RPS obo Tesco

I have been instructed by Tesco Stores Ltd to advise you of our intentions with regard to the forthcoming Local Plan Examination Hearing Sessions on Matter 12 (Town & District Centres) and Matter 13 (Transport).

Matter 12
Further to your recent message I understand the Inspector/s intend to review whether or not Q10 will be discussed at the session on 21 May upon receipt of the Hearing Statements. Q10 asks:

Q10. What is the justification for allocating land at Thanet Reach as part of a mixed-use development? Is the site deliverable?

As you are aware, we discussed this matter at length on behalf of Tesco Stores Ltd at the Matter 10 session on Economic Development. Our Hearing Statement on that Matter is attached and we would wish to rely on this, and our duly made representations, in respect of Q10 of Matter 12.

We consider there are two other questions of potential relevance to our interests in respect of Matter 12. These are set out below along with a brief commentary:

Q3. What is the justification for requiring development proposals to secure the implementation of the Westwood Area SPD and Westwood Relief Scheme? What progress has been made in developing the SPD and details of the scheme? Should policy SP06 set out more detail as to the content (for example specific objectives or policies) that applications will be expected to comply with to ensure that the policy is clear and effective?
There is no justification for this requirement given the Westwood Area SPD has not been published yet and therefore its content is not known. The Local Development Scheme identifies that a consultation on the draft SPD will take place in Summer 2019, with adoption in Spring 2020. It is also considered inappropriate to defer key development plan policy expectations to a non-statutory Supplementary Planning Document which may not be subject to the same level of consultation and may not form part of the development plan. We also have reservations over the Westwood Relief Scheme as reflected in our duly made objections. Draft Policy SP07 as drafted is therefore not clear and effective.

Q11. Is it clear to decision-makers, developers and local communities how much residential development is permitted on the site? Is the policy effective?
No, it is not clear from this policy and the way in which Appendix B of the draft Local Plan is structured.

Matter 13
We no longer wish to attend the session on 22 May and will not be submitting a Hearing Statement on this issue. We therefore rely on our duly made objections to draft Policy SP47 (see attached) and also endorse the content of the Hearing Statement submitted on behalf of 'Pavilion Property Trustees as Trustee of the Broadstairs Unit Trust'.

For official use only:
ID number:
Comment Number:

Thanet Local Plan July 2018

Pre-Submission Publication Version (Regulation 19)

Representation Form

This form has two parts – **Part A** – Personal Details **Part B** – Your representation(s).

Please fill in a separate sheet for each representation you wish to make.

The period for comment is from 23rd August to 4th October 2018. All comments need to be

submitted by 5pm on Thursday 4th October 2018.

Please be aware the council **is unable** to accept comments received **after** this date.

Please be advised that comments submitted to us will be made public along with your name and the name of the organisation you are representing (if relevant). Your address and any other personal details you provide to us will remain confidential. Your contact details will only be used for Local Plan consultations and to inform you about the stages of this Local Plan process; and for the purposes of the Local Plan Examination.

Comments can be made online at www.consult.thanet.gov.uk. The completed comments form can be emailed to local.plans@thanet.gov.uk or alternatively the form can be sent to Strategic Planning, Thanet District Council, P.O. Box 9, Cecil Street, Margate, Kent CT9 1XZ

Part A: Personal Details (*Please Print*)

Your Details:	Agent's Details:
Name:	**Name: Mark Buxton**
Organisation:	**Organisation: RPS**
Address Details:	**Address Details:** **140 London Wall** **London**
Postcode:	**Postcode: EC2Y 5DN**
Telephone Number:	**Telephone Number: 02072803300**
Email:	**Email: mark.buxton@rpsgroup.com**

All comments forms must be submitted either online, by email or by post by 5pm on 4th October 2018

To keep you informed of the progress of the Local Plan, the Council will contact you by email where an email address has been provided. If you do not wish to be kept informed of the local plan please tick he ☐	
	Representing: **Tesco Stores Ltd.**

Part B: Your Comments

Please Note: Only those representations made at this stage will be taken into account by the Inspector as part of the examination.

1. Please enter the policy / paragraph / table number or site, to which your comment relates.

Policy No: SP47

Site: ……

Support ☐ **Object** X **Comment** ☐

2. Do you consider the Local Plan is:

	Yes	No
(1) Legally compliant	☐	☐
(2) Sound	☐	X
(3) Complies with the Duty to Co-operate	☐	☐

Please tick as appropriate

For an explanation of these terms please see the guidance notes published separately

3. Please give details of why you consider the Local Plan is not legally compliant or is unsound or fails to comply with the duty to co-operate. Please be as precise as possible. If you wish to support the legal compliance or soundness of the Local Plan or its compliance with the duty to co-operate, please also use this box to set out your comments.

This representation is submitted on behalf of Tesco Stores Ltd in the context of their operational interests at the trading Tesco Extra store and land to the rear within their ownership which lies both to the north and south of Millennium Way. Similar representations and concerns have been submitted by another party on behalf of 'Pavilion Property Trustees as Trustee of the Broadstairs Unit Trust' in respect of their land ownership interests at the Tesco store and Broadstairs Retail Park to the south. Transport consultants, TPA, are advising both our client and the Trust on the potential implications arising from the draft Thanet District Transport Strategy (July 2018) and particularly the Westwood Relief Strategy.

thanet district council

All comments forms must be submitted either online, by email or by post by 5pm on 4th October 2018

We have serious concerns over Policy SP47 and consider that insufficient detail is provided in either the Pre-Submission Local Plan or the supporting evidence base to make the policy justified or effective as required by the 2012 NPPF paragraph 182.

Under this draft policy a number of areas are proposed to be safeguarded for the provision of key road schemes and junction improvements including Land between A254 Margate Road and A256 Westwood Road (including Millennium Way), Broadstairs. The majority of this route has the potential to impact significantly on areas owned/controlled by our client including the existing Tesco Extra car park and petrol filling station. Furthermore, if Millennium Way is extended this would create a physical and psychological barrier between the Tesco store and the rest of the Broadstairs Retail Park, potentially impacting on values. An upgrade of Millennium Way to form part of the Westwood Relief Strategy would also fundamentally change the nature and function of this road and impact on development parcels either side. Other representations submitted to the draft Local Plan confirm our client's aspiration to bring forward land north and south of Millennium Way for a residential development of up to 225 dwellings. Tesco's transport consultants, TPA, have produced a Transport Review which demonstrates that this scale of development can come forward without resulting in severe impact on the highway network and without the need for an extension to Millennium Way. The Transport Review is attached to these representations (**Annex 1**).

We therefore strongly object to the inclusion of land controlled by Tesco for the proposed road improvement measures. This is partly due to the lack of information provided within the draft Local Plan on the nature and precise routing of this 'key road scheme' and also an apparent inconsistency between the policy wording and the draft Policies Map. The wording of Policy SP47 (criterion 12), suggests two strategic routes (i.e. the link between the A254 and A256 and the Millennium Way extension – as referred to in the Draft Transport Strategy and Draft Infrastructure Delivery Plan). However, the Policies Map only seemingly shows an east-west route in the form of an extension to Millennium Way. There is no safeguarded north-south connection between the A254 and A256 shown on the Policies Map even though the Draft Transport Strategy seemingly retains this 'missing link' in terms of the relief road strategy.

It is impossible to consider the full extent of these changes to the local and strategic highway network from the draft Policies Map, while the only information provided within the Draft Infrastructure Delivery Plan is that a *"link road between A256 Westwood Road and A254 Margate Road and extension of Millennium Way to A254 Margate road/new link road"* will be provided. The Draft Infrastructure Delivery Plan (July 2018), whilst updated, still notes that the 'estimated cost' and 'phasing' are *"to be determined"* and that the scheme will be brought forward through *"external funding"*.

Paragraph 154 of the 2012 NPPF states that *"Local Plans should set out the opportunities for development and clear policies on what will or will not be permitted and where. Only policies that provide a clear indication of how a decision maker should react to a development proposal should be included in the plan."*

We do not consider draft policy SP47, and particularly criterion 12, meet this basic requirement. In addition to the lack of clarity and consistency we also maintain a fundamental objection on the basis of the potential adverse impacts the Council's proposals could have on the existing and future operations of a successful Tesco Extra superstore, adjoining viable businesses, and Tesco's wider land interests.

Both the extension to Millennium Way and the A254/A256 link would have a significant impact on the operation of the Tesco demise. The introduction of new roads across the site would result in a significant reduction in car parking; affect the access into the site; harm the flow of movement through the site; displace the 'click and collect' facility; stifle future expansion plans; and sever the connectivity between the petrol station and the foodstore. These factors will affect the operation and profitability of the store.

We estimate that the proposed east-west route through the site (i.e. the extension to Millennium Way) would result in the loss of at least 100 car parking spaces from the Tesco site alone. The loss of such spaces would significantly prejudice parking provision on the site to the detriment of the performance of the store.

If Tesco customers are deterred from shopping at the store due to lack of parking provision they could choose to travel further afield to suitable alternative stores which would lead to further vehicle miles on the local highway network and additional impact on air quality. We contend this is an unsustainable option and would undermine the aim behind the need to relieve traffic in the Westwood area.

Finally, there is no evidence within the background documents which support the Draft Local Plan that Thanet Council (or Kent County Council) have tested alternative options/routes for the Westwood Relief Scheme, or whether the viability of the proposed routes through the Tesco site have been properly assessed in financial and deliverability terms. The 2012 NPPF paragraph 154 requires local plans to be *"aspirational but realistic."* We understand there is currently no funding in place for these improvement works and timescales for delivery remain uncertain. In the absence both of the evidence to support the policy position and of rigorous testing of alternative options needed to justify the safeguarding of third-party land, we object to these proposals both in principle and on prematurity grounds.

4. Please indicate below, what changes to the policy or paragraph wording you consider necessary to make the Local Plan legally compliant or sound, having regard to the Matter you have identified at 3 above where this relates to soundness. It will be helpful for the Inspector, if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible.

Delete reference to 'Land between A254 Margate Road and A256 Westwood Road (including Millennium Way), Broadstairs,' from Policy SP47 until such time as it can be demonstrated that this is the only viable option (tested alongside a range of alternatives) for delivering the Westwood Relief Strategy and that impacts on Tesco's operational and land interests have been effectively mitigated and minimised.

A concomitant deletion of the extension on Millennium Way as a 'Strategic Route' on the Policies Map.

Please note your representation should cover succinctly all the information, evidence and supporting information necessary to support/justify the representation and the suggested modification, as there will not normally be a subsequent opportunity to make further representations based on the original representation at publication stage. After this stage, further submissions <u>will be only at the request</u> of the Inspector, based on the matters and issues he/she identifies for examination.

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5. Examination:

If your representation is seeking a modification, do you consider it necessary to participate at the oral part of the examination?

No, I do not wish to participate at the oral examination		**Yes,** I wish to participate at the oral examination	x

6. If you wish to participate at the oral part of the examination, please outline why you consider this to be necessary:

To assist the Inspector in reaching a conclusion on the soundness or otherwise of the draft Local Plan through oral elaboration on the representations submitted.

Please note the Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate at the oral part of the examination.

Date: 4th October 2018

thanet district council

All comments forms must be submitted either online, by email or by post by 5pm on 4th October 2018

ANNEX 1

TRANSPORT REVIEW

A Call for Site Submission by

TESCO STORES LTD

In respect of

Land to Rear of Tesco, Thanet

Transport Review

March 2018

DOCUMENT SIGNATURE AND REVIEW SHEET

Project Details

Project Title:	Land to Rear of Tesco, Thanet		
Project No.:	1709-33	**Report No.:**	1709-33/TA/01A
Client:	Tesco Stores Ltd		

	Prepared By:	Checked By:	Approved for issue
Name	Tom Pritchard	Damian Ford	Damian Ford
Signature	TP	DF	DF
Date	09/03/18	09/03/18	09/03/18

Document Review

Revision	Date	Description	Checked By
A	13/03/18	Team Comments	DF

Issued by:

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1 INTRODUCTION

1.1 Transport Planning Associates has been commissioned by Tesco Stores Ltd to provide transport planning consultancy services in relation to potential development opportunities for up to 225 homes in Broadstairs, Thanet, Kent.

1.2 The site is located on the northern and southern side of Millennium Way, as shown on **Figure 1.1** below.

Figure 1.1 Site Location Plan

Source: OpenStreetMap

Report Structure

1.3 The report will be structured thus;

- **Chapter 2 - Existing Site And Local Transport Environment** - will introduce the Application Site and the existing transport conditions focusing on the Application Site's accessibility by various public and private modes of travel;
- **Chapter 3 – Proposed Development & Access Strategy** - will introduce the development proposals focusing on the transport elements such as the proposed parking provision as well as the access and servicing arrangements;
- **Chapter 4 - Traffic Generation & Distribution** - will outline the traffic attraction of the existing Site and the anticipated traffic attraction of the Site post development;

- **Chapter 5** – **Identification of Impact** – will assess the impact of the development on the local highway network
- **Chapter 6 – Junction Capacity Assessments** – will summarise the results of the junction capacity assessments
- **Chapter 7 – Mitigation Measures** – will look at the proposed junction improvements required as part of the scheme
- **Chapter 8 – Summary and Conclusions** – will summarise the findings and outline the conclusions drawn.

Summary

1.4 This report concludes that the proposed development site is located in a sustainable location which is accessible through walking, cycling and public transport services and is likely to result in a minimal impact on the local highway network. Where there is an impact on local junctions then suitable mitigation measures could be provided.

2 EXISTING SITE & LOCAL TRANSPORT ENVIRONMENT

Site Location

2.1 The site lies on the western side of Broadstairs, Thanet adjacent to the Westwood Cross retail area. Broadstairs is situated between the two seaside towns of Ramsgate, approximately 3km to the south, and Margate, approximately 3.5km to the north.

2.2 The site is bound to the west by a Tesco supermarket and Broadstairs Retail Park, Millennium Way runs along the southern boundary, to the east lies a large industrial site and to the north lies a car sales site and residential buildings with the A256 road further beyond.

Pedestrian Infrastructure

2.3 Pedestrian access to the site can be taken via footways provided along Millennium Way that provides safe pedestrian connections to the site from Northwood Road, top the east, and from Broadstairs Retail Park, to the west. The footways connect to the wider network which in turn provide access to the wider area and the associated facilities and services.

2.4 The pedestrian network links the site to residential areas, local shops, schools and transport services. The Institute of Highways and Transportation's (IHT) publication 'Providing for Journeys on Foot, 2000' suggests the following acceptable walking distances:

Table 2.1 IHT's Suggested Acceptable Walking Distances

	Town Centres (m)	Commuting/School (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 3.2. Providing for Journeys on Foot, 2000

2.5 Bus stops are located within 200m of the site on Northwood Road and can be accessed via the existing footways along Millennium Way and Northwood Road, and are therefore within desirable walking distances for all types of journeys.

2.6 Being situated adjacent to the Westwood retail area, the site is within walking distance of numerous local facilities and shops. These include restaurants, retail (food and non-food), public houses and takeaways.

2.7 In terms of social infrastructure, Bromstone Primary School is situated approximately 1km from the Site on Rumsfield Road and is within an acceptable walk distance of the site. In terms of secondary education, the site is within 300m of the St. George's C.O.E Foundation School.

2.8 It is therefore considered that the site has a good level of pedestrian connectivity to local services and facilities and can be considered a sustainable location.

Cycle Infrastructure

2.9 The development site is in close proximity to a number of cycle routes providing connections to the wider area.

2.10 The site is accessible via a cycle lane on Millennium Way connects the site to Westwood Retail Park to the west and to the shared cycleway along the A256, which provides access to Broadstairs.

2.11 The Viking coastal trail roughly encircles Thanet and provides connections between the towns, leisure and heritage attractions available, as well as links to the National Cycle Network.

2.12 An acceptable and comfortable distance for general cycling trips is considered to be up to 5km, as referred to in Local Transport Note 2/08 (published by the DfT), although the same guidance also refers to commuting cycle trips up to 8km. The proposed development site has a good level of cycle connectivity to local towns and villages in the region.

2.13 It is therefore considered that the site is situated in a location which has a good level of cycle connectivity to the services and facilities that are available in the wider area.

Public Transport Infrastructure

Bus Services

2.14 Bus services can be accessed from bus stops located on Northwood Road, with the closest bus stops being located approximately 200m east of the site.

2.15 A summary of the routes available from the Northwood Road stops are available in **Table 2.2**.

Table 2.2 Summary of Existing Bus Services – Northwood Road

Route No.	Operator	Description	Weekday Frequency
38A	Stagecoach	Birchington on Sea – Manston – Ramsgate – Broadstairs – Palm Bay	1 service (08:23)
39 / 39A	Stagecoach	Dumpton – St. Peter's	1
42A	Stagecoach	Monkton – Minster – Ramsgate - Westwood Cross	1 service (08:24)
946*	Stagecoach	Margate - Broadstairs	1 service (08:32)

Notes: info from stagecoachbus.com

2.16 Additional bus services can also be accessed from bus stops located on The Silvers, with the closest bus stops located approximately 300m south east of the site.

2.17 A summary of the routes available from the Northwood Road stops are available in **Table 2.3**

Table 2.3 Summary of Existing Bus Services – The Silvers

Route No.	Operator	Description	Weekday Frequency
9	Stagecoach	Westwood – Broadstairs – Ramsgate – Manna Hutte – Canterbury	1
56	Stagecoach	Broadstairs - Margate	1

Notes: info from stagecoachbus.com

2.18 As well as the bus services discussed above there are additional services available from bus stops along the A256 to the north of the site.

Rail Services

2.19 Broadstairs Rail Station is located approximately 2.5km to the east of the site and is situated on the Chatham Main Line with services at the station operated by Southeastern. The following table summarises the service frequency of trains calling at Broadstairs.

Table 2.4 Summary of Existing Rail Services at Broadstairs Train Station

Direction	Weekday Frequency/hour
Towards London St Pancras (via Chatham & Ebbsfleet International)	1
Towards London St Pancras (via Ramsgate, Deal, Dover Priory & Ashford International)	1
Towards London St Pancras (via Ramsgate, Cantebury West, Ashford International & Ebbsfleet International)	1
Margate (High Street)	1
London Victoria (via Chatham and Bromley South)	1
Ramsgate	1

Source: National Rail Enquiries, www.nationalrail.co.uk

Local Highway Network

2.20 In the vicinity of the site, Millennium Way is a single carriageway road that runs along the southern boundary, approximately 7.5m wide, and serves a number of business units. The road is illuminated and subject to a 30 mph speed limit with 2.0 – 3.0 m wide footways on both sides of the carriageway.

2.21 Millennium Way runs eastbound from the site where it forms a priority junction with Northwood Road. Northwood Road is a single carriageway road that varies between 7-7.5m in width, is lit along its length and forms a ghost island right turn bay for vehicles entering Millennium Way. There is a right turn ban for vehicles egressing Millennium Way, although on-site observations suggest that some vehicles still undertake this manoeuvre.

2.22 Northwood Road runs northbound where it forms a 3 arm roundabout junction with the A256. The A256 is a key road that runs north-south through East Kent and connects the towns in Thanet to Dover. The road heads westbound from the roundabout junction through the Westwood Retail parks and continues southbound through Haine.

Traffic Surveys

2.23 To establish the existing background traffic flows traffic surveys were undertaken on Thursday 22nd February 2018, at the following junctions:

- Millennium Way / Northwood Road priority junction
- A256 / Northwood Road roundabout

- A256 / Poorhole Lane roundabout
- A256 / A255 / Vicarage Street / Broadstairs Road roundabout
- Northwood Road / Margate Road (A254) / Newington Road (B2014) signalised crossroads
- Margate Road (A254) / New Cross Road / Tesco Access
- A256 / Rumsfield Road priority junction
- A256 / Tesco Entrance / Kent Retail Park Entrance mini-roundabout

2.24 The surveys recorded turning movements and queue lengths at the junctions and were conducted between 07:00 to 10:00 and repeated between 16:00 to 19:00. The results of the surveys are reproduced in **Appendix A**.

2.25 In addition to the above surveys Automatic Traffic Counts (ATC) were also undertaken for a week at the following locations:

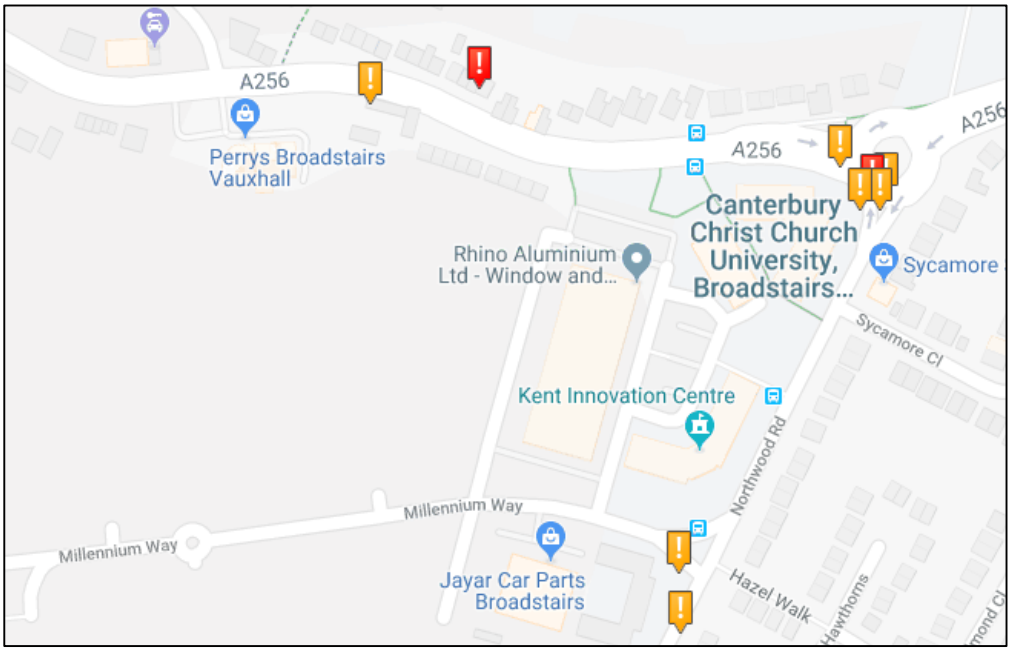
- Northwood Road
- A256 east of Northwood Road
- A256 west of Northwood Road
- Margate Road

2.26 A summary of the results of the ATCs are reproduced in **Appendix A**.

Personal Injury Accident Data

2.27 An assessment of the highway network was undertaken on crash map to review the last five years in close proximity to the site.

Figure 2.1 – Crash Map Extract



Source:Crashmap.co.uk

2.28 For the area shown within **Figure 2.1** there are a total of nine accidents, of which seven were classified as slight and the remaining two classed as serious. There were no fatal accidents recorded within close proximity to the site during this period.

2.29 Of the nine incidents two involved a cyclist, but no pedestrians were involved in any of the accidents. A serious collision involving a cyclist occurred at the A256 roundabout junction, with the other incident also occurring at the A256 roundabout and classified as slight.

2.30 Two slight collisions occurred at the A256 roundabout involving a motorcyclist and were classified as slight.

2.31 There were no incidents recorded along Millennium Way along the site frontage and in the proposed access positions. Having reviewed the information available there is no evidence to suggest that there are any problems with the existing local road network in close proximity to the site.

3 POTENTIAL DEVELOPMENT & ACCESS STRATEGY

3.1 The proposed development site is considered to be suitable for the provision of up to 225 residential units.

3.2 There are two existing access junctions partially built into the site from Millennium Way, which include shared foot/cycleway facilities. These existing accesses would be suitable for the proposed development, or alternatively it may be possible to replace the two accesses with a single vehicle access point.

3.3 Given the location of the site there are further opportunities to provide additional pedestrian / cycle links towards the western end of the site to further enhance connectivity to the Broadstairs Retail Park and the wider Westwood Cross retail area.

4 TRAFFIC GENERATION AND DISTRIBUTION

4.1 To enable an understanding of the potential impact of the proposed development to be established an initial impact assessment has been undertaken.

4.2 For the purposes of this assessment it has been assumed that all the 225 residential units will be privately owned houses, creating a worst case scenario in terms of trip generation. The likely trip rates are set out in **Table 4.2**, with a breakdown of the TRICS information found in **Appendix B**.

Likely Trip Generation

Table 4.1 Trip Rate – Privately Owned Houses

Time Range	Arrivals	Departures	Total
08:00-09:00	0.155	0.432	0.587
17:00-18:00	0.353	0.161	0.514

Source: TRICS version 7.4.4;

Notes: Trip rates given as per unit rates. Any arithmetic errors are due to rounding.

4.3 Applying the above trip rates to the proposed 225 residential units would result in the traffic generation summarised within **Table 4.2**.

Table 4.2 Traffic Generation - Total

Hour Ending	225 Units		
	Arrivals	Departures	Total
09:00	35	97	132
18:00	79	36	116

Source: TRICS version 7.4.4;

Notes: Based on the trip rates. Any arithmetic errors are due to rounding.

Distribution

4.4 So as to enable the potential impact of the proposed development on the local highway network Census Data has been used to allow a distribution of vehicular movements to be calculated. The data obtained is summarised below;

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

4.5 Utilising the data obtained, the anticipated distribution of traffic across the highway network from the Site has been calculated. The assumptions utilised in calculating the distribution are summarised below;

- The direction of travel has been calculated based on the journey time from the site to the place of work destination:
- Percentages have been derived off of the counts of driving a van or car.

4.6 The resultant distribution is summarised within **Table 4.3**.

Table 4.3 Distribution of Vehicular Traffic

Direction of Travel	Proportion of Traffic	Roads
Northeast	35.3%	Rumsfield Rd, Dane Ct Rd, Vicarage St, Broadstairs Rd
Southeast	11.1%	Margate Road *(via u-turn atnorthern A256 roundabout)
Southwest	3%	B2014 Newington Road (S)
Northwest	50.6%	Ramsgate Rd, Star Ln, A256 (W)

4.7 Applying the proposed development traffic to the above distribution will result in the traffic movements as summarised below within **Table 4.4**.

Table 4.4 Traffic Generation Distribution

Hour Ending	Northeast		Southeast		Southwest		Northwest	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
09:00	10	30	3	9	1	2	15	42
18:00	24	13	7	4	2	1	34	19

Notes: arithmetic errors are due to rounding.

4.8 Based on the distribution derived from journey to work data it is predicted that approximately one vehicle will depart the site in the northwest direction every one to two minutes during the morning peak hour, as a worst case. One vehicle every four minutes is predicted to arrive from the northwest, during the AM peak hour.

4.9 During the PM peak hour just over 1 vehicle every 2 minutes will be arriving and under 1 vehicle every two minutes will be departing the Site from the northwest directional junctions, as a worst case scenario.

4.10 The remaining directions of travel are predicted to have a lesser impact, but full junction assessments will be required to be undertaken.

5 IDENTIFICATION OF IMPACTS & JUNCTION CAPACITY ANALYSIS

Traffic Survey – Peak Hours

5.1 A summary of the 2018 traffic surveys can be found in **Figure 5.1** & **Figure 5.2** and identified the existing weekday peak hour periods across the highway network as:

- Weekday AM Peak – 08:00 to 09:00; and
- Weekday PM Peak – 16:30 to 17:30

Traffic Growth

5.2 Traffic growth rates have been calculated between 2018 and 2022 using TEMPRO v7.2 using the Thanet 011 area and these values are as follows:

- AM Growth Rate of 1.05823987526608 (5.8%); and
- PM Growth Rate of 1.05773210698468 (5.7%).

5.3 The above trip rates have been applied to the survey flows to produce the 2022 scenarios that can be found in **Figure 5.3** & **Figure 5.4**.

Future Assessment Year

5.4 The following assessment scenarios have been considered to analyse the future traffic impact at each junction:

- 2018 – Survey year
- 2022 – Base (without development)
- 2022 – Design (with development)

Development Impact

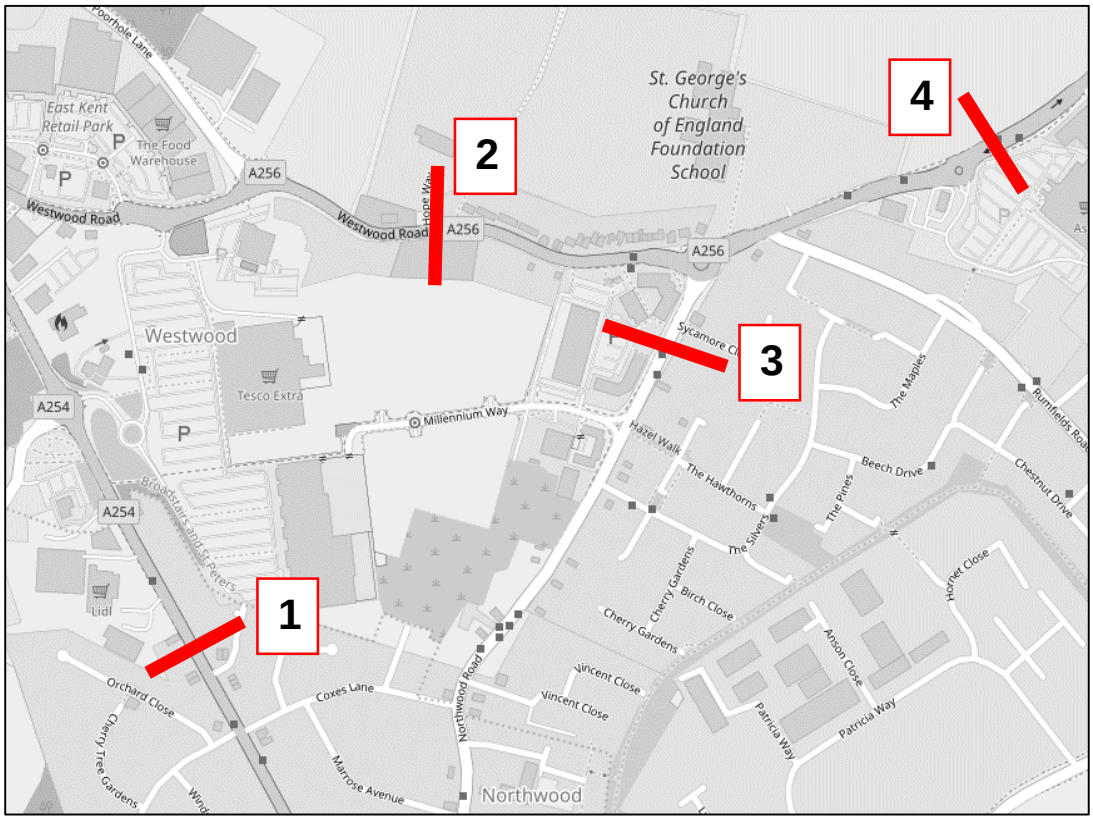
5.5 Based on the distribution set out in **Chapter 4** and shown in **Figure 5.5**, the development impact was calculated at each of the junctions within the scope and are shown in **Figure 5.6** & **Figure 5.7.** These figures indicate the additional vehicular trips and impact of the residential scheme at each of the junctions.

5.6 The development flows were then added to the base year (opening year of the site) to produce the 2022 Design flows shown in **Figure 5.8** & **Figure 5.9** and the resultant uplift in movements at each junction assessed in percentage terms.

5.7 Due to the TRICS data only being provided in hourly flows, the afternoon peak hour (16:30 - 17:30) does not fall within these parameters. Therefore the higher value trip rates were used (17:00-18:00) for the afternoon peak hour in order to be robust with the assessment.

5.8 A total of four ATC surveys were undertaken on links across the highway network, the locations of which can be seen in

Figure 5.10 – ATC Location Plan



Source: OpenStreetMap

5.9 The resultant 2 way flows at each link can be found below in **Table 5.1**.

Table 5.1 ATC Data – Weekday Average Flows (2 Way)

Reference	ATC Location	AM (08:00 – 09:00) Weekday Ave Flow (2-way)	PM (17:00 – 18:00) Weekday Ave Flow (2-way)
1	Margate Road	1490	1544
2	Westwood Road	1566	1716
3	Northwood Road	674	609
4	Westwood Road	1595	1634

5.10 The ATC outputs were then growthed to 2022 in order to represent the opening year of the proposed scheme. The development traffic passing through each link was then added to the total flow and the resultant uplift in movements calculated, as shown in **Table 5.2.**

Table 5.2 Percentage increase in traffic on ATC links

Ref	ATC Location	2022 AM Flow (2-way)	AM Dev Flow (2-way)	AM (%) Increase	2022 PM Flow (2-way)	PM Dev Flow (2-way)	PM (%) Increase
1	Margate Road	1577	0	0%	1633	0	0%
2	Westwood Road (W)	1657	69	4%	1815	61	3%
3	Northwood Road	713	123	17%	644	68	11%
4	Westwood Road (E)	1688	24	1%	1728	22	1%

5.11 As can be seen from Table 5.2 above, all links show minimal impact and uplift in two-way vehicle movements in the AM and PM peak hours, except for the Northwood Road ATC that suggests that a percentage uplift of 17% in the morning peak and 11% in the afternoon peak.

5.12 An individual breakdown of the development impact at each junction has been set out below in **Table 5.3**. The flows at each junction have been growthed to 2022, in order to represent the opening year of the scheme.

Table 5.3 Percentage increase in traffic at individual junctions

Junction	2022 AM Total Flow	AM Dev Flow (at Junction)	AM (%) Increase	2022 PM Total Flow	PM Dev Flow (at Junction)	PM (%) Increase
A254 Margate Rd / Northwood Rd / B2014	1931	19	1%	1936	16	1%
A254 Margate Rd / Tesco Extra / New Cross Rd	2346	0	0%	2874	0	0%
Retail Park / A256 Westwood Rd / Tesco	1291	34	3%	1761	29	2%
Poorhole Road / A256 Westwood Rd	1741	70	4%	2158	61	3%

Northwood Rd / Millennium Way	870	146	17%	776	121	16%
A256 Westwood Rd / Northwood Rd	2287	127	6%	2614	104	4%
A256 Westwood Rd / Rumfields Rd	2250	44	2%	2646	38	1%
A255 Dane Court Rd / Vicarage St / A255 Broadstairs Rd / A256 Westwood Rd	2671	25	1%	2811	22	1%

5.13 The results of the assessment showed that the proposed development site would have a vehicular increase of 5% or more at the following junctions:

- Northwood Road / Millennium Way (AM and PM)
- A256 Westwood Road / Northwood Road (AM only)

5.14 Based on these findings the two junctions set out above have been subject to further analysis with junction capacity assessments being undertaken to predict the likely impact on the operational capacity of each junction as a result of the proposed scheme.

6 JUNCTION CAPACITY ASSESSMENTS

Millennium Way / Northwood Road

6.1 Junction capacity analysis for the Millennium Way / Northwood Road junction has been undertaken utilising the junction modelling software Junctions 9. The results of these assessments are reproduced in **Appendix C**.

6.2 The junction has been modelled for the AM and PM weekday peak hours with the surveyed 2018 traffic flows, the results of which are shown in **Table 6.1**.

Table 6.1 Millennium Way / Northwood Road – 2018 Survey Results

Arm	Mean Q (PCU)	Delay (s)	RFC	Mean Q (PCU)	Delay (s)	RFC
	AM (08:00 – 09:00)			**PM (16:30 – 17:30)**		
Millennium Way	0	6.13	0.04	0	6.45	0.16
Northwood Road	0	6.68	0.09	0	5.77	0.04

Source: Junctions 9

6.3 The predicted queue lengths reflect the recorded queue lengths within the traffic surveys and therefore the model is deemed to be representative of the existing situation.

6.4 The results of the survey flows demonstrate that the junction operates well within capacity at present during both the AM and PM peak hour periods, with a maximum RFC value of 0.16 predicted on Millennium Way during the PM peak hour.

6.5 The junction was then modelled using the 2022 base traffic flows and the results are shown in **Table 6.2.**

Table 6.2 Millennium Way / Northwood Road – 2022 Base Results

Arm	Mean Q (PCU)	Delay (s)	RFC	Mean Q (PCU)	Delay (s)	RFC
	AM (08:00 – 09:00)			**PM (16:30 – 17:30)**		
Millennium Way	0	6.28	0.04	0	6.66	0.17
Northwood Road	0	6.89	0.10	0	5.87	0.05

Source: Junctions 9

6.6 The results of the base traffic flows demonstrate that the junction operates well within capacity in both the AM and PM peak hour periods, with a maximum RFC value of 0.17 predicted on Millennium Way during the PM peak hour.

6.7 The junction was then modelled using the 2022 Design traffic flows and the results are shown in **Table 6.3.**

Table 6.3 Millennium Way / Northwood Road – 2022 Design Results

Arm	Mean Q (PCU)	Delay (s)	RFC	Mean Q (PCU)	Delay (s)	RFC
	AM (08:00 – 09:00)			PM (16:30 – 17:30)		
Millennium Way	0	7.30	0.21	0	7.17	0.23
Northwood Road	0	7.37	0.16	0	6.73	0.16

Source: Junctions 9

6.8 The results of the 2022 design traffic flows demonstrate that the junction operates well within capacity when the development flows are added to the model. During both the AM and PM peak hour periods with no queues and low delay times on all arms, with a maximum RFC value of 0.23 predicted on Millennium Way during the PM peak hour period.

A256 / Northwood Road Roundabout

6.9 Junction capacity analysis for the A256 / Northwood Road roundabout junction has been undertaken utilising the junction modelling software Junctions 9. The results of these assessments are reproduced in **Appendix D.**

6.10 The junction has been modelled for the AM and PM weekday peak hours with the surveyed 2018 traffic flows, the results of which are shown in **Table 6.4**.

Table 6.4 A256 / Northwood Road Roundabout – 2018 Survey Results

Arm	Mean Q (PCU)	Delay (s)	RFC	Mean Q (PCU)	Delay (s)	RFC
	AM (08:00 – 09:00)			PM (16:30 – 17:30)		
Northwood Road	3	18.41	0.75	2	12.63	0.61
A256 (W)	1	4.49	0.47	2	7.43	0.69
A256 (E)	6	20.06	0.86	11	35.80	0.93

Source: Junctions 9

6.11 The results of the survey flows show that the roundabout junction currently operates over capacity on the A256 eastern approach in both the AM and PM peak hour periods, with a maximum RFC value of 0.93.

6.12 The junction was then modelled using the 2022 base traffic flows and the results are shown in **Table 6.5**.

Table 6.5 A256 / Northwood Road Roundabout – 2022 Base Results

Arm	Mean Q (PCU)	Delay (s)	RFC	Mean Q (PCU)	Delay (s)	RFC
	AM (08:00 – 09:00)			PM (16:30 – 17:30)		
Northwood Road	5	28.14	0.83	2	16	0.68
A256 (W)	1	4.93	0.51	3	9	0.75
A256 (E)	10	33.40	0.93	26	74	1.00

Source: Junctions 9

6.13 The results of the 2022 base traffic flows demonstrate that the junction operates within capacity except for the A256 eastern approach, with a maximum RFC value of 0.93 in the AM peak hour and 1.00 during the PM peak hour.

6.14 The junction was then modelled using the 2022 Design traffic flows and the results are shown in **Table 6.6**.

Table 6.6 A256 / Northwood Road Roundabout – 2022 Design Results

Arm	Mean Q (PCU)	Delay (s)	RFC	Mean Q (PCU)	Delay (s)	RFC
	AM (08:00 – 09:00)			PM (16:30 – 17:30)		
Northwood Road	14	74.19	0.98	3	17.67	0.72
A256 (W)	1	5.26	0.53	4	10.80	0.78
A256 (E)	13	42.38	0.95	44	114.01	1.05

Source: Junctions 9

6.15 The results of the 2022 design flows demonstrate that the junction operates over capacity on both the A256 eastern approach with a maximum RFC value of 0.95 in the AM peak and 1.05 in the PM peak hour and on the Northwood Road approach with an RFC value of 0.98 in the AM peak hour.

7 MITIGATION MEASURES

A256 / Northwood Road Roundabout

7.1 As shown in Chapter 6 the results of the 2022 design flows demonstrate that the A256 / Northwood roundabout junction operates over capacity, both with and without the proposed development.

7.2 In order to eliminate the impact of the development traffic of the roundabout junction, mitigation works are likely to be required on the Northwood Road and A256 (E) approaches.

7.3 An indicative design option for the A256 / Northwood Road roundabout is shown on TPA drawing PL-01 in **Appendix E** and details the mitigation works proposed going forward that include:

- Lane widening on the A256 (E) approach
- Lane widening on the Northwood Road approach (ensuring a minimum width of 3m is maintained along the footway / cycleway)

7.4 The proposed mitigation works have been modelled, with a full breakdown of the output results found in **Appendix F** and a summary shown in **Table 7.1** below.

Table 7.1 A256 / Northwood Road Roundabout – 2022 Design - Mitigation Results

Arm	Mean Q (PCU)	Delay (s)	RFC	Mean Q (PCU)	Delay (s)	RFC
	AM (08:00 – 09:00)			**PM (16:30 – 17:30)**		
Northwood Road	4	22.02	0.82	2	11.14	0.62
A256 (W)	1	5.31	0.54	4	10.81	0.75
A256 (E)	6	18.33	0.86	13	38.73	0.95

Source: Junctions 9

7.5 As set out in Table 7.1 the proposed mitigation measures would result in the roundabout operating at a similar level of capacity as currently occurs, notwithstanding that the background traffic will increase regardless of the proposed development.

7.6 The mitigation measures currently identified could potentially be further enhanced to improve capacity subject to highway boundary.

Millennium Way / Northwood Road

7.7 The results of the Millennium Way / Northwood Road model show that the junction operates well within capacity in 2022 with development traffic.

7.8 The Millennium Way arm of the junction is currently a left turn out only turn (right turn ban) with any vehicles wanting to head southbound on Northwood Road having to perform a U-turn at the A256 roundabout.

7.9 To minimise the existing operational capacity and the A256 / Northwood Road roundabout consideration will be given to allowing all turning movements at the Millennium Way / Northwood Road junction. This would reduce traffic flows, in particular U-turners, at the roundabout which is likely to enhance the operational capacity of the roundabout.

7.10 To enable the right turn movement from Millennium Way may require a roundabout to be introduced, although this would be subject to the extent of highway land and also establish the reasons as to why the turning movement restrictions were introduced.

Millennium Way Extension

7.11 Consideration has been given to the potential extension of Millennium Way through the Broadstairs Retail Park. However, based on the likely impact the proposed development is likely to have on the local highway network the extension is not considered to be necessary or reflective of the potential impact.

7.12 In addition, the extension is likely to require land which is outside of Tesco's full control and also significant alterations to the servicing / delivery of the Tesco store as well as to the circulation and access of the car parks within the Broadstairs Retail Park.

7.13 It is also likely that the extension of Millennium Way is unlikely to have any significant benefits to the wider highway network without significant additional works. The extension of Millennium Way is likely to result in increased traffic flows along Millennium Way and therefore through the Millennium Way / Northwood Road junction. Those travelling eastbound would then all have to turn left to go through the A256 / Northwood Road roundabout. Therefore the impact on these two junctions is likely to be increased which will impact on the operational capacity.

Summary

7.14 It is considered that the proposed mitigation measures would improve the operational capacity of the local junctions. No further off-site works are considered necessary at this stage given the limited impact of the proposed development on the local highway network. However, this would be investigated in more detail as part of any future planning application.

8 SUMMARY & CONCLUSIONS

Summary

8.1 Transport Planning Associates has been commissioned by Tesco Stores Ltd to provide transport planning consultancy services in relation to potential future development opportunities for up to 225 homes in Broadstairs, Thanet, Kent.

8.2 The proposed development site is considered to be suitable for the provision of up to 225 residential units.

8.3 The site is located within walking and cycling distance of local facilities and services, with very good access to local retail facilities. The site is also accessible to a range of public transport services which provide access to the wider area.

8.4 The development proposals are likely to have a minimal impact on the local highway network. Where the impact is considered to be noticeable at the A256 Westwood Road / Northwood Road roundabout, notwithstanding that the junction is already over capacity, suitable mitigation measures can be implemented to enable the junction to operate within capacity post development.

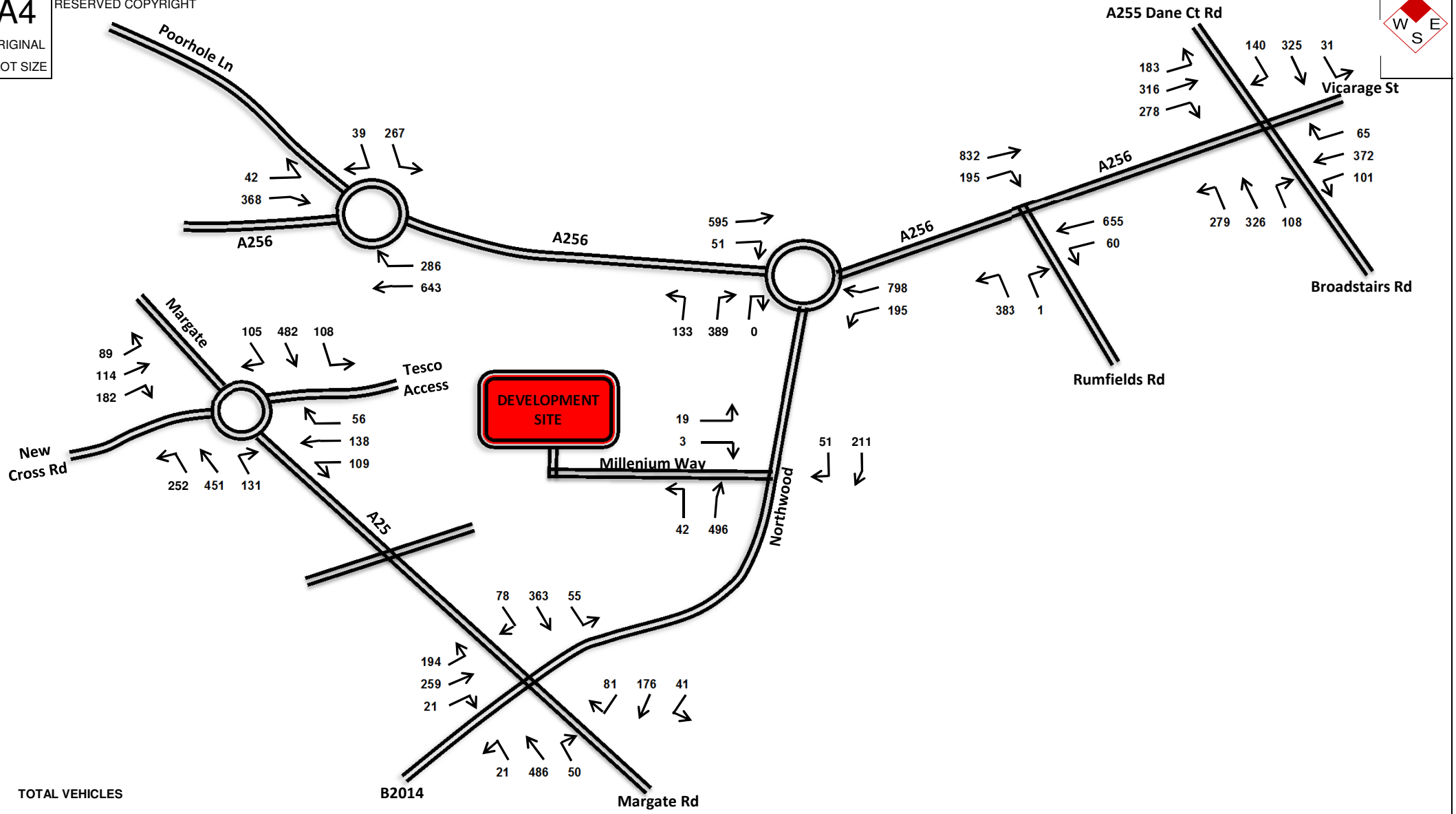
8.5 Additional mitigation measures could be implemented at the Millennium Way / Northwood Road junction which could further reduce traffic using the A256 Westwood Road / Northwood Road roundabout, particularly u-turners.

Conclusion

8.6 It is therefore considered that the proposed development site is located in a sustainable location which is accessible through walking, cycling and public transport services and is likely to result in a minimal impact on the local highway network. Where there is an impact on local junctions then suitable mitigation measures could be provided.

FIGURES

A4
ORIGINAL
PLOT SIZE



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AM 2018 Survey Count Flows (08:00 - 09:00)

Prepared By:	Checked By:	Approved By:
TP	DF	DF

Project No:	Figure No:	Revision:
1709-33	5.1	-

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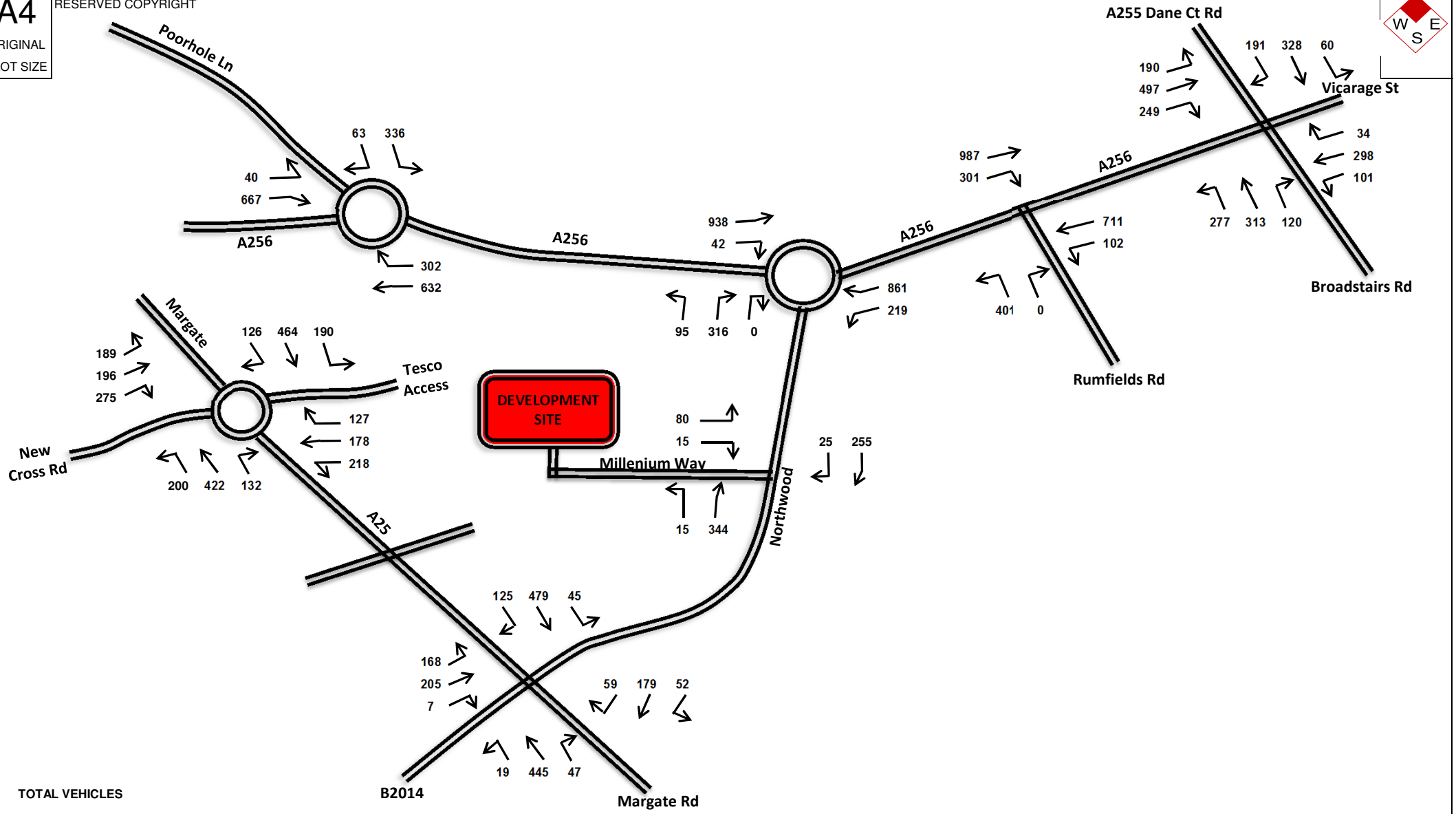
PLOT SIZE



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PM 2018 Survey Count Flows (16:30 - 17:30)

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TP	DF	DF

Project No:	Figure No:	Revision:
1709-33	5.2	-

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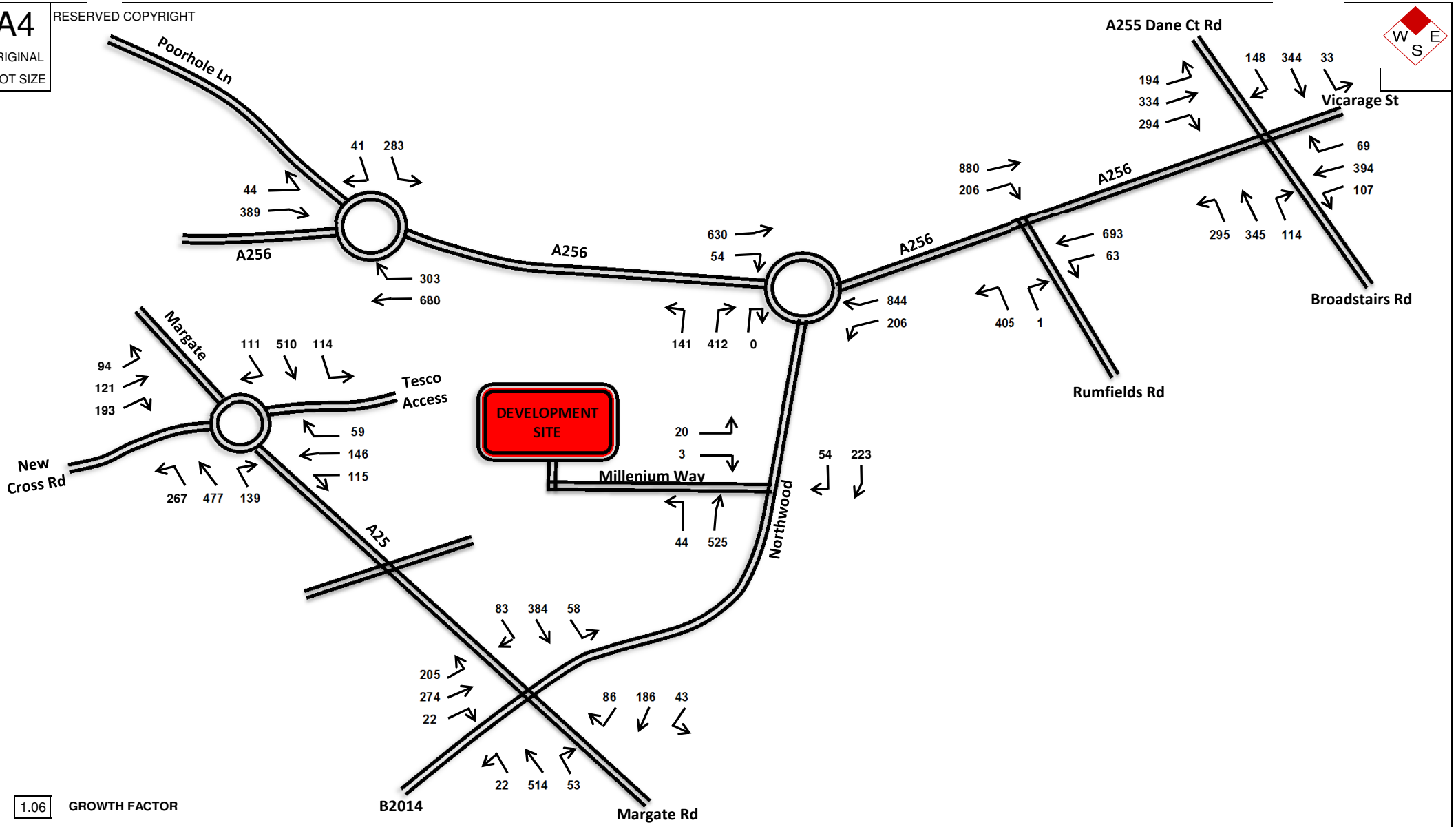

1.06 GROWTH FACTOR

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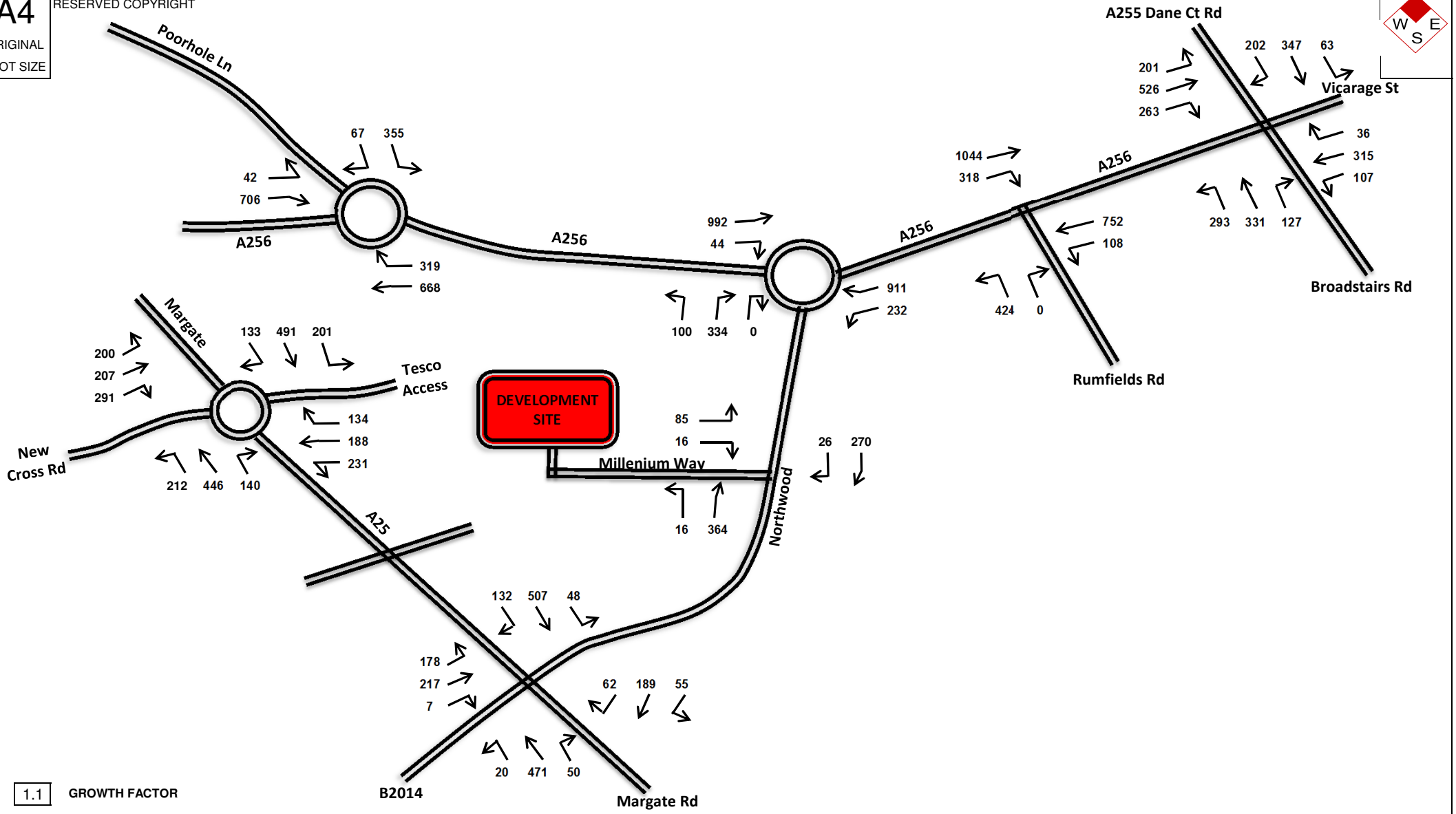
Project No:	Figure No:	Revision:
1709-33	5.3	-

A4
ORIGINAL
PLOT SIZE



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PM 2022 Base

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Project No:	Figure No:	Revision:
1709-33	5.4	-

A4
ORIGINAL
PLOT SIZE

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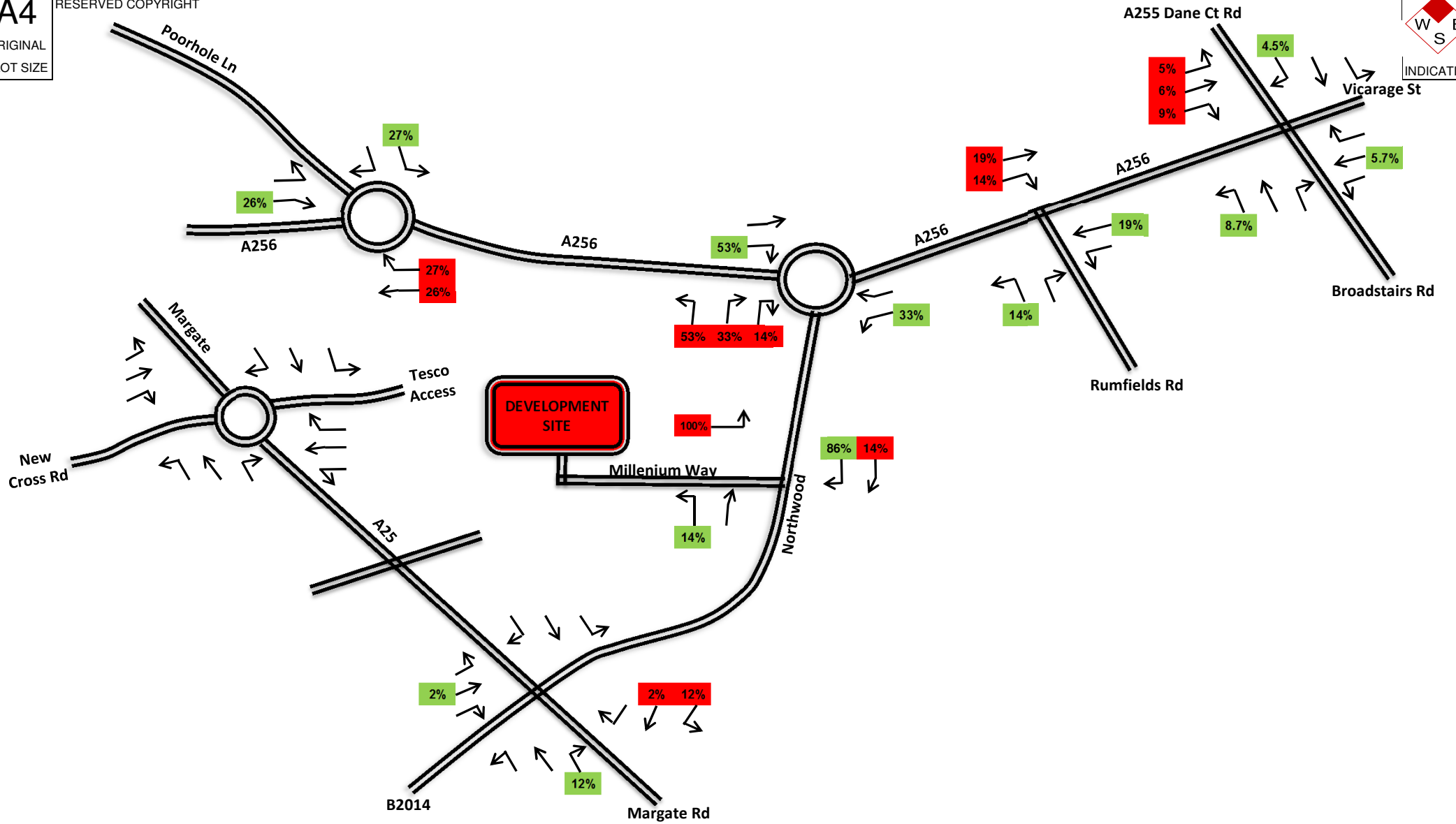

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Traffic Distribution from Site

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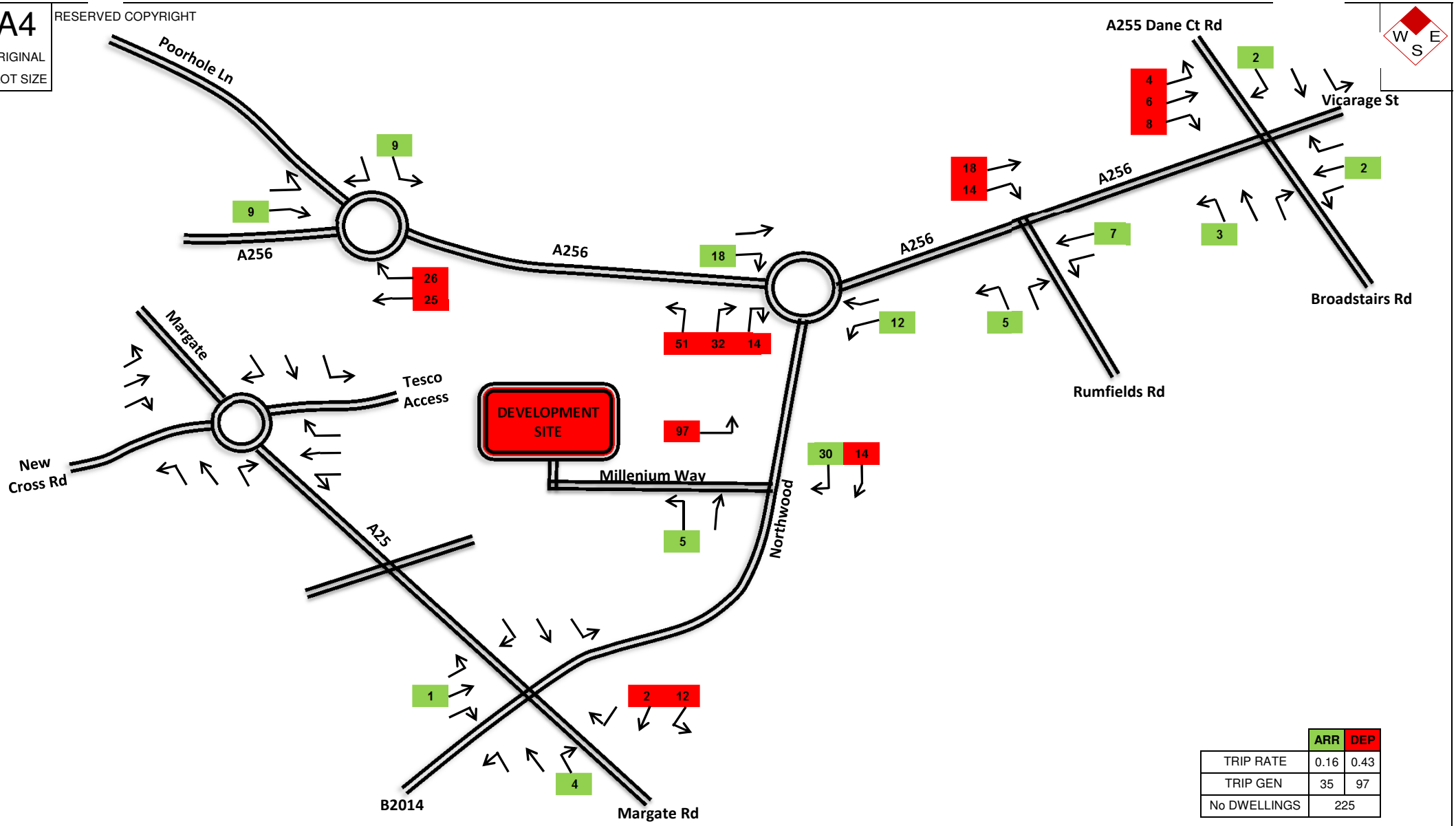
Project No:	Figure No:	Revision:
1709-33	5.5	-

A4
ORIGINAL
PLOT SIZE



	ARR	DEP
TRIP RATE	0.16	0.43
TRIP GEN	35	97
No DWELLINGS	225	

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AM Development Traffic

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Project No:	Figure No:	Revision:
1709-33	5.6	-

A4
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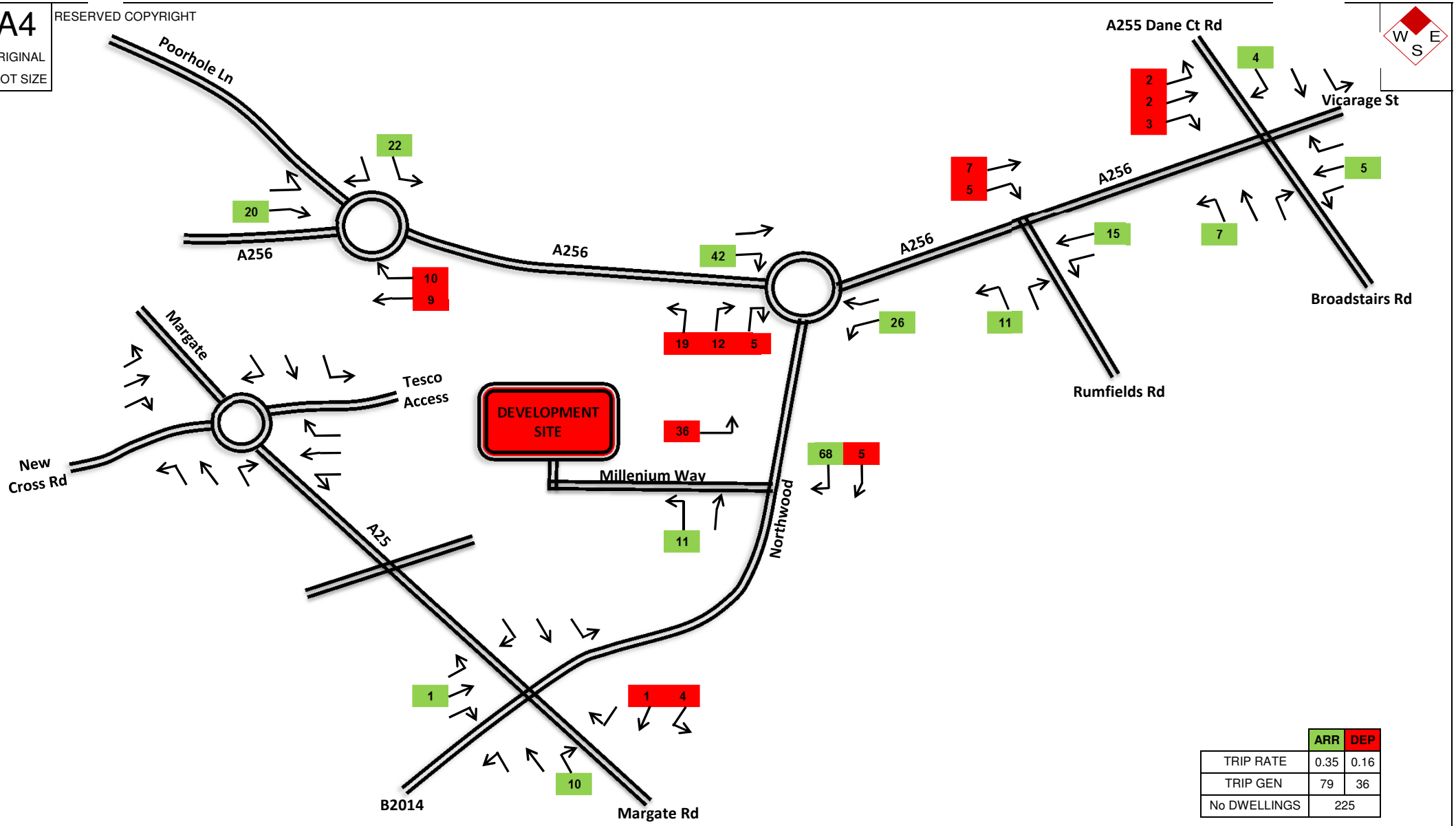
PLOT SIZE



	ARR	DEP
TRIP RATE	0.35	0.16
TRIP GEN	79	36
No DWELLINGS	225	

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PM Development Traffic

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Project No:	Figure No:	Revision:
1709-33	5.7	-

A4
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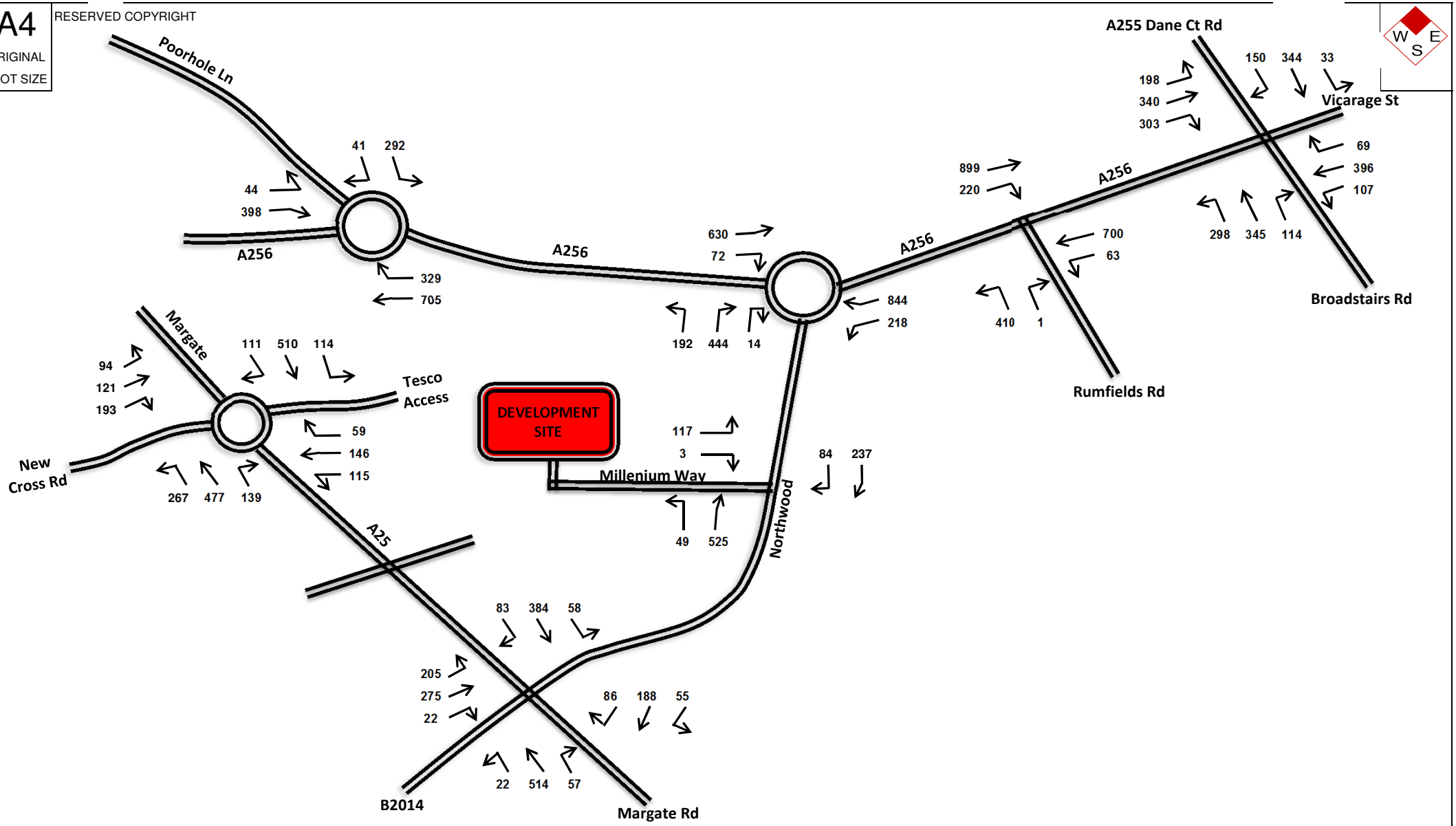
PLOT SIZE



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AM 2022 Design	Prepared By: **TP**	Checked By: **DF**	Approved By: **DF**
	Project No: **1709-33**	Figure No: **5.8**	Revision: **-**

A4
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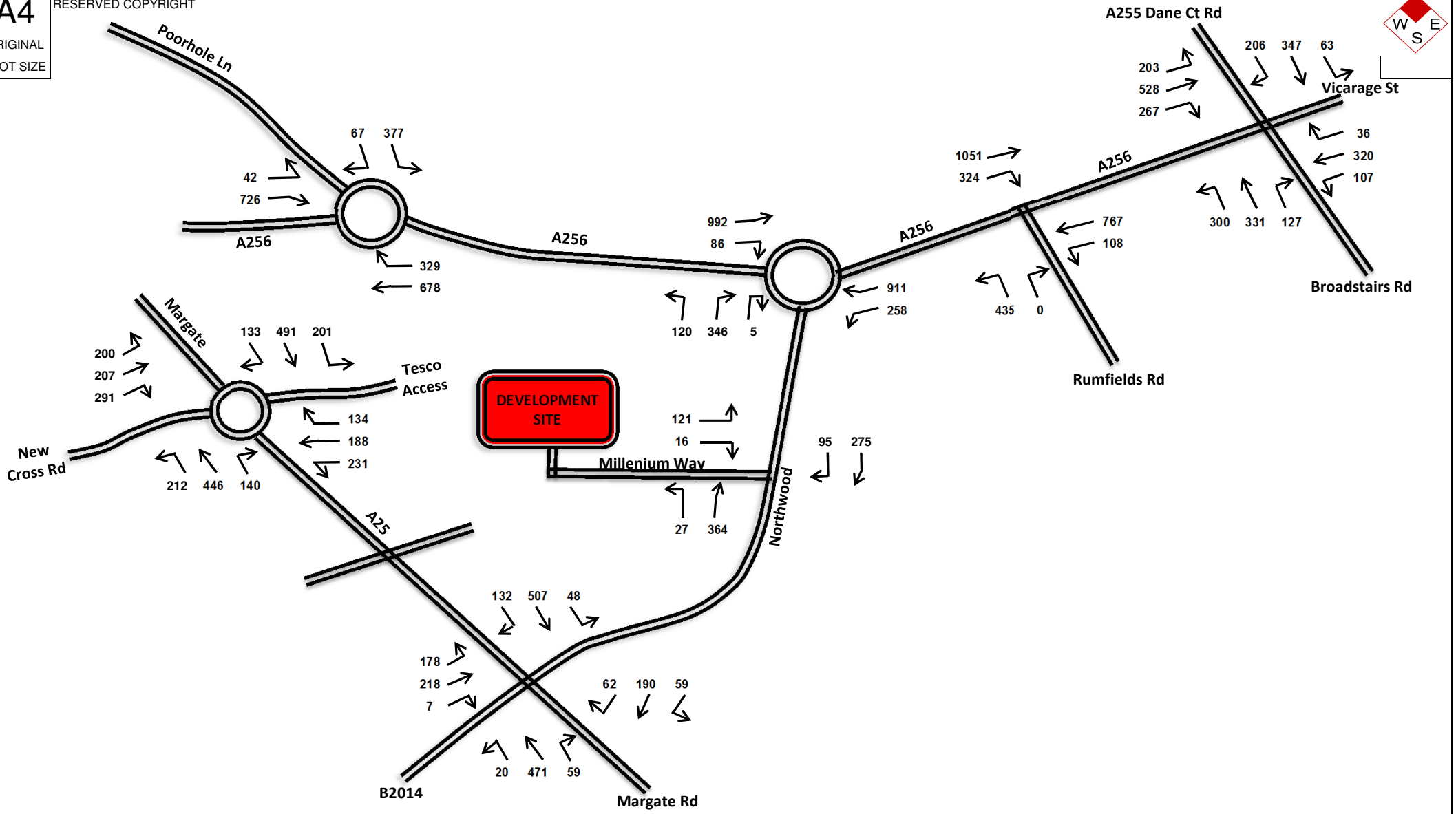

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PM 2022 Design	Prepared By: **TP**	Checked By: **DF**	Approved By: **DF**
	Project No: **1709-33**	Figure No: **5.9**	Revision: **-**

APPENDIX A

Thanet - Manual Traffic Survey, Thursday 22nd February 2018

Junction: (1) A254 Margate Road / Northwood Road / B2014 Newington Road

Approach: A254 Margate Road (North)

	Left to Northwood Road								Ahead to A254 Margate Road (South)								Right to B2014 Newington Road							
TIME	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
0700 - 0715	0	0	0	1	0	0	1	**2**	0	0	26	6	0	1	5	**38**	0	0	10	2	0	0	0	**12**
0715 - 0730	0	0	2	3	0	0	0	**5**	1	1	28	16	0	0	4	**50**	0	0	8	1	0	0	0	**9**
0730 - 0745	0	0	2	0	0	0	0	**2**	0	0	54	18	0	0	7	**79**	0	0	16	5	0	0	1	**22**
0745 - 0800	0	0	3	1	0	0	0	**4**	0	0	67	19	0	0	4	**90**	0	0	11	5	0	0	0	**16**
Hourly Total	**0**	**0**	**7**	**5**	**0**	**0**	**1**	**13**	**1**	**1**	**175**	**59**	**0**	**1**	**20**	**257**	**0**	**0**	**45**	**13**	**0**	**0**	**1**	**59**
0800 - 0815	0	0	9	0	0	0	0	**9**	0	0	68	16	2	0	3	**89**	0	0	13	7	0	0	0	**20**
0815 - 0830	0	0	15	1	0	0	0	**16**	1	1	85	11	0	0	2	**100**	0	0	16	4	0	0	0	**20**
0830 - 0845	0	0	12	2	0	0	0	**14**	0	0	66	19	3	0	2	**90**	0	0	19	3	0	0	0	**22**
0845 - 0900	0	0	15	0	0	0	1	**16**	0	2	61	16	0	0	5	**84**	0	0	14	2	0	0	0	**16**
Hourly Total	**0**	**0**	**51**	**3**	**0**	**0**	**1**	**55**	**1**	**3**	**280**	**62**	**5**	**0**	**12**	**363**	**0**	**0**	**62**	**16**	**0**	**0**	**0**	**78**
0900 - 0915	0	0	4	1	0	0	1	**6**	1	1	64	13	3	1	3	**86**	0	0	15	4	0	0	0	**19**
0915 - 0930	0	0	1	3	0	0	0	**4**	0	0	64	14	2	0	6	**86**	1	0	14	3	0	0	0	**18**
0930 - 0945	0	0	9	1	0	0	0	**10**	1	0	65	15	0	0	4	**85**	0	0	24	3	0	0	0	**27**
0945 - 1000	0	0	6	3	0	0	0	**9**	0	1	83	14	1	0	4	**103**	0	1	20	2	0	0	0	**23**
Hourly Total	**0**	**0**	**20**	**8**	**0**	**0**	**1**	**29**	**2**	**2**	**276**	**56**	**6**	**1**	**17**	**360**	**1**	**1**	**73**	**12**	**0**	**0**	**0**	**87**
Session Total	**0**	**0**	**78**	**16**	**0**	**0**	**3**	**97**	**4**	**6**	**731**	**177**	**11**	**2**	**49**	**980**	**1**	**1**	**180**	**41**	**0**	**0**	**1**	**224**
1600 - 1615	0	0	6	3	0	0	0	**9**	1	0	102	7	1	0	3	**114**	0	0	20	5	0	0	0	**25**
1615 - 1630	1	0	5	1	0	0	0	**7**	0	0	97	8	0	0	4	**109**	0	0	29	1	0	0	0	**30**
1630 - 1645	0	0	14	3	0	0	0	**17**	1	0	83	7	1	0	2	**94**	0	0	32	5	0	0	0	**37**
1645 - 1700	0	0	4	1	1	0	1	**7**	0	1	105	9	0	0	5	**120**	0	0	16	3	0	0	0	**19**
Hourly Total	**1**	**0**	**29**	**8**	**1**	**0**	**1**	**40**	**2**	**1**	**387**	**31**	**2**	**0**	**14**	**437**	**0**	**0**	**97**	**14**	**0**	**0**	**0**	**111**
1700 - 1715	0	0	5	0	0	0	0	**5**	1	3	131	8	0	0	4	**147**	0	0	35	2	0	0	0	**37**
1715 - 1730	0	0	14	1	0	0	1	**16**	1	0	106	9	0	0	2	**118**	0	0	26	6	0	0	0	**32**
1730 - 1745	0	0	10	2	0	0	0	**12**	0	2	98	13	0	0	3	**116**	0	1	30	2	0	0	0	**33**
1745 - 1800	0	0	5	1	0	0	0	**6**	0	1	112	6	0	0	5	**124**	0	0	26	3	0	0	0	**29**
Hourly Total	**0**	**0**	**34**	**4**	**0**	**0**	**1**	**39**	**2**	**6**	**447**	**36**	**0**	**0**	**14**	**505**	**0**	**1**	**117**	**13**	**0**	**0**	**0**	**131**
1800 - 1815	0	0	1	0	0	0	0	**1**	0	1	85	14	0	0	1	**101**	0	0	33	4	0	0	0	**37**
1815 - 1830	0	0	7	0	0	0	0	**7**	0	0	89	6	0	0	3	**98**	0	1	29	2	0	0	0	**32**
1830 - 1845	0	0	2	0	0	0	0	**2**	1	2	88	9	0	0	3	**103**	0	0	20	3	0	0	0	**23**
1845 - 1900	0	0	3	0	0	0	0	**3**	1	0	92	9	0	0	2	**104**	0	1	23	4	0	0	0	**28**
Hourly Total	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**13**	**2**	**3**	**354**	**38**	**0**	**0**	**9**	**406**	**0**	**2**	**105**	**13**	**0**	**0**	**0**	**120**
Session Total	**1**	**0**	**76**	**12**	**1**	**0**	**2**	**92**	**6**	**10**	**1188**	**105**	**2**	**0**	**37**	**1348**	**0**	**3**	**319**	**40**	**0**	**0**	**0**	**362**

Thanet - Manual Traffic Survey, Thursday 22nd February 2018

Junction: (1) A254 Margate Road / Northwood Road / B2014 Newington Road

Approach: Northwood Road

	Left to A254 Margate Road (South)								Ahead to B2014 Newington Road								Right to A254 Margate Road (North)							
TIME	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
0700 - 0715	0	0	5	1	0	0	0	**6**	0	0	17	5	0	1	0	**23**	0	0	3	1	0	0	0	**4**
0715 - 0730	0	0	4	0	0	0	0	**4**	0	0	14	3	0	0	0	**17**	0	0	5	1	0	0	0	**6**
0730 - 0745	0	0	8	2	1	0	0	**11**	0	0	27	2	0	0	0	**29**	0	0	6	3	0	0	0	**9**
0745 - 0800	0	0	7	0	0	0	0	**7**	0	0	40	10	0	0	0	**50**	0	0	12	1	0	0	0	**13**
Hourly Total	**0**	**0**	**24**	**3**	**1**	**0**	**0**	**28**	**0**	**0**	**98**	**20**	**0**	**1**	**0**	**119**	**0**	**0**	**26**	**6**	**0**	**0**	**0**	**32**
0800 - 0815	0	0	9	0	0	0	0	**9**	0	0	41	4	0	0	0	**45**	1	0	14	1	0	0	0	**16**
0815 - 0830	0	0	8	1	0	0	0	**9**	0	0	35	4	0	0	0	**39**	0	1	12	5	0	0	0	**18**
0830 - 0845	0	0	14	0	0	0	0	**14**	0	0	42	10	0	0	1	**53**	0	0	20	2	0	0	0	**22**
0845 - 0900	0	0	8	1	0	0	0	**9**	0	0	30	9	0	0	0	**39**	0	0	21	3	0	0	1	**25**
Hourly Total	**0**	**0**	**39**	**2**	**0**	**0**	**0**	**41**	**0**	**0**	**148**	**27**	**0**	**0**	**1**	**176**	**1**	**1**	**67**	**11**	**0**	**0**	**1**	**81**
0900 - 0915	0	0	11	2	0	0	0	**13**	0	0	21	1	0	0	1	**23**	0	0	11	5	0	0	1	**17**
0915 - 0930	0	0	13	4	0	0	0	**17**	0	0	23	8	0	0	0	**31**	1	0	20	0	0	0	0	**21**
0930 - 0945	0	0	9	1	0	0	0	**10**	1	0	19	1	1	0	0	**22**	0	0	9	2	0	0	0	**11**
0945 - 1000	0	0	18	0	0	0	0	**18**	1	0	21	3	1	0	0	**26**	0	0	13	3	0	0	1	**17**
Hourly Total	**0**	**0**	**51**	**7**	**0**	**0**	**0**	**58**	**2**	**0**	**84**	**13**	**2**	**0**	**1**	**102**	**1**	**0**	**53**	**10**	**0**	**0**	**2**	**66**
Session Total	**0**	**0**	**114**	**12**	**1**	**0**	**0**	**127**	**2**	**0**	**330**	**60**	**2**	**1**	**2**	**397**	**2**	**1**	**146**	**27**	**0**	**0**	**3**	**179**
1600 - 1615	0	0	9	2	0	0	0	**11**	0	0	34	5	1	0	0	**40**	1	0	9	0	0	0	0	**10**
1615 - 1630	0	1	13	2	0	0	0	**16**	0	1	34	2	0	0	0	**37**	0	0	11	2	0	0	0	**13**
1630 - 1645	0	0	18	1	0	0	0	**19**	0	0	40	2	0	0	1	**43**	0	0	7	0	0	0	1	**8**
1645 - 1700	0	0	8	1	0	0	0	**9**	0	0	32	5	0	0	0	**37**	0	0	14	0	0	0	2	**16**
Hourly Total	**0**	**1**	**48**	**6**	**0**	**0**	**0**	**55**	**0**	**1**	**140**	**14**	**1**	**0**	**1**	**157**	**1**	**0**	**41**	**2**	**0**	**0**	**3**	**47**
1700 - 1715	0	0	9	0	0	0	0	**9**	1	0	50	5	0	0	0	**56**	0	0	19	3	0	0	0	**22**
1715 - 1730	0	0	15	0	0	0	0	**15**	2	1	36	4	0	0	0	**43**	0	0	10	3	0	0	0	**13**
1730 - 1745	0	0	10	0	0	0	0	**10**	0	0	32	4	0	0	0	**36**	0	1	19	2	0	0	1	**23**
1745 - 1800	0	0	8	0	0	0	0	**8**	0	0	27	6	0	0	0	**33**	0	0	7	1	0	0	1	**9**
Hourly Total	**0**	**0**	**42**	**0**	**0**	**0**	**0**	**42**	**3**	**1**	**145**	**19**	**0**	**0**	**0**	**168**	**0**	**1**	**55**	**9**	**0**	**0**	**2**	**67**
1800 - 1815	0	1	10	2	0	0	0	**13**	0	0	32	2	0	0	0	**34**	0	0	8	2	0	0	1	**11**
1815 - 1830	0	0	11	1	0	0	0	**12**	1	0	26	0	0	0	0	**27**	0	0	4	0	0	0	0	**4**
1830 - 1845	0	0	6	0	0	0	0	**6**	0	0	20	3	1	0	0	**24**	0	0	6	1	0	0	1	**8**
1845 - 1900	0	0	5	0	0	0	0	**5**	0	0	22	0	0	0	0	**22**	0	0	7	1	0	0	0	**8**
Hourly Total	**0**	**1**	**32**	**3**	**0**	**0**	**0**	**36**	**1**	**0**	**100**	**5**	**1**	**0**	**0**	**107**	**0**	**0**	**25**	**4**	**0**	**0**	**2**	**31**
Session Total	**0**	**2**	**122**	**9**	**0**	**0**	**0**	**133**	**4**	**2**	**385**	**38**	**2**	**0**	**1**	**432**	**1**	**1**	**121**	**15**	**0**	**0**	**7**	**145**

Thanet - Manual Traffic Survey, Thursday 22nd February 2018

Junction: (1) A254 Margate Road / Northwood Road / B2014 Newington Road

Approach: A254 Margate Road (South)

	Left to B2014 Newington Road								Ahead to A254 Margate Road (North)								Right to Northwood Road								
TIME	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	P/CYCLE
0700 - 0715	0	0	1	1	0	0	0	**2**	0	1	33	7	0	1	2	**44**	0	0	5	1	0	0	0	**6**	0
0715 - 0730	0	0	2	0	0	0	0	**2**	0	1	54	12	0	0	2	**69**	0	0	5	0	0	0	0	**5**	0
0730 - 0745	0	0	3	0	0	0	0	**3**	0	1	59	11	0	0	0	**71**	0	0	2	1	0	0	0	**3**	0
0745 - 0800	0	0	2	0	0	0	0	**2**	0	1	61	13	0	0	3	**78**	0	0	10	1	0	0	0	**11**	0
Hourly Total	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**9**	**0**	**4**	**207**	**43**	**0**	**1**	**7**	**262**	**0**	**0**	**22**	**3**	**0**	**0**	**0**	**25**	**0**
0800 - 0815	0	0	2	0	0	0	0	**2**	0	0	75	20	1	1	3	**100**	0	0	11	1	0	0	0	**12**	0
0815 - 0830	0	0	3	0	0	0	0	**3**	1	1	114	14	0	0	2	**132**	0	0	17	0	0	0	1	**18**	0
0830 - 0845	0	0	6	0	0	0	0	**6**	2	3	103	15	0	0	4	**127**	0	0	10	1	0	0	1	**12**	0
0845 - 0900	0	0	8	2	0	0	0	**10**	0	1	106	14	2	1	3	**127**	0	0	8	0	0	0	0	**8**	0
Hourly Total	**0**	**0**	**19**	**2**	**0**	**0**	**0**	**21**	**3**	**5**	**398**	**63**	**3**	**2**	**12**	**486**	**0**	**0**	**46**	**2**	**0**	**0**	**2**	**50**	**0**
0900 - 0915	0	0	0	0	0	0	0	**0**	0	1	100	11	1	0	5	**118**	0	0	13	0	0	0	0	**13**	0
0915 - 0930	0	0	2	0	0	0	0	**2**	0	0	91	10	0	0	1	**102**	0	0	12	3	0	0	0	**15**	0
0930 - 0945	0	0	3	0	0	0	0	**3**	0	0	80	14	1	0	6	**101**	0	0	4	1	0	0	0	**5**	0
0945 - 1000	0	0	2	1	0	0	0	**3**	0	0	83	19	1	0	3	**106**	0	0	4	1	0	0	0	**5**	0
Hourly Total	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**8**	**0**	**1**	**354**	**54**	**3**	**0**	**15**	**427**	**0**	**0**	**33**	**5**	**0**	**0**	**0**	**38**	**0**
Session Total	**0**	**0**	**34**	**4**	**0**	**0**	**0**	**38**	**3**	**10**	**959**	**160**	**6**	**3**	**34**	**1175**	**0**	**0**	**101**	**10**	**0**	**0**	**2**	**113**	**0**
1600 - 1615	0	0	3	1	0	0	0	**4**	1	1	91	16	0	0	2	**111**	0	0	9	2	0	0	0	**11**	0
1615 - 1630	0	0	3	1	0	0	0	**4**	0	1	92	10	0	0	5	**108**	0	0	9	1	0	0	0	**10**	0
1630 - 1645	0	0	5	3	0	0	0	**8**	3	1	103	7	0	0	4	**118**	0	0	10	2	0	0	0	**12**	0
1645 - 1700	0	0	2	0	0	0	0	**2**	0	1	93	6	0	0	3	**103**	0	0	11	1	0	0	0	**12**	0
Hourly Total	**0**	**0**	**13**	**5**	**0**	**0**	**0**	**18**	**4**	**4**	**379**	**39**	**0**	**0**	**14**	**440**	**0**	**0**	**39**	**6**	**0**	**0**	**0**	**45**	**0**
1700 - 1715	0	0	6	1	0	0	0	**7**	0	0	100	11	0	0	4	**115**	1	0	8	1	0	0	0	**10**	0
1715 - 1730	0	0	2	0	0	0	0	**2**	0	0	101	5	0	0	3	**109**	0	0	11	2	0	0	0	**13**	0
1730 - 1745	0	0	4	0	0	0	0	**4**	1	1	78	9	0	0	6	**95**	0	0	13	0	0	0	0	**13**	0
1745 - 1800	0	0	2	0	0	0	0	**2**	0	2	98	9	0	0	3	**112**	0	0	10	0	0	0	0	**10**	0
Hourly Total	**0**	**0**	**14**	**1**	**0**	**0**	**0**	**15**	**1**	**3**	**377**	**34**	**0**	**0**	**16**	**431**	**1**	**0**	**42**	**3**	**0**	**0**	**0**	**46**	**0**
1800 - 1815	1	0	2	0	0	0	0	**3**	0	0	91	10	0	0	5	**106**	0	0	9	0	0	0	0	**9**	0
1815 - 1830	2	0	7	1	0	0	0	**10**	0	0	77	12	0	0	3	**92**	0	0	8	0	0	0	0	**8**	0
1830 - 1845	0	0	1	0	0	0	0	**1**	0	0	79	9	0	0	4	**92**	0	0	8	0	0	0	0	**8**	0
1845 - 1900	0	0	3	0	0	0	0	**3**	0	1	81	12	0	0	2	**96**	0	0	6	1	0	0	0	**7**	0
Hourly Total	**3**	**0**	**13**	**1**	**0**	**0**	**0**	**17**	**0**	**1**	**328**	**43**	**0**	**0**	**14**	**386**	**0**	**0**	**31**	**1**	**0**	**0**	**0**	**32**	**0**
Session Total	**3**	**0**	**40**	**7**	**0**	**0**	**0**	**50**	**5**	**8**	**1084**	**116**	**0**	**0**	**44**	**1257**	**1**	**0**	**112**	**10**	**0**	**0**	**0**	**123**	**0**

Thanet - Manual Traffic Survey, Thursday 22nd February 2018

Junction: (1) A254 Margate Road / Northwood Road / B2014 Newington Road

Approach: B2014 Newington Road

	Left to A254 Margate Road (North)								Ahead to Northwood Road								Right to A254 Margate Road (South)							
TIME	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
0700 - 0715	0	0	16	3	0	0	0	**19**	1	0	15	4	0	0	0	**20**	0	1	2	0	0	0	0	**3**
0715 - 0730	0	0	18	8	0	0	0	**26**	0	0	19	6	0	0	0	**25**	0	0	2	0	0	0	0	**2**
0730 - 0745	0	0	36	7	0	0	0	**43**	0	0	41	4	0	0	0	**45**	0	0	1	1	0	0	0	**2**
0745 - 0800	1	0	33	13	1	0	1	**49**	0	0	53	8	0	0	0	**61**	0	0	3	0	0	0	0	**3**
Hourly Total	**1**	**0**	**103**	**31**	**1**	**0**	**1**	**137**	**1**	**0**	**128**	**22**	**0**	**0**	**0**	**151**	**0**	**1**	**8**	**1**	**0**	**0**	**0**	**10**
0800 - 0815	0	0	31	5	1	0	0	**37**	1	0	70	4	0	0	0	**75**	0	0	2	0	0	0	0	**2**
0815 - 0830	0	0	40	3	1	0	0	**44**	0	0	68	2	0	0	1	**71**	0	0	1	0	0	0	0	**1**
0830 - 0845	0	0	36	3	0	0	0	**39**	2	0	46	3	0	0	1	**52**	0	0	10	0	0	0	0	**10**
0845 - 0900	0	0	67	7	0	0	0	**74**	2	0	57	2	0	0	0	**61**	0	0	6	2	0	0	0	**8**
Hourly Total	**0**	**0**	**174**	**18**	**2**	**0**	**0**	**194**	**5**	**0**	**241**	**11**	**0**	**0**	**2**	**259**	**0**	**0**	**19**	**2**	**0**	**0**	**0**	**21**
0900 - 0915	0	0	45	6	1	0	0	**52**	1	0	41	9	0	0	0	**51**	0	0	3	0	1	0	0	**4**
0915 - 0930	0	0	30	3	0	0	0	**33**	0	0	26	1	1	0	0	**28**	0	0	5	2	0	0	0	**7**
0930 - 0945	0	0	42	4	1	1	0	**48**	2	0	31	3	1	0	0	**37**	0	0	2	1	0	0	0	**3**
0945 - 1000	0	0	28	6	1	0	0	**35**	0	0	30	3	0	0	1	**34**	0	0	3	1	0	0	0	**4**
Hourly Total	**0**	**0**	**145**	**19**	**3**	**1**	**0**	**168**	**3**	**0**	**128**	**16**	**2**	**0**	**1**	**150**	**0**	**0**	**13**	**4**	**1**	**0**	**0**	**18**
Session Total	**1**	**0**	**422**	**68**	**6**	**1**	**1**	**499**	**9**	**0**	**497**	**49**	**2**	**0**	**3**	**560**	**0**	**1**	**40**	**7**	**1**	**0**	**0**	**49**
1600 - 1615	0	0	27	5	0	0	0	**32**	0	0	30	2	0	0	0	**32**	0	0	3	0	0	0	0	**3**
1615 - 1630	0	0	35	1	0	0	1	**37**	0	1	37	10	0	0	1	**49**	0	0	1	2	0	0	0	**3**
1630 - 1645	2	0	31	4	1	0	0	**38**	0	0	46	4	0	0	0	**50**	0	0	1	0	0	0	0	**1**
1645 - 1700	0	0	52	3	0	0	0	**55**	1	0	46	8	0	0	0	**55**	0	0	2	0	0	0	0	**2**
Hourly Total	**2**	**0**	**145**	**13**	**1**	**0**	**1**	**162**	**1**	**1**	**159**	**24**	**0**	**0**	**1**	**186**	**0**	**0**	**7**	**2**	**0**	**0**	**0**	**9**
1700 - 1715	0	1	40	4	0	0	0	**45**	0	0	40	4	0	0	0	**44**	0	0	0	1	0	0	0	**1**
1715 - 1730	0	0	28	2	0	0	0	**30**	0	0	47	9	0	0	0	**56**	0	1	2	0	0	0	0	**3**
1730 - 1745	0	0	40	2	0	0	0	**42**	0	0	41	3	0	0	0	**44**	0	0	7	0	0	0	0	**7**
1745 - 1800	0	0	39	1	0	0	0	**40**	0	0	29	4	0	0	0	**33**	0	0	1	1	0	0	0	**2**
Hourly Total	**0**	**1**	**147**	**9**	**0**	**0**	**0**	**157**	**0**	**0**	**157**	**20**	**0**	**0**	**0**	**177**	**0**	**1**	**10**	**2**	**0**	**0**	**0**	**13**
1800 - 1815	0	0	35	2	0	0	0	**37**	0	0	24	3	0	0	0	**27**	0	0	2	0	0	0	0	**2**
1815 - 1830	0	0	37	1	0	0	0	**38**	0	0	19	3	0	0	0	**22**	0	0	1	1	0	0	0	**2**
1830 - 1845	0	1	42	1	0	0	0	**44**	0	1	31	4	0	0	0	**36**	0	0	0	0	0	0	0	**0**
1845 - 1900	0	0	27	5	0	0	0	**32**	0	0	32	0	0	0	0	**32**	0	0	2	0	0	0	0	**2**
Hourly Total	**0**	**1**	**141**	**9**	**0**	**0**	**0**	**151**	**0**	**1**	**106**	**10**	**0**	**0**	**0**	**117**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**6**
Session Total	**2**	**2**	**433**	**31**	**1**	**0**	**1**	**470**	**1**	**2**	**422**	**54**	**0**	**0**	**1**	**480**	**0**	**1**	**22**	**5**	**0**	**0**	**0**	**28**

Thanet - Manual Traffic Survey, Thursday 22nd February 2018

Junction: (2) A254 Margate Road / Tesco Extra / New Cross Road

Approach: A254 Margate Road (North)

	Left to Tesco Extra								Ahead to A254 Margate Road (South)								Right to New Cross Road								U-Turn							
TIME	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	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	8	7	0	0	1	**16**	1	0	22	6	0	0	2	**31**	0	0	20	1	0	0	0	**21**	0	0	0	0	1	0	0	**1**
0715 - 0730	0	0	11	6	0	0	0	**17**	0	0	23	17	0	0	2	**42**	0	0	17	3	1	0	0	**21**	0	0	0	1	0	0	0	**1**
0730 - 0745	0	0	15	5	0	0	1	**21**	0	0	49	12	0	0	3	**64**	0	0	23	3	0	0	0	**26**	0	0	1	2	0	0	0	**3**
0745 - 0800	0	0	23	4	0	0	0	**27**	0	0	75	15	0	0	1	**91**	0	1	23	2	0	0	0	**26**	0	0	4	0	0	0	0	**4**
Hourly Total	**0**	**0**	**57**	**22**	**0**	**0**	**2**	**81**	**1**	**0**	**169**	**50**	**0**	**0**	**8**	**228**	**0**	**1**	**83**	**9**	**1**	**0**	**0**	**94**	**0**	**0**	**5**	**3**	**1**	**0**	**0**	**9**
0800 - 0815	0	0	21	4	0	0	1	**26**	0	0	87	15	2	0	4	**108**	0	0	23	4	0	0	0	**27**	0	0	3	0	0	0	0	**3**
0815 - 0830	0	0	22	2	0	1	0	**25**	1	1	139	13	0	0	1	**155**	0	1	25	1	0	0	0	**27**	0	0	2	0	0	0	0	**2**
0830 - 0845	0	0	21	1	0	0	1	**23**	0	0	103	24	1	0	5	**133**	0	0	24	5	1	0	0	**30**	0	0	2	0	0	0	0	**2**
0845 - 0900	0	0	33	1	0	0	0	**34**	0	2	72	6	0	0	6	**86**	0	0	19	2	0	0	0	**21**	0	0	11	0	0	0	0	**11**
Hourly Total	**0**	**0**	**97**	**8**	**0**	**1**	**2**	**108**	**1**	**3**	**401**	**58**	**3**	**0**	**16**	**482**	**0**	**1**	**91**	**12**	**1**	**0**	**0**	**105**	**0**	**0**	**18**	**0**	**0**	**0**	**0**	**18**
0900 - 0915	0	0	38	3	0	0	2	**43**	0	1	62	16	2	1	4	**86**	0	0	28	5	0	0	0	**33**	0	0	16	0	0	0	0	**16**
0915 - 0930	0	0	33	4	0	0	0	**37**	0	0	58	16	2	0	4	**80**	0	0	32	4	0	0	0	**36**	0	0	13	0	0	0	0	**13**
0930 - 0945	0	0	46	4	0	0	1	**51**	0	0	54	16	0	0	4	**74**	0	0	26	2	0	0	0	**28**	0	0	7	0	0	0	0	**7**
0945 - 1000	0	0	42	1	0	0	0	**43**	0	2	62	9	1	0	4	**78**	0	0	29	2	0	0	0	**31**	0	0	4	0	0	0	0	**4**
Hourly Total	**0**	**0**	**159**	**12**	**0**	**0**	**3**	**174**	**0**	**3**	**236**	**57**	**5**	**1**	**16**	**318**	**0**	**0**	**115**	**13**	**0**	**0**	**0**	**128**	**0**	**0**	**40**	**0**	**0**	**0**	**0**	**40**
Session Total	**0**	**0**	**313**	**42**	**0**	**1**	**7**	**363**	**2**	**6**	**806**	**165**	**8**	**1**	**40**	**1028**	**0**	**2**	**289**	**34**	**2**	**0**	**0**	**327**	**0**	**0**	**63**	**3**	**1**	**0**	**0**	**67**
1600 - 1615	0	0	49	3	0	0	0	**52**	0	1	101	10	1	0	3	**116**	0	0	31	0	0	0	0	**31**	0	0	10	0	0	0	0	**10**
1615 - 1630	0	0	36	2	1	0	1	**40**	0	0	86	9	0	0	4	**99**	0	0	25	1	0	0	0	**26**	0	0	10	1	0	0	0	**11**
1630 - 1645	0	0	42	2	0	0	1	**45**	0	1	84	10	0	0	4	**99**	0	0	27	2	0	0	0	**29**	0	0	11	1	0	0	0	**12**
1645 - 1700	0	0	44	6	0	0	1	**51**	0	0	84	20	0	0	7	**111**	0	0	25	1	0	0	0	**26**	0	0	5	0	0	0	0	**5**
Hourly Total	**0**	**0**	**171**	**13**	**1**	**0**	**3**	**188**	**0**	**2**	**355**	**49**	**1**	**0**	**18**	**425**	**0**	**0**	**108**	**4**	**0**	**0**	**0**	**112**	**0**	**0**	**36**	**2**	**0**	**0**	**0**	**38**
1700 - 1715	0	0	43	4	0	0	1	**48**	0	3	118	10	0	0	3	**134**	0	0	41	3	0	0	0	**44**	0	0	11	0	0	0	0	**11**
1715 - 1730	0	0	41	4	0	0	1	**46**	0	0	106	11	0	0	3	**120**	0	0	25	2	0	0	0	**27**	0	0	9	0	0	0	0	**9**
1730 - 1745	0	0	31	2	0	0	0	**33**	0	0	110	16	0	0	3	**129**	0	0	32	2	0	0	0	**34**	0	0	5	0	0	0	0	**5**
1745 - 1800	0	0	43	2	0	0	1	**46**	0	1	80	10	0	0	6	**97**	0	0	40	2	0	0	0	**42**	0	0	7	0	0	0	0	**7**
Hourly Total	**0**	**0**	**158**	**12**	**0**	**0**	**3**	**173**	**0**	**4**	**414**	**47**	**0**	**0**	**15**	**480**	**0**	**0**	**138**	**9**	**0**	**0**	**0**	**147**	**0**	**0**	**32**	**0**	**0**	**0**	**0**	**32**
1800 - 1815	0	0	34	3	0	0	0	**37**	0	1	85	11	0	0	5	**102**	0	0	29	1	0	0	0	**30**	0	0	11	0	0	0	0	**11**
1815 - 1830	0	0	37	2	0	0	1	**40**	0	0	78	4	0	0	7	**89**	0	0	35	2	0	0	0	**37**	0	0	5	0	0	0	0	**5**
1830 - 1845	0	0	27	3	0	0	0	**30**	0	0	64	7	0	0	6	**77**	0	0	36	4	0	0	0	**40**	0	0	4	0	0	0	0	**4**
1845 - 1900	0	0	30	3	0	0	0	**33**	0	0	79	8	0	0	3	**90**	0	0	21	1	0	0	0	**22**	0	0	3	1	0	0	0	**4**
Hourly Total	**0**	**0**	**128**	**11**	**0**	**0**	**1**	**140**	**0**	**1**	**306**	**30**	**0**	**0**	**21**	**358**	**0**	**0**	**121**	**8**	**0**	**0**	**0**	**129**	**0**	**0**	**23**	**1**	**0**	**0**	**0**	**24**
Session Total	**0**	**0**	**457**	**36**	**1**	**0**	**7**	**501**	**0**	**7**	**1075**	**126**	**1**	**0**	**54**	**1263**	**0**	**0**	**367**	**21**	**0**	**0**	**0**	**388**	**0**	**0**	**91**	**3**	**0**	**0**	**0**	**94**

Thanet - Manual Traffic Survey, Thursday 22nd February 2018

Junction: (2) A254 Margate Road / Tesco Extra / New Cross Road

Approach: Tesco Extra

	Left to A254 Margate Road (South)								Ahead to New Cross Road								Right to A254 Margate Road (North)							
TIME	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
0700 - 0715	0	0	9	0	0	0	0	**9**	0	1	19	8	0	0	0	**28**	0	0	3	2	0	0	1	**6**
0715 - 0730	0	0	11	0	0	0	0	**11**	0	0	23	8	0	0	0	**31**	0	0	7	2	0	0	0	**9**
0730 - 0745	0	0	15	3	0	0	0	**18**	0	0	33	3	0	0	0	**36**	0	0	4	1	0	0	1	**6**
0745 - 0800	0	0	9	5	0	0	0	**14**	0	0	32	4	0	1	0	**37**	0	0	8	1	0	0	0	**9**
Hourly Total	**0**	**0**	**44**	**8**	**0**	**0**	**0**	**52**	**0**	**1**	**107**	**23**	**0**	**1**	**0**	**132**	**0**	**0**	**22**	**6**	**0**	**0**	**2**	**30**
0800 - 0815	0	0	16	6	0	0	0	**22**	0	0	34	2	0	0	0	**36**	0	0	7	1	0	0	1	**9**
0815 - 0830	0	0	20	4	0	0	0	**24**	0	0	23	4	0	1	0	**28**	0	0	11	0	0	0	0	**11**
0830 - 0845	0	0	31	7	1	0	1	**40**	0	0	30	2	0	0	0	**32**	0	0	13	2	0	0	1	**16**
0845 - 0900	0	0	19	4	0	0	0	**23**	0	0	39	3	0	0	0	**42**	0	0	17	2	0	0	1	**20**
Hourly Total	**0**	**0**	**86**	**21**	**1**	**0**	**1**	**109**	**0**	**0**	**126**	**11**	**0**	**1**	**0**	**138**	**0**	**0**	**48**	**5**	**0**	**0**	**3**	**56**
0900 - 0915	0	0	16	2	0	0	0	**18**	0	0	50	3	0	0	0	**53**	0	0	26	0	0	0	1	**27**
0915 - 0930	0	0	30	4	0	0	0	**34**	0	0	36	2	0	0	1	**39**	0	0	32	5	0	0	1	**38**
0930 - 0945	0	0	38	5	0	0	0	**43**	0	0	34	0	0	0	0	**34**	0	0	26	0	0	0	2	**28**
0945 - 1000	0	0	44	3	0	0	0	**47**	0	0	41	4	0	0	0	**45**	0	0	29	3	0	0	0	**32**
Hourly Total	**0**	**0**	**128**	**14**	**0**	**0**	**0**	**142**	**0**	**0**	**161**	**9**	**0**	**0**	**1**	**171**	**0**	**0**	**113**	**8**	**0**	**0**	**4**	**125**
Session Total	**0**	**0**	**258**	**43**	**1**	**0**	**1**	**303**	**0**	**1**	**394**	**43**	**0**	**2**	**1**	**441**	**0**	**0**	**183**	**19**	**0**	**0**	**9**	**211**
1600 - 1615	0	0	31	7	0	0	0	**38**	0	1	47	2	0	0	0	**50**	0	0	33	1	0	0	1	**35**
1615 - 1630	0	0	52	2	0	0	0	**54**	0	0	47	8	0	0	0	**55**	0	0	30	4	0	0	0	**34**
1630 - 1645	0	0	56	3	1	0	0	**60**	0	0	41	7	0	0	0	**48**	0	0	23	2	0	0	1	**26**
1645 - 1700	0	1	44	3	0	0	0	**48**	0	2	41	3	1	0	0	**47**	0	0	26	4	0	0	1	**31**
Hourly Total	**0**	**1**	**183**	**15**	**1**	**0**	**0**	**200**	**0**	**3**	**176**	**20**	**1**	**0**	**0**	**200**	**0**	**0**	**112**	**11**	**0**	**0**	**3**	**126**
1700 - 1715	0	0	52	2	0	0	0	**54**	0	0	42	2	0	0	0	**44**	0	1	29	1	0	0	1	**32**
1715 - 1730	0	1	52	3	0	0	0	**56**	0	0	35	4	0	0	0	**39**	0	0	34	3	0	0	1	**38**
1730 - 1745	0	2	36	6	0	0	0	**44**	0	0	39	1	0	0	0	**40**	0	0	33	1	0	0	0	**34**
1745 - 1800	0	0	58	4	0	0	0	**62**	0	0	40	1	0	1	0	**42**	0	0	26	2	0	0	0	**28**
Hourly Total	**0**	**3**	**198**	**15**	**0**	**0**	**0**	**216**	**0**	**0**	**156**	**8**	**0**	**1**	**0**	**165**	**0**	**1**	**122**	**7**	**0**	**0**	**2**	**132**
1800 - 1815	0	0	27	2	0	0	0	**29**	0	0	36	1	0	0	0	**37**	0	0	22	1	0	0	0	**23**
1815 - 1830	0	0	32	2	0	0	0	**34**	0	0	32	1	0	0	0	**33**	0	2	24	1	0	0	0	**27**
1830 - 1845	0	1	35	1	0	0	0	**37**	0	0	34	2	0	0	0	**36**	0	0	19	0	0	0	1	**20**
1845 - 1900	0	0	30	2	0	0	0	**32**	0	0	41	1	0	0	0	**42**	0	0	29	1	0	0	0	**30**
Hourly Total	**0**	**1**	**124**	**7**	**0**	**0**	**0**	**132**	**0**	**0**	**143**	**5**	**0**	**0**	**0**	**148**	**0**	**2**	**94**	**3**	**0**	**0**	**1**	**100**
Session Total	**0**	**5**	**505**	**37**	**1**	**0**	**0**	**548**	**0**	**3**	**475**	**33**	**1**	**1**	**0**	**513**	**0**	**3**	**328**	**21**	**0**	**0**	**6**	**358**

Thanet - Manual Traffic Survey, Thursday 22nd February 2018

Junction: (2) A254 Margate Road / Tesco Extra / New Cross Road

Approach: A254 Margate Road (South)

	Left to New Cross Road								Ahead to A254 Margate Road (North)								Right to Tesco Extra								U-Turn							
TIME	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	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	26	3	0	1	2	**32**	0	1	23	7	0	0	4	**35**	0	0	10	1	0	0	1	**12**	0	0	0	0	0	0	3	**3**
0715 - 0730	0	1	37	1	0	0	1	**40**	0	0	41	13	0	0	7	**61**	0	0	10	4	0	0	0	**14**	0	0	0	0	0	0	1	**1**
0730 - 0745	0	1	24	9	0	0	1	**35**	0	1	66	13	0	0	6	**86**	0	0	20	2	0	0	0	**22**	0	0	0	0	0	0	3	**3**
0745 - 0800	0	0	32	8	0	0	0	**40**	0	2	66	13	0	0	2	**83**	0	0	13	1	0	0	0	**14**	0	0	0	0	0	0	3	**3**
Hourly Total	**0**	**2**	**119**	**21**	**0**	**1**	**4**	**147**	**0**	**4**	**196**	**46**	**0**	**0**	**19**	**265**	**0**	**0**	**53**	**8**	**0**	**0**	**1**	**62**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**10**
0800 - 0815	0	0	34	8	0	0	0	**42**	0	0	64	14	2	1	5	**86**	0	0	23	5	0	0	0	**28**	0	0	0	0	0	0	0	**0**
0815 - 0830	1	1	54	4	0	0	0	**60**	1	0	100	15	1	0	2	**119**	0	0	25	1	0	0	0	**26**	0	0	0	0	0	0	0	**0**
0830 - 0845	0	0	61	7	0	0	0	**68**	0	2	103	8	1	0	3	**117**	0	0	32	3	0	0	1	**36**	0	0	2	0	0	0	0	**2**
0845 - 0900	0	1	72	7	1	1	0	**82**	2	1	106	17	0	0	3	**129**	0	0	38	3	0	0	0	**41**	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**2**	**221**	**26**	**1**	**1**	**0**	**252**	**3**	**3**	**373**	**54**	**4**	**1**	**13**	**451**	**0**	**0**	**118**	**12**	**0**	**0**	**1**	**131**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
0900 - 0915	0	0	49	2	2	0	0	**53**	0	1	88	19	1	0	7	**116**	0	0	45	4	0	0	0	**49**	0	0	0	0	0	0	0	**0**
0915 - 0930	1	0	55	5	0	0	0	**61**	0	0	74	12	0	0	2	**88**	0	0	34	1	0	0	0	**35**	0	0	0	0	0	0	0	**0**
0930 - 0945	0	0	39	4	0	0	0	**43**	0	1	79	17	1	1	7	**106**	0	0	35	3	0	0	0	**38**	0	0	0	0	0	0	0	**0**
0945 - 1000	0	0	39	4	0	0	2	**45**	0	0	72	11	2	0	2	**87**	0	0	28	1	0	0	0	**29**	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**0**	**182**	**15**	**2**	**0**	**2**	**202**	**0**	**2**	**313**	**59**	**4**	**1**	**18**	**397**	**0**	**0**	**142**	**9**	**0**	**0**	**0**	**151**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**2**	**4**	**522**	**62**	**3**	**2**	**6**	**601**	**3**	**9**	**882**	**159**	**8**	**2**	**50**	**1113**	**0**	**0**	**313**	**29**	**0**	**0**	**2**	**344**	**0**	**0**	**2**	**0**	**0**	**0**	**10**	**12**
1600 - 1615	0	0	40	4	0	0	0	**44**	1	0	79	9	0	0	2	**91**	0	1	28	3	0	0	1	**33**	0	0	0	0	0	0	0	**0**
1615 - 1630	0	0	51	5	0	0	0	**56**	0	1	64	10	0	0	5	**80**	0	0	37	3	0	0	0	**40**	0	0	3	0	0	0	0	**3**
1630 - 1645	0	0	46	2	1	0	0	**49**	1	1	98	7	0	0	4	**111**	0	0	21	1	1	0	0	**23**	0	0	0	0	0	0	0	**0**
1645 - 1700	0	0	50	2	0	0	1	**53**	0	1	83	14	0	0	3	**101**	0	0	28	1	0	0	0	**29**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**187**	**13**	**1**	**0**	**1**	**202**	**2**	**3**	**324**	**40**	**0**	**0**	**14**	**383**	**0**	**1**	**114**	**8**	**1**	**0**	**1**	**125**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**
1700 - 1715	0	0	52	4	0	0	0	**56**	0	1	112	9	0	0	4	**126**	0	0	43	1	0	0	0	**44**	0	0	4	1	0	0	0	**5**
1715 - 1730	0	0	39	3	0	0	0	**42**	0	0	72	8	0	0	4	**84**	0	0	35	1	0	0	0	**36**	0	0	2	0	0	0	0	**2**
1730 - 1745	0	0	48	2	0	0	0	**50**	0	2	78	10	0	0	1	**91**	0	0	41	2	0	0	0	**43**	0	0	0	0	0	0	0	**0**
1745 - 1800	0	0	46	3	0	0	0	**49**	0	0	91	7	0	0	4	**102**	0	0	23	3	0	0	0	**26**	0	0	0	0	0	0	1	**1**
Hourly Total	**0**	**0**	**185**	**12**	**0**	**0**	**0**	**197**	**0**	**3**	**353**	**34**	**0**	**0**	**13**	**403**	**0**	**0**	**142**	**7**	**0**	**0**	**0**	**149**	**0**	**0**	**6**	**1**	**0**	**0**	**1**	**8**
1800 - 1815	0	0	49	2	0	0	0	**51**	0	2	87	5	0	0	3	**97**	0	0	27	1	0	0	0	**28**	0	0	3	0	0	0	0	**3**
1815 - 1830	0	0	46	3	0	0	0	**49**	0	0	72	6	0	0	3	**81**	0	1	22	0	0	0	0	**23**	0	0	0	0	0	0	0	**0**
1830 - 1845	0	0	47	3	0	0	0	**50**	0	0	82	4	0	0	3	**89**	0	1	15	2	0	0	0	**18**	0	0	0	0	0	0	0	**0**
1845 - 1900	0	0	43	3	0	0	0	**46**	0	0	72	7	0	0	1	**80**	0	0	24	2	0	0	0	**26**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**185**	**11**	**0**	**0**	**0**	**196**	**0**	**2**	**313**	**22**	**0**	**0**	**10**	**347**	**0**	**2**	**88**	**5**	**0**	**0**	**0**	**95**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**
Session Total	**0**	**0**	**557**	**36**	**1**	**0**	**1**	**595**	**2**	**8**	**990**	**96**	**0**	**0**	**37**	**1133**	**0**	**3**	**344**	**20**	**1**	**0**	**1**	**369**	**0**	**0**	**14**	**1**	**0**	**0**	**1**	**16**

Thanet - Manual Traffic Survey, Thursday 22nd February 2018

Junction: (2) A254 Margate Road / Tesco Extra / New Cross Road

Approach: New Cross Road

	Left to A254 Margate Road (North)								Ahead to Tesco Extra								Right to A254 Margate Road (South)								U-Turn							
TIME	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	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	9	4	0	0	0	**13**	0	0	14	1	0	0	0	**15**	0	0	13	5	0	1	0	**19**	0	0	0	0	0	0	0	**0**
0715 - 0730	0	0	13	2	0	0	0	**15**	0	0	18	1	0	0	0	**19**	0	1	17	7	0	0	0	**25**	0	0	0	0	0	0	0	**0**
0730 - 0745	0	0	14	4	0	0	0	**18**	0	0	28	4	0	0	0	**32**	0	0	18	7	0	0	0	**25**	0	0	0	1	0	0	0	**1**
0745 - 0800	0	0	12	2	0	1	0	**15**	0	0	26	1	0	0	0	**27**	0	0	24	4	0	0	0	**28**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**48**	**12**	**0**	**1**	**0**	**61**	**0**	**0**	**86**	**7**	**0**	**0**	**0**	**93**	**0**	**1**	**72**	**23**	**0**	**1**	**0**	**97**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
0800 - 0815	0	0	16	7	0	0	0	**23**	0	0	32	3	0	0	0	**35**	0	0	35	7	0	0	0	**42**	0	0	1	0	0	0	0	**1**
0815 - 0830	0	0	20	3	0	0	0	**23**	0	0	24	2	0	0	0	**26**	0	0	46	4	0	0	0	**50**	0	0	1	0	0	0	0	**1**
0830 - 0845	0	0	16	2	0	0	0	**18**	0	0	25	1	0	0	0	**26**	0	0	48	4	2	0	0	**54**	0	0	0	0	0	0	0	**0**
0845 - 0900	0	1	19	5	0	0	0	**25**	0	0	25	2	0	0	0	**27**	0	0	29	5	0	0	2	**36**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**1**	**71**	**17**	**0**	**0**	**0**	**89**	**0**	**0**	**106**	**8**	**0**	**0**	**0**	**114**	**0**	**0**	**158**	**20**	**2**	**0**	**2**	**182**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
0900 - 0915	0	0	24	2	0	0	0	**26**	0	0	29	2	0	0	0	**31**	1	0	37	4	0	0	0	**42**	0	0	0	0	0	0	0	**0**
0915 - 0930	0	1	25	2	0	0	0	**28**	0	0	39	2	0	0	0	**41**	0	0	22	3	1	0	0	**26**	0	0	1	0	0	0	0	**1**
0930 - 0945	0	0	25	3	1	0	1	**30**	0	0	44	1	0	0	0	**45**	0	0	36	7	0	0	0	**43**	0	0	0	0	0	0	0	**0**
0945 - 1000	0	0	36	4	0	0	1	**41**	0	0	40	2	0	0	0	**42**	0	0	24	4	0	0	0	**28**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**1**	**110**	**11**	**1**	**0**	**2**	**125**	**0**	**0**	**152**	**7**	**0**	**0**	**0**	**159**	**1**	**0**	**119**	**18**	**1**	**0**	**0**	**139**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
Session Total	**0**	**2**	**229**	**40**	**1**	**1**	**2**	**275**	**0**	**0**	**344**	**22**	**0**	**0**	**0**	**366**	**1**	**1**	**349**	**61**	**3**	**1**	**2**	**418**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**5**
1600 - 1615	0	0	38	5	0	0	0	**43**	0	0	53	4	0	0	0	**57**	0	0	48	6	0	0	0	**54**	0	0	0	0	0	0	0	**0**
1615 - 1630	0	0	37	3	0	0	0	**40**	0	0	49	5	0	0	0	**54**	0	0	47	7	0	0	0	**54**	0	0	0	0	0	0	0	**0**
1630 - 1645	0	0	40	5	0	0	0	**45**	0	0	37	2	0	1	0	**40**	0	0	58	5	1	0	1	**65**	0	0	1	0	0	0	0	**1**
1645 - 1700	0	0	36	4	0	0	1	**41**	0	0	41	7	0	0	0	**48**	0	0	60	3	1	0	0	**64**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**151**	**17**	**0**	**0**	**1**	**169**	**0**	**0**	**180**	**18**	**0**	**1**	**0**	**199**	**0**	**0**	**213**	**21**	**2**	**0**	**1**	**237**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
1700 - 1715	0	0	48	6	0	0	0	**54**	0	0	49	3	0	0	0	**52**	0	1	57	7	0	0	0	**65**	0	0	0	0	0	0	0	**0**
1715 - 1730	0	0	46	3	0	0	0	**49**	0	0	52	4	0	0	0	**56**	0	2	70	9	0	0	0	**81**	0	0	0	0	0	0	0	**0**
1730 - 1745	0	0	39	2	0	0	0	**41**	0	1	44	3	0	0	0	**48**	0	0	66	4	0	0	1	**71**	0	0	1	0	0	0	0	**1**
1745 - 1800	0	0	40	3	0	0	0	**43**	0	0	41	4	0	0	0	**45**	0	0	67	7	0	0	0	**74**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**173**	**14**	**0**	**0**	**0**	**187**	**0**	**1**	**186**	**14**	**0**	**0**	**0**	**201**	**0**	**3**	**260**	**27**	**0**	**0**	**1**	**291**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
1800 - 1815	0	0	42	2	0	0	0	**44**	0	1	44	2	0	0	0	**47**	0	0	67	3	0	0	1	**71**	0	0	0	0	0	0	0	**0**
1815 - 1830	0	1	40	4	0	0	0	**45**	0	0	40	1	0	0	0	**41**	0	0	56	2	0	0	0	**58**	0	0	1	0	0	0	0	**1**
1830 - 1845	0	0	40	2	0	0	0	**42**	0	0	44	2	0	0	0	**46**	0	0	51	3	0	0	0	**54**	0	0	0	0	0	0	0	**0**
1845 - 1900	0	1	36	4	0	0	0	**41**	0	0	25	3	0	0	0	**28**	0	0	39	4	0	0	1	**44**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**2**	**158**	**12**	**0**	**0**	**0**	**172**	**0**	**1**	**153**	**8**	**0**	**0**	**0**	**162**	**0**	**0**	**213**	**12**	**0**	**0**	**2**	**227**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
Session Total	**0**	**2**	**482**	**43**	**0**	**0**	**1**	**528**	**0**	**2**	**519**	**40**	**0**	**1**	**0**	**562**	**0**	**3**	**686**	**60**	**2**	**0**	**4**	**755**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**

Thanet - Manual Traffic Survey, Thursday 22nd February 2018

Junction: (3) East Kent Retail Park / A256 Westwood Road / Tesco Extra

Approach: East Kent Retail Park

	Left to A256 Westwood Road (East)								Ahead to Tesco Extra								Right to A256 Westwood Road (West)								U-Turn							
TIME	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	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	3	2	0	0	0	**5**	1	0	1	1	0	0	0	**3**	0	0	2	3	0	0	0	**5**	0	0	0	0	0	0	0	**0**
0715 - 0730	0	0	0	3	0	0	0	**3**	0	0	2	0	0	0	0	**2**	0	0	7	1	0	0	0	**8**	0	0	0	0	0	0	0	**0**
0730 - 0745	0	0	6	5	0	0	0	**11**	0	0	2	1	0	0	0	**3**	0	0	9	1	0	0	0	**10**	0	0	0	0	0	0	0	**0**
0745 - 0800	0	0	3	2	0	0	0	**5**	0	0	1	1	0	0	0	**2**	0	0	4	1	0	0	0	**5**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**12**	**12**	**0**	**0**	**0**	**24**	**1**	**0**	**6**	**3**	**0**	**0**	**0**	**10**	**0**	**0**	**22**	**6**	**0**	**0**	**0**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	0	0	6	3	0	0	0	**9**	0	0	0	2	0	0	0	**2**	0	0	5	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**
0815 - 0830	0	0	8	0	0	0	0	**8**	0	0	3	1	0	0	0	**4**	0	0	11	3	0	0	0	**14**	0	0	0	0	0	0	0	**0**
0830 - 0845	0	0	7	0	0	0	0	**7**	0	0	1	1	0	0	0	**2**	0	0	17	1	0	0	0	**18**	0	0	0	0	0	0	0	**0**
0845 - 0900	0	0	2	0	0	0	0	**2**	0	0	4	0	0	0	0	**4**	0	0	6	2	0	0	0	**8**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**23**	**3**	**0**	**0**	**0**	**26**	**0**	**0**	**8**	**4**	**0**	**0**	**0**	**12**	**0**	**0**	**39**	**6**	**0**	**0**	**0**	**45**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900 - 0915	0	0	9	1	0	0	0	**10**	0	0	8	0	0	0	0	**8**	0	0	28	2	0	0	0	**30**	0	0	0	0	0	0	0	**0**
0915 - 0930	0	0	21	0	0	0	0	**21**	0	0	6	0	0	0	0	**6**	0	0	18	3	1	0	0	**22**	0	0	0	0	0	0	0	**0**
0930 - 0945	0	0	21	3	0	0	0	**24**	0	0	6	1	0	0	0	**7**	0	0	25	2	0	0	0	**27**	0	0	0	0	0	0	0	**0**
0945 - 1000	0	0	24	1	0	0	0	**25**	0	0	23	0	0	0	0	**23**	0	0	21	3	0	0	0	**24**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**75**	**5**	**0**	**0**	**0**	**80**	**0**	**0**	**43**	**1**	**0**	**0**	**0**	**44**	**0**	**0**	**92**	**10**	**1**	**0**	**0**	**103**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**110**	**20**	**0**	**0**	**0**	**130**	**1**	**0**	**57**	**8**	**0**	**0**	**0**	**66**	**0**	**0**	**153**	**22**	**1**	**0**	**0**	**176**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600 - 1615	0	0	30	1	0	0	0	**31**	0	0	12	0	0	0	0	**12**	0	0	24	1	0	0	0	**25**	0	0	0	0	0	0	0	**0**
1615 - 1630	0	0	22	4	0	0	0	**26**	0	0	13	1	0	0	0	**14**	0	0	29	1	0	0	0	**30**	0	0	0	0	0	0	0	**0**
1630 - 1645	0	0	18	1	0	0	0	**19**	0	0	11	1	0	0	0	**12**	0	0	20	1	0	0	0	**21**	0	0	0	0	0	0	0	**0**
1645 - 1700	0	0	22	4	0	0	0	**26**	0	0	11	2	0	0	0	**13**	0	0	20	2	0	0	0	**22**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**92**	**10**	**0**	**0**	**0**	**102**	**0**	**0**	**47**	**4**	**0**	**0**	**0**	**51**	**0**	**0**	**93**	**5**	**0**	**0**	**0**	**98**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700 - 1715	0	1	15	1	0	0	0	**17**	0	0	14	0	0	0	0	**14**	0	0	22	0	0	0	0	**22**	0	0	0	0	0	0	0	**0**
1715 - 1730	0	0	20	2	0	0	0	**22**	0	0	3	0	0	0	0	**3**	0	0	31	1	0	0	0	**32**	0	0	0	0	0	0	0	**0**
1730 - 1745	0	0	12	0	0	0	0	**12**	0	0	11	3	0	0	0	**14**	0	0	29	2	0	0	0	**31**	0	0	0	0	0	0	0	**0**
1745 - 1800	0	0	15	1	0	0	0	**16**	0	0	7	0	0	0	0	**7**	0	0	21	2	0	0	0	**23**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**1**	**62**	**4**	**0**	**0**	**0**	**67**	**0**	**0**	**35**	**3**	**0**	**0**	**0**	**38**	**0**	**0**	**103**	**5**	**0**	**0**	**0**	**108**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800 - 1815	0	0	18	1	0	0	0	**19**	0	0	7	0	0	0	0	**7**	0	0	23	1	0	0	0	**24**	0	0	0	0	0	0	0	**0**
1815 - 1830	0	0	19	1	0	0	0	**20**	0	0	6	0	0	0	0	**6**	0	1	19	3	0	0	0	**23**	0	0	0	0	0	0	0	**0**
1830 - 1845	0	0	13	1	0	0	0	**14**	0	0	10	0	0	0	0	**10**	0	0	13	0	0	0	0	**13**	0	0	1	0	0	0	0	**1**
1845 - 1900	0	0	14	1	0	0	0	**15**	0	0	7	1	0	0	0	**8**	0	0	20	1	0	0	0	**21**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**64**	**4**	**0**	**0**	**0**	**68**	**0**	**0**	**30**	**1**	**0**	**0**	**0**	**31**	**0**	**1**	**75**	**5**	**0**	**0**	**0**	**81**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
Session Total	**0**	**1**	**218**	**18**	**0**	**0**	**0**	**237**	**0**	**0**	**112**	**8**	**0**	**0**	**0**	**120**	**0**	**1**	**271**	**15**	**0**	**0**	**0**	**287**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**

Thanet - Manual Traffic Survey, Thursday 22nd February 2018

Junction: (3) East Kent Retail Park / A256 Westwood Road / Tesco Extra

Approach: A256 Westwood Road (East)

	Left to Tesco Extra								Ahead to A256 Westwood Road (West)								Right to East Kent Retail Park							
TIME	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**
0700 - 0715	0	1	30	12	0	0	1	**44**	0	1	59	10	0	0	0	**70**	0	0	5	1	0	0	0	**6**
0715 - 0730	0	0	38	6	0	0	0	**44**	1	1	65	11	2	0	0	**80**	0	0	9	2	0	0	0	**11**
0730 - 0745	0	0	40	8	0	0	1	**49**	0	2	87	8	1	1	0	**99**	0	0	6	2	0	0	0	**8**
0745 - 0800	0	0	43	6	0	0	0	**49**	1	1	101	6	1	1	0	**111**	0	0	3	1	0	0	0	**4**
Hourly Total	**0**	**1**	**151**	**32**	**0**	**0**	**2**	**186**	**2**	**5**	**312**	**35**	**4**	**2**	**0**	**360**	**0**	**0**	**23**	**6**	**0**	**0**	**0**	**29**
0800 - 0815	0	0	45	6	0	0	1	**52**	0	0	86	7	1	0	0	**94**	0	0	6	1	0	0	0	**7**
0815 - 0830	0	0	46	6	0	0	0	**52**	0	0	90	10	3	0	1	**104**	0	0	12	2	0	0	0	**14**
0830 - 0845	0	0	57	4	0	0	2	**63**	1	1	69	7	1	1	1	**81**	0	0	8	2	0	0	0	**10**
0845 - 0900	0	0	90	4	0	0	1	**95**	0	0	86	8	2	1	0	**97**	0	0	15	0	0	0	1	**16**
Hourly Total	**0**	**0**	**238**	**20**	**0**	**0**	**4**	**262**	**1**	**1**	**331**	**32**	**7**	**2**	**2**	**376**	**0**	**0**	**41**	**5**	**0**	**0**	**1**	**47**
0900 - 0915	0	0	86	10	0	0	1	**97**	0	0	73	5	2	1	0	**81**	0	0	22	4	0	0	0	**26**
0915 - 0930	0	1	87	4	0	0	0	**92**	0	0	88	11	3	3	3	**108**	0	0	23	0	1	0	0	**24**
0930 - 0945	0	0	62	5	1	0	1	**69**	1	1	68	8	1	0	0	**79**	0	0	24	1	0	0	0	**25**
0945 - 1000	0	0	79	10	0	0	0	**89**	1	0	72	4	1	2	0	**80**	0	0	24	2	0	0	1	**27**
Hourly Total	**0**	**1**	**314**	**29**	**1**	**0**	**2**	**347**	**2**	**1**	**301**	**28**	**7**	**6**	**3**	**348**	**0**	**0**	**93**	**7**	**1**	**0**	**1**	**102**
Session Total	**0**	**2**	**703**	**81**	**1**	**0**	**8**	**795**	**5**	**7**	**944**	**95**	**18**	**10**	**5**	**1084**	**0**	**0**	**157**	**18**	**1**	**0**	**2**	**178**
1600 - 1615	0	0	44	2	0	0	0	**46**	0	0	72	14	1	1	0	**88**	0	0	20	0	0	0	0	**20**
1615 - 1630	0	0	60	9	0	0	0	**69**	0	1	72	7	1	0	0	**81**	0	0	15	1	0	0	0	**16**
1630 - 1645	0	1	63	13	0	0	2	**79**	0	0	76	8	0	0	0	**84**	0	0	10	0	0	0	0	**10**
1645 - 1700	0	1	63	3	0	0	0	**67**	0	1	82	9	1	0	1	**94**	0	0	15	2	0	0	0	**17**
Hourly Total	**0**	**2**	**230**	**27**	**0**	**0**	**2**	**261**	**0**	**2**	**302**	**38**	**3**	**1**	**1**	**347**	**0**	**0**	**60**	**3**	**0**	**0**	**0**	**63**
1700 - 1715	1	1	61	4	0	0	0	**67**	2	0	78	5	0	2	0	**87**	0	0	20	1	0	0	1	**22**
1715 - 1730	0	1	69	4	0	0	1	**75**	1	0	74	10	0	0	0	**85**	0	0	9	0	0	0	0	**9**
1730 - 1745	0	0	66	3	1	0	0	**70**	0	0	77	11	1	0	0	**89**	0	0	11	0	0	0	0	**11**
1745 - 1800	0	0	49	4	0	0	1	**54**	0	1	68	10	0	0	1	**80**	0	0	13	0	0	0	0	**13**
Hourly Total	**1**	**2**	**245**	**15**	**1**	**0**	**2**	**266**	**3**	**1**	**297**	**36**	**1**	**2**	**1**	**341**	**0**	**0**	**53**	**1**	**0**	**0**	**1**	**55**
1800 - 1815	0	0	52	4	0	0	0	**56**	0	0	68	7	0	0	0	**75**	0	0	11	1	0	0	0	**12**
1815 - 1830	0	0	44	3	0	0	0	**47**	0	0	68	7	0	0	0	**75**	0	0	10	1	0	0	0	**11**
1830 - 1845	0	0	31	1	0	0	0	**32**	0	0	77	7	0	0	2	**86**	0	0	12	0	0	0	0	**12**
1845 - 1900	0	0	48	3	0	0	0	**51**	0	0	57	11	1	0	0	**69**	0	0	11	1	0	0	0	**12**
Hourly Total	**0**	**0**	**175**	**11**	**0**	**0**	**0**	**186**	**0**	**0**	**270**	**32**	**1**	**0**	**2**	**305**	**0**	**0**	**44**	**3**	**0**	**0**	**0**	**47**
Session Total	**1**	**4**	**650**	**53**	**1**	**0**	**4**	**713**	**3**	**3**	**869**	**106**	**5**	**3**	**4**	**993**	**0**	**0**	**157**	**7**	**0**	**0**	**1**	**165**

Thanet - Manual Traffic Survey, Thursday 22nd February 2018

Junction: (3) East Kent Retail Park / A256 Westwood Road / Tesco Extra

Approach: Tesco Extra

	Left to A256 Westwood Road (West)								Ahead to East Kent Retail Park								Right to A256 Westwood Road (East)							
TIME	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**
0700 - 0715	0	0	5	0	0	0	0	**5**	0	0	3	1	0	0	0	**4**	0	1	19	3	0	0	1	**24**
0715 - 0730	0	0	5	1	0	0	0	**6**	0	0	3	0	0	0	0	**3**	0	0	28	5	0	0	0	**33**
0730 - 0745	0	0	8	2	0	0	0	**10**	0	0	1	1	0	0	0	**2**	1	0	35	5	0	0	1	**42**
0745 - 0800	0	0	9	2	1	0	0	**12**	0	0	2	0	0	0	0	**2**	0	0	32	2	0	0	0	**34**
Hourly Total	**0**	**0**	**27**	**5**	**1**	**0**	**0**	**33**	**0**	**0**	**9**	**2**	**0**	**0**	**0**	**11**	**1**	**1**	**114**	**15**	**0**	**0**	**2**	**133**
0800 - 0815	0	0	9	3	0	1	0	**13**	0	0	4	1	0	0	0	**5**	0	0	41	6	0	0	1	**48**
0815 - 0830	0	0	10	2	0	0	0	**12**	0	0	2	0	0	0	0	**2**	0	0	28	3	0	0	0	**31**
0830 - 0845	0	0	8	1	0	0	0	**9**	0	0	9	1	0	0	0	**10**	0	0	20	2	0	0	1	**23**
0845 - 0900	0	2	8	1	0	0	0	**11**	0	0	4	1	0	0	0	**5**	0	0	32	6	0	0	0	**38**
Hourly Total	**0**	**2**	**35**	**7**	**0**	**1**	**0**	**45**	**0**	**0**	**19**	**3**	**0**	**0**	**0**	**22**	**0**	**0**	**121**	**17**	**0**	**0**	**2**	**140**
0900 - 0915	0	0	11	4	0	0	0	**15**	0	0	17	1	0	0	1	**19**	0	0	40	2	0	0	1	**43**
0915 - 0930	0	1	8	2	0	0	0	**11**	0	1	9	1	0	0	0	**11**	0	0	38	5	0	0	0	**43**
0930 - 0945	0	0	17	0	0	0	0	**17**	0	0	17	1	0	0	0	**18**	0	0	57	2	0	0	1	**60**
0945 - 1000	0	0	8	3	0	0	0	**11**	0	0	12	1	0	0	0	**13**	0	0	52	3	0	0	0	**55**
Hourly Total	**0**	**1**	**44**	**9**	**0**	**0**	**0**	**54**	**0**	**1**	**55**	**4**	**0**	**0**	**1**	**61**	**0**	**0**	**187**	**12**	**0**	**0**	**2**	**201**
Session Total	**0**	**3**	**106**	**21**	**1**	**1**	**0**	**132**	**0**	**1**	**83**	**9**	**0**	**0**	**1**	**94**	**1**	**1**	**422**	**44**	**0**	**0**	**6**	**474**
1600 - 1615	0	0	14	2	0	0	0	**16**	0	0	9	0	0	0	0	**9**	0	1	68	4	0	0	1	**74**
1615 - 1630	0	0	19	1	0	0	0	**20**	0	0	11	1	0	0	0	**12**	0	0	69	6	0	0	1	**76**
1630 - 1645	0	0	14	5	0	1	0	**20**	0	0	11	1	0	0	0	**12**	0	0	62	6	0	0	1	**69**
1645 - 1700	0	0	18	0	0	0	0	**18**	0	0	9	0	0	0	0	**9**	0	0	57	9	0	0	1	**67**
Hourly Total	**0**	**0**	**65**	**8**	**0**	**1**	**0**	**74**	**0**	**0**	**40**	**2**	**0**	**0**	**0**	**42**	**0**	**1**	**256**	**25**	**0**	**0**	**4**	**286**
1700 - 1715	0	0	22	1	0	0	0	**23**	0	0	6	0	0	0	0	**6**	0	0	77	8	0	0	0	**85**
1715 - 1730	0	0	30	1	0	0	0	**31**	0	0	8	1	0	0	0	**9**	0	2	67	5	0	0	1	**75**
1730 - 1745	0	0	25	1	0	0	0	**26**	0	0	7	1	0	0	0	**8**	0	0	73	5	0	0	0	**78**
1745 - 1800	0	0	22	1	0	0	0	**23**	0	0	8	2	0	0	0	**10**	0	0	78	3	0	0	1	**82**
Hourly Total	**0**	**0**	**99**	**4**	**0**	**0**	**0**	**103**	**0**	**0**	**29**	**4**	**0**	**0**	**0**	**33**	**0**	**2**	**295**	**21**	**0**	**0**	**2**	**320**
1800 - 1815	0	0	15	2	0	1	0	**18**	0	0	6	0	0	0	0	**6**	0	1	83	4	0	0	0	**88**
1815 - 1830	0	1	15	1	0	0	0	**17**	0	0	10	0	0	0	0	**10**	0	1	62	4	1	0	0	**68**
1830 - 1845	1	0	16	1	0	1	0	**19**	0	0	10	1	0	0	0	**11**	0	0	64	3	0	0	0	**67**
1845 - 1900	0	0	4	0	0	0	0	**4**	0	0	3	0	0	0	0	**3**	1	0	49	4	0	0	0	**54**
Hourly Total	**1**	**1**	**50**	**4**	**0**	**2**	**0**	**58**	**0**	**0**	**29**	**1**	**0**	**0**	**0**	**30**	**1**	**2**	**258**	**15**	**1**	**0**	**0**	**277**
Session Total	**1**	**1**	**214**	**16**	**0**	**3**	**0**	**235**	**0**	**0**	**98**	**7**	**0**	**0**	**0**	**105**	**1**	**5**	**809**	**61**	**1**	**0**	**6**	**883**

Thanet - Manual Traffic Survey, Thursday 22nd February 2018

Junction: (3) East Kent Retail Park / A256 Westwood Road / Tesco Extra

Approach: A256 Westwood Road (West)

	Left to East Kent Retail Park								Ahead to A256 Westwood Road (East)								Right to Tesco Extra								U-Turn							
TIME	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	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	4	1	0	0	0	**5**	0	0	16	5	2	0	0	**23**	0	0	2	1	0	0	0	**3**	0	0	0	0	0	0	0	**0**
0715 - 0730	0	0	3	2	0	0	0	**5**	0	0	33	8	0	1	1	**43**	0	0	6	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**
0730 - 0745	0	0	6	2	0	0	0	**8**	0	0	37	11	3	0	0	**51**	0	0	2	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
0745 - 0800	0	0	6	1	0	0	0	**7**	0	2	54	13	0	0	0	**69**	0	0	7	0	1	0	0	**8**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**19**	**6**	**0**	**0**	**0**	**25**	**0**	**2**	**140**	**37**	**5**	**1**	**1**	**186**	**0**	**0**	**17**	**1**	**1**	**0**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	0	0	4	2	0	0	0	**6**	0	1	50	10	4	2	0	**67**	0	0	3	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**
0815 - 0830	0	0	7	0	0	0	0	**7**	0	0	56	12	2	0	0	**70**	0	0	7	2	0	0	0	**9**	0	0	0	0	0	0	0	**0**
0830 - 0845	0	0	6	0	0	0	0	**6**	0	0	39	11	2	1	0	**53**	0	0	9	0	1	0	0	**10**	0	0	1	1	0	0	0	**2**
0845 - 0900	0	0	6	0	0	0	0	**6**	0	0	47	9	2	2	0	**60**	0	1	12	5	0	0	1	**19**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**23**	**2**	**0**	**0**	**0**	**25**	**0**	**1**	**192**	**42**	**10**	**5**	**0**	**250**	**0**	**1**	**31**	**7**	**1**	**0**	**1**	**41**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**
0900 - 0915	0	0	12	1	0	0	0	**13**	0	1	47	13	1	2	1	**65**	0	0	12	1	0	0	0	**13**	0	0	0	1	0	0	0	**1**
0915 - 0930	0	0	14	1	0	0	0	**15**	0	0	57	4	2	1	0	**64**	0	0	19	1	0	0	0	**20**	0	0	1	0	0	0	0	**1**
0930 - 0945	0	0	11	0	0	0	0	**11**	0	1	40	9	1	0	1	**52**	0	0	11	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**
0945 - 1000	0	0	18	1	0	0	0	**19**	0	0	56	6	0	2	0	**64**	0	0	5	0	0	0	1	**6**	0	0	2	0	0	0	0	**2**
Hourly Total	**0**	**0**	**55**	**3**	**0**	**0**	**0**	**58**	**0**	**2**	**200**	**32**	**4**	**5**	**2**	**245**	**0**	**0**	**47**	**2**	**0**	**0**	**1**	**50**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**
Session Total	**0**	**0**	**97**	**11**	**0**	**0**	**0**	**108**	**0**	**5**	**532**	**111**	**19**	**11**	**3**	**681**	**0**	**1**	**95**	**10**	**2**	**0**	**2**	**110**	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**6**
1600 - 1615	0	0	7	1	0	0	0	**8**	0	0	75	4	0	0	0	**79**	0	0	16	0	0	0	0	**16**	0	0	1	0	0	0	0	**1**
1615 - 1630	0	0	8	1	0	0	0	**9**	0	0	65	9	0	0	0	**74**	0	0	13	0	0	0	0	**13**	0	0	1	0	0	0	0	**1**
1630 - 1645	0	0	11	2	0	0	0	**13**	0	0	77	7	0	1	0	**85**	0	0	16	1	0	0	0	**17**	0	0	0	0	0	0	0	**0**
1645 - 1700	0	1	9	1	0	0	0	**11**	0	2	78	9	1	1	0	**91**	0	0	18	0	0	0	0	**18**	0	0	0	1	0	0	0	**1**
Hourly Total	**0**	**1**	**35**	**5**	**0**	**0**	**0**	**41**	**0**	**2**	**295**	**29**	**1**	**2**	**0**	**329**	**0**	**0**	**63**	**1**	**0**	**0**	**0**	**64**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**
1700 - 1715	0	0	4	0	0	0	0	**4**	0	1	68	11	2	0	1	**83**	0	1	12	1	0	0	1	**15**	0	0	2	0	0	0	0	**2**
1715 - 1730	0	0	0	0	0	0	0	**0**	0	0	65	4	0	1	2	**72**	0	0	9	0	0	0	0	**9**	0	0	3	1	0	0	0	**4**
1730 - 1745	0	0	0	0	0	0	0	**0**	0	0	71	8	1	0	1	**81**	0	0	21	3	0	0	0	**24**	0	0	3	0	0	0	0	**3**
1745 - 1800	0	0	11	0	0	0	0	**11**	0	0	74	7	0	0	0	**81**	0	0	15	1	0	0	0	**16**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**15**	**0**	**1**	**278**	**30**	**3**	**1**	**4**	**317**	**0**	**1**	**57**	**5**	**0**	**0**	**1**	**64**	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**10**
1800 - 1815	0	0	12	0	0	0	0	**12**	0	1	75	7	0	2	0	**85**	0	0	8	1	0	0	0	**9**	0	0	1	0	0	0	0	**1**
1815 - 1830	0	0	10	0	0	0	0	**10**	0	1	73	8	1	0	0	**83**	0	0	11	1	0	0	0	**12**	0	0	1	0	0	0	0	**1**
1830 - 1845	0	0	7	0	0	0	0	**7**	0	0	76	6	0	0	0	**82**	0	0	11	0	0	0	0	**11**	0	0	3	0	0	0	0	**3**
1845 - 1900	0	0	4	1	0	0	0	**5**	1	0	68	3	0	0	0	**72**	0	0	5	1	0	1	0	**7**	0	0	2	0	0	0	0	**2**
Hourly Total	**0**	**0**	**33**	**1**	**0**	**0**	**0**	**34**	**1**	**2**	**292**	**24**	**1**	**2**	**0**	**322**	**0**	**0**	**35**	**3**	**0**	**1**	**0**	**39**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**7**
Session Total	**0**	**1**	**83**	**6**	**0**	**0**	**0**	**90**	**1**	**5**	**865**	**83**	**5**	**5**	**4**	**968**	**0**	**1**	**155**	**9**	**0**	**1**	**1**	**167**	**0**	**0**	**18**	**2**	**0**	**0**	**0**	**20**

Thanet - Manual Traffic Survey, Thursday 22nd February 2018

Junction: (4) Poorhole Road / A256 Westwood Road

Approach: Poorhole Road

	Left to A256 Westwood Road (East)								Right to A256 Westwood Road (West)								U-Turn							
TIME	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**
0700 - 0715	0	0	15	3	0	0	0	**18**	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
0715 - 0730	1	0	28	7	1	0	1	**38**	0	0	9	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**
0730 - 0745	0	0	35	4	0	0	0	**39**	0	0	4	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**
0745 - 0800	0	0	54	8	0	0	1	**63**	0	0	1	1	0	1	0	**3**	0	0	1	0	0	0	0	**1**
Hourly Total	**1**	**0**	**132**	**22**	**1**	**0**	**2**	**158**	**0**	**0**	**15**	**1**	**0**	**1**	**0**	**17**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
0800 - 0815	2	1	83	13	0	0	0	**99**	0	0	8	1	0	0	0	**9**	0	0	0	0	0	0	0	**0**
0815 - 0830	1	0	64	8	1	0	1	**75**	0	0	8	0	0	0	0	**8**	0	0	0	0	0	1	0	**1**
0830 - 0845	0	1	36	4	0	0	0	**41**	0	0	8	0	0	1	0	**9**	0	0	0	0	0	0	0	**0**
0845 - 0900	1	0	41	7	2	0	1	**52**	0	0	12	1	0	0	0	**13**	0	0	0	0	0	0	0	**0**
Hourly Total	**4**	**2**	**224**	**32**	**3**	**0**	**2**	**267**	**0**	**0**	**36**	**2**	**0**	**1**	**0**	**39**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
0900 - 0915	0	1	41	10	0	0	0	**52**	0	0	15	2	0	1	0	**18**	0	0	0	0	0	0	0	**0**
0915 - 0930	0	0	44	12	0	0	0	**56**	1	0	19	1	0	1	0	**22**	0	0	0	0	0	0	0	**0**
0930 - 0945	0	1	51	9	1	0	0	**62**	0	0	5	2	0	0	0	**7**	0	0	0	0	0	0	0	**0**
0945 - 1000	0	0	46	12	2	0	0	**60**	0	0	14	0	0	0	0	**14**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**2**	**182**	**43**	**3**	**0**	**0**	**230**	**1**	**0**	**53**	**5**	**0**	**2**	**0**	**61**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**5**	**4**	**538**	**97**	**7**	**0**	**4**	**655**	**1**	**0**	**104**	**8**	**0**	**4**	**0**	**117**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**2**
1600 - 1615	0	0	85	13	0	0	0	**98**	0	0	15	0	0	0	0	**15**	0	0	0	1	0	0	0	**1**
1615 - 1630	0	0	78	9	0	0	0	**87**	0	0	8	1	1	0	0	**10**	0	0	0	0	0	0	0	**0**
1630 - 1645	0	1	66	10	0	0	0	**77**	0	0	12	2	0	0	0	**14**	0	0	0	0	0	0	0	**0**
1645 - 1700	0	0	73	11	0	0	0	**84**	0	0	15	1	0	0	0	**16**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**1**	**302**	**43**	**0**	**0**	**0**	**346**	**0**	**0**	**50**	**4**	**1**	**0**	**0**	**55**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
1700 - 1715	2	3	81	8	0	0	0	**94**	2	0	19	0	0	0	0	**21**	0	0	0	0	0	0	0	**0**
1715 - 1730	1	0	74	5	1	0	0	**81**	0	0	12	0	0	0	0	**12**	0	0	0	0	0	0	0	**0**
1730 - 1745	0	0	61	12	1	0	0	**74**	0	0	12	2	0	0	0	**14**	0	0	0	0	0	0	0	**0**
1745 - 1800	0	2	50	3	0	0	0	**55**	0	0	10	1	0	0	0	**11**	0	0	0	0	0	0	0	**0**
Hourly Total	**3**	**5**	**266**	**28**	**2**	**0**	**0**	**304**	**2**	**0**	**53**	**3**	**0**	**0**	**0**	**58**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800 - 1815	0	1	42	4	0	0	0	**47**	0	0	12	1	0	0	0	**13**	0	0	0	0	0	0	0	**0**
1815 - 1830	0	0	38	3	0	0	0	**41**	0	0	11	1	0	0	0	**12**	0	0	0	0	0	0	0	**0**
1830 - 1845	0	1	43	4	0	0	0	**48**	0	0	5	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**
1845 - 1900	0	0	51	2	0	0	0	**53**	0	0	11	0	0	0	1	**12**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**2**	**174**	**13**	**0**	**0**	**0**	**189**	**0**	**0**	**39**	**2**	**0**	**0**	**1**	**42**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
Session Total	**3**	**8**	**742**	**84**	**2**	**0**	**0**	**839**	**2**	**0**	**142**	**9**	**1**	**0**	**1**	**155**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**

Thanet - Manual Traffic Survey, Thursday 22nd February 2018

Junction: (4) Poorhole Road / A256 Westwood Road

Approach: A256 Westwood Road (East)

	Ahead to A256 Westwood Road (West)								Right to Poorhole Road								U-Turn							
TIME	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
0700 - 0715	0	2	93	21	0	0	1	**117**	0	0	20	4	0	0	1	**25**	0	0	0	0	0	0	0	**0**
0715 - 0730	1	0	102	19	2	0	0	**124**	0	1	35	7	0	0	0	**43**	0	0	2	0	0	0	0	**2**
0730 - 0745	0	3	130	20	1	1	1	**156**	0	0	48	14	0	0	1	**63**	0	0	7	0	0	0	0	**7**
0745 - 0800	1	1	142	12	1	0	0	**157**	0	1	75	18	0	0	0	**94**	0	0	11	1	0	0	0	**12**
Hourly Total	**2**	**6**	**467**	**72**	**4**	**1**	**2**	**554**	**0**	**2**	**178**	**43**	**0**	**0**	**2**	**225**	**0**	**0**	**20**	**1**	**0**	**0**	**0**	**21**
0800 - 0815	0	0	130	14	1	0	1	**146**	0	1	63	13	0	0	1	**78**	0	0	8	1	0	0	0	**9**
0815 - 0830	0	0	142	15	3	0	1	**161**	0	1	56	5	1	0	0	**63**	0	0	6	1	0	0	0	**7**
0830 - 0845	2	1	122	14	1	0	3	**143**	0	0	46	10	0	0	1	**57**	0	0	22	2	0	0	0	**24**
0845 - 0900	0	0	177	11	2	1	2	**193**	1	1	72	11	3	0	0	**88**	0	0	5	2	0	0	0	**7**
Hourly Total	**2**	**1**	**571**	**54**	**7**	**1**	**7**	**643**	**1**	**3**	**237**	**39**	**4**	**0**	**2**	**286**	**0**	**0**	**41**	**6**	**0**	**0**	**0**	**47**
0900 - 0915	0	0	164	17	2	0	1	**184**	0	0	45	17	0	0	0	**62**	0	0	0	0	0	0	0	**0**
0915 - 0930	0	1	184	14	4	2	3	**208**	2	0	57	10	1	0	0	**70**	0	0	4	0	0	0	0	**4**
0930 - 0945	1	1	146	13	2	0	1	**164**	0	1	45	11	1	0	1	**59**	0	0	0	0	1	0	0	**1**
0945 - 1000	0	0	162	15	1	2	1	**181**	0	0	36	4	1	0	0	**41**	0	0	2	0	0	0	0	**2**
Hourly Total	**1**	**2**	**656**	**59**	**9**	**4**	**6**	**737**	**2**	**1**	**183**	**42**	**3**	**0**	**1**	**232**	**0**	**0**	**6**	**0**	**1**	**0**	**0**	**7**
Session Total	**5**	**9**	**1694**	**185**	**20**	**6**	**15**	**1934**	**3**	**6**	**598**	**124**	**7**	**0**	**5**	**743**	**0**	**0**	**67**	**7**	**1**	**0**	**0**	**75**
1600 - 1615	0	0	121	15	1	1	1	**139**	0	1	48	4	0	0	0	**53**	0	0	4	0	0	0	0	**4**
1615 - 1630	0	1	139	16	0	0	0	**156**	0	1	65	6	0	0	0	**72**	0	0	4	0	0	0	0	**4**
1630 - 1645	0	1	138	17	0	0	2	**158**	0	1	63	13	1	0	0	**78**	0	0	2	1	0	0	0	**3**
1645 - 1700	0	2	144	14	1	0	1	**162**	0	1	46	9	0	0	1	**57**	0	0	2	0	0	0	0	**2**
Hourly Total	**0**	**4**	**542**	**62**	**2**	**1**	**4**	**615**	**0**	**4**	**222**	**32**	**1**	**0**	**1**	**260**	**0**	**0**	**12**	**1**	**0**	**0**	**0**	**13**
1700 - 1715	1	1	141	10	0	2	1	**156**	0	0	88	11	0	0	0	**99**	0	0	1	0	0	0	0	**1**
1715 - 1730	1	0	140	14	0	0	1	**156**	0	0	58	8	0	1	1	**68**	0	0	2	0	0	0	0	**2**
1730 - 1745	0	0	139	12	2	0	0	**153**	0	0	45	6	0	0	0	**51**	0	0	1	0	0	0	0	**1**
1745 - 1800	0	1	121	13	0	0	2	**137**	1	1	51	3	0	0	1	**57**	0	0	1	0	0	0	0	**1**
Hourly Total	**2**	**2**	**541**	**49**	**2**	**2**	**4**	**602**	**1**	**1**	**242**	**28**	**0**	**1**	**2**	**275**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**
1800 - 1815	0	0	117	11	0	0	0	**128**	0	1	44	4	0	0	1	**50**	0	0	1	0	0	0	0	**1**
1815 - 1830	0	0	109	11	0	0	0	**120**	0	0	48	5	0	0	0	**53**	0	0	1	0	0	0	0	**1**
1830 - 1845	0	0	117	8	0	0	1	**126**	0	1	31	1	0	0	0	**33**	0	0	2	0	0	0	0	**2**
1845 - 1900	0	0	103	16	1	0	0	**120**	0	1	32	3	0	0	0	**36**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**446**	**46**	**1**	**0**	**1**	**494**	**0**	**3**	**155**	**13**	**0**	**0**	**1**	**172**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**
Session Total	**2**	**6**	**1529**	**157**	**5**	**3**	**9**	**1711**	**1**	**8**	**619**	**73**	**1**	**1**	**4**	**707**	**0**	**0**	**22**	**1**	**0**	**0**	**0**	**23**

Thanet - Manual Traffic Survey, Thursday 22nd February 2018

Junction: (4) Poorhole Road / A256 Westwood Road

Approach: A256 Westwood Road (West)

	Left to Poorhole Road								Ahead to A256 Westwood Road (East)								U-Turn							
TIME	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**
0700 - 0715	1	0	5	2	0	0	0	**8**	0	1	32	8	2	0	1	**44**	0	0	0	0	0	0	0	**0**
0715 - 0730	0	0	5	1	0	1	0	**7**	0	0	54	14	0	0	1	**69**	0	0	0	0	0	0	0	**0**
0730 - 0745	0	0	5	1	0	0	0	**6**	0	0	75	18	3	0	1	**97**	0	0	0	0	0	0	0	**0**
0745 - 0800	0	0	7	0	0	0	0	**7**	0	2	82	18	0	0	0	**102**	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**0**	**22**	**4**	**0**	**1**	**0**	**28**	**0**	**3**	**243**	**58**	**5**	**0**	**3**	**312**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	0	0	7	3	0	1	0	**11**	0	1	91	15	3	1	1	**112**	0	0	0	0	0	0	0	**0**
0815 - 0830	0	0	6	0	0	0	0	**6**	0	0	84	14	3	1	0	**102**	0	0	1	0	0	0	0	**1**
0830 - 0845	0	0	12	2	0	0	0	**14**	0	0	53	12	2	1	1	**69**	0	0	1	0	0	0	0	**1**
0845 - 0900	0	0	11	0	0	0	0	**11**	0	0	67	16	1	1	0	**85**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**36**	**5**	**0**	**1**	**0**	**42**	**0**	**1**	**295**	**57**	**9**	**4**	**2**	**368**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
0900 - 0915	0	0	10	1	0	1	0	**12**	0	1	87	18	1	1	2	**110**	0	0	0	0	0	0	0	**0**
0915 - 0930	0	0	16	3	1	0	0	**20**	0	0	97	8	1	1	0	**107**	0	0	0	0	0	0	0	**0**
0930 - 0945	0	0	8	2	0	0	0	**10**	0	1	111	12	0	0	2	**126**	0	0	0	0	0	0	0	**0**
0945 - 1000	0	0	10	0	1	0	0	**11**	0	0	126	8	0	2	0	**136**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**44**	**6**	**2**	**1**	**0**	**53**	**0**	**2**	**421**	**46**	**2**	**4**	**4**	**479**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**1**	**0**	**102**	**15**	**2**	**3**	**0**	**123**	**0**	**6**	**959**	**161**	**16**	**8**	**9**	**1159**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
1600 - 1615	0	0	17	0	0	0	0	**17**	0	0	156	9	0	0	1	**166**	0	0	0	0	0	0	0	**0**
1615 - 1630	0	0	18	1	1	0	0	**20**	0	1	139	17	0	0	1	**158**	0	0	0	0	0	0	0	**0**
1630 - 1645	0	0	7	1	0	0	0	**8**	0	0	151	14	0	1	1	**167**	0	0	0	0	0	0	0	**0**
1645 - 1700	0	0	8	2	0	0	0	**10**	0	2	147	21	0	1	1	**172**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**50**	**4**	**1**	**0**	**0**	**55**	**0**	**3**	**593**	**61**	**0**	**2**	**4**	**663**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700 - 1715	0	0	11	3	1	0	0	**15**	0	2	150	15	0	0	1	**168**	0	0	0	0	0	0	0	**0**
1715 - 1730	0	0	7	0	0	0	0	**7**	0	2	144	11	1	1	1	**160**	0	0	0	0	0	0	0	**0**
1730 - 1745	0	0	12	2	0	0	0	**14**	0	0	140	12	1	0	3	**156**	0	0	0	0	0	0	0	**0**
1745 - 1800	0	0	9	2	0	0	0	**11**	0	0	163	10	0	0	1	**174**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**39**	**7**	**1**	**0**	**0**	**47**	**0**	**4**	**597**	**48**	**2**	**1**	**6**	**658**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800 - 1815	0	0	11	3	0	0	0	**14**	0	2	166	9	0	2	0	**179**	0	0	0	0	0	0	0	**0**
1815 - 1830	0	0	13	1	1	0	0	**15**	0	2	138	14	1	0	0	**155**	0	0	0	0	0	0	0	**0**
1830 - 1845	0	0	11	3	0	0	0	**14**	0	0	138	7	0	0	0	**145**	0	0	0	0	0	0	0	**0**
1845 - 1900	1	0	8	0	0	0	0	**9**	1	0	129	7	0	0	0	**137**	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**0**	**43**	**7**	**1**	**0**	**0**	**52**	**1**	**4**	**571**	**37**	**1**	**2**	**0**	**616**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**1**	**0**	**132**	**18**	**3**	**0**	**0**	**154**	**1**	**11**	**1761**	**146**	**3**	**5**	**10**	**1937**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Thanet - Manual Traffic Survey, Thursday 22nd February 2018

Junction: (5) Northwood Road / Millennium Way

Approach: Northwood Road (North)

	Ahead to Northwood Road (South)								Right to Millennium Way								U-Turn							
TIME	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**
0700 - 0715	0	0	18	5	0	1	0	**24**	0	0	2	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
0715 - 0730	0	0	17	5	1	0	0	**23**	0	0	4	1	1	0	0	**6**	0	0	0	0	0	0	0	**0**
0730 - 0745	0	0	33	8	1	0	0	**42**	0	0	5	1	0	0	0	**6**	0	0	2	1	0	0	0	**3**
0745 - 0800	0	0	42	4	0	0	0	**46**	0	0	5	3	1	0	0	**9**	0	0	0	1	0	0	0	**1**
Hourly Total	**0**	**0**	**110**	**22**	**2**	**1**	**0**	**135**	**0**	**0**	**16**	**5**	**2**	**0**	**0**	**23**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**4**
0800 - 0815	0	0	52	11	0	0	0	**63**	0	0	3	4	0	0	0	**7**	0	0	1	0	0	0	0	**1**
0815 - 0830	0	0	37	5	0	0	0	**42**	0	0	12	3	1	0	0	**16**	0	0	0	0	0	0	0	**0**
0830 - 0845	0	0	45	5	0	0	1	**51**	1	0	5	1	0	0	0	**7**	0	0	0	0	0	0	0	**0**
0845 - 0900	0	0	43	11	0	0	1	**55**	0	0	17	3	1	0	0	**21**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**177**	**32**	**0**	**0**	**2**	**211**	**1**	**0**	**37**	**11**	**2**	**0**	**0**	**51**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
0900 - 0915	0	0	32	3	0	0	1	**36**	0	0	17	6	2	0	0	**25**	0	0	0	0	0	0	0	**0**
0915 - 0930	0	0	35	12	0	0	0	**47**	0	0	10	1	0	0	0	**11**	0	0	0	1	0	0	0	**1**
0930 - 0945	0	0	32	4	1	0	0	**37**	0	0	6	3	2	0	0	**11**	0	0	0	0	0	0	0	**0**
0945 - 1000	0	0	36	3	0	0	0	**39**	0	0	8	2	0	0	0	**10**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**135**	**22**	**1**	**0**	**1**	**159**	**0**	**0**	**41**	**12**	**4**	**0**	**0**	**57**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
Session Total	**0**	**0**	**422**	**76**	**3**	**1**	**3**	**505**	**1**	**0**	**94**	**28**	**8**	**0**	**0**	**131**	**0**	**0**	**4**	**3**	**0**	**0**	**0**	**7**
1600 - 1615	0	0	60	10	0	0	0	**70**	1	0	5	4	0	0	0	**10**	0	0	0	0	0	0	0	**0**
1615 - 1630	0	1	54	5	0	0	0	**60**	0	0	3	2	0	0	0	**5**	0	0	0	0	0	0	0	**0**
1630 - 1645	0	0	64	5	0	0	2	**71**	0	0	2	3	0	0	0	**5**	0	0	0	0	0	0	0	**0**
1645 - 1700	0	0	51	3	0	0	0	**54**	0	0	7	1	1	0	0	**9**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**1**	**229**	**23**	**0**	**0**	**2**	**255**	**1**	**0**	**17**	**10**	**1**	**0**	**0**	**29**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
1700 - 1715	1	0	67	8	0	0	0	**76**	0	0	4	2	0	0	0	**6**	0	0	0	0	0	0	0	**0**
1715 - 1730	0	1	46	7	0	0	0	**54**	0	0	5	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**
1730 - 1745	0	0	47	6	0	0	0	**53**	0	0	3	0	1	0	0	**4**	0	0	0	0	0	0	0	**0**
1745 - 1800	0	0	52	6	0	0	0	**58**	0	0	1	0	0	0	0	**1**	0	0	1	0	0	0	0	**1**
Hourly Total	**1**	**1**	**212**	**27**	**0**	**0**	**0**	**241**	**0**	**0**	**13**	**2**	**1**	**0**	**0**	**16**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
1800 - 1815	0	0	53	2	0	0	0	**55**	0	0	3	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**
1815 - 1830	0	0	45	1	0	0	0	**46**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
1830 - 1845	0	0	41	0	0	0	0	**41**	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
1845 - 1900	0	0	32	1	0	0	0	**33**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**171**	**4**	**0**	**0**	**0**	**175**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**1**	**2**	**612**	**54**	**0**	**0**	**2**	**671**	**1**	**0**	**34**	**12**	**2**	**0**	**0**	**49**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**

Thanet - Manual Traffic Survey, Thursday 22nd February 2018

Junction: (5) Northwood Road / Millennium Way

Approach: Northwood Road (South)

	Left to Millennium Way								Ahead to Northwood Road (North)								U-Turn							
TIME	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**
0700 - 0715	0	0	1	0	0	0	0	**1**	0	0	24	3	0	0	0	**27**	0	0	0	0	0	0	0	**0**
0715 - 0730	0	0	0	0	0	0	0	**0**	1	0	48	11	0	0	0	**60**	0	0	0	0	0	0	0	**0**
0730 - 0745	0	0	1	0	0	0	0	**1**	0	1	47	5	0	0	0	**53**	0	0	0	0	0	0	0	**0**
0745 - 0800	0	1	4	0	0	0	0	**5**	0	0	87	16	0	0	0	**103**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**1**	**6**	**0**	**0**	**0**	**0**	**7**	**1**	**1**	**206**	**35**	**0**	**0**	**0**	**243**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	0	0	3	2	0	0	0	**5**	1	0	104	6	0	0	0	**111**	0	0	0	0	0	0	0	**0**
0815 - 0830	0	0	10	0	0	0	0	**10**	1	0	125	9	0	0	0	**135**	0	0	1	0	0	0	0	**1**
0830 - 0845	0	0	8	0	0	0	0	**8**	0	0	129	12	0	0	3	**144**	0	0	1	0	0	0	0	**1**
0845 - 0900	0	0	18	1	0	0	0	**19**	2	0	93	11	0	0	0	**106**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**39**	**3**	**0**	**0**	**0**	**42**	**4**	**0**	**451**	**38**	**0**	**0**	**3**	**496**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
0900 - 0915	0	0	7	1	0	0	0	**8**	0	0	77	4	0	0	0	**81**	0	0	0	0	0	0	0	**0**
0915 - 0930	0	0	4	1	0	0	0	**5**	1	0	52	12	0	0	0	**65**	0	0	0	0	0	0	0	**0**
0930 - 0945	0	0	4	0	0	0	0	**4**	0	0	64	4	2	0	0	**70**	0	0	0	0	0	0	0	**0**
0945 - 1000	0	0	2	4	0	0	0	**6**	1	0	48	10	0	1	1	**61**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**17**	**6**	**0**	**0**	**0**	**23**	**2**	**0**	**241**	**30**	**2**	**1**	**1**	**277**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**1**	**62**	**9**	**0**	**0**	**0**	**72**	**7**	**1**	**898**	**103**	**2**	**1**	**4**	**1016**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
1600 - 1615	0	0	5	1	0	0	0	**6**	0	0	43	7	0	0	0	**50**	0	0	0	0	0	0	0	**0**
1615 - 1630	0	0	2	1	0	0	0	**3**	0	0	63	14	0	0	1	**78**	0	0	0	0	0	0	0	**0**
1630 - 1645	0	0	2	1	0	0	0	**3**	0	0	56	13	0	0	0	**69**	0	0	0	0	0	0	0	**0**
1645 - 1700	0	0	4	2	0	0	0	**6**	0	0	76	4	1	0	0	**81**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**13**	**5**	**0**	**0**	**0**	**18**	**0**	**0**	**238**	**38**	**1**	**0**	**1**	**278**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700 - 1715	0	0	4	0	0	0	0	**4**	0	0	74	15	0	0	0	**89**	0	0	0	0	0	0	0	**0**
1715 - 1730	0	0	1	1	0	0	0	**2**	0	2	94	9	0	0	0	**105**	0	0	0	0	0	0	0	**0**
1730 - 1745	0	0	2	1	0	0	0	**3**	0	0	92	8	0	0	0	**100**	0	0	0	0	0	0	0	**0**
1745 - 1800	0	0	3	0	0	0	0	**3**	0	0	68	4	0	0	0	**72**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**10**	**2**	**0**	**0**	**0**	**12**	**0**	**2**	**328**	**36**	**0**	**0**	**0**	**366**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800 - 1815	0	0	2	0	0	0	0	**2**	0	0	61	8	0	0	0	**69**	0	0	0	0	0	0	0	**0**
1815 - 1830	0	0	2	0	0	0	0	**2**	0	0	55	3	1	0	0	**59**	0	0	0	0	0	0	0	**0**
1830 - 1845	0	0	2	0	0	0	0	**2**	0	1	55	5	0	0	1	**62**	0	0	0	0	0	0	0	**0**
1845 - 1900	0	0	2	0	0	0	0	**2**	0	0	61	0	0	0	0	**61**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**8**	**0**	**1**	**232**	**16**	**1**	**0**	**1**	**251**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**31**	**7**	**0**	**0**	**0**	**38**	**0**	**3**	**798**	**90**	**2**	**0**	**2**	**895**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Thanet - Manual Traffic Survey, Thursday 22nd February 2018

Junction: (5) Northwood Road / Millennium Way

Approach: Millennium Way

	Left to Northwood Road (North)								Right to Northwood Road (South)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**
0700 - 0715	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
0715 - 0730	0	0	1	1	0	0	0	**2**	0	0	0	0	0	0	0	**0**
0730 - 0745	0	0	2	0	2	0	0	**4**	0	0	0	0	0	0	0	**0**
0745 - 0800	0	0	3	2	0	0	0	**5**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**7**	**3**	**2**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	0	0	0	5	0	0	0	**5**	0	0	0	0	0	0	0	**0**
0815 - 0830	0	0	1	2	1	0	0	**4**	0	0	1	0	0	0	0	**1**
0830 - 0845	0	0	3	2	0	0	0	**5**	0	0	1	1	0	0	0	**2**
0845 - 0900	0	0	1	3	1	0	0	**5**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**5**	**12**	**2**	**0**	**0**	**19**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**
0900 - 0915	0	0	2	1	0	0	0	**3**	0	0	1	0	0	0	0	**1**
0915 - 0930	0	0	4	4	2	0	0	**10**	0	0	1	0	0	0	0	**1**
0930 - 0945	0	0	2	3	0	0	0	**5**	0	0	0	1	0	0	0	**1**
0945 - 1000	0	0	6	7	3	0	0	**16**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**14**	**15**	**5**	**0**	**0**	**34**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**
Session Total	**0**	**0**	**26**	**30**	**9**	**0**	**0**	**65**	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**6**
1600 - 1615	1	0	10	4	0	0	0	**15**	0	0	3	0	0	0	0	**3**
1615 - 1630	1	0	7	2	0	0	0	**10**	0	1	2	1	0	0	0	**4**
1630 - 1645	0	0	16	2	0	0	0	**18**	0	0	4	1	0	0	0	**5**
1645 - 1700	0	0	8	1	0	0	0	**9**	0	0	0	1	0	0	0	**1**
Hourly Total	**2**	**0**	**41**	**9**	**0**	**0**	**0**	**52**	**0**	**1**	**9**	**3**	**0**	**0**	**0**	**13**
1700 - 1715	0	0	34	2	0	1	0	**37**	0	0	6	1	0	0	0	**7**
1715 - 1730	0	0	14	2	0	0	0	**16**	0	0	2	0	0	0	0	**2**
1730 - 1745	0	0	18	1	0	1	0	**20**	0	0	3	0	0	0	0	**3**
1745 - 1800	0	0	14	2	0	0	0	**16**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**80**	**7**	**0**	**2**	**0**	**89**	**0**	**0**	**11**	**1**	**0**	**0**	**0**	**12**
1800 - 1815	0	0	19	1	0	0	0	**20**	0	0	0	0	0	0	0	**0**
1815 - 1830	1	0	7	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**
1830 - 1845	0	0	7	0	0	0	0	**7**	0	0	1	0	0	0	0	**1**
1845 - 1900	0	0	4	0	0	0	0	**4**	0	0	2	0	0	0	0	**2**
Hourly Total	**1**	**0**	**37**	**1**	**0**	**0**	**0**	**39**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**
Session Total	**3**	**0**	**158**	**17**	**0**	**2**	**0**	**180**	**0**	**1**	**23**	**4**	**0**	**0**	**0**	**28**

Thanet - Manual Traffic Survey, Thursday 22nd February 2018

Junction: (6) A256 Westwood Road / Northwood Road

Approach: A256 Westwood Road (East)

	Left to Northwood Road								Ahead to A256 Westwood Road (West)								U-Turn							
TIME	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
0700 - 0715	0	0	21	5	0	1	0	**27**	0	2	102	20	0	0	2	**126**	0	0	1	0	0	0	0	**1**
0715 - 0730	0	0	16	4	0	0	0	**20**	0	1	125	23	1	0	0	**150**	0	0	0	0	0	0	0	**0**
0730 - 0745	0	0	33	8	0	0	0	**41**	1	3	161	31	2	1	2	**201**	0	0	0	0	0	0	0	**0**
0745 - 0800	0	0	40	8	1	0	0	**49**	0	2	213	31	1	0	0	**247**	0	0	1	1	0	0	0	**2**
Hourly Total	**0**	**0**	**110**	**25**	**1**	**1**	**0**	**137**	**1**	**8**	**601**	**105**	**4**	**1**	**4**	**724**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**
0800 - 0815	0	0	46	11	0	0	0	**57**	1	1	169	20	2	0	2	**195**	0	0	4	1	0	0	0	**5**
0815 - 0830	0	0	42	6	0	0	0	**48**	0	0	167	17	2	0	2	**188**	0	0	3	0	0	0	0	**3**
0830 - 0845	0	0	32	4	0	0	1	**37**	2	1	146	24	1	0	3	**177**	0	0	23	0	0	0	4	**27**
0845 - 0900	0	0	41	11	0	0	1	**53**	0	1	213	15	5	1	3	**238**	0	1	10	0	0	0	1	**12**
Hourly Total	**0**	**0**	**161**	**32**	**0**	**0**	**2**	**195**	**3**	**3**	**695**	**76**	**10**	**1**	**10**	**798**	**0**	**1**	**40**	**1**	**0**	**0**	**5**	**47**
0900 - 0915	0	0	33	6	1	0	1	**41**	0	0	182	27	2	0	1	**212**	0	0	3	0	0	0	0	**3**
0915 - 0930	0	0	38	9	1	0	0	**48**	2	1	221	20	3	2	2	**251**	0	0	2	0	0	0	0	**2**
0930 - 0945	0	0	31	5	1	0	0	**37**	0	0	172	21	4	0	3	**200**	0	0	1	0	0	0	0	**1**
0945 - 1000	0	0	44	5	0	0	0	**49**	1	2	187	12	1	1	0	**204**	0	0	4	0	0	0	0	**4**
Hourly Total	**0**	**0**	**146**	**25**	**3**	**0**	**1**	**175**	**3**	**3**	**762**	**80**	**10**	**3**	**6**	**867**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**10**
Session Total	**0**	**0**	**417**	**82**	**4**	**1**	**3**	**507**	**7**	**14**	**2058**	**261**	**24**	**5**	**20**	**2389**	**0**	**1**	**52**	**2**	**0**	**0**	**5**	**60**
1600 - 1615	0	0	43	6	0	0	0	**49**	0	0	171	17	1	1	1	**191**	0	0	0	0	0	0	0	**0**
1615 - 1630	0	1	45	4	1	0	0	**51**	0	1	183	21	0	0	0	**205**	0	0	4	0	0	0	0	**4**
1630 - 1645	0	0	46	5	0	0	2	**53**	0	2	187	27	0	0	2	**218**	0	0	3	0	0	0	0	**3**
1645 - 1700	0	0	46	4	0	0	0	**50**	0	3	182	26	1	0	2	**214**	0	0	4	4	0	0	0	**8**
Hourly Total	**0**	**1**	**180**	**19**	**1**	**0**	**2**	**203**	**0**	**6**	**723**	**91**	**2**	**1**	**5**	**828**	**0**	**0**	**11**	**4**	**0**	**0**	**0**	**15**
1700 - 1715	1	0	59	6	0	0	0	**66**	1	1	206	18	0	1	1	**228**	0	0	5	0	0	0	0	**5**
1715 - 1730	0	0	44	6	0	0	0	**50**	1	0	177	21	0	0	2	**201**	0	0	16	0	0	0	0	**16**
1730 - 1745	0	0	39	7	0	0	0	**46**	0	0	156	17	1	0	0	**174**	0	0	18	1	0	0	0	**19**
1745 - 1800	0	0	44	3	0	0	0	**47**	1	3	167	12	0	0	3	**186**	0	0	12	0	0	0	0	**12**
Hourly Total	**1**	**0**	**186**	**22**	**0**	**0**	**0**	**209**	**3**	**4**	**706**	**68**	**1**	**1**	**6**	**789**	**0**	**0**	**51**	**1**	**0**	**0**	**0**	**52**
1800 - 1815	0	1	46	3	0	0	0	**50**	0	2	135	9	0	0	1	**147**	0	0	8	0	0	0	0	**8**
1815 - 1830	0	0	32	3	0	0	0	**35**	0	0	134	16	0	0	0	**150**	0	0	5	0	0	0	0	**5**
1830 - 1845	0	0	32	1	1	0	0	**34**	0	0	133	7	0	0	1	**141**	0	0	4	0	0	0	0	**4**
1845 - 1900	0	0	26	2	0	0	0	**28**	0	2	127	17	1	0	0	**147**	0	0	2	0	0	0	0	**2**
Hourly Total	**0**	**1**	**136**	**9**	**1**	**0**	**0**	**147**	**0**	**4**	**529**	**49**	**1**	**0**	**2**	**585**	**0**	**0**	**19**	**0**	**0**	**0**	**0**	**19**
Session Total	**1**	**2**	**502**	**50**	**2**	**0**	**2**	**559**	**3**	**14**	**1958**	**208**	**4**	**2**	**13**	**2202**	**0**	**0**	**81**	**5**	**0**	**0**	**0**	**86**

Thanet - Manual Traffic Survey, Thursday 22nd February 2018

Junction: (6) A256 Westwood Road / Northwood Road

Approach: Northwood Road

	Left to A256 Westwood Road (West)								Right to A256 Westwood Road (East)								U-Turn							
TIME	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**
0700 - 0715	0	0	10	1	0	0	0	**11**	0	0	19	3	0	0	0	**22**	0	0	1	0	0	0	0	**1**
0715 - 0730	0	1	16	2	0	0	0	**19**	0	2	32	9	0	0	0	**43**	0	0	0	0	0	0	0	**0**
0730 - 0745	0	0	14	2	0	0	0	**16**	0	1	45	4	2	0	0	**52**	0	0	0	0	0	0	0	**0**
0745 - 0800	0	0	27	5	0	0	0	**32**	0	0	66	14	0	0	0	**80**	0	0	0	1	0	0	0	**1**
Hourly Total	**0**	**1**	**67**	**10**	**0**	**0**	**0**	**78**	**0**	**3**	**162**	**30**	**2**	**0**	**0**	**197**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**
0800 - 0815	0	0	24	4	0	0	0	**28**	1	0	80	7	0	0	0	**88**	0	0	0	0	0	0	0	**0**
0815 - 0830	0	0	25	6	0	0	0	**31**	0	0	105	7	0	0	0	**112**	0	0	0	0	0	0	0	**0**
0830 - 0845	0	0	33	6	1	0	0	**40**	0	0	95	9	0	0	4	**108**	0	0	0	0	0	0	0	**0**
0845 - 0900	0	0	26	7	1	0	0	**34**	0	0	72	9	0	0	0	**81**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**108**	**23**	**2**	**0**	**0**	**133**	**1**	**0**	**352**	**32**	**0**	**0**	**4**	**389**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900 - 0915	0	0	19	2	0	0	0	**21**	0	0	64	3	0	0	0	**67**	0	0	0	0	0	0	0	**0**
0915 - 0930	0	1	21	6	2	0	0	**30**	0	0	37	10	0	0	0	**47**	0	0	0	1	0	0	0	**1**
0930 - 0945	0	1	16	1	0	0	0	**18**	0	0	50	5	3	0	0	**58**	0	0	0	1	0	0	0	**1**
0945 - 1000	0	0	14	4	1	1	0	**20**	1	0	36	13	1	0	0	**51**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**2**	**70**	**13**	**3**	**1**	**0**	**89**	**1**	**0**	**187**	**31**	**4**	**0**	**0**	**223**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**
Session Total	**0**	**3**	**245**	**46**	**5**	**1**	**0**	**300**	**2**	**3**	**701**	**93**	**6**	**0**	**4**	**809**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**4**
1600 - 1615	0	0	14	3	0	0	0	**17**	0	0	39	8	0	0	0	**47**	0	0	0	0	0	0	0	**0**
1615 - 1630	0	0	23	4	1	0	0	**28**	0	0	45	13	0	0	1	**59**	0	0	0	0	0	0	0	**0**
1630 - 1645	0	0	16	3	0	0	0	**19**	0	0	53	11	0	0	0	**64**	0	0	2	0	0	0	0	**2**
1645 - 1700	0	0	14	3	0	0	0	**17**	0	0	68	4	0	0	0	**72**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**67**	**13**	**1**	**0**	**0**	**81**	**0**	**0**	**205**	**36**	**0**	**0**	**1**	**242**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**
1700 - 1715	0	0	28	1	0	1	0	**30**	0	0	68	14	0	0	0	**82**	0	0	0	2	0	0	0	**2**
1715 - 1730	0	0	28	1	0	0	0	**29**	0	2	87	9	0	0	0	**98**	0	0	5	0	0	0	0	**5**
1730 - 1745	0	0	22	0	0	1	0	**23**	0	0	86	10	0	0	0	**96**	0	0	1	0	0	0	0	**1**
1745 - 1800	0	0	18	1	0	0	0	**19**	0	0	69	6	0	0	0	**75**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**96**	**3**	**0**	**2**	**0**	**101**	**0**	**2**	**310**	**39**	**0**	**0**	**0**	**351**	**0**	**0**	**7**	**2**	**0**	**0**	**0**	**9**
1800 - 1815	0	0	30	4	0	0	0	**34**	0	0	48	5	0	0	0	**53**	0	0	4	0	0	0	0	**4**
1815 - 1830	0	0	21	1	1	0	0	**23**	0	0	43	3	0	0	0	**46**	0	0	0	0	0	0	0	**0**
1830 - 1845	0	0	20	2	0	0	0	**22**	0	1	42	1	0	0	1	**45**	0	0	0	0	0	0	0	**0**
1845 - 1900	0	0	19	0	0	0	0	**19**	0	0	44	1	0	0	0	**45**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**90**	**7**	**1**	**0**	**0**	**98**	**0**	**1**	**177**	**10**	**0**	**0**	**1**	**189**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**
Session Total	**0**	**0**	**253**	**23**	**2**	**2**	**0**	**280**	**0**	**3**	**692**	**85**	**0**	**0**	**2**	**782**	**0**	**0**	**15**	**2**	**0**	**0**	**0**	**17**

Thanet - Manual Traffic Survey, Thursday 22nd February 2018

Junction: (6) A256 Westwood Road / Northwood Road

Approach: A256 Westwood Road (West)

	Ahead to A256 Westwood Road (East)								Right to Northwood Road								U-Turn							
TIME	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**
0700 - 0715	0	0	43	8	3	0	1	**55**	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
0715 - 0730	0	0	79	14	0	0	2	**95**	0	0	7	1	1	0	0	**9**	0	0	2	0	0	0	0	**2**
0730 - 0745	0	0	102	22	2	0	1	**127**	0	0	7	3	0	0	0	**10**	0	0	1	0	0	0	0	**1**
0745 - 0800	0	2	125	27	1	0	1	**156**	0	0	10	2	0	0	0	**12**	0	0	4	0	0	0	0	**4**
Hourly Total	**0**	**2**	**349**	**71**	**6**	**0**	**5**	**433**	**0**	**0**	**25**	**6**	**1**	**0**	**0**	**32**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**7**
0800 - 0815	0	1	158	26	3	0	1	**189**	0	0	6	2	0	0	0	**8**	0	0	5	0	0	0	0	**5**
0815 - 0830	0	1	147	20	3	1	1	**173**	0	0	8	1	1	0	0	**10**	0	0	4	0	0	0	0	**4**
0830 - 0845	0	1	99	16	1	1	0	**118**	0	0	10	2	0	0	0	**12**	0	0	8	0	0	0	0	**8**
0845 - 0900	0	0	90	21	1	1	2	**115**	0	0	18	2	1	0	0	**21**	0	0	15	0	0	0	0	**15**
Hourly Total	**0**	**3**	**494**	**83**	**8**	**3**	**4**	**595**	**0**	**0**	**42**	**7**	**2**	**0**	**0**	**51**	**0**	**0**	**32**	**0**	**0**	**0**	**0**	**32**
0900 - 0915	1	1	111	21	2	0	2	**138**	0	1	19	3	0	1	0	**24**	0	0	4	0	0	0	0	**4**
0915 - 0930	0	0	134	16	1	1	0	**152**	0	0	14	4	0	0	0	**18**	0	0	2	0	0	0	0	**2**
0930 - 0945	0	2	135	23	1	0	1	**162**	0	0	11	1	1	0	0	**13**	0	0	1	0	0	0	0	**1**
0945 - 1000	0	0	151	23	1	2	1	**178**	0	0	17	1	0	0	0	**18**	0	0	3	0	0	0	0	**3**
Hourly Total	**1**	**3**	**531**	**83**	**5**	**3**	**4**	**630**	**0**	**1**	**61**	**9**	**1**	**1**	**0**	**73**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**10**
Session Total	**1**	**8**	**1374**	**237**	**19**	**6**	**13**	**1658**	**0**	**1**	**128**	**22**	**4**	**1**	**0**	**156**	**0**	**0**	**49**	**0**	**0**	**0**	**0**	**49**
1600 - 1615	0	0	221	28	0	0	1	**250**	0	0	21	6	0	0	0	**27**	0	0	0	0	0	0	0	**0**
1615 - 1630	0	1	209	22	0	0	1	**233**	0	0	15	1	0	0	0	**16**	0	0	1	0	0	0	0	**1**
1630 - 1645	0	2	208	19	0	0	0	**229**	0	0	9	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**
1645 - 1700	0	0	205	25	0	1	2	**233**	0	0	10	1	1	0	0	**12**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**3**	**843**	**94**	**0**	**1**	**4**	**945**	**0**	**0**	**55**	**8**	**1**	**0**	**0**	**64**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
1700 - 1715	0	2	215	27	0	0	1	**245**	0	0	8	2	0	0	0	**10**	0	0	1	0	0	0	0	**1**
1715 - 1730	0	2	210	17	1	1	0	**231**	0	1	10	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**
1730 - 1745	0	0	193	15	1	1	4	**214**	0	0	10	0	1	0	0	**11**	0	0	0	0	0	0	0	**0**
1745 - 1800	0	1	229	19	1	0	1	**251**	0	0	10	2	0	0	0	**12**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**5**	**847**	**78**	**3**	**2**	**6**	**941**	**0**	**1**	**38**	**4**	**1**	**0**	**0**	**44**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
1800 - 1815	0	4	206	14	0	2	0	**226**	0	0	11	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**
1815 - 1830	1	1	172	15	1	0	0	**190**	0	0	10	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**
1830 - 1845	0	2	170	11	0	0	0	**183**	0	0	6	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**
1845 - 1900	0	0	175	13	1	0	0	**189**	0	0	6	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**7**	**723**	**53**	**2**	**2**	**0**	**788**	**0**	**0**	**33**	**0**	**0**	**0**	**0**	**33**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**1**	**15**	**2413**	**225**	**5**	**5**	**10**	**2674**	**0**	**1**	**126**	**12**	**2**	**0**	**0**	**141**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**

Thanet - Manual Traffic Survey, Thursday 22nd February 2018

Junction: (7) A256 Westwood Road / Rumfields Road

Approach: A256 Westwood Road (East)

	Left to Rumfields Road								Ahead to A256 Westwood Road (West)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**
0700 - 0715	0	0	2	0	0	0	0	**2**	0	1	92	18	0	1	2	**114**
0715 - 0730	0	0	1	0	0	0	0	**1**	0	0	99	24	1	0	0	**124**
0730 - 0745	0	0	2	0	0	0	0	**2**	0	2	132	26	2	1	2	**165**
0745 - 0800	0	0	10	1	0	0	0	**11**	0	2	186	23	1	0	0	**212**
Hourly Total	**0**	**0**	**15**	**1**	**0**	**0**	**0**	**16**	**0**	**5**	**509**	**91**	**4**	**2**	**4**	**615**
0800 - 0815	0	0	13	5	0	0	0	**18**	1	1	135	21	2	0	2	**162**
0815 - 0830	0	0	15	1	0	0	0	**16**	0	0	133	16	0	0	2	**151**
0830 - 0845	0	0	10	0	0	0	0	**10**	0	1	121	18	1	0	6	**147**
0845 - 0900	0	0	14	1	0	0	1	**16**	1	1	164	20	4	1	4	**195**
Hourly Total	**0**	**0**	**52**	**7**	**0**	**0**	**1**	**60**	**2**	**3**	**553**	**75**	**7**	**1**	**14**	**655**
0900 - 0915	0	0	10	2	0	0	0	**12**	0	0	140	18	3	0	2	**163**
0915 - 0930	0	0	20	0	0	0	0	**20**	0	1	184	18	2	2	2	**209**
0930 - 0945	0	0	9	1	0	0	0	**10**	1	0	123	15	4	0	3	**146**
0945 - 1000	0	0	16	1	0	0	0	**17**	1	1	164	11	1	1	0	**179**
Hourly Total	**0**	**0**	**55**	**4**	**0**	**0**	**0**	**59**	**2**	**2**	**611**	**62**	**10**	**3**	**7**	**697**
Session Total	**0**	**0**	**122**	**12**	**0**	**0**	**1**	**135**	**4**	**10**	**1673**	**228**	**21**	**6**	**25**	**1967**
1600 - 1615	0	0	17	2	0	0	0	**19**	0	1	131	16	0	1	1	**150**
1615 - 1630	0	0	27	2	0	0	0	**29**	0	0	155	16	1	0	0	**172**
1630 - 1645	0	0	33	2	0	0	0	**35**	0	0	161	21	0	0	4	**186**
1645 - 1700	0	0	20	2	0	0	0	**22**	0	4	157	19	0	0	2	**182**
Hourly Total	**0**	**0**	**97**	**8**	**0**	**0**	**0**	**105**	**0**	**5**	**604**	**72**	**1**	**1**	**7**	**690**
1700 - 1715	0	0	24	2	0	0	0	**26**	1	1	174	16	0	1	1	**194**
1715 - 1730	0	0	16	3	0	0	0	**19**	1	0	130	16	0	0	2	**149**
1730 - 1745	0	0	20	1	0	0	0	**21**	0	0	134	17	1	0	0	**152**
1745 - 1800	0	1	33	2	0	0	0	**36**	0	2	147	12	0	0	3	**164**
Hourly Total	**0**	**1**	**93**	**8**	**0**	**0**	**0**	**102**	**2**	**3**	**585**	**61**	**1**	**1**	**6**	**659**
1800 - 1815	0	0	17	0	0	0	0	**17**	1	2	116	9	0	0	1	**129**
1815 - 1830	0	0	31	1	0	0	0	**32**	0	0	104	14	0	0	0	**118**
1830 - 1845	0	0	20	1	0	0	0	**21**	0	0	111	4	1	0	1	**117**
1845 - 1900	0	0	20	1	0	0	0	**21**	0	1	103	14	1	0	0	**119**
Hourly Total	**0**	**0**	**88**	**3**	**0**	**0**	**0**	**91**	**1**	**3**	**434**	**41**	**2**	**0**	**2**	**483**
Session Total	**0**	**1**	**278**	**19**	**0**	**0**	**0**	**298**	**3**	**11**	**1623**	**174**	**4**	**2**	**15**	**1832**

Thanet - Manual Traffic Survey, Thursday 22nd February 2018

Junction: (7) A256 Westwood Road / Rumfields Road

Approach: Rumfields Road

	Left to A256 Westwood Road (West)								Right to A256 Westwood Road (East)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**
0700 - 0715	0	1	37	4	0	0	0	**42**	0	0	0	0	0	0	0	**0**
0715 - 0730	0	1	41	6	0	0	0	**48**	0	0	0	1	0	0	0	**1**
0730 - 0745	0	1	60	13	0	0	0	**74**	0	0	0	0	0	0	0	**0**
0745 - 0800	1	0	72	17	1	0	0	**91**	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**3**	**210**	**40**	**1**	**0**	**0**	**255**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
0800 - 0815	0	0	85	11	0	0	0	**96**	0	0	0	0	0	0	0	**0**
0815 - 0830	0	1	81	8	2	0	0	**92**	0	0	0	0	0	0	0	**0**
0830 - 0845	1	0	81	10	0	0	1	**93**	0	0	0	0	0	0	0	**0**
0845 - 0900	0	0	93	6	1	0	2	**102**	0	0	1	0	0	0	0	**1**
Hourly Total	**1**	**1**	**340**	**35**	**3**	**0**	**3**	**383**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
0900 - 0915	0	0	82	14	0	0	0	**96**	0	0	0	0	0	0	0	**0**
0915 - 0930	1	0	74	11	2	0	0	**88**	0	0	0	0	0	0	0	**0**
0930 - 0945	0	0	80	10	1	0	0	**91**	0	0	0	0	0	0	0	**0**
0945 - 1000	0	1	68	8	0	0	0	**77**	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**1**	**304**	**43**	**3**	**0**	**0**	**352**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**3**	**5**	**854**	**118**	**7**	**0**	**3**	**990**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**
1600 - 1615	0	1	84	8	0	0	0	**93**	0	0	0	0	0	0	0	**0**
1615 - 1630	0	2	80	7	0	0	0	**89**	0	0	0	0	0	0	0	**0**
1630 - 1645	0	1	73	10	1	0	0	**85**	0	0	0	0	0	0	0	**0**
1645 - 1700	0	0	74	15	1	0	0	**90**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**4**	**311**	**40**	**2**	**0**	**0**	**357**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700 - 1715	1	0	95	10	0	0	0	**106**	0	0	0	0	0	0	0	**0**
1715 - 1730	0	0	109	11	0	0	0	**120**	0	0	0	0	0	0	0	**0**
1730 - 1745	0	0	79	7	0	0	0	**86**	0	0	0	0	0	0	0	**0**
1745 - 1800	0	0	74	3	0	0	0	**77**	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**0**	**357**	**31**	**0**	**0**	**0**	**389**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800 - 1815	0	1	71	5	0	0	0	**77**	0	0	0	0	0	0	0	**0**
1815 - 1830	0	0	68	4	0	0	0	**72**	0	0	0	0	0	0	0	**0**
1830 - 1845	0	0	57	5	0	0	0	**62**	0	0	0	0	0	0	0	**0**
1845 - 1900	0	0	52	4	0	0	0	**56**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**1**	**248**	**18**	**0**	**0**	**0**	**267**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**1**	**5**	**916**	**89**	**2**	**0**	**0**	**1013**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Thanet - Manual Traffic Survey, Thursday 22nd February 2018

Junction: (7) A256 Westwood Road / Rumfields Road

Approach: A256 Westwood Road (West)

	Ahead to A256 Westwood Road (East)								Right to Rumfields Road							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**
0700 - 0715	0	0	53	10	2	0	1	**66**	0	0	11	2	0	0	0	**13**
0715 - 0730	0	1	86	22	0	0	1	**110**	0	1	22	1	0	0	1	**25**
0730 - 0745	0	0	114	21	2	0	1	**138**	1	0	32	5	2	0	0	**40**
0745 - 0800	0	2	154	31	1	0	0	**188**	0	0	39	10	1	0	1	**51**
Hourly Total	**0**	**3**	**407**	**84**	**5**	**0**	**3**	**502**	**1**	**1**	**104**	**18**	**3**	**0**	**2**	**129**
0800 - 0815	0	1	190	22	3	0	1	**217**	1	0	46	13	0	0	0	**60**
0815 - 0830	0	0	197	21	2	1	1	**222**	0	1	55	6	0	0	1	**63**
0830 - 0845	0	0	185	21	1	1	7	**215**	0	1	37	3	0	0	0	**41**
0845 - 0900	0	1	146	26	2	0	3	**178**	0	0	26	4	0	1	0	**31**
Hourly Total	**0**	**2**	**718**	**90**	**8**	**2**	**12**	**832**	**1**	**2**	**164**	**26**	**0**	**1**	**1**	**195**
0900 - 0915	1	0	143	20	1	0	2	**167**	0	1	35	4	1	0	0	**41**
0915 - 0930	0	0	139	19	1	1	0	**160**	0	0	32	7	0	0	0	**39**
0930 - 0945	0	1	155	19	4	0	1	**180**	0	1	35	9	0	0	0	**45**
0945 - 1000	1	0	142	23	0	2	1	**169**	0	0	48	13	2	0	0	**63**
Hourly Total	**2**	**1**	**579**	**81**	**6**	**3**	**4**	**676**	**0**	**2**	**150**	**33**	**3**	**0**	**0**	**188**
Session Total	**2**	**6**	**1704**	**255**	**19**	**5**	**19**	**2010**	**2**	**5**	**418**	**77**	**6**	**1**	**3**	**512**
1600 - 1615	0	0	201	29	0	0	1	**231**	0	0	63	9	0	0	0	**72**
1615 - 1630	0	0	188	25	0	0	2	**215**	0	1	70	3	0	0	0	**74**
1630 - 1645	0	2	210	29	0	0	1	**242**	0	0	54	7	0	0	0	**61**
1645 - 1700	0	0	207	28	0	1	1	**237**	0	0	68	10	0	0	0	**78**
Hourly Total	**0**	**2**	**806**	**111**	**0**	**1**	**5**	**925**	**0**	**1**	**255**	**29**	**0**	**0**	**0**	**285**
1700 - 1715	0	2	213	31	0	0	1	**247**	1	1	66	9	0	0	0	**77**
1715 - 1730	0	2	236	20	2	1	0	**261**	0	2	76	7	0	0	0	**85**
1730 - 1745	0	0	244	18	1	0	2	**265**	0	0	53	7	0	1	2	**63**
1745 - 1800	0	1	237	14	0	0	1	**253**	0	1	78	5	0	0	0	**84**
Hourly Total	**0**	**5**	**930**	**83**	**3**	**1**	**4**	**1026**	**1**	**4**	**273**	**28**	**0**	**1**	**2**	**309**
1800 - 1815	0	4	195	16	0	2	0	**217**	0	1	66	3	0	0	0	**70**
1815 - 1830	1	0	165	15	1	0	0	**182**	0	1	55	2	0	0	0	**58**
1830 - 1845	0	2	177	10	0	0	1	**190**	0	0	40	3	0	0	0	**43**
1845 - 1900	0	0	163	11	1	0	0	**175**	0	0	58	2	0	0	0	**60**
Hourly Total	**1**	**6**	**700**	**52**	**2**	**2**	**1**	**764**	**0**	**2**	**219**	**10**	**0**	**0**	**0**	**231**
Session Total	**1**	**13**	**2436**	**246**	**5**	**4**	**10**	**2715**	**1**	**7**	**747**	**67**	**0**	**1**	**2**	**825**

Thanet - Manual Traffic Survey, Thursday 22nd February 2018

Junction: (8) A255 Dane Court Road / Vicarage Street / A255 Broadstairs Road / A256 Westwood Road

Approach: A255 Dane Court Road

	Left to Vicarage Street								Ahead to A255 Broadstairs Road								Right to A256 Westwood Road								U-Turn							
TIME	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	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	3	0	0	0	0	**3**	0	0	20	11	1	0	0	**32**	0	0	13	2	0	1	1	**17**	0	0	0	0	0	0	0	**0**
0715 - 0730	0	0	5	0	0	0	0	**5**	0	1	34	5	1	0	0	**41**	0	0	16	1	0	0	0	**17**	0	0	0	0	0	0	0	**0**
0730 - 0745	0	0	5	1	0	0	0	**6**	1	1	42	14	0	0	0	**58**	0	2	21	4	0	1	1	**29**	0	0	0	0	0	0	0	**0**
0745 - 0800	0	0	9	3	0	0	0	**12**	0	0	86	7	0	0	0	**93**	0	0	38	3	1	0	0	**42**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**22**	**4**	**0**	**0**	**0**	**26**	**1**	**2**	**182**	**37**	**2**	**0**	**0**	**224**	**0**	**2**	**88**	**10**	**1**	**2**	**2**	**105**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	0	0	8	3	0	0	0	**11**	0	0	72	14	0	0	0	**86**	0	0	32	9	1	0	1	**43**	0	0	0	0	0	0	0	**0**
0815 - 0830	0	0	9	1	0	0	0	**10**	0	1	75	6	0	0	1	**83**	0	0	24	2	0	0	2	**28**	0	0	0	0	0	0	0	**0**
0830 - 0845	0	0	1	0	0	0	0	**1**	0	2	66	9	2	0	4	**83**	0	0	28	3	0	1	1	**33**	0	0	0	0	0	0	0	**0**
0845 - 0900	0	0	8	1	0	0	0	**9**	0	1	62	9	1	0	0	**73**	0	0	33	3	0	0	0	**36**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**26**	**5**	**0**	**0**	**0**	**31**	**0**	**4**	**275**	**38**	**3**	**0**	**5**	**325**	**0**	**0**	**117**	**17**	**1**	**1**	**4**	**140**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900 - 0915	0	0	9	0	0	0	0	**9**	0	0	43	14	0	0	0	**57**	0	0	41	3	1	0	1	**46**	0	0	1	0	0	0	0	**1**
0915 - 0930	0	0	7	0	0	0	0	**7**	0	0	34	9	1	0	0	**44**	0	0	35	1	1	0	2	**39**	0	0	0	0	0	0	0	**0**
0930 - 0945	0	0	13	4	0	0	0	**17**	0	0	51	11	1	0	0	**63**	1	0	37	3	1	0	1	**43**	0	0	1	0	0	0	0	**1**
0945 - 1000	0	0	13	3	0	0	0	**16**	0	1	46	12	3	0	0	**62**	0	0	41	5	0	0	1	**47**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**42**	**7**	**0**	**0**	**0**	**49**	**0**	**1**	**174**	**46**	**5**	**0**	**0**	**226**	**1**	**0**	**154**	**12**	**3**	**0**	**5**	**175**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**
Session Total	**0**	**0**	**90**	**16**	**0**	**0**	**0**	**106**	**1**	**7**	**631**	**121**	**10**	**0**	**5**	**775**	**1**	**2**	**359**	**39**	**5**	**3**	**11**	**420**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**
1600 - 1615	0	0	13	0	0	0	0	**13**	0	1	63	7	0	1	0	**72**	0	0	42	3	1	1	1	**48**	0	0	0	0	0	0	0	**0**
1615 - 1630	1	0	7	2	0	0	0	**10**	0	0	66	9	0	0	0	**75**	0	0	37	3	0	0	1	**41**	0	0	0	0	0	0	0	**0**
1630 - 1645	1	0	9	0	0	0	0	**10**	0	1	75	6	2	0	0	**84**	0	0	44	6	0	0	1	**51**	0	0	1	0	0	0	0	**1**
1645 - 1700	0	1	10	1	0	0	0	**12**	0	1	83	17	0	0	0	**101**	0	1	38	4	0	0	1	**44**	0	0	1	0	0	0	0	**1**
Hourly Total	**2**	**1**	**39**	**3**	**0**	**0**	**0**	**45**	**0**	**3**	**287**	**39**	**2**	**1**	**0**	**332**	**0**	**1**	**161**	**16**	**1**	**1**	**4**	**184**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
1700 - 1715	0	1	13	3	1	0	0	**18**	0	1	81	4	0	0	0	**86**	0	0	42	3	0	1	1	**47**	0	0	0	0	0	0	0	**0**
1715 - 1730	0	1	17	1	0	0	1	**20**	1	0	45	11	0	0	0	**57**	0	0	44	4	0	0	1	**49**	0	0	0	0	0	0	0	**0**
1730 - 1745	0	0	18	2	0	0	0	**20**	0	0	75	6	0	0	0	**81**	0	1	37	4	0	0	0	**42**	0	0	0	0	0	0	0	**0**
1745 - 1800	0	0	8	0	0	0	0	**8**	0	0	55	6	0	0	0	**61**	0	0	33	1	0	0	1	**35**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**2**	**56**	**6**	**1**	**0**	**1**	**66**	**1**	**1**	**256**	**27**	**0**	**0**	**0**	**285**	**0**	**1**	**156**	**12**	**0**	**1**	**3**	**173**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800 - 1815	0	0	12	2	0	0	0	**14**	0	1	62	7	0	0	0	**70**	0	0	36	1	0	0	0	**37**	0	0	0	0	0	0	0	**0**
1815 - 1830	0	0	8	1	0	0	0	**9**	0	1	50	5	0	0	0	**56**	0	0	27	3	0	0	0	**30**	0	0	0	0	0	0	0	**0**
1830 - 1845	1	1	7	0	0	0	0	**9**	0	0	52	5	0	0	0	**57**	0	0	37	1	0	0	1	**39**	0	0	0	0	0	0	0	**0**
1845 - 1900	0	0	10	0	0	0	0	**10**	0	0	52	7	0	0	0	**59**	0	0	29	2	0	0	0	**31**	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**1**	**37**	**3**	**0**	**0**	**0**	**42**	**0**	**2**	**216**	**24**	**0**	**0**	**0**	**242**	**0**	**0**	**129**	**7**	**0**	**0**	**1**	**137**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**3**	**4**	**132**	**12**	**1**	**0**	**1**	**153**	**1**	**6**	**759**	**90**	**2**	**1**	**0**	**859**	**0**	**2**	**446**	**35**	**1**	**2**	**8**	**494**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**

Thanet - Manual Traffic Survey, Thursday 22nd February 2018

Junction: (8) A255 Dane Court Road / Vicarage Street / A255 Broadstairs Road / A256 Westwood Road

Approach: Vicarage Street

	Left to A255 Broadstairs Road								Ahead to A256 Westwood Road								Right to A255 Dane Court Road								U-Turn							
TIME	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	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	7	3	0	0	0	**10**	0	1	54	13	0	0	0	**68**	0	0	5	3	0	0	0	**8**	0	0	0	0	0	0	0	**0**
0715 - 0730	0	1	11	3	0	0	0	**15**	1	0	57	15	1	0	0	**74**	0	1	6	1	0	0	0	**8**	0	0	0	0	0	0	0	**0**
0730 - 0745	0	0	19	7	0	0	0	**26**	0	0	88	12	0	0	0	**100**	1	0	7	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**
0745 - 0800	0	1	33	4	0	0	0	**38**	0	2	98	14	0	0	0	**114**	0	0	6	2	0	0	0	**8**	0	0	0	1	0	0	0	**1**
Hourly Total	**0**	**2**	**70**	**17**	**0**	**0**	**0**	**89**	**1**	**3**	**297**	**54**	**1**	**0**	**0**	**356**	**1**	**1**	**24**	**6**	**0**	**0**	**0**	**32**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
0800 - 0815	0	0	14	4	0	0	0	**18**	0	0	99	12	0	0	0	**111**	0	0	17	2	0	0	0	**19**	0	0	0	0	0	0	0	**0**
0815 - 0830	0	1	39	6	0	0	0	**46**	0	1	77	8	0	0	0	**86**	0	0	11	2	0	0	0	**13**	0	0	1	0	0	0	0	**1**
0830 - 0845	0	0	21	4	0	0	0	**25**	0	1	73	11	2	0	0	**87**	0	0	7	3	1	0	0	**11**	0	0	0	0	0	0	0	**0**
0845 - 0900	1	0	10	1	0	0	0	**12**	1	0	76	11	0	0	0	**88**	0	0	20	2	0	0	0	**22**	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**1**	**84**	**15**	**0**	**0**	**0**	**101**	**1**	**2**	**325**	**42**	**2**	**0**	**0**	**372**	**0**	**0**	**55**	**9**	**1**	**0**	**0**	**65**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
0900 - 0915	0	0	12	7	0	0	0	**19**	1	0	90	13	0	0	1	**105**	0	0	8	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**
0915 - 0930	0	0	14	0	0	0	0	**14**	0	0	96	8	0	0	0	**104**	0	0	2	2	0	0	0	**4**	0	0	0	0	0	0	0	**0**
0930 - 0945	0	0	15	3	0	0	0	**18**	0	0	63	7	0	0	1	**71**	0	0	4	1	0	1	0	**6**	0	0	0	0	0	0	0	**0**
0945 - 1000	0	0	17	0	0	0	1	**18**	1	0	84	6	0	0	0	**91**	0	0	7	2	0	0	0	**9**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**58**	**10**	**0**	**0**	**1**	**69**	**2**	**0**	**333**	**34**	**0**	**0**	**2**	**371**	**0**	**0**	**21**	**5**	**0**	**1**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**1**	**3**	**212**	**42**	**0**	**0**	**1**	**259**	**4**	**5**	**955**	**130**	**3**	**0**	**2**	**1099**	**1**	**1**	**100**	**20**	**1**	**1**	**0**	**124**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**
1600 - 1615	0	0	23	2	0	0	0	**25**	1	1	46	8	0	0	0	**56**	0	0	5	1	0	0	0	**6**	0	0	0	0	0	0	0	**0**
1615 - 1630	0	0	16	4	0	0	0	**20**	0	1	57	12	1	0	0	**71**	0	0	6	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**
1630 - 1645	0	0	23	2	0	0	0	**25**	0	0	57	11	0	0	0	**68**	0	0	7	1	0	0	0	**8**	0	0	0	0	0	0	0	**0**
1645 - 1700	0	1	12	3	0	0	1	**17**	0	0	61	8	0	0	0	**69**	0	0	8	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**1**	**74**	**11**	**0**	**0**	**1**	**87**	**1**	**2**	**221**	**39**	**1**	**0**	**0**	**264**	**0**	**0**	**26**	**2**	**0**	**0**	**0**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700 - 1715	0	1	31	6	0	0	0	**38**	1	0	78	11	0	0	0	**90**	0	0	7	1	0	0	0	**8**	0	0	0	0	0	0	0	**0**
1715 - 1730	0	0	19	2	0	0	0	**21**	0	0	63	8	0	0	0	**71**	0	0	7	3	0	0	0	**10**	0	0	0	0	0	0	0	**0**
1730 - 1745	0	1	8	1	0	0	0	**10**	0	0	58	9	0	0	0	**67**	0	0	9	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**
1745 - 1800	0	0	13	2	0	0	0	**15**	1	0	63	10	0	0	0	**74**	0	0	5	2	0	0	0	**7**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**2**	**71**	**11**	**0**	**0**	**0**	**84**	**2**	**0**	**262**	**38**	**0**	**0**	**0**	**302**	**0**	**0**	**28**	**6**	**0**	**0**	**0**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800 - 1815	1	0	12	1	0	0	1	**15**	1	1	39	6	0	0	0	**47**	0	0	5	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**
1815 - 1830	0	1	17	1	0	0	0	**19**	0	0	47	6	0	0	0	**53**	0	0	4	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**
1830 - 1845	0	0	9	1	0	0	0	**10**	0	0	50	6	1	0	0	**57**	0	0	10	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**
1845 - 1900	0	0	16	1	0	0	0	**17**	0	0	51	7	1	0	0	**59**	0	0	8	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**1**	**54**	**4**	**0**	**0**	**1**	**61**	**1**	**1**	**187**	**25**	**2**	**0**	**0**	**216**	**0**	**0**	**27**	**0**	**0**	**0**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**1**	**4**	**199**	**26**	**0**	**0**	**2**	**232**	**4**	**3**	**670**	**102**	**3**	**0**	**0**	**782**	**0**	**0**	**81**	**8**	**0**	**0**	**0**	**89**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Thanet - Manual Traffic Survey, Thursday 22nd February 2018

Junction: (8) A255 Dane Court Road / Vicarage Street / A255 Broadstairs Road / A256 Westwood Road

Approach: A255 Broadstairs Road

	Left to A256 Westwood Road								Ahead to A255 Dane Court Road								Right to Vicarage Street								U-Turn							
TIME	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	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	30	8	0	0	1	**39**	0	0	20	5	0	0	0	**25**	0	1	5	0	1	0	0	**7**	0	0	1	0	0	0	0	**1**
0715 - 0730	0	0	27	7	1	0	0	**35**	0	0	50	9	1	1	0	**61**	0	0	12	1	0	0	0	**13**	0	0	0	0	0	0	0	**0**
0730 - 0745	0	0	42	7	1	0	1	**51**	0	1	37	7	2	0	0	**47**	0	0	8	3	0	0	0	**11**	0	0	1	0	0	0	0	**1**
0745 - 0800	0	0	68	7	0	0	0	**75**	0	2	71	11	1	0	0	**85**	0	0	14	6	0	0	0	**20**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**167**	**29**	**2**	**0**	**2**	**200**	**0**	**3**	**178**	**32**	**4**	**1**	**0**	**218**	**0**	**1**	**39**	**10**	**1**	**0**	**0**	**51**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
0800 - 0815	0	0	58	5	2	0	1	**66**	0	0	80	6	0	0	0	**86**	0	0	16	2	0	0	0	**18**	0	0	0	0	0	0	0	**0**
0815 - 0830	0	0	69	5	0	0	1	**75**	0	0	72	13	3	0	0	**88**	0	0	20	3	0	0	0	**23**	0	0	0	0	0	0	0	**0**
0830 - 0845	0	0	59	7	1	0	5	**72**	0	0	62	8	0	0	0	**70**	0	0	27	3	0	1	0	**31**	0	0	1	0	0	0	1	**2**
0845 - 0900	0	0	60	2	3	0	1	**66**	0	0	73	8	1	0	0	**82**	0	0	32	4	0	0	0	**36**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**246**	**19**	**6**	**0**	**8**	**279**	**0**	**0**	**287**	**35**	**4**	**0**	**0**	**326**	**0**	**0**	**95**	**12**	**0**	**1**	**0**	**108**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**2**
0900 - 0915	0	0	61	9	1	0	0	**71**	0	0	52	9	0	0	0	**61**	0	0	17	4	1	0	1	**23**	0	0	0	0	0	0	0	**0**
0915 - 0930	0	1	66	7	2	0	1	**77**	0	0	40	10	0	0	0	**50**	0	0	14	2	0	0	0	**16**	0	0	0	0	0	0	0	**0**
0930 - 0945	0	0	43	5	3	0	0	**51**	0	0	49	11	0	0	0	**60**	0	0	8	4	1	0	0	**13**	0	0	0	0	0	0	0	**0**
0945 - 1000	0	1	59	3	1	1	0	**65**	0	0	40	9	1	0	0	**50**	0	0	10	4	0	0	0	**14**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**2**	**229**	**24**	**7**	**1**	**1**	**264**	**0**	**0**	**181**	**39**	**1**	**0**	**0**	**221**	**0**	**0**	**49**	**14**	**2**	**0**	**1**	**66**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
Session Total	**0**	**2**	**642**	**72**	**15**	**1**	**11**	**743**	**0**	**3**	**646**	**106**	**9**	**1**	**0**	**765**	**0**	**1**	**183**	**36**	**3**	**1**	**1**	**225**	**0**	**0**	**4**	**0**	**0**	**0**	**1**	**5**
1600 - 1615	0	0	61	6	0	0	0	**67**	1	0	51	12	1	0	0	**65**	0	0	17	4	0	0	0	**21**	0	0	0	0	0	0	0	**0**
1615 - 1630	0	1	70	3	1	0	0	**75**	0	1	51	9	0	0	0	**61**	0	0	16	4	0	0	0	**20**	0	0	0	0	0	0	0	**0**
1630 - 1645	0	1	57	9	0	0	0	**67**	0	0	58	13	1	0	0	**72**	0	1	25	5	0	0	0	**31**	0	0	0	0	0	0	0	**0**
1645 - 1700	0	0	66	11	0	0	0	**77**	0	0	57	9	0	0	0	**66**	0	0	28	8	0	0	0	**36**	0	0	0	1	0	0	0	**1**
Hourly Total	**0**	**2**	**254**	**29**	**1**	**0**	**0**	**286**	**1**	**1**	**217**	**43**	**2**	**0**	**0**	**264**	**0**	**1**	**86**	**21**	**0**	**0**	**0**	**108**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
1700 - 1715	0	0	60	3	0	0	0	**63**	0	0	66	10	0	0	0	**76**	0	0	20	3	0	0	0	**23**	0	0	0	0	0	0	0	**0**
1715 - 1730	0	0	64	5	1	0	0	**70**	0	2	79	18	0	0	0	**99**	0	0	24	5	0	0	1	**30**	0	0	0	0	0	0	0	**0**
1730 - 1745	0	0	61	4	1	0	0	**66**	1	0	55	8	0	0	0	**64**	0	0	32	3	0	0	0	**35**	0	0	1	0	0	0	0	**1**
1745 - 1800	0	2	50	3	0	0	3	**58**	0	1	51	4	0	0	0	**56**	0	1	24	3	0	0	0	**28**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**2**	**235**	**15**	**2**	**0**	**3**	**257**	**1**	**3**	**251**	**40**	**0**	**0**	**0**	**295**	**0**	**1**	**100**	**14**	**0**	**0**	**1**	**116**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
1800 - 1815	0	0	50	4	0	0	0	**54**	0	0	40	7	0	0	0	**47**	0	0	15	3	0	0	0	**18**	0	0	0	0	0	0	0	**0**
1815 - 1830	1	0	56	4	0	0	0	**61**	0	0	59	6	0	0	0	**65**	0	0	18	1	0	0	0	**19**	0	0	0	0	0	0	0	**0**
1830 - 1845	0	0	37	1	0	0	0	**38**	0	0	40	2	0	0	0	**42**	0	1	18	1	0	0	0	**20**	0	0	0	0	0	0	0	**0**
1845 - 1900	1	0	42	2	0	0	0	**45**	0	4	49	6	0	0	0	**59**	0	0	13	2	0	0	0	**15**	0	0	0	0	0	0	0	**0**
Hourly Total	**2**	**0**	**185**	**11**	**0**	**0**	**0**	**198**	**0**	**4**	**188**	**21**	**0**	**0**	**0**	**213**	**0**	**1**	**64**	**7**	**0**	**0**	**0**	**72**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**2**	**4**	**674**	**55**	**3**	**0**	**3**	**741**	**2**	**8**	**656**	**104**	**2**	**0**	**0**	**772**	**0**	**3**	**250**	**42**	**0**	**0**	**1**	**296**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**

Thanet - Manual Traffic Survey, Thursday 22nd February 2018

Junction: (8) A255 Dane Court Road / Vicarage Street / A255 Broadstairs Road / A256 Westwood Road

Approach: A256 Westwood Road

	Left to A255 Dane Court Road								Ahead to Vicarage Street								Right to A255 Broadstairs Road								U-Turn							
TIME	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	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	10	1	0	0	0	**11**	0	1	24	2	1	0	0	**28**	0	0	11	2	2	0	0	**15**	0	0	0	0	0	0	0	**0**
0715 - 0730	0	0	17	4	0	0	0	**21**	2	0	36	10	1	0	0	**49**	0	0	19	7	0	0	0	**26**	0	0	0	0	0	0	0	**0**
0730 - 0745	0	1	23	3	0	0	0	**27**	0	0	39	8	0	0	0	**47**	0	0	25	9	1	0	0	**35**	0	0	0	0	0	0	0	**0**
0745 - 0800	0	0	41	7	0	0	0	**48**	0	1	45	13	0	0	0	**59**	0	1	46	11	0	0	0	**58**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**1**	**91**	**15**	**0**	**0**	**0**	**107**	**2**	**2**	**144**	**33**	**2**	**0**	**0**	**183**	**0**	**1**	**101**	**29**	**3**	**0**	**0**	**134**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	0	0	37	6	0	1	0	**44**	0	1	64	9	1	0	0	**75**	0	0	55	4	1	0	0	**60**	0	0	1	0	0	0	0	**1**
0815 - 0830	0	0	40	3	0	1	0	**44**	1	0	60	12	0	0	0	**73**	0	0	91	7	2	0	0	**100**	0	0	2	0	0	0	0	**2**
0830 - 0845	0	0	38	1	0	0	1	**40**	0	0	70	12	0	0	1	**83**	0	0	50	4	0	1	4	**59**	0	0	1	0	0	0	1	**2**
0845 - 0900	0	1	51	2	0	0	1	**55**	0	0	76	9	0	0	0	**85**	0	0	53	5	1	0	0	**59**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**1**	**166**	**12**	**0**	**2**	**2**	**183**	**1**	**1**	**270**	**42**	**1**	**0**	**1**	**316**	**0**	**0**	**249**	**20**	**4**	**1**	**4**	**278**	**0**	**0**	**4**	**0**	**0**	**0**	**1**	**5**
0900 - 0915	0	0	36	2	1	0	1	**40**	0	0	69	13	1	0	0	**83**	0	0	27	5	1	0	1	**34**	0	0	0	0	0	0	0	**0**
0915 - 0930	0	0	34	4	0	1	1	**40**	0	0	56	11	0	0	0	**67**	0	1	34	9	1	0	0	**45**	0	0	0	0	0	0	0	**0**
0930 - 0945	0	0	36	1	2	0	1	**40**	1	0	68	7	0	0	0	**76**	0	0	46	8	1	0	0	**55**	0	0	0	0	0	0	0	**0**
0945 - 1000	0	0	38	6	0	0	1	**45**	1	0	66	12	0	0	0	**79**	0	0	31	3	0	0	0	**34**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**144**	**13**	**3**	**1**	**4**	**165**	**2**	**0**	**259**	**43**	**1**	**0**	**0**	**305**	**0**	**1**	**138**	**25**	**3**	**0**	**1**	**168**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
Session Total	**0**	**2**	**401**	**40**	**3**	**3**	**6**	**455**	**5**	**3**	**673**	**118**	**4**	**0**	**1**	**804**	**0**	**2**	**488**	**74**	**10**	**1**	**5**	**580**	**0**	**0**	**5**	**0**	**0**	**0**	**1**	**6**
1600 - 1615	0	0	51	7	0	0	0	**58**	1	1	109	18	0	0	0	**129**	0	0	67	6	0	0	0	**73**	0	0	0	0	0	0	0	**0**
1615 - 1630	0	0	57	5	0	0	1	**63**	0	0	121	14	0	0	0	**135**	0	0	54	4	0	0	0	**58**	0	0	0	1	0	0	0	**1**
1630 - 1645	0	0	50	5	1	0	2	**58**	0	0	107	13	1	0	0	**121**	0	2	54	9	0	0	0	**65**	0	0	1	0	0	0	0	**1**
1645 - 1700	0	0	40	2	1	1	1	**45**	0	1	107	14	1	0	0	**123**	0	1	54	8	0	0	0	**63**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**198**	**19**	**2**	**1**	**4**	**224**	**1**	**2**	**444**	**59**	**2**	**0**	**0**	**508**	**0**	**3**	**229**	**27**	**0**	**0**	**0**	**259**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**
1700 - 1715	0	0	44	6	0	0	1	**51**	0	2	97	16	1	0	0	**116**	0	1	50	5	0	0	0	**56**	0	0	0	0	0	0	0	**0**
1715 - 1730	0	0	34	2	0	0	0	**36**	1	1	123	11	1	0	0	**137**	0	0	55	9	0	1	0	**65**	0	0	1	0	0	0	0	**1**
1730 - 1745	0	0	44	6	0	0	1	**51**	0	0	122	14	0	0	0	**136**	0	0	57	6	0	1	0	**64**	0	0	0	0	0	0	0	**0**
1745 - 1800	0	0	45	2	0	0	0	**47**	0	0	110	14	1	0	0	**125**	0	0	71	5	0	0	0	**76**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**167**	**16**	**0**	**0**	**2**	**185**	**1**	**3**	**452**	**55**	**3**	**0**	**0**	**514**	**0**	**1**	**233**	**25**	**0**	**2**	**0**	**261**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
1800 - 1815	0	0	48	5	0	0	1	**54**	0	2	103	10	0	0	0	**115**	0	1	55	5	0	0	0	**61**	0	0	0	0	0	0	0	**0**
1815 - 1830	0	0	39	6	0	0	1	**46**	0	0	95	11	1	0	0	**107**	0	0	45	4	0	0	0	**49**	0	0	0	0	0	0	0	**0**
1830 - 1845	0	1	35	4	0	0	0	**40**	1	1	97	7	0	0	0	**106**	0	1	49	4	0	0	1	**55**	0	0	0	0	0	0	0	**0**
1845 - 1900	0	0	47	1	0	0	0	**48**	2	0	92	5	0	0	0	**99**	0	0	45	3	0	0	0	**48**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**1**	**169**	**16**	**0**	**0**	**2**	**188**	**3**	**3**	**387**	**33**	**1**	**0**	**0**	**427**	**0**	**2**	**194**	**16**	**0**	**0**	**1**	**213**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**1**	**534**	**51**	**2**	**1**	**8**	**597**	**5**	**8**	**1283**	**147**	**6**	**0**	**0**	**1449**	**0**	**6**	**656**	**68**	**0**	**2**	**1**	**733**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**

Thanet, Margate Road, ATC (Site 1)

Site No. 00426001 **Site Ref. 426001**

Thanet Site 1

Vehicle Count Report **Week Begin: 21 February 2018** **Channel: Northbound**

	Wed Feb 21	Thu Feb 22	Fri Feb 23	Sat Feb 24	Sun Feb 25	Mon Feb 26	Tue Feb 27	5-Day Ave.	7-Day Ave.
00:00	40	43	41	94	121	41	43	42	60
01:00	25	27	37	63	66	21	25	27	38
02:00	15	12	56	34	51	19	14	23	29
03:00	14	21	51	47	64	14	13	23	32
04:00	30	48	43	33	32	38	30	38	36
05:00	106	114	107	50	32	114	116	111	91
06:00	246	237	258	132	66	238	221	240	200
07:00	495	492	485	257	117	486	406	473	391
08:00	781	840	822	570	158	832	631	781	662
09:00	679	730	806	743	471	806	518	708	679
10:00	708	740	801	885	846	763	494	701	748
11:00	694	760	798	879	856	750	596	720	762
12:00	722	785	812	852	815	755	574	730	759
13:00	690	665	788	869	770	713	610	693	729
14:00	700	694	724	793	689	724	584	685	701
15:00	741	737	828	731	586	761	693	752	725
16:00	682	713	714	659	395	717	633	692	645
17:00	614	718	749	680	301	679	595	671	619
18:00	591	621	659	494	277	533	438	568	516
19:00	425	451	479	385	231	396	306	411	382
20:00	256	278	305	261	139	247	183	254	238
21:00	188	198	232	201	113	178	134	186	178
22:00	111	127	183	170	77	100	79	120	121
23:00	73	91	87	135	66	59	48	72	80
Total									
12H(7-19)	8097	8495	8986	8412	6281	8519	6772	8174	7937
16H(6-22)	9212	9659	10260	9391	6830	9578	7616	9265	8935
18H(6-24)	9396	9877	10530	9696	6973	9737	7743	9457	9136
24H(0-24)	9626	10142	10865	10017	7339	9984	7984	9720	9422
AM Peak	08:00	08:00	08:00	10:00	11:00	08:00	08:00	08:00	11:00
	781	840	822	885	856	832	631	781	762
PM Peak	15:00	12:00	15:00	13:00	12:00	15:00	15:00	15:00	12:00
	741	785	828	869	815	761	693	752	759

Pcc Traffic Information Consultancy Ltd.

Site No. 00426001 **Site Ref. 426001**

Thanet Site 1
Vehicle Count Report **Week Begin: 21 February 2018** **Channel: Southbound**

	Wed Feb 21	Thu Feb 22	Fri Feb 23	Sat Feb 24	Sun Feb 25	Mon Feb 26	Tue Feb 27	5-Day Ave.	7-Day Ave.
00:00	44	36	54	83	102	37	34	41	56
01:00	29	30	39	50	73	26	28	30	39
02:00	15	24	40	31	48	22	20	24	29
03:00	15	9	31	28	40	12	12	16	21
04:00	24	27	32	24	19	28	23	27	25
05:00	70	74	77	45	24	74	75	74	63
06:00	154	164	145	89	40	149	166	156	130
07:00	346	384	356	178	91	345	315	349	288
08:00	739	753	727	372	115	749	577	709	576
09:00	557	589	616	526	252	610	468	568	517
10:00	541	604	638	698	564	661	491	587	600
11:00	655	652	777	779	703	709	535	666	687
12:00	638	713	745	848	807	730	561	677	720
13:00	713	665	735	821	784	708	584	681	716
14:00	707	782	833	757	712	798	693	763	755
15:00	761	753	624	798	707	676	671	697	713
16:00	770	838	815	771	521	832	710	793	751
17:00	923	960	880	647	331	852	751	873	763
18:00	642	673	704	539	296	619	478	623	564
19:00	522	536	561	428	230	461	361	488	443
20:00	323	347	374	314	172	316	248	322	299
21:00	227	284	263	229	136	259	193	245	227
22:00	156	189	252	237	100	160	105	172	171
23:00	70	111	116	144	45	52	50	80	84
Total									
12H(7-19)	7992	8366	8450	7734	5883	8289	6834	7986	7650
16H(6-22)	9218	9697	9793	8794	6461	9474	7802	9197	8748
18H(6-24)	9444	9997	10161	9175	6606	9686	7957	9449	9004
24H(0-24)	9641	10197	10434	9436	6912	9885	8149	9661	9236
AM Peak	08:00	08:00	11:00	11:00	11:00	08:00	08:00	08:00	11:00
	739	753	777	779	703	749	577	709	687
PM Peak	17:00	17:00	17:00	12:00	12:00	17:00	17:00	17:00	17:00
	923	960	880	848	807	852	751	873	763

Pcc Traffic Information Consultancy Ltd.

Site No. 00426001 **Site Ref. 426001**
Thanet Site 1
Vehicle Count Report **Week Begin: 21 February 2018** **Channel: Total Flow**

	Wed Feb 21	Thu Feb 22	Fri Feb 23	Sat Feb 24	Sun Feb 25	Mon Feb 26	Tue Feb 27	5-Day Ave.	7-Day Ave.
00:00	84	79	95	177	223	78	77	83	116
01:00	54	57	76	113	139	47	53	57	77
02:00	30	36	96	65	99	41	34	47	57
03:00	29	30	82	75	104	26	25	38	53
04:00	54	75	75	57	51	66	53	65	62
05:00	176	188	184	95	56	188	191	185	154
06:00	400	401	403	221	106	387	387	396	329
07:00	841	876	841	435	208	831	721	822	679
08:00	1520	1593	1549	942	273	1581	1208	1490	1238
09:00	1236	1319	1422	1269	723	1416	986	1276	1196
10:00	1249	1344	1439	1583	1410	1424	985	1288	1348
11:00	1349	1412	1575	1658	1559	1459	1131	1385	1449
12:00	1360	1498	1557	1700	1622	1485	1135	1407	1480
13:00	1403	1330	1523	1690	1554	1421	1194	1374	1445
14:00	1407	1476	1557	1550	1401	1522	1277	1448	1456
15:00	1502	1490	1452	1529	1293	1437	1364	1449	1438
16:00	1452	1551	1529	1430	916	1549	1343	1485	1396
17:00	1537	1678	1629	1327	632	1531	1346	1544	1383
18:00	1233	1294	1363	1033	573	1152	916	1192	1081
19:00	947	987	1040	813	461	857	667	900	825
20:00	579	625	679	575	311	563	431	575	538
21:00	415	482	495	430	249	437	327	431	405
22:00	267	316	435	407	177	260	184	292	292
23:00	143	202	203	279	111	111	98	151	164
Total									
12H(7-19)	16089	16861	17436	16146	12164	16808	13606	16160	15587
16H(6-22)	18430	19356	20053	18185	13291	19052	15418	18462	17684
18H(6-24)	18840	19874	20691	18871	13579	19423	15700	18906	18140
24H(0-24)	19267	20339	21299	19453	14251	19869	16133	19381	18659
AM Peak	08:00	08:00	11:00	11:00	11:00	08:00	08:00	08:00	11:00
	1520	1593	1575	1658	1559	1581	1208	1490	1449
PM Peak	17:00	17:00	17:00	12:00	12:00	16:00	15:00	17:00	12:00
	1537	1678	1629	1700	1622	1549	1364	1544	1480

Pcc Traffic Information Consultancy Ltd.

Thanet, Westwood Road, ATC, (Site 2)

Site No. 00426002 **Site Ref. 426002**

Thanet Site 2

Vehicle Count Report **Week Begin: 21 February 2018** **Channel: Northbound**

	Wed Feb 21	Thu Feb 22	Fri Feb 23	Sat Feb 24	Sun Feb 25	Mon Feb 26	Tue Feb 27	5-Day Ave.	7-Day Ave.
00:00	26	18	32	60	52	22	22	24	33
01:00	14	16	15	26	29	8	11	13	17
02:00	11	6	9	16	22	11	12	10	12
03:00	18	17	10	22	22	21	10	15	17
04:00	46	34	31	21	19	41	36	38	33
05:00	154	128	132	61	42	143	141	140	114
06:00	364	358	328	145	59	364	275	338	270
07:00	784	801	782	327	155	789	605	752	606
08:00	975	969	984	663	271	965	819	942	807
09:00	908	997	1060	904	606	1009	681	931	881
10:00	808	869	1010	1162	1044	928	608	845	918
11:00	857	863	1008	1094	1025	913	644	857	915
12:00	838	888	1028	1127	1109	897	708	872	942
13:00	853	858	951	1010	907	896	696	851	882
14:00	828	802	877	945	901	816	691	803	837
15:00	868	853	955	882	766	859	749	857	847
16:00	841	909	908	770	440	855	703	843	775
17:00	834	853	820	686	366	740	622	774	703
18:00	678	651	712	517	329	536	408	597	547
19:00	436	459	474	363	245	337	270	395	369
20:00	260	262	267	221	202	190	160	228	223
21:00	182	172	219	184	94	133	94	160	154
22:00	113	120	212	149	64	61	61	113	111
23:00	43	46	107	99	34	41	25	52	56
Total									
12H(7-19)	10072	10313	11095	10087	7919	10203	7934	9923	9660
16H(6-22)	11314	11564	12383	11000	8519	11227	8733	11044	10677
18H(6-24)	11470	11730	12702	11248	8617	11329	8819	11210	10845
24H(0-24)	11739	11949	12931	11454	8803	11575	9051	11449	11072
AM Peak	08:00	09:00	09:00	10:00	10:00	09:00	08:00	08:00	10:00
	975	997	1060	1162	1044	1009	819	942	918
PM Peak	15:00	16:00	12:00	12:00	12:00	12:00	15:00	12:00	12:00
	868	909	1028	1127	1109	897	749	872	942

Pcc Traffic Information Consultancy Ltd.

Site No. 00426002 **Site Ref. 426002**

Thanet Site 2
Vehicle Count Report **Week Begin: 21 February 2018** **Channel: Southbound**

	Wed Feb 21	Thu Feb 22	Fri Feb 23	Sat Feb 24	Sun Feb 25	Mon Feb 26	Tue Feb 27	5-Day Ave.	7-Day Ave.
00:00	45	31	38	70	91	29	34	35	48
01:00	16	20	27	38	40	20	18	20	26
02:00	10	14	14	33	22	21	11	14	18
03:00	13	19	12	15	21	5	9	12	13
04:00	12	21	16	19	18	14	10	15	16
05:00	36	32	41	38	28	29	29	33	33
06:00	93	118	108	75	41	130	104	111	96
07:00	473	463	471	188	91	445	343	439	353
08:00	645	628	673	405	135	650	523	624	523
09:00	696	691	742	686	317	734	498	672	623
10:00	758	785	861	944	738	833	507	749	775
11:00	856	896	997	1004	1016	869	603	844	892
12:00	906	947	1027	982	1078	933	692	901	938
13:00	908	913	1037	1089	1026	883	693	887	936
14:00	871	850	910	1076	953	849	703	837	887
15:00	957	921	1024	1064	936	903	796	920	943
16:00	1045	1018	1062	1010	720	996	847	994	957
17:00	980	922	1020	842	389	942	845	942	849
18:00	837	817	871	682	322	724	555	761	687
19:00	610	573	709	519	266	529	412	567	517
20:00	412	424	417	310	248	312	217	356	334
21:00	268	290	306	247	144	208	156	246	231
22:00	230	205	229	189	94	125	93	176	166
23:00	84	65	125	125	44	47	56	75	78
Total									
12H(7-19)	9932	9851	10695	9972	7721	9761	7605	9569	9362
16H(6-22)	11315	11256	12235	11123	8420	10940	8494	10848	10540
18H(6-24)	11629	11526	12589	11437	8558	11112	8643	11100	10785
24H(0-24)	11761	11663	12737	11650	8778	11230	8754	11229	10939
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00
	856	896	997	1004	1016	869	603	844	892
PM Peak	16:00	16:00	16:00	13:00	12:00	16:00	16:00	16:00	16:00
	1045	1018	1062	1089	1078	996	847	994	957

Pcc Traffic Information Consultancy Ltd.

Site No. 00426002 **Site Ref. 426002**
Thanet Site 2
Vehicle Count Report **Week Begin: 21 February 2018** **Channel: Total Flow**

	Wed Feb 21	Thu Feb 22	Fri Feb 23	Sat Feb 24	Sun Feb 25	Mon Feb 26	Tue Feb 27	5-Day Ave.	7-Day Ave.
00:00	71	49	70	130	143	51	56	59	81
01:00	30	36	42	64	69	28	29	33	43
02:00	21	20	23	49	44	32	23	24	30
03:00	31	36	22	37	43	26	19	27	31
04:00	58	55	47	40	37	55	46	52	48
05:00	190	160	173	99	70	172	170	173	148
06:00	457	476	436	220	100	494	379	448	366
07:00	1257	1264	1253	515	246	1234	948	1191	960
08:00	1620	1597	1657	1068	406	1615	1342	1566	1329
09:00	1604	1688	1802	1590	923	1743	1179	1603	1504
10:00	1566	1654	1871	2106	1782	1761	1115	1593	1694
11:00	1713	1759	2005	2098	2041	1782	1247	1701	1806
12:00	1744	1835	2055	2109	2187	1830	1400	1773	1880
13:00	1761	1771	1988	2099	1933	1779	1389	1738	1817
14:00	1699	1652	1787	2021	1854	1665	1394	1639	1725
15:00	1825	1774	1979	1946	1702	1762	1545	1777	1790
16:00	1886	1927	1970	1780	1160	1851	1550	1837	1732
17:00	1814	1775	1840	1528	755	1682	1467	1716	1552
18:00	1515	1468	1583	1199	651	1260	963	1358	1234
19:00	1046	1032	1183	882	511	866	682	962	886
20:00	672	686	684	531	450	502	377	584	557
21:00	450	462	525	431	238	341	250	406	385
22:00	343	325	441	338	158	186	154	290	278
23:00	127	111	232	224	78	88	81	128	134
Total									
12H(7-19)	20004	20164	21790	20059	15640	19964	15539	19492	19023
16H(6-22)	22629	22820	24618	22123	16939	22167	17227	21892	21218
18H(6-24)	23099	23256	25291	22685	17175	22441	17462	22310	21630
24H(0-24)	23500	23612	25668	23104	17581	22805	17805	22678	22011
AM Peak	11:00	11:00	11:00	10:00	11:00	11:00	08:00	11:00	11:00
	1713	1759	2005	2106	2041	1782	1342	1701	1806
PM Peak	16:00	16:00	12:00	12:00	12:00	16:00	16:00	16:00	12:00
	1886	1927	2055	2109	2187	1851	1550	1837	1880

Pcc Traffic Information Consultancy Ltd.

Thanet, Northwood Road, ATC, (Site 3)

Site No. 00426003 **Site Ref. 426003**

Thanet Site 3

Vehicle Count Report **Week Begin: 21 February 2018** **Channel: Northbound**

	Wed Feb 21	Thu Feb 22	Fri Feb 23	Sat Feb 24	Sun Feb 25	Mon Feb 26	Tue Feb 27	5-Day Ave.	7-Day Ave.
00:00	8	14	14	29	37	11	10	11	18
01:00	5	6	6	13	12	5	14	7	9
02:00	5	2	8	12	13	5	7	5	7
03:00	5	3	7	12	12	9	4	6	7
04:00	10	13	15	14	5	13	13	13	12
05:00	34	30	30	13	8	17	29	28	23
06:00	80	85	89	48	21	73	72	80	67
07:00	260	283	232	102	62	247	229	250	202
08:00	461	488	480	183	64	462	388	456	361
09:00	282	301	288	265	158	287	197	271	254
10:00	211	257	272	303	238	256	182	236	246
11:00	254	259	315	317	235	293	198	264	267
12:00	268	266	352	388	307	305	225	283	302
13:00	294	290	300	343	251	287	206	275	282
14:00	288	346	361	291	254	356	310	332	315
15:00	353	408	410	242	188	364	297	366	323
16:00	357	371	417	274	168	392	297	367	325
17:00	401	434	379	221	123	369	286	374	316
18:00	267	252	280	205	132	219	158	235	216
19:00	171	182	201	148	101	142	114	162	151
20:00	100	104	130	93	82	82	66	96	94
21:00	79	64	66	70	46	53	49	62	61
22:00	63	37	67	78	36	49	29	49	51
23:00	23	23	40	54	18	27	17	26	29
Total									
12H(7-19)	3696	3955	4086	3134	2180	3837	2973	3709	3409
16H(6-22)	4126	4390	4572	3493	2430	4187	3274	4110	3782
18H(6-24)	4212	4450	4679	3625	2484	4263	3320	4185	3862
24H(0-24)	4279	4518	4759	3718	2571	4323	3397	4255	3938
AM Peak	08:00	08:00	08:00	11:00	10:00	08:00	08:00	08:00	08:00
	461	488	480	317	238	462	388	456	361
PM Peak	17:00	17:00	16:00	12:00	12:00	16:00	14:00	17:00	16:00
	401	434	417	388	307	392	310	374	325

Pcc Traffic Information Consultancy Ltd.

Site No. 00426003 **Site Ref. 426003**

Thanet Site 3
Vehicle Count Report **Week Begin: 21 February 2018** **Channel: Southbound**

	Wed Feb 21	Thu Feb 22	Fri Feb 23	Sat Feb 24	Sun Feb 25	Mon Feb 26	Tue Feb 27	5-Day Ave.	7-Day Ave.
00:00	13	14	12	30	39	10	9	12	18
01:00	7	3	4	9	10	1	4	4	5
02:00	3	3	3	10	11	2	3	3	5
03:00	5	2	1	9	8	5	4	3	5
04:00	5	5	9	1	5	8	6	7	6
05:00	18	18	17	12	3	24	13	18	15
06:00	41	39	45	23	10	39	49	43	35
07:00	164	179	161	47	23	150	126	156	121
08:00	229	246	180	104	50	203	233	218	178
09:00	208	224	249	193	108	231	160	214	196
10:00	190	209	185	232	181	240	149	195	198
11:00	203	249	232	227	216	251	170	221	221
12:00	192	238	269	234	244	228	207	227	230
13:00	236	256	263	259	235	236	181	234	238
14:00	266	269	271	252	213	269	235	262	254
15:00	260	327	321	200	222	247	250	281	261
16:00	262	286	295	213	181	291	240	275	253
17:00	233	237	254	197	116	241	211	235	213
18:00	215	174	253	180	109	205	147	199	183
19:00	181	183	158	178	96	158	91	154	149
20:00	102	114	117	109	92	101	57	98	99
21:00	91	83	82	90	51	61	44	72	72
22:00	62	60	73	70	28	41	32	54	52
23:00	26	25	42	41	13	23	13	26	26
Total									
12H(7-19)	2658	2894	2933	2338	1898	2792	2309	2717	2546
16H(6-22)	3073	3313	3335	2738	2147	3151	2550	3084	2901
18H(6-24)	3161	3398	3450	2849	2188	3215	2595	3164	2979
24H(0-24)	3212	3443	3496	2920	2264	3265	2634	3210	3033
AM Peak	08:00	11:00	09:00	10:00	11:00	11:00	08:00	11:00	11:00
	229	249	249	232	216	251	233	221	221
PM Peak	14:00	15:00	15:00	13:00	12:00	16:00	15:00	15:00	15:00
	266	327	321	259	244	291	250	281	261

Pcc Traffic Information Consultancy Ltd.

Site No. 00426003 **Site Ref. 426003**
Thanet Site 3
Vehicle Count Report **Week Begin: 21 February 2018** **Channel: Total Flow**

	Wed Feb 21	Thu Feb 22	Fri Feb 23	Sat Feb 24	Sun Feb 25	Mon Feb 26	Tue Feb 27	5-Day Ave.	7-Day Ave.
00:00	21	28	26	59	76	21	19	23	36
01:00	12	9	10	22	22	6	18	11	14
02:00	8	5	11	22	24	7	10	8	12
03:00	10	5	8	21	20	14	8	9	12
04:00	15	18	24	15	10	21	19	19	17
05:00	52	48	47	25	11	41	42	46	38
06:00	121	124	134	71	31	112	121	122	102
07:00	424	462	393	149	85	397	355	406	324
08:00	690	734	660	287	114	665	621	674	539
09:00	490	525	537	458	266	518	357	485	450
10:00	401	466	457	535	419	496	331	430	444
11:00	457	508	547	544	451	544	368	485	488
12:00	460	504	621	622	551	533	432	510	532
13:00	530	546	563	602	486	523	387	510	520
14:00	554	615	632	543	467	625	545	594	569
15:00	613	735	731	442	410	611	547	647	584
16:00	619	657	712	487	349	683	537	642	578
17:00	634	671	633	418	239	610	497	609	529
18:00	482	426	533	385	241	424	305	434	399
19:00	352	365	359	326	197	300	205	316	301
20:00	202	218	247	202	174	183	123	195	193
21:00	170	147	148	160	97	114	93	134	133
22:00	125	97	140	148	64	90	61	103	104
23:00	49	48	82	95	31	50	30	52	55
Total									
12H(7-19)	6354	6849	7019	5472	4078	6629	5282	6427	5955
16H(6-22)	7199	7703	7907	6231	4577	7338	5824	7194	6683
18H(6-24)	7373	7848	8129	6474	4672	7478	5915	7349	6841
24H(0-24)	7491	7961	8255	6638	4835	7588	6031	7465	6971
AM Peak	08:00	08:00	08:00	11:00	11:00	08:00	08:00	08:00	08:00
	690	734	660	544	451	665	621	674	539
PM Peak	17:00	15:00	15:00	12:00	12:00	16:00	15:00	15:00	15:00
	634	735	731	622	551	683	547	647	584

Pcc Traffic Information Consultancy Ltd.

Thanet, Westwood Road, ATC, (Site 4)

Site No. 00426004 **Site Ref. 426004**

Thanet Site 4

Vehicle Count Report **Week Begin: 21 February 2018** **Channel: Eastbound**

	Wed Feb 21	Thu Feb 22	Fri Feb 23	Sat Feb 24	Sun Feb 25	Mon Feb 26	Tue Feb 27	5-Day Ave.	7-Day Ave.
00:00	32	36	37	70	102	24	28	31	47
01:00	16	22	22	38	34	16	24	20	25
02:00	11	9	12	29	18	17	8	11	15
03:00	11	13	15	23	21	11	6	11	14
04:00	18	19	25	20	12	20	16	20	19
05:00	44	43	51	34	24	24	42	41	37
06:00	96	120	121	85	42	113	111	112	98
07:00	459	480	464	185	100	456	368	445	359
08:00	806	830	830	378	133	778	687	786	635
09:00	669	670	704	643	327	751	496	658	609
10:00	663	710	812	925	683	766	484	687	720
11:00	802	831	903	862	869	850	612	800	818
12:00	833	817	941	918	851	863	626	816	836
13:00	810	803	747	982	926	782	641	757	813
14:00	780	761	683	875	877	796	658	736	776
15:00	929	964	877	948	834	905	795	894	893
16:00	983	943	955	886	621	909	843	927	877
17:00	978	952	931	792	349	940	790	918	819
18:00	843	779	829	655	315	675	527	731	660
19:00	604	604	658	483	256	482	305	531	485
20:00	346	374	398	293	201	287	183	318	297
21:00	292	284	279	229	127	190	143	238	221
22:00	201	175	230	175	88	127	82	163	154
23:00	76	75	111	123	45	61	49	74	77
Total									
12H(7-19)	9555	9540	9676	9049	6885	9471	7527	9154	8815
16H(6-22)	10893	10922	11132	10139	7511	10543	8269	10352	9916
18H(6-24)	11170	11172	11473	10437	7644	10731	8400	10589	10147
24H(0-24)	11302	11314	11635	10651	7855	10843	8524	10724	10303
AM Peak	08:00	11:00	11:00	10:00	11:00	11:00	08:00	11:00	11:00
	806	831	903	925	869	850	687	800	818
PM Peak	16:00	15:00	16:00	13:00	13:00	17:00	16:00	16:00	15:00
	983	964	955	982	926	940	843	927	893

Pcc Traffic Information Consultancy Ltd.

Site No. 00426004 **Site Ref. 426004**

Thanet Site 4
Vehicle Count Report **Week Begin: 21 February 2018** **Channel: Westbound**

	Wed Feb 21	Thu Feb 22	Fri Feb 23	Sat Feb 24	Sun Feb 25	Mon Feb 26	Tue Feb 27	5-Day Ave.	7-Day Ave.
00:00	27	27	26	62	74	19	20	24	36
01:00	14	11	8	19	30	7	9	10	14
02:00	7	3	2	14	21	10	9	6	9
03:00	14	10	7	22	19	15	5	10	13
04:00	39	30	33	16	19	35	31	34	29
05:00	110	89	101	45	35	102	100	100	83
06:00	264	259	247	119	46	256	227	251	203
07:00	667	674	646	254	104	652	489	626	498
08:00	812	815	877	554	203	803	735	808	686
09:00	724	799	889	770	501	856	606	775	735
10:00	705	743	822	992	848	833	517	724	780
11:00	756	794	862	950	859	882	616	782	817
12:00	739	792	858	969	970	758	641	758	818
13:00	758	768	536	908	857	808	630	700	752
14:00	791	750	614	853	786	771	661	717	747
15:00	777	820	849	784	746	782	710	788	781
16:00	774	806	851	707	439	776	686	779	720
17:00	763	769	776	644	344	677	596	716	653
18:00	675	588	683	550	297	517	429	578	534
19:00	468	550	468	416	247	380	264	426	399
20:00	271	266	298	259	232	218	157	242	243
21:00	219	189	232	226	98	141	112	179	174
22:00	125	147	355	148	57	75	67	154	139
23:00	55	54	143	95	35	54	29	67	66
Total									
12H(7-19)	8941	9118	9263	8935	6954	9115	7316	8751	8520
16H(6-22)	10163	10382	10508	9955	7577	10110	8076	9848	9539
18H(6-24)	10343	10583	11006	10198	7669	10239	8172	10069	9744
24H(0-24)	10554	10753	11183	10376	7867	10427	8346	10253	9929
AM Peak	08:00	08:00	09:00	10:00	11:00	11:00	08:00	08:00	11:00
	812	815	889	992	859	882	735	808	817
PM Peak	14:00	15:00	12:00	12:00	12:00	13:00	15:00	15:00	12:00
	791	820	858	969	970	808	710	788	818

Pcc Traffic Information Consultancy Ltd.

Site No. 00426004 **Site Ref. 426004**
Thanet Site 4
Vehicle Count Report **Week Begin: 21 February 2018** **Channel: Total Flow**

	Wed Feb 21	Thu Feb 22	Fri Feb 23	Sat Feb 24	Sun Feb 25	Mon Feb 26	Tue Feb 27	5-Day Ave.	7-Day Ave.
00:00	59	63	63	132	176	43	48	55	83
01:00	30	33	30	57	64	23	33	30	39
02:00	18	12	14	43	39	27	17	18	24
03:00	25	23	22	45	40	26	11	21	27
04:00	57	49	58	36	31	55	47	53	48
05:00	154	132	152	79	59	126	142	141	121
06:00	360	379	368	204	88	369	338	363	301
07:00	1126	1154	1110	439	204	1108	857	1071	857
08:00	1618	1645	1707	932	336	1581	1422	1595	1320
09:00	1393	1469	1593	1413	828	1607	1102	1433	1344
10:00	1368	1453	1634	1917	1531	1599	1001	1411	1500
11:00	1558	1625	1765	1812	1728	1732	1228	1582	1635
12:00	1572	1609	1799	1887	1821	1621	1267	1574	1654
13:00	1568	1571	1283	1890	1783	1590	1271	1457	1565
14:00	1571	1511	1297	1728	1663	1567	1319	1453	1522
15:00	1706	1784	1726	1732	1580	1687	1505	1682	1674
16:00	1757	1749	1806	1593	1060	1685	1529	1705	1597
17:00	1741	1721	1707	1436	693	1617	1386	1634	1472
18:00	1518	1367	1512	1205	612	1192	956	1309	1195
19:00	1072	1154	1126	899	503	862	569	957	884
20:00	617	640	696	552	433	505	340	560	540
21:00	511	473	511	455	225	331	255	416	394
22:00	326	322	585	323	145	202	149	317	293
23:00	131	129	254	218	80	115	78	141	144
Total									
12H(7-19)	18496	18658	18939	17984	13839	18586	14843	17904	17335
16H(6-22)	21056	21304	21640	20094	15088	20653	16345	20200	19454
18H(6-24)	21513	21755	22479	20635	15313	20970	16572	20658	19891
24H(0-24)	21856	22067	22818	21027	15722	21270	16870	20976	20233
AM Peak	08:00	08:00	11:00	10:00	11:00	11:00	08:00	08:00	11:00
	1618	1645	1765	1917	1728	1732	1422	1595	1635
PM Peak	16:00	15:00	16:00	13:00	12:00	15:00	16:00	16:00	15:00
	1757	1784	1806	1890	1821	1687	1529	1705	1674

Pcc Traffic Information Consultancy Ltd.

APPENDIX B

Calculation Reference: AUDIT-219602-180305-0321

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
	KC	KENT	1 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	2 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 51 to 805 (units:)
Range Selected by User: 50 to 1000 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 27/11/17

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

Selected survey days:

Monday	1 days
Thursday	4 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	5

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

Secondary Filtering selection:

Use Class:

C3	5 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	5 days

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

Travel Plan:

Yes	3 days
No	2 days

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

PTAL Rating:

No PTAL Present	5 days

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

LIST OF SITES relevant to selection parameters

1	HC-03-A-19	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY		
	LIPHOOK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	62	
	Survey date: MONDAY	*27/11/17*	*Survey Type: MANUAL*
2	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD		
	WILLESBOROUGH		
	ASHFORD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	51	
	Survey date: THURSDAY	*14/07/16*	*Survey Type: MANUAL*
3	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD		
	BYFLEET		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	71	
	Survey date: THURSDAY	*23/01/14*	*Survey Type: MANUAL*
4	WS-03-A-04	MIXED HOUSES	WEST SUSSEX
	HILLS FARM LANE		
	BROADBRIDGE HEATH		
	HORSHAM		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	151	
	Survey date: THURSDAY	*11/12/14*	*Survey Type: MANUAL*
5	WS-03-A-06	MIXED HOUSES	WEST SUSSEX
	ELLIS ROAD		
	S BROADBRIDGE HEATH		
	WEST HORSHAM		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	805	
	Survey date: THURSDAY	*02/03/17*	*Survey Type: MANUAL*

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	228	0.093	5	228	0.353	5	228	0.446
08:00 - 09:00	5	228	0.155	5	228	0.432	5	228	0.587
09:00 - 10:00	5	228	0.162	5	228	0.187	5	228	0.349
10:00 - 11:00	5	228	0.123	5	228	0.160	5	228	0.283
11:00 - 12:00	5	228	0.148	5	228	0.167	5	228	0.315
12:00 - 13:00	5	228	0.151	5	228	0.159	5	228	0.310
13:00 - 14:00	5	228	0.170	5	228	0.163	5	228	0.333
14:00 - 15:00	5	228	0.149	5	228	0.192	5	228	0.341
15:00 - 16:00	5	228	0.267	5	228	0.192	5	228	0.459
16:00 - 17:00	5	228	0.264	5	228	0.158	5	228	0.422
17:00 - 18:00	5	228	0.353	5	228	0.161	5	228	0.514
18:00 - 19:00	5	228	0.337	5	228	0.169	5	228	0.506
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.372			2.493			4.865

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

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

Parameter summary

Trip rate parameter range selected:	51 - 805 (units:)
Survey date date range:	01/01/09 - 27/11/17
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	228	0.001	5	228	0.001	5	228	0.002
08:00 - 09:00	5	228	0.002	5	228	0.002	5	228	0.004
09:00 - 10:00	5	228	0.001	5	228	0.001	5	228	0.002
10:00 - 11:00	5	228	0.003	5	228	0.004	5	228	0.007
11:00 - 12:00	5	228	0.000	5	228	0.000	5	228	0.000
12:00 - 13:00	5	228	0.001	5	228	0.002	5	228	0.003
13:00 - 14:00	5	228	0.000	5	228	0.000	5	228	0.000
14:00 - 15:00	5	228	0.001	5	228	0.001	5	228	0.002
15:00 - 16:00	5	228	0.007	5	228	0.006	5	228	0.013
16:00 - 17:00	5	228	0.001	5	228	0.002	5	228	0.003
17:00 - 18:00	5	228	0.000	5	228	0.000	5	228	0.000
18:00 - 19:00	5	228	0.000	5	228	0.000	5	228	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.019			0.036

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

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

Parameter summary

Trip rate parameter range selected:	51 - 805 (units:)
Survey date date range:	01/01/09 - 27/11/17
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	228	0.000	5	228	0.000	5	228	0.000
08:00 - 09:00	5	228	0.000	5	228	0.000	5	228	0.000
09:00 - 10:00	5	228	0.004	5	228	0.003	5	228	0.007
10:00 - 11:00	5	228	0.003	5	228	0.003	5	228	0.006
11:00 - 12:00	5	228	0.002	5	228	0.004	5	228	0.006
12:00 - 13:00	5	228	0.000	5	228	0.000	5	228	0.000
13:00 - 14:00	5	228	0.003	5	228	0.001	5	228	0.004
14:00 - 15:00	5	228	0.001	5	228	0.003	5	228	0.004
15:00 - 16:00	5	228	0.000	5	228	0.000	5	228	0.000
16:00 - 17:00	5	228	0.000	5	228	0.000	5	228	0.000
17:00 - 18:00	5	228	0.000	5	228	0.000	5	228	0.000
18:00 - 19:00	5	228	0.000	5	228	0.000	5	228	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.014			0.027

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

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

Parameter summary

Trip rate parameter range selected:	51 - 805 (units:)
Survey date date range:	01/01/09 - 27/11/17
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	228	0.001	5	228	0.001	5	228	0.002
08:00 - 09:00	5	228	0.001	5	228	0.001	5	228	0.002
09:00 - 10:00	5	228	0.000	5	228	0.000	5	228	0.000
10:00 - 11:00	5	228	0.000	5	228	0.000	5	228	0.000
11:00 - 12:00	5	228	0.000	5	228	0.000	5	228	0.000
12:00 - 13:00	5	228	0.000	5	228	0.000	5	228	0.000
13:00 - 14:00	5	228	0.000	5	228	0.000	5	228	0.000
14:00 - 15:00	5	228	0.000	5	228	0.000	5	228	0.000
15:00 - 16:00	5	228	0.001	5	228	0.001	5	228	0.002
16:00 - 17:00	5	228	0.001	5	228	0.001	5	228	0.002
17:00 - 18:00	5	228	0.000	5	228	0.000	5	228	0.000
18:00 - 19:00	5	228	0.000	5	228	0.000	5	228	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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

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

Parameter summary

Trip rate parameter range selected:	51 - 805 (units:)
Survey date date range:	01/01/09 - 27/11/17
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	228	0.008	5	228	0.006	5	228	0.014
08:00 - 09:00	5	228	0.001	5	228	0.010	5	228	0.011
09:00 - 10:00	5	228	0.001	5	228	0.002	5	228	0.003
10:00 - 11:00	5	228	0.002	5	228	0.004	5	228	0.006
11:00 - 12:00	5	228	0.004	5	228	0.004	5	228	0.008
12:00 - 13:00	5	228	0.002	5	228	0.003	5	228	0.005
13:00 - 14:00	5	228	0.003	5	228	0.006	5	228	0.009
14:00 - 15:00	5	228	0.002	5	228	0.001	5	228	0.003
15:00 - 16:00	5	228	0.005	5	228	0.005	5	228	0.010
16:00 - 17:00	5	228	0.011	5	228	0.015	5	228	0.026
17:00 - 18:00	5	228	0.015	5	228	0.013	5	228	0.028
18:00 - 19:00	5	228	0.007	5	228	0.004	5	228	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.061			0.073			0.134

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

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

Parameter summary

Trip rate parameter range selected:	51 - 805 (units:)
Survey date date range:	01/01/09 - 27/11/17
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	228	0.068	5	228	0.322	5	228	0.390
08:00 - 09:00	5	228	0.128	5	228	0.404	5	228	0.532
09:00 - 10:00	5	228	0.132	5	228	0.165	5	228	0.297
10:00 - 11:00	5	228	0.101	5	228	0.129	5	228	0.230
11:00 - 12:00	5	228	0.119	5	228	0.134	5	228	0.253
12:00 - 13:00	5	228	0.125	5	228	0.130	5	228	0.255
13:00 - 14:00	5	228	0.139	5	228	0.135	5	228	0.274
14:00 - 15:00	5	228	0.129	5	228	0.156	5	228	0.285
15:00 - 16:00	5	228	0.233	5	228	0.155	5	228	0.388
16:00 - 17:00	5	228	0.243	5	228	0.145	5	228	0.388
17:00 - 18:00	5	228	0.328	5	228	0.151	5	228	0.479
18:00 - 19:00	5	228	0.322	5	228	0.161	5	228	0.483
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.067			2.187			4.254

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

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

Parameter summary

Trip rate parameter range selected:	51 - 805 (units:)
Survey date date range:	01/01/09 - 27/11/17
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	228	0.024	5	228	0.025	5	228	0.049
08:00 - 09:00	5	228	0.025	5	228	0.022	5	228	0.047
09:00 - 10:00	5	228	0.025	5	228	0.018	5	228	0.043
10:00 - 11:00	5	228	0.017	5	228	0.025	5	228	0.042
11:00 - 12:00	5	228	0.027	5	228	0.029	5	228	0.056
12:00 - 13:00	5	228	0.025	5	228	0.027	5	228	0.052
13:00 - 14:00	5	228	0.028	5	228	0.027	5	228	0.055
14:00 - 15:00	5	228	0.018	5	228	0.032	5	228	0.050
15:00 - 16:00	5	228	0.025	5	228	0.030	5	228	0.055
16:00 - 17:00	5	228	0.018	5	228	0.011	5	228	0.029
17:00 - 18:00	5	228	0.022	5	228	0.010	5	228	0.032
18:00 - 19:00	5	228	0.014	5	228	0.008	5	228	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.268			0.264			0.532

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

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

Parameter summary

Trip rate parameter range selected:	51 - 805 (units:)
Survey date date range:	01/01/09 - 27/11/17
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	228	0.000	5	228	0.004	5	228	0.004
08:00 - 09:00	5	228	0.000	5	228	0.004	5	228	0.004
09:00 - 10:00	5	228	0.000	5	228	0.000	5	228	0.000
10:00 - 11:00	5	228	0.000	5	228	0.000	5	228	0.000
11:00 - 12:00	5	228	0.000	5	228	0.000	5	228	0.000
12:00 - 13:00	5	228	0.001	5	228	0.000	5	228	0.001
13:00 - 14:00	5	228	0.000	5	228	0.000	5	228	0.000
14:00 - 15:00	5	228	0.001	5	228	0.001	5	228	0.002
15:00 - 16:00	5	228	0.000	5	228	0.000	5	228	0.000
16:00 - 17:00	5	228	0.002	5	228	0.000	5	228	0.002
17:00 - 18:00	5	228	0.003	5	228	0.000	5	228	0.003
18:00 - 19:00	5	228	0.001	5	228	0.001	5	228	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.010			0.018

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

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Parameter summary

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Survey date date range:	01/01/09 - 27/11/17
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

APPENDIX C

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: Millenium Way - Northwood Rd Model.j9
Path: P:\17\09\33 - Land to Rear of Tesco, Thanet\08 Calculations and Technical Data\Junction analysis\Picady\Millenium Way - Northwood Rd
Report generation date: 07/03/2018 11:52:48

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2018							
Stream B-AC	0.0	6.13	0.04	A	0.2	6.45	0.16	A
Stream C-AB	0.1	6.68	0.09	A	0.0	5.77	0.04	A
	2022 Base							
Stream B-AC	0.0	6.28	0.04	A	0.2	6.66	0.17	A
Stream C-AB	0.1	6.89	0.10	A	0.0	5.87	0.05	A
	2022 Design							
Stream B-AC	0.3	7.30	0.21	A	0.3	7.17	0.23	A
Stream C-AB	0.2	7.37	0.16	A	0.2	6.73	0.16	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.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	06/03/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TPA\tom.pritchard
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2018	AM	Surveyed Flows	ONE HOUR	08:00	09:30	15
D2	2018	PM	Surveyed Flows	ONE HOUR	17:00	18:30	15
D3	2022 Base	AM	Growthed Count	ONE HOUR	08:00	09:30	15
D4	2022 Base	PM	Growthed Count	ONE HOUR	17:00	18:30	15
D5	2022 Design	AM	Growthed Count + Dev Traffic	ONE HOUR	08:00	09:30	15
D6	2022 Design	PM	Growthed Count + Dev Traffic	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2018, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Northwood Road		Major
B	Millenium Way		Minor
C	Northwood Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Northwood Road	6.97		✓	3.53	160.0	✓	6.00

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 - Millenium Way	One lane	4.69	175	120

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	699	0.122	0.308	0.194	0.440
1	B-C	818	0.120	0.304	-	-
1	C-B	763	0.283	0.283	-	-

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	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2018	AM	Surveyed Flows	ONE HOUR	08:00	09:30	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 (PCU/hr)	Scaling Factor (%)
A - Northwood Road		✓	538	100.000
B - Millenium Way		✓	22	100.000
C - Northwood Road		✓	262	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Northwood Road	B - Millenium Way	C - Northwood Road
From	A - Northwood Road	0	42	496
	B - Millenium Way	3	0	19
	C - Northwood Road	211	51	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Northwood Road	B - Millenium Way	C - Northwood Road
From	A - Northwood Road	0	0	0
	B - Millenium Way	0	0	0
	C - Northwood Road	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	6.13	0.0	A
C-AB	0.09	6.68	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	17	672	0.025	16	0.0	5.494	A
C-AB	38	648	0.059	38	0.1	5.896	A
C-A	159			159			
A-B	32			32			
A-C	373			373			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	20	646	0.031	20	0.0	5.743	A
C-AB	46	626	0.073	46	0.1	6.202	A
C-A	190			190			
A-B	38			38			
A-C	446			446			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	24	611	0.040	24	0.0	6.130	A
C-AB	56	595	0.094	56	0.1	6.675	A
C-A	232			232			
A-B	46			46			
A-C	546			546			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	24	611	0.040	24	0.0	6.130	A
C-AB	56	595	0.094	56	0.1	6.675	A
C-A	232			232			
A-B	46			46			
A-C	546			546			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	20	646	0.031	20	0.0	5.746	A
C-AB	46	626	0.073	46	0.1	6.207	A
C-A	190			190			
A-B	38			38			
A-C	446			446			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	17	672	0.025	17	0.0	5.495	A
C-AB	38	648	0.059	38	0.1	5.904	A
C-A	159			159			
A-B	32			32			
A-C	373			373			

2018, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.03	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2018	PM	Surveyed Flows	ONE HOUR	17:00	18:30	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 (PCU/hr)	Scaling Factor (%)
A - Northwood Road		✓	360	100.000
B - Millenium Way		✓	95	100.000
C - Northwood Road		✓	280	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Northwood Road	B - Millenium Way	C - Northwood Road
From	A - Northwood Road	0	16	344
	B - Millenium Way	15	0	80
	C - Northwood Road	255	25	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Northwood Road	B - Millenium Way	C - Northwood Road
From	A - Northwood Road	0	0	0
	B - Millenium Way	0	0	0
	C - Northwood Road	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.16	6.45	0.2	A
C-AB	0.04	5.77	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	72	705	0.101	71	0.1	5.671	A
C-AB	19	686	0.027	19	0.0	5.392	A
C-A	192			192			
A-B	12			12			
A-C	259			259			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	85	688	0.124	85	0.1	5.978	A
C-AB	22	671	0.033	22	0.0	5.546	A
C-A	229			229			
A-B	14			14			
A-C	309			309			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	105	663	0.158	104	0.2	6.449	A
C-AB	28	651	0.042	27	0.0	5.774	A
C-A	281			281			
A-B	18			18			
A-C	379			379			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	105	663	0.158	105	0.2	6.451	A
C-AB	28	651	0.042	28	0.0	5.774	A
C-A	281			281			
A-B	18			18			
A-C	379			379			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	85	688	0.124	86	0.1	5.981	A
C-AB	22	671	0.033	23	0.0	5.549	A
C-A	229			229			
A-B	14			14			
A-C	309			309			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	72	705	0.101	72	0.1	5.682	A
C-AB	19	686	0.027	19	0.0	5.394	A
C-A	192			192			
A-B	12			12			
A-C	259			259			

2022 Base , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.59	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2022 Base	AM	Growthed Count	ONE HOUR	08:00	09:30	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 (PCU/hr)	Scaling Factor (%)
A - Northwood Road		✓	577	100.000
B - Millenium Way		✓	23	100.000
C - Northwood Road		✓	281	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Northwood Road	B - Millenium Way	C - Northwood Road
From	A - Northwood Road	0	45	532
	B - Millenium Way	3	0	20
	C - Northwood Road	226	55	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Northwood Road	B - Millenium Way	C - Northwood Road
From	A - Northwood Road	0	0	0
	B - Millenium Way	0	0	0
	C - Northwood Road	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	6.28	0.0	A
C-AB	0.10	6.89	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	17	664	0.026	17	0.0	5.570	A
C-AB	41	640	0.065	41	0.1	6.007	A
C-A	170			170			
A-B	34			34			
A-C	401			401			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	21	637	0.032	21	0.0	5.844	A
C-AB	49	616	0.080	49	0.1	6.350	A
C-A	203			203			
A-B	40			40			
A-C	478			478			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	25	599	0.042	25	0.0	6.275	A
C-AB	61	583	0.104	60	0.1	6.884	A
C-A	249			249			
A-B	50			50			
A-C	586			586			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	25	599	0.042	25	0.0	6.275	A
C-AB	61	583	0.104	61	0.1	6.887	A
C-A	249			249			
A-B	50			50			
A-C	586			586			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	21	637	0.032	21	0.0	5.847	A
C-AB	49	616	0.080	50	0.1	6.355	A
C-A	203			203			
A-B	40			40			
A-C	478			478			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	17	663	0.026	17	0.0	5.571	A
C-AB	41	640	0.065	41	0.1	6.013	A
C-A	170			170			
A-B	34			34			
A-C	401			401			

2022 Base , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2022 Base	PM	Growthed Count	ONE HOUR	17:00	18:30	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 (PCU/hr)	Scaling Factor (%)
A - Northwood Road		✓	385	100.000
B - Millenium Way		✓	102	100.000
C - Northwood Road		✓	301	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Northwood Road	B - Millenium Way	C - Northwood Road
From	A - Northwood Road	0	16	369
	B - Millenium Way	16	0	86
	C - Northwood Road	274	27	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Northwood Road	B - Millenium Way	C - Northwood Road
From	A - Northwood Road	0	0	0
	B - Millenium Way	0	0	0
	C - Northwood Road	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.17	6.66	0.2	A
C-AB	0.05	5.87	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	77	699	0.110	76	0.1	5.781	A
C-AB	20	681	0.030	20	0.0	5.448	A
C-A	206			206			
A-B	12			12			
A-C	278			278			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	92	680	0.135	92	0.2	6.118	A
C-AB	24	665	0.036	24	0.0	5.617	A
C-A	246			246			
A-B	14			14			
A-C	332			332			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	112	653	0.172	112	0.2	6.657	A
C-AB	30	643	0.046	30	0.0	5.868	A
C-A	302			302			
A-B	18			18			
A-C	406			406			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	112	653	0.172	112	0.2	6.658	A
C-AB	30	643	0.046	30	0.0	5.868	A
C-A	302			302			
A-B	18			18			
A-C	406			406			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	92	680	0.135	92	0.2	6.127	A
C-AB	24	665	0.036	24	0.0	5.617	A
C-A	246			246			
A-B	14			14			
A-C	332			332			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	77	699	0.110	77	0.1	5.787	A
C-AB	20	681	0.030	20	0.0	5.448	A
C-A	206			206			
A-B	12			12			
A-C	278			278			

2022 Design , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2022 Design	AM	Growthed Count + Dev Traffic	ONE HOUR	08:00	09:30	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 (PCU/hr)	Scaling Factor (%)
A - Northwood Road		✓	582	100.000
B - Millenium Way		✓	120	100.000
C - Northwood Road		✓	325	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Northwood Road	B - Millenium Way	C - Northwood Road
From	A - Northwood Road	0	50	532
	B - Millenium Way	3	0	117
	C - Northwood Road	240	85	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Northwood Road	B - Millenium Way	C - Northwood Road
From	A - Northwood Road	0	0	0
	B - Millenium Way	0	0	0
	C - Northwood Road	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.21	7.30	0.3	A
C-AB	0.16	7.37	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	90	686	0.132	90	0.2	6.036	A
C-AB	64	639	0.100	64	0.1	6.252	A
C-A	181			181			
A-B	38			38			
A-C	401			401			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	108	660	0.163	108	0.2	6.512	A
C-AB	76	615	0.124	76	0.1	6.681	A
C-A	216			216			
A-B	45			45			
A-C	478			478			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	132	625	0.211	132	0.3	7.288	A
C-AB	94	582	0.161	93	0.2	7.369	A
C-A	264			264			
A-B	55			55			
A-C	586			586			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	132	625	0.211	132	0.3	7.296	A
C-AB	94	582	0.161	94	0.2	7.375	A
C-A	264			264			
A-B	55			55			
A-C	586			586			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	108	660	0.163	108	0.2	6.524	A
C-AB	76	615	0.124	77	0.1	6.691	A
C-A	216			216			
A-B	45			45			
A-C	478			478			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	90	686	0.132	91	0.2	6.053	A
C-AB	64	639	0.100	64	0.1	6.264	A
C-A	181			181			
A-B	38			38			
A-C	401			401			

2022 Design , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.79	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2022 Design	PM	Growthed Count + Dev Traffic	ONE HOUR	17:00	18:30	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 (PCU/hr)	Scaling Factor (%)
A - Northwood Road		✓	396	100.000
B - Millenium Way		✓	138	100.000
C - Northwood Road		✓	374	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Northwood Road	B - Millenium Way	C - Northwood Road
From	A - Northwood Road	0	27	369
	B - Millenium Way	16	0	122
	C - Northwood Road	279	95	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Northwood Road	B - Millenium Way	C - Northwood Road
From	A - Northwood Road	0	0	0
	B - Millenium Way	0	0	0
	C - Northwood Road	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.23	7.17	0.3	A
C-AB	0.16	6.73	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	104	702	0.148	103	0.2	6.007	A
C-AB	72	679	0.105	71	0.1	5.921	A
C-A	210			210			
A-B	20			20			
A-C	278			278			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	124	682	0.182	124	0.2	6.449	A
C-AB	85	662	0.129	85	0.1	6.237	A
C-A	251			251			
A-B	24			24			
A-C	332			332			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	152	654	0.232	152	0.3	7.162	A
C-AB	105	640	0.164	104	0.2	6.724	A
C-A	307			307			
A-B	30			30			
A-C	406			406			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	152	654	0.232	152	0.3	7.171	A
C-AB	105	640	0.164	105	0.2	6.727	A
C-A	307			307			
A-B	30			30			
A-C	406			406			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	124	682	0.182	124	0.2	6.462	A
C-AB	85	662	0.129	86	0.1	6.243	A
C-A	251			251			
A-B	24			24			
A-C	332			332			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	104	702	0.148	104	0.2	6.023	A
C-AB	72	679	0.105	72	0.1	5.933	A
C-A	210			210			
A-B	20			20			
A-C	278			278			

APPENDIX D

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947

Filename: A256 - Northwood Rd Rbout Model.j9
Path: P:\17\09\33 - Land to Rear of Tesco, Thanet\08 Calculations and Technical Data\Junction analysis\Arcady\A256 - Northwood Rd
Report generation date: 07/03/2018 12:08:30

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2018							
1 - Northwood Road	2.8	18.41	0.75	C	1.6	12.63	0.61	B
2 - A256 (W)	0.9	4.49	0.47	A	2.2	7.43	0.69	A
3 - A256 (E)	5.8	20.06	0.86	C	11.1	35.80	0.93	E
	2022 Base							
1 - Northwood Road	4.6	28.14	0.83	D	2.1	15.69	0.68	C
2 - A256 (W)	1.0	4.93	0.51	A	2.9	9.21	0.75	A
3 - A256 (E)	10.2	33.40	0.93	D	26.1	73.51	1.00	F
	2022 Design							
1 - Northwood Road	14.4	74.19	0.98	F	2.5	17.67	0.72	C
2 - A256 (W)	1.1	5.26	0.53	A	3.5	10.80	0.78	B
3 - A256 (E)	13.1	42.38	0.95	E	44.2	114.01	1.05	F

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

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	06/03/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TPA\tom.pritchard
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2018	AM	Surveyed Flows.	ONE HOUR	08:00	09:30	15
D2	2018	PM	Surveyed Flows.	ONE HOUR	17:00	18:30	15
D3	2022 Base	AM	Growthed Count	ONE HOUR	08:00	09:30	15
D4	2022 Base	PM	Surveyed Flows.	ONE HOUR	17:00	18:30	15
D5	2022 Design	AM	Growthed Count + Dev Traffic	ONE HOUR	08:00	09:30	15
D6	2022 Design	PM	Growthed Count + Dev Traffic	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2018, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	15.01	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Northwood Road	
2	A256 (W)	
3	A256 (E)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Northwood Road	3.65	6.72	6.7	7.0	40.0	61.0	
2 - A256 (W)	4.53	7.21	19.0	10.0	40.0	38.0	
3 - A256 (E)	3.12	8.31	13.9	5.0	40.0	51.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Northwood Road	0.480	1190
2 - A256 (W)	0.635	1784
3 - A256 (E)	0.495	1296

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2018	AM	Surveyed Flows.	ONE HOUR	08:00	09:30	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 (PCU/hr)	Scaling Factor (%)
1 - Northwood Road		✓	522	100.000
2 - A256 (W)		✓	646	100.000
3 - A256 (E)		✓	993	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Northwood Road	2 - A256 (W)	3 - A256 (E)
From	1 - Northwood Road	0	133	389
	2 - A256 (W)	51	0	595
	3 - A256 (E)	195	798	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Northwood Road	2 - A256 (W)	3 - A256 (E)
From	1 - Northwood Road	0	0	0
	2 - A256 (W)	0	0	0
	3 - A256 (E)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Northwood Road	0.75	18.41	2.8	C
2 - A256 (W)	0.47	4.49	0.9	A
3 - A256 (E)	0.86	20.06	5.8	C

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	393	596	903	0.435	390	0.8	6.971	A
2 - A256 (W)	486	291	1599	0.304	485	0.4	3.226	A
3 - A256 (E)	748	38	1277	0.585	742	1.4	6.664	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	469	715	847	0.554	467	1.2	9.446	A
2 - A256 (W)	581	348	1563	0.372	580	0.6	3.662	A
3 - A256 (E)	893	46	1273	0.701	889	2.3	9.286	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	575	868	773	0.744	569	2.7	17.151	C
2 - A256 (W)	711	424	1515	0.470	710	0.9	4.468	A
3 - A256 (E)	1093	56	1268	0.862	1080	5.5	18.045	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	575	878	768	0.748	574	2.8	18.410	C
2 - A256 (W)	711	428	1512	0.470	711	0.9	4.495	A
3 - A256 (E)	1093	56	1268	0.862	1092	5.8	20.059	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	469	728	840	0.559	475	1.3	10.031	B
2 - A256 (W)	581	354	1559	0.373	582	0.6	3.691	A
3 - A256 (E)	893	46	1273	0.701	906	2.4	10.151	B

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	393	604	900	0.437	395	0.8	7.162	A
2 - A256 (W)	486	294	1597	0.305	487	0.4	3.247	A
3 - A256 (E)	748	38	1277	0.585	752	1.4	6.905	A

2018, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	20.70	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2018	PM	Surveyed Flows.	ONE HOUR	17:00	18:30	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 (PCU/hr)	Scaling Factor (%)
1 - Northwood Road		✓	411	100.000
2 - A256 (W)		✓	980	100.000
3 - A256 (E)		✓	1080	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Northwood Road	2 - A256 (W)	3 - A256 (E)
From	1 - Northwood Road	0	95	316
	2 - A256 (W)	42	0	938
	3 - A256 (E)	219	861	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Northwood Road	2 - A256 (W)	3 - A256 (E)
From	1 - Northwood Road	0	0	0
	2 - A256 (W)	0	0	0
	3 - A256 (E)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Northwood Road	0.61	12.63	1.6	B
2 - A256 (W)	0.69	7.43	2.2	A
3 - A256 (E)	0.93	35.80	11.1	E

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	309	643	881	0.351	307	0.5	6.251	A
2 - A256 (W)	738	236	1634	0.452	735	0.8	3.989	A
3 - A256 (E)	813	31	1280	0.635	806	1.7	7.492	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	369	770	820	0.450	368	0.8	7.949	A
2 - A256 (W)	881	283	1604	0.549	879	1.2	4.957	A
3 - A256 (E)	971	38	1277	0.760	966	3.0	11.359	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	453	927	745	0.608	450	1.5	12.091	B
2 - A256 (W)	1079	346	1564	0.690	1075	2.2	7.302	A
3 - A256 (E)	1189	46	1273	0.934	1163	9.6	27.670	D

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	453	943	737	0.614	452	1.6	12.626	B
2 - A256 (W)	1079	348	1563	0.690	1079	2.2	7.431	A
3 - A256 (E)	1189	46	1273	0.934	1183	11.1	35.802	E

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	369	799	806	0.458	372	0.9	8.346	A
2 - A256 (W)	881	286	1602	0.550	885	1.2	5.047	A
3 - A256 (E)	971	38	1277	0.760	1002	3.3	14.376	B

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	309	653	876	0.353	311	0.6	6.379	A
2 - A256 (W)	738	239	1632	0.452	739	0.8	4.039	A
3 - A256 (E)	813	32	1280	0.635	819	1.8	7.914	A

2022 Base , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	23.62	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2022 Base	AM	Growthed Count	ONE HOUR	08:00	09:30	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 (PCU/hr)	Scaling Factor (%)
1 - Northwood Road		✓	560	100.000
2 - A256 (W)		✓	693	100.000
3 - A256 (E)		✓	1065	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Northwood Road	2 - A256 (W)	3 - A256 (E)
From	1 - Northwood Road	0	143	417
	2 - A256 (W)	55	0	638
	3 - A256 (E)	209	856	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Northwood Road	2 - A256 (W)	3 - A256 (E)
From	1 - Northwood Road	0	0	0
	2 - A256 (W)	0	0	0
	3 - A256 (E)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Northwood Road	0.83	28.14	4.6	D
2 - A256 (W)	0.51	4.93	1.0	A
3 - A256 (E)	0.93	33.40	10.2	D

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	422	639	883	0.478	418	0.9	7.686	A
2 - A256 (W)	522	311	1586	0.329	520	0.5	3.370	A
3 - A256 (E)	802	41	1275	0.629	795	1.7	7.397	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	503	765	822	0.612	501	1.5	11.114	B
2 - A256 (W)	623	373	1547	0.403	622	0.7	3.889	A
3 - A256 (E)	957	49	1271	0.753	952	2.9	11.105	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	617	923	747	0.826	606	4.1	24.050	C
2 - A256 (W)	763	451	1497	0.510	762	1.0	4.884	A
3 - A256 (E)	1173	60	1266	0.926	1148	8.9	26.400	D

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	617	938	739	0.834	615	4.6	28.137	D
2 - A256 (W)	763	458	1493	0.511	763	1.0	4.930	A
3 - A256 (E)	1173	61	1266	0.926	1168	10.2	33.402	D

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	503	792	810	0.622	515	1.7	12.655	B
2 - A256 (W)	623	383	1540	0.404	624	0.7	3.937	A
3 - A256 (E)	957	50	1271	0.753	985	3.2	13.684	B

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	422	649	878	0.480	425	0.9	7.991	A
2 - A256 (W)	522	316	1583	0.330	522	0.5	3.396	A
3 - A256 (E)	802	41	1275	0.629	808	1.7	7.793	A

2022 Base , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	38.39	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2022 Base	PM	Surveyed Flows.	ONE HOUR	17:00	18:30	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 (PCU/hr)	Scaling Factor (%)
1 - Northwood Road		✓	441	100.000
2 - A256 (W)		✓	1051	100.000
3 - A256 (E)		✓	1158	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Northwood Road	2 - A256 (W)	3 - A256 (E)
From	1 - Northwood Road	0	102	339
	2 - A256 (W)	45	0	1006
	3 - A256 (E)	235	923	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Northwood Road	2 - A256 (W)	3 - A256 (E)
From	1 - Northwood Road	0	0	0
	2 - A256 (W)	0	0	0
	3 - A256 (E)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Northwood Road	0.68	15.69	2.1	C
2 - A256 (W)	0.75	9.21	2.9	A
3 - A256 (E)	1.00	73.51	26.1	F

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	332	688	859	0.386	330	0.6	6.764	A
2 - A256 (W)	791	253	1623	0.488	787	0.9	4.290	A
3 - A256 (E)	872	34	1279	0.682	863	2.1	8.500	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	396	823	794	0.499	395	1.0	8.980	A
2 - A256 (W)	945	304	1591	0.594	943	1.4	5.538	A
3 - A256 (E)	1041	40	1276	0.816	1033	4.1	14.347	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	486	971	724	0.671	482	1.9	14.638	B
2 - A256 (W)	1157	370	1549	0.747	1152	2.8	8.939	A
3 - A256 (E)	1275	49	1271	1.003	1218	18.4	44.377	E

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	486	992	714	0.680	485	2.1	15.690	C
2 - A256 (W)	1157	373	1547	0.748	1157	2.9	9.214	A
3 - A256 (E)	1275	50	1271	1.003	1244	26.1	73.507	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	396	897	759	0.522	400	1.1	10.135	B
2 - A256 (W)	945	308	1588	0.595	950	1.5	5.693	A
3 - A256 (E)	1041	41	1276	0.816	1126	5.0	32.594	D

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	332	704	852	0.390	334	0.6	6.975	A
2 - A256 (W)	791	257	1621	0.488	793	1.0	4.362	A
3 - A256 (E)	872	34	1279	0.682	883	2.2	9.324	A

2022 Design, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	40.13	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2022 Design	AM	Growthed Count + Dev Traffic	ONE HOUR	08:00	09:30	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 (PCU/hr)	Scaling Factor (%)
1 - Northwood Road		✓	657	100.000
2 - A256 (W)		✓	711	100.000
3 - A256 (E)		✓	1077	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Northwood Road	2 - A256 (W)	3 - A256 (E)
From	1 - Northwood Road	14	194	449
	2 - A256 (W)	73	0	638
	3 - A256 (E)	221	856	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Northwood Road	2 - A256 (W)	3 - A256 (E)
From	1 - Northwood Road	0	0	0
	2 - A256 (W)	0	0	0
	3 - A256 (E)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Northwood Road	0.98	74.19	14.4	F
2 - A256 (W)	0.53	5.26	1.1	A
3 - A256 (E)	0.95	42.38	13.1	E

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	495	639	883	0.560	490	1.2	9.042	A
2 - A256 (W)	535	345	1565	0.342	533	0.5	3.482	A
3 - A256 (E)	811	65	1264	0.642	804	1.7	7.717	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	591	765	822	0.718	586	2.4	14.927	B
2 - A256 (W)	639	413	1522	0.420	638	0.7	4.073	A
3 - A256 (E)	968	78	1257	0.770	962	3.2	11.979	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	723	918	749	0.966	691	10.4	46.957	E
2 - A256 (W)	783	487	1474	0.531	781	1.1	5.182	A
3 - A256 (E)	1186	95	1249	0.949	1155	10.9	31.061	D

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	723	936	741	0.977	707	14.4	74.190	F
2 - A256 (W)	783	498	1467	0.534	783	1.1	5.259	A
3 - A256 (E)	1186	95	1249	0.950	1177	13.1	42.384	E

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	591	800	806	0.733	637	3.0	26.034	D
2 - A256 (W)	639	449	1499	0.426	641	0.7	4.203	A
3 - A256 (E)	968	79	1257	0.770	1006	3.6	16.291	C

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	495	650	878	0.564	501	1.3	9.721	A
2 - A256 (W)	535	353	1560	0.343	536	0.5	3.522	A
3 - A256 (E)	811	66	1263	0.642	818	1.8	8.199	A

2022 Design, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	56.36	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2022 Design	PM	Growthed Count + Dev Traffic	ONE HOUR	17:00	18:30	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 (PCU/hr)	Scaling Factor (%)
1 - Northwood Road		✓	477	100.000
2 - A256 (W)		✓	1093	100.000
3 - A256 (E)		✓	1184	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Northwood Road	2 - A256 (W)	3 - A256 (E)
From	1 - Northwood Road	5	121	351
	2 - A256 (W)	87	0	1006
	3 - A256 (E)	261	923	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Northwood Road	2 - A256 (W)	3 - A256 (E)
From	1 - Northwood Road	0	0	0
	2 - A256 (W)	0	0	0
	3 - A256 (E)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Northwood Road	0.72	17.67	2.5	C
2 - A256 (W)	0.78	10.80	3.5	B
3 - A256 (E)	1.05	114.01	44.2	F

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	359	688	860	0.418	356	0.7	7.113	A
2 - A256 (W)	823	266	1615	0.510	819	1.0	4.498	A
3 - A256 (E)	891	69	1262	0.706	882	2.3	9.269	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	429	821	795	0.539	427	1.1	9.728	A
2 - A256 (W)	983	319	1581	0.621	980	1.6	5.963	A
3 - A256 (E)	1064	83	1255	0.848	1054	5.0	17.020	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	525	947	735	0.714	520	2.4	16.384	C
2 - A256 (W)	1203	388	1537	0.783	1196	3.4	10.340	B
3 - A256 (E)	1304	101	1246	1.046	1214	27.3	59.817	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	525	963	727	0.722	525	2.5	17.667	C
2 - A256 (W)	1203	392	1535	0.784	1203	3.5	10.804	B
3 - A256 (E)	1304	101	1246	1.046	1236	44.2	114.011	F

18:00 - 18:15

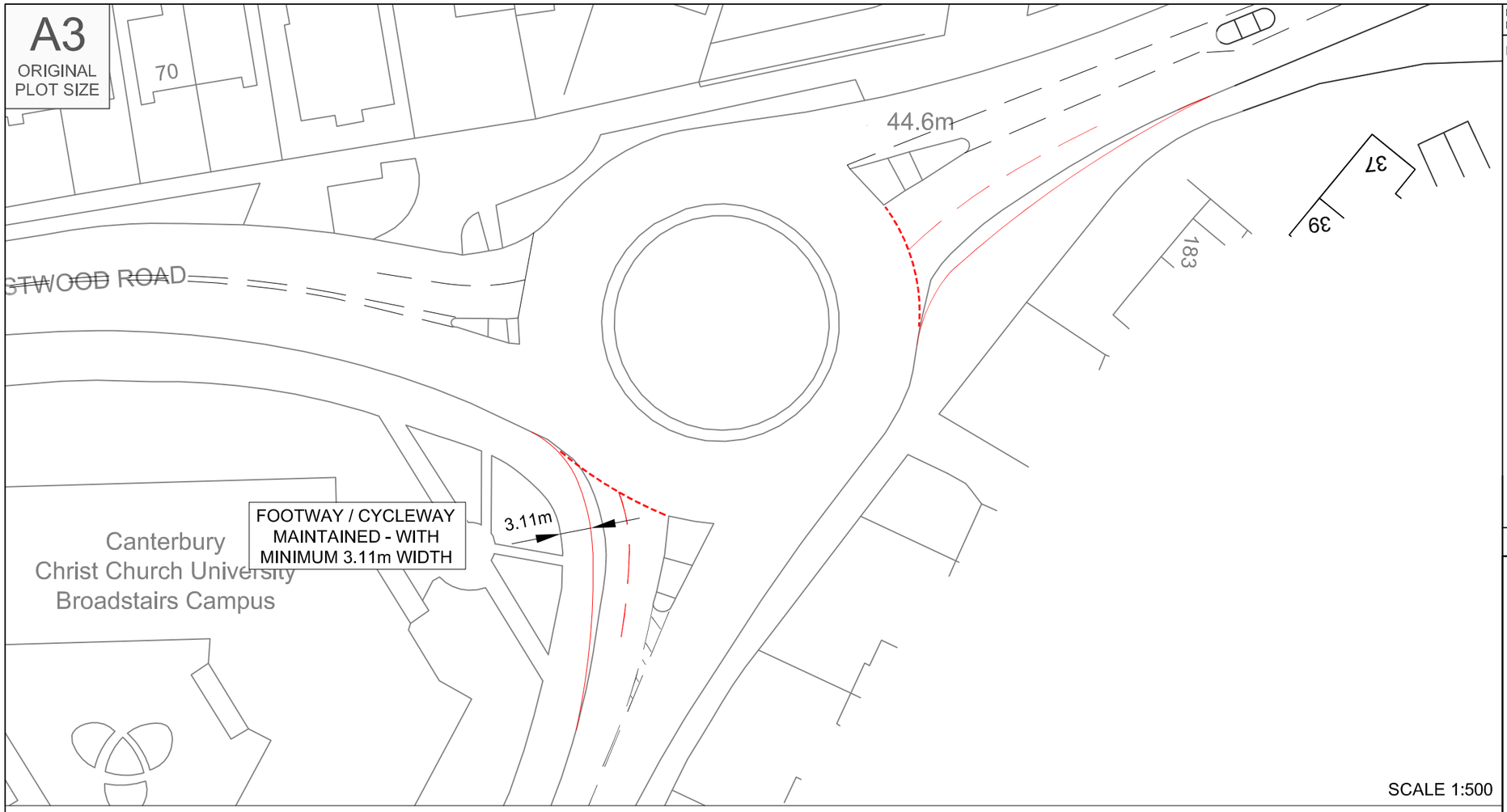
Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	429	944	736	0.582	433	1.4	12.024	B
2 - A256 (W)	983	323	1579	0.622	990	1.7	6.190	A
3 - A256 (E)	1064	83	1255	0.848	1211	7.5	78.095	F

18:15 - 18:30

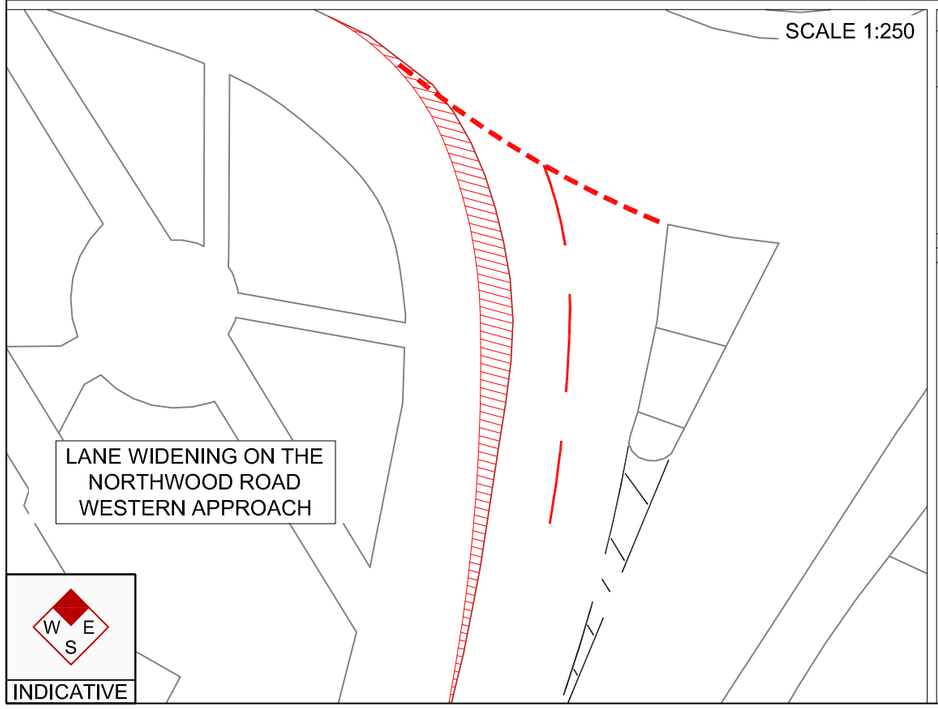
Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	359	711	849	0.423	362	0.7	7.439	A
2 - A256 (W)	823	270	1612	0.510	825	1.1	4.588	A
3 - A256 (E)	891	69	1261	0.707	911	2.5	10.833	B

APPENDIX E

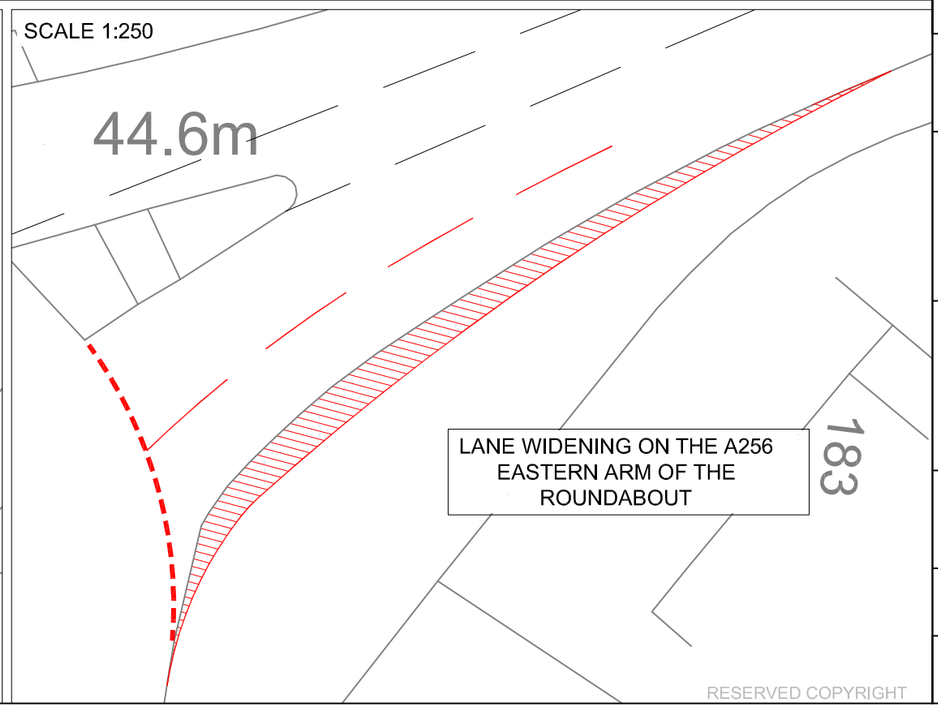
A3
ORIGINAL
PLOT SIZE



SCALE 1:500



SCALE 1:250



SCALE 1:250

NOTES:

PROPOSED WORKS

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

Bristol
Cambridge
London
Oxford
Welwyn Garden City

Transport Planning Associates

Clarendon House
52 Cornmarket Street
Oxford
OX1 3HJ
01865 304 087
www.tpa.uk.com

CLIENT:
MEMORIAL GARDENS LIMITED

PROJECT:
LAND TO REAR OF TESCO, THANET

TITLE:
PROPOSED MITIGATION - A256 / NORTHWOOD ROAD ROUNDABOUT

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
SHOWN	07-03-18	TP	DF	DF

JOB NO:	DRAWING NO:	REVISION:
1709-33	PL-01	-

APPENDIX F

Junctions 9

ARCADY 9 - Roundabout Module

Filename: A256 - Northwood Rd Rbout Model - Mitigation.j9
Path: P:\17\09\33 - Land to Rear of Tesco, Thanet\08 Calculations and Technical Data\Junction analysis\Arcady\A256 - Northwood Rd
Report generation date: 08/03/2018 18:58:39

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2022 Design							
1 - Northwood Road	4.2	22.02	0.82	C	1.6	11.14	0.62	B
2 - A256 (W)	1.1	5.31	0.54	A	3.5	10.81	0.78	B
3 - A256 (E)	5.8	18.33	0.86	C	13.2	38.73	0.95	E

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

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	06/03/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TPA\tom.pritchard
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2022 Design	AM	Growthed Count + Dev Traffic	ONE HOUR	08:00	09:30	15
D6	2022 Design	PM	Growthed Count + Dev Traffic	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Design, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	15.54	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Northwood Road	
2	A256 (W)	
3	A256 (E)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Northwood Road	3.65	7.95	11.0	10.0	40.0	69.0	
2 - A256 (W)	4.53	7.21	19.0	10.0	40.0	38.0	
3 - A256 (E)	3.12	9.50	17.2	5.0	40.0	51.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Northwood Road	0.521	1374
2 - A256 (W)	0.635	1784
3 - A256 (E)	0.521	1428

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2022 Design	AM	Growthed Count + Dev Traffic	ONE HOUR	08:00	09:30	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 (PCU/hr)	Scaling Factor (%)
1 - Northwood Road		✓	657	100.000
2 - A256 (W)		✓	711	100.000
3 - A256 (E)		✓	1077	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Northwood Road	2 - A256 (W)	3 - A256 (E)
From	1 - Northwood Road	14	194	449
	2 - A256 (W)	73	0	638
	3 - A256 (E)	221	856	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Northwood Road	2 - A256 (W)	3 - A256 (E)
From	1 - Northwood Road	0	0	0
	2 - A256 (W)	0	0	0
	3 - A256 (E)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Northwood Road	0.82	22.02	4.2	C
2 - A256 (W)	0.54	5.31	1.1	A
3 - A256 (E)	0.86	18.33	5.8	C

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	495	640	1040	0.476	491	0.9	6.515	A
2 - A256 (W)	535	346	1564	0.342	533	0.5	3.484	A
3 - A256 (E)	811	65	1394	0.582	805	1.4	6.065	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	591	767	974	0.606	588	1.5	9.267	A
2 - A256 (W)	639	415	1521	0.420	638	0.7	4.077	A
3 - A256 (E)	968	78	1387	0.698	965	2.2	8.454	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	723	932	888	0.815	714	3.9	19.637	C
2 - A256 (W)	783	503	1464	0.535	781	1.1	5.256	A
3 - A256 (E)	1186	95	1378	0.861	1173	5.5	16.593	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	723	941	883	0.819	722	4.2	22.020	C
2 - A256 (W)	783	509	1461	0.536	783	1.1	5.311	A
3 - A256 (E)	1186	96	1378	0.861	1185	5.8	18.334	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	591	780	967	0.611	601	1.6	10.102	B
2 - A256 (W)	639	424	1515	0.422	641	0.7	4.126	A
3 - A256 (E)	968	79	1387	0.698	982	2.4	9.171	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	495	648	1036	0.477	497	0.9	6.712	A
2 - A256 (W)	535	351	1561	0.343	536	0.5	3.513	A
3 - A256 (E)	811	66	1393	0.582	815	1.4	6.263	A

2022 Design, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	22.87	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2022 Design	PM	Growthed Count + Dev Traffic	ONE HOUR	17:00	18:30	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 (PCU/hr)	Scaling Factor (%)
1 - Northwood Road		✓	477	100.000
2 - A256 (W)		✓	1093	100.000
3 - A256 (E)		✓	1184	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Northwood Road	2 - A256 (W)	3 - A256 (E)
From	1 - Northwood Road	5	121	351
	2 - A256 (W)	87	0	1006
	3 - A256 (E)	261	923	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Northwood Road	2 - A256 (W)	3 - A256 (E)
From	1 - Northwood Road	0	0	0
	2 - A256 (W)	0	0	0
	3 - A256 (E)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Northwood Road	0.62	11.14	1.6	B
2 - A256 (W)	0.78	10.81	3.5	B
3 - A256 (E)	0.95	38.73	13.2	E

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	359	689	1014	0.354	357	0.5	5.458	A
2 - A256 (W)	823	266	1615	0.510	819	1.0	4.499	A
3 - A256 (E)	891	69	1392	0.640	884	1.7	7.002	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	429	825	944	0.454	428	0.8	6.961	A
2 - A256 (W)	983	319	1581	0.621	980	1.6	5.966	A
3 - A256 (E)	1064	83	1385	0.769	1059	3.2	10.854	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	525	992	857	0.613	522	1.5	10.662	B
2 - A256 (W)	1203	390	1536	0.783	1196	3.4	10.365	B
3 - A256 (E)	1304	101	1375	0.948	1272	11.1	28.631	D

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	525	1010	848	0.620	525	1.6	11.143	B
2 - A256 (W)	1203	392	1535	0.784	1203	3.5	10.811	B
3 - A256 (E)	1304	101	1375	0.948	1295	13.2	38.734	E

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	429	860	926	0.463	432	0.9	7.328	A
2 - A256 (W)	983	322	1579	0.622	990	1.7	6.186	A
3 - A256 (E)	1064	83	1384	0.769	1103	3.5	14.363	B

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Northwood Road	359	700	1009	0.356	360	0.6	5.563	A
2 - A256 (W)	823	269	1613	0.510	825	1.1	4.586	A
3 - A256 (E)	891	69	1391	0.641	898	1.8	7.394	A