

Position Statement

Land at Castelmer Fruit Farm, Kingston Near Lewes.



South Downs Local Plan

Policy SD77: Land at Castelmer Fruit Farm, Kingston Near Lewes

Position Statement

On behalf of

The Sharp Family

November 2018

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DMH Stallard LLP Ref: 297821/1

- 1.1 DMH Stallard act on behalf of the Sharp family in relation to their ownership of land at Castelmer Fruit Farm. This position statement sets out the latest representations on behalf of the site owners following discussions with the SDNPA and the prospective site developer Devine Homes PLC.
- 1.2 A statement of common ground between Devine Homes and the SDNPA was signed in early November 2018. The SOCG is, notwithstanding our original representations, fully endorsed and agreed.
- 1.3 In planning terms the site has significant merit. Uniquely, the site constitutes, in part, previously developed or brownfield land including; redundant buildings, an existing dwelling and a MOT/ car repair business. The land is well related to the village and the allocation contributes towards the National Park's purposes and duty, specifically:
- The visual enhancement of the previously developed part of the site;
 - Improved management of the local wildlife site (Kingston Hollow), resulting net biodiversity gain;
 - Potential for a Right of Way connecting Kingston with Lewes;
 - Remediation of any localised contamination;
 - Provision of much needed affordable housing.
- 1.4 In relation to vehicular access, we agree with the SDNPA that suitable access can be achieved. This is supported by the March 2018 report by Hampshire County Council Engineering Consultancy (Core Document SS08a). Further work on this subject was undertaken by Transport Planning Associates (TPA) and enclosed with the SOCG. An additional report by TPA is enclosed as part of this Position Statement which confirms that satisfactory access is achievable and is not an impediment to the delivery of the allocation.
- 1.5 The site is capable of accommodating 10-12 dwellings particularly given the site area (excluding the access) is 0.58ha and the thrust of housing policy within the SDNP Local Plan is to require a significant proportion of smaller dwellings.
- 1.6 The inclusion of the policy SD77 is considered sound for the reasons set out above. It is a positive policy which contributes to the objective of achieving sustainable development. The site is available and deliverable.

A Proposal by
DEVINE HOMES

In respect of
**Castlemere Fruit Farm,
Kingston, South Downs National Park – Allocation SD77**

Technical Note – TN02

November 2018



DOCUMENT SIGNATURE AND REVIEW SHEET**Project Details**

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1 INTRODUCTION

- 1.1 Transport Planning Associates has been commissioned by Devine Homes to review the potential allocation of the Castlemere Fruit Farm site for 10-12 dwellings, with particular regard to vehicle access arrangements.
- 1.2 This report sets out the history of pre-application advice received and responds to concerns raised by the promoter of another potential residential site in Kingston.
- 1.3 The proposals for the site would involve demolition of the MOT / car repair garage, demolition of one existing house (of the existing 5) and removal of the Fruit Farm use to provide up to 12 new dwellings. The net increase in dwellings would therefore be a maximum of 11, meaning that the site access would support a total of 16 residential dwellings, including the 4 retained dwellings.
- 1.4 This report concludes that the proposals would result in a de-intensification of use of an existing vehicular access as well as improvements to its design / alignment, therefore there the proposals would generate a benefit to highway safety and the free flow of traffic.

2 BACKGROUND

Pre-application Highways Advice

- 2.1 There have been two pre-application responses from East Sussex County Council (“ESCC”) in relation to potential residential development at this site, the earlier of the two providing somewhat negative comments and the more recent suggesting that the development should be acceptable, subject to the site access conforming relevant design standards. A copy of the most recent pre-application advice is included as **Appendix A**.
- 2.2 The reason for the different responses is that the earlier pre-application consultation was based upon a Transport Statement provided by Monson Engineering, which included very limited detail and made a number of negative comments / assumptions regarding the potential development.
- 2.3 The more recent positive pre-application response followed the submission of a significantly more detailed report provided by TPA, which included visibility splay drawings, vehicle speed surveys, vehicle traffic surveys and trip generation calculations for the proposed development. The response received to this more detailed submission is therefore considered to hold far greater weight than the earlier consultation response, which should be disregarded as it was based upon insufficient / inaccurate information.
- 2.4 Following the second pre-application response, which questioned the veracity of the TRICS data utilised, an updated TRICS analysis has been undertaken and is included within chapter 3 of this report.
- 2.5 The consultation advice also suggested that the access should include suitable kerb radii and should ideally be 5m wide for the first 10m into the site. Plans are provided at **Appendix B**. These illustrate a suitable access arrangement, swept path analysis for an 11.2m refuse vehicle entering and exiting the site, plus swept path analysis illustrating that two large cars would be able to pass at the access.

Traffic Surveys

Automatic Traffic Counts

- 2.6 Ashcombe Lane is subject to a 30mph speed limit on either side of the Site access, even though the vertical profile of the road might encourage speeds in excess of this for southbound traffic.
- 2.7 Automatic Traffic Count (ATC) surveys were laid for two weeks (between 17/04/2018 and 30/04/2018) on two locations of Ashcombe Lane, immediately to the north and to the south of the Site access, respectively. The locations of the ATCs are reproduced below.

Figure 2.1 ATC Survey Locations

Background map: © Openstreetmap contributors

- 2.8 The surveys are appended to this TN within **Appendix C**, while a summary of the observed speeds is reproduced below.

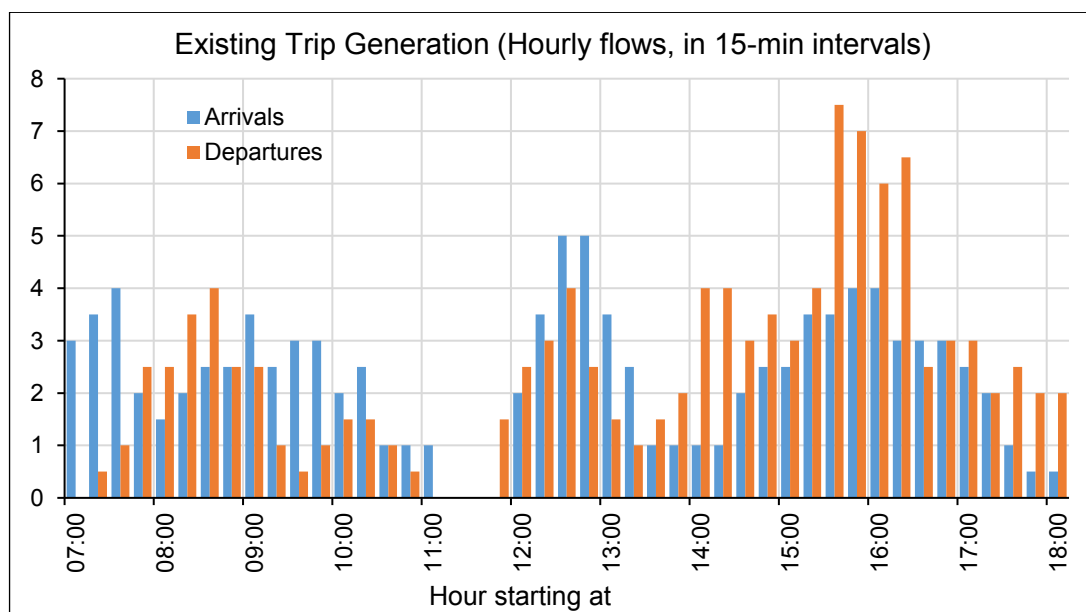
Table 2.1 Observed speeds along Ashcombe Lane

	ATC1 (North)		ATC2 (South)	
	Northbound	Southbound	Northbound	Southbound
Average (mph)	28.0	28.8	27.5	28.4
85th Percentile (mph)	33.4	33.4	33.4	33.5

- 2.9 The ATCs have highlighted small differences between the two ATCs and revealed that the observed average speeds are below the speed limit, while the 85th percentiles are slightly above it.

Site Traffic

- 2.10 The site currently includes an MOT / car repair garage and five residential dwellings.
- 2.11 A Manual Classified Count (MCC) traffic survey was undertaken at the junction of Ashcombe Lane with The Avenue and the Site Access, on two days, Thursday 19 and Thursday 26 April 2018, between 07:00 and 19:00. The survey is appended to this report within **Appendix D**.
- 2.12 The survey has revealed that the Site generated, over the 12 hours of the survey, 26 Arrivals and 31 Departures on the first Thursday and 28 Arrivals and 26 departures on the second Thursday, an average of 55.5 (rounded to **55**) two-way daily movements.
- 2.13 The graph below shows the daily profile of arrivals and departures, in 15 minutes intervals (where each bar represents hourly flows).



- 2.14 The 55 existing daily movements are associated, as noted, with the garage and the five residential units.

Visibility Splays

- 2.15 The site access benefits from visibility splays which have ensured its safe operation for at least 19 years. The splay to the north measures 2.4m x 79m, well in excess of that required based upon the measured speed set out in table 2.1. Splays to the south are available at 2.4m x 43m (measured to a point 1.6m off of the nearside carriageway and 2.4m x 52m to the nearside track of a vehicle approaching on the correct side of the carriageway. Plans illustrating the visibility splays are included at **Appendix E**.

- 2.16 Manual for Streets 2 guidance supports measuring visibility splays to the 'nearside edge of the vehicle track' (paragraph 10.5.3), which would typically be the centre of the carriageway for vehicles approaching the site from the south. Measuring splays to a point 1.6m from the nearside kerb line therefore provides a robust measurement, meaning that even vehicles travelling on the wrong side of the carriageway would be visible. The only circumstance where a vehicle may not be seen within this splay would be the highly unlikely event where a motorcycle were driving on the wrong side of the carriageway, immediately adjacent to the kerb line.
- 2.17 There have been some queries with regard to the extent of public highway land to the immediate south of the site (the frontage of the property known as Pippins). The highway authority has very recently advised that they have double checked the actual extent of the highway limit and it is the close boarded fence along the front of the property known as Pippins. The visibility splay plans provided are therefore drawn accordingly.

Highway Safety Records

- 2.18 Highway safety records are available via the 'Crashmap' website (www.crashmap.co.uk) and an interrogation of the system illustrates that the site access has operated safely for at least 19 years, with not a single accident associated with the access in that time.
- 2.19 The site access is located almost opposite another access (The Avenue), and therefore a staggered four way junction is formed. This arrangement has operated safely for at least 19 years, as illustrated by the highway safety records.

3 TRAFFIC GENERATION

Permitted / Extant Uses

- 3.1 The fruit farm is not in operation but part of the site could be re-opened. Data obtained relating to the fruit farm suggests that it operated with up to 11 employees at any given time. Census data has been obtained for the local area, which illustrates that 60% travel to work by car and applying this to the number of employees gives 7 (rounded from 6.6) vehicle movements in and 7 out per day associated with the fruit farm. There would also be deliveries / goods vehicle movements and it has been assumed that there would be 2 per day, therefore 4 vehicle movements, taking the daily total for the fruit farm to 18. This is considered to be robust as no allowance is made for trips to / from the site within the working day, for example for lunch breaks or similar.

- 3.2 Total potential daily traffic generation for the existing permitted uses on site, is therefore:

$$55 \text{ (surveyed)} + 18 \text{ (fruit farm)} = \mathbf{73 \text{ vehicle movements.}}$$

- 3.3 Part of the fruit farm has been sold and dwellings were constructed on that land. As such any re-use of the fruit farm could potentially involve fewer employees, subject to how the site is operated. On the basis that circa 60% of the fruit farm land was sold, a proportionate reduction in staff would result in total vehicle movements for the existing site being reduced by 11 (60% of 18), to a total of **62 vehicle movements**.

- 3.4 The site therefore has the potential to generate 62 – 73 vehicle trips per day, based upon survey data from the site access combined with the permitted Fruit Farm use.

Proposed Use

- 3.5 Following the highway authority's comments in the most recent pre-application consultation an updated TRICS analysis has been undertaken based upon a larger number of sites (the highway authority was not content with the use of a single site). The TRICS analysis now includes 11 sites, with the range of development size being limited to no larger than 39 dwellings. A copy of the TRICS data is included at **Appendix F**.

- 3.6 The TRICS data illustrates that daily flows for the 16 dwellings which could be served by the site access (12 new and 4 existing) would be 57 trips, two way. There would therefore be a reduction in potential usage of the access of between 5 and 16 vehicle trips per day.

4 SHLAA SITE LE014

Representations from Site Promoter

- 4.1 Representations have been received from the promoter of SHLAA site LE014, located on Wellgreen Lane, raising concern with regard to visibility splays at the access to the Castlemer Fruit Farm site (SD77).
- 4.2 The suggestion is that visibility splays are sub-standard due to visibility being required across private land, in order to provide Manual for Streets compliant visibility splays to the south.
- 4.3 Fundamentally, as set out in the previous chapter, the development proposals for SD77 will result in a de-intensification of use of the access and as such whether the visibility splays are consistent with Manual for Streets standards or not is null and void. Regardless of compliance, the proposals will generate a benefit to highway safety and capacity as they will result in a de-intensification of use of an existing access.
- 4.4 Not only will there be a de-intensification of use of the access but it will also be subject to various improvements, potentially including new kerb radii, widening of the first section of the access road and pedestrian facilities.

Vehicle Access to LE014

- 4.5 The site at Wellgreen Lane does not currently benefit from any vehicular access and hence a new access will be required. The introduction of a new vehicle access onto the public highway will, by definition, generate new turning movements and therefore potential conflict points on the highway. Regardless of access design and compliance with standards the new access will therefore result in some impact upon traffic flow and highway safety.
- 4.6 This impact may not be severe, however there will be some negative impact / additional risk to highway users, whereas the SD77 proposals will have a beneficial impact upon traffic and highway safety due to de-intensification of use of the access.
- 4.7 The frontage of the LE014 site also includes a traffic calming feature which requires westbound vehicles to give way to eastbound vehicles and while the proposed access location is unknown there is potential for confusion to arise if vehicles turning out of the site are not able to clearly see the give way signage.
- 4.8 Should the new access be located to the east of the give way and build out then there is potential for drivers approaching the access to be distracted while navigating the road narrowing / build out and therefore not be aware of emerging vehicles from the new access.

5 CONCLUSIONS

- 5.1 This report illustrates that the proposals would result in the de-intensification of use of an existing highway access and that there would therefore be a benefit to highway safety as a result of the development being implemented. Combined with the likely enhancements to the access to provide kerb radii, widening of the first section of the access road and pedestrian facilities the proposals would result in material highway benefits.
- 5.2 Contrasting with the highway benefits of the SD77 proposals, the proposals at LE014 would create a new access onto a section of highway which would not be a standard / simple arrangement due to the proximity of traffic calming features which include horizontal deflection. As such the introduction of additional / new turning movements at LE014 would generate some risk to highway users.
- 5.3 The SD77 proposals utilise an access which has operated safely for at least 19 years and will result in a de-intensification of use of that access, therefore there is no justification in highways terms for the allocation not to be made.

APPENDIX A

Nathan Hanks

From: Teresa Ford <Teresa.Ford@eastsussex.gov.uk>
Sent: 16 August 2018 09:29
To: Nathan Hanks
Cc: 'planning.south@lewes-eastbourne.gov.uk'
Subject: Pre Application Advice for Castlemere Fruit Farm, Ashcombe Lane, Kingston, Lewes



To: Transport Planning Associates
F.A.O: Nathan Hanks

Copy to: Lewes District Council
Southover House, Southover Road, Lewes

PRE PLANNING NUMBER	PRE/SDNP/18/1240/HW
--------------------------------	----------------------------

Applicant: Nathan Hanks
Location: **Kingston Parish Council** Castlemere Fruit Farm/Tim Sharp Motors, Ashcombe Lane, Kingston, Lewes, BN7 3JZ
Development: Demolition of Fruit farm and MOT centre / garage and erection of 12 residential dwellings.

Road Name or Number	C324	Consultation Date	31 July 2018	Use Class	
National Grid Reference	539285108544	Contact Officer	Teresa Ford01273 482283		

Thank you for your email dated 17th July 2018 seeking pre-application highway advice on the above site and development proposal.

I confirm that you have paid our fee of £428 [including VAT] on 31st July 2018 for detailed highways and transport pre-application advice.

The existing access onto Ashcombe Lane currently serves Castlemere Fruit Farm with associated dwelling and the Tim Sharp Motors which currently operates from part of the site. It is understood that you wish to demolish existing buildings and extinguish existing uses on part of the site only and provide for up to 12 new dwellings. The proposal would utilise this existing vehicular access.

You can find further information at the link here to assist you with your development proposal.

For your proposed redevelopment to provide 12 dwellings utilizing the existing vehicular access point onto Ashcombe Lane [C324], the main issues to consider and requirements that would need to be met are:-

- 1) The current uses and what the proposed use classes are.
- 2) Suitable vehicle, pedestrian and cycle access, to include sufficient width, gradient and visibility splays. Visibility sightlines need to be over land that are either in control of the landowner or public highway.
- 3) Appropriate on site vehicle and cycle parking- the number of spaces should be in accordance with ESCC standards in accord with the proposed use.
- 4) Appropriate on site vehicle turning for vehicles likely to visit the site
- 5) The likely trip generation of the existing and proposed development
- 6) Appropriate improvements to the local network to ensure safe access, and accessibility by all modes of transport.

From the information submitted it seems that this proposal is for only part of the land known as Castlemere Fruit Farm. Therefore there could still be a fruit farm operation on the remaining land. From your survey of the access it would seem that 55 existing trips are currently attributed to the existing uses being carried out on the site. The other trips assessed for the Fruit Farm would need to be justified with the Planning Authority to ensure this use is not considered to be abandoned. The trips for the existing uses would therefore need further clarification.

I note you have used the TRICS database to assess the trip generation for the proposed 12 dwellings. Whilst this is acceptable only one site for private housing has been selected being a site for 37 units in East Sussex with only 2.78 vehicular trips per dwelling. This is not acceptable as it is normal to have approximately 8 – 10 sites to give a more robust figure. Furthermore, the site selected is on the edge of a town where there are very good bus services with links to railway stations at all times including at peak commuting times. This site is not in such a location. Therefore I would not accept the TRICS analysis or the trip data given in your Technical Note, I would expect the trips to be closer to 5 trips per dwelling in this location.

The existing access would need to be improved to provide for a two way flow of traffic [ideally 5 metres wide for 10 metres into the site] at its junction with Ashcombe Lane [C324] together with appropriate junction radii. The impact of the improvements and close proximity to the road junction opposite known as The Avenue would need to be addressed. The gradient should be 1:40 for the access and crossover section over the highway limits and max 1:9 thereafter.

The site lies within a local speed limit of 30mph whereby in accordance with Design Manual for Roads and Bridges the required visibility sightlines should be 2.4 metres x 70 metres. The driver sightlines should be secured over land in the applicant's control or highway. The speed surveys indicate that the 85%ile speed of traffic pass the site is up to 33.5mph which is slightly higher than the speed limit. The plan indicates these required visibility splays and although the south eastern splay demonstrates this to the centre of the carriageway, it is noted that 43 metres is achievable to 600mm out in the carriageway. This is in line with Manual for Streets 2 and given the location of the site within the village this is acceptable in this instance.

The internal layout should accommodate the storage, parking, turning, accommodation appropriate to the use being proposed, which is not clear at this stage as no layout has been given.

Other ESCC guidance documents relating to highway construction can also be found here.

ESCC will expect the following to be submitted as part of any future application:

- A site location plan scale (1:1250) with site boundary indicated
- Schedule of existing uses including planning history
- Description, including site layout plans, of the proposed development/uses and including any remaining uses on the site
- Reference to supporting national, regional, and local planning documents and policies
- Summary to support the site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays, access widths and gradients indicated
- A 'Transport Statement', including location of key services, availability of sustainable modes of transport and existing/future vehicular traffic generation
- Parking strategy, including provision of parking for all modes of transport
- Relevant data collected to date
- Proposed trip rates supported with TRICS outputs and site selection methodology

The above comments are for guidance only and shall not prejudice any further comments East Sussex County Council wishes to make at any next stage, recognising that policy and material considerations can change. They should however be regarded as highway requirements that would need to be satisfactorily met as part of any formal proposal. The final decision to grant planning permission is made by elected members of the local planning authority.

Signed: Teresa Ford by email

Date: 15th August 2018

For Director of Communities, Economy and Transport
On behalf of the Highway Authority

HT401

Mrs Teresa Ford MIHE
Senior Transport Development Control Officer
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APPENDIX B

NOTES:

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



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CLIENT:

Devine Homes

PROJECT:

Castlemere Fruit Farm
Kingston

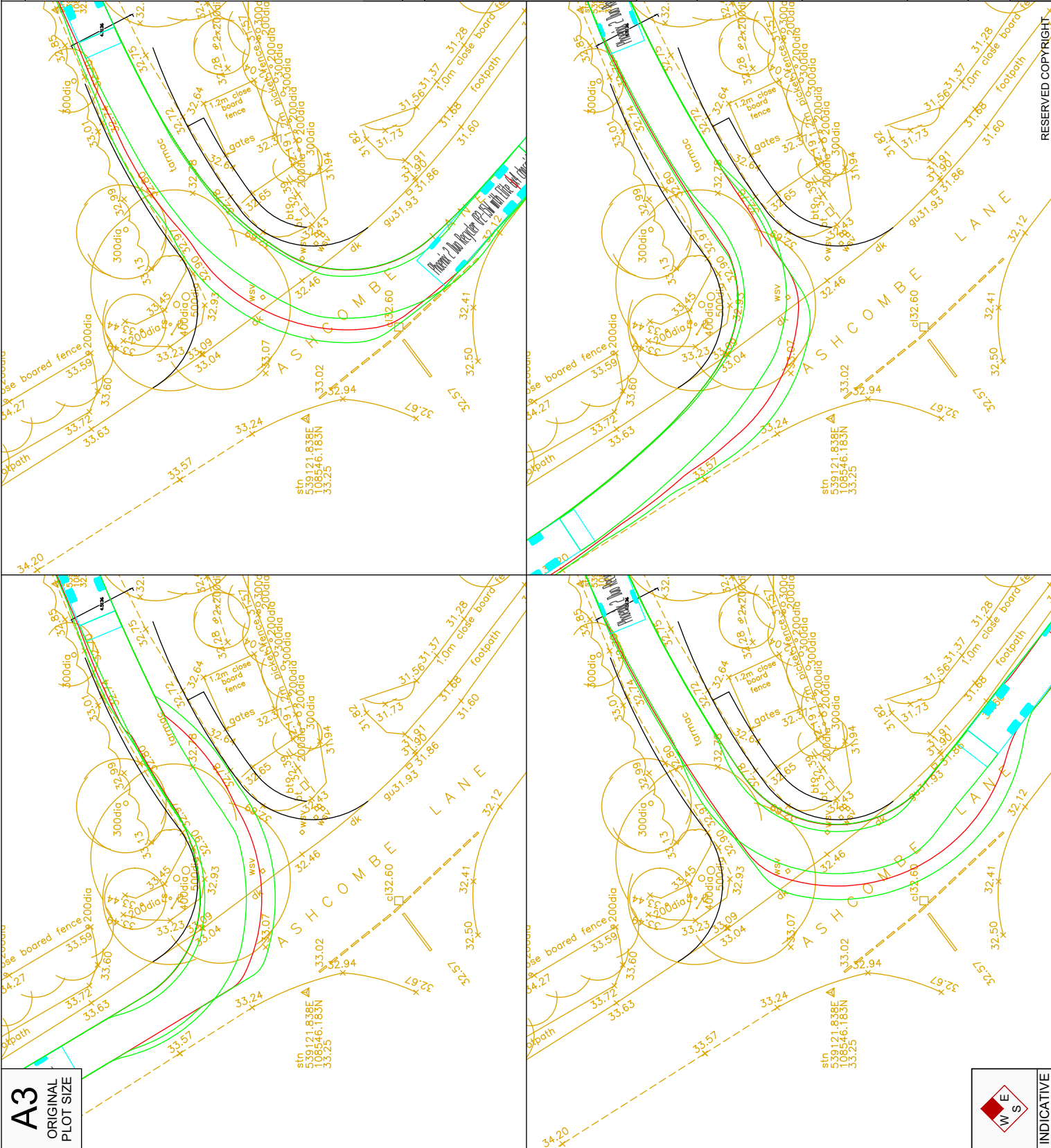
TITLE:

Swept Path Analysis
of an 11.2m Refuse
Vehicle

STATUS:

FOR INFORMATION

SCALE: 1:250	DATE: 07-09-18	DRAWN: NH	CHECKED: -	APPROVED: NH
JOB NO: 1802-29		DRAWING NO: SP01		
		REVISION: -		



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APPENDIX C

Kingston ATC 1, Ashcombe Lane (Northern Site)

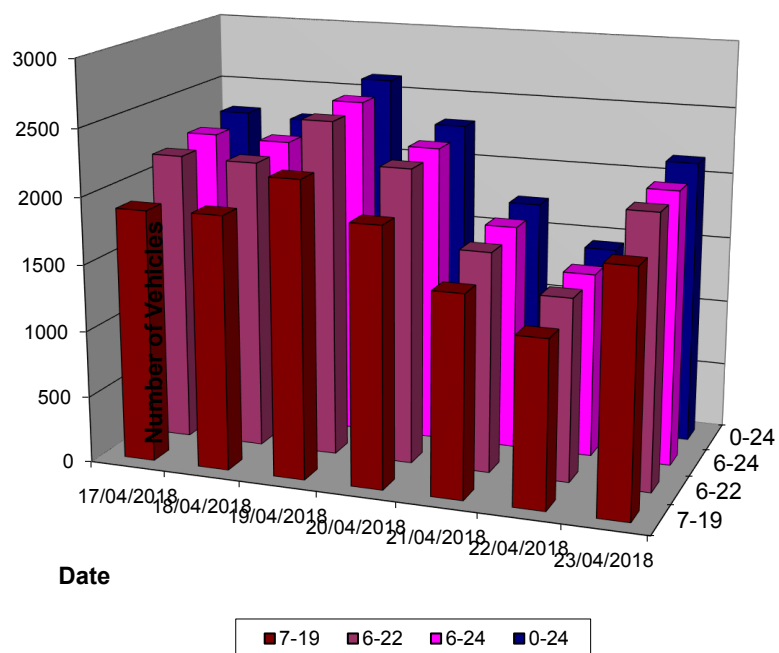
Channel 1 - Northbound

Vehicle Flow

Week 1

Hr Ending	17/04/2018 Tuesday	18/04/2018 Wednesday	19/04/2018 Thursday	20/04/2018 Friday	21/04/2018 Saturday	22/04/2018 Sunday	23/04/2018 Monday	5 Day Ave	7 Day Ave
1	4	3	6	5	4	8	2	4	5
2	2	1	1	2	5	5	2	2	3
3	0	1	2	1	2	4	5	2	2
4	3	6	6	5	6	3	3	5	5
5	7	6	9	9	10	6	21	10	10
6	49	43	45	37	13	15	46	44	35
7	125	115	109	115	37	14	117	116	90
8	339	325	326	309	62	45	323	324	247
9	295	302	297	256	96	56	288	288	227
10	160	141	171	190	132	106	154	163	151
11	121	120	137	112	134	113	101	118	120
12	77	92	96	112	140	124	115	98	108
13	111	121	130	120	138	115	111	119	121
14	99	105	133	112	119	117	112	112	114
15	126	117	135	128	154	114	97	121	124
16	142	154	191	174	137	134	137	160	153
17	157	185	267	177	145	151	146	186	175
18	144	147	201	134	162	89	135	152	145
19	124	99	130	113	88	85	90	111	104
20	91	60	91	60	48	57	59	72	67
21	40	37	59	56	40	35	35	45	43
22	25	48	41	44	20	19	21	36	31
23	42	31	24	20	27	13	16	27	25
24	10	10	13	12	18	6	7	10	11
7-19	1895	1908	2214	1937	1507	1249	1809	1953	1788
6-22	2176	2168	2514	2212	1652	1374	2041	2222	2020
6-24	2228	2209	2551	2244	1697	1393	2064	2259	2055
0-24	2293	2269	2620	2303	1737	1434	2143	2326	2114

Vehicle Flow (Channel 1)



Kingston ATC 1, Ashcombe Lane (Northern Site)

Channel 1 - Northbound

Average Speed

Week 1

Hr Ending	17/04/2018 Tuesday	18/04/2018 Wednesday	19/04/2018 Thursday	20/04/2018 Friday	21/04/2018 Saturday	22/04/2018 Sunday	23/04/2018 Monday
1	28.0	28.0	30.9	33.5	25.5	25.5	29.2
2	31.8	33.0	25.5	25.5	23.5	28.5	26.8
3	-	33.0	35.5	25.5	40.5	24.9	35.0
4	28.0	35.1	40.9	39.0	36.3	33.8	32.2
5	31.6	32.2	28.6	31.9	32.0	35.5	31.2
6	33.2	32.3	34.3	32.3	31.3	29.7	31.4
7	31.7	31.6	32.5	32.2	32.6	29.8	31.4
8	28.5	29.9	29.9	30.0	31.2	28.6	30.6
9	27.3	28.0	28.6	29.7	30.6	29.2	28.5
10	27.5	28.4	27.2	27.2	28.2	29.4	27.6
11	28.7	27.7	27.9	28.3	28.4	27.6	26.6
12	28.0	28.3	29.1	26.4	27.2	26.6	28.2
13	26.7	27.3	26.8	26.5	27.8	27.5	26.3
14	27.6	27.8	27.5	28.3	28.4	26.8	27.8
15	27.6	27.1	27.9	28.4	27.4	25.9	26.8
16	27.5	27.5	26.7	26.5	27.7	26.8	26.2
17	26.4	26.7	25.9	27.7	26.1	25.5	27.3
18	26.5	27.6	23.8	27.0	27.0	29.0	27.6
19	27.5	26.0	21.9	26.9	26.9	29.0	28.2
20	27.8	28.8	28.6	27.4	28.3	28.6	28.5
21	26.9	26.8	26.9	26.9	26.6	28.0	27.7
22	26.6	27.7	27.5	25.2	27.2	28.9	27.5
23	26.3	28.2	31.4	30.1	23.9	29.3	28.3
24	24.0	30.8	31.1	24.7	27.3	36.3	30.5
10-12	28.4	27.9	28.4	27.4	27.8	27.0	27.4
14-16	27.6	27.3	27.2	27.3	27.5	26.4	26.4
0-24	27.9	28.3	27.6	28.3	27.9	27.6	28.3

Average 28.0

Channel 1 - Northbound

85th Percentile

Hr Ending	17/04/2018 Tuesday	18/04/2018 Wednesday	19/04/2018 Thursday	20/04/2018 Friday	21/04/2018 Saturday	22/04/2018 Sunday	23/04/2018 Monday
1	38.7	33.6	43.9	38.6	25.7	33.1	33.3
2	38.5	-	-	26.2	26.4	38.7	38.2
3	-	-	38.4	-	43.7	33.9	38.5
4	33.6	48.3	48.3	43.8	48.5	43.5	38.3
5	38.3	38.8	33.2	43.0	38.4	43.1	43.3
6	38.3	38.8	43.2	38.5	38.1	33.8	38.0
7	38.8	38.6	38.6	38.9	38.8	33.4	38.5
8	33.0	34.0	33.4	33.4	38.5	33.5	33.2
9	33.8	33.9	33.4	33.7	38.8	33.5	33.9
10	33.8	33.2	33.7	33.5	33.6	33.2	33.6
11	33.7	33.7	33.3	33.5	33.8	33.3	33.8
12	33.0	34.0	38.6	33.5	33.0	33.1	33.9
13	33.4	33.2	33.2	33.4	33.2	33.6	33.3
14	33.9	33.5	33.2	33.4	33.1	33.2	33.5
15	33.8	33.1	33.6	33.3	33.1	33.9	33.1
16	33.4	34.0	33.1	33.1	33.3	33.1	33.6
17	34.0	33.7	33.5	33.2	33.1	25.9	33.4
18	33.9	33.0	26.4	34.0	33.0	33.3	34.0
19	33.1	33.6	25.8	33.1	33.5	33.9	33.1
20	33.9	33.1	38.8	33.4	38.7	33.8	33.9
21	33.4	33.1	33.4	33.4	33.5	33.3	33.6
22	33.5	38.8	33.3	33.5	33.8	38.7	38.3
23	33.8	38.3	38.9	38.2	33.1	38.3	38.1
24	33.1	38.0	38.6	33.5	33.2	43.1	33.5
10-12	33.6	33.3	33.6	33.3	33.7	33.0	33.2
14-16	33.5	33.4	33.4	33.6	33.5	33.3	34.0
0-24	33.3	33.3	33.1	33.5	33.4	33.8	33.1

85th %ile 33.4

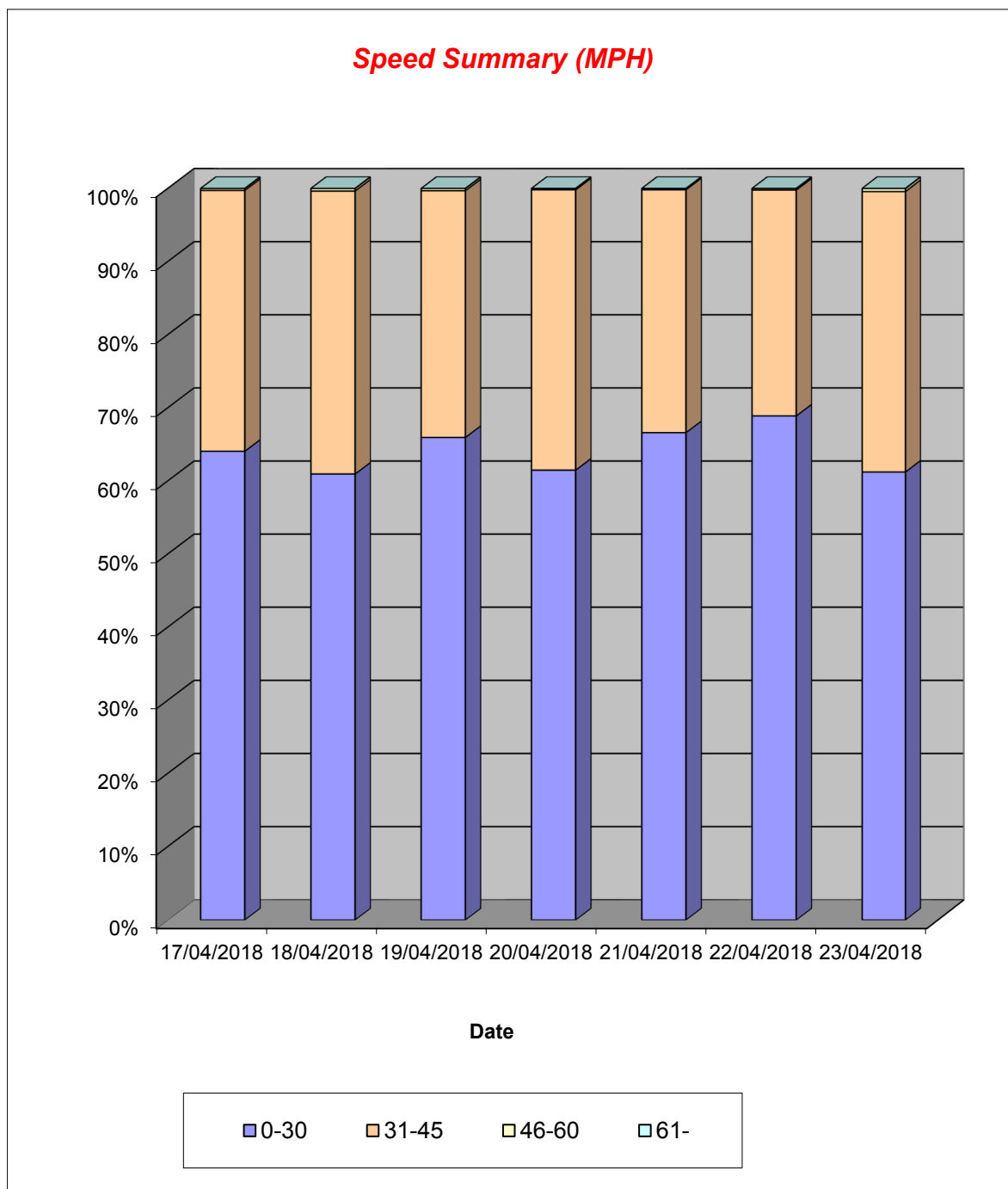
Kingston ATC 1, Ashcombe Lane (Northern Site)

Channel 1 - Northbound

Speed Summary

Week 1

	17/04/2018	18/04/2018	19/04/2018	20/04/2018	21/04/2018	22/04/2018	23/04/2018
Speed (MPH)	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday
0-30	1469	1383	1728	1416	1157	988	1312
31-45	818	878	884	883	577	443	822
46-60	6	8	8	4	3	3	9
61-	0	0	0	0	0	0	0
TOTAL	2293	2269	2620	2303	1737	1434	2143



Kingston ATC 1, Ashcombe Lane (Northern Site)

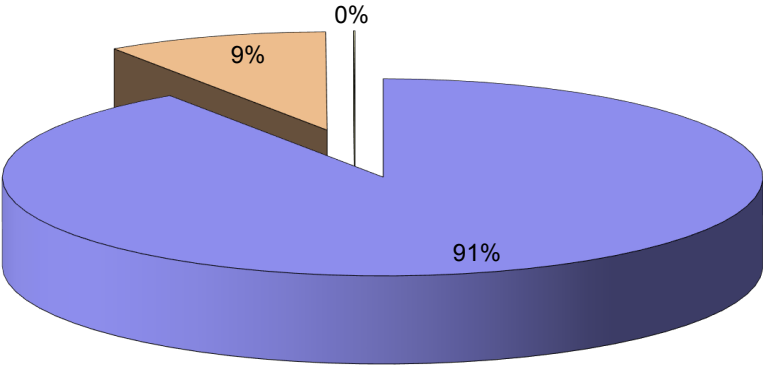
Channel 1 - Northbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
17/04/2018				
7-19	1713	182	0	1895
6-22	1968	208	0	2176
6-24	2017	211	0	2228
0-24	2073	220	0	2293
18/04/2018				
7-19	1717	191	0	1908
6-22	1941	227	0	2168
6-24	1982	227	0	2209
0-24	2032	237	0	2269
19/04/2018				
7-19	1985	227	2	2214
6-22	2257	255	2	2514
6-24	2294	255	2	2551
0-24	2348	270	2	2620
20/04/2018				
7-19	1730	205	2	1937
6-22	1979	231	2	2212
6-24	2009	233	2	2244
0-24	2060	241	2	2303
21/04/2018				
7-19	1397	109	1	1507
6-22	1533	118	1	1652
6-24	1575	121	1	1697
0-24	1606	130	1	1737
22/04/2018				
7-19	1190	56	3	1249
6-22	1306	65	3	1374
6-24	1324	66	3	1393
0-24	1360	71	3	1434
23/04/2018				
7-19	1633	175	1	1809
6-22	1834	205	2	2041
6-24	1855	207	2	2064
0-24	1918	223	2	2143
Average				
7-19	1624	164	1	1788
6-22	1831	187	1	2020
6-24	1865	189	1	2055
0-24	1914	199	1	2114

Total Vehicle Class Distribution



Kingston ATC 1, Ashcombe Lane (Northern Site)

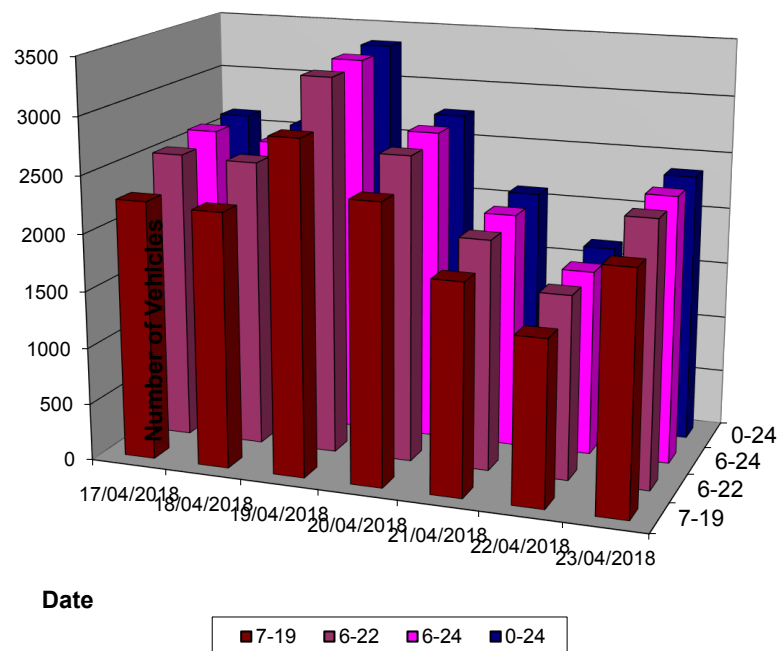
Channel 2 - Southbound

Vehicle Flow

Week 1

Hr Ending	17/04/2018 Tuesday	18/04/2018 Wednesday	19/04/2018 Thursday	20/04/2018 Friday	21/04/2018 Saturday	22/04/2018 Sunday	23/04/2018 Monday	5 Day Ave	7 Day Ave
1	6	3	6	10	11	9	8	7	8
2	4	2	3	3	8	10	4	3	5
3	0	8	3	0	0	4	0	2	2
4	3	0	1	1	9	3	2	1	3
5	2	2	0	4	5	3	0	2	2
6	4	5	9	6	2	6	6	6	5
7	24	23	24	29	20	12	29	26	23
8	91	89	96	104	27	31	100	96	77
9	189	165	150	169	100	39	166	168	140
10	127	102	117	131	109	74	104	116	109
11	113	120	137	152	185	129	105	125	134
12	101	132	127	207	203	156	107	135	148
13	108	123	106	169	293	213	124	126	162
14	127	131	115	152	229	193	100	125	150
15	138	156	182	181	174	169	148	161	164
16	245	203	367	277	144	123	225	263	226
17	383	387	573	368	153	120	328	408	330
18	429	406	433	338	111	98	404	402	317
19	220	222	502	188	111	96	173	261	216
20	153	125	246	107	76	69	89	144	124
21	50	75	61	57	50	46	71	63	59
22	35	55	54	45	30	41	40	46	43
23	56	26	24	29	25	16	23	32	28
24	21	12	12	33	27	5	8	17	17
7-19	2271	2236	2905	2436	1839	1441	2084	2386	2173
6-22	2533	2514	3290	2674	2015	1609	2313	2665	2421
6-24	2610	2552	3326	2736	2067	1630	2344	2714	2466
0-24	2629	2572	3348	2760	2102	1665	2364	2735	2491

Vehicle Flow (Channel 2)



Kingston ATC 1, Ashcombe Lane (Northern Site)

Channel 2 - Southbound

Average Speed

Week 1

Hr Ending	17/04/2018 Tuesday	18/04/2018 Wednesday	19/04/2018 Thursday	20/04/2018 Friday	21/04/2018 Saturday	22/04/2018 Sunday	23/04/2018 Monday
1	32.2	33.0	28.8	32.2	31.4	28.0	29.9
2	38.0	35.5	30.5	33.8	30.2	30.5	33.6
3	-	34.6	39.7	-	-	33.6	-
4	32.2	-	43.0	38.0	32.4	36.3	38.0
5	33.0	38.0	-	35.5	34.0	37.2	-
6	28.0	25.0	26.9	34.7	24.2	32.2	29.2
7	33.2	32.0	31.6	31.9	32.2	33.2	30.8
8	28.0	28.8	28.4	29.4	32.4	28.9	30.4
9	27.3	28.3	28.4	29.8	28.2	31.3	29.0
10	27.3	29.0	28.8	27.7	29.2	27.8	27.4
11	27.4	28.4	28.2	28.8	27.7	29.9	27.7
12	28.5	29.0	29.9	28.6	29.2	28.3	28.3
13	28.1	29.4	28.9	29.5	29.1	29.5	29.7
14	27.4	29.2	29.1	29.8	29.0	28.7	29.1
15	29.5	30.2	29.7	29.9	27.8	29.4	28.2
16	30.3	29.7	29.0	29.9	29.0	28.6	28.3
17	29.3	29.6	24.2	30.8	29.5	28.7	28.9
18	28.7	28.3	15.8	29.9	30.3	30.0	30.4
19	28.4	29.0	5.7	30.4	29.1	29.9	31.3
20	29.4	29.1	28.4	29.4	29.6	30.2	29.7
21	32.0	28.9	30.2	29.6	29.1	30.9	30.8
22	31.9	31.2	31.4	28.5	29.5	32.9	31.1
23	31.5	32.0	32.2	28.7	29.5	34.4	33.7
24	31.1	30.9	33.0	31.6	29.6	32.5	35.8
10-12	27.9	28.7	29.0	28.7	28.4	29.0	28.0
14-16	30.0	29.9	29.3	29.9	28.3	29.1	28.3
0-24	28.9	29.2	23.1	29.8	29.1	29.5	29.4

Average 28.4

Channel 2 - Southbound

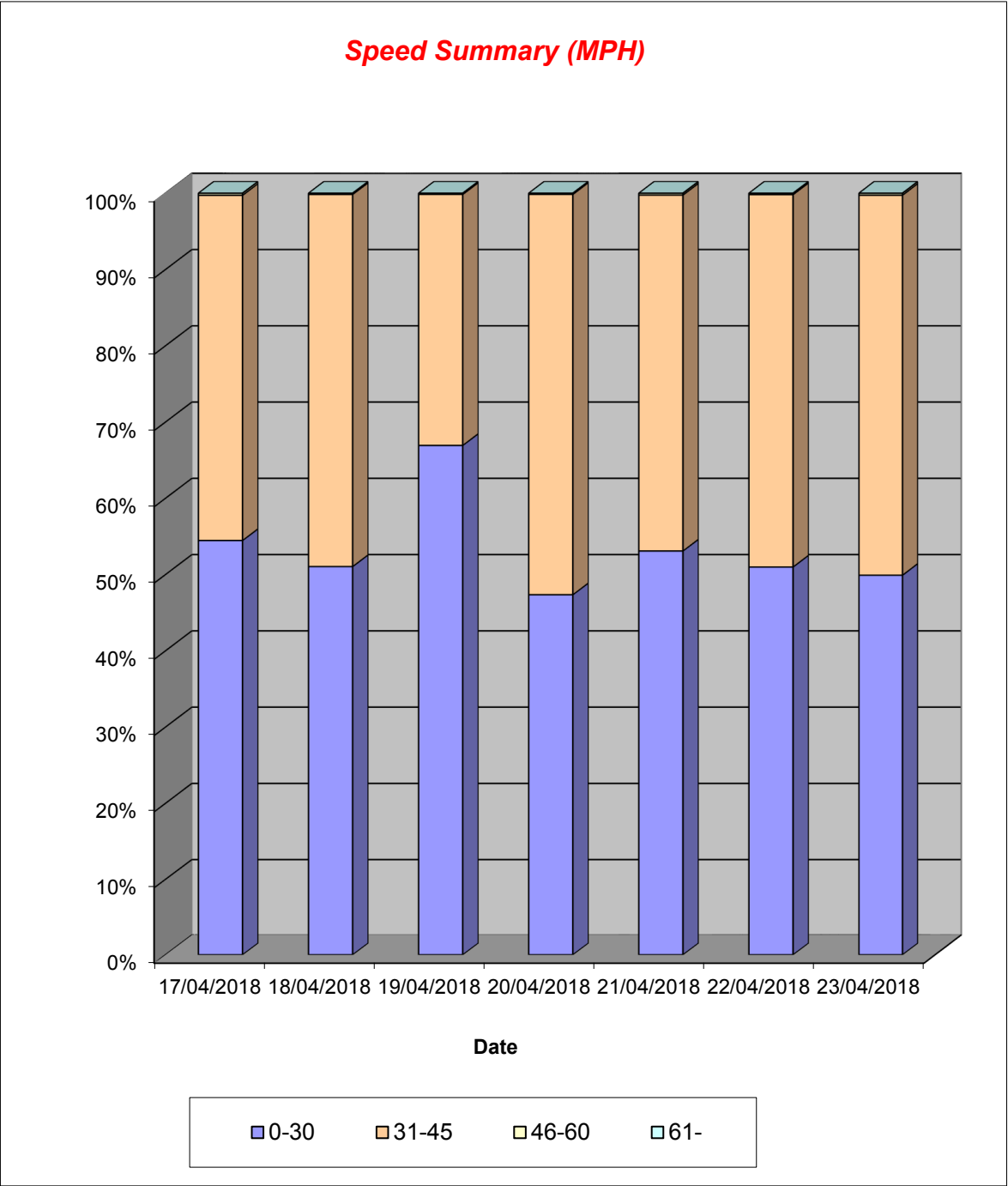
85th Percentile

Hr Ending	17/04/2018 Tuesday	18/04/2018 Wednesday	19/04/2018 Thursday	20/04/2018 Friday	21/04/2018 Saturday	22/04/2018 Sunday	23/04/2018 Monday
1	43.0	33.9	38.1	38.4	38.7	33.2	33.3
2	43.3	38.4	33.2	38.4	38.1	33.2	38.3
3	-	38.3	43.0	-	-	43.5	-
4	38.5	-	-	-	43.8	38.4	38.2
5	33.9	43.3	-	43.1	53.7	43.1	-
6	38.5	33.2	33.5	43.6	33.5	48.3	48.3
7	38.4	38.5	33.6	43.3	38.2	43.6	38.0
8	33.8	33.2	33.2	33.1	38.2	33.8	38.7
9	33.8	33.6	33.5	38.2	33.3	38.5	33.8
10	33.7	33.4	33.7	33.1	33.8	33.2	33.3
11	33.7	33.9	33.8	33.4	33.1	33.9	33.7
12	34.0	33.5	33.4	34.0	33.5	33.4	33.4
13	33.3	33.2	33.9	33.5	33.8	33.3	33.8
14	33.5	33.7	33.7	38.5	33.8	33.8	33.7
15	33.4	38.7	33.1	34.0	33.3	33.2	33.4
16	33.7	33.6	33.6	33.2	34.0	33.4	33.1
17	38.2	33.8	33.7	38.4	33.8	33.2	33.4
18	33.4	33.2	25.5	33.4	33.7	38.9	33.3
19	33.5	33.8	5.8	38.3	38.9	33.6	38.7
20	38.8	33.2	33.4	33.5	38.9	38.4	38.3
21	38.5	39.0	38.3	38.1	38.4	38.4	38.8
22	38.4	38.1	39.0	33.5	38.1	38.9	38.2
23	38.5	38.1	38.8	34.0	39.0	38.6	43.6
24	38.2	38.8	43.7	38.6	33.8	38.9	44.0
10-12	33.6	33.4	33.4	33.9	33.7	33.5	33.2
14-16	33.5	38.5	33.7	33.7	33.4	33.3	33.9
0-24	33.7	33.1	33.3	33.4	33.0	33.9	33.1

85th %ile 33.4

Kingston ATC 1, Ashcombe Lane (Northern Site)

Channel 2 - Southbound				Speed Summary			Week 1
Speed (MPH)	17/04/2018 Tuesday	18/04/2018 Wednesday	19/04/2018 Thursday	20/04/2018 Friday	21/04/2018 Saturday	22/04/2018 Sunday	23/04/2018 Monday
0-30	1432	1313	2241	1307	1116	849	1180
31-45	1190	1255	1102	1449	981	813	1178
46-60	7	4	5	4	5	3	6
61-	0	0	0	0	0	0	0
TOTAL	2629	2572	3348	2760	2102	1665	2364



Kingston ATC 1, Ashcombe Lane (Northern Site)

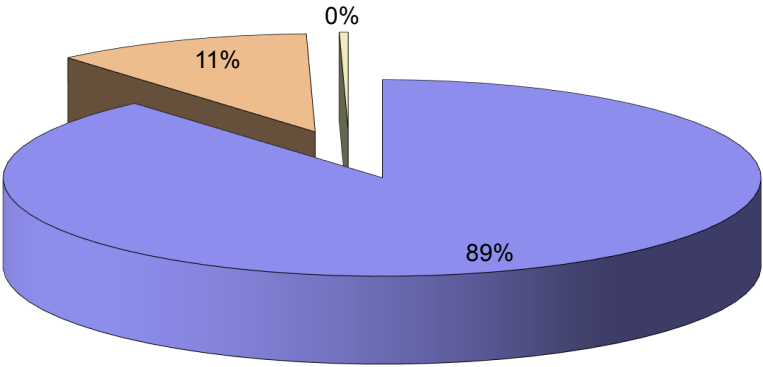
Channel 2 - Southbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
17/04/2018				
7-19	2003	266	2	2271
6-22	2246	285	2	2533
6-24	2321	287	2	2610
0-24	2340	287	2	2629
18/04/2018				
7-19	1961	272	3	2236
6-22	2226	285	3	2514
6-24	2263	286	3	2552
0-24	2283	286	3	2572
19/04/2018				
7-19	2457	401	47	2905
6-22	2809	432	49	3290
6-24	2842	434	50	3326
0-24	2859	439	50	3348
20/04/2018				
7-19	2115	317	4	2436
6-22	2327	343	4	2674
6-24	2382	350	4	2736
0-24	2404	352	4	2760
21/04/2018				
7-19	1691	145	3	1839
6-22	1853	159	3	2015
6-24	1902	162	3	2067
0-24	1931	168	3	2102
22/04/2018				
7-19	1356	83	2	1441
6-22	1516	91	2	1609
6-24	1535	93	2	1630
0-24	1566	97	2	1665
23/04/2018				
7-19	1822	260	2	2084
6-22	2033	278	2	2313
6-24	2063	279	2	2344
0-24	2080	282	2	2364
Average				
7-19	1915	249	9	2173
6-22	2144	268	9	2421
6-24	2187	270	9	2466
0-24	2209	273	9	2491

Total Vehicle Class Distribution



Kingston ATC 1, Ashcombe Lane (Northern Site)

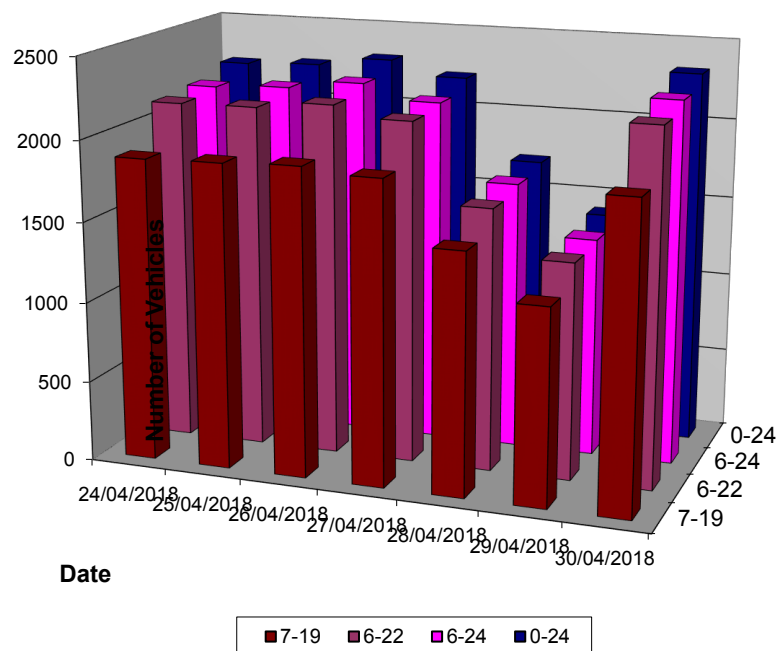
Channel 1 - Northbound

Vehicle Flow

Week 2

Hr Ending	24/04/2018 Tuesday	25/04/2018 Wednesday	26/04/2018 Thursday	27/04/2018 Friday	28/04/2018 Saturday	29/04/2018 Sunday	30/04/2018 Monday	5 Day Ave	7 Day Ave
1	3	7	6	3	6	5	4	5	5
2	2	4	2	2	4	4	1	2	3
3	2	6	2	2	3	4	0	2	3
4	3	3	6	2	7	4	4	4	4
5	15	13	11	10	8	7	9	12	10
6	49	36	44	54	10	13	58	48	38
7	117	119	120	124	41	16	129	122	95
8	324	345	354	345	66	49	334	340	260
9	288	282	273	287	91	46	280	282	221
10	173	162	178	174	124	101	164	170	154
11	100	106	122	106	126	104	130	113	113
12	96	108	126	110	134	130	73	103	111
13	119	84	116	106	135	109	106	106	111
14	116	116	112	109	117	114	95	110	111
15	121	101	94	122	143	108	123	112	116
16	142	131	149	137	139	141	152	142	142
17	164	160	157	162	155	141	156	160	156
18	150	213	133	134	166	79	146	155	146
19	88	84	96	85	98	93	125	96	96
20	66	54	65	52	39	58	103	68	62
21	44	33	38	32	42	39	46	39	39
22	22	39	50	32	14	18	31	35	29
23	19	29	37	20	23	11	47	30	27
24	4	11	12	5	17	7	11	9	10
7-19	1881	1892	1910	1877	1494	1215	1884	1889	1736
6-22	2130	2137	2183	2117	1630	1346	2193	2152	1962
6-24	2153	2177	2232	2142	1670	1364	2251	2191	1998
0-24	2227	2246	2303	2215	1708	1401	2327	2264	2061

Vehicle Flow (Channel 1)



Kingston ATC 1, Ashcombe Lane (Northern Site)

Channel 1 - Northbound

Average Speed

Week 2

Hr Ending	24/04/2018 Tuesday	25/04/2018 Wednesday	26/04/2018 Thursday	27/04/2018 Friday	28/04/2018 Saturday	29/04/2018 Sunday	30/04/2018 Monday
1	30.5	32.3	26.7	30.5	25.5	23.0	28.0
2	45.5	27.4	34.2	45.5	23.0	29.2	25.5
3	33.0	35.9	33.0	33.0	39.7	24.9	-
4	30.5	30.5	30.1	29.2	38.4	31.8	29.2
5	33.7	34.3	34.6	31.8	32.7	35.9	34.1
6	32.6	34.2	33.9	32.2	30.8	28.2	33.3
7	31.5	32.2	31.7	31.0	32.9	28.8	31.6
8	29.6	29.7	30.2	29.5	30.1	28.1	28.4
9	28.3	29.0	28.3	28.1	30.2	29.5	27.4
10	28.1	27.1	27.8	27.8	28.0	29.3	28.1
11	27.0	27.6	27.6	23.3	28.4	27.3	29.0
12	25.8	27.6	26.7	26.4	27.5	25.9	28.3
13	26.0	26.0	28.8	26.7	28.3	28.1	26.1
14	26.8	25.8	27.6	27.7	28.7	27.1	27.7
15	26.2	27.9	26.4	26.9	27.2	25.7	27.9
16	25.1	27.0	27.8	27.5	27.7	26.6	27.5
17	27.2	26.4	27.7	26.9	26.1	25.7	26.4
18	27.1	26.8	27.7	28.0	26.9	29.2	26.2
19	27.4	27.9	26.4	27.8	27.4	28.8	28.1
20	28.6	26.7	28.9	28.8	28.5	29.2	28.0
21	26.2	27.2	26.2	26.0	26.2	28.3	27.6
22	27.9	27.6	26.4	26.0	27.1	28.7	27.7
23	26.3	26.5	28.3	26.4	24.8	29.4	26.7
24	27.4	31.2	30.1	29.5	25.8	36.6	24.6
10-12	26.4	27.6	27.1	24.9	27.9	26.5	28.8
14-16	25.6	27.4	27.3	27.2	27.5	26.2	27.7
0-24	27.9	28.1	28.4	27.9	27.9	27.6	28.0

Average 28.0

Channel 1 - Northbound

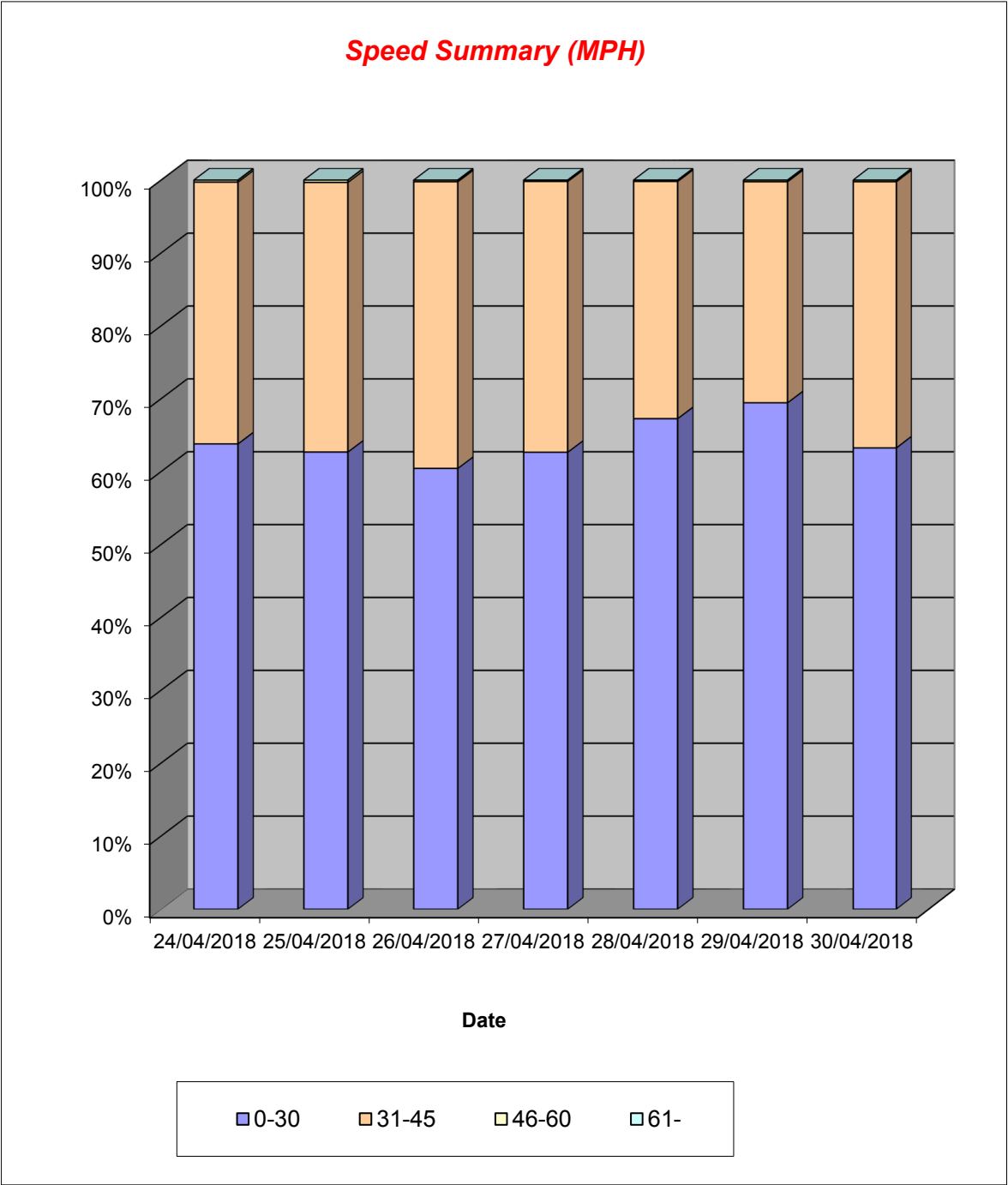
85th Percentile

Hr Ending	24/04/2018 Tuesday	25/04/2018 Wednesday	26/04/2018 Thursday	27/04/2018 Friday	28/04/2018 Saturday	29/04/2018 Sunday	30/04/2018 Monday
1	33.7	38.6	39.0	33.7	26.4	33.7	38.2
2	53.5	33.3	43.4	53.9	26.2	38.9	-
3	33.6	43.3	33.3	33.8	43.5	33.5	-
4	33.3	33.8	38.2	33.0	43.4	43.1	33.3
5	43.3	43.8	38.2	43.5	38.1	38.8	43.3
6	38.8	43.6	38.6	38.9	38.8	33.4	38.0
7	38.0	39.0	38.4	38.4	38.5	33.5	38.5
8	33.8	33.9	33.4	33.7	38.8	33.5	33.2
9	33.8	33.2	33.7	33.5	38.6	33.2	33.9
10	33.7	33.7	33.3	33.5	33.8	38.3	33.6
11	33.0	34.0	33.6	26.0	33.0	33.1	33.8
12	33.4	33.2	33.2	33.4	33.2	33.6	33.9
13	33.9	33.5	33.2	33.4	33.1	33.2	33.3
14	33.8	33.1	33.6	33.3	33.1	33.9	33.5
15	33.4	34.0	33.1	33.1	33.3	33.1	33.1
16	34.0	33.7	33.5	33.2	33.1	33.4	33.6
17	33.9	33.0	33.9	34.0	33.0	25.8	33.4
18	33.1	33.6	33.3	33.1	33.5	38.9	34.0
19	33.9	33.1	33.8	33.4	33.7	33.8	33.1
20	33.4	33.1	38.4	33.4	33.5	33.3	33.9
21	33.5	33.8	33.3	33.5	33.8	38.7	33.6
22	33.8	33.3	33.9	33.2	33.1	38.3	33.3
23	33.1	33.0	38.6	33.5	33.2	38.1	33.1
24	33.6	38.3	38.6	43.3	33.7	43.0	33.5
10-12	33.5	33.4	33.4	33.6	33.5	33.3	33.2
14-16	33.3	33.3	33.1	33.5	33.4	33.8	34.0
0-24	33.6	33.9	33.6	33.2	33.1	33.3	33.1

85th %ile 33.4

Kingston ATC 1, Ashcombe Lane (Northern Site)

Channel 1 - Northbound				Speed Summary			Week 2
Speed (MPH)	24/04/2018 Tuesday	25/04/2018 Wednesday	26/04/2018 Thursday	27/04/2018 Friday	28/04/2018 Saturday	29/04/2018 Sunday	30/04/2018 Monday
0-30	1421	1408	1392	1388	1149	973	1472
31-45	800	831	906	823	556	425	850
46-60	6	7	5	4	3	3	5
61-	0	0	0	0	0	0	0
TOTAL	2227	2246	2303	2215	1708	1401	2327



Kingston ATC 1, Ashcombe Lane (Northern Site)

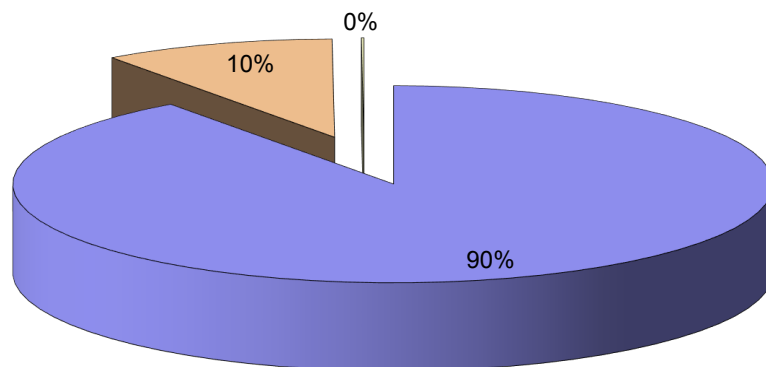
Channel 1 - Northbound

Vehicle Class

Week 2

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
24/04/2018				
7-19	1689	191	1	1881
6-22	1910	219	1	2130
6-24	1932	220	1	2153
0-24	1994	232	1	2227
25/04/2018				
7-19	1688	202	2	1892
6-22	1906	229	2	2137
6-24	1945	230	2	2177
0-24	1997	247	2	2246
26/04/2018				
7-19	1702	208	0	1910
6-22	1944	239	0	2183
6-24	1992	240	0	2232
0-24	2052	251	0	2303
27/04/2018				
7-19	1668	208	1	1877
6-22	1878	238	1	2117
6-24	1902	239	1	2142
0-24	1962	251	2	2215
28/04/2018				
7-19	1384	106	4	1494
6-22	1514	112	4	1630
6-24	1551	115	4	1670
0-24	1581	123	4	1708
29/04/2018				
7-19	1164	48	3	1215
6-22	1288	55	3	1346
6-24	1305	56	3	1364
0-24	1338	59	4	1401
30/04/2018				
7-19	1681	203	0	1884
6-22	1954	237	2	2193
6-24	2006	243	2	2251
0-24	2065	259	3	2327
Average				
7-19	1568	167	2	1736
6-22	1771	190	2	1962
6-24	1805	192	2	1998
0-24	1856	203	2	2061

Total Vehicle Class Distribution



Kingston ATC 1, Ashcombe Lane (Northern Site)

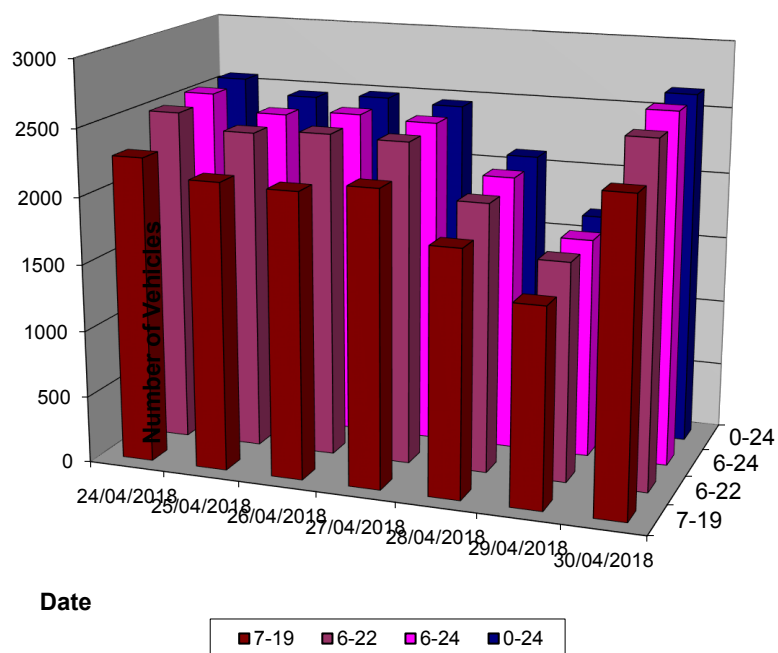
Channel 2 - Southbound

Vehicle Flow

Week 2

Hr Ending	24/04/2018 Tuesday	25/04/2018 Wednesday	26/04/2018 Thursday	27/04/2018 Friday	28/04/2018 Saturday	29/04/2018 Sunday	30/04/2018 Monday	5 Day Ave	7 Day Ave
1	6	9	5	6	12	7	5	6	7
2	3	5	3	3	11	11	4	4	6
3	2	1	3	2	0	4	0	2	2
4	0	2	0	0	6	3	3	1	2
5	3	4	5	3	6	2	1	3	3
6	6	13	9	7	2	6	6	8	7
7	20	28	20	24	24	11	22	23	21
8	88	93	64	99	25	29	95	88	70
9	177	201	154	189	94	36	189	182	149
10	141	103	104	134	100	80	134	123	114
11	102	118	88	95	195	127	122	105	121
12	123	106	109	111	201	163	100	110	130
13	125	157	136	136	277	226	105	132	166
14	113	116	115	114	230	201	127	117	145
15	134	146	157	131	180	173	149	143	153
16	219	199	220	188	138	122	242	214	190
17	397	214	347	375	160	118	384	343	285
18	431	398	399	406	114	93	431	413	325
19	231	297	235	218	112	110	223	241	204
20	104	104	135	87	79	69	154	117	105
21	52	68	88	59	43	43	43	62	57
22	45	42	51	40	36	33	36	43	40
23	25	21	27	19	29	13	60	30	28
24	17	10	11	9	32	3	21	14	15
7-19	2281	2148	2128	2196	1826	1478	2301	2211	2051
6-22	2502	2390	2422	2406	2008	1634	2556	2455	2274
6-24	2544	2421	2460	2434	2069	1650	2637	2499	2316
0-24	2564	2455	2485	2455	2106	1683	2656	2523	2343

Vehicle Flow (Channel 2)



Kingston ATC 1, Ashcombe Lane (Northern Site)

Channel 2 - Southbound

Average Speed

Week 2

Hr Ending	24/04/2018 Tuesday	25/04/2018 Wednesday	26/04/2018 Thursday	27/04/2018 Friday	28/04/2018 Saturday	29/04/2018 Sunday	30/04/2018 Monday
1	30.5	32.7	36.0	30.5	31.3	26.6	32.0
2	39.7	34.5	34.7	39.7	30.7	30.7	38.0
3	33.0	33.0	39.7	33.0	-	33.6	-
4	-	40.5	-	-	31.8	36.3	28.0
5	30.5	36.1	38.5	30.5	33.8	34.2	33.0
6	29.2	29.9	33.3	27.9	24.2	26.8	28.4
7	31.9	29.9	30.2	32.0	32.5	34.1	31.1
8	28.3	29.2	29.2	27.9	33.6	29.1	29.0
9	28.0	29.8	28.5	27.9	29.2	32.2	27.1
10	28.0	28.7	29.4	27.9	28.8	27.2	27.4
11	28.5	27.9	29.2	26.1	27.8	30.1	27.2
12	28.4	28.3	28.1	29.5	29.4	28.5	29.2
13	27.4	27.2	29.9	28.5	29.6	29.6	27.7
14	27.9	29.8	29.5	29.5	28.6	28.7	27.3
15	29.3	29.2	29.7	29.3	27.5	29.5	29.5
16	28.9	29.7	30.6	29.5	28.7	28.9	30.3
17	27.1	28.1	30.1	29.9	29.9	28.5	29.3
18	28.7	28.6	30.6	29.0	30.2	29.6	28.7
19	29.7	29.6	29.0	29.2	28.5	29.9	28.6
20	28.5	29.3	29.6	28.5	29.6	30.0	29.3
21	28.5	32.3	30.2	31.0	28.3	30.0	31.3
22	32.2	30.6	32.0	32.8	29.4	33.4	31.6
23	30.7	32.2	33.7	33.1	29.6	35.3	31.1
24	32.3	30.8	29.8	33.0	30.0	30.5	31.8
10-12	28.5	28.1	28.6	27.9	28.6	29.2	28.1
14-16	29.0	29.5	30.2	29.4	28.0	29.3	30.0
0-24	28.5	29.1	29.9	29.1	29.1	29.4	28.9

Average 29.1

Channel 2 - Southbound

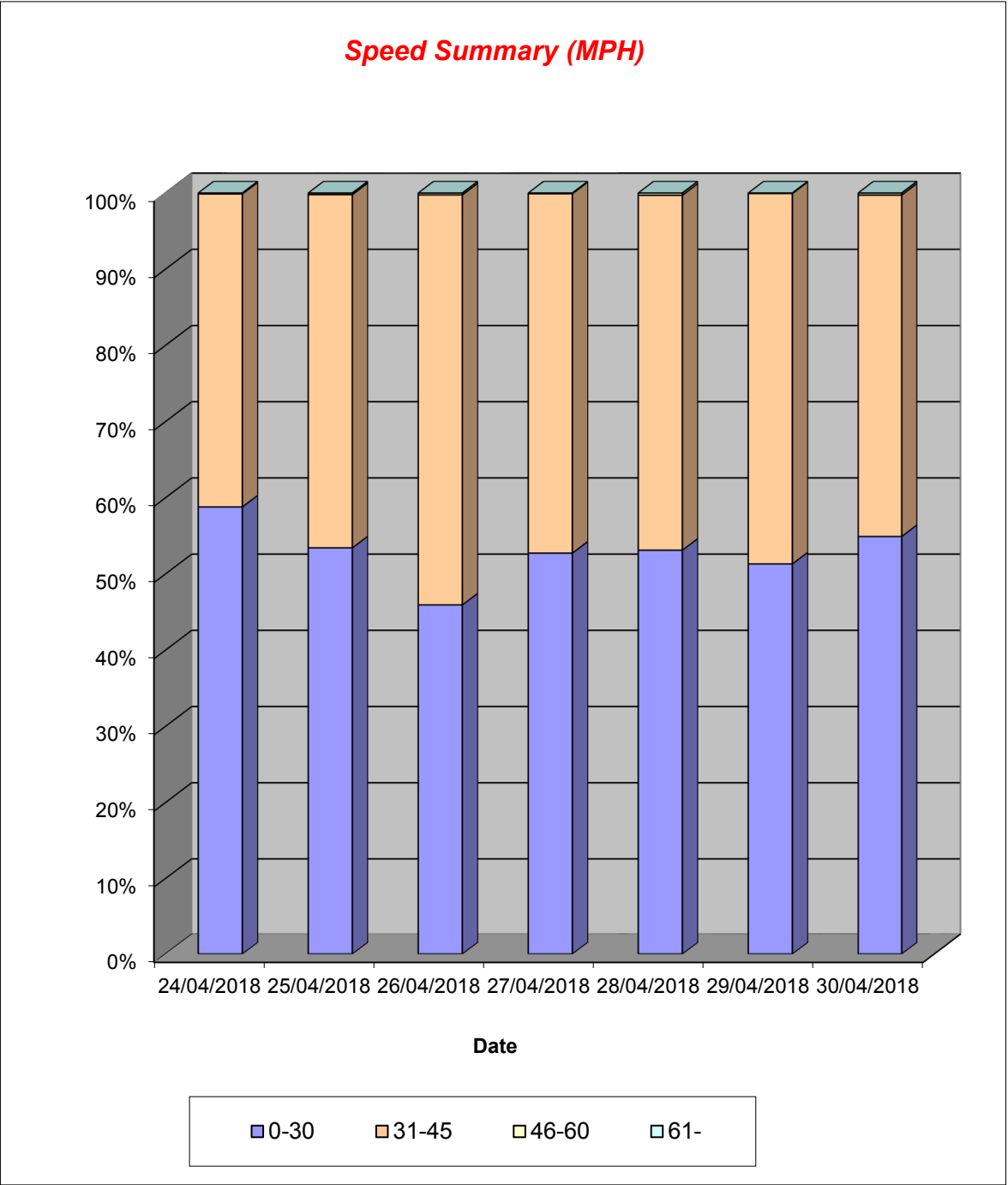
85th Percentile

Hr Ending	24/04/2018 Tuesday	25/04/2018 Wednesday	26/04/2018 Thursday	27/04/2018 Friday	28/04/2018 Saturday	29/04/2018 Sunday	30/04/2018 Monday
1	33.0	38.9	43.2	33.4	38.1	26.7	43.3
2	43.3	48.4	38.0	43.9	38.8	33.5	43.2
3	33.5	-	48.7	33.1	-	43.4	-
4	-	48.3	-	-	43.7	38.1	33.3
5	33.9	43.2	48.5	33.6	53.5	43.3	-
6	43.5	38.5	38.6	38.3	33.2	38.6	43.7
7	38.4	38.2	33.2	38.1	38.2	43.8	38.8
8	33.8	33.6	38.5	33.2	38.3	38.5	38.3
9	33.8	33.4	33.7	33.1	33.8	38.2	33.7
10	33.7	33.9	33.8	33.4	33.1	33.9	33.4
11	33.7	33.5	38.4	34.0	33.5	33.4	33.8
12	34.0	33.2	33.9	38.5	38.8	33.3	33.7
13	33.3	33.7	38.7	33.5	33.8	33.8	33.4
14	33.5	33.7	38.1	34.0	33.3	33.2	33.1
15	33.4	33.6	33.6	38.2	34.0	33.4	33.4
16	33.7	33.8	33.7	33.4	33.8	33.2	33.3
17	33.2	33.2	33.0	38.4	33.7	33.9	38.7
18	33.4	33.8	33.4	33.3	33.9	33.6	33.3
19	38.5	33.2	38.4	38.5	38.9	38.4	33.8
20	33.8	34.0	38.3	33.1	38.4	38.4	38.2
21	33.5	38.1	39.0	38.5	33.1	38.9	38.6
22	38.4	38.1	38.8	39.0	39.0	43.6	39.0
23	38.5	38.8	43.7	38.6	38.8	43.9	38.2
24	38.2	38.4	38.4	38.9	33.7	33.5	38.9
10-12	33.6	33.5	33.7	33.7	33.4	33.3	33.1
14-16	33.5	33.1	33.3	33.4	33.0	33.9	34.0
0-24	33.7	33.1	33.4	33.7	33.2	33.3	33.6

85th %ile 33.4

Kingston ATC 1, Ashcombe Lane (Northern Site)

Channel 2 - Southbound				Speed Summary			Week 2
Speed (MPH)	24/04/2018 Tuesday	25/04/2018 Wednesday	26/04/2018 Thursday	27/04/2018 Friday	28/04/2018 Saturday	29/04/2018 Sunday	30/04/2018 Monday
0-30	1508	1312	1142	1295	1119	864	1459
31-45	1053	1138	1337	1158	981	818	1190
46-60	3	5	6	2	6	1	7
61-	0	0	0	0	0	0	0
TOTAL	2564	2455	2485	2455	2106	1683	2656



Kingston ATC 1, Ashcombe Lane (Northern Site)

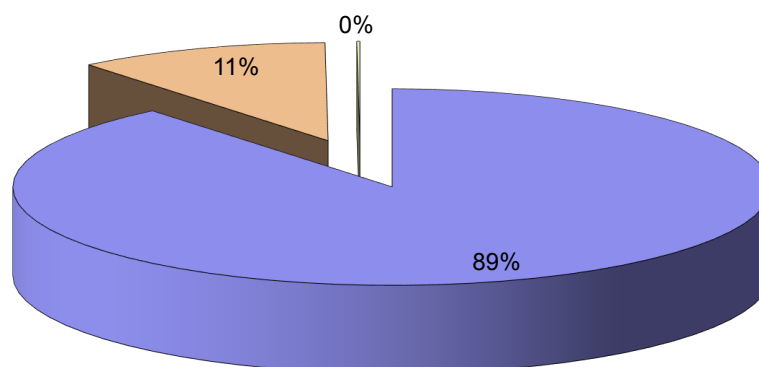
Channel 2 - Southbound

Vehicle Class

Week 2

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
24/04/2018				
7-19	1995	285	1	2281
6-22	2197	304	1	2502
6-24	2237	306	1	2544
0-24	2253	310	1	2564
25/04/2018				
7-19	1880	265	3	2148
6-22	2102	284	4	2390
6-24	2131	286	4	2421
0-24	2161	290	4	2455
26/04/2018				
7-19	1853	273	2	2128
6-22	2126	294	2	2422
6-24	2162	296	2	2460
0-24	2184	299	2	2485
27/04/2018				
7-19	1925	268	3	2196
6-22	2120	283	3	2406
6-24	2143	288	3	2434
0-24	2161	291	3	2455
28/04/2018				
7-19	1675	148	3	1826
6-22	1841	163	4	2008
6-24	1899	166	4	2069
0-24	1928	173	5	2106
29/04/2018				
7-19	1395	80	3	1478
6-22	1542	87	5	1634
6-24	1556	89	5	1650
0-24	1583	95	5	1683
30/04/2018				
7-19	2018	281	2	2301
6-22	2252	302	2	2556
6-24	2329	306	2	2637
0-24	2346	308	2	2656
Average				
7-19	1820	229	2	2051
6-22	2026	245	3	2274
6-24	2065	248	3	2316
0-24	2088	252	3	2343

Total Vehicle Class Distribution



Kingston ATC 2, Ashcombe Lane (Southern Site)

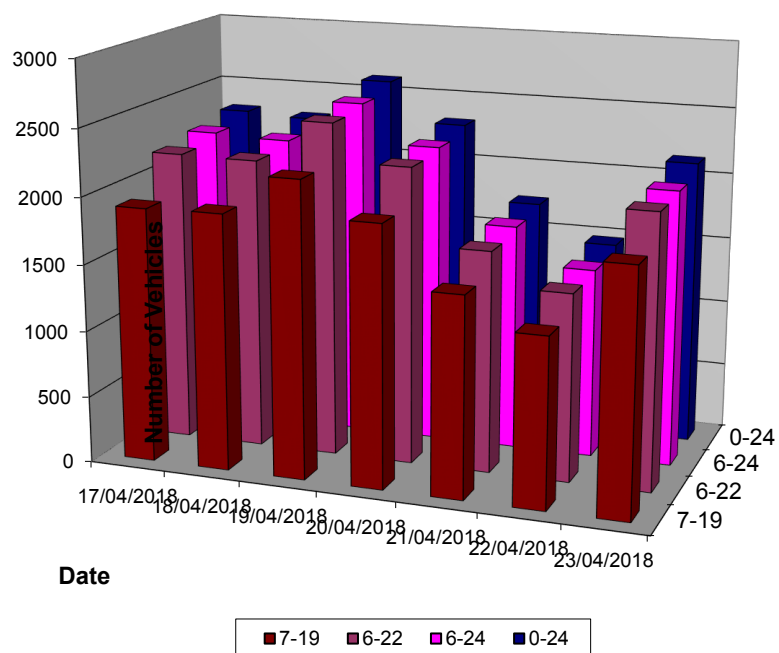
Channel 1 - Northbound

Vehicle Flow

Week 1

Hr Ending	17/04/2018 Tuesday	18/04/2018 Wednesday	19/04/2018 Thursday	20/04/2018 Friday	21/04/2018 Saturday	22/04/2018 Sunday	23/04/2018 Monday	5 Day Ave	7 Day Ave
1	4	3	5	5	4	11	3	4	5
2	2	1	1	2	4	5	2	2	2
3	1	1	3	1	2	4	5	2	2
4	3	6	7	8	7	3	3	5	5
5	7	7	10	8	10	7	19	10	10
6	48	42	44	35	13	17	47	43	35
7	124	116	110	117	35	18	118	117	91
8	353	337	323	330	66	50	333	335	256
9	302	293	302	262	105	61	289	290	231
10	176	173	167	197	145	122	170	177	164
11	120	118	128	123	136	116	98	117	120
12	85	99	110	116	123	113	110	104	108
13	94	124	126	121	144	121	110	115	120
14	112	111	136	117	119	115	119	119	118
15	118	122	137	136	135	104	89	120	120
16	139	146	193	165	137	138	142	157	151
17	157	158	267	162	137	140	135	176	165
18	143	148	209	114	167	103	131	149	145
19	111	91	117	107	84	84	92	104	98
20	93	67	87	68	63	62	57	74	71
21	35	36	54	49	42	39	36	42	42
22	28	45	38	40	22	21	16	33	30
23	43	29	26	20	26	12	12	26	24
24	9	9	12	8	14	6	6	9	9
7-19	1910	1920	2215	1950	1498	1267	1818	1963	1797
6-22	2190	2184	2504	2224	1660	1407	2045	2229	2031
6-24	2242	2222	2542	2252	1700	1425	2063	2264	2064
0-24	2307	2282	2612	2311	1740	1472	2142	2331	2124

Vehicle Flow (Channel 1)



Kingston ATC 2, Ashcombe Lane (Southern Site)

Channel 1 - Northbound

Average Speed

Week 1

Hr Ending	17/04/2018 Tuesday	18/04/2018 Wednesday	19/04/2018 Thursday	20/04/2018 Friday	21/04/2018 Saturday	22/04/2018 Sunday	23/04/2018 Monday
1	29.2	28.0	31.5	34.5	25.5	21.4	24.7
2	20.5	25.5	25.5	29.2	27.4	27.5	26.8
3	15.5	25.5	28.8	25.5	40.5	22.4	33.0
4	28.0	35.1	41.2	33.0	37.3	33.8	32.2
5	30.1	29.8	30.2	34.6	30.2	34.1	30.6
6	32.5	31.5	34.1	33.9	33.0	28.0	32.2
7	30.1	31.0	31.9	31.2	30.7	25.8	30.2
8	29.0	29.8	29.7	29.3	30.8	27.4	29.9
9	27.1	28.1	28.7	28.8	28.5	27.8	28.2
10	27.0	27.4	27.5	28.2	28.1	27.6	26.9
11	28.0	27.5	27.6	27.3	27.1	26.8	26.8
12	26.7	26.3	26.9	25.9	26.8	26.6	27.3
13	26.6	26.3	26.3	25.8	26.2	27.2	25.9
14	26.1	26.3	27.0	26.7	27.9	25.2	26.8
15	27.0	26.3	26.2	27.2	27.2	25.8	27.4
16	26.5	26.4	26.2	26.1	26.7	25.7	25.9
17	26.2	27.2	25.0	26.7	26.0	25.6	27.4
18	27.0	28.1	24.3	27.9	26.4	27.7	27.6
19	26.8	26.8	21.5	27.0	27.3	27.1	27.7
20	26.4	25.8	27.3	26.5	24.8	26.9	27.5
21	28.0	26.5	27.8	27.8	25.0	28.1	27.7
22	26.5	25.7	26.6	25.8	26.9	27.6	30.5
23	27.2	29.0	31.8	28.9	26.5	29.2	30.1
24	28.0	34.1	31.3	24.6	30.0	35.5	29.7
10-12	27.5	26.9	27.3	26.6	27.0	26.7	27.1
14-16	26.7	26.3	26.2	26.6	27.0	25.7	26.5
0-24	27.5	27.8	27.3	27.9	27.3	26.7	28.0

Average 27.5

Channel 1 - Northbound

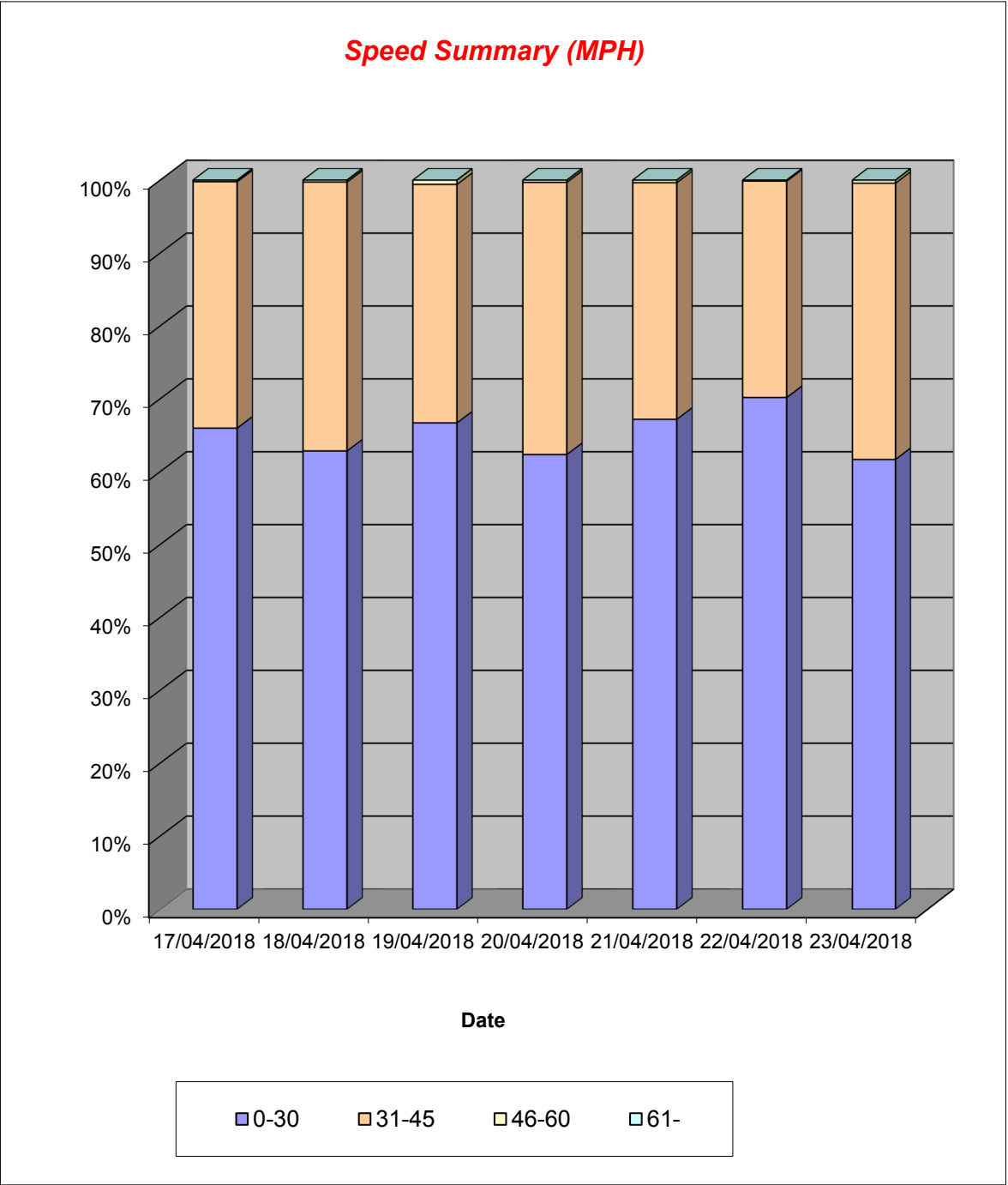
85th Percentile

Hr Ending	17/04/2018 Tuesday	18/04/2018 Wednesday	19/04/2018 Thursday	20/04/2018 Friday	21/04/2018 Saturday	22/04/2018 Sunday	23/04/2018 Monday
1	43.7	33.6	49.0	38.7	26.4	33.7	33.2
2	26.0	-	-	33.9	33.7	38.9	38.5
3	-	-	38.3	-	43.5	33.5	33.3
4	33.3	48.8	48.2	43.0	48.4	43.1	38.3
5	43.3	38.8	38.2	43.5	33.1	38.8	38.0
6	38.8	38.6	43.6	38.9	38.8	33.4	38.5
7	38.0	39.0	38.4	38.4	38.5	33.5	38.2
8	33.8	33.9	33.4	33.7	38.8	33.5	33.9
9	33.8	33.2	33.7	33.5	38.6	33.2	33.6
10	33.7	33.7	33.3	33.5	33.8	38.3	33.8
11	33.0	34.0	33.6	33.5	33.0	33.1	33.9
12	33.4	33.2	33.2	33.4	33.2	33.6	33.3
13	33.9	33.5	33.2	33.4	33.1	33.2	33.5
14	33.8	33.1	33.6	33.3	33.1	33.9	33.1
15	33.4	34.0	33.1	33.1	33.3	33.1	33.6
16	34.0	33.7	33.5	33.2	33.1	33.4	33.4
17	33.9	33.0	33.9	34.0	33.0	25.8	34.0
18	33.1	33.6	25.8	33.1	33.5	33.9	33.1
19	33.9	33.1	26.3	33.4	33.7	33.8	33.9
20	33.4	33.1	38.4	33.4	33.5	38.3	33.6
21	33.5	33.8	33.3	33.5	26.3	33.7	33.3
22	33.8	33.3	33.9	33.2	33.1	38.3	43.1
23	33.1	38.0	43.6	33.5	33.2	33.1	43.5
24	38.6	38.3	38.6	25.8	43.7	38.0	53.2
10-12	33.5	33.4	33.4	33.6	33.5	33.3	34.0
14-16	33.3	33.3	33.1	33.5	33.4	33.8	33.1
0-24	33.6	33.9	33.6	33.2	33.1	33.3	33.0

85th %ile 33.4

Kingston ATC 2, Ashcombe Lane (Southern Site)

Channel 1 - Northbound				Speed Summary			Week 1
Speed (MPH)	17/04/2018 Tuesday	18/04/2018 Wednesday	19/04/2018 Thursday	20/04/2018 Friday	21/04/2018 Saturday	22/04/2018 Sunday	23/04/2018 Monday
0-30	1522	1434	1742	1441	1169	1033	1321
31-45	780	842	855	863	565	437	812
46-60	5	6	15	7	6	2	9
61-	0	0	0	0	0	0	0
TOTAL	2307	2282	2612	2311	1740	1472	2142



Kingston ATC 2, Ashcombe Lane (Southern Site)

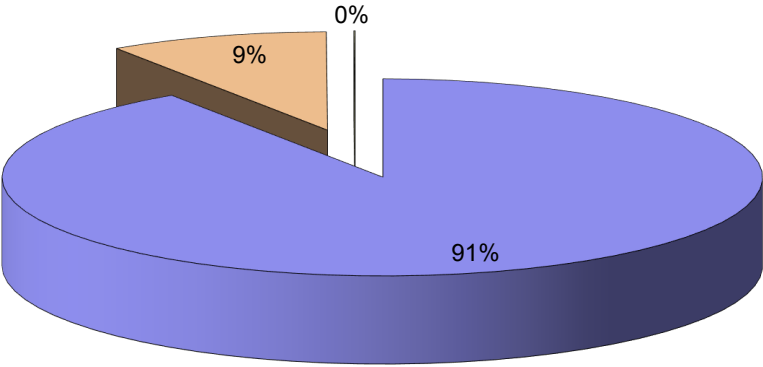
Channel 1 - Northbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
17/04/2018				
7-19	1737	173	0	1910
6-22	1993	197	0	2190
6-24	2043	199	0	2242
0-24	2099	208	0	2307
18/04/2018				
7-19	1735	185	0	1920
6-22	1962	221	1	2184
6-24	1999	222	1	2222
0-24	2050	231	1	2282
19/04/2018				
7-19	1964	250	1	2215
6-22	2228	275	1	2504
6-24	2266	275	1	2542
0-24	2318	293	1	2612
20/04/2018				
7-19	1742	206	2	1950
6-22	1993	229	2	2224
6-24	2020	230	2	2252
0-24	2073	236	2	2311
21/04/2018				
7-19	1384	114	0	1498
6-22	1540	120	0	1660
6-24	1577	123	0	1700
0-24	1609	131	0	1740
22/04/2018				
7-19	1215	49	3	1267
6-22	1344	60	3	1407
6-24	1362	60	3	1425
0-24	1405	64	3	1472
23/04/2018				
7-19	1643	174	1	1818
6-22	1840	204	1	2045
6-24	1856	206	1	2063
0-24	1919	222	1	2142
Average				
7-19	1631	164	1	1797
6-22	1843	187	1	2031
6-24	1875	188	1	2064
0-24	1925	198	1	2124

Total Vehicle Class Distribution



Kingston ATC 2, Ashcombe Lane (Southern Site)

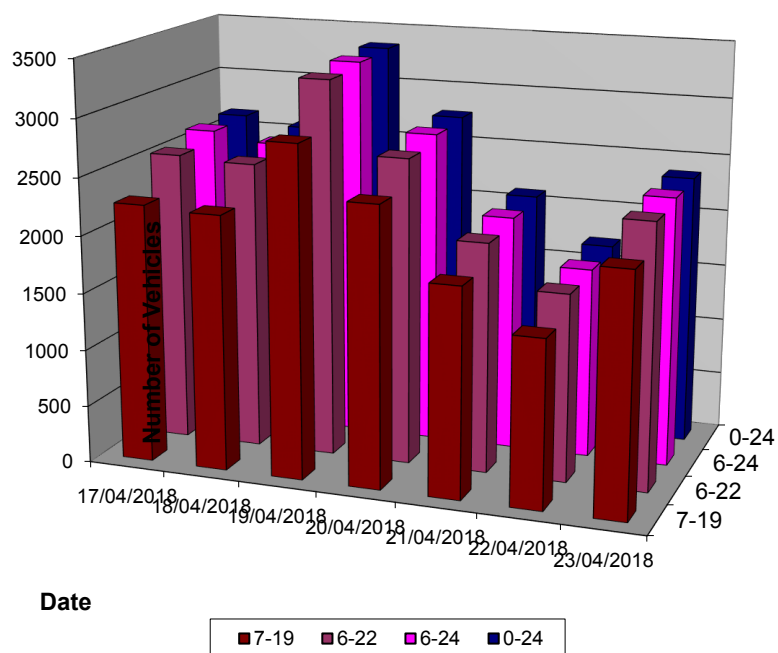
Channel 2 - Southbound

Vehicle Flow

Week 1

Hr Ending	17/04/2018 Tuesday	18/04/2018 Wednesday	19/04/2018 Thursday	20/04/2018 Friday	21/04/2018 Saturday	22/04/2018 Sunday	23/04/2018 Monday	5 Day Ave	7 Day Ave
1	6	4	7	10	12	13	9	7	9
2	5	2	2	4	7	10	4	3	5
3	0	8	3	0	1	4	0	2	2
4	3	0	1	3	8	3	2	2	3
5	2	2	0	4	5	3	0	2	2
6	2	4	6	6	3	5	5	5	4
7	24	18	20	27	19	12	19	22	20
8	80	80	110	90	28	34	91	90	73
9	177	150	161	162	88	38	157	161	133
10	128	102	122	113	103	73	107	114	107
11	106	116	143	147	180	129	102	123	132
12	102	132	127	205	197	146	106	134	145
13	109	126	108	165	283	220	129	127	163
14	123	137	111	160	231	192	101	126	151
15	145	156	178	188	180	169	140	161	165
16	248	201	356	279	144	125	226	262	226
17	382	372	563	366	160	124	339	404	329
18	435	426	422	352	111	108	403	408	322
19	223	230	478	205	116	100	184	264	219
20	158	128	263	109	77	73	87	149	128
21	58	81	64	57	50	54	70	66	62
22	48	61	60	42	39	40	45	51	48
23	62	30	29	35	31	24	32	38	35
24	24	12	13	38	25	6	10	19	18
7-19	2258	2228	2879	2432	1821	1458	2085	2376	2166
6-22	2546	2516	3286	2667	2006	1637	2306	2664	2423
6-24	2632	2558	3328	2740	2062	1667	2348	2721	2476
0-24	2650	2578	3347	2767	2098	1705	2368	2742	2502

Vehicle Flow (Channel 2)



Kingston ATC 2, Ashcombe Lane (Southern Site)

Channel 2 - Southbound

Average Speed

Week 1

Hr Ending	17/04/2018 Tuesday	18/04/2018 Wednesday	19/04/2018 Thursday	20/04/2018 Friday	21/04/2018 Saturday	22/04/2018 Sunday	23/04/2018 Monday
1	32.2	27.4	28.7	32.2	30.5	23.0	31.6
2	30.0	35.5	29.2	33.6	29.4	28.5	35.5
3	-	34.6	31.3	-	25.5	29.9	-
4	32.2	-	38.0	24.7	31.8	36.3	35.5
5	33.0	35.5	-	33.6	39.0	35.5	-
6	31.8	29.2	29.7	35.9	32.2	34.0	35.0
7	32.9	33.0	32.5	34.3	32.6	33.2	31.8
8	29.2	30.2	29.8	30.1	32.4	28.9	31.0
9	28.4	29.7	28.4	29.8	28.2	30.4	28.7
10	26.5	28.9	29.2	28.5	28.9	27.7	27.8
11	28.9	28.6	28.5	28.5	27.5	29.7	26.1
12	27.9	28.7	29.1	28.1	28.1	28.6	29.2
13	28.1	29.4	29.2	28.8	28.7	28.2	29.1
14	29.8	28.9	28.4	28.6	28.1	27.5	28.6
15	28.7	29.3	28.9	29.0	27.3	28.4	28.9
16	28.9	28.9	27.6	28.6	28.5	28.5	27.7
17	28.2	28.1	24.0	29.1	27.7	26.8	28.6
18	28.7	29.2	19.7	29.0	29.9	28.6	30.1
19	28.8	28.9	7.0	29.0	28.7	29.2	29.8
20	29.3	28.4	27.0	29.3	28.7	28.7	29.4
21	30.9	29.0	30.5	28.6	30.1	29.7	29.9
22	29.1	30.0	29.4	27.3	28.6	32.7	31.4
23	29.2	30.4	31.0	29.6	27.4	30.7	31.0
24	31.4	31.5	32.6	29.1	29.7	27.2	33.0
10-12	28.4	28.6	28.8	28.3	27.8	29.1	27.7
14-16	28.8	29.1	28.1	28.8	27.8	28.4	28.1
0-24	28.7	29.0	23.6	29.0	28.5	28.6	29.1

Average

28.1

Channel 2 - Southbound

85th Percentile

Hr Ending	17/04/2018 Tuesday	18/04/2018 Wednesday	19/04/2018 Thursday	20/04/2018 Friday	21/04/2018 Saturday	22/04/2018 Sunday	23/04/2018 Monday
1	43.3	33.4	33.2	38.4	38.1	26.0	43.2
2	38.5	38.3	33.0	38.9	33.8	38.4	38.3
3	-	38.3	43.7	-	-	43.1	-
4	38.9	-	-	33.1	43.5	38.3	38.0
5	33.5	38.2	-	43.6	53.2	43.6	-
6	38.4	33.5	38.6	43.3	38.2	48.8	38.7
7	38.8	38.2	38.2	38.1	38.3	43.5	38.8
8	38.8	33.6	38.5	38.2	38.8	38.2	38.3
9	33.7	33.4	33.7	38.1	33.1	38.9	33.7
10	33.7	38.9	33.8	33.4	33.5	33.4	33.4
11	34.0	33.5	33.4	34.0	33.8	33.3	33.8
12	33.3	33.2	33.9	33.5	33.8	33.8	33.7
13	33.5	33.7	33.7	33.5	33.3	33.2	33.4
14	38.4	33.7	33.1	34.0	34.0	33.4	33.1
15	38.7	33.6	33.6	33.2	33.8	33.2	33.4
16	33.2	33.8	33.7	33.4	33.7	33.9	33.3
17	33.4	33.2	33.0	33.4	33.9	33.6	33.7
18	33.5	33.8	33.4	33.3	38.9	33.4	33.3
19	33.8	33.2	15.9	33.5	33.4	33.4	33.8
20	33.5	34.0	33.3	33.1	33.1	38.9	38.2
21	38.4	38.1	39.0	33.5	39.0	38.6	38.6
22	33.5	38.1	38.8	34.0	33.8	38.9	44.0
23	38.2	38.8	38.7	38.6	38.7	38.5	38.2
24	38.6	38.4	43.4	38.9	33.4	38.3	43.9
10-12	33.5	33.5	33.7	33.7	33.0	33.9	33.1
14-16	33.7	33.1	33.3	33.4	33.2	33.3	34.0
0-24	33.9	33.1	33.4	33.7	33.2	33.3	33.6

85th %ile

33.5

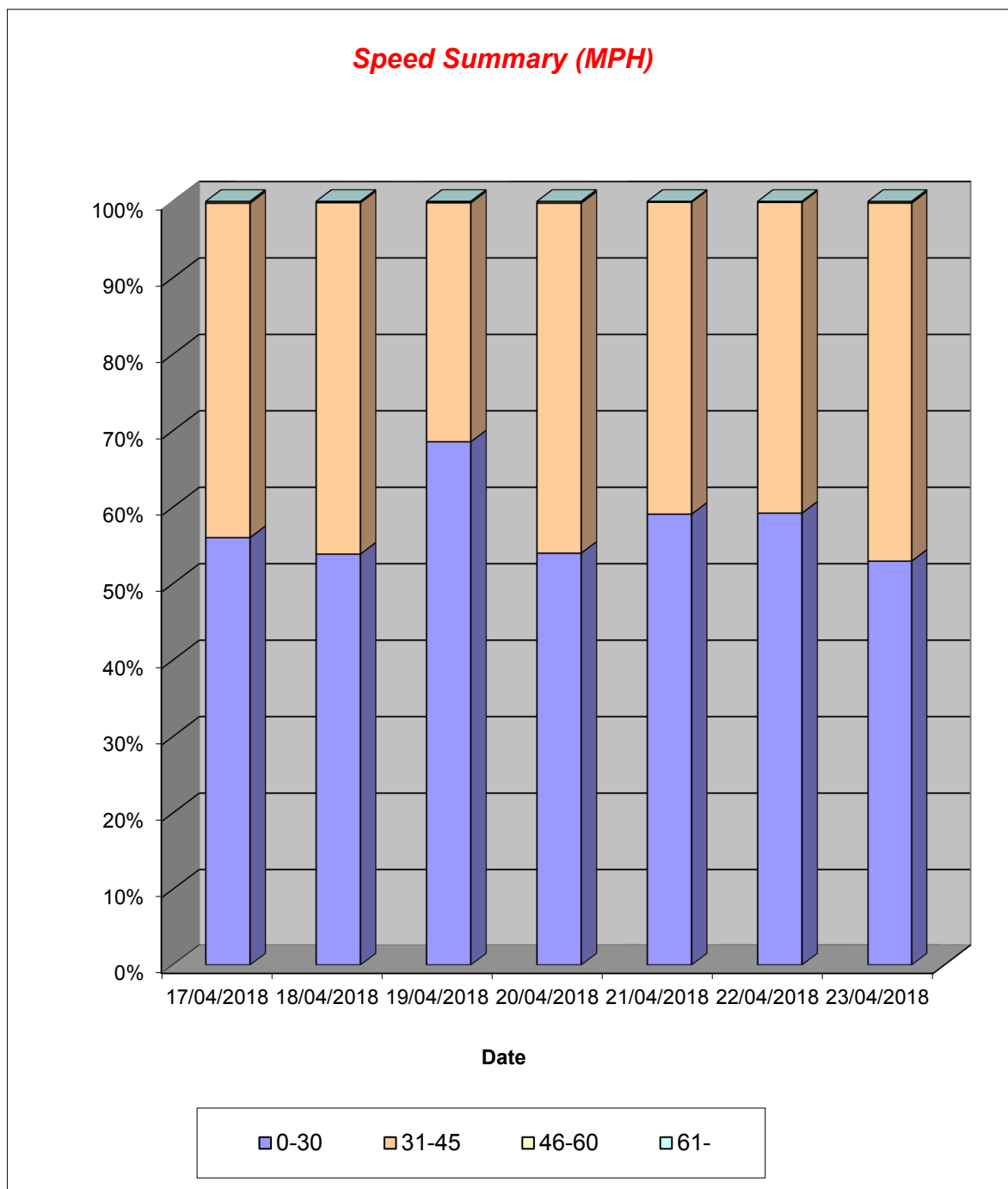
Kingston ATC 2, Ashcombe Lane (Southern Site)

Channel 2 - Southbound

Speed Summary

Week 1

	17/04/2018	18/04/2018	19/04/2018	20/04/2018	21/04/2018	22/04/2018	23/04/2018
Speed (MPH)	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday
0-30	1485	1389	2295	1494	1240	1010	1254
31-45	1159	1185	1046	1267	856	693	1109
46-60	6	4	6	6	2	2	5
61-	0	0	0	0	0	0	0
TOTAL	2650	2578	3347	2767	2098	1705	2368



Kingston ATC 2, Ashcombe Lane (Southern Site)

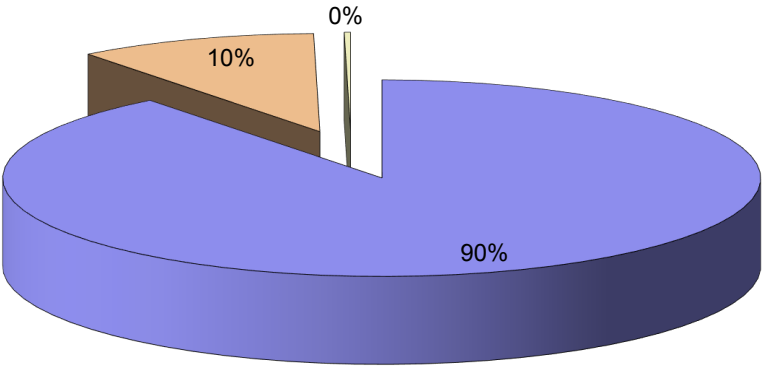
Channel 2 - Southbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
17/04/2018				
7-19	1988	266	4	2258
6-22	2257	285	4	2546
6-24	2341	287	4	2632
0-24	2358	288	4	2650
18/04/2018				
7-19	1964	263	1	2228
6-22	2240	275	1	2516
6-24	2282	275	1	2558
0-24	2302	275	1	2578
19/04/2018				
7-19	2470	376	33	2879
6-22	2846	406	34	3286
6-24	2885	409	34	3328
0-24	2901	412	34	3347
20/04/2018				
7-19	2156	275	1	2432
6-22	2372	294	1	2667
6-24	2438	301	1	2740
0-24	2460	305	2	2767
21/04/2018				
7-19	1679	140	2	1821
6-22	1853	151	2	2006
6-24	1907	153	2	2062
0-24	1938	158	2	2098
22/04/2018				
7-19	1383	73	2	1458
6-22	1553	82	2	1637
6-24	1582	83	2	1667
0-24	1617	86	2	1705
23/04/2018				
7-19	1839	244	2	2085
6-22	2043	261	2	2306
6-24	2084	262	2	2348
0-24	2100	266	2	2368
Average				
7-19	1926	234	6	2166
6-22	2166	251	7	2423
6-24	2217	253	7	2476
0-24	2239	256	7	2502

Total Vehicle Class Distribution



Kingston ATC 2, Ashcombe Lane (Southern Site)

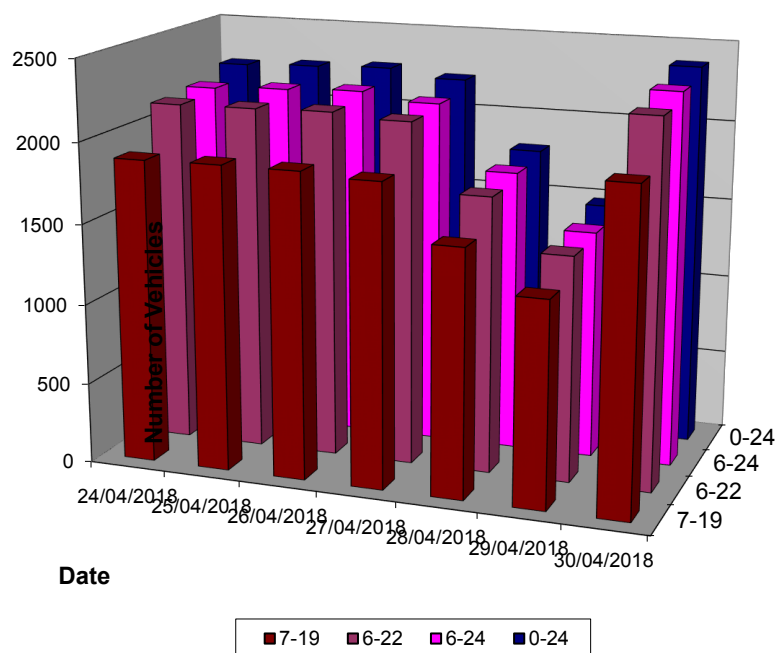
Channel 1 - Northbound

Vehicle Flow

Week 2

Hr Ending	24/04/2018 Tuesday	25/04/2018 Wednesday	26/04/2018 Thursday	27/04/2018 Friday	28/04/2018 Saturday	29/04/2018 Sunday	30/04/2018 Monday	5 Day Ave	7 Day Ave
1	3	7	6	4	3	10	2	4	5
2	2	4	2	2	4	4	3	3	3
3	1	6	2	1	2	5	2	2	3
4	4	3	6	2	4	3	6	4	4
5	14	12	12	13	13	10	8	12	12
6	51	39	41	46	14	21	47	45	37
7	123	117	116	136	37	20	130	124	97
8	341	360	347	331	77	41	363	348	266
9	309	267	282	309	109	64	317	297	237
10	173	192	175	179	140	125	185	181	167
11	104	109	122	108	143	117	128	114	119
12	100	101	127	115	119	111	91	107	109
13	109	85	113	107	147	118	91	101	110
14	117	114	106	112	124	120	119	114	116
15	114	101	87	115	142	101	127	109	112
16	138	124	150	142	142	132	130	137	137
17	152	146	154	154	142	135	157	153	149
18	149	209	133	114	160	109	152	151	147
19	80	85	97	84	82	97	112	92	91
20	64	61	74	60	72	58	87	69	68
21	35	35	32	33	50	33	33	34	36
22	27	35	37	27	26	17	35	32	29
23	17	26	32	18	27	14	48	28	26
24	5	11	11	4	13	9	8	8	9
7-19	1886	1893	1893	1870	1527	1270	1972	1903	1759
6-22	2135	2141	2152	2126	1712	1398	2257	2162	1989
6-24	2157	2178	2195	2148	1752	1421	2313	2198	2023
0-24	2232	2249	2264	2216	1792	1474	2381	2268	2087

Vehicle Flow (Channel 1)



Kingston ATC 2, Ashcombe Lane (Southern Site)

Channel 1 - Northbound

Average Speed

Week 2

Hr Ending	24/04/2018 Tuesday	25/04/2018 Wednesday	26/04/2018 Thursday	27/04/2018 Friday	28/04/2018 Saturday	29/04/2018 Sunday	30/04/2018 Monday
1	32.2	32.6	27.2	30.5	25.5	23.8	20.5
2	45.5	29.2	34.2	45.5	27.4	24.9	26.3
3	33.0	35.9	33.0	33.0	40.5	21.0	15.5
4	31.1	28.0	31.3	33.0	31.8	33.8	30.5
5	32.3	32.6	34.7	32.2	30.9	33.5	31.8
6	33.3	33.4	33.7	33.3	32.8	28.0	32.6
7	30.6	31.6	31.1	30.7	30.8	25.6	30.0
8	28.6	29.1	29.0	28.4	30.2	27.8	29.1
9	27.2	28.9	28.2	27.4	28.9	27.1	26.7
10	28.0	27.0	26.6	28.1	27.9	27.1	27.0
11	27.1	26.9	27.0	24.7	27.0	26.5	27.3
12	26.0	26.5	25.6	26.5	26.1	27.0	26.0
13	26.1	26.0	28.4	25.6	26.2	27.3	26.8
14	26.3	26.5	27.2	27.0	27.8	24.8	25.3
15	25.7	26.7	26.7	27.3	27.3	25.6	27.3
16	25.4	27.3	27.4	26.7	26.4	24.7	26.7
17	27.5	26.9	27.4	27.6	26.4	25.0	26.7
18	27.2	26.9	28.3	28.8	26.4	27.0	26.8
19	27.5	27.0	26.0	27.5	27.1	27.0	26.3
20	26.9	26.1	25.5	26.4	24.3	26.4	25.9
21	27.4	26.4	26.4	25.3	23.7	27.3	27.5
22	27.9	26.8	24.8	29.0	26.1	27.7	26.2
23	28.3	25.5	29.5	27.4	27.2	30.7	27.1
24	30.0	34.1	33.7	26.8	29.5	34.7	26.8
10-12	26.6	26.7	26.3	25.6	26.6	26.7	26.8
14-16	25.5	27.0	27.1	27.0	26.9	25.1	27.0
0-24	27.5	27.9	27.9	27.7	27.1	26.4	27.3

Average

27.4

Channel 1 - Northbound

85th Percentile

Hr Ending	24/04/2018 Tuesday	25/04/2018 Wednesday	26/04/2018 Thursday	27/04/2018 Friday	28/04/2018 Saturday	29/04/2018 Sunday	30/04/2018 Monday
1	38.7	48.6	39.0	38.7	26.4	33.7	25.7
2	53.5	33.3	43.4	53.9	33.7	33.9	38.5
3	-	43.3	33.3	-	43.5	33.5	15.8
4	33.3	33.8	38.2	33.0	48.4	43.1	33.3
5	43.3	43.8	38.2	43.5	33.1	38.8	43.0
6	38.8	38.6	38.6	38.9	38.8	33.4	38.5
7	38.0	39.0	38.4	38.4	38.5	33.5	33.2
8	33.8	33.9	33.4	33.7	38.8	38.5	33.9
9	33.8	33.2	33.7	33.5	38.6	33.2	33.6
10	33.7	33.7	33.3	33.5	33.8	33.3	33.8
11	33.0	34.0	33.6	33.5	33.0	33.1	33.9
12	33.4	33.2	33.2	33.4	33.2	33.6	33.3
13	33.9	33.5	33.2	33.4	33.1	33.2	33.5
14	33.8	33.1	33.6	33.3	33.1	33.9	33.1
15	33.4	34.0	33.1	33.1	33.3	33.1	33.6
16	34.0	33.7	33.5	33.2	33.1	33.4	33.4
17	33.9	33.0	33.9	34.0	33.0	25.8	34.0
18	33.1	33.6	33.3	33.1	33.5	33.9	33.1
19	33.9	33.1	33.8	33.4	33.7	33.8	33.9
20	33.4	38.1	33.4	33.4	33.5	33.3	33.6
21	33.5	33.8	33.3	33.5	26.3	33.7	33.3
22	38.8	33.3	33.9	33.2	38.1	38.3	33.1
23	33.1	33.0	38.6	33.5	33.2	53.1	33.5
24	33.6	43.3	38.6	43.3	43.7	38.0	33.2
10-12	33.5	33.4	33.4	33.6	33.5	33.3	34.0
14-16	33.3	33.3	33.1	33.5	33.4	33.8	33.1
0-24	33.6	33.9	33.6	33.2	33.1	33.3	33.0

85th %ile

33.4

Kingston ATC 2, Ashcombe Lane (Southern Site)

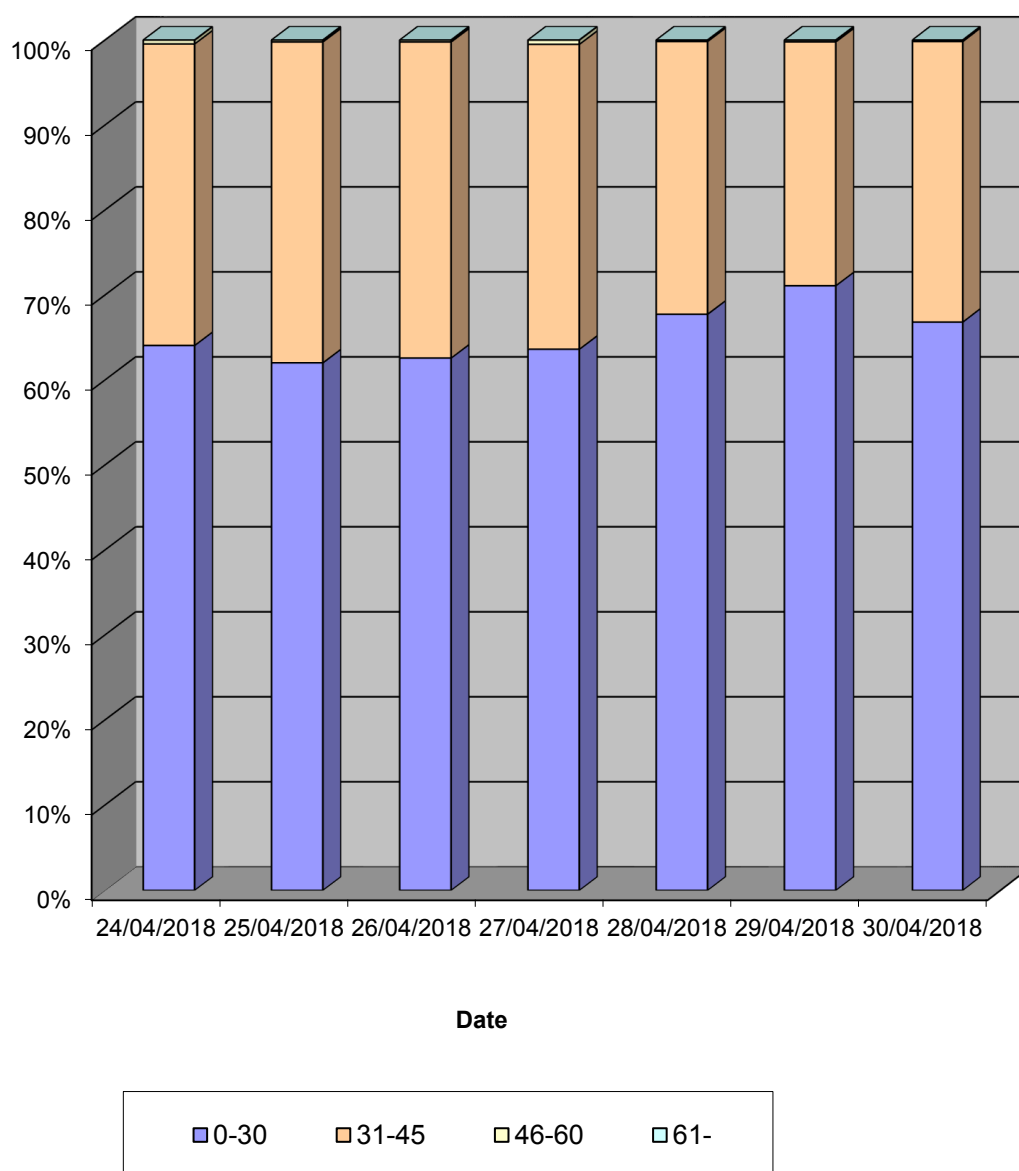
Channel 1 - Northbound

Speed Summary

Week 2

Speed (MPH)	24/04/2018 Tuesday	25/04/2018 Wednesday	26/04/2018 Thursday	27/04/2018 Friday	28/04/2018 Saturday	29/04/2018 Sunday	30/04/2018 Monday
0-30	1430	1395	1417	1410	1214	1048	1591
31-45	792	849	842	795	575	423	786
46-60	10	5	5	11	3	3	4
61-	0	0	0	0	0	0	0
TOTAL	2232	2249	2264	2216	1792	1474	2381

Speed Summary (MPH)



Kingston ATC 2, Ashcombe Lane (Southern Site)

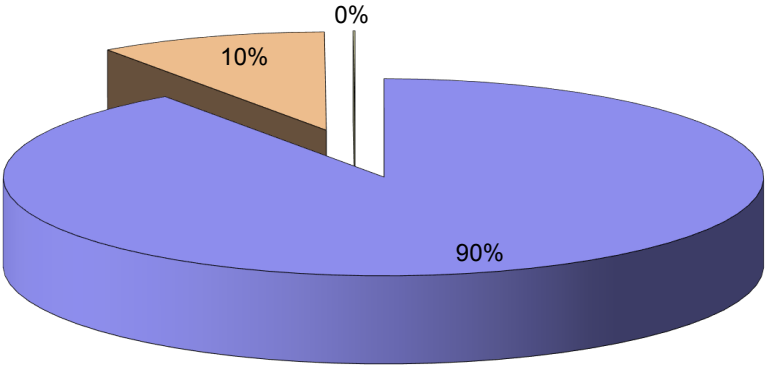
Channel 1 - Northbound

Vehicle Class

Week 2

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
24/04/2018				
7-19	1693	191	2	1886
6-22	1918	215	2	2135
6-24	1939	216	2	2157
0-24	2001	229	2	2232
25/04/2018				
7-19	1697	196	0	1893
6-22	1922	219	0	2141
6-24	1957	221	0	2178
0-24	2011	238	0	2249
26/04/2018				
7-19	1687	205	1	1893
6-22	1914	236	2	2152
6-24	1956	237	2	2195
0-24	2014	248	2	2264
27/04/2018				
7-19	1654	214	2	1870
6-22	1879	244	3	2126
6-24	1900	245	3	2148
0-24	1954	259	3	2216
28/04/2018				
7-19	1401	125	1	1527
6-22	1581	130	1	1712
6-24	1618	133	1	1752
0-24	1652	139	1	1792
29/04/2018				
7-19	1215	52	3	1270
6-22	1331	64	3	1398
6-24	1354	64	3	1421
0-24	1403	68	3	1474
30/04/2018				
7-19	1784	188	0	1972
6-22	2039	218	0	2257
6-24	2092	221	0	2313
0-24	2147	233	1	2381
Average				
7-19	1590	167	1	1759
6-22	1798	189	2	1989
6-24	1831	191	2	2023
0-24	1883	202	2	2087

Total Vehicle Class Distribution



Kingston ATC 2, Ashcombe Lane (Southern Site)

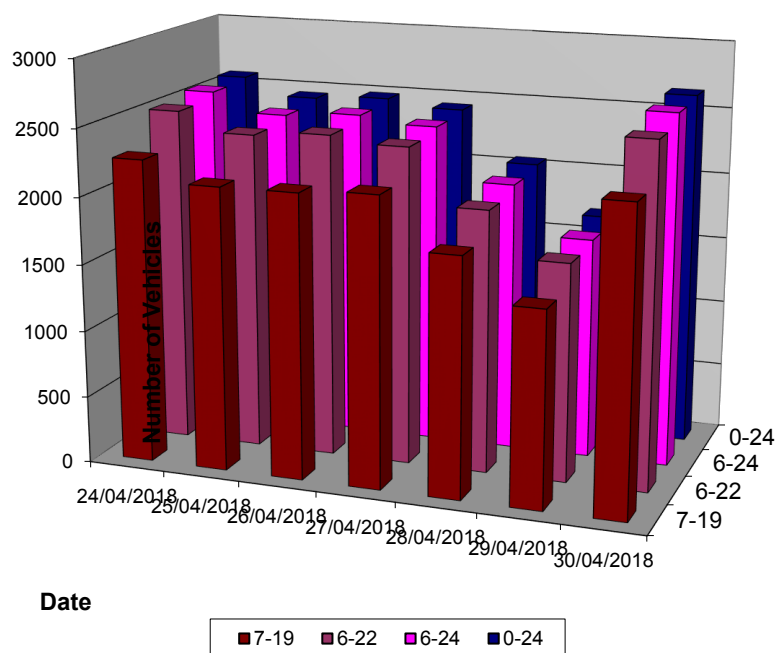
Channel 2 - Southbound

Vehicle Flow

Week 2

Hr Ending	24/04/2018 Tuesday	25/04/2018 Wednesday	26/04/2018 Thursday	27/04/2018 Friday	28/04/2018 Saturday	29/04/2018 Sunday	30/04/2018 Monday	5 Day Ave	7 Day Ave
1	7	8	5	8	10	10	8	7	8
2	3	6	3	5	8	7	5	4	5
3	2	1	3	2	1	3	0	2	2
4	0	2	0	0	5	3	5	1	2
5	2	4	5	1	6	4	3	3	4
6	6	10	8	7	2	7	2	7	6
7	19	22	18	20	21	12	29	22	20
8	81	83	72	70	27	32	77	77	63
9	160	183	159	161	77	32	178	168	136
10	126	96	114	131	95	81	134	120	111
11	101	106	89	92	181	126	103	98	114
12	134	98	114	123	199	146	109	116	132
13	130	154	128	128	267	222	100	128	161
14	118	134	109	112	215	179	132	121	143
15	133	143	155	134	174	180	143	142	152
16	213	195	223	195	150	121	247	215	192
17	389	226	347	369	158	125	379	342	285
18	434	383	390	405	118	115	412	405	322
19	247	313	218	231	114	97	229	248	207
20	107	116	128	84	74	65	156	118	104
21	60	76	90	68	44	59	64	72	66
22	61	47	61	47	45	34	56	54	50
23	27	30	31	28	33	22	55	34	32
24	19	12	10	9	24	4	23	15	14
7-19	2266	2114	2118	2151	1775	1456	2243	2178	2018
6-22	2513	2375	2415	2370	1959	1626	2548	2444	2258
6-24	2559	2417	2456	2407	2016	1652	2626	2493	2305
0-24	2579	2448	2480	2430	2048	1686	2649	2517	2331

Vehicle Flow (Channel 2)



Kingston ATC 2, Ashcombe Lane (Southern Site)

Channel 2 - Southbound

Average Speed

Week 2

Hr Ending	24/04/2018 Tuesday	25/04/2018 Wednesday	26/04/2018 Thursday	27/04/2018 Friday	28/04/2018 Saturday	29/04/2018 Sunday	30/04/2018 Monday
1	29.8	32.4	35.5	28.0	31.2	23.2	31.4
2	39.7	32.6	34.7	39.0	28.9	25.1	30.0
3	33.0	33.0	38.0	33.0	25.5	31.3	-
4	-	40.5	-	-	34.0	36.3	31.0
5	33.0	36.1	35.5	33.0	38.0	33.0	33.0
6	34.7	33.8	33.6	36.9	29.2	31.6	31.8
7	30.4	31.8	30.5	31.9	32.9	30.7	30.5
8	29.0	29.1	30.2	29.2	31.8	28.0	29.4
9	28.8	29.9	27.5	29.0	29.1	30.5	28.0
10	28.7	29.2	28.5	29.3	29.5	27.8	26.4
11	28.5	28.3	27.6	27.1	27.4	28.7	28.7
12	27.0	28.6	28.6	28.9	28.4	28.5	27.9
13	26.8	26.5	29.6	28.3	28.4	28.4	28.4
14	27.4	29.7	29.0	29.5	28.5	27.4	30.0
15	29.1	27.7	29.6	29.2	27.3	28.5	29.0
16	28.9	29.6	30.2	29.2	28.8	28.0	29.1
17	27.3	28.1	29.2	29.4	28.1	26.7	28.3
18	27.9	28.4	29.7	29.0	29.6	27.8	28.4
19	29.8	28.8	28.7	28.8	29.2	29.2	29.4
20	28.4	28.9	28.7	29.1	29.2	29.6	29.0
21	27.4	29.6	28.0	29.4	29.6	30.2	30.8
22	28.9	30.0	30.3	30.7	28.4	31.3	28.7
23	28.6	28.7	30.1	30.7	26.0	31.2	29.4
24	31.2	29.5	32.2	34.4	29.5	24.9	31.7
10-12	27.6	28.4	28.2	28.2	27.9	28.6	28.3
14-16	29.0	28.8	30.0	29.2	28.0	28.3	29.0
0-24	28.3	28.8	29.2	29.2	28.6	28.4	28.7

Average 28.7

Channel 2 - Southbound

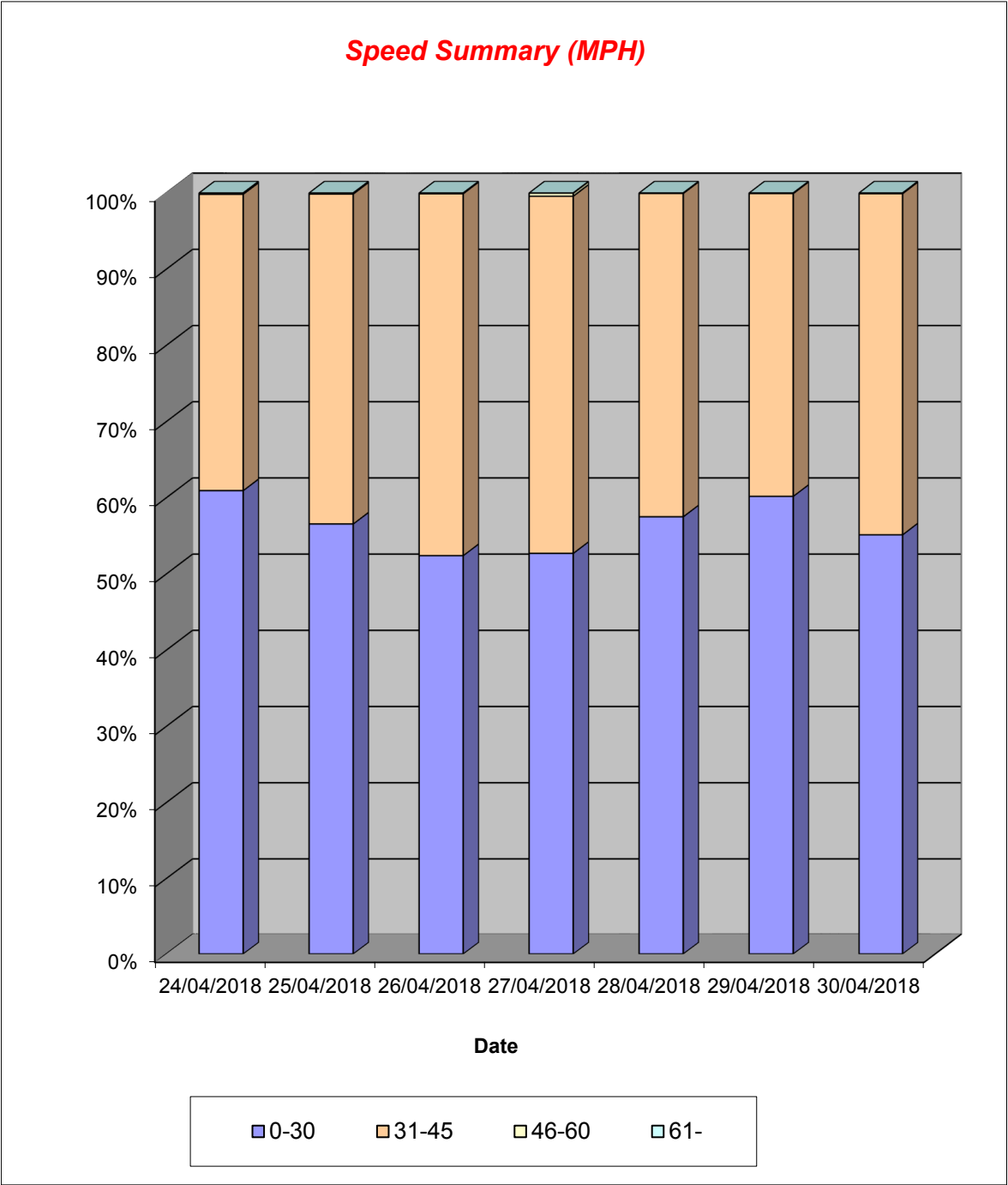
85th Percentile

Hr Ending	24/04/2018 Tuesday	25/04/2018 Wednesday	26/04/2018 Thursday	27/04/2018 Friday	28/04/2018 Saturday	29/04/2018 Sunday	30/04/2018 Monday
1	38.3	38.4	43.0	38.9	38.8	25.9	33.3
2	43.5	48.3	38.7	43.1	33.7	25.6	38.0
3	33.9	-	43.5	33.6	-	43.3	-
4	-	48.2	-	-	43.2	38.6	38.7
5	33.5	43.5	43.6	-	53.2	43.8	33.8
6	48.4	38.2	38.2	48.1	33.3	38.5	38.3
7	38.8	38.6	38.5	38.2	38.8	43.2	38.7
8	33.8	33.4	38.7	33.1	38.1	33.9	38.4
9	33.7	33.9	33.8	33.4	38.5	38.4	33.8
10	33.7	33.5	33.4	39.0	33.8	33.3	33.7
11	34.0	33.2	33.9	33.5	33.8	33.8	33.4
12	33.3	33.7	33.7	33.5	33.3	33.2	33.1
13	33.5	33.7	38.1	34.0	34.0	33.4	33.4
14	33.4	33.6	33.6	38.2	33.8	33.2	33.3
15	38.7	33.8	33.7	33.4	33.7	33.9	33.7
16	33.2	33.2	38.0	33.4	33.9	33.6	33.3
17	33.4	33.8	33.4	38.3	33.9	33.4	33.8
18	33.5	33.2	33.4	33.5	38.4	33.4	33.2
19	38.8	34.0	33.3	38.1	38.1	38.9	33.6
20	33.5	33.1	34.0	33.5	34.0	38.6	34.0
21	33.4	38.1	33.8	39.0	33.8	38.9	38.2
22	38.5	38.8	38.7	38.6	33.7	38.5	33.9
23	38.2	33.4	38.4	38.9	33.4	38.3	38.1
24	38.6	38.5	38.7	43.7	38.0	33.9	39.0
10-12	33.5	33.1	33.3	33.4	33.2	33.3	33.6
14-16	33.7	33.1	33.4	33.7	33.2	33.3	33.6
0-24	33.9	33.2	33.4	33.1	33.5	33.2	33.9

85th %ile 33.5

Kingston ATC 2, Ashcombe Lane (Southern Site)

Channel 2 - Southbound				Speed Summary			Week 2
Speed (MPH)	24/04/2018 Tuesday	25/04/2018 Wednesday	26/04/2018 Thursday	27/04/2018 Friday	28/04/2018 Saturday	29/04/2018 Sunday	30/04/2018 Monday
0-30	1572	1385	1300	1281	1178	1015	1461
31-45	1003	1060	1178	1139	869	670	1186
46-60	4	3	2	10	1	1	2
61-	0	0	0	0	0	0	0
TOTAL	2579	2448	2480	2430	2048	1686	2649



Kingston ATC 2, Ashcombe Lane (Southern Site)

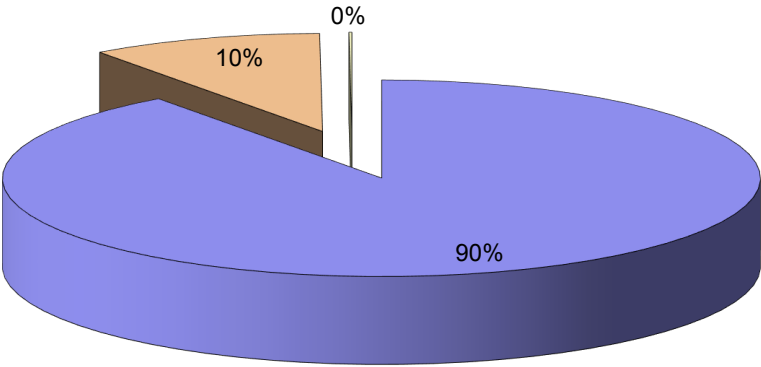
Channel 2 - Southbound

Vehicle Class

Week 2

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
24/04/2018				
7-19	2004	260	2	2266
6-22	2235	276	2	2513
6-24	2280	277	2	2559
0-24	2295	281	3	2579
25/04/2018				
7-19	1879	232	3	2114
6-22	2119	253	3	2375
6-24	2159	255	3	2417
0-24	2186	259	3	2448
26/04/2018				
7-19	1860	256	2	2118
6-22	2144	269	2	2415
6-24	2184	270	2	2456
0-24	2205	273	2	2480
27/04/2018				
7-19	1908	243	0	2151
6-22	2113	257	0	2370
6-24	2145	262	0	2407
0-24	2163	265	2	2430
28/04/2018				
7-19	1646	127	2	1775
6-22	1819	138	2	1959
6-24	1874	140	2	2016
0-24	1900	146	2	2048
29/04/2018				
7-19	1383	69	4	1456
6-22	1543	79	4	1626
6-24	1568	80	4	1652
0-24	1599	83	4	1686
30/04/2018				
7-19	1971	269	3	2243
6-22	2245	300	3	2548
6-24	2318	305	3	2626
0-24	2336	308	5	2649
Average				
7-19	1807	208	2	2018
6-22	2031	225	2	2258
6-24	2075	227	2	2305
0-24	2098	231	3	2331

Total Vehicle Class Distribution



APPENDIX D

Kingston - Thursday 19th April 2018

Junction: Ashcombe Lane / The Avenue / Garage Access

Approach: Ashcombe Lane NB

TIME	Left Turn				Northbound				Right Turn			
	Light	HGV	Bus/Coach	TOTAL	Light	HGV	Bus/Coach	TOTAL	Light	HGV	Bus/Coach	TOTAL
0700 - 0715	1	0	0	1	67	0	0	67	0	0	0	0
0715 - 0730	1	0	0	1	75	0	0	75	0	0	0	0
0730 - 0745	1	0	0	1	78	0	0	78	0	0	0	0
0745 - 0800	5	0	0	5	94	0	0	94	0	0	0	0
Hourly Total	8	0	0	8	314	0	0	314	0	0	0	0
0800 - 0815	2	0	0	2	91	1	0	92	1	0	0	1
0815 - 0830	2	0	0	2	85	0	0	85	1	0	0	1
0830 - 0845	6	0	0	6	61	0	0	61	0	0	0	0
0845 - 0900	3	0	0	3	50	0	0	50	0	0	0	0
Hourly Total	13	0	0	13	287	1	0	288	2	0	0	2
0900 - 0915	4	0	0	4	40	0	0	40	1	0	0	1
0915 - 0930	2	0	0	2	38	0	0	38	1	0	0	1
0930 - 0945	2	0	0	2	44	0	0	44	0	0	0	0
0945 - 1000	1	0	0	1	36	0	0	36	0	0	0	0
Hourly Total	9	0	0	9	158	0	0	158	2	0	0	2
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	1	0	0	1	25	0	0	25	2	0	0	2
1245 - 1300	2	0	0	2	33	0	0	33	0	0	0	0
Hourly Total	3	0	0	3	58	0	0	58	2	0	0	2
1300 - 1315	3	0	0	3	34	0	0	34	0	0	0	0
1315 - 1330	1	0	0	1	36	1	0	37	0	0	0	0
1330 - 1345	4	0	0	4	34	0	0	34	0	0	0	0
1345 - 1400	1	0	0	1	22	0	0	22	0	0	0	0
Hourly Total	9	0	0	9	126	1	0	127	0	0	0	0
1400 - 1415	0	0	0	0	36	0	0	36	0	0	0	0
1415 - 1430	3	0	0	3	27	0	0	27	1	0	0	1
1430 - 1445	1	0	0	1	36	0	0	36	0	0	0	0
1445 - 1500	5	0	0	5	32	0	0	32	0	0	0	0
Hourly Total	9	0	0	9	131	0	0	131	1	0	0	1
1500 - 1515	8	0	0	8	41	0	0	41	0	0	0	0
1515 - 1530	3	0	0	3	46	0	0	46	0	0	0	0
1530 - 1545	5	0	0	5	50	0	0	50	1	0	0	1
1545 - 1600	4	0	0	4	45	0	0	45	1	0	0	1
Hourly Total	20	0	0	20	182	0	0	182	2	0	0	2
1600 - 1615	3	0	0	3	49	0	0	49	1	0	0	1
1615 - 1630	2	0	0	2	44	0	0	44	1	0	0	1
1630 - 1645	3	0	0	3	55	0	0	55	1	0	0	1
1645 - 1700	8	0	0	8	106	0	0	106	0	0	0	0
Hourly Total	16	0	0	16	254	0	0	254	3	0	0	3
1700 - 1715	7	0	0	7	50	0	0	50	2	0	0	2
1715 - 1730	6	0	0	6	53	0	0	53	0	0	0	0
1730 - 1745	6	0	0	6	41	0	0	41	0	0	0	0
1745 - 1800	7	0	0	7	38	0	0	38	0	0	0	0
Hourly Total	26	0	0	26	182	0	0	182	2	0	0	2
1800 - 1815	6	0	0	6	31	0	0	31	0	0	0	0
1815 - 1830	1	0	0	1	22	1	0	23	0	0	0	0
1830 - 1845	3	0	0	3	32	0	0	32	0	0	0	0
1845 - 1900	3	0	0	3	25	0	0	25	0	0	0	0
Hourly Total	13	0	0	13	110	1	0	111	0	0	0	0
TOTAL	Left Turn				Northbound				Right Turn			
	Light	HGV	Bus/Coach	TOTAL	Light	HGV	Bus/Coach	TOTAL	Light	HGV	Bus/Coach	TOTAL
TOTAL	126	0	0	126	1802	3	0	1805	14	0	0	14

Kingston - Thursday 19th April 2018

Junction: Ashcombe Lane / The Avenue / Garage Access

Approach: The Avenue

TIME	Left Turn				Eastbound				Right Turn			
	Light	HGV	Bus/Coach	TOTAL	Light	HGV	Bus/Coach	TOTAL	Light	HGV	Bus/Coach	TOTAL
0700 - 0715	4	0	0	4	0	0	0	0	2	0	0	2
0715 - 0730	3	0	0	3	0	0	0	0	3	0	0	3
0730 - 0745	9	0	0	9	0	0	0	0	5	0	0	5
0745 - 0800	1	0	0	1	0	0	0	0	4	0	0	4
Hourly Total	17	0	0	17	0	0	0	0	14	0	0	14
0800 - 0815	1	0	0	1	0	0	0	0	6	0	0	6
0815 - 0830	5	0	0	5	0	0	0	0	2	0	0	2
0830 - 0845	0	0	0	0	0	0	0	0	6	1	0	7
0845 - 0900	2	0	0	2	0	0	0	0	3	0	0	3
Hourly Total	8	0	0	8	0	0	0	0	17	1	0	18
0900 - 0915	5	0	0	5	0	0	0	0	4	0	0	4
0915 - 0930	4	0	0	4	0	0	0	0	3	0	0	3
0930 - 0945	1	0	0	1	0	0	0	0	1	0	0	1
0945 - 1000	2	0	0	2	0	0	0	0	3	0	0	3
Hourly Total	12	0	0	12	0	0	0	0	11	0	0	11
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	2	0	0	2	0	0	0	0	3	0	0	3
1245 - 1300	1	0	0	1	0	0	0	0	1	0	0	1
Hourly Total	3	0	0	3	0	0	0	0	4	0	0	4
1300 - 1315	2	0	0	2	0	0	0	0	3	0	0	3
1315 - 1330	1	0	0	1	0	0	0	0	0	0	0	0
1330 - 1345	5	0	0	5	0	0	0	0	1	0	0	1
1345 - 1400	3	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	11	0	0	11	0	0	0	0	4	0	0	4
1400 - 1415	2	0	0	2	0	0	0	0	2	0	0	2
1415 - 1430	1	0	0	1	0	0	0	0	3	0	0	3
1430 - 1445	3	0	0	3	0	0	0	0	5	0	0	5
1445 - 1500	0	0	0	0	0	0	0	0	3	0	0	3
Hourly Total	6	0	0	6	0	0	0	0	13	0	0	13
1500 - 1515	3	0	0	3	0	0	0	0	5	0	0	5
1515 - 1530	3	0	0	3	0	0	0	0	2	0	0	2
1530 - 1545	2	0	0	2	0	0	0	0	0	0	0	0
1545 - 1600	4	0	0	4	0	0	0	0	2	0	0	2
Hourly Total	12	0	0	12	0	0	0	0	9	0	0	9
1600 - 1615	2	0	0	2	0	0	0	0	3	0	0	3
1615 - 1630	6	0	0	6	0	0	0	0	5	0	0	5
1630 - 1645	2	0	0	2	0	0	0	0	0	0	0	0
1645 - 1700	5	0	0	5	0	0	0	0	1	0	0	1
Hourly Total	15	0	0	15	0	0	0	0	9	0	0	9
1700 - 1715	6	0	0	6	0	0	0	0	0	0	0	0
1715 - 1730	2	0	0	2	0	0	0	0	2	0	0	2
1730 - 1745	5	0	0	5	1	0	0	1	3	0	0	3
1745 - 1800	6	0	0	6	0	0	0	0	1	0	0	1
Hourly Total	19	0	0	19	1	0	0	1	6	0	0	6
1800 - 1815	4	0	0	4	0	0	0	0	4	0	0	4
1815 - 1830	4	0	0	4	0	0	0	0	2	0	0	2
1830 - 1845	4	0	1	5	0	0	0	0	1	0	0	1
1845 - 1900	6	0	0	6	0	0	0	0	2	0	0	2
Hourly Total	18	0	1	19	0	0	0	0	9	0	0	9
TOTAL	Left Turn				Eastbound				Right Turn			
	Light	HGV	Bus/Coach	TOTAL	Light	HGV	Bus/Coach	TOTAL	Light	HGV	Bus/Coach	TOTAL
TOTAL	121	0	1	122	1	0	0	1	96	1	0	97

Kingston - Thursday 19th April 2018

Junction: Ashcombe Lane / The Avenue / Garage Access

Approach: Ashcombe Lane SB

TIME	Left Turn				Southbound				Right Turn			
	Light	HGV	Bus/Coach	TOTAL	Light	HGV	Bus/Coach	TOTAL	Light	HGV	Bus/Coach	TOTAL
0700 - 0715	0	0	0	0	19	0	0	19	0	0	0	0
0715 - 0730	0	0	0	0	22	0	0	22	0	0	0	0
0730 - 0745	0	0	0	0	25	0	0	25	0	0	0	0
0745 - 0800	0	0	0	0	31	0	0	31	0	0	0	0
Hourly Total	0	0	0	0	97	0	0	97	0	0	0	0
0800 - 0815	0	0	0	0	36	0	0	36	0	0	0	0
0815 - 0830	0	0	0	0	39	0	0	39	1	0	0	1
0830 - 0845	0	0	0	0	37	1	0	38	2	0	0	2
0845 - 0900	0	0	0	0	33	1	0	34	1	0	0	1
Hourly Total	0	0	0	0	145	2	0	147	4	0	0	4
0900 - 0915	1	0	0	1	28	0	0	28	1	0	0	1
0915 - 0930	1	0	0	1	27	0	0	27	1	0	0	1
0930 - 0945	0	0	0	0	31	0	0	31	0	0	0	0
0945 - 1000	0	0	0	0	27	0	0	27	1	0	0	1
Hourly Total	2	0	0	2	113	0	0	113	3	0	0	3
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	24	0	0	24	4	0	0	4
1245 - 1300	1	0	0	1	26	0	0	26	3	0	0	3
Hourly Total	1	0	0	1	50	0	0	50	7	0	0	7
1300 - 1315	1	0	0	1	23	0	0	23	2	0	0	2
1315 - 1330	0	0	0	0	29	1	0	30	0	0	0	0
1330 - 1345	0	0	0	0	35	0	0	35	4	0	0	4
1345 - 1400	0	0	0	0	19	0	0	19	2	0	0	2
Hourly Total	1	0	0	1	106	1	0	107	8	0	0	8
1400 - 1415	0	0	0	0	28	0	0	28	2	0	0	2
1415 - 1430	1	0	0	1	42	1	0	43	7	0	0	7
1430 - 1445	0	0	0	0	51	0	0	51	1	0	0	1
1445 - 1500	3	0	0	3	44	0	0	44	6	0	0	6
Hourly Total	4	0	0	4	165	1	0	166	16	0	0	16
1500 - 1515	0	0	0	0	57	0	0	57	5	0	0	5
1515 - 1530	0	0	0	0	66	0	0	66	3	0	0	3
1530 - 1545	1	0	0	1	97	0	0	97	4	0	0	4
1545 - 1600	0	0	0	0	138	0	0	138	2	0	0	2
Hourly Total	1	0	0	1	358	0	0	358	14	0	0	14
1600 - 1615	1	0	0	1	115	0	0	115	3	0	0	3
1615 - 1630	2	0	0	2	145	0	0	145	4	0	0	4
1630 - 1645	0	0	0	0	101	0	0	101	3	0	0	3
1645 - 1700	0	0	0	0	196	2	0	198	9	0	0	9
Hourly Total	3	0	0	3	557	2	0	559	19	0	0	19
1700 - 1715	1	0	0	1	130	0	0	130	8	0	0	8
1715 - 1730	0	0	0	0	111	0	0	111	2	0	0	2
1730 - 1745	0	0	0	0	97	0	0	97	5	0	0	5
1745 - 1800	0	0	0	0	80	0	1	81	2	0	0	2
Hourly Total	1	0	0	1	418	0	1	419	17	0	0	17
1800 - 1815	1	0	0	1	120	0	0	120	9	0	0	9
1815 - 1830	1	0	0	1	85	0	1	86	2	0	1	3
1830 - 1845	1	0	0	1	130	1	0	131	7	0	0	7
1845 - 1900	0	0	0	0	139	0	0	139	7	0	0	7
Hourly Total	3	0	0	3	474	1	1	476	25	0	1	26
TOTAL	Left Turn				Southbound				Right Turn			
	Light	HGV	Bus/Coach	TOTAL	Light	HGV	Bus/Coach	TOTAL	Light	HGV	Bus/Coach	TOTAL
TOTAL	16	0	0	16	2483	7	2	2492	113	0	1	114

Kingston - Thursday 19th April 2018

Junction: Ashcombe Lane / The Avenue / Garage Access

Approach: Garage Access

TIME	Left Turn				Eastbound				Right Turn			
	Light	HGV	Bus/Coach	TOTAL	Light	HGV	Bus/Coach	TOTAL	Light	HGV	Bus/Coach	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	2	0	0	2	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	0	0	2	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	1	0	0	1
0815 - 0830	1	0	0	1	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	1	0	0	0	0	1	0	0	1
0900 - 0915	1	0	0	1	0	0	0	0	1	0	0	1
0915 - 0930	0	0	0	0	0	0	0	0	1	0	0	1
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	1	0	0	0	0	2	0	0	2
1000 - 1015	1	0	0	1	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	1	0	0	0	0	0	0	0	0
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	1	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	1	0	0	1
1300 - 1315	0	0	0	0	0	0	0	0	1	0	0	1
1315 - 1330	0	0	0	0	0	0	0	0	1	0	0	1
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	2	0	0	2
1400 - 1415	0	0	0	0	0	0	0	0	1	0	0	1
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	1	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	2	0	0	2
1500 - 1515	0	0	0	0	0	0	0	0	1	0	0	1
1515 - 1530	0	0	0	0	0	0	0	0	1	0	0	1
1530 - 1545	1	0	0	1	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	1	0	0	1
Hourly Total	1	0	0	1	0	0	0	0	3	0	0	3
1600 - 1615	1	0	0	1	0	0	0	0	1	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	1	0	0	1
1645 - 1700	0	0	0	0	0	0	0	0	1	0	0	1
Hourly Total	1	0	0	1	0	0	0	0	3	0	0	3
1700 - 1715	1	0	0	1	0	0	0	0	0	0	0	0
1715 - 1730	2	0	0	2	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	1	0	1	1	0	0	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	3	0	0	3	0	1	0	1	1	0	0	1
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	1	0	0	1
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	1	0	0	1
TOTAL	Left Turn				Eastbound				Right Turn			
	Light	HGV	Bus/Coach	TOTAL	Light	HGV	Bus/Coach	TOTAL	Light	HGV	Bus/Coach	TOTAL
TOTAL	10	0	0	10	0	1	0	1	16	0	0	16

Kingston - Thursday 26th April 2018

Junction: Ashcombe Lane / The Avenue / Garage Access

Approach: Ashcombe Lane NB

TIME	Left Turn				Northbound				Right Turn			
	Light	HGV	Bus/Coach	TOTAL	Light	HGV	Bus/Coach	TOTAL	Light	HGV	Bus/Coach	TOTAL
0700 - 0715	0	0	0	0	67	0	0	67	0	0	0	0
0715 - 0730	2	0	0	2	84	0	0	84	0	0	0	0
0730 - 0745	4	0	0	4	93	0	0	93	0	0	0	0
0745 - 0800	1	0	0	1	97	0	0	97	0	0	0	0
Hourly Total	7	0	0	7	341	0	0	341	0	0	0	0
0800 - 0815	2	0	0	2	86	0	0	86	0	0	0	0
0815 - 0830	5	0	0	5	66	0	0	66	0	0	0	0
0830 - 0845	3	0	0	3	61	1	0	62	2	0	0	2
0845 - 0900	6	0	0	6	54	0	0	54	0	0	0	0
Hourly Total	16	0	0	16	267	1	0	268	2	0	0	2
0900 - 0915	3	0	0	3	41	0	0	41	1	0	0	1
0915 - 0930	3	0	0	3	37	1	0	38	0	0	0	0
0930 - 0945	2	0	0	2	43	0	0	43	0	0	0	0
0945 - 1000	5	0	0	5	44	1	0	45	0	0	0	0
Hourly Total	13	0	0	13	165	2	0	167	1	0	0	1
1000 - 1015	3	0	0	3	39	0	0	39	0	0	0	0
1015 - 1030	1	0	0	1	23	0	0	23	1	0	0	1
1030 - 1045	3	0	0	3	27	0	0	27	1	0	0	1
1045 - 1100	2	0	0	2	26	0	0	26	1	0	0	1
Hourly Total	9	0	0	9	115	0	0	115	3	0	0	3
1100 - 1115	2	0	0	2	29	0	0	29	0	0	0	0
1115 - 1130	0	0	0	0	27	1	0	28	0	0	0	0
1130 - 1145	4	0	0	4	31	0	0	31	0	0	0	0
1145 - 1200	2	0	0	2	33	0	0	33	0	0	0	0
Hourly Total	8	0	0	8	120	1	0	121	0	0	0	0
1200 - 1215	2	0	0	2	25	0	0	25	0	0	0	0
1215 - 1230	3	0	0	3	25	0	0	25	0	0	0	0
1230 - 1245	3	0	0	3	26	0	0	26	0	0	0	0
1245 - 1300	1	0	0	1	31	0	0	31	1	0	0	1
Hourly Total	9	0	0	9	107	0	0	107	1	0	0	1
1300 - 1315	1	0	0	1	28	1	0	29	0	0	0	0
1315 - 1330	1	0	0	1	22	0	0	22	0	0	0	0
1330 - 1345	0	0	0	0	26	0	0	26	0	0	0	0
1345 - 1400	5	0	0	5	27	1	0	28	0	0	0	0
Hourly Total	7	0	0	7	103	2	0	105	0	0	0	0
1400 - 1415	3	0	0	3	23	0	0	23	0	0	0	0
1415 - 1430	1	0	0	1	21	0	0	21	1	0	0	1
1430 - 1445	2	0	0	2	25	0	0	25	1	0	0	1
1445 - 1500	2	0	0	2	19	0	0	19	1	0	0	1
Hourly Total	8	0	0	8	88	0	0	88	3	0	0	3
1500 - 1515	5	0	0	5	25	0	0	25	0	0	0	0
1515 - 1530	1	0	0	1	27	0	0	27	1	0	0	1
1530 - 1545	3	0	0	3	41	1	0	42	0	0	0	0
1545 - 1600	2	0	0	2	46	0	0	46	1	0	0	1
Hourly Total	11	0	0	11	139	1	0	140	2	0	0	2
1600 - 1615	3	0	0	3	32	0	0	32	0	0	0	0
1615 - 1630	7	0	0	7	38	0	0	38	3	0	0	3
1630 - 1645	7	0	0	7	33	0	0	33	0	0	0	0
1645 - 1700	4	0	0	4	32	0	0	32	1	0	0	1
Hourly Total	21	0	0	21	135	0	0	135	4	0	0	4
1700 - 1715	6	0	0	6	33	0	0	33	0	0	0	0
1715 - 1730	1	0	0	1	26	0	0	26	0	0	0	0
1730 - 1745	8	0	0	8	32	0	0	32	1	0	0	1
1745 - 1800	5	0	0	5	25	0	0	25	1	0	0	1
Hourly Total	20	0	0	20	116	0	0	116	2	0	0	2
1800 - 1815	2	0	0	2	29	0	0	29	0	0	0	0
1815 - 1830	2	0	0	2	26	0	0	26	0	0	0	0
1830 - 1845	5	0	0	5	17	0	0	17	0	0	0	0
1845 - 1900	4	0	0	4	14	0	0	14	0	0	0	0
Hourly Total	13	0	0	13	86	0	0	86	0	0	0	0
TOTAL	Left Turn				Northbound				Right Turn			
	Light	HGV	Bus/Coach	TOTAL	Light	HGV	Bus/Coach	TOTAL	Light	HGV	Bus/Coach	TOTAL
TOTAL	142	0	0	142	1782	7	0	1789	18	0	0	18

Kingston - Thursday 26th April 2018

Junction: Ashcombe Lane / The Avenue / Garage Access

Approach: The Avenue

TIME	Left Turn				Eastbound				Right Turn			
	Light	HGV	Bus/Coach	TOTAL	Light	HGV	Bus/Coach	TOTAL	Light	HGV	Bus/Coach	TOTAL
0700 - 0715	2	0	0	2	0	0	0	0	3	0	0	3
0715 - 0730	5	0	0	5	0	0	0	0	1	0	0	1
0730 - 0745	4	0	0	4	0	0	0	0	5	0	0	5
0745 - 0800	4	0	0	4	0	0	0	0	2	0	0	2
Hourly Total	15	0	0	15	0	0	0	0	11	0	0	11
0800 - 0815	2	0	0	2	0	0	0	0	4	0	0	4
0815 - 0830	0	0	0	0	0	0	0	0	4	0	0	4
0830 - 0845	6	0	0	6	0	0	0	0	2	0	0	2
0845 - 0900	1	0	0	1	0	0	0	0	6	0	0	6
Hourly Total	9	0	0	9	0	0	0	0	16	0	0	16
0900 - 0915	2	0	0	2	0	0	0	0	4	0	0	4
0915 - 0930	3	0	0	3	0	0	0	0	2	0	0	2
0930 - 0945	2	0	0	2	0	0	0	0	4	0	0	4
0945 - 1000	5	0	0	5	0	0	0	0	3	0	0	3
Hourly Total	12	0	0	12	0	0	0	0	13	0	0	13
1000 - 1015	3	0	0	3	0	0	0	0	1	0	0	1
1015 - 1030	2	0	0	2	0	0	0	0	3	0	0	3
1030 - 1045	2	0	0	2	0	0	0	0	0	0	0	0
1045 - 1100	4	0	0	4	0	0	0	0	5	0	0	5
Hourly Total	11	0	0	11	0	0	0	0	9	0	0	9
1100 - 1115	3	0	0	3	0	0	0	0	2	0	0	2
1115 - 1130	1	0	0	1	0	0	0	0	7	0	0	7
1130 - 1145	2	0	0	2	0	0	0	0	6	0	0	6
1145 - 1200	3	0	0	3	0	0	0	0	3	0	0	3
Hourly Total	9	0	0	9	0	0	0	0	18	0	0	18
1200 - 1215	3	0	0	3	0	0	0	0	3	0	0	3
1215 - 1230	3	0	0	3	0	0	0	0	5	0	0	5
1230 - 1245	2	0	0	2	0	0	0	0	0	0	0	0
1245 - 1300	2	0	0	2	0	0	0	0	1	0	0	1
Hourly Total	10	0	0	10	0	0	0	0	9	0	0	9
1300 - 1315	1	0	0	1	0	0	0	0	2	0	0	2
1315 - 1330	4	0	0	4	0	0	0	0	1	0	0	1
1330 - 1345	0	0	0	0	0	0	0	0	1	0	0	1
1345 - 1400	3	0	0	3	0	0	0	0	1	0	0	1
Hourly Total	8	0	0	8	0	0	0	0	5	0	0	5
1400 - 1415	1	0	0	1	0	0	0	0	4	0	0	4
1415 - 1430	4	0	0	4	0	0	0	0	3	0	0	3
1430 - 1445	2	0	0	2	0	0	0	0	3	0	0	3
1445 - 1500	2	0	0	2	0	0	0	0	2	0	0	2
Hourly Total	9	0	0	9	0	0	0	0	12	0	0	12
1500 - 1515	2	0	0	2	0	0	0	0	3	0	0	3
1515 - 1530	1	0	0	1	0	0	0	0	6	0	0	6
1530 - 1545	4	0	0	4	0	0	0	0	4	0	0	4
1545 - 1600	2	0	0	2	0	0	0	0	5	0	0	5
Hourly Total	9	0	0	9	0	0	0	0	18	0	0	18
1600 - 1615	6	0	0	6	0	0	0	0	4	0	0	4
1615 - 1630	6	0	0	6	0	0	0	0	3	0	0	3
1630 - 1645	8	0	0	8	0	0	0	0	3	0	0	3
1645 - 1700	2	0	0	2	0	0	0	0	1	0	0	1
Hourly Total	22	0	0	22	0	0	0	0	11	0	0	11
1700 - 1715	4	0	0	4	0	0	0	0	6	0	0	6
1715 - 1730	7	0	0	7	0	0	0	0	2	0	0	2
1730 - 1745	4	0	0	4	0	0	0	0	4	0	0	4
1745 - 1800	5	0	0	5	0	0	0	0	4	0	0	4
Hourly Total	20	0	0	20	0	0	0	0	16	0	0	16
1800 - 1815	3	0	0	3	0	0	0	0	2	0	0	2
1815 - 1830	7	0	0	7	0	0	0	0	1	0	0	1
1830 - 1845	3	0	0	3	0	0	0	0	1	0	0	1
1845 - 1900	1	0	0	1	0	0	0	0	1	0	0	1
Hourly Total	14	0	0	14	0	0	0	0	5	0	0	5
TOTAL	Left Turn				Eastbound				Right Turn			
	Light	HGV	Bus/Coach	TOTAL	Light	HGV	Bus/Coach	TOTAL	Light	HGV	Bus/Coach	TOTAL
TOTAL	148	0	0	148	0	0	0	0	143	0	0	143

Kingston - Thursday 26th April 2018

Junction: Ashcombe Lane / The Avenue / Garage Access

Approach: Ashcombe Lane SB

TIME	Left Turn				Southbound				Right Turn			
	Light	HGV	Bus/Coach	TOTAL	Light	HGV	Bus/Coach	TOTAL	Light	HGV	Bus/Coach	TOTAL
0700 - 0715	0	0	0	0	11	0	0	11	0	0	0	0
0715 - 0730	0	0	0	0	16	0	0	16	1	0	0	1
0730 - 0745	0	0	0	0	15	1	0	16	0	0	0	0
0745 - 0800	0	0	0	0	20	0	0	20	1	0	0	1
Hourly Total	0	0	0	0	62	1	0	63	2	0	0	2
0800 - 0815	0	0	0	0	27	1	0	28	2	0	0	2
0815 - 0830	0	0	0	0	33	0	0	33	0	0	0	0
0830 - 0845	1	0	0	1	41	0	0	41	3	0	0	3
0845 - 0900	0	0	0	0	45	0	0	45	1	0	0	1
Hourly Total	1	0	0	1	146	1	0	147	6	0	0	6
0900 - 0915	0	0	0	0	36	0	0	36	1	0	0	1
0915 - 0930	0	0	0	0	23	0	0	23	1	0	0	1
0930 - 0945	0	0	0	0	20	1	0	21	1	0	0	1
0945 - 1000	0	0	0	0	22	1	0	23	1	0	0	1
Hourly Total	0	0	0	0	101	2	0	103	4	0	0	4
1000 - 1015	0	0	0	0	18	0	0	18	2	0	0	2
1015 - 1030	0	0	0	0	20	0	0	20	0	0	0	0
1030 - 1045	0	0	0	0	24	0	0	24	4	0	0	4
1045 - 1100	0	0	0	0	19	0	0	19	1	0	0	1
Hourly Total	0	0	0	0	81	0	0	81	7	0	0	7
1100 - 1115	0	0	0	0	21	0	0	21	2	0	0	2
1115 - 1130	0	0	0	0	23	1	0	24	3	0	0	3
1130 - 1145	0	0	0	0	29	0	0	29	1	0	0	1
1145 - 1200	0	0	0	0	25	0	0	25	5	0	0	5
Hourly Total	0	0	0	0	98	1	0	99	11	0	0	11
1200 - 1215	0	0	0	0	30	0	0	30	3	0	0	3
1215 - 1230	0	0	0	0	32	0	0	32	5	0	0	5
1230 - 1245	1	0	0	1	31	1	0	32	4	0	0	4
1245 - 1300	0	0	0	0	27	0	0	27	7	0	0	7
Hourly Total	1	0	0	1	120	1	0	121	19	0	0	19
1300 - 1315	0	0	0	0	27	0	0	27	2	0	0	2
1315 - 1330	2	0	0	2	26	0	0	26	4	0	0	4
1330 - 1345	0	0	0	0	21	1	0	22	1	0	0	1
1345 - 1400	0	0	0	0	29	0	0	29	5	0	0	5
Hourly Total	2	0	0	2	103	1	0	104	12	0	0	12
1400 - 1415	0	0	0	0	26	0	0	26	3	0	0	3
1415 - 1430	0	0	0	0	37	0	0	37	3	0	0	3
1430 - 1445	0	0	0	0	40	0	0	40	3	0	0	3
1445 - 1500	0	0	0	0	42	0	0	42	4	0	0	4
Hourly Total	0	0	0	0	145	0	0	145	13	0	0	13
1500 - 1515	0	0	0	0	48	0	0	48	2	0	0	2
1515 - 1530	0	0	0	0	51	0	0	51	7	0	0	7
1530 - 1545	0	0	0	0	55	0	0	55	0	0	0	0
1545 - 1600	1	0	0	1	53	0	0	53	4	0	0	4
Hourly Total	1	0	0	1	207	0	0	207	13	0	0	13
1600 - 1615	0	0	0	0	66	1	0	67	3	0	0	3
1615 - 1630	2	0	0	2	85	0	0	85	6	0	0	6
1630 - 1645	0	0	0	0	91	0	0	91	3	0	0	3
1645 - 1700	0	0	0	0	94	0	0	94	1	0	0	1
Hourly Total	2	0	0	2	336	1	0	337	13	0	0	13
1700 - 1715	0	0	0	0	104	0	0	104	5	0	0	5
1715 - 1730	0	0	0	0	85	0	0	85	4	0	0	4
1730 - 1745	0	0	0	0	97	0	0	97	8	0	0	8
1745 - 1800	0	0	0	0	95	0	0	95	4	0	0	4
Hourly Total	0	0	0	0	381	0	0	381	21	0	0	21
1800 - 1815	0	0	0	0	82	0	0	82	6	0	0	6
1815 - 1830	0	0	0	0	46	0	0	46	4	0	0	4
1830 - 1845	0	0	0	0	52	0	0	52	4	0	0	4
1845 - 1900	1	0	0	1	38	0	0	38	3	0	0	3
Hourly Total	1	0	0	1	218	0	0	218	17	0	0	17
TOTAL	Left Turn				Southbound				Right Turn			
	Light	HGV	Bus/Coach	TOTAL	Light	HGV	Bus/Coach	TOTAL	Light	HGV	Bus/Coach	TOTAL
TOTAL	8	0	0	8	1998	8	0	2006	138	0	0	138

Kingston - Thursday 26th April 2018

Junction: Ashcombe Lane / The Avenue / Garage Access

Approach: Garage Access

TIME	Left Turn				Westbound				Right Turn			
	Light	HGV	Bus/Coach	TOTAL	Light	HGV	Bus/Coach	TOTAL	Light	HGV	Bus/Coach	TOTAL
0700 - 0715	1	0	0	1	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	1	0	0	1	0	0	0	0	1	0	0	1
0745 - 0800	1	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	3	0	0	3	0	0	0	0	1	0	0	1
0800 - 0815	1	0	0	1	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	1	0	0	0	0	0	0	0	0
0900 - 0915	0	0	0	0	0	0	0	0	1	0	0	1
0915 - 0930	0	0	0	0	0	0	0	0	1	0	0	1
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	2	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	2	0	0	2	0	0	0	0	2	0	0	2
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	2	0	0	2	0	0	0	0	1	0	0	1
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	0	0	2	0	0	0	0	1	0	0	1
1100 - 1115	1	0	0	1	0	0	0	0	1	0	0	1
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	1	0	0	0	0	1	0	0	1
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	1	0	0	1	0	0	0	0	2	0	0	2
Hourly Total	1	0	0	1	0	0	0	0	2	0	0	2
1300 - 1315	1	0	0	1	0	0	0	0	1	0	0	1
1315 - 1330	0	0	0	0	0	0	0	0	2	0	0	2
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	1	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	2	0	0	2	0	0	0	0	3	0	0	3
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	1	0	0	1
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	1	0	0	1
1600 - 1615	1	0	0	1	0	0	0	0	0	0	0	0
1615 - 1630	2	0	0	2	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	1	0	0	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	3	0	0	3	0	0	0	0	1	0	0	1
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	1	0	0	1	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	1	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	Left Turn				Westbound				Right Turn			
	Light	HGV	Bus/Coach	TOTAL	Light	HGV	Bus/Coach	TOTAL	Light	HGV	Bus/Coach	TOTAL
TOTAL	16	0	0	16	0	0	0	0	12	0	0	12

APPENDIX E

NOTES:

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



Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City

25 Southampton Buildings
London
WC2A 1AL
020 3709 9405
www.tpa.co.uk

CLIENT:

Devine Homes

PROJECT:

Castlemere Fruit Farm
Kingston

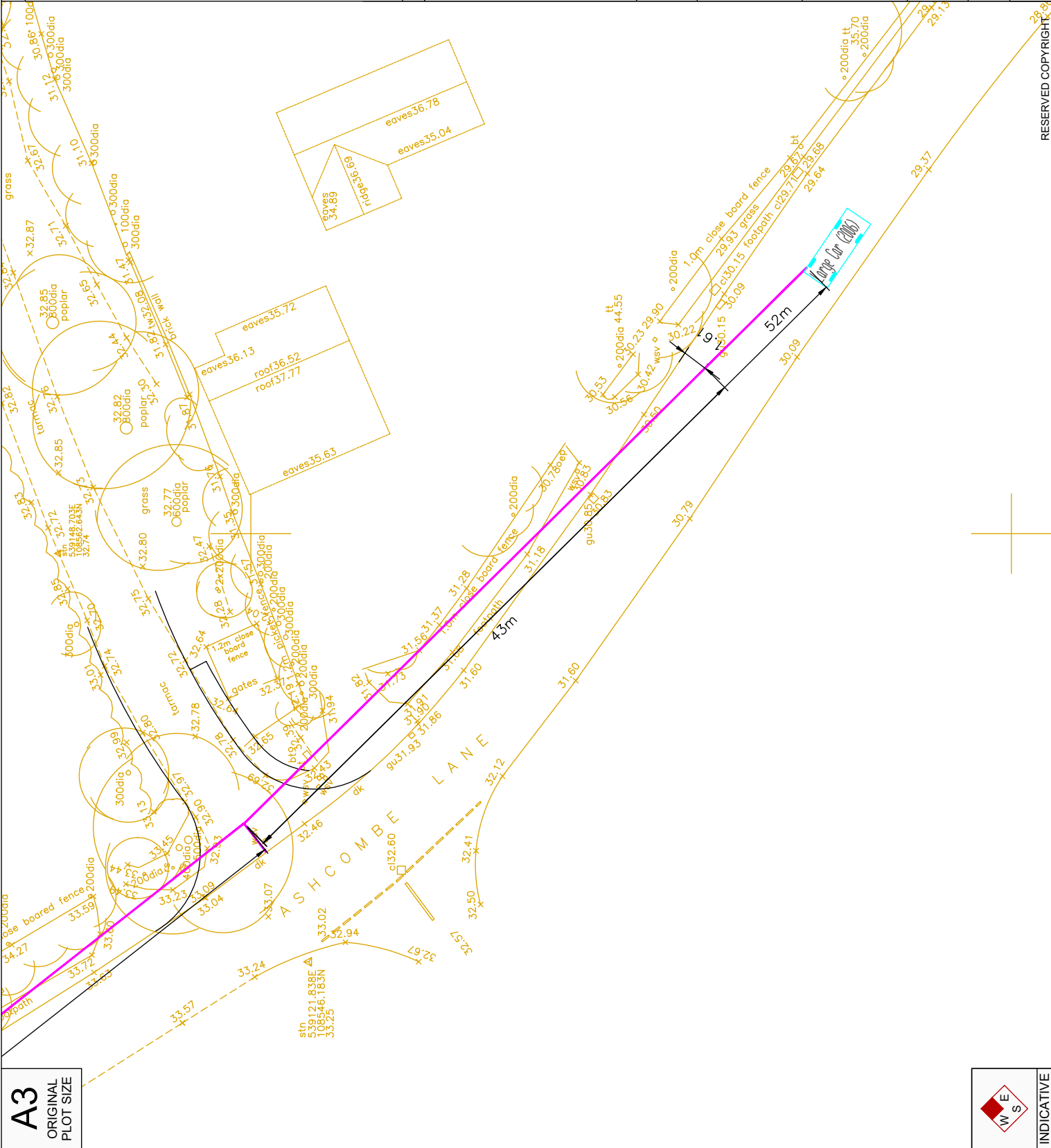
TITLE:

Visibility Splay at Site
Access

STATUS:

FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	30-11-18	NH	-	NH
JOB NO:		DRAWING NO:		
1802-29		VS02		
		REVISION:		
		-		



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APPENDIX F

Calculation Reference: AUDIT-219602-181127-1102

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

02 SOUTH EAST	
ES EAST SUSSEX	1 days
KC KENT	1 days
03 SOUTH WEST	
DC DORSET	1 days
SM SOMERSET	1 days
04 EAST ANGLIA	
NF NORFOLK	1 days
SF SUFFOLK	2 days
06 WEST MIDLANDS	
SH SHROPSHIRE	1 days
ST STAFFORDSHIRE	1 days
WK WARWICKSHIRE	1 days
WM WEST MIDLANDS	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 8 to 39 (units:)
 Range Selected by User: 6 to 50 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 22/11/17

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

Selected survey days:

Monday	2 days
Wednesday	3 days
Thursday	3 days
Friday	3 days

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	8
Neighbourhood Centre (PPS6 Local Centre)	3

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

Selected Location Sub Categories:

Residential Zone	9
Village	2

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

Secondary Filtering selection:Use Class:

C1	1 days
C3	10 days

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

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	1 days
10,001 to 15,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days

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

Population within 5 miles:

25,001 to 50,000	2 days
50,001 to 75,000	2 days
75,001 to 100,000	3 days
125,001 to 250,000	1 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	6 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	1 days
No	10 days

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

PTAL Rating:

No PTAL Present	11 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	DC-03-A-08	BUNGALOWS	DORSET
	HURSTDENE ROAD		
	BOURNEMOUTH		
	CASTLE LANE WEST		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	28	
	Survey date: MONDAY	24/03/14	Survey Type: MANUAL
2	ES-03-A-02	PRIVATE HOUSING	EAST SUSSEX
	SOUTH COAST ROAD		
	PEACEHAVEN		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	37	
	Survey date: FRIDAY	18/11/11	Survey Type: MANUAL
3	KC-03-A-05	DETACHED & SEMI-DETACHED	KENT
	ROCHESTER ROAD		
	NEAR CHATHAM		
	BURHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of dwellings:	8	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
4	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY		
	THETFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL
5	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE		
	BURY ST EDMUNDS		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	18	
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL
6	SF-03-A-06	DETACHED & SEMI-DETACHED	SUFFOLK
	BURY ROAD		
	KENTFORD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of dwellings:	38	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
7	SH-03-A-06	BUNGALOWS	SHROPSHIRE
	ELLESMERE ROAD		
	SHREWSBURY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: THURSDAY	22/05/14	Survey Type: MANUAL
8	SM-03-A-01	DETACHED & SEMI	SOMERSET
	WEMBDON ROAD		
	BRIDGWATER		
	NORTHFIELD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	33	
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL
9	ST-03-A-08	DETACHED HOUSES	STAFFORDSHIRE
	SILKMORE CRESCENT		
	STAFFORD		
	MEADOWCROFT PARK		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	26	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY		
	COVENTRY		
	POTTERS GREEN		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	17	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL
11	WM-03-A-04	TERRACED HOUSES	WEST MIDLANDS
	OSBORNE ROAD		
	COVENTRY		
	EARLSDON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Number of dwellings:	39	
	Survey date: MONDAY	21/11/16	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	25	0.052	11	25	0.230	11	25	0.282
08:00 - 09:00	11	25	0.119	11	25	0.256	11	25	0.375
09:00 - 10:00	11	25	0.100	11	25	0.178	11	25	0.278
10:00 - 11:00	11	25	0.152	11	25	0.119	11	25	0.271
11:00 - 12:00	11	25	0.130	11	25	0.170	11	25	0.300
12:00 - 13:00	11	25	0.170	11	25	0.144	11	25	0.314
13:00 - 14:00	11	25	0.119	11	25	0.111	11	25	0.230
14:00 - 15:00	11	25	0.126	11	25	0.130	11	25	0.256
15:00 - 16:00	11	25	0.215	11	25	0.181	11	25	0.396
16:00 - 17:00	11	25	0.222	11	25	0.096	11	25	0.318
17:00 - 18:00	11	25	0.222	11	25	0.096	11	25	0.318
18:00 - 19:00	11	25	0.137	11	25	0.081	11	25	0.218
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	1.764			1.792			3.556		

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

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

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Parameter summary

Trip rate parameter range selected:	8 - 39 (units:)
Survey date date range:	01/01/10 - 22/11/17
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TAXIS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	25	0.015	11	25	0.011	11	25	0.026
08:00 - 09:00	11	25	0.011	11	25	0.015	11	25	0.026
09:00 - 10:00	11	25	0.000	11	25	0.000	11	25	0.000
10:00 - 11:00	11	25	0.004	11	25	0.004	11	25	0.008
11:00 - 12:00	11	25	0.004	11	25	0.004	11	25	0.008
12:00 - 13:00	11	25	0.000	11	25	0.000	11	25	0.000
13:00 - 14:00	11	25	0.000	11	25	0.000	11	25	0.000
14:00 - 15:00	11	25	0.000	11	25	0.000	11	25	0.000
15:00 - 16:00	11	25	0.004	11	25	0.004	11	25	0.008
16:00 - 17:00	11	25	0.007	11	25	0.000	11	25	0.007
17:00 - 18:00	11	25	0.007	11	25	0.004	11	25	0.011
18:00 - 19:00	11	25	0.004	11	25	0.007	11	25	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.056			0.049			0.105

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

OGVS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	25	0.000	11	25	0.000	11	25	0.000
08:00 - 09:00	11	25	0.000	11	25	0.000	11	25	0.000
09:00 - 10:00	11	25	0.000	11	25	0.000	11	25	0.000
10:00 - 11:00	11	25	0.011	11	25	0.004	11	25	0.015
11:00 - 12:00	11	25	0.000	11	25	0.007	11	25	0.007
12:00 - 13:00	11	25	0.004	11	25	0.000	11	25	0.004
13:00 - 14:00	11	25	0.000	11	25	0.000	11	25	0.000
14:00 - 15:00	11	25	0.000	11	25	0.000	11	25	0.000
15:00 - 16:00	11	25	0.000	11	25	0.000	11	25	0.000
16:00 - 17:00	11	25	0.000	11	25	0.000	11	25	0.000
17:00 - 18:00	11	25	0.004	11	25	0.004	11	25	0.008
18:00 - 19:00	11	25	0.000	11	25	0.000	11	25	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.015			0.034

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

CYCLISTS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	25	0.004	11	25	0.030	11	25	0.034
08:00 - 09:00	11	25	0.004	11	25	0.022	11	25	0.026
09:00 - 10:00	11	25	0.000	11	25	0.015	11	25	0.015
10:00 - 11:00	11	25	0.007	11	25	0.019	11	25	0.026
11:00 - 12:00	11	25	0.004	11	25	0.019	11	25	0.023
12:00 - 13:00	11	25	0.015	11	25	0.004	11	25	0.019
13:00 - 14:00	11	25	0.007	11	25	0.007	11	25	0.014
14:00 - 15:00	11	25	0.019	11	25	0.004	11	25	0.023
15:00 - 16:00	11	25	0.011	11	25	0.004	11	25	0.015
16:00 - 17:00	11	25	0.015	11	25	0.000	11	25	0.015
17:00 - 18:00	11	25	0.030	11	25	0.015	11	25	0.045
18:00 - 19:00	11	25	0.011	11	25	0.000	11	25	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.127			0.139			0.266

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

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