A28 Corridor – Local Model Validation Report (LMVR)

A28 Chart Road, Ashford

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Charles & Associates

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C&A Consulting Engineers

Park House, Park Farm
East Malling Trust Estate
Bradbourne Lane
Aylesford, Kent
ME20 6SN
Tel: 01732 448120

Landmark House
Station Road
Hook
Hampshire
RG27 9HA
Tel: 01256 630420

enquiries@c-a.uk.com

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1 Introduction

1.1.1 Charles & Associates Consulting Engineers Ltd. (C&A) have been instructed by Kent County Council (KCC) to provide ongoing technical support in relation to a S106B planning appeal by the developer of the Chilmington Green development in Ashford, Kent. Specifically, C&A have been asked to provide transport modelling support to evidence KCC Highway's position at the forthcoming appeal.

1.1.2 Chilmington Green is a large-scale mixed-use development including up to 5,750 residential dwellings to the southwest of Ashford town centre. It is required to financially contribute towards the implementation of the scheme on the A28 Chart Road as part of its planning consent (ref: 12/00400/AS) enshrined in a S106 agreement.

1.1.3 The proposed improvement scheme comprises the conversion of the A28 Chart Road, between the 'Tank' and 'Matalan' roundabouts from single lanes to two lanes in each direction. This will incorporate the improvement of both roundabouts and the Chart Road/Loudon Way signalised junction.

1.1.4 The Appellant is seeking to discharge the condition without delivering the consented mitigation scheme as part of the S106B appeal. KCC maintain that mitigation of the A28 corridor is required in the context of delivery of 5,750 homes and other land uses at Chilmington Green and have instructed the development of a microsimulation model of the network to demonstrate the impact of the development in the absence of mitigation.

1.1.5 This report provides information regarding the calibration and validation of the base model for the A28 corridor. The report discusses how the model was calibrated and validated against on-street conditions, with reference to the UK Transport Analysis Guidance (TAG)[1], which was updated in 2024, and the Transport for London Modelling Guidance version 4[2].

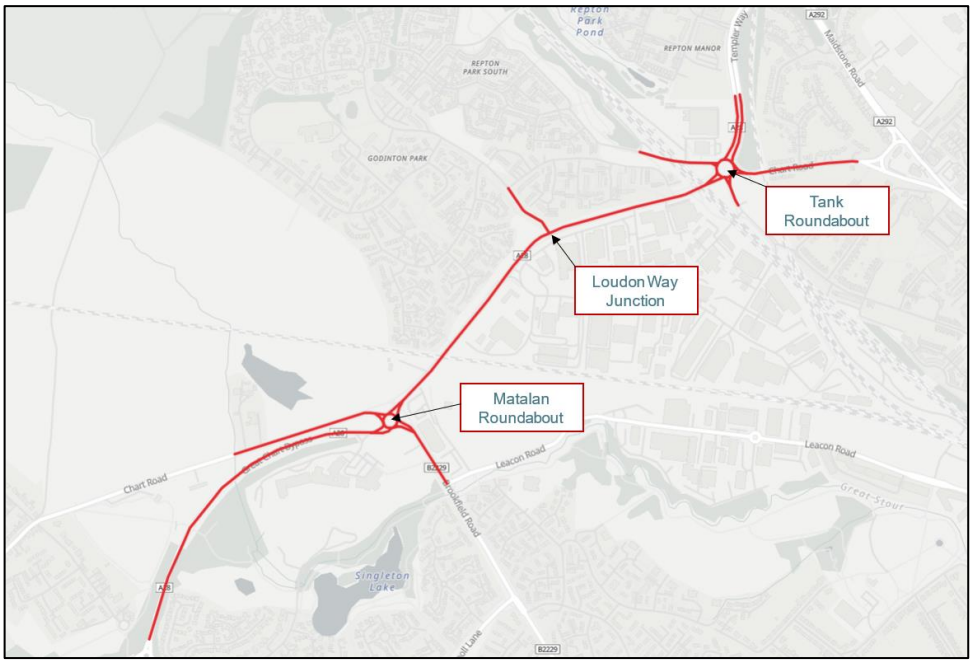
[1] DfT: https://www.gov.uk/guidance/transport-analysis-guidance-tag
[2] TfL: https://content.tfl.gov.uk/traffic-modelling-guidelines.pdf

2 Data Collection

2.1 Extend of Study Network

2.1.1 As shown in the **Figure 2.1** below the modelled network comprises the A28 Chart Road corridor along with the Matalan Roundabout, Loudon Way signalised junction and Tank Roundabout with all corresponding entry/exit arms.

Figure 2.1: Extent of Study Network



2.1.2 The Tank roundabout consists of 5 arms, A28 Chart Road, Sir Henry Brackenbury Road, A28 Templer Way, Chart Road and Carlton Road. The Loudon Way junction comprises the signalised intersection of the A28 Chart Road, running northeast to southwest, with Loudon Way staring from the junction and running to a northwest direction. To the south of the study network, the Matalan roundabout includes the A28 Chart Road, Brookfield Road, the A28 Great Chart Bypass and Chart Road.

2.2 Traffic Flows

2.2.1 Traffic surveys were conducted on Tuesday 25th April 2023, where peak period turning counts and queue lengths at the Tank Roundabout, the Matalan Roundabout and Chart Road/Loudon Way junction were obtained. The full survey data is provided in **Appendix A**.

2.2.2 The total network flows were calculated as shown in the **Table 2.1** below to establish the peak periods within the study network.

Table 2.1: Hourly Network Flows

AM Period	AM Total Network Movements	PM Period	PM Total Network Movements
0700-0800	7587	1600-1700	7747
0715-0815	8114	1615-1715	7887
0730-0830	**8224**	1630-1730	7920
0745-0845	8139	1645-1745	7870
0800-0900	8152	**1700-1800**	**7969**
0815-0915	7914	1715-1815	7862
0830-0930	7548	1730-1830	7676
0845-0945	7289	1745-1845	7286
0900-1000	6873	1800-1900	6726

2.2.3 As can be seen from the figures above, it was established that the busiest periods for the network were from 07:30 to 08:30 in the AM and from 17:00 to 18:00 in the PM.

2.2.4 Additional journey time surveys were undertaken in December 2024 to supplement the original dataset. Manual observer journey time surveys were captured for the main routes through the model network. The full survey data is provided in **Appendix A**. In addition, further site observations through drone footage and sample traffic counts were undertaken to enable a comparison of network conditions between the datasets.

2.2.5 The site observations have been undertaken to enable the on-street traffic conditions on the network to be fully understood. As such C&A undertook site visits on Wednesday 3rd and Thursday 4th of December 2024 during both the AM and PM peak highway periods to coincide with the independently collected journey time data and understand the traffic conditions to help inform the development of the microsimulation model. The site visit was combined with the use of a drone which allowed to better record the traffic behaviour and performance of A28 corridor during both peaks on both days.

2.2.6 Prior to this, a site visit on Tuesday 25th April 2023 during both the AM and PM highway period was also conducted to coincide with the independently collected junction turning count and queue length.

2.2.7 The 2024 sample counts were conducted along A28 SB and NB and respective site visits and queue observations confirmed that the traffic conditions between 2024 and 2023 were at similar levels.

2.2.8 The hourly flow comparison summary is presented in **Table 2.2** below.

Table 2.2: A28 Corridor 2023 Vs 2024 Hourly Flow Comparison

	Peak	Hourly Flows		Variation	
		A28 NB	A28 SB	A28 NB	A28 SB
2023 Surveys	AM	1197	1238		
	PM	1141	1330		
2024 Sample Counts	AM	1353	1458	13.0%	17.8%
	PM	1286	1524	12.7%	14.6%
Average	AM	1321	1257	10.4%	1.6%
	PM	1261	1571	10.5%	18.1%

2.2.9 As a result, the 2023 turning counts and the 2024 journey times were used in combination for the base model, the former as model input and the latter for validation purposes, as further discussed below.

3 General Observations

3.1 Peak Hour Operation

3.1.1 As discussed above, site visits were undertaken on the days of the traffic surveys, both in 2023 and 2024. Overall, the site observations indicated that the A28 corridor within the study area experiences peak period congestion and delays.

3.1.2 The A28 corridor is tidal in nature, with the A28 northbound flow being more dominant during the AM peak, while the A28 southbound flow predominates during the PM peak. This results in significant northbound queues in the AM peak at the Matalan roundabout, particularly on the A28 Great Chart Bypass and Chart Road as well as Brookfield Road, with southbound queues in the PM peak both along the A28 corridor as well as the southbound approach to the Tank roundabout from the A28 Templer Way and the A292 gyratory.

3.2 Exit Blocking

3.2.1 As a result of the tidal nature of the corridor, the northbound A28 Chart Road exit at the Matalan roundabout and the southbound A28 Chart Road exit at the Tank roundabout both experience high levels of demand. Both exits start as two lanes rapidly merging into one.

3.2.2 During the site visits it was established that the merge on exit causes exit blocking at the Matalan Roundabout, during the AM peak, due to the level of demand and the imminent merge. The exit blocking and queues as observed, is shown in the **Figure 3.1** below.

Figure 3.1: Exit Blocking at Matalan Roundabout

3.2.3 During the PM peak, queues were observed along A28 Chart Road that extended towards Tank roundabout. The queue and slow-moving traffic on the southbound A28 corridor, along with the pedestrian crossing just downstream from the Tank roundabout and the high southbound demand of the PM peak caused exit blocking on A28 Chart Road southbound, which in turn led to further queues extending back to the A292 gyratory and Templer Way. The exit blocking and queues, as observed, is shown in the **Figure 3.2** below.

Figure 3.2: Exit Blocking at Tank Roundabout

3.2.4 Cooperative merging was seen at both exit merges, while unequal lane use at all entry arms was detected, in anticipation of the exit blocking and merging. For the Matalan roundabout, this manifested in traffic from Brookfield Road with a northbound direction using the offside lane, while traffic from the A28 Great Chart bypass and Chart Road going into the A28 northbound both using the nearside lane. For the Tank roundabout, this is seen as nearside queuing for Chart Road and Carlton Road.

3.2.5 The high demand and slow-moving traffic along the southbound A28 corridor also result in exit blocking at the Loudon Way signals. Traffic coming out from Loudon Way with a southbound direction are sometimes unable to clear due to slow moving traffic on the southbound A28 Chart Road, as shown in the **Figure 3.3** below.

Figure 3.3: Queues on Loudon Way

3.3 Pedestrian Crossings

3.3.1 The A28 corridor incorporates two pedestrian crossings: a signalised pedestrian crossing downstream from the Tank roundabout and an informal crossing in the vicinity of the Matalan roundabout. As both of these crossings are contributing factors to the exit blocking and the delays along the corridor, they have both been included in the microsimulation model.

Figure 3.4: Pedestrian Crossing South of Tank Roundabout

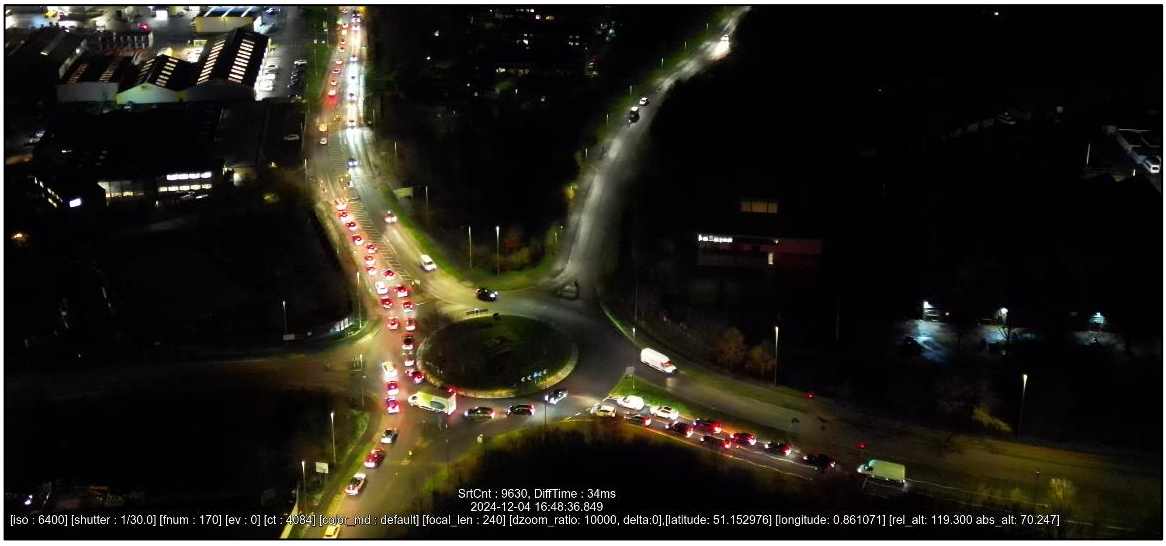


Figure 3.5: Informal Pedestrian Crossing at Matalan Roundabout

3.4 Rail Crossing

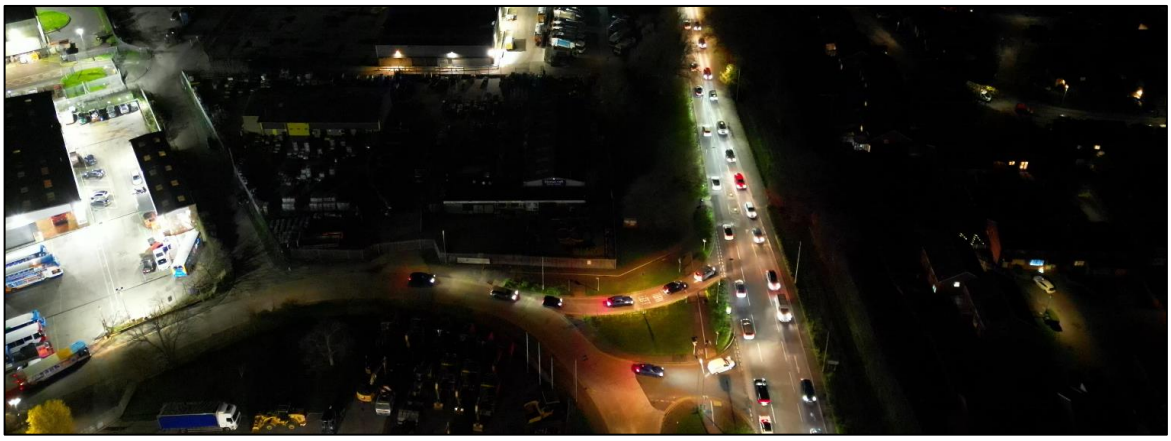
3.4.1 During the site visits it was also observed that traffic was moving with reduced speeds in the vicinity of the railway bridge crossing, just north of the Matalan roundabout, which contributed to the queues along the main corridor. This situation is shown in **Figure 3.6** below.

Figure 3.6: Vehicles Slowing Down at Railway Overbridge

3.5 Cobbswood Industrial Estate

3.5.1 A final contributing factor to the slow-moving traffic and queue-building conditions along the corridor is traffic demand to and from the Cobbswood Industrial Estate. Slow-moving traffic along the main corridor showed a cooperative behaviour in allowing vehicles in and out from the side roads leading to the industrial estate. This situation, observed during the site visits, is shown **Figure 3.7** below.

Figure 3.7: Vehicles Turning Left onto A28 SB From Cobbswood Industrial Estate



3.5.2 There were also occasions when vehicles turning right from Cobbswood Industrial Estate onto A28 Chart Road northbound contributed to the already established queues, as shown in **Figure 3.8** below.

Figure 3.8: Vehicles Turning Right from Industrial Estate onto A28 Chart Road Nb

4 Model Development and Calibration

4.1 VISSIM Model Specifications

4.1.1 The model has been developed in VISSIM software. A 2023 base year model was developed to accurately reflect the road network and observed traffic conditions. Although the model was based on surveys conducted in 2023, subsequent 2024 surveys and site visits confirmed that the traffic conditions in both years were at similar levels. As a result, turning counts from 2023 were used as model input while the model validation was carried out using journey time surveys from 4th December 2024. Additionally, the queues observed during both the 2023 and 2024 surveys were documented and compared for each survey year, and these were further compared with the model for visual validation

4.1.2 The developed model is a static assignment model with 5 model steps per simulation second, in accordance with the TfL Guidance.

4.2 Time Periods

4.2.1 The model reflects the observed weekday peak hours outlined above plus 15 minutes of warm-up and cool-down ‘shoulder’ periods, so each model runs for 90 minutes in total. In these shoulder periods, surveyed flows were used.

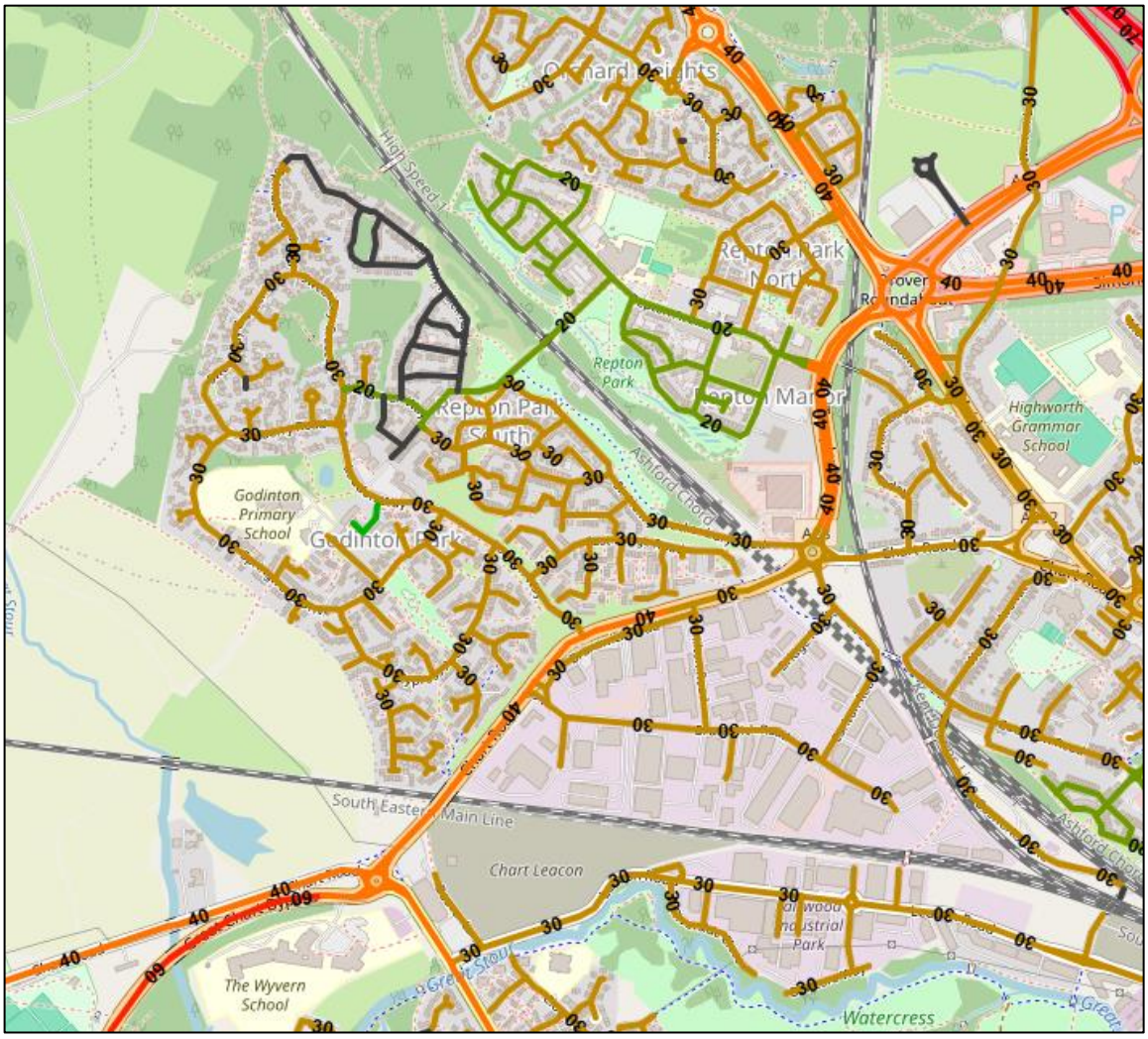
4.3 Highway Geometry

4.3.1 The model has been coded using the aerial base mapping available in VISSIM. Each road has been coded using a continuous link as far as possible to allow for smoother vehicle cruising within the model.

4.4 Traffic Speeds

4.4.1 Desired Speed Decisions have been used to reflect posted speed limits on the network as shown in **Figure 4.1** below.

Figure 4.1: Speed Limits in Study Area[3]



4.4.2 Reduced Speed Areas were introduced at a number of locations to:

1. Reflect the slowing down at turns and entry lanes at the roundabouts.
2. Model the saturation flows at the signalised junctions, both the Loudon Way signals as well as the signalised pedestrian crossing as vehicles clear the signals more conservatively than the speed limit indicates.
3. At the A28 merging points both at the Matalan and the Tank roundabout exits of the A28 to more accurately model the merging and cooperative behaviour of the merges.
4. At Brunswick Road leading to the industrial estate, to better reflect the cooperative behaviour of the traffic on the A28 allowing movements from the side road.
5. In the proximity of the bridge crossing along A28 to reflect the hesitation and slowing down of vehicles when going through this section of the network; and lastly

[3] OpenStreetBrowser: https://www.openstreetbrowser.org/

6. In general, along the A28 corridor to replicate the cruise speeds as observed during site visits and are a result of the cautious driving along the corridor due to the multitude of different types of activity discussed above.

4.5 Traffic Inputs and Routes

4.5.1 The model includes two vehicle compositions based on observed flows – 'Light Vehicles' including cars and vans, and 'Heavy Vehicles' including HGVs. These have been used to generate separate 'Vehicle Input' and 'Static Routes' between each origin and destination route.

4.5.2 Vehicle inputs were put at the outer link of the network, differentiating between Lights and Heavies, while vehicle route choices were coded at each junction of the network.

4.5.3 For the junctions of the A28 with the industrial estate side roads, demand was calculated as the difference of the surveyed flows between the roundabouts and the Loudon Way signals. This was considered a reasonable approach, given the lack of other network entry/exit points within the corridor, to allow for a sufficient level of movements between the main corridor and the side roads.

4.5.4 Pedestrian demand for the signalised pedestrian crossing was provided by KCC (**Appendix B**) while an indicative demand was used for the unofficial pedestrian crossing at the Matalan roundabout, based on demand experienced during the site visits.

4.6 Priority Rules

4.6.1 Priority Rules were used at the entry arms of both roundabouts and were calibrated at each entry arm in order to balance the level of flows entering the roundabouts.

4.6.2 Priority rules were also used at the junctions with Brunswick Road where queues in the southbound movement are a more frequent occurrence. This was done so that slow moving vehicles on the A28 corridor would allow turning traffic in and out of the side road, as was observed during the site visits.

4.7 Traffic Signals

4.7.1 Phasing and Staging information relating to the traffic signals at Loudon Way were provided by KCC (**Appendix C**) while stage and cycle times were modelled as observed during the site visits.

4.7.2 The summary of signal times during both peak periods is presented in **Figure 4.2** and **Figure 4.3** below.

Figure 4.2: A28/Loudon Way Signal Times - AM Peak

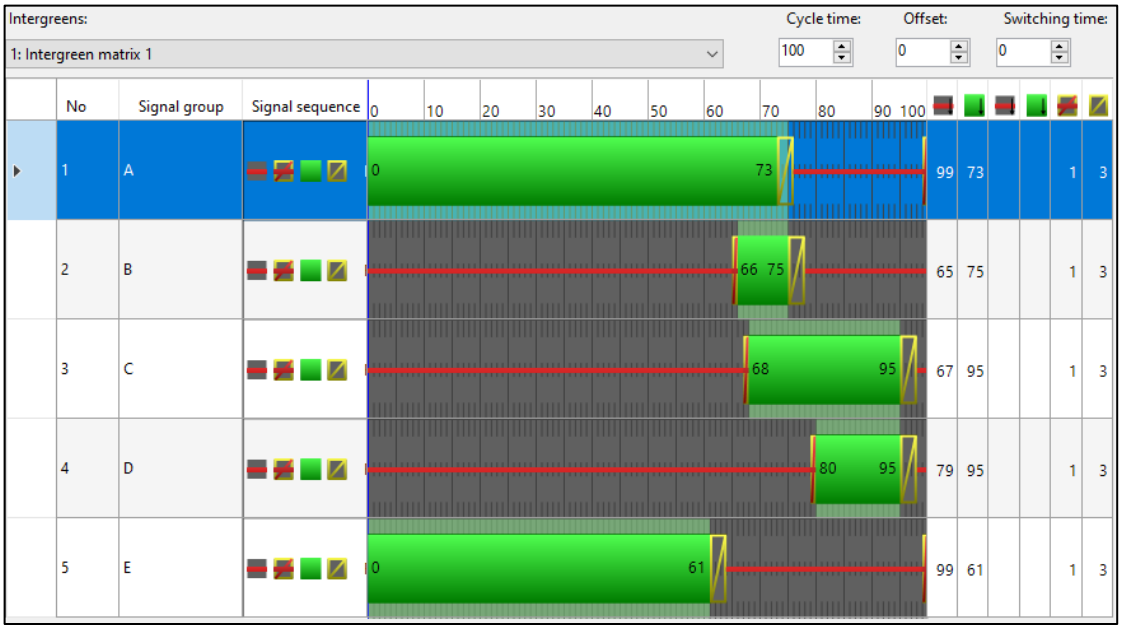
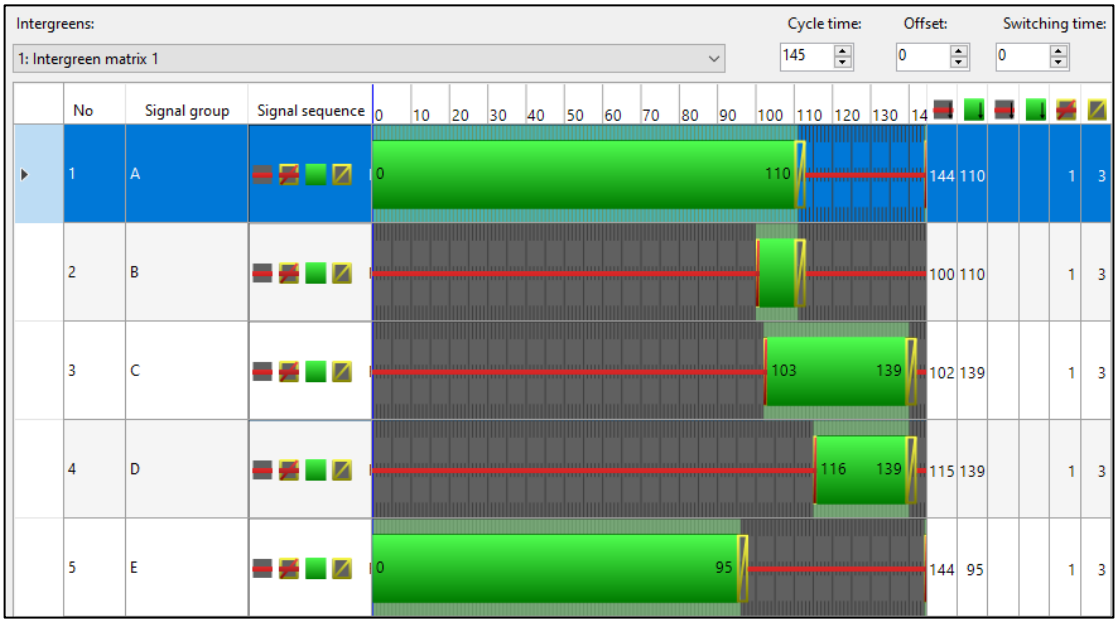


Figure 4.3: A28/Loudon Way Signal Times - PM Peak



4.7.3 The toucan crossing south of the Tank roundabout was modelled as demand dependant with a minimum green time of 10 seconds for the traffic movement and 5 seconds for the pedestrian movement.

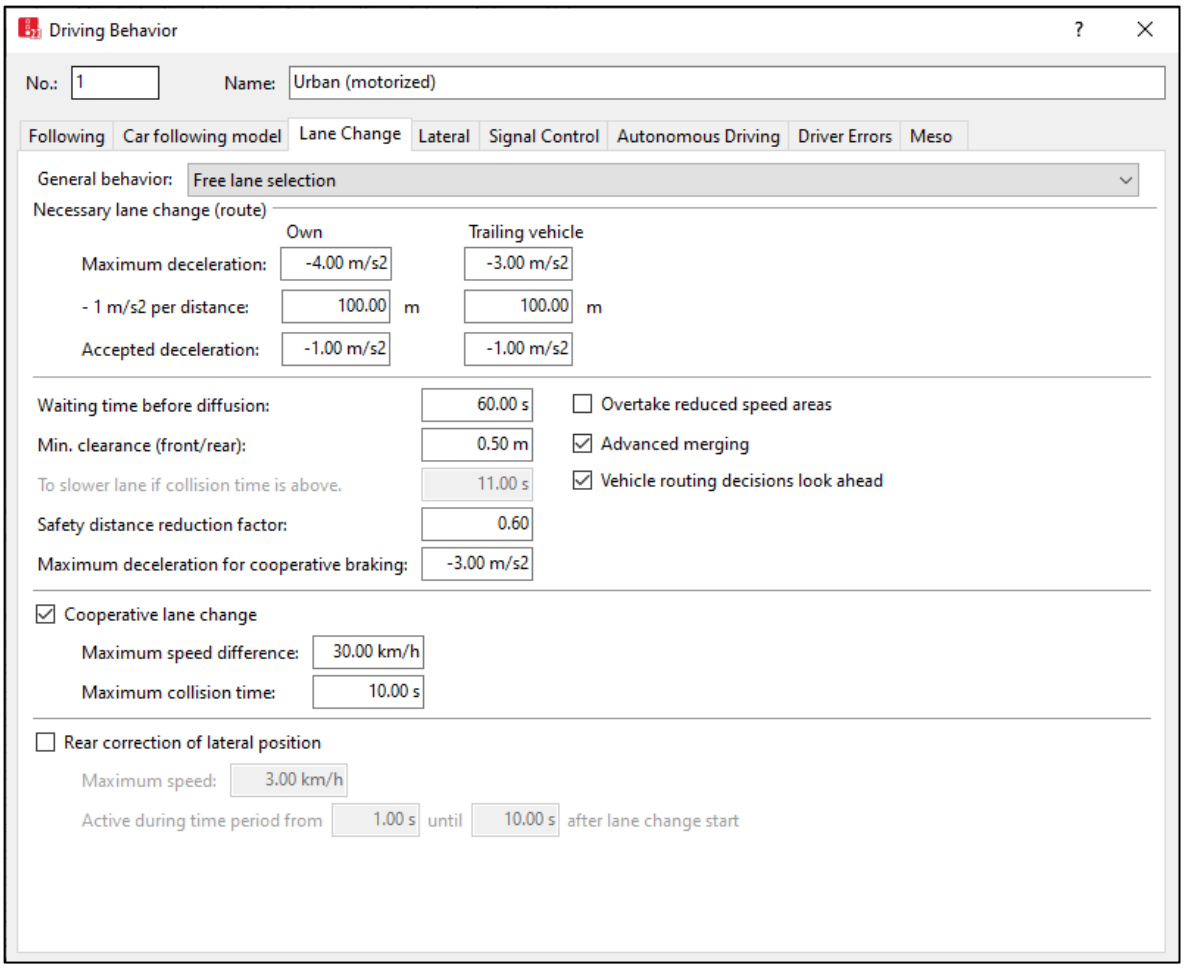
4.8 Public Transport

4.8.1 Public transport lines and stops were modelled and timetable information used for buses going through the network during the peak periods. This involves lines 666, G and 2 eastbound and 969, WS1 and 965 northbound for the AM peak period, and lines 666 and G eastbound and WS1 southbound for the PM peak period. Timetables can be found in **Appendix D**.

4.9 Driving Behaviour

4.9.1 Driving behaviour was changed from default parameters to allow for the cooperate behaviour observed on the ground. The cooperative lane change was selected under the Lane Change parameters, with a maximum speed difference of 30 km/h which was the value that best matched the observed conditions.

Figure 4.4: Driving Behaviour – Lane Change Parameters



5 Model Validation

5.1 Overview

5.1.1 To confirm the suitability of the base model for use as a forecasting tool, the model must be subject to a validation process. The validation process includes a comparison of the model and the actual network's operation, using certain performance criteria. The criteria used for validation should be based on data independent from the model development and calibration process.

5.1.2 Although two separate exercises, in practice there is a need to iterate between the two; revisiting the calibration process and making further refinements, where initial validation was unsuccessful. However, the model should not be constructed on the basis of the validation data. The results presented in this section, and as presented in previous chapter, correspond to the same final validated base model.

5.1.3 As noted above, all validation data from the model was obtained through averaging of five random seeds.

5.2 Traffic Flows

5.2.1 The percentage difference between data sets can prove to be misleading given the relative value of the difference. The standard method therefore involves the calculation of the GEH statistic, which incorporates both the relative and the absolute errors.

5.2.2 For a given vehicle flow, the GEH statistic compares the modelled flow (M) with the observed flow (C) as follows.

$$GEH = \sqrt{\frac{(M-C)^2}{(M+C)/2}}$$

5.2.3 In general, a GEH value of < 5 is considered an acceptable fit and conversely, a value >10 requires closer attention. According to TAG[4] the GEH value should not exceed 5.0 for 85% of assessed flows. TfL guidance also states that flows on entry links should have a GEH < 3.0.

5.2.4 The AM flow comparison between observed and modelled flows is presented in **Table 5.1** below. The flow difference between the observed and modelled flows are within 15% for all of the links except Sir Henry Brackenbury exit, where the flows are very low, and a small deviation can manifest as a high percentage difference.

[4] TAG Unit M3.1 Highway Assignment Modelling – Table 2

Table 5.1: AM Flow Comparison

Entry/Exit Link	Observed Flow	Model Flow	Diff	% Diff	GEH Value
Sir Henry Brackenbury Rd Eb_entry	108	112	4	4%	0.4
A28 Templer Way_entry	1060	1032	-28	3%	0.9
Chart Road (N)_entry	388	363	-25	6%	1.3
Carlton Rd_entry	114	116	2	2%	0.2
Loudon Way_entry	397	384	-13	3%	0.7
Brookfield Rd_entry	768	794	26	3%	0.9
A28 Great Chart Bypass_entry	420	406	-14	3%	0.7
Chart Rd (S)_entry	335	317	-18	5%	1.0
Sir Henry Brackenbury Rd Eb_exit	37	67	30	81%	4.2
A28 Templer Way_exit	959	850	-109	-11%	3.6
Chart Road (N)_exit	436	492	56	13%	2.6
Carlton Rd_exit	190	184	-6	-3%	0.4
Loudon Way_exit	244	242	-2	-1%	0.1
Brookfield Rd_exit	663	624	-39	-6%	1.5
A28 Great Chart Bypass_exit	797	750	-47	-6%	1.7
Chart Rd (S)_exit	104	105	1	1%	0.1
A28 Chart Road_exit	1197	1197	0	0%	0.0

5.2.5 The table above shows that all the entry link flows are within a GEH value of less than 3, and all of the exit flows are also the recommended GEH value of 5.

5.2.6 The PM flow comparison between observed and modelled flows is presented in **Table 5.2** below. The flow difference between the observed and modelled flows are within 15% for all of the links except Chart Road (N) exit.

Table 5.2: PM Flow Comparison

Entry/Exit Link	Observed Flow	Model Flow	Diff	% Diff	GEH Value
Sir Henry Brackenbury Rd Eb_entry	50	47	-3	6%	0.4
A28 Templer Way_entry	972	881	-91	9%	3.0
Chart Road (N)_entry	289	279	-10	3%	0.6
Carlton Rd_entry	163	159	-4	2%	0.3
Loudon Way_entry	297	296	-1	0%	0.1
Brookfield Rd_entry	811	837	26	3%	0.9
A28 Great Chart Bypass_entry	499	513	14	3%	0.6
Chart Rd (S)_entry	255	268	13	5%	0.8
Sir Henry Brackenbury Rd Eb_exit	93	90	-3	-3%	0.3
A28 Templer Way_exit	966	875	-91	-9%	3.0
Chart Road (N)_exit	358	428	70	20%	3.5
Carlton Rd_exit	103	97	-6	-6%	0.6
Loudon Way_exit	307	305	-2	-1%	0.1
Brookfield Rd_exit	817	787	-30	-4%	1.1
A28 Great Chart Bypass_exit	797	753	-44	-6%	1.6
Chart Rd (S)_exit	140	141	1	1%	0.1
A28 Chart Road_exit	1141	1184	43	4%	1.3

5.2.7 Similar to the AM flow comparisons, all entry links have a GEH of less than 3 with all exit links being under the suggested value of 5. As a result, the model is considered to validate well in regard to traffic flows.

5.3 Visual Calibration and Queuing

5.3.1 The site observations indicated that the A28 corridor within the area of the proposed improvement scheme observes peak period congestion and delays.

5.3.2 As already discussed, the A28 corridor is tidal in nature, with the A28 northbound flow being dominant during the AM peak, while the A28 southbound flow predominates during the PM peak.

5.3.3 The visual calibration between observed and modelled queues is discussed below.

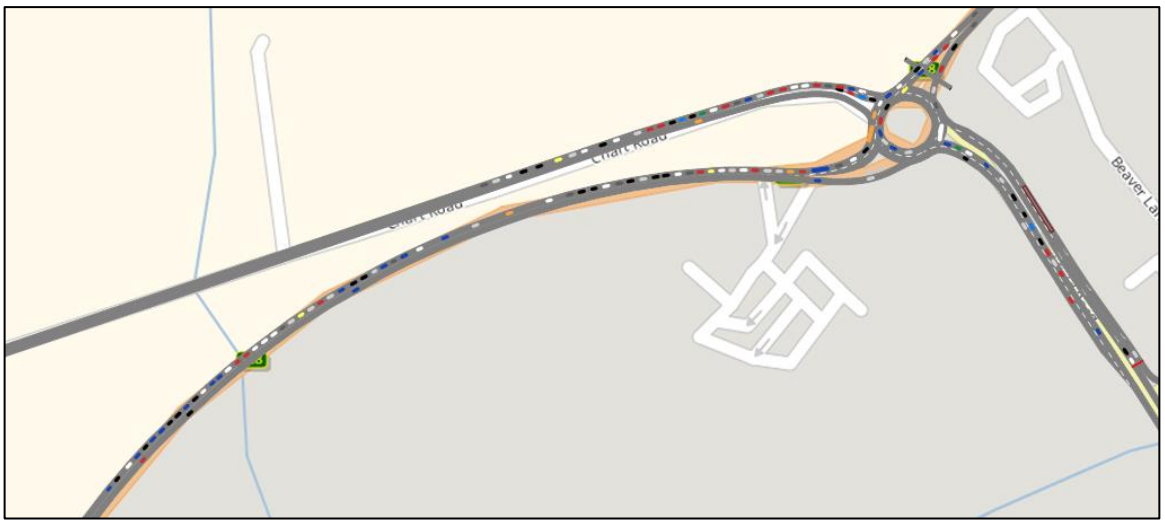
Matalan Roundabout

5.3.4 During the AM peak at Matalan roundabout, queues were observed on Brookfield Road, the A28 Great Chart Bypass, and Chart Road as they approached the roundabout, with the queuing continuing throughout the peak period.

5.3.5 Most of the queuing took place in the nearside lane of the A28 Great Chart Bypass and the offside lane of Brookfield Road, as shown in **Figure 5.1** and **Figure 5.2** below.

Figure 5.1: Observed Queue Building Along A28 Great Chart Bypass (AM Peak)

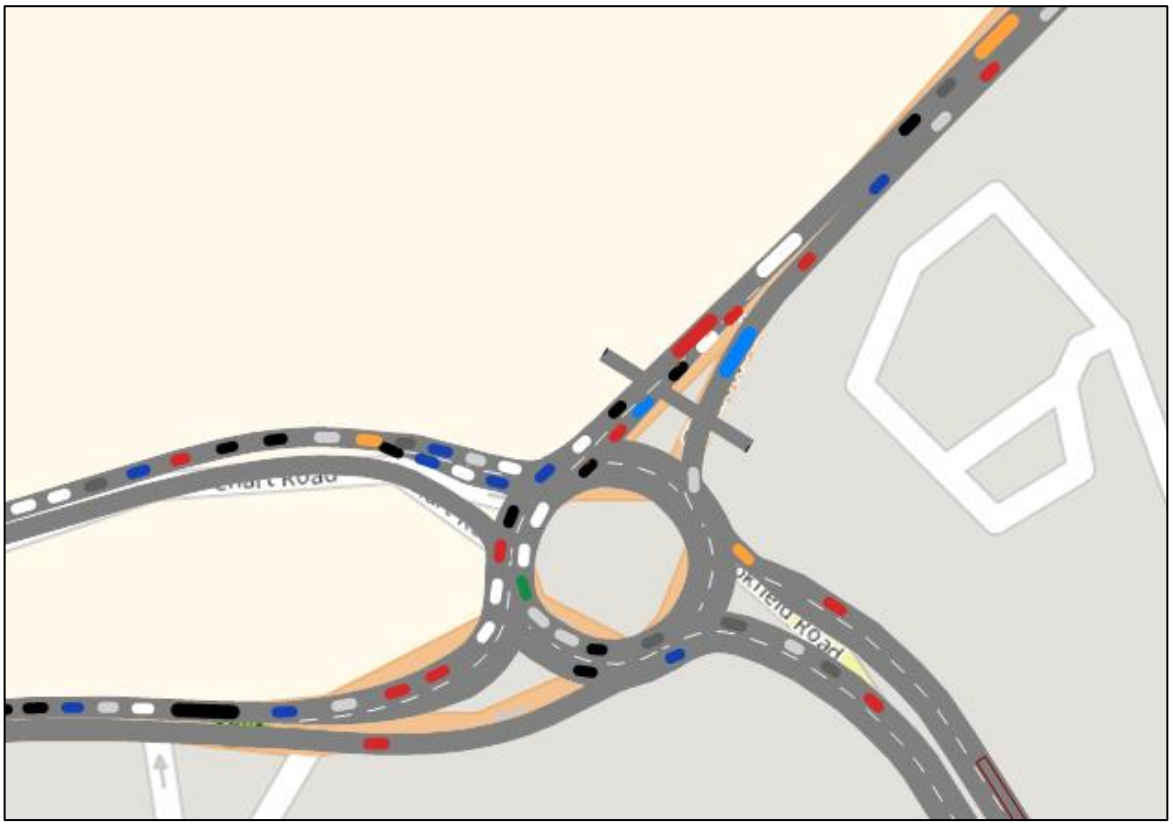
Figure 5.2: Modelled Queue Building along A28 Great Chart Bypass (AM Peak)



5.3.6 A contributing factor to the queues discussed above was the exit blocking on A28 Chart Road, as shown in the **Figure 5.3** and **Figure 5.4** below, which caused vehicles to queue on the circulatory carriageway of Matalan roundabout.

Figure 5.3: Observed Exit Blocking at Matalan Roundabout

Figure 5.4: Modelled Exit Blocking at Matalan Roundabout



Loudon Way/A28 Chart Road Signalised Junction

5.3.7 During the AM peak, queues were observed on the A28 Chart Road northbound. These queues were found to have two segments: the first starting from the Matalan roundabout and extending to the end of the railway bridge, and the second starting at a gap in the first queue and continuing up to the Loudon Way junction.

5.3.8 Queues were also observed on Loudon Way, particularly in the AM peak, with exit blocking for the southbound traffic from Loudon Way occurring in some instances, predominantly in the PM peak.

Figure 5.5: Observed Queues Along Loudon Way (AM Peak)

Figure 5.6: Modelled Queues Along Loudon Way (AM Peak)

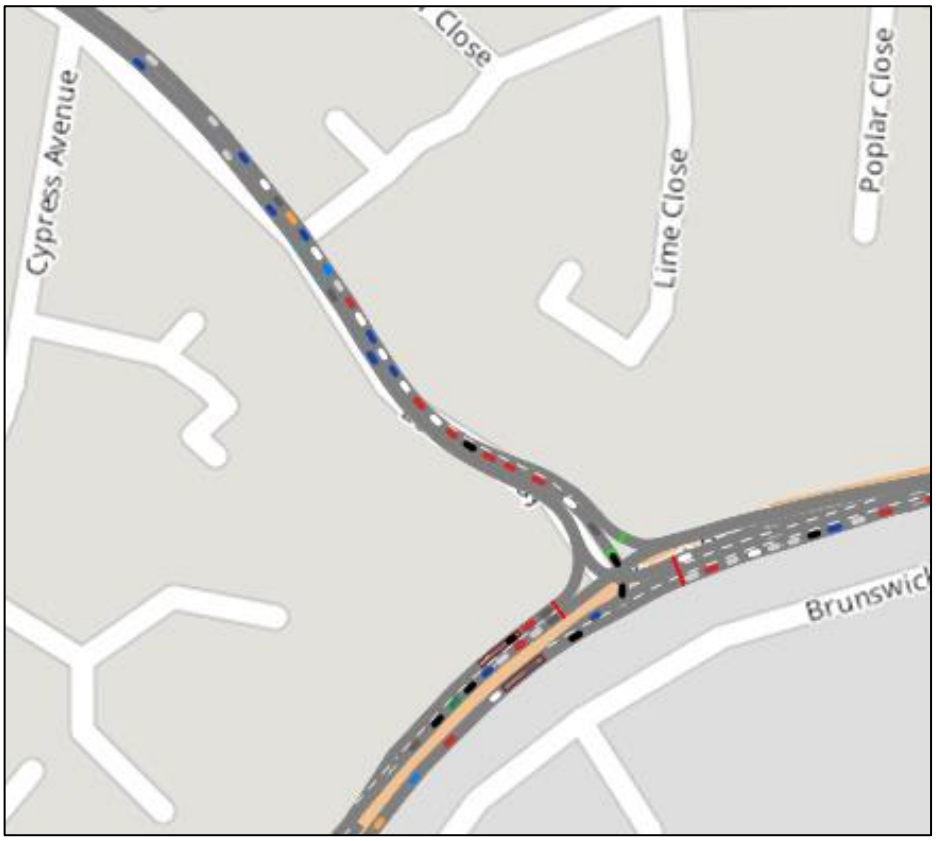
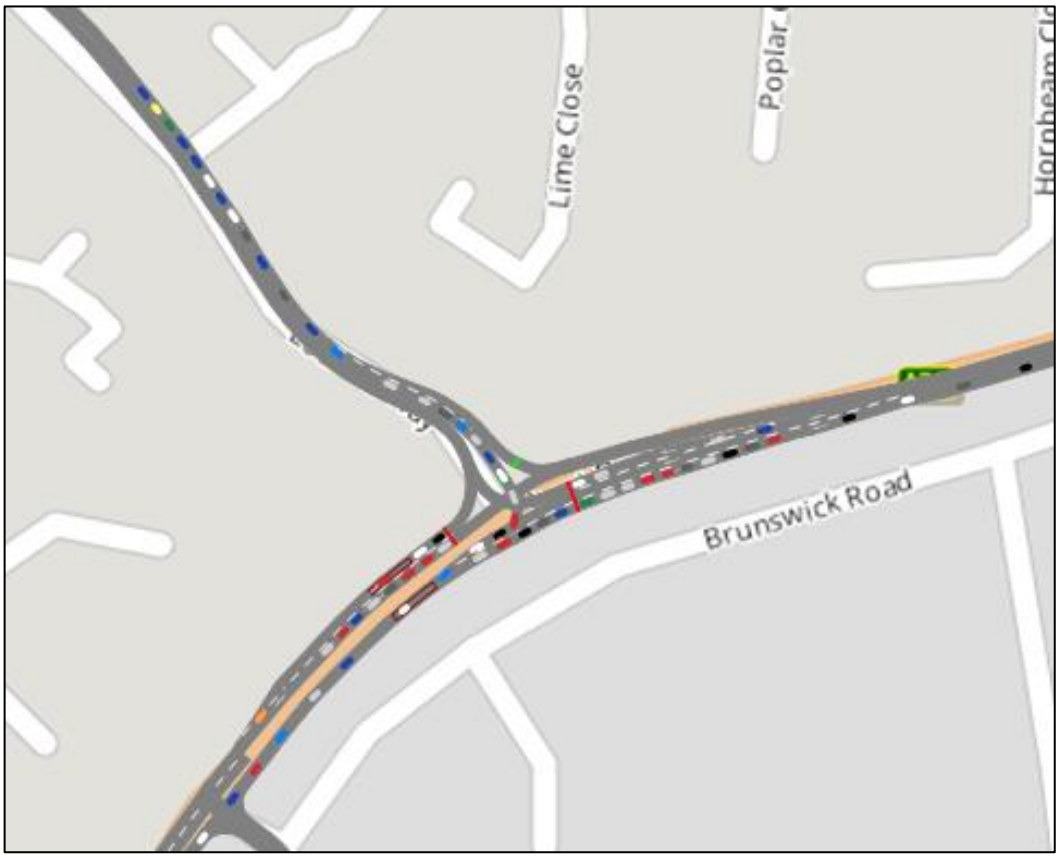


Figure 5.7: Observed Exit Blocking at Loudon Signals for SB Traffic (PM Peak)

Figure 5.8: Modelled Exit Blocking at Loudon Signals for SB traffic (PM Peak)



Tank Roundabout

5.3.9 During the PM peak, queues were observed along A28 Chart Road, starting at the Loudon Way junction and extending towards Tank roundabout. These queues caused exit blocking on A28 Chart Road southbound, which in turn led to further queues extending back to the A292 gyratory and Templer Way. The exit blocking and queues, as observed and modelled, are shown **Figure 5.9** - **Figure 5.12** below.

Figure 5.9: Observed Exit Blocking at Tank Roundabout (PM Peak)

Figure 5.10: Modelled Exit Blocking at Tank Roundabout (PM Peak)

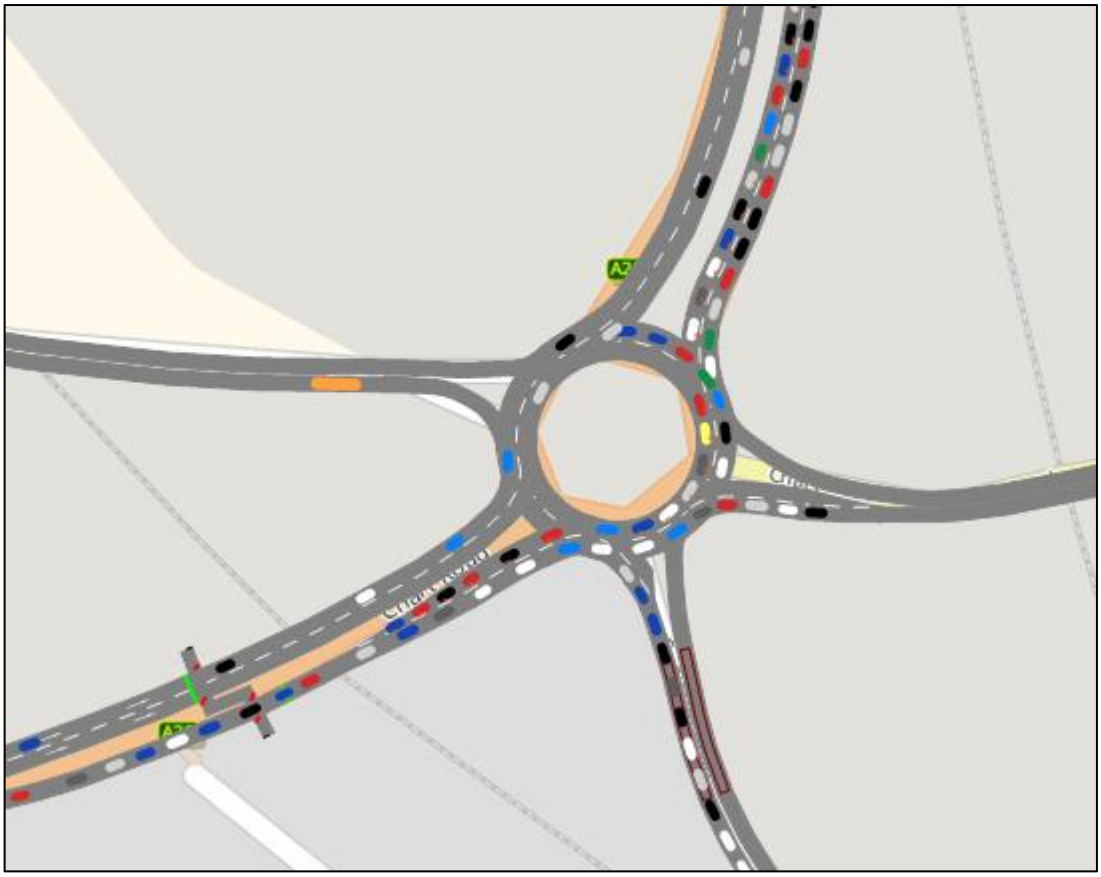
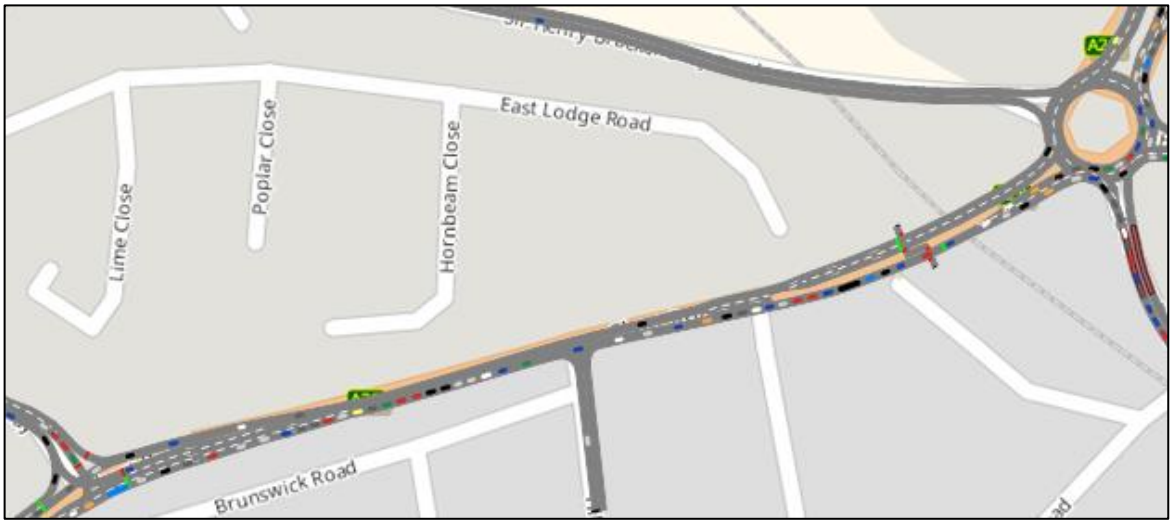


Figure 5.11: Observed Queues on A28 SB Back to Tank Roundabout (PM Peak)

Figure 5.12: Modelled Queues on A28 SB Back to Tank Roundabout (PM Peak)



5.3.10 The observed and modelled queues along Chart Road and A28 Templer Way are shown in **Figure 5.13** - **Figure 5.16** below.

Figure 5.13: Observed Queues on Chart Road (PM Peak)

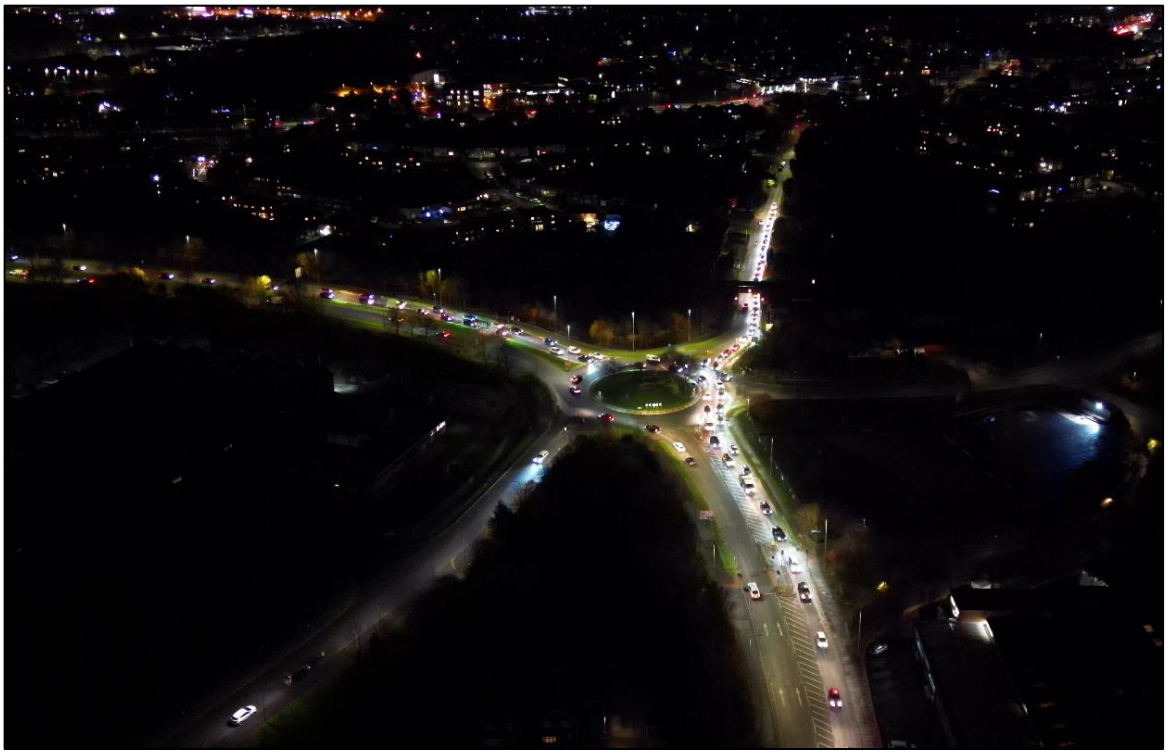


Figure 5.14: Modelled Queues on Chart Road (PM Peak)

Figure 5.15: Observed Queues on A28 Templer Way (PM Peak)

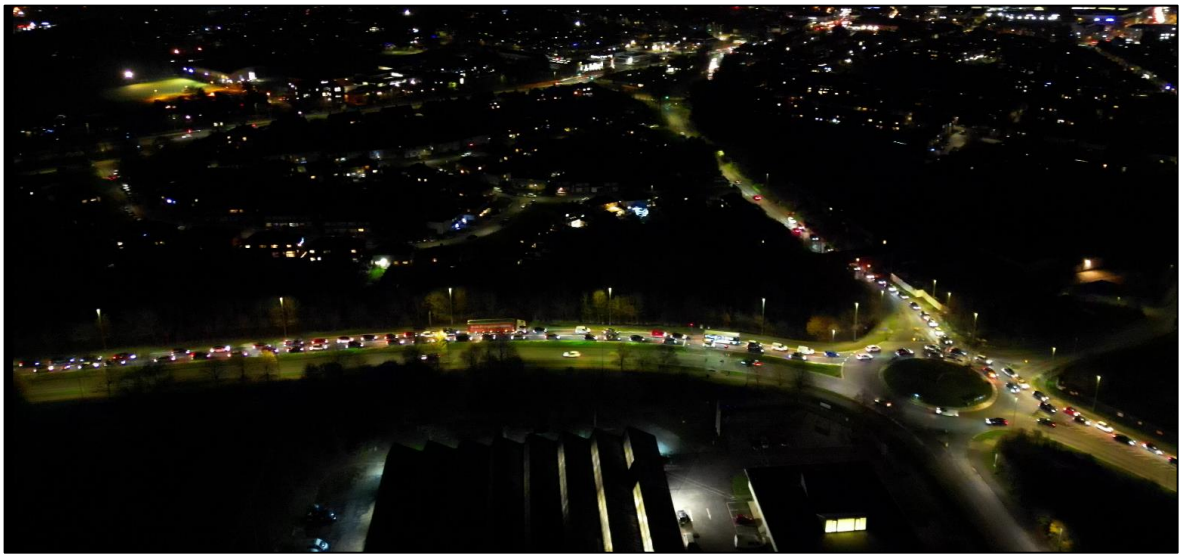


Figure 5.16: Modelled Queues on A28 Templer Way (PM Peak)

5.4 Journey Times

5.4.1 In relation to journey times, TAG states[5]:

"4.3.20 For general purpose models, the routes for the validation of journey times should cover as wide a range of route types as possible and cover the fully modelled area in the model as evenly as possible. For models developed for the appraisal of specific interventions, routes should include those on which it is expected traffic will be affected by the scheme, as well as covering the route including the proposed scheme itself, if appropriate.'

5.4.2 Table 3 of the same unit gives the overall criteria for journey times as:

'Modelled times along routes should be within 15% of surveyed times (or 1 minute, if higher than 15%) for at least 85% of journey time routes.'

5.4.3 However, TAG's Appendix C – Microsimulation gives more specific criteria for journey time validation in a microsimulation context:

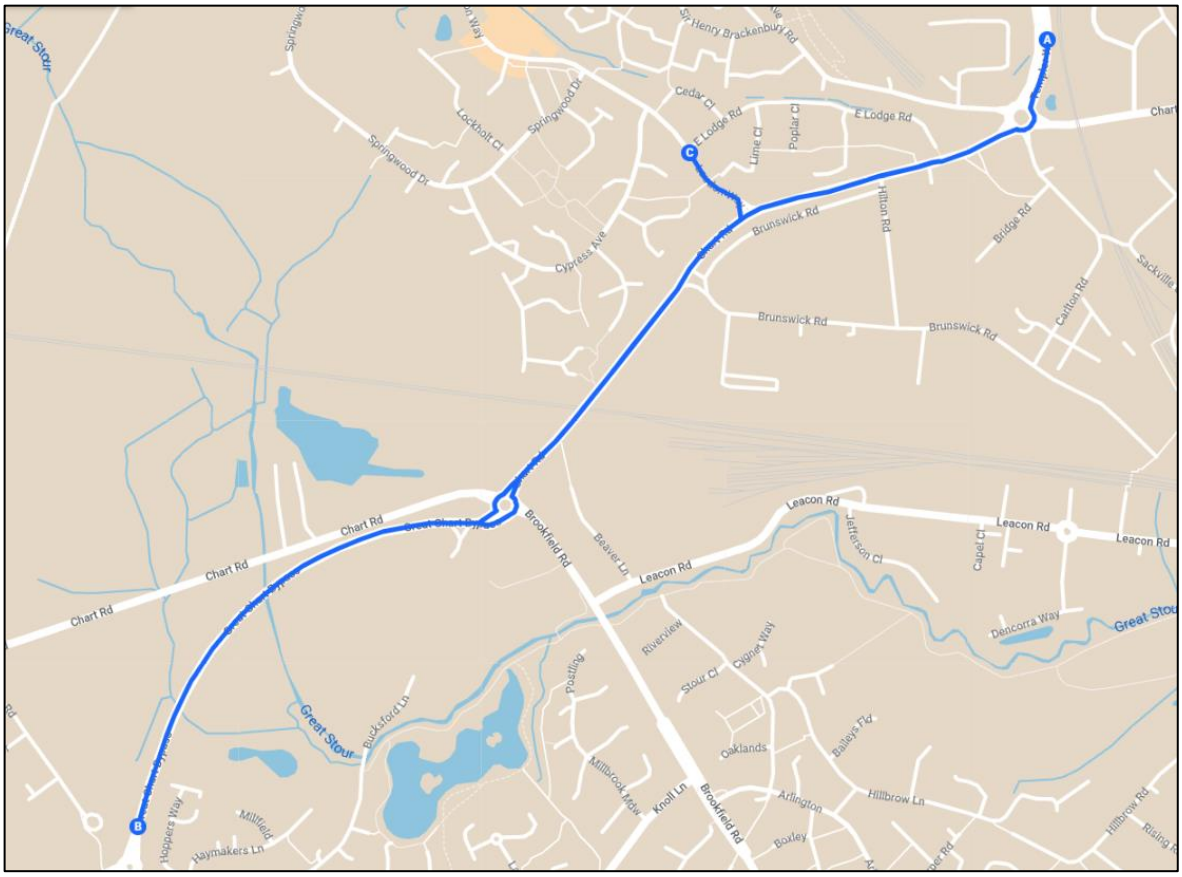
'C.3.10 Journey times should be considered as the key metric in the demonstration of model validation. With microsimulation modelling, it is recommended to achieve validation within 15% and within 60 seconds of observed values, instead of either/or as detailed in Table 3 of this unit for strategic highway assignment models [for 85% of routes]. For smaller models, the 60 second threshold can be too tolerant, whereas for larger models, the 15% tolerance can be too generous. Meeting both allows a high standard of validation to be achieved either way.

5.4.4 For the purpose of this model, in total, four routes were recorded during the journey time survey: A to B, B to A, B to C, and C to A. The floating car method was used to observe the journey times across all four routes.

5.4.5 Point A was located on Templer Way, north of Tank Roundabout; Point B was north of Tithe Barn Roundabout on the A28 Great Chart Bypass; and Point C was on Loudon Way, west of the Loudon Way/A28 junction, as shown in the **Figure 5.17** below.

[5] TAG Unit M1.2 Data Sources and Surveys

Figure 5.17: Journey Time Start and End Locations



5.4.6 The comparison of observed and modelled journey times for the AM peak is shown in the **Table 5.3** below.

Table 5.3: AM Journey Time – Observed Vs Modelled

Route	Observed (seconds)	Modelled (seconds)	Difference	% Diff.	GEH
B – A	527	502	-25	5%	1.1
B - C	453	492	38	8%	1.8
C – A	154	128	-26	17%	2.2
A – B	244	305	61	25%	3.7

5.4.7 As can be seen in the table above, all AM-modelled journey times, apart from A – B (which is only 1 second over the one-minute threshold), are within a minute of the surveyed times. Most routes are within the 15% difference threshold, and the GEH value is less than 5. Although Loudon Way to Templer Way journey time is slightly higher than the recommended 15% difference, this tolerance is considered acceptable as both Loudon Way and the toucan crossing signals may have a variance in actual signal times than the times used in the model.

5.4.8 Similarly, the Templer Way to A28 Great Chart Bypass route is at the 60 seconds threshold and within the GEH of 5. The deviation presented is considered acceptable as it involves the interaction with the Brunswick Road, flows of which were only indicative and not surveyed. Furthermore, given the tidal nature of the network, this route is considered of lesser importance in the AM peak as represents a lesser trafficked and subsequently congested route.

5.4.9 The comparison of observed and modelled journey times for the PM peak is shown in the **Table 5.4** below.

Table 5.4: PM Journey Time – Observed Vs Modelled

Route	Observed (seconds)	Modelled (seconds)	Difference	% Diff.	GEH
B – A	300	254	-46	15%	2.8
B - C	211	190	-21	10%	1.5
C – A	160	205	45	28%	3.3
A – B	475	446	-29	6%	1.3

5.4.10 As can be seen in table above, all PM modelled journey times are within a minute of the surveyed times, with most routes being within the 15% difference threshold and GEH value of less than 5.

5.4.11 As previously, it is acknowledged that the route from Loudon Way to Templer Way presents a higher percentile difference than the guidance suggests, but it is within a minute and with a GEH of less than 5. Tolerance for the higher percentile difference is considered appropriate due to the two traffic signals and the signal timings used.

6 Summary and Conclusions

6.1.1 C&A have been commissioned to produce a microsimulation traffic model of A28 corridor between Tank Roundabout and Matalan Roundabout.

6.1.2 The model reflects the conditions observed in the modelled network during the site visits, including the exit blocking at merging, the cooperative driving behaviour at both the merges as well as the junctions with the industrial estate minor roads, as well as the lower speeds at the bridge crossing.

6.1.3 In terms of traffic flows, the model demonstrates good validation against surveyed data, with all modelled flows meeting the GEH criteria.

6.1.4 The model also shows good validation of journey times against surveyed data, as well as visual validation against queues and driving behaviour.

6.1.5 In conclusion, the model is considered to validly represent observed conditions in the peak periods along the A28 corridor between Tank Roundabout and Matalan Roundabout and is fit for the purpose of forecasting changes in traffic demand within the network.

Appendix A Raw Survey Data

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 35202 Ashford

Site Number/Name: Site 1 - Tank Roundabout

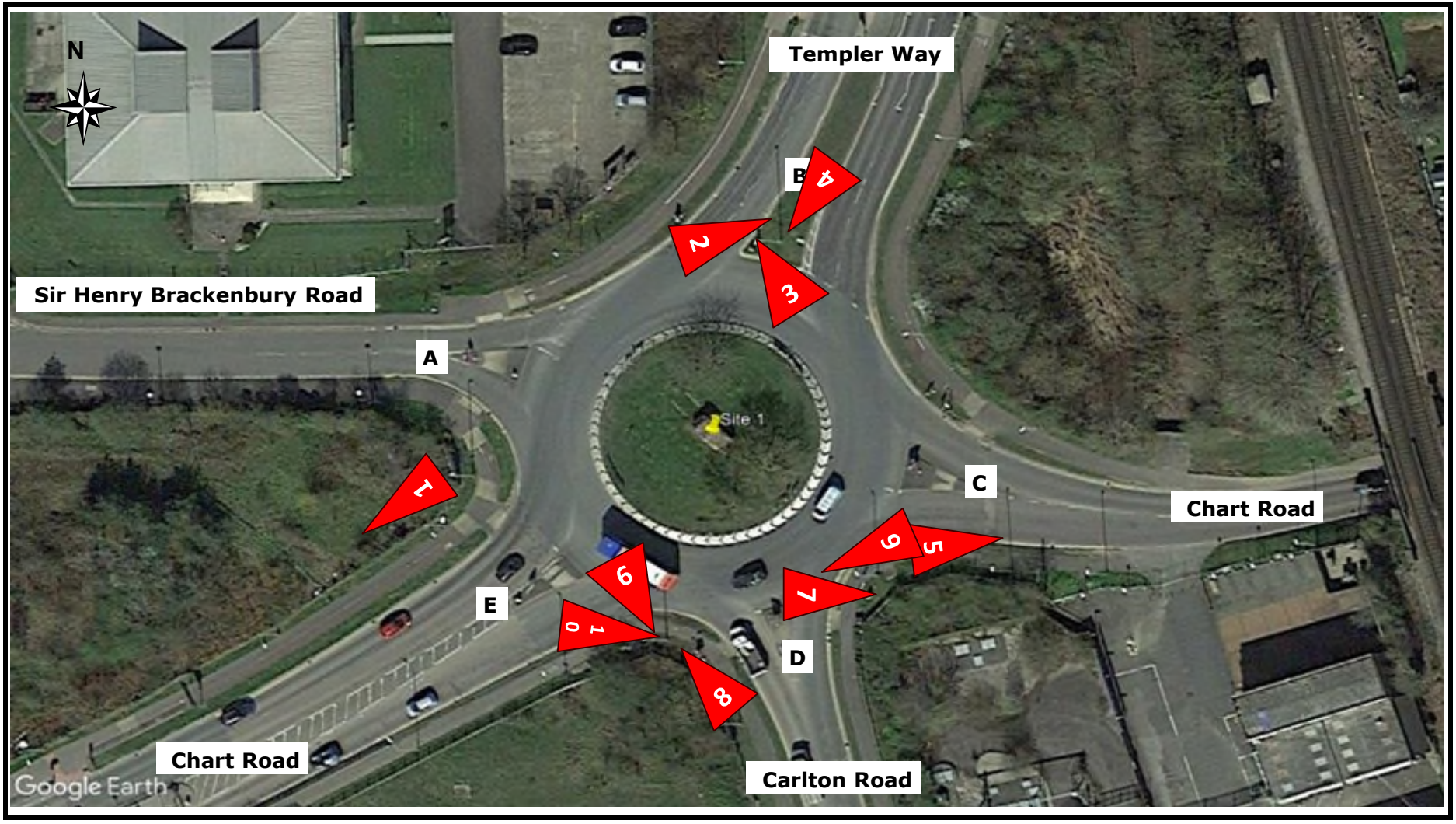
Client: Charles & Associates

Date: 25/04/2023

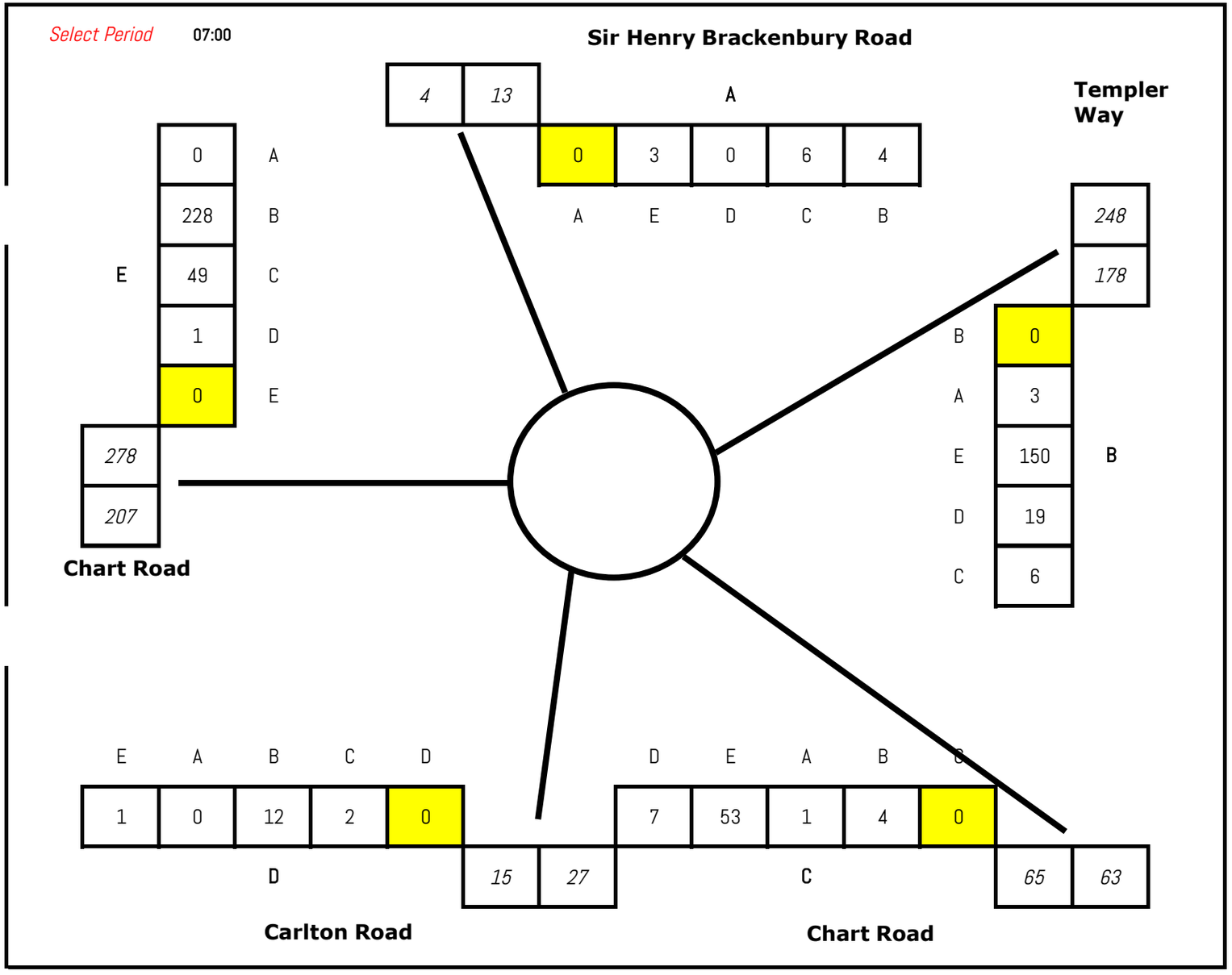
Weather: Dry

Advanced Transport Research	Job Number & Name:	35202 Ashford
Site 1 - Tank Roundabout	Date:	Tuesday 25 Apr 2023

Job Type:	Junction Count				
Co-ordinates:	51° 9'9.48"N, 0°51'29.32"E	Postcode:	TN23 3HX	Times:	0700-1000 1600-1900



Advanced Transport Research	*Job Number & Name:*	35202 Ashford
Site 1 - Tank Roundabout	*Client:*	Charles & Associates
Flow Diagram	*Date:*	Tuesday 25 Apr 2023



Advanced Transport Research

Site 1 - Tank Roundabout

Classified Counts

	A to A								A to B								A to C								A to D								A to E								B to A								B to B									
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter		
07:00 - 07:15	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2
07:15 - 07:30	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	10	0
07:30 - 07:45	0	0	0	0	0	0	0	0	10	0	0	0	0	1	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	7	0
07:45 - 08:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	4	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	9	1
08:00 - 08:15	0	0	0	0	0	0	0	0	9	1	0	0	0	1	0	0	14	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	14	0
08:15 - 08:30	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0
08:30 - 08:45	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	1	0	0	0	0	0	0	7	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	8	0
08:45 - 09:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	0
09:00 - 09:15	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6	0
09:15 - 09:30	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1
09:30 - 09:45	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	0
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16:00 - 16:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	2
16:15 - 16:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	2
16:30 - 16:45	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3
16:45 - 17:00	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	8	0
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17:45 - 18:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	11	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	8	0
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18:15 - 18:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	9	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	3
18:30 - 18:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	10	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	0
18:45 - 19:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0

B to C						B to D								B to E								C to A								C to B								C to C								C to D								C to E					
OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B
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0	0	0	0	0	0	7	5	2	5	2	0	0	0	138	30	2	10	1	0	0	0	12	2	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3	2	0	0	0	0	0	51	5	1	2	0	0
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0	0	0	0	0	0	14	6	2	0	1	0	0	0	138	26	3	5	1	4	0	0	8	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	0	44	5	0	0	0	0
0	0	0	0	0	0	18	2	1	2	0	0	0	0	155	34	1	3	1	2	0	0	8	2	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	42	4	0	0	0	1
0	0	0	0	0	0	24	9	2	1	2	1	0	0	191	27	1	1	0	3	0	0	5	1	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	52	9	0	0	0	1
0	0	0	0	0	0	4	1	2	0	0	0	0	0	180	16	1	2	0	1	0	0	10	1	0	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	38	5	0	0	0	0
0	0	0	0	0	0	5	0	1	1	2	0	0	0	176	24	2	1	0	0	0	0	8	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	64	1	0	0	0	1
0	0	0	0	0	0	2	1	0	0	0	0	1	0	196	23	1	1	0	0	0	0	5	1	0	0	0	0	0	0	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65	5	0	0	0	0
0	0	0	0	0	0	2	0	0	2	1	0	0	0	178	22	3	4	0	0	0	0	10	0	0	0	0	0	0	0	10	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65	2	0	1	0	1
0	0	0	1	0	0	0	0	0	1	1	0	0	0	150	20	1	2	0	1	0	0	9	1	0	0	0	0	0	0	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	2	1	0	0	2
0	0	0	0	0	0	2	0	0	1	0	0	0	0	120	14	1	2	0	0	0	0	6	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	69	3	0	0	0	0

		D to A								D to B								D to C								D to D								D to E								E to A								E to B								
Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV
0	0	0	0	0	0	0	0	0	0	1	6	0	3	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	180	36	8	1	1	2	0	0	39	9
0	0	0	0	0	0	0	0	0	0	4	6	5	7	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	183	41	7	6	0	1	0	0	64	12
0	0	0	0	0	0	0	0	0	0	9	11	5	3	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	182	34	4	4	0	0	0	0	59	6
0	0	0	0	0	0	0	0	0	0	5	8	5	1	1	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	151	27	8	5	0	1	0	0	71	6
0	0	0	0	0	0	0	0	0	0	8	5	2	5	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	195	18	3	5	2	0	0	0	79	10
0	0	0	0	1	0	0	0	0	0	5	6	4	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	149	23	5	3	0	0	0	0	82	2
0	0	0	0	0	0	0	0	0	0	5	10	7	4	0	0	0	0	3	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0	0	0	157	22	2	7	0	2	0	0	58	1
0	0	0	0	0	0	0	0	0	0	7	6	2	4	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	0	0	3	0	0	0	0	0	0	0	156	25	2	7	0	1	0	0	53	7
0	0	0	0	0	0	0	0	0	0	7	9	3	0	0	1	0	0	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	3	1	0	0	0	0	0	0	160	24	7	6	2	2	0	0	73	8
0	0	0	0	0	0	0	0	0	0	4	9	2	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	156	26	6	7	0	0	0	0	61	5
0	0	0	0	0	0	0	0	0	0	3	3	2	4	1	0	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	1	0	0	1	1	0	0	0	0	0	0	126	31	3	5	0	1	0	0	70	7
0	0	0	0	0	0	0	0	0	0	7	2	1	3	0	0	0	0	2	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	149	27	4	5	0	3	0	0	59	9
0	0	1	0	0	0	0	0	0	0	17	3	0	0	0	0	0	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	1	1	0	0	0	0	0	0	149	41	2	6	1	2	0	0	49	9
0	0	0	0	0	0	0	1	0	0	19	5	1	0	0	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	150	33	2	2	0	2	0	0	53	7
0	0	2	0	0	0	0	0	0	0	45	14	1	0	0	1	1	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	5	0	0	0	0	0	0	0	180	27	4	3	0	0	0	0	59	6
0	0	0	0	0	0	0	0	0	0	14	7	0	0	0	0	0	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	183	23	1	3	0	0	0	0	48	8
0	0	3	0	0	0	0	0	0	0	57	9	1	0	1	1	0	0	10	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	1	0	0	0	0	0	0	188	33	4	2	0	2	0	0	64	9
0	0	1	0	0	0	0	0	1	0	14	3	1	0	0	0	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	137	21	5	2	0	0	0	0	56	3
0	0	1	0	0	0	0	0	0	0	25	1	1	0	0	0	0	0	7	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	187	22	1	2	0	2	0	0	62	5
0	0	0	0	0	0	0	0	0	0	11	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	180	17	0	2	0	2	0	0	63	3
0	0	1	0	0	0	0	0	2	0	7	1	1	0	0	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	1	0	5	1	0	0	0	0	0	0	173	15	2	1	0	0	0	0	58	5
0	0	0	0	0	0	0	0	0	0	6	3	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	155	8	1	2	0	0	0	0	42	4
0	0	1	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	131	16	2	0	0	1	0	0	47	7
0	0	2	0	0	0	0	0	1	0	7	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	1	0	0	0	0	0	0	111	9	0	1	0	0	0	0	60	2

Job Number & Name:	35202 Ashford
Client:	Charles & Associates
Date:	Tuesday 25 April 2023

E to C						E to D								E to E							
OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	1	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	1	0	0	2	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	3	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0

1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Advanced Transport Research
Site 1 - Tank Roundabout
PCU Values

	A to A								A to B								A to C								A to D								A to E							
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	4.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	3.0	0.0	0.0	0.0	0.0	0.0	9.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.4	0.0	10.4	9.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	4.0	2.0	0.0	0.0	0.0	0.0	0.0	6.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	1.0	0.0	0.0	0.0	0.4	0.0	10.4	14.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	1.0	3.0	0.0	0.0	0.0	0.0	8.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	8.0	1.0	0.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.3	0.0	0.0	0.0	4.3	7.0	1.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0	3.0	0.0	0.0	0.0	0.0	0.4	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	6.0	1.0	0.0	0.0	0.0	0.0	0.0	7.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	2.0	0.0	0.0	0.0	0.0	0.0	8.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	2.0	0.0	0.0	0.0	0.0	0.0	8.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	4.0	1.0	0.0	0.0	0.0	0.4	0.0	5.4	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	9.0	0.0	0.0	0.0	0.0	0.8	0.0	9.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
07:00 - 08:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.0	5.0	0.0	0.0	0.0	0.4	0.0	27.4	36.0	0.0	0.0	0.0	0.0	0.0	0.0	36.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	14.0	3.0	0.0	0.0	0.0	0.0	0.0	17.0
07:15 - 08:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.0	4.0	0.0	0.0	0.0	0.8	0.0	33.8	44.0	0.0	0.0	0.0	0.0	0.0	0.0	44.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0	14.0	2.0	0.0	0.0	0.0	0.0	0.0	16.0
07:30 - 08:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.0	1.0	0.0	0.0	0.0	0.8	0.0	36.8	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0	13.0	3.0	3.0	0.0	0.0	0.0	0.0	19.0
07:45 - 08:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	1.0	0.0	0.0	0.0	0.4	0.0	41.4	54.0	0.0	0.0	0.0	0.0	0.0	0.0	54.0	3.0	2.0	0.0	0.0	0.0	0.0	0.0	5.0	12.0	4.0	3.0	0.0	0.0	0.0	0.0	19.0
08:00 - 09:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	43.0	1.0	0.0	0.0	0.0	0.4	0.0	44.4	54.0	1.0	0.0	0.0	0.0	0.0	0.0	55.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	13.0	3.0	3.0	0.0	0.0	0.0	0.0	19.0
08:15 - 09:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	38.0	1.0	0.0	0.0	0.0	0.0	0.0	39.0	47.0	1.0	0.0	0.0	0.0	0.0	0.0	48.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	14.0	4.0	3.0	0.0	0.0	0.0	0.0	21.0
08:30 - 09:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.0	1.0	0.0	2.3	0.0	0.0	0.0	31.3	35.0	2.0	0.0	0.0	0.0	0.0	0.0	37.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	12.0	3.0	0.0	0.0	0.0	0.0	0.0	15.0
08:45 - 09:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.0	2.0	0.0	2.3	0.0	0.0	0.0	20.3	25.0	2.0	0.0	0.0	0.0	0.4	0.0	27.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	2.0	0.0	0.0	0.0	0.0	0.0	13.0
09:00 - 10:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	2.0	0.0	2.3	0.0	0.0	0.0	18.3	20.0	2.0	0.0	0.0	0.0	0.4	0.0	22.4	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	9.0	1.0	0.0	0.0	0.0	0.0	0.0	10.0
16:00 - 17:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.0	3.0	0.0	0.0	0.0	0.0	0.0	20.0	17.0	2.0	0.0	0.0	0.0	0.0	0.0	19.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	7.0	2.0	0.0	0.0	0.0	0.0	0.0	9.0
16:15 - 17:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	5.0	0.0	0.0	0.0	0.0	0.0	24.0	13.0	2.0	0.0	0.0	0.0	0.0	0.0	15.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	7.0	1.0	0.0	0.0	0.0	0.0	0.0	8.0
16:30 - 17:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	5.0	0.0	0.0	0.0	0.0	0.0	24.0	15.0	2.0	0.0	0.0	0.0	0.4	0.0	17.4	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	6.0	1.0	0.0	0.0	0.0	0.0	0.0	7.0
16:45 - 17:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	4.0	0.0	0.0	0.0	0.0	0.0	24.0	17.0	2.0	0.0	0.0	0.0	0.4	0.0	19.4	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0
17:00 - 18:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.0	2.0	0.0	0.0	0.0	0.0	0.0	19.0	16.0	2.0	0.0	0.0	0.0	0.4	0.0	18.4	4.0	0.0	0.0	0.0	0.0	0.0	0.2	4.2	9.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0
17:15 - 18:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	21.0	1.0	0.0	0.0	0.0	0.4	0.0	22.4	2.0	0.0	0.0	0.0	0.0	0.0	0.2	2.2	11.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0
17:30 - 18:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	26.0	0.0	0.0	0.0	0.0	0.8	0.0	26.8	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	16.0	0.0	0.0	0.0	0.0	0.0	0.0	16.0
17:45 - 18:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	23.0	0.0	0.0	0.0	0.0	0.8	0.0	23.8	1.0	0.0	0.0	0.0	0.0	0.0	0.2	1.2	15.0	1.0	0.0	0.0	0.0	0.0	0.0	16.0
18:00 - 19:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.0	0.0	0.0	0.0	0.0	0.0	0.0	23.0	27.0	0.0	0.0	0.0	0.0	0.8	0.0	27.8	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	14.0	1.0	0.0	0.0	0.0	0.0	0.0	15.0
AM Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	79.0	8.0	0.0	2.3	0.0	0.8	0.0	90.1	###	3.0	0.0	0.0	0.0	0.4	0.0	###	4.0	2.0	0.0	0.0	0.0	0.0	0.0	6.0	36.0	7.0	3.0	0.0	0.0	0.0	0.0	46.0
PM Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	57.0	5.0	0.0	0.0	0.0	0.0	0.0	62.0	60.0	4.0	0.0	0.0	0.0	1.2	0.0	65.2	7.0	0.0	0.0	0.0	0.0	0.0	0.2	7.2	30.0	3.0	0.0	0.0	0.0	0.0	0.0	33.0
Daily Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	###	13.0	0.0	2.3	0.0	0.8	0.0	###	###	7.0	0.0	0.0	0.0	1.6	0.0	###	11.0	2.0	0.0	0.0	0.0	0.0	0.2	13.2	66.0	10.0	3.0	0.0	0.0	0.0	0.0	79.0
#### - ####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.0	4.0	0.0	0.0	0.0	0.8	0.0	33.8	44.0	0.0	0.0	0.0	0.0	0.0	0.0	44.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0	14.0	2.0	0.0	0.0	0.0	0.0	0.0	16.0
#### - ####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	5.0	0.0	0.0	0.0	0.0	0.0	24.0	15.0	2.0	0.0	0.0	0.0	0.4	0.0	17.4	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	6.0	1.0	0.0	0.0	0.0	0.0	0.0	7.0

	B to A								B to B								B to C								B to D								B to E							
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
### - ###	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	2.0	0.0	0.0	0.0	0.0	0.0	6.0	10.0	4.0	0.0	9.2	2.0	0.0	0.0	25.2	105.0	37.0	4.5	9.2	2.0	0.0	0.0	####
### - ###	3.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	18.0	5.0	1.5	2.3	4.0	0.0	0.0	30.8	134.0	57.0	9.0	11.5	0.0	0.0	0.0	211.5
### - ###	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	14.0	6.0	9.0	4.6	0.0	0.0	0.0	33.6	151.0	43.0	7.5	20.7	0.0	0.0	0.0	222.2
### - ###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	9.0	1.0	0.0	0.0	0.0	0.0	0.0	10.0	33.0	11.0	6.0	2.3	0.0	0.0	0.0	52.3	179.0	48.0	6.0	13.8	0.0	0.4	0.0	247.2
### - ###	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	14.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	16.0	8.0	9.0	0.0	2.0	0.0	0.0	35.0	163.0	38.0	7.5	11.5	2.0	0.0	0.0	222.0
### - ###	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	13.0	8.0	4.5	4.6	0.0	0.0	0.0	30.1	172.0	31.0	7.5	6.9	0.0	0.0	0.0	217.4
### - ###	7.0	2.0	0.0	0.0	0.0	0.0	0.0	9.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	7.0	5.0	3.0	11.5	4.0	0.0	0.0	30.5	138.0	30.0	3.0	23.0	2.0	0.0	0.0	####
### - ###	8.0	1.0	0.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	15.0	6.0	1.5	2.3	4.0	0.4	0.0	29.2	173.0	29.0	6.0	18.4	0.0	0.8	0.0	227.2
### - ###	3.0	1.0	0.0	2.3	0.0	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	10.0	10.0	1.5	6.9	2.0	0.4	0.0	30.8	127.0	19.0	6.0	9.2	0.0	0.0	0.0	161.2
### - ###	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	1.0	0.0	0.0	0.0	0.0	0.0	8.0	9.0	7.0	1.5	9.2	0.0	0.0	0.0	26.7	132.0	24.0	12.0	18.4	0.0	0.0	0.0	####
### - ###	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	4.5	6.9	0.0	0.0	0.0	21.4	114.0	19.0	6.0	16.1	2.0	0.0	0.0	####
### - ###	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	1.0	0.0	0.0	0.0	0.0	0.0	10.0	2.0	9.0	6.0	6.9	0.0	0.0	0.0	23.9	123.0	14.0	6.0	16.1	0.0	2.0	0.0	####
### - ###	4.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	2.0	0.0	0.0	0.0	0.0	0.0	12.0	8.0	7.0	3.0	2.3	2.0	0.0	0.0	22.3	174.0	28.0	7.5	11.5	2.0	0.0	0.0	223.0
### - ###	3.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	2.0	0.0	0.0	0.0	0.0	0.0	10.0	7.0	13.0	1.5	9.2	0.0	0.4	0.0	31.1	151.0	33.0	13.5	16.1	0.0	0.8	0.0	214.4
### - ###	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	3.0	0.0	0.0	0.0	0.0	0.0	8.0	3.0	5.0	1.5	0.0	0.0	0.0	0.0	9.5	169.0	29.0	0.0	6.9	0.0	0.0	0.0	204.9
### - ###	3.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	14.0	6.0	3.0	0.0	2.0	0.0	0.0	25.0	138.0	26.0	4.5	11.5	2.0	1.6	0.0	####
### - ###	11.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	1.0	0.0	0.0	0.0	0.0	0.0	10.0	18.0	2.0	1.5	4.6	0.0	0.0	0.0	26.1	155.0	34.0	1.5	6.9	2.0	0.8	0.0	200.2
### - ###	8.0	1.0	0.0	0.0	0.0	0.0	0.0	9.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0	24.0	9.0	3.0	2.3	4.0	0.4	0.0	42.7	191.0	27.0	1.5	2.3	0.0	1.2	0.0	223.0
### - ###	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	2.0	0.0	0.0	0.0	0.0	0.0	11.0	4.0	1.0	3.0	0.0	0.0	0.0	0.0	8.0	180.0	16.0	1.5	4.6	0.0	0.4	0.0	202.5
### - ###	11.0	2.0	0.0	0.0	0.0	0.4	0.0	13.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	5.0	0.0	1.5	2.3	4.0	0.0	0.0	12.8	176.0	24.0	3.0	2.3	0.0	0.0	0.0	205.3
### - ###	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	1.0	0.0	0.0	0.0	0.0	0.0	11.0	2.0	1.0	0.0	0.0	0.0	0.0	0.2	3.2	196.0	23.0	1.5	2.3	0.0	0.0	0.0	222.8
### - ###	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	3.0	0.0	0.0	0.0	0.0	0.0	10.0	2.0	0.0	0.0	4.6	2.0	0.0	0.0	8.6	178.0	22.0	4.5	9.2	0.0	0.0	0.0	213.7
### - ###	10.0	1.0	0.0	0.0	0.0	0.0	0.0	11.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	5.0	0.0	0.0	0.0	0.0	0.4	0.0	5.4	0.0	0.0	0.0	2.3	2.0	0.0	0.0	4.3	150.0	20.0	1.5	4.6	0.0	0.4	0.0	####
### - ###	7.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	2.0	0.0	0.0	2.3	0.0	0.0	0.0	4.3	120.0	14.0	1.5	4.6	0.0	0.0	0.0	####
07:00 - 08:00	12.0	1.0	0.0	0.0	0.0	0.0	0.0	13.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	30.0	3.0	0.0	0.0	0.0	0.0	0.0	33.0	75.0	26.0	16.5	18.4	6.0	0.0	0.0	141.9	569.0	185.0	27.0	55.2	2.0	0.4	0.0	838.6
07:15 - 08:15	12.0	1.0	0.0	0.0	0.0	0.0	0.0	13.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	40.0	1.0	0.0	0.0	0.0	0.0	0.0	41.0	81.0	30.0	25.5	9.2	6.0	0.0	0.0	151.7	627.0	186.0	30.0	57.5	2.0	0.4	0.0	902.9
07:30 - 08:30	13.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	44.0	1.0	0.0	0.0	0.0	0.0	0.0	45.0	76.0	33.0	28.5	11.5	2.0	0.0	0.0	151.0	665.0	160.0	28.5	52.9	2.0	0.4	0.0	908.8
07:45 - 08:45	15.0	2.0	0.0	0.0	0.0	0.0	0.0	17.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	45.0	1.0	0.0	0.0	0.0	0.0	0.0	46.0	69.0	32.0	22.5	18.4	6.0	0.0	0.0	147.9	652.0	147.0	24.0	55.2	4.0	0.4	0.0	882.6
08:00 - 09:00	22.0	3.0	0.0	0.0	0.0	0.0	0.0	25.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	61.0	0.0	0.0	0.0	0.0	0.0	0.0	61.0	51.0	27.0	18.0	18.4	10.0	0.4	0.0	124.8	646.0	128.0	24.0	59.8	4.0	0.8	0.0	862.6
08:15 - 09:15	22.0	4.0	0.0	2.3	0.0	0.0	0.0	28.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	53.0	0.0	0.0	0.0	0.0	0.0	0.0	53.0	45.0	29.0	10.5	25.3	10.0	0.8	0.0	120.6	610.0	109.0	22.5	57.5	2.0	0.8	0.0	801.8
08:30 - 09:30	22.0	4.0	0.0	2.3	0.0	0.0	0.0	28.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	46.0	1.0	0.0	0.0	0.0	0.0	0.0	47.0	41.0	28.0	7.5	29.9	10.0	0.8	0.0	117.2	570.0	102.0	27.0	69.0	2.0	0.8	0.0	770.8
08:45 - 09:45	20.0	2.0	0.0	2.3	0.0	0.0	0.0	24.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	43.0	1.0	0.0	0.0	0.0	0.0	0.0	44.0	39.0	28.0	9.0	25.3	6.0	0.8	0.0	108.1	546.0	91.0	30.0	62.1	2.0	0.8	0.0	731.9
09:00 - 10:00	17.0	1.0	0.0	2.3	0.0	0.0	0.0	20.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	27.0	2.0	0.0	0.0	0.0	0.0	0.0	29.0	26.0	31.0	13.5	29.9	2.0	0.4	0.0	102.8	496.0	76.0	30.0	59.8	2.0	2.0	0.0	665.8
16:00 - 17:00	16.0	3.0	0.0	0.0	0.0	0.0	0.0	19.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	31.0	7.0	0.0	0.0	0.0	0.0	0.0	38.0	32.0	31.0	9.0	11.5	4.0	0.4	0.0	87.9	632.0	116.0	25.5	46.0	4.0	2.4	0.0	825.9
16:15 - 17:15	23.0	2.0	0.0	0.0	0.0	0.0	0.0	25.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	30.0	6.0	0.0	0.0	0.0	0.0	0.0	36.0	42.0	26.0	7.5	13.8	2.0	0.4	0.0	91.7	613.0	122.0	19.5	41.4	4.0	3.2	0.0	803.1
16:30 - 17:30	28.0	2.0	0.0	0.0	0.0	0.0	0.0	30.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	35.0	4.0	0.0	0.0	0.0	0.0	0.0	39.0	59.0	22.0	9.0	6.9	6.0	0.4	0.0	103.3	653.0	116.0	7.5	27.6	4.0	3.6	0.0	811.7
16:45 - 17:45	26.0	2.0	0.0	0.0	0.0	0.0	0.0	28.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	39.0	3.0	0.0	0.0	0.0	0.0	0.0	42.0	60.0	18.0	10.5	6.9	6.0	0.4	0.0	101.8	664.0	103.0	9.0	25.3	4.0	4.0	0.0	809.3
17:00 - 18:00	34.0	3.0	0.0	0.0	0.0	0.4	0.0	37.4	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	39.0	3.0	0.0	0.0	0.0	0.0	0.0	42.0	51.0	12.0	9.0	9.2	8.0	0.4	0.0	89.6	702.0	101.0	7.5	16.1	2.0	2.4	0.0	831.0
17:15 - 18:15	33.0	3.0	0.0	0.0	0.0	0.4	0.0	36.4	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	40.0	3.0	0.0	0.0	0.0	0.0	0.0	43.0	35.0	11.0	7.5	4.6	8.0	0.4	0.2	66.7	743.0	90.0	7.5	11.5	0.0	1.6	0.0	853.6
17:30 - 18:30	30.0	2.0	0.0	0.0	0.0	0.4	0.0	32.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	34.0	6.0	0.0	0.0	0.0	0.0	0.0	40.0	13.0	2.0	4.5	6.9	6.0	0.0	0.2	32.6	730.0	85.0	10.5	18.4	0.0	0.4	0.0	844.3
17:45 - 18:45	36.0	3.0	0.0	0.0	0.0	0.4	0.0	39.4	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	30.0	4.0	0.0	0.0	0.0	0.4	0.0	34.4	9.0	1.0	1.5	9.2	8.0	0.0	0.2	28.9	700.0	89.0	10.5	18.4	0.0	0.4	0.0	818.3
18:00 - 19:00	32.0	1.0	0.0	0.0	0.0	0.0	0.0	33.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	31.0	4.0	0.0	0.0	0.0	0.4	0.0	35.4	6.0	1.0	0.0	9.2	4.0	0.0	0.2	20.4	644.0	79.0	9.0	20.7	0.0	0.4	0.0	753.1
AM Total	51.0	5.0	0.0	2.3	0.0	0.0	0.0	58.3	9.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	###	5.0	0.0	0.0	0.0	0.0	0.0	###	###	84.0	48.0	66.7	18.0	0.8	0.0	###	###	###	81.0	###	8.0	3.2	0.0	###
PM Total	82.0	7.0	0.0	0.0	0.0	0.4	0.0	89.4	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	###	14.0	0.0	0.0	0.0	0.4	0.0	###	89.0	44.0	18.0	29.9	16.0	0.8	0.2	###	###	###	42.0	82.8	6.0	5.2	0.0	###
Daily Total	###	12.0	0.0	2.3	0.0	0.4	0.0	###	12.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	###	19.0	0.0	0.0	0.0	0.4	0.0	###	###	###	66.0	96.6	34.0	1.6	0.2	###	###	###	###	###	14.0	8.4	0.0	###
#### - ####	12.0	1.0	0.0	0.0	0.0	0.0	0.0	13.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	40.0	1.0	0.0	0.0	0.0	0.0	0.0	41.0	81.0	30.0	25.5	9.2	6.0	0.0	0.0	###	###	###	30.0	57.5	2.0	0.4	0.0	###
#### - ####	28.0	2.0	0.0	0.0	0.0	0.0	0.0	30.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	35.0	4.0	0.0	0.0	0.0	0.0	0.0	39.0	59.0	22.0	9.0	6.9	6.0	0.4	0.0	###	###	###	7.5	27.6	4.0	3.6	0.0	###

	C to A								C to B								C to C								C to D								C to E							
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
### - ###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	2.0	1.0	1.5	0.0	0.0	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	2.0	0.0	0.0	0.0	0.0	0.0	7.0	34.0	16.0	3.0	2.3	0.0	0.0	0.0	55.3
### - ###	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	4.0	46.0	11.0	3.0	0.0	0.0	0.0	0.0	60.0
### - ###	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	2.0	0.0	0.0	0.0	0.4	0.0	10.4	56.0	10.0	4.5	0.0	0.0	0.8	0.0	71.3
### - ###	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	1.0	0.0	0.0	0.0	0.0	0.0	8.0	64.0	14.0	0.0	0.0	0.0	0.0	0.0	78.0
### - ###	5.0	0.0	1.5	0.0	0.0	0.0	0.0	6.5	7.0	1.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	7.0	1.5	0.0	0.0	0.0	0.0	16.5	74.0	11.0	0.0	0.0	0.0	0.0	0.0	85.0
### - ###	7.0	1.0	0.0	0.0	0.0	0.0	0.0	8.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	3.0	0.0	0.0	0.0	0.0	0.0	9.0	68.0	4.0	4.5	0.0	0.0	0.4	0.0	76.9
### - ###	12.0	2.0	0.0	0.0	0.0	0.0	0.0	14.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	3.0	3.0	0.0	0.0	0.0	0.0	12.0	51.0	5.0	1.5	4.6	0.0	0.0	0.0	62.1
### - ###	7.0	1.0	0.0	0.0	0.0	0.0	0.0	8.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	2.0	3.0	2.3	0.0	0.0	0.0	12.3	67.0	7.0	1.5	0.0	0.0	0.4	0.0	75.9
### - ###	7.0	1.0	0.0	0.0	0.0	0.0	0.0	8.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	1.0	1.5	0.0	0.0	0.0	0.0	7.5	64.0	8.0	6.0	2.3	0.0	0.4	0.0	80.7
### - ###	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	2.0	3.0	0.0	0.0	0.0	0.0	8.0	46.0	12.0	0.0	0.0	2.0	0.0	0.0	60.0
### - ###	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	2.0	0.0	0.0	0.0	0.0	0.0	8.0	56.0	9.0	6.0	0.0	0.0	0.8	0.0	71.8
### - ###	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	3.0	0.0	0.0	0.0	0.0	0.0	9.0	46.0	8.0	4.5	0.0	0.0	0.0	0.0	58.5
### - ###	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0	53.0	7.0	1.5	0.0	0.0	0.0	0.0	61.5
### - ###	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	5.0	1.0	1.5	0.0	0.0	0.0	0.0	7.5	56.0	8.0	1.5	0.0	0.0	0.0	0.0	65.5
### - ###	3.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	1.5	0.0	0.0	0.0	0.0	3.5	63.0	5.0	0.0	0.0	0.0	0.0	0.0	68.0
### - ###	8.0	1.0	0.0	0.0	0.0	0.0	0.0	9.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	2.0	0.0	0.0	0.0	0.0	0.0	8.0	44.0	5.0	0.0	0.0	0.0	0.0	0.0	49.0
### - ###	8.0	2.0	0.0	0.0	0.0	0.0	0.0	10.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	42.0	4.0	0.0	0.0	0.0	0.4	0.0	46.4
### - ###	5.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0	4.0	2.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	1.0	0.0	0.0	0.0	0.0	0.0	7.0	52.0	9.0	0.0	0.0	0.0	0.4	0.0	61.4
### - ###	10.0	1.0	0.0	0.0	0.0	0.0	0.0	11.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	2.0	0.0	1.5	0.0	0.0	0.0	0.0	3.5	38.0	5.0	0.0	0.0	0.0	0.0	0.0	43.0
### - ###	8.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	1.5	0.0	0.0	0.0	0.0	4.5	64.0	1.0	0.0	0.0	0.0	0.4	0.0	65.4
### - ###	5.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0	4.0	1.0	0.0	0.0	0.0	0.4	0.0	5.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	65.0	5.0	0.0	0.0	0.0	0.0	0.0	70.0
### - ###	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	0.4	0.0	10.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	65.0	2.0	0.0	2.3	0.0	0.4	0.0	69.7
### - ###	9.0	1.0	0.0	0.0	0.0	0.0	0.0	10.0	5.0	0.0	0.0	0.0	0.0	0.4	0.0	5.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	57.0	2.0	1.5	0.0	0.0	0.8	0.0	61.3
### - ###	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	69.0	3.0	0.0	0.0	0.0	0.0	0.0	72.0
07:00 - 08:00	7.0	1.0	0.0	0.0	0.0	0.0	0.0	8.0	11.0	2.0	1.5	0.0	0.0	0.0	0.0	14.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.0	7.0	0.0	0.0	0.0	0.4	0.0	29.4	200.0	51.0	10.5	2.3	0.0	0.8	0.0	264.6
07:15 - 08:15	11.0	1.0	1.5	0.0	0.0	0.0	0.0	13.5	16.0	2.0	0.0	0.0	0.0	0.0	0.0	18.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	12.0	1.5	0.0	0.0	0.4	0.0	38.9	240.0	46.0	7.5	0.0	0.0	0.8	0.0	294.3
07:30 - 08:30	14.0	2.0	1.5	0.0	0.0	0.0	0.0	17.5	19.0	2.0	0.0	0.0	0.0	0.0	0.0	21.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.0	13.0	1.5	0.0	0.0	0.4	0.0	43.9	262.0	39.0	9.0	0.0	0.0	1.2	0.0	311.2
07:45 - 08:45	26.0	3.0	1.5	0.0	0.0	0.0	0.0	30.5	20.0	1.0	0.0	0.0	0.0	0.0	0.0	21.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.0	14.0	4.5	0.0	0.0	0.0	0.0	45.5	257.0	34.0	6.0	4.6	0.0	0.4	0.0	302.0
08:00 - 09:00	31.0	4.0	1.5	0.0	0.0	0.0	0.0	36.5	21.0	1.0	0.0	0.0	0.0	0.0	0.0	22.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	15.0	7.5	2.3	0.0	0.0	0.0	49.8	260.0	27.0	7.5	4.6	0.0	0.8	0.0	299.9
08:15 - 09:15	33.0	5.0	0.0	0.0	0.0	0.0	0.0	38.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.0	9.0	7.5	2.3	0.0	0.0	0.0	40.8	250.0	24.0	13.5	6.9	0.0	1.2	0.0	295.6
08:30 - 09:30	31.0	4.0	0.0	0.0	0.0	0.0	0.0	35.0	15.0	1.0	0.0	0.0	0.0	0.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	8.0	10.5	2.3	0.0	0.0	0.0	39.8	228.0	32.0	9.0	6.9	2.0	0.8	0.0	278.7
08:45 - 09:45	23.0	2.0	0.0	0.0	0.0	0.0	0.0	25.0	14.0	1.0	0.0	0.0	0.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	7.0	7.5	2.3	0.0	0.0	0.0	35.8	233.0	36.0	13.5	2.3	2.0	1.6	0.0	288.4
09:00 - 10:00	21.0	1.0	0.0	0.0	0.0	0.0	0.0	22.0	23.0	1.0	0.0	0.0	0.0	0.0	0.0	24.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	8.0	4.5	0.0	0.0	0.0	0.0	32.5	212.0	37.0	16.5	2.3	2.0	1.2	0.0	271.0
16:00 - 17:00	21.0	2.0	0.0	0.0	0.0	0.0	0.0	23.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	17.0	5.0	3.0	0.0	0.0	0.0	0.0	25.0	216.0	25.0	3.0	0.0	0.0	0.0	0.0	244.0
16:15 - 17:15	25.0	4.0	0.0	0.0	0.0	0.0	0.0	29.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	18.0	4.0	3.0	0.0	0.0	0.0	0.0	25.0	205.0	22.0	1.5	0.0	0.0	0.4	0.0	228.9
16:30 - 17:30	24.0	5.0	0.0	0.0	0.0	0.0	0.0	29.0	11.0	2.0	0.0	0.0	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	4.0	1.5	0.0	0.0	0.0	0.0	24.5	201.0	23.0	0.0	0.0	0.0	0.8	0.0	224.8
16:45 - 17:45	31.0	5.0	0.0	0.0	0.0	0.0	0.0	36.0	13.0	2.0	0.0	0.0	0.0	0.0	0.0	15.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	20.0	3.0	1.5	0.0	0.0	0.0	0.0	24.5	176.0	23.0	0.0	0.0	0.0	0.8	0.0	199.8
17:00 - 18:00	31.0	4.0	0.0	0.0	0.0	0.0	0.0	35.0	17.0	2.0	0.0	0.0	0.0	0.0	0.0	19.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	16.0	2.0	3.0	0.0	0.0	0.0	0.0	21.0	196.0	19.0	0.0	0.0	0.0	1.2	0.0	216.2
17:15 - 18:15	28.0	3.0	0.0	0.0	0.0	0.0	0.0	31.0	17.0	3.0	0.0	0.0	0.0	0.4	0.0	20.4	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	10.0	2.0	3.0	0.0	0.0	0.0	0.0	15.0	219.0	20.0	0.0	0.0	0.0	0.8	0.0	239.8
17:30 - 18:30	33.0	2.0	0.0	0.0	0.0	0.0	0.0	35.0	23.0	1.0	0.0	0.0	0.0	0.8	0.0	24.8	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	4.0	1.0	3.0	0.0	0.0	0.0	0.0	8.0	232.0	13.0	0.0	2.3	0.0	0.8	0.0	248.1
17:45 - 18:45	32.0	2.0	0.0	0.0	0.0	0.0	0.0	34.0	24.0	1.0	0.0	0.0	0.0	1.2	0.0	26.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	1.5	0.0	0.0	0.0	0.0	4.5	251.0	10.0	1.5	2.3	0.0	1.6	0.0	266.4
18:00 - 19:00	30.0	2.0	0.0	0.0	0.0	0.0	0.0	32.0	26.0	1.0	0.0	0.0	0.0	1.2	0.0	28.2	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	256.0	12.0	1.5	2.3	0.0	1.2	0.0	273.0
AM Total	59.0	6.0	1.5	0.0	0.0	0.0	0.0	66.5	55.0	4.0	1.5	0.0	0.0	0.0	0.0	60.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	67.0	30.0	12.0	2.3	0.0	0.4	0.0	###	###	###	34.5	9.2	2.0	2.8	0.0	###
PM Total	82.0	8.0	0.0	0.0	0.0	0.0	0.0	90.0	58.0	3.0	0.0	0.0	0.0	1.2	0.0	62.2	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	34.0	7.0	6.0	0.0	0.0	0.0	0.0	47.0	###	56.0	4.5	2.3	0.0	2.4	0.0	###
Daily Total	###	14.0	1.5	0.0	0.0	0.0	0.0	###	###	7.0	1.5	0.0	0.0	1.2	0.0	###	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	###	37.0	18.0	2.3	0.0	0.4	0.0	###	###	###	39.0	11.5	2.0	5.2	0.0	###
#### - ####	11.0	1.0	1.5	0.0	0.0	0.0	0.0	13.5	16.0	2.0	0.0	0.0	0.0	0.0	0.0	18.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	12.0	1.5	0.0	0.0	0.4	0.0	38.9	###	46.0	7.5	0.0	0.0	0.8	0.0	###
#### - ####	24.0	5.0	0.0	0.0	0.0	0.0	0.0	29.0	11.0	2.0	0.0	0.0	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	4.0	1.5	0.0	0.0	0.0	0.0	24.5	###	23.0	0.0	0.0	0.0	0.8	0.0	###

	D to A								D to B								D to C								D to D								D to E							
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	6.0	0.0	6.9	4.0	0.0	0.0	17.9	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	6.0	7.5	16.1	0.0	0.0	0.0	33.6	2.0	3.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	11.0	7.5	6.9	0.0	0.0	0.0	34.4	1.0	3.0	1.5	0.0	0.0	0.0	0.0	5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	8.0	7.5	2.3	2.0	0.0	0.0	24.8	1.0	1.0	3.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	1.5	0.0	2.0	0.0	0.0	5.5
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	5.0	3.0	11.5	0.0	0.0	0.0	27.5	4.0	2.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0
### - ###	0.0	0.0	1.5	0.0	0.0	0.0	0.0	1.5	5.0	6.0	6.0	2.3	0.0	0.0	0.0	19.3	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	2.3	0.0	0.0	0.0	4.3
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	10.0	10.5	9.2	0.0	0.0	0.0	34.7	3.0	1.0	1.5	0.0	0.0	0.0	0.0	5.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	1.5
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	6.0	3.0	9.2	0.0	0.0	0.0	25.2	4.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	4.0	2.0	0.0	1.5	0.0	0.0	0.4	0.0	3.9
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	9.0	4.5	0.0	0.0	0.4	0.0	20.9	4.0	2.0	1.5	0.0	0.0	0.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	2.0	0.0	0.0	3.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	9.0	3.0	0.0	0.0	0.0	0.0	16.0	2.0	2.0	1.5	0.0	0.0	0.0	0.0	5.5	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	1.0	1.5	0.0	0.0	0.0	0.0	4.5
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	3.0	3.0	9.2	2.0	0.0	0.0	20.2	3.0	6.0	0.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	2.0	0.0	0.0	0.0	0.4	0.0	3.4
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	2.0	1.5	6.9	0.0	0.0	0.0	17.4	2.0	4.0	6.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0
### - ###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	17.0	3.0	0.0	0.0	0.0	0.0	0.0	20.0	6.0	0.0	0.0	2.3	0.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	4.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	19.0	5.0	1.5	0.0	0.0	0.4	0.0	25.9	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0
### - ###	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	45.0	14.0	1.5	0.0	0.0	0.4	0.2	61.1	12.0	1.0	0.0	0.0	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	7.0	0.0	0.0	0.0	0.0	0.0	21.0	9.0	3.0	0.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	57.0	9.0	1.5	0.0	2.0	0.4	0.0	69.9	10.0	2.0	1.5	0.0	0.0	0.4	0.0	13.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0
### - ###	1.0	0.0	0.0	0.0	0.0	0.0	0.2	1.2	14.0	3.0	1.5	0.0	0.0	0.0	0.0	18.5	8.0	1.0	0.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	25.0	1.0	1.5	0.0	0.0	0.0	0.0	27.5	7.0	0.0	0.0	0.0	0.0	0.4	0.0	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	0.0	1.5	0.0	0.0	0.0	0.0	12.5	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	1.0	0.0	0.0	0.0	0.0	0.0	0.4	1.4	7.0	1.0	1.5	0.0	0.0	0.8	0.0	10.3	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.2	4.2
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	3.0	0.0	0.0	2.0	0.0	0.0	11.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
### - ###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	6.0	1.0	0.0	0.0	0.0	0.0	0.0	7.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
### - ###	2.0	0.0	0.0	0.0	0.0	0.0	0.2	2.2	7.0	3.0	0.0	0.0	0.0	0.0	0.0	10.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0
07:00 - 08:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	31.0	22.5	32.2	6.0	0.0	0.0	110.7	6.0	7.0	4.5	0.0	0.0	0.0	0.0	17.5	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	3.0	2.0	1.5	0.0	2.0	0.0	0.0	8.5
07:15 - 08:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.0	30.0	25.5	36.8	2.0	0.0	0.0	120.3	8.0	9.0	4.5	0.0	0.0	0.0	0.0	21.5	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	4.0	1.5	0.0	2.0	0.0	0.0	9.5
07:30 - 08:30	0.0	0.0	1.5	0.0	0.0	0.0	0.0	1.5	27.0	30.0	24.0	23.0	2.0	0.0	0.0	106.0	6.0	9.0	4.5	0.0	0.0	0.0	0.0	19.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	5.0	1.5	2.3	2.0	0.0	0.0	13.8
07:45 - 08:45	0.0	0.0	1.5	0.0	0.0	0.0	0.0	1.5	23.0	29.0	27.0	25.3	2.0	0.0	0.0	106.3	8.0	7.0	4.5	0.0	0.0	0.0	0.0	19.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	3.0	3.0	3.0	2.3	2.0	0.0	0.0	13.3
08:00 - 09:00	0.0	0.0	1.5	0.0	0.0	0.0	0.0	1.5	25.0	27.0	22.5	32.2	0.0	0.0	0.0	106.7	11.0	7.0	1.5	0.0	0.0	0.0	0.0	19.5	1.0	0.0	0.0	0.0	4.0	0.0	0.0	5.0	3.0	3.0	3.0	2.3	0.0	0.4	0.0	11.7
08:15 - 09:15	0.0	0.0	1.5	0.0	0.0	0.0	0.0	1.5	24.0	31.0	24.0	20.7	0.0	0.4	0.0	100.1	11.0	7.0	3.0	0.0	0.0	0.0	0.0	21.0	1.0	0.0	0.0	0.0	4.0	0.0	0.0	5.0	3.0	2.0	3.0	2.3	2.0	0.4	0.0	12.7
08:30 - 09:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.0	34.0	21.0	18.4	0.0	0.4	0.0	96.8	13.0	6.0	4.5	0.0	0.0	0.0	0.0	23.5	1.0	0.0	0.0	0.0	6.0	0.0	0.0	7.0	4.0	2.0	4.5	0.0	2.0	0.4	0.0	12.9
08:45 - 09:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.0	27.0	13.5	18.4	2.0	0.4	0.0	82.3	13.0	11.0	3.0	0.0	0.0	0.0	0.0	27.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	6.0	5.0	4.0	3.0	0.0	2.0	0.8	0.0	14.8
09:00 - 10:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.0	23.0	12.0	16.1	2.0	0.4	0.0	74.5	11.0	14.0	9.0	0.0	0.0	0.0	0.0	34.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	3.0	6.0	1.5	0.0	2.0	0.4	0.0	12.9
16:00 - 17:00	3.0	0.0	0.0	0.0	0.0	0.0	0.2	3.2	95.0	29.0	3.0	0.0	0.0	0.8	0.2	128.0	32.0	4.0	0.0	2.3	0.0	0.0	0.0	38.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	4.0	0.0	0.0	2.0	0.0	0.0	11.0
16:15 - 17:15	5.0	0.0	0.0	0.0	0.0	0.0	0.2	5.2	135.0	35.0	4.5	0.0	2.0	1.2	0.2	177.9	36.0	6.0	1.5	0.0	0.0	0.4	0.0	43.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	2.0	0.0	0.0	2.0	0.0	0.0	9.0
16:30 - 17:30	6.0	0.0	0.0	0.0	0.0	0.0	0.2	6.2	130.0	33.0	4.5	0.0	2.0	0.8	0.2	170.5	39.0	7.0	1.5	0.0	0.0	0.4	0.0	47.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	1.0	0.0	0.0	2.0	0.0	0.0	6.0
16:45 - 17:45	5.0	0.0	0.0	0.0	0.0	0.0	0.2	5.2	110.0	20.0	4.5	0.0	2.0	0.4	0.0	136.9	34.0	6.0	1.5	0.0	0.0	0.8	0.0	42.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0
17:00 - 18:00	5.0	0.0	0.0	0.0	0.0	0.0	0.2	5.2	107.0	13.0	6.0	0.0	2.0	0.4	0.0	128.4	28.0	3.0	1.5	0.0	0.0	0.8	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0
17:15 - 18:15	3.0	0.0	0.0	0.0	0.0	0.0	0.6	3.6	57.0	5.0	6.0	0.0	0.0	0.8	0.0	68.8	21.0	1.0	0.0	0.0	0.0	0.4	0.0	22.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.2	4.2
17:30 - 18:30	2.0	0.0	0.0	0.0	0.0	0.0	0.4	2.4	49.0	5.0	4.5	0.0	2.0	0.8	0.0	61.3	15.0	0.0	0.0	0.0	0.0	0.4	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	2.0	0.0	0.2	7.2
17:45 - 18:45	2.0	0.0	0.0	0.0	0.0	0.0	0.4	2.4	30.0	5.0	3.0	0.0	2.0	0.8	0.0	40.8	9.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	6.0	0.0	0.0	0.0	2.0	0.0	0.2	8.2
18:00 - 19:00	4.0	0.0	0.0	0.0	0.0	0.0	0.6	4.6	26.0	8.0	1.5	0.0	2.0	0.8	0.0	38.3	9.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	6.0	0.0	0.0	0.0	4.0	0.0	0.2	10.2
AM Total	0.0	0.0	1.5	0.0	0.0	0.0	0.0	1.5	65.0	81.0	57.0	80.5	8.0	0.4	0.0	###	28.0	28.0	15.0	0.0	0.0	0.0	0.0	71.0	1.0	0.0	0.0	0.0	8.0	0.0	0.0	9.0	9.0	11.0	6.0	2.3	4.0	0.8	0.0	33.1
PM Total	12.0	0.0	0.0	0.0	0.0	0.0	1.0	13.0	###	50.0	10.5	0.0	4.0	2.0	0.2	###	69.0	7.0	1.5	2.3	0.0	0.8	0.0	80.6	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	11.0	4.0	0.0	0.0	8.0	0.0	0.2	23.2
Daily Total	12.0	0.0	1.5	0.0	0.0	0.0	1.0	14.5	###	###	67.5	80.5	12.0	2.4	0.2	###	97.0	35.0	16.5	2.3	0.0	0.8	0.0	###	2.0	0.0	0.0	0.0	8.0	0.0	0.0	10.0	20.0	15.0	6.0	2.3	12.0	0.8	0.2	56.3
#### - ####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.0	30.0	25.5	36.8	2.0	0.0	0.0	###	8.0	9.0	4.5	0.0	0.0	0.0	0.0	21.5	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	4.0	1.5	0.0	2.0	0.0	0.0	9.5
#### - ####	6.0	0.0	0.0	0.0	0.0	0.0	0.2	6.2	###	33.0	4.5	0.0	2.0	0.8	0.2	###	39.0	7.0	1.5	0.0	0.0	0.4	0.0	47.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	1.0	0.0	0.0	2.0	0.0	0.0	6.0

	E to A										
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	180.0	36.0	12.0
### - ###	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	183.0	41.0	10.5
### - ###	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	182.0	34.0	6.0
### - ###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	151.0	27.0	12.0
### - ###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	195.0	18.0	4.5
### - ###	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	149.0	23.0	7.5
### - ###	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	157.0	22.0	3.0
### - ###	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	156.0	25.0	3.0
### - ###	3.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0	160.0	24.0	10.5
### - ###	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	156.0	26.0	9.0
### - ###	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	126.0	31.0	4.5
### - ###	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	149.0	27.0	6.0
### - ###	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	149.0	41.0	3.0
### - ###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	150.0	33.0	3.0
### - ###	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	180.0	27.0	6.0
### - ###	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	183.0	23.0	1.5
### - ###	3.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0	188.0	33.0	6.0
### - ###	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	137.0	21.0	7.5
### - ###	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	187.0	22.0	1.5
### - ###	4.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0	180.0	17.0	0.0
### - ###	5.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0	173.0	15.0	3.0
### - ###	8.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	155.0	8.0	1.5
### - ###	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	131.0	16.0	3.0
### - ###	4.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0	111.0	9.0	0.0
07:00 - 08:00	7.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	696.0	138.0	40.5
07:15 - 08:15	8.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	711.0	120.0	33.0
07:30 - 08:30	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	677.0	102.0	30.0
07:45 - 08:45	8.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	652.0	90.0	27.0
08:00 - 09:00	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	657.0	88.0	18.0
08:15 - 09:15	12.0	1.0	0.0	0.0	0.0	0.0	0.0	13.0	622.0	94.0	24.0
08:30 - 09:30	11.0	2.0	0.0	0.0	0.0	0.0	0.0	13.0	629.0	97.0	25.5
08:45 - 09:45	8.0	3.0	0.0	0.0	0.0	0.0	0.0	11.0	598.0	106.0	27.0
09:00 - 10:00	5.0	4.0	0.0	0.0	0.0	0.0	0.0	9.0	591.0	108.0	30.0
16:00 - 17:00	9.0	2.0	0.0	0.0	0.0	0.0	0.0	11.0	662.0	124.0	13.5
16:15 - 17:15	11.0	2.0	0.0	0.0	0.0	0.0	0.0	13.0	701.0	116.0	16.5
16:30 - 17:30	12.0	2.0	0.0	0.0	0.0	0.0	0.0	14.0	688.0	104.0	21.0
16:45 - 17:45	12.0	2.0	0.0	0.0	0.0	0.0	0.0	14.0	695.0	99.0	16.5
17:00 - 18:00	14.0	2.0	0.0	0.0	0.0	0.0	0.0	16.0	692.0	93.0	15.0
17:15 - 18:15	16.0	2.0	0.0	0.0	0.0	0.0	0.0	18.0	677.0	75.0	12.0
17:30 - 18:30	22.0	2.0	0.0	0.0	0.0	0.0	0.0	24.0	695.0	62.0	6.0
17:45 - 18:45	21.0	2.0	0.0	0.0	0.0	0.0	0.0	23.0	639.0	56.0	7.5
18:00 - 19:00	21.0	2.0	0.0	0.0	0.0	0.0	0.0	23.0	570.0	48.0	7.5
AM Total	22.0	4.0	0.0	0.0	0.0	0.0	0.0	26.0	###	###	88.5
PM Total	44.0	6.0	0.0	0.0	0.0	0.0	0.0	50.0	###	###	36.0
Daily Total	66.0	10.0	0.0	0.0	0.0	0.0	0.0	76.0	###	###	###
#### - ####	8.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	###	###	33.0
#### - ####	12.0	2.0	0.0	0.0	0.0	0.0	0.0	14.0	###	###	21.0

Job Number & Name: **35202 Ashford**
Client: **Charles & Associates**
Date: **Tuesday 25 April 2023**

E to B					E to C								E to D								E to E							
OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
2.3	2.0	0.8	0.0	233.1	39.0	9.0	1.5	0.0	0.0	0.0	0.0	49.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13.8	0.0	0.4	0.0	248.7	64.0	12.0	3.0	0.0	0.0	0.0	0.0	79.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9.2	0.0	0.0	0.0	231.2	59.0	6.0	1.5	0.0	0.0	0.0	0.2	66.7	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
11.5	0.0	0.4	0.0	201.9	71.0	6.0	4.5	0.0	0.0	0.0	0.0	81.5	0.0	0.0	0.0	2.3	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11.5	4.0	0.0	0.0	233.0	79.0	10.0	0.0	0.0	2.0	0.0	0.0	91.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6.9	0.0	0.0	0.0	####	82.0	2.0	0.0	0.0	6.0	0.0	0.0	90.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16.1	0.0	0.8	0.0	####	58.0	1.0	0.0	4.6	0.0	0.0	0.0	63.6	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16.1	0.0	0.4	0.0	200.5	53.0	7.0	0.0	0.0	0.0	0.4	0.0	60.4	2.0	0.0	1.5	0.0	0.0	0.0	0.0	3.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
13.8	4.0	0.8	0.0	213.1	73.0	8.0	0.0	0.0	0.0	0.0	0.0	81.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0
16.1	0.0	0.0	0.0	207.1	61.0	5.0	0.0	0.0	0.0	0.0	0.0	66.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11.5	0.0	0.4	0.0	####	70.0	7.0	0.0	0.0	0.0	0.0	0.0	77.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11.5	0.0	1.2	0.0	####	59.0	9.0	3.0	6.9	0.0	0.0	0.0	77.9	2.0	3.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13.8	2.0	0.8	0.0	209.6	49.0	9.0	1.5	0.0	0.0	0.0	0.0	59.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4.6	0.0	0.8	0.0	####	53.0	7.0	1.5	0.0	0.0	0.0	0.0	61.5	0.0	0.0	0.0	2.3	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6.9	0.0	0.0	0.0	219.9	59.0	6.0	3.0	0.0	2.0	0.4	0.0	70.4	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
6.9	0.0	0.0	0.0	214.4	48.0	8.0	1.5	0.0	0.0	0.0	0.0	57.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4.6	0.0	0.8	0.0	232.4	64.0	9.0	1.5	0.0	0.0	0.0	0.0	74.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4.6	0.0	0.0	0.0	####	56.0	3.0	0.0	0.0	0.0	0.0	0.0	59.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4.6	0.0	0.8	0.0	215.9	62.0	5.0	0.0	0.0	0.0	0.8	0.0	67.8	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
4.6	0.0	0.8	0.0	202.4	63.0	3.0	0.0	0.0	0.0	0.0	0.0	66.0	0.0	0.0	0.0	2.3	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2.3	0.0	0.0	0.0	####	58.0	5.0	0.0	0.0	0.0	0.8	0.0	63.8	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4.6	0.0	0.0	0.0	####	42.0	4.0	0.0	0.0	0.0	0.0	0.0	46.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.4	0.0	####	47.0	7.0	3.0	0.0	0.0	0.0	0.0	57.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
2.3	0.0	0.0	0.0	122.3	60.0	2.0	0.0	0.0	0.0	0.0	0.0	62.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
36.8	2.0	1.6	0.0	914.9	233.0	33.0	10.5	0.0	0.0	0.0	0.2	276.7	1.0	1.0	1.5	2.3	2.0	0.0	0.0	7.8	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
46.0	4.0	0.8	0.0	914.8	273.0	34.0	9.0	0.0	2.0	0.0	0.2	318.2	4.0	1.0	0.0	2.3	2.0	0.0	0.0	9.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
39.1	4.0	0.4	0.0	852.5	291.0	24.0	6.0	0.0	8.0	0.0	0.2	329.2	6.0	2.0	0.0	2.3	0.0	0.0	0.0	10.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
46.0	4.0	1.2	0.0	820.2	290.0	19.0	4.5	4.6	8.0	0.0	0.0	326.1	7.0	1.0	0.0	2.3	0.0	0.0	0.0	10.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
50.6	4.0	1.2	0.0	818.8	272.0	20.0	0.0	4.6	8.0	0.4	0.0	305.0	9.0	1.0	1.5	0.0	0.0	0.0	0.0	11.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
52.9	4.0	2.0	0.0	798.9	266.0	18.0	0.0	4.6	6.0	0.4	0.0	295.0	6.0	1.0	1.5	0.0	0.0	0.0	0.0	8.5	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0
62.1	4.0	2.0	0.0	819.6	245.0	21.0	0.0	4.6	0.0	0.4	0.0	271.0	6.0	0.0	1.5	0.0	0.0	0.0	0.0	7.5	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0
57.5	4.0	1.6	0.0	794.1	257.0	27.0	0.0	0.0	0.0	0.4	0.0	284.4	4.0	0.0	1.5	0.0	0.0	0.0	0.0	5.5	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0
52.9	4.0	2.4	0.0	788.3	263.0	29.0	3.0	6.9	0.0	0.0	0.0	301.9	4.0	3.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0
32.2	2.0	1.6	0.0	835.3	209.0	30.0	7.5	0.0	2.0	0.4	0.0	248.9	1.0	1.0	0.0	2.3	0.0	0.0	0.0	4.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
23.0	0.0	1.6	0.0	858.1	224.0	30.0	7.5	0.0	2.0	0.4	0.0	263.9	0.0	1.0	0.0	2.3	0.0	0.0	0.0	3.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
23.0	0.0	0.8	0.0	836.8	227.0	26.0	6.0	0.0	2.0	0.4	0.0	261.4	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
20.7	0.0	1.6	0.0	832.8	230.0	25.0	3.0	0.0	0.0	0.8	0.0	258.8	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
18.4	0.0	2.4	0.0	820.8	245.0	20.0	1.5	0.0	0.0	0.8	0.0	267.3	0.0	0.0	0.0	2.3	2.0	0.0	0.0	4.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
16.1	0.0	1.6	0.0	781.7	239.0	16.0	0.0	0.0	0.0	1.6	0.0	256.6	1.0	0.0	0.0	2.3	2.0	0.0	0.0	5.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
16.1	0.0	1.6	0.0	780.7	225.0	17.0	0.0	0.0	0.0	1.6	0.0	243.6	1.0	0.0	0.0	2.3	2.0	0.0	0.0	5.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
11.5	0.0	1.2	0.0	715.2	210.0	19.0	3.0	0.0	0.0	0.8	0.0	232.8	1.0	0.0	0.0	2.3	0.0	0.0	0.0	3.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
9.2	0.0	0.4	0.0	635.1	207.0	18.0	3.0	0.0	0.0	0.8	0.0	228.8	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
###	10.0	5.2	0.0	###	###	82.0	13.5	11.5	8.0	0.4	0.2	###	14.0	5.0	3.0	2.3	2.0	0.0	0.0	26.3	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0
59.8	2.0	4.4	0.0	###	###	68.0	12.0	0.0	2.0	2.0	0.0	###	2.0	1.0	0.0	4.6	2.0	0.0	0.0	9.6	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
###	12.0	9.6	0.0	###	###	###	25.5	11.5	10.0	2.4	0.2	###	16.0	6.0	3.0	6.9	4.0	0.0	0.0	35.9	5.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0
46.0	4.0	0.8	0.0	###	###	34.0	9.0	0.0	2.0	0.0	0.2	###	4.0	1.0	0.0	2.3	2.0	0.0	0.0	9.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
23.0	0.0	0.8	0.0	###	###	26.0	6.0	0.0	2.0	0.4	0.0	###	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 35202 Ashford

Site Number/Name: Site 1 - Tank Roundabout

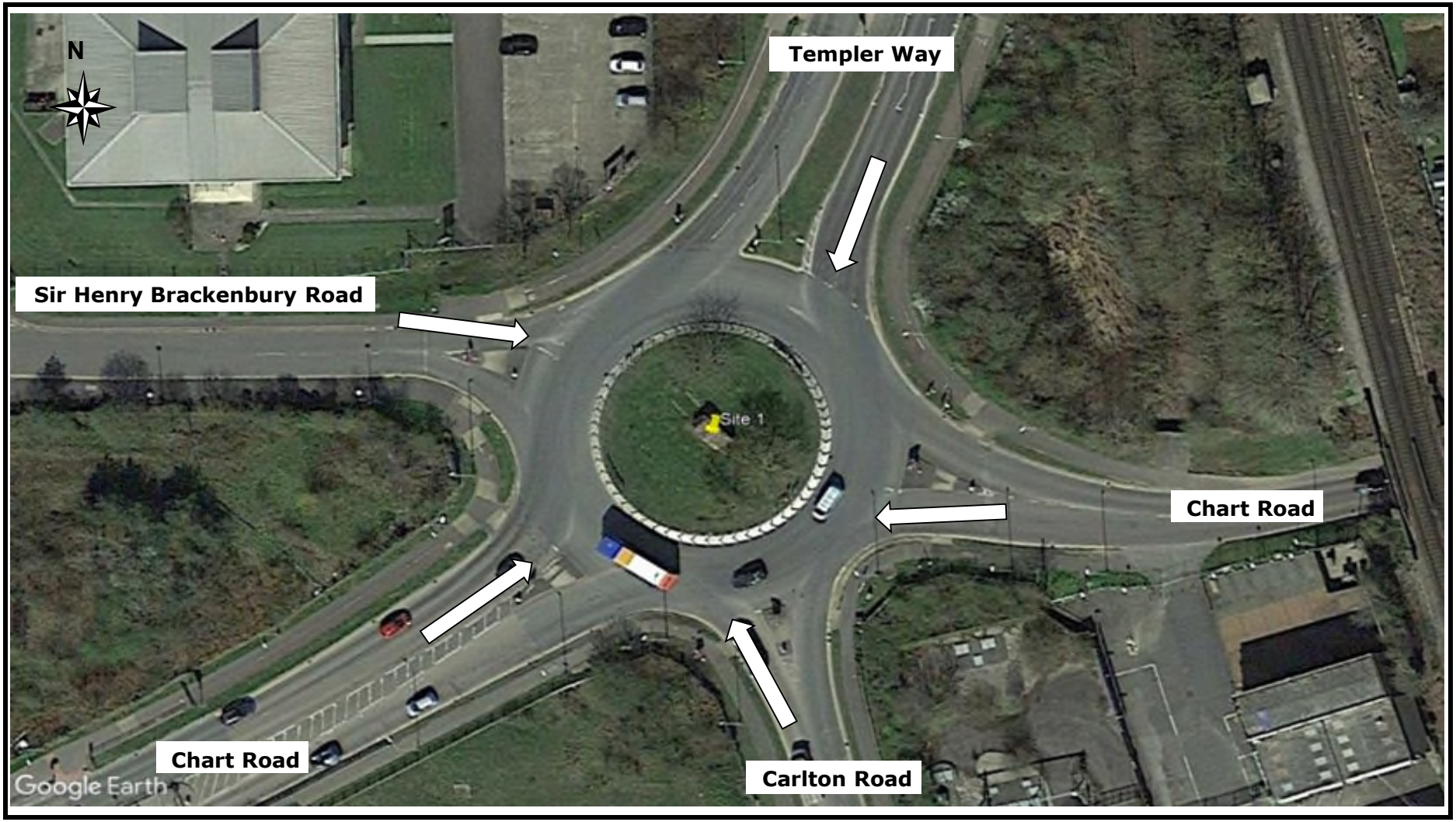
Client: Charles & Associates

Date: 25/04/2023

Weather: Dry

Advanced Transport Research		Job Number & Name:	35202 Ashford
Site 1 - Tank Roundabout		Date:	Tuesday 25 Apr 2023

Job Type:	Queue Lengths				
Co-ordinates:	51° 9'9.48"N, 0°51'29.32"E	Postcode:	TN23 3HX	Times:	0700-1000 1600-1900



Advanced Transport Research	*Job Number & Name:* 35202 Ashford
Site 1 - Tank Roundabout	*Client:* Charles & Associates
Queue Lengths	*Date:* Tuesday 25 April 2023

	Templer Way		Chart Road WB		Carlton Road		Chart Road EB		Sir Henry Brackenbury Road	
Times	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	
07:00 - 07:05	1	5	4	1	1	0	0	1	1	
07:05 - 07:10	6	3	3	1	5	0	3	5	1	
07:10 - 07:15	4	2	4	1	1	0	1	1	1	
07:15 - 07:20	3	1	4	0	4	0	5	4	4	
07:20 - 07:25	7	7	4	1	1	0	2	1	3	
07:25 - 07:30	10	6	4	1	2	0	5	2	4	
07:30 - 07:35	4	0	2	1	2	0	5	2	3	
07:35 - 07:40	1	8	8	0	2	0	7	2	3	
07:40 - 07:45	4	7	6	1	2	0	5	2	2	
07:45 - 07:50	6	6	11	1	2	0	3	0	2	
07:50 - 07:55	8	14	16+	0	2	0	1	2	3	
07:55 - 08:00	16	16	17+	1	2	0	2	2	1	
08:00 - 08:05	9	13	17+	4	2	0	5	2	1	
08:05 - 08:10	4	4	9	1	6	0	12	6	3	
08:10 - 08:15	5	10	7	2	4	0	4	2	2	
08:15 - 08:20	8	11	3	2	1	0	1	4	3	
08:20 - 08:25	6	7	10	1	3	0	5	3	3	
08:25 - 08:30	3	3	6	1	3	0	9	2	2	
08:30 - 08:35	4	12	4	1	2	0	4	3	3	
08:35 - 08:40	1	2	3	2	3	0	13	5	4	
08:40 - 08:45	2	5	9	1	2	0	3	4	5	
08:45 - 08:50	5	4	9	2	3	0	2	2	2	
08:50 - 08:55	6	9	11	2	2	0	3	2	1	
08:55 - 09:00	6	5	17	2	5	0	4	2	1	
09:00 - 09:05	3	3	8	1	3	0	1	1	1	
09:05 - 09:10	3	4	6	1	3	0	2	3	1	
09:10 - 09:15	2	4	3	1	1	0	10	3	1	
09:15 - 09:20	2	3	3	1	1	0	2	3	2	
09:20 - 09:25	2	5	5	1	5	0	7	3	2	
09:25 - 09:30	1	8	5	0	2	0	3	1	2	
09:30 - 09:35	2	2	6	1	3	0	4	1	1	
09:35 - 09:40	5	5	4	0	1	0	2	1	1	
09:40 - 09:45	6	3	3	1	2	0	4	1	1	
09:45 - 09:50	3	1	2	1	2	0	3	1	1	
09:50 - 09:55	2	7	4	1	2	0	6	1	1	
09:55 - 10:00	2	1	5	1	2	0	4	1	1	

Count in Vehicles

Lane 1 = Nearest Kerb

Advanced Transport Research	*Job Number & Name:* 35202 Ashford
Site 1 - Tank Roundabout	*Client:* Charles & Associates
Queue Lengths	*Date:* Tuesday 25 April 2023

	Templer Way		Chart Road WB		Carlton Road		Chart Road EB		Sir Henry Brackenbury Road	
Times	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	
16:00 - 16:05	2	3	5	0	3	0	5	2	1	
16:05 - 16:10	3	7	6	1	2	0	4	2	3	
16:10 - 16:15	2	5	7	1	1	0	2	3	1	
16:15 - 16:20	3	6	5	1	4	1	1	1	1	
16:20 - 16:25	2	6	3	1	2	0	4	2	1	
16:25 - 16:30	3	3	3	2	3	0	13	1	1	
16:30 - 16:35	4	4	4	0	4	0	5	6	2	
16:35 - 16:40	11	3	3	1	11	0	4	5	1	
16:40 - 16:45	6	4	4	1	3	0	5	2	1	
16:45 - 16:50	2	8	6	1	3	0	2	2	2	
16:50 - 16:55	15	18	15	2	4	0	2	1	0	
16:55 - 17:00	17	20+	15	3	4	0	5	1	2	
17:00 - 17:05	15	17	6	5	20+	0	6	3	1	
17:05 - 17:10	9	14	17	3	20+	0	15	8	1	
17:10 - 17:15	18	20+	11	2	10	0	12	2	2	
17:15 - 17:20	18+	20+	16+	2	2	0	7	2	2	
17:20 - 17:25	8	14	16+	2	3	0	3	2	0	
17:25 - 17:30	8	8	17+	2	1	0	10	1	2	
17:30 - 17:35	4	8	2	1	2	0	4	5	1	
17:35 - 17:40	1	4	2	2	2	0	12	2	1	
17:40 - 17:45	8	2	4	1	1	0	2	1	2	
17:45 - 17:50	6	9	5	2	2	0	2	1	1	
17:50 - 17:55	6	8	7	2	2	0	1	3	1	
17:55 - 18:00	3	3	5	1	1	0	4	1	1	
18:00 - 18:05	3	4	7	1	3	0	4	1	2	
18:05 - 18:10	2	3	3	2	3	0	4	1	1	
18:10 - 18:15	3	10	2	1	1	0	1	1	2	
18:15 - 18:20	0	3	2	1	2	0	5	3	1	
18:20 - 18:25	4	2	3	1	2	0	5	1	2	
18:25 - 18:30	3	3	3	2	1	0	2	0	1	
18:30 - 18:35	3	6	3	1	0	0	1	2	2	
18:35 - 18:40	0	1	4	1	1	0	5	1	1	
18:40 - 18:45	2	5	4	1	2	0	4	1	1	
18:45 - 18:50	1	4	9	1	3	0	1	2	1	
18:50 - 18:55	4	1	4	1	1	0	1	1	0	
18:55 - 19:00	1	2	3	1	2	0	1	1	1	

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 35202 Ashford

Site Number/Name: Site 2 - Chart Road/Loudon Way

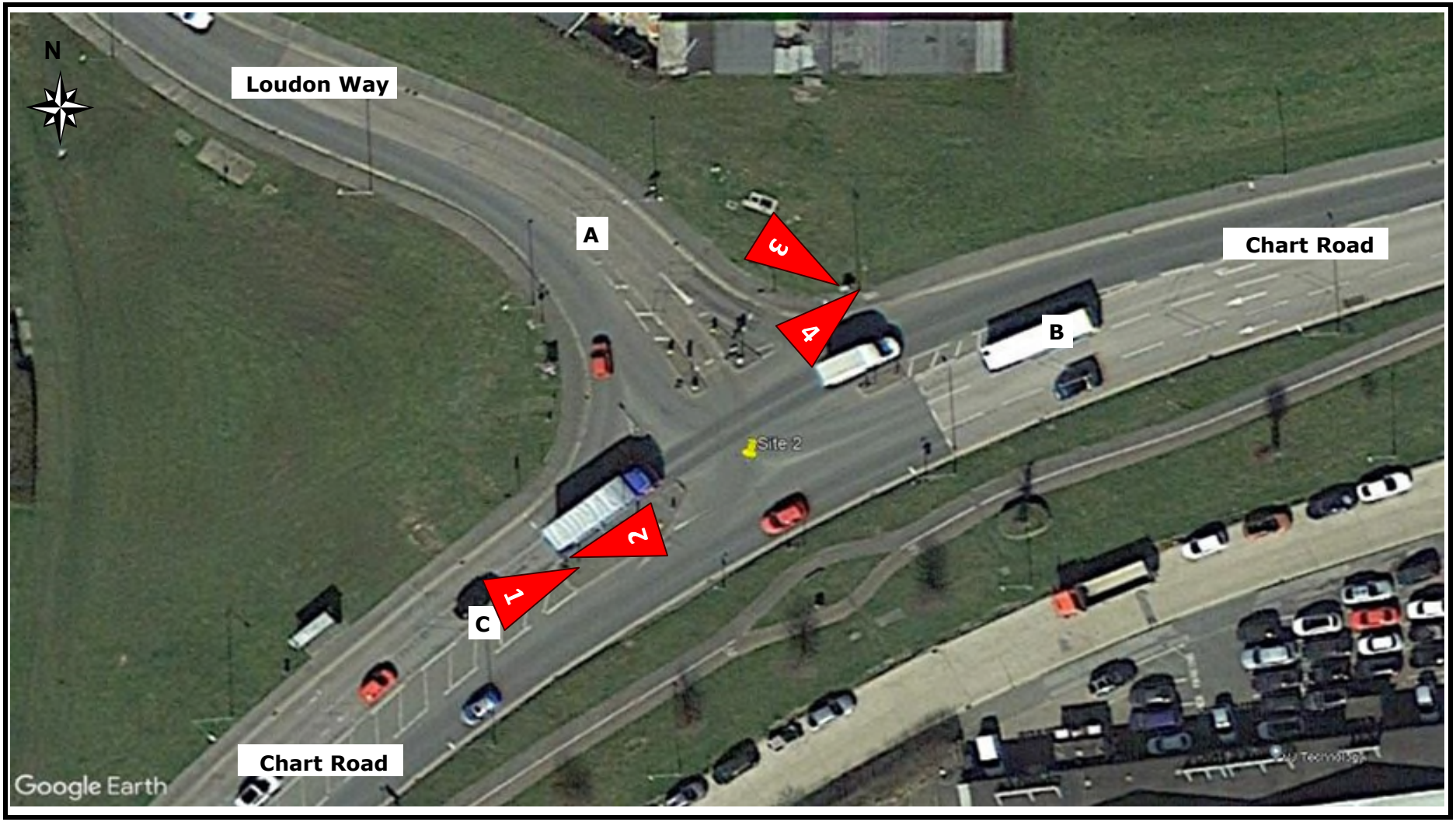
Client: Charles & Associates

Date: 25/04/2023

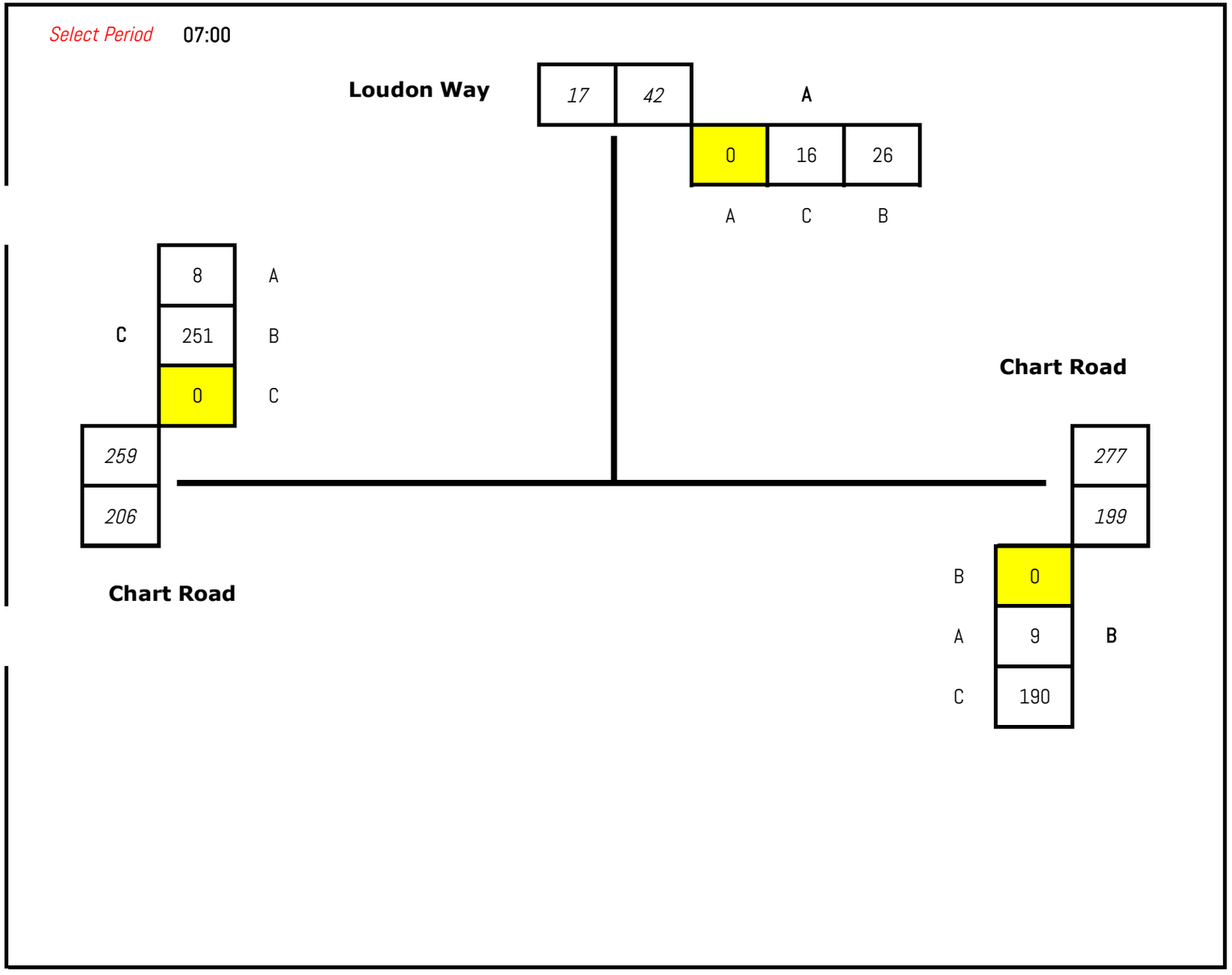
Weather: Dry

Advanced Transport Research	Job Number & Name:	35202 Ashford
Site 2 - Chart Road/Loudon Way	Date:	Tuesday 25 Apr 2023

Job Type:	Junction Count				
Co-ordinates:	51° 9'4.50"N, 0°51'7.02"E	Postcode:	TN23 1EN	Times:	0700-1000 1600-1900



Advanced Transport Research	*Job Number & Name:*	35202 Ashford
Site 2 - Chart Road/Loudon Way	*Client:*	Charles & Associates
Flow Diagram	*Date:*	Tuesday 25 Apr 2023



Advanced Transport Research

Site 2 - Chart Road/Loudon Way

Classified Counts

	A to A								A to B								A to C								B to A								B to B								B to C								C to A									
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV
07:00 - 07:15	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	12	3	1	0	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	132	46	6	5	1	0	0	0	7	1	0	0	0	0	0	0	193	44
07:15 - 07:30	0	0	0	0	0	0	0	0	39	4	1	0	0	0	0	0	18	5	1	0	0	0	0	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	162	50	9	4	0	0	0	0	12	4	1	1	0	0	0	0	211	46
07:30 - 07:45	0	0	0	0	0	0	0	0	29	7	1	0	0	0	0	0	35	4	0	0	0	0	0	0	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	176	43	6	8	0	1	0	0	23	5	0	0	0	0	0	0	212	31
07:45 - 08:00	0	0	0	0	0	0	0	0	40	6	1	1	0	1	0	0	39	7	1	0	0	1	0	0	22	7	0	0	1	0	0	0	0	0	0	0	0	0	0	0	204	47	6	7	0	1	0	0	36	3	1	0	3	0	0	0	189	24
08:00 - 08:15	0	0	0	0	0	0	0	0	53	5	0	0	3	0	0	0	45	4	1	1	0	0	0	0	15	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	218	40	5	5	0	0	0	0	35	2	0	0	1	0	0	0	226	21
08:15 - 08:30	0	0	0	0	0	0	0	0	48	5	1	0	0	0	0	0	57	2	0	0	1	0	0	0	26	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	203	31	8	5	0	0	0	0	36	0	1	0	0	0	0	0	191	20
08:30 - 08:45	0	0	0	0	0	0	0	0	37	2	0	0	0	0	0	0	40	4	0	0	0	0	0	0	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	157	32	5	8	1	0	0	0	51	5	0	0	0	0	0	0	183	18
08:45 - 09:00	0	0	0	0	0	0	0	0	35	3	0	0	0	0	0	0	76	1	0	0	0	0	0	0	25	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	202	27	5	10	0	3	0	0	33	0	0	0	0	0	0	0	173	21
09:00 - 09:15	0	0	0	0	0	0	0	0	41	4	0	0	0	0	0	0	31	1	1	0	0	0	0	0	18	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	171	27	8	4	0	0	0	0	27	3	2	0	0	0	0	0	203	22
09:15 - 09:30	0	0	0	0	0	0	0	0	24	1	2	0	0	0	0	0	20	2	0	0	0	0	0	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	156	28	7	7	1	0	0	0	22	0	1	0	0	0	0	0	191	27
09:30 - 09:45	0	0	0	0	0	0	0	0	21	3	1	0	0	0	0	0	17	4	0	0	0	0	0	0	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	146	22	7	7	0	0	0	0	17	5	0	0	0	1	0	0	174	30
09:45 - 10:00	0	0	0	0	0	0	0	0	23	5	0	0	0	0	0	0	18	5	0	0	0	0	0	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	148	17	8	6	0	5	0	0	27	4	1	0	0	0	0	0	172	30
16:00 - 16:15	0	0	0	0	0	0	0	0	23	2	0	0	1	0	0	0	41	4	0	0	2	0	0	0	16	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	207	31	6	3	0	0	0	0	32	4	1	0	1	0	0	0	168	35
16:15 - 16:30	0	0	0	0	0	0	0	0	21	2	0	0	0	0	0	0	28	1	0	0	0	0	0	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	188	37	11	5	0	2	0	0	39	6	0	0	0	0	0	0	176	34
16:30 - 16:45	0	0	0	0	0	0	0	0	19	4	0	0	0	0	0	0	47	4	0	0	0	0	0	0	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	195	36	0	3	0	0	0	0	26	3	0	0	0	0	0	0	201	31
16:45 - 17:00	0	0	0	0	0	0	0	0	20	2	0	0	0	0	0	0	39	2	0	0	0	1	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	170	29	3	7	0	4	0	0	30	5	0	0	0	0	0	0	214	34
17:00 - 17:15	0	0	0	0	0	0	0	0	24	2	0	0	0	0	0	0	41	2	0	0	0	1	0	0	17	4	0	0	1	1	0	0	0	0	0	0	0	0	0	0	169	36	1	2	2	4	0	1	32	3	0	0	0	0	0	0	209	35
17:15 - 17:30	0	0	0	0	0	0	0	0	17	1	0	0	0	0	0	0	51	5	0	0	0	0	0	0	25	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	219	24	1	2	0	2	0	0	41	7	1	0	0	0	0	0	168	25
17:30 - 17:45	0	0	0	0	0	0	0	0	37	1	0	0	0	1	0	0	35	3	0	0	0	0	0	0	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	217	23	2	2	0	1	0	0	45	6	0	0	0	0	0	0	201	22
17:45 - 18:00	0	0	0	0	0	0	0	0	33	1	0	0	0	1	0	0	40	4	0	0	0	0	0	0	40	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	218	26	1	1	0	1	0	0	58	2	0	0	0	0	0	0	198	17
18:00 - 18:15	0	0	0	0	0	0	0	0	31	2	0	0	0	0	0	0	48	1	1	0	0	0	0	0	27	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	227	25	1	1	0	0	1	0	41	3	1	0	0	0	0	0	206	16
18:15 - 18:30	0	0	0	0	0	0	0	0	25	1	0	0	0	0	0	0	31	2	0	0	0	0	0	0	28	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	217	22	3	3	0	1	0	0	34	2	0	0	0	1	0	0	178	13
18:30 - 18:45	0	0	0	0	0	0	0	0	20	3	0	0	0	0	0	0	29	1	0	0	0	0	0	0	25	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	185	24	2	0	0	3	0	0	28	1	0	0	0	0	0	0	167	15
18:45 - 19:00	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	29	2	0	0	0	0	1	0	18	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	178	16	1	2	0	0	0	0	27	2	0	0	0	0	0	0	147	11

Job Number & Name:	35202 Ashford
Client:	Charles & Associates
Date:	Tuesday 25 April 2023

C to B						C to C							
OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
10	1	1	2	0	0	0	0	0	0	0	0	0	0
4	6	0	1	0	0	0	0	0	0	0	0	0	0
6	3	0	0	1	0	0	0	0	0	0	0	0	0
9	4	0	0	0	0	0	0	0	0	0	0	0	0
3	4	0	0	0	0	0	0	0	0	0	0	0	0
5	3	3	0	0	0	0	0	0	0	0	0	0	0
1	9	0	2	0	0	0	0	0	0	0	0	0	0
5	7	1	3	0	0	0	0	0	0	0	0	0	0
4	7	2	0	0	0	0	0	0	0	0	0	0	0
5	6	0	1	0	0	0	0	0	0	0	0	0	0
2	4	0	0	0	0	0	0	0	0	0	0	0	0
6	7	0	3	0	0	0	0	0	0	0	0	0	0
3	4	0	2	0	0	0	0	0	0	0	0	0	0
4	3	1	2	0	0	0	0	0	0	0	0	0	0
5	2	3	1	0	0	0	0	0	0	0	0	0	0
3	4	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	1	0	0	0	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0	0	0	0	0	0
1	3	2	2	0	0	0	0	0	0	0	0	0	0
1	1	0	1	0	0	0	0	0	0	0	0	0	0
1	1	0	2	0	0	0	0	0	0	0	0	0	0
1	2	0	0	0	0	0	0	0	0	0	0	0	0
3	0	1	1	0	0	0	0	0	0	0	0	0	0
1	1	1	0	2	0	0	0	0	0	0	0	0	0

Advanced Transport Research
Site 2 - Chart Road/Loudon Way
PCU Values

Job Number & Name: 35202 Ashford
Client: Charles & Associates
Date: Tuesday 25 April 2023

	A to A								A to B								A to C							
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
07:00 - 07:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.0	0.0	0.0	0.0	0.0	0.0	0.0	26.0	12.0	3.0	1.5	0.0	0.0	0.0	0.0	16.5
07:15 - 07:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	39.0	4.0	1.5	0.0	0.0	0.0	0.0	44.5	18.0	5.0	1.5	0.0	0.0	0.0	0.0	24.5
07:30 - 07:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.0	7.0	1.5	0.0	0.0	0.0	0.0	37.5	35.0	4.0	0.0	0.0	0.0	0.0	0.0	39.0
07:45 - 08:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	6.0	1.5	2.3	0.0	0.4	0.0	50.2	39.0	7.0	1.5	0.0	0.0	0.4	0.0	47.9
08:00 - 08:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	53.0	5.0	0.0	0.0	6.0	0.0	0.0	64.0	45.0	4.0	1.5	2.3	0.0	0.0	0.0	52.8
08:15 - 08:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.0	5.0	1.5	0.0	0.0	0.0	0.0	54.5	57.0	2.0	0.0	0.0	2.0	0.0	0.0	61.0
08:30 - 08:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.0	2.0	0.0	0.0	0.0	0.0	0.0	39.0	40.0	4.0	0.0	0.0	0.0	0.0	0.0	44.0
08:45 - 09:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.0	3.0	0.0	0.0	0.0	0.0	0.0	38.0	76.0	1.0	0.0	0.0	0.0	0.0	0.0	77.0
09:00 - 09:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	41.0	4.0	0.0	0.0	0.0	0.0	0.0	45.0	31.0	1.0	1.5	0.0	0.0	0.0	0.0	33.5
09:15 - 09:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.0	1.0	3.0	0.0	0.0	0.0	0.0	28.0	20.0	2.0	0.0	0.0	0.0	0.0	0.0	22.0
09:30 - 09:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.0	3.0	1.5	0.0	0.0	0.0	0.0	25.5	17.0	4.0	0.0	0.0	0.0	0.0	0.0	21.0
09:45 - 10:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.0	5.0	0.0	0.0	0.0	0.0	0.0	28.0	18.0	5.0	0.0	0.0	0.0	0.0	0.0	23.0
16:00 - 16:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.0	2.0	0.0	0.0	2.0	0.0	0.0	27.0	41.0	4.0	0.0	0.0	4.0	0.0	0.0	49.0
16:15 - 16:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.0	2.0	0.0	0.0	0.0	0.0	0.0	23.0	28.0	1.0	0.0	0.0	0.0	0.0	0.0	29.0
16:30 - 16:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	4.0	0.0	0.0	0.0	0.0	0.0	23.0	47.0	4.0	0.0	0.0	0.0	0.0	0.0	51.0
16:45 - 17:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	2.0	0.0	0.0	0.0	0.0	0.0	22.0	39.0	2.0	0.0	0.0	0.0	0.4	0.0	41.4
17:00 - 17:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.0	2.0	0.0	0.0	0.0	0.0	0.0	26.0	41.0	2.0	0.0	0.0	0.0	0.4	0.0	43.4
17:15 - 17:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.0	1.0	0.0	0.0	0.0	0.0	0.0	18.0	51.0	5.0	0.0	0.0	0.0	0.0	0.0	56.0
17:30 - 17:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.0	1.0	0.0	0.0	0.0	0.4	0.0	38.4	35.0	3.0	0.0	0.0	0.0	0.0	0.0	38.0
17:45 - 18:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.0	1.0	0.0	0.0	0.0	0.4	0.0	34.4	40.0	4.0	0.0	0.0	0.0	0.0	0.0	44.0
18:00 - 18:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.0	2.0	0.0	0.0	0.0	0.0	0.0	33.0	48.0	1.0	1.5	0.0	0.0	0.0	0.0	50.5
18:15 - 18:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.0	0.0	0.0	0.0	0.0	0.0	26.0	31.0	2.0	0.0	0.0	0.0	0.0	0.0	33.0
18:30 - 18:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	3.0	0.0	0.0	0.0	0.0	0.0	23.0	29.0	1.0	0.0	0.0	0.0	0.0	0.0	30.0
18:45 - 19:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.0	0.0	0.0	0.0	0.0	0.0	0.0	26.0	29.0	2.0	0.0	0.0	0.0	0.0	0.2	31.2
07:00 - 08:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	134.0	17.0	4.5	2.3	0.0	0.4	0.0	158.2	104.0	19.0	4.5	0.0	0.0	0.4	0.0	127.9
07:15 - 08:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	161.0	22.0	4.5	2.3	6.0	0.4	0.0	196.2	137.0	20.0	4.5	2.3	0.0	0.4	0.0	164.2
07:30 - 08:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	170.0	23.0	4.5	2.3	6.0	0.4	0.0	206.2	176.0	17.0	3.0	2.3	2.0	0.4	0.0	200.7
07:45 - 08:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	178.0	18.0	3.0	2.3	6.0	0.4	0.0	207.7	181.0	17.0	3.0	2.3	2.0	0.4	0.0	205.7
08:00 - 09:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	173.0	15.0	1.5	0.0	6.0	0.0	0.0	195.5	218.0	11.0	1.5	2.3	2.0	0.0	0.0	234.8
08:15 - 09:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	161.0	14.0	1.5	0.0	0.0	0.0	0.0	176.5	204.0	8.0	1.5	0.0	2.0	0.0	0.0	215.5
08:30 - 09:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	137.0	10.0	3.0	0.0	0.0	0.0	0.0	150.0	167.0	8.0	1.5	0.0	0.0	0.0	0.0	176.5
08:45 - 09:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	121.0	11.0	4.5	0.0	0.0	0.0	0.0	136.5	144.0	8.0	1.5	0.0	0.0	0.0	0.0	153.5
09:00 - 10:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	109.0	13.0	4.5	0.0	0.0	0.0	0.0	126.5	86.0	12.0	1.5	0.0	0.0	0.0	0.0	99.5
16:00 - 17:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	83.0	10.0	0.0	0.0	2.0	0.0	0.0	95.0	155.0	11.0	0.0	0.0	4.0	0.4	0.0	170.4
16:15 - 17:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	84.0	10.0	0.0	0.0	0.0	0.0	0.0	94.0	155.0	9.0	0.0	0.0	0.0	0.8	0.0	164.8
16:30 - 17:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0	9.0	0.0	0.0	0.0	0.0	0.0	89.0	178.0	13.0	0.0	0.0	0.0	0.8	0.0	191.8
16:45 - 17:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.0	6.0	0.0	0.0	0.0	0.4	0.0	104.4	166.0	12.0	0.0	0.0	0.0	0.8	0.0	178.8
17:00 - 18:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	111.0	5.0	0.0	0.0	0.0	0.8	0.0	116.8	167.0	14.0	0.0	0.0	0.0	0.4	0.0	181.4
17:15 - 18:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	118.0	5.0	0.0	0.0	0.0	0.8	0.0	123.8	174.0	13.0	1.5	0.0	0.0	0.0	0.0	188.5
17:30 - 18:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	126.0	5.0	0.0	0.0	0.0	0.8	0.0	131.8	154.0	10.0	1.5	0.0	0.0	0.0	0.0	165.5
17:45 - 18:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	109.0	7.0	0.0	0.0	0.0	0.4	0.0	116.4	148.0	8.0	1.5	0.0	0.0	0.0	0.0	157.5
18:00 - 19:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	102.0	6.0	0.0	0.0	0.0	0.0	0.0	108.0	137.0	6.0	1.5	0.0	0.0	0.0	0.2	144.7
AM Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	416.0	45.0	10.5	2.3	6.0	0.4	0.0	480.2	408.0	42.0	7.5	2.3	2.0	0.4	0.0	462.2
PM Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	296.0	21.0	0.0	0.0	2.0	0.8	0.0	319.8	459.0	31.0	1.5	0.0	4.0	0.8	0.2	496.5
Daily Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	712.0	66.0	10.5	2.3	8.0	1.2	0.0	800.0	867.0	73.0	9.0	2.3	6.0	1.2	0.2	958.7
07:30 - 08:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	170.0	23.0	4.5	2.3	6.0	0.4	0.0	206.2	176.0	17.0	3.0	2.3	2.0	0.4	0.0	200.7
17:15 - 18:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	118.0	5.0	0.0	0.0	0.0	0.8	0.0	123.8	174.0	13.0	1.5	0.0	0.0	0.0	0.0	188.5

	B to A								B to B								B to C							
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
07:00 - 07:15	6.0	3.0	0.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	132.0	46.0	9.0	11.5	2.0	0.0	0.0	200.5
07:15 - 07:30	10.0	2.0	0.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	162.0	50.0	13.5	9.2	0.0	0.0	0.0	234.7
07:30 - 07:45	14.0	2.0	1.5	0.0	0.0	0.0	0.0	17.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	176.0	43.0	9.0	18.4	0.0	0.4	0.0	246.8
07:45 - 08:00	22.0	7.0	0.0	0.0	2.0	0.0	0.0	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	204.0	47.0	9.0	16.1	0.0	0.4	0.0	276.5
08:00 - 08:15	15.0	4.0	0.0	0.0	2.0	0.0	0.0	21.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	218.0	40.0	7.5	11.5	0.0	0.0	0.0	277.0
08:15 - 08:30	26.0	5.0	0.0	0.0	0.0	0.0	0.0	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	203.0	31.0	12.0	11.5	0.0	0.0	0.0	257.5
08:30 - 08:45	21.0	2.0	0.0	0.0	0.0	0.0	0.0	23.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	157.0	32.0	7.5	18.4	2.0	0.0	0.0	216.9
08:45 - 09:00	25.0	3.0	0.0	0.0	0.0	0.4	0.0	28.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	202.0	27.0	7.5	23.0	0.0	1.2	0.0	260.7
09:00 - 09:15	18.0	0.0	0.0	0.0	2.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	171.0	27.0	12.0	9.2	0.0	0.0	0.0	219.2
09:15 - 09:30	11.0	1.0	0.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	156.0	28.0	10.5	16.1	2.0	0.0	0.0	212.6
09:30 - 09:45	18.0	4.0	0.0	0.0	0.0	0.0	0.0	22.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	146.0	22.0	10.5	16.1	0.0	0.0	0.0	194.6
09:45 - 10:00	13.0	3.0	0.0	0.0	0.0	0.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	148.0	17.0	12.0	13.8	0.0	2.0	0.0	192.8
16:00 - 16:15	16.0	3.0	0.0	0.0	6.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	207.0	31.0	9.0	6.9	0.0	0.0	0.0	253.9
16:15 - 16:30	20.0	1.0	0.0	0.0	0.0	0.0	0.0	21.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	188.0	37.0	16.5	11.5	0.0	0.8	0.0	253.8
16:30 - 16:45	26.0	2.0	0.0	0.0	0.0	0.0	0.0	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	195.0	36.0	0.0	6.9	0.0	0.0	0.0	237.9
16:45 - 17:00	21.0	0.0	0.0	0.0	0.0	0.0	0.0	21.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	170.0	29.0	4.5	16.1	0.0	1.6	0.0	221.2
17:00 - 17:15	17.0	4.0	0.0	0.0	2.0	0.4	0.0	23.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	169.0	36.0	1.5	4.6	4.0	1.6	0.0	216.7
17:15 - 17:30	25.0	3.0	0.0	0.0	0.0	0.8	0.0	28.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	219.0	24.0	1.5	4.6	0.0	0.8	0.0	249.9
17:30 - 17:45	17.0	3.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	217.0	23.0	3.0	4.6	0.0	0.4	0.0	248.0
17:45 - 18:00	40.0	2.0	0.0	0.0	0.0	0.0	0.0	42.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	218.0	26.0	1.5	2.3	0.0	0.4	0.0	248.2
18:00 - 18:15	27.0	1.0	0.0	0.0	2.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	227.0	25.0	1.5	2.3	0.0	0.0	0.2	256.0
18:15 - 18:30	28.0	2.0	0.0	0.0	0.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	217.0	22.0	4.5	6.9	0.0	0.4	0.0	250.8
18:30 - 18:45	25.0	3.0	0.0	0.0	0.0	0.0	0.0	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	185.0	24.0	3.0	0.0	0.0	1.2	0.0	213.2
18:45 - 19:00	18.0	0.0	0.0	0.0	2.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	178.0	16.0	1.5	4.6	0.0	0.0	0.0	200.1
07:00 - 08:00	52.0	14.0	1.5	0.0	2.0	0.0	0.0	69.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	674.0	186.0	40.5	55.2	2.0	0.8	0.0	958.5
07:15 - 08:15	61.0	15.0	1.5	0.0	4.0	0.0	0.0	81.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	760.0	180.0	39.0	55.2	0.0	0.8	0.0	1035.0
07:30 - 08:30	77.0	18.0	1.5	0.0	4.0	0.0	0.0	100.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	801.0	161.0	37.5	57.5	0.0	0.8	0.0	1057.8
07:45 - 08:45	84.0	18.0	0.0	0.0	4.0	0.0	0.0	106.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	782.0	150.0	36.0	57.5	2.0	0.4	0.0	1027.9
08:00 - 09:00	87.0	14.0	0.0	0.0	2.0	0.4	0.0	103.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	780.0	130.0	34.5	64.4	2.0	1.2	0.0	1012.1
08:15 - 09:15	90.0	10.0	0.0	0.0	2.0	0.4	0.0	102.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	733.0	117.0	39.0	62.1	2.0	1.2	0.0	954.3
08:30 - 09:30	75.0	6.0	0.0	0.0	2.0	0.4	0.0	83.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	686.0	114.0	37.5	66.7	4.0	1.2	0.0	909.4
08:45 - 09:45	72.0	8.0	0.0	0.0	2.0	0.4	0.0	82.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	675.0	104.0	40.5	64.4	2.0	1.2	0.0	887.1
09:00 - 10:00	60.0	8.0	0.0	0.0	2.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	621.0	94.0	45.0	55.2	2.0	2.0	0.0	819.2
16:00 - 17:00	83.0	6.0	0.0	0.0	6.0	0.0	0.0	95.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	760.0	133.0	30.0	41.4	0.0	2.4	0.0	966.8
16:15 - 17:15	84.0	7.0	0.0	0.0	2.0	0.4	0.0	93.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	722.0	138.0	22.5	39.1	4.0	4.0	0.0	929.6
16:30 - 17:30	89.0	9.0	0.0	0.0	2.0	1.2	0.0	101.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	753.0	125.0	7.5	32.2	4.0	4.0	0.0	925.7
16:45 - 17:45	80.0	10.0	0.0	0.0	2.0	1.2	0.0	93.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	775.0	112.0	10.5	29.9	4.0	4.4	0.0	935.8
17:00 - 18:00	99.0	12.0	0.0	0.0	2.0	1.2	0.0	114.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	823.0	109.0	7.5	16.1	4.0	3.2	0.0	962.8
17:15 - 18:15	109.0	9.0	0.0	0.0	2.0	0.8	0.0	120.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	881.0	98.0	7.5	13.8	0.0	1.6	0.2	1002.1
17:30 - 18:30	112.0	8.0	0.0	0.0	2.0	0.0	0.0	122.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	879.0	96.0	10.5	16.1	0.0	1.2	0.2	1003.0
17:45 - 18:45	120.0	8.0	0.0	0.0	2.0	0.0	0.0	130.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	847.0	97.0	10.5	11.5	0.0	2.0	0.2	968.2
18:00 - 19:00	98.0	6.0	0.0	0.0	4.0	0.0	0.0	108.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	807.0	87.0	10.5	13.8	0.0	1.6	0.2	920.1
AM Total	199.0	36.0	1.5	0.0	6.0	0.4	0.0	242.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	####	410.0	120.0	174.8	6.0	4.0	0.0	####
PM Total	280.0	24.0	0.0	0.0	12.0	1.2	0.0	317.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	####	329.0	48.0	71.3	4.0	7.2	0.2	####
Daily Total	479.0	60.0	1.5	0.0	18.0	1.6	0.0	560.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	####	739.0	168.0	246.1	10.0	11.2	0.2	####
07:30 - 08:30	77.0	18.0	1.5	0.0	4.0	0.0	0.0	100.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	801.0	161.0	37.5	57.5	0.0	0.8	0.0	####
17:15 - 18:15	109.0	9.0	0.0	0.0	2.0	0.8	0.0	120.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	881.0	98.0	7.5	13.8	0.0	1.6	0.2	####

	C to A								C to B								C to C							
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
07:00 - 07:15	7.0	1.0	0.0	0.0	0.0	0.0	0.0	8.0	193.0	44.0	15.0	2.3	2.0	0.8	0.0	257.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:15 - 07:30	12.0	4.0	1.5	2.3	0.0	0.0	0.0	19.8	211.0	46.0	6.0	13.8	0.0	0.4	0.0	277.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:30 - 07:45	23.0	5.0	0.0	0.0	0.0	0.0	0.0	28.0	212.0	31.0	9.0	6.9	0.0	0.0	0.2	259.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:45 - 08:00	36.0	3.0	1.5	0.0	6.0	0.0	0.0	46.5	189.0	24.0	13.5	9.2	0.0	0.0	0.0	235.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:00 - 08:15	35.0	2.0	0.0	0.0	2.0	0.0	0.0	39.0	226.0	21.0	4.5	9.2	0.0	0.0	0.0	260.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:15 - 08:30	36.0	0.0	1.5	0.0	0.0	0.0	0.0	37.5	191.0	20.0	7.5	6.9	6.0	0.0	0.0	231.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:30 - 08:45	51.0	5.0	0.0	0.0	0.0	0.0	0.0	56.0	183.0	18.0	1.5	20.7	0.0	0.8	0.0	224.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:45 - 09:00	33.0	0.0	0.0	0.0	0.0	0.0	0.0	33.0	173.0	21.0	7.5	16.1	2.0	1.2	0.0	220.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:00 - 09:15	27.0	3.0	3.0	0.0	0.0	0.0	0.0	33.0	203.0	22.0	6.0	16.1	4.0	0.0	0.0	251.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:15 - 09:30	22.0	0.0	1.5	0.0	0.0	0.0	0.0	23.5	191.0	27.0	7.5	13.8	0.0	0.4	0.0	239.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:30 - 09:45	17.0	5.0	0.0	0.0	0.0	0.4	0.0	22.4	174.0	30.0	3.0	9.2	0.0	0.0	0.0	216.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:45 - 10:00	27.0	4.0	1.5	0.0	0.0	0.0	0.0	32.5	172.0	30.0	9.0	16.1	0.0	1.2	0.0	228.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:00 - 16:15	32.0	4.0	1.5	0.0	2.0	0.0	0.0	39.5	168.0	35.0	4.5	9.2	0.0	0.8	0.0	217.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:15 - 16:30	39.0	6.0	0.0	0.0	0.0	0.0	0.0	45.0	176.0	34.0	6.0	6.9	2.0	0.8	0.0	225.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:30 - 16:45	26.0	3.0	0.0	0.0	0.0	0.0	0.0	29.0	201.0	31.0	7.5	4.6	6.0	0.4	0.0	250.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:45 - 17:00	30.0	5.0	0.0	0.0	0.0	0.0	0.0	35.0	214.0	34.0	4.5	9.2	0.0	0.0	0.0	261.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:00 - 17:15	32.0	3.0	0.0	0.0	0.0	0.0	0.0	35.0	209.0	35.0	4.5	2.3	0.0	0.4	0.0	251.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:15 - 17:30	41.0	7.0	1.5	0.0	0.0	0.0	0.0	49.5	168.0	25.0	6.0	4.6	0.0	0.0	0.0	203.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:30 - 17:45	45.0	6.0	0.0	0.0	0.0	0.0	0.0	51.0	201.0	22.0	1.5	6.9	4.0	0.8	0.0	236.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:45 - 18:00	58.0	2.0	0.0	0.0	0.0	0.0	0.0	60.0	198.0	17.0	1.5	2.3	0.0	0.4	0.0	219.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:00 - 18:15	41.0	3.0	1.5	0.0	0.0	0.0	0.0	45.5	206.0	16.0	1.5	2.3	0.0	0.8	0.0	226.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:15 - 18:30	34.0	2.0	0.0	0.0	0.0	0.4	0.0	36.4	178.0	13.0	1.5	4.6	0.0	0.0	0.0	197.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:30 - 18:45	28.0	1.0	0.0	0.0	0.0	0.0	0.0	29.0	167.0	15.0	4.5	0.0	2.0	0.4	0.0	188.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:45 - 19:00	27.0	2.0	0.0	0.0	0.0	0.0	0.0	29.0	147.0	11.0	1.5	2.3	2.0	0.0	0.4	164.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:00 - 08:00	78.0	13.0	3.0	2.3	6.0	0.0	0.0	102.3	805.0	145.0	43.5	32.2	2.0	1.2	0.2	1029.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:15 - 08:15	106.0	14.0	3.0	2.3	8.0	0.0	0.0	133.3	838.0	122.0	33.0	39.1	0.0	0.4	0.2	1032.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:30 - 08:30	130.0	10.0	3.0	0.0	8.0	0.0	0.0	151.0	818.0	96.0	34.5	32.2	6.0	0.0	0.2	986.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:45 - 08:45	158.0	10.0	3.0	0.0	8.0	0.0	0.0	179.0	789.0	83.0	27.0	46.0	6.0	0.8	0.0	951.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:00 - 09:00	155.0	7.0	1.5	0.0	2.0	0.0	0.0	165.5	773.0	80.0	21.0	52.9	8.0	2.0	0.0	936.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:15 - 09:15	147.0	8.0	4.5	0.0	0.0	0.0	0.0	159.5	750.0	81.0	22.5	59.8	12.0	2.0	0.0	927.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:30 - 09:30	133.0	8.0	4.5	0.0	0.0	0.0	0.0	145.5	750.0	88.0	22.5	66.7	6.0	2.4	0.0	935.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:45 - 09:45	99.0	8.0	4.5	0.0	0.0	0.4	0.0	111.9	741.0	100.0	24.0	55.2	6.0	1.6	0.0	927.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:00 - 10:00	93.0	12.0	6.0	0.0	0.0	0.4	0.0	111.4	740.0	109.0	25.5	55.2	4.0	1.6	0.0	935.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:00 - 17:00	127.0	18.0	1.5	0.0	2.0	0.0	0.0	148.5	759.0	134.0	22.5	29.9	8.0	2.0	0.0	955.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:15 - 17:15	127.0	17.0	0.0	0.0	0.0	0.0	0.0	144.0	800.0	134.0	22.5	23.0	8.0	1.6	0.0	989.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:30 - 17:30	129.0	18.0	1.5	0.0	0.0	0.0	0.0	148.5	792.0	125.0	22.5	20.7	6.0	0.8	0.0	967.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:45 - 17:45	148.0	21.0	1.5	0.0	0.0	0.0	0.0	170.5	792.0	116.0	16.5	23.0	4.0	1.2	0.0	952.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:00 - 18:00	176.0	18.0	1.5	0.0	0.0	0.0	0.0	195.5	776.0	99.0	13.5	16.1	4.0	1.6	0.0	910.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:15 - 18:15	185.0	18.0	3.0	0.0	0.0	0.0	0.0	206.0	773.0	80.0	10.5	16.1	4.0	2.0	0.0	885.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:30 - 18:30	178.0	13.0	1.5	0.0	0.0	0.4	0.0	192.9	783.0	68.0	6.0	16.1	4.0	2.0	0.0	879.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:45 - 18:45	161.0	8.0	1.5	0.0	0.0	0.4	0.0	170.9	749.0	61.0	9.0	9.2	2.0	1.6	0.0	831.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:00 - 19:00	130.0	8.0	1.5	0.0	0.0	0.4	0.0	139.9	698.0	55.0	9.0	9.2	4.0	1.2	0.4	776.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AM Total	326.0	32.0	10.5	2.3	8.0	0.4	0.0	379.2	####	334.0	90.0	140.3	14.0	4.8	0.2	####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM Total	433.0	44.0	4.5	0.0	2.0	0.4	0.0	483.9	2233.0	288.0	45.0	55.2	16.0	4.8	0.4	2642.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Total	759.0	76.0	15.0	2.3	10.0	0.8	0.0	863.1	####	622.0	135.0	195.5	30.0	9.6	0.6	####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:30 - 08:30	130.0	10.0	3.0	0.0	8.0	0.0	0.0	151.0	818.0	96.0	34.5	32.2	6.0	0.0	0.2	986.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:15 - 18:15	185.0	18.0	3.0	0.0	0.0	0.0	0.0	206.0	773.0	80.0	10.5	16.1	4.0	2.0	0.0	885.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 35202 Ashford

Site Number/Name: Site 2 - Chart Road/Loudon Way

Client: Charles & Associates

Date: 25/04/2023

Weather: Dry

Advanced Transport Research		Job Number & Name:	35202 Ashford
Site 2 - Chart Road/Loudon Way		Date:	Tuesday 25 Apr 2023

Job Type:	Queue Lengths				
Co-ordinates:	51° 9'4.50"N, 0°51'7.02"E	Postcode:	TN23 1EN	Times:	0700-1000 1600-1900

Advanced Transport Research	*Job Number & Name:*	35202 Ashford
Site 2 - Chart Road/Loudon Way	*Client:*	Charles & Associates
Queue Lengths	*Date:*	Tuesday 25 April 2023

	Loudon Way		Chart Road WB			Chart Road EB	
Times	Lane 1	Lane 2	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2
07:00 - 07:05	4	3	10	0	1	0	9
07:05 - 07:10	3	4	7	0	2	0	17
07:10 - 07:15	3	2	9	0	4	0	19
07:15 - 07:20	6	2	17	1	3	1	21
07:20 - 07:25	7	3	10	0	2	1	21+
07:25 - 07:30	6	7	5	0	2	0	23+
07:30 - 07:35	3	6	11	0	2	5	28+
07:35 - 07:40	7	13	17	0	4	0	20+
07:40 - 07:45	6	6	11	0	5	3	19
07:45 - 07:50	5	9	21	1	3	2	26+
07:50 - 07:55	6	7	28	0	3	1	25+
07:55 - 08:00	8	6	11	1	6	8	20
08:00 - 08:05	8	17	24	0	5	2	24+
08:05 - 08:10	18+	17+	22	1	3	4	22+
08:10 - 08:15	14	12	21	0	2	3	32+
08:15 - 08:20	11	18	17	1	5	1	20+
08:20 - 08:25	5	10	10	0	6	2	22+
08:25 - 08:30	7	7	12	0	7	2	25+
08:30 - 08:35	2	7	2	1	3	5	23+
08:35 - 08:40	5	8	12	1	3	4	23+
08:40 - 08:45	7	8	15	0	4	5	25+
08:45 - 08:50	8	21+	11	1	6	2	21+
08:50 - 08:55	7	21+	49	0	5	2	22+
08:55 - 09:00	15	21+	47	0	2	3	20+
09:00 - 09:05	17+	7	12	0	3	4	26+
09:05 - 09:10	3	7	20	0	2	1	26+
09:10 - 09:15	5	5	3	0	2	1	19
09:15 - 09:20	4	5	11	1	2	3	16
09:20 - 09:25	3	3	6	0	2	1	13
09:25 - 09:30	2	3	3	0	2	1	8
09:30 - 09:35	2	3	4	0	4	1	16
09:35 - 09:40	3	1	11	0	1	2	10
09:40 - 09:45	4	3	3	0	2	2	20
09:45 - 09:50	5	5	5	1	4	4	17
09:50 - 09:55	2	4	10	0	2	2	26+
09:55 - 10:00	3	2	14	0	2	1	6

Count in Vehicles

Lane 1 = Nearest Kerb

Advanced Transport Research	*Job Number & Name:*	35202 Ashford
Site 2 - Chart Road/Loudon Way	*Client:*	Charles & Associates
Queue Lengths	*Date:*	Tuesday 25 April 2023

	Loudon Way		Chart Road WB			Chart Road EB	
Times	Lane 1	Lane 2	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2
16:00 - 16:05	2	7	14	0	4	3	22+
16:05 - 16:10	3	10	7	0	6	3	22+
16:10 - 16:15	1	6	36	1	2	0	27+
16:15 - 16:20	3	7	32	0	2	2	23+
16:20 - 16:25	3	2	23	0	5	1	20+
16:25 - 16:30	3	6	17	0	5	3	21
16:30 - 16:35	3	11	9	0	14	1	23+
16:35 - 16:40	3	10	17	1	3	2	22+
16:40 - 16:45	7	8	18	0	4	1	22+
16:45 - 16:50	4	7	48	1	4	2	24+
16:50 - 16:55	5	12	49	0	4	2	21+
16:55 - 17:00	3	5	48	0	4	3	22+
17:00 - 17:05	3	9	50	1	5	3	20+
17:05 - 17:10	6	7	52	0	5	2	19+
17:10 - 17:15	6	7	53	0	2	2	21+
17:15 - 17:20	3	20+	29	0	6	3	23+
17:20 - 17:25	5	12	49	0	5	3	21+
17:25 - 17:30	4	12	51	1	2	5	25+
17:30 - 17:35	7	5	34	1	3	5	21+
17:35 - 17:40	4	6	39	1	3	4	24+
17:40 - 17:45	6	5	31	1	3	4	24+
17:45 - 17:50	5	11	52	0	3	2	21+
17:50 - 17:55	3	7	14	0	6	3	23+
17:55 - 18:00	5	7	15	0	7	5	25+
18:00 - 18:05	9	6	18	0	2	4	23+
18:05 - 18:10	3	7	15	0	5	3	17
18:10 - 18:15	4	10	13	0	5	2	23
18:15 - 18:20	3	5	17	0	6	3	20+
18:20 - 18:25	1	4	19	0	5	2	10
18:25 - 18:30	3	3	17	0	1	1	10
18:30 - 18:35	1	3	13	1	5	2	24
18:35 - 18:40	3	4	11	1	2	2	21
18:40 - 18:45	2	4	7	0	5	2	11
18:45 - 18:50	2	6	6	0	3	1	11
18:50 - 18:55	4	2	9	0	2	3	9
18:55 - 19:00	2	2	13	0	4	2	10

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 35202 Ashford

Site Number/Name: Site 3 - Chart Road/Brookfield Road

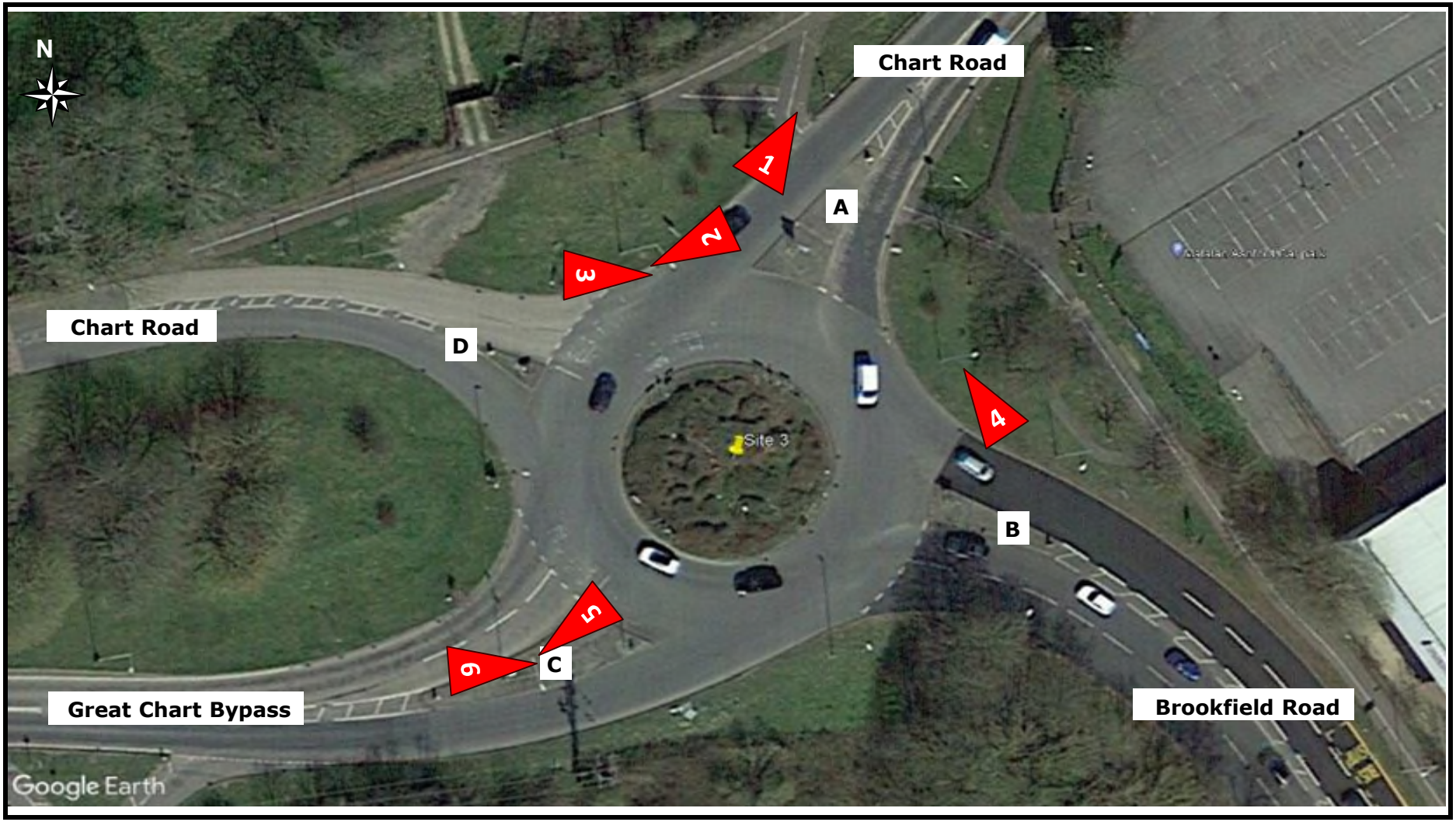
Client: Charles & Associates

Date: 25/04/2023

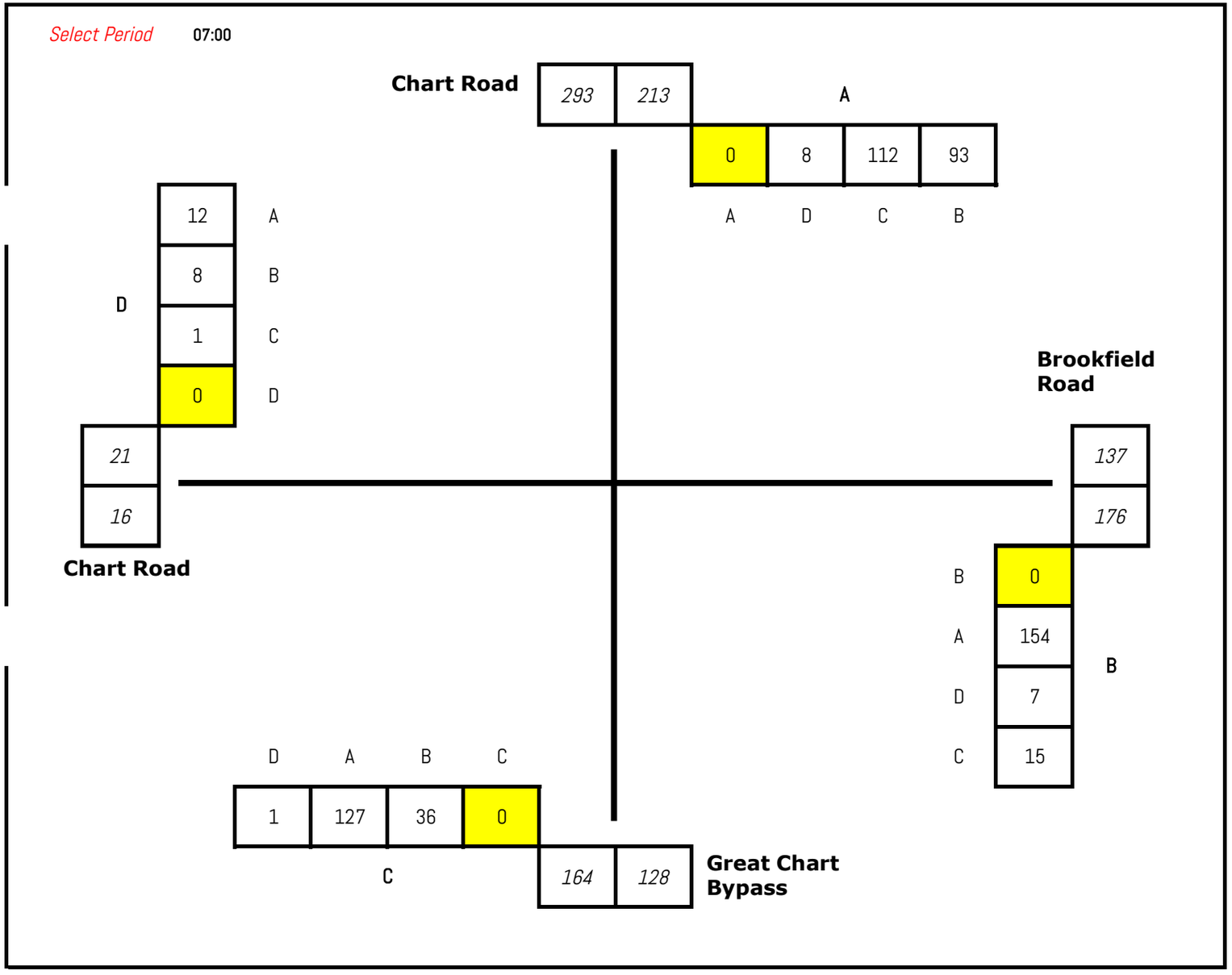
Weather: Dry

Advanced Transport Research		Job Number & Name:	35202 Ashford
Site 3 - Chart Road/Brookfield Road		Date:	Tuesday 25 Apr 2023

Job Type:	Junction Count				
Co-ordinates:	51° 8'49.67"N, 0°50'47.38"E	Postcode:	TN23 4YW	Times:	0700-1000 1600-1900



Advanced Transport Research	*Job Number & Name:*	35202 Ashford
Site 3 - Chart Road/Brookfield Road	*Client:*	Charles & Associates
Flow Diagram	*Date:*	Tuesday 25 Apr 2023



Advanced Transport Research

Site 3 - Chart Road/Brookfield Road

Classified Counts

	A to A								A to B								A to C								A to D								B to A								B to B								B to C									
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV
07:00 - 07:15	0	0	0	0	0	0	0	0	72	14	3	2	2	0	0	0	71	35	3	2	1	0	0	0	6	1	0	1	0	0	0	0	116	29	7	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	12	3	0	0	0	0	0	0	7	0
07:15 - 07:30	0	0	0	0	0	0	0	0	83	18	3	2	4	0	0	0	81	40	7	2	1	0	0	0	16	6	1	0	0	0	0	0	117	39	6	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	15	6	0	0	0	1	0	0	11	0
07:30 - 07:45	0	0	0	0	0	0	0	0	75	18	3	3	2	1	0	0	105	33	4	6	0	0	0	0	10	1	0	1	0	0	0	0	119	24	1	2	0	0	0	0	2	0	0	0	0	0	0	0	19	5	2	0	0	0	0	0	6	3
07:45 - 08:00	0	0	0	0	0	0	0	0	110	22	5	1	0	1	0	0	124	41	3	5	0	0	0	0	11	0	0	1	0	0	0	0	127	22	3	3	2	0	0	0	0	0	0	0	0	0	0	0	18	3	0	1	0	0	0	0	8	1
08:00 - 08:15	0	0	0	0	0	0	0	0	98	24	3	1	0	0	0	0	127	31	3	3	0	0	0	0	23	1	1	0	0	0	0	0	142	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	21	4	0	0	0	0	0	0	5	0
08:15 - 08:30	1	0	0	0	0	0	0	0	122	23	2	1	0	0	0	0	144	25	7	3	1	0	0	0	9	2	0	0	0	0	0	0	123	16	5	1	0	1	0	0	0	0	0	0	0	0	0	0	45	5	1	0	0	0	0	0	16	0
08:30 - 08:45	0	0	0	0	0	0	0	0	84	22	4	2	1	0	0	0	102	24	7	7	0	0	0	0	6	0	0	0	0	0	0	0	143	21	0	1	0	0	0	0	0	0	0	0	0	0	0	0	36	2	0	0	0	0	0	0	5	0
08:45 - 09:00	0	0	0	0	0	0	0	0	139	24	2	2	0	2	0	0	129	14	2	7	0	0	0	0	5	1	0	0	0	0	0	0	115	23	5	3	0	1	0	0	0	0	0	0	0	0	0	0	71	10	0	0	0	0	0	0	5	2
09:00 - 09:15	2	0	0	0	0	0	0	0	97	24	5	2	0	1	0	0	122	17	8	6	0	0	0	0	4	3	0	1	0	0	0	0	110	19	1	3	0	0	0	0	0	0	0	0	0	0	0	0	39	8	0	0	0	0	0	0	9	1
09:15 - 09:30	0	0	0	0	0	0	0	0	87	19	6	3	0	0	0	0	90	23	3	3	0	1	0	0	1	2	0	0	0	0	0	0	96	19	3	2	0	1	0	0	1	0	0	0	0	0	0	0	26	9	0	0	0	0	0	0	5	3
09:30 - 09:45	0	1	0	0	0	0	0	0	89	16	8	2	0	0	0	0	71	18	2	6	1	1	0	0	6	3	0	0	0	0	0	0	104	18	4	1	0	1	0	0	0	0	0	0	0	0	0	0	23	4	0	0	0	0	0	0	6	0
09:45 - 10:00	1	0	1	0	0	0	0	0	98	14	4	2	0	0	0	0	77	18	5	6	0	5	0	0	8	1	0	0	0	0	0	0	103	16	8	2	0	2	0	0	0	0	0	0	0	0	0	0	15	4	2	0	0	0	0	0	11	0
16:00 - 16:15	0	1	0	0	0	0	0	0	132	20	2	2	0	0	0	0	115	20	4	1	0	0	0	0	4	1	0	0	0	0	0	0	121	20	2	0	0	1	0	0	0	0	0	0	0	0	0	0	24	2	0	0	0	0	0	0	13	2
16:15 - 16:30	0	0	0	0	0	0	0	0	124	25	3	2	0	1	0	0	121	19	8	3	1	1	0	0	12	1	0	0	0	0	0	0	111	25	7	1	1	1	0	0	0	0	0	0	0	0	0	0	43	1	0	0	0	0	0	0	8	0
16:30 - 16:45	0	0	0	0	0	0	0	0	144	26	0	0	0	0	0	0	110	23	2	4	0	1	0	0	15	3	0	0	0	0	0	0	114	16	3	0	2	1	0	0	0	0	0	0	0	0	0	0	34	3	2	0	1	1	0	0	10	2
16:45 - 17:00	1	0	0	0	0	0	0	0	113	20	1	1	0	2	0	0	131	23	3	4	0	6	0	0	17	3	0	0	0	0	0	0	121	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	5	1	0	0	0	0	0	18	0
17:00 - 17:15	0	0	0	0	0	0	0	0	131	27	0	1	0	1	0	0	140	21	1	1	2	2	0	0	13	0	0	0	0	0	0	0	134	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35	5	0	0	0	1	0	0	18	2
17:15 - 17:30	0	0	0	0	0	0	0	0	142	22	1	0	0	5	0	0	147	17	0	2	0	0	0	0	15	0	0	0	0	0	0	0	118	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34	3	0	1	0	0	0	0	23	3
17:30 - 17:45	1	0	0	0	0	0	0	0	139	16	3	2	0	0	0	0	128	21	0	0	0	1	0	0	9	2	0	0	0	0	0	0	138	16	0	1	1	1	0	0	0	0	0	0	0	0	0	0	39	2	1	0	0	0	0	0	24	0
17:45 - 18:00	1	0	0	0	0	0	0	0	143	21	2	0	0	0	0	0	134	14	0	0	0	0	0	0	10	2	0	1	0	1	0	0	110	8	1	0	0	1	0	0	0	0	0	0	1	0	0	0	41	2	0	0	0	0	0	0	13	2
18:00 - 18:15	0	0	0	0	0	0	0	0	147	19	1	1	1	0	0	0	128	9	1	0	0	0	1	0	7	0	0	0	0	0	0	0	121	12	1	1	0	1	0	0	0	0	0	0	0	0	0	0	25	2	0	0	0	1	0	0	17	3
18:15 - 18:30	0	0	0	0	0	0	0	0	139	16	1	1	0	1	0	0	124	12	1	2	0	0	0	0	13	1	1	0	0	0	0	0	101	6	1	2	0	1	0	0	0	0	0	0	0	0	0	0	27	2	0	0	0	1	0	0	5	0
18:30 - 18:45	1	0	0	0	0	0	0	0	118	15	1	0	0	3	0	0	90	9	1	0	0	0	0	0	7	1	0	0	0	0	0	0	98	8	3	0	0	1	0	0	0	0	0	0	0	0	0	0	24	4	0	0	0	0	0	0	11	0
18:45 - 19:00	1	0	0	0	0	0	0	0	98	14	1	1	0	0	1	0	101	9	0	1	0	0	0	0	18	0	0	0	0	0	0	0	98	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	3	0	0	0	0	1	0	11	0

B to D						C to A								C to B								C to C								C to D								D to A								D to B								D to C					
OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B
0	0	0	0	0	0	101	19	5	2	0	0	0	0	28	6	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	9	3	0	0	0	0	0	0	6	1	0	0	1	0	0	0	0	1	0	0	0	0
0	0	0	1	1	0	116	17	4	1	0	0	0	0	35	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	2	1	1	0	0	0	0	5	3	1	0	0	0	0	0	1	0	0	0	0	0
1	0	0	0	0	0	102	12	3	1	0	1	0	0	21	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	33	3	0	0	0	0	0	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	59	11	7	1	2	0	0	0	10	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	6	0	1	0	0	0	0	15	5	0	0	0	0	0	0	1	0	0	0	0	0
0	0	2	0	0	0	73	8	1	1	0	0	0	0	17	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72	4	1	0	0	0	0	0	23	1	0	0	1	0	0	0	3	0	0	0	0	0
0	0	0	0	0	0	52	9	5	2	0	0	0	0	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63	4	1	1	3	0	0	0	17	2	0	0	0	0	0	0	4	0	0	0	0	0
0	0	0	0	0	0	67	4	3	7	0	1	0	0	11	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	0	1	1	0	0	0	0	19	1	0	0	0	0	0	0	5	0	0	0	0	0
0	0	0	0	0	0	79	8	2	6	1	1	0	0	24	2	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	3	0	0	0	0	0	0	20	2	0	0	0	0	0	0	6	0	0	0	0	0
0	0	0	0	0	0	114	15	5	3	2	1	0	0	30	3	0	1	0	0	0	0	4	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	28	5	0	0	0	0	0	0	17	0	0	0	0	0	0	0	4	1	0	0	0	0
0	0	0	0	0	0	97	17	6	5	0	1	0	0	38	4	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	13	1	0	0	0	0	0	0	10	1	0	0	0	0	0	0	3	0	0	0	0	0
0	0	0	0	0	0	106	19	3	3	0	1	0	0	23	5	1	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	14	1	0	1	0	1	0	0	7	1	0	0	0	1	0	0	2	0	0	0	0	0
1	0	1	0	0	0	89	20	4	7	0	0	0	0	24	7	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	14	2	0	0	0	0	0	0	9	0	0	0	1	0	0	0	1	0	0	0	0	0
0	0	0	0	0	0	72	20	3	3	1	1	0	0	22	9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	30	8	1	0	0	0	0	0	23	5	0	0	1	0	0	0	1	2	0	0	0	0
0	0	0	0	0	0	87	17	2	1	0	1	0	0	23	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	23	9	0	1	0	0	0	0	16	2	0	0	2	0	0	0	2	0	0	0	0	0
1	0	0	0	0	0	93	18	4	1	1	0	0	0	27	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	30	5	0	1	0	0	0	0	11	2	0	0	0	0	0	0	1	0	0	0	0	0
0	0	0	0	1	0	92	20	5	2	0	0	0	0	25	5	1	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	31	7	0	1	0	1	0	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	77	19	2	2	0	1	0	0	17	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	5	0	0	0	1	0	0	16	0	0	0	0	0	1	0	3	0	0	0	0	1
0	0	0	0	0	0	45	11	5	1	0	0	0	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	8	1	1	0	0	0	0	22	2	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	72	9	1	1	1	1	0	0	27	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	33	2	0	0	0	0	0	0	12	0	0	0	0	0	0	0	2	0	0	0	0	0
0	0	0	0	0	0	136	17	0	0	0	0	0	0	25	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	33	2	0	1	0	0	0	0	11	6	0	0	0	1	0	0	1	0	0	0	0	0
0	0	1	0	0	0	100	7	1	0	0	1	0	0	31	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	18	3	0	0	0	0	0	0	15	1	0	0	0	0	0	0	1	0	0	0	0	0
0	0	0	0	0	0	90	7	0	0	0	0	0	0	31	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	15	0	0	0	1	0	0	0	1	0	0	0	0	0
0	0	0	0	0	0	86	11	1	0	1	0	0	0	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	3	0	0	0	0	0	0	10	1	0	0	0	0	0	0	1	0	0	0	0	0
0	0	0	0	0	0	61	8	1	1	1	0	2	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	10	1	0	0	0	0	0	0	13	1	0	0	0	0	0	0	1	0	0	0	0	0

b Number & Name:	35202 Ashford
Client:	Charles & Associates
Date:	Tuesday 25 April 2023

		D to D							
Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0

0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0

Advanced Transport Research
Site 3 - Chart Road/Brookfield Road
PCU Values

Job Number & Name: **35202 Ashford**
Client: **Charles & Associates**
Date: **Tuesday 25 April 2023**

	A to A								A to B								A to C								A to D							
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	72.0	14.0	4.5	4.6	4.0	0.0	0.0	99.1	71.0	35.0	4.5	4.6	2.0	0.0	0.0	####	6.0	1.0	0.0	2.3	0.0	0.0	0.0	9.3
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	83.0	18.0	4.5	4.6	8.0	0.0	0.0	####	81.0	40.0	10.5	4.6	2.0	0.0	0.0	####	16.0	6.0	1.5	0.0	0.0	0.0	0.0	23.5
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	18.0	4.5	6.9	4.0	0.4	0.0	####	105.0	33.0	6.0	13.8	0.0	0.0	0.0	####	10.0	1.0	0.0	2.3	0.0	0.0	0.0	13.3
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	110.0	22.0	7.5	2.3	0.0	0.4	0.0	142.2	124.0	41.0	4.5	11.5	0.0	0.0	0.0	####	11.0	0.0	0.0	2.3	0.0	0.0	0.0	13.3
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.0	24.0	4.5	2.3	0.0	0.0	0.0	128.8	127.0	31.0	4.5	6.9	0.0	0.0	0.0	####	23.0	1.0	1.5	0.0	0.0	0.0	0.0	25.5
### - ###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	122.0	23.0	3.0	2.3	0.0	0.0	0.0	####	144.0	25.0	10.5	6.9	2.0	0.0	0.0	####	9.0	2.0	0.0	0.0	0.0	0.0	0.0	11.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	84.0	22.0	6.0	4.6	2.0	0.0	0.0	####	102.0	24.0	10.5	16.1	0.0	0.0	0.0	152.6	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	139.0	24.0	3.0	4.6	0.0	0.8	0.0	####	129.0	14.0	3.0	16.1	0.0	0.0	0.0	162.1	5.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0
### - ###	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	97.0	24.0	7.5	4.6	0.0	0.4	0.0	####	122.0	17.0	12.0	13.8	0.0	0.0	0.0	####	4.0	3.0	0.0	2.3	0.0	0.0	0.0	9.3
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	87.0	19.0	9.0	6.9	0.0	0.0	0.0	121.9	90.0	23.0	4.5	6.9	0.0	0.4	0.0	124.8	1.0	2.0	0.0	0.0	0.0	0.0	0.0	3.0
### - ###	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	89.0	16.0	12.0	4.6	0.0	0.0	0.0	121.6	71.0	18.0	3.0	13.8	2.0	0.4	0.0	108.2	6.0	3.0	0.0	0.0	0.0	0.0	0.0	9.0
### - ###	1.0	0.0	1.5	0.0	0.0	0.0	0.0	2.5	98.0	14.0	6.0	4.6	0.0	0.0	0.0	122.6	77.0	18.0	7.5	13.8	0.0	2.0	0.0	####	8.0	1.0	0.0	0.0	0.0	0.0	0.0	9.0
### - ###	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	132.0	20.0	3.0	4.6	0.0	0.0	0.0	####	115.0	20.0	6.0	2.3	0.0	0.0	0.0	####	4.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	124.0	25.0	4.5	4.6	0.0	0.4	0.0	####	121.0	19.0	12.0	6.9	2.0	0.4	0.0	####	12.0	1.0	0.0	0.0	0.0	0.0	0.0	13.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	144.0	26.0	0.0	0.0	0.0	0.0	0.0	####	110.0	23.0	3.0	9.2	0.0	0.4	0.0	####	15.0	3.0	0.0	0.0	0.0	0.0	0.0	18.0
### - ###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	113.0	20.0	1.5	2.3	0.0	0.8	0.0	####	131.0	23.0	4.5	9.2	0.0	2.4	0.0	####	17.0	3.0	0.0	0.0	0.0	0.0	0.0	20.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	131.0	27.0	0.0	2.3	0.0	0.4	0.0	####	140.0	21.0	1.5	2.3	4.0	0.8	0.0	####	13.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	142.0	22.0	1.5	0.0	0.0	2.0	0.0	####	147.0	17.0	0.0	4.6	0.0	0.0	0.0	####	15.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0
### - ###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	139.0	16.0	4.5	4.6	0.0	0.0	0.0	####	128.0	21.0	0.0	0.0	0.0	0.4	0.0	####	9.0	2.0	0.0	0.0	0.0	0.0	0.0	11.0
### - ###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	143.0	21.0	3.0	0.0	0.0	0.0	0.0	####	134.0	14.0	0.0	0.0	0.0	0.0	0.0	####	10.0	2.0	0.0	2.3	0.0	0.4	0.0	14.7
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	147.0	19.0	1.5	2.3	2.0	0.0	0.0	####	128.0	9.0	1.5	0.0	0.0	0.0	0.2	####	7.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	139.0	16.0	1.5	2.3	0.0	0.4	0.0	159.2	124.0	12.0	1.5	4.6	0.0	0.0	0.0	142.1	13.0	1.0	1.5	0.0	0.0	0.0	0.0	15.5
### - ###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	118.0	15.0	1.5	0.0	0.0	1.2	0.0	####	90.0	9.0	1.5	0.0	0.0	0.0	0.0	####	7.0	1.0	0.0	0.0	0.0	0.0	0.0	8.0
### - ###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	98.0	14.0	1.5	2.3	0.0	0.0	0.2	####	101.0	9.0	0.0	2.3	0.0	0.0	0.0	112.3	18.0	0.0	0.0	0.0	0.0	0.0	0.0	18.0
07:00 - 08:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	340.0	72.0	21.0	18.4	16.0	0.8	0.0	468.2	381.0	149.0	25.5	34.5	4.0	0.0	0.0	594.0	43.0	8.0	1.5	6.9	0.0	0.0	0.0	59.4
07:15 - 08:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	366.0	82.0	21.0	16.1	12.0	0.8	0.0	497.9	437.0	145.0	25.5	36.8	2.0	0.0	0.0	646.3	60.0	8.0	3.0	4.6	0.0	0.0	0.0	75.6
07:30 - 08:30	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	405.0	87.0	19.5	13.8	4.0	0.8	0.0	530.1	500.0	130.0	25.5	39.1	2.0	0.0	0.0	696.6	53.0	4.0	1.5	4.6	0.0	0.0	0.0	63.1
07:45 - 08:45	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	414.0	91.0	21.0	11.5	2.0	0.4	0.0	539.9	497.0	121.0	30.0	41.4	2.0	0.0	0.0	691.4	49.0	3.0	1.5	2.3	0.0	0.0	0.0	55.8
08:00 - 09:00	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	443.0	93.0	16.5	13.8	2.0	0.8	0.0	569.1	502.0	94.0	28.5	46.0	2.0	0.0	0.0	672.5	43.0	4.0	1.5	0.0	0.0	0.0	0.0	48.5
08:15 - 09:15	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	442.0	93.0	19.5	16.1	2.0	1.2	0.0	573.8	497.0	80.0	36.0	52.9	2.0	0.0	0.0	667.9	24.0	6.0	0.0	2.3	0.0	0.0	0.0	32.3
08:30 - 09:30	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	407.0	89.0	25.5	20.7	2.0	1.2	0.0	545.4	443.0	78.0	30.0	52.9	0.0	0.4	0.0	604.3	16.0	6.0	0.0	2.3	0.0	0.0	0.0	24.3
08:45 - 09:45	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	412.0	83.0	31.5	20.7	0.0	1.2	0.0	548.4	412.0	72.0	22.5	50.6	2.0	0.8	0.0	559.9	16.0	9.0	0.0	2.3	0.0	0.0	0.0	27.3
09:00 - 10:00	3.0	1.0	1.5	0.0	0.0	0.0	0.0	5.5	371.0	73.0	34.5	20.7	0.0	0.4	0.0	499.6	360.0	76.0	27.0	48.3	2.0	2.8	0.0	516.1	19.0	9.0	0.0	2.3	0.0	0.0	0.0	30.3
16:00 - 17:00	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	513.0	91.0	9.0	11.5	0.0	1.2	0.0	625.7	477.0	85.0	25.5	27.6	2.0	3.2	0.0	620.3	48.0	8.0	0.0	0.0	0.0	0.0	0.0	56.0
16:15 - 17:15	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	512.0	98.0	6.0	9.2	0.0	1.6	0.0	626.8	502.0	86.0	21.0	27.6	6.0	4.0	0.0	646.6	57.0	7.0	0.0	0.0	0.0	0.0	0.0	64.0
16:30 - 17:30	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	530.0	95.0	3.0	4.6	0.0	3.2	0.0	635.8	528.0	84.0	9.0	25.3	4.0	3.6	0.0	653.9	60.0	6.0	0.0	0.0	0.0	0.0	0.0	66.0
16:45 - 17:45	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	525.0	85.0	7.5	9.2	0.0	3.2	0.0	629.9	546.0	82.0	6.0	16.1	4.0	3.6	0.0	657.7	54.0	5.0	0.0	0.0	0.0	0.0	0.0	59.0
17:00 - 18:00	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	555.0	86.0	9.0	6.9	0.0	2.4	0.0	659.3	549.0	73.0	1.5	6.9	4.0	1.2	0.0	635.6	47.0	4.0	0.0	2.3	0.0	0.4	0.0	53.7
17:15 - 18:15	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	571.0	78.0	10.5	6.9	2.0	2.0	0.0	670.4	537.0	61.0	1.5	4.6	0.0	0.4	0.2	604.7	41.0	4.0	0.0	2.3	0.0	0.4	0.0	47.7
17:30 - 18:30	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	568.0	72.0	10.5	9.2	2.0	0.4	0.0	662.1	514.0	56.0	3.0	4.6	0.0	0.4	0.2	578.2	39.0	5.0	1.5	2.3	0.0	0.4	0.0	48.2
17:45 - 18:45	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	547.0	71.0	7.5	4.6	2.0	1.6	0.0	633.7	476.0	44.0	4.5	4.6	0.0	0.0	0.2	529.3	37.0	4.0	1.5	2.3	0.0	0.4	0.0	45.2
18:00 - 19:00	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	502.0	64.0	6.0	6.9	2.0	1.6	0.2	582.7	443.0	39.0	4.5	6.9	0.0	0.0	0.2	493.6	45.0	2.0	1.5	0.0	0.0	0.0	0.0	48.5
AM Total	4.0	1.0	1.5	0.0	0.0	0.0	0.0	6.5	###	###	72.0	52.9	18.0	2.0	0.0	###	###	###	81.0	###	8.0	2.8	0.0	###	###	21.0	3.0	9.2	0.0	0.0	0.0	###
PM Total	5.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0	###	###	24.0	25.3	2.0	5.2	0.2	###	###	###	31.5	41.4	6.0	4.4	0.2	###	###	14.0	1.5	2.3	0.0	0.4	0.0	###
Daily Total	9.0	2.0	1.5	0.0	0.0	0.0	0.0	12.5	###	###	96.0	78.2	20.0	7.2	0.2	###	###	###	###	###	14.0	7.2	0.2	###	###	35.0	4.5	11.5	0.0	0.4	0.0	###
#### - ####	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	###	83.0	19.5	16.1	2.0	1.2	0.0	###	###	80.0	36.0	52.9	2.0	0.0	0.0	###	24.0	6.0	0.0	2.3	0.0	0.0	0.0	32.3
#### - ####	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	###	86.0	9.0	6.9	0.0	2.4	0.0	###	###	73.0	1.5	6.9	4.0	1.2	0.0	###	47.0	4.0	0.0	2.3	0.0	0.4	0.0	53.7

	B to A								B to B								B to C								B to D							
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
### - ###	116.0	29.0	10.5	0.0	0.0	0.8	0.0	####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	3.0	0.0	0.0	0.0	0.0	0.0	15.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0
### - ###	117.0	39.0	9.0	6.9	0.0	0.4	0.0	172.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	6.0	0.0	0.0	0.0	0.4	0.0	21.4	11.0	0.0	0.0	0.0	0.0	0.4	0.2	11.6
### - ###	119.0	24.0	1.5	4.6	0.0	0.0	0.0	####	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	19.0	5.0	3.0	0.0	0.0	0.0	0.0	27.0	6.0	3.0	1.5	0.0	0.0	0.0	0.0	10.5
### - ###	127.0	22.0	4.5	6.9	4.0	0.0	0.0	####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.0	3.0	0.0	2.3	0.0	0.0	0.0	23.3	8.0	1.0	0.0	0.0	2.0	0.0	0.0	11.0
### - ###	142.0	9.0	0.0	4.6	0.0	0.0	0.0	####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.0	4.0	0.0	0.0	0.0	0.0	0.0	25.0	5.0	0.0	0.0	0.0	4.0	0.0	0.0	9.0
### - ###	123.0	16.0	7.5	2.3	0.0	0.4	0.0	149.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.0	5.0	1.5	0.0	0.0	0.0	0.0	51.5	16.0	0.0	0.0	0.0	0.0	0.0	0.0	16.0
### - ###	143.0	21.0	0.0	2.3	0.0	0.0	0.0	####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	36.0	2.0	0.0	0.0	0.0	0.0	0.0	38.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
### - ###	115.0	23.0	7.5	6.9	0.0	0.4	0.0	152.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	71.0	10.0	0.0	0.0	0.0	0.0	0.0	81.0	5.0	2.0	0.0	0.0	0.0	0.0	0.0	7.0
### - ###	110.0	19.0	1.5	6.9	0.0	0.0	0.0	####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	39.0	8.0	0.0	0.0	0.0	0.0	0.0	47.0	9.0	1.0	0.0	0.0	0.0	0.0	0.0	10.0
### - ###	96.0	19.0	4.5	4.6	0.0	0.4	0.0	124.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	26.0	9.0	0.0	0.0	0.0	0.0	0.0	35.0	5.0	3.0	0.0	0.0	0.0	0.0	0.0	8.0
### - ###	104.0	18.0	6.0	2.3	0.0	0.4	0.0	####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.0	4.0	0.0	0.0	0.0	0.0	0.0	27.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0
### - ###	103.0	16.0	12.0	4.6	0.0	0.8	0.0	####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	4.0	3.0	0.0	0.0	0.0	0.0	22.0	11.0	0.0	1.5	0.0	2.0	0.0	0.0	14.5
### - ###	121.0	20.0	3.0	0.0	0.0	0.4	0.0	####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.0	2.0	0.0	0.0	0.0	0.0	0.0	26.0	13.0	2.0	0.0	0.0	0.0	0.0	0.0	15.0
### - ###	111.0	25.0	10.5	2.3	2.0	0.4	0.0	151.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	43.0	1.0	0.0	0.0	0.0	0.0	0.0	44.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0
### - ###	114.0	16.0	4.5	0.0	4.0	0.4	0.0	####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	34.0	3.0	3.0	0.0	2.0	0.4	0.0	42.4	10.0	2.0	1.5	0.0	0.0	0.0	0.0	13.5
### - ###	121.0	14.0	0.0	0.0	0.0	0.0	0.0	####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	5.0	1.5	0.0	0.0	0.0	0.0	36.5	18.0	0.0	0.0	0.0	0.0	0.0	0.2	18.2
### - ###	134.0	19.0	1.5	0.0	0.0	0.0	0.0	####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.0	5.0	0.0	0.0	0.0	0.4	0.0	40.4	18.0	2.0	0.0	0.0	2.0	0.0	0.0	22.0
### - ###	118.0	14.0	1.5	0.0	0.0	0.0	0.0	####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	34.0	3.0	0.0	2.3	0.0	0.0	0.0	39.3	23.0	3.0	0.0	0.0	0.0	0.0	0.0	26.0
### - ###	138.0	16.0	0.0	2.3	2.0	0.4	0.0	####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	39.0	2.0	1.5	0.0	0.0	0.0	0.0	42.5	24.0	0.0	0.0	0.0	0.0	0.0	0.0	24.0
### - ###	110.0	8.0	1.5	0.0	0.0	0.4	0.0	####	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	41.0	2.0	0.0	0.0	0.0	0.0	0.0	43.0	13.0	2.0	0.0	0.0	0.0	0.0	0.0	15.0
### - ###	121.0	12.0	1.5	2.3	0.0	0.4	0.0	137.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	2.0	0.0	0.0	0.0	0.4	0.0	27.4	17.0	3.0	0.0	0.0	2.0	0.0	0.0	22.0
### - ###	101.0	6.0	1.5	4.6	0.0	0.4	0.0	####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.0	2.0	0.0	0.0	0.0	0.4	0.0	29.4	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
### - ###	98.0	8.0	4.5	0.0	0.0	0.4	0.0	####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.0	4.0	0.0	0.0	0.0	0.0	0.0	28.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0
### - ###	98.0	3.0	0.0	0.0	0.0	0.0	0.0	####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	36.0	3.0	0.0	0.0	0.0	0.0	0.2	39.2	11.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0
07:00 - 08:00	479.0	114.0	25.5	18.4	4.0	1.2	0.0	642.1	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	64.0	17.0	3.0	2.3	0.0	0.4	0.0	86.7	32.0	4.0	1.5	0.0	2.0	0.4	0.2	40.1
07:15 - 08:15	505.0	94.0	15.0	23.0	4.0	0.4	0.0	641.4	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	73.0	18.0	3.0	2.3	0.0	0.4	0.0	96.7	30.0	4.0	1.5	0.0	6.0	0.4	0.2	42.1
07:30 - 08:30	511.0	71.0	13.5	18.4	4.0	0.4	0.0	618.3	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	103.0	17.0	4.5	2.3	0.0	0.0	0.0	126.8	35.0	4.0	1.5	0.0	6.0	0.0	0.0	46.5
07:45 - 08:45	535.0	68.0	12.0	16.1	4.0	0.4	0.0	635.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	120.0	14.0	1.5	2.3	0.0	0.0	0.0	137.8	34.0	1.0	0.0	0.0	6.0	0.0	0.0	41.0
08:00 - 09:00	523.0	69.0	15.0	16.1	0.0	0.8	0.0	623.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	173.0	21.0	1.5	0.0	0.0	0.0	0.0	195.5	31.0	2.0	0.0	0.0	4.0	0.0	0.0	37.0
08:15 - 09:15	491.0	79.0	16.5	18.4	0.0	0.8	0.0	605.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	191.0	25.0	1.5	0.0	0.0	0.0	0.0	217.5	35.0	3.0	0.0	0.0	0.0	0.0	0.0	38.0
08:30 - 09:30	464.0	82.0	13.5	20.7	0.0	0.8	0.0	581.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	172.0	29.0	0.0	0.0	0.0	0.0	0.0	201.0	24.0	6.0	0.0	0.0	0.0	0.0	0.0	30.0
08:45 - 09:45	425.0	79.0	19.5	20.7	0.0	1.2	0.0	545.4	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	159.0	31.0	0.0	0.0	0.0	0.0	0.0	190.0	25.0	6.0	0.0	0.0	0.0	0.0	0.0	31.0
09:00 - 10:00	413.0	72.0	24.0	18.4	0.0	1.6	0.0	529.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	103.0	25.0	3.0	0.0	0.0	0.0	0.0	131.0	31.0	4.0	1.5	0.0	2.0	0.0	0.0	38.5
16:00 - 17:00	467.0	75.0	18.0	2.3	6.0	1.2	0.0	569.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	131.0	11.0	4.5	0.0	2.0	0.4	0.0	148.9	49.0	4.0	1.5	0.0	0.0	0.0	0.2	54.7
16:15 - 17:15	480.0	74.0	16.5	2.3	6.0	0.8	0.0	579.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	142.0	14.0	4.5	0.0	2.0	0.8	0.0	163.3	54.0	4.0	1.5	0.0	2.0	0.0	0.2	61.7
16:30 - 17:30	487.0	63.0	7.5	0.0	4.0	0.4	0.0	561.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	133.0	16.0	4.5	2.3	2.0	0.8	0.0	158.6	69.0	7.0	1.5	0.0	2.0	0.0	0.2	79.7
16:45 - 17:45	511.0	63.0	3.0	2.3	2.0	0.4	0.0	581.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	138.0	15.0	3.0	2.3	0.0	0.4	0.0	158.7	83.0	5.0	0.0	0.0	2.0	0.0	0.2	90.2
17:00 - 18:00	500.0	57.0	4.5	2.3	2.0	0.8	0.0	566.6	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	149.0	12.0	1.5	2.3	0.0	0.4	0.0	165.2	78.0	7.0	0.0	0.0	2.0	0.0	0.0	87.0
17:15 - 18:15	487.0	50.0	4.5	4.6	2.0	1.2	0.0	549.3	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	139.0	9.0	1.5	2.3	0.0	0.4	0.0	152.2	77.0	8.0	0.0	0.0	2.0	0.0	0.0	87.0
17:30 - 18:30	470.0	42.0	4.5	9.2	2.0	1.6	0.0	529.3	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	132.0	8.0	1.5	0.0	0.0	0.8	0.0	142.3	59.0	5.0	0.0	0.0	2.0	0.0	0.0	66.0
17:45 - 18:45	430.0	34.0	9.0	6.9	0.0	1.6	0.0	481.5	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	117.0	10.0	0.0	0.0	0.0	0.8	0.0	127.8	46.0	5.0	0.0	0.0	2.0	0.0	0.0	53.0
18:00 - 19:00	418.0	29.0	7.5	6.9	0.0	1.2	0.0	462.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	112.0	11.0	0.0	0.0	0.0	0.8	0.2	124.0	44.0	3.0	0.0	0.0	2.0	0.0	0.0	49.0
AM Total	###	###	64.5	52.9	4.0	3.6	0.0	###	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	###	63.0	7.5	2.3	0.0	0.4	0.0	###	94.0	10.0	3.0	0.0	8.0	0.4	0.2	###
PM Total	###	###	30.0	11.5	8.0	3.2	0.0	###	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	###	34.0	6.0	2.3	2.0	1.6	0.2	###	###	14.0	1.5	0.0	4.0	0.0	0.2	###
Daily Total	###	###	94.5	64.4	12.0	6.8	0.0	###	3.0	0.0	0.0	0.0	2.0	0.0	0.0	5.0	###	97.0	13.5	4.6	2.0	2.0	0.2	###	###	24.0	4.5	0.0	12.0	0.4	0.4	###
#### - ####	###	79.0	16.5	18.4	0.0	0.8	0.0	###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	###	25.0	1.5	0.0	0.0	0.0	0.0	###	35.0	3.0	0.0	0.0	0.0	0.0	0.0	38.0
#### - ####	###	57.0	4.5	2.3	2.0	0.8	0.0	###	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	###	12.0	1.5	2.3	0.0	0.4	0.0	###	78.0	7.0	0.0	0.0	2.0	0.0	0.0	87.0

	C to A								C to B								C to C								C to D							
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
### - ###	101.0	19.0	7.5	4.6	0.0	0.0	0.0	132.1	28.0	6.0	1.5	0.0	0.0	0.4	0.0	35.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
### - ###	116.0	17.0	6.0	2.3	0.0	0.0	0.0	####	35.0	4.0	1.5	0.0	2.0	0.0	0.0	42.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	102.0	12.0	4.5	2.3	0.0	0.4	0.0	121.2	21.0	4.0	0.0	2.3	0.0	0.0	0.0	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
### - ###	59.0	11.0	10.5	2.3	4.0	0.0	0.0	86.8	10.0	2.0	0.0	0.0	0.0	0.0	0.0	12.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	73.0	8.0	1.5	2.3	0.0	0.0	0.0	84.8	17.0	2.0	0.0	0.0	0.0	0.0	0.0	19.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	52.0	9.0	7.5	4.6	0.0	0.0	0.0	73.1	10.0	2.0	1.5	0.0	0.0	0.0	0.0	13.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	67.0	4.0	4.5	16.1	0.0	0.4	0.0	92.0	11.0	2.0	0.0	0.0	0.0	0.0	0.0	13.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	79.0	8.0	3.0	13.8	2.0	0.4	0.0	106.2	24.0	2.0	0.0	0.0	0.0	0.0	0.0	26.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	114.0	15.0	7.5	6.9	4.0	0.4	0.0	####	30.0	3.0	0.0	2.3	0.0	0.0	0.0	35.3	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0
### - ###	97.0	17.0	9.0	11.5	0.0	0.4	0.0	####	38.0	4.0	0.0	0.0	2.0	0.0	0.0	44.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
### - ###	106.0	19.0	4.5	6.9	0.0	0.4	0.0	####	23.0	5.0	1.5	0.0	0.0	0.0	0.0	29.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
### - ###	89.0	20.0	6.0	16.1	0.0	0.0	0.0	####	24.0	7.0	1.5	0.0	0.0	0.0	0.0	32.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.4
### - ###	72.0	20.0	4.5	6.9	2.0	0.4	0.0	####	22.0	9.0	0.0	0.0	0.0	0.4	0.0	31.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
### - ###	87.0	17.0	3.0	2.3	0.0	0.4	0.0	####	23.0	1.0	1.5	0.0	0.0	0.0	0.0	25.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
### - ###	93.0	18.0	6.0	2.3	2.0	0.0	0.0	121.3	27.0	3.0	0.0	0.0	0.0	0.0	0.0	30.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
### - ###	92.0	20.0	7.5	4.6	0.0	0.0	0.0	124.1	25.0	5.0	1.5	0.0	0.0	0.0	0.0	31.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
### - ###	77.0	19.0	3.0	4.6	0.0	0.4	0.0	####	17.0	6.0	0.0	0.0	0.0	0.0	0.0	23.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	45.0	11.0	7.5	2.3	0.0	0.0	0.0	65.8	13.0	3.0	0.0	0.0	0.0	0.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	72.0	9.0	1.5	2.3	2.0	0.4	0.0	87.2	27.0	3.0	0.0	0.0	0.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
### - ###	136.0	17.0	0.0	0.0	0.0	0.0	0.0	####	25.0	4.0	0.0	0.0	0.0	0.4	0.0	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
### - ###	100.0	7.0	1.5	0.0	0.0	0.4	0.0	####	31.0	4.0	0.0	0.0	0.0	0.0	0.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
### - ###	90.0	7.0	0.0	0.0	0.0	0.0	0.0	97.0	31.0	2.0	0.0	0.0	0.0	0.0	0.0	33.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
### - ###	86.0	11.0	1.5	0.0	2.0	0.0	0.0	####	25.0	2.0	0.0	0.0	0.0	0.0	0.0	27.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	61.0	8.0	1.5	2.3	2.0	0.0	0.4	75.2	15.0	2.0	0.0	0.0	0.0	0.0	0.0	17.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0
07:00 - 08:00	378.0	59.0	28.5	11.5	4.0	0.4	0.0	481.4	94.0	16.0	3.0	2.3	2.0	0.4	0.0	117.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
07:15 - 08:15	350.0	48.0	22.5	9.2	4.0	0.4	0.0	434.1	83.0	12.0	1.5	2.3	2.0	0.0	0.0	100.8	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
07:30 - 08:30	286.0	40.0	24.0	11.5	4.0	0.4	0.0	365.9	58.0	10.0	1.5	2.3	0.0	0.0	0.0	71.8	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
07:45 - 08:45	251.0	32.0	24.0	25.3	4.0	0.4	0.0	336.7	48.0	8.0	1.5	0.0	0.0	0.0	0.0	57.5	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:00 - 09:00	271.0	29.0	16.5	36.8	2.0	0.8	0.0	356.1	62.0	8.0	1.5	0.0	0.0	0.0	0.0	71.5	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:15 - 09:15	312.0	36.0	22.5	41.4	6.0	1.2	0.0	419.1	75.0	9.0	1.5	2.3	0.0	0.0	0.0	87.8	9.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0
08:30 - 09:30	357.0	44.0	24.0	48.3	6.0	1.6	0.0	480.9	103.0	11.0	0.0	2.3	2.0	0.0	0.0	118.3	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0
08:45 - 09:45	396.0	59.0	24.0	39.1	6.0	1.6	0.0	525.7	115.0	14.0	1.5	2.3	2.0	0.0	0.0	134.8	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0
09:00 - 10:00	406.0	71.0	27.0	41.4	4.0	1.2	0.0	550.6	115.0	19.0	3.0	2.3	2.0	0.0	0.0	141.3	8.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	4.0	1.0	0.0	0.0	0.0	0.4	0.0	5.4
16:00 - 17:00	344.0	75.0	21.0	16.1	4.0	0.8	0.0	460.9	97.0	18.0	3.0	0.0	0.0	0.4	0.0	118.4	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
16:15 - 17:15	349.0	74.0	19.5	13.8	2.0	0.8	0.0	459.1	92.0	15.0	3.0	0.0	0.0	0.0	0.0	110.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
16:30 - 17:30	307.0	68.0	24.0	13.8	2.0	0.4	0.0	415.2	82.0	17.0	1.5	0.0	0.0	0.0	0.0	100.5	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
16:45 - 17:45	286.0	59.0	19.5	13.8	2.0	0.8	0.0	381.1	82.0	17.0	1.5	0.0	0.0	0.0	0.0	100.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
17:00 - 18:00	330.0	56.0	12.0	9.2	2.0	0.8	0.0	410.0	82.0	16.0	0.0	0.0	0.0	0.4	0.0	98.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
17:15 - 18:15	353.0	44.0	10.5	4.6	2.0	0.8	0.0	414.9	96.0	14.0	0.0	0.0	0.0	0.4	0.0	110.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
17:30 - 18:30	398.0	40.0	3.0	2.3	2.0	0.8	0.0	446.1	114.0	13.0	0.0	0.0	0.0	0.4	0.0	127.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0
17:45 - 18:45	412.0	42.0	3.0	0.0	2.0	0.4	0.0	459.4	112.0	12.0	0.0	0.0	0.0	0.4	0.0	124.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
18:00 - 19:00	337.0	33.0	4.5	2.3	4.0	0.4	0.4	381.6	102.0	10.0	0.0	0.0	0.0	0.0	0.0	112.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	1.0	0.0	0.0	0.0	0.0	0.0	8.0
AM Total	###	###	72.0	89.7	10.0	2.4	0.0	###	###	43.0	7.5	4.6	4.0	0.4	0.0	###	15.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	6.0	1.0	0.0	0.0	0.0	0.4	0.0	7.4
PM Total	###	###	37.5	27.6	10.0	2.0	0.4	###	###	44.0	3.0	0.0	0.0	0.8	0.0	###	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	13.0	1.0	0.0	0.0	0.0	0.0	0.0	14.0
Daily Total	###	###	###	###	20.0	4.4	0.4	###	###	87.0	10.5	4.6	4.0	1.2	0.0	###	18.0	0.0	0.0	0.0	0.0	0.0	0.0	18.0	19.0	2.0	0.0	0.0	0.0	0.4	0.0	21.4
#### - ####	###	36.0	22.5	41.4	6.0	1.2	0.0	###	75.0	9.0	1.5	2.3	0.0	0.0	0.0	87.8	9.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0
#### - ####	###	56.0	12.0	9.2	2.0	0.8	0.0	###	82.0	16.0	0.0	0.0	0.0	0.4	0.0	98.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0

	D to A								D to B								D to C								D to D							
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
### - ###	9.0	3.0	0.0	0.0	0.0	0.0	0.0	12.0	6.0	1.0	0.0	0.0	2.0	0.0	0.0	9.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	18.0	2.0	1.5	2.3	0.0	0.0	0.0	23.8	5.0	3.0	1.5	0.0	0.0	0.0	0.0	9.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	33.0	3.0	0.0	0.0	0.0	0.0	0.0	36.0	15.0	1.0	0.0	0.0	0.0	0.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	55.0	6.0	0.0	2.3	0.0	0.0	0.0	63.3	15.0	5.0	0.0	0.0	0.0	0.0	0.0	20.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	72.0	4.0	1.5	0.0	0.0	0.0	0.0	77.5	23.0	1.0	0.0	0.0	2.0	0.0	0.0	26.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	63.0	4.0	1.5	2.3	6.0	0.0	0.0	76.8	17.0	2.0	0.0	0.0	0.0	0.0	0.0	19.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	58.0	0.0	1.5	2.3	0.0	0.0	0.0	61.8	19.0	1.0	0.0	0.0	0.0	0.0	0.0	20.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	40.0	3.0	0.0	0.0	0.0	0.0	0.0	43.0	20.0	2.0	0.0	0.0	0.0	0.0	0.0	22.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	28.0	5.0	0.0	0.0	0.0	0.0	0.0	33.0	17.0	0.0	0.0	0.0	0.0	0.0	0.0	17.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	13.0	1.0	0.0	0.0	0.0	0.0	0.0	14.0	10.0	1.0	0.0	0.0	0.0	0.0	0.0	11.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	14.0	1.0	0.0	2.3	0.0	0.4	0.0	17.7	7.0	1.0	0.0	0.0	0.0	0.4	0.0	8.4	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	14.0	2.0	0.0	0.0	0.0	0.0	0.0	16.0	9.0	0.0	0.0	0.0	2.0	0.0	0.0	11.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	30.0	8.0	1.5	0.0	0.0	0.0	0.0	39.5	23.0	5.0	0.0	0.0	2.0	0.0	0.0	30.0	1.0	2.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	23.0	9.0	0.0	2.3	0.0	0.0	0.0	34.3	16.0	2.0	0.0	0.0	4.0	0.0	0.0	22.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	30.0	5.0	0.0	2.3	0.0	0.0	0.0	37.3	11.0	2.0	0.0	0.0	0.0	0.0	0.0	13.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	31.0	7.0	0.0	2.3	0.0	0.4	0.0	40.7	15.0	1.0	0.0	0.0	0.0	0.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	46.0	5.0	0.0	0.0	0.0	0.4	0.0	51.4	16.0	0.0	0.0	0.0	0.0	0.0	0.2	16.2	3.0	0.0	0.0	0.0	0.0	0.4	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	48.0	8.0	1.5	2.3	0.0	0.0	0.0	59.8	22.0	2.0	0.0	0.0	0.0	0.0	0.0	24.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	33.0	2.0	0.0	0.0	0.0	0.0	0.0	35.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	33.0	2.0	0.0	2.3	0.0	0.0	0.0	37.3	11.0	6.0	0.0	0.0	0.0	0.4	0.0	17.4	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	18.0	3.0	0.0	0.0	0.0	0.0	0.0	21.0	15.0	1.0	0.0	0.0	0.0	0.0	0.0	16.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	15.0	0.0	0.0	0.0	2.0	0.0	0.0	17.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	15.0	3.0	0.0	0.0	0.0	0.0	0.0	18.0	10.0	1.0	0.0	0.0	0.0	0.0	0.0	11.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	10.0	1.0	0.0	0.0	0.0	0.0	0.0	11.0	13.0	1.0	0.0	0.0	0.0	0.0	0.0	14.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:00 - 08:00	115.0	14.0	1.5	4.6	0.0	0.0	0.0	135.1	41.0	10.0	1.5	0.0	2.0	0.0	0.0	54.5	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:15 - 08:15	178.0	15.0	3.0	4.6	0.0	0.0	0.0	200.6	58.0	10.0	1.5	0.0	2.0	0.0	0.0	71.5	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:30 - 08:30	223.0	17.0	3.0	4.6	6.0	0.0	0.0	253.6	70.0	9.0	0.0	0.0	2.0	0.0	0.0	81.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:45 - 08:45	248.0	14.0	4.5	6.9	6.0	0.0	0.0	279.4	74.0	9.0	0.0	0.0	2.0	0.0	0.0	85.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:00 - 09:00	233.0	11.0	4.5	4.6	6.0	0.0	0.0	259.1	79.0	6.0	0.0	0.0	2.0	0.0	0.0	87.0	18.0	0.0	0.0	0.0	0.0	0.0	0.0	18.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:15 - 09:15	189.0	12.0	3.0	4.6	6.0	0.0	0.0	214.6	73.0	5.0	0.0	0.0	0.0	0.0	0.0	78.0	19.0	1.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:30 - 09:30	139.0	9.0	1.5	2.3	0.0	0.0	0.0	151.8	66.0	4.0	0.0	0.0	0.0	0.0	0.0	70.0	18.0	1.0	0.0	0.0	0.0	0.0	0.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:45 - 09:45	95.0	10.0	0.0	2.3	0.0	0.4	0.0	107.7	54.0	4.0	0.0	0.0	0.0	0.4	0.0	58.4	15.0	1.0	0.0	0.0	0.0	0.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:00 - 10:00	69.0	9.0	0.0	2.3	0.0	0.4	0.0	80.7	43.0	2.0	0.0	0.0	2.0	0.4	0.0	47.4	10.0	1.0	0.0	0.0	0.0	0.0	0.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:00 - 17:00	114.0	29.0	1.5	6.9	0.0	0.4	0.0	151.8	65.0	10.0	0.0	0.0	6.0	0.0	0.0	81.0	4.0	2.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:15 - 17:15	130.0	26.0	0.0	6.9	0.0	0.8	0.0	163.7	58.0	5.0	0.0	0.0	4.0	0.0	0.2	67.2	6.0	0.0	0.0	0.0	0.0	0.4	0.0	6.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:30 - 17:30	155.0	25.0	1.5	6.9	0.0	0.8	0.0	189.2	64.0	5.0	0.0	0.0	0.0	0.0	0.2	69.2	4.0	0.0	0.0	0.0	0.0	0.4	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:45 - 17:45	158.0	22.0	1.5	4.6	0.0	0.8	0.0	186.9	65.0	3.0	0.0	0.0	0.0	0.0	0.2	68.2	5.0	0.0	0.0	0.0	0.0	0.4	0.0	5.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:00 - 18:00	160.0	17.0	1.5	4.6	0.0	0.4	0.0	183.5	61.0	8.0	0.0	0.0	0.0	0.4	0.2	69.6	6.0	0.0	0.0	0.0	0.0	0.4	0.0	6.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:15 - 18:15	132.0	15.0	1.5	4.6	0.0	0.0	0.0	153.1	60.0	9.0	0.0	0.0	0.0	0.4	0.0	69.4	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:30 - 18:30	94.0	7.0	0.0	2.3	0.0	0.0	0.0	103.3	53.0	7.0	0.0	0.0	2.0	0.4	0.0	62.4	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:45 - 18:45	76.0	8.0	0.0	2.3	0.0	0.0	0.0	86.3	51.0	8.0	0.0	0.0	2.0	0.4	0.0	61.4	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:00 - 19:00	53.0	7.0	0.0	0.0	0.0	0.0	0.0	60.0	53.0	3.0	0.0	0.0	2.0	0.0	0.0	58.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AM Total	###	34.0	6.0	11.5	6.0	0.4	0.0	###	###	18.0	1.5	0.0	6.0	0.4	0.0	###	30.0	2.0	0.0	0.0	0.0	0.0	0.0	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM Total	###	53.0	3.0	11.5	0.0	0.8	0.0	###	###	21.0	0.0	0.0	8.0	0.4	0.2	###	14.0	2.0	0.0	0.0	0.0	0.4	0.0	16.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Total	###	87.0	9.0	23.0	6.0	1.2	0.0	###	###	39.0	1.5	0.0	14.0	0.8	0.2	###	44.0	4.0	0.0	0.0	0.0	0.4	0.0	48.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
#### - ####	###	12.0	3.0	4.6	6.0	0.0	0.0	###	73.0	5.0	0.0	0.0	0.0	0.0	0.0	78.0	19.0	1.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
#### - ####	###	17.0	1.5	4.6	0.0	0.4	0.0	###	61.0	8.0	0.0	0.0	0.0	0.4	0.2	69.6	6.0	0.0	0.0	0.0	0.0	0.4	0.0	6.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 35202 Ashford

Site Number/Name: Site 3 - Chart Road/Brookfield Road

Client: Charles & Associates

Date: 25/04/2023

Weather: Dry

Advanced Transport Research		Job Number & Name:	35202 Ashford
Site 3 - Chart Road/Brookfield Road		Date:	Tuesday 25 Apr 2023

Job Type:	Queue Lengths				
Co-ordinates:	51° 8'49.67"N, 0°50'47.38"E	Postcode:	TN23 4YW	Times:	0700-1000 1600-1900

Advanced Transport Research	*Job Number & Name:* 35202 Ashford
Site 3 - Chart Road/Brookfield Road	*Client:* Charles & Associates
Queue Lengths	*Date:* Tuesday 25 April 2023

	Chart Road SB		Brookfield Road			Great Chart Bypass		Chart Road EB	
Times	Lane 1	Lane 2	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 1	Lane 2
07:00 - 07:05	4	0	0	1	4	8	1	1	2
07:05 - 07:10	2	0	0	1	7	4	2	2	1
07:10 - 07:15	3	0	0	1	11	10	2	1	1
07:15 - 07:20	3	0	0	2	13	12	2	1	1
07:20 - 07:25	5	0	0	1	20	5	2	1	1
07:25 - 07:30	4	0	0	1	10	12	2	3	1
07:30 - 07:35	3	0	0	3	8	6	1	2	1
07:35 - 07:40	3	0	0	4	16	22	1	2	1
07:40 - 07:45	7	0	0	6	23	32+	2	3	2
07:45 - 07:50	5	0	0	2	23	33+	1	4	1
07:50 - 07:55	4	0	0	4	24	33+	3	10	2
07:55 - 08:00	5	0	0	2	23	33+	2	8	1
08:00 - 08:05	8	1	0	3	23	32+	1	11	1
08:05 - 08:10	5	0	0	5	24	33+	3	15	1
08:10 - 08:15	6	0	0	4	24	32+	4	15	1
08:15 - 08:20	4	0	0	10	24	33+	1	16	2
08:20 - 08:25	8	0	0	6	23	33+	2	17+	2
08:25 - 08:30	10+	0	0	6	23	33+	2	16+	2
08:30 - 08:35	2	0	0	6	22	33+	3	15+	3
08:35 - 08:40	2	1	0	5	21	33+	2	9	2
08:40 - 08:45	2	0	0	4	22	32+	2	5	1
08:45 - 08:50	5	1	0	4	23	32+	2	4	2
08:50 - 08:55	8	0	0	5	23	32+	3	5	3
08:55 - 09:00	5	0	0	4	16	32+	3	4	2
09:00 - 09:05	7	1	0	4	12	32+	4	5	2
09:05 - 09:10	6	0	0	2	20	32+	2	3	1
09:10 - 09:15	6	0	0	3	7	27	1	1	2
09:15 - 09:20	5	1	0	3	20	14	1	2	1
09:20 - 09:25	8	0	0	1	8	10	2	1	2
09:25 - 09:30	4	0	0	2	9	2	2	1	0
09:30 - 09:35	7	0	0	1	5	3	1	1	2
09:35 - 09:40	1	0	0	2	10	5	3	0	1
09:40 - 09:45	3	0	0	1	6	14	2	3	1
09:45 - 09:50	5	0	0	2	11	25	2	2	1
09:50 - 09:55	4	0	0	2	7	8	2	3	0
09:55 - 10:00	2	0	0	1	5	4	1	3	0

Count in Vehicles

Lane 1 = Nearest Kerb

Advanced Transport Research	*Job Number & Name:* 35202 Ashford
Site 3 - Chart Road/Brookfield Road	*Client:* Charles & Associates
Queue Lengths	*Date:* Tuesday 25 April 2023

	Chart Road SB		Brookfield Road			Great Chart Bypass		Chart Road EB	
Times	Lane 1	Lane 2	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 1	Lane 2
16:00 - 16:05	7	0	0	3	11	5	1	2	1
16:05 - 16:10	5	0	0	2	20	12	1	3	2
16:10 - 16:15	10+	0	0	4	24	7	1	3	2
16:15 - 16:20	7	0	0	7	16	11	2	5	1
16:20 - 16:25	8	0	0	2	13	3	0	3	1
16:25 - 16:30	0	0	0	3	11	17	2	4	3
16:30 - 16:35	7	0	0	3	5	9	1	2	2
16:35 - 16:40	6	0	0	5	9	16	3	2	3
16:40 - 16:45	4	0	0	4	12	23	2	5	1
16:45 - 16:50	10+	1	0	2	16	16	2	3	2
16:50 - 16:55	10+	0	0	4	11	5	2	5	1
16:55 - 17:00	2	0	0	4	8	5	1	2	0
17:00 - 17:05	6	1	0	4	15	20	4	3	1
17:05 - 17:10	9	0	0	4	24	28	2	16	1
17:10 - 17:15	3	0	1	4	24	32+	1	17	2
17:15 - 17:20	9	1	0	8	24	31+	1	15	2
17:20 - 17:25	7	0	0	7	23	33+	0	7	1
17:25 - 17:30	8	0	1	2	24	32+	3	4	3
17:30 - 17:35	7	0	0	4	23	33+	4	12	2
17:35 - 17:40	7	0	1	6	21	33+	4	2	1
17:40 - 17:45	10+	0	0	3	16	32+	4	1	1
17:45 - 17:50	5	0	0	4	12	28	1	10	4
17:50 - 17:55	8	0	0	2	10	29	3	10	1
17:55 - 18:00	5	0	0	4	7	32+	1	3	1
18:00 - 18:05	5	0	0	2	9	3	2	2	1
18:05 - 18:10	5	0	0	2	15	7	1	2	1
18:10 - 18:15	2	0	0	2	9	8	1	4	0
18:15 - 18:20	1	0	0	2	14	2	2	1	0
18:20 - 18:25	6	0	0	2	5	4	1	1	1
18:25 - 18:30	10	0	0	2	2	2	1	1	0
18:30 - 18:35	3	0	0	2	3	2	1	0	0
18:35 - 18:40	5	0	0	1	6	5	1	1	1
18:40 - 18:45	0	0	0	1	7	3	1	1	0
18:45 - 18:50	1	0	0	1	2	8	1	1	0
18:50 - 18:55	2	0	0	2	9	2	2	1	1
18:55 - 19:00	1	0	0	2	4	0	2	2	2

Data Analysis Services
Traffic-Transportation- Commercial-Innovation

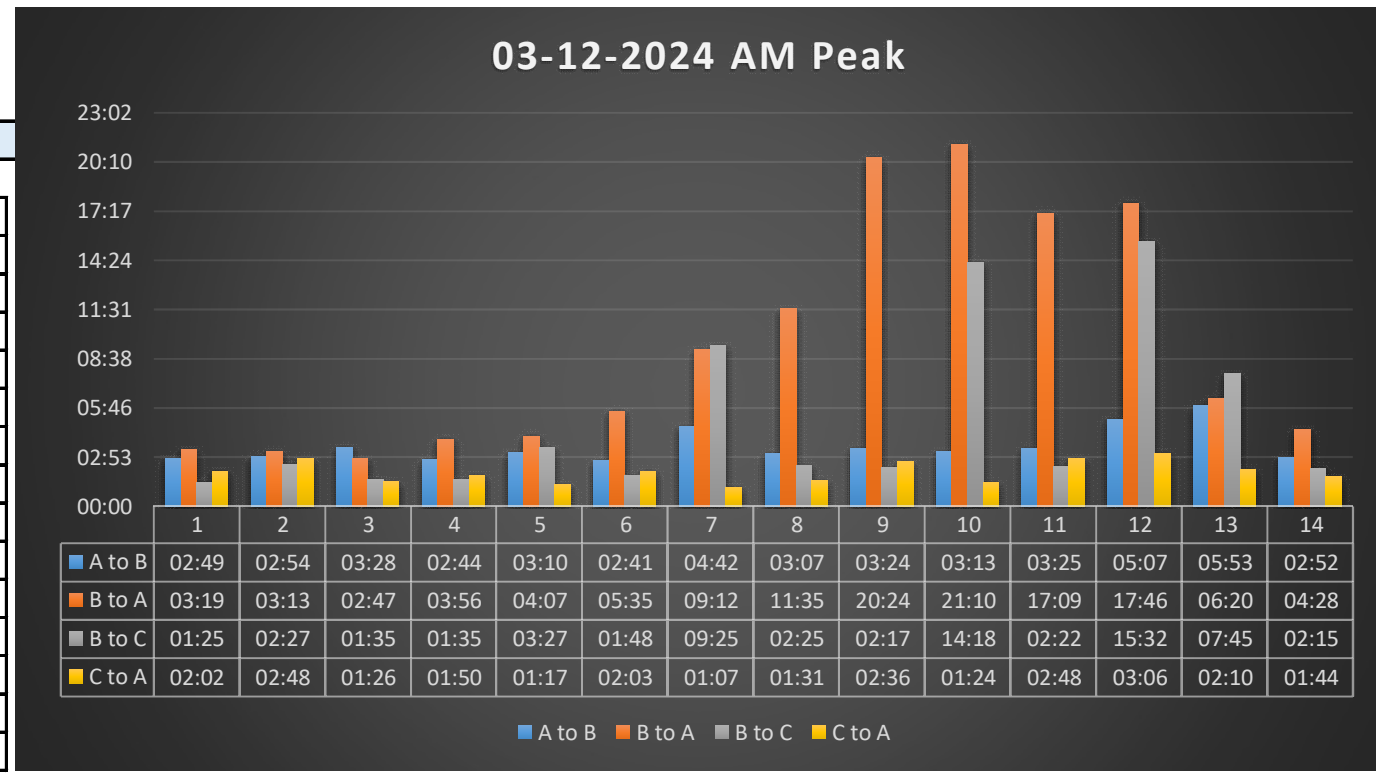
24954 - Chart Rd Ashford Journey Times

with compliments

IDASO

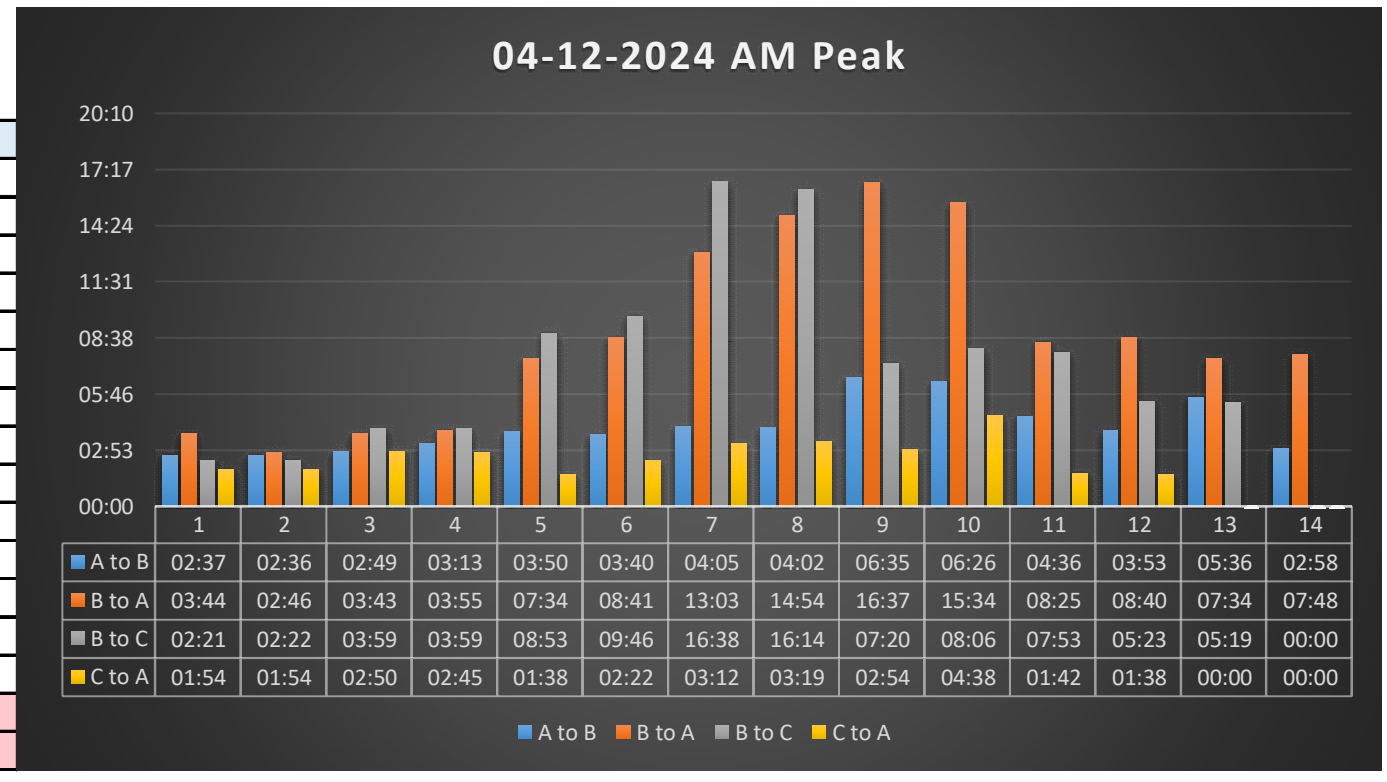
Survey Name: 24954 - Chart Rd Ashford
Date: 03/12/2024 & 04/12/2024
Format: MM:SS

	03/12/2024 AM Peak			
	A to B	B to A	B to C	C to A
1	02:49	03:19	01:25	02:02
2	02:54	03:13	02:27	02:48
3	03:28	02:47	01:35	01:26
4	02:44	03:56	01:35	01:50
5	03:10	04:07	03:27	01:17
6	02:41	05:35	01:48	02:03
7	04:42	09:12	09:25	01:07
8	03:07	11:35	02:25	01:31
9	03:24	20:24	02:17	02:36
10	03:13	21:10	14:18	01:24
11	03:25	17:09	02:22	02:48
12	05:07	17:46	15:32	03:06
13	05:53	06:20	07:45	02:10
14	02:52	04:28	02:15	01:44



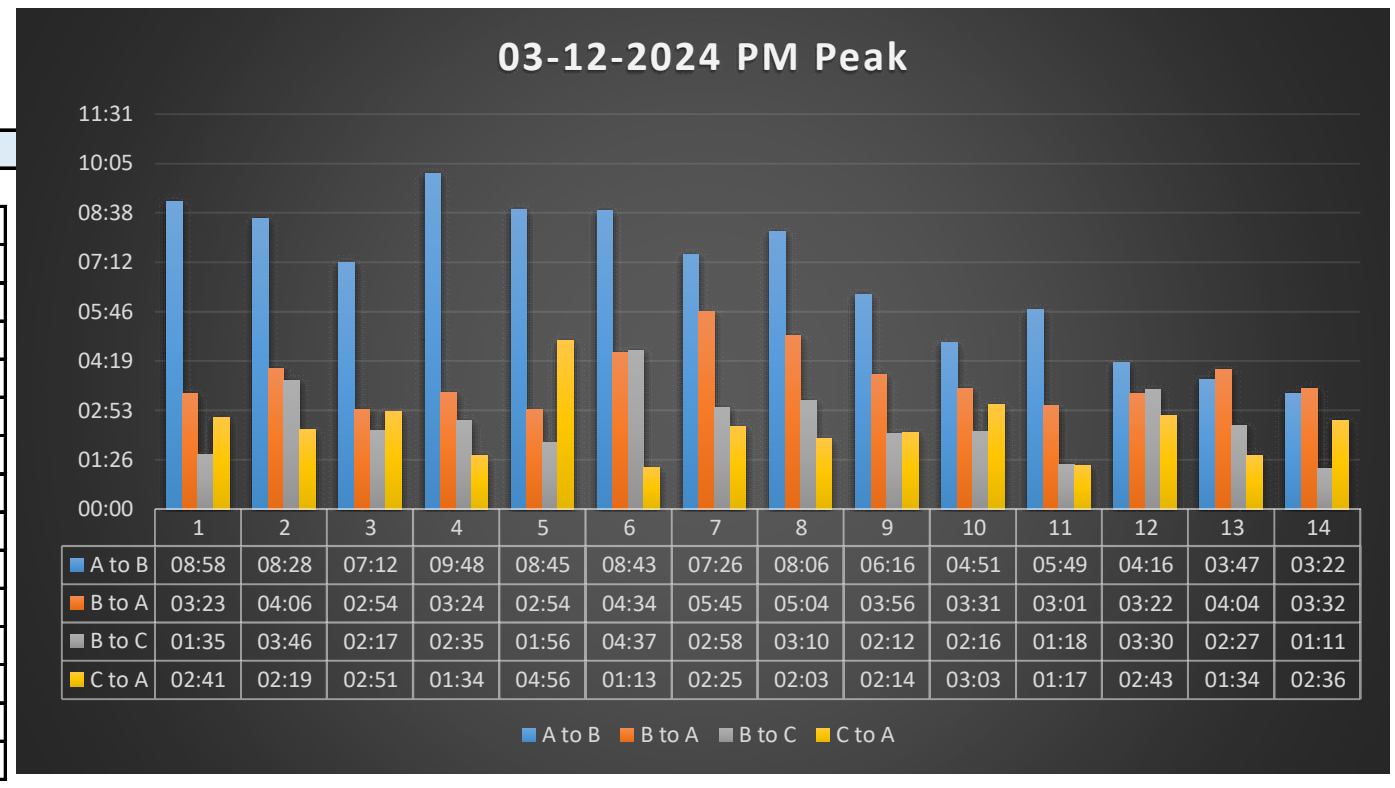
a

	04/12/2024 AM Peak			
	A to B	B to A	B to C	C to A
1	02:37	03:44	02:21	01:54
2	02:36	02:46	02:22	01:54
3	02:49	03:43	03:59	02:50
4	03:13	03:55	03:59	02:45
5	03:50	07:34	08:53	01:38
6	03:40	08:41	09:46	02:22
7	04:05	13:03	16:38	03:12
8	04:02	14:54	16:14	03:19
9	06:35	16:37	07:20	02:54
10	06:26	15:34	08:06	04:38
11	04:36	08:25	07:53	01:42
12	03:53	08:40	05:23	01:38
13	05:36	07:34	05:19	00:00
14	02:58	07:48	00:00	00:00



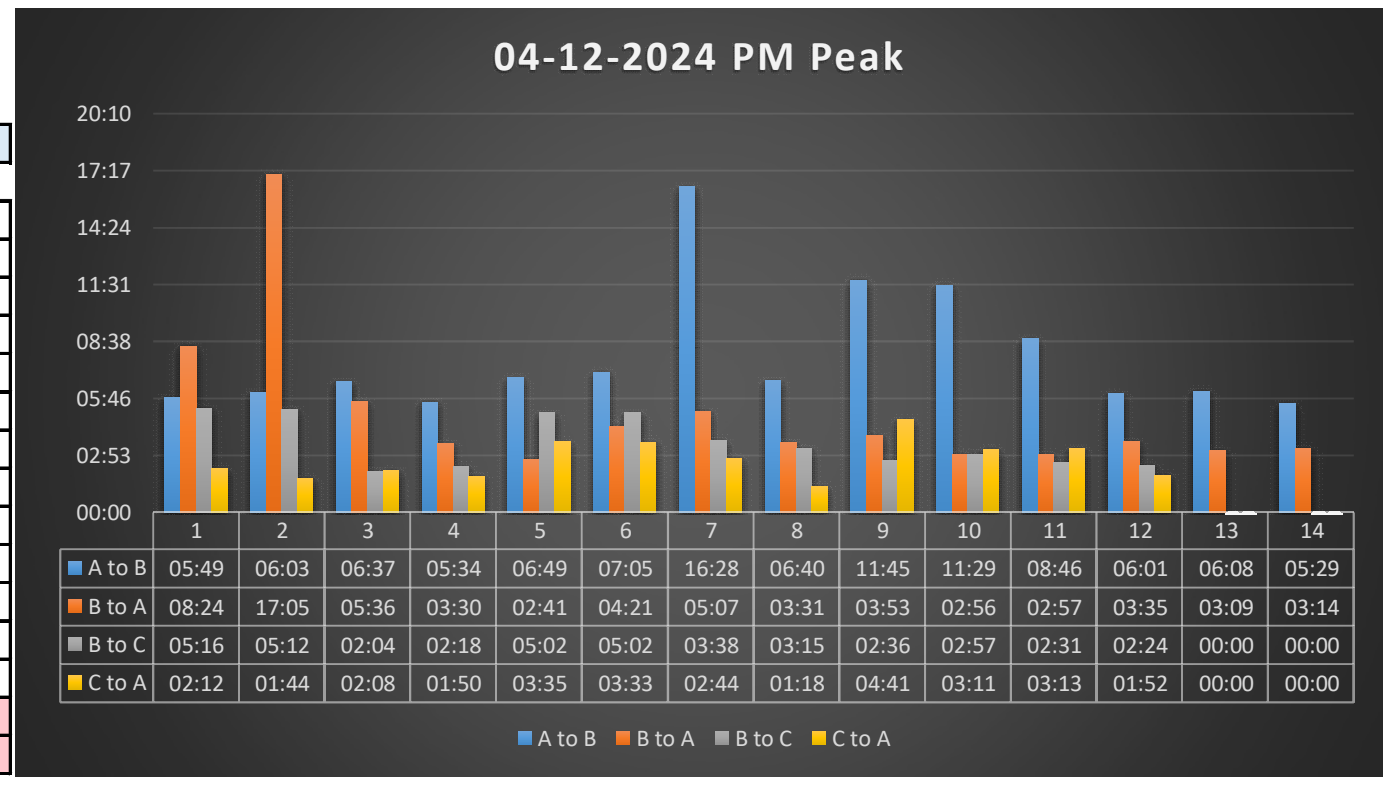
03/12/2024 PM Peak

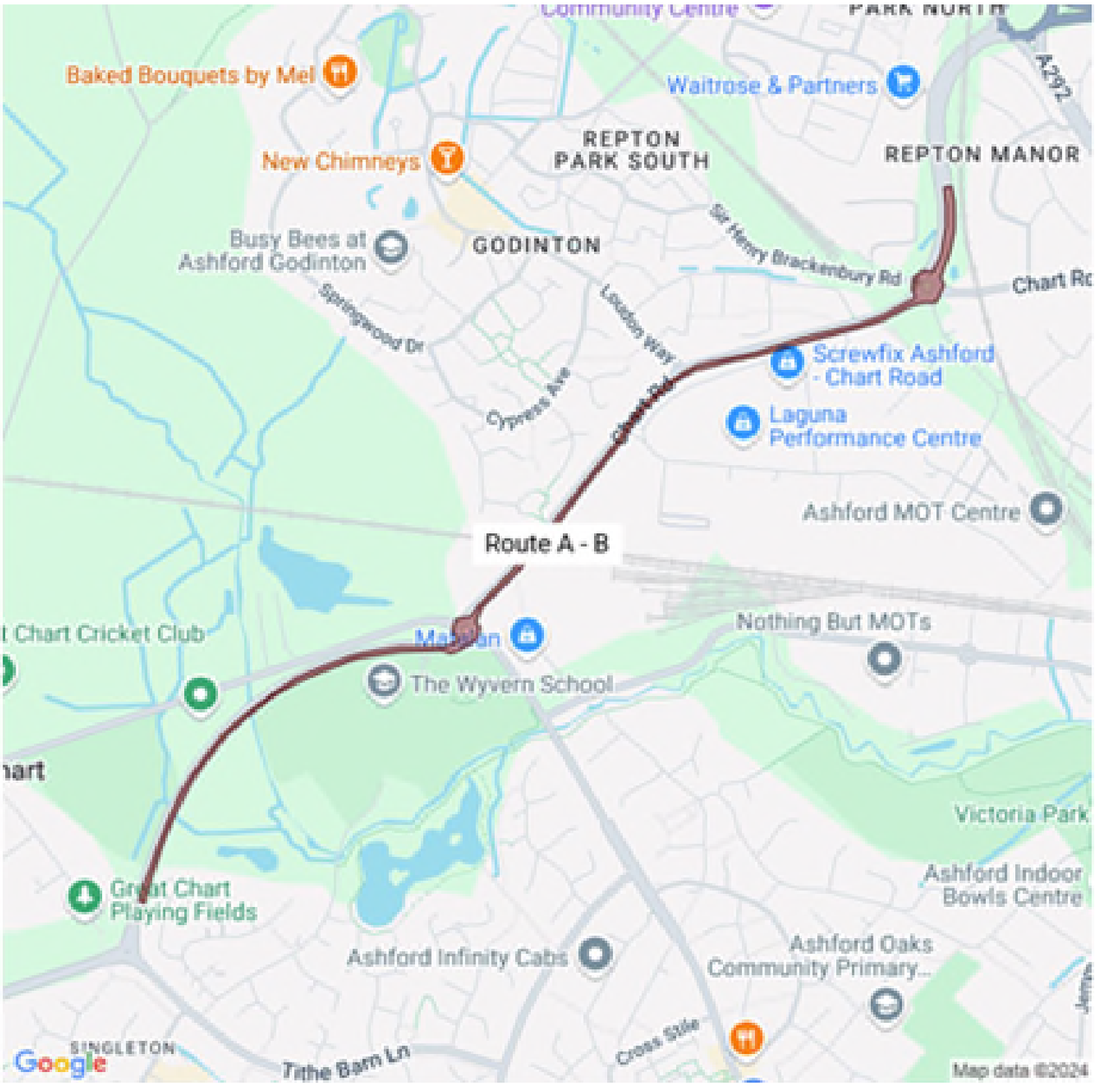
	A to B	B to A	B to C	C to A
1	08:58	03:23	01:35	02:41
2	08:28	04:06	03:46	02:19
3	07:12	02:54	02:17	02:51
4	09:48	03:24	02:35	01:34
5	08:45	02:54	01:56	04:56
6	08:43	04:34	04:37	01:13
7	07:26	05:45	02:58	02:25
8	08:06	05:04	03:10	02:03
9	06:16	03:56	02:12	02:14
10	04:51	03:31	02:16	03:03
11	05:49	03:01	01:18	01:17
12	04:16	03:22	03:30	02:43
13	03:47	04:04	02:27	01:34
14	03:22	03:32	01:11	02:36



04/12/2024 PM Peak

	A to B	B to A	B to C	C to A
1	05:49	08:24	05:16	02:12
2	06:03	17:05	05:12	01:44
3	06:37	05:36	02:04	02:08
4	05:34	03:30	02:18	01:50
5	06:49	02:41	05:02	03:35
6	07:05	04:21	05:02	03:33
7	16:28	05:07	03:38	02:44
8	06:40	03:31	03:15	01:18
9	11:45	03:53	02:36	04:41
10	11:29	02:56	02:57	03:11
11	08:46	02:57	02:31	03:13
12	06:01	03:35	02:24	01:52
13	06:08	03:09	00:00	00:00
14	05:29	03:14	00:00	00:00




Baked Bouquets by Mel
Waitrose & Partners
New Chimneys
REPTON PARK SOUTH
REPTON MANOR
Busy Bees at Ashford Godinton
GODINTON
Sir Henry Brackenbury Rd
Chart Rd
Screwfix Ashford - Chart Road
Laguna Performance Centre
Ashford MOT Centre
Route A - B
Nothing But MOTs
The Wyvern School
Victoria Park
Ashford Indoor Bowls Centre
Great Chart Playing Fields
Ashford Infinity Cabs
Ashford Oaks Community Primary...
Tithe Barn Ln
Google
Map data ©2024

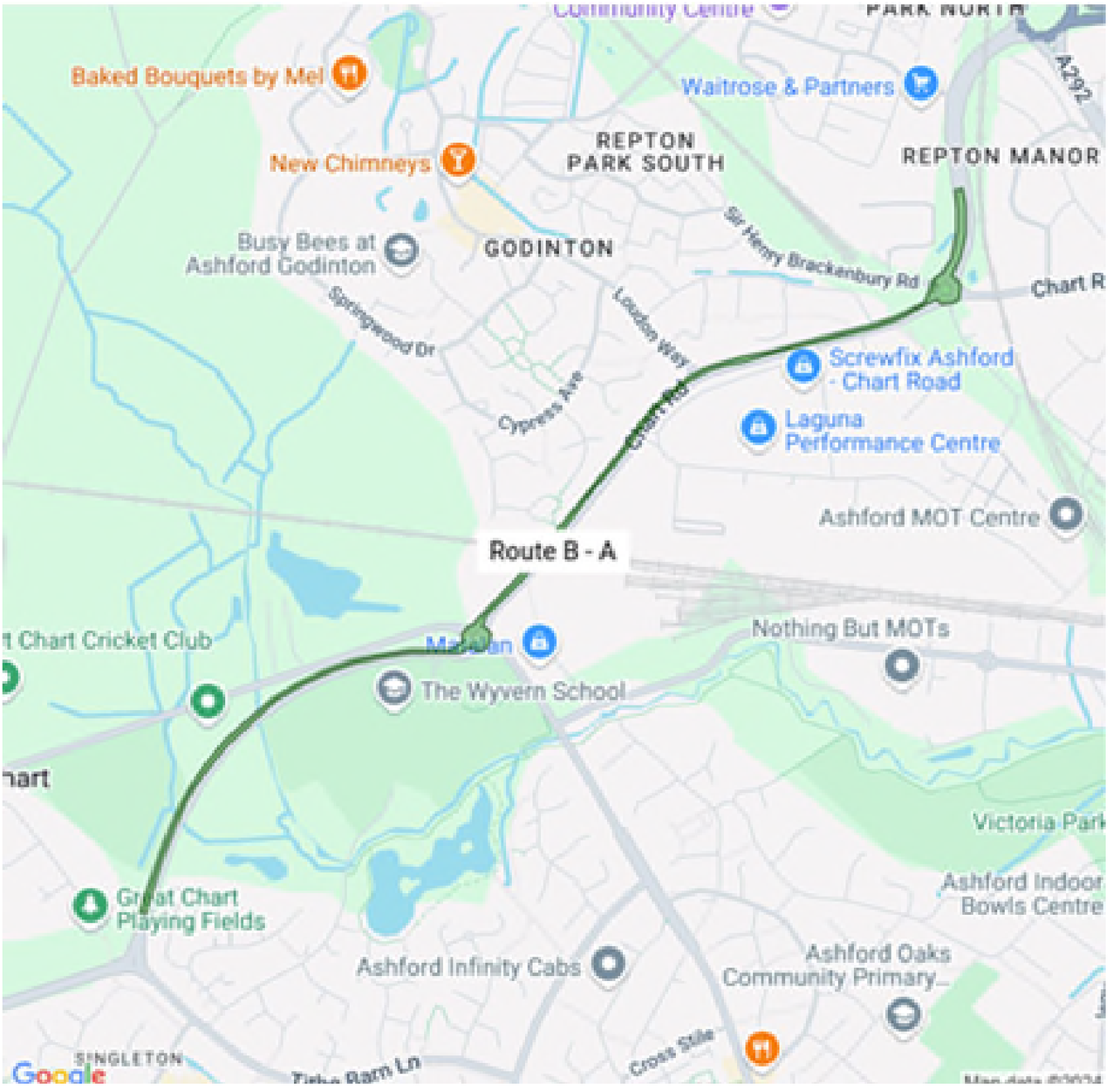
	Coordinates
Start Point	51.159394 - 0.85875
Node 1	51.15289 - 0.85844
Node 2	51.15120 - 0.85199
Node 3	51.14733 - 0.84673
End Point	51.14213 - 0.83809

	Journey A to B 03/12/2024					
Trip Number	Start Time	Node 1	Node 2	Node 3	End Time	Duration
1	07:12:44	07:12:53	07:13:33	07:14:37	07:15:33	00:02:49
2	07:21:15	07:21:25	07:22:18	07:23:13	07:24:09	00:02:54
3	07:21:21	07:21:35	07:22:34	07:23:34	07:24:49	00:03:28
4	07:30:44	07:30:55	07:31:35	07:32:28	07:33:28	00:02:44
5	07:32:35	07:32:47	07:33:41	07:34:48	07:35:45	00:03:10
6	07:39:57	07:40:15	07:40:58	07:41:45	07:42:38	00:02:41
7	07:44:51	07:45:41	07:47:24	07:48:30	07:49:33	00:04:42
8	08:04:09	08:04:21	08:05:22	08:06:17	08:07:16	00:03:07
9	08:05:13	08:05:29	08:06:32	08:07:37	08:08:37	00:03:24
10	08:31:23	08:31:41	08:32:53	08:33:41	08:34:36	00:03:13
11	08:33:08	08:33:22	08:34:28	08:35:27	08:36:33	00:03:25
12	08:54:32	08:54:43	08:57:09	08:58:49	08:59:39	00:05:07
13	08:57:41	08:58:19	09:01:16	09:02:31	09:03:34	00:05:53
14	09:11:28	09:11:38	09:12:26	09:13:17	09:14:20	00:02:52

	Journey A to B 03/12/2024					
Trip Number	Start Time	Node 1	Node 2	Node 3	End Time	Duration
1	16:39:14	16:41:20	16:45:11	16:47:11	16:48:12	00:08:58
2	16:42:26	16:43:53	16:47:58	16:49:49	16:50:54	00:08:28
3	16:55:20	16:56:48	17:00:05	17:01:32	17:02:32	00:07:12
4	16:59:44	17:01:41	17:06:15	17:08:23	17:09:32	00:09:48
5	17:12:11	17:14:59	17:17:50	17:19:48	17:20:56	00:08:45
6	17:20:58	17:22:57	17:26:29	17:28:37	17:29:41	00:08:43
7	17:31:26	17:32:37	17:35:57	17:37:55	17:38:52	00:07:26
8	17:39:06	17:40:36	17:43:36	17:46:09	17:47:12	00:08:06
9	17:46:42	17:46:53	17:50:39	17:52:00	17:52:58	00:06:16
10	17:54:13	17:54:27	17:56:22	17:58:02	17:59:04	00:04:51
11	17:59:42	17:59:56	18:02:02	18:04:32	18:05:31	00:05:49
12	18:05:02	18:05:13	18:06:44	18:08:18	18:09:18	00:04:16
13	18:16:32	18:16:45	18:18:10	18:19:18	18:20:19	00:03:47
14	18:27:50	18:28:01	18:28:50	18:30:07	18:31:12	00:03:22

	Journey A to B 04/12/2024					
Trip Number	Start Time	Node 1	Node 2	Node 3	End Time	Duration
1	07:15:56	07:16:06	07:16:49	07:17:34	07:18:33	00:02:37
2	07:17:20	07:17:31	07:18:10	07:18:52	07:19:56	00:02:36
3	07:25:34	07:25:44	07:26:41	07:27:28	07:28:23	00:02:49
4	07:25:53	07:26:20	07:27:20	07:28:11	07:29:06	00:03:13
5	07:34:33	07:34:44	07:36:00	07:37:16	07:38:23	00:03:50
6	07:35:55	07:36:08	07:37:30	07:38:37	07:39:35	00:03:40
7	07:49:32	07:49:46	07:51:29	07:52:33	07:53:37	00:04:05
8	07:52:08	07:52:18	07:54:04	07:55:08	07:56:10	00:04:02
9	08:10:23	08:11:34	08:14:17	08:15:52	08:16:58	00:06:35
10	08:14:38	08:16:13	08:18:35	08:20:01	08:21:04	00:06:26
11	08:37:24	08:37:54	08:40:03	08:40:58	08:42:00	00:04:36
12	08:39:49	08:40:02	08:41:51	08:42:47	08:43:42	00:03:53
13	08:54:02	08:54:29	08:56:44	08:58:34	08:59:38	00:05:36
14	09:10:53	09:11:05	09:11:55	09:12:53	09:13:51	00:02:58

	Journey A to B 04/12/2024					
Trip Number	Start Time	Node 1	Node 2	Node 3	End Time	Duration
1	16:32:07	16:32:23	16:35:02	16:36:54	16:37:56	00:05:49
2	16:33:48	16:34:05	16:36:47	16:38:55	16:39:51	00:06:03
3	16:47:01	16:49:12	16:51:23	16:52:36	16:53:38	00:06:37
4	16:49:29	16:50:35	16:52:35	16:54:06	16:55:03	00:05:34
5	17:01:01	17:01:13	17:03:52	17:06:39	17:07:50	00:06:49
6	17:01:56	17:02:07	17:05:30	17:08:05	17:09:01	00:07:05
7	17:09:07	17:20:55	17:22:55	17:24:44	17:25:35	00:16:28
8	17:17:29	17:18:36	17:21:23	17:23:08	17:24:09	00:06:40
9	17:31:17	17:32:18	17:38:45	17:41:52	17:43:02	00:11:45
10	17:32:44	17:35:22	17:40:11	17:43:16	17:44:13	00:11:29
11	17:55:18	17:57:38	18:00:39	18:03:05	18:04:04	00:08:46
12	18:11:31	18:12:14	18:14:20	18:16:37	18:17:32	00:06:01
13	18:11:40	18:12:20	18:14:31	18:16:50	18:17:48	00:06:08
14	18:23:50	18:24:39	18:27:03	18:28:18	18:29:19	00:05:29


Baked Bouquets by Mel
Waitrose & Partners
New Chimneys
REPTON
PARK SOUTH
REPTON MANOR
A292
Busy Bees at
Ashford Godinton
GODINTON
Sir Henry Brackenbury Rd
Springwood Dr
Cypress Ave
Screwfix Ashford
- Chart Road
Laguna
Performance Centre
Ashford MOT Centre
Route B - A
Nothing But MOTs
The Wyvern School
Victoria Park
Great Chart
Playing Fields
Ashford Indoor
Bowls Centre
Ashford Infinity Cabs
Ashford Oaks
Community Primary...
SINGLETON
Google

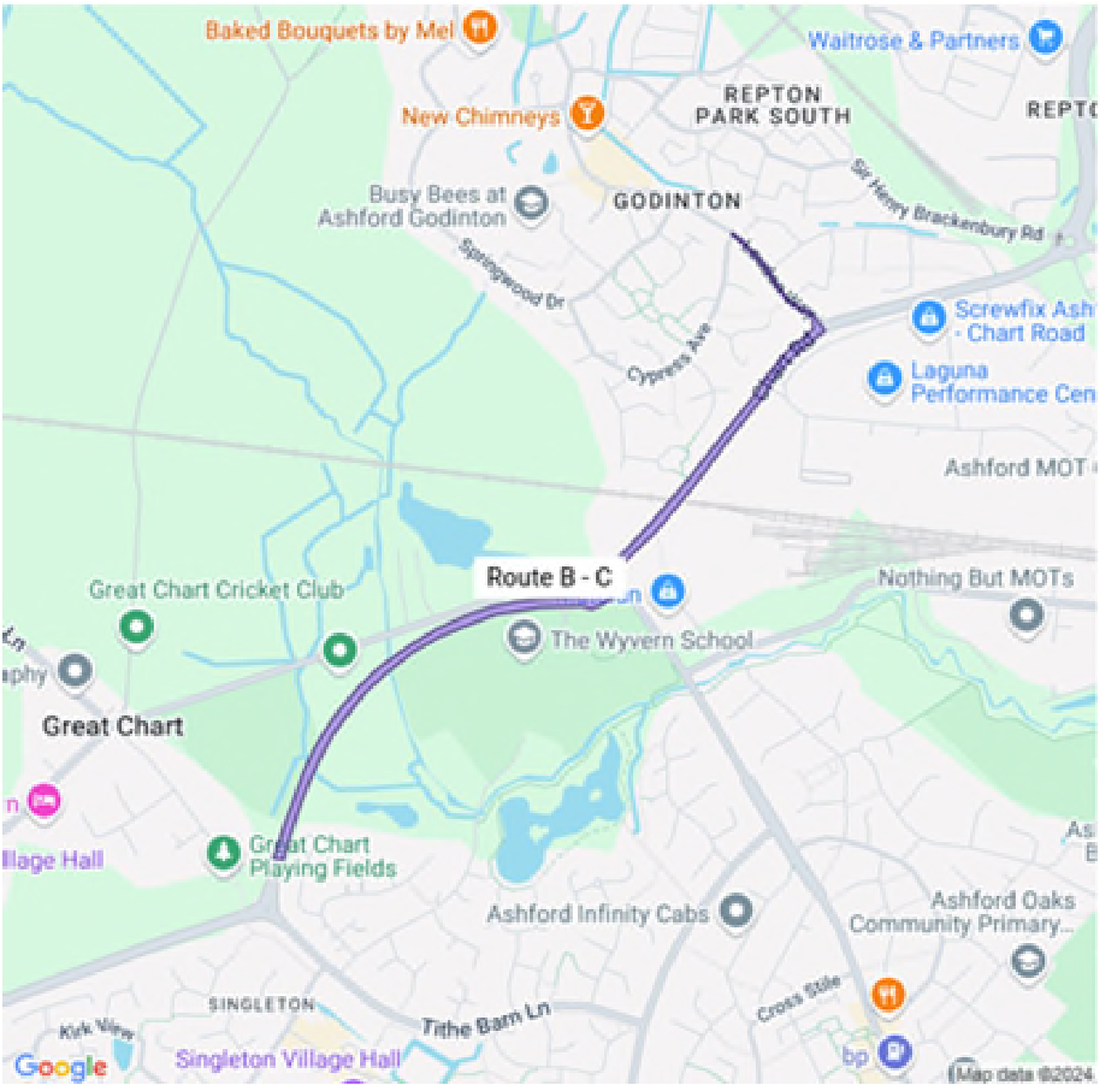
	Coordinates
Start Point	51:14207 - 0.83786
Node 1	51.14703 - 0.84614
Node 2	51.15120 - 0.85175
Node 3	51.15251 - 0.85776
End Point	51.15397 - 0.85856

	Journey B to A 03/12/2024					
Trip Number	Start Time	Node 1	Node 2	Node 3	End Time	Duration
1	07:15:00	07:16:02	07:17:17	07:17:59	07:18:19	00:03:19
2	07:15:42	07:16:43	07:17:42	07:18:37	07:18:55	00:03:13
3	07:24:18	07:25:06	07:26:10	07:26:50	07:27:05	00:02:47
4	07:25:00	07:26:47	07:27:59	07:28:39	07:28:56	00:03:56
5	07:33:30	07:34:48	07:36:30	07:37:21	07:37:37	00:04:07
6	07:35:55	07:38:07	07:40:24	07:41:12	07:41:30	00:05:35
7	07:42:47	07:48:38	07:50:56	07:51:42	07:51:59	00:09:12
8	07:49:42	07:58:03	08:00:10	08:00:57	08:01:17	00:11:35
9	08:07:24	08:23:58	08:26:48	08:27:33	08:27:48	00:20:24
10	08:08:45	08:26:01	08:28:58	08:29:38	08:29:55	00:21:10
11	08:34:43	08:48:13	08:50:43	08:51:36	08:51:52	00:17:09
12	08:36:42	08:51:12	08:53:17	08:54:03	08:54:28	00:17:46
13	08:59:50	09:03:25	09:05:17	09:05:55	09:06:10	00:06:20
14	09:03:43	09:06:03	09:07:16	09:07:54	09:08:11	00:04:28

	Journey B to A 03/12/2024					
Trip Number	Start Time	Node 1	Node 2	Node 3	End Time	Duration
1	16:31:45	16:32:49	16:33:54	16:34:52	16:35:08	00:03:23
2	16:35:07	16:36:13	16:37:33	16:38:52	16:39:13	00:04:06
3	16:48:19	16:49:10	16:49:57	16:50:58	16:51:13	00:02:54
4	16:51:04	16:52:07	16:53:28	16:54:11	16:54:28	00:03:24
5	17:02:41	17:03:30	17:04:34	17:05:18	17:05:35	00:02:54
6	17:09:42	17:10:40	17:13:00	17:13:56	17:14:16	00:04:34
7	17:21:04	17:22:58	17:25:55	17:26:32	17:26:49	00:05:45
8	17:29:49	17:31:47	17:33:30	17:34:34	17:34:53	00:05:04
9	17:39:00	17:40:11	17:42:03	17:42:30	17:42:56	00:03:56
10	17:47:21	17:48:22	17:49:48	17:50:33	17:50:52	00:03:31
11	17:53:07	17:53:52	17:54:57	17:55:53	17:56:08	00:03:01
12	17:59:14	18:00:23	18:01:34	18:02:18	18:02:36	00:03:22
13	18:09:28	18:10:26	18:12:36	18:13:16	18:13:32	00:04:04
14	18:20:30	18:21:31	18:22:57	18:23:45	18:24:02	00:03:32

	Journey B to A 04/12/2024					
Trip Number	Start Time	Node 1	Node 2	Node 3	End Time	Duration
1	07:18:42	07:19:54	07:21:26	07:22:09	07:22:26	00:03:44
2	07:20:05	07:20:57	07:21:57	07:22:36	07:22:51	00:02:46
3	07:28:32	07:29:37	07:31:18	07:31:58	07:32:15	00:03:43
4	07:29:15	07:30:49	07:32:17	07:32:54	07:33:10	00:03:55
5	07:38:31	07:43:04	07:45:11	07:45:49	07:46:05	00:07:34
6	07:39:44	07:45:39	07:47:33	07:48:10	07:48:25	00:08:41
7	07:53:46	08:02:49	08:05:31	08:06:30	08:06:49	00:13:03
8	07:56:19	08:07:41	08:10:08	08:10:59	08:11:13	00:14:54
9	08:17:06	08:30:31	08:32:23	08:33:23	08:33:43	00:16:37
10	08:21:11	08:34:09	08:35:52	08:36:30	08:36:45	00:15:34
11	08:42:10	08:47:04	08:49:30	08:50:16	08:50:35	00:08:25
12	08:43:48	08:48:26	08:51:12	08:52:11	08:52:28	00:08:40
13	08:59:47	09:04:01	09:06:04	09:06:47	09:07:21	00:07:34
14	09:14:00	09:18:32	09:20:44	09:21:32	09:21:48	00:07:48

	Journey B to A 04/12/2024					
Trip Number	Start Time	Node 1	Node 2	Node 3	End Time	Duration
1	16:23:01	16:28:21	16:30:15	16:31:11	16:31:25	00:08:24
2	16:38:05	16:40:53	16:42:52	16:43:52	16:55:10	00:17:05
3	16:39:58	16:42:08	16:44:31	16:45:17	16:45:34	00:05:36
4	16:53:48	16:54:44	16:56:19	16:56:58	16:57:18	00:03:30
5	16:55:15	16:56:07	16:57:01	16:57:41	16:57:56	00:02:41
6	17:08:00	17:09:08	17:10:49	17:12:04	17:12:21	00:04:21
7	17:09:09	17:10:55	17:13:15	17:13:59	17:14:16	00:05:07
8	17:24:18	17:25:13	17:26:48	17:27:31	17:27:49	00:03:31
9	17:25:44	17:26:36	17:28:16	17:29:20	17:29:37	00:03:53
10	17:43:11	17:44:08	17:45:57	17:46:39	17:46:07	00:02:56
11	17:44:21	17:45:07	17:46:21	17:47:02	17:47:18	00:02:57
12	18:04:13	18:05:11	18:06:29	18:07:17	18:07:48	00:03:35
13	18:17:40	18:18:27	18:19:45	18:20:34	18:20:49	00:03:09
14	18:29:27	18:30:20	18:31:46	18:32:26	18:32:41	00:03:14


Baked Bouquets by Mel
Waitrose & Partners
REPTON
PARK SOUTH
New Chimneys
Busy Bees at
Ashford Godinton
GODINTON
Sir Henry Brackenbury Rd
Springwood Dr
Cypress Ave
Screwfix Ash
- Chart Road
Laguna
Performance Cen
Ashford MOT
Route B - C
Great Chart Cricket Club
Nothing But MOTs
The Wyvern School
Great Chart
Great Chart
Playing Fields
Ashford Infinity Cabs
Ashford Oaks
Community Primary...
SINGLETON
Tithe Barn Ln
Singleton Village Hall
Cross Stile
bp
Google
Map data ©2024

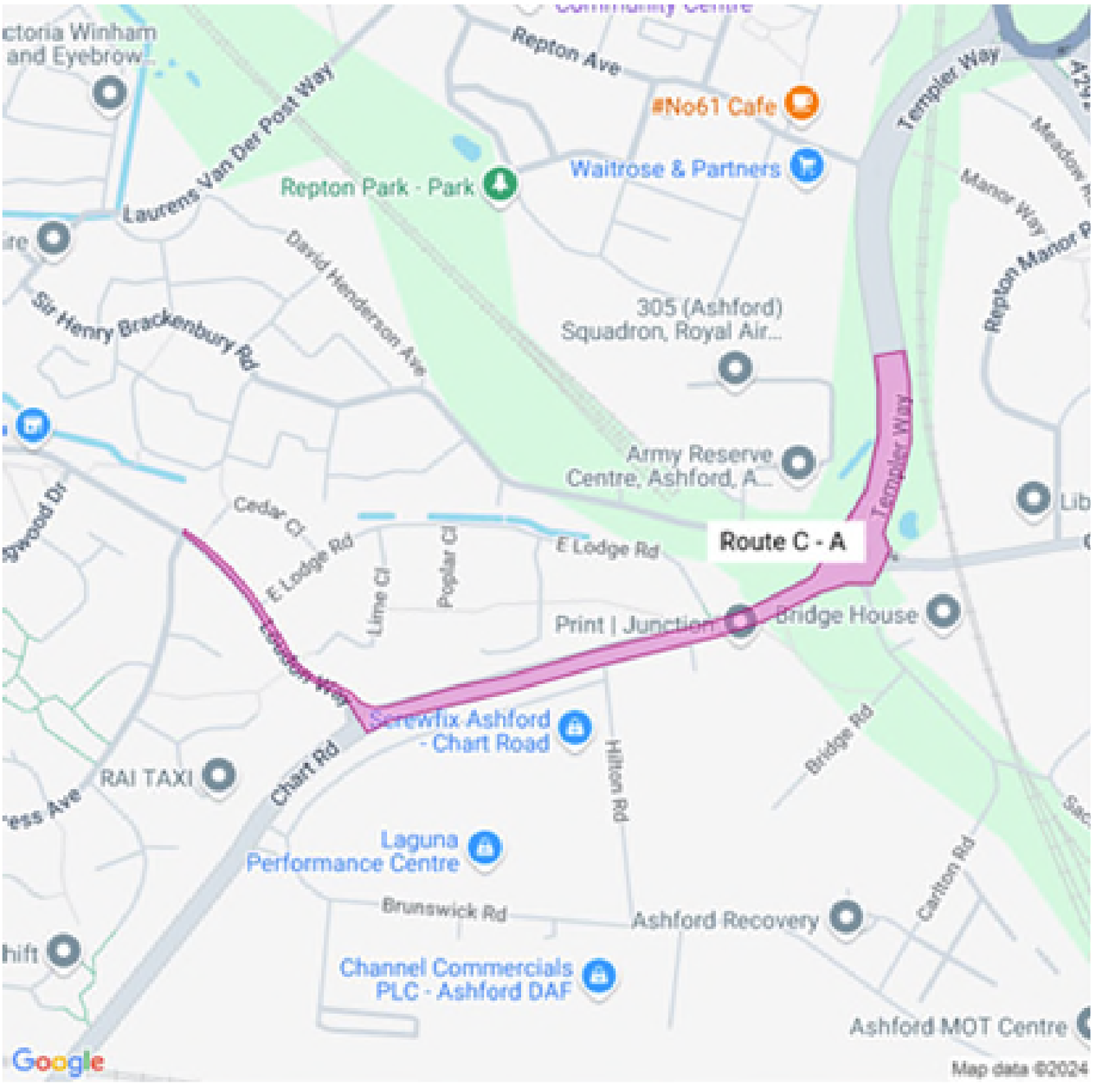
	Coordinates	
Start Point	51:14207 - 0.83786	
Node 1	51.14703 - 0.84614	Driver missing the start of the journey time route,
Node 2	51.15117 - 0.85162	Driver did a U turn at Chart Rd / Brookfield
End Point	51.15272 - 0.84974	

	Journey B to C 03/12/2024				
Trip Number	Start Time	Node 1	Node 2	End Time	Duration
1	00:00:00	07:17:00	07:18:00	07:18:25	00:01:25
2	07:21:58	07:22:50	07:24:01	07:24:25	00:02:27
3	00:00:00	07:27:05	07:28:14	07:28:40	00:01:35
4	00:00:00	07:35:32	07:36:40	07:37:07	00:01:35
5	07:34:23	07:36:07	07:37:18	07:37:50	00:03:27
6	00:00:00	07:46:24	07:47:50	07:48:12	00:01:48
7	07:46:45	07:53:36	07:55:42	07:56:10	00:09:25
8	00:00:00	07:58:00	07:59:57	08:00:25	00:02:25
9	00:00:00	08:09:01	08:10:54	08:11:18	00:02:17
10	08:04:50	08:16:06	08:18:43	08:19:08	00:14:18
11	00:00:00	08:22:37	08:24:36	08:24:59	00:02:22
12	08:29:35	08:41:48	08:44:36	08:45:07	00:15:32
13	08:57:22	09:02:23	09:04:41	09:05:07	00:07:45
14	09:13:12	09:14:05	09:15:02	09:15:27	00:02:15

	Journey B to C 03/12/2024				
Trip Number	Start Time	Node 1	Node 2	End Time	Duration
1	00:00:00	16:30:11	16:31:28	16:31:46	00:01:35
2	16:38:12	16:39:31	16:41:33	16:41:58	00:03:46
3	00:00:00	16:47:10	16:48:56	16:49:27	00:02:17
4	16:56:40	16:57:35	16:58:39	16:59:15	00:02:35
5	00:00:00	17:05:03	17:06:28	17:06:59	00:01:56
6	17:16:02	17:17:25	17:20:12	17:20:39	00:04:37
7	00:00:00	17:26:06	17:28:42	17:29:04	00:02:58
8	17:36:04	17:36:58	17:38:50	17:39:14	00:03:10
9	00:00:00	17:41:27	17:43:15	17:43:39	00:02:12
10	17:51:15	17:52:02	17:53:05	17:53:31	00:02:16
11	00:00:00	17:54:07	17:55:02	17:55:25	00:01:18
12	18:05:49	18:06:58	18:08:56	18:09:19	00:03:30
13	18:18:24	18:19:18	18:20:27	18:20:51	00:02:27
14	00:00:00	18:34:04	18:34:47	18:35:15	00:01:11

	Journey B to C 04/12/2024				
Trip Number	Start Time	Node 1	Node 2	End Time	Duration
1	07:19:50	07:20:38	07:21:49	07:22:11	00:02:21
2	07:19:51	07:20:41	07:21:50	07:22:13	00:02:22
3	07:31:45	07:33:29	07:35:20	07:35:44	00:03:59
4	07:31:53	07:33:45	07:35:23	07:35:52	00:03:59
5	07:46:58	07:53:33	07:55:26	07:55:51	00:08:53
6	07:47:07	07:54:24	07:56:25	07:56:53	00:09:46
7	08:07:45	08:20:43	08:23:55	08:24:23	00:16:38
8	08:13:41	08:26:16	08:29:29	08:29:55	00:16:14
9	08:36:32	08:40:52	08:43:27	08:43:52	00:07:20
10	08:41:12	08:45:56	08:48:48	08:49:18	00:08:06
11	08:55:55	09:00:55	09:03:23	09:03:48	00:07:53
12	09:04:06	09:06:21	09:08:47	09:09:29	00:05:23
13	09:12:30	09:15:52	09:17:27	09:17:49	00:05:19
14	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00

	Journey B to C 04/12/2024				
Trip Number	Start Time	Node 1	Node 2	End Time	Duration
1	16:37:51	16:40:42	16:42:45	16:43:07	00:05:16
2	16:38:20	16:41:08	16:43:06	16:43:32	00:05:12
3	16:55:05	16:55:58	16:56:47	16:57:09	00:02:04
4	16:55:09	16:56:04	16:57:00	16:57:27	00:02:18
5	17:12:26	17:14:45	17:17:04	17:17:28	00:05:02
6	17:12:59	17:15:35	17:17:26	17:18:01	00:05:02
7	17:32:50	17:33:41	17:36:03	17:36:28	00:03:38
8	17:36:54	17:38:12	17:39:45	17:40:09	00:03:15
9	17:57:04	17:57:51	17:59:14	17:59:40	00:02:36
10	17:58:13	17:59:13	18:00:49	18:01:10	00:02:57
11	18:14:46	18:15:36	18:16:49	18:17:17	00:02:31
12	18:15:13	18:16:05	18:17:12	18:17:37	00:02:24
13	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00
14	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00


Repton Ave
#No61 Cafe
Templer Way
Waitrose & Partners
Repton Park - Park
Laurens Van Der Post Way
David Henderson Ave
Sir Henry Brackenbury Rd
305 (Ashford) Squadron, Royal Air...
Army Reserve Centre, Ashford, A...
Route C - A
Cedar Cl
E Lodge Rd
Lime Cl
Poplar Cl
Print | Junction
Bridge House
Screwfix Ashford - Chart Road
Chart Rd
RAI TAXI
Hilton Rd
Bridge Rd
Laguna Performance Centre
Brunswick Rd
Ashford Recovery
Carlton Rd
Channel Commercials PLC - Ashford DAF
Ashford MOT Centre
Google
Map data ©2024

	Coordinates
Start Point	51.15283 - 0.84954
Node 1	51.15141 - 0.85184
Node 2	51.15251 - 0.85776
End Point	51.15397 - 0.85856

	Journey C to A 03/12/2024				
Trip Number	Start Time	Node 1	Node 2	End Time	Duration
1	07:19:14	07:20:11	07:21:01	07:21:16	00:02:02
2	07:25:07	07:27:04	07:27:40	07:27:55	00:02:48
3	07:29:32	07:29:59	07:30:41	07:30:58	00:01:26
4	07:37:58	07:38:47	07:39:33	07:39:48	00:01:50
5	07:38:32	07:38:55	07:39:35	07:39:49	00:01:17
6	07:49:02	07:50:14	07:50:50	07:51:05	00:02:03
7	07:56:55	07:57:16	07:57:49	07:58:02	00:01:07
8	08:01:15	08:01:47	08:02:31	08:02:46	00:01:31
9	08:12:22	08:14:01	08:14:43	08:14:58	00:02:36
10	08:25:45	08:26:08	08:26:55	08:27:09	00:01:24
11	08:36:13	08:37:33	08:38:31	08:39:01	00:02:48
12	08:49:28	08:51:24	08:52:21	08:52:34	00:03:06
13	09:04:30	09:05:43	09:06:24	09:06:40	00:02:10
14	09:14:31	09:15:25	09:16:01	09:16:15	00:01:44

	Journey C to A 03/12/2024				
Trip Number	Start Time	Node 1	Node 2	End Time	Duration
1	16:32:43	16:34:10	16:35:08	16:35:24	00:02:41
2	16:42:41	16:44:08	16:44:45	16:45:00	00:02:19
3	16:50:44	16:52:32	16:53:21	16:53:35	00:02:51
4	17:00:12	17:00:51	17:01:29	17:01:46	00:01:34
5	17:07:59	17:11:49	17:12:35	17:12:55	00:04:56
6	17:21:25	17:21:49	17:22:22	17:22:38	00:01:13
7	17:30:00	17:31:23	17:32:10	17:32:25	00:02:25
8	17:39:57	17:41:07	17:41:45	17:42:00	00:02:03
9	17:44:27	17:45:43	17:46:23	17:46:41	00:02:14
10	17:54:25	17:56:31	17:57:13	17:57:28	00:03:03
11	17:56:22	17:56:49	17:57:24	17:57:39	00:01:17
12	18:10:00	18:11:52	18:12:26	18:12:43	00:02:43
13	18:21:51	18:22:29	18:23:08	18:23:25	00:01:34
14	18:30:15	18:31:04	18:32:28	18:32:51	00:02:36

	Journey C to A 04/12/2024				
Trip Number	Start Time	Node 1	Node 2	End Time	Duration
1	07:23:08	07:04:07	07:24:46	07:25:02	00:01:54
2	07:23:10	07:24:09	07:24:48	07:25:04	00:01:54
3	07:36:52	07:38:31	07:39:24	07:39:42	00:02:50
4	07:36:58	07:38:36	07:39:27	07:39:43	00:02:45
5	07:56:43	07:57:21	07:58:05	07:58:21	00:01:38
6	07:57:47	07:58:50	07:59:54	08:00:09	00:02:22
7	08:25:08	08:27:11	08:27:48	08:28:20	00:03:12
8	08:30:42	08:32:40	08:33:45	08:34:01	00:03:19
9	08:44:54	08:46:36	08:47:33	08:47:48	00:02:54
10	08:50:09	08:54:00	08:54:35	08:54:47	00:04:38
11	09:04:27	09:05:09	09:05:54	09:06:09	00:01:42
12	09:10:37	09:11:03	09:11:59	09:12:15	00:01:38
13	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00
14	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00

	Journey C to A 04/12/2024				
Trip Number	Start Time	Node 1	Node 2	End Time	Duration
1	16:43:48	16:45:09	16:45:46	16:46:00	00:02:12
2	16:44:20	16:45:12	16:45:50	16:46:04	00:01:44
3	16:57:50	16:58:56	16:59:43	16:59:58	00:02:08
4	16:58:12	16:59:02	16:59:46	17:00:02	00:01:50
5	17:18:26	17:20:40	17:21:45	17:22:01	00:03:35
6	17:18:47	17:20:48	17:22:03	17:22:20	00:03:33
7	17:37:16	17:38:59	17:39:44	17:40:00	00:02:44
8	17:40:55	17:41:14	17:41:56	17:42:13	00:01:18
9	18:00:19	18:04:06	18:04:45	18:05:00	00:04:41
10	18:02:00	18:04:17	18:04:55	18:05:11	00:03:11
11	18:20:45	18:22:49	18:23:42	18:23:58	00:03:13
12	18:22:07	18:22:55	18:23:43	18:23:59	00:01:52
13	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00
14	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00

Data Analysis Services
Traffic-Transportation- Commercial-Innovation

24954 - Chart Rd Ashford Journey Times

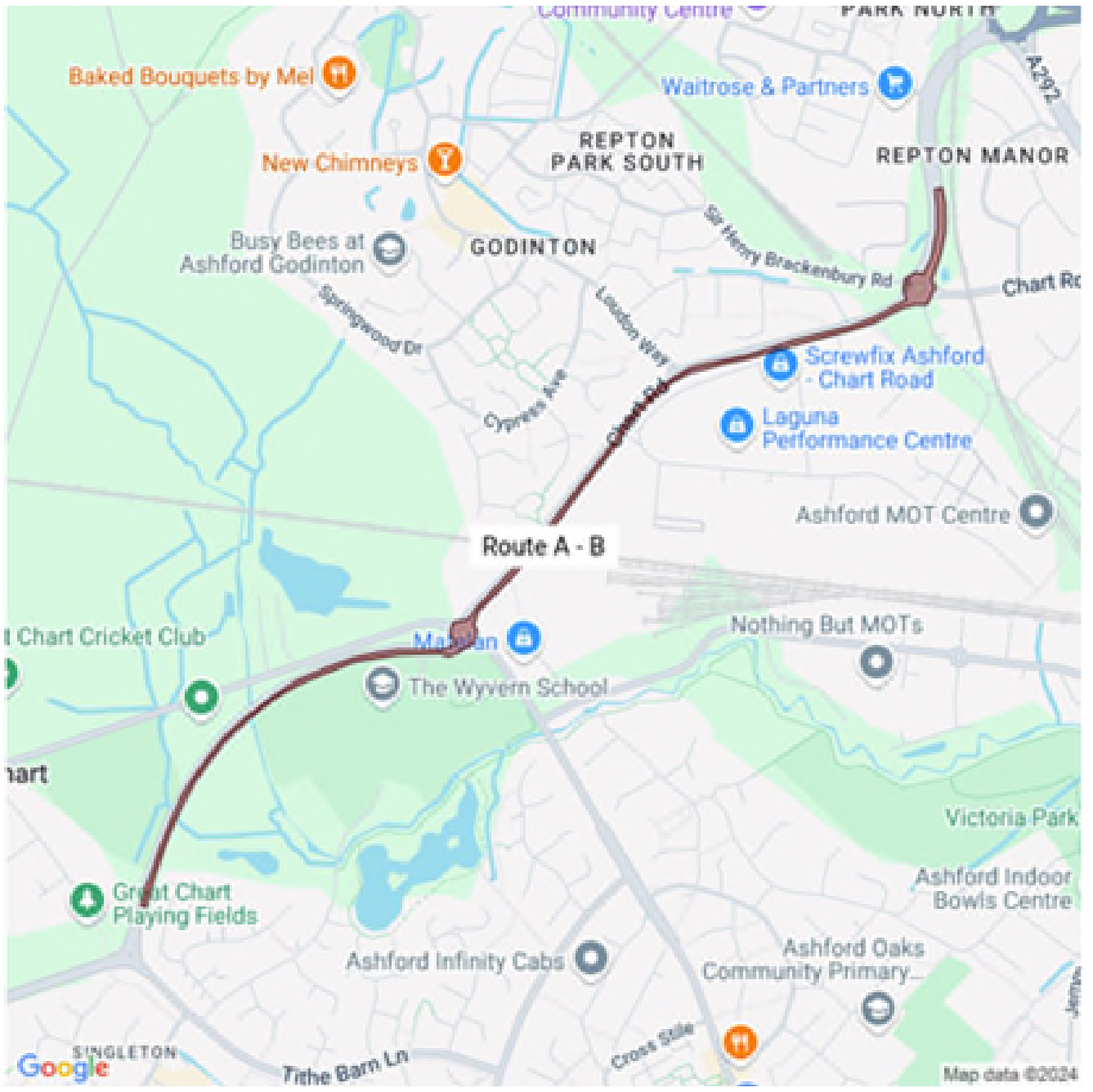
with compliments

IDASO

Survey Name: 24954 - Chart Rd, Ashford

	Journey A to B					
Trip Number	Start Time	Node 1	Node 2	Node 3	End Time	Duration
1	07:15:56	07:16:06	07:16:49	07:17:34	07:18:33	00:02:37
2	07:25:34	07:25:44	07:26:41	07:27:28	07:28:23	00:02:49
3	07:34:33	07:34:44	07:36:00	07:37:16	07:38:23	00:03:50
4	07:49:32	07:49:46	07:51:29	07:52:33	07:53:37	00:04:05
5	08:10:23	08:11:34	08:14:17	08:15:52	08:16:58	00:06:35
6	08:37:24	08:37:54	08:40:03	08:40:58	08:42:00	00:04:36
7	08:54:02	08:54:29	08:56:44	08:58:34	08:59:38	00:05:36
8	09:10:53	09:11:05	09:11:55	09:12:53	09:13:51	00:02:58
9	07:17:20	07:17:31	07:18:10	07:18:52	07:19:56	00:02:36
10	07:25:53	07:26:20	07:27:20	07:28:11	07:29:06	00:03:13
11	07:35:55	07:36:08	07:37:30	07:38:37	07:39:35	00:03:40
12	07:52:08	07:52:18	07:54:04	07:55:08	07:56:10	00:04:02
13	08:14:38	08:16:13	08:18:35	08:20:01	08:21:04	00:06:26
14	08:39:49	08:40:02	08:41:51	08:42:47	08:43:42	00:03:53

	Journey A to B					
Trip Number	Start Time	Node 1	Node 2	Node 3	End Time	Duration
1	16:33:48	16:34:05	16:36:47	16:38:55	16:39:51	00:06:03
2	16:49:29	16:50:35	16:52:35	16:54:06	16:55:03	00:05:34
3	17:01:56	17:02:07	17:05:30	17:08:05	17:09:01	00:07:05
4	17:09:07	17:20:55	17:22:55	17:24:44	17:25:35	00:16:28
5	17:32:44	17:35:22	17:40:11	17:43:16	17:44:13	00:11:29
6	18:11:31	18:12:14	18:14:20	18:16:37	18:17:32	00:06:01
7	18:23:50	18:24:39	18:27:03	18:28:18	18:29:19	00:05:29
8	16:32:07	16:32:23	16:35:02	16:36:54	16:37:56	00:05:49
9	16:47:01	16:49:12	16:51:23	16:52:36	16:53:38	00:06:37
10	17:01:01	17:01:13	17:03:52	17:06:39	17:07:50	00:06:49
11	17:17:29	17:18:36	17:21:23	17:23:08	17:24:09	00:06:40
12	17:31:17	17:32:18	17:38:45	17:41:52	17:43:02	00:11:45
13	17:55:18	17:57:38	18:00:39	18:03:05	18:04:04	00:08:46
14	18:11:40	18:12:20	18:14:31	18:16:50	18:17:48	00:06:08



	Coordinates
Start Point	51.159394 - 0.85875
Node 1	51.15289 - 0.85844
Node 2	51.15120 - 0.85199
Node 3	51.14733 - 0.84673
End Point	51.14213 - 0.83809

IDASO

Survey Name: 24954 - Chart Rd, Ashford
Route: A to B
Date: 4 December 2024

Drive Number 1
AM

	Time
Starting Point:	07:15:56
Node 1	07:16:06
Node 2	07:16:49
Node 3	07:17:34
End Time:	07:18:33

Journey Duration: 00:02:37

Drive Number 2
AM

	Time
Starting Point:	07:25:34
Node 1	07:25:44
Node 2	07:26:41
Node 3	07:27:28
End Time:	07:28:23

Journey Duration: 00:02:49

IDASO

Survey Name: 24954 - Chart Rd, Ashford
Route: A to B
Date: 4 December 2024

Drive Number 1
PM

	Time
Starting Point:	16:33:48
Node 1	16:34:05
Node 2	16:36:47
Node 3	16:38:55
End Time:	16:39:51

Journey Duration: 00:06:03

Drive Number 2
PM

	Time
Starting Point:	16:49:29
Node 1	16:50:35
Node 2	16:52:35
Node 3	16:54:06
End Time:	16:55:03

Journey Duration: 00:05:34

Drive Number 3
AM

	Time
Starting Point:	07:34:33
Node 1	07:34:44
Node 2	07:36:00
Node 3	07:37:16
End Time:	07:38:23

Journey Duration: 00:03:50

Drive Number 4
AM

	Time
Starting Point:	07:49:32
Node 1	07:49:46
Node 2	07:51:29
Node 3	07:52:33
End Time:	07:53:37

Journey Duration: 00:04:05

Drive Number 5
AM

	Time
Starting Point:	08:10:23
Node 1	08:11:34
Node 2	08:14:17
Node 3	08:15:52
End Time:	08:16:58

Journey Duration: 00:06:35

Drive Number 3
PM

	Time
Starting Point:	17:01:56
Node 1	17:02:07
Node 2	17:05:30
Node 3	17:08:05
End Time:	17:09:01

Journey Duration: 00:07:05

Drive Number 4
PM

	Time
Starting Point:	17:09:07
Node 1	17:20:55
Node 2	17:22:55
Node 3	17:24:44
End Time:	17:25:35

Journey Duration: 00:16:28

Drive Number 5
PM

	Time
Starting Point:	17:32:44
Node 1	17:35:22
Node 2	17:40:11
Node 3	17:43:16
End Time:	17:44:13

Journey Duration: 00:11:29

Drive Number 6
AM

	Time
Starting Point:	08:37:24
Node 1	08:37:54
Node 2	08:40:03
Node 3	08:40:58
End Time:	08:42:00

Journey Duration: 00:04:36

Drive Number 7
AM

	Time
Starting Point:	08:54:02
Node 1	08:54:29
Node 2	08:56:44
Node 3	08:58:34
End Time:	08:59:38

Journey Duration: 00:05:36

Drive Number 8
AM

	Time
Starting Point:	09:10:53
Node 1	09:11:05
Node 2	09:11:55
Node 3	09:12:53
End Time:	09:13:51

Journey Duration: 00:02:58

Drive Number 6
PM

	Time
Starting Point:	18:11:31
Node 1	18:12:14
Node 2	18:14:20
Node 3	18:16:37
End Time:	18:17:32

Journey Duration: 00:06:01

Drive Number 7
PM

	Time
Starting Point:	18:23:50
Node 1	18:24:39
Node 2	18:27:03
Node 3	18:28:18
End Time:	18:29:19

Journey Duration: 00:05:29

Drive Number 8
PM

	Time
Starting Point:	16:32:07
Node 1	16:32:23
Node 2	16:35:02
Node 3	16:36:54
End Time:	16:37:56

Journey Duration: 00:05:49

Drive Number 9
AM

	Time
Starting Point:	07:17:20
Node 1	07:17:31
Node 2	07:18:10
Node 3	07:18:52
End Time:	07:19:56

Journey Duration: 00:02:36

Drive Number 10
AM

	Time
Starting Point:	07:25:53
Node 1	07:26:20
Node 2	07:27:20
Node 3	07:28:11
End Time:	07:29:06

Journey Duration: 00:03:13

Drive Number 11
AM

	Time
Starting Point:	07:35:55
Node 1	07:36:08
Node 2	07:37:30
Node 3	07:38:37
End Time:	07:39:35

Journey Duration: 00:03:40

Drive Number 9
PM

	Time
Starting Point:	16:47:01
Node 1	16:49:12
Node 2	16:51:23
Node 3	16:52:36
End Time:	16:53:38

Journey Duration: 00:06:37

Drive Number 10
PM

	Time
Starting Point:	17:01:01
Node 1	17:01:13
Node 2	17:03:52
Node 3	17:06:39
End Time:	17:07:50

Journey Duration: 00:06:49

Drive Number 11
PM

	Time
Starting Point:	17:17:29
Node 1	17:18:36
Node 2	17:21:23
Node 3	17:23:08
End Time:	17:24:09

Journey Duration: 00:06:40

Drive Number 12
AM

	Time
Starting Point:	07:52:08
Node 1	07:52:18
Node 2	07:54:04
Node 3	07:55:08
End Time:	07:56:10

Journey Duration: 00:04:02

Drive Number 13
AM

	Time
Starting Point:	08:14:38
Node 1	08:16:13
Node 2	08:18:35
Node 3	08:20:01
End Time:	08:21:04

Journey Duration: 00:06:26

Drive Number 14
AM

	Time
Starting Point:	08:39:49
Node 1	08:40:02
Node 2	08:41:51
Node 3	08:42:47
End Time:	08:43:42

Journey Duration: 00:03:53

Drive Number 12
PM

	Time
Starting Point:	17:31:17
Node 1	17:32:18
Node 2	17:38:45
Node 3	17:41:52
End Time:	17:43:02

Journey Duration: 00:11:45

Drive Number 13
PM

	Time
Starting Point:	17:55:18
Node 1	17:57:38
Node 2	18:00:39
Node 3	18:03:05
End Time:	18:04:04

Journey Duration: 00:08:46

Drive Number 14
PM

	Time
Starting Point:	18:11:40
Node 1	18:12:20
Node 2	18:14:31
Node 3	18:16:50
End Time:	18:17:48

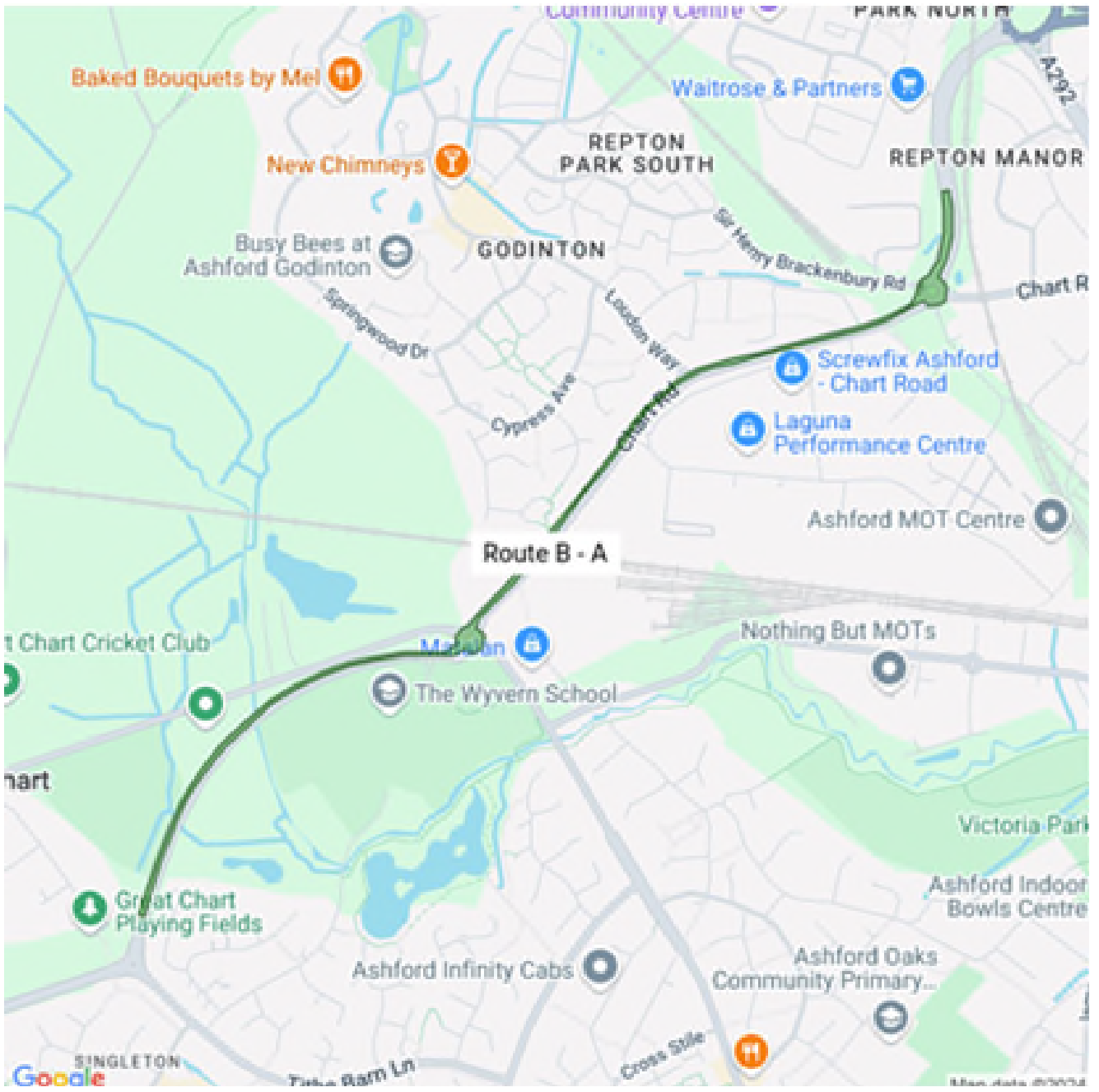
Journey Duration: 00:06:08

IDASO

Survey Name: 24954 - Chart Rd, Ashford

	Journey B to A					
Trip Number	Start Time	Node 1	Node 2	Node 3	End Time	Duration
1	07:18:42	07:19:54	07:21:26	07:22:09	07:22:26	00:03:44
2	07:28:32	07:29:37	07:31:18	07:31:58	07:32:15	00:03:43
3	07:38:31	07:43:04	07:45:11	07:45:49	07:46:05	00:07:34
4	07:53:46	08:02:49	08:05:31	08:06:30	08:06:49	00:13:03
5	08:17:06	08:30:31	08:32:23	08:33:23	08:33:43	00:16:37
6	08:42:10	08:47:04	08:49:30	08:50:16	08:50:35	00:08:25
7	08:59:47	09:04:01	09:06:04	09:06:47	09:07:21	00:07:34
8	09:14:00	09:18:32	09:20:44	09:21:32	09:21:48	00:07:48
9	07:20:05	07:20:57	07:21:57	07:22:36	07:22:51	00:02:46
10	07:29:15	07:30:49	07:32:17	07:32:54	07:33:10	00:03:55
11	07:39:44	07:45:39	07:47:33	07:48:10	07:48:25	00:08:41
12	07:56:19	08:07:41	08:10:08	08:10:59	08:11:13	00:14:54
13	08:21:11	08:34:09	08:35:52	08:36:30	08:36:45	00:15:34
14	08:43:48	08:48:26	08:51:12	08:52:11	08:52:28	00:08:40

	Journey B to A					
Trip Number	Start Time	Node 1	Node 2	Node 3	End Time	Duration
1	16:23:01	16:28:21	16:30:15	16:31:11	16:31:25	00:08:24
2	16:39:58	16:42:08	16:44:31	16:45:17	16:45:34	00:05:36
3	16:55:15	16:56:07	16:57:01	16:57:41	16:57:56	00:02:41
4	17:09:09	17:10:55	17:13:15	17:13:59	17:14:16	00:05:07
5	17:25:44	17:26:36	17:28:16	17:29:20	17:29:37	00:03:53
6	17:44:21	17:45:07	17:46:21	17:47:02	17:47:18	00:02:57
7	18:17:40	18:18:27	18:19:45	18:20:34	18:20:49	00:03:09
8	18:29:27	18:30:20	18:31:46	18:32:26	18:32:41	00:03:14
9	16:38:05	16:40:53	16:42:52	16:43:52	16:55:10	00:17:05
10	16:53:48	16:54:44	16:56:19	16:56:58	16:57:18	00:03:30
11	17:08:00	17:09:08	17:10:49	17:12:04	17:12:21	00:04:21
12	17:24:18	17:25:13	17:26:48	17:27:31	17:27:49	00:03:31
13	17:43:11	17:44:08	17:45:57	17:46:39	17:46:07	00:02:56
14	18:04:13	18:05:11	18:06:29	18:07:17	18:07:48	00:03:35



	Coordinates
Start Point	51:14207 - 0.83786
Node 1	51.14703 - 0.84614
Node 2	51.15120 - 0.85175
Node 3	51.15251 - 0.85776
End Point	51.15397 - 0.85856

IDASO

Survey Name: 24954 - Chart Rd, Ashford
Route: B to A
Date: 4 December 2024

Drive Number 1
AM

	Time
Starting Point:	07:18:42
Node 1	07:19:54
Node 2	07:21:26
Node 3	07:22:09
End Time:	07:22:26

Journey Duration: 00:03:44

Drive Number 2
AM

	Time
Starting Point:	07:28:32
Node 1	07:29:37
Node 2	07:31:18
Node 3	07:31:58
End Time:	07:32:15

Journey Duration: 00:03:43

IDASO

Survey Name: 24954 - Chart Rd, Ashford
Route: B to A
Date: 4 December 2024

Drive Number 1
PM

	Time
Starting Point:	16:23:01
Node 1	16:28:21
Node 2	16:30:15
Node 3	16:31:11
End Time:	16:31:25

Journey Duration: 00:08:24

Drive Number 2
PM

	Time
Starting Point:	16:39:58
Node 1	16:42:08
Node 2	16:44:31
Node 3	16:45:17
End Time:	16:45:34

Journey Duration: 00:05:36

Drive Number 3
AM

	Time
Starting Point:	07:38:31
Node 1	07:43:04
Node 2	07:45:11
Node 3	07:45:49
End Time:	07:46:05

Journey Duration: 00:07:34

Drive Number 4
AM

	Time
Starting Point:	07:53:46
Node 1	08:02:49
Node 2	08:05:31
Node 3	08:06:30
End Time:	08:06:49

Journey Duration: 00:13:03

Drive Number 5
AM

	Time
Starting Point:	08:17:06
Node 1	08:30:31
Node 2	08:32:23
Node 3	08:33:23
End Time:	08:33:43

Journey Duration: 00:16:37

Drive Number 3
PM

	Time
Starting Point:	16:55:15
Node 1	16:56:07
Node 2	16:57:01
Node 3	16:57:41
End Time:	16:57:56

Journey Duration: 00:02:41

Drive Number 4
PM

	Time
Starting Point:	17:09:09
Node 1	17:10:55
Node 2	17:13:15
Node 3	17:13:59
End Time:	17:14:16

Journey Duration: 00:05:07

Drive Number 5
PM

	Time
Starting Point:	17:25:44
Node 1	17:26:36
Node 2	17:28:16
Node 3	17:29:20
End Time:	17:29:37

Journey Duration: 00:03:53

Drive Number 6
AM

	Time
Starting Point:	08:42:10
Node 1	08:47:04
Node 2	08:49:30
Node 3	08:50:16
End Time:	08:50:35

Journey Duration: 00:08:25

Drive Number 7
AM

	Time
Starting Point:	08:59:47
Node 1	09:04:01
Node 2	09:06:04
Node 3	09:06:47
End Time:	09:07:21

Journey Duration: 00:07:34

Drive Number 8
AM

	Time
Starting Point:	09:14:00
Node 1	09:18:32
Node 2	09:20:44
Node 3	09:21:32
End Time:	09:21:48

Journey Duration: 00:07:48

Drive Number 6
PM

	Time
Starting Point:	17:44:21
Node 1	17:45:07
Node 2	17:46:21
Node 3	17:47:02
End Time:	17:47:18

Journey Duration: 00:02:57

Drive Number 7
PM

	Time
Starting Point:	18:17:40
Node 1	18:18:27
Node 2	18:19:45
Node 3	18:20:34
End Time:	18:20:49

Journey Duration: 00:03:09

Drive Number 8
PM

	Time
Starting Point:	18:29:27
Node 1	18:30:20
Node 2	18:31:46
Node 3	18:32:26
End Time:	18:32:41

Journey Duration: 00:03:14

Drive Number 9
AM

	Time
Starting Point:	07:20:05
Node 1	07:20:57
Node 2	07:21:57
Node 3	07:22:36
End Time:	07:22:51

Journey Duration: 00:02:46

Drive Number 10
AM

	Time
Starting Point:	07:29:15
Node 1	07:30:49
Node 2	07:32:17
Node 3	07:32:54
End Time:	07:33:10

Journey Duration: 00:03:55

Drive Number 11
AM

	Time
Starting Point:	07:39:44
Node 1	07:45:39
Node 2	07:47:33
Node 3	07:48:10
End Time:	07:48:25

Journey Duration: 00:08:41

Drive Number 9
PM

	Time
Starting Point:	16:38:05
Node 1	16:40:53
Node 2	16:42:52
Node 3	16:43:52
End Time:	16:55:10

Journey Duration: 00:17:05

Drive Number 10
PM

	Time
Starting Point:	16:53:48
Node 1	16:54:44
Node 2	16:56:19
Node 3	16:56:58
End Time:	16:57:18

Journey Duration: 00:03:30

Drive Number 11
PM

	Time
Starting Point:	17:08:00
Node 1	17:09:08
Node 2	17:10:49
Node 3	17:12:04
End Time:	17:12:21

Journey Duration: 00:04:21

Drive Number 12
AM

	Time
Starting Point:	07:56:19
Node 1	08:07:41
Node 2	08:10:08
Node 3	08:10:59
End Time:	08:11:13

Journey Duration: 00:14:54

Drive Number 13
AM

	Time
Starting Point:	08:21:11
Node 1	08:34:09
Node 2	08:35:52
Node 3	08:36:30
End Time:	08:36:45

Journey Duration: 00:15:34

Drive Number 14
AM

	Time
Starting Point:	08:43:48
Node 1	08:48:26
Node 2	08:51:12
Node 3	08:52:11
End Time:	08:52:28

Journey Duration: 00:08:40

Drive Number 12
PM

	Time
Starting Point:	17:24:18
Node 1	17:25:13
Node 2	17:26:48
Node 3	17:27:31
End Time:	17:27:49

Journey Duration: 00:03:31

Drive Number 13
PM

	Time
Starting Point:	17:43:11
Node 1	17:44:08
Node 2	17:45:57
Node 3	17:46:39
End Time:	17:46:07

Journey Duration: 00:02:56

Drive Number 14
PM

	Time
Starting Point:	18:04:13
Node 1	18:05:11
Node 2	18:06:29
Node 3	18:07:17
End Time:	18:07:48

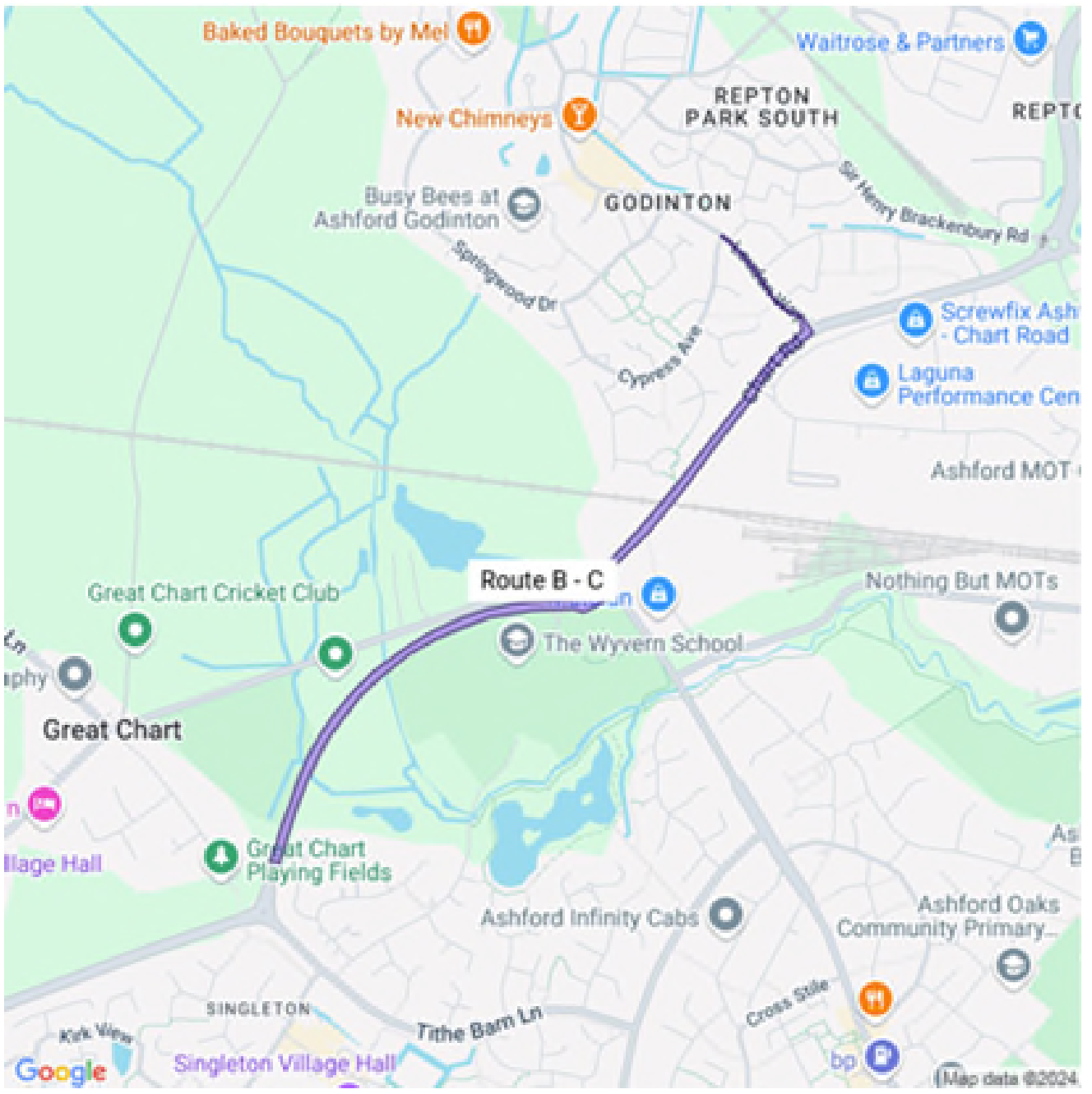
Journey Duration: 00:03:35

IDASO

Survey Name: 24954 - Chart Rd, Ashford

	Journey B to C				
Trip Number	Start Time	Node 1	Node 2	End Time	Duration
1	07:19:51	07:20:41	07:21:50	07:22:13	00:02:22
2	07:31:53	07:33:45	07:35:23	07:35:52	00:03:59
3	07:47:07	07:54:24	07:56:25	07:56:53	00:09:46
4	08:13:41	08:26:16	08:29:29	08:29:55	00:16:14
5	08:41:12	08:45:56	08:48:48	08:49:18	00:08:06
6	09:04:06	09:06:21	09:08:47	09:09:29	00:05:23
7	07:19:50	07:20:38	07:21:49	07:22:11	00:02:21
8	07:31:45	07:33:29	07:35:20	07:35:44	00:03:59
9	07:46:58	07:53:33	07:55:26	07:55:51	00:08:53
10	08:07:45	08:20:43	08:23:55	08:24:23	00:16:38
11	08:36:32	08:40:52	08:43:27	08:43:52	00:07:20
12	08:55:55	09:00:55	09:03:23	09:03:48	00:07:53
13	09:12:30	09:15:52	09:17:27	09:17:49	00:05:19
14	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00

	Journey B to C				
Trip Number	Start Time	Node 1	Node 2	End Time	Duration
1	16:38:20	16:41:08	16:43:06	16:43:32	00:05:12
2	16:55:09	16:56:04	16:57:00	16:57:27	00:02:18
3	17:12:59	17:15:35	17:17:26	17:18:01	00:05:02
4	17:36:54	17:38:12	17:39:45	17:40:09	00:03:15
5	17:58:13	17:59:13	18:00:49	18:01:10	00:02:57
6	18:15:13	18:16:05	18:17:12	18:17:37	00:02:24
7	16:37:51	16:40:42	16:42:45	16:43:07	00:05:16
8	16:55:05	16:55:58	16:56:47	16:57:09	00:02:04
9	17:12:26	17:14:45	17:17:04	17:17:28	00:05:02
10	17:32:50	17:33:41	17:36:03	17:36:28	00:03:38
11	17:57:04	17:57:51	17:59:14	17:59:40	00:02:36
12	18:14:46	18:15:36	18:16:49	18:17:17	00:02:31
13	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00
14	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00



	Coordinates
Start Point	51:14207 - 0.83786
Node 1	51.14703 - 0.84614
Node 2	51.15117 - 0.85162
End Point	51.15272 - 0.84974

IDASO

Survey Name: 24954 - Chart Rd, Ashford
Route: B to C
Date: 4 December 2024

Drive Number 1
AM

	Time
Starting Point:	07:19:51
Node 1	07:20:41
Node 2	07:21:50
End Time:	07:22:13

Journey Duration: 00:02:22

Drive Number 2
AM

	Time
Starting Point:	07:31:53
Node 1	07:33:45
Node 2	07:35:23
End Time:	07:35:52

Journey Duration: 00:03:59

Drive Number 3
AM

	Time
Starting Point:	07:47:07
Node 1	07:54:24
Node 2	07:56:25
End Time:	07:56:53

Journey Duration: 00:09:46

IDASO

Survey Name: 24954 - Chart Rd, Ashford
Route: B to C
Date: 4 December 2024

Drive Number 1
PM

	Time
Starting Point:	16:38:20
Node 1	16:41:08
Node 2	16:43:06
End Time:	16:43:32

Journey Duration: 00:05:12

Drive Number 2
PM

	Time
Starting Point:	16:55:09
Node 1	16:56:04
Node 2	16:57:00
End Time:	16:57:27

Journey Duration: 00:02:18

Drive Number 3
PM

	Time
Starting Point:	17:12:59
Node 1	17:15:35
Node 2	17:17:26
End Time:	17:18:01

Journey Duration: 00:05:02

Drive Number 4
AM

	Time
Starting Point:	08:13:41
Node 1	08:26:16
Node 2	08:29:29
End Time:	08:29:55

Journey Duration: 00:16:14

Drive Number 5
AM

	Time
Starting Point:	08:41:12
Node 1	08:45:56
Node 2	08:48:48
End Time:	08:49:18

Journey Duration: 00:08:06

Drive Number 6
AM

	Time
Starting Point:	09:04:06
Node 1	09:06:21
Node 2	09:08:47
End Time:	09:09:29

Journey Duration: 00:05:23

Drive Number 7
AM

	Time
Starting Point:	07:19:50
Node 1	07:20:38
Node 2	07:21:49
End Time:	07:22:11

Journey Duration: 00:02:21

Drive Number 4
PM

	Time
Starting Point:	17:36:54
Node 1	17:38:12
Node 2	17:39:45
End Time:	17:40:09

Journey Duration: 00:03:15

Drive Number 5
PM

	Time
Starting Point:	17:58:13
Node 1	17:59:13
Node 2	18:00:49
End Time:	18:01:10

Journey Duration: 00:02:57

Drive Number 6
PM

	Time
Starting Point:	18:15:13
Node 1	18:16:05
Node 2	18:17:12
End Time:	18:17:37

Journey Duration: 00:02:24

Drive Number 7
PM

	Time
Starting Point:	16:37:51
Node 1	16:40:42
Node 2	16:42:45
End Time:	16:43:07

Journey Duration: 00:05:16

Drive Number 8
AM

	Time
Starting Point:	07:31:45
Node 1	07:33:29
Node 2	07:35:20
End Time:	07:35:44

Journey Duration: 00:03:59

Drive Number 9
AM

	Time
Starting Point:	07:46:58
Node 1	07:53:33
Node 2	07:55:26
End Time:	07:55:51

Journey Duration: 00:08:53

Drive Number 10
AM

	Time
Starting Point:	08:07:45
Node 1	08:20:43
Node 2	08:23:55
End Time:	08:24:23

Journey Duration: 00:16:38

Drive Number 8
PM

	Time
Starting Point:	16:55:05
Node 1	16:55:58
Node 2	16:56:47
End Time:	16:57:09

Journey Duration: 00:02:04

Drive Number 9
PM

	Time
Starting Point:	17:12:26
Node 1	17:14:45
Node 2	17:17:04
End Time:	17:17:28

Journey Duration: 00:05:02

Drive Number 10
PM

	Time
Starting Point:	17:32:50
Node 1	17:33:41
Node 2	17:36:03
End Time:	17:36:28

Journey Duration: 00:03:38

Drive Number 11
AM

	Time
Starting Point:	08:36:32
Node 1	08:40:52
Node 2	08:43:27
End Time:	08:43:52

Journey Duration: 00:07:20

Drive Number 12
AM

	Time
Starting Point:	08:55:55
Node 1	09:00:55
Node 2	09:03:23
End Time:	09:03:48

Journey Duration: 00:07:53

Drive Number 13
AM

	Time
Starting Point:	09:12:30
Node 1	09:15:52
Node 2	09:17:27
End Time:	09:17:49

Journey Duration: 00:05:19

Drive Number 14
AM

	Time
Starting Point:	
Node 1	
Node 2	
End Time:	

Journey Duration: 00:00:00

Drive Number 11
PM

	Time
Starting Point:	17:57:04
Node 1	17:57:51
Node 2	17:59:14
End Time:	17:59:40

Journey Duration: 00:02:36

Drive Number 12
PM

	Time
Starting Point:	18:14:46
Node 1	18:15:36
Node 2	18:16:49
End Time:	18:17:17

Journey Duration: 00:02:31

Drive Number 13
PM

	Time
Starting Point:	
Node 1	
Node 2	
End Time:	

Journey Duration: 00:00:00

Drive Number 14
PM

	Time
Starting Point:	
Node 1	
Node 2	
End Time:	

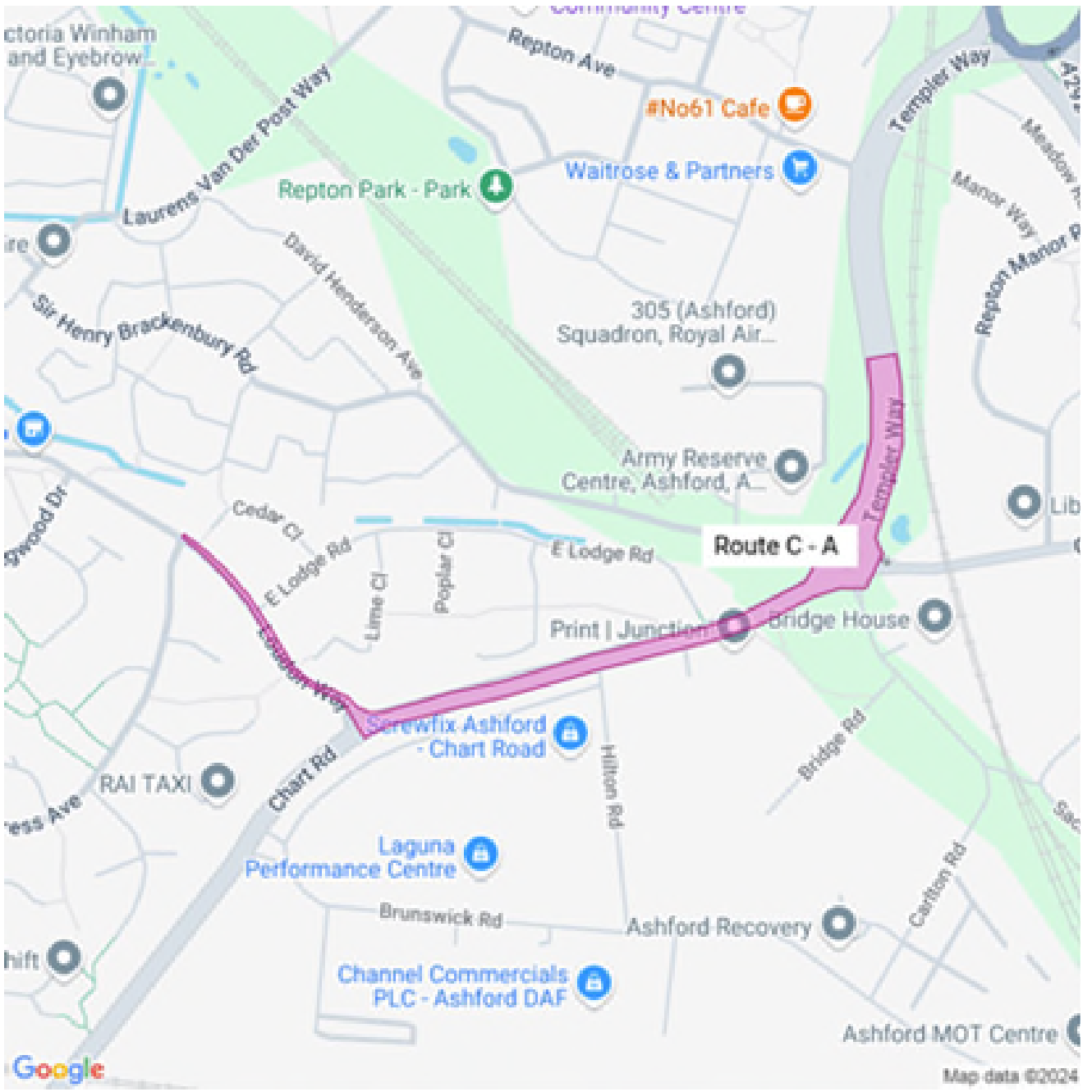
Journey Duration: 00:00:00

IDASO

Survey Name: 24954 - Chart Rd, Ashford

	Journey C to A				
Trip Number	Start Time	Node 1	Node 2	End Time	Duration
1	07:23:10	07:24:09	07:24:48	07:25:04	00:01:54
2	07:36:58	07:38:36	07:39:27	07:39:43	00:02:45
3	07:57:47	07:58:50	07:59:54	08:00:09	00:02:22
4	08:30:42	08:32:40	08:33:45	08:34:01	00:03:19
5	08:50:09	08:54:00	08:54:35	08:54:47	00:04:38
6	09:10:37	09:11:03	09:11:59	09:12:15	00:01:38
7	07:23:08	07:04:07	07:24:46	07:25:02	00:01:54
8	07:36:52	07:38:31	07:39:24	07:39:42	00:02:50
9	07:56:43	07:57:21	07:58:05	07:58:21	00:01:38
10	08:25:08	08:27:11	08:27:48	08:28:20	00:03:12
11	08:44:54	08:46:36	08:47:33	08:47:48	00:02:54
12	09:04:27	09:05:09	09:05:54	09:06:09	00:01:42
13	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00
14	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00

	Journey C to A				
Trip Number	Start Time	Node 1	Node 2	End Time	Duration
1	16:44:20	16:45:12	16:45:50	16:46:04	00:01:44
2	16:58:12	16:59:02	16:59:46	17:00:02	00:01:50
3	17:18:47	17:20:48	17:22:03	17:22:20	00:03:33
4	17:40:55	17:41:14	17:41:56	17:42:13	00:01:18
5	18:02:00	18:04:17	18:04:55	18:05:11	00:03:11
6	18:20:45	18:22:49	18:23:42	18:23:58	00:03:13
7	16:43:48	16:45:09	16:45:46	16:46:00	00:02:12
8	16:57:50	16:58:56	16:59:43	16:59:58	00:02:08
9	17:18:26	17:20:40	17:21:45	17:22:01	00:03:35
10	17:37:16	17:38:59	17:39:44	17:40:00	00:02:44
11	18:00:19	18:04:06	18:04:45	18:05:00	00:04:41
12	18:22:07	18:22:55	18:23:43	18:23:59	00:01:52
13	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00
14	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00



	Coordinates
Start Point	51.15283 - 0.84954
Node 1	51.15141 - 0.85184
Node 2	51.15251 - 0.85776
End Point	51.15397 - 0.85856

IDASO

Survey Name: 24954 - Chart Rd, Ashford
Route: B to C
Date: 4 December 2024

Drive Number 1
AM

	Time
Starting Point:	07:23:10
Node 1	07:24:09
Node 2	07:24:48
End Time:	07:25:04

Journey Duration: 00:01:54

Drive Number 2
AM

	Time
Starting Point:	07:36:58
Node 1	07:38:36
Node 2	07:39:27
End Time:	07:39:43

Journey Duration: 00:02:45

Drive Number 3
AM

	Time
Starting Point:	07:57:47
Node 1	07:58:50
Node 2	07:59:54
End Time:	08:00:09

Journey Duration: 00:02:22

IDASO

Survey Name: 24954 - Chart Rd, Ashford
Route: B to C
Date: 4 December 2024

Drive Number 1
PM

	Time
Starting Point:	16:44:20
Node 1	16:45:12
Node 2	16:45:50
End Time:	16:46:04

Journey Duration: 00:01:44

Drive Number 2
PM

	Time
Starting Point:	16:58:12
Node 1	16:59:02
Node 2	16:59:46
End Time:	17:00:02

Journey Duration: 00:01:50

Drive Number 3
PM

	Time
Starting Point:	17:18:47
Node 1	17:20:48
Node 2	17:22:03
End Time:	17:22:20

Journey Duration: 00:03:33

Drive Number 4
AM

	Time
Starting Point:	08:30:42
Node 1	08:32:40
Node 2	08:33:45
End Time:	08:34:01

Journey Duration: 00:03:19

Drive Number 5
AM

	Time
Starting Point:	08:50:09
Node 1	08:54:00
Node 2	08:54:35
End Time:	08:54:47

Journey Duration: 00:04:38

Drive Number 6
AM

	Time
Starting Point:	09:10:37
Node 1	09:11:03
Node 2	09:11:59
End Time:	09:12:15

Journey Duration: 00:01:38

Drive Number 7
AM

	Time
Starting Point:	07:23:08
Node 1	07:04:07
Node 2	07:24:46
End Time:	07:25:02

Journey Duration: 00:01:54

Drive Number 4
PM

	Time
Starting Point:	17:40:55
Node 1	17:41:14
Node 2	17:41:56
End Time:	17:42:13

Journey Duration: 00:01:18

Drive Number 5
PM

	Time
Starting Point:	18:02:00
Node 1	18:04:17
Node 2	18:04:55
End Time:	18:05:11

Journey Duration: 00:03:11

Drive Number 6
PM

	Time
Starting Point:	18:20:45
Node 1	18:22:49
Node 2	18:23:42
End Time:	18:23:58

Journey Duration: 00:03:13

Drive Number 7
PM

	Time
Starting Point:	16:43:48
Node 1	16:45:09
Node 2	16:45:46
End Time:	16:46:00

Journey Duration: 00:02:12

Drive Number 8
AM

	Time
Starting Point:	07:36:52
Node 1	07:38:31
Node 2	07:39:24
End Time:	07:39:42

Journey Duration: 00:02:50

Drive Number 9
AM

	Time
Starting Point:	07:56:43
Node 1	07:57:21
Node 2	07:58:05
End Time:	07:58:21

Journey Duration: 00:01:38

Drive Number 10
AM

	Time
Starting Point:	08:25:08
Node 1	08:27:11
Node 2	08:27:48
End Time:	08:28:20

Journey Duration: 00:03:12

Drive Number 8
PM

	Time
Starting Point:	16:57:50
Node 1	16:58:56
Node 2	16:59:43
End Time:	16:59:58

Journey Duration: 00:02:08

Drive Number 9
PM

	Time
Starting Point:	17:18:26
Node 1	17:20:40
Node 2	17:21:45
End Time:	17:22:01

Journey Duration: 00:03:35

Drive Number 10
PM

	Time
Starting Point:	17:37:16
Node 1	17:38:59
Node 2	17:39:44
End Time:	17:40:00

Journey Duration: 00:02:44

Drive Number 11
AM

	Time
Starting Point:	08:44:54
Node 1	08:46:36
Node 2	08:47:33
End Time:	08:47:48

Journey Duration: 00:02:54

Drive Number 12
AM

	Time
Starting Point:	09:04:27
Node 1	09:05:09
Node 2	09:05:54
End Time:	09:06:09

Journey Duration: 00:01:42

Drive Number 13
AM

	Time
Starting Point:	
Node 1	
Node 2	
End Time:	

Journey Duration: 00:00:00

Drive Number 14
AM

	Time
Starting Point:	
Node 1	
Node 2	
End Time:	

Journey Duration: 00:00:00

Drive Number 11
PM

	Time
Starting Point:	18:00:19
Node 1	18:04:06
Node 2	18:04:45
End Time:	18:05:00

Journey Duration: 00:04:41

Drive Number 12
PM

	Time
Starting Point:	18:22:07
Node 1	18:22:55
Node 2	18:23:43
End Time:	18:23:59

Journey Duration: 00:01:52

Drive Number 13
PM

	Time
Starting Point:	
Node 1	
Node 2	
End Time:	

Journey Duration: 00:00:00

Drive Number 14
PM

	Time
Starting Point:	
Node 1	
Node 2	
End Time:	

Journey Duration: 00:00:00

Appendix B Pedestrian Crossing Demand

SLR Consulting Limited

Hodson Development Ltd

Land North of Possingham Farmhouse, Ashford, Great Chart, Kent APP/E2205/W/24/3345454

14 Octoberr 2024

Revision: -

RE: USAGE OF THE CROSSING WEST OF TANK ROUNDABOUT

1.0 Introduction

1.1 The following tables have been prepared to respond to the Inspector's request for information on the use of the crossing on the A28 to the south of Tank Roundabout.

1.2 The information is from a survey undertaken on Tuesday 28th March 2023.

2.0 Usage

Table 2.1: Westbound AM Peak Hour

	Pedestrians Crossing				Green Man Called
	Crossed with Green Man	**Crossed before Green Man appeared**	**Crossed without calling Green Man**	**Total**	**No of times Green Man called**
0800-0815	9	1	3	13	7
0815-0830	7	2	3	12	5
0830-0845	5	0	4	9	3
0845-0900	2	2	4	8	4
Total	23	5	14	42	19

Table 2.2: Westbound PM Peak Hour

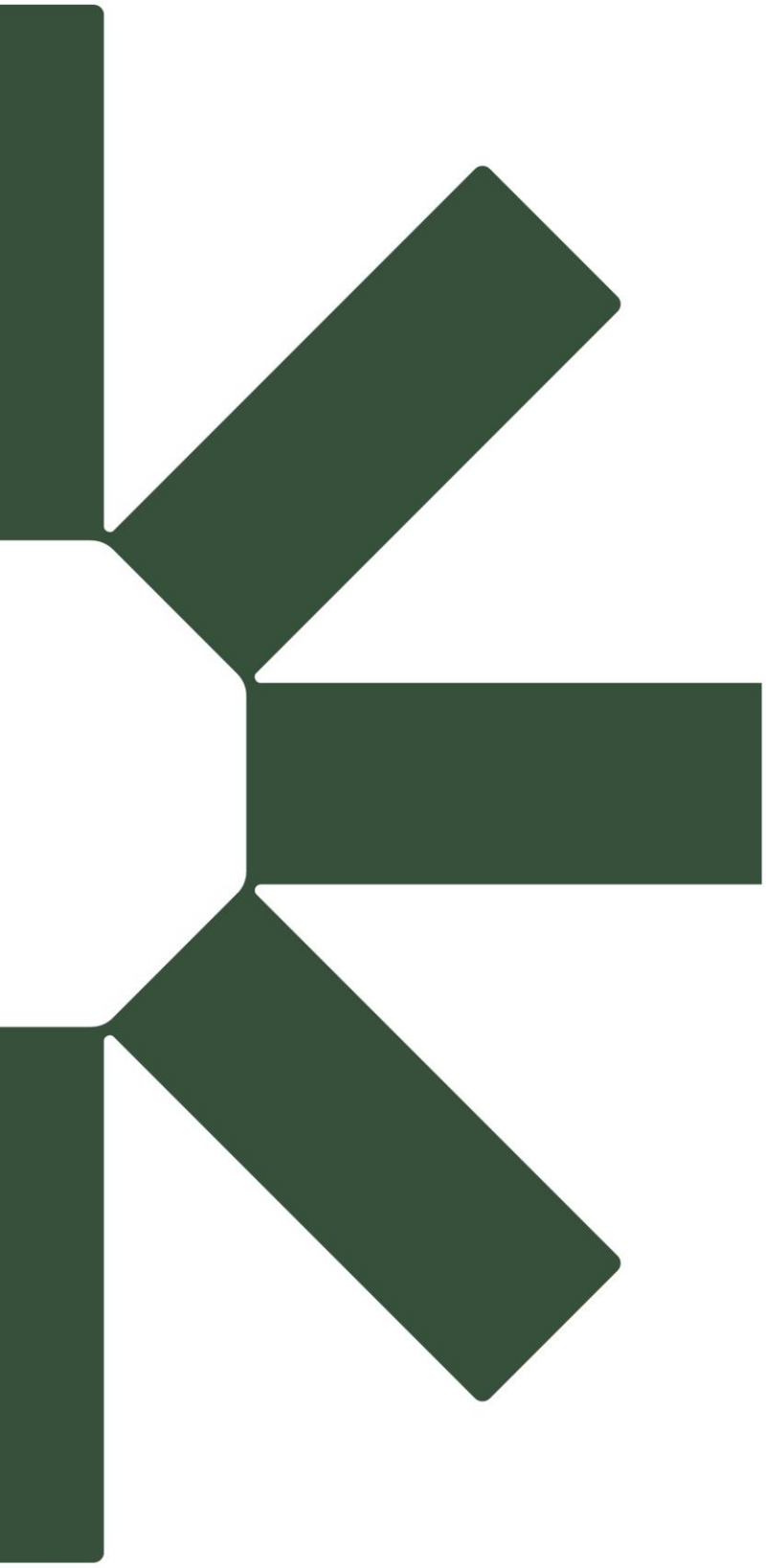
	Pedestrians Crossing				Green Man Called
	Crossed with Green Man	Crossed before Green Man appeared	Crossed without calling Green Man	Total	No of times Green Man called
1630-1645	0	2	1	3	2
1645-1700	3	1	5	9	3
1700-1715	5	6	3	14	6
1715-1730	4	0	1	5	3
Total	12	9	10	31	14

Table 2.3: Eastbound AM Peak Hour

	Pedestrians Crossing				Green Man Called
	Crossed with Green Man	Crossed before Green Man appeared	Crossed without calling Green Man	Total	No of times Green Man called
0800-0815	9	1	4	14	6
0815-0830	5	1	10	16	2
0830-0845	2	6	4	12	3
0845-0900	5	2	2	9	3
Total	21	10	20	51	14

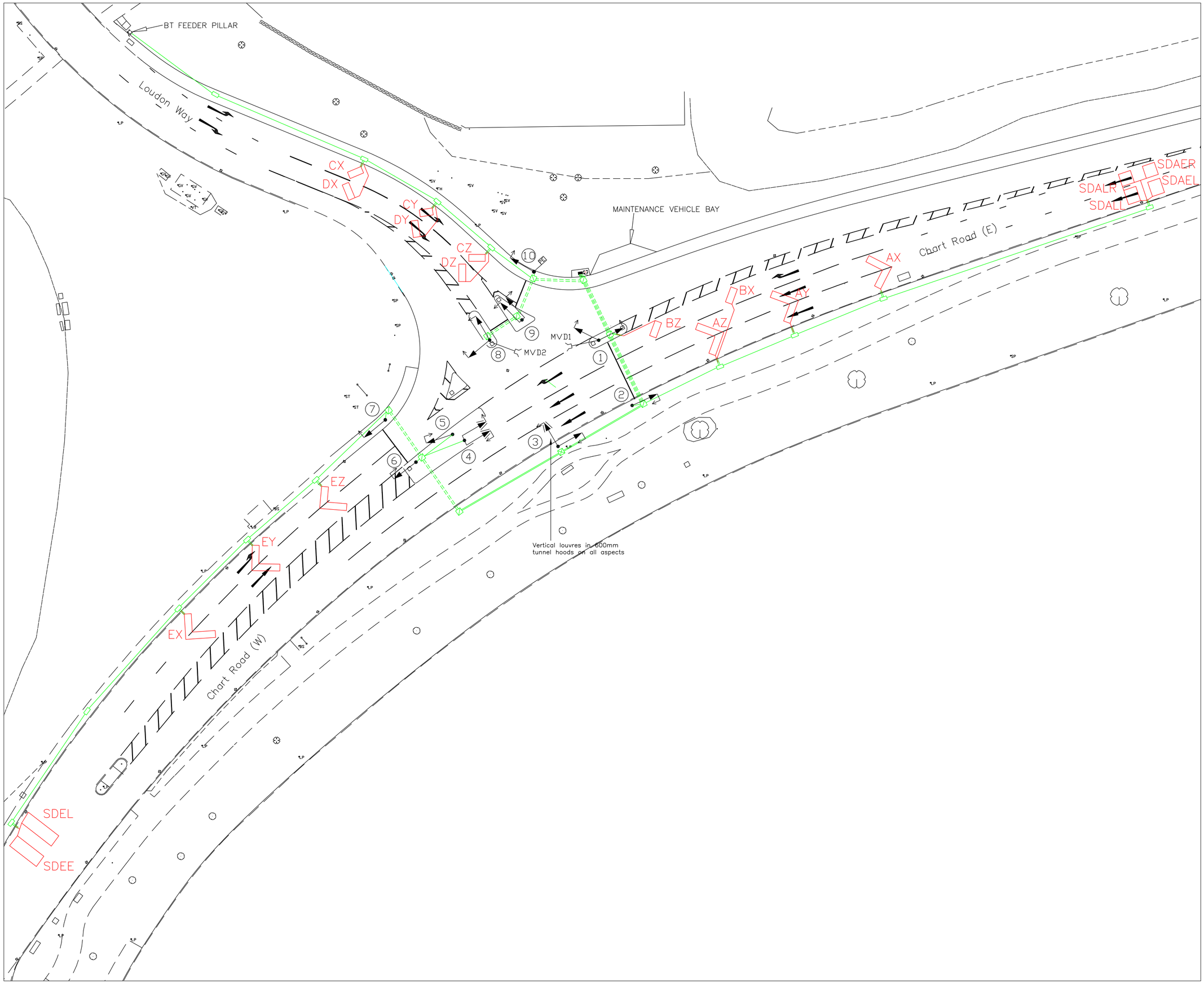
Table 2.4: Eastbound PM Peak Hour

	Pedestrians Crossing				Green Man Called
	Crossed with Green Man	Crossed before Green Man appeared	Crossed without calling Green Man	Total	No of times Green Man called
1630-1645	8	5	3	16	4
1645-1700	4	3	3	10	4
1700-1715	6	3	3	12	4
1715-1730	3	2	3	8	3
Total	21	13	12	46	15



Making Sustainability Happen

Appendix C Loudon Way Signal Data



Drawing Number

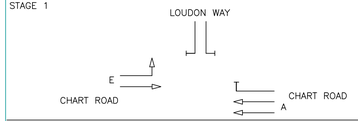
0003279/S/03

Notes

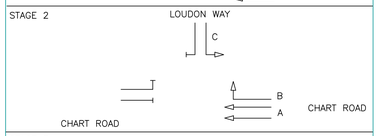
Key

- Junction box (no under kerb duct)
- Junction box (with under kerb duct)
- Junction pit (no under kerb duct)
- Junction pit (with under kerb duct)
- Shallow junction pit (no under kerb duct)
- Shallow junction pit (with under kerb duct)
- Duct FW/1 100 mm dia
- Duct FW/2 100 mm dia
- Duct FW/3 100 mm dia
- Duct CW/1 100 mm dia
- Duct CW/2 100 mm dia
- Duct CW/3 100 mm dia
- Signal controller cabinet
- Electricity supply pillar
- BT termination pillar
- AX Vehicle detector loop and identity
- Traffic signal
- Pedestrian signal with push button
- Pedestrian/ cycle on crossing detector
- Pedestrian/ vehicle presence detector
- Photo electric cell
- Layout of blister tactile surface modules (red)
- Layout of blister tactile surface modules (buff)
- Dropped kerb (not at signalled crossing)
- Roadstuds
- Existing lighting column
- Guardrail type PG/1 – HV (staggered infill bars)
- Kerb/ footway alignment
- Illuminated Traffic bollard

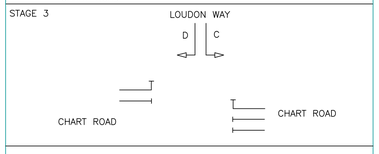
STAGE 1



STAGE 2



STAGE 3



Do not scale this drawing

Rev	Date		Checked

Babtie

Client	Kent County Council
Project	Traffic Signals
Title	A28 Chart Road/ Loudon Way, Ashford Site No 13/0072
Drawing No.	0003279/S/03
Scale	1:250 @ A1 — Date July '03
	Drawn T.J.P — Checked M.J.K — Approved M.J.K

Miller House, Lower Stone Street
Maidstone, Kent ME15 6GB

CUSTOMER DOCUMENTATION

Project :- 00088 Version :- 03 Date :- 16-Mar-03

Customer :- Kent County Council

Site :- Loudon Way / Chart Rd - Ashford

Engineer :- T.Preston

Telephone :- 01622 666260

Produced by

Version 4.07.008 (14-Mar-05)

MISCELLANEOUS DETAILS

Coded by WBC

Country :-	44	Mains :-	50Hz
Manually selected modes revert on police-panel door closure ?	N	Dimming :-	160V
Need date/time on cold start ?	N	Starting i/g :-	7

LSM #1 is dimmable.

This database has the following integral facilities:-

(none)

Mode Priorities

1 Manual

2 VA (manually selected)

3 Fixed Time (manually selected)

4 UTC - - - - - - "TS" sets time to 12:00:00

5 Vehicle Priority (TR0141c)

6 VA (automatically selected)

SITE LAYOUT

STAGE - PHASE ALLOCATION

Stage stream 1

Stage	Phases
1 *	A, E
2	A, B, C
3	C, D
4	All-Red

Start_up stage in each stream is marked thus *.

STAGE SEQS: VA+CLF+HUR+UTC

Y = permitted move, Ya = extra i/g on max change, Yx = extra i/g on max change if extended, Ys = Conditional movement.

Stream 1

From \ To	1	2	3	4
1	-	Y	Y	Y
2	Y	-	Y	Y
3	Y	Y	-	Y
4	Y	Y	Y	-

MANUAL BUTTON INFORMATION

Button	Stage	Phases
All-Red	4	—
1	1	A, E
2	2	A, B, C
3	3	C, D
4	—	
5	—	
6	—	
7	—	
8	—	

DETECTOR DETAILS

Types :- I = internal pack, X = external/ped button, Z = dummy
O/C = normally open/closed, P = p.d. on 9/18 hr fault

Functions :- R = regular loop, P/B = ped btn without/with "WAIT"
M = MOVA, S/T = SCOOT Occupancy/Count, Q = queue
V = speed, K/W = puffin kerbside/crossing, Z = dummy
L = latching, N = non-latching (call/cancel)
U = unidirectional, H = vehicle priority, J = SPRINT

No	Title	Type	Func	Phase/stg dem	Phase/stg ext	Timings cal	Timings can	Timings ext	dfm	Special Parameter
1	AX	IOP	RL-	A	A			1.5	**	
2	AY	IOP	RL-	A	A			1.5	**	
3	AZ	IOP	RL-	A	A			1.5	**	
4	BX	IOP	RL-	B	B			1.5	**	
5	BZ	IOP	RL-	B	B			1.5	**	
6	CX	IOP	RN-		C			1.5	**	
7	CY	IOP	RN-		C			1.5	**	
8	CZ	IOP	RL-	C	C			1.5	**	
9	DX	IOP	RN-		D			1.5	**	
10	DY	IOP	RN-		D			1.5	**	
11	DZ	IOP	RL-	D	D			1.5	**	
12	EX	IOP	RL-	E	E			1.5	**	
13	EY	IOP	RL-	E	E			1.5	**	
14	EZ	IOP	RL-	E	E			1.5	**	
15	A Gerq	IO-	RN-		A			.25	**	
16	A Ecprq	IO-	RN-	All-Red				0.25	**	
17	A Flt	IO-	RN-						**	
18	E Gerq	IO-	RN-		E			.25	**	

No	Title	Type	Func	Phase/stg dem	Phase/stg ext	Timings cal	Timings can	Timings ext	dfm	Special Parameter
19	E Ecprq	IO-	RN-	All-Red				0.25	**	
20	E Flt	IO-	RN-						**	
21	Mvd 1	XOP	RN-	All-Red				0.5	**	
22	Mvd 2	XOP	RN-	All-Red				0.5	**	
23	Bus Prty 1	XO-	HL-	A	A			15	**	Inh arh+rvd
24	Bus Prty 2	XO-	HL-	B	B			15	**	Inh arh+rvd
25	Bus Prty 3	XO-	HL-	C	C			15	**	Inh arh+rvd
26	Bus Prty 4	XO-	HL-	E	E			15	**	Inh arh+rvd
27	ARext from A	ZO-	ZN-	All-Red				0.25	**	
28	ARext from E	ZO-	ZN-	All-Red				0.25	**	

ENHANCED MON. No	Title	Suppress PD on presence fault: Regular & alt. pres	abs	?	Conditions for inhibition and alternative timings
1	AX	reg:	60	18	inh: sw2
		alt:	60	72	alt: sw1
2	AY	reg:	60	18	inh: sw2
		alt:	60	72	alt: sw1
3	AZ	reg:	60	18	inh: sw2
		alt:	60	72	alt: sw1
4	BX	reg:	60	18	inh: sw2
		alt:	60	72	alt: sw1
5	BZ	reg:	60	18	inh: sw2
		alt:	60	72	alt: sw1
6	CX	reg:	60	18	inh: sw2
		alt:	60	72	alt: sw1
7	CY	reg:	60	18	inh: sw2
		alt:	60	72	alt: sw1
8	CZ	reg:	60	18	inh: sw2
		alt:	60	72	alt: sw1
9	DX	reg:	60	18	inh: sw2
		alt:	60	72	alt: sw1
10	DY	reg:	60	18	inh: sw2
		alt:	60	72	alt: sw1
11	DZ	reg:	60	18	inh: sw2
		alt:	60	72	alt: sw1
12	EX	reg:	60	18	inh: sw2
		alt:	60	72	alt: sw1
13	EY	reg:	60	18	inh: sw2
		alt:	60	72	alt: sw1
14	EZ	reg:	60	18	inh: sw2
		alt:	60	72	alt: sw1
15	A Gerq	reg:	0	0	inh: sw2
		alt:	0	0	alt: sw1

ENHANCED MON. No	Title	Suppress PD on presence fault: Regular & alt. pres	abs	?	Conditions for inhibition and alternative timings
16	A Ecprq	reg:	0	0	inh: sw2
		alt:	0	0	alt: sw1
17	A Flt	reg:	4	0	inh: sw2
		alt:	4	0	alt: sw1
18	E Gerq	reg:	0	0	inh: sw2
		alt:	0	0	alt: sw1
19	E Ecprq	reg:	0	0	inh: sw2
		alt:	0	0	alt: sw1
20	E Flt	reg:	4	0	inh: sw2
		alt:	4	0	alt: sw1
21	Mvd 1	reg:	60	18	inh: sw2
		alt:	60	72	alt: sw1
22	Mvd 2	reg:	60	18	inh: sw2
		alt:	60	72	alt: sw1
23	Bus Prty 1	reg:	10	0	inh: sw4
		alt:	10	0	alt: sw3
24	Bus Prty 2	reg:	10	0	inh: sw4
		alt:	10	0	alt: sw3
25	Bus Prty 3	reg:	10	0	inh: sw4
		alt:	10	0	alt: sw3
26	Bus Prty 4	reg:	10	0	inh: sw4
		alt:	10	0	alt: sw3
27	ARext from A	reg:	0	0	inh: sw4
		alt:	0	0	alt: sw3
28	ARext from E	reg:	0	0	inh: sw4
		alt:	0	0	alt: sw3

No	Title	Dummy condition / Input address	Wait-Lamp or Test-Pulse accessed as
1	AX	card 1 input 1	
2	AY	card 1 input 2	
3	AZ	card 1 input 3	
4	BX	card 1 input 4	
5	BZ	card 1 input 5	
6	CX	card 1 input 6	
7	CY	card 1 input 7	
8	CZ	card 1 input 8	
9	DX	card 1 input 9	
10	DY	card 1 input 10	
11	DZ	card 1 input 11	
12	EX	card 1 input 12	
13	EY	card 1 input 13	
14	EZ	card 1 input 14	
15	A Gerq	card 1 input 15	
16	A Ecprq	card 1 input 16	
17	A Flt	card 1 input 17	
18	E Gerq	card 1 input 18	
19	E Ecprq	card 1 input 19	
20	E Flt	card 1 input 20	
21	Mvd 1	card 1 input 21	
22	Mvd 2	card 1 input 22	
23	Bus Prty 1	card 1 input 23	
24	Bus Prty 2	card 1 input 24	

No	Title	Dummy condition / Input address	Wait-Lamp or Test-Pulse accessed as
25	Bus Prty 3	card 1 input 25	
26	Bus Prty 4	card 1 input 26	
27	ARext from A	ARextA	
28	ARext from E	ARextE	

PHASE DETAILS

Types :- D = dummy, F = Full traffic, I/A = Indicative or Filter Arrow (ends in bkout/flashing green), V = Vehicle in ped stream, W = ped With traffic, M = MCE0145 ped, L/U = peLican/pUffin ped, N/T = Near or far-sided Toucan bicycle, X = far-sided pedestrian

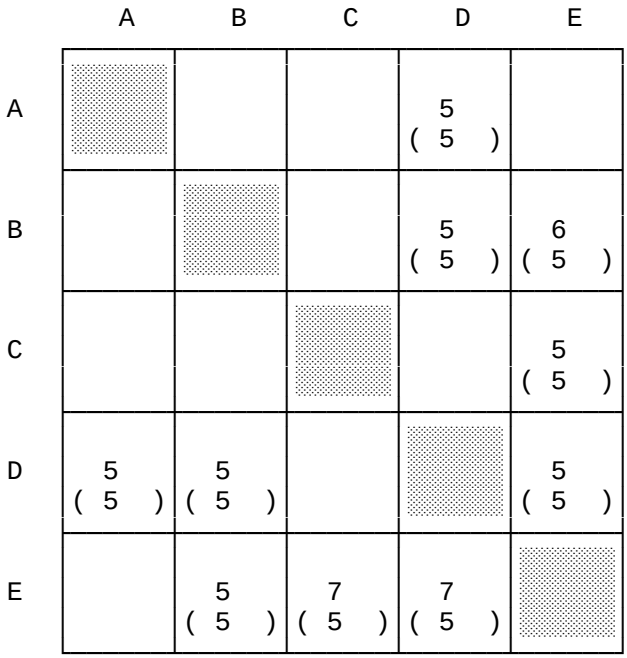
Phase	Type	Related phase	Colour option	Appearance depends on demand :-	Terminates on
A	F		1	Always appears	End of stage
B	F		1	Always appears	End of stage
C	F		1	Always appears	End of stage
D	F		1	Always appears	End of stage
E	F		1	Always appears	End of stage

Phase	minimum green	blackout/flash	maximum greens
A	7 (6)		40 20 40 20
B	7 (6)		10 10 15 15
C	7 (6)		25 15 25 15
D	7 (6)		10 10 10 10
E	7 (6)		25 15 25 15

Phase	location	minimum red
A	Chart Rd (E)	2 (2)
B	Chart Rd (E) RT	2 (2)
C	Loudon Way LT	2 (2)
D	Loudon Way RT	2 (2)
E	Chart Rd (W)	2 (2)

Phase	Priority maxima				Inhibition times				Compensation				Comp restart-able ?
A	30	30	30	30	120	120	120	120	15	15	15	15	N
B	30	30	30	30	120	120	120	120	0	0	0	0	N
C	30	30	30	30	120	120	120	120	0	0	0	0	N
D	0	0	0	0	0	0	0	0	0	0	0	0	N
E	30	30	30	30	120	120	120	120	15	15	15	15	N

PHASE INTERGREEN DETAILS



ALL-RED EXTENSIONS

From phs/stg	To phs/stg	All-red detectors	ext	max
A	D	16	.25	8
A	D	27	.25	2
B	D	22	0.5	8
E	B	19	.25	8
E	B	28	.25	2
E	C	19	.25	8
E	C	28	.25	2
E	C	21	0.5	8
E	D	19	.25	8
E	D	28	.25	2
E	D	21	0.5	8

STAGE CHANGE TIMINGS

Change 1 :	stages	1 --> 2
	lose	E [0]
	gain	B [0], C [0]
Change 2 :	stages	1 --> 3
	lose	A [0], E [0]
	gain	C [0], D [0]
Change 3 :	stages	1 --> 4
	lose	A [0], E [0]
Change 4 :	stages	2 --> 1
	lose	B [0], C [0]
	gain	E [0]
Change 5 :	stages	2 --> 3
	lose	A [0], B [0]
	gain	D [0]
Change 6 :	stages	2 --> 4
	lose	A [0], B [0], C [0]
Change 7 :	stages	3 --> 1
	lose	C [0], D [0]
	gain	A [0], E [0]
Change 8 :	stages	3 --> 2
	lose	D [0]
	gain	A [0], B [0]
Change 9 :	stages	3 --> 4
	lose	C [0], D [0]
Change 10 :	stages	4 --> 1
	gain	A [0], E [0]
Change 11 :	stages	4 --> 2
	gain	A [0], B [0], C [0]
Change 12 :	stages	4 --> 3
	gain	C [0], D [0]

CHANGE CONDNS - VA

STAGE 1

1 --> 3 Movement no. 1 (change no. 2) Regular maximum.

Demand	dC + dD
Inhibit	dB
Extend	eA + eE
P-Demand	pdpC
P-Inhibit	pdpB
P-Extend	pepA + pepE

1 --> 2 Movement no. 2 (change no. 1) Regular maximum.

Demand	dB
Inhibit	f
Extend	eE
P-Demand	pdpB
P-Inhibit	f
P-Extend	pepE

STAGE 2

2 --> 1 Movement no. 5 (change no. 4) Regular maximum.

Demand	dE
Inhibit	dD
Extend	eB + eC
P-Demand	pdpE
P-Inhibit	f
P-Extend	pepB + pepC

2 --> 3 Movement no. 6 (change no. 5) Regular maximum.

Demand	dD
Inhibit	f
Extend	eA + eB
P-Demand	f
P-Inhibit	pdpE
P-Extend	pepA + pepB

2 --> 1 Movement no. 7 (change no. 4) Maxima not started.

Demand	t
Inhibit	dD + dE + eB + eC
Extend	eB + eC
P-Demand	t
P-Inhibit	pdpE + pepB + pepC
P-Extend	pepB + pepC

STAGE 3

3 --> 2 Movement no. 10 (change no. 8) Regular maximum.

Demand	dB
Inhibit	dE
Extend	eD
P-Demand	pdpB
P-Inhibit	pdpE
P-Extend	f

3 --> 1 Movement no. 11 (change no. 7) Regular maximum.

Demand	dA + dE
Inhibit	f
Extend	eC + eD
P-Demand	pdpA + pdpE
P-Inhibit	f
P-Extend	pepC

3 --> 1 Movement no. 12 (change no. 7) Maxima not started.

Demand	t
Inhibit	dA + dB + dE + eC + eD
Extend	eC + eD
P-Demand	t
P-Inhibit	pdpA + pdpB + pdpE + pepC
P-Extend	pepC

STAGE 4

4 --> 1 Movement no. 15 (change no. 10)

Demand	t
Inhibit	f
Extend	f
P-Demand	t
P-Inhibit	f
P-Extend	f

CHANGE CONDNS - UTC

STAGE 1

1 --> 2 Movement no. 3 (change no. 1)

Demand	uF2 & dB
Inhibit	uF1
Extend	f

1 --> 3 Movement no. 4 (change no. 2)

Demand	uF3 & (dC + dD)
Inhibit	uF1
Extend	f

STAGE 2

2 --> 3 Movement no. 8 (change no. 5)

Demand	uF3 & dD
Inhibit	uF2
Extend	f

Quit if inhibited or minima unexpired.

2 --> 1 Movement no. 9 (change no. 4)

Demand	uF1
Inhibit	uF2
Extend	f

Quit if inhibited or minima unexpired.

STAGE 3

3 --> 1 Movement no. 13 (change no. 7)

Demand	uF1
Inhibit	uF3
Extend	f

3 --> 2 Movement no. 14 (change no. 8)

Demand	uF2 & dB
Inhibit	uF3
Extend	f

STAGE 4

4 --> 1 Movement no. 15 (change no. 10)

Demand	t
Inhibit	f
Extend	f

TIMETABLE DETAILS

Influence bits :-
-- -- -- -- -- -- -- -- MX24 MX34 -- -- XX6 XX3 XX2 XX1

Entry	Time	Days of week	Function & Value	Influence bit pattern
1	06:30	.MTWTF..	MAX 1	xxxx xxxx 00xx xxxx
2	09:15	.MTWTF..	MAX 2	xxxx xxxx 10xx xxxx
3	15:45	.MTWTF..	MAX 3	xxxx xxxx 01xx xxxx
4	18:15	.MTWTF..	MAX 4	xxxx xxxx 11xx xxxx
5	07:30	......S.	MAX 2	xxxx xxxx 10xx xxxx
6	23:30	......S.	MAX 4	xxxx xxxx 11xx xxxx
7	08:00	.......S	MAX 2	xxxx xxxx 10xx xxxx
8	23:30	.......S	MAX 4	xxxx xxxx 11xx xxxx
9	00:00	....	MAX 1	xxxx xxxx 00xx xxxx
10	00:00	....	MAX 1	xxxx xxxx 00xx xxxx
11	00:00	....	MAX 1	xxxx xxxx 00xx xxxx
12	00:00	....	MAX 1	xxxx xxxx 00xx xxxx
13	00:00	....	MAX 2	xxxx xxxx 10xx xxxx
14	00:00	....	MAX 2	xxxx xxxx 10xx xxxx
15	00:00	....	MAX 2	xxxx xxxx 10xx xxxx
16	00:00	....	MAX 2	xxxx xxxx 10xx xxxx
17	00:00	....	MAX 3	xxxx xxxx 01xx xxxx
18	00:00	....	MAX 3	xxxx xxxx 01xx xxxx
19	00:00	....	MAX 3	xxxx xxxx 01xx xxxx
20	00:00	....	MAX 3	xxxx xxxx 01xx xxxx
21	00:00	....	MAX 4	xxxx xxxx 11xx xxxx

Entry	Time	Days of week	Function & Value	Influence bit pattern
22	00:00	....	MAX 4	xxxx xxxx 11xx xxxx
23	00:00	....	MAX 4	xxxx xxxx 11xx xxxx
24	00:00	....	MAX 4	xxxx xxxx 11xx xxxx
25	00:00	.......S	US1 1	xxxx xxxx xxxx 0001
26	00:00	.M......	US1 2	xxxx xxxx xxxx 0010
27	00:00	..T.....	US1 3	xxxx xxxx xxxx 0100
28	00:00	...W....	US1 4	xxxx xxxx xxxx 0101
29	00:00	....T...	US1 5	xxxx xxxx xxxx 0110
30	00:00	.....F..	US1 6	xxxx xxxx xxxx 1000
31	00:00	......S.	US1 7	xxxx xxxx xxxx 1001

Control bits are active closed
Reply bits are active open

Timeout for stuck force bits = 200

Bit	Control Word		Reply Word	
1	F1	card 2 input 32	G1	card 2 output 16
2	F2	card 2 input 31	G2	card 2 output 15
3	F3	card 2 input 30	G3	card 2 output 14
4	D2	card 2 input 29	DR2	card 2 output 13
5	D3	card 2 input 28	DR3	card 2 output 12
6	DX	card 2 input 27	DF	card 2 output 11
7	TS	card 2 input 26	CTDAY	card 2 output 10
8	..	not assigned	SP1	card 2 output 9
9	..	not assigned	RR	card 2 output 8
10	..	not assigned	LF	card 2 output 7
11	..	not assigned	BD1	card 2 output 6
12	..	not assigned	BD2	card 2 output 5
13	..	not assigned	BD3	card 2 output 4
14	..	not assigned	BD4	card 2 output 3
15	..	not assigned	..	not assigned
16	..	not assigned	..	not assigned

SPECIAL EVENTS

Event name	Pulse ?	Event number	Up-ramp time	Down-ramp time
won	N	2	0.25	0
utsm	Y	11	0	0.75
tds	N	24	0	4.75
diminput	N	40	60	2
utcm	N	41	0	0.25
gclrA	Y	43	0	13.75
gclrB	Y	44	0	13.75
gclrE	Y	45	0	15.75
Tsun	N	51	0	3
Tmon	N	52	0	5
Ttue	N	53	0	7
Twed	N	54	0	9
Tthu	N	55	0	11
Tfri	N	56	0	13
Tsat	N	57	0	15
ARextA	N	120	0	7
ARextE	N	121	0	7

DIGITAL INPUTS

Input name	Input address	Active state
iRF1	card 1 input 27	open (0)
iRF2	card 1 input 28	open (0)
iLF	card 1 input 29	open (0)

LONG-TERM TIMERS

No	Period	Initialising condition	Enabling condition
16	24:00:00	%dimoff	%dimon

EVENT FORMULAE

Event no.	name	Formula
2	won	= -f
3	%bo	= bo
4	woff	= woff + won.F & -won & -off
5	okoff	= gA & -smA & gE & -smE
6	off	= okoff & woff + (sr & -won) + off & -won.R # %bo.R
7	qG1G2	= lof + off
8	veA	= ed15 + ed23
9	veE	= ed18 + ed26
10	qG3	= s3 & gC & gD
11	utsm	= -uTS
12	veC	= ed6 + ed7 + ed25

Event no.	name	Formula
13	qG2	= s2 & gA & gB & gC + qG1G2
14	rdE	= veE.O + rdE & -gE
15	tXX1	= tXX012 & tXX147
16	tXX2	= tXX012 & tXX258
17	tXX3	= tXX345 & tXX036
18	tXX4	= tXX345 & tXX147
19	tXX5	= tXX345 & tXX258
20	tXX6	= tXX678 & tXX036
21	tXX7	= tXX678 & tXX147
22	veD	= ed9 + ed10
23	veB	= ed24
24	tds	= utsm.F & utsm.UF
25	rdA	= veA.O + rdA & -gA
26	rdC	= veC.O + rdC & -gC
27	UD2dem	= UD2dem + uD2 & -qG2
28	UD3dem	= UD3dem + uD3 & -qG3
29	UDXAdem	= UDXAdem + uDX & -gA
30	UDXBdem	= UDXBdem + uDX & -gB
31	UDXCdem	= UDXCdem + uDX & -gC
32	UDXDdem	= UDXDdem + uDX & -gD
33	UDXEdem	= UDXEdem + uDX & -gE
34	dA	= dpA + dt1 + dt2 + dt3 + mF + uDX + rdA + UDXAdem
35	dB	= dpB + dt4 + dt5 + mF + uD2+uDX + UDXBdem + UD2dem

Event no.	name	Formula
36	dC	= dpC + dt8 + mF + uD3+uDX + rdC + UDXCdem + UD3dem
37	dD	= dpD + dt11 + mF + uD3+uDX + UDXDdem + UD3dem
38	dE	= dpE + dt12 + dt13 + dt14 + mF + uDX + rdE + UDXEdem
39	rdB	= veB.O + rdB & -gB
40	diminput	= iss
41	utcm	= utcm1
42	rdD	= veD.O + rdD & -gD
43	gclrA	= -gA
44	gclrB	= -gB
45	gclrE	= -gE
46	eA	= epA + dt1 + dt2 + dt3 + uDX + mF & (mrA + maA)
47	eB	= epB + dt4 + dt5 + uD2+uDX + mF & (mrB + maB)
48	eC	= epC + dt6 + dt7 + dt8 + uD3+uDX + mF & (mrC + maC)
49	eD	= epD + dt9 + dt10 + dt11 + uD3+uDX + mF & mrD
50	eE	= epE + dt12 + dt13 + dt14 + uDX + mF & (mrE + maE)
51	Tsun	= tds.R & tXX1
52	Tmon	= tds.R & tXX2
53	Ttue	= tds.R & tXX3
54	Twed	= tds.R & tXX4
55	Tthu	= tds.R & tXX5
56	Tfri	= tds.R & tXX6
57	Tsat	= tds.R & tXX7

Event no.	name	Formula
58	VAprchgeB	= pdpB & mp & (mrA + mrE)
59	VAprchgeC	= pdpC & mp & (mrA + mrE)
60	PRmaxchgeA	= maA & -mrA & (ed1 + ed2 + ed3 + ed15)
61	PRmaxchgeE	= maE & -mrE & (ed12 + ed13 + ed14 + ed18)
62	lfl	= -lfl & qLF
63	pdpC	= pdpC
64	qSP1	= mp
65	qLF	= qLF
66	wD	= dpD + rdD
67	qRR	= mM + bf+bv+bm
68	qDR2	= dB & -gB
69	qDR3	= dC & -gC + (dD & -gD)
70	qG1	= s1 & gA & gE + qG1G2
71	wE	= dpE + rdE
72		= dC + dD
73		= eA + eE
74		= pepA + pepE
75		= eB + eC
76		= pepB + pepC
77		= eA + eB
78		= pepA + pepB
79		= dD + dE + eB + eC
80		= pdpE + pepB + pepC
81	%vd041	= dA + dE

Event no.	name	Formula
82	%pvd041	= pdpA + pdpE
83		= eC + eD
84		= dA + dB + dE + eC + eD
85		= pdpA + pdpB + pdpE + pepC
86		= uF2 & dB
87		= uF3 & (dC + dD)
88	pdpE	= pdpE
89	id23	= id23
90	alttim9	= sw1
91	dfminh9	= sw2
92	alttim28	= sw3
93	dfminh28	= sw4
94	vpva	= -utcm & -(bf+bv+bm)
95	zutc	= utcm & -(bf+bv+bm)
96	zman	= bm
97	zva	= -bf
98	arxB	= ed19 + ed28 & gclrE + mMF
99	arxC	= ed19 + ed21 + ed28 & gclrE + mMF
100	arxD	= ed16 + ed27 & gclrA + (ed22 & gclrB) + (ed19 + ed21 + ed28 & gclrE) + mMF
101	id24	= id24
102	id25	= id25
103	pepC	= pepC
104	id26	= id26
105	pepE	= pepE

Event no.	name	Formula
106	dimdrive	= diminput & -ltx16 & -sw32
107	wA	= dpA + rdA
108	qCTDAY	= Tsun + Tmon + Ttue + Twed + Tthu + Tfri + Tsat
109	%dimoff	= -iss + sr
110	%dimon	= iss
111	iRF1	= iRF1
112	iRF2	= iRF2
113	iLF	= iLF
114	uF1	= uF1
115	wB	= dpB + rdB
116	uF2	= uF2
117	uF3	= uF3
118	pdpB	= pdpB
119	qDF	= df
120	ARextA	= VAprchgeB + VAprchgeC + PRmaxchgeA
121	ARextE	= VAprchgeB + VAprchgeC + PRmaxchgeE
122	dfl	= df + bt # lfl
123	wC	= dpC + rdC
124	%ud023	= uF3 & dD

COMMENTS ON CONFIGURATION

RF1 - Single red lamp fail
RF2 - 2 red lamp failures on same phase
LF - Any lamp failure

FAULT LOG ENTRIES:-

```
                  1st Red Fail  "external condition 1"
                  2nd Red Fail  "external condition 2"
                  Any Lamp Fail "external condition 3"
```

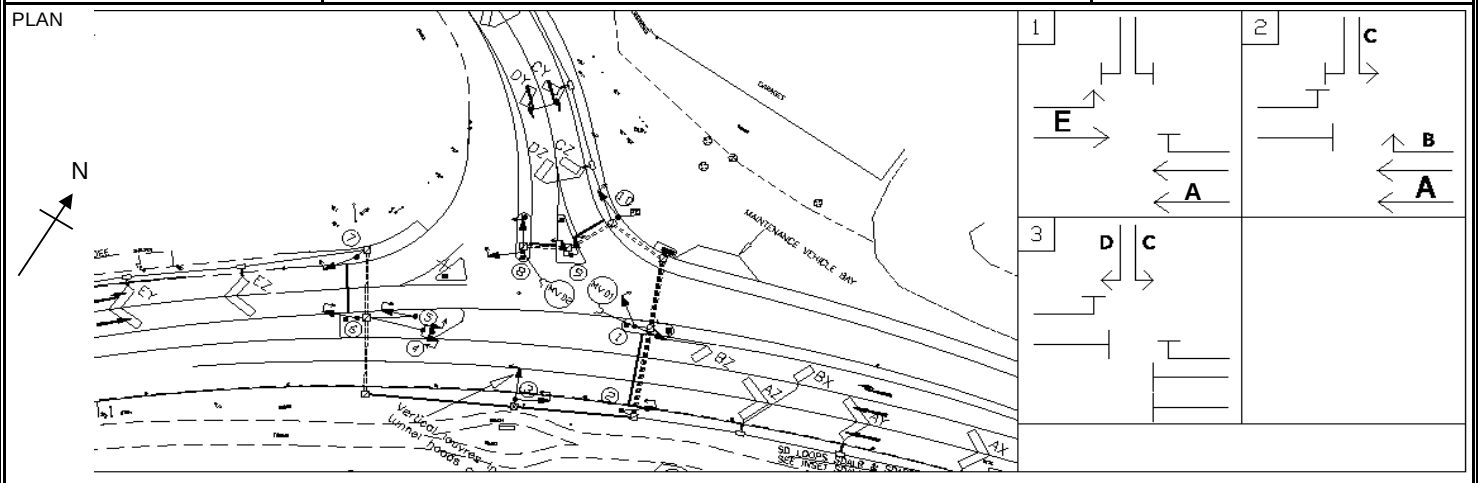
KENT COUNTY COUNCIL

TRAFFIC SIGNAL DATA SHEET

CONTROLLER
MANUFACTURER **PEEK**
TYPE **TRX**

REF NO **13/ 0072** | SITE **A28 Chart Road/ Loudon Way** | TOWN **Ashford**

PLAN



APPROACH	PHASE	MIN	PED B/OUT	EXT	MAX 1	MAX 2	MAX 3	MAX 4	DEMANDED BY DET NO	DEMANDED BY DET NAME	EXTENDED BY DET NO	EXTENDED BY DET NAME
Chart Road (E)	A	7	-	1.5	40	30	40	20	1	AX, AY, AZ	1, 2, 3	AX, AY, AZ
Chart Road (E) RT	B	7	-	1.5	15	10	20	10	4, 5	BX, BZ	4, 5	BX, BZ
Loudon Way LT	C	7	-	1.5	25	15	15	10	8	CZ	6, 7, 8	CX, CY, CZ
Loudon Way RT	D	7	-	1.5	10	10	10	10	11	DZ	9, 10, 11	DX, DY, DZ
Chart Road (W)	E	7	-	1.5	95	60	90	40	12, 13, 14	EX, EY, EZ	12, 13, 14	EX, EY, EZ
	F											
	G											
	H											
	I											
	J											
	K											
	L											
	M											
	N											
	O											
	P											

STAGE INTERGREEN TIMES

FROM \ TO	1	2	3	4	5	6	7	8	9	10
1		7-15	7-15							
2	6		5-13							
3	5	5								
4										
5										
6										
7										
8										
9										
10										

ADDITIONAL PHASE DELAYS

NO	DELAY PHASE	FROM STAGE	TO STAGE	BY (SECS)
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				

SPECIAL FEATURES

1. ALL RED LOOPS EXTEND I/Gs BY UP TO 8s.

2. SA LOOPS OPERATE ON PHASES A & E.

TIMETABLE for Max changes
06:30 MTWTF MX1
09:15 MTWTF MX2
15:45 MTWTF MX3
18:15 MTWTF MX4
07:30 SAT MX2
23:30 SAT MX4
08:00 SUN MX2
23:30 SUN MX4

23/3/07 AM now 06.30
31/7/08-update
Dets all call and ext as per cont spec

Phase E maxs extended AU

DETECTOR MONITOR (AS SEEN ON ENGINEERS TERMINAL)

IOP/IPD/DMI	8	7	6	5	4	3	2	1
1 - 8	CZ	CY	CX	BZ	BX	AZ	AY	AX
9 - 16	Aecprq	Agerq	EZ	EY	EX	DZ	DY	DX
17 - 24	BP2	BP1	Mvd2	Mvd1	Eflt	Eecprq	Egerq	Aflt
25 - 26	-	-	-	-	-	-	BP4	BP3

HURRY CALLS

HC	STAGE	DEM'D	CALL DELAY	HOLD	P'VENT
1					
2					

BUS PRIORITY DATA

UNIT	PHASE	EXT	MAX	COMP	INHIBIT	DFM(s)
0	A	15	30	15	120	600
1	B	15	30	0	120	600
2	C	15	30	0	120	600
3	E	15	30	15	120	600

REVERSION STAGE	DFM PERIOD (HRS)	STARTING INTERGR'N (S)	F.T. TO CURRENT VA MAX?	F.T. MODE
1	1 / 18	7	☑	STAGE
				GREEN TIME

COMMISSIONED/ INIT'LS	19/6/03	TJP
CONFIG NUMBER	00088 v03	
DATA PREPARED/ INIT'LS	29/08/2013	TD
FILE REFERENCE	13/0072	

MANUAL CONTROL

PB	1	2	3	4	5	6	7	8
STAGE	1	2	3					

UTC DATA

OTU X No	X17180
LINK LIST	-
BT CIRCUIT	ANUK 216469/4
AutoCAD file	As Built Dwg 13-0072

Appendix D Bus Timetable

1 South Ashford - Canterbury

Stagecoach South East

Mondays to Fridays

South Ashford, adj Matalan	***dep***	**06:50**
South Ashford, adj Stour Close		06:50
South Ashford, opp Flaxpond Road		06:52
South Ashford, opp Arcon Road		06:53
South Ashford, adj The Beaver Inn		06:54
South Ashford, adj B and Q		06:55
South Ashford, Designer Outlet and Asda (Stop A)		06:57
Ashford, Ashford International Railway Station (Stop R		07:01
Ashford, Park Street (Stop C)		**07:05**
Ashford, North Street (Stop E)		07:07
Ashford, opp Heathfield Road		07:08
Bybrook, adj Bybrook Barn		07:09
Bybrook, adj Bybrook Road		07:10
Bybrook, Penlee Point (NE-bound)		07:10
Kennington, opp Burton Road		07:12
Kennington, adj Park Road		07:12
Kennington, opp Upper Vicarage Road Post Office		07:13
Kennington, The Street (SE-bound)		07:14
Kennington, adj Tritton Fields		07:14
Kennington, opp East Mountain Lane		07:15
Kennington, opp The Old Mill		07:15
Bilting, adj Mushroom Farm		07:21
Bilting, adj Stour Valley View		07:22
Bilting, adj Church Lane		07:23
Godmersham, opp Village Hall		**07:24**
Godmersham, opp Pope Street		07:26
Chilham, Bagham Lane (N-bound)		07:28
Chilham, Felborough Close (on)		**07:29**
Chilham, adj The Old Alma		07:31
Chartham, opp Shalmsford Street		07:35
Chartham, adj Kingfisher Place		07:36
Chartham, adj Bolts Hill Corner		07:38
Chartham, opp Primary School		07:38
Chartham, adj Arnold Road		07:39
Chartham, adj Pomfret Road		07:40
Chartham, opp The Local		**07:41**
Chartham, opp Pomfret Road		07:43
Chartham, opp Arnold Road		07:45
Chartham, adj Primary School		07:47
Chartham, opp Bolts Hill Corner		07:48

Chartham, adj The Hyde		07:49
Chartham, adj Old School		07:50
Chartham, o/s Surgery		07:52
Chartham, Railway Station (NW-bound)		07:54
Chartham Hatch, adj Howfield Lane		07:59
Thanington, Chalklands (E-bound)		08:03
Thanington, adj Tonford Lane		**08:04**
Wincheap, opp Hollow Lane		08:11
Wincheap, opp York Road		08:13
Canterbury, opp Canterbury East Railway Station		08:16
Canterbury, Bus Station (arrivals)	*arr*	**08:19**

Compiled from data for the period Mon 16-Dec-2024 to Sun 22-Dec-2024. Times not in bold are estimated by using the distance between the stops.

2 Rolvenden - Ashford

Stagecoach South East

Mondays to Fridays

Rolvenden, Monypenny (on)	***dep***	**07:15**				
Rolvenden, adj Post Office		07:16				
Rolvenden, opp Sparkeswood Avenue		07:16				
Rolvenden, adj Halden Lane		07:17				
Rolvenden, adj The Bungalows		07:20				
Rolvenden, opp KESR Station		07:21				
Tenterden, adj Isemonger Farm		07:22				
Tenterden, adj Cranbrook Road		07:23				
Tenterden, opp William Caxton		07:24				
Tenterden, o/s The Vine		**07:25**	**08:55**	**09:30**	**11:25**	**13:25**
Tenterden, o/s Town Hall		07:26	08:56	09:31	11:26	13:26
Tenterden, adj Old Post Office		07:27	08:57	09:32	11:27	13:27
Tenterden, adj Turners Avenue		07:28	08:58	09:33	11:28	13:28
Tenterden, adj Homewood School		07:30	08:59	09:34	11:29	13:29
Tenterden, opp The Fat Ox		07:31	08:59	09:34	11:29	13:29
St Michaels, opp Wayside Avenue		07:32	09:00	09:35	11:30	13:30
St Michaels, adj The Crown		**07:33**	**09:01**	**09:36**	**11:31**	**13:31**
St Michaels, adj Shoreham Lane		07:34	09:02	09:37	11:32	13:32
High Halden, adj The Chennells		07:38	09:06	09:41	11:36	13:36
High Halden, opp Millfield		07:38	09:06	09:41	11:36	13:36
High Halden, adj The Chequers		07:39	09:07	09:42	11:37	13:37
High Halden, opp The Martins		07:42	09:10	09:45	11:40	13:40
Bethersden, opp Standard Lane		07:44	09:12	09:47	11:42	13:42
Bethersden, adj School		07:46	09:14	09:49	11:44	13:44
Bethersden, opp The George		**07:47**	**09:15**	**09:50**	**11:45**	**13:45**
Bethersden, opp The Dene		07:48	09:16	09:51	11:46	13:46
Bethersden, opp Ironworks		07:48	09:16	09:51	11:46	13:46
Bethersden, opp Oakhurst Corner		07:50	09:18	09:53	11:48	13:48
Bethersden, Spicer's Hill (NE-bound)		07:52	09:20	09:55	11:50	13:50
Great Chart, opp New Street Farm		07:55	09:23	09:58	11:53	13:53
Great Chart, adj Church		**07:56**	**09:24**	**09:59**	**11:54**	**13:54**
Great Chart, adj The Swan and Dog		07:57	09:25	10:00	11:55	13:55
South Ashford, adj Matalan		08:00	09:27	10:02	11:57	13:57
South Ashford, adj Stour Close		08:01	09:28	10:03	11:58	13:58
South Ashford, opp Flaxpond Road		08:03	09:30	10:05	12:00	14:00
South Ashford, opp Arcon Road		08:04	09:30	10:05	12:00	14:00
South Ashford, adj The Beaver Inn		08:05	09:32	10:07	12:02	14:02
South Ashford, adj B and Q		08:06	09:32	10:07	12:02	14:02
South Ashford, Designer Outlet and Asda (Stop A)		08:08	09:34	10:09	12:04	14:04
Ashford, Ashford International Railway Station (Stop R)		**08:16**	**09:39**	**10:14**	**12:09**	**14:09**

Ashford, Wellesley Road (Stop S)		**08:19**				
Ashford, opp East Hill		08:21				
Ashford, adj Star Road		08:22				
Ashford, opp Mabledon Avenue		08:23				
Ashford, adj The Norton Knatchbull School		**08:24**				
Willesborough, opp Hythe Road The New Fox Inn		08:25				
Willesborough, opp Waterside		08:27				
Willesborough, opp Church Road		08:28				
Willesborough, adj Yeoman Gardens		08:33				
Willesborough, o/s William Harvey Hospital	*arr*	**08:35**				
Ashford, Park Street (arrivals)	*arr*		**09:44**	**10:19**	**12:14**	**14:14**

Compiled from data for the period Mon 16-Dec-2024 to Sun 22-Dec-2024. Times not in bold are estimated by using the distance between the stops.

2 Tenterden - Ashford

Stagecoach South East

Saturdays

Tenterden, o/s The Vine	*dep*	**09:30**	**11:25**	**13:25**
Tenterden, o/s Town Hall		09:33	11:28	13:28
Tenterden, adj Old Post Office		09:34	11:29	13:29
Tenterden, adj Turners Avenue		09:34	11:29	13:29
Tenterden, adj Homewood School		09:35	11:30	13:30
Tenterden, opp The Fat Ox		09:36	11:31	13:31
St Michaels, opp Wayside Avenue		09:36	11:31	13:31
St Michaels, adj The Crown		**09:37**	**11:32**	**13:32**
St Michaels, adj Shoreham Lane		09:38	11:33	13:33
High Halden, adj The Chennells		09:42	11:37	13:37
High Halden, opp Millfield		09:42	11:37	13:37
High Halden, adj The Chequers		09:43	11:38	13:38
High Halden, opp The Martins		09:46	11:41	13:41
Bethersden, opp Standard Lane		09:48	11:43	13:43
Bethersden, adj School		09:50	11:45	13:45
Bethersden, opp The George		**09:51**	**11:46**	**13:46**
Bethersden, opp The Dene		09:52	11:47	13:47
Bethersden, opp Ironworks		09:52	11:47	13:47
Bethersden, opp Oakhurst Corner		09:54	11:49	13:49
Bethersden, Spicer's Hill (NE-bound)		09:56	11:51	13:51
Great Chart, opp New Street Farm		09:59	11:54	13:54
Great Chart, adj Church		**10:00**	**11:55**	**13:55**
Great Chart, adj The Swan and Dog		10:01	11:56	13:56
South Ashford, adj Matalan		10:03	11:58	13:58
South Ashford, adj Stour Close		10:04	11:59	13:59
South Ashford, opp Flaxpond Road		10:05	12:00	14:00
South Ashford, opp Arcon Road		10:06	12:01	14:01
South Ashford, adj The Beaver Inn		10:07	12:02	14:02
South Ashford, adj B and Q		10:08	12:03	14:03
South Ashford, Designer Outlet and Asda (Stop A)		10:09	12:04	14:04
Ashford, Ashford International Railway Station (Stop R		**10:14**	**12:09**	**14:09**
Ashford, Park Street (arrivals)	*arr*	**10:19**	**12:14**	**14:14**

Compiled from data for the period Mon 16-Dec-2024 to Sun 22-Dec-2024. Times not in bold are estimated by using the distance between the stops.

2 Ashford - Rolvenden

Stagecoach South East

Mondays to Fridays

Ashford, Park Street (Stop D)	*dep*		**10:23**	**12:23**	**14:23**	**17:05**
Ashford, County Square (Stop L)			10:26	12:26	14:26	17:08
Ashford, Ashford International Railway Station (Stop R			10:29	12:29	14:29	17:11
South Ashford, Designer Outlet and Asda (Stop B)			**10:34**	**12:34**	**14:34**	**17:16**
South Ashford, opp B and Q			10:35	12:35	14:35	17:17
South Ashford, opp The Beaver Inn			10:36	12:36	14:36	17:18
South Ashford, adj Arcon Road			10:37	12:37	14:37	17:19
South Ashford, adj Flaxpond Road			10:38	12:38	14:38	17:20
South Ashford, opp Stour Close			10:40	12:40	14:40	17:22
South Ashford, opp Matalan			10:40	12:40	14:40	17:22
Great Chart, opp The Swan and Dog		**06:37**	**10:43**	**12:43**	**14:43**	**17:25**
Great Chart, opp Church		**06:38**	**10:43**	**12:43**	**14:43**	**17:25**
Great Chart, adj New Street Farm		06:39	10:45	12:45	14:45	17:27
Bethersden, Spicer's Hill (SW-bound)		06:41	10:47	12:47	14:47	17:29
Bethersden, adj Oakhurst Corner		06:42	10:49	12:49	14:49	17:31
Bethersden, adj Ironworks		06:43	10:51	12:51	14:51	17:33
Bethersden, adj The Dene		06:44	10:51	12:51	14:51	17:33
Bethersden, adj The George		**06:44**	**10:51**	**12:51**	**14:51**	**17:33**
Bethersden, opp School		06:44	10:52	12:52	14:52	17:34
Bethersden, adj Standard Lane		06:47	10:54	12:54	14:54	17:36
High Halden, adj The Martins		06:48	10:55	12:55	14:55	17:37
High Halden, opp The Chequers		**06:50**	**10:57**	**12:57**	**14:57**	**17:39**
High Halden, adj Millfield		06:51	10:58	12:58	14:58	17:40
High Halden, opp The Chennells		06:51	10:59	12:59	14:59	17:41
St Michaels, opp Shoreham Lane		06:54	|	|	|	|
St Michaels, opp The Crown		06:55	11:02	13:02	15:02	17:44
St Michaels, adj Wayside Avenue		06:56	11:04	13:04	15:04	17:46
Tenterden, adj The Fat Ox		06:57	11:05	13:05	15:05	17:47
Tenterden, opp Homewood School		06:58	11:06	13:06	15:06	17:48
Tenterden, opp Turners Avenue		06:59	11:07	13:07	15:07	17:49
Tenterden, opp Old Post Office		07:00	11:08	13:08	15:08	17:50
Tenterden, opp Town Hall		07:01	11:10	13:10	15:10	17:52
Tenterden, opp The Vine		**07:02**	**11:10**	**13:10**	**15:10**	**17:52**
Tenterden, adj William Caxton		07:03				
Tenterden, opp Cranbrook Road		07:04				
Tenterden, opp Isemonger Farm		07:04				
Rolvenden, adj KESR Station		07:05				
Rolvenden, opp The Bungalows		07:06				
Rolvenden, opp Halden Lane		07:09				

Rolvenden, adj Sparkeswood Avenue		07:09
Rolvenden, opp Post Office		07:09
Rolvenden, Monypenny (on)	*arr*	**07:10**

Compiled from data for the period Mon 16-Dec-2024 to Sun 22-Dec-2024. Times not in bold are estimated by using the distance between the stops.

2 Ashford - Tenterden

Stagecoach South East

Saturdays

Ashford, Park Street (Stop D)	*dep*	**10:23**	**12:23**	**14:23**	**17:05**
Ashford, County Square (Stop L)		10:26	12:26	14:26	17:08
Ashford, Ashford International Railway Station (Stop R		10:28	12:28	14:28	17:10
South Ashford, Designer Outlet and Asda (Stop B)		**10:33**	**12:33**	**14:33**	**17:15**
South Ashford, opp B and Q		10:34	12:34	14:34	17:16
South Ashford, opp The Beaver Inn		10:35	12:35	14:35	17:17
South Ashford, adj Arcon Road		10:36	12:36	14:36	17:18
South Ashford, adj Flaxpond Road		10:37	12:37	14:37	17:19
South Ashford, opp Stour Close		10:39	12:39	14:39	17:21
South Ashford, opp Matalan		10:39	12:39	14:39	17:21
Great Chart, opp The Swan and Dog		10:42	12:42	14:42	17:24
Great Chart, opp Church		**10:42**	**12:42**	**14:42**	**17:24**
Great Chart, adj New Street Farm		10:44	12:44	14:44	17:26
Bethersden, Spicer's Hill (SW-bound)		10:46	12:46	14:46	17:28
Bethersden, adj Oakhurst Corner		10:49	12:49	14:49	17:31
Bethersden, adj Ironworks		10:50	12:50	14:50	17:32
Bethersden, adj The Dene		10:50	12:50	14:50	17:32
Bethersden, adj The George		**10:51**	**12:51**	**14:51**	**17:33**
Bethersden, opp School		10:51	12:51	14:51	17:33
Bethersden, adj Standard Lane		10:54	12:54	14:54	17:36
High Halden, adj The Martins		10:55	12:55	14:55	17:37
High Halden, opp The Chequers		**10:57**	**12:57**	**14:57**	**17:39**
High Halden, adj Millfield		10:58	12:58	14:58	17:40
High Halden, opp The Chennells		10:58	12:58	14:58	17:40
St Michaels, opp The Crown		11:02	13:02	15:02	17:44
St Michaels, adj Wayside Avenue		11:03	13:03	15:03	17:45
Tenterden, adj The Fat Ox		11:04	13:04	15:04	17:46
Tenterden, opp Homewood School		11:05	13:05	15:05	17:47
Tenterden, opp Turners Avenue		11:06	13:06	15:06	17:48
Tenterden, opp Old Post Office		11:08	13:08	15:08	17:50
Tenterden, opp Town Hall		11:09	13:09	15:09	17:51
Tenterden, opp The Vine	*arr*	**11:10**	**13:10**	**15:10**	**17:52**

Compiled from data for the period Mon 16-Dec-2024 to Sun 22-Dec-2024. Times not in bold are estimated by using the distance between the stops.

965 Lenham School Grounds in The Lenham School - Park Farm

Stagecoach South East

Mondays to Fridays

Lenham School Grounds in The Lenham School, Lenham	***dep***	**15:35**
Lenham, opp Honywood Road		15:35
Lenham, adj The Square		15:36
Lenham, opp Glebe Gardens		15:36
Lenham, adj Rayners Hill		15:39
Charing, Hart Hill Crossroads (SE-bound)		15:43
Charing, opp Tatchell Drive		15:45
Charing, opp Moat Park Cottages		15:46
Charing, opp Crematorium		15:47
Westwell Leacon, opp Leacon Lane		15:48
Hothfield, adj The Woolpack		15:50
Hothfield, opp School Road		**15:52**
Hothfield, adj Watery Lane		15:53
Ashford, adj Hare and Hounds		15:57
Ashford, opp Orchard Heights		15:58
Repton Park, opp Sir John Fogge Avenue		**15:59**
Repton Park, opp Romney Point		16:00
Repton Park, opp Waitrose		**16:02**
Godinton Park, opp East Lodge Road		16:06
Godinton Park, adj Thornlea		**16:07**
Godinton Park, adj Rowan Close		16:08
Godinton Park, opp Springwood Close		16:09
Godinton Park, adj East Lodge Road		**16:10**
Godinton Park, opp Loudon Way		16:11
Singleton, adj Oxen Lease		**16:15**
Singleton, opp Butt Field Road		16:15
Singleton, opp Harvest Way		16:16
Stanhope, adj Frittenden Close		16:16
Stanhope, adj Newenden Close		16:17
Stanhope, adj Shops		**16:17**
Stanhope, opp Ray Allen Centre		16:18
Stanhope, Stanhope Entrance (E-bound)		16:18
South Ashford, opp The Limes		16:19
Park Farm, o/s Tesco Park Farm	***arr***	**16:22**

Compiled from data for the period Mon 16-Dec-2024 to Sun 22-Dec-2024. Times not in bold are estimated by using the distance between the stops.

965 Park Farm - Lenham School Grounds in The Lenham School

Stagecoach South East

Mondays to Fridays

Park Farm, o/s Tesco Park Farm	***dep***	**07:37**
Park Farm, Forestall Meadow (NW-bound)		07:38
South Ashford, adj The Limes		07:40
South Ashford, opp Bungalow Stores		07:40
Stanhope, Stanhope Entrance (W-bound)		07:41
Stanhope, adj Sheldwich Close		**07:41**
Stanhope, adj Luddenham Close		07:42
Stanhope, adj Leaveland Close		07:43
Stanhope, adj Kilndown Close		07:43
Bridewell, adj Plantation		07:44
Singleton, adj Harvest Way		07:45
Singleton, adj Butt Field Road		07:46
Singleton, opp Lakemead		07:46
Singleton, opp Old Orchard		**07:47**
Godinton Park, adj Loudon Way		07:52
Godinton Park, opp East Lodge Road		07:52
Godinton Park, adj Thornlea		**07:53**
Godinton Park, adj Rowan Close		07:54
Godinton Park, opp Springwood Close		07:55
Godinton Park, adj East Lodge Road		**07:55**
Repton Park, adj Waitrose		**08:00**
Repton Park, adj Romney Point		08:01
Repton Park, adj Sir John Fogge Avenue		**08:02**
Ashford, adj Orchard Heights		08:03
Ashford, opp Hare and Hounds		08:05
Hothfield, opp Watery Lane		08:09
Hothfield, adj School Road		**08:10**
Hothfield, opp The Woolpack		08:12
Westwell Leacon, adj Leacon Lane		08:15
Charing, adj Crematorium		08:17
Charing, adj Moat Park Cottages		08:18
Charing, adj Tatchell Drive		08:19
Charing, Hart Hill Crossroads (NW-bound)		08:22
Lenham, opp Rayners Hill		08:28
Lenham, opp Loder Close		08:34
Lenham, adj Cherry Close		08:34
Lenham School Grounds in The Lenham School, Lenham	***arr***	**08:35**

Compiled from data for the period Mon 16-Dec-2024 to Sun 22-Dec-2024. Times not in bold are estimated by using the distance between the stops.

968 Singleton - Ashford

Stagecoach South East

Mondays to Fridays

Singleton, opp Millbrook Meadow	*dep*	**07:34**
Singleton, opp Butt Field Road		07:35
Singleton, opp Harvest Way		07:36
Bridewell, adj Langney Drive		07:37
Bridewell, adj Brisley Close		07:39
Bridewell, opp Ploughman's Way		**07:40**
Bridewell, opp Haywain Close		07:42
Chartfields, adj Millbank Road		07:44
Chartfields, adj Hadrian Gardens		07:46
Park Farm, o/s Tesco Park Farm		**07:50**
Park Farm, adj Bluebell Close		07:52
Park Farm, opp Bell Chapel Close		07:53
Park Farm, adj Saw Lodge Field		07:54
Park Farm, adj Acorn Close		07:56
Park Farm, opp Wood Lane		07:57
Park Farm, opp Acorn Close		07:58
Park Farm, adj Reed Crescent		08:00
Park Farm, opp Hawthorn Road		**08:01**
Park Farm, Forestall Meadow (NW-bound)		08:02
Ashford, Beaver Road Bridge (Stop H)		08:10
Ashford, Elwick Road (Stop J)		08:11
Ashford, County Square (Stop K)		**08:12**
Ashford, New Street (Stop U)		08:16
Ashford, opp Catholic Church		08:17
Ashford, adj Catholic Church		**08:20**
Ashford, New Street (Stop V)		08:21
Ashford, opp East Hill		08:25
Ashford, adj Star Road		08:26
Ashford, opp Mabledon Avenue		08:27
Ashford, adj The Norton Knatchbull School	*arr*	**08:28**

Compiled from data for the period Mon 16-Dec-2024 to Sun 22-Dec-2024. Times not in bold are estimated by using the distance between the stops.

968 Ashford - Bethersden

Stagecoach South East

Mondays to Fridays

Ashford, adj Highworth School	*dep*	**15:55**
Ashford, adj Catholic Church		15:56
Ashford, New Street (Stop V)		15:57
Ashford, opp East Hill		16:00
Ashford, adj Star Road		16:02
Ashford, opp Mabledon Avenue		16:02
Ashford, adj The Norton Knatchbull School		**16:03**
Willesborough, opp Hythe Road The New Fox Inn		16:04
Willesborough, opp Waterside		16:04
Willesborough, opp Church Road		16:05
Park Farm, adj Saw Lodge Field		**16:15**
Park Farm, adj Acorn Close		16:16
Park Farm, opp Wood Lane		16:16
Park Farm, opp Acorn Close		16:16
Park Farm, adj Reed Crescent		16:17
Park Farm, opp Hawthorn Road		**16:18**
Park Farm, Forestall Meadow (NW-bound)		16:19
Chartfields, opp Hadrian Gardens		16:20
Chartfields, opp Millbank Road		16:21
Bridewell, adj Haywain Close		16:22
Bridewell, adj Ploughman's Way		**16:23**
Bridewell, opp Brisley Close		16:24
Bridewell, opp Langney Drive		16:25
Singleton, adj Harvest Way		16:26
Singleton, adj Butt Field Road		16:27
Singleton, adj Millbrook Meadow		16:28
South Ashford, opp Stour Close		16:30
South Ashford, opp Matalan		**16:31**
Bethersden, Spicer's Hill (SW-bound)		16:36
Bethersden, adj Oakhurst Corner		16:38
Bethersden, adj Ironworks		16:40
Bethersden, adj The Dene		16:40
Bethersden, adj The George		16:41
Bethersden, opp School	*arr*	**16:41**

Compiled from data for the period Mon 16-Dec-2024 to Sun 22-Dec-2024. Times not in bold are estimated by using the distance between the stops.

969 Kennington - Stanhope

Stagecoach South East

Mondays to Fridays

Kennington, o/s Towers School	*dep*	**15:25**
Kennington, adj The Rose		15:25
Kennington, adj Upper Vicarage Road		15:26
Kennington, opp Park Road		15:27
Kennington, adj Burton Road		15:27
Bybrook, Penlee Point (SW-bound)		15:28
Bybrook, opp Bybrook Barn		15:29
Ashford, adj Heathfield Road		15:30
Ashford, opp Catholic Church		**15:35**
Ashford, opp Highworth School		15:36
Godinton Park, opp East Lodge Road		15:38
Godinton Park, adj Thornlea		**15:40**
Godinton Park, adj Rowan Close		15:41
Godinton Park, adj Maple Close		15:41
Godinton Park, adj Butternut Copse		15:42
Godinton Park, opp Aspen Drive		15:42
Godinton Park, adj Spindlewood End		15:42
Godinton Park, o/s Shops		**15:47**
South Ashford, adj Matalan		15:51
South Ashford, adj Stour Close		15:51
South Ashford, opp Watercress Lane		15:53
South Ashford, adj Maypits		15:54
South Ashford, opp St Anne's Road		15:55
South Ashford, opp Elm Place		15:56
South Ashford, opp Arcon Road		**15:57**
South Ashford, adj Cade Road		16:01
South Ashford, opp Kingsnorth Road Post Office		**16:02**
South Ashford, adj Bramley Gardens		16:03
Stanhope, Stanhope Entrance (W-bound)		16:04
Stanhope, adj Sheldwich Close		**16:05**
Stanhope, adj Luddenham Close		16:06
Stanhope, adj Leaveland Close		16:07
Stanhope, adj Kilndown Close		16:08
Bridewell, adj Plantation		16:08
Bridewell, opp Flimwell		**16:09**
Bridewell, adj Penn Hill		16:10
Bridewell, opp Washford Farm Road		16:11
Stanhope, adj Newenden Close		16:13
Stanhope, adj Shops	*arr*	**16:14**

Compiled from data for the period Mon 16-Dec-2024 to Sun 22-Dec-2024. Times not in bold are estimated by using the distance between the stops.

969 Stanhope - Kennington

Stagecoach South East

Mondays to Fridays

Stanhope, adj Sheldwich Close	*dep*	**07:27**
Stanhope, adj Luddenham Close		07:28
Stanhope, adj Leaveland Close		07:29
Stanhope, adj Kilndown Close		07:29
Bridewell, adj Plantation		07:30
Bridewell, adj Langney Drive		07:30
Bridewell, opp Flimwell		**07:31**
Bridewell, adj Penn Hill		07:32
Bridewell, opp Washford Farm Road		07:33
Stanhope, adj Newenden Close		07:34
Stanhope, adj Shops		**07:36**
Stanhope, opp Ray Allen Centre		07:36
Stanhope, Stanhope Entrance (E-bound)		07:37
South Ashford, opp Bramley Gardens		07:37
South Ashford, adj Kingsnorth Road Post Office		**07:39**
South Ashford, opp Cade Road		07:40
South Ashford, adj Arcon Road		**07:43**
South Ashford, adj Elm Place		07:44
South Ashford, adj St Anne's Road		07:45
South Ashford, opp Maypits		07:46
South Ashford, adj Watercress Lane		07:47
South Ashford, opp Stour Close		07:48
South Ashford, opp Matalan		07:49
Godinton Park, adj Loudon Way		07:51
Godinton Park, adj Thornlea		**07:55**
Godinton Park, adj Rowan Close		07:56
Godinton Park, adj Maple Close		07:56
Godinton Park, adj Butternut Copse		07:57
Godinton Park, opp Aspen Drive		07:58
Godinton Park, adj Spindlewood End		07:59
Godinton Park, o/s Shops		**08:04**
Godinton Park, adj East Lodge Road		08:05
Ashford, adj Highworth School		**08:13**
Ashford, adj Catholic Church		**08:15**
Ashford, opp Heathfield Road		08:18
Bybrook, adj Bybrook Barn		08:19
Bybrook, adj Bybrook Road		08:20
Bybrook, Penlee Point (NE-bound)		08:20
Kennington, opp Burton Road		08:22

Kennington, adj Park Road		08:23
Kennington, opp Upper Vicarage Road		08:24
Kennington, opp The Rose		08:25
Kennington, o/s Towers School	*arr*	**08:30**

Compiled from data for the period Mon 16-Dec-2024 to Sun 22-Dec-2024. Times not in bold are estimated by using the distance between the stops.

970 Homewood School Grounds at Homewood School Grounds - Little Burton

Stagecoach South East

Mondays to Fridays

Homewood School Grounds at Homewood School Grounds, Tenterden	*dep*	**14:25**	**15:40**
Tenterden, opp The Fat Ox		14:28	15:43
St Michaels, opp Wayside Avenue		14:30	15:45
St Michaels, adj The Crown		**14:35**	**15:50**
St Michaels, adj Shoreham Lane		14:36	15:51
High Halden, adj The Chennells		14:39	15:54
High Halden, opp Millfield		14:39	15:54
High Halden, adj The Chequers		14:40	15:55
High Halden, opp The Martins		14:41	15:56
Bethersden, opp Standard Lane		14:42	15:57
Bethersden, opp Ironworks		14:44	15:59
Bethersden, opp Oakhurst Corner		14:45	16:00
Bethersden, Spicer's Hill (NE-bound)		14:47	16:02
Great Chart, opp New Street Farm		14:49	16:04
Great Chart, adj Church		**14:50**	**16:05**
Great Chart, adj The Swan and Dog		**14:52**	**16:07**
South Ashford, adj Matalan		**14:57**	**16:12**
South Ashford, adj Stour Close		14:58	16:13
South Ashford, opp Flaxpond Road		15:00	16:15
South Ashford, opp Arcon Road		**15:01**	**16:16**
South Ashford, adj The Beaver Inn		15:03	16:18
South Ashford, adj B and Q		15:04	16:19
South Ashford, Designer Outlet and Asda (Stop A)		15:06	16:21
Ashford, Beaver Road Bridge (Stop H)		15:10	16:25
Ashford, Wellesley Road (Stop S)		15:12	16:27
Ashford, opp East Hill		15:14	16:29
Ashford, adj Star Road		15:15	16:30
Ashford, opp Mabledon Avenue		**15:16**	**16:31**
Ashford, adj The Norton Knatchbull School		15:17	16:32
Willesborough, opp Hythe Road The New Fox Inn		15:18	16:33
Willesborough, opp Waterside		15:19	16:34
Willesborough, opp Church Road		**15:20**	**16:35**
Willesborough, adj Yeoman Gardens		15:23	16:38
Willesborough, opp Sandy Lane		15:24	16:39
Willesborough, adj Industrial Park		**15:25**	**16:40**
Willesborough, opp Blackwall Road South		15:25	16:40
Willesborough, adj Givaudan		15:26	16:41
Willesborough, opp Julie Rose Stadium		15:27	16:42
Little Burton, adj Clarke Crescent		15:28	16:43

Little Burton, adj George Williams Way	*arr*	**15:28**	**16:43**
Notes		[1]	[2]

[1] Only runs on Wednesday (Wed 18-Dec-2024)
[2] Doesn't run on Wednesday (Wed 18-Dec-2024)
Compiled from data for the period Mon 16-Dec-2024 to Sun 22-Dec-2024. Times not in bold are estimated by using the distance between the stops.

970 Little Burton - Homewood School Grounds at Homewood School Grounds

Stagecoach South East

Mondays to Fridays

Little Burton, opp George Williams Way	*dep*	**07:23**
Little Burton, nr Clarke Crescent		07:24
Willesborough, adj Julie Rose Stadium		07:24
Willesborough, opp Givaudan		07:25
Willesborough, adj Blackwall Road South		07:26
Willesborough, opp Industrial Park		**07:26**
Willesborough, adj Sandy Lane		07:27
Willesborough, opp Yeoman Gardens		07:27
Willesborough, adj Church Road		**07:32**
Willesborough, adj Waterside		07:33
Willesborough, adj Hythe Road The New Fox Inn		07:33
Ashford, opp The Norton Knatchbull School		07:34
Ashford, adj Mabledon Avenue		**07:35**
Ashford, opp Star Road		07:36
Ashford, adj East Hill		07:36
Ashford, Wellesley Road (Stop T)		07:37
Ashford, Beaver Road Bridge (Stop G)		07:39
South Ashford, Designer Outlet and Asda (Stop B)		**07:42**
South Ashford, opp B and Q		07:45
South Ashford, opp The Beaver Inn		07:47
South Ashford, adj Arcon Road		**07:50**
South Ashford, adj Flaxpond Road		07:52
South Ashford, opp Stour Close		07:55
South Ashford, opp Matalan		**07:56**
Great Chart, opp The Swan and Dog		**07:59**
Great Chart, opp Church		**08:02**
Great Chart, adj New Street Farm		08:03
Bethersden, Spicer's Hill (SW-bound)		08:05
Bethersden, adj Oakhurst Corner		08:07
Bethersden, adj Ironworks		08:08
Bethersden, adj Standard Lane		08:10
High Halden, adj The Martins		08:11
High Halden, opp The Chequers		**08:12**
High Halden, adj Millfield		08:13
High Halden, opp The Chennells		08:13
St Michaels, opp Shoreham Lane		08:16
St Michaels, opp The Crown		08:17
St Michaels, adj Wayside Avenue		08:22
Homewood School Grounds at Homewood School Grounds, Tenterden	*arr*	**08:29**

Compiled from data for the period Mon 16-Dec-2024 to Sun 22-Dec-2024. Times not in bold are estimated by using the distance between the stops.

Godinton Park - Repton Park - Ashford Town Centre & Rail Station - South Willesborough - Orbital Park G

from 19 April 2022

Mondays to Fridays except public holidays

Godinton Park Loudon Way	0557	0652	0750	0900	1000	1100	1200	1300	1400	1500	1604	1710
Waitrose Repton Park	0606	0700	0800	0909	1009	1109	1209	1309	1409	1509	1613	1718
Ashford Bank Street *arrive*	0611	0706	0806	0915	1015	1115	1215	1315	1415	1515	1619	1724
Ashford Bank Street Stop M	0611	0706	0809	0917	1017	1117	1217	1317	1417	1517	1622	1730
Rail Station Stop R	0614	0709	0813	0920	1020	1120	1220	1320	1420	1520	1626	1734
Newtown Beazley Court	-	0713	0818	0925	1025	1125	1225	1325	1425	1525	1631	1739
South Willesborough Gladstone Rd	-	0716	0821	0928	1028	1128	1228	1328	1428	1528	1634	1742
Orbital Park Monument Way	-	0724	0831	0936	1036	1136	1236	1336	1436	1537	1643	1751

South Willesborough Gladstone Rd	-	0717	0822	0929	1029	1129	1229	1329	1429	1529	1635	1743	
Orbital Park Monument Way	-	0725	0832	0937	1037	1137	1237	1337	1437	1537	1643	1751	
Newtown Beazley Court	-	0731	0838	0943	1043	1143	1243	1343	1443	1543	1649	1757	
Rail Station Stop R	-	0739	0848	0951	1051	1151	1251	1351	1451	1551	1657	1805	1839
Elwick Road opp County Square	-	0743	0852	0955	1055	1155	1255	1355	1455	1558	1703	1809	1842
Godinton Park Loudon Way	-	0748	0858	1000	1100	1200	1300	1400	1500	1603	1709	1813	1846
Waitrose Repton Park	-	0759	0908	1008	1108	1208	1308	1408	1509	1613	1718	1822	1854

Saturdays

Godinton Park Loudon Way	0900	1000	1100	1200	1300	1400	1500	1600	1700
Waitrose Repton Park	0909	1009	1109	1209	1309	1409	1509	1609	1709
Ashford Bank Street *arrive*	0915	1015	1115	1215	1315	1415	1515	1615	1715
Ashford Bank Street Stop M	0917	1017	1117	1217	1317	1417	1517	1617	1717
Rail Station Stop R	0920	1020	1120	1220	1320	1420	1520	1620	1720
Newtown Beazley Court	0925	1025	1125	1225	1325	1425	1525	1625	1725
South Willesborough Gladstone Rd	0928	1028	1128	1228	1328	1428	1528	1628	1728
Orbital Park Monument Way	0936	1036	1136	1236	1336	1436	1536	1636	1736

South Willesborough Gladstone Rd	0929	1029	1129	1229	1329	1429	1529	1629	1729
Orbital Park Monument Way	0937	1037	1137	1237	1337	1437	1537	1637	1737
Newtown Beazley Court	0943	1043	1143	1243	1343	1443	1543	1643	1743
Rail Station Stop R	0951	1051	1151	1251	1351	1451	1551	1651	1751
Elwick Road opp County Square	0955	1055	1155	1255	1355	1455	1555	1655	1755
Godinton Park Loudon Way	1000	1100	1200	1300	1400	1500	1600	1700	1759
Waitrose Repton Park	1008	1108	1208	1308	1408	1508	1608	1709	1808

There are no Sunday or Public Holiday buses on route G

For other buses to Repton Park, please see route 666

This service is provided with financial assistance from Ashford Borough Council

WS1 Wye - South Ashford

Chalkwell Garage & Coach Hire

Mondays to Fridays

Wye, o/s Wye Free Schoo	*dep*	**15:40**
Wye, opp Spring Grove School		15:43
Wye, opp Redhouse		15:44
Wye, Kempe's Corner (W-bound)		**15:45**
Kennington, o/s The Old Mill		15:47
Kennington, adj East Mountain Lane		**15:48**
Kennington, adj Stubbs		15:49
Kennington, opp Tritton Fields		**15:50**
Kennington, The Street (NW-bound)		**15:53**
Kennington, adj The Rose		**15:56**
Kennington, adj Upper Vicarage Road		**15:58**
Bockhanger, opp Meadowbrook Road		**16:00**
Bockhanger, opp Grasmere Road		16:00
Bockhanger, adj Bockhanger Parade Shops		**16:01**
Bybrook, opp Nine Acres		16:01
Bybrook, adj Tadworth Road		16:01
Bybrook, adj Rylands Road		**16:02**
Bybrook, opp Bybrook Barn		16:02
Ashford, adj Heathfield Road		**16:03**
Ashford, opp Catholic Church		**16:05**
Ashford, opp Highworth School		16:06
Repton Park, adj Waitrose		**16:08**
Repton Park, Repton Manor School (SW-bound)		16:08
Godinton Park, opp Heartwood Drive		**16:10**
Godinton Park, o/s Shops		16:11
Godinton Park, adj East Lodge Road		**16:13**
Godinton Park, opp Loudon Way		16:14
South Ashford, adj Matalan	*arr*	**16:18**
Notes		[SDO]

[SDO] Schooldays only
Compiled from data for the period Mon 16-Dec-2024 to Sun 22-Dec-2024. Times not in bold are estimated by using the distance between the stops.

WS1 South Ashford - Wye

Chalkwell Garage & Coach Hire

Mondays to Fridays

South Ashford, opp Matalan	*dep*	**07:45**
Godinton Park, adj Loudon Way		07:49
Godinton Park, opp East Lodge Road		**07:50**
Godinton Park, adj Springwood Drive		07:50
Godinton Park, adj Heartwood Drive		**07:53**
Repton Park, adj Evergreen Way		07:53
Laurens van der Post Way before Repton Manor School, Repton Park		07:54
Repton Park, opp Waitrose		**07:55**
Ashford, adj Highworth School		07:56
Ashford, adj Catholic Church		**07:58**
Ashford, opp Heathfield Road		**08:00**
Bybrook, adj Bybrook Barn		08:00
Bybrook, opp Rylands Road		**08:01**
Bybrook, opp Tadworth Road		08:01
Bybrook, adj Nine Acres		08:01
Bockhanger, opp Bockhanger Parade Shops		**08:02**
Bockhanger, adj Grasmere Road		08:02
Bockhanger, adj Meadowbrook Road		**08:03**
Kennington, opp Upper Vicarage Road		**08:05**
Kennington, opp The Rose		**08:07**
Kennington, The Street (SE-bound)		**08:10**
Kennington, adj Tritton Fields		**08:13**
Kennington, opp East Mountain Lane		**08:15**
Kennington, opp The Old Mill		08:15
Wye, Kempe's Corner (E-bound)		**08:18**
Wye, adj Redhouse		08:19
Wye, adj Spring Grove School		08:20
Wye, opp Railway Station		08:21
Wye, adj Abbots Walk		08:22
Wye, adj Church		08:23
Wye, o/s Wye Free School	*arr*	**08:25**
Notes		[SDO]

[SDO] Schooldays only
Compiled from data for the period Mon 16-Dec-2024 to Sun 22-Dec-2024. Times not in bold are estimated by using the distance between the stops.