 - 20:30	43	3	0	0	0	46.0	45	23	1	0	0	0	0	34.0
2030 - 20:45	28	4	2	0	0	35.0	34	32	3	0	0	0	0	35.0
2045 - 21:00	29	1	0	0	0	30.0	30	34	2	0	0	0	0	36.0
Hourly Total	166	9	2	0	0	178	177	155	12	0	0	0	0	147
2100 - 21:15	35	5	2	0	0	43.0	42	26	2	0	0	0	0	38.0
2115 - 21:30	36	2	0	0	0	38.0	38	16	1	0	0	0	0	17.0
2130 - 21:45	28	0	0	0	0	28.0	28	18	2	0	0	0	0	20.0
2145 - 22:00	33	1	0	0	0	34.0	34	15	1	0	0	0	3	22.0
Hourly Total	132	8	2	0	0	143	142	75	6	0	0	0	3	87
2200 - 22:15	27	1	0	0	0	28.0	28	27	2	0	0	0	2	33.0
2215 - 22:30	16	2	0	1	0	22.0	21	9	0	0	0	0	0	9.0
2230 - 22:45	15	0	0	0	0	15.0	15	17	1	0	0	0	0	18.0
2245 - 23:00	25	1	0	0	0	26.0	26	9	1	0	0	0	0	16.0
Hourly Total	85	4	0	1	0	91	90	62	4	0	0	0	2	70
2300 - 23:15	10	0	0	0	0	10.0	10	8	0	0	1	0	0	10.3
2315 - 23:30	18	1	0	0	0	19.0	19	6	0	0	0	0	0	6.0
2330 - 23:45	4	0	0	0	0	4.0	4	5	0	0	0	0	0	5.0
2345 - 00:00	6	0	0	0	0	6.0	6	5	0	0	0	0	0	5.0
Hourly Total	38	1	0	0	0	39	39	24	0	0	1	0	0	26
Session Total	5080	604	85	14	31	5910	5814	4377	530	68	9	24	5081	5008

Manston, Tuesday 7th March 2017

Junction: (4) Minster Roundabout
Approach: B2190

TIME	Left to A299 (East)								Ahead to Tothill Street								Right to A299 (West)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	43	4	2	0	0	49	0	0	19	4	0	0	0	23	0	0	47	7	6	1	0	61
0615 - 0630	0	0	38	5	2	0	0	45	0	0	22	0	0	0	0	22	0	0	61	9	3	0	0	73
0630 - 0645	0	0	41	6	2	0	0	49	0	0	21	7	1	0	0	29	0	0	89	11	2	0	0	102
0645 - 0700	0	0	44	8	1	0	0	53	0	0	26	7	1	0	0	34	0	0	82	10	3	3	0	98
Hourly Total	0	0	166	23	7	0	0	196	0	0	88	18	2	0	0	108	0	0	279	37	14	4	0	334
0700 - 0715	0	0	51	7	1	0	0	59	0	0	21	6	0	0	0	27	0	0	81	9	2	2	0	94
0715 - 0730	0	0	55	9	1	0	0	65	0	0	22	5	1	0	0	28	0	0	70	8	1	1	0	80
0730 - 0745	0	1	45	8	2	0	0	56	0	0	27	7	0	0	0	34	0	1	81	11	4	3	0	100
0745 - 0800	0	0	48	6	1	0	0	55	0	0	28	8	0	1	0	37	0	1	79	16	1	1	0	98
Hourly Total	0	1	199	30	5	0	0	235	0	0	98	26	1	1	0	126	0	2	311	44	8	7	0	372
0800 - 0815	0	0	63	8	1	0	0	72	0	0	32	8	1	0	0	41	0	0	58	9	2	0	0	69
0815 - 0830	0	0	58	9	3	0	0	70	0	0	48	6	0	1	1	56	0	0	57	14	1	2	0	74
0830 - 0845	0	0	28	6	2	0	0	36	0	0	76	10	0	1	0	87	0	0	65	9	5	3	0	82
0845 - 0900	0	0	39	3	1	1	0	44	0	0	46	6	2	0	0	54	0	0	32	10	2	1	1	46
Hourly Total	0	0	188	26	7	1	0	222	0	0	202	30	3	2	1	238	0	0	212	42	10	6	1	271
0900 - 0915	0	1	20	7	4	2	0	34	0	0	41	4	3	0	0	48	0	1	26	5	4	1	0	37
0915 - 0930	0	0	21	2	1	1	0	25	0	0	17	6	1	0	0	24	0	1	37	5	2	3	0	48
0930 - 0945	0	0	19	2	0	0	0	21	1	0	26	8	0	0	0	35	0	0	48	8	0	3	0	59
0945 - 1000	0	0	19	3	0	0	0	22	0	0	24	7	0	0	0	31	0	0	46	7	1	1	0	55
Hourly Total	0	1	79	14	5	3	0	102	1	0	108	25	4	0	0	138	0	2	157	25	7	8	0	199
1000 - 1015	0	0	20	1	0	1	0	22	0	0	31	1	0	0	0	32	0	0	45	11	1	0	0	57
1015 - 1030	0	0	22	4	0	0	0	26	2	0	49	7	1	0	0	59	0	0	49	10	0	1	0	60
1030 - 1045	0	0	16	2	0	0	0	18	0	0	55	5	0	0	0	60	0	0	53	11	1	1	0	66
1045 - 1100	0	0	21	1	0	0	0	22	0	0	61	7	1	0	0	69	0	0	55	11	0	1	0	67
Hourly Total	0	0	79	8	0	1	0	88	2	0	196	20	2	0	0	220	0	0	202	43	2	3	0	250
1100 - 1115	0	0	21	4	0	0	0	25	0	0	68	7	0	0	0	75	0	0	48	11	2	0	0	61
1115 - 1130	0	0	16	1	0	0	0	17	0	0	69	9	1	0	0	79	0	1	51	9	1	2	0	64
1130 - 1145	0	0	15	2	0	1	0	18	0	0	62	9	0	0	0	71	0	0	43	10	4	1	0	58
1145 - 1200	0	0	13	2	0	0	0	15	0	0	69	7	1	0	0	77	0	0	39	11	5	1	0	56
Hourly Total	0	0	65	9	0	1	0	75	0	0	268	32	2	0	0	302	0	1	181	41	12	4	0	239
1200 - 1215	0	0	15	2	0	2	0	19	2	0	49	7	0	0	1	59	0	0	43	11	2	2	0	58
1215 - 1230	0	0	17	4	0	2	0	23	0	1	31	7	0	2	0	41	0	0	37	7	1	3	0	48
1230 - 1245	0	0	14	5	1	0	0	20	1	1	37	3	0	2	0	44	1	0	38	18	4	1	0	62
1245 - 1300	0	1	15	3	2	3	0	24	0	1	30	9	0	0	0	40	0	1	40	3	1	2	0	47
Hourly Total	0	1	61	14	3	7	0	86	3	3	147	26	0	4	1	184	1	1	158	39	8	8	0	215
1300 - 1315	0	0	18	1	2	3	0	24	0	0	34	2	0	1	0	37	0	0	37	6	1	0	0	44
1315 - 1330	0	0	16	3	0	1	0	20	0	0	31	5	0	0	0	36	0	1	39	8	1	1	0	50
1330 - 1345	0	0	23	2	1	1	0	27	0	0	30	8	2	0	0	40	0	0	29	9	3	3	0	44
1345 - 1400	0	0	15	4	3	1	0	23	0	0	24	2	0	0	0	26	0	0	44	10	0	1	0	55
Hourly Total	0	0	72	10	6	6	0	94	0	0	119	17	2	1	0	139	0	1	149	33	5	5	0	193
1400 - 1415	0	0	14	9	0	1	0	24	0	0	26	7	0	0	0	33	0	0	39	8	0	0	0	47
1415 - 1430	0	0	21	9	1	0	0	31	0	0	26	8	0	0	0	34	0	0	72	10	1	0	0	83
1430 - 1445	0	0	22	8	0	1	0	31	0	0	29	8	1	0	0	38	0	0	61	9	0	1	0	71
1445 - 1500	0	0	25	4	0	1	0	30	0	0	26	7	0	0	0	33	0	0	73	9	1	0	0	83
Hourly Total	0	0	82	30	1	3	0	116	0	0	107	30	1	0	0	138	0	0	245	36	2	1	0	284
1500 - 1515	0	0	22	2	0	0	0	24	0	0	35	4	1	0	0	40	0	0	82	11	2	0	0	95
1515 - 1530	0	0	31	4	1	0	0	36	0	0	40	8	1	0	0	49	0	0	56	10	2	1	0	69
1530 - 1545	0	0	28	3	1	1	0	33	0	0	43	7	0	0	0	50	0	0	65	11	0	0	0	76
1545 - 1600	0	0	24	3	0	0	0	27	0	0	32	8	0	1	0	41	0	0	72	8	1	1	0	82
Hourly Total	0	0	105	12	2	1	0	120	0	0	150	27	2	1	0	180	0	0	275	40	5	2	0	322
1600 - 1615	0	0	31	5	0	0	0	36	0	0	34	7	0	0	0	41	0	0	57	11	1	1	0	70
1615 - 1630	0	0	26	8	1	0	0	35	0	0	40	7	0	0	0	47								

Manston, Tuesday 7th March 2017

Junction: (4) Minster Roundabout
Approach: A299 (East)

TIME	Left to Tothill Street								Ahead to A299 (West)							Right to B2190								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	13	4	0	0	0	17	0	0	137	18	4	1	0	160	0	0	18	5	0	0	0	23
0615 - 0630	0	0	13	2	1	0	0	16	0	0	186	22	7	3	0	218	0	0	15	2	0	0	0	17
0630 - 0645	0	0	18	11	0	0	0	29	0	0	178	25	7	0	1	211	0	0	18	6	1	0	0	25
0645 - 0700	0	0	15	12	0	0	0	27	0	0	206	27	10	1	1	245	0	0	21	4	0	0	0	25
Hourly Total	0	0	59	29	1	0	0	89	0	0	707	92	28	5	2	834	0	0	72	17	1	0	0	90
0700 - 0715	0	0	16	11	0	0	0	27	0	1	193	31	11	1	3	240	0	0	28	5	0	0	0	33
0715 - 0730	0	0	15	11	0	0	0	26	0	0	217	28	9	2	1	257	0	0	26	1	0	0	0	27
0730 - 0745	0	0	17	6	1	1	0	25	0	0	182	37	6	2	0	227	0	0	27	4	1	1	0	33
0745 - 0800	0	0	21	6	0	0	0	27	0	0	189	38	8	5	1	241	0	0	54	8	0	0	0	62
Hourly Total	0	0	69	34	1	1	0	105	0	1	781	134	34	10	5	965	0	0	135	18	1	1	0	155
0800 - 0815	0	0	19	6	0	0	0	25	0	0	172	31	8	4	0	215	0	1	49	5	3	0	0	58
0815 - 0830	0	0	18	2	4	1	0	25	0	1	154	31	5	2	0	193	0	0	56	6	3	1	0	66
0830 - 0845	0	0	30	5	0	0	0	35	0	0	168	26	12	5	3	214	0	0	33	6	1	0	0	40
0845 - 0900	0	0	32	7	1	0	0	40	0	0	103	26	15	9	1	154	0	0	42	8	0	2	0	52
Hourly Total	0	0	99	20	5	1	0	125	0	1	597	114	40	20	4	776	0	1	180	25	7	3	0	216
0900 - 0915	0	0	18	3	2	1	0	24	0	0	84	24	13	3	1	125	0	1	28	2	6	0	0	37
0915 - 0930	0	0	23	5	0	0	0	28	0	0	81	21	13	7	0	122	0	0	25	6	3	0	0	34
0930 - 0945	0	0	25	5	0	0	0	30	0	0	71	16	8	6	0	101	0	0	27	4	0	0	0	31
0945 - 1000	0	0	16	1	2	0	0	19	0	1	92	18	11	1	0	123	0	0	27	6	0	1	0	34
Hourly Total	0	0	82	14	4	1	0	101	0	1	328	79	45	17	1	471	0	1	107	18	9	1	0	136
1000 - 1015	0	0	15	2	3	1	0	21	0	0	95	15	10	5	0	125	0	0	25	1	0	0	0	26
1015 - 1030	0	0	19	0	1	0	0	20	0	0	86	18	10	4	0	118	0	0	26	1	1	1	0	29
1030 - 1045	0	0	26	1	0	1	0	28	0	0	90	17	5	1	1	114	0	0	22	4	0	1	0	27
1045 - 1100	0	0	21	2	0	1	0	24	0	0	86	16	9	1	0	112	0	0	29	1	1	0	0	31
Hourly Total	0	0	81	5	4	3	0	93	0	0	357	66	34	11	1	469	0	0	102	7	2	2	0	113
1100 - 1115	0	0	16	2	3	0	0	21	0	0	92	19	9	2	0	122	0	0	31	2	0	0	0	33
1115 - 1130	0	0	15	4	0	0	0	19	0	0	77	15	13	6	0	111	0	0	28	2	0	1	0	31
1130 - 1145	0	0	18	2	0	1	0	21	0	0	66	16	6	1	1	90	0	0	30	5	0	0	0	35
1145 - 1200	0	0	20	0	2	0	0	22	0	0	71	15	11	1	0	98	0	0	25	4	1	0	0	30
Hourly Total	0	0	69	8	5	1	0	83	0	0	306	65	39	10	1	421	0	0	114	13	1	1	0	129
1200 - 1215	0	0	17	2	3	0	0	22	0	0	81	17	13	4	0	115	0	0	28	2	0	1	0	31
1215 - 1230	0	0	16	7	2	2	0	27	0	0	87	24	7	6	0	124	0	0	18	3	0	1	0	22
1230 - 1245	0	0	21	5	4	0	0	30	0	1	75	17	9	3	0	105	0	0	21	8	1	0	0	30
1245 - 1300	0	0	19	4	1	1	0	25	0	0	86	16	11	5	2	120	0	0	19	5	1	1	0	26
Hourly Total	0	0	73	18	10	3	0	104	0	1	329	74	40	18	2	464	0	0	86	18	2	3	0	109
1300 - 1315	0	0	22	4	1	0	0	27	0	0	98	20	15	2	0	135	0	0	11	4	1	1	0	17
1315 - 1330	0	0	21	4	1	0	0	26	0	0	86	18	13	0	0	117	0	0	22	4	1	1	0	28
1330 - 1345	0	0	27	4	2	0	0	33	0	0	82	22	8	6	1	119	0	1	29	5	1	1	0	37
1345 - 1400	0	0	11	8	0	0	1	20	0	0	83	16	10	3	1	113	0	0	24	5	3	4	0	36
Hourly Total	0	0	81	20	4	0	1	106	0	0	349	76	46	11	2	484	0	1	86	18	6	7	0	118
1400 - 1415	0	0	26	7	1	0	0	34	0	0	89	14	7	2	0	112	0	0	36	2	0	0	0	38
1415 - 1430	0	0	25	4	0	0	0	29	0	0	82	20	3	1	0	106	0	0	29	2	1	0	0	32
1430 - 1445	0	0	22	7	0	1	0	30	0	0	101	24	2	9	1	137	0	0	33	7	0	1	0	41
1445 - 1500	0	0	25	5	1	0	0	31	0	0	112	31	9	2	0	154	0	0	31	5	1	0	0	37
Hourly Total	0	0	98	23	2	1	0	124	0	0	384	89	21	14	1	509	0	0	129	16	2	1	0	148
1500 - 1515	0	0	26	7	0	0	0	33	0	0	109	27	9	4	1	150	0	0	45	8	0	1	0	54
1515 - 1530	0	0	24	7	1	0	0	32	0	0	112	31	9	5	1	158	0	0	45	8	1	0	0	54
1530 - 1545	0	0	25	2	0	0	0	27	0	0	97	31	9	3	0	140	0	0	49	8	0	2	0	59
1545 - 1600	0	0	25	5	2	0	0	32	0	0	103	29	9	1	0	142	0	0	46	7	1	1	0	55
Hourly Total	0	0	100	21	3	0	0	124	0	0	421	118	36	13	2	590	0	0	185	31	2	4	0	222
1600 - 1615	0	0	21	11	0	0	0	32	0	0	116	28	9	1	1	155	0	0	48	2	0	0	0	50
1615																								

Manston, Tuesday 7th March 2017

Junction: (4) Minster Roundabout

Approach: Tothill Street

TIME	Left to A299 (West)								Ahead to B2190								Right to A299 (East)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	22	1	1	1	0	25	0	0	26	5	0	0	1	32	0	0	9	4	1	0	0	14
0615 - 0630	0	0	23	5	1	0	0	29	0	0	30	6	0	0	0	36	0	0	11	7	0	0	0	18
0630 - 0645	0	0	22	1	0	0	0	23	0	0	26	7	0	0	0	33	0	0	10	6	1	0	1	18
0645 - 0700	0	0	29	2	2	1	0	34	0	0	29	7	0	0	1	37	0	0	8	1	0	0	0	9
Hourly Total	0	0	96	9	4	2	0	111	0	0	111	25	0	0	2	138	0	0	38	18	2	0	1	59
0700 - 0715	0	0	31	5	3	2	0	41	0	0	31	6	0	0	1	38	0	0	18	8	0	0	0	26
0715 - 0730	0	0	36	1	3	2	0	42	0	0	32	11	0	0	0	43	0	0	15	7	0	0	0	22
0730 - 0745	0	1	35	6	3	2	0	47	0	0	30	6	1	0	2	39	0	0	20	7	1	0	1	29
0745 - 0800	0	0	26	4	2	0	0	32	0	0	28	6	1	2	0	37	0	0	31	8	1	1	1	42
Hourly Total	0	1	128	16	11	6	0	162	0	0	121	29	2	2	3	157	0	0	84	30	2	1	2	119
0800 - 0815	0	0	29	6	1	0	0	36	0	0	24	6	1	1	0	32	0	0	32	5	1	0	0	38
0815 - 0830	0	0	20	7	1	1	0	29	0	0	34	0	1	0	1	36	0	0	31	4	2	0	0	37
0830 - 0845	0	0	27	6	0	0	0	33	0	1	48	3	2	1	0	55	0	0	23	4	4	0	0	31
0845 - 0900	0	0	27	7	0	0	0	34	0	0	74	5	0	0	0	79	0	0	32	9	0	0	0	41
Hourly Total	0	0	103	26	2	1	0	132	0	1	180	14	4	2	1	202	0	0	118	22	7	0	0	147
0900 - 0915	0	0	40	7	0	1	0	48	0	0	46	9	1	0	0	56	0	0	27	8	2	1	0	38
0915 - 0930	0	0	17	5	2	0	0	24	0	0	41	10	0	0	0	51	0	0	24	9	5	0	0	38
0930 - 0945	0	0	26	3	0	1	0	30	0	0	45	8	0	0	0	53	0	0	25	8	0	0	1	34
0945 - 1000	0	0	22	1	0	0	0	23	0	0	44	6	2	0	0	52	0	0	21	7	3	0	0	31
Hourly Total	0	0	105	16	2	2	0	125	0	0	176	33	3	0	0	212	0	0	97	32	10	1	1	141
1000 - 1015	0	0	32	2	0	0	0	34	0	0	50	3	0	1	0	54	0	0	21	7	3	0	0	31
1015 - 1030	0	0	26	3	1	1	0	31	0	0	52	2	1	0	0	55	0	0	19	7	1	1	0	28
1030 - 1045	0	0	23	1	1	1	0	26	0	0	37	1	0	0	0	38	0	0	17	10	2	1	0	30
1045 - 1100	0	0	30	2	0	1	0	33	0	0	37	1	1	0	0	39	0	0	22	9	3	0	0	34
Hourly Total	0	0	111	8	2	3	0	124	0	0	176	7	2	1	0	186	0	0	79	33	9	2	0	123
1100 - 1115	0	0	33	3	1	1	0	38	0	0	37	4	2	0	0	43	0	0	17	7	2	0	0	26
1115 - 1130	0	0	27	5	0	1	0	33	0	0	36	6	0	0	0	42	0	0	22	6	2	1	0	31
1130 - 1145	0	0	35	1	1	0	0	37	0	0	38	3	1	0	0	42	0	0	24	1	1	0	0	26
1145 - 1200	0	0	39	2	0	1	0	42	0	0	35	1	0	0	0	36	0	0	17	2	0	0	0	19
Hourly Total	0	0	134	11	2	3	0	150	0	0	146	14	3	0	0	163	0	0	80	16	5	1	0	102
1200 - 1215	0	0	33	0	0	2	0	35	0	0	37	3	1	0	0	41	0	0	20	3	2	0	0	25
1215 - 1230	0	0	19	6	2	0	0	27	0	2	29	6	1	0	0	38	0	0	26	6	1	1	0	34
1230 - 1245	0	0	23	7	3	1	0	34	0	1	40	6	0	0	0	47	0	0	21	5	4	0	0	30
1245 - 1300	0	1	21	11	4	2	0	39	3	0	46	4	0	0	0	53	0	0	19	3	3	0	0	25
Hourly Total	0	1	96	24	9	5	0	135	3	3	152	19	2	0	0	179	0	0	86	17	10	1	0	114
1300 - 1315	0	0	18	9	1	2	0	30	0	0	38	3	2	0	0	43	1	0	15	1	1	0	0	18
1315 - 1330	0	0	23	4	0	1	0	28	0	0	32	5	0	0	0	37	0	0	20	5	0	1	0	26
1330 - 1345	0	0	19	7	4	1	0	31	0	0	34	4	2	0	0	40	0	0	20	11	0	0	0	31
1345 - 1400	0	0	20	3	2	3	0	28	0	0	34	4	0	0	1	39	0	0	14	8	0	0	0	22
Hourly Total	0	0	80	23	7	7	0	117	0	0	138	16	4	0	1	159	1	0	69	25	1	1	0	97
1400 - 1415	0	0	21	2	0	1	0	24	0	0	45	8	0	0	0	53	0	0	20	8	0	0	0	28
1415 - 1430	0	0	14	2	0	0	0	16	0	0	37	7	1	0	0	45	0	0	19	10	0	0	0	29
1430 - 1445	0	0	14	3	0	1	0	18	0	0	41	6	0	0	0	47	0	0	25	9	1	0	0	35
1445 - 1500	0	0	19	4	1	0	0	24	0	0	39	8	1	0	0	48	0	0	23	3	0	0	0	26
Hourly Total	0	0	68	11	1	2	0	82	0	0	162	29	2	0	0	193	0	0	87	30	1	0	0	118
1500 - 1515	0	0	14	5	0	0	0	19	0	0	38	7	0	0	0	45	0	0	22	5	0	0	0	27
1515 - 1530	0	0	12	3	0	0	0	15	0	0	33	3	0	0	0	36	0	0	22	2	0	0	0	24
1530 - 1545	0	0	21	4	1	0	0	26	0	0	43	3	0	0	0	46	0	0	20	3	1	0	0	24
1545 - 1600	0	0	19	2	0	0	0	21	0	0	47	6	0	0	0	53	0	0	26	3	0	0	0	29
Hourly Total	0	0	66	14	1	0	0	81	0	0	161	19	0	0	0	180	0	0	90	13	1	0	0	104
1600 - 1615	0	0	8	3	2	0	0	13	0	0	51	4	0	0	0	55	0	0	20	5	0	0	0	25
1615 - 1630	0	0	12	2	0	0	0	14	0	0	45	9	0	0	0	54	0	0	18	5	0	0	0	23

Manston, Tuesday 7th March 2017

Junction: (4) Minster Roundabout
Approach: A299 (West)

TIME	Left to B2190								Ahead to A299 (East)								Right to Tothill Street							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	37	10	1	0	0	48	0	1	165	16	6	7	0	195	0	0	17	4	1	1	0	23
0615 - 0630	0	0	41	9	0	0	0	50	0	0	154	16	4	5	0	179	0	0	21	1	0	2	0	24
0630 - 0645	0	0	44	13	1	2	0	60	0	3	167	22	3	8	1	204	0	0	20	3	1	0	0	24
0645 - 0700	0	1	60	11	2	1	0	75	0	0	173	33	6	7	0	219	0	0	21	7	0	1	0	29
Hourly Total	0	1	182	43	4	3	0	233	0	4	659	87	19	27	1	797	0	0	79	15	2	4	0	100
0700 - 0715	0	0	49	9	2	1	0	61	0	0	166	36	2	8	0	212	0	0	20	7	0	1	0	28
0715 - 0730	0	0	59	11	0	0	0	70	0	0	190	29	6	8	1	234	0	0	16	7	0	0	0	23
0730 - 0745	0	0	55	12	1	2	0	70	0	0	150	32	6	8	0	196	0	0	19	6	1	2	0	28
0745 - 0800	0	0	51	13	3	4	0	71	0	1	182	46	14	10	0	253	0	0	19	0	1	0	0	20
Hourly Total	0	0	214	45	6	7	0	272	0	1	688	143	28	34	1	895	0	0	74	20	2	3	0	99
0800 - 0815	0	3	56	10	1	2	0	72	0	0	172	46	6	15	0	239	0	0	25	3	1	2	0	31
0815 - 0830	0	2	63	18	3	1	0	87	0	2	179	38	15	11	0	245	0	0	25	3	3	0	0	31
0830 - 0845	0	0	52	10	1	2	0	65	0	0	141	22	14	7	0	184	0	0	21	3	4	0	0	28
0845 - 0900	0	0	58	7	4	2	0	71	0	0	129	31	11	2	0	173	0	0	15	3	0	0	0	18
Hourly Total	0	5	229	45	9	7	0	295	0	2	621	137	46	35	0	841	0	0	86	12	8	2	0	108
0900 - 0915	0	0	31	14	3	1	0	49	0	0	122	31	14	2	0	169	0	0	22	11	3	0	0	36
0915 - 0930	0	1	32	8	1	0	0	42	0	0	96	22	8	7	0	133	0	0	21	7	1	1	0	30
0930 - 0945	0	0	35	3	2	2	0	42	0	1	91	23	3	6	1	125	0	0	20	3	2	0	0	25
0945 - 1000	0	0	32	3	3	0	0	38	0	0	107	22	7	7	0	143	0	0	20	4	3	1	0	28
Hourly Total	0	1	130	28	9	3	0	171	0	1	416	98	32	22	1	570	0	0	83	25	9	2	0	119
1000 - 1015	0	0	30	7	0	1	0	38	0	0	83	20	10	9	1	123	0	1	24	6	2	0	0	33
1015 - 1030	0	0	30	11	1	1	0	43	0	0	77	17	7	7	2	110	0	0	26	1	1	0	0	28
1030 - 1045	0	0	31	11	1	0	0	43	0	0	88	20	7	6	1	122	0	0	17	3	1	1	0	22
1045 - 1100	0	0	31	7	2	2	0	42	0	1	104	20	8	8	0	141	0	0	20	3	2	0	0	25
Hourly Total	0	0	122	36	4	4	0	166	0	1	352	77	32	30	4	496	0	1	87	13	6	1	0	108
1100 - 1115	0	0	28	11	0	0	0	39	0	0	96	22	7	5	2	132	0	0	20	3	2	0	0	25
1115 - 1130	0	0	23	7	1	1	0	32	0	1	106	21	5	8	0	141	0	0	21	1	1	0	0	23
1130 - 1145	0	0	22	15	2	1	0	40	0	0	108	18	3	10	0	139	0	0	23	2	2	0	0	27
1145 - 1200	0	0	24	7	2	0	0	33	0	0	98	23	2	7	2	132	0	0	23	3	2	0	0	28
Hourly Total	0	0	97	40	5	2	0	144	0	1	408	84	17	30	4	544	0	0	87	9	7	0	0	103
1200 - 1215	0	0	27	5	2	1	0	35	0	0	96	22	7	6	1	132	0	0	22	0	3	0	0	25
1215 - 1230	0	0	27	2	2	1	0	32	0	1	90	22	13	10	1	137	0	0	23	7	1	1	0	32
1230 - 1245	0	0	28	5	2	4	0	39	0	0	95	23	9	3	2	132	0	0	22	9	1	0	0	32
1245 - 1300	0	0	24	6	3	1	0	34	0	0	88	22	7	11	1	129	0	0	21	5	2	0	0	28
Hourly Total	0	0	106	18	9	7	0	140	0	1	369	89	36	30	5	530	0	0	88	21	7	1	0	117
1300 - 1315	0	1	35	4	5	0	0	45	0	0	94	13	18	5	2	132	0	0	20	7	2	1	0	30
1315 - 1330	0	0	37	7	2	2	1	49	0	0	90	19	10	5	1	125	0	0	16	8	0	1	0	25
1330 - 1345	0	0	38	6	4	3	0	51	0	1	81	19	9	7	1	118	0	0	17	4	0	2	0	23
1345 - 1400	0	0	29	6	2	0	0	37	0	0	90	24	11	8	0	133	0	0	15	4	2	0	0	21
Hourly Total	0	1	139	23	13	5	1	182	0	1	355	75	48	25	4	508	0	0	68	23	4	4	0	99
1400 - 1415	0	0	53	14	1	0	0	68	0	0	99	32	12	4	3	150	0	0	33	9	0	2	0	44
1415 - 1430	0	0	43	7	2	0	0	52	0	0	128	34	10	1	0	173	0	0	29	8	1	0	0	38
1430 - 1445	0	0	44	11	0	1	0	56	0	0	116	40	8	3	0	167	0	0	25	8	0	0	0	33
1445 - 1500	0	0	53	8	1	1	0	63	0	1	132	43	2	1	1	180	0	0	24	8	1	2	0	35
Hourly Total	0	0	193	40	4	2	0	239	0	1	475	149	32	9	4	670	0	0	111	33	2	4	0	150
1500 - 1515	0	0	51	8	2	2	0	63	0	0	158	41	4	1	2	206	0	0	20	8	0	0	0	28
1515 - 1530	0	0	50	8	2	1	0	61	0	0	146	39	6	2	1	194	0	0	19	10	1	0	0	30
1530 - 1545	0	0	55	12	1	1	0	69	0	0	166	40	9	2	0	217	0	0	21	11	1	1	0	34
1545 - 1600	0	0	42	9	0	2	0	53	0	0	174	45	5	2	1	227	0	0	33	8	0	1	0	42
Hourly Total	0	0	198	37	5	6	0	246	0	0	644	165	24	7	4	844	0	0	93	37	2	2	0	134
1600 - 1615	0	0	52	15	4	1	0	72	0	0	189	44	9	2	0	244	0	0	35	11</				

Junction: A - (North) B2014 Newington Road / B - (South) B2014 Newington Road / C - Manston Road

Approach: A - (North) B2014 Newington Road

TIME	A to B							A to C							A to A						
	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL
06:00 - 06:15	19	3	2	0	1	27.0	25	8	1	0	0	0	9.0	9	0	0	0	0	0	0	0.0
06:15 - 06:30	26	8	1	0	1	37.5	36	8	1	0	0	0	9.0	9	0	0	0	0	0	0	0.0
06:30 - 06:45	30	9	1	0	0	40.5	40	16	3	0	0	0	18.0	19	0	0	0	0	0	0	0.0
06:45 - 07:00	26	7	2	0	0	40.0	37	17	4	1	0	0	14.5	14	0	0	0	0	0	0	0.0
Hourly Total	103	27	6	0	4	145	138	41	9	1	0	0	52	51	0	0	0	0	0	0	0
07:00 - 07:15	42	8	0	0	0	50.0	50	24	4	0	0	0	28.0	28	0	0	0	0	0	0	0.0
07:15 - 07:30	45	6	2	0	1	56.0	54	23	5	0	0	0	28.0	28	0	0	0	0	0	0	0.0
07:30 - 07:45	60	11	3	1	2	81.8	77	18	6	0	0	0	24.0	24	0	1	0	0	0	0	1.0
07:45 - 08:00	53	19	4	0	2	82.0	78	32	9	0	0	0	41.0	41	0	0	0	0	0	0	0.0
Hourly Total	209	44	9	1	5	279	278	97	24	0	0	0	111	111	0	1	0	0	0	1	1
08:00 - 08:15	55	5	0	0	0	60.0	60	17	2	0	0	0	18.0	19	1	0	1	0	0	0	2.5
08:15 - 08:30	85	12	1	0	1	100.5	99	26	6	0	0	0	32.0	32	0	0	0	0	0	0	0.0
08:30 - 08:45	74	19	1	0	1	96.5	95	27	5	0	0	0	32.0	32	3	0	0	0	0	0	3.0
08:45 - 09:00	71	7	1	2	0	84.1	81	18	3	1	1	0	24.8	23	4	0	0	0	0	0	4.0
Hourly Total	286	43	3	2	2	342	335	88	18	1	1	0	108	105	8	0	1	0	0	0	10
09:00 - 09:15	58	5	2	2	1	72.4	68	16	4	1	0	0	21.5	21	0	0	0	0	0	0	0.0
09:15 - 09:30	59	13	2	1	1	79.3	76	17	3	0	0	0	20.0	20	0	0	0	0	0	0	0.0
09:30 - 09:45	42	5	3	1	2	57.8	53	17	1	1	0	0	19.5	19	0	0	0	0	0	0	0.0
09:45 - 10:00	65	10	2	1	1	82.3	79	24	2	1	0	0	27.5	27	0	0	0	0	0	0	0.0
Hourly Total	234	33	8	5	5	293	278	74	10	3	0	0	89	87	0	0	0	0	0	0	0
10:00 - 10:15	46	5	1	0	1	54.5	53	20	1	1	0	0	22.5	22	1	0	0	0	0	0	1.0
10:15 - 10:30	71	5	5	1	1	87.8	83	19	3	1	0	0	23.5	23	0	0	0	0	0	0	0.0
10:30 - 10:45	45	13	3	1	2	68.8	64	22	5	0	0	0	27.0	27	0	0	0	0	0	0	0.0
10:45 - 11:00	66	12	1	0	1	81.5	80	19	3	4	0	0	28.0	26	0	0	0	0	0	0	0.0
Hourly Total	238	39	10	2	5	293	280	80	13	6	0	0	101	98	0	0	0	0	0	0	0
11:00 - 11:15	60	11	3	0	1	82.1	77	12	11	1	0	0	24.5	24	1	0	0	0	0	0	1.0
11:15 - 11:30	59	13	1	1	1	77.8	75	12	7	1	0	0	20.5	20	1	0	0	0	0	0	1.0
11:30 - 11:45	72	9	2	2	1	90.6	86	23	5	1	0	0	29.5	29	1	0	0	0	0	0	1.0
11:45 - 12:00	63	9	3	1	2	82.8	78	17	9	1	0	0	27.5	27	1	0	0	0	0	0	1.0
Hourly Total	254	42	9	6	5	316	315	64	32	4	0	0	102	100	4	0	0	0	0	0	4
12:00 - 12:15	68	6	3	0	1	79.5	68	12	3	0	0	0	15.0	15	0	0	0	0	0	0	0.0
12:15 - 12:30	53	8	1	1	2	68.8	65	13	5	0	0	0	16.0	16	0	0	0	0	0	0	0.0
12:30 - 12:45	55	7	4	1	0	70.3	67	14	5	1	0	0	20.5	20	1	0	0	0	0	0	1.0
12:45 - 13:00	66	9	2	0	2	82.0	79	20	2	1	0	0	23.5	23	0	0	0	0	0	0	0.0
Hourly Total	232	30	10	2	5	293	279	59	13	2	0	0	75	74	1	0	0	0	0	0	0
13:00 - 13:15	62	11	2	0	1	76.8	76	21	3	0	0	0	18.0	18	1	0	0	0	0	0	1.0
13:15 - 13:30	63	5	1	0	2	73.5	71	20	2	2	0	0	25.0	24	0	0	0	0	0	0	0.0
13:30 - 13:45	75	7	2	0	0	85.0	84	22	4	0	0	0	26.0	26	0	0	0	0	1	0	2.0
13:45 - 14:00	48	9	0	0	2	61.0	59	18	3	2	0	0	24.0	23	1	0	0	0	0	0	1.0
Hourly Total	248	32	5	0	5	295	290	81	12	4	0	0	99	97	2	0	0	1	0	0	3
14:00 - 14:15	73	7	2	1	1	87.0	84	22	1	1	0	0	24.5	24	1	0	0	0	0	0	1.0
14:15 - 14:30	46	7	4	0	1	61.0	58	14	2	0	0	0	16.0	16	0	0	0	0	0	0	0.0
14:30 - 14:45	82	11	2	0	1	98.0	95	17	4	1	0	0	22.5	22	0	1	0	0	0	0	1.0
14:45 - 15:00	70	8	0	0	2	82.0	80	26	2	0	0	0	28.0	28	1	0	0	0	0	0	1.0
Hourly Total	271	33	8	1	5	328	318	79	9	2	0	0	91	90	2	1	0	0	0	1	3
15:00 - 15:15	62	13	1	0	1	79.5	77	21	4	0	0	1	27.0	26	0	0	0	0	0	0	0.0
15:15 - 15:30	78	8	4	0	0	92.0	90	12	1	0	0	0	13.0	13	0	0	0	0	0	0	0.0
15:30 - 15:45	71	8	1	3	2	91.4	85	20	9	1	0	0	30.5	30	0	0	0	0	0	0	0.0
15:45 - 16:00	55	10	1	0	2	76.5	68	19	2	0	0	0	21.0	21	0	0	0	0	0	0	0.0
Hourly Total	266	39	7	3	5	313	320	72	16	1	1	0	92	90	0	0	0	0	0	0	0
16:00 - 16:15	81	9	5	1	1	100.8	98	16	5	1	0	0	18.0	18	1	0	0	0	0	0	1.0
16:15 - 16:30	85	13	2	0	0	101.0	100	24	4	1	0	0	29.5	29	2	0	0	0	0	0	2.0
16:30 - 16:45	93	11	1	0	1	107.5	106	22	6	0	0	0	28.0	28	1	0	0	0	0	0	1.0
16:45 - 17:00	55	10	1	0	0	68.5	67	17	1	0	0	0	18.0	18	0	0	0	0	0	0	0.0
Hourly Total	314	42	9	1	3	378	369	79	12	2	0	0	94	93	4	0	0	0	0	4	4
17:00 - 17:15	69	14	1	0	1	96.5	85	21	1	0	1	0	28.0	24	0	0	0	0	0	0	0.0
17:15 - 17:30	55	6	0	0	0	61.0	61	14	0	0	0	0	14.0	14	0	0	0	0	0	0	0.0
17:30 - 17:45	59	5	0	0	2	68.0	66	19	2	0	0	0	21.0	21	0	0	0	0	0	0	0.0
17:45 - 18:00	69	7	1	0	0	77.5	77	26	3	0	0	2	31.0	29	0	0	0	0	0	0	0.0
Hourly Total	292	32	2	0	3	293	289	79	9	0	1	3	92	88	0	0	0	0	0	0	0
18:00 - 18:15	72	9	0	0	3	87.0	84	20	2	0	0	0	24.0	23	0	0	0	0	0	0	0.0
18:15 - 18:30	71	2	0	0	0	73.0	73	23	3	0	0	0	26.0	26	0	0	0	0	0	0	0.0
18:30 - 18:45	56	6	2	0	1	67.0	65	21	0	0	0	0	21.0	21	0	0	0	0	0	0	0.0
18:45 - 19:00	59	5	0	0	2	68.0	66	21	3	0	0	0	24.0	24	0	0	0	0	0	0	0.0
Hourly Total	258	22	2	0	6	295	288	85	8	0	0	1	95	94	0	0	0	0	0	0	0
19:00 - 19:15	58	6	1	0	1	67.0	66	10	2	0	0	0	13.0	12	2	0	0	0	0	0	2.0
19:15 - 19:30	47	0	0	0	0	47.0	47	10	0	0	0	0	10.0	10	1	0	0	0	0	0	1.0

TIME	CAR	LOV	From A					To A							
			OOV1	OOV2	BUS	PCU	TOTAL	CAR	LOV	OOV1	OOV2	BUS	PCU	TOTAL	
06:00 - 06:15	27	4	2	0	1	36.0	34	13	2	1	0	0	0	16.5	16
06:15 - 06:30	34	9	1	0	1	48.5	45	26	5	0	1	0	0	33.3	32
06:30 - 06:45	46	12	1	0	0	59.5	59	38	6	0	0	0	0	44.0	44
06:45 - 07:00	35	11	3	0	2	54.5	51	56	8	1	1	1	1	69.8	67
Hourly Total	142	36	7	0	4	197	189	133	21	2	2	1	1	164	162
07:00 - 07:15	66	12	0	0	0	78.0	78	57	11	1	2	1	1	76.1	72
07:15 - 07:30	68	11	2	0	1	84.0	82	84	15	2	1	0	0	104.3	102
07:30 - 07:45	78	18	3	1	2	106.8	102	93	21	4	2	1	1	126.6	121
07:45 - 08:00	85	28	4	0	2	123.0	119	117	18	2	1	1	1	142.3	139
Hourly Total	297	69	9	1	5	393	381	381	65	9	6	3	4	490	484
08:00 - 08:15	73	7	1	0	0	81.5	81	130	23	3	4	2	2	170.7	162
08:15 - 08:30	111	18	1	0	1	131.5	131	123	15	4	1	1	1	148.3	144
08:30 - 08:45	104	24	1	0	1	131.5	130	101	21	3	1	1	1	130.8	127
08:45 - 09:00	93	10	2	3	0	112.9	108	131	18	2	1	1	0	154.3	152
Hourly Total	381	59	5	3	2	453	450	485	77	12	7	4	4	614	595
09:00 - 09:15	74	9	3	2	1	94.1	89	91	16	6	0	3	2	122.0	116
09:15 - 09:30	76	16	2	1	1	98.3	96	89	16	2	0	2	2	112.0	109
09:30 - 09:45	59	6	4	1	2	77.3	72	89	12	3	0	1	1	107.5	105
09:45 - 10:00	89	12	3	1	1	109.8	106	104	23	7	0	1	1	139.5	136
Hourly Total	298	43	12	5	5	381	363	373	67	18	3	7	7	481	465
10:00 - 10:15	67	6	2	0	1	76.0	76	91	20	6	2	1	1	126.6	120
10:15 - 10:30	80	8	6	1	1	111.3	106	86	25	5	0	1	1	128.5	117
10:30 - 10:45	67	18	3	1	2	96.8	91	85	18	4	2	3	3	119.6	112
10:45 - 11:00	85	15	5	0	1	109.5	106	93	19	5	3	2	2	130.4	122
Hourly Total	289	47	16	2	5	391	379	385	62	20	7	7	7	497	471
11:00 - 11:15	73	22	4	2	1	107.6	102	96	19	9	1	1	1	132.8	126
11:15 - 11:30	72	20	2	1	1	99.3	96	126	17	5	0	2	2	154.5	150
11:30 - 11:45	96	14	3	2	1	121.1	116	104	15	1	3	1	1	129.4	124
11:45 - 12:00	81	18	4	1	2	111.3	106	120	12	3	1	2	2	142.8	138
Hourly Total	302	74	13	6	5	440	420	446	63	18	5	6	6	600	559
12:00 - 12:15	70	9	3	0	1	96.5	85	102	20	2	0	1	1	131.6	127
12:15 - 12:30	66	11	1	1	2	94.8	81	83	17	7	0	2	2	114.5	109
12:30 - 12:45	70	12	5	1	0	91.6	88	100	22	1	0	3	3	128.5	126
12:45 - 13:00	86	11	3	0	2	105.5	102	107	16	5	1	2	2	136.8	131
Hourly Total	292	49	12	2	5	361	354	382	75	15	3	6	6	513	489
13:00 - 13:15	84	14	2	0	1	103.9	101	103	17	2	0	1	1	127.3	124
13:15 - 13:30	83	7	3	0	2	96.5	95	94	18	4	0	2	2	122.0	118
13:30 - 13:45	97	11	2	1	0	113.3	111	100	17	2	1	1	2	126.3	122
13:45 - 14:00	87	12	2	0	2	86.0	83	104	12	1	2	1	1	124.1	120
Hourly Total	321	44	9	1	5	491	390	401	64	9	4	6	6	590	464
14:00 - 14:15	96	8	3	2	1	112.8	109	92	13	5	0	1	0	112.5	110
14:15 - 14:30	60	9	4	0	1	77.0	74	90	17	4	0	1	1	115.0	112
14:30 - 14:45	89	16	3	0	1	121.5	119	109	24	2	0	2	2	140.0	137
14:45 - 15:00	97	10	0	0	2	111.0	109	120	12	3	0	2	2	140.5	137
Hourly Total	282	43	10	1	5	422	411	411	66	14	0	5	5	508	488
15:00 - 15:15	83	17	1	1	1	105.8	103	112	22	6	1	0	0	146.3	141
15:15 - 15:30	90	9	4	0	0	105.0	103	111	13	2	0	2	2	131.0	128
15:30 - 15:45	91	17	2	3	2	121.9	115	114	18	2	0	0	0	135.0	134
15:45 - 16:00	74	12	1	0	2	91.5	89	105	15	2	1	1	1	127.3	124
Hourly Total	338	56	8	4	5	424	410	442	68	12	2	3	3	519	527
16:00 - 16:15	98	9	6	1	1	126.3	115	123	17	1	0	1	1	155.5	152
16:15 - 16:30	111	17	3	0	0	132.5	131	104	22	2	0	1	1	131.0	129
16:30 - 16:45	116	17	1	0	1	136.5	135	120	24	4	1	2	2	156.3	151
16:45 - 17:00	72	11	1	0	1	86.5	85	94	28	4	0	1	1	130.0	127
Hourly Total	397	54	11	1	3	470	466	441	101	11	1	5	5	571	559
17:00 - 17:15	90	15	1	1	2	112.8	109	131	23	1	0	0	0	146.5	146
17:15 - 17:30	69	6	0	0	0	75.0	75	123	11	0	0	1	1	136.0	135
17:30 - 17:45	78	7	0	0	2	88.0	87	118	12	1	0	0	0	131.5	131
17:45 - 18:00	94	9	1	0	2	108.5	106	96	17	3	0	2	2	120.0	117
Hourly Total	331	37	2	1	6	393	377	469	63	4	0	3	3	544	529
18:00 - 18:15	92	11	0	0	4	111.8	107	131	15	1	0	0	0	147.6	147
18:15 - 18:30	94	5	0	0	0	99.0	99	121	15	1	0	2	2	141.5	139
18:30 - 18:45	77	6	2	0	1	88.0	86	97	9	0	0	0	0	106.0	106
18:45 - 19:00	80	8	0	0	2	92.0	90	83	13	0	0	0	1	98.0	97
Hourly Total	343	30	2	0	7	390	382	432	52	2	0	3	3	493	489
19:00 - 19:15	70	8	1	0	1	81.5	80	91	6	1	0	0	1	118.5	104
19:15 - 19:30	98	0	0	0	0	98.0	98	77	8	0	0	1	1	87.0	86
19:30 - 19:45	76	5	0	0	1	83.0	82	72	5	0	0	1	1	79.0	78
19:45 - 20:00	66	4	0	0	0	70.0	70	70	2	0	0	1	1	74.0	73
Hourly Total	270	17	1	0	2	293	290	310	21	1	0	9	9	391	341
20:00 - 20:15	59	4	0	0	1	66.0	64	52	4	0	0	1	1	68.0	57
20:15 - 20:30	50	3	0	0	0	53.0	53	60	5	0	2	0	0	65.6	67
20:30 - 20:45	36	7	0	0	1	46.0	44	31	5	0	1	0	0	38.3	37
20:45 - 21:00	28	5	0	0	0	33.0	33	45	3	0	0	1	1	50.0	48
Hourly Total	173	19	0	0	2	196	194	188	17	0	3	2	2	216	210
21:00 - 21:15	48	1	0	0	1	51.0	50	43	0	0	0	0	0	48.0	48
21:15 - 21:30	34	3	0	0	0	37.0	37	34	4	0	0	1	1	38.0	37
21:30 - 21:45	28	4	0	0	1	34.0	33	30	2	0	0	1	1	34.0	33
21:45 - 22:00	25	4	0	0	3	36.0	32	27	4	0	0	0	0	31.0	31
Hourly Total	135	12	0	0	5	157	152	154	14	0	0	2	2	152	150
22:00 - 22:15	28	3	0	0	2	35.0	33	44	4	0	0	0	0	48.0	48
22:15 - 22:30	23	2	1	0	0	26.0	26	29	1	0	0	1	1	30.0	31
22:30 - 22:45	20	1	0	0	1	23.0	22	27	0	1	0	1	1	30.5	29
22:45 - 23:00	18	0	0	0	0	18.0	18	27	0	0	0	0	0	27.0	27
Hourly Total	89	6	1	0	3	103	99	127	5	1	0	2	2	130	135
23:00 - 23:15	15	0	0	0	1	17.0	16	16	0	0	0	1	1	18.0	17
23:15 - 23:30	8	0	0	0	0	8.0	8	22	2	0	0	0	0	24.0	24
23:30 - 23:45	14	1	1	0	0	18.5	17	19	1	1	0	1	1	23.5	22
23:45 - 00:00	10	0	0	0	0	10.0	10	7	0	0	0	0	0	7.0	7
Hourly Total	47	1	1	0	2	54	51	64	3	1	0	2	2	73	70
Session Total	4847	689	119	27	76	5933	5758	5954	924	149	40	78	7394	7145	

Junction: A - (North) B2014 Newington Road / B - (South) B2014 Newington Road / C - Manston Road

Approach: B - (South) B2014 Newington Road

TIME	CAR	LGV	B to C					CAR	LGV	OOV1	OOV2	BUS	B to A			CAR	LGV	OOV1	OOV2	BUS	B to B			
			PCU	TOTAL	PCU	TOTAL	PCU						TOTAL	PCU	TOTAL						PCU	TOTAL		
06:00 - 06:15	16	1	0	0	0	17.0	17	12	2	0	0	0	14.0	14	0	0	0	0	0	0	0	0	0.0	0
06:15 - 06:30	12	1	0	0	0	13.0	13	19	4	0	1	0	25.3	24	0	0	0	0	0	0	0	0.0	0	
06:30 - 06:45	29	5	0	0	0	34.0	34	28	3	0	0	0	31.0	31	0	1	0	0	0	0	0	1.0	1	
06:45 - 07:00	29	2	1	0	0	32.5	32	42	7	1	1	1	54.8	52	0	0	0	0	0	0	0	0.0	0	
Hourly Total	86	9	1	0	0	97	96	101	16	1	2	1	125	121	0	1	0	0	0	0	0	0.0	0	
07:00 - 07:15	49	5	1	0	0	57.5	56	62	23	4	2	1	84.5	82	0	0	0	0	0	0	0	0.0	0	
07:15 - 07:30	44	4	0	0	0	48.0	48	67	12	2	1	0	84.3	81	0	0	0	0	0	0	0	0.0	0	
07:30 - 07:45	65	6	1	0	0	72.5	72	74	15	4	1	1	99.3	95	0	0	0	0	0	0	0	0.0	0	
07:45 - 08:00	64	8	0	0	1	74.0	73	78	10	1	1	1	93.8	91	0	0	0	0	0	0	0	0.0	0	
Hourly Total	262	29	2	0	1	232	229	261	46	8	5	3	338	322	0	0	0	0	0	0	0	0.0	0	
08:00 - 08:15	59	9	0	0	0	68.0	68	97	17	4	2	1	104.7	102	0	0	0	0	0	0	0	0.0	0	
08:15 - 08:30	94	5	1	0	0	100.5	100	87	9	3	1	1	104.8	101	0	1	0	0	0	0	0	1.0	1	
08:30 - 08:45	67	6	0	0	0	73.0	73	75	14	2	1	1	96.3	93	0	0	0	0	0	0	0	0.0	0	
08:45 - 09:00	71	4	1	0	1	78.5	77	86	14	2	1	0	105.3	103	0	0	0	0	0	0	0	0.0	0	
Hourly Total	291	24	2	0	2	320	318	345	55	8	7	4	435	413	0	1	0	0	0	0	0	0.0	0	
09:00 - 09:15	68	4	2	0	0	74.0	73	68	14	5	0	1	94.5	91	0	0	0	0	0	0	0	1.0	1	
09:15 - 09:30	52	7	0	0	0	59.0	59	70	10	1	0	2	85.5	83	0	0	0	0	0	0	0	0.0	0	
09:30 - 09:45	57	8	0	0	0	65.0	65	69	8	3	0	1	83.5	81	0	0	0	0	0	0	0	0.0	0	
09:45 - 10:00	61	6	1	0	0	68.5	68	82	16	6	0	1	108.0	105	1	0	0	0	0	0	0	1.0	1	
Hourly Total	258	25	3	0	1	270	267	291	49	15	0	5	373	360	2	0	0	0	0	0	0	0.0	0	
10:00 - 10:15	60	7	0	0	1	68.0	68	69	17	4	2	1	96.6	93	0	0	0	0	0	0	0	0.0	0	
10:15 - 10:30	65	5	2	0	0	73.0	72	63	20	4	0	1	91.0	88	0	0	0	0	0	0	0	0.0	0	
10:30 - 10:45	56	5	1	0	0	62.5	62	67	16	3	2	3	88.1	81	0	0	0	0	0	0	0	0.0	0	
10:45 - 11:00	73	7	1	0	0	81.5	81	67	16	3	2	2	96.1	90	0	0	0	0	0	0	0	0.0	0	
Hourly Total	254	24	4	0	1	295	293	266	69	14	6	7	394	382	0	0	0	0	0	0	0	0.0	0	
11:00 - 11:15	58	5	0	0	0	63.0	63	67	11	7	1	1	93.8	90	0	0	0	0	0	0	0	0.0	0	
11:15 - 11:30	52	10	1	0	1	65.5	64	99	10	3	0	2	117.5	114	1	0	0	0	0	0	0	1.0	1	
11:30 - 11:45	67	7	2	0	0	77.0	76	73	10	1	3	1	93.4	88	1	0	0	0	0	0	0	1.0	1	
11:45 - 12:00	41	8	1	0	0	50.5	50	88	6	3	1	1	102.8	99	0	0	0	0	0	0	0	0.0	0	
Hourly Total	218	39	4	0	1	255	253	328	37	14	5	5	405	389	2	0	0	0	0	0	0	2	2	
12:00 - 12:15	64	6	1	0	1	73.5	72	75	12	2	0	1	95.0	92	0	0	0	0	0	0	0	0.0	0	
12:15 - 12:30	60	6	1	0	0	67.5	67	56	13	5	0	1	78.5	75	0	1	0	0	0	0	0	1.0	1	
12:30 - 12:45	46	5	1	0	0	52.5	52	77	15	1	0	2	87.5	85	0	0	0	0	0	0	0	0.0	0	
12:45 - 13:00	57	2	0	0	0	59.0	59	79	13	4	1	1	102.3	98	0	0	0	0	0	0	0	0.0	0	
Hourly Total	227	19	3	0	1	253.5	250	290	55	12	1	5	373	361	0	1	0	0	0	0	0	1	1	
13:00 - 13:15	67	3	1	0	1	63.5	62	72	14	2	0	1	93.3	90	0	0	0	0	0	0	0	0.0	0	
13:15 - 13:30	57	6	1	0	0	64.5	64	65	13	2	0	2	85.0	82	0	0	0	0	0	0	0	0.0	0	
13:30 - 13:45	62	6	0	0	0	68.0	68	77	13	2	0	1	95.0	93	0	1	0	0	0	0	0	1.0	1	
13:45 - 14:00	62	1	2	0	0	66.0	65	81	8	1	1	1	94.8	92	2	0	0	0	0	0	0	2.0	2	
Hourly Total	238	16	4	0	1	282	279	295	48	7	2	5	390	387	2	1	0	0	0	0	0	3	3	
14:00 - 14:15	48	4	1	0	1	55.5	54	65	9	3	0	0	78.5	78	0	0	0	0	0	0	0	0.0	0	
14:15 - 14:30	62	8	1	1	0	73.8	72	66	10	4	0	1	84.0	81	0	0	0	0	0	0	0	0.0	0	
14:30 - 14:45	61	3	1	0	0	65.5	65	78	15	2	0	1	98.0	95	0	0	0	0	0	0	0	0.0	0	
14:45 - 15:00	65	7	1	0	0	73.5	73	89	7	2	0	1	101.0	99	0	0	0	0	0	0	0	0.0	0	
Hourly Total	236	22	4	1	1	288	284	299	41	11	0	3	393	394	0	0	0	0	0	0	0	0	0	
15:00 - 15:15	57	11	0	0	0	68.0	67	79	16	4	1	2	101.3	100	0	0	0	0	0	0	0	0.0	0	
15:15 - 15:30	68	7	0	0	0	76.0	76	84	9	2	0	2	100.0	97	0	0	0	0	0	0	0	1.0	1	
15:30 - 15:45	80	10	0	0	0	90.0	90	78	14	1	0	0	93.5	93	1	0	0	0	0	0	0	1.0	1	
15:45 - 16:00	57	5	0	0	0	62.0	62	71	10	1	0	1	84.5	83	1	0	0	0	0	0	0	1.0	1	
Hourly Total	262	34	1	0	1	298	297	312	49	8	1	3	381	373	3	0	0	0	0	0	0	3	3	
16:00 - 16:15	58	12	1	0	1	73.0	72	89	19	0	0	1	115.0	109	0	0	0	0	0	0	0	0	0	
16:15 - 16:30	58	8	0	0	1	68.3	67	61	14	2	0	0	80.0	78	0	0	0	0	0	0	0	0.0	0	
16:30 - 16:45	49	4	1	0	0	54.5	54	90	18	2	1	2	117.3	113	0	0	0	0	0	0	0	0.0	0	
16:45 - 17:00	39	8	0	0	0	47.0	47	73	22	4	0	1	103.0	100	0	0	0	0	0	0	0	0.0	0	
Hourly Total	204	32	2	1	1	243	240	313	73	8	1	5	419	400	0	0	0	0	0	0	0	0	0	
17:00 - 17:15	57	8	1	0	0	66.3	66	96	17	1	0	0	114.5	114	0	0	0	0	0	0	0	0.0	0	
17:15 - 17:30	65	3	0	0	0	68.0	68	93	7	0	0	0	102.0	101	0	0	0	0	0	0	0	0.0	0	
17:30 - 17:45	62	9	0	0	0	73.0	72	83	10	0	0	0	93.0	93	1	0	0	0	0	0	0	1.0	1	
17:45 - 18:00	54	5	0	0	0	59.0	59	59	12	1	0	2	76.5	74	0	0	0	0	0	0	0	0.0	0	
Hourly Total	238	25	1	0	1	287	285	331	46	2	0	3	398	392	1	0	0	0	0	0	0	0	1	
18:00 - 18:15	56	3	0	0	0	59.0	59	96	13	1	0	0	110.0	110	0	0	0	0	0	0	0	0.0	0	
18:15 - 18:30	47	2	1	0	0	50.5	50	96	8	0	0	2	108.0	106	0	0	0	0	0	0	0	0.0	0	
18:30 - 18:45	52	1	0	0	1	55.0	54	71	6	0	0	0	77.0	77	0	0	0	0	0	0	0	0.0	0	
18:45 - 19:00	36	5	0	0	0	41.0	41	58																

TIME	CAR	LOV	From B						To B					
			OOV1	OOV2	BUS	PCU	TOTAL	CAR	LOV	OOV1	OOV2	BUS	PCU	TOTAL
06:00 - 06:15	28	3	0	0	0	31.0	31	27	5	2	0	1	37.0	35
06:15 - 06:30	31	5	0	0	0	38.3	37	36	10	2	0	1	51.0	49
06:30 - 06:45	57	9	0	0	0	66.0	66	41	10	1	1	0	64.0	55
06:45 - 07:00	71	9	2	1	1	87.3	84	40	11	2	0	2	58.0	56
Hourly Total	187	26	2	2	1	221	218	144	36	7	1	4	201	192
07:00 - 07:15	71	13	2	2	2	96.6	90	57	10	0	0	0	87.0	87
07:15 - 07:30	111	16	2	1	0	132.3	130	60	13	3	0	1	79.0	77
07:30 - 07:45	139	21	5	1	1	171.8	167	87	14	4	1	2	113.3	108
07:45 - 08:00	142	18	1	1	2	167.8	164	82	27	5	0	2	120.5	116
Hourly Total	463	66	10	5	5	561	551	286	64	12	1	5	307	295
08:00 - 08:15	166	27	1	4	4	197.7	190	114	11	2	0	2	132.0	129
08:15 - 08:30	181	15	4	1	1	206.3	202	143	21	2	0	1	169.0	167
08:30 - 08:45	142	20	2	1	1	169.3	166	140	23	1	0	1	166.5	165
08:45 - 09:00	157	18	3	1	1	183.8	180	140	18	1	2	1	166.1	162
Hourly Total	456	80	10	7	5	751	728	457	73	6	2	5	414	403
09:00 - 09:15	130	19	7	0	2	172.5	167	113	16	2	2	1	137.3	134
09:15 - 09:30	122	17	1	0	2	144.5	142	107	18	3	1	1	133.8	130
09:30 - 09:45	126	16	3	0	1	148.5	146	83	11	3	1	2	104.8	100
09:45 - 10:00	144	22	7	0	1	178.5	174	109	16	6	1	2	146.3	134
Hourly Total	531	74	18	0	6	641	629	412	61	14	5	6	410	405
10:00 - 10:15	120	24	4	2	2	167.6	162	102	9	2	0	1	133.3	131
10:15 - 10:30	128	25	6	0	1	164.0	160	123	9	6	1	1	145.3	140
10:30 - 10:45	123	21	4	2	3	160.5	153	113	17	4	1	2	142.3	137
10:45 - 11:00	140	23	4	2	2	177.6	171	123	17	1	0	2	145.5	143
Hourly Total	520	83	18	6	8	610	585	462	55	13	2	6	405	404
11:00 - 11:15	126	16	7	1	1	156.8	151	110	16	3	2	1	127.3	122
11:15 - 11:30	162	20	4	0	3	184.0	179	118	20	3	1	1	146.8	143
11:30 - 11:45	141	17	3	3	1	171.4	165	127	15	5	3	1	108.4	101
11:45 - 12:00	129	14	4	1	1	153.3	149	119	12	3	1	3	143.8	138
Hourly Total	548	67	18	5	6	647	644	474	63	14	7	6	405	404
12:00 - 12:15	142	18	3	0	2	168.5	162	124	14	4	0	1	146.0	143
12:15 - 12:30	116	20	6	0	1	147.0	143	116	13	2	1	2	138.3	134
12:30 - 12:45	123	20	2	0	2	150.0	147	104	18	6	1	0	133.3	129
12:45 - 13:00	136	15	4	1	1	161.3	157	119	19	2	0	3	147.0	143
Hourly Total	517	73	15	1	6	627	612	463	64	14	2	6	400	394
13:00 - 13:15	120	17	3	1	2	156.8	152	112	13	4	0	3	130.0	128
13:15 - 13:30	122	19	3	0	2	149.5	146	132	11	2	0	2	100.0	147
13:30 - 13:45	139	20	2	0	1	164.0	162	141	11	2	0	0	105.0	154
13:45 - 14:00	145	9	3	1	1	162.8	159	108	14	0	0	3	128.0	125
Hourly Total	535	65	11	2	6	634	619	493	49	6	0	6	403	404
14:00 - 14:15	114	13	4	0	1	136.0	132	127	9	2	1	1	133.3	130
14:15 - 14:30	128	18	5	1	1	157.8	153	114	13	5	0	1	136.5	133
14:30 - 14:45	139	18	3	0	1	163.5	161	143	19	2	0	1	167.0	165
14:45 - 15:00	154	14	3	0	1	174.5	172	140	10	0	0	3	106.0	153
Hourly Total	536	63	15	1	4	631	618	534	51	9	1	6	413	401
15:00 - 15:15	136	25	4	1	1	171.3	167	126	24	1	0	1	153.5	152
15:15 - 15:30	153	19	2	0	2	179.0	176	169	11	4	0	0	186.0	184
15:30 - 15:45	169	24	1	0	0	184.5	184	151	16	2	3	2	180.0	174
15:45 - 16:00	129	15	1	0	1	147.5	146	114	16	1	0	2	105.5	153
Hourly Total	577	83	8	1	4	632	671	580	67	8	3	5	476	463
16:00 - 16:15	147	31	1	0	2	183.5	181	151	15	4	0	1	179.3	174
16:15 - 16:30	119	22	2	1	1	146.3	145	147	20	2	0	0	170.0	169
16:30 - 16:45	139	22	3	1	2	171.8	167	158	17	1	0	1	178.5	177
16:45 - 17:00	112	30	4	0	1	150.0	147	136	19	1	0	1	108.5	157
Hourly Total	517	105	10	2	6	654	640	592	71	10	1	3	486	477
17:00 - 17:15	153	25	2	0	0	181.0	180	139	17	1	0	1	146.5	168
17:15 - 17:30	168	10	0	0	1	179.0	169	130	17	0	0	1	149.0	148
17:30 - 17:45	146	19	0	0	1	167.0	166	146	11	1	0	2	162.5	160
17:45 - 18:00	113	17	1	0	2	136.5	133	153	15	1	0	1	171.5	170
Hourly Total	570	71	3	0	4	654	648	568	60	3	0	5	443	436
18:00 - 18:15	162	16	1	0	0	169.5	169	134	16	0	0	3	166.0	163
18:15 - 18:30	143	10	1	0	2	156.5	156	123	3	2	0	0	129.0	128
18:30 - 18:45	123	7	0	0	0	132.0	131	120	10	2	0	1	136.0	133
18:45 - 19:00	94	12	0	0	0	106.0	106	107	11	0	0	2	122.0	120
Hourly Total	512	45	2	0	3	560	562	484	40	4	0	6	442	434
19:00 - 19:15	110	7	2	0	2	124.0	121	127	11	1	0	1	141.5	140
19:15 - 19:30	92	11	0	0	1	105.0	104	109	3	0	0	1	114.0	113
19:30 - 19:45	103	5	0	0	1	110.0	109	113	9	0	0	1	124.0	123
19:45 - 20:00	86	3	0	0	1	101.0	100	92	5	0	0	0	97.0	97
Hourly Total	461	26	2	0	5	440	434	441	28	1	0	3	477	473
20:00 - 20:15	69	6	0	0	1	77.0	76	100	3	1	0	1	106.5	106
20:15 - 20:30	66	7	0	0	1	77.0	75	75	4	0	0	0	79.0	79
20:30 - 20:45	53	5	0	0	1	60.3	59	58	7	1	0	1	68.5	67
20:45 - 21:00	66	3	0	0	1	71.0	70	46	5	0	0	0	51.0	51
Hourly Total	254	21	0	0	3	286	280	279	19	2	0	2	205	202
21:00 - 21:15	51	6	0	0	0	57.0	57	63	2	2	0	1	70.0	68
21:15 - 21:30	43	1	0	0	1	46.0	45	62	3	0	0	0	54.0	52
21:30 - 21:45	46	2	0	0	1	50.0	49	47	4	0	0	1	53.0	52
21:45 - 22:00	34	5	0	0	0	39.0	39	51	3	0	0	0	54.0	54
Hourly Total	174	14	0	0	2	192	190	223	12	2	0	2	242	239
22:00 - 22:15	47	3	0	0	1	52.0	51	47	2	0	0	1	51.0	50
22:15 - 22:30	36	1	0	0	1	41.0	40	33	3	1	0	0	37.5	37
22:30 - 22:45	41	0	1	0	1	44.5	43	33	2	0	0	1	37.0	36
22:45 - 23:00	28	1	0	0	0	29.0	29	32	1	0	0	0	33.0	33
Hourly Total	154	5	1	0	3	167	163	145	8	1	0	2	159	156
23:00 - 23:15	26	0	0	0	1	28.0	27	26	0	0	0	1	28.0	27
23:15 - 23:30	22	1	0	0	0	26.0	25	17	1	0	0	0	24.0	24
23:30 - 23:45	24	1	0	0	1	27.0	26	19	1	1	0	1	22.5	21
23:45 - 00:00	8	0	0	0	0	8.0	8	14	0	0	0	0	14.0	14
Hourly Total	80	4	0	0	2	88	86	76	2	1	0	2	83	80
Session Total	7711	983	143	35	78	9149	8950	7192	819	127	25	80	8423	8243

Junction: A - (North) B2014 Newington Road / B - (South) B2014 Newington Road / C - Manston Road

Approach: C - Manston Road

TIME	CAR	LGV	C to A							C to B							C to C						
			OOV1	OOV2	BUS	PCU	TOTAL	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL		
06:00 - 06:15	1	0	1	0	0	2.5	2	8	2	0	0	0	10.0	10	0	0	0	0	0	0.0	0		
06:15 - 06:30	7	1	0	0	0	8.0	8	10	2	1	0	0	13.5	13	0	0	0	0	0	0.0	0		
06:30 - 06:45	10	3	0	0	0	13.0	13	11	0	0	1	0	13.3	12	0	0	0	0	0	0.0	0		
06:45 - 07:00	14	1	0	0	0	15.0	15	14	4	0	0	0	18.0	18	0	0	1	0	0	1.0	1		
Hourly Total	32	5	1	0	0	39	39	43	6	1	1	0	55	53	0	0	1	0	0	2.0	2		
07:00 - 07:15	17	3	0	0	0	18.0	18	15	3	0	0	0	17.0	17	0	0	0	0	0	0.0	0		
07:15 - 07:30	17	3	0	0	0	20.0	20	15	7	1	0	0	23.5	23	0	0	0	0	0	0.0	0		
07:30 - 07:45	19	5	0	1	0	26.3	26	27	3	1	0	0	31.5	31	0	0	0	0	0	0.0	0		
07:45 - 08:00	39	8	1	0	0	48.5	48	29	8	1	0	0	58.5	58	0	0	0	0	0	0.0	0		
Hourly Total	90	19	1	1	0	111	111	86	29	3	0	0	111	109	0	0	0	0	0	0.0	0		
08:00 - 08:15	32	5	1	0	0	36.5	36	59	3	0	0	0	72.0	69	0	0	0	0	0	1.0	1		
08:15 - 08:30	36	6	1	0	0	41.5	41	58	8	1	0	0	67.5	67	0	0	0	0	0	0.0	0		
08:30 - 08:45	23	7	1	0	0	31.5	31	66	4	0	0	0	70.0	70	0	0	0	0	0	0.0	0		
08:45 - 09:00	41	4	0	0	0	45.0	45	69	11	0	0	1	82.0	81	0	0	0	0	0	0.0	0		
Hourly Total	132	22	3	0	0	159	157	252	29	3	0	3	252	247	1	0	0	0	0	1.0	1		
09:00 - 09:15	21	1	1	0	2	27.5	28	54	11	0	0	0	65.0	65	0	0	0	0	0	0.0	0		
09:15 - 09:30	19	6	1	0	0	26.5	26	48	5	1	0	0	54.5	54	0	0	0	0	0	0.0	0		
09:30 - 09:45	20	4	0	0	0	24.0	24	41	6	0	0	0	47.0	47	0	0	0	0	0	0.0	0		
09:45 - 10:00	22	7	1	0	0	30.5	30	43	6	4	0	1	57.0	54	0	0	0	0	0	0.0	0		
Hourly Total	82	18	3	0	2	109	105	186	28	5	0	1	224	220	0	0	0	0	0	0.0	0		
10:00 - 10:15	3	2	0	0	0	27.0	26	57	3	1	0	0	61.5	61	0	0	0	0	0	0.0	0		
10:15 - 10:30	23	5	1	0	0	29.5	29	52	4	1	0	0	57.5	57	0	0	0	0	0	0.0	0		
10:30 - 10:45	18	2	1	0	0	21.5	21	68	4	1	0	0	73.5	73	2	0	0	0	0	2.0	2		
10:45 - 11:00	35	3	2	1	0	34.3	32	57	5	0	0	1	64.0	63	0	0	0	0	0	0.0	0		
Hourly Total	88	13	6	1	0	112	108	234	16	3	0	1	157	151	2	0	0	0	0	2.0	2		
11:00 - 11:15	27	8	2	0	0	38.0	37	50	5	0	0	0	55.0	55	0	0	0	0	0	0.0	0		
11:15 - 11:30	26	7	2	0	0	36.0	35	58	7	2	0	0	68.0	67	0	1	0	0	0	1.0	1		
11:30 - 11:45	30	5	0	0	0	35.0	35	54	6	3	1	0	68.0	64	0	0	0	0	0	0.0	0		
11:45 - 12:00	31	6	0	0	1	39.0	38	56	3	0	0	1	61.0	60	0	0	0	0	0	0.0	0		
Hourly Total	114	26	4	0	1	140	145	218	21	5	1	1	251	246	0	1	0	0	0	1	1		
12:00 - 12:15	24	8	0	2	0	36.6	34	65	8	1	0	0	75.5	75	0	0	0	0	0	0.0	0		
12:15 - 12:30	27	4	2	0	1	34.0	34	63	4	1	0	0	68.5	68	0	0	0	0	0	0.0	0		
12:30 - 12:45	22	7	0	0	1	31.0	30	49	11	2	0	0	63.0	62	0	0	0	0	0	0.0	0		
12:45 - 13:00	28	3	1	0	1	34.5	33	53	10	0	0	1	65.0	64	1	0	0	0	0	1.0	1		
Hourly Total	101	22	3	2	3	129	131	231	30	4	0	1	172	169	1	0	0	0	0	1	1		
13:00 - 13:15	30	3	0	0	0	33.0	33	50	2	0	0	0	55.0	52	1	0	0	0	0	1.0	1		
13:15 - 13:30	29	5	2	0	0	37.0	36	69	6	1	0	0	76.5	76	0	0	0	0	0	0.0	0		
13:30 - 13:45	23	4	0	0	1	29.0	28	66	3	0	0	0	68.0	69	0	0	0	0	0	0.0	0		
13:45 - 14:00	22	4	0	1	0	28.3	27	58	5	0	0	1	65.0	64	0	0	0	0	0	0.0	0		
Hourly Total	104	16	2	1	1	127	124	243	16	1	0	1	193	191	1	0	0	0	0	1	1		
14:00 - 14:15	25	4	2	0	0	32.0	31	64	2	0	0	0	68.0	66	0	0	0	0	0	0.0	0		
14:15 - 14:30	24	7	0	0	0	31.0	31	68	6	1	0	0	75.5	75	1	0	0	0	0	1.0	1		
14:30 - 14:45	31	8	0	0	1	41.0	40	61	8	0	0	0	68.0	69	0	0	0	0	0	0.0	0		
14:45 - 15:00	30	5	1	0	1	38.5	37	70	2	0	0	1	74.0	73	0	0	0	0	0	0.0	0		
Hourly Total	119	24	3	0	2	143	139	263	18	1	0	1	205	203	1	0	0	0	0	1	1		
15:00 - 15:15	33	6	2	0	0	42.0	41	64	11	0	0	0	75.0	75	0	0	0	0	0	0.0	0		
15:15 - 15:30	27	4	0	0	0	31.0	31	90	3	0	0	0	93.0	93	0	0	0	0	0	0.0	0		
15:30 - 15:45	36	4	1	0	0	41.5	41	79	8	1	0	0	88.5	88	1	0	0	0	0	1.0	1		
15:45 - 16:00	34	5	1	1	0	42.0	41	78	6	0	0	0	84.0	84	2	0	0	0	0	2.0	2		
Hourly Total	139	19	4	1	0	157	154	311	28	1	0	0	341	340	3	0	0	0	0	3	3		
16:00 - 16:15	33	9	1	0	0	42.0	42	70	7	1	0	0	75.0	72	0	0	0	0	0	0.0	0		
16:15 - 16:30	41	8	0	0	0	49.0	49	62	7	0	0	0	68.0	69	0	0	0	0	0	0.0	0		
16:30 - 16:45	29	6	2	0	0	38.0	37	65	6	0	0	0	71.0	71	0	1	0	0	0	1.0	1		
16:45 - 17:00	21	6	0	0	0	27.0	27	81	9	0	0	0	90.0	90	0	0	0	0	0	0.0	0		
Hourly Total	124	28	3	0	0	157	155	278	29	1	0	0	309	308	0	1	0	0	0	1	1		
17:00 - 17:15	36	6	0	0	0	42.0	42	70	3	0	0	0	75.0	72	0	0	0	0	0	0.0	0		
17:15 - 17:30	30	4	0	0	0	34.0	34	75	11	0	0	1	86.0	87	0	0	0	0	0	0.0	0		
17:30 - 17:45	35	2	1	0	0	38.5	38	86	6	1	0	0	93.5	93	0	0	0	0	0	0.0	0		
17:45 - 18:00	37	5	1	0	0	43.5	43	84	8	0	0	1	94.0	93	0	0	0	0	0	0.0	0		
Hourly Total	138	17	2	0	0	159	157	315	28	1	0	2	349	346	0	0	0	0	0	0	0		
18:00 - 18:15	36	2	0	0	0	37.0	37	62	7	0	0	0	68.0	69	0	0	0	0	0	0.0	0		
18:15 - 18:30	25	7	1	0	0	33.5	33	52	3	2	0	0	56.0	55	0	0	0	0	0	0.0	0		
18:30 - 18:45	26	3	0	0	0	29.0	29	64	4	0	0	0	68.0	68	0	0	0	0	0	0.0	0		
18:45 - 19:00	25	6	0	0	1	33.0	32	48	6	0	0	0	54.0	54	0	0	0	0	0	0.0	0		
Hourly Total	111	18	1	0	1	131	131	226	18	2	0	0	247	246	0	0	0	0	0	0	0		
19:00 - 19:15	25	4	0	0	0	27.0	27	69	5	0	0	0	74.0	74	0	0	0	0	0	0.0	0		
19:15 - 19:30	26	6	0	0	0	27.0	27	62	7	0	0	1	67.0	67	0	0	0	0	0	1.0	1		
19:30 - 19:45	16	1	0	0	0	17.0	17	50	4	0	0	0	54.0	54	0	0	0	0	0	0.0	0		
19:45 - 20:00	17	1	0	0	0	18.0	18	39	3	0	0	0	42.0	42	0	0	0	0	0	0.0	0		
Hourly																							

TIME	From C							To C						
	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL
0600 - 06:15	9	2	1	0	0	12.5	12	24	2	0	0	0	0	26.0
0615 - 06:30	17	3	1	0	0	21.5	21	20	2	0	0	0	0	22.0
0630 - 06:45	21	3	0	1	0	25.3	25	45	0	0	0	0	0	53.0
0645 - 07:00	26	5	1	0	0	34.5	34	30	0	3	0	0	0	48.5
Hourly Total	78	13	3	1	0	95	92	127	18	3	0	0	0	150
0700 - 07:15	30	5	0	0	0	35.0	35	53	9	1	0	1	0	68.5
0715 - 07:30	32	10	1	0	0	43.5	43	67	9	0	0	0	0	76.0
0730 - 07:45	46	8	1	1	0	57.8	56	83	12	1	0	0	0	96.5
0745 - 08:00	48	16	2	0	0	67.0	66	56	17	0	0	0	1	115.0
Hourly Total	176	39	4	1	0	213	210	298	47	2	0	0	2	352
0800 - 08:15	92	11	3	0	2	111.5	108	77	11	0	0	0	0	88.0
0815 - 08:30	94	14	2	0	0	111.0	110	120	11	1	0	0	0	132.0
0830 - 08:45	89	11	1	0	0	101.5	101	94	11	0	0	0	0	105.0
0845 - 09:00	110	15	0	0	1	127.0	126	89	7	2	1	1	1	150.3
Hourly Total	385	51	6	0	3	451	445	380	40	3	1	1	1	429
0900 - 09:15	75	12	1	0	2	92.5	90	84	8	3	0	1	0	98.5
0915 - 09:30	67	11	2	0	0	81.0	80	69	10	0	0	0	0	79.0
0930 - 09:45	61	10	0	0	0	71.0	71	74	9	1	0	0	0	84.5
0945 - 10:00	65	13	5	0	1	87.5	84	85	8	2	0	0	0	96.0
Hourly Total	368	46	8	0	3	432	425	312	35	6	0	1	0	394
1000 - 10:15	78	6	3	0	0	88.5	87	80	9	1	0	1	0	91.5
1015 - 10:30	75	9	2	0	0	87.0	86	84	8	3	0	0	0	96.5
1030 - 10:45	88	6	2	0	0	97.0	96	80	10	1	0	0	0	91.5
1045 - 11:00	83	8	2	1	1	95.3	95	92	10	5	0	0	0	109.5
Hourly Total	324	29	9	1	1	371	364	326	26	10	0	0	1	363
1100 - 11:15	77	13	2	0	0	93.0	92	70	16	1	0	0	0	87.5
1115 - 11:30	84	15	4	0	0	106.0	103	64	18	2	0	1	0	87.0
1130 - 11:45	84	11	3	1	0	101.8	99	90	12	3	0	0	0	106.5
1145 - 12:00	87	9	0	0	2	100.0	98	58	17	2	0	0	0	78.0
Hourly Total	332	48	9	1	2	402	392	282	63	8	0	2	0	354
1200 - 12:15	90	16	1	2	0	112.1	109	75	9	1	0	1	0	88.5
1215 - 12:30	90	8	3	0	1	104.5	102	73	9	1	0	0	0	83.5
1230 - 12:45	71	18	2	0	1	94.0	92	60	10	2	0	0	0	73.0
1245 - 13:00	82	13	1	0	2	100.5	98	78	4	1	0	0	0	83.5
Hourly Total	338	58	7	2	4	412.5	401	297	32	5	0	1	0	329
1300 - 13:15	81	5	0	0	0	86.0	85	79	9	1	0	0	0	86.5
1315 - 13:30	98	11	3	0	0	113.5	112	77	8	3	0	0	0	88.5
1330 - 13:45	89	7	0	0	1	98.0	97	84	10	0	0	0	0	94.0
1345 - 14:00	80	9	0	1	1	91.3	91	80	4	4	0	0	0	90.0
Hourly Total	348	32	3	1	2	391	386	320	28	8	0	1	0	362
1400 - 14:15	89	6	2	0	0	98.0	97	70	5	2	0	0	1	80.0
1415 - 14:30	93	13	1	0	0	107.5	107	77	10	1	1	0	0	90.0
1430 - 14:45	92	16	0	0	1	110.0	109	78	7	2	0	0	0	88.0
1445 - 15:00	100	7	1	0	2	112.5	110	91	9	1	0	0	0	101.5
Hourly Total	374	42	4	0	3	428	423	316	31	6	1	1	1	390
1500 - 15:15	87	17	2	0	0	117.0	116	79	13	0	1	1	0	91.5
1515 - 15:30	117	7	0	0	0	124.0	124	80	11	0	0	0	0	91.0
1530 - 15:45	116	12	2	0	0	131.0	130	101	19	1	0	0	0	121.5
1545 - 16:00	114	11	1	1	0	128.8	127	78	7	0	0	0	0	85.0
Hourly Total	444	47	5	1	0	511	497	337	50	1	1	1	1	390
1600 - 16:15	103	15	2	0	0	121.0	120	74	13	2	0	1	0	82.0
1615 - 16:30	103	15	0	0	0	118.0	118	82	12	1	1	0	0	97.8
1630 - 16:45	94	13	2	0	0	110.0	109	71	11	1	0	0	0	83.5
1645 - 17:00	102	15	0	0	0	117.0	117	56	9	0	0	0	0	65.0
Hourly Total	402	58	4	0	0	460	464	283	45	4	1	1	1	339
1700 - 17:15	106	9	0	0	0	116.0	115	78	9	1	1	1	1	82.0
1715 - 17:30	105	15	0	0	1	122.0	121	79	9	0	0	0	0	82.0
1730 - 17:45	121	8	2	0	0	132.0	131	81	11	0	0	1	0	94.0
1745 - 18:00	121	13	1	0	1	137.5	136	79	7	0	0	2	0	90.0
Hourly Total	463	45	3	0	2	537	523	317	30	1	1	4	1	399
1800 - 18:15	97	9	0	0	0	106.8	106	76	5	0	0	1	0	82.8
1815 - 18:30	77	8	3	0	0	88.3	88	70	5	1	0	0	0	76.5
1830 - 18:45	90	7	0	0	0	97.0	97	73	1	0	0	1	0	76.0
1845 - 19:00	73	12	0	0	1	87.0	86	57	8	0	0	0	0	65.0
Hourly Total	337	36	3	0	1	380	377	276	19	1	0	2	0	301
1900 - 19:15	94	9	0	0	4	111.0	107	56	7	1	0	0	0	84.5
1915 - 19:30	89	4	0	0	1	95.0	94	53	4	0	0	0	0	57.0
1930 - 19:45	66	5	0	0	0	71.0	71	60	1	0	0	0	0	61.0
1945 - 20:00	56	4	0	0	0	60.0	60	56	4	0	0	0	0	60.0
Hourly Total	305	22	0	0	5	337	332	225	16	1	0	0	0	243
2000 - 20:15	66	2	1	0	0	69.5	69	42	5	0	0	0	0	47.0
2015 - 20:30	57	2	0	0	0	59.0	59	38	3	0	0	0	0	41.0
2030 - 20:45	32	3	1	0	0	36.5	36	32	3	0	0	0	0	35.0
2045 - 21:00	28	1	0	0	0	29.0	29	31	1	0	0	0	0	32.0
Hourly Total	183	8	2	0	0	194	193	143	12	0	0	0	0	155
2100 - 21:15	28	3	2	0	0	34.0	33	21	2	0	0	0	0	23.0
2115 - 21:30	38	2	0	0	0	40.0	40	19	1	0	0	0	0	20.0
2130 - 21:45	27	1	0	0	0	28.0	28	24	1	0	0	0	0	25.0
2145 - 22:00	33	0	0	0	0	33.0	33	14	2	0	0	3	0	22.0
Hourly Total	126	6	2	0	0	135	134	78	6	0	0	3	0	90
2200 - 22:15	39	1	0	0	0	40.0	40	23	1	0	0	2	0	28.0
2215 - 22:30	13	1	0	0	0	14.0	14	12	0	0	0	0	0	12.0
2230 - 22:45	17	1	0	0	0	18.0	18	18	0	0	0	0	0	18.0
2245 - 23:00	24	1	0	0	0	25.0	25	11	1	0	0	0	0	12.0
Hourly Total	93	4	0	0	0	97	97	64	2	0	0	2	0	70
2300 - 23:15	14	0	0	0	0	14.0	14	13	0	0	0	0	0	13.0
2315 - 23:30	17	1	0	0	0	18.0	18	8	1	0	0	0	0	8.0
2330 - 23:45	9	0	1	0	0	10.0	10	10	0	0	0	0	0	10.0
2345 - 00:00	5	0	0	0	0	5.0	5	2	0	0	0	0	0	2.0
Hourly Total	45	1	1	0	0	48	47	33	1	0	0	0	0	34
Session Total	5003	582	73	8	26	5768	5692	4415	511	59	5	22	5072	5012

Manston, Tuesday 7th March 2017

Junction: (5) Minster Road / B2190

Approach: Minster Road

TIME	Left to B2190 (East)								Ahead to B2190 (South)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	5	0	0	0	0	5	0	0	59	8	0	0	0	67
0615 - 0630	0	0	1	1	0	0	0	2	0	0	51	7	0	0	0	58
0630 - 0645	0	0	1	0	0	0	0	1	0	0	66	7	1	0	0	74
0645 - 0700	0	0	2	0	0	0	0	2	0	0	63	9	0	0	0	72
Hourly Total	0	0	9	1	0	0	0	10	0	0	239	31	1	0	0	271
0700 - 0715	0	0	5	2	0	0	0	7	0	0	65	14	0	0	0	79
0715 - 0730	0	0	6	0	0	0	0	6	0	0	58	12	1	0	0	71
0730 - 0745	1	0	5	1	0	0	0	7	0	1	78	14	0	0	0	93
0745 - 0800	0	0	10	0	0	0	0	10	0	0	47	9	0	0	0	56
Hourly Total	1	0	26	3	0	0	0	30	0	1	248	49	1	0	0	299
0800 - 0815	0	0	9	1	0	0	0	10	0	0	71	10	1	0	0	82
0815 - 0830	0	0	13	0	0	0	0	13	0	0	72	12	0	0	1	85
0830 - 0845	0	0	6	0	0	0	0	6	0	0	64	8	2	0	0	74
0845 - 0900	0	0	7	0	0	0	0	7	0	0	55	5	2	0	0	62
Hourly Total	0	0	35	1	0	0	0	36	0	0	262	35	5	0	1	303
0900 - 0915	0	0	6	1	0	0	0	7	0	1	40	6	1	0	0	48
0915 - 0930	0	0	5	1	0	0	0	6	0	0	26	7	1	0	0	34
0930 - 0945	0	0	4	1	0	0	0	5	0	0	23	5	0	0	0	28
0945 - 1000	0	0	5	0	0	0	0	5	0	0	21	1	0	0	0	22
Hourly Total	0	0	20	3	0	0	0	23	0	1	110	19	2	0	0	132
1000 - 1015	0	0	4	0	0	0	0	4	0	0	29	6	0	0	0	35
1015 - 1030	0	0	7	3	0	0	0	10	0	0	31	1	1	0	0	33
1030 - 1045	0	0	3	0	0	0	0	3	0	0	28	4	0	0	0	32
1045 - 1100	0	0	2	1	0	0	0	3	0	0	22	2	1	0	0	25
Hourly Total	0	0	16	4	0	0	0	20	0	0	110	13	2	0	0	125
1100 - 1115	0	0	3	1	0	0	0	4	0	0	23	5	0	0	0	28
1115 - 1130	0	0	5	1	0	0	0	6	0	1	26	7	0	0	0	34
1130 - 1145	0	0	3	1	0	0	0	4	0	0	23	1	0	0	0	24
1145 - 1200	0	0	2	0	0	0	0	2	0	0	25	0	0	0	0	25
Hourly Total	0	0	13	3	0	0	0	16	0	1	97	13	0	0	0	111
1200 - 1215	0	0	2	3	0	0	0	5	0	0	25	5	0	0	0	30
1215 - 1230	0	0	2	1	1	0	0	4	0	0	24	2	0	0	0	26
1230 - 1245	0	0	2	0	0	0	1	3	0	0	18	2	2	0	0	22
1245 - 1300	0	3	4	2	0	0	0	9	0	1	21	4	0	0	0	26
Hourly Total	0	3	10	6	1	0	1	21	0	1	88	13	2	0	0	104
1300 - 1315	0	3	4	2	0	0	0	9	0	0	17	3	0	0	0	20
1315 - 1330	0	3	2	2	0	0	0	7	0	0	23	2	1	0	0	26
1330 - 1345	0	0	4	2	0	0	1	7	0	0	21	4	2	0	0	27
1345 - 1400	0	0	8	1	0	0	0	9	0	0	18	5	1	0	0	24
Hourly Total	0	6	18	7	0	0	1	32	0	0	79	14	4	0	0	97
1400 - 1415	0	0	7	1	0	0	0	8	0	0	22	3	0	0	0	25
1415 - 1430	0	0	7	0	0	0	0	7	0	0	22	5	1	0	0	28
1430 - 1445	0	0	2	1	0	0	0	3	0	0	34	3	0	0	0	37
1445 - 1500	0	0	4	1	0	0	0	5	0	0	33	9	0	0	0	42
Hourly Total	0	0	20	3	0	0	0	23	0	0	111	20	1	0	0	132
1500 - 1515	0	0	6	2	0	0	0	8	0	0	39	4	0	0	0	43
1515 - 1530	0	0	1	0	0	0	0	1	0	0	30	1	0	0	0	31
1530 - 1545	0	0	3	1	0	0	0	4	0	0	26	5	0	0	0	31
1545 - 1600	0	0	3	1	0	0	0	4	0	0	35	3	0	0	0	38
Hourly Total	0	0	13	4	0	0	0	17	0	0	130	13	0	0	0	143
1600 - 1615	0	0	5	0	0	0	0	5	0	0	31	3	0	0	0	34
1615 - 1630	0	0	4	1	0	0	0	5	0	0	29	7	0	0	0	36
1630 - 1645	0	0	4	2	0	0	0	6	0	0	35	8	0	0	0	43
1645 - 1700	0	0	4	1	0	0	0	5	0	0	41	5	0	0	0	46
Hourly Total	0	0	17	4	0	0	0	21	0	0	136	23	0	0	0	159
1700 - 1715	0	0	4	1	0	0	0	5	0	1	44	7	0	0	0	52
1715 - 1730	0	0	11	1	1	0	0	13	0	0	61	9	0	0	0	70
1730 - 1745	0	0	16	3	2	0	0	21	0	0	50	4	0	0	0	54
1745 - 1800	0	0	11	2	0	0	0	13	0	1	34	2	1	0	0	38
Hourly Total	0	0	42	7	3	0	0	52	0	2	189	22	1	0	0	214
1800 - 1815	0	0	1	0	0	0	0	1	1	0	27	4	0	0	0	32
1815 - 1830	0	0	3	0	0	0	0	3	0	0	29	2	1	0	0	32
1830 - 1845	0	0	1	0	0	0	0	1	0	0	28	0	0	0	0	28
1845 - 1900	0	0	4	1	0	0	0	5	0	0	20	2	1	0	0	23
Hourly Total	0	0	9	1	0	0	0	10	1	0	104	8	2	0	0	115
1900 - 1915	0	0	2	0	1	0	0	3	0	0	16	2	0	0	0	18
1915 - 1930	0	0	2	1	0	0	0	3	0	0	19	1	1	0	0	21
1930 - 1945	0	0	5	0	0	0	0	5	0	0	13	1	1	0	0	15
1945 - 2000	0	0	1	1	0	0	0	2	0	0	16	2	0	0	0	18
Hourly Total	0	0	10	2	1	0	0	13	0	0	64	6	2	0	0	72
2000 - 2015	0	0	2	0	0	0	0	2	0	0	22	2	0	0	0	24
2015 - 2030	0	0	1	1	0	0	0	2	0	0	22	0	0	0	0	22
2030 - 2045	0	0	3	0	0	0	0	3	0	0	18	1	1	0	0	20
2045 - 2100	0	0	1	0	0	0	0	1	0	0	12	2	0	0	0	14
Hourly Total	0	0	7	1	0	0	0	8	0	0	74	5	1	0	0	80
2100 - 2115	0	0	2	0	0	0	0	2	0	0	10	3	0	0	0	13
2115 - 2130	0	0	4	2	0	0	0	6	0	0	14	0	0	0	0	14
2130 - 2145	0	0	0	0	0	0	0	0	0	0	18	2	0	0	0	20
2145 - 2200	0	0	4	0	0	0	0	4	0	0	13	1	1	0	0	15
Hourly Total	0	0	10	2	0	0	0	12	0	0	55	6	1	0	0	62
2200 - 2215	0	0	1	0	0	0	0	1	0	0	11	0	0	0	0	11
2215 - 2230	0	0	2	0	0	0	0	2	0	0	11	1	0	0	0	12
2230 - 2245	0	0	1	0	0	0	0	1	0	0	9	1	0	0	0	10
2245 - 2300	0	0	1	1	0	0	0	2	0	0	12	0	0	0	0	12
Hourly Total	0	0	5	1	0	0	0	6	0	0	43	2	0	0	0	45
2300 - 2315	0	0	2	0	0	0	0	2	0	0	16	1	0	0	0	17
2315 - 2330	0	0	2	0	0	0	0	2	0	0	9	1	0	0	0	10
2330 - 2345	0	0	2	0	0	0	0	2	0	0	6	0	0	0	0	6
2345 - 2400	0	0	0	0	0	0	0	0	0	0	9	3	0	0	0	12
Hourly Total	0	0	6	0	0	0	0	6	0	0	40	5	0	0	0	45
TOTAL	1	9	286	53	5	0	2	356	1	6	2179	297	25	0	1	2509

Manston, Tuesday 7th March 2017

Junction: (5) Minster Road / B2190

Approach: B2190 (East)

TIME	Left to B2190 (South)								Right to Minster Road							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	50	7	8	1	0	66	0	0	0	0	0	0	0	0
0615 - 0630	0	0	70	7	5	0	0	82	0	0	0	0	0	0	0	0
0630 - 0645	0	0	85	17	4	0	0	106	0	0	1	0	0	0	0	1
0645 - 0700	0	0	89	16	5	3	0	113	0	0	3	0	0	0	0	3
Hourly Total	0	0	294	47	22	4	0	367	0	0	4	0	0	0	0	4
0700 - 0715	0	0	88	8	3	2	0	101	0	0	2	0	0	0	0	2
0715 - 0730	0	0	89	10	2	1	0	102	0	0	0	0	0	0	0	0
0730 - 0745	0	1	75	12	6	3	0	97	0	0	1	1	0	0	0	2
0745 - 0800	0	1	108	21	2	2	0	134	0	0	1	0	0	0	0	1
Hourly Total	0	2	360	51	13	8	0	434	0	0	4	1	0	0	0	5
0800 - 0815	0	0	82	15	3	0	0	100	0	0	0	0	0	0	0	0
0815 - 0830	0	0	91	17	4	3	0	115	0	0	1	0	0	0	0	1
0830 - 0845	0	0	105	17	5	4	0	131	0	0	3	1	0	0	0	4
0845 - 0900	0	0	62	14	3	2	1	82	0	0	2	1	0	0	0	3
Hourly Total	0	0	340	63	15	9	1	428	0	0	6	2	0	0	0	8
0900 - 0915	0	1	47	10	10	3	0	71	0	0	0	0	0	0	0	0
0915 - 0930	0	1	49	6	3	4	0	63	0	0	1	3	0	0	1	5
0930 - 0945	1	0	70	13	0	3	0	87	0	0	0	1	0	0	0	1
0945 - 1000	0	0	68	16	1	1	0	86	0	0	2	0	0	0	0	2
Hourly Total	1	2	234	45	14	11	0	307	0	0	3	4	0	0	1	8
1000 - 1015	0	0	67	7	1	1	0	76	0	0	2	2	0	0	0	4
1015 - 1030	2	0	89	20	0	1	0	112	0	0	1	0	0	0	0	1
1030 - 1045	0	0	96	14	1	1	0	112	0	0	0	1	0	0	0	1
1045 - 1100	0	0	115	17	0	1	0	133	0	0	3	0	0	0	0	3
Hourly Total	2	0	367	58	2	4	0	433	0	0	6	3	0	0	0	9
1100 - 1115	0	0	114	17	2	0	0	133	0	0	1	1	0	0	0	2
1115 - 1130	0	0	110	12	2	2	0	126	0	0	1	2	0	0	0	3
1130 - 1145	0	0	97	20	4	2	0	123	0	0	4	1	0	0	0	5
1145 - 1200	0	0	96	20	6	1	0	123	0	0	2	0	0	0	0	2
Hourly Total	0	0	417	69	14	5	0	505	0	0	8	4	0	0	0	12
1200 - 1215	2	0	82	15	2	4	1	106	0	0	5	1	0	0	0	6
1215 - 1230	0	1	61	16	1	7	0	86	0	0	3	1	0	0	1	5
1230 - 1245	2	1	71	24	3	3	0	104	0	0	6	1	0	0	0	7
1245 - 1300	0	2	64	11	3	5	0	85	0	0	3	2	0	0	0	5
Hourly Total	4	4	278	66	9	19	1	381	0	0	17	5	0	0	1	23
1300 - 1315	0	0	72	6	3	4	0	85	0	0	10	2	1	0	0	13
1315 - 1330	0	1	63	14	0	2	0	80	0	0	4	0	0	0	1	5
1330 - 1345	0	0	61	15	4	4	0	84	0	0	4	2	0	0	0	6
1345 - 1400	0	0	65	11	2	2	0	80	0	0	4	3	0	0	0	7
Hourly Total	0	1	261	46	9	12	0	329	0	0	22	7	1	0	1	31
1400 - 1415	0	0	57	21	0	1	0	79	0	0	5	0	0	0	0	5
1415 - 1430	0	0	97	22	1	0	0	120	0	0	7	1	0	0	0	8
1430 - 1445	0	0	78	22	1	2	0	103	0	0	3	0	0	0	0	3
1445 - 1500	0	0	91	11	1	1	0	104	0	0	5	0	0	0	0	5
Hourly Total	0	0	323	76	3	4	0	406	0	0	20	1	0	0	0	21
1500 - 1515	0	0	100	13	3	0	0	116	0	0	6	1	0	0	0	7
1515 - 1530	0	0	97	21	4	1	0	123	0	0	8	1	0	0	0	9
1530 - 1545	0	0	110	16	1	1	0	128	0	0	11	2	0	0	0	13
1545 - 1600	0	0	93	16	1	2	0	112	0	0	6	0	0	0	0	6
Hourly Total	0	0	400	66	9	4	0	479	0	0	31	4	0	0	0	35
1600 - 1615	0	0	91	20	1	1	0	113	0	0	15	1	0	0	0	16
1615 - 1630	0	0	85	16	1	0	0	102	0	0	23	1	0	0	0	24
1630 - 1645	0	2	109	15	0	3	0	129	0	0	17	2	0	0	0	19
1645 - 1700	0	2	117	25	4	1	0	149	0	0	10	1	0	0	0	11
Hourly Total	0	4	402	76	6	5	0	493	0	0	65	5	0	0	0	70
1700 - 1715	0	1	160	22	3	2	0	188	0	0	21	1	0	0	0	22
1715 - 1730	0	0	122	11	0	3	0	136	0	0	20	4	0	0	0	24
1730 - 1745	0	0	114	17	0	3	0	134	0	0	34	1	0	0	0	35
1745 - 1800	0	1	103	11	0	1	0	116	0	0	22	2	0	0	0	24
Hourly Total	0	2	499	61	3	9	0	574	0	0	97	8	0	0	0	105
1800 - 1815	0	2	69	12	2	0	0	85	0	0	14	0	0	0	0	14
1815 - 1830	0	0	61	3	1	2	0	67	0	0	7	1	0	0	0	8
1830 - 1845	0	0	47	5	1	1	0	54	0	0	2	0	0	0	0	2
1845 - 1900	0	0	51	6	0	1	0	58	0	0	5	1	0	0	0	6
Hourly Total	0	2	228	26	4	4	0	264	0	0	28	2	0	0	0	30
1900 - 1915	0	0	67	3	0	2	0	72	0	0	1	0	0	0	0	1
1915 - 1930	0	0	53	8	1	0	1	63	0	0	2	2	0	0	0	4
1930 - 1945	0	1	50	2	1	1	0	55	0	0	1	2	0	0	0	3
1945 - 2000	0	0	43	3	0	1	0	47	0	0	3	1	0	0	0	4
Hourly Total	0	1	213	16	2	4	1	237	0	0	7	5	0	0	0	12
2000 - 2015	0	0	35	2	1	1	0	39	0	1	1	0	0	0	0	2
2015 - 2030	0	0	29	4	0	0	0	33	0	0	7	1	0	0	0	8
2030 - 2045	0	1	42	7	0	1	0	51	0	0	2	1	0	0	0	3
2045 - 2100	0	0	34	1	1	0	0	36	0	0	2	0	0	0	0	2
Hourly Total	0	1	140	14	2	2	0	159	0	1	12	2	0	0	0	15
2100 - 2115	0	0	36	3	0	0	0	39	0	0	4	0	0	0	0	4
2115 - 2130	0	0	39	1	2	0	0	42	0	0	2	2	0	0	0	4
2130 - 2145	0	0	23	2	0	0	0	25	0	0	1	1	0	0	0	2
2145 - 2200	0	0	33	5	0	0	0	38	0	0	2	1	0	0	0	3
Hourly Total	0	0	131	11	2	0	0	144	0	0	9	4	0	0	0	13
2200 - 2215	0	0	32	3	2	0	0	37	0	0	3	0	0	0	0	3
2215 - 2230	0	0	22	0	3	1	0	26	0	0	0	1	0	0	0	1
2230 - 2245	0	0	28	1	0	0	0	29	0	0	1	0	0	0	0	1
2245 - 2300	0	0	34	6	0	0	0	40	0	0	0	0	0	0	0	0
Hourly Total	0	0	116	10	5	1	0	132	0	0	4	1	0	0	0	5
2300 - 2315	0	0	23	2	1	0	0	26	0	0	2	0	0	0	0	2
2315 - 2330	0	0	19	4	0	0	0	23	0	0	1	0	0	0	0	1
2330 - 2345	0	0	30	3	0	0	0	33	0	0	1	1	0	0	0	2
2345 - 2400	0	0	18	0	0	1	0	19	0	0	2	1	0	0	0	3
Hourly Total	0	0	90	9	1	1	0	101	0	0	6	2	0	0	0	8
TOTAL	7	19	5093	810	135	106	3	6173	0	1	349	60	1	0	3	414

Manston, Tuesday 7th March 2017

Junction: (5) Minster Road / B2190

Approach: B2190 (South)

TIME	Ahead to Minster Road								Right to B2190 (East)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	20	1	0	0	0	21	0	0	61	19	1	0	1	82
0615 - 0630	0	0	23	5	0	0	0	28	0	0	63	12	0	0	0	75
0630 - 0645	0	0	21	1	0	0	0	22	0	0	67	25	2	2	0	96
0645 - 0700	0	0	22	3	0	0	1	26	0	1	88	19	2	1	0	111
Hourly Total	0	0	86	10	0	0	1	97	0	1	279	75	5	3	1	364
0700 - 0715	0	0	19	5	0	0	0	24	0	0	89	15	2	1	1	108
0715 - 0730	0	0	17	3	0	0	0	20	0	0	100	20	0	0	0	120
0730 - 0745	0	0	22	6	1	0	2	31	0	0	90	16	2	3	0	111
0745 - 0800	0	0	39	5	0	0	0	44	0	0	94	22	4	6	0	126
Hourly Total	0	0	97	19	1	0	2	119	0	0	373	73	8	10	1	465
0800 - 0815	0	0	42	7	3	0	0	52	0	4	87	14	2	3	0	110
0815 - 0830	0	0	52	3	1	0	0	56	0	2	101	21	6	2	1	133
0830 - 0845	0	1	42	6	0	0	0	49	0	0	91	13	4	3	0	111
0845 - 0900	0	0	54	3	0	0	0	57	0	0	120	17	4	4	0	145
Hourly Total	0	1	190	19	4	0	0	214	0	6	399	65	16	12	1	499
0900 - 0915	0	1	39	4	5	0	0	49	0	0	66	21	5	1	0	93
0915 - 0930	0	0	31	8	1	0	0	40	0	1	67	16	3	0	0	87
0930 - 0945	0	0	37	7	1	1	0	46	0	0	70	8	1	1	0	80
0945 - 1000	0	0	28	4	1	0	0	33	0	0	75	11	4	1	0	91
Hourly Total	0	1	135	23	8	1	0	168	0	1	278	56	13	3	0	351
1000 - 1015	0	0	32	1	0	0	0	33	0	0	73	10	0	2	0	85
1015 - 1030	0	0	27	2	1	0	0	30	0	0	81	12	2	2	0	97
1030 - 1045	0	0	36	3	0	0	0	39	0	0	54	13	1	1	0	69
1045 - 1100	0	0	32	1	2	0	0	35	0	0	65	8	2	2	0	77
Hourly Total	0	0	127	7	3	0	0	137	0	0	273	43	5	7	0	328
1100 - 1115	0	0	33	7	0	0	0	40	0	0	63	10	2	0	0	75
1115 - 1130	0	0	31	2	1	0	0	34	0	0	56	13	0	2	0	71
1130 - 1145	0	0	34	3	0	0	0	37	0	0	56	20	3	1	0	80
1145 - 1200	0	0	33	5	1	0	0	39	0	0	51	7	2	0	0	60
Hourly Total	0	0	131	17	2	0	0	150	0	0	226	50	7	3	0	286
1200 - 1215	0	0	33	3	1	0	0	37	0	0	59	7	2	2	0	70
1215 - 1230	0	0	28	3	0	0	0	31	0	2	46	8	3	2	0	61
1230 - 1245	0	0	20	8	1	0	0	29	0	1	69	11	2	4	0	87
1245 - 1300	1	0	36	7	0	0	0	44	2	0	53	8	4	2	0	69
Hourly Total	1	0	117	21	2	0	0	141	2	3	227	34	11	10	0	287
1300 - 1315	0	0	27	3	2	0	0	32	0	1	57	8	6	1	0	73
1315 - 1330	0	0	32	6	1	1	0	40	0	0	59	10	2	2	1	74
1330 - 1345	0	1	37	4	0	0	0	42	0	0	64	11	7	4	0	86
1345 - 1400	0	0	31	6	1	0	0	38	0	0	56	9	4	4	1	74
Hourly Total	0	1	127	19	4	1	0	152	0	1	236	38	19	11	2	307
1400 - 1415	0	0	34	8	0	0	0	42	0	0	100	16	1	0	0	117
1415 - 1430	0	0	33	11	1	0	0	45	0	0	76	5	3	0	0	84
1430 - 1445	0	0	29	7	0	0	0	36	0	0	89	17	0	2	0	108
1445 - 1500	0	0	33	5	0	0	0	38	0	0	90	16	3	1	0	110
Hourly Total	0	0	129	31	1	0	0	161	0	0	355	54	7	3	0	419
1500 - 1515	0	0	41	9	1	0	0	51	0	0	93	14	1	3	0	111
1515 - 1530	0	0	45	10	0	0	0	55	0	0	83	9	3	1	0	96
1530 - 1545	0	0	50	8	1	0	0	59	0	0	97	15	0	3	0	115
1545 - 1600	0	0	52	11	0	0	0	63	0	0	83	11	1	3	0	98
Hourly Total	0	0	188	38	2	0	0	228	0	0	356	49	5	10	0	420
1600 - 1615	0	0	61	10	0	0	0	71	0	0	90	11	4	1	0	106
1615 - 1630	0	0	65	11	0	0	0	76	0	0	69	17	1	2	0	89
1630 - 1645	0	0	68	10	0	0	0	78	0	0	65	16	3	2	0	86
1645 - 1700	0	0	43	7	0	0	0	50	0	2	61	13	0	2	1	79
Hourly Total	0	0	237	38	0	0	0	275	0	2	285	57	8	7	1	360
1700 - 1715	0	0	57	14	0	0	0	71	0	0	67	20	1	1	0	89
1715 - 1730	0	0	88	11	2	0	0	101	0	0	71	17	0	0	1	89
1730 - 1745	0	2	62	12	0	0	0	76	0	0	65	9	4	0	0	78
1745 - 1800	0	0	64	6	0	0	0	70	0	0	69	11	1	0	0	81
Hourly Total	0	2	271	43	2	0	0	318	0	0	272	57	6	1	1	337
1800 - 1815	0	0	45	7	1	0	0	53	0	0	53	9	1	1	0	64
1815 - 1830	0	0	43	3	0	0	0	46	0	1	59	7	3	2	0	72
1830 - 1845	0	0	44	5	0	0	0	49	0	0	59	5	0	0	0	64
1845 - 1900	0	0	34	1	0	0	0	35	0	0	53	10	1	0	1	65
Hourly Total	0	0	166	16	1	0	0	183	0	1	224	31	5	3	1	265
1900 - 1915	0	0	36	3	0	0	0	39	0	0	48	6	0	0	0	54
1915 - 1930	0	0	31	3	1	0	0	35	0	1	50	10	2	0	0	63
1930 - 1945	0	0	29	3	0	0	0	32	0	0	41	9	0	2	2	54
1945 - 2000	0	0	28	1	0	0	0	29	0	0	42	7	1	0	0	50
Hourly Total	0	0	124	10	1	0	0	135	0	1	181	32	3	2	2	221
2000 - 2015	0	1	25	2	0	0	0	28	0	0	40	4	1	1	0	46
2015 - 2030	0	0	31	1	0	0	0	32	0	1	38	6	1	3	0	49
2030 - 2045	0	0	27	4	0	0	0	31	0	0	34	6	2	2	0	44
2045 - 2100	0	0	22	1	1	0	0	24	0	0	32	3	0	0	0	35
Hourly Total	0	1	105	8	1	0	0	115	0	1	144	19	4	6	0	174
2100 - 2115	0	0	19	0	0	0	0	19	0	1	37	4	1	2	0	45
2115 - 2130	0	0	16	2	1	0	0	19	0	0	40	5	0	0	0	45
2130 - 2145	0	0	22	2	0	0	0	24	0	0	31	3	0	1	1	36
2145 - 2200	0	0	16	1	0	0	0	17	0	0	37	9	2	0	0	48
Hourly Total	0	0	73	5	1	0	0	79	0	1	145	21	3	3	1	174
2200 - 2215	0	0	13	2	1	0	0	16	0	0	28	3	0	1	0	32
2215 - 2230	0	0	15	1	0	0	0	16	0	0	30	3	2	0	0	35
2230 - 2245	0	0	19	0	0	0	0	19	0	0	24	6	0	0	0	30
2245 - 2300	0	0	13	3	0	0	0	16	0	0	29	1	0	2	0	32
Hourly Total	0	0	60	6	1	0	0	67	0	0	111	13	2	3	0	129
2300 - 2315	0	0	12	1	0	0	0	13	0	0	25	0	1	1	0	27
2315 - 2330	0	0	9	2	0	0	0	11	0	0	19	2	0	0	0	21
2330 - 2345	0	0	7	0	0	0	0	7	0	0	22	3	0	0	0	25
2345 - 2400	0	0	7	2	0	0	0	9	0	0	24	1	0	0	0	25
Hourly Total	0	0	35	5	0	0	0	40	0	0	90	6	1	1	0	98
TOTAL	1	6	2398	335	34	2	3	2779	2	18	4454	773	128	98	11	5484



Kent - Manual Traffic Survey: Thursday, 19 October 2017
Produced by Streetwise Services Ltd.

Junction: A - B2014 Newington Road / B - (East) A255 High Street / C - (West) A255 High Street

Approach: A - B2014 Newington Road

TIME	CAR	LGV	A to B					CAR	LGV	A to C					CAR	LGV	A to A					
			OOV2	OOV1	BUS	PCU	TOTAL			OOV2	BUS	PCU	TOTAL	OOV2			BUS	PCU	TOTAL			
06:00 - 06:15	11	2	1	0	1	16.5	15	19	3	1	0	0	23.5	23	0	0	0	0	0	0	0.0	0
06:15 - 06:30	12	2	0	0	1	16.0	15	25	9	1	1	0	37.0	36	0	0	0	0	0	0	0.0	0
06:30 - 06:45	16	4	0	0	1	22.0	21	18	6	0	0	0	24.0	24	0	0	0	0	0	0	0.0	0
06:45 - 07:00	22	2	1	0	1	27.5	26	26	9	1	0	0	36.5	36	0	0	0	0	0	0	0.0	0
Hourly Total	61	10	2	0	4	81	77	86	27	3	1	0	112	119	0	0	0	0	0	0	0.0	0
07:00 - 07:15	20	4	0	0	0	25.0	25	34	9	2	0	0	42.0	41	0	0	0	0	0	0	0.0	0
07:15 - 07:30	23	6	1	0	1	32.5	31	39	6	1	1	0	48.0	47	0	0	0	0	0	0	0.0	0
07:30 - 07:45	43	11	2	0	2	61.0	58	44	7	1	0	0	62.5	52	0	0	0	0	0	0	0.0	0
07:45 - 08:00	50	6	1	0	3	63.5	60	36	17	5	0	0	60.5	58	2	0	0	0	0	0	2.0	2
Hourly Total	136	28	4	0	6	180	174	153	39	9	1	0	204	199	2	0	0	0	0	0	2.0	2
08:00 - 08:15	75	8	1	0	1	86.5	85	45	3	1	0	0	43.5	42	0	0	0	0	0	0	0.0	0
08:15 - 08:30	85	13	0	0	1	100.0	99	60	7	2	0	0	79.0	69	0	1	0	0	0	0	1.0	1
08:30 - 08:45	86	6	0	0	1	94.0	93	49	16	0	0	0	65.0	65	0	0	0	0	0	0	0.0	0
08:45 - 09:00	97	7	1	0	2	108.5	107	43	10	0	2	0	97.6	95	0	1	0	0	0	0	1.0	1
Hourly Total	343	34	2	0	5	391	384	193	34	3	2	0	237	232	0	2	0	0	0	0	2.0	2
09:00 - 09:15	68	10	0	0	1	83.5	80	40	6	1	2	0	52.1	49	0	0	0	0	0	0	1.0	1
09:15 - 09:30	61	7	1	0	1	71.5	70	47	11	2	1	0	63.3	61	0	0	0	0	0	0	0.0	0
09:30 - 09:45	51	8	1	0	1	62.5	61	36	5	4	1	0	49.3	46	0	0	0	0	0	0	0.0	0
09:45 - 10:00	61	9	1	0	2	75.5	73	42	4	5	1	0	55.8	52	0	1	0	0	0	0	1.0	1
Hourly Total	241	34	4	0	6	291	284	165	26	12	5	0	221	208	1	1	0	0	0	0	2.0	2
10:00 - 10:15	60	4	2	0	2	71.0	69	46	3	1	0	0	50.5	50	1	0	0	0	0	0	1.0	1
10:15 - 10:30	70	7	3	0	1	83.5	81	52	4	3	1	0	62.8	60	0	0	0	0	0	0	0.0	0
10:30 - 10:45	76	11	0	0	1	88.0	88	32	8	4	1	0	49.3	45	1	0	0	0	0	0	1.0	1
10:45 - 11:00	73	7	1	0	2	85.5	83	55	10	0	0	0	65.0	65	0	0	0	0	0	0	0.0	0
Hourly Total	279	29	6	0	6	323	320	185	25	8	2	0	227	220	2	0	0	0	0	0	2.0	2
11:00 - 11:15	60	7	0	1	1	71.3	69	50	8	0	0	0	64.8	62	1	0	0	0	0	0	1.0	1
11:15 - 11:30	65	8	2	0	2	80.0	77	47	14	1	1	0	64.8	63	0	0	0	0	0	0	0.0	0
11:30 - 11:45	65	7	3	0	0	76.5	75	61	7	3	2	0	77.1	73	0	0	0	0	0	0	0.0	0
11:45 - 12:00	63	5	1	0	3	75.5	72	59	9	2	1	0	73.3	71	0	0	0	0	0	0	0.0	0
Hourly Total	252	27	6	1	6	291	293	217	38	5	3	0	261	259	1	0	0	0	0	0	1.0	1
12:00 - 12:15	67	7	2	0	1	80.5	78	56	6	1	0	0	63.5	63	0	0	0	0	0	0	0.0	0
12:15 - 12:30	78	10	0	0	2	92.0	90	42	4	2	1	0	51.3	49	0	0	0	0	0	0	0.0	0
12:30 - 12:45	62	16	1	0	1	81.5	80	40	5	4	1	0	53.3	50	1	0	0	0	0	0	1.0	1
12:45 - 13:00	60	10	0	0	2	74.0	72	58	5	3	0	0	67.5	66	0	0	0	0	0	0	0.0	0
Hourly Total	267	43	4	0	5	320	320	196	26	10	2	0	276	228	2	0	0	0	0	0	1.0	1
13:00 - 13:15	56	4	0	0	2	64.0	62	56	10	4	0	0	67.0	67	0	0	0	0	0	0	0.0	0
13:15 - 13:30	69	6	0	0	1	77.0	76	60	6	2	0	0	69.0	68	0	0	0	0	0	0	0.0	0
13:30 - 13:45	76	7	0	0	0	83.0	83	65	5	2	0	0	73.0	72	1	0	0	0	0	0	1.0	1
13:45 - 14:00	57	4	0	0	3	67.0	64	48	5	0	0	1	55.0	54	0	0	0	0	0	0	0.0	0
Hourly Total	258	21	0	0	6	291	285	229	26	5	0	1	291	261	1	0	0	0	0	0	1.0	1
14:00 - 14:15	61	10	0	0	0	81.0	81	46	4	2	0	0	67.0	64	1	0	0	0	0	0	1.0	1
14:15 - 14:30	75	9	0	0	1	86.0	85	48	7	4	0	0	61.0	59	0	0	0	0	0	0	0.0	0
14:30 - 14:45	83	8	0	0	1	93.0	92	59	9	2	0	0	71.0	70	0	0	0	0	0	0	0.0	0
14:45 - 15:00	83	2	0	0	3	91.0	88	52	4	1	0	0	57.5	57	0	0	0	0	0	0	0.0	0
Hourly Total	322	29	0	0	5	361	356	235	24	9	2	0	299	259	1	0	0	0	0	0	1.0	1
15:00 - 15:15	87	13	0	0	1	102.0	101	50	6	1	0	0	97.0	87	0	0	0	0	0	0	0.0	0
15:15 - 15:30	110	9	1	0	0	120.5	120	53	6	3	0	0	63.5	62	0	0	0	0	0	0	0.0	0
15:30 - 15:45	82	6	0	0	3	94.0	91	66	3	1	3	0	77.4	73	0	1	0	0	0	0	1.0	1
15:45 - 16:00	82	9	0	0	1	91.0	92	54	7	1	0	0	62.5	62	0	0	0	0	0	0	0.0	0
Hourly Total	361	37	1	0	5	410	404	223	22	6	3	0	261	254	0	1	0	0	0	0	1.0	1
16:00 - 16:15	77	11	2	0	1	93.0	91	75	5	5	0	0	87.0	85	0	0	0	0	0	0	0.0	0
16:15 - 16:30	81	8	0	0	0	90.5	90	67	10	1	0	0	80.8	79	0	0	0	0	0	0	0.0	0
16:30 - 16:45	93	7	0	0	1	102.0	101	61	10	1	0	0	72.5	72	0	0	0	0	0	0	0.0	0
16:45 - 17:00	78	9	0	0	1	89.0	88	60	9	0	0	0	69.0	69	0	0	0	0	0	0	0.0	0
Hourly Total	329	35	3	0	3	375	370	263	34	7	1	0	319	305	0	0	0	0	0	0	0.0	0
17:00 - 17:15	74	4	0	0	1	80.0	79	57	14	1	0	0	72.0	72	0	0	0	0	0	0	0.0	0
17:15 - 17:30	63	9	0	0	1	74.0	73	69	8	0	0	0	77.0	77	0	0	0	0	0	0	0.0	0
17:30 - 17:45	82	7	1	0	1	92.5	91	69	4	0	0	1	76.0	74	0	0	0	0	0	0	0.0	0
17:45 - 18:00	92	11	0	0	1	106.0	104	60	4	2	0	0	67.0	66	0	0	0	0	0	0	0.0	0
Hourly Total	311	31	1	0	4	352	347	255	30	3	0	1	292	289	0	0	0	0	0	0	0.0	0
18:00 - 18:15	60	6	0	0	2	76.0	68	67	9	0	0	0	78.0	77	0	0	0	0	0	0	0.0	0
18:15 - 18:30	70	4	1	0	0	76.5	75	58	2	0	0	0	60.0	60	0	0	0	0	0	0	1.0	1
18:30 - 18:45	68	6	2	0	1	79.0	77	48	5	0	0	0	53.0	53	0	0	0	0	0	0	0.0	0
18:45 - 19:00	48	6	0	0	2	58.0	56	53	5	0	0	0	58.0	58	0	0	0	0	0	0	0.0	0
Hourly Total	246	22	3	0	5	293	276	226	21	0	0	1	249	248	0	0	0	0	0	0	2.0	2
19:00 - 19:15	83	5	1	0	1	91.5	90	52	4	0	0	0	64.0	56	0	0	0	0	0	0	0.0	0

TIME	From A							To A						
	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL
06:00 - 06:15	30	5	2	0	1	40.0	38	26	2	0	0	0	28.0	28
06:15 - 06:30	37	11	1	1	1	53.8	51	39	6	0	1	0	47.3	46
06:30 - 06:45	34	10	0	0	1	46.0	45	67	10	0	0	1	78.0	78
06:45 - 07:00	46	11	2	0	1	64.0	62	69	12	2	1	0	82.3	80
Hourly Total	149	37	5	1	4	204	198	197	30	2	2	1	217	212
07:00 - 07:15	54	10	2	0	0	67.0	66	76	12	2	2	2	98.8	94
07:15 - 07:30	62	12	2	1	1	81.3	78	112	19	2	1	0	136.3	134
07:30 - 07:45	87	18	3	0	2	113.5	110	137	19	5	1	2	168.8	164
07:45 - 08:00	88	23	6	0	3	126.0	120	139	22	1	1	1	164.8	164
Hourly Total	281	52	13	1	5	389	374	464	72	10	5	5	571	556
08:00 - 08:15	116	9	2	0	1	130.0	128	157	29	3	5	3	208.0	197
08:15 - 08:30	145	21	2	0	1	171.0	169	184	17	1	0	0	202.5	202
08:30 - 08:45	135	22	0	0	1	158.0	156	137	19	2	1	1	183.3	180
08:45 - 09:00	140	18	1	2	2	168.1	163	159	15	3	1	2	194.8	189
Hourly Total	536	70	5	2	5	623	618	637	80	8	2	6	710	703
09:00 - 09:15	109	16	2	2	1	134.6	130	126	19	7	0	1	157.5	153
09:15 - 09:30	108	18	3	1	1	134.8	131	120	13	0	0	3	139.0	136
09:30 - 09:45	87	13	5	1	1	111.8	107	140	17	3	0	0	161.5	160
09:45 - 10:00	103	14	6	1	2	132.3	126	138	23	7	0	1	173.5	169
Hourly Total	407	61	16	5	5	514	494	524	72	17	0	5	612	613
10:00 - 10:15	107	7	3	0	2	122.5	119	123	24	4	2	3	163.6	156
10:15 - 10:30	122	11	6	1	1	146.3	141	130	26	6	0	0	185.0	182
10:30 - 10:45	109	19	4	1	1	138.3	134	129	20	4	2	3	165.6	158
10:45 - 11:00	128	17	1	0	2	150.5	148	130	23	6	2	2	176.6	163
Hourly Total	466	54	14	2	6	561	542	512	83	20	5	8	615	609
11:00 - 11:15	111	15	3	2	1	137.1	132	130	17	6	1	2	162.3	156
11:15 - 11:30	112	22	3	1	2	144.8	140	149	21	3	1	2	180.8	176
11:30 - 11:45	126	14	6	2	0	153.6	148	144	17	3	2	1	172.1	167
11:45 - 12:00	122	14	3	1	3	148.8	143	133	15	4	1	1	168.3	154
Hourly Total	471	66	16	6	6	561	543	566	79	16	5	6	674	653
12:00 - 12:15	123	13	4	0	1	144.0	141	133	17	3	0	2	158.5	155
12:15 - 12:30	120	14	2	1	2	143.3	139	116	21	6	0	2	150.0	145
12:30 - 12:45	103	21	5	1	1	136.8	131	121	21	3	0	1	148.5	146
12:45 - 13:00	118	15	3	0	2	141.5	138	141	16	2	1	1	164.3	161
Hourly Total	484	63	14	2	6	561	549	551	75	14	1	6	611	607
13:00 - 13:15	112	14	1	0	2	133.5	129	121	18	4	1	2	151.3	146
13:15 - 13:30	129	12	2	0	1	146.0	144	123	17	2	0	2	147.0	144
13:30 - 13:45	142	12	2	0	0	157.0	156	137	20	2	0	2	164.0	161
13:45 - 14:00	205	9	0	0	4	222.0	118	150	11	3	1	0	167.8	165
Hourly Total	488	47	5	0	7	597	547	551	66	11	2	6	611	616
14:00 - 14:15	138	14	2	2	0	158.6	156	128	14	2	0	1	138.5	136
14:15 - 14:30	123	16	4	0	1	147.0	144	130	17	7	1	2	163.8	157
14:30 - 14:45	142	17	2	0	1	164.0	162	137	17	1	0	0	155.5	155
14:45 - 15:00	135	6	1	0	3	148.5	145	156	14	4	0	1	178.0	175
Hourly Total	538	53	9	2	5	612	607	551	62	15	1	4	620	613
15:00 - 15:15	137	19	1	0	1	158.5	156	146	26	3	1	1	188.0	177
15:15 - 15:30	163	15	4	0	0	184.0	182	153	22	2	0	2	182.0	179
15:30 - 15:45	148	10	1	3	3	172.4	165	165	18	2	0	0	186.0	185
15:45 - 16:00	136	16	1	0	1	155.5	154	131	20	1	0	1	154.5	153
Hourly Total	584	60	7	3	5	672	659	586	86	8	1	4	701	694
16:00 - 16:15	152	16	7	0	1	180.5	176	134	26	1	0	2	185.5	183
16:15 - 16:30	148	18	2	1	0	171.3	169	121	19	5	1	1	151.8	147
16:30 - 16:45	154	17	1	0	1	174.5	173	131	26	1	1	2	164.8	161
16:45 - 17:00	138	18	0	0	1	158.0	157	121	16	5	0	1	165.5	162
Hourly Total	582	69	10	1	3	684	675	567	106	12	2	6	640	633
17:00 - 17:15	114	18	1	0	1	152.5	151	118	14	2	0	0	175.0	174
17:15 - 17:30	132	17	0	0	1	151.0	150	161	10	0	0	2	176.0	173
17:30 - 17:45	151	11	1	0	2	167.5	165	137	18	0	0	1	157.0	156
17:45 - 18:00	152	15	2	0	1	172.0	170	116	20	2	0	1	141.0	139
Hourly Total	566	61	4	0	5	643	636	572	62	4	0	4	648	642
18:00 - 18:15	127	16	0	0	3	146.0	145	145	16	0	0	0	161.0	161
18:15 - 18:30	128	6	2	0	0	137.0	136	147	10	1	0	2	162.5	160
18:30 - 18:45	116	11	2	0	1	132.0	130	111	10	0	0	1	123.0	122
18:45 - 19:00	101	11	0	0	2	116.0	114	100	11	0	0	1	113.0	112
Hourly Total	472	43	4	0	6	533	525	503	47	1	0	4	560	555
19:00 - 19:15	136	9	1	0	1	147.5	146	102	8	2	0	1	115.0	113
19:15 - 19:30	104	2	0	0	1	108.0	107	94	9	0	0	1	105.0	104
19:30 - 19:45	112	10	0	0	1	124.0	123	108	4	0	0	1	114.0	113
19:45 - 20:00	82	6	0	0	0	88.0	86	81	5	0	0	1	88.0	87
Hourly Total	443	27	1	0	3	478	474	385	26	2	0	4	422	417
20:00 - 20:15	99	3	0	0	1	104.0	103	68	5	0	1	1	77.8	76
20:15 - 20:30	65	5	0	0	0	70.0	70	67	7	1	1	0	77.8	76
20:30 - 20:45	59	7	1	0	1	68.5	68	49	6	0	1	1	59.3	57
20:45 - 21:00	48	5	0	0	0	53.0	53	64	3	0	0	0	67.0	67
Hourly Total	271	20	1	0	2	297	294	248	21	1	3	2	282	275
21:00 - 21:15	68	3	2	0	1	76.0	74	51	6	0	0	1	59.0	58
21:15 - 21:30	56	4	0	0	0	59.0	59	42	1	0	0	0	43.0	43
21:30 - 21:45	54	3	0	0	1	58.0	58	47	3	0	0	1	52.0	51
21:45 - 22:00	42	4	0	0	0	46.0	46	33	5	0	0	0	38.0	38
Hourly Total	219	14	2	0	2	240	237	173	15	0	0	2	192	190
22:00 - 22:15	48	2	1	0	1	51.5	52	46	1	0	0	1	48.0	48
22:15 - 22:30	33	4	0	0	0	37.0	37	44	1	0	0	1	47.0	46
22:30 - 22:45	34	2	0	0	1	38.0	37	36	0	1	0	1	39.5	38
22:45 - 23:00	30	1	0	0	0	31.0	31	28	1	0	0	0	28.0	28
Hourly Total	145	9	1	0	2	160	157	154	3	1	0	3	185	181
23:00 - 23:15	20	1	0	0	1	23.0	22	25	0	0	0	1	27.0	26
23:15 - 23:30	20	0	1	0	1	21.5	22	20	2	0	0	0	22.0	22
23:30 - 23:45	18	1	1	0	0	19.0	19	24	1	0	0	1	27.0	26
23:45 - 00:00	12	0	0	0	0	12.0	12	8	0	0	0	0	8.0	8
Hourly Total	70	2	1	0	2	78	75	77	3	0	0	2	84	82
Session Total	7172	818	127	25	80	8405	8222	7677	969	143	35	78	9122	8922

Junction: A - B2014 Newington Road / B - (East) A255 High Street / C - (West) A255 High Street

Approach: B - (East) A255 High Street

TIME	CAR	LGV	B to C					B to A					B to B								
			OOV1	OOV2	BUS	PCU	TOTAL	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL
06:00 - 06:15	39	12	0	0	0	51.0	51	12	2	0	0	0	14.0	14	0	0	0	0	0	0.0	0
06:15 - 06:30	61	17	2	0	0	81.0	80	21	3	0	0	0	24.0	24	0	0	0	0	0	0.0	0
06:30 - 06:45	73	13	0	0	0	86.0	86	36	5	0	0	0	43.0	42	0	0	0	0	0	0.0	0
06:45 - 07:00	67	20	1	0	1	90.5	89	31	5	1	0	0	37.5	37	0	0	0	0	0	0.0	0
Hourly Total	240	62	3	0	1	291	289	100	15	1	0	1	119	117	0	0	0	0	0	0.0	0
07:00 - 07:15	84	25	1	0	0	110.5	110	29	5	0	0	0	2	38.0	36	0	0	0	0	0.0	0
07:15 - 07:30	95	23	3	0	1	124.5	122	55	5	0	0	0	60.0	60	0	0	0	0	0	0.0	0
07:30 - 07:45	88	21	3	1	1	117.8	114	69	8	2	0	0	1	82.0	80	0	0	0	0	0.0	0
07:45 - 08:00	85	17	0	0	0	102.0	102	64	8	0	0	0	1	74.0	73	0	0	0	0	0.0	0
Hourly Total	362	86	7	1	2	450	448	217	26	2	0	4	254	249	0	0	0	0	0	0.0	0
08:00 - 08:15	98	17	2	1	0	128.3	118	86	11	1	0	0	3	104.5	101	0	0	0	0	0.0	0
08:15 - 08:30	99	14	0	2	0	117.6	115	102	8	0	0	0	110.0	110	1	0	0	0	0	1.0	1
08:30 - 08:45	82	11	0	0	0	93.0	93	78	0	0	0	0	1	89.0	88	1	0	0	0	1.0	1
08:45 - 09:00	66	15	2	0	0	84.0	83	75	5	2	0	0	2	87.0	84	6	0	0	0	0.0	0
Hourly Total	346	57	4	3	0	415	409	341	33	3	0	6	351	353	8	0	0	0	0	0.0	0
09:00 - 09:15	71	10	5	0	1	90.5	87	64	7	1	0	0	7	74.5	73	0	0	0	0	1.0	1
09:15 - 09:30	51	16	3	0	0	71.5	70	59	3	0	0	0	3	68.0	65	0	0	0	0	0.0	0
09:30 - 09:45	55	14	2	0	0	74.0	72	74	11	1	0	0	0	86.5	86	0	0	0	0	0.0	0
09:45 - 10:00	46	12	3	3	0	69.4	64	66	7	0	0	0	1	75.0	74	1	0	0	0	0.0	0
Hourly Total	223	52	13	3	1	256	253	203	28	2	0	5	204	206	2	0	0	0	0	0.0	0
10:00 - 10:15	65	14	6	4	1	90.3	86	66	11	2	0	0	3	86.0	82	0	0	0	0	0.0	0
10:15 - 10:30	65	5	4	1	0	78.3	75	77	11	2	0	0	0	91.0	90	1	0	0	0	0.0	0
10:30 - 10:45	56	11	8	1	1	83.3	77	66	7	1	0	0	3	89.5	77	0	0	0	0	0.0	0
10:45 - 11:00	52	10	2	0	0	65.0	64	75	13	4	0	0	2	90.0	94	1	0	0	0	0.0	0
Hourly Total	258	40	20	5	1	317	302	284	42	8	0	8	286	343	2	0	0	0	0	2.0	2
11:00 - 11:15	56	13	5	0	0	76.5	74	74	9	1	0	0	2	86.5	86	0	0	0	0	0.0	0
11:15 - 11:30	51	8	1	0	0	60.5	60	63	9	1	0	0	2	77.5	75	1	0	0	0	0.0	0
11:30 - 11:45	64	12	1	0	1	79.5	78	78	9	1	0	1	90.5	89	0	0	0	0	0	0.0	0
11:45 - 12:00	63	6	0	1	0	71.2	70	66	9	1	0	0	1	78.5	77	1	0	0	0	0.0	0
Hourly Total	234	39	7	1	1	280	282	281	36	4	0	6	335	327	2	0	0	0	0	2.0	2
12:00 - 12:15	57	16	1	0	0	74.5	74	83	10	1	0	0	2	88.5	96	1	0	0	0	0.0	0
12:15 - 12:30	61	10	2	0	0	74.0	73	67	11	2	0	0	2	85.0	82	1	2	0	0	0.0	0
12:30 - 12:45	63	8	1	0	1	74.5	73	67	10	0	0	0	1	79.0	78	1	0	0	0	0.0	0
12:45 - 13:00	42	18	3	0	0	64.5	63	82	9	0	0	0	1	93.0	92	1	0	0	0	0.0	0
Hourly Total	222	52	7	0	0	263	263	260	40	3	0	6	305	348	4	3	0	0	0	0.0	0
13:00 - 13:15	58	11	2	1	0	74.3	72	61	12	1	0	0	2	74.0	72	0	0	0	0	0.0	0
13:15 - 13:30	53	8	3	0	0	65.5	64	69	7	0	0	0	2	80.0	78	0	0	0	0	0.0	0
13:30 - 13:45	66	12	3	0	0	82.5	81	77	9	0	0	0	2	90.0	88	1	0	0	0	0.0	0
13:45 - 14:00	46	11	3	0	0	61.5	60	87	5	1	0	0	0	93.5	93	0	0	0	0	0.0	0
Hourly Total	222	42	11	1	0	294	277	294	30	1	0	6	330	321	1	0	0	0	0	0.0	0
14:00 - 14:15	63	8	1	0	0	74.0	72	53	10	0	0	0	1	74.0	58	0	0	0	0	0.0	0
14:15 - 14:30	63	7	2	0	0	73.0	72	66	6	2	0	0	2	79.0	76	0	0	0	0	0.0	0
14:30 - 14:45	69	11	3	0	1	86.5	84	80	9	0	0	0	0	88.0	89	0	0	0	0	0.0	0
14:45 - 15:00	61	11	1	0	0	73.5	73	80	10	1	0	0	1	93.5	92	2	0	0	0	2.0	2
Hourly Total	256	37	7	1	1	309	302	279	29	3	0	4	321	315	2	0	0	0	0	2.0	2
15:00 - 15:15	67	7	1	1	0	77.0	76	86	14	0	0	1	1	104.0	102	3	0	0	0	0.0	0
15:15 - 15:30	62	10	2	1	0	77.3	75	75	13	0	0	0	2	92.0	90	1	0	0	0	0.0	0
15:30 - 15:45	68	6	1	1	0	77.8	76	104	8	1	0	0	0	113.5	113	1	0	0	0	0.0	0
15:45 - 16:00	79	15	2	0	0	97.0	96	69	13	1	0	0	1	85.5	84	0	0	0	0	0.0	0
Hourly Total	276	38	6	3	0	310	323	334	48	2	1	4	395	389	5	0	0	0	0	5.0	5
16:00 - 16:15	79	16	4	0	0	92.0	90	81	10	1	0	0	2	74.0	74	0	0	0	0	0.0	0
16:15 - 16:30	69	12	3	3	0	82.4	87	70	11	1	0	0	1	84.5	83	1	0	0	0	0.0	0
16:30 - 16:45	101	17	2	0	1	123.0	121	59	9	0	0	0	2	72.0	70	0	0	0	0	0.0	0
16:45 - 17:00	87	16	1	0	0	104.5	104	71	12	0	0	0	1	85.0	84	0	0	0	0	0.0	0
Hourly Total	327	61	10	3	1	412	402	281	42	2	0	6	339	331	2	0	0	0	0	2.0	2
17:00 - 17:15	102	14	0	0	0	116.0	116	85	6	1	0	0	0	82.5	82	0	0	0	0	0.0	0
17:15 - 17:30	86	10	1	0	1	98.5	98	72	5	0	0	0	2	91.0	79	1	1	0	0	2.0	2
17:30 - 17:45	84	5	1	0	1	92.5	91	73	11	0	0	0	1	86.0	85	0	0	0	0	0.0	0
17:45 - 18:00	74	10	0	0	0	84.0	84	62	7	2	0	0	1	74.0	72	1	0	0	0	0.0	0
Hourly Total	346	39	2	0	2	392	389	292	29	3	0	4	334	328	2	1	0	0	0	5.0	5
18:00 - 18:15	73	9	0	0	0	82.0	82	65	4	0	0	0	0	88.0	89	0	0	0	0	0.0	0
18:15 - 18:30	64	8	1	0	0	73.5	73	69	8	0	0	0	2	91.0	79	1	0	0	0	0.0	0
18:30 - 18:45	66	6	0	0	0	72.0	72	54	5	0	0	0	0	98.0	99	2	0	0	0	2.0	2
18:45 - 19:00	63	3	1	0	0	67.5	67	49	6	0	0	0	1	57.0	56	2	0	0	0	2.0	2
Hourly Total	266	26	2	0	0	290	294	237	23	0	0	3	260	263	5	0	0	0	0	5.0	5
19:00 - 19:15	56	2	1	0	0	61.5	61	58	6	0	0	0	1	68.0	65	0	0	0	0	0.0	0
19:15 - 19:30	29	2	1	0	0	42.5	42	38	6	0	0	0	0	61.0	60	0	0	0	0	2.0	2
19:30 - 19:45	70	3	0	0	0	72.0	73	74	3	0	0	0	1	79.0	78	2	0	0	0	2.0	2
19:45 - 20:00	73	5	0	1	0																

TIME	From B								To B							
	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL		
06:00 - 06:15	91	14	0	0	0	65.0	65	24	5	2	0	1	34.0	32		
06:15 - 06:30	82	20	2	0	0	105.0	104	25	5	0	0	1	32.0	31		
06:30 - 06:45	109	18	0	0	1	129.0	128	44	6	0	0	1	52.0	51		
06:45 - 07:00	98	25	2	0	1	128.0	126	47	14	3	2	1	72.1	67		
Hourly Total	345	77	4	0	2	427	423	140	30	5	2	4	151	151		
07:00 - 07:15	113	30	1	0	2	146.5	146	50	10	1	1	0	63.8	62		
07:15 - 07:30	150	28	3	0	1	184.5	182	99	20	2	0	1	84.0	82		
07:30 - 07:45	157	29	5	1	2	199.8	194	105	17	2	1	2	113.3	127		
07:45 - 08:00	149	25	0	0	1	176.0	175	125	19	4	0	3	106.0	101		
Hourly Total	569	112	8	1	6	715	707	339	66	9	2	6	116	122		
08:00 - 08:15	184	28	3	1	3	224.8	219	100	19	8	1	1	106.3	109		
08:15 - 08:30	202	22	0	2	0	228.6	226	151	27	5	0	1	187.5	184		
08:30 - 08:45	161	20	0	0	1	183.0	182	158	22	3	1	1	188.8	185		
08:45 - 09:00	147	20	4	0	2	177.0	173	168	23	7	0	2	205.5	200		
Hourly Total	684	90	7	3	6	814	800	407	81	23	2	5	178	178		
09:00 - 09:15	136	17	6	0	2	166.0	161	127	19	1	0	1	148.5	148		
09:15 - 09:30	110	19	3	0	3	138.5	135	125	19	9	2	2	166.1	157		
09:30 - 09:45	129	25	3	0	1	160.5	158	115	22	2	0	1	142.0	140		
09:45 - 10:00	113	19	3	3	1	146.4	139	120	22	3	0	2	150.5	147		
Hourly Total	468	80	15	3	7	612	593	487	82	15	2	6	100	102		
10:00 - 10:15	131	25	8	1	3	176.3	169	114	15	3	2	3	144.1	137		
10:15 - 10:30	143	16	6	1	0	170.3	166	127	16	6	0	1	154.0	150		
10:30 - 10:45	122	18	9	1	4	163.8	154	131	21	5	0	2	163.5	159		
10:45 - 11:00	128	23	6	0	2	164.0	159	128	18	6	0	2	159.0	154		
Hourly Total	524	82	29	5	9	675	647	500	78	20	2	8	112	109		
11:00 - 11:15	130	22	6	0	2	165.0	160	112	13	2	1	3	136.3	131		
11:15 - 11:30	115	17	2	0	2	138.0	136	135	16	6	0	2	164.0	159		
11:30 - 11:45	142	21	2	0	2	170.0	167	103	16	5	0	0	126.5	124		
11:45 - 12:00	130	15	1	1	1	150.8	148	121	15	2	0	3	145.0	141		
Hourly Total	527	79	11	1	7	621	611	471	69	15	1	8	112	105		
12:00 - 12:15	141	27	2	0	2	176.0	172	115	14	4	1	2	141.3	136		
12:15 - 12:30	129	23	4	0	2	162.0	158	138	20	4	0	2	168.0	164		
12:30 - 12:45	131	18	1	0	2	154.5	152	107	31	2	3	1	149.9	144		
12:45 - 13:00	125	27	3	0	1	158.5	156	109	15	1	0	2	129.5	127		
Hourly Total	526	85	10	0	7	620	605	469	80	11	4	7	109	111		
13:00 - 13:15	119	20	2	1	2	146.3	144	114	17	0	0	4	143.6	137		
13:15 - 13:30	122	15	3	0	2	140.5	142	139	16	1	1	1	160.0	158		
13:30 - 13:45	144	21	3	0	2	173.5	170	123	20	1	0	1	146.5	145		
13:45 - 14:00	133	16	4	0	0	155.0	153	120	10	1	0	3	137.5	134		
Hourly Total	518	72	12	1	6	627	609	486	63	3	2	8	109	114		
14:00 - 14:15	116	12	1	1	1	133.8	131	143	21	2	0	0	107.0	105		
14:15 - 14:30	129	13	4	0	2	152.0	148	132	21	0	1	2	159.3	156		
14:30 - 14:45	149	20	3	0	1	175.5	173	152	22	1	0	1	177.5	176		
14:45 - 15:00	143	21	2	0	1	169.0	167	150	23	1	0	3	180.5	177		
Hourly Total	537	66	10	1	5	630	619	577	87	4	1	6	104	107		
15:00 - 15:15	156	21	1	2	1	185.1	181	104	19	1	0	2	188.5	186		
15:15 - 15:30	138	23	2	1	2	170.3	166	178	18	4	1	0	204.3	201		
15:30 - 15:45	173	14	2	1	0	182.3	180	170	22	0	0	4	200.0	196		
15:45 - 16:00	148	28	3	0	1	182.5	180	152	23	2	0	1	180.0	178		
Hourly Total	615	86	8	4	4	715	717	664	82	7	1	7	173	171		
16:00 - 16:15	152	26	5	0	2	189.5	185	100	22	2	0	2	189.0	186		
16:15 - 16:30	140	23	4	3	1	177.9	171	162	37	4	0	1	207.0	204		
16:30 - 16:45	160	26	2	0	3	195.0	191	184	27	2	0	1	216.0	214		
16:45 - 17:00	158	28	1	0	1	189.5	188	176	27	2	0	2	210.0	207		
Hourly Total	610	103	12	3	7	712	705	682	113	10	0	6	122	111		
17:00 - 17:15	167	20	1	0	0	208.5	208	150	26	1	0	3	213.0	210		
17:15 - 17:30	159	16	1	0	3	182.5	179	181	31	1	0	1	215.5	214		
17:30 - 17:45	157	16	1	0	2	178.5	176	202	18	1	0	1	223.5	222		
17:45 - 18:00	137	17	2	0	1	158.0	157	198	26	1	0	2	228.5	227		
Hourly Total	640	69	5	0	6	719	720	771	101	4	0	7	102	103		
18:00 - 18:15	138	13	0	0	0	151.0	151	146	21	3	0	2	185.0	182		
18:15 - 18:30	124	16	1	0	2	135.5	133	187	19	3	1	1	194.0	191		
18:30 - 18:45	122	11	0	0	0	133.0	133	137	13	2	0	1	150.0	149		
18:45 - 19:00	114	9	1	0	1	126.5	125	121	15	0	0	3	142.0	139		
Hourly Total	508	49	2	0	3	580	562	581	68	8	1	7	107	107		
19:00 - 19:15	116	8	1	0	1	127.5	126	153	11	1	0	1	187.5	186		
19:15 - 19:30	99	3	1	0	1	105.5	104	124	9	0	0	1	135.0	134		
19:30 - 19:45	146	6	0	0	1	154.0	153	116	10	1	0	1	129.5	128		
19:45 - 20:00	129	9	0	1	1	142.3	140	104	5	0	0	1	111.0	110		
Hourly Total	480	26	2	1	4	629	623	497	35	2	0	4	143	138		
20:00 - 20:15	101	11	0	0	1	114.0	113	106	6	0	0	1	114.0	113		
20:15 - 20:30	69	8	1	0	0	78.5	78	84	8	0	0	0	82.0	82		
20:30 - 20:45	67	6	0	0	1	75.0	74	70	7	2	0	1	82.0	80		
20:45 - 21:00	65	3	0	0	0	68.0	68	59	7	0	0	0	66.0	66		
Hourly Total	302	28	1	0	2	336	333	319	28	2	0	2	254	251		
21:00 - 21:15	58	8	0	0	1	68.0	67	57	3	1	0	1	63.5	62		
21:15 - 21:30	57	1	0	0	0	58.0	58	60	4	0	0	0	64.0	64		
21:30 - 21:45	45	5	1	0	0	53.5	52	72	1	0	0	1	75.0	74		
21:45 - 22:00	41	3	0	0	0	44.0	44	52	4	0	0	0	56.0	56		
Hourly Total	201	17	1	0	2	224	221	241	12	1	0	2	219	216		
22:00 - 22:15	57	1	1	0	1	61.5	60	57	2	0	0	1	61.0	60		
22:15 - 22:30	46	2	0	0	1	52.0	51	44	1	0	0	0	45.0	45		
22:30 - 22:45	38	1	1	0	1	42.5	41	42	1	0	0	1	45.0	44		
22:45 - 23:00	35	1	0	0	0	36.0	36	37	3	0	0	0	40.0	40		
Hourly Total	178	5	2	0	3	192	188	189	7	0	0	2	151	149		
23:00 - 23:15	29	0	0	0	1	31.0	30	28	1	0	0	1	31.0	30		
23:15 - 23:30	21	1	0	0	0	22.0	22	23	0	0	0	1	23.0	24		
23:30 - 23:45	2	0	0	0	1	33.0	32	17	2	0	0	0	13.0	12		
23:45 - 00:00	6	1	0	0	0	7.0	7	15	1	0	0	0	16.0	16		
Hourly Total	85	4	0	0	2	93	91	83	4	0	0	2	91	89		
Session Total	8342	1136	140	21	88	9915	9727	8144	1079	139	21	98	9681	9481		

Junction: A - B2014 Newington Road / B - (East) A255 High Street / C - (West) A255 High Street

Approach: C - (West) A255 High Street

TIME	CAR	LGV	C to A							C to B							C to C						
			DOV1	DOV2	BUS	PCU	TOTAL	CAR	LGV	DOV1	DOV2	BUS	PCU	TOTAL	CAR	LGV	DOV1	DOV2	BUS	PCU	TOTAL		
06:00 - 06:15	14	0	0	0	0	14.0	14	13	3	1	0	0	17.5	17	0	0	0	0	0	0	0.0	0	
06:15 - 06:30	18	3	0	1	0	23.3	22	13	3	0	0	0	16.0	16	0	0	0	0	0	0	0.0	0	
06:30 - 06:45	31	5	0	0	0	36.0	36	28	2	0	0	0	30.0	30	0	0	1	0	0	0	1.5	1	
06:45 - 07:00	34	7	1	1	0	44.8	43	25	12	2	2	0	44.6	41	0	0	0	0	0	0	0.0	0	
Hourly Total	87	15	1	2	0	115	115	79	20	3	2	0	109	104	0	0	1	0	0	0	2	1	
07:00 - 07:15	27	2	2	2	0	62.8	58	30	9	1	1	0	38.8	37	0	0	0	0	0	0	0.0	0	
07:15 - 07:30	57	14	2	1	0	76.3	74	36	14	1	0	0	51.5	51	1	0	0	0	0	0	1.0	1	
07:30 - 07:45	68	11	3	1	1	87.8	84	62	6	0	1	0	70.3	69	1	0	0	0	0	0	1.0	1	
07:45 - 08:00	73	14	1	1	0	90.8	89	75	13	3	0	0	82.5	91	0	0	0	0	0	0	0.0	0	
Hourly Total	245	46	8	5	1	317	299	203	38	5	2	0	254	248	2	0	0	0	0	0	2	1	
08:00 - 08:15	71	18	2	5	0	103.5	96	85	11	7	1	0	108.8	104	0	0	0	0	0	0	0.0	0	
08:15 - 08:30	82	8	1	0	0	91.5	91	65	14	5	0	0	86.5	84	0	0	0	0	0	0	0.0	0	
08:30 - 08:45	59	10	2	1	0	74.3	72	71	16	3	1	0	93.8	91	0	0	0	0	0	0	0.0	0	
08:45 - 09:00	84	9	1	1	0	96.8	95	65	16	6	0	0	90.0	87	0	0	0	0	0	0	0.0	0	
Hourly Total	296	45	6	7	0	355	354	286	57	21	2	0	330	305	0	0	0	0	0	0	2	1	
09:00 - 09:15	61	12	6	6	0	82.0	79	58	9	0	0	0	67.0	67	1	0	0	0	0	0	0.0	0	
09:15 - 09:30	61	10	0	0	0	71.0	71	64	12	8	2	1	94.6	87	0	0	0	0	0	0	0.0	0	
09:30 - 09:45	66	6	2	0	0	75.0	74	64	14	1	0	0	79.5	79	0	0	0	0	0	0	0.0	0	
09:45 - 10:00	72	15	7	0	0	97.5	94	58	13	2	0	0	74.0	73	1	0	0	0	0	0	1.0	1	
Hourly Total	260	43	15	0	0	326	318	244	48	11	2	1	315	306	2	0	0	0	0	0	2	1	
10:00 - 10:15	56	13	2	2	0	76.6	73	54	11	1	2	1	73.1	69	1	0	0	0	0	0	1.0	1	
10:15 - 10:30	53	15	4	0	0	74.0	72	56	9	3	0	0	69.5	68	1	1	0	0	0	0	2.0	2	
10:30 - 10:45	62	13	3	2	0	84.1	80	55	10	5	0	1	74.5	71	1	0	0	0	0	0	1.0	1	
10:45 - 11:00	55	10	2	2	0	72.6	69	54	11	5	0	0	72.5	70	0	0	0	0	0	0	0.0	0	
Hourly Total	226	51	11	6	0	326	325	219	41	14	2	2	290	278	3	1	0	0	0	0	4	4	
11:00 - 11:15	95	8	5	1	0	72.8	69	52	6	0	0	2	65.0	62	0	0	0	0	0	0	0.0	0	
11:15 - 11:30	86	12	2	1	0	103.3	101	69	8	4	0	0	83.0	81	0	0	0	0	0	0	0.0	0	
11:30 - 11:45	66	8	2	2	0	81.6	78	38	9	2	0	0	60.0	49	0	1	0	0	0	0	1.0	1	
11:45 - 12:00	67	6	3	1	0	79.8	77	57	10	1	0	0	68.5	68	1	0	0	0	0	0	1.0	1	
Hourly Total	274	54	12	5	0	326	325	219	41	14	2	2	267	260	1	1	0	0	0	0	2	2	
12:00 - 12:15	50	7	2	0	0	60.0	59	47	6	5	1	1	58.8	56	0	0	0	0	0	0	0.0	0	
12:15 - 12:30	49	10	4	0	0	65.0	63	59	8	4	0	0	73.0	71	1	0	0	0	0	0	1.0	1	
12:30 - 12:45	53	11	3	0	0	68.5	67	44	15	1	3	0	67.4	63	0	0	0	0	0	0	0.0	0	
12:45 - 13:00	59	7	2	1	0	71.3	69	48	5	1	0	0	54.5	54	0	0	0	0	0	0	0.0	0	
Hourly Total	211	38	11	1	0	265	258	186	34	7	4	1	254	244	1	0	0	0	0	0	1	1	
13:00 - 13:15	60	9	4	1	0	77.3	74	58	4	0	0	2	78.6	75	0	0	0	0	0	0	2.0	2	
13:15 - 13:30	54	10	2	0	0	67.0	66	70	10	1	1	0	83.8	82	2	0	0	0	0	0	2.0	2	
13:30 - 13:45	59	11	2	0	0	73.0	72	46	13	1	0	1	62.5	61	2	1	0	0	0	0	3.0	3	
13:45 - 14:00	63	6	2	1	0	74.3	72	63	6	1	0	0	70.5	70	0	0	0	0	0	0	0.0	0	
Hourly Total	236	36	10	2	0	292	284	237	42	3	3	3	297	288	6	1	0	0	0	0	7	7	
14:00 - 14:15	54	10	3	0	0	68.5	67	62	11	2	0	0	76.0	75	2	0	0	0	0	0	2.0	2	
14:15 - 14:30	64	11	5	1	0	84.8	81	57	12	0	1	1	73.3	71	1	0	0	0	0	0	1.0	1	
14:30 - 14:45	57	8	1	0	0	66.5	66	69	14	1	0	0	84.5	84	0	0	0	0	0	0	0.0	0	
14:45 - 15:00	76	4	3	0	0	84.5	83	65	21	1	0	0	87.5	87	0	0	0	0	0	0	0.0	0	
Hourly Total	251	33	12	1	0	304	297	253	58	4	1	1	321	317	3	0	0	0	0	0	3	3	
15:00 - 15:15	60	12	3	0	0	78.3	75	74	6	1	0	1	81.5	80	0	0	0	0	0	0	0.0	0	
15:15 - 15:30	78	9	2	0	0	90.0	89	67	9	3	1	0	82.8	80	0	0	0	0	0	0	0.0	0	
15:30 - 15:45	61	9	1	0	0	71.5	71	87	16	0	0	1	105.0	104	0	0	0	0	0	0	0.0	0	
15:45 - 16:00	62	7	0	0	0	68.0	66	70	14	2	0	0	87.0	86	4	0	0	0	0	0	4.0	4	
Hourly Total	261	37	6	0	0	307	304	288	45	6	1	2	309	302	4	0	0	0	0	0	4	4	
16:00 - 16:15	53	16	0	0	0	69.0	69	87	11	0	0	0	78.0	75	0	0	0	0	0	0	0.0	0	
16:15 - 16:30	51	8	4	1	0	67.3	64	80	40	29	3	0	1	115.5	113	0	0	0	0	0	0.0	0	
16:30 - 16:45	72	17	1	1	0	92.8	91	91	20	2	0	0	114.0	113	0	0	0	0	0	0	0.0	0	
16:45 - 17:00	50	23	5	0	0	80.5	78	98	18	2	0	1	121.0	119	3	0	0	0	0	0	3.0	3	
Hourly Total	226	64	10	2	0	310	302	351	78	7	0	3	446	439	3	0	0	0	0	0	3	3	
17:00 - 17:15	73	8	1	0	0	82.0	82	116	22	1	0	2	143.0	141	0	0	0	0	0	0	0.0	0	
17:15 - 17:30	89	5	0	0	0	94.0	94	117	21	1	0	0	139.5	139	1	0	0	0	0	0	1.0	1	
17:30 - 17:45	64	7	0	0	0	71.0	71	120	11	0	0	0	131.0	131	2	0	0	0	0	0	2.0	2	
17:45 - 18:00	54	13	0	0	0	67.0	67	105	15	1	0	1	123.5	122	1	0	0	0	0	0	1.0	1	
Hourly Total	280	33	1	0	0	315	314	458	69	3	0	3	539	533	4	0	0	0	0	0	4	4	
18:00 - 18:15	80	12	0	0	0	92.0	92	106	15	3	0	0	120.0	124	3	1	0	0	0	0	4.0	4	
18:15 - 18:30	78	2	0	0	0	80.0	80	96	15	2	1	1	118.3	115	1	0	0	0	0	0	1.0	1	
18:30 - 18:45	57	5	0	0	0	64.0	63	67	7	0	0	0	74.0	74	2	0	0	0	0	0	2.0	2	
18:45 - 19:00	51	5	0	0	0	56.0	56	71	9	0	0	1	82.0	81	1	0	0	0	0	0	1.0	1	
Hourly Total	266	24	0	0	0	292	291	340	46	5	1	2	400	394	7	1	0	0	0	0	8	8	
19:00 - 19:15	44	2	2	0	0	48.0	48	70	6	0	0	0	74.0	76	0	0	0	0	0	0	0.0		

TIME	From C							To C						
	CAR	LDV	OOV1	OOV2	BUS	PCU	TOTAL	CAR	LDV	OOV1	OOV2	BUS	PCU	TOTAL
06:00 - 06:15	27	3	1	0	0	31.5	31	58	15	1	0	0	74.5	74
06:15 - 06:30	31	6	0	1	0	38.3	38	86	26	3	1	0	118.8	116
06:30 - 06:45	59	7	1	0	0	67.5	67	91	19	1	0	0	111.5	111
06:45 - 07:00	59	19	3	3	0	89.4	84	151	29	2	0	1	127.9	126
Hourly Total	178	28	5	4	0	259	259	308	89	7	1	1	412	406
07:00 - 07:15	77	12	3	3	0	100.4	95	118	30	3	0	0	152.5	151
07:15 - 07:30	94	28	3	1	0	128.8	126	135	29	4	1	1	174.3	170
07:30 - 07:45	131	17	3	2	1	159.1	154	133	28	4	1	1	171.3	167
07:45 - 08:00	148	27	4	1	0	185.3	180	121	34	5	0	0	180.5	180
Hourly Total	469	84	13	7	1	572	556	507	131	16	2	2	651	646
08:00 - 08:15	156	29	9	6	0	212.3	209	139	18	3	1	0	163.8	161
08:15 - 08:30	147	22	6	0	0	178.0	175	159	21	2	2	0	187.6	184
08:30 - 08:45	130	26	5	2	0	168.1	163	131	27	0	0	0	168.0	158
08:45 - 09:00	149	25	7	1	0	186.8	182	109	25	2	2	0	141.6	138
Hourly Total	582	102	27	9	0	745	729	538	81	7	5	0	612	611
09:00 - 09:15	120	21	6	0	0	150.0	147	112	16	6	2	1	143.6	137
09:15 - 09:30	125	22	8	2	1	165.6	158	98	27	5	1	0	134.8	131
09:30 - 09:45	130	20	3	0	0	154.5	153	91	19	6	1	1	123.3	118
09:45 - 10:00	131	28	9	0	0	172.5	168	89	16	8	4	0	126.2	117
Hourly Total	506	81	26	2	1	643	625	390	78	25	8	2	518	503
10:00 - 10:15	111	24	3	4	1	150.7	143	112	17	7	1	0	141.8	137
10:15 - 10:30	110	25	7	0	0	145.5	142	118	10	7	2	0	143.1	137
10:30 - 10:45	118	23	8	2	1	159.5	152	89	19	12	2	1	132.6	123
10:45 - 11:00	109	21	7	2	0	145.1	139	107	20	2	0	0	130.0	129
Hourly Total	448	83	26	9	2	601	575	426	66	28	10	1	540	526
11:00 - 11:15	107	14	7	1	2	137.8	131	106	21	8	1	0	141.3	136
11:15 - 11:30	105	20	6	1	0	136.3	132	98	22	2	1	0	125.3	123
11:30 - 11:45	104	18	4	2	0	132.6	128	125	20	4	2	1	107.6	102
11:45 - 12:00	125	16	4	1	0	148.3	146	123	15	2	2	0	145.6	142
Hourly Total	482	69	21	5	2	601	597	462	78	16	6	1	579	553
12:00 - 12:15	97	13	3	1	1	118.8	115	113	22	2	0	0	138.0	137
12:15 - 12:30	109	18	8	0	0	138.0	135	104	14	4	1	0	126.3	123
12:30 - 12:45	97	26	4	3	0	135.9	130	103	13	5	1	1	127.8	123
12:45 - 13:00	107	12	3	1	0	125.8	123	100	23	6	0	0	132.0	129
Hourly Total	410	69	18	5	1	541	525	420	72	17	2	1	510	512
13:00 - 13:15	120	22	4	3	2	159.9	153	116	21	5	2	1	143.8	141
13:15 - 13:30	126	20	3	1	0	152.8	150	115	14	5	0	0	136.5	134
13:30 - 13:45	107	25	3	0	1	138.5	136	133	18	5	0	0	158.5	156
13:45 - 14:00	126	12	3	1	0	144.8	142	94	16	3	0	1	116.5	114
Hourly Total	479	79	13	5	3	595	579	458	69	16	1	1	550	545
14:00 - 14:15	118	21	5	0	0	146.5	144	121	12	3	0	0	144.4	139
14:15 - 14:30	122	23	5	2	1	159.1	153	112	14	6	0	0	135.0	132
14:30 - 14:45	126	22	2	0	0	151.0	150	128	20	5	0	1	157.5	154
14:45 - 15:00	141	25	4	0	0	172.0	170	113	15	2	0	0	131.0	130
Hourly Total	507	81	16	2	1	619	617	474	61	16	3	1	599	591
15:00 - 15:15	124	18	4	0	1	160.0	157	117	13	2	1	0	135.3	131
15:15 - 15:30	145	18	5	1	0	172.8	169	115	16	5	1	0	140.8	137
15:30 - 15:45	148	25	1	0	1	176.5	175	134	9	2	4	0	155.2	149
15:45 - 16:00	136	21	2	0	0	160.0	159	117	22	3	0	0	163.5	162
Hourly Total	583	82	12	1	2	695	690	563	60	12	6	0	599	591
16:00 - 16:15	126	27	0	0	1	164.0	163	145	21	0	0	0	179.5	176
16:15 - 16:30	131	37	7	1	1	182.8	177	136	22	4	4	0	173.2	166
16:30 - 16:45	163	37	3	1	0	206.8	204	162	27	3	0	1	195.5	193
16:45 - 17:00	151	41	7	0	1	204.5	200	150	25	1	0	0	176.5	176
Hourly Total	589	142	17	2	3	719	744	593	95	17	4	1	725	710
17:00 - 17:15	109	30	2	0	2	128.0	123	119	28	1	0	0	138.5	136
17:15 - 17:30	207	26	1	0	0	234.0	234	156	18	1	0	0	177.5	176
17:30 - 17:45	186	18	0	0	0	204.0	204	155	9	1	0	2	168.5	167
17:45 - 18:00	160	28	1	0	1	191.5	190	135	14	2	0	0	152.0	151
Hourly Total	742	102	4	0	3	815	851	605	69	5	0	3	689	692
18:00 - 18:15	109	28	3	0	0	121.5	120	143	19	0	0	1	144.0	143
18:15 - 18:30	175	17	2	1	1	196.3	196	123	10	1	0	0	134.5	134
18:30 - 18:45	126	12	0	0	1	140.0	139	116	11	0	0	0	127.0	127
18:45 - 19:00	123	14	0	0	1	138.0	138	117	8	1	0	0	126.5	126
Hourly Total	613	71	5	1	3	750	693	499	48	2	0	1	552	550
19:00 - 19:15	114	8	2	0	0	126.0	124	110	6	1	0	0	117.6	117
19:15 - 19:30	91	15	0	0	0	106.0	106	76	2	1	0	0	73.5	79
19:30 - 19:45	76	7	1	0	0	84.5	84	110	9	0	0	0	119.0	119
19:45 - 20:00	83	3	0	0	1	88.0	87	119	8	0	1	0	128.3	128
Hourly Total	364	33	3	0	1	404	401	415	25	2	1	0	445	443
20:00 - 20:15	74	5	0	1	0	81.3	80	100	8	0	0	0	108.8	108
20:15 - 20:30	84	9	0	1	0	95.3	94	67	7	0	0	0	74.0	74
20:30 - 20:45	58	7	1	1	0	68.8	67	65	7	0	0	0	72.0	72
20:45 - 21:00	56	6	0	0	0	62.0	62	46	4	0	0	0	50.0	50
Hourly Total	272	27	1	3	0	308	303	278	26	0	0	0	304	304
21:00 - 21:15	47	2	0	0	0	49.0	49	65	4	1	0	0	70.5	70
21:15 - 21:30	45	4	0	0	0	49.0	49	55	4	0	0	0	58.0	59
21:30 - 21:45	57	2	0	0	0	59.0	59	37	6	1	0	0	64.5	64
21:45 - 22:00	35	4	0	0	0	39.0	39	33	2	0	0	0	35.0	35
Hourly Total	184	12	0	0	0	196	196	190	16	2	0	0	219	208
22:00 - 22:15	35	2	0	0	0	37.0	37	37	2	2	0	0	42.0	41
22:15 - 22:30	46	1	0	0	0	47.0	47	39	5	0	0	0	44.0	44
22:30 - 22:45	35	1	0	0	0	37.0	37	30	3	0	0	0	33.0	33
22:45 - 23:00	25	2	0	0	0	27.0	27	25	0	0	0	0	25.0	25
Hourly Total	142	6	0	0	0	149	148	131	19	2	0	0	144	143
23:00 - 23:15	26	1	0	0	0	27.0	27	22	1	0	0	0	23.0	23
23:15 - 23:30	22	2	0	0	0	24.0	24	20	1	1	0	0	22.5	22
23:30 - 23:45	14	2	0	0	0	16.0	16	20	2	0	0	0	22.0	22
23:45 - 00:00	13	1	0	0	0	14.0	14	8	1	0	0	0	9.0	9
Hourly Total	75	6	0	0	0	81	81	79	5	1	0	0	77	76
Session Total	7984	1193	206	54	23	9283	9069	7277	1079	191	44	15	8778	8908

Manston, Tuesday 7th March 2017

Junction: (S) Seamark Road / A299 / Willets Hill / A253

Approach: Seamark Road

TIME	Left to A299 (East)							Ahead to Willets Hill							Right to A253							Last Right to A299 (Northwest)											
	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0615 - 0630	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0	2	
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	6	2	0	0	0	8	
0700 - 0715	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	3	2	0	0	0	5	
0715 - 0730	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	2	1	0	0	0	3	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	3	1	0	0	0	4	
0745 - 0800	0	0	1	1	0	0	0	2	0	0	1	0	0	0	0	1	0	0	4	0	0	0	0	4	0	0	4	2	0	1	0	7	
Hourly Total	0	0	9	2	0	0	0	11	0	0	5	0	0	0	0	5	0	0	7	0	0	0	0	7	0	0	13	5	0	1	0	19	
0800 - 0815	0	0	2	1	0	0	0	3	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	6	0	0	0	0	6	
0815 - 0830	0	0	3	0	0	0	0	3	0	0	2	1	0	0	0	3	0	0	4	0	0	0	0	4	0	0	9	1	0	0	0	10	
0830 - 0845	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	3	1	0	0	0	4	0	0	10	3	0	0	0	13	
0845 - 0900	0	0	9	0	0	1	0	10	0	0	2	1	0	0	0	3	0	0	1	1	0	0	0	2	0	0	12	2	1	0	0	15	
Hourly Total	0	0	15	1	0	1	0	17	0	0	6	2	0	0	0	8	0	0	10	2	0	0	0	12	0	0	37	9	1	0	0	47	
0900 - 0915	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	
0915 - 0930	0	0	5	1	0	1	0	7	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11	
0930 - 0945	0	0	5	1	0	0	0	6	0	0	2	0	0	0	0	2	0	0	3	1	0	0	0	4	0	0	5	0	0	0	0	5	
0945 - 1000	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	
Hourly Total	0	0	12	2	0	1	0	15	0	0	7	0	0	0	0	7	0	0	3	1	0	0	0	4	0	0	28	3	0	0	0	31	
1000 - 1015	0	0	2	1	0	0	0	3	0	0	1	0	0	0	0	1	0	0	2	1	0	0	0	3	0	0	9	1	0	0	0	10	
1015 - 1030	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2	
1030 - 1045	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	3	0	0	0	0	4	
1045 - 1100	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	
Hourly Total	0	0	6	2	0	0	0	8	0	0	3	0	0	0	0	3	0	0	6	1	0	0	0	7	0	0	19	2	0	0	0	21	
1100 - 1115	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	2	1	0	0	0	3	
1115 - 1130	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	1	1	0	0	0	2	0	0	3	2	0	0	0	3	
1130 - 1145	0	0	1	1	0	0	0	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
1145 - 1200	0	0	2	1	0	0	0	3	0	0	1	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	0	6	2	0	0	0	8	0	0	4	0	0	0	0	4	0	0	6	1	0	0	0	7	0	0	8	2	0	0	0	10	
1200 - 1215	0	0	4	2	0	0	0	6	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	6	0	0	0	0	6	
1215 - 1230	0	0	3	0	1	1	0	5	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	2	1	0	0	0	2	
1230 - 1245	0	0	2	2	0	0	0	4	0	0	1	0	0	0	0	1	0	0	1	2	0	0	0	3	0	0	2	2	0	0	0	4	
1245 - 1300	0	0	4	1	0	0	0	5	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	4	
Hourly Total	0	0	13	5	1	1	0	20	0	0	4	0	0	0	0	4	0	0	3	2	0	0	0	5	0	0	13	3	0	1	0	17	
1300 - 1315	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	7	0	0	0	0	7	
1315 - 1330	0	0	4	2	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	1	7	
1330 - 1345	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	
1345 - 1400	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	
Hourly Total	0	0	9	3	1	0	0	13	0	0	6	0	0	0	0	6	0	0	2	0	0	0	0	2	0	0	17	3	0	1	0	21	
1400 - 1415	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	2	
1415 - 1430	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	3	1	0	0	0	3	
1430 - 1445	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	
1445 - 1500	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	1	0	0	0	3	
Hourly Total	0	0	8	2	1	0	0	11	0	0	2	0	0	0	0	2	0	0	3	0	0	0	0	3	0	0	14	2	0	0	0	18	
1500 - 1515	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	4	
1515 - 1530	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	
1530 - 1545	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	10	
1545 - 1600	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	1	0	0	0	3	
Hourly Total	0	0	7	0	0	0	0	7	0	0	2	0	0	0	0	2	0	0	5	0	0	0	0	5	0	0	15	5	0	0	0	20	
1600 - 1615	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	
1615 - 1630	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0</					

Manston, Tuesday 7th March 2017

Junction: (S) Seamark Road / A299 / Willets Hill / A253

Approach: A299 (East)

TIME	Left to Willets Hill												Ahead to A253												Right to A299 (Northwest)												Last Right to Seamark Road											
	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL																
0600 - 0615	0	0	2	0	0	0	0	2	0	0	87	6	1	0	0	74	0	0	161	37	2	3	0	203	0	0	2	0	0	0	0	2																
0615 - 0630	0	0	4	0	0	0	0	4	0	0	71	7	2	1	0	81	0	0	206	39	4	4	0	253	0	0	2	0	0	0	0	2																
0630 - 0645	0	0	1	0	0	0	0	1	0	0	62	7	0	0	0	69	0	0	166	42	1	1	0	210	0	0	2	0	0	0	0	2																
0645 - 0700	0	0	1	0	0	0	0	1	0	0	70	10	1	0	0	81	0	0	165	49	1	2	1	198	0	0	2	1	1	1	0	4																
Hourly Total	0	0	10	1	0	0	0	11	0	0	270	30	4	1	0	305	0	0	678	167	8	10	1	864	0	0	6	1	0	1	0	8																
0700 - 0715	0	0	2	0	0	0	0	2	0	0	67	6	1	1	0	75	0	1	170	42	7	2	0	222	0	0	2	0	0	0	0	2																
0715 - 0730	0	0	1	0	0	0	0	1	0	0	58	7	1	0	0	67	0	2	142	37	1	2	0	240	0	0	2	3	1	1	0	6																
0730 - 0745	0	0	4	1	0	0	0	5	0	0	71	7	0	0	1	79	0	2	184	52	9	3	0	250	0	0	3	0	0	0	0	3																
0745 - 0800	0	0	2	2	0	0	0	4	0	0	80	10	2	0	0	92	0	0	194	46	8	3	1	252	0	0	10	3	0	0	0	13																
Hourly Total	0	0	9	3	0	0	0	12	0	0	276	30	5	1	1	313	0	5	799	181	33	11	1	990	0	0	12	4	0	0	0	22																
0800 - 0815	0	0	5	1	0	0	0	6	0	0	70	2	2	0	0	75	0	0	158	28	13	4	0	203	0	0	4	1	0	1	0	6																
0815 - 0830	0	0	8	4	0	0	0	12	0	2	62	7	5	2	0	78	0	0	168	28	8	10	0	214	0	0	6	0	1	0	0	7																
0830 - 0845	0	0	5	2	0	0	0	7	0	2	61	7	0	0	0	70	0	0	142	37	13	2	1	195	0	0	3	0	0	0	0	6																
0845 - 0900	0	0	4	0	0	0	1	5	0	0	53	6	5	0	0	64	0	1	125	38	2	5	2	153	0	0	6	1	0	0	0	8																
Hourly Total	0	0	22	7	0	0	1	30	0	4	246	19	15	2	1	287	0	1	603	131	36	21	3	795	0	0	24	2	2	1	0	26																
0900 - 0915	0	0	3	1	1	0	0	5	0	0	56	3	2	0	0	61	0	0	107	29	15	6	0	157	0	1	3	1	0	0	0	6																
0915 - 0930	0	0	6	0	0	0	0	6	0	0	70	2	5	3	0	77	0	0	81	27	8	7	0	124	0	1	3	1	0	0	0	6																
0930 - 0945	0	0	2	1	0	0	0	3	0	0	31	2	6	1	0	40	0	0	88	29	9	7	0	131	0	0	8	0	0	0	0	8																
0945 - 1000	0	0	1	0	0	0	0	1	0	0	36	3	7	1	0	47	0	0	89	28	11	7	0	133	0	0	8	0	0	0	0	8																
Hourly Total	0	0	12	3	1	0	0	16	0	2	176	12	20	5	0	215	0	1	363	113	43	24	1	545	0	1	1	25	2	0	0	29																
1000 - 1015	0	0	3	1	0	0	0	4	0	0	38	4	2	1	0	45	0	0	88	24	17	12	0	141	0	0	8	1	0	0	0	9																
1015 - 1030	0	0	7	0	0	0	0	7	0	0	27	2	3	2	0	34	0	0	98	22	11	11	1	143	0	0	2	0	0	0	0	2																
1030 - 1045	0	0	7	0	0	0	0	7	0	0	31	3	0	0	0	37	0	0	79	22	9	8	0	118	0	0	2	0	0	0	0	2																
1045 - 1100	0	0	3	1	0	0	0	4	0	0	3	36	4	3	1	0	47	0	0	95	18	12	4	0	129	0	0	7	1	0	0	0	8															
Hourly Total	0	0	20	2	0	0	0	22	0	3	132	16	8	4	0	163	0	0	360	86	49	35	1	531	0	0	20	2	0	0	0	22																
1100 - 1115	0	0	1	0	0	0	1	2	0	0	38	2	1	0	0	40	0	0	104	15	10	8	0	133	0	0	2	0	0	0	0	2																
1115 - 1130	0	0	5	1	0	0	0	6	0	0	42	1	1	0	0	44	0	0	115	16	9	8	0	148	0	0	3	1	0	0	0	9																
1130 - 1145	0	0	3	0	0	0	0	3	0	1	29	3	1	0	0	34	0	0	115	23	10	6	0	154	0	0	7	0	0	0	0	8																
1145 - 1200	0	0	7	1	0	0	0	8	0	0	33	4	4	1	1	42	0	0	105	24	12	11	0	152	0	0	4	1	0	0	0	3																
Hourly Total	0	0	16	2	0	0	0	18	0	1	142	10	6	1	0	160	0	0	439	78	42	28	0	587	0	0	20	2	0	0	0	22																
1200 - 1215	0	0	4	1	0	0	0	5	0	0	32	12	3	2	1	50	0	0	84	21	10	18	0	133	0	0	6	0	0	0	0	6																
1215 - 1230	0	0	7	0	0	0	0	7	0	0	29	2	0	0	0	37	0	0	99	25	6	8	0	138	0	0	4	1	1	0	0	6																
1230 - 1245	0	0	1	4	0	0	0	6	0	0	22	8	3	0	0	33	0	0	91	18	5	5	1	120	0	0	2	1	0	1	0	4																
1245 - 1300	0	0	7	1	0	0	0	8	0	0	31	5	2	0	1	39	0	0	94	21	6	9	0	130	0	0	3	2	0	0	0	6																
Hourly Total	0	0	22	7	0	0	1	30	0	4	246	19	15	2	1	287	0	1	603	131	36	21	3	795	0	0	24	2	2	1	0	26																
1300 - 1315	0	0	6	1	0	0	0	7	0	0	33	4	2	0	0	39	0	1	77	33	14	7	0	132	0	0	3	2	0	0	0	5																
1315 - 1330	0	0	2	0	0	0	0	2	0	1	32	2	1	1	0	37	0	1	92	21	8	6	0	128	0	0	3	1	0	0	0	4																
1330 - 1345	0	0	3	1	0	0	0	4	0	0	39	7	2	1	0	51	0	0	116	26	10	14	0	167	0	0	2	2	0	0	0	6																
1345 - 1400	0	0	6	0	0	0	0	6	0	0	36	3	1	0	0	42	0	0	94	30	10	9	0	143	0	0	0	0	0	0	0	4																
Hourly Total	0	0	17	2	0	0	0	19	0	1	140	16	6	2	4	169	0	3	379	110	42	36	0	570	0	0	12	5	0	1	0	18																
1400 - 1415	0	0	8	1	0	0	0	9	0	0	43	6	4	0	2	55	0	0	92	31	7	9	0	139	0	0	4	0	0	0	0	3																
1415 - 1430	0	0	3	1	0	0	0	4	0	0	40	4	1	0	0	47	0	0	119	36	9	8	0	171	0	0	4	1	0	0	0	6																
1430 - 1445	0	0	5	3	0	0	0	8	0	0	68	4	2	0	0	74	0	0	155	37	11	2	0	205	0	0	7	2	0	0	0	9																
1445 - 1500	0	0	7	4	0	0	0	11	0	0	48	3	0	0	1	52	0	1	150	37	12	2	1	204	0	0	2	3	1	0	0	27																
Hourly Total	0	0	23	9	0	0	0	32	0	0	219	17	7	0	0	246	0	2	538	141	54	23	3	719	0	0	21	6	0	0	0	27																
1500 - 1515	0	0	5	1	0	0	0	6	0	0	52	2	0	0	1	55	0	2	154	35	3	7	0	201	0	0	5	1	0	0	0	6																
1515 - 1530	0	0	7	1	0	0	0	8	0	0	50	3	1	0	1	55	0	0	138	28	6	7	0	179	0	0	6	0	0	0	0	6																
1530 - 1545	0	0	9	2	0	0	0	11	0	0	48	2	1	0	2	53	0	0	117	31	5	1	0	154	0	0	1	2	0	0	0	3																
1545 - 1600	0	0	15	0	0	0	0	15	0	0	53	9	2	0	1	65	0	1	130	32	5	2	0	170	0	0	5	2	0	0	0	7																
Hourly Total	0	0	36	4	0	0	0	40	0	0	203	18	4	0	5	228	0	3	539	126	19																											

Junction: (S) Seamark Road / A299 / Willets Hill / A253

Approach: Willets Hill

TIME	First Left to A253								Second Left to A299 (Northwest)								Ahead to Seasmark Road								Right to A299 (East)								
	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	
0600-0615	0	0	7	0	0	0	0	7	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	
0615-0630	0	0	7	0	0	0	0	7	0	0	7	1	0	0	0	8	0	0	1	0	0	0	0	0	1	0	0	9	1	0	0	10	
0630-0645	0	0	8	0	0	0	0	8	0	0	6	2	0	0	0	8	0	0	1	0	0	0	0	0	1	0	0	13	0	0	0	14	
0645-0700	0	0	10	0	0	0	0	10	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	
Hourly Total	0	0	32	0	0	0	0	32	0	0	22	3	0	0	0	25	0	0	2	0	0	0	0	0	2	0	0	42	2	0	0	44	
0700-0715	0	0	9	0	0	0	0	9	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	
0715-0730	0	0	8	0	0	0	0	8	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	16	
0730-0745	0	0	11	1	0	0	0	13	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	17	
0745-0800	0	0	4	2	0	0	0	6	0	0	8	1	0	0	0	9	0	0	2	0	0	0	0	0	2	0	0	12	2	1	0	0	15
Hourly Total	0	0	32	3	0	0	0	35	0	0	27	2	0	0	0	29	0	0	2	0	0	0	0	0	2	0	0	56	3	1	0	0	60
0800-0815	0	0	11	0	0	0	0	11	0	0	9	1	0	0	0	10	0	0	1	0	0	0	0	0	1	0	1	6	1	0	0	8	
0815-0830	1	0	10	0	0	0	0	11	0	0	6	2	0	0	0	8	0	0	3	0	0	0	0	0	3	0	0	10	2	0	0	0	12
0830-0845	0	0	7	1	0	0	0	8	0	0	8	1	0	0	0	9	0	0	1	0	0	0	0	0	1	0	0	12	1	0	0	0	13
Hourly Total	0	0	32	2	0	0	0	34	0	0	15	1	0	0	0	13	0	0	1	0	0	0	0	0	1	0	0	11	2	1	1	0	15
0845-0900	2	2	14	1	0	0	0	19	0	0	11	1	0	1	0	13	0	0	1	0	0	0	0	0	1	0	0	11	2	1	1	0	15
Hourly Total	3	2	42	2	0	0	0	49	0	0	34	5	0	1	0	40	0	0	6	0	0	0	0	0	6	0	1	39	6	1	1	0	46
0900-0915	0	0	9	0	0	0	0	9	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	
0915-0930	0	0	7	1	0	0	0	8	0	0	5	2	0	0	0	4	0	0	1	0	0	0	0	0	0	0	9	2	2	0	0	13	
0930-0945	0	0	9	0	0	0	0	9	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	9	1	1	0	0	11	
0945-1000	0	0	7	1	0	0	0	8	0	0	5	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	
Hourly Total	0	0	32	2	0	0	0	34	0	0	15	1	0	0	0	16	0	0	2	0	0	0	0	0	2	0	0	23	4	3	0	0	40
1000-1015	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	
1015-1030	0	0	5	1	0	0	0	6	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	0	0	0	7	1	0	0	0	8	
1030-1045	0	0	8	0	0	0	0	8	0	0	5	2	0	0	0	7	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	4	
1045-1100	0	0	8	1	0	0	0	9	0	0	1	1	0	0	0	2	0	0	1	0	0	0	0	0	1	0	0	11	1	0	0	0	12
Hourly Total	0	0	23	2	0	0	0	25	0	0	11	3	0	0	0	14	0	0	3	0	0	0	0	0	3	0	0	29	2	0	0	0	31
1100-1115	0	0	8	0	0	0	0	8	0	0	11	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	9	1	0	0	0	10
1115-1130	0	0	8	0	0	0	0	8	0	0	2	1	0	0	0	3	0	0	1	0	0	0	0	0	1	0	0	7	1	0	0	0	8
1130-1145	0	0	3	0	0	0	0	3	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	
1145-1200	0	0	7	2	0	0	0	9	0	0	1	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	10	2	2	1	0	0	12
Hourly Total	0	0	27	3	0	0	0	30	0	0	11	1	0	0	0	12	0	0	3	0	0	0	0	0	3	0	0	29	4	0	0	0	33
1200-1215	0	0	6	1	0	0	0	7	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	0	2	0	0	6	1	0	0	0	7
1215-1230	0	0	9	1	0	0	0	10	0	0	9	1	0	0	0	3	0	0	1	0	0	0	0	0	1	0	0	3	1	0	0	0	9
1230-1245	0	0	1	1	0	0	0	2	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	
1245-1300	0	0	3	0	0	0	0	3	0	0	8	1	0	0	0	9	0	0	1	0	0	0	0	0	1	0	0	10	2	0	0	0	12
Hourly Total	1	1	16	2	0	0	0	18	0	0	17	2	0	0	0	19	0	0	4	0	0	0	0	0	4	0	0	23	4	0	0	0	27
1300-1315	0	0	3	1	0	0	0	4	0	0	8	2	0	0	0	10	0	0	1	1	0	0	0	0	2	0	0	12	3	0	0	0	15
1315-1330	0	0	3	1	0	0	0	4	0	0	11	0	0	0	0	11	0	0	1	0	0	0	0	0	1	0	0	6	1	0	0	0	7
1330-1345	0	0	2	1	0	0	0	3	0	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	
1345-1400	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	1	0	0	0	0	0	1	0	0	4	1	0	0	0	5
Hourly Total	0	0	8	3	0	0	1	0	12	0	0	23	3	0	0	27	0	0	3	1	0	0	0	0	4	0	0	26	5	0	0	0	31
1400-1415	0	0	2	1	0	0	0	3	0	0	7	1	0	0	0	8	0	0	1	0	0	0	0	0	1	0	0	7	2	0	0	0	9
1415-1430	0	0	4	0	0	0	0	4	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	
1430-1445	0	0	4	2	0	0	0	6	0	0	11	1	0	0	0	12	0	0	0	1	0	0	0	0	1	0	0	3	1	0	0	0	4
1445-1500	0	0	5	0	0	0	0	5	0	0	7	0	0	0	0	7	0	0	1	0	0	0	0	0	1	0	0	2	1	0	0	0	3
Hourly Total	0	0	15	3	0	0	0	18	0	0	29	2	0	0	0	31	0	0	2	1	0	0	0	0	2	0	0	19	4	0	0	0	23
1500-1515	0	0	9	0	0	0	0	9	0	0	3	1	0	0	0	4	0	0	1	0	0	0	0	0	1	0	0	2	1	0	0	0	3
1515-1530	0	0	4	1	0	0	0	5	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	
1530-1545	0	0	2	0	0	0	0	2	0	0	8	1	0	0	0	9	0	0	1	0	0	0	0	0	0	0	3	2	0	0	0	3	
1545-1600	0	0	3	0	0	0	0	3	0	0	7	0	0	0	0	7	0	0	1	0	0	0	0	0	1	0	0	3	2	0	0	0	5
Hourly Total	0	0	18	1	0	0	0	19	0	0	21	2	0	0	0	23	0	0	3	0	0	0	0	0	3	0	0	13	4	0	0	0	17
1600-161																																	

Junction: (S) Seamark Road / A299 / Willetts Hill / A253

Approach: A253

TIME	First Left to A299 (Northwest)							Second Left to Seamark Road							Ahead to A299 (East)							Right to Willets Hill										
	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0615 - 0630	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	36	4	0	1	1	42	0	0	1	0	0	0	0	1	
0630 - 0645	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1	0	36	9	3	1	0	49	0	0	2	0	0	0	0	2	
0645 - 0700	0	0	2	2	1	0	0	5	0	0	2	0	0	0	0	2	0	48	2	0	1	1	52	0	0	1	0	0	0	0	1	
Hourly Total	0	0	8	1	0	0	0	9	0	0	2	0	0	0	0	2	0	2156	10	7	2	6	3192	0	0	4	0	0	0	0	4	
0700 - 0715	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	53	2	1	2	0	58	0	0	2	0	0	0	0	2	
0715 - 0730	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	45	4	1	1	1	52	0	0	2	0	0	0	0	2	
0730 - 0745	0	0	3	0	0	0	0	3	0	0	1	0	0	1	2	0	0	45	11	2	3	0	61	0	0	1	0	0	0	0	1	
0745 - 0800	0	0	3	1	0	0	0	4	0	0	3	0	0	0	0	3	0	51	6	3	1	1	63	0	0	2	0	0	0	0	2	
Hourly Total	0	0	10	2	0	0	0	12	0	0	4	0	0	1	0	5	0	1	206	29	7	10	2	249	0	0	7	0	0	0	0	8
0800 - 0815	0	0	6	1	0	0	0	7	0	0	1	0	0	0	0	1	0	0	43	2	1	0	0	46	0	0	3	0	0	0	0	3
0815 - 0830	0	0	4	2	1	0	0	7	0	0	2	0	0	0	0	2	0	0	41	6	2	0	0	50	0	0	4	1	0	0	0	5
0830 - 0845	0	0	4	2	0	0	0	6	0	0	2	0	0	0	0	2	0	0	46	4	0	0	1	55	0	0	5	0	0	0	0	5
Hourly Total	0	0	20	6	1	0	0	27	0	0	6	0	0	0	0	6	0	1	185	15	9	3	1	214	0	0	13	1	0	0	0	14
0900 - 0915	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	35	8	2	0	0	45	0	0	2	0	0	0	0	2
0915 - 0930	0	0	5	1	1	1	0	8	0	0	0	0	0	0	0	0	0	2	34	3	0	0	0	41	0	0	2	0	0	0	0	2
0930 - 0945	0	0	3	0	0	0	0	3	0	0	1	1	0	0	0	2	0	0	32	9	0	0	0	41	0	0	3	0	0	0	0	1
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	32	2	2	1	1	38	0	0	0	0	0	0	0	1
Hourly Total	0	0	10	2	1	1	1	14	0	0	3	1	0	0	0	4	0	0	133	21	7	3	1	155	0	0	8	0	0	0	0	9
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	2	1	1	0	25	0	0	1	0	0	0	0	1
1015 - 1030	0	0	2	1	0	0	0	3	0	0	2	0	0	0	0	2	0	0	22	3	0	1	1	27	0	0	2	1	0	0	0	3
1030 - 1045	0	0	0	1	0	0	0	1	0	0	1	1	0	0	0	2	0	0	20	2	2	0	0	24	0	0	3	0	0	0	0	3
1045 - 1100	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	18	8	2	0	0	28	0	0	1	0	0	0	0	1
Hourly Total	0	0	5	2	0	0	0	7	0	0	3	1	0	0	0	4	0	0	81	15	4	3	1	104	0	0	7	1	0	0	0	8
1100 - 1115	0	0	0	1	0	0	0	1	0	0	1	1	0	0	0	1	0	0	25	3	0	0	1	30	0	0	0	0	0	0	0	0
1115 - 1130	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	24	7	0	0	1	32	0	0	3	0	0	0	0	3
1130 - 1145	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	24	2	1	0	0	27	0	0	5	1	0	0	0	6
1145 - 1200	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	20	3	0	0	0	23	0	0	0	0	0	0	0	3
Hourly Total	0	0	6	2	0	0	0	8	0	0	3	0	0	0	0	3	0	0	93	15	2	0	2	112	0	0	13	1	0	0	0	14
1200 - 1215	0	0	2	1	0	0	0	3	0	0	1	0	0	0	0	1	0	0	25	9	1	1	0	36	0	0	3	0	0	0	0	3
1215 - 1230	0	0	4	2	0	0	0	6	0	0	2	2	0	0	0	2	0	0	38	5	0	0	0	43	0	0	2	1	0	0	0	3
1230 - 1245	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	29	5	2	2	1	39	0	0	2	0	0	0	0	2
1245 - 1300	0	0	2	4	0	0	0	6	0	0	1	0	0	0	0	1	0	0	28	7	0	0	0	35	0	0	1	0	0	0	0	1
Hourly Total	0	0	11	7	0	0	0	18	0	0	4	0	0	0	0	5	0	0	130	26	4	2	3	153	0	0	8	1	0	0	0	9
1300 - 1315	0	0	4	1	0	0	0	5	0	0	2	0	0	0	0	3	0	1	49	4	2	0	1	57	0	0	2	0	0	0	0	2
1315 - 1330	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	39	4	2	0	0	45	0	0	4	0	0	0	0	1
1330 - 1345	0	0	3	1	0	0	0	4	0	0	3	0	0	0	0	3	0	1	45	4	0	0	0	53	0	0	1	0	0	0	0	1
1345 - 1400	0	0	4	1	0	0	0	5	0	0	2	0	0	0	0	2	0	0	42	6	1	0	0	49	0	0	1	1	0	0	0	2
Hourly Total	0	0	14	3	1	0	0	18	0	0	7	2	0	0	0	9	0	4	169	18	6	0	1	198	0	0	7	2	0	0	0	1
1400 - 1415	0	0	3	0	0	0	0	3	0	0	1	1	0	0	0	2	0	0	50	7	0	0	0	57	0	0	3	2	0	0	0	5
1415 - 1430	0	0	1	1	0	0	0	2	0	0	2	0	0	0	0	2	0	0	48	7	2	0	0	56	0	0	2	0	0	0	0	2
1430 - 1445	0	0	1	0	0	0	0	1	0	0	4	0	0	0	0	4	0	0	63	2	1	0	0	66	0	0	4	1	0	0	0	5
1445 - 1500	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	1	0	0	61	11	0	0	0	74	0	0	2	0	0	0	0	2
Hourly Total	0	0	8	2	0	0	0	8	0	0	8	1	0	0	0	9	0	22	224	27	0	0	0	253	0	0	11	3	0	0	0	14
1500 - 1515	0	0	5	0	0	0	0	5	0	0	2	0	0	0	0	2	0	0	61	7	0	0	0	68	0	0	8	0	0	0	0	8
1515 - 1530	0	0	2	0	0	0	0	2	0	0	1	1	0	0	0	2	0	0	52	8	0	0	0	61	0	0	7	2	0	0	0	8
1530 - 1545	0	0	4	4	0	0	0	8	0	0	1	1	0	0	0	1	1	0	44	7	0	0	0	51	0	0	4	0	0	0	0	4
1545 - 1600	0	0	4	1	0	0	0	5	0	0	2	0	0	0	0	2	0	0	64	4	1	0	0	69	0	0	2	1	0	0	0	3
Hourly Total	0	0	15	1	0	0	0	16	0	0	5	2	0	0	0	7	0	0	221	26	2	0	0	249	0	0	21	2	0	0	0	23
1600 - 1615	0	0	4	0	0	0	0	4	0	0	1	1	0	0	0	2	0	0	60	8	0	0	0	68	0	0	3	1	0	0	0	4
1615 - 1630	0	0	4	0	0	0	0	4	0	0	3	0	0	0	0	3	0	0	66	8	0	0	0	74	0	0	7	1	0	0	0	8
1630 - 1645	0	0	4	1	0	0	0	5	0	0	5	0	0	0	0	5	0	0	65													

Junction: (S) Seamark Road / A299 / Willets Hill / A253

Approach: A299 (Northwest)

TIME	First Left to Seamark Road							Second Left to A299 (East)							Right to Willets Hill							Last Right to A253												
	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL		
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0615 - 0630	0	0	0	0	0	0	0	0	0	0	2	178	26	15	11	0	222	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0		
0630 - 0645	0	0	1	0	0	0	0	1	0	0	0	176	26	12	7	1	222	0	0	2	0	0	0	0	0	2	1	0	0	0	0	3		
0645 - 0700	0	0	2	0	0	0	0	2	0	0	0	180	33	14	13	0	240	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	5	0	0	0	0	5	0	2	653	102	52	35	2	846	0	0	3	0	0	0	0	0	0	6	1	0	0	0	0	7		
0700 - 0715	0	0	1	0	0	0	0	1	0	0	0	150	39	14	7	0	210	0	0	1	0	0	0	0	1	0	0	2	1	0	0	0	3	
0715 - 0730	0	0	1	0	0	0	0	1	0	0	0	151	35	12	9	0	207	0	0	3	3	5	12	2	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	2	1	0	0	0	3	0	1	0	164	40	14	7	1	227	0	0	4	1	1	0	0	0	0	0	7	3	0	1	0	11	
0745 - 0800	0	0	7	0	1	0	0	8	0	0	0	177	47	16	12	0	252	0	0	2	2	0	0	0	0	4	0	3	1	0	1	0	9	
Hourly Total	0	0	11	1	1	0	0	13	0	1	642	161	96	39	1	896	0	0	10	3	0	0	0	0	13	0	0	14	5	0	2	0	21	
0800 - 0815	0	0	2	0	0	0	0	2	0	0	0	174	51	17	11	0	237	0	0	6	9	0	0	0	0	17	1	1	0	0	0	0	0	
0815 - 0830	0	0	3	1	1	0	0	5	0	0	0	167	46	8	8	0	229	0	0	9	0	0	0	0	0	9	0	4	1	1	0	0	0	
0830 - 0845	0	0	1	0	1	1	0	3	0	0	0	129	28	12	7	0	176	0	0	15	4	2	0	0	0	21	0	6	2	0	0	0	0	
0845 - 0900	0	0	5	0	0	0	0	5	0	0	0	151	33	13	7	0	204	0	0	15	1	0	0	0	0	16	1	13	7	0	0	0	0	
Hourly Total	0	0	11	1	2	1	0	15	0	0	621	158	39	28	0	846	0	0	45	8	2	2	0	0	0	55	0	0	13	6	3	0	0	22
0900 - 0915	0	0	0	0	1	1	0	2	0	0	0	118	39	16	10	0	183	0	0	8	4	1	0	0	0	13	0	0	2	1	0	0	0	3
0915 - 0930	0	0	2	0	0	0	0	2	0	0	0	119	24	13	9	0	173	0	0	2	0	0	0	0	0	9	4	0	0	0	0	0	0	
0930 - 0945	0	0	1	0	0	0	0	1	0	1	0	105	25	14	5	0	150	0	0	7	0	0	0	0	0	4	0	1	0	0	0	0	0	
0945 - 1000	0	0	2	0	0	0	0	2	0	0	0	1	90	23	7	6	0	127	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	0	0	5	0	1	1	0	7	0	2	432	111	42	30	1	633	0	0	24	6	2	0	0	0	0	21	0	0	10	2	2	0	0	1
1000 - 1015	0	0	0	0	0	0	0	0	0	0	1	89	18	11	9	0	128	0	0	6	0	0	0	0	0	6	0	1	1	0	0	0	0	0
1015 - 1030	0	0	1	0	0	0	0	1	0	0	0	98	21	7	8	1	135	0	0	8	1	0	0	0	0	9	0	0	3	0	0	0	0	0
1030 - 1045	0	0	1	1	2	0	0	4	0	0	0	95	20	10	4	0	129	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	99	21	12	5	0	137	0	0	3	1	0	0	0	0	4	0	4	1	0	0	0	0	0
Hourly Total	0	0	2	1	0	0	0	3	0	1	381	80	40	26	1	529	0	0	19	2	0	0	0	0	0	21	0	0	9	2	0	0	0	0
1100 - 1115	0	0	0	0	0	0	0	0	0	0	97	15	11	2	0	129	0	0	7	2	0	0	0	0	0	9	0	11	1	0	0	0	0	0
1115 - 1130	0	0	2	0	0	0	0	2	0	0	0	103	22	9	3	0	137	0	0	8	2	0	0	0	0	10	0	1	0	0	0	0	0	0
1130 - 1145	0	0	1	1	0	0	0	2	0	1	1	86	24	5	5	1	122	0	0	7	0	0	0	0	0	7	0	2	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	2	105	20	10	4	0	141	0	0	11	1	0	0	0	0	12	1	1	0	0	0	0	0	0
Hourly Total	0	0	3	3	0	0	0	6	0	3	391	85	32	16	2	520	0	0	33	5	0	0	0	0	0	38	0	0	2	0	0	0	0	0
1200 - 1215	0	0	0	0	0	1	0	1	0	0	2	92	21	7	5	0	127	0	0	8	1	0	0	0	0	9	0	0	1	2	1	0	0	0
1215 - 1230	0	0	1	1	0	0	0	2	0	0	0	80	29	8	7	1	128	0	0	5	5	1	2	0	0	9	0	8	7	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	85	21	11	6	0	123	0	0	2	1	0	0	0	0	9	0	0	9	1	0	0	0	0
1245 - 1300	0	0	0	0	1	0	0	1	0	1	0	102	18	8	6	1	136	0	0	2	0	0	0	0	0	2	0	2	0	0	0	0	0	0
Hourly Total	0	0	1	1	1	1	0	4	0	3	359	89	34	24	2	511	0	0	17	3	2	0	0	0	0	22	0	0	17	5	2	0	0	0
1300 - 1315	0	0	1	1	0	0	0	2	0	2	0	93	20	8	9	0	132	0	0	3	3	0	0	0	0	3	0	1	0	0	0	0	0	0
1315 - 1330	0	0	1	0	0	0	0	1	0	0	0	86	20	6	2	2	116	0	0	4	2	0	0	0	0	6	0	2	0	1	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	83	13	14	6	0	116	0	0	5	2	0	0	0	0	4	0	2	0	0	0	0	0	0
1345 - 1400	0	0	1	1	0	0	0	2	0	0	0	109	14	10	9	0	145	0	0	8	3	0	0	0	0	12	0	0	9	10	0	0	0	0
Hourly Total	0	0	3	1	0	0	0	4	0	4	371	67	37	27	3	509	0	0	21	7	0	0	0	0	0	28	0	1	9	3	1	0	0	0
1400 - 1415	0	0	2	0	0	0	0	2	0	1	1	128	32	8	11	0	180	0	0	8	2	0	0	0	0	10	0	3	3	1	0	0	0	0
1415 - 1430	0	0	1	1	0	0	0	2	0	0	0	121	12	12	17	1	173	0	0	7	4	0	0	0	0	11	0	1	0	0	0	0	0	0
1430 - 1445	0	0	1	0	0	0	0	1	0	1	0	107	30	2	13	0	153	0	0	11	1	0	0	0	0	12	0	1	1	0	0	0	0	0
1445 - 1500	0	0	2	0	0	0	0	2	0	0	0	166	27	4	8	0	200	0	0	1	1	0	0	0	0	9	0	2	0	0	0	0	0	0
Hourly Total	0	0	6	2	0	0	0	8	0	2	522	135	71	44	44	704	0	0	32	8	1	0	0	0	0	32	0	0	2	0	0	0	0	0
1500 - 1515	0	0	1	0	0	0	0	1	0	1	0	153	42	4	9	1	210	0	0	13	0	0	0	0	0	13	0	0	1	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	2	175	39	6	11	0	233	0	0	10	2	0	0	0	0	12	0	0	0	0	0	0	0	0
1530 - 1545	0	0	2	0	0	0	0	2	0	0	0	180	47	8	8	1	246	0	0	9	0	0	0	0	0	10	0	7	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0</																												



Kent - Manual Traffic Survey: Thursday, 19 October 2017

Produced by Streetwise Software Ltd.

Junction: A - Wilford Road / B - A255 Park Road / C - Grange Road / D - A255 High Street

Approach: A - Wilford Road

TIME	A to B							A to C							A to D							A to B																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
	CAR	LOV	OVOL	OVOL	BUS	PCU	TOTAL	CAR	LOV	OVOL	OVOL	BUS	PCU	TOTAL	CAR	LOV	OVOL	OVOL	BUS	PCU	TOTAL	CAR	LOV	OVOL	OVOL	BUS	PCU	TOTAL	CAR	LOV	OVOL	OVOL	BUS	PCU	TOTAL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
06:00 - 06:15	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TIME	From A						To A								
	CAR	LOV	GGV1	GGV2	BUS	PCU	TOTAL	CAR	LOV	GGV1	GGV2	BUS	PCU	TOTAL	
00:00 - 00:15	15	0	0	0	1	24.0	21	14	0	0	0	1	16.0	15	
00:15 - 00:30	20	1	0	0	0	21.0	35	12	3	0	0	0	13.0	13	
00:30 - 00:45	35	5	0	0	2	44.0	46	26	2	0	0	2	32.0	38	
00:45 - 01:00	20	0	1	0	2	24.0	49	28	4	0	0	1	34.0	33	
Hourly Total	110	20	1	0	5	131	149	78	9	0	0	4	95	101	
01:00 - 01:15	40	0	0	0	0	16.0	56	26	2	0	0	1	24.0	29	
01:15 - 01:30	40	0	2	0	2	14.0	60	26	10	1	0	0	1	38.0	38
01:30 - 01:45	45	2	1	0	1	16.5	65	30	4	0	0	2	46.0	44	
01:45 - 02:00	40	0	0	0	2	19.0	57	32	0	1	0	1	41.0	40	
Hourly Total	165	20	3	0	7	74.5	221	114	17	2	0	4	127	129	
02:00 - 02:15	50	0	0	0	0	18.0	68	35	11	0	0	0	24.0	46	
02:15 - 02:30	50	11	0	0	1	17.0	71	41	11	0	0	4	60.0	76	
02:30 - 02:45	55	2	0	0	2	16.0	75	54	7	1	0	3	63.0	81	
02:45 - 03:00	50	0	1	0	1	19.5	71	57	0	0	0	2	69.0	69	
Hourly Total	215	20	1	0	6	70.5	224	207	36	2	0	10	202	226	
03:00 - 03:15	40	0	0	0	0	16.0	57	39	0	0	0	0	16.0	55	
03:15 - 03:30	30	7	1	0	2	18.5	49	23	0	0	0	3	37.0	43	
03:30 - 03:45	30	5	1	0	2	16.5	57	30	0	0	0	2	46.0	47	
03:45 - 04:00	20	0	0	0	2	14.0	49	30	7	1	0	2	33.0	39	
Hourly Total	140	20	2	0	10	59	159	129	16	1	0	9	124	164	
04:00 - 04:15	30	0	0	0	0	16.0	46	36	2	0	0	2	44.0	45	
04:15 - 04:30	30	7	2	0	0	16.0	49	40	4	1	0	2	54.0	56	
04:30 - 04:45	30	0	1	0	2	16.5	50	37	5	2	0	2	49.0	48	
04:45 - 05:00	30	0	1	0	2	16.5	50	34	3	3	0	2	47.0	43	
Hourly Total	120	20	4	0	11	59	189	189	17	6	0	10	183	179	
05:00 - 05:15	30	0	1	0	0	16.0	47	37	4	0	0	2	44.0	45	
05:15 - 05:30	30	7	1	0	2	14.5	49	34	0	0	0	2	54.0	56	
05:30 - 05:45	30	5	0	0	1	16.0	50	31	5	2	0	3	55.0	46	
05:45 - 06:00	20	0	1	0	2	19.5	41	0	0	0	0	2	39.0	40	
Hourly Total	90	20	3	0	6	61	131	139	19	3	0	9	125	164	
06:00 - 06:15	30	0	0	0	0	16.0	46	39	0	0	0	0	44.0	45	
06:15 - 06:30	20	7	2	0	0	16.0	49	40	4	1	0	2	54.0	56	
06:30 - 06:45	20	0	0	0	2	16.0	49	35	5	0	0	2	46.0	42	
06:45 - 07:00	20	0	1	0	2	16.0	49	37	0	0	0	2	50.0	49	
Hourly Total	120	20	4	0	10	79	179	189	21	1	0	10	202	199	
07:00 - 07:15	30	0	1	0	0	16.0	47	40	0	0	0	2	50.0	48	
07:15 - 07:30	30	0	1	0	2	17.5	49	30	10	0	0	2	76.0	74	
07:30 - 07:45	41	2	0	0	2	16.0	49	44	2	0	0	3	52.0	49	
07:45 - 08:00	20	0	1	0	2	17.0	49	30	3	1	0	2	43.0	41	
Hourly Total	130	20	2	0	6	6	179	189	20	3	0	9	192	189	
08:00 - 08:15	40	0	0	0	0	16.0	56	40	0	0	0	0	52.0	48	
08:15 - 08:30	40	0	0	0	2	18.0	53	41	0	0	0	1	49.0	48	
08:30 - 08:45	40	4	1	0	2	16.5	60	40	0	0	0	2	59.0	57	
08:45 - 09:00	40	1	0	0	2	14.0	47	0	1	0	0	2	56.0	56	
Hourly Total	160	20	2	0	6	6	181	181	39	2	0	9	212	209	
09:00 - 09:15	40	0	0	0	0	16.0	56	47	0	0	0	0	64.0	60	
09:15 - 09:30	40	0	0	0	2	16.0	48	41	0	0	0	0	62.0	49	
09:30 - 09:45	40	5	0	0	1	16.0	56	40	0	0	0	2	69.0	70	
09:45 - 10:00	40	0	1	0	2	16.5	49	39	7	0	1	2	62.0	59	
Hourly Total	160	20	1	0	10	209	209	209	39	2	2	7	280	289	
10:00 - 10:15	40	0	0	0	0	16.0	56	47	0	0	0	0	64.0	60	
10:15 - 10:30	41	0	0	0	1	16.0	47	40	14	0	0	3	64.0	63	
10:30 - 10:45	50	0	1	0	2	16.5	67	50	7	1	0	2	61.0	70	
10:45 - 11:00	41	0	1	0	2	17.0	49	34	0	0	0	2	60.0	59	
Hourly Total	200	20	2	0	6	6	201	241	206	17	2	6	187	207	
11:00 - 11:15	40	0	1	0	0	16.0	70	72	11	0	0	2	84.0	86	
11:15 - 11:30	41	2	0	0	2	18.0	66	72	0	1	0	4	87.0	83	
11:30 - 11:45	40	0	2	0	0	16.0	77	64	0	0	0	2	76.0	74	
11:45 - 12:00	40	0	0	0	2	16.0	59	50	0	0	0	2	69.0	62	
Hourly Total	241	20	3	0	10	284	272	282	30	2	0	11	317	309	
12:00 - 12:15	30	0	1	0	0	16.0	49	40	0	1	0	1	52.0	49	
12:15 - 12:30	30	1	0	0	1	16.0	52	54	4	0	0	2	62.0	60	
12:30 - 12:45	30	0	0	0	1	16.0	49	42	1	0	0	2	67.0	60	
Hourly Total	100	20	1	0	2	209	222	206	18	0	0	6	225	219	
13:00 - 13:15	30	1	1	0	2	16.5	39	45	4	0	0	2	52.0	48	
13:15 - 13:30	30	0	1	0	2	17.5	39	39	3	0	0	3	46.0	45	
13:30 - 13:45	34	2	1	0	2	16.5	46	30	1	0	0	2	57.0	38	
13:45 - 14:00	20	2	0	0	2	16.0	39	31	0	0	0	2	36.0	39	
Hourly Total	120	5	2	0	10	189	133	146	9	0	0	10	124	164	
14:00 - 14:15	20	2	0	0	0	16.0	34	35	0	0	0	0	46.0	38	
14:15 - 14:30	11	1	0	0	1	18.0	14	32	0	0	0	1	38.0	37	
14:30 - 14:45	20	1	0	0	2	16.0	29	32	3	0	0	2	29.0	37	
14:45 - 15:00	14	0	0	0	2	16.0	17	14	1	0	0	1	17.0	16	
Hourly Total	65	4	0	0	2	111	64	112	0	0	0	6	134	129	
15:00 - 15:15	10	0	0	0	0	16.0	12	15	0	0	0	1	34.0	17	
15:15 - 15:30	14	1	0	0	0	16.0	23	16	3	0	0	2	26.0	24	
15:30 - 15:45	15	1	0	0	2	17.5	39	39	3	0	0	3	46.0	45	
15:45 - 16:00	12	1	0	0	2	16.0	19	23	1	0	0	2	36.0	38	
Hourly Total	47	3	0	0	3	84	79	84	4	0	0	6	102	95	
16:00 - 16:15	12	0	0	0	1	17.0	16	20	0	0	0	1	34.0	17	
16:15 - 16:30	10	0	0	0	2	16.0	19	15	0	0	0	2	29.0	18	
16:30 - 16:45	5	0	0	0	0	16.0	5	14	0	0	0	0	14.0	14	
Hourly Total	34	0	0	0	3	67	62	48	0	0	0	5	70	71	
17:00 - 17:15	7	0	0	0	0	16.0	10	11	0	0	0	2	16.0	14	
17:15 - 17:30	7	1	0	0	2	16.0	12	7	0	0	0	2	23.0	12	
17:30 - 17:45	10	1	0	0	2	16.0	12	3	0	0	0	2	23.0	11	
17:45 - 18:00	3	0	0	0	0	16.0	3	4	0	0	0	0	6.0	4	
Hourly Total	27	2	0	0	4	37	35	32	1	0	0	6	41	37	
Season Total	4089	301	30	1	147	3143	2773	2729	209	26	3	146	1987	2020	

TIME	CAR	LOV	B=0 C							B=0 D							B=0 A							B=0 B						
			GGV1	GGV2	BUS	PCU	TOTAL	CAR	LOV	GGV1	GGV2	BUS	PCU	TOTAL	CAR	LOV	GGV1	GGV2	BUS	PCU	TOTAL	CAR	LOV	GGV1	GGV2	BUS	PCU	TOTAL		
00:00 - 00:10	2	1	0	0	0	0.0	3	25	0	0	0	0	37.0	37	0	0	0	0	0.0	3	0	0	0	0	0	0	0.0	0		
00:10 - 00:20	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	0		
00:20 - 00:30	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	0		
00:30 - 00:40	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	0		
00:40 - 00:50	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	0		
00:50 - 01:00	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
01:00 - 01:10	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
01:10 - 01:20	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
01:20 - 01:30	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
01:30 - 01:40	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
01:40 - 01:50	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
01:50 - 02:00	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
02:00 - 02:10	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
02:10 - 02:20	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
02:20 - 02:30	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
02:30 - 02:40	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
02:40 - 02:50	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
02:50 - 03:00	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
03:00 - 03:10	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
03:10 - 03:20	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
03:20 - 03:30	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
03:30 - 03:40	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
03:40 - 03:50	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
03:50 - 04:00	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
04:00 - 04:10	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
04:10 - 04:20	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
04:20 - 04:30	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
04:30 - 04:40	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
04:40 - 04:50	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
04:50 - 05:00	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
05:00 - 05:10	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
05:10 - 05:20	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
05:20 - 05:30	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
05:30 - 05:40	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
05:40 - 05:50	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
05:50 - 06:00	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
06:00 - 06:10	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
06:10 - 06:20	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
06:20 - 06:30	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
06:30 - 06:40	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
06:40 - 06:50	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
06:50 - 07:00	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
07:00 - 07:10	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
07:10 - 07:20	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
07:20 - 07:30	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
07:30 - 07:40	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
07:40 - 07:50	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
07:50 - 08:00	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
08:00 - 08:10	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
08:10 - 08:20	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
08:20 - 08:30	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
08:30 - 08:40	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
08:40 - 08:50	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
08:50 - 09:00	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
09:00 - 09:10	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
09:10 - 09:20	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
09:20 - 09:30	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
09:30 - 09:40	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
09:40 - 09:50	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
09:50 - 10:00	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	0		
10:00 - 10:10	2	0	0	0	0	0.0	2	10	0	0	0	0	12.0	12	0	0	0	0	0.0											

From 8													To 8															
TIME	CAR	LOV	GGV1	GGV2	BUS	PCU	TOTAL	CAR	LOV	GGV1	GGV2	BUS	PCU	TOTAL	CAR	LOV	GGV1	GGV2	BUS	PCU	TOTAL	CAR	LOV	GGV1	GGV2	BUS	PCU	TOTAL
08:00 - 08:15	35	0	0	0	0	40.0	40	11	2	1	1	0	0	17.4	14													
08:15 - 08:30	42	0	1	0	0	52.3	53	11	0	1	0	0	0	14.3	14													
08:30 - 08:45	55	7	0	0	0	64.0	66	9	2	0	0	0	0	11.6	11													
08:45 - 09:00	59	0	1	0	0	64.5	66	22	0	0	0	0	0	34.8	22													
Hourly Total	189	7	2	0	0	221	229	53	2	1	0	0	0	76	72													
09:00 - 09:15	60	0	1	0	0	70.5	72	22	0	0	0	0	0	34.4	22													
09:15 - 09:30	63	17	2	0	0	104.8	113	31	0	1	0	0	0	40.5	40													
09:30 - 09:45	84	16	2	1	0	105.3	109	12	11	0	1	0	0	45.3	44													
09:45 - 09:00	79	10	1	0	0	91.5	92	20	12	2	0	0	0	46.3	45													
Hourly Total	285	44	7	1	0	378	373	75	23	1	1	0	0	227	221													
10:00 - 10:15	65	0	1	0	0	73.5	75	26	0	0	0	0	0	33.4	26													
10:15 - 10:30	112	12	1	1	0	117.8	118	103	14	0	0	0	1	128.5	123													
10:30 - 10:45	91	13	1	1	0	107.8	106	27	12	3	1	0	0	105.4	103													
10:45 - 10:00	83	0	0	0	0	97.5	98	40	16	7	0	0	0	106.4	103													
Hourly Total	372	44	7	2	0	426	427	206	38	10	2	0	1	422	422													
11:00 - 11:15	73	0	0	0	0	82.5	83	19	0	0	0	0	0	40.4	40													
11:15 - 11:30	66	0	0	0	0	82.3	80	41	0	7	2	0	0	104.1	86													
11:30 - 11:45	66	15	2	0	0	86.5	86	27	11	3	0	0	0	82.5	81													
11:45 - 12:00	70	12	4	2	0	94.0	95	17	14	1	0	0	0	82.5	82													
Hourly Total	278	40	17	2	0	352	359	206	45	16	2	0	0	372	359													
12:00 - 12:15	73	12	0	1	0	88.0	90	16	15	0	0	0	0	85.4	74													
12:15 - 12:30	71	0	0	0	0	86.0	84	17	14	2	0	0	0	84.0	82													
12:30 - 12:45	74	0	0	2	0	86.5	87	12	10	4	0	0	0	83.6	81													
12:45 - 12:00	80	10	0	0	0	100.0	100	20	13	4	0	0	0	100.0	100													
Hourly Total	307	22	2	2	0	367	371	206	57	19	3	0	0	372	367													
13:00 - 13:15	81	12	4	0	0	98.0	95	18	12	2	1	0	0	86.4	84													
13:15 - 13:30	73	14	2	0	0	93.3	90	43	11	0	0	0	0	103.4	100													
13:30 - 13:45	85	10	2	0	0	98.0	87	19	0	4	1	0	0	84.3	81													
13:45 - 14:00	89	10	1	1	0	99.0	87	42	7	1	0	0	0	79.3	79													
Hourly Total	312	47	10	1	0	378	374	201	38	13	2	0	0	362	362													
14:00 - 14:15	91	12	4	0	0	113.5	111	19	0	0	0	0	0	82.3	80													
14:15 - 14:30	80	12	1	0	0	93.5	89	46	12	2	0	0	0	81.0	80													
14:30 - 14:45	73	7	2	0	0	84.5	83	10	13	3	1	0	0	81.8	79													
14:45 - 15:00	80	10	0	0	0	90.5	89	10	9	1	2	0	0	73.1	76													
Hourly Total	322	46	6	0	0	379	377	204	45	6	4	0	0	318	309													
15:00 - 15:15	94	10	0	0	0	104.5	101	0	0	0	0	0	0	72.8	71													
15:15 - 15:30	98	0	0	0	0	93.5	91	40	11	2	1	0	0	104.3	100													
15:30 - 15:45	86	17	2	0	0	107.5	106	11	10	2	0	0	0	84.0	83													
15:45 - 16:00	80	11	4	0	0	97.0	96	10	0	0	0	0	0	82.0	82													
Hourly Total	288	55	10	1	0	374	385	204	26	5	2	0	0	325	340													
16:00 - 16:15	97	10	0	0	0	107.5	107	0	0	0	0	0	0	82.8	87													
16:15 - 16:30	74	0	0	1	0	88.0	87	42	11	1	0	0	0	74.5	74													
16:30 - 16:45	80	11	4	0	0	97.0	95	10	10	0	1	0	0	103.2	90													
16:45 - 17:00	89	10	2	0	0	100.0	107	101	12	0	0	0	0	113.6	113													
Hourly Total	329	46	10	2	0	376	388	202	22	2	1	0	0	385	381													
17:00 - 17:15	96	12	0	0	0	108.0	101	10	11	0	0	0	0	85.4	87													
17:15 - 17:30	78	14	0	0	0	96.0	89	46	0	2	0	0	0	104.0	100													
17:30 - 17:45	71	0	2	0	0	86.0	85	111	17	0	0	0	0	138.0	120													
17:45 - 18:00	80	10	1	0	0	94.5	95	115	11	1	0	0	0	127.6	127													
Hourly Total	329	40	5	0	0	381	379	467	38	3	0	0	0	527	504													
18:00 - 18:15	76	0	1	0	0	86.5	86	40	10	1	1	0	0	100.4	104													
18:15 - 18:30	89	0	0	0	0	97.0	77	13	7	0	0	0	0	89.0	80													
18:30 - 18:45	80	1	0	0	0	91.5	89	5	0	0	0	0	0	73.5	71													
Hourly Total	285	10	2	0	0	289	289	202	18	2	1	0	0	261	259													
19:00 - 19:15	91	2	0	0	0	94.0	94	40	0	0	0	0	0	89.0	89													
19:15 - 19:30	94	2	0	0	0	98.0	96	30	2	0	0	0	1	89.0	89													
19:30 - 19:45	84	0	0	0	0	84.0	84	10	5	2	0	0	0	77.0	76													
19:45 - 20:00	80	2	1	1	0	101.0	100	14	3	0	0	0	0	87.0	87													
Hourly Total	349	7	1	1	0	359	359	206	18	2	0	0	1	322	327													
20:00 - 20:15	74	0	1	0	0	86.5	86	47	0	0	0	0	0	82.4	82													
20:15 - 20:30	94	2	0	0	0	98.0	96	46	2	1	0	0	0	91.5	91													
20:30 - 20:45	47	2	0	0	0	49.0	49	12	4	0	0	0	0	46.0	46													
20:45 - 21:00	107	3	0	0	0	110.0	109	36	3	0	0	0	0	98.0	98													
Hourly Total	214	10	1	0	0	228	227	132	19	2	0	0	0	192	198													
21:00 - 21:15	100	0	0	0	0	100.0	100	10	0	0	0	0	0	100.0	100													
21:15 - 21:30	10	0	0	0	0	10.0	10	11	0	0	0	0	0	21.0	21													
21:30 - 21:45	10	0	0	0	0	10.0	10	17	1	0	0	0	0	18.0	18													
21:45 - 22:00	10	0	0	0	0	10.0	10	10	0	0	0	0	0	18.0	18													
Hourly Total	126	0	1	0	0	131	131	138	7	0	0	0	0	125	125													
22:00 - 22:15	10	0	0	0	0	10.0	10	10	0	0	0	0	0	18.0	18													
22:15 - 22:30	10	0	0	0	0	10.0</																						

TIME	From C						To C						
	CAR	LOV	GGV1	GGV2	BUS	PCU TOTAL	CAR	LOV	GGV1	GGV2	BUS	PCU TOTAL	
00:00 - 00:15	2	0	0	0	1	4.0	2	1	0	0	1	4.0	5
00:15 - 00:30	2	1	0	0	0	4.0	4	2	1	0	0	8.0	8
00:30 - 00:45	5	0	0	0	2	8.0	7	4	1	0	0	12	11
00:45 - 01:00	9	2	0	1	1	13.0	14	9	2	1	0	27	26
Hourly Total	18	3	0	1	4	39	23	16	3	0	1	51	50
01:00 - 01:15	10	1	0	0	1	12.0	12	6	1	0	1	14.0	16
01:15 - 01:30	15	2	0	0	0	18.0	18	9	1	0	0	28	32
01:30 - 01:45	15	3	0	0	2	20.0	20	11	2	0	1	34.0	41
01:45 - 02:00	20	2	0	0	1	23.0	24	10	4	0	2	38.0	47
Hourly Total	60	10	0	0	4	73	74	37	7	0	4	124	157
02:00 - 02:15	20	1	0	0	2	23.0	20	3	0	0	4	24.0	27
02:15 - 02:30	10	2	0	0	1	13.0	10	12	2	1	0	25.0	35
02:30 - 02:45	15	0	0	0	3	18.0	18	10	1	0	3	32.0	44
02:45 - 03:00	18	4	1	0	2	25.0	22	12	0	0	1	37.0	48
Hourly Total	100	10	1	0	10	119	114	34	3	0	8	163	214
03:00 - 03:15	15	0	0	0	1	16.0	15	14	0	0	2	31.0	39
03:15 - 03:30	5	1	0	0	0	12.0	8	11	4	0	0	23.0	36
03:30 - 03:45	11	2	0	0	2	16.0	16	11	3	0	3	30.0	42
03:45 - 04:00	20	1	1	0	2	24.0	27	10	7	1	2	47.0	60
Hourly Total	50	4	1	0	6	76	67	46	17	1	5	97	127
04:00 - 04:15	10	0	0	1	2	13.0	10	10	1	0	3	24.0	36
04:15 - 04:30	17	2	0	0	0	20.0	22	12	0	1	0	34.0	46
04:30 - 04:45	17	3	0	0	2	24.0	22	14	0	1	0	37	51
04:45 - 05:00	20	2	2	0	2	26.0	28	16	2	1	0	47	62
Hourly Total	70	10	2	1	6	107	86	57	3	2	3	148	195
05:00 - 05:15	10	0	0	0	2	13.0	10	11	4	0	0	25.0	39
05:15 - 05:30	10	2	2	0	2	18.0	17	17	2	0	0	36.0	56
05:30 - 05:45	15	2	2	0	3	24.0	25	8	3	0	1	37.0	52
05:45 - 06:00	20	2	2	0	1	26.0	28	11	2	1	0	42	58
Hourly Total	60	10	6	0	8	81	60	47	11	1	1	100	145
06:00 - 06:15	10	0	0	0	2	13.0	10	10	0	0	2	22.0	34
06:15 - 06:30	10	0	0	0	2	13.0	10	11	4	1	0	26.0	40
06:30 - 06:45	10	0	0	0	2	13.0	10	16	4	1	0	34.0	50
06:45 - 07:00	15	0	0	0	2	18.0	18	10	4	0	0	32.0	48
Hourly Total	75	10	0	0	8	104	68	51	9	2	2	116	172
07:00 - 07:15	10	0	0	0	2	13.0	10	10	2	1	0	23.0	35
07:15 - 07:30	15	2	2	0	3	22.0	20	15	1	0	2	38.0	58
07:30 - 07:45	20	4	0	0	2	26.0	28	10	1	0	0	40	59
07:45 - 08:00	20	4	0	0	2	26.0	28	10	1	0	0	40	59
Hourly Total	65	10	4	0	9	88	67	51	4	1	2	101	151
08:00 - 08:15	10	0	0	0	2	13.0	10	10	0	0	2	22.0	34
08:15 - 08:30	10	0	0	0	2	13.0	10	10	0	0	2	22.0	34
08:30 - 08:45	15	2	0	0	2	20.0	22	12	2	1	0	37	50
08:45 - 09:00	20	2	0	0	2	24.0	27	12	2	1	0	42	59
Hourly Total	60	4	0	0	8	70	60	44	4	2	4	83	117
09:00 - 09:15	10	0	0	0	1	13.0	10	10	0	0	1	21.0	32
09:15 - 09:30	10	0	0	0	1	13.0	10	10	0	0	1	21.0	32
09:30 - 09:45	15	2	0	0	2	20.0	22	12	2	1	0	37	50
09:45 - 10:00	20	2	0	0	2	24.0	27	12	2	1	0	42	59
Hourly Total	60	4	0	0	6	70	60	44	4	2	2	83	117
10:00 - 10:15	10	0	0	0	1	13.0	10	10	0	0	1	21.0	32
10:15 - 10:30	10	0	0	0	1	13.0	10	10	0	0	1	21.0	32
10:30 - 10:45	15	2	0	0	2	20.0	22	12	2	1	0	37	50
10:45 - 11:00	20	2	0	0	2	24.0	27	12	2	1	0	42	59
Hourly Total	60	4	0	0	6	70	60	44	4	2	2	83	117
11:00 - 11:15	10	0	0	0	1	13.0	10	10	0	0	1	21.0	32
11:15 - 11:30	10	0	0	0	1	13.0	10	10	0	0	1	21.0	32
11:30 - 11:45	15	2	0	0	2	20.0	22	12	2	1	0	37	50
11:45 - 12:00	20	2	0	0	2	24.0	27	12	2	1	0	42	59
Hourly Total	60	4	0	0	6	70	60	44	4	2	2	83	117
12:00 - 12:15	10	0	0	0	1	13.0	10	10	0	0	1	21.0	32
12:15 - 12:30	10	0	0	0	1	13.0	10	10	0	0	1	21.0	32
12:30 - 12:45	15	2	0	0	2	20.0	22	12	2	1	0	37	50
12:45 - 01:00	20	2	0	0	2	24.0	27	12	2	1	0	42	59
Hourly Total	60	4	0	0	6	70	60	44	4	2	2	83	117
01:00 - 01:15	10	0	0	0	1	13.0	10	10	0	0	1	21.0	32
01:15 - 01:30	10	0	0	0	1	13.0	10	10	0	0	1	21.0	32
01:30 - 01:45	15	2	0	0	2	20.0	22	12	2	1	0	37	50
01:45 - 02:00	20	2	0	0	2	24.0	27	12	2	1	0	42	59
Hourly Total	60	4	0	0	6	70	60	44	4	2	2	83	117
02:00 - 02:15	10	0	0	0	1	13.0	10	10	0	0	1	21.0	32
02:15 - 02:30	10	0	0	0	1	13.0	10	10	0	0	1	21.0	32
02:30 - 02:45	15	2	0	0	2	20.0	22	12	2	1	0	37	50
02:45 - 03:00	20	2	0	0	2	24.0	27	12	2	1	0	42	59
Hourly Total	60	4	0	0	6	70	60	44	4	2	2	83	117
03:00 - 03:15	10	0	0	0	1	13.0	10	10	0	0	1	21.0	32
03:15 - 03:30	10	0	0	0	1	13.0	10	10	0	0	1	21.0	32
03:30 - 03:45	15	2	0	0	2	20.0	22	12	2	1	0	37	50
03:45 - 04:00	20	2	0	0	2	24.0	27	12	2	1	0	42	59
Hourly Total	60	4	0	0	6	70	60	44	4	2	2	83	117
04:00 - 04:15	10	0	0	0	1	13.0	10	10	0	0	1	21.0	32
04:15 - 04:30	10	0	0	0	1	13.0	10	10	0	0	1	21.0	32
04:30 - 04:45	15	2	0	0	2	20.0	22	12	2	1	0	37	50
04:45 - 05:00	20	2	0	0	2	24.0	27	12	2	1	0	42	59
Hourly Total	60	4	0	0	6	70	60	44	4	2	2	83	117
05:00 - 05:15	10	0	0	0	1	13.0	10	10	0	0	1	21.0	32
05:15 - 05:30	10	0	0	0	1	13.0	10	10	0	0	1	21.0	32
05:30 - 05:45	15	2	0	0	2	20.0	22	12	2	1	0	37	50
05:45 - 06:00	20	2	0	0	2	24.0	27	12	2	1	0	42	59
Hourly Total	60	4	0	0	6	70	60	44	4	2	2	83	117
06:00 - 06:15	10	0	0	0	1	13.0	10	10	0	0	1	21.0	32
06:15 - 06:30	10	0	0	0	1	13.0	10	10	0	0	1	21.0	32
06:30 - 06:45	15	2	0	0	2	20.0	22	12	2	1	0	37	50
06:45 - 07:00	20	2	0	0	2	24.0	27	12	2	1	0	42	59
Hourly Total	60	4	0	0	6	70	60	44	4	2	2	83	117
07:00 - 07:15	10	0	0	0	1	13.0	10	10	0	0	1	21.0	32
07:15 - 07:30	10	0	0	0	1	13.0	10	10	0	0	1	21.0	32
07:30 - 07:45	15	2	0	0	2	20.0	22	12	2	1	0	37	50
07:45 - 08:00	20	2	0	0	2	24.0	27	12	2	1	0	42	59
Hourly Total	60	4	0	0	6	70	60	44	4	2	2	83	117
08:00 - 08:15	10	0	0	0	1	13.0	10	10	0	0	1	21.0	32
08:15 - 08:30	10	0	0	0	1	13.0	10	10	0	0	1	21.0	32
08:30 - 08:45	15	2	0	0	2	20.0	22	12	2	1	0	37	50
08:45 - 09:00	20	2	0	0	2	24.0	27	12	2	1	0	42	59
Hourly Total	60	4	0	0	6	70	60	44	4	2	2	83	117
09:00 - 09:15	10	0	0	0	1	13.0	10	10	0	0	1	21.0	32
09:15 - 09:30	10	0	0	0	1	13.0	10	10	0	0	1	21.0	32
09:30 - 09:45	15	2	0	0	2	20.0	22	12	2	1	0	37	50
09:45 - 10:00	20	2	0	0	2	24.0	27	12	2	1	0	42	59
Hourly Total	60	4	0	0	6	70	60	44	4	2	2	83	117
10:00 - 10:15	10	0	0	0	1	13.0	10	10	0	0	1	21.0	32
10:15 - 10:30	10	0	0	0	1	13.0	10	10	0	0	1	21.0	32
10:30 - 10:45	15	2	0	0	2	20.0	22	12	2	1	0	37	50
10:45 - 11:00	20	2	0	0	2	24.0	27	12	2	1	0	42	59
Hourly Total	60	4	0	0	6	70							

Manston, Tuesday 7th March 2017

Junction: (7) St Nicholas Roundabout

Approach: Potten Street Road

TIME	Left to A28 (East)										Ahead to A269 (South)										Right to A26 (Southwest)										Last Right to A269 (West)									
	PICYCLE	MICYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MICYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MICYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MICYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL								
0600 - 0615	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
0615 - 0630	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
0630 - 0645	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0								
0645 - 0700	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
Hourly Total	0	0	5	0	0	0	0	5	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	0	1	0	0	0	2	0	0	0	2							
0700 - 0715	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
0715 - 0730	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0								
0730 - 0745	0	0	2	1	0	0	0	3	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2							
0745 - 0800	0	0	3	0	0	0	0	3	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1							
Hourly Total	0	0	8	1	0	0	0	9	0	0	3	1	0	0	0	4	0	0	1	0	0	0	0	0	1	0	0	2	1	0	0	0	3							
0800 - 0815	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0815 - 0830	0	0	2	1	0	0	0	3	0	0	0	1	2	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0							
0830 - 0845	0	0	2	1	0	0	0	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0845 - 0900	0	0	9	0	1	0	0	10	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	0							
Hourly Total	0	0	14	3	2	0	0	19	0	0	2	3	1	0	0	6	0	0	2	0	0	0	0	0	2	0	0	3	1	1	0	0	5							
0900 - 0915	0	0	2	0	0	0	0	2	0	0	2	1	0	0	0	3	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0							
0915 - 0930	0	0	3	1	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0930 - 0945	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0945 - 1000	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
Hourly Total	0	0	8	2	1	0	0	11	0	0	3	1	0	0	0	4	0	0	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1						
1000 - 1015	0	0	1	1	0	0	0	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1015 - 1030	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1030 - 1045	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1045 - 1100	0	0	2	1	0	0	0	3	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0						
Hourly Total	0	0	6	2	0	0	0	8	0	0	3	0	0	0	0	3	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0						
1100 - 1115	0	0	2	2	0	0	0	4	0	0	2	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1115 - 1130	0	0	3	1	0	0	0	4	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1130 - 1145	0	0	1	2	0	0	0	3	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1145 - 1200	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
Hourly Total	0	0	9	6	0	0	0	15	0	0	4	0	0	0	0	4	0	0	3	0	0	0	0	0	4	0	0	1	0	0	0	0	0	5						
1200 - 1215	0	0	3	1	0	0	0	4	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1215 - 1230	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1230 - 1245	0	0	2	3	0	0	0	5	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0						
1245 - 1300	0	0	5	1	0	0	0	6	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
Hourly Total	0	0	11	5	0	0	0	16	0	0	1	1	0	0	0	3	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1					
1300 - 1315	0	0	3	0	0	0	0	3	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1315 - 1330	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1330 - 1345	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1345 - 1400	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Hourly Total	0	0	10	1	1	0	0	12	0	0	2	0	1	0	0	3	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1				
1400 - 1415	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1415 - 1430	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1430 - 1445	0	0	5	1	0	0	0	6	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1445 - 1500	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Hourly Total	0	0	9	2	0	0	0	11	0	0	3	0	1	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3				
1500 - 1515	0	0	1	2	0	0	0	3	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2					
1515 - 1530	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1530 - 1545	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1545 - 1600	0	0	6	2	0	0	0	8	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Hourly Total	0	0	12	5	0	0																																		

Manston, Tuesday 7th March 2017

Junction: (T) St Nicholas Roundabout

Approach: A28 (East)

TIME	First Left to A299 (South)							Second Left to A28 (Southwest)							Ahead to A298 (West)							Right to Potten Street Road										
	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	1	1	0	0	0	2	0	0	40	2	0	0	0	43	0	0	92	19	1	0	0	112	0	0	0	0	0	0	0	0
0615 - 0630	0	0	2	0	0	0	0	2	0	0	60	2	0	0	0	63	0	1	101	17	1	1	0	121	0	0	2	0	0	0	0	2
0630 - 0645	0	0	2	0	0	0	0	2	0	2	56	2	1	1	0	62	0	1	105	19	3	0	0	128	0	0	1	0	0	0	0	1
0645 - 0700	0	0	1	1	1	0	0	3	0	2	74	2	1	0	3	84	0	0	91	21	2	0	0	114	0	0	0	0	0	0	0	1
Hourly Total	0	0	6	2	0	0	0	8	0	3	230	10	2	1	4	252	0	2	389	76	7	1	0	475	0	0	4	0	0	0	0	4
0700 - 0715	0	0	0	1	0	0	0	1	0	1	79	5	1	0	0	86	0	0	136	39	3	1	0	179	0	0	0	0	0	0	0	0
0715 - 0730	0	0	2	2	0	0	0	4	0	2	97	4	0	0	1	104	0	0	142	38	1	0	1	182	0	0	1	0	0	0	0	1
0730 - 0745	0	0	3	2	0	0	0	5	0	2	87	3	2	1	2	97	0	2	154	39	4	0	1	200	0	0	1	0	0	0	0	1
0745 - 0800	0	0	3	0	0	0	0	3	0	0	52	1	0	0	0	54	0	1	161	36	6	0	0	204	0	0	2	1	0	0	0	3
Hourly Total	0	0	8	5	0	0	0	13	0	5	315	13	3	1	4	341	0	3	587	156	16	2	1	765	0	0	4	1	0	0	0	5
0800 - 0815	0	0	4	2	0	0	0	6	0	0	41	6	0	0	1	49	0	0	175	26	2	2	1	206	0	0	2	2	0	0	0	4
0815 - 0830	0	0	6	1	0	0	0	7	0	4	54	3	1	0	0	62	0	1	181	35	2	0	2	221	0	0	2	1	0	0	0	3
0830 - 0845	0	0	5	0	0	0	0	5	0	0	60	3	0	1	0	64	0	1	138	21	3	2	1	166	0	0	5	0	0	0	0	5
0845 - 0900	0	0	6	1	0	0	0	7	0	1	56	2	1	0	2	62	0	0	90	25	2	1	2	120	0	0	0	0	0	0	0	0
Hourly Total	0	0	21	4	0	0	0	25	0	5	211	14	2	1	3	236	0	2	584	107	9	5	6	713	0	0	9	3	0	0	0	12
0900 - 0915	0	0	6	5	0	0	0	11	0	1	32	1	2	1	1	38	0	2	87	28	5	0	0	122	0	0	7	0	0	0	0	7
0915 - 0930	0	0	1	0	0	0	0	1	0	0	62	8	3	0	1	74	0	0	84	15	1	2	1	103	0	0	1	0	0	0	0	1
0930 - 0945	0	0	2	0	0	0	0	2	0	0	59	7	0	1	0	67	0	0	91	11	3	1	1	107	0	0	1	0	0	0	0	1
0945 - 1000	0	0	7	2	0	0	0	9	0	0	64	1	2	0	0	67	0	1	81	11	2	0	2	97	0	0	2	0	0	0	0	2
Hourly Total	0	0	15	8	0	0	0	23	0	1	217	17	7	2	2	246	0	3	343	65	11	3	4	429	0	0	11	0	0	0	0	11
1000 - 1015	0	0	8	1	0	0	0	9	0	0	87	2	1	0	0	90	0	0	81	12	7	0	1	101	0	0	3	0	0	0	0	3
1015 - 1030	0	0	2	0	0	0	0	2	0	0	43	3	0	1	2	49	0	0	71	9	3	0	0	83	0	0	2	0	0	0	0	2
1030 - 1045	0	0	5	2	0	0	0	7	0	1	43	7	2	0	1	54	0	0	81	10	1	0	0	92	0	0	0	0	0	0	0	0
1045 - 1100	0	0	9	2	0	0	0	11	0	0	46	3	0	0	0	49	0	2	83	9	2	0	0	96	0	0	4	0	0	0	0	4
Hourly Total	0	0	24	5	0	0	0	29	0	1	199	15	3	1	3	222	0	2	316	40	13	0	1	372	0	0	9	0	0	0	0	9
1100 - 1115	0	0	6	2	0	0	0	8	0	0	39	5	0	0	1	45	0	0	71	12	7	0	0	91	0	0	0	0	0	0	0	0
1115 - 1130	0	0	2	1	0	0	0	3	0	0	40	3	1	0	0	44	0	0	74	11	2	0	1	88	0	0	1	0	0	0	0	1
1130 - 1145	0	0	5	1	0	0	0	6	0	0	50	10	0	1	1	62	0	0	64	9	1	0	0	74	0	0	1	0	0	0	0	1
1145 - 1200	0	0	6	0	0	0	0	6	0	0	46	6	1	0	0	54	0	0	72	9	2	0	0	81	0	0	1	0	0	0	0	4
Hourly Total	0	0	19	4	0	0	0	23	0	1	175	24	2	1	2	205	0	0	266	44	12	0	1	323	0	0	6	0	0	0	0	6
1200 - 1215	0	0	5	2	0	0	1	8	0	0	44	6	0	0	1	51	0	1	73	12	2	0	1	89	0	0	1	0	0	0	0	1
1215 - 1230	0	0	9	1	3	0	0	13	0	0	34	1	0	0	0	39	0	1	56	16	0	0	0	77	0	0	4	1	0	0	0	5
1230 - 1245	0	0	1	0	1	0	0	2	1	0	21	0	0	0	1	28	0	0	81	8	0	1	1	91	0	0	2	0	0	0	0	2
1245 - 1300	0	0	0	1	0	0	0	1	0	1	24	3	1	1	0	30	0	0	71	12	3	1	0	87	0	0	2	0	0	0	0	2
Hourly Total	0	0	15	4	4	1	0	24	1	1	123	15	1	1	2	144	0	2	281	48	9	2	2	344	0	0	9	1	0	0	0	10
1300 - 1315	0	0	7	3	0	0	0	10	0	0	28	3	2	0	2	35	0	0	69	20	1	1	0	91	0	0	1	1	0	0	0	2
1315 - 1330	0	0	6	3	1	0	0	10	0	0	37	1	1	0	0	39	0	0	73	11	3	1	0	88	0	0	0	0	0	0	0	0
1330 - 1345	0	0	3	1	1	0	0	5	0	0	25	1	0	0	4	31	0	0	94	12	1	0	0	97	0	0	3	0	0	0	0	3
1345 - 1400	0	0	4	0	2	0	0	6	0	0	23	2	0	0	0	31	0	1	74	9	3	1	0	88	0	0	1	1	0	0	0	2
Hourly Total	0	0	20	7	4	0	0	31	0	2	113	9	4	1	7	136	0	1	300	52	8	3	0	364	0	0	5	2	0	0	0	7
1400 - 1415	0	0	2	0	1	0	0	3	0	1	27	4	0	0	0	32	0	1	105	16	2	0	1	126	0	0	2	0	0	0	0	2
1415 - 1430	0	0	6	0	0	0	0	6	0	0	26	3	1	0	0	30	0	0	113	18	2	0	2	135	0	0	1	0	0	0	0	1
1430 - 1445	0	0	1	2	0	0	0	3	0	0	37	1	1	1	0	40	0	2	104	17	5	1	1	130	0	0	5	1	0	0	0	6
1445 - 1500	0	0	9	1	0	0	0	10	0	0	36	2	1	0	0	39	0	1	119	14	0	0	1	136	0	0	2	0	0	0	0	2
Hourly Total	0	0	18	3	1	0	0	22	0	1	126	10	1	1	0	141	0	4	442	65	10	1	5	527	0	0	10	1	0	0	0	11
1500 - 1515	0	0	6	1	0	0	0	7	0	0	31	2	1	0	0	34	0	0	125	12	3	1	1	142	0	0	1	1	0	0	0	2
1515 - 1530	0	0	2	1	0	0	0	3	0	0	32	3	0	0	0	35	0	0	105	12	3	2	1	123	0	0	3	0	0	0	0	3
1530 - 1545	0	0	3	0	0	0	0	3	0	0	38	2	0	0	0	40	0	1	109	10	4	0	0	124	0	0	5	0	0	0	0	3
1545 - 1600	0	0	5	1	0	0	0	6	0	0	41	3	0	0	0	44	0	0	111	12	3	0	0	126	0	0	2	0	0	0	0	2
Hourly Total	0	0	15	4	0	0	0	19	0	0	142	10	1	0	0	153	0	1	450	46	14	3	2	516	0	0	9	1	0	0	0	10
1600 - 1615	0	0	1	0																												

Manston, Tuesday 7th March 2017

Junction: (T) St Nicholas Roundabout

Approach: A299 (South)

TIME	First Left to A28 (Southwest)							Second Left to A299 (West)							Ahead to Potten Street Road							Right to A28 (East)											
	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	14	2	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0615 - 0630	0	0	5	0	0	0	0	5	0	0	204	41	4	4	0	253	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	
0630 - 0645	0	0	3	1	0	0	0	4	0	0	170	42	2	1	0	215	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	1	
0645 - 0700	0	0	1	0	0	0	0	1	0	0	149	49	1	1	0	203	0	0	0	1	0	0	0	0	1	0	2	1	0	0	0	3	
Hourly Total	0	0	17	1	0	0	0	18	0	0	697	170	9	10	1	997	0	0	1	1	0	0	0	2	0	0	6	2	0	0	0	8	
0700 - 0715	0	0	3	1	0	0	0	4	0	0	1	374	42	8	2	0	227	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	
0715 - 0730	0	0	1	1	0	0	0	2	0	0	212	44	8	3	0	269	0	0	1	1	0	0	0	1	0	0	3	1	0	0	0	4	
0730 - 0745	0	0	4	0	0	0	0	5	0	1	199	49	8	2	1	260	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	4	
0745 - 0800	0	0	3	0	0	0	0	3	0	1	192	48	7	4	0	252	0	0	0	1	1	0	0	0	2	0	0	3	0	0	1	4	
Hourly Total	0	0	11	2	0	0	0	13	0	5	777	180	31	11	1	1059	0	0	2	2	1	0	0	3	0	0	9	3	1	0	1	14	
0800 - 0815	0	0	2	0	0	0	0	2	0	0	170	31	4	0	0	221	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0815 - 0830	0	0	2	0	0	0	0	2	0	0	172	31	9	9	0	221	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	
0830 - 0845	0	0	11	0	0	0	0	12	0	0	144	31	9	2	2	188	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	10	
0845 - 0900	0	0	2	0	1	1	0	4	0	1	141	44	3	5	0	194	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
Hourly Total	0	0	22	2	2	1	0	27	0	1	627	141	33	20	2	824	0	0	3	3	0	0	0	6	0	0	22	4	1	0	1	26	
0900 - 0915	0	0	2	1	1	0	0	4	0	0	113	28	13	8	0	162	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	
0915 - 0930	0	0	1	1	0	0	0	2	0	0	94	31	94	3	0	141	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	3	
0930 - 0945	0	0	1	0	0	0	0	1	0	1	98	25	10	6	0	140	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
0945 - 1000	0	0	3	0	0	0	0	3	0	0	91	31	11	4	0	137	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2	
Hourly Total	0	0	7	2	1	0	0	10	0	1	396	115	36	25	0	590	0	0	3	3	1	0	0	4	0	0	8	3	1	0	1	13	
1000 - 1015	0	0	2	0	0	0	0	2	0	0	97	22	16	12	0	147	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	
1015 - 1030	0	0	2	1	0	0	0	3	0	0	94	19	11	9	0	133	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	
1030 - 1045	0	0	4	0	0	0	0	4	0	0	81	26	81	8	0	126	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
1045 - 1100	0	0	5	1	0	0	0	6	0	0	101	17	12	5	1	136	0	0	2	1	0	0	0	3	0	0	1	1	0	0	0	2	
Hourly Total	0	0	13	2	0	0	0	15	0	0	373	84	90	34	1	542	0	0	3	2	0	0	0	5	0	0	4	2	0	0	0	6	
1100 - 1115	0	0	2	1	0	0	0	3	0	0	106	16	10	7	0	137	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
1115 - 1130	0	0	2	1	0	0	0	3	0	0	116	17	10	7	0	150	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	
1130 - 1145	0	0	1	0	0	0	0	1	0	0	111	22	10	6	1	150	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
1145 - 1200	0	0	1	0	0	0	0	1	0	0	108	25	10	8	0	155	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Hourly Total	0	0	6	2	0	0	0	8	0	1	441	80	43	26	1	592	0	0	2	1	0	0	0	3	0	0	5	1	0	0	1	7	
1200 - 1215	0	0	2	0	0	0	0	2	0	0	101	20	8	14	1	144	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	1	
1215 - 1230	0	0	1	0	0	0	0	1	0	0	100	25	10	9	0	143	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	2	
1230 - 1245	0	0	4	0	1	0	0	5	0	0	92	26	5	6	1	130	0	0	1	0	0	0	0	1	0	0	2	0	1	0	0	3	
1245 - 1300	0	0	5	1	0	0	0	6	0	0	99	22	5	11	0	137	0	0	2	1	0	0	0	3	0	0	3	0	1	0	0	4	
Hourly Total	0	0	12	1	1	0	0	14	0	0	392	93	27	40	2	554	0	0	6	2	0	0	0	8	0	0	11	1	0	1	2	16	
1300 - 1315	0	0	5	1	0	0	0	6	0	0	91	31	12	9	0	143	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1315 - 1330	0	0	2	0	0	0	0	2	0	1	109	21	7	7	0	146	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	3	
1330 - 1345	0	0	6	0	0	0	0	6	0	0	102	26	11	11	0	155	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
1345 - 1400	0	0	3	0	0	0	0	3	0	0	94	31	7	8	0	140	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	
Hourly Total	0	0	16	1	0	0	0	18	0	2	396	109	37	35	1	580	0	0	2	0	0	0	0	2	0	0	0	7	4	1	1	0	13
1400 - 1415	0	0	1	0	0	0	0	1	0	0	91	28	7	7	0	133	0	0	1	0	0	0	0	1	0	0	0	5	1	0	0	6	
1415 - 1430	0	0	2	0	0	0	0	2	0	0	122	33	12	9	0	168	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	
1430 - 1445	0	0	4	0	0	0	0	4	0	0	155	35	11	3	0	204	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
1445 - 1500	0	0	4	0	0	0	0	4	0	1	151	39	7	7	2	207	0	0	1	1	0	0	0	2	0	0	0	6	2	0	0	8	
Hourly Total	0	0	11	0	0	0	0	11	0	1	519	135	32	22	3	712	0	0	3	1	0	0	0	4	0	0	0	25	6	3	0	31	
1500 - 1515	0	0	1	0	0	0	0	1	0	0	155	36	7	6	0	204	0	0	1	0	0	0	0	0	0	0	0	10	1	0	1	12	
1515 - 1530	0	0	3	0	0	0	0	3	0	0	140	23	6	7	0	177	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	10	
1530 - 1545	0	0	4	0	0	0	0	4	0	0	121	35	12	2	0	164	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
1545 - 1600	0	0	7	0	0	0	0	7	0	1	122	39	4	2	0	188	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	0	0	15	0	0	0	0	15	0	2	538	133	23	17	0	713	0	0	4	1	0	0	0	5	0	0	36	2	0	2	0	40	
1600 - 1615	0	0	7	0	0	0	0	7	0	1	161	34																					

Manston, Tuesday 7th March 2017

Junction: (7) St Nicholas Roundabout

Approach: A28 (Southwest)

TIME	First Left to A299 (West)										Second Left to Potem Street Road										Right to A28 (East)										Last Right to A299 (South)									
	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL								
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
0615 - 0630	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	12	0	0	3	0	0	0	1								
0630 - 0645	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	1	0	0	0	0	3								
0645 - 0700	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0	0	3	1	0	0	0	4								
Hourly Total	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	162	0	0	8	1	0	0	0	4								
0700 - 0715	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	0	4								
0715 - 0730	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	5	1	0	0	0	6								
0730 - 0745	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	5	2	1	0	0	8								
0745 - 0800	0	0	3	0	1	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0	0	10	1	0	0	0	11								
Hourly Total	0	0	14	1	1	2	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	79	0	0	24	4	1	0	0	29								
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	2	0	0	0	0	7								
0815 - 0830	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	22	0	0	6	1	0	0	0	7								
0830 - 0845	0	0	1	3	0	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	0	8	1	0	0	0	9								
0845 - 0900	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	10								
Hourly Total	0	0	10	4	1	2	0	17	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	94	0	0	29	4	1	0	0	34								
0900 - 0915	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0	0	11	0	0	0	0	11								
0915 - 0930	0	0	3	3	0	2	0	8	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	28	0	0	7	1	0	0	0	9								
0930 - 0945	0	0	1	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	6	0	0	0	0	6									
0945 - 1000	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	0	0	6	2	0	0	0	7									
Hourly Total	0	0	8	3	1	3	0	15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	111	0	0	29	3	3	1	0	1	33								
1000 - 1015	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0	0	8	0	0	0	0	8									
1015 - 1030	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	23	0	0	6	1	0	0	0	7									
1030 - 1045	0	0	1	1	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	3	1	0	0	0	4									
1045 - 1100	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	23	0	0	4	0	0	0	0	4									
Hourly Total	0	0	5	2	0	0	0	7	0	0	2	0	0	0	0	0	0	0	0	0	0	0	94	0	0	21	2	0	0	0	0	23								
1100 - 1115	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	5	1	0	0	0	6									
1115 - 1130	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	0	5									
1130 - 1145	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	7	1	0	0	0	8									
1145 - 1200	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	23	0	0	6	0	0	0	0	7									
Hourly Total	0	0	8	2	0	0	0	10	0	0	3	1	0	0	0	0	0	0	0	0	0	0	88	0	0	23	3	0	0	0	0	26								
1200 - 1215	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	0	0	4	1	0	0	0	6									
1215 - 1230	0	0	1	0	1	1	0	3	0	0	2	0	0	0	0	0	0	0	0	0	0	0	21	0	0	6	1	0	0	0	7									
1230 - 1245	0	0	6	1	0	0	0	7	0	0	1	0	0	0	0	0	0	0	0	0	0	0	24	0	0	8	0	0	0	0	8									
1245 - 1300	0	0	2	1	1	0	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	37	0	0	5	1	0	0	0	6								
Hourly Total	0	0	12	2	2	1	0	17	0	0	4	1	0	0	0	0	0	0	0	0	0	0	119	0	0	23	3	1	0	0	27									
1300 - 1315	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	0	0	2	0	0	0	0	6									
1315 - 1330	0	0	1	0	1	1	0	3	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	43	0	0	4	0	0	0	0	4								
1330 - 1345	0	0	5	0	0	0	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	24	0	0	5	2	0	0	0	4									
1345 - 1400	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	0	0	4	1	0	0	0	5									
Hourly Total	0	0	12	1	1	1	0	15	0	0	3	0	0	0	0	0	0	0	0	0	0	0	135	0	0	16	5	0	1	0	22									
1400 - 1415	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	34	0	0	2	0	0	0	0	5								
1415 - 1430	0	0	2	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	0	0	4	1	0	0	0	5									
1430 - 1445	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	37	2	0	0	0	0	0	0	5									
1445 - 1500	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	37	0	0	0	0	0	0	0	5								
Hourly Total	0	0	6	5	0	0	0	11	0	0	5	0	0	0	0	0	0	0	0	0	0	0	145	10	0	15	4	0	5	0	0	19								
1500 - 1515	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	6	0	0	0	0	0	0	8									
1515 - 1530	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	0	0	2	0	0	0	0	3									
1530 - 1545	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	49	0	0	0	0	0	0	0	3									
1545 - 1600	0	0	3	1	0	0	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	38	1	0	0	0	0	0	0	6									
Hourly Total	0	0	8	2	0	0	0	10	0	0	2	1	0	0	0	0	0	0	0	0	0	0	1	159	0	0	21	1	0	0	0	22								
1600 - 1615	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	40	0	0	7	1	0	0	0	8								
1615 - 1630	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	1	0	0	0	0	0	0	2									
1630 - 1645																																								

Manston, Tuesday 7th March 2017

Junction: (T) St Nicholas Roundabout

Approach: A299 (West)

TIME	Left to Potten Street Road										Ahead to A28 (East)										Right to A299 (South)										Last Right to A28 (Southwest)									
	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL								
0600-0615	0	0	0	0	0	0	0	0	0	0	70	22	1	0	0	93	0	0	116	21	11	5	0	153	0	0	2	1	0	0	0	3								
0615-0630	0	0	0	0	0	0	0	0	0	0	74	21	1	0	0	96	0	0	172	29	15	11	0	227	0	0	1	0	0	0	0	1								
0630-0645	0	0	0	0	0	0	0	0	0	1	85	20	2	0	0	108	0	2	179	22	12	12	1	228	0	0	2	1	0	0	0	3								
0645-0700	0	0	1	0	0	0	0	1	0	0	89	22	1	1	0	109	0	0	179	21	14	6	1	233	0	0	3	0	0	0	0	3								
Hourly Total	0	0	1	0	0	0	0	1	0	1	314	85	5	1	1	406	0	2	646	103	52	36	2	841	0	0	8	2	0	0	2	12								
0700-0715	0	0	0	0	0	0	0	0	0	0	88	40	3	0	0	131	0	0	154	35	12	7	0	208	0	0	2	1	0	0	0	3								
0715-0730	0	0	1	0	0	0	0	1	0	0	79	35	0	0	0	114	0	0	151	37	11	11	0	209	0	0	2	0	0	0	0	3								
0730-0745	0	0	1	0	0	0	0	1	0	2	80	36	1	1	0	120	0	1	158	36	14	8	1	218	0	0	0	0	1	1	0	2								
0745-0800	0	0	0	0	0	0	0	0	0	0	87	32	8	1	0	128	0	0	181	47	16	12	0	256	0	0	3	0	0	0	1	4								
Hourly Total	0	0	2	0	0	0	0	2	0	2	324	143	12	2	0	493	0	1	644	152	52	37	1	891	0	0	7	2	0	0	1	12								
0800-0815	0	0	0	1	0	0	0	1	0	1	98	25	6	0	1	131	0	0	168	49	7	6	1	231	0	0	2	1	0	0	0	3								
0815-0830	0	0	0	0	0	0	0	0	0	0	78	27	11	2	0	118	0	0	161	40	11	8	0	220	0	0	1	0	0	0	0	1								
0830-0845	0	0	2	0	0	0	0	2	0	2	101	27	10	2	0	140	0	0	135	35	17	8	0	195	0	0	4	1	1	0	0	5								
Hourly Total	0	0	1	0	0	0	0	1	0	2	71	25	5	0	0	103	0	0	153	36	14	6	0	209	0	0	2	2	0	0	1	5								
0845-0900	0	0	3	1	1	0	0	5	0	5	348	104	30	4	1	492	0	0	617	160	49	28	1	875	0	0	9	4	0	0	1	14								
0900-0915	0	0	0	0	0	0	0	0	0	0	67	26	6	1	0	100	0	0	110	36	18	11	0	175	0	0	2	0	0	0	1	3								
0915-0930	0	0	2	1	0	0	0	3	0	0	71	18	7	0	0	96	0	1	115	25	20	7	0	168	0	0	2	1	0	0	0	3								
0930-0945	0	0	1	0	0	0	0	1	0	0	91	17	11	0	0	119	0	1	118	28	10	6	1	164	0	0	3	1	1	0	0	5								
0945-1000	0	0	1	0	0	0	0	1	0	1	79	15	12	1	0	108	0	0	82	19	9	8	0	118	0	0	2	0	0	0	0	2								
Hourly Total	0	0	4	1	0	0	0	6	0	6	569	78	36	2	0	673	0	2	625	168	57	32	1	835	0	0	9	2	1	1	0	13								
1000-1015	0	0	0	0	0	0	0	0	0	0	93	14	8	0	0	115	0	1	83	20	11	9	0	124	0	0	2	1	1	0	0	4								
1015-1030	0	0	1	0	0	0	0	1	0	0	102	13	7	1	0	123	0	0	101	21	7	8	0	137	0	0	4	1	1	0	0	6								
1030-1045	0	0	0	0	0	0	0	0	0	1	107	13	10	1	0	132	0	0	90	19	11	3	0	124	0	0	4	2	0	0	0	6								
1045-1100	0	0	1	1	0	0	0	2	0	1	104	12	4	1	0	122	0	2	90	20	11	6	0	129	0	0	2	1	0	0	0	3								
Hourly Total	0	0	2	1	0	0	0	3	0	2	406	52	30	2	0	492	0	3	364	80	40	26	1	514	0	0	12	5	2	0	0	19								
1100-1115	0	0	1	0	0	0	0	1	0	0	92	11	5	0	0	110	0	0	92	19	11	2	0	124	0	0	1	2	0	0	0	3								
1115-1130	0	0	1	0	0	0	0	1	0	0	94	17	9	0	0	120	0	0	108	23	8	3	0	142	0	0	0	0	1	1	0	3								
1130-1145	0	0	0	1	0	0	0	1	0	0	87	9	11	1	0	108	0	1	81	24	5	5	2	118	0	0	0	0	0	0	0	0								
1145-1200	0	0	0	0	0	0	0	0	0	0	77	15	7	0	0	100	0	0	102	22	10	0	0	139	0	0	0	0	0	0	0	0								
Hourly Total	0	0	3	1	0	0	0	4	0	0	351	53	33	1	0	435	0	1	382	88	31	17	2	523	0	0	4	3	2	0	0	9								
1200-1215	0	0	0	0	0	0	0	0	0	0	89	15	2	0	0	106	0	1	96	16	7	4	0	124	0	0	2	0	0	0	1	5								
1215-1230	0	0	1	0	0	0	0	1	0	2	96	13	6	0	0	107	0	0	81	22	9	6	1	119	0	0	3	1	0	0	0	5								
1230-1245	0	0	0	0	0	0	0	0	0	0	79	12	8	1	0	100	0	2	96	27	6	0	0	137	0	0	1	1	0	1	0	4								
1245-1300	0	0	0	0	0	0	0	0	0	0	52	18	2	0	1	73	0	0	96	25	12	6	1	140	0	0	2	2	0	0	0	4								
Hourly Total	0	0	4	0	0	0	0	4	0	2	398	58	18	1	1	396	0	3	369	90	34	22	2	520	0	0	8	4	2	2	0	16								
1300-1315	0	0	1	0	0	0	0	1	0	1	91	21	2	0	0	104	0	1	92	18	6	7	0	124	0	0	3	0	0	0	0	4								
1315-1330	0	0	2	0	0	0	0	2	0	0	72	28	4	1	1	106	0	2	89	24	8	2	2	127	0	0	3	3	0	0	0	6								
1330-1345	1	0	0	0	0	0	0	1	0	0	85	15	2	0	0	102	0	2	81	12	11	7	1	114	0	0	0	2	0	1	0	3								
1345-1400	0	0	2	0	0	0	0	2	0	0	91	22	4	1	1	119	0	2	121	17	10	11	0	161	0	0	2	2	1	0	0	3								
Hourly Total	1	0	5	0	0	0	0	6	0	1	328	86	12	2	2	431	0	7	383	71	35	27	3	526	0	0	8	6	0	2	0	16								
1400-1415	0	0	1	0	0	0	0	1	0	2	100	22	2	1	2	129	0	2	133	31	9	11	0	186	0	0	2	0	0	0	0	2								
1415-1430	0	0	1	0	0	0	0	1	0	1	122	21	2	0	0	146	0	0	121	41	8	12	0	182	0	0	0	0	0	0	0	2								
1430-1445	0	0	0	0	0	0	0	0	0	0	121	20	0	0	1	142	0	0	112	33	3	11	0	189	0	0	2	1	0	0	0	3								
1445-1500	0	0	1	0	0	0	0	1	0	0	115	22	3	1	1	142	0	1	156	22	5	8	0	192	0	0	0	0	0	0	0	0								
Hourly Total	0	0	3	0	0	0	0	3	0	3	458	85	7	2	2	529	0	3	529	127	25	42	0	718	0	0	2	2	0	0	0	7								
1500-1515	0	0	0	0	0	0	0	0	0	1	104	30	0	2	1	138	0	1	155	41	5	9	1	212	0	0	1	1	0	0	0	2								
1515-1530	0	0	0	0	0	0	0	0	0	0	91	38	1	0	0	130	0	2	180	39	6	10	0	238	0	0	1	0	1	0	0	2								
1530-1545	0	0	0	0	0	0	0	0	0	1	110	38	1	1	1	152	0	0	175	41	6	8	0	231	0	0	0	0	0	0	0	0								
1545-1600	0	0	1	0	0	0	0	1	0	0	117	33	2	1	1	154	0	2	168	51	7	6	0	236	0	0	0	0	0	0	0	0								
Hourly Total	0	0	2	0	0	0	0	2	0	2	422	139	4	4	3	574	0	5	679	172	2																			

Junction: A - (North) A28 Canterbury Road / B - B2050 Park Lane / C - (South) A28 Canterbury Road

Approach: A - (North) A28 Canterbury Road

TIME	CAR	LGV	A to B				BUS	PCU	TOTAL	CAR	LGV	A to C				BUS	PCU	TOTAL	CAR	LGV	A to A				BUS	PCU	TOTAL
			OV01	OV02	OV01	OV02						OV01	OV02	OV01	OV02						OV01	OV02					
06:00 - 06:15	5	3	0	0	0	8.0	8	71	35	0	0	0	1	108.0	107	0	0	0	0	0	0	0	0	0.0	0		
06:15 - 06:30	8	5	0	0	0	13.0	13	103	32	5	0	0	1	144.5	141	0	0	0	0	0	0	0	0	0.0	0		
06:30 - 06:45	12	4	0	0	0	16.0	16	130	28	3	0	0	0	182.5	181	0	0	0	0	0	0	0	0	0.0	0		
06:45 - 07:00	7	5	0	0	0	12.0	12	116	40	3	0	0	1	162.5	160	0	0	0	0	0	0	0	0	0.0	0		
Hourly Total	32	17	0	0	0	49.0	49	450	135	11	0	0	3	571	569	0	0	0	0	0	0	0	0	0.0	0		
07:00 - 07:15	27	6	0	0	0	27.0	27	150	30	2	1	0	1	197.0	195	0	0	0	0	0	0	0	0	0.0	0		
07:15 - 07:30	22	8	0	0	0	30.0	30	174	26	3	0	2	2	208.5	205	0	0	0	0	0	0	0	0	0.0	0		
07:30 - 07:45	44	5	0	0	0	49.0	49	188	30	5	0	0	3	231.5	226	0	0	0	0	0	0	0	0	0.0	0		
07:45 - 08:00	40	5	0	0	0	45.0	45	206	36	3	1	0	0	248.8	246	0	0	0	0	0	0	0	0	0.0	0		
Hourly Total	147	24	0	0	0	151.0	151	718	130	13	2	6	8	895	890	0	0	0	0	0	0	0	0	0.0	0		
08:00 - 08:15	51	6	0	0	0	57.0	57	178	37	2	0	0	1	220.0	218	0	0	0	0	0	0	0	0	0.0	0		
08:15 - 08:30	44	2	3	1	1	54.5	55	188	31	4	2	0	0	229.6	225	0	0	0	0	0	0	0	0	0.0	0		
08:30 - 08:45	63	5	0	0	0	68.0	68	177	19	3	5	0	0	212.0	204	0	0	0	0	0	0	0	0	0.0	0		
08:45 - 09:00	38	3	1	0	0	42.5	42	141	17	7	1	2	2	174.8	168	0	0	0	0	0	0	0	0	0.0	0		
Hourly Total	196	18	4	1	1	222	223	684	104	16	8	3	8	825	815	0	0	0	0	0	0	0	0	0.0	0		
09:00 - 09:15	38	6	0	0	0	44.0	44	137	24	4	0	2	2	171.0	167	0	0	0	0	0	0	0	0	0.0	0		
09:15 - 09:30	36	8	1	0	0	45.5	45	137	22	3	2	2	2	172.1	166	0	0	0	0	0	0	0	0	0.0	0		
09:30 - 09:45	42	3	2	0	0	48.0	47	113	22	6	0	0	2	148.0	143	0	0	0	0	0	0	0	0	0.0	0		
09:45 - 10:00	41	3	0	0	0	44.0	44	103	16	9	0	0	1	134.5	129	0	0	0	0	0	0	0	0	0.0	0		
Hourly Total	157	20	3	0	0	182	180	480	84	22	2	7	8	625	605	0	0	0	0	0	0	0	0	0.0	0		
10:00 - 10:15	27	5	0	0	0	32.0	32	111	19	4	2	1	1	141.6	136	0	0	0	0	0	0	0	0	0.0	0		
10:15 - 10:30	31	4	0	0	0	35.0	35	104	18	1	1	3	3	131.8	127	0	0	0	0	0	0	0	0	0.0	0		
10:30 - 10:45	39	6	0	0	0	45.0	45	108	20	4	2	1	0	140.6	135	0	0	0	0	0	0	0	0	0.0	0		
10:45 - 11:00	38	6	2	0	0	47.0	46	101	21	7	0	0	2	136.5	131	0	0	0	0	0	0	0	0	0.0	0		
Hourly Total	155	21	2	0	0	190	188	424	77	16	5	7	10	551	529	0	0	0	0	0	0	0	0	0.0	0		
11:00 - 11:15	22	5	1	0	0	28.5	28	100	20	4	2	0	0	124.6	120	0	0	0	0	0	0	0	0	0.0	0		
11:15 - 11:30	31	4	1	0	0	36.5	36	101	19	5	0	2	2	131.5	127	0	0	0	0	0	0	0	0	0.0	0		
11:30 - 11:45	28	4	0	0	0	32.0	32	106	24	3	0	0	2	136.5	135	0	0	0	0	0	0	0	0	0.0	0		
11:45 - 12:00	33	1	1	0	0	35.5	36	98	13	5	0	0	1	120.5	117	0	0	0	0	0	0	0	0	0.0	0		
Hourly Total	124	14	3	0	0	151	151	405	77	18	1	6	8	523	507	0	0	0	0	0	0	0	0	0.0	0		
12:00 - 12:15	30	7	1	0	0	40.5	39	100	21	4	2	0	0	124.6	120	0	0	0	0	0	0	0	0	0.0	0		
12:15 - 12:30	28	9	2	0	0	40.0	39	105	11	5	0	0	3	125.5	124	0	0	0	0	0	0	0	0	0.0	0		
12:30 - 12:45	27	4	0	0	0	31.0	31	92	19	4	0	2	2	121.0	117	0	0	0	0	0	0	0	0	0.0	0		
12:45 - 13:00	38	3	1	0	0	42.5	42	110	21	10	0	0	2	150.0	143	0	0	0	0	0	0	0	0	0.0	0		
Hourly Total	123	23	4	0	0	154	151	406	66	23	2	7	8	525	504	0	0	0	0	0	0	0	0	0.0	0		
13:00 - 13:15	43	7	1	0	0	51.5	51	115	25	3	1	1	1	148.8	143	0	0	0	0	0	0	0	0	0.0	0		
13:15 - 13:30	27	6	0	0	0	33.0	33	113	23	4	0	0	2	147.0	141	0	0	0	0	0	0	0	0	0.0	0		
13:30 - 13:45	35	7	0	0	0	42.0	42	115	27	4	3	3	3	160.0	152	0	0	0	0	0	0	0	0	0.0	0		
13:45 - 14:00	34	3	0	0	0	37.0	37	101	10	3	1	2	2	121.8	117	0	0	0	0	0	0	0	0	0.0	0		
Hourly Total	139	23	1	0	0	164	163	444	83	12	8	8	8	579	559	0	0	0	0	0	0	0	0	0.0	0		
14:00 - 14:15	41	5	0	0	0	46.0	46	105	16	0	1	0	0	124.6	121	0	0	0	0	0	0	0	0	0.0	0		
14:15 - 14:30	26	6	0	0	0	32.0	32	101	12	6	2	3	3	132.0	124	0	0	0	0	0	0	0	0	0.0	0		
14:30 - 14:45	44	3	1	0	0	48.5	48	93	15	5	1	1	1	118.0	115	0	0	0	0	0	0	0	0	0.0	0		
14:45 - 15:00	47	4	0	1	0	53.5	52	124	23	1	0	2	2	152.5	150	0	0	0	0	0	0	0	0	0.0	0		
Hourly Total	158	18	1	1	0	180	178	424	66	20	4	6	6	541	520	0	0	0	0	0	0	0	0	0.0	0		
15:00 - 15:15	54	2	1	1	0	62.0	59	143	13	4	2	0	0	188.6	184	0	0	0	0	0	0	0	0	0.0	0		
15:15 - 15:30	26	5	0	0	0	31.0	31	126	24	2	0	2	2	157.0	154	0	0	0	0	0	0	0	0	0.0	0		
15:30 - 15:45	23	3	1	0	0	27.5	27	175	21	5	2	2	2	212.1	205	0	0	0	0	0	0	0	0	0.0	0		
15:45 - 16:00	41	5	0	0	0	46.0	46	117	21	1	1	3	3	167.8	163	0	0	0	0	0	0	0	0	0.0	0		
Hourly Total	144	15	2	1	1	165	163	581	79	14	5	7	7	707	686	0	0	0	0	0	0	0	0	0.0	0		
16:00 - 16:15	35	4	1	0	0	42.5	41	125	26	3	0	1	1	158.5	150	0	0	0	0	0	0	0	0	0.0	0		
16:15 - 16:30	44	6	1	0	0	51.5	51	124	35	2	0	2	2	166.0	163	0	0	0	0	0	0	0	0	0.0	0		
16:30 - 16:45	34	8	0	0	0	42.0	42	136	28	5	0	0	2	175.5	171	0	0	0	0	0	0	0	0	0.0	0		
16:45 - 17:00	48	9	0	1	0	58.5	58	136	26	0	1	2	2	168.3	165	0	0	0	0	0	0	0	0	0.0	0		
Hourly Total	181	27	2	1	1	195	192	522	115	10	1	7	6	609	595	0	0	0	0	0	0	0	0	0.0	0		
17:00 - 17:15	47	5	1	1	0	53.0	54	123	16	3	0	0	0	143.0	142	0	0	0	0	0	0	0	0	0.0	0		
17:15 - 17:30	27	3	0	0	0	30.0	30	130	16	1	1	0	2	153.8	150	0	0	0	0	0	0	0	0	0.0	0		
17:30 - 17:45	25	1	0	0	0	26.0	26	132	22	1	0	0	1	157.5	156	0	0	0	0	0	0	0	0	0.0	0		
17:45 - 18:00	65	3	0	0	0	68.0	68	113	18</																		

TIME	From A							To A						
	CAR	LDV	OOV1	OOV2	BUS	PCU	TOTAL	CAR	LDV	OOV1	OOV2	BUS	PCU	TOTAL
06:00 - 06:15	76	38	0	0	1	136.0	115	17	1	1	2	0	0	241.1
06:15 - 06:30	111	37	5	0	1	157.5	154	27	4	3	1	0	0	277.8
06:30 - 06:45	142	32	3	0	0	178.5	177	44	10	4	1	0	0	323.3
06:45 - 07:00	123	40	3	0	1	174.5	172	30	7	1	1	0	0	313.9
Hourly Total	452	152	11	0	3	627	619	118	22	11	5	0	0	109.1
07:00 - 07:15	171	44	2	1	1	222.3	219	48	14	1	1	0	0	368.8
07:15 - 07:30	186	34	3	0	2	238.5	235	56	29	3	2	2	2	401.1
07:30 - 07:45	232	35	5	0	3	280.5	275	120	37	8	4	1	1	480.2
07:45 - 08:00	246	41	3	1	0	293.8	291	114	38	8	1	2	2	547.3
Hourly Total	545	154	13	2	6	720	709	308	118	18	8	5	5	611.4
08:00 - 08:15	229	43	2	0	1	277.0	275	139	48	8	4	1	1	435.2
08:15 - 08:30	232	33	7	3	1	284.4	276	149	29	6	4	1	1	498.2
08:30 - 08:45	240	24	3	5	0	280.0	272	122	30	9	0	0	0	435.5
08:45 - 09:00	179	20	8	1	2	217.3	210	143	27	10	3	1	1	393.9
Hourly Total	680	120	20	9	4	959	923	383	134	23	11	3	3	516.7
09:00 - 09:15	175	30	4	0	2	215.0	211	133	30	5	1	0	0	372.8
09:15 - 09:30	173	30	4	2	2	217.6	211	132	25	6	2	3	3	376.6
09:30 - 09:45	155	25	8	0	2	196.0	190	113	23	8	0	1	1	300.0
09:45 - 10:00	144	19	9	0	1	178.5	173	108	25	6	2	1	1	286.6
Hourly Total	547	104	25	2	7	658	635	486	103	25	5	5	5	540.4
10:00 - 10:15	138	23	4	2	1	173.6	169	110	22	2	0	3	3	241.0
10:15 - 10:30	135	22	1	1	3	168.8	162	114	27	3	2	1	1	252.1
10:30 - 10:45	147	26	4	2	1	185.5	180	126	20	5	0	2	2	257.5
10:45 - 11:00	139	27	9	0	2	183.5	177	112	22	6	1	1	1	247.3
Hourly Total	559	86	18	5	7	710	687	462	81	16	3	7	7	516.7
11:00 - 11:15	122	26	6	1	1	161.3	156	109	26	5	1	1	1	248.3
11:15 - 11:30	132	23	6	0	2	168.0	163	113	19	6	1	2	2	247.3
11:30 - 11:45	134	28	3	0	2	170.5	167	128	13	4	0	2	2	251.0
11:45 - 12:00	131	14	6	0	1	156.0	152	135	23	4	4	1	1	275.2
Hourly Total	558	81	21	1	6	694	678	485	81	20	6	6	6	512.0
12:00 - 12:15	129	22	5	2	1	165.1	159	108	25	11	0	5	1	251.5
12:15 - 12:30	133	20	7	0	3	168.5	163	131	19	4	3	1	1	264.8
12:30 - 12:45	119	23	4	0	2	152.0	148	123	14	4	3	2	2	233.9
12:45 - 13:00	149	24	11	0	0	192.5	185	94	29	2	2	1	1	332.6
Hourly Total	529	89	27	2	8	681	655	466	87	21	8	6	6	513.7
13:00 - 13:15	158	32	4	1	1	202.3	196	118	23	1	0	4	1	288.8
13:15 - 13:30	140	27	2	3	2	180.9	174	113	24	2	1	1	1	244.2
13:30 - 13:45	150	34	4	3	3	202.9	194	135	22	4	1	2	2	309.3
13:45 - 14:00	135	13	3	1	2	158.8	154	143	11	6	0	1	1	265.0
Hourly Total	582	106	13	8	8	741	718	509	80	15	3	6	6	629.1
14:00 - 14:15	147	21	8	0	1	182.3	177	112	22	4	1	1	1	244.3
14:15 - 14:30	127	18	6	2	3	164.6	156	156	25	7	2	1	1	288.1
14:30 - 14:45	137	18	6	1	1	168.3	163	133	22	1	3	3	3	269.4
14:45 - 15:00	171	27	1	1	2	205.8	202	131	26	2	1	1	1	304.3
Hourly Total	582	84	21	5	6	722	698	532	85	14	7	6	6	670.4
15:00 - 15:15	157	15	7	3	1	203.4	200	125	27	8	2	1	1	279.6
15:15 - 15:30	152	29	2	0	2	188.0	185	190	23	4	0	1	1	221.0
15:30 - 15:45	188	24	6	2	2	238.6	232	159	27	8	1	1	1	302.3
15:45 - 16:00	178	26	1	1	3	213.8	209	155	26	3	1	2	2	291.6
Hourly Total	725	94	16	6	8	973	949	629	103	23	4	5	5	780.7
16:00 - 16:15	151	30	4	0	2	201.0	197	158	29	1	0	1	1	289.5
16:15 - 16:30	168	41	3	0	2	217.5	214	165	33	0	1	0	0	290.3
16:30 - 16:45	170	36	5	0	2	217.5	213	164	55	1	0	1	1	322.5
16:45 - 17:00	184	35	0	2	2	227.6	223	182	22	3	0	2	2	313.5
Hourly Total	683	142	12	2	8	854	847	669	138	5	1	4	4	825.1
17:00 - 17:15	170	21	4	1	0	198.3	196	165	39	2	0	2	2	211.0
17:15 - 17:30	157	19	1	1	2	181.8	180	153	27	5	1	1	1	231.8
17:30 - 17:45	157	23	1	0	1	181.5	182	198	33	3	0	0	0	285.5
17:45 - 18:00	178	21	1	0	3	206.5	203	192	26	1	0	3	3	225.5
Hourly Total	682	84	7	2	6	774	761	748	125	11	1	6	6	904.9
18:00 - 18:15	154	18	2	0	1	174.0	172	193	38	4	0	0	0	237.0
18:15 - 18:30	120	13	1	1	0	146.8	145	196	30	1	0	3	3	233.5
18:30 - 18:45	128	11	0	0	1	141.0	140	164	19	1	0	3	3	190.5
18:45 - 19:00	102	11	0	0	1	115.0	114	147	13	1	0	2	2	165.5
Hourly Total	511	53	3	1	3	577	571	700	100	7	0	8	8	627.1
19:00 - 19:15	96	4	0	0	2	104.3	104	139	17	0	0	1	1	158.0
19:15 - 19:30	107	11	0	0	1	128.0	119	137	16	2	2	1	1	162.6
19:30 - 19:45	101	8	0	0	1	111.0	110	111	16	1	0	0	0	128.5
19:45 - 20:00	87	6	1	0	0	94.5	94	106	7	2	0	1	1	118.0
Hourly Total	383	29	1	0	4	432	427	493	56	5	2	3	3	548.0
20:00 - 20:15	76	8	0	0	1	86.0	85	110	11	2	0	1	1	124.0
20:15 - 20:30	57	4	1	0	0	62.5	62	89	10	1	0	0	0	105.0
20:30 - 20:45	55	6	0	0	0	61.0	61	73	17	6	0	1	1	101.0
20:45 - 21:00	55	1	0	0	0	56.0	56	63	10	5	0	0	0	80.5
Hourly Total	243	19	1	0	1	255	254	345	46	14	0	2	2	416.0
21:00 - 21:15	46	7	0	0	1	55.0	54	80	6	2	1	2	2	95.3
21:15 - 21:30	68	6	0	1	0	74.2	73	81	8	0	0	0	0	89.0
21:30 - 21:45	57	5	1	0	0	63.5	63	55	4	1	0	0	0	69.5
21:45 - 22:00	34	5	1	0	0	40.5	40	57	0	1	0	0	0	58.5
Hourly Total	205	23	2	1	1	235	232	253	19	4	1	2	2	283.7
22:00 - 22:15	37	1	0	0	2	42.0	40	52	6	0	0	0	0	58.0
22:15 - 22:30	33	3	2	0	0	38.0	38	53	2	1	0	2	2	68.5
22:30 - 22:45	25	3	1	0	1	32.5	31	55	2	0	0	0	0	57.0
22:45 - 23:00	27	1	0	0	0	28.0	28	50	1	0	0	0	0	51.0
Hourly Total	123	8	3	0	3	142	137	219	11	1	0	2	2	227.2
23:00 - 23:15	27	4	0	0	0	31.0	31	36	1	0	0	0	0	37.0
23:15 - 23:30	16	3	0	0	0	18.0	19	28	1	1	0	1	1	32.5
23:30 - 23:45	9	0	0	0	0	9.0	9	23	2	0	0	1	1	27.0
23:45 - 00:00	10	0	1	0	0	11.5	11	19	3	0	0	0	0	22.0
Hourly Total	62	7	1	0	0	71	70	106	7	1	0	2	2	119.1
Session Total	9033	1467	215	46	89	11275	11010	8102	1415	244	65	76	10190	9902

Junction: A - (North) A28 Canterbury Road / B - B2050 Park Lane / C - (South) A28 Canterbury Road

Approach: B - B2050 Park Lane

TIME	CAR	LGV	B to C				BUS	PCU	TOTAL	CAR	LGV	B to A				BUS	PCU	TOTAL	CAR	LGV	B to B				BUS	PCU	TOTAL
			OV01	OV02	OV01	OV02						OV01	OV02	OV01	OV02						OV01	OV02	OV01	OV02			
06:00 - 06:15	2	0	0	0	0	0	2.0	2	3	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	0.0	0	
06:15 - 06:30	1	3	0	0	0	0	4.0	4	10	3	1	0	0	0	14.5	14	0	0	0	0	0	0	0	0	0.0	0	
06:30 - 06:45	3	2	0	0	0	0	5.0	5	17	3	0	0	0	0	20.0	20	0	0	0	0	0	0	0	0	0.0	0	
06:45 - 07:00	3	0	0	0	0	0	3.0	3	2	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0	0.0	0	
Hourly Total	9	5	0	0	0	0	14	14	32	6	1	0	0	0	40	39	0	0	0	0	0	0	0	0	0.0	0	
07:00 - 07:15	3	1	0	0	0	0	4.0	4	6	1	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0	0.0	0	
07:15 - 07:30	5	0	0	0	0	0	5.0	5	7	8	0	0	0	0	15.0	15	0	0	0	0	0	0	0	0	0.0	0	
07:30 - 07:45	9	1	0	0	0	0	10.0	10	18	5	2	3	0	0	32.0	28	0	0	0	0	0	0	0	0	0.0	0	
07:45 - 08:00	10	1	0	0	0	0	11.0	11	13	7	0	0	1	0	22.0	21	0	0	0	0	0	0	0	0	0.0	0	
Hourly Total	27	3	0	0	0	0	30	30	44	21	2	3	1	77	71	0	0	0	0	0	0	0	0	0	0.0	0	
08:00 - 08:15	8	2	0	0	0	0	10.0	10	14	11	1	0	0	0	26.5	26	0	0	0	0	0	0	0	0	0.0	0	
08:15 - 08:30	21	0	0	0	0	0	21.0	21	13	6	0	0	0	0	19.0	19	0	0	0	0	0	0	0	0	0.0	0	
08:30 - 08:45	11	1	0	0	0	0	12.0	12	10	3	1	0	0	0	14.5	14	0	0	0	0	0	0	0	0	0.0	0	
08:45 - 09:00	13	1	1	0	0	0	15.5	15	25	4	1	0	0	0	30.5	30	0	0	0	0	0	0	0	0	0.0	0	
Hourly Total	53	4	1	0	0	0	59	58	62	24	3	0	0	0	99	99	0	0	0	0	0	0	0	0	0.0	0	
09:00 - 09:15	15	0	0	0	0	0	15.0	15	20	5	0	0	0	0	25.0	25	0	0	0	0	0	0	0	0	0.0	0	
09:15 - 09:30	8	1	0	0	0	0	9.0	9	21	2	1	0	0	0	24.5	24	0	0	0	0	0	0	0	0	0.0	0	
09:30 - 09:45	10	1	0	0	0	0	11.0	11	23	4	1	0	0	0	28.5	28	0	0	0	0	0	0	0	0	0.0	0	
09:45 - 10:00	13	0	0	0	0	0	13.0	13	16	8	1	0	0	0	25.5	25	0	0	0	0	0	0	0	0	0.0	0	
Hourly Total	46	2	0	0	0	0	48	48	80	19	3	0	0	0	104	102	0	0	0	0	0	0	0	0	0.0	0	
10:00 - 10:15	11	1	2	0	0	0	15.0	14	26	1	0	0	0	0	27.0	27	0	0	0	0	0	0	0	0	0.0	0	
10:15 - 10:30	3	2	0	0	0	0	5.0	5	21	3	0	0	0	0	24.0	24	0	0	0	0	0	0	0	0	0.0	0	
10:30 - 10:45	6	0	0	0	0	0	6.0	6	22	1	0	0	0	0	23.0	23	0	0	0	0	0	0	0	0	0.0	0	
10:45 - 11:00	13	1	0	0	0	0	14.0	14	11	1	1	0	0	0	13.5	13	0	0	0	0	0	0	0	0	0.0	0	
Hourly Total	33	4	2	0	0	0	40	39	80	6	1	0	0	0	60	57	0	0	0	0	0	0	0	0	0.0	0	
11:00 - 11:15	7	1	1	0	0	0	12.0	11	22	2	0	0	0	0	27.0	26	0	0	0	0	0	0	0	0	0.0	0	
11:15 - 11:30	6	0	0	0	0	0	6.0	6	17	6	0	0	0	0	23.0	23	0	0	0	0	0	0	0	0	0.0	0	
11:30 - 11:45	7	0	0	0	1	0	8.0	8	25	2	0	0	0	0	27.0	27	0	0	0	0	0	0	0	0	0.0	0	
11:45 - 12:00	10	1	0	0	0	0	11.0	11	23	4	0	1	0	0	29.3	28	0	0	0	0	0	0	0	0	0.0	0	
Hourly Total	21	2	1	0	1	0	40	36	87	14	2	1	0	0	105	104	0	0	0	0	0	0	0	0	0.0	0	
12:00 - 12:15	13	1	2	0	0	0	17.0	16	27	5	0	0	0	0	24.5	24	0	0	0	0	0	0	0	0	0.0	0	
12:15 - 12:30	10	2	1	0	0	0	13.5	13	21	1	0	0	0	0	22.0	22	0	0	0	0	0	0	0	0	0.0	0	
12:30 - 12:45	9	0	0	0	0	0	9.0	9	24	4	0	0	0	0	28.0	28	0	0	0	0	0	0	0	0	0.0	0	
12:45 - 13:00	11	0	0	0	0	0	11.0	11	18	6	0	0	0	0	24.0	24	0	0	0	0	0	0	0	0	0.0	0	
Hourly Total	43	3	3	0	0	0	51	49	80	17	1	0	0	0	99	96	0	0	0	0	0	0	0	0	0.0	0	
13:00 - 13:15	10	1	0	0	0	0	12.5	12	15	5	0	0	0	0	20.0	20	0	0	0	0	0	0	0	0	0.0	0	
13:15 - 13:30	18	1	0	0	0	0	19.0	19	24	7	1	0	0	0	32.5	32	0	0	0	0	0	0	0	0	0.0	0	
13:30 - 13:45	10	2	0	0	0	0	12.0	12	20	3	1	0	0	0	24.5	24	0	0	0	0	0	0	0	0	0.0	0	
13:45 - 14:00	11	1	2	0	0	0	14.0	13	25	1	1	0	0	0	27.5	27	0	0	0	0	0	0	0	0	0.0	0	
Hourly Total	48	5	3	0	0	0	56	55	84	16	3	0	0	0	105	103	0	0	0	0	0	0	0	0	0.0	0	
14:00 - 14:15	10	1	0	0	0	0	11.0	11	25	1	0	0	0	0	26.0	26	0	0	0	0	0	0	0	0	0.0	0	
14:15 - 14:30	20	2	1	0	0	0	23.5	23	27	3	0	0	0	0	31.5	31	0	0	0	0	0	0	0	0	0.0	0	
14:30 - 14:45	18	1	0	0	0	0	19.0	19	27	5	0	0	0	0	32.0	32	0	0	0	0	0	0	0	0	0.0	0	
14:45 - 15:00	14	2	0	0	0	0	16.0	16	18	6	1	0	0	0	25.5	25	0	0	0	0	0	0	0	0	0.0	0	
Hourly Total	62	6	1	0	0	0	70	69	99	15	2	0	0	0	115	114	0	0	0	0	0	0	0	0	0.0	0	
15:00 - 15:15	13	0	0	0	0	0	13.0	13	21	4	1	0	0	0	26.5	26	0	0	0	0	0	0	0	0	0.0	0	
15:15 - 15:30	13	3	0	0	0	0	16.0	16	26	1	2	0	0	0	30.0	29	0	0	0	0	0	0	0	0	0.0	0	
15:30 - 15:45	12	4	0	0	0	0	16.0	16	26	3	1	0	0	0	30.5	30	0	0	0	0	0	0	0	0	0.0	0	
15:45 - 16:00	17	2	0	0	0	0	19.0	19	22	3	1	0	0	0	28.5	26	0	0	0	0	0	0	0	0	0.0	0	
Hourly Total	55	9	0	0	0	0	64	64	95	11	5	0	0	0	114	111	0	0	0	0	0	0	0	0	0.0	0	
16:00 - 16:15	11	1	0	0	0	0	12.0	12	27	2	0	0	0	0	20.0	20	0	0	0	0	0	0	0	0	0.0	0	
16:15 - 16:30	13	0	1	0	0	0	14.5	14	23	7	0	0	0	0	30.0	30	0	0	0	0	0	0	0	0	0.0	0	
16:30 - 16:45	19	0	0	0	0	0	19.0	19	21	9	0	0	0	0	30.0	30	0	0	0	0	0	0	0	0	0.0	0	
16:45 - 17:00	9	2	0	0	0	0	11.0	11	29	5	0	0	0	0	34.0	34	0	0	0	0	0	0	0	0	0.0	0	
Hourly Total	52	3	1	0	0	0	57	56	100	23	0	0	0	0	123	123	0	0	0	0	0	0	0	0	0.0	0	
17:00 - 17:15	7	2	0	0	0	0	9.0	9	33	7	0	0	0	0	40.0	40	0	0	0	0	0	0	0	0	0.0	0	
17:15 - 17:30	21	0	0	0	0	0	21.0	21	36	5	2	0	0	0	44.0	43	0	0	0	0	0	0	0	0	0.0	0	
17:30 - 17:45	13	2	0	0	0	0	15.0	15	33	3	0	0	0	0	36.0	36	0	0	0	0	0	0	0	0	0.0.		

TIME	From B							To B						
	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL
0600 - 06:15	5	0	0	0	0	5.0	5	6	3	0	0	0	0	9.0
06:15 - 06:30	11	6	1	0	0	18.5	18	9	5	0	0	0	0	14.0
06:30 - 06:45	20	5	0	0	0	25.0	25	19	4	0	0	0	0	23.0
06:45 - 07:00	5	0	0	0	0	5.0	5	11	1	0	0	0	0	16.0
Hourly Total	41	11	1	0	0	54	53	45	17	0	0	0	0	62
07:00 - 07:15	9	2	0	0	0	11.0	11	24	8	0	0	0	0	32.0
07:15 - 07:30	12	8	0	0	0	20.0	28	25	8	0	0	0	0	33.0
07:30 - 07:45	27	6	2	3	0	42.0	38	53	7	0	0	0	0	60.0
07:45 - 08:00	23	9	0	0	1	33.0	32	49	6	0	0	0	1	57.0
Hourly Total	71	24	2	3	1	107	101	151	28	0	0	0	1	180
08:00 - 08:15	22	13	1	0	0	36.5	36	61	9	1	0	0	0	71.5
08:15 - 08:30	34	6	0	0	0	40.0	40	54	5	4	1	1	1	69.3
08:30 - 08:45	21	4	1	0	0	26.5	26	68	7	0	0	0	0	75.0
08:45 - 09:00	38	5	2	0	0	46.0	46	47	7	1	0	0	0	55.5
Hourly Total	115	28	4	0	0	145	147	238	28	5	1	1	1	271
09:00 - 09:15	35	5	0	0	0	40.0	40	48	8	0	0	0	0	56.0
09:15 - 09:30	29	3	1	0	0	33.5	33	44	8	1	0	0	0	53.5
09:30 - 09:45	33	5	1	0	0	38.5	39	46	6	2	0	0	0	55.0
09:45 - 10:00	29	8	1	0	0	38.5	38	52	4	0	0	0	0	56.0
Hourly Total	126	21	3	0	0	150	150	180	26	3	0	0	0	211
10:00 - 10:15	37	2	2	0	0	42.0	41	34	6	0	1	0	0	43.3
10:15 - 10:30	24	5	0	0	0	29.0	29	38	5	0	0	0	0	43.0
10:30 - 10:45	28	1	0	0	0	29.0	29	48	6	0	0	0	0	54.0
10:45 - 11:00	24	2	1	0	0	27.0	27	49	7	3	0	0	0	60.5
Hourly Total	113	10	3	0	0	128	126	169	24	3	1	0	0	200
11:00 - 11:15	30	3	3	1	0	36.8	37	36	6	1	0	0	0	43.5
11:15 - 11:30	23	6	0	0	0	29.0	29	37	5	1	0	0	0	43.5
11:30 - 11:45	32	2	0	1	0	36.3	36	32	5	0	0	0	0	37.0
11:45 - 12:00	33	5	0	1	0	40.3	39	42	1	1	0	0	0	44.5
Hourly Total	118	16	3	2	0	140	140	147	17	3	0	0	0	167
12:00 - 12:15	30	7	3	0	0	42.5	40	35	7	1	0	0	1	46.5
12:15 - 12:30	31	3	1	0	0	35.5	35	36	11	2	0	0	0	50.0
12:30 - 12:45	33	4	0	0	0	37.0	37	34	5	0	0	0	0	39.0
12:45 - 13:00	29	6	0	0	0	35.0	35	46	5	1	0	0	0	52.5
Hourly Total	123	20	4	0	0	145	147	151	28	4	0	0	1	164
13:00 - 13:15	26	6	1	0	0	32.5	32	54	4	0	0	0	0	63.5
13:15 - 13:30	42	8	1	0	0	52.5	51	37	6	0	0	0	0	43.0
13:30 - 13:45	30	5	1	0	0	36.5	36	45	8	0	0	0	0	53.0
13:45 - 14:00	35	2	3	0	0	42.5	40	38	5	0	0	0	0	43.0
Hourly Total	132	21	6	0	0	162	159	174	27	1	0	0	0	203
14:00 - 14:15	36	2	0	0	0	37.0	37	51	0	0	0	0	0	60.0
14:15 - 14:30	47	5	2	0	0	55.0	54	34	6	1	0	0	0	41.5
14:30 - 14:45	45	6	0	0	0	51.0	51	51	4	2	0	0	0	58.0
14:45 - 15:00	32	8	1	0	0	42.5	41	54	4	0	1	0	0	60.3
Hourly Total	159	21	3	0	0	185	183	190	23	3	1	0	0	220
15:00 - 15:15	34	4	1	0	0	39.5	39	61	1	1	0	0	1	69.5
15:15 - 15:30	39	4	2	0	0	46.0	45	30	7	1	0	0	0	38.5
15:30 - 15:45	38	7	1	0	0	46.5	46	29	3	1	0	0	0	33.5
15:45 - 16:00	39	5	1	0	0	45.5	45	46	7	0	0	0	0	53.0
Hourly Total	150	20	5	0	0	178	175	166	20	3	1	1	1	195
16:00 - 16:15	36	3	0	0	0	42.0	41	45	4	2	0	0	1	50.5
16:15 - 16:30	36	7	1	0	0	44.5	44	51	8	1	0	0	0	60.5
16:30 - 16:45	40	9	0	0	0	49.0	49	40	9	0	0	0	0	48.0
16:45 - 17:00	38	7	0	0	0	45.0	45	58	11	0	1	0	0	71.3
Hourly Total	152	26	1	0	0	180	179	185	32	3	1	1	1	206
17:00 - 17:15	40	9	0	0	0	49.0	49	59	6	1	1	0	0	67.0
17:15 - 17:30	57	5	2	0	0	65.0	64	30	3	0	0	0	0	33.0
17:30 - 17:45	46	5	0	0	0	52.0	51	36	1	0	0	0	0	37.0
17:45 - 18:00	43	3	0	0	0	46.0	46	71	3	0	0	0	0	74.0
Hourly Total	186	22	2	0	0	211	210	186	13	1	1	0	0	213
18:00 - 18:15	56	0	0	0	0	56.0	56	47	4	0	0	0	0	61.0
18:15 - 18:30	44	4	1	0	0	49.5	49	48	5	0	0	0	0	53.0
18:30 - 18:45	36	2	0	0	0	38.0	38	46	3	0	0	0	0	48.0
18:45 - 19:00	41	3	0	0	0	44.0	44	30	2	0	0	0	0	32.0
Hourly Total	176	9	1	0	0	187	186	171	14	0	0	0	0	185
19:00 - 19:15	26	2	0	0	0	27.0	27	36	2	0	0	0	0	38.0
19:15 - 19:30	25	3	0	0	0	28.0	28	40	5	0	0	0	0	45.0
19:30 - 19:45	24	2	0	0	0	26.0	26	24	3	0	0	0	0	27.0
19:45 - 20:00	30	2	1	0	0	33.5	33	36	1	0	0	0	0	37.0
Hourly Total	104	9	1	0	0	110	114	106	11	0	0	0	0	147
20:00 - 20:15	46	4	0	0	0	50.0	50	26	3	0	0	0	0	29.0
20:15 - 20:30	19	2	0	0	0	21.0	21	16	0	0	0	0	0	16.0
20:30 - 20:45	18	3	0	0	0	21.0	21	18	2	0	0	0	0	20.0
20:45 - 21:00	12	0	0	0	0	12.0	12	19	2	0	0	0	0	21.0
Hourly Total	97	9	0	0	0	106	106	79	7	0	0	0	0	86
21:00 - 21:15	15	1	0	0	0	16.0	16	16	3	0	0	0	0	19.0
21:15 - 21:30	14	1	0	0	0	15.0	15	14	0	0	0	0	0	14.0
21:30 - 21:45	8	1	0	0	0	9.0	9	16	1	0	0	0	0	17.0
21:45 - 22:00	8	2	0	0	0	10.0	10	7	0	0	0	0	0	7.0
Hourly Total	45	5	0	0	0	50	50	53	4	0	0	0	0	57
22:00 - 22:15	11	1	0	0	0	12.0	12	7	0	0	0	0	0	7.0
22:15 - 22:30	11	0	0	0	0	11.0	11	10	1	0	0	0	0	11.0
22:30 - 22:45	12	0	0	0	0	12.0	12	5	0	0	0	0	0	5.0
22:45 - 23:00	13	0	0	0	0	13.0	13	4	0	0	0	0	0	4.0
Hourly Total	47	1	0	0	0	48	48	26	1	0	0	0	0	27
23:00 - 23:15	5	0	0	0	0	5.0	5	6	1	0	0	0	0	7.0
23:15 - 23:30	2	0	0	0	0	2.0	2	4	1	0	0	0	0	5.0
23:30 - 23:45	3	1	0	0	0	4.0	4	2	0	0	0	0	0	2.0
23:45 - 00:00	2	0	0	0	0	2.0	2	1	0	0	0	0	0	1.0
Hourly Total	12	1	0	0	0	13	13	13	2	0	0	0	0	15
Session Total	1967	274	39	6	1	2320	2287	2482	323	30	6	5	2876	2946

Junction: A - (North) A28 Canterbury Road / B - B2050 Park Lane / C - (South) A28 Canterbury Road

Approach: C - (South) A28 Canterbury Road

TIME	CAR	LGV	C to A							C to B							C to C						
			OOV1	OOV2	BUS	PCU	TOTAL	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL		
06:00 - 06:15	14	1	1	2	0	21.1	18	1	0	0	0	0	1.0	1	0	0	0	0	0	0.0	0		
06:15 - 06:30	17	1	2	1	0	23.3	21	1	0	0	0	0	1.0	1	0	0	0	0	0	0.0	0		
06:30 - 06:45	27	7	4	1	0	42.3	39	7	0	0	0	0	7.0	7	0	0	0	0	0	0.0	0		
06:45 - 07:00	28	7	3	1	0	41.8	39	4	0	0	0	0	4.0	4	0	0	0	0	0	0.0	0		
Hourly Total	86	16	10	5	0	129	117	13	0	0	0	0	13	13	0	0	0	0	0	0.0	0		
07:00 - 07:15	42	13	1	1	0	58.8	57	3	2	0	0	0	5.0	5	0	0	0	0	0	0.0	0		
07:15 - 07:30	49	21	3	2	2	81.1	77	3	0	0	0	0	3.0	3	0	0	0	0	0	0.0	0		
07:30 - 07:45	102	32	6	1	1	147.3	142	9	2	0	0	0	11.0	11	0	0	0	0	0	0.0	0		
07:45 - 08:00	101	31	6	1	1	146.3	140	9	1	0	0	1	12.0	11	0	0	0	0	0	0.0	0		
Hourly Total	284	87	16	5	4	430	416	24	5	0	0	1	31	30	0	0	0	0	0	0.0	0		
08:00 - 08:15	125	37	7	4	1	183.7	174	10	3	0	0	0	14.5	14	0	0	0	0	0	0.0	0		
08:15 - 08:30	136	23	6	4	1	179.2	170	10	3	1	0	0	14.5	14	0	0	0	0	0	0.0	0		
08:30 - 08:45	112	27	8	0	0	151.0	147	5	2	0	0	0	7.0	7	0	0	0	0	0	0.0	0		
08:45 - 09:00	118	23	9	3	1	163.4	154	9	4	0	0	0	13.0	13	0	0	0	0	0	0.0	0		
Hourly Total	491	150	30	13	3	677	645	34	12	2	0	0	49	48	0	0	0	0	0	0.0	0		
09:00 - 09:15	113	25	5	1	0	147.8	144	10	2	0	0	0	12.0	12	0	0	0	0	0	0.0	0		
09:15 - 09:30	111	23	5	2	3	152.1	144	8	0	0	0	0	8.0	8	0	0	0	0	0	0.0	0		
09:30 - 09:45	90	19	7	0	1	121.5	117	4	3	0	0	0	7.0	7	0	0	0	0	0	0.0	0		
09:45 - 10:00	92	17	5	2	1	123.1	117	11	1	0	0	0	12.0	12	0	0	0	0	0	0.0	0		
Hourly Total	406	84	22	5	5	545	522	33	6	0	0	0	39	39	0	0	0	0	0	0.0	0		
10:00 - 10:15	84	21	2	0	3	114.0	110	7	1	0	1	0	10.3	9	0	0	0	0	0	0.0	0		
10:15 - 10:30	83	24	3	2	1	128.1	123	7	1	0	0	0	8.0	8	0	0	0	0	0	0.0	0		
10:30 - 10:45	104	19	5	0	2	134.5	130	9	0	0	0	0	9.0	9	0	0	0	0	0	0.0	0		
10:45 - 11:00	101	21	5	1	1	133.8	129	11	1	1	0	0	13.5	13	0	0	0	0	0	0.0	0		
Hourly Total	362	86	15	3	7	311	302	34	3	1	1	0	41	39	0	0	0	0	0	0.0	0		
11:00 - 11:15	87	24	4	1	1	121.3	117	14	1	0	0	0	15.0	15	0	0	0	0	0	0.0	0		
11:15 - 11:30	86	13	6	1	2	124.3	118	6	1	0	0	0	7.0	7	0	0	0	0	0	0.0	0		
11:30 - 11:45	103	11	4	0	2	124.0	120	4	1	0	0	0	5.0	5	0	0	0	0	0	0.0	0		
11:45 - 12:00	112	19	4	3	1	146.9	139	9	0	0	0	0	8.0	9	0	0	0	0	0	0.0	0		
Hourly Total	368	67	18	5	6	314	304	33	3	0	0	0	37	36	0	0	0	0	0	0.0	0		
12:00 - 12:15	91	19	5	10	0	127.0	121	5	0	0	0	0	5.0	5	0	0	0	0	0	0.0	0		
12:15 - 12:30	110	18	4	3	1	142.9	136	8	2	0	0	0	10.0	10	0	0	0	0	0	0.0	0		
12:30 - 12:45	109	10	4	3	2	136.9	128	7	1	0	0	0	8.0	8	0	0	0	0	0	0.0	0		
12:45 - 13:00	76	23	2	2	1	108.6	104	8	2	0	0	0	10.0	10	0	0	0	0	0	0.0	0		
Hourly Total	286	70	20	8	5	341	326	28	5	0	0	0	33	33	0	0	0	0	0	0.0	0		
13:00 - 13:15	103	18	3	1	1	128.9	126	11	0	0	0	0	12.0	12	0	0	0	0	0	0.0	0		
13:15 - 13:30	89	17	1	1	1	111.8	109	10	0	0	0	0	10.0	10	0	0	0	0	0	0.0	0		
13:30 - 13:45	115	19	3	1	2	144.8	140	10	1	0	0	0	11.0	11	0	0	0	0	0	0.0	0		
13:45 - 14:00	118	10	5	0	1	137.5	134	4	2	0	0	0	6.0	6	0	0	0	0	0	0.0	0		
Hourly Total	426	64	12	3	5	524	509	36	4	0	0	0	39	39	0	0	0	0	0	0.0	0		
14:00 - 14:15	87	21	4	1	1	118.3	114	10	4	0	0	0	14.0	14	0	0	0	0	0	0.0	0		
14:15 - 14:30	129	22	6	2	1	166.6	160	9	0	1	0	0	9.5	9	0	0	0	0	0	0.0	0		
14:30 - 14:45	106	17	1	3	3	137.4	130	7	1	1	0	0	9.5	9	0	0	0	0	0	0.0	0		
14:45 - 15:00	113	20	1	1	1	138.8	136	7	0	0	0	0	7.0	7	0	0	0	0	0	0.0	0		
Hourly Total	436	80	12	7	6	561	540	32	5	2	0	0	40	39	0	0	0	0	0	0.0	0		
15:00 - 15:15	144	23	7	2	1	164.5	157	7	1	0	0	0	8.0	8	0	0	0	0	0	0.0	0		
15:15 - 15:30	164	22	2	0	0	181.0	189	4	2	1	0	0	7.5	7	0	0	0	0	0	0.0	0		
15:30 - 15:45	133	24	7	1	1	171.8	166	6	0	0	0	0	6.0	6	0	0	0	0	0	0.0	0		
15:45 - 16:00	133	23	2	1	2	165.3	161	5	2	0	0	0	7.0	7	0	0	0	0	0	0.0	0		
Hourly Total	534	82	18	4	5	672	653	22	5	1	0	0	29	28	0	0	0	0	0	0.0	0		
16:00 - 16:15	131	26	1	0	1	160.5	159	11	0	0	0	0	12.0	12	0	0	0	0	0	0.0	0		
16:15 - 16:30	142	26	0	1	0	170.3	169	8	2	0	0	0	9.0	9	0	0	0	0	0	0.0	0		
16:30 - 16:45	143	46	1	0	1	182.5	191	6	1	0	0	0	7.0	7	0	0	0	0	0	0.0	0		
16:45 - 17:00	153	17	3	0	2	178.5	176	10	2	0	0	0	12.0	12	0	0	0	0	0	0.0	0		
Hourly Total	589	115	5	1	4	702	694	34	5	1	0	0	41	40	0	0	0	0	0	0.0	0		
17:00 - 17:15	112	32	2	0	2	171.9	169	12	1	0	0	0	10.0	10	0	0	0	0	0	0.0	0		
17:15 - 17:30	107	22	3	1	1	167.8	164	3	0	0	0	0	3.0	3	0	0	0	0	0	0.0	0		
17:30 - 17:45	165	30	3	0	0	199.5	198	11	0	0	0	0	11.0	11	0	0	0	0	0	0.0	0		
17:45 - 18:00	163	23	1	0	3	193.5	190	6	0	0	0	0	6.0	6	0	0	0	0	0	0.0	0		
Hourly Total	617	107	9	1	6	712	740	32	1	0	0	0	33	33	0	0	0	0	0	0.0	0		
18:00 - 18:15	169	38	4	0	0	211.9	211	1	0	0	0	0	8.0	8	0	0	0	0	0	0.0	0		
18:15 - 18:30	165	26	0	0	3	197.0	194	11	1	0	0	0	11.0	11	0	0	0	0	0	0.0	0		
18:30 - 18:45	143	17	1	0	3	167.5	164	10	0	0	0	0	10.0	10	0	0	0	0	0	0.0	0		
18:45 - 19:00	122	11	1	0	2	138.5	136	12	1	0	0	0	13.0	13	0	0	0	0	0	0.0	0		
Hourly Total	599	82	6	0	8	718	705	36	3	0	0	0	39	39	0	0	0	0	0	0.0	0		
19:00 - 19:15	120	16	0	0	1	136.0	137	7	2	0	0	0	8.0	9	0	0	0	0	0	0.0	0		
19:15 - 19:30	114	15	2	2	1	136.4	134	9	1	0	0	0	10.0	10	0	0	0	0	0	0.0	0		
19:30 - 19:45	92	14	1	0	0	107.5	107	7	0	0	0	0	7.0	7	0	0	0	0	0	0.0	0		
19:45 - 20:00	80	5	1	0	1	88.5	87	6	0	0	0</												

TIME	From C							To C						
	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL
06:00 - 06:15	15	1	1	2	0	22.1	19	73	35	0	0	1	118.0	109
06:15 - 06:30	18	1	2	1	0	24.3	22	104	35	5	0	1	148.5	145
06:30 - 06:45	34	7	4	1	0	49.3	46	133	30	3	0	0	167.5	166
06:45 - 07:00	24	7	3	1	0	45.8	43	119	20	3	0	1	147.5	143
Hourly Total	89	16	10	6	0	141.5	139	429	140	11	0	3	592	581
07:00 - 07:15	45	15	1	1	0	63.8	62	153	39	2	1	1	199.3	196
07:15 - 07:30	52	21	3	2	2	86.1	86	179	26	3	0	2	213.5	210
07:30 - 07:45	111	34	6	1	1	158.3	153	197	31	5	0	3	241.5	236
07:45 - 08:00	110	32	6	1	2	157.9	151	216	37	3	1	0	259.8	257
Hourly Total	318	102	16	5	5	465	446	745	133	13	2	6	915	899
08:00 - 08:15	135	40	8	4	1	188.2	188	186	39	2	0	1	230.0	228
08:15 - 08:30	146	26	7	4	1	183.7	184	209	31	4	2	0	250.6	246
08:30 - 08:45	117	29	8	0	0	158.0	154	188	20	3	5	0	224.0	216
08:45 - 09:00	127	27	9	3	1	176.4	167	154	18	8	1	2	195.3	183
Hourly Total	429	132	32	13	3	725	693	727	108	17	8	3	915	873
09:00 - 09:15	123	27	5	1	0	159.8	156	152	24	4	0	2	186.0	182
09:15 - 09:30	119	23	5	2	3	160.1	152	145	23	3	2	2	181.1	175
09:30 - 09:45	94	22	7	0	0	128.5	124	123	23	6	0	2	159.0	154
09:45 - 10:00	103	18	5	2	1	135.1	129	116	16	5	0	1	147.5	142
Hourly Total	439	90	22	5	5	561	561	526	86	22	2	7	614	603
10:00 - 10:15	91	22	2	1	3	124.3	119	122	19	6	2	1	156.6	150
10:15 - 10:30	100	25	3	2	1	136.1	131	107	20	1	1	3	136.8	132
10:30 - 10:45	113	19	5	0	2	143.5	139	114	20	4	2	1	146.6	141
10:45 - 11:00	112	22	6	1	1	147.3	142	114	22	7	0	2	155.5	145
Hourly Total	436	86	16	4	7	551	531	457	81	18	5	7	611	569
11:00 - 11:15	101	25	4	1	1	136.3	132	108	22	6	2	1	145.6	139
11:15 - 11:30	102	14	6	1	2	131.3	125	107	19	5	0	2	137.5	133
11:30 - 11:45	107	12	4	0	2	129.0	125	113	24	3	1	2	147.8	143
11:45 - 12:00	121	19	4	3	1	154.9	148	108	14	5	0	1	131.5	128
Hourly Total	432	79	18	5	6	551	539	436	79	19	3	6	610	542
12:00 - 12:15	96	19	10	0	1	132.0	126	112	16	6	2	0	141.6	136
12:15 - 12:30	118	20	4	3	1	152.9	146	115	13	6	0	3	143.0	137
12:30 - 12:45	116	11	4	3	2	143.9	136	101	19	4	0	2	126.0	126
12:45 - 13:00	84	25	2	2	1	118.6	114	121	21	10	0	2	161.0	154
Hourly Total	434	75	20	8	5	547	522	449	69	26	2	7	576	553
13:00 - 13:15	114	19	3	1	1	141.8	138	125	26	4	1	3	151.3	147
13:15 - 13:30	99	17	1	1	1	121.8	119	131	22	2	3	2	166.0	160
13:30 - 13:45	125	20	3	1	2	158.8	151	125	29	4	3	3	172.9	164
13:45 - 14:00	122	12	5	0	0	143.5	140	111	11	5	1	2	135.8	130
Hourly Total	460	68	12	3	5	541	546	492	86	15	8	8	637	611
14:00 - 14:15	97	25	4	1	1	132.3	128	116	17	8	1	0	147.3	142
14:15 - 14:30	137	22	7	2	1	176.1	169	121	14	7	2	3	156.1	147
14:30 - 14:45	113	18	2	3	3	146.9	139	111	16	5	1	1	138.8	134
14:45 - 15:00	120	20	1	1	1	145.8	143	138	25	1	0	2	168.5	166
Hourly Total	487	85	14	7	6	615	579	486	72	21	4	6	611	569
15:00 - 15:15	111	24	7	2	1	152.1	145	106	13	6	2	0	155.6	147
15:15 - 15:30	168	24	3	0	1	198.5	196	139	27	2	0	2	173.0	170
15:30 - 15:45	139	24	7	1	1	177.8	172	187	25	5	2	2	208.1	221
15:45 - 16:00	138	25	2	1	2	172.3	168	154	23	1	1	3	196.6	182
Hourly Total	596	97	19	4	5	715	681	636	88	14	5	7	771	750
16:00 - 16:15	142	26	2	0	1	178.0	171	137	27	3	0	1	179.5	168
16:15 - 16:30	149	28	0	1	0	179.3	178	137	35	3	0	2	180.5	177
16:30 - 16:45	149	47	1	0	0	199.5	198	155	28	5	0	2	194.5	190
16:45 - 17:00	163	19	3	0	2	180.5	187	145	28	0	1	2	179.3	176
Hourly Total	692	120	6	1	4	742	724	574	118	11	1	7	725	711
17:00 - 17:15	144	33	2	0	2	184.0	181	130	18	3	0	0	183.9	181
17:15 - 17:30	160	22	3	1	1	190.8	187	151	16	1	1	2	174.8	171
17:30 - 17:45	176	30	3	0	0	230.5	209	145	24	1	0	1	172.5	171
17:45 - 18:00	169	23	1	0	3	198.5	196	127	18	1	0	3	152.5	149
Hourly Total	649	108	9	1	6	785	773	593	76	6	1	6	642	642
18:00 - 18:15	172	36	4	0	0	234.0	214	138	14	2	0	1	187.9	186
18:15 - 18:30	176	28	0	0	3	233.0	207	106	10	1	1	0	138.8	118
18:30 - 18:45	153	17	1	0	3	177.5	174	107	8	0	0	1	117.0	116
18:45 - 19:00	134	12	1	0	2	151.5	149	100	11	0	0	1	113.0	112
Hourly Total	635	95	6	0	8	735	744	451	43	3	1	3	507	501
19:00 - 19:15	127	18	0	0	1	147.9	146	75	5	0	0	2	84.0	82
19:15 - 19:30	123	15	2	2	1	148.6	144	79	9	0	0	1	85.0	88
19:30 - 19:45	99	14	1	0	0	114.5	114	89	5	0	0	1	96.0	95
19:45 - 20:00	86	5	1	0	1	94.5	93	61	5	1	0	0	67.5	67
Hourly Total	435	53	4	2	3	505	497	303	24	1	0	4	337	332
20:00 - 20:15	81	7	2	0	1	91.0	91	69	7	0	0	1	78.0	77
20:15 - 20:30	88	8	1	0	0	97.5	97	49	4	1	0	0	84.5	84
20:30 - 20:45	63	15	6	0	1	86.0	85	45	5	0	0	0	50.0	50
20:45 - 21:00	55	11	5	0	0	73.5	71	40	0	0	0	0	40.0	40
Hourly Total	287	41	14	0	2	353	344	203	16	1	0	1	223	221
21:00 - 21:15	72	5	2	1	2	86.3	82	37	4	0	0	1	43.0	42
21:15 - 21:30	53	7	0	0	0	60.0	60	60	6	0	1	0	68.3	67
21:30 - 21:45	50	4	1	0	0	55.5	55	44	5	1	0	0	55.5	50
21:45 - 22:00	53	0	1	0	0	54.5	54	31	7	1	0	0	38.5	39
Hourly Total	228	16	4	1	2	256	251	172	22	2	1	1	201	198
22:00 - 22:15	46	5	0	0	0	51.0	51	35	1	0	0	2	40.0	38
22:15 - 22:30	47	2	1	0	2	54.5	52	28	2	2	0	0	33.0	32
22:30 - 22:45	44	2	0	0	0	46.0	46	22	2	1	0	1	25.5	27
22:45 - 23:00	41	1	0	0	0	42.0	42	27	1	0	0	0	28.0	28
Hourly Total	178	10	1	0	2	194	191	112	7	3	0	3	130	125
23:00 - 23:15	31	1	0	0	0	32.0	32	21	3	0	0	0	24.0	24
23:15 - 23:30	27	1	1	0	1	31.5	30	13	2	0	0	0	15.0	15
23:30 - 23:45	22	1	0	0	1	25.0	24	9	0	0	0	0	9.0	9
23:45 - 00:00	18	3	0	0	0	21.0	21	10	0	1	0	0	11.5	11
Hourly Total	86	6	1	0	2	110	107	53	5	1	0	0	40	39
Session Total	7238	1262	224	62	76	9133	8862	7824	1255	204	43	85	9690	9411

Manston - Manual Traffic Survey, Tuesday 7th March 2017

Junction: (8) A28 / The Square

Approach: A28 (East)

TIME	Left to A28 (South)								Ahead to The Square							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	1	72	30	6	0	0	109	0	0	8	0	0	0	0	8
0615 - 0630	0	1	103	26	5	0	0	135	0	0	10	0	0	0	0	10
0630 - 0645	0	0	132	23	2	0	1	158	0	0	8	0	0	0	0	8
0645 - 0700	0	0	148	32	5	0	1	186	0	0	10	0	0	0	0	10
Hourly Total	0	2	455	111	18	0	2	588	0	0	36	0	0	0	0	36
0700 - 0715	0	0	154	29	8	0	1	192	0	0	9	0	0	0	0	9
0715 - 0730	0	0	190	26	2	0	1	219	0	0	8	0	0	0	0	8
0730 - 0745	0	2	166	31	4	1	3	207	0	0	10	1	0	0	0	11
0745 - 0800	0	2	149	31	6	1	0	189	0	0	14	6	4	0	1	25
Hourly Total	0	4	659	117	20	2	5	807	0	0	41	7	4	0	1	53
0800 - 0815	0	3	138	12	2	0	3	158	0	0	15	1	0	0	1	17
0815 - 0830	0	2	135	31	3	1	1	173	0	0	17	3	0	0	1	21
0830 - 0845	0	0	146	18	4	1	0	169	0	0	24	3	1	0	1	29
0845 - 0900	0	0	123	26	3	0	2	154	0	0	32	6	1	0	2	41
Hourly Total	0	5	542	87	12	2	6	654	0	0	88	13	2	0	5	108
0900 - 0915	1	0	126	17	3	0	2	149	0	0	24	8	1	0	1	34
0915 - 0930	0	0	111	21	6	1	3	142	0	0	25	5	1	0	1	32
0930 - 0945	0	0	93	24	3	0	2	122	0	0	23	5	1	0	0	29
0945 - 1000	0	0	87	21	1	0	1	110	0	0	31	7	1	0	0	39
Hourly Total	1	0	417	83	13	1	8	523	0	0	103	25	4	0	2	134
1000 - 1015	0	0	92	18	6	0	1	117	0	0	44	7	1	0	0	52
1015 - 1030	0	0	89	16	8	1	0	114	0	0	39	7	1	0	0	47
1030 - 1045	0	0	83	21	7	2	0	113	0	0	33	10	1	0	0	44
1045 - 1100	0	0	85	23	7	2	0	117	0	0	36	8	0	0	0	44
Hourly Total	0	0	349	78	28	5	1	461	0	0	152	32	3	0	0	187
1100 - 1115	0	0	72	24	10	1	0	107	0	0	31	7	0	0	0	38
1115 - 1130	0	0	65	21	9	2	0	97	0	0	36	3	0	0	0	39
1130 - 1145	0	0	90	24	4	1	0	119	0	0	35	3	0	0	0	38
1145 - 1200	0	0	95	20	2	1	0	118	0	0	30	11	0	0	0	41
Hourly Total	0	0	322	89	25	5	0	441	0	0	132	24	0	0	0	156
1200 - 1215	0	0	87	22	4	2	1	116	0	0	40	7	1	0	0	48
1215 - 1230	0	0	101	13	3	1	2	120	0	0	22	2	1	0	2	27
1230 - 1245	0	1	83	12	9	0	2	107	0	0	36	6	1	0	0	43
1245 - 1300	0	0	77	10	2	2	1	92	0	0	37	3	2	0	2	44
Hourly Total	0	1	348	57	18	5	6	435	0	0	135	18	5	0	4	162
1300 - 1315	0	2	75	14	2	2	1	96	0	2	51	4	5	0	1	63
1315 - 1330	0	0	101	14	4	0	3	122	0	0	46	8	0	1	1	56
1330 - 1345	0	0	86	18	9	1	1	115	0	1	33	8	1	0	1	44
1345 - 1400	0	0	73	15	5	1	1	95	0	0	34	4	1	0	0	39
Hourly Total	0	2	335	61	20	4	6	428	0	3	164	24	7	1	3	202
1400 - 1415	0	0	88	27	2	0	0	117	0	0	33	2	0	0	0	35
1415 - 1430	0	0	104	32	2	0	0	138	0	0	41	6	0	0	0	47
1430 - 1445	0	0	120	30	2	0	1	153	0	0	42	4	0	0	0	46
1445 - 1500	0	0	116	32	2	0	1	151	0	0	38	5	0	0	0	43
Hourly Total	0	0	428	121	8	0	2	559	0	0	154	17	0	0	0	171
1500 - 1515	0	0	118	27	2	0	1	148	0	0	43	8	0	0	0	51
1515 - 1530	0	0	107	26	2	0	1	136	0	0	47	2	0	0	0	49
1530 - 1545	0	0	104	29	4	0	2	139	0	0	47	3	0	0	0	50
1545 - 1600	0	0	92	33	7	0	3	135	0	0	44	4	0	0	0	48
Hourly Total	0	0	421	115	15	0	7	558	0	0	181	17	0	0	0	198
1600 - 1615	0	0	96	28	3	0	1	128	0	0	41	5	0	0	0	46
1615 - 1630	0	0	123	26	4	0	2	155	0	0	40	2	0	0	0	42
1630 - 1645	0	0	110	33	3	0	2	148	0	0	43	5	0	0	1	49
1645 - 1700	0	0	115	16	2	0	1	134	0	0	36	6	0	0	1	43
Hourly Total	0	0	444	103	12	0	6	565	0	0	160	18	0	0	2	180
1700 - 1715	0	0	146	12	2	0	1	161	0	2	39	4	0	0	1	46
1715 - 1730	0	0	133	11	3	0	2	149	0	0	34	5	0	0	1	40
1730 - 1745	0	1	114	13	2	0	1	131	0	1	35	5	0	0	2	43
1745 - 1800	0	2	109	9	2	0	1	123	1	0	40	9	1	0	0	51
Hourly Total	0	3	502	45	9	0	5	564	1	3	148	23	1	0	4	180
1800 - 1815	0	0	92	13	1	0	2	108	0	1	22	5	0	0	2	30
1815 - 1830	0	0	91	10	2	0	1	104	0	0	22	1	0	0	1	24
1830 - 1845	0	0	60	1	2	0	1	64	0	0	20	2	0	0	0	22
1845 - 1900	0	0	71	4	2	0	0	77	0	0	20	1	0	0	0	21
Hourly Total	0	0	314	28	7	0	4	353	0	1	84	9	0	0	3	97
1900 - 1915	0	0	64	1	0	0	0	65	0	0	16	0	0	0	0	16
1915 - 1930	0	0	69	5	0	0	0	74	0	0	19	0	0	0	0	19
1930 - 1945	0	0	67	8	0	0	0	75	0	0	19	0	0	0	0	19
1945 - 2000	0	0	72	1	0	0	0	73	0	0	20	0	0	0	0	20
Hourly Total	0	0	272	15	0	0	0	287	0	0	74	0	0	0	0	74
2000 - 2015	0	0	76	4	0	0	0	80	0	0	21	0	0	0	0	21
2015 - 2030	0	0	66	9	0	0	0	75	0	0	22	1	0	0	0	23
2030 - 2045	0	0	74	9	0	0	0	83	0	0	16	1	0	0	0	17
2045 - 2100	0	0	67	7	1	0	1	76	0	0	18	2	1	0	0	21
Hourly Total	0	0	283	29	1	0	1	314	0	0	77	4	1	0	0	82
2100 - 2115	0	0	30	7	1	0	0	38	0	0	18	2	0	0	0	20
2115 - 2130	0	0	35	4	0	0	0	39	0	0	14	2	0	0	0	16
2130 - 2145	0	0	30	3	0	0	0	33	0	0	13	1	0	0	0	14
2145 - 2200	0	0	30	3	0	0	0	33	0	0	10	1	0	0	0	11
Hourly Total	0	0	125	17	1	0	0	143	0	0	55	6	0	0	0	61
2200 - 2215	0	0	30	5	0	0	0	35	0	0	12	2	0	0	0	14
2215 - 2230	0	0	37	1	0	0	0	38	0	0	12	1	0	0	0	13
2230 - 2245	0	0	41	4	0	0	0	45	0	0	9	1	0	0	0	10
2245 - 2300	0	0	36	4	0	0	0	40	0	0	9	1	0	0	0	10
Hourly Total	0	0	144	14	0	0	0	158	0	0	42	5	0	0	0	47
2300 - 2315	0	0	40	2	0	0	0	42	0	0	12	1	0	0	0	13
2315 - 2330	0	0	36	1	0	0	0	37	0	0	10	1	0	0	0	11
2330 - 2345	0	0	35	4	1	0	0	40	0	0	11	1	0	0	0	12
2345 - 2400	0	0	23	0	0	0	0	23	0	0	4	0	0	0	0	4
Hourly Total	0	0	134	7	1	0	0	142	0	0	37	3	0	0	0	40
TOTAL	1	17	6494	1177	208	24	59	7980	1	7	1863	245	27	1	24	2168

Manston - Manual Traffic Survey, Tuesday 7th March 2017

Junction: (8) A28 / The Square

Approach: A28 (South)

TIME	Left to The Square								Right to A28 (East)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	21	1	0	0	0	22	0	0	46	18	5	0	1	70
0615 - 0630	0	0	20	1	0	0	0	21	1	0	73	16	4	0	3	97
0630 - 0645	0	0	17	3	0	0	0	20	1	0	64	16	3	0	4	88
0645 - 0700	0	0	16	7	0	0	0	23	0	0	89	17	2	0	4	112
Hourly Total	0	0	74	12	0	0	0	86	2	0	272	67	14	0	12	367
0700 - 0715	0	0	16	7	0	0	0	23	0	0	89	24	2	0	6	121
0715 - 0730	0	0	14	3	0	0	0	17	0	0	77	25	1	0	3	106
0730 - 0745	0	1	19	5	1	0	0	26	2	0	78	23	6	1	3	113
0745 - 0800	0	0	31	15	3	1	1	51	0	0	104	41	5	1	2	153
Hourly Total	0	1	80	30	4	1	1	117	2	0	348	113	14	2	14	493
0800 - 0815	0	0	21	9	3	0	0	33	0	1	94	28	4	1	0	128
0815 - 0830	1	0	19	8	1	0	0	29	1	0	128	23	9	2	4	167
0830 - 0845	0	0	14	4	3	0	0	21	0	0	126	19	9	0	0	154
0845 - 0900	0	0	43	4	2	0	0	49	0	1	118	34	5	0	1	159
Hourly Total	1	0	97	25	9	0	0	132	1	2	466	104	27	3	5	608
0900 - 0915	0	2	33	7	4	0	0	46	0	0	108	18	8	1	1	136
0915 - 0930	0	0	38	8	3	1	0	50	0	1	85	20	8	1	1	116
0930 - 0945	0	0	37	2	1	0	0	40	0	2	72	13	7	0	1	95
0945 - 1000	0	0	40	2	0	0	0	42	0	1	62	14	7	0	1	85
Hourly Total	0	2	148	19	8	1	0	178	0	4	327	65	30	2	4	432
1000 - 1015	0	0	42	1	0	0	0	43	0	1	79	15	1	0	1	97
1015 - 1030	0	0	35	0	0	0	0	35	0	2	85	16	1	0	1	105
1030 - 1045	0	0	40	2	0	0	0	42	0	0	71	14	2	0	0	87
1045 - 1100	0	0	35	4	0	0	0	39	0	0	82	13	2	0	0	97
Hourly Total	0	0	152	7	0	0	0	159	0	3	317	58	6	0	2	386
1100 - 1115	0	0	31	2	0	0	0	33	0	0	77	14	1	0	0	92
1115 - 1130	0	0	27	4	0	0	0	31	0	0	80	15	5	0	0	100
1130 - 1145	0	0	39	4	0	0	0	43	0	0	84	15	6	0	0	105
1145 - 1200	0	0	38	4	0	0	0	42	0	0	75	16	8	0	0	99
Hourly Total	0	0	135	14	0	0	0	149	0	0	316	60	20	0	0	396
1200 - 1215	0	0	41	4	0	0	0	45	0	1	80	14	4	0	1	100
1215 - 1230	0	0	31	6	2	0	0	39	0	1	101	16	6	1	1	126
1230 - 1245	0	0	27	9	0	0	0	36	0	0	91	12	1	1	2	107
1245 - 1300	0	0	39	4	0	0	0	43	0	2	105	13	1	0	2	123
Hourly Total	0	0	138	23	2	0	0	163	0	4	377	55	12	2	6	456
1300 - 1315	0	1	41	3	1	0	0	46	0	0	90	9	3	0	1	103
1315 - 1330	0	0	38	10	1	0	0	49	0	0	88	14	2	0	1	105
1330 - 1345	1	2	40	6	0	1	0	50	0	0	90	16	3	0	2	111
1345 - 1400	0	1	39	6	1	0	0	47	0	0	96	21	3	0	1	121
Hourly Total	1	4	158	25	3	1	0	192	0	0	364	60	11	0	5	440
1400 - 1415	0	0	37	3	0	0	0	40	0	0	126	23	6	0	1	156
1415 - 1430	0	0	34	3	0	0	0	37	0	0	116	22	5	0	2	145
1430 - 1445	0	0	45	2	0	0	0	47	0	0	144	19	7	0	0	170
1445 - 1500	0	0	44	6	0	0	0	50	0	0	127	19	1	0	0	147
Hourly Total	0	0	160	14	0	0	0	174	0	0	513	83	19	0	3	618
1500 - 1515	0	0	43	3	2	0	0	48	0	0	112	18	8	0	0	138
1515 - 1530	0	0	48	2	1	0	0	51	0	0	116	18	7	0	0	141
1530 - 1545	0	0	54	6	2	0	0	62	0	2	141	23	7	0	0	173
1545 - 1600	0	0	39	2	3	0	0	44	0	1	111	21	1	0	0	134
Hourly Total	0	0	184	13	8	0	0	205	0	3	480	80	23	0	0	586
1600 - 1615	0	0	39	3	0	0	0	42	0	1	137	20	1	0	0	159
1615 - 1630	0	0	39	3	0	0	0	42	0	1	152	19	6	0	0	178
1630 - 1645	0	0	42	5	2	0	0	49	0	2	126	21	7	0	1	157
1645 - 1700	0	1	39	12	0	0	0	52	0	0	147	29	2	0	1	179
Hourly Total	0	1	159	23	2	0	0	185	0	4	562	89	16	0	2	673
1700 - 1715	0	0	45	7	0	0	0	52	0	0	135	29	2	0	2	168
1715 - 1730	1	0	26	4	0	0	0	31	0	1	144	22	5	0	2	174
1730 - 1745	0	0	36	8	1	0	0	45	0	3	160	24	4	0	0	191
1745 - 1800	0	0	26	3	0	0	0	29	0	4	147	34	1	1	5	192
Hourly Total	1	0	133	22	1	0	0	157	0	8	586	109	12	1	9	725
1800 - 1815	0	0	28	6	0	0	0	34	0	0	125	22	2	0	2	151
1815 - 1830	0	0	42	5	0	0	0	47	0	0	159	19	0	0	1	179
1830 - 1845	0	0	22	2	0	0	0	24	0	0	173	5	0	0	1	179
1845 - 1900	0	0	19	3	0	0	0	22	0	0	189	4	0	0	1	194
Hourly Total	0	0	111	16	0	0	0	127	0	0	646	50	2	0	5	703
1900 - 1915	0	0	21	5	0	0	0	26	0	0	137	2	0	0	1	140
1915 - 1930	0	0	26	4	0	0	0	30	0	0	113	2	0	0	1	116
1930 - 1945	0	0	29	5	0	0	0	34	0	0	54	4	0	0	0	58
1945 - 2000	0	0	22	7	0	0	0	29	0	0	58	3	0	0	0	61
Hourly Total	0	0	98	21	0	0	0	119	0	0	362	11	0	0	2	375
2000 - 2015	0	0	28	6	0	0	0	34	0	0	55	4	0	0	0	59
2015 - 2030	0	0	28	4	0	0	0	32	0	0	51	5	0	0	0	56
2030 - 2045	0	0	23	2	0	0	0	25	0	0	42	1	0	0	0	43
2045 - 2100	0	0	21	4	0	0	0	25	0	0	39	1	0	0	0	40
Hourly Total	0	0	100	16	0	0	0	116	0	0	187	11	0	0	0	198
2100 - 2115	0	0	26	3	0	0	0	29	0	0	47	3	1	0	1	52
2115 - 2130	0	0	21	1	0	0	0	22	0	0	49	3	0	0	0	52
2130 - 2145	0	0	17	0	0	0	0	17	0	0	18	0	0	0	0	18
2145 - 2200	0	0	14	0	0	0	0	14	0	0	16	0	0	0	0	16
Hourly Total	0	0	78	4	0	0	0	82	0	0	130	6	1	0	1	138
2200 - 2215	0	0	9	0	0	0	0	9	0	0	17	0	0	0	0	17
2215 - 2230	0	0	11	1	0	0	0	12	0	0	14	0	0	0	0	14
2230 - 2245	0	0	12	0	0	0	0	12	0	0	20	0	0	0	0	20
2245 - 2300	0	0	10	1	0	0	0	11	0	0	16	0	0	0	0	16
Hourly Total	0	0	42	2	0	0	0	44	0	0	67	0	0	0	0	67
2300 - 2315	0	0	8	0	0	0	0	8	0	0	20	0	0	0	0	20
2315 - 2330	0	0	8	0	0	0	0	8	0	0	15	0	0	0	0	15
2330 - 2345	0	0	11	1	0	0	0	12	0	0	18	1	0	0	0	19
2345 - 2400	0	0	12	0	0	0	0	12	0	0	18	0	0	0	0	18
Hourly Total	0	0	39	1	0	0	0	40	0	0	71	1	0	0	0	72
TOTAL	3	8	2086	287	37	3	1	2425	5	28	6391	1022	207	10	70	7733

Manston - Manual Traffic Survey, Tuesday 7th March 2017

Junction: (8) A28 / The Square

Approach: The Square

TIME	Ahead to A28 (East)								Right to A28 (South)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	19	1	0	0	0	20	0	0	71	7	0	0	0	78
0615 - 0630	0	0	22	3	0	0	0	25	0	0	65	9	0	0	0	74
0630 - 0645	0	0	26	1	0	0	0	27	0	0	80	11	0	0	0	91
0645 - 0700	0	0	30	5	0	0	0	35	0	0	88	11	0	0	0	99
Hourly Total	0	0	97	10	0	0	0	107	0	0	304	38	0	0	0	342
0700 - 0715	0	0	30	1	0	0	0	31	0	0	90	15	0	0	0	105
0715 - 0730	0	0	29	2	0	0	0	31	0	0	101	10	0	0	0	111
0730 - 0745	0	1	28	4	0	0	1	34	0	0	83	12	1	0	0	96
0745 - 0800	0	0	15	5	1	0	0	21	0	0	91	11	0	0	0	102
Hourly Total	0	1	102	12	1	0	1	117	0	0	365	48	1	0	0	414
0800 - 0815	0	0	18	3	0	0	2	23	0	0	77	11	3	0	0	91
0815 - 0830	0	0	21	4	0	0	1	26	0	0	72	9	2	0	0	83
0830 - 0845	0	0	29	8	0	0	2	39	0	0	91	5	3	1	0	100
0845 - 0900	0	0	26	1	2	0	1	30	0	1	54	8	0	0	0	63
Hourly Total	0	0	94	16	2	0	6	118	0	1	294	33	8	1	0	337
0900 - 0915	0	0	19	4	0	0	1	24	0	0	50	8	2	0	0	60
0915 - 0930	0	0	19	2	0	0	1	22	0	0	46	14	2	0	0	62
0930 - 0945	0	0	27	2	1	0	2	32	0	0	46	12	2	1	0	61
0945 - 1000	0	0	28	2	1	0	1	32	0	0	42	13	1	0	0	56
Hourly Total	0	0	93	10	2	0	5	110	0	0	184	47	7	1	0	239
1000 - 1015	0	0	33	1	1	0	0	35	0	0	40	13	3	0	0	56
1015 - 1030	0	0	32	2	1	0	0	35	0	0	45	12	0	1	0	58
1030 - 1045	0	0	35	5	0	1	1	42	0	0	39	9	1	0	0	49
1045 - 1100	0	0	39	4	0	0	1	44	0	0	36	11	0	0	1	48
Hourly Total	0	0	139	12	2	1	2	156	0	0	160	45	4	1	1	211
1100 - 1115	0	0	42	3	0	0	0	45	0	0	34	12	0	0	0	46
1115 - 1130	0	0	31	10	0	0	1	42	0	0	47	12	2	0	0	61
1130 - 1145	0	0	36	2	2	0	0	40	0	0	53	10	0	0	0	63
1145 - 1200	0	0	32	10	3	0	0	45	0	0	54	8	1	0	0	63
Hourly Total	0	0	141	25	5	0	1	172	0	0	188	42	3	0	0	233
1200 - 1215	0	0	32	6	2	0	1	41	0	0	48	10	3	1	0	62
1215 - 1230	0	0	36	8	0	0	1	45	0	0	41	5	0	0	0	46
1230 - 1245	0	0	35	1	2	0	1	39	0	0	37	6	2	1	1	47
1245 - 1300	0	0	31	3	0	0	0	34	1	1	40	4	1	0	0	47
Hourly Total	0	0	134	18	4	0	3	159	1	1	166	25	6	2	1	202
1300 - 1315	1	0	29	4	1	0	2	37	1	0	48	7	2	0	0	58
1315 - 1330	0	2	32	8	1	0	1	44	0	0	33	7	1	0	0	41
1330 - 1345	0	0	35	6	1	0	1	43	0	1	49	12	2	0	1	65
1345 - 1400	0	1	28	4	0	0	1	34	0	0	58	3	1	0	0	62
Hourly Total	1	3	124	22	3	0	5	158	1	1	188	29	6	0	1	226
1400 - 1415	0	0	26	9	0	0	1	36	0	0	50	2	2	0	0	54
1415 - 1430	0	0	20	8	0	0	1	29	0	0	66	9	0	0	1	76
1430 - 1445	0	0	18	7	0	0	2	27	0	0	74	11	0	0	1	86
1445 - 1500	0	0	21	8	0	0	0	29	0	0	66	10	1	0	0	77
Hourly Total	0	0	85	32	0	0	4	121	0	0	256	32	3	0	2	293
1500 - 1515	0	0	21	8	0	0	1	30	0	0	64	10	0	0	0	74
1515 - 1530	0	0	19	9	0	0	1	29	0	0	61	11	0	0	1	73
1530 - 1545	0	0	19	8	0	0	0	27	0	0	62	10	1	0	0	73
1545 - 1600	0	0	19	9	0	0	2	30	0	0	64	10	0	0	1	75
Hourly Total	0	0	78	34	0	0	4	116	0	0	251	41	1	0	2	295
1600 - 1615	0	0	22	8	0	0	1	31	0	0	71	8	0	0	0	79
1615 - 1630	0	0	19	9	0	0	2	30	0	0	76	8	0	0	0	84
1630 - 1645	0	0	20	9	0	0	2	31	0	0	60	10	1	0	0	71
1645 - 1700	0	0	29	4	2	0	0	35	0	1	57	11	1	0	0	70
Hourly Total	0	0	90	30	2	0	5	127	0	1	264	37	2	0	0	304
1700 - 1715	0	1	30	5	0	0	1	37	0	1	47	17	1	0	0	66
1715 - 1730	0	0	26	7	0	0	2	35	0	1	53	5	0	0	0	59
1730 - 1745	0	0	24	2	0	0	1	27	0	0	54	3	0	0	0	57
1745 - 1800	0	0	26	6	0	0	1	33	0	2	41	7	0	0	0	50
Hourly Total	0	1	106	20	0	0	5	132	0	4	195	32	1	0	0	232
1800 - 1815	0	0	15	4	0	0	1	20	0	0	50	3	1	0	0	54
1815 - 1830	0	0	26	2	0	0	2	30	0	0	54	2	0	0	0	56
1830 - 1845	0	0	25	1	0	0	0	26	0	0	49	3	0	0	0	52
1845 - 1900	0	0	20	1	0	0	0	21	0	0	33	0	0	0	0	33
Hourly Total	0	0	86	8	0	0	3	97	0	0	186	8	1	0	0	195
1900 - 1915	0	0	16	2	0	0	0	18	0	0	34	2	0	0	0	36
1915 - 1930	0	0	17	0	0	0	0	17	0	0	32	0	0	0	0	32
1930 - 1945	0	0	15	1	0	0	0	16	0	0	24	1	0	0	0	25
1945 - 2000	0	0	16	1	0	0	0	17	0	0	19	0	0	0	0	19
Hourly Total	0	0	64	4	0	0	0	68	0	0	109	3	0	0	0	112
2000 - 2015	0	0	11	0	0	0	0	11	0	0	19	0	0	0	0	19
2015 - 2030	0	0	9	0	0	0	0	9	0	0	17	1	0	0	0	18
2030 - 2045	0	0	12	0	0	0	0	12	0	0	16	2	0	0	0	18
2045 - 2100	0	0	12	2	0	0	0	14	0	0	22	1	0	0	0	23
Hourly Total	0	0	44	2	0	0	0	46	0	0	74	4	0	0	0	78
2100 - 2115	0	0	9	0	0	0	0	9	0	0	23	0	0	0	0	23
2115 - 2130	0	0	8	0	0	0	0	8	0	0	22	1	0	0	0	23
2130 - 2145	0	0	10	1	0	0	0	11	0	0	19	1	0	0	0	20
2145 - 2200	0	0	11	1	0	0	0	12	0	0	21	2	0	0	0	23
Hourly Total	0	0	38	2	0	0	0	40	0	0	85	4	0	0	0	89
2200 - 2215	0	0	11	0	0	0	0	11	0	0	11	0	0	0	0	11
2215 - 2230	0	0	11	1	0	0	0	12	0	0	9	0	0	0	0	9
2230 - 2245	0	0	10	0	0	0	0	10	0	0	8	0	0	0	0	8
2245 - 2300	0	0	7	1	0	0	0	8	0	0	10	0	0	0	0	10
Hourly Total	0	0	39	2	0	0	0	41	0	0	38	0	0	0	0	38
2300 - 2315	0	0	4	0	0	0	0	4	0	0	8	1	0	0	0	9
2315 - 2330	0	0	4	1	0	0	0	5	0	0	11	0	0	0	0	11
2330 - 2345	0	0	7	0	0	0	0	7	0	0	13	1	0	0	0	14
2345 - 2400	0	0	1	1	0	0	0	2	0	0	6	0	0	0	0	6
Hourly Total	0	0	16	2	0	0	0	18	0	0	38	2	0	0	0	40
TOTAL	1	5	1570	261	21	1	44	1903	2	8	3345	470	43	5	7	3880

Manston - Manual Traffic Survey, Tuesday 7th March 2017

Junction: (9) Park Lane / Manston Road / Acol Hill

Approach: Park Lane

TIME	Left to Manston Road								Ahead to Acol Hill							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	19	2	0	0	0	21	0	0	21	3	0	0	0	24
0615 - 0630	0	0	21	4	1	0	0	26	0	0	30	6	0	0	0	36
0630 - 0645	0	0	41	7	0	0	0	48	0	0	33	2	1	0	0	36
0645 - 0700	0	0	34	5	0	0	0	39	0	0	23	2	0	0	0	25
Hourly Total	0	0	115	18	1	0	0	134	0	0	107	13	1	0	0	121
0700 - 0715	0	0	31	1	0	0	0	32	0	0	24	1	0	0	0	25
0715 - 0730	0	0	26	2	0	0	0	28	0	0	23	1	1	0	0	25
0730 - 0745	0	0	38	6	1	0	0	45	0	0	27	5	0	0	0	32
0745 - 0800	0	1	45	10	0	0	0	56	0	0	28	4	0	0	0	32
Hourly Total	0	1	140	19	1	0	0	161	0	0	102	11	1	0	0	114
0800 - 0815	0	0	47	5	2	0	0	54	0	0	41	4	1	0	0	46
0815 - 0830	0	0	43	10	0	0	0	53	0	0	37	7	1	0	1	46
0830 - 0845	0	1	61	5	0	0	0	67	0	0	35	5	2	0	0	42
0845 - 0900	0	1	74	3	1	0	0	79	0	1	34	5	2	0	0	42
Hourly Total	0	2	225	23	3	0	0	253	0	1	147	21	6	0	1	176
0900 - 0915	1	0	45	9	3	0	0	58	0	0	23	3	1	0	0	27
0915 - 0930	0	0	33	3	0	0	0	36	0	0	15	5	1	0	0	21
0930 - 0945	0	0	42	9	0	0	0	51	0	0	16	4	0	0	0	20
0945 - 1000	0	0	33	11	0	0	0	44	0	0	15	4	0	0	0	19
Hourly Total	1	0	153	32	3	0	0	189	0	0	69	16	2	0	0	87
1000 - 1015	0	0	42	12	0	0	0	54	0	0	12	2	0	0	0	14
1015 - 1030	0	0	42	10	1	0	0	53	0	0	14	0	0	0	0	14
1030 - 1045	0	0	39	9	1	0	0	49	0	0	12	2	1	0	0	15
1045 - 1100	0	0	41	11	0	0	0	52	0	0	10	4	0	0	0	14
Hourly Total	0	0	164	42	2	0	0	208	0	0	48	8	1	0	0	57
1100 - 1115	0	0	34	9	0	0	0	43	0	0	14	2	0	0	0	16
1115 - 1130	0	0	42	11	0	0	0	53	0	0	15	1	1	0	0	17
1130 - 1145	0	0	34	6	1	0	0	41	0	0	14	2	0	0	0	16
1145 - 1200	0	0	40	9	0	0	0	49	0	0	14	4	0	0	0	18
Hourly Total	0	0	150	35	1	0	0	186	0	0	57	9	1	0	0	67
1200 - 1215	0	1	37	10	1	0	0	49	0	0	14	2	0	0	0	16
1215 - 1230	0	0	40	4	2	0	0	46	0	0	16	4	1	0	0	21
1230 - 1245	0	0	28	3	0	0	0	31	0	0	18	2	0	0	1	21
1245 - 1300	0	0	36	3	1	0	0	40	0	1	19	4	0	0	0	24
Hourly Total	0	1	141	20	4	0	0	166	0	1	67	12	1	0	1	82
1300 - 1315	0	0	33	5	1	0	0	39	0	0	19	1	2	0	0	22
1315 - 1330	0	0	40	1	0	0	0	41	0	0	13	6	0	0	0	19
1330 - 1345	0	1	31	10	2	1	0	45	0	0	19	3	1	0	1	24
1345 - 1400	0	0	35	6	1	0	0	42	0	0	22	5	0	0	0	27
Hourly Total	0	1	139	22	4	1	0	167	0	0	73	15	3	0	1	92
1400 - 1415	0	0	41	6	1	0	0	48	0	0	21	3	0	0	0	24
1415 - 1430	0	0	45	8	1	0	0	54	0	0	20	1	0	0	0	21
1430 - 1445	0	0	43	2	1	0	0	46	0	0	26	5	1	0	0	32
1445 - 1500	0	0	43	2	0	0	0	45	0	0	27	8	1	0	0	36
Hourly Total	0	0	172	18	3	0	0	193	0	0	94	17	2	0	0	113
1500 - 1515	0	0	33	2	0	0	0	35	0	0	29	7	0	0	0	36
1515 - 1530	0	0	41	2	0	0	0	43	0	0	25	3	1	0	0	29
1530 - 1545	0	0	42	1	0	0	0	43	0	0	28	4	0	0	0	32
1545 - 1600	0	0	42	1	0	0	0	43	0	0	25	3	0	0	0	28
Hourly Total	0	0	158	6	0	0	0	164	0	0	107	17	1	0	0	125
1600 - 1615	0	0	41	3	0	0	0	44	0	0	29	0	0	0	0	29
1615 - 1630	0	0	37	0	0	0	0	37	0	0	24	3	0	0	0	27
1630 - 1645	0	0	38	1	1	0	0	40	0	0	26	4	0	0	0	30
1645 - 1700	0	0	34	2	0	0	0	36	0	1	27	5	0	0	0	33
Hourly Total	0	0	150	6	1	0	0	157	0	1	106	12	0	0	0	119
1700 - 1715	0	1	35	2	1	0	0	39	0	0	31	4	0	0	0	35
1715 - 1730	0	2	36	4	1	0	0	43	0	0	25	3	1	0	0	29
1730 - 1745	0	0	43	0	0	0	0	43	0	0	20	2	0	0	0	22
1745 - 1800	0	1	30	2	1	0	0	34	0	1	23	2	2	0	0	28
Hourly Total	0	4	144	8	3	0	0	159	0	1	99	11	3	0	0	114
1800 - 1815	0	1	32	1	0	0	0	34	0	0	21	2	1	0	0	24
1815 - 1830	0	0	32	0	0	0	0	32	1	0	19	1	0	0	0	21
1830 - 1845	0	0	36	1	0	0	0	37	0	0	21	0	0	0	0	21
1845 - 1900	0	0	21	2	1	0	0	24	0	0	17	1	0	0	0	18
Hourly Total	0	1	121	4	1	0	0	127	1	0	78	4	1	0	0	84
1900 - 1915	0	0	17	0	0	0	0	17	0	0	19	0	0	0	0	19
1915 - 1930	0	0	15	2	1	0	0	18	0	0	18	1	0	0	0	19
1930 - 1945	0	0	19	1	0	0	0	20	0	0	12	2	0	0	0	14
1945 - 2000	0	0	21	2	0	0	0	23	0	0	16	1	1	0	0	18
Hourly Total	0	0	72	5	1	0	0	78	0	0	65	4	1	0	0	70
2000 - 2015	0	1	17	1	0	0	0	19	0	0	19	0	0	0	0	19
2015 - 2030	0	0	19	1	0	0	0	20	0	0	11	1	1	0	0	13
2030 - 2045	0	0	12	1	1	0	0	14	0	0	15	1	0	0	0	16
2045 - 2100	0	0	18	0	0	0	0	18	0	0	15	0	0	0	0	15
Hourly Total	0	1	66	3	1	0	0	71	0	0	60	2	1	0	0	63
2100 - 2115	0	0	11	1	0	0	0	12	0	0	12	1	1	0	0	14
2115 - 2130	0	1	15	1	0	0	0	17	0	0	9	0	0	0	0	9
2130 - 2145	0	0	9	0	0	0	0	9	0	0	12	0	0	0	0	12
2145 - 2200	0	0	12	0	0	0	0	12	0	0	10	1	1	0	0	12
Hourly Total	0	1	47	2	0	0	0	50	0	0	43	2	2	0	0	47
2200 - 2215	0	0	7	2	1	0	0	10	0	0	7	1	0	0	0	8
2215 - 2230	0	0	7	1	0	0	0	8	0	0	7	1	0	0	0	8
2230 - 2245	0	0	9	0	0	0	0	9	0	0	5	0	0	0	0	5
2245 - 2300	0	0	5	0	0	0	0	5	0	0	10	0	0	0	0	10
Hourly Total	0	0	28	3	1	0	0	32	0	0	29	2	0	0	0	31
2300 - 2315	0	0	7	1	0	0	0	8	0	0	4	0	0	0	0	4
2315 - 2330	0	0	4	1	0	0	0	5	0	0	6	1	0	0	0	7
2330 - 2345	0	0	6	0	0	0	0	6	0	0	4	0	0	0	0	4
2345 - 2400	0	0	3	1	0	0	0	4	0	0	5	1	0	0	0	6
Hourly Total	0	0	20	3	0	0	0	23	0	0	19	2	0	0	0	21
TOTAL	1	12	2205	269	30	1	0	2518	1	4	1370	178	27	0	3	1583

Manston - Manual Traffic Survey, Tuesday 7th March 2017

Junction: (9) Park Lane / Manston Road / Acol Hill

Approach: Manston Road

TIME	Left to Acol Hill								Right to Park Lane							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	0	0	0	0	0	0	0	0	16	2	0	0	0	18
0615 - 0630	0	0	1	0	0	0	0	1	0	0	19	1	0	0	0	20
0630 - 0645	0	0	0	0	0	0	0	0	0	0	21	0	1	0	0	22
0645 - 0700	0	0	0	0	0	0	0	0	0	0	16	2	0	0	0	18
Hourly Total	0	0	1	0	0	0	0	1	0	0	72	5	1	0	0	78
0700 - 0715	0	0	0	0	0	0	0	0	0	0	19	2	0	0	0	21
0715 - 0730	0	0	0	0	0	0	0	0	0	0	21	4	0	0	0	25
0730 - 0745	0	0	0	0	0	0	0	0	0	0	19	2	0	0	0	21
0745 - 0800	0	0	0	0	0	0	0	0	0	0	32	6	2	0	0	40
Hourly Total	0	0	0	0	0	0	0	0	0	0	91	14	2	0	0	107
0800 - 0815	0	0	1	0	0	0	0	1	0	1	22	3	1	0	0	27
0815 - 0830	0	0	0	0	0	0	0	0	0	0	39	7	1	0	0	47
0830 - 0845	0	0	0	1	0	0	0	1	0	0	27	5	1	0	0	33
0845 - 0900	0	0	1	0	0	0	0	1	0	0	39	4	0	0	0	43
Hourly Total	0	0	2	1	0	0	0	3	0	1	127	19	3	0	0	150
0900 - 0915	0	0	0	0	0	0	0	0	0	0	29	4	2	0	0	35
0915 - 0930	0	0	0	0	0	0	0	0	0	0	21	3	3	0	0	27
0930 - 0945	0	0	0	0	0	0	0	0	0	0	17	5	0	0	0	22
0945 - 1000	0	0	0	0	0	0	0	0	0	0	18	5	0	0	0	23
Hourly Total	0	0	0	0	0	0	0	0	0	0	85	17	5	0	0	107
1000 - 1015	0	0	0	0	0	0	0	0	0	0	16	2	0	0	0	18
1015 - 1030	0	0	0	0	0	0	0	0	0	0	21	2	1	0	0	24
1030 - 1045	0	0	1	0	0	0	0	1	0	0	19	3	0	0	0	22
1045 - 1100	0	0	0	0	0	0	0	0	0	0	16	3	0	0	0	19
Hourly Total	0	0	1	0	0	0	0	1	0	0	72	10	1	0	0	83
1100 - 1115	0	0	0	0	0	0	0	0	0	0	18	6	0	0	0	24
1115 - 1130	0	0	0	0	0	0	0	0	0	0	20	1	0	0	0	21
1130 - 1145	0	0	0	0	0	0	0	0	0	0	17	1	1	0	0	19
1145 - 1200	0	0	1	0	0	0	0	1	0	0	15	2	0	0	0	17
Hourly Total	0	0	1	0	0	0	0	1	0	0	70	10	1	0	0	81
1200 - 1215	0	0	0	0	0	0	0	0	0	0	20	3	0	0	0	23
1215 - 1230	0	0	1	0	0	0	0	1	0	0	29	5	0	0	0	34
1230 - 1245	0	0	0	0	0	0	0	0	0	0	41	3	2	0	0	46
1245 - 1300	0	0	0	0	0	0	0	0	0	0	35	1	0	0	0	36
Hourly Total	0	0	1	0	0	0	0	1	0	0	125	12	2	0	0	139
1300 - 1315	0	0	0	0	0	0	0	0	0	0	28	3	1	0	0	32
1315 - 1330	0	0	1	0	0	0	0	1	0	0	35	5	0	0	0	40
1330 - 1345	0	0	0	0	0	0	0	0	0	0	33	3	0	0	0	36
1345 - 1400	0	0	1	0	0	0	0	1	0	0	28	4	3	0	0	35
Hourly Total	0	0	2	0	0	0	0	2	0	0	124	15	4	0	0	143
1400 - 1415	0	0	2	0	0	0	0	2	0	0	33	3	0	0	0	36
1415 - 1430	0	0	1	0	0	0	0	1	0	0	35	5	0	0	0	40
1430 - 1445	0	0	0	0	0	0	0	0	0	0	35	1	0	0	0	36
1445 - 1500	0	0	1	0	0	0	0	1	0	0	38	2	0	0	0	40
Hourly Total	0	0	4	0	0	0	0	4	0	0	141	11	0	0	0	152
1500 - 1515	0	0	0	0	0	0	0	0	0	0	30	3	0	0	0	33
1515 - 1530	0	0	0	0	0	0	0	0	0	0	33	5	0	0	0	38
1530 - 1545	0	0	1	0	0	0	0	1	0	0	33	5	0	0	0	38
1545 - 1600	0	0	0	0	0	0	0	0	0	0	32	3	0	0	0	35
Hourly Total	0	0	1	0	0	0	0	1	0	0	128	16	0	0	0	144
1600 - 1615	0	0	0	0	0	0	0	0	0	0	27	4	0	0	0	31
1615 - 1630	0	0	0	0	0	0	0	0	0	0	30	2	0	0	0	32
1630 - 1645	0	0	1	0	0	0	0	1	0	0	33	4	0	0	0	37
1645 - 1700	0	0	2	1	0	0	0	3	0	0	31	7	0	0	0	38
Hourly Total	0	0	3	1	0	0	0	4	0	0	121	17	0	0	0	138
1700 - 1715	0	0	1	0	0	0	0	1	0	0	37	7	0	0	0	44
1715 - 1730	0	0	1	0	0	0	0	1	0	1	23	2	0	0	0	26
1730 - 1745	0	0	0	1	0	0	0	1	0	0	21	0	1	0	0	22
1745 - 1800	0	0	0	0	0	0	0	0	0	1	17	0	0	0	0	18
Hourly Total	0	0	2	1	0	0	0	3	0	2	98	9	1	0	0	110
1800 - 1815	0	0	1	0	0	0	0	1	0	0	27	4	0	0	0	31
1815 - 1830	0	0	0	0	0	0	0	0	0	0	31	3	0	0	0	34
1830 - 1845	0	0	0	0	0	0	0	0	0	0	19	1	0	0	0	20
1845 - 1900	0	0	0	0	0	0	0	0	0	0	21	0	0	0	0	21
Hourly Total	0	0	1	0	0	0	0	1	0	0	98	8	0	0	0	106
1900 - 1915	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	18
1915 - 1930	0	0	0	0	0	0	0	0	0	0	18	1	0	0	0	19
1930 - 1945	0	0	1	0	0	0	0	1	0	0	21	1	1	0	0	23
1945 - 2000	0	0	0	0	0	0	0	0	0	0	17	0	1	0	0	18
Hourly Total	0	0	1	0	0	0	0	1	0	0	74	2	2	0	0	78
2000 - 2015	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	16
2015 - 2030	0	0	0	0	0	0	0	0	0	0	16	2	0	0	0	18
2030 - 2045	0	0	0	0	0	0	0	0	0	0	11	1	1	0	0	13
2045 - 2100	0	0	1	0	0	0	0	1	0	0	13	1	0	0	0	14
Hourly Total	0	0	1	0	0	0	0	1	0	0	55	5	1	0	0	61
2100 - 2115	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9
2115 - 2130	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13
2130 - 2145	0	0	1	0	0	0	0	1	0	0	10	0	0	0	0	10
2145 - 2200	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
Hourly Total	0	0	1	0	0	0	0	1	0	0	38	1	0	0	0	39
2200 - 2215	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10
2215 - 2230	0	0	1	0	0	0	0	1	0	0	7	1	0	0	0	8
2230 - 2245	0	0	0	0	0	0	0	0	0	0	7	0	1	0	0	8
2245 - 2300	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8
Hourly Total	0	0	1	0	0	0	0	1	0	0	32	1	1	0	0	34
2300 - 2315	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6
2315 - 2330	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8
2330 - 2345	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
2345 - 2400	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
Hourly Total	0	0	0	0	0	0	0	0	0	0	21	2	0	0	0	23
TOTAL	0	0	23	3	0	0	0	26	0	3	1572	174	24	0	0	1773

Manston - Manual Traffic Survey, Tuesday 7th March 2017

Junction: (9) Park Lane / Manston Road / Acol Hill

Approach: Acol Hill

TIME	Ahead to Park Lane								Right to Manston Road							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0
0615 - 0630	0	0	13	2	0	0	0	15	0	0	1	0	0	0	0	1
0630 - 0645	0	0	11	1	0	0	0	12	0	0	0	0	0	0	0	0
0645 - 0700	0	0	9	0	0	0	0	9	0	0	2	0	0	0	0	2
Hourly Total	0	0	43	4	0	0	0	47	0	0	3	0	0	0	0	3
0700 - 0715	0	0	11	1	0	0	0	12	0	0	0	0	0	0	0	0
0715 - 0730	0	0	11	2	0	0	0	13	0	0	1	0	0	0	0	1
0730 - 0745	1	0	12	3	1	0	1	18	0	0	0	0	0	0	0	0
0745 - 0800	0	0	14	4	0	0	0	18	0	0	0	0	0	0	0	0
Hourly Total	1	0	48	10	1	0	1	61	0	0	1	0	0	0	0	1
0800 - 0815	0	0	18	4	0	0	0	22	0	0	0	0	0	0	0	0
0815 - 0830	0	0	23	0	0	0	0	23	0	0	1	0	0	0	0	1
0830 - 0845	0	0	16	3	0	0	0	19	0	0	1	0	0	0	0	1
0845 - 0900	0	0	22	2	0	0	0	24	0	0	0	0	0	0	0	0
Hourly Total	0	0	79	9	0	0	0	88	0	0	2	0	0	0	0	2
0900 - 0915	0	1	24	3	4	0	0	32	0	0	0	0	0	0	0	0
0915 - 0930	0	0	20	5	1	0	1	27	0	0	0	0	1	0	0	1
0930 - 0945	0	0	18	5	0	0	0	23	0	0	0	0	0	0	0	0
0945 - 1000	0	0	19	5	0	0	0	24	0	0	1	0	0	0	0	1
Hourly Total	0	1	81	18	5	0	1	106	0	0	1	0	1	0	0	2
1000 - 1015	0	0	19	8	0	0	0	27	0	0	0	0	0	0	0	0
1015 - 1030	0	0	19	5	0	0	0	24	0	0	0	0	0	0	0	0
1030 - 1045	0	0	18	0	0	0	0	18	0	0	1	0	0	0	0	1
1045 - 1100	0	0	19	0	0	0	0	19	0	0	1	0	0	0	0	1
Hourly Total	0	0	75	13	0	0	0	88	0	0	2	0	0	0	0	2
1100 - 1115	0	0	18	0	0	0	0	18	0	0	0	0	0	0	0	0
1115 - 1130	0	0	24	0	0	0	0	24	0	0	2	0	0	0	0	2
1130 - 1145	0	0	25	0	0	0	0	25	0	0	1	0	0	0	0	1
1145 - 1200	0	0	25	1	0	0	0	26	0	0	0	0	0	0	0	0
Hourly Total	0	0	92	1	0	0	0	93	0	0	3	0	0	0	0	3
1200 - 1215	0	0	23	2	0	0	0	25	0	0	0	0	0	0	0	0
1215 - 1230	0	0	19	3	0	0	1	23	0	0	1	0	0	0	0	1
1230 - 1245	0	0	26	4	0	0	0	30	0	0	0	0	0	0	0	0
1245 - 1300	1	0	26	4	0	0	0	31	0	0	1	0	0	0	0	1
Hourly Total	1	0	94	13	0	0	1	109	0	0	2	0	0	0	0	2
1300 - 1315	0	0	19	1	0	0	0	20	0	0	1	0	0	0	0	1
1315 - 1330	0	0	18	5	0	0	0	23	0	0	1	0	0	0	0	1
1330 - 1345	0	0	26	2	0	1	1	30	0	0	0	0	0	0	0	0
1345 - 1400	0	1	18	8	1	0	0	28	0	0	1	0	0	0	0	1
Hourly Total	0	1	81	16	1	1	1	101	0	0	3	0	0	0	0	3
1400 - 1415	0	0	26	8	0	0	0	34	0	0	1	0	0	0	0	1
1415 - 1430	0	0	31	7	0	0	0	38	0	0	2	0	0	0	0	2
1430 - 1445	0	0	28	6	0	0	0	34	0	0	1	0	0	0	0	1
1445 - 1500	0	0	30	4	0	0	0	34	0	0	1	0	0	0	0	1
Hourly Total	0	0	115	25	0	0	0	140	0	0	5	0	0	0	0	5
1500 - 1515	0	0	26	5	0	0	0	31	0	0	2	0	0	0	0	2
1515 - 1530	0	0	30	3	0	0	0	33	0	0	1	0	0	0	0	1
1530 - 1545	0	0	28	6	0	0	0	34	0	0	0	0	0	0	0	0
1545 - 1600	0	0	29	4	0	0	0	33	0	0	2	0	0	0	0	2
Hourly Total	0	0	113	18	0	0	0	131	0	0	5	0	0	0	0	5
1600 - 1615	0	0	30	3	0	0	0	33	0	0	2	0	0	0	0	2
1615 - 1630	0	0	33	1	0	0	0	34	0	0	0	0	0	0	0	0
1630 - 1645	0	0	32	4	0	0	0	36	0	0	1	0	0	0	0	1
1645 - 1700	0	0	29	6	0	0	0	35	0	0	1	0	0	0	0	1
Hourly Total	0	0	124	14	0	0	0	138	0	0	4	0	0	0	0	4
1700 - 1715	1	0	25	5	0	0	0	31	0	0	3	0	0	0	0	3
1715 - 1730	0	0	43	11	1	0	0	55	0	0	10	1	0	0	0	11
1730 - 1745	0	1	54	6	1	0	0	62	0	0	4	0	0	0	0	4
1745 - 1800	1	0	42	6	0	0	0	49	0	0	3	0	0	0	0	3
Hourly Total	2	1	164	28	2	0	0	197	0	0	20	1	0	0	0	21
1800 - 1815	0	0	29	3	0	0	0	32	0	0	1	0	0	0	0	1
1815 - 1830	0	0	31	2	0	0	0	33	0	0	1	0	0	0	0	1
1830 - 1845	0	0	26	6	0	0	0	32	0	0	0	0	0	0	0	0
1845 - 1900	0	0	27	1	0	0	0	28	0	0	0	0	0	0	0	0
Hourly Total	0	0	113	12	0	0	0	125	0	0	2	0	0	0	0	2
1900 - 1915	0	0	31	2	0	0	0	33	0	0	0	0	0	0	0	0
1915 - 1930	0	0	28	2	0	0	0	30	0	0	1	0	0	0	0	1
1930 - 1945	0	0	26	3	0	0	0	29	0	0	0	0	0	0	0	0
1945 - 2000	0	0	29	2	0	0	0	31	0	0	1	0	0	0	0	1
Hourly Total	0	0	114	9	0	0	0	123	0	0	2	0	0	0	0	2
2000 - 2015	0	0	22	5	0	0	0	27	0	0	0	0	0	0	0	0
2015 - 2030	0	0	26	1	0	0	0	27	0	0	1	0	0	0	0	1
2030 - 2045	0	0	29	3	0	0	0	32	0	0	2	0	0	0	0	2
2045 - 2100	0	0	21	2	0	0	0	23	0	0	1	0	0	0	0	1
Hourly Total	0	0	98	11	0	0	0	109	0	0	4	0	0	0	0	4
2100 - 2115	0	0	18	2	0	0	0	20	0	0	0	0	0	0	0	0
2115 - 2130	0	0	19	2	0	0	0	21	0	0	1	0	0	0	0	1
2130 - 2145	0	0	21	2	0	0	0	23	0	0	0	0	0	0	0	0
2145 - 2200	0	0	19	1	0	0	0	20	0	0	0	0	0	0	0	0
Hourly Total	0	0	77	7	0	0	0	84	0	0	1	0	0	0	0	1
2200 - 2215	0	0	11	2	0	0	0	13	0	0	1	0	0	0	0	1
2215 - 2230	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
2230 - 2245	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0
2245 - 2300	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0
Hourly Total	0	0	36	4	0	0	0	40	0	0	1	0	0	0	0	1
2300 - 2315	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
2315 - 2330	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0
2330 - 2345	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0
2345 - 2400	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
Hourly Total	0	0	24	2	0	0	0	26	0	0	0	0	0	0	0	0
TOTAL	4	3	1571	214	9	1	4	1806	0	0	61	1	1	0	0	63

Manston - Manual Traffic Survey, Tuesday 7th March 2017

Junction: (10) Shottendane Road / Manston Road / Margate Hill

Approach: Shottendane Road

TIME	Left to Manston Road (East)							Ahead to Margate Hill							Right to Manston Road (West)									
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	9	1	0	0	0	10	0	0	43	9	0	0	0	52	0	0	1	0	0	0	0	1
0615 - 0630	0	0	8	0	0	0	0	8	0	0	61	11	0	0	0	72	0	0	5	0	0	0	0	5
0630 - 0645	0	0	11	0	0	0	0	11	0	0	54	15	0	0	0	69	0	0	3	0	0	0	0	3
0645 - 0700	0	0	13	1	0	0	0	14	0	0	51	14	0	0	0	65	0	0	3	1	0	0	0	4
Hourly Total	0	0	41	2	0	0	0	43	0	0	209	49	0	0	0	258	0	0	12	1	0	0	0	13
0700 - 0715	0	0	12	0	0	0	0	12	0	0	56	15	0	0	0	71	0	0	7	1	0	0	0	8
0715 - 0730	0	0	14	0	0	0	0	14	0	0	61	13	0	0	0	74	0	0	1	0	0	0	0	1
0730 - 0745	0	0	13	2	1	0	0	16	0	1	63	16	0	0	0	80	0	0	7	1	0	0	0	8
0745 - 0800	0	0	20	2	0	0	0	22	0	0	59	11	0	0	0	70	0	0	14	2	1	0	0	17
Hourly Total	0	0	59	4	1	0	0	64	0	1	239	55	0	0	0	295	0	0	29	4	1	0	0	34
0800 - 0815	0	0	21	3	2	1	0	27	0	0	58	8	0	0	0	66	0	0	8	2	0	0	0	10
0815 - 0830	0	0	18	8	0	0	0	26	0	0	70	12	0	0	0	82	0	0	15	2	0	0	0	17
0830 - 0845	0	0	29	3	1	0	0	33	0	0	51	4	0	0	0	55	0	0	15	2	0	0	0	17
0845 - 0900	0	0	30	1	1	0	0	32	0	1	43	8	1	0	0	53	0	0	13	1	1	0	0	15
Hourly Total	0	0	98	15	4	1	0	118	0	1	222	32	1	0	0	256	0	0	51	7	1	0	0	59
0900 - 0915	0	0	20	2	1	0	0	23	0	0	32	7	0	0	0	39	0	0	8	1	0	0	0	9
0915 - 0930	0	0	11	1	1	0	0	13	1	0	27	3	1	0	0	32	0	0	8	1	0	0	0	9
0930 - 0945	0	0	10	0	2	0	0	12	0	0	26	3	0	0	0	29	0	0	2	0	0	0	0	2
0945 - 1000	0	0	8	1	0	0	0	9	0	0	26	5	0	0	0	31	0	0	1	0	0	0	0	1
Hourly Total	0	0	49	4	4	0	0	57	1	0	111	18	1	0	0	131	0	0	19	2	0	0	0	21
1000 - 1015	0	0	10	0	0	0	0	10	0	0	27	2	0	0	0	29	0	0	6	0	0	0	0	6
1015 - 1030	0	0	12	1	0	0	0	13	0	0	15	5	0	0	0	20	0	0	7	1	0	0	0	8
1030 - 1045	0	0	18	1	1	0	0	20	0	0	13	9	0	0	0	22	0	0	7	0	0	0	0	7
1045 - 1100	0	0	10	0	0	0	0	10	0	0	16	6	0	0	0	22	0	0	4	1	0	0	0	5
Hourly Total	0	0	50	2	1	0	0	53	0	0	71	22	0	0	0	93	0	0	24	2	0	0	0	26
1100 - 1115	0	0	11	0	0	0	0	11	0	0	14	11	0	0	0	25	0	0	2	0	0	0	0	2
1115 - 1130	0	0	15	1	0	0	0	17	0	0	21	10	0	0	0	31	0	0	4	1	0	0	0	5
1130 - 1145	0	0	7	0	1	0	0	8	0	0	13	8	0	0	0	21	0	0	6	0	0	0	0	6
1145 - 1200	0	0	11	2	0	0	0	13	0	0	16	7	0	0	0	23	0	0	5	1	0	0	0	6
Hourly Total	0	0	44	3	2	0	0	49	0	0	64	36	0	0	0	100	0	0	17	2	0	0	0	19
1200 - 1215	0	1	12	1	1	0	0	15	0	0	15	5	0	0	0	20	0	0	4	1	0	0	0	5
1215 - 1230	0	0	16	4	1	0	0	21	0	0	12	4	0	0	0	16	0	0	3	1	0	0	0	4
1230 - 1245	0	0	14	2	0	0	0	16	0	0	13	3	1	0	0	17	0	0	8	1	0	0	0	9
1245 - 1300	0	0	17	1	3	0	0	21	0	0	18	5	0	0	0	23	0	0	10	0	0	0	0	10
Hourly Total	0	1	59	8	5	0	0	73	0	0	58	17	1	0	0	76	0	0	25	3	0	0	0	28
1300 - 1315	0	0	15	5	0	0	0	20	0	1	14	4	0	0	0	19	0	0	11	0	1	0	0	12
1315 - 1330	0	0	18	0	0	0	0	18	0	0	16	4	0	0	0	20	0	0	8	1	0	0	0	9
1330 - 1345	0	0	12	3	0	0	0	15	0	0	11	7	1	0	0	19	0	0	5	1	0	0	0	6
1345 - 1400	0	1	12	4	1	0	0	18	0	0	9	2	0	0	0	11	0	0	3	0	1	0	0	4
Hourly Total	0	1	57	12	1	0	0	71	0	1	50	17	1	0	0	69	0	0	27	2	2	0	0	31
1400 - 1415	0	0	19	1	0	0	0	20	0	0	10	1	0	0	0	11	0	0	11	0	0	0	0	11
1415 - 1430	0	0	17	5	0	0	0	22	0	0	9	3	0	0	0	12	0	0	4	1	0	0	0	5
1430 - 1445	0	0	14	2	1	0	0	17	0	0	7	1	0	0	0	8	0	0	9	0	0	0	0	9
1445 - 1500	0	0	19	3	0	0	0	22	0	0	11	2	0	0	0	13	0	0	13	1	0	0	0	14
Hourly Total	0	0	69	11	1	0	0	81	0	0	37	7	0	0	0	44	0	0	37	2	0	0	0	39
1500 - 1515	0	0	18	1	1	0	0	20	0	0	12	1	0	0	0	13	0	0	12	0	0	0	0	12
1515 - 1530	0	0	17	2	0	0	0	19	0	0	15	1	0	0	0	16	0	0	9	1	0	0	0	10
1530 - 1545	0	0	21	1	1	0	0	23	0	0	9	1	0	0	0	10	0	0	7	0	0	0	0	7
1545 - 1600	0	0	17	2	0	0	0	19	0	0	16	2	0	0	0	18	0	0	11	0	0	0	0	11
Hourly Total	0	0	73	6	2	0	0	81	0	0	52	5	0	0	0	57	0	0	39	1	0	0	0	40
1600 - 1615	0	0	21	5	0	0	0	26	0	0	21	2	0	0	0	23	0	0	8	1	0	0	0	9
1615 - 1630	0	0	18	5	1	0	0	24	0	0	27	11	0	0	0	38	0	0	5	0	0	0	0	5
1630 - 1645	0	0	20	7	0	0	0	27	0	0	26	6	1	0	0	33	0	0	16	0	0	0	0	16
1645 - 1700	0	0	11	5	0	0	0	16	0	1	23	2	0	0	0	26	0	0	9	2	0	0	0	11
Hourly Total	0	0	70	22	1	0	0	93	0	1	97	21	1	0	0	120	0	0	38	3	0	0	0	41
1700 - 1715	0	2	11	2	0	0	0	15	0	0	20	6	0	0	0	26	0	0	6	0	0	0	0	6
1715 - 1730	0	1	19	2	0	0	0	22	0	0	23	4	0	0	0	27	0	0	7	1	0	0	0	8
1730 - 1745	0	0	24	2	1	0	0	27	0	0	23	3	1	0	0	27	0	0	8	1	0	0	0	9
1745 - 1800	0	0	21	4	0	0	0	25	0	0	16	5	0	0	0	21	0	0	5	0	0	0	0	5
Hourly Total	0	3	75	10	1	0	0	89	0	0	82	18	1	0	0	101	0	0	26	2	0	0	0	28
1800 - 1815	0	0	15	1	0	1	0	17	0	0	17	3	1	0	0	21	0	0	7	1	0	0	0	8
1815 - 1830	0	0	11	3	0	0	0	14	0	0	16	2	0	0	0	18	0	0	9	3	0	0	0	12
1830 - 1845	0	0	11	2	0	0	0	13	0	0	11	1	0	0	0	12	0	0	6	0	0	0		

Manston - Manual Traffic Survey, Tuesday 7th March 2017

Junction: (10) Shottendane Road / Manston Road / Margate Hill

Approach: Manston Road (East)

TIME	Left to Margate Hill							Ahead to Manston Road (West)							Right to Shottendane Road										
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	
0600 - 0615	0	0	0	0	0	0	0	0	0	0	15	2	0	0	0	17	0	0	2	0	0	0	0	2	
0615 - 0630	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	17	0	0	5	1	0	0	0	6	
0630 - 0645	0	0	0	0	0	0	0	1	0	0	17	0	1	0	0	18	0	0	3	2	0	0	0	5	
0645 - 0700	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	0	0	2	1	0	0	0	3	
Hourly Total	0	0	1	0	0	0	0	1	0	0	59	4	1	0	0	64	0	0	12	4	0	0	0	16	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	0	0	6	1	0	0	0	7	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	21	4	0	0	0	25	0	0	8	0	0	0	0	8	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14	0	0	9	4	0	0	0	13	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	15	3	1	0	0	19	0	0	24	3	0	0	0	27	
Hourly Total	0	0	0	0	0	0	0	0	0	0	61	9	1	0	0	71	0	0	47	8	0	0	0	55	
0800 - 0815	0	0	1	0	0	0	0	1	0	0	13	1	1	0	0	16	0	0	25	5	0	0	0	1	31
0815 - 0830	0	0	0	0	1	0	0	1	0	0	24	5	1	0	0	30	0	0	27	5	0	0	0	0	32
0830 - 0845	0	0	0	0	0	0	0	0	0	0	24	4	1	0	0	30	0	0	34	4	0	0	0	38	
0845 - 0900	0	0	0	0	0	0	0	0	0	0	26	3	0	0	0	29	0	1	23	6	0	0	0	30	
Hourly Total	0	0	1	0	1	0	0	2	0	1	75	13	3	0	0	92	0	1	109	20	0	0	0	1	131
0900 - 0915	0	0	1	0	0	0	0	1	0	0	21	3	2	0	0	26	0	0	12	3	1	0	0	0	16
0915 - 0930	0	0	0	0	0	0	0	1	0	0	13	4	2	0	0	19	0	0	12	3	1	0	0	0	16
0930 - 0945	0	0	0	0	0	0	0	0	0	0	15	3	0	0	0	18	0	0	13	1	0	0	0	0	14
0945 - 1000	0	0	0	0	0	0	0	0	0	0	15	5	0	0	0	20	0	0	13	0	0	0	0	0	13
Hourly Total	0	0	2	0	0	0	0	2	0	0	64	15	4	0	0	83	0	0	50	7	2	0	0	0	59
1000 - 1015	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	0	0	14	0	0	0	0	0	14
1015 - 1030	0	0	0	0	0	0	0	0	0	0	14	2	1	0	0	17	0	0	16	1	0	0	0	0	17
1030 - 1045	0	0	1	0	0	0	0	1	0	0	12	3	0	0	0	15	0	0	17	0	0	0	0	0	17
1045 - 1100	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	14	0	0	14	1	0	0	0	0	15
Hourly Total	0	0	1	0	0	0	0	1	0	0	49	8	1	0	0	58	0	0	61	2	0	0	0	0	63
1100 - 1115	0	0	0	0	0	0	0	0	0	0	17	6	0	0	0	23	0	0	16	0	0	0	0	0	16
1115 - 1130	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	15	0	0	13	1	0	0	0	0	14
1130 - 1145	0	0	0	0	0	0	0	0	0	0	11	1	1	0	0	13	0	0	14	2	0	0	0	0	16
1145 - 1200	0	0	1	0	0	0	0	1	0	0	11	2	0	0	0	13	0	0	15	1	0	0	0	0	16
Hourly Total	0	0	2	0	0	0	0	2	0	0	54	9	1	0	0	64	0	0	58	4	0	0	0	0	62
1200 - 1215	0	0	0	1	0	0	0	1	0	0	18	2	0	0	0	20	0	0	15	0	0	0	0	1	16
1215 - 1230	0	0	1	0	0	0	0	1	0	0	25	2	0	0	0	27	0	0	14	2	0	0	0	0	16
1230 - 1245	0	0	0	0	0	0	0	0	0	0	32	4	2	0	0	38	0	0	11	3	1	0	0	0	15
1245 - 1300	0	0	2	1	1	0	0	7	0	0	25	1	0	0	0	26	0	0	26	0	1	0	0	0	27
Hourly Total	0	3	3	2	1	0	0	9	0	0	100	9	2	0	0	111	0	0	66	5	2	0	0	1	74
1300 - 1315	0	0	0	0	0	0	0	0	0	0	16	2	0	0	0	18	0	0	13	4	0	0	0	0	17
1315 - 1330	0	0	0	0	0	0	0	0	0	0	30	4	0	0	0	34	0	0	22	6	0	0	0	0	28
1330 - 1345	0	0	1	0	0	0	0	1	0	0	28	2	0	0	0	30	0	0	21	2	0	0	0	0	23
1345 - 1400	0	0	0	1	0	0	0	1	0	0	26	4	2	0	0	32	0	0	15	2	1	0	0	0	18
Hourly Total	0	0	1	1	0	0	0	2	0	0	100	12	2	0	0	114	0	0	71	14	1	0	0	0	86
1400 - 1415	0	0	0	0	0	0	0	0	0	0	24	3	0	0	0	27	0	1	24	1	0	0	0	0	26
1415 - 1430	0	0	1	0	0	0	0	1	0	0	31	4	0	0	0	35	0	0	23	2	0	0	0	0	25
1430 - 1445	0	0	0	0	0	0	0	0	0	0	26	1	0	0	0	27	0	0	18	1	0	0	0	0	19
1445 - 1500	0	0	0	0	0	0	0	0	0	0	27	1	0	0	0	28	0	1	25	3	0	0	0	0	29
Hourly Total	0	0	1	0	0	0	0	1	0	0	108	9	0	0	0	117	0	2	90	7	0	0	0	0	99
1500 - 1515	0	0	1	0	0	0	0	1	0	0	17	3	0	0	0	20	0	0	27	1	0	0	0	0	28
1515 - 1530	0	0	1	0	0	0	0	1	0	0	23	4	0	0	0	27	0	0	17	1	0	0	0	0	18
1530 - 1545	0	0	0	0	0	0	0	0	0	0	26	4	0	0	0	30	0	0	26	5	0	0	0	0	31
1545 - 1600	0	0	1	0	0	0	0	1	0	0	22	3	0	0	0	25	0	0	22	2	0	0	0	0	24
Hourly Total	0	0	3	0	0	0	0	3	0	0	88	14	0	0	0	102	0	0	92	9	0	0	0	0	101
1600 - 1615	0	0	2	0	0	0	0	2	0	0	18	3	0	0	0	21	0	0	29	5	0	0	0	0	34
1615 - 1630	0	0	0	0	0	0	0	0	0	0	26	2	0	0	0	28	0	0	23	7	0	0	0	0	30
1630 - 1645	0	0	1	0	0	0	1	2	0	0	17	4	0	0	0	21	0	0	27	5	0	0	0	0	32
1645 - 1700	0	0	1	0	0	0	0	1	0	0	25	6	0	0	0	31	0	0	25	5	0	0	0	0	30
Hourly Total	0	0	4	0	0	0	1	5	0	0	86	15	0	0	0	101	0	0	104	22	0	0	0	0	126
1700 - 1715	0	0	2	0	0	0	0	2	0	1	31	6	1	0	0	39	0	0	34	2	0	0	0	0	36
1715 - 1730	0	0	3	0	0	0	0	3	0	0	17	1	0	0	0	18	0	0	40	6	0	0	0	0	46
1730 - 1745	0	0	3	1	0	0	0	4	0	0	14	1	0	0	0	15	0	0	17	7	0	0	0	0	24
1745 - 1800	0	0	2	0	0	0	0	2	0	1	12	0	0	0	0	13	0	1	26	5	0	0	0	0	32
Hourly Total	0	0	10	1	0	0	0	11	0	2	74	8	1	0	0	85	0	1	117	20	0	0	0	0	138
1800 - 1815	0	0	4	0	0	0	0	4	0	0	20	2	0	0	0	22	0	0	24	3	0	0	0	0	27
1815 - 1830	0	0	2	0	0	0	0	2	0	0															

Manston - Manual Traffic Survey, Tuesday 7th March 2017

Junction: (10) Shottendane Road / Manston Road / Margate Hill

Approach: Margate Hill

TIME	Left to Manston Road (West)								Ahead to Shottendane Road								Right to Manston Road (East)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	0	0	0	0	0	0	0	0	15	6	0	0	0	21	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	15	4	1	0	0	20	0	0	1	0	0	0	0	1
0630 - 0645	0	0	0	0	0	0	0	0	0	0	17	2	0	0	0	19	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	21	1	0	0	0	22	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	68	13	1	0	0	82	0	0	1	0	0	0	0	1
0700 - 0715	0	0	0	0	0	0	0	0	0	0	19	7	0	0	0	26	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	17	0	0	1	0	0	0	0	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	16	4	0	0	0	20	0	0	0	0	0	0	1	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	29	0	0	0	0	29	0	0	3	0	0	0	0	3
Hourly Total	0	0	0	0	0	0	0	0	0	0	80	12	0	0	0	92	0	0	4	0	0	0	1	5
0800 - 0815	0	0	0	0	0	0	0	0	0	0	32	7	2	0	0	41	0	0	1	0	0	0	0	1
0815 - 0830	0	0	0	0	0	0	0	0	0	0	43	3	1	0	0	48	0	0	0	0	1	0	0	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0	42	4	1	0	0	48	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	1	0	0	0	1	0	0	42	5	0	0	0	47	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	1	0	0	0	1	1	1	159	19	4	0	0	184	0	0	1	1	0	0	0	2
0900 - 0915	0	0	0	0	0	0	0	0	0	0	29	3	2	0	0	34	0	0	2	0	0	0	0	2
0915 - 0930	0	0	0	0	0	0	0	0	0	0	21	6	0	0	0	27	0	0	1	0	0	0	0	1
0930 - 0945	0	0	0	0	0	0	0	0	0	0	18	11	0	0	0	29	0	0	1	0	0	0	0	1
0945 - 1000	0	0	0	0	0	0	0	0	0	0	16	11	0	0	0	27	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	84	31	2	0	0	117	0	0	5	0	0	0	0	5
1000 - 1015	0	0	0	0	0	0	0	0	0	0	19	11	0	0	0	30	0	0	1	0	0	0	0	1
1015 - 1030	0	0	0	0	0	0	0	0	0	0	22	12	1	0	0	35	0	0	1	0	0	0	0	1
1030 - 1045	0	0	1	0	0	0	0	1	0	0	17	8	0	0	0	25	0	0	1	0	0	0	0	1
1045 - 1100	0	0	0	0	0	0	0	0	0	0	20	10	0	0	0	30	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	1	0	0	78	41	1	0	0	120	0	0	3	0	0	0	0	3
1100 - 1115	0	0	0	0	0	0	0	0	0	0	21	11	0	0	0	32	0	0	2	0	0	0	0	2
1115 - 1130	0	0	0	0	0	0	0	0	0	0	23	12	1	0	0	36	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	25	13	0	0	0	38	0	0	1	0	0	0	0	1
1145 - 1200	0	0	0	0	0	0	0	0	0	0	18	13	1	0	0	32	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	87	49	2	0	0	138	0	0	3	0	0	0	0	3
1200 - 1215	0	0	1	0	0	0	0	1	0	0	20	10	0	0	0	30	0	0	1	0	0	0	0	1
1215 - 1230	0	0	0	0	0	0	0	0	0	0	17	0	1	0	0	18	0	0	1	0	0	0	0	1
1230 - 1245	0	0	0	0	0	0	0	1	0	0	20	7	0	0	0	27	0	0	3	1	0	0	0	4
1245 - 1300	0	0	0	0	0	0	0	0	1	0	24	5	0	0	0	30	0	0	4	0	0	0	0	4
Hourly Total	0	0	2	0	0	0	0	2	1	0	81	22	1	0	0	105	0	0	9	1	0	0	0	10
1300 - 1315	0	0	0	0	0	0	0	0	0	1	27	5	3	0	0	36	0	0	1	1	0	0	0	2
1315 - 1330	0	0	0	0	0	0	0	0	2	0	29	5	1	0	0	37	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	1	21	6	2	0	0	30	0	0	1	1	1	0	0	3
1345 - 1400	0	0	0	0	0	0	0	0	0	1	26	5	0	0	0	32	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	2	3	103	21	6	0	0	135	0	0	3	2	1	0	0	6
1400 - 1415	0	0	0	0	0	0	0	0	0	0	35	12	0	0	0	47	0	0	2	0	0	0	0	2
1415 - 1430	0	0	0	0	0	0	0	0	0	0	33	16	0	0	0	49	0	0	0	0	0	0	0	1
1430 - 1445	0	0	0	0	0	0	0	0	0	0	36	14	0	0	0	50	0	0	1	0	0	0	0	1
1445 - 1500	0	0	0	0	0	0	0	0	0	0	49	13	1	0	0	63	0	0	2	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	0	0	0	153	55	1	0	0	209	0	0	6	0	0	0	0	6
1500 - 1515	0	0	0	0	0	0	0	0	0	0	56	14	0	0	0	70	0	0	0	0	0	0	0	0
1515 - 1530	0	0	1	0	0	0	0	1	0	0	46	16	0	0	0	62	0	0	1	0	0	0	0	1
1530 - 1545	0	0	0	1	0	0	0	1	0	0	48	13	1	0	0	62	0	0	2	0	0	0	0	2
1545 - 1600	0	0	0	0	0	0	0	0	0	0	50	14	0	0	0	64	0	0	3	0	0	0	0	3
Hourly Total	0	0	1	1	0	0	0	2	0	0	200	57	1	0	0	258	0	0	6	0	0	0	0	6
1600 - 1615	0	0	0	0	0	0	0	0	0	0	52	13	0	0	0	65	0	0	3	0	0	0	0	3
1615 - 1630	0	0	0	0	0	0	0	0	0	0	45	12	0	0	0	57	0	0	2	0	0	0	0	2
1630 - 1645	0	0	0	0	0	0	0	0	1	0	51	15	0	0	0	67	0	0	2	0	0	0	0	2
1645 - 1700	0	0	0	0	0	0	0	0	0	0	54	20	2	0	0	76	0	0	1	2	0	0	0	3
Hourly Total	0	0	0	0	0	0	0	1	0	0	202	60	2	0	0	265	0	0	8	2	0	0	0	10
1700 - 1715	0	0	0	0	0	0	0	0	0	1	78	25	1	0	0	105	0	1	4	0	0	0	0	5
1715 - 1730	0	0	0	0	0	0	0	0	0	0	68	17	0	0	0	85	0	0	2	0	0	0	0	2
1730 - 1745	0	0	0	0	0	0	0	0	0	0	124	27	1	0	0	152	0	0	4	0	0	0	0	4
1745 - 1800	0	0	0	0	0	0	0	0	0	1	66	20	2	0	0	89	0	0	3	1	0	0	0	4
Hourly Total	0	0	0	0	0	0	0	0	2	336	89	4	0	0	0	431	0	1	13	1	0	0	0	15
1800 - 1815	0	0	0	0	0	0	0	0	0	2	87	13	1	0	0	103	0	0	3	2	0	0	0	5
1815 - 1830	0	0	0	0	0	0	0	0	1	0	54	7	1	0	0	63	0	0	2	0	0	0	0	2
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	51	7	0	0	0	58	0	0	1	0	0	0	1
1845 - 1900	0	0	0	0	0	0	0	0	0	0	49	11	0	0	0</									

Manston - Manual Traffic Survey, Tuesday 7th March 2017

Junction: (10) Shottendane Road / Manston Road / Margate Hill

Approach: Manston Road (West)

TIME	Left to Shottendane Road							Ahead to Manston Road (East)							Right to Margate Hill									
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	3	0	0	0	0	3	0	0	15	3	0	0	0	18	0	0	0	0	0	0	0	0
0615 - 0630	0	0	8	1	0	0	0	9	0	0	16	3	1	0	0	20	0	0	0	0	0	0	0	0
0630 - 0645	0	0	11	0	0	0	0	11	0	0	29	7	0	0	0	36	0	0	1	0	0	0	0	1
0645 - 0700	0	0	9	1	0	0	0	10	0	0	24	4	0	0	0	28	0	0	0	0	0	0	0	0
Hourly Total	0	0	31	2	0	0	0	33	0	0	84	17	1	0	0	102	0	0	1	0	0	0	0	1
0700 - 0715	0	0	10	0	0	0	0	10	0	0	24	3	0	0	0	27	0	0	0	0	0	0	0	0
0715 - 0730	0	0	11	0	0	0	0	11	0	0	27	3	0	0	0	30	0	0	0	0	0	0	0	0
0730 - 0745	0	0	10	1	0	0	0	11	0	0	24	4	1	0	0	29	0	0	0	0	0	0	0	0
0745 - 0800	0	1	15	3	0	0	0	19	0	0	29	5	0	0	0	34	0	0	0	0	0	0	0	0
Hourly Total	0	1	46	4	0	0	0	51	0	0	104	15	1	0	0	120	0	0	0	0	0	0	0	0
0800 - 0815	0	0	12	2	0	0	0	14	0	0	38	6	2	0	0	46	0	0	1	0	0	0	0	1
0815 - 0830	0	0	22	4	0	0	0	26	0	0	25	4	0	0	0	29	0	0	0	0	0	0	0	0
0830 - 0845	0	0	23	3	0	0	0	26	0	1	29	2	0	0	0	32	0	0	0	0	0	0	0	0
0845 - 0900	0	0	34	3	0	0	0	37	0	1	36	0	1	0	0	38	0	0	0	0	0	0	0	0
Hourly Total	0	0	91	12	0	0	0	103	0	2	128	12	3	0	0	145	0	0	1	0	0	0	0	1
0900 - 0915	0	0	21	0	1	0	0	22	1	0	31	7	2	0	0	41	0	0	0	0	0	0	0	0
0915 - 0930	0	0	9	3	0	0	0	12	0	0	24	3	1	0	0	28	0	0	0	0	0	0	0	0
0930 - 0945	0	0	11	2	0	0	0	13	0	0	26	7	0	0	0	33	0	0	0	0	0	0	0	0
0945 - 1000	0	0	9	0	0	0	0	9	0	0	25	7	0	0	0	32	0	0	0	0	0	0	0	0
Hourly Total	0	0	50	5	1	0	0	56	1	0	106	24	3	0	0	134	0	0	0	0	0	0	0	0
1000 - 1015	0	0	13	1	0	0	0	14	0	0	29	11	0	0	0	40	0	0	0	0	0	0	0	0
1015 - 1030	0	0	14	0	0	0	0	14	0	0	27	11	1	0	0	39	0	0	0	0	0	0	0	0
1030 - 1045	0	0	15	2	0	0	0	17	0	0	26	7	0	0	0	33	0	0	1	0	0	0	0	1
1045 - 1100	0	0	13	1	1	0	0	15	0	0	29	10	0	0	0	39	0	0	0	0	0	0	0	0
Hourly Total	0	0	55	4	1	0	0	60	0	0	111	39	1	0	0	151	0	0	1	0	0	0	0	1
1100 - 1115	0	0	13	2	0	0	0	15	0	0	22	7	0	0	0	29	0	0	0	0	0	0	0	0
1115 - 1130	0	0	11	3	0	0	0	14	0	0	31	8	0	0	0	39	0	0	0	0	0	0	0	0
1130 - 1145	0	0	16	1	0	0	0	17	0	0	17	6	1	0	0	24	0	0	0	0	0	0	0	0
1145 - 1200	0	0	16	2	0	0	0	18	0	0	23	6	0	0	0	29	0	0	1	0	0	0	0	1
Hourly Total	0	0	56	8	0	0	0	64	0	0	93	27	1	0	0	121	0	0	1	0	0	0	0	1
1200 - 1215	0	1	15	3	0	0	0	19	0	1	16	7	1	0	0	25	0	0	0	0	0	0	0	0
1215 - 1230	0	0	17	0	0	0	0	17	0	0	30	2	2	0	0	34	0	0	0	0	0	0	0	0
1230 - 1245	0	0	8	2	0	0	0	10	0	0	22	2	0	0	0	24	0	0	0	0	0	0	0	0
1245 - 1300	0	0	12	3	0	0	0	15	0	0	23	1	0	0	0	25	0	0	0	0	0	0	0	0
Hourly Total	0	1	52	8	0	0	0	61	0	1	91	12	4	0	0	108	0	0	0	0	0	0	0	0
1300 - 1315	0	0	18	3	0	0	0	21	0	0	18	2	1	0	0	21	0	0	0	0	0	0	0	0
1315 - 1330	0	0	10	1	0	0	0	11	0	0	31	1	0	0	0	32	0	0	0	0	0	0	0	0
1330 - 1345	0	1	16	4	0	0	0	21	0	0	16	5	1	1	0	23	0	0	0	1	0	0	0	1
1345 - 1400	0	0	8	3	0	0	0	11	0	0	30	1	2	0	0	33	0	0	1	0	0	0	0	1
Hourly Total	0	1	52	11	0	0	0	64	0	0	95	9	4	1	0	109	0	0	1	1	0	0	0	2
1400 - 1415	0	0	11	2	0	0	0	13	0	0	28	1	1	0	0	30	0	0	0	0	0	0	0	0
1415 - 1430	0	0	11	1	0	0	0	12	0	0	36	6	1	0	0	43	0	0	0	0	0	0	0	0
1430 - 1445	0	0	12	4	0	0	0	16	0	0	29	1	0	0	0	30	0	0	0	0	0	0	0	0
1445 - 1500	0	0	12	1	0	0	0	13	0	0	31	2	0	0	0	33	0	0	0	0	0	0	0	0
Hourly Total	0	0	46	8	0	0	0	54	0	0	124	10	2	0	0	136	0	0	0	0	0	0	0	0
1500 - 1515	0	0	13	2	0	0	0	15	0	0	21	0	0	0	0	21	0	0	0	0	0	0	0	0
1515 - 1530	0	0	10	1	0	0	0	11	0	0	31	0	0	0	0	31	0	0	0	0	0	0	0	0
1530 - 1545	0	0	13	0	0	0	0	13	0	0	26	2	0	0	0	28	0	0	1	0	0	0	0	1
1545 - 1600	0	0	13	1	0	0	0	14	0	0	31	1	0	0	0	32	0	0	0	0	0	0	0	0
Hourly Total	0	0	49	4	0	0	0	53	0	0	109	3	0	0	0	112	0	0	1	0	0	0	0	0
1600 - 1615	0	0	13	0	0	0	0	13	0	0	15	1	0	0	0	16	0	0	0	0	0	0	0	0
1615 - 1630	0	0	14	0	0	0	0	14	0	0	29	1	0	0	0	30	0	0	1	0	0	0	0	1
1630 - 1645	0	1	12	2	0	0	0	15	0	0	26	3	0	0	0	29	0	0	0	0	0	0	0	0
1645 - 1700	0	0	17	2	0	0	0	19	0	1	22	3	0	0	0	26	0	0	0	0	0	0	0	0
Hourly Total	0	1	56	4	0	0	0	61	0	1	92	8	0	0	0	101	0	0	1	0	0	0	0	1
1700 - 1715	0	0	16	3	0	0	0	19	0	0	25	3	1	0	0	29	0	0	0	0	0	0	0	0
1715 - 1730	0	0	20	3	0	0	0	23	0	0	21	3	0	0	0	25	0	0	1	0	0	0	0	1
1730 - 1745	0	0	14	1	0	0	0	15	0	0	19	5	0	0	0	24	0	0	0	0	0	0	0	1
1745 - 1800	0	0	10	4	0	0	0	14	0	0	21	1	1	0	0	23	0	0	0	0	0	0	0	0
Hourly Total	0	0	60	11	0	0	0	71	0	1	90	12	2	0	0	105	0	0	2	0	0	0	0	2
1800 - 1815	0	0	18	3	0	0	0	21	0	0	21	1	0	0	0	22	0	0	3	0	0	0	0	3
1815 - 1830	0	0	12	0	0	0	0	12	0	0	16	2	0	0	0	18	0	0	0	0	0	0	0	0
1830 - 1845	0	0	13	1	0	0	0	14	0	0	13	1	0	0	0	14	0	0	0	0	0	0	0	0
1845 - 1900	0	0	14																					

Manston - Manual Traffic Survey, Tuesday 7th March 2017

Junction: (11) Columbus Avenue / Spitfire Way / B2190

Approach: Columbus Avenue

TIME	Left to Spitfire Way								Right to B2190							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
0645 - 0700	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3
0700 - 0715	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	1	1	0	0	0	2	0	0	2	2	1	0	0	5
0745 - 0800	0	0	0	0	0	1	1	2	0	0	3	4	1	0	0	8
Hourly Total	0	0	1	1	0	1	1	4	0	0	6	7	2	0	0	15
0800 - 0815	0	0	2	2	0	0	0	4	0	0	4	2	0	0	0	6
0815 - 0830	0	0	1	2	0	0	1	3	0	0	3	3	2	1	0	9
0830 - 0845	0	0	4	1	1	1	0	7	0	0	3	4	1	0	0	8
0845 - 0900	0	0	4	1	0	0	0	5	0	0	4	4	2	0	0	10
Hourly Total	0	0	11	6	1	1	0	19	0	0	14	13	5	1	0	33
0900 - 0915	0	0	1	1	1	1	0	4	0	0	7	0	3	1	0	11
0915 - 0930	0	0	2	4	0	1	0	7	0	0	6	3	1	2	0	12
0930 - 0945	0	0	4	3	0	0	0	7	0	0	11	6	0	1	0	18
0945 - 1000	0	0	4	8	0	0	0	12	0	0	9	6	0	0	0	15
Hourly Total	0	0	11	16	1	2	0	30	0	0	33	15	4	4	0	56
1000 - 1015	0	0	11	9	0	0	0	20	0	0	11	7	0	0	0	18
1015 - 1030	0	0	10	3	0	0	0	13	0	0	9	1	0	0	0	10
1030 - 1045	0	0	8	6	0	0	0	14	0	0	10	1	1	0	0	12
1045 - 1100	0	0	10	6	0	0	0	16	0	0	10	2	0	0	0	12
Hourly Total	0	0	39	24	0	0	0	63	0	0	40	11	1	0	0	52
1100 - 1115	0	0	11	4	0	0	0	15	0	0	16	1	2	0	0	19
1115 - 1130	0	0	12	1	0	0	0	13	0	0	10	2	0	0	0	12
1130 - 1145	0	0	9	1	0	0	0	10	0	0	8	1	0	0	0	9
1145 - 1200	0	0	7	2	0	0	0	9	0	0	10	3	1	0	0	14
Hourly Total	0	0	39	8	0	0	0	47	0	0	44	7	3	0	0	54
1200 - 1215	0	0	7	6	1	0	0	14	0	0	11	7	0	1	0	19
1215 - 1230	0	0	3	2	2	0	0	7	0	0	10	3	0	2	0	15
1230 - 1245	0	0	4	1	2	0	0	7	0	0	8	6	0	0	0	14
1245 - 1300	0	3	4	1	1	2	0	11	0	0	5	6	2	1	0	14
Hourly Total	0	3	18	10	6	2	0	39	0	0	34	22	2	4	0	62
1300 - 1315	0	3	5	3	0	0	0	11	0	0	13	1	3	1	0	18
1315 - 1330	0	0	7	0	1	0	0	8	0	0	7	4	0	0	0	11
1330 - 1345	0	0	1	1	0	0	0	2	0	0	12	5	1	1	0	19
1345 - 1400	0	0	4	3	0	0	0	7	0	0	10	8	1	0	0	19
Hourly Total	0	3	17	7	1	0	0	28	0	0	42	18	5	2	0	67
1400 - 1415	0	0	3	1	0	0	0	4	0	0	12	5	0	0	0	17
1415 - 1430	0	0	5	2	1	0	0	8	0	0	16	5	1	0	0	22
1430 - 1445	0	0	1	0	0	0	0	1	0	0	11	1	0	0	0	12
1445 - 1500	0	0	2	1	0	0	0	3	0	0	17	3	1	1	0	22
Hourly Total	0	0	11	4	1	0	0	16	0	0	56	14	2	1	0	73
1500 - 1515	0	0	7	1	0	0	0	8	0	0	20	2	0	0	0	22
1515 - 1530	0	0	9	2	0	0	0	11	0	0	19	9	1	0	0	29
1530 - 1545	0	0	11	0	0	0	0	11	0	0	21	3	1	0	0	25
1545 - 1600	0	0	12	1	0	0	0	13	0	0	17	2	0	0	0	19
Hourly Total	0	0	39	4	0	0	0	43	0	0	77	16	2	0	0	95
1600 - 1615	0	0	8	1	0	0	0	9	0	0	22	2	1	0	0	25
1615 - 1630	0	0	12	1	0	0	0	13	0	0	31	3	0	0	0	34
1630 - 1645	0	0	14	3	0	0	0	17	0	0	40	9	0	1	0	50
1645 - 1700	0	2	21	4	0	0	0	27	0	1	36	5	3	0	0	45
Hourly Total	0	2	55	9	0	0	0	66	0	1	129	19	4	1	0	154
1700 - 1715	0	1	25	7	0	0	1	34	0	1	61	8	1	2	0	73
1715 - 1730	0	2	9	0	0	0	0	11	0	0	34	4	0	0	0	38
1730 - 1745	0	0	13	2	0	0	0	15	0	0	20	2	0	0	0	22
1745 - 1800	0	0	4	1	0	0	1	6	0	0	22	1	0	0	0	23
Hourly Total	0	3	51	10	0	0	2	66	0	1	137	15	1	2	0	156
1800 - 1815	0	0	7	2	0	0	0	9	0	1	17	3	0	0	0	21
1815 - 1830	0	0	9	1	0	0	0	10	0	0	8	0	0	1	0	9
1830 - 1845	0	0	7	0	0	0	0	7	0	0	6	1	0	0	0	7
1845 - 1900	0	0	11	1	0	0	0	12	0	0	7	1	0	0	0	8
Hourly Total	0	0	34	4	0	0	0	38	0	1	38	5	0	1	0	45
1900 - 1915	0	0	6	0	0	0	0	6	0	0	4	0	0	0	0	4
1915 - 1930	0	0	6	2	0	0	0	8	0	0	4	1	0	0	0	5
1930 - 1945	0	0	7	1	0	0	0	8	0	0	6	0	1	0	0	7
1945 - 2000	0	0	3	1	0	0	0	4	0	0	4	1	0	0	0	5
Hourly Total	0	0	22	4	0	0	0	26	0	0	18	2	1	0	0	21
2000 - 2015	0	0	5	1	0	0	0	6	0	0	3	0	0	0	0	3
2015 - 2030	0	1	3	0	1	0	0	5	0	0	7	0	0	0	0	7
2030 - 2045	0	0	2	1	0	0	0	3	0	0	3	0	0	1	0	4
2045 - 2100	0	0	5	0	0	0	0	5	0	0	5	1	1	0	0	7
Hourly Total	0	1	15	2	1	0	0	19	0	0	18	1	1	1	0	21
2100 - 2115	0	0	2	0	0	0	0	2	0	0	4	0	0	0	0	4
2115 - 2130	0	0	2	0	0	0	0	2	0	0	4	1	1	0	0	6
2130 - 2145	0	0	3	1	0	0	0	4	0	0	4	0	0	0	0	4
2145 - 2200	0	0	1	1	0	0	0	2	0	0	5	1	0	0	0	6
Hourly Total	0	0	8	2	0	0	0	10	0	0	17	2	1	0	0	20
2200 - 2215	0	0	2	0	0	0	0	2	0	0	2	2	0	0	0	4
2215 - 2230	0	0	2	0	0	0	0	2	0	0	2	1	0	0	0	3
2230 - 2245	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3
2245 - 2300	0	1	1	1	0	0	0	3	0	0	1	1	0	0	0	2
Hourly Total	0	1	6	1	0	0	0	8	0	0	8	4	0	0	0	12
2300 - 2315	0	0	1	0	1	0	0	2	0	0	2	0	0	0	0	2
2315 - 2330	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2
2330 - 2345	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
2345 - 2400	0	0	2	0	0	0	0	2	0	0	3	0	0	0	0	3
Hourly Total	0	0	5	0	1	0	0	6	0	0	8	0	0	0	0	8
TOTAL	0	13	382	112	12	6	3	528	0	3	721	172	34	17	0	947

Manston - Manual Traffic Survey, Tuesday 7th March 2017

Junction: (11) Columbus Avenue / Spitfire Way / B2190

Approach: Spitfire Way

TIME	Ahead to B2190								Right to Columbus Avenue							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	50	6	8	1	0	65	0	0	6	1	0	0	0	7
0615 - 0630	0	0	70	7	5	0	0	82	0	0	9	1	0	0	0	10
0630 - 0645	0	0	85	17	4	0	0	106	0	0	4	0	1	0	0	5
0645 - 0700	0	0	91	16	5	3	0	115	0	0	7	2	0	0	0	9
Hourly Total	0	0	296	46	22	4	0	368	0	0	26	4	1	0	0	31
0700 - 0715	0	0	89	7	3	2	0	101	0	0	11	5	0	0	0	16
0715 - 0730	0	0	89	10	2	1	0	102	0	0	9	1	1	0	0	11
0730 - 0745	0	1	74	11	5	3	0	94	1	0	11	3	0	1	0	16
0745 - 0800	0	1	106	17	1	2	0	127	0	0	16	4	0	0	1	21
Hourly Total	0	2	358	45	11	8	0	424	1	0	47	13	1	1	1	64
0800 - 0815	0	0	78	13	3	0	0	94	0	0	9	1	0	1	0	11
0815 - 0830	0	0	89	14	2	2	0	107	0	1	18	2	0	1	0	22
0830 - 0845	0	0	105	14	4	4	0	127	0	0	24	5	1	0	0	30
0845 - 0900	0	0	60	11	1	2	1	75	0	0	10	1	1	1	0	13
Hourly Total	0	0	332	52	10	8	1	403	0	1	61	9	2	3	0	76
0900 - 0915	0	1	40	10	7	2	0	60	0	0	8	5	0	0	0	13
0915 - 0930	0	1	44	6	2	2	1	56	0	0	10	1	0	0	0	11
0930 - 0945	1	0	59	8	0	2	0	70	0	0	7	0	0	0	0	7
0945 - 1000	0	0	61	10	1	1	0	73	0	0	7	2	0	0	0	9
Hourly Total	1	2	204	34	10	7	1	259	0	0	32	8	0	0	0	40
1000 - 1015	0	0	58	2	1	1	0	62	0	0	5	0	0	0	0	5
1015 - 1030	2	0	81	19	0	1	0	103	0	0	3	1	0	0	0	4
1030 - 1045	0	0	86	14	0	1	0	101	0	0	3	1	0	0	0	4
1045 - 1100	0	0	108	15	0	1	0	124	0	0	1	0	0	0	0	1
Hourly Total	2	0	333	50	1	4	0	390	0	0	12	2	0	0	0	14
1100 - 1115	0	0	99	17	0	0	0	116	0	0	4	0	0	0	0	4
1115 - 1130	0	0	101	12	2	2	0	117	0	0	3	2	0	0	0	5
1130 - 1145	0	0	93	20	4	2	0	119	0	0	4	1	0	0	0	5
1145 - 1200	0	0	88	17	5	1	0	111	0	0	2	0	0	0	0	2
Hourly Total	0	0	381	66	11	5	0	463	0	0	13	3	0	0	0	16
1200 - 1215	2	0	76	9	2	3	1	93	0	0	4	1	0	0	0	5
1215 - 1230	0	1	54	14	1	5	1	76	0	0	0	0	0	1	0	1
1230 - 1245	2	1	69	19	3	3	0	97	0	0	5	2	0	0	1	8
1245 - 1300	0	2	62	7	1	4	0	76	0	0	0	0	0	0	0	0
Hourly Total	4	4	261	49	7	15	2	342	0	0	9	3	0	1	1	14
1300 - 1315	0	0	69	7	1	3	0	80	0	0	1	1	1	0	0	3
1315 - 1330	0	1	60	10	0	2	1	74	0	0	5	2	0	0	0	7
1330 - 1345	0	0	53	12	3	3	0	71	0	0	5	0	0	0	0	5
1345 - 1400	0	0	59	6	1	2	0	68	0	0	2	1	0	0	1	4
Hourly Total	0	1	241	35	5	10	1	293	0	0	13	4	1	0	1	19
1400 - 1415	0	0	50	16	0	1	0	67	0	0	3	1	0	0	0	4
1415 - 1430	0	0	88	18	0	0	0	106	0	0	3	0	0	0	0	3
1430 - 1445	0	0	70	21	1	2	0	94	0	0	1	0	0	0	0	1
1445 - 1500	0	0	79	8	0	0	0	87	0	0	2	0	0	0	0	2
Hourly Total	0	0	287	63	1	3	0	354	0	0	9	1	0	0	0	10
1500 - 1515	0	0	86	12	3	0	0	101	0	0	3	0	0	0	0	3
1515 - 1530	0	0	86	13	3	1	0	103	0	0	1	0	0	0	0	1
1530 - 1545	0	0	100	15	0	1	0	116	0	0	1	0	0	0	0	1
1545 - 1600	0	0	82	14	1	2	0	99	0	0	1	0	0	0	0	1
Hourly Total	0	0	354	54	7	4	0	419	0	0	6	0	0	0	0	6
1600 - 1615	0	0	84	19	0	1	0	104	0	0	1	0	0	0	0	1
1615 - 1630	0	0	77	14	1	0	0	92	0	0	0	0	0	0	0	0
1630 - 1645	0	2	86	8	0	2	0	98	0	0	2	1	1	0	0	4
1645 - 1700	0	1	91	21	1	1	0	115	0	0	3	1	1	0	0	5
Hourly Total	0	3	338	62	2	4	0	409	0	0	6	2	2	0	0	10
1700 - 1715	0	0	120	15	2	0	0	137	0	0	4	3	0	0	0	7
1715 - 1730	0	0	108	11	0	3	0	122	0	0	0	0	0	0	0	0
1730 - 1745	0	0	128	16	0	3	0	147	0	0	3	0	0	0	0	3
1745 - 1800	0	1	103	12	0	1	0	117	0	0	0	2	0	0	1	3
Hourly Total	0	1	459	54	2	7	0	523	0	0	7	5	0	0	1	13
1800 - 1815	0	1	66	9	2	0	0	78	0	0	1	1	0	0	0	2
1815 - 1830	0	0	60	4	1	1	0	66	0	0	1	1	0	0	0	2
1830 - 1845	0	0	43	4	1	1	0	49	0	0	0	0	0	0	0	0
1845 - 1900	0	0	49	6	0	1	0	56	0	0	2	0	0	0	0	2
Hourly Total	0	1	218	23	4	3	0	249	0	0	4	2	0	0	0	6
1900 - 1915	0	0	64	3	0	2	0	69	0	0	1	1	0	0	0	2
1915 - 1930	0	0	51	9	1	0	1	62	0	0	1	0	0	0	0	1
1930 - 1945	0	1	45	4	0	1	0	51	0	0	0	1	0	0	0	1
1945 - 2000	0	0	42	3	0	1	0	46	0	0	1	0	0	0	0	1
Hourly Total	0	1	202	19	1	4	1	228	0	0	3	2	0	0	0	5
2000 - 2015	0	1	33	2	1	1	0	38	0	0	0	0	0	0	0	0
2015 - 2030	0	0	29	5	0	0	0	34	0	0	2	0	0	0	0	2
2030 - 2045	0	1	41	8	0	0	0	50	0	0	1	1	0	0	0	2
2045 - 2100	0	0	31	0	0	0	0	31	0	0	0	0	0	0	0	0
Hourly Total	0	2	134	15	1	1	0	153	0	0	3	1	0	0	0	4
2100 - 2115	0	0	36	3	0	0	0	39	0	0	1	0	0	0	0	1
2115 - 2130	0	0	37	2	1	0	0	40	0	0	5	0	0	0	0	5
2130 - 2145	0	0	20	3	0	0	0	23	0	0	1	0	0	0	0	1
2145 - 2200	0	0	30	5	0	0	0	35	0	0	2	1	0	0	0	3
Hourly Total	0	0	123	13	1	0	0	137	0	0	9	1	0	0	0	10
2200 - 2215	0	0	33	1	2	0	0	36	0	0	0	0	0	0	0	0
2215 - 2230	0	0	20	0	3	1	0	24	0	0	1	0	0	0	0	1
2230 - 2245	0	0	26	1	0	0	0	27	0	0	1	0	0	0	0	1
2245 - 2300	0	0	33	5	0	0	0	38	0	0	1	0	0	0	0	1
Hourly Total	0	0	112	7	5	1	0	125	0	0	3	0	0	0	0	3
2300 - 2315	0	0	23	2	1	0	0	26	0	0	0	0	0	0	0	0
2315 - 2330	0	0	18	4	0	0	0	22	0	0	0	0	0	0	0	0
2330 - 2345	0	0	30	4	0	0	0	34	0	0	0	0	0	0	0	0
2345 - 2400	0	0	17	1	0	1	0	19	0	0	0	0	0	0	0	0
Hourly Total	0	0	88	11	1	1	0	101	0	0	0	0	0	0	0	0
TOTAL	7	17	4721	698	102	89	6	5640	1	1	263	60	7	5	4	341

Manston - Manual Traffic Survey, Tuesday 7th March 2017

Junction: (11) Columbus Avenue / Spitfire Way / B2190

Approach: B2190

TIME	Left to Columbus Avenue								Ahead to Spitfire Way							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	11	4	0	0	0	15	0	0	55	15	1	0	1	72
0615 - 0630	0	0	12	6	0	0	0	18	0	0	52	7	0	0	0	59
0630 - 0645	0	0	19	7	0	0	0	26	0	0	49	18	2	2	0	71
0645 - 0700	0	0	21	7	0	1	0	29	0	1	69	12	2	0	0	84
Hourly Total	0	0	63	24	0	1	0	88	0	1	225	52	5	2	1	286
0700 - 0715	0	0	22	4	0	1	0	27	0	0	72	13	2	0	1	88
0715 - 0730	0	0	26	6	0	0	0	32	0	0	80	14	0	0	0	94
0730 - 0745	0	0	29	10	0	2	0	41	1	0	66	7	2	1	0	77
0745 - 0800	0	0	39	6	0	4	0	49	0	0	65	16	4	2	0	87
Hourly Total	0	0	116	26	0	7	0	149	1	0	283	50	8	3	1	346
0800 - 0815	0	1	27	1	0	0	0	29	0	3	69	14	2	3	0	91
0815 - 0830	0	2	47	3	1	0	0	53	0	0	67	18	5	2	1	93
0830 - 0845	0	0	37	3	1	1	0	42	0	0	60	10	3	2	0	75
0845 - 0900	0	0	42	4	1	0	0	47	0	0	85	13	3	4	0	105
Hourly Total	0	3	153	11	3	1	0	171	0	3	281	55	13	11	1	364
0900 - 0915	0	0	23	3	2	1	0	29	0	0	49	19	3	0	0	71
0915 - 0930	0	0	13	3	0	0	0	16	0	1	59	14	3	0	0	77
0930 - 0945	0	0	11	1	0	0	0	12	0	0	63	8	1	1	0	73
0945 - 1000	0	0	11	0	0	0	0	11	0	0	69	11	4	1	0	85
Hourly Total	0	0	58	7	2	1	0	68	0	1	240	52	11	2	0	306
1000 - 1015	0	0	11	2	0	0	0	13	0	0	66	8	0	2	0	76
1015 - 1030	0	0	15	1	0	0	0	16	0	0	73	14	2	2	0	91
1030 - 1045	0	0	7	6	0	0	0	13	0	0	50	7	1	1	0	59
1045 - 1100	0	0	12	2	0	0	0	14	0	0	55	7	2	2	0	66
Hourly Total	0	0	45	11	0	0	0	56	0	0	244	36	5	7	0	292
1100 - 1115	0	0	7	1	0	0	0	8	0	0	59	10	2	0	0	71
1115 - 1130	0	0	10	3	0	0	0	13	0	0	51	11	0	2	0	64
1130 - 1145	0	0	10	1	0	0	0	11	0	0	49	20	3	1	0	73
1145 - 1200	0	0	10	0	0	0	0	10	0	0	43	7	2	0	0	52
Hourly Total	0	0	37	5	0	0	0	42	0	0	202	48	7	3	0	260
1200 - 1215	0	0	6	3	1	1	0	11	0	0	55	7	1	1	0	64
1215 - 1230	0	1	2	5	0	1	0	9	0	1	46	4	4	1	0	56
1230 - 1245	0	0	11	4	0	0	0	15	0	1	60	7	2	4	1	75
1245 - 1300	0	3	10	6	0	0	0	19	2	0	47	4	4	2	0	59
Hourly Total	0	4	29	18	1	2	0	54	2	2	208	22	11	8	1	254
1300 - 1315	0	3	9	6	2	0	0	20	0	1	52	4	4	1	0	62
1315 - 1330	0	3	8	1	0	0	0	12	0	0	53	11	2	2	1	69
1330 - 1345	0	0	14	5	4	0	0	23	0	0	54	8	3	4	1	70
1345 - 1400	0	0	6	2	0	0	0	8	0	0	58	8	4	4	1	75
Hourly Total	0	6	37	14	6	0	0	63	0	1	217	31	13	11	3	276
1400 - 1415	0	0	10	3	0	0	0	13	0	0	97	14	1	0	0	112
1415 - 1430	0	0	10	4	0	0	0	14	0	0	73	1	3	0	0	77
1430 - 1445	0	0	8	3	0	0	0	11	0	0	83	15	0	2	0	100
1445 - 1500	0	0	2	3	0	0	0	5	0	0	92	14	3	1	0	110
Hourly Total	0	0	30	13	0	0	0	43	0	0	345	44	7	3	0	399
1500 - 1515	0	0	5	4	0	0	0	9	0	0	94	12	1	3	0	110
1515 - 1530	0	0	7	1	0	0	0	8	0	0	77	8	3	1	0	89
1530 - 1545	0	0	11	2	0	0	0	13	0	0	89	14	0	3	0	106
1545 - 1600	0	0	12	3	0	0	0	15	0	0	74	9	1	3	0	87
Hourly Total	0	0	35	10	0	0	0	45	0	0	334	43	5	10	0	392
1600 - 1615	0	0	9	5	0	0	0	14	0	0	86	6	4	1	0	97
1615 - 1630	0	0	9	6	0	0	0	15	0	0	64	12	1	2	0	79
1630 - 1645	0	0	6	3	0	1	0	10	0	0	63	15	3	1	0	82
1645 - 1700	0	0	5	0	0	0	1	6	0	2	60	14	0	2	0	78
Hourly Total	0	0	29	14	0	1	1	45	0	2	273	47	8	6	0	336
1700 - 1715	0	0	2	2	0	0	0	4	0	0	69	19	1	1	0	90
1715 - 1730	0	0	3	1	0	0	0	4	0	0	79	17	1	0	1	98
1730 - 1745	0	0	1	1	0	0	0	2	0	0	80	11	6	0	0	97
1745 - 1800	0	0	5	1	0	0	0	6	0	0	75	12	1	0	0	88
Hourly Total	0	0	11	5	0	0	0	16	0	0	303	59	9	1	1	373
1800 - 1815	0	0	7	0	0	0	0	7	0	0	47	9	1	1	0	58
1815 - 1830	0	0	7	3	1	0	0	11	0	1	55	4	2	2	0	64
1830 - 1845	0	0	5	0	0	0	0	5	0	0	55	5	0	0	0	60
1845 - 1900	0	0	2	0	0	0	0	2	0	0	55	11	1	0	1	68
Hourly Total	0	0	21	3	1	0	0	25	0	1	212	29	4	3	1	250
1900 - 1915	0	0	2	0	0	0	0	2	0	0	48	6	1	0	0	55
1915 - 1930	0	0	3	0	0	0	0	3	0	1	49	11	2	0	0	63
1930 - 1945	0	0	1	0	0	0	0	1	0	0	45	9	0	2	2	58
1945 - 2000	0	0	2	1	0	0	0	3	0	0	41	7	1	0	0	49
Hourly Total	0	0	8	1	0	0	0	9	0	1	183	33	4	2	2	225
2000 - 2015	0	0	2	0	0	0	0	2	0	0	40	4	1	1	0	46
2015 - 2030	0	0	2	0	0	0	0	2	0	1	37	7	1	3	0	49
2030 - 2045	0	0	3	0	0	0	0	3	0	0	34	6	2	2	0	44
2045 - 2100	0	0	0	1	0	0	0	1	0	0	33	2	0	0	0	35
Hourly Total	0	0	7	1	0	0	0	8	0	1	144	19	4	6	0	174
2100 - 2115	0	0	1	1	0	0	0	2	0	1	38	3	1	2	0	45
2115 - 2130	0	0	1	0	0	0	0	1	0	0	43	7	0	0	0	50
2130 - 2145	0	0	0	0	0	0	0	0	0	0	31	3	0	1	1	36
2145 - 2200	0	0	1	0	0	0	0	1	0	0	40	9	2	0	0	51
Hourly Total	0	0	3	1	0	0	0	4	0	1	152	22	3	3	1	182
2200 - 2215	0	0	0	0	0	0	0	0	0	0	29	3	0	1	0	33
2215 - 2230	0	0	2	0	0	0	0	2	0	0	30	3	2	0	0	35
2230 - 2245	0	0	0	0	0	0	0	0	0	0	25	6	0	0	0	31
2245 - 2300	0	0	2	0	0	0	0	2	0	0	28	2	0	2	0	32
Hourly Total	0	0	4	0	0	0	0	4	0	0	112	14	2	3	0	131
2300 - 2315	0	0	1	0	0	0	0	1	0	0	26	0	1	1	0	28
2315 - 2330	0	0	1	0	0	0	0	1	0	0	20	2	0	0	0	22
2330 - 2345	0	0	0	0	0	0	0	0	0	0	24	3	0	0	0	27
2345 - 2400	0	0	0	0	0	0	0	0	0	0	24	1	0	0	0	25
Hourly Total	0	0	2	0	0	0	0	2	0	0	94	6	1	1	0	102
TOTAL	0	13	688	164	13	13	1	892	3	14	4052	662	120	85	12	4948

Manston, Tuesday 7th March 2017

Junction: (12) Manston Road / B2050 / Spitfire Way

Approach: Manston Road

TIME	Left to B2050 (East)								Ahead to Spitfire Way								Right to B2050 (West)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	0	0	0	0	0	0	0	0	29	4	3	1	0	37	0	0	3	0	0	0	0	3
0615 - 0630	0	0	1	0	0	0	0	1	0	0	22	4	1	0	0	27	0	0	1	0	0	0	0	1
0630 - 0645	0	0	1	0	0	0	0	1	0	0	31	4	0	0	0	35	0	0	2	0	0	0	0	2
0645 - 0700	0	0	1	0	0	0	0	1	0	0	33	5	2	4	0	44	0	0	1	0	0	0	0	1
Hourly Total	0	0	3	0	0	0	0	3	0	0	115	17	6	5	0	143	0	0	7	0	0	0	0	7
0700 - 0715	0	0	0	1	0	0	0	1	0	0	37	6	1	1	0	45	0	0	2	0	0	0	0	2
0715 - 0730	0	0	1	0	0	0	0	1	0	0	42	4	0	2	0	48	0	0	1	0	0	0	0	1
0730 - 0745	0	0	2	0	0	0	0	2	0	0	48	4	3	5	0	60	0	0	3	0	0	0	0	3
0745 - 0800	0	0	4	0	0	0	0	4	0	0	46	6	1	0	0	53	0	0	1	0	1	0	0	2
Hourly Total	0	0	7	1	0	0	0	8	0	0	173	20	5	8	0	206	0	0	7	0	1	0	0	8
0800 - 0815	0	0	3	2	2	0	0	7	0	0	26	9	2	1	0	38	0	0	2	2	1	0	0	5
0815 - 0830	0	0	4	2	1	0	0	7	0	0	31	7	2	1	0	41	0	0	1	2	0	0	0	3
0830 - 0845	0	0	2	3	0	0	0	5	0	0	35	5	1	4	0	45	0	0	1	2	0	1	0	4
0845 - 0900	0	0	3	0	2	0	0	5	0	0	21	1	1	2	0	25	0	0	1	2	0	0	0	3
Hourly Total	0	0	12	7	5	0	0	24	0	0	113	22	6	8	0	149	0	0	5	8	1	1	0	15
0900 - 0915	0	0	5	0	0	0	0	5	0	0	24	7	3	2	0	36	0	0	3	1	0	0	0	4
0915 - 0930	0	0	8	1	1	0	0	10	0	0	24	3	2	0	0	29	0	0	2	1	0	0	0	3
0930 - 0945	0	0	4	0	0	0	0	4	0	0	25	2	0	2	0	29	0	0	2	0	0	0	0	2
0945 - 1000	0	0	2	0	0	0	0	2	0	0	30	2	1	3	0	36	0	0	7	0	0	0	0	7
Hourly Total	0	0	19	1	1	0	0	21	0	0	103	14	6	7	0	130	0	0	14	2	0	0	0	16
1000 - 1015	0	0	2	0	0	0	0	2	0	0	31	5	1	2	0	39	0	0	1	0	0	0	0	1
1015 - 1030	0	0	1	1	0	0	0	2	0	0	34	1	0	0	0	35	0	0	2	1	0	0	0	3
1030 - 1045	0	0	5	1	0	0	0	6	0	0	37	3	0	0	0	40	0	0	2	2	0	0	0	4
1045 - 1100	0	0	2	0	1	0	0	3	0	0	34	1	1	1	0	37	0	0	11	0	0	0	0	11
Hourly Total	0	0	10	2	1	0	0	13	0	0	136	10	2	3	0	151	0	0	16	3	0	0	0	19
1100 - 1115	0	0	7	0	0	0	0	7	0	0	37	3	0	1	0	41	0	0	7	1	0	0	0	8
1115 - 1130	0	0	1	0	0	0	0	1	0	0	27	1	4	1	0	33	0	0	4	0	0	0	0	4
1130 - 1145	0	0	2	0	0	0	0	2	0	0	26	6	1	0	0	33	0	0	1	1	0	0	0	2
1145 - 1200	0	0	5	0	0	0	0	5	0	0	23	2	1	0	0	26	0	0	3	0	0	0	0	3
Hourly Total	0	0	15	0	0	0	0	15	0	0	113	12	6	2	0	133	0	0	15	2	0	0	0	17
1200 - 1215	0	0	7	1	0	0	0	8	0	0	27	1	3	2	0	33	0	0	8	0	0	0	0	8
1215 - 1230	0	1	8	1	0	0	0	10	0	0	25	5	0	5	0	35	0	0	5	2	0	0	0	7
1230 - 1245	0	0	5	0	0	0	0	5	0	1	18	11	2	1	0	33	0	0	2	1	2	2	0	7
1245 - 1300	0	0	9	0	0	0	0	9	0	1	17	2	0	4	0	24	0	0	8	2	0	0	0	10
Hourly Total	0	1	29	2	0	0	0	32	0	2	87	19	5	12	0	125	0	0	23	5	2	2	0	32
1300 - 1315	0	0	8	2	1	0	0	11	0	0	23	6	1	0	0	30	0	0	5	2	0	0	0	7
1315 - 1330	0	0	6	0	0	0	0	6	0	1	19	4	1	1	0	26	0	0	6	0	0	0	0	6
1330 - 1345	0	0	10	1	1	0	0	12	0	0	22	4	1	2	0	29	0	0	2	0	0	0	0	2
1345 - 1400	0	0	12	2	1	0	0	15	0	0	28	4	0	2	0	34	0	0	1	0	0	0	0	1
Hourly Total	0	0	36	5	3	0	0	44	0	1	92	18	3	5	0	119	0	0	14	2	0	0	0	16
1400 - 1415	0	0	6	1	0	0	0	7	0	0	46	5	0	1	0	52	0	0	3	0	0	0	0	3
1415 - 1430	0	0	9	1	1	0	0	11	0	0	38	6	0	2	0	46	0	0	5	0	0	0	0	5
1430 - 1445	0	0	12	0	0	0	0	12	0	0	38	8	1	4	0	51	0	0	6	0	0	0	0	6
1445 - 1500	0	0	15	1	0	0	0	16	0	0	43	7	0	2	0	52	0	0	5	0	0	0	0	5
Hourly Total	0	0	42	3	1	0	0	46	0	0	165	26	1	9	0	201	0	0	19	0	0	0	0	19
1500 - 1515	0	0	10	1	0	0	0	11	0	0	41	9	1	0	0	51	0	0	4	0	0	0	0	4
1515 - 1530	0	0	9	0	0	0	0	9	0	0	45	2	0	0	0	47	0	0	2	0	0	0	0	2
1530 - 1545	0	0	13	1	0	0	0	14	0	1	38	7	1	0	0	47	0	0	4	0	0	0	0	4
1545 - 1600	0	0	15	0	1	0	0	16	0	0	44	7	0	0	0	51	0	0	3	0	0	0	0	3
Hourly Total	0	0	47	2	1	0	0	50	0	1	168	25	2	0	0	196	0	0	13	0	0	0	0	13
1600 - 1615	0	0	8	0	0	0	0	8	0	0	43	7	1	1	0	52	0	0	5	0	0	0	0	5
1615 - 1630	0	0	12	0	0	0	0	12	0	0	41	4	0	0	0	45	0	0	3	0	0	0	0	3
1630 - 1645	0	0	15	1	0	0	0	16	0	0	45	7	1	2	0	55	0	0	3	0	0	0	0	3
1645 - 1700	0	0	7	0																				

Manston, Tuesday 7th March 2017

Junction: (12) Manston Road / B2050 / Spitfire Way

Approach: B2050 (East)

TIME	Left to Spitfire Way								Ahead to B2050 (West)								Right to Manston Road							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	40	8	1	0	0	49	0	0	15	2	0	0	0	17	0	0	1	0	0	0	0	1
0615 - 0630	0	0	42	8	2	0	0	52	0	0	18	5	0	0	0	23	0	0	4	1	0	0	0	5
0630 - 0645	0	1	48	9	0	0	0	58	0	0	23	2	0	0	0	25	0	0	7	0	0	0	0	7
0645 - 0700	0	0	51	13	1	0	0	65	0	0	28	3	1	0	0	32	0	0	7	1	0	0	0	8
Hourly Total	0	1	181	38	4	0	0	224	0	0	84	12	1	0	0	97	0	0	19	2	0	0	0	21
0700 - 0715	0	1	52	11	0	0	0	64	0	0	30	3	0	0	0	33	0	0	8	1	0	0	0	9
0715 - 0730	0	1	44	9	0	0	0	54	0	0	26	7	0	0	0	33	0	0	7	0	0	0	0	7
0730 - 0745	0	2	57	13	0	0	0	72	1	0	27	5	0	0	0	33	0	0	8	0	0	0	0	8
0745 - 0800	0	1	61	10	2	0	1	75	0	0	48	9	1	0	0	58	0	1	15	2	2	0	0	20
Hourly Total	0	5	214	43	2	0	1	265	1	0	131	24	1	0	0	157	0	1	38	3	2	0	0	44
0800 - 0815	0	0	52	3	0	0	0	55	0	1	44	5	1	0	0	51	0	0	10	2	0	0	0	12
0815 - 0830	0	1	65	12	2	0	0	80	0	0	54	7	1	0	0	62	0	0	4	1	1	0	0	6
0830 - 0845	0	0	73	12	0	0	0	85	0	0	50	9	1	0	0	60	0	0	4	2	0	0	0	6
0845 - 0900	0	1	41	10	3	0	0	55	0	1	48	7	0	0	0	56	0	0	15	1	0	0	0	16
Hourly Total	0	2	231	37	5	0	0	275	0	2	196	28	3	0	0	229	0	0	33	6	1	0	0	40
0900 - 0915	1	1	28	5	2	0	0	37	0	0	29	8	1	0	1	39	0	0	4	0	0	1	0	5
0915 - 0930	1	1	27	4	0	0	1	34	0	0	34	4	3	0	0	41	0	0	8	0	1	0	0	9
0930 - 0945	0	0	31	3	1	0	0	35	0	0	38	6	0	0	0	44	0	0	10	0	0	0	0	10
0945 - 1000	0	0	35	7	0	0	0	42	0	0	33	3	1	0	0	37	0	0	10	2	0	0	0	12
Hourly Total	2	2	121	19	3	0	1	148	0	0	134	21	5	0	1	161	0	0	32	2	1	1	0	36
1000 - 1015	0	0	37	7	1	0	2	47	0	0	28	2	0	0	0	30	0	0	9	0	0	0	0	9
1015 - 1030	0	0	39	4	0	0	0	43	0	0	33	2	0	0	0	35	0	0	6	0	0	0	0	6
1030 - 1045	0	0	41	1	0	0	1	43	0	0	36	1	1	0	0	38	0	0	8	1	0	0	0	9
1045 - 1100	0	0	36	6	2	0	0	44	0	0	36	4	0	0	0	40	0	0	7	1	0	0	0	8
Hourly Total	0	0	153	18	3	0	3	177	0	0	133	9	1	0	0	143	0	0	30	2	0	0	0	32
1100 - 1115	0	0	43	8	0	0	2	53	0	0	29	1	1	0	0	31	0	0	7	0	0	0	0	7
1115 - 1130	0	0	36	7	0	0	1	44	0	0	33	4	2	0	0	39	0	0	1	0	0	0	0	1
1130 - 1145	0	0	41	2	0	0	1	44	0	0	28	4	0	0	0	32	0	0	7	2	0	0	0	9
1145 - 1200	0	0	35	1	0	0	0	36	0	0	28	3	0	0	0	31	0	0	6	0	0	0	0	6
Hourly Total	0	0	155	18	0	0	4	177	0	0	118	12	3	0	0	133	0	0	21	2	0	0	0	23
1200 - 1215	0	0	39	6	0	0	1	46	0	0	34	1	0	0	0	35	0	0	6	1	0	0	0	7
1215 - 1230	0	0	42	6	1	0	1	50	0	0	34	2	0	0	0	36	0	0	6	1	2	0	0	9
1230 - 1245	0	0	45	7	0	0	0	52	0	0	38	5	2	0	0	45	0	0	11	0	0	0	0	11
1245 - 1300	0	0	40	3	3	0	0	46	0	0	52	5	1	0	0	58	0	0	10	1	1	0	0	12
Hourly Total	0	0	166	22	4	0	2	194	0	0	158	13	3	0	0	174	0	0	33	3	3	0	0	39
1300 - 1315	0	0	45	4	1	0	0	50	0	0	30	2	0	0	0	32	0	0	8	0	1	0	0	9
1315 - 1330	0	0	50	5	1	0	1	57	0	0	53	7	0	0	0	60	0	0	12	1	0	0	0	13
1330 - 1345	0	1	35	9	3	0	0	48	0	0	52	3	0	0	0	55	0	0	6	1	0	0	0	7
1345 - 1400	0	3	28	3	1	0	0	35	0	1	44	2	2	0	0	49	0	1	6	1	1	0	0	9
Hourly Total	0	4	158	21	6	0	1	190	0	1	179	14	2	0	0	196	0	1	32	3	2	0	0	38
1400 - 1415	0	1	47	2	0	0	0	50	0	0	61	5	1	0	0	67	0	0	9	0	0	0	0	9
1415 - 1430	0	1	58	1	0	0	0	60	0	0	69	7	0	0	0	76	0	0	9	0	0	0	0	9
1430 - 1445	0	1	65	1	0	0	0	67	0	0	61	7	0	0	0	68	0	0	7	0	0	0	0	7
1445 - 1500	0	1	58	2	0	0	0	61	0	0	57	7	0	0	0	64	0	0	6	1	0	0	0	7
Hourly Total	0	4	228	6	0	0	0	238	0	0	248	26	1	0	0	275	0	0	31	1	0	0	0	32
1500 - 1515	0	1	55	2	1	0	0	59	0	0	68	2	0	0	0	70	0	0	3	0	0	0	0	3
1515 - 1530	0	1	52	5	1	0	0	59	0	0	58	1	0	0	0	59	0	0	2	0	0	0	0	2
1530 - 1545	0	2	60	5	1	0	0	68	0	0	67	1	2	0	0	70	0	0	4	1	0	0	0	5
1545 - 1600	0	1	67	9	1	0	0	78	0	0	59	4	0	0	0	63	0	0	6	1	0	0	0	7
Hourly Total	0	5	234	21	4	0	0	264	0	0	252	8	2	0	0	262	0	0	15	2	0	0	0	17
1600 - 1615	0	0	66	1	1	0	0	68	0	0	66	5	0	0	0	71	0	0	1	1	0	0	0	2
1615 - 1630	0	0	65	1	2	0	0	68	0	0	60	2	1	0	0	63	0	0	5	0	0	0	0	5
1630 - 1645	1	1	53	4	2	0	0	61	0	0	61	6	0											

Manston, Tuesday 7th March 2017

Junction: (12) Manston Road / B2050 / Spitfire Way

Approach: Spitfire Way

TIME	Left to B2050 (West)								Ahead to Manston Road								Right to B2050 (East)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	1	0	0	0	0	1	0	0	24	0	1	0	0	25	0	0	13	7	0	0	0	20
0615 - 0630	0	0	0	0	0	0	0	0	0	0	22	2	0	1	0	25	0	0	24	5	0	0	0	29
0630 - 0645	0	0	1	0	0	0	0	1	1	0	1	29	0	2	0	32	0	0	26	8	1	0	0	35
0645 - 0700	0	0	1	0	0	0	0	1	0	0	31	1	1	1	0	34	0	0	25	8	1	0	0	34
Hourly Total	0	0	3	0	0	0	0	3	0	1	106	3	4	2	0	116	0	0	88	28	2	0	0	118
0700 - 0715	0	0	2	0	0	0	0	2	0	0	32	0	2	0	0	34	0	0	22	3	0	0	0	25
0715 - 0730	0	0	4	0	0	0	0	4	0	0	34	0	0	0	0	34	0	0	27	7	0	0	0	34
0730 - 0745	0	0	2	0	1	0	0	3	0	0	38	1	2	0	0	41	0	0	25	8	0	0	0	33
0745 - 0800	1	0	1	0	0	0	0	2	0	0	35	3	3	3	0	44	0	0	21	9	0	0	0	30
Hourly Total	1	0	9	0	1	0	0	11	0	0	139	4	7	3	0	153	0	0	95	27	0	0	0	122
0800 - 0815	0	0	0	0	0	0	1	1	0	0	27	7	1	2	0	37	1	0	29	9	2	0	0	41
0815 - 0830	0	0	2	0	0	0	0	2	0	1	37	7	1	3	0	49	0	1	33	11	1	0	0	46
0830 - 0845	0	0	3	1	0	0	0	4	0	0	23	8	3	3	0	37	0	0	32	3	2	0	1	38
0845 - 0900	0	0	4	0	0	0	0	4	0	0	22	2	1	1	0	26	0	0	47	4	2	0	0	53
Hourly Total	0	0	9	1	0	0	1	11	0	1	109	24	6	9	0	149	1	1	141	27	7	0	1	178
0900 - 0915	0	0	1	1	0	0	0	2	0	0	25	3	4	1	0	33	0	0	43	9	1	0	0	53
0915 - 0930	0	0	0	0	0	0	0	0	0	0	20	8	1	1	0	30	0	1	29	9	0	0	0	39
0930 - 0945	0	0	5	0	0	0	0	5	0	0	27	7	1	0	0	35	0	0	28	7	1	0	0	36
0945 - 1000	0	0	1	0	0	0	0	1	0	0	24	6	0	0	0	30	0	0	28	5	1	0	0	34
Hourly Total	0	0	7	1	0	0	0	8	0	0	96	24	6	2	0	128	0	1	128	30	3	0	0	162
1000 - 1015	0	0	1	1	0	0	0	2	0	0	20	5	0	0	0	25	0	0	29	3	0	0	0	32
1015 - 1030	0	0	2	0	0	0	0	2	0	0	21	7	2	1	0	31	0	0	27	2	0	0	0	29
1030 - 1045	0	0	1	0	0	0	0	1	0	0	25	6	0	0	0	31	0	0	30	3	3	0	0	36
1045 - 1100	0	0	2	1	0	0	0	3	0	0	31	2	1	1	0	35	0	0	26	2	0	0	0	28
Hourly Total	0	0	6	2	0	0	0	8	0	0	97	20	3	2	0	122	0	0	112	10	3	0	0	125
1100 - 1115	0	0	1	0	0	0	0	1	0	0	20	2	0	0	0	22	0	0	25	1	1	0	0	27
1115 - 1130	0	0	2	0	0	0	0	2	0	0	19	0	1	2	0	22	0	0	23	3	0	1	0	27
1130 - 1145	0	0	7	1	0	0	0	8	0	0	21	3	1	1	0	26	0	0	23	3	1	0	0	27
1145 - 1200	0	0	3	0	0	0	0	3	0	0	24	2	2	0	0	28	0	0	22	7	0	0	0	29
Hourly Total	0	0	13	1	0	0	0	14	0	0	84	7	4	3	0	98	0	0	93	14	2	1	0	110
1200 - 1215	0	0	7	1	0	0	0	8	0	0	27	3	1	0	0	31	0	0	28	5	2	0	0	35
1215 - 1230	0	0	2	0	0	0	0	2	0	1	17	3	1	2	0	24	0	0	22	5	3	0	0	30
1230 - 1245	0	3	3	1	1	0	0	8	0	1	14	2	3	1	0	21	0	0	28	2	2	0	1	33
1245 - 1300	0	3	3	0	1	0	0	7	0	0	28	0	4	3	0	35	1	0	22	5	0	0	0	28
Hourly Total	0	6	15	2	2	0	0	25	0	2	86	8	9	6	0	111	1	0	100	17	7	0	1	126
1300 - 1315	0	3	2	0	1	0	0	6	0	1	19	4	1	1	0	26	0	1	32	5	1	0	0	39
1315 - 1330	0	0	0	0	0	0	0	0	0	0	20	4	3	1	0	28	0	0	31	5	1	0	1	38
1330 - 1345	0	0	2	0	0	1	0	3	1	0	23	4	2	2	0	32	0	3	24	4	1	0	0	32
1345 - 1400	0	0	2	0	0	0	0	2	0	0	25	7	4	2	0	38	0	0	32	3	0	1	2	38
Hourly Total	0	3	6	0	1	1	0	11	1	1	87	19	10	6	0	124	0	4	119	17	3	1	3	147
1400 - 1415	0	0	1	0	0	0	0	1	0	0	26	7	7	1	0	41	0	0	36	4	0	0	1	41
1415 - 1430	0	0	1	0	0	0	0	1	0	0	23	5	6	0	0	34	0	0	30	2	0	0	0	32
1430 - 1445	0	0	1	1	0	0	0	2	0	0	27	7	8	2	0	44	0	0	32	2	1	0	0	35
1445 - 1500	0	0	0	1	0	0	0	1	0	0	30	9	4	1	0	44	0	0	35	7	0	0	0	42
Hourly Total	0	0	3	2	0	0	0	5	0	0	106	28	25	4	0	163	0	0	133	15	1	0	1	150
1500 - 1515	0	0	2	0	0	0	0	2	0	0	23	8	3	0	0	34	0	0	26	7	0	0	0	33
1515 - 1530	0	0	1	1	0	0	0	2	0	0	25	8	2	0	0	35	0	0	26	3	1	0	0	30
1530 - 1545	0	0	2	0	0	0	0	2	0	0	29	7	2	2	0	40	0	0	30	7	0	0	0	37
1545 - 1600	0	0	3	0	0	0	0	3	0	0	27	6	3	1	0	37	0	0	33	1	2	0	0	36
Hourly Total	0	0	8	1	0	0	0	9	0	0	104	29	10	3	0	146	0	0	115	18	3	0	0	136
1600 - 1615	0	0	1	0	0	0	0	1	0	0	26	7	1	2	0	36	0	0	36	5	1	0	0	42
1615 - 1630	0	0	0	0	0	0	0	0	0	0	29	7	0	1	0	37	0	0	31	7	0	0	0	38
1630 - 1645	0	0	1	0	0	0	0	1	0	0	26	7	2	1	0	36	0	0	30</					

Manston, Tuesday 7th March 2017

Junction: (12) Manston Road / B2050 / Spitfire Way

Approach: B2050 (West)

TIME	Left to Manston Road								Ahead to B2050 (East)								Right to Spitfire Way							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	4	0	0	0	0	4	0	0	34	2	0	0	0	36	0	0	1	0	0	0	0	1
0615 - 0630	0	0	8	1	0	0	0	9	0	0	32	2	1	0	1	36	0	0	3	0	0	0	0	3
0630 - 0645	0	0	7	0	0	0	0	7	0	0	39	5	0	0	0	44	0	0	0	0	0	0	0	0
0645 - 0700	0	0	2	0	0	0	0	2	0	0	37	7	0	0	2	46	0	0	2	0	0	0	0	2
Hourly Total	0	0	21	1	0	0	0	22	0	0	142	16	1	0	3	162	0	0	6	0	0	0	0	6
0700 - 0715	0	0	4	0	0	0	0	4	0	1	41	4	0	0	0	46	0	0	2	0	0	0	0	2
0715 - 0730	0	0	2	0	0	0	0	2	0	0	35	5	0	0	1	41	0	0	2	0	0	0	0	2
0730 - 0745	0	0	6	1	0	0	0	7	0	0	35	5	0	0	2	42	0	0	4	0	0	0	0	4
0745 - 0800	0	0	7	3	2	0	0	12	0	0	53	6	1	0	1	61	0	0	5	3	0	0	0	8
Hourly Total	0	0	19	4	2	0	0	25	0	1	164	20	1	0	4	190	0	0	13	3	0	0	0	16
0800 - 0815	0	0	8	1	2	0	0	11	0	1	61	7	1	0	0	70	0	0	2	0	0	0	0	2
0815 - 0830	0	0	4	0	0	0	0	4	0	1	54	18	0	0	0	73	0	0	5	0	1	0	0	6
0830 - 0845	0	0	5	0	0	0	0	5	0	1	57	4	2	0	0	64	0	0	11	0	1	0	0	12
0845 - 0900	0	0	6	0	1	1	0	8	0	1	61	4	0	0	0	66	0	0	0	0	0	0	0	0
Hourly Total	0	0	23	1	3	1	0	28	0	4	233	33	3	0	0	273	0	0	18	0	2	0	0	20
0900 - 0915	0	0	3	0	0	0	0	3	0	0	56	8	1	0	0	65	0	0	4	0	0	0	0	4
0915 - 0930	0	0	7	0	1	0	0	8	1	0	40	5	2	0	0	48	0	0	0	0	0	0	0	0
0930 - 0945	0	0	7	1	0	0	0	8	0	0	37	7	1	0	0	45	0	0	2	0	0	0	0	2
0945 - 1000	0	0	1	0	0	0	0	1	0	0	42	11	0	0	1	54	0	0	1	0	0	0	0	1
Hourly Total	0	0	18	1	1	0	0	20	1	0	175	31	4	0	1	212	0	0	7	0	0	0	0	7
1000 - 1015	0	0	2	0	0	0	0	2	0	0	37	6	0	0	1	44	0	0	2	0	0	0	0	2
1015 - 1030	0	0	4	1	0	0	0	5	0	0	39	8	1	0	0	48	0	0	0	0	0	0	0	0
1030 - 1045	0	0	3	0	0	0	0	3	0	0	29	8	0	0	0	37	0	0	1	0	0	0	0	1
1045 - 1100	0	0	3	0	0	0	0	3	0	1	35	7	1	0	1	45	0	0	1	0	0	0	0	1
Hourly Total	0	0	12	1	0	0	0	13	0	1	140	29	2	0	2	174	0	0	4	0	0	0	0	4
1100 - 1115	0	0	5	0	0	0	0	5	0	0	39	5	2	0	0	46	0	0	2	0	0	0	0	2
1115 - 1130	0	0	9	0	0	0	0	9	0	0	32	8	1	0	0	41	0	0	2	0	0	0	0	2
1130 - 1145	0	0	8	0	0	0	0	8	0	1	29	8	2	0	0	40	0	0	0	0	0	0	0	0
1145 - 1200	0	0	4	0	0	0	0	4	0	0	38	7	1	0	0	46	0	0	2	0	0	0	0	2
Hourly Total	0	0	26	0	0	0	0	26	0	1	138	28	6	0	0	173	0	0	6	0	0	0	0	6
1200 - 1215	0	0	5	1	0	0	0	6	0	0	34	8	1	0	0	43	0	0	2	0	0	0	0	2
1215 - 1230	0	0	7	0	1	0	0	8	0	1	42	5	0	0	0	48	0	0	3	3	3	1	0	10
1230 - 1245	0	0	8	1	2	0	0	11	0	0	38	6	2	0	0	46	0	0	2	0	0	0	0	2
1245 - 1300	0	0	2	1	1	0	0	4	0	0	34	3	2	0	0	39	0	0	0	0	0	0	0	0
Hourly Total	0	0	22	3	4	0	0	29	0	1	148	22	5	0	0	176	0	0	7	3	3	1	0	14
1300 - 1315	0	0	6	0	1	0	0	7	0	0	34	6	1	0	0	41	0	0	1	0	0	0	0	1
1315 - 1330	0	0	9	1	0	0	0	10	0	0	37	1	1	0	0	39	0	0	3	0	0	0	0	3
1330 - 1345	0	0	3	1	1	0	0	5	0	0	33	5	0	0	0	38	0	0	1	1	1	0	0	3
1345 - 1400	0	1	6	0	2	0	0	9	0	0	36	4	3	0	1	44	0	0	1	0	0	1	0	2
Hourly Total	0	1	24	2	4	0	0	31	0	0	140	16	5	0	1	162	0	0	6	1	1	1	0	9
1400 - 1415	0	0	9	0	0	0	0	9	0	0	44	2	0	0	0	46	0	0	1	1	0	0	0	2
1415 - 1430	0	0	9	1	0	0	0	10	0	0	37	10	1	0	0	48	0	0	0	0	0	2	0	2
1430 - 1445	0	0	9	1	0	0	0	10	0	0	31	7	0	0	0	38	0	0	1	0	0	0	0	1
1445 - 1500	0	0	9	0	0	0	0	9	0	0	32	7	1	0	0	40	0	0	3	1	0	0	0	4
Hourly Total	0	0	36	2	0	0	0	38	0	0	144	26	2	0	0	172	0	0	5	2	0	2	0	9
1500 - 1515	0	0	7	1	0	0	0	8	0	0	42	2	0	0	0	44	0	0	4	0	0	0	0	4
1515 - 1530	0	0	7	1	0	0	0	8	0	0	36	2	0	0	0	38	0	0	2	0	0	0	0	2
1530 - 1545	0	0	5	0	0	0	0	5	0	0	37	9	1	0	0	47	0	0	1	0	0	0	0	1
1545 - 1600	0	0	3	2	0	0	0	5	0	0	38	7	0	0	0	45	0	0	5	0	0	0	0	5
Hourly Total	0	0	22	4	0	0	0	26	0	0	153	20	1	0	0	174	0	0	12	0	0	0	0	12
1600 - 1615	0	0	0	0	0	0	0	0	0	0	53	11	0	0	0	64	0	0	2	0	0	0	0	2
1615 - 1630	0	0	1	0	0	0	0	1	0	0	55	6	0	0	0	61	0	0	7	0	0	0	0	7
1630 - 1645	0	0	6	1	0	0	0	7	0	0	47	7	0	0	0	54	0	0	4	0	0	1	0	5
1645 - 1700	0	0	5	2	0	0	0	7	0															

Manston - Manual Traffic Survey, Tuesday 7th March 2017

Junction: (13) Manston Court Road / B2050

Approach: Manston Court Road

TIME	Left to B2050 (East)								Right to B2050 (West)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8
0615 - 0630	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11
0630 - 0645	0	0	1	0	0	0	0	1	0	0	11	2	0	0	0	13
0645 - 0700	0	0	2	0	0	0	0	2	0	0	14	1	0	0	0	15
Hourly Total	0	0	3	0	0	0	0	3	0	0	41	6	0	0	0	47
0700 - 0715	0	0	1	0	0	0	0	1	0	0	12	2	0	0	0	14
0715 - 0730	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14
0730 - 0745	0	0	1	0	0	0	0	1	0	0	14	4	0	0	0	18
0745 - 0800	0	0	2	1	0	0	0	3	0	1	29	3	2	0	0	35
Hourly Total	0	0	4	1	0	0	0	5	0	1	68	10	2	0	0	81
0800 - 0815	0	0	2	1	0	0	0	3	0	0	13	1	1	0	0	15
0815 - 0830	0	0	2	0	0	0	0	2	0	1	24	6	0	0	0	31
0830 - 0845	0	0	2	0	0	0	0	2	0	0	26	5	0	0	0	31
0845 - 0900	0	0	4	0	0	0	0	4	0	0	13	2	0	0	0	15
Hourly Total	0	0	10	1	0	0	0	11	0	1	76	14	1	0	0	92
0900 - 0915	0	0	6	0	0	0	0	6	0	2	11	2	0	0	0	15
0915 - 0930	0	0	1	0	0	0	0	1	0	1	14	1	2	0	0	18
0930 - 0945	0	0	4	0	0	0	0	4	0	0	12	0	0	0	0	12
0945 - 1000	0	0	2	0	0	0	0	2	0	0	11	1	0	0	0	12
Hourly Total	0	0	13	0	0	0	0	13	0	3	48	4	2	0	0	57
1000 - 1015	0	0	3	0	0	0	0	3	0	0	10	3	0	0	0	13
1015 - 1030	0	0	2	0	0	0	0	2	0	0	7	1	0	0	0	8
1030 - 1045	0	0	4	0	0	0	0	4	0	0	10	3	0	0	0	13
1045 - 1100	0	0	5	0	0	0	0	5	0	0	13	1	0	0	0	14
Hourly Total	0	0	14	0	0	0	0	14	0	0	40	8	0	0	0	48
1100 - 1115	0	0	4	0	0	0	0	4	0	0	12	2	0	0	0	14
1115 - 1130	0	0	7	0	0	0	0	7	0	0	10	2	1	0	0	13
1130 - 1145	0	0	8	0	0	0	0	8	0	0	8	1	0	0	0	9
1145 - 1200	0	0	9	0	0	0	0	9	0	0	9	0	1	0	0	10
Hourly Total	0	0	28	0	0	0	0	28	0	0	39	5	2	0	0	46
1200 - 1215	0	0	3	0	1	0	0	4	0	0	12	3	0	0	0	15
1215 - 1230	0	0	2	0	0	0	0	2	0	0	11	6	0	0	0	17
1230 - 1245	0	0	2	0	0	0	0	2	0	0	17	2	0	0	0	19
1245 - 1300	0	0	3	0	0	0	0	3	0	0	15	1	1	0	0	17
Hourly Total	0	0	10	0	1	0	0	11	0	0	55	12	1	0	0	68
1300 - 1315	0	0	3	0	0	0	0	3	0	0	18	1	1	0	0	20
1315 - 1330	0	0	2	1	0	0	0	3	0	0	16	2	1	0	0	19
1330 - 1345	0	0	2	0	0	0	0	2	0	4	10	4	2	0	0	20
1345 - 1400	0	0	0	0	0	0	0	0	0	0	14	1	1	0	0	16
Hourly Total	0	0	7	1	0	0	0	8	0	4	58	8	5	0	0	75
1400 - 1415	0	0	0	1	0	0	0	1	0	0	14	2	0	0	0	16
1415 - 1430	0	0	1	0	0	0	0	1	0	0	14	1	1	0	0	16
1430 - 1445	0	0	1	0	0	0	0	1	0	0	17	3	0	0	0	20
1445 - 1500	0	0	3	0	0	0	0	3	0	0	18	7	0	0	0	25
Hourly Total	0	0	5	1	0	0	0	6	0	0	63	13	1	0	0	77
1500 - 1515	0	0	1	1	0	0	0	2	0	0	19	0	1	0	0	20
1515 - 1530	0	0	1	0	0	0	0	1	0	0	14	1	0	0	0	15
1530 - 1545	0	0	2	1	0	0	0	3	0	0	13	2	0	0	0	15
1545 - 1600	0	0	3	0	0	0	0	3	0	2	13	6	0	0	0	21
Hourly Total	0	0	7	2	0	0	0	9	0	2	59	9	1	0	0	71
1600 - 1615	0	0	5	1	0	0	0	6	0	1	12	5	0	0	0	18
1615 - 1630	0	0	2	0	0	0	0	2	0	1	16	1	0	0	0	18
1630 - 1645	0	0	3	2	0	0	0	5	0	2	16	4	0	0	0	22
1645 - 1700	0	0	4	1	0	0	0	5	0	0	19	8	1	0	0	28
Hourly Total	0	0	14	4	0	0	0	18	0	4	63	18	1	0	0	86
1700 - 1715	0	0	0	0	0	0	0	0	0	1	33	1	0	0	0	35
1715 - 1730	0	0	3	0	0	0	0	3	0	0	43	3	0	1	0	47
1730 - 1745	0	0	1	0	0	0	0	1	0	0	23	2	0	0	0	25
1745 - 1800	0	0	1	0	0	0	0	1	0	0	17	5	1	0	0	23
Hourly Total	0	0	5	0	0	0	0	5	0	1	116	11	1	1	0	130
1800 - 1815	0	0	2	0	0	0	0	2	0	0	14	3	0	0	0	17
1815 - 1830	0	0	3	0	0	0	0	3	0	0	11	3	1	0	0	15
1830 - 1845	0	0	2	0	0	0	0	2	0	0	13	1	0	0	0	14
1845 - 1900	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	9
Hourly Total	0	0	7	0	0	0	0	7	0	0	45	9	1	0	0	55
1900 - 1915	0	0	1	0	0	0	0	1	0	0	11	1	0	0	0	12
1915 - 1930	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11
1930 - 1945	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11
1945 - 2000	0	0	2	1	0	0	0	3	0	0	9	0	1	0	0	10
Hourly Total	0	0	3	1	0	0	0	4	0	0	39	4	1	0	0	44
2000 - 2015	0	0	1	0	0	0	0	1	0	0	5	0	0	0	0	5
2015 - 2030	0	0	1	0	0	0	0	1	0	0	7	1	0	0	0	8
2030 - 2045	0	0	2	0	0	0	0	2	0	0	4	0	0	0	0	4
2045 - 2100	0	0	0	0	0	0	0	0	0	0	6	2	1	0	0	9
Hourly Total	0	0	4	0	0	0	0	4	0	0	22	3	1	0	0	26
2100 - 2115	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
2115 - 2130	0	0	1	1	0	0	0	2	0	0	4	2	0	0	0	6
2130 - 2145	0	0	1	0	0	0	0	1	0	0	8	1	0	0	0	9
2145 - 2200	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5
Hourly Total	0	0	2	1	0	0	0	3	0	0	20	4	0	0	0	24
2200 - 2215	0	0	1	0	0	0	0	1	0	0	3	1	0	0	0	4
2215 - 2230	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3
2230 - 2245	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
2245 - 2300	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hourly Total	0	0	2	0	0	0	0	2	0	0	14	1	0	0	0	15
2300 - 2315	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3
2315 - 2330	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3
2330 - 2345	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4
2345 - 2400	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hourly Total	0	0	1	0	0	0	0	1	0	0	10	2	0	0	0	12
TOTAL	0	0	139	12	1	0	0	152	0	16	876	141	20	1	0	1054

Manston - Manual Traffic Survey, Tuesday 7th March 2017

Junction: (13) Manston Court Road / B2050

Approach: B2050 (East)

TIME	Ahead to B2050 (West)								Right to Manston Court Road							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	51	10	1	0	0	62	0	0	0	0	0	0	0	0
0615 - 0630	0	0	55	9	1	0	0	65	0	0	1	0	0	0	0	1
0630 - 0645	0	1	60	13	0	0	0	74	0	0	0	0	0	0	0	0
0645 - 0700	0	0	81	16	2	1	0	100	0	0	1	0	0	0	0	1
Hourly Total	0	1	247	48	4	1	0	301	0	0	2	0	0	0	0	2
0700 - 0715	0	0	67	15	0	0	0	82	0	0	0	0	0	0	0	0
0715 - 0730	0	1	75	13	0	0	0	89	0	0	0	0	0	0	0	0
0730 - 0745	1	2	74	15	1	0	0	93	0	0	1	0	0	0	0	1
0745 - 0800	0	1	94	19	2	0	1	117	0	0	3	0	0	0	0	3
Hourly Total	1	4	310	62	3	0	1	381	0	0	4	0	0	0	0	4
0800 - 0815	0	1	83	12	0	0	0	96	0	0	1	0	0	0	0	1
0815 - 0830	0	0	99	17	4	0	0	120	0	0	1	0	0	0	0	1
0830 - 0845	0	0	93	20	1	0	0	114	0	0	2	1	0	0	0	3
0845 - 0900	1	1	86	15	4	0	0	107	0	0	1	0	0	0	0	1
Hourly Total	1	2	361	64	9	0	0	437	0	0	5	1	0	0	0	6
0900 - 0915	0	0	52	10	6	0	0	68	0	0	2	0	0	0	0	2
0915 - 0930	0	1	57	10	4	0	1	73	0	0	2	0	0	0	0	2
0930 - 0945	0	0	54	10	3	0	2	69	0	0	0	1	0	0	0	1
0945 - 1000	0	0	74	7	0	0	1	82	0	0	1	0	0	0	0	1
Hourly Total	0	1	237	37	13	0	4	292	0	0	5	1	0	0	0	6
1000 - 1015	0	0	62	6	0	0	1	69	0	0	0	0	0	0	0	0
1015 - 1030	0	0	59	6	2	0	1	68	0	0	1	0	0	0	0	1
1030 - 1045	0	0	66	2	1	0	0	69	0	0	1	1	0	0	0	2
1045 - 1100	0	0	62	7	3	0	0	72	0	0	0	0	0	0	0	0
Hourly Total	0	0	249	21	6	0	2	278	0	0	2	1	0	0	0	3
1100 - 1115	0	1	57	7	2	0	0	67	0	0	1	0	0	0	0	1
1115 - 1130	0	0	51	6	2	0	0	59	0	0	0	0	0	0	0	0
1130 - 1145	0	0	58	4	0	0	1	63	0	0	2	0	0	0	0	2
1145 - 1200	0	1	76	5	1	0	2	85	0	0	1	0	0	0	0	1
Hourly Total	0	2	242	22	5	0	3	274	0	0	4	0	0	0	0	4
1200 - 1215	0	0	69	4	0	0	1	74	0	0	1	0	1	0	0	2
1215 - 1230	0	0	80	8	4	0	1	93	0	0	4	0	0	0	0	4
1230 - 1245	0	0	74	7	2	0	0	83	0	0	2	1	0	0	0	3
1245 - 1300	0	0	78	6	4	0	0	88	0	0	1	1	0	0	0	2
Hourly Total	0	0	301	25	10	0	2	338	0	0	8	2	1	0	0	11
1300 - 1315	0	0	77	5	1	0	0	83	0	0	2	0	0	0	0	2
1315 - 1330	0	0	87	10	1	0	1	99	0	0	1	0	0	0	0	1
1330 - 1345	0	0	80	9	1	0	0	90	0	0	3	0	0	0	0	3
1345 - 1400	0	2	60	4	3	0	1	70	0	0	1	0	0	0	0	1
Hourly Total	0	2	304	28	6	0	2	342	0	0	7	0	0	0	0	7
1400 - 1415	0	2	82	11	2	0	0	97	0	0	1	0	0	0	0	1
1415 - 1430	0	1	75	8	2	0	0	86	0	0	1	0	0	0	0	1
1430 - 1445	0	0	84	7	0	0	1	92	0	0	1	0	0	0	0	1
1445 - 1500	0	0	77	11	1	0	0	89	0	0	1	0	0	0	0	1
Hourly Total	0	3	318	37	5	0	1	364	0	0	4	0	0	0	0	4
1500 - 1515	0	0	68	9	1	0	0	78	0	0	0	0	0	0	0	0
1515 - 1530	0	0	86	10	0	0	0	96	0	0	2	0	0	0	0	2
1530 - 1545	0	0	86	10	2	0	1	99	0	0	0	0	0	0	0	0
1545 - 1600	0	0	96	12	0	0	0	108	0	0	1	0	0	0	0	1
Hourly Total	0	0	336	41	3	0	1	381	0	0	3	0	0	0	0	3
1600 - 1615	0	0	82	9	0	0	0	91	0	0	2	0	0	0	0	2
1615 - 1630	0	0	101	12	0	0	1	114	0	0	0	0	0	0	0	0
1630 - 1645	0	0	90	11	1	0	0	102	0	0	1	1	0	0	0	2
1645 - 1700	0	1	71	16	2	0	0	90	0	0	4	0	0	0	0	4
Hourly Total	0	1	344	48	3	0	1	397	0	0	7	1	0	0	0	8
1700 - 1715	0	0	107	11	1	0	0	119	0	0	5	1	0	0	0	6
1715 - 1730	0	0	79	16	0	0	0	95	0	0	0	0	0	0	0	0
1730 - 1745	1	0	87	8	1	0	0	97	0	0	4	0	0	0	0	4
1745 - 1800	0	1	62	8	1	0	1	73	0	0	4	1	0	0	0	5
Hourly Total	1	1	335	43	3	0	1	384	0	0	13	2	0	0	0	15
1800 - 1815	0	1	61	7	0	0	0	69	0	0	1	1	0	0	0	2
1815 - 1830	0	0	72	4	0	0	0	76	0	0	1	0	0	0	0	1
1830 - 1845	0	0	66	2	1	0	0	69	0	0	0	0	0	0	0	0
1845 - 1900	0	0	45	2	1	0	1	49	0	0	0	0	0	0	0	0
Hourly Total	0	1	244	15	2	0	1	263	0	0	2	1	0	0	0	3
1900 - 1915	0	0	27	1	0	0	0	28	0	0	0	0	0	0	0	0
1915 - 1930	0	0	29	4	0	0	0	33	0	0	0	0	0	0	0	0
1930 - 1945	0	0	31	1	1	0	1	34	0	0	1	0	0	0	0	1
1945 - 2000	0	0	28	1	0	0	0	29	0	0	0	0	0	0	0	0
Hourly Total	0	0	115	7	1	0	1	124	0	0	1	0	0	0	0	1
2000 - 2015	0	0	27	2	0	0	0	29	0	0	0	0	0	0	0	0
2015 - 2030	0	0	27	0	1	0	1	29	0	0	1	0	0	0	0	1
2030 - 2045	0	0	22	2	0	0	0	24	0	0	0	0	0	0	0	0
2045 - 2100	0	0	29	0	0	0	0	29	0	0	1	0	0	0	0	1
Hourly Total	0	0	105	4	1	0	1	111	0	0	2	0	0	0	0	2
2100 - 2115	0	0	19	1	1	0	0	21	0	0	1	0	0	0	0	1
2115 - 2130	0	0	19	1	0	0	0	20	0	0	2	0	0	0	0	2
2130 - 2145	0	0	16	0	0	0	0	16	0	0	0	0	0	0	0	0
2145 - 2200	0	0	15	0	0	0	0	15	0	0	2	0	0	0	0	2
Hourly Total	0	0	69	2	1	0	0	72	0	0	5	0	0	0	0	5
2200 - 2215	0	0	11	1	0	0	0	12	0	0	1	0	0	0	0	1
2215 - 2230	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0
2230 - 2245	0	0	10	1	0	0	0	11	0	0	1	0	0	0	0	1
2245 - 2300	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0
Hourly Total	0	0	43	2	0	0	0	45	0	0	2	0	0	0	0	2
2300 - 2315	0	0	5	2	0	0	0	7	0	0	0	0	0	0	0	0
2315 - 2330	0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	0
2330 - 2345	0	0	11	1	0	0	0	12	0	0	0	0	0	0	0	0
2345 - 2400	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
Hourly Total	0	0	28	5	0	0	0	33	0	0	0	0	0	0	0	0
TOTAL	3	18	4188	511	75	1	21	4817	0	0	76	9	1	0	0	86

Manston - Manual Traffic Survey, Tuesday 7th March 2017

Junction: (13) Manston Court Road / B2050

Approach: B2050 (West)

TIME	Left to Manston Court Road								Ahead to B2050 (East)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	10	1	0	0	0	11	0	0	27	6	1	0	0	34
0615 - 0630	0	0	11	4	0	0	0	15	0	0	39	5	0	0	0	44
0630 - 0645	0	0	11	5	0	0	0	16	0	0	45	4	1	0	0	50
0645 - 0700	0	0	11	2	0	0	0	13	0	0	37	7	0	0	0	44
Hourly Total	0	0	43	12	0	0	0	55	0	0	148	22	2	0	0	172
0700 - 0715	0	0	12	3	0	0	0	15	0	0	39	7	0	0	0	46
0715 - 0730	0	0	10	6	0	0	0	16	0	0	47	7	0	0	0	54
0730 - 0745	0	0	14	7	0	0	0	21	0	0	43	8	1	0	1	53
0745 - 0800	0	0	14	7	0	0	0	21	0	0	61	8	1	0	1	71
Hourly Total	0	0	50	23	0	0	0	73	0	0	190	30	2	0	2	224
0800 - 0815	0	1	23	5	0	0	0	29	0	1	73	14	4	0	0	92
0815 - 0830	0	1	24	3	0	0	0	28	0	1	62	29	1	0	0	93
0830 - 0845	0	0	17	2	0	0	0	19	0	0	74	10	3	0	1	88
0845 - 0900	0	0	35	1	0	0	0	36	0	2	77	6	2	0	0	87
Hourly Total	0	2	99	11	0	0	0	112	0	4	286	59	10	0	1	360
0900 - 0915	0	0	23	4	2	0	0	29	1	0	83	15	0	0	1	100
0915 - 0930	0	0	18	1	0	0	0	19	0	1	59	11	3	0	0	74
0930 - 0945	0	0	15	1	0	0	0	16	0	0	52	13	5	0	0	70
0945 - 1000	0	0	13	0	0	0	0	13	0	0	45	12	1	0	1	59
Hourly Total	0	0	69	6	2	0	0	77	1	1	239	51	9	0	2	303
1000 - 1015	0	0	21	1	0	0	0	22	0	0	50	11	1	0	2	64
1015 - 1030	0	0	15	0	0	0	0	15	0	0	45	11	0	0	0	56
1030 - 1045	0	0	13	1	0	0	0	14	0	0	54	9	3	0	1	67
1045 - 1100	0	0	15	4	0	0	0	19	0	0	49	13	1	0	0	63
Hourly Total	0	0	64	6	0	0	0	70	0	0	198	44	5	0	3	250
1100 - 1115	0	0	13	3	0	0	0	16	0	0	45	10	0	0	0	55
1115 - 1130	0	0	21	0	0	0	0	21	0	0	47	13	1	0	1	62
1130 - 1145	0	0	17	1	0	0	0	18	0	0	58	11	0	0	0	69
1145 - 1200	0	0	15	3	0	0	0	18	0	0	50	13	1	0	0	64
Hourly Total	0	0	66	7	0	0	0	73	0	0	200	47	2	0	1	250
1200 - 1215	0	0	16	2	0	0	0	18	0	0	51	12	1	0	0	64
1215 - 1230	0	0	11	4	0	0	0	15	0	1	64	8	1	0	0	74
1230 - 1245	0	1	7	1	0	0	0	9	0	0	66	8	0	0	0	74
1245 - 1300	0	0	15	3	0	1	0	19	0	0	46	6	1	0	1	54
Hourly Total	0	1	49	10	0	1	0	61	0	1	227	34	3	0	1	266
1300 - 1315	0	1	15	4	0	0	0	20	1	0	70	3	0	0	0	74
1315 - 1330	0	0	8	4	1	0	0	13	0	0	62	9	1	0	1	73
1330 - 1345	0	0	12	2	0	0	0	14	0	3	58	2	0	0	0	63
1345 - 1400	0	0	22	2	0	0	0	24	0	0	64	5	5	1	2	77
Hourly Total	0	1	57	12	1	0	0	71	1	3	254	19	6	1	3	287
1400 - 1415	0	0	16	5	0	0	0	21	0	0	57	5	2	0	1	65
1415 - 1430	0	0	15	4	0	0	0	19	0	0	82	5	2	0	0	89
1430 - 1445	0	0	12	6	0	0	0	18	0	0	86	11	0	0	0	97
1445 - 1500	0	0	11	8	0	0	0	19	0	0	68	11	0	0	0	79
Hourly Total	0	0	54	23	0	0	0	77	0	0	293	32	4	0	1	330
1500 - 1515	0	0	14	4	0	0	0	18	0	0	71	15	0	0	1	87
1515 - 1530	0	0	13	7	0	0	0	20	0	0	64	16	0	0	0	80
1530 - 1545	0	0	11	3	0	0	0	14	0	0	75	16	0	0	0	91
1545 - 1600	0	0	9	4	0	0	0	13	0	0	84	17	1	0	0	102
Hourly Total	0	0	47	18	0	0	0	65	0	0	294	64	1	0	1	360
1600 - 1615	0	0	9	2	0	0	0	11	0	0	92	18	0	0	0	110
1615 - 1630	0	0	8	3	0	0	0	11	0	0	89	18	0	0	0	107
1630 - 1645	0	0	14	4	0	0	0	18	0	0	78	14	0	0	0	92
1645 - 1700	0	1	23	5	0	0	0	29	0	1	71	12	2	0	0	86
Hourly Total	0	1	54	14	0	0	0	69	0	1	330	62	2	0	0	395
1700 - 1715	0	0	17	1	0	0	0	18	0	1	89	14	1	0	1	106
1715 - 1730	0	1	23	5	0	0	0	29	0	2	54	8	0	0	1	65
1730 - 1745	0	1	14	3	1	0	0	19	0	0	65	7	0	0	0	72
1745 - 1800	0	0	13	2	0	0	0	15	0	0	40	7	3	0	1	51
Hourly Total	0	2	67	11	1	0	0	81	0	3	248	36	4	0	3	294
1800 - 1815	0	0	21	2	0	0	0	23	0	1	51	5	1	0	0	58
1815 - 1830	0	0	14	1	0	0	0	15	0	0	53	4	0	0	1	58
1830 - 1845	0	0	15	0	0	0	0	15	0	0	43	5	0	0	0	48
1845 - 1900	0	0	14	2	0	0	0	16	0	0	49	4	0	0	0	53
Hourly Total	0	0	64	5	0	0	0	69	0	1	196	18	1	0	1	217
1900 - 1915	0	0	10	0	0	0	0	10	0	0	47	3	0	0	0	50
1915 - 1930	0	0	9	1	0	0	0	10	0	0	47	3	0	0	1	51
1930 - 1945	0	0	11	1	0	0	0	12	0	0	51	3	1	0	0	55
1945 - 2000	0	0	9	0	0	0	0	9	0	0	39	2	1	0	1	43
Hourly Total	0	0	39	2	0	0	0	41	0	0	184	11	2	0	2	199
2000 - 2015	0	0	12	2	0	0	0	14	0	0	33	4	0	0	1	38
2015 - 2030	0	0	8	1	0	0	0	9	0	2	32	3	0	0	0	37
2030 - 2045	0	0	13	0	0	0	0	13	0	0	32	1	0	0	0	33
2045 - 2100	0	0	8	1	0	0	0	9	0	0	31	6	0	0	2	39
Hourly Total	0	0	41	4	0	0	0	45	0	2	128	14	0	0	3	147
2100 - 2115	0	0	11	1	0	0	0	12	0	1	30	2	0	0	0	33
2115 - 2130	0	0	5	1	0	0	0	6	0	1	33	0	0	0	1	35
2130 - 2145	0	0	9	1	0	0	0	10	0	0	27	1	0	0	0	28
2145 - 2200	0	0	2	0	0	0	0	2	0	0	26	0	0	0	0	26
Hourly Total	0	0	27	3	0	0	0	30	0	2	116	3	0	0	1	122
2200 - 2215	0	0	6	0	0	0	0	6	0	0	29	2	0	0	0	31
2215 - 2230	0	0	6	0	0	0	0	6	0	0	25	2	0	0	0	27
2230 - 2245	0	0	4	0	0	0	0	4	0	0	31	0	1	0	0	32
2245 - 2300	0	0	11	1	0	0	0	12	0	0	25	0	0	0	0	25
Hourly Total	0	0	27	1	0	0	0	28	0	0	110	4	1	0	0	115
2300 - 2315	0	0	9	0	0	0	0	9	0	0	19	1	0	0	0	20
2315 - 2330	0	0	6	0	0	0	0	6	0	0	17	2	0	0	0	19
2330 - 2345	0	0	3	0	0	0	0	3	0	0	15	0	0	0	0	15
2345 - 2400	0	0	2	0	0	0	0	2	0	0	11	1	0	0	0	12
Hourly Total	0	0	20	0	0	0	0	20	0	0	62	4	0	0	0	66
TOTAL	0	7	937	168	4	1	0	1117	2	18	3703	554	54	1	25	4357

Manston, Thursday 9th March 2017

Junction: (14) A28 / George V Avenue / Maynard Avenue

Approach: A28 (East)

TIME	Left to George V Avenue							Left to Maynard Avenue							Ahead to A28 (West)									
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	78	9	3	1	1	92
0615 - 0630	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	99	10	1	1	0	112
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	109	22	6	2	1	140
0645 - 0700	0	0	1	0	0	0	0	1	0	0	2	3	0	0	0	5	0	1	133	23	7	0	1	165
Hourly Total	0	0	1	0	0	0	0	1	0	0	4	5	0	0	0	9	0	2	419	64	17	4	3	509
0700 - 0715	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	0	0	143	25	9	1	0	178
0715 - 0730	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	141	25	6	0	0	172
0730 - 0745	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	5	0	1	123	22	6	0	2	154
0745 - 0800	0	0	0	1	0	0	0	1	0	0	7	1	0	0	0	8	0	2	101	23	6	0	2	134
Hourly Total	0	0	0	1	0	0	0	1	0	0	12	7	0	0	0	19	0	3	508	95	27	1	4	638
0800 - 0815	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	0	2	122	22	7	1	1	155
0815 - 0830	0	0	2	0	0	0	0	2	0	0	6	0	0	0	0	6	1	1	138	21	0	1	2	164
0830 - 0845	0	0	0	0	0	0	0	0	0	0	20	1	0	0	0	21	0	0	135	23	1	2	1	162
0845 - 0900	0	0	0	0	0	0	0	0	0	1	15	2	0	0	0	18	0	0	126	26	3	1	2	158
Hourly Total	0	0	2	0	0	0	0	2	0	1	52	3	0	0	0	56	1	3	521	92	11	5	6	639
0900 - 0915	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	0	1	93	26	4	3	2	129
0915 - 0930	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	0	2	82	24	3	1	1	113
0930 - 0945	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	1	112	22	3	1	4	143
0945 - 1000	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	1	117	23	3	2	5	151
Hourly Total	0	0	1	0	0	0	0	1	0	0	9	1	1	0	0	11	0	5	404	95	13	7	12	536
1000 - 1015	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	2	119	19	2	3	3	148
1015 - 1030	0	0	1	0	0	0	0	1	0	0	2	1	0	0	0	3	0	1	112	20	5	1	6	145
1030 - 1045	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	1	127	17	6	0	1	152
1045 - 1100	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	0	0	134	17	5	2	2	160
Hourly Total	0	0	2	0	0	0	0	2	0	0	13	2	0	0	0	15	0	4	492	73	18	6	12	605
1100 - 1115	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	124	19	5	0	4	152
1115 - 1130	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	0	1	101	18	1	0	6	127
1130 - 1145	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	0	0	108	19	3	2	6	138
1145 - 1200	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	0	0	114	19	1	1	9	144
Hourly Total	0	0	0	0	0	0	0	0	0	0	20	2	0	0	0	22	0	1	447	75	10	3	25	561
1200 - 1215	0	0	1	0	1	0	0	2	0	0	3	0	0	0	0	3	0	1	103	20	4	2	3	133
1215 - 1230	0	0	0	0	0	0	0	0	0	0	5	0	0	1	0	6	1	1	95	16	5	0	2	120
1230 - 1245	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	0	1	69	18	2	0	1	91
1245 - 1300	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	0	0	97	21	5	1	1	125
Hourly Total	0	0	1	0	1	0	0	2	0	0	15	2	0	1	0	18	1	3	364	75	16	3	7	469
1300 - 1315	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	100	18	10	0	1	129
1315 - 1330	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3	0	1	104	24	6	1	2	138
1330 - 1345	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	0	2	109	19	5	0	1	136
1345 - 1400	0	0	0	0	1	0	0	1	0	0	4	2	0	0	0	6	0	1	105	24	5	0	1	136
Hourly Total	0	0	1	0	1	0	0	2	0	0	10	3	0	0	0	13	0	4	418	85	26	1	5	539
1400 - 1415	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	114	20	7	0	1	142
1415 - 1430	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	1	112	26	5	1	3	148
1430 - 1445	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	0	0	130	27	8	0	1	166
1445 - 1500	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	1	1	145	24	1	1	2	175
Hourly Total	0	0	0	0	0	0	0	0	0	0	18	1	0	0	0	19	1	2	501	97	21	2	7	631
1500 - 1515	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	0	3	156	27	1	0	1	188
1515 - 1530	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	119	26	5	0	2	154
1530 - 1545	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	2	1	126	29	2	1	4	165
1545 - 1600	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	2	0	109	26	4	0	7	148
Hourly Total	0	0	0	0	0	0	0	0	0	0	22	2	0	0	0	24	6	4	510	108	12	1	14	655
1600 - 1615	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	0	1	98	21	0	0	2	122
1615 - 1630	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	0	0	85	22	2	1	2	112
1630 - 1645	0	0	1	0	0	0	0	1	0	0	7	0	0	0	0	7	2	0	125	25	2	0	2	156
1645 - 1700	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	0	3	116	17	6	0	1	143
Hourly Total	0	0	1	0	0	0	0	1	0	0	27	3	0	0	0	30	2	4	424	85	10	1	7	533
1700 - 1715	0	0	1	0	0	0	0	1	0	0	5	3	0	0	0	8	0	1	138	24	2	0	1	166
1715 - 1730	0	0	1	0	0	0	0	1	0	0	4	2	0	0	0	6	1	2	122	15	0	0	2	142
1730 - 1745	0	0	1	0	0	0	0	1	0	0	7	1	0	0	0	8	1	4	115	20	7	2	0	143
1745 - 1800	0	0	0	0	0	0	0	0	0	0	5	2	1	0	0	8	0	3	123	11	0	1	2	140
Hourly Total	0	0	3	0	0	0	0	3	0	0	21	8	1	0	0	30	2	10	499	70	4	1	5	591
1800 - 1815	0	0	1	0	0	0	0	1	0	0	4	1	1	0	0	6	0	2	98	5	2	0	1	108
1815 - 1830	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	0	3	98	9	1	0	1	112
1830 - 1845	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	89	11				

Approach: George V Avenue

TOTAL	2	2	107	16	2	0	0	129	7	26	3240	217	54	2	1	3547	0	0	20	1	1	0	0	22

Manston, Thursday 9th March 2017

Junction: (14) A28 / George V Avenue / Maynard Avenue

Approach: Maynard Avenue

TIME	Left to A28 (West)							Right to A28 (East)							Right to George V Avenue									
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	6	0	0	0	0	6	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1
0630 - 0645	0	0	4	1	0	0	0	5	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
0645 - 0700	0	0	7	0	0	0	0	7	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	0	20	2	0	0	0	22	0	0	5	0	0	0	0	5	0	0	1	0	0	0	0	1
0700 - 0715	0	0	8	0	0	0	0	8	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0715 - 0730	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	8	0	0	0	0	8	0	0	3	1	0	0	0	4	0	0	1	0	0	0	0	1
0745 - 0800	0	0	9	3	0	0	0	12	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
Hourly Total	0	0	32	4	0	0	0	36	0	0	8	1	0	0	0	9	0	0	1	0	0	0	0	1
0800 - 0815	0	0	11	0	0	0	0	11	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
0815 - 0830	0	0	13	0	0	0	0	13	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0
0830 - 0845	0	0	12	3	1	0	0	16	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1
0845 - 0900	0	0	29	2	0	0	0	31	0	0	5	3	0	0	0	8	0	0	1	0	0	0	0	1
Hourly Total	0	0	65	5	1	0	0	71	0	0	14	4	0	0	0	18	0	0	2	0	0	0	0	2
0900 - 0915	0	0	8	1	0	0	0	9	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
0915 - 0930	0	0	1	1	1	0	0	3	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0930 - 0945	0	0	4	1	0	0	0	5	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
0945 - 1000	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	19	3	1	0	0	23	0	1	4	0	0	0	0	5	0	0	1	0	0	0	0	1
1000 - 1015	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
1015 - 1030	0	0	3	1	0	0	0	4	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
1030 - 1045	0	0	5	0	0	0	0	5	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
1045 - 1100	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	12	2	0	0	0	14	0	0	3	0	0	0	0	3	0	0	3	0	0	0	0	3
1100 - 1115	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
1115 - 1130	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	3	1	0	0	0	4	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	0	10	3	0	0	0	13	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2
1200 - 1215	0	0	2	3	0	0	0	5	0	0	2	1	1	0	0	4	0	0	2	0	0	0	0	2
1215 - 1230	0	0	6	1	0	0	0	7	0	1	2	1	0	0	0	4	0	0	0	0	0	0	0	0
1230 - 1245	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1245 - 1300	0	0	5	1	1	0	0	7	0	0	1	1	0	0	0	2	0	0	1	1	0	0	0	2
Hourly Total	0	0	14	5	1	0	0	20	0	1	6	3	1	0	0	11	0	0	3	2	0	0	0	5
1300 - 1315	0	0	5	1	0	0	0	6	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
1315 - 1330	0	0	5	1	0	1	0	7	0	0	3	0	1	0	0	4	0	0	0	0	0	0	0	0
1330 - 1345	0	0	5	2	0	0	0	7	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1345 - 1400	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	26	4	0	1	0	31	0	0	6	0	1	0	0	7	0	0	0	0	0	0	0	0
1400 - 1415	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	8	1	0	0	0	9	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
1430 - 1445	0	0	5	1	0	0	0	6	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1445 - 1500	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Hourly Total	0	0	26	3	0	0	0	29	0	0	2	0	0	0	0	2	0	0	1	1	0	0	0	2
1500 - 1515	0	0	11	1	0	0	0	12	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1
1515 - 1530	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1530 - 1545	0	0	8	1	0	0	0	9	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1
1545 - 1600	0	0	13	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	37	2	0	0	0	39	0	0	3	0	0	0	0	3	0	0	2	1	0	0	0	3
1600 - 1615	0	0	11	0	0	0	0	11	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
1615 - 1630	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	11	1	0	0	0	12	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1645 - 1700	0	0	7	2	0	0	0	9	0	0	0	1	0	0	0	1	0	0	1	1	0	0	0	2
Hourly Total	0	0	41	3	0	0	0	44	0	0	1	1	0	0	0	2	0	0	3	1	0	0	0	4
1700 - 1715	0	0	8	0	0	0	0	8	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1
1715 - 1730	0	0	10	0	0	0	0	10	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1730 - 1745	0	0	5	0	1	0	0	6	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1745 - 1800	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	31	0	1	0	0	32	0	0	3	0	0	0	0	3	0	0	0	1	0	0	0	1
1800 - 1815	0	0	6	0	0	0	0	6	0	0	2	2	0	0	0	4	0	1	2	0	0	0	0	3
1815 - 1830	0	0	5	0	0	0	0	5	0	0	3	0	0	0	0	3	0	1	0	0	0	0	0	1
1830 - 1845	0	0	7	1	0	0	0	8	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1845 - 1900	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	22	1	0	0	0	23	0	0	6	2	0	0										

Manston, Thursday 9th March 2017

Junction: (14) A28 / George V Avenue / Maynard Avenue

Approach: A28 (West)

TIME	Ahead to A28 (East)							Right to George V Avenue							Right to Maynard Avenue									
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	53	19	0	1	1	74	0	0	20	9	0	0	0	29	0	0	1	0	0	0	0	1
0615 - 0630	0	2	69	25	1	0	1	98	0	1	27	3	2	0	0	33	0	0	1	0	0	0	0	1
0630 - 0645	0	0	66	28	2	2	1	99	0	0	23	4	0	0	0	27	0	0	5	0	0	0	0	5
0645 - 0700	0	0	94	28	1	1	1	125	0	0	25	5	1	0	0	31	0	0	2	1	0	0	0	3
Hourly Total	0	2	282	100	4	4	4	396	0	1	95	21	3	0	0	120	0	0	9	1	0	0	0	10
0700 - 0715	0	0	101	28	1	1	0	131	0	0	37	3	1	0	0	41	0	0	2	0	0	0	0	2
0715 - 0730	0	0	115	20	3	0	0	138	0	0	32	4	1	0	0	37	0	0	4	0	0	0	0	4
0730 - 0745	0	1	108	24	0	0	1	134	0	0	42	5	2	1	0	50	0	0	4	0	0	0	0	4
0745 - 0800	0	3	120	35	7	1	1	167	1	0	40	4	1	0	0	46	0	0	11	1	0	0	1	13
Hourly Total	0	1	444	107	11	2	2	570	1	0	151	16	5	1	0	174	0	0	21	1	0	0	1	23
0800 - 0815	1	1	142	26	5	2	1	178	0	0	57	6	2	0	3	68	0	0	6	2	0	0	0	8
0815 - 0830	0	1	146	37	4	0	3	191	0	0	41	4	1	0	0	46	0	0	5	1	1	0	0	7
0830 - 0845	0	0	180	24	3	2	0	209	0	0	57	5	0	1	0	63	0	0	15	0	0	0	0	15
0845 - 0900	0	1	179	26	5	1	1	213	0	0	43	1	0	0	0	44	0	0	7	1	0	0	0	8
Hourly Total	1	3	647	113	17	5	5	791	0	0	198	16	3	1	3	221	0	0	33	4	1	0	0	38
0900 - 0915	0	1	169	23	8	1	2	204	0	1	30	4	0	0	0	35	0	0	3	1	0	0	0	4
0915 - 0930	0	1	113	25	3	1	1	144	0	0	30	4	0	0	0	34	0	0	0	1	0	0	0	1
0930 - 0945	0	0	102	13	7	0	0	123	0	0	33	2	1	0	0	36	0	0	2	0	0	0	0	2
0945 - 1000	0	0	106	13	3	0	0	122	0	0	35	3	0	0	0	38	0	0	3	0	0	0	0	3
Hourly Total	0	2	490	74	21	2	4	593	0	1	128	13	1	0	0	143	0	0	8	2	0	0	0	10
1000 - 1015	0	1	107	11	5	2	0	126	0	0	40	3	2	0	0	45	0	0	2	0	0	0	0	2
1015 - 1030	0	0	100	10	4	0	0	114	0	0	38	0	0	0	0	38	0	0	3	0	0	0	0	3
1030 - 1045	0	0	91	14	6	3	0	114	0	0	40	2	0	0	0	42	0	0	1	0	0	0	0	1
1045 - 1100	0	1	112	21	3	0	0	137	0	0	41	3	1	0	0	45	0	0	1	0	0	0	0	1
Hourly Total	0	2	410	56	18	5	0	491	0	0	159	8	3	0	0	170	0	0	7	0	0	0	0	7
1100 - 1115	0	0	120	13	1	0	0	134	0	0	36	1	0	0	0	37	0	0	1	0	0	0	0	1
1115 - 1130	0	1	124	14	7	1	0	147	0	0	34	0	1	0	0	35	0	0	2	0	0	0	0	2
1130 - 1145	0	0	100	12	9	1	0	122	0	0	43	2	0	0	0	45	0	0	3	0	0	0	0	3
1145 - 1200	0	0	103	12	4	1	0	120	0	0	43	2	0	0	0	45	0	0	2	0	0	0	0	2
Hourly Total	0	1	447	51	21	3	0	523	0	0	156	5	1	0	0	162	0	0	8	0	0	0	0	8
1200 - 1215	0	1	105	14	6	2	1	129	0	0	42	2	0	0	0	44	0	0	2	0	0	0	0	2
1215 - 1230	1	0	111	16	6	0	1	135	0	0	40	5	2	0	0	47	0	0	4	1	0	0	0	5
1230 - 1245	0	2	97	9	4	0	2	114	0	0	27	3	0	0	0	30	0	0	3	0	0	0	0	3
1245 - 1300	1	0	97	14	6	0	1	110	0	0	33	6	0	0	1	40	0	0	3	0	0	0	0	3
Hourly Total	2	3	410	53	22	2	5	497	0	0	142	16	2	0	1	161	0	0	12	1	0	0	0	13
1300 - 1315	1	4	124	20	2	2	1	154	0	0	29	5	1	0	0	35	0	0	1	0	0	0	0	1
1315 - 1330	1	0	101	25	2	0	1	130	0	0	38	4	1	0	0	43	0	0	3	0	0	0	0	3
1330 - 1345	0	1	112	24	7	1	2	147	0	0	30	2	1	0	0	33	0	0	3	0	1	0	0	4
1345 - 1400	0	4	104	19	5	0	1	133	0	0	32	1	1	0	0	34	0	0	3	1	0	0	0	4
Hourly Total	2	9	441	88	16	3	5	564	0	0	129	12	4	0	0	145	0	0	10	1	1	0	0	12
1400 - 1415	2	0	111	20	2	0	1	136	0	0	43	3	0	0	0	46	0	0	1	0	0	0	0	1
1415 - 1430	0	0	128	30	5	1	1	165	0	0	49	3	0	0	0	52	0	0	5	1	0	0	0	6
1430 - 1445	3	0	143	28	5	1	2	182	0	0	55	1	1	0	0	57	0	0	7	0	0	0	0	7
1445 - 1500	0	1	136	30	4	0	1	172	0	1	52	3	0	0	1	57	0	0	3	1	0	0	0	4
Hourly Total	5	1	518	108	16	2	5	655	0	1	199	10	1	0	1	212	0	0	16	2	0	0	0	18
1500 - 1515	1	0	141	26	2	0	1	171	0	0	59	2	0	0	0	61	0	0	7	0	0	0	0	7
1515 - 1530	0	0	135	31	3	1	2	172	0	0	50	3	0	0	0	53	0	0	1	0	0	0	0	1
1530 - 1545	0	1	130	31	5	0	1	168	0	0	48	3	1	0	0	52	0	0	0	1	0	0	0	1
1545 - 1600	2	0	123	26	5	1	1	158	0	0	41	1	0	0	0	42	0	0	2	0	0	0	0	2
Hourly Total	3	1	529	114	15	2	5	669	0	0	198	9	1	0	0	208	0	0	10	1	0	0	0	11
1600 - 1615	2	0	106	29	4	0	1	142	0	0	40	3	0	0	0	43	0	0	1	0	0	0	0	1
1615 - 1630	0	1	141	28	4	0	2	176	0	0	34	0	0	0	0	34	0	0	2	0	0	0	0	2
1630 - 1645	2	2	136	28	5	0	2	175	0	1	50	4	0	0	0	55	0	0	4	0	0	0	0	4
1645 - 1700	2	0	120	30	2	1	0	155	0	0	41	9	0	0	0	50	0	0	7	2	0	0	0	9
Hourly Total	6	3	503	115	15	1	5	648	0	1	165	16	0	0	0	182	0	0	14	2	0	0	0	16
1700 - 1715	0	1	132	27	2	0	3	165	0	0	31	3	0	0	1	35	0	0	4	2	0	0	0	6
1715 - 1730	0	5	131	26	2	1	1	166	0	0	37	6	2	0	0	45	0	0	4	1	0	0	0	5
1730 - 1745	0	4	159	29	0	0	1	193	0	1	37	6	1	0	0	45	0	0	9	2	0	0	0	11
1745 - 1800	2	2	107	26	5	0	1	143	0	0	48	1	3	0	0	52	0	0	1	1	0	0	0	2
Hourly Total	2	12	529	108	9	1	6	667	0	1	153	16	6	0	1	177	0	0	18	6	0	0	0	24
1800 - 1815	0	3	152	13	2	1	0	171	0	0	48	1	1	0	1	51	0	1	6	1	0	0	0	8
1815 - 1830	0	1	166	11	3	0	1	182	0	1	40	2	0	0	1	44	0	0						

Manston, Tuesday 7th March 2017

Junction: (15) Tivoli Road / College Road / Nash Road / Manston Road / Hartsdown Road

Approach: Tivoli Road

First Left to College Road										Second Left to Nash Road										Ahead to Maston Road										Right to Harstow Road									
TIME	PICVCL	ME	CYCLCLE	CAR	LGW	OGV1	OGV2	BUS	TOTAL	PICVCL	ME	CYCLCLE	CAR	LGW	OGV1	OGV2	BUS	TOTAL	PICVCL	ME	CYCLCLE	CAR	LGW	OGV1	OGV2	BUS	TOTAL	PICVCL	ME	CYCLCLE	CAR	LGW	OGV1	OGV2	BUS	TOTAL			
0600-0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0615-0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0630-0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0645-0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0700-0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0715-0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0730-0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0745-0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0800-0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0815-0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0830-0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0845-0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0900-0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0915-0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0930-0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0945-1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1000-1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1015-1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1030-1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1045-1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1100-1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1115-1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1130-1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1145-1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					

Manston, Tuesday 7th March 2017

Junction: (15) Tivoli Road / College Road / Nash Road / Manston Road / Hartsdown Road

Approach: College Road

TIME	First Left to Nash Road							Second Left to Manston Road							Right to Hartsdown Road							Last Right to Tivoli Road										
	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	0	0	0	0	0	0	0	0	52	6	0	0	0	59	0	0	21	0	0	0	0	21	0	0	5	0	0	0	0	26
0615 - 0630	0	0	0	0	0	0	0	0	0	0	79	2	0	0	0	81	0	0	28	1	0	0	0	29	0	0	9	1	0	0	0	39
0630 - 0645	0	0	1	0	0	0	0	1	0	0	88	6	0	0	0	94	0	1	47	3	1	0	0	52	0	0	11	1	0	0	0	64
0645 - 0700	0	0	3	0	0	0	0	3	0	0	254	19	0	1	0	274	0	0	22	101	5	1	0	0	109	0	0	33	3	0	0	36
0700 - 0715	0	0	1	0	0	0	0	1	0	0	84	14	1	1	0	100	0	0	30	5	0	0	0	35	0	0	12	1	0	0	0	48
0715 - 0730	0	0	0	0	0	0	0	0	0	0	78	13	0	0	0	92	0	0	34	4	0	0	0	38	0	0	14	1	0	0	0	52
0730 - 0745	0	0	1	0	0	1	0	2	0	0	68	14	4	2	0	86	0	0	39	3	1	0	0	43	0	0	13	0	0	0	0	56
0745 - 0800	0	0	1	3	0	0	0	4	0	0	70	8	0	0	0	78	0	3	43	7	1	0	0	54	0	0	4	2	1	0	0	7
Hourly Total	0	0	3	3	0	1	0	7	0	0	300	49	6	3	0	358	0	3	146	19	2	0	0	170	0	0	43	4	1	0	0	49
0800 - 0815	0	0	14	0	0	0	0	14	0	3	54	14	2	0	0	63	0	0	52	4	1	0	0	57	0	1	12	3	0	0	0	16
0815 - 0830	0	0	7	1	0	0	0	8	0	0	46	13	4	0	0	63	0	0	61	2	3	0	0	66	0	0	6	1	0	0	0	18
0830 - 0845	0	0	1	0	0	0	0	1	0	0	89	4	2	0	0	95	0	0	64	1	5	0	0	70	0	0	7	0	1	0	0	8
0845 - 0900	0	0	0	0	0	0	0	0	0	1	34	5	4	0	0	44	0	0	24	3	4	0	0	31	0	0	28	4	0	0	0	33
Hourly Total	0	0	22	1	0	0	0	23	0	4	233	36	12	0	0	285	0	0	201	10	13	0	0	224	0	1	51	8	1	0	2	63
0900 - 0915	0	0	3	0	0	0	0	3	0	2	51	17	6	1	0	77	0	0	31	7	1	1	0	40	0	0	6	0	0	0	0	10
0915 - 0930	0	0	0	0	0	0	0	0	0	3	47	9	2	0	0	60	0	0	48	5	0	0	0	53	0	0	9	1	0	0	0	17
0930 - 0945	0	0	1	0	0	0	0	1	0	0	53	16	1	0	0	70	0	0	66	2	0	0	0	68	0	0	10	0	0	0	0	10
0945 - 1000	0	0	4	0	0	0	0	4	0	0	53	14	0	1	0	68	0	1	79	3	1	0	0	84	0	0	11	0	0	0	0	12
Hourly Total	0	0	8	0	0	0	0	8	0	5	264	59	9	2	0	275	0	1	224	17	2	1	0	245	0	0	36	1	0	0	3	39
1000 - 1015	0	0	1	0	0	0	0	1	0	0	59	11	2	0	0	72	0	1	59	5	0	0	0	65	0	0	8	0	0	0	0	8
1015 - 1030	0	0	1	0	0	0	0	1	0	0	52	8	0	0	0	60	0	0	54	4	2	0	0	60	0	0	9	1	0	0	0	11
1030 - 1045	0	0	2	0	0	0	0	2	0	1	67	8	1	1	0	78	0	1	71	6	1	0	0	79	0	0	10	0	0	0	0	10
1045 - 1100	0	0	2	1	0	0	0	3	0	0	64	11	0	0	0	75	0	0	56	8	0	0	0	64	0	0	9	2	0	0	0	11
Hourly Total	0	0	6	1	0	0	0	7	0	1	242	38	3	1	0	285	0	2	240	23	3	0	0	268	0	0	36	3	0	0	1	40
1100 - 1115	0	0	2	0	0	0	0	2	0	0	57	11	0	0	0	68	0	1	54	9	0	0	0	65	0	0	10	1	0	0	0	12
1115 - 1130	0	0	1	0	0	0	0	1	0	0	63	8	2	0	0	73	0	0	64	9	0	0	0	65	0	0	8	3	0	0	0	16
1130 - 1145	0	0	0	0	0	0	0	0	0	0	62	8	2	1	0	73	0	0	58	8	0	0	0	64	0	0	9	1	0	0	0	10
1145 - 1200	0	0	2	0	0	0	0	2	0	0	52	6	1	0	0	59	0	0	45	8	0	0	0	53	0	0	15	0	0	0	0	18
Hourly Total	0	0	5	0	0	0	0	5	0	0	234	33	5	1	0	273	0	1	209	34	1	0	0	245	0	0	42	6	0	0	2	50
1200 - 1215	0	0	5	1	0	0	0	6	0	0	56	8	3	1	0	68	0	1	67	11	0	0	0	79	0	0	10	0	1	0	2	13
1215 - 1230	0	0	4	0	0	0	0	4	0	0	59	6	2	0	0	66	0	0	58	7	0	0	0	57	0	0	7	2	0	0	0	9
1230 - 1245	0	0	1	0	0	0	0	1	0	0	67	8	1	0	0	76	0	0	53	4	0	1	0	58	0	1	7	0	0	0	0	19
1245 - 1300	0	0	0	0	0	0	0	0	0	1	68	10	1	0	0	80	0	0	50	11	1	1	0	63	0	0	10	2	0	0	0	12
Hourly Total	0	0	9	1	0	0	0	10	0	2	250	32	7	1	0	292	0	2	218	39	2	2	0	257	0	1	34	4	1	0	3	43
1300 - 1315	0	0	2	0	0	0	0	2	0	2	54	10	4	0	0	70	0	1	39	8	0	0	0	46	0	0	7	1	0	0	0	9
1315 - 1330	0	0	0	0	0	0	0	0	0	1	44	10	9	1	0	59	0	1	56	6	0	0	0	63	0	0	9	1	0	0	0	11
1330 - 1345	0	0	6	0	0	0	0	6	0	0	52	9	3	0	0	64	0	0	66	5	2	0	0	75	0	0	6	1	1	0	0	13
1345 - 1400	0	0	9	0	0	0	0	9	0	0	51	12	8	0	0	61	0	2	65	5	0	0	0	62	0	0	10	0	0	0	0	17
Hourly Total	0	0	17	0	0	0	0	17	0	3	181	41	18	1	0	254	0	4	206	24	2	0	0	236	0	0	32	4	1	0	3	40
1400 - 1415	0	0	2	0	0	0	0	2	0	0	58	7	2	0	0	67	0	0	62	12	2	0	0	77	0	0	7	2	0	0	0	10
1415 - 1430	0	0	1	1	0	0	0	2	0	0	62	9	1	0	0	72	0	0	60	14	2	0	0	76	0	0	11	1	0	0	0	13
1430 - 1445	0	0	3	0	0	0	0	3	0	0	57	4	2	0	0	63	0	0	49	8	1	0	0	58	0	0	9	0	0	0	0	9
1445 - 1500	0	0	2	0	0	0	0	2	0	0	58	5	1	0	0	64	0	0	50	12	1	0	0	63	0	0	12	1	0	0	0	14
Hourly Total	0	0	8	0	0	0	0	8	0	5	230	51	5	0	0	256	0	5	221	46	3	0	0	274	0	0	48	39	4	0	3	46
1500 - 1515	0	0	1	0	0	0	0	1	0	0	56	2	0	0	0	58	0	0	60	11	1	0	0	72	0	0	12	1	0	0	0	13
1515 - 1530	0	0	1	0	0	0	0	1	0	0	56	1	0	0	0	57	0	0	62	14	0	0	0	76	0	0	14	0	0	0	0	14
1530 - 1545	0	0	1	0	0	0	0	1	0	0	44	5	1	0	0	50	0	0	60	13	0	0	0	73	0	0	16	0	0	0	0	17
1545 - 1600	0	0	2	0	0	0	0	2	0	0	37	2	2	0	0	41	0	0	54	7	0	0	0	61	0	0	21	1	0	0	0	22
Hourly Total	0	0	5	0	0	0	0	5	0	0	183	10	3	0	0	208	0	0	236	45	1	0	0	282	0	0	63	2	0	0	1	66
1600 - 1615	0	0	4	0	0	0	0	4	0	0	44	2	0	0	0	46	0	0	71	12	0	0	0	63	0	0	15	1	0	0	0	16
1615 - 1630	0	0	1																													

Manston, Tuesday 7th March 2017

Junction: (15) Tivoli Road / College Road / Nash Road / Manston Road / Hartsdown Road

Approach: Nash Road

TIME	Left to Manston Road						Ahead to Hartsdown Road						Right to Tivoli Road						Last Right to College Road					
	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	5	0	0	0	0	5	0	0	11	2	0	0	0	13	0	0	4	1	0	0	0	4
0630 - 0645	0	0	0	1	0	0	0	1	0	0	16	1	0	0	0	17	0	0	7	0	0	0	0	7
0645 - 0700	0	0	4	1	0	0	0	5	0	0	17	17	0	0	0	18	0	0	11	1	0	0	0	12
Hourly Total	0	0	15	2	0	0	0	17	0	0	52	5	0	0	0	57	0	0	29	2	0	0	0	31
0700 - 0715	0	0	6	0	0	0	0	6	0	0	20	0	0	0	0	20	0	0	11	1	0	0	0	12
0715 - 0730	0	0	3	0	0	0	0	3	0	0	24	2	0	0	0	26	0	0	10	0	0	0	0	10
0730 - 0745	1	0	4	1	0	0	0	6	0	0	20	0	0	0	0	20	0	0	10	1	0	0	0	11
0745 - 0800	1	0	7	2	0	0	0	10	1	0	33	0	0	0	0	34	0	0	8	3	1	0	0	12
Hourly Total	2	0	20	3	0	0	0	25	1	0	97	2	0	0	0	100	0	0	39	5	1	0	0	45
0800 - 0815	0	0	9	2	0	0	0	10	0	0	35	4	0	0	0	40	0	0	9	2	0	0	0	11
0815 - 0830	0	0	10	1	0	0	0	11	0	1	32	1	0	0	0	34	0	0	9	2	0	0	0	11
0830 - 0845	0	0	14	3	0	0	0	17	0	0	53	7	0	0	0	60	0	0	17	1	0	0	0	18
0845 - 0900	2	7	7	2	0	0	0	9	2	0	40	5	0	0	0	46	0	0	7	1	0	0	0	8
Hourly Total	0	0	39	8	0	0	0	47	0	2	160	17	0	0	0	179	0	0	42	6	0	0	0	48
0900 - 0915	0	0	7	2	0	0	0	9	0	0	38	6	0	0	0	44	0	0	12	0	0	0	0	12
0915 - 0930	0	0	11	3	0	0	0	14	0	0	36	3	0	0	0	39	0	0	9	1	0	0	0	10
0930 - 0945	0	0	11	0	0	0	0	11	0	0	36	1	0	0	0	37	0	0	8	0	0	0	0	8
0945 - 1000	0	0	12	0	0	0	0	12	0	0	34	0	0	0	0	34	0	0	2	0	0	0	0	6
Hourly Total	0	0	41	5	0	0	0	46	0	2	133	9	0	0	0	144	0	0	33	3	0	0	0	36
1000 - 1015	0	0	13	0	0	0	0	13	0	0	34	2	0	0	0	36	0	0	6	2	0	0	0	8
1015 - 1030	0	0	12	2	0	0	0	14	0	0	35	2	0	0	0	37	0	0	7	2	0	0	0	9
1030 - 1045	0	0	8	0	0	0	0	8	0	0	38	3	0	0	0	41	0	0	11	1	0	0	0	11
1045 - 1100	0	0	8	1	0	0	0	9	0	0	43	2	0	0	0	45	0	0	7	1	0	0	0	8
Hourly Total	0	0	41	3	0	0	0	44	0	0	150	9	0	0	0	159	0	0	31	5	0	0	0	36
1100 - 1115	0	0	12	1	0	0	0	13	0	0	35	2	0	0	0	37	0	0	3	0	0	0	0	3
1115 - 1130	0	0	8	1	0	0	0	9	0	0	37	0	0	0	0	37	0	0	5	1	0	0	0	6
1130 - 1145	0	0	15	0	0	0	0	15	0	0	42	1	0	0	0	43	0	0	7	2	0	0	0	9
1145 - 1200	0	0	13	2	0	0	0	15	0	0	40	4	0	0	0	44	0	0	6	3	0	0	0	9
Hourly Total	0	0	48	4	0	0	0	52	0	0	154	7	0	0	0	161	0	0	21	6	0	0	0	27
1200 - 1215	0	0	14	0	0	0	0	14	0	0	34	0	0	0	0	34	0	0	7	2	0	0	0	9
1215 - 1230	0	0	18	3	0	0	0	21	0	0	36	3	0	0	0	40	0	0	10	3	0	0	0	13
1230 - 1245	0	0	18	2	0	0	0	20	0	0	33	4	0	0	0	37	0	0	7	2	0	0	0	9
1245 - 1300	0	0	16	2	0	0	0	18	0	0	40	2	0	0	0	42	0	0	10	0	0	0	0	10
Hourly Total	0	0	66	7	0	0	0	73	0	0	143	19	0	0	0	163	0	0	34	7	0	0	0	41
1300 - 1315	0	0	16	1	0	0	0	17	1	0	31	3	0	0	0	35	0	0	11	0	0	0	0	11
1315 - 1330	0	0	19	4	0	0	0	23	0	0	38	2	0	0	0	40	0	0	1	7	0	0	0	8
1330 - 1345	0	0	10	2	0	0	0	12	0	1	31	3	0	0	0	35	0	0	10	2	0	0	0	12
1345 - 1400	0	0	18	0	0	0	0	18	1	0	32	0	0	0	0	33	0	0	8	2	0	0	0	10
Hourly Total	0	0	63	7	0	0	0	70	2	1	132	17	2	0	0	154	0	0	36	4	0	0	0	41
1400 - 1415	0	0	11	1	0	0	0	12	0	0	33	2	0	0	0	35	0	0	7	1	0	0	0	8
1415 - 1430	0	0	14	3	0	0	0	17	0	0	32	3	0	0	0	35	0	0	10	2	0	0	0	12
1430 - 1445	0	0	10	1	0	0	0	11	0	0	33	2	0	0	0	35	0	0	11	1	0	0	0	12
1445 - 1500	0	0	11	1	0	0	0	12	0	0	29	0	0	0	0	29	0	0	9	0	0	0	0	9
Hourly Total	0	0	44	14	0	0	0	58	0	0	127	9	0	0	0	136	0	0	36	7	0	0	0	43
1500 - 1515	0	0	10	6	0	0	0	16	0	0	36	4	0	0	0	40	0	0	8	3	0	0	0	11
1515 - 1530	0	0	8	2	0	0	0	10	0	0	33	9	0	0	0	42	0	0	11	2	0	0	0	13
1530 - 1545	0	0	9	3	0	0	0	12	0	0	37	3	0	0	0	40	0	0	10	5	0	0	0	15
1545 - 1600	0	0	9	2	0	0	0	11	0	0	27	4	0	0	0	31	0	0	7	1	0	0	0	8
Hourly Total	0	0	36	13	0	0	0	49	0	0	133	20	0	0	0	153	0	0	36	11	0	0	0	47
1600 - 1615	0	0	12	2	0	0	0	14	0	0	36	1	0	0	0	37	0	0	8	2	0	0	0	10
1615 - 1630	0	0	9	1	0	0	0	10	0	0	34	4	0	0	0	38	0	0	11	1	0	0	0	12
1630 - 1645	0	0	11	5	0	0	0	16	0	0	32	5	0	0	0	37	0	0	11	3	0	0	0	14
1645 - 1700	0	0	20	2	0	0	0	22	0	0	36	6	0	0	0	42	0	0	12	2	0	0	0	15
Hourly Total	0	0	52	10	0	0	0	62	0	3	150	15	0	0	0	168	0	0	42	9	0	0	0	51
1700 - 1715	0	0	23	2	0	0	0	25	0	0	48	6	0	0	0	54	0	0	10	2	0	0	0	12
1715 - 1730	0	0	21	4	0	0	0	25	0	2	61	6	0	0	0	67	0	0	14	0	0	0	0	14
1730 - 1745	0	0	21	3	0	0	0	24	0	0	65	4	0	0	0	69	0	0	13	3	0	0	0	16
1745 - 1800	0	0	13	0	0	0	0	13	1	2	50	3	0	0	0	56	0	0	6	0	0	0	0	6
Hourly Total	0	0	78	9	0	0	0	87	1	4	224	17	0	0	0	246	0	0	43	4	0	0	0	45
1800 - 1815	1	0	9	0	0	0	0	10	1	0	35	6	0	0	0	42	0	0	13	2	0	0	0	15
1815 - 1830	0	0	11	1	0	0	0	12	0	0	58	2	0	0	0	60	0	0	15	0	0	0	0	15
1830 - 1845	0	0	8	0	0	0	0	8	0	0	62	1	0	0	0	63	0	0	18	0	0	0	0	17
1845 - 1900	0	0	11	1	0	0	0	12	0	0	64	0	0	0	0	64	0	0	17	2	0	0	0	19
Hourly Total	1	0	39	2	0	0	0	42	1	0	219	9	0	0	0	229	0	0	1	61	4	0	0	66
1900 - 1915	0	0	7	2	0	0	0	9	0	0	56	1	0											

Manston, Tuesday 7th March 2017

Junction: (15) Tivoli Road / College Road / Nash Road / Manston Road / Hartsdown Road

Approach: Manston Road

TIME	Left to Hartsdown Road							Ahead to Tivoli Road							Right to College Road							Last Right to Nash Road												
	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL		
0600 - 0615	0	0	0	0	0	0	0	0	0	0	36	2	1	0	0	39	0	0	0	0	0	0	0	0	0	0	0	5	1	2	0	8		
0615 - 0630	0	0	1	0	0	0	0	1	0	1	31	5	4	0	0	41	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	6		
0630 - 0645	0	0	2	0	0	0	0	2	0	0	38	2	7	0	0	47	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	8		
0645 - 0700	0	0	1	0	0	0	0	1	0	0	43	6	9	0	0	55	0	0	0	0	0	0	0	0	0	0	1	11	1	0	0	13		
Hourly Total	0	0	4	0	0	0	0	4	0	1	148	12	21	0	0	182	0	0	0	0	0	0	0	0	0	0	0	1	28	3	3	0	35	
0700 - 0715	0	0	2	1	0	0	0	3	0	0	48	3	2	0	0	53	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	9		
0715 - 0730	0	0	3	0	0	0	0	3	0	0	48	5	2	0	0	55	0	0	0	0	0	0	0	0	0	0	0	10	2	1	0	13		
0730 - 0745	0	0	1	0	0	0	0	1	0	1	43	4	4	0	1	53	0	0	0	0	0	0	0	0	0	0	0	10	4	2	0	16		
0745 - 0800	0	0	5	0	0	0	0	5	0	0	60	21	1	0	0	82	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	19		
Hourly Total	0	0	11	1	0	0	0	12	0	1	199	33	9	0	1	243	0	0	0	0	0	0	0	0	0	0	0	46	8	3	0	57		
0800 - 0815	0	0	6	0	0	0	0	6	0	0	56	16	5	0	0	79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38		
0815 - 0830	1	1	7	0	0	0	0	9	0	1	67	7	2	0	0	77	0	0	0	0	0	0	0	0	0	0	0	0	27	2	0	0	29	
0830 - 0845	0	0	7	1	0	0	0	8	1	1	56	13	4	0	0	75	0	0	0	0	0	0	0	0	0	0	0	0	25	3	0	0	28	
0845 - 0900	0	0	7	0	0	0	0	7	0	0	68	6	4	0	0	78	0	0	0	0	0	0	0	0	0	0	0	0	25	2	0	0	27	
Hourly Total	1	2	27	1	0	0	0	31	1	4	247	42	15	0	0	309	0	0	0	0	0	0	0	0	0	0	0	0	115	7	0	0	122	
0900 - 0915	0	0	9	0	0	0	0	9	0	0	68	11	3	0	0	82	0	0	0	0	0	0	0	0	0	0	0	0	28	3	0	0	31	
0915 - 0930	0	0	6	0	0	0	0	6	0	0	51	9	4	0	0	64	0	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	19	
0930 - 0945	0	0	1	0	0	0	0	1	0	0	52	4	7	0	0	63	0	0	0	0	0	0	0	0	0	0	0	0	21	6	1	0	28	
0945 - 1000	0	0	2	0	0	0	0	2	0	0	49	8	7	0	0	64	0	0	0	0	0	0	0	0	0	0	0	0	22	2	0	0	24	
Hourly Total	0	0	18	0	0	0	0	18	0	1	217	29	26	0	0	273	0	0	0	0	0	0	0	0	0	0	0	0	86	16	1	0	113	
1000 - 1015	0	0	7	0	0	0	0	7	0	0	48	7	6	0	0	61	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	0	23	
1015 - 1030	0	0	2	0	0	0	0	2	0	0	50	10	1	0	0	61	0	0	0	0	0	0	0	0	0	0	0	0	19	1	0	0	20	
1030 - 1045	0	0	5	1	0	0	0	6	0	0	51	9	4	0	0	64	0	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	19	
1045 - 1100	0	0	3	0	0	0	0	3	0	0	46	12	2	0	0	60	0	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	19	
Hourly Total	0	0	17	1	0	0	0	18	0	0	195	38	13	0	0	246	0	0	0	0	0	0	0	0	0	0	0	0	78	3	0	0	81	
1100 - 1115	0	0	4	1	0	0	0	5	0	0	51	5	1	0	0	58	0	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	19	
1115 - 1130	0	0	8	1	0	0	0	9	0	0	41	7	1	0	0	49	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	0	24	
1130 - 1145	0	0	7	0	0	0	0	7	0	0	46	11	2	0	0	59	0	0	0	0	0	0	0	0	0	0	0	0	18	2	0	0	20	
1145 - 1200	0	0	4	0	0	0	0	4	0	0	43	9	2	0	0	54	0	0	0	0	0	0	0	0	0	0	0	0	16	2	0	0	18	
Hourly Total	0	0	23	2	0	0	0	25	0	0	181	35	6	0	0	222	0	0	0	0	0	0	0	0	0	0	0	0	75	5	1	0	81	
1200 - 1215	0	0	6	1	0	0	0	7	0	0	45	9	3	0	0	57	0	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	22	
1215 - 1230	0	0	12	0	0	0	0	12	0	0	75	11	2	0	0	88	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	20	
1230 - 1245	0	0	11	1	0	0	0	12	0	0	61	8	3	0	0	72	0	0	0	0	0	0	0	0	0	0	0	0	26	2	0	0	28	
1245 - 1300	0	0	6	2	0	0	0	8	0	1	49	9	2	0	0	61	0	0	0	0	0	0	0	0	0	0	0	0	16	2	0	0	18	
Hourly Total	0	1	35	4	0	0	0	40	0	1	230	37	10	0	0	278	0	0	0	0	0	0	0	0	0	0	0	0	84	4	0	0	88	
1300 - 1315	0	0	8	0	0	0	0	8	0	0	51	3	2	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	19	1	0	0	21	
1315 - 1330	0	0	6	0	1	0	0	7	0	0	53	11	6	0	0	70	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	17	
1330 - 1345	0	0	12	0	0	0	0	12	0	2	39	8	4	0	0	53	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	
1345 - 1400	0	0	8	0	0	0	0	8	0	0	45	8	6	0	0	59	0	0	0	0	0	0	0	0	0	0	0	0	19	1	0	0	21	
Hourly Total	0	0	34	0	1	0	0	36	0	2	188	30	18	0	0	238	0	0	0	0	0	0	0	0	0	0	0	0	2	65	6	0	73	
1400 - 1415	0	0	7	0	0	0	0	7	0	0	51	13	4	0	0	68	0	0	0	0	0	0	0	0	0	0	0	0	2	22	1	0	0	25
1415 - 1430	0	0	10	1	0	0	0	11	0	0	66	18	6	0	0	85	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	0	23
1430 - 1445	0	0	9	0	0	0	0	9	0	0	78	18	2	0	0	98	0	0	0	0	0	0	0	0	0	0	0	0	0	24	1	0	0	25
1445 - 1500	0	0	13	1	0	0	0	14	0	0	67	15	2	0	0	85	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0	0	0	28
Hourly Total	0	0	39	2	0	0	0	41	0	0	282	68	26	0	0	358	0	0	0	0	0	0	0	0	0	0	0	0	0	103	3	0	0	106
1500 - 1515	0	0	14	0	0	0	0	14	0	2	57	20	2	0	0	81	0	0	0	0	0	0	0	0	0	0	0	0	0	26	2	0	0	28
1515 - 1530	0	0	15	0	0	0	0	15	0	0	66	18	1	0	0	85	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0	0	0	29
1530 - 1545	0	0	12	0	0	0	0	12	0	2	57	17	0	0	0	76	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	26
1545 - 1600	0	0	13	0	0	0	0	13	0	0	62	15	2	0	0	79	0	0	0	0	0	0	0	0	0	0	0	0	0	32	1	0	0	33
Hourly Total	0	0	54	0	0	0	0	54	0	4	242</																							

Junction: (15) Tivoli Road / College Road / Nash Road / Manston Road / Hartsdown Road

Approach: Hartsdown Road

TIME	First Left to Tivoli Road							Second Left to College Road							Ahead to Nash Road							Right to Manston Road											
	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	
0600 - 0615	0	0	32	4	1	0	0	37	0	0	0	0	0	0	0	0	0	0	25	7	0	0	0	32	0	0	3	1	1	0	0	4	
0615 - 0630	0	0	30	3	1	0	0	34	0	0	0	0	0	0	0	0	0	0	40	1	0	0	0	41	0	0	6	0	0	0	0	6	
0630 - 0645	0	0	41	6	3	0	0	50	0	0	0	0	0	0	0	0	0	0	54	34	0	0	0	88	0	0	1	1	0	0	0	2	
Hourly Total	0	0	126	19	5	0	0	150	0	0	0	0	0	0	0	0	0	0	124	15	0	0	0	139	0	0	13	2	0	0	0	15	
0700 - 0715	0	0	38	9	5	0	0	52	0	0	0	0	0	0	0	0	0	1	35	2	0	0	0	38	0	0	0	0	0	0	0	5	
0715 - 0730	0	0	33	7	2	0	0	42	0	0	0	0	0	0	0	0	0	0	38	1	0	0	0	39	0	0	6	0	0	0	0	6	
0730 - 0745	0	0	37	6	3	0	0	46	0	0	0	0	0	0	0	0	0	0	33	5	3	0	0	41	0	0	4	1	0	0	0	6	
0745 - 0800	0	0	31	5	1	0	0	37	0	0	0	0	0	0	0	0	0	0	51	7	0	0	0	58	0	0	15	2	0	0	0	17	
Hourly Total	0	0	139	27	11	1	0	178	0	0	0	0	0	0	0	0	0	0	162	15	1	0	0	179	0	0	30	3	1	0	0	34	
0800 - 0815	0	0	27	3	2	1	0	33	0	0	0	0	0	0	0	0	0	0	70	0	0	0	0	71	0	0	9	0	1	0	0	10	
0815 - 0830	0	0	33	3	1	0	1	38	0	0	0	0	0	0	0	0	0	1	65	6	0	0	0	72	0	0	12	0	0	0	0	12	
0830 - 0845	0	0	32	3	0	0	0	35	0	0	0	0	0	0	0	0	0	0	43	8	0	0	0	51	1	0	12	0	1	1	0	15	
0845 - 0900	0	0	36	3	0	0	0	39	0	0	0	0	0	0	0	0	0	0	56	3	0	0	0	60	0	0	13	1	0	0	0	15	
Hourly Total	0	0	128	12	2	0	3	145	0	0	0	0	0	0	0	0	0	0	2	234	23	1	0	0	260	1	0	48	1	3	1	0	52
0900 - 0915	0	2	23	1	1	0	0	27	0	0	0	0	0	0	0	0	0	0	37	6	0	0	0	43	0	0	5	1	0	0	0	6	
0915 - 0930	0	0	32	5	0	0	0	42	0	0	0	0	0	0	0	0	0	0	36	2	0	0	0	38	0	0	10	0	0	0	0	10	
0930 - 0945	0	0	33	8	0	0	0	41	0	0	0	0	0	0	0	0	0	0	31	7	0	0	0	38	0	0	7	0	0	0	0	7	
0945 - 1000	0	0	34	6	0	0	0	40	0	0	0	0	0	0	0	0	0	0	28	7	0	0	0	35	0	0	9	0	0	0	0	9	
Hourly Total	0	2	127	20	1	0	0	150	0	0	0	0	0	0	0	0	0	0	132	22	0	0	0	154	0	0	31	1	0	0	0	32	
1000 - 1015	0	0	26	5	0	0	0	31	0	0	0	0	0	0	0	0	0	0	25	7	0	0	0	32	0	0	7	1	0	0	0	9	
1015 - 1030	0	0	31	4	0	0	0	35	0	0	0	0	0	0	0	0	0	0	32	7	0	0	0	39	0	0	5	0	0	0	0	5	
1030 - 1045	0	0	29	5	0	0	0	34	0	0	0	0	0	0	0	0	0	0	22	7	0	0	0	29	0	0	8	1	0	0	0	5	
1045 - 1100	0	0	27	1	29	0	0	29	0	0	0	0	0	0	0	0	0	0	2	38	2	0	0	40	0	0	0	0	0	0	0	5	
Hourly Total	0	0	113	15	1	0	0	129	0	0	0	0	0	0	0	0	0	0	0	127	23	0	0	0	150	0	0	28	2	0	0	0	7
1100 - 1115	0	0	33	2	0	0	0	35	0	0	0	0	0	0	0	0	0	0	36	3	0	0	0	39	0	0	7	0	0	0	0	7	
1115 - 1130	0	0	35	1	1	0	0	37	0	0	0	0	0	0	0	0	0	0	32	3	0	0	0	35	0	0	10	1	0	0	0	11	
1130 - 1145	0	0	25	7	0	0	0	32	0	0	0	0	0	0	0	0	0	0	33	4	0	0	0	37	0	0	0	0	0	0	0	4	
1145 - 1200	0	0	33	3	1	0	0	37	0	0	0	0	0	0	0	0	0	0	35	8	0	0	0	43	0	0	6	1	0	0	0	7	
Hourly Total	0	0	123	13	2	0	0	138	0	0	0	0	0	0	0	0	0	0	13	138	0	0	0	153	0	0	27	2	0	0	0	20	
1200 - 1215	0	0	49	3	0	0	0	52	0	0	0	0	0	0	0	0	0	0	34	5	0	0	0	39	0	0	8	1	0	0	0	9	
1215 - 1230	0	0	25	2	3	0	0	30	0	0	0	0	0	0	0	0	0	0	29	2	0	0	0	31	0	0	8	0	0	0	0	8	
1230 - 1245	0	0	26	0	1	1	0	28	0	0	0	0	0	0	0	0	0	0	29	1	0	0	0	30	0	0	11	3	0	0	0	14	
1245 - 1300	0	0	37	2	0	0	0	42	0	0	0	0	0	0	0	0	0	0	40	4	0	0	0	44	0	0	0	0	0	0	0	15	
Hourly Total	0	2	137	7	4	2	0	152	0	0	0	0	0	0	0	0	0	1	116	12	1	0	0	130	0	0	41	5	0	0	0	46	
1300 - 1315	0	0	34	3	1	0	0	38	0	0	0	0	0	0	0	0	0	0	27	4	0	0	0	31	0	0	4	0	0	0	0	4	
1315 - 1330	0	0	37	3	0	0	0	40	0	0	0	0	0	0	0	0	0	0	34	4	1	0	0	39	0	0	12	0	0	0	0	13	
1330 - 1345	0	0	28	2	0	1	0	31	0	0	0	0	0	0	0	0	0	1	20	0	0	0	0	21	0	0	4	1	0	0	0	5	
1345 - 1400	0	0	30	4	0	0	0	34	0	0	0	0	0	0	0	0	0	0	33	2	1	0	0	34	0	0	0	0	0	0	0	5	
Hourly Total	0	0	119	12	1	1	0	133	0	0	0	0	0	0	0	0	0	0	112	10	2	0	0	125	0	0	18	1	0	0	0	10	
1400 - 1415	0	0	17	5	0	0	0	22	0	0	0	0	0	0	0	0	0	0	62	2	0	0	0	64	0	0	1	0	0	0	0	1	
1415 - 1430	0	0	17	9	0	0	0	26	0	0	0	0	0	0	0	0	0	0	70	1	0	0	0	71	0	0	4	0	0	0	0	4	
1430 - 1445	0	0	15	6	0	0	0	21	0	0	0	0	0	0	0	0	0	0	52	1	0	0	0	53	0	0	2	2	0	0	0	4	
1445 - 1500	0	0	15	5	0	0	0	20	0	0	0	0	0	0	0	0	0	0	53	3	0	0	0	56	0	0	4	1	0	0	0	5	
Hourly Total	0	0	68	25	0	0	0	93	0	0	0	0	0	0	0	0	0	0	0	227	7	0	0	0	234	0	0	11	3	0	0	0	14
1500 - 1515	0	0	21	2	0	0	0	23	0	0	0	0	0	0	0	0	0	0	49	1	0	0	0	50	0	0	3	1	0	0	0	4	
1515 - 1530	0	0	18	5	1	0	0	24	0	0	0	0	0	0	0	0	0	0	53	2	0	0	0	55	0	0	3	0	0	0	0	10	
1530 - 1545	0	0	23	5	0	0	0	27	0	0	0	0	0	0	0	0	0	0	55	11	0	0	0	66	0	0	8	0	0	0	0	8	
1545 - 1600	0	0	16	3	1	0	0	20	0	0	0	0	0	0	0	0	0	0	52	11	0	0	0	63	0	0	1	0	0	0	0	8	
Hourly Total	0	0	77	15	2	0	0	94	0	0	0	0	0	0	0	0	0	0	209	25	0	0	0	234	0	0	22	3	0	0	0	25	
1600 - 1615	0	0	23	2	0	0	0	25	0	0	0	0	0	0	0	0	0	0	45	6	0	0	0	55	0	0	7	0	0	0	0	7	
1615 - 1630	0	0	23	3	0	0	0	26	0	0	0	0	0																				

Manston, Tuesday 7th March 2017

Junction: (16) A254 / B2052 / Beatrice Road
Approach: A254 (North)

TIME	Left to B2052 (East)							Ahead to B2054 (South)							Right to B2052 (Southwest)							Last Right to Beatrice Road										
	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0615 - 0630	0	0	1	0	0	0	0	1	0	0	41	8	1	0	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	2	0	0	0	0	2	1	0	44	11	0	0	0	56	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	1	0	0	0	0	1	0	0	50	15	0	0	1	61	0	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	4	0	0	0	0	4	1	2	171	37	1	0	2	214	0	0	57	2	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0715	0	0	0	0	0	0	0	0	0	0	59	14	0	0	1	74	0	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	1	62	12	0	0	0	74	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	1	0	0	0	0	1	2	2	53	13	1	0	2	73	0	0	18	2	1	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	2	0	0	0	0	2	1	1	72	12	1	0	3	90	0	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	3	0	0	0	0	3	4	0	246	49	2	0	6	313	0	0	1	76	5	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	1	0	0	0	0	1	0	0	80	12	7	0	2	102	0	0	23	7	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	1	0	0	0	0	1	0	1	92	22	2	0	2	119	0	0	17	1	1	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	1	0	0	0	0	1	1	0	56	11	56	1	2	73	0	0	23	1	21	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	2	0	0	0	0	2	0	0	115	19	3	0	2	139	0	0	20	2	1	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	5	0	0	0	0	5	1	3	343	64	13	1	8	433	0	0	79	11	3	0	0	0	0	0	0	0	0	0	0	0
0900 - 0915	0	0	1	0	0	0	0	1	0	0	65	8	2	1	3	79	0	0	13	4	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	2	0	0	0	0	2	0	0	70	15	2	1	3	92	0	0	14	4	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	2	0	58	13	4	0	1	78	0	0	1	14	2	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	63	15	0	0	1	81	0	0	13	1	1	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	3	0	0	0	0	3	3	4	258	49	9	2	8	339	0	0	1	54	11	2	0	0	0	0	0	0	0	0	0	0
1000 - 1015	0	0	0	0	0	0	0	0	0	1	59	12	1	0	1	74	0	0	11	3	1	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	1	0	0	0	0	1	0	0	52	13	3	1	2	73	0	0	1	11	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	1	0	0	0	0	1	0	0	50	14	5	0	2	72	0	0	10	1	2	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	2	0	0	0	0	2	0	0	68	12	8	0	1	89	0	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	4	0	0	0	0	4	0	4	229	51	17	1	6	308	0	0	1	46	6	3	0	0	0	0	0	0	0	0	0	0
1100 - 1115	0	0	2	0	0	0	0	2	0	0	59	12	0	0	0	82	0	0	12	4	7	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	1	0	0	0	0	1	0	0	60	21	2	1	1	85	0	0	11	6	1	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	1	71	13	2	0	1	88	0	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	1	0	0	0	0	1	0	0	66	14	0	0	0	80	0	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	4	0	0	0	0	4	0	0	2	256	63	11	1	2	335	0	0	0	45	11	1	0	0	0	0	0	0	0	0	0
1200 - 1215	0	0	0	0	0	0	0	0	0	0	68	14	3	0	1	87	0	0	13	2	2	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	67	10	2	0	0	79	0	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	2	0	0	0	0	2	0	0	90	5	3	1	2	103	0	0	22	1	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	4	0	0	0	0	4	0	0	1	69	11	3	0	2	86	0	0	21	2	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	6	0	0	0	0	6	0	4	294	40	11	1	5	355	0	0	7	21	7	0	0	0	0	0	0	0	0	0	0	0
1300 - 1315	0	0	3	0	0	0	0	3	0	0	87	11	1	0	1	92	0	0	15	2	1	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	3	1	0	0	0	4	0	0	63	8	3	1	3	78	0	0	12	1	1	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	71	10	2	1	2	87	0	0	11	5	2	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	1	1	0	0	0	2	0	0	75	17	2	0	0	97	0	0	8	1	1	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	7	2	0	0	0	9	0	0	3	277	46	8	2	8	344	0	0	1	46	9	6	0	0	0	0	0	0	0	0	0
1400 - 1415	0	0	1	0	0	0	0	1	0	0	71	12	2	0	2	87	0	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	76	12	0	0	0	86	0	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	1	0	0	0	0	1	0	0	79	8	1	1	1	90	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	1	0	0	0	0	1	0	0	81	3	1	0	4	90	0	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	3	0	0	0	0	3	0	0	1	307	30	5	1	9	383	0	0	63	5	1	0	0	0	0	0	0	0	0	0	0
1500 - 1515	0	0	0	0	0	0	0	0	0	0	86	11	1	1	1	100	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	2	0	0	0	0	2	0	0	72	9	1	0	0	82	0	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	1	0	0	0	0	1	0	0	66	9	2	1	3	82	0	0	13	2	1	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	1	0	0	0	0	1	0	0	80	8	4	0	2	94	0	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	4	0	0	0	0	4	0	0	1	304	37	8	2	6	358	0	0	56	4	1	0	0	0	0	0	0	0	0	0	0
1600 - 1615	0	0	1	0	0	0	0	1	0	0	90	8	3	0	1	102	0	0	15	1	0	0	0	0	0	0	0	0				

Manston, Tuesday 7th March 2017

Junction: (16) A254 / B2052 / Beatrice Road

Approach: B2052 (East)

TIME	First Left to B2052 (South)							Second Left to B2052 (Southwest)							Ahead to Beatrice Road							Right to A254 (North)											
	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	
0600 - 0615	0	0	0	2	0	0	0	2	0	0	30	4	0	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0615 - 0630	0	0	8	2	1	0	0	11	0	1	44	1	0	0	0	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0630 - 0645	0	0	19	5	0	0	0	24	0	0	62	0	1	0	0	63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0645 - 0700	0	0	17	3	0	0	0	20	0	0	50	0	0	0	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	57	12	1	0	0	70	0	1	204	5	1	0	0	214	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700 - 0715	0	0	14	1	0	0	0	15	0	0	62	11	0	0	0	73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715 - 0730	0	0	22	1	0	0	0	23	0	0	66	12	0	0	0	78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	22	4	1	0	0	27	0	0	62	6	1	0	0	69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	0	33	8	1	0	0	42	0	2	66	7	2	0	0	77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	91	14	2	0	0	107	0	2	256	36	3	0	0	297	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800 - 0815	0	0	41	5	1	0	0	47	0	3	60	9	1	0	0	72	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0815 - 0830	0	0	31	5	1	0	0	37	0	0	59	3	3	0	0	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0830 - 0845	0	0	21	1	2	0	0	24	0	0	71	3	0	0	0	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0845 - 0900	0	0	11	3	3	0	0	17	0	1	21	5	1	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	104	14	7	0	0	125	0	4	211	19	9	0	0	243	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900 - 0915	0	0	33	3	0	0	0	36	0	2	55	15	3	2	0	77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0915 - 0930	0	0	28	2	1	1	0	32	0	1	59	6	0	0	0	66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0930 - 0945	0	0	27	3	0	0	0	30	0	0	76	10	1	0	0	87	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0945 - 1000	0	0	31	1	1	0	0	33	0	0	85	9	0	1	0	95	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	119	9	2	1	1	131	0	3	275	46	2	1	0	325	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000 - 1015	0	0	26	4	1	0	0	31	0	1	63	10	0	0	0	74	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1015 - 1030	0	0	33	5	0	0	0	38	0	0	56	9	0	0	0	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1030 - 1045	0	0	21	2	0	0	0	23	0	0	74	10	1	0	0	85	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1045 - 1100	0	0	35	3	1	0	0	39	0	1	63	11	0	1	0	76	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	115	14	2	0	0	131	0	2	256	46	1	1	0	300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100 - 1115	0	0	26	0	0	0	0	26	0	0	55	16	0	0	0	71	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1115 - 1130	0	0	28	4	1	0	0	33	0	0	62	9	1	0	0	72	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1130 - 1145	0	0	29	4	0	0	0	33	0	0	62	8	0	0	0	70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1145 - 1200	0	0	27	3	0	0	0	30	0	0	59	10	0	0	0	69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	110	11	1	0	0	122	0	0	238	43	1	0	0	282	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200 - 1215	0	0	29	4	0	0	0	33	0	1	72	11	1	1	0	86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1215 - 1230	0	0	36	7	1	0	0	44	0	1	52	6	0	0	0	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1230 - 1245	0	0	25	1	1	0	0	27	0	1	53	5	0	0	0	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1245 - 1300	0	0	23	8	0	0	1	32	0	1	48	18	1	1	0	69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	113	20	2	0	1	136	0	4	229	46	2	2	0	273	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300 - 1315	0	0	20	4	0	0	0	25	0	0	49	10	2	0	0	61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1315 - 1330	0	0	31	6	0	1	0	38	0	1	38	9	1	0	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1330 - 1345	0	0	21	2	2	0	0	25	0	0	58	6	3	0	0	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1345 - 1400	0	0	15	19	7	1	0	28	0	1	50	10	6	0	0	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	1	91	19	3	2	0	116	0	2	195	37	12	0	246	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400 - 1415	0	0	23	5	1	0	0	29	0	0	56	8	4	0	0	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1415 - 1430	0	0	21	0	1	0	0	22	0	0	57	11	1	0	0	69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1430 - 1445	0	0	23	1	0	0	0	24	0	0	47	4	2	0	0	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1445 - 1500	0	0	21	6	0	0	0	27	0	0	50	7	2	0	0	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	88	20	2	0	0	110	0	0	210	39	9	0	0	248	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500 - 1515	0	0	23	2	1	0	0	26	0	0	46	7	1	0	0	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1515 - 1530	0	0	28	4	0	0	0	32	0	0	48	8	0	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1530 - 1545	0	0	23	1	0	0	0	24	0	0	51	4	1	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1545 - 1600	0	0	21	3	0	0	0	24	0	0	47	1	1	0	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	95	10	1	0	0	106	0	0	192	20	3	0	0	215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600 - 1615	0	0	21	4	0	0	0	25	0	0	45	3	1	0	0	47	0	0	0	0	0	0	0	0									

Junction: (16) A254 / B2052 / Beatrixe Road

Approach: A254 (South)

TIME	First Left to B2052 (Southwest)											Second Left to Beatrixe Road											Ahead to A254 (North)											Right to B2052 (East)										
	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL												
0600-0615	0	2	2	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0615-0630	0	0	22	4	0	1	0	27	0	0	0	0	0	0	0	0	1	0	17	8	1	0	1	0	1	28	0	0	4	1	0	0	5											
0630-0645	0	0	29	3	1	0	0	33	0	0	0	0	0	0	0	0	0	0	21	7	0	0	0	0	0	28	0	0	4	1	0	0	10											
0645-0700	0	0	35	5	0	0	0	40	0	0	0	0	0	0	0	0	0	0	22	10	0	0	0	0	0	37	0	0	0	0	0	0	8											
Hourly Total	0	1	114	14	1	1	0	131	0	0	0	0	0	0	0	0	2	0	73	28	4	0	0	2	2	109	0	0	25	2	0	0	27											
0700-0715	0	0	37	5	0	1	0	43	0	0	0	0	0	0	0	0	0	0	32	8	2	0	0	0	0	42	0	0	9	0	0	2	11											
0715-0730	0	1	32	7	1	0	0	41	0	0	0	0	0	0	0	0	0	0	31	9	1	0	1	0	0	42	0	0	1	1	1	0	13											
0730-0745	0	0	36	6	2	3	1	48	0	0	0	0	0	0	0	0	0	2	1	32	12	2	0	2	0	51	0	0	9	2	1	0	3	15										
0745-0800	2	0	23	8	0	0	0	33	0	0	0	0	0	0	0	0	0	0	10	10	2	0	0	0	0	43	0	0	18	4	0	0	1	29										
Hourly Total	2	1	128	26	3	4	1	165	0	0	0	0	0	0	0	0	0	1	39	131	24	0	0	0	0	0	188	0	0	49	7	0	0	60										
0800-0815	0	1	42	4	2	0	0	49	0	0	0	0	0	0	0	0	0	1	40	18	1	0	1	0	0	61	0	0	18	4	0	0	0	22										
0815-0830	0	0	37	7	2	0	1	47	0	0	0	0	0	0	0	0	0	0	61	10	3	1	2	0	0	77	0	0	20	4	2	0	0	26										
0830-0845	0	0	42	4	4	0	0	50	0	0	0	0	0	0	0	0	0	0	64	8	0	0	0	0	0	76	0	0	12	4	0	0	0	21										
0845-0900	0	0	23	2	4	0	1	30	0	0	0	0	0	0	0	0	0	1	90	18	3	0	0	0	0	116	0	0	24	3	2	0	0	25										
Hourly Total	0	1	144	17	13	0	2	177	0	0	0	0	0	0	0	0	0	2	3	256	54	7	1	8	330	0	0	76	15	4	0	0	0	94										
0900-0915	0	2	22	4	2	0	1	31	0	0	0	0	0	0	0	0	0	0	17	60	0	0	0	0	0	79	0	0	17	7	0	0	0	20										
0915-0930	0	0	25	4	0	0	0	29	0	0	0	0	0	0	0	0	0	0	62	14	3	1	1	0	0	83	0	0	16	4	3	0	0	2	25									
0930-0945	0	0	40	5	0	0	1	46	0	0	0	0	0	0	0	0	0	1	60	8	3	0	0	0	0	73	0	0	15	4	1	0	0	26										
0945-1000	0	0	39	38	5	0	0	43	0	0	0	0	0	0	0	0	0	1	52	13	5	0	0	0	0	74	0	0	14	1	0	0	0	27										
Hourly Total	0	2	125	18	2	1	0	149	0	0	0	0	0	0	0	0	0	2	234	52	13	1	7	309	0	0	84	12	4	0	2	0	0	2	32									
1000-1015	0	0	43	2	1	0	2	48	0	0	0	0	0	0	0	0	0	1	53	11	4	0	1	0	0	70	0	0	22	1	0	0	0	23										
1015-1030	0	0	41	4	0	0	0	45	0	0	0	0	0	0	0	0	0	1	48	8	2	0	2	0	0	61	0	0	15	1	0	0	0	16										
1030-1045	0	0	51	1	0	0	0	52	0	0	0	0	0	0	0	0	0	1	56	11	3	0	0	0	0	72	0	0	13	2	0	0	0	20										
1045-1100	0	0	47	7	1	0	0	55	0	0	0	0	0	0	0	0	0	4	58	9	5	0	0	0	0	76	0	0	7	3	0	0	0	10										
Hourly Total	0	0	182	14	2	0	2	200	0	0	0	0	0	0	0	0	0	8	215	39	14	0	3	279	0	0	66	7	0	0	1	0	0	0	69									
1100-1115	0	0	45	2	0	0	1	48	0	0	0	0	0	0	0	0	0	0	44	9	2	0	0	0	0	56	0	0	14	1	0	0	0	19										
1115-1130	0	0	48	2	2	0	1	53	0	0	0	0	0	0	0	0	0	1	43	9	2	0	2	0	0	56	0	0	18	4	0	0	0	20										
1130-1145	0	0	41	7	2	1	0	51	0	0	0	0	0	0	0	0	0	0	55	8	1	0	0	0	0	64	0	0	21	2	0	0	0	1	24									
1145-1200	0	0	28	5	0	0	0	43	0	0	0	0	0	0	0	0	0	0	42	10	1	0	0	0	0	56	0	0	15	2	0	0	0	0	22									
Hourly Total	0	0	172	16	4	1	2	195	0	0	0	0	0	0	0	0	0	2	191	35	10	2	5	245	0	0	66	8	0	0	0	0	0	1	75									
1200-1215	0	0	43	4	1	0	2	50	0	0	0	0	0	0	0	0	0	2	50	10	4	0	2	0	0	68	1	0	16	4	0	0	0	0	23									
1215-1230	0	0	44	5	2	0	0	51	0	0	0	0	0	0	0	0	0	0	70	9	2	0	0	0	0	83	0	0	13	2	0	0	0	12										
1230-1245	0	0	49	4	0	1	1	55	0	0	0	0	0	0	0	0	0	2	69	14	2	0	1	0	0	88	0	0	23	2	1	0	0	0	21									
1245-1300	2	0	46	1	1	0	0	50	0	0	0	0	0	0	0	0	0	1	55	11	2	0	0	2	71	0	0	11	4	1	0	0	0	1	17									
Hourly Total	2	0	182	14	4	1	3	205	0	0	0	0	0	0	0	0	0	5	244	44	10	0	7	310	1	0	68	12	0	0	0	0	0	0	0	16								
1300-1315	0	3	34	3	1	0	1	42	0	0	0	0	0	0	0	0	0	1	64	12	5	0	3	0	0	85	0	0	12	9	1	0	0	0	1	18								
1315-1330	0	1	47	4	1	1	1	55	0	0	0	0	0	0	0	0	0	1	55	7	4	0	2	0	0	69	0	0	17	0	1	0	0	0	0	19								
1330-1345	0	0	40	2	0	0	0	42	0	0	0	0	0	0	0	0	0	4	56	10	3	0	0	0	0	68	0	0	12	1	0	0	0	0	0	22								
1345-1400	0	0	37	7	0	0	0	46	0	0	0	0	0	0	0	0	0	1	58	9	4	0	0	0	0	74	0	0	23	0	1	0	0	0	0	24								
Hourly Total	0	4	178	16	3	1	3	205	0	0	0	0	0	0	0	0	0	7	243	38	16	0	9	313	0	0	71	4	6	0	0	0	0	0	0	81								
1400-1415	0	0	43	12	0	0	2	57	0	0	0	0	0	0	0	0	0	2	61	8	1	0	0	0	0	75	0	0	22	2	0	0	0	0	0	25								
1415-1430	0	0	47	7	1	0	0	55	0	0	0	0	0	0	0	0	0	2	67	7	2	0	0	0	0	81	0	0	23	0	0	0	0	0	0	26								
1430-1445	0	0	42	7	0	0	0	49	0	0	0	0	0	0	0	0	0	0	68	11	3	0	0	0	0	82	0	0	25	3	0	0	0	0	0	28								
1445-1500	0	0	41	9	0	0	0	50	0	0	0	0	0	0	0	0	0	0	65	10	3	0	0	0	0	74	0	0	20	2	0	0	0	0	0	27								
Hourly Total	0	0	173	35	1	0	2	211	0	0	0	0	0	0	0	0	0	4	261	34	6	0	7	312	0	0	80	12	0	0	0	0	0	0	0	102								
1500-1515	0	0	56	6	0	0	0	62	0	0	0	0	0	0	0	0	0	5	59	9	2	0	1	0	0	76	0	0	18	2	0	0	0	0	0	20								
1515-1530	0	0	51	7	0	0	0	58	0	0	0	0	0	0	0	0	0	2	60	8	0	0	1	0	0	71	0	0	22	5	0	0	0											

Manston, Tuesday 7th March 2017

Junction: (16) A254 / B2052 / Beatrice Road

Approach: B2052 (Southwest)

[illegible]

Junction: (16) A254 / B2052 / Beatrice Road

Approach: Beatrice Road

TIME	Left to A254 (North)							Ahead to A254 (East)							Right to A254 (South)							Last Right to B2052 (Southwest)											
	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	
0600-0615	0	0	0	0	0	0	0	0	0	0	38	3	1	0	0	42	0	0	38	2	1	0	0	41	0	0	3	1	0	0	4	4	
0615-0630	0	0	0	0	0	0	0	0	0	0	40	5	0	0	0	45	0	0	45	5	0	0	0	50	0	0	4	0	0	0	4	4	
0630-0645	0	0	2	0	0	0	0	2	0	0	44	7	2	0	0	53	0	0	50	2	1	0	0	53	0	0	5	1	0	0	6	6	
0645-0700	0	0	0	0	0	0	0	0	0	0	59	3	1	0	0	68	0	0	51	5	1	0	0	60	0	0	6	0	0	0	6	6	
Hourly Total	0	0	3	0	0	0	0	3	0	0	181	23	4	0	0	208	0	0	184	14	6	0	0	204	0	0	20	2	0	0	0	22	
0700-0715	0	0	1	0	0	0	0	1	0	0	45	8	1	0	0	54	0	0	44	2	1	0	0	47	0	0	8	2	0	0	10	10	
0715-0730	0	0	0	0	0	0	0	0	0	0	48	7	0	0	0	55	3	1	54	3	1	0	0	58	0	0	7	0	0	0	7	7	
0730-0745	0	0	0	1	0	0	0	1	0	0	52	8	3	1	0	64	1	1	50	5	4	0	0	61	0	0	8	1	1	0	0	15	
0745-0800	0	0	2	0	0	0	0	2	0	1	68	17	5	0	0	91	0	0	64	4	0	0	0	68	0	0	11	2	0	0	0	13	
Hourly Total	0	0	3	1	0	0	0	4	0	1	213	40	9	1	0	264	1	1	212	14	6	0	0	234	0	0	34	5	0	0	0	40	
0800-0815	1	0	3	0	0	0	0	4	0	1	46	12	3	0	1	63	1	1	60	5	2	0	0	71	0	0	20	2	0	0	0	22	
0815-0830	0	0	2	1	0	0	0	3	0	0	55	9	4	0	2	70	0	0	51	6	2	0	0	59	0	0	7	3	1	0	0	11	
0830-0845	0	0	1	0	0	0	0	1	0	0	45	5	2	0	0	54	3	0	48	5	2	0	1	59	0	0	25	1	0	0	0	26	
0845-0900	0	0	4	0	0	0	0	4	0	0	40	3	2	0	0	45	0	0	84	7	0	0	0	91	0	0	18	1	0	0	0	19	
Hourly Total	1	0	10	1	0	0	0	12	1	2	186	29	11	0	3	232	4	1	243	23	6	0	0	3	280	0	0	70	7	1	0	0	76
0900-0915	0	0	2	0	0	0	0	2	0	0	67	4	1	0	0	72	0	1	63	13	0	0	0	77	0	0	4	2	0	0	0	8	
0915-0930	0	0	2	0	0	0	0	2	0	1	39	12	3	0	0	55	0	0	65	4	2	0	1	73	0	0	5	0	0	1	0	6	
0930-0945	0	0	1	1	0	0	0	2	0	0	41	10	0	0	0	51	0	1	65	4	0	0	0	70	0	0	3	1	0	0	0	4	
0945-1000	0	0	0	0	0	0	0	0	0	0	38	11	0	0	0	49	0	0	72	2	2	0	0	76	0	0	9	3	0	0	0	12	
Hourly Total	0	0	5	1	0	0	0	6	0	1	185	37	4	0	0	227	0	2	206	23	4	0	1	236	0	0	21	6	3	0	0	30	
1000-1015	0	0	2	1	0	0	0	3	0	0	37	10	2	0	0	49	0	0	85	5	0	0	0	87	0	0	8	3	0	0	0	11	
1015-1030	0	0	2	0	0	0	0	2	0	0	49	8	1	0	0	68	0	0	57	1	0	0	0	68	0	0	11	0	0	0	0	11	
1030-1045	0	0	1	2	0	0	0	3	0	0	49	49	0	0	0	60	0	0	62	6	2	0	0	70	0	0	9	1	0	0	0	10	
1045-1100	0	0	1	1	0	0	0	2	0	0	46	7	3	0	0	56	0	0	67	6	1	0	1	75	0	0	8	1	0	0	0	9	
Hourly Total	0	0	6	4	0	0	0	10	0	0	181	32	10	0	0	223	0	0	268	17	3	0	0	2	290	0	0	36	5	0	0	0	41
1100-1115	0	0	2	0	0	0	0	2	0	0	58	9	1	0	0	69	0	0	74	3	1	0	0	76	0	0	9	2	0	0	0	11	
1115-1130	0	0	0	2	0	0	0	2	0	0	58	7	0	0	0	67	0	0	72	3	0	0	1	76	0	0	5	2	0	0	0	7	
1130-1145	0	0	1	0	0	0	0	1	0	0	54	8	3	0	0	65	0	0	62	4	0	0	0	66	0	0	12	1	0	0	0	13	
1145-1200	0	0	1	0	0	0	0	1	0	0	45	7	1	0	0	53	0	0	51	6	0	0	0	57	0	0	7	0	0	0	0	8	
Hourly Total	0	0	4	2	0	0	0	6	0	0	215	33	5	0	0	253	0	0	259	16	1	0	1	277	0	0	33	5	0	0	0	36	
1200-1215	0	0	1	0	1	0	0	2	0	0	53	10	3	0	0	66	1	0	57	8	2	0	1	69	0	0	9	3	0	0	0	12	
1215-1230	0	0	1	1	0	0	0	2	0	0	54	6	2	0	0	62	0	0	55	5	0	0	0	60	0	0	2	1	1	0	0	13	
1230-1245	0	0	4	0	0	0	0	4	0	1	45	4	1	0	0	52	1	0	44	3	1	0	1	50	0	0	4	0	0	0	0	4	
1245-1300	0	0	2	1	0	0	0	3	0	0	67	4	1	0	0	72	2	2	55	10	0	0	1	68	0	0	14	3	0	0	0	17	
Hourly Total	0	0	8	2	1	0	0	11	0	1	220	24	7	0	0	252	2	2	231	26	3	0	3	247	0	0	38	7	0	0	0	46	
1300-1315	0	0	0	1	0	0	0	1	0	1	43	7	0	0	0	51	0	0	47	1	0	0	1	52	0	0	4	2	0	0	0	6	
1315-1330	0	0	2	1	0	0	0	3	0	0	42	5	4	0	0	51	1	0	58	9	0	0	0	68	0	0	1	11	0	0	0	12	
1330-1345	0	0	0	0	0	0	0	0	0	0	47	10	3	0	0	60	0	0	51	4	1	0	0	56	0	0	8	1	0	0	0	9	
1345-1400	0	0	5	0	0	0	0	5	0	0	40	4	2	0	0	73	0	2	65	4	0	0	0	73	0	0	9	1	0	0	0	10	
Hourly Total	0	0	10	2	0	0	0	12	0	1	192	33	9	0	0	235	1	2	201	20	2	0	3	229	0	1	32	4	0	0	0	37	
1400-1415	0	0	3	0	0	0	0	3	0	0	54	9	2	0	0	66	0	1	75	3	0	0	1	80	0	0	15	1	0	0	0	16	
1415-1430	0	0	5	0	0	0	0	5	0	0	61	8	0	0	0	81	0	0	63	8	1	1	1	93	0	0	12	1	0	0	0	13	
1430-1445	0	0	2	0	0	0	0	2	0	0	78	7	0	0	0	85	0	0	70	11	0	0	0	81	0	0	11	2	0	0	0	13	
1445-1500	0	0	1	0	0	0	0	1	0	0	61	7	1	0	0	69	0	0	79	9	0	0	0	88	0	0	14	0	0	0	0	14	
Hourly Total	0	0	11	0	0	0	0	11	0	0	282	35	3	0	0	330	0	1	297	31	1	1	1	322	0	0	46	5	0	0	0	51	
1500-1515	0	0	2	0	0	0	0	2	0	0	67	14	1	0	0	82	0	0	78	9	0	2	0	89	0	0	11	1	0	0	0	12	
1515-1530	0	0	2	0	0	0	0	2	0	0	59	7	0	0	0	62	0	0	71	12	1	2	0	86	0	0	16	1	0	0	0	17	
1530-1545	0	0	1	1	0	0	0	2	0	0	47	9	1	0	0	57	0	0	64	8	0	0	0	72	0	0	9	0	0	0	0	9	
1545-1600	0	0	2	0	0	0	0	2	0	0	63	14	2	0	0	79	0	0	63	10	1	1	0	75	0	0	13	2	0	0	0	15	
Hourly Total	0	0	7	0	0	0	0	7	0	0	232	44	4	0	0	280	0	0	276	39	2	5	0	322	0	0	49	4	0	0	0	53	
1600-1615	0	0	4	0	0	0	0	4	0	0	60	15	1	0	0																		

Manston, Tuesday 7th March 2017

Junction: (17) Ramsgate Road / Poorhole Lane / Margate Road / Star Lane

Approach: Ramsgate Road

TIME	Left to Poorhole Lane								Ahead to Margate Road								Right to Star Lane							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	7	0	0	0	0	7	0	1	47	8	1	0	1	58	0	0	21	3	1	0	0	25
0615 - 0630	0	0	9	2	1	0	0	12	0	0	59	11	0	0	1	71	0	0	26	5	1	0	0	31
0630 - 0645	0	0	8	3	2	0	0	13	0	4	55	12	2	0	1	74	0	0	34	11	1	0	0	46
0645 - 0700	0	0	7	1	2	0	0	10	0	1	61	9	0	0	0	71	0	0	28	7	1	0	0	36
Hourly Total	0	0	31	6	5	0	0	42	0	6	222	40	3	0	3	274	0	0	109	26	3	0	0	138
0700 - 0715	0	0	8	2	0	0	0	10	0	0	67	11	1	0	0	79	0	0	29	5	1	0	0	35
0715 - 0730	0	0	9	1	1	0	0	11	0	1	83	16	0	0	0	100	0	0	28	7	0	1	0	36
0730 - 0745	0	0	9	3	3	0	0	15	1	3	84	19	1	0	0	108	0	1	32	9	2	0	0	44
0745 - 0800	1	1	22	6	3	0	1	34	4	1	117	9	1	0	4	136	0	1	19	8	1	0	0	29
Hourly Total	1	1	48	12	7	0	1	70	5	5	351	55	3	0	4	423	0	2	108	29	4	1	0	144
0800 - 0815	1	1	29	5	2	0	1	38	2	2	130	22	10	0	3	169	0	0	32	9	1	0	0	42
0815 - 0830	0	0	31	3	2	0	1	37	3	3	120	30	4	0	3	163	0	0	33	8	0	0	0	41
0830 - 0845	4	0	29	2	2	0	0	37	1	0	115	18	1	0	2	137	1	0	34	10	1	0	0	46
0845 - 0900	1	0	33	4	0	0	0	38	0	0	114	22	4	1	3	144	0	0	28	12	2	1	0	43
Hourly Total	5	1	122	14	6	0	2	150	6	5	479	92	19	1	11	613	1	0	127	39	4	1	0	172
0900 - 0915	0	0	19	7	1	0	0	27	0	1	112	18	1	0	2	134	0	0	24	5	1	0	0	30
0915 - 0930	0	1	36	3	2	0	0	42	0	1	120	13	5	2	0	141	0	0	42	11	0	0	0	53
0930 - 0945	0	0	26	4	2	0	0	32	0	0	111	21	0	0	5	137	0	0	36	9	0	0	0	45
0945 - 1000	0	0	23	6	0	0	0	29	0	0	103	18	2	1	1	125	0	0	35	7	1	0	0	43
Hourly Total	0	1	104	20	5	0	0	130	0	2	446	70	8	3	8	537	0	0	137	32	2	0	0	171
1000 - 1015	0	0	23	2	2	0	0	27	0	1	101	16	7	0	1	126	0	0	33	6	0	0	0	39
1015 - 1030	0	0	25	6	2	0	0	33	0	1	147	21	3	0	1	173	0	0	33	9	0	0	0	42
1030 - 1045	0	0	21	7	4	0	0	32	0	0	159	15	2	0	5	181	0	0	30	7	1	0	0	38
1045 - 1100	0	0	25	9	5	0	0	39	0	2	140	16	4	0	2	164	0	0	29	6	0	0	0	35
Hourly Total	0	0	94	24	13	0	0	131	0	4	547	68	16	0	9	644	0	0	125	28	1	0	0	154
1100 - 1115	0	0	25	7	3	0	0	35	0	3	146	14	5	0	3	174	0	0	34	10	0	0	0	44
1115 - 1130	0	0	25	7	4	0	0	36	0	1	154	12	2	0	2	171	0	0	37	7	0	0	0	44
1130 - 1145	0	0	27	3	2	0	0	32	0	0	159	13	1	0	3	176	0	0	37	7	0	0	0	44
1145 - 1200	0	0	30	5	1	0	0	36	0	2	134	12	2	0	1	151	0	0	32	2	0	0	0	34
Hourly Total	0	0	107	22	10	0	0	139	0	6	596	51	10	0	9	672	0	0	140	26	0	0	0	166
1200 - 1215	0	0	27	4	2	0	0	33	1	2	134	21	2	1	3	164	0	0	35	6	0	0	0	41
1215 - 1230	2	0	25	2	1	0	0	30	0	0	146	12	1	1	3	163	0	0	44	9	1	0	0	54
1230 - 1245	1	1	30	4	2	0	2	40	1	1	123	14	5	1	3	148	0	2	34	6	2	0	0	44
1245 - 1300	0	0	22	5	2	0	0	29	0	3	130	14	2	2	2	153	0	0	33	7	0	0	0	40
Hourly Total	3	1	104	15	7	0	2	132	2	6	533	61	10	5	11	628	0	2	146	28	3	0	0	179
1300 - 1315	0	0	22	6	0	0	0	28	0	0	122	18	8	3	3	154	0	0	25	10	0	0	0	35
1315 - 1330	0	1	28	8	2	0	0	39	0	1	129	16	3	1	3	153	0	0	27	5	1	0	0	33
1330 - 1345	0	0	32	3	0	0	0	35	0	1	120	21	3	1	2	148	0	0	29	2	2	0	0	33
1345 - 1400	1	0	25	6	1	0	0	33	1	1	109	28	5	0	3	147	0	0	26	7	2	0	0	35
Hourly Total	1	1	107	23	3	0	0	135	1	3	480	83	19	5	11	602	0	0	107	24	5	0	0	136
1400 - 1415	0	1	29	1	1	0	0	32	0	2	142	29	5	0	1	179	0	0	45	11	2	0	0	58
1415 - 1430	0	0	32	5	1	0	0	39	0	0	140	22	1	0	1	164	0	0	63	4	0	0	0	67
1430 - 1445	0	0	31	5	0	0	0	36	0	0	122	28	2	0	2	154	0	0	69	7	1	0	0	77
1445 - 1500	0	0	26	2	0	0	0	28	0	0	137	25	1	0	1	164	0	0	66	8	0	0	0	74
Hourly Total	1	1	118	13	2	0	0	135	0	2	541	104	9	0	5	661	0	0	243	30	3	0	0	276
1500 - 1515	2	0	22	5	0	0	0	29	0	0	116	26	1	0	2	145	0	0	65	3	1	0	0	69
1515 - 1530	0	0	32	2	0	0	0	34	0	0	191	23	2	0	6	222	0	0	54	3	0	0	0	57
1530 - 1545	0	0	30	3	0	0	0	33	0	0	180	20	1	0	1	202	0	0	56	7	1	0	0	64
1545 - 1600	0	0	30	2	0	0	0	32	0	0	192	23	2	0	2	219	0	0	56	6	1	0	0	63
Hourly Total	2	0	114	12	0	0	0	128	0	0	679	92	6	0	11	788	0	0	231	19	3	0	0	253
1600 - 1615	0	0	27	4	0	0	0	31	0	0	185	22	1	0	2	210	0	0	61	6	2	0	0	69
1615 - 1630	0	0	29	2	0	0	0	31	0	0	175	25	2	0	3	205	0	0	68	2	0	0	0	70
1630 - 1645	1	0	30	6	1	0	0	38	1	1	178	25	2	1	4	212	0	1	58	8	2	1	0	70
1645 - 1700	3	1	38	6	0	0	0	48	0	4	134	21	2	0	3	164	0	0	41	5	0	0	0	46
Hourly Total	4	1	124	18	1	0	0	148	1	5	672	93	7	1	12	791	0	1	228	21	4	1	0	255
1700 - 1715	3	0	37	4	0	0	0	44	0	4	141	16	1	0	3	165	1	0	65	5	1	1	0	73
1715 - 1730	1	0	29	6	0	0	0	36	0	1	143	23	0	1	3	171	0	0	42	6	1	0	0	49
1730 - 1745	1	2	35	4	1	0	0	43	0	2	118	10	1	0	3	134	0	0	50	2	0	0	0	55
1745 - 1800	2	0	23	2	0	0	0	27	1	1	109	17	1	0	2	131	0	2	30	2	0	0	0	34
Hourly Total	7	2	124	16	1	0	0	150	1	8	511	66	3	1	11	601	1	2	187	18	2	1	0	211
1800 - 1815	0	1	24	2	0	0	0	27	1	3	129	16	3	0	6	158	0	0	47	5	0	0	0	52
1815 - 1830	1	0	16	1																				

Manston, Tuesday 7th March 2017

Junction: (17) Ramsgate Road / Poorhole Lane / Margate Road / Star Lane

Approach: Poorhole Lane

TIME	Left to Margate Road								Ahead to Star Lane								Right to Ramsgate Road							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	0	0	8	2	0	0	0	10
0615 - 0630	0	0	1	0	0	0	0	1	0	0	8	2	1	0	0	11	0	0	11	5	0	0	0	16
0630 - 0645	0	0	0	0	0	0	0	0	0	1	11	0	0	0	0	12	0	0	12	1	0	0	0	13
0645 - 0700	0	0	2	0	0	0	0	2	0	0	13	2	0	0	0	15	0	0	15	2	1	0	0	18
Hourly Total	0	0	3	0	0	0	0	3	0	1	38	5	1	0	0	45	0	0	46	10	1	0	0	57
0700 - 0715	0	0	0	0	0	0	0	0	0	0	20	2	0	0	0	22	0	0	18	3	0	0	0	21
0715 - 0730	0	0	0	0	0	0	0	0	0	1	21	1	0	0	0	23	0	0	17	5	0	0	0	22
0730 - 0745	0	0	1	0	0	0	0	1	0	2	23	2	1	0	1	29	0	0	24	11	1	1	0	37
0745 - 0800	0	0	0	0	0	1	0	1	0	0	28	1	0	0	0	29	1	0	28	7	0	0	0	36
Hourly Total	0	0	1	0	0	1	0	2	0	3	92	6	1	0	1	103	1	0	87	26	1	1	0	116
0800 - 0815	0	0	2	0	0	0	0	2	0	0	27	8	0	0	0	35	0	0	26	4	2	0	0	33
0815 - 0830	0	0	2	0	0	0	0	2	0	0	33	6	1	0	0	40	0	0	23	6	1	0	0	30
0830 - 0845	0	0	4	2	0	0	0	6	0	0	24	9	0	0	0	33	0	0	35	3	1	0	0	39
0845 - 0900	0	0	1	1	0	1	0	3	0	0	37	5	0	0	0	42	0	0	37	1	1	0	2	41
Hourly Total	0	0	9	3	0	1	0	13	0	0	121	28	1	0	0	150	0	0	121	14	5	0	3	143
0900 - 0915	0	0	5	2	0	0	0	7	0	0	21	10	1	0	0	32	0	0	24	2	1	0	0	27
0915 - 0930	0	0	8	0	1	0	0	9	0	0	12	1	0	0	0	13	0	0	32	5	2	0	0	39
0930 - 0945	0	0	4	0	0	0	0	4	0	0	11	5	1	0	0	17	0	0	27	6	0	0	0	33
0945 - 1000	0	0	1	0	0	0	0	1	0	0	19	3	0	0	0	22	0	0	31	2	1	0	0	34
Hourly Total	0	0	18	2	1	0	0	21	0	0	63	19	2	0	0	84	0	0	114	15	4	0	0	133
1000 - 1015	0	0	0	0	0	0	0	0	0	0	17	1	0	0	0	18	0	0	27	1	0	0	0	28
1015 - 1030	0	0	2	0	0	0	0	2	0	0	11	1	1	0	0	13	0	0	29	0	0	0	0	29
1030 - 1045	0	0	1	0	0	0	0	1	0	0	19	2	0	0	0	21	0	0	21	2	1	0	0	24
1045 - 1100	0	0	3	1	0	0	0	4	0	0	12	2	0	0	0	14	0	0	19	3	0	0	0	22
Hourly Total	0	0	6	1	0	0	0	7	0	0	59	6	1	0	0	66	0	0	96	6	1	0	0	103
1100 - 1115	0	0	2	1	0	0	0	3	0	0	19	1	0	0	0	20	0	0	21	2	0	0	0	23
1115 - 1130	0	0	5	0	0	0	0	5	0	0	21	2	0	0	0	23	0	0	26	4	1	0	0	31
1130 - 1145	0	0	3	0	0	0	0	3	0	0	13	1	0	0	0	14	0	0	20	1	0	0	0	21
1145 - 1200	0	0	2	0	0	0	0	2	0	0	20	3	0	0	0	23	0	0	19	0	1	0	0	20
Hourly Total	0	0	12	1	0	0	0	13	0	0	73	7	0	0	0	80	0	0	86	7	2	0	0	95
1200 - 1215	0	0	5	0	0	0	0	5	0	0	23	5	1	0	0	29	0	0	31	4	0	0	0	35
1215 - 1230	0	0	8	0	0	0	0	8	1	0	26	2	0	0	0	29	0	0	33	5	2	0	0	40
1230 - 1245	0	0	7	1	0	0	0	8	0	1	31	0	1	1	0	34	0	0	27	3	1	1	0	32
1245 - 1300	0	0	5	0	0	0	0	5	1	0	16	3	1	0	0	21	0	1	20	3	0	0	0	24
Hourly Total	0	0	25	1	0	0	0	26	2	1	96	10	3	1	0	113	0	1	111	15	3	1	0	131
1300 - 1315	0	0	5	0	0	0	0	5	0	0	24	3	0	0	0	27	0	0	26	4	0	0	0	30
1315 - 1330	0	0	7	2	0	0	0	9	0	0	18	5	2	0	0	25	0	0	15	7	2	0	0	24
1330 - 1345	0	0	8	0	0	0	1	9	0	0	22	5	0	0	0	27	0	0	31	2	0	0	0	33
1345 - 1400	0	0	5	1	0	0	0	6	0	0	24	6	1	0	0	31	0	0	30	7	3	0	0	40
Hourly Total	0	0	25	3	0	1	0	29	0	0	88	19	3	0	0	110	0	0	102	20	5	0	0	127
1400 - 1415	0	0	1	1	0	0	0	2	0	0	22	5	1	0	0	28	0	0	43	5	1	0	0	49
1415 - 1430	0	0	1	0	0	0	0	1	0	0	19	6	0	0	0	25	0	0	33	6	0	0	0	39
1430 - 1445	0	0	8	0	0	0	0	8	0	0	17	8	0	0	0	25	0	0	31	1	0	0	0	32
1445 - 1500	0	0	7	0	0	0	0	7	0	0	23	6	1	0	0	30	0	0	42	5	0	0	0	47
Hourly Total	0	0	17	1	0	0	0	18	0	0	81	25	2	0	0	108	0	0	149	17	1	0	0	167
1500 - 1515	0	0	5	1	0	0	0	6	0	0	26	7	0	0	0	33	0	0	34	6	0	0	0	40
1515 - 1530	0	0	6	1	0	0	0	7	0	0	25	3	1	0	0	29	0	0	39	4	0	0	0	43
1530 - 1545	0	0	5	1	0	0	0	6	0	0	27	6	0	0	0	33	0	0	43	4	0	0	0	47
1545 - 1600	0	0	1	2	0	0	0	3	0	0	26	2	0	0	0	28	0	0	42	1	0	0	0	43
Hourly Total	0	0	17	5	0	0	0	22	0	0	104	18	1	0	0	123	0	0	158	15	0	0	0	173
1600 - 1615	0	0	0	0	0	0	0	0	0	0	23	7	0	0	0	30	0	0	41	3	0	0	0	44
1615 - 1630	0	0	2	1	0	0	0	3	0	0	21	1	0	0	0	22	0	0	37	5	0	0	0	42
1630 - 1645	0	0	6	2	0	0	0	8	0	1	24	5	1	0	0	31	0	0	39	4	0	0	0	43
1645 - 1700	0	1	4	3	0	0	0	8	0	2	31	7	0	1	0	41	0	1	23	4	0	0	0	28
Hourly Total	0	1	12	6	0	0	0	19	0	3	99	20	1	1	0	124	0	1	140	16	0	0	0	157
1700 - 1715	1	0	9	0	0	0	0	10	1	0	46	5	1	0	0	53	2	3	23	5	1	0	0	34
1715 - 1730	0	0	9	1	0	0	0	10	0	2	27	8	0	0	0	37	0	0	31	4	1	0	0	36
1730 - 1745	0	0	8	1	0	0	0	9	0	1	23	3	0	0	0	27	0	1	26	5	0	0	0	31
1745 - 1800	0	0	1	1	0	0	0	2	0	0	27	4	0	0	0	31	0	1	35	5	0	0	2	43
Hourly Total	1	0	27	2	0	0	0	30	1	3	123	20	1	0	0	148	2	5	115	18	2	0	2	144
1800 - 1815	0	0	8	0	0	0	0	8	0	2	18	3	0	0	0	23	0	0	20	2	0	0	0	22
1815 - 1830	0	0	2	0	0	0	0	2	0	1	19	2	0	0	0	22	0	0	27	2	0	0	0	29
1830 - 1845	0	0	6	0	0	0	0	6	0	0	19	5	0	0	0	24	0	0	27	1	0	0	0	28
1845 -																								

Manston, Tuesday 7th March 2017

Junction: (17) Ramsgate Road / Poorhole Lane / Margate Road / Star Lane

Approach: Margate Road

TIME	Left to Star Lane								Ahead to Ramsgate Road								Right to Poorhole Lane							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	2	0	0	0	0	2	0	2	81	16	5	0	2	106	0	0	0	0	0	0	0	0
0615 - 0630	0	0	7	0	0	0	0	7	0	0	79	19	1	1	2	102	0	0	1	0	0	0	0	1
0630 - 0645	0	0	1	1	0	0	0	2	0	1	100	22	2	2	3	130	0	0	2	0	0	0	0	2
0645 - 0700	0	0	2	1	0	0	0	3	0	0	96	19	1	0	4	120	0	0	1	0	0	0	0	1
Hourly Total	0	0	12	2	0	0	0	14	0	3	356	76	9	3	11	458	0	0	4	0	0	0	0	4
0700 - 0715	0	0	7	0	0	0	0	7	0	0	107	22	5	0	3	137	0	0	1	0	0	0	0	1
0715 - 0730	0	0	7	0	0	0	0	7	0	0	96	23	6	0	3	128	0	0	0	0	0	0	0	0
0730 - 0745	0	0	7	0	0	0	0	7	0	1	99	22	4	0	5	131	0	0	1	1	1	0	0	3
0745 - 0800	1	0	3	2	0	0	0	6	2	0	93	21	5	1	4	126	0	0	2	0	0	0	0	2
Hourly Total	1	0	24	2	0	0	0	27	2	1	395	88	20	1	15	522	0	0	4	1	1	0	0	6
0800 - 0815	0	0	4	2	0	0	0	6	1	1	119	19	2	0	2	144	0	0	1	1	0	0	0	3
0815 - 0830	0	0	3	4	0	0	0	7	0	1	112	11	7	1	2	134	0	0	2	0	0	1	0	3
0830 - 0845	0	0	4	1	1	0	0	6	0	1	97	17	3	1	1	120	0	0	3	1	0	0	0	4
0845 - 0900	0	0	9	1	0	0	0	10	1	1	111	22	6	0	3	144	0	0	2	1	0	0	0	3
Hourly Total	0	0	20	8	1	2	0	31	2	4	439	69	18	2	8	542	0	0	8	3	1	1	0	13
0900 - 0915	0	0	7	3	1	0	0	11	0	2	95	23	2	1	5	128	0	0	2	0	0	0	0	2
0915 - 0930	0	0	3	0	0	0	0	3	1	0	89	20	4	1	3	118	0	0	5	3	0	0	0	8
0930 - 0945	0	0	1	1	0	0	0	2	0	0	77	16	1	0	3	97	0	0	6	3	0	0	0	9
0945 - 1000	0	0	4	0	0	0	0	4	0	0	95	17	0	0	2	117	0	0	2	0	0	0	0	2
Hourly Total	0	0	15	4	1	0	0	20	1	2	360	75	7	2	13	460	0	0	15	6	0	0	0	21
1000 - 1015	0	0	4	1	0	0	0	5	0	0	91	16	6	0	1	114	0	0	3	0	0	0	0	3
1015 - 1030	0	0	5	0	0	0	0	5	0	0	86	16	2	1	2	107	0	0	2	0	0	0	0	2
1030 - 1045	0	0	4	0	0	0	0	4	0	1	119	21	4	1	3	149	0	0	2	1	0	0	0	3
1045 - 1100	0	0	7	1	0	0	0	8	0	0	110	18	2	0	0	130	0	0	3	0	0	0	0	3
Hourly Total	0	0	20	2	0	0	0	22	0	1	406	71	14	2	6	500	0	0	10	1	0	0	0	11
1100 - 1115	0	0	5	2	0	0	0	7	0	0	112	20	7	0	1	140	0	0	5	1	0	0	0	6
1115 - 1130	0	0	4	0	0	0	0	4	0	0	125	16	2	1	1	145	0	0	9	0	0	0	0	9
1130 - 1145	0	0	6	1	0	0	0	7	0	0	142	15	3	0	1	161	0	0	3	0	0	0	0	3
1145 - 1200	0	0	9	0	0	0	0	9	0	0	150	15	2	2	2	171	0	0	7	1	0	0	0	8
Hourly Total	0	0	24	3	0	0	0	27	0	0	529	66	14	3	5	617	0	0	24	2	0	0	0	26
1200 - 1215	0	0	6	0	1	0	0	7	0	1	113	16	6	1	3	140	0	0	3	0	0	1	0	4
1215 - 1230	0	0	16	1	0	0	0	17	0	2	121	10	1	0	2	136	0	0	15	4	0	0	0	19
1230 - 1245	0	0	14	1	0	1	0	16	1	0	97	12	8	0	4	122	0	0	15	2	0	0	0	17
1245 - 1300	0	0	7	0	0	0	0	7	0	0	122	21	3	0	1	147	0	0	10	2	0	0	0	12
Hourly Total	0	0	43	2	1	1	0	47	1	3	453	59	18	1	10	545	0	0	43	8	0	1	0	52
1300 - 1315	0	0	9	3	0	0	0	12	0	2	112	11	4	1	3	133	0	0	12	0	0	0	0	12
1315 - 1330	0	1	16	0	0	0	0	17	0	1	110	11	4	1	4	131	0	0	14	1	0	0	0	15
1330 - 1345	0	0	5	1	0	0	0	6	0	3	124	15	5	0	2	149	0	0	9	1	1	0	0	11
1345 - 1400	0	0	15	1	0	0	0	16	0	1	110	14	3	0	4	132	0	0	13	1	0	0	0	14
Hourly Total	0	1	45	5	0	0	0	51	0	7	456	51	16	2	13	545	0	0	48	3	1	0	0	52
1400 - 1415	0	0	12	2	0	0	0	14	0	5	114	14	3	0	5	141	0	0	8	0	0	0	0	8
1415 - 1430	0	0	12	1	0	0	0	13	0	0	135	10	3	0	1	149	0	0	7	1	0	0	0	8
1430 - 1445	0	0	9	0	0	0	0	9	0	1	104	10	5	0	1	121	0	0	7	2	0	0	0	9
1445 - 1500	0	0	11	1	0	0	0	12	0	1	100	9	3	1	3	117	0	0	7	0	0	0	0	7
Hourly Total	0	0	44	4	0	0	0	48	0	7	453	43	14	1	10	528	0	0	29	3	0	0	0	32
1500 - 1515	0	0	10	5	0	0	0	15	0	2	119	10	3	0	4	138	0	0	12	1	0	0	0	13
1515 - 1530	0	0	8	4	0	0	0	12	0	0	117	8	0	0	4	129	0	0	5	2	0	0	0	7
1530 - 1545	0	0	11	0	0	0	0	11	0	2	130	8	2	1	1	144	0	0	11	1	0	0	0	12
1545 - 1600	0	0	11	1	0	0	0	12	0	1	143	7	1	0	0	152	0	0	8	0	0	0	0	8
Hourly Total	0	0	40	10	0	0	0	50	0	5	509	33	6	1	9	563	0	0	36	4	0	0	0	40
1600 - 1615	0	0	11	1	0	0	0	12	0	1	148	8	1	0	1	159	0	0	6	0	0	0	0	6
1615 - 1630	0	0	12	0	0	0	0	12	0	0	116	9	4	0	0	129	0	0	12	1	0	0	0	13
1630 - 1645	0	0	10	3	0	0	0	13	0	7	121	12	3	0	3	146	0	0	8	2	0	0	0	10
1645 - 1700	1	0	9	0	1	0	0	11	1	5	118	15	1	0	2	142	0	0	5	0	0	0	0	5
Hourly Total	1	0	42	4	1	0	0	48	1	13	503	44	9	0	6	576	0	0	31	3	0	0	0	34
1700 - 1715	0	0	16	1	0	0	0	17	1	3	142	17	1	0	3	167	0	0	5	0	0	0	0	5
1715 - 1730	0	0	8	1	0	0	0	9	2	0	134	18	2	0	3	159	0	0	8	1	0	0	0	9
1730 - 1745	0	0	11	1	0	0	0	13	1	3	105	14	1	0	2	126	0	0	6	1	1	0	0	8
1745 - 1800	0	0	11	0	0	0	0	11	0	4	135	13	1	0	4	157	0	0	8	0	0	0	0	8
Hourly Total	0	1	46	3	0	0	0	50	4	10	516	62	5	0	12	609	0	0	27	2	1	0	0	30
1800 - 1815	0	0	11	0	0	0	0	11	0	3	116	10	2	0	2	133	0	0	5	0	0	0	0	5
1815 - 1830	0	0	9	1	0	0	0	10	1	0	128	7	1	0	1	138	0	0	6	1	0	0	0	7
1830 - 1845	0	0	9	0	0	0	0	9	0	1														

Manston, Tuesday 7th March 2017

Junction: (17) Ramsgate Road / Poorhole Lane / Margate Road / Star Lane

Approach: Star Lane

TIME	Left to Ramsgate Road								Ahead to Poorhole Lane								Right to Margate Road							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	18	2	0	0	0	20	0	0	16	4	1	0	0	21	0	0	1	0	0	0	0	1
0615 - 0630	0	0	15	4	1	0	0	20	0	0	14	7	0	0	0	21	0	0	2	2	0	0	0	4
0630 - 0645	0	0	14	5	0	0	0	19	0	0	21	5	0	0	0	26	0	0	2	0	0	0	0	2
0645 - 0700	0	0	21	5	0	0	0	26	0	0	18	7	2	0	0	27	0	0	1	1	0	0	0	2
Hourly Total	0	0	68	16	1	0	0	85	0	0	69	23	3	0	0	95	0	0	6	3	0	0	0	9
0700 - 0715	0	0	16	2	0	0	0	18	0	0	21	6	0	0	0	27	0	0	3	1	0	0	0	4
0715 - 0730	0	0	19	2	0	0	0	21	0	0	19	3	0	0	0	22	0	0	5	0	0	0	0	5
0730 - 0745	1	0	19	6	0	0	0	26	0	0	19	5	2	0	0	26	0	0	4	1	0	1	0	6
0745 - 0800	2	0	38	12	2	0	0	54	0	0	38	8	2	0	0	48	0	0	7	2	0	0	0	9
Hourly Total	3	0	92	22	2	0	0	119	0	0	97	22	4	0	0	123	0	0	19	4	0	1	0	24
0800 - 0815	1	1	34	7	1	0	0	43	2	0	34	11	0	0	0	47	0	0	7	0	0	0	0	7
0815 - 0830	0	0	39	2	0	0	0	41	0	1	45	7	2	0	0	55	0	0	18	2	0	0	0	20
0830 - 0845	0	0	41	10	2	0	0	53	1	0	30	6	0	0	0	37	0	0	6	2	0	0	0	8
0845 - 0900	0	1	47	7	3	0	0	58	0	1	18	3	1	0	0	23	0	0	8	2	0	0	0	10
Hourly Total	0	2	161	26	6	0	0	195	3	2	127	27	3	0	0	162	0	0	39	6	0	0	0	45
0900 - 0915	0	0	39	7	0	0	0	46	0	0	22	7	1	0	0	31	0	0	5	1	0	0	0	6
0915 - 0930	0	0	39	6	3	0	0	48	0	0	14	2	2	0	0	18	0	0	9	3	0	0	0	12
0930 - 0945	0	0	30	8	1	0	0	39	0	0	17	1	0	0	0	18	0	0	7	2	0	0	0	9
0945 - 1000	0	0	31	3	0	0	0	34	0	0	24	0	1	0	0	25	0	0	3	1	0	0	0	1
Hourly Total	0	0	139	24	4	0	0	167	0	1	77	10	4	0	0	92	0	0	22	6	0	0	0	28
1000 - 1015	0	0	26	2	2	0	0	30	0	0	20	2	0	0	0	22	0	0	0	1	0	0	0	1
1015 - 1030	0	0	32	2	1	0	0	35	0	0	22	0	2	0	0	24	0	0	6	0	0	0	0	6
1030 - 1045	0	0	28	6	1	0	0	35	0	0	23	3	1	0	0	27	0	0	1	2	0	0	0	3
1045 - 1100	0	0	30	9	0	0	0	39	0	0	17	1	0	0	0	18	0	0	7	0	0	0	0	7
Hourly Total	0	0	116	19	4	0	0	139	0	0	82	6	3	0	0	91	0	0	14	3	0	0	0	17
1100 - 1115	0	0	36	9	1	0	0	46	0	0	24	0	0	0	0	24	0	0	2	0	0	0	0	2
1115 - 1130	0	0	38	7	0	0	0	45	0	0	27	3	1	0	0	31	0	0	8	1	0	0	0	9
1130 - 1145	0	0	39	7	1	0	0	47	0	0	30	3	0	0	0	33	0	0	8	1	0	0	0	9
1145 - 1200	0	0	36	3	0	0	0	39	0	0	27	1	0	0	0	28	0	0	7	0	0	0	0	7
Hourly Total	0	0	149	26	2	0	0	177	0	0	108	7	1	0	0	116	0	0	25	2	0	0	0	27
1200 - 1215	0	1	32	6	2	0	0	41	0	0	23	3	1	0	0	27	0	0	8	1	0	0	0	9
1215 - 1230	0	0	28	9	1	0	0	38	0	0	19	2	0	0	0	21	0	0	8	1	1	0	0	10
1230 - 1245	1	1	24	6	1	0	0	33	0	0	18	3	0	0	0	22	0	0	13	1	0	0	0	14
1245 - 1300	0	0	34	7	0	0	0	41	0	0	20	2	0	0	0	22	0	0	6	0	0	0	0	6
Hourly Total	1	2	118	28	4	0	0	153	0	0	80	10	1	0	0	91	0	0	35	3	1	0	0	39
1300 - 1315	0	0	34	5	0	0	0	39	1	0	24	2	1	0	0	28	0	0	7	1	0	0	0	8
1315 - 1330	0	0	39	4	3	0	0	46	0	0	12	7	0	0	0	19	0	0	12	0	0	0	0	12
1330 - 1345	0	1	38	4	1	0	0	44	0	0	22	2	2	0	0	26	1	0	10	1	0	0	0	12
1345 - 1400	1	0	43	3	3	0	0	50	0	0	18	1	1	0	0	20	0	0	8	0	1	0	0	9
Hourly Total	1	1	154	16	7	0	0	179	1	0	76	12	4	0	0	93	1	0	37	2	1	0	0	41
1400 - 1415	0	0	34	4	0	0	0	38	0	0	19	1	0	0	0	20	0	0	12	0	0	0	0	12
1415 - 1430	0	0	33	3	0	0	0	36	0	0	23	1	0	0	0	24	0	0	9	0	0	0	0	9
1430 - 1445	0	0	36	2	0	0	0	38	0	0	28	1	1	0	0	30	0	0	9	1	0	0	0	10
1445 - 1500	0	0	39	2	0	0	0	41	0	0	31	2	0	0	0	33	0	0	11	1	0	0	0	12
Hourly Total	0	0	142	11	0	0	0	153	0	0	101	5	1	0	0	107	0	0	41	2	0	0	0	43
1500 - 1515	0	0	33	5	0	0	0	38	0	0	26	0	1	0	0	27	0	0	11	0	0	0	0	11
1515 - 1530	0	0	31	7	0	0	0	38	0	0	30	3	0	0	0	33	0	0	9	1	0	0	0	10
1530 - 1545	0	0	34	6	0	0	0	40	0	0	30	1	0	0	0	31	0	0	10	3	0	0	0	13
1545 - 1600	0	0	30	2	0	0	0	32	0	0	33	2	0	0	0	35	0	0	12	1	0	0	0	13
Hourly Total	0	0	128	20	0	0	0	148	0	0	119	6	1	0	0	126	0	0	42	5	0	0	0	47
1600 - 1615	0	0	26	2	0	0	0	28	0	0	31	1	0	0	0	32	0	0	13	1	0	0	0	14
1615 - 1630	0	0	32	4	0	0	0	36	0	0	25	2	0	0	0	27	0	0	13	0	0	0	0	13
1630 - 1645	0	0	29	6	0	0	0	35	1	0	28	1	1	0	0	31	0	0	11	3	0	0	0	14
1645 - 1700	0	0	36	10	2	0	0	48	0	0	3	36	2	0	0	41	0	0	9	3	0	0	0	12
Hourly Total	0	0	123	22	2	0	0	147	1	3	120	6	1	0	0	131	0	0	46	7	0	0	0	53
1700 - 1715	1	2	42	5	0	0	0	50	0	2	30	5	0	0	0	37	0	1	13	0	0	0	0	14
1715 - 1730	1	0	45	4	0	0	0	50	0	1	21	4	0	0	0	26	0	0	8	1	0	0	0	9
1730 - 1745	0	2	37	6	0	0	0	45	0	0	34	7	0	0	0	41	0	0	6	0	0	0	0	6
1745 - 1800	0	1	27	5	1	0	1	35	1	0	29	7	0	0	0	37	0	1	12	1	0	0	0	14
Hourly Total	2	5	151	20	1	0	1	180	1	3	114	23	0	0	0	141	0	2	39	2	0	0	0	43
1800 - 1815	0	1	32	5	0	0	0	38	1	0	25	2	0	0	0	28	0	0	6	1	0	0	0	7
1815 - 1830	0	0	36	3	1	0	0	40	0	0	22	1	1	0	0	24	0	0	3	1	0	0	0	4
1830 - 1845	0	0	28	1	0	0	0	29	0	0	19	0	0	0	0	19	0							

Manston, Tuesday 7th March 2017

Junction: (18) Star Lane / Manston Court Road

Approach: Star Lane

TIME	Left to Manston Court Road (South)								Ahead to Manston Court Road (West)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	0	0	0	0	0	0	0	0	16	3	1	0	0	20
0615 - 0630	0	0	1	0	0	0	0	1	0	0	21	1	0	0	0	22
0630 - 0645	0	0	0	0	0	0	0	0	0	0	26	1	2	0	0	29
0645 - 0700	0	0	1	0	0	0	0	1	0	0	29	5	0	0	0	34
Hourly Total	0	0	2	0	0	0	0	2	0	0	92	10	3	0	0	105
0700 - 0715	0	0	0	0	0	0	0	0	0	0	28	2	0	0	0	30
0715 - 0730	0	0	0	0	0	0	0	0	0	0	23	1	0	0	0	24
0730 - 0745	0	0	0	0	0	0	0	0	0	0	26	4	1	0	0	31
0745 - 0800	0	0	0	0	0	0	0	0	0	1	27	3	1	0	0	32
Hourly Total	0	0	0	0	0	0	0	0	0	1	104	10	2	0	0	117
0800 - 0815	0	0	0	0	0	0	0	0	0	0	30	3	0	0	0	33
0815 - 0830	0	0	1	0	0	0	0	1	0	1	28	4	0	0	0	33
0830 - 0845	0	0	0	0	0	0	0	0	0	1	25	5	1	1	0	33
0845 - 0900	0	0	0	0	0	0	0	0	0	0	31	6	0	0	0	37
Hourly Total	0	0	1	0	0	0	0	1	0	2	114	18	1	1	0	136
0900 - 0915	0	0	0	0	0	0	0	0	0	0	31	7	0	0	0	38
0915 - 0930	0	0	1	0	0	0	0	1	0	0	16	4	1	0	0	21
0930 - 0945	0	0	1	0	0	0	0	1	0	0	19	2	0	0	0	21
0945 - 1000	0	0	0	0	0	0	0	0	0	0	21	6	0	0	0	27
Hourly Total	0	0	2	0	0	0	0	2	0	0	87	19	1	0	0	107
1000 - 1015	0	0	0	0	0	0	0	0	0	0	19	3	1	0	0	23
1015 - 1030	0	0	0	0	0	0	0	0	0	0	22	6	0	0	0	28
1030 - 1045	0	0	0	0	0	0	0	0	0	0	20	5	0	0	0	25
1045 - 1100	0	0	1	0	0	0	0	1	0	0	19	4	1	0	0	24
Hourly Total	0	0	1	0	0	0	0	1	0	0	80	18	2	0	0	100
1100 - 1115	0	0	0	0	0	0	0	0	0	0	21	4	0	0	0	25
1115 - 1130	0	0	0	0	0	0	0	0	0	0	18	7	0	0	0	25
1130 - 1145	0	0	1	0	0	0	0	1	0	0	21	6	1	0	0	28
1145 - 1200	0	0	1	0	0	0	0	1	0	0	26	2	1	0	0	29
Hourly Total	0	0	2	0	0	0	0	2	0	0	86	19	2	0	0	107
1200 - 1215	0	0	2	0	0	0	0	2	0	1	30	7	2	0	0	40
1215 - 1230	0	0	1	0	0	0	0	1	1	1	25	5	1	0	0	33
1230 - 1245	0	0	1	1	0	0	0	2	1	0	23	6	1	0	0	31
1245 - 1300	0	0	0	0	0	0	0	0	0	0	32	5	1	0	0	38
Hourly Total	0	0	4	1	0	0	0	5	2	2	110	23	5	0	0	142
1300 - 1315	0	0	0	0	0	0	0	0	0	0	27	6	2	0	0	35
1315 - 1330	0	0	0	0	0	0	0	0	0	0	32	3	2	0	0	37
1330 - 1345	0	0	0	0	0	0	0	0	1	2	34	5	2	0	0	42
1345 - 1400	0	0	1	0	0	0	0	1	0	0	35	6	1	0	0	42
Hourly Total	0	0	1	0	0	0	0	1	1	2	128	20	7	0	0	158
1400 - 1415	0	0	0	0	0	0	0	0	0	0	35	2	1	0	0	38
1415 - 1430	0	0	0	0	0	0	0	0	0	0	45	4	0	0	0	49
1430 - 1445	0	0	0	0	0	0	0	0	0	0	42	3	1	0	0	46
1445 - 1500	0	0	0	0	0	0	0	0	0	0	56	1	0	0	0	57
Hourly Total	0	0	0	0	0	0	0	0	0	0	178	10	2	0	0	190
1500 - 1515	0	0	0	0	0	0	0	0	0	0	51	5	1	0	0	57
1515 - 1530	0	0	0	0	0	0	0	0	0	0	56	8	1	0	0	65
1530 - 1545	0	0	1	0	0	0	0	1	0	0	46	8	0	0	0	54
1545 - 1600	0	0	0	0	0	0	0	0	0	1	43	5	2	0	0	51
Hourly Total	0	0	1	0	0	0	0	1	0	1	196	26	4	0	0	227
1600 - 1615	0	0	1	0	0	0	0	1	0	0	41	3	0	0	0	44
1615 - 1630	0	0	0	0	0	0	0	0	0	1	46	6	1	0	0	54
1630 - 1645	0	0	2	0	0	0	0	2	0	0	51	5	2	0	0	58
1645 - 1700	0	0	0	0	0	0	0	0	0	0	44	4	0	0	0	48
Hourly Total	0	0	3	0	0	0	0	3	0	1	182	18	3	0	0	204
1700 - 1715	0	0	0	0	0	0	0	0	0	0	53	8	1	0	0	62
1715 - 1730	0	0	1	0	0	0	0	1	1	0	30	5	0	0	0	36
1730 - 1745	0	0	0	0	0	0	0	0	0	2	50	12	0	0	0	64
1745 - 1800	0	0	2	0	0	0	0	2	0	0	37	5	1	0	0	43
Hourly Total	0	0	3	0	0	0	0	3	1	2	170	30	2	0	0	205
1800 - 1815	0	0	2	0	0	0	0	2	0	1	33	3	0	0	0	37
1815 - 1830	0	0	0	0	0	0	0	0	0	0	26	1	0	0	0	27
1830 - 1845	0	0	0	0	0	0	0	0	0	0	24	2	1	0	0	27
1845 - 1900	0	0	1	0	0	0	0	1	0	0	26	1	0	0	0	27
Hourly Total	0	0	3	0	0	0	0	3	0	1	109	7	1	0	0	118
1900 - 1915	0	0	0	0	0	0	0	0	0	0	27	1	0	0	0	28
1915 - 1930	0	0	1	0	0	0	0	1	0	0	23	5	0	0	0	28
1930 - 1945	0	0	0	0	0	0	0	0	0	0	20	1	1	0	0	22
1945 - 2000	0	0	1	0	0	0	0	1	0	1	22	2	1	0	0	26
Hourly Total	0	0	2	0	0	0	0	2	0	1	92	9	2	0	0	104
2000 - 2015	0	0	0	0	0	0	0	0	0	0	19	2	1	0	0	22
2015 - 2030	0	0	0	0	0	0	0	0	0	0	21	1	0	0	0	22
2030 - 2045	0	0	1	0	0	0	0	1	0	0	14	1	0	0	0	15
2045 - 2100	0	0	1	0	0	0	0	1	0	1	19	0	1	0	0	21
Hourly Total	0	0	2	0	0	0	0	2	0	1	73	4	2	0	0	80
2100 - 2115	0	0	1	0	0	0	0	1	0	0	11	0	0	0	0	11
2115 - 2130	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12
2130 - 2145	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13
2145 - 2200	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9
Hourly Total	0	0	1	0	0	0	0	1	0	0	44	1	0	0	0	45
2200 - 2215	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13
2215 - 2230	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11
2230 - 2245	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10
2245 - 2300	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12
Hourly Total	0	0	0	0	0	0	0	0	0	0	44	2	0	0	0	46
2300 - 2315	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
2315 - 2330	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
2330 - 2345	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
2345 - 2400	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
Hourly Total	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0	19
TOTAL	0	0	28	1	0	0	0	29	4	14	1908	244	39	1	0	2210

Junction: (18) Star Lane / Manston Court Road

Approach: Manston Court Road (South)

TIME	Left to Manston Court Road (West)								Right to Star Lane							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
0800 - 0815	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0815 - 0830	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1
0900 - 0915	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0915 - 0930	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1
1000 - 1015	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1030 - 1045	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1
1100 - 1115	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
1200 - 1215	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	1	0	0	0	2	0	0	0	1	0	0	0	1
1300 - 1315	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1345 - 1400	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	0	2	0	0	0	0	2	0	0	1	1	0	0	0	2
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
1500 - 1515	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	1	0	0	0	2	0	0	1	0	0	0	0	1
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1900 - 1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930 - 1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945 - 2000	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015 - 2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045 - 2100	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
2100 - 2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115 - 2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130 - 2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345 - 2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	22	2	0	0	0	24	0	0	10	2	0	0	0	12

Junction: (18) Star Lane / Manston Court Road

Approach: Manston Court Road (West)

TIME	Ahead to Star Lane								Right to Manston Court Road (South)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	36	4	2	0	0	42	0	0	0	0	0	0	0	0
0615 - 0630	0	1	28	6	0	0	0	35	0	0	0	0	0	0	0	0
0630 - 0645	0	0	34	10	1	0	0	45	0	0	0	0	0	0	0	0
0645 - 0700	0	1	36	7	0	0	0	44	0	0	1	0	0	0	0	1
Hourly Total	0	2	134	27	3	0	0	166	0	0	1	0	0	0	0	1
0700 - 0715	0	0	34	8	3	0	0	45	0	0	0	0	0	0	0	0
0715 - 0730	0	1	38	7	0	0	0	46	0	0	0	0	0	0	0	0
0730 - 0745	0	0	33	8	1	0	0	42	0	0	1	1	0	0	0	2
0745 - 0800	0	0	43	13	2	0	0	58	0	0	0	0	2	0	0	2
Hourly Total	0	1	148	36	6	0	0	191	0	0	1	1	2	0	0	4
0800 - 0815	1	0	47	10	0	0	0	58	0	0	0	0	0	0	0	0
0815 - 0830	0	1	49	9	3	0	0	62	0	0	0	0	0	0	0	0
0830 - 0845	0	1	44	10	0	0	0	55	0	0	1	1	0	0	0	2
0845 - 0900	0	2	42	5	0	0	0	49	0	0	0	0	2	0	0	2
Hourly Total	1	4	182	34	3	0	0	224	0	0	1	1	2	0	0	4
0900 - 0915	0	1	38	7	3	0	0	49	0	0	1	0	0	0	0	1
0915 - 0930	0	1	35	7	4	0	0	47	0	0	0	0	0	0	0	0
0930 - 0945	0	0	27	10	3	0	0	40	0	0	1	0	0	0	0	1
0945 - 1000	0	0	30	10	1	0	0	41	0	0	0	0	0	0	0	0
Hourly Total	0	2	130	34	11	0	0	177	0	0	2	0	0	0	0	2
1000 - 1015	0	0	31	8	0	0	0	39	0	0	0	0	0	0	0	0
1015 - 1030	0	0	29	8	1	0	0	38	0	0	1	0	0	0	0	1
1030 - 1045	0	0	36	5	1	0	0	42	0	0	0	0	0	0	0	0
1045 - 1100	0	1	35	5	0	0	0	41	0	0	1	0	0	0	0	1
Hourly Total	0	1	131	26	2	0	0	160	0	0	2	0	0	0	0	2
1100 - 1115	0	0	34	3	1	0	0	38	0	0	1	0	0	0	0	1
1115 - 1130	0	0	28	6	0	0	0	34	0	0	0	0	0	0	0	0
1130 - 1145	0	1	33	4	2	0	0	40	0	0	0	0	0	0	0	0
1145 - 1200	0	0	28	1	0	0	0	29	0	0	1	0	0	0	0	1
Hourly Total	0	1	123	14	3	0	0	141	0	0	2	0	0	0	0	2
1200 - 1215	0	0	32	4	2	0	0	38	0	0	0	1	0	0	0	1
1215 - 1230	0	0	35	6	0	0	0	41	0	0	0	0	0	0	0	0
1230 - 1245	0	1	29	4	1	0	0	35	0	0	1	0	0	0	0	1
1245 - 1300	0	0	34	7	0	0	0	41	0	0	0	0	0	0	0	0
Hourly Total	0	1	130	21	3	0	0	155	0	0	1	1	0	0	0	2
1300 - 1315	0	0	33	5	1	0	0	39	0	0	0	0	0	0	0	0
1315 - 1330	0	0	26	3	1	0	0	30	0	0	0	0	0	0	0	0
1330 - 1345	0	0	28	3	2	0	0	33	0	0	0	0	0	0	0	0
1345 - 1400	0	0	23	6	2	0	0	31	0	0	0	0	0	0	0	0
Hourly Total	0	0	110	17	6	0	0	133	0	0	0	0	0	0	0	0
1400 - 1415	0	0	30	9	1	0	0	40	0	0	2	0	0	0	0	2
1415 - 1430	0	0	37	4	1	0	0	42	0	0	0	0	0	0	0	0
1430 - 1445	0	0	31	5	0	0	0	36	0	0	0	0	0	0	0	0
1445 - 1500	0	0	28	6	0	0	0	34	0	0	0	0	0	0	0	0
Hourly Total	0	0	126	24	2	0	0	152	0	0	2	0	0	0	0	2
1500 - 1515	0	0	40	6	1	0	0	47	0	0	1	0	0	0	0	1
1515 - 1530	0	0	34	11	0	0	0	45	0	0	0	0	0	0	0	0
1530 - 1545	0	0	32	7	1	0	0	40	0	0	0	0	0	0	0	0
1545 - 1600	0	1	42	5	0	0	0	48	0	0	1	0	0	0	0	1
Hourly Total	0	1	148	29	2	0	0	180	0	0	2	0	0	0	0	2
1600 - 1615	0	1	39	4	1	0	0	45	0	0	0	0	0	0	0	0
1615 - 1630	0	0	35	5	0	0	0	40	0	0	0	0	0	0	0	0
1630 - 1645	0	0	38	4	1	0	0	43	0	0	0	0	0	0	0	0
1645 - 1700	0	1	34	7	0	0	0	42	0	0	0	0	0	0	0	0
Hourly Total	0	2	146	20	2	0	0	170	0	0	0	0	0	0	0	0
1700 - 1715	0	1	44	10	0	0	0	55	0	0	0	0	0	0	0	0
1715 - 1730	0	0	43	10	0	0	0	53	0	0	0	0	0	0	0	0
1730 - 1745	0	2	48	7	0	0	0	57	0	0	1	0	0	0	0	1
1745 - 1800	1	1	48	2	1	0	0	53	0	0	0	0	0	0	0	0
Hourly Total	1	4	183	29	1	0	0	218	0	0	1	0	0	0	0	1
1800 - 1815	0	0	37	4	1	0	0	42	0	0	0	0	0	0	0	0
1815 - 1830	1	1	27	5	0	0	0	34	0	0	0	0	0	0	0	0
1830 - 1845	0	0	24	7	0	0	0	31	0	0	0	0	0	0	0	0
1845 - 1900	0	0	23	4	0	0	0	27	0	0	0	0	0	0	0	0
Hourly Total	1	1	111	20	1	0	0	134	0	0	0	0	0	0	0	0
1900 - 1915	0	0	25	5	0	0	0	30	0	0	1	0	0	0	0	1
1915 - 1930	0	0	22	1	0	0	0	23	0	0	0	0	0	0	0	0
1930 - 1945	0	0	19	3	1	0	0	23	0	0	1	0	0	0	0	1
1945 - 2000	0	4	21	2	0	0	0	27	0	0	0	0	0	0	0	0
Hourly Total	0	4	87	11	1	0	0	103	0	0	2	0	0	0	0	2
2000 - 2015	0	0	22	1	1	0	0	24	0	0	0	0	0	0	0	0
2015 - 2030	0	0	20	3	0	0	0	23	0	0	0	0	0	0	0	0
2030 - 2045	0	1	19	0	1	0	0	21	0	0	0	0	0	0	0	0
2045 - 2100	0	0	15	2	0	0	0	17	0	0	1	0	0	0	0	1
Hourly Total	0	1	76	6	2	0	0	85	0	0	1	0	0	0	0	1
2100 - 2115	0	0	19	2	1	0	0	22	0	0	0	0	0	0	0	0
2115 - 2130	0	0	11	1	0	0	0	12	0	0	0	0	0	0	0	0
2130 - 2145	0	0	12	3	0	0	0	15	0	0	0	0	0	0	0	0
2145 - 2200	0	0	16	3	0	0	0	19	0	0	0	0	0	0	0	0
Hourly Total	0	0	58	9	1	0	0	68	0	0	0	0	0	0	0	0
2200 - 2215	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0
2215 - 2230	0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	0
2230 - 2245	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0
2245 - 2300	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
Hourly Total	0	0	31	3	0	0	0	34	0	0	0	0	0	0	0	0
2300 - 2315	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0
2315 - 2330	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0
2330 - 2345	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0
2345 - 2400	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	0	0	14	3	0	0	0	17	0	0	0	0	0	0	0	0
TOTAL	3	25	2068	363	49	0	0	2508	0	0	18	3	4	0	0	25

Junction: (19) New Cross Road / A256

Approach: New Cross Road

TIME	Left to A256 (South)								Ahead to A256 (West)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	33	2	0	0	0	35	0	0	3	0	0	0	0	3
0615 - 0630	0	0	48	6	1	0	0	55	0	0	3	1	0	0	0	4
0630 - 0645	0	0	53	9	2	0	0	64	0	0	7	1	0	0	0	8
0645 - 0700	0	0	49	9	1	0	0	59	0	0	10	0	0	0	0	10
Hourly Total	0	0	183	26	4	0	0	213	0	0	23	2	0	0	0	25
0700 - 0715	0	0	45	8	1	0	0	54	0	0	9	0	0	0	0	9
0715 - 0730	0	0	51	8	0	0	0	59	0	0	4	0	0	0	0	4
0730 - 0745	0	1	44	9	3	0	0	57	0	0	6	0	1	0	0	7
0745 - 0800	0	0	53	12	0	0	0	65	0	0	11	1	0	0	0	12
Hourly Total	0	1	193	37	4	0	0	235	0	0	30	1	1	0	0	32
0800 - 0815	0	0	51	6	2	0	0	59	0	0	15	2	0	0	0	17
0815 - 0830	0	0	70	10	2	0	2	84	0	1	18	0	0	0	0	19
0830 - 0845	0	0	53	4	2	0	0	59	0	0	17	0	1	0	0	18
0845 - 0900	0	0	46	11	1	0	0	58	0	0	19	0	1	0	0	20
Hourly Total	0	0	220	31	7	0	2	260	0	1	69	2	2	0	0	74
0900 - 0915	0	0	43	8	1	0	1	53	0	0	25	1	0	0	0	26
0915 - 0930	0	0	41	6	1	0	0	48	0	0	17	0	0	0	0	17
0930 - 0945	0	0	54	1	0	0	0	55	0	0	27	0	0	0	0	27
0945 - 1000	0	0	46	5	2	0	0	53	0	0	26	2	0	0	0	28
Hourly Total	0	0	184	20	4	0	1	209	0	0	95	3	0	0	0	98
1000 - 1015	0	0	55	10	0	0	0	65	0	0	27	2	0	0	0	29
1015 - 1030	0	0	50	7	3	0	0	60	0	0	25	0	0	0	0	25
1030 - 1045	0	0	45	7	3	0	0	55	0	0	26	2	0	0	0	28
1045 - 1100	0	0	47	8	2	0	0	57	0	0	27	1	0	0	0	28
Hourly Total	0	0	197	32	8	0	0	237	0	0	105	5	0	0	0	110
1100 - 1115	0	0	45	7	1	0	0	53	0	0	28	0	0	0	0	28
1115 - 1130	0	0	43	7	2	0	0	52	0	0	31	2	0	0	0	33
1130 - 1145	0	0	37	2	3	0	0	42	0	0	25	1	0	0	0	26
1145 - 1200	0	0	49	2	5	0	0	56	0	0	21	2	0	0	0	23
Hourly Total	0	0	174	18	11	0	0	203	0	0	105	5	0	0	0	110
1200 - 1215	0	0	53	6	3	0	0	62	0	0	27	1	0	0	0	28
1215 - 1230	0	0	66	3	1	2	0	72	0	0	33	2	0	0	0	35
1230 - 1245	0	0	90	6	0	0	2	98	0	0	24	1	0	0	0	25
1245 - 1300	0	0	53	5	0	0	0	58	0	0	36	5	1	0	0	42
Hourly Total	0	0	262	20	4	2	2	290	0	0	120	9	1	0	0	130
1300 - 1315	0	0	87	7	1	0	3	98	0	0	25	2	0	0	0	27
1315 - 1330	0	0	78	6	5	0	1	90	0	0	25	1	0	0	0	26
1330 - 1345	0	1	74	4	1	0	0	80	0	0	23	2	0	0	0	25
1345 - 1400	0	0	66	8	2	3	1	80	0	0	30	1	0	0	0	31
Hourly Total	0	1	305	25	9	3	5	348	0	0	103	6	0	0	0	109
1400 - 1415	0	0	84	7	0	1	1	93	0	0	29	1	0	0	0	30
1415 - 1430	0	0	92	9	2	0	0	103	0	0	23	2	0	0	0	25
1430 - 1445	0	0	73	9	1	0	0	83	0	0	20	1	0	0	0	21
1445 - 1500	0	0	63	8	1	0	0	72	0	0	20	0	0	0	0	20
Hourly Total	0	0	312	33	4	1	1	351	0	0	92	4	0	0	0	96
1500 - 1515	0	0	64	8	0	0	0	72	0	0	18	1	0	0	0	19
1515 - 1530	0	0	69	7	1	0	0	77	0	0	28	1	0	0	0	29
1530 - 1545	0	0	62	8	1	0	1	72	0	0	25	0	0	0	0	25
1545 - 1600	0	0	75	8	0	0	1	84	0	0	23	0	0	0	0	23
Hourly Total	0	0	270	31	2	0	2	305	0	0	94	2	0	0	0	96
1600 - 1615	0	0	68	7	0	0	0	75	0	0	27	0	0	0	0	27
1615 - 1630	0	0	81	6	1	0	0	88	0	0	28	0	0	0	0	28
1630 - 1645	0	0	79	8	0	0	1	88	0	0	26	2	0	0	0	28
1645 - 1700	0	2	72	3	1	0	0	78	0	0	39	4	0	0	0	43
Hourly Total	0	2	300	24	2	0	1	329	0	0	120	6	0	0	0	126
1700 - 1715	0	1	43	3	0	0	0	47	0	0	30	5	0	0	0	35
1715 - 1730	0	1	37	1	1	0	1	41	0	0	45	1	0	0	0	46
1730 - 1745	0	0	42	4	1	0	0	47	0	0	25	4	0	0	0	29
1745 - 1800	0	0	55	5	0	0	0	60	0	0	25	3	0	0	0	28
Hourly Total	0	2	177	13	2	0	1	195	0	0	125	13	0	0	0	138
1800 - 1815	0	0	53	8	0	0	0	61	0	0	33	0	0	0	0	33
1815 - 1830	0	0	56	4	0	0	0	60	0	0	31	2	1	0	0	34
1830 - 1845	0	0	54	1	1	0	0	56	0	0	33	0	0	0	0	33
1845 - 1900	0	1	56	4	0	0	1	62	0	1	28	1	1	0	0	31
Hourly Total	0	1	219	17	1	0	1	239	0	1	125	3	2	0	0	131
1900 - 1915	0	0	49	3	1	0	0	53	0	0	29	1	0	0	0	30
1915 - 1930	0	0	44	2	0	0	0	46	0	0	20	3	0	0	0	23
1930 - 1945	0	0	49	0	1	0	0	50	0	0	22	0	0	0	0	22
1945 - 2000	0	1	51	1	0	0	1	54	0	0	19	1	0	0	0	20
Hourly Total	0	1	193	6	2	0	1	203	0	0	90	5	0	0	0	95
2000 - 2015	0	1	47	0	1	0	0	49	0	0	22	1	0	0	0	23
2015 - 2030	0	0	37	2	0	0	0	39	0	0	17	1	0	0	0	18
2030 - 2045	0	0	33	2	1	0	0	36	0	0	19	2	0	0	0	21
2045 - 2100	0	0	31	3	0	0	1	35	0	0	12	0	0	0	0	12
Hourly Total	0	1	148	7	2	0	1	159	0	0	70	4	0	0	0	74
2100 - 2115	0	0	29	1	1	0	0	31	0	0	12	1	0	0	0	13
2115 - 2130	0	0	29	2	0	0	0	31	0	0	9	0	0	0	0	9
2130 - 2145	0	0	27	2	0	0	0	29	0	0	8	2	0	0	0	10
2145 - 2200	0	0	18	1	0	0	0	19	0	0	11	2	0	0	0	13
Hourly Total	0	0	103	6	1	0	0	110	0	0	40	5	0	0	0	45
2200 - 2215	0	0	16	1	0	0	0	17	0	0	7	1	0	0	0	8
2215 - 2230	0	0	11	1	0	0	0	12	0	0	6	0	0	0	0	6
2230 - 2245	0	0	19	2	0	0	0	21	0	0	6	0	0	0	0	6
2245 - 2300	0	0	10	1	0	0	0	11	0	0	3	0	0	0	0	3
Hourly Total	0	0	56	5	0	0	0	61	0	0	22	1	0	0	0	23
2300 - 2315	0	0	5	0	0	0	0	5	0	0	4	1	0	0	0	5
2315 - 2330	0	0	7	1	0	0	0	8	0	0	6	0	0	0	0	6
2330 - 2345	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
2345 - 2400	0	0	5	0	0	0	0	5	0	0	2	0	0	0	0	2
Hourly Total	0	0	20	1	0	0	0	21	0	0	12	1	0	0	0	13
TOTAL	0	9	3516	352	67	6	18	3968	0	2	1440	77	6	0	0	1525

Junction: (19) New Cross Road / A256

Approach: A256 (South)

TIME	Left to A256 (West)								Right to New Cross Road							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	92	12	1	2	0	107	0	0	31	2	0	0	0	33
0615 - 0630	0	0	82	11	0	1	0	94	0	0	40	1	0	0	0	41
0630 - 0645	0	0	113	11	2	2	0	128	0	0	36	0	0	1	0	37
0645 - 0700	0	0	121	9	6	3	0	139	0	0	41	3	1	0	0	45
Hourly Total	0	0	408	43	9	8	0	468	0	0	148	6	1	1	0	156
0700 - 0715	0	0	113	12	1	4	0	130	0	0	39	0	0	0	0	39
0715 - 0730	0	0	117	10	8	1	0	136	0	0	36	1	0	0	0	37
0730 - 0745	0	0	99	12	6	3	0	120	0	0	39	3	1	1	0	44
0745 - 0800	0	1	117	13	4	3	0	138	0	0	54	2	2	0	0	58
Hourly Total	0	1	446	47	19	11	0	524	0	0	168	6	3	1	0	178
0800 - 0815	0	1	118	18	1	3	0	141	0	1	54	3	1	0	0	59
0815 - 0830	0	1	153	13	4	4	0	175	0	1	66	9	0	0	0	76
0830 - 0845	0	1	138	14	5	1	0	159	0	0	54	4	1	0	1	60
0845 - 0900	0	2	168	17	10	1	0	198	0	0	69	1	0	0	0	70
Hourly Total	0	5	577	62	20	9	0	673	0	2	243	17	2	0	1	265
0900 - 0915	0	0	138	16	6	2	0	162	0	0	68	4	1	0	2	75
0915 - 0930	0	0	149	17	5	4	0	175	0	1	56	1	0	0	0	58
0930 - 0945	0	1	110	9	5	4	0	129	0	0	46	2	1	0	1	50
0945 - 1000	0	0	129	11	2	5	0	147	0	0	49	6	0	1	0	56
Hourly Total	0	1	526	53	18	15	0	613	0	1	219	13	2	1	3	239
1000 - 1015	0	0	132	9	1	3	0	145	0	0	51	3	0	0	1	55
1015 - 1030	0	2	150	8	9	0	0	169	0	0	40	4	1	0	0	45
1030 - 1045	0	0	128	10	8	2	0	148	0	1	41	3	0	0	1	46
1045 - 1100	0	0	136	11	6	1	0	154	0	0	35	1	2	0	0	38
Hourly Total	0	2	546	38	24	6	0	616	0	1	167	11	3	0	2	184
1100 - 1115	0	4	107	11	2	0	0	124	0	1	47	4	1	0	2	55
1115 - 1130	0	0	123	12	3	2	0	140	0	0	46	5	0	0	0	51
1130 - 1145	0	1	136	9	8	1	0	155	0	0	50	2	2	0	1	55
1145 - 1200	0	1	104	11	8	1	0	125	0	0	55	2	0	0	1	58
Hourly Total	0	6	470	43	21	4	0	544	0	1	198	13	3	0	4	219
1200 - 1215	0	0	117	11	5	0	0	133	0	0	44	4	1	0	0	49
1215 - 1230	0	0	127	6	3	2	1	139	0	0	55	4	2	1	0	62
1230 - 1245	0	0	125	7	4	1	0	137	0	0	63	8	0	0	1	72
1245 - 1300	0	1	130	8	2	2	0	143	0	1	60	4	1	1	1	68
Hourly Total	0	1	499	32	14	5	1	552	0	1	222	20	4	2	2	251
1300 - 1315	0	0	94	8	8	2	0	112	0	0	32	3	3	0	1	39
1315 - 1330	1	1	121	16	5	0	0	144	0	2	54	4	3	0	1	64
1330 - 1345	0	0	125	15	6	1	0	147	0	0	44	7	1	0	0	52
1345 - 1400	0	0	103	10	3	1	1	118	0	0	35	6	0	0	0	41
Hourly Total	1	1	443	49	22	4	1	521	0	2	165	20	7	0	2	196
1400 - 1415	0	0	95	13	2	1	0	111	0	0	49	8	1	0	2	60
1415 - 1430	0	0	97	14	1	1	0	113	0	0	61	7	0	0	1	69
1430 - 1445	0	0	95	13	1	0	0	109	0	0	49	8	0	0	0	57
1445 - 1500	0	0	95	12	5	1	0	113	0	0	58	8	2	0	1	69
Hourly Total	0	0	382	52	9	3	0	446	0	0	217	31	3	0	4	255
1500 - 1515	0	0	98	14	1	0	0	113	0	0	49	8	0	0	3	60
1515 - 1530	0	0	124	14	0	2	0	140	0	0	48	4	0	0	0	52
1530 - 1545	0	0	117	15	1	1	0	134	0	0	60	11	0	0	0	71
1545 - 1600	0	0	120	13	2	0	0	135	0	0	66	6	0	0	3	75
Hourly Total	0	0	459	56	4	3	0	522	0	0	223	29	0	0	6	258
1600 - 1615	0	0	119	14	3	0	0	136	0	0	62	7	0	0	1	70
1615 - 1630	0	2	119	12	1	1	0	135	0	0	51	11	0	0	0	62
1630 - 1645	0	0	114	13	2	1	0	130	0	0	54	9	0	0	2	65
1645 - 1700	0	1	127	13	3	0	1	145	0	0	88	11	1	0	0	100
Hourly Total	0	3	479	52	9	2	1	546	0	0	255	38	1	0	3	297
1700 - 1715	0	1	149	16	2	1	0	169	0	0	79	13	0	0	0	92
1715 - 1730	0	1	142	6	0	0	1	150	0	1	74	9	1	0	2	87
1730 - 1745	0	0	140	7	0	1	2	150	0	0	75	12	0	0	1	88
1745 - 1800	0	1	165	4	1	0	0	171	0	0	87	7	2	0	0	96
Hourly Total	0	3	596	33	3	2	3	640	0	1	315	41	3	0	3	363
1800 - 1815	0	0	159	12	2	0	0	173	0	0	79	5	1	0	1	86
1815 - 1830	0	1	140	4	1	0	0	146	0	1	58	2	0	1	0	62
1830 - 1845	0	0	124	8	0	1	0	133	0	0	49	2	0	0	1	52
1845 - 1900	0	0	119	5	2	0	1	127	0	0	33	2	0	0	0	35
Hourly Total	0	1	542	29	5	1	1	579	0	1	219	11	1	1	2	235
1900 - 1915	0	0	121	6	0	0	0	127	0	0	29	2	0	0	0	31
1915 - 1930	0	0	129	6	0	1	0	136	0	0	30	1	0	0	1	32
1930 - 1945	0	1	130	3	1	0	1	136	0	2	27	3	1	0	0	33
1945 - 2000	0	1	117	5	0	0	0	123	0	0	27	1	0	0	1	29
Hourly Total	0	2	497	20	1	1	1	522	0	2	113	7	1	0	2	125
2000 - 2015	0	0	109	3	0	0	0	112	0	0	27	2	1	0	0	30
2015 - 2030	0	2	98	4	1	1	0	106	0	0	28	1	0	0	1	30
2030 - 2045	0	0	88	2	1	0	0	91	0	0	22	1	0	0	0	23
2045 - 2100	0	0	82	3	1	0	0	86	0	1	19	0	1	0	1	22
Hourly Total	0	2	377	12	3	1	0	395	0	1	96	4	2	0	2	105
2100 - 2115	0	0	78	2	0	1	0	81	0	0	19	3	0	0	0	22
2115 - 2130	0	0	77	2	0	0	0	79	0	0	17	2	1	0	0	20
2130 - 2145	0	0	71	2	1	0	0	74	0	0	17	2	0	0	0	19
2145 - 2200	0	0	67	3	0	1	0	71	0	0	19	0	0	0	0	19
Hourly Total	0	0	293	9	1	2	0	305	0	0	72	7	1	0	0	80
2200 - 2215	0	0	50	0	0	0	0	50	0	0	13	2	0	0	0	15
2215 - 2230	0	0	44	1	0	0	0	45	0	0	13	1	0	0	0	14
2230 - 2245	0	1	41	2	0	0	0	44	0	0	9	1	0	0	0	10
2245 - 2300	0	0	36	0	0	0	0	36	0	0	9	0	0	0	0	9
Hourly Total	0	1	171	3	0	0	0	175	0	0	44	4	0	0	0	48
2300 - 2315	0	0	39	2	0	0	0	41	0	0	10	2	0	0	0	12
2315 - 2330	0	0	21	2	0	0	0	23	0	0	6	1	0	0	0	7
2330 - 2345	0	0	17	1	0	0	0	18	0	0	3	0	0	0	0	3
2345 - 2400	0	0	16	2	0	0	0	18	0	0	4	0	0	0	0	4
Hourly Total	0	0	93	7	0	0	0	100	0	0	23	3	0	0	0	26
TOTAL	1	29	7804	640	182	77	8	8741	0	13	3107	281	37	6	36	3480

Junction: (19) New Cross Road / A256

Approach: A256 (West)

TIME	Ahead to New Cross Road								Right to A256 (South)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	9	0	0	0	0	9	0	1	131	11	2	1	0	146
0615 - 0630	0	0	10	0	0	0	0	10	0	0	135	17	0	0	0	152
0630 - 0645	0	0	10	1	0	0	0	11	0	2	129	16	1	0	0	148
0645 - 0700	0	0	11	0	0	0	0	11	0	0	143	14	1	1	0	159
Hourly Total	0	0	40	1	0	0	0	41	0	3	538	58	4	2	0	605
0700 - 0715	0	0	10	0	0	0	0	10	0	0	130	12	1	0	0	143
0715 - 0730	0	0	9	0	0	0	0	9	0	0	137	13	2	1	0	153
0730 - 0745	0	0	10	1	0	0	0	11	0	2	118	16	2	2	0	140
0745 - 0800	0	0	9	0	0	0	0	9	2	0	113	17	4	4	0	140
Hourly Total	0	0	38	1	0	0	0	39	2	2	498	58	9	7	0	576
0800 - 0815	0	0	8	4	0	0	0	12	0	0	145	14	7	0	0	166
0815 - 0830	0	1	13	1	0	0	0	15	0	0	132	23	5	3	0	163
0830 - 0845	0	0	17	1	0	0	0	18	0	0	109	15	7	4	0	135
0845 - 0900	0	0	5	1	0	0	0	6	0	0	73	10	5	2	0	90
Hourly Total	0	1	43	7	0	0	0	51	0	0	459	62	24	9	0	554
0900 - 0915	0	1	16	0	0	1	0	18	0	1	76	15	4	0	0	96
0915 - 0930	0	0	15	1	0	0	0	16	0	0	66	17	1	5	0	89
0930 - 0945	0	0	17	2	0	0	0	19	0	0	89	16	1	1	0	107
0945 - 1000	0	0	14	3	0	0	0	17	0	0	130	12	4	0	0	146
Hourly Total	0	1	62	6	0	1	0	70	0	1	361	60	10	6	0	438
1000 - 1015	0	0	19	0	0	0	0	19	0	0	113	14	0	1	0	128
1015 - 1030	0	0	23	1	0	0	0	24	0	0	100	14	2	6	0	122
1030 - 1045	0	0	41	0	0	0	0	41	0	0	107	12	1	1	0	121
1045 - 1100	0	0	38	0	0	0	0	38	0	1	133	11	1	2	0	148
Hourly Total	0	0	121	1	0	0	0	122	0	1	453	51	4	10	0	519
1100 - 1115	0	0	33	0	0	0	0	33	0	0	116	12	2	1	0	131
1115 - 1130	0	0	30	1	0	0	0	31	0	0	151	10	0	2	0	163
1130 - 1145	0	0	27	1	0	0	0	28	0	2	116	13	2	1	0	134
1145 - 1200	0	0	35	1	0	0	0	36	0	2	137	15	4	1	0	159
Hourly Total	0	0	125	3	0	0	0	128	0	4	520	50	8	5	0	587
1200 - 1215	0	0	38	2	0	0	0	40	0	0	135	14	2	1	0	152
1215 - 1230	0	0	44	3	0	0	0	47	0	1	117	13	6	4	1	142
1230 - 1245	0	0	46	2	1	0	0	49	0	0	137	5	4	0	0	146
1245 - 1300	0	0	39	2	0	0	0	41	0	0	153	12	6	1	0	172
Hourly Total	0	0	167	9	1	0	0	177	0	1	542	44	18	6	1	612
1300 - 1315	0	0	45	1	0	0	0	46	0	1	136	15	4	3	0	159
1315 - 1330	0	0	45	2	0	0	0	47	1	0	122	11	3	2	3	142
1330 - 1345	0	0	35	3	0	0	0	38	0	0	143	12	1	1	3	160
1345 - 1400	0	0	28	2	0	0	0	30	0	0	129	8	5	1	0	143
Hourly Total	0	0	153	8	0	0	0	161	1	1	530	46	13	7	6	604
1400 - 1415	0	0	29	3	0	0	0	32	0	0	136	9	7	1	0	153
1415 - 1430	0	0	45	0	0	0	0	45	0	0	174	10	2	2	1	189
1430 - 1445	0	0	49	0	0	0	0	49	0	0	198	9	0	2	0	209
1445 - 1500	0	0	44	3	0	0	0	47	0	0	216	14	1	2	1	234
Hourly Total	0	0	167	6	0	0	0	173	0	0	724	42	10	7	2	785
1500 - 1515	0	0	44	1	0	0	0	45	0	0	187	15	1	1	0	204
1515 - 1530	0	0	38	0	0	0	0	38	0	0	181	12	0	1	0	194
1530 - 1545	0	0	44	2	0	0	0	46	0	0	197	10	2	0	0	209
1545 - 1600	0	1	42	2	0	0	0	45	0	0	157	13	0	0	0	170
Hourly Total	0	1	168	5	0	0	0	174	0	0	722	50	3	2	0	777
1600 - 1615	0	0	40	3	0	0	0	43	0	0	138	15	1	0	1	155
1615 - 1630	0	0	40	1	0	0	0	41	0	0	132	13	1	2	0	148
1630 - 1645	0	0	42	1	0	0	0	43	0	1	157	14	0	1	1	174
1645 - 1700	0	0	34	3	0	0	0	37	0	1	117	13	3	2	0	136
Hourly Total	0	0	156	8	0	0	0	164	0	2	544	55	5	5	2	613
1700 - 1715	0	2	41	2	0	0	0	45	0	0	155	10	4	0	0	169
1715 - 1730	0	2	35	7	0	0	0	44	0	0	98	8	0	1	0	107
1730 - 1745	0	0	38	0	0	0	0	38	0	1	131	10	0	0	0	142
1745 - 1800	0	0	35	0	0	0	0	35	0	1	123	7	1	2	1	135
Hourly Total	0	4	149	9	0	0	0	162	0	2	507	35	5	3	1	553
1800 - 1815	0	0	37	1	0	0	0	38	0	1	115	10	0	0	0	126
1815 - 1830	0	0	27	3	1	0	0	31	0	1	114	7	1	1	0	124
1830 - 1845	0	0	21	1	0	0	0	22	0	0	109	10	0	0	0	119
1845 - 1900	0	0	13	2	0	0	0	15	0	0	101	8	1	0	1	111
Hourly Total	0	0	98	7	1	0	0	106	0	2	439	35	2	1	1	480
1900 - 1915	0	0	13	0	0	0	0	13	0	0	96	5	0	0	0	101
1915 - 1930	0	0	14	2	0	0	0	16	0	1	90	7	1	1	0	100
1930 - 1945	0	1	13	1	0	0	0	15	0	0	88	5	1	0	0	94
1945 - 2000	0	0	19	2	0	0	0	21	0	0	85	7	0	0	0	92
Hourly Total	0	1	59	5	0	0	0	65	0	1	359	24	2	1	0	387
2000 - 2015	0	0	11	0	0	0	0	11	0	2	78	3	2	0	0	85
2015 - 2030	0	0	9	1	0	0	0	10	0	0	71	5	1	1	0	78
2030 - 2045	0	0	10	1	0	0	0	11	0	0	67	7	0	0	1	75
2045 - 2100	0	1	7	2	0	0	0	10	0	1	66	4	1	0	0	72
Hourly Total	0	1	37	4	0	0	0	42	0	3	282	19	4	1	1	310
2100 - 2115	0	0	7	0	0	0	0	7	0	1	56	3	0	0	0	60
2115 - 2130	0	0	6	1	0	0	0	7	0	1	55	2	1	0	0	59
2130 - 2145	0	0	7	0	0	0	0	7	0	0	51	2	0	1	0	54
2145 - 2200	0	0	5	1	0	0	0	6	0	0	49	2	1	0	0	52
Hourly Total	0	0	25	2	0	0	0	27	0	2	211	9	2	1	0	225
2200 - 2215	0	0	5	1	0	0	0	6	0	0	42	2	0	0	0	44
2215 - 2230	0	0	4	0	0	0	0	4	0	0	40	0	0	0	0	40
2230 - 2245	0	0	2	0	0	0	0	2	0	0	33	1	0	0	0	34
2245 - 2300	0	0	3	1	0	0	0	4	0	0	31	2	0	1	0	34
Hourly Total	0	0	14	2	0	0	0	16	0	0	146	5	0	1	0	152
2300 - 2315	0	0	2	1	0	0	0	3	0	0	38	1	0	0	0	39
2315 - 2330	0	0	2	0	0	0	0	2	0	0	27	1	0	0	0	28
2330 - 2345	0	0	0	0	0	0	0	0	0	0	22	1	0	0	0	23
2345 - 2400	0	0	3	0	0	0	0	3	0	0	17	1	0	0	0	18
Hourly Total	0	0	7	1	0	0	0	8	0	0	104	4	0	0	0	108
TOTAL	0	9	1629	85	2	1	0	1726	3	25	7939	707	123	74	14	8885

Manston, Tuesday 7th March 2017

Junction: (20) A256 / Manston Road / B2050

Approach: A256 (North)

TIME	Left to Manston Road								Ahead to A256 (South)								Right to B2050							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	14	7	0	0	0	21	0	0	133	28	11	0	0	172	0	0	17	1	0	0	0	18
0615 - 0630	0	0	12	6	1	0	0	19	0	1	129	35	9	2	0	176	0	0	21	2	0	0	0	23
0630 - 0645	0	0	18	5	0	0	0	23	0	0	133	34	9	1	0	177	0	0	27	2	2	0	0	31
0645 - 0700	0	0	23	1	1	0	0	25	0	0	127	35	7	0	0	169	0	0	22	5	0	0	0	27
Hourly Total	0	0	67	19	2	0	0	88	0	1	522	132	36	3	0	694	0	0	87	10	2	0	0	99
0700 - 0715	0	0	20	1	1	0	0	22	0	0	147	36	8	3	0	194	0	0	23	1	0	0	0	24
0715 - 0730	0	0	20	5	2	0	0	27	0	0	147	39	8	0	0	194	0	0	28	3	0	0	0	31
0730 - 0745	0	0	22	5	2	0	0	29	0	1	149	34	8	1	0	193	0	1	26	4	1	0	0	32
0745 - 0800	0	0	29	7	0	0	0	36	0	1	166	33	4	4	0	208	0	0	36	8	1	0	0	45
Hourly Total	0	0	91	18	5	0	0	114	0	2	609	142	28	8	0	789	0	1	113	16	2	0	0	132
0800 - 0815	0	0	25	4	1	0	0	30	1	2	162	21	11	1	0	198	0	0	47	6	0	0	0	53
0815 - 0830	0	0	27	7	0	0	0	34	0	0	147	26	6	3	0	182	0	0	30	7	1	0	0	38
0830 - 0845	0	0	25	5	1	0	0	31	0	0	138	28	10	3	3	182	0	2	51	10	0	0	0	63
0845 - 0900	0	0	33	2	1	0	0	36	0	0	101	18	9	4	0	132	0	1	28	11	1	0	0	41
Hourly Total	0	0	110	18	3	0	0	131	1	2	548	93	36	11	3	694	0	3	156	34	2	0	0	195
0900 - 0915	0	0	27	3	0	0	0	30	0	1	85	20	6	0	1	113	0	0	38	6	4	0	0	48
0915 - 0930	0	1	23	1	2	0	0	27	0	0	97	28	4	1	0	130	0	1	44	4	4	0	0	53
0930 - 0945	0	0	24	2	2	0	0	28	0	0	110	26	4	3	0	143	0	1	47	2	0	0	0	50
0945 - 1000	0	0	20	3	3	0	0	26	0	0	119	22	5	0	1	147	0	0	48	1	1	0	0	50
Hourly Total	0	1	94	9	7	0	0	111	0	1	411	96	19	4	2	533	0	2	177	13	9	0	0	201
1000 - 1015	0	0	30	6	1	0	0	37	0	0	109	22	4	1	0	136	0	2	35	3	0	0	0	40
1015 - 1030	0	0	39	2	0	0	0	41	0	1	118	21	4	2	1	147	0	1	38	5	2	0	0	46
1030 - 1045	0	0	47	4	2	0	0	53	0	0	121	16	7	2	1	147	0	0	38	9	1	0	0	48
1045 - 1100	0	0	41	2	1	0	0	44	0	0	129	21	7	0	0	157	0	0	32	9	0	0	0	41
Hourly Total	0	0	157	14	4	0	0	175	0	1	477	80	22	5	2	587	0	3	143	26	3	0	0	175
1100 - 1115	0	0	42	1	0	0	0	43	0	0	118	19	9	1	1	148	0	1	30	5	0	0	0	36
1115 - 1130	0	0	47	3	0	0	0	50	0	0	120	21	9	0	0	150	0	0	31	7	1	0	0	39
1130 - 1145	0	0	53	1	1	0	0	55	0	0	131	19	7	0	1	158	0	0	31	7	0	0	0	38
1145 - 1200	0	0	44	3	1	0	0	48	0	0	112	16	5	2	0	135	0	0	29	8	1	0	0	38
Hourly Total	0	0	186	8	2	0	0	196	0	0	481	75	30	3	2	591	0	1	121	27	2	0	0	151
1200 - 1215	0	0	42	2	2	0	0	46	0	0	128	16	6	1	0	151	0	1	35	5	0	1	1	43
1215 - 1230	0	0	42	2	1	0	0	45	0	0	137	18	6	4	1	166	0	0	46	3	2	0	0	51
1230 - 1245	0	0	46	3	1	0	0	50	0	0	151	16	9	1	2	179	0	0	52	2	1	0	0	55
1245 - 1300	0	2	67	5	4	0	0	78	0	1	149	19	6	1	0	176	0	0	27	4	3	0	0	34
Hourly Total	0	2	197	12	8	0	0	219	0	1	565	69	27	7	3	672	0	1	160	14	6	1	1	183
1300 - 1315	0	0	46	0	2	0	0	48	0	0	155	14	6	1	3	179	0	0	56	6	2	0	0	64
1315 - 1330	0	0	41	2	0	0	0	43	0	0	153	16	9	3	4	185	0	0	45	3	0	0	0	48
1330 - 1345	0	0	35	3	1	0	0	39	0	0	165	22	3	2	3	195	0	0	49	4	1	0	0	54
1345 - 1400	0	0	31	6	2	0	0	39	0	0	132	22	5	4	0	163	0	1	27	6	1	0	1	36
Hourly Total	0	0	153	11	5	0	0	169	0	0	605	74	23	10	10	722	0	1	177	19	4	0	1	202
1400 - 1415	0	0	38	2	1	0	0	41	0	0	144	30	4	0	0	178	0	0	41	3	1	0	0	45
1415 - 1430	0	0	33	4	0	0	0	37	0	0	149	25	3	2	1	180	0	0	42	5	0	0	0	47
1430 - 1445	0	0	43	2	0	0	0	45	0	0	133	30	3	1	0	167	0	0	46	7	0	0	0	53
1445 - 1500	0	0	47	4	0	0	0	51	0	0	152	32	1	0	2	187	0	0	44	2	2	0	0	48
Hourly Total	0	0	161	12	1	0	0	174	0	0	578	117	11	3	3	712	0	0	173	17	3	0	0	193
1500 - 1515	0	0	49	3	1	0	0	53	0	0	159	23	1	0	1	184	0	0	37	0	0	0	0	37
1515 - 1530	0	0	47	3	0	0	0	50	0	0	161	30	3	2	1	197	0	0	35	5	1	0	0	41
1530 - 1545	0	0	41	3	1	0	0	45	0	0	184	27	1	2	1	215	0	0	39	3	0	0	0	42
1545 - 1600	0	0	44	5	0	0	0	49	0	0	181	30	2	1	0	214	0	0	48	2	0	0	0	50
Hourly Total	0	0	181	14	2	0	0	197	0	0	685	110	7	5	3	810	0	0	159	10	1	0	0	170
1600 - 1615	0	0	43	9	0	0	0	52	0	0	201	31	1	3	0	236	0	0	37	3	0	0	0	40
1615 - 1630	0	0	48	4																				

Manston, Tuesday 7th March 2017

Junction: (20) A256 / Manston Road / B2050

Approach: Manston Road

TIME	Left to A256 (South)								Ahead to B2050								Right to A256 (North)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	31	3	0	0	0	34	0	0	58	9	0	0	0	67	0	0	13	2	0	0	0	15
0615 - 0630	0	0	31	6	1	0	0	38	0	0	55	10	1	0	0	66	0	0	11	3	2	0	0	16
0630 - 0645	0	0	38	5	0	0	0	43	0	0	60	10	2	0	0	72	0	0	19	0	0	0	0	19
0645 - 0700	0	0	29	4	0	0	0	33	0	0	77	9	0	0	0	86	0	0	23	1	1	0	0	25
Hourly Total	0	0	129	18	1	0	0	148	0	0	250	38	3	0	0	291	0	0	66	6	3	0	0	75
0700 - 0715	0	0	34	7	0	0	0	41	0	0	66	11	1	0	0	78	0	0	18	2	0	0	0	20
0715 - 0730	0	0	41	8	1	0	0	50	0	0	57	10	1	0	0	68	0	0	15	0	0	0	0	15
0730 - 0745	0	0	45	5	0	0	0	50	1	0	74	10	2	0	0	87	0	0	21	1	2	0	0	24
0745 - 0800	0	0	24	1	0	0	0	25	0	1	62	7	1	0	1	72	0	0	30	3	0	0	0	33
Hourly Total	0	0	144	21	1	0	0	166	1	1	259	38	5	0	1	305	0	0	84	6	2	0	0	92
0800 - 0815	0	0	14	8	1	0	0	23	0	2	73	11	1	0	0	87	0	0	31	4	0	0	0	35
0815 - 0830	0	0	13	6	0	0	0	19	0	0	89	7	2	0	0	98	0	0	34	3	0	0	0	37
0830 - 0845	1	1	10	11	3	0	0	26	0	0	71	8	4	0	0	83	0	0	35	2	3	0	0	40
0845 - 0900	0	0	16	4	1	0	0	21	0	0	82	11	4	0	0	97	0	0	32	3	2	0	0	37
Hourly Total	1	1	53	29	5	0	0	89	0	2	315	37	11	0	0	365	0	0	132	12	5	0	0	149
0900 - 0915	0	0	15	9	0	1	0	25	0	0	42	7	3	1	1	54	0	0	33	2	1	0	0	36
0915 - 0930	0	0	11	8	0	1	0	20	0	0	38	8	3	0	1	50	0	0	21	3	2	0	0	26
0930 - 0945	0	0	15	8	0	0	0	23	0	0	32	8	0	0	0	40	0	0	16	0	0	0	0	16
0945 - 1000	0	0	23	8	1	0	0	32	0	0	30	6	3	0	0	39	0	0	12	2	0	0	0	14
Hourly Total	0	0	64	33	1	2	0	100	0	0	142	29	9	1	2	183	0	0	82	7	3	0	0	92
1000 - 1015	0	0	21	7	0	0	0	28	0	1	26	3	0	0	0	30	0	0	12	0	1	0	0	13
1015 - 1030	0	0	24	5	1	0	0	30	0	0	45	1	1	0	1	48	0	0	21	1	0	0	0	22
1030 - 1045	0	0	27	7	0	0	0	34	0	0	52	6	0	0	0	58	0	0	19	1	1	0	0	21
1045 - 1100	0	0	25	11	0	0	0	36	0	0	50	3	2	0	0	55	0	0	16	2	1	0	0	19
Hourly Total	0	0	97	30	1	0	0	128	0	1	173	13	3	0	1	191	0	0	68	4	3	0	0	75
1100 - 1115	0	0	25	3	0	0	0	28	0	0	47	2	0	0	1	50	0	0	20	1	0	0	0	21
1115 - 1130	0	0	23	6	1	0	0	30	0	0	48	3	2	0	1	54	0	0	16	1	0	0	0	17
1130 - 1145	0	0	24	2	1	0	0	27	0	1	55	1	2	0	0	59	0	0	21	2	1	1	0	25
1145 - 1200	0	0	25	3	0	0	0	28	0	0	59	5	1	0	0	65	0	0	20	2	0	0	0	22
Hourly Total	0	0	97	14	2	0	0	113	0	1	209	11	5	0	2	228	0	0	77	6	1	1	0	85
1200 - 1215	0	0	23	7	0	0	0	30	0	1	52	3	0	0	0	56	0	1	13	1	0	0	0	15
1215 - 1230	0	0	24	5	1	0	1	31	0	1	72	10	6	0	1	90	0	0	35	3	3	0	0	41
1230 - 1245	0	0	16	5	1	0	1	23	0	0	54	6	2	0	0	62	0	0	28	3	0	0	0	31
1245 - 1300	0	0	24	3	2	1	0	30	0	0	71	4	1	0	0	76	0	0	31	2	0	0	0	33
Hourly Total	0	0	87	20	4	1	2	114	0	2	249	23	9	0	1	284	0	1	107	9	3	0	0	120
1300 - 1315	0	0	11	6	2	1	0	20	0	0	49	4	0	0	1	54	0	0	29	2	1	0	0	32
1315 - 1330	0	1	16	3	2	0	0	22	0	0	63	11	1	0	0	75	0	0	18	4	0	0	0	22
1330 - 1345	0	0	20	3	2	0	0	25	0	0	54	7	1	0	0	62	0	0	20	4	1	0	0	25
1345 - 1400	0	1	9	4	0	0	0	14	0	1	52	12	1	0	0	66	0	0	20	6	0	0	0	26
Hourly Total	0	2	56	16	6	1	0	81	0	1	218	34	3	0	1	257	0	0	87	16	2	0	0	105
1400 - 1415	0	0	11	5	0	0	0	16	0	0	63	13	0	0	0	76	0	0	25	7	0	0	0	32
1415 - 1430	0	0	13	5	1	0	0	19	0	0	57	12	1	0	0	70	0	0	20	9	1	0	0	30
1430 - 1445	0	0	15	8	0	0	0	23	0	0	56	11	0	0	0	67	0	0	18	7	0	0	0	25
1445 - 1500	0	0	20	4	1	0	0	25	0	0	64	9	0	0	0	73	0	0	25	4	1	0	0	30
Hourly Total	0	0	59	22	2	0	0	83	0	0	240	45	1	0	0	286	0	0	88	27	2	0	0	117
1500 - 1515	0	0	20	4	0	0	0	24	0	0	65	8	0	0	0	73	0	0	23	2	0	0	0	25
1515 - 1530	0	0	16	3	1	0	0	20	0	0	57	6	1	0	0	64	0	0	31	6	0	0	0	37
1530 - 1545	0	0	16	2	0	0	0	18	0	0	62	6	0	0	0	68	0	0	26	7	1	0	0	34
1545 - 1600	0	0	19	2	2	0	0	23	0	0	49	13	0	0	0	62	0	0	28	6	1	0	0	35
Hourly Total	0	0	71	11	3	0	0	85	0	0	233	33	1	0	0	267	0	0	108	21	2	0	0	131
1600 - 1615	0	0	16	4	0	0	0	20	0	0	57	14	0	0	0	71	0	0	23	7	0	0	0	30
1615 - 1630	0	0	18	7	1	0	0	26	0	0	57	9	1	0	0	67	0	0	26	5	1	0	0	32
1630 -																								

Manston, Tuesday 7th March 2017

Junction: (20) A256 / Manston Road / B2050

Approach: A256 (South)

TIME	Left to B2050								Ahead to A256 (North)								Right to Manston Road							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	17	2	0	0	0	19	0	0	105	20	2	1	0	128	0	0	32	1	0	0	0	33
0615 - 0630	0	0	18	5	1	0	0	24	0	0	117	28	0	2	0	147	0	1	33	3	1	0	0	38
0630 - 0645	0	0	16	7	0	0	0	23	0	0	116	32	3	3	1	155	0	0	31	4	2	0	0	37
0645 - 0700	0	0	17	4	0	0	0	21	0	0	131	29	3	5	0	168	0	0	48	7	1	0	0	56
Hourly Total	0	0	68	18	1	0	0	87	0	0	469	109	8	11	1	598	0	1	144	15	4	0	0	164
0700 - 0715	0	0	18	3	0	0	0	21	0	0	106	26	3	2	0	137	0	0	41	8	2	0	0	51
0715 - 0730	0	0	17	2	0	0	0	19	0	0	103	30	0	2	0	135	0	0	47	8	4	0	0	59
0730 - 0745	0	0	18	4	0	0	0	22	1	0	111	29	1	3	1	146	0	0	59	3	4	0	0	66
0745 - 0800	0	0	9	3	1	0	0	13	0	0	178	17	5	4	2	206	0	2	39	11	2	0	0	54
Hourly Total	0	0	62	12	1	0	0	75	1	0	498	102	9	11	3	624	0	2	186	30	12	0	0	230
0800 - 0815	0	0	11	1	0	0	0	12	0	1	174	22	3	5	0	205	0	0	46	3	1	0	0	50
0815 - 0830	0	0	16	3	0	3	0	22	0	2	220	26	7	4	0	259	0	1	31	3	1	0	0	36
0830 - 0845	0	0	14	1	2	0	0	17	0	1	181	32	10	2	1	227	0	0	28	1	2	0	0	31
0845 - 0900	0	0	15	4	1	0	0	20	0	0	179	25	8	1	0	213	0	0	42	8	0	0	0	50
Hourly Total	0	0	56	9	3	3	0	71	0	4	754	105	28	12	1	904	0	1	147	15	4	0	0	167
0900 - 0915	0	0	10	0	0	0	0	10	1	0	166	23	8	4	0	202	0	0	26	3	2	1	0	32
0915 - 0930	0	0	7	4	1	2	0	14	0	0	173	26	6	3	0	208	0	0	15	5	0	0	0	20
0930 - 0945	0	0	6	0	0	1	0	7	0	0	162	15	7	0	0	184	0	0	21	7	1	0	0	29
0945 - 1000	0	0	11	1	0	2	0	14	0	2	115	15	10	2	1	145	0	0	22	7	2	0	0	31
Hourly Total	0	0	34	5	1	5	0	45	1	2	616	79	31	9	1	739	0	0	84	22	5	1	0	112
1000 - 1015	0	0	7	0	1	0	0	8	0	0	116	16	11	0	1	144	0	0	17	7	1	0	0	25
1015 - 1030	0	0	7	1	0	1	0	9	0	0	107	19	6	3	0	135	0	0	26	10	1	0	0	37
1030 - 1045	0	0	10	2	0	1	0	13	0	1	118	20	4	1	1	145	0	0	22	8	0	0	0	30
1045 - 1100	0	0	5	1	2	0	0	8	0	0	129	15	7	2	0	153	0	0	21	8	0	0	0	29
Hourly Total	0	0	29	4	3	2	0	38	0	1	470	70	28	6	2	577	0	0	86	33	2	0	0	121
1100 - 1115	0	0	9	3	0	0	0	12	0	0	102	16	12	1	1	132	0	0	21	7	1	1	0	30
1115 - 1130	0	0	7	1	1	0	0	9	0	0	88	19	9	2	0	118	0	0	18	11	1	0	0	30
1130 - 1145	0	0	11	2	0	1	0	14	0	0	119	16	9	0	0	144	0	0	23	12	0	0	0	35
1145 - 1200	0	0	8	0	1	0	0	9	0	0	129	14	10	3	0	156	0	0	20	9	2	0	0	31
Hourly Total	0	0	35	6	2	1	0	44	0	0	438	65	40	6	1	550	0	0	82	39	4	1	0	126
1200 - 1215	0	0	6	0	0	1	0	7	0	1	112	17	10	0	0	140	0	1	19	7	2	0	0	29
1215 - 1230	0	0	11	1	0	1	0	13	0	0	131	16	5	1	1	154	0	0	32	7	1	1	0	41
1230 - 1245	0	0	9	2	1	1	0	13	0	0	137	17	4	2	0	160	0	0	27	3	2	0	0	32
1245 - 1300	0	0	11	0	0	1	0	12	0	2	107	8	3	2	1	123	1	0	61	13	4	0	0	79
Hourly Total	0	0	37	3	1	4	0	45	0	3	487	58	22	5	2	577	1	1	139	30	9	1	0	181
1300 - 1315	0	0	10	1	0	2	0	13	0	0	118	18	12	1	1	150	0	0	18	5	0	0	0	23
1315 - 1330	0	0	12	3	0	0	0	15	0	1	110	23	7	1	0	142	1	0	26	6	3	0	0	36
1330 - 1345	0	0	12	3	0	1	0	16	0	1	119	20	5	2	0	147	0	0	42	4	0	0	0	46
1345 - 1400	0	0	9	0	1	2	0	12	0	0	101	21	2	2	1	127	0	0	53	0	3	0	0	56
Hourly Total	0	0	43	7	1	5	0	56	0	2	448	82	26	6	2	566	1	0	139	15	6	0	0	161
1400 - 1415	0	0	8	4	0	2	0	14	0	0	111	21	3	1	0	136	0	0	28	11	2	0	0	41
1415 - 1430	0	0	14	0	0	0	0	14	0	0	121	22	5	0	0	148	0	0	30	8	1	0	0	39
1430 - 1445	0	0	14	3	0	1	0	18	0	0	114	17	2	0	0	133	0	0	27	10	1	0	0	38
1445 - 1500	0	0	14	1	0	1	0	16	0	0	105	26	0	1	0	132	0	0	25	9	2	0	0	36
Hourly Total	0	0	50	8	0	4	0	62	0	0	451	86	10	2	0	549	0	0	110	38	6	0	0	154
1500 - 1515	0	0	12	5	0	0	0	17	0	0	115	22	6	0	0	143	0	0	23	8	1	0	0	32
1515 - 1530	0	0	13	1	0	1	0	15	0	0	110	27	1	1	0	139	0	0	24	7	1	0	0	32
1530 - 1545	0	0	11	0	0	1	0	12	0	0	104	20	4	1	0	129	0	0	20	11	0	0	0	31
1545 - 1600	0	0	12	1	0	0	0	13	0	1	98	19	1	0	0	119	0	0	30	9	0	0	0	39
Hourly Total	0	0	48	7	0	2	0	57	0	1	427	88	12	2	0	530	0	0	97	35	2	0	0	134
1600 - 1615	0	0	11	0	0	0	0	11	0	0	173	21	1	1	0	196	0	0	32	11	0	0	0	43
1615 - 1630	0	0	9	2	0	0	0	11	0															

Manston, Tuesday 7th March 2017

Junction: (20) A256 / Manston Road / B2050

Approach: B2050

TIME	Left to A256 (North)								Ahead to Manston Road								Right to A256 (South)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	19	1	1	0	0	21	0	0	12	2	1	0	0	15	0	0	3	1	0	1	0	5
0615 - 0630	0	0	16	2	0	0	0	18	0	0	20	2	0	0	0	22	0	0	5	1	0	0	0	6
0630 - 0645	0	0	15	2	0	0	0	17	0	0	17	6	1	0	0	24	0	0	10	3	1	0	0	14
0645 - 0700	0	0	16	2	1	0	0	19	0	0	23	4	0	0	0	27	0	0	7	1	0	1	0	9
Hourly Total	0	0	66	7	2	0	0	75	0	0	72	14	2	0	0	88	0	0	25	6	1	2	0	34
0700 - 0715	0	0	18	3	0	0	0	21	0	0	19	3	2	0	0	24	0	0	7	0	0	0	0	7
0715 - 0730	0	0	16	6	0	0	0	22	0	0	18	1	0	0	0	19	0	0	7	1	0	0	0	8
0730 - 0745	0	0	20	3	0	0	0	23	1	0	21	4	0	0	1	27	0	0	7	4	0	0	0	11
0745 - 0800	0	0	14	2	0	0	0	16	0	0	26	4	1	0	2	33	0	1	13	1	0	0	0	15
Hourly Total	0	0	68	14	0	0	0	82	1	0	84	12	3	0	3	103	0	1	34	6	0	0	0	41
0800 - 0815	0	0	19	3	2	0	0	24	0	0	38	4	3	0	0	45	0	0	14	5	1	0	0	20
0815 - 0830	0	0	19	8	1	0	1	29	0	1	34	11	1	0	0	47	0	0	10	4	0	0	0	14
0830 - 0845	0	0	21	6	0	0	0	27	0	0	31	4	3	0	1	39	0	0	14	6	0	3	0	23
0845 - 0900	0	0	27	1	2	0	0	30	0	0	35	3	0	0	0	38	0	0	16	1	0	0	0	17
Hourly Total	0	0	86	18	5	0	1	110	0	1	138	22	7	0	1	169	0	0	54	16	1	3	0	74
0900 - 0915	0	0	27	2	1	0	0	30	0	0	30	8	3	0	0	41	0	0	10	2	0	0	0	12
0915 - 0930	0	1	29	2	2	0	0	34	1	0	22	2	0	0	0	25	0	0	14	3	0	0	0	17
0930 - 0945	0	0	19	2	2	0	0	23	0	0	22	10	1	0	0	33	0	0	9	2	0	2	0	13
0945 - 1000	0	0	19	3	1	0	0	23	0	0	19	7	1	0	0	27	0	0	11	3	0	0	0	14
Hourly Total	0	1	94	9	6	0	0	110	1	0	93	27	5	0	0	126	0	0	44	10	0	2	0	56
1000 - 1015	0	0	16	3	2	0	0	21	0	0	22	8	0	0	0	30	0	0	9	1	0	0	0	10
1015 - 1030	0	0	15	3	2	0	0	20	0	0	18	4	1	0	0	23	0	0	9	2	0	0	0	11
1030 - 1045	0	0	22	2	1	0	0	25	0	0	18	4	0	0	0	22	0	0	12	2	0	0	0	14
1045 - 1100	0	0	24	1	0	0	0	25	0	0	23	7	1	0	0	31	0	0	8	1	1	0	0	10
Hourly Total	0	0	77	9	5	0	0	91	0	0	81	23	2	0	0	106	0	0	38	6	1	0	0	45
1100 - 1115	0	0	21	2	0	0	0	23	0	0	26	6	0	0	0	32	0	0	10	2	0	0	0	12
1115 - 1130	0	0	20	3	0	0	0	23	0	0	29	7	1	0	0	37	0	0	7	2	1	1	0	11
1130 - 1145	0	0	19	1	0	0	0	20	0	0	30	5	0	0	0	35	0	0	10	1	0	0	0	11
1145 - 1200	0	0	20	1	0	0	0	21	0	0	24	7	0	0	0	31	0	0	8	2	1	0	0	11
Hourly Total	0	0	80	7	0	0	0	87	0	0	109	25	1	0	0	135	0	0	35	7	2	1	0	45
1200 - 1215	0	0	22	2	1	0	0	25	0	0	24	7	1	0	0	32	0	0	6	3	1	3	0	13
1215 - 1230	0	0	29	4	1	0	0	34	0	1	34	5	1	0	0	41	0	0	8	1	1	0	0	10
1230 - 1245	0	0	30	5	2	0	0	37	0	0	30	2	1	0	0	33	0	0	8	1	0	0	0	9
1245 - 1300	0	0	18	1	0	0	0	19	0	0	35	4	1	0	1	41	0	0	10	2	4	0	0	16
Hourly Total	0	0	99	12	4	0	0	115	0	1	123	18	4	0	1	147	0	0	32	7	6	3	0	48
1300 - 1315	0	0	23	2	2	0	0	27	0	0	29	3	1	0	0	33	0	0	11	4	0	3	0	18
1315 - 1330	0	0	22	1	1	0	1	25	0	0	33	2	0	0	0	35	0	0	14	1	1	0	0	16
1330 - 1345	0	3	23	3	0	0	0	29	0	0	35	4	0	0	0	39	0	0	10	2	1	0	0	13
1345 - 1400	0	0	16	2	1	1	0	20	0	0	19	4	3	0	1	27	0	0	10	2	0	0	0	12
Hourly Total	0	3	84	8	4	1	1	101	0	0	116	13	4	0	1	134	0	0	45	9	2	3	0	59
1400 - 1415	0	0	13	3	0	0	0	16	0	0	45	2	0	0	0	47	0	0	11	2	0	0	0	13
1415 - 1430	0	0	11	4	1	0	0	16	0	0	37	6	0	0	0	43	0	0	12	1	0	0	0	13
1430 - 1445	0	0	17	7	2	0	0	26	0	0	34	4	1	0	0	39	0	0	8	1	0	0	0	9
1445 - 1500	0	0	16	2	2	0	0	20	0	0	37	2	0	0	0	39	0	0	9	1	1	0	0	11
Hourly Total	0	0	57	16	5	0	0	78	0	0	153	14	1	0	0	168	0	0	40	5	1	0	0	46
1500 - 1515	0	0	17	2	0	0	0	19	0	0	40	3	1	0	0	44	0	0	9	2	0	0	0	11
1515 - 1530	0	0	22	0	0	0	0	22	0	0	41	9	0	0	0	50	0	0	11	1	0	0	0	12
1530 - 1545	0	0	16	2	1	0	0	19	0	0	34	9	2	0	0	45	0	0	11	0	0	0	0	11
1545 - 1600	0	0	16	1	0	0	0	17	0	0	43	9	0	0	0	52	0	0	11	4	0	0	0	15
Hourly Total	0	0	71	5	1	0	0	77	0	0	158	30	3	0	0	191	0	0	42	7	0	0	0	49
1600 - 1615	0	0	15	1	0	0	0	16	0	0	42	8	1	0	0	51	0	0	12	0	0	0	0	12
1615 - 1630	0	0	14	1	0	0	0	15	0	0	34	7	0	0	0	41	0	0	9	1	0	0	0	10
1630 - 1645	0	0	15	3	0	0	0	18	0	0	40													

Manston, Tuesday 7th March 2017

Junction: (21A) Haine Road / A256 / Canterbury Road W

Approach: Haine Road

TIME	Left to A256							TOTAL
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	
0600 - 0615	0	0	158	27	2	0	0	187
0615 - 0630	0	0	182	46	3	1	0	232
0630 - 0645	0	0	194	46	5	0	0	245
0645 - 0700	0	0	199	45	10	1	0	255
Hourly Total	0	0	733	164	20	2	0	919
0700 - 0715	0	0	225	45	5	0	0	275
0715 - 0730	0	0	230	58	9	0	0	297
0730 - 0745	0	1	228	47	12	0	1	289
0745 - 0800	0	1	199	39	6	1	2	248
Hourly Total	0	2	882	189	32	1	3	1109
0800 - 0815	0	4	229	47	11	4	1	296
0815 - 0830	0	1	202	36	13	1	0	253
0830 - 0845	0	1	177	30	6	0	0	214
0845 - 0900	0	0	146	32	10	2	0	190
Hourly Total	0	6	754	145	40	7	1	953
0900 - 0915	0	1	131	28	10	5	0	175
0915 - 0930	1	0	121	29	8	7	1	167
0930 - 0945	1	0	142	17	8	1	0	169
0945 - 1000	1	0	154	27	9	2	1	194
Hourly Total	3	1	548	101	35	15	2	705
1000 - 1015	1	1	146	26	3	2	1	180
1015 - 1030	1	0	172	22	2	0	1	198
1030 - 1045	1	0	168	24	6	1	0	200
1045 - 1100	0	0	153	23	2	2	0	180
Hourly Total	3	1	639	95	13	5	2	758
1100 - 1115	0	0	181	15	5	1	0	202
1115 - 1130	0	0	168	27	1	1	0	197
1130 - 1145	0	0	182	22	2	0	0	206
1145 - 1200	0	0	186	18	4	3	1	212
Hourly Total	0	0	717	82	12	5	1	817
1200 - 1215	1	0	185	29	9	4	2	230
1215 - 1230	0	0	153	27	5	2	0	187
1230 - 1245	0	1	163	16	9	1	0	190
1245 - 1300	0	1	196	28	7	2	0	234
Hourly Total	1	2	697	100	30	9	2	841
1300 - 1315	0	0	179	31	5	3	1	219
1315 - 1330	0	2	189	28	11	5	0	235
1330 - 1345	0	0	154	33	2	2	4	195
1345 - 1400	0	0	183	24	8	5	0	220
Hourly Total	0	2	705	116	26	15	5	869
1400 - 1415	0	2	205	26	8	1	0	242
1415 - 1430	0	0	213	32	7	2	0	254
1430 - 1445	0	0	246	19	5	0	0	270
1445 - 1500	0	0	222	27	2	0	1	252
Hourly Total	0	2	886	104	22	3	1	1018
1500 - 1515	0	0	212	26	6	3	1	248
1515 - 1530	0	1	192	21	2	5	0	221
1530 - 1545	0	0	230	21	3	2	1	257
1545 - 1600	0	2	232	20	4	2	0	260
Hourly Total	0	3	866	88	15	12	2	986
1600 - 1615	0	1	240	25	5	1	0	272
1615 - 1630	0	0	252	22	6	0	0	280
1630 - 1645	0	6	244	27	6	3	2	288
1645 - 1700	1	5	260	27	12	4	0	309
Hourly Total	1	12	996	101	29	8	2	1149
1700 - 1715	0	1	280	34	4	3	0	322
1715 - 1730	0	1	299	35	4	1	1	341
1730 - 1745	0	5	258	27	2	3	0	295
1745 - 1800	2	4	221	27	1	1	0	256
Hourly Total	2	11	1058	123	11	8	1	1214
1800 - 1815	0	0	227	23	0	0	1	251
1815 - 1830	0	0	206	12	2	3	1	224
1830 - 1845	0	0	187	14	0	1	0	202
1845 - 1900	0	0	153	10	1	0	0	164
Hourly Total	0	0	773	59	3	4	2	841
1900 - 1915	0	0	155	18	0	0	1	174
1915 - 1930	0	2	149	17	1	0	0	169
1930 - 1945	0	0	121	5	2	0	1	129
1945 - 2000	0	3	125	7	1	0	0	136
Hourly Total	0	5	550	47	4	0	2	608
2000 - 2015	0	0	106	6	1	2	0	115
2015 - 2030	0	1	96	16	0	0	1	114
2030 - 2045	0	0	93	6	0	1	0	100
2045 - 2100	0	1	85	6	1	0	0	93
Hourly Total	0	2	380	34	2	3	1	422
2100 - 2115	0	0	69	3	0	0	1	73
2115 - 2130	0	0	55	6	1	0	0	62
2130 - 2145	0	0	45	7	0	1	0	53
2145 - 2200	0	0	39	3	0	0	0	42
Hourly Total	0	0	208	19	1	1	1	230
2200 - 2215	0	0	36	4	0	0	0	40
2215 - 2230	0	0	37	3	0	0	0	40
2230 - 2245	0	0	19	4	0	0	0	23
2245 - 2300	0	0	23	2	0	0	0	25
Hourly Total	0	0	115	13	0	0	0	128
2300 - 2315	0	0	13	3	0	0	0	16
2315 - 2330	0	0	16	2	0	0	0	18
2330 - 2345	0	0	13	1	0	0	0	14
2345 - 2400	0	0	8	1	0	0	0	9
Hourly Total	0	0	50	7	0	0	0	57
TOTAL	10	49	11557	1587	295	98	28	13624

Junction: (21A) Haine Road / A256 / Canterbury Road W

Approach: A256

TIME	Left to Canterbury Road W								Right to Haine Road							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	6	1	0	0	0	7	0	0	87	9	1	0	0	97
0615 - 0630	0	0	6	0	0	0	0	6	0	0	120	12	3	2	0	137
0630 - 0645	0	0	10	2	0	0	0	12	0	0	124	21	6	0	0	151
0645 - 0700	0	0	8	1	0	0	0	9	0	2	152	22	1	2	0	179
Hourly Total	0	0	30	4	0	0	0	34	0	2	483	64	11	4	0	564
0700 - 0715	0	0	11	1	1	0	0	13	0	0	148	24	2	3	0	177
0715 - 0730	0	0	12	2	0	0	0	14	0	3	140	16	9	4	0	172
0730 - 0745	0	0	12	4	0	0	1	17	0	0	161	19	9	3	0	192
0745 - 0800	0	0	11	1	0	0	1	13	0	0	166	26	4	3	0	199
Hourly Total	0	0	46	8	1	0	2	57	0	3	615	85	24	13	0	740
0800 - 0815	1	1	15	3	0	0	0	20	0	0	167	20	6	1	0	194
0815 - 0830	0	0	16	1	0	0	0	17	0	0	163	16	11	5	0	195
0830 - 0845	0	1	11	3	0	0	0	15	0	1	153	31	9	5	0	199
0845 - 0900	0	0	17	2	1	0	1	21	0	0	164	15	6	5	0	190
Hourly Total	1	2	59	9	1	0	1	73	0	1	647	82	32	16	0	778
0900 - 0915	0	1	14	2	1	0	0	18	0	0	135	22	8	1	0	166
0915 - 0930	0	0	17	1	1	0	0	19	0	0	148	21	4	4	0	177
0930 - 0945	0	0	18	1	0	0	0	19	0	0	122	18	3	5	0	148
0945 - 1000	0	0	19	0	1	0	0	20	0	0	126	18	6	7	0	157
Hourly Total	0	1	68	4	3	0	0	76	0	0	531	79	21	17	0	648
1000 - 1015	0	0	7	2	1	0	0	10	0	0	106	10	4	6	0	126
1015 - 1030	0	0	17	1	0	0	0	18	0	0	96	11	4	2	0	113
1030 - 1045	0	0	13	0	0	0	0	13	0	0	103	11	4	2	2	122
1045 - 1100	0	0	14	3	1	0	0	18	0	0	89	11	7	3	0	110
Hourly Total	0	0	51	6	2	0	0	59	0	0	394	43	19	13	2	471
1100 - 1115	0	0	19	2	0	0	0	21	0	0	67	8	4	1	0	80
1115 - 1130	0	0	15	2	0	0	0	17	0	0	76	11	6	2	0	95
1130 - 1145	0	0	17	0	1	0	0	18	0	0	86	14	1	7	0	108
1145 - 1200	0	0	19	1	1	0	0	21	0	0	81	14	3	7	0	105
Hourly Total	0	0	70	5	2	0	0	77	0	0	310	47	14	17	0	388
1200 - 1215	0	1	17	1	1	0	1	21	0	2	103	18	8	4	0	135
1215 - 1230	0	0	12	4	1	0	0	17	0	0	128	30	5	7	0	170
1230 - 1245	0	0	17	1	1	0	0	19	0	0	122	17	5	0	0	144
1245 - 1300	0	0	14	3	1	0	1	19	0	1	114	17	9	1	1	143
Hourly Total	0	1	60	9	4	0	2	76	0	3	467	82	27	12	1	592
1300 - 1315	0	0	20	3	0	0	0	23	0	1	125	18	3	1	0	148
1315 - 1330	0	0	9	2	1	0	0	12	0	2	129	12	8	2	0	153
1330 - 1345	0	0	10	1	0	0	0	11	0	0	109	13	6	3	0	131
1345 - 1400	0	0	15	4	1	0	1	21	0	2	112	17	3	4	0	138
Hourly Total	0	0	54	10	2	0	1	67	0	5	475	60	20	10	0	570
1400 - 1415	0	0	11	1	1	0	0	13	0	0	139	26	2	3	0	170
1415 - 1430	0	0	7	2	0	0	0	9	0	0	159	30	2	2	1	194
1430 - 1445	0	0	12	0	1	0	0	13	0	0	152	28	2	1	0	183
1445 - 1500	0	0	11	1	0	0	0	12	0	0	160	35	2	2	0	199
Hourly Total	0	0	41	4	2	0	0	47	0	0	610	119	8	8	1	746
1500 - 1515	0	0	16	1	0	0	0	17	0	0	157	22	2	2	0	183
1515 - 1530	0	0	19	4	0	0	0	23	0	0	140	8	8	2	0	158
1530 - 1545	0	0	11	1	0	0	0	12	0	0	163	19	8	2	0	192
1545 - 1600	0	0	14	2	1	0	0	17	0	0	154	16	10	1	0	181
Hourly Total	0	0	60	8	1	0	0	69	0	0	614	65	28	7	0	714
1600 - 1615	0	0	18	0	0	0	0	18	0	0	152	28	1	4	0	185
1615 - 1630	0	0	20	0	0	0	0	20	0	0	149	28	3	3	0	183
1630 - 1645	0	0	17	1	0	0	0	18	1	1	182	29	8	3	0	224
1645 - 1700	0	0	18	4	0	0	1	23	0	4	168	28	1	2	2	205
Hourly Total	0	0	73	5	0	0	1	79	1	5	651	113	13	12	2	797
1700 - 1715	0	0	19	5	1	0	0	25	0	3	182	36	3	1	3	228
1715 - 1730	0	0	25	3	1	0	0	29	0	1	226	30	0	1	3	261
1730 - 1745	0	0	16	2	0	0	1	19	0	3	250	26	3	0	0	282
1745 - 1800	0	1	16	3	0	0	0	20	0	2	230	24	2	0	0	258
Hourly Total	0	1	76	13	2	0	1	93	0	9	888	116	8	2	6	1029
1800 - 1815	0	1	10	2	0	0	0	13	0	0	155	12	1	1	0	169
1815 - 1830	0	0	18	0	0	0	0	18	0	2	145	16	2	0	0	165
1830 - 1845	0	0	18	2	0	0	0	20	0	1	124	10	3	0	1	139
1845 - 1900	0	0	13	1	0	0	0	14	0	0	130	11	0	0	1	142
Hourly Total	0	1	59	5	0	0	0	65	0	3	554	49	6	1	2	615
1900 - 1915	0	0	14	1	0	0	0	15	0	0	112	6	0	0	0	118
1915 - 1930	0	0	11	0	0	0	0	11	0	0	106	7	1	0	0	114
1930 - 1945	0	0	7	1	0	0	0	8	0	0	104	3	2	1	0	110
1945 - 2000	0	0	5	0	0	0	0	5	0	0	84	6	0	0	0	90
Hourly Total	0	0	37	2	0	0	0	39	0	0	406	22	3	1	0	432
2000 - 2015	0	0	6	0	0	0	0	6	0	0	72	4	1	0	0	77
2015 - 2030	0	0	8	1	0	0	0	9	0	0	66	1	2	0	0	69
2030 - 2045	0	0	10	0	0	0	0	10	0	0	54	5	0	1	0	60
2045 - 2100	0	0	8	0	0	0	0	8	0	1	45	6	0	0	0	52
Hourly Total	0	0	32	1	0	0	0	33	0	1	237	16	3	1	0	258
2100 - 2115	0	0	9	1	0	0	0	10	0	0	35	0	0	0	0	35
2115 - 2130	0	0	11	0	0	0	0	11	0	0	29	5	0	0	0	34
2130 - 2145	0	0	9	0	0	0	0	9	0	0	35	2	0	0	0	37
2145 - 2200	0	0	6	1	0	0	0	7	0	0	24	0	0	1	0	25
Hourly Total	0	0	35	2	0	0	0	37	0	0	123	7	0	1	0	131
2200 - 2215	0	0	4	1	0	0	0	5	0	0	22	1	0	0	0	23
2215 - 2230	0	0	4	1	0	0	0	5	0	0	22	0	1	0	0	23
2230 - 2245	0	0	5	1	0	0	0	6	0	0	29	1	0	0	0	30
2245 - 2300	0	0	2	0	0	0	0	2	0	0	15	1	0	0	0	16
Hourly Total	0	0	15	3	0	0	0	18	0	0	88	3	1	0	0	92
2300 - 2315	0	0	2	1	0	0	0	3	0	0	20	0	0	0	0	20
2315 - 2330	0	0	4	1	0	0	0	5	0	0	9	1	0	0	0	10
2330 - 2345	0	0	1	0	0	0	0	1	0	0	8	1	0	0	0	9
2345 - 2400	0	0	2	0	0	0	0	2	0	0	10	0	0	0	0	10
Hourly Total	0	0	9	2	0	0	0	11	0	0	47	2	0	0	0	49
TOTAL	1	6	875	100	20	0	8	1010	1	32	8140	1054	238	135	14	9614

Junction: (21A) Haine Road / A256 / Canterbury Road W

Approach: Canterbury Road W

TIME	Ahead to Haine Road								Right to A256							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	25	3	1	0	0	29	0	0	5	1	0	0	0	6
0615 - 0630	0	0	49	9	3	1	0	62	0	0	7	2	0	0	0	9
0630 - 0645	0	0	53	12	4	0	0	69	0	0	6	1	0	0	0	7
0645 - 0700	0	0	59	13	4	1	0	77	0	0	11	3	0	0	0	14
Hourly Total	0	0	186	37	12	2	0	237	0	0	29	7	0	0	0	36
0700 - 0715	0	0	53	12	5	0	0	70	0	0	7	4	0	0	0	11
0715 - 0730	0	0	48	12	1	0	0	61	0	0	11	3	1	0	0	15
0730 - 0745	0	0	52	12	3	0	0	67	0	0	13	4	1	0	0	18
0745 - 0800	1	1	49	9	2	0	0	62	0	1	19	2	0	0	0	22
Hourly Total	1	1	202	45	11	0	0	260	0	1	50	13	2	0	0	66
0800 - 0815	0	0	51	7	3	0	0	61	0	0	11	5	0	0	1	17
0815 - 0830	1	0	51	11	1	0	0	64	0	1	18	6	0	0	0	25
0830 - 0845	0	0	40	6	0	0	0	46	0	0	16	3	1	0	0	20
0845 - 0900	0	0	53	10	1	0	0	64	0	0	17	0	1	0	0	18
Hourly Total	1	0	195	34	5	0	0	235	0	1	62	14	2	0	1	80
0900 - 0915	0	0	39	8	2	0	0	49	0	0	13	1	0	0	0	14
0915 - 0930	0	0	47	9	2	0	1	59	0	0	9	2	1	0	0	12
0930 - 0945	0	0	51	11	0	0	0	62	0	0	11	2	0	0	0	13
0945 - 1000	0	0	50	11	0	0	0	61	0	0	9	1	0	0	0	10
Hourly Total	0	0	187	39	4	0	1	231	0	0	42	6	1	0	0	49
1000 - 1015	0	0	48	8	1	0	0	57	0	0	13	2	0	0	0	15
1015 - 1030	0	0	54	8	0	1	0	63	0	0	12	1	0	0	0	13
1030 - 1045	0	0	56	10	2	0	0	68	0	0	10	0	0	0	0	10
1045 - 1100	0	0	48	10	2	0	0	60	0	0	13	0	1	0	0	14
Hourly Total	0	0	206	36	5	1	0	248	0	0	48	3	1	0	0	52
1100 - 1115	0	0	55	11	0	1	0	67	0	0	8	1	0	0	0	9
1115 - 1130	0	1	59	9	1	0	0	70	0	0	8	1	1	0	0	10
1130 - 1145	0	0	61	10	1	1	0	73	0	0	13	2	0	0	0	15
1145 - 1200	0	0	55	9	1	0	0	65	0	0	12	3	0	0	0	15
Hourly Total	0	1	230	39	3	2	0	275	0	0	41	7	1	0	0	49
1200 - 1215	0	0	50	10	0	0	0	60	0	0	13	2	0	0	1	16
1215 - 1230	0	0	28	5	2	0	1	36	0	0	8	4	0	0	0	12
1230 - 1245	0	0	40	8	2	0	0	50	0	0	6	1	0	0	0	7
1245 - 1300	0	0	43	8	1	0	0	52	0	0	7	0	0	0	0	7
Hourly Total	0	0	161	31	5	0	1	198	0	0	34	7	0	0	1	42
1300 - 1315	0	0	48	3	3	0	0	54	0	0	16	1	0	0	1	18
1315 - 1330	0	0	44	2	1	0	0	47	0	0	12	5	0	0	0	17
1330 - 1345	0	0	37	10	2	0	0	49	0	0	14	2	0	0	0	16
1345 - 1400	0	1	34	8	0	0	0	43	0	1	8	1	1	0	0	11
Hourly Total	0	1	163	23	6	0	0	193	0	1	50	9	1	0	1	62
1400 - 1415	0	0	34	8	0	0	0	42	0	0	14	5	0	0	0	19
1415 - 1430	0	0	41	7	1	0	0	49	0	0	17	2	0	0	0	19
1430 - 1445	0	0	44	11	1	0	0	56	0	0	18	2	0	0	0	20
1445 - 1500	0	0	51	7	0	0	0	58	0	0	19	2	0	0	0	21
Hourly Total	0	0	170	33	2	0	0	205	0	0	68	11	0	0	0	79
1500 - 1515	0	0	63	8	0	0	0	71	0	0	15	4	0	0	0	19
1515 - 1530	0	0	71	5	2	0	0	78	0	0	21	2	0	0	0	23
1530 - 1545	0	0	60	7	0	0	0	67	0	0	14	1	0	0	0	15
1545 - 1600	0	0	68	5	1	0	0	74	0	0	16	4	0	0	0	20
Hourly Total	0	0	262	25	3	0	0	290	0	0	66	11	0	0	0	77
1600 - 1615	0	0	53	6	0	1	0	60	0	0	16	2	1	0	0	19
1615 - 1630	0	0	53	5	0	0	0	58	0	0	14	2	0	0	0	16
1630 - 1645	0	0	56	8	1	0	1	66	0	1	16	4	0	0	0	21
1645 - 1700	0	0	59	11	1	0	1	72	0	0	17	3	0	0	0	20
Hourly Total	0	0	221	30	2	1	2	256	0	1	63	11	1	0	0	76
1700 - 1715	0	0	57	11	1	0	0	69	0	1	27	2	0	0	0	30
1715 - 1730	0	0	67	10	0	0	1	78	0	1	31	0	0	0	1	33
1730 - 1745	0	0	60	8	1	0	0	69	0	1	29	1	0	0	0	31
1745 - 1800	0	0	64	12	1	0	1	78	0	1	25	3	0	0	0	29
Hourly Total	0	0	248	41	3	0	2	294	0	4	112	6	0	0	1	123
1800 - 1815	0	0	50	1	0	0	0	51	0	0	16	2	0	0	1	19
1815 - 1830	0	1	44	3	0	0	0	48	0	0	10	1	0	0	1	12
1830 - 1845	0	0	45	3	1	0	0	49	0	0	11	0	1	0	0	12
1845 - 1900	0	0	45	3	0	0	0	48	0	0	12	3	0	0	0	15
Hourly Total	0	1	184	10	1	0	0	196	0	0	49	6	1	0	2	58
1900 - 1915	0	0	49	4	0	0	0	53	0	0	10	0	0	0	0	10
1915 - 1930	0	0	44	1	1	0	0	46	0	0	9	0	0	0	0	9
1930 - 1945	0	0	41	1	1	0	0	43	0	0	10	1	0	0	0	11
1945 - 2000	0	0	38	3	0	0	0	41	0	0	7	1	0	0	0	8
Hourly Total	0	0	172	9	2	0	0	183	0	0	36	2	0	0	0	38
2000 - 2015	0	0	24	2	0	0	0	26	0	0	7	0	0	0	0	7
2015 - 2030	0	0	22	1	0	0	0	23	0	0	7	1	0	0	0	8
2030 - 2045	0	0	19	1	0	0	0	20	0	0	8	0	0	0	0	8
2045 - 2100	0	0	12	2	0	0	0	14	0	0	5	1	0	0	0	6
Hourly Total	0	0	77	6	0	0	0	83	0	0	27	2	0	0	0	29
2100 - 2115	0	0	19	1	0	0	0	20	0	0	7	2	0	0	0	9
2115 - 2130	0	0	12	1	0	0	0	13	0	0	9	0	0	0	0	9
2130 - 2145	0	0	11	0	0	0	0	11	0	0	5	1	0	0	0	6
2145 - 2200	0	0	10	1	0	0	0	11	0	0	6	0	0	0	0	6
Hourly Total	0	0	52	3	0	0	0	55	0	0	27	3	0	0	0	30
2200 - 2215	0	0	5	2	0	0	0	7	0	0	2	1	0	0	0	3
2215 - 2230	0	0	7	1	0	0	0	8	0	0	3	1	0	0	0	4
2230 - 2245	0	0	9	1	0	0	0	10	0	0	5	1	0	0	0	6
2245 - 2300	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2
Hourly Total	0	0	25	4	0	0	0	29	0	0	12	3	0	0	0	15
2300 - 2315	0	0	3	0	0	0	0	3	0	0	3	1	0	0	0	4
2315 - 2330	0	0	7	1	0	0	0	8	0	0	3	0	0	0	0	3
2330 - 2345	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0
2345 - 2400	0	0	6	0	0	0	0	6	0	0	1	0	0	0	0	1
Hourly Total	0	0	22	2	0	0	0	24	0	0	7	1	0	0	0	8
TOTAL	2	4	2963	447	64	6	6	3492	0	8	823	122	10	0	6	969

Junction: (218) A256 / Canterbury Road E / Sandwich Road / Hengist Way

Approach: A256

TIME	Left to Canterbury Road E											Ahead to Sandwich Road											Right to Hengist Way											U-Turn										
	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL												
0600 - 0615	0	0	12	5	0	0	0	17	0	0	10	2	0	0	0	12	0	0	135	20	2	0	0	157	0	0	0	0	0	0	0	0												
0615 - 0630	0	0	17	5	0	0	0	22	0	0	12	3	0	0	0	15	0	0	149	38	3	1	0	190	0	0	5	0	0	0	0	5												
0630 - 0645	0	0	15	10	0	0	0	25	0	0	17	5	0	0	0	22	0	0	155	31	5	0	0	191	0	0	7	0	0	0	0	7												
0645 - 0700	0	0	14	9	0	0	0	23	0	0	22	5	1	0	0	32	0	0	159	27	1	0	0	196	0	0	4	0	0	0	0	4												
Hourly Total	0	0	58	29	0	0	0	87	0	0	61	19	1	0	0	81	0	0	597	116	19	2	0	734	0	0	17	0	0	0	0	17												
0700 - 0715	0	0	12	7	0	0	0	19	0	0	25	9	0	0	0	34	0	0	181	29	5	0	0	215	0	0	7	0	0	0	0	7												
0715 - 0730	0	0	26	7	0	0	0	33	0	0	20	5	0	0	0	25	0	0	177	46	9	0	0	232	0	0	4	0	0	0	0	4												
0730 - 0745	0	0	26	8	1	0	0	35	0	1	23	6	0	0	0	30	0	0	172	33	11	0	1	217	0	0	7	0	0	0	0	7												
0745 - 0800	0	0	30	0	0	0	1	31	0	0	17	4	0	0	0	21	0	1	149	35	6	1	1	193	0	0	0	0	0	0	0	3												
Hourly Total	0	0	94	22	0	0	1	118	0	1	85	24	0	0	0	110	0	1	679	143	31	1	2	887	0	0	24	0	0	0	0	24												
0800 - 0815	0	0	29	5	0	0	0	35	0	1	30	3	3	0	1	39	0	3	150	34	8	4	0	210	0	0	3	0	0	0	0	13												
0815 - 0830	0	1	47	3	0	0	0	51	0	0	13	6	1	0	0	20	0	0	138	26	12	1	0	177	0	0	4	1	0	0	0	5												
0830 - 0845	0	0	40	5	2	0	0	47	0	1	16	1	0	0	0	18	0	0	120	23	4	0	0	147	0	0	1	1	0	0	0	2												
0845 - 0900	0	0	37	4	2	0	0	43	0	0	20	6	0	0	0	26	0	0	84	23	8	2	0	116	0	0	1	0	0	0	0	2												
Hourly Total	0	1	153	18	4	0	0	176	0	2	79	16	4	0	1	102	0	3	502	106	32	7	0	650	0	0	29	5	0	0	0	25												
0900 - 0915	0	0	30	2	1	0	0	33	0	0	12	2	2	0	0	16	0	1	83	24	7	5	0	120	0	0	0	0	0	0	0	0												
0915 - 0930	0	0	23	4	0	0	1	28	1	0	18	4	1	0	0	24	0	0	73	21	6	7	0	104	0	0	10	0	0	0	0	0												
0930 - 0945	0	0	44	1	0	0	0	45	1	0	15	1	0	0	0	17	0	0	80	16	8	1	0	104	0	0	3	0	0	0	0	3												
0945 - 1000	0	0	46	1	1	0	1	52	1	0	21	2	1	0	0	25	0	0	86	19	7	2	0	114	0	0	3	2	0	0	0	0												
Hourly Total	0	0	145	11	2	0	2	158	3	0	66	9	4	0	0	82	0	1	319	79	28	15	0	442	0	0	29	2	1	0	0	23												
1000 - 1015	0	0	42	6	0	0	1	49	1	0	12	1	0	0	0	14	0	1	90	19	3	2	0	115	0	0	2	0	0	0	0	2												
1015 - 1030	0	0	50	1	0	0	1	52	1	0	19	4	0	0	0	24	0	0	99	17	2	0	0	118	0	0	4	0	0	0	0	4												
1030 - 1045	0	0	47	3	1	0	0	51	1	0	17	3	0	0	0	21	0	0	100	16	5	1	0	122	0	0	4	2	0	0	0	4												
1045 - 1100	0	0	41	4	0	0	0	45	0	0	20	2	0	0	0	22	0	0	88	15	2	2	0	107	0	0	4	2	0	0	0	6												
Hourly Total	0	0	180	14	1	0	2	197	3	0	68	19	0	0	0	81	0	1	377	67	12	5	0	462	0	0	14	4	0	0	0	18												
1100 - 1115	0	0	49	1	0	0	0	50	0	0	24	2	0	0	0	26	0	0	107	11	5	1	0	124	0	0	1	1	0	0	0	0												
1115 - 1130	0	0	42	2	0	0	0	44	0	0	21	3	0	0	0	26	0	0	102	19	1	1	0	123	0	0	3	1	0	0	0	4												
1130 - 1145	0	0	38	2	0	0	0	40	0	0	17	4	0	0	0	21	0	0	123	16	2	0	0	141	0	0	4	0	0	0	0	4												
1145 - 1200	0	0	46	3	0	0	0	49	0	0	22	2	0	0	0	24	0	0	113	11	4	3	0	131	0	0	5	2	0	0	0	4												
Hourly Total	0	0	175	8	0	0	1	184	0	0	84	13	0	0	0	97	0	0	445	57	12	5	0	519	0	0	13	4	0	0	0	17												
1200 - 1215	0	0	44	5	2	0	1	52	1	0	24	3	0	0	0	28	0	0	113	20	7	4	0	144	0	0	4	1	0	0	0	11												
1215 - 1230	0	0	26	3	0	0	0	29	0	0	19	3	0	0	0	22	0	0	99	19	5	2	0	125	0	0	6	2	0	0	0	6												
1230 - 1245	0	1	27	1	0	0	0	29	0	0	17	1	0	0	0	19	0	0	115	13	8	1	0	137	0	0	4	1	1	0	0	6												
1245 - 1300	0	1	31	1	0	0	0	33	0	0	31	4	0	0	0	35	0	0	125	22	7	2	0	156	0	0	9	1	0	0	0	10												
Hourly Total	0	2	128	10	2	0	1	143	1	0	91	11	0	0	0	103	0	0	452	74	27	9	0	562	0	0	26	5	0	0	0	23												
1300 - 1315	0	0	36	7	0	0	0	43	0	0	29	3	0	0	0	32	0	0	101	17	5	3	0	126	0	0	11	4	0	0	0	5												
1315 - 1330	0	0	37	5	0	0	0	42	0	0	1	37	2	0	0	40	0	0	1	106	20	10	5	0	142	0	0	9	1	1	0	0	11											
1330 - 1345	0	0	34	3	0	0	0	37	0	0	25	3	0	0	0	28	0	0	95	26	2	2	0	123	0	0	6	1	0	0	0	4												
1345 - 1400	0	0	45	4	1	0	0	50	0	0	30	5	0	0	0	35	0	0	109	14	7	5	0	135	0	0	10	2	0	0	0	12												
Hourly Total	0	0	154	19	1	0	1	175	0	1	110	12	0	0	0	123	0	0	405	77	24	15	4	526	0	0	36	8	1	0	0	0	45											
1400 - 1415	0	2	42	4	0	0	0	48	0	0	29	3	0	0	0	32	0	0	123	18	8	1	0	150	0	0	15	2	0	0	0	12												
1415 - 1430	0	0	45	4	0	0	0	49	0	0	29	4	0	0	0	33	0	0	130	22	7	2	0	161	0	0	16	2	0	0	0	14												
1430 - 1445	0	0	52	1	0	0	0	53	0	0	26	2	0	0	0	28	0	0	154	13	5	0	0	172	0	0	14	3	0	0	0	17												
1445 - 1500	0	0	49	4	0	0	1	54	0	0	21	3	0	0	0	24	0	0	136	18	2	0	0	158	0	0	15	2	0	0	0	16												
Hourly Total	0	2	188	13	0	0	1	204	0	0	98	12	0	0	0	110	0	0	545	71	22	3	0	613	0	0	8	8	0	0	0	0												
1500 - 1515	0	0	47	1	0	0	0	48	0	0	21	2	0	0	0	23	0	0	131	20	6	3	0	160	0	0	13	3	0	0	0	16												
1515 - 1530	0	1	40	3	0	0	0	44	0	0	28	3	0	0	0	31	0	0	112	13	2	5	0	132	0	0	12	2	0	0	0	14												
1530 - 1545	0	0	47	1	0	0	1	49	0	0	35	2	0	0	0	37	0	0	135	17	3	2	0	155	0	0	13	0	0	0	0	13												
1545 - 1600	0	2	62	4	0	0	0	68	0	0	22	4	0	0	0	26	0	0	135	10	4	2	0	151	0	0	10	2	0	0	0	15												
Hourly Total	0	3	196	9	0	0	2	210	0	0																																		

Manston, Tuesday 7th March 2017

Junction: (21B) A256 / Canterbury Road E / Sandwich Road / Hengist Way

Approach: Canterbury Road E

TIME	Left to Sandwich Road								Ahead to Hengist Way								Right to A256							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	10	1	0	0	0	11	0	0	128	19	5	1	0	153	0	0	9	2	0	0	0	11
0615 - 0630	0	0	17	1	0	0	0	18	0	0	122	12	6	0	0	140	0	0	11	1	0	0	0	12
0630 - 0645	0	0	17	2	0	0	0	19	0	0	157	21	3	1	0	182	0	0	9	3	0	0	0	12
0645 - 0700	0	0	18	4	0	0	0	22	0	2	181	31	6	0	0	220	0	0	11	2	0	0	0	13
Hourly Total	0	0	62	8	0	0	0	70	0	2	588	83	20	2	0	695	0	0	40	8	0	0	0	48
0700 - 0715	0	0	19	4	0	0	0	23	0	0	172	39	7	0	0	218	0	0	20	3	0	0	0	23
0715 - 0730	0	0	15	3	0	0	0	18	0	0	189	23	2	0	0	214	0	0	19	2	0	0	0	21
0730 - 0745	0	0	18	2	0	0	0	20	0	0	221	47	3	0	0	271	0	0	26	4	0	1	1	32
0745 - 0800	0	0	29	7	1	0	0	37	0	1	227	19	2	4	0	253	0	0	28	5	1	0	1	35
Hourly Total	0	0	81	16	1	0	0	98	0	1	809	128	14	4	0	956	0	0	93	14	1	1	2	111
0800 - 0815	0	1	19	6	0	0	1	27	0	3	199	21	4	2	0	229	0	0	31	0	0	0	0	32
0815 - 0830	0	0	26	3	1	0	2	32	0	4	191	31	8	2	0	236	0	0	32	5	1	1	0	39
0830 - 0845	0	0	17	1	0	0	0	18	0	3	160	18	4	1	0	186	0	0	34	6	3	0	0	43
0845 - 0900	0	1	20	3	0	0	0	24	0	0	170	24	6	0	0	200	0	0	37	3	1	0	1	42
Hourly Total	0	2	82	13	1	0	3	101	0	10	720	94	22	5	0	851	1	0	134	14	5	1	1	156
0900 - 0915	0	0	19	3	1	0	0	23	0	0	136	18	7	0	0	161	0	0	30	5	2	0	0	37
0915 - 0930	0	0	17	5	0	0	1	23	0	2	107	20	5	3	0	137	0	0	30	1	0	0	0	31
0930 - 0945	0	0	19	1	0	0	0	20	0	0	107	22	3	4	0	136	0	0	29	1	0	0	0	30
0945 - 1000	0	0	18	1	0	0	0	19	0	0	103	14	9	1	0	127	0	0	22	5	1	0	0	28
Hourly Total	0	0	73	10	1	0	1	85	0	2	453	74	24	8	0	561	0	0	111	12	3	0	0	126
1000 - 1015	0	0	14	1	0	0	0	15	0	0	119	15	8	2	0	144	0	0	21	0	1	0	0	22
1015 - 1030	0	0	13	1	0	0	0	14	0	0	112	11	11	0	0	134	0	0	21	1	1	0	0	23
1030 - 1045	0	0	15	2	0	0	1	18	0	0	101	6	9	2	0	118	0	0	17	0	1	0	0	18
1045 - 1100	0	0	13	1	0	0	1	15	0	0	114	7	10	0	0	131	0	0	20	2	0	0	0	22
Hourly Total	0	0	55	5	0	0	2	62	0	0	446	39	38	4	0	527	0	0	79	3	3	0	0	85
1100 - 1115	0	0	14	1	0	0	0	15	0	0	101	13	3	1	0	118	0	0	17	0	1	0	0	18
1115 - 1130	0	0	15	0	0	0	0	15	0	0	128	11	10	2	0	151	0	0	16	3	0	0	0	19
1130 - 1145	0	0	12	3	0	0	1	16	0	0	114	10	10	2	0	136	0	0	17	2	0	0	0	19
1145 - 1200	0	0	13	1	0	0	0	14	0	0	104	11	8	0	0	123	0	0	16	1	1	0	0	18
Hourly Total	0	0	54	5	0	0	1	60	0	0	447	45	31	5	0	528	0	0	66	6	2	0	0	74
1200 - 1215	0	0	14	2	0	0	0	16	0	0	105	16	12	3	1	137	0	1	20	4	2	0	0	27
1215 - 1230	1	0	21	6	1	0	2	31	0	1	87	11	5	0	0	104	0	0	19	5	1	0	0	25
1230 - 1245	0	1	15	2	1	0	0	19	0	0	105	14	10	3	0	132	0	0	27	0	1	0	0	28
1245 - 1300	0	0	17	8	1	0	0	26	0	0	56	11	2	2	0	71	0	0	20	5	2	0	1	28
Hourly Total	1	1	67	18	3	0	2	92	0	1	353	52	29	8	1	444	0	1	86	14	6	0	1	108
1300 - 1315	0	0	26	0	0	0	0	26	0	1	83	15	6	1	0	107	0	0	28	1	1	0	0	30
1315 - 1330	0	0	21	1	0	0	0	22	0	0	97	21	5	1	0	124	0	1	17	2	0	0	0	20
1330 - 1345	0	0	22	5	0	1	2	30	0	0	93	10	3	2	0	108	0	0	28	3	0	0	0	31
1345 - 1400	0	1	15	2	1	0	0	19	0	0	75	16	5	2	0	98	0	1	23	3	1	0	1	29
Hourly Total	0	1	84	8	1	1	2	97	0	1	348	63	19	6	0	437	0	2	96	9	2	0	1	110
1400 - 1415	0	0	19	2	0	0	0	21	0	0	99	15	6	1	0	121	0	0	23	4	0	0	0	27
1415 - 1430	0	0	15	1	0	0	1	17	0	0	101	13	2	2	0	118	0	0	25	2	0	0	0	27
1430 - 1445	0	0	13	2	0	0	0	15	0	0	87	23	3	0	0	113	0	0	21	1	0	0	0	22
1445 - 1500	0	0	18	2	0	0	1	21	0	1	94	21	2	1	0	119	0	0	28	2	0	0	0	30
Hourly Total	0	0	65	7	0	0	2	74	0	1	381	72	13	4	0	471	0	0	97	9	0	0	0	106
1500 - 1515	0	0	20	1	0	0	0	21	0	0	87	18	4	0	0	109	0	0	25	4	0	0	0	25
1515 - 1530	0	0	22	1	0	0	1	24	0	1	112	23	11	0	0	147	0	0	18	1	0	0	0	19
1530 - 1545	0	0	19	1	0	0	0	20	0	0	109	23	8	0	0	140	0	0	28	1	0	0	0	29
1545 - 1600	0	0	21	0	0	0	0	21	0	1	105	24	7	0	0	137	0	0	28	1	0	0	0	29
Hourly Total	0	0	82	3	0	0	1	86	0	2	413	88	30	0	0	533	0	0	82	9	0	0	0	106
1600 - 1615	0	0	22	0	0	0	0	22	0	0	106	20	4	1	0	131	0	0	28	2	0	0	0	30
1615 - 1630	0	0	17	0	0	0	0	17	0	0	118	22	3	1	0	144	0	0	23	1	0	0	0	24
1630 - 1645	0	0	18	1	0	0	0	19	0	2	120	21	5	1	0	149	0	0	26	6	0	0	0	32
1645 - 1700	0	0	32	4	0	0	0	36	0	0	87	17	2	2	0	108	0	0	23	4	0	0	1	28
Hourly Total	0	0	89	5	0	0	0	94	0	2	431	80	14	5	0	532	0	0	100	13	0	0	1	114
1700 - 1715	0	0	30	2	0	0	1	33	0	0	139	17	1	0	0	157	0	0	29	4	0	0	0	33
1715 - 1730	0	0	29	7	0	0	1	37	0	0	119	17	2	0	0	138	0	1	28	2	1	0	0	32
1730 - 1745	0	1	20	2	1	0	0	24	0	0	115	12	2	1	0	130	0	1	33	2	0	0	1	37
1745 - 1800	0	1	18	2	0	0	0	1	22	0	88	10	1	0	0	99	0	1	28	6	0	0	0	35
Hourly Total	0	2	97	13	1	0	3	116	0	0	461	56	6	1	0	524	0	3	118	14	1	0	1	137
1800 - 1815	0	0	15	1	0	0	0	16	0	1	88	16	0	0	0	105	0	1	15	2	0	0	0	18
1815 - 1830	0	0	16	1	0	0	0	17	0	0	66	3												

Manston, Tuesday 7th March 2017

Junction: (21B) A256 / Canterbury Road E / Sandwich Road / Hengist Way

Approach: Sandwich Road

TIME	Left to Hengist Way							Ahead to A256							Right to Canterbury Road E									
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	7	1	0	0	0	8
0615 - 0630	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	6	0	0	0	0	6
0630 - 0645	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	0	0	13	3	0	0	0	16
0645 - 0700	0	0	1	0	0	0	0	1	0	0	7	1	0	0	0	8	0	0	10	1	0	0	0	11
Hourly Total	0	0	2	0	0	0	0	2	0	0	16	2	0	0	0	18	0	0	36	5	0	0	0	41
0700 - 0715	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	0	0	13	1	0	0	0	14
0715 - 0730	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	0	0	13	1	0	0	0	14
0730 - 0745	0	0	1	0	0	0	0	1	0	0	8	1	0	0	0	9	0	0	12	3	0	0	0	15
0745 - 0800	0	0	1	2	0	0	0	3	0	0	15	2	0	0	0	17	0	0	8	4	1	0	2	15
Hourly Total	0	0	2	2	0	0	0	4	0	0	39	5	0	0	0	44	0	0	46	9	1	0	2	58
0800 - 0815	0	0	2	1	1	0	0	4	0	1	11	5	1	0	0	18	0	0	11	0	0	0	0	11
0815 - 0830	0	0	0	5	0	0	0	5	0	0	10	0	0	0	0	10	0	0	12	1	1	0	0	14
0830 - 0845	0	0	0	1	0	0	0	1	0	2	12	4	0	0	0	18	0	0	15	3	0	0	0	18
0845 - 0900	0	0	1	1	0	0	0	2	0	0	18	2	0	0	0	20	0	0	14	1	0	0	0	15
Hourly Total	0	0	3	8	1	0	0	12	0	3	51	11	1	0	0	66	0	0	52	5	1	0	0	58
0900 - 0915	0	0	0	0	0	0	0	0	0	0	10	4	0	0	0	14	0	0	11	1	1	0	1	14
0915 - 0930	0	0	0	0	0	0	0	0	0	0	14	5	0	0	0	19	0	0	10	3	0	0	1	14
0930 - 0945	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	0	0	8	0	0	0	1	9
0945 - 1000	0	0	1	0	0	0	0	1	0	0	10	1	0	0	0	11	0	0	12	1	0	0	0	13
Hourly Total	0	0	1	0	0	0	0	1	0	0	42	12	0	0	0	54	0	0	41	5	1	0	3	50
1000 - 1015	0	0	0	0	0	0	0	0	0	0	8	2	1	0	0	11	0	0	19	1	1	0	0	21
1015 - 1030	0	0	1	0	0	0	0	1	0	0	10	3	0	0	0	13	0	0	16	1	1	0	0	18
1030 - 1045	0	0	0	0	0	0	0	0	0	0	11	2	0	0	0	13	0	0	21	2	0	0	0	23
1045 - 1100	0	0	2	0	0	0	0	2	0	0	9	3	1	0	0	13	0	0	22	2	1	0	0	25
Hourly Total	0	0	3	0	0	0	0	3	0	0	38	10	2	0	0	50	0	0	78	6	3	0	0	87
1100 - 1115	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	0	0	23	1	1	0	0	25
1115 - 1130	0	0	2	0	0	0	0	2	0	0	7	1	2	0	0	8	0	0	19	0	1	0	0	20
1130 - 1145	0	0	1	0	0	0	0	1	0	0	11	2	0	0	0	13	0	0	19	0	1	0	0	20
1145 - 1200	0	0	1	0	0	0	0	1	0	0	9	2	1	0	0	12	0	0	17	1	0	0	0	18
Hourly Total	0	0	4	0	0	0	0	4	0	0	35	6	1	0	0	42	0	0	78	2	3	0	0	83
1200 - 1215	0	0	1	0	0	0	0	1	0	1	9	4	2	0	0	16	1	0	20	1	2	0	1	25
1215 - 1230	0	0	0	0	0	0	0	0	0	0	17	4	0	0	0	21	0	0	17	0	0	0	0	17
1230 - 1245	0	0	1	1	0	0	0	2	0	0	13	1	0	0	0	14	0	2	12	4	1	0	0	19
1245 - 1300	0	0	1	0	0	0	0	2	0	0	17	2	2	0	0	22	0	0	12	2	0	0	0	14
Hourly Total	0	0	3	1	0	0	0	5	0	1	56	11	4	0	0	72	1	2	61	7	3	0	1	75
1300 - 1315	0	0	1	0	0	0	0	1	0	0	21	6	0	0	0	27	0	1	12	1	0	0	1	15
1315 - 1330	0	0	1	1	0	0	0	2	0	1	24	3	1	0	0	29	0	0	10	3	1	0	1	15
1330 - 1345	0	0	1	0	0	0	0	1	0	0	8	2	1	0	0	11	0	0	9	1	0	0	0	10
1345 - 1400	0	0	1	0	0	0	0	1	0	1	29	3	0	0	0	33	0	0	9	2	0	0	0	11
Hourly Total	0	0	4	1	0	0	0	5	0	2	82	14	2	0	0	100	0	1	40	7	1	0	2	51
1400 - 1415	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	20	0	0	9	1	0	0	0	10
1415 - 1430	0	0	2	0	0	0	0	2	0	0	15	1	0	0	0	16	0	2	13	1	0	0	0	14
1430 - 1445	0	0	0	0	0	0	0	0	0	0	17	3	0	0	0	20	0	0	13	0	0	0	0	13
1445 - 1500	0	0	1	0	0	0	0	1	0	0	15	3	0	0	0	18	0	0	11	0	0	0	0	11
Hourly Total	0	0	3	0	0	0	0	3	0	0	67	7	0	0	0	74	0	0	46	2	0	0	0	46
1500 - 1515	0	0	1	0	0	0	0	1	0	0	14	1	0	0	0	15	0	0	14	1	0	0	0	15
1515 - 1530	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	0	0	15	2	0	0	0	17
1530 - 1545	0	0	1	0	0	0	0	1	0	0	11	2	1	0	0	14	0	0	15	2	0	0	0	17
1545 - 1600	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	16	0	0	14	1	0	0	0	15
Hourly Total	0	0	2	0	0	0	0	2	0	0	50	4	1	0	0	55	0	2	58	6	0	0	0	64
1600 - 1615	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	0	0	12	0	0	0	0	12
1615 - 1630	0	0	0	0	0	0	0	0	0	0	10	0	1	0	0	11	0	0	14	1	0	0	0	15
1630 - 1645	0	0	1	0	0	0	0	1	1	0	11	2	0	0	0	14	0	1	13	3	1	0	1	19
1645 - 1700	0	0	1	1	0	0	0	2	0	4	17	2	0	0	0	23	0	0	17	4	0	0	0	21
Hourly Total	0	0	2	1	0	0	0	3	1	4	49	4	1	0	0	59	0	1	56	8	1	0	1	67
1700 - 1715	0	0	0	0	0	0	0	0	0	1	21	1	0	0	0	23	0	0	21	4	1	0	1	27
1715 - 1730	0	0	0	0	0	0	0	0	0	0	27	1	0	0	0	28	0	0	17	6	0	0	0	23
1730 - 1745	0	0	1	0	0	0	0	1	0	1	13	1	0	0	0	15	0	2	25	5	0	0	1	33
1745 - 1800	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	16	0	0	22	2	0	0	0	24
Hourly Total	0	0	1	0	0	0	0	1	0	2	76	4	0	0	0	82	0	2	85	17	1	0	2	107
1800 - 1815	0	0	0	0	0	0	0	0	0	0	18	2	0	0	0	20	0	0	12	0	0	0	0	12
1815 - 1830	0	0	1	0	0	0	0	1	0	0	17	1	0	0	0	18	0	0	14	2	0	0	1	17
1830 - 1845	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14	0	0	14	1	0	0	0	15
1845 - 1900	0	0	0	0	0	0	0	0	0															

Manston, Tuesday 7th March 2017

Junction: (21B) A256 / Canterbury Road E / Sandwich Road / Hengist Way

Approach: Hengist Way

TIME	Left to A256							Ahead to Canterbury Road E							Right to Sandwich Road									
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	79	8	1	0	0	88	0	0	77	21	8	1	0	107	0	0	0	0	0	0	0	0
0615 - 0630	0	0	109	11	3	2	0	125	0	2	57	19	5	0	0	83	0	0	1	0	0	0	0	1
0630 - 0645	0	0	114	19	6	0	0	139	0	0	65	17	11	1	0	94	0	0	0	0	0	0	0	0
0645 - 0700	0	2	138	20	1	2	0	163	0	1	88	15	13	2	1	120	0	0	0	0	0	0	0	0
Hourly Total	0	2	440	58	11	4	0	515	0	3	287	72	37	4	1	404	0	0	1	0	0	0	0	1
0700 - 0715	0	0	124	20	3	3	0	150	0	0	99	22	12	1	0	134	0	0	0	0	0	0	0	0
0715 - 0730	0	3	118	16	9	4	0	150	0	1	101	27	9	0	1	139	0	0	1	0	0	0	0	1
0730 - 0745	0	0	132	18	9	2	0	161	0	0	82	23	6	2	0	113	0	0	0	0	0	0	0	0
0745 - 0800	0	0	131	20	3	3	0	157	0	0	112	37	9	3	0	161	0	0	2	0	0	0	0	2
Hourly Total	0	3	505	74	24	12	0	618	0	1	394	109	36	6	1	547	0	0	3	0	0	0	0	3
0800 - 0815	0	0	130	15	5	1	0	151	0	0	139	27	3	5	0	174	0	0	1	0	0	0	0	1
0815 - 0830	0	0	133	11	10	4	0	158	0	3	128	42	10	0	0	183	0	0	0	1	0	0	0	1
0830 - 0845	0	0	117	23	6	5	0	151	0	0	103	16	11	2	0	132	0	0	0	0	0	0	0	0
0845 - 0900	0	0	121	12	6	5	0	144	0	1	111	28	10	1	0	151	0	0	1	0	0	0	0	1
Hourly Total	0	0	501	61	27	15	0	604	0	4	481	113	34	8	0	640	0	0	2	1	0	0	0	3
0900 - 0915	0	1	103	15	7	1	0	127	0	0	72	27	11	1	0	111	0	0	1	0	0	0	0	1
0915 - 0930	0	0	111	16	4	4	0	135	0	0	88	22	19	3	1	133	0	0	2	0	0	0	0	2
0930 - 0945	0	0	100	16	3	5	0	124	0	0	95	24	11	4	0	134	0	0	1	0	0	0	0	1
0945 - 1000	0	0	112	10	6	7	0	135	0	1	75	22	10	1	0	109	0	0	2	0	0	0	0	2
Hourly Total	0	1	426	57	20	17	0	521	0	1	330	95	51	9	1	487	0	0	6	0	0	0	0	6
1000 - 1015	0	0	82	10	3	6	0	101	0	0	69	29	5	2	0	105	0	0	1	0	0	0	0	1
1015 - 1030	0	0	78	8	3	2	0	91	0	1	71	29	4	8	0	113	0	0	1	0	0	0	0	1
1030 - 1045	0	0	84	7	3	2	2	98	0	0	65	23	7	1	0	96	0	0	0	0	0	0	0	0
1045 - 1100	0	0	70	7	7	3	0	87	0	0	57	26	2	4	0	89	0	0	0	0	0	0	0	0
Hourly Total	0	0	314	32	16	13	2	377	0	1	262	107	18	15	0	403	0	0	2	0	0	0	0	2
1100 - 1115	0	0	60	8	3	1	0	72	0	0	65	29	5	1	2	102	0	0	0	0	0	0	0	0
1115 - 1130	0	0	65	8	6	2	0	81	0	0	65	26	7	6	0	104	0	0	0	0	0	0	0	1
1130 - 1145	0	0	71	10	2	7	0	90	0	0	66	29	2	4	0	101	0	0	0	0	0	0	0	0
1145 - 1200	0	0	70	10	2	7	0	89	0	0	89	23	5	3	0	120	0	0	1	0	0	0	0	1
Hourly Total	0	0	266	36	13	17	0	332	0	0	285	107	19	14	2	427	0	0	2	0	0	0	0	2
1200 - 1215	0	1	87	10	5	4	0	107	0	0	84	26	2	3	0	115	0	0	1	1	0	0	0	2
1215 - 1230	0	0	95	23	5	7	0	130	0	2	78	24	1	2	0	107	0	0	2	0	0	0	0	2
1230 - 1245	0	0	95	16	4	0	0	115	0	0	85	19	2	1	0	108	0	0	3	0	0	0	0	3
1245 - 1300	0	1	82	12	6	1	1	103	0	2	76	27	2	2	0	109	0	0	0	0	0	0	0	0
Hourly Total	0	2	359	61	20	12	1	455	0	5	323	96	7	8	0	439	0	0	6	1	0	0	0	7
1300 - 1315	0	1	85	10	2	1	0	98	0	0	65	20	4	2	0	91	0	0	1	1	0	0	0	2
1315 - 1330	0	0	88	8	7	2	0	105	0	0	91	18	6	1	1	117	0	0	3	0	0	0	0	3
1330 - 1345	0	0	77	8	5	3	0	93	0	0	98	21	5	0	0	124	0	0	2	0	1	0	0	3
1345 - 1400	0	0	65	13	3	4	0	85	0	1	112	21	8	0	0	142	0	0	2	1	0	0	0	3
Hourly Total	0	1	315	39	17	10	0	382	0	1	366	80	23	3	1	474	0	0	8	2	1	0	0	11
1400 - 1415	0	0	96	22	3	3	0	124	0	1	132	37	4	0	0	174	0	0	2	1	0	0	0	3
1415 - 1430	0	0	110	27	2	2	1	142	0	0	132	32	6	1	0	171	0	0	1	0	0	0	0	1
1430 - 1445	0	0	112	21	3	1	0	137	0	0	139	38	3	0	0	180	0	0	0	1	0	0	0	1
1445 - 1500	0	0	112	29	2	2	0	145	0	1	141	36	3	1	0	182	0	0	1	0	0	0	0	1
Hourly Total	0	0	430	99	10	8	1	548	0	2	544	143	16	2	0	707	0	0	4	2	0	0	0	6
1500 - 1515	0	0	121	15	2	2	0	140	0	1	144	45	7	0	0	197	0	0	1	0	0	0	0	1
1515 - 1530	0	0	119	9	8	2	0	138	0	3	177	55	2	1	0	238	0	0	1	0	0	0	0	1
1530 - 1545	0	0	123	16	7	2	0	148	0	1	151	56	1	0	0	209	0	0	0	1	0	0	0	1
1545 - 1600	0	0	112	14	11	1	0	138	0	1	151	44	1	1	0	198	0	0	2	0	0	0	0	2
Hourly Total	0	0	475	54	28	7	0	564	0	6	623	200	11	2	0	842	0	0	4	1	0	0	0	5
1600 - 1615	0	0	119	25	1	4	0	149	0	0	157	46	1	2	0	206	0	0	0	1	0	0	0	1
1615 - 1630	0	0	121	27	2	3	0	153	0	0	158	54	2	3	0	217	0	0	1	0	0	0	0	1
1630 - 1645	0	1	147	20	8	3	0	179	0	3	152	41	2	0	0	198	0	0	1	0	0	0	0	1
1645 - 1700	0	0	134	23	1	2	2	162	0	0	145	47	4	1	0	197	0	0	3	0	0	0	0	3
Hourly Total	0	1	521	95	12	12	2	643	0	3	612	188	9	6	0	818	0	0	5	1	0	0	0	6
1700 - 1715	0	2	142	34	3	1	3	185	0	2	166	44	7	0	0	219	0	0	0	0	0	0	0	0
1715 - 1730	0	0	182	27	0	1	3	213	0	6	156	34	5	1	1	203	0	0	2	1	0	0	0	3
1730 - 1745	0	1	216	25	3	0	0	245	0	4	158	27	3	0	0	192	0	0	1	2	0	0	0	3
1745 - 1800	0	2	199	18	2	0	0	221	0	2	152	21	2	0	0	177	0	0	0	0	0	0	0	0
Hourly Total	0	5	739	104	8	2	6	864	0	14	632	126	17	1	1	791	0	0	3	3	0	0	0	6
1800 - 1815	0	0	126	9	1	1	0	137	0	0	155	19	3	0	0	177	0	0	0	0	0	0	0	0
1815 - 1830	0	2	111																					



Manston Airport

Health Impact Assessment

RiverOak Strategic Partners



Quality Management

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4	02/03/18	Draft	Client and legal review	-
5	13/03/18	Draft	Client and legal review	-
6	15/03/18	Draft	Legal review	
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Figure 1.1: Social (left) and ecological (right) determinants of health

Figure 6.1: Awakenings based on number and magnitude of L_{Amax} events

1 Introduction

Background

- 1.1 RPS has been commissioned by RiverOak Strategic Partners to investigate and assess the potential health impacts, whether beneficial or adverse, associated with the reopening of Manston Airport as a new air freight and cargo hub in the South East, through an appropriately scoped Health Impact Assessment (HIA).
- 1.2 HIA is a well-established methodology for assessing the impacts of major development projects that may affect public health. It is a multidisciplinary process designed to identify and assess the potential health outcomes of a proposed project, plan or programme, and to deliver evidence-based recommendations that maximise health gains and reduce or remove potential negative impacts or inequalities [1].
- 1.3 Although not explicitly required by the Aviation Policy Framework [2], HIA is often regarded as good practice for major developments, and has been performed for many airports in the UK. Promoting healthy communities is a theme of the NPPF [3], which states that *“the planning system can plan an important role in facilitating social interaction and creating healthy, inclusive communities”* (paragraph 69).
- 1.4 This HIA provides the supporting technical evidence for the assessment of public health and wellbeing reported in Chapter 15 of the Environmental Statement for the Proposed Development.

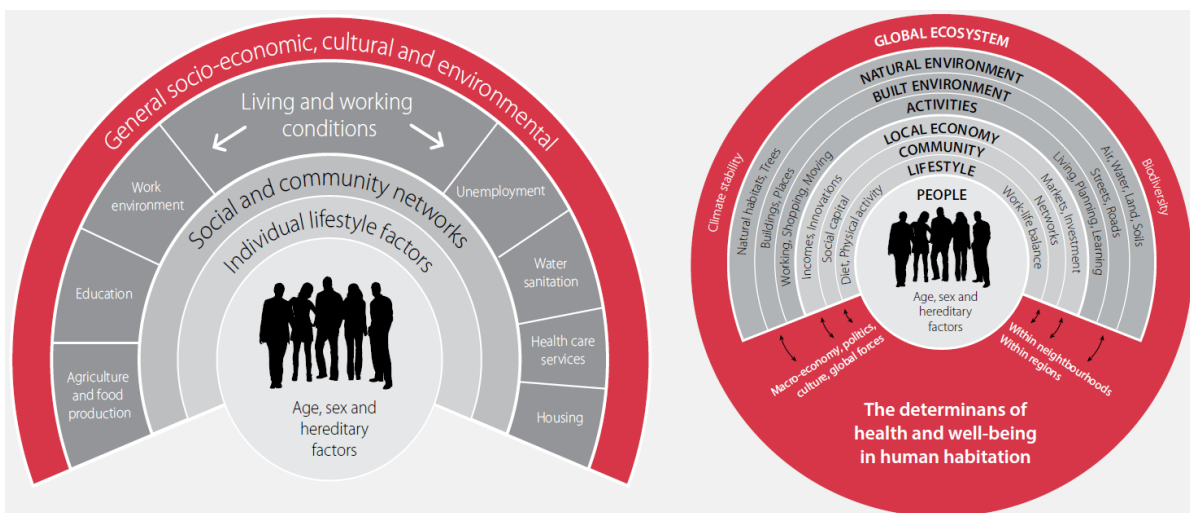
Aims and Objectives

- 1.5 The primary aim of the HIA has been to identify and assess potential health outcomes (whether adverse and beneficial) directly attributable to the Proposed Development, and to put forward recommendations to maximise health gains while avoiding or mitigating negative impacts.
- 1.6 This aim has been achieved through the delivery of the following objectives:
 - a detailed review of project information to inform the scope and focus of an appropriate HIA;
 - a community profile to investigate and define local circumstance and relative sensitivity, forming the basis to the assessment, and informing the development of bespoke mitigation;
 - quantifying and appraising the magnitude, distribution and likelihood of potential health outcomes directly attributable to the Proposed Development; and
 - preparation of a dedicated Health Action Plan (HAP), supporting the development of bespoke mitigation and community support initiatives.

Approach and Guidance

- 1.7 'Health' is commonly defined as "a state of complete physical, mental and social well-being and not merely the absence of disease or infirmity" [4] (the definition used by the World Health Organisation, WHO, since 1948).
- 1.8 The basis of this assessment of health and wellbeing impacts is to apply a broad socio-economic model of health that encompasses conventional health impacts such as disease, accidents and risk, along with wider health determinants vital to achieving good health and wellbeing such as employment and local amenity. It considers both physical and mental health, and also considers equality and social impacts where possible. The assessment is therefore based on both 'social' and 'ecological' (environmental) determinants of health, illustrated in Figure 1.1, which are affected through relevant health pathways defined in the following section.

Figure 1.1: Social (left) and ecological (right) determinants of health



Reproduced from [5], citing [6] and [7].

- 1.9 The assessment follows a source-pathway-receptor concept to identify and assess health impacts that are plausible and directly attributable to the Proposed Development. As shown in Table 1.1, a hazard in and of itself does not constitute a health risk: it is only when there is a hazard source, a sensitive receptor and a pathway of exposure where there is a potential for risk to health. Where a source-pathway-receptor linkage exists, it is then the nature of the specific hazard source, the magnitude of impact via the pathway and the sensitivity of the receptor that will determine what level of health risk is predicted, if any.

Table 1.1: Example of source-pathway-receptor model for health effects

Source	Pathway	Receptor	Plausible Health Impact	Explanation
×	✓	✓	No	There is not a clear source from where a potential health impact could originate.
✓	×	✓	No	The source of a potential health impact lacks a means of transmission to a population.
✓	✓	×	No	Receptors that would be sensitive or vulnerable to the health impact are not present.
✓	✓	✓	Yes	Identifying a source, pathway and receptor does not mean a health impact is a likely significant effect; health impacts should be assessed (describing what effect will occur and its likelihood) and likely health effects are then evaluated for significance.
Reproduced from IEMA [8]				

- 1.10 When defining potential health pathways for a development project, it is also useful to consider three broad domains of public health practice [8]: health protection (i.e. environmental pollution and standards set to protect health); health promotion (i.e. healthy lifestyles, socio-economic status and inequalities); and health care (i.e. provision, effectiveness and equity of access to healthcare services).
- 1.11 There is a large body of guidance on HIA generally and in the context of development planning [1, 5, 9, 10], drawing from expert evidence and national government policy regarding the importance of integrating public health into the planning system [11, 12, 13].
- 1.12 Methods employed in a particular HIA are proportionate, tailored to meet the assessment requirements of the project in question, which can differ considerably depending on the scale, nature of potential impacts, and whether an individual development or broader policy is being assessed. In this instance, the HIA is an assessment of a specific major development project for which direct, indirect and cumulative environmental and socio-economic effects have been predicted in the EIA, so the scope of the HIA can be defined through these relevant health pathways.
- 1.13 A key aspect of the HIA has therefore been to build upon the process and technical outputs of the EIA, most notably the assessments of changes in:
- air quality;
 - noise and vibration;
 - traffic and transport;
 - socio-economic effects; and
 - ground or water contamination and runoff management.
- 1.14 There is no local HIA policy or guidance as part of Thanet District Council or Kent County Council planning policy, reinforcing the value of HIA scoping and engagement with health stakeholders.

Process and Methodology

- 1.15 As set out below, the HIA comprised six key stages: 1) a HIA scoping exercise; 2) a project profile; 3) a community profile; 4) stakeholder engagement; 5) assessment; and 6) a Health Action Plan.

HIA Scoping Exercise

- 1.16 Scoping is the process by which the focus of the health assessment is set, defining the health pathways to be assessed (i.e. aspects with the potential to influence health, both adversely and beneficially); and just as importantly, identifying aspects that are considered to be outside of the scope. This is necessary to ensure the HIA is fit for purpose, meets stakeholder expectations and identifies potential opportunities to support local and strategic health objectives but does not cover matters that it cannot influence or does not affect.

Project Profile

- 1.17 The purpose of the project profile is to identify those relevant features and activities associated with the Proposed Development that are potential influences on key determinants of health. This in turn aids in defining an appropriate evidence base, which supports the development of a meaningful community profile, and sets the focus of issues and opportunities to be assessed and addressed within the assessment section.

Community Profile

- 1.18 It is the case that different communities have varying susceptibility to health impacts and benefits as a result of social and demographic structure, behaviour and relative economic circumstance. A community profile therefore not only forms the baseline for the assessment of impacts (including exposure response modelling) but also allows an insight as to how potential health pathways identified within the project profile may be experienced disproportionately by sensitive receptors and within communities.

Stakeholder Engagement

- 1.19 An important component of gathering an appropriate evidence base and tailoring the HIA to local circumstance is seeking the views of stakeholders and communities likely to be affected. By highlighting and responding to community concerns, the HIA can address perceived as well as actual risks and develop more effective recommendations to reduce impacts and increase opportunities for health improvement.

Assessment

- 1.20 The assessment maps the project profile and EIA outputs against the community profile to assess and appraise the magnitude, likelihood and distribution of potential health outcomes (both adverse and beneficial) that would be directly attributable to the Proposed Development. This section draws upon the technical assessment outputs of the ES and does not seek to repeat them.

- 1.21 The assessment is informed and supported by a health evidence base, compiled from a review of the relevant scientific literature and guidance documents, which is presented in Appendix 15.3 and summarised in section 5.

Health Action Plan

- 1.22 The Health Action Plan (HAP) expands upon the normal recommendations section suggested in HIA guidance. It establishes recommended actions for the developer and airport operator to mitigate potential health risks and support the uptake of health benefits in a way that maximises these, to support the delivery of local health priorities and objectives.

2 Project Profile

Introduction

- 2.1 This section draws from the description of the Proposed Development outlined within the ES, and sets the scope of potential health pathways to be investigated. For the sake of brevity, the HIA does not seek to repeat the full project description of the Proposed Development, but outlines the key aspects and the associated health pathways to be assessed. For further details of the Proposed Development, please refer to Chapter 3 of the ES: Description of the Proposed Development.

Health Pathways

- 2.2 A health pathway can be described as the way in which an activity influences a known determinant of health. A health pathway is identified when such influences have the opportunity to impact on communities with the potential to cause a response or health outcome (adverse or beneficial).
- 2.3 The identification of potential health pathways helps to define the scope of an assessment, from which it is possible to develop an appropriate evidence base and an informed community profile. The distribution, magnitude and significance of impacts via potential health pathways is then assessed and mitigation recommended where required.
- 2.4 Identification of a potentially relevant health pathway at this stage does not necessarily indicate that there would be a significant impact through that pathway, which will depend on the magnitude of change, sensitivity of receptors and hence degree to which they are affected.
- 2.5 When considering the three domains of public health discussed earlier, namely health protection, promotion and care, in the case of the Proposed Development the health protection domain and to a degree the health promotion domain are of greatest relevance. In this instance there is little scope for the development to influence the need for or provision of health care services¹.

Project Description

Site Location and Description

- 2.6 As shown in ES Figures 1.1 and 3.3, the Proposed Development is located on the existing Manston Airport, west of the village of Manston and north east of the village of Minster, in Kent. The town of Margate lies approximately 5 km to the north of the site and Ramsgate approximately 4 km to the east. Sandwich Bay is located approximately 4–5 km to the south east. (Measuring approximately to the centres rather than outskirts.)

¹ In other types of development this can be quite different: for example, in a new residential community it would be important to assess and plan for health promotion (through healthy urban design) and local healthcare service provision due to the increase in population.

- 2.7 The northern part of the site is bisected by the B2050 (Manston Road), and the site is bounded by the A299 dual carriageway to the south and the B2190 (Spitfire Way) to the west. The existing site access is from the junction of the B2050 with the B2190.
- 2.8 The surrounding area aside from the towns of Ramsgate and Margate is generally characterised by a moderate density of villages, small groups of residences and individual properties.
- 2.9 The Proposed Development site covers an area of approximately 303 hectares and comprises a combination of existing buildings and hardstanding, large expanses of grassland, and some limited areas of scrub and/or landscaping.

Construction Phase

- 2.10 The majority of construction activities will take place during Year 1 (2019) to ensure that the airport is returned to operational use in Year 2, currently expected to be 2020, which would also see the start of the air freight services. Passenger services are anticipated to start in Year 3. Overall there are four construction phases which are outlined in Table 2.1. Detail of what will be included in each construction phase is provided in Table 2.2.

Table 2.1: Expected Construction Phase Dates

Component	Start Date	End Date
Construction Phase 1	Q3 2019	Q4 2020
Construction Phase 2	Q4 2020	2023
Construction Phase 3	2023	2030
Construction Phase 4	2030	2036

Table 2.2: Construction Activity Detail by Phase

Construction Phase	Activities
Phase 1	The main construction activities taking place during Construction Phase 1 includes: runway rehabilitation; construction of new taxiways, aprons and cargo stands; highway improvements; construction of new air freight and cargo facilities; construction of new terminal building and car parking facilities; construction, refurbishment and/or relocation of existing business aviation, flight school and training, and helicopter/heli-charter services; and construction of new air traffic control tower. Earthwork operations would be required in order to provide a suitable and compliant building platform for the taxiway, aprons and stands. The paving for the new taxiway, aprons and stands could be constructed using Pavement Quality Concrete. It is expected that a concrete batching plant would be set up in the site working area, and the materials and equipment needed stored in the site compound, and laydown area. The batching plant would incorporate a silo for the storage of cement which would have a maximum height of 20m. Although the existing runway appears to be in good condition it will likely require rehabilitation in order to improve the pavement structure. The proposed technique will be the application of an asphalt overlay on top of the existing runway. The existing cargo facilities located in the north east of the site would be retained during Construction Phase 1 and used for airport operational buildings i.e. vehicle storage, as well as equipment, storage, laydown and working areas during Construction Phase 1.

Construction Phase	Activities
	The existing terminal building is in a poor state of repair, and it is therefore considered that a new passenger terminal and other facilities would be required and that the old building would be demolished during Construction Phase 1.
Phase 2	The main infrastructure to be constructed during this phase will be cargo aircraft stands, taxiways, aprons and associated cargo facilities, access, storage and parking areas. In addition during this phase a new aircraft maintenance hangar, to accommodate the largest types of aircraft (Code F), would be constructed and the existing aircraft maintenance, repair and operations hangar and facilities demolished.
Phase 3	The main infrastructure to be constructed during this phase will be the cargo aircraft stands, taxiways, aprons and associated cargo facilities, access, storage and parking areas. To provide these facilities, the existing cargo buildings adjacent to Spitfire Way would be demolished. The internal access road would be constructed in its permanent alignment. An additional aircraft maintenance hangar would also be provided alongside the MRO facility.
Phase 4	The main infrastructure to be constructed during this phase would be the cargo aircraft stands, taxiways, aprons and associated cargo facilities, access, storage and parking areas. An additional aircraft passenger stand would be constructed next to the existing passenger apron. A further maintenance hangar could also be provided adjacent to the previously constructed MRO facilities.

2.11 During Construction Phase 1, working hours will be Monday to Friday 07:30 to 17:30, and Saturday 07:30 to 13.00; there would be no planned working on Sundays or Bank Holidays. During Construction Phases 2-4, when the airport would also be operational, construction may need to take place outside of these hours including at night. If required all activities undertaken during the night time will be analysed as part of the development of the CEMP provided to minimise disruption to local communities.

2.12 Direct employment during Construction Phase 1 is anticipated to require 210 personnel on average, with a maximum of 630 personnel during the peak construction period.

Operational Phase

2.13 Once fully operational, the Proposed Development will consist of the following principal components:

- an area for cargo freight operations able to handle in excess of 10,000 movements per year; and
- facilities for other aviation-related development, including:
 - a passenger terminal and associated facilities;
 - an aircraft maintenance, repair and operations facility;
 - a flight training school;
 - a fixed base of operations for business aviation and executive travel; and
 - a business park for airport related businesses on the 'Northern Grass' area.

2.14 The operational lifetime of the Proposed Development is expected to be at least 20 years.

- 2.15 Daytime opening hours for the airport are defined as 07.00 to 23.00, but with limited exceptions during a shoulder period from 06.00 to 07.00 for staff to be present to serve certain passenger flights.
- 2.16 While the majority of flights will take off and land between the hours of 07.00 to 23.00, there may be a requirement for a small number of night-time flights, limited in accordance with the quota count specified in the Noise Mitigation Plan, with up to seven per night forecast for the purpose of this assessment.

Project Specific Health Pathways

- 2.17 Airport operation including flights and surface access can be associated with a number of environmental and social effects that have the potential to influence health, adversely and beneficially. Direct environmental impacts are principally people's exposure to changes in noise and air pollutant emissions from aircraft and vehicles, and also potentially collision danger and impact on walking and cycling due to surface access traffic.
- 2.18 Socio-economic impacts are principally related to the employment offered by an airport and its spending on local businesses, together with demands that its workforce may place on local services and infrastructure, but also the leisure and social connectivity opportunities that it provides for passengers (although in the case of the Proposed Development as a freight hub, this latter would be a relatively minor component).
- 2.19 In addition, there could be potential for airport operations to affect water quality or ground contamination, with hypothetical potential to be a health impact pathway, and any impacts on environmental amenity (e.g. through visual or noise impacts) may affect health through access to green space and physical recreation.
- 2.20 Construction-stage activities may also affect health through similar pathways, e.g. the air pollutant, dust or noise impacts of construction, the effects of construction traffic, and the socio-economic effects of a temporary construction workforce.
- 2.21 The health pathways relevant to the Proposed Development and investigated as part of this HIA, are presented within Table 2.3.

Table 2.3: Health Pathways

	Health Pathway	Potential for Impact	Impact Characteristics
Construction Phase	Construction noise and vibration	Change in noise environment at residential and other sensitive locations Change in amenity value of green / recreational space	Direct, adverse, local, temporary
	Construction dust and air pollutant emissions	Change in air quality and nuisance at residential and other sensitive locations	Direct, adverse, local, temporary
	Construction traffic generation	Contribution to air pollutant and noise exposure Change in amenity value of green / recreational space Change in road safety Community severance Impacts on non-motorised users (NMUs) Change in congestion, access to services	Direct, adverse, local and regional, temporary
	Construction workforce and procurement	Direct employment generation Supply chain spending – indirect employment / wealth generation Additional employees' impact on services, housing capacity, community cohesion, crime, infectious disease	Direct and indirect, beneficial or adverse, local and regional, temporary
	Ground or water contamination	Mobilisation and public exposure to ground or water contamination	Direct, adverse, local, temporary
Operational Phase	Airport / aircraft noise	Change in noise environment at residential and other sensitive locations Change in amenity value of green / recreational space	Direct, adverse, local, long-term
	Airport / aircraft air pollutant emissions	Change in air quality at residential and other sensitive locations Impact on habitats and resulting change in amenity value of green / recreational space	Direct, adverse, local, long-term
	Surface access road traffic generation	Contribution to air pollutant and noise exposure Change in amenity value of green / recreational space Change in road safety Community severance Impacts on non-motorised users (NMUs) Change in congestion, access to services Change in demand or capacity/provision of public transport services	Direct, adverse, local and regional, long-term
	Economic activity and employment	Direct employment generation Education / training opportunities Supply chain spending – indirect employment / wealth generation Additional employees' impact on services, housing capacity, community cohesion	Direct and indirect, beneficial or adverse, local and regional, long-term
	Flood risk or water contamination	Risk to life or property; displacement from housing; impaired access to services Drinking water contamination	Direct, adverse, local, temporary

3 Community Profile Summary

Introduction

- 3.1 The community profile provides a baseline to the HIA, from which potential changes due to the Proposed Development can be predicted in the impact assessment, and is also intended to aid development of effective mitigation and community support initiatives within the HAP.
- 3.2 The full community profile is presented in Appendix 15.2, and the following sections summarise the key points.
- 3.3 It reviews population and demography, socio-economic status, and existing health status and needs, drawing from national statistics from the Office for National Statistics (ONS) and NHS, local Joint Strategic Needs Assessments (JSNAs), evidence from the local Public Health Observatories, and evidence from organisations such as the British Heart Foundation.
- 3.4 This community profile concentrates primarily on the local authority districts of Thanet, Dover and Canterbury. Communities within Thanet district are mainly those with potential to be affected by local environmental impacts of the airport (which lies centrally within this district). The inclusion of Dover and Canterbury to form a wider study area is due to the likelihood of regional socio-economic impacts of employment and investment associated with the reopening of Manston Airport.

Baseline

- 3.5 Average population growth in the study area is higher than the regional and national trend. There is also a large elderly population (55-80+ years) compared to the national average, with the exception of those aged 15-24 years old which also represent a larger proportion of the population when compared to the national average.
- 3.6 While male and female life expectancy is increasing at a similar rate to the regional and national trend, the average life expectancy for all three districts remains below the regional and national averages. Thanet has the lowest male life expectancy in the study area, while female life expectancy in Thanet has improved to surpass the Dover figure during 2010-2012.
- 3.7 The study area average all-cause mortality rate is higher than the national average. Canterbury is the only local authority district within the study area which has a lower all-cause mortality rate than the national average; Canterbury all-cause mortality rate remains higher than the regional average.
- 3.8 Cardiovascular disease hospital admission statistics indicate that Thanet has the highest burden of poor cardiovascular health within the study area, with higher emergency hospital admission rates than the national average for hypertensive, ischaemic heart, pulmonary and lymphatic diseases, albeit remaining consistent with the national trend for rheumatic heart disease.

- 3.9 Emergency respiratory disease hospital admissions in Thanet are lower than the national average. However, respiratory disease mortality rates remain high within the study area overall, with Thanet having a higher mortality rate than Dover or Canterbury in four of the five years analysed.
- 3.10 Cancer incidence is higher than the national average in all of the Clinical Commissioning Groups (CCGs) which make up the study area. Thanet again has the highest incidence rate of the study area CCGs. The study area average cancer mortality has remained relatively static in the last five years while both the regional and national averages have been decreasing, and it remains a leading cause of death locally.
- 3.11 The prevalence of long-term mental health problems within the study area has seen a decrease to below the national average, but remain higher than the regional average. Depression incidence is higher than national and regional averages, and increasing. The rate of hospital stays for self-harm (a further proxy for mental health) has improved in recent years, but remains above regional and national averages. Of the CCGs within the study area, Thanet CCG and Canterbury & Coastal CCG have the lowest recorded dementia prevalence. However, all CCGs within the study area have a higher dementia prevalence than the regional and national averages.
- 3.12 In terms of lifestyle factors linked to health, levels of physical activity in the wider study area are lower than the regional and national averages. Rates of childhood obesity in Thanet and Dover are higher than regionally and nationally. For adults, levels of excess weight within the study area have increased in recent years to higher than the regional and national averages. Thanet has the highest levels of excess weight in adults compared to Dover and Canterbury and is consistently higher than the regional and national averages. Canterbury is the only district in the study area with lower childhood obesity levels and a lower proportion of adults with excess weight compared to the regional and national trend.
- 3.13 Between 2012 and 2015, smoking prevalence in the study area was consistently higher than the regional and national average. However, recent data indicates a significant decrease to below the national average, albeit remaining higher than the regional. Hospital stays for alcohol-related harm in the study area have remained relatively static, lower than the national trend, but higher than the regional trend.
- 3.14 Thanet is the most deprived local authority within the study area, with a significantly higher proportion of lower super output areas (LSOA) in the 20% most-deprived areas nationally. When combining deprivation for Thanet, Canterbury and Dover, and further filtering down into the individual deprivation domains, the study area has higher levels of income, employment, education and crime deprivation than the national average.
- 3.15 While Thanet has similar levels of unemployment to the regional and national average, Thanet has the highest levels of long-term unemployment in the study area districts, which is twice as high as the national average and four times higher than the regional average. In addition, Thanet has the highest proportion of residents claiming job seekers allowance, and the lowest median weekly

gross pay out of the study area districts, which is also lower than the regional and national averages.

- 3.16 The proportion of social rented housing in Thanet is lower than regional and national averages, while private rented housing and owner occupied housing is more common. The proportion of those living rent free in Thanet is the same as regionally and nationally. Housing is becoming increasingly unaffordable within the study area, based on the ratio of median house prices to median income.
- 3.17 The crime rate within the study area is consistently higher than the UK average, and has increased over recent years while the national average has remained relatively static. The largest contribution to crime committed in the study area is from "anti-social behaviour" (ASB) followed by "violent" crimes and "criminal damage and arson".

Summary

- 3.18 Following a review of the available demographic, health and hospital admission statistics, local communities typically have higher burdens of poor health than the national and regional trends (closely associated with socio-economic deprivation and lifestyle factors affecting health), particularly within Thanet.
- 3.19 On the above basis, the study area is considered particularly sensitive to environmental and socio-economic health pathways. The assessment section therefore applies a conservative approach to each of the assessment protocols.

Community Health Needs and Objectives

- 3.20 In addition to the quantitative data collected, priority health needs and objectives are outlined within health and wellbeing strategies or needs assessments undertaken at district and/or county level. This helps inform the recommendations within the Health Action Plan to ensure suggested initiatives contribute to rather than repeat or contradict what is already outlined.
- 3.21 As the wider determinants of health are concerned with a variety of topics, the health and wellbeing issues covered and actions developed as part of local authority documents often go beyond the scope of the influence of this development. Those not considered relevant and not shown in the table below comprise: diabetes, dental health, antimicrobial resistance, vaccinations, maternal health, substance misuse, teenage pregnancy, STIs and domestic abuse.
- 3.22 Table 3.1 highlights relevant health and wellbeing issues within Kent County, setting out priority actions for improvement, as identified by the Health and Wellbeing Board. This forms the local health needs and objectives policy against which any changes predicted due to the Proposed Development can be appraised. National priorities, as identified in the 'Promoting healthy communities' section of the NPPF, are also summarised.

Table 3.1: Locally-Identified Health Needs and Objectives

Health/wellbeing issue	Action to improve	Source
Kent County		
Lifestyle risk factors	Behaviour change techniques should be promoted	[14]
Health inequalities	Recognise and act upon the social determinants of health such as education, housing and green spaces	[14]
Healthy weight	Provide advice on the benefits of behaviour change and ensure the needs of those most at risk are met	[14]
Mental health	Enable people to feel connected and in control; improve social and community support; and encourage workforce wellbeing initiatives	[14]
Physical activity	Lifestyle-focussed health improvement services; integrate physical activity into transport and environmental planning; and increase use of the natural environment for physical activity	[14]
Healthcare Capacity	Significant financial and capacity pressure on local health services, affecting delivery of sustainable healthcare services	Kent Director of Public Health
National (NPPF)		
Community cohesion	Promote safe and accessible environments, high quality public space and opportunities for meetings between members of the community	[3]
Social, recreational and cultural facilities	Plan positively for and deliver the services the community needs, including guarding against unnecessary loss	[3]
Open space provision and rights of way	Access to high quality open spaces and opportunities for sport and recreation; protect and enhance public rights of way and access	[3]

4 Stakeholder Engagement

Introduction

- 4.1 This section does not seek to catalogue all engagement outputs, but summarises key health topics in the HIA scoping response, made by statutory consultees during EIA consultation, and the common themes and concerns from public consultation.
- 4.2 For a full account of engagement outputs, please refer to the Statement of Community Consultation at Appendix 1.3 to the ES.

HIA Scoping

- 4.3 The Kent Director of Public Health (DPH) was consulted in November 2017 on a draft of the Manston Airport HIA Scoping Statement, which was then discussed by teleconference. The general approach and scope were agreed, and the following points key were emphasised:
- the immediate surrounding area of Manston Airport (Thanet) has low life expectancy and high rates of all-age all-cause mortality in comparison to the rest of Kent; and
 - areas likely to be directly affected by the proposal include Newington, Central Harbour and Eastcliffe areas of Ramsgate.
- 4.4 In addition, it was highlighted that the local health economy is currently struggling to deliver sustainable health care services. It was suggested that the organisations responsible for delivering these services should be consulted to manage any residual impact on local health care capacity. The Clinical Chair of Thanet CCG has been consulted by email and telephone in February 2018 concerning the HIA Scoping Report, health chapter in the 2018 PEIR, and ongoing work on the HIA. The Clinical Chair noted that input had been made through the s42 consultation to the HIA scope. Key additional points raised were:
- Thanet district is in need of jobs, and socio-economic benefits of employment creation would be important weighed against any impacts from changes in noise and air pollution;
 - closure of Pfizer's research centre near Sandwich had a major impact through loss of highly qualified jobs; and
 - airport development on the application site rather than growth in housing would limit the additional strain on local healthcare system that would result from a larger population (more patients).

Statutory Consultation

- 4.5 A number of statutory consultees raised points relevant to health during consultation in 2017 and 2018. Key points raised are summarised in Table 4.1.

Table 4.1: Summary of Statutory Consultation Health Concerns and Responses

Theme	Concern
Noise	There is concern that aircraft noise has severe negative effects on people's health and quality of life. Short term health/quality of life concerns include sleep disturbance, annoyance, and impairment of learning in children, while longer term health/quality of life concerns include the associated risk of high blood pressure, heart disease, heart attack, stroke, dementia and mental health issues. In particular, residential occupiers within close proximity of the airport and residents living under flight paths are considered sensitive receptors, especially to aircraft noise generated from night flights. In addition, the fiscal impact on health services from health problems associated with exposure to aircraft noise above recommended levels has been raised as a concern.
Air pollution	There is concern that the construction and operation of the Proposed Development will increase air pollution (in particular NO_x, NO₂, PM₁₀, PM_{2.5}, CO, O₃, and VOCs), which could exceed guidelines set to be protective of the environment and human health. Health problems associated with air pollution which have been identified by consultees include Alzheimer's, cancer, decreased pulmonary function, respiratory morbidity, cardiovascular morbidity, and increased mortality rate/premature death.
Health inequalities / sensitive members of the community	Thanet has high levels of deprivation with some of the worst health outcomes and lowest life expectancy throughout Kent. In addition, Thanet's population is more elderly than the national average. Particularly sensitive communities within Thanet identified by statutory consultees include Newington, Ramsgate and Herne Bay. It has been suggested that these communities should be given particular consideration when assessing impacts on human health. There are many children in Newington, a high proportion of social housing, and poor educational attainment (the latter point for throughout Thanet). This is a particular concern that flights will disrupt lessons and children's sleep, resulting in tiredness during the day and the loss of a considerable amount of learning time.
Health specific consultation	The inclusion of a health and wellbeing chapter, health impact assessment, and consultation with the local authority's public health team is welcomed.

- 4.6 The issues raised by statutory consultees are consistent with the relevant health pathways identified through HIA scoping and with the health baseline. No additional health pathways have been identified, and no change to the scope of the HIA has been necessary.

Public Consultation

- 4.7 Local community consultees provided feedback via a questionnaire containing seven open-ended questions. Table 4.2 outlines questions or concerns raised relating to health and wellbeing. Again, these points are within the domain of the health pathways identified through HIA scoping and no change to the scope of the HIA has been necessary.

Table 4.2: Summary of Public Consultation Health Concerns

Question	Response Summary
Do you have any comments on our Outline Business Case for reopening Manston Airport?	69 comments were received about the negative health impacts on residents, for example on physical and mental well-being especially of children, and 3 mentioned the increase in danger/risk to life from falling debris, planes and HGV collisions. 50 comments were received about the health impacts of air pollution. 1 respondent was concerned about how the NHS would cope if there was an accident. 40 respondents mentioned the impact that noise would have on sleep deprivation.
Do you have any comments or suggestions about how we could maximise the social and economic benefits of reopening Manston Airport?	83 people raised concerns about the impact of the airport on health. There was particular concern about harm being caused to children's learning and development and that night flights would lead to sleep deprivation. Of these, 14 respondents were also concerned that life expectancy would be reduced. 82 respondents commented that the Project would have a negative effect on quality of life for local residents. Effects mentioned include impact on community and social life, impacts on children's health and derelict aircraft and scrap becoming an eyesore.
Do you have any suggestions about how we could support the Spitfire & Hurricane Memorial Museum and the RAF Manston History Museum?	45 respondents said that reopening the site would have a negative impact on the physical and mental health of the local population. Comments specifically mentioned issues for development of children, strokes, heart disease, lung cancer, chronic and acute respiratory diseases, higher pregnancy complication rates and higher infant mortality, mental illness and depression and lower life expectancy, health inequality and chronic obstructive pulmonary disease (COPD). 34 respondents said that general health would be damaged due to increased noise and 12 respondents specifically raised concerns that mental health would be damaged due to increased noise, including from night flights. 46 comments were received about health risks from living under a flying path and 12 mentioned the impact of noise on mental health. One respondent said that the impact of radar on health was currently unknown. In support of these concerns, 5 respondents quoted reports/evidence about the negative effects of living near an airport. 48 respondents raised concerns about the effects of emissions/air quality on health
Do you have any comments on the possibility for limited night flights at Manston Airport?	A large number of the respondents were concerned that night flights and the associated noise would negatively impact the health of local residents, in particular children and the elderly, and tourists. Potential health impacts raised by respondents included: ▪ Effects on mental health; ▪ impairment of learning in children; ▪ impact on the cardiovascular system including increased risk of high blood pressure, heart disease, heart attacks and strokes; ▪ increased risk of dementia; ▪ reduced lifespan; ▪ insomnia and interruptions to sleep and the impact this has on mental and general health and quality of life; ▪ impact on health caused by pollution and aviation fumes ▪ impact on cognition In support of these comments, respondents cited evidence from the World Health Organisation and the Aviation Environment Federation. Several respondents commented that night flights, and the resulting loss of sleep would seriously affect the quality of their work and family life with some respondents commenting that they would need to move house if night flights were allowed. A number of respondents suggested that any proposals for night flights should be subject to a Health Impact assessment by independent experts. A number of respondents raised the concern that night flights would have a negative impact on the quality of life for local residents.

5 Health Evidence Base Summary

- 5.1 In order to assess potential health outcomes from the environmental and social health pathways identified in the preceding section, it is necessary to consider health evidence available from the scientific literature. This is summarised briefly in this section, and explored more thoroughly in Appendix 15.3. The health evidence reviewed here is for air pollution, noise and employment/unemployment impacts; direct toxicological risks associated with ground or water contamination have been addressed in the EIA and are not expanded on here.
- 5.2 There is strong evidence of a significant public health burden in terms of illness and premature death associated with air pollution generally [15, 16, 17, 18] and from transport including aviation and road traffic specifically [19, 20, 21, 22]. Evidence for health impacts from environmental noise has also been established, including sleep disturbance and stress or anxiety, hypertension and resulting risk of cardiovascular disease (particularly ischaemic heart disease), stroke, and dementia risk later in life; and some evidence of effects on children's learning [23]. Sleep disturbance itself is associated with obesity, diabetes, cardiovascular disease and all-cause mortality, and is "*usually considered the most severe non-auditory effect of environmental noise exposure*" [24] (page 831, citing [23] and [25]; see also [26]), a view re-emphasised in almost the same terms in a recent 2014 summary of noise effects on health [27].
- 5.3 The main air pollutants of interest for transport-related emissions are nitrogen dioxide (NO₂) and particulate matter (PM). Particulate matter refers to an aerosol of small solid particles and liquid droplets. It is commonly differentiated by size fraction as PM₁₀, PM_{2.5} and PM_{0.1} (coarse, fine and ultrafine particulate matter), where the subscript indicates mean aerodynamic diameter in microns.
- 5.4 The impact of air pollution on health is an area of active scientific research but given the strong link to public policy, is also characterised by frequent reviews of the evidence base, including summaries published by health protection bodies that are designed to bring the evidence base together for use by those applying research to policy formulation or decisions. Of particular use is the World Health Organisation (WHO)'s Review of Evidence on Health Aspects of Air Pollution (REVIHAAP) [18]. Other useful summaries of the evidence base are found in the US Environmental Protection Agency (EPA) Integrated Science Assessment documents [28, 29], and in the UK in the work of the Committee on the Medical Effects of Air Pollutants (COMEAP) [30].
- 5.5 PM_{2.5} has the strongest dose-response evidence base for mortality and disease incidence [18, 28, 31, 32, 33]. However, evidence of an independent effect of NO₂ exposure has strengthened in recent years. While the close correlation of NO₂ exposure with exposure to other traffic air pollutants makes distinguishing clear NO₂ effects in epidemiological studies difficult, both long- and short-term high NO₂ exposure has been shown to be associated with increased mortality and cardiovascular or respiratory morbidity risk, including after adjusting for PM (and sometimes other pollutant) exposure in short-term and some long-term studies.

- 5.6 Sufficient evidence of heart disease risk is also available to allow quantification of heart disease risk from transport noise exposure [23, 24, 34], albeit arguably with a lower level of confidence than with the air quality health risk evidence base. There is also some evidence of associations of aircraft noise exposure with anxiety and depression [35, 36], obesity or reduced physical activity (albeit principally for road noise) [37, 38] and possibly impairments to children's learning as measured by reading comprehension (though this evidence is still quite limited) [39, 40, 41, 42, 43]. Useful recent summaries of the evidence base are given in [44, 45, 27, 46]. WHO is expected to publish new guidelines on environmental noise supported by a number of reviews of the scientific health evidence base in 2018. The guidelines and most of the review papers have not yet been published, but emerging evidence that is available is summarised in
- 5.7 Under the model of noise stress as part of the pathway for health outcomes, annoyance is likely to be a modifying factor for the level of hypertension and perhaps other disease risk associated with a given level of aircraft noise exposure [47], and annoyance can be variable depending on the noise source, context and individuals' or community sensitivity. There is evidence that noise annoyance has increased [48, 49, 50, 51] (albeit with the UK 'ANASE' study subject to methodological criticism) and that it may not be fully reflected by the annoyance exposure-response metrics used in current policy, although it has also recently been suggested that the reported changes in annoyance have been confounded by a heightened awareness of and sensitivity to airport impacts due to airport changes (e.g. expansions) as opposed to being related strictly to noise levels [52]; and there are suggestions that metrics better representing individual exposure to aircraft noise events (and updates to local annoyance factors, as attitudes changes over time) may be more relevant to predicting annoyance [53, 54, 55].
- 5.8 That being said, the CAA publication of the 2014 Survey of Noise Attitudes (SoNA) [56] around nine airports in England (including Stansted)² has found that $L_{Aeq,16\text{ hr}}$ for daytime noise correlates better with surveyed mean annoyance levels than L_{den} or N_{70} or N_{65} daytime events. It also provides further evidence that mean and high annoyance at given levels of aircraft noise has increased since earlier research (i.e. the ANIS study which underpins existing UK government policy in this area), with the implication that on the onset of significant community annoyance as previously defined in UK policy may now be at 54 dB $L_{Aeq,16\text{ hr}}$ rather than 57 dB $L_{Aeq,16\text{ hr}}$.
- 5.9 The SoNA report finds that self-reported health status and mental wellbeing correlate with self-reported annoyance but not statistically significantly with noise exposure, further supporting the likely importance of annoyance/tolerance as a modifying factor in health outcomes, as opposed to a purely sound-related physiological response. Socio-economic status was also found to be a modifying factor for the percentage of high annoyance at given noise levels.
- 5.10 The recent DfT consultation draft for UK Airspace Policy [57] notes that the historical focus in UK policy on 57 dB $L_{Aeq,16\text{ hr}}$ daytime noise as the threshold for significant community annoyance has

² Although the study population is dominated by residents around Heathrow

led to criticism that health impacts are being overlooked (paragraph 5.25), and making reference to the SoNA study's findings and to the WHO Night Noise Guidelines, goes on to state at paragraph 5.49 that *"we propose that 51 dB $L_{Aeq\ 16hr}$ should be regarded as the LOAEL [lowest adverse effect level] for daytime noise. We also propose that a LOAEL of 45 dB L_{night} should be set for assessing the impact of aviation noise during the night, in line with current webTAG methodology and consistent with the WHO 'Methodological guidance for estimating the burden of disease from environmental noise'".* It earlier defines LOAEL in this context as *"the point at which adverse effects begin to be seen on a community basis. At any noise level above the LOAEL, there will be a proportion of the population adversely affected"* (paragraph 5.39) with respect to health and quality of life.

- 5.11 It must also be noted that community annoyance in a residential setting is not the only potential impact of noise on quality of life; the value of access to green spaces which are areas of tranquillity has also received research attention, linking it to people's wellbeing: one recent summary of research is given in [58].
- 5.12 Socio-economic status, deprivation, employment and income are among the most significant determinants of long-term health, influencing a range of factors including the quality of housing, education, diet, lifestyle, coping skills, access to services and social networks [59, 60, 61, 62]. Consequently, poor economic circumstances can influence health throughout life, where communities subject to socio-economic deprivation are more likely to suffer from morbidity, injury, mental anxiety, depression and tend to suffer from higher rates of premature death than those less deprived [63, 64, 65, 66].
- 5.13 On an individual level, the differences between being in secure employment, insecure employment or unemployed are risk factors for premature mortality, cardiovascular disease, substance abuse and mental health effects, particularly for men; useful reviews and meta-analyses of this evidence are given in [67, 68, 69, 70, 71].
- 5.14 The creation of good quality employment opportunities together with economic value added (supporting or raising incomes and tax base for social spending) can therefore have significant health and wellbeing benefits for communities affected. It is important to note, however, that increasing employment and income opportunities alone would not maximise health benefits associated with bringing people out of long-term unemployment [72].
- 5.15 Increased support, training and community involvement is required in order to link and develop skills to employment and reduce the risk of inequality. Structured approaches to this such as apprenticeships are recognised as valuable, and opportunities for training and workplace progression are considered to be markers of good quality employment [73]. It is also important to any health and wellbeing benefits that employment is stable and offers reasonable remuneration (i.e. at least the official 'living wage'), with the risks of some forms of insecure employment (such as zero-hours contracts) being recognised [74, 75, 76, 77, 78, 79, 73]. However, care must be taken not to overstate the benefits of education and skills gain, as the evidence is not clear-cut (with several theoretical views contrasting human capital theory with evidence of a dual-market for

high-skill/secure and low-skill/insecure jobs, and the limits in demand for highly skilled workers [80]), and hence at best there are likely to be structural limits to the resulting quality of employment and related health and wellbeing gains.

- 5.16 Substantial or rapid employment growth attracting inward migration to an area also has the potential to place strain on services including housing, healthcare and education with consequent potential for adverse health impacts where access to these is reduced.
- 5.17 Leisure travel abroad by air has been reported to be generally associated with improvements in levels of life satisfaction, happiness, self-reported general health and mental health – all of which contribute to quality of life [81].
- 5.18 Given the influence of socio-economic status, the distribution of health pathway changes associated with the Proposed Development, and whether these may fall disproportionately to groups with better or worse existing health, resilience to health impacts, and higher or lower socio-economic status, is also significant to the net health outcomes through environmental impact pathways, any inequalities in health impacts.

6 Assessment

- 6.1 The assessment investigates each of the previously identified potential health pathways associated with the construction and operation of the Proposed Development.

Noise

Assessment inputs

- 6.2 As per the Air Navigation Guidance 2017 [82], changes in community annoyance are addressed within Chapter 12: Noise and Vibration and assessed within Appendix 12.3 of the ES.
- 6.3 The noise impact assessment reported in Chapter 12 of the ES has predicted noise levels from aircraft in the landing and takeoff cycle, ground activities including taxi-ing on the airport, and surface access traffic with the Proposed Development in Year 2 (2020) and Year 20 (2038). The air noise predictions have been made using the following metrics, for locations of residential properties (grouped by postcode, and including consented future residential developments) at other noise-sensitive locations (such as schools, churches and healthcare facilities).
- Busy day $L_{Aeq,16h}$ ³;
 - Busy day 16-hour N_{65} ⁴ counts;
 - Busy night $L_{Aeq,8h}$ ⁵;
 - Busy night N_{60} counts;
 - Annual L_{den} ⁶;
 - Annual L_{night} ⁷; and
 - Night-time L_{Amax} ⁸.
- 6.4 Construction-stage noise would be temporary (with phased works), and subject to control by the CEMP are not predicted in Chapter 12 to result in adverse residual effects. No significant adverse impacts on health due to any temporary noise disturbance during construction are predicted and this section focuses on operational noise.
- 6.5 The following exposure-response factors listed in Table 6.1 have been used to predict health outcomes arising from the change in noise exposure for the residential population. These have been derived from the health evidence base and guidance that is detailed in Appendix 15.3.

³ Noise averaged over the 16 daytime hours of 7am to 11pm

⁴ The number of events with a $L_{Amax} \geq 65$ dB(A)

⁵ Noise averaged over the eight night-time hours of 11pm to 7am

⁶ Day-evening-night, a 24-hour noise average in which evening and night noise are weighted more than day noise

⁷ As $L_{Aeq,8h}$ but an annual average

⁸ Maximum sound level

Table 6.1: Noise exposure-response metrics

Health outcome	Relative risk (central estimate)	Per increase (dB)	Exposure range (dB)	Source	Notes
Hypertension prevalence (a)	1.06	10	45–75 (or >50) $L_{Aeq, 16h}$ or L_{den}	[83] used in [84] and [85]	Includes road noise studies
Hypertension prevalence (b)	1.11	10	50–70 L_{den}	[86] used in [87]	Aircraft noise but fewer, older studies
Stroke incidence or mortality	1.04	10	>50 L_{den}	[85]	Derived from “ <i>ad hoc analysis</i> ” of mixed studies of incidence and mortality. Aircraft and road noise.
IHD incidence or mortality	1.05	10	>50 L_{den}	[88]	Road and aircraft noise, excluding cross-sectional studies.
IHD incidence	1.08	10	52–77 L_{den}	[89]	Road noise and including cross-sectional studies.
Depression or anxiety prevalence	1.58	Strong or extreme annoyance relative to no annoyance		[35]	Aircraft noise. Average of depression and anxiety risk in top two annoyance categories.
Dementia incidence	1.47	With hypertension relative to without		[90] used in [84]	Based on hypertension risk not noise exposure directly.
Count highly sleep disturbed	$18.147 - 0.956 * L_{night} + 0.01482 * L_{night}^2$		45–75 L_{night}	[84]	Aircraft noise, self-reported sleep disturbance.

6.6 The health impact assessment of noise change is based on exposure-response factors for statistical risks applicable to a large exposed population, and although the changes in noise at most individual receptors over the relevant day and night averaging periods are likely to be small, cumulatively they may be associated with measurable health outcomes. Some individual receptors will experience larger noise changes, which contribute to the overall population health impacts assessed, but it should be noted that the probability-based risk factor approach cannot predict effects for particular individuals (which would be affected by an individual's own specific circumstances and health).

6.7 The emerging health evidence and metrics available mean that it is difficult to establish a single preferred health outcome or set of outcomes to quantify, and all of the exposure-response functions listed will therefore be used. In some cases these overlap (e.g. stroke and IHD are potential outcomes of hypertension) or provide more than one estimate for a given health outcome, and they should not be summed. Rather, they provide a range of effect estimates, illustrating the order of magnitude of likely health effects due to the Proposed Development.

- 6.8 Although there is some evidence that these effects are not confounded by co-exposure to road traffic air pollutants, there is potential for double-counting with the effects of air pollution exposure quantified below, and caution should therefore also be used if summing the air pollution and noise health effects predicted in the assessment.
- 6.9 Noise health impacts have been calculated for the population at each receptor location using the following equation (i.e. the attributable impact is calculated by multiplying the relative risk at the applicable noise level by the population exposed and baseline rate of health outcome), and then summed to give the net total impact for each health outcome.

$$PAF = \frac{RR - 1}{RR} \times P \times B$$

Where:

PAF is the population attributable fraction (health outcome within the exposed population due to noise)

P is the population exposed

B is the baseline annual rate of health outcome per person

RR is the relative risk, from which an attributable fraction is calculated as shown. Where RR is given per 10 dB increase, it is scaled linearly using:

$$RR_{dB} = 1 + \left((RR_{10} - 1) \times \frac{dB}{10} \right)$$

Where:

dB is the noise level

- 6.10 The sources of baseline health data are reported in the HIA community profile at Appendix 15.2. Of the available data, Table 6.2 lists that selected for use in the assessment.

Table 6.2: Baseline disease and mortality rates used in noise health impact calculation

Health outcome	Rate (Thanet)	Denominator	Notes
Hypertension prevalence	16.7	Percentage of population	Thanet CCG, GP diagnosed.
Stroke incidence	161.2	100,000 population	National incidence rate (emergency hospital admissions) adjusted for Thanet using local standardised admission ratio.
Stroke mortality	60.9	100,000 population	All ages, age-standardised.
Stroke incidence and mortality	222.1	100,000 population	Some stroke incidence cases will also be mortality cases, so this may double-count to a degree (not adjusted, to be conservative). However, mortalities prior to reaching hospital are not recorded in the incidence statistics. Around 20-25% of stroke incidence results in mortality within one year.
IHD incidence	257.5	100,000 population	National incidence rate (emergency hospital admissions) adjusted for Thanet using local CHD standardised admission ratio.
IHD mortality	135.8	100,000 population	All ages, age-standardised.

Health outcome	Rate (Thanet)	Denominator	Notes
IHD incidence and mortality	393.3	100,000 population	Potential for double-counting with IHD incidence (not adjusted, to be conservative). As above, mortality prior to hospital admission not recorded as incidence.
Depression or anxiety prevalence	15.3	Percentage of population	Ages 18+, GP Patient Survey.
Dementia prevalence	0.9	Percentage of population	All ages, Thanet CCG.

Noise health outcomes for residential population

6.11 The assessment uses present-day baseline annual disease incidence/prevalence and mortality rates. Results are presented as the change in annual rates of health outcomes for the existing population were they to be exposed instantaneously to the predicted changes in long-term noise exposure and were this to be / have been maintained as a steady state. In this way, small cumulative long term changes in statistical life expectancy or disease risk can be expressed in a single year scenario, without the necessity to account for background changes in disease, mortality, life expectancy and demographic changes in the population over a longer period⁹. The results are shown in Table 6.3.

Table 6.3: Noise exposure health outcomes – attributable fraction

Health outcome*	Year 2	Proportion of baseline rate**	Year 20	Proportion of baseline rate**
Hypertension prevalence (a)	61	2.0%	186	3.2%
Hypertension prevalence (b)	110	3.6%	329	5.6%
Stroke incidence or mortality	0.6	1.4%	1.7	2.2%
IHD incidence	1.3	2.8%	3.9	4.3%
IHD incidence or mortality	1.3	1.8%	3.8	2.8%
Depression or anxiety prevalence	89	2.3%	219	3.3%
Dementia prevalence	1	0.5%	2	0.7%
Highly sleep disturbed	544	n/a	1,392	n/a

⁹ In effect, the assessment compares parallel situations in which the predicted Year 2 or Year 20 scenarios were happening in the present day. By framing the analysis as two scenarios using present-day data, all the other variables can be held constant, allowing the change in health impacts due specifically to change in noise exposure to be assessed.

*Only results using the central estimate RR are shown. Use of the 95% confidence interval RR would give a misleading impression of precision, given the other uncertainties in the assessment that cannot be quantified.

** The total baseline rate of mortality or disease incidence or prevalence within the population exposed.

Note: totals may not equal sums of parts due to rounding.

- 6.12 The results suggest that prior to mitigation the Proposed Development would lead to approximately 61 to 110 additional cases of hypertension prevalent within the population exposed to Year 2 noise levels, rising to approximately 186 to 329 additional cases at Year 20 levels¹⁰. This would be associated with around one annual incident cases of disease or mortality¹¹ from ischaemic heart disease or stroke at Year 2 levels, rising to around two to four cases at Year 20 levels. It may also lead to approximately one additional case of dementia at Year 2 levels, rising to two at Year 20 levels.
- 6.13 Prior to mitigation, noise annoyance may be associated with 89 to 219 cases of depression or anxiety within the population at Year 2 and Year 20 noise levels respectively¹².
- 6.14 Additional sleep disturbance is also predicted based on levels of noise averaged over the night-time using the WHO risk factor for sleep disturbance. However, given that night flights are to be subject to the Quota Count (QC) system as set out in the Noise Mitigation Plan (document reference TR020002/APP/2.4), it is considered more robust to analyse these based on probability of awakening from the individual noise events. This is discussed further below.
- 6.15 It should be borne in mind that the health outcomes predicted in Table 6.3 are based on a number of modelling assumptions (predicted air traffic, predicted noise, risk factors with uncertainties, average household size and baseline health indicator rates), and are indicative of the order of magnitude of likely changes rather than being precise figures.
- 6.16 The effects predicted are characterised as measurable adverse health outcomes, and represent increases of around 1% to 6% on the baseline rates of the health conditions (depending on the condition) in the population that would be affected by noise from the Proposed Development.

Intermittent noise (N60, N65 or L_{A max})

- 6.17 The air noise data and the exposure-response risk factors used in the assessment are based on average daytime, weighted average day-evening-night (L_{den}) and average 8-hour night (L_{night}) noise levels. It is possible that factors based on these noise averaging periods may not best capture health impacts from intermittent aircraft noise, where the maximum sound levels (L_{A max}) and

¹⁰ The range is due to use of two possible risk factors for hypertension; see Table 6.1 and Appendix 15.3.

¹¹ As discussed in the health evidence base in Appendix 15.3, the meta-analyses of Floud et al (2015) and Houthuijs et al (2014) that provide the risk factors on which these results are based include studies of both mortality and disease incidence together, and therefore a combined result is given here. This does not imply that all cases would be mortality.

¹² As discussed further in the health evidence base in Appendix 15.3, the risk factor used in this analysis for depression/anxiety is taken from a single (large) study rather than meta-analysis of multiple studies. It is also calculated indirectly based on percentage of people highly annoyed, which has its own uncertainty. The depression/anxiety health outcome therefore has relatively high uncertainty, but is felt to be important to include, in order that potentially important mental health outcomes are not overlooked in the analysis in favour of more easily measurable physical health outcomes.

number/frequency events above certain levels may be important, or the concentration of flights into certain periods (e.g. the 'shoulder periods' of the night and morning, important to sleep) may influence impacts.

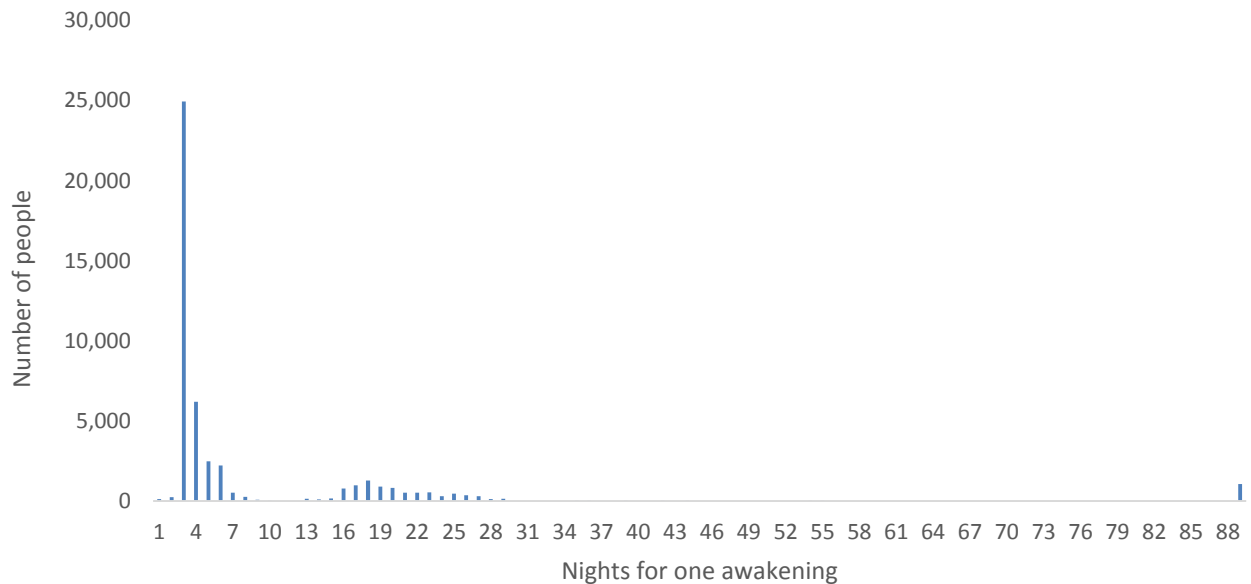
- 6.18 However, the chosen exposure-response factors have been based on studies of aviation noise wherever possible, i.e. studies in which the noise exposure would have the typical intermittence and 'peakiness' of aircraft noise. Although the exposure-response factors are expressed for longer noise averaging periods, they have been derived at least in part from people's exposure to the typical patterns of shorter-duration aviation activity and noise, and hence they are considered to provide suitable evidence that is compatible with the format in which air noise data is predicted.
- 6.19 The population affected by numbers of events with an L_{Amax} of ≥ 60 dB(A) at night and ≥ 65 dB(A) in the day has also been predicted in the noise assessment, referred to as N60 and N65. In Year 20, the assessment predicts around 37,700 people would experience 10 or more N65 events per day, of whom around 242 people would experience between 100 and 200 events per day (i.e., assuming a roughly equal spread, up to around 12-13 per hour). Up to around 252,000 people would experience one to seven N60 events per night, but none with greater than seven N60 events due to the very limited number of night flights proposed.
- 6.20 Although it is difficult to quantify health outcomes from the using rates of L_{Amax} events of ≥ 60 or ≥ 65 dB(A) that people experience, the results provide further evidence to support the predicted noise annoyance, stress, and associated adverse health impacts that were predicted based on average noise level exposure changes.
- 6.21 With regard to night-time noise, the assessment reported in Chapter 12 has predicted L_{Amax} levels from individual overflights and has defined a threshold for adverse effects of 18 events per night of at least 80 dB L_{Amax} . This is derived from the number of events needed at that noise level for there to be the probability of one awakening per night (allowing for 21 dB of façade attenuation, i.e. interior noise level 59 dB) in the evidence of a polysomnography sleep study of aircraft noise by Basner *et al* (2006) [91]. The advantage of this approach is that the data is based on measured physiological evidence of sleep disturbance, as opposed to the self-recalled and subjective characterisation of sleep disturbance elicited through questionnaires that underpins the WHO sleep disturbance risk factor.
- 6.22 It is important to understand that a measured 'awakening' in this context means a typically short duration (<1 minute) disruption to sleep and that such awakenings are common, happening around 24 times per night on average in the Basner study in the baseline without aircraft noise. The study provides the following equation to calculate the probability of awakening due to a single noise event:

$$\text{Probability of awakening} = 1.894 \times 10^{-3} L_{AS,max}^2 + 4.008 \times 10^{-2} L_{AS,max} - 3.3243$$

- 6.23 Taking a conservative calculation approach, based on the highest L_{Amax} level and highest N60 count at each receptor location, it is predicted that night flights in Year 20 would cause one awakening per 1.5 to 30 nights on average. Figure 6.1 shows the distribution of predicted awakening frequency, although it should be noted that the clustering of data (including the cluster

at one awakening per 89 nights) is due to the grouping of N60 counts into categories of zero to one per night, two to four per night and five to seven per night, from which the upper end of the range has been used in each case; in reality a more even distribution of people with awakening frequencies of between every 1.5 to 30 nights would be expected.

Figure 6.1: Awakenings based on number and magnitude of L_{Amax} events



- 6.24 Overall, the probability of one additional awakening less frequently than once every three nights on average for the great majority of receptors affected by any N60 events, considered in the context of typical spontaneous awakenings at a rate of 24 per night, suggests that there would be a negligible impact on measured sleep disturbance, in contrast to the estimate of sleep disturbance based on self-reporting of effects on sleep and noise level averaged over the night.

Other sensitive receptors

- 6.25 In addition to noise at residential properties, the health and wellbeing of sensitive groups using facilities around the airport (whether or not they are residents) could also potentially be affected by noise. Older people and those already experiencing poor health using healthcare facilities may be more vulnerable; there is evidence that children's learning in noisy school environments can be impaired; and more generally people's wellbeing may be affected if places of recreation or worship are affected by noise that causes disamenity disturbing their use.
- 6.26 The noise assessment in Chapter 12 has predicted noise levels at sensitive receptors of these types, which include within the noise study area educational facilities, healthcare facilities, places of worship, community and cultural facilities and two 'acoustical facilities' (studios).
- 6.27 In Year 2, the highest levels of L_{day} and L_{den} are estimated to occur at the Spitfire and Hurricane Museum, reaching 53 dB and 56 dB respectively. The highest number of N65 events in Year 2 are estimated to occur at Manston School House Nursery and St Mary the Virgin place of worship, both experiencing between 20 and 49 events.

- 6.28 In Year 20, the highest levels of L_{day} and L_{den} are estimated to occur at the Elms Nursery School, Chatham & Clarendon Grammar School and 'Pie Factory Music', reaching 58 dB and 60 dB respectively. As in Year 2, the highest number of N65 events in Year 20 would occur at Manston School House Nursery and St Mary the Virgin place of worship, experiencing between 50 and 99 events.
- 6.29 Minor to moderate adverse impacts are predicted in Chapter 12 for 16 schools and nurseries, prior to mitigation, although the noise assessment does note that this does not take into account existing noise levels at these facilities, which may reduce the perceived change in noise and resulting impact due to the Proposed Development. Fourteen of these are primary and secondary schools, one is a language school and one a theatre school. Depending on the existing ambient noise environment and existing building fabric, disruption to learning with measurable effects on reading age for children is likely at affected schools, prior to further mitigation. This may lead to a sustained adverse impact on quality of life and prospects for children affected.
- 6.30 Minor to moderate adverse noise impacts are predicted in Chapter 12 at Dashwood Medical Centre, Minster Surgery and Newington Road surgery prior to mitigation. Depending on the existing noise environment and building fabric, there could as a worst case be minor potential for an adverse effect on healthcare at these facilities, i.e. if there were disruption to patient-GP consultations due to noise. However, as these are GP surgeries rather than hospitals, care homes or other longer-stay care facilities, any impacts on patients would be temporary and of short duration and no significant long-term impacts on health and wellbeing are predicted.
- 6.31 A moderate noise impact is predicted in Chapter 12 at Christ Church, which again depending on the existing noise environment, may adversely affect the quality of life and wellbeing of worshippers.

Impact inequalities

- 6.32 The noise change and health outcomes discussed above would not be distributed evenly across the exposed population, and there is potential for individual and small group social inequalities in impacts that cannot be quantified effectively through a large area study of the 'average' exposed population. Groups likely to have higher sensitivity and/or lower resilience to change in noise exposure include infants and young children, elderly people, those with existing poor health (particularly insomnia, hypertension, or poor mental health), and those with higher socio-economic deprivation.

Air Quality

Assessment inputs

- 6.33 The air quality assessment in Chapter 6 of the ES has predicted changes in concentrations of nitrogen dioxide (NO_2) and particulate matter in two size fractions, PM_{10} and $PM_{2.5}$, at sensitive receptor locations in the study area around the airport due to construction and operational activities.

The receptor locations have been chosen as representative of residential areas that would experience a change in pollutant concentrations, schools, hospitals and consented future residential developments. As discussed in detail in Appendix 15.3, NO₂ and PM_{2.5} are the pollutants relevant to the Proposed Development with the clearest evidence for potential to cause adverse health outcomes.

- 6.34 The air quality assessment predicts no exceedances of air quality standards in Year 2 and Year 20 with or without the Proposed Development at the sensitive receptor locations. Although no exceedances of air quality limits are predicted, health impacts from air pollutant exposure are experienced at pollutant concentrations below present air quality limits and objectives, and on the basis of the available evidence, there may not be a concentration threshold below which no adverse health effect occurs. The potential for adverse health outcomes to result from the Proposed Development has therefore been assessed.
- 6.35 The concentration-response factors (CRFs) used, listed in Table 6.4, are a subset of those recommended in the WHO HRAPIE guidance [92], that are applicable using the available evidence (annual average pollutant concentrations and mortality/hospital admissions data). The HRAPIE central estimate PM_{2.5} CRF is the same as that applied in UK guidance from COMEAP [15], both being based on many of the same underlying epidemiological studies (principally Pope et al, 2002 [31]). The HRAPIE NO₂ mortality CRF is based on a meta-analysis by Hoek et al in 2013 [93], which recommends a -33% adjustment to account for potential double-counting with PM_{2.5} exposure mortality; this has been applied in the CRF shown. The latest published interim COMEAP guidance [94] provides a somewhat lower recommended NO₂ CRF and again a suggested -33% adjustment to account for overlap with PM_{2.5} exposure; however, it discusses significant uncertainty about the overlap adjustment and the risk of double-counting. Subsequently in 2017 COMEAP has advised Defra on use of a CRF that is lower again [95]. Given that the COMEAP NO₂ CRFs are lower and are interim recommendations pending further work, the HRAPIE CRF has been used as a worst-case to be conservative.
- 6.36 The HRAPIE guidance provides CRFs for both short- and long-term changes in air pollutant concentrations. The air quality modelling data provides annual average concentrations, and short-term mortality impacts would therefore not be assessed separately to avoid double-counting with long-term effects. The CRFs for long-term effects, being based mainly on cohort studies, are likely to capture short-term effects. Hospital admission CRFs are for daily-mean rather than annual-mean concentrations. However, as there are no upper or lower concentration thresholds recommended for the CRFs, they can be treated as applicable to the annual mean. The guidance separates CRFs into categories (A*, A, B*, B) based on strength of evidence and potential overlap in impacts that would lead to double-counting. A* CRFs are used with the exception of long-term mortality due to NO₂ exposure (B*), which has been adjusted to avoid double-counting with PM_{2.5} exposure mortality.

Table 6.4: Air Pollutant Exposure-Response Metrics

Health outcome	Pollutant	Relative risk* (central estimate)	Notes
Mortality	NO ₂	1.037	All natural-cause mortality, age 30+
	PM _{2.5}	1.062	
Respiratory disease hospital admissions	NO ₂	1.018	Emergency admissions, ICD 10 J00-J99. 24-hr daily mean (treated as equivalent to annual mean).
	PM _{2.5}	1.019	
Cardiovascular disease hospital admissions	PM _{2.5}	1.009	Emergency admissions, ICD 10 I00-I99. 24-hr daily mean (treated as equivalent to annual mean).

* all per 10 µg.m⁻³ exposure. No upper or lower concentration thresholds have been applied as cut-offs (i.e. RR = 1 at zero concentration is implicitly assumed). Although the HRAPIE guidance recommends a lower threshold of 20 µg.m⁻³ for the NO₂ CRF, this discontinuity would either lead to unreasonably large changes in health outcomes being predicted where a small change in concentration causes receptors to cross the threshold, or an adjustment of the CRF so that RR = 1 at 20 µg.m⁻³ which may significantly underestimate health impacts, and so it has not been applied. (See further discussion of this issue in Annex 7.1 in [96].)

6.37 The baseline disease and mortality rates are listed in Table 6.5. As with the assessment of noise impacts, present-day baseline health rates are used and results are presented as changes in annual rates of disease or mortality (deaths brought forward) were the air pollution exposure to be at the predicted levels over the long term. This allows small cumulative long term changes in statistical life expectancy or disease risk to be expressed in a single year scenario for comparison of impacts with and without the Proposed Development.

Table 6.5: Baseline disease and mortality rates used in air pollutant health impact calculation

Health outcome	Rate	Denominator	Notes
Thanet all natural-cause mortality	1,834	100,000 population	Age 30+.
Emergency respiratory disease hospital admissions	1,431	100,000 population	National rate (emergency hospital admissions, not adjusted to be conservative (as Thanet standardised admission ratio is <1).
Emergency cardiovascular disease hospital admissions	1,003	100,000 population	National incidence rate (emergency hospital admissions) adjusted for Thanet using local CHD standardised admission ratio.

6.38 The population attributable fraction has been calculated as specified in paragraph 6.9. The relative risk has been calculated using the following equation:

$$RR_A = RR^{(A/10)}$$

where:

A is the air pollutant concentration in µg.m⁻³

P is the population exposed

B is the baseline annual rate of health outcome per person

Air pollution health outcomes for residential population

- 6.39 Table 6.6 shows the potential health outcomes associated with the predicted change in air pollutant exposure. The results indicate that the changes in air quality predicted due to air pollution at Year 2 levels would have no measurable adverse health outcomes, with an increase of less than one annual emergency hospital admission or an effect on mortality equivalent to less than one additional death at typical ages predicted.
- 6.40 The change in air quality predicted due to air pollution at Year 20 levels would lead to a small but measurable adverse change in health outcomes, with an increase of around one additional emergency hospital admission and effect on mortality equivalent to a little less than two additional deaths at typical ages predicted. The changes would be a very small proportion of the baseline rates of health outcomes in the residential population of the air pollution study area.

Table 6.6: Air pollutant exposure health outcomes – attributable fraction

Health outcome*	Year 2	Proportion of baseline rate	Year 20	Proportion of baseline rate
Annual mortality	0.98	<0.1%	1.91	0.1%
Annual respiratory disease hospital admissions	0.57	<0.1%	1.08	<0.1%
Annual cardiovascular disease hospital admissions	<0.01	<0.1%	0.02	<0.1%
Total additional hospital admissions	0.57	<0.1%	1.11	<0.1%

*Only results using the central estimate RR are shown. Use of the 95% confidence interval RR would give a misleading impression of precision, given the other uncertainties in the assessment that cannot be quantified.

Note: totals may not equal sums of parts due to rounding.

- 6.41 Vulnerable individuals, such as those in healthcare facilities or with existing respiratory diseases, will in some cases have greater susceptibility to health impacts from air pollutant changes, which cannot be quantified from statistical risks applicable to the general population. However, as discussed in detail in Chapter 6 of the ES, changes in air pollutant concentrations classified as having more than a 'slight' impact would affect a relatively small number of locations in close proximity to the airport, and are based on conservative assumptions in the modelling process.
- 6.42 Air pollutant exposure is also associated with health outcomes, such as increased respiratory disease symptoms (e.g. asthma) and reduced activity days due to short-term changes in concentrations not necessarily resulting in hospital admission, which cannot be quantified from annual average pollutant concentration predictions. When interpreting the mortality and hospital admission rate changes in Table 6.6, it should therefore be borne in mind that the Proposed Development could also have these unquantified wider health outcomes. However, the analysis in Chapter 6 of the ES indicates that it is considered highly unlikely that there would be any exceedance of air quality objectives for hourly or daily average pollutant concentrations.

Employment and income

Assessment inputs

- 6.43 Chapter 13: Socio-Economics has predicted the employment opportunities that would be generated by the Proposed Development. In addition to direct income and employment generation (i.e. jobs created by the airport operator, airlines, general aviation, handling, immigration and customs, retail and food concessions and aircraft maintenance), Chapter 13 shows that the Proposed Development would generate regional effects on indirect jobs (including a wide range of jobs in the airport's supply chain), induced jobs (which includes jobs created by the spending of people employed directly and indirectly), and catalytic jobs (which includes jobs in the wider economy supported by the operations of an airport such as in tourism and trade). The Proposed Development is anticipated to provide by Year 20 3,420 direct, 6,150 indirect/induced, and 13,700 catalytic employment opportunities, totalling 23,270 jobs.
- 6.44 Being in stable, good-quality employment is strongly associated with good health and wellbeing compared to being in long-term unemployment (though noting the influence of the 'healthy worker effect', i.e. the relationship runs both ways). Thanet has been identified as an area with high levels of long-term unemployment. The employment opportunities generated by the Proposed Development therefore have the potential to provide significant health and wellbeing benefits to the surrounding communities.
- 6.45 The health evidence base for effects of being in employment or unemployed on health is discussed in Appendix 15.3. There have been more studies of effects of becoming unemployed (or never having been employed) than of the effects of becoming re-employed or gaining employment for the first time. The latter is of more direct relevance to the Proposed Development, with its generation of new employment opportunities over a baseline of no economic activity or employment at the development site at present, but only a small range of health outcomes can be studied due to the limited evidence available.
- 6.46 For that reason, the more extensive evidence concerning the effects of unemployment on health has also been used. This gives a guide to the magnitude of adverse health impacts that are experienced by people currently unemployed, which would be mitigated to a degree by the new employment opportunities offered by the Proposed Development. While one cannot assume that adverse health effects of unemployment are simply reversed (and hence entirely avoided or mitigated) by becoming employed, the evidence as discussed in Appendix 15.3 does suggest that the health benefits of re-employment are of a similar magnitude to the health disbenefits of having been unemployed. The estimation of avoided unemployment health disbenefits therefore gives a reasonable estimate of the upper limit of health benefits associated with employment provided by the Proposed Development.
- 6.47 In the case of both the re-employment and avoided unemployment health effects data, a crucial assumption is the degree to which employment opportunities from the Proposed Development are taken up by those who are unemployed, as opposed to people already in employment changing

jobs. This is not possible to estimate with certainty, but considering that the Proposed Development is providing an entirely new and major employment site (contrasted with incremental growth of an existing business, for example) in an area with relatively high existing unemployment, it is reasonable to assume that a substantial proportion of job opportunities created will benefit those currently unemployed. Chapter 13 of the ES predicts that of the 3,420 direct jobs generated in Year 20, around 1,800 may be taken up by people who are unemployed¹³. This, together with the quality of employment offered, is something that can be strongly influenced by the Applicant for direct jobs, and opportunities to do so are explored further in the Health Action Plan at Section 7.

6.48 Table 6.7 shows the re-employment metrics used and Table 6.8 shows those for avoided unemployment. A variety of metrics are available from the health literature, and they are presented to indicate the range of potential health outcomes; many overlap or are subsets (e.g. cardiovascular disease mortality falls within all-cause mortality) and they should not be summed.

Table 6.7: Re-employment Metrics

Health Outcome	Relative risk (central estimate)	Source	Notes
Psychological distress (men)	0.87	[97]	The indicator "psychological distress" was measured through a general health questionnaire.
Psychological distress (women)	0.79	[97]	
Self-reported good mental health	1.10	[98]	In people gaining full-time re-employment compared to those remaining unemployed.
Self-reported good general health	1.16	[98]	In people gaining full-time re-employment compared to those remaining unemployed.

¹³ The prediction in Chapter 13 is based on the Employment and Housing Land Technical Report (Appendix 6 of the Planning Statement (document reference TR020002/APP/7.2)), which indicates that in simple quantitative terms, all the employment created by the Proposed Development could be met from the projected labour supply within the study area, although in practice there would be factors such as attractiveness of local jobs to existing commuters that would cause a proportion of employment to be met by people changing jobs.

Table 6.8: Unemployment Metrics

Health Outcome	Relative risk (central estimate)*	Source
All-cause mortality	1.63	[69]
All cardiovascular disease mortality	1.13	[99]
All circulatory disease mortality	1.49	[67]
Stroke mortality	1.32	[99]
IHD incidence	1.31	[67]
Hypertension	1.02	[100]
Stroke incidence	2.38	[101]
Suicide (a)	1.15	[102]
Suicide (b)	2.5	[103]
Harmful chronic drinking	1.43	[104]
Alcohol-related mortality	2.16	[99]

* based on hazard ratio (HR) in some studies, treated as equivalent to RR for limited time intervals (i.e. as applied to baseline rates of annual incidence) an on assumption of proportional hazards.

6.49 Table 6.9 shows the baseline health data used in the assessment of employment impacts, drawn from the community profile in Appendix 15.2. Thanet district rates are used, as it would be expected that direct employment would initially draw mainly from nearby communities in Thanet.

Table 6.9: Baseline disease and mortality rates used in employment impact calculations*

Baseline	Rate	Denominator	Notes
Depression or anxiety prevalence	15.3	Percentage of population	Ages 18+, GP Patient Survey.
Common mental health problem prevalence	13.3	Percentage of population	Aged 16-74, Thanet CCG, estimated by NHS England.
Self-reported "good" and "very good" general health	75.8	Percentage of population	Self-reported, Thanet district.
Good mental health	85.7	Percentage of population	Calculated from subtracting the average value of "depression or anxiety prevalence" and "common mental health problem prevalence" indicators from 100.
All-age all-cause mortality	329.4	Per 100,000 population	Population aged 15–64.
Cardiovascular disease mortality	58.8	Per 100,000 population	Population aged 15–64.
Stroke incidence	119.2	Per 100,000 population	Population aged 16–64; national incidence rate (emergency hospital admissions) adjusted for Thanet using local standardised admission ratio.
Stroke mortality	12.2	Per 100,000 population	Population aged 15–64.
IHD incidence	421.8	Per 100,000 population	Population aged 16–64; national incidence rate (emergency hospital admissions) adjusted for Thanet using local CHD standardised admission ratio.
Hypertension prevalence	16.7	Percentage of population	Thanet CCG, GP diagnosed.

Baseline	Rate	Denominator	Notes
Suicide	20.8	Per 100,000 population	Population aged 15–64; suicide and injury of undetermined intent.
Alcohol-related mortality	6.1	Per 100,000 population	Population aged 15–64.

* Baseline data are for the general population; this will underestimate baseline ill-health among those unemployed and hence under-estimate the degree of improvement due to re-employment or avoided unemployment

6.50 The attributable fraction has been calculated as specified in paragraph 6.9. Impacts have been calculated for 1,800 direct employment opportunities assumed to be taken up by those unemployed and seeking work in Thanet, Canterbury and Dover districts (out of total five year average unemployed population from April 2011 to April 2016 of 16,720 people), as the employment uptake and quality of employment are under direct influence of the Applicant for those jobs.

Employment health outcomes

6.51 Table 6.10 shows the potential improvements in general and mental health that would be associated with re-employment if 1,800 direct employees of the Proposed Development were drawn from the unemployed population of Thanet, Dover and Canterbury districts. Table 6.11 shows the adverse health outcomes associated with continuing unemployment of that number of people, which as discussed above gives an upper estimate for beneficial effects of avoided unemployment due to the direct job opportunities.

6.52 These estimates indicate that the direct employment due to the Proposed Development would lead to measurable beneficial effects on health, particularly through reducing risk of cardiovascular/cerebrovascular disease and mortality. Taking into account the potential reductions in unemployment due to indirect, induced and catalytic job creation, further health benefits affecting up to around 20,000 people would be expected and so overall the outcomes predicted in Table 6.10 and Table 6.11 are considered to be quite conservative for total direct and indirect effects of the Proposed Development.

Table 6.10: Re-employment health outcomes

Health Outcome	Attributable fraction	Proportion of baseline
Psychological distress	-53	-20%
Self-reported good mental health	145	9%
Self-reported good general health	185	14%

Table 6.11: Avoided unemployment health outcomes – attributable fraction

Health Outcome	Baseline*	Year 20 with development	Change
All-cause mortality	21.3	19.0	-2.3
All cardiovascular disease mortality	1.1	1.0	-0.1
All circulatory disease mortality	3.2	2.9	-0.3
Stroke mortality	0.5	0.4	-0.1
IHD incidence	16.7	14.9	-1.8
Hypertension	45.6	40.7	-4.9
Stroke incidence	11.6	10.3	-1.2
Suicide (a)	0.5	0.4	-<0.1
Suicide (b)	2.1	1.9	-0.2
Alcohol-related mortality	0.5	0.5	-0.1

* Attributable to unemployment in Thanet, Dover and Canterbury districts

- 6.53 No significant effect on local housing or services demand or community cohesion is predicted, as the labour market surplus is predicted to be more than sufficient to provide the predicted employment without causing any significant inward migration (see the Employment and Housing Land Technical Report at Appendix 13.1 to the ES).
- 6.54 The temporary construction workforce is predicted in Chapter 13 to comprise mainly workers from the local area, and therefore indicates that no additional demand on local services including healthcare is expected. Continued engagement with health stakeholders and a preventative approach to construction workforce healthcare to avoid healthcare services impacts (noting the existing capacity constraints) is recommended in the Health Action Plan at Section 7.

Surface access and active transport

- 6.55 The health benefits of transport by active modes, i.e. walking and cycling, are well recognised. The capacity of and access to public transport is also a factor in wellbeing and quality of life for both airport employees and local residents; and access to various essential services including healthcare, whether by road or public transport, is relevant to health and wellbeing for residents – in particular those with existing ill-health or mobility impairment.
- 6.56 As construction impacts have been screened out of the traffic and transport assessment in Chapter 14 of the ES, on the basis that the flows are less than when fully operational, the health and wellbeing assessment focuses on operational traffic flows at Year 20 levels, i.e. the worst-case scenario.
- 6.57 The traffic and transport assessment has predicted the increases in total traffic and HGV traffic on the affected road links, to consider potential for severance (where a busy road link could cut off residences from routes to access local destinations and services) or for intimidation to pedestrians or cyclists using these roads, which would be a disincentive to these healthier transport modes.

- 6.58 Due to the limited pedestrian activity on the most-affected road links around the airport, and lack of land-uses that create a demand for pedestrian routes across the road links, for most road links no significant effect on severance or intimidation is predicted and therefore no significant effects on health and wellbeing due to reduction in active transport would be expected.
- 6.59 For those road links where moderate adverse effects are predicted in Chapter 14, i.e. those affected by significant increases in traffic flows and where there is a greater presence of residential receptors and pedestrian routes, there is considered to be potential for adverse effects on health and wellbeing due to barriers to active transport and the risk of accidents and collisions identified in Chapter 14. However, Chapter 14 and the documents comprising the Transport Assessment (TA), in Volume 14 of the ES set out proposed highway improvements comprising road widening, new signalised junctions with pedestrian crossings, improved pedestrian footways and traffic calming measures, to mitigate these adverse impacts.
- 6.60 The TA has not analysed the baseline demand:capacity ratio in public transport or whether this is predicted to be adversely affected by the proposed development. It is therefore not possible to assess potential for adverse impacts on wellbeing and quality of life arising from public transport (rail or bus) capacity changes due to increased demand from airport-related employees and passengers. However, the TA does recommend that some bus services should be increased in capacity, frequency and/or operating times, and that a shuttle bus between the airport and Ramsgate rail station should be provided.
- 6.61 Two sections of bridleway, 'TR8' and 'TR9' at the eastern perimeter of the airport site would be affected, requiring minor diversion and re-establishment of TR8 as detailed in the Public Rights of Way (PRoW) strategy in Volume 14 of the ES. TR9 would be extinguished as it currently leads into and ends on the airport site.
- 6.62 There are a number of existing PRoWs and traffic-free cycle routes in the areas north, east and south-east of the airport site, between it and the built-up areas of Margate and Ramsgate. These comprise mainly a series of fairly short sections, illustrated in Figure 2.1 and Figure 2.6 in Volume 14. The TA notes that a number of villages and towns are within a reasonable cycling distance of the airport site, and there are some residential areas within walking distance.
- 6.63 The TA and Airport Surface Access Strategy proposes a low target modal share for healthy employee transport via cycling and walking to the airport, at 1% of trips in Year 1, growing to 3% in Year 20. These targets are well below the typical rate of active travel to work for Thanet, at 20% of trips. No new off-site cycle infrastructure is proposed, although facilities for cycle parking and showers onsite would be provided for employees.
- 6.64 Section 7 makes recommendations for the proposed development to increase the uptake of healthy active transport options for employees, reduce reliance on private car for employees and passengers, and to consider capacity of public transport services.

Connectivity

- 6.65 Leisure opportunities, family and social relationships are quality of life and wellbeing factors relevant to the Proposed Development due to the connectivity it offers via passenger flights, some of which it is reasonable to expect would facilitate maintaining social and family connections within or outside the UK, or be for cultural, recreational or educational experiences. In particular, long-distance passenger air travel may benefit family and social connections in an increasingly globalised world with substantial international migration.
- 6.66 Leisure travel abroad by air has been reported to be generally associated with improvements in levels of life satisfaction, happiness, self-reported general health and mental health – all of which contribute to quality of life [81]¹⁴. The association is consistent across different socio-demographic groups but is noted to be stronger for unemployed people than for employed people.
- 6.67 While the Proposed Development will primarily be used as an air freight hub, there may be limited passenger services, with passenger numbers of around 660 thousand predicted in Year 3, growing to approximately 1.4 million by year 20. With regard to wellbeing and quality of life, the benefits for leisure travellers among these passengers, although not readily quantifiable, should not be underestimated given the potentially large number of people affected.

Amenity and green space

- 6.68 Noise from the airport could have the potential to affect the tranquillity of green spaces and recreational areas, reducing the amenity and perhaps disincentivising use for some people, depending on subjective responses. Access to such spaces is a component of quality of life and wellbeing, of which the tranquillity value forms a part, and though it is difficult to characterise the magnitude of benefits in quantitative terms, research indicates its qualitative importance.
- 6.69 Chapter 12: Noise indicates that there are no places within the study area that would be referred to in the NPPF as being prized for their recreational and amenity value. In addition, the relevant CPRE tranquillity map [105] suggests that Thanet does not have existing areas offering high tranquillity that would be affected by the Proposed Development.
- 6.70 In this context, effects on the amenity of green spaces and recreational areas sufficient to adversely impact health and wellbeing due to reducing physical activity and recreation are considered unlikely.

Ground or water contamination

- 6.71 Potential risks to human health arising from mobilisation of existing ground contamination or from releases of stored chemicals (e.g. aviation fuel) have been assessed in Chapter 10: Land Quality

¹⁴ Although it should be noted that the magnitude of impact on quality of life of different types of holiday, lengths of stay, and duration of positive effect post-holiday in this evidence is less clear.

and Chapter 8: Freshwater Environment of the ES. As detailed in those chapters, risk assessments have been undertaken and suitable control measures will be in place (i.e. design of drainage, storage and secondary containment to regulatory standards). There would therefore be no pathway to off-site receptors and no adverse impact on public health and wellbeing.

Flood risk

- 6.72 As detailed in Chapter 8: Freshwater Environment and its appended Flood Risk Assessment, the Proposed Development drainage infrastructure has been designed to ensure no increase in flood risk to off-site receptors, and therefore no adverse impact on health and wellbeing due to flooding (such as through property damage, displacement from homes or being cut off from services during floods) is predicted.

7 Health Action Plan

Introduction

- 7.1 The purpose of this section is to refer to and where appropriate, build on the mitigation measures in the ES. In addition, this section will recommend initiatives that can maximise the uptake of health benefits from the employment generation, and refer to local health service demand.

Embedded Mitigation

- 7.2 Embedded mitigation measures relevant to the health pathways in this HIA have been detailed in the ES chapters for each topic area. In summary, these measures are as follows.

Air quality

- 7.3 A Construction Environmental Management Plan (CEMP) will include management measures for dust, emissions from on-site plant and construction traffic. During operation, a Travel Plan will control HGV routing to minimise congestion and air pollutant emissions from road traffic. On-site, rules to avoid idling for all vehicles, use of electric vehicles or where that is not possible to use the diesel vehicles meeting the highest applicable emission standard will be applied. Fixed electrical ground power (FEGP) will be used where possible to avoid emissions from auxiliary power units.
- 7.4 These measures would reduce air pollutant emissions and resulting concentrations at sensitive receptors, and hence mitigate adverse respiratory and cardiovascular health impacts from air pollutant exposure.

Noise

- 7.5 The CEMP will require use of best practicable means to control construction noise.
- 7.6 During operation, a noise quota count (QC) system will be used to limit from flights: no night flights with QC 8 or 16 will be permitted and total annual night-time flights will be limited to a QC of 3,028. There will be limitations on engine testing and use of reverse thrust, and where possible (subject to weather and safety considerations), Runway 28 will be used preferentially for takeoffs and Runway 10 for landings, minimising the overflying of residential areas.
- 7.7 Grants towards funding of noise insulation will be offered to freehold owners of residential properties in 63 dB $L_{Aeq, 16hr}$ day time contour or 55 dB $L_{Aeq, 8hr}$ night-time contour. Relocation assistance grants will be offered to freehold owners of residential properties in 69 dB $L_{Aeq, 16hr}$ day time contour should they choose to move to a quieter location. The airport will provide reasonable levels of noise insulation and ventilation for schools and community buildings within the 60 dB $L_{Aeq, 16hr}$ day time noise contour.
- 7.8 The airport will undertake aircraft noise monitoring and flight track monitoring and will apply fines to aircraft operators for exceedances/deviations. A formal Community Consultative Committee and

Community Trust Fund will be established to feed back noise complaints and to direct spending of any noise penalties collected.

- 7.9 The assessment of noise health impacts reported above has been based on predicted external noise levels, because the exposure-response factors used (see Appendix 15.3) are derived from large epidemiological studies of people who individually live in buildings of various types and have different lifestyle factors affecting their noise exposure. For example, the fabric of buildings attenuates exterior noise levels to differing degrees, and preference for sleeping with windows open is an important factor affecting night-time noise exposure in the home. The assessment of predicted health outcomes therefore cannot account directly for specific noise levels *inside* individual dwellings that would be achieved by the noise insulation grant scheme.
- 7.10 However, the noise insulation measures are expected to reduce noise exposure within the home, and therefore to help reduce annoyance and sleep disturbance. Noise insulation measures are also expected to reduce noise within other eligible sensitive buildings, and therefore to help reduce disruption to their use. As discussed in the health evidence base (Appendix 15.3), the causal pathways for adverse health outcomes from noise exposure ultimately relate back to these effects. A reduction in residual interior noise levels after mitigation would therefore be expected to lead to a proportional reduction in residual adverse health and wellbeing outcomes.
- 7.11 Overall, the committed noise mitigation measures would aid in mitigating noise both at source and at receptor, reducing disturbance and associated adverse physical and mental health impacts. The Community Trust Fund could be directed in part to supporting local initiatives or services benefiting health, such as sport and recreation or care in the community services.

Surface access and transport

- 7.12 As detailed in Volume 14 of the ES, highway and junction improvements including provision of pedestrian crossings and road safety improvements for Spitfire Way would be made with the design goal of achieving nil detriment for all road users. Improvements to existing bus services to the airport site are recommended in Volume 14, together with providing a new shuttle bus to Ramsgate rail station. Cycle storage and changing facilities would be provided.

Recruitment and employment

- 7.13 For the potential health and wellbeing benefits of employment generation to be fully realised, it is important that this assists those who would not otherwise have found work (e.g. those who are long-term unemployed, young people looking for work, or those with limited skills/qualifications), which Manston Airport can strongly influence for the direct employees.
- 7.14 Manston Airport has committed to establishing a recruitment programme with elements tailored to those in local communities who are seeking work but not currently in employment, education or training, if possible in partnership with an educational provider. The following measures would be undertaken by the airport; further detail is provided in the document *'Manston Airport: A National*

and Regional Aviation Asset. Volume IV. The economic and social impacts of airport operations', submitted with the DCO application.

- Working with East Kent College (or another party such as Canterbury Christ Church) to locate an aviation college on or close to the Manston Airport site.
- Providing practical support to the long-term unemployed seeking work at the airport such as:
 - informal 'meet the employer' events, interview preparation;
 - help with CVs; and
 - careers guidance; and
 - Some financial support such as paying for public transport to interviews and training sessions.
- Working with local councils and third sector organisations to help promote job opportunities to local people, particularly to the long-term unemployed.
- Working with a further/higher education provider(s) to promote apprenticeships at all levels.
- Working with a further/higher education provider(s) to develop courses (where not currently available) relevant to the job opportunities created by the operation of the airport.
- Working with other employers to provide 'hands on' training opportunities.
- Working with other employers to provide equipment (such as out of service aircraft/aircraft parts) to support further/higher education delivery of courses.

Community Trust Fund

7.15 Manston Airport will make an annual financial contribution to the formal Community Trust Fund (in addition to any noise penalties collected), which among its terms of reference will seek to support facilities and activities that improve local health and wellbeing. This could for example include financial support for:

- community social facilities (e.g. halls, societies or events) to benefit community cohesion and reduce loneliness and social isolation;
- amateur sports clubs and facilities, encouraging physical activity. This should seek to support sports for all demographics including small children and older people;
- third-sector organisations working to reduce loneliness, e.g. via visits and events for the older population;
- third-sector organisations working to provide mental health care in the community;
- third-sector organisations assisting older people to live independently in the community;
- third-sector organisations providing educational and outreach events for young people;
- community wildlife and nature groups, e.g. those working on recreational projects such as nature trails; or

- other initiatives responding to local health and wellbeing needs, in consultation with health stakeholders (see below).

7.16 Health promotion initiatives supporting a preventative approach to healthcare can aid in reducing existing burdens on local health services that have been identified during consultation.

Further Recommended Actions

Recruitment and employment

- 7.17 In addition to the outreach and education measures to assist job applicants, as detailed above, it is equally important in order for health benefits to be realised from job creation that 'good quality' employment is offered, which as detailed in Appendix 15.3 is based on factors such as security of employment, reasonable remuneration and workplace support for promotion of employees' health and wellbeing (in addition to normal workplace health and safety requirements).
- 7.18 It is therefore recommended that Manston Airport as direct employer considers commitments to avoiding zero hours contracts or inappropriate use of self-employment status, payment of at least at least living wage to all employees, and developing a workplace Health and Wellbeing Strategy (see e.g. guidance and resources in [106] and [107]), which may include funding a workplace health/wellbeing advisory and employee assistance service available to all employees. Manston Airport could also investigate use of the 'WELL' standard [108] for employment buildings, if considered suitable.
- 7.19 Providing good quality employment and promoting workplace health and wellbeing for Manston Airport employees will aid in a preventative approach to healthcare, reducing burdens on local health services.

Construction workforce

- 7.20 Pressure on the capacity of existing local healthcare services has been highlighted during consultation with health stakeholders. In this context, any additional demand from the temporary construction workforce could have a disproportionate adverse effect, although this has not been raised as a specific concern during consultation.
- 7.21 It is recommended that Manston Airport continues engagement with local health stakeholders as the project progresses and more detail is known about any temporary in-migration of construction workers (e.g. when main construction contractors have been appointed), potential healthcare demand, and how this may be reduced by taking a preventative approach to healthcare, i.e. through health promotion advice to the construction workforce.

Enhancement of active travel; public transport capacity

- 7.22 It is recommended that Manston Airport sets more ambitious targets for active travel among the on-site workforce, considering the favourable location of the site within cycling and potentially walking distance of many surrounding communities from which it is expected that employment will

be drawn. This should be supported by provision of new traffic-free cycle and pedestrian links to the redeveloped airport accesses, which would have potential to link up existing rights of way and off-road cycle routes, and therefore benefit physical activity and recreation for local residents as well as the airport's commuting workforce. Greater use of active transport would reduce reliance on access by car, further mitigating air pollution, noise and highways impacts due to traffic from the proposed development.

- 7.23 Encouraging greater physical activity and reducing obesity have been identified as important local health priorities, which would be supported by these recommended mitigation actions.
- 7.24 The existing demand and capacity on public transport routes that would be affected by the proposed development should be assessed. If capacity constraints are forecast, which would affect local residents' wellbeing and quality of life due to reduced access to public transport, measures should be taken to mitigate these impacts in consultation with public transport operators.

Education

- 7.25 Educational outreach to local schools and colleges can help build understanding of the airport's operation, its contribution to and effects on the local area and environment. Manston Airport could provide learning opportunities (e.g. school trips, presentations by staff) and foster long-term links between airport employment opportunities and uptake among young people leaving education and entering the workforce.

Community Consultative Committee

- 7.26 The establishment of the formal Consultative Committee provides an opportunity for Manston Airport to develop a working relationship with local health stakeholders through invitation to participate and discuss health and wellbeing concerns and initiatives.

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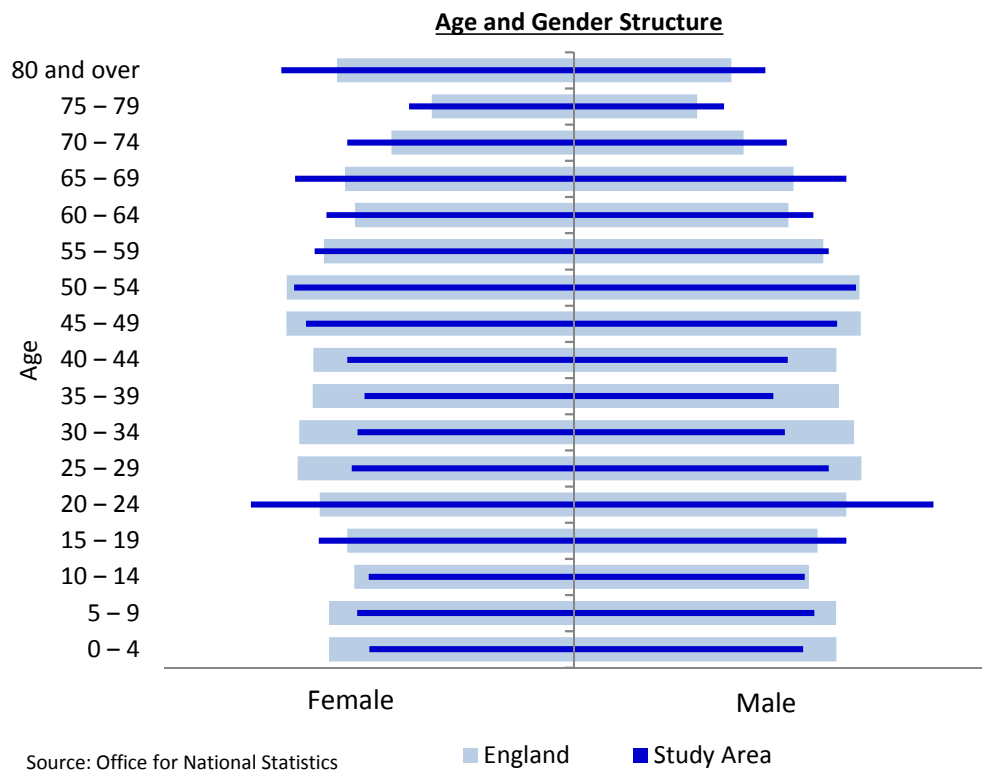
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APPENDIX 15.2: STUDY AREA COMMUNITY PROFILE

Introduction

Evidence suggests that different communities have varying susceptibilities to health impacts and benefits as a result of social and demographic structure, behaviour and relative economic circumstance; the aim of the following information which makes up this community profile, is to put into context the local health circumstance of the surrounding communities of Manston Airport drawing from available statistics. The Manston study area comprises the local authorities of Thanet, Dover and Canterbury. The site itself is located within the local authority of Thanet; however, due to the scale of the project, the surrounding local authorities of Dover and Canterbury are also considered.

Demography



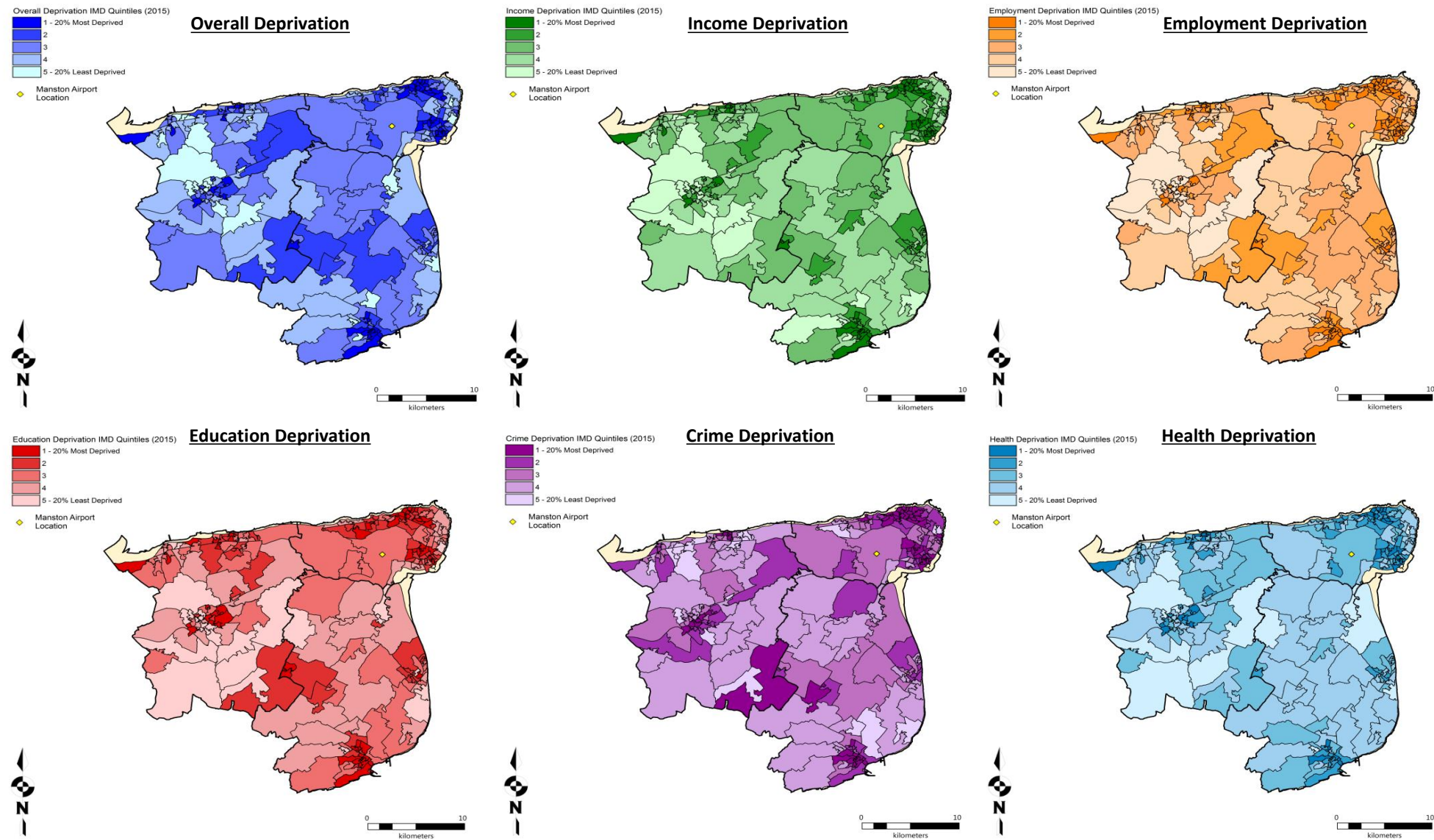
Population Change			
Area	2013	2016	Change (%)
Canterbury	155,307	162,416	4.6
Dover	112,338	114,227	1.7
Thanet	136,766	140,652	2.8
Study Area Av.	404,411	417,295	3.2
South East	8,792,766	9,026,297	2.7
England	53,865,817	55,268,067	2.6

Source: Office for National Statistics

The level of population growth within the study area varies between each local authority. Overall the study area has a higher population growth than the regional and national average; however, there is a range of 2.9% between study area local authorities where Canterbury has experienced the highest population growth and Dover has experienced the lowest.

The study area consistently shows a large elderly population (55-80+ years) compared to the national average, with the exception of 15-24 years age categories which also represent a larger proportion of the population when compared to the national average.

Deprivation



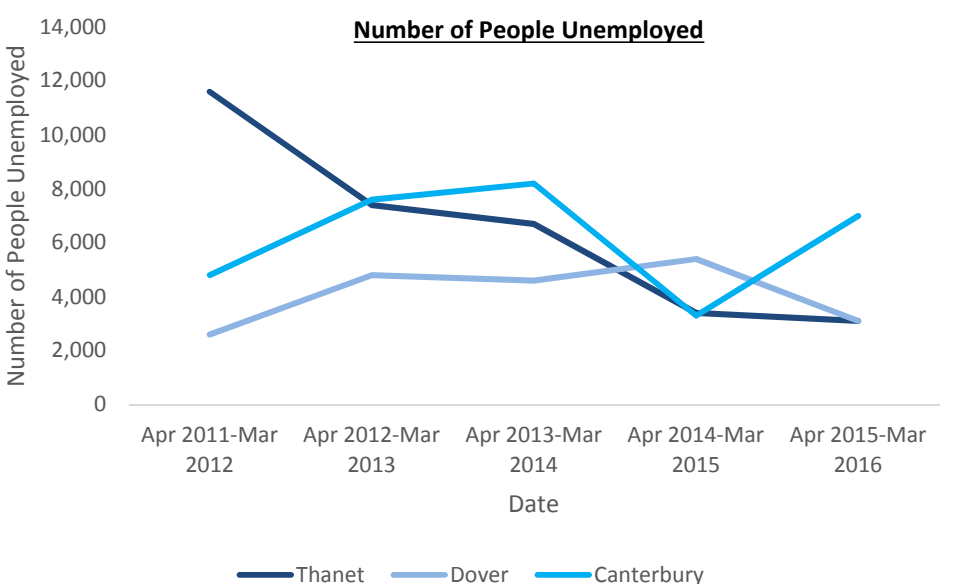
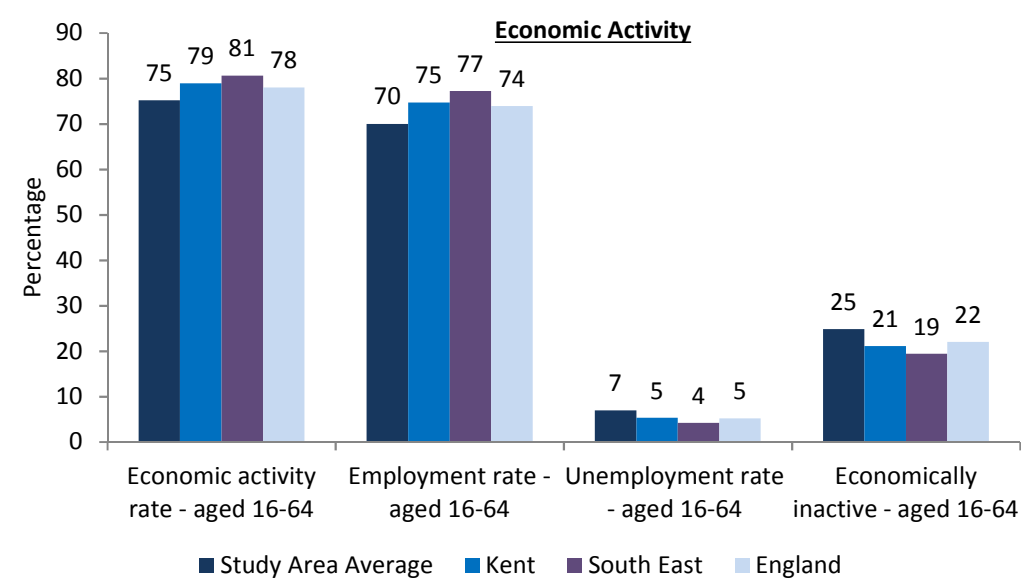
The six images above depict deprivation at Lower Super Output Area (LSOA) level for Thanet, Dover and Canterbury local authorities; overall deprivation is presented in addition to selected individual deprivation domains comprising: income, employment, education, crime and health. The overall deprivation category is defined by a combination of all domains (some of which are not included individually in the images above). All deprivation categories follow a similar trend; Thanet shows the highest levels of deprivation with 62% of LSOAs in quintiles 1 and 2 (40% most deprived) and 16% of LSOAs in quintiles 4 and 5 (40% least deprived), while Canterbury has the lowest levels of deprivation with 29% of LSOAs in quintiles 1 and 2 and 44% of LSOAs in quintiles 4 and 5. Dover shows intermediate levels of deprivation with 41% of

*All statistics reported in this community profile are 'all-age' statistics unless specified otherwise. For certain assessments rates for particular age groups (e.g. 30+ or working age) are used, and have been taken from the same data sources reported here.

Socio-economic Factors

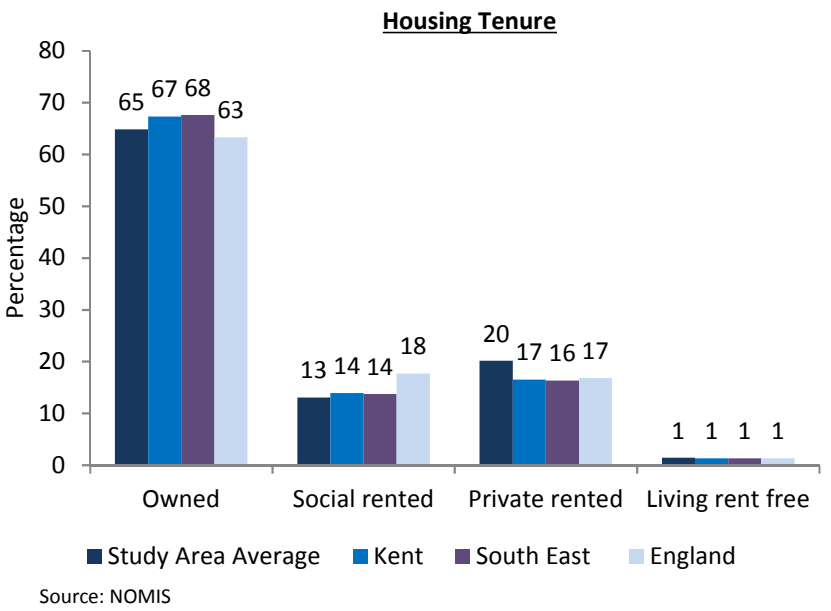
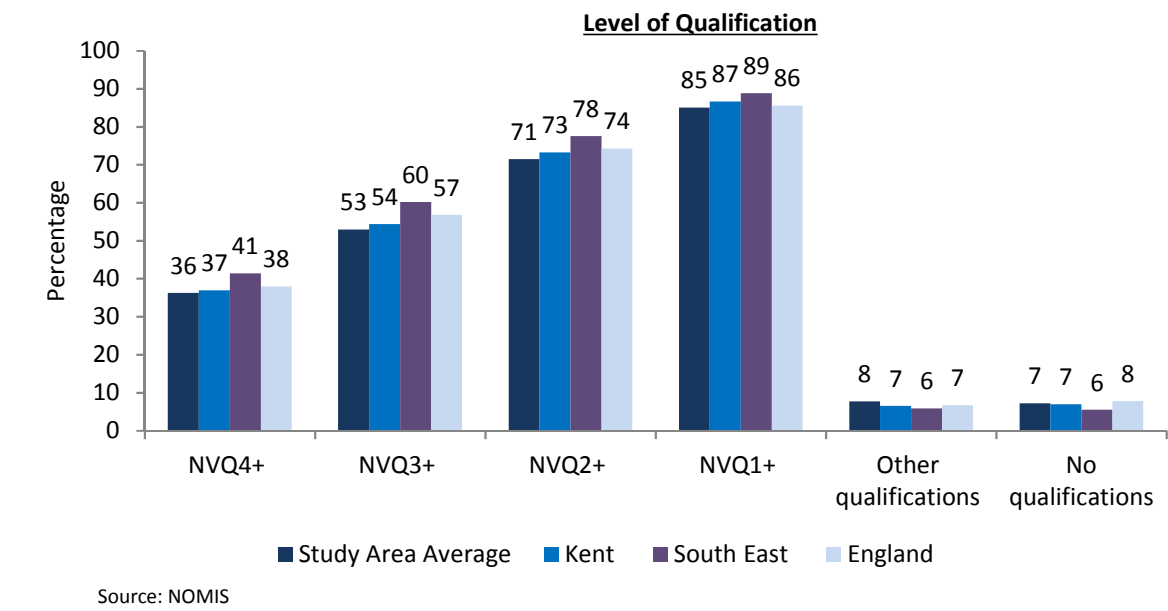
Economic activity and employment rates within the study area are below the county, regional and national averages while economic inactivity and unemployment rate within the study area is higher than the county, regional and national averages. Those who are economically inactive are those who are unemployed (in the conventional form), and are not seeking employment. Common reasons for economic inactivity include long-term sickness or disability, looking after a family/home, being a student, or being retired. A proportion of the economically inactivity within the study area might be attributed to the elderly population (see demographics section).

The number of people who are unemployed in Thanet, Dover and Canterbury varies year-on-year. The combined 5-year average figure for unemployment (April 2011 to March 2016), shows that 16,720 people in Thanet, Dover and Canterbury are unemployed.

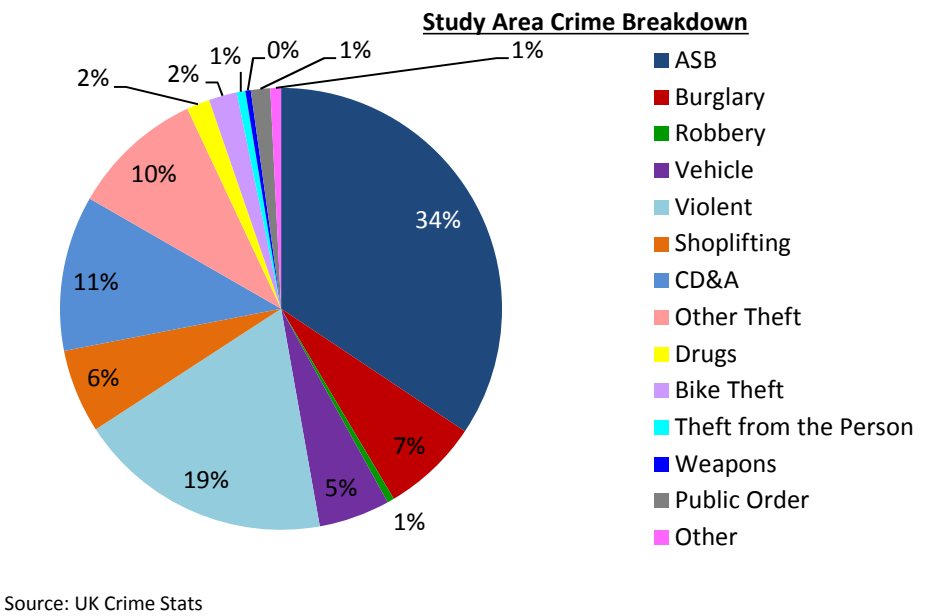
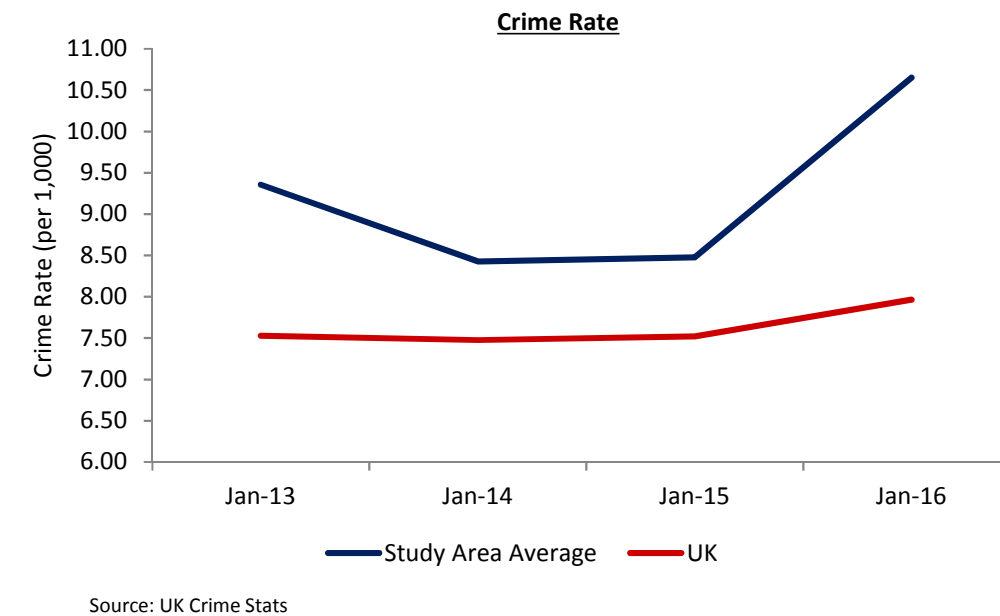


Within the study area, there is a lower proportion of residents who have attained NVQ1+ to NVQ4+ level qualifications compared to county, regional and national averages. However, a slightly higher proportion of residents within the study area have attained "other" qualifications compared to regionally and nationally. There is a higher proportion of residents who have no qualifications when compared to the rest of Kent and the South-East region, however, the study area still performs better than the national average in this category.

Housing tenure in the study area shows a slightly higher proportion of residents who own their house compared to nationally, but a lower proportion than regionally. The proportion of social rented housing is lower than both regional and national averages, while private rented housing is higher. The proportion of those living rent free is the same as regional and national averages. Trend analysis shows that housing is becoming increasingly unaffordable; housing is most unaffordable in Canterbury, and most affordable in Dover; Dover is the only area which has more affordable housing than the national average.

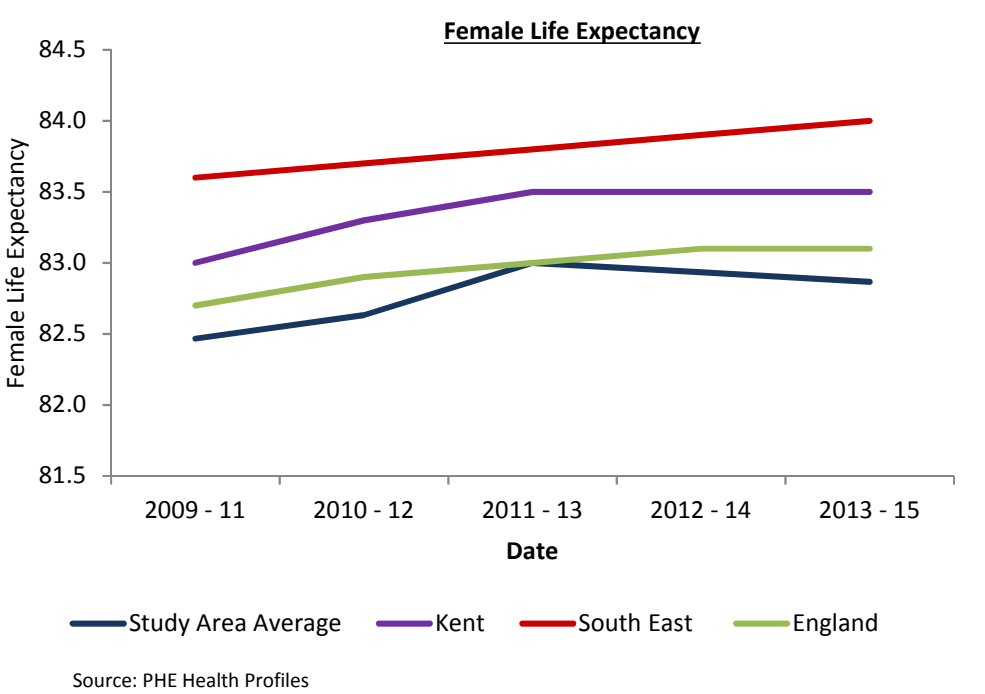
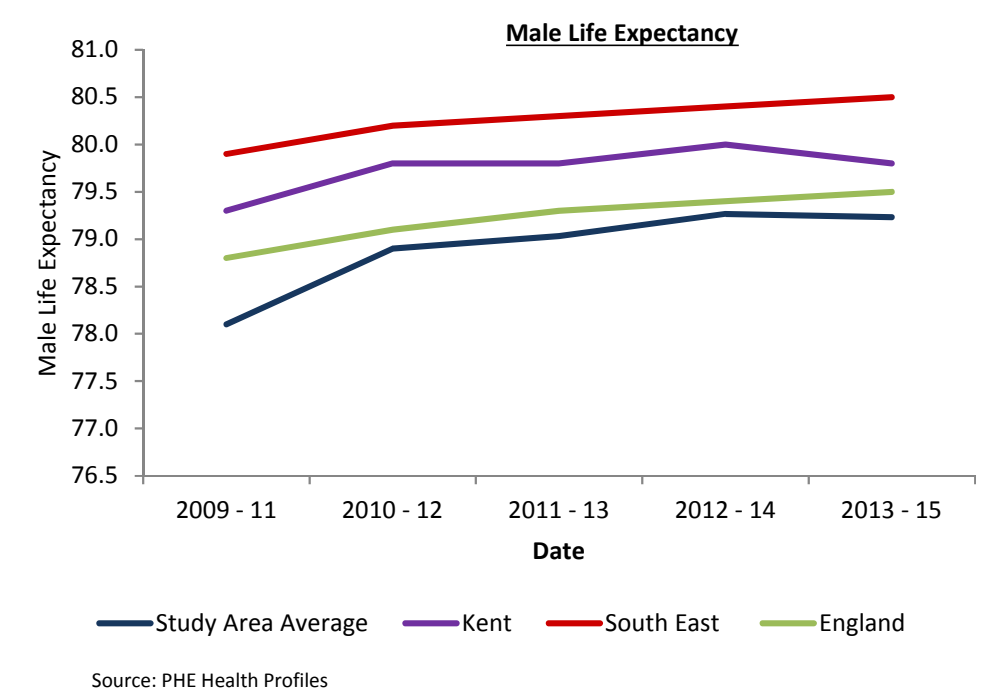


Crime rate within the study area is consistently higher than the UK average. Between 2013 and 2014, crime rates within the study area decreased from 9.35 to 8.43 per 1,000 population. The following year, crime rates remained relatively static however, between 2016 and 2017 there was an increase in crime rate to 10.65 per 1,000 population which is higher than the rate recorded in 2013. When analysing the type of crimes being committed, most recent figures show that the largest contribution (34%) is from "anti-social behaviour" (ASB) followed by "violent" crimes (19%) and "criminal damage and arson" (CD&A) (11%).



Life Expectancy

The study area average for both male and female life expectancy is consistently below the regional and national averages. Generally, the life expectancy for both genders is increasing with the national and regional trend although female life expectancy has shown a slight decrease between 2011-15. Most recent figures (2013-15) show 1.1 and 1.3 years lower life expectancy in the study area compared to the regional average for males and females respectively. This is compared to 0.3 and 0.2 years lower life expectancy in the study area compared to the national average for males and females respectively.



Mortality Statistics

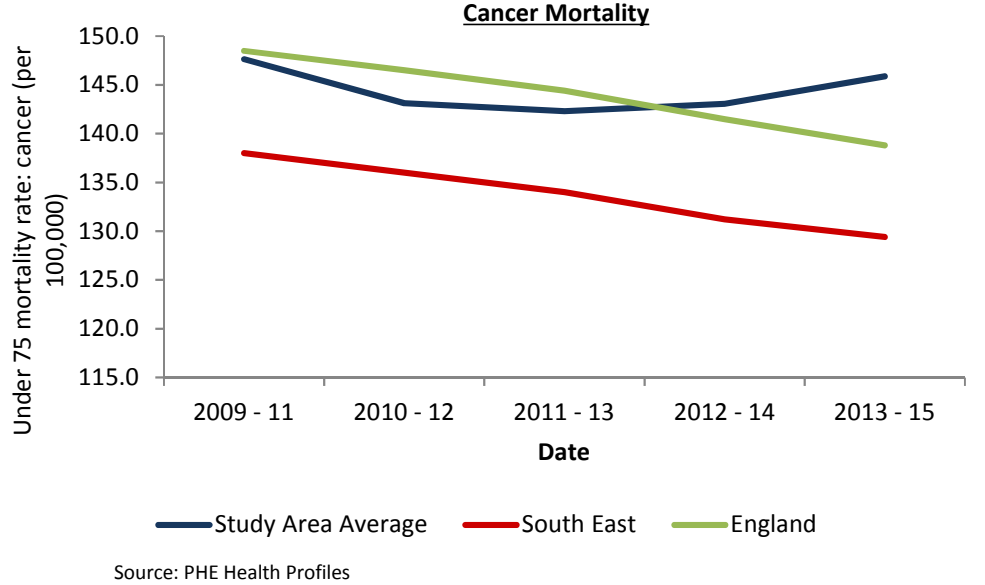
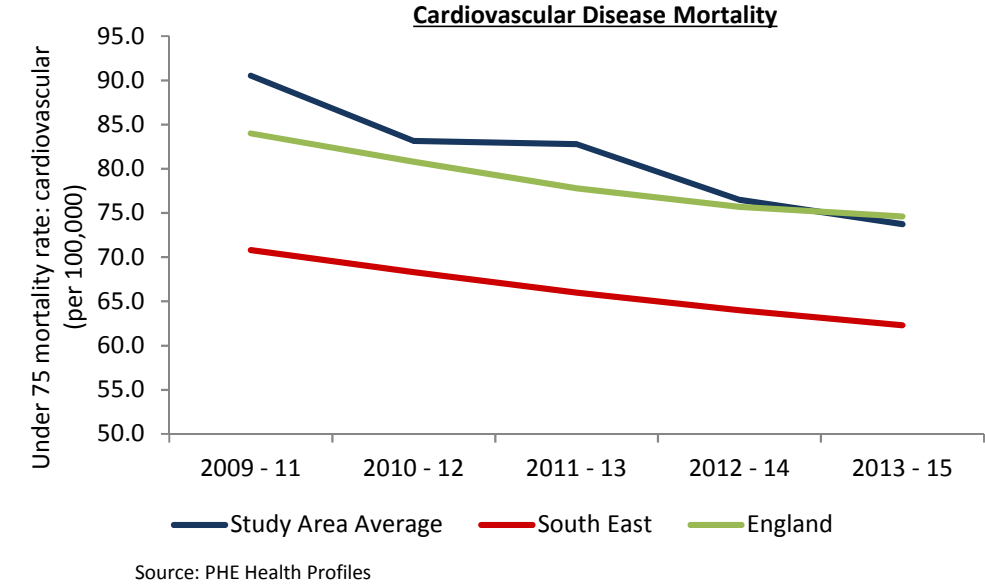
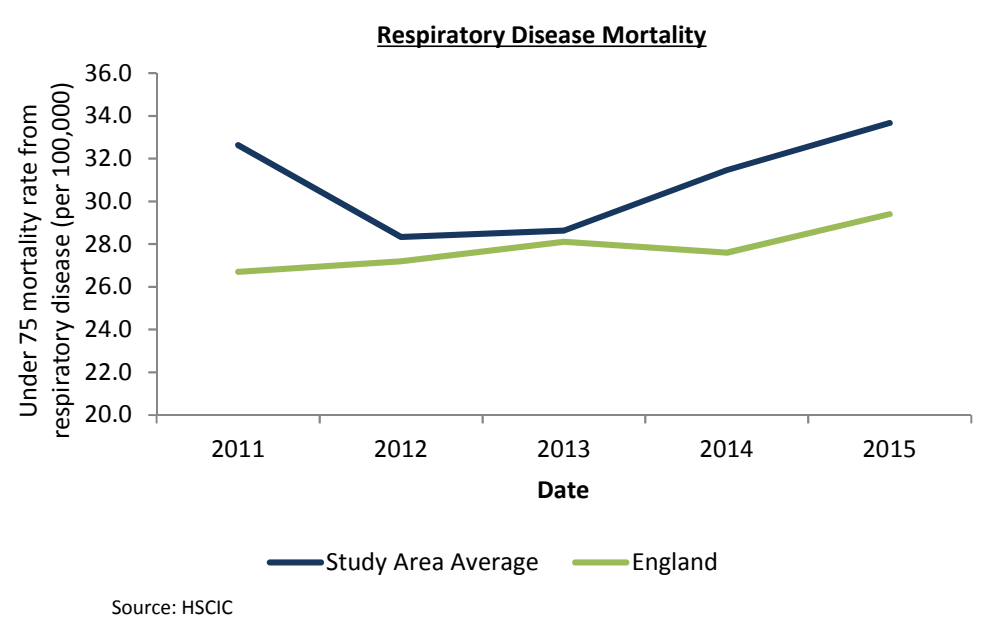
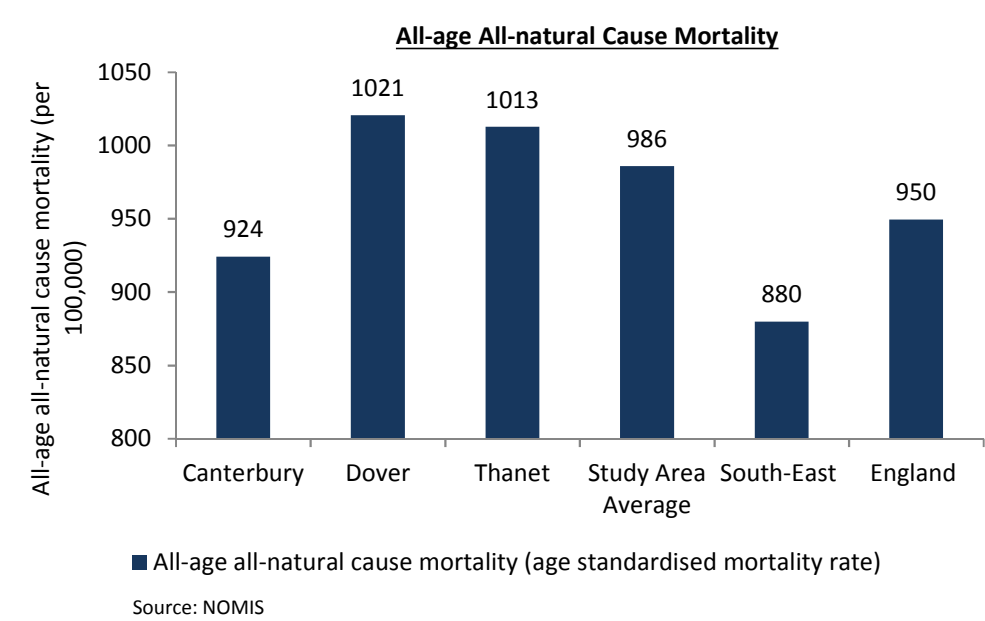
All-age all-natural cause mortality within the study area is highest in Dover and lowest in Canterbury. Both Dover and Thanet display all-age all-natural cause mortality rates higher than the regional and national averages. Canterbury on the other hand displays an all-age all-natural cause mortality rate lower than the national average but still remains higher than the regional average.

From the statistics analysed for respiratory disease, cardiovascular disease and cancer, cancer is the main cause of death causing 145.9 deaths per 100,000 population compared to cardiovascular diseases which cause 73.7 deaths per 100,000 population and respiratory diseases which cause 33.7 deaths per 100,000 population.

Mortality from cardiovascular disease within the study area has been decreasing over time, in keeping with regional and national trends. Between 2009-11 and 2012-14, mortality from cardiovascular disease within the study area had been consistently higher than regionally and nationally. However, in 2013-15 mortality from cardiovascular disease in the study area temporarily dips below the national average.

For respiratory disease, the mortality rate within the study area has been consistently higher than the national average since 2011. There was a decrease in mortality rate between 2011 and 2012. However, since 2012 the death rate has been gradually increasing which follows the national trend.

Both regional and national averages show that cancer mortality has been gradually decreasing since 2011. The trend within the study area does not follow what is happening regionally and nationally; cancer mortality decreased within the study area between 2009-11 however, since 2011-13 there has been a gradual increase to levels higher than the national average.



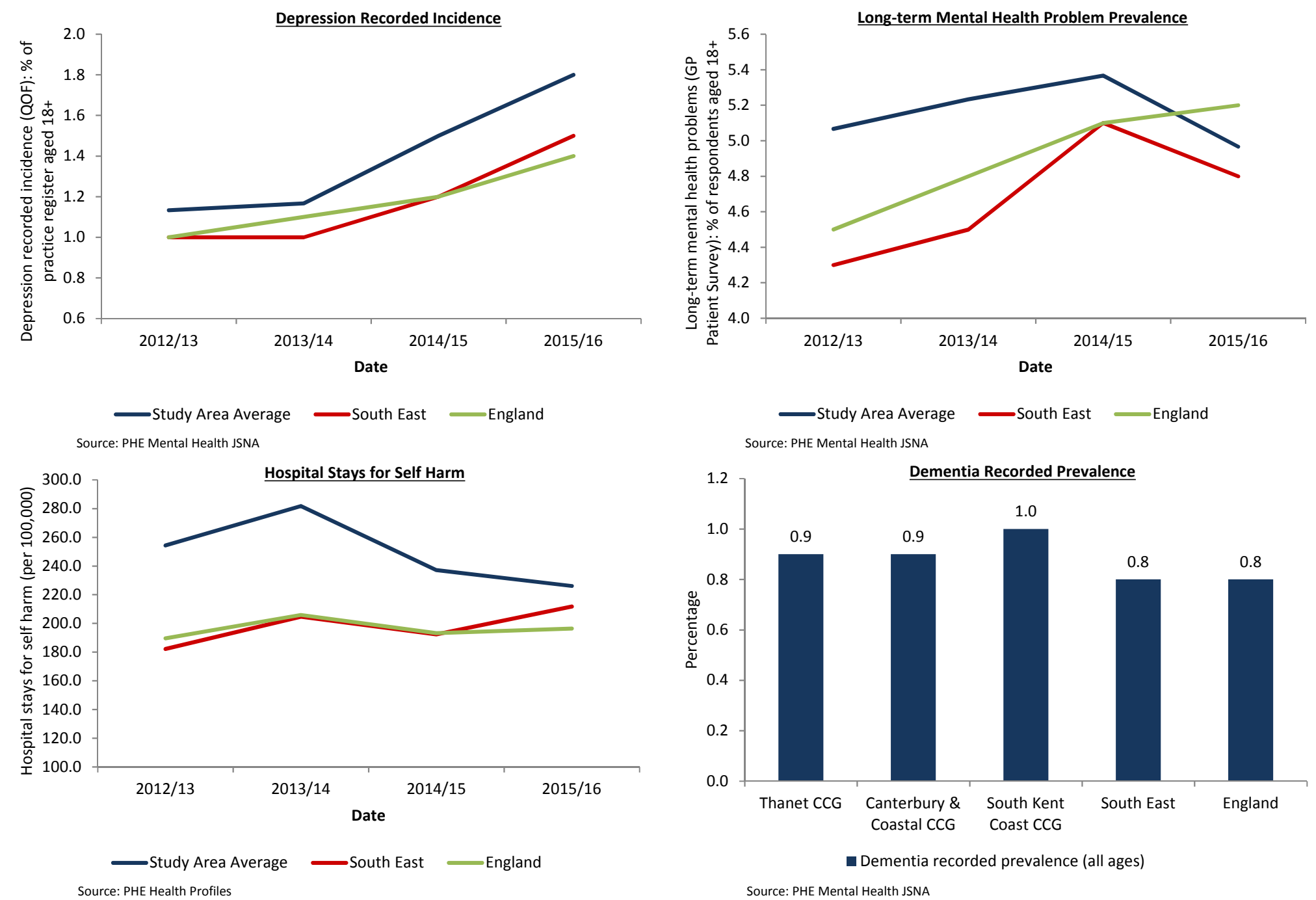
Mental Health

Depression recorded incidence within the study area has been consistently higher than the regional and national averages and has been increasing since 2012/13 following regional and national trends.

The trend for long-term mental health problems is slightly more complex; until 2014/15, the percentage of the population within the study area has been increasing. However, in 2015/16 the proportion of residents suffering from long term mental health problems decreased within the study area and regionally while the national average continued to increase.

Hospital stays for self-harm have remained relatively static with some fluctuation. The study area average has consistently remained above the regional and national averages since 2012/13 but most recent figures are more similar to regional and national averages.

Out of all the CCGs located within the study area, Thanet CCG and Canterbury & Coastal CCG have the lowest dementia recorded prevalence (all ages) in the study area. However, all CCGs within the study area have higher dementia prevalence than the regional and national averages.



Conclusion

When analysing all three local authorities which make up the study area together, it is clear that the study area performs slightly below the national average for a variety of socio-economic and health indicators. As the South-East generally performs better than the national average, the study area is even more noticeably deprived in comparison to regional averages.

Generally, the local authority which performs best in the wide variety of socio-economic and health indicators is Canterbury while Thanet performs the worst and Dover lies somewhere inbetween. As a result, it is clear that Canterbury has the lowest burden of poor health, while Thanet has the highest burden of poor health.

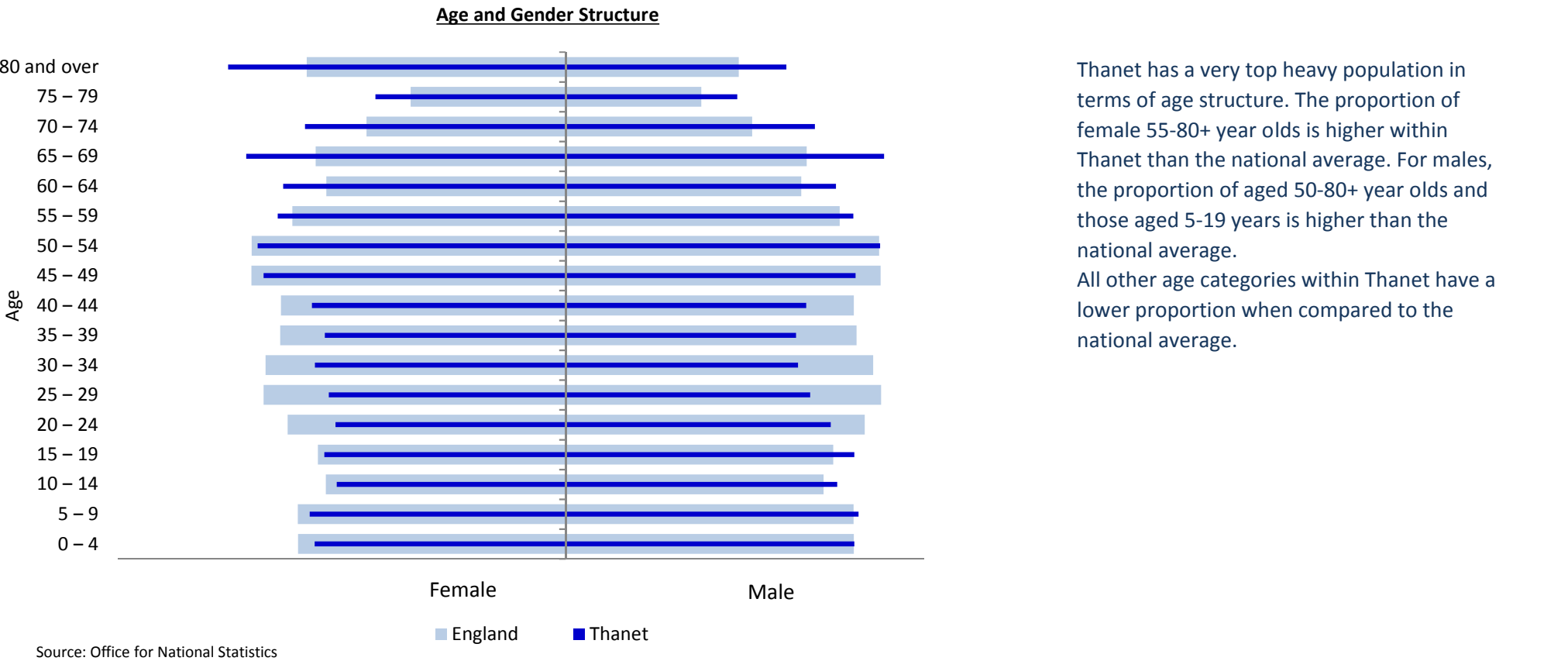
Despite demonstrating levels of deprivation slightly higher than the national average, it can be concluded that communities located within the collective study area are not significantly more susceptible to any potential change to the environment. However, pockets of deprivation and health inequalities are evident within the study area, most noticeably within Thanet. As a result, Thanet can be classified as the least resilient local authority but will benefit the most from any socio-economic opportunities created.

THANET SPECIFIC COMMUNITY PROFILE

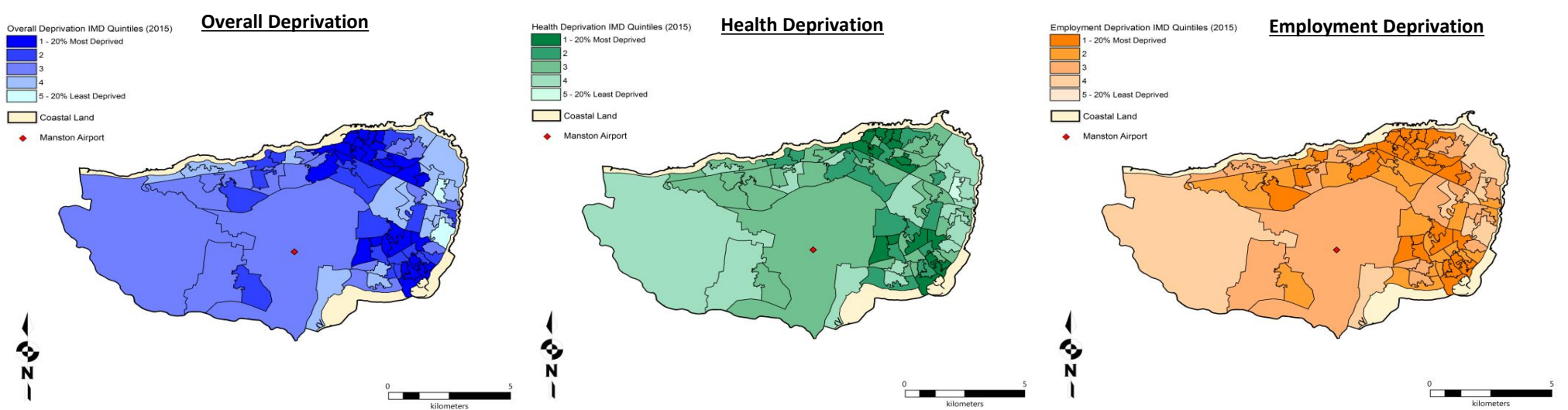
Introduction

A Thanet specific community profile is provided below, focusing in on local community circumstance and specific health or disease indicators that are most relevant to the direct, local environmental and social impact pathways of the development project.

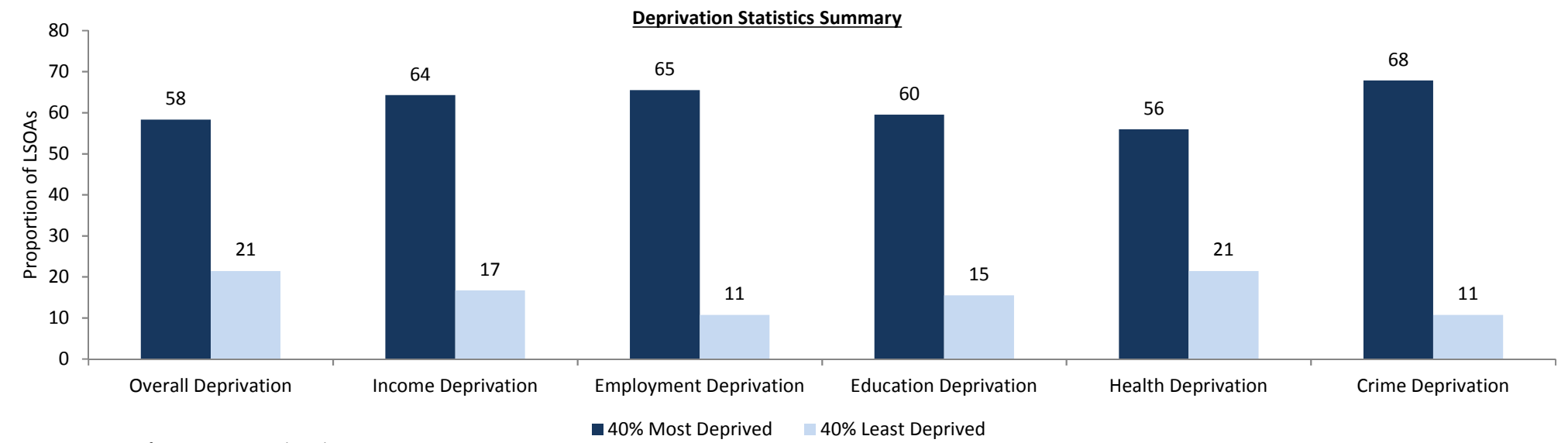
Demography



Deprivation



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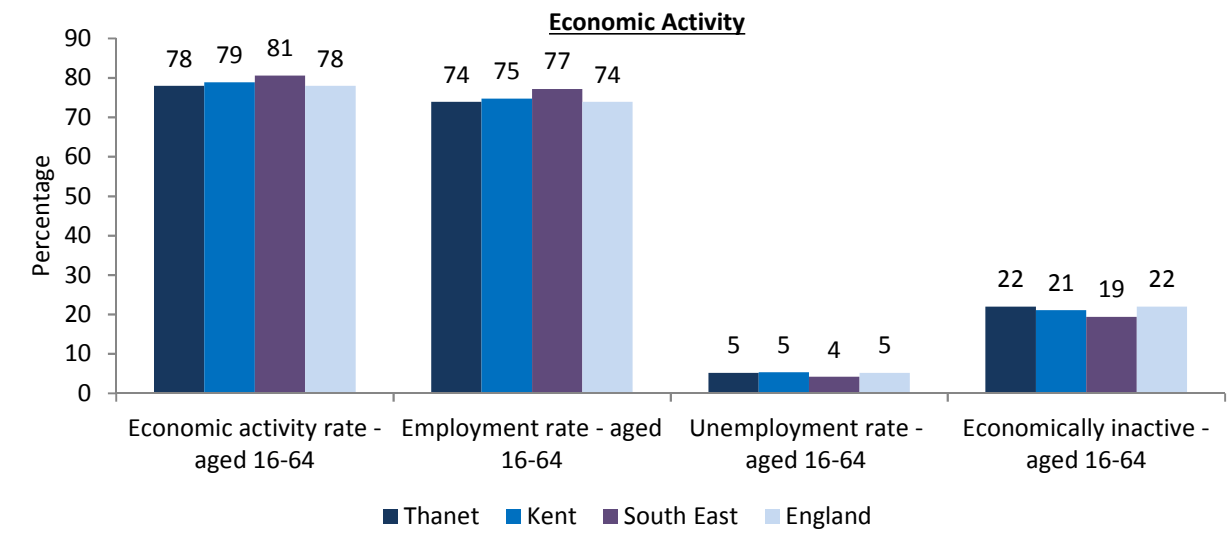


Source: Department for Communities and Local Government

Deprivation analysis within Thanet shows that there are a high proportion of LSOAs which present an intermediate to high level of deprivation. In particular employment deprivation and crime deprivation have the highest proportion of LSOAs in deprivation quintiles 4 and 5 (i.e. within the most 40% deprived LSOAs nationally). It should also be noted that there are no LSOAs within Thanet which fall under the least deprived quintile for the employment domain - this is the only deprivation domain which shows this.

The deprivation maps show that there is a clear cluster of deprived LSOAs around the towns of Ramsgate (south-east Thanet) and Margate (north-east Thanet) which stretches across to Westgate-on-Sea (north Thanet). The LSOA which encompasses Manston Airport shows an intermediate level of deprivation for the domains presented in this community profile.

Socio-economic Factors



Job Seekers Allowance Claimants for >1 year

Area	Percentage of Claimants
Thanet	0.9
Kent	0.3
South East	0.2
England	0.4

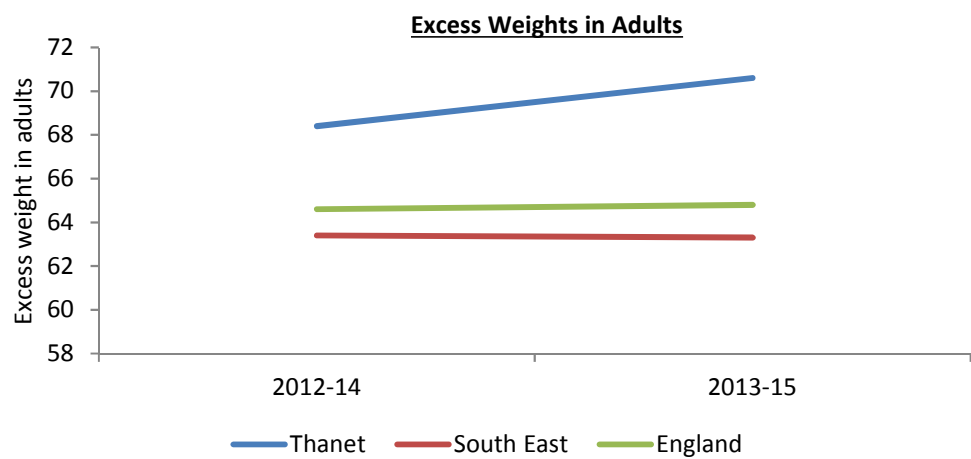
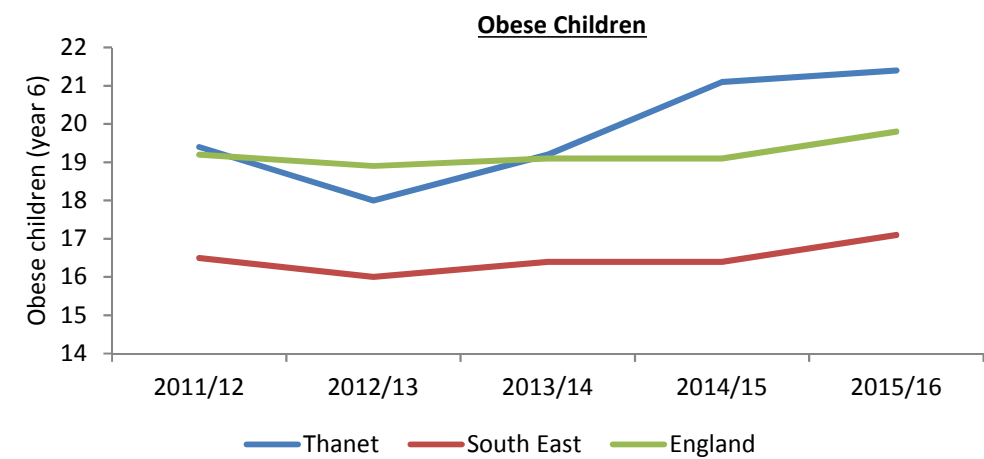
Source: NOMIS

Source: NOMIS

Thanet shows an economic activity rate amd employment rate below the county, regional and national averages. Economic inactivity is higher in Thanet than in Kent, the South-East and England. However, the unemployment rate within Thanet is the same as for the Kent and England averages, but is higher than in the South-East.

As a proxy for long-term unemployment, the proportion of job seekers allowance claimants for >1 year have been analysed. Results show that the proportion of job seekers allowance claimants for >1 year within Thanet is 2.25 times higher than the proportion of claimants in England, 3 times higher than the proportion of claimants in Kent, and 4.5 times higher than the proportion of claimants in the South-East.

Lifestyle



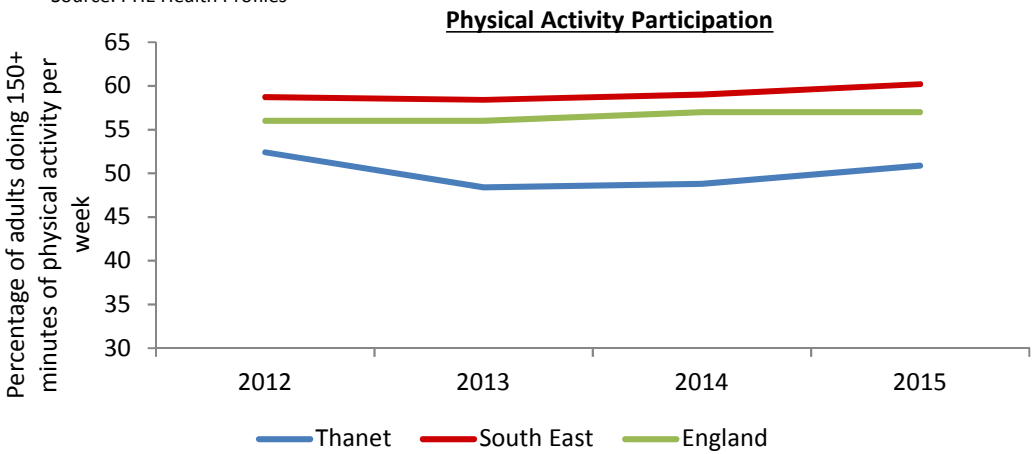
Source: PHE Health Profiles

The proportion of obese children in Thanet has consistently been above the regional average. Following a large increase from between 2012/13 to 2014/15, the proportion of obese children in 2015/16 is above the national average.

The proportion of adults with excess weight in Thanet is consistently above regional and national averages and has shown an increasing trend in comparison to the relatively static regional and national trend lines.

The percentage of adults who engage in 150+ minutes of physical activity per week is consistently below the regional and national averages and has remained relatively static since 2012.

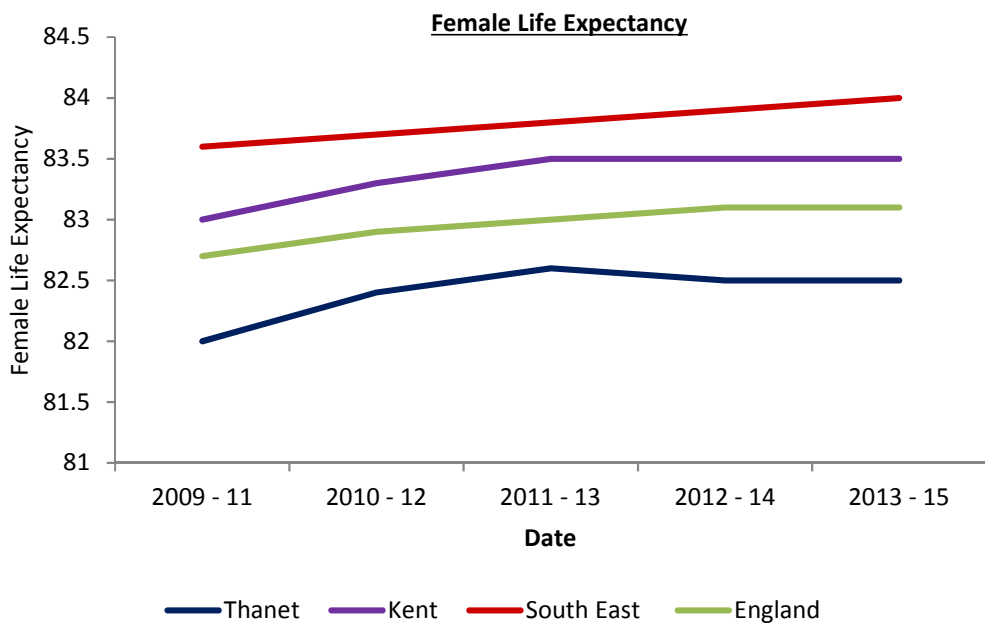
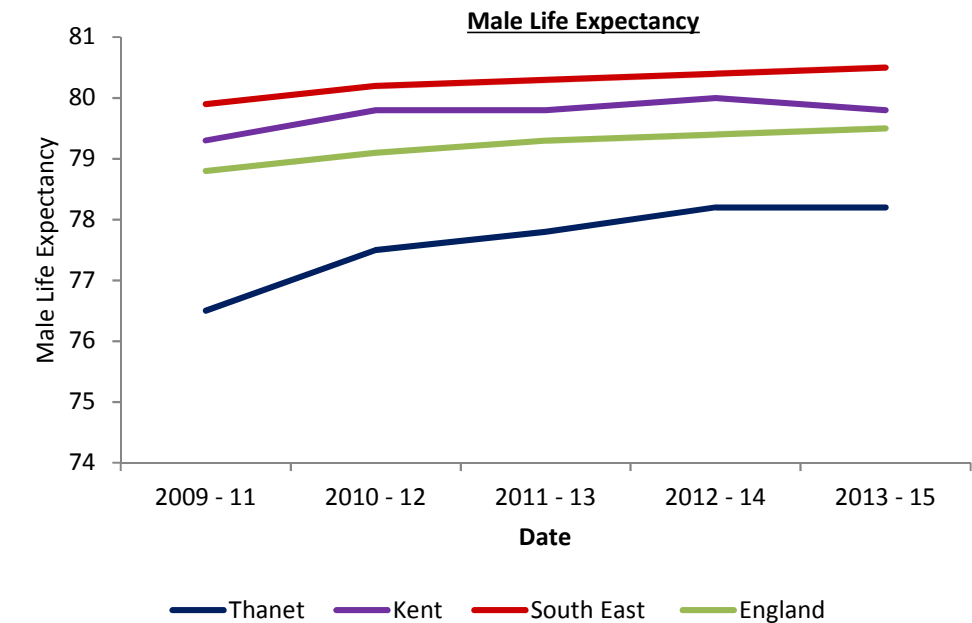
Source: PHE Health Profiles



Source: PHE Health Profiles

Life Expectancy

The life expectancy for both males and females in Thanet has been gradually increasing since 2009. Both the averages for the wider county and region are consistently above the national average while the life expectancy for Thanet remains consistency below the national average.



Source: PHE Health Profiles

Source: PHE Health Profiles

Physical and Mental Health in Thanet District

Emergency hospital admissions data shows that for the majority of cardiovascular diseases, with the exception of rheumatic heart disease, Thanet has a higher emergency admission rate compared to the national average.

The opposite can be said for respiratory diseases; emergency hospital admissions for all respiratory diseases are lower than that for the national average.

Hypertension prevalence is higher within Thanet than for the national average. In addition, stroke and IHD incidence are both also higher than the national average. Mortality from IHD remains above the national average however, mortality from a stroke is lower.

All mental health indicators show that depression, anxiety and dementia are all worse in Thanet compared to the national average.

Emergency Hospital Admissions Incidence Rate (per 100,000 population)

ICD Code	Disease	Emergency Hospital Admissions Incidence Rate (per 100,000)	
		England	Thanet
Cardiovascular			
I00-I09	Rheumatic heart disease	2.6	2.6
I10-I15	Hypertensive diseases	23.2	23.9
I20-I25	Ischaemic heart diseases	249.1	257.5
I26-I28	Pulmonary heart disease & diseases of pulmonary	48.3	50.0
I30-I52	Other forms of heart disease	326.7	337.9
I60-I69	Cerebrovascular diseases	166.7	172.4
I70-I79	Diseases of arteries, arterioles & capillaries	38.7	40.0
I80-I89	Diseases of veins & lymphatic system nec.	73.0	75.5
I95-I99	Other & unspecified disorders of the circulatory system	41.3	42.7
Respiratory			
J00-J06	Acute upper respiratory infections	223.2	212.3
J09-J18	Influenza & pneumonia	435.2	413.9
J20-J22	Other acute lower respiratory infections	270.3	257.0
J30-J39	Other diseases of upper respiratory tract	28.2	26.8
J40-J47	Chronic lower respiratory diseases	356.1	338.7
J60-J70	Lung diseases due to external agents	37.2	35.4
J80-J99	Other diseases of the respiratory system	81.0	77.1

Source: Hospital Episode Statistics

Cardiovascular and Mental Health Disease Condition Statistics

Condition	England	Thanet
Cardiovascular Disease		
Hypertension Prevalence (%)	13.8	16.7
Stroke Incidence (per 100,000 population)	155.9	161.2
Stroke mortality (per 100,000 population)	63.8	60.9
IHD incidence (per 100,000 population)	249.1	257.5
IHD mortality (per 100,000 population)	115.2	135.8

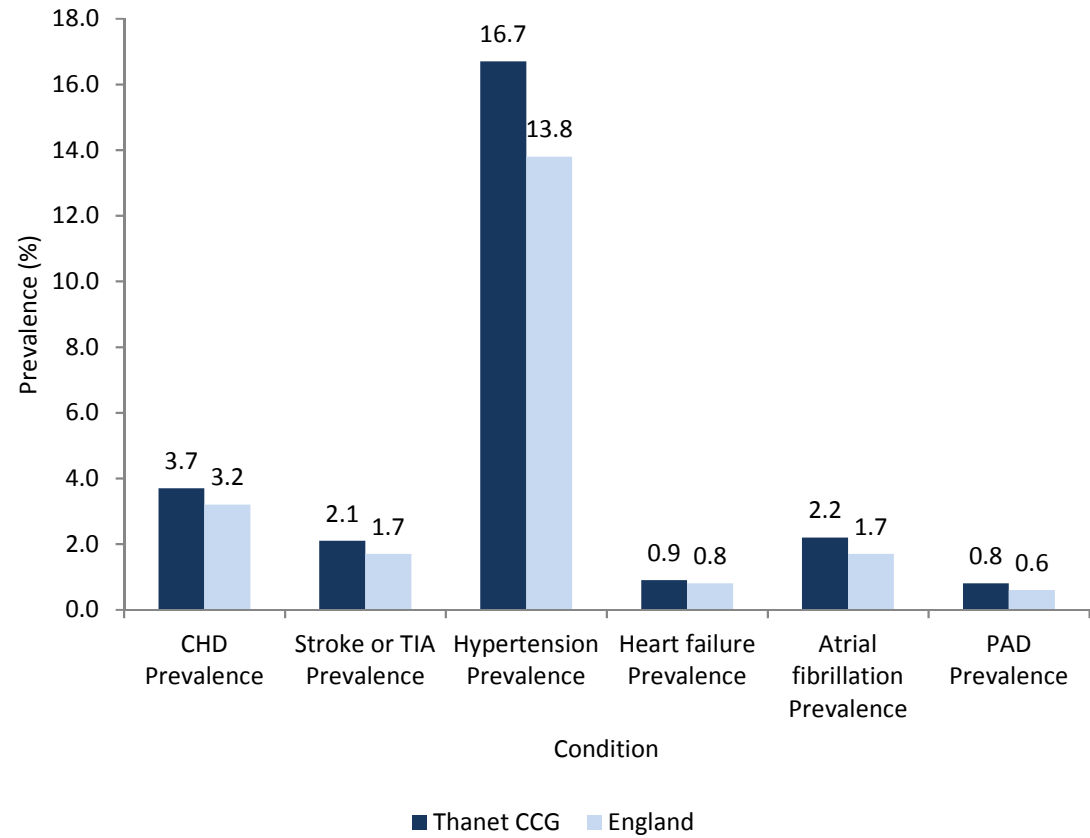
Source: NHS QOF, HES, British Heart Foundation, NOMIS

Condition	England	Thanet
Mental Health		
Depression/anxiety prevalence (%)	12.7	15.3
Dementia prevalence (%)	0.8	0.9
Depression estimated prevalence (%)	15.0	17.0

Source: NHS QOF, PHE Health Profiles

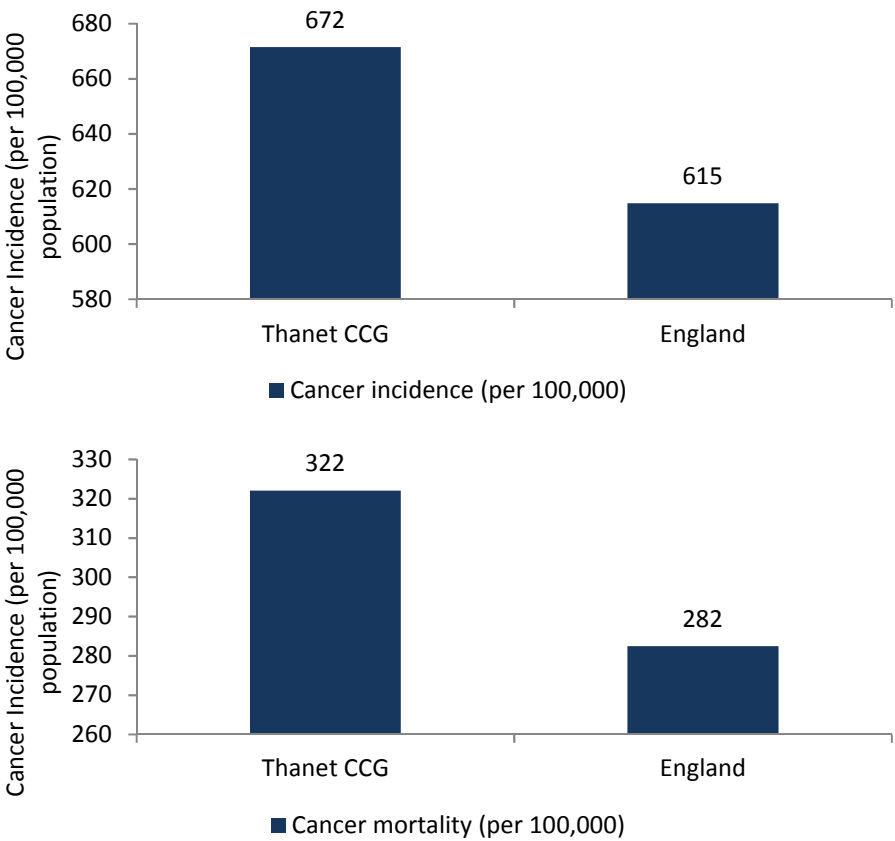
Additional specific cardiovascular disease prevalence statistics are presented below. All cardiovascular conditions have a higher prevalence in Thanet CCG compared to England. Cancer statistics also show that incidence and prevalence rates within Thanet CCG are higher when compared to the national average.

Cardiovascular Disease Prevalence



Source: QOF

Cancer Statistics



Source: Cancer Statistics

Conclusion

When analysing Thanet seperately from other neighbouring local authority districts, it is clear that there is a disproportionate difference compared to county, regional and national averages.

In particular, long-term unemployment derived from the proportion of the people claiming jobseekers allowance, is much higher in Thanet than Kent, the South-East and England. The largest difference is between Thanet and the South-East where the proportion of the population claiming job seekers allowance is 4.5 times higher in Thanet. In addition, for the Employment IMD deprivation domain, 68% of LSOAs within Thanet are in the most 40% deprived nationally; Thanet also has no LSOAs in the least deprived quintile for this deprivation domain.

It is clear that there is a particularly elderly demographic within Thanet compared to nationally for both males and females which can contribute to stresses on the healthcare system. However, life expectancy in Thanet is lower in comparison to Kent, the South-East and England.

Generally, the population within Thanet engage in lower levels of physical activity than the regional and national average. In addition, there are a higher proportion of adults with excess weight and children who are obese.

Analysis of prevalence, incidence and mortality rates within Thanet show that the local authority district has better respiratory health than the national average. However, cardiovascular disease can be considered a particular problem within Thanet with the majority of cardiovascular diseases showing higher prevalence rates, incidence rates and mortality rates than the national average. Cancer incidence and mortality rates are also much higher than the national average. Mental health condition prevalence within Thanet CCG is also higher than the national average.



Appendix 15.3: Health Evidence Base



Quality Management

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Revision History				
Rev	Date	Status	Reason for revision	Additional comments
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1	19/02/18	Final	Internal review	-

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Figures

Figure 1.1: Summary of Noise Health Effects

Figure 1.2: Noise Health Pathways

1 Air Quality and Noise Health Evidence Base

Approach to Quantitative Assessment

Air Quality

- 1.1 Assessing the burden of health impacts due to environmental disease factors including air pollution, and using this to inform policy-making or decision-taking by analysing the effects of policies or developments, is an active area of research. A number of high-quality national and regional studies have been undertaken (e.g. [1, 2, 3, 4, 5, 6]). At a global level, World Health Organisation (WHO) researchers have published estimates of the global burden of disease [7, 8] due to outdoor air pollution (among other factors).
- 1.2 In examples from the UK, in addition to the national Committee on the Medical Effects of Air Pollutants (COMEAP) studies cited above, significant work has been and is being undertaken in London under the 'TRAFFIC' project [9] and through several iterations of studies for the London congestion charging zone, low-emissions zone (LEZ) and proposed ultra-low emissions zone (ULEZ) [10, 11, 12, 13, 14, 15, 16, 17]. A number of LEZ studies, quantifying health benefits that may accrue from reducing road traffic air pollution, have also been undertaken for other cities in the UK (e.g. Bristol [18]). Several HIAs of airport expansion or changes in operations in the UK assessing air quality changes have also been undertaken, such as those for London City Airport [19] and an early example for Finningley airport (Doncaster) [20].
- 1.3 There is therefore a rich field of methodological examples from which this HIA can draw from the UK and Europe. The Clean Air for Europe (CAFE) cost-benefit analysis and methodology documents and work by the COMEAP in the UK, referenced above, are particularly useful.
- 1.4 Public health bodies and expert researchers have also published a number of guidance and methodology documents for undertaking HIAs of this nature to inform public policy (e.g. [21, 22, 23, 24]), including calculation templates for quantifying impacts [25, 26]. The methodological approaches detailed in the above-referenced studies are informative, as are more general conceptual and methodological papers (e.g. [27, 28]).
- 1.5 The WHO 'Health Risks of Air Pollution in Europe' (HRAPIE) [29] guidance published in 2013, arising from its comprehensive 2013 'Review of Evidence on Health Aspects of Air Pollution' (REVIHAAP) [30] programme, provides a wide-ranging set of recommended concentration-response functions (CRFs) with guidance for their application and avoiding double-counting when using several functions to assess multiple health outcomes.
- 1.6 In the UK, Public Health England (PHE) has published with input from members of COMEAP a guidance document for estimating mortality burdens due to particulate matter air pollution exposure at a local level [31], which is very relevant to the scope and scale of this study, and

offers a relatively streamlined approach including simplifying assumptions (such as an assumption of 12 life-years lost per death brought forward) to aid rapid analysis.

- 1.7 Defra's Interdepartmental Group on Costs and Benefits (IGCB) also publishes 'impact pathway' guidance [32] for use in analysis of policy interventions where the monetised value of air quality impacts is expected to be >£50m and air quality standards would not be breached. (A further simplified 'damage costs' approach is also available for use in cases where impacts would not exceed £50m.) Although the end-point of the analysis and hence focus of the guidance is a monetary valuation of health impacts (among a range of other air pollutant impacts), the guidance does provide a set of recommended CRFs on the basis of past advice from COMEAP.
- 1.8 The general approach common to these studies and guidance documents can be summarised as:
 - review health literature to evaluate the weight of evidence available, and from this select the pollutants and health outcomes of interest to the study;
 - choose the CRFs that will be used to relate change in population exposure to change in health outcomes;
 - use measured or modelled air pollutant data and spatial demographic data to estimate population exposure to the air pollutants of interest;
 - gather public health data showing the existing rates of mortality, disease, life expectancy or other health indicators relevant to the CRFs chosen;
 - calculate the existing burden of disease attributable to the air pollutant exposure and/or calculate changes in burden of disease (either in a future scenario or a present-day counterfactual);
 - communicate the findings, including uncertainty analysis, using public health metrics such as change in mortality rate, hospital admissions rate, life-years gained or lost, or value of health.
- 1.9 The studies and guidance documents also provide valuable examples and recommendations for how to frame the HIA's analysis and communicate its findings – i.e. what questions it seeks to answer, and how the impact on public health is presented. Key points include:
 - how the analysis of a policy intervention or scheme that will affect air pollution is framed – as a counterfactual analysis looking at two scenarios for the present-day, or a future-looking analysis considering a projected baseline and future scenario;
 - the importance of the choice of CRFs to the analysis, and question of their applicability to the population and range of pollutant exposure under consideration;
 - different metrics by which population health impacts can be presented: e.g. change to annual mortality rate, change to adult life-expectancy, life-years lost (perhaps disability- or quality-adjusted), activity days lost, rates of morbidity incidence, or rates of hospital admissions; and

- approaches to monetisation of impacts (if within the study scope), and the distinction between costs (e.g. of healthcare provision) and the value of lives or life-years, which cannot be summed.
- 1.10 The way in which health impacts at a population level are communicated is an important point. Looking at mortality, although a change in the death rate per year is the simplest outcome to calculate from mortality risk CRFs, it may be considered more meaningful to present mortality impacts in terms of life-years or life expectancy changes. COMEAP [3] summarises this well:
- “A reduction in air pollution impacts on future patterns of survival and death in the population by decreasing the mortality risk and associated age-specific death rates, leading to fewer deaths initially and a sustained increase in life expectancy. However, because everyone dies eventually, the total number of deaths in a given population cannot be changed by reducing levels of air pollution. Instead, a reduction in air pollution postpones deaths, so that on average people live longer... Consequently, the long-term mortality benefits of pollution reduction are best reflected either in terms of life expectancy or in terms of gains in population survival time (‘life-years’), rather than in terms of annual deaths.”* (pp. 2-3).
- 1.11 The authors of other environmental burden of disease studies and guidance documents are broadly in agreement with this view. However, the recommended approach requires age-stratified mortality data and actuarial life tables for the population, and calculating changes to life expectancy when considering scenarios over time in which this changes due to other factors is complex. COMEAP does note that:
- “Number of attributable deaths is a valid and meaningful way of capturing some important aspects of the mortality burden, across the whole population in any one particular year, of current levels of pollution, if we set aside some of the complexities of how quickly air pollution affects mortality risks.”* (ibid, p. 6).
- 1.12 This is the approach that we consider most appropriate to apply in this HIA study, given the data available and the intention to communicate potential health outcomes as a straightforward metric. However, it is essential to be clear in so doing that:
- “...it is likely that air pollution contributes a small amount to the deaths of a larger number of exposed individuals rather than being solely responsible for a number of deaths equivalent to the calculated figure of ‘attributable deaths’, although the distribution of mortality effect within the population is unknown”* [31] p. 6.
- 1.13 COMEAP therefore recommends [3] that attributable deaths should be expressed using a form of words such as *“an effect on mortality equivalent to X deaths at typical ages”* (p. 61). In addition, an indicative estimate of life-years lost can be generated by applying the standard assumption of 12 years per death brought forward from the PHE guidance referenced above, provided that the age structure and baseline life expectancy of the exposed population in the study area do not differ radically from the national average.

- 1.14 The choice of CRFs is crucial to the study outcomes, both in the sense that it sets the sensitivity of the calculations of morbidity/mortality to the changes in population pollutant exposure modelled, but also that the available CRF metrics determine what health outcomes the study is actually able to quantify, fundamentally affecting its scope and not just its calculation methodology. Studies such as that by COMEAP [2] and the guidance documents discussed above pay considerable attention to determining the most appropriate CRFs to use.
- 1.15 Choice of CRF is not just about considering the health evidence available and strength of statistical relationships between air pollutant exposure and a given set of health outcomes. The potential for double-counting health impacts if using several single-pollutant CRFs must be given attention, as must the potential for double-counting between short-term and long-term exposure effects in CRFs even for a single pollutant. In this latter case, CRFs derived from cohort studies, that should account for health outcomes from combined short- and long-term personal exposure, are of value.
- 1.16 Important to this study is the question of whether a given CRF, that is derived from population exposure and health data in one geographical setting, can meaningfully be applied to another. Much of the strongest epidemiological data on which CRFs are based is from the US and Europe, which have similar population structures and other relevant demographic characteristics to the study area (shown in the community profile in Appendix 14.2).
- 1.17 The European and US health impact studies referenced have concluded that it is appropriate to apply CRFs generally to settings across these regions, without modification for demographic factors (save using age-stratified CRFs in some cases), and assuming a linear exposure-response relationship with little or no requirement for extrapolation and, in the case of particulate matter (PM) exposure, no lower threshold for health impacts. On the other hand, WHO researchers did not consider this appropriate for generalising CRFs to much more varied global air pollution exposure, and instead derived a PM_{2.5} exposure metric from a wider range of data, using a non-linear relationship [23]. The use of these latter metrics is not required for this study, in which air pollution concentrations are within the range from other European and US cities used to derive the CRFs that have been applied.
- 1.18 The health impact study examples discussed also emphasise the importance of being transparent about the many sources of uncertainty in such an HIA. Uncertainties arise from the measurement or modelling of changes in emissions, resulting air pollution concentrations, the estimation of population exposure, and the derivation of CRFs used to quantify health outcomes, among other factors. The CRFs used in this study are given with 95% confidence intervals, but this captures only the uncertainty in the CRFs themselves; the multiplicative uncertainty arising from traffic modelling, air pollutant dispersion modelling, population exposure, and future trends is likely to be very substantially greater. For this reason, only the central estimate CRFs have been used in this study.
- 1.19 Several approaches for monetary valuation of health impacts are available, and are sometimes used in HIA. However, the planning application and EIA process does not include a monetary

cost-benefit analysis in which the value of health impacts could be used. Monetary valuation of health impacts (with its associated significant uncertainties, value judgements and methodological controversy) is therefore considered outside the scope of the HIA and has not been undertaken.

Noise

- 1.20 Somewhat less work has been undertaken, and less guidance is available, on the burden of disease attributable to environmental noise exposure compared to air pollutant exposure. Nevertheless, this is an active field of research and sufficient information is available to enable quantification of some noise health impacts as part of this HIA.
- 1.21 Overall, the approach to quantitatively assessing environmental noise impacts on public health follows the principles set out above for air pollution: change in population noise exposure is quantified using appropriate averaging periods; baseline health data are collected; and the change in health outcomes is calculated using exposure-response metrics for risk of disease and/or mortality.
- 1.22 A Europe-wide study [33] and supporting methodological guidance paper [34] published by WHO provide a useful starting point, and demonstrate a significant burden of adverse health impacts associated with environmental noise exposure, drawing from earlier WHO publications summarising health evidence and recommending guidelines for community noise exposure [35, 36]. A review of noise exposure across Europe in 2014 by the European Environment Agency (EEA) likewise recommends and applies metrics for various health outcomes [37, 38], and an earlier EEA guidance technical paper [39] is informative regarding exposure-response curves and thresholds for health endpoints.
- 1.23 In the UK, the former Health Protection Agency (HPA, now part of Public Health England, PHE) published in 2010 a report giving the views of an ad-hoc expert group on environmental noise and health in the UK [40], which was generally cautious about effects on physical and psychological health, and indeed on whether causality underlies the associations observed. However, in the same time period the IGCB on noise (IGCB(N)) commissioned further research on evidence and methods for estimating dose-response relationships between noise exposure and health impacts [41, 42, 43] and accepted the findings, recommending that assessment of risk of acute myocardial infarction (AMI), hypertension and sleep disturbance be used in appraisal of impacts to inform policy decisions [44]. Defra subsequently published the IGCB(N)'s methodological guidance for doing so in 2014 [45], which includes recommended dose-response metrics, but differs slightly in approach to quantify dementia and stroke incidence based on risk associated with hypertension, rather than directly from change in noise exposure, using risk ratios derived by Harding *et al* [46].

- 1.24 Common to these studies and guidance is the assessment of noise exposure and calculation of health impacts using exposure metrics and risk factors based on time-averaged noise levels¹ rather than maximum noise levels or numbers of high-noise events². Early research into sleep disturbance and physiological responses to noise often focused on noise peaks or numbers of high-noise events during a night, typically measured in a laboratory setting or in studies for relatively small numbers of people. Large modern epidemiological studies which have the statistical power to provide exposure-response risks factors for small risks at moderate environmental noise levels, however, use noise exposure over relevant averaging periods: most commonly L_{den} and L_{night} due to quantification of population noise exposure with these metrics being required by the European Environmental Noise Directive [47].
- 1.25 However, there is also evidence developed by Basner *et al* in 2006 [48] that allows calculation of physiological (not necessarily consciously recalled) sleep disturbance with an event-based approach, as the risk of sleep disturbance depends on the intensity and time interval between individual noise events. This has also been studied in the NORAH research [49], with a lower sleep disturbance risk level found at a given sound event intensity. These approaches require noise exposure data expressed for individual noise events (i.e. overflights) rather than averages over longer time periods.
- 1.26 In the above-referenced studies and guidance, and the health evidence discussed in the following sections of this appendix, there is variation in the health outcomes that researchers consider quantifiable, though the common focus is on cardiovascular disease and sleep disturbance. The WHO and EEA studies also assess cognitive impairment in children, although in the IGCB(N) guidance this is not recommended due to the limited evidence available at the time the guidance was being developed. A lack of clearly established evidence of causality to explain the observed correlations between noise exposure and adverse health outcomes is commonly noted, although biologically plausible stress/allostatic load health pathways are described.
- 1.27 These studies and guidance consider transport noise from road and rail alongside aviation sources (and sometimes also industrial noise, but this is more localised and transport noise is usually considered the dominant environmental noise source for urban populations), providing different risk factors for each where the evidence allows.
- 1.28 Both WHO and the work in the UK note the difficulty in separating road noise exposure from road air pollutant exposure, and possible double-counting if they are assumed to be independent effects. However, recent evidence reviews have indicated some evidence of an independent association, with noise impacts on cardiovascular morbidity and mortality significant after adjustment for air pollution as a confounder. This is discussed further in section the following sections.

¹ Commonly $L_{Aeq, T \text{ hr}}$ where 'T' is the time (e.g. 16 hours), L_{den} (day-evening-night, a 24-hour noise average in which evening and night noise are weighted more than day noise) or L_{night} (eight hour noise average from 23:00 to 07:00)

² Such as L_{Amax} (the maximum instantaneous noise level) or the sound exposure level (SEL, noise during one second)

- 1.29 The evidence also indicates differences in perceptions and health outcomes of aircraft and road traffic noise, which influences the choice of an appropriate exposure-response metric.
- 1.30 Some studies and the Defra guidance cited above also include quantification of sleep disturbance and annoyance as outcomes from noise exposure, both of which can be pathways to adverse health outcomes. These are useful to present, and can be considered adverse health and wellbeing outcomes in themselves. However, it is preferable where possible to estimate other adverse health outcomes directly (using exposure-response metrics for increased disease or mortality risk) rather than via the intermediate step of estimating physiological or mental health effects.

Health Evidence

Introduction

- 1.31 Airport operation including flights and surface access is associated with a number of environmental and social effects that have the potential to be health impact pathways. Direct impacts are principally people's exposure to air pollutant emissions and noise from aircraft and vehicles, and also potentially collision danger from surface access traffic.
- 1.32 There is strong evidence of a significant public health burden in terms of illness and premature death associated with air pollution generally [2, 7, 8, 30] and from transport including aviation and road traffic specifically [50, 51, 52, 53]. Evidence for health impacts from environmental noise has also been established, including sleep disturbance and stress or anxiety, hypertension and resulting risk of cardiovascular disease (particularly ischaemic heart disease), stroke, and dementia risk later in life; and some evidence of effects on children's learning [33]. Sleep disturbance itself is associated with obesity, diabetes, cardiovascular disease and all-cause mortality, and is *"usually considered the most severe non-auditory effect of environmental noise exposure"* [54] (page 831, citing [33] and [55]; see also [56]), a view re-emphasised in almost the same terms in a recent 2014 summary of noise effects on health [57].
- 1.33 Sufficient evidence of heart disease risk is available to allow quantification of heart disease risk from transport noise exposure [33, 54, 58], albeit arguably with a lower level of confidence than with the air quality health risk evidence base. There is also some evidence of associations of aircraft noise exposure with anxiety and depression [59, 60], obesity or reduced physical activity (albeit principally for road noise) [61, 62, 63, 64] and possibly impairments to children's learning as measured by reading comprehension (though this evidence is still quite limited) [65, 66, 67, 68, 69]. Useful recent summaries of the evidence base are given in [70], [71] and [72].
- 1.34 Other potential health outcomes in susceptible groups (children and the elderly), such as birth weight, cognitive performance, diabetes and cancer, are the subject of the ongoing 'QUIET' research programme in Europe, using data from the population of Denmark. The QUIET programme summary notes that *"noise effects on [diseases] other than the cardiovascular diseases are virtually unexplored"* [73] (page 1).

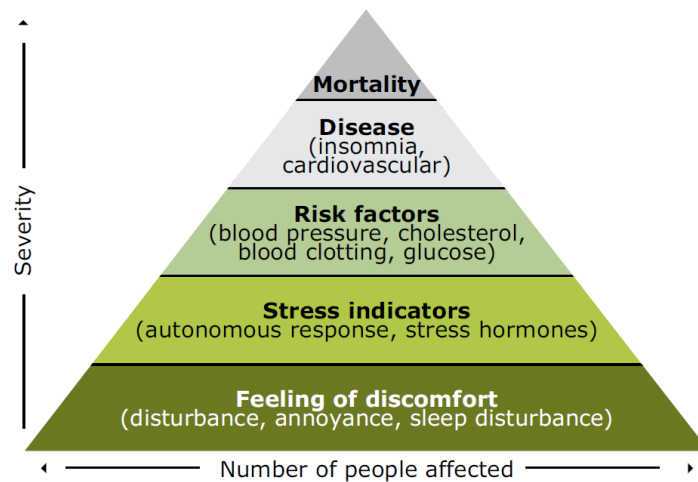
- 1.35 Separating the effects of noise and air pollution exposure is difficult, as both tend to be linked to road traffic in urban areas, but recent research on populations in two Danish cities (as part of the QUIET project) suggests that stroke risk is increased by combined exposure to noise and air pollutants from road traffic, possibly with the stress effect of noise exposure creating stroke risk at a relatively low level of air pollution exposure [74]. A recent study of mortality and hospital disease outcomes in London found increased risks associated with noise exposure after adjustment for PM_{2.5} exposure among other potential confounding factors [75]. Studies specifically of aircraft noise have also shown associations with cardiovascular health effects that are robust to adjustment for air pollution as a potential confounding factor [76, 77, 78], and a literature review of cardiovascular disease associations with combined exposure to noise and air pollution concluded (while noting that relatively few studies had looked at combined exposure, and the need for further research) that there appeared to be independent effects on cardiovascular health outcomes [79].
- 1.36 A literature review published in 2015 [80] examining the evidence for the relative contributions of air pollution and noise exposure to public health outcomes found greatly variable correlations between noise and air pollution exposure, evidence of different mechanisms by which noise or air pollution may affect the same health outcomes (e.g. cardiovascular disease), and evidence of independent effects (i.e. effects remaining after adjusting for either noise or air pollution as a confounding factor). Overall, it concluded that *“in planning and health impact assessment, environmental noise should be considered an independent contributor to health risk which has a separate and substantial role in ill-health separate to that of air pollution”* (page 12735).

Noise and Health

- 1.37 Noise may be defined as ‘sound that is undesired by the recipient’ and as with air pollution, is generated by many human activities including most forms of transport. Unlike air pollution, which can be measured as mass or concentration of specified chemical compounds, what constitutes ‘noise’ is dependent on the context of the receiving environment and the character of the sound.
- 1.38 Noise as discussed here is environmental noise (i.e. unwanted or harmful outdoor sound, as defined in the Environmental Noise Directive [47]), as opposed to workplace noise, and likewise the health impacts discussed are those other than direct auditory damage (as environmental noise is below the threshold for such damage).
- 1.39 The non-auditory effects of noise, as summarised above, can include annoyance or sleep disturbance, in turn with potential to cause stress and health risk factors such as increased blood pressure, resulting in health outcomes such as cardiovascular disease or mental health problems.
- 1.40 Figure 1.1 and Figure 1.2 illustrate these pathways, albeit noting that the ‘direct’ pathway (hearing loss) is not relevant in this case as environmental noise levels from aviation (outside operational areas of the airport) are not sufficient to cause auditory damage directly. This also illustrates the

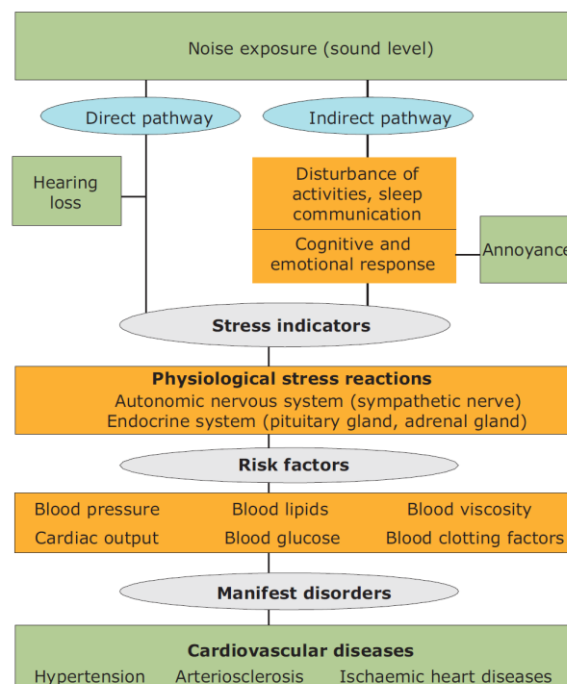
fact that adverse health outcomes (disease or mortality) would affect only a small proportion of those experiencing noise.

Figure 1.1: Summary of Noise Health Effects



Source: [37], from [81]

Figure 1.2: Noise Health Pathways



Source: [39], from [81]

- 1.41 Perceptible vibration also has the theoretical potential to cause annoyance or sleep disturbance and hence adverse health outcomes in the same way as airborne noise; however, the health evidence base regarding vibration is focused upon occupational health and safety (e.g. workers using power tools) and on the use of vibration in medical treatments.

- 1.42 Some noise health research and HIAs of environmental noise exposure take noise from all sources into account as a single exposure metric; however, as discussed above, the specific characteristics of noise (e.g. impulsivity, tonality) and people's perceptions of its source, not just the absolute noise levels over a given averaging period, affect the perceived or actual impact, and hence factors such as annoyance or sleep disturbance.
- 1.43 Of transport-related noise health effects, aircraft noise has been studied in particular, through projects such as 'HYENA' (Hypertension and Exposure to Noise Near Airports) [82], 'RANCH' (Road Traffic and Aircraft Noise Exposure and Children's Cognition and Health) [65, 66] and 'NORAH' (Noise-Related Annoyance, Cognition and Health) [49]. The work of regulatory bodies and, recently, the ongoing debate about airport expansion around London have also prompted several evidence reviews and summaries [83, 71, 84, 70, 85].
- 1.44 Substantial research has also been undertaken into road traffic noise exposure and to a lesser extent rail noise, while many of the larger research programmes consider all three of these transport noise sources (road, rail and air) together or separately. However, it is not necessarily appropriate to apply findings from the road or rail noise health evidence base to air traffic noise due to differences in noise characteristics and exposure. Aviation-specific evidence is preferable where available.
- 1.45 As discussed in the introduction to this section, above, the main non-auditory effects of aviation noise that have been studied are annoyance, sleep disturbance, cardiovascular disease, stroke, mental health effects (depression and anxiety) and memory/concentration effects (affecting workers' productivity or children's learning).
- 1.46 Several meta-analyses of cardiovascular disease risk undertaken by W. Babisch and co-authors have been influential: his 2006 [58] and 2008 [86] publications were cited as the basis for Defra's IGCB(N) guidance on using a cubic exposure-response function to quantify acute myocardial infarction (AMI) risk from road traffic noise exposure [43, 45], although this evidence is not necessarily applicable to aircraft noise. Subsequently, recently-published results from the NORAH study (a large case-control analysis of residents around Frankfurt Airport) [87] have not shown a statistically significant association overall between AMI and aircraft noise exposure, although an association was found for road noise and also for aircraft noise with a subgroup of recent AMI mortality cases. The lack of statistically significant association for aircraft noise with AMI overall is due to the small number of cases in the highest noise exposure category.
- 1.47 A 2009 meta-analysis [88] of the evidence for a dose-response relationship between aircraft noise exposure and hypertension (including hypertension results from airports in the HYENA study [89]) found sufficient evidence of a relationship, but too much variability between studies to identify a single dose-response metric. Nevertheless, a 'best guess' risk ratio for practical purposes was provided and this was subsequently used in the EEA 2014 assessment of health effects from noise exposure across the EU [38]. It is lower than previous hypertension risk ratios for aircraft noise exposure (see e.g. the recommended function in [39]). Further stronger evidence for an association between road traffic noise and hypertension has been established

[90]. Two recently published analyses from the NORAH study [91, 92] investigate hypertension risk and heart failure or hypertensive heart disease risk: no association between aircraft noise and newly diagnosed hypertension cases was found (although there was a statistically significant association with hypertension followed by hypertensive heart disease diagnosis), and while a statistically significant association of aircraft noise with heart failure or hypertensive heart disease was found, the level of risk was low.

- 1.48 The latter study also investigated $L_{\max}$ events, comparing population with average noise exposure of <40 dB $L_{Aeq, 24h}$ but at least six $L_{\max}$ events ≥ 50 dB to those with fewer such $L_{\max}$ events. In this way the noise from discrete aircraft overflights, which may have high noise levels individually but have a limited effect on the 24-hour average noise level, could be investigated to a certain extent. The odds ratio found was roughly comparable with that for hypertension and IHD in the studies cited above and below.
- 1.49 A recent limited follow-up to the HYENA study [93], of just the residents near to Athens airport in Greece, provides a cohort study of hypertension risk (whereas most other studies of aviation noise and hypertension have been cross-sectional or ecological designs). This indicates higher odds ratios than seen in other studies (including the HYENA results), of 1.69 [95% CI 1.01–2.82] per 10 dB³ L_{night} for prevalent cases (i.e. including those with hypertension already in the previous HYENA research) or 2.63 [95% CI 1.21–5.71] for new incident cases since the previous study. The authors note the relatively small study size of 420 participants, limiting the statistical power of the study (reflected in the wide confidence intervals), and suggest that the high odds ratios may be due to the duration of the noise exposure and the fact that the study population has aged since the original HYENA study, although the age-related baseline risk of hypertension was corrected for in the study.
- 1.50 Defra's IGCB(N) guidance recommends using hypertension risk indirectly as a proxy for dementia and stroke risk on the basis of a review of the evidence linking these diseases [46]. This would also be possible for AMI, but that is not recommended in the Defra approach as it would be double-counting with the direct assessment of AMI as discussed above, and AMI also forms part of IHD risk factors which could also lead to double-counting. Although dementia risk can only be assessed indirectly via hypertension risk, introducing additional uncertainty, it is important to consider if possible as dementia and Alzheimer's disease are a very significant cause of mortality in older populations [94].
- 1.51 A meta-analysis published by Vienneau *et al* [76] established an ischaemic heart disease (IHD, also known as coronary heart disease, CHD) risk ratio that was used in the 2014 EEA quantification of noise health impacts across Europe for various transport noise types including aviation. A similar meta-analysis focusing on road traffic noise reached a slightly higher risk ratio

³ It is not clear from the study what lower or upper exposure threshold these ORs are applicable to, but the study population exposure ranged from 30–55 dB L_{night} , with no population in the <30 dB or >55 dB categories and only two people in the 50–55 dB category.

(based largely on the same evidence base, but including cross-sectional prevalence studies such as [95] excluded by Vienneau) [96].

- 1.52 A limited number of studies of stroke risk associated with environmental noise exposure have also been published. Houthuijs *et al* undertook an 'ad hoc' meta-analysis [38] of six studies published by 2014 to derive a risk ratio for use in the EEA 2014 assessment referenced above, although due to the small number of studies, it mixes road and aircraft noise and both incidence and mortality health outcomes.
- 1.53 Studying cardiovascular disease in the population exposed to aircraft noise around Heathrow, Hansell *et al* [84] found evidence to calculate risk ratios for hospital admissions and mortality due to stroke, CHD and other cardiovascular disease, although the authors note the need for caution due to confounding by ethnicity (due to a large South Asian population in some parts of the study area, with a greater predisposition to CHD). Extending the HYENA study, Floud *et al* reported [95] an association and risk ratios for noise exposure and self-reported history of heart disease and stroke (angina, AMI or stroke) but only for night-time aircraft noise and over a long term of exposure of 20 years or more. No association was found with day-time noise exposure, suggestive of exposure misclassification due to people not being at home during the day.
- 1.54 A study of populations near three airports in France calculated mortality risk ratios for cardiovascular disease, CHD, AMI and stroke [78], although using relatively spatially-crude noise exposure data. Increased risk of cardiovascular disease and CHD was similar to previous studies, but only a weak relationship was found for stroke. As discussed above, results of the NORAH study [49] of airports in Germany, however, have not shown a statistically significant increase in risk of stroke, heart attack or hypertension associated with aircraft noise exposure. An association with risk of cardiac insufficiency (heart failure) was found, although with lesser risk than road or rail noise. The NORAH study had a relatively small population in the higher ≥ 60 dB $L_{pAeq,24h}$ exposure categories for aircraft noise, which may explain the non-associations reported. A US study [77] with a very large (six million) elderly population in the area of 89 airports across the country found a significantly increased risk of hospital admission for cardiovascular disease associated with aircraft noise exposure, but was limited by the quality of the diagnosis records and inability to control directly for confounding factors such as smoking and diet.
- 1.55 The NORAH study and previous work [97] suggest that 'shoulder period' (early morning) noise may be more significant to health outcomes than daily/nightly or 24-hour average noise levels, but the evidence for this is fairly tentative with fewer results reaching statistical significance due to smaller sample or effects sizes.
- 1.56 As noted above in the introduction, there is some limited evidence of an association with aircraft noise exposure and effects on children's learning (reading comprehension), which has also been reported in the NORAH study (a reading age delay of 1.5 months associated with a 10 dB increase in aircraft noise exposure). The ongoing MIDAS study [98] around Cologne-Bonn airport of children's sleep, cognitive performance, and annoyance may provide further evidence in this area on completion.

- 1.57 Effects on adult mental health and quality of life have also been studied to a limited degree. In residents of mid-Germany, moderate to extreme noise annoyance was associated with around a 1.5 to two-fold higher incidence of depression or anxiety [59], with aircraft noise being the largest source of annoyance. Self-assessed mental quality of life was also associated with a small decrease compared to the national average in Germany for those highly and extremely annoyed by aircraft noise in the NORAH study area. A further NORAH publication [99] found an unclear relationship between aircraft noise exposure and clinically diagnosed depression, with a substantially increased risk at moderate noise exposure but lower risk ratios at high exposure. The number of study subjects in the higher aircraft noise exposure bands was relatively low, and the study authors note the possibility of those vulnerable to depression in areas with high noise exposure taking more active steps to reduce their personal exposure (e.g. by insulating or moving away). It is also worth noting that this study found a clear linear relationship between road traffic noise exposure and clinically diagnosed depression.
- 1.58 However, the DEBATS study of three airports in France found no association between aviation noise exposure and depression or psychological distress (measured via a standardised health questionnaire) or with general self-reported health status [100, 101].
- 1.59 Of the non-cardiovascular and cerebrovascular health effects, there is substantial evidence for annoyance and sleep disturbance (see citations in the introduction to this section). These are considered to act as pathways to the physiological health outcomes discussed, which can be quantified directly, but are also relevant in their own right as affecting people's wellbeing. The WHO Environmental Burden of Disease study and Defra's guidance both use polynomial functions for levels of high annoyance⁴ or high sleep disturbance provided in 2001 and 2007 meta-analysis of survey-based studies by Miedema *et al* [102, 103].
- 1.60 It is also worth noting that (per Babisch's concept of noise stress, set out above) noise annoyance is likely to be a modifying factor for the level of hypertension and perhaps other disease risk associated with a given level of aircraft noise exposure [104], and annoyance can be variable depending on the noise source, context and individuals' or community sensitivity. There is evidence that noise annoyance has increased [105, 106, 107, 108] (albeit with the UK 'ANASE' study subject to methodological criticism) and that it may not be fully reflected by the annoyance exposure-response metrics used in current policy, although it has also recently been suggested that the reported changes in annoyance have been confounded by a heightened awareness of and sensitivity to airport impacts due to airport changes (e.g. expansions) as opposed to being related strictly to noise levels [109] or due to methodological changes and other factors [110]; and there are suggestions that metrics better representing individual exposure to aircraft noise events (and updates to local annoyance factors, as attitudes changes over time) may be more relevant to predicting annoyance [111, 112, 113].

⁴ typically defined as the top 28% of a standard five-point descriptive or 11-point numerical annoyance scale used in surveys

- 1.61 That being said, the recent CAA publication of the 2014 Survey of Noise Attitudes (SoNA) [114] around nine airports in England (including Stansted)⁵ has found that $L_{Aeq,16\text{ hr}}$ for daytime noise correlates better with surveyed mean annoyance levels than L_{den} ⁶ or N_{70} or N_{65} daytime events (table 17 on page 41). It also provides further evidence that mean and high annoyance at given levels of aircraft noise has increased since earlier research (i.e. the ANIS study which underpins existing UK government policy in this area), with the implication that on the onset of significant community annoyance as previously defined in UK policy may now be at 54 dB $L_{Aeq,16\text{ hr}}$ rather than 57 dB $L_{Aeq,16\text{ hr}}$.
- 1.62 In Figure 9 the SoNA report plots several dose-response relationships based on noise level alone and modifying factors (self-reported noise sensitivity and the perception of noise change, expressed as future expectation of more noise). The central dose-response relationship found is [115]:

$$\% \text{ highly annoyed} = \frac{100}{\left[1 + e^{(8.942 - 0.123 \times L_{Aeq,16h})}\right]}$$

- 1.63 Figure 8 in the SoNA report also shows the SoNA high annoyance curve to be similar to the Miedema *et al* 2001 function, supporting the continued use of the latter in analysis. Interestingly, the SoNA report finds that self-reported health status and mental wellbeing correlate with self-reported annoyance but not statistically significantly with noise exposure, further supporting the likely importance of annoyance as a modifying factor in health outcomes. Socio-economic status was also found to be a modifying factor for the percentage of high annoyance at given noise levels.
- 1.64 The recent DfT consultation draft for UK Airspace Policy [116] notes that the focus in UK policy on 57 dB $L_{Aeq\ 16\text{ hr}}$ daytime noise as the threshold for significant community annoyance has led to criticism that health impacts are being overlooked (paragraph 5.25), and making reference to the SoNA study's findings and to the WHO Night Noise Guidelines, goes on to state at paragraph 5.49 that "*we propose that 51 dB $L_{Aeq\ 16\text{ hr}}$ should be regarded as the LOAEL for daytime noise. We also propose that a LOAEL [lowest adverse effect level] of 45 dB L_{night} should be set for assessing the impact of aviation noise during the night, in line with current webTAG methodology and consistent with the WHO 'Methodological guidance for estimating the burden of disease from environmental noise'". It earlier defines LOAEL in this context as "the point at which adverse effects begin to be seen on a community basis. At any noise level above the LOAEL, there will be a proportion of the population adversely affected" (paragraph 5.39) with respect to health and quality of life.*

⁵ Although the study population is dominated by residents around Heathrow

⁶ And a study [245] of the relationships between various noise metrics and annoyance levels around a military airfield, characterised by relatively infrequent but very loud aircraft noise events, found that L_{den} correlates as well or better with annoyance than L_{max} , time-above and number-above metrics even in this situation of more 'peaky' noise than a typical civilian airport.

Forthcoming WHO Guidelines on Environmental Noise

- 1.65 It is expected that WHO will publish new guidelines on environmental noise in 2018. These guidelines will be based upon a number of reviews of the scientific literature [117], some of which have been published in a special issue of the International Journal of Environmental Research and Public Health and some which are forthcoming at the time of writing.
- 1.66 The four published reviews concern adverse birth outcomes [118], hearing loss and tinnitus [119], the health impacts of interventions in transport noise [120], and annoyance [121]. The adverse birth outcomes review found some studies suggesting a possible association with aircraft noise exposure, but graded the evidence as being of very low quality. The hearing loss and tinnitus review did not find studies concerning environmental or transportation noise of sufficient quality to draw conclusions, and the focus was on risks from use of “personal listening devices” such as music players.
- 1.67 The annoyance evidence review included only studies published between 2000 and 2014, so did not include the recent UK SoNA study that has been discussed above. For aviation noise, it found an odds ratio of 3.41 (95% CI 2.42–4.80) for being highly annoyed per 10 dB L_{den} noise increase. A linear exposure-response function was also defined:

$$\% \text{ highly annoyed} = -50.9693 + 1.0168 \times L_{den} + 0.0072 \times L_{den}^2$$

- 1.68 This is a higher annoyance response than the Miedema curve, and also higher than the SoNA curve for moderate exposures, albeit of course annoyance responses to noise levels expressed as L_{den} and $L_{Aeq,16hr}$ would not be expected to be directly comparable.
- 1.69 The review of interventions (e.g. changes in flight paths, or provision of sound insulation) found few aircraft noise studies that assessed health or wellbeing outcomes with a before/after comparison. The five studies reported do provide evidence that changes in flight paths, sound insulation and closure/re-opening of an airport measurably affected annoyance, sleep disturbance and children’s learning. However, it was found to be difficult to relate this to existing risk factors from the literature.
- 1.70 The remaining three forthcoming systematic reviews are of evidence concerning noise effects on cognition, sleep disturbance, and cardiovascular and metabolic effects. An abstract of the systematic sleep review [122] indicates that the odds ratio found for percentage of population with high sleep disturbance per 10 dB increase in L_{night} aircraft noise is 1.94 (95% CI 1.61–2.33).

Air Pollutants and Health

Overview

- 1.71 Human activities in the realms of resource extraction and processing, industrial production, waste management, energy generation and transport cause the release of a diverse range of outdoor air pollutants with potential adverse environmental and health impacts. Adverse health outcomes may range from immediate death due to exposure to toxic material in high concentrations (e.g. in

an industrial accident), to more subtle increases in mortality rate across large populations exposed to lower pollutant concentrations (e.g. due to increased risk of long-term diseases such as cancer), to disease effects triggered by acute air pollutant exposure (e.g. asthma attack), or to increased burdens of long-term disease (e.g. reduced lung function or bronchitis).

- 1.72 Pollutants of potential interest can include oxides of nitrogen, sulphur dioxide, particulate matter, volatile organic hydrocarbons (VOCs), ozone, polycyclic aromatic hydrocarbons (PAHs), heavy metals such as cadmium or lead, dioxins and furans, and asphyxiant gases such as carbon monoxide. Many of these are specific to certain contexts (such as industrial emissions or waste incineration); the principal pollutants of interest for aviation and road transport are oxides of nitrogen and particulate matter, which are discussed in more detail below.
- 1.73 Ambient outdoor air pollution to which populations are exposed on a day-to-day basis is associated both with long-term burdens of disease across the whole population, and with short-term changes in mortality due to acute exposure in vulnerable populations such as elderly people or those already suffering from cardiovascular or respiratory disease.
- 1.74 This is an area of active scientific research (see, for example, recent reviews of cardiovascular disease and air pollutant exposure evidence [123, 124]), but given the strong link to public policy, is also characterised by frequent reviews of the evidence base, including summaries published by health protection bodies that are designed to bring the evidence base together for use by those applying research to policy formulation or decisions, as in the case of this study.
- 1.75 Of particular use is the World Health Organisation (WHO)'s Review of Evidence on Health Aspects of Air Pollution (REVIHAAP) [30]. This is a comprehensive summary of the air pollution and health evidence base undertaken by WHO on behalf of the European Union, published in 2013, and is structured around answering the key questions that policy makers have regarding the state of scientific knowledge when seeking to devise evidence-based health protection policies. It is therefore very well-suited to underpin this HIA study, and the air pollutant health evidence summary given below is largely drawn from the evidence brought together in the REVIHAAP publication, save where otherwise referenced. Other useful summaries of the evidence base are found in the US Environmental Protection Agency (EPA) Integrated Science Assessment documents [125, 126], and in the UK in the work of the Committee on the Medical Effects of Air Pollutants (COMEAP), with the latter discussed in the guidance and methodology section above.
- 1.76 The main air pollutants of relevance are summarised below⁷. Research into health effects typically considers pollutants individually or in small groupings; however, population exposure is to a mix of these pollutants (and those from other sources), and the total burden of disease and mortality is a complex picture of pollutant exposure and susceptibility. Metrics for evaluating and quantifying the health outcomes from changes in pollutant exposure were discussed earlier.

⁷ Note: as discussed in paragraph 1.75, this summary is drawn from the REVIHAAP review of evidence published in 2013, except where otherwise cited.

Particulate Matter

- 1.77 Particulate matter refers to an aerosol of small solid particles and liquid droplets. It is commonly differentiated by size fraction as PM₁₀, PM_{2.5} and PM_{0.1} (coarse, fine and ultrafine particulate matter), where the subscript indicates mean aerodynamic diameter in microns. Dusts coarser than PM₁₀ typically do not penetrate beyond the upper respiratory tract, whereas finer particles penetrate further into the lungs, although this is affected by breathing pattern (mouth or nose), among other factors [127, 128].
- 1.78 Epidemiological studies have shown that long-term PM_{2.5} exposure is associated with mortality even at low concentrations (below current WHO public exposure guidelines and the UK's Air Quality Standards and Objectives), and a number of studies link it to specific causes of death such as ischaemic heart disease. Short-term exposure to PM₁₀ and PM_{2.5} is linked to small changes in daily mortality and hospital admission rates for cardiovascular and respiratory diseases. These observed health outcomes are supported by the toxicology evidence base, which indicates that exposure to PM_{2.5} is associated with a number of inflammation and stress effects on the heart. There is also some limited evidence of neurological effects and an association with diabetes.
- 1.79 In addition to the strong evidence that long- and short-term PM exposure is associated with health risks, there is also likely to be variation in vulnerability of sub-populations. There is consistent evidence from studies in the US and Europe that the risk of hospitalisation or mortality is substantially greater for older populations than younger (though specific age ranges varied across studies), and limited or suggestive evidence of a greater risk for women than men and for people with lower socio-economic status [129]. The exposure-response coefficients established for 'old' or 'young' age groups could potentially be used in this study to modify general all-age coefficients, although this would add the uncertainty of applying these to age groups that are not exactly defined.
- 1.80 Of the relevant air pollutants considered, PM_{2.5} has the strongest dose-response evidence base for mortality and disease incidence [30, 125, 130, 131, 132]. However, evidence of an independent effect of NO₂ exposure has strengthened in recent years; this is discussed in the NO₂ section below.
- 1.81 PM is a catch-all term for number of different substances, with both anthropogenic and natural sources. In the study of air pollution, PM is categorised by size fraction and typically measured in terms of mass per unit volume in air, but for the smallest 'ultrafine' PM_{0.1} fraction the particle mass is negligible and the number of particles may be more significant to health outcomes [133].
- 1.82 The actual mechanisms by which PM causes adverse effects on the body may be very different depending on both the size and nature of the particles in question. This is the subject of ongoing toxicological and epidemiological research, investigating potential causal mechanisms (see e.g. [134], papers and research priorities in [135], and summarised in [125]) or testing for association of particular health effects with variance in PM speciation (e.g. [132, 136]). A recent COMEAP

statement [137] concludes that the evidence remains mixed, and that the current approach to estimating health effects (based on total PM_{2.5} concentration) remains appropriate.

- 1.83 The speciation (composition and chemical nature) of PM is of interest not only because it may determine the type and severity of health effect caused and the population that is vulnerable, but also because it is key to source apportionment of PM – that is, identifying the emissions sources that contribute to the total measured PM concentration, based on PM characteristics identified with particular sources. For example, PM is emitted not only in engine exhausts, but also generated by brake and tire wear (and for road vehicles, clutch wear and re-suspension of dust on roads). The COMEAP statement (*ibid*) notes that black carbon, in particular, is a good marker for road traffic emissions and could potentially form the basis of a traffic-specific air quality guideline.
- 1.84 In the case of this study, however, the air quality modelling provides PM emissions estimations associated with the application directly, so it is not necessary to disentangle these from other PM sources in the data for this HIA.

Nitrogen Dioxide (NO₂)

- 1.85 The close correlation of NO₂ exposure with exposure to other traffic air pollutants makes distinguishing clear NO₂ effects in epidemiological studies difficult, but both long- and short-term high NO₂ exposure is associated with increased mortality risk, including after adjusting for PM (and sometimes other pollutant) exposure in short-term and some long-term studies. Associations between high short-term NO₂ exposure and respiratory disease and to a lesser extent cardiovascular disease hospital admissions are also found. Toxicological and chamber studies show that short-term exposure to high NO₂ concentrations causes respiratory inflammation.
- 1.86 NO₂ is also an important source for ground-level ozone formation (in a photochemical reaction), and of nitrate aerosol that comprises part of the PM_{2.5} fraction.
- 1.87 The adverse health impacts of high short-term NO₂ exposure are relatively robustly shown in the evidence base, but it has previously been considered less clear whether long-term NO₂ exposure is a cause of increased health risk or is a proxy for other (less easily or commonly measured) air pollutants also released by transport sources.
- 1.88 Evidence of long-term NO₂ exposure health impacts independent of PM exposure has strengthened in recent years, however: a 2015 review of the evidence by the US EPA [126] (building on the previous draft review from 2013 [138]) suggests that the strongest evidence concerning long-term NO₂ exposure is for respiratory effects (asthma incidence), and the WHO REVIHAAP review [30] likewise found support in the evidence for health effects attributable to long-term NO₂ exposure (albeit of lesser certainty than for short-term exposure), including epidemiological studies providing risk ratios for mortality and respiratory or cardiovascular morbidity.
- 1.89 An important meta-analysis study is that of Hoek *et al* [139], which provides the basis for the long-term NO₂ mortality metric recommended in WHO's HRAPIE guidance [29]. Since the

publication of that study, REVIHAAP and HRAPIE in 2013, a number of further studies have provided further evidence to indicate that NO₂ exposure is associated with increased mortality risk and various adverse health outcomes including asthma and diabetes. A meta-analysis by Faustini *et al* [140] indicating that NO₂ exposure has an effect on cardiovascular and respiratory mortality independently of other air pollutant exposure is of particular interest, providing exposure-response metrics without the 20 µg.m⁻³ lower exposure threshold of Hoek *et al*.

- 1.90 COMEAP published a statement in 2015 [141] briefly reviewing recent evidence in this area and making further recommendations for research. It concludes (page 5) that:

"Evidence of associations of ambient concentrations of NO₂ with a range of effects on health has strengthened in recent years. These associations have been shown to be robust to adjustment for other pollutants including some particle metrics.

Although it is possible that, to some extent, NO₂ acts as a marker of the effects of other traffic-related pollutants, the epidemiological and mechanistic evidence now suggests that it would be sensible to regard NO₂ as causing some of the health impact found to be associated with it in epidemiological studies."

- 1.91 After further work during 2015, COMEAP published a second statement [142], reporting on recommendations made by the Committee in July 2015 regarding an appropriate exposure response co-efficient for mortality risk due to long-term NO₂ exposure (1.025 [95% CI 1.01–1.04] and 33% reduction to account for double-counting with PM_{2.5}) and concluding that as an interim measure while COMEAP undertakes a meta-analysis and develops a more detailed statement, this recommendation should be used in cost-benefit analysis. COMEAP's statement also included further discussion of double-counting likelihood if summing effects from both PM_{2.5} and NO₂ exposure using risk co-efficients from single-pollutant models (potentially greater than the 33% overlap mentioned in the recommendation), various options for a lower exposure cut-off in assessments, and the necessary spatial scale of assessment to account for changes in NO₂ exposure close to sources such as roads.
- 1.92 COMEAP has subsequently in 2017 advised Defra on using an exposure-response co-efficient of 1.023 (95% CI 1.008–1.037) adjusted downwards by 40% to allow for uncertainty about double-counting with co-exposure to particulate matter, i.e. central estimate exposure-response co-efficient of 1.0092 [143].
- 1.93 The REVIHAAP report notes that the implementation of increasingly strict PM emission standards for vehicle exhausts and reduction in sulphur in fuel, together with the fact that NO₂ levels are not observed to be being reduced in real-world driving conditions, means that the ratio of NO₂ to PM emissions and hence exposure is rapidly increasing, citing a doubling in the ratio of NO₂ to particle number at a London roadside site over just two years as one example (page 108). COMEAP is still considering if and how it is appropriate to assess NO₂ health impacts, but does also note the importance of this issue for policy making, but does also note the importance of this issue for policy in the UK, given that the UK has been subject to legal proceedings for failing to

meet European Limit Values for NO₂ and has been required to produce a plan for achieving the necessary NO₂ concentration reductions after several high court cases.

- 1.94 Although assessing long-term NO₂ exposure health impacts was not included as part of the 'core' analysis when following the standard UK practice approach under the Defra 'impact pathway' guidance [32], a recent update in September 2015 [144] following the COMEAP recommendation now recommends its inclusion, stating that "*the evidence linking NO₂ concentrations with mortality should not be ignored*" (page 4), albeit noting the significant uncertainties that remain. Conversely, in its most recent 2016 policy guidance on local air quality management [145], Defra acknowledges COMEAP's recommendation but makes clear that the Public Health Outcomes Framework air pollution indicator continues to be based only on PM_{2.5} mortality.
- 1.95 In agreement with Defra's impact pathway guidance, we consider that it is important to assess NO₂ in this HIA, given the weight of evidence discussed above and availability of metrics from several studies indicating an independent effect of long-term NO₂ on mortality of similar magnitude to that of PM_{2.5}, while noting the importance of avoiding double-counting by using appropriate adjustments for combined PM_{2.5} and NO₂ exposure.
- 1.96 Indeed, the potential importance of not overlooking NO₂ exposure in the core analysis is highlighted by the recent HIA of London's proposed ultra-low emissions zone (ULEZ) [17], which predicted relatively modest health benefits from implementation of the ULEZ due to change in PM₁₀ and PM_{2.5} exposure in its core analysis (a reduction in 123 life years lost and 4 hospital admissions avoided, relative to the base case in 2020), but a more substantial health benefit of a reduction of 4,123 life years lost when considering change in NO₂ exposure as a sensitivity analysis.
- 1.97 Similarly, a study published in 2015 by King's College London on behalf of the Greater London Authority and Transport for London [146] provided a new estimate of the mortality burden of long-term NO₂ exposure alongside PM_{2.5} exposure (assuming a 30% overlap in effects) in London, finding a greater impact from NO₂ exposure (88,113 life-years lost, equivalent to 5,879 deaths at typical ages) than PM_{2.5} exposure (52,630 life-years lost, equivalent to 3,537 deaths at typical ages). This study also provided discussion and justification for not necessarily applying the WHO HRAPIE NO₂ CRF recommended 20 µg.m⁻³ lower exposure threshold as a cut-off for health outcomes when undertaking the analysis (see Annex 7.1 in that document).

Ozone (O₃) and Sulphur Dioxide (SO₂)

- 1.98 There is well-established evidence both from epidemiological and toxicology studies of the adverse health impacts of short-term ozone exposure, in terms of mortality and hospital admissions rates for respiratory and cardiovascular diseases.
- 1.99 Recent epidemiological studies also suggest a link between long-term ozone exposure and mortality risk and asthma incidence in children; there is also limited evidence of association with other respiratory disease and cardiovascular disease admissions, and pre-term birth, and (from

the toxicology evidence base), impaired cognitive function in populations experiencing ozone exposure.

- 1.100 COMEAP [147] and the HRAPIE guidance [29] recommend quantifying short-term (8-hour) maximum exposure and impacts on all-cause mortality, respiratory disease hospital admissions and cardiovascular disease hospital admissions.
- 1.101 The importance of sunlight availability (UV) and NO_x to the photochemical process of ground-level ozone generation complicates separating the effects of ozone exposure from temperature and other air pollutant exposure as confounding factors. As any short-term changes in ozone concentrations are linked to changes in NO₂ concentrations, this would only be relevant to consider where NO₂ were predicted to change significantly.
- 1.102 The evidence for SO₂ exposure and adverse health outcomes indicates that high SO₂ concentrations experienced even for a short (<1 hour) period can affect lung function and cause respiratory symptoms for people with asthma. There is evidence for increased cardiac disease and mortality risk for short-term high daily SO₂ exposure. Overall the evidence for health risk from SO₂ exposure at typical urban ambient air concentrations is less clear than for the other pollutants discussed, although assessment of short-term exposure health effects is recommended in the Defra impact guidance.
- 1.103 However, aviation and road traffic are not significant sources of SO₂ emissions (which are typically associated with specific industrial and power generation sources), and SO₂ has therefore not been assessed in the air quality or health and wellbeing assessments in the ES.

2 Employment Health Evidence Base

Introduction

- 2.1 This section discusses the evidence for health effects associated with being in employment or unemployment. 'Health' here comprises a person's physical, mental and social wellbeing, as in the WHO definition given in the main body of the HIA.
- 2.2 While the initial focus is on adverse health effects of unemployment, which may be relieved by a development project that generates employment opportunities, this section also looks at what constitutes health-benefiting employment, to inform the recommendations action. It cannot necessarily be assumed that evidence of health effects associated with being in unemployment can be taken as evidence of the converse, or vice-versa, but studies referenced in this section have approached the question from both perspectives, and both are useful in drawing out the relationships.
- 2.3 It must also be recognised that there are occupational health risks for people in employment, ranging from risk of injury to stress or poor work / life balance. While occupational health risks should not be dismissed when considering the health effects of unemployment in the balance, exploring occupational health is not the goal of this section, and occupational health is managed by responsible employers consistent with their duties under the Health and Safety at Work Act and related legislation.

Context: Socio-Economic Status, Deprivation and Health

- 2.4 The links between employment, income level, social status, deprivation, and health inequalities are widely accepted and much discussed [148, 149], both in academic study and public policy formulation. Broad statistical relationships can be clearly observed, for example between total or healthy life expectancy and multiple deprivation⁸, in which those populations in the most deprived areas have significantly lower life expectancy and also a greater gap between healthy life expectancy and total life expectancy, indicative of a greater period of life spent in poor health [150].
- 2.5 This is equally evident through case studies, and is by no means a new realisation. The long-term social and health consequences of the loss of major employers and industries have been seen in such well-studied examples as post-industrial decline in Scotland (e.g. [151], comparing this experience and associations with health outcomes to other post-industrial regions in Europe), the legacy of English, Welsh and Scottish coalfields [152]; or more recently the relationship seen between lack of employment or poverty and opioid abuse in the US [153, 154], popularly

⁸ in which income and employment are the most heavily weighted domains (45% in total).

- characterised as particularly affecting areas of industrial or rural decline (e.g. [155, 156]), although now widespread [157].
- 2.6 In Britain, the classic Whitehall and Whitehall II studies [158, 159] investigated coronary heart disease (CHD) mortality risk for male British civil servants, finding that lower grade of employment (taken as representative of socio-economic status) was a strong predictor of higher CHD risk, after adjusting for other known risk factors (blood pressure, blood cholesterol, obesity, physical activity and smoking).
 - 2.7 Individuals' health prospects, wellbeing and general quality of life are affected by the social as well as physical environment in which they reside, so the general relationships between multiple deprivation and health discussed above are of great importance [160], but, being well-studied, are not belaboured further here. The following sections instead focus on reviewing the available evidence for specific adverse health outcomes associated with unemployment, and then on preventative actions and how to realise the (maximum) health benefits of those.
 - 2.8 It being difficult to pinpoint any one individual factor that can explain the strength of relationship seen between socio-economic status, living environment and health, the social and ecological models of health [161, 162] have been developed and are used in HIA [163]. In these, employment, income and working conditions, among a range of other variables in the social and physical living environment, act in combination to influence the inequalities in health and wellbeing that are observed. There is a body of evidence associating neighbourhood-level deprivation, income inequality and/or unemployment with increased mortality risk, cardiovascular disease, and self-rated health [164, 165, 166, 167].
 - 2.9 A critical review of the neighbourhood- or community-level evidence in 2001 [168] found that statistically significant relationships of the type described above were generally reported, but cautioned that the studies at that time were characteristic of a field of epidemiology at a *"preliminary, exploratory"* stage. Although the reported neighbourhood-level relationships have been found after adjusting for individuals' socio-economic status, effectively isolating individual from neighbourhood socio-economic factors is not straightforward (as these will be related to a degree) and the adjustment for individuals' status in many studies was quite limited.
 - 2.10 Sloggett and Joshi also cautioned in 1994 [169] against reading too much into the ecological model of health and associations of area-level deprivation with mortality or other health indicators, having found in their study of ward-level deprivation and mortality that the association was *"completely outweighed by personal factors"*⁹, and warning against any assumptions of a *"social miasma whereby the shorter life expectancy of disadvantaged people is further reduced if they live in close proximity to other disadvantaged people."* While community-level social and ecological models of health remain very useful, when considering potential health risks of

⁹ although a further study by Sloggett and Joshi in 1998 [237] found that adjustment for individual factors attenuated, but did not remove, associations found between neighbourhood deprivation, premature mortality, limiting long-term illness and some indicators of reproductive health.

unemployment, this must not obscure individuals' risks, which would be missed if focusing on area-level data (as unemployed or deprived individuals may live in areas which do or do not share greater-than-average proportions of those characteristics).

Health Outcomes from Unemployment

- 2.11 Adverse health outcomes studied in the literature that may be associated with unemployment are principally all-cause mortality, mortality and morbidity from cardiovascular diseases, mental health and suicide, and alcohol, tobacco or controlled substance use/abuse. Use of healthcare services has also been studied as a marker for state of health, as has access to such services in countries such as the US where they are not freely available.
- 2.12 A good deal of the primary research literature, and in particular several longitudinal studies that can provide evidence of causality (or at least exclude the potential for reverse causality, that might be a factor in associations found in cross-sectional studies), dates from the 1970s to 1990s, subsequent to which several useful reviews and meta-analyses have been undertaken. Given that background, this document draws mainly on the existing available overviews, and is akin to an umbrella review.

All-cause mortality

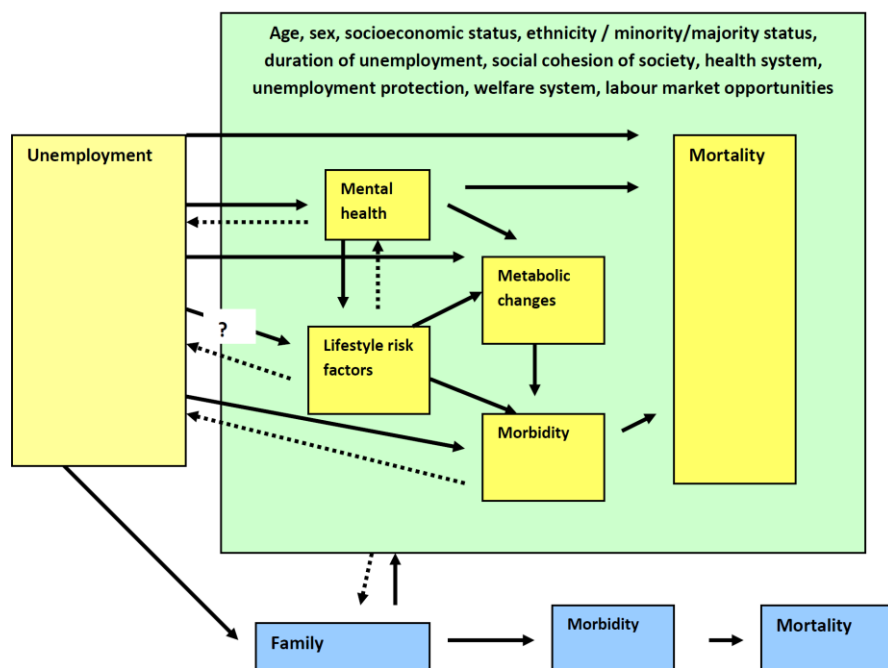
- 2.13 In 2011, Möller carried out a health impact assessment of the effects of unemployment in Wirral [170], using all-cause mortality, limiting long term illness (LLTI) and mental health problems as the health outcomes calculated. Möller reviewed eleven longitudinal studies of unemployment and mortality, which had study periods in the 1970s, 1980s and 1990s. All found a statistically significant positive relationship between a period of unemployment and subsequent increased mortality risk, after adjusting for confounding factors (which varied by study, but as a minimum, age), with relative risks of between 1.14 and 2.12. The studies overall had a greater proportion of men than women; when analysed separately, risks for men were somewhat higher.
- 2.14 The mean risk ratio of all studies was 1.68, and the overall risk ratio weighted by number of study participants was 1.69 (95% confidence interval [CI] 1.43–2.01) for men (216,060 participants), 1.39 (1.05–1.97) for women (77,191 participants) and 1.58 (1.19–1.85) for both sexes (265,652 participants). However, Möller noted that the evidence for sub-causes of mortality in some of these studies was conflicting or implausible (e.g. increase in cancer risk with insufficient lag time for such an effect), and that some of the earlier studies from the 1970s and 1980s had made only limited adjustments for confounding factors. The potential importance of selection bias (i.e. the 'healthy worker effect', in which ill-health can be either a cause or outcome of unemployment) was also discussed. Möller therefore considered that the strongest evidence was offered by the most recent study reviewed, by Lundin *et al* [171], which controlled for twelve potentially confounding individual risk factors. This study, with a cohort of 49,321 working-age Swedish men who were unemployed in 1992-94, showed a relative mortality risk of 1.57 (95% CI 1.13–2.15) in the follow-up period of 1995-2003.

- 2.15 A 2013 review-of-reviews paper by Herbig *et al* [172] provides a useful summary of mortality and also various mental and physical disease evidence, concluding that the relationships between unemployment, overall mortality and mental illness are well documented, with longitudinal studies indicative of causality. The evidence of all-cause mortality is provided mainly by a meta-analysis following an unusually thorough literature review by Roelfs *et al* [173], which found 42 studies of individual-level unemployment and all-cause mortality published prior to 2009. Roelfs *et al* found that the mean hazard ratio¹⁰ after individual studies' adjustment for age and other covariates (if undertaken) was 1.63 (95% CI 1.49–1.79). The hazard ratio was considerably higher for men than women: 1.78 (1.56–2.02) compared to 1.37 (1.17–1.60). Interestingly, although all study participants were of working age, a significantly lower hazard ratio was found for those towards the end of their working careers (50 to 65 years old), at only 1.25 (1.03–1.52) for both genders together.
- 2.16 Roelfs *et al* also investigated differences in risk with time elapsed since the unemployment was recorded, finding little difference in the risk between groups studied after five or ten years, and a decrease in risk in groups with a follow up period beyond ten years (though no statistically significant trend), indicating that if causal, the mortality risk posed by a period of unemployment persists for at least the following ten years. Finally, Roelfs *et al* highlighted the difference in apparent risk when comparing unemployed persons with either the general population or those in employment. This is important when evaluating studies, which should compare unemployed with employed populations to elucidate health risks associated with being 'unemployed' in the sense of being of working age, able to and seeking work, but unable to secure work, compared to being in employment.
- 2.17 A further recent study from Sweden by Vågerö and Garcy, 2016 [174], not included in the above meta-analysis, also finds increased health risk subsequent to unemployment during a recession period (after adjusting for prior health and social confounders), with hazard ratio of 1.26 (1.23–1.28) for all-cause mortality, 1.32 (1.20–1.46) for stroke (and 1.13 [1.09–1.18] for all cardiovascular diseases), 1.43 (1.31–1.56) for suicide and strikingly 2.16 (1.89–2.47) for alcohol-related deaths. Apart from alcohol-related deaths (hazard ratio of 1.91 [1.48–2.46]), increased risks were not found for women.
- 2.18 Roelfs *et al* discuss the question of whether and what causal mechanism may underlie the relationship seen, and summarise two broad schools of thought, each with supporting theoretical and empirical evidence: (1) that pre-existing unhealthy behaviours while in employment (e.g. drug, alcohol or tobacco use) do not manifest in ill-health until after the onset of unemployment, with this variable (not effectively controlled for in studies) rather than unemployment itself being the cause of higher mortality among those unemployed; and (2) that unemployment leads people into unhealthy behaviours (as above) due to stress, leads to worse diets (for the same reason,

¹⁰ The ratio of risk of death in the unemployed vs reference population at any given point in time, on the assumption that the ratio of the two death rates is constant even as the magnitude of death rates may diverge over time. This differs from the relative risk, which is the ratio of total risk of death between the two populations over a given time period studied.

and due to reduced income), and causes psychological stress due to perceived lower social status and loss of feeling of personal worth linked to employment.

- 2.19 The evidence for change in unhealthy behaviours / lifestyles with unemployment, as summarised by Möller, Herbig and Roelfs *et al*, is distinctly mixed, with studies finding increases, decreases or no change. In discussion, Roelfs *et al* suggest that the second hypothesis above is better supported by the data, as there is only a relatively small difference in hazard ratio between studies that controlled for health behaviours and those that did not; this being consistent also with Lundin *et al*. Möller puts forward a summary model of potential mechanisms and mediating factors, reproduced below, using the framework of the WHO 'driving force, pressure, state, exposure, effect, action' model of Corvalan *et al*, 1996 [175].



- 2.20 Other meta-analyses and reviews consulted are those of Jin *et al*, 1995 [176], Mathers and Schofield, 1998 [177], Bartley, 1994 [178] and Wilson and Walker, 1993 [179]. Jin *et al* gave a wide-ranging narrative review of the evidence, discussing studies of unemployment and overall mortality, cardiovascular disease mortality, suicide, car accidents, alcohol consumption, and the use of mental or general health care services. Considering criteria supportive of causality, they found a consistent, 'moderately strong', temporally logical (i.e. significant adverse health events following job loss) relationship between unemployment and overall mortality, cardiovascular disease mortality, suicide, and general physical or mental health problems or use of health care services.
- 2.21 Mathers and Schofield note the two-way relationship between unemployment and health, but conclude that there was "reasonably good evidence that unemployment itself is detrimental to health and has an impact on health outcome – increasing mortality rates, causing physical and mental ill-health and greater use of health services". Earlier, Wilson and Walker likewise

concluded that unemployment has an adverse effect on health, increasing likelihood of mortality, depression and anxiety.

- 2.22 Bartley, in 1994, took it as read from the publications reviewed that unemployment is associated with mortality and with worse mental or physical health, and that longitudinal studies have shown the relationship is likely to be causal; his focus was on reviewing possible mechanisms, seeing the mix of stress, financial hardship and psychological effects due to family/relationship breakdowns or lower social interaction as potentially explaining the health outcomes observed.
- 2.23 Writing for the Department of Work and Pensions in 2010, Fujiwara [180] considers the evidence of health impacts including mortality and a range of physical and mental health outcomes sufficient to include in cost-benefit analysis of employment programmes, though for the purpose of monetisation, recommends using GP consultation rates as a proxy indicator for health status.
- 2.24 Notwithstanding Sloggett and Joshi's admonition to avoid assumptions about a 'social miasma' of shorter life expectancy accompanying disadvantage, it is nevertheless also worth considering potential differences in individual mortality risk in the context of generally higher or lower levels of unemployment overall. Hypothetically, during a period of high overall unemployment, there may be more healthy people unemployed (as opposed to the selection effect of ill health leading to unemployment), which would modify mortality risk; more common unemployment may also increase social bonds and reduce stigma associated with being unemployed, reducing psychological and stress effects; but high unemployment might also decrease revenue for social spending and, if persistent, lead to entrenched inequality, barriers to employment and reduction in social opportunities, adversely affecting health and wellbeing in the longer term. A further review and meta-analysis by Roelfs *et al* in 2015 [181] addresses this: overall, they conclude that the magnitude of individual mortality risk associated with unemployment is approximately the same whether in the context of a period of relatively high or low unemployment in the nation overall.

Cardiovascular disease

- 2.25 A number of the studies included in the reviews of all-cause mortality cited above also looked at cardiovascular disease mortality; Möller summarises seven studies that found positive, statistically significant associations, albeit with lesser confidence than the all-cause mortality risks, with lower confidence intervals of <1.0 in several cases.
- 2.26 For mortality from all circulatory diseases, the mean risk ratio of the studies was 1.45, and the overall risk ratio weighted by number of study participants was 1.51 (95% CI 1.28–1.81) for men (109,706 participants), 1.44 (0.81–2.40) for women (48,295 participants) and 1.49 (1.13–1.99) for both sexes (158,001 participants). For ischemic heart disease (IHD), the mean risk ratio was 1.32, and the weighted mean was 1.26 (0.95–1.71) for men (137,729 participants), 1.44 (0.48–4.01) for women (41,636 participants) and 1.31 (0.84–2.24) for both sexes (179,365 participants)
- 2.27 An earlier review by Weber and Lehnert, 1997 [182] had found that the evidence was insufficient to show that unemployment was a risk factor for cardiovascular disease. From the studies cited

by Möller, this would seem still to be the case for women, but there is clearer evidence for an association with risk of all circulatory disease mortality for men.

- 2.28 Five further studies have investigated individual unemployment and cardiovascular or cerebrovascular disease risk. Gallo *et al* in 2006 [183] and Dupre *et al* in 2012 [184], studying older people in the US using data from the Health and Retirement Study, investigated job loss and stroke or myocardial infarction (MI) risk. Gallo *et al* found an MI hazard ratio of 2.48 (95% CI 1.49–4.14) for MI in people over 50 years old suffering involuntary job loss, during the ten-year follow-up period, compared to those in employment. The hazard ratio found for stroke was 2.38 (1.15–4.92). Dupre *et al* subsequently found hazard ratios of 1.35 (1.10–1.66) for acute MI (AMI); stroke risk was not investigated. Dupre’s analysis also showed that the AMI risk was higher after several job losses, but that the elevated risk was found mainly in the first year after unemployment. Zagożdżon *et al*, 2014 [185] found a slightly elevated risk of hypertension (OR 1.02 [0.84–1.23]) for people unemployed compared to employed during one year in Poland, though the fairly wide confidence interval around an OR close to 1 limits the confidence attached to this.
- 2.29 By contrast, for people of all working ages in Sweden, Eliason and Storrie, 2009 [186] did not find an increased risk of hospitalisation for cardiovascular diseases including MI or stroke associated with job loss. The 2016 Swedish study of Vågerö and Garcy cited above, however, found a hazard ratio of 1.32 (1.20–1.46) for stroke and 1.11 (1.06–1.17) for IHD among men of all ages who had experienced unemployment in the recession period studied; in women, no elevated risk was found. Vågerö and Garcy note the particular elevated stroke risk for younger men, approximately 30-35 years old at the time of unemployment, of 2.53 (1.13–5.67).
- 2.30 Of note also is a meta-analysis of studies of CHD and perceived job insecurity by Virtanen *et al*, 2013 [187], which found a relative risk of 1.19 (1.00–1.42) for incident cases of CHD, suggesting that stress associated with impending unemployment may be as much of a risk factor as unemployment, and could perhaps explain some of the relationship.

Mental health

- 2.31 Risks of depression, anxiety and other forms of poor mental wellbeing associated with unemployment have been widely studied. Additional risk of suicide has also been found as a component of the association with unemployment and increased mortality rates. On a societal level, there is a large body of evidence associating periods of recession, elevated unemployment and suicide, self-harm or worsened general mental health. A number of evidence reviews have been prompted by the 2008 global economic crisis. WHO, 2011 [188] provides a summary based on two review papers [189, 190], stating that:

“substantial research has revealed that people who experience unemployment, impoverishment and family disruptions have a significantly greater risk of mental health problems, such as depression, alcohol use disorders and suicide, than their unaffected counterparts. Especially men are at increased risk of mental health problems and death due to suicide or alcohol use during

times of economic adversity. Unemployment contributes to depression and suicide, and young unemployed people have a higher risk of getting mental health problems than young people who remain employed.” (page 6)

- 2.32 Corcoran *et al*, 2015 [191] found substantially elevated rates of suicide (for men) and self-harm (for men and women) in Ireland during the 2008-2012 recession period, compared to pre-recession trends. Reviewing suicide rate data from 54 countries, Chang *et al*, 2013 [192] found increased suicide rates mainly for men in European and American countries subsequent to the 2008 economic crisis.
- 2.33 Several systematic reviews have found that the 2008 economic crisis and resulting rising unemployment and/or lower wages have been associated with increased rates of mood disorders, depression, anxiety, alcohol abuse, suicide, and worsened general mental health [193, 194, 195, 196, 197]. Van Hal, 2015 [198] suggests that austerity measures resulting in reduction of mental health care services have exacerbated these impacts, in a review of studies of the economic crisis's impacts. Reviewing the evidence of risk factors and mechanisms for the association of economic recession and suicide, Haw *et al*, 2015 [199] found that the clearest evidence is for unemployment; and similarly Reeves *et al*, 2015 [200], analysing male suicide in 20 EU countries during the recession, found that unemployment was most significantly associated with suicide rates (compared to other factors investigated, unaffordable housing, household indebtedness, social spending per capita). In contrast, Coope *et al*, 2015 [201] investigated coroners' records in England and found that suicide deaths considered to be recession-related were more common among those still in employment, but with financial distress and dependents, and limited contact with psychiatric services.
- 2.34 In England, Katikireddi *et al*, 2012 [202] found that prevalence of poor mental health (measured through a general health questionnaire) increased for men but not women in the two years following onset of the 2008 recession; the worsening of mental health was seen in both the employed and unemployed, which the authors suggest may be explained by the effects of perceived job insecurity. Barr *et al*, 2015 [203] also found that trends in unemployment during the recession period in England (2009-2013) were associated with but did not fully explain rises in self-reported mental health problems.
- 2.35 Regarding specifically unemployment and suicide risk, a meta-analysis by Milner *et al*, 2013 [204] (based on six Scandinavian cohort studies) found a relative risk of 1.70 (95% CI 1.22–2.18) overall, with some evidence from two of the studies with shorter follow-up periods of a greater risk within five years after unemployment: 2.50 (1.83–3.17). In 2014, Milner *et al* went on to produce a meta-analysis adjusting for mental health status pre-unemployment [205], to further explore evidence for cause and effect. After adjustment for prior mental health status, the relative risk associated with unemployment remained but was lower, at 1.15 (1.00–1.30) for both sexes together.
- 2.36 Concerning unemployment and adverse mental health impacts, the meta-analysis of Paul and Moser, 2009 [206] has been widely cited, as it tested a thorough range of potential moderating

factors, analysed both cross-sectional and longitudinal studies, and considered questions of self-selection and causality by adjusting for the effects of repeated surveys of health status (which tend to bias responses towards improvements on repeat questioning, leading to an over-estimation of the benefits of re-employment) and by studying the 'natural case-control experiments' of factory closures. Paul and Moser found from meta-analysis of the cross-sectional studies an effect size¹¹ of 0.51 for negative impact of unemployment on mental health¹². The authors contextualise this by calculating that it is equivalent to an increase in psychological problems of clinical severity from a rate of 16% in the baseline employed population to 34% in those unemployed. The moderating factors investigated are too numerous to summarise here, but importantly Paul and Moser found a larger effect size for men, for blue-collar workers and for longer duration of unemployment (but stabilising in the second year). In countries with higher income inequality or a lesser social safety net for people in unemployment (which were highly correlated), larger effect sizes on mental health were found.

- 2.37 Paul and Moser's meta-analysis of longitudinal studies, after adjusting for the positive bias of repeat health surveys, found adverse mental health effect sizes of 0.25 for adults losing employment and -0.29 (i.e. beneficial effect) for those gaining re-employment; while these effect sizes are smaller than found in the cross-sectional studies' meta-analysis, they are supportive of there being a causal relationship between unemployment and mental health impacts, in particular that the effects are seen to be reversed by re-employment. The authors report that the studies of factory closures also support that conclusion.
- 2.38 A Swedish cohort study by Hollander *et al*, 2013 [207] has also found evidence of increased hospitalisation rates for a depressive episode among those who became unemployed, with HR of 1.94 (95% CI 1.85–2.03), which is of interest as it is a clinically diagnosed health outcome, whereas many of the studies on mental health rely on self-reported symptoms or analysis of questionnaires designed to measure mental health status.
- 2.39 Moore *et al*'s 2017 systematic review [208] of various interventions (such as job clubs, cognitive behavioural therapy [CBT], and debt advice) to reduce mental health impacts of unemployment found some evidence that job clubs and CBT reduced depression symptoms, though overall the available evidence from primary studies concerning all the intervention types was quite limited.
- 2.40 Janlert and Hammarström, 2009 [209] offer a discussion of three broad theoretical models for how unemployment may lead to the observed outcomes, and then test which have the greatest explanatory power for surveyed health outcomes (mainly for mental health) among a cohort of a 1,044 young Swedish adults up to the age of 30. Economic deprivation of essentials for good health has a very long history as a sociological explanatory model for poor health; evocation of

¹¹ The difference in the mean mental health scores in each group (unemployed and employed) divided by the standard deviation of all the scores, i.e. a larger effect size indicates that the difference between the two groups is of greater importance compared to the natural variability. Qualitative terms are sometimes used, including by Paul and Moser, where e.g. an effect size of 0.2 is considered low, 0.5 medium and 0.8 high (though this is used variably depending on author and context).

¹² with 'mental health' meaning symptoms of distress, depression, anxiety, psychosomatic symptoms, lower subjective well-being, and lower self-esteem, depending on the study; the overall effects size calculated is for a mix of any/all of these factors.

the stress response or loss of control over an individual's circumstances due to unemployment have also been put forward; reduced social support networks due to unemployment have been posited as affecting health directly or indirectly, as a loss of buffer to stress; and a model of 'latent functions'¹³ [210] has received much support, including by Paul & Moser and Möller in their evidence reviews, cited above. Testing these models, Janlert and Hammarström found that measures of economic deprivation and latent functions in the cohort had statistically the strongest explanatory power for the health outcomes (somatic or depressive symptoms, nervous problems or general self-assessed health) observed.

Health behaviours and social outcomes

- 2.41 Given the evidence of adverse physical and mental health outcomes associated with unemployment, a direct impact on demand for healthcare services would be expected, which may be coupled with a reduction in tax revenue to support such social spending where the rate of unemployment is significant. The overall social and financial consequences of widespread unemployment are too broad a topic to explore here¹⁴ – though estimates of the public spending benefit of moving a person into employment are referenced in the following section – but evidence for additional health and social impacts through changes in salient health behaviours is worth exploring.
- 2.42 Links between unemployment and alcohol abuse, other controlled substance abuse, smoking and body weight have been studied. A number of the mortality studies discussed above have found evidence of increased risk of alcohol-related mortality, and alcohol abuse has also been considered as a mental health outcome in several studies cited in that section.
- 2.43 An early review of unemployment and alcohol abuse evidence by Forcier, 1988 [211] found that while there was clear evidence of a high prevalence of unemployed people in alcohol treatment programmes, and both theoretical and empirical research suggesting that unemployed people were at risk for alcohol abuse, there was little evidence at that time to show that this was triggered by job loss and not the reverse. A more recent systematic review by de Goeij *et al*, 2015 [212] has found widespread evidence of psychological distress caused by unemployment leading to increased alcohol consumption and related health problems in men; however, evidence for men and women that disposable income constraints when unemployed led to reduced alcohol consumption was also found. The authors concluded therefore that net levels of harmful drinking were likely to be increased for men but not women during periods of economic crisis and unemployment.

¹³ the latent functions that work provides which influence health, in this theory, being “*giving the day a time structure, providing opportunities for social contact with other people, contributing to status and personal identity for the individual, and providing an opportunity to strive towards collective purposes and shared experience*” [196]

¹⁴ though in that context, it is worth noting that authors reviewing studies of health risks in unemployed cohorts during various different time periods have generally not found evidence of a habituation to the normalisation of unemployment in Western societies from around the 1970s onwards; but have found that higher social inequality (e.g. as measured by Gini coefficient) and lower social safety net are moderating factors that exacerbate health impacts.

- 2.44 de Goeij *et al* have further studied [213] job loss and excess self-reported episodic or chronic drinking in the Dutch population before and during the 2008 economic crisis, finding that job loss before the recession was not associated with harmful drinking in this population, whereas during the recession, a period of long-term unemployment (>6 months) during the preceding five years was associated with harmful episodic (OR 1.43 [95% CI 1.00–2.04]) and chronic (OR 1.51 [95% CI 1.04–2.20]) drinking for men, and current unemployment was associated with chronic (but not episodic) drinking (OR 1.43 [95% CI 1.03–1.98]); other findings and associations for women were not statistically significant.
- 2.45 Popovici and French, 2013 [214] have found in a US longitudinal study that unemployment is associated with average daily alcohol consumption, frequency of binge drinking, and risk of being diagnosed for alcohol abuse and/or dependence in men and women. Bosque-Prous *et al*, 2015 [215] also found that among older adults (50–64) becoming unemployed in Europe, there was an elevated risk of increasing alcohol consumption to hazardous levels, with RR of 1.55 (1.08–2.23).
- 2.46 Analysis of cross-sectional studies of self-reported drinking pre- and during recession in the England by Harhay *et al*, 2014 [216] found that for white English¹⁵ working-age people during the recession, rates of frequent drinking and binge drinking (frequency of binge and amount of alcohol consumed during) both decreased for the study population as a whole, for men and women. However, during the recession period, it was more common for binge drinkers to be unemployed (OR 1.64 [95% CI 1.22–2.19]), whereas prior to the recession, employment status had little association with binge drinking (unemployment OR 1.03 [0.76–1.41]). As these relationships came from repeated cross-sectional studies, not following individuals in a cohort, it is not possible to say whether becoming unemployed in the recession led to increased binge drinking, or vice-versa.
- 2.47 Dom *et al*, 2016 [217] reviewed studies of substance use in EU countries following the 2008 economic crisis, with a focus mainly on alcohol abuse, among other aims to further investigate de Geoijs's findings that population-wide problematic alcohol use might decrease during recession / heightened unemployment but alcohol abuse among sub-groups (i.e. unemployed men) may increase. Dom *et al* found clear evidence from several studies (including Harhay *et al*, 2014) that unemployment was associated with alcohol abuse (e.g. binge drinking), hospitalisation and/or mortality, and also reported studies showing an overall decrease in alcohol consumption in the general population during the recessionary period. The review found little useful evidence concerning smoking or illegal drug use in the EU countries.
- 2.48 Henkel's 2011 review [218] of literature published between 1990 and 2010 concerning substance abuse, smoking and unemployment found that harmful alcohol consumption, drug abuse or dependence, and smoking, were all more prevalent among people unemployed compared to employed; the relationship was found to run both ways, however, with existing substance abuse

¹⁵ The study was restricted to this ethnicity due to exclude bias due to differing cultural/religious attitudes to alcohol among other groups in England.

increasing the probability of unemployment and reducing the chance of likelihood of re-employment.

- 2.49 Potential associations of illegal drug use with recession and unemployment have also been studied through a systematic ‘realist’ review by Nagelhout *et al*, 2017 [219], which seeks evidence and frameworks for understanding the causality of any associations found. The review found supportive evidence of psychological distress due to unemployment leading to increased illegal drug use, but this was from studies of quite specific contexts or population sub-groups, so it is unclear if this relationship can be generalised. The review did not find evidence that reduced income led to reductions in drug use.
- 2.50 Two recent studies in the UK [220, 221] have found variable relationships between unemployment and being underweight or obese, or weight gain or loss following job loss. Smoking and sleep loss are suggested as potential mediating factors.
- 2.51 From the evidence discussed, it is apparent that recession and rising unemployment (the two often being studied together) may cause both increases and decreases in unhealthy behaviours; but although to a degree a balance of competing impacts may limit the observable net effect in the general population, subgroups (particularly unemployed men) and individuals may be more strongly affected. Poor health behaviours in turn will have wider social consequences and impacts beyond the health of the individuals concerned.

Health Benefits of (Re-)Employment

- 2.52 Considering the evidence set out above, the health and wellbeing benefits of retaining jobs and avoiding unemployment are clear; whether re-employment after a period of unemployment would reverse or ameliorate health risks to a similar degree is less so (discussed below); but nevertheless it is reasonable to expect that this would act to reduce long-term health disbenefits associated with long-term unemployment. This section therefore discusses the potential health benefits of new employment opportunities (if supported with the means to access these) generated by a development project may provide.
- 2.53 Complementing the impact assessment of unemployment on health referenced above, Möller also reviewed the evidence for health benefits of re-employment [222], applying this to calculate potential health benefits for Wirral. Möller discussed the difficulties of studying re-employment, with most longitudinal studies not distinguishing between people who had or had not returned to work after their period of unemployment, and the issue of self-selection, where people with better health during unemployment would have better prospects of re-employment. The evidence available is limited, and much of it focuses on mental health; Möller identified three meta-analyses (containing mainly the same primary studies), all finding a greater improvement in mental health from re-employment than the decline in mental health associated with becoming unemployed: effect sizes of -0.29 to -0.89 were reported. In the health impact calculations, Möller relied on the UK study of Thomas *et al*, 2005 [223], which reported a reduced risk of

- “psychological distress” after re-employment of 0.87 (95% CI 0.69–1.08) for men and 0.79 (95% CI 0.64–0.97) for women (relative to the risk during unemployment being 1.00).
- 2.54 Three longitudinal studies [224, 225, 226] have investigated the effects of re-employment on self-reported health, finding positive associations between re-employment and various aspects of perceived mental and physical health; a similar relationship was found with self-rated quality of life. Interestingly, the Dutch study of Carlier *et al*, 2013, found a steady improvement in self-reported health and quality of life with each month of continuing re-employment, up to the end of the six-month follow-up period. The overall OR found was 2.88 (95% CI 2.37–3.50) for moving from ‘poor’ to ‘good’ perceived health after re-employment (OR 1.05 [0.93–1.18] per month) and 1.76 [1.54–2.02] for poor to good quality of life (1.12 [1.02–1.23] per month). The US study of Park *et al* found ORs of 2.90 (2.23–3.78) for self-reported good mental health and 2.28 (1.82–2.86) for good general health for those in people gaining full-time re-employment compared to those remaining unemployed. Lesser effects were seen for gaining part-time re-employment: 1.63 (1.28–2.06) for good mental health and 1.91 (1.52–2.40) for good general health. A further recent meta-analysis [227] found however no benefit of re-employment on the mental health of long-term unemployed people with more severe mental problems.
- 2.55 The net benefit to the public purse in the UK of one person out of work moving into work at the National Living Wage has been estimated at around £6,900 per annum [228], of which around £850 is estimated to be reduced healthcare costs. The healthcare estimate is drawn from the DWP working paper of Fujiwara cited above, and Fujiwara in turn bases the estimate on a 33% decrease in GP consultation rates for someone moving from unemployment to employment¹⁶, with this taken as a proxy for overall NHS use and applied to the average NHS spending per person in 2008¹⁷. Fujiwara also estimates that this benefit would be on average doubled in the case of a person who was initially in poor health (if assuming the same proportional reduction in healthcare use after gaining employment), due to the higher initial healthcare costs in that case.
- 2.56 Social policy authors have made a distinction between short periods of unemployment on the one hand, and long-term unemployment leading to disengagement from the jobs market (and other aspects of the social contract) on the other. Several authors emphasise the importance therefore of avoiding long-term, entrenched unemployment, noting that this can become a persistent and locally concentrated issue that remains even in strong labour market conditions. Taking into account the ecological model of health, with the evidence that neighbourhood or community-level deprivation including unemployment does appear to exacerbate negative health impacts (as discussed above), a focus on avoiding specifically the creation of long-term unemployment is likely to be important as a preventative health action.

¹⁶ Fujiwara makes a general estimate from the findings of several studies that GP consultation rates increase by 50% for someone who has become unemployed; he further estimates that the relationship is asymmetrical and the additional health cost of moving from employment to unemployment is 1.5 times the converse; $0.5 / 1.5 = 0.33$.

¹⁷ Inflated to 2016 prices, the £850 estimate would be around £1,041 [238]; this does not account for any changes in per-person NHS spending during that period.

- 2.57 Campbell *et al*, 1998 [229] reviewed the effectiveness of local responses to long-term unemployment, and emphasised strongly that creation of job opportunities alone is “*not a sufficient, nor necessary, condition for reducing long-term unemployment*” and that jobs “*do not just trickle down to those in long-term unemployment*”. Campbell *et al* discuss the various structural barriers to those in long-term unemployment accessing job opportunities, and suggest that bottom-up, locally-rooted approaches to reducing long-term unemployment, employing partnerships with multiple local stakeholders, are the most effective response.
- 2.58 Berthoud, 2007 [230] discusses trends in inequalities in the distribution of employment, seeing a growing divide between ‘work-rich’ and ‘work-poor’ families¹⁸, with work opportunities accruing to families with one person already in work, and a concomitant growth in families with nobody in employment, disengaged in the long-term from economic activity. Alongside this, Berthoud highlights particular risk of worklessness for lone parents (though reducing over time) and for men with disabilities and low qualifications (increasing over time).
- 2.59 The polarisation of employment and unemployment – on a geographical and a family or household level – suggests that a key preventative action to mitigate the health disbenefits of unemployment is to avoid short-term job loss turning into long-term unemployment creation, and being aware that job creation in itself is not sufficient to address long-term unemployment.
- 2.60 It is also worth noting that major and systematic job losses in a particular area will impact not just on current workers made redundant, but also on the opportunities for young people entering the workforce (i.e. loss of the usual natural replacement rate job opportunities). Henderson, 2017 [231] summarises findings from the ‘Next Steps Age 25’ survey showing the significantly worse self-reported general health and indicators of mental ill-health among 25-year-olds who are unemployed or in insecure/zero-hours employment) compared to those in full-time employment. A literature review of the effects of insecure employment or unemployment on the health of young people by Vancea and Utzet, 2017 [232] also found evidence that “*young people are especially vulnerable to health problems when unemployed or working in precarious conditions*”.
- 2.61 One response to long-term unemployment (or low quality employment) is often to support skills gain, on the basis that a higher level of qualifications is associated with higher wages, which is evident as a general relationship. Structured approaches to this such as apprenticeships are recognised as valuable, and opportunities for training and workplace progression are considered to be markers of good quality employment [233]. There can also evidently be a need for gaining employable skills or re-skilling for those out of work for longer periods or where there has been structural change in types of employment available.
- 2.62 However, care must be taken not to overstate the benefits of education, training and skills gain. Taylor, 2012 [234], for example, summarises theoretical views contrasting human capital theory with evidence of a dual market for high-skill/secure and low-skill/insecure jobs, and the limits in

¹⁸ where ‘family’ is a social unit, similar to ‘household’ but contrasted with ‘individual’; it does not necessarily imply having children

- demand for highly skilled workers. He shows that at best there are likely to be structural limits to the availability of high-skill/high-quality of employment and related health and wellbeing gains.
- 2.63 With this in mind, when discussing the health benefits of employment, of course it is not just a binary question of employment versus unemployment. The quality of employment is of great importance to whether there are associated health benefits, and how substantial. In a recent government position paper, the ‘Taylor Review’, 2017 [233], Taylor and co-authors are the latest to make explicit that link, stating that “*the shape and content of work and individual health and wellbeing are strongly related*” (page 9) and “*quality of work is strongly linked to better health outcomes for individuals*” (page 97). The Taylor Review lists the aspects of ‘quality’ of work as wages, security (permanent or temporary work), progression, working hours (e.g. regular hours, zero-hours or over-working), training and learning opportunities, working environment, work-life balance and employee participation in decisions (e.g. through unions).
- 2.64 With regard to wages, a reasonable minimum income standard indicative of good quality employment is likely to be somewhat higher than the National Living Wage in many cases; in a 2017 minimum income standard update, Padley and Hirsch [235] calculate that outside London, the discrepancy for a single person working full time would be around 22%, though less for a couple with children.
- 2.65 Reviewing the opportunities and business case for improving the quality of working life for low-paid workers, Philpott, 2014 [236] was relatively pessimistic about wider changes beyond certain exemplar employers, concluding that the prevalence of low-skill, low-wage employment and in-work poverty (which would not offer (all) the health benefits desired over unemployment) is the result of “*deep-seated structural and institutional features of our economy and society*” (page 57).
- 2.66 Of particular note is the recent attention given to zero-hours contracts, following a longer-term trend for more flexible but lower security working. The disadvantages to individuals and potential for exploitative working practices from insecure employment have been widely discussed [231, 237, 238, 239, 240], and the associated risks to health and wellbeing, in particular cardiovascular and mental health, have been cited in some of the references in the unemployment section above.
- 2.67 While it has been suggested that an insecure or low quality job is still better (or at least less harmful to health) than unemployment [241], there is evidence from meta-analyses that insecure employment is associated with adverse health impacts [187, 242, 243] and a recent review by Kim and von dem Knesebeck, 2015 [244] concluded that while there are differences between the risks of various adverse health outcomes between unemployment or job insecurity (both compared to secure employment), overall, insecure employment “*can pose a comparable threat to health [to] unemployment*”. A further meta-analysis by the same authors in 2016 [245] found that job insecurity over multi-year periods was at least as great a risk factor for depression symptoms as unemployment, although the latter’s risks were apparent more immediately (<1 year).

- 2.68 At the other end of the scale, long working hours and job-related stress ('job strain') have been found in several meta-analyses to be associated with increased incidence of stroke, CHD, excessive alcohol use and, for individuals with low socio-economic status, type two diabetes [246, 247, 248, 249].
- 2.69 In this context overall, nuance is needed when considering the health impacts of jobs lost, safeguarded or provided through new opportunities: treating the employment opportunities not just as a lump sum or net balance, but considering the quality of employment and in preventative action seeking to ensure that high quality, secure employment is gained, in order that health benefits are realised and maximised.

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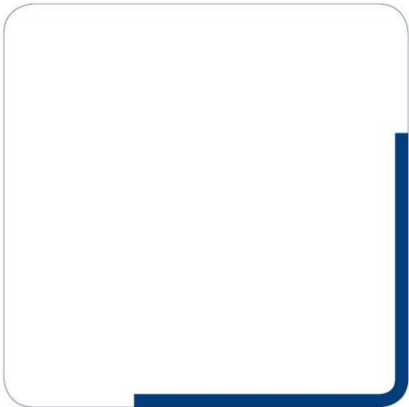
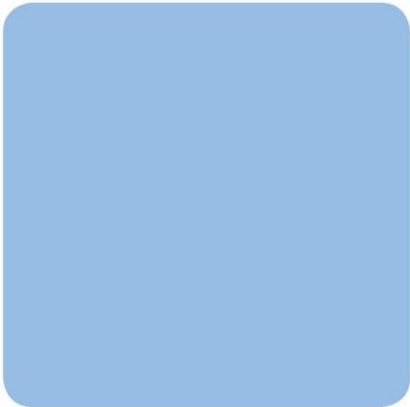
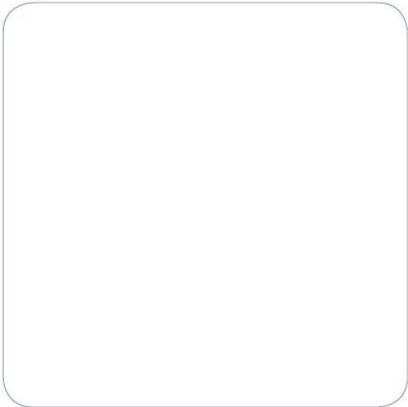
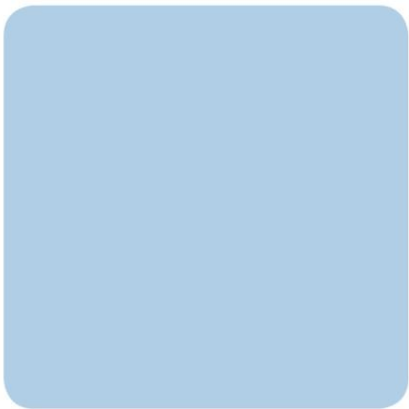
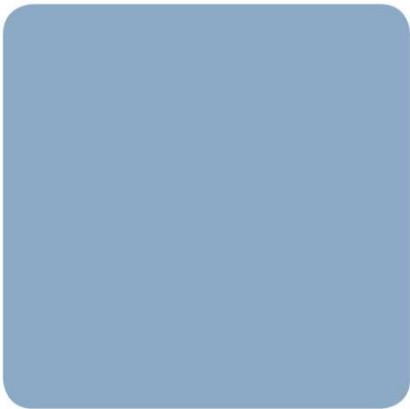
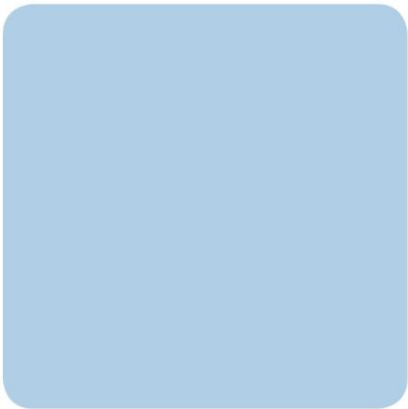
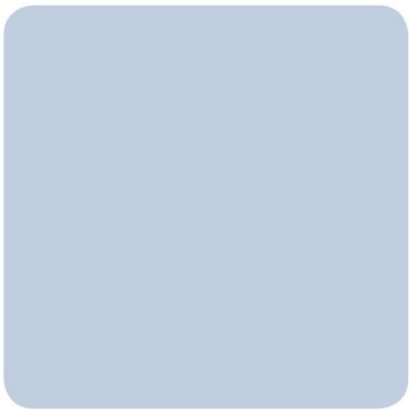
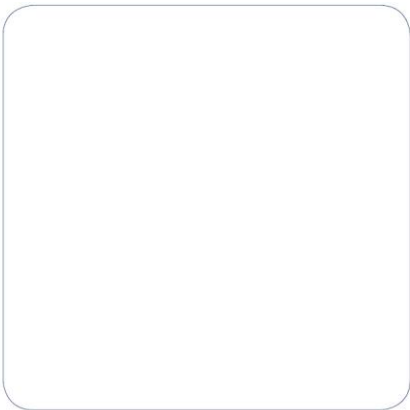
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Appendix A17.1: Construction Major Accidents

ID	Location	Source	Cause	Pathway	Receptor Group	Potential Receptor	Credible Worst Case consequence	Severity of harm	Duration of harm	Magnitude of change	Incorporated Measure	Likelihood	Significance	Effect
1.01	Construction wide - General	Design/Planning	Deficiency in construction planning introducing major accident and disaster risk.	Various	Population/ Designated site/ SPZ	Onsite/ offsite population/ RAMSAR/SAC/SPA/SPA/SPZ	Possible loss of life/injury to people or environmental impact (e.g. to SPZ/RAMSAR/SAC/SPA) through deficiencies in the design process resulting in a release of hazardous material, fire, collision/impact, structural failure or air incident. Credible Worst Case: loss of designation for SPZ with duration >6 years, or multiple loss of life.	Catastrophic	Very Long	Very High	Management of major accident and disaster hazards through construction risk assessment in accordance with Construction (Design and Management) Regulations 2015 and good working practices (e.g. set out in the Construction Environmental Management Plan, CEMP). Risk assessment for each phase of construction including risks while the airport is operational post Phase 1 construction. Risk management with risk reduction to As Low As Reasonably Practicable and implementation of inherent safe design approaches for major accidents and disasters. Construction plan to include specific measures for activities in proximity of SPZ1. For example, retention of material on runway/taxiway or protection to the SPZ1 adit where possible and agreed construction methods in consultation with EA. Drainage and containment during construction (see ES Chapter 8). Measures for runway and taxiway protection (see ES Chapter 10). Oils, chemicals and fuels will be stored in designated locations, preferentially away from SPZ1, with specific measures to prevent leakage and release of their contents to water receptors, including the siting of the storage area away from pathways to the RAMSAR/SAC/SPA at Pegwell Bay. Minimisation of fuel, oil and hazardous chemical storage and handling. Tanks and stored chemicals will be away from excavation and vehicle/swung loads movements. Pre-construction site inspection and survey for safety and environmental management purposes, including historical and ground stability (e.g. historical unexploded ordnance, tunnels/potential subsidence). Construction measures for protection of heritage as in ES Chapter 9. Trained and competent workers and supervisors. Approved contractors. Control of ignition for flammable materials as required under Dangerous Substances and Explosive Atmospheres Regulations 2002 (DSEAR) regulations. Collision barriers will be provided where required. Traffic controls and site rules.	Highly improbable	Minor	Not Significant
1.02	Construction wide - General	Safety/ Environmental Management and Emergency Plan	Deficiency in the safety/environmental/emergency process introducing major accident and disaster risk.	Various	Population/ Designated site/ SPZ	Onsite/ offsite population/ RAMSAR/SAC/SPA/SPA/SPZ	Possible loss of life/injury to people or environmental impact (e.g. to SPZ/RAMSAR/SAC/SPA) through deficiencies in the management process resulting in a release of hazardous material, fire, collision/impact, structural failure or air incident. Credible Worst Case: loss of designation for SPZ with duration >6 years, or multiple loss of life.	Catastrophic	Very Long	Very High	Management of major accident and disaster hazards through construction risk assessment in accordance with Construction (Design and Management) Regulations 2015 and good working practices (e.g. set out in the Construction Environmental Management Plan, CEMP). Construction safety/Environmental Management Plans to include risk assessment and management for major accidents and disasters, adoption of inherent safe design principles and an Emergency Plan (including those while the airport is operational post Phase 1 construction and environmental response to major accidents and disasters). Regulatory compliance as per Health and Safety as Work Act and Management of Health and Safety at Work Regulations. Construction safety and environmental management will include interaction with the operational (Post Phase 1 construction) airport safety/environmental and Emergency Plan to ensure no compromise to airport management and controls. Emergency Plan for identified major accidents and disasters; including control, emergency response, clean up and restoration. Emergency procedures for construction activities in non-routine conditions (e.g. adverse weather), including tie down and cessation where required. Safety, environmental and emergency procedures for construction activities in non-routine conditions (e.g. adverse weather), including tie down and cessation where required.	Highly improbable	Minor	Not Significant
1.03	Construction wide - General	Safety, Environmental and Emergency Management	Interaction with operating airport (Post Phase 1 construction).	Various	Population/ Designated site/ SPZ	Onsite/ offsite population/ RAMSAR/SAC/SPA/SPA/SPZ	Possible loss of life/injury or environmental impact (e.g. to SPZ/RAMSAR) through air incident, release of substance damaging to the environment, ignition of flammable substance, structural failure, fire.	Catastrophic	Very Long	Very High	The Construction Safety Management Plan, Construction Environmental Management Plan (CEMP), Emergency Response Plan and risk assessments for MA&D will include interaction with the operational (Post Phase 1 construction) airport safety/environmental systems and Emergency Plan to ensure no compromise to airport management and controls. Hierarchy of control for airport safe operation. Construction Emergency Plan for major accidents and disasters covering control, management, co-ordination, emergency response, clean up and restoration. Airport Management of Change procedures for airport safety, environmental and emergency management to ensure safe operation, prevent environmental and safety conflicts between construction and airport operations, and to ensure new equipment/operations/changes are appropriately incorporated into the airport's operations and procedures. Overlay of extended paved area with asphalt in initial construction phase to mitigate against any potential FOD hazard. Construction plan to include communication and agreement of temporary changes to airport workers, visitors and visiting pilots. Construction management and security plans to include; potential for flying debris/projectiles from rotating equipment; dust management; interaction with airport safety/environmental/emergency systems and vice versa (including obscuration of signs and lighting); interaction with airport operations, systems and utilities; collision/impact; airport security/cyber security/access; heavy lifts; use of tall and/or mobile equipment; communication and control of temporary changes (e.g. to runways, taxiways, roadways, access/egress routes); and changes to emergency response arrangements, capacity and capability).	Highly improbable	Minor	Not Significant
1.04	Construction Areas - site wide	Structural/civils failure	Structural Collapse/ excavation failure/collapse of stacks (e.g. waste spoil)/piling from e.g. Human error, construction plan failure, unrevealed civil/ground stability, impact, collision.	Direct	Population	Onsite workers	Credible Worst Case: multiple injury/potential for loss of life in low numbers for workers in proximity.	Major	Medium	Medium	Design, safety/environmental management and Emergency Plans as outlined in 1.01 and 1.02. Site rules, including traffic plan. Construction planning, management, risk assessments, supervision and safe work practices. Site layout and stacking/storage to conform to industry standards, including waste. Pre-construction surveys and investigations. Secure site access, no unauthorised site personnel. Approach for on-site piling agreed with the EA.	Very unlikely	Minor	Not Significant
1.05	Construction Areas - site wide	Structural/civils failure	Structural Collapse/ excavation failure/collapse of stacks (e.g. waste spoil)/piling from e.g. Human error, construction plan failure, unrevealed civil/ground stability, impact, collision.	Via Drainage/ lesser pathway via groundwater	Designated land/water (international/n ational)	RAMSAR/SAC/SPA/SSSI/ NNR	Credible Worst Case: Failure of structures/equipment/civils leading to fuel or IBC operational chemical release. Potential entry of hazardous material to Pegwell Bay. Low quantities of ecotoxic material anticipated. Credible Worst Case: Thanet Coast, Sandwich Bay polluted by release of fuel/chemical from construction site to Pegwell Bay. Recovery duration <10 years.	Severe	Medium	Low	Design, safety/environmental management and Emergency Plans as outlined in 1.01 and 1.02. Site rules, including traffic plan. Construction planning, management, risk assessments, supervision and safe work practices, including risk assessment to reduce risk to As Low As Reasonably Practicable. Quantities of ecotoxic material managed and minimised. Ecotoxic material stored in approved containers and in designated storage areas, appropriately contained and located away from pathways to Pegwell Bay and away from excavations. Pre-construction site survey and inspection. Construction drainage strategy. Environmental Response Plan.	Improbable	Negligible	Not Significant
1.06	Construction Areas - site wide	Structural/civils failure	Structural Collapse/ excavation failure/collapse of stacks (e.g. waste spoil)/piling from e.g. Human error, construction plan failure, unrevealed civil/ground stability, impact, collision.	via Ground	SPZ	SPZ	Credible Worst Case: Failure of structures/equipment/civils leading to fuel tank or IBC operational chemical release. Potential entry of hazardous material to SPZ. Release outside of SPZ1. Recovery period < 6 years.	Major	Long	High	Design, safety/environmental management and Emergency Plans as outlined in 1.01 and 1.02. Site rules, including traffic plan. Construction planning, management, risk assessments, supervision and safe work practices, including risk assessment to reduce risk to As Low As Reasonably Practicable. Quantities of ecotoxic material managed and minimised. Ecotoxic material stored in approved containers and in designated storage areas located away from SPZ1 and away from excavations. Pre-construction site survey and inspection. Bulk of existing runways and taxiways retained for protection to the SPZ1 adit. Environmental Response Plan.	Improbable	Minor	Not Significant
1.07	Construction Areas - site wide	Fuel/Chemical handling/storage/transfer (fuel/chemical storage/batching plant)	Collision/Impact by vehicle or dropped/swung load, management/control failure, human error, maintenance, inspection or design failure leading to release of substance classed as hazardous to people. Potential for fire/explosion if flammable and ignited.	Direct	Population	Onsite workers	Credible Worst Case: Fire/toxic exposure with multiple injury/potential for loss of life in low numbers for workers in proximity.	Major	Medium	Medium	Design, safety/environmental management and Emergency Plans as outlined in 1.01 and 1.02. Site rules, including traffic plan. Construction planning, management, risk assessments, supervision and safe work practices, including risk assessment to reduce risk to As Low As Reasonably Practicable. Construction Environmental Management Plan including drainage. Low inventories of fuel/hazardous chemicals anticipated. Storage in dedicated secure area with suitable containment, isolation and drainage. Inspection and maintenance. Restricted access to construction site. Secure site access, no unauthorised site personnel.	Very unlikely	Minor	Not Significant
1.08	Construction Areas - site wide	Fuel/Chemical handling/storage/transfer (fuel/chemical storage/batching plant)	Collision/Impact by vehicle or dropped/swung load, management/control failure, human error, maintenance, inspection or design failure leading to loss of containment of substance classed as hazardous to the environment.	Via Drainage/ lesser pathway via groundwater	Designated land/water (international/n ational)	RAMSAR/SAC/SPA/SSSI/ NNR	Credible Worst Case: Fuel tank or IBC operational chemical. Potential entry of hazardous material to Pegwell Bay. Low quantities of ecotoxic material anticipated. Credible Worst Case: Thanet Coast, Sandwich Bay polluted by release of fuel/chemical from construction site to Pegwell Bay. Recovery duration <10 years.	Severe	Medium	Low	Design, safety/environmental management and Emergency Plans as outlined in 1.01 and 1.02. Site rules. Construction planning, management, risk assessments, supervision and safe work practices, including risk assessment to reduce risk to As Low As Reasonably Practicable. Quantities of ecotoxic material managed and minimised. Ecotoxic material stored in approved containers and in designated storage areas, appropriately contained and located away from pathways to Pegwell Bay and away from excavations. Pre-construction site survey and inspection. Traffic controls, plan and collision protection. Construction drainage strategy. Environmental Response Plan.	Improbable	Negligible	Not Significant

Appendix A17.1: Construction Major Accidents

ID	Location	Source	Cause	Pathway	Receptor Group	Potential Receptor	Credible Worst Case consequence	Severity of harm	Duration of harm	Magnitude of change	Incorporated Measure	Likelihood	Significance	Effect
1.09	Construction Areas - site wide	Fuel/Chemical handling/storage/transfer (fuel/chemical storage/batching plant)	Collision/impact or management/control failure, human error, maintenance, inspection or design failure leading to loss of containment of substance classed as hazardous to the environment.	via Ground	SPZ	SPZ	Credible Worst Case, failure of fuel tank as a result of structural/civils failure (Credible Worst Case fuel tank or IBC operational chemical). Potential entry of hazardous material to SPZ. Release outside of SPZ1. Recovery period < 6 years.	Major	Long	High	Design, safety/environmental management and Emergency Plans as outlined in 1.01 and 1.02. Site rules, including traffic plan. Construction planning, management, risk assessments, supervision and safe work practices, including risk assessment to reduce risk to As Low As Reasonably Practicable. Construction Environmental Management Plan including drainage. Quantities of ecotoxic material managed and minimised. Ecotoxic material stored in approved containers and in designated storage areas located away from SPZ1 and away from excavations. Pre-construction site survey and inspection. Construction plan with specific consideration for activities in proximity of SPZ1. This includes retention of surface on runway/taxiway for protection to the SPZ1 adit where possible and agreed construction methods in consultation with EA.	Improbable	Minor	Not Significant
1.1	Construction Areas - site wide	Vehicles	Loss of vehicular control, human error. Direct impact	Direct	Population	Onsite workers	Credible Worst Case: Injury/potential for loss of life for workers in low numbers directly impacted.	Major	Medium	Medium	Design, safety/environmental management and Emergency Plans as outlined in 1.01 and 1.02. Construction planning, management, risk assessments, supervision and safe work practices, including risk assessment to reduce risk to As Low As Reasonably Practicable. Construction Environmental Management Plan. Construction site safe work practices, including site rules, speed limits, traffic controls, restricted access, dedicated roadways, trained and competent personnel and pedestrian ways. Secure site access, no unauthorised site personnel.	Very unlikely	Minor	Not Significant
1.11	Construction Areas - site wide	Vehicles	Loss of vehicular control, human error. Direct impact	Via Drainage/ lesser pathway via groundwater	Designated land/water (international/ national)	RAMSAR/SAC/SPA/SSSI/ NNR	No pathway to receptor.	Not MA&D	n/a	Sub MA&D	Design, safety/environmental management and Emergency Plans as outlined in 1.01 and 1.02. Construction planning, management, risk assessments, supervision and safe work practices, traffic controls, including risk assessment to reduce risk to As Low As Reasonably Practicable.	n/a	Negligible	Not Significant
1.12	Construction Areas - site wide	Vehicles	Loss of vehicular control, human error. Direct impact	No pathway	SPZ	SPZ	No pathway to receptor.	Not MA&D	n/a	Sub MA&D	Design, safety/environmental management and Emergency Plans as outlined in 1.01 and 1.02. Construction planning, management, risk assessments, supervision and safe work practices, traffic controls, including risk assessment to reduce risk to As Low As Reasonably Practicable.	n/a	Negligible	Not Significant
1.13	Construction Areas - site wide	Historical site condition	UXO/tunnelling/stability.	Direct	Population	Onsite workers	Credible Worst Case: Worker injuries/potential multiple loss of life in proximity to event.	Catastrophic	Medium	High	Design, safety/environmental management and Emergency Plans as outlined in 1.01 and 1.02. Construction planning, management, risk assessments, supervision and safe work practices, including risk assessment to reduce risk to As Low As Reasonably Practicable. The potential for UXO and historical ground stability issues will be identified, controlled and minimised prior to construction: Inspection, monitoring and Emergency Plan and suitable plans developed to make safe any arising issues. Secure site access, no unauthorised site personnel.	Highly improbable	Minor	Not Significant
1.14	Construction Areas - site wide	Historical site condition	UXO/tunnelling/stability.	Via Drainage/ lesser pathway via groundwater	Designated land/water (international/ national)	RAMSAR/SAC/SPA/SSSI/ NNR	Limited potential for coincident release of hazardous material and UXO/ major ground instability (limited use and storage of hazardous material in construction). Credible Worst Case: Low level of pollution at Pegwell Bay. Recovery in < 10 years.	Severe	Medium	Low	Design, safety/environmental management and Emergency Plans as outlined in 1.01 and 1.02. Construction planning, management, risk assessments, supervision and safe work practices, including risk assessment to reduce risk to As Low As Reasonably Practicable. The potential for UXO and historical ground stability issues will be identified, controlled and minimised prior to construction: Inspection, monitoring and Emergency Plan and suitable plans developed to make safe any arising issues. Drainage Strategy and retention of hazardous material onsite for safe removal. No direct pathway through drainage. Limited use of hazardous material during construction. Safe and secure storage and containment of any that are used.	Highly improbable	Negligible	Not Significant
1.15	Construction Areas - site wide	Historical site condition	UXO/tunnelling/stability.	via Ground	SPZ	SPZ	Potential entry of hazardous material(e.g. fuel) to SPZ if pathway located. Limited potential for coincident release of hazardous material (limited use and storage of hazardous material in construction) and UXO/ major ground instability. Credible Worst Case SPZ 1 close to Fuel Farm or runway. Recovery period > 6 years.	Catastrophic	Very Long	Very High	Design, safety/environmental management and Emergency Plans as outlined in 1.01 and 1.02. Construction planning, management, risk assessments, supervision and safe work practices, including risk assessment to reduce risk to As Low As Reasonably Practicable. The potential for UXO and historical ground stability issues will be identified, controlled and minimised prior to construction: Inspection, monitoring and Emergency Plan and suitable plans developed to make safe any arising issues. Limited use of hazardous material during construction. Safe and secure storage and containment of any that are used.	Highly improbable	Minor	Not Significant
1.16	Construction Areas - site wide	Historical site condition	Demolition (e.g. asbestos, structural collapse)	Direct	Population	Onsite workers	Credible Worst Case: Worker injuries/potential loss of life in low numbers in proximity to event.	Major	Medium	Medium	Design, safety/environmental management and Emergency Plans as outlined in 1.01 and 1.02. Construction planning, management, risk assessments, supervision and safe work practices, including risk assessment to reduce risk to As Low As Reasonably Practicable. The potential for asbestos presence will be identified, controlled and minimised prior to construction: Inspection, monitoring and Emergency Plan and suitable plans developed to make safe any arising issues. Suitable approved waste management and disposal.	Very unlikely	Minor	Not Significant
1.17	Construction Areas - site wide	Waste handling/storage/transport/management	Collision/impact by vehicle or dropped/swung load, management/control failure, human error, inspection or management plan failure leading to loss of containment of substance classed as hazardous to people. Potential for fire/explosion if flammable and ignited.	Direct	Population	Onsite workers	Credible Worst Case: Potential injury/loss of life in low numbers (local to construction area).	Major	Medium	Medium	Design, safety/environmental management and Emergency Plans as outlined in 1.01 and 1.02. Construction planning, management, risk assessments, supervision and safe work practices, including risk assessment to reduce risk to As Low As Reasonably Practicable. Waste management plan and procedures. Storage in dedicated and secure area in approved containers and with suitable containment and drainage strategy. Transport and vehicle controls. Secure site access, no unauthorised site personnel.	Very unlikely	Minor	Not Significant
1.18	Construction Areas - site wide	Waste handling/storage/transport/management	Collision/impact by vehicle or dropped/swung load, management/control failure, human error, inspection or management plan failure leading to loss of containment of substance classed as hazardous to the environment.	Via Drainage/ lesser pathway via groundwater	Designated land/water (international/n ational)	RAMSAR/SAC/SPA/SSSI/ NNR	Low quantities of ecotoxic waste material anticipated. Credible Worst Case: Thanet Coast, Sandwich Bay polluted by release of fuel/chemical from construction site to Pegwell Bay outfall. Recovery duration <10 years.	Severe	Medium	Low	Design, safety/environmental management and Emergency Plans as outlined in 1.01 and 1.02. Construction planning, management, risk assessments, supervision and safe work practices, including risk assessment to reduce risk to As Low As Reasonably Practicable. Waste management plan and procedures. Storage in dedicated and secure area in approved containers and with suitable containment and drainage strategy. Storage of ecotoxic waste away from pathways to Pegwell Bay. No direct pathway through drainage. Transport and vehicle controls.	Improbable	Negligible	Not Significant
1.19	Construction Areas - site wide	Waste handling/storage/transport/management	Collision/impact by vehicle or dropped/swung load, management/control failure, human error, inspection or management plan failure leading to loss of containment of substance classed as hazardous to the environment.	via Ground	SPZ	SPZ	Low quantities of ecotoxic waste material anticipated. Credible Worst Case, failure of fuel tank as a result of structural/civils failure (Credible Worst Case fuel tank or IBC operational chemical). Potential entry of hazardous material to SPZ. Release outside of SPZ1. Recovery period < 6 years.	Major	Long	High	Design, safety/environmental management and Emergency Plans as outlined in 1.01 and 1.02. Construction planning, management, risk assessments, supervision and safe work practices, including risk assessment to reduce risk to As Low As Reasonably Practicable. Waste management plan and procedures. Storage in dedicated and secure area in approved containers and with suitable containment and drainage strategy. Storage of ecotoxic waste away from SPZ1. Transport and vehicle controls.	Improbable	Minor	Not Significant
1.2	Construction - worker compounds	Building/offices/ carparks/ workshops	Fire/collapse.	Direct	Population	Construction workers	Potential loss of life /injury. Credible Worst Case: multiple injuries/ potential for multiple loss of life to occupants of buildings in high numbers (workers).	Catastrophic	Medium	High	Design, safety/environmental management and Emergency Plans as outlined in 1.01 and 1.02. Construction planning, management, risk assessments, supervision and safe work practices, including risk assessment to reduce risk to As Low As Reasonably Practicable. Risk assessment, safety management (including interaction with airport facilities and operational airport) and the Emergency Plan to include major accidents and disasters for contractor compounds, facilities and roadways/parking. Site rules and safe work practices. The Emergency Plan will include firefighting/suppression, evacuation and mustering, emergency management and response, emergency access for emergency services and first aid. Restricted and secure access to construction site.	Improbable	Minor	Not Significant
1.21	Construction - worker compounds	Building/offices/ carparks/ workshops	Release - dangerous to the environment (chemical storage /handling).	Via Drainage/ lesser pathway via groundwater	Designated land/water (international/n ational)	RAMSAR/SAC/SPA/SSSI/ NNR	No significant chemicals/fuels anticipated for compound/office locations. Credible Worst Case: IBC operational chemical and pollution Thanet Coast, Sandwich Bay, low impact (Magnitude is expected to be small). Recovery in < 10 years.	Severe	Medium	Low	Design, safety/environmental management and Emergency Plans as outlined in 1.01 and 1.02. Construction planning, management, risk assessments, supervision and safe work practices, including risk assessment to reduce risk to As Low As Reasonably Practicable. Limited inventory of hazardous material stored on contractor compounds (hazardous material will be stored separately in designated secure areas with appropriate containment and drainage). Risk assessment, Construction Environmental Management Plan and Emergency Plan to include major accident and disasters for the construction compounds facilities, buildings, offices and car parks. The Emergency Plan will include firefighting/suppression, emergency management and response and emergency access for emergency services.	Improbable	Negligible	Not Significant

Appendix A17.1: Construction Major Accidents

ID	Location	Source	Cause	Pathway	Receptor Group	Potential Receptor	Credible Worst Case consequence	Severity of harm	Duration of harm	Magnitude of change	Incorporated Measure	Likelihood	Significance	Effect
1.22	Construction - worker compounds	Building/offices/ car parks/ workshops	Release - dangerous to the environment (chemical storage /handling).	via Ground	SPZ	SPZ	No significant chemicals/fuels anticipated for compound/office locations. Credible Worst Case: IBC operational chemical. Potential entry of hazardous material to SPZ. Release outside of SPZ1. Recovery period < 6 years.	Severe	Long	Medium	Design, safety/environmental management and Emergency Plans as outlined in 1.01 and 1.02. Construction planning, management, risk assessments, supervision and safe work practices, including risk assessment to reduce risk to As Low As Reasonably Practicable. Location planning preferentially away from SPZ 1 and drainage strategy. Limited inventory of hazardous material stored on contractor compounds (hazardous material will be stored in designated secure areas with appropriate containment and drainage). Risk assessment, Construction Environmental Management Plan and the Emergency Plan to include major accident and disasters for the construction compounds facilities, buildings, offices and car parks. The Emergency Plan will include firefighting/suppression, emergency management and response and emergency access for emergency services.	Improbable	Minor	Not Significant
1.23	Fuel Farm construction and commissioning	Disposal of tanks/ commissioning of new tanks and equipment	Release of residual fuel during replacement with possible ignition leading to fire; Mechanical/equipment/control system failure, human error, construction/design plan failure, impact/collision.	Direct	Population	Construction workers/ offsite	Credible Worst Case: Release of full fuel tank with ignition. Multiple injuries/potential multiple loss of life from thermal/fire effects to people in proximity of release (worker/public).	Catastrophic	Medium	High	Design, safety/environmental management and Emergency Plans as outlined in 1.01 and 1.02. Construction planning, management, risk assessments, supervision and safe work practices, including risk assessment to reduce risk to As Low As Reasonably Practicable. Commissioning Plan and risk assessment. Safe working practices and methods statements/procedures including heavy lifts, confined working and control of flammable atmospheres and ignition sources. Specific risk assessment and Emergency Plan for tank removal and new tank/equipment/safeguard commissioning, including major accident and disaster risk potential. Restricted access and site rules. Plan for inspection, monitoring and safe removal of tank waste fuel. Trained and competent workers and approved contractors as part of plan, including waste fuel contractors. Compliance with Health and Safety at Work Act.	Improbable	Minor	Not Significant
1.24	Fuel Farm construction and commissioning	Disposal of tanks/ commissioning of new tanks and equipment	Release of fuel during replacement; Mechanical/equipment/control system failure, human error, construction/design plan failure, impact/collision.	Via Drainage/ lesser pathway via groundwater	Designated land/water (international/ national)	RAMSAR/SAC/SPA/SSSI/ NNR	Release of significant Fuel entering RAMSAR/SAC. Credible Worst Case tank contents: Thanet Coast, Sandwich Bay, and loss of tank content. Recovery in < 10 years.	Catastrophic	Medium	High	Design, safety/environmental management and Emergency Plans as outlined in 1.01 and 1.02. Construction planning, management, risk assessments, supervision and safe work practices, including risk assessment to reduce risk to As Low As Reasonably Practicable. Commissioning Plan and risk assessment. Specific risk assessment and Emergency Plan for tank removal and new tank/equipment/safeguard commissioning, including major accident and disaster risk potential. Plan for inspection, monitoring and safe removal of tank waste fuel. Trained and competent workers and approved contractors as part of plan, including waste fuel contractors. Construction Drainage Strategy.	Highly improbable	Minor	Not Significant
1.25	Fuel farm Construction and commissioning	Disposal of tanks/ commissioning of new tanks and equipment	Release of fuel during replacement; Mechanical/equipment/control system failure, human error, construction/design plan failure, impact/collision.	via Ground	SPZ	SPZ	Release of significant fuel entering SPZ. Credible Worst Case tank contents: Damage leading to loss of status and recovery > 6 years.	Catastrophic	Very Long	Very High	Design, safety/environmental management and Emergency Plans as outlined in 1.01 and 1.02. Construction planning, management, risk assessments, supervision and safe work practices, including risk assessment to reduce risk to As Low As Reasonably Practicable. Commissioning Plan and risk assessment with specific measures for protection of SPZ. Specific risk assessment and Emergency Plan for tank removal and new tank/equipment/safeguard commissioning, including major accident and disaster risk potential. Plan for inspection, monitoring and safe removal of tank waste fuel. Trained and competent workers and approved contractors as part of plan, including waste fuel contractors. Construction Drainage Strategy.	Highly improbable	Minor	Not Significant
1.26	Essential safety/environmental systems and utilities (gas, electricity, communications, drainage, water)	Loss of essential systems/utilities to construction	Loss of service/safety/environmental controls initiating cause for release, fire or collision. Resulting from human error (e.g. disturbance of buried line or tie in error), design/construction plan failure, collision/impact or equipment/ management/control failure.	Direct	Population/ Designated site/ SPZ	Onsite/ offsite population/ RAMSAR/SAC/SPA/SPA/SPZ	Potential loss of life /injury. Potential damage to RAMSAR/SPZ. Credible Worst Case: loss of designation for SPZ with duration >6 years, or multiple loss of life.	Catastrophic	Very Long	Very High	Design, safety/environmental management and Emergency Plans as outlined in 1.01 and 1.02. Construction planning, management, risk assessments, supervision and safe work practices, including risk assessment to reduce risk to As Low As Reasonably Practicable. This will include provision for loss of utilities, tie in to operational utilities. Risk assessment for essential utilities and safety systems including availability of systems (redundancy and back-up for essential safety and environmental controls). Management controls for safe cessation and restart.	Highly improbable	Minor	Not Significant
1.27	Construction - Firefighting	Firefighting /firewater runoff	Contaminated /contaminated firewater runoff - dangerous to the environment.	Via Drainage/ lesser pathway via groundwater	Designated land/water (international/ national)	RAMSAR/SAC/SPA/SSSI/ NNR	Release of fuel or hazardous chemical (dangerous to the environment) in contaminated firewater. Credible Worst Case: Thanet Coast, Sandwich Bay. Designation withdrawn for several years. Credible Worst Case: contamination following fuel tank fire and release. Recovery in < 10 years.	Catastrophic	Medium	Medium	Design, safety/environmental management and Emergency Plans as outlined in 1.01 and 1.02. Onsite firefighting foam will not be ecotoxic, including during construction. Firewater runoff hazards will be included in the Construction design, drainage strategy, Construction Environmental Management System and Emergency Plan. Construction Environmental Management Plan will include risk assessment to ensure risk is reduced to As Low As Reasonably Practicable. Onsite firefighting foam will be selected to be will be selected to be non-hazardous to the environment. Drainage strategy for construction will allow for firewater runoff during an emergency. Contaminated firewater retained on site and then disposed of though approved waste disposal routes. Flammable fluids used in construction not located close to pathways to Pegwell Bay. Clean up and recovery of released fuel/chemical to be included in Emergency Plan. Consultation with emergency services on use of ecotoxic foam by external (e.g. county) firefighters. Secure site access, no unauthorised site personnel.	Highly improbable	Minor	Not Significant
1.28	Construction - Firefighting	Firefighting /firewater runoff	Contaminated /contaminated firewater runoff - dangerous to the environment.	Via Drainage/ lesser pathway via groundwater	SPZ	SPZ	Contaminated firewater (dangerous to the environment) to SPZ leading to loss of status. Credible Worst Case SPZ 1 impacted during fire water runoff from fuel tank fire and release. Recovery period > 6 years.	Catastrophic	Very Long	High	Design, safety/environmental management and Emergency Plans as outlined in 1.01 and 1.02. Onsite firefighting foam will not be ecotoxic, including during construction. Firewater runoff hazards will be included in the construction design, drainage strategy, Construction Environmental Management System and Emergency Plan. Construction Environmental Management Plan will include risk assessment to ensure risk is reduced to As Low As Reasonably Practicable. Onsite airport firefighting foam will be selected to be will be selected to be non-hazardous to the environment. Drainage strategy for construction will allow for firewater runoff during an emergency. Contaminated firewater retained on site and then disposed of though approved waste disposal routes. Clean up and recovery of released fuel/chemical to be included in Emergency Plan. Consultation with emergency services on use of ecotoxic foam by external (e.g. county) firefighters. Secure site access, no unauthorised site personnel.	Highly improbable	Minor	Not Significant

ID	Location	Source	Cause	Pathway	Receptor Group	Potential Receptor	Credible Worst Case consequence	Severity of harm	Duration of harm	Magnitude of change	Incorporated Measure	Likelihood	Significance	Effect
2.01	Airport wide - General	Design	Deficiency in the design process introducing major accident and disaster risk.	Various	Population/ Designated site/ SPZ	Onsite/offsite population/ RAMSAR/SAC/SPA/SPA/SSI/NNR/SPZ	Possible loss of life/injury to people or environmental impact (e.g. to SPZ/RAMSAR/SAC/SPA) through deficiencies in the design process resulting in a release of hazardous material, fire, collision/impact, structural failure or air incident. Credible Worst Case: loss of designation for SPZ with duration >6 years, or multiple loss of life.	Catastrophic	Very Long	Very High	Certification and licensing by European Aviation Safety Agency (EASA), including Aerodrome specification (Certification Specifications and Guidance Material for Aerodromes Design CS-ADR-DSN). Design and operation in accordance with Civil Aviation Authority (CAA) Guidelines (including CAP 168 for licensing of Aerodromes, CAP 393 the Air Navigation Order 2016 or EASA Regulations as appropriate and CAP 1616 for air space design) and EASA Acceptable Means of Compliance and Guidance Material. Post DCO, and engineering design, major accidents and disaster (MA&D) assessment will continue to be reviewed and updated. Risk management will adopt 'As Low As Reasonably Practicable' and inherent safe design principles. It will build on the assessment conducted for the DCO planning purposes. The design will adopt an inherently safe strategy including containment, safe operation, drainage strategy, safety/environmental management controls, Emergency Planning and emergency management/response controls (including clean-up and restoration). Assessment will cover normal operation and operation in non routine situations such as emergencies or adverse weather. MA&D assessment will cover aircraft operations (CAP 795), airside operations (CAP 642) including ground handling and other airside operations (MRO, business aviation, fuel tanks and bowsters movements), land side operations (e.g. terminals/buildings, roadways and civils, waste, Northern Grass and fuel farm tanker unloading) and hazards associated with emergency response and clean-up/restoration activities. Collision protection (e.g. barriers) in key areas and traffic control. Risks from historical activities (e.g. Unexploded ordnance (UXO) or subsidence) to be assessed and minimised in construction and operation through investigations, monitoring programmes and construction planning. No substantial quantities of hazardous material, including fuel planned: Anticipated quantities are below thresholds for Hazardous Substance Consent and the Control of Major Accident Hazards Regulations (2015) based on current information. Measures implemented in the design developed in consultation with the EA for protection of the SPZ. All fuel storage tanks on the fuel farm will be appropriately designed to at least current standards or higher (e.g. double skinned, banded etc.), including HSG 176 (Storage of Flammable Liquids in Tanks), E1 1540 (Design, Construction, Commissioning, Maintenance and Testing of Aviation Fuelling Facilities), CIRIA C 736 (Containment Systems for the Prevention of Pollution), Guidelines on Environmental Management for Facilities Storing Bulk Quantities of Petroleum, Petroleum Products and Other Fuels; PSLG Bunce field recommendations. Building and structural design in compliance with UK regulations (e.g. building and fire safety regulations and planning controls). Ignition source controls in line with Dangerous Substances and Explosive Atmospheres Regulations 2002 (DSEAR) regulations. Climate change allowed for in the design. Airport access will be secure and controlled, including the fuel farm.	Highly improbable	Minor	Not Significant
2.02	Airport wide - General	Safety/ Environmental Management and Emergency Plan	Deficiency in the safety, environmental management or Emergency Planning process introducing major accident and disaster risk.	Various	Population/ Designated site/ SPZ	Onsite/offsite population/ RAMSAR/SAC/SPA/SPA/SSI/NNR/SPZ	Possible loss of life/injury to people or environmental impact (e.g. to SPZ/RAMSAR/SAC/SPA/SSI/NNR) through deficiencies in the management process resulting in a release of hazardous material, fire, collision/impact, structural failure or air incident. Credible Worst Case: loss of designation for SPZ with duration >6 years, or multiple loss of life.	Catastrophic	Very Long	Very High	Certification and licensing by European Aviation Safety Agency (EASA), including Aerodrome specification (Certification Specifications and Guidance Material for Aerodromes Design CS-ADR-DSN). Design and operation in accordance with Civil Aviation Authority (CAA) and EASA Guidelines (including CAP 168 for licensing of Aerodromes, CAP 393 the Air Navigation Order 2016 or EASA Regulations as appropriate, CAP 1616 for Air space design and EASA Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Authority, Organisation and Operations Requirements for Aerodromes). Aircraft security managed and controlled by implementation of relevant CAP guidance and in line with EASA licensing requirements including for cyber security, passengers, crew, airport workers and unauthorised access. Post DCO a Safety Management System, Environmental Management System and Emergency Plan will be developed and implemented. These will be supported by risk assessment and will cover Major Accident and Disasters for land side operations (e.g. terminals/buildings, roadways and civils, waste, Northern Grass and fuel farm tanker unloading), aircraft operations, ground handling and other airside operations. Regulatory compliance as per Management of Health and Safety at Work Act and the Management of Health and Safety at Work Regulations, to minimise risk to people. Competency to implement the Safety Management System/Environmental Management System will follow industry guidance, including CAP 700. The aerodrome Safety and Environmental Management System will be regularly reviewed and updated to account for lessons learnt and incidents elsewhere. A change management procedure will be in place, with specific consideration for major accident and disaster implication of modifications and changes (including those during construction phases). Restrictions on the activities of tenants will be in place, and form part of lease agreements, including storage and use of flammable and hazardous materials. Credible major accident and disaster scenarios will be included in the airport Emergency Plan.	Highly improbable	Minor	Not Significant
2.03	Airside (including Aircraft Operations (commercial and business), Runway, Taxiway, Apron, Stands and haulage routes and storage)	Air incident - Air Traffic Services	Loss of Air Traffic Services, including radio, NAVAID, communications, surveillance leading to loss of aircraft at airport or inflight.	Direct	Population	On/offsite populations. Credible Worst Case: large numbers e.g. Aircraft occupants	Loss of life/severe injury. Credible Worst Case: significant high numbers (e.g. aircraft occupants)	Catastrophic	Long	Very High	Certification, licensing and design of aerodrome (as 2.01 and 2.02 above). The risk assessment and Safety Management System will include all operational phases. It will include identified major accidents and disasters airside and in relation to the aircraft. Emergency Plan including response external to airport in proximity of runway (European Aviation Safety Agency and Acceptable Means of Compliance (AMC) and Guidance Material (GM)) Airport security plan, including cyber security in line with EASA licensing requirements.	Highly improbable	Minor	Not Significant
2.04	Airside (including Aircraft Operations (commercial and business), Runway, Taxiway, Apron, Stands and haulage routes and storage)	Air incident - Air Traffic Services	Loss of Air Traffic Services, including radio, NAVAID, communications, surveillance leading to loss of aircraft at airport or inflight.	Direct/via drainage/ lesser pathway via groundwater	Designated land/water (international/n ational)	RAMSAR/SAC/SPA/SSI/NNR	Release of fuel from aircraft or hazardous cargo (dangerous to the environment). Credible Worst Case: Thanet Coast, Sandwich Bay or Stodmarsh polluted with aircraft fuel. Recovery in < 10 years	Severe	Medium	Low	Certification, licensing and design of aerodrome (as 2.01 and 2.02 above). The risk assessment and Environmental Management System will include all operational phases and cover identified major accidents and disasters airside and in relation to the aircraft. Emergency Plan including response external to airport in compliance with European Aviation Safety Agency and Acceptable Means of Compliance (AMC) and Guidance Material (GM). Hardstanding and active drainage system for capture of pollutant at airport. Attenuation ponds for retention on site, only clean water is discharged to Pegwell Bay outfall. No plans for carriage of hazardous cargo/freight. Airport security plan, including cyber security in line with EASA licensing requirements.	Highly improbable	Negligible	Not Significant
2.05	Airside (including Aircraft Operations (commercial and business), Runway, Taxiway, Apron, Stands and haulage routes and storage)	Air incident - Air Traffic Services	Loss of Air Traffic Services, including radio, NAVAID, communications, surveillance leading to loss of aircraft at airport or inflight.	via Ground	SPZ	SPZ1 (adit at runway)	Release of fuel leading to loss of designation of SPZ . Pollution by aircraft fuel. Recovery in >6 years.	Catastrophic	Very Long	Very High	Certification, licensing, management and design of aerodrome (as 2.01 and 2.02 above). The risk assessment and Environmental Management System will include all operational phases and cover identified major accidents and disasters airside and in relation to the aircraft. Risk management to reduce risk to As Low As Reasonably Practicable. Emergency Plan including response external to airport in compliance with European Aviation Safety Agency and Acceptable Means of Compliance (AMC) and Guidance Material (GM). No plans for carriage of hazardous cargo/freight. Hardstanding and active drainage system at airport. Airport Emergency Plan. Airport security plan, including cyber security in line with EASA licensing requirements.	Highly improbable	Minor	Not Significant
2.06	Airside (including Aircraft Operations (commercial and business), Runway, Taxiway, Apron, Stands and haulage routes and storage)	Air incident	Collision/impact/fire/explosion involving aircraft on ground (loss of control, collision with structure/vehicle/other aircraft, design/maintenance/inspection deficiency (e.g. aircraft, runway, taxiway, apron), debris/flying object debris (FOD), human error, malicious act, aircraft incursion/excursion, adverse weather).	Direct	Population	On/offsite populations. Aircraft Populations	Loss of life/severe injury. Credible Worst Case: multiple injuries/some potential for loss of life (e.g. aircraft occupants)	Catastrophic	Medium	High	Certification, licensing, management and design of aerodrome (as 2.01 and 2.02 above). Air traffic services and control procedures, runway incursion/excursion controls, designated roadways and vehicle routes, traffic controls and speed limits. Risk management to reduce risk to As Low As Reasonably Practicable. Safe working practices and procedures including lifting procedures, and procedures for the control of engineering works Trained and competent personnel. Airport Emergency Plan. Airport security plan, including cyber security in line with EASA licensing requirements. Airside fire fighting facilities including fire station, firewater system, fire foam, and trained firefighters. Layout and equipment design: Safety distances and heights. Long grass, wildlife management and debris management procedures as part of Environmental and Safety Management System.	Improbable	Minor	Not Significant
2.07	Airside (including Aircraft Operations (commercial and business), Runway, Taxiway, Apron, Stands and haulage routes and storage)	Air incident	Collision/impact/loss of integrity involving aircraft on ground leading to release of fuel/hazardous chemical (loss of control, collision with structure/vehicle/other aircraft, design/maintenance/inspection deficiency (e.g. aircraft, runway, taxiway, apron), debris/flying object debris (FOD), human error, malicious act, aircraft incursion/excursion, adverse weather).	Via Drainage/ lesser pathway via groundwater	Designated land/water (international/n ational)	RAMSAR/SAC/SPA/SSI/NNR	Release of fuel from aircraft. Credible Worst Case: Thanet Coast, Sandwich Bay or Stodmarsh polluted with aircraft fuel. Recovery in < 10 years for designated surface water sites and <20 years for designated land receptors.	Severe	Medium	Low	Certification, licensing, management and design of aerodrome (as 2.01 and 2.02 above). Pre construction runway condition assessment. Upgrade/refurbishment/rehabilitation (ES Chapter 3) of runway/taxiway and apron to current standards including dimensions, gradients, materials of construction and load bearing for CATI/III load bearing. No pathway to ground from site hardstanding. Drainage network (ES Chapter 3: Outline Drainage Strategy) for capture and treatment of any release or contaminated water. Network includes interception and attenuation ponds. Discharge to Pegwell Bay only for permitted discharge. Contaminated water or releases to be retained onsite for disposal. Strategy for Drainage will account specifically for Major Accident releases and emergency response (including contaminated firewater) in design and capacity. Air traffic control, designated roadways and vehicle routes. No plans for carriage of hazardous cargo/freight. Airport Emergency Plan. Airport security plan, including cyber security in line with EASA licensing requirements. Designated vehicle routes and traffic control. Long grass, wildlife management and debris management procedures as part of environmental and Safety Management System.	Highly improbable	Negligible	Not Significant

ID	Location	Source	Cause	Pathway	Receptor Group	Potential Receptor	Credible Worst Case consequence	Severity of harm	Duration of harm	Magnitude of change	Incorporated Measure	Likelihood	Significance	Effect
2.07	Airside (including Aircraft Operations (commercial and business), Runway, Taxiway, Apron, Stands and haulage routes and storage)	Air incident	Collision/impact/loss of integrity involving aircraft on ground leading to release of fuel/hazardous chemical (loss of control, collision with structure/vehicle/other aircraft, design/maintenance/inspection deficiency (e.g. aircraft, runway, taxiway, apron), debris/flying object debris (FOD), human error, malicious act, aircraft incursion/excursion, adverse weather).	Via Ground	SPZ	SPZ1 (adit at runway)	Release of fuel leading to loss of designation of SPZ by fuel bowser/aircraft fuel polluted with aircraft fuel. Recovery in >6 years.	Catastrophic	Very Long	Very High	Certification, licensing, management and design of aerodrome (as 2.01 and 2.02 above). Specific provision for SPZ protection will be made in the design and Environmental Management Systems. Design features developed with EA consultation. Post DCO, and engineering design, major accidents and disaster (MA&D) assessment will continue to be reviewed and updated. Risk management will adopt 'As Low As Reasonably Practicable' design principles. It will build on the assessment conducted for the DCO planning purposes. Pre construction runway condition assessment. Upgrade/refurbishment/rehabilitation(ES Chapter 3) of runway to current standards including dimensions, gradients, materials of construction and load bearing for CATII/III load bearing. No pathway to ground from site hardstanding. Airport Emergency Plan. Airport security plan, including cyber security in line with EASA licensing requirements. Strategy for hard standing and drainage will allow specifically for Major Accident releases and emergency response (including contaminated firewater) in design and capacity. Drainage upgraded for current standards. Refuelling and routes for aircraft, bowsters, cargo vehicles on dedicated roadways/hard standing, with active drainage areas. No plans for carriage of hazardous cargo/freight. Taxiways, runways, helicopter stands and haulage routes will include appropriate drainage, curbing and an impermeable layer to ensure releases are directed to the active drainage network. Strategy to minimise use/storage of hazardous substances. Strategy for hazardous material storage in accordance with current good practice, including containment, separation and drainage. Air traffic control, designated roadways and vehicle routes Long grass, wildlife management and debris management procedures as part of environmental and Safety Management System.	Highly improbable	Minor	Not Significant
2.09	Airside (including Aircraft Operations (commercial and business), Runway, Taxiway, Apron, Stands and haulage routes and storage)	Air incident	Logistics, control or management deficiency leading to collision of aircraft on ground.	Various	Population/ Designated site/ SPZ	Onsite/offsite population/ RAMSAR/SAC/SPA/ SPA/ SPZ	Possible loss of life/injury to people or environmental impact (e.g. to SPZ/RAMSAR/SAC/SPA) through deficiencies in the design process resulting in a release of hazardous material, fire, collision/impact, structural failure or air incident. Credible Worst Case: loss of designation for SPZ with duration >6 years, or multiple loss of life.	Catastrophic	Very Long	Very High	Certification, licensing, design and safety /environmental management of aerodrome (as 2.01 and 2.02 above). Air Traffic services and ground handling controls. Airport Emergency Plan. Airport security plan, including cyber security in line with EASA licensing requirements. Trained and competent personnel. Designated roadways and haul routes for vehicles. Active drainage strategy and containment. Airside fire fighting facilities including fire station, firewater system , fire foam, and trained firefighters. Collision protection (e.g. barriers) will be provided in key areas and traffic control.	Highly improbable	Minor	Not Significant
2.1	Aircraft in flight	Air incident	Loss of aircraft in flight: Mechanical failure, pilot error, malicious act internal to aircraft, bird strike, drone, interaction with other aircraft, natural event, volcanic dust, severe weather, air space.	Direct	Population	Aircraft occupants, offsite population	Loss of life/severe injury. Credible Worst Case: significant high numbers (e.g. aircraft occupants/public).	Catastrophic	Long	Very High	Certification, licensing, management and design of aerodrome (as 2.01 and 2.02 above). Air space design (CAA CAP 1616). EASA and CAA guidance for aerodrome safeguarding. Airport Emergency Plan. Airport security plan, including cyber security in line with EASA licensing requirements. Airport Emergency Plan. Airport security plan, including cyber security in line with EASA licensing requirements. Aircraft security controlled by implementation of CAP guidance and in line with EASA licensing requirements including for cyber security, passengers, crew, airport workers and unauthorised access. Compliance with current good practice guidance for air traffic control and aerodrome operators with respect to external hazards (e.g. fireworks, directed light sources, sky lanterns and drones), including communication of guidance in the vicinity of the airport on the responsibilities of the community under the UK Air Navigation Order 2016 or EASA Regulations as appropriate for safe coexistence with the aerodrome. Safety Management System including procedures and Emergency Plan for operation in adverse weather conditions, and action/response to potential external risk sources. No plans for carriage of hazardous cargo/freight. Wild life management in accordance with CAP 772, to minimise potential for bird strike and aircraft damage from wildlife. Liaison with the local council to support their responsibilities under the Civil Contingency Act (for aircraft/aerodrome incident).	Highly improbable	Minor	Not Significant
2.11	Aircraft in flight	Air incident	Loss of aircraft in flight: Mechanical failure, pilot error, malicious act internal to aircraft, bird strike, drone, interaction with other aircraft, natural event, volcanic dust, severe weather, air space.	Direct	Designated land/water (international/n ational)	RAMSAR/SAC/SPA/ SSSI/NNR	Release of fuel from aircraft, impact or fire. Possible escalation from collision with fuel farm tanks. Credible Worst Case: Thanet Coast, Sandwich Bay or Stodmarsh polluted by aircraft fuel. Recovery in < 10 years for designated surface water sites and <20 years for designated land receptors.	Severe	Medium	Low	Certification, licensing, management and design of aerodrome (as 2.01 and 2.02 above). Air space design (CAA CAP 1616). Airport Emergency Plan. Airport security plan, including cyber security in line with EASA licensing requirements. Aircraft security controlled by implementation of CAP guidance and in line with EASA licensing requirements including for cyber security, passengers, crew, airport workers and unauthorised access. Safety and environmental management and risk assessment/management, including control of flight risks. Compliance with current good practice guidance for air traffic control and aerodrome operators with respect to external hazards (e.g. fireworks, directed light sources, sky lanterns and drones), including communication of guidance in the vicinity of the airport on the responsibilities of the community under the UK Air Navigation Order 2016 or EASA Regulations as appropriate for safe coexistence with the aerodrome. No plans for carriage of hazardous cargo/freight. Safety Management System with procedures for operation in adverse weather conditions, and action/response to potential external risk sources. Wild life managed in accordance with CAP 772, to minimise potential for bird strike and aircraft damage from wildlife. Liaison with the local council to support their responsibilities under the Civil Contingency Act t (for aircraft/aerodrome incident).	Highly improbable	Negligible	Not Significant
2.12	Aircraft in flight	Air incident	Loss of aircraft in flight: Mechanical failure, pilot error, malicious act internal to aircraft, bird strike, drone, interaction with other aircraft, natural event, volcanic dust, severe weather, air space.	Via Ground	SPZ	SPZ	Possible escalation to SPZ from impact/collision. Loss of fuel on aircraft with pathway to SPZ. Recovery <6 years as likely to be outside of SPZ1. Large extent (SPZ1 direct impact unlikely)	Major	Long	High	Certification, licensing, management and design of aerodrome (as 2.01 and 2.02 above). Air space usage designed in accordance with CAA requirements (CAP 1616). Safety and environmental management and risk assessment requirements, including flight risks. Airport Emergency Plan. Airport security plan, including cyber security in line with EASA licensing requirements. Aircraft security controlled by implementation of CAP guidance and in line with EASA licensing requirements including for cyber security, passengers, crew, airport workers and unauthorised access. Compliance with current good practice guidance for air traffic control and aerodrome operators with respect to external hazards (e.g. fireworks, directed light sources, sky lanterns and drones), including communication of guidance in the vicinity of the airport on the responsibilities of the community under the UK Air Navigation Order 2016 or EASA Regulations as appropriate for safe coexistence with the aerodrome. Wild life managed in accordance with CAP 772, to minimise potential for bird strike and aircraft damage from wildlife. Liaison with the local council to support their responsibilities under the Civil Contingency Act.	Highly improbable	Minor	Not Significant
2.13	Aircraft in flight	Air incident	Loss of aircraft in flight: Mechanical failure, pilot error, malicious act internal to aircraft, bird strike, drone, interaction with other aircraft, natural event, volcanic dust, severe weather.	Direct	Built environment	Scheduled monuments/Grade I listed buildings	Loss of status to monuments outside of airport (no scheduled monuments within airport bounds). Damage to scheduled monument (Anglo Saxon cemetery, enclosure and ring ditches, monastic grange, Saxon shore front).	Major	Long	High	Certification, licensing, management and design of aerodrome (as 2.01 and 2.02 above). Air space usage designed in accordance with CAA requirements (CAP 1616). Safety and environmental management and risk assessment requirements, including flight risks. Airport Emergency Plan. Airport security plan, including cyber security in line with EASA licensing requirements. Aircraft security controlled by implementation of CAP guidance and in line with EASA licensing requirements including for cyber security, passengers, crew, airport workers and unauthorised access. Compliance with current good practice guidance for air traffic control and aerodrome operators with respect to external hazards (e.g. fireworks, directed light sources, sky lanterns and drones), including communication of guidance in the vicinity of the airport on the responsibilities of the community under the UK Air Navigation Order 2016 or EASA Regulations as appropriate for safe coexistence with the aerodrome. Wild life managed in accordance with CAP 772, to minimise potential for bird strike and aircraft damage from wildlife. Liaison with the local council to support their responsibilities under the Civil Contingency Act.	Highly improbable	Minor	Not Significant
2.14	Airside (including Aircraft Operations (commercial and business), Runway, Taxiway, Apron, Stands and haulage routes and storage)	Air incident	Transition to full operation: increased numbers of people/flights.	Various	Population/ Designated site/ SPZ	Onsite/ offsite population/ RAMSAR/SAC/SPA/ SPA/SPZ	As considered above for other 'air incident' sources. Credible Worst Case: loss of designation for SPZ with duration >6 years, or multiple loss of life.	Catastrophic	Very Long	Very High	Certification, licensing, management and design of aerodrome (as 2.01 and 2.02 above). Management of change procedures and risk management to reduce to As Low As Reasonably Practicable. Airport Environmental Management System and Emergency Plan Post DCO management systems, risk assessments and Emergency Plan will be developed as part of the airport design. Specific controls and systems for interaction with construction activities.	Highly improbable	Minor	Not Significant
2.15	Airside (including Aircraft Operations (commercial and business), Runway, Taxiway, Apron, Stands and haulage routes and storage)	Movement, storage and handling of hazardous cargo/freight or vehicular/aircraft fuel (outside of fuel farm)	Collision, management/control failure, human error, maintenance, inspection or design failure. Effects leading to loss of containment with toxic, or fire/explosion at airport.	Direct	Population	On/offsite populations. Aircraft Populations	Loss of life/severe injury. Credible Worst Case: multiple injuries/some potential for loss of life (e.g. aircraft occupants).	Catastrophic	Medium	High	Certification, licensing, management and design of aerodrome (as 2.01 and 2.02 above). Traffic controls, designated roadways and haul routes for vehicles. Hardstanding on routes and active drainage. Post DCO, in detailed engineering design, major accidents and disaster (MA&D) assessment will continue to be reviewed and updated. Risk management will adopt 'As Low As Reasonably Practicable' and inherent safe design principles. It will build on the assessment conducted for the DCO planning purposes. No plans for hazardous cargo/freight Strategy to minimise use/storage of hazardous substances. Strategy for hazardous material storage in accordance with current good practice, including containment, separation and drainage. Collision protection (e.g. barriers) will be provided in key areas and traffic control. Ignition control Dangerous Substances and Explosive Atmospheres Regulations 2002 regulations. Layout and equipment design. Inspection/maintenance.	Improbable	Minor	Not Significant

ID	Location	Source	Cause	Pathway	Receptor Group	Potential Receptor	Credible Worst Case consequence	Severity of harm	Duration of harm	Magnitude of change	Incorporated Measure	Likelihood	Significance	Effect
2.16	Airside (including Aircraft Operations (commercial and business), Runway, Taxiway, Apron, Stands and haulage routes and storage)	Movement, storage and handling of hazardous cargo/freight or vehicular/aircraft fuel (outside of fuel farm)	Collision, management/control failure, human error , maintenance, inspection or design failure leading to loss of containment.	Via Drainage/ lesser pathway via groundwater	Designated land/water (international/n ational)	RAMSAR/SAC/SPA/SSSI/NR	Release of fuel from fuel bowser. Credible Worst Case: Thanet Coast, Sandwich Bay or Stodmarsh polluted by fuel bowser. Recovery in < 10 years.	Severe	Medium	Low	Certification, licensing, management and design of aerodrome (as 2.01 and 2.02 above). No direct route to Pegwell Bay (drainage to interceptors, and attenuation ponds with active pumping on outlet). Only clean water discharged to Pegwell Bay outfall. Traffic controls, designated roadways and haul routes for vehicles. No plans for hazardous cargo. Post DCO, in detailed engineering design, major accidents and disaster (MA&D) assessment will continue to be reviewed and updated. Risk management will adopt 'As Low As Reasonably Practicable' and inherent safe design principles. It will build on the assessment conducted for the DCO planning purposes. Strategy to minimise use/storage of hazardous substances. Strategy for hazardous material storage in accordance with current good practice, including containment, separation and drainage. Collision protection (e.g. barriers) will be provided in key areas and traffic control. Layout and equipment design. Inspection/maintenance.	Highly improbable	Negligible	Not Significant
2.17	Airside (including Aircraft Operations (commercial and business), Runway, Taxiway, Apron, Stands and haulage routes and storage)	Movement, storage and handling of hazardous cargo/freight or vehicular/aircraft fuel (outside of fuel farm)	Collision, management/control failure, human error , maintenance, inspection or design failure leading to loss of containment.	Via Ground	SPZ	SPZ1 (adit at runway)	Release of fuel leading to loss of designation of SPZ polluted by fuel bowser. Recovery in >6 years.	Catastrophic	Very Long	Very High	Certification, licensing, management and design of aerodrome (as 2.01 and 2.02 above). Traffic controls, designated roadways and haul routes for vehicles. Fuel bowser route optimised for collision prevention and SPZ1 protection. No plans for hazardous cargo/freight. Post DCO, in detailed engineering design, major accidents and disaster (MA&D) assessment will continue to be reviewed and updated. Risk management will adopt 'As Low As Reasonably Practicable' principles. It will build on the assessment conducted for the DCO planning purposes. Strategy for hard standing and drainage. Drainage upgraded for current standards and allowance for Major Accident and disaster scenarios. Pre construction runway condition assessment. Upgrade/refurbishment/rehabilitation(ES Chapter 3) of runway to current standards including dimensions, gradients, materials of construction and load bearing for CATII/III load bearing. No pathway to ground from site hardstanding. Strategy to minimise use/storage of hazardous substances. Strategy for hazardous material storage in accordance with current good practice, including containment, separation and drainage. Collision protection (e.g. barriers) will be provided in key areas and traffic control. Layout and equipment design. Inspection/maintenance.	Highly improbable	Minor	Not Significant
2.18	Airside (including Aircraft Operations (commercial and business), Runway, Taxiway, Apron, Stands and haulage routes and storage)	De-icing handling /storage	De-icer entering sensitive receptors (de-icer will not be eco toxic).	Via Drainage/ lesser pathway via groundwater	Designated land/water (international/n ational)	RAMSAR/SAC/SPA/SSSI/NNR	Not major accident - de-icer will not be ecotoxic.	Not MA&D	n/a	Sub MA&D	De-icer will be selected to be non-hazardous to the environment.	n/a	Negligible	Not Significant
2.19	Airside (including Aircraft Operations (commercial and business), Runway, Taxiway, Apron, Stands and haulage routes and storage)	De-icing handling /storage	De-icer entering sensitive receptors (de-icer will not be eco toxic).	Via Ground	SPZ	SPZ	Not major accident - de-icer will not be ecotoxic.	Not MA&D	n/a	Sub MA&D	De-icer will be selected to be non-hazardous to the environment.	n/a	Negligible	Not Significant
2.2	Airside (including Aircraft Operations (commercial and business), Runway, Taxiway, Apron, Stands and haulage routes and storage)	Operational Chemicals (e.g. pesticides) handling/storage	Accidental use or release of other operational chemical (e.g. weed control).	Direct	Population	Onsite workers	No significant chemicals/fuels anticipated for airside locations. Credible Worst Case: injury/ small potential for loss of life to in low numbers of workers in proximity.	Major	Medium	Medium	Certification, licensing, management and design of aerodrome (as 2.01 and 2.02 above). Storage in approved containers and designated areas, training, risk assessment (including COSHH) requirements and PPE.	Very unlikely	Minor	Not Significant
2.21	Airside (including Aircraft Operations (commercial and business), Runway, Taxiway, Apron, Stands and haulage routes and storage)	Operational Chemicals (e.g. pesticides) handling/storage	Accidental use or release of other operational chemical (e.g. weed control) - dangerous to the environment.	Via Drainage/ lesser pathway via groundwater	Designated land/water (international/n ational)	RAMSAR/SAC/SPA/SSSI/NNR	Release of quantities of chemical (dangerous to the environment). Credible Worst Case: Thanet Coast, Sandwich Bay. Credible release size is expected to be small. Recovery in < 10 years.	Severe	Medium	Low	Certification, licensing, management and design of aerodrome (as 2.01 and 2.02 above). Chemicals used for operational purposes selected to be non hazardous to the environment where possible. Where use is unavoidable (e.g. pesticides or fuels/ oils etc), quantities will be kept to a minimum and stored in approved containers in secure and dedicated areas, with hard standing and appropriate containment. Pesticides will only be applied to hardstanding areas with active drainage to water treatment works. The airport will develop a Wildlife Hazard Management Plan, Habitat Management Plan, and Long Grass Policy to control and manage the use of chemicals to prevent them being discharged to ground/groundwater.	Improbable	Negligible	Not Significant
2.22	Airside (including Aircraft Operations (commercial and business), Runway, Taxiway, Apron, Stands and haulage routes and storage)	Operational Chemicals (e.g. pesticides) handling/storage	Accidental use or release of other operational chemical (e.g. weed control) - dangerous to the environment.	Via Ground	SPZ	SPZ	Release of quantities of chemical (dangerous to the environment) to SPZ. Credible Worst Case: Expected to be small due to low anticipated inventories. Damage to SPZ but not catastrophic and recovery in <6 years (as small size of release)	Major	Long	High	Certification, licensing, management and design of aerodrome (as 2.01 and 2.02 above). Chemicals used for operational purposes selected to be non hazardous to the environment where possible. Where use is unavoidable (e.g. pesticides or fuels/ oils etc), quantities will be kept to a minimum and stored in approved containers in secure and dedicated areas, with hard standing and appropriate containment. Storage of chemicals away from SPZ1. Pesticides will only be applied to hardstanding areas with active drainage to water treatment works. The airport will develop a Wildlife Hazard Management Plan, Habitat Management Plan, and Long Grass Policy to control and manage the use of chemicals to prevent them being discharged to ground/groundwater.	Improbable	Minor	Not Significant
2.23	Quarantine facilities	Animal/plant disease	Unintended release from Quarantine Centre	n/a	n/a	n/a	No Quarantine Centre planned. Border control importation only.	Not MA&D	n/a	Sub MA&D	No Quarantine Centre planned. No current plans for livestock import. Airport subject to the constraints of the UK government controls for import/export.	n/a	Negligible	Not Significant
2.24	Import/export	Controlled substance/ disease handling/storage	Import/export of controlled substance - not declared/not adequately controlled e.g. radioactive material, bio hazards, pathogen, pandemic.	Direct	Population/ Designated site/ SPZ	Various	Credible Worst Case: loss of designation for SPZ with duration >6 years, or multiple loss of life.	Catastrophic	Very Long	Very High	No plans to import/export highly hazardous material/substances. No current plans for livestock import. Any such imports would be subject to the constraints of the UK government controls. Plans for import facilities, warehousing, control and management for these substances would be developed and implemented in line with UK regulatory requirements and industry current good practice for storage, monitoring, control and management, including safety and environmental management.	Highly improbable	Minor	Not Significant
2.25	Import/export	Historical artefact handling	Damage of historical artefact of national/international significance.	Direct	Built environment	Internationally/nationally significant artefact	No current plans for this activity.	Not MA&D	n/a	Sub MA&D	No plans to import/export highly significant artefacts. Any such imports would be subject to the constraints of the UK government controls and specific risk assessment.	n/a	Negligible	Not Significant
2.26	Terminal/office/populated areas	Food/water handling/storage	Contamination of drinking water/food supplied to workers/ passengers/crew.	Direct	Population	Airport/Aircraft Populations	Serious health issue/potential loss of life. Credible Worst Case: Airport users potentially large numbers of health issue with some potential loss of life in low numbers (visitors or workers).	Major	Medium	Medium	Certification, licensing, management and design of aerodrome (as 2.01 and 2.02 above). All activities will be in accordance with the Health and Safety at Work Act. Safety Management System will include coverage of water/food supply and hygiene. Drinking water will be supplied through public drinking water networks and potable water supplies.	Improbable	Minor	Not Significant
2.27	Terminal/office/populated areas	Legionella	Contamination building water/heating system.	Direct	Population	Airport/Aircraft Populations	Serious health issue/potential loss of life. Credible Worst Case: Airport users potentially large numbers of health issue with some potential loss of life in low numbers (visitors or workers).	Major	Medium	Medium	Certification, licensing, management and design of aerodrome (as 2.01 and 2.02 above). All activities will be in accordance with the Health and Safety at Work Act. Building design and Safety Management System will include legionella. Legionella risk assessment. Monitoring, sampling and maintenance.	Improbable	Minor	Not Significant
2.28	Terminal/offices/car parks/airport roadways/bridges/tunnels	Buildings/ car parks and airport infrastructure (roadways, bridges, tunnels) - Use/design	Fire/collapse.	Direct	Population	Airport populations: workers and/or airport users.	Potential loss of life /injury. Credible Worst Case: multiple injuries/ potential for multiple loss of life to occupants of terminal (visitors or workers).	Catastrophic	Medium	High	Design in compliance with Health and Safety at Work Act, UK building and fire safety regulations, planning controls and industry current good practice. Design, risk assessment, Safety Management System and the Emergency Plan used to reduce major accident and disaster risks (including fire water runoff) for the buildings, car parks, airport roadways, bridges and tunnels to As Low As Reasonably Practicable. Inspection and maintenance (construction and operation). Emergency Plan including: firefighting/suppression; procedures for evacuation, mustering, rescue, emergency management and response; emergency access/egress for emergency services.	Improbable	Minor	Not Significant
2.29	Terminal/offices/car parks/airport roadways/bridges/tunnels	Buildings/ car parks and airport infrastructure (roadways, bridges, tunnels) - Use/design	Significant release of chemical - dangerous to the environment (chemical storage /handling).	Via Drainage/ lesser pathway via groundwater	Designated land/water (international/n ational)	RAMSAR/SAC/SPA/SSSI/NNR	Low levels of harm to receptor - minimal inventories of hazardous material. Recovery in < 10 years	Severe	Medium	Low	Design in compliance with the Health and Safety at Work Act, UK building and fire safety regulations, planning controls and industry current good practice. Design, risk assessment, Environmental Management System and the Emergency Plan used to reduce major accident and disaster risks (including fire water runoff) for the buildings, car parks, airport roadways, bridges and tunnels to As Low As Reasonably Practicable. Inspection and maintenance (construction and operation). Emergency Plan including: firefighting/suppression; procedures for emergency management and response; emergency access/egress for emergency services. Foam used by airport fire fighters will not be ecotoxic. Drainage strategy includes active drainage to attenuation ponds. Contaminated water retained onsite.	Improbable	Negligible	Not Significant

ID	Location	Source	Cause	Pathway	Receptor Group	Potential Receptor	Credible Worst Case consequence	Severity of harm	Duration of harm	Magnitude of change	Incorporated Measure	Likelihood	Significance	Effect
2.3	Terminal/offices/car parks/airport roadways/bridges/tunnels	Buildings/ car parks and airport infrastructure (roadways, bridges, tunnels) - Use/design	Significant release of chemical - dangerous to the environment (chemical storage /handling).	Via Ground	SPZ	SPZ	Low levels of harm to SPZ - inventories of hazardous chemicals/fuels low at buildings and buildings/carparks located away from SZ1. Damage to SPZ but not catastrophic and recovery in <6 years (as small size of release, and likelihood of release outside of SPZ1).	Major	Long	High	Design in compliance with the Health and Safety at Work Act, UK building and fire safety regulations, planning controls and industry current good practice. Risk assessment, environmental management system and the Emergency Plan used to reduce major accident and disaster risks (including fire water runoff) for the buildings, car parks, airport roadways, bridges and tunnels to As Low As Reasonably Practicable. Inspection and maintenance (construction and operation). Retention of onsite drainage, including firewater, in attenuation ponds. Emergency Plan including: firefighting/suppression; procedures for emergency management and response; emergency access/egress for emergency services. Foam used by airport fire fighters will not be eco-toxic. Buildings/carparks located away from SPZ1.	Improbable	Minor	Not Significant
2.31	Northern Grass	Building/ Warehousing/ tenants use/design/ management	Fire/collapse/toxic release.	Direct	Population	Workers/visitors to Northern Grass buildings and car parks, including museums.	Potential loss of life /injury. Credible Worst Case: multiple injuries/ potential for multiple loss of life to occupants of buildings (visitors or workers).	Catastrophic	Medium	High	Design in compliance with the Health and Safety at Work Act, UK building and fire safety regulations, planning controls and industry current good practice. Design, risk assessment, Environmental Management System and the Emergency Plan used to reduce major accident and disaster risks (including fire water runoff) for the buildings, car parks, airport roadways, bridges and tunnels to As Low As Reasonably Practicable. Inspection and maintenance procedures. Emergency Plan including: firefighting/suppression; procedures for emergency management and response; emergency access/egress for emergency services. Lease agreements for tenanted buildings with agreements for safety/environmental management and Emergency Planning.	Improbable	Minor	Not Significant
2.32	Northern Grass	Building/ Warehousing/ tenants use/design/ management	Fire/collapse/toxic release.	Direct	Built Environment	Museums	Damage to Facility/heritage. No scheduled monuments vulnerable to event.	Not MA&D	n/a	Sub MA&D	Design in compliance with the Health and Safety at Work Act, UK building and fire safety regulations, planning controls and industry current good practice. Risk assessment, safety/environmental management and the Emergency Plan. Inspection and maintenance procedures. The Emergency Plan will include firefighting/suppression, evacuation and mustering, emergency management and response, emergency access for emergency services and first aid. Lease agreements for tenanted buildings including for safety/environmental management and Emergency Planning. Tenant management and controls.	n/a	Negligible	Not Significant
2.33	Northern Grass	Building/ Warehousing/ tenants use/design/ management	Release from Chemical or fuel storage.	Via Drainage/ lesser pathway via groundwater	Designated land/water (international/n ational)	RAMSAR/SAC/SPA/ SSSI/NNR	No significant chemicals/fuels anticipated for Northern Grass locations. Credible Worst Case: Thanet Coast, Sandwich Bay, low impact (Magnitude is expected to be small). Recovery in < 10 years.	Severe	Medium	Low	Design in compliance with the Health and Safety at Work Act, UK building and fire safety regulations, planning controls and industry current good practice. Risk assessment, safety/environmental management and the Emergency Plan. Inspection and maintenance procedures. Hard standing and pavingment. Drainage strategy with drainage of Northern Grass with active drainage to water treatment/attenuation ponds. Contaminated water retained on site for safe disposal. Lease agreements for tenanted buildings including for safety/environmental management and Emergency Planning, including chemical/fuel storage restrictions. Tenant management and controls.	Improbable	Negligible	Not Significant
2.34	Northern Grass	Building/ Warehousing/ tenants use/design/ management	Release from Chemical or fuel storage.	via Ground	SPZ	SPZ3	No significant chemicals/fuels anticipated for Northern Grass locations. Credible Worst Case: Limited potential (available chemical/fuel inventory expected to be low) - Northern Grass outside of SPZ1 or SPZ2. Recovery period < 6 years as less likely to migrate to SPZ 1.	Severe	Long	Medium	Design in compliance with the Health and Safety at Work Act, UK building and fire safety regulations, planning controls and industry current good practice. Risk assessment, environmental management and the Emergency Plan to include major accidents and disasters for the buildings, car parks, airport roadways, bridges and tunnels. Inspection and maintenance (construction and operation). Drainage strategy for collection of any road/office spillage into waste drainage. Extensive hardstanding with active drainage to water treatment/attenuation ponds. Northern Grass is located away from SPZ1/2. Lease agreements for tenanted buildings including for safety/environmental management and Emergency Planning, including chemical/fuel storage restrictions. Tenant management and controls.	Improbable	Minor	Not Significant
2.35	Northern Grass	Operational Chemicals (e.g. pesticides) use, storage and handling	Accidental use or release of other operational chemical (e.g. weed control).	Direct	Population	Onsite workers	No significant chemicals/fuels anticipated for Northern Grass locations. Credible Worst Case: injury/ small potential for loss of life to in low numbers of workers in proximity.	Major	Medium	Medium	Certification, licensing, management and design of aerodrome (as 2.01 and 2.02 above). Storage in approved containers and designated areas, training, risk assessment (including COSHH) requirements and PPE.	Very unlikely	Minor	Not Significant
2.36	Northern Grass	Operational Chemicals (e.g. pesticides) use, storage and handling	Accidental use or release of other operational chemical (e.g. weed control) - dangerous to the environment.	Via Drainage/ lesser pathway via groundwater	Designated land/water (international/n ational)	RAMSAR/SAC/SPA/ SSSI/NNR	No significant operational chemicals/fuels anticipated for Northern Grass locations. Credible Worst Case: Thanet Coast, Sandwich Bay, low impact (Magnitude is expected to be small). Recovery in < 10 years.	Severe	Medium	Low	Chemicals used for Northern Grass operational purposes will be limited and selected to be non hazardous to the environment where possible. Management procedures to control introduction and use of eco-toxic chemicals as part of Environmental Management System. Where use of substances dangerous to the environment is unavoidable (e.g. pesticides for chemical use or fuels/ oils etc). Chemical storage in approved containers in a secure and designated area. Pesticides applied only to hardstanding, pathway to ground very unlikely. Drainage strategy for collection of any road/office spillage into waste drainage. Extensive hardstanding with active drainage to water treatment/attenuation ponds.	Improbable	Negligible	Not Significant
2.37	Northern Grass	Operational Chemicals (e.g. pesticides) use, storage and handling	Accidental use or release of other operational chemical (e.g. weed control) - dangerous to the environment.	via Ground	SPZ	SPZ3	No significant operational chemicals/fuels anticipated for Northern Grass locations. Credible Worst Case: Very limited potential (available chemical/fuel inventory expected to be low) - Northern Grass outside of SPZ1 or SPZ2. Recovery period < 6 years as less likely to migrate to SPZ 1.	Severe	Long	Medium	Chemicals used for Northern Grass operational purposes will be limited and selected to be non hazardous to the environment where possible. Management procedures to control introduction and use of eco-toxic chemicals as part of Environmental Management System. Where use of substances dangerous to the environment is unavoidable (e.g. pesticides for chemical use or fuels/ oils etc). Chemical storage in approved containers in a secure and designated area. Pesticides applied only on hard standing, pathway to ground very unlikely. Northern Grass is located away from SPZ1/2.	Improbable	Minor	Not Significant
2.38	Maintenance, repair, overhaul (MRO)	Movement and storage of hazardous chemical	Release (Collision/impact, management/control failure, human error, maintenance, inspection or design failure) with toxic, or fire/explosion effects.	Direct	Population	Airport workers in proximity to MRO	Loss of life/severe injury. Credible Worst Case: MRO workers multiple injuries/ potential for loss of life in low numbers to workers in proximity and escalation potential for ignited events.	Major	Medium	Medium	Certification, licensing, management and design of aerodrome (as 2.01 and 2.02 above). Building constructed and designed to UK building regulations, fire risk regulations and current good practice. Dedicated storage area for chemicals, waste and combustible material. This will include segregation and provided with an appropriate drainage. Drainage strategy includes active drainage throughout airport to attenuation ponds. All contaminated water retained onsite. No direct pathway to Pegwell Bay outfall. Repair/overhaul and breaking of Narrow bodies aircraft only. Limited quantities of chemicals/fuels anticipated: largely waste break fluid, hydraulic fluid, fuel. Ignition control and zoning in accordance with hazardous Areas Classification requirements for flammable atmospheres.	Very unlikely	Minor	Not Significant
2.39	Maintenance, repair, overhaul (MRO)	Radioactive sources (vintage flight instruments)	No potential - Repair/overhaul and breaking of Narrow bodies aircraft only. No pre-1960 aircraft activities.	Direct	Population/ Designated site/ SPZ	No receptor identified	No major accident identified.	Not MA&D	n/a	Sub MA&D	No potential - Repair/overhaul and breaking of Narrow bodies aircraft only. No pre-1960 aircraft activities.	n/a	Negligible	Not Significant
2.4	Maintenance, repair, overhaul (MRO)	Movement and storage of hazardous chemical	Release (Collision/impact, management/control failure, human error, maintenance, inspection or design failure) - dangerous to the environment.	Via Drainage/ lesser pathway via groundwater	Designated land/water (international/n ational)	RAMSAR/SAC/SPA/ SSSI/NNR	Release of fuel or hazardous chemical (dangerous to the environment), no significant quantities expected for operational purposes or in waste. Credible Worst Case: Thanet Coast, Sandwich Bay, low impact (Magnitude is expected to be small). Recovery in < 10 years.	Severe	Medium	Low	Certification, licensing, management and design of aerodrome (as 2.01 and 2.02 above). Dedicated storage area for chemicals, waste and combustible material. This will include segregation and provided with an appropriate drainage. Drainage strategy includes active drainage throughout airport to attenuation ponds. All contaminated water retained onsite. No direct pathway to Pegwell Bay outfall. Repair/overhaul and breaking of narrow bodied aircraft only. Limited quantities of chemicals/fuels anticipated: largely waste break fluid, hydraulic fluid, fuel.	Improbable	Negligible	Not Significant
2.41	Maintenance, repair, overhaul (MRO)	Movement and handling of hazardous chemical	Release (Collision/impact, management/control failure, human error, maintenance, inspection or design failure) - dangerous to the environment.	Via Ground	SPZ	SPZ2	Release of fuel or hazardous chemical (dangerous to the environment) to ground. Credible Worst Case: Very limited potential (hard standing, limited quantities of fluid anticipated and MRO outside of SPZ1). Recovery period < 6 years as less likely to migrate to SPZ 1.	Major	Long	High	Certification, licensing, management and design of aerodrome (as 2.01 and 2.02 above). Dedicated storage area for chemicals, waste and combustible material. This will include segregation and provided with an appropriate drainage. Drainage strategy includes active drainage throughout airport to attenuation ponds. All contaminated water retained onsite. Extensive hardstanding with active drainage. Repair/overhaul and breaking of narrow bodied aircraft only. Limited quantities of chemicals/fuels anticipated: largely waste break fluid, hydraulic fluid, fuel. Intended location of MRO is outside of SPZ1, mostly in SPZ3.	Improbable	Minor	Not Significant
2.42	Fire fighting facilities	Storage of hazardous chemical /flammable substance at firefighting facility	Release (Collision/impact, management/control failure, human error, maintenance, inspection or design failure) with toxic, or fire/explosion effects.	Direct	Population	Workers in proximity to fire fighting facilities	Loss of life/severe injury. Credible Worst Case: multiple worker injuries/ potential for loss of life in low numbers to people in close proximity and escalation potential for ignited events. Potential for impairment of fire fighting capability.	Major	Medium	Medium	Certification, licensing, management and design of aerodrome (as 2.01 and 2.02 above). Fire fighting buildings constructed and designed to UK building regulations, fire risk regulations and current good practice. Significant quantities of hazardous substance not anticipated in area; Quantities of diesel may be present (subject to design) for fire pumps and fire tenders. Any diesel storage would be designed to comply with industry standard practices; including storage, containment, overflow and spill controls, separation and drainage. Ignition control and zoning in accordance with hazardous Areas Classification requirements for flammable atmospheres.	Very unlikely	Minor	Not Significant

ID	Location	Source	Cause	Pathway	Receptor Group	Potential Receptor	Credible Worst Case consequence	Severity of harm	Duration of harm	Magnitude of change	Incorporated Measure	Likelihood	Significance	Effect
2.43	Fire fighting facilities	Storage of hazardous chemical /flammable substance at firefighting facility	Release (Collision/impact, management/control failure, human error, maintenance, inspection or design failure) - dangerous to the environment.	Via Drainage/ lesser pathway via groundwater	Designated land/water (international/n ational)	RAMSAR/SAC/SPA/ SSSI/NNR	Release of fuel or hazardous chemical (dangerous to the environment), no significant quantities expected at firefighting facilities. Credible Worst Case: Thanet Coast, Sandwich Bay, low impact (Magnitude is expected to be small). Recovery in < 10 years.	Severe	Medium	Low	Certification, licensing, management and design of aerodrome (as 2.01 and 2.02 above). Fire fighting included in Airport Emergency Plan, including clean-up and restoration. Significant quantities of hazardous substance not anticipated in area; Quantities of diesel may be present (subject to design) for fire pumps and fire tenders. Any diesel storage would be designed to comply with industry standard practices; including storage, containment, overflow and spill controls, separation and drainage. Drainage through drainage network to attenuation ponds. Active pumping to Pegwell Bay for clean water only. Contaminated water retained on site.	Improbable	Negligible	Not Significant
2.44	Firefighting facility	Storage of hazardous chemical /flammable substance at firefighting facility	Release (Collision/impact, management/control failure, human error, maintenance, inspection or design failure) - dangerous to the environment.	Via Ground	SPZ	SPZ2	Release of fuel or hazardous chemical (dangerous to the environment). Credible Worst Case: Limited potential (due to small quantities of chemicals anticipated, hardstanding and location of firefighting facilities). Recovery period < 6 years as less likely to migrate to SPZ 1.	Major	Long	High	Certification, licensing, management and design of aerodrome (as 2.01 and 2.02 above). Fire fighting included in Airport Emergency Plan, including clean-up and restoration. Significant quantities of hazardous substance not anticipated in area; Quantities of diesel may be present (subject to design) for fire pumps and fire tenders. Diesel storage would be designed to comply with industry standard practices; including storage, containment, overflow and spill controls, separation and drainage. Fire fighting area hardstanding with active drainage. Intended location of fire fighting facilities is outside of SPZ1.	Improbable	Minor	Not Significant
2.45	Airport wide - Firefighting	Firefighting /firewater runoff	Contaminated /contaminated firewater runoff dangerous to the environment.	Via Drainage/ lesser pathway via groundwater	Designated land/water (international/n ational)	RAMSAR/SAC/SPA/ SSSI/NNR	Release of significant fuel or hazardous chemical (dangerous to the environment) in contaminated firewater. Credible Worst Case: Thanet Coast, Sandwich Bay. Loss of aviation fuel and dispersal in firewater.	Catastrophic	Medium	High	Certification, licensing, management and design of aerodrome (as 2.01 and 2.02 above). Firewater runoff hazards will be included in the airport design, drainage strategy, Environmental Management System and Emergency Plan. Design/operation of the system will include risk assessment to ensure risk is reduced to As Low As Reasonably Practicable. Onsite firefighting foam will be selected to be non-hazardous to the environment. Drainage network (airport and fuel farm) capacity to account for firewater runoff during an emergency. Contaminated firewater retained on site and then disposed of though approved waste disposal routes. No direct pathway to Pegwell Bay outfall. Only clean water released from Airport by design. Clean up and recovery of released fuel/chemical to be included in Emergency Plan. Consultation with emergency services on use of ecotoxic foam by external (e.g. county) firefighters.	Highly improbable	Minor	Not Significant
2.46	Airport wide - Firefighting	Firefighting /firewater runoff	Contaminated /contaminated firewater runoff dangerous to the environment.	Via Ground	SPZ	SPZ	Contaminated firewater with significant fuel (dangerous to the environment) to SPZ leading to loss of status. Credible Worst Case SPZ 1 close to Fuel Farm or runway. Recovery period > 6 years.	Catastrophic	Very Long	Very High	Certification, licensing, management and design of aerodrome (as 2.01 and 2.02 above). Onsite firefighting foam will not be eco-toxic. Firewater runoff hazards will be included in the airport design, drainage strategy, Environmental Management System and Emergency Plan. Design/operation of the system will include risk assessment to ensure risk is reduced to As Low As Reasonably Practicable. Drainage network (airport and fuel farm), and attenuation pond capacity to account for firewater runoff during an emergency. Contaminated firewater retained on site and then disposed of though approved waste disposal routes. Clean up and recovery of released fuel/chemical to be included in Emergency Plan. Consultation with emergency services on use of ecotoxic foam by external (e.g. county) firefighters.	Highly improbable	Minor	Not Significant
2.47	Airport wide - historic	Historical site condition	UXO/tunnelling/stability.	Direct	Population	Onsite workers /Airport visitors	Credible Worst Case: Worker/visitor injuries/potential multiple loss of life in proximity to event.	Catastrophic	Medium	High	Certification, licensing, management and design of aerodrome (as 2.01 and 2.02 above). Inspection, monitoring, safe disposal and Emergency Plan for historic issues (e.g. unexploded ordnance (UXO)), in construction and operation.	Improbable	Minor	Not Significant
2.48	Airport wide - historic	Historical site condition	UXO/tunnelling/stability.	Via Drainage/ lesser pathway via groundwater	Designated land/water (international/n ational)	RAMSAR/SAC/SPA/SSSI/NR	Limited potential for coincident release of hazardous material and UXO/ major ground instability. Credible Worst Case: Low level of pollution at Pegwell Bay. Recovery in < 10 years.	Severe	Medium	Low	Certification, licensing, management and design of aerodrome (as 2.01 and 2.02 above). Inspection, monitoring, safe disposal and Emergency Plan for historic issues (e.g. unexploded ordnance (UXO)), in construction and operation. Drainage Strategy and retention of pollutants onsite. No direct pathway to Pegwell Bay.	Highly improbable	Negligible	Not Significant
2.49	Airport wide - historic	Historical site condition	UXO/tunnelling/stability.	Via Ground	SPZ	SPZ	Potential entry of hazardous material(e.g. fuel) to SPZ if pathway located. Limited potential for coincident	Catastrophic	Very Long	Very High	Certification, licensing, management and design of aerodrome (as 2.01 and 2.02 above). Inspection, monitoring and Emergency Plan for historic issues (e.g. unexploded ordnance (UXO)), in construction and operation.	Highly improbable	Minor	Not Significant
2.5	Attenuation ponds/ water bodies	Water bodies	Misadventure/structural failure/design or management failure.	Direct	Population	Worker/visitor	Credible Worst Case: worker injuries/potential loss of life in low numbers for those directly involved.	Major	Medium	Medium	Certification, licensing, management and design of aerodrome (as 2.01 and 2.02 above). No unauthorised access, life saving equipment, safe working procedures and training. Safety Management procedures.	Very unlikely	Minor	Not Significant
2.51	Attenuation ponds/ water bodies	Water bodies	Accidental discharge of ponds/drainage (structural failure, external event, maintenance/inspection error, human error) to Pegwell Bay.	Via Drainage/ lesser pathway via groundwater	Designated land/water (international/n ational)	RAMSAR/SAC/SPA/SSSI/NR	Release of substance dangerous to the environment. Credible Worst Case: Thanet Coast, Sandwich Bay. Low level pollution (typically clean pond in operational usage). Recovery in < 10 years	Severe	Medium	Low	Certification, licensing, management and design of aerodrome (as 2.01 and 2.02 above). Design to industry standards with in consultation with EA. Environmental Management procedures. Sampled and monitored water quality, with water treatment. Active pumping required to discharge to Pegwell Bay.	Highly improbable	Negligible	Not Significant
2.52	Attenuation ponds/ water bodies	Water bodies	Accidental discharge of ponds/drainage (structural failure, external event, maintenance/inspection error, human error) to SPZ.	Via Ground	SPZ	SPZ	Credible Worst Case: SPZ Low level pollution (typically clean pond in operational usage and attenuation pond a outside of SPZ1/SPZ2). Recovery period < 6 years as low level of contamination anticipated and release site at distance from SPZ1.	Severe	Long	Medium	Certification, licensing, management and design of aerodrome (as 2.01 and 2.02 above). Design to industry standards with in consultation with EA. Sampled and monitored water quality, with water treatment. Environmental Management procedures. Location of ponds outside of SPZ1 and SPZ2.	Highly improbable	Negligible	Not Significant
2.53	Fuel Farm	Tank storage and tanker/bowser movements and bowser/tanker parking (Avgas and Jet A1)	Fire/explosion (loss of integrity, loss of control (e.g. overfill), collision of tanker/bowser, design/maintenance/inspection deficiency, human error, malicious act, aircraft crash, external event e.g. seismic activity/subsidence) with ignition).	Direct	Population	On/offsite population	Credible Worst Case: multiple injuries/potential multiple loss of life from thermal/fire effects to people in proximity of release (worker/public).	Catastrophic	Medium	High	Certification, licensing, management and design of aerodrome (as 2.01 and 2.02 above). Risk assessment, safety management system and the Emergency Plan used to reduce major accident and disaster risks (including fire water runoff) for the fuel farm to As Low As Reasonably Practicable. Design of tanks, equipment, safeguarding controls, containment and drainage systems in line with industry current good practice standards as a minimum. All fuel storage tanks on the fuel farm appropriately designed to at least current industry standards or higher (e.g. double skinned, banded etc.), including HSG 176 (Storage of Flammable Liquids in Tanks), EI 1540 (Design, Construction, Commissioning, Maintenance and Testing of Aviation Fuelling Facilities), CIRIA C 736 (Containment Systems for the Prevention of Pollution), Guidelines on Environmental Management for Facilities Storing Bulk Quantities of Petroleum, Petroleum Products and Other Fuels; PSLG Buncefield recommendations. Tank and associated equipment will include leak detection, process interlocks and mechanical devices. The tanks, pipework and loading/unloading will be equipped with shutdown to provide effective isolation. Where required, automatic detection and isolation systems (e.g. to protect against overfill of tank) will be installed. Design process and operational management will include risk assessment and be in line with process safety standards. Layout and equipment design optimisation to aid dispersion of flammable vapour clouds and minimise escalation potential. Storage of hazardous substances kept to a minimum. Containment: Primary and Secondary containment (double skin for the tanks and bunding to tanks, pipework and equipment associated with the tank). High integrity design, with each tank located in an individual bund with 110% of the capacity of the tank plus an allowance for 1:100 rainfall event in each bund. Bunds to be constructed with adequate protection against collision and designed in accordance with standards. Ignition controls in compliance with Dangerous Substances and Explosive Atmospheres Regulations 2002.	Improbable	Minor	Not Significant
2.54	Fuel Farm	Tank storage and tanker/bowser movements and bowser/tanker parking (Avgas and Jet A1)	Release of fuel (loss of integrity, loss of control (e.g. overfill), collision of tanker/bowser, design/maintenance/inspection deficiency, human error, malicious act, aircraft crash, external event e.g. seismic activity/subsidence).	Via Drainage/ lesser pathway via groundwater	Designated land/water (international/n ational)	RAMSAR/SAC/SPA/SSSI/NR	Release of fuel through drainage to Pegwell Bay outfall. Credible Worst Case: Discharge of full tank to Thanet Coast, Sandwich Bay with loss of designated status. Recovery in < 10 years	Catastrophic	Medium	High	Certification, licensing, management and design of aerodrome (as 2.01 and 2.02 above). Design of tanks, equipment, safeguarding controls, containment and drainage systems in line with industry current good practice standards as a minimum. Major accidents and disaster from tank farm release included in the Emergency Plan and safety/Environmental Management Systems. Major hazards risk assessment for the environment, and adoption of ALARP and inherent risk reduction principles through design and operation. Specific consideration given to protection of Pegwell Bay (as outlined in Chapter 8 of the ES: Freshwater Environment and Chapter 3 of the ES) Comprehensive areas of hardstanding with an associated active drainage capture system to collect all surface drainage and hence and any leaks Containment with sealed drainage systems would be applied to bunds and fuel points, preventing the accidental entry of contaminants into sewer/storm water drainage network. Emergency Plan for recovery and clean-up of released fuel. Oil interceptors and anti-pollution control valves would be installed to surface water runoff from internal roads Tank and equipment design measures will also include those highlighted above for 1.52 Fuel Farm Tank storage and tanker/bowser movements (avgas and Jet A1), populations.	Highly improbable	Minor	Not Significant

ID	Location	Source	Cause	Pathway	Receptor Group	Potential Receptor	Credible Worst Case consequence	Severity of harm	Duration of harm	Magnitude of change	Incorporated Measure	Likelihood	Significance	Effect
2.55	Fuel Farm	Tank storage and tanker/bowser movements and bowser/tanker parking (Avgas and Jet A1)	Release of fuel in proximity to SPZ (loss of integrity, loss of control (e.g. overfill), collision of tanker/bowser, design/maintenance/inspection deficiency, human error, malicious act, aircraft crash, external event e.g. seismic activity/subsidence).	Via Ground	SPZ	SPZ	Release of fuel. Damage to SPZ with loss of designated status (maximum credible release size 1 tank, 1 tanker of Jet A1). Recovery period > 6 years.	Catastrophic	Very Long	Very High	Certification, licensing, management and design of aerodrome (as 2.01 and 2.02 above). Major accidents and disaster from tank farm release included in the Emergency Plan and safety/Environmental Management Systems. Major hazards risk assessment for the environment, and adoption of ALARP and inherent risk reduction principles through design and operation. Specific consideration given to protection of SPZ (as outlined in Chapter 8 of the ES: Freshwater Environment) Tank and equipment design measures will also include those highlighted above for 1.51 Fuel Farm Tank storage and tanker/bowser movements (avgas and Jet A1), populations. Specific measures will be implemented to ensure protection of SPZ, including below tank leak detection; tank and fuel handling containment strategy, hard standing and drainage for all parked full tankers and bowzers, and development of a fuel farm drainage strategy with capacity for firewater runoff and credible release scenarios. Firefighting foam selected for use on the tank farm will not be classed as 'dangerous to the environment'. Comprehensive areas of hardstanding with an associated active drainage capture system to collect all surface drainage and hence and any leaks Surface water runoff from internal roads. Layout and equipment design to optimise separation of ecotoxic material from SPZ1. Automatic detection and isolation systems, where required (e.g. to protect against overfill of tank).	Highly improbable	Minor	Not Significant
2.56	Fuel Farm	Tank storage and tanker/bowser movements and bowser/tanker parking (Avgas and Jet A1)	Fire/explosion or loss of containment of damaging substance (loss of integrity, loss of control (e.g. overfill), collision of tanker/bowser, design/maintenance/inspection deficiency, human error, malicious act, aircraft crash, external event e.g. seismic activity/subsidence, with ignition).	Direct	Built environment	Designated Heritage sites, Scheduled monuments	No known potential. No known scheduled monuments in immediate vicinity of Fuel Farm.	Not MA&D	n/a	Sub MA&D	Mitigation for Heritage and historic sites Chapter 9 of the ES. Separation of operational activities from designated heritage sites will be included in the design. The Emergency Plan will allow for protection of heritage sites where required.	n/a	Negligible	Not Significant
2.57	Fuel Farm	Drainage Network - fuel farm	Failure of Drainage Network site discharge controls to Pegwell Bay.	Via Drainage/ lesser pathway via groundwater	Designated land/water (international/n ational)	RAMSAR/SAC/SPA/SSSI/NNR	Uncontrolled release of drainage water into Pegwell Bay. Credible Worst Case: Thanet Coast, Sandwich Bay, surface water (high level of contaminant not expected in normal operation). Recovery in < 10 years	Severe	Medium	Low	Certification, licensing, management and design of aerodrome (as 2.01 and 2.02 above), including tank and containment design features. Major accidents and disaster from tank farm release included in the Emergency Plan and safety/Environmental Management Systems. Major hazards risk assessment for the environment, and adoption of ALARP and inherent risk reduction principles through design and operation. Oil interceptors and anti-pollution control valves would be installed to surface water runoff from internal roads. Inspection and upgrade or drainage system prior to operation. Low level of pollution in drainage network during normal operation. Specific consideration given to protection of Pegwell Bay (as outlined in Chapter 8 of the ES: Freshwater Environment and Chapter 3 of the ES)	Improbable	Negligible	Not Significant
2.58	Fuel Farm	Drainage Network - fuel farm	Significant overflow of drainage network/loss of network integrity.	Via Ground	SPZ	SPZ1	Uncontrolled entry of drainage water into SPZ. Credible Worst Case: Low level pollution by surface water (high level of contaminant not expected in normal operation). Recovery period < 6 years as low level of contamination anticipated.	Severe	Long	Medium	Certification, licensing, management and design of aerodrome (as 2.01 and 2.02 above), including tank and containment design features. Major accidents and disaster from tank farm release included in the Emergency Plan and safety/Environmental Management Systems. Major hazards risk assessment for the environment, and adoption of ALARP and inherent risk reduction principles through design and operation. Comprehensive areas of hardstanding across the site with an associated active drainage capture system to collect all surface drainage. Specific consideration given to protection of the SPZ (as outlined in Chapter 8 of the ES: Freshwater Environment and Chapter 3 of the ES) Inspection and upgrade or drainage system prior to operation. Low level of pollution in drainage network during normal operation. Containment with sealed drainage systems would be applied to bunds and fuel points, preventing the accidental entry of contaminants into sewer/storm water drainage network.	Improbable	Minor	Not Significant
2.59	Fuel Farm	Buildings/ carparks - Use/design	Fire/toxic event/collapse at fuel farm offices/carpark.	Direct	Population	Fuel Farm workers /visitors	Credible Worst Case: multiple worker injuries/potential loss of life in low numbers from thermal/fire effects to people in proximity of event.	Major	Medium	Medium	Design in compliance with UK building and fire safety regulations and planning controls. Risk assessment, safety management and the Emergency Plan to include major accidents & disasters for the fuel farm to reduce risk to As Low As Reasonably Practicable. Major hazards risk assessment for people, and adoption of As Low As Reasonably Practicable and inherent risk reduction principles through design and operation. The Emergency Plan will include firefighting/suppression, evacuation and mustering, emergency management and response, emergency access for emergency services and first aid.	Improbable	Minor	Not Significant
2.6	Fuel Farm	Buildings/ carparks and roadways - Use/design	Release of chemical at fuel farm offices/carpark.	Via Drainage/ lesser pathway via groundwater	Designated land/water (international/n ational)	RAMSAR/SAC/SPA/SSSI/NNR	Release of substance dangerous to the environment. Credible Worst Case: Thanet Coast, Sandwich Bay and area impacted small (low quantities of chemicals). Recovery in < 10 years	Severe	Medium	Low	Design in compliance with UK building and fire safety regulations and planning controls. Risk assessment, Environmental management and the Emergency Plan to include major accidents and disasters for the fuel farm to reduce risk to As Low As Reasonably Practicable. Major hazards risk assessment for the environment and adoption of As Low As Reasonably Practicable and inherent risk reduction principles through design and operation. Hard standing and pavingmenting. Drainage strategy will minimise potential for direct entry into Pegwell Bay No significant hazardous inventories anticipated for fuel farm offices/ buildings.	Improbable	Negligible	Not Significant
2.61	Fuel Farm	Buildings/ carparks - Use/design	Release of chemical at fuel farm offices/carpark.	via Ground	SPZ	SPZ1	Release of substance dangerous to the environment. Credible Worst Case: Low level pollution by surface water (no significant chemical storage anticipated). Recovery period < 6 years as low level of contamination anticipated and no chemical storage anticipated within SPZ1.	Major	Long	High	Design in compliance with UK building and fire safety regulations and planning controls. Risk assessment, Environmental management and the Emergency Plan to include major accidents and disasters for the fuel farm to reduce risk to As Low As Reasonably Practicable. Major hazards risk assessment for the environment and adoption of As Low As Reasonably Practicable and inherent risk reduction principles through design and operation. Inspection and maintenance (construction and operation). Drainage strategy for collection of any road/office spillage into waste drainage. No significant inventories in fuel farm offices/ buildings. No significant hazardous inventories anticipated for fuel farm offices/ buildings.	Improbable	Minor	Not Significant
2.62	Essential safety/environmental systems and utilities (gas, electricity, communications, drainage, water)	Loss of essential systems and utilities to airport.	Loss of service/safety/environmental controls with potential for release, fire or collision (from equipment/ management/control failure).	Direct	Population/ Designated site/ SPZ	Onsite/ offsite population/ RAMSAR/SAC/SPA/SPA/SPZ	Potential loss of life /injury. Potential damage to RAMSAR/SPZ. Credible Worst Case: loss of designation for SPZ with duration >6 years, or multiple loss of life.	Catastrophic	Very Long	Very High	Certification, licensing, management and design of aerodrome (as 2.01 and 2.02 above), including tank and containment design features. This will include provision for loss of utilities, and risk assessment to ensure appropriate levels of redundancy and back-up for essential safety and environmental controls. Adoption of As Low As Reasonably Practicable and inherent risk reduction principles through design and operation. Risk assessment for essential utilities and safety systems including availability of systems (redundancy and back-up for essential safety and environmental controls). Management controls for safe cessation and restart.	Highly improbable	Minor	Not Significant

ID	Location	Source	Cause	Pathway	Receptor Group	Potential Receptor	Credible Worst Case consequence	Severity of harm	Duration of harm	Magnitude of change	Incorporated Measure	Likelihood	Significance	Effect
3.01	Airport Wide	Flooding	Sea, coastal, river, rainfall, surface water, flash flooding, sewer flooding.	Direct	Population	Onsite workers/ airport users	Credible Worst Case: multiple injuries/potential loss of life in low numbers.	Major	Medium	Medium	Design, safety/environmental management and Emergency Plans as outlined in 1.02, 1.02, 2.01 and 2.02 (for operation and construction). Flooding specifically included. A Safety Management System will be developed post DCO to incorporate major accidents and disasters including those from adverse weather and natural phenomena. This will include a risk assessment and Emergency Plan for flooding events. The design, including drainage will allow for flood capture and climate change. Strategies for cessation of operations will be developed for severe adverse weather and flooding, including (where necessary) airport closure. Flood risk assessment (See Chapter 8 ES) shows airport in Flood Zone 1 (EA flood mapping). Flood risk from rivers /sea very unlikely chance of flooding occurring each year. No risk of flooding from reservoirs. Flood from land is generally low. Site drainage strategy and attenuation ponds designed to accommodate flooding and climate change. The system will be designed to mitigate onsite flood risk.	Improbable	Minor	Not Significant
3.02	Airport Wide	Flooding	Sea, coastal, river, rainfall, surface water, flash flooding, sewer flooding.	Via Drainage	Designated land/water (international/n ational)	RAMSAR/SAC/S PA/SSSI/NNR	High levels of contamination unlikely from flooding due to high integrity containment strategy. Credible Worst Case: Thanet Coast, Sandwich Bay and area impacted small (low quantities of chemicals). Recovery in <10 years.	Severe	Medium	Low	Design, safety/environmental management and Emergency Plans as outlined in 1.02, 1.02, 2.01 and 2.02 (for operation and construction). Flooding specifically included. An Environmental Management System and Emergency Plan will be developed post DCO to incorporate major accidents and disasters including those from adverse weather and natural phenomena. This will include risk assessment and Emergency Plan for flooding. The design, including drainage, will allow for flood capture and climate change. Flood risk assessment: Low flood risk area for river/sea flooding. Hazardous chemicals and fuels kept to the minimum and stored in dedicated areas, in approved containers/tanks following industry standard practices as a minimum and with appropriate levels of containment. No direct pathway for discharge to Pegwell Bay. Drainage strategy for retention of contaminated water retained on site for safe disposal. Active pumping required for discharge to Pegwell Bay Outfall (clean water only).	Highly improbable	Negligible	Not Significant
3.03	Airport Wide	Flooding	Sea, coastal, river, rainfall, surface water, flash flooding, sewer flooding.	Via Ground	SPZ	SPZ	Contaminated flood water (dangerous to the environment) to SPZ leading to loss of status. Credible Worst Case SPZ 1 close to Fuel Farm or runway. Recovery period > 6 years.	Severe	Long	Medium	Design, safety/environmental management and Emergency Plans as outlined in 1.02, 1.02, 2.01 and 2.02 (for operation and construction). Flooding specifically included. An Environmental Management System and Emergency Plan will be developed post DCO to incorporate major accidents and disasters including those from adverse weather and natural phenomena. This will include risk assessment and Emergency Plan for flooding. The design, including drainage, will allow for flood capture and climate change. Flood risk assessment: Low flood risk area for river/sea flooding. Hazardous chemicals and fuels kept to the minimum and stored in dedicated areas, in approved containers/tanks following industry standard practices as a minimum and with appropriate levels of containment. Specific protection of SPZ1, and high integrity containment of fuel tanks. Drainage network upgrade and inspection prior to operation to ensure integrity. Flooding and rainfall on hard standing actively drained.	Highly improbable	Negligible	Not Significant
3.04	Airport Wide	Seismic	Significant seismic activity leading to damage of building /structures/civils.	Direct	Population	Onsite workers/ airport users	Credible Worst Case: multiple injuries/small potential loss of life in low numbers.	Major	Medium	Medium	Low Seismic area. A Safety Management System will be developed post DCO to incorporate major accidents and disasters for natural phenomena. This will include design and operational risk assessment, inherent safe design with reduction of risk to As Low As Reasonably Practicable and Emergency Plan for seismic events. Strategies for inspection of operations following seismic activity on safety critical equipment and systems.	Improbable	Minor	Not Significant
3.05	Airport Wide	Seismic	Significant seismic activity leading to damage of building /structures/civils.	Via Drainage	Designated land/water (international/n ational)	RAMSAR/SAC/S PA/SSSI/NNR	Event causes loss of containment for significant fuel /chemical storage entering drainage network with potential for discharge to Pegwell Bay. Credible Worst Case: Thanet Coast, Sandwich Bay, and loss of tanker/ partial tank inventory through failure. Recovery <10 years.	Severe	Medium	Low	Low Seismic area. Potential for significant fuel/chemical loss of containment very low (low magnitude events, high integrity design of fuel storage and primary, secondary, tertiary containment). An Environmental Safety Management System will be developed post DCO to incorporate major accidents and disasters for natural phenomena. This will include design and operational risk assessment, inherent safe design with reduction of risk to As Low As Reasonably Practicable and Emergency Plan for seismic events. Active drainage system to gather and retain released fluids on site. Pollution control valve. Strategies for inspection of operations following seismic activity on safety critical equipment and systems.	Highly improbable	Negligible	Not Significant
3.06	Airport Wide	Seismic	Significant seismic activity leading to damage of building /structures/civils.	Via Ground	SPZ	SPZ1	Event causes loss of containment for significant fuel /chemical storage discharging to ground. Credible Worst Case loss of fuel tanker/ partial tank inventory through failure. Potential loss of designated status to SPZ. Recovery >10 years.	Catastrophic	Very Long	Very High	Low Seismic area. Potential for significant fuel/chemical loss of containment very low (low magnitude events, high integrity design of fuel storage and primary, secondary, tertiary containment). An Environmental Safety Management System will be developed post DCO to incorporate major accidents and disasters for natural phenomena. This will include design and operational risk assessment, inherent safe design with reduction of risk to As Low As Reasonably Practicable and Emergency Plan for seismic events. Storage in designated areas, haul routes and parking on hard standing with active drainage. Strategies for inspection of operations following seismic activity on safety critical equipment and systems.	Highly improbable	Minor	Not Significant
3.07	Airport Wide	Subsidence	Civils failure, historic features (e.g. tunnels, natural features).	Direct	Population	Onsite workers/ airport users	Low potential. No known issues. Any revealed during inspection monitoring will be rectified and incorporated in to the design basis. Credible Worst Case: multiple injuries/potential loss of life in low numbers.	Major	Medium	Medium	No known mining or subsidence issues at the airport, but World War 1 tunnels have been previously identified in Thanet. None currently known at airport. Ground stability inspection/monitoring at construction and operational phases. Implementation of measures for any identified issues.	Highly improbable	Negligible	Not Significant
3.08	Airport Wide	Subsidence	Civils failure, historic features (e.g. tunnels, natural features).	Via Drainage	Designated land/water (international/n ational)	RAMSAR/SAC/S PA/SSSI/NNR	Low potential. No known issues. Any revealed during inspection monitoring will be remediated and incorporated in to the design basis. Credible Worst Case: Thanet Coast, Sandwich Bay, and partial tank inventory through failure. Recovery<10 years.	Severe	Medium	Low	No known mining or subsidence issues at the airport, but World War 1 tunnels have been previously identified in Thanet. None currently known at airport. Ground stability inspection/monitoring at construction and operational phases. Implementation of measures for any identified issues.	Highly improbable	Negligible	Not Significant
3.09	Airport Wide	Subsidence	Civils failure, historic features (e.g. tunnels, natural features).	Via Ground	SPZ	SPZ1 (adit at runway)	Low potential. No known issues. Any revealed during inspection monitoring will be remediated and incorporated in to the design basis. Credible Worst Case partial tank inventory through failure. Recovery > 6 years.	Catastrophic	Very Long	Very High	No known mining or subsidence issues at the airport, but World War 1 tunnels have been previously identified in Thanet. None currently known at airport. Ground stability inspection/monitoring at construction and operational phases. Implementation of measures for any identified issues.	Highly improbable	Minor	Not Significant
3.1	Airport Wide	Land slide	Natural phenomena or external civil engineering failure.	Direct	Various	Population/ Designated site/ SPZ	None identified from external sources.	Not MA&D	n/a	Sub MA&D	No significant landslide issues identified.	n/a	Negligible	Not Significant

ID	Location	Source	Cause	Pathway	Receptor Group	Potential Receptor	Credible Worst Case consequence	Severity of harm	Duration of harm	Magnitude of change	Incorporated Measure	Likelihood	Significance	Effect
3.11	Airport Wide	Extreme Weather/storm heat/cold/fog/drought	Extreme prevailing conditions leading to aircraft incident in flight. Failure of equipment, tanks, aircraft, runways or human error/breach of procedures due to exposure to adverse conditions (e.g. high winds, high heat/extreme cold, drought).	Direct	Population	Onsite workers/airport users	Injury/loss of life through building collapse/impact or fire/ air incident caused by exposure to extreme weather. Worst Credible: multiple injury/ multiple loss of life, in high numbers for very worst case of loss of aircraft in flight.	Catastrophic	Long	Very High	Design, safety/environmental management and Emergency Plans as outlined in 1.02, 1.02, 2.01 and 2.02 (for operation and construction). Design basis allows for climate change and extreme weather events. Highly damaging storms (sufficient to significantly damage tanks) very unlikely in Kent area. Adverse weather procedures in place to restrict airport operations and flights extreme weather. Flight procedures and restrictions in line with EASA and CAA guidelines for adverse weather. A Safety Management System will be developed post DCO to incorporate major accidents and disasters for natural phenomena (construction and operation). This will include risk assessment and Emergency Plan for adverse weather and extreme events. The design will incorporate safeguarding features to address extreme weather. The Emergency Plan will include response, clean up and remediation associated with adverse weather events. Winterisation programme for airport. Maintenance and inspection and design of equipment, buildings and surfaces in line with UK regulations and industry good practice.	Highly improbable	Minor	Not Significant
3.12	Airport Wide	Extreme Weather/storm heat/cold/fog/drought	Extreme prevailing conditions leading to aircraft incident in flight. Failure of equipment, tanks, aircraft, runways or human error/breach of procedures due to exposure to adverse conditions (e.g. high winds, high heat/extreme cold, drought).	Via Drainage	Designated land/water (international/national)	RAMSAR/SAC/SPA/SSSI/NNR	Event causes loss of containment for significant fuel /chemical storage entering drainage network with potential for discharge to Pegwell Bay. Credible Worst Case: Thanet Coast, Sandwich Bay, and loss of tanker/ partial tank inventory through failure. Recovery <10 years.	Severe	Medium	Low	Design, safety/environmental management and Emergency Plans as outlined in 1.02, 1.02, 2.01 and 2.02 (for operation and construction). Design basis allows for climate change and extreme weather events. Highly damaging storms (sufficient to significantly damage tanks) very unlikely in Kent area. Adverse weather procedures in place to restrict airport operations and flights extreme weather. Flight procedures and restrictions in line with EASA and CAA guidelines for adverse weather. An Environmental Management System will be developed post DCO to incorporate major accidents and disasters for natural phenomena (construction and operation). This will include risk assessment and Emergency Plan for adverse weather and extreme events. The design will incorporate safeguarding Drainage strategy. Risk assessment for the protection/availability of essential services, controls and safeguards following adverse weather conditions. Maintenance and inspection and design of equipment, buildings and surfaces in line with UK regulations and industry good practice.	Highly improbable	Negligible	Not Significant
3.13	Airport Wide	Extreme Weather/storm heat/cold/fog/drought	Failure of equipment, tanks, aircraft, runways or human error/breach of procedures leading to a release due to exposure to adverse conditions (e.g. high winds, high heat/extreme cold, drought). Extreme prevailing conditions leading to aircraft incident in flight.	Via Ground	SPZ	SPZ1 (adit at runway)	Event causes loss of containment for significant fuel /chemical storage discharging to ground. Credible Worst Case loss of fuel tanker/ partial tank inventory through failure. Potential loss of designated status to SPZ. Recovery >10 years.	Catastrophic	Very Long	Very High	Design, safety/environmental management and Emergency Plans as outlined in 1.02, 1.02, 2.01 and 2.02 (for operation and construction). Design basis allows for climate change and extreme weather events. Highly damaging storms (sufficient to significantly damage tanks) very unlikely in Kent area. Adverse weather procedures in place to restrict airport operations and flights extreme weather. Flight procedures and restrictions in line with EASA and CAA guidelines for adverse weather. An Environmental Management System will be developed post DCO to incorporate major accidents and disasters for natural phenomena (construction and operation). This will include risk assessment and Emergency Plan for adverse weather and extreme events. The design will incorporate safeguarding. Risk assessment for the protection/availability of essential services, controls and safeguards following adverse weather conditions. Drainage strategy. Maintenance and inspection and design of equipment, buildings and surfaces in line with UK regulations and industry good practice.	Highly improbable	Minor	Not Significant
3.14	Airport Wide	Extreme Weather/storm heat/cold/fog/drought	Failure of equipment, tanks, aircraft, runways or human error/breach of procedures leading to a release due to exposure to adverse conditions (e.g. high winds, high heat/extreme cold, drought). Extreme prevailing conditions leading to aircraft incident in flight.	Direct/escalation	Built environment	Scheduled monuments/Grade I listed buildings	None in airport. Credible Worst Case: Loss of status by direct aircraft collision. Damage to scheduled monument (Anglo Saxon cemetery, enclosure and ring ditches, monastic grange, Saxon shore front).	Major	Long	High	A Safety Management System will be developed post DCO to incorporate major accidents and disasters for natural phenomena. This will include a risk assessment and Emergency Plan for response to natural phenomena, and procedures for operations in the event of adverse weather. Museum is located on the Northern Grass at distance from aircraft operations and fuel storage areas. Maintenance and inspection and design of equipment, buildings and surfaces in line with UK regulations and industry good practice. Flight restrictions in accordance with EASA and CAA guidelines in adverse weather. Risk assessment for the protection/availability of essential services, controls and safeguards following adverse weather conditions.	Highly improbable	Minor	Not Significant
3.15	Airport Wide	Lightning strike	Direct injury, damage to equipment, potential ignition source.	Direct	Population	Onsite workers/airport users	Credible Worst Case: Injury/loss of life to those directly effected, low numbers. Lightning strike to aircraft is common, designed for and not expected to lead to significant consequences (this aspect is therefore discounted from consideration).	Major	Medium	Medium	Design basis allows for lightning strike, including industry standard lightning protection. Lightning strike inspection and procedures. Safety and Environmental Management System, and emergency plan Aircraft designed for lightning strike and protection. Risk assessment for the protection/availability of essential services, controls and safeguards following lightning strike and other adverse weather conditions.	Highly improbable	Negligible	Not Significant
3.16	Airport Wide	Lightning strike	Operating in lightning conditions, aircraft incident in flight or strike to equipment, tanks, aircraft on ground.	Via Drainage	Designated land/water (international/national)	RAMSAR/SAC/SPA/SSSI/NNR	Credible Worst Case: Damage to equipment. Lightning strike to aircraft is common, designed for and not expected to lead to significant consequences (this aspect is therefore discounted from consideration).	Not MA&D	n/a	Sub MA&D	Design basis allows for lightning strike, including industry standard lightning protection. Lightning strike inspection and procedures. Safety and Environmental Management System, and emergency plan Aircraft designed for lightning strike and protection. Risk assessment for the protection/availability of essential services, controls and safeguards following lightning strike and other adverse weather conditions.	n/a	Negligible	Not Significant
3.17	Airport Wide	Lightning strike	Operating in lightning conditions, aircraft incident in flight or strike to equipment, tanks, aircraft on ground.	Via Ground	SPZ	SPZ1 (adit at runway)	Credible Worst Case: Damage to equipment. Lightning strike to aircraft is common, designed for and not expected to lead to significant consequences (this aspect is therefore discounted from consideration).	Not MA&D	n/a	Sub MA&D	Design basis allows for lightning strike, including industry standard lightning protection. Lightning strike inspection and procedures. Safety and Environmental Management System, and emergency plan Aircraft designed for lightning strike and protection. Risk assessment for the protection/availability of essential services, controls and safeguards following lightning strike and other adverse weather conditions.	n/a	Negligible	Not Significant
3.18	Airport Wide	Malicious Act	Vandalism, theft, terrorism.	Direct	Population	Onsite workers/airport users	Worst Credible: multiple injury/loss of life in high numbers.	Catastrophic	Long	Very High	Certification, licensing, management and design of aerodrome (as 1.01 and 1.02, operations). Airport Security management and controls (including cyber security) in line with EASA requirements, Safety/Environmental Management System and Emergency Plan. This will be developed in consultation with security services, the police, other emergency services and the local authorities.	Highly improbable	Minor	Not Significant
3.19	Airport Wide	Malicious Act	Vandalism, theft, terrorism.	Via Drainage	Designated land/water (international/national)	RAMSAR/SAC/SPA/SSSI/NNR	Credible Worst Case: Thanet Coast, Sandwich Bay, and loss of tanker/ partial tank inventory through failure.	Severe	Medium	Low	Certification, licensing, management and design of aerodrome (as 1.01 and 1.02, operations). Airport Security management and controls (including cyber security) in line with EASA requirements, Safety/Environmental Management System and Emergency Plan. This will be developed in consultation with security services, the police, other emergency services and the local authorities.	Highly improbable	Negligible	Not Significant
3.2	Airport Wide	Malicious Act	Vandalism, theft, terrorism.	Via Ground	SPZ	SPZ	Credible Worst Case: Loss of tanker/ partial tank inventory through failure.	Catastrophic	Very Long	Very High	Certification, licensing, management and design of aerodrome (as 1.01 and 1.02, operations). Airport Security management and controls (including cyber security) in line with EASA requirements, Safety/Environmental Management System and Emergency Plan. This will be developed in consultation with security services, the police, other emergency services and the local authorities.	Highly improbable	Minor	Not Significant
3.21	Airport Wide	Malicious Act - Cyber security	System security breach with malicious intent.	Direct	Various	Population/ Designated site/ SPZ	Population/ RAMSAR/ SPZ	Catastrophic	Very Long	Very High	Certification, licensing, management and design of aerodrome (as 1.01 and 1.02, operations). Airport Security management system (including cyber security), safety/Environmental Management System and Emergency Plan. This will be developed in consultation with security services, the police, other emergency services and the local authorities.	Highly improbable	Minor	Not Significant

ID	Location	Source	Cause	Pathway	Receptor Group	Potential Receptor	Credible Worst Case consequence	Severity of harm	Duration of harm	Magnitude of change	Incorporated Measure	Likelihood	Significance	Effect
3.22	Aircraft in flight	Malicious Act /External interference	Drone, laser, bird strike, fireworks, sky lanterns impairing aircraft safety.	Direct	Various	Population/ Designated site/ SPZ	Population/RAMSAR/SPZ	Catastrophic	Very Long	Very High	Design, safety/environmental management and Emergency Plans as outlined in 1.02, 1.02, 2.01 and 2.02 (for operation and construction). The air space usage will be designed in accordance with CAA requirements (CAP 1616). Guidance established as best practice for air traffic control and aerodrome operators to operate with respect to external hazards (e.g. fireworks, directed light sources, sky lanterns and drones) will be followed, including communication of guidance in the vicinity of the airport on the responsibilities of the community under the UK Air Navigation Order 2016 or EASA regulations as appropriate, for safe coexistence with the aerodrome, including restrictions on flying drones in proximity of airports. The Safety Management System will include procedures and action/response to potential external risk sources. Pilot training and response. Wild life will be managed in compliance with CAP 772, to minimise potential for bird strike and aircraft damage from wildlife. Aircraft security will be rigorously controlled by implementation of security management as required under EASA licensing and CAP guidance for passengers, crew, airport workers and unauthorised access. Liaison with the local council to support their responsibilities under the Civil Contingency Act.	Highly improbable	Minor	Not Significant
3.23	Airport Wide	Historical site features	Unexploded ordnance (UXO), historical site excavations/tunnels, chemical residue/storage associated with historical site military usage.	Direct	Population	Onsite workers/ airport users	Credible Worst Case: Injury/multiple loss of life.	Catastrophic	Medium	High	Design, safety/environmental management and Emergency Plans as outlined in 2.01 and 2.02. Construction planning, management, risk assessments, supervision and safe work practices, including risk assessment to reduce risk to As Low As Reasonably Practicable. The potential for UXO and historical ground stability issues will be identified, controlled and minimised prior to construction: Inspection, monitoring and Emergency Plan and suitable plans developed to make safe any arising issues. Drainage Strategy and retention onsite. No direct pathway.	Improbable	Minor	Not Significant
3.24	Airport Wide	Historical site features	Unexploded ordnance (UXO), historical site excavations/tunnels, chemical residue/storage associated with historical site military usage (site listed as licensed explosive site).	Via Drainage	Designated land/water (international/n ational)	RAMSAR/SAC/SPA/SSSI/NNR	Equipment/storage failure with loss of fuel/chemical resulting from realisation of historic site hazard causing damage to site equipment. Credible Worst Case: Thanet Coast, Sandwich Bay loss of tanker/ partial tank inventory through failure. Recovery <10 years.	Severe	Medium	Low	Design, safety/environmental management and Emergency Plans as outlined in 2.01 and 2.02. Construction planning, management, risk assessments, supervision and safe work practices, including risk assessment to reduce risk to As Low As Reasonably Practicable. The potential for UXO and historical ground stability issues will be identified, controlled and minimised prior to construction: Inspection, monitoring and Emergency Plan and suitable plans developed to make safe any arising issues. Drainage Strategy and retention onsite. No direct pathway.	Highly improbable	Negligible	Not Significant
3.25	Airport Wide	Historical site features	Unexploded ordnance (UXO), historical site excavations/tunnels, chemical residue/storage associated with historical site military usage (site listed as licensed explosive site).	Via Ground	SPZ	SPZ	Equipment/storage failure with loss of fuel/chemical resulting from realisation of historic site hazard causing damage to site equipment. Damage to SPZ through damage to e.g. adit and coincident loss of containment of fuel (e.g. fuel bowser failure). Recovery >6 years.	Catastrophic	Very Long	Very High	Design, safety/environmental management and Emergency Plans as outlined in 2.01 and 2.02. Construction planning, management, risk assessments, supervision and safe work practices, including risk assessment to reduce risk to As Low As Reasonably Practicable. The potential for UXO and historical ground stability issues will be identified, controlled and minimised prior to construction: Inspection, monitoring and Emergency Plan and suitable plans developed to make safe any arising issues. Drainage Strategy and retention onsite. No direct pathway.	Highly improbable	Minor	Not Significant
3.26	Airport Wide	Escalation from third party facilities/ activities	Fire/explosion/toxic release from third party activity adjacent to site/tenant at site.	Direct	Population	Onsite workers, airport users and public	Injury/potential multiple loss of life.	Catastrophic	Medium	High	Design, safety/environmental management and Emergency Plans as outlined in 1.02, 1.02, 2.01 and 2.02 (for operation and construction). Third part activities specifically included. No COMAH or major hazards sites in proximity of airport. Layout design for airport as part of design basis, including separation of fuel stores and airport from site boundary in compliance with industry standards. Lease agreements for tenanted buildings with agreements for safety/environmental management and Emergency Planning. Open site with high escape potential. Evacuation and fire assembly philosophy to be developed post DCO.	Improbable	Minor	Not Significant
3.27	Airport Wide	Escalation from third party facilities/ activities	Fire/explosion/toxic release from third party activity adjacent to site/tenant at site.	Via Drainage	Designated land/water (international/n ational)	RAMSAR/SAC/SPA/SSSI/NNR	Loss of fuel/chemical at airport following escalation of third party event causing damage to site equipment. Credible Worst Case: Thanet Coast, Sandwich Bay, and loss of tank inventory through failure. Credible Worst Case: Thanet Coast, Sandwich Bay. Recovery < 10 years.	Severe	Medium	Low	Design, safety/environmental management and Emergency Plans as outlined in 1.02, 1.02, 2.01 and 2.02 (for operation and construction). Third part activities specifically included. No COMAH or major hazards sites in proximity of airport. Layout design for airport as part of design basis, including separation of fuel stores and airport from site boundary in compliance with industry standards. Lease agreements for tenanted buildings with agreements for safety/environmental management and Emergency Planning. Drainage strategy and Emergency Plan.	Highly improbable	Negligible	Not Significant
3.28	Airport Wide	Escalation from third party facilities/ activities	Fire/explosion/toxic release from third party activity adjacent to site/tenant at site.	Via Ground	SPZ	SPZ	Loss of fuel/chemical at airport following escalation of third party event causing damage to site equipment. Damage to SPZ through damage to e.g. adit. Recovery < 10 years.	Catastrophic	Very Long	Very High	Design, safety/environmental management and Emergency Plans as outlined in 1.02, 1.02, 2.01 and 2.02 (for operation and construction). Third part activities specifically included. No COMAH or major hazards sites in proximity of airport. Layout design for airport as part of design basis, including separation of fuel stores and airport from site boundary in compliance with industry standards. Lease agreements for tenanted buildings with agreements for safety/environmental management and Emergency Planning. Drainage strategy, hardstanding and Emergency Plan.	Highly improbable	Minor	Not Significant
3.29	Airport Wide	Escalation from third party facilities/ activities	Fire/explosion/toxic release from third party activity adjacent to site/tenant at site.	Direct/escalation	Built environment	Scheduled monument	No scheduled monuments/listed buildings in vicinity. Museum not classed as scheduled monument.	Not MA&D	n/a	Sub MA&D	No scheduled monuments/listed buildings in vicinity. Museum not classed as scheduled monument.	n/a	Negligible	Not Significant
3.3	Airport Wide	Ground fire/escalation of forest fire/wild fire	Drought/malicious act leading to large scale spreading external fire e.g. from dry woodland/ farmland.	Direct	Various	Population/ Designated site	Loss of life, contamination of Pegwell bay by firewater.	Catastrophic	Very Long	Very High	No large forests in vicinity (but farm land does exist). Airport surrounded by road ways. Large areas of hard standing. Emergency Plan (including fire fighting) and Safety Management System in place, including procedures for safe evacuation and cessation of operations. Long Grass management programme implemented on airport. Emergency response by external fire fighters	Highly improbable	Minor	Not Significant
3.31	Airport Wide	Loss of external utilities/fuel	External failure of electricity, gas, water, communication systems supply.	Loss of control	Various	Population/ Designated site/ SPZ	Population/RAMSAR/SPZ	Catastrophic	Very Long	Very High	Design, safety/environmental management and Emergency Plans as outlined in 1.02, 1.02, 2.01 and 2.02 (for operation and construction). Loss/availability of essential services, systems and utilities included. Adoption of ALARP and inherent risk reduction principles through design and operation. Risk assessment for essential utilities and safety systems including availability of systems (redundancy and back-up for essential safety and environmental controls). Management controls for safe cessation and restart.	Highly improbable	Minor	Not Significant
3.32	Airport Wide	Disease outbreak, emerging infectious disease, animal disease, infestation	Natural phenomena.	Direct	Population	Onsite workers/ airport users	Credible Worst Case injury/potential multiple loss of life. Cessation of operations.	Catastrophic	Medium	High	Safety Management System will be developed post DCO to incorporate operations and controls in the event of a civil emergency or major disease outbreak. This will include risk assessment and procedures for operations, personnel welfare in the event of these circumstances.	Improbable	Minor	Not Significant
3.33	Airport Wide	Civil emergency/widespread industrial/urban event.	Civil emergency, widespread industrial dispute/action.	Direct	Various	Population/ Designated site/ SPZ	Credible Worst Case injury/potential fatality. Cessation of operations.	Catastrophic	Medium	High	A security and Safety Management System will be developed post DCO to incorporate operations and controls in the event of a civil emergency, urban/industrial event or major disease outbreak. This will include risk assessment and procedures for operations, personnel welfare in the event of these circumstances.	Highly improbable	Minor	Not Significant

ID	Location	Source	Cause	Pathway	Receptor Group	Potential Receptor	Credible Worst Case consequence	Severity of harm	Duration of harm	Magnitude of change	Incorporated Measure	Likelihood	Significance	Effect
3.34	Airport Wide	Civil emergency/widespread industrial/urban event.	Civil emergency, widespread industrial dispute/action.	Direct/escalation	Built environment	Scheduled monument	No scheduled monuments/listed buildings in vicinity. Museum not classed as scheduled monument.	Not MA&D	n/a	Sub MA&D	No scheduled monuments known at airport. A Safety Management System will be developed post DCO to incorporate n major accidents and disasters for natural phenomena. This will include risk assessment and Emergency Plan for response to natural phenomena, and procedures for operations in the event of adverse weather.. Museum is located on the Northern Grass at distance from aircraft operations and fuel storage areas.	n/a	Negligible	Not Significant
3.35	Aircraft in flight	Ash cloud, other natural phenomena impacting aircraft safety	Operating in extreme conditions, aircraft incident in flight.	Direct	Various	Population/ Designated site/ SPZ	Population/RAMSAR/SPZ	Catastrophic	Very Long	Very High	Design, safety/environmental management and Emergency Plans as outlined in 1.02, 1.02, 2.01 and 2.02 (for operation and construction). Design basis allows for climate change and extreme weather events. Flight restrictions in line with EASA and CAA guidelines for adverse natural phenomena. A Safety Management System will be developed post DCO to incorporate major accidents and disasters for natural phenomena (construction and operation). This will include risk assessment and Emergency Plan for adverse weather and extreme events. The design will incorporate safeguarding features to address extreme weather. The Emergency Plan will include response, clean up and remediation associated with adverse weather events.	Highly improbable	Minor	Not Significant
3.36	Traffic and Transport	Airport Traffic - offsite	Road Collision.	Direct	Population	Onsite workers, airport users and public	Credible Worst Case injury/potential multiple loss of life to vehicle users/pedestrians.	Catastrophic	Medium	High	Mitigations and improvements for road highway network, following detailed traffic risk assessment as described in DCO Transport Assessment and Chapter 14 of the Environmental Statement including (where required road widening, junction modifications and signal junctions).	Improbable	Minor	Not Significant
3.37	Traffic and Transport	Airport Traffic - offsite	Road Collision with tanker. Loss of tanker fuel.	Direct	Designated land/water (international/national)	RAMSAR/SAC/SPA/SSSI/NNR	Loss of tanker fuel. Drainage of released material. Credible Worst Case Thanet Coast, Sandwich Bay, and loss of tanker.	Severe	Medium	Low	Mitigations and improvements for road highway network, following detailed traffic risk assessment as described in DCO Transport Assessment and Chapter 14 of the Environmental Statement including (where required road widening, junction modifications and signal junctions). Drivers will be ADR (European Agreement concerning the International Carriage of Dangerous Goods by Road) and tankers regulated under the Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009.	Very unlikely	Minor	Not Significant

Appendix 17.4

Major Accident and Disaster Criteria



1. Introduction

- 1.1.1 The approach that has been adopted for the major accidents and disasters chapter of the EIA for the Proposed Development is aligned to guidance recently made available by the European Commission¹. The context of the guidance for major accidents and disasters is that the scope covers those which could impede the Proposed Development's activities/objectives and may have adverse effects on receptors. The focus of the assessment is therefore to recognise significant risk arising from major accidents and disasters and leading to potential significant environmental effects, thereby, building resilience into the scheme and reducing vulnerability.
- 1.1.2 Major accidents and disasters are by their nature of very high consequence (if they occur) and are 'unplanned' with the effects not part of the intended design, construction or operational intent. The assessment of significant effects for major accidents and disasters focusses on the risk significance, the combination of the severity of harm (if they were realised), sensitivity of the receptor and likelihood rather than the magnitude of the change and sensitivity of the receptor only.
- 1.1.3 Risk tolerability for major accidents and disasters in the UK generally follows the As Low As Reasonably Practicable or 'ALARP' principle, where the onus is to eliminate intolerable risk, and ensure at detailed design stages that any residual risk, while small is further minimised where practicable.
- 1.1.4 This principle has been applied in the assessment here, with 'Intolerable risk' interpreted as 'Significant adverse effects' to use EIA terminology.
- 1.1.5 A range of options are available on which to benchmark environmental (non-human) major accident and disaster tolerability. One which is widely referenced in the UK² has been developed to support evaluation of establishments falling under the Control of Major Accident Hazard (COMAH 2015) Regulations 2015, and is detailed in Chemicals and Downstream Oil Industries Forum Guidelines, Environmental Risk Tolerability for COMAH sites V2³ (referred to as CDOIF in this assessment). COMAH 2015 does not engage for the Proposed Development, based on current understanding of hazardous substances which may be present. However, aspects of the guidance relating to the thresholds for major accident and disaster damage, tolerability of risk and the level at which risk from a potential accident or disaster would be considered intolerable (i.e. significant) are generally applicable⁴. These aspects of the guidelines have been proportionately applied to reflect (in this case) the relatively low quantities of hazardous substances anticipated, the full range of theoretically relevant sources for major accidents and disaster, and the current development stage of the proposed scheme, where detailed design has not been carried out.

¹ Section 1.3.3 of the Environmental Impact Assessment of Projects, Guidance on the Preparation of the Environmental Impact Assessment Report, 2017, European Commission

² Chemicals and Downstream Oil Industries Forum Guideline. Environmental Risk Tolerability for COMAH sites V2

³ Control of Major Accident Hazards Regulations 2015

⁴ Guidelines on Environmental management for facilities storing bulk quantities of petroleum, petroleum and other fuels, Ed 3.

- 1.1.6 Risk tolerability for people is well established in the UK. The primary reference for this is Health and Safety Executive's (HSE) R2P2⁵.
- 1.1.7 The CDOIF² and R2P2 risk tolerability criteria have been used as principle references in this assessment to provide a consistent basis for the study against common benchmarks of harm and significance (risk tolerability) for major accidents applied across the UK.

2. Major accident and disaster magnitude criteria

2.1 Overview

- 2.1.1 The first thing to note is that (for major accidents and disasters) receptor sensitivity, which relates to the intrinsic value and/or sensitivity of receptors, is embedded within the '*severity of harm*' and '*duration of harm*' criteria to establish their threshold levels and scaling factors. Therefore, it does not separately form part of the magnitude matrix, since it has already been factored in at an earlier stage. The severity of harm and duration of harm criteria which are outlined in **Table 17.4.1** and **Table 17.4.2** are aligned to and largely extracted from, definitions the CDOIF and R2P2. Further details are provided in **Sections 2.2** and **Section 2.3** of this Appendix.

2.2 Severity of Harm Criteria

- 2.2.1 Severity of harm criteria is largely directly extracted from the CDOIF guidance; however, modifications for EIA purposes have been made as follows:
- ▶ Populations have been included, and calibrated to align with HSE's R2P2; and
 - ▶ Within the CDOIF guidance, criteria for severity of harm is termed as '*significant*', '*severe*', '*major*' and '*catastrophic*'. However, since some of these terms are not considered appropriate for an EIA, and could lead to confusion, the term '*significant*' has been replaced. This is because in the CDOIF guidance '*significant*' refers to a level of harm which might lead to significant pollution, but one which is not considered to reach the thresholds of a major accident. This is very different to how the term '*significant*' is used in EIA. Indeed a significant pollution, would not be '*significant*' in the context of EIA for major accident and disaster, and therefore this criterion has been replaced by '*not significant*' in **Table A17.4.1**
- 2.2.2 For the purposes of the assessment four categories of severity of harm can be defined as follows:
- ▶ **Not significant:** This level of harm is below the minimum threshold established for a major accident or disaster, as outlined in CDOIF and R2P2 understanding of minimum major accident damage thresholds. Consequently, although it has been included in **Table 17.4.1** for information, such events have not been taken forward into the assessment of significance because they do not meet the minimum level of damage to constitute major accidents or disasters; and
 - ▶ **Severe, Major, and Catastrophic:** These represent increasing levels of damage or harm to populations or environmental (non-human) receptors above the major accident and disaster threshold.
- 2.2.3 **Table A17.4.1** defines how the four severity of harm criteria levels relate to each receptor type. Each of which have been assigned a level of sensitivity. The environmental (non-human population) severity of harm criteria has been directly extracted from that of CDOIF which sets a maximum or minimum harm ranking for some receptors. In the table, therefore some harm severities are noted as non-applicable (N/A).

⁵ HSE Reducing Risk Protection People, R2P2 2001

2.2.4 For human receptors, a similar precautionary concept is adopted, although the most onerous criteria is applied to protect against public harm. This is in line with general risk concepts applied by the HSE.

Table A17.4.1 Definition of severity of harm by receptor type (relative to the receptor sensitivity)

Receptor Type	Receptor Sensitivity	Severity of Harm			
		Not significant**	Severe	Major	Catastrophic
Populations (public: local communities, visitors, passengers)	Very high	Small number of minor injury.	Substantial number of people requiring medical attention.	Multiple life changing injuries, potential loss of life in low numbers.	Potential loss of life in high numbers and substantial number of life changing injuries.
Populations (airport and construction workers)	Very high	Substantial number of people requiring medical attention.	Multiple life changing injuries.	Multiple life changing injuries, potential loss of life in low numbers.	Potential loss of life in high numbers and substantial number of life changing injuries.
Designated Land/Water Sites (Nationally important)*	High	<0.5 ha or <10%	>0.5 ha or 10-50% of site area, associated linear feature or population	>50% of site area, associated linear feature population	N/A
Designated Land/Water Sites (Internationally important)*	Very high	<0.5 ha or <5% (<5% LF/Pop)	>0.5 ha or 5-25% of site area or 5-25% of associated linear feature or population	25-50% of site area, associated linear feature or population	>50% of site area, associated linear feature or population
Other Designated Land*	High	<10 ha or <10%	10-100 ha or 10-50% of land	>100 ha or >50% of land	N/A
Scarce Habitat*	Medium/high	<2 ha or <10%	2-20 ha or 10-50% of habitat	>20 ha or >50% of habitat	N/A
Widespread Habitat - Non-designated Land*	Medium	<10ha	Contamination of 10-100 ha of land, preventing growing of crops, grazing of domestic animals or renders the area inaccessible to the public because of possible skin contact with dangerous substances. Alternatively, contamination of 10ha or more of vacant land.	100 – 1000 ha (applied as per text under 'Severe')	>1000 ha (applied as per text under 'Severe')
Widespread Habitat - Non-designated Water*	Medium	N/A	Contamination of aquatic habitat which prevents fishing or aquaculture or renders it inaccessible to the public.	N/A	N/A
Groundwater Source of Drinking Water*	Very high	Interruption of drinking water supply <1000 person-hours; or	Interruption of drinking water supplied from a ground or surface source (where persons affected x duration in hours [at	>1 x 10 ⁷ person-hours interruption of drinking water (a town of ~100,000 people losing supply for	>1 x 10 ⁹ person-hours interruption of drinking (~1

Receptor Type	Receptor Sensitivity	Severity of Harm			
		Not significant**	Severe	Major	Catastrophic
		For England & Wales only <1ha SPZ.	least 2] >1,000 and <=1 x 10 ⁷ person-hours); or For England & Wales only 1-10ha of SPZ where drinking water standards are breached.	month) and <=1 x 10 ⁹ person-hours; or For England & Wales only 10-100ha SPZ drinking water standards breached.	million people losing supply for 1 month); or For England & Wales only >100ha SPZ drinking water standards breached.
Groundwater Non-drinking Water Source*	Medium/high	<1ha	1-100ha of aquifer where water quality standards are breached (or hazardous substance is discernible).	100-10,000ha	>10,000ha
Groundwater in unproductive strata*	Low	Groundwater not a pathway to another receptor.	N/A		
Soil or sediment (i.e. as receptor rather than purely a pathway)*	Low to medium	Contamination not leading to environmental damage (as per ELD), or not significantly, affecting overlying water quality.	Contamination of 10-100ha of land etc. as per Widespread Habitat; contamination sufficient to be deemed environmental damage (Environmental Liability Directive).	Contamination of 100-1000ha of land, as per Widespread Habitat; contamination rendering the soil immediately hazardous to humans (e.g. skin contact) or the living environment, but remediation available.	Contamination of >1000ha of land, as per Widespread Habitat; contamination rendering the soil immediately hazardous to humans (e.g. skin contact) or the living environment and remediation difficult or impossible.
Built environment* Under CDOIF built environment is limited to Grade 1/Cat A listed buildings, SMS, Conservation Areas and receptors of higher sensitivity.	Medium to very high depending on the designation and nature of a designated sites.	Damage below a level at which designation of importance would be withdrawn.	Damage sufficient for designation of importance to be withdrawn.	Feature of built environment subject to designation of importance entirely destroyed.	N/A
Particular species (Note - these criteria apply nationally not regionally/locally)*	Low to very high/high (depending on species)	Loss of <1% of animal or <5% of plant ground cover in a habitat.	Loss of 1-10% of animal or 5-50% of plant ground cover.	Loss of 10-90% of animal or 50-90% of plant ground cover.	Total loss (>90%) of animal or plant ground cover.
Marine*	Medium	<2ha littoral or sub-littoral zone, <100ha of open sea benthic	2-20ha littoral or sub-littoral zone, 100-1000ha of open sea benthic community, 100-1000 dead sea birds (500-5000	20-200ha littoral or sub-littoral zone, 100-10,000ha of open sea benthic community, 1000-10,000	>200ha littoral and sub-littoral zone, >1000ha of open sea benthic community, >10000

Receptor Type	Receptor Sensitivity	Severity of Harm			
		Not significant**	Severe	Major	Catastrophic
		community, <100 dead sea birds (<500 gulls), <5 dead/significantly impaired sea mammals.	gulls), 5-50 dead/significantly impaired sea mammals.	dead sea birds (5,000-50,000 gulls), 50-500 dead/significantly impaired sea mammals.	dead sea birds (>50000 gulls), >500 dead/significantly impaired sea mammals.
Fresh and estuarine water habitats*	High	Impact below that indicated to be severe.	WFD Chemical or ecological status lowered by one class for 2-10km of watercourse or 2-20ha or 10-50% area of estuaries or ponds. Plus interruption of drinking supplies, as per Groundwater Source of Drinking Water.	WFD Chemical ecological status lowered by one class for 10-200km of watercourse or 20-200ha or 50-90% area of estuaries and ponds. Plus, interruption of drinking water supplies, as per Groundwater Source of Drinking Water.	WFD Chemical or ecological status lowered by one class for >200km of watercourse or >200ha or >90% area of estuaries and ponds. Plus, interruption of drinking water supplies, as per Groundwater Source of Drinking Water.

*Criteria and receptor types extracted directly from CDOIF Criteria ⁶

** While this level of impact is important, and may lead to significant pollution, it does not constitute the threshold of Major Accident and Disaster.

⁶ Chemical and Downstream Oil Industries Forum. Guideline Environmental Tolerability for COMAH Establishments V2

2.3 Duration of harm criteria

- 2.3.1 The duration of harm which might also be considered as the recovery period is also a factor in establishing criteria for the magnitude of change relating to major accidents and disasters.
- 2.3.2 Four categories of duration are considered: short term, medium term, long term and very long term.
- 2.3.3 For environmental (non-human) receptor types, the criteria is taken directly from the CDOIF guidance, informed further by guidance provided by the Energy Institute⁷, for appropriate recovery times of different receptors types following exposure to various hazardous substances. In general terms a receptor which is able to recover quickly from an event is considered to have suffered a lesser level of harm and one which is more easily tolerated than one that does not recover, or recovers only after a very long time. This concept is recognised in the duration criteria, which takes account of the ability of the receptor to recover and the importance given to the receptor by society (i.e. its sensitivity). Duration criteria therefore differs by receptor type, and what is considered short term for one receptor type is not the same as that of another.
- 2.3.4 For human receptors, assignment of duration is not strictly appropriate, and therefore while they are included in **Table A17.4.2**, the assigned values are based on the number of people affected to provide appropriate alignment to HSE R2P2 concepts.

Table A17.4.2 Duration of harm criteria

Description	Short term	Medium term	Long term	Very long term
Populations⁸	N/A	Low to high numbers affected (10s of people).	Very high number affected (100s of people).	
Groundwater or surface water drinking water source (public or private)	N/A	N/A	Harm affecting drinking water source or SPZ < 6 years.	Harm affecting drinking water source or SPZ >6 years
Groundwater (except drinking water sources): WFD Hazardous/Non Hazardous Substances	WFD hazardous substances < 3 months	WFD hazardous subs > 3 months	WFD hazardous subs > 6years	WFD hazardous subs >20 years
	WFD non-hazardous substances < 1year	WFD non-hazardous substances > 1year	WFD non-hazardous substances >10 years	WFD non-hazardous substances >20 years
Surface water (except drinking water sources - see above)	< 1 year	> 1 year	> 10 years	> 20 years
Land	< 3 years	> 3 years or > 2 growing seasons for agricultural land	> 20 years	> 50 years
Built environment⁹	Can be repaired in < 3 years, such that its designation can be reinstated.	Can be repaired in > 3 years, such that its designation can be reinstated.	Feature destroyed, cannot be rebuilt, all features except world heritage site.	Feature destroyed, cannot be rebuilt, world heritage site

⁷ Guide to Predicting Environmental Recovery Durations from Major Accidents. Supporting Guide to the Environmental Risk Tolerability for COMAH Establishments Guideline, 2017.

⁸ For human receptors, assignment of duration is not strictly appropriate. Instead values are assigned based on the number of people affected to provide appropriate alignment to HSE R2P2 concepts in Table A17.4.3.

⁹ Not all descriptions in this row refer directly to duration. They are included here so that they are correctly calibrated within the Magnitude Matrix (Table A17.4.3)

3. Magnitude of change

- 3.1.1 The severity and duration of harm criteria outlined in **Table 17.4.1** and **Table 17.4.2**, have been combined at a qualitative level to determine the level of magnitude of change to environmental receptors resulting from major accidents and disasters.
- 3.1.2 For population receptors, the severity of harm is calibrated in the magnitude of change matrix on the basis of casualty level, as measured by numbers of people with severe injuries/loss of life.
- 3.1.3 In so doing it is important to note that these magnitude of change levels specifically related to major accidents and disasters and cannot be compared directly to the magnitudes assigned to the same types of receptors considered in other chapters. This is because:
- ▶ Typically, other topics examine effects that are considered likely to occur and therefore do not meet the thresholds required to be considered a major accident or a disaster; and
 - ▶ The assessment of major accidents or disasters examines the effects resulting from unplanned events of high consequence. They are therefore unlikely to occur during the life of a development, but if they do occur the consequences are so serious that their scrutiny during the planning process is warranted to ensure that a development is as far as possible resilient against (i.e. not vulnerable to) them.
- 3.1.4 For population receptors, the severity of harm is calibrated to the magnitude of change matrix on the basis of casualty level.
- 3.1.5 The details are summarised in the matrix shown in **Table A17.4.3**, with magnitude of change determined using terminology that is specific to this major accident and disaster chapter, i.e.: Very High (red); High (light red); Medium (yellow); Low (green); and Not Significant (grey).

Table A17.4.3 Magnitude of change matrix

Severity of Harm	Catastrophic		High	V High	V High
	Major		Medium	High	V High
	Severe		Low	Medium	High
	Not Significant		MA&D not Significant		
Duration of harm		Short	Medium	Long	Very long

4. Risk Significance

- 4.1.1 The final factor to consider in the assessment of significance of effects for major accidents or disasters is the likelihood of an event occurring, so that risk can be determined. This is what sets this assessment apart from other chapter topic assessments. The descriptors used for likelihood reflect the qualitative nature of the assessment which is necessary and appropriate for the planning stage of design. While qualitatively stated, the definition and classifications used for likelihood are designed to be compliant with HSE's R2P2 for societal risk, and CDOIF for environmental tolerability, if considered on a per effect basis rather than in terms of aggregated risk (aggregated risk is the total combined risk from all contributors from an entire facility or development to a receptor). Expert judgement has been used to establish the appropriate qualitative parameters for likelihood categorisation, with levels used ranging from '*incredible*' through to '*likely*', for which a definition for each is provided in **Table A17.4.4**. These then provide an allocation of likelihood

against magnitude to determine risk, which in turn is an approach that is consistent with major accident tolerability perceptions commonly applied elsewhere in the UK.

Table 17.4.4 Risk Magnitude matrix

MA&D Magnitude	Likelihood per receptor per effect						
	Incredible	Theoretically Credible	Highly improbable	Improbable	Very Unlikely	Possible	Likely
	Theoretically possible but not experienced globally	Extremely unlikely to occur in similar developments globally during the lifetime of the development	May occur, but rarely, in similar developments globally during the lifetime of the development	Extremely unlikely at the development over its lifetime	Very unlikely at the development over its lifetime	Unlikely to occur at the development over its lifetime	Reasonable likelihood at the development over its lifetime
Very High	Negligible	Minor	Minor	Moderate	Major	Major	Major
High	Negligible	Negligible	Minor	Minor	Moderate	Major	Major
Medium	Negligible	Negligible	Negligible	Minor	Minor	Moderate	Major
Low	Negligible	Negligible	Negligible	Negligible	Minor	Minor	Moderate

4.1.2 The combination of likelihood with magnitude in **Table A17.4.4** allows us to determine the major accident and disaster levels of risk, which can then be translated into EIA terminology to determine the levels of effect in EIA terms, which can be summarised as follows:

- ▶ Major/moderate (red in the matrix below) risk is considered to be significant effects. This is risk which is classed as intolerable;
- ▶ Minor (amber in the matrix below) risk is assessed to be Not Significant for the purposes of EIA. This means that while residual risk is not significant, it will still require further proportionate consideration at engineering design stage to ensure that the residual risks are As Low As Reasonably Practicable; and
- ▶ Negligible (green in the matrix below) residual risk is so low that it can be managed by compliance with general regulations and application of technical codes and standards, without the need for proportionate further consideration of major accidents and disasters or additional risk reduction measures.

4.1.3 A simplified version of **Table A17.4.4** is provided in **Table A17.4.5** and this is then included in the main body of **Chapter 17** for ease of reading. In accordance with the approach taken elsewhere in this ES, 'major' and 'moderate' effects represent major accident and disaster risks which would be considered 'significant' in EIA terms.

Table 17.4.5 Major accident and disaster matrix

Magnitude	Likelihood			
	Incredible /Highly Improbable	Improbable	Very Unlikely	Likely/Possible
	Highly Improbable even in the very long term	Remote possibility at the development over its lifetime	Very unlikely/small possibility at the development over its lifetime	Reasonable likelihood/possibility at the development over its lifetime
Very High	Negligible/minor (Not Significant)	Moderate (Significant)	Major (Significant)	Major (Significant)
High	Minor (Not Significant)	Minor (Not Significant)	Moderate (Significant)	Major (Significant)
Medium	Negligible (Not Significant)	Minor (Not Significant)	Minor (Not Significant)	Moderate/Major (Significant)
Low	Negligible (Not Significant)	Negligible (Not Significant)	Minor (Not Significant)	Minor/Moderate (Significant for Moderate)

