



RiverOak Strategic Partners

5.2- 16

**Environmental Statement
Volume 16: Transport
Assessment, Appendices A –
D (Junctions 1 to 13)**

TR020002/ APP/ 5.2-16

Project Name:

Manston Airport Development Consent Order

Regulation:

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

Date:

July 2018



Volume 16 Contents

Transport Assessment Appendix A - Consultation Meeting Notes
Appendices A - D

Appendix B - Accident Data

Appendix C - Traffic Count Data

**Appendix D - Base 2017 Models
(Junctions 1 to 13)**



Transport Assessment

Appendix A

Consultation Meeting Notes

Minutes

Date: 31/08/2017

**Meeting
at:**

Ashford Highway Depot,
Henwood Industrial Estate,
Javelin Way, Ashford, TN24 8AD

Subject / purpose: Manston Airport Traffic and Transport Assessment Scoping Meeting

Attendees:

James Wraight (JW) (Kent County Council
[KCC])
Sally Bengé (SB) (KCC)
Bev Coupe (BC) (Amec Foster Wheeler
[AFW])
Glyn Price (GP) (AFW)
Oliver Gardner (OG) (AFW)
Chris Johnson (CJ) (RPS)

Minutes:

**Action
by:**

- 1 OG set out details of the Project progress to date. This included details of the development, current planning process and anticipated future time frames. Currently the Project team is going through the consultation responses and the masterplanners are working up a design which addresses the key aspects, with the intention of a design freeze in mid-September (noting that further iterations with respect to access will be required) and a DCO submission date of December 2017. In relation to highways and transport, meetings are being set up with Highways England and Network Rail. JW encouraged a meeting with KCC members to be set up.
- 2 It was noted that Thanet District Council's (TDC) Local Plan timetable is that the Examination in Public (EiP) will be undertaken in late 2018/early 2019 with adoption expected at the end of 2019. The transport evidence base and emerging transport strategy which KCC is producing for TDC is based on the strategic model testing that assumes that the Manston site is a mixed use development. KCC is keen that whatever comes forward on the site addresses arising transport issues and supports the emerging transport strategy for the area.

OG stated that it is the understanding of the project team there were still key stages and sometime before the new Thanet Local Plan is adopted including the independent examination, and that the assessment of housing need still needs to be objectively assessed before it can be adopted.

Further information is awaited from Thanet Council on their housing needs assessment and this is not expected to be published until early 2018 with the next round of public consultation. There are also various outstanding objections including in respect of the mixed-use allocation at Manston Airport. Consequently, the new Thanet Local Plan is still in its very early stages and policies and site allocations could change. This was confirmed by an Inspector in the recent planning appeal decision from July 2017 relating to the proposed change in the use of four buildings at Manston Airport, which were dismissed. In his decision, the Inspector confirmed that little weight can be afforded to the draft new Thanet Local Plan and that adopted policies that seek to retain the airport site for aviation uses continue to carry significant weight. The Inspector further states that consistent application of the adopted airport policies is required to prevent the site from becoming anything other than an airport.

- 3 Planning Performance Agreement (PPA) discussion – JW enquired as to whether there will be a PPA with TDC or KCC (corporately). OG advised that this is not proposed at this stage, although said he would feedback KCC's enquiry on the matter to the client and the legal team. OG
- 4 Traffic and Transport PEIR chapter – acknowledged by AFW that further assessment work is required to inform the mitigation requirements.
- 5 Discussion on the emerging transport strategy – proposed "Inner Circuit" to serve new development and reduce pressure on the existing network which will comprise a new bypass for Birchington; a relief road for Westgate; connections to Westwood from the north-west and south; and improved connections to Manston Business Park, and will incorporate provision for buses and cycling. Current route plan shown by JW during meeting is not publically available - proposals are to go to consultation at the end of 2017 and then Cabinet in January 2018.

KCC advised that a feasibility design and cost estimation has been produced for a new road link between Manston Road and Haine Road. The link roads would need to be designed to DRMB standards and be a 40mph and 7.3m wide road in all locations other than built up sections where 30mph and 6.75 would apply. The road would also require 3m shared cycle/footways and a maintenance verge. KCC recognise that this may not be applicable everywhere due to land constraints. A conservative cost estimate of £24m has been identified. Funding is not in place and it is KCC/TDC expectation that developers will deliver the route sections within their land rather than just safeguarding the land. Sections outside of proposed development land may need to be CPO-ed under the Town and County Planning Act. KCC has the expectation that land promoters will liaise with each other regarding the delivery of the link roads.

Elements of the Inner Circuit are proposed though the Manston Airport DCO red line or adjacent to it, including the Northern Grass Area and the eastern section of the runway. OG advised that there is potential for flexibility within the design, but not in relation to the runway, and it was noted that the airport radar needed to be accommodated in the north east corner of the Northern Grass Area site.

KCC advised that any significant redevelopment of the site which will increase traffic on Manston Court Road or Manston Village will require the

delivery of the link roads as there are no opportunities for improvements to Manston Court Road due to land constraints. Noted that there is local political support for the delivery of the link roads.

KCC advised that there will be an expectation that the TA work will need to include the road proposals within mitigation investigation and the masterplan will need to include the route sections to be delivered by the proposed development within the red line boundary.

KCC advised that consideration should be given to the delivery of an alternative to the south-eastern section connection from the A299 Hengist Way across the runway.

AFW/RPS

6 Local road network issues identified by JW:

-) Haine road is heavily congested in the peak hours.
-) Spitfire way was never designed to accommodate significant HGV traffic flows and link improvements will be required to accommodate these.
-) Acol village - poor route for safety and amenity issues. Columbus Avenue extension as part of the emerging transport strategy could potentially alleviate issues, although noted that Manston Airport cannot deliver this link.
-) not expected that there to be link capacity issues on the A299 but the TA needs to show this.

7 Extant planning permission – noted by all that whilst the assessment approach could rely on the traffic generation from the extant planning permission, this will need to be properly quantified, there is also a need for the transport network to be operating with adequate capacity for the site to be attractive to prospective freight and flight operators and therefore viable.

8 KCC Strategic Transport Model - JW advised that the base model has been completed and validated and that future test scenarios are being progressed, with completion expected in October/November 2017.

There are three scenarios

- 1) Do Nothing (extant permissions and growth)
- 2) Do Something – (draft Local Plan – no interventions)
- 3) Do Maximum – (draft Local Plan + interventions)

The scope of the model includes all the inner circuit from Margate to Westwood. Separate impact assessment work is being done at Dover and Brenley Corner.

An apportionment exercise will also be undertaken which will calculate the high level impacts of individual sites to enable identification of appropriate contribution levels.

JW advised that he will need to consult with TDC regarding use of model as TDC has contributed to previous study work and airport proposal is not in line with Local Plan proposals. Unlikely that this will be a problem. JW has a meeting with modellers in the afternoon and will ask about timescales and

	availability of model for use by developers and feedback response. Noted that Local Plan evidence base work requirements will take priority and there may be issues with capacity for modellers to undertake work on behalf of developers (with agreement from KCC). Initial estimate for availability of the model is close to the end of the year, particularly if TDC has further revisions to the Local Plan.	JW
	OG will advise Client and Project team of this and decision will be made on delay to the DCO submission or continuation based on a spreadsheet model, with acknowledgement that the development will still need to be tested in the KCC model when it is available as other developers have done).	OG
	KCC advised that there would be a charge to use the model but the scale of this hasn't yet been identified. JW to provide update on this.	
	KCC advised that there would need to be discussion on the OD matrix process. At the moment the model is based on mobile phone tracking data and also complements with this select link analysis.	JW
	Noted that KCC has not seen the Stone Hill Park Saturn model they have developed as it has not been submitted.	
9	AFW Scoping Note – KCC has not yet fully reviewed the AFW note and will respond to this within 21 days of the date of the meeting. It was noted that, regardless of the availability of the Saturn Model, it is important to identify Common Ground and agreement to aspects of the assessment approach such as traffic generation and distribution, bus, cycle and pedestrian provision and access proposals.	JW/KCC KCC/AFW
10	Local Public Transport - KCC advised that Thanet Parkway should be incorporated into the transport strategy for the site. OG confirmed that this is the case and that a meeting has been set up with Network Rail to discuss their concerns, including potential rail patronage at local stations and impacts of development traffic on level crossings. AFW will provide feedback on this meeting.	AFW
	Bus Services – JW advised that contact should be made with the KCC public transport team and Stagecoach. KCC contacts are Seven Benjamin and Dan Bruce and Matthew Arnold at Stagecoach. JW to provide email contacts	AFW
	Noted that Stagecoach is reviewing local bus services for the next year in October. Local services are mostly commercial but one KCC subsidised route runs along site boundary.	
	JW highlighted that cycling and walking connectivity is a big challenge in the area as the existing network is not conducive to either. Few footpaths exist and roads are difficult for cyclists. This gives further weight to the need for the link road.	
	JW advised to contact the Public Rights of Way Team (PROW@Kent.gov.uk) and Andrew Hutchinson.	AFW
11	Travel Plan – SB advised that the KCC contact is Jambusters and that contact should be made with them. AFW advised that unlikely that the TA work would seek to reduce traffic generation as a result of the	AFW

implementation of a Travel Plan; key aspect will be ensuring good connectivity sustainable transport choice.

- 12 JW asked if the number of passengers would be capped in the DCO application (1.4 Million). OG set out that was a decision for the legal team on the project, however the infrastructure proposed in the application cannot actually accommodate much more than 1.4 million passengers per annum.

In response to a KCC query, OG advised that new development in the vicinity of the airport (Manston Green) is required to install noise reduction measures to the houses based on the existing Local Plan and the extant permission of the airport.

- 13 Highways England – AFW will be setting up a meeting with HE in the next couple of weeks. Anticipated first meeting will be an introductory one, and future meetings could be held with KCC. KCC to be copied into meeting notes distribution AFW

Glyn Price

Amec Foster Wheeler

By Email

**Scoping Note : Former Manston Airport
Kent County Council - Highways & Transportation comments**

Dear Glyn

Further to your recent transport scoping note dated July 2017 - Reference: 38199rrLON036i1, I have the following comments to make on behalf of KCC H&T.

2.1 Current Site

I concur that the buildings on the site currently generate low levels of traffic activity. An agreement in relation to the status of previous planning consents on the site should be sought with Thanet District Council (TDC) in their capacity as the Local Planning Authority. In the absence of historic traffic data at the former airport site, it would seem prudent to use previous reports as a basis for identifying potential peak hour traffic movements, however given the extended time that has passed since these documents were produced or examined, it will be necessary for you to sense check this data with that being used to estimate proposed future operations at the airport.

2.2 Development Proposals

Whilst the former airport site is well located in relation to primary highway corridors such as the A299, the routes immediately surrounding the site are not considered to be high quality, with routes such as Manston Road and Manston Court Road being constrained in terms of geometry. Spitfire junction (Manston Road / Spitfire Way) suffers from peak hour congestion and its geometry is far from optimal and as such it is limited in its ability to accommodate further traffic.

HGV movements have the potential to create a significant impact on the structural integrity of a carriageway should the original construction be of limited specification. The proposed uses on the site represent a significant increase in HGV traffic on local highways such as Manston Road and Spitfire Way, both of which have no edge restraint and are likely to suffer increased levels of verge overrun from increased HGV traffic movements. I have concerns therefore over the ability of this stretch of highway (in its current form) to accommodate additional HGV movements.

It is noted that 2,446 parking spaces are proposed (1586 of these being in addition to those already provided on the site). It will be necessary for this level of parking to be justified through the final Transport Assessment (TA). A parking accumulation exercise should be undertaken to quantify this requirement.

3.2 Trip Rates

Whilst it is evident that the proposed aviation uses will need to be assessed using first principles, I have the following observations in relation to proposed trip methodology:

- The quantity of air freight tonnage is taken at face value at this stage and it is assumed that there would potentially be a proposed cap on the level of air freight activity, should these figures be used for the purpose of forecasting traffic impact. Naturally the feasibility of imposing such a cap would need to be considered in more detail.
- Within section 2.2 it is stated that it is likely that the vast majority of flights would occur between 07:00 and 23:00 hours (with only very limited numbers of night flights), however the anticipated traffic flow figures appear to suggest an even split of movements across the whole 24 hour day. Further justification / clarification will be required in order to substantiate this approach.
- It is unclear as to how the airport would operate in terms of the type of vehicle that would be used to handle the freight haulage. I imagine that the size of vehicle would differ depending on the provider, but a 10 tonne load for each vehicle would appear to represent a reasonably robust assumption for an average in relation to initial forecasting purposes.
- The number of passenger flights forecast within peak hours is noted, however we would require more clarification in relation to how assumptions have been informed (it is stated within the scope that this information has been provided by the wider project team). Whilst it is accepted that a large proportion of passenger movements could theoretically occur outside of highway network peaks, there is generally a lag time between flight departure and arrival at the airport, to allow for booking in and passport control to be completed. Flights destined for later departure times may result in some passengers arriving prior to booking in time, which in turn could coincide with road network peaks. Allowance for such occurrences should be made in peak hour trip generation figures.
- It would appear that a proportionately low level of passenger numbers has been estimated within the highway network peak hours. Future operators are at this time undefined and the flight patterns unknown. Therefore in order for an appropriately robust assessment to be provided, the maximum number of flights capable of being handled by the facility within the peak hour (assuming the largest capacity passenger plane) should be considered for robust assessment purposes.
- Passenger travel model assumptions are noted, but again, the submission lacks further clarification in relation to the data sources that have been used to inform such forecasts. Given the location of the site, staff and passenger travel plans may have limited scope for success. At this point in time there is no basis on which to assess the likely feasibility / likelihood of achieving the stated modal shift across the 20 year period. Rail is a feasible travel alternative for staff and passengers in the medium term (in the scenario where Thanet Parkway rail station is delivered), however this would rely on regular shuttle bus services being provided to link the airport to the station.

- The TA should assess a scenario where modal shift is not achieved, which then provides the scope for possible travel plan measures to be implemented to minimise the impact on the local highway network, should this be necessary for highway capacity reasons (with specified targets and punitive measures for non-compliance).

Staff

There is a significant amount of staff trips associated with the aviation uses, which in turn could generate a material impact on the local road network. It is essential that this element of the assessment is undertaken using robust estimates.

On initial inspection it would appear to be overly simplistic and unrealistic to assume that all staff movements would occur outside of the network peak hours and that staff will all follow the same shift patterns. It would be very difficult to monitor or ensure future compliance with such a regime and in turn this could potentially underestimate the peak hour impact of staff movements. Again, there is no evidence appended to support the modal shift assumptions presented in Table 3.3.

Business/Industrial Land Use

The mix of uses on the Northern Grass has been assumed with 10% office, 40% Light Industrial and 50% warehousing. As these uses have significantly different trip profiles, it is important that they are defined within the final TA and application documentation, so that they can be conditioned as such. If an unconditional consent is sought for any combination of potential uses, then the worst case scenario in terms of peak hour traffic generation would need to be assessed (both in terms of use peaks and network peaks), in this case B1 office.

The location filters appear to be generally acceptable, however it is noted that suburban areas are included in the business park analysis, which should be removed as the site is not in a suburban location. Population filters have not been applied, which could have a bearing on final trip rate outputs. I suggest that TRICS outputs are recalculated taking into account local demographics and as such, the trip rates shown in Table 3.5 are not agreed at this stage.

3.3 Construction

The traffic figures are noted, however the final TA should outline how the impact of these movements will be managed. This could be dealt with through an associated construction management plan.

3.4 Assessment Period

The peak traffic flow scenario for both development and network traffic need to be examined, with the scenario generating the highest overall flows through a given junction being assessed / modelled in more detail. The figures presented in Table 3.8 and 3.9 will need to be revised to encompass the comments outlined within this correspondence.

3.5 Trip Distribution

Sources of data referred to as 'Project Team assumptions' will need to be outlined / clarified in more detail within the full TA.

Whilst census journey to work data is usually considered to be an acceptable data source to inform staff distribution assumptions, the provision of a significant number of new jobs could potentially have an impact on the future origin of staff based trips. For example, the catchment for staff could potentially be expanded when compared to existing distribution patterns for the output area, which would be based on a limited historic dataset. Therefore it will be necessary for further economic appraisal works to be interpreted to inform the staff distribution assumptions.

For business and industrial uses, it may be possible to use 2011 census data, to inform distribution assumptions, however the use of a gravity model is acceptable subject to further interrogation of the principles underpinning it, which have not been submitted as part of this scoping exercise.

3.6 Trip Assignment

Simply signing HGV traffic away from a particular route will not ensure compliance. Therefore, it may be necessary to consider further measures to restrict such movements from occurring. Whilst it is agreed that airport freight is likely to travel directly onto the primary road network (A299) via Spitfire Way, the complimentary uses on the northern grass may potentially generate movements / destinations that are more local in nature (depending on the occupier).

4 & 5 Future year traffic / Traffic Impact

As the assessment year for the development extends to 2038, it is necessary at this stage to consider the impact of the development on future growth patterns within the district. The proposed development would have potential consequences for the development strategy outlined within the emerging Thanet Local Plan. As you will be aware the emerging Local Plan identifies the site for non-aviation uses (as outlined in emerging policy SP05). At this stage it is not considered appropriate to simply apply TEMPRO growth factors across the network, as this will not necessarily provide an accurate representation of future traffic flows at a local level.

At this stage I consider that the Transport Assessment (TA) should consider the emerging Local Plan process and reflect a scenario commensurate to the objectively assessed growth needs within the district, along with strategic highway improvements / policies that may be required to support it. In order to test such scenarios, it would be necessary to create alternative planning scenarios within the emerging Strategic Highway Model. This would provide high level future year flows on the network (which can then be used to inform more detailed junction assessments), taking into account proposed strategic transport interventions. The future availability of the strategic highway model for this purpose is currently subject to separate dialogue between KCC and RiverOak Strategic Partners.

At this juncture, I recommend that dialogue is sought with TDC in relation to how the aviation proposals might have a bearing on the emerging Local Plan process and what future year land use scenarios should be considered. It would be prudent to reach common ground on this matter prior to any further TA work being undertaken. This will help to avoid abortive transport assessment work being undertaken, particularly in relation to future traffic growth, routing and impact.

The scope of junctions to be assessed within the TA should be based on the local traffic conditions. It is noted that a blanket 50 vehicle per hour threshold for further assessment is proposed. Junctions that are severely congested could be disproportionately impacted by traffic increases, lower than 50 vehicles per hour. I recommend that existing flows on each link are examined and any links (arms) which are subject to a 5% increase or greater are examined / assessed in more detail.

I trust that the above comments will be useful to you when developing your emerging TA. Naturally if you have any queries on any of the points raised above, please do not hesitate to contact me.

Yours faithfully

James Wraight

Principal Transport & Development Planner

Manston Airport Consultation
Bircham Dyson Bell
50 Broadway
London
SW1H 0BL

BY EMAIL ONLY

**Growth, Environment
& Transport**

Room 1.62
Sessions House
MAIDSTONE
Kent ME14 1XQ

Phone: 03000 415981
Ask for: Barbara Cooper
Email: Barbara.Cooper@kent.gov.uk

16 February 2018

Dear Sirs

**Re: Manston Airport - Consultation
Section 42 Planning Act 2008**

Thank you for your letter dated 12 January 2018 notifying Kent County Council (KCC) of the second statutory consultation on the proposal led by RiverOak Strategic Partners to reopen Manston Airport.

In my letter dated 21 July 2017, I set out the Officer response to the first statutory consultation, providing a range of comments on various environmental and technical matters. For the avoidance of doubt, the following response should be read alongside my earlier letter.

Officers of the County Council have reviewed the current consultation documents and welcome the opportunity to comment on the updated Preliminary Environmental Information Report (PEIR), updated masterplan information and publication of a Noise Mitigation Plan.

Preliminary Environmental Information Report (PEIR):

Chapter 3 - Description of the Proposed Development

Paragraph 3.3.93 (pg. 14) states that where ground level reduction is required, it would be undertaken by, "... *earth moving machinery, which includes tracked dozers/ shovels, articulated dump trucks and blade levelling vehicles*". It should be noted that this would not be an acceptable methodology in areas where there is archaeological potential that requires mitigation by investigation.

Chapter 7 - Ecology

There remain outstanding ecological surveys for bats, reptiles, breeding birds (including barn owls) and invertebrates. KCC would expect all ecological surveys to be undertaken to fully inform any proposed mitigation or compensation measures.

It is noted that the proposed likely mitigation requirements (based on worse case scenarios) are extensive and robust. However, the County Council has concerns regarding the deliverability of any off-site compensation measures for breeding birds, and would expect to see further information demonstrating that the proposed measures are achievable and implementable.

Chapter 8 - Freshwater

As Lead Local Flood Authority, KCC has no further comments to make with respect to surface water management. This chapter summarises the position of the Authority in relation to any requirements with a clear, concise summary of representations made by other relevant authorities.

Chapter 9 - Historic Environment

KCC Heritage Conservation has a number of specific comments and for ease of reference, these are included at Appendix 1.

Appendix 9.1 - Desk Based Study

The desk based study is well written and provides a comprehensive account of the archaeological and built heritage assets within the site and study area as are known from published sources. As a baseline it is limited in the availability of specific information from existing surveys and trenching in the site, and is also limited by the extent of survey and trenching works to address the parameters of the DCO proposal. KCC Heritage Conservation agrees with the recommendation (Section 6.2, pg. 40) that further archaeological survey and trenching is needed.

The archaeology of Thanet is particularly rich and special. Due its ancient and historic gateway location, the character of its archaeology is often distinctive and unique. Remains that are of national significance but presently undesignated can often be encountered in investigations undertaken in this area of Thanet. Table 5.2 (pg. 34) recognises the potential for remains of national significance of prehistoric and Anglo-Saxon date, however potential remains of Roman date could have a national significance especially if associated with the historical events in the area. Similarly, a higher potential of regional significance could be applied to the medieval archaeology of the site should settlement remains such as those found at Thanet Earth be present.

Historic England and the Thanet Conservation Officer should take the lead on the provision of advice relating to the impact of the proposals on the significance of designated heritage assets.

Chapter 14 - Traffic and Transport

KCC Highways and Transportation has a number of specific comments and for ease of reference, these are included at Appendix 2.

Appendix 14.3 - Traffic Generation and Distribution Methodology

At this point in time, the freight cargo tonnage figures used to inform this appendix are taken at face value, as they have simply been provided by the client team. As these figures are used to form the basis of traffic impact estimates, it is important that there is a restriction imposed on the level of freight that the airport would be permitted to handle. In the absence of such a restriction, it is essential that the maximum freight handling capacity is robustly identified and justified, as this could have a material bearing on subsequent peak hour freight traffic figures.

A 30% reduction in cargo tonnage has been applied to allow for efficient HGV movements (i.e. those that enter and leave the site full). However, it is unclear where this figure has been derived from. It is essential that any reductions are fully justified using an appropriate evidence base. There is an assumption that the cargo movements will take place evenly across a 24-hour day, however in reality, there are likely to be peaks and troughs throughout the day. Whilst it is understandable that for ease of assessment, a simplistic view has been taken, for a robust assessment to be undertaken, it would be necessary to look at a worst-case scenario. A worst-case scenario would be the maximum amount of freight that could be theoretically handled at the airport within any given hour applied to the network peak, for assessment purposes.

A similar methodology should also be applied to proposed passenger flights. Whilst an attempt to estimate likely passenger numbers has been provided, a number of assumptions have been made that could have an impact on subsequent traffic generation. For a robust assessment to be undertaken, a realistic maximum passenger throughput should be estimated, and necessary restrictions placed on operations. Paragraph 3.1.22 (pg. 19) refers to aviation experts providing an estimate of passenger travel mode share, however no further information to cross reference these forecasts has been provided.

The methodology of using TRICS to inform Northern Grass area trip rates is largely accepted, however as outlined within the recent Transport Assessment (TA) scoping exercise, this is based on the understanding that land uses in this area of the site are restricted to the proportions as outlined within the assessment document.

Fuel tanker trips are noted, however it is necessary to provide further justification in relation to the number of deliveries required to service the site in a worst-case scenario. For example, the capacity of each tanker and how much fuel is required for each plane (as identified earlier within the report based on tank capacity). This should then correlate with the number of planes estimated, with an allowance made for operational fuel requirements for on-site vehicles and equipment.

As outlined in the TA scoping exercise, it is unrealistic to assume that all staff movements will occur outside of the network peak hours and that staff will all follow

the same shift patterns. It would be very difficult to monitor or ensure future compliance with such a regime and in turn, this could potentially underestimate the actual peak hour impact of staff movements.

The document states that a gravity model approach has been used to identify the origins and destinations and subsequent routes, and this has been informed by information provided by the wider project team. Further information to substantiate the assumptions made on origins and destinations would be helpful to support the final TA document. It is noted that a gravity model approach has also been used to derive origin and destination information for the Northern Grass uses. It would be more appropriate to use census data to provide an improved local perspective on likely trip distribution, and this could be derived by interrogating the data for local output areas that encompass other key employment areas within the Thanet District to provide a more robust basis for assessment.

Updated masterplan information:

Highways and Transportation

The provision for a new highway link between A256 Haine Road and the B2050 Manston Road, as outlined in the emerging Thanet Transport Strategy, is absent from the proposed masterplan. The indicative layout also appears to compromise the delivery of an appropriate form of link road in the future. Failure to comply with this emerging infrastructure requirement could prejudice the delivery of identified highway solutions to manage the impact of future housing growth requirements over the emerging Local Plan period (subject to further highway modelling outputs).

In addition, there are initial concerns in relation to the absence of provision for a new highway route to and from Westwood (including appropriate walking and cycling links). The proposed development has the potential to encourage inappropriate use of rural roads within the proximity of the site by both vehicles and non-motorised users. It is evident that limited pedestrian facilities or improvements are proposed outside of the immediate site confines, which further limits the accessibility of the site by non-motorised transport. The impact of the development within Manston Village remains a concern due to the restricted road geometry throughout the village, as well as the ability of the local road network to serve the site efficiently and reliably by public transport.

The previously indicated roundabout solution at the Spitfire Way has been replaced by a signalised junction arrangement. An initial appraisal would suggest that this is not an optimal form of junction and is potentially out of keeping with the nature of the approach roads to the site. There are initial concerns over the approach geometry to the junction and future capacity for increased traffic flow in line with planned growth. In the absence of strategic highway modelling and detailed junction appraisal, it would not be possible to confirm if this junction would be supported as an appropriate solution.

There is a proposed priority junction on B2050 Manston Road between the two new signalised junctions, which would appear to be intended to serve the cargo facilities. It is strongly recommended that access at this junction is restricted to emergency

access to manage traffic flow at the Spitfire Junction and traffic flow on the B2050. The proposed junction onto Manston Road (to the west of the Northern Grass) could potentially encourage HGV rat running along this section of highway.

A full Stage 1 Road Safety Audit and associated designer's response will be required for all proposed highway changes. In view of the above, at this moment in time it would not be possible to provide a definitive steer on the acceptability of the proposed highway alterations.

It is important to reiterate that due to its existing constrained geometry, the B2190 Spitfire Way (between Columbus Avenue and the proposed site access) is not suited to accommodate a significant increase in HGV movements. This section of highway should be improved to reflect the likely change in HGV demand from expanded aviation activity and associated development on the Northern Grass (both in terms of geometry and construction specification where appropriate). No improvements to the B2190 are indicated on the Masterplan document although Section 14.2.12 of the PEIR (pg. 14-2) refers to potential improvements on Spitfire Way/Manston Road, but with limited clarity on the extent of such proposals. Failure to appropriately improve these important highway links could have an impact on the ability of the local road network to serve the proposed development and could prejudice a future aviation operation.

The increase in on-site parking provision is noted. The ability of the main site access junction onto the B2050 Manston Road to accommodate the potential increase in demand will need to be examined within the detailed TA.

The ability for traffic (particularly HGVs and abnormal loads) to enter and leave the site in a forward gear should be demonstrated in the final submission. Any existing informal access points onto the public highway that are planned to remain in use will also need to be clarified along with their anticipated uses.

Heritage Conservation

The Masterplan continues to include areas of new development that have not been included in archaeological geophysical survey and evaluation trenching at the site. In particular, this includes the Northern Grass area and the proposed location for the helicopter facilities in the south east of the site.

The relocation of the Spitfire and Hurricane Memorial Museum is noted, and reference is made to the retention of a heritage building. The area north of Manston Road includes a number of built heritage assets and it is unclear in the Masterplan which ones will be retained. The way in which the museums, the built heritage of the airfield and the visual connection with the runway and operational areas combine to achieve a historic sense of place relating to an important theme of the Isle of Thanet's history, remains unclear. The museums area appears to be located between the business park and attenuation ponds, screened from a visual connection with the runway by the cargo hangers. The references in the PEIR (Volume III, Figures 3.4 and 3.5) do not assist in setting out the intentions here nor is there sufficient explanation in Chapter 3 of the PEIR.

Noise Mitigation Plan:

The County Council welcomes the public of a Noise Mitigation Plan. Aviation noise has received an increasing amount of attention in recent years from communities affected and in scientific research into the impacts of noise and particularly, sleep disturbance because of aircraft noise. Night noise is the least acceptable form of aviation noise and there is an increasing body of evidence into its effects on health and quality of life, including reduced educational attainment in children, cardiovascular impacts because of stress and potential links to Alzheimer's disease from a reduction in the amount of deep sleep a person gets. Noise through the daytime also affects quality of life as residents affected are unable to enjoy outdoor activities or perhaps even open their windows in the summer months without increasing the noise levels in their home.

The most recent Survey of Attitudes to Aviation Noise (published in 2017 using data from 2013/14) showed that communities have become more sensitive to aviation noise. Self-reported annoyance levels correlated with a self-reported health rating, suggesting that increased stress levels especially affect people's health. Importantly, there are a range of sensitivity levels and an individual's expectations of how the noise generated by an airport will change over time can affect their sensitivity. It is therefore vital to keep communities engaged and ensure that they can influence decisions that could change the way they experience noise. In the first instance, the design of the Noise Preferential Routes (NPRs) must include substantial community engagement as per the new Airspace Change Process. This must include demonstrating the likely impact using a range of metrics, for which Nx (number of events over a dB threshold in a defined period) could be very useful in clarifying the number of times a person is likely to hear an aircraft above a specified noise level during either the day or the night period.

The Noise Mitigation Plan proposes a voluntary Quota Count system comparable with the Department for Transport's regulated night flight regime at the designated airports (Heathrow, Gatwick and Stansted). The final Quota Count system could be implemented through a planning agreement, as it has been done at Bristol Airport. However, the designated airports (and Bristol Airport) also use a movement limit whereas the Manston Noise Mitigation Plan does not propose one. At the other airports, the movement limit complements the quota count limit by giving assurance that the number of flights in a year cannot be higher than a set level (i.e. influencing the perception communities will have of the likelihood of change in noise events year-on-year). KCC would like to see a movement limit implemented alongside the quota count limit in the final Noise Mitigation Plan.

Furthermore, Quota Count systems at other airports are divided into summer and winter seasons (corresponding to BST) whereas the Manston Noise Mitigation Plan is an annual quota allowance. The advantage of it being split seasonally is that it gives greater consistency to the amount of noise permitted and prevents an intensive concentration of noise when a large proportion of the quota could be used up. For example, as currently proposed the whole of Manston's proposed quota could be utilised in the summer season whereas a seasonal split would mitigate against this. KCC would therefore like to see the final Noise Mitigation Plan include a seasonal split in the quota allowance.

The proposed quota allowance is 4,000, plus an additional 2,000 for the shoulder period for passenger aircraft (0600-0700). This equates to 6,000 a year. For comparison purposes, the quota allowance at Bristol Airport (8.1 million passengers per year, 3rd busiest regional airport) is 2,160; at Heathrow it is 5,150 annually; and at Gatwick it is 6,935 with an actual usage of 5,868.75 in winter 2015 to summer 2016 (these airports operate a quota count system between 2330 and 0600). KCC welcomes the introduction of a quota allowance in the shoulder period as an effective way to manage noise when many people are still as sensitive as they are in the night period.

However, for both the night period and the shoulder period, the quota allowance is substantial and especially with the absence of a movement limit, KCC is concerned about the level of flights that could result in the night period because of such a high quota limit. This could be a high number of relatively 'quiet' flights or a lower number of some of the noisiest aircraft, noting the QC/4 are often freighters of the type that would be using Manston as a cargo airport. KCC asks that the quota allowance in both the night period and the shoulder period is given considerable review, including considering the views of the local community, and substantially lowered to an appropriate level. Until October 2017, the winter limit at Gatwick was 2,000 and the actual usage was 953 (winter 2015), and that equated to an average of 18 – 20 flights a night. This gives a real-life example of the potential scale of night flights that could be permissible with the suggested quota allowance. Given that the populations around Gatwick find this intolerable, and West Kent's dire situation with arrivals, night flights at Manston could substantially impact local residents.

The Quota Count does not include the new category for use at designated airports of QC/0.125 for aircraft in the 81-83.9 EPNdB range. This captures the latest generation of quieter aircraft and recognises that despite them being significantly quieter than older aircraft, they still do have a noise footprint that can cause disturbance. Such aircraft include the new A320 Neos and Boeing 747-200s. KCC would like the final Noise Mitigation Plan to include those aircraft classified as QC/0.125 rather than classifying them as exempt (i.e. QC/0). Without a movement limit, an unlimited number of exempt aircraft could operate from Manston in the night period, which could be of real detriment to local communities.

The Noise Mitigation Plan will not permit aircraft classified as QC/8 or QC/16 to take-off or land at night. This implies that QC/4 aircraft will be using Manston overnight, contrary to the regime at the designated airports where QC/4 aircraft are not permitted to be scheduled but can fly if they are delayed. QC/4 aircraft are some of the noisiest still in operation and it would be a real benefit to the local communities affected by overflight if there was a scheduling ban on them during the night period and shoulder period. Therefore, KCC asks that a scheduling ban is imposed on QC/4 aircraft between 2300 and 0700.

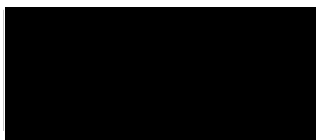
KCC supports the proposed noise insulation scheme and the criteria for eligibility. However, in some circumstances, a reasonable amount of discretion should be used where the scheme may bring real benefits to someone on the edge of the applicable contour, bearing in mind the variance in individual sensitivity to aircraft noise.

The Noise Mitigation Plan refers to working with aircraft operators to encourage procedures that minimise noise. This is welcomed and compliance with these (e.g. continuous descent operations), the proposed noise monitoring of individual aircraft and the flight track keeping can be done through a working group of airline representatives/operators and the airport, with relevant community engagement. Gatwick has found this approach to be beneficial to ensure compliance through their Noise and Track Monitoring Advisory Group (NaTMAG) and Flight Operations, Performance and Safety (FLOPC) group. KCC supports the proposed structure of the fines but recommends that their level is reviewed and finalised when the Consultative Committee is formed. Likewise, the use of income from fines to fund community projects in the area directly affected by noise from the airport is a practical and welcome approach.

KCC would like to be represented on a Consultative Committee as it was in the past and currently is on the Gatwick Airport Consultative Committee (GATCOM). KCC has significant experience in issues of aviation noise because of the experience of West Kent resulting from Gatwick Airport and would be able to bring this to a newly formed Committee for Manston.

If you require any further information or clarification on any matter in this letter, then please do not hesitate to contact me.

Yours faithfully



Barbara Cooper

Corporate Director – Growth, Environment and Transport

Appendix 1: Heritage Conservation comments
Appendix 2: Highways and Transportation comments

Historic Environment (Chapter 9)	
Paras. 9.1.5-9.1.6	We note the stated limits to the study for the PEIR and it remains the case that this is based mainly on a desk study of published sources and since the previous submission, the undertaking of a site visit. It remains the case that the authors of the PEIR have not been able to access the results of survey work undertaken at the site that is critical for an understanding of the potential and significance of the archaeology present and the potential impacts that will arise. As per previous comments, the parameters of the development that was assessed by the geophysical and trial trenching works at the site are not the same as for the present DCO masterplan. In particular, the PEIR recognises at para 9.1.6 that the Northern Grass has not been subject to intrusive investigation, and indeed has not been subject to geophysical survey. To be able to understand the potential of this area and the helicopter area, further investigation is needed. An indicative Written Scheme of Investigation is not an appropriate alternative as it assumes that the impacts on the archaeology present in unevaluated areas can be mitigated through investigation. Reference is made elsewhere to adjustment to enable preservation if required following post determination evaluation, however it is not clear that this would be possible within the development parameters once permitted. We remain of the view that: • The PEIR needs to take account of the discoveries in the recent investigations within the airport; and • Further survey and evaluation is needed in areas of the development proposals that have not yet been surveyed and / or evaluated.
Para. 9.3.8	The reference to the Historic England confirmation that archaeological works can be secured by requirements in the DCO does not appear in Table 9.5. We believe that Historic England is of the same view as ourselves; the decision needs to be informed by evaluation.
Table 9.3	The response to the KCC comment with respect to understanding certain sites outside the study area is not consistent with what had been agreed. The sites quoted are designated heritage assets rather than the archaeological investigations that illustrate the rich and unique character of Thanet's archaeology.
Table 9.4	Our position remains the same as discussed on the 30 October 2017: further intrusive investigation is needed in the Northern Grass Area and Geophysical Survey.

Table 9.5	A WSI is not an appropriate alternative to evaluation to inform a decision. Alterations to the project design may not be sufficient as they may be constrained by approved development parameters.
Para. 9.4.6	The cropmarks on Telegraph hill represent the evidence for the funerary activity and are not the focus in themselves. The EKA investigations investigated part of this activity but it is more widely known and a particularly rich heritage theme for Thanet.
Para. 9.4.7	The Wantsum was more a sea passage to the Thames Estuary and a harbour and point of entry to the Roman province. The remaining part of this paragraph doesn't make sense.
Para. 9.4.8	The Thanet landscape has played an important role in the nation's history. The shorelines here have seen the arrival of the Romans and their eventual departure, the arrival of the Saxons is celebrated through the Hengist and Horsa tradition and the arrival of the Augustinian Mission to re-establish Christianity happened here as well. It is correct to highlight the role that the area played in the two World Wars. Thanet has always been a gateway to new peoples, ideas, trade and on the forefront of invasion and defence. It is this which has left its mark through a rich and unique archaeological record.
Para. 9.4.29	The Roman road is not thought to follow the line of the A299 south of the airport. That is a more modern construct. The line of the main route is presently thought to lie slightly down slope south and west of the former airport but then swinging into the airport as discovered on the East Kent Access Road. There is a particular potential for Iron Age and Roman settlement found south of the airfield in the 1980s extending into the airfield.
Table 9.7	We agree that there is potential for undesignated archaeological assets of up to national significance. The incorporation of preservation measures relies upon having sufficient information to inform the decision and design and to ensure that this preservation is feasible within permitted development parameters.
Para. 9.8.5 and Table 9.14	Without evaluation through survey and trenching the risk of encountering archaeological remains that cannot be preserved in situ due to the parameters of such permitted development remains high. The Masterplan illustrates a high density of development in the North Grass Area with open space situated specifically around the Radar mast. The flexibility of development to avoid significant archaeology that warrants preservation is questionable, and as archaeology can be found at shallow depth engineering solutions are potentially limited.
Para. 9.9.3 and Table 9.14	The historic structures of the former airfield are an important part of the historic sense of place of Manston and provide an

	opportunity to explain the history of the sense better. Incorporation of these where possible in a holistic interpretation scheme around the two museums is needed. A programme of recording rather than their preservation is very much a less favoured mitigation. The visual connection of the museums to the operational areas of the airport and especially the runway needs to be considered. It is not clear what is to be retained or demolished and the justification for this will need to be clearly set out in the EIA.

APPENDIX 2: Highways and Transportation comments

Traffic and Transport (Chapter 14)	
Para. 14.1.1 <i>Limitations of the Environmental Statement</i>	This section outlines a disparity in the data collection exercise. Further clarity regarding this disparity would be useful to understand how it might impact on the detailed TA.
Para. 14.2.4	It is stated that the new junctions proposed on Manston Road and Spitfire Way have been designed with full development and future traffic flows, however it is not clear if this allows for the growth requirements set out in the emerging Thanet Local Plan. It would seem unlikely that new infrastructure provision could be accurately forecast on the basis of the spreadsheet model approach that has been used. It is essential that any highway alterations/new junctions delivered as part of the development proposals take account of the likely growth in traffic across the Local Plan period (including new highway infrastructure).
Para. 14.2.12	KCC does not consider a signalised junction improvement to be the most appropriate solution at the B2050/ Spitfire Way junction.
Table 14.1	Limited reference is made to the emerging Thanet Transport Strategy. Whilst it is a draft document, it remains a key consideration for these development proposals, as the proposed aviation use of this site will directly impact on highways and transportation infrastructure identified in the strategy.
Para. 14.4.2	The manual classified turning count (MCC) locations are noted, however to fully identify junctions that are likely to be impacted by the proposals, a more detailed understanding of development traffic impact/ distribution would be required.
Para. 14.4.11	The initial build process for the KCC Strategic Highway model has been completed and recent informal discussions have already taken place between KCC and RiverOak Strategic Partners in relation to potential access to this model. It is not entirely accurate to indicate that the model is unavailable to local developers, as further requests by RiverOak Strategic Partners in relation to the availability of the model have only recently been received due to the change in the anticipated timescale for submission of a DCO. As agreed through these recent discussions, KCC has yet to receive a scope of works/ specification for the modelling scenarios from RiverOak Strategic Partners to progress or facilitate any access requests. Given the scale and importance of the development proposals on the local highway network, it is essential that an appropriate strategic highway model is utilised to appraise the impact of the development. This will ensure that traffic impacts are considered consistently within the framework of the emerging Local Plan and

	Draft Transport Strategy. It is recommended that RiverOak Strategic Partners liaise directly with the local planning authority to agree appropriate land use/ infrastructure scenarios.
Table 14.3	The responses to a number of consultee comments and considerations are noted. Amongst these, KCC highlighted the need for the development proposals to utilise the Strategic Highway Model. It was not agreed by KCC Highways and Transportation that the use of a spreadsheet model would be sufficient for the initial submission of a DCO. Given the likely timescale constraints that between submission of a DCO and its subsequent examination, KCC highly recommends that strategic modelling should be undertaken and fully completed in advance of the submission and completion of the supporting TA. This will ensure that the TA is completed with the necessary level of supporting highway information to inform robust outputs and conclusions. Failure to do so will result in a TA being produced that fails to appropriately consider the impact of the development on the local highway network.
Paras. 14.10.5-14.10.6	The environmental impacts of the development on Manston Court Road have been identified as minor. This is considered to be an underestimation of the potential impact that this development could have on this part of the local highway network. Given that this section of highway is largely single track in nature and serves a number of residential properties, businesses and two caravan parks, it is likely that variations in pedestrian and vehicle activity will occur. This road is extremely sensitive to increases in traffic flow (due to its constrained geometry) and therefore it is considered that a much lower increase in traffic could have a potentially disproportionate impact on the identified impact categories and as such these receptors should be reviewed accordingly. The same matters apply to Manston Village that is currently divided by the B2050 and is also subject to constrained geometry and limited pedestrian facilities.

ENDS



Transport Assessment

Appendix B

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 Their 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 V2 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 over 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	166966	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.	V1 was at Westwood Cross Roundabout Going to Turn left when V2 Pulled up. 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
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 R
63														

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 Monktion, 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 Neck 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, Monktion, Kent	V2 was Travelling Home from the Direction of Monktion 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 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 Pporhole 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 Monktion 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 They Braked 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	168989	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, Kent	V1 was turning right from Park Road, when V2 an Ambulance which was on an Emergency Call Hit V

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 528570,165660)	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	V.1 was Travelling Around the Roundabout from Minster as was V.2. V.2 was Travelling Towards Whitstable turning right at the Roundabout. V.2 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 Passengers! 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 Poohole 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 Pedal 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 Junction with Charlesworth Drive on the Near Side V1 Has Been Waiting at the Junction 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 Sped 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 was 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	169888	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 Stepped out onto Crossing and Crossed Unknown Vehicle which was Stationary. C1 then Briefly Looked at 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	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.
324	E4149	3	16/07/2014	0820	1	1	1	2	2	E07000114	632661	168713	Shottendane Road J/W Minster Road, Westgate-On-Sea, 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.
325	E4150	3	24/06/2014	1745	1	1	9	2	1	E07000114	633874	169705	Caxton Road J/W Westfield Road, 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 Lane 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.
326	A254	3	21/07/2014	0850	1	1	1	2	1	E07000114	636305	168645	A254, Ramsgate Road, 100M South of Enterprise Road, 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.
327	A254	3	22/07/2014	1740	1	1	1	3	1	E07000114	635946	169199	A254, Ramsgate Road, Outside the Orb, Margate, Kent	Vehicles Travelling Along Single Carriageway at Brow of Hill Unable to Slow in Time and Collided Head On. Ltd Details Received.
328	B2050	3	21/07/2014	1020	1	1	1	2	1	E07000114	632460	169684	B2050, Manston Road Jw Woodchurch Road, Birchington, Kent	Veh1 was Attempting to Turn right out of St Johns Avenue. a Vehicle Turned left into St Johns Avenue. Veh1 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.
329	F1861	3	24/07/2014	1035	1	1	1	2	1	E07000114	629814	166540	Plumstone Road, Monkton, 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.
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 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 Dir was 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 Taking an Unlit Road and Misjudged Turn and Safety Bar Has Dug into Road Causing Rider to Come Off.
339	A256	3	09/08/2014	0115	4	2	2	1	1	E07000108	633652	162339	A256 Ebbsfleet, 2Nd Road Sandwich Road, Ramsgate, Kent	Veh 2 was Travelling Along the A299 Towards Ramsgate. as it Entered the Roundabout and was in the Process of Driving Towards Exit 2, when it was Struck from Behinc by Veh 1. Veh 1 was Travelling in the Same Direction and Had Entered After Veh 2, Because of the Weather Condition, Veh 1 Struck the Roundabout and then Collided with Veh 2
340	A254	3	21/08/2014	1300	1	1								

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 Qeap 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 V1 ***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 Jw 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. V1 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 Pulled 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 Ped

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 on 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 Or 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	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.
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	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
478	E4145	3	11/09/2015	1125	1	1	1	1	1	E07000114	631954	169450	Lymington 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
479	A254	3	09/07/2015	1200	1	1	1	2	1	E07000114	636427	167918	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 Veh 2 Causing Damage. Veh 2 and Veh 1 Exchanged Details.
480	A28	3	14/09/2015	0820	1	1	1	1	1	E07000114	632942	169905	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.
481	B2190	3	17/09/2015	0043	5	2	2	1	1	E07000114	632759	166226	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.
482	E4141	3	17/09/2015	1107	1	1	1	3	3	E07000114	630422	168379	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.
483	A299	3	15/09/2015	1745	1	2	2	1	1	E07000114	633958	164660	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
484	B2050	3	20/09/2015	0045	6	1	1	1	1	E07000114	631845	167507	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
485	A254	2	19/09/2015	0510	4	1	1	2	4	E07000114	635559	169867	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.
486	A256	3	22/09/2015	1630	1	2	1	2	1	E07000114	633878	164428	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.
487	B2190	3	25/09/2015	1745	1	1	1	1	1	E07000114	631179	166075	B2190 Minster Road 10 Metres South of Spitfire Way, Ramsgate, Kent	V1 Has Over-Steered on Roundabout, left Road and Damaged a Lamppost.
488	A253	2	26/09/2015	0800	1	1	1	1	1	E07000114	633918	164616	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
489	C29	3	29/09/2015	1010	1	1	1	2	2	E07000114	634117	167651	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. Collided with V1. V2 then Hit Bank Causing it to Turn over onto its Offside.
490	A28	3	26/09/2015	0943	1	1	1	3	2	E07000114	629500	168090	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.
491	B2050	3	29/09/2015	0005	6	1	1	1	1	E07000114	634552	166323	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.
492	E4102	2	20/10/2015	1700	1	1	1	2	1	E07000114	634615	163913	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.
493	A256	3	01/11/2015	1755	4	2	7	1	1	E07000114	633924	164621	A256/A299 Sevenscore Roundabout	V1 Failed to See the R/A in the Fog and Went onto the Centre, Flipping over and Stopping on its Roo
494	A299	2	01/11/2015	0325	4	2	7	2	1	E07000114	631163	165727	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.
495	A28	3	31/10/2015	1720	1	1	1	2	1	E07000114	632812	169909	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.
496	B2050	3	29/10/2015	0615	4	1	1	2	1	E07000114	635777	165918	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.
497	A299	3	01/11/2015	0700	1	2	7	1	1	E07000114	627519	169687	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.
498	A254	3	01/11/2015	1150	1	2	7	3	2	E07000114	636264	168740	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.
499	A254	3	06/11/2015	1712	4	2	8	2	1	E07000114	636423	168228	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.
500	B2190	3	07/11/2015	2045	6	2	1	3	1	E07000114	633140	166442	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 Had Been Travelling Slowly Along B2190 Towards the Junction, 2 Cars Behind V3 which Pulled Out. Wet/Slippery Road Surface a Contributory Factor.
501	A299	3	03/11/2015	0745	1	2	1	2	3	E07000114	633928	164692	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.
502	A299	3	01/11/2015	1635	4	2	7	2	4	E07000114	631130	165718	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.
503	A299	3	10/11/2015	1040	1	1	1	2	1	E07000114	628623	165604	A299 Thanet Way Jw Willetts Hill, Monkton, Kent	V2 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.
504	E4150	3	12/11/2015	1320	1	1	1	3	2	E07000114	633517	168860	Shottendane Road Jw High Street, Margate, Kent	V1 Travelling Along High Street, Stopped Briefly at Junction of Shottendane Road, Hesitated then Pulled out into the Path of 2 Oncoming Vehicle:
505	A256	3	10/11/2015	1145	1	1	1	2	1	E07000114	635767	165943	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.
506	A28	3	16/11/2015	0905	1	2	2	1	1	E07000114	633419	169870	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.)
507	E4145	3	04/11/2015	1715	6	1	1	2	1	E07000114	632659	168711	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.
508	A299	3	14/11/2015	1045	1	2	1	1	1	E07000114	635473	165035	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
509	A299	3	14/11/2015	1345	1	2	2	1	1	E07000114	631163	165741	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.
510	A256	3	18/11/2015	1755	6	2	4	4	1	E07000114	633317	162932	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 Minibus 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.
511	A254	3	23/11/2015	1420	1	1	1	2	1	E07000114	636422	168224	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.
512	A28	3	25/11/2015	1530	1	1	1	1	1	E07000114	630202	168998	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.
513	B2050	3	01/11/2015	1040	1	1	7	2	2	E07000114	635478	165890	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
514	A254	3	10/12/2015	0900	1	1	1	2	2	E07000114	635619	169691	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.
515	A299	3	13/12/2015	1640	1	2	1	1	1	E07000114	627517	166992	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
516	A28	3	18/12/2015	1903	4	1	1	2	1	E07000114	633428	169875	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
517	A28	3	21/12/2015	1700	4	1	9	2	1	E07000114	633584	169874	A28 Canterbury Road Jw High Street, Garlinge	V2 Cyclist Travelling North on High Street, Garlinge. V1 Behind V2. V2 in the Middle of the Road turning right onto Canterbury Road Towards Margate. V2 Crossed the Road (Canterbury Road) and was Hit by V1 Knocking V2 over and Cyclist Off. Minor injury to R2, Damage to V2. V1 Drove Off.
518	A299	3	21/12/2015	1210	1	1	4	2						

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 criage 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 R0BT 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



Transport Assessment

Appendix C

Traffic Count Data

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	0	1	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	0	1	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	1892
6-22	2003	161	0	2	12	0	0	0	0	1	0	7	2155
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	0	1	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	0	1	190
13	172	14	0	0	0	0	1	0	0	0	0	1	193
14	133	10	0	0	0	2	0	0	0	0	0	2	147
15	138	8	0	0	0	4	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	63	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	1770	136	0	1	11	0	3	0	0	0	0	7	2199
6-22	1770	136	0	1	11	0	3	0	0	0	0	7	2199
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

[illegible]

7-19	1493	97	1	2	1	0	5	0	0	0	0	1	0	1600
6-22	1676	107	1	2	1	0	5	0	0	0	0	1	0	1793
6-24	1714	111	1	2	1	0	5	0	0	0	0	1	0	1835
0-24	1771	115	1	2	1	0	5	0	0	0	0	1	0	1896

Channel 2 - Southbound

[illegible]

7-19	1436	89	1	0	2	0	3	2	0	0	0	2	0	1535
6-22	1607	101	1	0	2	0	3	2	0	0	0	2	0	1718
6-24	1632	101	1	0	2	0	3	2	0	0	0	2	0	1743
0-24	1685	103	1	0	2	0	3	2	0	0	0	2	0	1798

Channel 1 - Northbound

[illegible]

7-19	2167	268	6	0	6	0	2	2	1	0	0	16	0	2468
6-22	2418	296	7	0	6	0	2	3	1	0	0	16	0	2749
6-24	2475	297	7	0	6	0	2	3	1	0	0	16	0	2807
0-24	2512	299	7	0	6	0	2	3	1	0	0	16	0	2846

Channel 2 - Southbound

[illegible]

7-19	2098	249	2	0	8	0	0	4	0	0	0	13	0	2374
6-22	2361	273	3	0	9	0	0	4	0	0	0	13	0	2663
6-24	2392	276	3	0	9	0	0	4	0	0	0	13	0	2697
0-24	2449	286	3	0	9	0	0	4	0	0	0	13	0	2764

Channel 1 - Northbound

Sunday	Vehicle Speeds (MPH)												TOTAL	
W/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	1	4	7	3	4	3	0	0	22	
2	0	0	0	0	0	2	4	5	3	1	1	0	18	
3	0	0	0	0	0	1	2	3	2	1	0	0	9	
4	0	0	0	0	0	2	0	2	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	0	1	
7	0	0	0	0	0	1	2	2	3	3	0	0	7	
8	0	0	0	0	0	0	0	7	8	4	4	0	22	
9	0	0	0	0	0	3	10	14	18	9	0	0	54	
10	0	0	0	0	0	1	7	22	19	17	6	0	72	
11	0	0	0	0	0	5	8	32	53	31	14	5	1	143
12	0	0	1	3	20	33	43	29	5	3	0	0	137	
13	0	0	0	1	1	40	56	37	26	4	3	1	1	170
14	0	0	0	0	4	30	58	54	16	6	1	0	171	
15	1	1	0	24	7	24	54	17	17	1	1	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	0	19	44	48	19	6	3	0	140	
19	0	0	0	13	39	39	32	16	18	1	10	0	102	
20	0	0	0	0	1	1	18	30	24	12	4	0	80	
21	0	0	0	0	0	2	9	14	14	6	6	1	2	54
22	0	0	0	0	0	1	4	5	7	15	3	2	0	37
23	0	0	0	0	1	1	4	4	4	8	5	0	1	24
24	0	0	0	1	0	1	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	78	7	5	1835
0-24	1	1	3	31	216	496	573	310	163	87	9	6	1896

Channel 2 - Southbound

Survey	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	
Hr Ending	1	0	0	0	0	4	5	9	2	1	0	0	21
0	2	0	0	0	1	4	1	3	4	0	0	0	13
3	0	0	0	0	1	1	0	0	0	0	0	0	2
4	4	0	0	0	0	2	0	1	1	0	0	0	8
5	0	0	0	0	0	2	0	1	1	2	0	0	6
6	0	0	0	0	0	1	1	5	1	1	0	0	9
7	0	0	0	0	0	1	6	5	7	1	0	0	30
8	6	0	0	0	0	6	13	13	12	4	1	0	88
9	0	0	0	0	0	0	8	9	26	12	8	0	83
10	0	0	0	0	2	19	40	39	21	3	1	0	129
11	0	0	0	5	5	36	55	23	11	2	0	1	138
12	0	0	1	1	5	49	56	34	10	6	0	0	162
13	0	0	0	7	24	60	59	26	13	2	0	0	191
14	0	0	0	4	19	50	59	25	11	1	0	0	169
15	1	1	7	4	1	7	4	22	26	7	1	0	79
16	0	0	0	6	16	41	45	26	13	2	1	0	100
17	0	0	0	3	5	11	31	45	47	8	1	0	151
18	0	0	0	0	2	33	53	20	11	4	1	0	124
19	0	0	0	0	0	2	32	10	44	16	9	0	113
20	0	0	0	0	1	16	26	12	12	7	0	0	74
21	0	0	0	0	0	2	4	17	19	11	3	0	56
22	0	0	0	0	0	0	2	3	8	3	3	0	23
23	0	0	0	0	0	0	4	6	1	3	3	1	20
24	0	0	0	0	1	0	1	3	0	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	578	383	172	53	7	3	1743
0-24	1	0	5	34	105	416	587	402	181	57	7	3	1796

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	0	0	1	0	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	1	0	1	4
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	4	0	0	0	0	5	3	4	4	5	1	0	27
8	0	0	0	0	0	21	47	28	16	14	1	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	0	3	5	30	45	37	16	3	0	0	144
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	34	53	57	17	4	3	0	174
15	0	0	5	0	70	5	16	53	18	12	1	0	139
16	0	0	0	1	3	56	95	75	36	3	0	0	269
17	0	0	0	0	12	50	102	85	36	10	1	0	296
18	0	1	0	4	13	82	146	99	46	11	1	0	463
19	0	0	0	27	7	7	27	45	28	9	9	1	112
20	0	0	0	0	1	21	30	30	21	7	1	1	112
21	0	0	0	0	4	11	35	15	13	12	0	0	90
22	0	0	0	0	0	7	14	17	10	3	0	0	51
23	0	0	0	4	10	4	10	11	8	6	0	0	59
24	0	0	0	0	0	2	6	3	3	4	1	0	19

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	762	365	129	13	1	2807
0-24	0	1	3	12	87	459	991	772	367	138	14	2	2846

Channel 2 - Southbound

Monday		Vehicle Speeds (MPH)														TOTAL
Mr. Enders	Mr. Enders	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	2	1	1	1	1	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	0	0	0	0	2		
5	0	0	0	0	0	1	1	2	3	4	2	0	0	13		
6	0	0	0	1	0	1	0	2	8	19	6	6	1	43		
7	0	0	1	0	0	2	6	36	35	20	7	1	0	568		
8	0	0	4	4	4	4	43	104	106	40	10	1	0	384		
9	0	0	0	0	0	0	75	157	105	20	7	0	0	384		
10	0	1	2	1	14	47	85	48	13	2	0	0	0	213		
11	0	0	4	1	15	33	29	13	2	0	0	0	0	134		
12	0	0	0	1	13	34	45	28	11	2	0	0	0	134		
13	0	0	0	3	0	1	20	45	30	11	9	0	0	119		
14	0	0	2	4	12	31	50	35	20	11	4	0	0	144		
15	0	0	0	1	1	10	30	50	30	41	4	0	0	170		
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	1	9	48	82	57	7	4	0	0	0	210		
19	0	0	0	0	14	42	42	37	9	5	5	1	0	154		
20	0	0	0	0	1	8	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	28		
23	0	0	0	0	0	0	1	8	8	3	3	0	0	20		
24	0	0	0	0	0	0	2	1	7	3	1	0	0	18		

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	136	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	0	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	18	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	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL	
1	0	0	0	0	0	1	1	3	3	2	0	5	15	
2	0	0	0	0	0	0	0	1	1	2	0	0	6	
3	0	0	0	0	0	0	1	1	0	0	0	0	2	
4	0	0	0	0	0	0	0	0	0	2	0	0	2	
5	0	0	0	0	0	1	2	2	1	1	1	1	8	
6	0	0	0	0	0	0	5	6	1	3	0	0	15	
7	0	0	0	0	0	4	7	8	15	3	1	1	39	
8	0	0	0	0	0	6	20	35	44	15	6	1	127	
9	0	0	5	5	32	32	88	88	20	6	1	0	242	
10	0	0	0	2	4	18	71	67	22	10	0	0	175	
11	0	0	0	0	7	25	68	39	17	2	0	0	158	
12	0	0	4	4	4	41	33	33	13	5	0	0	150	
13	0	0	0	0	4	30	51	46	13	6	0	0	145	
14	0	0	0	1	21	36	50	29	6	2	0	0	150	
15	0	0	2	26	57	57	43	24	8	3	1	0	163	
16	0	0	0	10	31	52	79	61	26	12	0	0	271	
17	0	0	0	0	4	48	109	103	41	17	0	0	322	
18	0	0	0	5	6	145	145	156	56	16	1	0	428	
19	1	0	0	0	2	29	75	95	22	13	4	0	211	
20	0	0	0	0	1	16	42	38	20	6	2	0	125	
21	0	0	0	0	0	9	19	22	18	7	0	0	75	
22	0	0	0	0	0	2	22	13	9	6	3	0	55	
23	0	0	0	0	0	6	10	9	5	5	1	1	37	
24	0	0	0	0	1	2	3	4	2	1	0	0	13	
7-19	1	0	0	0	16	119	448	881	735	243	96	9	1	2551
5-22	1	0	0	0	16	129	479	971	816	305	120	15	2	2645
5-21	1	0	0	0	16	128	478	970	815	304	119	14	1	2640
0-24	1	0	0	0	16	121	489	995	842	318	137	8	0	2943

Kent ATC and MCCs ATC 01, Minster Road

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

Channel 2 - Southbound

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	0	0	0	1	2	4	0	3	0	0	10
2	0	0	0	0	0	0	1	0	1	2	0	0	4
3	0	0	0	0	0	0	4	1	1	1	0	0	6
4	0	0	0	0	0	0	0	4	0	0	0	0	4
5	0	0	0	0	0	2	1	2	2	2	0	0	9
6	0	0	2	0	6	10	7	13	6	7	0	0	51
7	0	1	0	0	0	15	25	55	15	8	0	0	119
8	1	0	0	1	7	35	136	99	32	8	2	0	321
9	0	1	1	1	14	67	139	98	36	7	0	0	364
10	0	0	0	0	14	59	88	53	12	4	0	0	230
11	0	0	0	0	7	33	51	29	11	2	0	0	133
12	0	0	0	5	21	38	40	29	9	6	0	0	146
13	0	0	0	0	6	31	56	39	6	6	2	0	146
14	0	0	0	3	5	19	69	42	14	0	0	0	152
15	0	0	0	0	14	39	69	51	13	7	0	0	193
16	0	0	0	0	8	65	67	40	10	4	0	0	194
17	0	0	0	0	14	67	82	39	9	2	0	0	213
18	0	0	1	0	10	39	52	61	8	2	1	0	174
19	0	0	0	0	7	32	58	37	12	2	0	0	148
20	0	0	0	0	5	17	47	26	9	1	1	0	106
21	0	0	0	0	4	12	30	15	8	4	0	1	74
22	0	0	0	0	15	15	5	3	1	0	0	0	39
23	0	0	0	0	1	5	12	4	7	0	1	0	30
24	0	0	0	0	1	9	3	3	0	1	0	0	17
7-19	1	1	2	10	127	524	907	617	172	50	5	0	2416
6-22	1	2	2	10	136	583	1024	718	207	64	6	1	2754
6-22	1	2	2	10	136	583	1024	718	207	64	6	1	2754
0-24	1	2	4	10	143	602	1060	749	227	78	8	1	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	52	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	55	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	0	2	4	0	2	13	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	
5-24	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	

Manston ATC 1, A256

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

Manston ATC 1, A256

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	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	0	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													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
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													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
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														TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13		
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	

Manston ATC 1, A256

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

Manston ATC 1, A256

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	1	0	218
14	167	22	0	0	0	0	0	1	0	0	0	0	1	191
15	174	12	1	0	1	0	0	0	0	0	0	1	0	189
16	212	20	0	0	0	0	0	0	0	0	0	1	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	159	9	0	0	0	0	0	0	0	0	0	0	0	168
20	110	6	0	0	0	0	0	0	0	0	0	0	0	116
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	2	3	0	1	11	0	2626
6-22	2561	228	2	0	6	0	0	2	4	0	1	11	0	2915
6-24	2658	232	2	0	6	0	0	2	4	0	1	11	0	2916

Channel 2 - Southbound															
Wednesday 01/11/2017															
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	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	0	1	179	
9	233	19	0	0	0	0	0	0	0	0	0	0	0	252	
10	194	23	1	0	0	0	0	1	0	0	0	0	0	219	
11	196	10	0	0	0	0	0	0	0	0	0	0	1	207	
12	168	18	0	0	0	0	0	0	0	0	0	0	1	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	0	1	178	
15	184	14	0	0	0	0	0	0	0	0	0	0	1	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	0	1	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	2257	224	4	0	3	0	1	0	4	0	0	0	7	0	2569
6-24	2323	225	4	0	3	0	1	0	4	0	0	0	7	0	2624
0-24	2423	234	4	0	3	0	1	0	4	0	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	76	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	233	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														
Hr Ending	Vehicle Classes													
	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	0	1	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	0	1	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	15	0	0	0	0	0	0	0	0	0	0	1	212
18	155	18	0	0	0	0	0	0	0	0	0	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	252	0	0	5	0	0	1	0	0	1	3	0	2742
5-23	2735	258	0	0	6	0	0	1	0	0	1	3	0	2908
0-24	2570	269	0	0	5	0	0	1	0	0	1	3	0	2584

streetwise

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

Friday 09/12/01	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	0	1	1	0	0	1	1	1	5
4	0	0	0	0	0	0	0	1	0	0	0	0	1
5	0	0	0	0	0	0	0	1	0	1	1	2	6
6	0	0	0	1	3	0	3	0	2	2	1	0	9
7	0	0	0	0	2	8	9	7	6	2	0	0	34
8	0	0	4	11	17	22	44	24	7	3	0	2	130
9	0	0	0	1	11	54	40	33	33	9	0	0	149
10	0	0	0	7	19	68	50	20	7	4	0	1	154
11	0	0	1	13	41	58	40	15	7	3	1	1	178
12	0	0	0	7	40	83	40	25	3	0	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	237
15	0	0	0	11	55	110	60	24	8	4	1	0	273
16	0	0	13	33	56	89	59	37	9	2	1	0	308
17	0	0	2	17	69	97	74	23	14	0	1	0	278
18	0	0	3	17	64	103	54	19	2	2	0	0	271
19	0	1	10	10	56	68	58	12	12	11	2	0	229
20	0	0	0	1	24	54	22	12	7	5	3	0	127
21	0	0	0	2	7	16	15	15	4	8	0	1	68
22	0	0	0	1	13	6	13	6	6	6	1	0	47
23	0	0	1	0	7	9	12	7	2	0	0	1	39
24	0	0	0	0	12	16	10	4	0	1	2	45	
7-19	0	13	15	120	560	906	659	262	92	30	6	5	2068
6-22	0	13	15	124	600	997	718	302	115	45	10	7	2946
5-23	0	13	16	125	608	1022	753	324	127	47	13	14	3062

Channel 2 - Southbound

Friday 03/10/2017	Vehicle Schedules (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	2	3	1	0	0	0	8
2	0	0	0	1	0	0	2	0	0	0	0	0	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	1	0	3	4	8	5	2	0	28
7	0	0	0	0	3	10	22	11	13	5	6	0	70
8	0	0	1	1	20	44	48	37	38	3	2	0	174
9	2	1	1	13	13	21	35	40	40	30	1	0	265
10	0	0	0	8	58	93	61	28	12	2	0	0	262
11	0	1	15	17	45	68	49	27	5	2	1	0	230
12	0	0	0	9	9	65	65	21	6	8	0	1	140
13	0	0	0	0	6	39	60	53	21	8	2	3	192
14	0	0	1	10	38	64	50	23	9	3	3	1	202
15	0	0	2	15	58	77	50	18	6	6	0	1	231
16	0	1	18	48	87	68	37	26	10	0	0	0	210
17	0	0	0	13	45	76	42	19	9	4	1	0	212
18	0	0	5	19	54	50	51	22	3	3	1	0	206
19	0	0	0	13	44	42	42	21	6	5	2	0	150
20	0	0	0	7	28	35	19	16	12	4	1	1	123
21	0	0	1	2	7	11	8	6	5	4	0	4	48
22	0	0	0	1	1	10	14	11	9	8	0	0	64
23	0	0	3	0	10	5	12	6	1	1	1	0	38
24	0	0	0	1	4	5	4	8	4	0	1	1	28
7-19	0	2	27	140	505	801	633	303	122	35	16	3	2587
6-22	0	2	28	150	553	871	693	345	160	49	23	8	2882
5-25	0	2	28	150	553	871	693	345	160	49	23	8	2948
0-24	0	2	31	153	568	886	723	372	174	56	27	10	3002

Channel 1 - Northbound

Saturday 04/11/2017	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
Hr Ending													
0	0	0	0	0	3	1	1	5	0	2	0	1	13
2	0	0	0	0	0	0	1	1	1	0	0	0	3
3	0	0	0	0	0	0	1	1	0	1	0	0	4
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	2	1	1	0	1	0	0	6
7	0	1	2	1	2	2	1	1	1	0	0	1	18
8	0	0	0	3	16	11	16	8	2	1	1	0	58
9	0	0	0	3	10	24	31	22	6	1	0	0	101
10	2	5	5	21	48	35	26	4	0	0	0	0	146
11	0	0	4	8	46	38	59	19	6	0	0	0	191
12	0	1	31	71	81	47	20	4	2	2	0	0	258
13	0	0	19	71	77	40	18	6	0	0	0	0	258
14	0	0	5	13	48	61	62	23	5	1	1	0	219
15	0	1	14	52	78	50	26	6	4	0	0	0	231
16	0	1	9	9	68	67	62	22	4	0	0	0	219
17	0	0	0	40	146	160	56	10	6	1	0	0	358
18	0	0	3	50	147	91	51	10	4	2	0	0	358
19	0	0	1	11	44	40	40	11	5	5	0	0	136
20	0	0	4	22	26	15	7	5	0	0	2	0	61
21	0	0	0	3	8	16	11	13	3	0	1	2	57
22	0	0	2	14	8	13	7	7	2	0	0	0	35
23	0	0	0	3	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	806	544	215	58	20	6	2	2595
6-22	0	0	18	219	766	890	599	244	74	22	9	7	2806
5-24	0	0	18	221	766	890	599	244	74	22	9	7	2806
0-24	0	0	18	221	782	890	615	270	82	29	10	9	2925

Channel 2 - Southbound

Channel z - Southbound													
Saturday 04/11/2017	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	1	1	1	4	4	1	0	1	0	4
2	0	0	0	0	0	0	2	1	1	0	0	0	5
3	0	0	0	0	0	0	0	3	0	0	0	0	4
4	0	0	0	0	0	0	3	2	0	4	1	0	11
5	0	0	0	0	0	0	3	2	0	2	2	0	11
6	0	0	0	0	0	5	11	6	2	2	2	0	28
7	1	0	0	0	3	6	23	20	22	5	1	0	80
8	0	0	2	13	21	42	37	25	5	6	1	0	152
9	0	0	4	10	38	58	51	6	23	9	0	1	116
10	0	0	1	13	39	98	51	19	10	2	1	1	235
11	0	0	0	12	50	81	73	20	7	5	0	0	248
12	0	0	24	24	48	81	79	48	13	5	0	0	218
13	0	0	1	8	53	66	63	17	7	1	1	1	218
14	0	0	6	1	30	64	49	23	10	0	0	1	184
15	0	0	0	0	4	53	51	47	19	12	0	0	168
16	0	0	0	0	7	22	22	25	11	6	0	3	67
17	0	1	4	10	23	26	13	7	3	0	0	0	87
18	0	0	0	9	21	33	18	5	2	0	0	0	80
19	0	0	1	12	48	44	35	4	1	4	0	0	104
20	0	0	3	31	106	104	70	27	6	0	0	0	347
21	0	0	0	4	14	7	13	12	4	0	0	1	56
22	0	0	3	3	5	15	5	8	4	0	0	2	44
23	0	0	0	0	1	8	5	4	4	3	0	1	34
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	1	21	114	417	626	497	207	84	21	6	3	1997
6-22	0	1	26	181	590	812	619	252	97	23	7	4	2562
5-23	0	1	28	168	610	840	647	234	113	30	7	8	2680
4-24	0	1	28	168	610	840	647	234	113	30	7	8	2724

Kent ATCs ATC 02, B2050 Manston Road

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	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	6	0	0	0	0	0	0	0	0	0	0	0	0	6
5	5	0	0	0	0	0	0	0	0	0	0	0	0	5
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	51	3	0	0	1	0	0	0	0	0	0	0	0	55
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	0	1	0	155
12	194	16	0	0	0	0	0	0	0	0	0	0	0	210
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	0	1	0	236
15	192	9	0	0	0	0	0	0	0	0	0	0	0	201
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	1	59
22	62	1	0	0	0	0	0	0	0	0	0	1	0	64
23	22	1	0	0	0	0	0	0	0	0	0	1	0	24
24	10	2	0	0	0	0	0	0	0	0	0	0	0	12
7-19	1606	94	1	0	1	0	0	0	0	0	0	2	0	1704
6-22	1777	103	1	0	1	0	0	0	0	0	0	4	0	1885
6-24	1811	108	1	0	1	0	0	0	0	0	0	5	0	1924
0-24	1869	107	1	0	1	0	0	0	0	0	0	5	0	1983

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	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	118	7	0	0	0	0	0	0	0	0	0	0	0	125
18	98	5	0	0	0	0	0	0	0	0	0	0	0	103
19	92	1	0	0	0	0	0	0	0	0	0	0	0	93
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	1588	86	0	0	0	0	0	1	0	0	0	2	0	1677
6-22	1744	93	0	0	0	0	0	1	0	0	0	3	0	1842
6-24	1773	95	0	0	0	0	1	0	0	0	0	3	0	1873
0-24	1821	100	0	0	0	0	1	0	0	0	0	2	0	1924

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	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	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	12	3	0	0	0	0	0	0	0	0	0	0	0	15
7	27	3	1	0	0	0	0	0	1	0	0	0	0	32
8	110	15	0	0	4	0	0	0	0	0	0	2	0	131
9	214	13	0	1	0	0	0	0	0	1	0	0	0	231
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	1	0	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	1	0	286
17	263	28	0	0	0	0	0	1	1	0	0	1	0	293
18	232	18	0	0	0	0	0	0	0	0	0	0	0	250
19	135	11	0	0	0	0	0	0	0	0	0	1	0	147
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	56	1	0	0	0	0	0	0	0	0	0	0	0	57
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	194	0	0	8	0	0	1	1	0	1	9	0	2415
6-22	2351	201	1	0	8	0	0	1	2	0	1	9	0	2652
6-24	2385	201	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	2746

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	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	0	0
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	4	2	0	0	0	0	0	0	0	0	0	0	0	6
6	22	2	0	0	0	0	0	0	0	0	0	0	0	24
7	54	10	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	183
9	272	28	0	0	0	0	0	0	3	0	0	0	0	303
10	217	16	0	0	0	0	0	0	0	0	1	0	0	233
11	176	15	0	0	1	0	0	0	0	0	0	0	0	192
12	175	17	0	0	0	0	1	0	0	0	0	0	0	193
13	145	10	0	0	0	0	0	0	0	0	0	0	0	155
14	157	17	1	0	0	0	0	0	0	0	0	0	0	175
15	194	26	0	0	0	0	0	0	0	0	0	0	1	221
16	200	21	0	0	2	0	0	0	1	0	0	0	0	224
17	183	24	0	0	1	0	0	0	0	0	0	0	0	208
18	134	12	0	0	2	0	0	0	0	0	0	0	0	148
19	108	4	0	0	0	0	0	0	1	0	0	0	0	113
20	117	6	0	0	0	0	0	0	0	0	0	0	0	123
21	38	5	0	0	0	0	43	0	0	0	0	0	0	86
22	39	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	19
24	14	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	2349
6-22	2360	241	0	1	7	0	1	2	3	0	0	3	0	2618
6-23	2455	245	0	1	7	0	1	2	3	0	0	3	0	2653
0-24	2425	245	0	1	7	0	1	2	3	0	0	3	0	2625

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	0	8
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	3	0	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	0	2
5	8	2	0	0	0	0	0	0	0	0	0	0	0	10
6	11	1	0	0	0	0	0	0	0	0	0	0	0	12
7	26	2	0	0	0	0	0	0	0	0	0	0	0	28
8	106	20	0	0	5	0	0	0	0	0	0	0	1	132
9	203	21	0	0	1	0	0	0	1	0	0	0	2	228
10	140	27	0	0	1	0	0	0	0	0	0	0	0	168
11	127	14	0	0	0	0	0	0	0	0	0	0	0	141
12	153	15	0	0	0	0	0	1	0	0	0	0	0	169
13	188	17	0	0	0	0	0	0	0	0	0	0	0	205
14	196	17	1	0	0	0	0	0	0	0	0	1	0	214
15	211	17	0	1	0	0	0	0	0	0	0	0	0	229
16	237	18	0	0	2	0	0	0	0	0	0	0	0	258
17	231	25	0	0	0	0	0	0	1	0	0	0	2	259
18	251	18	0	0	1	0	0	0	0	0	0	0	0	270
19	155	7	0	0	0	0	0	0	0	0	0	0	0	162
20	131	11	0	0	0	0	0	0	0	0	0	0	0	142
21	73	6	0	0	0	0	0	0	0	0	0	0	0	79
22	53	0	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	0	46
24	15	0	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	7	2435
6-22	2190	235	1	1	10	0	0	1	2	0	0	7	7	2197
6-18	2108	236	1	1	10	0	0	1	2	0	0	7	7	2108
0-24	2571	241	1	1	11	0	0	1	2	0	0	7	7	2571

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	0	2
2	5	1	0	0	0	0	0	0	0	0	0	0	0	6
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	7	2	0	0	0	0	0	0	0	0	0	0	0	9
6	19	1	0	0	0	0	0	0	0	0	0	0	0	20
7	47	6	0	0	1	0	0	0	0	0	0	0	0	54
8	170	28	0	0	1	0	0	0	0	0	0	0	0	200
9	280	22	1	0	0	0	0	0	0	0	0	1	1	304
10	218	25	0	0	1	0	0	0	0	0	0	0	0	244
11	181	22	0	0	0	0	0	0	0	0	0	0	0	203
12	164	15	0	0	0	0	0	0	0	0	0	0	0	179
13	188	23	0	0	0	0	0	0	0	0	0	0	0	212
14	147	19	0	0	2	0	0	0	1	0	0	1	0	170
15	178	20	0	0	2	0	0	0	1	0	0	0	0	201
16	206	16	0	0	3	0	0	0	1	0	0	0	0	226
17	177	21	0	0	4	0	0	0	0	0	0	0	1	203
18	155	19	0	0	1	0	0	0	0	0	0	0	1	176
19	133	8	0	0	1	0	0	0	0	1	0	0	1	144
20	102	12	0	0	0	0	0	0	0	0	0	0	0	114
21	50	4	0	0	0	0	0	0	0	0	0	0	0	54
22	35	4	0	0	0	0	0	0	0	0	0	0	0	39
23	25	1	0	0	0	0	0	0	0	0	0	0	0	26
24	15	0	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	0	2462
6-22	2452	254	1	0	16	0	0	0	4	0	0	6	0	2723
6-18	2470	256	1	0	16	0	0	0	4	0	0	6	0	2764
0-24	2507	271	1	0	16	0	0	0	4	0	0	6	0	2805

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	8	36	68	64	29	8	4	1	0	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	259
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	2435
6-22	1	6	33	120	620	827	520	263	103	32	10	2	2197
6-18	1	6	32	131	636	851	614	270	115	36	11	2	2798
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	2	1	0	0	8
3	0	0	0	0	0	0	1	1	0	0	0	0	2
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	1	5	2	8	3	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	855	507	251	102	35	12	6	2123
6-18	1	1	26	147	584	855	512	251	118	38	13	7	2765

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	

Manston ATC 2, A299

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	

Manston ATC 2, A299

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	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													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
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													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
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													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
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

Kent ATCs 3, Shottendane Road

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

Friday 13/10/2017														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	12	3	0	0	0	0	0	0	0	0	0	0	0	15
2	8	0	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	7	1	0	0	0	0	0	0	0	0	0	0	0	8
5	7	2	0	0	0	0	0	0	0	0	0	0	0	9
6	9	4	0	0	0	0	0	0	0	0	0	0	0	13
7	45	9	0	0	1	0	0	0	0	0	0	0	0	56
8	203	28	0	0	5	0	0	0	0	0	0	1	2	237
9	351	35	0	0	1	1	0	0	0	0	0	2	0	389
10	239	32	0	0	0	0	0	0	0	0	0	2	0	273
11	190	31	0	0	0	0	0	0	0	0	0	1	0	222
12	202	41	1	0	0	0	0	0	0	0	0	0	0	244
13	207	26	0	0	0	0	0	0	0	0	0	0	0	233
14	232	27	0	1	0	0	0	1	0	0	0	0	0	261
15	317	35	0	0	0	0	0	0	0	0	0	0	0	352
16	395	48	0	0	0	0	0	0	0	0	0	0	0	443
17	446	71	0	0	0	0	0	0	0	0	0	0	0	517
18	494	61	0	0	0	0	0	0	0	0	0	0	0	555
19	280	26	0	0	0	0	0	0	0	0	0	0	0	306
20	174	19	0	0	0	0	0	0	0	0	0	0	0	193
21	110	14	0	0	0	0	0	0	0	0	0	0	0	124
22	61	5	0	0	0	0	0	0	0	0	0	0	0	66
23	65	2	0	0	0	0	0	0	0	0	0	1	0	68
24	39	4	0	0	0	0	0	0	0	0	0	0	0	43
7-19	3556	461	1	1	6	0	0	1	0	0	0	6	0	4032
6-22	3545	508	1	1	7	0	0	1	0	0	0	5	0	4170
6-22	3545	508	1	1	7	0	0	1	0	0	0	5	0	4170
6-24	4100	525	1	1	7	0	0	1	0	0	0	7	0	4642

Channel 2 - Westbound

Friday 13/10/2017														
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	4	1	1	0	0	0	0	0	0	0	0	0	0	6
3	5	3	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	14	7	0	0	0	0	0	0	0	0	0	0	0	21
6	31	11	0	0	0	0	0	1	1	0	1	0	0	54
7	134	25	0	0	0	0	0	0	0	0	0	0	0	159
8	337	60	0	0	0	0	0	0	0	0	0	0	0	397
9	393	40	0	0	0	0	0	0	0	0	0	0	0	433
10	190	29	0	0	0	0	0	0	0	0	0	1	0	220
11	188	31	0	0	0	0	0	0	0	0	0	0	0	219
12	159	28	0	1	1	0	0	0	0	0	0	0	0	188
13	208	24	1	0	0	0	0	0	0	1	0	0	0	234
14	209	28	0	0	0	0	1	0	0	0	0	2	0	240
15	219	38	0	0	0	0	0	0	0	0	0	0	0	257
16	297	43	0	0	1	0	0	0	0	0	0	0	1	342
17	283	41	0	0	1	0	1	0	0	0	0	0	0	326
18	267	33	0	0	0	0	0	0	0	0	0	0	0	300
19	196	15	0	0	0	0	0	0	0	0	0	1	0	212
20	137	18	0	0	0	0	0	0	0	0	0	0	0	155
21	91	14	0	0	1	0	0	0	0	0	0	0	0	106
22	60	5	0	0	0	0	0	0	0	0	0	0	0	65
23	59	1	0	0	0	0	0	0	0	0	0	0	0	60
24	33	4	0	0	0	0	0	0	0	0	0	1	0	38
7-19	2946	410	1	1	4	0	2	0	0	1	0	8	0	3373
6-22	3368	472	1	1	5	0	2	0	0	1	0	10	0	3860
6-24	3549	501	1	1	5	0	2	0	1	1	0	12	0	3994

Channel 1 - Eastbound

Saturday 14/10/2017														
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	0	0	31
2	6	0	0	0	0	0	0	0	0	0	0	0	0	6
3	9	1	0	0	0	0	0	0	0	0	0	0	0	10
4	7	0	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	5	2	0	0	0	0	0	0	0	0	0	0	0	7
7	28	1	0	0	0	0	0	0	0	0	0	0	0	29
8	82	11	0	0	4	0	0	0	0	0	0	0	0	97
9	126	24	1	0	0	0	1	1	0	0	0	0	0	154
10	154	26	0	0	0	0	0	0	0	0	0	0	0	180
11	252	36	0	1	1	0	0	0	0	0	0	0	0	291
12	286	24	0	0	1	0	0	0	0	0	0	0	0	312
13	332	24	0	0	1	0	0	0	0	0	0	0	0	357
14	242	31	0	0	1	0	0	0	0	0	0	0	0	274
15	286	29	0	0	0	0	0	0	0	0	0	0	0	315
16	255	28	0	0	0	0	0	0	0	0	0	0	1	284
17	221	29	0	0	1	0	0	0	0	0	0	0	0	250
18	262	23	0	1	0	0	0	0	0	0	0	0	0	286
19	180	14	0	2	0	0	0	0	0	0	0	0	0	197
20	111	11	0	0	0	0	0	0	0	0	0	0	0	122
21	89	9	0	0	0	0	0	0	0	0	0	0	0	98
22	50	5	0	0	0	0	0	0	0	0	0	0	0	55
23	43	3	0	0	0	0	0	0	0	0	0	0	0	46
24	35	2	0	0	0	0	0	0	0	0	0	0	0	37
7-19	2678	309	1	4	9	0	1	1	0	0	0	5	0	3008
6-22	2668	326	1	4	9	0	1	1	0	0	0	5	0	3313
6-24	3099	346	1	4	9	0	1	1	0	0	0	6	0	3467

Channel 2 - Westbound

Saturday 14/10/2017														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
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	105	19	0	0	1	0	0	0	0	0	0	0	0	125
9	146	24	0	0	0	0	0	0	0	0	0	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	0	0	257
12	224	19	1	0	1	0	0	0	0	0	0	0	0	245
13	276	29	0	1	6	0	0	0	0	0	0	0	0	312
14	220	10	0	0	2	0	0	0	0	0	0	0	0	232
15	207	26	0	0	1	0	0	0	0	0	1	0	0	235
16	222	21	0	0	0	0	1	0	0	0	0	0	0	244
17	242	16	0	0	0	0	0	0	0	0	0	0	0	258
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	107	7	0	0	0	0	0	0	0	0	0	0	0	114
21	66	6	0	0	0	0	0	0	0	0	0	0	0	72
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	9	0	0	0	5	0	2653
6-22	2519	295	1	1	11	0	1	9	0	0	0	5	0	2954
6-22	2519	295	1	1	11	0	1	9	0	0	0	5	0	2954
0-24	2836	290	2	1	11	0	1	9	0	0	0	6	0	3147

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

[illegible]

7-19	2096	209	1	1	2	0	4	1	0	0	0	3	0	2317
6-22	2315	231	1	1	2	0	4	1	0	0	0	3	0	2558
6-24	2362	236	1	1	2	0	4	1	0	0	0	3	0	2612
0-24	2433	242	1	1	2	0	4	1	0	0	0	3	0	2687

Channel 2 - Westbound

[illegible]

7-19	1971	205	0	0	4	0	0	0	0	0	0	4	0	2184
6-22	2186	227	0	0	4	0	0	1	0	0	0	4	0	2422
6-24	2324	231	0	0	4	0	0	1	0	0	0	4	0	2464
0-24	2310	241	0	0	4	0	0	1	0	0	0	4	0	2560

Channel 1 - Eastbound

[illegible]

7-19	3322	487	1	0	2	0	1	1	0	0	0	17	0	3831
6-22	3635	534	1	0	2	0	1	1	0	0	0	18	0	4192
6-24	3694	535	1	0	2	0	1	1	0	0	0	18	0	4252
0-24	3727	546	1	0	2	0	1	1	0	0	0	20	0	4299

Channel 2 - Westbound

[illegible]

7-19	2752	393	3	1	4	0	0	3	0	0	0	11	0	3167
6-22	3157	443	4	1	4	0	0	3	0	0	0	11	0	3623
6-24	3218	452	4	1	4	0	0	3	0	0	0	11	0	3691
0-24	3311	481	4	1	4	0	0	3	0	0	0	11	0	3815

Channel 1 - Eastbound

Sunday 15/10/2017	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			TOTAL
1	0	0	0	2	2	4	3	2	3	1	0	1	1	1	23
2	0	0	0	0	2	7	7	3	2	3	1	0	0	0	18
3	0	0	0	0	0	3	3	2	3	0	1	0	0	0	12
4	0	0	0	0	0	1	4	2	1	1	2	0	0	0	11
5	0	0	0	2	2	0	0	1	0	2	0	0	0	0	7
6	0	0	0	1	1	1	0	1	0	0	1	0	0	0	4
7	0	0	1	2	4	4	3	3	1	2	0	0	0	0	19
8	0	0	0	1	1	13	17	12	9	2	0	0	0	0	35
9	0	0	0	0	3	12	16	20	14	5	1	1	0	0	72
10	0	0	0	5	9	34	38	35	6	0	0	1	0	0	134
11	0	0	0	2	18	53	76	41	18	10	2	0	0	0	220
12	0	0	1	31	31	74	92	74	18	5	0	0	0	0	244
13	0	0	0	0	21	45	85	59	21	9	2	0	0	0	143
14	0	0	0	6	16	46	92	62	24	6	1	2	0	0	273
15	0	1	0	0	10	47	88	67	25	1	0	0	0	0	217
16	0	1	0	0	8	50	99	56	20	4	1	0	0	0	246
17	0	0	0	1	3	48	99	46	17	8	4	1	1	0	228
18	0	0	2	12	43	72	39	22	10	5	3	1	0	0	209
19	0	2	21	21	42	62	33	14	14	1	0	0	0	0	166
20	0	0	0	3	6	26	34	22	8	4	2	0	0	0	105
21	0	0	0	1	8	16	23	20	3	4	5	1	0	0	81
22	0	0	0	0	0	4	5	11	4	5	3	1	0	0	36
23	0	0	0	2	0	5	6	8	5	3	3	0	0	0	31
24	0	0	0	0	1	0	7	7	4	4	0	0	0	0	23

7-19	0	2	26	153	523	827	476	208	71	18	8	5	2317
6-22	0	2	31	169	573	893	532	226	85	29	12	6	2558
6-24	0	2	31	172	578	906	547	235	92	30	13	6	2612
0-24	0	2	31	177	591	924	563	244	100	35	13	7	2687

Channel 2 - Westbound

Sunday 15/10/2017	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	5	6	3	2	1	3	1	1	1	0	29
2	0	0	0	1	6	0	6	3	0	0	0	0	18
3	0	0	0	0	3	2	1	1	0	0	0	0	8
4	0	0	1	2	2	4	1	4	0	0	0	0	12
5	0	0	1	0	0	5	6	2	1	0	0	0	15
6	0	0	0	2	4	10	6	1	3	1	0	1	18
7	0	1	2	0	4	4	5	5	4	3	0	0	35
8	0	0	1	3	8	22	21	13	3	3	2	0	82
9	0	0	0	2	23	22	28	17	3	1	0	1	97
10	0	0	1	12	32	63	33	14	9	1	0	0	155
11	0	0	24	6	58	69	58	12	7	2	1	0	218
12	0	0	9	22	92	70	28	11	6	0	0	0	238
13	0	0	0	22	84	78	45	8	3	0	1	0	241
14	0	1	1	25	73	77	39	23	6	2	1	0	244
15	0	1	2	20	34	67	36	6	1	3	0	0	197
16	0	1	1	9	74	65	39	14	4	2	1	0	210
17	0	0	0	18	57	69	29	16	6	1	0	1	197
18	0	0	0	8	50	66	29	18	0	1	1	1	174
19	0	0	21	21	28	33	23	3	3	2	1	1	133
20	0	0	2	9	24	19	16	8	3	1	0	1	83
21	0	0	3	5	18	20	11	13	1	2	0	0	73
22	0	0	2	5	7	13	9	5	4	0	2	0	47
23	0	0	2	2	8	11	2	3	5	0	0	0	32
24	0	0	2	0	1	1	3	3	0	0	0	0	10

7-19	0	2	25	186	645	701	379	173	47	14	8	4	2184
6-22	0	3	34	205	698	763	421	204	59	20	10	5	2422
8-24	0	3	36	207	707	776	426	210	64	21	10	5	2464
0-24	0	3	42	217	725	790	450	224	69	23	11	6	2560

Channel 1 - Eastbound

Monday 16/10/2017	Vehicle Speeds (MPH)													TOTAL
W/ 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	2	3	1	0	0	0	1	14	
2	0	0	0	0	0	0	2	2	1	0	0	1	8	
3	0	0	0	0	1	1	0	0	0	1	0	0	3	
4	0	0	0	0	1	1	2	0	0	0	1	0	5	
5	0	0	0	0	0	0	1	1	1	0	1	0	5	
6	0	0	1	0	1	3	4	4	2	0	1	0	15	
7	0	2	1	4	17	13	10	4	2	1	0	0	32	
8	0	0	3	26	77	77	43	10	4	0	0	0	208	
9	0	0	3	45	102	132	66	19	2	0	0	0	369	
10	0	3	3	11	56	95	43	12	1	0	0	0	223	
11	0	3	18	43	85	43	8	3	3	1	1	0	200	
12	0	0	19	23	51	70	32	12	4	1	0	0	213	
13	0	0	1	16	55	78	33	14	6	0	1	0	204	
14	0	0	1	19	70	84	44	15	2	4	0	0	239	
15	0	2	28	79	107	79	15	3	1	0	0	0	331	
16	0	0	6	46	140	154	57	10	0	2	0	0	415	
17	0	0	2	36	143	165	93	17	1	0	1	0	462	
18	0	1	5	61	206	235	90	28	4	1	0	0	651	
19	0	0	21	13	113	189	27	15	5	2	1	0	314	
20	0	0	3	13	17	40	38	9	8	3	0	0	129	
21	0	0	0	4	24	29	27	16	3	2	1	0	106	
22	0	0	0	5	13	21	16	10	3	2	1	3	74	
23	0	1	2	2	5	13	8	4	4	0	0	0	38	
24	0	0	0	1	1	6	8	3	2	0	0	1	22	

7-19	0	5	49	347	1139	1370	687	177	38	13	4	2	3831
6-22	0	7	53	373	1210	1473	776	216	53	20	6	5	4192
6-24	0	8	53	376	1216	1482	792	223	59	20	7	6	4252
0-24	0	8	54	376	1221	1499	808	231	62	23	9	7	4298

Channel 2 - Westbound

Monday 16/10/2017	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	0	0	3	1	0	0	0	0	4
2	0	0	0	0	1	0	1	0	0	0	1	0	3
3	0	0	0	0	0	0	2	1	0	1	0	0	4
4	0	0	0	0	0	0	3	1	0	1	0	0	7
5	0	0	0	1	3	4	3	8	3	3	2	0	27
6	0	0	0	1	15	18	17	16	5	4	2	1	79
7	0	0	1	12	34	62	46	17	3	3	2	2	181
8	0	22	2	22	115	132	74	29	10	115	0	0	429
9	0	0	0	19	135	179	74	18	3	1	0	0	423
10	0	0	4	21	78	86	40	13	2	1	1	0	246
11	0	3	23	23	65	67	62	9	7	0	0	0	196
12	0	0	4	25	65	64	15	15	4	1	1	0	180
13	0	0	5	18	58	65	42	9	5	2	1	0	205
14	0	6	22	71	77	38	6	4	4	0	0	0	228
15	0	1	34	34	80	91	27	9	3	0	0	0	257
16	0	3	8	42	111	91	28	9	2	0	0	0	284
17	0	1	6	28	76	100	55	15	4	1	0	0	286
18	0	7	3	18	92	89	40	13	1	1	0	0	264
19	0	5	26	58	58	55	25	9	3	3	0	1	180
20	0	0	3	13	30	48	26	11	4	2	0	0	137
21	0	0	0	4	15	30	18	9	3	1	1	1	82
22	0	0	0	4	13	13	11	8	6	1	0	0	56
23	0	0	2	6	12	7	4	3	1	0	0	0	40
24	0	0	1	1	4	8	3	6	2	1	2	0	28

7-19	0	12	48	297	1006	1086	498	153	48	15	3	1	3167
6-22	0	12	52	330	1098	1239	599	198	64	22	6	3	3623
5-24	0	12	53	333	1108	1259	614	208	69	23	9	3	3691
0-24	0	12	54	335	1127	1284	641	234	78	32	14	4	3815

Kent ATCs 3, Shottendane Road

Produced by Streetwise Services Ltd.



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

7-19	3373	496	0	0	5	0	0	2	0	0	0	0	14	0	3890
6-22	3733	539	0	0	5	0	0	2	0	0	0	0	14	0	4283
6-22	3848	548	3	1	5	0	0	1	1	0	0	0	21	0	4366
0-24	3638	555	1	0	5	0	0	2	0	0	0	0	14	0	4415

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

7-19	2753	396	3	1	5	0	0	0	1	1	0	0	19	0	3179
6-22	3145	454	3	1	5	0	0	1	1	0	0	0	20	0	3630
6-22	3260	463	3	1	5	0	0	1	1	0	0	0	21	0	3696
0-24	3309	486	3	1	5	0	0	1	1	0	0	0	21	0	3827

Channel 1 - Eastbound														
Wednesday	Vehicle Classes													
18/10/2017														
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
2	5	0	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	5	0	0	0	0	0	0	0	0	0	0	0	0	5
5	5	1	0	0	0	0	0	0	0	0	0	0	0	6
6	12	3	0	0	0	0	0	0	0	0	0	0	0	15
7	53	5	0	0	0	0	0	0	0	0	0	0	0	58
8	185	34	0	0	3	0	0	0	0	0	0	2	0	224
9	356	48	0	1	0	0	0	0	0	0	0	0	0	406
10	229	35	0	0	3	0	0	0	0	0	0	2	0	270
11	188	37	0	1	0	0	0	0	0	0	0	0	0	225
12	175	29	1	0	1	0	0	0	0	0	0	1	0	207
13	193	31	0	0	0	0	0	0	0	0	0	2	0	226
14	185	34	1	0	0	0	1	0	0	0	0	0	0	221
15	259	44	0	0	0	0	0	0	0	0	0	0	0	303
16	343	53	0	0	0	0	0	0	0	0	0	1	0	397
17	376	82	0	0	0	0	0	0	0	0	0	3	0	459
18	562	84	0	0	1	0	0	0	0	0	0	0	0	647
19	268	35	0	0	1	0	0	1	0	0	0	0	0	305
20	141	16	0	0	0	0	0	1	0	0	0	1	0	159
21	99	5	0	0	0	0	0	0	0	0	0	0	0	104
22	51	8	0	0	0	0	0	0	0	0	0	0	0	59
23	43	7	0	0	0	0	0	0	0	0	0	0	0	50
24	26	1	0	0	0	0	0	0	0	0	0	0	0	27

7-19	3319	546	3	2	9	0	1	2	0	0	0	0	12	0	3894
6-22	3653	580	3	2	9	0	1	3	0	0	0	0	13	0	4274
6-22	3712	586	3	2	9	0	1	3	0	0	0	0	13	0	4351
0-24	3773	597	3	2	9	0	1	3	0	0	0	0	13	0	4401

Channel 2 - Westbound														
Vehicle Classes														
Wednesday 18/10/2017	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
Hr Ending														
1	5	2	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	0	0	239
16	262	30	0	0	0	0	0	1	0	0	0	3	0	297
17	299	33	0	0	2	0	0	0	0	0	0	2	0	336
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	1	0	224
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	44	6	0	0	0	0	0	0	0	0	0	0	0	50
24	3	0	0	0	0	0	0	0	0	0	0	0	0	3

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	183	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	469	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	1	1	1	0	6	0	0	1	0	0	0	10
3	0	0	0	2	2	2	0	0	1	1	1	2	0	11
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	3	1	1	1	1	1	0	0	0	0	7
6	0	0	0	2	3	5	5	0	1	0	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	1	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	2	5322
8-22	1	10	69	475	1217	1224	572	175	47	9	1	4	3850	
9-24	1	10	74	492	1254	1283	618	197	58	12	4	7	6010	

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

11/03/2017	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
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													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
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													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
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													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
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

streetwise

Channel 1 - Northbound

Wednesday 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	0	6	2	4	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	0	1	0	1	0	0	0	2
4	0	0	0	0	0	1	0	2	0	0	0	0	3
5	0	0	0	0	1	1	1	3	0	0	0	0	6
6	0	0	0	1	2	10	1	4	1	0	0	0	20
7	0	0	0	1	5	7	5	5	4	1	0	0	29
8	0	0	0	1	4	19	38	24	10	2	0	1	99
9	0	1	0	2	14	32	42	24	11	3	1	1	130
10	0	0	1	0	16	50	39	19	11	5	2	0	143
11	0	0	0	6	15	38	28	15	6	3	1	0	113
12	0	4	0	11	4	14	46	42	17	8	2	4	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	4	24	43	36	38	12	4	1	3	161
16	3	9	0	1	16	44	35	19	14	4	2	0	148
17	0	1	0	5	21	32	48	27	15	8	1	3	161
18	0	1	3	11	21	66	70	29	12	9	0	2	221
19	0	0	2	3	18	39	41	34	13	0	0	0	141
20	0	0	0	1	14	19	20	6	4	1	2	0	57
21	0	0	0	0	0	14	13	9	2	1	0	1	40
22	0	0	0	0	0	7	11	12	4	1	1	1	46
23	0	0	0	0	3	4	4	3	1	1	0	2	20
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	1785
6-22	3	11	16	50	232	554	559	319	148	51	17	8	1968
6-24	3	11	16	50	235	560	569	323	153	58	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
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	2	0	1	0	1	0	0	7	
2	0	0	0	0	0	5	1	0	1	0	0	0	8	
3	0	0	0	0	0	0	0	1	0	1	0	0	3	
4	0	0	0	0	0	0	0	1	0	0	1	0	3	
5	0	0	0	1	0	2	3	4	3	0	1	0	14	
6	0	0	0	3	3	8	18	16	10	5	1	0	63	
7	0	0	0	0	10	27	55	22	17	5	1	4	122	
8	0	0	3	11	29	53	29	30	12	5	1	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	2	3	22	31	11	7	1	0	0	0	67	
12	0	0	7	9	31	32	34	14	7	1	1	0	107	
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	15	0	40	53	24	17	10	1	1	2	171	
16	1	0	7	3	19	40	41	18	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	3	2	11	28	35	15	7	7	0	0	83	
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	26	
23	0	0	0	0	5	5	4	10	2	2	2	0	38	
24	0	0	0	0	0	1	4	1	0	1	0	0	7	

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	525	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	2	0	0	0	0	0	5
2	0	0	0	0	1	1	1	1	1	1	0	0	6
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	0	1	0	2	0	21
7	0	0	0	1	3	7	9	3	3	0	0	0	28
8	0	0	0	0	12	25	33	23	10	0	0	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	14	14	49	18	19	0	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	0	20	63	40	21	11	2	0	0	157
16	0	0	13	1	24	47	20	20	7	0	4	1	109
17	0	2	3	1	30	38	50	24	7	4	2	2	103
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	1	1	8	8	29	16	16	9	2	2	2	81
21	0	0	0	1	10	12	13	3	5	0	0	0	44
22	0	0	0	0	3	7	12	10	2	2	0	1	37
23	0	0	0	3	6	5	4	4	1	1	1	1	28
24	0	0	0	2	2	7	4	4	0	0	0	0	15

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		
1	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	0	0	0	1	1	1	2	0	0	0	0	0	5	
3	0	0	0	0	0	2	2	2	0	0	0	0	6	
4	0	0	0	0	0	0	0	1	1	1	0	0	3	
5	0	0	0	0	2	1	2	4	1	1	0	0	12	
6	0	0	1	2	8	8	14	11	10	5	1	1	61	
7	0	0	0	0	4	31	40	28	10	6	3	1	128	
8	0	0	20	19	43	43	39	39	13	2	0	0	194	
9	0	0	0	14	37	39	53	27	12	1	1	0	194	
10	0	0	0	8	24	31	37	12	10	3	2	2	129	
11	0	0	5	3	25	38	24	14	8	0	0	0	117	
12	0	0	0	8	39	41	15	15	6	1	0	0	141	
13	0	0	2	7	33	40	25	19	4	3	0	1	134	
14	0	0	0	8	30	49	31	19	3	2	1	0	143	
15	0	0	2	7	21	52	46	16	4	3	1	0	152	
16	0	0	4	34	2	34	65	22	7	7	0	0	172	
17	0	0	6	12	28	71	48	20	9	3	1	0	196	
18	0	0	1	0	17	41	44	22	12	4	1	0	142	
19	0	0	1	6	27	19	12	20	6	1	0	1	93	
20	0	0	1	8	14	19	15	8	5	2	3	0	80	
21	0	0	0	0	6	16	12	15	2	1	1	0	63	
22	0	0	0	0	2	8	10	3	4	0	2	2	31	
23	0	0	1	1	5	2	6	4	4	1	1	0	20	
24	0	0	0	0	0	4	3	0	0	1	1	0	9	

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
0-24	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	2
41-50	5	5	2	0	0	0	0	0	0	0	0	0	0	7
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	0	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	176
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	266	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	79
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	147
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	144	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														
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	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	1240
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	9	0	0	1	0	0	0	0	0	0	0	0	100
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	0	1	0	0	0	0	0	0	1	0	151
11	83	21	0	1	1	0	0	0	0	0	0	1	0	107
12	103	17	0	0	1	0	0	0	0	0	0	1	0	122
13	119	23	1	0	2	0	0	0	2	0	0	0	0	148
14	115	20	0	1	1	0	0	0	0	0	0	0	0	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	3	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	1670	275	5	5	10	0	0	1	2	0	0	9	0	1977
6-23	1670	275	5	5	10	0	0	1	2	0	0	9	0	1977
0-24	1770	292	6	6	10	0	0	1	2	0	0	9	0	2009

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
7-22	1510	245	13	8	4	0	0	1	3	0	1	13	0	1797
8-19	1303	234	13	8	1	0	0	1	3	0	0	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
7-22	1751	253	4	2	4	0	0	0	0	0	1	4	0	2054
8-19	1500	253	4	2	4	0	0	0	0	0	0	4	0	2077
0-24	1850	292	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
7-22	0	1	20	45	212	511	488	320	116	40	12	9	1797
8-19	0	1	20	46	215	504	508	315	130	34	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	0	1	0	0	1	1	0	0	3
2	0	0	0	0	0	0	2	0	0	0	0	0	2
3	0	0	0	0	0	1	1	1	0	0	0	1	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	4	116	11	7	7	8	4	1	177
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
7-22	0	2	8	94	404	611	501	252	104	39	13	5	2054
8-19	0	2	8	94	406	606	507	255	106	36	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

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	7843	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	

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													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
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	53	2	10	1	3	5	9	0	1	91	0	7562
6-22	8071	391	34	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													
09/03/2017	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	0	5	31	6	1	0	1	0	0	0	44
2	0	0	0	2	14	6	0	0	0	0	0	0	22
3	0	0	1	4	14	3	0	0	0	0	0	0	22
4	0	1	0	5	8	1	0	0	0	0	0	0	15
5	1	0	1	3	14	1	0	0	0	0	0	0	20
6	0	1	0	9	40	3	0	0	1	0	0	0	54
7	2	0	0	43	104	15	0	1	0	0	0	0	165
8	0	0	2	102	260	15	1	0	0	0	0	0	380
9	5	3	21	243	322	25	1	0	0	0	0	0	620
10	0	3	27	355	294	10	1	0	0	0	0	0	690
11	0	1	20	277	356	30	1	0	0	1	0	0	686
12	1	2	16	281	321	27	2	0	0	0	0	0	650
13	2	10	21	252	328	25	3	0	0	0	0	0	641
14	0	0	27	241	343	24	1	0	0	0	0	0	636
15	3	2	18	210	288	27	2	0	0	0	0	0	550
16	4	14	27	244	275	25	0	1	0	0	0	0	590
17	5	8	16	269	324	15	2	0	0	0	0	0	639
18	6	20	56	288	216	11	2	0	0	0	0	0	599
19	3	15	53	270	218	12	0	0	0	2	2	0	575
20	0	2	4	144	211	14	2	1	0	0	0	0	378
21	0	0	2	71	189	13	4	0	0	0	0	0	279
22	0	0	1	41	116	9	1	0	2	0	0	0	170
23	0	0	1	19	93	10	2	0	0	2	0	0	127
24	0	0	0	15	64	9	0	0	0	0	0	0	88
7-19	29	78	304	3032	3545	246	16	1	0	3	2	0	7256
6-22	31	80	311	3331	4165	297	23	3	2	3	2	0	8248
5-24	31	80	312	3365	4322	316	25	3	2	5	2	0	8463
0-24	32	82	314	3393	4443	336	26	3	4	5	2	0	8640

09/03/2017	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	1	5	24	8	0	0	0	0	0	0	38	
2	0	0	2	2	17	7	0	0	0	0	0	0	28	
3	0	0	0	0	9	9	1	0	0	0	0	0	19	
4	0	0	0	1	13	4	1	0	0	0	0	0	19	
5	0	0	0	2	15	4	0	0	0	0	0	0	21	
6	0	0	2	2	24	13	0	0	0	0	0	0	41	
7	0	0	6	26	76	17	1	1	0	0	0	0	127	
8	0	0	5	57	193	26	1	0	0	0	0	0	282	
9	2	13	23	141	295	36	2	0	1	0	0	0	513	
10	1	7	16	175	255	19	1	0	0	0	0	0	474	
11	0	1	5	150	302	22	0	0	0	1	0	0	481	
12	1	8	20	150	291	22	1	0	0	0	0	0	493	
13	1	3	8	184	321	30	1	1	0	0	0	0	549	
14	1	2	5	157	337	46	1	0	1	0	0	0	550	
15	31	36	43	175	248	18	3	0	0	0	0	0	554	
16	39	43	72	197	204	33	0	0	0	0	0	0	588	
17	15	78	30	201	227	16	0	0	0	0	0	0	567	
18	79	145	113	154	122	12	1	1	0	0	0	0	627	
19	2	17	91	255	183	21	2	0	0	0	1	0	572	
20	0	2	4	133	231	39	1	1	0	0	0	0	411	
21	0	0	7	66	212	26	2	0	0	0	0	0	313	
22	0	1	1	46	164	28	5	0	0	1	0	0	246	
23	0	1	1	22	121	22	3	0	1	2	1	0	174	
24	0	0	1	11	63	18	1	0	0	0	0	1	95	
7-19	172	353	431	1996	2978	301	13	2	2	1	1	0	6250	
6-22	172	356	449	2267	3661	411	22	4	2	2	1	0	7347	
6-24	172	357	451	2300	3645	451	26	4	3	4	2	1	7616	
0-24	172	357	456	2312	3947	496	28	4	3	4	2	1	7782	

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	0	11	30	4	0	0	0	1	0	0	46
2	0	0	1	5	18	2	0	0	0	0	0	0	26
3	0	0	0	10	15	2	0	0	0	0	0	0	27
4	0	0	1	11	32	5	0	0	0	0	0	0	49
5	0	0	1	4	24	2	0	0	0	0	0	0	31
6	0	0	1	10	53	4	1	0	0	0	0	0	69
7	0	0	0	39	127	13	3	0	0	0	0	0	182
8	0	2	4	65	284	21	1	0	0	0	0	0	377
9	1	2	19	234	366	19	1	0	0	0	0	1	643
10	0	10	30	390	275	17	1	0	0	0	0	0	723
11	3	17	64	322	290	12	1	0	0	0	0	0	709
12	3	9	30	302	300	23	2	0	0	0	0	0	669
13	14	37	37	276	292	24	0	0	0	0	0	0	680
14	0	1	37	342	294	17	1	1	0	0	0	0	693
15	2	5	12	224	253	23	3	0	1	0	0	0	523
16	8	10	57	336	222	10	1	1	0	0	0	2	647
17	3	17	26	336	255	12	1	0	0	0	1	0	651
18	10	13	79	337	198	4	1	0	2	0	1	0	645
19	0	4	30	348	208	8	1	0	2	0	0	1	602
20	0	0	7	168	249	8	3	1	1	0	0	0	437
21	0	2	4	76	162	17	1	0	1	0	0	0	263
22	0	1	2	58	119	23	2	0	0	0	0	0	205
23	0	0	1	29	101	11	5	2	0	0	0	0	149
24	0	1	0	24	75	18	2	1	0	0	0	0	121
7-19	44	127	425	3512	3237	190	14	2	5	0	2	4	7562
6-22	44	130	438	3853	3894	251	23	3	7	0	2	4	8649
6-24	44	131	439	3906	4070	280	30	6	7	0	2	4	8919
0-24	44	131	443	3957	4242	299	31	6	7	1	2	4	9167

Channel 2 - Southbound													
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	0	4	26	12	2	0	0	0	0	0	44
2	0	0	0	5	13	6	1	0	0	0	0	0	25
3	0	0	1	4	15	4	0	1	0	0	0	0	25
4	0	0	0	6	23	4	3	0	0	0	0	0	36
5	0	0	0	2	17	5	1	0	0	0	0	0	25
6	0	0	0	3	34	9	2	0	0	0	0	0	48
7	0	1	1	24	85	16	1	0	0	0	0	0	128
8	1	0	4	37	220	37	0	0	0	0	0	0	299
9	0	1	11	128	306	46	2	1	0	0	0	0	495
10	0	0	9	132	317	24	1	0	0	0	0	0	483
11	2	4	26	225	239	22	0	0	0	0	0	0	518
12	1	12	33	229	244	17	1	0	0	0	0	0	537
13	14	55	60	218	216	18	0	0	0	0	0	0	581
14	1	25	45	216	244	24	1	0	0	0	0	0	556
15	62	87	46	194	195	19	0	1	0	0	0	0	604
16	69	147	136	155	62	5	0	0	0	0	0	2	576
17	71	100	90	198	150	12	0	0	0	0	1	0	622
18	114	127	103	144	116	12	1	1	0	0	0	0	618
19	1	5	52	370	240	19	2	1	0	0	0	0	690
20	0	0	13	162	269	27	3	1	1	1	0	0	477
21	0	4	2	78	220	25	2	0	0	1	0	1	333
22	0	0	0	44	162	23	3	0	0	0	0	0	232
23	1	1	0	42	141	19	2	3	0	0	0	1	210
24	1	1	1	10	75	29	1	1	0	0	0	0	119
7-19	336	563	615	2246	2549	255	8	4	0	0	1	2	6579
6-22	336	568	631	2254	3285	346	17	5	1	2	1	3	7749
6-24	338	570	632	2606	3501	394	20	9	1	2	1	4	8078
0-24	338	570	633	2630	3629	434	29	10	1	2	1	4	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	0	1	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	0	1	0	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														TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13		
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														TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13		
1	38	5	0	0	0	0	0	0	0	0	1	0	0	44	
2	23	3	0	0	0	0	0	0	1	0	0	1	0	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	10900

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	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	12411	

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	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	1	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
6-24	10876	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	11688

Manston ATC 4A, A256 Westwood Road

Channel 1 - Eastbound

09/03/2017		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	16	20	4	1	0	0	0	44	
2	0	0	0	0	3	9	10	5	1	0	0	0	28	
3	0	0	0	0	1	7	8	5	0	0	0	0	21	
4	0	0	0	0	2	6	4	3	2	0	0	0	17	
5	0	0	0	0	0	5	4	2	0	0	0	0	11	
6	0	0	0	0	2	11	12	5	2	2	0	0	34	
7	0	0	0	3	11	49	53	7	1	0	0	0	124	
8	0	0	3	8	69	222	88	12	1	0	0	0	403	
9	0	58	29	40	84	106	14	0	0	0	0	0	331	
10	0	0	10	22	230	385	47	3	0	0	0	0	697	
11	0	0	2	19	241	447	62	1	1	0	0	1	774	
12	0	2	4	20	282	457	61	1	0	0	0	0	827	
13	0	3	7	39	415	443	29	0	0	0	0	0	936	
14	0	1	2	13	302	516	37	0	0	0	0	0	871	
15	0	110	67	57	246	312	48	3	0	1	0	0	844	
16	0	80	112	95	421	215	14	3	0	0	0	0	940	
17	0	61	138	120	392	266	15	1	0	0	0	1	994	
18	0	255	336	188	112	42	1	1	0	0	0	0	935	
19	0	9	46	111	447	228	24	1	0	0	0	0	866	
20	0	0	1	17	299	320	36	6	0	0	0	0	679	
21	0	1	0	2	95	236	61	7	0	0	0	0	402	
22	0	0	0	2	64	152	52	5	1	0	0	0	276	
23	0	0	0	1	22	98	47	5	0	0	0	0	173	
24	0	0	1	1	5	48	38	7	1	2	0	1	104	
7-19	0	579	756	732	3241	3639	440	26	2	1	0	2	9418	
6-22	0	580	757	756	3710	4396	642	51	4	1	0	2	10899	
6-24	0	580	758	758	3747	4542	727	63	5	3	0	3	11176	
0-24	0	580	758	759	3747	4596	785	87	11	5	0	3	11331	

Channel 2 - Westbound

09/03/2017	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	0	6	14	4	0	1	0	0	26
2	0	0	0	0	1	12	5	5	1	0	0	0	24
3	0	0	0	0	0	1	5	2	0	0	0	0	8
4	0	0	0	0	3	5	1	3	2	0	0	0	14
5	0	0	0	0	3	15	11	11	3	0	0	0	43
6	0	1	1	0	4	53	61	10	4	0	0	0	134
7	0	0	2	2	35	175	94	13	1	0	0	0	322
8	0	0	10	21	102	388	135	16	7	0	0	0	679
9	0	4	22	19	147	166	31	0	0	0	0	0	389
10	0	4	11	43	300	511	59	1	0	0	0	0	929
11	0	0	9	28	241	498	62	4	0	0	0	1	843
12	0	0	0	31	233	479	84	4	0	0	0	0	831
13	0	1	2	55	235	449	82	6	0	1	0	0	831
14	0	3	9	14	197	522	94	2	1	0	0	0	842
15	0	7	5	21	210	438	63	4	0	0	0	0	748
16	0	17	25	35	304	416	58	5	0	0	0	0	860
17	0	5	16	45	321	442	29	2	0	0	0	0	860
18	0	13	27	72	349	277	10	1	0	0	0	0	749
19	0	3	2	18	232	327	52	2	0	0	0	0	636
20	0	0	0	5	133	283	51	6	0	0	0	0	478
21	0	0	1	4	39	161	66	7	1	1	0	0	280
22	0	0	0	0	18	116	45	6	3	1	0	0	189
23	0	0	0	0	9	59	35	9	1	0	0	0	113
24	0	0	1	0	6	34	26	7	1	0	0	0	75

7-19	0	57	138	402	2871	4913	759	47	8	1	0	1	9197
6-22	0	57	141	413	3096	5648	1015	79	13	3	0	1	10466
6-24	0	57	142	413	3111	5741	1076	95	15	3	0	1	10654
0-24	0	58	143	414	3122	5833	1173	130	25	4	0	1	10903

Channel 1 - Eastbound

10/03/2017	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	15	12	5	0	1	0	0	38	
2	0	0	0	1	1	6	14	1	1	1	0	0	25	
3	0	0	1	1	0	5	6	2	0	0	0	0	15	
4	0	0	0	1	1	2	6	3	0	1	0	0	14	
5	0	0	0	1	0	6	8	3	1	0	0	0	19	
6	0	0	0	0	2	16	12	2	1	0	0	0	33	
7	0	0	0	0	11	52	42	4	4	0	0	0	113	
8	0	0	1	6	64	182	83	11	0	0	0	0	347	
9	0	177	75	41	167	159	14	1	0	0	0	0	634	
10	0	0	2	21	314	343	33	0	0	0	0	0	713	
11	0	4	16	36	394	363	25	0	0	0	0	1	839	
12	0	3	6	46	531	341	21	3	0	0	1	0	952	
13	0	17	101	105	465	311	17	0	0	0	0	0	1016	
14	0	10	41	89	530	353	7	1	0	0	0	0	1031	
15	0	85	70	90	395	233	11	1	0	0	0	1	886	
16	0	186	216	204	328	113	6	0	0	0	1	0	1054	
17	0	104	160	221	399	120	2	0	0	0	0	0	1006	
18	0	19	50	98	572	273	18	0	0	0	0	0	1030	
19	0	1	11	69	465	330	18	2	0	0	0	0	896	
20	0	0	1	41	281	322	37	3	2	1	1	0	689	
21	0	0	1	4	86	221	61	8	2	0	0	0	383	
22	0	0	2	1	73	170	42	7	0	1	0	0	296	
23	0	1	1	1	26	155	53	5	1	0	0	0	243	
24	0	0	2	2	14	72	40	12	1	0	0	0	143	
7-19	0	606	749	1026	4624	3121	255	19	0	0	2	2	10404	
6-22	0	606	753	1072	5075	3886	437	41	8	2	3	2	11885	
6-24	0	607	756	1075	5115	4113	530	58	10	2	3	2	12271	
0-24	0	607	757	1079	5124	4163	588	74	13	5	3	2	12415	

Channel 2 - Westbound

10/03/2017	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	2	11	11	6	1	0	0	0	31	
2	0	0	1	0	1	5	6	3	1	1	0	0	18	
3	0	0	0	0	2	3	5	4	0	0	0	0	14	
4	0	0	0	0	1	5	6	4	1	0	0	0	17	
5	0	0	0	1	1	15	14	3	2	0	0	0	36	
6	0	0	2	0	8	49	40	23	0	0	0	0	122	
7	0	0	2	1	13	124	118	21	2	0	0	0	281	
8	0	0	2	13	62	330	189	17	2	0	0	0	615	
9	0	27	47	65	337	332	42	1	1	0	0	0	852	
10	0	25	41	92	322	436	44	2	0	0	0	0	962	
11	0	3	4	18	279	549	56	2	0	0	0	1	912	
12	0	2	8	18	293	479	71	4	0	0	0	0	875	
13	0	4	3	8	296	503	57	0	0	0	0	0	871	
14	0	3	7	22	198	563	69	8	0	0	0	0	870	
15	0	4	14	49	302	419	51	1	0	0	0	0	840	
16	0	9	13	33	399	380	30	3	0	0	1	0	868	
17	0	14	47	107	288	401	31	2	0	0	0	0	890	
18	0	2	5	32	271	421	53	3	0	0	0	0	787	
19	0	1	4	23	198	353	61	1	1	0	0	0	642	
20	0	0	4	4	119	287	57	7	1	0	0	0	479	
21	0	0	0	3	54	152	55	6	0	0	0	0	270	
22	0	0	0	1	27	97	40	4	1	1	0	0	171	
23	0	0	1	0	16	109	37	6	3	1	0	0	173	
24	0	0	1	0	6	45	30	4	3	1	0	0	90	
7-19	0	94	195	480	3245	5166	754	44	4	0	1	1	9984	
6-22	0	94	201	489	3458	5826	1024	82	8	1	1	1	11185	
6-24	0	94	203	489	3480	5980	1091	92	14	3	1	1	11448	
0-24	0	94	206	490	3495	6068	1173	135	19	4	1	1	11686	

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

7-19	0	89	144	436	2993	5152	761	40	1	1	1	1	1	9619
6-22	0	89	146	448	3136	5715	1048	85	5	1	3	1	1	10677
6-24	0	89	146	449	3153	5790	1102	98	13	1	3	1	1	10845
0-24	0	89	148	452	3173	5878	1213	129	20	1	4	1	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	2839

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	0	0	0	0	0	0	0	0	0	0	0	82
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	2438	228	7	3	8	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	135	1	4	6	0	0	6	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	93	3	3	5	0	2	1	0	0	0	1	0	1823
8-24	1884	105	3	3	6	0	2	1	0	0	0	1	0	1982
0-24	1821	104	3	3	6	0	2	1	0	0	0	1	0	1934

Produced by Streetwise Services Ltd.



Channel 2 - Southbound													
Monday 10/9/2017	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	2	1	0	0	0	0	5
2	0	0	0	0	1	0	2	1	0	1	0	0	5
3	0	0	0	0	1	1	2	4	0	0	0	0	9
4	0	0	0	0	0	0	0	2	0	1	0	0	3
5	0	0	0	0	0	0	7	5	5	4	0	0	21
6	0	0	0	1	5	12	17	10	4	5	0	0	54
7	0	0	0	0	0	52	24	22	13	0	0	0	119
8	0	0	0	0	0	11	68	101	24	11	1	0	216
9	0	1	0	6	29	67	81	26	8	1	1	0	220
10	0	3	0	2	20	77	58	8	4	0	0	0	188
11	0	3	0	16	27	58	30	9	1	0	0	0	150
12	0	0	0	5	35	52	43	14	0	0	0	0	149
13	0	2	10	34	57	38	8	5	1	0	0	0	155
14	1	7	8	8	50	77	37	7	2	0	0	0	188
15	0	1	3	3	7	44	55	43	13	7	2	0	177
16	0	0	0	4	50	60	39	17	2	2	0	0	174
17	0	0	0	9	73	67	56	11	3	2	0	0	221
18	0	1	1	1	23	62	58	16	6	12	0	0	158
19	0	0	2	3	4	26	61	16	4	3	0	0	119
20	0	0	3	0	5	17	19	11	4	2	0	0	61
21	0	0	0	0	1	15	17	7	2	2	0	0	33
22	0	0	0	1	5	7	20	3	0	0	0	0	39
23	0	0	0	0	1	6	5	0	3	0	0	0	20
24	0	0	0	0	1	1	0	4	1	2	0	0	9
7-19	0	12	19	71	400	726	629	171	53	14	1	0	2096
0-22	0	12	22	72	416	799	737	214	75	20	1	0	2358
6-24	0	13	22	73	425	811	772	246	88	34	1	0	2494

Kent ATCs ATC 05, Manston Road

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

Tuesday 17/10/2017	Vehicle Classes													TOTAL
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	6
2	3	1	1	0	0	0	0	0	0	0	0	0	0	5
3	1	2	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	4	1	0	0	0	0	0	0	0	0	0	0	0	5
6	21	2	0	0	0	0	0	0	0	0	0	0	0	23
7	42	4	0	0	0	0	0	0	0	0	0	0	0	46
8	187	26	0	3	2	0	0	0	0	0	2	0	0	220
9	183	36	0	0	0	0	0	0	0	0	1	0	0	220
10	159	26	4	3	0	0	0	0	0	0	0	0	0	192
11	167	38	4	0	0	0	0	1	0	0	2	1	0	213
12	168	36	1	0	0	0	0	0	0	0	2	0	0	207
13	180	32	2	0	0	0	0	0	0	0	0	2	0	216
14	184	20	4	1	1	0	0	0	1	0	0	1	0	212
15	136	21	3	2	0	0	0	1	0	0	2	1	0	166
16	132	28	1	0	0	0	0	1	0	0	2	0	0	164
17	204	32	2	0	0	0	0	1	0	0	0	0	0	239
18	266	16	0	0	0	0	0	0	0	0	0	0	0	282
19	167	8	0	0	0	0	0	0	0	0	0	0	0	175
20	103	4	0	0	0	0	0	0	0	0	0	0	0	107
21	51	3	0	0	0	0	0	0	0	0	0	0	0	54
22	31	1	0	0	0	0	0	0	0	0	0	0	0	32
23	24	0	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
7-19	2133	319	21	9	3	0	0	4	1	0	7	9	0	2606
8-22	2380	331	21	9	3	0	0	4	1	0	7	9	0	2745
8-24	2781	355	21	9	3	0	0	4	1	0	7	9	0	2781
0-24	2431	339	21	9	3	0	0	4	1	0	7	10	0	2625

Channel 2 - Southbound

Tuesday 17/10/2017	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	2	1	0	0	0	0	0	0	0	0	0	0	0	3
3	6	2	0	0	0	0	0	0	0	0	0	0	0	8
4	1	1	1	0	0	0	0	0	0	0	0	1	0	4
5	9	2	0	0	0	0	0	0	0	0	0	0	0	11
6	53	3	0	0	0	0	0	0	0	0	0	0	0	56
7	101	15	1	0	0	0	0	0	0	0	0	0	0	117
8	209	23	2	0	0	0	0	0	0	0	0	0	0	234
9	204	26	3	1	0	0	0	0	1	1	0	0	0	237
10	133	12	0	0	0	0	0	0	0	0	0	0	0	145
11	115	13	1	0	0	0	0	0	0	0	0	0	0	129
12	119	20	0	0	0	0	0	0	0	0	0	0	0	139
13	149	27	1	2	2	0	0	0	0	0	0	0	0	182
14	157	14	0	1	1	0	0	0	0	0	0	0	0	173
15	147	25	0	1	0	0	0	0	0	0	1	1	0	175
16	135	21	0	0	0	0	0	0	0	0	0	0	0	156
17	177	15	0	0	1	0	0	0	0	0	0	0	0	193
18	185	11	0	0	0	0	0	0	0	0	0	0	0	196
19	75	5	0	0	0	0	0	0	0	0	0	0	0	80
20	65	6	0	0	0	0	0	0	0	0	0	0	0	71
21	57	1	0	0	0	0	0	0	0	0	0	0	0	58
22	37	2	0	0	0	0	0	0	0	0	0	0	0	39
23	24	2	0	0	0	0	0	0	0	0	0	0	0	26
24	8	2	0	0	0	0	0	0	0	0	0	0	0	10
7-19	1905	211	7	5	6	0	0	1	1	1	1	4	0	2042
8-22	2303	271	8	5	6	0	0	1	1	1	1	4	0	2327
8-24	2587	288	8	5	6	0	0	1	1	1	1	4	0	2583
0-24	2178	248	9	5	6	0	0	1	1	1	1	5	0	2455

Channel 1 - Northbound

Wednesday 18/10/2017	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	6	0	0	0	0	0	0	0	0	0	0	0	0	6
3	5	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	1
5	5	4	0	0	0	0	0	0	0	0	0	0	0	9
6	22	0	0	0	0	0	0	0	0	0	0	0	0	22
7	40	4	0	0	0	0	0	0	0	0	1	0	0	45
8	146	18	4	0	1	0	0	0	0	0	0	0	0	169
9	153	27	0	0	0	0	0	0	0	0	0	0	0	181
10	160	24	1	1	1	0	0	0	0	0	1	1	0	199
11	152	21	2	2	0	0	0	1	0	0	1	1	0	180
12	140	27	2	0	1	0	0	0	0	0	0	0	0	170
13	167	26	1	1	0	0	0	1	0	1	1	1	0	199
14	145	28	6	0	1	0	0	1	1	0	0	0	0	182
15	161	26	3	3	0	0	0	0	0	0	3	0	0	196
16	156	24	2	1	0	0	0	1	0	0	2	0	0	186
17	209	25	1	0	0	0	0	0	0	0	0	0	0	237
18	234	20	0	0	0	0	0	0	0	0	0	0	0	254
19	164	13	0	0	0	0	0	0	0	0	0	0	0	177
20	106	8	0	0	0	0	0	0	0	0	0	0	0	114
21	57	2	0	0	0	0	0	0	0	0	0	0	0	59
22	46	1	0	0	0	0	0	0	0	0	0	0	0	47
23	32	2	0	0	0	0	0	0	0	0	0	0	0	34
24	16	3	0	0	0	0	0	0	0	0	0	0	0	19
7-19	1997	279	22	7	5	0	0	4	2	0	8	6	0	2230
8-22	2326	284	22	7	5	0	0	4	2	0	8	6	0	2505
8-24	2542	303	22	7	5	0	0	4	2	0	9	6	0	2648
0-24	2342	303	22	7	5	0	0	4	2	0	9	6	0	2700

Channel 2 - Southbound

Wednesday 18/10/2017	Vehicle Classes													TOTAL
Hr Ending	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	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	3	0	0	0	0	0	0	0	0	0	0	0	0	3
5	16	1	0	0	1	0	0	0	0	0	0	0	0	18
6	62	6	0	0	0	0	0	0	0	0	0	0	0	68
7	93	17	0	0	0	0	0	0	0	0	0	0	0	110
8	202	18	1	0	0	0	0	0	0	0	0	1	0	222
9	194	21	1	0	0	0	0	0	0	0	0	0	0	216
10	134	15	1	0	0	0	0	0	0	0	0	0	0	150
11	140	22	1	1	0	0	0	0	0	0	0	1	0	165
12	138	15	0	0	0	0	0	0	0	0	0	0	0	153
13	153	13	1	0	0	0	0	0	0	0	0	0	0	167
14	144	8	0	0	1	0	0	0	0	0	0	0	0	153
15	144	23	0	0	0	0	0	0	0	0	0	0	0	167
16	128	21	0	0	2	0	0	0	0	0	0	0	0	153
17	169	27	0	0	0	0	0	1	0	0	0	0	0	197
18	175	9	1	0	0	0	0	0	0	0	0	0	0	185
19	97	7	0	0	0	0	0	1	0	0	0	0	0	105
20	71	4	0	0	0	0	0	0	0	0	0	0	0	75
21	62	3	0	0	0	0	0	0	0	0	0	0	0	65
22	44	0	0	0	0	0	0	0	0	0	0	0	0	44
23	21	2	0	0	0	0	0	0	0	0	0	0	0	23
24	11	1	0	0	0	0	0	0	0	0	0	0	0	12
7-19	1798	199	6	1	3	0	0	2	1	0	0	3	0	2013
8-22	2195	225	6	1	3	0	0	2	1	0	0	3	0	

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	308	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	2236
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	0	4	13	11	10	7	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	0	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	86	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	0	9
2	0	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	0	4
4	0	0	0	0	0	0	0	0	1	1	0	0	0	2
5	0	0	0	0	1	3	8	7	9	4	0	0	0	22
6	0	0	0	0	7	19	17	7	8	4	0	0	0	62
7	0	0	0	0	18	29	33	15	12	2	1	0	0	110
8	0	0	0	4	35	92	82	32	4	0	0	0	0	249
9	0	0	0	4	29	81	71	23	4	2	2	0	0	244
10	1	0	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	0	158
12	0	5	2	6	43	62	21	9	1	0	0	0	0	149
13	1	1	0	4	50	46	37	11	2	0	0	0	0	152
14	1	1	0	1	50	64	27	11	3	2	0	0	0	160
15	2	2	1	10	54	53	31	23	3	2	0	0	0	181
16	0	0	0	10	54	56	34	8	1	1	0	0	0	164
17	0	3	0	1	56	77	41	8	5	0	0	0	0	191
18	0	0	0	4	41	60	37	15	3	2	1	0	0	163
19	0	0	1	4	22	34	25	23	5	1	0	0	0	115
20	0	0	0	0	17	28	30	2	1	0	0	0	0	78
21	0	2	0	1	15	21	19	3	0	0	0	0	0	61
22	0	0	0	0	5	16	13	3	2	0	0	0	0	39
23	0	0	0	0	5	4	1	6	3	1	1	0	0	21
24	0	0	0	1	3	5	2	0	0	1	0	0	0	12
7-19	5	12	7	65	537	755	461	178	35	12	1	0	0	2068
6-22	5	14	7	66	592	849	556	201	50	14	2	0	0	2356
5-23	5	14	7	66	592	849	556	201	50	14	2	0	0	2356
6-24	5	14	7	73	609	881	500	222	69	26	2	0	0	2495

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	
1	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

[illegible]

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	794		
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)													
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	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	9939	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	0	67
2	0	0	2	0	2	10	17	9	2	0	0	0	0	42
3	0	0	0	0	0	5	12	2	1	0	0	0	0	20
4	0	0	0	0	3	5	11	5	0	0	0	0	0	24
5	0	0	1	0	1	2	12	3	0	0	0	0	0	19
6	0	0	2	0	2	21	28	12	3	1	0	0	0	69
7	0	0	0	4	5	40	82	22	1	1	0	0	0	155
8	0	0	5	10	20	155	201	34	6	0	0	0	0	431
9	0	0	0	14	67	418	199	15	2	0	0	0	0	715
10	0	0	8	21	99	398	171	14	3	0	0	0	0	714
11	0	2	6	19	86	345	153	12	5	1	0	0	0	629
12	3	13	41	68	191	312	66	2	0	0	0	0	0	696
13	1	2	17	16	99	472	135	7	0	0	0	1	0	750
14	1	3	12	34	132	370	194	5	1	0	0	0	0	752
15	1	1	9	22	131	454	198	13	0	0	0	0	0	829
16	7	17	22	38	158	411	148	10	0	0	0	0	0	811
17	1	2	24	40	130	422	176	13	1	0	0	0	0	809
18	4	8	19	33	133	418	163	19	1	0	0	0	0	798
19	2	3	7	46	160	354	147	18	5	0	0	0	0	742
20	0	0	5	12	120	286	158	15	0	0	0	0	0	596
21	0	0	4	10	51	141	121	24	2	0	1	0	0	354
22	0	0	1	4	22	124	100	15	6	1	0	1	0	274
23	0	0	2	7	7	73	93	16	2	0	0	0	0	200
24	0	0	2	2	3	36	46	15	2	3	0	0	0	109
7-19	20	51	170	361	1406	4529	1951	162	24	1	0	1	0	8676
6-22	20	51	180	391	1604	5120	2412	238	33	3	1	2	0	10055
6-24	20	51	184	400	1614	5209	2551	259	37	6	1	2	0	10364
0-24	20	51	189	400	1623	5287	2666	313	46	7	1	2	0	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 12/30/2017	Vehicle Classes															TOTAL
Hr Ending	1	2	3	4	5	6	8	9	10	11	12	13				
1	6	0	0	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	0	0
3	1	1	0	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	0	0	0	2
5	1	1	0	0	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	0	0	6
7	12	0	0	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	0	0	72
9	61	19	0	1	1	0	0	0	0	0	0	11	0	0	0	93
10	87	8	0	0	0	0	0	0	0	0	0	1	0	0	0	106
11	83	17	0	0	1	0	0	0	0	0	0	0	0	0	0	101
12	87	9	0	0	0	0	0	0	0	0	0	0	0	0	0	96
13	74	16	0	0	1	0	0	0	0	0	0	0	0	0	0	91
14	69	7	0	0	0	0	0	0	0	0	0	0	0	0	0	76
15	99	7	0	0	0	0	0	0	0	0	0	0	0	0	0	106
16	87	8	0	0	0	0	0	0	0	0	0	0	0	0	1	96
17	77	12	0	0	0	0	0	0	0	0	0	1	0	0	0	100
18	82	5	0	0	0	0	0	0	0	0	0	0	0	0	0	87
19	65	7	0	0	0	0	0	0	0	0	0	1	1	0	0	73
20	38	2	0	0	0	0	0	0	0	0	0	0	0	0	0	40
21	28	6	0	0	0	0	0	0	0	0	0	0	0	0	0	34
22	19	1	0	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	0	0	17
24	9	0	0	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	0	0	1057
6-22	1010	140	1	5	4	0	5	0	0	0	0	7	0	0	0	1162
5-25	1040	144	1	6	4	0	6	0	0	0	0	7	0	0	0	1198
0-24	1050	144	1	0	4	0	0	0	0	0	0	7	0	0	0	1102

Friday 12/10/2017	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	0	2	1	2	0	1	0	0	0	0	8
2	0	0	0	0	0	0	0	0	0	0	0	0	0
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	3	3	0	3	0	0	0	0	0	0	8
7	0	0	5	2	2	0	0	0	0	0	0	0	9
8	0	4	22	29	14	3	0	0	0	0	0	0	72
9	0	4	32	47	20	4	4	3	0	0	0	0	111
10	0	4	40	32	18	2	0	0	0	0	0	0	96
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	67
13	0	4	40	26	19	2	0	0	0	0	0	0	91
14	0	3	38	25	10	0	0	0	0	0	0	0	76
15	0	4	43	38	10	3	1	0	0	0	0	0	97
16	0	5	39	30	9	2	1	0	0	0	0	0	96
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	0	3	27	24	15	2	1	1	0	0	0	0	73
20	0	6	12	12	8	1	1	0	0	0	0	0	40
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	378	151	28	9	1	0	0	0	0	1067
6-22	1	55	470	408	175	38	13	2	0	0	0	0	1188
0-24	1	56	475	423	184	47	16	3	0	0	0	0	1306

Channel 2 - Southbound

Friday 13/10/2017 4th Ending	Vehicle Classes													TOTAL
	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	6
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	2	0	0	0	13	0	32
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	0	1	90
10	61	14	0	0	0	0	0	0	0	0	0	0	0	75
11	61	8	0	0	0	0	0	0	0	0	0	0	0	69
12	95	11	0	0	0	0	0	0	0	0	0	0	0	106
13	99	10	0	0	0	0	0	0	0	0	0	0	0	109
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	10	6	0	0	0	0	0	0	0	0	0	0	0	16
20	55	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	2	1410
0-24	1301	143	1	1	1	1	0	0	0	0	0	2	0	1448

Friday 1/19/2020 1st Grading	0-10	11-20	21-30	31-35	36-40	Vehicle Speeds (MPH)					56-60	61-65	66-70	71-100	TOTAL
						41-45	46-50	51-55							
1	0	1	0	1	2	1	0	1	0	0	0	0	0	0	6
2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3
4	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3
5	0	0	0	2	2	1	1	1	1	1	1	0	0	0	8
6	2	0	0	8	3	3	5	0	1	1	0	0	0	0	18
7	0	0	6	14	11	7	3	1	0	0	0	0	0	0	42
8	0	3	24	32	20	8	1	0	0	0	0	0	0	0	88
9	20	38	38	38	19	6	0	0	0	0	0	0	0	0	300
10	0	1	40	27	4	3	0	0	0	0	0	0	0	0	75
11	0	4	38	23	4	0	0	0	0	0	0	0	0	0	69
12	0	2	44	24	5	0	0	0	0	0	0	0	0	0	58
13	0	4	42	39	3	1	0	0	0	0	0	0	0	0	88
14	0	9	69	37	1	1	0	0	0	0	0	0	0	0	117
15	0	8	51	27	9	1	0	0	0	0	0	0	0	0	186
16	4	64	55	55	15	0	0	0	0	0	0	0	0	0	138
17	0	1	81	45	15	3	0	0	0	0	0	0	0	0	145
18	0	1	81	71	19	5	1	0	0	0	0	0	0	0	178
19	5	40	24	8	0	0	0	0	0	0	0	0	0	0	57
20	0	1	18	24	10	1	2	1	0	0	0	0	0	0	57
21	0	4	6	7	11	2	0	0	0	0	0	0	0	0	30
22	0	5	8	8	6	4	0	0	0	0	0	0	0	0	38
23	0	1	5	5	3	0	0	0	0	0	0	0	0	0	12
24	0	0	2	3	1	0	0	0	0	0	0	0	0	0	6
7-19	0	49	594	442	122	28	2	0	0	0	0	0	0	0	1237
6-22	0	54	632	495	160	42	7	2	0	0	0	0	0	0	1410
6-24	0	56	641	515	173	50	8	4	2	0	0	0	0	0	1449

Channel 1 - Northbound

Saturday 14/10/2017 H Ending	Vehicle Classes													TOTAL
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	8	
2	5	1	0	0	0	0	0	0	0	0	0	0	6	
3	2	0	0	0	0	0	0	0	0	0	0	0	2	
4	1	1	0	0	0	0	0	0	0	0	0	0	2	
5	1	0	0	0	0	0	0	0	0	0	0	0	1	
6	5	1	0	0	0	0	0	0	0	0	0	0	6	
7	7	3	0	0	0	0	0	0	0	0	0	0	10	
8	21	4	0	0	1	0	0	0	0	0	0	0	26	
9	40	4	0	0	0	0	0	0	0	0	0	1	45	
10	76	11	0	0	1	0	0	0	0	0	0	0	88	
11	85	8	0	1	0	0	0	0	0	0	0	0	94	
12	75	4	0	0	0	0	0	0	0	0	0	0	79	
13	104	7	0	0	0	0	0	0	0	0	0	0	111	
14	109	9	0	0	0	0	0	0	0	0	0	0	118	
15	88	7	0	0	0	0	0	0	0	0	0	0	95	
16	86	3	0	0	0	0	0	0	0	0	0	1	90	
17	68	6	0	0	0	0	0	0	0	0	0	0	74	
18	68	4	0	0	0	0	0	0	0	0	0	0	72	
19	40	4	1	0	0	0	0	0	0	0	0	0	45	
20	32	2	0	0	0	0	0	0	0	0	0	0	34	
21	13	0	0	0	0	0	0	0	0	0	0	0	13	
22	11	2	0	0	0	0	0	0	0	0	0	0	13	
23	19	1	0	0	0	0	0	0	0	0	0	0	20	
24	10	0	0	0	0	0	0	0	0	0	0	0	10	
7-19	890	71	1	1	2	0	0	0	0	0	2	0	957	
6-22	943	78	1	1	2	0	0	0	0	0	2	2	1027	
0-24	994	82	1	1	2	0	0	0	0	0	2	0	1092	

Saturday 14/10/2017	Vehicle Speeds (MPH)												TOTAL
1hr 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	1	3	1	0	1	0	0	0	0	8
2	0	0	0	4	0	1	1	0	0	0	0	0	6
3	1	0	1	0	0	0	1	0	0	0	0	0	3
4	0	0	1	0	0	0	1	0	0	0	0	0	2
5	0	0	0	0	1	0	0	0	0	0	0	0	1
6	0	1	2	0	2	1	1	1	0	0	0	0	8
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	1	11	25	1	25	8	2	0	0	0	0	0	53
10	1	4	38	33	10	2	0	0	0	0	0	0	88
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	54
13	3	31	54	54	13	0	0	0	0	0	0	0	111
14	0	5	31	42	49	20	4	0	0	0	0	0	118
15	0	2	36	29	28	0	0	0	0	0	0	0	95
16	5	31	38	9	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	2	32	9	9	10	1	0	0	0	0	0	0	65
20	0	1	6	10	10	6	1	0	0	0	0	0	34
21	0	0	0	6	2	2	2	0	0	0	0	0	13
22	0	1	1	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	5	0	0	0	0	0	1027
5-24	1	23	384	425	187	53	8	1	0	0	0	0	1061
4-21	1	23	384	425	187	53	8	1	0	0	0	0	1062

Channel 2 - Southbound

Saturday 14/10/2017	Vehicle Classes															TOTAL
Hr Ending	1	2	3	4	5	6	7	8	8	9	10	11	12	13	14	
1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
3	1	0	0	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	0	0	1
5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15
8	25	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26
9	31	4	0	0	0	0	0	0	0	0	0	0	0	0	0	35
10	44	6	0	0	0	0	0	0	0	0	0	0	1	1	0	51
11	65	8	0	0	0	0	0	0	0	0	0	0	0	0	0	73
12	82	8	0	0	0	0	0	0	0	0	0	0	0	0	0	90
13	95	8	0	0	0	0	0	0	0	0	0	0	0	0	0	103
14	79	7	0	0	0	1	0	0	0	0	0	0	0	1	0	88
15	92	6	0	0	1	0	0	0	0	0	0	0	0	0	0	99
16	110	5	0	0	0	0	0	0	0	0	0	0	0	0	0	115
17	91	7	0	0	0	0	0	0	0	0	0	0	0	0	0	98
18	98	6	0	0	0	0	0	0	0	0	0	0	0	0	0	104
19	75	5	0	0	0	0	0	0	0	0	0	0	0	0	0	80
20	39	2	0	0	0	0	0	0	0	0	0	0	0	0	0	41
21	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20
22	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17
23	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13
24	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
7-19	857	71	0	0	2	0	0	0	0	0	0	0	2	0	0	932
6-22	943	78	0	0	2	0	0	0	0	0	0	0	2	0	0	1025
7-24	947	72	0	0	2	0	0	0	0	0	0	0	2	0	0	1021
0-24	987	79	0	0	2	0	0	0	0	0	0	0	2	0	0	1068

14/10/2017 Saturday	Vehicle Speeds (MPH)										
1st 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	1	1	0	0	0	0	0	0	2
4	0	0	1	0	0	0	0	0	0	0	1
5	0	0	0	1	1	1	0	0	1	0	4
6	1	0	0	0	1	2	0	1	0	0	5
7	0	0	1	0	2	2	0	1	0	0	15
8	0	0	4	9	6	6	0	1	0	0	28
9	0	1	14	14	5	2	0	0	0	0	36
10	5	20	15	9	0	0	0	0	0	0	51
11	0	1	32	30	7	3	0	0	0	0	73
12	0	3	31	42	12	2	0	0	0	0	90
13	0	3	35	28	6	1	0	0	0	0	73
14	0	3	43	20	17	4	1	0	0	0	88
15	0	1	52	37	9	0	0	0	0	0	99
16	3	50	43	11	4	0	0	0	0	0	115
17	0	4	63	33	7	1	0	0	0	0	96
18	0	2	45	39	13	4	0	0	0	0	104
19	2	36	25	15	2	0	0	0	0	0	80
20	3	26	22	7	3	0	2	0	0	0	41
21	0	2	5	4	4	2	2	1	0	0	20
22	0	7	8	3	0	0	0	0	0	0	17
23	0	7	3	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	36	460	356	130	35	5	3	0	0	1025
6-24	0	37	414	320	138	39	6	3	0	0	1047
6-24	0	37	414	320	138	39	6	3	0	0	1047

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	686	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	801	50	0	0	0	0	1	0	0	0	0	0	0	852
6-24	801	50	0	0	0	0	1	0	0	0	0	0	0	850
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	0	9	0	1126
6-24	926	128	0	0	0	0	0	0	1	0	0	9	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	1088	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	1254

streetwise

7-19	0	31	418	360	160	43	6	1	0	0	0	0	1019
6-22	0	33	436	385	187	48	12	1	0	0	0	0	1102
6-24	0	34	437	392	190	50	15	2	0	0	0	0	1120
0-24	0	34	437	396	193	56	18	2	0	0	0	0	1136

7-19	1	41	507	394	132	27	6	1	0	0	0	0	1109
6-22	1	44	535	443	158	39	10	6	0	0	0	0	1236
6-24	1	44	535	451	161	40	10	6	0	0	0	0	1248
0-24	1	44	541	456	176	47	16	6	4	2	0	1	1294

7-19	0	37	410	403	177	34	4	2	0	0	0	0	1067
6-22	0	41	424	427	195	52	8	3	1	0	0	0	1151
6-24	0	42	429	430	198	57	9	4	2	0	0	0	1171
0-24	0	42	432	434	203	62	9	4	2	0	0	0	1188

7-19	1	35	533	356	153	25	2	1	0	0	0	0	1106
6-22	1	40	562	393	190	44	6	3	0	0	0	0	1239
6-24	1	40	567	398	193	45	6	3	0	0	0	0	1253
0-24	1	40	569	404	205	53	10	6	2	0	0	0	1290

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	0	2	0	1183
6-18	1026	150	1	0	1	0	0	0	0	0	0	1	0	1183
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	0	1	0	1245
6-18	1113	143	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	3	2
2	0	0	1	1	0	0	0	0	0	0	0	0	2	1
3	0	0	1	0	0	0	0	0	0	0	0	0	1	1
4	0	0	0	0	0	1	0	0	0	0	0	0	1	1
5	0	0	0	0	1	2	0	0	0	0	0	0	3	3
6	0	0	1	3	4	2	0	0	0	0	0	0	10	10
7	0	0	3	3	5	2	0	0	0	0	0	0	13	13
8	0	4	17	26	8	3	0	0	0	0	0	0	58	58
9	0	8	57	51	22	4	0	0	0	0	0	0	142	142
10	0	1	37	42	27	4	3	0	0	0	0	0	114	114
11	0	1	35	24	13	3	1	0	0	0	0	0	77	77
12	0	6	38	21	9	1	0	0	0	0	0	0	75	75
13	0	4	40	22	7	3	0	0	0	0	0	0	76	76
14	0	2	33	27	7	1	0	0	0	0	0	0	70	70
15	0	4	29	27	13	3	1	0	0	0	0	0	77	77
16	0	10	44	24	15	4	0	0	0	0	0	0	97	97
17	0	10	54	31	15	4	0	0	0	0	0	0	114	114
18	1	5	46	47	19	5	0	0	0	0	0	0	123	123
19	0	1	25	18	10	7	3	1	1	0	0	0	66	66
20	0	0	19	5	6	4	0	0	0	0	0	0	34	34
21	0	0	11	9	6	6	1	0	0	0	0	0	33	33
22	0	0	4	1	7	2	0	0	0	0	0	0	14	14
23	0	0	0	3	1	2	1	0	0	0	0	0	7	7
24	0	0	0	1	2	0	0	0	0	0	0	0	3	3
7-19	1	56	455	390	165	42	8	1	1	0	0	0	1089	1089
6-22	1	56	452	378	189	56	9	1	1	0	0	0	1183	1183
6-18	1	56	452	387	191	58	10	1	1	0	0	0	1183	1183
0-24	1	56	497	387	197	63	10	1	1	0	0	0	1213	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	4	4
2	0	0	0	0	1	0	0	0	0	0	0	0	1	1
3	0	0	0	1	0	0	0	0	0	0	0	0	1	1
4	0	0	0	1	3	0	0	0	0	0	0	0	4	4
5	0	0	0	2	1	2	1	0	0	0	0	0	6	6
6	0	2	8	8	7	5	1	1	1	0	0	0	25	25
7	0	0	6	15	13	5	2	0	0	0	0	0	41	41
8	0	3	20	37	30	6	1	0	0	0	0	0	97	97
9	0	4	39	36	11	0	2	0	0	0	0	0	92	92
10	1	3	32	15	10	2	3	0	0	0	0	0	65	65
11	0	4	38	11	5	0	0	0	0	0	0	0	58	58
12	0	2	33	20	3	2	0	0	0	0	0	0	60	60
13	0	2	46	24	8	4	0	0	0	0	0	0	84	84
14	0	3	42	37	8	3	0	0	0	0	0	0	93	93
15	0	2	55	33	11	5	0	0	0	0	0	0	106	106
16	0	6	58	21	8	1	0	0	0	0	0	0	94	94
17	0	9	85	42	10	2	0	1	0	0	0	0	149	149
18	0	3	62	62	18	1	0	0	0	0	0	0	146	146
19	0	2	32	30	9	3	2	0	0	0	0	0	78	78
20	0	1	18	13	6	2	0	0	0	0	0	0	40	40
21	0	1	13	8	2	1	0	0	0	0	0	0	25	25
22	0	2	6	4	2	2	0	0	0	0	0	0	16	16
23	0	0	6	3	3	1	0	0	0	0	0	0	13	13
24	0	0	2	0	1	1	0	0	0	0	0	0	4	4
7-19	1	43	542	368	131	29	8	1	0	0	0	0	1123	
6-22	1	47	595	408	154	39	10	1	0	0	0	0	1245	
5-23	1	47	595	408	154	39	10	1	0	0	0	0	1245	
0-24	1	47	597	424	170	50	12	2	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													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
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	368	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														
09/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	33	1	0	0	0	0	0	0	0	0	0	1	0	35
2	13	2	0	0	0	0	0	0	0	0	0	0	0	15
3	14	3	0	0	0	0	0	0	0	0	0	0	0	17
4	15	3	0	0	0	0	0	0	0	0	0	0	0	18
5	20	4	0	0	0	0	0	0	0	0	0	0	0	24
6	84	4	0	0	0	0	0	0	0	0	0	1	0	89
7	114	9	0	1	0	0	0	0	0	0	0	3	0	127
8	244	34	2	0	0	0	0	1	0	0	0	7	0	288
9	419	38	0	0	0	0	0	0	0	0	0	8	0	465
10	344	29	1	1	1	0	1	1	0	0	1	11	0	390
11	337	43	1	0	0	0	0	0	0	0	0	9	0	390
12	344	39	0	0	0	0	0	0	0	0	0	11	0	394
13	379	32	0	1	0	0	0	0	0	0	0	8	0	420
14	359	43	0	0	1	0	0	0	0	0	0	8	0	411
15	408	37	1	0	0	0	0	0	0	0	0	8	0	454
16	423	27	1	0	1	0	0	0	0	0	0	9	0	461
17	410	41	0	0	0	0	1	1	0	0	0	7	0	460
18	406	31	0	0	0	0	0	0	1	0	0	9	0	447
19	292	14	0	0	0	0	0	0	0	0	0	8	0	314
20	223	13	0	0	0	0	0	0	0	0	0	7	0	243
21	157	9	0	0	0	0	0	0	0	0	0	4	0	170
22	146	9	0	0	0	0	0	0	0	0	0	5	0	160
23	109	4	0	0	0	0	0	0	0	0	0	2	0	115
24	72	4	0	0	0	0	0	0	0	0	0	1	0	77
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	5188	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														
10/03/2017	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	39	0	0	0	0	0	0	0	0	0	0	0	0	39
2	23	4	0	0	0	0	0	0	0	0	0	0	0	27
3	10	0	0	0	0	0	0	0	0	0	0	0	0	10
4	15	4	0	0	0	0	0	0	0	0	0	0	0	19
5	19	5	0	0	0	0	0	0	0	0	0	0	0	24
6	24	4	0	0	0	0	0	0	0	0	0	2	0	30
7	71	11	0	0	0	0	0	0	0	0	0	2	0	84
8	158	23	1	0	1	0	0	0	0	0	0	11	0	194
9	274	34	3	1	0	0	0	0	0	0	0	4	0	316
10	324	36	0	0	0	0	0	0	0	0	0	8	0	368
11	304	34	0	0	1	0	0	0	0	0	0	9	0	348
12	304	31	3	0	0	0	1	1	0	0	0	9	0	349
13	341	25	1	0	0	0	0	1	0	0	0	11	0	379
14	312	27	2	0	0	0	0	2	0	0	0	12	0	355
15	314	26	0	0	0	0	0	2	0	0	0	9	0	351
16	320	24	0	0	1	0	0	0	0	0	0	4	0	349
17	333	22	0	1	0	0	0	0	0	0	0	7	0	363
18	354	23	0	0	0	0	0	1	0	0	0	8	0	386
19	343	14	0	0	0	0	0	2	0	0	0	6	0	365
20	270	14	0	0	0	0	0	2	0	0	0	6	0	292
21	192	10	0	0	0	0	0	1	0	0	0	5	0	208
22	150	12	0	0	0	0	0	1	0	0	0	4	0	167
23	122	7	0	0	0	0	0	1	0	0	0	3	0	133
24	75	5	0	0	0	0	0	0	0	0	0	1	0	81
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	378	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													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
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

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
5-23	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	184	1	1	2	0	0	2	0	0	0	2	0
5-23	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
5-23	1550	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	92	0	0	3	0	0	1	0	0	0	0	0
5-23	1572	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	30	74	74	33	2	1	0	0	0	0	0	175
13	0	6	44	85	30	2	0	0	0	0	0	0	176
14	1	2	37	82	28	5	0	1	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
0-24	1585	162	1	0	4	0	0	1	1	0	0	1	0	1768
0-24	1852	161	1	0	4	0	0	1	1	0	0	1	0	1922

streetwise

Channel 1 - Eastbound

Tuesday 7/17/2017	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	2	2	0	0	0	0	0	0	0	0	4
2	0	0	0	0	1	1	0	0	0	0	0	0	3
3	0	0	2	0	0	0	0	0	0	0	0	0	2
4	0	1	0	0	1	0	0	0	0	0	0	0	2
5	0	0	2	0	0	1	0	0	0	0	0	0	3
6	0	0	2	6	4	0	1	1	0	0	0	0	13
7	0	0	9	11	7	2	1	0	0	0	0	0	31
8	0	1	30	82	24	4	0	0	0	0	0	0	141
9	5	5	70	107	31	31	4	0	0	0	0	0	217
10	0	6	56	76	18	1	0	0	0	0	0	0	157
11	0	5	46	82	28	3	0	0	0	0	0	0	164
12	1	44	63	47	17	2	1	0	0	0	0	0	134
13	0	4	31	86	19	6	0	0	0	0	0	0	146
14	0	2	35	73	23	2	1	0	0	0	0	0	136
15	2	19	77	77	36	38	4	0	0	0	0	0	138
16	0	2	41	76	26	3	0	0	0	0	0	0	148
17	0	4	62	91	21	2	0	0	0	0	0	0	180
18	0	41	136	24	1	0	0	0	0	0	0	0	202
19	0	2	34	53	29	3	1	0	0	0	0	0	122
20	0	1	14	35	12	3	1	0	0	0	0	0	66
21	0	1	9	22	10	2	0	0	0	0	0	0	44
22	0	4	12	2	2	0	3	12	0	0	0	0	20
23	0	0	1	11	4	2	0	0	0	0	0	0	18
24	0	0	0	3	1	2	0	0	0	0	0	0	7
7-19	1	38	509	1002	296	35	4	0	0	0	0	0	1885
8-22	1	42	545	1082	527	42	7	0	0	0	0	0	2046
9-23	1	44	549	1082	527	42	7	0	0	0	0	0	2047
0-24	1	44	549	1108	340	47	9	0	0	0	0	0	2058

[illegible]

Channel 1 - Eastbound													
Wednesday 10/20/2017	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	1	3	1	0	0	0	0	0	0	0	0	5
2	0	0	1	1	0	0	0	0	0	0	0	0	2
3	0	0	2	2	0	0	0	0	0	0	0	0	4
4	0	1	0	0	0	1	0	0	0	0	0	0	2
5	0	0	1	1	3	0	0	0	0	0	0	0	5
6	0	0	2	5	3	1	0	0	0	0	0	0	11
7	0	1	0	11	5	3	0	1	1	0	0	0	28
8	0	5	38	61	21	1	0	0	0	0	0	0	126
9	0	1	46	127	13	4	1	0	0	0	0	0	192
10	0	9	74	89	27	1	0	0	0	0	0	0	200
11	0	5	76	78	18	1	0	0	0	0	0	0	155
12	0	4	56	77	14	4	1	0	0	0	0	0	155
13	0	5	67	83	13	4	0	0	0	0	0	0	172
14	0	4	43	77	16	0	0	0	0	0	0	0	138
15	0	1	39	62	24	3	0	0	0	0	0	0	129
16	3	5	66	71	15	0	0	0	0	0	0	0	159
17	0	4	53	97	30	3	0	0	0	0	0	0	187
18	0	3	95	149	29	0	1	0	0	0	0	0	237
19	0	1	42	81	21	1	0	0	0	0	0	0	146
20	0	1	11	28	21	4	0	0	0	0	0	0	64
21	0	2	13	7	5	2	0	0	0	0	0	0	36
22	0	0	2	13	10	2	0	0	0	0	0	0	27
23	0	0	3	9	4	0	0	0	0	0	0	0	16
24	0	0	1	10	4	0	0	0	0	0	0	0	15
7-19	3	46	634	1050	239	22	3	0	0	0	0	0	1997
6-22	3	47	663	1123	280	33	3	1	0	0	0	0	2183
6-24	3	49	674	1152	294	35	3	1	0	0	0	0	2184

Channel 2 - Westbound													
Wednesday 18/10/2017	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	2	2	1	0	2	0	0	0	0	0	0	7
2	0	0	1	0	0	0	0	0	0	0	0	0	1
3	0	0	0	1	0	0	0	0	0	0	0	0	1
4	0	0	0	3	0	0	1	0	0	0	0	0	4
5	0	0	0	2	0	0	0	0	0	0	0	0	2
6	0	0	1	10	13	1	2	0	0	0	0	0	28
7	0	5	25	25	10	2	3	0	0	0	0	0	65
8	0	0	17	64	36	2	1	0	0	0	0	0	120
9	0	0	20	80	17	1	0	0	0	0	0	0	125
10	1	5	22	67	11	3	0	0	0	0	0	0	109
11	1	1	88	88	12	1	0	0	0	0	0	0	119
12	0	3	46	75	8	1	0	0	0	0	0	0	133
13	0	3	54	65	13	2	0	0	0	0	0	0	137
14	1	41	75	75	23	4	0	0	0	0	0	0	144
15	0	1	53	83	17	4	1	0	0	0	0	0	159
16	0	1	69	106	13	0	0	0	0	0	0	0	189
17	1	3	48	125	22	2	0	0	0	0	0	0	201
18	0	6	105	104	25	3	0	0	0	0	0	0	209
19	0	2	36	70	11	2	0	0	0	0	0	0	121
20	0	1	20	34	16	1	1	0	0	0	0	0	73
21	1	0	7	34	17	3	0	0	0	0	0	0	62
22	1	3	28	7	0	0	0	0	0	0	0	0	39
23	0	0	4	16	3	1	0	0	0	0	0	0	24
24	0	0	2	5	2	0	0	0	0	0	0	0	9
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
5-24	3	28	543	1165	278	35	8	0	0	0	0	0	2010

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	0	0	0	0	0	0	0	0	0	0	0	0	23
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	1806	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	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	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	1886	
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	6
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	3	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	1	1	0	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	0	0	0	0	0	142	142
14	0	1	34	98	15	0	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	1	21	38	10	0	0	0	0	0	0	0	70	70
21	0	0	13	28	6	2	0	0	0	0	0	0	46	46
22	0	0	9	15	9	3	0	0	0	0	0	0	36	36
23	0	0	7	11	4	0	0	0	0	0	0	0	22	22
24	0	0	3	4	3	0	0	0	0	0	0	0	10	10
7-19	1	20	468	1064	214	17	5	1	0	0	0	0	1790	1790
5-22	1	24	525	1172	248	24	5	1	0	0	0	0	1999	1999
6-23	1	24	544	1214	263	24	7	1	0	0	0	0	2001	2001
0-24	1	24	544	1214	263	24	7	1	0	0	0	0	2078	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	84
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	6	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	10900

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	20	7	6	0	0	7	7	3	0	70	0	10954
0-24	10486	716	20	7	6	0	0	8	7	3	0	70	0	11320

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	87
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	1	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														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
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														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
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														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
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														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
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)													
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+	TOTAL	
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	1	0	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	139	612	1504	4476	3187	495	55	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	2	0	0	306
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	1	0	0	3	0	0	300
19	214	24	0	0	0	0	0	0	0	0	2	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	1	0	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	2	0	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	0	0	396
19	298	11	0	0	0	0	0	0	0	0	3	0	0	310
20	298	11	0	0	0	0	0	0	0	0	2	0	0	319
21	127	6	0	0	0	0	0	0	0	0	1	0	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	3618	408	4	1	11	0	4	1	1	0	1	28	0	5439
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	3618	193	1	0	1	0	0	3	0	0	1	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	1	0	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	355	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	1	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	1	0	0	0	0	0	0	1	0	276
20	141	9	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	3627	166	1	4	8	0	2	2	0	1	0	11	0	4022
6-22	4170	190	1	3	8	0	3	2	0	1	0	11	0	4390
5-21	4526	203	1	4	8	0	3	2	0	1	0	11	0	4826
0-24	4396	203	2	4	8	0	3	2	0	1	0	11	0	4626

Kent ATCs ATC 08, Manston 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	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
8-24	2188	133	0	0	1	0	1	0	0	1	0	0	0	2347
8-24	2188	133	0	0	1	0	1	0	0	1	0	0	0	2347
8-24	2933	159	1	0	2	0	2	0	0	0	0	1	0	3098

Channel 2 - Westbound														
Sunday 15/10/2017														
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	1	0	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
8-24	2332	112	0	1	0	0	0	1	0	1	0	0	0	2412
8-24	2332	112	0	1	0	0	0	1	0	1	0	0	0	2412
8-24	3492	142	0	2	0	0	0	3	0	0	0	3	0	3642

Channel 1 - Eastbound														
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	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	1	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	4	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	1	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
8-24	2527	365	11	0	7	0	3	5	0	0	0	35	0	4133
8-24	2527	365	11	0	7	0	3	5	0	0	0	35	0	4133
8-24	3653	474	11	0	7	0	3	6	0	0	0	35	0	4199

Channel 2 - Westbound														
Monday 16/10/2017														
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	438
10	234	36	1	1	0	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	0	1	0	0	0	0	0	0	3	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	3	0	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	1	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	0	1	0	26	0	4490
6-22	4511	452	10	1	9	1	4	0	1	0	27	0	27	5016
5-23	4511	452	10	1	9	1	4	0	1	0	27	0	27	5002
0-24	4693	473	10	1	9	0	1	4	0	1	0	27	0	5219

streetwise

Channel 1 - Eastbound													
Tuesday													
1/19/2017	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	1	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	2	2	1	2	0	0	0	0	9
6	0	0	1	3	15	16	9	1	0	0	0	0	45
7	0	1	0	1	31	8	25	11	12	6	1	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	405
10	0	0	0	86	152	151	11	3	0	0	0	0	331
11	0	0	0	90	134	48	7	2	0	0	0	0	290
12	0	0	13	109	135	50	4	3	0	0	0	0	314
13	0	0	21	84	134	57	7	2	0	0	0	0	395
14	0	19	92	92	127	60	16	1	0	0	0	0	315
15	0	1	13	83	142	60	10	3	1	0	0	0	313
16	1	6	14	59	156	86	13	3	2	1	0	0	341
17	0	1	19	33	130	94	26	7	1	0	0	0	340
18	9	34	57	33	33	46	11	7	0	0	0	0	302
19	0	0	13	57	126	49	12	4	1	0	0	0	262
20	0	0	5	36	56	52	18	8	0	0	0	0	175
21	0	3	0	18	18	24	7	3	3	1	1	0	84
22	0	0	1	8	20	30	11	5	1	0	0	1	77
23	0	0	0	4	14	10	9	3	4	0	2	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	914	1734	888	200	66	8	5	0	1	4150
5-25	10	45	222	924	1774	904	204	66	8	5	0	1	4214
0-24	10	45	222	984	1776	925	227	77	14	7	3	13	4503

Channel 2 - Westbound													
Tuesdays		Vehicle Speeds (MPH)											
7:10/2:10 In Ending	6-10	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	0	2	2	5	0	0	3	3	0	13
2	0	0	0	3	7	2	2	0	1	0	0	0	13
3	0	0	0	0	0	0	3	1	1	0	0	0	5
4	0	0	0	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	63
7	2	2	18	33	35	14	2	1	1	0	0	0	128
8	0	0	22	93	145	61	10	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	344
11	0	23	98	98	123	43	4	1	0	0	0	0	293
12	0	16	24	140	138	40	8	0	0	0	0	0	396
13	0	0	44	144	133	31	7	0	0	0	0	0	359
14	0	21	135	162	61	7	0	1	0	0	0	0	370
15	0	1	49	147	149	49	7	0	0	0	0	0	402
16	1	0	21	129	180	61	8	0	0	0	0	0	400
17	0	0	19	161	194	82	27	4	2	0	0	0	457
18	0	30	130	130	158	14	15	2	2	0	0	0	414
19	0	6	27	88	131	56	12	2	2	0	0	0	326
20	0	0	15	44	80	56	12	1	0	0	0	0	208
21	0	0	5	26	39	60	17	3	0	1	1	0	103
22	0	0	2	15	33	20	6	2	1	1	1	0	61
23	0	0	2	15	6	18	21	7	2	0	0	0	55
24	0	0	0	1	3	6	10	5	0	0	0	0	26
7-19	2	32	311	1435	1937	696	133	14	6	0	0	0	4466
6-22	2	32	335	1541	2068	847	182	22	8	2	2	0	5041
5-25	2	32	341	1566	2132	913	210	29	10	5	5	0	5122
0-24	2	32	341	1566	2132	913	210	29	10	5	5	0	5046

Channel 1 - Eastbound													
Wednesday 18/10/2017	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
Mr Ending	0	1	1	1	1	2	2	1	0	1	1	0	12
1	0	0	0	0	1	1	2	3	2	0	1	0	9
2	0	0	0	0	1	2	3	0	0	0	0	0	6
3	0	0	0	0	2	2	4	0	0	0	0	0	8
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	1	0	0	61
8	0	0	4	38	78	71	14	2	2	1	0	0	210
9	0	1	13	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	22	123	123	146	53	2	0	0	1	0	0	0	397
12	0	0	16	118	258	58	6	3	0	0	0	0	329
13	0	0	30	97	115	41	12	1	0	0	0	0	296
14	0	0	8	86	144	53	7	2	0	0	0	0	263
15	0	0	8	73	153	64	7	2	0	0	0	0	307
16	0	4	10	65	152	76	17	4	5	1	0	0	334
17	0	0	10	45	139	93	23	7	0	0	0	0	317
18	13	45	45	154	50	23	6	6	1	1	1	0	301
19	0	0	1	66	95	53	13	4	2	2	0	0	242
20	0	0	1	43	62	51	20	9	7	2	2	0	188
21	0	0	3	11	44	30	9	8	3	0	0	0	108
22	0	2	8	42	29	9	1	1	1	1	0	0	63
23	0	0	0	4	31	26	8	4	1	2	0	0	76
24	0	0	0	2	11	6	3	2	0	0	0	0	24
7.19	0	6	139	937	1534	780	154	39	11	4	0	0	3704
6.22	0	6	146	1012	1804	921	204	56	18	7	0	0	4174
5.24	0	6	147	1023	1862	983	235	74	24	10	1	0	4355

Channel 2 - Westbound													
Wednesday													
19/10/2017	Vehicle Speeds (MPH)												
Rt 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	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	1	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	2	2	2	22	22	47	22	5	3	0	0	0	104
8	0	0	7	82	133	82	19	1	1	0	0	0	335
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	20	84	84	128	41	8	1	1	1	0	0	0	289
12	0	1	32	141	145	27	8	3	0	0	0	0	357
13	0	0	34	173	141	40	4	0	0	0	0	0	392
14	0	0	31	162	143	55	3	0	0	0	0	0	308
15	0	0	30	158	176	52	7	1	0	0	0	0	411
16	0	1	20	133	206	56	9	2	0	0	0	0	427
17	0	1	21	124	196	78	21	6	0	0	0	0	447
18	0	13	121	101	84	26	3	3	0	0	0	0	418
19	0	0	13	101	106	72	13	4	2	0	0	0	311
20	0	0	8	55	108	43	14	7	1	0	0	0	236
21	0	0	4	29	64	38	8	3	1	0	0	0	147
22	0	4	4	14	40	31	10	7	2	0	0	0	100
23	0	0	2	15	18	11	13	5	1	0	0	0	65
24	0	0	0	2	5	14	6	5	0	0	0	0	32
7.19	0	7	260	1467	1903	710	143	27	5	1	0	0	4523
6.22	0	7	278	1567	1968	697	142	12	1	0	0	0	5165
5.24	0	7	282	1620	2240	930	247	26	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	12	
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	1	4105
6-14	0	6	208	1080	1702	694	226	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	
5-23	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[illegible]

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	10732
0-24	9410	971	25	9	46	2	9	3	7	67	2	185	0	10736

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	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	1	0	0	0	1	0	0	2	0	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														TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13		
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	2	6	0	8	0	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	9761
6-24	8795	1138	14	4	34	0	8	3	4	28	8	147	0	10091
6-24	8905	1168	14	5	38	0	6	3	5	28	8	156	0	10336

Manston ATC 8, A28 Canterbury Road

Channel 1 - Eastbound

07/03/2017	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	2	7	16	9	2	1	1	0	0	40	
2	0	0	0	0	5	14	2	0	2	0	2	0	25	
3	0	0	0	0	6	7	4	0	0	0	1	0	18	
4	0	0	0	1	6	10	4	0	2	0	0	0	23	
5	0	3	1	0	19	43	26	12	3	0	1	0	108	
6	0	0	3	2	50	113	74	28	17	3	0	0	290	
7	0	4	0	9	86	216	135	45	11	0	2	0	508	
8	0	10	12	16	179	409	113	30	7	2	3	0	781	
9	2	64	89	140	348	266	45	7	2	0	0	0	963	
10	0	17	17	34	194	301	80	9	1	1	1	0	655	
11	2	7	14	18	219	270	54	13	4	0	0	0	601	
12	1	10	12	19	203	261	61	6	1	0	1	0	575	
13	2	12	15	33	224	281	58	9	1	0	0	0	635	
14	1	16	23	35	219	247	68	12	3	1	0	0	625	
15	1	22	29	35	216	275	58	12	5	0	0	0	653	
16	1	34	60	147	312	201	37	7	3	0	0	0	802	
17	2	41	36	136	272	288	56	8	2	2	2	0	845	
18	2	35	35	98	289	266	53	6	3	2	0	0	789	
19	0	13	20	31	201	228	55	9	2	0	0	0	559	
20	1	18	16	27	146	167	47	7	4	1	0	0	434	
21	0	9	15	13	79	146	46	16	5	1	0	0	330	
22	0	2	7	6	60	104	34	7	3	0	0	0	223	
23	0	7	7	5	48	77	21	10	1	3	0	0	179	
24	0	2	3	2	22	26	17	3	0	0	0	0	75	

7-19	14	281	362	742	2876	3293	738	128	34	8	7	0	8483
6-22	15	314	400	797	3247	3926	1000	203	57	10	9	0	9978
6-24	15	322	410	804	3317	4029	1038	216	58	13	9	0	10232
0-24	15	327	415	809	3410	4232	1157	258	83	18	12	0	10736

Channel 2 - Westbound

07/03/2017	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	2	7	27	17	3	2	1	0	0	60
2	0	0	0	1	5	11	2	0	1	1	1	0	22
3	0	0	0	0	1	8	9	2	1	1	1	0	23
4	0	0	0	0	6	11	5	2	1	1	1	0	27
5	0	0	1	1	4	16	6	5	1	1	1	0	36
6	0	0	2	1	10	20	19	6	5	0	1	0	64
7	0	3	2	2	29	67	31	21	9	4	1	1	170
8	0	3	12	17	78	225	110	28	7	2	2	0	484
9	3	36	76	213	289	260	94	15	2	0	0	0	988
10	0	12	23	48	207	333	120	14	7	2	0	0	766
11	0	0	12	32	149	309	97	21	5	1	0	0	626
12	0	4	7	30	179	290	120	32	7	1	0	0	670
13	0	18	32	25	143	286	110	28	4	2	1	0	649
14	0	7	23	43	117	306	120	22	3	4	2	0	647
15	0	8	31	41	168	321	130	26	9	1	1	0	736
16	2	46	100	179	265	244	76	16	1	0	0	0	929
17	1	22	45	75	224	346	141	24	7	1	0	0	886
18	0	8	38	77	242	376	135	35	6	5	0	0	922
19	0	4	21	41	176	292	159	42	9	1	0	1	746
20	0	0	20	17	106	266	114	36	10	4	3	0	576
21	0	2	7	23	51	146	75	24	9	1	1	0	339
22	0	1	3	10	49	114	73	19	2	3	0	0	274
23	0	1	6	10	25	74	45	13	8	4	1	0	187
24	0	1	1	2	18	40	21	12	5	0	2	1	103

7-19	6	168	420	821	2237	3588	1412	303	67	20	6	1	9049
6-22	6	174	452	873	2472	4181	1705	403	97	32	11	2	10408
6-24	6	176	459	885	2515	4295	1771	426	110	36	14	3	10698
0-24	6	176	463	890	2548	4388	1829	446	121	41	19	3	10930

Channel 1 - Eastbound

08/03/2017	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	2	1	1	3	12	2	1	0	0	1	0	23
2	0	1	2	0	6	11	7	1	0	0	0	0	28
3	0	0	0	0	8	5	5	0	0	0	0	0	18
4	0	0	0	2	8	18	3	0	0	0	0	0	31
5	0	1	2	0	14	33	11	7	3	1	1	0	73
6	0	1	3	4	42	112	74	25	9	5	1	0	276
7	2	5	5	8	74	200	155	48	11	1	0	0	509
8	4	6	7	11	203	378	127	23	4	1	2	0	766
9	11	53	75	160	429	203	27	9	0	0	0	0	967
10	0	19	25	63	275	226	43	5	0	0	0	0	656
11	4	7	12	23	193	240	61	5	2	0	1	1	549
12	0	17	18	26	199	230	46	8	0	1	1	0	546
13	0	17	8	34	228	235	54	7	6	0	0	0	589
14	0	15	17	19	238	249	42	8	1	0	0	0	589
15	0	11	17	45	223	249	43	12	1	0	0	0	601
16	0	37	60	134	329	183	24	0	0	0	0	0	767
17	1	28	29	71	291	268	43	7	1	1	0	0	740
18	0	34	40	65	319	274	40	6	3	0	1	0	782
19	0	19	29	48	195	215	52	9	3	0	0	0	570
20	0	13	15	27	129	187	49	9	4	0	3	0	436
21	0	11	11	12	85	136	24	6	4	1	0	0	290
22	0	5	5	2	73	80	39	10	3	1	1	0	219
23	0	5	2	8	57	79	36	5	1	1	1	0	195
24	0	2	2	4	33	43	18	6	1	1	2	0	112

7-19	20	263	337	699	3122	2950	602	99	21	3	5	1	8122
6-22	22	297	373	748	3483	3553	869	172	43	6	9	1	9576
6-24	22	304	377	760	3573	3675	923	193	45	8	12	1	9883
0-24	22	309	385	767	3654	3866	1025	217	57	14	15	1	10332

Channel 2 - Westbound

08/03/2017	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	2	8	32	8	7	3	1	1	0	64
2	0	0	2	1	3	15	8	1	0	1	0	0	31
3	0	0	1	1	3	7	6	5	2	1	0	0	26
4	0	0	0	0	4	7	11	4	2	0	1	0	29
5	0	0	1	0	3	9	9	4	1	1	0	0	28
6	0	0	1	4	10	20	21	5	3	0	2	1	67
7	0	2	5	6	16	77	39	14	7	4	0	0	170
8	0	1	9	13	79	212	111	37	6	1	1	0	470
9	3	60	62	181	282	251	53	11	0	0	0	0	903
10	0	3	22	40	201	314	86	19	2	2	0	0	689
11	0	1	9	29	169	270	82	14	1	1	0	0	576
12	0	5	24	32	184	260	70	15	2	1	0	0	593
13	0	8	16	27	138	279	97	22	7	1	0	0	595
14	0	2	21	22	151	295	79	15	8	4	0	0	597
15	0	11	21	47	179	256	98	27	4	0	3	0	646
16	2	75	103	186	273	201	50	12	0	0	1	1	904
17	0	11	33	46	183	338	147	37	6	2	1	0	804
18	0	23	31	57	170	418	151	34	5	4	1	0	894
19	0	7	33	38	158	345	154	39	6	2	0	0	782
20	0	6	11	25	83	224	109	48	13	4	2	1	526
21	1	2	13	10	57	176	76	20	9	2	1	0	367
22	0	3	4	11	39	103	57	19	6	3	1	0	246
23	0	0	6	5	39	88	34	12	6	0	1	2	193
24	0	0	4	6	19	51	38	4	6	3	5	0	136

7-19	5	207	384	718	2167	3439	1178	282	47	18	7	1	8453
6-22	6	220	417	770	2362	4019	1459	383	82	31	11	2	9762
6-24	6	220	427	781	2420	4158	1531	399	94	34	17	4	10091
0-24	6	221	433	789	2451	4248	1594	425	105	38	21	5	10336

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	25	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														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
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														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
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)													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	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	1	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	1564	33	28	82	0	13	4	48	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	2108	231	8	4	9	0	1	0	16	0	12	65	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

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	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	

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	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	

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	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	266	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															
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	0	10	0	15	73	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)													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	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	0	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	0	2	1	2	1	1	0	7	
4	0	0	0	0	0	2	1	3	3	4	4	0	17	
5	0	0	0	0	0	0	2	1	2	1	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)													
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	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	5	2	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	118	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)												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	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	0	1	2	1	1	0	2	0	7
5	0	0	0	0	0	1	4	6	8	1	2	0	22
6	0	0	0	0	0	3	3	18	12	8	5	1	50
7	0	0	0	0	0	5	26	51	33	18	5	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

Manston ATC 11, A253

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	1	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

Manston ATC 11, A253

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	

Manston ATC 11, A253

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

Manston ATC 12, A299 Hengist 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	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	40	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

Manston ATC 12, A299 Hengist 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	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	1	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	6	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

Manston ATC 12, A299 Hengist 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	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	8913	1731	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

Manston ATC 12, A299 Hengist 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	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	592	1764	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)													
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	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	9886
6-22	15	43	126	405	1536	3217	3111	1624	1087	142	13	10	11329
6-24	15	43	129	417	1579	3389	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														TOTAL
Hr Ending	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	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	0	1	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	2	7	0	1	33	0	4139	
6-22	3909	673	22	5	27	0	14	4	7	0	1	34	0	4696	
6-24	3990	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															
09/03/2017															
Hr Ending	Vehicle Classes													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	0	1	0	0	5	5	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	3603	
6-22	3273	587	28	1	19	0	9	6	10	0	17	49	0	3999	
6-24	3347	591	30	1	19	0	9	6	10	0	17	49	0	4079	
0-24	3385	601	30	1	19	0	9	6	10	0	17	49	0	4127	

Channel 2 - Westbound															
09/03/2017															
Hr Ending	Vehicle Classes													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	4076	
6-22	3930	619	23	4	27	0	18	2	6	2	6	44	0	4681	
6-24	4005	624	25	4	27	0	19	2	6	2	6	44	0	4764	
0-24	4139	654	25	4	28	0	20	2	6	2	6	45	0	4931	

Channel 1 - Eastbound															
10/03/2017															
Hr Ending	Vehicle Classes													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	0	1	0	1	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	3631	
6-22	3446	522	14	5	7	0	17	9	6	0	10	39	0	4075	
6-24	3527	529	14	5	9	0	17	9	6	0	10	39	0	4165	
0-24	3567	539	14	5	9	0	17	9	6	0	10	39	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													TOTAL		
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13			
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	0	1	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	18	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													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	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	0	9
2	0	0	0	0	1	1	0	1	1	0	0	0	0	4
3	0	0	0	1	0	1	0	0	0	0	0	0	0	2
4	0	0	0	0	1	0	0	1	0	1	0	0	0	3
5	0	0	0	0	1	0	1	2	0	0	1	0	0	5
6	0	0	0	0	2	9	6	5	1	0	0	0	0	23
7	0	0	1	0	7	18	19	14	1	3	0	0	0	63
8	1	7	0	1	51	79	70	22	8	0	1	0	0	240
9	0	3	16	13	60	109	82	27	6	4	0	0	0	320
10	0	1	2	7	65	103	92	25	4	2	0	0	0	301
11	0	9	6	7	70	90	52	20	6	1	0	0	0	261
12	0	1	1	12	73	108	41	11	4	0	0	0	0	251
13	0	6	26	17	59	97	54	23	2	1	0	0	0	285
14	0	0	14	23	51	116	59	20	5	2	0	0	0	290
15	3	1	9	19	70	101	54	16	5	2	0	0	0	280
16	0	8	15	28	69	116	74	23	3	1	0	0	0	337
17	4	33	57	35	50	75	49	27	3	3	0	0	0	336
18	1	30	24	7	41	132	114	34	11	4	1	0	0	399
19	0	3	4	12	59	76	69	23	2	0	0	0	0	248
20	0	0	0	15	20	40	35	12	4	2	0	0	0	128
21	0	0	0	8	9	26	29	17	7	3	0	0	0	99
22	0	0	0	1	15	15	20	17	5	0	0	0	0	73
23	0	0	1	2	9	14	11	5	4	1	0	0	0	47
24	0	0	1	0	1	3	11	8	3	1	1	0	0	29
7-19	9	102	174	181	718	1202	810	271	59	20	2	0	0	3548
6-22	9	102	175	205	769	1301	913	331	76	28	2	0	0	3911
6-24	9	102	177	207	779	1318	935	344	83	30	3	0	0	3987
0-24	9	102	177	209	786	1329	944	354	86	33	4	0	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	86	189	1104	1771	1202	377	98	32	8	1	4765
5-24	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	OOV1	OOV2	BUS	PCU	TOTAL	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	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	31	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	7	1	0	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	2	0	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	6	0	0	0	0	6.0	6	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
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	19	8	1	0	0	29	29	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	25	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	15	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	0	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	0	0	0	0	0	0.0	0
16:15 - 16:30	10	0	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	21	6	3	0	0	32	32	195	29	6	0	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	220	221
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	15.0	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	36	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	2328

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	18	15	0	1	0	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	495
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	545
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	256	23	2	0	2	0	283
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		
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		
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		
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		
Hourly Total	25	2	2	0	2	34	31	119	12	15	0	1	175	167	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		
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		
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		
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		
Hourly Total	63	20	2	0	2	95	87	348	66	9	2	0	431	425	0	0	0	0	0	0.0	0		
08:00 - 08:15	44	8	2	0	0	55.0	54	115	18	1	0	0	134.5	134	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		
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		
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		
Hourly Total	195	29	8	0	2	242	235	429	55	8	2	1	501	495	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		
09:15 - 09:30	31	4	0	0	1	37.0	36	118	10	4	1	0	136.3	133	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		
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		
Hourly Total	142	25	1	0	3	175	171	428	45	13	2	0	501	495	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		
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		
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		
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		
Hourly Total	131	19	3	0	2	129	125	428	67	10	3	0	517	515	0	0	0	0	0	0.0	0		
11:00 - 11:15	32	9	1	1	0	44.5	43	109	17	3	1	0	131.8	129	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		
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		
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		
Hourly Total	142	21	5	1	2	177	171	429	52	13	5	1	515	507	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		
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		
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		
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		
Hourly Total	107	24	1	0	2	117	114	408	44	17	3	0	495	472	0	0	0	0	0	0.0	0		
13:00 - 13:15	15	7	0	0	0	22.0	22	90	12	3	2	0	105.6	102	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		
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		
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		
Hourly Total	106	27	0	0	2	117	115	360	52	9	3	1	475	472	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		
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		
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		
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		
Hourly Total	155	24	3	0	4	192	186	424	58	6	0	1	493	489	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		
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		
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		
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		
Hourly Total	200	22	3	1	5	219	211	436	48	6	1	0	495	491	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		
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		
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		
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		
Hourly Total	181	31	0	0	3	195	195	387	54	6	0	1	452	448	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		
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		
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		
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		
Hourly Total	189	37	1	0	1	210	209	431	56	6	0	1	490	484	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		
18:15 - 18:30	30	4	0	0	0	34.0	34	95	15	0	0	0	110.0	110	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		
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		
Hourly Total	117	13	2	0	2	137	134	371	49	1	0	3	428	424	0	0	0	0	0	0.0	0		
19:00 - 19:15	23	3	0	0	0	26.0	26	96	14	0	0	2	114.0	112	0	0	0	0	0	0.0	0		
19:15 - 19:30	15	1	0	0	0	16.0	16	94	10	0	0	0	104.0	104	0	0	0	0	0	0.0	0		
19:30 - 19:45	26	4	1	0	1	33.5	32	76	3	0	0	0	79.0	79	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	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	0	71.0	73	0	0	0	0	0	0	0.0
Hourly Total	144	14	17	0	1	190	173	0	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	523	512	0	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	173	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	0.0
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	0.0
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	0.0
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	0.0
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	0.0
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	0.0
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	0.0
15:00 - 15:15	148	21	2	1	0	174.3	172	0	0	0	0	0	0	0.0
15:15 - 15:30	174	18	2	1	2	203.3	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	0.0
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	168.5	162	0	0	0	0	0	0	0.0
Hourly Total	548	85	6	0	4	630	643	0	0	0	0	0	0	0.0
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	0.0
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	0.0
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	0.0
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	0.0
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	0.0
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	0.0
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	0.0
Session Total	7887	1041	158	23	47	9289	9076	0	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	0	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	216								

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



Kent - Manual Traffic Survey: Thursday, 19 October 2017

Produced by Streetwise Limited

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

Approach: A - (North) Nash Road

TIME	A to B											A to C											A to D											A to E																	
	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	1	0	0	0	0	1.0	1	5	0	0	0	0	0	5	2	0	0	0	0	0	2.0	2	0	0	0	0	0	2.0	2	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	1	0	0	0	0	1.0	1	5	1	0	0	0	0	6.0	6	3	2	1	0	0	0	12.0	12	0	0	0	0	0	12.0	12	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	2	1	0	0	0	4.0	4	5	0	0	0	0	0	9.0	9	7	2	0	0	0	0	16.0	16	0	0	0	0	0	16.0	16	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	2	0	0	0	0	2.0	2	10	2	0	0	0	0	12.0	12	8	0	0	0	0	0	20.0	20	0	0	0	0	0	20.0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	7	1	0	0	0	8	8	30	3	0	0	0	0	37	37	20	4	1	0	0	0	58	58	0	0	0	0	0	58	58	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	2	1	0	0	0	3.0	3	4	1	0	0	0	0	8.0	8	10	2	0	0	0	0	18.0	18	0	0	0	0	0	18.0	18	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	4	1	0	0	0	5.0	5	14	4	0	0	0	0	19.0	18	12	2	0	0	0	0	30.0	34	0	0	0	0	0	34.0	34	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	7	4	0	0	0	11.0	15	27	2	0	0	0	0	29.0	28	25	4	0	0	0	0	54.0	58	0	0	0	0	0	58.0	58	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	9	4	1	0	0	14.0	18	31	5	0	0	0	0	36.0	36	30	2	0	0	0	0	66.0	66	0	0	0	0	0	66.0	66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	22	10	1	0	0	34	39	76	14	0	0	0	0	87	87	80	6	0	0	0	0	166	182	0	0	0	0	0	182	182	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	20	2	1	0	0	23.0	25	45	4	0	0	0	0	54.0	54	42	2	0	0	0	0	96.0	96	0	0	0	0	0	96.0	96	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	15	2	0	1	0	18.0	19	40	4	0	0	0	0	42.0	41	30	0	0	0	0	0	73.0	73	0	0	0	0	0	73.0	73	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	12	0	0	0	0	12.0	12	35	0	0	0	0	0	24.0	24	17	2	0	0	0	0	41.0	44	0	0	0	0	0	44.0	44	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	10	1	0	0	0	11.0	12	30	3	0	0	0	0	14.0	14	10	1	0	0	0	0	24.0	25	0	0	0	0	0	25.0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	60	5	1	2	0	57	60	184	16	0	0	0	0	102	102	117	5	0	0	0	0	219	230	0	0	0	0	0	230	230	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	10	1	0	0	0	11.0	12	25	1	0	0	0	0	14.0	14	12	1	0	0	0	0	26.0	26	0	0	0	0	0	26.0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:15 - 09:30	10	1	0	0	0	11.0	12	24	0	0	0	0	0	14.0	14	12	1	0	0	0	0	26.0	26	0	0	0	0	0	26.0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:30 - 09:45	11	2	0	0	0	14.0	15	31	2	0	0	0	0	17.0	17	13	2	1	0	0	0	29.0	33	0	0	0	0	0	33.0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:45 - 10:00	9	1	0	0	0	10.0	11	27	0	0	0	0	0	11.0	11	10	2	0	0	0	0	21.0	22	0	0	0	0	0	22.0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	60	5	0	0	0	57	60	184	6	0	0	0	0	65	71	55	6	0	0	0	0	119	131	0	0	0	0	0	131	131	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	10	1	0	0	0	11.0	12	25	2	0	0	0	0	13.0	13	10	2	0	0	0	0	26.0	26	0	0	0	0	0	26.0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 - 10:30	10	1	0	0	0	11.0	12	24	0	0	0	0	0	14.0	14	12	1	0	0	0	0	26.0	26	0	0	0	0	0	26.0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 - 10:45	11	2	0	0	0	14.0	15	31	2	0	0	0	0	17.0	17	13	2	1	0	0	0	29.0	33	0	0	0	0	0	33.0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 - 11:00	9	1	0	0	0	10.0	11	27	0	0	0	0	0	11.0	11	10	2	0	0	0	0	21.0	22	0	0	0	0	0	22.0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	40	7	0	0	0	49	49	130	7	0	0	0	0	57	57	72	5	0	0	0	0	112	117	0	0	0	0	0	117	117	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	11	1	0	0	0	12.0	13	26	2	0	0	0	0	14.0	14	13	1	0	0	0	0	28.0	28	0	0	0	0	0	28.0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	11	1	0	0	0	12.0	13	26	2	0	0	0	0	14.0	14	13	1	0	0	0	0	28.0	28	0	0	0	0	0	28.0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 - 11:45	10	1	0	0	0	11.0	12	25	2	0	0	0	0	13.0	13	10	2	0	0	0	0	26.0	26	0	0	0	0	0	26.0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 - 12:00	10	1	0	0	0	11.0	12	25	2	0	0	0	0	13.0	13	10	2	0	0	0	0	26.0	26	0	0	0	0	0	26.0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	40	7	0	0	0	49	49	130	7	0	0	0	0	57	57	72	5	0	0	0	0	112	117	0	0	0	0	0	117	117	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	10	1	0	0	0	11.0	12	25	2	0	0	0	0	13.0	13	10	2	0	0	0	0	26.0	26	0	0	0	0	0	26.0	26	0	0	0	0	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	12	25	2	0	0	0	0	13.0	13	10	2	0	0	0	0	26.0	26	0	0	0	0	0	26.0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 - 12:45	12	4	0	0	0	16.0	16	31	3	0	0	0	0	19.0	19	13	2	0	0	0	0	28.0	34	0	0	0	0	0	34.0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	10	1	0	0	0	11.0	12	27	2	0</																																									

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	47	8	0	0	0	0	55.0
Hourly Total	150	27	2	0	0	184	183	114	18	2	0	0	0	137
10:00 - 10:15	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
10:15 - 10:30	104	0	0	1	0	105.0	105	56	0	1	0	0	0	57.0
10:30 - 10:45	104	0	0	1	0	105.0	105	56	0	1	0	0	0	57.0
10:45 - 11:00	94	0	0	0	0	94.0	94	48	0	0	0	0	0	48.0
Hourly Total	308	0	1	2	0	313	313	162	0	3	0	0	0	165
11:00 - 11:15	92	0	0	0	0	92.0	92	48	0	0	0	0	0	48.0
11:15 - 11:30	92	0	0	0	0	92.0	92	47	2	1	0	0	0	50.0
11:30 - 11:45	92	0	0	0	0	92.0	92	48	0	0	0	0	0	48.0
11:45 - 12:00	92	0	0	0	0	92.0	92	48	0	0	0	0	0	48.0
Hourly Total	368	0	0	0	0	368	368	192	2	1	0	0	0	195
12:00 - 12:15	70	0	0	0	0	70.0	70	45	0	0	0	0	0	45.0
12:15 - 12:30	70	0	0	0	0	70.0	70	41	0	0	0	0	0	41.0
12:30 - 12:45	64	0	0	0	0	64.0	64	41	0	0	0	0	0	41.0
12:45 - 13:00	52	0	0	0	0	52.0	52	30	0	0	0	0	0	30.0
Hourly Total	248	0	0	0	0	248	248	157	0	0	0	0	0	157
13:00 - 13:15	52	0	0	0	0	52.0	52	30	0	0	0	0	0	30.0
13:15 - 13:30	52	0	0	0	0	52.0	52	37	0	0	0	0	0	37.0
13:30 - 13:45	52	0	0	0	0	52.0	52	34	0	0	0	0	0	34.0
13:45 - 14:00	60	0	0	0	0	60.0	60	30	0	0	0	0	0	30.0
Hourly Total	216	0	0	0	0	216	216	126	0	0	0	0	0	126
14:00 - 14:15	67	0	0	0	0	67.0	67	35	0	0	0	0	0	35.0
14:15 - 14:30	67	0	0	0	0	67.0	67	34	0	0	0	0	0	34.0
14:30 - 14:45	67	0	0	0	0	67.0	67	34	0	0	0	0	0	34.0
14:45 - 15:00	52	0	0	0	0	52.0	52	29	0	0	0	0	0	29.0
Hourly Total	213	0	0	0	0	216	213	126	0	0	0	0	0	126
15:00 - 15:15	64	0	0	0	0	64.0	64	30	0	0	0	0	0	30.0
15:15 - 15:30	64	0	0	0	0	64.0	64	30	0	0	0	0	0	30.0
15:30 - 15:45	64	0	0	0	0	64.0	64	34	0	0	0	0	0	34.0
15:45 - 16:00	64	0	0	0	0	64.0	64	37	0	0	0	0	0	37.0
Hourly Total	256	0	0	0	0	256	256	135	0	0	0	0	0	135
16:00 - 16:15	64	0	0	0	0	64.0	64	30	0	0	0	0	0	30.0
16:15 - 16:30	64	0	0	0	0	64.0	64	30	0	0	0	0	0	30.0
16:30 - 16:45	64	0	0	0	0	64.0	64	30	0	0	0	0	0	30.0
16:45 - 17:00	64	0	0	0	0	64.0	64	30	0	0	0	0	0	30.0
Hourly Total	256	0	0	0	0	256	256	120	0	0	0	0	0	120
17:00 - 17:15	64	0	0	0	0	64.0	64	30	0	0	0	0	0	30.0
17:15 - 17:30	64	0	0	0	0	64.0	64	30	0	0	0	0	0	30.0
17:30 - 17:45	72	0	0	0	0	72.0	72	32	0	0	0	0	0	32.0
17:45 - 18:00	60	0	0	0	0	60.0	60	37	0	0	0	0	0	37.0
Hourly Total	256	0	0	0	0	256	256	129	0	0	0	0	0	129
18:00 - 18:15	54	1	0	0	0	55.0	55	30	0	0	0	0	0	30.0
18:15 - 18:30	54	1	0	0	0	55.0	55	30	0	0	0	0	0	30.0
18:30 - 18:45	42	2	0	0	0	44.0	44	35	0	0	0	0	0	35.0
18:45 - 19:00	42	0	0	0	0	42.0	42	30	0	0	0	0	0	30.0
Hourly Total	192	3	0	0	0	195	194	125	0	0	0	0	0	125
19:00 - 19:15	30	1	0	0	0	31.0	31	16	0	0	0	0	0	16.0
19:15 - 19:30	30	1	0	0	0	31.0	31	16	0	0	0	0	0	16.0
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	120	3	0	0	0	123	122	68	1	0	0	0	0	71
20:00 - 20:15	20	1	0	0	0	21.0	21	10	0	0	0	0	0	10.0
20:15 - 20:30	20	1	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	12	1	0	0	0	0	13.0
20:45 - 21:00	20	0	0	0	0	20.0	20	10	0	0	0	0	0	10.0
Hourly Total	82	3	0	0	0	85	84	42	1	0	0	0	0	43
21:00 - 21:15	12	0	0	0	0	12.0	12	6	0	0	0	0	0	6.0
21:15 - 21:30	20	0	0	0	0	20.0	20	11	0	0	0	0	0	11.0
21:30 - 21:45	20	0	0	0	0	20.0	20	10	0	0	0	0	0	10.0
21:45 - 22:00	12	1	0	0	0	13.0	13	6	1	0	0	0	0	7.0
22:00 - 22:15	12	0	0	0	0	12.0	12	6	0	0	0	0	0	6.0
22:15 - 22:30	6	0	0	0	0	6.0	6	3	0	0	0	0	0	3.0
22:30 - 22:45	6	0	0	0	0	6.0	6	3	0	0	0	0	0	3.0
22:45 - 23:00	6	0	0	0	0	6.0	6	3	0	0	0	0	0	3.0
Hourly Total	80	0	0	0	0	84	84	45	1	0	0	0	0	46
23:00 - 23:15	20	0	0	0	0	20.0	20	10	0	0	0	0	0	10.0
23:15 - 23:30	20	0	0	0	0	20.0	20	10	0	0	0	0	0	10.0
23:30 - 23:45	20	0	0	0	0	20.0	20	10	0	0	0	0	0	10.0
23:45 - 00:00	20	0	0	0	0	20.0	20	10	0	0	0	0	0	10.0
Hourly Total	80	0	0	0	0	80	80	40	0	0	0	0	0	40
00:00 - 00:15	20	0	0	0	0	20.0	20	10	0	0	0	0	0	10.0
00:15 - 00:30	20	0	0	0	0	20.0	20	10	0	0	0	0	0	10.0
00:30 - 00:45	20	0	0	0	0	20.0	20	10	0	0	0	0	0	10.0
00:45 - 01:00	20	0	0	0	0	20.0	20	10	0	0	0	0	0	10.0
Hourly Total	80	0	0	0	0	80	80	40	0	0	0	0	0	40
01:00 - 01:15	20	0	0	0	0	20.0	20	10	0	0	0	0	0	10.0
01:15 - 01:30	20	0	0	0	0	20.0	20	10	0	0	0	0	0	10.0
01:30 - 01:45	20	0	0	0	0	20.0	20	10	0	0	0	0	0	10.0
01:45 - 02:00	20	0	0	0	0	20.0	20	10	0	0	0	0	0	10.0
Hourly Total	80	0	0	0	0	80	80	40	0	0	0	0	0	40
02:00 - 02:15	20	0	0	0	0	20.0	20	10	0	0	0	0	0	10.0
02:15 - 02:30	20	0	0	0	0	20.0	20	10	0	0	0	0	0	10.0
02:30 - 02:45	20	0	0	0	0	20.0	20	10	0	0	0	0	0	10.0
02:45 - 03:00	20	0	0	0	0	20.0	20	10	0	0	0	0	0	10.0
Hourly Total	80	0	0	0	0	80	80	40	0	0	0	0	0	40
03:00 - 03:15	20	0	0	0	0	20.0	20	10	0	0	0	0	0	10.0
03:15 - 03:30	20	0	0	0	0	20.0	20	10	0	0	0	0	0	10.0
03:30 - 03:45	20	0	0	0	0	20.0	20	10	0	0	0	0	0	10.0
03:45 - 04:00	20	0	0	0	0	20.0	20	10	0	0	0	0	0	10.0
Hourly Total	80	0	0	0	0	80	80	40	0	0	0	0	0	40
04:00 - 04:15	20	0	0	0	0	20.0	20	10	0	0	0	0	0	10.0
04:15 - 04:30	20	0	0	0	0	20.0	20	10	0	0	0	0	0	10.0
04:30 - 04:45	20	0	0	0	0	20.0	20	10	0	0	0	0	0	10.0
04:45 - 05:00	20	0	0	0	0	20.0	20	10	0	0	0	0	0	10.0
Hourly Total	80	0	0	0	0	80	80	40	0	0	0	0	0	40
05:00 - 05:15	20	0	0	0	0	20.0	20	10	0	0	0	0	0	10.0
05:15 - 05:30	20	0	0	0	0	20.0	20	10	0	0	0	0	0	10.0
05:30 - 05:45	20	0	0	0	0	20.0	20	10	0	0	0	0	0	10.0
05:45 - 06:00	20	0	0	0	0	20.0	20	10	0	0	0	0	0	10.0
Hourly Total	80	0	0	0	0	80	80	40	0	0	0	0	0	40
06:00 - 06:15	20	0	0	0	0	20.0								



Kent - Manual Traffic Survey: Thursday, 19 October 2017

Produced by Streetwise Software Ltd.

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

Approach: B - (East) Star Lane

B to C														B to D														B to A														B to B													
TIME	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	CAR	LOV	OVLT	OVLT	BUS	PCU	TOTAL													
06:00 - 06:15	0	0	0	0	0	0.0	0	10	1	0	0	0	0.0	11	0	0	0	0	0	0.0	0	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	20	6	0	0	0	0.0	26	0	0	0	0	0	0.0	0	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	23	2	0	0	0	0.0	25	0	0	0	0	0	0.0	0	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	1	1	0	0	0	2.0	2	21	9	2	0	0	0.0	43.0	0	1	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	0.0	0												
Hourly Total	1	1	0	0	0	2	2	54	18	2	0	0	0	105	0	1	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	0.0	0											
07:00 - 07:15	2	0	0	0	0	3.0	3	26	11	0	0	0	0.0	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	0	0	0	0	0	0	0	0.0	0											
07:15 - 07:30	1	0	0	0	0	1.0	1	32	10	0	0	0	0.0	46.0	0	0	0	0	0	0.0	0	0	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	1	0	0	0	1.0	1	42	14	1	1	0	0.0	54.0	0	0	0	0	0	0.0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	1										
07:45 - 08:00	2	0	0	0	0	2.0	2	43	13	0	0	0	0.0	49.0	0	0	0	0	0	0.0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	1										
Hourly Total	5	1	0	0	0	6	6	147	50	7	1	0	0	220	0	0	0	0	0	0.0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	2										
08:00 - 08:15	4	1	0	0	0	5.0	5	35	9	0	0	0	0.0	54.0	0	0	0	0	0	0.0	0	0	0	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	1	0	0	0	0	1.0	1	40	9	0	0	0	0.0	43.0	0	0	0	0	0	0.0	0	0	0	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	4	0	0	0	0	4.0	4	44	10	2	1	0	0.0	53.0	0	0	0	0	0	0.0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	1										
08:45 - 09:00	1	0	0	0	0	1.0	1	43	8	0	0	0	0.0	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	0	0	0	0	0	0	0	0	0.0	0										
Hourly Total	10	1	0	0	0	11	11	208	36	7	1	0	0	220	0	0	0	0	0	0.0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	1										
09:00 - 09:15	4	1	0	0	0	5.0	5	36	9	1	0	0	0.0	46.0	0	0	0	0	0	0.0	0	0	0	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	2	1	1	0	0	4.0	4	36	5	0	0	0	0.0	43.0	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	0	0.0	0										
09:30 - 09:45	3	2	0	0	0	5.0	5	45	7	2	0	0	0.0	55.0	0	0	0	0	0	0.0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	1										
09:45 - 10:00	1	2	0	0	0	3.0	3	43	9	0	0	0	0.0	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	0	0.0	0										
Hourly Total	10	5	2	0	0	18	17	176	26	3	1	0	0	225	0	0	0	0	0	0.0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	1										
10:00 - 10:15	0	0	0	0	0	0.0	0	35	0	0	0	0	0.0	35.0	0	0	0	0	0	0.0	0	0	0	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	7	1	1	0	0	9.0	9	41	13	4	0	0	0.0	58.0	0	0	0	0	0	0.0	0	0	0	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	4	2	0	0	0	6.0	6	42	6	0	0	0	0.0	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	0	0.0	0										
10:45 - 11:00	4	1	0	0	0	5.0	5	40	7	2	1	0	0.0	49.0	0	0	0			0.0	0	0	0	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	19	3	0	0	0	21	21	267	31	7	0	0	0	325	0	0	0	0	0	0.0	0	0	0	0	0	0.0	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	34	0	0	0	0	0.0	34.0	0	0	0	0	0	0.0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0										
11:15 - 11:30	7	1	1	0	0	9.0	9	41	13	4	0	0	0.0	58.0	0	0	0	0	0	0.0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0									
11:30 - 11:45	4	2	0	0	0	6.0	6	42	6	0	0	0	0.0	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	0	0.0	0										
11:45 - 12:00	3	1	0	0	0	4.0	4	36	9	0	0	0	0.0	47.0	0	0	0	0	0	0.0	0	0	0	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	11	2	0	0	0	13	13	177	30	7	2	0	0	225	0	0	0	0	0	0.0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0										
12:00 - 12:15	0	0	0	0	0	0.0	0	35	0	0	0	0	0.0	35.0	0	0	0	0	0	0.0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0										
12:15 - 12:30	7	1	1	0	0	9.0	9	41	13	4	0	0	0.0	58.0	0	0	0	0	0	0.0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0									
12:30 - 12:45	4	2	0	0	0	6.0	6	42	6	0	0	0	0.0	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	0	0.0	0										
12:45 - 13:00	5	2	0	0	0	7.0	7	54	5	2	0	0	0.0	62.0	0	0	0	0	0	0.0	0	0	0	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	19	3	0	0	0	21	21	267	31	7	0	0	0	325	0	0	0	0	0	0.0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0										
13:00 - 13:15	0	0	0	0	0	0.0	0	35	0	0	0	0	0.0	35.0	0	0	0	0	0	0.0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0										
13:15 - 13:30	7	1	1	0	0	9.0	9	41	13	4	0	0	0.0	58.0	0	0	0	0	0	0.0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0										
13:30 - 13:45	4	2	0	0	0	6.0	6	42	6	0	0	0	0.0	50.0	0	0	0	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	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	30	5	0	0	0	0	35	35	0	0	0	0	0	35	35	0	0	0	0	35	35
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	71	50	10	0	0	0	0	60	60	0	0	0	0	0	60	60	0	0	0	0	60	60
Hourly Total	185	37	6	1	0	250	251	180	40	0	0	0	0	200	200	0	0	0	0	0	200	200	0	0	0	0	200	200
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	1	74	74	0	1	1	1	0	76	76	0	0	0	0	76	76
09:30 - 09:45	65	10	2	1	0	78	78	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	69	40	7	4	0	0	0	49	49	0	0	0	0	0	49	49	0	0	0	0	49	49
Hourly Total	225	40	6	2	0	254	259	180	40	3	3	0	0	201	202	0	0	0	0	0	201	201	0	0	0	0	201	201
09:00 - 09:15	60	10	0	0	0	70	70	55	0	0	0	0	0	65	65	0	0	0	0	0	65	65	0	0	0	0	65	65
09:15 - 09:30	70	10	2	1	0	83	86	60	10	0	0	0	0	70	70	0	0	0	0	0	70	70	0	0	0	0	70	70
09:30 - 09:45	65	10	2	1	0	78	78	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	60	10	0	0	0	70	70	50	10	0	0	0	0	60	60	0	0	0	0	0	60	60	0	0	0	0	60	60
Hourly Total	235	40	2	2	0	258	258	180	30	2	2	0	0	210	210	0	0	0	0	0	210	210	0	0	0	0	210	210
10:00 - 10:15	70	10	2	1	0	83	86	60	10	0	0	0	0	70	70	0	0	0	0	0	70	70	0	0	0	0	70	70
10:15 - 10:30	70	10	2	1	0	83	86	60	10	0	0	0	0	70	70	0	0	0	0	0	70	70	0	0	0	0	70	70
10:30 - 10:45	65	10	2	1	0	78	78	60	10	0	0	0	0	70	70	0	0	0	0	0	70	70	0	0	0	0	70	70
10:45 - 10:00	70	10	2	0	0	82	84	60	10	0	0	0	0	70	70	0	0	0	0	0	70	70	0	0	0	0	70	70
Hourly Total	240	40	7	2	0	257	259	180	30	0	0	0	0	210	210	0	0	0	0	0	210	210	0	0	0	0	210	210
11:00 - 11:15	70	10	2	1	0	83	86	60	10	0	0	0	0	70	70	0	0	0	0	0	70	70	0	0	0	0	70	70
11:15 - 11:30	65	10	2	1	0	78	78	60	10	0	0	0	0	70	70	0	0	0	0	0	70	70	0	0	0	0	70	70
11:30 - 11:45	65	10	2	1	0	78	78	60	10	0	0	0	0	70	70	0	0	0	0	0	70	70	0	0	0	0	70	70
11:45 - 12:00	70	10	2	0	0	82	84	60	10	0	0	0	0	70	70	0	0	0	0	0	70	70	0	0	0	0	70	70
Hourly Total	240	40	7	2	0	257	259	180	30	0	0	0	0	210	210	0	0	0	0	0	210	210	0	0	0	0	210	210
12:00 - 12:15	70	10	2	1	0	83	86	60	10	0	0	0	0	70	70	0	0	0	0	0	70	70	0	0	0	0	70	70
12:15 - 12:30	60	10	0	0	0	70	70	50	10	0	0	0	0	60	60	0	0	0	0	0	60	60	0	0	0	0	60	60
12:30 - 12:45	65	10	2	0	0	77	79	50	10	1	0	0	0	66	66	0	0	0	0	0	66	66	0	0	0	0	66	66
12:45 - 12:00	70	10	2	0	0	82	84	60	10	0	0	0	0	70	70	0	0	0	0	0	70	70	0	0	0	0	70	70
Hourly Total	275	40	6	0	0	300	300	180	40	0	0	0	0	230	230	0	0	0	0	0	230	230	0	0	0	0	230	230
13:00 - 13:15	70	10	2	1	0	83	86	60	10	0	0	0	0	70	70	0	0	0	0	0	70	70	0	0	0	0	70	70
13:15 - 13:30	65	10	2	1	0	78	78	60	10	0	0	0	0	70	70	0	0	0	0	0	70	70	0	0	0	0	70	70
13:30 - 13:45	60	10	0	0	0	70	70	50	10	0	0	0	0	60	60	0	0	0	0	0	60	60	0	0	0	0	60	60
13:45 - 14:00	65	10	2	0	0	77	79	50	10	1	0	0	0	66	66	0	0	0	0	0	66	66	0	0	0	0	66	66
14:00 - 14:15	70	10	2	0	0	82	84	60	10	0	0	0	0	70	70	0	0	0	0	0	70	70	0	0	0	0	70	70
Hourly Total	310	40	6	0	0	340	340	180	40	0	0	0	0	260	260	0	0	0	0	0	260	260	0	0	0	0	260	260
14:15 - 14:30	70	10	2	0	0	82	84	60	10	0	0	0	0	70	70	0	0	0	0	0	70	70	0	0	0	0	70	70
14:30 - 14:45	65	10	1	0	0	76	76	50	10	0	0	0	0	65	65	0	0	0	0	0	65	65	0	0	0	0	65	65
14:45 - 15:00	70	10	2	0	0	82	84	60	10	0	0	0	0	70	70	0	0	0	0	0	70	70	0	0	0	0	70	70
Hourly Total	310	40	5	0	0	340	340	180	40	0	0	0	0	260	260	0	0	0	0	0	260	260	0	0	0	0	260	260
15:00 - 15:15	80	10	2	0	0	92	94	60	10	0	0	0	0	70	70	0	0	0	0	0	70	70	0	0	0	0	70	70
15:15 - 15:30	80	10	2	0	0	92	94	60	10	0	0	0	0	70	70	0	0	0	0	0	70	70	0	0	0	0	70	70
15:30 - 15:45	80	10	2	0	0	92	94	60	10	0	0	0	0	70	70	0	0	0	0	0	70	70	0	0	0	0	70	70
15:45 - 16:00	80	10	2	0	0	92	94	60	10	0	0	0	0	70	70	0	0	0	0	0	70	70	0	0	0	0	70	70
Hourly Total	320	40	7	0	0	360	360	180	40	0	0	0	0	280	280	0	0	0	0	0	280	280	0	0	0	0	280	280
16:00 - 16:15	90	10	1	0	0	101	102	70	10	0	0	0	0	80	80	0	0	0	0	0	80	80	0	0	0	0	80	80
16:15 - 16:30	90	10	1	0	0	101	102	70	10	0	0	0	0	80	80	0	0	0	0	0	80	80	0	0	0	0	80	80
16:30 - 16:45	85	10	1	0	0	96	96	60	10	0	0	0	0	75	75	0	0	0	0	0	75	75	0	0	0	0	75	75
16:45 - 16:00	90	10	1	0	0	101	102	60	10	0	0	0	0	70	70	0	0	0	0	0	70	70	0	0	0	0	70	70
Hourly Total	355	40	4	0	0	394	394	180	40	0	0	0	0	290	290	0	0	0	0	0	290	290	0	0	0	0	290	290
17:00 - 17:15	100	10	1	0	0	111	112	80	10	0	0	0	0	90	90	0	0	0	0	0	90	90	0	0	0	0	90	90
17:15 - 17:30	100	10	1	0	0	111	112	80	10	0	0	0	0	90	90	0	0	0	0	0	90	90	0	0	0	0	90	90
17:30 - 17:45	100	10	1	0	0	111	112	80	10	0	0	0	0	90	90	0	0	0	0	0	90	90	0	0	0	0	90	90
17:45 - 18:00	95	10	1	0	0	106	106	70	10	0	0	0	0	85	85	0	0	0	0	0	85	85	0	0	0	0	85	85
Hourly Total	400	40	4	0	0	420	420	180	40	0																		

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	47
01:00 - 01:15	4	0	1	0	0	5.0	5	1	0	0	0	0	0	6.0
01:15 - 01:30	10	2	0	1	0	13.0	13	17	5	0	0	0	0	22.0
01:30 - 01:45	21	0	1	0	0	22.0	23	31	3	0	0	0	0	34.0
01:45 - 02:00	20	0	0	0	0	20.0	20	5	0	0	0	0	0	25.0
Hourly Total	60	20	2	1	0	83	83	65	17	0	0	0	0	100
02:00 - 02:15	20	0	0	0	0	20.0	20	31	10	0	0	0	0	41.0
02:15 - 02:30	30	0	0	0	0	30.0	30	52	5	0	0	0	0	57.0
02:30 - 02:45	10	0	0	0	0	10.0	10	10	5	0	0	0	0	15.0
02:45 - 03:00	30	0	1	0	0	31.0	31	40	0	0	0	0	0	40.0
Hourly Total	120	0	1	0	0	121	121	137	10	0	0	0	0	147
03:00 - 03:15	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
03:15 - 03:30	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
03:30 - 03:45	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
03:45 - 04:00	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
Hourly Total	120	0	0	0	0	120	120	120	0	0	0	0	0	120
04:00 - 04:15	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
04:15 - 04:30	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
04:30 - 04:45	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
04:45 - 05:00	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
Hourly Total	120	0	0	0	0	120	120	120	0	0	0	0	0	120
05:00 - 05:15	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
05:15 - 05:30	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
05:30 - 05:45	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
05:45 - 06:00	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
Hourly Total	140	0	0	0	0	140	140	140	0	0	0	0	0	140
06:00 - 06:15	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
06:15 - 06:30	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
06:30 - 06:45	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
06:45 - 07:00	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
Hourly Total	140	0	0	0	0	140	140	140	0	0	0	0	0	140
07:00 - 07:15	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
07:15 - 07:30	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
07:30 - 07:45	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
07:45 - 08:00	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
Hourly Total	140	0	0	0	0	140	140	140	0	0	0	0	0	140
08:00 - 08:15	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
08:15 - 08:30	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
08:30 - 08:45	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
08:45 - 09:00	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
Hourly Total	140	0	0	0	0	140	140	140	0	0	0	0	0	140
09:00 - 09:15	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
09:15 - 09:30	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
09:30 - 09:45	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
09:45 - 10:00	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
Hourly Total	140	0	0	0	0	140	140	140	0	0	0	0	0	140
10:00 - 10:15	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
10:15 - 10:30	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
10:30 - 10:45	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
10:45 - 11:00	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
Hourly Total	140	0	0	0	0	140	140	140	0	0	0	0	0	140
11:00 - 11:15	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
11:15 - 11:30	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
11:30 - 11:45	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
11:45 - 12:00	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
Hourly Total	140	0	0	0	0	140	140	140	0	0	0	0	0	140
12:00 - 12:15	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
12:15 - 12:30	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
12:30 - 12:45	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
12:45 - 13:00	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
Hourly Total	140	0	0	0	0	140	140	140	0	0	0	0	0	140
13:00 - 13:15	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
13:15 - 13:30	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
13:30 - 13:45	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
13:45 - 14:00	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
Hourly Total	140	0	0	0	0	140	140	140	0	0	0	0	0	140
14:00 - 14:15	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
14:15 - 14:30	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
14:30 - 14:45	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
14:45 - 15:00	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
Hourly Total	140	0	0	0	0	140	140	140	0	0	0	0	0	140
15:00 - 15:15	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
15:15 - 15:30	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
15:30 - 15:45	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
15:45 - 16:00	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
Hourly Total	140	0	0	0	0	140	140	140	0	0	0	0	0	140
16:00 - 16:15	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
16:15 - 16:30	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
16:30 - 16:45	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
16:45 - 17:00	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
Hourly Total	140	0	0	0	0	140	140	140	0	0	0	0	0	140
17:00 - 17:15	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
17:15 - 17:30	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
17:30 - 17:45	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
17:45 - 18:00	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
Hourly Total	140	0	0	0	0	140	140	140	0	0	0	0	0	140
18:00 - 18:15	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
18:15 - 18:30	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
18:30 - 18:45	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
18:45 - 19:00	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
Hourly Total	140	0	0	0	0	140	140	140	0	0	0	0	0	140
19:00 - 19:15	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
19:15 - 19:30	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
19:30 - 19:45	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
19:45 - 20:00	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
Hourly Total	140	0	0	0	0	140	140	140	0	0	0	0	0	140
20:00 - 20:15	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
20:15 - 20:30	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
20:30 - 20:45	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
20:45 - 21:00	20	0	0	0	0	20.0	20	20	0	0	0	0	0	20.0
Hourly Total	140	0	0	0	0	140	140	140	0	0	0	0	0	140
21:00 - 21:15	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
21:15 - 21:30	10	0	0	0	0	10.0	10	10	0	0	0	0	0	10.0
21:30 - 21:45	10	0	0	0	0	10.0	10	10	0	0	0	0		



Kent - Manual Traffic Survey: Thursday, 19 October 2017

Produced by [Streetwise 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	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	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	15	1	0	0	0	0.0	16	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	18	12	3	0	0	0.0	30	6	0	0	0	0	0.0	36	6	0	0	0	0	0.0	36	6	0	0	0	0	0.0	36		
Hourly Total	12	2	0	0	0	0	15	36	7	0	0	0	0	45	44	1	0	0	0	0	0.0	44	1	0	0	0	0	0.0	45	2	0	0	0	0	0.0	47	2	0	0	0	0	0.0	49	
07:00 - 07:15	6	1	0	0	0	0.0	7	24	2	0	0	0	0.0	26	26	1	1	0	0	0	0.0	27	0	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	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	58	4	0	0	0	0	0.0	62	4	0	0	0	0	0.0	66	4	0	0	0	0	0.0	70	4	0	0	0	0	0.0	74	
07:45 - 08:00	14	1	0	0	0	0.0	15	36	11	1	0	0	0.0	48	48	3	0	0	0	0	0.0	51	0	0	0	0	0	0.0	51	0	0	0	0	0	0.0	51	0	0	0	0	0	0.0	51	
Hourly Total	38	4	1	0	0	0	47	127	30	1	0	0	0.0	178	178	10	2	0	0	0	0.0	188	8	0	0	0	0	0.0	196	8	0	0	0	0	0	0.0	196	8	0	0	0	0	0.0	196
08:00 - 08:15	10	1	0	0	0	0.0	11	34	5	2	0	0	0.0	41	41	0	0	0	0	0	0.0	41	0	0	0	0	0	0.0	41	0	0	0	0	0	0.0	41	0	0	0	0	0	0.0	41	
08:15 - 08:30	16	2	1	0	0	0.0	19.3	51	6	0	0	0	0.0	57.3	57	3	1	0	0	0	0.0	60.3	3	1	0	0	0	0.0	63.3	3	1	0	0	0	0	0.0	63.3	3	1	0	0	0	0.0	63.3
08:30 - 08:45	12	2	0	0	0	0.0	14.0	31	11	2	1	0	0.0	47.3	47	6	0	0	0	0	0.0	53.3	6	0	0	0	0	0.0	59.3	6	0	0	0	0	0	0.0	59.3	6	0	0	0	0	0.0	59.3
08:45 - 09:00	24	3	0	0	0	0.0	27.0	66	8	3	0	0	0.0	76.3	77	2	1	0	0	0	0.0	78.3	2	1	0	0	0	0.0	80.3	2	1	0	0	0	0	0.0	80.3	2	1	0	0	0	0.0	80.3
Hourly Total	68	6	1	0	0	0	81	227	30	3	2	0	0.0	278	278	10	2	0	0	0	0.0	288	8	0	0	0	0	0.0	296	8	0	0	0	0	0	0.0	296	8	0	0	0	0	0.0	296
09:00 - 09:15	10	1	0	0	0	0.0	11.0	32	5	2	0	0	0.0	38.0	38	0	0	0	0	0	0.0	38	0	0	0	0	0	0.0	38	0	0	0	0	0	0.0	38	0	0	0	0	0	0.0	38	
09:15 - 09:30	16	2	1	0	0	0.0	19.3	41	6	1	0	0	0.0	46.3	46	3	1	0	0	0	0.0	49.3	3	1	0	0	0	0.0	52.3	3	1	0	0	0	0	0.0	52.3	3	1	0	0	0	0.0	52.3
09:30 - 09:45	12	2	0	0	0	0.0	14.0	31	11	2	1	0	0.0	47.3	47	6	0	0	0	0	0.0	53.3	6	0	0	0	0	0.0	59.3	6	0	0	0	0	0	0.0	59.3	6	0	0	0	0	0.0	59.3
09:45 - 10:00	24	3	0	0	0	0.0	27.0	66	8	3	0	0	0.0	76.3	77	2	1	0	0	0	0.0	78.3	2	1	0	0	0	0.0	80.3	2	1	0	0	0	0	0.0	80.3	2	1	0	0	0	0.0	80.3
Hourly Total	78	7	2	0	0	0	94	287	38	6	3	0	0.0	322	322	12	2	0	0	0	0.0	334	8	0	0	0	0	0.0	342	8	0	0	0	0	0	0.0	342	8	0	0	0	0	0.0	342
10:00 - 10:15	10	1	0	0	0	0.0	11.0	32	5	2	0	0	0.0	38.0	38	0	0	0	0	0	0.0	38	0	0	0	0	0	0.0	38	0	0	0	0	0	0.0	38	0	0	0	0	0	0.0	38	
10:15 - 10:30	16	2	1	0	0	0.0	19.3	41	6	1	0	0	0.0	46.3	46	3	1	0	0	0	0.0	49.3	3	1	0	0	0	0.0	52.3	3	1	0	0	0	0	0.0	52.3	3	1	0	0	0	0.0	52.3
10:30 - 10:45	12	2	0	0	0	0.0	14.0	31	11	2	1	0	0.0	47.3	47	6	0	0	0	0	0.0	53.3	6	0	0	0	0	0.0	59.3	6	0	0	0	0	0	0.0	59.3	6	0	0	0	0	0.0	59.3
10:45 - 11:00	24	3	0	0	0	0.0	27.0	66	8	3	0	0	0.0	76.3	77	2	1	0	0	0	0.0	78.3	2	1	0	0	0	0.0	80.3	2	1	0	0	0	0	0.0	80.3	2	1	0	0	0	0.0	80.3
Hourly Total	68	7	2	0	0	0	81	239	37	6	3	0	0.0	325	325	12	2	0	0	0	0.0	337	8	0	0	0	0	0.0	345	8	0	0	0	0	0	0.0	345	8	0	0	0	0	0.0	345
11:00 - 11:15	10	1	0	0	0	0.0	11.0	32	5	2	0	0	0.0	38.0	38	0	0	0	0	0	0.0	38	0	0	0	0	0	0.0	38	0	0	0	0	0	0.0	38	0	0	0	0	0	0.0	38	
11:15 - 11:30	16	2	1	0	0	0.0	19.3	41	6	1	0	0	0.0	46.3	46	3	1	0	0	0	0.0	49.3	3	1	0	0	0	0.0	52.3	3	1	0	0	0	0	0.0	52.3	3	1	0	0	0	0.0	52.3
11:30 - 11:45	12	2	0	0	0	0.0	14.0	31	11	2	1	0	0.0	47.3	47	6	0	0	0	0	0.0	53.3	6	0	0	0	0	0.0	59.3	6	0	0	0	0	0	0.0	59.3	6	0	0	0	0	0.0	59.3
11:45 - 12:00	24	3	0	0	0	0.0	27.0	66	8	3	0	0	0.0	76.3	77	2	1	0	0	0	0.0	78.3	2	1	0	0	0	0.0	80.3	2	1	0	0	0	0	0.0	80.3	2	1	0	0	0	0.0	80.3
Hourly Total	78	10	0	0	0	0	94	287	38	6	3	0	0.0	322	322	12	2	0	0	0	0.0	334	8	0	0	0	0	0.0	342	8	0	0	0	0	0	0.0	342	8	0	0	0	0	0.0	342
12:00 - 12:15	10	1	0	0	0	0.0	11.0	32	5	2	0	0	0.0	38.0	38	0	0	0	0	0	0.0	38	0	0	0	0	0	0.0	38	0	0	0	0	0	0.0	38	0	0	0	0	0	0.0	38	
12:15 - 12:30	16	2	1	0	0	0.0	19.3	41	6	1	0	0	0.0	46.3	46	3	1	0	0	0	0.0	49.3	3	1	0	0	0	0.0	52.3	3	1	0	0	0	0	0.0	52.3	3	1	0	0	0	0.0	52.3
12:30 - 12:45	12	2	0	0	0	0.0	14.0	31	11	2	1	0	0.0	47.3	47	6	0	0	0	0	0.0	53.3	6	0	0	0	0	0.0	59.3	6	0	0	0	0	0	0.0	59.3	6	0	0	0	0	0.0	59.3
12:45 - 01:00	24	3	0	0	0	0.0	27.0	66	8	3	0	0	0.0	76.3	77	2	1	0	0	0	0.0	78.3	2	1	0	0	0	0.0	80.3	2	1	0	0	0	0	0.0	80.3	2	1	0	0	0	0.0	80.3
Hourly Total	68	7	2	0	0	0	81	239	37	6	3	0	0.0	325	325	12	2	0	0	0	0.0	337	8	0	0	0	0	0.0	345	8	0	0	0	0	0	0.0	345	8	0	0	0	0	0.0	345
01:00 - 01:15	10	1	0	0	0	0.0	11.0	32	5	2	0	0	0.0	38.0	38	0	0	0	0	0	0.0	38	0	0	0	0	0	0.0	38	0	0	0	0	0	0.0	38	0	0	0	0	0	0.0	38	
01:15 - 01:30	16	2	1	0	0	0.0	19.3	41	6	1	0	0	0.0	46.3	46	3	1	0	0	0	0.0	49.3	3	1	0	0	0	0.0	52.3	3	1	0	0	0	0	0.0	52.3							

From 0													To 0															
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
00:00 - 00:15	5	1	0	0	0	0	6	12	1	0	0	0	0	13	0	0	0	0	0	0	13	0	0	0	0	0	13	
00:15 - 00:30	10	1	0	0	0	0	11	21	8	1	0	0	0	30	0	0	0	0	0	0	30	0	0	0	0	0	30	
00:30 - 00:45	21	2	0	0	0	0	23	33	4	0	0	0	0	37	0	0	0	0	0	0	37	0	0	0	0	0	37	
00:45 - 01:00	14	3	0	1	0	0	18	43	9	2	0	0	0	54	0	0	0	0	0	0	54	0	0	0	0	0	54	
Hourly Total	50	10	0	1	0	0	61	108	23	3	0	0	0	134	0	0	0	0	0	0	134	0	0	0	0	0	134	
01:00 - 01:15	20	4	1	0	0	0	25	38	15	1	0	0	0	54	0	0	0	0	0	0	54	0	0	0	0	0	54	
01:15 - 01:30	30	7	0	0	0	0	37	54	12	3	0	0	0	69	0	0	0	0	0	0	69	0	0	0	0	0	69	
01:30 - 01:45	16	11	0	0	0	0	27	71	20	2	1	0	0	93	0	0	0	0	0	0	93	0	0	0	0	0	93	
01:45 - 02:00	73	12	1	0	0	0	86	86	71	10	3	0	0	170	0	0	0	0	0	0	170	0	0	0	0	0	170	
Hourly Total	139	30	2	0	0	0	173	221	226	14	4	0	0	357	0	0	0	0	0	0	357	0	0	0	0	0	357	
02:00 - 02:15	71	0	0	0	0	0	71	87	26	0	0	0	0	113	0	0	0	0	0	0	113	0	0	0	0	0	113	
02:15 - 02:30	61	11	2	0	0	0	74	96	9	3	0	0	0	108	0	0	0	0	0	0	108	0	0	0	0	0	108	
02:30 - 02:45	75	11	2	1	0	0	89	105	12	2	1	0	0	120	0	0	0	0	0	0	120	0	0	0	0	0	120	
02:45 - 03:00	94	9	3	0	0	0	106	108	11	0	0	0	0	119	0	0	0	0	0	0	119	0	0	0	0	0	119	
Hourly Total	339	40	10	1	0	0	391	379	58	7	1	0	0	456	0	0	0	0	0	0	456	0	0	0	0	0	456	
03:00 - 03:15	73	0	0	0	0	0	73	89	4	1	0	0	0	94	0	0	0	0	0	0	94	0	0	0	0	0	94	
03:15 - 03:30	76	4	0	0	0	0	80	87	6	0	2	0	0	95	0	0	0	0	0	0	95	0	0	0	0	0	95	
03:30 - 03:45	61	11	1	0	0	0	73	79	9	3	0	0	0	92	0	0	0	0	0	0	92	0	0	0	0	0	92	
03:45 - 04:00	65	3	0	0	0	0	68	68	11	0	0	0	0	79	0	0	0	0	0	0	79	0	0	0	0	0	79	
Hourly Total	285	30	7	2	0	0	331	324	204	10	4	2	0	371	0	0	0	0	0	0	371	0	0	0	0	0	371	
04:00 - 04:15	90	0	1	0	0	0	91	78	14	1	0	0	0	93	0	0	0	0	0	0	93	0	0	0	0	0	93	
04:15 - 04:30	70	11	1	0	0	0	82	84	10	1	0	0	0	95	0	0	0	0	0	0	95	0	0	0	0	0	95	
04:30 - 04:45	41	8	1	0	0	0	50	57	4	1	0	0	0	62	0	0	0	0	0	0	62	0	0	0	0	0	62	
04:45 - 05:00	47	10	2	0	0	0	59	63	12	0	0	0	0	75	0	0	0	0	0	0	75	0	0	0	0	0	75	
Hourly Total	254	40	5	0	0	0	289	277	284	10	0	0	0	323	0	0	0	0	0	0	323	0	0	0	0	0	323	
05:00 - 05:15	74	4	1	1	0	0	80	80	9	2	1	0	0	92	0	0	0	0	0	0	92	0	0	0	0	0	92	
05:15 - 05:30	60	8	1	0	0	0	69	60	11	2	1	0	0	74	0	0	0	0	0	0	74	0	0	0	0	0	74	
05:30 - 05:45	84	11	1	0	0	0	96	88	10	2	0	0	0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	
05:45 - 06:00	75	8	1	0	0	0	84	84	11	2	0	0	0	97	0	0	0	0	0	0	97	0	0	0	0	0	97	
Hourly Total	273	33	4	1	0	0	314	311	309	10	4	2	0	327	0	0	0	0	0	0	327	0	0	0	0	0	327	
06:00 - 06:15	75	4	1	1	0	0	81	80	9	2	1	0	0	93	0	0	0	0	0	0	93	0	0	0	0	0	93	
06:15 - 06:30	70	8	0	0	0	0	78	61	11	2	0	0	0	74	0	0	0	0	0	0	74	0	0	0	0	0	74	
06:30 - 06:45	55	10	1	0	0	0	66	71	11	3	0	0	0	85	0	0	0	0	0	0	85	0	0	0	0	0	85	
06:45 - 07:00	62	10	2	0	0	0	74	69	9	2	0	0	0	81	0	0	0	0	0	0	81	0	0	0	0	0	81	
Hourly Total	277	40	5	0	0	0	335	321	309	10	4	0	0	344	0	0	0	0	0	0	344	0	0	0	0	0	344	
07:00 - 07:15	71	4	1	0	0	0	76	81	10	1	0	0	0	92	0	0	0	0	0	0	92	0	0	0	0	0	92	
07:15 - 07:30	95	0	1	1	0	0	97	90	11	4	0	0	0	102	0	0	0	0	0	0	102	0	0	0	0	0	102	
07:30 - 07:45	84	8	2	1	0	0	95	84	10	0	1	2	0	97	0	0	0	0	0	0	97	0	0	0	0	0	97	
07:45 - 08:00	85	11	2	1	0	0	100	90	12	2	1	0	0	105	0	0	0	0	0	0	105	0	0	0	0	0	105	
Hourly Total	300	34	7	5	0	0	355	354	301	16	4	3	0	369	0	0	0	0	0	0	369	0	0	0	0	0	369	
08:00 - 08:15	70	0	0	0	0	0	70	77	0	0	0	0	0	77	0	0	0	0	0	0	77	0	0	0	0	0	77	
08:15 - 08:30	61	0	1	0	0	0	62	61	7	1	0	0	0	69	0	0	0	0	0	0	69	0	0	0	0	0	69	
08:30 - 08:45	84	11	2	0	0	0	97	81	10	1	0	0	0	99	0	0	0	0	0	0	99	0	0	0	0	0	99	
08:45 - 09:00	64	9	1	0	0	0	74	74	11	2	0	0	0	86	0	0	0	0	0	0	86	0	0	0	0	0	86	
Hourly Total	287	30	5	0	0	0	336	328	309	10	4	0	0	337	0	0	0	0	0	0	337	0	0	0	0	0	337	
09:00 - 09:15	71	10	2	0	0	0	83	80	11	2	0	0	0	94	0	0	0	0	0	0	94	0	0	0	0	0	94	
09:15 - 09:30	87	10	2	1	0	0	100	101	7	1	1	0	0	109	0	0	0	0	0	0	109	0	0	0	0	0	109	
09:30 - 09:45	61	2	0	0	0	0	63	61	10	2	0	0	0	73	0	0	0	0	0	0	73	0	0	0	0	0	73	
Hourly Total	319	22	4	1	0	0	389	344	307	10	4	0	0	407	0	0	0	0	0	0	407	0	0	0	0	0	407	
09:45 - 10:00	75	11	1	0	0	0	87	86	11	0	0	0	0	98	0	0	0	0	0	0	98	0	0	0	0	0	98	
10:00 - 10:15	70	11	1	0	0	0	82	94	10	0	0	0	0	104	0	0	0	0	0	0	104	0	0	0	0	0	104	
10:15 - 10:30	100	11	1	0	1	0	113	115	10	0	0	0	0	125	0	0	0	0	0	0	125	0	0	0	0	0	125	
10:30 - 10:45	82	11	2	0	0	0	95	100	12	0	0	0	0	112	0	0	0	0	0	0	112	0	0	0	0	0	112	
Hourly Total	354	50	5	0	1	0	429	421	389	10	0	0	0	439	0	0	0	0	0	0	439	0	0	0	0	0	439	
10:45 - 11:00	120	11	1	0	0	0	132	141	14	1	0	0	0	156	0	0	0	0	0	0	156	0	0	0	0	0	156	
11:00 - 11:15	111	0	0	0	0	0	111	116	9	0	0	0	0	125	0	0	0	0	0	0	125	0	0	0	0	0	125	
11:15 - 11:30	111	0	1	0	0	0	112	111	10	1	0	0	0	123	0	0	0	0	0	0	123	0	0	0	0	0	123	
11:30 - 11:45	100	4	1	0	0	0	105	106	8	0	0	0	0	114	0	0	0	0	0	0	114	0	0	0	0	0	114	
Hourly Total	426	30	2	0	0	0	477	475	430	10	2	1	0	490	0	0	0	0	0	0	490	0	0	0	0	0	490	
11:45 - 12:00	71	0	0	0	0	0	71	87	9	0	0	0	0	96	0	0	0	0	0	0	96	0	0	0	0	0	96	
12:00 - 12:15	73	0	0	0	0	0	73	87	9	0	0	0	0	96	0	0	0	0	0	0	96	0	0	0	0	0	96	
12:15 - 12:30	67	8	0	0	0	0	75	77	5	1	0	0	0	83	0	0	0	0	0	0	83	0	0	0	0	0	83	
12:30 - 12:45	70	9	0	0	0	0	79	84	1	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	1	0	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	11	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	212	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																		



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	LGV	OVV1	OVV2	BUS	PCU	TOTAL	CAR	LGV	OVV1	OVV2	BUS	PCU	TOTAL	CAR	LGV	OVV1	OVV2	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	299	295	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	291	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	68	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	23.0	22	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	14.0	14	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	25	7	3	0	251	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	25.5	25	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	281	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	76.0	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	256	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	65.0	56	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	18.0	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	69	1	0	0	0	69.0	69	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	22.0	22	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	18.0	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	145	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	314	315
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	316	313
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	219	219
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	321	315	224	34	4	2	0	219	213
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	236	278	45	8	0	0	315	311
1300 - 13:15	79	12	1	0	0	92.5	91	95	9	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	309	308
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	342	339
1500 - 15:15	100	17	2	1	0	120.3	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	394	389
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	440	441	351	56	5	0	1	417	413
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	313	312
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	B to C							B to A							B to B							
	CAR	LGV	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	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	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	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	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	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	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	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	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	0
Hourly Total	30	6	0	0	0	36	36	118	24	2	0	0	145	144	0	0	0	0	0	0	0.0	0
08:00 - 08:15	10	1	1	0	0	11.0	11	52	10	1	0	0	59.0	58	0	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	0
08:30 - 08:45	6	2	1	0	0	9.5	9	46	9	0	1	0	57.5	56	0	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	0
Hourly Total	44	8	1	0	0	54	53	215	22	3	1	0	247	243	1	0	0	0	0	0	1.0	1
09:00 - 09:15	9	1	0	0	0	10.0	10	50	3	1	0	0	56.0	56	0	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	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	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	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	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	0
10:15 - 10:30	10	4	0	0	0	14.0	14	53	8	1	0	0	62.0	62	0	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	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	0
Hourly Total	49	6	2	0	0	58	57	152	23	3	0	0	180	178	0	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	0
11:15 - 11:30	9	2	0	0	0	11.0	11	48	7	1	0	0	56.0	56	0	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	71.0	71	0	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	0
Hourly Total	47	6	2	0	0	56	55	200	26	3	0	0	211	209	0	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	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	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	0
12:45 - 13:00	14	3	0	0	0	17.0	17	64	10	1	0	0	75.0	75	0	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	0
13:00 - 13:15	12	0	1	0	0	13.5	13	47	5	1	0	0	46.5	47	0	0	0	0	0	0	1.0	1
13:15 - 13:30	17	2	0	0	0	20.5	20	62	3	0	1	0	67.3	66	0	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	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	0
Hourly Total	60	4	2	0	0	67	66	251	23	5	3	0	254	254	0	0	0	0	0	0	0	0
14:00 - 14:15	15	1	0	0	0	16.0	16	43	7	1	0	0	51.0	51	1	0	0	0	0	0	1.0	1
14:15 - 14:30	23	2	0	0	0	25.0	25	61	1	0	0	0	63.0	63	0	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	0
14:45 - 15:00	26	0	0	0	0	26.0	26	46	4	1	0	0	51.0	51	0	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	1
15:00 - 15:15	22	1	0	0	0	23.0	23	58	5	1	0	0	64.0	64	0	0	0	0	0	0	0.0	0
15:15 - 15:30	17	0	1	1	0	20.0	19	56	5	0	0	0	60.0	60	0	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	74.0	73	0	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	0
Hourly Total	74	4	1	1	0	82	80	243	20	3	1	0	270	267	0	0	0	0	0	0	0	0
16:00 - 16:15	18	1	0	0	0	19.0	19	47	5	1	0	0	71.0	71	0	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	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	0
16:45 - 17:00	20	5	1	0	0	26.5	26	64	9	1	0	0	74.0	74	1	0	0	0	0	0	1.0	1
Hourly Total	83	10	2	0	0	96	95	253	33	3	0	1	293	290	1	0	0	0	0	0	1	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	0
17:15 - 17:30	30	6	0	0	0	36.0	36	72	9	0	0	0	51.0	81	0	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	66.0	66	0	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	0
Hourly Total	91	11	0	0	0	102	102	318	18	1	0	0	318	317	0	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	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	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	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	0
Hourly Total	48	7	0	0	0	55	55	211	19	1	0	0	232	231	0	0	0	0	0	0	0	0
19:00 - 19:15	9	1	0	0	0	10.0	10	46	4	0	0	0	60.0	56	0	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			

TIME	CAR	LOV	From B					To B						
			OGV1	OGV2	BUS	PCU	TOTAL	CAR	LOV	OGV1	OGV2	BUS	PCU	TOTAL
06:00 - 06:15	6	0	0	0	0	6.0	6	11	0	0	0	0	11.0	11
06:15 - 06:30	8	0	0	0	0	8.0	8	22	6	1	0	0	29.5	29
06:30 - 06:45	17	3	0	0	0	20.0	20	25	6	0	0	0	31.0	31
06:45 - 07:00	16	6	0	1	0	24.3	23	33	12	1	0	0	46.5	46
Hourly Total	47	9	0	1	0	59	57	91	24	2	0	0	118	117
07:00 - 07:15	24	5	1	0	0	30.5	30	27	10	2	0	0	40.0	39
07:15 - 07:30	21	5	0	0	0	26.0	26	48	7	3	0	0	59.5	58
07:30 - 07:45	48	8	0	0	0	56.0	56	62	16	1	1	0	81.0	80
07:45 - 08:00	56	12	1	0	0	68.5	68	61	12	2	0	0	76.0	75
Hourly Total	148	30	2	0	0	191	190	198	46	8	1	0	257	252
08:00 - 08:15	63	5	2	0	0	71.0	70	88	9	2	0	0	100.0	99
08:15 - 08:30	59	8	1	0	0	68.5	68	103	15	2	0	0	121.0	120
08:30 - 08:45	52	11	1	1	0	66.8	65	84	15	2	1	0	104.3	102
08:45 - 09:00	86	6	2	0	0	95.0	94	88	9	0	0	0	97.0	97
Hourly Total	260	30	6	1	0	321	327	363	48	6	1	0	422	419
09:00 - 09:15	59	4	1	1	0	66.8	65	102	7	2	0	0	112.0	111
09:15 - 09:30	69	5	5	0	0	81.5	79	73	2	1	2	0	83.1	78
09:30 - 09:45	51	8	2	0	0	62.0	61	80	8	1	0	0	69.5	69
09:45 - 10:00	49	9	0	0	0	58.0	58	62	9	0	0	0	71.0	71
Hourly Total	228	26	8	1	0	259	263	317	26	4	2	0	354	349
10:00 - 10:15	47	3	2	0	0	53.0	52	68	9	4	0	0	68.0	67
10:15 - 10:30	63	12	1	0	0	76.5	76	82	7	2	0	0	92.0	91
10:30 - 10:45	39	5	0	0	0	44.0	44	73	4	2	0	0	80.0	79
10:45 - 11:00	52	9	2	0	0	64.0	63	80	12	0	0	0	92.0	92
Hourly Total	261	29	5	0	0	320	325	393	32	8	0	0	447	443
11:00 - 11:15	54	4	0	0	0	58.0	58	61	11	2	1	0	77.3	75
11:15 - 11:30	57	9	1	0	0	67.5	67	67	10	2	0	0	80.0	79
11:30 - 11:45	77	11	2	0	0	91.0	90	81	5	2	0	0	89.0	88
11:45 - 12:00	59	8	2	0	0	70.0	69	69	9	2	0	0	81.0	80
Hourly Total	247	32	5	0	0	311	314	278	35	8	1	0	327	322
12:00 - 12:15	60	4	2	0	0	67.0	66	85	9	0	0	0	94.0	94
12:15 - 12:30	62	6	2	0	0	71.0	70	61	10	2	1	0	76.3	74
12:30 - 12:45	62	16	0	0	0	78.0	78	68	4	1	0	0	73.5	73
12:45 - 13:00	78	13	1	0	0	92.5	92	75	5	0	0	0	80.0	80
Hourly Total	262	39	5	0	0	301	305	289	28	3	1	0	321	321
13:00 - 13:15	58	7	2	2	0	71.5	70	68	7	0	0	0	76.5	76
13:15 - 13:30	79	5	1	1	0	87.8	86	63	11	3	0	0	78.5	77
13:30 - 13:45	92	7	2	2	0	106.6	103	63	8	1	2	0	77.1	74
13:45 - 14:00	81	8	2	0	0	92.0	91	77	3	2	1	0	85.3	83
Hourly Total	311	27	7	5	0	391	390	271	29	7	3	0	310	310
14:00 - 14:15	58	8	1	0	0	68.5	68	75	7	0	2	0	76.6	74
14:15 - 14:30	84	3	1	0	0	88.5	88	70	8	1	0	0	79.5	79
14:30 - 14:45	89	10	2	0	0	112.0	111	84	4	1	0	0	89.5	89
14:45 - 15:00	72	4	1	0	0	77.5	77	85	4	1	1	0	82.8	81
Hourly Total	314	25	5	0	0	347	344	314	23	3	3	0	340	343
15:00 - 15:15	80	6	1	0	0	87.0	87	85	12	1	0	0	97.0	97
15:15 - 15:30	73	5	2	1	0	83.3	81	87	11	1	1	0	101.8	100
15:30 - 15:45	77	8	1	1	0	88.8	87	75	6	2	1	0	86.3	84
15:45 - 16:00	87	5	0	0	0	92.0	92	77	16	2	0	0	96.0	95
Hourly Total	317	24	4	2	0	352	347	325	45	6	3	0	390	379
16:00 - 16:15	85	4	1	0	0	90.5	90	87	10	0	0	0	97.0	97
16:15 - 16:30	75	13	0	0	0	88.0	88	83	15	0	2	0	102.6	100
16:30 - 16:45	82	10	2	0	1	107.0	105	78	5	0	0	0	83.0	83
16:45 - 17:00	85	14	2	0	0	102.0	101	89	11	0	0	0	100.0	100
Hourly Total	337	43	5	0	1	391	386	337	41	0	2	0	393	390
17:00 - 17:15	126	7	0	0	0	133.0	133	119	11	0	1	0	134.3	131
17:15 - 17:30	102	15	0	0	0	117.0	117	90	8	0	0	0	96.0	96
17:30 - 17:45	91	3	1	0	0	95.5	95	87	10	1	0	0	96.5	96
17:45 - 18:00	90	4	0	0	0	94.0	94	65	7	0	0	0	77.0	72
Hourly Total	409	29	1	0	0	440	439	361	36	1	1	0	401	399
18:00 - 18:15	71	13	1	0	0	86.0	85	81	1	0	0	0	82.0	82
18:15 - 18:30	72	3	0	0	0	75.0	75	80	5	0	0	0	80.0	80
18:30 - 18:45	61	6	0	0	0	67.0	67	73	7	1	0	0	81.5	81
18:45 - 19:00	55	4	0	0	0	59.0	59	43	2	0	0	0	45.0	45
Hourly Total	259	26	1	0	0	287	286	277	15	1	0	0	294	293
19:00 - 19:15	55	5	0	0	0	60.0	60	33	3	0	0	0	36.0	36
19:15 - 19:30	41	5	0	0	0	46.0	46	45	3	0	0	0	48.0	48
19:30 - 19:45	58	3	0	0	0	61.0	61	38	4	0	0	0	42.0	42
19:45 - 20:00	33	3	0	0	0	36.0	36	27	0	0	0	0	27.0	27
Hourly Total	187	16	0	0	0	203	203	143	10	0	0	0	153	153
20:00 - 20:15	41	2	0	0	0	43.0	43	31	2	0	0	0	33.0	33
20:15 - 20:30	30	2	0	0	0	32.0	32	16	2	0	0	0	30.0	30
20:30 - 20:45	17	0	0	0	0	17.0	17	22	4	0	0	0	26.0	26
20:45 - 21:00	20	2	0	0	0	22.0	22	18	0	0	0	0	18.0	18
Hourly Total	108	6	0	0	0	114	114	87	8	0	0	0	95	95
21:00 - 21:15	38	4	0	0	0	42.0	42	15	0	0	0	0	15.0	15
21:15 - 21:30	19	1	0	0	0	20.0	20	17	0	0	0	0	17.0	17
21:30 - 21:45	20	1	0	0	0	21.0	21	19	0	0	0	0	19.0	19
21:45 - 22:00	15	2	0	0	0	17.0	17	10	0	0	0	0	10.0	10
Hourly Total	92	8	0	0	0	100	100	61	0	0	0	0	61	61
22:00 - 22:15	24	0	0	0	0	24.0	24	12	0	0	0	0	12.0	12
22:15 - 22:30	11	0	0	0	0	11.0	11	13	0	0	0	0	13.0	13
22:30 - 22:45	7	0	0	0	0	7.0	7	6	0	0	0	0	6.0	6
22:45 - 23:00	16	1	0	0	0	17.0	17	6	1	0	0	0	7.0	7
Hourly Total	58	1	0	0	0	59	59	37	1	0	0	0	38	38
23:00 - 23:15	6	1	0	0	0	7.0	7	5	0	0	0	0	5.0	5
23:15 - 23:30	10	0	0	0	0	10.0	10	2	0	0	0	0	2.0	2
23:30 - 23:45	6	0	0	0	0	6.0	6	4	1	0	0	0	5.0	5
23:45 - 00:00	4	1	0	0	0	5.0	5	4	0	0	0	0	4.0	4
Hourly Total	26	2	0	0	0	28	28	15	1	0	0	0	16	16
Session Total	3811	402	54	10	1	4323	4278	4067	447	57	18	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	112	115	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	3	3	0	1	0	36.3	37	30	3	2	0	0	36.0	35	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	98	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	98	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	95	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	17	1	0	0	0	18.0	18	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	5	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								

TIME	From C							To C						
	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL	CAR	LGV	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	37.5
0745 - 08:00	36	6	0	0	0	42.0	42	27	8	1	0	0	0	36.5
Hourly Total	104	33	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	245	245	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	16	4	1	0	220	203	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	171	165	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	41.5
Hourly Total	141	24	2	1	0	161	159	101	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	41.5
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	39.0
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	191	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	32.0
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	30.0
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

TIME	Left to A299								Ahead to Hengist 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	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

	Ahead to Canterbury Road W								Right to A299							
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	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	OV01	OV02	BUS	PCU	TOTAL	CAR	LGV	OV01	OV02	BUS	PCU	TOTAL	CAR	LGV	OV01	OV02	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	2	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	1	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	0	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	0	42.5	41	47	9	0	0	0	56.0	56	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	207	1	0	0	0	0	0	1.0	1
11:00 - 11:15	33	4	0	0	0	37.0	37	49	11	0	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	40.5	40	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	0	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	42.0	42	52	2	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	35.0	35	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	103.5	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	417	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	313	29	10	2	1	314	315
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	113.3	112
Hourly Total	307	61	7	1	1	361	357	304	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	374	362	50	6	1	4	411	403
13:00 - 13:15	89	7	1	0	0	98.5	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	391	434	48	6	1	0	491	489
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	417	414
19:00 - 19:15	85	4	1	0	0	79.5	79	104	7	0	0	4	119.0	116
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	8.0	8		
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	5.0	5		
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	8.0	8		
Hourly Total	33	4	1	0	0	39	39	16	5	0	0	6	21	21	0	0	0	0	0	21	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	9.0	9		
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	1.0	1		
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	1	101	99	41	4	0	0	1	47	46	1	0	0	0	0	1	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	79	78	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	3	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	1.0	1		
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	1	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	1.0	1		
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	2	2		
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	140	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	5	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	1.0	1		
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	191	193	136	13	1	0	1	151	149	0	1	0	0	0	1	1		
13:00 - 13:15	42	3	1	0	1	46.5	47	45	1	0	0	0	46.0	46	0	0	0	0	0	0.0	0		
13:15 - 13:30	42	1	0	0	0	43.0	43	46	5	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	45.0	45	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	5	0	0	0	38.0	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	1	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	0	0	0	27.5	27	33	4	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	5	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	5	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	1.0	1		
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	1.0	1		
Hourly Total	108	6	1	3	2	127	120	152	21	0	0	2	177	175	2	0	0	0	0	2	2		
18:00 - 18:15	20	2	0	0	0	22.0	22	33	3	0	0	0	38.0	36	1	0	0	0	0	1.0	1		
18:15 - 18:30	25	4	0	0	0	29.0	29	40	5	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	1.0	1		
Hourly Total	108	8	1	0	0	118	117	146	12	0	0	0	158	158	2	0	0	0	0	2	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		
Hour																							

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	2	56.5
Hourly Total	134	17	1	0	3	149	149	146	24	1	1	3	3	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	1	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	1	74.0
Hourly Total	201	16	1	0	3	225	221	229	13	1	0	2	2	248
10:00 - 10:15	58	5	0	0	1	65.0	64	65	5	1	0	1	1	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	1	81.0
Hourly Total	242	16	1	0	2	264	261	264	17	1	0	3	3	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	1	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	1	66.0
Hourly Total	265	17	1	0	2	295	295	295	28	1	0	2	2	329
12:00 - 12:15	80	10	0	0	1	92.0	91	65	8	1	0	1	1	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	1	72.0
Hourly Total	286	28	2	0	2	316	313	273	23	2	0	2	2	300
13:00 - 13:15	79	6	1	0	1	86.5	87	76	9	0	0	1	1	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	1	76.0
Hourly Total	286	13	1	0	2	305	302	275	16	1	0	2	2	297
14:00 - 14:15	81	3	0	0	1	86.0	85	65	5	0	0	1	1	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	1	284
15:00 - 15:15	68	6	0	0	1	76.0	75	53	4	0	0	1	1	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	1	269
16:00 - 16:15	69	7	0	0	1	76.0	77	69	9	0	0	1	1	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	1	287
17:00 - 17:15	62	7	0	0	0	69.0	69	66	10	0	0	0	0	79.0
17:15 - 17:30	72	11	1	2	2	93.1	88	54	5	0	1	1	1	63.3
17:30 - 17:45	63	4	0	1	1	71.3	69	63	8	0	0	1	1	73.0
17:45 - 18:00	65	5	0	0	1	72.0	71	62	6	0	0	1	1	70.0
Hourly Total	262	27	1	3	4	300	297	245	29	0	1	3	3	282
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	29.0
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	11.0
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	16.0
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	7.0
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	5.0
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	5.0
23:45 - 00:00	1	0	0	0	0	1.0	1	0	0	0	0	0	0	1.0
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	19.8	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	39	13	1	1	6	27	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	69	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	130	3	0	0	0	0	0	0		
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	63.3	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	72.3	70	29	2	0	0	1	33.0	32	0	0	0	0	0	0.0	0		
Hourly Total	222	39	10	2	1	281	274	117	9	1	0	1	120	120	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	261	274	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	52	40	4	1	0	0	47.0	47	0	0	0	0	0	1.0	1		
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	264	258	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	28.0	28	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	313	307	120	9	0	0	0	120	129	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	332	328	116	12	1	0	0	120	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	367	364	114	15	2	2	0	117	113	0	0	0	0	0	0	0		
17:00 - 17:15	84	5	0	0	0	89.0	89	26	4	0	0	0	40.0	42	0	0	0	0	0	0.0	0		
17:15 - 17:30	91	8	0	0	0	99.0	99	21	4	0	1	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	117	114	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
06:00 - 06:15	8	2	1	0	0	11.5	11	20	4	0	0	0	0	24.0
06:15 - 06:30	18	6	0	0	0	24.0	24	24	3	0	0	0	0	27.0
06:30 - 06:45	17	3	1	1	0	23.0	22	42	3	0	0	0	0	45.0
06:45 - 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	122	20	2	0	0	0	146
07:00 - 07:15	28	6	1	0	0	35.5	35	58	12	1	0	0	1	73.5
07:15 - 07:30	37	10	0	1	0	48.5	48	66	11	1	0	0	0	78.5
07:30 - 07:45	55	14	3	1	0	75.0	73	91	17	3	0	0	0	112.5
07:45 - 08:00	82	16	2	0	3	107.0	103	96	19	0	0	0	1	117.0
Hourly Total	202	46	6	2	3	265	259	311	59	5	0	0	2	382
08:00 - 08:15	97	12	3	0	2	117.5	114	97	18	1	0	0	0	118.5
08:15 - 08:30	94	19	2	0	0	116.0	115	102	10	1	0	0	0	118.5
08:30 - 08:45	86	11	0	0	0	97.0	97	77	12	0	0	0	0	89.0
08:45 - 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
09:00 - 09:15	84	11	2	0	0	98.0	97	67	10	3	0	0	2	85.5
09:15 - 09:30	65	9	1	0	0	75.5	75	70	7	1	0	0	0	78.5
09:30 - 09:45	58	13	1	0	0	72.5	72	77	9	1	0	0	0	87.5
09:45 - 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	345	341	273	33	7	0	0	2	312
10:00 - 10:15	70	8	3	1	0	84.0	82	69	12	0	0	0	1	83.0
10:15 - 10:30	82	11	2	0	0	96.0	95	63	10	3	0	0	0	77.5
10:30 - 10:45	76	5	1	0	0	82.5	82	74	8	2	0	0	0	85.0
10:45 - 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	213	42	10	1	0	1	234
11:00 - 11:15	74	10	3	0	0	88.5	87	81	11	1	0	0	0	93.5
11:15 - 11:30	96	16	6	0	0	121.0	118	65	18	2	0	0	1	88.0
11:30 - 11:45	79	13	2	1	0	97.5	95	78	8	2	0	0	0	89.0
11:45 - 12:00	90	9	0	1	2	105.3	102	78	15	2	1	0	0	99.3
Hourly Total	368	48	11	2	2	412	402	302	52	7	1	0	1	359
12:00 - 12:15	88	15	1	1	0	104.0	103	88	12	0	0	0	1	102.0
12:15 - 12:30	107	11	2	0	1	123.0	121	79	11	1	0	0	0	91.5
12:30 - 12:45	95	18	1	0	1	106.5	105	84	11	1	0	0	0	96.5
12:45 - 13:00	97	6	1	0	2	108.5	106	81	9	1	0	0	0	91.5
Hourly Total	375	50	5	1	4	441	435	352	45	3	0	0	1	392
13:00 - 13:15	85	14	1	0	0	100.5	100	95	10	3	0	0	1	110.0
13:15 - 13:30	91	12	4	0	0	109.0	107	78	9	1	0	0	0	88.5
13:30 - 13:45	101	6	0	0	2	111.0	109	84	8	1	0	0	0	93.5
13:45 - 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	412	411	341	30	9	0	1	1	387
14:00 - 14:15	89	11	2	0	0	103.0	102	89	4	3	0	0	1	96.5
14:15 - 14:30	88	14	2	0	0	105.0	104	73	10	2	1	0	0	88.3
14:30 - 14:45	95	8	0	0	1	105.0	104	88	11	4	0	0	0	105.0
14:45 - 15:00	114	11	1	1	0	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	387
15:00 - 15:15	94	16	3	0	0	114.5	113	71	13	1	1	1	1	89.0
15:15 - 15:30	91	6	2	0	0	100.0	99	78	12	1	0	0	0	91.5
15:30 - 15:45	113	16	2	0	0	132.0	131	103	17	2	0	0	0	123.0
15:45 - 16:00	106	8	0	1	0	116.3	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
16:00 - 16:15	123	15	2	0	0	141.0	140	75	7	3	0	0	1	89.5
16:15 - 16:30	97	17	1	1	0	117.0	116	83	15	0	0	0	0	98.0
16:30 - 16:45	84	16	3	0	0	104.5	103	94	13	1	0	0	0	108.5
16:45 - 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	514	497	299	41	5	0	1	1	359
17:00 - 17:15	120	11	0	0	0	141.0	141	78	7	0	0	1	1	87.0
17:15 - 17:30	112	12	0	1	1	126.3	126	84	5	1	2	1	1	97.1
17:30 - 17:45	124	13	3	0	0	141.5	140	88	7	0	1	1	1	98.3
17:45 - 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
18:00 - 18:15	89	10	0	0	0	99.0	99	68	4	0	0	0	1	74.0
18:15 - 18:30	84	10	3	0	0	98.5	97	65	10	0	0	0	0	75.0
18:30 - 18:45	90	9	2	0	0	102.0	101	73	1	1	0	1	1	77.5
18:45 - 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	388	384	278	29	1	0	2	2	304
19:00 - 19:15	106	6	0	0	4	126.0	126	59	4	2	0	0	0	88.0
19:15 - 19:30	79	5	0	0	1	86.0	85	53	3	0	0	0	0	95.0
19:30 - 19:45	65	4	0	0	0	69.0	69	51	2	0	0	0	0	53.0
19:45 - 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
20:00 - 20:15	86	1	0	0	0	87.0	87	36	0	0	0	0	0	42.0
20:15 - 20:30	43	3	0	0	0	46.0	45	23	1	0	0	0	0	34.0
20:30 - 20:45	28	4	2	0	0	35.0	34	32	3	0	0	0	0	35.0
20:45 - 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
21:00 - 21:15	35	5	2	0	0	43.0	42	26	2	0	0	0	0	28.0
21:15 - 21:30	36	2	0	0	0	38.0	38	16	1	0	0	0	0	17.0
21:30 - 21:45	28	0	0	0	0	28.0	28	18	2	0	0	0	0	20.0
21:45 - 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
22:00 - 22:15	27	1	0	0	0	28.0	28	27	2	0	0	0	2	33.0
22:15 - 22:30	16	2	0	1	0	22.3	21	9	0	0	0	0	0	9.0
22:30 - 22:45	15	0	0	0	0	15.0	15	17	1	0	0	0	0	18.0
22:45 - 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
23:00 - 23:15	10	0	0	0	0	10.0	10	8	0	0	1	0	0	10.3
23:15 - 23:30	18	1	0	0	0	19.0	19	6	0	0	0	0	0	6.0
23:30 - 23:45	4	0	0	0	0	4.0	4	5	0	0	0	0	0	5.0
23:45 - 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
1630 - 1645	0	0	14	3	0	0	1	18	0	0	41	5	1	0	0	47	0	0	24	3	1	0	0	28
1645 - 1700	0	0	32	7	2	1	0	42	0	1	36	2	0	0	0	39	0	0	25	9	1	0	0	35
Hourly Total	0	0	66	15	4	1	1	87	0	1	173	20	1	0	0	195	0	0	87	22	2	0	0	111
1700 - 1715	0	0	23	6	2	0	0	31	0	0	36	3	0	0	0	39	0	1	34	9	0	0	0	44
1715 - 1730	0	0	18	2	1	0	0	21	0	0	46	6	0	0	1	53	0	0	26	3	1	0	0	30
1730 - 1745	0	0	18	2	5	2	0	27	0	0	35	1	0	0	0	36	0	1	24	4	1	0	0	30
1745 - 1800	0	0	21	2	1	0	0	24	0	0	41	5	0	0	0	46	0	0	26	6	1	0	0	33
Hourly Total	0	0	80	12	9	2	0	103	0	0	158	15	0	0	1	174	0	2	110	22	3	0	0	137
1800 - 1815	0	0	20	4	0	1	0	25	0	0	30	4	1	0	0	35	0	0	25	0	0	0	0	25
1815 - 1830	0	0	18	4	0	0	0	22	0	0	33	0	1	0	0	34	0	0	19	4	1	0	0	24
1830 - 1845	0	0	22	1	0	0	0	23	0	0	39	1	0	0	0	40	0	0	21	2	0	0	0	23
1845 - 1900	0	0	19	4	1	0	0	24	0	0	31	2	1	0	1	35	0	0	17	1	0	0	1	19
Hourly Total	0	0	79	13	1	1	0	94	0	0	133	7	3	0	1	144	0	0	82	7	1	0	1	91
1900 - 1915	0	0	21	2	0	0	0	23	0	0	29	3	0	0	0	32	0	0	18	3	0	0	0	21
1915 - 1930	0	0	20	1	2	0	0	23	0	0	29	1	1	0	0	31	0	1	19	0	1	0	0	21
1930 - 1945	0	0	19	3	1	1	0	24	0	0	22	3	0	0	1	26	0	0	16	1	0	1	0	18
1945 - 2000	0	1	22	1	0	0	0	24	0	0	25	1	0	0	0	26	0	0	21	1	0	0	0	22
Hourly Total	0	1	82	7	3	1	0	94	0	0	105	8	1	0	1	115	0	1	74	5	1	1	0	82

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	2	40.0	37	9	4	1	0	0	14.5	14	0	0	0	0	0	0	0.0
Hourly Total	101	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	200	44	9	1	5	270	259	97	24	0	0	0	121	121	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	0	0	0	0	2.0
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	285	43	3	2	2	342	335	88	16	1	1	0	99	105	8	0	1	0	0	0	10
09:00 - 09:15	58	5	1	1	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	224	33	9	5	5	293	276	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	228	39	10	2	5	293	280	80	12	6	0	0	99	96	1	0	0	0	0	0	1
11:00 - 11:15	60	11	3	2	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	0	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	314	316	64	32	4	0	0	99	100	4	0	0	0	0	0	4
12:00 - 12:15	58	6	3	0	1	79.5	68	12	3	0	0	0	16.0	16	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	70.5	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	292	279	59	13	2	0	0	75	74	1	0	0	0	0	0	1
13:00 - 13:15	62	11	2	0	1	76.8	76	21	3	0	0	0	24.0	24	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	298	290	81	12	4	0	0	99	97	2	0	0	0	1	0	4
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	0	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	96	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	318	318	79	9	2	0	0	91	90	2	1	0	0	0	0	3
15:00 - 15:15	62	13	1	0	1	79.5	77	21	4	0	1	0	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	90	90	0	0	0	0	0	0	0
16:00 - 16:15	81	9	5	1	1	100.8	98	16	1	1	0	0	19.5	19	0	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	1	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	0	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	25	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	90	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	0	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	12.0	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
19:30 - 19:45	63	5	0	0	0	70.0	69	12	0	0	0	0	12.0	12	0	0	0	0	0	0	1.0
19:45 - 20:00	53	2	0	0	0	55.0	55	12	2	0	0	0	14.0	14	1	0	0	0	0	0	1.0
Hourly Total	221	13	1	0	2	240															

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	5	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	99.3	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	309	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	500	464
14:00 - 14:15	96	8	3	2	1	112.8	109	92	13	5	0	1	0	112.6	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	509	486
15:00 - 15:15	83	17	1	1	1	106.8	103	112	22	4	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	146.6	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	89.0	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	311	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	118.6	114
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	0	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	0	1	68.0	67
20:15 - 20:30	50	3	0	0	0	53.0	53	60	5	0	2	0	0	69.6	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	0	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	0	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	
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	
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	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	
Hourly Total	86	9	1	0	0	97	96	101	16	1	2	1	125	121	0	1	0	0	0	0	1.0	1	
07:00 - 07:15	49	5	1	0	0	57.5	56	62	23	4	2	1	86.8	84	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	82	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	
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	
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	
08:00 - 08:15	59	9	0	0	0	68.0	68	69	17	4	2	1	98.8	96	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	102	0	1	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	
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	
Hourly Total	291	24	2	0	1	320	318	345	55	8	7	4	435	413	0	1	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	1	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	
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	
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	1.0	1	
Hourly Total	238	25	3	0	1	270	267	291	49	15	0	5	373	360	2	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	
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	
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	
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	
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	
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	
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	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	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	
Hourly Total	218	39	4	0	1	255	253	328	37	14	5	5	405	389	2	0	0	0	0	0	2.0	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	
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	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	
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	
Hourly Total	227	19	3	0	1	253	250	290	55	12	1	5	373	361	0	1	0	0	0	0	1.0	1	
13:00 - 13:15	67	3	1	0	1	63.5	62	72	14	2	0	1	93.3	90	1	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	
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	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	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	3.0	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	
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	
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	
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	
Hourly Total	236	22	4	1	1	288	284	299	41	11	0	3	393	384	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	103.3	100	0	0	0	0	0	0	0.0	0	
15:15 - 15:30	68	10	0	0	0	78.0	78	84	9	2	0	2	100.0	97	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	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	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	3.0	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	66.3	67	61	14	2	0	0	80.0	78	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	
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	
Hourly Total	204	32	2	1	1	243	240	313	73	8	1	5	419	400	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	
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	
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	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	
Hourly Total	238	25	1	0	1	287	285	331	46	2	0	3	398	392	1	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	
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	
18:30 - 18:45	52	1	0	0	0	55.0	54	71	6	0	0	0	77.0	77	0	0	0	0	0	0	0.0	0	
18:45 - 19:00	36	5	0	0	0	41.0	41	58	7	0	0	0	65.0	65	0	0	0	0	0	0	0.0	0	
Hourly Total	181	11	1	0	1	206	204	321	34	1	0	2	361	358	0	0	0	0	0	0	0	0	
19:00 - 19:15	46	5	1	0	0	52.5	52	64	2	1	0	2	73.5	6									

TIME	From B								To B							
	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL		CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL	
06:00 - 06:15	26	3	0	0	0	31.0	31		27	5	2	0	1	37.0	35	
06:15 - 06:30	31	5	0	1	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	54.0	53	
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	201	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	67.0	67	
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	113.0	108	
07:45 - 08:00	142	18	1	1	2	167.8	164		82	27	5	0	2	120.0	116	
Hourly Total	463	66	10	5	5	569	551		266	64	12	1	5	380	362	
08:00 - 08:15	166	27	1	4	2	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	166.0	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	752	728		327	73	6	2	5	414	413	
09:00 - 09:15	130	19	7	0	2	172.5	167		113	16	2	2	1	138.6	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	551	74	18	0	6	641	629		412	61	14	5	6	510	495	
10:00 - 10:15	120	24	4	2	2	167.6	161		103	9	2	0	1	116.0	114	
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	61	13	2	6	490	454	
11:00 - 11:15	126	16	7	1	1	156.8	151		110	16	3	2	1	137.3	132	
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	156.4	151	
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	641	614		414	63	14	7	6	506	454	
12:00 - 12:15	142	18	3	0	2	168.5	165		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	500	450	
13:00 - 13:15	120	17	3	1	2	156.8	152		112	13	4	0	3	139.0	135	
13:15 - 13:30	122	19	3	0	2	148.5	146		132	11	2	0	2	150.0	147	
13:30 - 13:45	139	20	2	0	1	164.0	162		141	11	2	0	0	156.0	154	
13:45 - 14:00	145	9	3	1	1	162.8	159		108	14	0	0	3	128.0	125	
Hourly Total	539	69	11	2	6	634	619		493	49	6	0	6	563	554	
14:00 - 14:15	114	13	4	0	1	136.0	132		127	9	2	1	1	139.3	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	158.0	153	
Hourly Total	536	63	15	1	4	611	618		534	51	9	1	6	613	601	
15:00 - 15:15	136	25	4	1	1	171.3	167		126	24	1	0	1	155.5	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	159	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	135.5	133	
Hourly Total	577	83	8	1	4	632	671		560	67	8	3	5	676	663	
16:00 - 16:15	147	31	1	0	2	181.5	181		151	15	4	0	1	179.0	174	
16:15 - 16:30	119	22	2	1	1	148.3	145		147	20	2	0	0	170.0	169	
16:30 - 16:45	130	22	3	1	2	171.8	167		158	17	1	0	1	178.5	177	
16:45 - 17:00	112	30	4	0	1	158.0	147		136	19	1	0	1	158.5	157	
Hourly Total	517	105	10	2	6	614	640		592	71	10	1	3	686	677	
17:00 - 17:15	153	25	2	0	0	181.0	180		139	17	1	0	1	159.5	156	
17:15 - 17:30	158	10	0	0	1	170.0	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	614	648		568	60	3	0	5	643	636	
18:00 - 18:15	152	16	1	0	0	169.5	169		134	16	0	0	3	158.0	153	
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	1	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	542	534	
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	401	28	2	0	5	440	434		441	28	1	0	3	477	473	
20:00 - 20:15	89	6	0	0	1	77.0	76		100	3	1	0	1	104.5	106	
20:15 - 20:30	66	7	0	2	0	77.0	75		75	4	0	0	0	79.0	79	
20:30 - 20:45	53	5	0	1	0	63.3	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	3	2	286	280		279	19	2	0	2	305	302	
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	49.0	46	
21:30 - 21:45	46	2	0	0	1	50.0	49		47	4	0	0	1	51.0	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	2	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	6	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		18	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		79	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	16.0	19	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	1.5	1		
Hourly Total	32	5	1	0	0	50	39	43	8	1	1	0	55	53	0	0	1	0	0	2.0	1		
07:00 - 07:15	15	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	56.5	56	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	1.0	1		
08:00 - 08:15	32	5	1	0	0	38.5	38	59	6	2	0	0	72.0	69	1	0	0	0	0	1.0	1		
08:15 - 08:30	36	6	1	0	0	43.5	43	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	152	22	3	0	0	159	157	252	29	3	0	3	252	257	1	0	0	0	0	2.0	2		
09:00 - 09:15	21	1	1	0	2	27.5	25	54	11	0	0	0	61.5	61	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	0	109	105	186	28	5	0	1	224	220	0	0	0	0	0	0.0	0		
10:00 - 10:15	3	3	2	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	26	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	257	254	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	56.0	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	1.0	1		
12:00 - 12:15	24	8	0	0	2	36.5	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	36.0	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	0	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	0	3	129	131	231	33	4	0	1	272	269	1	0	0	0	0	1.0	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	28.5	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	250	251	1	0	0	0	0	1.0	1		
14:00 - 14:15	25	4	2	0	0	32.0	31	64	2	0	0	0	69.0	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	0	41.0	40	61	8	0	0	0	69.0	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	145	139	283	18	1	0	1	295	289	1	0	0	0	0	1.0	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	3.0	3		
16:00 - 16:15	33	8	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	69.0	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	1.0	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	69.0	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	133	131	226	18	2	0	0	247	246	0	0	0	0	0	0	0		
19:00 - 19:15	25	4	0	0	0	37.0	35	69	5	0	0	0	74.0	74	0	0	0	0	0	0.0	0		
19:15 - 19:30	26	1	0	0	0	27.0	27	62	3	0	0	1	67.0	66	1	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			

TIME	From C							To C						
	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL
06:00 - 06:15	9	2	1	0	0	12.5	12	24	2	0	0	0	0	26.0
06:15 - 06:30	17	3	1	0	0	21.5	21	20	2	0	0	0	0	22.0
06:30 - 06:45	21	3	0	1	0	26.3	25	45	0	0	0	0	0	53.0
06:45 - 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
07:00 - 07:15	30	5	0	0	0	38.0	35	53	0	1	0	1	0	68.5
07:15 - 07:30	32	10	1	0	0	43.5	43	67	9	0	0	0	0	76.0
07:30 - 07:45	46	8	1	1	0	57.8	56	83	12	1	0	0	0	96.5
07:45 - 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	220	298	47	2	0	0	2	352
08:00 - 08:15	92	11	3	0	2	111.5	108	77	11	0	0	0	0	88.0
08:15 - 08:30	94	14	2	0	0	111.0	110	120	11	1	0	0	0	132.0
08:30 - 08:45	89	11	1	0	0	101.5	101	94	11	0	0	0	0	105.0
08:45 - 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
09:00 - 09:15	75	12	1	0	2	92.5	90	84	8	3	0	1	0	98.5
09:15 - 09:30	67	11	2	0	0	81.0	80	69	10	0	0	0	0	79.0
09:30 - 09:45	61	10	0	0	0	71.0	71	74	9	1	0	0	0	84.5
09:45 - 10:00	65	13	5	0	1	87.5	84	85	8	2	0	0	0	96.0
Hourly Total	268	46	8	0	3	312	325	312	35	6	0	1	1	354
10:00 - 10:15	78	6	3	0	0	88.5	87	80	8	1	0	1	0	91.5
10:15 - 10:30	75	9	2	0	0	87.0	86	84	8	3	0	0	0	96.5
10:30 - 10:45	88	6	2	0	0	97.0	96	80	10	1	0	0	0	91.5
10:45 - 11:00	83	8	2	1	1	96.3	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
11:00 - 11:15	77	13	2	0	0	93.0	92	70	16	1	0	0	0	87.5
11:15 - 11:30	84	15	4	0	0	106.0	103	64	18	2	0	1	0	87.0
11:30 - 11:45	84	11	3	1	0	101.8	99	90	12	3	0	0	0	106.5
11:45 - 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	401	392	282	63	8	0	2	1	354
12:00 - 12:15	90	16	1	2	0	112.1	109	75	9	1	0	1	0	88.5
12:15 - 12:30	90	8	3	0	1	104.5	102	73	9	1	0	0	0	83.5
12:30 - 12:45	71	18	2	0	1	94.0	92	60	10	2	0	0	0	73.0
12:45 - 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	1	329
13:00 - 13:15	81	5	0	0	0	86.0	85	79	5	1	0	0	0	86.5
13:15 - 13:30	98	11	3	0	0	113.5	112	77	8	3	0	0	0	88.5
13:30 - 13:45	89	7	0	0	1	98.0	97	84	10	0	0	0	0	94.0
13:45 - 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
14:00 - 14:15	89	6	2	0	0	98.0	97	70	5	2	0	0	1	80.0
14:15 - 14:30	93	13	1	0	0	107.5	107	77	10	1	1	0	0	90.0
14:30 - 14:45	92	16	0	0	1	110.0	109	78	7	2	0	0	0	88.0
14:45 - 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	360
15:00 - 15:15	87	17	2	0	0	117.0	116	78	13	0	1	1	0	91.5
15:15 - 15:30	117	7	0	0	0	124.0	124	80	11	0	0	0	0	91.0
15:30 - 15:45	116	12	2	0	0	131.0	130	101	19	1	0	0	0	121.5
15:45 - 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	393
16:00 - 16:15	103	15	2	0	0	121.0	120	74	13	2	0	1	0	81.0
16:15 - 16:30	103	15	0	0	0	118.0	118	82	12	1	1	0	0	97.8
16:30 - 16:45	94	13	2	0	0	110.0	109	71	11	1	0	0	0	83.5
16:45 - 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
17:00 - 17:15	106	9	0	0	0	116.0	115	78	9	1	1	1	1	81.0
17:15 - 17:30	105	15	0	0	1	122.0	121	79	9	0	0	0	0	82.0
17:30 - 17:45	121	8	2	0	0	132.0	131	81	11	0	0	1	0	94.0
17:45 - 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	369
18:00 - 18:15	97	9	0	0	0	106.8	106	76	5	0	0	1	0	81.0
18:15 - 18:30	77	8	3	0	0	88.3	88	70	5	1	0	0	0	76.5
18:30 - 18:45	90	7	0	0	0	97.0	97	73	1	0	0	1	0	76.0
18:45 - 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	1	281
19:00 - 19:15	94	9	0	0	4	111.0	107	56	7	1	0	0	0	84.5
19:15 - 19:30	89	4	0	0	1	95.0	94	53	4	0	0	0	0	57.0
19:30 - 19:45	66	5	0	0	0	71.0	71	60	1	0	0	0	0	61.0
19:45 - 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
20:00 - 20:15	66	2	1	0	0	69.5	69	42	5	0	0	0	0	47.0
20:15 - 20:30	57	2	0	0	0	59.0	59	38	3	0	0	0	0	41.0
20:30 - 20:45	32	3	1	0	0	36.5	36	32	3	0	0	0	0	35.0
20:45 - 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
21:00 - 21:15	28	3	2	0	0	34.0	33	21	2	0	0	0	0	23.0
21:15 - 21:30	38	2	0	0	0	40.0	40	19	1	0	0	0	0	20.0
21:30 - 21:45	27	1	0	0	0	28.0	28	24	1	0	0	0	0	25.0
21:45 - 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
22:00 - 22:15	39	1	0	0	0	40.0	40	23	1	0	0	2	0	28.0
22:15 - 22:30	13	1	0	0	0	14.0	14	12	0	0	0	0	0	12.0
22:30 - 22:45	17	1	0	0	0	18.0	18	18	0	0	0	0	0	18.0
22:45 - 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
23:00 - 23:15	14	0	0	0	0	14.0	14	13	0	0	0	0	0	13.0
23:15 - 23:30	17	1	0	0	0	18.0	18	8	1	0	0	0	0	18.0
23:30 - 23:45	9	0	1	0	0	10.0	10	10	0	0	0	0	0	10.0
23:45 - 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

	Left to B2190 (East)								Ahead to B2190 (South)							
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	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)

	Ahead to Minster Road								Right to B2190 (East)							
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	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	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	11	2	1	0	1	16.5	15	19	3	1	0	0	23.5	23	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
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
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
Hourly Total	61	10	2	0	4	82	77	86	27	3	1	0	115	119	0	0	0	0	0	0	0
07:00 - 07:15	20	5	0	0	0	25.0	25	34	9	2	0	0	42.0	41	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
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
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	2.0	2
Hourly Total	136	28	4	0	6	185	174	153	35	9	1	0	204	199	2	0	0	0	0	2.0	2
08:00 - 08:15	75	8	1	0	1	86.5	85	41	1	1	0	0	43.5	43	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	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
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	1.0	1
Hourly Total	343	34	2	0	6	395	384	193	34	3	2	0	237	232	0	2	0	0	0	2.0	2
09:00 - 09:15	68	10	1	0	1	83.5	80	40	6	1	2	0	52.1	49	0	0	0	0	0	0	0
09:15 - 09:30	61	7	1	0	1	73.5	70	47	11	2	1	0	63.3	61	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
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	1.0	1
Hourly Total	241	34	4	0	6	291	284	165	26	12	5	0	221	208	1	1	0	0	0	2.0	2
10:00 - 10:15	60	4	2	0	2	71.0	68	46	3	1	0	0	50.5	50	1	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
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	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
Hourly Total	279	29	6	0	6	229	225	145	25	8	2	0	227	220	2	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	0
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
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
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
Hourly Total	253	27	6	1	6	201	193	217	38	5	3	0	201	195	1	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
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
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	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
Hourly Total	267	43	4	0	5	212	209	196	26	10	2	0	236	228	1	0	0	0	0	1.0	1
13:00 - 13:15	56	4	0	0	2	64.0	62	56	10	1	0	0	47.5	47	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
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	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
Hourly Total	258	21	0	0	6	201	195	229	26	5	0	1	201	191	1	0	0	0	0	1.0	1
14:00 - 14:15	61	10	0	0	0	71.0	69	50	6	1	0	0	67.6	64	1	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
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
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
Hourly Total	322	29	0	0	5	361	356	235	24	9	2	0	298	290	1	0	0	0	0	1.0	1
15:00 - 15:15	87	13	0	0	1	102.0	101	50	6	1	0	0	57.5	57	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
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	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
Hourly Total	361	37	1	0	5	410	404	223	22	6	3	0	261	254	0	1	0	0	0	1.0	1
16:00 - 16:15	77	11	2	0	1	93.0	91	75	5	5	0	0	67.5	67	0	0	0	0	0	0	0
16:15 - 16:30	81	8	1	0	0	90.5	90	67	10	1	1	0	80.8	79	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
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
Hourly Total	329	35	3	0	3	375	370	263	34	7	1	0	319	305	0	0	0	0	0	0	0
17:00 - 17:15	74	4	0	0	1	80.0	79	57	14	1	0	0	72.5	72	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
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
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
Hourly Total	311	31	1	0	4	352	347	255	30	3	0	1	292	289	0	0	0	0	0	0	0
18:00 - 18:15	60	6	0	0	2	74.0	68	67	9	0	0	0	78.0	77	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	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
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
Hourly Total	246	22	3	0	5	283	276	226	21	0	0	1	249	248	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
19:15 - 19:30	67	2	0	0	1	71.0	70	37	0	0	0	0	37.0	37	0	0	0	0	0	0	0
19:30 - 19:45	70	4	0	0	1	76.0	75	40	6	0	0	0	46.0	46	2	0	0	0	0	2.0	2
19:45 - 20:00	46	3	0	0	0	49.0	49	46	3	0	0	0	48.0	49	0	0	0	0	0	0	0
Hourly Total	266																				

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	166.8	164
Hourly Total	201	52	13	1	5	280	274	404	72	10	5	5	517	506
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	7	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	165.0	162
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	462	54	14	2	6	561	542	512	83	20	8	8	616	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	62	16	6	6	561	543	566	79	16	5	6	614	613
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	188.8	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	612	609	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	740	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	748	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	309	305	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	2	38.0	37	0	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	1	82.0	80	0	0	0	0	0	0.0	0
07:45 - 08:00	85	17	0	0	0	102.0	102	64	8	0	0	1	74.0	73	0	0	0	0	0	0.0	0
Hourly Total	362	86	7	1	2	455	448	217	26	2	0	3	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	3	104.5	101	0	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	1	89.0	88	1	0	0	0	0	1.0	1
08:45 - 09:00	66	15	2	0	0	84.0	83	75	5	2	0	2	87.0	84	6	0	0	0	0	6.0	6
Hourly Total	345	57	4	3	0	415	409	341	33	3	0	6	351	353	8	0	0	0	0	8.0	8
09:00 - 09:15	71	10	5	0	1	90.5	87	64	7	1	0	1	74.5	73	1	0	0	0	0	1.0	1
09:15 - 09:30	51	16	3	0	0	71.5	70	59	3	0	0	3	68.0	65	0	0	0	0	0	0.0	0
09:30 - 09:45	55	14	2	0	0	74.0	72	74	11	1	0	0	86.5	86	0	0	0	0	0	0.0	0
09:45 - 10:00	46	12	3	3	0	69.4	64	66	7	0	0	1	75.0	74	1	0	0	0	0	1.0	1
Hourly Total	223	52	13	3	1	295	293	263	28	2	0	5	264	266	2	0	0	0	0	2.0	2
10:00 - 10:15	65	14	6	1	0	90.3	86	66	11	2	0	3	86.0	82	0	0	0	0	0	0.0	0
10:15 - 10:30	65	5	4	1	0	78.3	75	77	11	2	0	0	91.0	90	1	0	0	0	0	1.0	1
10:30 - 10:45	56	11	8	1	1	83.3	77	66	7	1	0	3	85.5	77	0	0	0	0	0	0.0	0
10:45 - 11:00	52	10	2	0	0	65.0	64	75	13	4	0	2	98.0	94	1	0	0	0	0	1.0	1
Hourly Total	258	40	20	5	2	317	302	284	42	8	0	8	256	243	2	0	0	0	0	2.0	2
11:00 - 11:15	56	13	5	0	0	76.5	74	74	9	1	0	2	86.5	86	0	0	0	0	0	0.0	0
11:15 - 11:30	51	8	1	0	0	60.5	60	63	9	1	0	2	77.5	75	1	0	0	0	0	1.0	1
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	1	78.5	77	1	0	0	0	0	1.0	1
Hourly Total	234	39	7	1	1	292	282	281	36	4	0	6	255	257	2	0	0	0	0	2.0	2
12:00 - 12:15	57	16	1	0	0	74.5	74	83	10	1	0	2	86.5	86	1	1	0	0	0	2.0	2
12:15 - 12:30	61	10	2	0	0	74.0	73	67	11	2	0	2	85.0	82	1	2	0	0	0	3.0	3
12:30 - 12:45	63	8	1	0	1	74.5	73	67	10	0	0	1	79.0	78	1	0	0	0	0	1.0	1
12:45 - 13:00	42	18	3	0	0	64.5	63	82	9	0	0	1	93.0	92	1	0	0	0	0	1.0	1
Hourly Total	222	52	7	0	1	293	283	299	40	3	0	6	250	248	4	3	0	0	0	7.0	7
13:00 - 13:15	58	11	2	1	0	74.3	72	61	9	0	0	2	74.0	72	0	0	0	0	0	0.0	0
13:15 - 13:30	53	8	3	0	0	65.5	64	69	7	0	0	2	80.0	78	0	0	0	0	0	0.0	0
13:30 - 13:45	66	12	3	0	0	82.5	81	77	9	0	0	2	90.0	88	1	0	0	0	0	1.0	1
13:45 - 14:00	46	11	3	0	0	61.5	60	87	5	1	0	0	93.5	93	0	0	0	0	0	0.0	0
Hourly Total	222	42	11	1	0	294	277	294	30	1	0	6	330	331	1	0	0	0	0	1.0	1
14:00 - 14:15	63	8	1	0	0	74.0	72	53	9	0	0	1	74.0	72	0	0	0	0	0	0.0	0
14:15 - 14:30	63	7	2	0	0	73.0	72	66	7	2	0	2	79.0	76	0	0	0	0	0	0.0	0
14:30 - 14:45	69	11	3	0	1	86.5	84	80	9	0	0	0	88.0	89	0	0	0	0	0	0.0	0
14:45 - 15:00	61	11	1	0	0	73.5	73	80	10	1	0	1	93.5	92	2	0	0	0	0	2.0	2
Hourly Total	256	37	7	1	1	299	292	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	1	1	104.0	102	3	0	0	0	0	3.0	3
15:15 - 15:30	62	10	2	1	0	77.3	75	75	13	0	0	2	92.0	90	1	0	0	0	0	1.0	1
15:30 - 15:45	68	6	1	1	0	77.8	76	104	8	1	0	0	113.5	113	1	0	0	0	0	1.0	1
15:45 - 16:00	79	15	2	0	0	97.0	96	69	13	1	0	1	85.5	84	0	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	2	74.0	72	0	0	0	0	0	0.0	0
16:15 - 16:30	69	12	3	3	0	82.4	87	70	11	1	0	1	84.5	83	1	0	0	0	0	1.0	1
16:30 - 16:45	101	17	2	0	1	123.0	121	59	9	0	0	2	72.0	70	0	0	0	0	0	0.0	0
16:45 - 17:00	87	16	1	0	0	104.5	104	71	12	0	0	1	88.0	84	0	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	82.5	82	0	0	0	0	0	0.0	0
17:15 - 17:30	86	10	1	0	1	98.5	98	72	5	0	0	2	91.0	79	1	1	0	0	0	2.0	2
17:30 - 17:45	84	5	1	0	1	92.5	91	73	11	0	0	1	86.0	85	0	0	0	0	0	0.0	0
17:45 - 18:00	74	10	0	0	0	84.0	84	62	7	2	0	1	74.0	72	1	0	0	0	0	1.0	1
Hourly Total	346	39	2	0	2	392	389	292	29	3	0	4	334	328	2	1	0	0	0	3.0	3
18:00 - 18:15	73	9	0	0	0	82.0	82	65	4	0	0	0	68.0	69	0	0	0	0	0	0.0	0
18:15 - 18:30	64	8	1	0	0	73.5	73	69	8	0	0	2	91.0	79	1	0	0	0	0	1.0	1
18:30 - 18:45	66	6	0	0	0	72.0	72	54	5	0	0	0	58.0	59	2	0	0	0	0	2.0	2
18:45 - 19:00	63	3	1	0	0	67.5	67	49	6	0	0	1	57.0	56	2	0	0	0	0	2.0	2
Hourly Total	266	26	2	0	0	295	294	237	23	0	0	3	265	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	1	66.0	65	0	0	0	0	0	0.0	0
19:15 - 19:30	39	2	1	0	0	42.5	42	59	1	0	0	1	51.0	50	2	0	0	0	0	2.0	2
19:30 - 19:45	70	3	0	0	0	73.0	73	74	3	0	0	1	79.0	78	2	0	0	0	0	2.0	2
19:45 - 20:00	73	5	0	1	0	80.															

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	360	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	111.3	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	160	19	8	1	1	106.3	109		
08:15 - 08:30	202	22	0	2	0	228.6	226	151	27	5	0	1	107.5	104		
08:30 - 08:45	161	20	0	0	1	183.0	182	158	22	3	1	1	108.8	105		
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	808	637	81	23	2	5	178	185		
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	167		
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	671	647	500	78	20	2	8	111	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	156.0	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	106		
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	176.5	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	710	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	223.0	220		
17:15 - 17:30	159	16	1	0	3	182.6	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	161.0	161	166	21	3	0	2	185.0	182		
18:15 - 18:30	124	16	1	0	2	155.6	153	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	153		
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	127.6	126	153	11	1	0	1	107.5	106		
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	529	523	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	61.6	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	13		
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	105	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	81	0	0	0	0	0	0	0.0	0	
Hourly Total	245	46	8	5	1	317	305	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	325	354	286	57	21	2	0	300	305	0	0	0	0	0	0	0	0	
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	320	318	244	48	11	2	1	310	305	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	68.5	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	295	294	219	41	14	2	2	270	270	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	320	325	216	33	9	0	2	267	269	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	198	34	7	4	1	254	244	1	0	0	0	0	0	0	1	
13:00 - 13:15	60	9	4	1	0	77.3	74	58	4	0	0	2	70.6	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	4	7	
14:00 - 14:15	54	10	3	0	0	68.5	67	62	11	2	0	0	70.0	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	294	297	253	58	4	1	1	321	317	3	0	0	0	0	0	1	3	
15:00 - 15:15	60	12	3	0	0	78.3	75	74	6	1	0	1	81.5	82	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	68	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	70.0	71	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	0	74.5
06:15 - 06:30	31	6	0	1	0	38.5	38	86	26	3	1	0	0	118.8
06:30 - 06:45	59	7	1	0	0	67.5	67	91	19	1	0	0	0	111.5
06:45 - 07:00	59	19	3	3	0	89.4	84	151	29	2	0	1	1	127.9
Hourly Total	178	35	5	4	0	259	259	308	89	7	1	1	1	412
07:00 - 07:15	77	12	3	3	0	100.4	95	118	30	3	0	0	0	152.5
07:15 - 07:30	94	28	3	1	0	128.8	126	135	29	4	1	1	1	174.3
07:30 - 07:45	131	17	3	2	1	159.1	154	133	28	4	1	1	1	171.3
07:45 - 08:00	148	27	4	1	0	185.3	180	121	34	5	0	0	0	182.5
Hourly Total	469	84	13	7	1	572	556	507	131	16	2	2	2	651
08:00 - 08:15	156	29	9	6	0	212.3	209	139	18	3	1	0	0	163.8
08:15 - 08:30	147	22	6	0	0	178.0	175	159	21	2	2	0	0	187.6
08:30 - 08:45	130	26	5	2	0	168.1	163	131	27	0	0	0	0	168.0
08:45 - 09:00	149	25	7	1	0	186.8	182	109	25	2	2	0	0	141.6
Hourly Total	582	102	27	9	0	745	729	538	81	7	5	0	0	612
09:00 - 09:15	120	21	6	0	0	150.0	147	112	16	6	2	1	1	143.6
09:15 - 09:30	125	22	8	2	1	165.6	158	98	27	5	1	0	0	134.8
09:30 - 09:45	130	20	3	0	0	154.5	153	91	19	6	1	1	1	123.3
09:45 - 10:00	131	28	9	0	0	172.5	168	89	16	8	4	0	0	126.2
Hourly Total	506	81	26	2	1	643	625	390	78	25	8	2	2	418
10:00 - 10:15	111	24	3	4	1	150.7	143	112	17	7	1	0	0	141.8
10:15 - 10:30	110	25	7	0	0	145.5	142	118	10	7	2	0	0	143.1
10:30 - 10:45	118	23	8	2	1	159.5	152	89	19	12	2	1	1	132.6
10:45 - 11:00	109	21	7	2	0	145.1	139	107	20	2	0	0	0	130.0
Hourly Total	442	83	26	6	2	611	575	426	66	28	16	1	1	440
11:00 - 11:15	107	14	7	1	2	137.8	131	106	21	8	1	0	0	141.3
11:15 - 11:30	105	20	6	1	0	136.3	132	98	22	2	1	0	0	125.3
11:30 - 11:45	104	18	4	2	0	132.6	128	125	20	4	2	1	1	107.6
11:45 - 12:00	125	16	4	1	0	148.3	146	123	15	2	2	0	0	145.6
Hourly Total	462	69	21	5	2	611	597	462	78	16	6	1	1	479
12:00 - 12:15	97	13	3	1	1	118.8	115	113	22	2	0	0	0	138.0
12:15 - 12:30	109	18	8	0	0	138.0	135	104	14	4	1	0	0	126.3
12:30 - 12:45	97	26	4	3	0	135.0	130	103	13	5	1	1	1	127.8
12:45 - 13:00	107	12	3	1	0	125.8	123	100	23	6	0	0	0	132.0
Hourly Total	410	69	18	5	1	541	505	420	72	17	2	1	1	412
13:00 - 13:15	120	22	4	3	2	158.9	151	116	21	5	2	1	1	143.8
13:15 - 13:30	126	20	3	1	0	152.8	150	115	14	5	0	0	0	136.5
13:30 - 13:45	107	25	3	0	1	138.5	136	133	18	5	0	0	0	158.5
13:45 - 14:00	126	12	3	1	0	144.8	142	94	16	3	0	1	1	116.5
Hourly Total	479	79	13	5	3	595	579	458	69	16	1	1	1	490
14:00 - 14:15	118	21	5	0	0	146.5	144	121	12	3	0	0	0	144.4
14:15 - 14:30	122	23	5	2	1	159.1	153	112	14	6	0	0	0	135.0
14:30 - 14:45	126	22	2	0	0	151.0	150	128	20	5	0	1	1	157.5
14:45 - 15:00	141	25	4	0	0	172.0	170	113	15	2	0	0	0	131.0
Hourly Total	507	81	16	2	1	619	617	474	61	16	3	1	1	490
15:00 - 15:15	124	18	4	0	1	160.0	157	117	13	2	1	0	0	135.3
15:15 - 15:30	145	18	5	1	0	172.8	169	115	16	5	1	0	0	140.8
15:30 - 15:45	148	25	1	0	1	176.5	175	134	9	2	4	0	0	155.2
15:45 - 16:00	136	21	2	0	0	160.0	159	117	22	3	0	0	0	163.5
Hourly Total	583	82	12	1	2	695	690	563	60	12	6	0	0	590
16:00 - 16:15	126	27	0	0	1	164.0	163	145	21	0	0	0	0	178.5
16:15 - 16:30	131	37	7	1	1	182.8	177	136	22	4	4	0	0	173.2
16:30 - 16:45	163	37	3	1	0	206.8	204	162	27	3	0	1	0	195.5
16:45 - 17:00	151	41	7	0	1	204.5	200	150	25	1	0	0	0	176.5
Hourly Total	589	142	17	2	3	719	744	593	95	17	4	1	1	719
17:00 - 17:15	109	30	2	0	1	128.0	123	119	28	1	0	0	0	138.5
17:15 - 17:30	207	26	1	0	0	234.0	234	156	18	1	0	0	1	177.5
17:30 - 17:45	186	18	0	0	0	204.0	204	155	9	1	0	2	0	168.5
17:45 - 18:00	160	28	1	0	1	191.5	190	135	14	2	0	0	0	152.0
Hourly Total	742	102	4	0	3	915	951	695	69	5	0	3	0	889
18:00 - 18:15	109	28	3	0	0	121.5	120	143	19	0	0	1	1	144.0
18:15 - 18:30	175	17	2	1	1	196.3	196	123	10	1	0	0	0	134.5
18:30 - 18:45	126	12	0	0	1	140.0	139	116	11	0	0	0	0	127.0
18:45 - 19:00	123	14	0	0	1	138.0	138	117	8	1	0	0	0	126.5
Hourly Total	613	71	5	1	3	750	693	499	48	2	0	1	1	552
19:00 - 19:15	114	8	2	0	0	126.0	124	110	6	1	0	0	0	117.6
19:15 - 19:30	91	15	0	0	0	106.0	106	76	2	1	0	0	0	73.5
19:30 - 19:45	76	7	1	0	0	84.5	84	110	9	0	0	0	0	119.0
19:45 - 20:00	83	3	0	0	1	88.0	87	119	8	0	1	0	0	128.3
Hourly Total	364	33	3	0	1	404	401	415	25	2	1	0	0	445
20:00 - 20:15	74	5	0	1	0	81.0	80	100	8	0	0	0	0	108.0
20:15 - 20:30	84	9	0	1	0	95.3	94	67	7	0	0	0	0	74.0
20:30 - 20:45	58	7	1	1	0	68.0	67	65	7	0	0	0	0	72.0
20:45 - 21:00	56	6	0	0	0	62.0	62	46	4	0	0	0	0	60.0
Hourly Total	272	27	1	3	0	308	303	278	26	0	0	0	0	304
21:00 - 21:15	47	2	0	0	0	49.0	49	65	4	1	0	0	0	70.5
21:15 - 21:30	45	4	0	0	0	49.0	49	55	4	0	0	0	0	58.0
21:30 - 21:45	57	2	0	0	0	59.0	59	37	6	1	0	0	0	64.5
21:45 - 22:00	35	4	0	0	0	39.0	39	33	2	0	0	0	0	35.0
Hourly Total	184	12	0	0	0	196	196	190	16	2	0	0	0	209
22:00 - 22:15	35	2	0	0	0	37.0	37	37	2	2	0	0	0	42.0
22:15 - 22:30	46	1	0	0	0	47.0	47	39	5	0	0	0	0	44.0
22:30 - 22:45	35	1	0	0	0	37.0	37	30	3	0	0	0	0	33.0
22:45 - 23:00	25	2	0	0	0	27.0	27	25	0	0	0	0	0	25.0
Hourly Total	142	6	0	0	0	149	148	131	19	2	0	0	0	144
23:00 - 23:15	26	1	0	0	0	27.0	27	22	1	0	0	0	0	23.0
23:15 - 23:30	22	2	0	0	0	24.0	24	20	1	1	0	0	0	22.5
23:30 - 23:45	14	2	0	0	0	16.0	16	20	2	0	0	0	0	22.0
23:45 - 00:00	13	1	0	0	0	14.0	14	8	1	0	0	0	0	9.0
Hourly Total	75	6	0	0	0	81	81	79	5	1	0	0	0	77
Session Total	7984	1193	206	54	23	9283	9069	7277	1079	191	44	15	8778	8908

Manston, Tuesday 7th March 2017

Junction: (6) Seamark Road / A299 / Willetts Hill / A253

Approach: Seamark Road

TIME	Left to A299 (East)										Ahead to Whites Hill										Right to A253										Last Right to A299 (Northwest)									
	PYCYCLE	MICYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PYCYCLE	MICYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PYCYCLE	MICYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PYCYCLE	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	1	0	0	0	0	1	0	0	1	0	0	1	0	2								
0615-0630	0	0	1	1	0	0	0	2	0	0	1	1	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	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	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
Hourly Total	0	0	2	2	0	0	0	2	0	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
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	2	0	3	2	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	3	0	0	0	3								
0730-0745	0	1	2	2	1	0	0	6	0	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	1	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	2	1	0	0	5	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	2	3	0	0	0	5								
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	0	0	1	0	0	10								
0830-0845	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	10	3	0	0	0	13								
0845-0900	0	0	9	0	0	0	0	9	0	0	10	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	12	0	0	0	0	15								
Hourly Total	0	0	15	1	0	0	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	49								
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	0	5	0	0	0	0	5								
0915-0930	0	0	5	1	0	0	0	6	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	9	2	2	0	0	11								
0930-0945	0	0	5	1	0	0	0	6	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	10								
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	0	1	0	0	0	10								
Hourly Total	0	0	12	2	0	0	0	15	0	0	7	0	0	0	0	7	0	0	3	1	0	0	0	0	0	0	0	9	3	0	0	33								
1000-1015	0	1	2	1	0	0	0	4	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	3								
1015-1030	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	0	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	2	0	0	0	0	2	0	0	0	3	1	0	0	4								
1045-1100	0	0	3	0	0	0	0	3	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	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	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	3	0	0	0	0	3	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	0	0	0	0	0	2	0	0	0	0	0	0	0	0								
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	0	1	0	0	0	1								
1145-1200	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	0	0	0	0	0	0								
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	6	2	2	0	0	6								
1200-1215	0	0	4	2	0	0	0	6	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0								
1215-1230	0	0	3	0	1	1	0	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	1	0	0	0	0	6								
1230-1245	0	2	2	2	0	0	0	6	0	0	1	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0								
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	0	0	0	0	0	0								
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	2	1	0	0	0	3	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0								
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	0	5	1	0	0	7								
1330-1345	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								
1345-1400	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	0	0	0	0	0	0								
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	0	17	3	0	1	0	21							
1400-1415	0	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2								
1415-1430	0	0	3	1	0	0	0	4	0	0	4	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0								
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	0	0	0	0	0								
1445-1500	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	1	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	2	0	0	0	0	2	0	0	3	0	0	0	0	1	0	0	0	7	1	0	0	8								
1500-1515	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	3	2	0	0	5								
1515-1530	0	0	3	0	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								
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	0	0	0	0	0	0								
1545-1600	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								
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	0	0	0	0	15	5	0	0	20								
1600-1615	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
1630-1645	0	1	3	0	2	1	0	7	0	0	1	1	0	0	0	1	0	0	1	0	0	0	0	2	0	0	5	2	0	0	0	7								
1645-1700	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
Hourly Total	0	0	9	0	3	1	0	14	0	0	4	0	0	0	0	4	0	0	3	1	0	0	0	1	0	0	0	32	1	0	0	36								
1700-1715	0	0	2	2	0	0	0	4	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	4	0	0	0	9	0	0	0	9								
1715-1730	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	0	0	0	0	0	0								
1730-1745	0	1	8	1	0	0	0	10	0	0	1	0	0	0	0	2	0	0	1	1</																				

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 Seasmark 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								
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	7	0	0	0	81	0	0	165	41	2	1	0	210	0	0	2	1	1	0	0	3								
Hourly Total	0	0	10	1	0	0	0	11	0	0	270	30	4	1	1	305	0	0	679	167	8	10	1	864	0	0	6	1	0	0	1	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	0	0	0	67	0	2	151	41	2	3	0	196	0	0	2	1	1	0	0	3								
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	262	0	0	10	3	0	0	0	13								
Hourly Total	0	0	9	3	0	0	0	12	0	0	278	30	5	1	1	313	0	5	799	181	33	13	1	990	0	0	18	4	0	0	0	22								
0800-0815	0	0	5	1	0	0	0	6	0	0	60	7	0	0	0	76	0	0	158	28	13	8	0	203	0	0	9	1	0	0	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	4	3	0	0	70	0	0	142	37	13	2	0	195	0	0	8	0	0	0	0	8								
0845-0900	0	0	4	0	0	0	0	4	0	0	53	6	5	0	0	64	0	1	126	38	2	6	0	163	0	0	1	1	1	0	0	3								
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	0	1	29								
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	1	0	6	1	0	0	0	8								
0915-0930	0	0	6	1	0	0	0	7	0	2	53	4	5	3	0	67	0	0	97	27	8	7	0	124	0	0	7	0	0	0	0	8								
0930-0945	0	0	2	1	0	0	0	3	0	0	31	2	6	1	0	40	0	0	86	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	4	7	1	0	47	0	1	93	28	11	4	0	133	0	0	9	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	3	545	1	1	1	28	2	2	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	1	0	0	37	0	0	77	22	9	8	0	119	0	0	3	0	0	0	0	3								
1045-1100	0	0	3	1	0	0	0	4	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	0	1	0	0	38	2	1	0	0	40	0	0	104	15	10	1	0	133	0	0	3	0	0	0	0	3								
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	8	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	3	0	0	42	0	0	104	15	11	8	0	133	0	0	4	2	1	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	6	1	1	0	37	0	0	99	25	6	8	0	138	0	0	4	1	0	0	0	6								
1230-1245	0	0	1	4	0	0	0	5	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	0	39	0	0	94	21	6	9	0	130	0	0	3	2	0	0	0	5								
Hourly Total	0	0	1	22	2	0	0	26	0	0	114	31	9	3	2	159	0	0	368	85	27	40	1	521	0	0	8	15	4	0	1	29								
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	6	0	0	0	0	6								
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	3	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	0	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	3	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	16	9	5	0	141	0	0	3	0	0	0	0	3								
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	2	204	0	0	8	0	0	0	0	10								
Hourly Total	0	0	23	9	0	0	0	32	0	0	219	17	7	0	0	240	0	2	538	141	54	23	3	719	0	0	7	21	6	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	6	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	7	0	0	0	0	6								
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	17	0	704	0	0	19	4	0	0	0	23								
1600-1615	0	0	13	1	0	0	0	14	0	0	51	2	1	0	2	56	0	0	156	25	6	6	0	193	0	0	8	1	0											

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	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	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	16	
0730-0745	0	0	11	1	0	0	1	13	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0	0	0	16	1	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	15
Hourly Total	0	0	32	3	0	0	1	36	0	0	27	2	0	0	0	29	0	0	2	0	0	0	0	0	2	0	0	56	3	1	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	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	13
0845-0900	2	2	14	1	0	0	0	19	0	0	11	1	0	1	1	13	0	0	1	0	0	0	0	0	1	0	0	11	2	1	1	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	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	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	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	1	0	0	9	1	1	0	11
0945-1000	0	0	7	1	0	0	0	8	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	
Hourly Total	0	0	32	2	0	0	0	34	0	0	16	1	0	0	0	16	0	0	2	0	0	0	0	0	2	0	0	33	4	3	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	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	8	
1030-1045	0	0	8	0	0	0	0	8	0	0	5	2	0	0	0	7	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	
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	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	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	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	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	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	1	0	0	10	2	1	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	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	7
1215-1230	0	0	9	1	0	0	0	10	0	0	9	1	0	0	0	3	0	0	1	1	0	0	0	0	1	0	0	3	1	0	0	5
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	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	12
Hourly Total	1	1	16	2	0	0	0	1	21	0	0	17	2	0	0	0	19	0	0	4	0	0	0	0	4	0	0	23	4	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	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	7
1330-1345	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4	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	5
Hourly Total	0	0	8	3	0	1	0	12	0	0	23	3	0	0	0	27	0	0	3	1	0	0	0	0	4	0	0	26	5	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	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	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	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	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	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	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	6	
1530-1545	0	0	2	0	0	0	0	2	0	0	8	1	0	0	0	9	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	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	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	17
1600-1615	0	0	5	1	0	0	0	6	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0	0	0	3	2	0	0	5	5
1615-1630	0	0	4	0	0	0	0	4	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	
1630-1645	0	0	4	1	0	0	1	6	0	0																						

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	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	36	4	0	1	1	43	0	0	1	0	0	0	0	1
0615-0630	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	36	9	3	1	0	49	0	0	2	0	0	0	0	2
0630-0645	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1	0	0	42	3	1	0	0	46	0	0	2	0	0	0	0	2
0645-0700	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	1	48	2	2	0	2	53	0	0	1	1	0	0	0	1
0700-0715	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	53	2	1	6	3	63	0	0	4	0	0	0	0	4
0715-0730	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	57	4	1	2	1	67	0	0	2	0	0	0	0	2
0730-0745	0	0	3	0	0	0	0	3	0	0	1	0	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	1	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	0	5	19	0	0	206	29	7	7	6	249	0	0	7	0	0	0	0	1
0800-0815	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	1	0	0	55	3	1	2	0	62	0	0	1	0	0	0	0	1
0815-0830	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
0830-0845	0	0	4	2	1	0	0	7	0	0	2	2	0	0	0	2	0	0	41	6	2	4	1	50	0	0	4	1	1	0	0	6
0845-0900	0	0	4	2	0	0	0	6	0	0	2	0	0	0	0	2	0	0	46	4	5	0	1	65	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	1	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	0	34	2	3	2	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	1	0	0	0	0	1	0	0	32	2	0	0	0	36	0	0	1	0	0	0	0	1
Hourly Total	0	0	10	2	1	1	0	14	0	0	3	1	0	0	0	4	0	0	133	21	7	3	1	165	0	0	8	0	0	0	0	1
1000-1015	0	0	1	0	0	0	0	1	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	1	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	0	0	0	0	1	0	0	25	3	1	0	0	30	0	0	0	0	0	0	0	2
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	0	0	0	0	0	1	0	0	20	3	0	0	0	23	0	0	0	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	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	4	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	0	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	1	0	0	0	3	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	4	0	0	0	15	0	0	4	0	0	0	0	5	0	0	126	18	3	3	1	153	0	0	8	1	0	0	0	9
1300-1315	0	0	4	1	1	0	0	6	0	0	2	1	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	2	0	0	48	4	1	0	0	55	0	0	1	0	0	0	0	5
1345-1400	0	0	4	1	0	0	0	5	0	0	1	0	0	0	0	2	0	0	42	6	1	0	0	41	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	2	2	0	0	0	5
1415-1430	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	48	7	1	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	1	0	0	0	0	2	0	0	61	11	0	0	0	74	0	0	2	0	0	0	0	2
Hourly Total	0	0	7	1	0	0	0	8	0	0	8	1	0	0	0	9	0	0	224	27	2	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	0	0	0	0	2	0	0	52	8	1	0	0	61	0	0	7	1	0	0	0	8
1530-1545	0	0	4	0	0	0	0	4	0	0	1	1	0	0	0	1	0	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	2	0	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																

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		
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	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		
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	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	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	0	0	0	0	3	0	0	0	0	0	0		
0730 - 0745	0	0	2	1	0	0	0	3	0	1	1	164	40	14	7	1	227	0	0	4	1	0	0	0	1	0	0	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	4	0	0	3	1	0	9		
Hourly Total	0	0	11	1	1	0	0	13	0	1	642	161	66	35	1	896	0	0	10	3	0	0	0	0	13	0	0	14	5	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	17	1	0	1	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	9	0	0	4	1	1	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	21	0	0	6	2	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	16	1	0	0	0	0	0		
Hourly Total	0	0	11	1	2	1	0	15	0	0	0	621	158	39	28	0	846	0	0	45	8	2	0	0	55	0	0	13	6	3	0		
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	13	0	0	2	1	0	0		
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	9	0	0	4	1	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	4	0	0	1	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	1	
Hourly Total	0	0	5	0	1	1	0	7	0	2	432	111	57	30	1	633	0	0	24	6	2	0	0	0	21	0	0	10	2	2	0		
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	1	89	18	11	9	0	120	0	0	6	0	0	0	6	0	0	1	1	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	9	0	0	3	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	2	0	0	0	0	0	0	3	
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	4	0	0	4	1	0	0	5	
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	21	0	0	9	2	0	0	11	
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	97	15	11	2	0	129	0	0	7	2	0	0	0	9	0	0	11	1	0	0	4	
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	10	0	0	1	0	0	0	1	
1130 - 1145	0	0	1	1	0	0	0	2	0	1	1	86	24	5	5	1	122	0	0	0	7	0	0	0	7	0	0	2	0	0	0	2	
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	105	20	10	5	0	141	0	0	11	1	0	0	0	12	0	0	1	0	0	0	4	
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	38	0	0	9	2	0	0	11	
1200 - 1215	0	0	0	0	0	1	0	1	0	0	0	2	92	21	7	5	0	127	0	0	8	1	0	0	0	9	0	0	1	2	1	0	4
1215 - 1230	0	0	1	1	0	0	0	2	0	0	0	80	29	8	7	1	125	0	0	5	1	2	0	0	9	0	0	5	1	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	0	0	9	1	0	0	10	
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	2	0	0	2	0	0	0	4	
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	22	0	0	17	5	2	0	24	
1300 - 1315	0	0	1	1	0	0	0	2	0	2	0	93	21	9	12	0	132	0	0	3	3	0	0	0	3	0	0	1	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	6	0	0	2	1	0	1	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	4	0	0	4	2	0	0	0	
1345 - 1400	0	0	1	1	0	0	0	2	0	0	0	109	14	10	10	0	145	0	0	8	3	0	0	0	12	0	0	0	0	0	0	16	
Hourly Total	0	0	3	1	0	0	0	4	0	4	4	371	67	37	27	3	509	0	0	21	7	0	0	0	28	0	0	1	9	3	1	0	
1400 - 1415	0	0	2	0	0	0	0	2	0	0	1	128	32	8	11	0	180	0	0	8	2	0	0	0	10	0	0	3	1	0	0	4	
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	11	0	0	7	1	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	12	0	0	1	1	0	0	2	
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	0	0	2	0	0	0	2	
Hourly Total	0	0	6	2	0	0	0	8	0	2	622	135	52	44	4	794	0	0	32	8	1	0	0	0	32	0	0	2	2	0	0	13	
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	13	0	0	1	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	12	0	0	0	1	0	0	1	
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	10	0	0	0	0	0	0	0	
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	174	51	7	8	0	240	0	0	8	1	0	0	0	0	0	0	2	1	0	0	3	
Hourly Total	0	0	3	0	0	0	0	3	0	5	682	179	25	36	2	929	0	0	40	3	1	0	0	0	44	0	0	5	2	0	0	7	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	165	55	7	8	1	237	0	0	5	1	0	0	0	9	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	1	0	0	0	0	3.0	2	15	0	0	0	0	0	0	21.0	21	0	0	0	0	0	21.0	21	0	0	0	0	0	0	0.0	0		
06:15 - 06:30	0	0	0	0	0	0.0	0	2	1	0	0	0	3.0	3	24	5	0	0	0	0	0	29.0	30	0	0	0	0	0	29.0	30	0	0	0	0	0	0	0.0	0		
06:30 - 06:45	1	0	0	0	0	1.0	1	4	1	0	0	2	5.0	7	30	4	0	0	0	0	0	34.0	34	0	0	0	0	0	34.0	34	0	0	0	0	0	0	0.0	0		
06:45 - 07:00	0	0	0	0	0	0.0	0	7	2	1	0	2	10.0	12	30	6	0	0	0	0	0	36.0	36	0	0	0	0	0	36.0	36	0	0	0	0	0	0	0.0	0		
Hourly Total	1	0	0	0	0	1	1	14	4	1	0	5	20	24	8	20	27	22	0	0	0	107	112	0	0	0	0	0	107	112	0	0	0	0	0	0	0.0	0		
07:00 - 07:15	1	0	0	0	0	1.0	1	6	1	0	0	4	11.0	13	40	5	0	0	0	0	0	46.0	46	0	0	0	0	0	46.0	46	0	0	0	0	0	0	0.0	0		
07:15 - 07:30	1	0	0	0	0	1.0	1	7	0	0	0	3	13.0	16	41	5	2	0	0	0	0	49.0	49	0	1	0	0	0	49.0	49	0	1	0	0	0	0	0.0	0		
07:30 - 07:45	2	0	0	0	0	2.0	2	3	2	0	0	1	7.0	6	41	5	1	0	0	0	0	47.0	47	0	0	0	0	0	47.0	47	0	0	0	0	0	0	0.0	0		
07:45 - 08:00	1	1	0	0	0	2.0	2	11	2	0	0	2	17.0	19	30	6	0	0	0	0	0	40.0	40	0	0	0	0	0	40.0	40	0	0	0	0	0	0	0.0	0		
Hourly Total	5	1	0	0	0	6	6	27	4	1	0	7	47	59	106	24	3	0	0	0	0	180	185	0	1	0	0	0	180	185	0	1	0	0	0	0	0	0.0	0	
08:00 - 08:15	2	0	0	0	0	2.0	2	8	1	0	0	4	17.0	19	44	5	0	0	0	0	0	49.0	49	0	0	0	0	0	49.0	49	0	0	0	0	0	0	0.0	0		
08:15 - 08:30	2	1	0	0	0	3.0	3	8	1	0	0	3	13.0	16	49	9	0	0	0	0	0	58.0	58	0	0	0	0	0	58.0	58	0	0	0	0	0	0	0.0	0		
08:30 - 08:45	2	0	0	0	0	2.0	2	15	0	0	0	3	21.0	18	35	3	0	0	0	0	0	36.0	36	0	0	0	0	0	36.0	36	0	0	0	0	0	0	0.0	0		
08:45 - 09:00	2	0	0	0	0	2.0	2	10	0	0	0	3	16.0	18	34	4	1	0	0	0	0	34.0	34	0	0	0	0	0	34.0	34	0	0	0	0	0	0	0.0	0		
Hourly Total	8	1	0	0	0	6	6	50	4	0	0	8	42	51	102	22	1	0	0	0	0	127	129	0	0	0	0	0	127	129	0	0	0	0	0	0	0.0	0		
09:00 - 09:15	2	0	0	0	0	2.0	2	10	0	0	0	3	16.0	18	35	2	1	0	0	0	0	34.0	34	0	0	0	0	0	34.0	34	0	0	0	0	0	0	0.0	0		
09:15 - 09:30	2	0	0	0	0	2.0	2	7	3	0	0	0	11.0	11	24	4	1	0	0	0	0	26.0	26	0	0	0	0	0	26.0	26	0	0	0	0	0	0	0.0	0		
09:30 - 09:45	0	0	0	0	0	0.0	0	7	0	0	0	3	13.0	10	21	5	1	0	0	0	0	27.0	27	0	0	0	0	0	27.0	27	0	0	0	0	0	0	0.0	0		
09:45 - 10:00	1	0	0	0	0	1.0	1	7	0	0	0	2	10.0	14	27	0	0	0	0	0	0	27.0	27	0	0	0	0	0	27.0	27	0	0	0	0	0	0	0.0	0		
Hourly Total	5	0	0	0	0	5	5	31	10	0	0	8	40	51	107	11	2	0	0	0	0	120	122	0	0	0	0	0	120	122	0	0	0	0	0	0	0.0	0		
10:00 - 10:15	0	0	0	0	0	0.0	0	1	0	0	0	3	10.0	13	17	2	0	0	0	0	0	14.0	14	0	0	0	0	0	14.0	14	0	0	0	0	0	0	0.0	0		
10:15 - 10:30	0	0	0	0	0	0.0	0	2	1	0	0	0	3.0	3	24	5	0	0	0	0	0	29.0	30	0	0	0	0	0	29.0	30	0	0	0	0	0	0	0.0	0		
10:30 - 10:45	0	0	0	0	0	0.0	0	7	2	1	0	2	10.0	12	30	6	0	0	0	0	0	36.0	36	0	0	0	0	0	36.0	36	0	0	0	0	0	0	0.0	0		
10:45 - 11:00	3	0	0	0	0	3.0	3	13	1	0	0	3	20.0	27	19	3	1	0	0	0	0	33.0	33	0	0	0	0	0	33.0	33	0	0	0	0	0	0	0.0	0		
Hourly Total	5	0	0	0	0	5	5	36	4	1	0	8	38	45	54	6	1	0	0	0	0	112	115	0	0	0	0	0	112	115	0	0	0	0	0	0	0.0	0		
11:00 - 11:15	0	0	0	0	0	0.0	0	5	0	0	0	2	10.0	11	10	0	0	0	0	0	0	14.0	14	0	0	0	0	0	14.0	14	0	0	0	0	0	0	0.0	0		
11:15 - 11:30	2	0	0	0	0	2.0	2	11	2	0	0	1	10.0	14	18	0	0	0	0	0	0	24.0	24	0	0	0	0	0	24.0	24	0	0	0	0	0	0	0.0	0		
11:30 - 11:45	1	0	0	0	0	1.0	1	3	2	0	0	0	1	5	7	15	2	0	0	0	0	17.0	17	0	0	0	0	0	17.0	17	0	0	0	0	0	0	0.0	0		
11:45 - 12:00	0	0	0	0	0	0.0	0	8	2	1	0	2	10.0	13	17	1	0	0	0	0	0	14.0	14	0	0	0	0	0	14.0	14	0	0	0	0	0	0	0.0	0		
Hourly Total	7	0	0	0	0	7	7	37	8	2	0	6	7	31	45	46	11	2	0	0	0	81	79	0	0	0	0	0	81	79	0	0	0	0	0	0	0.0	0		
12:00 - 12:15	0	0	0	0	0	0.0	0	13	0	0	0	2	10.0	17	13	4	0	0	0	0	0	17.0	17	0	0	0	0	0	17.0	17	0	0	0	0	0	0	0.0	0		
12:15 - 12:30	1	0	0	0	0	1.0	1	11	0	1	0	1	11.0	14	16	4	1	0	0	0	0	21.0	21	0	0	0	0	0	21.0	21	0	0	0	0	0	0	0.0	0		
12:30 - 12:45	1	0	0	0	0	1.0	1	12	4	0	0	2	20.0	18	22	2	0	0	0	0	0	24.0	24	0	0	0	0	0	24.0	24	0	0	0	0	0	0	0.0	0		
12:45 - 13:00	1	0	0	0	0	1.0	1	11	0	0	0	2	10.0	13	17	0	0	0	0	0	0	17.0	17	0	0	0	0	0	17.0	17	0	0	0	0	0	0	0.0	0		
Hourly Total	2	0	0	0	0	2	2	37	8	2	0	5	2	46	25	36	2	0	0	0	0	41	36	0	0	0	0	0	41	36	0	0	0	0	0	0	0.0	0		
13:00 - 13:15	0	0	0	0	0	0.0	0	13	0	0	0	2	10.0	17	13	4	0	0	0	0	0	17.0	17	0	0	0	0	0	17.0	17	0	0	0	0	0	0	0.0	0		
13:15 - 13:30	2	0	0	0	0	2.0	2	10	0	0	0	2	20.0	27	14	4	0	0	0	0	0	37.0	37	0	0	0	0	0	37.0	37	0	0	0	0	0	0	0.0	0		
13:30 - 13:45	1	1	0	0	0	2.0	2	12	0	0	0	3	27.0	24	16	2	2	0	0	0	0	34.0	34	0	0	0	0	0	34.0	34	0	0	0	0	0	0	0.0	0		
13:45 - 14:00	1	0	0	0	0	1.0	1	10	0	0	0	2	10.0	12	20	0	0	0	0	0	0	22.0	22	0	0	0	0	0	22.0	22	0	0	0	0	0	0	0.0	0		
Hourly Total	7	1	0	0	0	6	6	48	1	0	0	8	10	51	100	16	2	0	0	0	0	176	173	0	0	0	0	0	176	173	0	0	0	0	0	0	0.0	0		
14:00 - 14:15	0	0	0	0	0	0.0	0	13	0	0	0	2	10.0	17	13	4	0	0	0	0	0	17.0	17	0	0	0	0	0	17.0	17	0	0	0	0	0	0	0.0	0		
14:15 - 14:30	0	0	0	0	0	0.0	0	13	0	1	0	1	11.0	11	23	4	1	0	0	0	0	26.0	26	0	0	0	0	0	26.0	26	0	0	0	0	0	0	0.0	0		
14:30 - 14:45	2	0	0	0	0	2.0	2	13	0	0	0	1	11.0	25	16	1	0	0	0	0	0	30.0	30	0	0	0	0	0	30.0	30	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	19.0	39	11	3	0	0	0	13.0	15	
00:30 - 00:45	25	1	0	0	2	44.0	40	16	2	0	0	2	12.0	30	
00:45 - 01:00	20	0	1	0	2	46.0	40	18	4	0	0	1	16.0	23	
Hourly Total	110	20	1	0	5	133	144	58	9	0	0	4	55	115	
01:00 - 01:15	40	0	0	0	0	16.0	56	26	2	0	0	1	10.0	29	
01:15 - 01:30	40	0	2	0	2	14.0	60	26	10	1	0	0	1	34.0	38
01:30 - 01:45	45	2	1	0	1	16.0	65	10	4	0	0	2	4.0	44	
01:45 - 02:00	40	0	0	0	2	19.0	57	12	0	1	0	1	41.0	40	
Hourly Total	165	20	3	0	7	141	221	144	27	2	0	4	17	172	
02:00 - 02:15	50	0	0	0	0	18.0	68	16	11	0	0	0	1	74.0	49
02:15 - 02:30	50	11	0	0	1	12.0	71	11	11	0	0	4	88.0	76	
02:30 - 02:45	51	2	0	0	2	41.0	10	14	2	1	0	3	43.0	16	
02:45 - 03:00	51	0	1	0	1	41.0	17	6	0	0	0	2	49.0	46	
Hourly Total	216	13	1	0	6	114	214	207	36	1	0	10	102	176	
03:00 - 03:15	40	0	0	0	0	16.0	57	20	0	0	0	0	1	14.0	31
03:15 - 03:30	35	1	1	0	1	43.0	40	21	6	0	0	3	17.0	34	
03:30 - 03:45	30	1	1	0	2	46.0	37	10	6	0	0	2	46.0	47	
03:45 - 04:00	20	0	0	0	2	44.0	40	10	2	1	0	2	13.0	30	
Hourly Total	140	20	2	0	10	100	170	100	17	5	0	9	104	184	
04:00 - 04:15	30	0	0	0	0	16.0	50	10	0	0	0	0	1	44.0	45
04:15 - 04:30	40	4	2	0	2	44.0	40	46	4	1	0	2	16.0	36	
04:30 - 04:45	40	1	0	0	1	41.0	43	47	5	1	0	2	16.0	36	
Hourly Total	150	10	2	0	6	101	151	176	10	2	0	9	110	180	
04:45 - 05:00	10	0	0	0	0	16.0	57	40	0	0	0	0	1	44.0	40
05:00 - 05:15	10	0	0	0	0	16.0	40	61	5	1	1	1	1	73.0	71
05:15 - 05:30	10	0	0	0	2	16.0	40	10	0	0	0	2	49.0	70	
05:30 - 05:45	10	0	0	0	0	16.0	20	10	0	0	0	2	16.0	17	
05:45 - 06:00	14	0	0	0	2	16.0	17	14	1	0	0	1	17.0	16	
Hourly Total	60	0	0	0	7	84	62	87	6	2	0	9	104	120	
06:00 - 06:15	10	0	0	0	0	16.0	57	10	0	0	0	0	1	16.0	17
06:15 - 06:30	14	1	0	0	0	16.0	23	10	0	0	0	2	16.0	24	
06:30 - 06:45	10	1	0	0	2	16.0	10	17	0	0	0	2	16.0	19	
06:45 - 07:00	11	0	0	0	1	16.0	10	13	1	0	0	1	16.0	19	
Hourly Total	47	3	0	0	6	37	31	32	1	0	0	6	41	37	
07:00 - 07:15	10	0	0	0	0	16.0	57	40	0	0	0	0	1	16.0	48
07:15 - 07:30	41	2	0	0	2	46.0	40	14	2	0	0	2	12.0	48	
07:30 - 07:45	20	0	1	0	2	41.0	30	3	1	0	0	2	43.0	41	
07:45 - 08:00	20	0	0	0	2	46.0	37	9	0	0	0	2	16.0	40	
Hourly Total	130	10	2	0	10	101	202	100	10	2	0	10	101	180	
08:00 - 08:15	10	0	0	0	0	16.0	57	40	0	0	0	0	1	16.0	48
08:15 - 08:30	41	0	0	0	2	19.0	51	41	0	0	0	1	49.0	48	
08:30 - 08:45	40	4	1	0	2	16.0	40	40	0	0	0	2	19.0	37	
08:45 - 09:00	41	1	0	0	2	44.0	47	0	1	0	0	2	16.0	36	
Hourly Total	136	5	2	0	10	100	103	140	0	0	0	10	174	184	
09:00 - 09:15	20	0	0	0	0	16.0	50	10	0	0	0	0	1	44.0	30
09:15 - 09:30	11	0	0	0	0	16.0	14	10	0	0	0	0	1	44.0	17
09:30 - 09:45	10	1	0	0	0	16.0	20	10	0	0	0	2	16.0	17	
09:45 - 10:00	14	0	0	0	2	16.0	17	14	0	0	0	2	16.0	19	
Hourly Total	60	1	0	0	7	101	64	110	0	0	0	8	110	120	
10:00 - 10:15	10	0	0	0	0	16.0	50	10	0	0	0	0	1	44.0	30
10:15 - 10:30	10	0	0	0	0	17.0	10	11	0	1	0	0	1	14.0	17
10:30 - 10:45	10	0	0	0	0	16.0	10	10	0	0	0	2	16.0	17	
10:45 - 11:00	14	1	0	0	2	16.0	10	17	0	0	0	2	16.0	19	
Hourly Total	47	1	0	0	1	84	30	47	1	1	0	6	101	106	
11:00 - 11:15	10	0	0	0	0	16.0	50	10	0	0	0	0	1	44.0	30
11:15 - 11:30	10	0	0	0	0	16.0	10	10	0	0	0	0	1	44.0	17
11:30 - 11:45	10	0	0	0	0	16.0	10	10	0	0	0	0	1	44.0	17
11:45 - 12:00	14	0	0	0	2	16.0	10	13	0	0	0	2	16.0	19	
Hourly Total	47	0	0	0	7	84	30	47	0	0	0	6	101	106	
12:00 - 12:15	10	0	0	0	0	16.0	50	10	0	0	0	0	1	44.0	30
12:15 - 12:30	10	0	0	0	0	16.0	10	10	0	0	0	0	1	44.0	17
12:30 - 12:45	10	0	0	0	0	16.0	10	10	0	0	0	0	1	44.0	17
12:45 - 13:00	14	0	0	0	2	16.0	10	13	0	0	0	2	16.0	19	
Hourly Total	47	0	0	0	7	84	30	47	0	0	0	6	101	106	
13:00 - 13:15	10	0	0	0	0	16.0	50	10	0	0	0	0	1	44.0	30
13:15 - 13:30	10	0	0	0	0	16.0	10	10	0	0	0	0	1	44.0	17
13:30 - 13:45	10	0	0	0	0	16.0	10	10	0	0	0	0	1	44.0	17
13:45 - 14:00	14	0	0	0	2	16.0	10	13	0	0	0	2	16.0	19	
Hourly Total	47	0	0	0	7	84	30	47	0	0	0	6	101	106	
14:00 - 14:15	10	0	0	0	0	16.0	50	10	0	0	0	0	1	44.0	30
14:15 - 14:30	10	0	0	0	0	16.0	10	10	0	0	0	0	1	44.0	17
14:30 - 14:45	10	0	0	0	0	16.0	10	10	0	0	0	0	1	44.0	17
14:45 - 15:00	14	0	0	0	2	16.0	10	13	0	0	0	2	16.0	19	
Hourly Total	47	0	0	0	7	84	30	47	0	0	0	6	101	106	
15:00 - 15:15	10	0	0	0	0	16.0	50	10	0	0	0	0	1	44.0	30
15:15 - 15:30	10	0	0	0	0	16.0	10	10	0	0	0	0	1	44.0	17
15:30 - 15:45	10	0	0	0	0	16.0	10	10	0	0	0	0	1	44.0	17
15:45 - 16:00	14	0	0	0	2	16.0	10	13	0	0	0	2	16.0	19	
Hourly Total	47	0	0	0	7	84	30	47	0	0	0	6	101	106	
16:00 - 16:15	10	0	0	0	0	16.0	50	10	0	0	0	0	1	44.0	30
16:15 - 16:30	10	0	0	0	0	16.0	10	10	0	0	0	0	1	44.0	17
16:30 - 16:45	10	0	0	0	0	16.0	10	10	0	0	0	0	1	44.0	17
16:45 - 17:00	14	0	0	0	2	16.0	10	13	0	0	0	2	16.0	19	
Hourly Total	47	0	0	0	7	84	30	47	0	0	0	6	101	106	
17:00 - 17:15	10	0	0	0	0	16.0	50	10	0	0	0	0	1	44.0	30
17:15 - 17:30	10	0	0	0	0	16.0	10	10	0	0	0	0	1	44.0	17
17:30 - 17:45	10	0	0	0	0	16.0	10	10	0	0	0	0	1	44.0	17
17:45 - 18:00	14	0	0	0	2	16.0	10	13	0	0	0	2	16.0	19	
Hourly Total	47	0	0	0	7	84	30	47	0	0	0	6	101	106	
Season Total	4000	301	30	1	147	10134	10711	17720	100	10	0	146	1007	10700	

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	102.0	50	11	0	1	0	0	0	14.3	14													
08:30 - 08:45	55	7	0	0	0	64.0	60	9	2	0	0	0	0	11.6	11													
08:45 - 09:00	50	0	1	0	0	64.0	60	22	0	0	0	0	0	34.0	22													
Hourly Total	180	7	2	0	0	271	220	55	13	2	0	0	0	70	71													
09:00 - 09:15	50	0	1	0	0	76.0	70	21	0	0	0	0	0	34.4	21													
09:15 - 09:30	60	17	2	0	0	104.0	103	31	0	1	0	0	0	40.5	40													
09:30 - 09:45	84	16	2	1	0	100.0	100	10	11	0	1	0	0	40.3	44													
09:45 - 09:00	70	10	1	0	0	76.0	90	20	12	2	0	0	0	40.3	40													
Hourly Total	260	40	7	1	0	378	373	73	20	4	2	0	0	127	121													
10:00 - 10:15	50	0	1	0	0	112.0	100	0	0	0	1	0	0	10.0	10													
10:15 - 10:30	102	12	1	1	0	117.0	118	103	14	0	0	0	1	126.5	123													
10:30 - 10:45	91	13	1	1	0	107.0	106	27	12	3	1	0	0	105.1	103													
10:45 - 10:00	60	0	0	0	0	76.0	60	40	10	7	0	0	0	106.1	100													
Hourly Total	372	40	7	3	0	430	427	200	30	10	2	0	0	420	422													
11:00 - 11:15	70	0	0	0	0	100.0	90	15	0	0	0	0	0	40.4	40													
11:15 - 11:30	60	0	0	0	0	102.0	60	81	0	7	2	0	0	104.1	60													
11:30 - 11:45	60	15	2	0	0	66.0	66	27	11	3	0	0	0	42.5	61													
11:45 - 12:00	70	10	4	2	0	66.0	90	17	14	1	0	0	0	42.5	62													
Hourly Total	270	40	17	2	0	352	339	200	40	10	2	0	0	372	359													
12:00 - 12:15	70	10	0	0	0	100.0	90	15	0	0	0	0	0	40.4	70													
12:15 - 12:30	70	0	0	0	0	66.0	66	17	14	2	0	0	0	44.0	60													
12:30 - 12:45	74	0	0	2	0	66.0	60	12	10	4	0	0	0	43.0	61													
12:45 - 12:00	60	10	0	0	0	100.0	100	20	13	4	0	0	0	106.0	100													
Hourly Total	302	30	2	2	0	387	371	200	37	13	3	0	0	373	367													
13:00 - 13:15	60	10	4	0	0	66.0	90	15	11	0	0	0	0	40.4	61													
13:15 - 13:30	70	14	2	0	0	66.0	60	81	11	0	0	0	0	103.0	100													
13:30 - 13:45	70	10	2	0	0	66.0	67	10	0	4	1	0	0	44.3	61													
13:45 - 14:00	60	10	1	1	0	66.0	67	62	7	1	0	0	0	70.0	70													
Hourly Total	312	40	10	1	0	378	379	201	30	13	3	0	0	362	365													
14:00 - 14:15	60	10	4	0	0	112.0	100	0	0	0	1	0	0	40.4	60													
14:15 - 14:30	60	12	1	0	0	66.0	60	66	12	2	0	0	0	41.0	60													
14:30 - 14:45	70	7	2	0	0	66.0	60	10	13	3	1	0	0	41.0	70													
14:45 - 15:00	60	10	0	0	0	66.0	60	10	0	1	0	0	0	71.0	70													
Hourly Total	332	40	6	0	0	370	367	200	40	6	4	0	0	310	359													
15:00 - 15:15	60	10	0	0	0	66.0	60	66	0	0	0	0	0	70.0	70													
15:15 - 15:30	60	0	0	0	0	66.0	60	60	11	2	1	0	0	104.0	100													
15:30 - 15:45	60	17	2	0	0	107.0	106	11	10	2	0	0	0	44.0	60													
15:45 - 16:00	60	11	4	0	0	66.0	60	60	0	0	0	0	0	40.0	60													
Hourly Total	280	50	10	1	0	374	365	200	30	5	2	0	0	320	340													
16:00 - 16:15	60	10	0	0	0	66.0	60	60	0	0	0	0	0	40.0	60													
16:15 - 16:30	74	0	0	0	0	66.0	67	62	11	1	0	0	0	74.0	74													
16:30 - 16:45	60	11	4	0	0	67.0	60	10	10	0	1	0	0	102.0	60													
16:45 - 17:00	60	10	2	0	0	100.0	107	101	10	0	0	0	0	113.0	110													
Hourly Total	330	40	10	2	0	376	368	200	40	2	1	0	0	365	361													
17:00 - 17:15	60	10	0	0	0	66.0	60	60	11	0	0	0	0	70.0	70													
17:15 - 17:30	70	14	0	0	0	66.0	60	66	0	2	0	0	0	104.0	100													
17:30 - 17:45	70	0	2	0	0	66.0	65	111	17	0	0	0	0	110.0	100													
17:45 - 18:00	60	10	1	0	0	66.0	60	110	11	1	0	0	0	127.0	127													
Hourly Total	330	40	5	0	0	381	379	407	30	1	0	0	0	397	394													
18:00 - 18:15	70	0	1	0	0	66.0	60	60	10	1	1	0	0	106.0	106													
18:15 - 18:30	60	0	0	0	0	77.0	77	13	7	0	0	0	0	40.0	60													
18:30 - 18:45	60	1	0	0	0	66.0	60	60	0	1	0	0	0	71.0	71													
Hourly Total	260	10	2	0	0	390	389	393	30	2	1	0	0	361	359													
19:00 - 19:15	60	0	0	0	0	66.0	60	60	0	0	0	0	0	40.0	60													
19:15 - 19:30	60	0	0	0	0	66.0	60	10	0	0	0	0	0	40.0	60													
19:30 - 19:45	64	0	0	0	0	64.0	64	10	0	2	0	0	0	77.0	70													
19:45 - 20:00	60	0	1	1	0	100.0	100	14	0	0	0	0	0	47.0	67													
Hourly Total	310	7	1	1	0	330	328	200	10	2	0	0	0	322	327													
20:00 - 20:15	70	0	1	0	0	66.0	60	67	0	0	0	0	0	42.0	60													
20:15 - 20:30	60	0	0	0	0	66.0	60	40	2	1	0	0	0	41.0	61													
20:30 - 20:45	47	2	0	0	0	66.0	40	12	4	0	0	0	0	40.0	46													
20:45 - 21:00	37	0	0	0	0	66.0	40	30	0	0	0	0	0	30.0	30													
Hourly Total	214	10	1	0	0	228	227	192	10	2	0	0	0	192	198													
21:00 - 21:15	30	0	0	0	0	66.0	60	20	0	0	0	0	0	30.0	30													
21:15 - 21:30	30	0	0	0	0	66.0	30	31	0	0	0	0	0	31.0	31													
21:30 - 21:45	22	0	0	0	0	66.0	22	17	1	0	0	0	0	16.0	16													
21:45 - 22:00	20	0	0	0	0	66.0	20	10	0	0	0	0	0	10.0	20													
Hourly Total	101	0	0	0	0	198	124	80	0	0	0	0	0	87	127													
22:00 - 22:15	10	0	0	0	0	66.0	10	10	0	0	0	0	0	17.0	17													
22:15 - 22:30	12	0	0	0	0	66.0	12																					



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: C - Grange Road

C to B												C to A												C to B												C to A											
TIME	CAR	LOV	OVN1	OVN2	BUS	PCU	TOTAL	CAR	LOV	OVN1	OVN2	BUS	PCU	TOTAL	CAR	LOV	OVN1	OVN2	BUS	PCU	TOTAL	CAR	LOV	OVN1	OVN2	BUS	PCU	TOTAL	CAR	LOV	OVN1	OVN2	BUS	PCU	TOTAL	CAR	LOV	OVN1	OVN2	BUS	PCU	TOTAL					
06:00 - 06:15	0	0	0	0	0	0.0	0	2	1	0	0	0	0	4.0	3	0	0	0	0	0	0.0	6	0	0	0	0	0	0.0	6	0	0	0	0	0	0	0	0	0	0	0	0.0	6					
06:15 - 06:30	0	0	0	0	0	0.0	0	3	1	0	0	0	2	6.0	4	1	0	0	0	0	1.0	1	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	6					
06:30 - 06:45	0	0	0	0	0	0.0	0	5	2	0	0	0	1	10.0	12	0	1	2	0	1	2.0	2	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	6				
Hourly Total	0	0	0	0	0	0	0	10	3	0	0	0	4	20	20	1	1	2	0	1	3.0	4	0	0	0	0	0	3.0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	6			
07:00 - 07:15	0	0	0	0	0	0.0	0	11	2	0	0	0	1	14.0	16	1	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	6			
07:15 - 07:30	0	0	0	0	0	0.0	0	14	2	0	0	0	2	20.0	18	1	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	0.0	6		
07:30 - 07:45	0	0	0	0	0	0.0	0	14	2	0	0	0	2	20.0	18	1	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	0.0	6		
Hourly Total	0	0	0	0	0	0	0	38	6	0	0	0	4	50	46	4	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	0	0.0	6	
08:00 - 08:15	0	0	0	0	0	0.0	0	21	2	0	0	0	1	24.0	26	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	0.0	6		
08:15 - 08:30	0	0	0	0	0	0.0	0	26	3	0	0	0	4	40.0	36	3	0	0	0	0	1	0.0	4	0	0	0	0	0	1.0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	6	
08:30 - 08:45	0	0	0	0	0	0.0	0	24	0	0	0	0	3	27.0	27	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	0.0	6		
08:45 - 09:00	0	0	0	0	0	0.0	0	14	2	0	0	0	2	20.0	18	2	1	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	0.0	6	
Hourly Total	0	0	0	0	0	0	0	86	8	0	0	0	10	110	100	10	2	1	0	0	1	10	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	6	
09:00 - 09:15	0	0	0	0	0	0.0	0	11	2	0	0	0	2	16.0	17	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	0.0	6		
09:15 - 09:30	0	0	0	0	0	0.0	0	5	1	0	0	0	3	12.0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	6		
09:30 - 09:45	0	0	0	0	0	0.0	0	10	2	0	0	0	2	16.0	14	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	0.0	6		
09:45 - 10:00	0	0	0	0	0	0.0	0	10	1	1	0	0	2	20.0	23	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	0	0	0	0.0	6	
Hourly Total	0	0	0	0	0	0	0	46	6	1	0	0	8	70	61	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	6	
10:00 - 10:15	0	0	0	0	0	0.0	0	11	2	0	0	0	2	16.0	17	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	0.0	6		
10:15 - 10:30	0	0	0	0	0	0.0	0	5	1	0	0	0	3	12.0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	6		
10:30 - 10:45	0	0	0	0	0	0.0	0	10	2	0	0	0	2	16.0	14	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	0.0	6		
10:45 - 11:00	0	0	0	0	0	0.0	0	17	1	1	0	0	2	23.0	21	0	1	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	0.0	6	
Hourly Total	0	0	0	0	0	0	0	57	7	1	0	0	9	70	60	3	1	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	0.0	6	
11:00 - 11:15	0	0	0	0	0	0.0	0	11	2	0	0	0	2	16.0	17	1	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	0.0	6		
11:15 - 11:30	0	0	0	0	0	0.0	0	10	2	1	0	0	2	17.0	16	0	1	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	6		
11:30 - 11:45	1	0	0	0	0	1.0	1	10	2	1	0	0	3	20.0	20	2	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	0.0	6	
11:45 - 12:00	0	0	0	0	0	0.0	0	10	1	0	0	0	1	12.0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	6	
Hourly Total	1	0	0	0	0	1	1	56	6	2	0	0	8	62	54	3	2	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					

TIME	From C							To C						
	CAR	LOV	GGV1	GGV2	BUS	FCU	TOTAL	CAR	LOV	GGV1	GGV2	BUS	FCU	TOTAL
00:00 - 00:15	2	0	0	0	1	4.0	1	2	1	0	0	1	6.0	5
00:15 - 00:30	3	1	0	0	0	4.0	4	2	1	0	0	0	3.0	3
00:30 - 00:45	5	0	0	0	2	9.0	7	4	1	0	0	2	8.0	7
00:45 - 01:00	9	2	0	1	1	16.0	14	9	2	1	0	2	17.0	15
Hourly Total	19	4	0	1	4	31	12	18	4	1	0	5	31	10
01:00 - 01:15	10	1	0	0	1	14.0	12	6	0	1	0	1	14.0	10
01:15 - 01:30	10	2	0	0	0	18.0	18	8	1	0	0	1	18.0	12
01:30 - 01:45	15	2	0	0	2	24.0	20	5	2	0	0	1	26.0	8
01:45 - 02:00	20	2	0	0	1	29.0	28	10	4	0	0	2	33.0	21
Hourly Total	60	10	0	0	6	76	72	37	7	1	0	7	47	12
02:00 - 02:15	20	0	0	0	2	20.0	20	10	2	1	0	0	3	25.0
02:15 - 02:30	10	2	0	0	1	18.0	40	12	2	1	0	1	17.0	16
02:30 - 02:45	15	0	0	0	2	24.0	28	20	1	0	0	3	27.0	14
02:45 - 03:00	18	4	1	0	2	29.0	39	17	3	0	0	1	27.0	26
Hourly Total	63	6	1	0	6	91	107	49	6	2	0	5	62	57
03:00 - 03:15	10	0	0	0	1	14.0	20	10	2	1	0	2	16.0	18
03:15 - 03:30	10	2	0	0	0	18.0	22	16	4	0	0	3	23.0	20
03:30 - 03:45	12	2	0	0	2	24.0	22	10	1	0	0	2	26.0	17
03:45 - 04:00	17	2	0	0	2	28.0	27	10	7	1	0	2	23.0	20
Hourly Total	50	6	0	0	6	75	75	46	17	2	0	7	62	70
04:00 - 04:15	10	0	0	0	2	18.0	20	15	0	0	0	2	18.0	18
04:15 - 04:30	17	2	0	0	2	28.0	22	12	0	1	0	2	23.0	20
04:30 - 04:45	17	2	0	0	2	28.0	22	14	0	1	0	2	23.0	17
04:45 - 05:00	20	2	2	0	2	30.0	28	18	2	1	0	2	25.0	22
Hourly Total	60	6	2	0	8	104	92	55	3	2	1	6	60	67
05:00 - 05:15	10	0	0	0	2	18.0	10	11	4	0	0	2	15.0	18
05:15 - 05:30	10	2	2	0	2	28.0	17	17	2	0	0	1	23.0	20
05:30 - 05:45	15	2	0	0	2	29.0	25	8	2	0	0	1	13.0	12
05:45 - 06:00	20	2	0	0	1	30.0	28	11	2	1	0	2	26.0	16
Hourly Total	60	10	4	0	6	104	60	47	11	1	0	6	67	67
06:00 - 06:15	10	0	0	0	2	18.0	18	18	2	0	0	2	20.0	18
06:15 - 06:30	24	2	0	0	1	28.0	27	14	3	0	0	2	22.0	18
06:30 - 06:45	21	4	0	0	2	29.0	27	10	2	0	0	2	23.0	20
06:45 - 07:00	20	4	0	0	1	29.0	28	17	4	0	0	4	26.0	25
Hourly Total	76	16	0	0	6	109	109	72	10	0	0	10	104	63
07:00 - 07:15	10	0	0	0	2	18.0	20	10	2	0	0	2	20.0	18
07:15 - 07:30	17	2	0	0	2	28.0	22	12	0	0	0	2	26.0	17
07:30 - 07:45	18	2	0	0	2	27.0	24	10	1	0	0	2	26.0	18
07:45 - 08:00	12	2	0	0	1	20.0	24	14	2	0	0	2	26.0	20
Hourly Total	67	15	1	0	6	93	101	46	6	0	0	6	104	110
08:00 - 08:15	10	0	0	0	1	18.0	18	10	0	0	0	1	18.0	18
08:15 - 08:30	12	1	0	0	0	19.0	16	12	1	0	0	1	20.0	14
08:30 - 08:45	11	1	0	0	1	14.0	13	11	2	0	0	1	17.0	14
08:45 - 09:00	10	0	0	0	1	21.0	13	7	0	0	0	1	17.0	16
Hourly Total	50	4	0	0	4	71	60	72	6	0	0	6	62	66
09:00 - 09:15	10	1	0	0	2	19.0	10	12	0	0	0	2	16.0	14
09:15 - 09:30	10	0	0	0	2	18.0	17	10	1	0	0	1	21.0	20
09:30 - 09:45	8	1	0	0	1	14.0	16	14	1	0	0	2	19.0	17
09:45 - 10:00	14	0	0	0	2	19.0	10	10	0	0	0	1	12.0	11
Hourly Total	52	2	0	0	7	71	62	54	2	0	0	6	60	62
10:00 - 10:15	10	0	0	0	1	18.0	8	15	2	0	0	1	18.0	18
10:15 - 10:30	10	0	0	0	1	13.0	12	11	0	0	0	1	13.0	12
10:30 - 10:45	15	0	0	0	2	24.0	22	10	1	0	0	2	26.0	17
10:45 - 11:00	17	2	0	0	2	28.0	27	10	7	1	0	2	23.0	20
Hourly Total	50	2	0	0	6	75	73	46	10	1	0	6	60	67
11:00 - 11:15	10	0	0	0	2	18.0	15	11	0	0	0	2	18.0	18
11:15 - 11:30	10	0	0	0	2	18.0	22	16	4	0	0	1	20.0	24
11:30 - 11:45	15	0	0	0	1	17.0	16	0	0	0	0	1	8.0	7
11:45 - 12:00	6	2	0	0	1	14.0	14	0	1	0	0	1	16.0	16
Hourly Total	40	2	0	0	6	73	65	37	5	0	0	6	58	65
12:00 - 12:15	9	0	0	0	0	9.0	4	7	0	0	0	1	9.0	9
12:15 - 12:30	9	0	0	0	0	11.0	9	0	0	0	0	0	0	0
12:30 - 12:45	5	0	0	0	1	7.0	6	0	0	0	0	1	8.0	8
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	33	0	0	0	1	36	30	17	0	0	0	2	28.0	39
01:00 - 01:15	10	0	0	0	1	14.0	14	0	1	0	0	1	16.0	16
01:15 - 01:30	10	0	0	0	1	14.0	14	0	1	0	0	1	16.0	16
01:30 - 01:45	15	0	0	0	1	19.0	14	0	1	0	0	1	16.0	16
01:45 - 02:00	20	0	0	0	1	24.0	14	0	1	0	0	1	16.0	16
Hourly Total	55	0	0	0	4	61	56	0	4	0	0	4	64	64
02:00 - 02:15	10	0	0	0	2	18.0	18	0	2	0	0	2	20.0	20
02:15 - 02:30	10	0	0	0	2	18.0	20	0	2	0	0	2	20.0	20
02:30 - 02:45	15	0	0	0	1	19.0	16	0	1	0	0	1	16.0	16
02:45 - 03:00	20	0	0	0	1	24.0	16	0	1	0	0	1	16.0	16
Hourly Total	55	0	0	0	6	75	60	0	6	0	0	6	64	64
03:00 - 03:15	10	0	0	0	2	18.0	18	0	2	0	0	2	20.0	20
03:15 - 03:30	10	0	0	0	2	18.0	20	0	2	0	0	2	20.0	20
03:30 - 03:45	15	0	0	0	1	19.0	16	0	1	0	0	1	16.0	16
03:45 - 04:00	20	0	0	0	1	24.0	16	0	1	0	0	1	16.0	16
Hourly Total	55	0	0	0	6	75	60	0	6	0	0	6	64	64
04:00 - 04:15	10	0	0	0	2	18.0	18	0	2	0	0	2	20.0	20
04:15 - 04:30	10	0	0	0	2	18.0	20	0	2	0	0	2	20.0	20
04:30 - 04:45	15	0	0	0	1	19.0	16	0	1	0	0	1	16.0	16
04:45 - 05:00	20	0	0	0	1	24.0	16	0	1	0	0	1	16.0	16
Hourly Total	55	0	0	0	6	75	60	0	6	0	0	6	64	64
05:00 - 05:15	10	0	0	0	2	18.0	18	0	2	0	0	2	20.0	20
05:15 - 05:30	10	0	0	0	2	18.0	20	0	2	0	0	2	20.0	20
05:30 - 05:45	15	0	0	0	1	19.0	16	0	1	0	0	1	16.0	16
05:45 - 06:00	20	0	0	0	1	24.0	16	0	1	0	0	1	16.0	16
Hourly Total	55	0	0	0	6	75	60	0	6	0	0	6	64	64
06:00 - 06:15	10	0	0	0	2	18.0	18	0	2	0	0	2	20.0	20
06:15 - 06:30	10	0	0	0	2	18.0	20	0	2	0	0	2	20.0	20
06:30 - 06:45	15	0	0	0	1	19.0	16	0	1	0	0	1	16.0	16
06:45 - 07:00	20	0	0	0	1	24.0	16	0	1	0	0	1	16.0	16
Hourly Total	55	0	0	0	6	75	60	0	6	0	0	6	64	64
07:00 - 07:15	10	0	0	0	2	18.0	18	0	2	0	0	2	20.0	20
07:15 - 07:30	10	0	0	0	2	18.0	20	0	2	0	0	2	20.0	20
07:30 - 07:45	15	0	0	0	1	19.0	16	0	1	0	0	1	16.0	16
07:45 - 08:00	20	0	0	0	1	24.0	16	0	1	0	0	1	16.0	16
Hourly Total	55	0	0	0	6	75	60	0	6	0	0	6	64	64
08:00 - 08:15	10	0	0	0	2	18.0	18	0	2	0	0	2	20.0	20
08:15 - 08:30	10	0	0	0	2	18.0	20	0	2	0	0	2	20.0	20
08:30 - 08:45	15	0	0	0	1	19.0	16	0	1	0	0	1	16.0	16
08:45 - 09:00	20	0	0	0	1	24.0	16	0	1	0	0	1	16.0	16
Hourly Total	55	0	0	0	6	75	60	0	6	0	0	6	64	64
09:00 - 09:15	10	0	0	0	2	18.0	18	0	2	0	0	2	20.0	20
09:15 - 09:30	10	0	0	0	2	18.0	20	0	2	0	0	2	20.0	20
09:30 - 09:45	15	0	0	0	1	19.0	16	0	1	0	0	1	16.0	16
09:45 - 10:00	20	0	0	0	1	24.0	16	0	1	0	0	1	16.0	16
Hourly Total	55	0	0	0	6	75	60	0	6	0				

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	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	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	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	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	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	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0								
Hourly Total	0	0	5	0	0	0	0	5	0	0	2	0	0	0	0	0	2	0	0	1	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	0	1	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	0	1	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	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2								
0745 - 0800	0	0	3	0	0	0	0	3	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1								
Hourly Total	0	0	8	1	0	0	0	9	0	0	3	1	0	0	0	0	4	0	0	1	0	0	0	0	1	0	0	2	1	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								
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								
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								
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								
Hourly Total	0	0	14	3	2	0	0	19	0	0	2	3	1	0	0	0	6	0	0	2	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	0	3	0	0	1	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								
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								
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								
Hourly Total	0	0	8	2	1	0	0	11	0	0	3	1	0	0	0	0	4	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0	1							
1000 - 1015	0	0	1	1	0	0	0	2	0	0	1	0	0	0	0	0	1	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							
1030 - 1045	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	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	0	1	0	0	2	0	0	0	0	2	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	0	3	0	0	3	0	0	0	0	3	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	0	2	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	0	1	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	0	1	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	1	1	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	0	4	0	0	3	0	0	0	0	4	0	0	1	0	0	0	0	5							
1200 - 1215	0	0	3	1	0	0	0	4	0	0	0	0	1	0	0	0	1	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							
1230 - 1245	0	0	2	3	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0							
1245 - 1300	0	0	5	1	0	0	0	6	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0							
Hourly Total	0	0	11	5	1	0	0	17	0	0	1	1	1	0	0	0	3	0	0	1	0	0	0	2	0	0	0	1	0	0	0	0	1							
1300 - 1315	0	0	3	0	0	0	0	3	0	0	0	0	1	0	0	0	1	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	0	1	0	0	1	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							
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							
Hourly Total	0	0	10	1	1	0	0	12	0	0	2	0	1	0	0	0	3	0	0	1	0	0	0	0	1	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	1	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							
1430 - 1445	0	0	5	1	0	0	0	6	0	0	1	0	0	0	0	0	1	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							
Hourly Total	0	0	9	2	0	0	0	11	0	0	3	0	1	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	2	1	0	0	3							
1500 - 1515	0	0	1	2	0	0	0	3	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0							
1515 - 1530	0	0	4	1	0	0	0	5	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							
1530 - 1545	0	0	1	0	0	0	0	1	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							
1545 - 1600	0	0	6	2	0	0	0	8	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
Hourly Total	0	0	12	5	0	0	0	17	0	0	5	0	0	0	0	0	5	0	0	3	0	0	0	0	1	0	0	1	1	0	0	0	2							
1600 - 1615	0	0	3	1	0	0	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	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	1	40	2	0	0	43	0	0	92	19	1	0	0	112	0	0	0	2	0	0	0	2								
0615 - 0630	0	0	2	0	0	0	0	2	0	0	0	60	2	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	0	74	2	1	0	0	78	0	0	94	21	2	0	0	114	0	0	0	0	0	0	0	1								
Hourly Total	0	0	6	2	0	0	0	8	0	0	5	230	10	2	1	4	252	0	2	389	76	7	1	0	475	0	0	4	0	0	0	4								
0700 - 0715	0	0	0	1	0	0	0	1	0	0	1	79	5	1	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	0	97	4	0	0	0	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	0	2	87	3	2	1	92	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	0	52	1	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	4	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	0	48	0	0	176	26	2	2	1	206	0	0	2	2	0	0	0	4								
0815 - 0830	0	0	6	1	0	0	0	7	0	0	4	54	3	1	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	6	0	1	0	64	0	1	138	21	3	2	1	166	0	0	5	0	0	0	0	3								
0845 - 0900	0	0	6	1	0	0	0	7	0	0	1	56	2	1	0	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	3	2	1	1	38	0	2	87	28	5	0	0	122	0	0	7	0	0	0	0	7								
0915 - 0930	0	0	0	1	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	0	93	0	0	2	0	0	0	0	1								
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	0	67	2	1	0	0	70	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	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	4	3	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	0	46	3	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	2	110	1	0	0	1	46	0	0	71	11	2	0	0	91	0	0	0	0	0	0	0	0							
1115 - 1130	0	0	2	1	0	0	0	3	0	0	0	40	3	1	0	0	44	0	0	74	11	2	0	1	98	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	64	12	2	0	0	71	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	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	0	34	1	0	0	36	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	0	21	0	0	0	21	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	0	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	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	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	0	26	0	1	31	12	6	0	0	44	0	0	0	0	0	0	0	0								
1345 - 1400	0	0	4	0	2	0	0	6	0	0	2	23	4	1	0	1	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	3	1	0	0	32	0	1	105	16	2	0	0	126	0	0	2	0	0	0	0	2								
1415 - 1430	0	0	6	0	0	0	0	6	0	0	0	26	3	0	0	0	30	0	0	113	18	2	0	0	135	0	0	1	0	0	0	0	1							
1430 - 1445	0	0	1	2	0	0	0	3	0	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	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	1	527	0	0	10	1	0	0	0	11								
1500 - 1515	0	0	6	1	0	0	0	7	0	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	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	0	38	2	0	0	0	40	0	1	109	10	0	0	0	120	0	0	0	0	0	0	0	0							
1545 - 1600	0	0	5	1	0	0	0	6	0	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	0	142	10	1	0	0	153	0	1	450	46	14	3																	

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)										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	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	5	0	0	0	0	5	0	0	0	204	41	4	0	0	252	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	0	170	42	2	1	0	215	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1									
0645 - 0700	0	0	1	0	0	0	0	1	0	0	0	149	49	1	1	0	203	0	0	0	0	0	0	0	0	1	0	1	1	0	0	3									
Hourly Total	0	0	17	1	0	0	0	18	0	0	0	697	170	9	10	1	887	0	0	1	1	0	0	0	0	2	0	6	2	0	0	8									
0700 - 0715	0	0	3	1	0	0	0	4	0	1	0	174	42	8	2	0	227	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2									
0715 - 0730	0	0	1	1	0	0	0	2	0	1	0	212	44	8	3	0	269	0	0	1	0	0	0	0	0	1	0	4	0	1	0	4									
0730 - 0745	0	0	4	0	0	0	0	5	0	1	0	199	49	8	2	1	260	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	0	192	48	7	4	0	252	0	0	0	1	1	0	0	0	2	0	0	3	0	1	0	4								
Hourly Total	0	0	11	2	0	0	0	13	0	5	5	777	183	31	11	1	1099	0	0	2	1	1	0	0	0	3	0	9	3	1	0	14									
0800 - 0815	0	0	2	0	0	0	0	2	0	0	0	170	35	12	4	0	221	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	0	172	31	9	9	0	221	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	0	144	31	9	2	2	221	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1									
0845 - 0900	0	0	2	0	1	1	0	4	0	1	0	141	44	3	5	0	184	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Hourly Total	0	0	22	2	2	1	0	27	0	1	0	627	141	33	20	2	824	0	0	3	3	0	0	0	0	6	0	22	4	1	0	1	28								
0900 - 0915	0	0	2	1	1	0	0	4	0	0	0	113	28	13	8	0	182	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3									
0915 - 0930	0	0	1	1	0	0	0	2	0	1	0	94	31	9	4	0	141	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1								
0930 - 0945	0	0	1	0	0	0	0	1	0	1	0	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	0	91	31	11	4	0	137	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	2								
Hourly Total	0	0	7	2	2	1	0	10	0	1	0	396	115	36	25	0	590	1	3	3	1	0	0	0	0	2	0	2	0	0	0	0	2								
1000 - 1015	0	0	2	0	0	0	0	2	0	0	0	97	22	16	12	0	147	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1								
1015 - 1030	0	0	2	1	0	0	0	3	0	0	0	94	19	11	9	0	133	0	0	1	0	0	0	0	0	1	0	0	2	0	0	0	2								
1030 - 1045	0	0	4	0	0	0	0	4	0	0	0	81	25	11	8	0	126	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1								
1045 - 1100	0	0	5	1	0	0	0	6	0	0	0	101	17	12	5	1	136	0	0	2	1	0	0	0	0	0	0	1	1	0	0	0	2								
Hourly Total	0	0	13	2	0	0	0	15	0	0	0	373	84	30	34	1	542	0	0	3	2	0	0	0	0	0	0	4	2	0	0	0	6								
1100 - 1115	0	0	2	1	0	0	0	3	0	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	0	116	17	10	7	0	150	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1								
1130 - 1145	0	0	1	0	0	0	0	1	0	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	0	108	25	10	6	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	0	1	441	80	43	26	1	592	0	0	2	1	0	0	0	0	3	0	0	5	1	0	1	7								
1200 - 1215	0	0	2	0	0	0	0	2	0	0	0	101	20	8	14	1	144	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1								
1215 - 1230	0	0	1	0	0	0	0	1	0	0	0	100	25	10	9	0	143	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0								
1230 - 1245	0	0	4	0	0	0	0	4	0	0	0	92	26	5	6	1	130	0	0	1	0	0	0	0	0	0	0	2	0	1	0	0	3								
1245 - 1300	0	0	5	1	0	0	0	6	0	0	0	99	22	5	11	0	157	0	0	2	1	0	0	0	0	0	3	0	0	1	0	0	4								
Hourly Total	0	0	12	1	0	0	0	14	0	0	0	392	93	32	33	2	564	0	0	6	2	0	0	0	0	0	0	11	1	0	0	0	16								
1300 - 1315	0	0	5	1	0	0	0	6	0	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	0	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	1	7	0	1	0	102	26	11	11	0	151	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2								
1345 - 1400	0	0	3	0	0	0	0	3	0	0	0	94	31	7	8	0	140	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0								
Hourly Total	0	0	16	1	0	0	1	18	0	2	0	396	109	37	35	1	580	0	0	2	0	0	0	0	0	0	1	0	7	4	1	1	0	13							
1400 - 1415	0	0	1	0	0	0	0	1	0	0	0	91	28	7	7	0	133	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
1415 - 1430	0	0	2	0	0	0	0	2	0	0	0	122	33	7	5	0	168	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
1430 - 1445	0	0	4	0	0	0	0	4	0	0	0	155	35	11	3	0	204	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
1445 - 1500	0	0	4	0	0	0	0	4	0	0	0	151	35	11	3	0	207	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0								
Hourly Total	0	0	11	0	0	0	0	11	0	1	0	515	135	32	22	3	715	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	12							
1500 - 1515	0	0	1	0	0	0	0	1	0	0	0	155	36	7	6	0	204	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
1515 - 1530	0	0	3	0	0	0	0	3	0	0	0	140	23	6	7	0	177	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0								
1530 - 1545	0	0	4	0	0	0	0	4	0	0	0	121	35	12	9	0	164	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
1545 - 1600	0	0	7	0	0	0	0	7	0	1	0	122	39	4	2	0	168	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
Hourly Total	0	0	15	0	0	0	0	15	0	2	0	538	133	23																											

Manston, Tuesday 7th March 2017

Junction: (7) St Nicholas Roundabout

Approach: A28 (Southwest)

TIME	First Left to A299 (West)										Second Left to Pottery 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	1	0	0	0	0	1	0	0	0	11	1	0	0	0	12	0	0	3	0	0	0	3								
0630 - 0645	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	18	0	0	1	0	0	0	1								
0645 - 0700	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	18	3	0	0	0	21	0	0	3	1	2	0	4								
Hourly Total	0	0	7	0	0	0	0	7	0	0	1	0	0	0	0	1	0	0	56	5	0	0	1	62	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	19	2	0	0	0	1	22	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	15	2	0	0	0	17	0	0	5	1	1	0	0	7								
0730 - 0745	0	0	5	0	0	0	0	5	0	0	1	0	0	0	0	0	1	0	0	17	1	0	0	0	18	0	0	5	2	1	0	8								
0745 - 0800	0	0	3	0	1	1	0	5	0	0	0	0	0	0	0	0	0	0	18	3	0	0	1	22	0	0	10	1	0	0	0	11								
Hourly Total	0	0	14	1	1	2	0	18	0	0	1	0	0	0	0	1	0	0	69	8	0	0	2	79	0	0	24	4	1	0	0	29								
0800 - 0815	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	19	2	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	17	4	0	1	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	24	2	1	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	21	2	0	0	0	24	0	0	8	1	0	0	0	10								
Hourly Total	0	0	10	4	1	2	0	17	0	0	3	0	0	0	0	0	0	0	81	10	2	1	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	23	5	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	21	6	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	20	3	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	31	0	1	0	0	32	0	0	6	2	0	0	0	7								
Hourly Total	0	0	8	3	1	3	0	15	0	0	1	1	0	0	0	0	0	0	84	15	0	0	1	111	0	0	29	3	3	0	1	33								
1000 - 1015	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	29	1	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	21	2	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	14	4	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	20	3	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	84	10	0	0	0	94	0	0	21	2	0	0	0	23								
1100 - 1115	0	0	2	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	13	3	0	0	0	16	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	21	3	1	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	17	4	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	22	1	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	76	11	1	0	0	88	0	0	23	3	0	0	0	26								
1200 - 1215	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	32	2	0	0	0	34	0	0	4	1	0	1	0	6								
1215 - 1230	0	0	1	0	1	1	0	3	0	0	2	0	0	0	0	0	0	0	20	1	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	1	0	0	0	0	0	0	22	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	15	0	0	0	1	17	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	137	5	0	0	3	145	0	0	23	3	0	0	1	27								
1300 - 1315	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	31	4	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	41	1	0	0	0	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	31	2	0	0	0	34	0	0	5	2	0	0	0	4								
1345 - 1400	0	0	3	3	1	0	0	7	0	0	0	0	0	0	0	0	0	0	32	3	2	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	135	10	3	0	2	150	0	0	16	5	0	1	0	22								
1400 - 1415	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	30	3	0	0	0	34	0	0	3	2	0	0	0	5								
1415 - 1430	0	0	2	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	45	2	0	0	0	47	0	0	4	1	0	0	0	8								
1430 - 1445	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	37	2	1	0	0	40	0	0	5	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	33	3	0	0	0	37	0	0	4	0	0	0	0	7								
Hourly Total	0	0	6	5	0	0	0	11	0	0	5	0	0	0	0	0	0	0	145	10	2	0	1	159	0	0	15	4	0	0	0	19								
1500 - 1515	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	29	6	0	0	0	35	0	0	8	0	0	0	0	8								
1515 - 1530	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	30	6	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	43	5	0	0	0	48	0	0	5	0	0	0	0	5								
1545 - 1600	0	0	3	1	0	0	0	4	0	0	1	0	0	0	0	0	0	0	38	1	0	0	0	40	0	0	6	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	140	18	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	40	2	0	0	0	42	0	0	7	1	0	0	0	8								
1615 - 1630																																								

Manston, Tuesday 7th March 2017

Junction: (T) St Nicholas Roundabout

Approach: A299 (West)

TIME	Left to Potten Street Road										Ahead to A299 (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	116	21	11	5	0	153								
0615-0630	0	0	0	0	0	0	0	0	0	0	74	21	1	0	0	96	0	0	117	20	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	7	0	233	0	0	2	1	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	2	2	0	2	0	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	0	0	0	0	0	3								
0715-0730	0	0	1	0	0	0	1	0	0	0	79	35	0	0	0	114	0	0	147	35	13	11	0	209	0	0	0	2	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	1	1	0	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	0	0	0	1	0	4								
Hourly Total	0	0	2	0	0	0	2	0	2	2	324	141	12	2	0	493	0	1	646	142	7	2	0	891	0	0	2	2	0	1	0	12								
0800-0815	0	0	0	1	0	0	0	1	0	0	1	98	25	6	0	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	37	14	7	0	195	0	0	1	1	0	0	0	3								
Hourly Total	0	0	2	0	0	0	0	2	0	2	71	25	5	0	0	103	0	0	153	36	14	6	0	209	0	0	2	2	0	0	1	6								
0845-0900	0	0	3	1	1	0	0	5	0	5	5	348	104	30	4	1	492	0	0	617	160	49	28	1	855	0	0	9	4	0	1	0	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	0	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	2	1	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	0	0	0	0	0	3								
Hourly Total	0	0	4	1	0	0	0	5	0	4	306	78	36	2	0	423	0	2	425	108	57	32	1	623	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	0	0	132	0	0	90	20	11	2	0	124	0	0	0	0	0	0	0	3								
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	1	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	102	11	7	0	0	119	0	0	92	19	11	2	0	124	0	0	2	1	1	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	1	1	1	0	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	1	0	0	0	0	1	0	0	77	15	7	0	0	100	0	0	102	22	10	7	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	86	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	2	0	0	1	5								
1215-1230	0	0	1	0	0	0	1	0	0	2	96	13	6	0	0	107	0	0	81	22	9	6	1	119	0	0	0	0	0	0	0	3								
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	1	0	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	4	2	2	0	0	16								
1300-1315	0	0	1	0	0	0	0	1	0	1	90	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	2	0	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	0	100	22	2	1	2	129	0	0	121	31	9	11	0	186	0	0	2	1	0	0	0	2								
1415-1430	0	0	1	0	0	0	0	1	0	0	122	21	2	0	0	146	0	0	121	41	8	12	0	182	0	0	1	1	0	0	0	3								
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	159	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	182	0	0	0	0	0	0	0	3								
Hourly Total	0	0	3	0	0	0	0	3	0	3	456	85	7	2	4	589	0	3	429	122	25	42	0	719	0	0	5	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	1	0	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	3								
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																										

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	A to C				BUS	A to A							
			OV01	OV02	PCU	TOTAL		CAR	LGV	OV01	OV02		CAR	LGV	OV01	OV02	PCU	TOTAL		
06:00 - 06:15	5	3	0	0	0	8.0	8	71	35	0	0	1	108.0	107	0	0	0	0	0.0	0
06:15 - 06:30	8	5	0	0	0	13.0	13	103	32	5	0	1	144.5	141	0	0	0	0	0.0	0
06:30 - 06:45	12	4	0	0	0	16.0	16	130	28	3	0	0	162.5	161	0	0	0	0	0.0	0
06:45 - 07:00	7	5	0	0	0	12.0	12	116	40	3	0	1	162.5	160	0	0	0	0	0.0	0
Hourly Total	32	17	0	0	0	49.0	49	450	135	11	0	3	571	569	0	0	0	0	0.0	0
07:00 - 07:15	27	6	0	0	0	27.0	27	150	38	2	1	1	195.3	192	0	0	0	0	0.0	0
07:15 - 07:30	22	8	0	0	0	30.0	30	174	26	3	0	2	208.5	205	0	0	0	0	0.0	0
07:30 - 07:45	44	5	0	0	0	49.0	49	188	30	5	0	3	231.5	226	0	0	0	0	0.0	0
07:45 - 08:00	40	5	0	0	0	45.0	45	206	36	3	1	0	248.8	246	0	0	0	0	0.0	0
Hourly Total	147	24	0	0	0	151.0	151	718	130	13	2	6	895	889	0	0	0	0	0.0	0
08:00 - 08:15	51	6	0	0	0	57.0	57	178	37	2	0	1	220.0	218	0	0	0	0	0.0	0
08:15 - 08:30	44	2	3	1	1	54.5	55	188	31	4	2	0	229.6	225	0	0	0	0	0.0	0
08:30 - 08:45	63	5	0	0	0	68.0	68	177	19	3	5	0	212.0	204	0	0	0	0	0.0	0
08:45 - 09:00	38	3	1	0	0	42.5	42	141	17	7	1	2	174.8	168	0	0	0	0	0.0	0
Hourly Total	186	16	4	1	1	222	223	684	104	16	8	3	826	815	0	0	0	0	0.0	0
09:00 - 09:15	38	6	0	0	0	44.0	44	137	24	4	0	2	171.0	167	0	0	0	0	0.0	0
09:15 - 09:30	36	8	1	0	0	45.5	45	137	22	3	2	2	172.1	166	0	0	0	0	0.0	0
09:30 - 09:45	42	3	2	0	0	48.0	47	113	22	6	0	2	148.0	143	0	0	0	0	0.0	0
09:45 - 10:00	41	3	0	0	0	44.0	44	103	16	9	0	1	134.5	129	0	0	0	0	0.0	0
Hourly Total	167	20	3	0	0	182	180	480	84	22	2	7	625	605	0	0	0	0	0.0	0
10:00 - 10:15	27	5	0	0	0	32.0	32	111	19	4	2	1	141.6	136	0	0	0	0	0.0	0
10:15 - 10:30	31	4	0	0	0	35.0	35	104	18	1	1	3	131.8	127	0	0	0	0	0.0	0
10:30 - 10:45	39	6	0	0	0	45.0	45	108	20	4	2	1	140.6	135	0	0	0	0	0.0	0
10:45 - 11:00	38	6	2	0	0	47.0	46	101	21	7	0	2	136.5	131	0	0	0	0	0.0	0
Hourly Total	156	21	2	0	0	159	158	424	77	16	5	7	551	529	0	0	0	0	0.0	0
11:00 - 11:15	22	5	1	0	0	28.5	28	100	21	5	1	1	132.8	128	0	0	0	0	0.0	0
11:15 - 11:30	31	4	1	0	0	36.5	36	101	19	5	0	2	131.5	127	0	0	0	0	0.0	0
11:30 - 11:45	28	4	0	0	0	32.0	32	106	24	3	0	2	136.5	135	0	0	0	0	0.0	0
11:45 - 12:00	33	1	1	0	0	35.5	36	98	13	5	0	1	120.5	117	0	0	0	0	0.0	0
Hourly Total	124	14	3	0	0	131	131	405	77	18	1	6	523	507	0	0	0	0	0.0	0
12:00 - 12:15	30	7	1	0	1	40.5	39	99	25	3	1	1	148.6	145	0	0	0	0	0.0	0
12:15 - 12:30	28	9	2	0	0	40.0	39	105	11	5	0	3	129.5	124	0	0	0	0	0.0	0
12:30 - 12:45	27	4	0	0	0	31.0	31	92	19	4	0	2	121.0	117	0	0	0	0	0.0	0
12:45 - 13:00	38	3	1	0	0	42.5	42	110	21	10	0	2	150.0	143	0	0	0	0	0.0	0
Hourly Total	123	23	4	0	0	124	123	406	66	23	2	7	526	504	0	0	0	0	0.0	0
13:00 - 13:15	43	7	1	0	0	51.5	51	115	26	3	1	1	148.8	145	0	0	0	0	0.0	0
13:15 - 13:30	27	6	0	0	0	33.0	33	113	21	2	3	2	147.9	141	0	0	0	0	0.0	0
13:30 - 13:45	35	7	0	0	0	42.0	42	115	27	4	3	3	160.9	152	0	0	0	0	0.0	0
13:45 - 14:00	34	3	0	0	0	37.0	37	101	10	3	1	2	121.8	117	0	0	0	0	0.0	0
Hourly Total	139	23	1	0	0	164	163	444	83	12	8	8	579	556	0	0	0	0	0.0	0
14:00 - 14:15	41	5	0	0	0	46.0	46	106	26	5	1	0	138.5	131	0	0	0	0	0.0	0
14:15 - 14:30	26	6	0	0	0	32.0	32	101	12	6	2	3	132.0	124	0	0	0	0	0.0	0
14:30 - 14:45	44	3	1	0	0	48.5	48	93	15	5	1	1	118.9	115	0	0	0	0	0.0	0
14:45 - 15:00	47	4	0	1	0	53.5	52	124	23	1	0	2	162.5	150	0	0	0	0	0.0	0
Hourly Total	158	18	1	1	0	180	178	424	66	20	4	6	541	520	0	0	0	0	0.0	0
15:00 - 15:15	54	2	1	1	0	62.0	59	143	13	4	2	0	180.6	164	0	0	0	0	0.0	0
15:15 - 15:30	26	5	0	0	0	31.0	31	126	24	2	0	2	157.0	154	0	0	0	0	0.0	0
15:30 - 15:45	23	3	1	0	0	27.5	27	175	21	5	2	2	212.1	205	0	0	0	0	0.0	0
15:45 - 16:00	41	5	0	0	0	46.0	46	117	21	1	1	3	167.8	163	0	0	0	0	0.0	0
Hourly Total	144	15	2	1	1	160	163	581	79	14	5	7	707	696	0	0	0	0	0.0	0
16:00 - 16:15	35	4	1	0	0	42.5	41	126	26	3	0	1	158.5	150	0	0	0	0	0.0	0
16:15 - 16:30	44	6	1	0	0	51.5	51	124	35	2	0	2	166.0	163	0	0	0	0	0.0	0
16:30 - 16:45	34	8	0	0	0	42.0	42	136	28	5	0	2	175.5	171	0	0	0	0	0.0	0
16:45 - 17:00	48	9	0	1	0	58.5	58	136	26	0	1	2	168.3	165	0	0	0	0	0.0	0
Hourly Total	161	27	2	1	1	195	192	522	115	10	1	7	609	605	0	0	0	0	0.0	0
17:00 - 17:15	47	5	1	1	0	53.0	54	123	16	3	0	0	143.0	142	0	0	0	0	0.0	0
17:15 - 17:30	27	3	0	0	0	30.0	30	130	16	1	1	2	153.8	150	0	0	0	0	0.0	0
17:30 - 17:45	25	1	0	0	0	26.0	26	132	22	1	0	1	157.5	156	0	0	0	0	0.0	0
17:45 - 18:00	65	3	0	0	0	68.0	68	113	18	1	0	3	138.5	135	0	0	0	0	0.0	0
Hourly Total	164	12	1	1	0	180	178	488	72	6	1	6	593	583	0	0	0	0	0.0	0
18:00 - 18:15	44	4	0	0	0	48.0	48	107	14	2	0	1	126.0	124	0	0	0	0	0.0	0
18:15 - 18:30	37	3	0	0	0	40.0	40	93	10	1	1	0	104.0	105	0	0	0	0	0.0	0
18:30 - 18:45	36	3	0	0	0	39.0	39	92	8	0	0	1	102.0	101	0	0	0	0	0.0	0
18:45 - 19:00	18	1	0	0	0	19.0	19	84	10	0	0	1	96.0	95	0	0	0	0	0.0	0
Hourly Total	135	11	0	0	0	146	146	376	42	3	1	3	431	425	0	0	0	0	0.0	0
19:00 - 19:15	29	0	0	0	0	29.0	29	69	4	0	0	2	77.0	75	0	0	0	0	0.0	0
19:15 - 19:30	31	4	0	0	0	35.0	35	76	7	0	0	1	96.0	84	0	0	0	0	0.0	0
19:30 - 19:45	17	0	0	0	0	20.0	20	84	5	0	0	1	81.0	80	0	0	0	0	0.0	0
19:45 - 20:00	30	1	0	0	0	31.0	31	57	5	1	0	0	63.5	63	0	0	0	0	0.0	0
Hourly Total	107	8	0	0	0	110	115	286	21	1	0	4	317	312	0	0	0	0	0.0	0
20:00 - 20:15	21	3	0	0	0	24.0	24	55												

TIME	From A							To A						
	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL	CAR	LGV	OOV1	OOV2	BUS	PCU	TOTAL
06:00 - 06:15	76	38	0	0	1	136.0	115	17	1	2	0	0	24.1	21
06:15 - 06:30	111	37	5	0	1	157.5	154	27	4	3	1	0	27.8	35
06:30 - 06:45	142	32	3	0	0	178.5	177	44	10	4	1	0	62.3	59
06:45 - 07:00	123	40	3	0	1	174.5	172	30	7	1	1	0	43.8	41
Hourly Total	452	152	11	0	3	627	618	118	22	11	5	0	138	156
07:00 - 07:15	171	44	2	1	1	222.3	219	48	14	1	1	0	68.8	64
07:15 - 07:30	186	34	3	0	2	238.5	235	56	29	3	2	2	88.1	92
07:30 - 07:45	232	35	5	0	3	280.5	275	120	37	8	4	1	180.2	170
07:45 - 08:00	246	41	3	1	0	293.8	291	114	38	6	1	2	187.3	181
Hourly Total	845	164	13	2	6	1059	1050	388	118	18	8	5	311	317
08:00 - 08:15	229	43	2	0	1	277.0	275	139	48	8	4	1	218.2	200
08:15 - 08:30	232	33	7	3	1	284.4	276	149	29	6	4	1	198.2	189
08:30 - 08:45	240	24	3	5	0	280.0	272	122	30	9	0	0	185.5	181
08:45 - 09:00	179	20	8	1	2	217.3	210	143	27	10	3	1	193.9	184
Hourly Total	880	120	20	9	4	1059	1053	583	134	33	11	3	316	324
09:00 - 09:15	175	30	4	0	2	215.0	211	133	30	5	1	0	172.8	169
09:15 - 09:30	173	30	4	2	2	217.6	211	132	26	6	2	3	176.6	168
09:30 - 09:45	155	25	8	0	2	196.0	190	113	23	8	0	1	150.0	145
09:45 - 10:00	144	19	9	0	1	178.5	173	108	25	6	2	1	148.6	142
Hourly Total	647	104	25	2	7	828	785	486	103	25	5	5	340	324
10:00 - 10:15	138	23	4	2	1	173.6	168	110	22	2	0	3	141.0	137
10:15 - 10:30	135	22	1	1	3	168.8	162	114	27	3	2	1	152.1	147
10:30 - 10:45	147	26	4	2	1	185.5	180	126	20	5	0	2	157.5	153
10:45 - 11:00	139	27	9	0	2	183.5	177	112	22	6	1	1	147.3	142
Hourly Total	559	86	18	5	7	710	687	462	81	16	3	7	318	319
11:00 - 11:15	122	26	6	1	1	161.3	156	109	26	5	1	1	148.3	143
11:15 - 11:30	132	23	6	0	2	168.0	163	113	19	6	1	2	147.3	141
11:30 - 11:45	134	28	3	0	2	170.5	167	128	13	4	0	2	151.0	147
11:45 - 12:00	131	14	6	0	1	156.0	152	135	23	4	4	1	175.2	167
Hourly Total	558	81	21	1	6	698	678	465	81	20	6	6	312	308
12:00 - 12:15	129	22	5	2	1	165.1	159	108	25	11	0	5	151.5	145
12:15 - 12:30	133	20	7	0	3	168.5	163	131	19	4	3	1	164.8	158
12:30 - 12:45	119	23	4	0	2	152.0	148	123	14	4	3	2	163.9	156
12:45 - 13:00	149	24	11	0	2	192.5	185	94	29	2	2	1	132.6	128
Hourly Total	529	89	27	2	8	681	655	466	87	21	8	6	313	307
13:00 - 13:15	158	32	4	1	1	202.3	196	118	23	1	0	1	149.8	145
13:15 - 13:30	140	27	2	3	2	180.9	174	113	24	2	1	1	144.2	141
13:30 - 13:45	150	34	4	3	3	202.9	194	135	22	4	1	2	169.3	164
13:45 - 14:00	135	13	3	1	2	158.8	154	143	11	6	0	1	165.0	161
Hourly Total	582	106	13	8	8	742	718	509	80	15	3	6	329	312
14:00 - 14:15	147	21	8	0	1	182.3	177	112	22	4	1	1	144.3	140
14:15 - 14:30	127	18	6	2	3	164.6	156	156	25	7	2	1	198.1	191
14:30 - 14:45	137	18	6	1	1	168.3	163	133	22	1	3	3	168.4	162
14:45 - 15:00	171	27	1	1	2	205.8	202	131	26	2	1	1	164.3	161
Hourly Total	582	84	21	5	6	722	698	532	85	14	7	6	170	164
15:00 - 15:15	157	15	7	3	1	231.4	223	125	27	8	2	1	179.6	163
15:15 - 15:30	152	29	2	0	2	188.0	185	190	23	4	0	1	221.0	218
15:30 - 15:45	188	24	6	2	2	238.6	232	159	27	8	1	1	202.3	196
15:45 - 16:00	178	26	1	1	3	213.8	209	155	26	3	1	2	191.8	187
Hourly Total	725	94	16	6	8	875	849	629	103	23	4	5	190	184
16:00 - 16:15	151	30	4	0	2	201.0	197	158	29	1	0	1	189.5	186
16:15 - 16:30	168	41	3	0	2	217.5	214	165	33	0	1	0	200.3	199
16:30 - 16:45	170	36	5	0	2	217.5	213	164	55	1	0	1	222.5	221
16:45 - 17:00	184	35	0	2	2	227.6	223	182	22	3	0	2	212.5	209
Hourly Total	683	142	12	2	8	854	847	669	138	5	1	4	325	317
17:00 - 17:15	170	21	4	1	0	198.3	196	165	39	2	0	2	211.0	208
17:15 - 17:30	157	19	1	1	2	181.8	180	193	27	5	1	1	231.8	227
17:30 - 17:45	157	23	1	0	1	183.5	182	198	33	3	0	0	206.5	204
17:45 - 18:00	178	21	1	0	3	206.5	203	192	26	1	0	3	225.5	222
Hourly Total	682	84	7	2	6	778	761	748	125	11	1	6	304	301
18:00 - 18:15	154	18	2	0	1	174.0	172	193	38	4	0	0	207.0	206
18:15 - 18:30	120	13	1	1	0	146.8	145	196	30	1	0	3	233.5	230
18:30 - 18:45	128	11	0	0	1	141.0	140	164	19	1	0	3	190.5	187
18:45 - 19:00	102	11	0	0	1	115.0	114	147	13	1	0	2	165.5	163
Hourly Total	511	63	3	1	3	577	571	700	100	7	0	8	327	315
19:00 - 19:15	96	4	0	0	2	104.3	104	139	17	0	0	1	138.0	137
19:15 - 19:30	107	11	0	0	1	128.0	119	137	16	2	2	1	162.6	158
19:30 - 19:45	101	8	0	0	1	111.0	110	111	16	1	0	0	128.5	128
19:45 - 20:00	87	6	1	0	0	94.5	94	106	7	2	0	1	118.0	116
Hourly Total	383	29	1	0	4	432	427	493	56	5	2	3	168	163
20:00 - 20:15	76	8	0	0	1	86.0	85	110	11	2	0	1	124.0	122
20:15 - 20:30	57	4	1	0	0	62.5	62	89	10	1	0	0	103.5	100
20:30 - 20:45	55	6	0	0	0	61.0	61	73	17	6	0	1	101.0	97
20:45 - 21:00	55	1	0	0	0	56.0	56	63	10	5	0	0	80.5	78
Hourly Total	243	19	1	0	1	255	254	345	46	14	0	2	416	407
21:00 - 21:15	46	7	0	0	1	55.0	54	80	6	2	1	2	95.3	91
21:15 - 21:30	68	6	0	1	0	76.2	75	81	8	0	0	0	88.0	89
21:30 - 21:45	57	5	1	0	0	63.5	63	55	4	1	0	0	65.5	60
21:45 - 22:00	34	5	1	0	0	40.5	40	57	0	1	0	0	58.5	58
Hourly Total	205	23	2	1	1	235	232	253	19	4	1	2	283	278
22:00 - 22:15	37	1	0	0	2	42.0	40	52	6	0	0	0	58.0	58
22:15 - 22:30	33	3	2	0	0	39.0	38	53	2	1	0	2	68.5	56
22:30 - 22:45	25	3	1	0	1	32.5	31	55	2	0	0	0	57.0	57
22:45 - 23:00	27	1	0	0	0	28.0	28	50	1	0	0	0	51.0	51
Hourly Total	123	8	3	0	3	142	137	210	11	1	0	2	227	224
23:00 - 23:15	27	4	0	0	0	31.0	31	36	1	0	0	0	37.0	37
23:15 - 23:30	16	3	0	0	0	18.0	19	28	1	1	0	1	32.5	31
23:30 - 23:45	9	0	0	0	0	9.0	9	23	2	0	0	1	27.0	26
23:45 - 00:00	10	0	1	0	0	11.5	11	19	3	0	0	0	22.0	22
Hourly Total	62	7	1	0	0	71	70	106	7	1	0	2	119	116
Session Total	9033	1467	215	46	89	11275	11010	8102	1415	344	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	B to C							B to A							B to B						
	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	2	0	0	0	0	2.0	2	3	0	0	0	0	3.0	3	0	0	0	0	0	0	0
06:15 - 06:30	1	3	0	0	0	4.0	4	10	3	1	0	0	14.5	14	0	0	0	0	0	0	0
06:30 - 06:45	3	2	0	0	0	5.0	5	17	3	0	0	0	20.0	20	0	0	0	0	0	0	0
06:45 - 07:00	3	0	0	0	0	3.0	3	2	0	0	0	0	2.0	2	0	0	0	0	0	0	0
Hourly Total	9	5	0	0	0	14	14	32	6	1	0	0	40	39	0	0	0	0	0	0	0
07:00 - 07:15	3	1	0	0	0	4.0	4	8	1	0	0	0	7.0	7	0	0	0	0	0	0	0
07:15 - 07:30	5	0	0	0	0	5.0	5	7	8	0	0	0	15.0	15	0	0	0	0	0	0	0
07:30 - 07:45	9	1	0	0	0	10.0	10	18	5	2	3	0	32.0	28	0	0	0	0	0	0	0
07:45 - 08:00	10	1	0	0	0	11.0	11	13	7	0	0	1	22.0	21	0	0	0	0	0	0	0
Hourly Total	27	3	0	0	0	30	30	44	21	2	3	1	77	71	0	0	0	0	0	0	0
08:00 - 08:15	3	2	0	0	0	30.0	10	14	1	1	0	0	20.5	26	0	0	0	0	0	0	0
08:15 - 08:30	21	0	0	0	0	21.0	21	13	0	0	0	0	15.0	19	0	0	0	0	0	0	0
08:30 - 08:45	11	1	0	0	0	12.0	12	10	3	1	0	0	14.5	14	0	0	0	0	0	0	0
08:45 - 09:00	13	1	1	0	0	15.5	15	25	4	1	0	0	30.5	30	0	0	0	0	0	0	0
Hourly Total	53	4	1	0	0	91	18	62	24	3	0	0	91	89	0	0	0	0	0	0	0
09:00 - 09:15	15	0	0	0	0	20.0	15	20	5	1	0	0	20.0	20	0	0	0	0	0	0	0
09:15 - 09:30	8	1	0	0	0	9.0	9	21	2	1	0	0	24.5	24	0	0	0	0	0	0	0
09:30 - 09:45	10	1	0	0	0	11.0	11	23	4	1	0	0	28.5	28	0	0	0	0	0	0	0
09:45 - 10:00	13	0	0	0	0	13.0	13	16	8	1	0	0	25.5	25	0	0	0	0	0	0	0
Hourly Total	46	2	0	0	0	61	48	80	19	3	0	0	104	102	0	0	0	0	0	0	0
10:00 - 10:15	11	1	2	0	0	16.0	14	26	1	0	0	0	27.0	27	0	0	0	0	0	0	0
10:15 - 10:30	3	2	0	0	0	5.0	5	21	3	0	0	0	24.0	24	0	0	0	0	0	0	0
10:30 - 10:45	6	0	0	0	0	6.0	6	22	1	0	0	0	23.0	23	0	0	0	0	0	0	0
10:45 - 11:00	13	1	0	0	0	14.0	14	11	1	1	0	0	13.5	13	0	0	0	0	0	0	0
Hourly Total	33	4	2	0	0	41	39	80	6	1	0	0	81	87	0	0	0	0	0	0	0
11:00 - 11:15	8	1	1	1	0	10.0	11	22	2	2	0	0	27.0	26	0	0	0	0	0	0	0
11:15 - 11:30	6	0	0	0	0	6.0	6	17	6	0	0	0	23.0	23	0	0	0	0	0	0	0
11:30 - 11:45	7	0	0	0	0	9.3	8	25	2	0	0	0	27.0	27	0	0	0	0	0	0	0
11:45 - 12:00	10	1	0	0	0	11.0	11	23	4	0	1	0	29.3	28	0	0	0	0	0	0	0
Hourly Total	31	2	1	2	0	40	36	87	14	2	1	0	106	104	0	0	0	0	0	0	0
12:00 - 12:15	10	1	2	0	0	17.0	16	17	6	1	0	0	24.5	24	0	0	0	0	0	0	0
12:15 - 12:30	12	1	0	0	0	13.5	13	21	1	0	0	0	22.0	22	0	0	0	0	0	0	0
12:30 - 12:45	9	0	0	0	0	9.0	9	24	4	0	0	0	28.0	28	0	0	0	0	0	0	0
12:45 - 13:00	11	0	0	0	0	11.0	11	18	6	0	0	0	24.0	24	0	0	0	0	0	0	0
Hourly Total	43	3	3	0	0	51	49	80	17	1	0	0	99	98	0	0	0	0	0	0	0
13:00 - 13:15	10	1	1	0	0	10.5	12	15	5	0	0	0	20.0	20	0	0	0	0	0	0	0
13:15 - 13:30	18	1	0	0	0	18.0	19	24	3	1	0	0	32.5	32	0	0	0	0	0	0	0
13:30 - 13:45	10	2	0	0	0	12.0	12	20	3	0	0	0	24.5	24	0	0	0	0	0	0	0
13:45 - 14:00	10	1	2	0	0	14.0	13	25	1	1	0	0	27.5	27	0	0	0	0	0	0	0
Hourly Total	48	5	3	0	0	59	56	84	16	3	0	0	105	103	0	0	0	0	0	0	0
14:00 - 14:15	10	1	0	0	0	11.0	11	25	1	0	0	0	26.0	26	0	0	0	0	0	0	0
14:15 - 14:30	16	2	0	0	0	20.5	23	27	3	0	0	0	31.5	31	0	0	0	0	0	0	0
14:30 - 14:45	16	2	0	0	0	19.0	19	27	5	0	0	0	32.0	32	0	0	0	0	0	0	0
14:45 - 15:00	14	2	0	0	0	16.0	16	18	6	1	0	0	25.5	25	0	0	0	0	0	0	0
Hourly Total	62	6	1	0	0	70	69	97	15	2	0	0	115	114	0	0	0	0	0	0	0
15:00 - 15:15	13	0	0	0	0	13.0	13	21	4	1	0	0	26.5	26	0	0	0	0	0	0	0
15:15 - 15:30	13	3	0	0	0	16.0	16	26	1	2	0	0	30.0	30	0	0	0	0	0	0	0
15:30 - 15:45	12	4	0	0	0	18.0	16	26	3	1	0	0	30.5	30	0	0	0	0	0	0	0
15:45 - 16:00	17	2	0	0	0	18.0	19	22	3	1	0	0	26.5	26	0	0	0	0	0	0	0
Hourly Total	55	9	0	0	0	64	64	95	11	5	0	0	114	111	0	0	0	0	0	0	0
16:00 - 16:15	11	1	0	0	0	12.0	12	27	2	0	0	0	29.0	29	0	0	0	0	0	0	0
16:15 - 16:30	13	0	1	0	0	14.5	14	23	7	0	0	0	30.0	30	0	0	0	0	0	0	0
16:30 - 16:45	19	19	0	0	0	19.0	19	21	0	0	0	0	30.0	30	0	0	0	0	0	0	0
16:45 - 17:00	9	2	0	0	0	11.0	11	29	5	0	0	0	34.0	34	0	0	0	0	0	0	0
Hourly Total	52	3	1	0	0	57	56	100	23	0	0	0	123	123	0	0	0	0	0	0	0
17:00 - 17:15	7	2	0	0	0	9.0	9	33	7	0	0	0	40.0	40	0	0	0	0	0	0	0
17:15 - 17:30	21	0	0	0	0	21.0	21	36	5	2	0	0	40.0	43	0	0	0	0	0	0	0
17:30 - 17:45	13	0	0	0	0	13.0	13	15	2	0	0	0	30.0	30	0	0	0	0	0	0	0
17:45 - 18:00	14	0	0	0	0	14.0	14	29	3	0	0	0	32.0	32	0	0	0	0	0	0	0
Hourly Total	55	4	0	0	0	59	59	131	18	2	0	0	152	151	0	0	0	0	0	0	0
18:00 - 18:15	31	0	0	0	0	31.0	31	24	0	0	0	0	24.0	24	0	0	0	0	0	0	0
18:15 - 18:30	13	0	0	0	0	13.0	13	31	4	1	0	0	29.5	30	0	0	0	0	0	0	0
18:30 - 18:45	15	0	0	0	0	15.0	15	21	0	0	0	0	21.0	21	0	0	0	0	0	0	0
18:45 - 19:00	16	1	0	0	0	17.0	17	25	2	0	0	0	27.0	27	0	0	0	0	0	0	0
Hourly Total	75	1	0	0	0	76	76	101	8	1	0	0	111	110	0	0	0	0	0	0	0
19:00 - 19:15	6	1	0	0	0	7.0	7	19	1	0	0	0	20.0	20	0	0	0	0	0	0	0
19:15 - 19:30	2	2	0	0	0	4.0	4	23	1	0	0	0	24.0	24	0	0	0	0	0	0	0
19:30 - 19:45	5	5	0	0	0	6.0	6	19	2	0	0	0	21.0	21	0	0	0	0	0	0	0
19:45 - 20:00	4	0	0	0	0	4.0	4	26	2	1	0	0	29.5	29	0	0	0	0	0	0	0
Hourly Total	17	3	0	0	0	20	20	87	6	1	0	0	95	94	0	0	0	0	0	0	0
20:00 - 20:15	14	2	0	0	0	16.0	16	34	2	0	0	0	36.0	36	0	0	0	0	0	0	0
20:15 - 20:30	5	0	0	0	0	5.0	5	14	2	0	0	0	16.0	16	0	0	0	0	0	0	0
20:30 - 20:45	6	6	0	0	0	6.0	6	12	0	0	0	0	18.0	18	0	0	0	0	0	0	0
20:45 - 21:00	0	0	0	0	0	0.0	0	12	0	0	0	0	12.0	12	0	0	0	0	0	0	0
Hourly Total	25	2	0	0	0	27	27	72	7	0	0	0	79	79	0	0	0	0	0	0	0
21:00 - 21:15	2	0	0	0	0	2.0	2	13	1	0	0	0	14.0	14	0	0	0	0	0	0	0
21:15 - 21:30	3	0	0	0	0	3.0	3	11	1	0	0	0	12.0	12	0	0	0	0	0	0	0
21:30 - 21:45	2	0	0	0	0	2.0	2	5	0	0	0	0	6.0	6	0	0	0	0	0	0	0
21:45 - 22:00	3	2	0	0	0	5.0	5	5	0	0	0	0	5.0	5	0	0	0	0	0	0	0
Hourly Total	10	3	0	0	0	13</															

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
0615 - 06:30	11	6	1	0	0	18.5	18	9	5	0	0	0	0	14.0
0630 - 06:45	20	5	0	0	0	25.0	25	19	4	0	0	0	0	23.0
0645 - 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
0700 - 07:15	9	2	0	0	0	11.0	11	24	8	0	0	0	0	32.0
0715 - 07:30	12	8	0	0	0	20.0	28	25	8	0	0	0	0	33.0
0730 - 07:45	27	6	2	3	0	42.0	38	53	7	0	0	0	0	60.0
0745 - 08:00	23	9	0	0	1	33.0	32	49	6	0	0	0	1	57.0
Hourly Total	71	34	2	3	1	107	101	151	29	0	0	0	1	182
0800 - 08:15	22	13	1	0	0	36.5	36	61	9	1	0	0	0	71.5
0815 - 08:30	34	6	0	0	0	40.0	40	54	5	4	1	1	1	69.3
0830 - 08:45	21	4	1	0	0	26.5	26	68	7	0	0	0	0	75.0
0845 - 09:00	38	5	2	0	0	46.0	46	47	7	1	0	0	0	55.5
Hourly Total	115	29	4	0	0	145	147	239	29	5	1	1	1	271
0900 - 09:15	35	5	0	0	0	40.0	40	48	8	0	0	0	0	56.0
0915 - 09:30	29	3	1	0	0	33.5	33	44	8	1	0	0	0	53.5
0930 - 09:45	33	5	1	0	0	39.5	39	46	6	2	0	0	0	55.0
0945 - 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	155	158	190	26	3	0	0	0	221
1000 - 10:15	37	2	2	0	0	42.0	41	34	6	0	0	1	0	43.3
1015 - 10:30	24	5	0	0	0	29.0	29	38	5	0	0	0	0	43.0
1030 - 10:45	28	1	0	0	0	29.0	29	48	6	0	0	0	0	54.0
1045 - 11:00	24	2	1	0	0	27.5	27	49	7	3	0	0	0	60.5
Hourly Total	113	19	3	0	0	129	126	169	24	3	1	0	0	197
1100 - 11:15	30	3	3	1	0	39.8	37	36	6	1	0	0	0	43.5
1115 - 11:30	23	6	0	0	0	29.0	29	37	5	1	0	0	0	43.5
1130 - 11:45	32	2	0	1	0	36.3	36	32	5	0	0	0	0	37.0
1145 - 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	145	140	147	17	3	0	0	0	167
1200 - 12:15	30	7	3	0	0	42.5	40	35	7	1	0	0	1	46.5
1215 - 12:30	31	3	1	0	0	35.5	35	36	11	2	0	0	0	50.0
1230 - 12:45	33	4	0	0	0	37.0	37	34	5	0	0	0	0	39.0
1245 - 13:00	29	6	0	0	0	35.0	35	46	5	1	0	0	0	52.5
Hourly Total	123	29	4	0	0	145	147	151	26	4	0	0	1	164
1300 - 13:15	26	6	1	0	0	32.5	32	54	4	0	0	0	0	63.5
1315 - 13:30	42	8	1	0	0	52.5	51	37	6	0	0	0	0	43.0
1330 - 13:45	30	5	1	0	0	36.5	36	45	8	0	0	0	0	53.0
1345 - 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	202
1400 - 14:15	36	2	0	0	0	37.0	37	51	0	0	0	0	0	60.0
1415 - 14:30	47	5	2	0	0	55.0	54	34	6	1	0	0	0	41.5
1430 - 14:45	45	6	0	0	0	51.0	51	51	4	2	0	0	0	58.0
1445 - 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	195	193	190	23	3	1	0	0	220
1500 - 15:15	34	4	1	0	0	39.5	39	61	1	1	0	1	0	63.5
1515 - 15:30	39	4	2	0	0	46.0	45	30	7	1	0	0	0	38.5
1530 - 15:45	38	7	1	0	0	46.5	46	29	3	1	0	0	0	33.5
1545 - 16:00	39	5	1	0	0	45.5	45	46	7	0	0	0	0	53.0
Hourly Total	150	29	5	0	0	178	175	166	29	3	1	1	1	195
1600 - 16:15	36	3	0	0	0	42.0	41	45	4	2	0	0	1	50.5
1615 - 16:30	36	7	1	0	0	44.5	44	51	8	1	0	0	0	60.5
1630 - 16:45	40	9	0	0	0	49.0	49	40	9	0	0	0	0	48.0
1645 - 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	195	32	3	1	1	1	226
1700 - 17:15	40	9	0	0	0	49.0	49	59	6	1	1	0	0	67.0
1715 - 17:30	57	5	2	0	0	65.0	64	30	3	0	0	0	0	33.0
1730 - 17:45	46	5	0	0	0	52.0	51	36	1	0	0	0	0	37.0
1745 - 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	196	13	1	1	0	0	213
1800 - 18:15	56	0	0	0	0	56.0	56	47	4	0	0	0	0	61.0
1815 - 18:30	44	4	1	0	0	49.5	49	48	5	0	0	0	0	53.0
1830 - 18:45	36	2	0	0	0	38.0	38	46	3	0	0	0	0	48.0
1845 - 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
1900 - 19:15	26	2	0	0	0	27.0	27	36	2	0	0	0	0	38.0
1915 - 19:30	25	3	0	0	0	28.0	28	40	5	0	0	0	0	45.0
1930 - 19:45	24	2	0	0	0	26.0	26	24	3	0	0	0	0	27.0
1945 - 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	115	114	136	11	0	0	0	0	147
2000 - 20:15	46	4	0	0	0	50.0	50	26	3	0	0	0	0	29.0
2015 - 20:30	19	2	0	0	0	21.0	21	16	0	0	0	0	0	16.0
2030 - 20:45	18	3	0	0	0	21.0	21	18	2	0	0	0	0	20.0
2045 - 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
2100 - 21:15	15	1	0	0	0	16.0	16	16	3	0	0	0	0	19.0
2115 - 21:30	14	1	0	0	0	15.0	15	14	0	0	0	0	0	14.0
2130 - 21:45	8	1	0	0	0	9.0	9	16	1	0	0	0	0	17.0
2145 - 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
2200 - 22:15	11	1	0	0	0	12.0	12	7	0	0	0	0	0	7.0
2215 - 22:30	11	0	0	0	0	11.0	11	10	1	0	0	0	0	11.0
2230 - 22:45	12	0	0	0	0	12.0	12	5	0	0	0	0	0	5.0
2245 - 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
2300 - 23:15	5	0	0	0	0	5.0	5	6	1	0	0	0	0	7.0
2315 - 23:30	2	0	0	0	0	2.0	2	4	1	0	0	0	0	5.0
2330 - 23:45	3	1	0	0	0	4.0	4	2	0	0	0	0	0	2.0
2345 - 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	1	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	324	309	28	5	0	0	0	33	33	0	0	0	0	0	0.0	0		
13:00 - 13:15	103	18	3	1	1	128.8	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	8.5	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	179	4	2	1	1	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	700	32	1	0	0	0	33	33	0	0	0	0	0	0.0	0		
18:00 - 18:15	169	38	4	0	0	213.0	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	710	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	138.6	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	157.3	151	216	37	3	1	0	259.8	257
Hourly Total	318	102	16	5	5	460	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	425	122	32	13	3	725	693	727	108	17	8	3	895	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	429	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	426	86	16	4	7	551	531	457	81	18	5	7	591	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	510	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	136.0	126
12:45 - 13:00	84	25	2	2	1	118.6	114	121	21	10	0	2	161.0	154
Hourly Total	424	75	20	8	5	541	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	589
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	186.5	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	183.5	151
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	563	76	6	1	6	642	642
18:00 - 18:15	172	36	4	0	0	234.0	214	138	14	2	0	1	187.0	156
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	147.0	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	89.0	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	7228	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	1	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	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	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	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	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	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	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	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	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	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	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	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	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	15	
1245 - 1300	0	3	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	27	
1815 - 1830	0	0	2	0	0	0	0	2	0	0	21	1	0	0	0	22	0	1	18	2	0	0	0	21	
1830 - 1845	0	0	2	0	0	0	0	2	0	0	13	0	0	0	0	13	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	51	7	0	0	0	58	0	0	1	0	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	1	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	116	20	2	0	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	0	1	0	101
1845 - 1900	0	0</																						

Junction: (14) A28 / George V Avenue / Maynard Avenue
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	4	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	172	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	0	1	0	0	0	2
0945 - 1000	0	0	106	13	3	0	0	123	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	115	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	0	119	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	141	9	1	0	0	163	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											

Manston, Tuesday 7th March 2017

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

Approach: Tivoli Road

[illegible]

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	0	0	0	0	0	0	0	0	25	1	0	0	0	0	26	0	0	5	0	0	0	0	5
0615 - 0630	0	0	0	0	0	0	0	0	0	0	52	6	0	0	0	58	0	0	21	0	0	0	0	0	22	0	0	5	0	0	0	0	5
0630 - 0645	0	0	2	0	0	0	0	2	0	0	79	2	0	0	0	81	0	0	28	1	0	0	0	0	29	0	0	9	1	0	0	0	10
0645 - 0700	0	0	1	0	0	0	0	1	0	0	88	6	0	0	0	94	0	1	47	3	1	0	0	0	52	0	0	11	1	0	0	0	12
0700 - 0715	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	0	36
0715 - 0730	0	0	1	0	0	0	0	1	0	0	84	14	1	1	0	100	0	0	30	5	0	0	0	0	35	0	0	12	1	0	0	0	13
0730 - 0745	0	0	0	0	0	0	0	0	0	0	78	13	0	0	0	92	0	0	34	4	0	0	0	0	38	0	0	14	1	0	0	0	15
0745 - 0800	0	0	1	0	0	0	0	1	0	0	68	14	4	2	0	86	0	0	39	3	1	0	0	0	43	0	0	13	0	0	0	1	14
Hourly Total	0	0	3	0	0	0	0	3	0	0	70	8	0	0	0	78	0	3	43	7	1	0	0	0	54	0	0	4	2	1	0	0	7
0800 - 0815	0	0	14	0	0	0	0	14	0	0	89	13	54	0	0	83	0	0	52	19	2	0	0	0	170	0	0	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	0	66	0	0	6	1	0	0	0	8
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	0	70	0	0	7	0	0	0	0	10
0845 - 0900	0	0	0	0	0	0	0	0	0	0	34	5	4	0	0	44	0	0	24	3	4	0	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	0	224	0	1	51	8	1	0	2	63
0900 - 0915	0	0	3	0	0	0	0	3	0	0	2	51	17	6	1	0	77	0	0	31	7	1	1	0	40	0	0	6	0	0	0	0	7
0915 - 0930	0	0	0	0	0	0	0	0	0	0	47	9	2	0	0	60	0	0	48	5	0	0	0	0	53	0	0	9	1	0	0	0	10
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	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	0	84	0	0	11	0	0	0	0	12
Hourly Total	0	0	8	0	0	0	0	8	0	5	264	59	24	2	0	275	0	1	224	17	2	1	0	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	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	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	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	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	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	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	0	65	0	0	8	1	0	0	0	10
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	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	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	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	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	0	65	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	0	68	0	1	7	0	0	0	1	9
1245 - 1300	0	0	0	0	0	0	0	0	0	0	1	68	10	1	0	80	0	0	50	11	1	1	0	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	0	257	0	0	7	34	4	1	0	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	0	49	0	0	7	1	0	0	0	9
1315 - 1330	0	0	0	0	0	0	0	0	0	0	1	44	10	9	1	59	0	1	56	6	0	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	0	75	0	0	6	1	1	0	0	12
1345 - 1400	0	0	9	0	0	0	0	9	0	0	0	41	12	8	0	61	0	2	45	5	0	0	0	0	52	0	0	10	1	0	0	0	17
Hourly Total	0	0	17	0	0	0	0	17	0	3	191	41	18	1	0	254	0	4	206	24	2	0	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	0	77	0	0	7	2	0	0	0	10
1415 - 1430	0	0	1	1	0	0	0	2	0	0	57	5	1	0	0	62	0	0	60	14	2	0	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	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	0	63	0	0	12	1	0	0	0	14
Hourly Total	0	0	8	0	0	0	0	8	0	0	230	21	5	0	0	250	0	1	221	46	3	0	0	0	274	0	0	48	3	0	0	3	40
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	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	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	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	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	0	282	0	0	63					

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	1	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	3	0	0	0	0	6	
Hourly Total	0	0	41	5	0	0	0	46	0	2	133	10	0	0	0	144	1	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	1	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	34	1	0	0	0	35	1	0	8	2	0	0	0	10	
1615 - 1630	0	0	9	1	0	0	0	10	0	0	32	4	0	0	0	36	0	0	11	1	0	0	0	12	
1630 - 1645	0	0	11	5	0	0	0	16	0	0	34	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	15	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	0	0	0	0	62	0	0	18	0	0	0	0	16	
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	0	66
1900 - 1915	0	0	7	2	0	0	0	9	0	0	5														

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	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	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	33	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	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	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	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	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	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	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	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	49	7	6	0	0	61	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	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	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	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	78	3	0	0	81		
1100 - 1115	0	0	4	1	0	0	0	5	0	0	51	8	1	0	0	60	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	23	0	0	0	23		
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	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	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	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	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	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	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	19	2	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	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	1	10	3	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	1	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	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	24	1	0	0	25	
1445 - 1500	0	0	13	1	0	0	0	14	0	0	67	15	2	0	0	88	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	338	0	0	0	0	0	0	0	0	0	0	0	0	0	103	3	0	0	108
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	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	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	32	1	0	0	33	
Hourly Total	0	0	54	0	0	0	0	54	0	4	242	70	5	0	0	321	0	0	0	0	0	0	0	0	0	0	0	0	115	4	0	0	119	
1600 - 1615	0	0	14	0																														

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	23	6	1	0	0	30	0	0	0	0	0	0	0	0	0	0	25	7	2	0	0	32	0	0	3	1	0	0	4	
0615-0630	0	0	32	4	0	0	0	36	0	0	0	0	0	0	0	0	0	0	25	2	0	0	0	27	0	0	3	1	0	0	4	
0630-0645	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	6	
0645-0700	0	0	41	6	3	0	0	50	0	0	0	0	0	0	0	0	0	0	54	3	0	0	0	59	0	0	1	1	1	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	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	5	0	0	0	5	
0715-0730	0	0	33	7	2	0	0	42	0	0	0	0	0	0	0	0	0	0	33	2	0	0	0	38	0	0	6	0	0	0	6	
0730-0745	0	0	37	6	3	1	0	47	0	0	0	0	0	0	0	0	0	0	38	5	1	0	0	44	0	0	4	1	1	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	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	34	
0800-0815	0	0	27	3	2	0	0	32	0	0	0	0	0	0	0	0	0	0	73	6	0	0	0	77	0	0	0	0	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	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	10	
0845-0900	0	0	36	3	0	0	0	39	0	0	0	0	0	0	0	0	0	0	1	56	3	0	0	60	0	0	13	1	0	0	15	
Hourly Total	0	0	128	12	2	0	3	145	0	0	0	0	0	0	0	0	0	0	234	23	1	0	0	260	1	0	46	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	6	
0915-0930	0	0	32	7	5	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	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	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	9	
Hourly Total	0	2	127	20	6	0	0	150	0	0	0	0	0	0	0	0	0	0	132	22	0	0	0	154	0	0	31	1	1	0	8	
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	9	1	0	0	8	
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	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	39	0	0	8	1	0	0	5	
1045-1100	0	0	27	1	1	0	0	29	0	0	0	0	0	0	0	0	0	0	38	2	0	0	0	40	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	127	23	0	0	0	150	0	0	28	2	0	0	0	30
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	4	0	0	0	7	
1115-1130	0	0	32	1	1	0	0	34	0	0	0	0	0	0	0	0	0	0	31	3	1	0	0	34	0	0	10	1	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	4	0	0	0	4	
1145-1200	0	0	33	3	1	0	0	37	0	0	0	0	0	0	0	0	0	0	25	8	0	0	0	43	0	0	6	1	0	0	4	
Hourly Total	0	0	123	13	2	0	0	138	0	0	0	0	0	0	0	0	0	0	135	18	1	0	0	153	0	0	17	2	0	0	29	
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	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	8	
1230-1245	0	0	26	0	1	1	0	28	0	0	0	0	0	0	0	0	0	0	29	1	20	0	0	22	0	0	11	3	3	0	14	
1245-1300	0	2	37	2	0	1	0	42	0	0	0	0	0	0	0	0	0	0	33	4	0	0	0	38	0	0	14	1	0	0	5	
Hourly Total	0	2	137	7	4	2	0	152	0	0	0	0	0	0	0	0	0	0	136	12	1	0	0	150	0	0	41	5	0	0	46	
1300-1315	0	0	24	3	1	0	0	28	0	0	0	0	0	0	0	0	0	0	27	4	0	0	0	31	0	0	0	0	0	0	5	
1315-1330	0	0	37	3	0	0	0	40	0	0	0	0	0	0	0	0	0	0	34	4	0	0	0	39	0	0	12	0	0	0	13	
1330-1345	0	0	28	2	0	1	0	31	0	0	0	0	0	0	0	0	0	0	1	20	0	0	0	21	0	0	4	1	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	0	0	0	34	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	1	1	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	2	0	0	0	3	
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	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	4	
1445-1500	0	0	15	5	0	0	0	24	0	0	0	0	0	0	0	0	0	0	53	3	0	0	0	56	0	0	4	1	0	0	5	
Hourly Total	0	0	68	25	0	0	0	93	0	0	0	0	0	0	0	0	0	0	227	7	0	0	0	244	0	0	11	3	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	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	9	1	0	0	10	
1530-1545	0	0	22	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	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	3	1	0	0	7	
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	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	7	
1615-1630	0	0	23	3	0	0	0	26	0	0	0	0	0	0	0	0	0	0	49	1	0	0	0	50	0	0	2	0	0	0	2	
1630-1645	0																															

Manston, Tuesday 7th March 2017

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

TIME	Left to B2052 (East)							Ahead to A254 (South)							Right to B2052 (Southwest)							Last Right to Beatrix Road										
	PICYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PICYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0600 - 0615	0	0	0	0	0	0	0	0	0	1	36	9	0	0	1	47	0	0	9	1	0	0	0	10	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	13	0	0	0	0	11	0	0	0	0	0	0	0	0
0630 - 0645	0	0	2	0	0	0	0	2	1	0	44	14	0	0	0	58	0	0	19	0	0	0	0	19	0	0	0	0	0	0	0	0
0645 - 0700	0	0	1	0	0	0	0	1	0	1	50	9	0	0	1	61	0	0	18	1	0	0	0	19	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	59	0	0	0	0	0	0	0	0
0700 - 0715	0	0	0	0	0	0	0	0	0	0	59	17	0	0	1	76	0	0	20	0	0	0	0	21	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	1	0	62	11	0	0	0	74	0	0	22	0	0	0	0	22	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	21	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	18	0	0	0	0	0	0	0	0
Hourly Total	0	0	3	0	0	0	0	3	4	5	246	50	2	0	6	313	0	0	76	5	1	0	0	83	0	0	0	0	0	0	0	0
0800 - 0815	0	0	1	0	0	0	0	1	0	1	80	12	7	0	2	102	0	0	21	7	0	0	0	28	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	20	0	0	0	0	0	0	0	0
0830 - 0845	0	0	1	0	0	0	0	1	1	1	60	16	1	1	2	73	0	0	23	1	1	0	0	23	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	23	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	93	0	0	0	0	0	0	0	0
0900 - 0915	0	0	1	0	0	0	0	1	0	0	65	11	0	0	1	79	0	0	13	2	0	0	0	18	0	0	0	0	0	0	0	0
0915 - 0930	0	0	2	0	0	0	0	2	0	1	70	15	2	1	3	92	0	0	14	4	0	0	0	18	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	2	58	13	4	0	1	78	0	0	1	14	2	0	0	17	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	65	13	0	0	1	81	0	0	13	1	0	0	0	15	0	0	0	0	0	0	0	0
Hourly Total	0	0	3	0	0	0	0	3	0	4	258	49	9	2	8	330	0	0	54	11	2	0	0	68	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	15	0	0	0	0	0	0	0	0
1015 - 1030	0	0	1	0	0	0	0	1	0	2	52	12	2	1	2	73	0	0	11	3	1	0	0	12	0	0	0	0	0	0	0	0
1030 - 1045	0	0	1	0	0	0	0	1	0	1	50	14	5	0	2	72	0	0	10	1	2	0	0	13	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	16	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	46	6	3	0	0	56	0	0	0	0	0	0	0	0
1100 - 1115	0	0	2	0	0	0	0	2	0	1	59	15	7	0	0	82	0	0	12	2	0	0	0	14	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	13	6	1	0	0	18	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	14	0	0	0	0	0	0	0	0
1145 - 1200	0	0	1	0	0	0	0	1	0	1	66	14	0	0	0	80	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0
Hourly Total	0	0	4	0	0	0	0	4	0	2	256	63	11	1	2	335	0	0	45	11	1	0	0	57	0	0	0	0	0	0	0	0
1200 - 1215	0	0	0	0	0	0	0	0	0	1	68	14	3	0	1	87	0	0	13	2	2	0	0	17	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	17	0	0	0	0	0	0	0	0
1230 - 1245	0	0	2	0	0	0	0	2	0	2	90	5	3	1	2	103	0	0	22	1	1	0	0	24	0	0	0	0	0	0	0	0
1245 - 1300	0	0	4	0	0	0	0	4	0	1	69	11	3	0	2	86	0	0	21	2	0	0	0	23	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	71	7	3	0	0	81	0	0	0	0	0	0	0	0
1300 - 1315	0	0	3	0	0	0	0	3	0	2	87	11	1	0	1	92	0	0	15	2	1	0	0	18	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	14	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	1	71	10	2	1	2	87	0	0	11	5	3	0	0	20	0	0	0	0	0	0	0	0
1345 - 1400	0	0	1	1	0	0	0	2	0	0	76	17	2	0	0	97	0	0	8	1	1	0	0	10	0	0	0	0	0	0	0	0
Hourly Total	0	0	7	2	0	0	0	9	0	3	277	46	8	2	8	344	0	0	46	9	6	0	0	62	0	0	0	0	0	0	0	0
1400 - 1415	0	0	1	1	0	0	0	2	0	0	71	12	2	0	2	87	0	0	17	2	1	0	0	18	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	60	13	1	1	1	86	0	0	16	2	0	0	0	18	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	17	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	16	0	0	0	0	0	0	0	0
Hourly Total	0	0	3	0	0	0	0	3	0	1	307	30	5	1	9	353	0	0	62	5	1	0	0	69	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	14	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	13	0	0	0	0	0	0	0	0
1530 - 1545	0	0	1	0	0	0	0	1	0	1	66	5	2	1	3	82	0	0	13	2	1	0	0	16	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	12	0	0	0	0	0	0	0	0
Hourly Total	0	0	4	0	0	0	0	4	0	1	304	37	8	2	6	358	0	0	50	4	1	0	0	55	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													

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	15	0	0	30	4	0	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0615 - 0630	0	0	19	5	2	1	0	24	0	0	44	1	0	0	0	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0630 - 0645	0	0	19	8	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		
0645 - 0700	0	0	17	3	0	0	0	20	0	0	68	0	0	0	0	71	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	0	1	204	5	1	0	0	214	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		
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		
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		
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		
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	78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0845 - 0900	0	0	11	3	1	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	
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	40	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	40	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	0
1200 - 1215	0	0	29	4	0	0	0	33	0	0	1	72	11	1	1	0	86	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	99	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	99	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	225	40	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	0	0	0	69	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	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	0
1415 - 1430	0	0	21	0	1	0	0	20	0	0	57	11	1	0	0	69	0	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	0
1445 - 1500	0	0	21	6	0	0	0	27	0	0	57	7	2	0	0	99	0	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	8	0	0	248	0	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	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	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	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	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	0
1600 - 1615	0	0	21	4	1	0	0	26	0	0	45	3	1	0	0	47	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	26	2	0	0	0	30	0	0	0	0	0	0	0	0	0	0	13	7	1	0	0	1	21	0	0	4	1	0	0	5												
0615-0630	0	0	22	4	0	1	0	27	0	0	0	0	0	0	0	0	0	1	0	17	8	1	0	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	0	21	7	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	1	0	22	10	0	0	0	1	37	0	0	5	0	0	0	8											
Hourly Total	0	1	114	14	1	1	0	131	0	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	42	0	0	9	0	0	0	2	11											
0715-0730	0	1	32	7	1	0	0	41	0	0	0	0	0	0	0	0	0	1	31	9	3	1	0	0	42	0	0	9	1	1	1	0	20											
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	2	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	1	36	10	2	0	0	4	53	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	4	39	131	40	7	0	6	1	188	0	0	49	7	2	0	7	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	1	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	0	61	10	3	1	2	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	2	78	0	0	12	4	0	0	0	1	20											
0845-0900	0	0	23	2	4	0	1	30	0	0	0	0	0	0	0	0	0	1	90	18	3	0	3	3	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	94											
0900-0915	0	2	22	4	2	0	1	31	0	0	0	0	0	0	0	0	0	0	17	60	1	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	3	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	1	73	0	0	15	4	1	0	0	20												
0945-1000	0	0	39	38	5	0	0	43	0	0	0	0	0	0	0	0	0	1	52	13	5	0	1	24	74	0	0	17	1	0	0	0	1											
Hourly Total	0	2	125	18	2	1	0	149	0	0	0	0	0	0	0	0	0	2	234	82	13	1	7	309	0	0	64	12	4	0	2	2	10											
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	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	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	72	0	0	13	2	0	0	0	1	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	76	0	0	7	3	0	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	1	0	0	69											
1100-1115	0	0	45	2	0	0	1	48	0	0	0	0	0	0	0	0	0	0	44	8	2	0	0	59	0	0	14	1	0	0	0	0	1											
1115-1130	0	0	48	2	2	0	1	53	0	0	0	0	0	0	0	0	0	1	43	9	2	0	1	56	0	0	18	4	0	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	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	2	66	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	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	68	0	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	83	0	0	13	2	0	0	0	1	27											
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	88	0	0	23	2	1	0	0	0	26											
1245-1300	2	0	46	1	1	0	0	50	0	0	0	0	0	0	0	0	0	1	55	11	2	0	2	71	0	0	11	4	1	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	0	0	68	12	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	85	0	0	12	9	1	0	1	0	1	8										
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	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	2	69	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	2	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	81										
1400-1415	0	0	43	12	0	0	2	57	0	0	0	0	0	0	0	0	0	0	61	8	1	0	0	75	0	0	22	2	0	0	0	0	0	24										
1415-1430	0	0	47	7	1	0	0	55	0	0	0	0	0	0	0	0	0	2	67	7	2	0	3	81	0	0	23	1	0	0	0	0	0	25										
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	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	8	0	0	0	74	0	0	20	2	0	0	0	0	0	27										
Hourly Total	0	0	173	35	1	2	2	211	0	0	0	0	0	0	0	0	0	4	261	34	6	0	7	312	0	0	90	12	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	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	71	0	0	22	5	0	0	0	0	0	27										
1530-1545	0	0	44	13	0	0	0	57	0	0	0	0	0	0	0	0	0	1	60	8	1	0	0	71	0	0	25	4	0	0	0	0	0	29										
1545-1600	0	0	53	5	0	0	1	59	0	0	0	0	0	0	0	0</																												

Manston, Tuesday 7th March 2017

Junction: (16) A254 / B2052 / Beatrice Road

Approach: B2052 (Southwest)

[illegible]

Manston, Tuesday 7th March 2017

Junction: (16) A254 / B2052 / Beatrice Road

Approach: Beatrice Road

TIME	Left to A254 (North)							Ahead to B2052 (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	0	40	5	0	0	45	0	0	45	5	0	0	0	41	0	0	3	1	0	0	4	
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	40	5	0	0	45	0	0	45	5	0	0	0	50	0	0	4	0	0	0	4	
0630 - 0645	0	0	2	0	0	0	0	2	0	0	0	44	7	2	0	53	0	0	50	2	1	0	0	53	0	0	5	1	0	0	6	
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	59	3	1	0	68	0	0	51	5	1	0	0	60	0	0	6	0	0	0	6	
Hourly Total	0	0	3	0	0	0	0	3	0	0	0	181	23	4	0	208	0	0	184	14	6	0	0	204	0	0	20	2	0	0	22	
0700 - 0715	0	0	1	0	0	0	0	1	0	0	0	45	8	1	0	54	0	0	44	2	1	0	0	47	0	0	8	2	0	0	10	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	48	6	0	0	55	0	0	54	3	1	1	0	58	0	0	7	0	0	0	7	
0730 - 0745	0	0	0	1	0	0	0	1	0	0	0	52	8	3	1	64	1	1	50	5	4	0	0	61	0	0	8	1	1	0	10	
0745 - 0800	0	0	1	0	0	0	0	1	0	1	0	68	17	5	0	91	0	0	64	4	0	0	0	68	0	0	11	2	0	0	13	
Hourly Total	0	0	2	0	0	0	0	3	0	1	0	213	40	9	1	264	1	1	212	14	6	0	0	234	0	0	20	2	0	0	40	
0800 - 0815	0	0	1	0	0	0	0	1	0	0	0	59	9	3	0	71	0	0	51	6	0	0	0	74	0	0	7	1	0	0	11	
0815 - 0830	0	0	2	1	0	0	0	3	0	0	0	55	9	4	0	74	0	0	51	6	2	0	0	69	0	0	7	3	1	0	11	
0830 - 0845	0	0	1	0	0	0	0	1	0	0	0	43	5	2	0	54	3	0	48	5	2	0	1	59	0	0	25	1	0	0	26	
0845 - 0900	0	0	4	0	0	0	0	4	0	0	0	40	4	0	0	45	0	0	84	7	0	0	0	91	0	0	18	1	0	0	19	
Hourly Total	1	0	10	1	0	0	0	12	1	2	0	186	29	11	0	3	232	4	1	243	23	6	0	3	280	0	0	70	7	1	0	76
0900 - 0915	0	0	2	0	0	0	0	2	0	0	0	67	4	1	0	72	0	1	63	13	0	0	0	77	0	0	4	2	2	0	8	
0915 - 0930	0	0	2	0	0	0	0	2	0	0	0	39	12	3	0	56	0	0	66	6	0	0	0	73	0	0	9	0	0	0	8	
0930 - 0945	0	0	1	1	0	0	0	2	0	0	0	41	10	0	0	51	0	1	65	4	0	0	0	70	0	0	3	1	0	0	4	
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	38	11	0	0	49	0	0	72	2	2	0	0	76	0	0	9	3	0	0	12	
Hourly Total	0	0	5	1	0	0	0	6	0	0	1	185	37	4	0	227	0	2	206	21	4	0	1	236	0	0	27	4	21	6	30	
1000 - 1015	0	0	2	1	0	0	0	3	0	0	0	37	10	2	0	49	0	0	82	5	0	0	0	87	0	0	8	3	0	0	11	
1015 - 1030	0	0	2	0	0	0	0	2	0	0	0	49	8	1	0	60	0	0	57	1	0	0	0	58	0	0	11	0	0	0	11	
1030 - 1045	0	0	1	2	0	0	0	3	0	0	0	49	4	0	0	54	0	0	60	5	2	0	0	60	0	0	9	1	1	0	10	
1045 - 1100	0	0	1	1	0	0	0	2	0	0	0	46	7	3	0	56	0	0	67	6	1	0	1	75	0	0	8	1	0	0	9	
Hourly Total	0	0	6	4	0	0	0	10	0	0	0	181	32	10	0	0	223	0	0	268	17	3	0	2	290	0	0	36	5	0	0	41
1100 - 1115	0	0	2	0	0	0	0	2	0	0	0	58	9	1	0	68	0	0	74	3	0	0	0	76	0	0	9	2	0	0	11	
1115 - 1130	0	0	0	2	0	0	0	2	0	0	0	58	7	0	0	67	0	0	72	3	0	0	0	76	0	0	5	2	0	0	7	
1130 - 1145	0	0	1	0	0	0	0	1	0	0	0	54	8	3	0	65	0	0	62	4	0	0	0	66	0	0	12	1	0	0	13	
1145 - 1200	0	0	1	0	0	0	0	1	0	0	0	45	7	1	0	53	0	0	51	6	0	0	0	57	0	0	7	0	0	0	8	
Hourly Total	0	0	4	2	0	0	0	6	0	0	0	215	33	5	0	0	253	0	0	259	16	1	0	1	277	0	0	33	5	0	0	36
1200 - 1215	0	0	1	0	1	0	0	2	0	0	0	53	10	3	0	66	1	0	57	8	2	0	1	69	0	0	9	3	0	0	12	
1215 - 1230	0	0	1	1	0	0	0	2	0	0	0	54	6	2	0	62	0	0	55	5	0	0	0	60	0	0	2	1	0	0	13	
1230 - 1245	0	0	4	0	0	0	0	4	0	0	1	46	4	1	0	52	1	0	44	3	1	0	1	60	0	0	4	0	0	0	4	
1245 - 1300	0	0	2	1	0	0	0	3	0	0	0	67	4	1	0	72	0	2	55	10	0	0	1	68	0	0	14	3	0	0	17	
Hourly Total	0	0	8	2	1	0	0	11	0	0	1	220	24	7	0	0	252	2	2	251	26	3	0	3	247	0	0	38	7	0	0	46
1300 - 1315	0	0	1	0	0	0	0	1	0	0	0	43	7	0	0	51	0	0	47	1	0	0	1	52	0	0	4	2	0	0	6	
1315 - 1330	0	0	2	1	0	0	0	3	0	0	0	42	5	4	0	0	51	1	0	58	9	0	0	0	68	0	1	11	0	0	0	12
1330 - 1345	0	0	3	0	0	0	0	3	0	0	0	47	10	3	0	60	0	0	51	4	1	0	0	56	0	0	8	1	0	0	9	
1345 - 1400	0	0	5	0	0	0	0	5	0	0	0	60	11	2	0	73	0	2	45	4	0	0	0	73	0	0	9	1	0	0	10	
Hourly Total	0	0	10	2	0	0	0	12	0	0	0	152	33	9	0	0	235	1	2	201	20	2	0	3	229	0	1	32	4	0	0	37
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	54	9	2	0	65	0	1	75	3	0	0	1	80	0	0	15	1	0	0	16	
1415 - 1430	0	0	5	5	0	0	0	5	0	0	0	61	10	0	0	81	0	0	63	8	1	1	0	93	0	0	17	0	0	0	20	
1430 - 1445	0	0	2	0	0	0	0	2	0	0	0	78	7	0	0	85	0	0	70	11	0	0	0	81	0	0	11	2	0	0	13	
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	61	7	1	0	69	0	0	79	9	0	0	0	88	0	0	14	0	0	0	14	
Hourly Total	0	0	11	0	0	0	0	11	0	0	0	262	35	1	0	0	300	0	1	287	31	1	1	1	322	0	0	31	3	0	0	51
1500 - 1515	0	0	2	0	0	0	0	2	0	0	0	67	14	1	0	82	0	0	78	9	0	0	2	89	0	0	11	1	0	0	12	
1515 - 1530	0	0	2	0	0	0	0	2	0	0	0	55	7	0	0	62	0	0	71	12	2	0	0	96	0	0	16	0	0	0	17	
1530 - 1545	0	0	1	1	0	0	0	2	0	0	0	47	9	1	0	57	0	0	64	8	0	0	0	72	0	0	9	0	0	0	9	
1545 - 1600	0	0	2	0	0	0	0	2	0	0	0	63	14	2	0	79	0	0	63	10	1	1	0	75	0	0	13	2	0	0	15	
Hourly Total	0	0	7	0	0	0	0	7	0	0	0	232	44	4	0	0	280	0	0	276	39	2	5	0	322	0	0	49	4	0	0	53
1600 - 1615	0	0	4	0	0	0	0	4	0	0	0	60	15	1	0	76	0	0	57	8	0	0	0	65	0	0	12	1	0	0	13	
1615 - 1630	0	0	2	0	0	0	0	2	0	0	0	64	12	1	0	77																

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	1	0	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	0	0	0	0	8	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
18454																								

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	0	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	1	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	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	1	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	2	204	0	0	98	12	0	0	0	110	0	0	545	71	22	3	0	613	0	0	8	8	0	0	0	20												
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	106																																	

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	0
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																					



Transport Assessment

Appendix D

Base 2017

Junctions 9							
ARCADY 9 - Roundabout Module							
Version: 9.0.2.5947 © Copyright TRL Limited, 2017							
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk							
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution							

Filename: Junction 1 - A256-Sandwich_R1.j9

Path: R:\Projects\38199 Manston Airport DCO EIA\4 Design\Transport\Junction Modelling\Base Models\Reviewed\Junction 1 - A256-Sandwich Road

Report generation date: 19/10/2017 09:43:27

»2017, AM

»2017, PM

Summary of junction performance

	AM					PM				
	Queue (Veh)	Delay (min)	RFC	LOS	Network Residual Capacity	Queue (Veh)	Delay (min)	RFC	LOS	Network Residual Capacity
	2017									
1 - Sandwich Road	0.2	0.04	0.13	A	-1 % [3 - Jutes Lane]	0.2	0.07	0.19	A	9 % [2 - A256 S]
2 - A256 S	12.2	0.42	0.94	D		7.0	0.24	0.88	B	
3 - Jutes Lane	0.4	0.61	0.31	E		0.2	0.29	0.17	C	
4 - A256 N	0.0	0.00	0.00	A		0.9	0.05	0.47	A	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

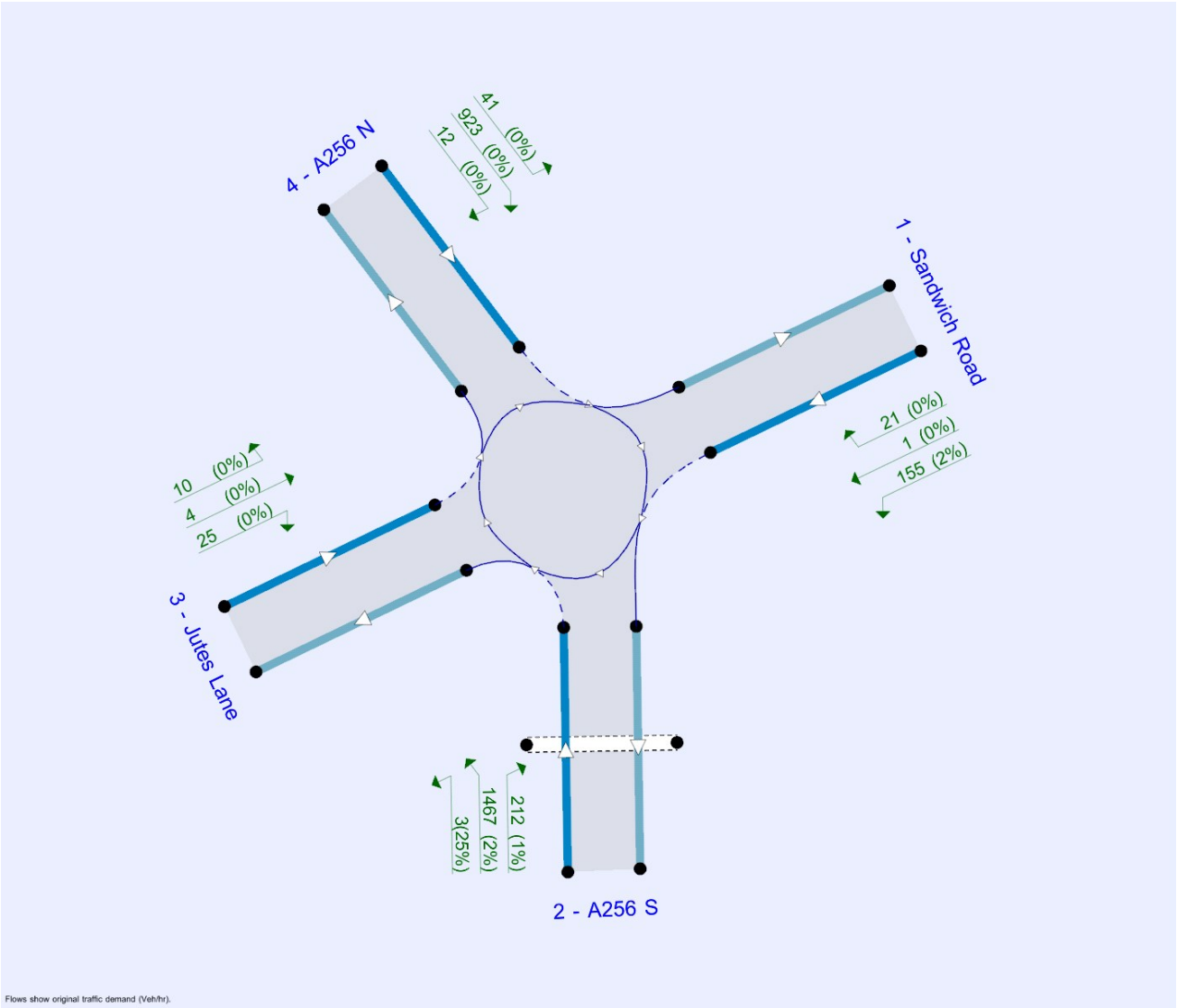
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	29/09/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	GLOBAL\adam.guy
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	mph	Veh	Veh	perHour	min	-Hour	perMin



Flows show original traffic demand (Veh/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)
5.75			✓	Delay	0.85	0.60	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2017	AM	ONE HOUR	07:45	09:15	15	✓
D2	2017	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2017, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - A256 S - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	A256/Sandwich Road	Standard Roundabout	1, 2, 3, 4	0.39	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-1	3 - Jutes Lane

Arms

Arms

Arm	Name	Description
1	Sandwich Road	
2	A256 S	
3	Jutes Lane	
4	A256 N	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Sandwich Road	5.10	7.22	3.0	19.6	54.2	49.0	
2 - A256 S	7.28	8.04	5.0	17.7	54.2	52.0	
3 - Jutes Lane	3.56	5.00	1.7	14.3	54.2	27.5	
4 - A256 N	8.03	10.04	3.9	24.7	54.2	50.0	

Pelican/Puffin Crossings

Arm	Space between crossing and junction entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
2 - A256 S	5.00	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Sandwich Road	0.556	1626
2 - A256 S	0.651	2166
3 - Jutes Lane	0.491	1183
4 - A256 N	0.719	2503

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2017	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Sandwich Road		ONE HOUR	✓	185	100.000
2 - A256 S		ONE HOUR	✓	1689	100.000
3 - Jutes Lane		ONE HOUR	✓	40	100.000
4 - A256 N		ONE HOUR	✓	0	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Sandwich Road		
2 - A256 S	[ONE HOUR]	0.00
3 - Jutes Lane		
4 - A256 N		

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - Sandwich Road	2 - A256 S	3 - Jutes Lane	4 - A256 N
	1 - Sandwich Road	0	164	1	20
	2 - A256 S	223	0	4	1462
	3 - Jutes Lane	4	24	0	12
	4 - A256 N	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Sandwich Road	2 - A256 S	3 - Jutes Lane	4 - A256 N
	1 - Sandwich Road	0	2	0	23
	2 - A256 S	9	0	13	8
	3 - Jutes Lane	0	33	0	45
	4 - A256 N	17	5	12	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Sandwich Road	0.13	0.04	0.2	A	170	255
2 - A256 S	0.94	0.42	12.2	D	1550	2325
3 - Jutes Lane	0.31	0.61	0.4	E	37	55
4 - A256 N	0.00	0.00	0.0	A	0	0

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Sandwich Road	139	35	18		1547	0.090	139	170	0.0	0.1	0.043	A
2 - A256 S	1272	318	16	0.00	1991	0.639	1265	141	0.0	1.7	0.082	A
3 - Jutes Lane	30	8	1277		378	0.080	30	4	0.0	0.1	0.172	B
4 - A256 N	0	0	188		2176	0.000	0	1119	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Sandwich Road	166	42	21		1544	0.108	166	203	0.1	0.1	0.044	A
2 - A256 S	1518	380	19	0.00	1989	0.764	1513	169	1.7	3.1	0.125	A
3 - Jutes Lane	36	9	1527		279	0.129	36	4	0.1	0.1	0.247	B
4 - A256 N	0	0	225		2149	0.000	0	1338	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Sandwich Road	204	51	26		1541	0.132	204	246	0.1	0.2	0.045	A
2 - A256 S	1860	465	23	0.00	1986	0.937	1829	206	3.1	10.8	0.332	C
3 - Jutes Lane	44	11	1846		151	0.291	43	5	0.1	0.4	0.550	D
4 - A256 N	0	0	272		2114	0.000	0	1618	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Sandwich Road	204	51	26		1541	0.132	204	249	0.2	0.2	0.045	A
2 - A256 S	1860	465	23	0.00	1986	0.937	1854	207	10.8	12.2	0.421	D
3 - Jutes Lane	44	11	1872		141	0.312	44	5	0.4	0.4	0.615	E
4 - A256 N	0	0	275		2112	0.000	0	1640	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Sandwich Road	166	42	22		1544	0.108	166	209	0.2	0.1	0.044	A
2 - A256 S	1518	380	19	0.00	1989	0.764	1554	170	12.2	3.3	0.149	A
3 - Jutes Lane	36	9	1568		262	0.137	37	5	0.4	0.2	0.268	C
4 - A256 N	0	0	231		2144	0.000	0	1374	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Sandwich Road	139	35	18		1546	0.090	139	172	0.1	0.1	0.043	A
2 - A256 S	1272	318	16	0.00	1991	0.639	1278	142	3.3	1.8	0.085	A
3 - Jutes Lane	30	8	1290		373	0.081	30	4	0.2	0.1	0.175	B
4 - A256 N	0	0	190		2175	0.000	0	1130	0.0	0.0	0.000	A

2017, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	A256/Sandwich Road	Standard Roundabout	1, 2, 3, 4	0.16	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	9	2 - A256 S

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2017	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Sandwich Road		ONE HOUR	✓	177	100.000
2 - A256 S		ONE HOUR	✓	1682	100.000
3 - Jutes Lane		ONE HOUR	✓	39	100.000
4 - A256 N		ONE HOUR	✓	976	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Sandwich Road		
2 - A256 S	[ONEHOUR]	60.00
3 - Jutes Lane		
4 - A256 N		

Origin-Destination Data

Demand (Veh/hr)

		To			
From		1 - Sandwich Road	2 - A256 S	3 - Jutes Lane	4 - A256 N
	1 - Sandwich Road	0	155	1	21
	2 - A256 S	212	0	3	1467
	3 - Jutes Lane	4	25	0	10
	4 - A256 N	41	923	12	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Sandwich Road	2 - A256 S	3 - Jutes Lane	4 - A256 N
	1 - Sandwich Road	0	2	0	0
	2 - A256 S	1	0	25	2
	3 - Jutes Lane	0	0	0	0
	4 - A256 N	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Sandwich Road	0.19	0.07	0.2	A	162	244
2 - A256 S	0.88	0.24	7.0	B	1543	2315
3 - Jutes Lane	0.17	0.29	0.2	C	36	54
4 - A256 N	0.47	0.05	0.9	A	896	1343

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Sandwich Road	133	33	721		1204	0.111	133	193	0.0	0.1	0.056	A
2 - A256 S	1266	317	26	45.17	1978	0.640	1259	828	0.0	1.8	0.083	A
3 - Jutes Lane	29	7	1273		547	0.054	29	12	0.0	0.1	0.116	A
4 - A256 N	735	184	180		2372	0.310	733	1122	0.0	0.4	0.037	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Sandwich Road	159	40	862		1126	0.141	159	230	0.1	0.2	0.062	A
2 - A256 S	1512	378	31	53.94	2017	0.750	1507	991	1.8	2.9	0.117	A
3 - Jutes Lane	35	9	1524		421	0.083	35	14	0.1	0.1	0.155	A
4 - A256 N	877	219	216		2346	0.374	877	1343	0.4	0.6	0.041	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Sandwich Road	195	49	1056		1021	0.191	195	281	0.2	0.2	0.073	A
2 - A256 S	1852	463	37	66.06	2101	0.881	1837	1213	2.9	6.7	0.216	B
3 - Jutes Lane	43	11	1857		255	0.168	43	18	0.1	0.2	0.282	C
4 - A256 N	1075	269	263		2312	0.465	1074	1636	0.6	0.9	0.048	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Sandwich Road	195	49	1057		1020	0.191	195	283	0.2	0.2	0.073	A
2 - A256 S	1852	463	37	66.06	2101	0.881	1851	1214	6.7	7.0	0.236	B
3 - Jutes Lane	43	11	1870		248	0.173	43	18	0.2	0.2	0.292	C
4 - A256 N	1075	269	265		2311	0.465	1075	1648	0.9	0.9	0.049	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Sandwich Road	159	40	864		1125	0.141	159	233	0.2	0.2	0.062	A
2 - A256 S	1512	378	31	53.94	2105	0.718	1530	993	7.0	2.6	0.107	A
3 - Jutes Lane	35	9	1546		410	0.085	36	14	0.2	0.1	0.160	A
4 - A256 N	877	219	219		2344	0.374	878	1362	0.9	0.6	0.041	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
1 - Sandwich Road	133	33	723		1202	0.111	133	194	0.2	0.1	0.056	A
2 - A256 S	1266	317	26	45.17	2027	0.625	1270	831	2.6	1.7	0.080	A
3 - Jutes Lane	29	7	1284		542	0.054	30	12	0.1	0.1	0.117	A
4 - A256 N	735	184	182		2371	0.310	735	1131	0.6	0.5	0.037	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947
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Filename: Junction 2 - A256 - A299_R1.j9
Path: R:\Projects\38199 Manston Airport DCO EIA\4 Design\Transport\Junction Modelling\Base Models\Reviewed\Junction 2 - A56-A299
Report generation date: 19/10/2017 09:46:06

»2017, AM
»2017, PM

Summary of junction performance

	AM					PM				
	Queue (Veh)	Delay (min)	RFC	LOS	Network Residual Capacity	Queue (Veh)	Delay (min)	RFC	LOS	Network Residual Capacity
2017										
1 - A299 Hengist Way E	4.0	0.13	0.80	A	-7 % [3 - Cottingham Link Road]	1.3	0.06	0.57	A	-7 % [3 - Cottingham Link Road]
2 - A256	2.1	0.10	0.68	A		3.8	0.14	0.79	A	
3 - Cottingham Link Road	2.8	1.69	0.78	F		2.3	2.12	0.75	F	
4 - A299 Hengist Way N	0.5	0.05	0.33	A		0.3	0.05	0.22	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

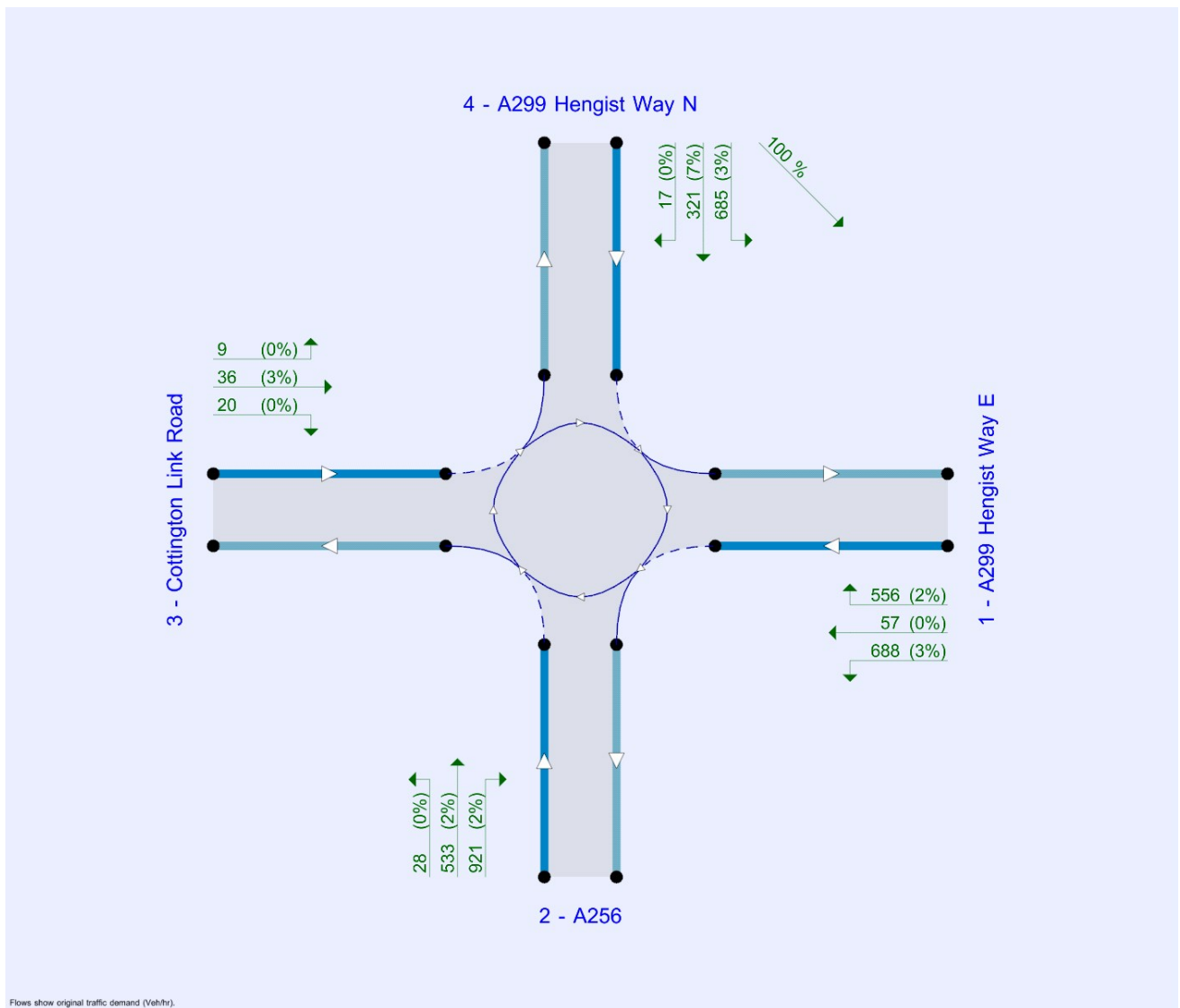
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	29/09/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	GLOBAL\adam.guy
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	mph	Veh	Veh	perHour	min	-Min	perMin



Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)
	✓	Delay	0.85	0.60	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017	AM	ONE HOUR	07:45	09:15	15
D2	2017	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2017, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	0.14	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-7	3 - Cottington Link Road

Arms

Arms

Arm	Name	Description
1	A299 Hengist Way E	
2	A256	
3	Cottington Link Road	
4	A299 Hengist Way N	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A299 Hengist Way E	7.29	10.47	9.3	42.0	60.0	14.5	
2 - A256	7.66	10.10	14.8	25.1	60.0	56.0	
3 - Cottington Link Road	2.80	4.40	6.9	22.3	60.0	21.0	
4 - A299 Hengist Way N	7.37	10.01	4.5	23.2	60.0	22.0	

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - A299 Hengist Way E		
2 - A256		
3 - Cottington Link Road		
4 - A299 Hengist Way N	✓	100

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A299 Hengist Way E	0.783	2881
2 - A256	0.688	2580
3 - Cottington Link Road	0.474	1168
4 - A299 Hengist Way N	0.722	2599

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A299 Hengist Way E		✓	1664	100.000
2 - A256		✓	1125	100.000
3 - Cottington Link Road		✓	99	100.000
4 - A299 Hengist Way N		✓	1001	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - A299 Hengist Way E	2 - A256	3 - Cottington Link Road	4 - A299 Hengist Way N
From	1 - A299 Hengist Way E	0	902	33	729
	2 - A256	751	0	18	356
	3 - Cottington Link Road	44	45	0	10
	4 - A299 Hengist Way N	486	508	7	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - A299 Hengist Way E	2 - A256	3 - Cottington Link Road	4 - A299 Hengist Way N
From	1 - A299 Hengist Way E	0	2	6	5
	2 - A256	6	0	6	13
	3 - Cottington Link Road	0	2	0	10
	4 - A299 Hengist Way N	7	9	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
1 - A299 Hengist Way E	0.80	0.13	4.0	A
2 - A256	0.68	0.10	2.1	A
3 - Cottington Link Road	0.78	1.69	2.8	F
4 - A299 Hengist Way N	0.33	0.05	0.5	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1253	0	420	2442	0.513	1249	1.0	0.050	A
2 - A256	847	0	577	1999	0.424	844	0.7	0.052	A
3 - Cottington Link Road	75	0	1378	460	0.162	74	0.2	0.155	A
4 - A299 Hengist Way N	747	366	630	1947	0.199	387	0.2	0.038	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1496	0	503	2374	0.630	1493	1.7	0.068	A
2 - A256	1011	0	690	1923	0.526	1010	1.1	0.066	A
3 - Cottington Link Road	89	0	1648	325	0.274	88	0.4	0.252	C
4 - A299 Hengist Way N	892	437	754	1860	0.249	463	0.3	0.043	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1832	0	612	2284	0.802	1823	3.9	0.128	A
2 - A256	1239	0	843	1821	0.680	1235	2.1	0.102	A
3 - Cottington Link Road	109	0	2014	143	0.761	101	2.3	1.266	F
4 - A299 Hengist Way N	1093	535	915	1747	0.325	566	0.5	0.051	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1832	0	616	2282	0.803	1832	4.0	0.133	A
2 - A256	1239	0	847	1819	0.681	1239	2.1	0.103	A
3 - Cottington Link Road	109	0	2021	139	0.782	107	2.8	1.693	F
4 - A299 Hengist Way N	1093	535	923	1742	0.326	567	0.5	0.051	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1496	0	508	2370	0.631	1505	1.7	0.070	A
2 - A256	1011	0	695	1919	0.527	1015	1.1	0.067	A
3 - Cottington Link Road	89	0	1658	320	0.278	99	0.4	0.282	C
4 - A299 Hengist Way N	892	437	766	1851	0.250	464	0.3	0.043	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1253	0	422	2440	0.513	1255	1.1	0.051	A
2 - A256	847	0	580	1996	0.424	848	0.7	0.052	A
3 - Cottington Link Road	75	0	1385	456	0.163	75	0.2	0.158	A
4 - A299 Hengist Way N	747	366	634	1944	0.199	388	0.2	0.039	A

2017, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	0.12	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-7	3 - Cottington Link Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2017	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A299 Hengist Way E		✓	1301	100.000
2 - A256		✓	1482	100.000
3 - Cottington Link Road		✓	65	100.000
4 - A299 Hengist Way N		✓	1023	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - A299 Hengist Way E	2 - A256	3 - Cottington Link Road	4 - A299 Hengist Way N
From	1 - A299 Hengist Way E	0	688	57	556
	2 - A256	921	0	28	533
	3 - Cottington Link Road	36	20	0	9
	4 - A299 Hengist Way N	685	321	17	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - A299 Hengist Way E	2 - A256	3 - Cottington Link Road	4 - A299 Hengist Way N
From	1 - A299 Hengist Way E	0	3	0	2
	2 - A256	2	0	0	2
	3 - Cottington Link Road	3	0	0	0
	4 - A299 Hengist Way N	3	7	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
1 - A299 Hengist Way E	0.57	0.06	1.3	A
2 - A256	0.79	0.14	3.8	A
3 - Cottington Link Road	0.75	2.12	2.3	F
4 - A299 Hengist Way N	0.22	0.05	0.3	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	979	0	269	2594	0.378	977	0.6	0.037	A
2 - A256	1116	0	473	2205	0.506	1112	1.0	0.055	A
3 - Cottington Link Road	49	0	1508	431	0.114	48	0.1	0.157	A
4 - A299 Hengist Way N	753	516	733	1931	0.132	254	0.2	0.036	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1170	0	321	2551	0.458	1169	0.8	0.043	A
2 - A256	1332	0	566	2141	0.622	1330	1.6	0.074	A
3 - Cottington Link Road	58	0	1804	290	0.202	58	0.2	0.258	C
4 - A299 Hengist Way N	899	616	876	1832	0.166	304	0.2	0.039	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1432	0	392	2494	0.574	1430	1.3	0.056	A
2 - A256	1632	0	693	2054	0.794	1623	3.7	0.137	A
3 - Cottington Link Road	72	0	2204	100	0.719	65	1.8	1.553	F
4 - A299 Hengist Way N	1101	754	1065	1702	0.219	372	0.3	0.045	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1432	0	394	2493	0.575	1432	1.3	0.057	A
2 - A256	1632	0	694	2054	0.795	1631	3.8	0.142	A
3 - Cottington Link Road	72	0	2213	95	0.750	70	2.3	2.123	F
4 - A299 Hengist Way N	1101	754	1074	1696	0.219	372	0.3	0.045	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	1170	0	325	2549	0.459	1172	0.9	0.044	A
2 - A256	1332	0	567	2140	0.622	1341	1.7	0.076	A
3 - Cottington Link Road	58	0	1816	284	0.206	66	0.3	0.285	C
4 - A299 Hengist Way N	899	616	890	1822	0.167	304	0.2	0.040	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - A299 Hengist Way E	979	0	270	2593	0.378	980	0.6	0.037	A
2 - A256	1116	0	475	2204	0.506	1118	1.0	0.055	A
3 - Cottington Link Road	49	0	1516	427	0.115	49	0.1	0.159	A
4 - A299 Hengist Way N	753	516	738	1928	0.132	255	0.2	0.036	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947
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Filename: Jct 3_A299_Canterbury (W)_R1.j9
Path: R:\Projects\38199 Manston Airport DCO EIA\4 Design\Transport\Junction Modelling\Base Models\Reviewed\Junction 3 - A299 - Canterbury Road West
Report generation date: 19/10/2017 11:23:13

»2017, AM
»2017 , PM

Summary of junction performance

	AM					PM				
	Queue (Veh)	Delay (min)	RFC	LOS	Network Residual Capacity	Queue (Veh)	Delay (min)	RFC	LOS	Network Residual Capacity
2017										
1 - Canterbury Road	0.2	0.10	0.14	A	75 % [1 - Canterbury Road]	0.1	0.10	0.11	A	60 % [3 - A299 Hengist Way W]
2 - A299 Hengist Way S	0.8	0.04	0.45	A		0.8	0.04	0.44	A	
3 - A299 Hengist Way W	1.1	0.05	0.52	A		1.5	0.06	0.60	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

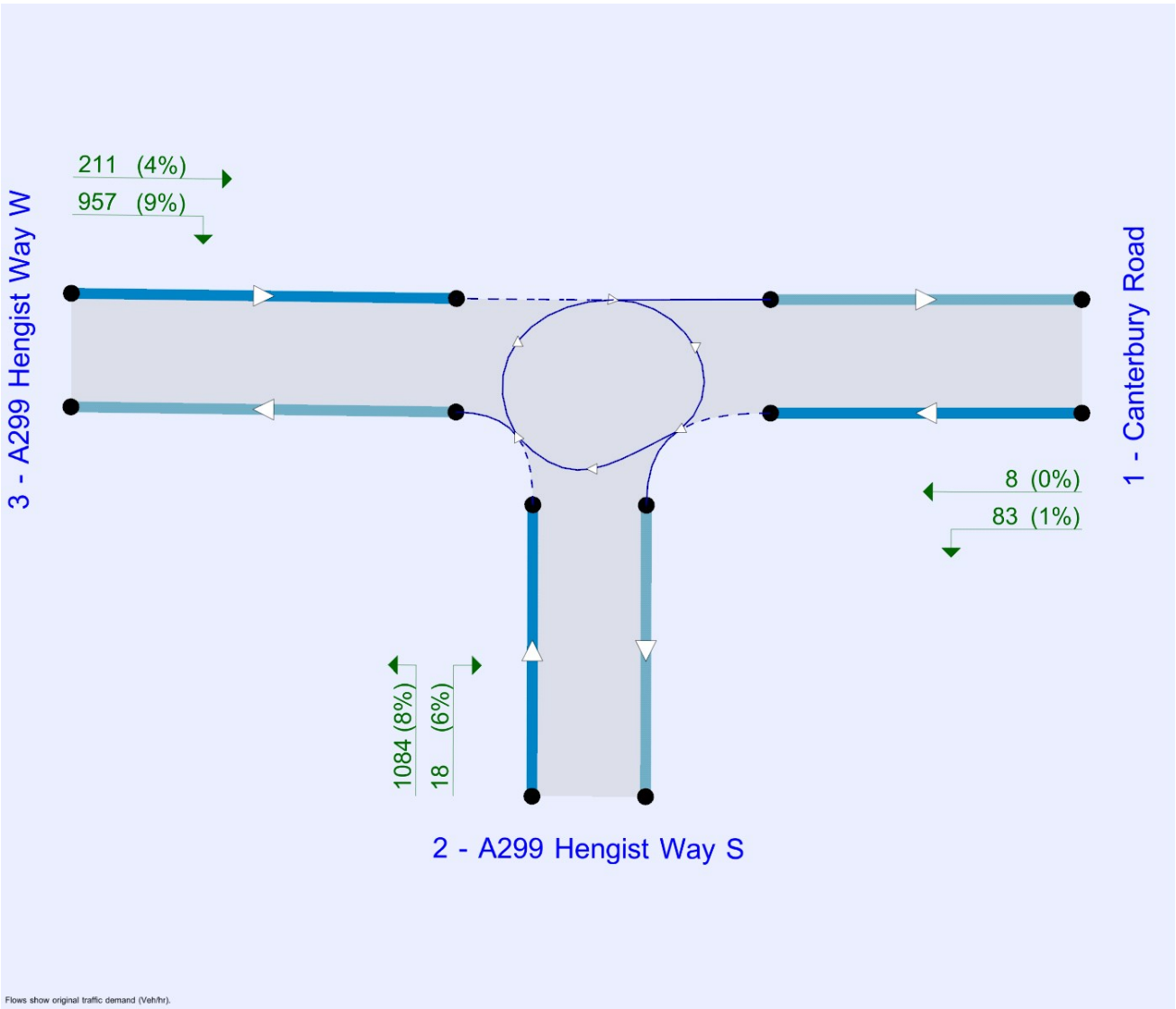
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	29/09/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	GLOBAL\adam.guy
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	mph	Veh	Veh	perHour	min	-Min	perMin



Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)
	✓	Delay	0.85	0.60	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017	AM	ONE HOUR	07:45	09:15	15
D2	2017	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2017, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	0.05	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	75	1 - Canterbury Road

Arms

Arms

Arm	Name	Description
1	Canterbury Road	
2	A299 Hengist Way S	
3	A299 Hengist Way W	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Canterbury Road	3.00	4.79	7.9	23.4	60.0	23.0	
2 - A299 Hengist Way S	8.09	9.48	13.8	27.3	60.0	19.0	
3 - A299 Hengist Way W	8.88	9.04	12.0	25.8	60.0	40.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Canterbury Road	0.489	1261
2 - A299 Hengist Way S	0.780	2912
3 - A299 Hengist Way W	0.719	2672

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Canterbury Road		✓	91	100.000
2 - A299 Hengist Way S		✓	1102	100.000
3 - A299 Hengist Way W		✓	1168	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Canterbury Road	2 - A299 Hengist Way S	3 - A299 Hengist Way W
	From			
	1 - Canterbury Road	0	83	8
	2 - A299 Hengist Way S	18	0	1084
	3 - A299 Hengist Way W	211	957	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Canterbury Road	2 - A299 Hengist Way S	3 - A299 Hengist Way W
	From			
	1 - Canterbury Road	0	1	0
	2 - A299 Hengist Way S	6	0	8
	3 - A299 Hengist Way W	4	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
1 - Canterbury Road	0.14	0.10	0.2	A
2 - A299 Hengist Way S	0.45	0.04	0.8	A
3 - A299 Hengist Way W	0.52	0.05	1.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Canterbury Road	69	719	870	0.079	68	0.1	0.075	A
2 - A299 Hengist Way S	830	6	2693	0.308	828	0.4	0.032	A
3 - A299 Hengist Way W	879	14	2463	0.357	877	0.6	0.038	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Canterbury Road	82	860	796	0.103	82	0.1	0.084	A
2 - A299 Hengist Way S	991	7	2692	0.368	990	0.6	0.035	A
3 - A299 Hengist Way W	1050	16	2461	0.427	1049	0.7	0.042	A

08:15 - 08:30

Am	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Canterbury Road	100	1053	694	0.144	100	0.2	0.101	A
2 - A299 Hengist Way S	1213	9	2691	0.451	1212	0.8	0.041	A
3 - A299 Hengist Way W	1286	20	2458	0.523	1285	1.1	0.051	A

08:30 - 08:45

Am	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Canterbury Road	100	1054	693	0.145	100	0.2	0.101	A
2 - A299 Hengist Way S	1213	9	2690	0.451	1213	0.8	0.041	A
3 - A299 Hengist Way W	1286	20	2458	0.523	1286	1.1	0.051	A

08:45 - 09:00

Am	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Canterbury Road	82	861	795	0.103	82	0.1	0.084	A
2 - A299 Hengist Way S	991	7	2692	0.368	992	0.6	0.035	A
3 - A299 Hengist Way W	1050	16	2461	0.427	1051	0.7	0.043	A

09:00 - 09:15

Am	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Canterbury Road	69	721	869	0.079	69	0.1	0.075	A
2 - A299 Hengist Way S	830	6	2692	0.308	830	0.4	0.032	A
3 - A299 Hengist Way W	879	14	2463	0.357	880	0.6	0.038	A

2017 , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	0.05	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	60	3 - A299 Hengist Way W

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2017	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Canterbury Road		✓	61	100.000
2 - A299 Hengist Way S		✓	1144	100.000
3 - A299 Hengist Way W		✓	1385	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Canterbury Road	2 - A299 Hengist Way S	3 - A299 Hengist Way W
From	1 - Canterbury Road	0	57	4
	2 - A299 Hengist Way S	65	0	1079
	3 - A299 Hengist Way W	349	1036	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Canterbury Road	2 - A299 Hengist Way S	3 - A299 Hengist Way W
From	1 - Canterbury Road	0	7	0
	2 - A299 Hengist Way S	0	0	2
	3 - A299 Hengist Way W	1	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
1 - Canterbury Road	0.11	0.10	0.1	A
2 - A299 Hengist Way S	0.44	0.04	0.8	A
3 - A299 Hengist Way W	0.60	0.06	1.5	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Canterbury Road	46	778	812	0.057	46	0.1	0.078	A
2 - A299 Hengist Way S	861	3	2856	0.302	860	0.4	0.030	A
3 - A299 Hengist Way W	1043	49	2554	0.408	1040	0.7	0.040	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Canterbury Road	55	931	740	0.074	55	0.1	0.088	A
2 - A299 Hengist Way S	1028	4	2855	0.360	1028	0.6	0.033	A
3 - A299 Hengist Way W	1245	58	2548	0.489	1244	1.0	0.046	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Canterbury Road	67	1139	640	0.105	67	0.1	0.105	A
2 - A299 Hengist Way S	1260	4	2854	0.441	1259	0.8	0.038	A
3 - A299 Hengist Way W	1525	72	2538	0.601	1523	1.5	0.059	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Canterbury Road	67	1141	639	0.105	67	0.1	0.105	A
2 - A299 Hengist Way S	1260	4	2854	0.441	1260	0.8	0.038	A
3 - A299 Hengist Way W	1525	72	2538	0.601	1525	1.5	0.059	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Canterbury Road	55	933	738	0.074	55	0.1	0.088	A
2 - A299 Hengist Way S	1028	4	2855	0.360	1029	0.6	0.033	A
3 - A299 Hengist Way W	1245	58	2548	0.489	1247	1.0	0.046	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Canterbury Road	46	781	811	0.057	46	0.1	0.078	A
2 - A299 Hengist Way S	861	3	2856	0.302	862	0.4	0.030	A
3 - A299 Hengist Way W	1043	49	2554	0.408	1044	0.7	0.040	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947
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+44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk

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Filename: Junction 4 - A256 - B2190_R1.j9
Path: R:\Projects\38199 Manston Airport DCO EIA\4 Design\Transport\Junction Modelling\Base Models\Reviewed\Jct 4_A256_B2190
Report generation date: 20/10/2017 12:22:17

»2017, AM
»2017, PM

Summary of junction performance

	AM					PM				
	Queue (Veh)	Delay (min)	RFC	LOS	Network Residual Capacity	Queue (Veh)	Delay (min)	RFC	LOS	Network Residual Capacity
2017										
1 - Hengist way E	1.5	0.07	0.60	A	-16 % [2 - Tothill Street]	1.1	0.06	0.53	A	-7 % [2 - Tothill Street]
2 - Tothill Street	43.8	5.08	1.19	F		9.3	1.27	0.94	F	
3 - A299 W	4.3	0.18	0.82	B		5.5	0.21	0.85	B	
4 - B2190 W	1.7	0.12	0.63	A		2.4	0.16	0.71	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

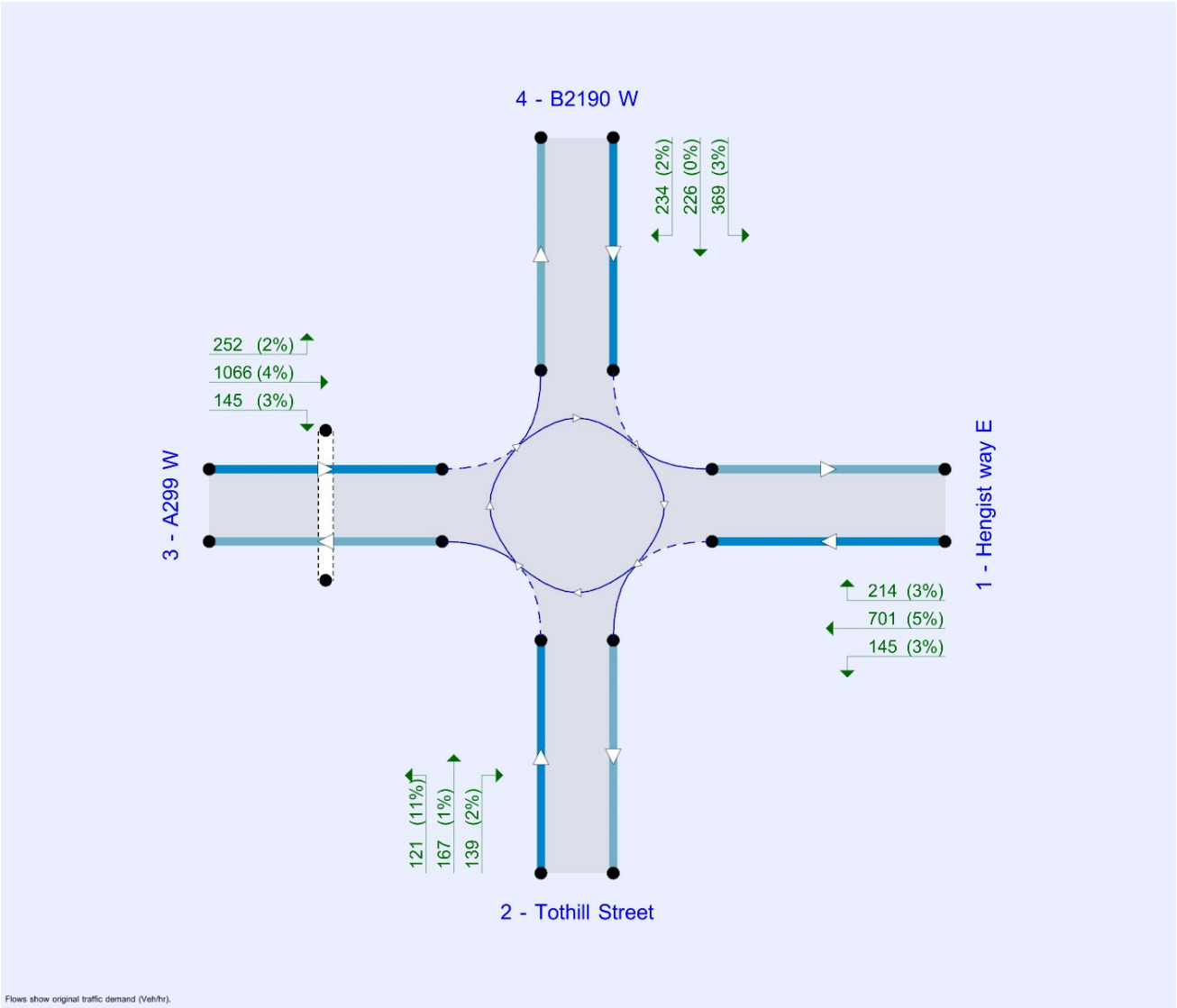
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	29/09/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	GLOBAL\adam.guy
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	mph	Veh	Veh	perHour	min	-Min	perMin



Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)
	✓	Delay	0.85	0.60	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017	AM	ONE HOUR	07:45	09:15	15
D2	2017	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2017, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	0.70	E

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-16	2 - Tothill Street

Arms

Arms

Arm	Name	Description
1	Hengist way E	
2	Tothill Street	
3	A299 W	
4	B2190 W	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Hengist way E	7.50	8.80	15.6	39.0	65.0	14.5	
2 - Tothill Street	3.20	4.01	2.3	22.0	65.0	31.5	
3 - A299 W	7.47	7.47	0.0	34.0	65.0	28.0	
4 - B2190 W	7.33	7.33	0.0	20.0	65.0	23.0	

Pelican/Puffin Crossings

Arm	Space between crossing and junction entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
3 - A299 W	5.00	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Hengist way E	0.728	2784
2 - Tothill Street	0.428	1084
3 - A299 W	0.639	2325
4 - B2190 W	0.631	2275

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Hengist way E		✓	1201	100.000
2 - Tothill Street		✓	438	100.000
3 - A299 W		✓	1326	100.000
4 - B2190 W		✓	777	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Hengist way E	
2 - Tothill Street	
3 - A299 W	60.00
4 - B2190 W	

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - Hengist way E	2 - Tothill Street	3 - A299 W	4 - B2190 W
	1 - Hengist way E	0	112	863	226
	2 - Tothill Street	148	0	130	160
	3 - A299 W	921	110	0	295
	4 - B2190 W	323	221	233	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Hengist way E	2 - Tothill Street	3 - A299 W	4 - B2190 W
	1 - Hengist way E	0	4	6	4
	2 - Tothill Street	7	0	4	6
	3 - A299 W	10	10	0	6
	4 - B2190 W	5	2	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
1 - Hengist way E	0.60	0.07	1.5	A
2 - Tothill Street	1.19	5.08	43.8	F
3 - A299 W	0.82	0.18	4.3	B
4 - B2190 W	0.63	0.12	1.7	A

Main Results for each time segment

07:45 - 08:00

Am	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	904	423		2337	0.387	902	0.6	0.042	A
2 - Tothill Street	330	992		603	0.547	325	1.2	0.213	B
3 - A299 W	998	398	45.17	1764	0.566	993	1.3	0.077	A
4 - B2190 W	585	882		1608	0.364	583	0.6	0.058	A

08:00 - 08:15

Am	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1080	506		2277	0.474	1079	0.9	0.050	A
2 - Tothill Street	394	1187		520	0.757	387	2.8	0.433	D
3 - A299 W	1192	475	53.94	1746	0.683	1189	2.1	0.107	A
4 - B2190 W	699	1055		1493	0.468	697	0.9	0.075	A

08:15 - 08:30

Am	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1322	618		2197	0.602	1320	1.5	0.068	A
2 - Tothill Street	482	1452		407	1.185	396	24.3	2.409	F
3 - A299 W	1460	527	66.06	1778	0.821	1451	4.3	0.179	B
4 - B2190 W	855	1262		1354	0.632	852	1.7	0.119	A

08:30 - 08:45

Am	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1322	621		2195	0.602	1322	1.5	0.069	A
2 - Tothill Street	482	1455		406	1.189	404	43.8	5.081	F
3 - A299 W	1460	533	66.06	1802	0.810	1460	4.3	0.176	B
4 - B2190 W	855	1272		1348	0.635	855	1.7	0.122	A

08:45 - 09:00

Am	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1080	510		2275	0.475	1082	0.9	0.050	A
2 - Tothill Street	394	1192		518	0.760	506	15.7	3.613	F
3 - A299 W	1192	560	53.94	1765	0.675	1201	2.1	0.108	A
4 - B2190 W	699	1105		1460	0.478	702	0.9	0.079	A

09:00 - 09:15

Am	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	904	426		2335	0.387	905	0.6	0.042	A
2 - Tothill Street	330	997		601	0.549	387	1.3	0.360	C
3 - A299 W	998	443	45.17	1778	0.561	1002	1.3	0.078	A
4 - B2190 W	585	910		1590	0.368	586	0.6	0.060	A

2017, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	0.28	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-7	2 - Tothill Street

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2017	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Hengist way E		✓	1060	100.000
2 - Tothill Street		✓	427	100.000
3 - A299 W		✓	1463	100.000
4 - B2190 W		✓	829	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Hengist way E	
2 - Tothill Street	
3 - A299 W	60.00
4 - B2190 W	

Origin-Destination Data

Demand (Veh/hr)

		To			
From		1 - Hengist way E	2 - Tothill Street	3 - A299 W	4 - B2190 W
	1 - Hengist way E	0	145	701	214
	2 - Tothill Street	139	0	121	167
	3 - A299 W	1066	145	0	252
	4 - B2190 W	369	226	234	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		1 - Hengist way E	2 - Tothill Street	3 - A299 W	4 - B2190 W
	1 - Hengist way E	0	3	5	3
	2 - Tothill Street	2	0	11	1
	3 - A299 W	4	3	0	2
	4 - B2190 W	3	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
1 - Hengist way E	0.53	0.06	1.1	A
2 - Tothill Street	0.94	1.27	9.3	F
3 - A299 W	0.85	0.21	5.5	B
4 - B2190 W	0.71	0.16	2.4	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	798	453		2348	0.340	796	0.5	0.039	A
2 - Tothill Street	321	863		672	0.478	318	0.9	0.168	B
3 - A299 W	1101	388	45.17	1872	0.588	1096	1.4	0.077	A
4 - B2190 W	624	1011		1584	0.394	622	0.6	0.062	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	953	543		2284	0.417	952	0.7	0.045	A
2 - Tothill Street	384	1032		600	0.640	381	1.7	0.270	C
3 - A299 W	1315	465	53.94	1858	0.708	1311	2.4	0.109	A
4 - B2190 W	745	1209		1457	0.512	744	1.0	0.084	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1167	662		2200	0.531	1165	1.1	0.058	A
2 - Tothill Street	470	1262		501	0.938	447	7.4	0.880	F
3 - A299 W	1611	556	66.06	1891	0.852	1599	5.3	0.198	B
4 - B2190 W	913	1469		1290	0.708	908	2.3	0.155	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	1167	666		2197	0.531	1167	1.1	0.058	A
2 - Tothill Street	470	1265		500	0.940	463	9.3	1.265	F
3 - A299 W	1611	567	66.06	1887	0.853	1610	5.5	0.214	B
4 - B2190 W	913	1483		1281	0.713	912	2.4	0.163	A

17:45 - 18:00

Am	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	953	548		2280	0.418	955	0.7	0.045	A
2 - Tothill Street	384	1036		598	0.642	414	1.9	0.373	C
3 - A299 W	1315	489	53.94	1932	0.681	1329	2.2	0.102	A
4 - B2190 W	745	1234		1441	0.517	751	1.1	0.088	A

18:00 - 18:15

Am	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Hengist way E	798	457		2345	0.340	799	0.5	0.039	A
2 - Tothill Street	321	866		670	0.480	325	0.9	0.176	B
3 - A299 W	1101	394	45.17	1909	0.577	1105	1.4	0.075	A
4 - B2190 W	624	1020		1578	0.396	626	0.7	0.063	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947
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Filename: Jct 5_B2190_Minster Rd.j9
Path: R:\Projects\38199 Manston Airport DCO EIA\4 Design\Transport\Junction Modelling\Base Models\Reviewed\Junction 5 - B2190 - Minster Road
Report generation date: 19/10/2017 10:17:44

»2017, AM
»2017, PM

Summary of junction performance

	AM					PM				
	Queue (Veh)	Delay (min)	RFC	LOS	Network Residual Capacity	Queue (Veh)	Delay (min)	RFC	LOS	Network Residual Capacity
	2017									
1 - B2190 E	0.3	0.04	0.26	A	95 % [3 - Minster Road]	0.5	0.04	0.35	A	143 % [1 - B2190 E]
2 - B2190 S	0.6	0.05	0.37	A		0.5	0.04	0.34	A	
3 - Minster Road	0.5	0.08	0.33	A		0.3	0.07	0.24	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

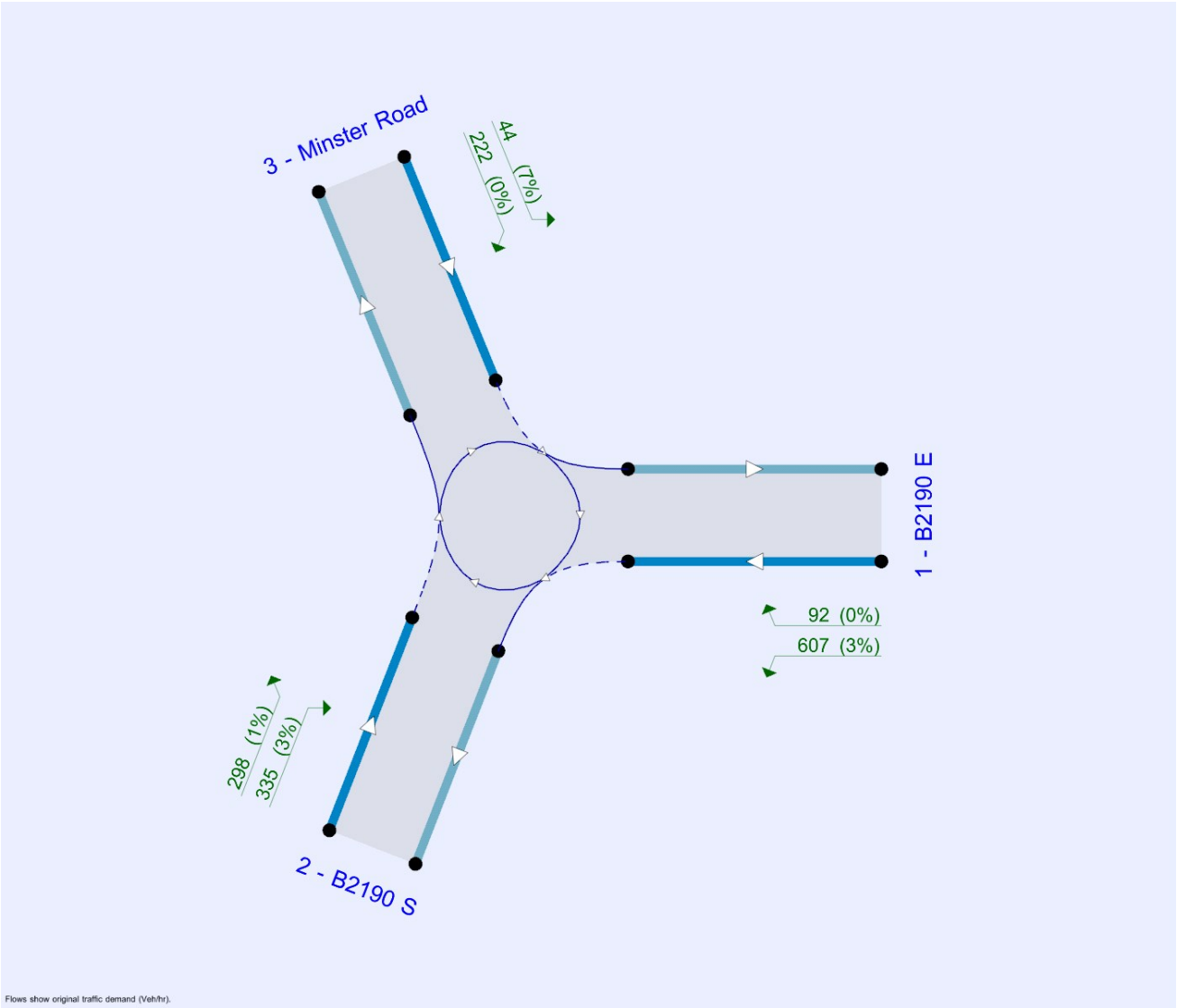
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	29/09/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	GLOBAL\adam.guy
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	mph	Veh	Veh	perHour	min	-Min	perMin



Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)
	✓	Delay	0.85	0.60	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017	AM	ONE HOUR	07:45	09:15	15
D2	2017	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2017, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	0.05	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	95	3 - Minster Road

Arms

Arms

Arm	Name	Description
1	B2190 E	
2	B2190 S	
3	Minster Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - B2190 E	7.49	7.49	0.0	25.0	47.0	8.5	
2 - B2190 S	7.00	7.00	0.0	26.0	47.0	29.0	
3 - Minster Road	2.44	6.54	16.9	17.0	47.0	25.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2190 E	0.792	2461
2 - B2190 S	0.712	2152
3 - Minster Road	0.574	1448

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2190 E		✓	486	100.000
2 - B2190 S		✓	681	100.000
3 - Minster Road		✓	336	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - B2190 E	2 - B2190 S	3 - Minster Road
	From			
	1 - B2190 E	0	480	6
	2 - B2190 S	480	0	201
	3 - Minster Road	39	297	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - B2190 E	2 - B2190 S	3 - Minster Road
	From			
	1 - B2190 E	0	5	0
	2 - B2190 S	6	0	2
	3 - Minster Road	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
1 - B2190 E	0.26	0.04	0.3	A
2 - B2190 S	0.37	0.05	0.6	A
3 - Minster Road	0.33	0.08	0.5	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - B2190 E	366	223	2175	0.168	365	0.2	0.033	A
2 - B2190 S	513	5	2050	0.250	511	0.3	0.039	A
3 - Minster Road	253	360	1218	0.208	252	0.3	0.062	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - B2190 E	437	267	2142	0.204	437	0.3	0.035	A
2 - B2190 S	612	5	2050	0.299	612	0.4	0.042	A
3 - Minster Road	302	431	1175	0.257	302	0.3	0.069	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - B2190 E	535	326	2096	0.255	535	0.3	0.038	A
2 - B2190 S	750	7	2049	0.366	749	0.6	0.046	A
3 - Minster Road	370	528	1117	0.331	369	0.5	0.080	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - B2190 E	535	327	2096	0.255	535	0.3	0.038	A
2 - B2190 S	750	7	2049	0.366	750	0.6	0.046	A
3 - Minster Road	370	528	1117	0.331	370	0.5	0.080	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - B2190 E	437	268	2141	0.204	437	0.3	0.035	A
2 - B2190 S	612	5	2050	0.299	613	0.4	0.042	A
3 - Minster Road	302	432	1175	0.257	303	0.3	0.069	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - B2190 E	366	224	2174	0.168	366	0.2	0.033	A
2 - B2190 S	513	5	2050	0.250	513	0.3	0.039	A
3 - Minster Road	253	362	1217	0.208	253	0.3	0.062	A

2017, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	0.05	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	143	1 - B2190 E

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2017	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2190 E		✓	699	100.000
2 - B2190 S		✓	633	100.000
3 - Minster Road		✓	266	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		1 - B2190 E	2 - B2190 S	3 - Minster Road
	1 - B2190 E	0	607	92
	2 - B2190 S	335	0	298
	3 - Minster Road	44	222	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - B2190 E	2 - B2190 S	3 - Minster Road
	1 - B2190 E	0	3	0
	2 - B2190 S	3	0	1
	3 - Minster Road	7	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
1 - B2190 E	0.35	0.04	0.5	A
2 - B2190 S	0.34	0.04	0.5	A
3 - Minster Road	0.24	0.07	0.3	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - B2190 E	526	167	2270	0.232	525	0.3	0.034	A
2 - B2190 S	477	69	2061	0.231	475	0.3	0.038	A
3 - Minster Road	200	252	1284	0.156	200	0.2	0.055	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - B2190 E	628	199	2245	0.280	628	0.4	0.037	A
2 - B2190 S	569	83	2051	0.277	569	0.4	0.040	A
3 - Minster Road	239	301	1255	0.190	239	0.2	0.059	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - B2190 E	770	244	2210	0.348	769	0.5	0.042	A
2 - B2190 S	697	101	2038	0.342	696	0.5	0.045	A
3 - Minster Road	293	369	1216	0.241	293	0.3	0.065	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - B2190 E	770	244	2210	0.348	770	0.5	0.042	A
2 - B2190 S	697	101	2038	0.342	697	0.5	0.045	A
3 - Minster Road	293	369	1216	0.241	293	0.3	0.065	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - B2190 E	628	200	2244	0.280	629	0.4	0.037	A
2 - B2190 S	569	83	2051	0.277	570	0.4	0.041	A
3 - Minster Road	239	301	1255	0.191	239	0.2	0.059	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - B2190 E	526	167	2269	0.232	527	0.3	0.034	A
2 - B2190 S	477	69	2061	0.231	477	0.3	0.038	A
3 - Minster Road	200	252	1284	0.156	200	0.2	0.055	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947
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Filename: Jct 6_A253_Willetts Hill_R1.j9
Path: R:\Projects\38199 Manston Airport DCO EIA\4 Design\Transport\Junction Modelling\Base Models\Reviewed\Junction 6 - A253 - A299 - Willetts Hill
Report generation date: 19/10/2017 10:20:40

»2017, AM
»2017, PM

Summary of junction performance

	AM					PM				
	Queue (Veh)	Delay (min)	RFC	LOS	Network Residual Capacity	Queue (Veh)	Delay (min)	RFC	LOS	Network Residual Capacity
	2017									
1 - A299 E	1.7	0.08	0.63	A	48 % [4 - A299 (N)]	1.7	0.07	0.63	A	31 % [4 - A299 (N)]
2 - Willetts Hill S	0.2	0.07	0.13	A		0.1	0.06	0.08	A	
3 - A253 Canterbury Road (W)	0.2	0.05	0.19	A		0.5	0.06	0.33	A	
4 - A299 (N)	1.6	0.09	0.61	A		2.1	0.11	0.68	A	
5 - Seamark Road	0.1	0.08	0.09	A		0.1	0.09	0.11	A	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

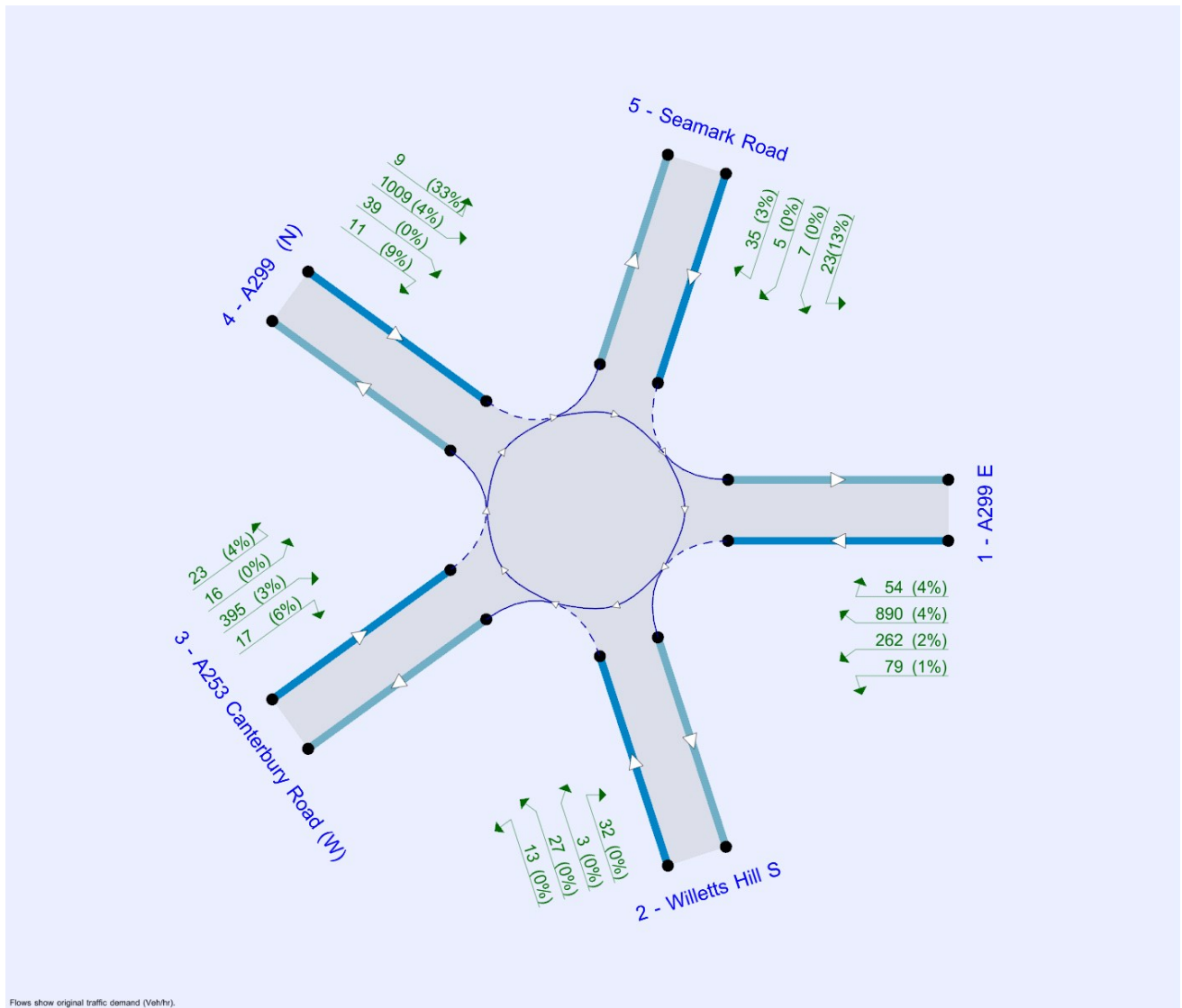
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	29/09/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	GLOBAL\adam.guy
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	mph	Veh	Veh	perHour	min	-Min	perMin



Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)
	✓	Delay	0.85	0.60	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017	AM	ONE HOUR	07:45	09:15	15
D2	2017	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2017, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A253 Canterbury Road (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4, 5	0.08	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	48	4 - A299 (N)

Arms

Arms

Arm	Name	Description
1	A299 E	
2	Willetts Hill S	
3	A253 Canterbury Road (W)	
4	A299 (N)	
5	Seamark Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A299 E	7.10	7.41	13.0	43.9	75.0	18.5	
2 - Willetts Hill S	2.49	8.24	27.5	19.7	76.0	30.0	
3 - A253 Canterbury Road (W)	4.70	8.79	31.2	16.8	76.0	35.0	
4 - A299 (N)	7.36	7.36	0.0	17.6	76.8	44.5	
5 - Seamark Road	3.16	7.58	11.2	29.1	75.0	31.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A299 E	0.606	2387
2 - Willetts Hill S	0.497	1797
3 - A253 Canterbury Road (W)	0.557	2236
4 - A299 (N)	0.528	2103
5 - Seamark Road	0.468	1565

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A299 E		✓	1242	100.000
2 - Willetts Hill S		✓	126	100.000
3 - A253 Canterbury Road (W)		✓	264	100.000
4 - A299 (N)		✓	977	100.000
5 - Seamark Road		✓	68	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - A299 E	2 - Willetts Hill S	3 - A253 Canterbury Road (W)	4 - A299 (N)	5 - Seamark Road
From	1 - A299 E	0	29	315	864	34
	2 - Willetts Hill S	48	0	35	36	7
	3 - A253 Canterbury Road (W)	221	11	0	25	7
	4 - A299 (N)	894	43	22	0	18
	5 - Seamark Road	9	6	14	39	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1 - A299 E	2 - Willetts Hill S	3 - A253 Canterbury Road (W)	4 - A299 (N)	5 - Seamark Road
From	1 - A299 E	0	0	5	7	6
	2 - Willetts Hill S	2	0	0	0	0
	3 - A253 Canterbury Road (W)	5	0	0	4	0
	4 - A299 (N)	8	5	9	0	22
	5 - Seamark Road	0	0	0	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
1 - A299 E	0.63	0.08	1.7	A
2 - Willetts Hill S	0.13	0.07	0.2	A
3 - A253 Canterbury Road (W)	0.19	0.05	0.2	A
4 - A299 (N)	0.61	0.09	1.6	A
5 - Seamark Road	0.09	0.08	0.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - A299 E	935	101	2186	0.428	932	0.7	0.048	A
2 - Willetts Hill S	95	967	1276	0.074	95	0.1	0.051	A
3 - A253 Canterbury Road (W)	199	771	1701	0.117	198	0.1	0.040	A
4 - A299 (N)	736	246	1819	0.404	733	0.7	0.055	A
5 - Seamark Road	51	930	1080	0.047	51	0.0	0.058	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - A299 E	1117	121	2174	0.514	1115	1.0	0.057	A
2 - Willetts Hill S	113	1157	1176	0.096	113	0.1	0.056	A
3 - A253 Canterbury Road (W)	237	923	1615	0.147	237	0.2	0.044	A
4 - A299 (N)	878	295	1795	0.489	877	1.0	0.065	A
5 - Seamark Road	61	1113	990	0.062	61	0.1	0.065	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - A299 E	1367	148	2158	0.634	1365	1.7	0.075	A
2 - Willetts Hill S	139	1415	1040	0.133	139	0.2	0.067	A
3 - A253 Canterbury Road (W)	291	1130	1498	0.194	290	0.2	0.050	A
4 - A299 (N)	1076	361	1761	0.611	1073	1.5	0.087	A
5 - Seamark Road	75	1362	867	0.086	75	0.1	0.076	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - A299 E	1367	149	2158	0.634	1367	1.7	0.076	A
2 - Willetts Hill S	139	1418	1039	0.134	139	0.2	0.067	A
3 - A253 Canterbury Road (W)	291	1132	1497	0.194	291	0.2	0.050	A
4 - A299 (N)	1076	361	1761	0.611	1076	1.6	0.088	A
5 - Seamark Road	75	1364	866	0.086	75	0.1	0.076	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - A299 E	1117	122	2174	0.514	1119	1.1	0.057	A
2 - Willetts Hill S	113	1161	1174	0.096	113	0.1	0.057	A
3 - A253 Canterbury Road (W)	237	926	1613	0.147	238	0.2	0.044	A
4 - A299 (N)	878	295	1794	0.490	881	1.0	0.066	A
5 - Seamark Road	61	1116	988	0.062	61	0.1	0.065	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - A299 E	935	102	2186	0.428	936	0.8	0.048	A
2 - Willetts Hill S	95	971	1274	0.074	95	0.1	0.051	A
3 - A253 Canterbury Road (W)	199	775	1699	0.117	199	0.1	0.040	A
4 - A299 (N)	736	247	1819	0.404	737	0.7	0.056	A
5 - Seamark Road	51	934	1078	0.047	51	0.1	0.058	A

2017, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A253 Canterbury Road (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4, 5	0.08	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	31	4 - A299 (N)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2017	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A299 E		✓	1285	100.000
2 - Willetts Hill S		✓	75	100.000
3 - A253 Canterbury Road (W)		✓	451	100.000
4 - A299 (N)		✓	1068	100.000
5 - Seamark Road		✓	70	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - A299 E	2 - Willetts Hill S	3 - A253 Canterbury Road (W)	4 - A299 (N)	5 - Seamark Road
From	1 - A299 E	0	79	262	890	54
	2 - Willetts Hill S	32	0	13	27	3
	3 - A253 Canterbury Road (W)	395	17	0	23	16
	4 - A299 (N)	1009	39	11	0	9
	5 - Seamark Road	23	7	5	35	0

Vehicle Mix

Heavy Vehicle Percentages

From	To					
		1 - A299 E	2 - Willetts Hill S	3 - A253 Canterbury Road (W)	4 - A299 (N)	5 - Seamark Road
	1 - A299 E	0	1	2	4	4
	2 - Willetts Hill S	0	0	0	0	0
	3 - A253 Canterbury Road (W)	3	6	0	4	0
	4 - A299 (N)	4	0	9	0	33
	5 - Seamark Road	13	0	0	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
1 - A299 E	0.63	0.07	1.7	A
2 - Willetts Hill S	0.08	0.06	0.1	A
3 - A253 Canterbury Road (W)	0.33	0.06	0.5	A
4 - A299 (N)	0.68	0.11	2.1	A
5 - Seamark Road	0.11	0.09	0.1	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - A299 E	967	85	2257	0.429	964	0.7	0.046	A
2 - Willetts Hill S	56	943	1311	0.043	56	0.0	0.048	A
3 - A253 Canterbury Road (W)	340	781	1731	0.196	339	0.2	0.043	A
4 - A299 (N)	804	388	1817	0.443	801	0.8	0.059	A
5 - Seamark Road	53	1127	963	0.055	52	0.1	0.066	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - A299 E	1155	102	2247	0.514	1154	1.1	0.055	A
2 - Willetts Hill S	67	1129	1215	0.055	67	0.1	0.052	A
3 - A253 Canterbury Road (W)	405	935	1645	0.247	405	0.3	0.048	A
4 - A299 (N)	960	464	1777	0.540	959	1.2	0.073	A
5 - Seamark Road	63	1349	861	0.073	63	0.1	0.075	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - A299 E	1415	125	2233	0.633	1412	1.7	0.073	A
2 - Willetts Hill S	83	1381	1085	0.076	82	0.1	0.060	A
3 - A253 Canterbury Road (W)	497	1144	1527	0.325	496	0.5	0.058	A
4 - A299 (N)	1176	568	1723	0.683	1172	2.1	0.108	A
5 - Seamark Road	77	1651	723	0.107	77	0.1	0.093	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - A299 E	1415	126	2233	0.634	1415	1.7	0.073	A
2 - Willetts Hill S	83	1384	1084	0.076	83	0.1	0.060	A
3 - A253 Canterbury Road (W)	497	1146	1526	0.325	497	0.5	0.058	A
4 - A299 (N)	1176	569	1722	0.683	1176	2.1	0.110	A
5 - Seamark Road	77	1655	721	0.107	77	0.1	0.093	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - A299 E	1155	103	2247	0.514	1158	1.1	0.055	A
2 - Willetts Hill S	67	1133	1213	0.056	68	0.1	0.052	A
3 - A253 Canterbury Road (W)	405	938	1643	0.247	406	0.3	0.049	A
4 - A299 (N)	960	466	1776	0.540	964	1.2	0.074	A
5 - Seamark Road	63	1355	858	0.073	63	0.1	0.076	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - A299 E	967	86	2257	0.429	969	0.8	0.047	A
2 - Willetts Hill S	56	948	1309	0.043	57	0.0	0.048	A
3 - A253 Canterbury Road (W)	340	785	1729	0.196	340	0.2	0.043	A
4 - A299 (N)	804	390	1816	0.443	806	0.8	0.059	A
5 - Seamark Road	53	1133	960	0.055	53	0.1	0.066	A

Junctions 9										
ARCADY 9 - Roundabout Module										
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Filename: Jct 7_A299_A28_R1.j9

Path: R:\Projects\38199 Manston Airport DCO EIA\4 Design\Transport\Junction Modelling\Base Models\Reviewed\Junction 7 - A299 - A28

Report generation date: 19/10/2017 10:23:49

»2017, AM

»2017, PM

Summary of junction performance

	AM					PM				
	Queue (Veh)	Delay (min)	RFC	LOS	Network Residual Capacity	Queue (Veh)	Delay (min)	RFC	LOS	Network Residual Capacity
	2017									
1 - A28 (E)	9.2	0.50	0.92	D	1 % [1 - A28 (E)]	1.3	0.11	0.57	A	6 % [4 - A299 (W)]
2 - A299 (E)	1.7	0.10	0.63	A		1.2	0.07	0.54	A	
3 - Canterbury Road	0.3	0.12	0.25	A		0.8	0.13	0.43	A	
4 - A299 (W)	2.6	0.10	0.73	A		8.9	0.28	0.91	C	
5 - Potten Street Road	0.0	0.09	0.04	A		0.1	0.14	0.09	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

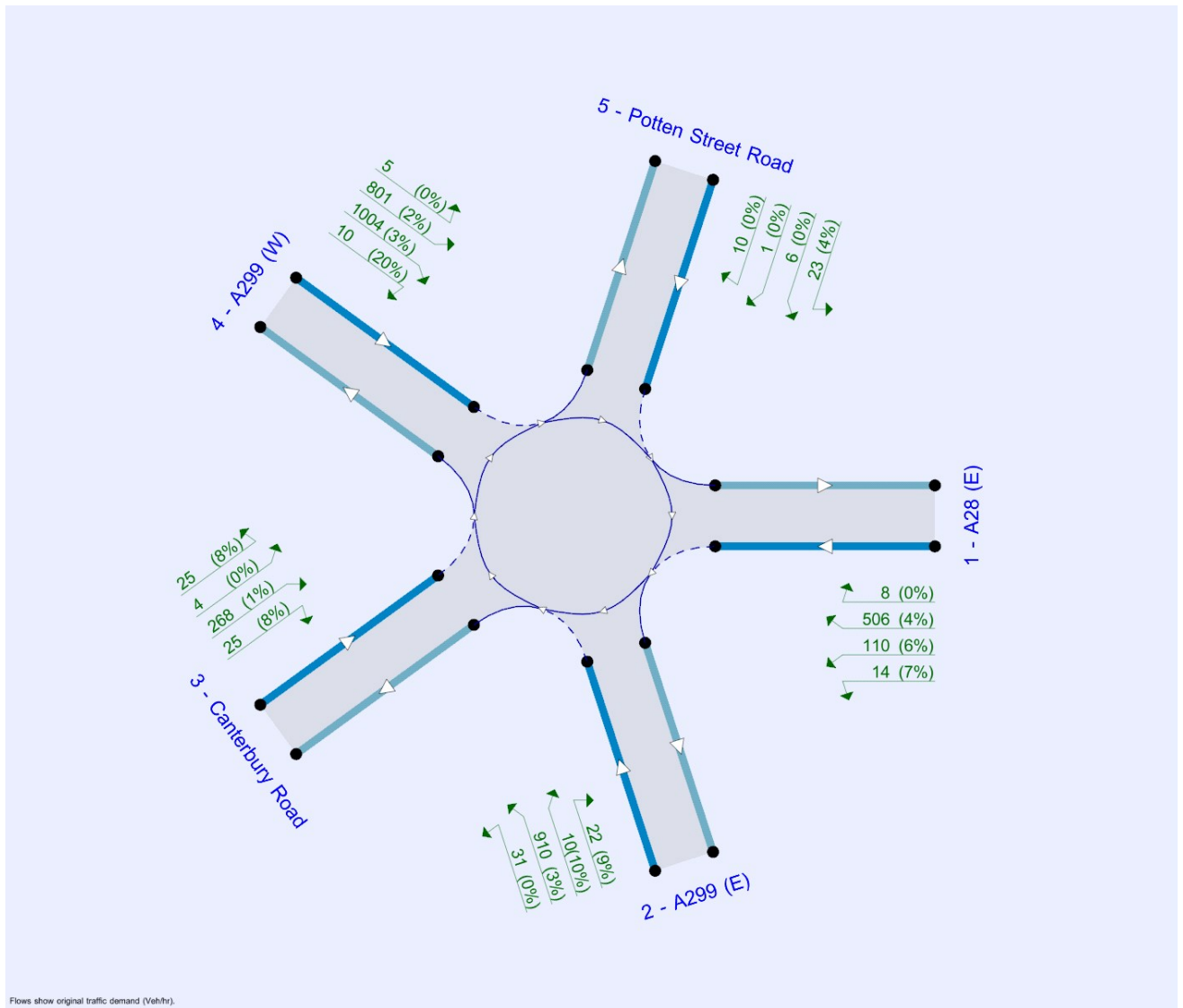
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	29/09/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	GLOBAL\adam.guy
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	mph	Veh	Veh	perHour	min	-Min	perMin



Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)
	✓	Delay	0.85	0.60	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017	AM	ONE HOUR	07:45	09:15	15
D2	2017	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2017, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4, 5	0.22	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	1	1 - A28 (E)

Arms

Arms

Arm	Name	Description
1	A28 (E)	
2	A299 (E)	
3	Canterbury Road	
4	A299 (W)	
5	Potten Street Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A28 (E)	6.35	7.84	1.9	12.5	72.0	42.5	
2 - A299 (E)	7.69	8.17	1.5	20.6	75.0	20.5	
3 - Canterbury Road	3.46	6.95	19.1	12.7	74.0	39.5	
4 - A299 (W)	8.16	9.75	2.2	24.2	75.2	46.0	
5 - Potten Street Road	3.09	7.25	15.8	46.0	73.6	23.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A28 (E)	0.512	1903
2 - A299 (E)	0.613	2484
3 - Canterbury Road	0.462	1611
4 - A299 (W)	0.595	2495
5 - Potten Street Road	0.504	1705

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A28 (E)		✓	1061	100.000
2 - A299 (E)		✓	937	100.000
3 - Canterbury Road		✓	149	100.000
4 - A299 (W)		✓	1436	100.000
5 - Potten Street Road		✓	23	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - A28 (E)	2 - A299 (E)	3 - Canterbury Road	4 - A299 (W)	5 - Potten Street Road
From	1 - A28 (E)	0	21	228	797	15
	2 - A299 (E)	26	0	21	882	8
	3 - Canterbury Road	92	35	0	20	2
	4 - A299 (W)	517	902	13	0	4
	5 - Potten Street Road	12	7	1	3	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1 - A28 (E)	2 - A299 (E)	3 - Canterbury Road	4 - A299 (W)	5 - Potten Street Road
From	1 - A28 (E)	0	0	2	3	0
	2 - A299 (E)	8	0	5	7	0
	3 - Canterbury Road	3	3	0	25	0
	4 - A299 (W)	8	10	8	0	25
	5 - Potten Street Road	8	14	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
1 - A28 (E)	0.92	0.50	9.2	D
2 - A299 (E)	0.63	0.10	1.7	A
3 - Canterbury Road	0.25	0.12	0.3	A
4 - A299 (W)	0.73	0.10	2.6	A
5 - Potten Street Road	0.04	0.09	0.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - A28 (E)	799	721	1459	0.547	794	1.2	0.090	A
2 - A299 (E)	705	791	1857	0.380	703	0.6	0.052	A
3 - Canterbury Road	112	1297	926	0.121	112	0.1	0.074	A
4 - A299 (W)	1081	133	2207	0.490	1077	1.0	0.053	A
5 - Potten Street Road	17	1189	971	0.018	17	0.0	0.063	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - A28 (E)	954	863	1382	0.690	950	2.2	0.138	A
2 - A299 (E)	842	946	1766	0.477	841	0.9	0.065	A
3 - Canterbury Road	134	1552	810	0.165	134	0.2	0.089	A
4 - A299 (W)	1291	160	2193	0.589	1289	1.4	0.066	A
5 - Potten Street Road	21	1423	853	0.024	21	0.0	0.072	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - A28 (E)	1168	1055	1277	0.915	1144	8.1	0.398	C
2 - A299 (E)	1032	1140	1652	0.625	1029	1.6	0.096	A
3 - Canterbury Road	164	1885	657	0.250	164	0.3	0.121	A
4 - A299 (W)	1581	195	2173	0.728	1576	2.6	0.100	A
5 - Potten Street Road	25	1740	693	0.037	25	0.0	0.090	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - A28 (E)	1168	1058	1275	0.916	1164	9.2	0.503	D
2 - A299 (E)	1032	1160	1640	0.629	1032	1.7	0.099	A
3 - Canterbury Road	164	1902	649	0.253	164	0.3	0.124	A
4 - A299 (W)	1581	196	2172	0.728	1581	2.6	0.101	A
5 - Potten Street Road	25	1745	690	0.037	25	0.0	0.090	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - A28 (E)	954	867	1379	0.692	981	2.3	0.161	A
2 - A299 (E)	842	977	1748	0.482	845	0.9	0.067	A
3 - Canterbury Road	134	1580	797	0.168	134	0.2	0.091	A
4 - A299 (W)	1291	161	2192	0.589	1296	1.4	0.067	A
5 - Potten Street Road	21	1430	849	0.024	21	0.0	0.072	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - A28 (E)	799	725	1457	0.548	803	1.2	0.092	A
2 - A299 (E)	705	800	1852	0.381	707	0.6	0.052	A
3 - Canterbury Road	112	1308	922	0.122	112	0.1	0.074	A
4 - A299 (W)	1081	134	2207	0.490	1083	1.0	0.054	A
5 - Potten Street Road	17	1195	968	0.018	17	0.0	0.063	A

2017, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4, 5	0.18	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	6	4 - A299 (W)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2017	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A28 (E)		✓	638	100.000
2 - A299 (E)		✓	973	100.000
3 - Canterbury Road		✓	322	100.000
4 - A299 (W)		✓	1820	100.000
5 - Potten Street Road		✓	40	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - A28 (E)	2 - A299 (E)	3 - Canterbury Road	4 - A299 (W)	5 - Potten Street Road
From	1 - A28 (E)	0	14	110	506	8
	2 - A299 (E)	22	0	31	910	10
	3 - Canterbury Road	268	25	0	25	4
	4 - A299 (W)	801	1004	10	0	5
	5 - Potten Street Road	23	6	1	10	0

Vehicle Mix

Heavy Vehicle Percentages

From	To					
		1 - A28 (E)	2 - A299 (E)	3 - Canterbury Road	4 - A299 (W)	5 - Potten Street Road
	1 - A28 (E)	0	7	6	4	0
	2 - A299 (E)	9	0	0	3	10
	3 - Canterbury Road	1	8	0	8	0
	4 - A299 (W)	2	3	20	0	0
	5 - Potten Street Road	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
1 - A28 (E)	0.57	0.11	1.3	A
2 - A299 (E)	0.54	0.07	1.2	A
3 - Canterbury Road	0.43	0.13	0.8	A
4 - A299 (W)	0.91	0.28	8.9	C
5 - Potten Street Road	0.09	0.14	0.1	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - A28 (E)	480	792	1423	0.338	478	0.5	0.063	A
2 - A299 (E)	733	484	2109	0.347	730	0.5	0.043	A
3 - Canterbury Road	242	1100	1063	0.228	241	0.3	0.073	A
4 - A299 (W)	1370	253	2281	0.601	1364	1.5	0.065	A
5 - Potten Street Road	30	1597	860	0.035	30	0.0	0.072	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - A28 (E)	574	947	1344	0.427	573	0.7	0.078	A
2 - A299 (E)	875	579	2050	0.427	874	0.7	0.051	A
3 - Canterbury Road	289	1316	962	0.301	289	0.4	0.089	A
4 - A299 (W)	1636	302	2251	0.727	1632	2.6	0.096	A
5 - Potten Street Road	36	1910	701	0.051	36	0.1	0.090	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - A28 (E)	702	1150	1242	0.566	700	1.3	0.110	A
2 - A299 (E)	1071	708	1970	0.544	1070	1.2	0.067	A
3 - Canterbury Road	355	1611	824	0.430	353	0.7	0.127	A
4 - A299 (W)	2004	370	2211	0.906	1981	8.2	0.240	B
5 - Potten Street Road	44	2322	493	0.089	44	0.1	0.133	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - A28 (E)	702	1161	1236	0.568	702	1.3	0.112	A
2 - A299 (E)	1071	710	1968	0.544	1071	1.2	0.067	A
3 - Canterbury Road	355	1614	822	0.431	354	0.8	0.128	A
4 - A299 (W)	2004	371	2211	0.906	2001	8.9	0.279	C
5 - Potten Street Road	44	2343	483	0.091	44	0.1	0.137	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - A28 (E)	574	963	1336	0.429	576	0.8	0.079	A
2 - A299 (E)	875	582	2048	0.427	876	0.7	0.051	A
3 - Canterbury Road	289	1321	959	0.302	291	0.4	0.090	A
4 - A299 (W)	1636	304	2250	0.727	1661	2.7	0.106	A
5 - Potten Street Road	36	1940	686	0.052	36	0.1	0.092	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - A28 (E)	480	798	1420	0.338	481	0.5	0.064	A
2 - A299 (E)	733	487	2107	0.348	733	0.5	0.044	A
3 - Canterbury Road	242	1105	1061	0.229	243	0.3	0.073	A
4 - A299 (W)	1370	254	2280	0.601	1375	1.5	0.067	A
5 - Potten Street Road	30	1609	853	0.035	30	0.0	0.073	A

Junctions 9															
ARCADY 9 - Roundabout Module															
Version: 9.0.2.5947 © Copyright TRL Limited, 2017															
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Filename: Jct 8a_A28_Station Rd_R3_Base.j9

Path: R:\Projects\38199 Manston Airport DCO EIA\4 Design\Transport\Junction Modelling\Base Models\Validated\Jct 8 Manston Rd_Station Rd

Report generation date: 05/02/2018 14:29:42

«ARCADY and PICADY module - 2017 Baseline Traffic, AM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM							PM							Airport Peak						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
ARCADY and PICADY module - 2017 Baseline Traffic																					
1 - A28 (E)	7.6	33.98	0.90	D	20.58	C	-5 % [1 - A28 (E)]	3.3	14.67	0.77	B	23.06	C	-7 % [2 - A28 (S)]	2.0	10.34	0.67	B	14.07	B	2 % [2 - A28 (S)]
2 - A28 (S)	2.9	13.01	0.75	B				9.2	35.91	0.92	E				4.2	22.70	0.82	C			
3 - Station Rd	1.6	10.67	0.61	B				1.1	9.52	0.53	A				0.7	6.14	0.42	A			
ARCADY and PICADY module - 2039 Growthed Traffic																					
1 - A28 (E)	103.8	375.71	1.22	F	171.02	F	-24 % [1 - A28 (E)]	30.3	101.33	1.03	F	200.99	F	-26 % [2 - A28 (S)]	11.5	47.61	0.94	E	184.08	F	-23 % [2 - A28 (S)]
2 - A28 (S)	11.0	41.89	0.94	E				109.4	364.89	1.19	F				101.6	431.67	1.26	F			
3 - Station Rd	7.3	42.00	0.90	E				2.3	15.82	0.70	C				1.3	8.52	0.57	A			
ARCADY and PICADY module - 2039 + Dev Traffic																					
1 - A28 (E)	106.9	391.45	1.22	F	177.60	F	-24 % [1 - A28 (E)]	31.0	103.49	1.03	F	218.28	F	-27 % [2 - A28 (S)]	12.6	52.11	0.95	F	189.73	F	-24 % [2 - A28 (S)]
2 - A28 (S)	11.2	42.54	0.94	E				118.3	400.62	1.20	F				103.4	443.36	1.26	F			
3 - Station Rd	7.7	43.99	0.91	E				2.3	15.60	0.70	C				1.4	8.80	0.59	A			
ARCADY and PICADY module - 2039 B+Dev_Net Change																					
1 - A28 (E)	5.3	22.10	0.85	C	15.66	C	-1 % [1 - A28 (E)]	3.7	15.23	0.79	C	18.93	C	-3 % [2 - A28 (S)]	3.0	13.68	0.76	B	19.84	C	-3 % [2 - A28 (S)]
2 - A28 (S)	2.5	12.08	0.72	B				6.3	26.23	0.87	D				6.2	36.63	0.88	E			
3 - Station Rd	1.0	8.50	0.50	A				1.1	10.34	0.53	B				0.8	6.93	0.46	A			

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

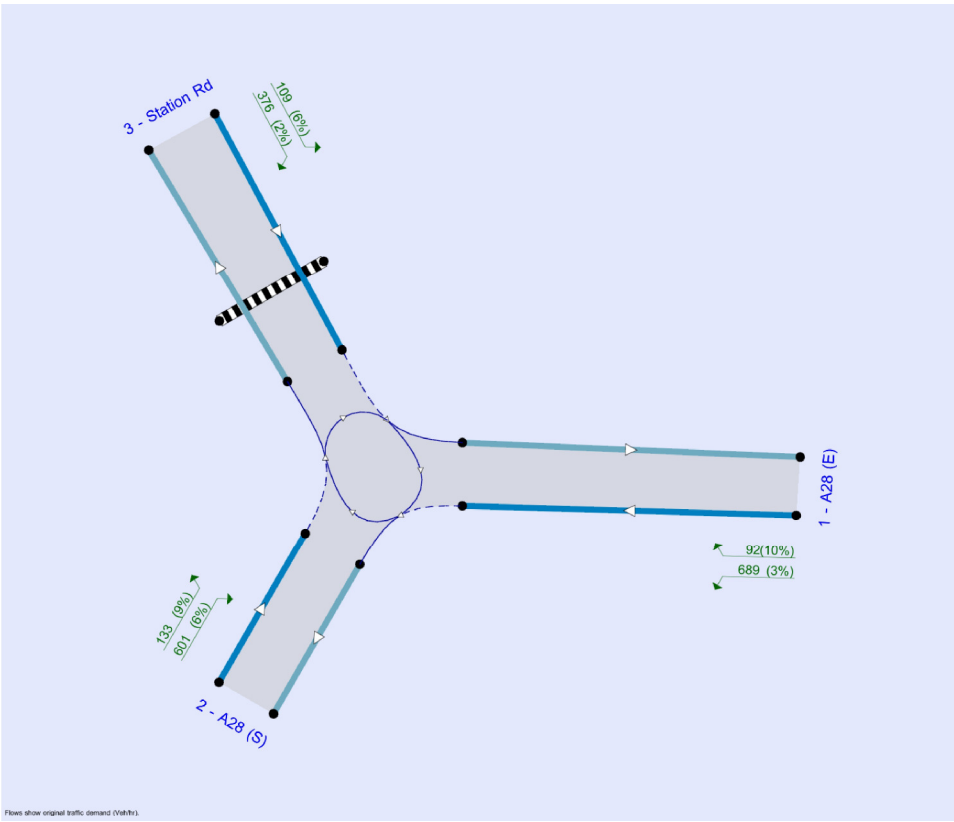
File summary

File Description

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Location	
Site number	
Date	02/10/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	GLOBAL\fuad.huda
Description	

Units

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



Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75			✓	RFC	0.85	36.00	20.00

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	ARCADY and PICADY module	✓	100.000	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2017 Baseline Traffic	AM	ONE HOUR	07:30	09:00	15	✓

ARCADY and PICADY module - 2017 Baseline Traffic, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	20.58	C

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-5	1 - A28 (E)

Arms

Arms

Arm	Name	Description
1	A28 (E)	
2	A28 (S)	
3	Station Rd	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - A28 (E)	3.08	3.08	6.11	45.0	14.56	8.18	0.0	
2 - A28 (S)	3.82	3.82	7.20	17.2	13.47	7.36	0.0	
3 - Station Rd	3.65	3.65	9.21	16.2	16.43	15.73	0.0	

Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)
3 - Station Rd	7.00	6.00		Distance	9.50	6.79

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A28 (E)	0.689	1283
2 - A28 (S)	0.701	1232
3 - Station Rd	0.751	1423

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A28 (E)		ONE HOUR	✓	781	100.000
2 - A28 (S)		ONE HOUR	✓	734	100.000
3 - Station Rd		ONE HOUR	✓	485	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - A28 (E)		
2 - A28 (S)		
3 - Station Rd	[ONEHOUR]	10.00

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - A28 (E)	2 - A28 (S)	3 - Station Rd
From	1 - A28 (E)	0	689	92
	2 - A28 (S)	601	0	133
	3 - Station Rd	109	376	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - A28 (E)	2 - A28 (S)	3 - Station Rd
From	1 - A28 (E)	0	3	10
	2 - A28 (S)	6	0	9
	3 - Station Rd	6	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A28 (E)	0.90	33.98	7.6	D	717	1075
2 - A28 (S)	0.75	13.01	2.9	B	674	1010
3 - Station Rd	0.61	10.67	1.6	B	445	668

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A28 (E)	588	147	281		1045	0.562	583	531	0.0	1.3	7.703	A
2 - A28 (S)	553	138	69		1107	0.499	549	796	0.0	1.0	6.402	A
3 - Station Rd	365	91	449	7.53	1035	0.353	363	168	0.0	0.5	5.338	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A28 (E)	702	176	337		1008	0.697	698	636	1.3	2.2	11.491	B
2 - A28 (S)	660	165	82		1097	0.601	658	953	1.0	1.5	8.155	A
3 - Station Rd	436	109	539	8.99	966	0.451	435	201	0.5	0.8	6.765	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A28 (E)	860	215	412		957	0.898	842	777	2.2	6.8	27.606	D
2 - A28 (S)	808	202	99		1085	0.745	803	1154	1.5	2.8	12.530	B
3 - Station Rd	534	133	657	11.01	874	0.611	531	245	0.8	1.5	10.413	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A28 (E)	860	215	414		956	0.900	857	781	6.8	7.6	33.976	D
2 - A28 (S)	808	202	101		1084	0.746	808	1170	2.8	2.9	13.006	B
3 - Station Rd	534	133	661	11.01	871	0.613	534	247	1.5	1.6	10.671	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A28 (E)	702	176	340		1006	0.698	723	643	7.6	2.4	13.580	B
2 - A28 (S)	660	165	85		1095	0.603	665	978	2.9	1.5	8.469	A
3 - Station Rd	436	109	545	8.99	961	0.454	439	206	1.6	0.8	6.928	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A28 (E)	588	147	284		1044	0.563	592	537	2.4	1.3	8.053	A
2 - A28 (S)	553	138	70		1106	0.500	555	807	1.5	1.0	6.551	A
3 - Station Rd	365	91	454	7.53	1031	0.354	366	170	0.8	0.6	5.422	A

Junctions 9																	
PICADY 9 - Priority Intersection Module																	
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Filename: Jct 9_B2050_Acol Hill_R1 Validated.j9

Path: R:\Projects\38199 Manston Airport DCO EIA\4 Design\Transport\Junction Modelling\Base Models\Validated\Jct 9_B2050_Acol Hill

Report generation date: 29/01/2018 10:23:09

- »2017 Baseline Traffic, AM
- »2017 Baseline Traffic, PM
- »2017 Baseline Traffic, Airport Peak
- »2039 Growthed Traffic, AM
- »2039 Growthed Traffic, PM
- »2039 Growthed Traffic, Airport Peak
- » 2039 + Dev Traffic, AM
- » 2039 + Dev Traffic, PM
- » 2039 + Dev Traffic, Airport Peak

Summary of junction performance

	AM						PM						Airport Peak					
	Queue (Veh)	Delay (min)	RFC	LOS	Junction Delay (min)	Network Residual Capacity	Queue (Veh)	Delay (min)	RFC	LOS	Junction Delay (min)	Network Residual Capacity	Queue (Veh)	Delay (min)	RFC	LOS	Junction Delay (min)	Network Residual Capacity
	2017 Baseline Traffic																	
Stream B-C	0.0	0.11	0.00	A	0.05	76 %	0.0	0.11	0.01	A	0.05	91 %	0.0	0.11	0.00	A	0.05	98 %
Stream B-A	0.6	0.21	0.36	B		[Stream B-A]	0.5	0.19	0.31	B		[Stream B-A]	0.5	0.19	0.33	B		[Stream B-A]
Stream C-AB	0.0	0.11	0.00	A		[Stream B-A]	0.1	0.10	0.04	A		[Stream B-A]	0.0	0.10	0.01	A		[Stream B-A]
	2039 Growthed Traffic																	
Stream B-C	0.0	0.13	0.00	A	0.07	39 %	0.0	0.12	0.02	A	0.06	51 %	0.0	0.12	0.01	A	0.07	48 %
Stream B-A	0.9	0.27	0.48	C		[Stream B-A]	0.7	0.24	0.42	B		[Stream B-A]	0.9	0.25	0.47	B		[Stream B-A]
Stream C-AB	0.0	0.11	0.00	A		[Stream B-A]	0.1	0.09	0.06	A		[Stream B-A]	0.0	0.10	0.01	A		[Stream B-A]
	2039 + Dev Traffic																	
Stream B-C	0.0	0.13	0.00	A	0.06	37 %	0.0	0.13	0.02	A	0.07	35 %	0.0	0.13	0.01	A	0.07	41 %
Stream B-A	0.9	0.27	0.49	C		[Stream B-A]	1.0	0.28	0.50	C		[Stream B-A]	1.0	0.26	0.49	C		[Stream B-A]
Stream C-AB	0.0	0.11	0.01	A		[Stream B-A]	0.1	0.09	0.06	A		[Stream B-A]	0.0	0.10	0.01	A		[Stream B-A]

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

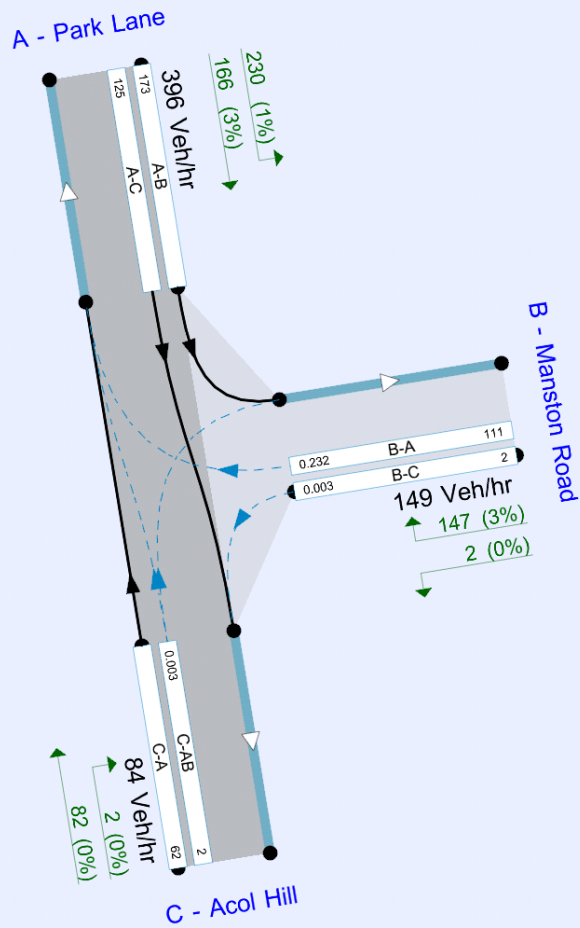
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Date	29/09/2017
Version	
Status	(new file)
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Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	mph	Veh	Veh	perHour	min	-Min	perMin



Flows show original traffic demand (Veh/hr).
Streams (upstream end) show Total Demand (Veh/hr); Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)
5.75			✓	Delay	0.85	0.60	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2017 Baseline Traffic	AM	ONE HOUR	07:30	09:00	15	✓
D4	2017 Baseline Traffic	PM	ONE HOUR	16:30	18:00	15	✓
D5	2017 Baseline Traffic	Airport Peak	ONE HOUR	12:45	14:15	15	✓
D6	2039 Growthed Traffic	AM	ONE HOUR	07:30	09:00	15	✓
D7	2039 Growthed Traffic	PM	ONE HOUR	16:30	18:00	15	✓
D8	2039 Growthed Traffic	Airport Peak	ONE HOUR	12:45	14:15	15	✓
D9	2039 + Dev Traffic	AM	ONE HOUR	07:30	09:00	15	✓
D10	2039 + Dev Traffic	PM	ONE HOUR	16:30	18:00	15	✓
D11	2039 + Dev Traffic	Airport Peak	ONE HOUR	12:45	14:15	15	✓

Analysis Set Details

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

2017 Baseline Traffic, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Acol Hill - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
9	untitled	T-Junction	Two-way	0.05	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	76	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	Park Lane		Major
B	Manston Road		Minor
C	Acol Hill		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Acol Hill	5.81			53.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Manston Road	One lane plus flare	10.00	7.29	4.28	2.68	2.57	✓	1.00	40	34

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
9	B-A	553	0.102	0.257	0.162	0.367
9	B-C	687	0.106	0.268	-	-
9	C-B	605	0.236	0.236	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2017 Baseline Traffic	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Park Lane		ONE HOUR	✓	396	100.000
B - Manston Road		ONE HOUR	✓	149	100.000
C - Acol Hill		ONE HOUR	✓	84	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Park Lane	B - Manston Road	C - Acol Hill
	A - Park Lane	0	230	166
	B - Manston Road	147	0	2
	C - Acol Hill	82	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Park Lane	B - Manston Road	C - Acol Hill
	A - Park Lane	0	1	3
	B - Manston Road	3	0	0
	C - Acol Hill	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.11	0.0	A	2	3
B-A	0.36	0.21	0.6	B	135	202
C-AB	0.00	0.11	0.0	A	2	3
C-A					75	112
A-B					211	317
A-C					152	228

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.38	590	0.003	1	0.0	0.0	0.102	A
B-A	111	28	478	0.232	109	0.0	0.3	0.162	A
C-AB	2	0.42	576	0.003	2	0.0	0.0	0.104	A
C-A	62	15			62				
A-B	173	43			173				
A-C	125	31			125				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.45	566	0.003	2	0.0	0.0	0.106	A
B-A	132	33	466	0.284	132	0.3	0.4	0.179	B
C-AB	2	0.52	571	0.004	2	0.0	0.0	0.105	A
C-A	73	18			73				
A-B	207	52			207				
A-C	149	37			149				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.55	528	0.004	2	0.0	0.0	0.114	A
B-A	162	40	450	0.360	161	0.4	0.6	0.207	B
C-AB	3	0.66	565	0.005	3	0.0	0.0	0.107	A
C-A	90	22			90				
A-B	253	63			253				
A-C	183	46			183				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.55	527	0.004	2	0.0	0.0	0.114	A
B-A	162	40	450	0.360	162	0.6	0.6	0.208	B
C-AB	3	0.66	565	0.005	3	0.0	0.0	0.107	A
C-A	90	22			90				
A-B	253	63			253				
A-C	183	46			183				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.45	565	0.003	2	0.0	0.0	0.107	A
B-A	132	33	466	0.284	133	0.6	0.4	0.180	B
C-AB	2	0.52	571	0.004	2	0.0	0.0	0.105	A
C-A	73	18			73				
A-B	207	52			207				
A-C	149	37			149				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.38	589	0.003	2	0.0	0.0	0.102	A
B-A	111	28	478	0.232	111	0.4	0.3	0.164	A
C-AB	2	0.42	576	0.003	2	0.0	0.0	0.104	A
C-A	62	15			62				
AB	173	43			173				
AC	125	31			125				

2017 Baseline Traffic, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Acol Hill - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
9	untitled	T-Junction	Two-way	0.05	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	91	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2017 Baseline Traffic	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Park Lane		ONE HOUR	✓	280	100.000
B - Manston Road		ONE HOUR	✓	136	100.000
C - Acol Hill		ONE HOUR	✓	201	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Park Lane	B - Manston Road	C - Acol Hill
	A - Park Lane	0	161	119
	B - Manston Road	130	0	6
	C - Acol Hill	182	19	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Park Lane	B - Manston Road	C - Acol Hill
	A - Park Lane	0	1	1
	B - Manston Road	1	0	0
	C - Acol Hill	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.01	0.11	0.0	A	6	8
B-A	0.31	0.19	0.5	B	119	179
C-AB	0.04	0.10	0.1	A	24	35
C-A					161	241
A-B					148	222
A-C					109	164

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	5	1	612	0.007	4	0.0	0.0	0.099	A
B-A	98	24	485	0.202	97	0.0	0.2	0.154	A
C-AB	18	5	649	0.028	18	0.0	0.0	0.095	A
C-A	133	33			133				
A-B	121	30			121				
A-C	90	22			90				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	5	1	593	0.009	5	0.0	0.0	0.102	A
B-A	117	29	473	0.247	117	0.2	0.3	0.168	B
C-AB	23	6	658	0.035	23	0.0	0.0	0.094	A
C-A	158	39			158				
A-B	145	36			145				
A-C	107	27			107				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	7	2	565	0.012	7	0.0	0.0	0.108	A
B-A	143	36	456	0.314	143	0.3	0.4	0.191	B
C-AB	30	7	672	0.044	30	0.0	0.1	0.093	A
C-A	191	48			191				
A-B	177	44			177				
A-C	131	33			131				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	7	2	564	0.012	7	0.0	0.0	0.108	A
B-A	143	36	456	0.314	143	0.4	0.5	0.192	B
C-AB	30	7	672	0.044	30	0.1	0.1	0.094	A
C-A	191	48			191				
A-B	177	44			177				
A-C	131	33			131				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	5	1	593	0.009	5	0.0	0.0	0.102	A
B-A	117	29	473	0.247	117	0.5	0.3	0.169	B
C-AB	23	6	658	0.035	23	0.1	0.0	0.094	A
C-A	158	39			158				
A-B	145	36			145				
A-C	107	27			107				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	5	1	611	0.007	5	0.0	0.0	0.099	A
B-A	98	24	485	0.202	98	0.3	0.3	0.155	A
C-AB	18	5	649	0.028	18	0.0	0.0	0.095	A
C-A	133	33			133				
A-B	121	30			121				
A-C	90	22			90				

2017 Baseline Traffic, Airport Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Acol Hill - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
9	untitled	T-Junction	Two-way	0.05	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	98	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2017 Baseline Traffic	Airport Peak	ONE HOUR	12:45	14:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Park Lane		ONE HOUR	✓	259	100.000
B - Manston Road		ONE HOUR	✓	145	100.000
C - Acol Hill		ONE HOUR	✓	104	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Park Lane	B - Manston Road	C - Acol Hill
	A - Park Lane	0	167	92
	B - Manston Road	143	0	2
	C - Acol Hill	101	3	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Park Lane	B - Manston Road	C - Acol Hill
	A - Park Lane	0	3	4
	B - Manston Road	3	0	0
	C - Acol Hill	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.11	0.0	A	2	3
B-A	0.33	0.19	0.5	B	131	197
C-AB	0.01	0.10	0.0	A	3	5
C-A					92	138
A-B					153	230
A-C					84	127

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.38	612	0.002	1	0.0	0.0	0.098	A
B-A	108	27	493	0.218	107	0.0	0.3	0.155	A
C-AB	3	0.65	609	0.004	3	0.0	0.0	0.099	A
C-A	76	19			76				
A-B	126	31			126				
A-C	69	17			69				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.45	593	0.003	2	0.0	0.0	0.102	A
B-A	129	32	485	0.265	128	0.3	0.4	0.168	B
C-AB	3	0.79	610	0.005	3	0.0	0.0	0.099	A
C-A	90	23			90				
A-B	150	38			150				
A-C	83	21			83				

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.55	563	0.004	2	0.0	0.0	0.107	A
B-A	157	39	473	0.333	157	0.4	0.5	0.189	B
C-AB	4	1	612	0.007	4	0.0	0.0	0.099	A
C-A	110	28			110				
A-B	184	46			184				
A-C	101	25			101				

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.55	563	0.004	2	0.0	0.0	0.107	A
B-A	157	39	473	0.333	157	0.5	0.5	0.190	B
C-AB	4	1	612	0.007	4	0.0	0.0	0.099	A
C-A	110	28			110				
A-B	184	46			184				
A-C	101	25			101				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.45	592	0.003	2	0.0	0.0	0.102	A
B-A	129	32	485	0.265	129	0.5	0.4	0.169	B
C-AB	3	0.79	610	0.005	3	0.0	0.0	0.099	A
C-A	90	23			90				
A-B	150	38			150				
A-C	83	21			83				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.38	611	0.002	2	0.0	0.0	0.098	A
B-A	108	27	493	0.218	108	0.4	0.3	0.156	A
C-AB	3	0.65	609	0.004	3	0.0	0.0	0.099	A
C-A	76	19			76				
A-B	126	31			126				
A-C	69	17			69				

2039 Growthed Traffic, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Acol Hill - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
9	untitled	T-Junction	Two-way	0.07	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	39	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2039 Growthed Traffic	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Park Lane		ONE HOUR	✓	495	100.000
B - Manston Road		ONE HOUR	✓	186	100.000
C - Acol Hill		ONE HOUR	✓	104	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Park Lane	B - Manston Road	C - Acol Hill
From	A - Park Lane	0	287	208
	B - Manston Road	184	0	2
	C - Acol Hill	102	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Park Lane	B - Manston Road	C - Acol Hill
From	A - Park Lane	0	1	3
	B - Manston Road	4	0	0
	C - Acol Hill	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.13	0.0	A	2	3
B-A	0.48	0.27	0.9	C	169	253
C-AB	0.00	0.11	0.0	A	2	3
C-A					93	140
A-B					263	395
A-C					191	286

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.38	558	0.003	1	0.0	0.0	0.108	A
B-A	139	35	458	0.302	137	0.0	0.4	0.186	B
C-AB	2	0.44	570	0.003	2	0.0	0.0	0.106	A
C-A	77	19			77				
A-B	216	54			216				
A-C	157	39			157				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.45	521	0.003	2	0.0	0.0	0.115	A
B-A	165	41	444	0.372	165	0.4	0.6	0.214	B
C-AB	2	0.54	564	0.004	2	0.0	0.0	0.107	A
C-A	91	23			91				
A-B	258	65			258				
A-C	187	47			187				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.55	461	0.005	2	0.0	0.0	0.131	A
B-A	203	51	424	0.477	201	0.6	0.9	0.268	C
C-AB	3	0.69	556	0.005	3	0.0	0.0	0.108	A
C-A	112	28			112				
A-B	316	79			316				
A-C	229	57			229				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.55	459	0.005	2	0.0	0.0	0.131	A
B-A	203	51	424	0.477	203	0.9	0.9	0.270	C
C-AB	3	0.69	556	0.005	3	0.0	0.0	0.108	A
C-A	112	28			112				
A-B	316	79			316				
A-C	229	57			229				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.45	520	0.003	2	0.0	0.0	0.116	A
B-A	165	41	444	0.372	167	0.9	0.6	0.217	B
C-AB	2	0.54	564	0.004	2	0.0	0.0	0.107	A
C-A	91	23			91				
A-B	258	65			258				
A-C	187	47			187				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.38	556	0.003	2	0.0	0.0	0.108	A
B-A	139	35	458	0.302	139	0.6	0.4	0.188	B
C-AB	2	0.44	570	0.003	2	0.0	0.0	0.106	A
C-A	77	19			77				
A-B	216	54			216				
A-C	157	39			157				

2039 Growthed Traffic, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Acol Hill - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
9	untitled	T-Junction	Two-way	0.06	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	51	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2039 Growthed Traffic	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Park Lane		ONE HOUR	✓	353	100.000
B - Manston Road		ONE HOUR	✓	172	100.000
C - Acol Hill		ONE HOUR	✓	253	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Park Lane	B - Manston Road	C - Acol Hill
From	A - Park Lane	0	203	150
	B - Manston Road	164	0	8
	C - Acol Hill	229	24	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Park Lane	B - Manston Road	C - Acol Hill
From	A - Park Lane	0	1	1
	B - Manston Road	1	0	0
	C - Acol Hill	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.02	0.12	0.0	A	7	11
B-A	0.42	0.24	0.7	B	150	226
C-AB	0.06	0.09	0.1	A	32	49
C-A					200	300
A-B					186	279
A-C					138	206

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	6	2	587	0.010	6	0.0	0.0	0.103	A
B-A	123	31	469	0.263	122	0.0	0.4	0.172	B
C-AB	24	6	661	0.037	24	0.0	0.1	0.094	A
C-A	166	42			166				
A-B	153	38			153				
A-C	113	28			113				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	7	2	559	0.013	7	0.0	0.0	0.109	A
B-A	147	37	453	0.325	147	0.4	0.5	0.195	B
C-AB	31	8	674	0.046	31	0.1	0.1	0.093	A
C-A	196	49			196				
A-B	182	46			182				
A-C	135	34			135				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	9	2	513	0.017	9	0.0	0.0	0.119	A
B-A	181	45	432	0.418	180	0.5	0.7	0.237	B
C-AB	42	10	692	0.060	42	0.1	0.1	0.092	A
C-A	237	59			237				
A-B	224	56			224				
A-C	165	41			165				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	9	2	512	0.017	9	0.0	0.0	0.119	A
B-A	181	45	432	0.418	181	0.7	0.7	0.238	B
C-AB	42	10	692	0.060	42	0.1	0.1	0.092	A
C-A	237	59			237				
A-B	224	56			224				
A-C	165	41			165				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	7	2	558	0.013	7	0.0	0.0	0.109	A
B-A	147	37	453	0.325	148	0.7	0.5	0.197	B
C-AB	31	8	674	0.046	31	0.1	0.1	0.093	A
C-A	196	49			196				
AB	182	46			182				
AC	135	34			135				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	6	2	586	0.010	6	0.0	0.0	0.103	A
B-A	123	31	469	0.263	124	0.5	0.4	0.174	B
C-AB	25	6	661	0.037	25	0.1	0.1	0.094	A
C-A	166	41			166				
AB	153	38			153				
AC	113	28			113				

2039 Growthed Traffic, Airport Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Acol Hill - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
9	untitled	T-Junction	Two-way	0.07	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	48	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2039 Growthed Traffic	Airport Peak	ONE HOUR	12:45	14:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Park Lane		ONE HOUR	✓	346	100.000
B - Manston Road		ONE HOUR	✓	194	100.000
C - Acol Hill		ONE HOUR	✓	139	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Park Lane	B - Manston Road	C - Acol Hill
From	A - Park Lane	0	223	123
	B - Manston Road	191	0	3
	C - Acol Hill	135	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Park Lane	B - Manston Road	C - Acol Hill
From	A - Park Lane	0	3	5
	B - Manston Road	3	0	0
	C - Acol Hill	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.01	0.12	0.0	A	3	4
B-A	0.47	0.25	0.9	B	175	263
C-AB	0.01	0.10	0.0	A	5	7
C-A					123	184
A-B					205	307
A-C					113	169

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.56	578	0.004	2	0.0	0.0	0.104	A
B-A	144	36	478	0.301	142	0.0	0.4	0.178	B
C-AB	4	0.90	611	0.006	4	0.0	0.0	0.099	A
C-A	101	25			101				
A-B	168	42			168				
A-C	93	23			93				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	3	0.67	546	0.005	3	0.0	0.0	0.110	A
B-A	172	43	467	0.368	171	0.4	0.6	0.202	B
C-AB	4	1	613	0.007	4	0.0	0.0	0.099	A
C-A	120	30			120				
A-B	200	50			200				
A-C	111	28			111				

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	3	0.83	492	0.007	3	0.0	0.0	0.123	A
B-A	210	53	451	0.466	209	0.6	0.8	0.247	B
C-AB	6	1	616	0.009	6	0.0	0.0	0.098	A
C-A	147	37			147				
A-B	246	61			246				
A-C	135	34			135				

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	3	0.83	491	0.007	3	0.0	0.0	0.123	A
B-A	210	53	451	0.466	210	0.8	0.9	0.249	B
C-AB	6	1	616	0.009	6	0.0	0.0	0.098	A
C-A	147	37			147				
A-B	246	61			246				
A-C	135	34			135				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	3	0.67	545	0.005	3	0.0	0.0	0.111	A
B-A	172	43	467	0.368	173	0.9	0.6	0.205	B
C-AB	4	1	613	0.007	5	0.0	0.0	0.099	A
C-A	120	30			120				
AB	200	50			200				
AC	111	28			111				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.56	577	0.004	2	0.0	0.0	0.104	A
B-A	144	36	478	0.301	144	0.6	0.4	0.180	B
C-AB	4	0.90	611	0.006	4	0.0	0.0	0.099	A
C-A	101	25			101				
AB	168	42			168				
AC	93	23			93				

2039 + Dev Traffic, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Acol Hill - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
9	untitled	T-Junction	Two-way	0.06	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	37	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2039 + Dev Traffic	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Park Lane		ONE HOUR	✓	524	100.000
B - Manston Road		ONE HOUR	✓	190	100.000
C - Acol Hill		ONE HOUR	✓	104	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Park Lane	B - Manston Road	C - Acol Hill
From	A - Park Lane	0	316	208
	B - Manston Road	188	0	2
	C - Acol Hill	102	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Park Lane	B - Manston Road	C - Acol Hill
From	A - Park Lane	0	1	3
	B - Manston Road	3	0	0
	C - Acol Hill	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.13	0.0	A	2	3
B-A	0.49	0.27	0.9	C	173	259
C-AB	0.01	0.11	0.0	A	2	3
C-A					93	140
A-B					290	435
A-C					191	286

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.38	554	0.003	1	0.0	0.0	0.109	A
B-A	142	35	461	0.307	140	0.0	0.4	0.186	B
C-AB	2	0.44	565	0.003	2	0.0	0.0	0.107	A
C-A	77	19			77				
A-B	238	59			238				
A-C	157	39			157				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.45	516	0.003	2	0.0	0.0	0.117	A
B-A	169	42	446	0.379	168	0.4	0.6	0.216	B
C-AB	2	0.54	558	0.004	2	0.0	0.0	0.108	A
C-A	91	23			91				
A-B	284	71			284				
A-C	187	47			187				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.55	453	0.005	2	0.0	0.0	0.133	A
B-A	207	52	425	0.487	206	0.6	0.9	0.272	C
C-AB	3	0.69	549	0.005	3	0.0	0.0	0.110	A
C-A	112	28			112				
A-B	348	87			348				
A-C	229	57			229				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.55	452	0.005	2	0.0	0.0	0.133	A
B-A	207	52	425	0.487	207	0.9	0.9	0.275	C
C-AB	3	0.69	549	0.005	3	0.0	0.0	0.110	A
C-A	112	28			112				
A-B	348	87			348				
A-C	229	57			229				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.45	515	0.003	2	0.0	0.0	0.117	A
B-A	169	42	446	0.379	170	0.9	0.6	0.219	B
C-AB	2	0.54	558	0.004	2	0.0	0.0	0.108	A
C-A	91	23			91				
AB	284	71			284				
AC	187	47			187				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.38	553	0.003	2	0.0	0.0	0.109	A
B-A	142	35	461	0.307	142	0.6	0.5	0.189	B
C-AB	2	0.44	565	0.003	2	0.0	0.0	0.107	A
C-A	77	19			77				
AB	238	59			238				
AC	157	39			157				

2039 + Dev Traffic, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Acol Hill - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
9	untitled	T-Junction	Two-way	0.07	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	35	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2039 + Dev Traffic	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Park Lane		ONE HOUR	✓	358	100.000
B - Manston Road		ONE HOUR	✓	204	100.000
C - Acol Hill		ONE HOUR	✓	253	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Park Lane	B - Manston Road	C - Acol Hill
	A - Park Lane	0	208	150
	B - Manston Road	196	0	8
	C - Acol Hill	229	24	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Park Lane	B - Manston Road	C - Acol Hill
	A - Park Lane	0	1	1
	B - Manston Road	1	0	0
	C - Acol Hill	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.02	0.13	0.0	A	7	11
B-A	0.50	0.28	1.0	C	180	270
C-AB	0.06	0.09	0.1	A	32	49
C-A					200	300
A-B					191	286
A-C					138	206

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	6	2	571	0.011	6	0.0	0.0	0.106	A
B-A	148	37	468	0.315	146	0.0	0.5	0.185	B
C-AB	24	6	660	0.037	24	0.0	0.1	0.094	A
C-A	166	42			166				
A-B	157	39			157				
A-C	113	28			113				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	7	2	535	0.013	7	0.0	0.0	0.114	A
B-A	176	44	453	0.389	176	0.5	0.6	0.216	B
C-AB	31	8	673	0.046	31	0.1	0.1	0.094	A
C-A	196	49			196				
A-B	187	47			187				
A-C	135	34			135				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	9	2	472	0.019	9	0.0	0.0	0.130	A
B-A	216	54	432	0.500	214	0.6	1.0	0.274	C
C-AB	42	10	691	0.060	42	0.1	0.1	0.092	A
C-A	237	59			237				
A-B	229	57			229				
A-C	165	41			165				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	9	2	470	0.019	9	0.0	0.0	0.130	A
B-A	216	54	432	0.500	216	1.0	1.0	0.278	C
C-AB	42	10	691	0.060	42	0.1	0.1	0.092	A
C-A	237	59			237				
A-B	229	57			229				
A-C	165	41			165				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	7	2	533	0.013	7	0.0	0.0	0.114	A
B-A	176	44	453	0.389	178	1.0	0.7	0.219	B
C-AB	31	8	673	0.046	31	0.1	0.1	0.094	A
C-A	196	49			196				
AB	187	47			187				
AC	135	34			135				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	6	2	570	0.011	6	0.0	0.0	0.106	A
B-A	148	37	468	0.315	148	0.7	0.5	0.188	B
C-AB	25	6	661	0.037	25	0.1	0.1	0.094	A
C-A	166	41			166				
AB	157	39			157				
AC	113	28			113				

2039 + Dev Traffic, Airport Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Acol Hill - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
9	untitled	T-Junction	Two-way	0.07	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	41	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2039 + Dev Traffic	Airport Peak	ONE HOUR	12:45	14:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Park Lane		ONE HOUR	✓	378	100.000
B - Manston Road		ONE HOUR	✓	203	100.000
C - Acol Hill		ONE HOUR	✓	139	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Park Lane	B - Manston Road	C - Acol Hill
	A - Park Lane	0	255	123
	B - Manston Road	200	0	3
	C - Acol Hill	135	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Park Lane	B - Manston Road	C - Acol Hill
	A - Park Lane	0	3	5
	B - Manston Road	3	0	0
	C - Acol Hill	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.01	0.13	0.0	A	3	4
B-A	0.49	0.26	1.0	C	184	275
C-AB	0.01	0.10	0.0	A	5	7
C-A					123	184
A-B					234	351
A-C					113	169

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.56	571	0.004	2	0.0	0.0	0.106	A
B-A	151	38	476	0.316	149	0.0	0.5	0.182	B
C-AB	4	0.90	606	0.006	4	0.0	0.0	0.100	A
C-A	101	25			101				
A-B	192	48			192				
A-C	93	23			93				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	3	0.67	535	0.005	3	0.0	0.0	0.113	A
B-A	180	45	464	0.387	179	0.5	0.6	0.210	B
C-AB	5	1	607	0.007	4	0.0	0.0	0.100	A
C-A	120	30			120				
A-B	229	57			229				
A-C	111	28			111				

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	3	0.83	475	0.007	3	0.0	0.0	0.127	A
B-A	220	55	448	0.492	219	0.6	0.9	0.261	C
C-AB	6	1	609	0.010	6	0.0	0.0	0.099	A
C-A	147	37			147				
A-B	281	70			281				
A-C	135	34			135				

13:30 - 13:45

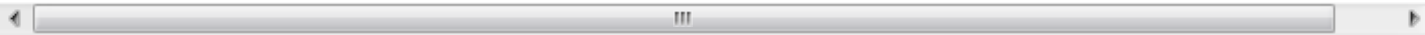
Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	3	0.83	474	0.007	3	0.0	0.0	0.127	A
B-A	220	55	448	0.492	220	0.9	1.0	0.264	C
C-AB	6	1	609	0.010	6	0.0	0.0	0.100	A
C-A	147	37			147				
A-B	281	70			281				
A-C	135	34			135				

13:45 - 14:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	3	0.67	534	0.005	3	0.0	0.0	0.113	A
B-A	180	45	464	0.387	181	1.0	0.6	0.213	B
C-AB	5	1	607	0.007	5	0.0	0.0	0.100	A
C-A	120	30			120				
AB	229	57			229				
AC	111	28			111				

14:00 - 14:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	2	0.56	569	0.004	2	0.0	0.0	0.106	A
B-A	151	38	476	0.316	151	0.6	0.5	0.185	B
C-AB	4	0.91	605	0.006	4	0.0	0.0	0.100	A
C-A	101	25			101				
AB	192	48			192				
AC	93	23			93				



Junctions 9											
PICADY 9 - Priority Intersection Module											
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Filename: Jct 10_B2050_Margate Hill_R1.j9
Path: R:\Projects\38199 Manston Airport DCO EIA\4 Design\Transport\Junction Modelling\Base Models\Reviewed\Junction 10 - B2050 - Margate Hill
Report generation date: 19/10/2017 11:54:25

»2017, AM
 »2017, PM

Summary of junction performance

	AM						PM					
	Queue (Veh)	Delay (min)	RFC	LOS	Junction Delay (min)	Network Residual Capacity	Queue (Veh)	Delay (min)	RFC	LOS	Junction Delay (min)	Network Residual Capacity
2017												
Stream B-ACD	0.8	0.25	0.43	B	0.73	-13 % [Stream D-BC]	17.3	2.20	1.01	F	0.94	-19 % [Stream B-ACD]
Stream A-BCD	0.4	0.12	0.25	A			0.5	0.14	0.31	A		
Stream D-A	4.4	2.17	0.93	F			0.2	0.13	0.16	A		
Stream D-BC	8.2	1.42	0.93	F			0.7	0.27	0.41	C		
Stream C-ABD	0.0	0.09	0.00	A			0.0	0.08	0.00	A		

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

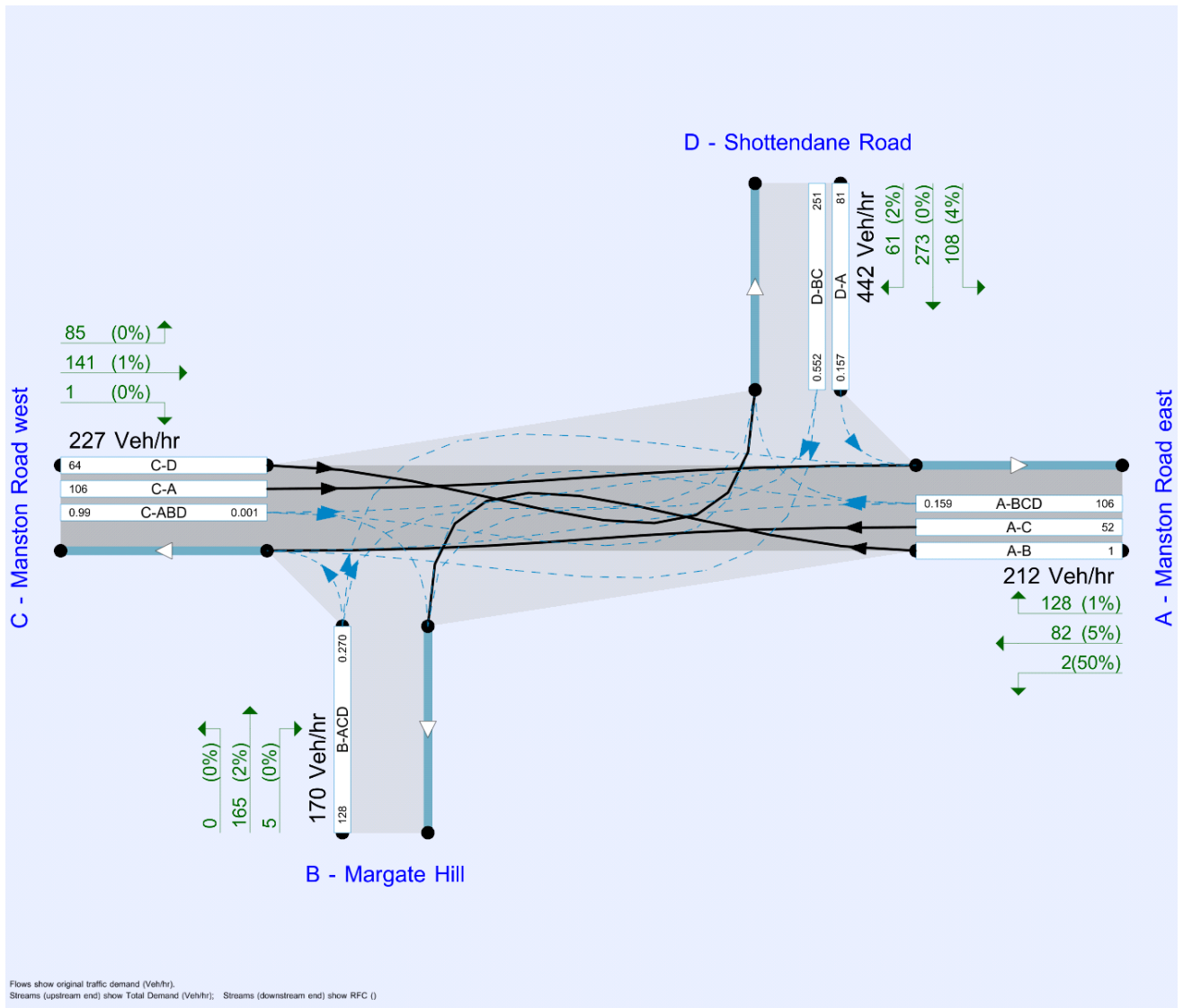
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	29/09/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	GLOBAL\pranav.yadav
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	mph	Veh	Veh	perHour	min	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)
5.75			✓	Delay	0.85	0.60	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2017	AM	ONE HOUR	07:45	09:15	15	✓
D2	2017	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2017, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Manston Road west - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
10	untitled	Right-Left Stagger	Two-way	0.73	E

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-13	Stream D-BC

Arms

Arms

Arm	Name	Description	Arm type
A	Manston Road east		Major
B	Margate Hill		Minor
C	Manston Road west		Major
D	Shottendane Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Manston Road east	6.04			250.0	✓	0.00
C - Manston Road west	4.12			195.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Margate Hill	One lane	4.55								19	17
D - Shottendane Road	One lane plus flare		10.00	10.00	3.54	2.90	2.90	✓	1.00	18	56

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
10	A-D	719	-	-	-	0.278	0.278	0.278	-	0.278	-	-
10	B-AD	568	0.112	0.283	-	-	-	0.178	0.404	0.178	0.112	0.283
10	B-C	733	0.122	0.307	-	-	-	-	-	-	0.122	0.307
10	C-B	687	0.288	0.288	-	-	-	-	-	-	0.288	0.288
10	D-A	791	-	-	-	0.306	0.121	0.306	-	0.121	-	-
10	D-BC	555	0.161	0.161	0.365	0.255	0.101	0.255	-	0.101	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2017	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Manston Road east		ONE HOUR	✓	212	100.000
B - Margate Hill		ONE HOUR	✓	170	100.000
C - Manston Road west		ONE HOUR	✓	227	100.000
D - Shottendane Road		ONE HOUR	✓	442	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Manston Road east	B - Margate Hill	C - Manston Road west	D - Shottendane Road
From	A - Manston Road east	0	2	82	128
	B - Margate Hill	5	0	0	165
	C - Manston Road west	141	1	0	85
	D - Shottendane Road	108	273	61	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Manston Road east	B - Margate Hill	C - Manston Road west	D - Shottendane Road
From	A - Manston Road east	0	50	5	1
	B - Margate Hill	0	0	0	2
	C - Manston Road west	1	0	0	0
	D - Shottendane Road	4	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.43	0.25	0.8	B	156	234
ABCD	0.25	0.12	0.4	A	134	201
A-B					1	2
A-C					59	89
D-A	0.93	2.17	4.4	F	99	149
D-BC	0.93	1.42	8.2	F	306	460
C-ABD	0.00	0.09	0.0	A	1	2
C-D					78	117
C-A					129	194

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	128	32	473	0.270	127	0.0	0.4	0.172	B
A-BCD	106	27	668	0.159	106	0.0	0.2	0.107	A
A-B	1	0.32			1				
A-C	52	13			52				
D-A	81	20	519	0.157	81	0.0	0.2	0.137	A
D-BC	251	63	455	0.552	247	0.0	1.2	0.282	C
C-ABD	0.99	0.25	708	0.001	0.99	0.0	0.0	0.085	A
C-D	64	16			64				
C-A	106	27			106				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	153	38	456	0.335	152	0.4	0.5	0.197	B
A-BCD	130	33	660	0.197	130	0.2	0.3	0.113	A
A-B	1	0.36			1				
A-C	59	15			59				
D-A	97	24	404	0.241	97	0.2	0.3	0.195	B
D-BC	300	75	433	0.694	297	1.2	2.1	0.429	D
C-ABD	1	0.31	713	0.002	1	0.0	0.0	0.084	A
C-D	76	19			76				
C-A	127	32			127				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	187	47	433	0.432	186	0.5	0.7	0.242	B
A-BCD	164	41	650	0.253	164	0.3	0.4	0.123	A
A-B	2	0.41			2				
A-C	67	17			67				
D-A	119	30	179	0.663	113	0.3	1.7	0.852	F
D-BC	368	92	398	0.925	350	2.1	6.4	1.017	F
C-ABD	2	0.42	722	0.002	2	0.0	0.0	0.083	A
C-D	93	23			93				
C-A	155	39			155				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	187	47	431	0.434	187	0.7	0.8	0.246	B
A-BCD	165	41	650	0.253	165	0.4	0.4	0.124	A
A-B	2	0.41			2				
A-C	67	17			67				
D-A	119	30	127	0.934	108	1.7	4.4	2.166	F
D-BC	368	92	394	0.933	361	6.4	8.2	1.424	F
C-ABD	2	0.42	718	0.002	2	0.0	0.0	0.084	A
C-D	93	23			93				
C-A	155	39			155				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	153	38	452	0.338	154	0.8	0.5	0.202	B
A-BCD	130	33	660	0.197	131	0.4	0.3	0.114	A
AB	1	0.36			1				
AC	59	15			59				
D-A	97	24	346	0.281	113	4.4	0.4	0.275	C
D-BC	300	75	428	0.702	323	8.2	2.6	0.656	E
C-ABD	1	0.32	706	0.002	1	0.0	0.0	0.085	A
C-D	76	19			76				
C-A	127	32			127				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	128	32	472	0.271	129	0.5	0.4	0.175	B
A-BCD	107	27	668	0.160	107	0.3	0.2	0.107	A
AB	1	0.32			1				
AC	52	13			52				
D-A	81	20	503	0.162	82	0.4	0.2	0.143	A
D-BC	251	63	454	0.553	257	2.6	1.3	0.311	C
C-ABD	0.99	0.25	706	0.001	1.00	0.0	0.0	0.085	A
C-D	64	16			64				
C-A	106	27			106				

2017, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Manston Road west - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
10	untitled	Right-Left Stagger	Two-way	0.94	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-19	Stream B-ACD

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2017	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Manston Road east		ONE HOUR	✓	249	100.000
B - Margate Hill		ONE HOUR	✓	432	100.000
C - Manston Road west		ONE HOUR	✓	186	100.000
D - Shottendane Road		ONE HOUR	✓	220	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Manston Road east	B - Margate Hill	C - Manston Road west	D - Shottendane Road
	A - Manston Road east	0	10	103	136
	B - Margate Hill	14	0	0	418
	C - Manston Road west	108	2	0	76
	D - Shottendane Road	80	106	34	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Manston Road east	B - Margate Hill	C - Manston Road west	D - Shottendane Road
	A - Manston Road east	0	0	1	0
	B - Margate Hill	0	0	0	1
	C - Manston Road west	1	0	0	0
	D - Shottendane Road	1	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	1.01	2.20	17.3	F	396	595
ABCD	0.31	0.14	0.5	A	151	227
AB					7	10
AC					71	106
D-A	0.16	0.13	0.2	A	73	110
D-BC	0.41	0.27	0.7	C	128	193
C-ABD	0.00	0.08	0.0	A	2	4
C-D					70	104
C-A					99	148

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	325	81	499	0.652	318	0.0	1.8	0.321	C
ABCD	118	29	646	0.183	117	0.0	0.3	0.113	A
AB	6	2			6				
AC	63	16			63				
D-A	60	15	659	0.091	60	0.0	0.1	0.100	A
D-BC	105	26	439	0.240	104	0.0	0.3	0.179	B
C-ABD	2	0.47	721	0.003	2	0.0	0.0	0.083	A
C-D	57	14			57				
C-A	81	20			81				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	388	97	486	0.799	382	1.8	3.4	0.542	D
ABCD	146	36	631	0.231	146	0.3	0.3	0.123	A
AB	7	2			7				
AC	71	18			71				
D-A	72	18	626	0.115	72	0.1	0.1	0.108	A
D-BC	126	31	415	0.303	125	0.3	0.4	0.207	B
C-ABD	2	0.58	729	0.003	2	0.0	0.0	0.083	A
C-D	68	17			68				
C-A	97	24			97				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	476	119	469	1.015	441	3.4	12.0	1.373	F
A-BCD	188	47	613	0.307	188	0.3	0.5	0.141	A
A-B	8	2			8				
A-C	78	20			78				
D-A	88	22	571	0.154	88	0.1	0.2	0.124	A
D-BC	154	39	383	0.403	153	0.4	0.7	0.260	C
C-ABD	3	0.76	740	0.004	3	0.0	0.0	0.081	A
C-D	83	21			83				
C-A	118	30			118				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	476	119	469	1.015	455	12.0	17.3	2.205	F
A-BCD	189	47	604	0.313	189	0.5	0.5	0.145	A
A-B	8	2			8				
A-C	78	19			78				
D-A	88	22	564	0.156	88	0.2	0.2	0.126	A
D-BC	154	39	379	0.407	154	0.7	0.7	0.267	C
C-ABD	3	0.76	739	0.004	3	0.0	0.0	0.081	A
C-D	83	21			83				
C-A	118	30			118				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	388	97	486	0.799	437	17.3	5.0	1.410	F
A-BCD	147	37	615	0.239	147	0.5	0.4	0.129	A
A-B	7	2			7				
A-C	70	18			70				
D-A	72	18	616	0.117	72	0.2	0.1	0.110	A
D-BC	126	31	408	0.308	127	0.7	0.5	0.214	B
C-ABD	2	0.58	728	0.003	2	0.0	0.0	0.083	A
C-D	68	17			68				
C-A	97	24			97				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-ACD	325	81	498	0.653	337	5.0	2.0	0.396	C
A-BCD	118	30	641	0.185	119	0.4	0.3	0.115	A
A-B	6	2			6				
A-C	63	16			63				
D-A	60	15	656	0.092	60	0.1	0.1	0.101	A
D-BC	105	26	436	0.242	106	0.5	0.3	0.182	B
C-ABD	2	0.47	721	0.003	2	0.0	0.0	0.083	A
C-D	57	14			57				
C-A	81	20			81				

Junctions 9
ARCADY 9 - Roundabout Module
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Filename: Jct 11_B2190_R1_Validated.j9
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Report generation date: 29/01/2018 11:26:26

- »2017 Baseline Traffic, AM
- »2017 Baseline Traffic, PM
- »2017 Baseline Traffic, Airport Peak
- »2039 Growthed Traffic, AM
- »2039 Growthed Traffic, PM
- »2039 Growthed Traffic, Airport Peak
- »2039 + Dev Traffic, AM
- »2039 + Dev Traffic, PM
- »2039 + Dev Traffic, Airport Peak
- »2039 B+Dev Net Change, AM
- »2039 B+Dev Net Change, PM
- »2039 B+Dev Net Change, Airport Peak

Summary of junction performance

	AM					PM					Airport Peak				
	Queue (Veh)	Delay (min)	RFC	LOS	Network Residual Capacity	Queue (Veh)	Delay (min)	RFC	LOS	Network Residual Capacity	Queue (Veh)	Delay (min)	RFC	LOS	Network Residual Capacity
	2017 Baseline Traffic														
1 - Spitfire Way (E)	0.6	0.06	0.38	A	142 %	0.7	0.07	0.40	A	113 %	0.3	0.05	0.23	A	276 %
2 - B2190 Columbus Avenue (W)	0.3	0.04	0.26	A	[1 - Spitfire Way (E)]	0.2	0.03	0.18	A	[1 - Spitfire Way (E)]	0.2	0.03	0.17	A	[1 - Spitfire Way (E)]
3 - B2190 Columbus Avenue (N)	0.0	0.04	0.03	A		0.2	0.04	0.15	A		0.1	0.03	0.05	A	
	2039 Growthed Traffic														
1 - Spitfire Way (E)	0.9	0.07	0.48	A	94 %	1.1	0.09	0.51	A	68 %	0.4	0.06	0.31	A	179 %
2 - B2190 Columbus Avenue (W)	0.5	0.04	0.32	A	[1 - Spitfire Way (E)]	0.3	0.03	0.22	A	[1 - Spitfire Way (E)]	0.3	0.04	0.23	A	[1 - Spitfire Way (E)]
3 - B2190 Columbus Avenue (N)	0.0	0.04	0.04	A		0.2	0.04	0.19	A		0.1	0.04	0.08	A	
	2039 + Dev Traffic														
1 - Spitfire Way (E)	1.0	0.08	0.50	A	86 %	1.6	0.11	0.61	A	45 %	0.5	0.06	0.35	A	150 %
2 - B2190 Columbus Avenue (W)	0.5	0.04	0.34	A	[1 - Spitfire Way (E)]	0.3	0.03	0.25	A	[1 - Spitfire Way (E)]	0.4	0.04	0.30	A	[1 - Spitfire Way (E)]
3 - B2190 Columbus Avenue (N)	0.0	0.04	0.04	A		0.2	0.04	0.20	A		0.1	0.04	0.08	A	
	2039 B+Dev Net Change														
1 - Spitfire Way (E)	1.7	0.12	0.64	A	42 %	2.4	0.15	0.71	A	27 %	0.8	0.08	0.44	A	102 %
2 - B2190 Columbus Avenue (W)	0.7	0.05	0.43	A	[1 - Spitfire Way (E)]	0.6	0.04	0.36	A	[1 - Spitfire Way (E)]	0.5	0.04	0.35	A	[1 - Spitfire Way (E)]
3 - B2190 Columbus Avenue (N)	0.1	0.04	0.12	A		0.3	0.04	0.23	A		0.1	0.04	0.10	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

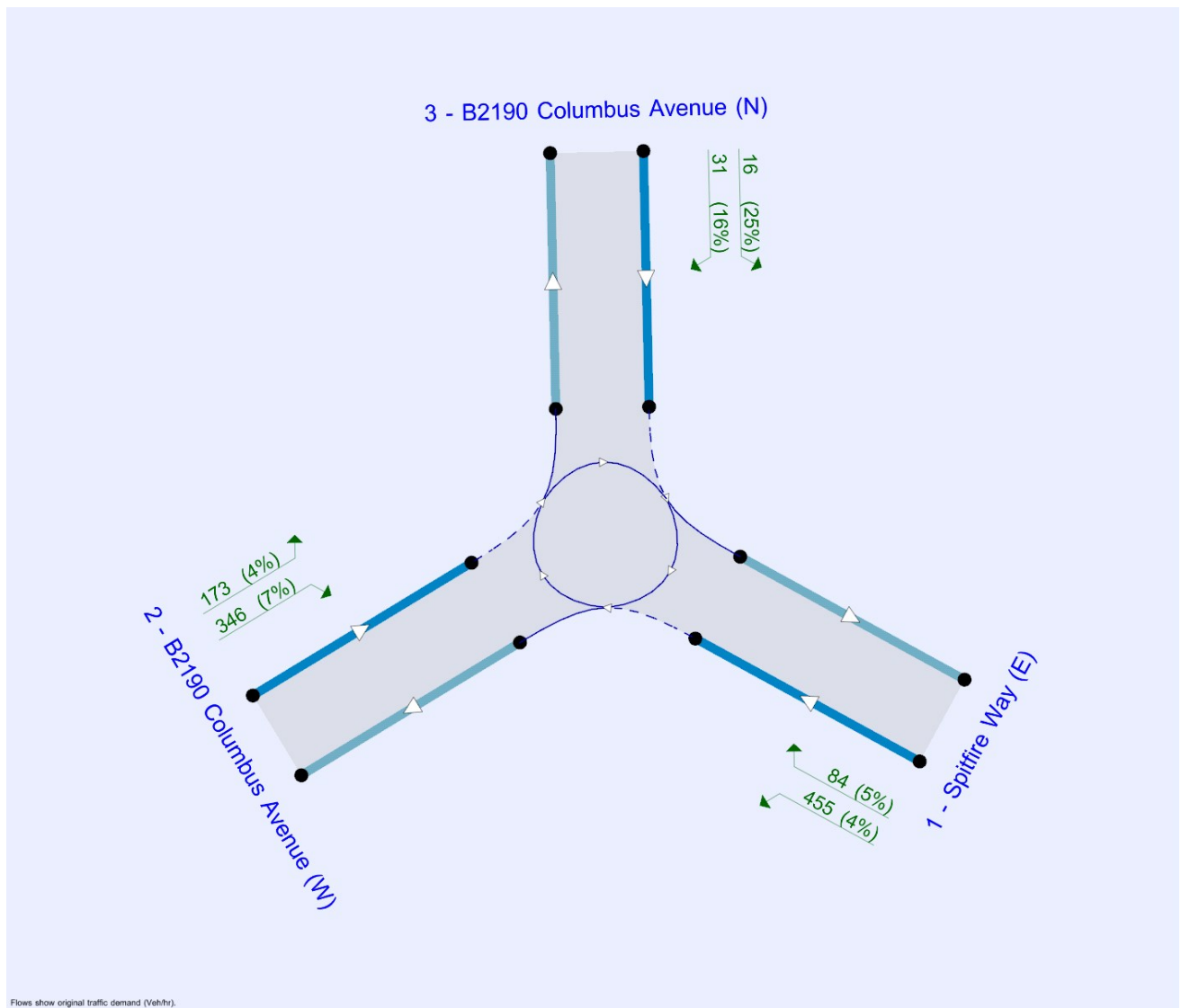
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	29/09/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	GLOBAL\adam.guy
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	mph	Veh	Veh	perHour	min	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)
	✓	Delay	0.85	0.60	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2017 Baseline Traffic	AM	ONE HOUR	07:30	09:00	15
D4	2017 Baseline Traffic	PM	ONE HOUR	16:30	18:00	15
D5	2017 Baseline Traffic	Airport Peak	ONE HOUR	12:45	14:15	15
D6	2039 Growthed Traffic	AM	ONE HOUR	07:30	09:00	15
D7	2039 Growthed Traffic	PM	ONE HOUR	16:30	18:00	15
D8	2039 Growthed Traffic	Airport Peak	ONE HOUR	12:45	14:15	15
D9	2039 + Dev Traffic	AM	ONE HOUR	07:30	09:00	15
D10	2039 + Dev Traffic	PM	ONE HOUR	16:30	18:00	15
D11	2039 + Dev Traffic	Airport Peak	ONE HOUR	12:45	14:15	15
D12	2039 B+Dev Net Change	AM	ONE HOUR	07:30	09:00	15
D13	2039 B+Dev Net Change	PM	ONE HOUR	16:30	18:00	15
D14	2039 B+Dev Net Change	Airport Peak	ONE HOUR	12:45	14:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2017 Baseline Traffic, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	0.05	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	142	1 - Spitfire Way (E)

Arms

Arms

Arm	Name	Description
1	Spitfire Way (E)	
2	B2190 Columbus Avenue (W)	
3	B2190 Columbus Avenue (N)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Spitfire Way (E)	2.75	6.37	29.0	20.3	39.0	25.5	
2 - B2190 Columbus Avenue (W)	7.49	7.49	0.0	24.5	39.0	12.0	
3 - B2190 Columbus Avenue (N)	7.29	7.29	0.0	70.7	39.0	20.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Spitfire Way (E)	0.638	1643
2 - B2190 Columbus Avenue (W)	0.812	2432
3 - B2190 Columbus Avenue (N)	0.798	2363

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2017 Baseline Traffic	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Spitfire Way (E)		✓	539	100.000
2 - B2190 Columbus Avenue (W)		✓	519	100.000
3 - B2190 Columbus Avenue (N)		✓	47	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
From				
	1 - Spitfire Way (E)	0	455	84
	2 - B2190 Columbus Avenue (W)	346	0	173
	3 - B2190 Columbus Avenue (N)	16	31	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
From				
	1 - Spitfire Way (E)	0	4	5
	2 - B2190 Columbus Avenue (W)	7	0	4
	3 - B2190 Columbus Avenue (N)	25	16	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
1 - Spitfire Way (E)	0.38	0.06	0.6	A
2 - B2190 Columbus Avenue (W)	0.26	0.04	0.3	A
3 - B2190 Columbus Avenue (N)	0.03	0.04	0.0	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	406	23	1561	0.260	404	0.3	0.052	A
2 - B2190 Columbus Avenue (W)	391	63	2243	0.174	390	0.2	0.032	A
3 - B2190 Columbus Avenue (N)	35	260	1798	0.020	35	0.0	0.034	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	485	28	1558	0.311	484	0.4	0.056	A
2 - B2190 Columbus Avenue (W)	467	75	2233	0.209	466	0.3	0.034	A
3 - B2190 Columbus Avenue (N)	42	311	1762	0.024	42	0.0	0.035	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	593	34	1554	0.382	593	0.6	0.062	A
2 - B2190 Columbus Avenue (W)	571	92	2220	0.257	571	0.3	0.036	A
3 - B2190 Columbus Avenue (N)	52	381	1712	0.030	52	0.0	0.036	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	593	34	1554	0.382	593	0.6	0.062	A
2 - B2190 Columbus Avenue (W)	571	92	2220	0.257	571	0.3	0.036	A
3 - B2190 Columbus Avenue (N)	52	381	1711	0.030	52	0.0	0.036	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	485	28	1558	0.311	485	0.5	0.056	A
2 - B2190 Columbus Avenue (W)	467	76	2233	0.209	467	0.3	0.034	A
3 - B2190 Columbus Avenue (N)	42	311	1761	0.024	42	0.0	0.035	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	406	23	1561	0.260	406	0.4	0.052	A
2 - B2190 Columbus Avenue (W)	391	63	2243	0.174	391	0.2	0.032	A
3 - B2190 Columbus Avenue (N)	35	261	1798	0.020	35	0.0	0.034	A

2017 Baseline Traffic, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	0.05	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	113	1 - Spitfire Way (E)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2017 Baseline Traffic	PM	ONE HOUR	16:30	18:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Spitfire Way (E)		✓	536	100.000
2 - B2190 Columbus Avenue (W)		✓	379	100.000
3 - B2190 Columbus Avenue (N)		✓	265	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	From			
	1 - Spitfire Way (E)	0	521	15
	2 - B2190 Columbus Avenue (W)	363	0	16
	3 - B2190 Columbus Avenue (N)	87	178	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	From			
	1 - Spitfire Way (E)	0	2	7
	2 - B2190 Columbus Avenue (W)	3	0	6
	3 - B2190 Columbus Avenue (N)	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
1 - Spitfire Way (E)	0.40	0.07	0.7	A
2 - B2190 Columbus Avenue (W)	0.18	0.03	0.2	A
3 - B2190 Columbus Avenue (N)	0.15	0.04	0.2	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	404	134	1523	0.265	402	0.4	0.053	A
2 - B2190 Columbus Avenue (W)	285	11	2348	0.122	285	0.1	0.029	A
3 - B2190 Columbus Avenue (N)	200	273	2090	0.095	199	0.1	0.032	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	482	160	1506	0.320	481	0.5	0.059	A
2 - B2190 Columbus Avenue (W)	341	13	2347	0.145	341	0.2	0.030	A
3 - B2190 Columbus Avenue (N)	238	326	2047	0.116	238	0.1	0.033	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	590	196	1483	0.398	589	0.7	0.067	A
2 - B2190 Columbus Avenue (W)	417	16	2344	0.178	417	0.2	0.031	A
3 - B2190 Columbus Avenue (N)	292	399	1988	0.147	292	0.2	0.035	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	590	196	1483	0.398	590	0.7	0.067	A
2 - B2190 Columbus Avenue (W)	417	17	2344	0.178	417	0.2	0.031	A
3 - B2190 Columbus Avenue (N)	292	400	1988	0.147	292	0.2	0.035	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	482	160	1506	0.320	483	0.5	0.059	A
2 - B2190 Columbus Avenue (W)	341	14	2347	0.145	341	0.2	0.030	A
3 - B2190 Columbus Avenue (N)	238	327	2047	0.116	238	0.1	0.033	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	404	134	1523	0.265	404	0.4	0.054	A
2 - B2190 Columbus Avenue (W)	285	11	2348	0.122	285	0.1	0.029	A
3 - B2190 Columbus Avenue (N)	200	273	2089	0.095	200	0.1	0.032	A

2017 Baseline Traffic, Airport Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	0.04	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	276	1 - Spitfire Way (E)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2017 Baseline Traffic	Airport Peak	ONE HOUR	12:45	14:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Spitfire Way (E)		✓	312	100.000
2 - B2190 Columbus Avenue (W)		✓	339	100.000
3 - B2190 Columbus Avenue (N)		✓	95	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	From			
	1 - Spitfire Way (E)	0	293	19
	2 - B2190 Columbus Avenue (W)	276	0	63
	3 - B2190 Columbus Avenue (N)	28	67	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	From			
	1 - Spitfire Way (E)	0	5	11
	2 - B2190 Columbus Avenue (W)	10	0	10
	3 - B2190 Columbus Avenue (N)	4	10	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
1 - Spitfire Way (E)	0.23	0.05	0.3	A
2 - B2190 Columbus Avenue (W)	0.17	0.03	0.2	A
3 - B2190 Columbus Avenue (N)	0.05	0.03	0.1	A

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	235	50	1526	0.154	234	0.2	0.046	A
2 - B2190 Columbus Avenue (W)	255	14	2199	0.116	255	0.1	0.031	A
3 - B2190 Columbus Avenue (N)	72	207	2015	0.035	71	0.0	0.031	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	280	60	1520	0.185	280	0.2	0.048	A
2 - B2190 Columbus Avenue (W)	305	17	2197	0.139	305	0.2	0.032	A
3 - B2190 Columbus Avenue (N)	85	248	1982	0.043	85	0.0	0.032	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	344	74	1511	0.227	343	0.3	0.051	A
2 - B2190 Columbus Avenue (W)	373	21	2193	0.170	373	0.2	0.033	A
3 - B2190 Columbus Avenue (N)	105	304	1937	0.054	105	0.1	0.033	A

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	344	74	1511	0.227	344	0.3	0.051	A
2 - B2190 Columbus Avenue (W)	373	21	2193	0.170	373	0.2	0.033	A
3 - B2190 Columbus Avenue (N)	105	304	1937	0.054	105	0.1	0.033	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	280	60	1520	0.185	281	0.2	0.048	A
2 - B2190 Columbus Avenue (W)	305	17	2197	0.139	305	0.2	0.032	A
3 - B2190 Columbus Avenue (N)	85	248	1982	0.043	85	0.0	0.032	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	235	50	1526	0.154	235	0.2	0.046	A
2 - B2190 Columbus Avenue (W)	255	14	2199	0.116	255	0.1	0.031	A
3 - B2190 Columbus Avenue (N)	72	208	2015	0.036	72	0.0	0.031	A

2039 Growthed Traffic, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	0.06	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	94	1 - Spitfire Way (E)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2039 Growthed Traffic	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Spitfire Way (E)		✓	674	100.000
2 - B2190 Columbus Avenue (W)		✓	649	100.000
3 - B2190 Columbus Avenue (N)		✓	59	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	1 - Spitfire Way (E)	0	569	105
	2 - B2190 Columbus Avenue (W)	433	0	216
	3 - B2190 Columbus Avenue (N)	20	39	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	1 - Spitfire Way (E)	0	4	5
	2 - B2190 Columbus Avenue (W)	7	0	4
	3 - B2190 Columbus Avenue (N)	26	17	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
1 - Spitfire Way (E)	0.48	0.07	0.9	A
2 - B2190 Columbus Avenue (W)	0.32	0.04	0.5	A
3 - B2190 Columbus Avenue (N)	0.04	0.04	0.0	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	507	29	1557	0.326	505	0.5	0.057	A
2 - B2190 Columbus Avenue (W)	489	79	2231	0.219	487	0.3	0.034	A
3 - B2190 Columbus Avenue (N)	44	325	1737	0.026	44	0.0	0.035	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	606	35	1553	0.390	605	0.6	0.063	A
2 - B2190 Columbus Avenue (W)	583	94	2218	0.263	583	0.4	0.037	A
3 - B2190 Columbus Avenue (N)	53	389	1692	0.031	53	0.0	0.037	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	742	43	1547	0.480	741	0.9	0.074	A
2 - B2190 Columbus Avenue (W)	715	115	2201	0.325	714	0.5	0.040	A
3 - B2190 Columbus Avenue (N)	65	476	1629	0.040	65	0.0	0.038	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	742	43	1547	0.480	742	0.9	0.075	A
2 - B2190 Columbus Avenue (W)	715	116	2201	0.325	715	0.5	0.040	A
3 - B2190 Columbus Avenue (N)	65	477	1629	0.040	65	0.0	0.038	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	606	35	1553	0.390	607	0.6	0.064	A
2 - B2190 Columbus Avenue (W)	583	95	2218	0.263	584	0.4	0.037	A
3 - B2190 Columbus Avenue (N)	53	390	1691	0.031	53	0.0	0.037	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	507	29	1557	0.326	508	0.5	0.057	A
2 - B2190 Columbus Avenue (W)	489	79	2230	0.219	489	0.3	0.034	A
3 - B2190 Columbus Avenue (N)	44	326	1736	0.026	44	0.0	0.035	A

2039 Growthed Traffic, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	0.06	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	68	1 - Spitfire Way (E)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2039 Growthed Traffic	PM	ONE HOUR	16:30	18:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Spitfire Way (E)		✓	676	100.000
2 - B2190 Columbus Avenue (W)		✓	478	100.000
3 - B2190 Columbus Avenue (N)		✓	334	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	1 - Spitfire Way (E)	0	657	19
	2 - B2190 Columbus Avenue (W)	458	0	20
	3 - B2190 Columbus Avenue (N)	110	224	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	1 - Spitfire Way (E)	0	2	7
	2 - B2190 Columbus Avenue (W)	3	0	7
	3 - B2190 Columbus Avenue (N)	1	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
1 - Spitfire Way (E)	0.51	0.09	1.1	A
2 - B2190 Columbus Avenue (W)	0.22	0.03	0.3	A
3 - B2190 Columbus Avenue (N)	0.19	0.04	0.2	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	509	168	1500	0.339	507	0.5	0.060	A
2 - B2190 Columbus Avenue (W)	360	14	2345	0.153	359	0.2	0.030	A
3 - B2190 Columbus Avenue (N)	251	344	2019	0.125	251	0.1	0.034	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	608	201	1478	0.411	607	0.7	0.069	A
2 - B2190 Columbus Avenue (W)	430	17	2343	0.183	430	0.2	0.031	A
3 - B2190 Columbus Avenue (N)	300	412	1965	0.153	300	0.2	0.036	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	744	246	1449	0.514	743	1.0	0.085	A
2 - B2190 Columbus Avenue (W)	526	21	2339	0.225	526	0.3	0.033	A
3 - B2190 Columbus Avenue (N)	368	504	1892	0.194	367	0.2	0.039	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	744	247	1449	0.514	744	1.1	0.085	A
2 - B2190 Columbus Avenue (W)	526	21	2339	0.225	526	0.3	0.033	A
3 - B2190 Columbus Avenue (N)	368	504	1891	0.194	368	0.2	0.039	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	608	202	1478	0.411	609	0.7	0.069	A
2 - B2190 Columbus Avenue (W)	430	17	2343	0.183	430	0.2	0.031	A
3 - B2190 Columbus Avenue (N)	300	412	1965	0.153	300	0.2	0.036	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	509	169	1499	0.339	510	0.5	0.061	A
2 - B2190 Columbus Avenue (W)	360	14	2345	0.153	360	0.2	0.030	A
3 - B2190 Columbus Avenue (N)	251	345	2019	0.125	252	0.1	0.034	A

2039 Growthed Traffic, Airport Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	0.04	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	179	1 - Spitfire Way (E)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2039 Growthed Traffic	Airport Peak	ONE HOUR	12:45	14:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Spitfire Way (E)		✓	416	100.000
2 - B2190 Columbus Avenue (W)		✓	453	100.000
3 - B2190 Columbus Avenue (N)		✓	127	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	1 - Spitfire Way (E)	0	391	25
	2 - B2190 Columbus Avenue (W)	369	0	84
	3 - B2190 Columbus Avenue (N)	37	90	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	1 - Spitfire Way (E)	0	6	11
	2 - B2190 Columbus Avenue (W)	10	0	10
	3 - B2190 Columbus Avenue (N)	4	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
1 - Spitfire Way (E)	0.31	0.06	0.4	A
2 - B2190 Columbus Avenue (W)	0.23	0.04	0.3	A
3 - B2190 Columbus Avenue (N)	0.08	0.04	0.1	A

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	313	68	1501	0.209	312	0.3	0.050	A
2 - B2190 Columbus Avenue (W)	341	19	2195	0.155	340	0.2	0.032	A
3 - B2190 Columbus Avenue (N)	96	277	1945	0.049	95	0.1	0.032	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	374	81	1492	0.251	374	0.3	0.054	A
2 - B2190 Columbus Avenue (W)	407	22	2192	0.186	407	0.2	0.034	A
3 - B2190 Columbus Avenue (N)	114	332	1901	0.060	114	0.1	0.034	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	458	99	1480	0.309	458	0.4	0.059	A
2 - B2190 Columbus Avenue (W)	499	27	2188	0.228	498	0.3	0.036	A
3 - B2190 Columbus Avenue (N)	140	406	1841	0.076	140	0.1	0.035	A

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	458	99	1480	0.309	458	0.4	0.059	A
2 - B2190 Columbus Avenue (W)	499	28	2188	0.228	499	0.3	0.036	A
3 - B2190 Columbus Avenue (N)	140	406	1841	0.076	140	0.1	0.035	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	374	81	1492	0.251	374	0.3	0.054	A
2 - B2190 Columbus Avenue (W)	407	23	2192	0.186	408	0.2	0.034	A
3 - B2190 Columbus Avenue (N)	114	332	1901	0.060	114	0.1	0.034	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	313	68	1501	0.209	313	0.3	0.051	A
2 - B2190 Columbus Avenue (W)	341	19	2195	0.155	341	0.2	0.032	A
3 - B2190 Columbus Avenue (N)	96	278	1945	0.049	96	0.1	0.032	A

2039 + Dev Traffic, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	0.06	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	86	1 - Spitfire Way (E)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2039 + Dev Traffic	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Spitfire Way (E)		✓	690	100.000
2 - B2190 Columbus Avenue (W)		✓	679	100.000
3 - B2190 Columbus Avenue (N)		✓	59	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	From			
	1 - Spitfire Way (E)	0	585	105
	2 - B2190 Columbus Avenue (W)	463	0	216
	3 - B2190 Columbus Avenue (N)	20	39	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	From			
	1 - Spitfire Way (E)	0	6	5
	2 - B2190 Columbus Avenue (W)	9	0	4
	3 - B2190 Columbus Avenue (N)	26	17	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
1 - Spitfire Way (E)	0.50	0.08	1.0	A
2 - B2190 Columbus Avenue (W)	0.34	0.04	0.5	A
3 - B2190 Columbus Avenue (N)	0.04	0.04	0.0	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	519	29	1532	0.339	517	0.5	0.059	A
2 - B2190 Columbus Avenue (W)	511	79	2201	0.232	510	0.3	0.035	A
3 - B2190 Columbus Avenue (N)	44	348	1716	0.026	44	0.0	0.036	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	620	35	1528	0.406	620	0.7	0.066	A
2 - B2190 Columbus Avenue (W)	610	94	2189	0.279	610	0.4	0.038	A
3 - B2190 Columbus Avenue (N)	53	416	1667	0.032	53	0.0	0.037	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	760	43	1522	0.499	758	1.0	0.078	A
2 - B2190 Columbus Avenue (W)	748	115	2172	0.344	747	0.5	0.042	A
3 - B2190 Columbus Avenue (N)	65	509	1599	0.041	65	0.0	0.039	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	760	43	1522	0.499	760	1.0	0.079	A
2 - B2190 Columbus Avenue (W)	748	116	2172	0.344	748	0.5	0.042	A
3 - B2190 Columbus Avenue (N)	65	510	1599	0.041	65	0.0	0.039	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	620	35	1528	0.406	622	0.7	0.066	A
2 - B2190 Columbus Avenue (W)	610	95	2189	0.279	611	0.4	0.038	A
3 - B2190 Columbus Avenue (N)	53	417	1666	0.032	53	0.0	0.037	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	519	29	1532	0.339	520	0.5	0.059	A
2 - B2190 Columbus Avenue (W)	511	79	2201	0.232	512	0.3	0.036	A
3 - B2190 Columbus Avenue (N)	44	349	1716	0.026	44	0.0	0.036	A

2039 + Dev Traffic, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	0.07	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	45	1 - Spitfire Way (E)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2039 + Dev Traffic	PM	ONE HOUR	16:30	18:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Spitfire Way (E)		✓	789	100.000
2 - B2190 Columbus Avenue (W)		✓	508	100.000
3 - B2190 Columbus Avenue (N)		✓	334	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	1 - Spitfire Way (E)	0	770	19
	2 - B2190 Columbus Avenue (W)	488	0	20
	3 - B2190 Columbus Avenue (N)	110	224	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	1 - Spitfire Way (E)	0	4	7
	2 - B2190 Columbus Avenue (W)	6	0	7
	3 - B2190 Columbus Avenue (N)	1	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
1 - Spitfire Way (E)	0.61	0.11	1.6	A
2 - B2190 Columbus Avenue (W)	0.25	0.03	0.3	A
3 - B2190 Columbus Avenue (N)	0.20	0.04	0.2	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	594	168	1472	0.404	591	0.7	0.068	A
2 - B2190 Columbus Avenue (W)	382	14	2282	0.168	382	0.2	0.032	A
3 - B2190 Columbus Avenue (N)	251	367	1993	0.126	251	0.1	0.034	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	709	201	1451	0.489	708	0.9	0.081	A
2 - B2190 Columbus Avenue (W)	457	17	2279	0.200	456	0.2	0.033	A
3 - B2190 Columbus Avenue (N)	300	439	1934	0.155	300	0.2	0.037	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	869	246	1422	0.611	866	1.5	0.107	A
2 - B2190 Columbus Avenue (W)	559	21	2276	0.246	559	0.3	0.035	A
3 - B2190 Columbus Avenue (N)	368	537	1853	0.198	367	0.2	0.040	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	869	247	1422	0.611	869	1.6	0.108	A
2 - B2190 Columbus Avenue (W)	559	21	2276	0.246	559	0.3	0.035	A
3 - B2190 Columbus Avenue (N)	368	537	1853	0.199	368	0.2	0.040	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	709	202	1451	0.489	712	1.0	0.081	A
2 - B2190 Columbus Avenue (W)	457	17	2279	0.200	457	0.3	0.033	A
3 - B2190 Columbus Avenue (N)	300	439	1933	0.155	301	0.2	0.037	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	594	169	1472	0.404	595	0.7	0.069	A
2 - B2190 Columbus Avenue (W)	382	14	2281	0.168	383	0.2	0.032	A
3 - B2190 Columbus Avenue (N)	251	368	1992	0.126	252	0.1	0.034	A

2039 + Dev Traffic, Airport Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	0.05	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	150	1 - Spitfire Way (E)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2039 + Dev Traffic	Airport Peak	ONE HOUR	12:45	14:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Spitfire Way (E)		✓	458	100.000
2 - B2190 Columbus Avenue (W)		✓	585	100.000
3 - B2190 Columbus Avenue (N)		✓	127	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	From			
	1 - Spitfire Way (E)	0	433	25
	2 - B2190 Columbus Avenue (W)	501	0	84
	3 - B2190 Columbus Avenue (N)	37	90	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	From			
	1 - Spitfire Way (E)	0	9	11
	2 - B2190 Columbus Avenue (W)	11	0	10
	3 - B2190 Columbus Avenue (N)	4	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
1 - Spitfire Way (E)	0.35	0.06	0.5	A
2 - B2190 Columbus Avenue (W)	0.30	0.04	0.4	A
3 - B2190 Columbus Avenue (N)	0.08	0.04	0.1	A

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	345	68	1462	0.236	344	0.3	0.054	A
2 - B2190 Columbus Avenue (W)	440	19	2178	0.202	439	0.3	0.034	A
3 - B2190 Columbus Avenue (N)	96	376	1863	0.051	95	0.1	0.034	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	412	81	1454	0.283	411	0.4	0.058	A
2 - B2190 Columbus Avenue (W)	526	22	2175	0.242	526	0.3	0.036	A
3 - B2190 Columbus Avenue (N)	114	450	1803	0.063	114	0.1	0.036	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	504	99	1442	0.350	504	0.5	0.064	A
2 - B2190 Columbus Avenue (W)	644	27	2171	0.297	644	0.4	0.039	A
3 - B2190 Columbus Avenue (N)	140	551	1720	0.081	140	0.1	0.038	A

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	504	99	1442	0.350	504	0.5	0.064	A
2 - B2190 Columbus Avenue (W)	644	28	2171	0.297	644	0.4	0.039	A
3 - B2190 Columbus Avenue (N)	140	552	1720	0.081	140	0.1	0.038	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	412	81	1454	0.283	412	0.4	0.058	A
2 - B2190 Columbus Avenue (W)	526	23	2175	0.242	526	0.3	0.036	A
3 - B2190 Columbus Avenue (N)	114	451	1802	0.063	114	0.1	0.036	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	345	68	1462	0.236	345	0.3	0.054	A
2 - B2190 Columbus Avenue (W)	440	19	2178	0.202	441	0.3	0.035	A
3 - B2190 Columbus Avenue (N)	96	377	1862	0.051	96	0.1	0.034	A

2039 B+Dev Net Change, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	0.08	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	42	1 - Spitfire Way (E)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2039 B+Dev Net Change	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Spitfire Way (E)		✓	813	100.000
2 - B2190 Columbus Avenue (W)		✓	847	100.000
3 - B2190 Columbus Avenue (N)		✓	195	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	1 - Spitfire Way (E)	0	708	105
	2 - B2190 Columbus Avenue (W)	546	0	301
	3 - B2190 Columbus Avenue (N)	20	175	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	1 - Spitfire Way (E)	0	8	5
	2 - B2190 Columbus Avenue (W)	9	0	4
	3 - B2190 Columbus Avenue (N)	26	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
1 - Spitfire Way (E)	0.64	0.12	1.7	A
2 - B2190 Columbus Avenue (W)	0.43	0.05	0.7	A
3 - B2190 Columbus Avenue (N)	0.12	0.04	0.1	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	612	131	1446	0.423	609	0.7	0.071	A
2 - B2190 Columbus Avenue (W)	638	79	2205	0.289	636	0.4	0.038	A
3 - B2190 Columbus Avenue (N)	147	410	1888	0.078	146	0.1	0.034	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	731	157	1430	0.511	730	1.0	0.085	A
2 - B2190 Columbus Avenue (W)	761	94	2193	0.347	761	0.5	0.042	A
3 - B2190 Columbus Avenue (N)	175	491	1822	0.096	175	0.1	0.036	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	895	193	1409	0.636	892	1.7	0.116	A
2 - B2190 Columbus Avenue (W)	933	115	2176	0.429	932	0.7	0.048	A
3 - B2190 Columbus Avenue (N)	215	601	1732	0.124	215	0.1	0.040	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	895	193	1408	0.636	895	1.7	0.117	A
2 - B2190 Columbus Avenue (W)	933	116	2176	0.429	933	0.7	0.048	A
3 - B2190 Columbus Avenue (N)	215	601	1732	0.124	215	0.1	0.040	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	731	157	1430	0.511	734	1.1	0.086	A
2 - B2190 Columbus Avenue (W)	761	95	2192	0.347	762	0.5	0.042	A
3 - B2190 Columbus Avenue (N)	175	491	1822	0.096	175	0.1	0.036	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	612	132	1446	0.423	613	0.7	0.072	A
2 - B2190 Columbus Avenue (W)	638	79	2205	0.289	638	0.4	0.038	A
3 - B2190 Columbus Avenue (N)	147	411	1887	0.078	147	0.1	0.034	A

2039 B+Dev Net Change, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	0.09	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	27	1 - Spitfire Way (E)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2039 B+Dev Net Change	PM	ONE HOUR	16:30	18:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Spitfire Way (E)		✓	901	100.000
2 - B2190 Columbus Avenue (W)		✓	764	100.000
3 - B2190 Columbus Avenue (N)		✓	373	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	1 - Spitfire Way (E)	0	882	19
	2 - B2190 Columbus Avenue (W)	616	0	148
	3 - B2190 Columbus Avenue (N)	110	263	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	1 - Spitfire Way (E)	0	4	7
	2 - B2190 Columbus Avenue (W)	5	0	1
	3 - B2190 Columbus Avenue (N)	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
1 - Spitfire Way (E)	0.71	0.15	2.4	A
2 - B2190 Columbus Avenue (W)	0.36	0.04	0.6	A
3 - B2190 Columbus Avenue (N)	0.23	0.04	0.3	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	678	198	1455	0.466	675	0.9	0.077	A
2 - B2190 Columbus Avenue (W)	575	14	2321	0.248	574	0.3	0.034	A
3 - B2190 Columbus Avenue (N)	281	463	1929	0.146	280	0.2	0.036	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	810	236	1430	0.566	808	1.3	0.096	A
2 - B2190 Columbus Avenue (W)	687	17	2319	0.296	686	0.4	0.037	A
3 - B2190 Columbus Avenue (N)	335	553	1854	0.181	335	0.2	0.039	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	992	289	1397	0.710	988	2.4	0.145	A
2 - B2190 Columbus Avenue (W)	841	21	2316	0.363	841	0.6	0.041	A
3 - B2190 Columbus Avenue (N)	411	678	1753	0.234	410	0.3	0.045	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	992	290	1396	0.710	992	2.4	0.148	A
2 - B2190 Columbus Avenue (W)	841	21	2316	0.363	841	0.6	0.041	A
3 - B2190 Columbus Avenue (N)	411	678	1752	0.234	411	0.3	0.045	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	810	237	1430	0.566	814	1.3	0.098	A
2 - B2190 Columbus Avenue (W)	687	17	2319	0.296	687	0.4	0.037	A
3 - B2190 Columbus Avenue (N)	335	554	1854	0.181	336	0.2	0.040	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	678	198	1454	0.466	680	0.9	0.078	A
2 - B2190 Columbus Avenue (W)	575	14	2321	0.248	576	0.3	0.034	A
3 - B2190 Columbus Avenue (N)	281	464	1928	0.146	281	0.2	0.036	A

2039 B+Dev Net Change, Airport Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (min)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	0.06	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	102	1 - Spitfire Way (E)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2039 B+Dev Net Change	Airport Peak	ONE HOUR	12:45	14:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Spitfire Way (E)		✓	561	100.000
2 - B2190 Columbus Avenue (W)		✓	680	100.000
3 - B2190 Columbus Avenue (N)		✓	152	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	1 - Spitfire Way (E)	0	536	25
	2 - B2190 Columbus Avenue (W)	538	0	142
	3 - B2190 Columbus Avenue (N)	37	115	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Spitfire Way (E)	2 - B2190 Columbus Avenue (W)	3 - B2190 Columbus Avenue (N)
	1 - Spitfire Way (E)	0	10	11
	2 - B2190 Columbus Avenue (W)	12	0	8
	3 - B2190 Columbus Avenue (N)	4	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
1 - Spitfire Way (E)	0.44	0.08	0.8	A
2 - B2190 Columbus Avenue (W)	0.35	0.04	0.5	A
3 - B2190 Columbus Avenue (N)	0.10	0.04	0.1	A

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	422	86	1439	0.294	421	0.4	0.059	A
2 - B2190 Columbus Avenue (W)	512	19	2172	0.236	511	0.3	0.036	A
3 - B2190 Columbus Avenue (N)	114	404	1857	0.062	114	0.1	0.034	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	504	103	1428	0.353	504	0.5	0.065	A
2 - B2190 Columbus Avenue (W)	611	22	2169	0.282	611	0.4	0.039	A
3 - B2190 Columbus Avenue (N)	137	483	1791	0.076	137	0.1	0.036	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	618	127	1413	0.437	617	0.8	0.075	A
2 - B2190 Columbus Avenue (W)	749	27	2165	0.346	748	0.5	0.042	A
3 - B2190 Columbus Avenue (N)	167	592	1701	0.098	167	0.1	0.039	A

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	618	127	1413	0.437	618	0.8	0.075	A
2 - B2190 Columbus Avenue (W)	749	28	2165	0.346	749	0.5	0.042	A
3 - B2190 Columbus Avenue (N)	167	592	1701	0.098	167	0.1	0.039	A

13:45 - 14:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	504	103	1428	0.353	505	0.5	0.065	A
2 - B2190 Columbus Avenue (W)	611	23	2169	0.282	612	0.4	0.039	A
3 - B2190 Columbus Avenue (N)	137	484	1791	0.076	137	0.1	0.036	A

14:00 - 14:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
1 - Spitfire Way (E)	422	87	1439	0.294	423	0.4	0.059	A
2 - B2190 Columbus Avenue (W)	512	19	2172	0.236	512	0.3	0.036	A
3 - B2190 Columbus Avenue (N)	114	405	1856	0.062	115	0.1	0.034	A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947
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+44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk

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Filename: Jct 12_B2050_Spitfire Way_R1.j9
Path: R:\Projects\38199 Manston Airport DCO EIA\4 Design\Transport\Junction Modelling\Base Models\Reviewed\Jct 12_B2050_Spitfire Way
Report generation date: 19/10/2017 14:09:17

»2017, AM
»2017, PM

Summary of junction performance

	AM					PM				
	Queue (Veh)	Delay (min)	RFC	LOS	Network Residual Capacity	Queue (Veh)	Delay (min)	RFC	LOS	Network Residual Capacity
	2017									
Stream B-C	1.4	10.84	1.04	F	-20 % [Stream B-AD]	1.6	21.11	1.24	F	-30 % [Stream B-AD]
Stream B-AD	15.4	2.64	1.03	F		58.1	8.01	1.26	F	
Stream A-BCD	0.6	0.09	0.19	A		0.2	0.09	0.09	A	
Stream D-A	0.3	0.64	0.21	E		0.4	0.62	0.27	E	
Stream D-BC	3.9	1.22	0.83	F		4.0	1.16	0.84	F	
Stream C-ABD	0.2	0.09	0.08	A		0.0	0.10	0.02	A	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

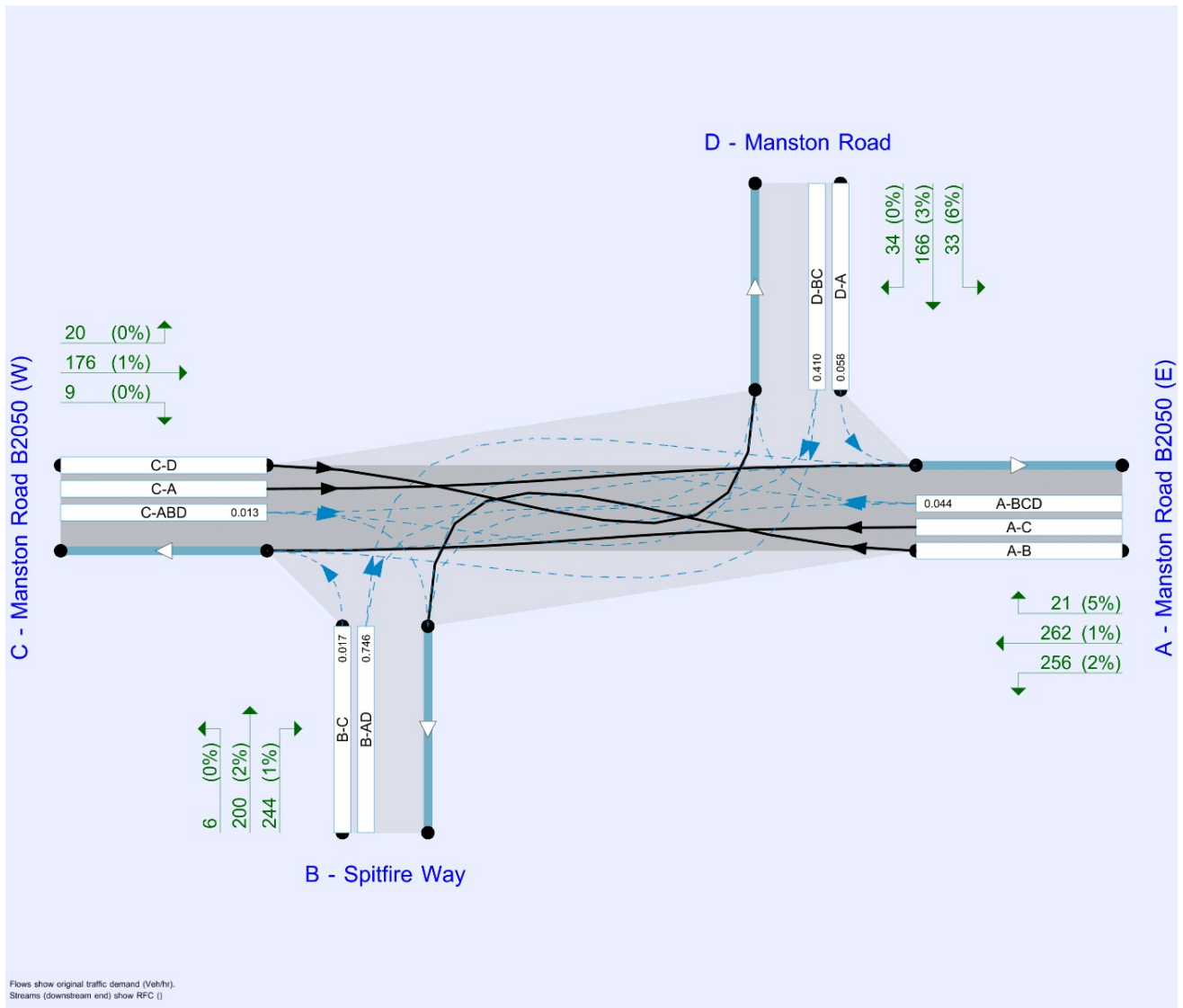
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	02/10/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	GLOBALadam.guy
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	mph	Veh	Veh	perHour	min	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)
	✓	Delay	0.85	0.60	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017	AM	ONE HOUR	07:45	09:15	15
D2	2017	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2017, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Manston Road B2050 (E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - Manston Road B2050 (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	0.86	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-20	Stream B-AD

Arms

Arms

Arm	Name	Description	Arm type
A	Manston Road B2050 (E)		Major
B	Spitfire Way		Minor
C	Manston Road B2050 (W)		Major
D	Manston Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Manston Road B2050 (E)	5.20			48.0	✓	0.00
C - Manston Road B2050 (W)	5.50			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Spitfire Way	One lane plus flare	10.00	6.44	4.04	3.60	3.50	✓	1.00	59	38
D - Manston Road	One lane plus flare	10.00	5.66	3.77	2.82	2.50	✓	1.00	37	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	602	-	-	-	0.241	0.241	0.241	-	0.241	-	-
1	B-AD	579	0.108	0.272	-	-	-	0.171	0.389	0.171	0.108	0.272
1	B-C	662	0.104	0.262	-	-	-	-	-	-	0.104	0.262
1	C-B	719	0.285	0.285	-	-	-	-	-	-	0.285	0.285
1	D-A	638	-	-	-	0.256	0.101	0.256	-	0.101	-	-
1	D-BC	551	0.165	0.165	0.375	0.262	0.104	0.262	-	0.104	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Manston Road B2050 (E)		✓	570	100.000
B - Spitfire Way		✓	329	100.000
C - Manston Road B2050 (W)		✓	328	100.000
D - Manston Road		✓	214	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		A - Manston Road B2050 (E)	B - Spitfire Way	C - Manston Road B2050 (W)	D - Manston Road
	A - Manston Road B2050 (E)	0	295	231	44
	B - Spitfire Way	154	0	8	167
	C - Manston Road B2050 (W)	268	28	0	32
	D - Manston Road	23	177	14	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Manston Road B2050 (E)	B - Spitfire Way	C - Manston Road B2050 (W)	D - Manston Road
	A - Manston Road B2050 (E)	0	2	2	7
	B - Spitfire Way	4	0	13	11
	C - Manston Road B2050 (W)	2	7	0	13
	D - Manston Road	13	7	21	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
B-C	1.04	10.84	1.4	F
B-AD	1.03	2.64	15.4	F
A-BCD	0.19	0.09	0.6	A
A-B				
A-C				
D-A	0.21	0.64	0.3	E
D-BC	0.83	1.22	3.9	F
C-ABD	0.08	0.09	0.2	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	6	339	0.018	6	0.0	0.180	B
B-AD	242	407	0.593	236	1.4	0.340	C
A-BCD	71	746	0.095	70	0.2	0.089	A
A-B	201			201			
A-C	157			157			
D-A	17	393	0.044	17	0.0	0.160	A
D-BC	144	340	0.423	141	0.7	0.297	C
C-ABD	32	681	0.046	31	0.1	0.092	A
C-D	23			23			
C-A	192			192			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	7	214	0.034	7	0.0	0.290	C
B-AD	289	382	0.756	283	2.7	0.580	D
A-BCD	100	787	0.127	99	0.3	0.088	A
A-B	231			231			
A-C	181			181			
D-A	21	320	0.065	21	0.1	0.200	B
D-BC	172	306	0.561	170	1.2	0.434	D
C-ABD	42	687	0.061	41	0.1	0.093	A
C-D	27			27			
C-A	226			226			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	9	8	1.036	5	1.1	10.842	F
B-AD	353	346	1.021	323	10.4	1.609	F
A-BCD	155	847	0.183	154	0.6	0.087	A
A-B	265			265			
A-C	208			208			
D-A	25	157	0.161	25	0.2	0.451	D
D-BC	210	259	0.813	202	3.3	0.948	F
C-ABD	59	697	0.084	59	0.2	0.094	A
C-D	32			32			
C-A	270			270			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	9	12	0.763	8	1.4	8.017	F
B-AD	353	345	1.025	333	15.4	2.641	F
A-BCD	157	842	0.187	157	0.6	0.088	A
A-B	264			264			
A-C	207			207			
D-A	25	119	0.213	25	0.3	0.638	E
D-BC	210	253	0.832	208	3.9	1.218	F
C-ABD	59	695	0.085	59	0.2	0.094	A
C-D	32			32			
C-A	270			270			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	7	88	0.081	12	0.1	0.835	F
B-AD	289	379	0.761	334	4.0	1.561	F
A-BCD	102	778	0.132	103	0.3	0.089	A
A-B	230			230			
A-C	180			180			
D-A	21	283	0.073	21	0.1	0.230	B
D-BC	172	295	0.581	181	1.5	0.563	D
C-ABD	42	684	0.061	42	0.1	0.093	A
C-D	27			27			
C-A	226			226			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	6	315	0.019	6	0.0	0.195	B
B-AD	242	406	0.595	251	1.6	0.408	C
A-BCD	72	744	0.096	72	0.2	0.089	A
A-B	201			201			
A-C	157			157			
D-A	17	383	0.045	17	0.0	0.164	A
D-BC	144	337	0.427	147	0.8	0.319	C
C-ABD	32	680	0.047	32	0.1	0.093	A
C-D	23			23			
C-A	192			192			

2017, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Manston Road B2050 (E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - Manston Road B2050 (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	2.76	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-30	Stream B-AD

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2017	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Manston Road B2050 (E)		✓	539	100.000
B - Spitfire Way		✓	450	100.000
C - Manston Road B2050 (W)		✓	205	100.000
D - Manston Road		✓	233	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Manston Road B2050 (E)	B - Spitfire Way	C - Manston Road B2050 (W)	D - Manston Road
From	A - Manston Road B2050 (E)	0	256	262	21
	B - Spitfire Way	244	0	6	200
	C - Manston Road B2050 (W)	176	9	0	20
	D - Manston Road	33	166	34	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Manston Road B2050 (E)	B - Spitfire Way	C - Manston Road B2050 (W)	D - Manston Road
	A - Manston Road B2050 (E)	0	2	1	5
	B - Spitfire Way	1	0	0	2
	C - Manston Road B2050 (W)	1	0	0	0
	D - Manston Road	6	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS
B-C	1.24	21.11	1.6	F
B-AD	1.26	8.01	58.1	F
A-BCD	0.09	0.09	0.2	A
A-B				
A-C				
D-A	0.27	0.62	0.4	E
D-BC	0.84	1.16	4.0	F
C-ABD	0.02	0.10	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	5	273	0.017	4	0.0	0.223	B
B-AD	334	448	0.746	324	2.6	0.452	D
A-BCD	33	750	0.044	33	0.1	0.084	A
A-B	184			184			
A-C	189			189			
D-A	25	430	0.058	25	0.1	0.148	A
D-BC	151	367	0.410	148	0.7	0.270	C
C-ABD	9	663	0.013	9	0.0	0.092	A
C-D	15			15			
C-A	131			131			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	5	45	0.119	5	0.1	1.471	F
B-AD	399	424	0.942	380	7.3	1.070	F
A-BCD	46	788	0.059	46	0.1	0.081	A
A-B	217			217			
A-C	222			222			
D-A	30	359	0.083	30	0.1	0.182	B
D-BC	180	332	0.541	178	1.1	0.385	C
C-ABD	11	655	0.017	11	0.0	0.093	A
C-D	18			18			
C-A	156			156			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	7	5	1.236	3	1.0	16.842	F
B-AD	489	391	1.252	386	33.0	3.500	F
A-BCD	72	843	0.085	72	0.2	0.078	A
A-B	258			258			
A-C	264			264			
D-A	36	202	0.180	36	0.2	0.361	C
D-BC	220	282	0.781	213	2.9	0.800	E
C-ABD	15	645	0.023	15	0.0	0.095	A
C-D	22			22			
C-A	189			189			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	7	7	0.976	5	1.5	21.107	F
B-AD	489	389	1.255	389	58.1	7.138	F
A-BCD	75	827	0.091	75	0.2	0.080	A
A-B	256			256			
A-C	262			262			
D-A	36	133	0.274	36	0.4	0.615	E
D-BC	220	262	0.840	216	4.0	1.161	F
C-ABD	15	643	0.023	15	0.0	0.095	A
C-D	22			22			
C-A	189			189			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	5	8	0.711	5	1.6	19.819	F
B-AD	399	422	0.946	415	54.2	8.013	F
A-BCD	50	750	0.067	50	0.1	0.086	A
A-B	215			215			
A-C	220			220			
D-A	30	270	0.110	31	0.1	0.252	C
D-BC	180	290	0.620	189	1.8	0.632	E
C-ABD	11	651	0.017	11	0.0	0.094	A
C-D	18			18			
C-A	156			156			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (min)	LOS
B-C	5	9	0.519	5	1.5	17.041	F
B-AD	334	447	0.748	439	28.1	5.701	F
A-BCD	35	710	0.050	35	0.1	0.089	A
A-B	183			183			
A-C	187			187			
D-A	25	372	0.067	25	0.1	0.173	B
D-BC	151	326	0.461	154	0.9	0.355	C
C-ABD	9	661	0.013	9	0.0	0.092	A
C-D	15			15			
C-A	131			131			

Junctions 9							
PICADY 9 - Priority Intersection Module							
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Filename: Jct 13_B2050_Manston Ct Rd_R1.j9

Path: R:\Projects\38199 Manston Airport DCO EIA\4 Design\Transport\Junction Modelling\Base Models\Reviewed\Jct 13_B2050_Manston Ct Rd

Report generation date: 19/10/2017 14:10:47

»2017, AM

»2017, PM

Summary of junction performance

	AM					PM				
	Queue (Veh)	Delay (min)	RFC	LOS	Junction Delay (min)	Queue (Veh)	Delay (min)	RFC	LOS	Junction Delay (min)
2017										
Stream B-AC	0.5	0.23	0.34	B	0.03	0.6	0.24	0.39	B	0.04
Stream C-AB	0.0	0.07	0.02	A		0.0	0.07	0.03	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

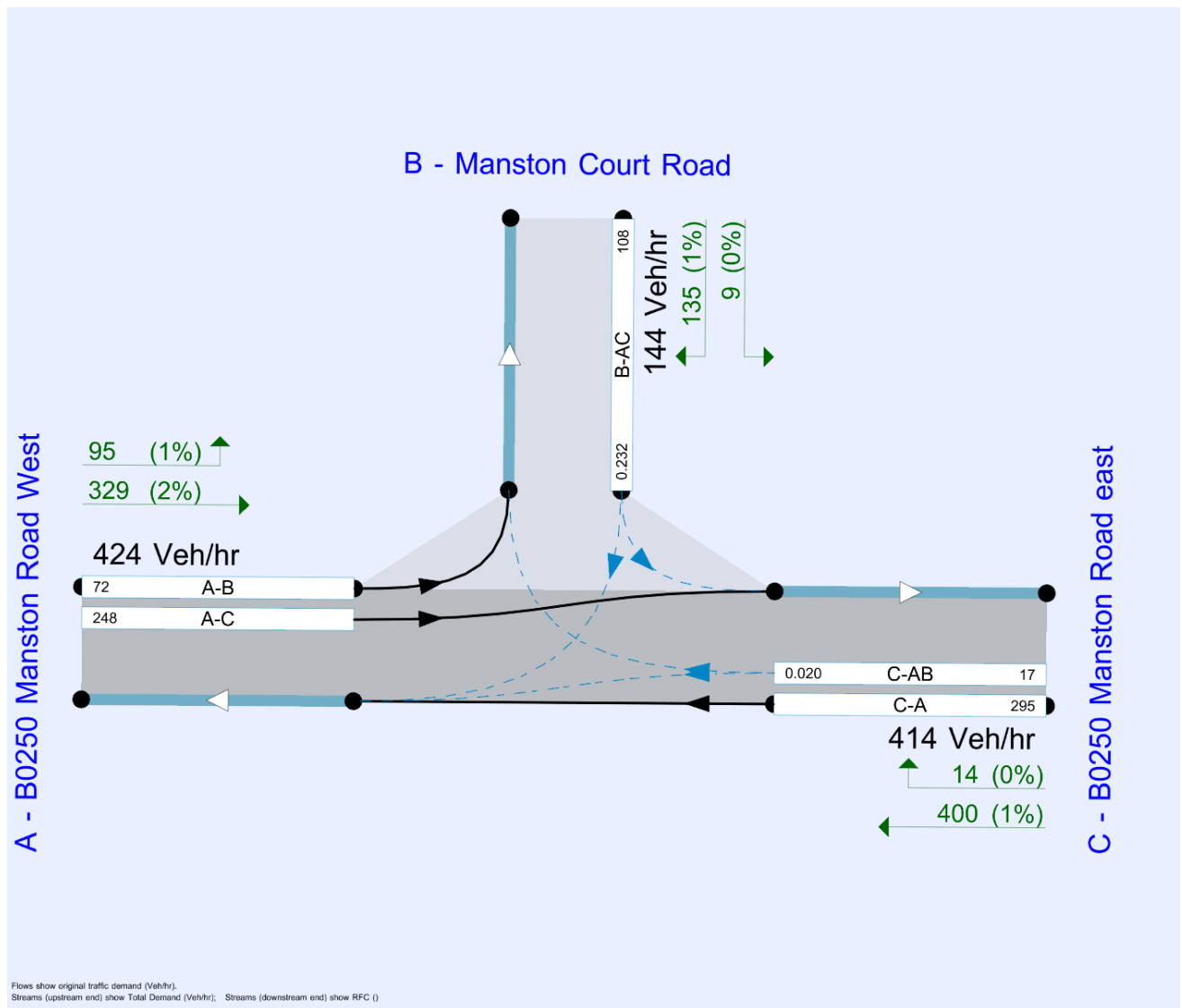
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	29/09/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	GLOBAL\pranav.yadav
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	mph	Veh	Veh	perHour	min	-Min	perMin



Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)
5.75				0.85	0.60	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2017	AM	ONE HOUR	07:45	09:15	15	✓
D2	2017	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2017, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
13	untitled	T-Junction	Two-way	0.03	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B0250 Manston Road West		Major
B	Manston Court Road		Minor
C	B0250 Manston Road east		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - B0250 Manston Road east	6.75			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Manston Court Road	One lane	5.00	21	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
13	B-A	591	0.104	0.263	0.166	0.376
13	B-C	761	0.113	0.285	-	-
13	C-B	719	0.269	0.269	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2017	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B0250 Manston Road West		ONE HOUR	✓	441	100.000
B - Manston Court Road		ONE HOUR	✓	122	100.000
C - B0250 Manston Road east		ONE HOUR	✓	455	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - B0250 Manston Road West	B - Manston Court Road	C - B0250 Manston Road east
	From			
	A - B0250 Manston Road West	0	97	344
	B - Manston Court Road	112	0	10
	C - B0250 Manston Road east	447	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - B0250 Manston Road West	B - Manston Court Road	C - B0250 Manston Road east
	From			
	A - B0250 Manston Road West	0	0	3
	B - Manston Court Road	3	0	0
	C - B0250 Manston Road east	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.34	0.23	0.5	B	112	168
C-AB	0.02	0.07	0.0	A	14	21
C-A					403	605
A-B					89	134
A-C					316	473

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	92	23	454	0.202	91	0.0	0.3	0.165	A
C-AB	10	3	844	0.012	10	0.0	0.0	0.072	A
C-A	333	83			333				
A-B	73	18			73				
A-C	259	65			259				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	110	27	428	0.256	109	0.3	0.3	0.188	B
C-AB	13	3	873	0.015	13	0.0	0.0	0.070	A
C-A	396	99			396				
A-B	87	22			87				
A-C	309	77			309				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	134	34	392	0.342	134	0.3	0.5	0.231	B
C-AB	19	5	914	0.021	19	0.0	0.0	0.067	A
C-A	482	120			482				
A-B	107	27			107				
A-C	379	95			379				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	134	34	392	0.342	134	0.5	0.5	0.232	B
C-AB	19	5	914	0.021	19	0.0	0.0	0.067	A
C-A	482	120			482				
A-B	107	27			107				
A-C	379	95			379				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	110	27	428	0.256	110	0.5	0.3	0.189	B
C-AB	13	3	873	0.015	13	0.0	0.0	0.070	A
C-A	396	99			396				
A-B	87	22			87				
A-C	309	77			309				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	92	23	454	0.202	92	0.3	0.3	0.166	A
C-AB	10	3	844	0.012	10	0.0	0.0	0.072	A
C-A	333	83			333				
A-B	73	18			73				
A-C	259	65			259				

2017, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
13	untitled	T-Junction	Two-way	0.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2017	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B0250 Manston Road West		ONE HOUR	✓	424	100.000
B - Manston Court Road		ONE HOUR	✓	144	100.000
C - B0250 Manston Road east		ONE HOUR	✓	414	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - B0250 Manston Road West	B - Manston Court Road	C - B0250 Manston Road east
	A - B0250 Manston Road West	0	95	329
	B - Manston Court Road	135	0	9
	C - B0250 Manston Road east	400	14	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - B0250 Manston Road West	B - Manston Court Road	C - B0250 Manston Road east
	A - B0250 Manston Road West	0	1	2
	B - Manston Court Road	1	0	0
	C - B0250 Manston Road east	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.39	0.24	0.6	B	132	198
C-AB	0.03	0.07	0.0	A	23	35
C-A					357	535
A-B					87	131
A-C					302	453

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	108	27	468	0.232	107	0.0	0.3	0.166	A
C-AB	17	4	826	0.020	16	0.0	0.0	0.074	A
C-A	295	74			295				
A-B	72	18			72				
A-C	248	62			248				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	129	32	443	0.292	129	0.3	0.4	0.191	B
C-AB	22	5	850	0.026	22	0.0	0.0	0.072	A
C-A	350	88			350				
A-B	85	21			85				
A-C	296	74			296				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	159	40	409	0.388	158	0.4	0.6	0.238	B
C-AB	31	8	885	0.035	31	0.0	0.0	0.070	A
C-A	425	106			425				
A-B	105	26			105				
A-C	362	91			362				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	159	40	409	0.388	159	0.6	0.6	0.239	B
C-AB	31	8	885	0.035	31	0.0	0.0	0.070	A
C-A	425	106			425				
A-B	105	26			105				
A-C	362	91			362				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	129	32	443	0.292	130	0.6	0.4	0.192	B
C-AB	22	5	850	0.026	22	0.0	0.0	0.072	A
C-A	350	88			350				
A-B	85	21			85				
A-C	296	74			296				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-AC	108	27	468	0.232	109	0.4	0.3	0.167	B
C-AB	17	4	826	0.020	17	0.0	0.0	0.074	A
C-A	295	74			295				
A-B	72	18			72				
A-C	248	62			248				

