

create
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BARWICK ROAD, DOVER
Transport Assessment

BARWICK ROAD, DOVER

Transport Assessment

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1.0 INTRODUCTION

- 1.1 Create Consulting Engineers Ltd have been instructed by Mulberry Tree Holdings Ltd T/A Oliver Davis Homes (Kent) to undertake a Transport Assessment in support of a planning application for a new development on land off Barwick Road, Dover, Kent. The land is currently accessed exclusively via Barwick Road and is currently abandoned with some derelict steel-frame warehouses and hardstanding areas.
- 1.2 The Site (referred to as “Barwick Road”) comprises a rectangular parcel of land on the southern side of Barwick Road and is situated between Barwick Road and Poulton Close in Coombe Valley. The area is well served by the A20, M20 and the A2-M2.
- 1.3 This Site at Barwick Road is allocated land within the Local Plan for up to 220 dwellings (reference. DOV022E – Land in Coombe Valley). The proposal will be housing-led with an overall mix of 3 and 4 bedroom houses, with the addition of an apartment building providing a range of 2 bedroom flats.
- 1.4 The current proposal for the Site is for a total of 137 dwellings, 64 of which would be flats/apartments and 73 of which are housing. The proposal will aim to utilise the Site’s existing topography, in a series of three tiers given that the Site naturally slopes southwards. The proposed houses are all 3-storey and apartments are 4-storeys in consideration of the surrounding context and are set back from the Site’s boundaries.
- 1.5 The formal description of the proposals is as follows:

“Redevelopment of the existing Site to provide residential development comprising no. 137 dwellings (comprising no. 73 houses and 64 apartments) with relocation of the existing vehicular access and creation of 1 x additional vehicular access from Barwick Road, alongside associated parking, landscaping and infrastructure”

- 1.6 Vehicular access is proposed to be from Barwick Road. The main vehicular access would be biased towards the East of the Site’s frontage serving approximately two-thirds of the proposed development scheme with a secondary vehicular access being positioned to the West towards the boundary. These main and secondary accesses onto Barwick Road could also be used by pedestrians and cyclists. The level differences between the main developable areas of the Site and Barwick Road mean that the accesses would need to be sloped, particularly in the case of the main access. However, gradients would not exceed 1:12 (8%) which is the generally accepted maximum for estate road design. Separate pedestrian connections would also be provided onto Barwick Road by means of stepped arrangements. Connections would also be provided within the Site to enable direct access to the existing community centre located immediately to the East.

- 1.7 The main objective of this Transport Assessment (TA) report is to assess the transport issues associated with the scheme. This report considers matters of direct access to/from the Site, the likely travel demands of the future residents and the Site's location in relation to public amenities, employment opportunities, schools and leisure facilities. The report explores the travel options for future residents outlining the opportunities for travel by walking, cycling and public transport. As part of this TA, measures are outlined for maximising the future uptake of more sustainable modes of travel and minimising single occupancy private car use generated by the scheme.

2.0 TRANSPORT POLICY

National Guidance

- 2.1 National planning policy reflects and responds to growing concern over environmental issues and a greater public awareness of the problems associated with unrestrained car use. Current policies place a greater emphasis on increasing accessibility through sustainable modes such as walking, cycling and public transport.

National Planning Policy Framework (NPPF) 2021

- 2.2 The updated NPPF 2021 sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced.
- 2.3 Paragraph 104 identifies that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
- a) The potential impacts of development on transport networks can be addressed;
 - b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
 - c) opportunities to promote walking, cycling & public transport are identified/pursued;
 - d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains;
... and
 - e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.
- 2.4 Paragraph 108 states that maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network.
- 2.5 Paragraph 111 requires that Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 2.6 Within this context, paragraph 112 states that, applications for development should:
- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or

- other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - d) allow for the efficient delivery of goods, and access by service and emergency vehicles;
... and;
 - e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- 2.7 Paragraph 113 of the NPPF 2021 requires that all developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed.
- 2.8 With respect to transport issues, the proposed development is in accordance with the NPPF.

Other Relevant Guidance

- 2.9 Planning Practice Guidance supports the overarching NPPF and provides information on structuring a Transport Assessment in support of a proposed development. It requires that a robust assessment will establish evidence that may be useful in:
- Improving the sustainability of transport provision;
 - Enhancing accessibility;
 - Creating choice amongst different modes of transport;
 - Improving health and well-being;
 - Supporting economic vitality;
 - Improving public understanding of the transport implications of development;
 - Enabling other highway and transport authorities/service providers to support and deliver the transport infrastructure that conforms to the Local Plan;
 - Supporting local shops and the high street.
- 2.10 And that the key issues, which should be considered in developing a transport evidence base, include the need to:
- Assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms;
 - Assess the opportunities to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport;

- Highlight and promote opportunities to reduce the need for travel where appropriate;
- Identify opportunities to prioritise the use of alternative modes in both existing and new development locations, if appropriate;
- Consider the cumulative impacts of existing and proposed developments on transport networks;
- Assess the quality and capacity of transport infrastructure and its ability to meet the forecast demands in trip generation;
- Identify short, medium and long-term transport proposals across all modes.

Local Policies

Kent Local Transport Plan (2016-2031)

Kent's transport priorities in this Local Transport Plan (LTP) are described as being strategic, countywide or local. The strategic priorities are the schemes that are required to deliver "growth without gridlock". They are infrastructure projects that the County Council may not directly deliver or operate and are likely to affect a number of districts. Some of these are national priorities in terms of their importance to the Kent and UK economy.

The fourth LTP explains the Council's main transport infrastructure priorities to deliver the aforementioned growth without gridlock in Kent.

What the Council seek to achieve from transport for our residents, businesses and visitors is clearly set out in the outcomes described in this LTP4, these are:

- Outcome 1: Economic growth and minimised congestion;
- Outcome 2: Affordable and accessible door-to-door journeys;
- Outcome 3: Safer travel;
- Outcome 4: Enhanced environment;
- Outcome 5: Better health and wellbeing.

Site Allocations Policy 1 Non-Strategic Housing Allocations

- 2.11 This Site at Barwick Road is allocated land within the Local Plan for up to 220 dwellings (reference. DOV022E – Land in Coombe Valley).

Section Summary

- 2.12 Considering the proposed development at Barwick Road, Dover and having reviewed the aforementioned transport-related policies, it can be said that on transport and highways-related issues, the scheme reported on in this TA adheres to the national and local planning requirements given by the appropriate authorities.

3.0 EXISTING SITUATION

- 3.1 Dover is a town and major ferry port in Kent, South East England. It faces France across the Strait of Dover, the narrowest part of the English Channel at 33 kilometres (21 mi) from Cap Gris Nez in France.
- 3.2 It lies South-east of Canterbury and east of Maidstone and the town is the administrative centre of the Dover District and home of the Port of Dover.
- 3.3 In recent times the town has undergone transformations with a high-speed rail link to London, new retail provision in town with St James' area opened in 2018, and a revamped promenade and beachfront. This followed in 2019, with a new 500m Pier to the west of the Harbour, and new Marina unveiled as part of a £330m investment in the area.
- 3.4 Dover's main strategic road corridor, the A2 replicates two former routes, connecting the town with Canterbury. The other main roads, travelling West and East, are the A20 to Folkestone and then the M20 to London, and the A258 through Deal to Sandwich. The A256 is the main urbanised route locally essentially forming a ring road around Dover's town centre.
- 3.5 Southeastern trains run from Dover Priory railway station to London Charing Cross, Victoria or London St Pancras International stations in London, and Ramsgate or Sandwich in Kent. London is reached in 55 minutes by train from Dover.
- 3.6 Dover has two long distance footpaths: the Saxon Shore Way and the North Downs Way. The National Trust White Cliffs can be reached by foot from the town centre, with pathways to South Foreland Lighthouse, and St Margaret's Bay along the cliff top. The walking routes from Dover pass the National Trust visitor centre on the landmark chalk cliffs overlooking the English Channel with views of France visible on a clear day. Two National Cycle Network routes begin their journey at the town. Route 1 goes from Dover to Canterbury and this route links with National Cycle Route 2 from Dover to St Austell, Regional route 16, and Regional route 17 in Dover.
- 3.7 The Port of Dover is a 20-minute walk from Dover Priory railway station. The crossing time to Calais is approximately 90 minutes and to Dunkirk 2 hours.
- 3.8 Stagecoach in East Kent provide local bus services and bus services passing along the frontage of the Site 90, 91, 92 and 92A which provide an approximate 20-minute frequency service throughout the day Dover and Folkestone and Dover and Canterbury. A wide range of services are available from the town centre.

- 3.9 National Express runs coaches from Dover to other towns in Kent including Canterbury, Folkestone, Ashford, Kent, Maidstone, Gillingham at Hempsted Valley shopping centre and Greenhithe at Bluewater Shopping Centre for Dartford to London including Bexleyheath, Eltham, Walworth, Canary Wharf, Elephant and Castle, The City (London) and to Victoria Coach Station.
- 3.10 The Site itself comprises a rectangular parcel of land on the southern side of Barwick Road and is situated between Barwick Road and Poulton Close in Coombe Valley. The land is currently accessed exclusively via Barwick Road and is currently abandoned with some derelict steel-frame warehouses and hardstanding areas.
- 3.11 In the immediate vicinity of the Site, Barwick Road runs on a North-west/South-east alignment and is a single carriageway of approximately 6.5m in width. Footway of approximately 1.8m in width are provided on both sides of the carriageway and a formal system of street lighting is installed with the road being subject to a mandatory 30mph speed limit. Four bus stops are located along the span of the frontage of the Site, two for each direction separated by distances of only approximately 150m.
- 3.12 Approximately 250m to the South-west is the Barwick Road/Coombe Valley Road roundabout which effectively forms the main gateway junction when travelling between the Site and the main route around the town centre (the A256) from which traffic is distributed to the network. While other routes are available, the vehicular route between the Site and the A256 shown in Figure 3.1 (below) is that which avoids narrow residential streets.



Figure 3.1: Main Vehicular Route to/from the Site

- 3.13 The roundabout is a four-arm arrangement with an inscribed circle diameter (ICD) of approximately 40m with all approaches to the junction being two-way single carriageway, except for Beaufoy Road which is a one-way northbound exit.

- 3.14 There are no identified, dedicated cyclist facilities in the immediately local area. However, the general suburban backdrop coupled with speed limits of 30mph or less makes the local environment conducive for cycling.
- 3.15 Future residents and visitors of the Site would have accessibility to a wide range of day-to-day services and facilities. The measures taken below are based on actual walking distances although it should be noted that in some cases the measured route takes into consideration the pedestrian link over Ridge Walk between Whinless Road and Noah's Ark Road which may be inaccessible for some users due to steps and gradients. A selection of identified local services and facilities includes the following:

Service/Facility	Walking Distance from Site
Town Centre	1.5km (E)
Food Superstore	
Co-op	1.3km (NE)
Aldi	1.4km (E)
Morrison's	1.8km (E)
Access to Cash	
Premier Convenience Store	650m (E)
High Street Banks (Town Centre)	1.5km (E)
Open Public Space	
Play Area/Community Centre	150m (SE)
Ridge Walk (Whinless Down)	500m (SE)
River Recreation Ground	1.5km (N)
Leisure/Fitness/Sports	
Rugby/Football	1.25km (N)
Channel Fit Gym	200m (W)
Postal Facility	
Crabble Post Office	1.4km (NE)
Buckland Post Office	1.5km (E)
Dental Practices	
Sedgemoor House Dental Practice	1.6km (E)
Dover Priory Dental Practice	2.2km (SE)
Health Care	
Buckland Medical Centre	1.3km (N)
Peter Street Surgery	2km (E)
Schools	
Priory Fields Primary School	1.2km (SE)
St Martins Primary School	1.5km (S)
Astor College (High School/Sixth Form)	1.2km (SE)

Table 3.1: Walking Distances to Local Services/Facilities

- 3.16 The areas covered by 30-minute walking and cycling times from the Site have been calculated using the online service ‘maps.openrouteservice.org’ and are shown by the shaded walking isochrones in Figures 3.2 and 3.3 (below). These isochrones demonstrate that the majority of Hadleigh and its range of local services and facilities are within readily achievable walking and cycling time/distance of the Site.

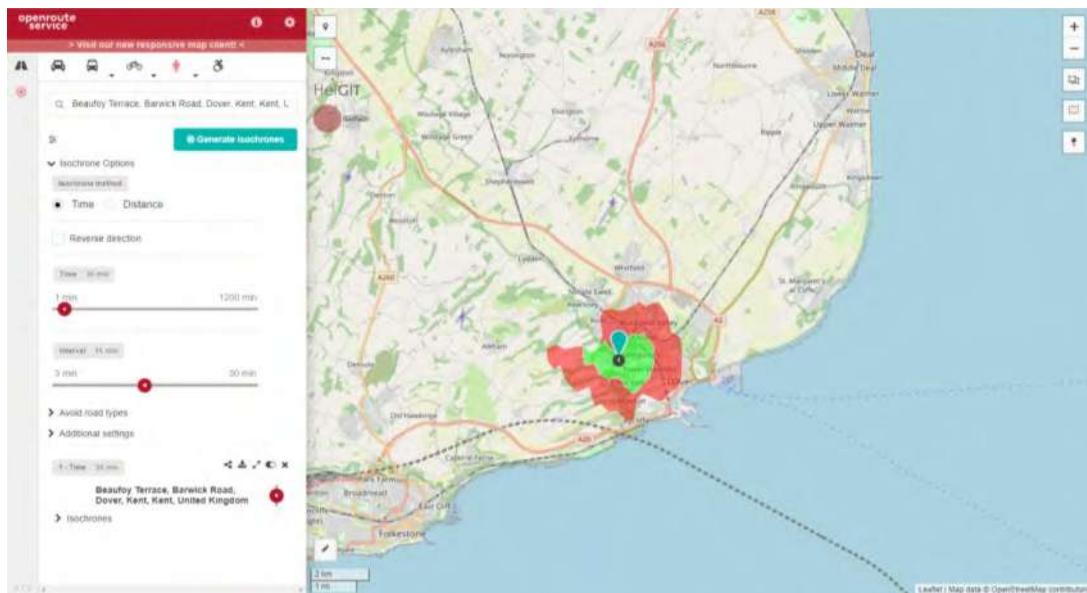


Figure 3.2: Walking Isochrones (source: ‘maps.openrouteservice.org’)

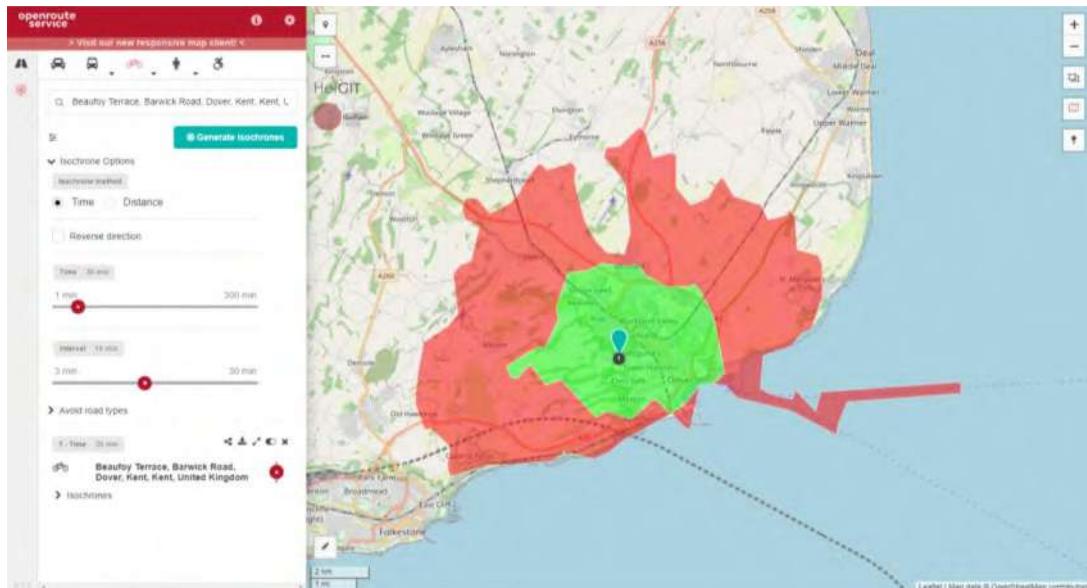


Figure 3.3: Cycling Isochrones (source: ‘maps.openrouteservice.org’)

- 3.17 Information relating to Public Rights of Way obtained from Kent County Council’s on-line mapping browser is presented below:

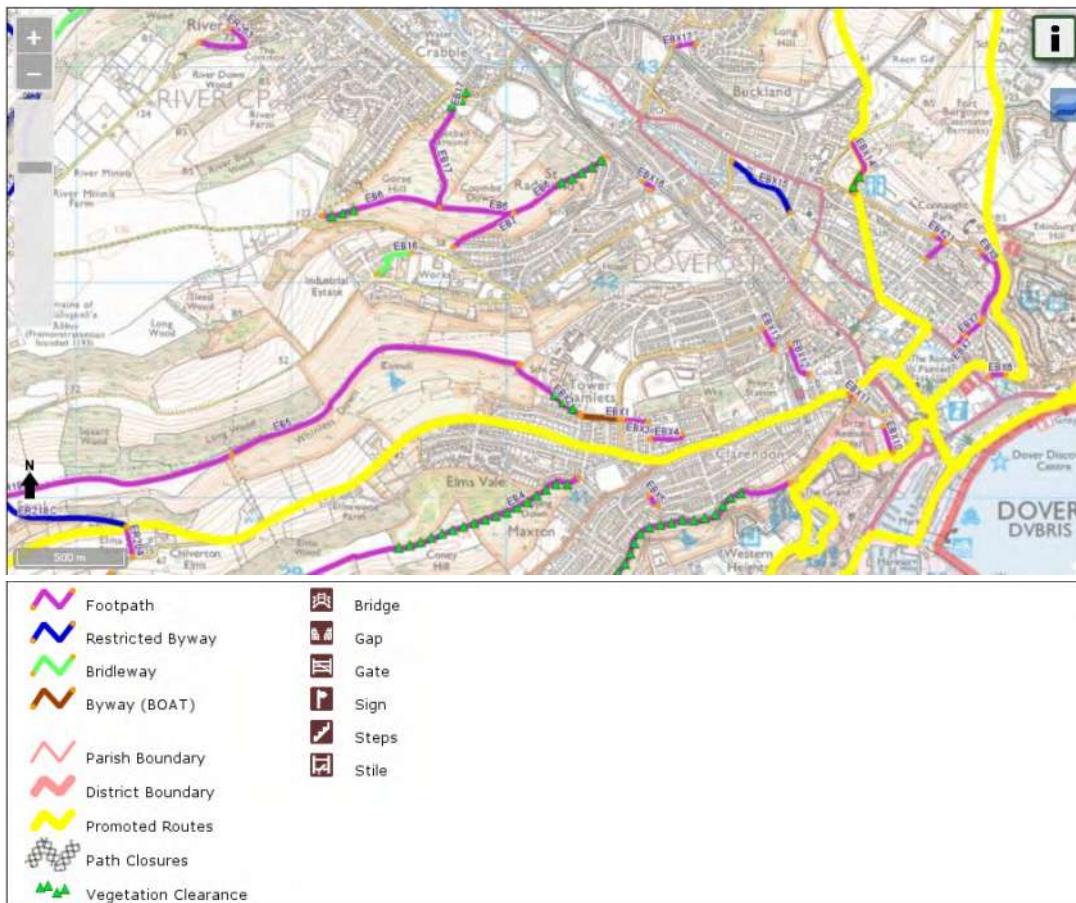


Figure 3.4: Public Rights of Way (Source: Kent County Council)

Highway Safety

- 3.18 A review of local highway safety has been undertaken utilising personal injury accident data obtained using the “Crash Map” database.

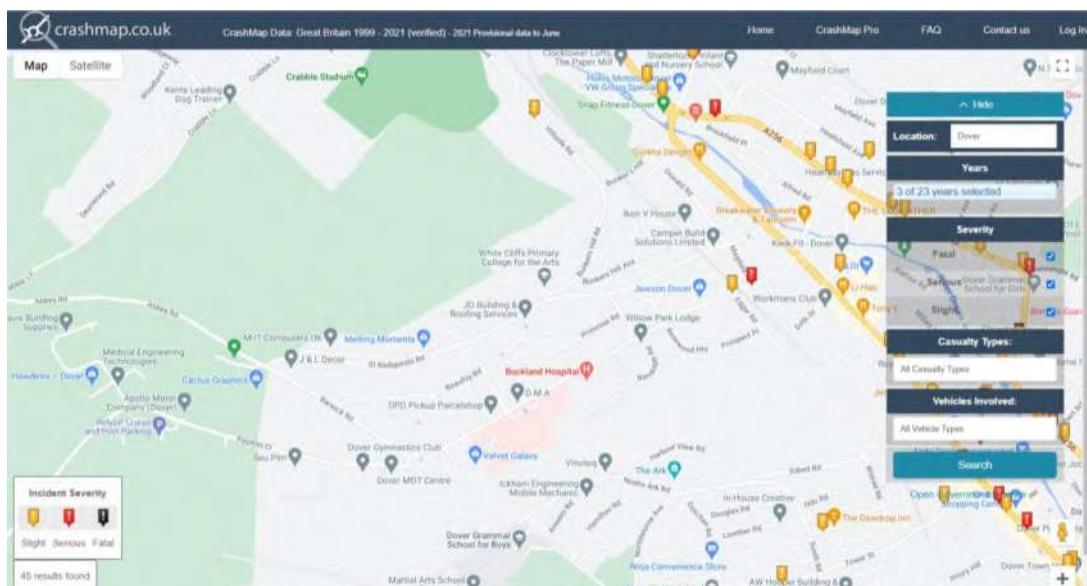


Figure 3.5: Crashmap Accident Data

- 3.19 The Crash Map database includes information collected by the police relating to road traffic incidents where there has been a “Personal Injury Accident”. This data is approved by the National Statistics Authority, reported on by the Department for Transport.
- 3.20 The current Crashmap database includes incidents from 1999 up to 2021 and data outputs extracted from Crashmap for the most recent three-year period to date are presented on the schematic diagram (above).
- 3.21 No accidents are shown to be recorded along the frontage, or directly at the existing access point serving the Site, and no incidents are shown at the Barwick Road/Coombe Valley Road roundabout junction to the East.
- 3.22 The nearest accidents recorded were on Barwick Road approximately 1km to the East and were “Slight” and “Serious” classification incidents shown to have occurred on 04 April 2020 and 01 September 2020, respectively.
- 3.23 Those accidents that are shown within the study area are shown to have been scattered and appear to be unrelated, overwhelmingly “Slight” in classification and are more likely a function of traffic volumes along the A256 rather than any fundamental design shortcomings on the local highway network in and around the town of Dover.
- 3.24 The analysis of highway accident data on Crashmap outlined above does not indicate any prevailing road safety issues on the local highway network that should prevent the proposed development considered herein from proceeding.

4.0 THE DEVELOPMENT

- 4.1 The current proposal for the Site is for a total of 137 dwellings, 64 of which would be flats/apartments and 73 of which are housing. The proposal will aim to utilise the Site's existing topography, in a series of three tiers given that the Site naturally slopes southwards. The proposed houses are all 3-storey and apartments are 4-storeys in consideration of the surrounding context and are set back from the Sites boundaries.
- 4.2 The levels of access visibility provided at the access points to serve the scheme would meet the requirements of Manual for Streets (49m x 2.4m x 49m) calculated from the recorded design speeds along this section of Barwick Road.
- 4.3 Dropped pram crossings would be installed at appropriate locations to link the development with the footway on the North side of Barwick Road, and vice versa.
- 4.4 Vehicular access is proposed to be from Barwick Road. The main vehicular access would be biased towards the East of the Site's frontage serving approximately two-thirds of the proposed development scheme with a secondary vehicular access being positioned to the West towards the boundary. These main and secondary accesses onto Barwick Road could also be used by pedestrians and cyclists. The level differences between the main developable areas of the Site and Barwick Road mean that the accesses would need to be sloped, particularly in the case of the main access. However, gradients would not exceed 1:12 (8%) being the generally accepted maximum for estate road design.
- 4.5 Separate pedestrian connections would also be provided onto Barwick Road. Unavoidably, these would need to be stepped arrangements due to level differences.
- 4.6 Additionally, a pedestrian access could be provided towards the south-eastern corner of the Site linking with existing community centre, noting that on account of level differences this would most likely need to be a stepped arrangement.
- 4.7 The overall scheme is presented in the "Plans" section of this TA report.

Parking Provision

- 4.8 Levels of parking are to comply with the Kent County Council (KCC) 2008 parking standards (below) based on the "suburban" area classification. It is anticipated that parking spaces for cycles would be incorporated within the curtilages of the individual houses in accordance with the KCC standards.
- 4.9 Cycle parking for houses would be contained within the curtilage of each plot and parking for the series of flats would be provided in secure communal stores at a ratio of 1 space per unit.

LOCATION	CITY/TOWN CENTRE	EDGE OF CENTRE	SUBURBAN	SUBURBAN EDGE/VILLAGE/RURAL
ON-STREET CONTROLS	On-street controls preventing all (or all long stay) parking	On-street controls, residents' scheme and/or existing saturation (Note 3)	No, or very limited, on-street controls	No on-street controls, but possibly a tight street layout
NATURE OF GUIDANCE	MAXIMUM (Note 1)	MAXIMUM	MINIMUM (Note 6)	MINIMUM (Note 6)
1 & 2 BED FLATS	1 space per unit	1 space per unit	1 space per unit	1 space per unit
FORM	Controlled (Note 2)	Not allocated	Not allocated	Not allocated
1 & 2 BED HOUSES	1 space per unit	1 space per unit	1 space per unit	1.5 spaces per unit
FORM	Controlled (Note 2)	Allocation possible	Allocation possible	Allocation of one space per unit possible
3 BED HOUSES	1 space per unit	1 space per unit	1.5 spaces per unit	2 independently accessible spaces per unit
FORM	Controlled (Note 2)	Allocation possible	Allocation of one space per unit possible	Allocation of one or both spaces possible
4+ BED HOUSES	1 space per unit	1.5 spaces per unit	2 independently accessible spaces per unit	2 independently accessible spaces per unit
FORM	Controlled (Note 2)	Allocation of one space per unit possible	Allocation of both spaces possible (Note 7)	Allocation of both spaces possible (Note 7)
ARE GARAGES ACCEPTABLE? (Note 4)	Yes, but with areas of communal space for washing etc.	Yes, but not as a significant proportion of overall provision	Additional to amount given above only	Additional to amount given above only
ADDITIONAL VISITOR PARKING (Note 5)	Public car parks	Communal areas, 0.2 per unit maximum	On-street areas, 0.2 per unit	On-street areas, 0.2 per unit

Table 4.1: KCC 2008 Parking Standards (Residential Units)

5.0 HIGHWAY IMPACTS

- 5.1 To review the highway implications of the proposed development, trip rates have been extracted from the TRICS database using the “House – Privately Owned” classification and this represents a worse-case scenario with respect to traffic demands. In reality, the development would include some proportion of affordable housing that is typically less traffic-intensive during the AM and PM peak hours. It be noted that on account of the Site having been disused in recent years, no deductions have been made to account for the trip generation potential of the existing permitted use on the plot.

TOTAL VEHICLES			Estimate TRIP rates								
Survey Start/End: 07:00-21:00 Trip rate parameter range available: 8 - 250 (units:)			State TRP Figure & Extrapolate Results <input checked="" type="checkbox"/> ON			Estimated TRIP rate value per 137 DWELLS Estimated TRIP rates shown in shaded column (for 137 DWELLS)					
TRIP RATE VALUE PER 1 DWELLS	ARRIVALS			Total	DEPARTURES			Total	TOTALS		
	Total Rate: 2.678	Peak:	17:00-18:00	366.823	Total rate: 2.649	Peak:	08:00-09:00	362.937	Total rate: 5.327	Peak:	08:00-09:00
No. Days	Ave. DWELLS	Trip Rate	Estimated Trip rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	50	88	0.079	10.761	50	88	0.299	40.991	50	88	0.378
08:00-09:00	50	88	0.132	18.132	50	88	0.368	50.353	50	88	0.500
09:00-10:00	50	88	0.137	18.785	50	88	0.178	24.352	50	88	0.315
10:00-11:00	50	88	0.141	19.283	50	88	0.170	23.264	50	88	0.311
11:00-12:00	50	88	0.145	19.905	50	88	0.161	22.113	50	88	0.306
12:00-13:00	50	88	0.158	21.646	50	88	0.166	22.704	50	88	0.324
13:00-14:00	50	88	0.174	23.792	50	88	0.159	21.833	50	88	0.333
14:00-15:00	50	88	0.172	23.543	50	88	0.195	26.778	50	88	0.367
15:00-16:00	50	88	0.264	36.233	50	88	0.178	24.383	50	88	0.442
16:00-17:00	50	88	0.272	37.259	50	88	0.165	22.673	50	88	0.437
17:00-18:00	50	88	0.335	45.905	50	88	0.157	21.491	50	88	0.492
18:00-19:00	50	88	0.262	35.922	50	88	0.140	19.189	50	88	0.402
19:00-20:00	1	32	0.188	25.688	1	32	0.125	17.125	1	32	0.313
20:00-21:00	1	32	0.219	29.969	1	32	0.188	25.688	1	32	0.407
21:00-22:00											
22:00-23:00											
23:00-24:00											

Table 5.1: Trip Rates

- 5.2 The full account of multi-modal trip rate calculations is presented at Appendix A of this report.

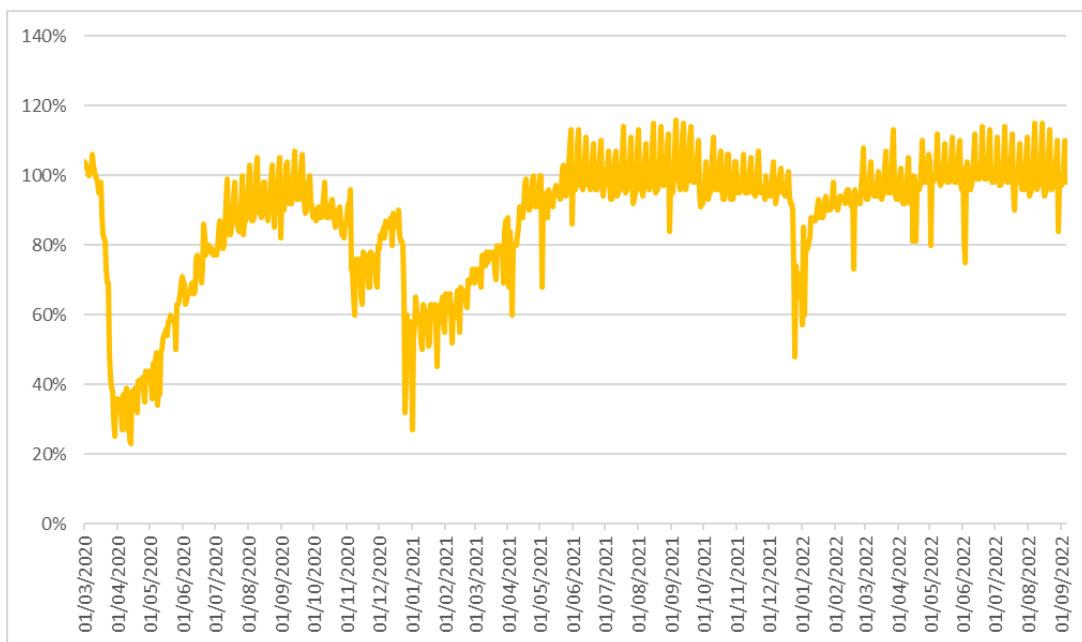
Highway Impact

- 5.3 The Barwick Road/Coombe Valley Road roundabout junction has been surveyed during the AM (0800-0900) and PM (1700-1800) peak hour periods (neutral mid-weekday 14 July 2022) and assessed for base year conditions, and a future forecast year of 2027.
- 5.4 In addition to the manual classified peak hour traffic junction surveys outlined above, an automatic traffic count (ATC) survey was undertaken from 14-20 July 2022 during a neutral period outside of school holidays along the frontage of the Site (Grid: 51.131949, 1.2830843).
- 5.5 The summary results of the ATC survey are shown in table 5.2 below:

Barwick Road	Northbound traffic speed (mph)	Southbound traffic speed (mph)
Mean	27.6	26.5
85 th percentile	33.3	31.5

Table 5.2: ATC Results

- 5.6 The baseline traffic data is presented at Appendix B, derived from the suite of traffic surveys undertaken during July 2022.
- 5.7 It is acknowledged that the traffic surveys outlined above were carried out at a time where there may have been some residual effects of the COVID 19 pandemic. However, day-to-day travel restrictions at the time of the traffic surveys were minimal and schools and businesses were operational. Additionally, traffic data obtained from official government statistics suggests that traffic conditions on the wider network were generally typical of pre-pandemic levels during the time of the package of surveys.
- 5.8 General traffic levels were greatly suppressed at the beginning of 2022, but had essentially restabilised by July 2022. Consequently, the baseline data utilised in this report should be considered sufficiently robust.

**Figure 5.1: Transport use during the coronavirus (COVID-19) pandemic (Source: DfT)****Notes:**

Percentage of the equivalent day in the first week of February 2020;

Percentage of the equivalent week in the previous year up to w/c 8 Feb 2021; from w/c 15 Feb 2021 this reverted to the percentage of the equivalent week in 2019.

- 5.9 The analysis of development traffic is based on a future year of 2027.

5.10 The 2022 base year traffic survey data has been factored up to the 2027 future assessment year using appropriate TEMPRO growth factors. The application of these growth factors is considered to adequately accommodate committed developments in the local area allowing for increased traffic growth on the local network.

5.11 Table 5.3 below shows the growth factors applied within the evaluation:

Growth Factor	AM	PM
2022-27	1.0597	1.0625

Table 5.3: Traffic Growth Factors

5.12 Off-site peak period traffic arising from the proposed development scheme has been distributed onto the local network based on a worst-case assumption that all trips pass through the Barwick Road/Coombe Valley Road roundabout.

Methods of Modelling

- Barwick Road/Coombe Valley Road roundabout
- 5.13 Roundabouts and priority junctions are modelled using the well-established TRL/Kimber capacity relationships (the ARCADY and PICADY models), which take into account key roundabout geometries such as entry width, approach width, flare length, conflict angle, inscribed circle diameter and entry radius. This empirical framework intrinsically links roundabout or priority junction geometry to driver behaviour and in turn to predicted capacities, queues and delays.
- 5.14 ARCADY and PICADY have been successfully used to design and improve a number of junctions throughout the world. It has a host of satisfied customers including governments, multinational organisations and academic institutions. Its simple and intuitive interface means that it can be used effectively by everyone, in a relatively short space of time. In ARCADY and PICADY, results are usually expressed in Level of Service (LOS), queue length and delays and Ratio of Flow to Capacity (RFC).

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity		
2022														
Arm 1	D2	0.2	5.23	0.14	A	[Arm 3]	D3	0.1	5.85	0.06	A	[Arm 4]	194 %	
Arm 3		0.3	6.07	0.22	A			0.2	5.16	0.14	A			
Arm 4		0.1	5.37	0.11	A			0.4	6.08	0.28	A			
2027														
Arm 1	D4	0.2	5.30	0.15	A	[Arm 3]	D5	0.1	5.94	0.07	A	[Arm 4]	177 %	
Arm 3		0.3	6.20	0.24	A			0.2	5.22	0.15	A			
Arm 4		0.1	5.42	0.11	A			0.4	6.25	0.30	A			
2027 + Dev														
Arm 1	D6	0.3	5.80	0.22	A	[Arm 3]	D7	0.1	6.08	0.10	A	[Arm 4]	155 %	
Arm 3		0.4	6.46	0.26	A			0.3	5.73	0.21	A			
Arm 4		0.1	5.49	0.12	A			0.4	6.51	0.31	A			

Arm 1: Barwick Road

Arm 2: Beaufoy Road (Exit Only)

Arm 3: Coombe Valley Road

Arm 4: Poulton Close

Figure 5.2: ARCADY Summary Results

- 5.15 The Barwick Road/Coombe Valley Road roundabout junction is shown to operate well within capacity during all modelled scenarios, with the queue lengths barely registering even in the AM 2027 Grand Total and PM 2027 Grand Total Scenarios.

6.0 CONCLUSIONS

- 6.1 Create Consulting Engineers Ltd have been instructed by Mulberry Tree Holdings Ltd T/A Oliver Davis Homes (Kent) to undertake a Transport Assessment in support of a planning application for a new development on land off Barwick Road, Dover, Kent. The land is currently accessed exclusively via Barwick Road and is currently abandoned with some derelict steel-frame warehouses and hardstanding areas.
- 6.2 The current proposal for the Site is for a total of 137 dwellings, 64 of which would be flats/apartments and 74 of which are housing. The proposal will aim to utilise the Site's existing topography, in a series of three tiers given that the Site naturally slopes southwards. The proposed houses are all 3-storey and apartments are 4-storeys in consideration of the surrounding context and are set back from the Sites boundaries.
- 6.3 Local services, facilities and public transport options are within readily achievable walking and cycling distance of the Site.
- 6.4 Connection with Barwick Road would be made in the format of T-junctions together with additional access points for pedestrians and cyclists.
- 6.5 The specification of the estate new road would be in the order of 6.0m carriageway width with footways either side, also furnished with street lighting. It is expected that the existing 30mph estate road speed limit would extend into the Site, although would be designed to attenuate traffic speeds below this threshold.
- 6.6 The impact of the development on the Barwick Road/Coombe Valley Road would be minimal, as is demonstrated by the ARCADY traffic modelling included in this report. Beyond this point, traffic would distribute across the wider network in and around Dover with minimal effect in terms of safety and capacity.
- 6.7 The analysis of highway accident data on Crashmap as outlined in this report does not indicate any prevailing road safety issues on the local highway network that should prevent the proposed development considered herein from coming forward.
- 6.8 Bearing in mind the findings above, there are no identified transport-related grounds preventing the proposed development at Barwick Road considered herein from being acceptable to the Highway Authority.

7.0 REPORT DISCLAIMER

- 7.1 Create Consulting Engineers Ltd disclaims any responsibility to the Client and others in respect of any matters outside the scope of this report.
- 7.2 The copyright of this report is vested in Create Consulting Engineers Ltd and Mulberry Tree Holdings Ltd T/A Oliver Davis Homes (Kent). The Client, or his appointed representatives, may copy the report for purposes in connection with the development described herein. It shall not be copied by any other party or used for any other purposes without the written consent of Create Consulting Engineers Ltd or Mulberry Tree Holdings Ltd T/A Oliver Davis Homes (Kent).
- 7.3 Create Consulting Engineers Ltd accepts no responsibility whatsoever to other parties to whom this report, or any part thereof, is made known. Any such other parties rely upon the report at their own risk.

APPENDICES

APPENDIX A

Calculation Reference: AUDIT-649801-220929-0929

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	EN	ENFIELD	1 days
02	SOUTH EAST		
	ES	EAST SUSSEX	4 days
	EX	ESSEX	1 days
	HC	HAMPSHIRE	7 days
	HF	HERTFORDSHIRE	2 days
	KC	KENT	3 days
	SC	SURREY	2 days
	WS	WEST SUSSEX	5 days
03	SOUTH WEST		
	DC	DORSET	2 days
	DV	DEVON	3 days
	SM	SOMERSET	1 days
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	4 days
	SF	SUFFOLK	3 days
05	EAST MIDLANDS		
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	ST	STAFFORDSHIRE	1 days
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	3 days
09	NORTH		
	DH	DURHAM	2 days

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

Primary 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: No of Dwellings
Actual Range: 8 to 250 (units:)
Range Selected by User: 6 to 250 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 24/11/21

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	10 days
Tuesday	9 days
Wednesday	14 days
Thursday	11 days
Friday	6 days

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

Selected survey types:

Manual count	50 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	11
Edge of Town	39

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	47
Village	1
Out of Town	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:
C3 50 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 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	11 days
10,001 to 15,000	16 days
15,001 to 20,000	8 days
20,001 to 25,000	8 days
25,001 to 50,000	5 days

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

Population within 5 miles:

5,001 to 25,000	5 days
25,001 to 50,000	5 days
50,001 to 75,000	7 days
75,001 to 100,000	9 days
100,001 to 125,000	1 days
125,001 to 250,000	17 days
250,001 to 500,000	5 days
500,001 or More	1 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	11 days
1.1 to 1.5	36 days
1.6 to 2.0	3 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	23 days
No	27 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	49 days
1b Very poor	1 days

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-05 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	28 17/10/16	CAMBRI DGESHI RE <i>Survey Type: MANUAL</i>
2	CH-03-A-09 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD Edge of Town Residential Zone	TERRACED HOUSES	Total No of Dwellings: <i>Survey date: MONDAY</i>	24 24/11/14	<i>Survey Type: MANUAL</i> CHESHI RE
3	CH-03-A-10 MEADOW DRIVE NORTHWICH BARNTON Edge of Town Residential Zone	SEMI -DETACHED & TERRACED	Total No of Dwellings: <i>Survey date: TUESDAY</i>	40 04/06/19	<i>Survey Type: MANUAL</i> CHESHI RE
4	CH-03-A-11 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone	TOWN HOUSES	Total No of Dwellings: <i>Survey date: THURSDAY</i>	24 06/06/19	<i>Survey Type: MANUAL</i> CHESHI RE
5	DC-03-A-08 HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST Edge of Town Residential Zone	BUNGALOWS	Total No of Dwellings: <i>Survey date: MONDAY</i>	28 24/03/14	<i>Survey Type: MANUAL</i> DORSET
6	DC-03-A-09 A350 SHAFTESBURY Edge of Town No Sub Category	MIXED HOUSES	Total No of Dwellings: <i>Survey date: FRIDAY</i>	50 19/11/21	<i>Survey Type: MANUAL</i> DORSET
7	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone	SEMI DETACHED	Total No of Dwellings: <i>Survey date: TUESDAY</i>	50 28/03/17	<i>Survey Type: MANUAL</i> DURHAM

LIST OF SITES relevant to selection parameters (Cont.)

8	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI -DETACHED & TERRACED	DURHAM
	Edge of Town Residential Zone		
	Total No of Dwellings: <i>Survey date: FRIDAY</i>	57	
9	DV-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES	<i>Survey Type: MANUAL</i> DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	37	
10	DV-03-A-02 MILLHEAD ROAD HONITON	HOUSES & BUNGALOWS	<i>Survey Type: MANUAL</i> DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings: <i>Survey date: FRIDAY</i>	116	
11	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED	<i>Survey Type: MANUAL</i> DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings: <i>Survey date: MONDAY</i>	70	
12	EN-03-A-01 BOLLINGBROKE PARK COCKFOSTERS	TERRACED & SEMI -DETACHED	<i>Survey Type: MANUAL</i> ENFIELD
	Edge of Town Residential Zone		
	Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	32	
13	ES-03-A-03 SHEPHAM LANE POLEGATE	MIXED HOUSES & FLATS	<i>Survey Type: MANUAL</i> EAST SUSSEX
	Edge of Town Residential Zone		
	Total No of Dwellings: <i>Survey date: MONDAY</i>	212	
14	ES-03-A-04 NEW LYDD ROAD CAMBER	MIXED HOUSES & FLATS	<i>Survey Type: MANUAL</i> EAST SUSSEX
	Edge of Town Residential Zone		
	Total No of Dwellings: <i>Survey date: FRIDAY</i>	134	
		15/07/16	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

15	ES-03-A-05	MIXED HOUSES & FLATS	EAST SUSSEX
	RATTLE ROAD		
	NEAR EASTBOURNE		
	STONE CROSS		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	99	
	<i>Survey date: WEDNESDAY</i>	<i>05/06/19</i>	<i>Survey Type: MANUAL</i>
16	ES-03-A-07	MIXED HOUSES & FLATS	EAST SUSSEX
	NEW ROAD		
	HAILSHAM		
	HELLINGLY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	91	
	<i>Survey date: THURSDAY</i>	<i>07/11/19</i>	<i>Survey Type: MANUAL</i>
17	EX-03-A-03	MIXED HOUSES	ESSEX
	KESTREL GROVE		
	RAYLEIGH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	123	
	<i>Survey date: MONDAY</i>	<i>27/09/21</i>	<i>Survey Type: MANUAL</i>
18	HC-03-A-21	TERRACED & SEMI -DETACHED	HAMPSHIRE
	PRIESTLEY ROAD		
	BASINGSTOKE		
	HOUNDMILLS		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	39	
	<i>Survey date: TUESDAY</i>	<i>13/11/18</i>	<i>Survey Type: MANUAL</i>
19	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
	BOW LAKE GARDENS		
	NEAR EASTLIEGH		
	BISHOPSTOKE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	<i>Survey date: WEDNESDAY</i>	<i>31/10/18</i>	<i>Survey Type: MANUAL</i>
20	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY		
	LIPHOOK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	62	
	<i>Survey date: TUESDAY</i>	<i>19/11/19</i>	<i>Survey Type: MANUAL</i>
21	HC-03-A-24	MIXED HOUSES & FLATS	HAMPSHIRE
	STONEHAM LANE		
	EASTLIEGH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	243	
	<i>Survey date: WEDNESDAY</i>	<i>10/11/21</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

22	HC-03-A-25	MIXED HOUSES & FLATS	HAMPSHIRE
	BARNFIELD WAY		
	NEAR SOUTHAMPTON		
	HEDGE END		
	Edge of Town		
	Out of Town		
	Total No of Dwellings:	250	
	<i>Survey date: TUESDAY</i>	12/10/21	<i>Survey Type: MANUAL</i>
23	HC-03-A-27	MIXED HOUSES	HAMPSHIRE
	DAIRY ROAD		
	ANDOVER		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	73	
	<i>Survey date: TUESDAY</i>	16/11/21	<i>Survey Type: MANUAL</i>
24	HC-03-A-28	MIXED HOUSES & FLATS	HAMPSHIRE
	EAGLE AVENUE		
	WATERLOOVILLE		
	LOVEDEAN		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	125	
	<i>Survey date: MONDAY</i>	08/11/21	<i>Survey Type: MANUAL</i>
25	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE
	HARE STREET ROAD		
	BUNTINGFORD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	160	
	<i>Survey date: MONDAY</i>	08/07/19	<i>Survey Type: MANUAL</i>
26	HF-03-A-04	TERRACED HOUSES	HERTFORDSHIRE
	HOLMSIDE RISE		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	8	
	<i>Survey date: TUESDAY</i>	08/06/21	<i>Survey Type: MANUAL</i>
27	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD		
	ASHFORD		
	WILLESBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	51	
	<i>Survey date: THURSDAY</i>	14/07/16	<i>Survey Type: MANUAL</i>
28	KC-03-A-04	SEMI-DETACHED & TERRACED	KENT
	KILN BARN ROAD		
	AYLESFORD		
	DITTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	110	
	<i>Survey date: FRIDAY</i>	22/09/17	<i>Survey Type: MANUAL</i>
29	KC-03-A-09	MIXED HOUSES & FLATS	KENT
	WESTERN LINK		
	FAVERSHAM		
	DAVINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	14	
	<i>Survey date: WEDNESDAY</i>	09/06/21	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

30	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES	NORFOLK
	Edge of Town Residential Zone		
	Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	10 16/09/15	<i>Survey Type: MANUAL</i>
31	NF-03-A-04 NORTH WALSHAM ROAD NORTH WALSHAM	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone		
	Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	70 18/09/19	<i>Survey Type: MANUAL</i>
32	NF-03-A-05 HEATH DRIVE HOLT	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone		
	Total No of Dwellings: <i>Survey date: THURSDAY</i>	40 19/09/19	<i>Survey Type: MANUAL</i>
33	NF-03-A-25 WOODFARM LANE GORLESTON-ON-SEA	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone		
	Total No of Dwellings: <i>Survey date: TUESDAY</i>	55 21/09/21	<i>Survey Type: MANUAL</i>
34	NT-03-A-08 WIGHAY ROAD HUCKNALL	DETACHED HOUSES	NOTTINGHAMSHIRE
	Edge of Town Residential Zone		
	Total No of Dwellings: <i>Survey date: MONDAY</i>	36 18/10/21	<i>Survey Type: MANUAL</i>
35	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre)	TERRACED HOUSES	NORTH YORKSHIRE
	Residential Zone		
	Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	10 10/05/17	<i>Survey Type: MANUAL</i>
36	SC-03-A-04 HIGH ROAD BYFLEET	DETACHED & TERRACED	SURREY
	Edge of Town Residential Zone		
	Total No of Dwellings: <i>Survey date: THURSDAY</i>	71 23/01/14	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

37	SC-03-A-05 REIGATE ROAD HORLEY	MIXED HOUSES	SURREY
	Edge of Town Residential Zone		
	Total No of Dwellings: <i>Survey date: MONDAY</i>	207 01/04/19	<i>Survey Type: MANUAL</i>
38	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES	SUFFOLK
	Edge of Town Residential Zone		
	Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	18 09/09/15	<i>Survey Type: MANUAL</i>
39	SF-03-A-09 FOXHALL ROAD IPSWICH	MIXED HOUSES & FLATS	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings: <i>Survey date: THURSDAY</i>	179 24/06/21	<i>Survey Type: MANUAL</i>
40	SF-03-A-10 LOVETOFTS DRIVE IPSWICH WHITEHOUSE	TERRACED & SEMI -DETACHED	SUFFOLK
	Edge of Town Residential Zone		
	Total No of Dwellings: <i>Survey date: TUESDAY</i>	149 22/06/21	<i>Survey Type: MANUAL</i>
41	SH-03-A-06 ELLESMORE ROAD SHREWSBURY	BUNGALOWS	SHROPSHIRE
	Edge of Town Residential Zone		
	Total No of Dwellings: <i>Survey date: THURSDAY</i>	16 22/05/14	<i>Survey Type: MANUAL</i>
42	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI	SOMERSET
	Edge of Town Residential Zone		
	Total No of Dwellings: <i>Survey date: THURSDAY</i>	33 24/09/15	<i>Survey Type: MANUAL</i>
43	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE	DETACHED & SEMI -DETACHED	STAFFORDSHIRE
	Edge of Town Residential Zone		
	Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	248 22/11/17	<i>Survey Type: MANUAL</i>
44	WK-03-A-04 DALEHOUSE LANE KENILWORTH	DETACHED HOUSES	WARWICKSHIRE
	Edge of Town Residential Zone		
	Total No of Dwellings: <i>Survey date: FRIDAY</i>	49 27/09/19	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

45	WL-03-A-02	SEMI DETACHED HEADLANDS GROVE SWINDON	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	27 22/09/16	WILTSHIRE
46	WS-03-A-04	MIXED HOUSES HILLS FARM LANE HORSHAM BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	151 11/12/14	<i>Survey Type: MANUAL</i> WEST SUSSEX	
47	WS-03-A-08	MIXED HOUSES ROUNDSTONE LANE ANGMERING	Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	180 19/04/18	<i>Survey Type: MANUAL</i> WEST SUSSEX
48	WS-03-A-12	MIXED HOUSES MADGWICK LANE CHICHESTER WESTHAMPNETT Edge of Town Village Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	152 16/06/21	<i>Survey Type: MANUAL</i> WEST SUSSEX	
49	WS-03-A-13	MIXED HOUSES & FLATS LITTLEHAMPTON ROAD WORTHING WEST DURRINGTON Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	197 23/06/21	<i>Survey Type: MANUAL</i> WEST SUSSEX	
50	WS-03-A-14	MIXED HOUSES TODDINGTON LANE LITTLEHAMPTON WICK Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	117 20/10/21	<i>Survey Type: MANUAL</i> WEST SUSSEX	

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 137 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.74

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	50	88	0.079	10.761	50	88	0.299	40.991	50	88	0.378	51.752
08:00 - 09:00	50	88	0.132	18.132	50	88	0.368	50.353	50	88	0.500	68.485
09:00 - 10:00	50	88	0.137	18.785	50	88	0.178	24.352	50	88	0.315	43.137
10:00 - 11:00	50	88	0.141	19.283	50	88	0.170	23.264	50	88	0.311	42.547
11:00 - 12:00	50	88	0.145	19.905	50	88	0.161	22.113	50	88	0.306	42.018
12:00 - 13:00	50	88	0.158	21.646	50	88	0.166	22.704	50	88	0.324	44.350
13:00 - 14:00	50	88	0.174	23.792	50	88	0.159	21.833	50	88	0.333	45.625
14:00 - 15:00	50	88	0.172	23.543	50	88	0.195	26.778	50	88	0.367	50.321
15:00 - 16:00	50	88	0.264	36.233	50	88	0.178	24.383	50	88	0.442	60.616
16:00 - 17:00	50	88	0.272	37.259	50	88	0.165	22.673	50	88	0.437	59.932
17:00 - 18:00	50	88	0.335	45.905	50	88	0.157	21.491	50	88	0.492	67.396
18:00 - 19:00	50	88	0.262	35.922	50	88	0.140	19.189	50	88	0.402	55.111
19:00 - 20:00	1	32	0.188	25.688	1	32	0.125	17.125	1	32	0.313	42.813
20:00 - 21:00	1	32	0.219	29.969	1	32	0.188	25.688	1	32	0.407	55.657
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:		2.678		366.823		2.649		362.937		5.327		729.760

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 - 250 (units:)
Survey date date range:	01/01/14 - 24/11/21
Number of weekdays (Monday-Friday):	50
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	7
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 shown. 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

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 137 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	50	88	0.002	0.249	50	88	0.002	0.311	50	88	0.004	0.560
08:00 - 09:00	50	88	0.005	0.746	50	88	0.005	0.715	50	88	0.010	1.461
09:00 - 10:00	50	88	0.003	0.467	50	88	0.003	0.435	50	88	0.006	0.902
10:00 - 11:00	50	88	0.004	0.498	50	88	0.004	0.498	50	88	0.008	0.996
11:00 - 12:00	50	88	0.002	0.280	50	88	0.002	0.311	50	88	0.004	0.591
12:00 - 13:00	50	88	0.002	0.280	50	88	0.002	0.249	50	88	0.004	0.529
13:00 - 14:00	50	88	0.002	0.342	50	88	0.003	0.404	50	88	0.005	0.746
14:00 - 15:00	50	88	0.002	0.342	50	88	0.002	0.311	50	88	0.004	0.653
15:00 - 16:00	50	88	0.007	0.902	50	88	0.006	0.871	50	88	0.013	1.773
16:00 - 17:00	50	88	0.004	0.498	50	88	0.004	0.529	50	88	0.008	1.027
17:00 - 18:00	50	88	0.002	0.342	50	88	0.002	0.311	50	88	0.004	0.653
18:00 - 19:00	50	88	0.002	0.280	50	88	0.002	0.311	50	88	0.004	0.591
19:00 - 20:00	1	32	0.000	0.000	1	32	0.000	0.000	1	32	0.000	0.000
20:00 - 21:00	1	32	0.000	0.000	1	32	0.000	0.000	1	32	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:		0.037		5.226		0.037		5.256		0.074		10.482

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

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 137 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	50	88	0.002	0.280	50	88	0.002	0.218	50	88	0.004	0.498
08:00 - 09:00	50	88	0.004	0.529	50	88	0.003	0.467	50	88	0.007	0.996
09:00 - 10:00	50	88	0.003	0.467	50	88	0.003	0.404	50	88	0.006	0.871
10:00 - 11:00	50	88	0.003	0.435	50	88	0.003	0.373	50	88	0.006	0.808
11:00 - 12:00	50	88	0.002	0.311	50	88	0.003	0.404	50	88	0.005	0.715
12:00 - 13:00	50	88	0.001	0.187	50	88	0.002	0.311	50	88	0.003	0.498
13:00 - 14:00	50	88	0.002	0.342	50	88	0.001	0.156	50	88	0.003	0.498
14:00 - 15:00	50	88	0.002	0.218	50	88	0.002	0.311	50	88	0.004	0.529
15:00 - 16:00	50	88	0.002	0.311	50	88	0.002	0.280	50	88	0.004	0.591
16:00 - 17:00	50	88	0.001	0.093	50	88	0.001	0.187	50	88	0.002	0.280
17:00 - 18:00	50	88	0.001	0.187	50	88	0.001	0.156	50	88	0.002	0.343
18:00 - 19:00	50	88	0.001	0.093	50	88	0.001	0.093	50	88	0.002	0.186
19:00 - 20:00	1	32	0.000	0.000	1	32	0.000	0.000	1	32	0.000	0.000
20:00 - 21:00	1	32	0.000	0.000	1	32	0.000	0.000	1	32	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.024	3.453			0.024	3.360		0.048	6.813	

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

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 137 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	50	88	0.001	0.187	50	88	0.001	0.156	50	88	0.002	0.343
08:00 - 09:00	50	88	0.001	0.124	50	88	0.001	0.156	50	88	0.002	0.280
09:00 - 10:00	50	88	0.001	0.093	50	88	0.001	0.093	50	88	0.002	0.186
10:00 - 11:00	50	88	0.001	0.093	50	88	0.001	0.093	50	88	0.002	0.186
11:00 - 12:00	50	88	0.000	0.062	50	88	0.000	0.062	50	88	0.000	0.124
12:00 - 13:00	50	88	0.000	0.062	50	88	0.000	0.062	50	88	0.000	0.124
13:00 - 14:00	50	88	0.001	0.093	50	88	0.001	0.093	50	88	0.002	0.186
14:00 - 15:00	50	88	0.000	0.062	50	88	0.000	0.062	50	88	0.000	0.124
15:00 - 16:00	50	88	0.002	0.218	50	88	0.002	0.218	50	88	0.004	0.436
16:00 - 17:00	50	88	0.001	0.093	50	88	0.001	0.093	50	88	0.002	0.186
17:00 - 18:00	50	88	0.001	0.124	50	88	0.001	0.093	50	88	0.002	0.217
18:00 - 19:00	50	88	0.000	0.062	50	88	0.000	0.062	50	88	0.000	0.124
19:00 - 20:00	1	32	0.000	0.000	1	32	0.000	0.000	1	32	0.000	0.000
20:00 - 21:00	1	32	0.000	0.000	1	32	0.000	0.000	1	32	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:		0.009		1.273		0.009		1.243		0.018		2.516

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 137 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	50	88	0.005	0.746	50	88	0.012	1.711	50	88	0.017	2.457
08:00 - 09:00	50	88	0.006	0.809	50	88	0.017	2.301	50	88	0.023	3.110
09:00 - 10:00	50	88	0.002	0.249	50	88	0.003	0.467	50	88	0.005	0.716
10:00 - 11:00	50	88	0.004	0.498	50	88	0.004	0.560	50	88	0.008	1.058
11:00 - 12:00	50	88	0.004	0.498	50	88	0.005	0.622	50	88	0.009	1.120
12:00 - 13:00	50	88	0.005	0.684	50	88	0.005	0.715	50	88	0.010	1.399
13:00 - 14:00	50	88	0.004	0.529	50	88	0.002	0.311	50	88	0.006	0.840
14:00 - 15:00	50	88	0.005	0.622	50	88	0.004	0.591	50	88	0.009	1.213
15:00 - 16:00	50	88	0.012	1.648	50	88	0.008	1.057	50	88	0.020	2.705
16:00 - 17:00	50	88	0.016	2.146	50	88	0.009	1.244	50	88	0.025	3.390
17:00 - 18:00	50	88	0.011	1.555	50	88	0.007	0.902	50	88	0.018	2.457
18:00 - 19:00	50	88	0.008	1.089	50	88	0.005	0.653	50	88	0.013	1.742
19:00 - 20:00	1	32	0.000	0.000	1	32	0.000	0.000	1	32	0.000	0.000
20:00 - 21:00	1	32	0.000	0.000	1	32	0.000	0.000	1	32	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:		0.082		11.073				0.081	11.134		0.163	22.207

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 137 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	50	88	0.089	12.223	50	88	0.416	57.039	50	88	0.505	69.262
08:00 - 09:00	50	88	0.152	20.869	50	88	0.601	82.293	50	88	0.753	103.162
09:00 - 10:00	50	88	0.168	22.984	50	88	0.247	33.869	50	88	0.415	56.853
10:00 - 11:00	50	88	0.177	24.228	50	88	0.235	32.158	50	88	0.412	56.386
11:00 - 12:00	50	88	0.189	25.938	50	88	0.217	29.701	50	88	0.406	55.639
12:00 - 13:00	50	88	0.209	28.613	50	88	0.220	30.075	50	88	0.429	58.688
13:00 - 14:00	50	88	0.236	32.376	50	88	0.210	28.800	50	88	0.446	61.176
14:00 - 15:00	50	88	0.233	31.910	50	88	0.259	35.517	50	88	0.492	67.427
15:00 - 16:00	50	88	0.426	58.314	50	88	0.245	33.620	50	88	0.671	91.934
16:00 - 17:00	50	88	0.420	57.599	50	88	0.237	32.501	50	88	0.657	90.100
17:00 - 18:00	50	88	0.475	65.126	50	88	0.214	29.359	50	88	0.689	94.485
18:00 - 19:00	50	88	0.378	51.814	50	88	0.195	26.685	50	88	0.573	78.499
19:00 - 20:00	1	32	0.219	29.969	1	32	0.188	25.688	1	32	0.407	55.657
20:00 - 21:00	1	32	0.313	42.813	1	32	0.250	34.250	1	32	0.562	77.062
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:		3.683		504.775			3.734		511.555		7.417	1016.330

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 137 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	50	88	0.018	2.519	50	88	0.041	5.629	50	88	0.059	8.148
08:00 - 09:00	50	88	0.047	6.376	50	88	0.116	15.924	50	88	0.163	22.300
09:00 - 10:00	50	88	0.045	6.189	50	88	0.045	6.127	50	88	0.090	12.316
10:00 - 11:00	50	88	0.033	4.479	50	88	0.047	6.438	50	88	0.080	10.917
11:00 - 12:00	50	88	0.035	4.758	50	88	0.037	5.069	50	88	0.072	9.827
12:00 - 13:00	50	88	0.033	4.541	50	88	0.034	4.665	50	88	0.067	9.206
13:00 - 14:00	50	88	0.035	4.821	50	88	0.028	3.825	50	88	0.063	8.646
14:00 - 15:00	50	88	0.037	5.069	50	88	0.042	5.754	50	88	0.079	10.823
15:00 - 16:00	50	88	0.109	14.991	50	88	0.056	7.713	50	88	0.165	22.704
16:00 - 17:00	50	88	0.068	9.361	50	88	0.037	5.101	50	88	0.105	14.462
17:00 - 18:00	50	88	0.056	7.651	50	88	0.034	4.665	50	88	0.090	12.316
18:00 - 19:00	50	88	0.040	5.443	50	88	0.035	4.821	50	88	0.075	10.264
19:00 - 20:00	1	32	0.094	12.844	1	32	0.000	0.000	1	32	0.094	12.844
20:00 - 21:00	1	32	0.000	0.000	1	32	0.000	0.000	1	32	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:		0.650		89.042		0.552		75.731		1.202		164.773

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 137 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	50	88	0.001	0.156	50	88	0.018	2.519	50	88	0.019	2.675
08:00 - 09:00	50	88	0.002	0.342	50	88	0.032	4.447	50	88	0.034	4.789
09:00 - 10:00	50	88	0.003	0.435	50	88	0.010	1.400	50	88	0.013	1.835
10:00 - 11:00	50	88	0.006	0.871	50	88	0.007	0.964	50	88	0.013	1.835
11:00 - 12:00	50	88	0.005	0.746	50	88	0.007	0.964	50	88	0.012	1.710
12:00 - 13:00	50	88	0.006	0.778	50	88	0.007	0.902	50	88	0.013	1.680
13:00 - 14:00	50	88	0.004	0.529	50	88	0.006	0.778	50	88	0.010	1.307
14:00 - 15:00	50	88	0.007	0.933	50	88	0.006	0.809	50	88	0.013	1.742
15:00 - 16:00	50	88	0.024	3.235	50	88	0.007	1.026	50	88	0.031	4.261
16:00 - 17:00	50	88	0.017	2.364	50	88	0.004	0.529	50	88	0.021	2.893
17:00 - 18:00	50	88	0.016	2.146	50	88	0.003	0.467	50	88	0.019	2.613
18:00 - 19:00	50	88	0.011	1.462	50	88	0.002	0.218	50	88	0.013	1.680
19:00 - 20:00	1	32	0.000	0.000	1	32	0.000	0.000	1	32	0.000	0.000
20:00 - 21:00	1	32	0.000	0.000	1	32	0.000	0.000	1	32	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:		0.102		13.997				0.109	15.023		0.211	29.020

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 137 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	50	88	0.001	0.187	50	88	0.014	1.928	50	88	0.015	2.115
08:00 - 09:00	50	88	0.000	0.031	50	88	0.014	1.959	50	88	0.014	1.990
09:00 - 10:00	50	88	0.000	0.031	50	88	0.003	0.404	50	88	0.003	0.435
10:00 - 11:00	50	88	0.000	0.000	50	88	0.002	0.280	50	88	0.002	0.280
11:00 - 12:00	50	88	0.000	0.031	50	88	0.001	0.124	50	88	0.001	0.155
12:00 - 13:00	50	88	0.001	0.124	50	88	0.002	0.280	50	88	0.003	0.404
13:00 - 14:00	50	88	0.001	0.187	50	88	0.001	0.093	50	88	0.002	0.280
14:00 - 15:00	50	88	0.002	0.249	50	88	0.001	0.093	50	88	0.003	0.342
15:00 - 16:00	50	88	0.003	0.435	50	88	0.000	0.031	50	88	0.003	0.466
16:00 - 17:00	50	88	0.006	0.809	50	88	0.000	0.000	50	88	0.006	0.809
17:00 - 18:00	50	88	0.010	1.431	50	88	0.001	0.124	50	88	0.011	1.555
18:00 - 19:00	50	88	0.012	1.679	50	88	0.000	0.062	50	88	0.012	1.741
19:00 - 20:00	1	32	0.000	0.000	1	32	0.000	0.000	1	32	0.000	0.000
20:00 - 21:00	1	32	0.000	0.000	1	32	0.000	0.000	1	32	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:		0.036		5.194			0.039		5.378		0.075	10.572

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

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 137 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	50	88	0.000	0.000	50	88	0.001	0.093	50	88	0.001	0.093
08:00 - 09:00	50	88	0.000	0.000	50	88	0.001	0.093	50	88	0.001	0.093
09:00 - 10:00	50	88	0.000	0.000	50	88	0.000	0.000	50	88	0.000	0.000
10:00 - 11:00	50	88	0.000	0.000	50	88	0.000	0.000	50	88	0.000	0.000
11:00 - 12:00	50	88	0.000	0.000	50	88	0.000	0.000	50	88	0.000	0.000
12:00 - 13:00	50	88	0.000	0.000	50	88	0.000	0.000	50	88	0.000	0.000
13:00 - 14:00	50	88	0.000	0.000	50	88	0.000	0.000	50	88	0.000	0.000
14:00 - 15:00	50	88	0.000	0.000	50	88	0.000	0.000	50	88	0.000	0.000
15:00 - 16:00	50	88	0.001	0.156	50	88	0.000	0.031	50	88	0.001	0.187
16:00 - 17:00	50	88	0.000	0.031	50	88	0.000	0.000	50	88	0.000	0.031
17:00 - 18:00	50	88	0.000	0.000	50	88	0.000	0.000	50	88	0.000	0.000
18:00 - 19:00	50	88	0.000	0.000	50	88	0.000	0.000	50	88	0.000	0.000
19:00 - 20:00	1	32	0.000	0.000	1	32	0.000	0.000	1	32	0.000	0.000
20:00 - 21:00	1	32	0.000	0.000	1	32	0.000	0.000	1	32	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.001	0.187			0.002	0.217			0.003	0.404

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 137 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	50	88	0.002	0.342	50	88	0.033	4.541	50	88	0.035	4.883
08:00 - 09:00	50	88	0.003	0.373	50	88	0.047	6.500	50	88	0.050	6.873
09:00 - 10:00	50	88	0.003	0.467	50	88	0.013	1.804	50	88	0.016	2.271
10:00 - 11:00	50	88	0.006	0.871	50	88	0.009	1.244	50	88	0.015	2.115
11:00 - 12:00	50	88	0.006	0.778	50	88	0.008	1.089	50	88	0.014	1.867
12:00 - 13:00	50	88	0.007	0.902	50	88	0.009	1.182	50	88	0.016	2.084
13:00 - 14:00	50	88	0.005	0.715	50	88	0.006	0.871	50	88	0.011	1.586
14:00 - 15:00	50	88	0.009	1.182	50	88	0.007	0.902	50	88	0.016	2.084
15:00 - 16:00	50	88	0.028	3.825	50	88	0.008	1.089	50	88	0.036	4.914
16:00 - 17:00	50	88	0.023	3.203	50	88	0.004	0.529	50	88	0.027	3.732
17:00 - 18:00	50	88	0.026	3.577	50	88	0.004	0.591	50	88	0.030	4.168
18:00 - 19:00	50	88	0.023	3.141	50	88	0.002	0.280	50	88	0.025	3.421
19:00 - 20:00	1	32	0.000	0.000	1	32	0.000	0.000	1	32	0.000	0.000
20:00 - 21:00	1	32	0.000	0.000	1	32	0.000	0.000	1	32	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:		0.141	19.376			0.150	20.622			0.291	39.998	

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 137 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.74

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	50	88	0.116	15.830	50	88	0.503	68.920	50	88	0.619	84.750
08:00 - 09:00	50	88	0.207	28.426	50	88	0.781	107.019	50	88	0.988	135.445
09:00 - 10:00	50	88	0.218	29.888	50	88	0.309	42.266	50	88	0.527	72.154
10:00 - 11:00	50	88	0.220	30.075	50	88	0.295	40.400	50	88	0.515	70.475
11:00 - 12:00	50	88	0.233	31.972	50	88	0.266	36.481	50	88	0.499	68.453
12:00 - 13:00	50	88	0.254	34.740	50	88	0.267	36.637	50	88	0.521	71.377
13:00 - 14:00	50	88	0.281	38.441	50	88	0.247	33.807	50	88	0.528	72.248
14:00 - 15:00	50	88	0.283	38.783	50	88	0.312	42.764	50	88	0.595	81.547
15:00 - 16:00	50	88	0.575	78.779	50	88	0.317	43.479	50	88	0.892	122.258
16:00 - 17:00	50	88	0.528	72.310	50	88	0.287	39.374	50	88	0.815	111.684
17:00 - 18:00	50	88	0.569	77.908	50	88	0.259	35.517	50	88	0.828	113.425
18:00 - 19:00	50	88	0.449	61.487	50	88	0.237	32.438	50	88	0.686	93.925
19:00 - 20:00	1	32	0.313	42.813	1	32	0.188	25.688	1	32	0.500	68.500
20:00 - 21:00	1	32	0.313	42.813	1	32	0.250	34.250	1	32	0.562	77.062
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:		4.557		624.263		4.518		619.040		9.075		1243.303

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

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 137 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS				
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	50	88	0.059	8.148	50	88	0.261	35.797	50	88	0.320	43.945	
08:00 - 09:00	50	88	0.105	14.338	50	88	0.330	45.252	50	88	0.435	59.590	
09:00 - 10:00	50	88	0.109	14.897	50	88	0.154	21.055	50	88	0.263	35.952	
10:00 - 11:00	50	88	0.109	14.897	50	88	0.139	19.003	50	88	0.248	33.900	
11:00 - 12:00	50	88	0.121	16.639	50	88	0.131	18.007	50	88	0.252	34.646	
12:00 - 13:00	50	88	0.128	17.510	50	88	0.136	18.598	50	88	0.264	36.108	
13:00 - 14:00	50	88	0.142	19.438	50	88	0.129	17.696	50	88	0.271	37.134	
14:00 - 15:00	50	88	0.147	20.185	50	88	0.167	22.828	50	88	0.314	43.013	
15:00 - 16:00	50	88	0.229	31.412	50	88	0.143	19.625	50	88	0.372	51.037	
16:00 - 17:00	50	88	0.243	33.340	50	88	0.140	19.189	50	88	0.383	52.529	
17:00 - 18:00	50	88	0.291	39.872	50	88	0.136	18.692	50	88	0.427	58.564	
18:00 - 19:00	50	88	0.242	33.123	50	88	0.128	17.510	50	88	0.370	50.633	
19:00 - 20:00	1	32	0.156	21.406	1	32	0.094	12.844	1	32	0.250	34.250	
20:00 - 21:00	1	32	0.219	29.969	1	32	0.188	25.688	1	32	0.407	55.657	
21:00 - 22:00													
22:00 - 23:00													
23:00 - 24:00													
Total Rates:		2.300		315.174				2.276		311.784		4.576	626.958

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

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 137 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	50	88	0.014	1.866	50	88	0.031	4.261	50	88	0.045	6.127
08:00 - 09:00	50	88	0.017	2.333	50	88	0.024	3.235	50	88	0.041	5.568
09:00 - 10:00	50	88	0.020	2.799	50	88	0.017	2.364	50	88	0.037	5.163
10:00 - 11:00	50	88	0.024	3.235	50	88	0.023	3.141	50	88	0.047	6.376
11:00 - 12:00	50	88	0.018	2.426	50	88	0.023	3.203	50	88	0.041	5.629
12:00 - 13:00	50	88	0.026	3.514	50	88	0.024	3.297	50	88	0.050	6.811
13:00 - 14:00	50	88	0.025	3.452	50	88	0.025	3.359	50	88	0.050	6.811
14:00 - 15:00	50	88	0.019	2.550	50	88	0.022	3.017	50	88	0.041	5.567
15:00 - 16:00	50	88	0.022	3.079	50	88	0.023	3.110	50	88	0.045	6.189
16:00 - 17:00	50	88	0.021	2.923	50	88	0.018	2.488	50	88	0.039	5.411
17:00 - 18:00	50	88	0.035	4.852	50	88	0.015	2.053	50	88	0.050	6.905
18:00 - 19:00	50	88	0.016	2.208	50	88	0.008	1.120	50	88	0.024	3.328
19:00 - 20:00	1	32	0.000	0.000	1	32	0.000	0.000	1	32	0.000	0.000
20:00 - 21:00	1	32	0.000	0.000	1	32	0.000	0.000	1	32	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:		0.257		35.237		0.253		34.648		0.510		69.885

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

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 137 DWELLS shown in shaded columns

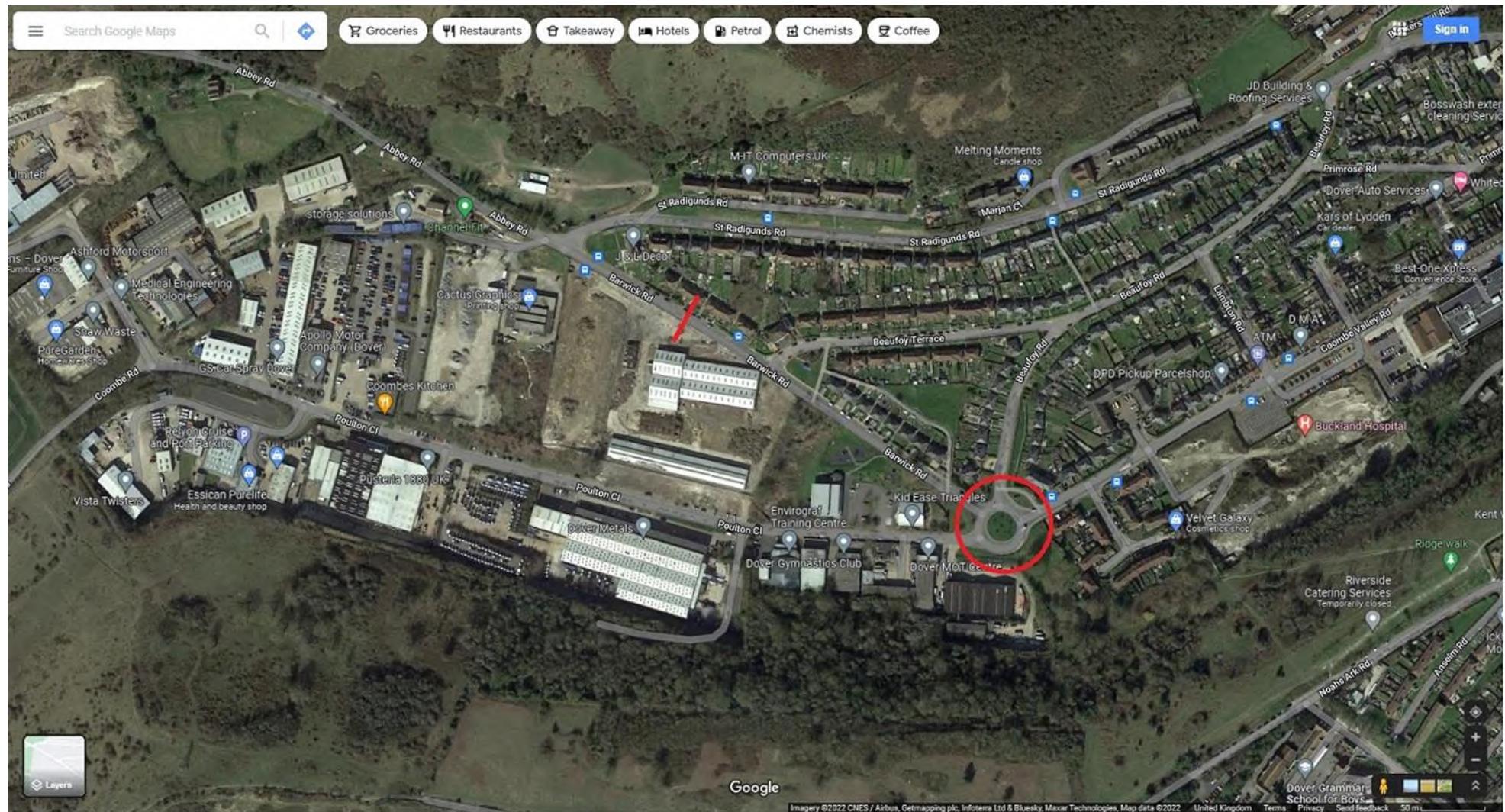
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	50	88	0.000	0.031	50	88	0.002	0.249	50	88	0.002	0.280
08:00 - 09:00	50	88	0.000	0.062	50	88	0.004	0.529	50	88	0.004	0.591
09:00 - 10:00	50	88	0.000	0.062	50	88	0.000	0.000	50	88	0.000	0.062
10:00 - 11:00	50	88	0.001	0.124	50	88	0.001	0.156	50	88	0.002	0.280
11:00 - 12:00	50	88	0.001	0.187	50	88	0.001	0.124	50	88	0.002	0.311
12:00 - 13:00	50	88	0.001	0.093	50	88	0.001	0.187	50	88	0.002	0.280
13:00 - 14:00	50	88	0.001	0.124	50	88	0.001	0.124	50	88	0.002	0.248
14:00 - 15:00	50	88	0.001	0.187	50	88	0.002	0.249	50	88	0.003	0.436
15:00 - 16:00	50	88	0.002	0.311	50	88	0.002	0.280	50	88	0.004	0.591
16:00 - 17:00	50	88	0.002	0.311	50	88	0.001	0.187	50	88	0.003	0.498
17:00 - 18:00	50	88	0.004	0.529	50	88	0.002	0.218	50	88	0.006	0.747
18:00 - 19:00	50	88	0.001	0.156	50	88	0.000	0.062	50	88	0.001	0.218
19:00 - 20:00	1	32	0.031	4.281	1	32	0.031	4.281	1	32	0.062	8.562
20:00 - 21:00	1	32	0.000	0.000	1	32	0.000	0.000	1	32	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:		0.045	6.458			0.048	6.646			0.093	13.104	

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.

APPENDIX B



OnPoint Traffic Surveys Ltd Classification Report

Globals

Report Id	CustomList-393
Descriptor	OnPoint Traffic Surveys Ltd Classification Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2022-07-21T15:19:17
Legal Graphic	Copyright (c)1997 - 2019 MetroCount
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.8.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	CREDOV01
Site Attribute	DOVER
File Name	C:\Users\dcumb\OneDrive\Desktop\CREDOV01 0 2022-07-21 1602.EC0
File Type	Plus
Algorithm	Factory default axle
Description	BARWICK RD - NORTH OF BEAUFOY TERRACE
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2022-07-13T16:05:11
Start Time	2022-07-13T16:05:11
Finish Time	2022-07-21T16:02:24
Operator	RC
Configuration	80 00 0f a8 a8 00 00 00 00 00

Profile

Name	OnPoint Surveys Ltd Classification Report
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2022-07-14T00:00:00
Filter End	2022-07-21T00:00:00
Class Scheme	ARX
	F Cls(1-10) Dir(N) Sp(0,100) Headway(J0) Span(0 - 100) Lane(0-16)
Low Speed	0
High Speed	100
Posted Limit	37
Speed Limits	37 37 37 37 37 37 37 37 37 37
Separation	0.000
Separation Type	Headway
Direction	North
Encoded Direction	1

OnPoint Traffic Surveys Ltd Classification Report

Column

Time [-]	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Mean	Average speed
Vpp 85	Percentile speed
SD	Standard Deviation

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-393

Site Name - CREDOV01

Description - BARWICK RD - NORTH OF BEAUFOY TERRACE

Direction - North

14 July 2022

Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	26.8 -	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	28.3 -	-	-
0500	1	0	1	0	0	0	0	0	0	0	0	37.7 -	-	-
0600	8	0	8	0	0	0	0	0	0	0	0	29.1 -	4.4	
0700	21	0	13	0	6	0	0	0	0	1	1	25.6	31.5	5.6
0800	29	0	17	1	10	0	0	0	0	0	1	27.4	32	5.8
0900	19	0	11	0	7	0	0	0	0	0	1	26.3	32.1	6.7
1000	25	0	19	0	6	0	0	0	0	0	0	26	32.8	5
1100	26	1	19	0	5	0	0	0	0	1	0	28	33	4.8
1200	31	1	21	1	8	0	0	0	0	0	0	28.2	34.2	5.7
1300	21	0	14	0	6	1	0	0	0	0	0	27.4	34.1	6.1
1400	41	2	33	0	5	0	0	0	0	1	0	28.2	35.5	5.8
1500	35	0	26	1	8	0	0	0	0	0	0	28.4	33	4.6
1600	40	1	36	0	3	0	0	0	0	0	0	28	36	6.8
1700	39	0	35	0	4	0	0	0	0	0	0	27.6	32	4.5
1800	18	0	15	0	2	0	1	0	0	0	0	25.2	30.7	5.3
1900	17	0	13	0	3	0	0	0	0	0	1	27.2	35.9	6.8
2000	15	0	13	0	2	0	0	0	0	0	0	27.3	33.3	4.9
2100	8	0	7	0	1	0	0	0	0	0	0	26.3 -	6.6	
2200	7	0	6	0	1	0	0	0	0	0	0	28.4 -	9.4	
2300	3	0	2	0	0	0	0	0	0	1	0	24 -	2.4	
00-07	11	0	11	0	0	0	0	0	0	0	0	29.6	37.3	4.6
07-19	345	5	259	3	70	1	1	0	0	3	3	27.4	32.9	5.6
19-00	50	0	41	0	7	0	0	0	0	1	1	27.1	34.7	6.3
00-00	406	5	311	3	77	1	1	0	0	4	4	27.4	33	5.7

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-393

Site Name - CREDOV01

Description - BARWICK RD - NORTH OF BEAUFOY TERRACE

Direction - North

15 July 2022

Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	1	0	1	0	0	0	0	0	0	0	0	25.6	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	0	2	0	0	0	0	0	0	0	0	0	27	-
0500	2	0	2	0	0	0	0	0	0	0	0	0	35.6	-
0600	8	0	8	0	0	0	0	0	0	0	0	0	34.3	-
0700	24	0	17	1	6	0	0	0	0	0	0	0	28.9	34.3
0800	21	0	16	1	3	1	0	0	0	0	0	0	27.6	32.7
0900	18	0	12	0	5	1	0	0	0	0	0	0	25.8	28.9
1000	26	1	16	0	6	0	0	0	0	0	2	1	25.7	33
1100	26	0	18	0	7	0	0	0	0	1	0	0	27.5	35
1200	24	0	18	0	5	1	0	0	0	0	0	0	25.6	32
1300	35	0	27	0	5	0	1	0	0	2	0	0	27.2	30.8
1400	37	1	30	0	5	0	0	0	0	1	0	0	28.5	33.4
1500	33	0	25	1	7	0	0	0	0	0	0	0	29.2	35.8
1600	42	0	34	0	8	0	0	0	0	0	0	0	28.9	35.1
1700	40	0	36	0	4	0	0	0	0	0	0	0	29.4	35.2
1800	16	1	11	0	4	0	0	0	0	0	0	0	26.3	30.5
1900	17	0	14	0	2	0	0	0	0	1	0	0	28	31.4
2000	14	0	12	0	1	0	0	0	0	1	0	0	29	39.7
2100	9	1	8	0	0	0	0	0	0	0	0	0	26.6	-
2200	8	0	6	0	1	0	0	0	0	1	0	0	26.9	-
2300	3	0	2	0	1	0	0	0	0	0	0	0	26.1	-
00-07	13	0	13	0	0	0	0	0	0	0	0	32.7	40	6.5
07-19	342	3	260	3	65	3	1	0	0	6	1	27.8	33.7	6
19-00	51	1	42	0	5	0	0	0	0	3	0	27.8	31.2	5.2
00-00	406	4	315	3	70	3	1	0	0	9	1	28	33.4	6

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-393

Site Name - CREDOV01

Description - BARWICK RD - NORTH OF BEAUFOY TERRACE

Direction - North

16 July 2022

Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
0100	1	0	1	0	0	0	0	0	0	0	0	31.5 -	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	30.1 -	-	-
0500	2	0	2	0	0	0	0	0	0	0	0	23.8 -	3.5	
0600	8	0	7	0	1	0	0	0	0	0	0	28.9 -	5.7	
0700	14	0	10	0	4	0	0	0	0	0	0	29.7	35.7	5.7
0800	16	0	12	1	3	0	0	0	0	0	0	29.7	35	5.4
0900	19	1	12	0	6	0	0	0	0	0	0	28.7	34.7	7.9
1000	28	0	25	0	3	0	0	0	0	0	0	27.1	31.3	4.3
1100	24	0	19	0	5	0	0	0	0	0	0	28.2	34.5	6
1200	33	1	28	0	4	0	0	0	0	0	0	29	34.9	6.7
1300	19	2	15	0	2	0	0	0	0	0	0	28.6	37.1	8.7
1400	18	0	17	1	0	0	0	0	0	0	0	27.6	32.4	3.8
1500	14	0	13	0	1	0	0	0	0	0	0	28	37.4	6.5
1600	19	0	15	0	3	0	0	0	0	1	0	28	32.4	4.3
1700	20	0	16	0	3	0	0	0	0	0	1	27.7	36.8	6.6
1800	10	0	8	0	2	0	0	0	0	0	0	25.3 -	5.1	
1900	8	0	8	0	0	0	0	0	0	0	0	29.6 -	5.6	
2000	9	1	6	0	2	0	0	0	0	0	0	26.1 -	6.5	
2100	7	0	4	0	0	0	0	0	0	1	2	22.1 -	5	
2200	6	0	5	0	1	0	0	0	0	0	0	27 -	14.6	
2300	1	0	1	0	0	0	0	0	0	0	0	28.3 -	-	
00-07	12	0	11	0	1	0	0	0	0	0	0	28.4	33.5	5.2
07-19	234	4	190	2	36	0	0	0	0	1	1	28.2	33.9	6
19-00	31	1	24	0	3	0	0	0	0	1	2	26.3	33.1	8.2
00-00	277	5	225	2	40	0	0	0	0	2	3	28	33.6	6.3

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-393

Site Name - CREDOV01

Description - BARWICK RD - NORTH OF BEAUFOY TERRACE

Direction - North

17 July 2022

Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
0100	3	0	3	0	0	0	0	0	0	0	0	28.7 -	-	3.9
0200	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
0300	2	0	1	0	1	0	0	0	0	0	0	31.9 -	-	0.6
0400	1	0	1	0	0	0	0	0	0	0	0	32.1 -	-	-
0500	2	0	2	0	0	0	0	0	0	0	0	24.1 -	-	13.7
0600	2	0	2	0	0	0	0	0	0	0	0	27.1 -	-	4.9
0700	5	0	5	0	0	0	0	0	0	0	0	30.7 -	-	4.3
0800	5	0	4	0	1	0	0	0	0	0	0	25.7 -	-	11.3
0900	7	0	6	0	1	0	0	0	0	0	0	28.3 -	-	6.4
1000	10	0	9	0	1	0	0	0	0	0	0	27.7 -	-	6.8
1100	15	0	13	0	2	0	0	0	0	0	0	27.2	32.1	5.7
1200	9	0	8	0	1	0	0	0	0	0	0	25.3 -	-	5.5
1300	16	1	14	0	1	0	0	0	0	0	0	28.5	35.4	6.5
1400	17	1	14	0	2	0	0	0	0	0	0	28.9	35.4	5.3
1500	15	0	14	0	1	0	0	0	0	0	0	29.2	39.2	6.6
1600	16	0	14	0	2	0	0	0	0	0	0	30.1	36.9	8.6
1700	14	0	13	0	1	0	0	0	0	0	0	30.7	39.6	6.4
1800	14	0	12	0	2	0	0	0	0	0	0	26.3	35.2	7.2
1900	8	0	7	0	1	0	0	0	0	0	0	29 -	-	9.2
2000	12	0	8	0	3	0	0	0	0	0	1	26.3	29.4	3.5
2100	6	0	5	0	1	0	0	0	0	0	0	26.6 -	-	4.9
2200	2	0	1	0	1	0	0	0	0	0	0	16.5 -	-	7.5
2300	3	0	2	0	1	0	0	0	0	0	0	19.1 -	-	11.3
00-07	10	0	9	0	1	0	0	0	0	0	0	28.4 -	-	6
07-19	143	2	126	0	15	0	0	0	0	0	0	28.4	35.3	6.7
19-00	31	0	23	0	7	0	0	0	0	0	1	25.7	30.7	7.2
00-00	184	2	158	0	23	0	0	0	0	0	1	27.9	33.9	6.8

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-393

Site Name - CREDOV01

Description - BARWICK RD - NORTH OF BEAUFOY TERRACE

Direction - North

18 July 2022

Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	2	0	2	0	0	0	0	0	0	0	0	23.9	-	4.8
0100	1	0	1	0	0	0	0	0	0	0	0	26.5	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	2	0	2	0	0	0	0	0	0	0	0	31.1	-	7.1
0400	2	0	2	0	0	0	0	0	0	0	0	32.2	-	2.1
0500	1	0	1	0	0	0	0	0	0	0	0	42	-	-
0600	7	0	7	0	0	0	0	0	0	0	0	30.1	-	2.1
0700	25	0	17	0	8	0	0	0	0	0	0	26.8	31.1	4.6
0800	25	0	17	0	7	0	0	0	0	0	1	25.4	30.9	6.8
0900	26	0	21	0	4	0	1	0	0	0	0	27.2	32.8	6.6
1000	22	2	15	0	5	0	0	0	0	0	0	26.3	34.3	6.7
1100	46	0	38	0	7	0	0	0	0	1	0	29.4	35.2	5.5
1200	24	1	15	0	6	0	0	0	0	1	1	25.8	32.4	6.6
1300	19	2	11	0	5	0	0	0	0	1	0	27.3	33.1	6.4
1400	36	0	29	0	7	0	0	0	0	0	0	28.4	33.3	5.3
1500	30	0	26	0	4	0	0	0	0	0	0	29.2	34.2	6.2
1600	37	1	32	0	4	0	0	0	0	0	0	28	36.3	8
1700	32	1	28	0	3	0	0	0	0	0	0	26.4	31.6	4.8
1800	20	0	17	0	3	0	0	0	0	0	0	23.7	29.8	6.1
1900	8	0	8	0	0	0	0	0	0	0	0	29.3	-	1.9
2000	15	3	10	0	1	0	0	0	0	0	1	25.8	30.3	4.8
2100	7	0	7	0	0	0	0	0	0	0	0	31.4	-	9.5
2200	4	0	2	0	1	0	0	0	0	0	1	22.2	-	3
2300	2	0	2	0	0	0	0	0	0	0	0	29.4	-	5
00-07	15	0	15	0	0	0	0	0	0	0	0	30.2	35.1	5
07-19	342	7	266	0	63	0	1	0	0	3	2	27.3	33.1	6.3
19-00	36	3	29	0	2	0	0	0	0	0	2	27.5	31	5.9
00-00	393	10	310	0	65	0	1	0	0	3	4	27.4	32.9	6.2

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-393

Site Name - CREDOV01

Description - BARWICK RD - NORTH OF BEAUFOY TERRACE

Direction - North

19 July 2022

Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	1	0	1	0	0	0	0	0	0	0	0	23.9	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	32	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	33.3	-	-
0500	2	0	1	0	1	0	0	0	0	0	0	26.9	-	11
0600	7	1	6	0	0	0	0	0	0	0	0	34.6	-	7.5
0700	18	0	11	0	6	0	0	0	1	0	0	24.8	31.5	6.6
0800	29	0	23	0	6	0	0	0	0	0	0	28.7	32.8	4.4
0900	21	1	10	0	9	0	0	0	0	1	0	25.4	33.9	7.6
1000	16	0	12	0	4	0	0	0	0	0	0	28.5	37	7.5
1100	29	3	20	0	6	0	0	0	0	0	0	26.5	34.1	6.1
1200	26	0	16	0	8	0	0	0	0	2	0	26.9	33.6	8.9
1300	34	0	26	0	8	0	0	0	0	0	0	26.4	32.8	6.1
1400	29	0	26	0	3	0	0	0	0	0	0	29.5	38.7	7.7
1500	31	0	26	0	4	0	0	0	0	1	0	27.1	32.2	5.9
1600	30	0	23	0	7	0	0	0	0	0	0	25.8	31.1	5.5
1700	38	0	33	0	4	0	0	0	0	0	1	28.6	34	4.6
1800	17	0	14	0	3	0	0	0	0	0	0	26.5	33.8	8.3
1900	6	0	5	0	1	0	0	0	0	0	0	32.3	-	12.3
2000	17	1	15	0	1	0	0	0	0	0	0	29.6	38.7	6
2100	8	2	6	0	0	0	0	0	0	0	0	23.3	-	7.9
2200	7	1	5	0	1	0	0	0	0	0	0	25.8	-	10.3
2300	3	0	3	0	0	0	0	0	0	0	0	33.3	-	6.3
00-07	12	1	10	0	1	0	0	0	0	0	0	32.1	37.7	7.6
07-19	318	4	240	0	68	0	0	0	1	4	1	27.2	33.7	6.5
19-00	41	4	34	0	3	0	0	0	0	0	0	28.4	39.1	8.6
00-00	371	9	284	0	72	0	0	0	1	4	1	27.5	33.7	6.9

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-393

Site Name - CREDOV01

Description - BARWICK RD - NORTH OF BEAUFOY TERRACE

Direction - North

20 July 2022

Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD	
0000	2	0	2	0	0	0	0	0	0	0	0	32.1	-	7.3	
0100	2	0	2	0	0	0	0	0	0	0	0	18.7	-	3.8	
0200	1	0	1	0	0	0	0	0	0	0	0	23.4	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	1	0	1	0	0	0	0	0	0	0	0	36.3	-	-	
0600	7	0	7	0	0	0	0	0	0	0	0	26.1	-	6.9	
0700	24	0	17	0	7	0	0	0	0	0	0	0	24	29.2	6.1
0800	19	0	15	0	4	0	0	0	0	0	0	0	26.7	31.5	3.7
0900	31	0	22	0	9	0	0	0	0	0	0	0	29.1	34.6	5.5
1000	24	0	16	0	6	0	0	0	0	0	1	1	25.5	32.4	6.3
1100	26	0	20	0	5	0	0	0	1	0	0	0	29.2	35.5	5.7
1200	25	1	16	0	7	0	0	0	0	1	0	0	28.5	35.2	6.7
1300	20	0	14	0	6	0	0	0	0	0	0	0	27.6	33.4	4.9
1400	34	1	25	0	8	0	0	0	0	0	0	0	28	34.4	6.3
1500	33	1	24	0	7	0	1	0	0	0	0	0	27.2	33.5	5.6
1600	48	1	41	0	6	0	0	0	0	0	0	0	28	33.9	5
1700	34	0	30	0	4	0	0	0	0	0	0	0	26.8	31.8	6
1800	20	0	15	0	5	0	0	0	0	0	0	0	27.1	36.4	7.1
1900	16	1	15	0	0	0	0	0	0	0	0	0	28.8	32.8	3.6
2000	12	0	11	0	1	0	0	0	0	0	0	0	27	30.7	4.2
2100	9	0	8	0	0	0	0	0	0	1	0	0	28.8	-	4.2
2200	5	0	4	0	1	0	0	0	0	0	0	0	25.7	-	1.7
2300	2	0	2	0	0	0	0	0	0	0	0	0	26	-	2.9
00-07	13	0	13	0	0	0	0	0	0	0	0	26.4	36.6	7.3	
07-19	338	4	255	0	74	0	1	0	1	2	1	27.4	33.7	5.9	
19-00	44	1	40	0	2	0	0	0	0	1	0	27.8	32.6	3.8	
00-00	395	5	308	0	76	0	1	0	1	3	1	27.4	33.6	5.7	

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-393

Site Name - CREDOV01

Description - BARWICK RD - NORTH OF BEAUFOY TERRACE

Direction - North

Virtual Day (7)

Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	1	0	1	0	0	0	0	0	0	0	0	26.9	-	-
0100	1	0	1	0	0	0	0	0	0	0	0	25.9	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	27.4	-	-
0300	1	0	0	0	0	0	0	0	0	0	0	31.5	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	30.3	-	3.9
0500	2	0	1	0	0	0	0	0	0	0	0	30.6	-	9
0600	7	0	6	0	0	0	0	0	0	0	0	30.4	-	6.2
0700	19	0	13	0	5	0	0	0	0	0	0	26.6	32.6	5.7
0800	21	0	15	0	5	0	0	0	0	0	0	27.5	32.2	5.6
0900	20	0	13	0	6	0	0	0	0	0	0	27.3	33.4	6.7
1000	22	0	16	0	4	0	0	0	0	0	0	26.5	32.8	5.9
1100	27	1	21	0	5	0	0	0	0	0	0	28.2	34.7	6
1200	25	1	17	0	6	0	0	0	0	1	0	27.3	33.6	6.9
1300	23	1	17	0	5	0	0	0	0	0	0	27.4	33.7	6
1400	30	1	25	0	4	0	0	0	0	0	0	28.4	34	5.9
1500	27	0	22	0	5	0	0	0	0	0	0	28.3	33.7	5.9
1600	33	0	28	0	5	0	0	0	0	0	0	28	34.2	6.4
1700	31	0	27	0	3	0	0	0	0	0	0	28	33.8	5.5
1800	16	0	13	0	3	0	0	0	0	0	0	25.8	32.8	6.2
1900	11	0	10	0	1	0	0	0	0	0	0	28.7	33.3	5.9
2000	13	1	11	0	2	0	0	0	0	0	0	27.5	31.5	5.7
2100	8	0	6	0	0	0	0	0	0	0	0	26.5	-	6.6
2200	6	0	4	0	1	0	0	0	0	0	0	25.8	-	8.4
2300	2	0	2	0	0	0	0	0	0	0	0	26.3	-	6.7
00-07	12	0	12	0	0	0	0	0	0	0	0	29.8	36.3	6.3
07-19	295	4	228	1	56	1	1	0	0	3	1	27.6	33.6	6.1
19-00	41	1	33	0	4	0	0	0	0	1	1	27.3	31.8	6.5
00-00	347	6	273	1	60	1	1	0	0	4	2	27.6	33.3	6.2

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-393

Site Name - CREDOV01

Description - BARWICK RD - NORTH OF BEAUFOY TERRACE

Direction - North

Virtual Week (1)

Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
Mon	393	10	310	0	65	0	1	0	0	3	4	27.4	32.9	6.2
Tue	371	9	284	0	72	0	0	0	1	4	1	27.5	33.7	6.9
Wed	395	5	308	0	76	0	1	0	1	3	1	27.4	33.6	5.7
Thu	406	5	311	3	77	1	1	0	0	4	4	27.4	33	5.7
Fri	406	4	315	3	70	3	1	0	0	9	1	28	33.4	6
Sat	277	5	225	2	40	0	0	0	0	2	3	28	33.6	6.3
Sun	184	2	158	0	23	0	0	0	0	0	1	27.9	33.9	6.8
--	2432	40	1911	8	423	4	4	0	2	25	15	27.6	33.3	6.2

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-393

Site Name - CREDOV01

Description - BARWICK RD - NORTH OF BEAUFOY TERRACE

Direction - North

Grand Total

Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
--	2432	40	1911	8	423	4	4	0	2	25	15	27.6	33.3	6.2

OnPoint Traffic Surveys Ltd Classification Report

Globals

Report Id	CustomList-393
Descriptor	OnPoint Traffic Surveys Ltd Classification Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2022-07-21T15:20:18
Legal Graphic	Copyright (c)1997 - 2019 MetroCount
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.8.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	CREDOV01
Site Attribute	DOVER
File Name	C:\Users\dcumb\OneDrive\Desktop\CREDOV01 0 2022-07-21 1602.EC0
File Type	Plus
Algorithm	Factory default axle
Description	BARWICK RD - NORTH OF BEAUFOY TERRACE
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2022-07-13T16:05:11
Start Time	2022-07-13T16:05:11
Finish Time	2022-07-21T16:02:24
Operator	RC
Configuration	80 00 0f a8 a8 00 00 00 00 00

Profile

Name	OnPoint Surveys Ltd Classification Report
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2022-07-14T00:00:00
Filter End	2022-07-21T00:00:00
Class Scheme	ARX
	F Cls(1-10) Dir(S) Sp(0,100) Headway(J0) Span(0 - 100) Lane(0-16)
Low Speed	0
High Speed	100
Posted Limit	37
Speed Limits	37 37 37 37 37 37 37 37 37 37
Separation	0.000
Separation Type	Headway
Direction	South
Encoded Direction	4

OnPoint Traffic Surveys Ltd Classification Report

Column

Time [-]	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Mean	Average speed
Vpp 85	Percentile speed
SD	Standard Deviation

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-393

Site Name - CREDOV01

Description - BARWICK RD - NORTH OF BEAUFOY TERRACE

Direction - South

14 July 2022

Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	1	0	1	0	0	0	0	0	0	0	0	34.3	-	-
0100	1	0	1	0	0	0	0	0	0	0	0	20.2	-	-
0200	3	0	2	0	1	0	0	0	0	0	0	23.9	-	11.5
0300	1	0	1	0	0	0	0	0	0	0	0	22.9	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	30.3	-	-
0500	7	0	6	0	1	0	0	0	0	0	0	26.4	-	4
0600	28	1	25	0	1	0	0	0	1	0	0	28.6	35.3	7.1
0700	81	2	63	0	12	0	0	0	0	1	3	27.3	32	5.5
0800	103	0	90	1	12	0	0	0	0	0	0	27.9	33	4.8
0900	48	0	38	0	8	0	0	0	2	0	0	26.2	30.7	6.3
1000	40	0	34	0	6	0	0	0	0	0	0	25.3	30.7	4.9
1100	35	1	25	1	6	0	0	0	0	2	0	26.5	32.5	5.2
1200	39	1	33	0	4	0	0	0	0	0	1	23.7	29.1	5.7
1300	41	2	27	0	10	1	0	0	0	0	1	26.8	33.4	6.8
1400	38	1	24	0	9	1	1	1	0	1	0	25.1	31.4	5.4
1500	62	3	47	1	11	0	0	0	0	0	0	26.4	30.1	4.6
1600	59	0	45	0	14	0	0	0	0	0	0	25.2	30.1	5
1700	49	1	40	0	7	0	1	0	0	0	0	27.5	32.7	5.5
1800	48	3	44	0	1	0	0	0	0	0	0	24.3	31.1	5.8
1900	28	0	24	0	4	0	0	0	0	0	0	24.3	30.9	5.7
2000	21	0	20	0	1	0	0	0	0	0	0	27.4	32.4	4.3
2100	11	0	11	0	0	0	0	0	0	0	0	28.3	36.9	7.8
2200	8	0	7	0	1	0	0	0	0	0	0	27.3	-	5.3
2300	8	0	8	0	0	0	0	0	0	0	0	27.7	-	5.4
00-07	42	1	37	0	3	0	0	0	1	0	0	27.7	33.8	6.8
07-19	643	14	510	3	100	2	2	1	2	4	5	26.3	31.7	5.5
19-00	76	0	70	0	6	0	0	0	0	0	0	26.4	32.1	5.8
00-00	761	15	617	3	109	2	2	1	3	4	5	26.4	31.8	5.6

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-393

Site Name - CREDOV01

Description - BARWICK RD - NORTH OF BEAUFOY TERRACE

Direction - South

15 July 2022

Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	2	0	2	0	0	0	0	0	0	0	0	23.8	-	7.5
0100	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	3	0	3	0	0	0	0	0	0	0	0	27.6	-	1.4
0300	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	18	-	-
0500	7	0	7	0	0	0	0	0	0	0	0	30.7	-	4
0600	23	0	21	0	2	0	0	0	0	0	0	28.6	33.9	5.1
0700	64	2	55	0	7	0	0	0	0	0	0	28.2	33.7	6.3
0800	86	0	78	1	7	0	0	0	0	0	0	27	31.6	5.3
0900	45	1	29	1	12	1	0	0	0	0	1	26	30.2	3.7
1000	48	1	37	1	9	0	0	0	0	0	0	25.8	31.9	5.9
1100	54	0	42	0	11	0	0	0	0	1	0	25.2	31.2	5.3
1200	52	2	39	2	9	0	0	0	0	0	0	26.6	32	6.2
1300	48	1	40	2	4	0	1	0	0	0	0	25.5	31.6	5.3
1400	56	0	46	0	9	0	1	0	0	0	0	26.5	30.6	6
1500	73	0	59	0	13	0	0	0	0	0	1	25.8	32.3	6.1
1600	61	1	49	0	11	0	0	0	0	0	0	26.7	31.2	5.9
1700	56	1	47	0	8	0	0	0	0	0	0	27.1	32.7	5.4
1800	40	1	36	0	3	0	0	0	0	0	0	25.5	30.2	6.3
1900	40	1	33	0	6	0	0	0	0	0	0	25.4	29.2	4.1
2000	31	0	30	0	1	0	0	0	0	0	0	28.8	34.8	6
2100	21	0	20	0	1	0	0	0	0	0	0	26	30.1	3.8
2200	8	1	5	0	2	0	0	0	0	0	0	25.9	-	3.8
2300	5	0	5	0	0	0	0	0	0	0	0	24	-	1.6
00-07	36	0	34	0	2	0	0	0	0	0	0	28.4	33.9	5.1
07-19	683	10	557	7	103	1	2	0	0	1	2	26.4	31.5	5.7
19-00	105	2	93	0	10	0	0	0	0	0	0	26.5	30.5	4.8
00-00	824	12	684	7	115	1	2	0	0	1	2	26.5	31.4	5.6

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-393

Site Name - CREDOV01

Description - BARWICK RD - NORTH OF BEAUFOY TERRACE

Direction - South

16 July 2022

Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	2	0	2	0	0	0	0	0	0	0	0	24.2	-	5.1
0100	1	0	1	0	0	0	0	0	0	0	0	29.5	-	-
0200	1	0	0	0	1	0	0	0	0	0	0	33.4	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	35.6	-	-
0500	1	0	1	0	0	0	0	0	0	0	0	35.4	-	-
0600	8	0	8	0	0	0	0	0	0	0	0	24.2	-	6.5
0700	26	0	20	0	4	0	0	0	0	1	1	27.2	30.7	4.3
0800	38	1	31	1	5	0	0	0	0	0	0	26.2	30	3.5
0900	59	3	49	0	5	0	0	0	0	1	1	26.5	32.4	6.5
1000	55	1	49	1	4	0	0	0	0	0	0	26.9	31.1	4.9
1100	44	0	38	0	6	0	0	0	0	0	0	27.1	32	5.2
1200	53	0	49	0	4	0	0	0	0	0	0	27.3	31.9	4.5
1300	41	2	37	0	2	0	0	0	0	0	0	25.1	29	4.6
1400	46	1	39	0	6	0	0	0	0	0	0	27.3	32.5	4.1
1500	32	2	26	0	4	0	0	0	0	0	0	24.7	29.5	4.9
1600	46	1	38	1	6	0	0	0	0	0	0	27.1	32.6	6.1
1700	34	1	28	0	5	0	0	0	0	0	0	26.6	30.2	5
1800	23	0	18	0	5	0	0	0	0	0	0	27.7	32.6	4.6
1900	28	1	25	1	1	0	0	0	0	0	0	26.9	31.4	7.6
2000	22	0	19	0	3	0	0	0	0	0	0	26.3	30.9	4.4
2100	17	0	15	0	1	1	0	0	0	0	0	26.7	37.3	11.3
2200	9	0	7	0	2	0	0	0	0	0	0	24.6	-	4.1
2300	3	0	3	0	0	0	0	0	0	0	0	24.9	-	1.2
00-07	14	0	13	0	1	0	0	0	0	0	0	26.9	35	6.8
07-19	497	12	422	3	56	0	0	0	0	2	2	26.7	31.4	5
19-00	79	1	69	1	7	1	0	0	0	0	0	26.4	31.2	7.3
00-00	590	13	504	4	64	1	0	0	0	2	2	26.6	31.4	5.4

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-393

Site Name - CREDOV01

Description - BARWICK RD - NORTH OF BEAUFOY TERRACE

Direction - South

17 July 2022

Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	4	0	4	0	0	0	0	0	0	0	0	27.4	-	2.3
0100	2	0	2	0	0	0	0	0	0	0	0	29	-	2.6
0200	1	0	0	0	1	0	0	0	0	0	0	26.9	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	3	0	3	0	0	0	0	0	0	0	0	27.5	-	5.7
0600	1	0	1	0	0	0	0	0	0	0	0	26.9	-	-
0700	10	0	8	0	1	0	0	0	0	0	1	27.8	-	4.9
0800	18	1	15	0	0	0	0	0	0	2	0	25.1	30.5	6.1
0900	18	0	16	0	2	0	0	0	0	0	0	26.8	30.9	4.2
1000	21	0	20	0	1	0	0	0	0	0	0	25.6	33.3	6.6
1100	38	0	33	0	4	0	0	0	0	1	0	26.4	32.5	5.1
1200	37	1	32	1	2	0	1	0	0	0	0	26.6	31.5	4.1
1300	27	1	25	0	1	0	0	0	0	0	0	26.2	32	5.2
1400	22	1	19	0	2	0	0	0	0	0	0	28.2	35.9	6.3
1500	18	1	15	0	2	0	0	0	0	0	0	25.7	31.4	5.1
1600	26	0	24	0	2	0	0	0	0	0	0	26	29.4	3.6
1700	24	1	22	0	1	0	0	0	0	0	0	24.8	30.4	5.8
1800	26	1	23	0	2	0	0	0	0	0	0	25.1	32.2	8.2
1900	25	0	24	0	1	0	0	0	0	0	0	27.8	33.3	5.4
2000	18	1	16	0	1	0	0	0	0	0	0	25.7	33.5	5.7
2100	12	0	11	0	1	0	0	0	0	0	0	26	29.9	5.5
2200	12	1	10	0	1	0	0	0	0	0	0	26.3	31	3.3
2300	8	1	6	0	1	0	0	0	0	0	0	20.8	-	8.3
00-07	11	0	10	0	1	0	0	0	0	0	0	27.6	30.9	3
07-19	285	7	252	1	20	0	1	0	0	3	1	26.1	31.4	5.5
19-00	75	3	67	0	5	0	0	0	0	0	0	26	32.1	5.8
00-00	371	10	329	1	26	0	1	0	0	3	1	26.2	31.3	5.5

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-393

Site Name - CREDOV01

Description - BARWICK RD - NORTH OF BEAUFOY TERRACE

Direction - South

18 July 2022

Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	5	0	5	0	0	0	0	0	0	0	0	21.9	-	8.7
0100	2	0	2	0	0	0	0	0	0	0	0	19.4	-	0.5
0200	2	0	2	0	0	0	0	0	0	0	0	23.5	-	0.2
0300	1	0	1	0	0	0	0	0	0	0	0	28.8	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	10	0	9	0	0	0	0	0	0	1	0	23	-	7.1
0600	25	0	18	0	4	0	0	0	0	3	0	27.2	31.7	4.9
0700	66	2	54	0	8	0	0	0	0	0	2	27.1	32.5	5.8
0800	89	1	78	0	8	1	0	0	0	1	0	26.4	31.3	5.8
0900	42	1	33	0	6	0	0	0	0	1	1	26.4	31.9	6.3
1000	34	2	25	0	5	0	2	0	0	0	0	26.4	31.6	5.3
1100	58	0	45	0	9	1	0	0	0	2	1	26.3	29.9	5.9
1200	61	1	49	0	10	1	0	0	0	0	0	27.3	31.5	5.4
1300	46	1	38	0	6	0	0	0	0	1	0	27.8	33.4	6.1
1400	35	0	29	0	4	1	0	0	0	1	0	25.7	31	4.7
1500	54	0	45	0	8	0	1	0	0	0	0	27.5	30.2	4.2
1600	58	5	45	0	8	0	0	0	0	0	0	26.9	33.2	6.9
1700	48	0	44	0	4	0	0	0	0	0	0	26.3	29.6	4.1
1800	44	1	39	0	4	0	0	0	0	0	0	26.9	34.8	7.1
1900	19	0	18	0	1	0	0	0	0	0	0	25.5	31.2	5.3
2000	28	0	26	0	2	0	0	0	0	0	0	27.1	33.8	5.3
2100	15	1	14	0	0	0	0	0	0	0	0	27.4	32.5	5.1
2200	8	0	7	0	1	0	0	0	0	0	0	21.5	-	5
2300	5	0	5	0	0	0	0	0	0	0	0	32.3	-	9.3
00-07	45	0	37	0	4	0	0	0	0	4	0	25.2	31.3	6.1
07-19	635	14	524	0	80	4	3	0	0	6	4	26.8	31.4	5.7
19-00	75	1	70	0	4	0	0	0	0	0	0	26.5	31.5	5.9
00-00	755	15	631	0	88	4	3	0	0	10	4	26.7	31.3	5.8

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-393

Site Name - CREDOV01

Description - BARWICK RD - NORTH OF BEAUFOY TERRACE

Direction - South

19 July 2022

Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	1	0	1	0	0	0	0	0	0	0	0	30.7	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	4	0	3	0	1	0	0	0	0	0	0	29.8	-	5
0300	1	0	1	0	0	0	0	0	0	0	0	33.6	-	-
0400	3	0	3	0	0	0	0	0	0	0	0	24	-	5.4
0500	8	0	8	0	0	0	0	0	0	0	0	30.4	-	2
0600	20	0	17	0	3	0	0	0	0	0	0	27.8	32	4.5
0700	65	6	47	0	10	0	0	0	0	2	0	26.9	33.2	5.9
0800	79	1	71	0	4	0	0	0	1	2	0	26.4	31.1	5.7
0900	44	1	33	0	9	0	0	0	0	1	0	25.2	30.2	4.4
1000	29	0	24	0	5	0	0	0	0	0	0	26.4	31.7	5.7
1100	49	1	36	0	9	1	0	0	0	2	0	24.7	29.1	5
1200	41	0	35	0	6	0	0	0	0	0	0	27.6	33.1	5.3
1300	59	1	46	0	11	0	0	0	0	0	1	27.9	32.7	5.5
1400	43	1	31	0	9	1	0	0	0	1	0	25.8	30.7	5.7
1500	67	0	59	0	8	0	0	0	0	0	0	26.5	31.2	4.7
1600	58	0	45	0	13	0	0	0	0	0	0	27.6	34.3	5.2
1700	52	1	43	0	8	0	0	0	0	0	0	26.9	30.6	3.9
1800	24	0	23	0	1	0	0	0	0	0	0	27	33.5	5
1900	17	0	15	0	2	0	0	0	0	0	0	27.6	36.2	9
2000	16	0	15	0	1	0	0	0	0	0	0	23.9	31.1	6.5
2100	23	2	21	0	0	0	0	0	0	0	0	24.8	29.9	6.1
2200	10	1	8	0	1	0	0	0	0	0	0	21.8	-	7.2
2300	5	0	5	0	0	0	0	0	0	0	0	26.9	-	3.2
00-07	37	0	33	0	4	0	0	0	0	0	0	28.5	33	4.3
07-19	610	12	493	0	93	2	0	0	1	8	1	26.6	31.7	5.3
19-00	71	3	64	0	4	0	0	0	0	0	0	25	30.9	7.1
00-00	718	15	590	0	101	2	0	0	1	8	1	26.6	31.7	5.5

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-393

Site Name - CREDOV01

Description - BARWICK RD - NORTH OF BEAUFOY TERRACE

Direction - South

20 July 2022

Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	1	0	1	0	0	0	0	0	0	0	0	29.6	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	1	0	1	0	0	0	0	0	0	0	0	29.5	-	-
0400	2	0	2	0	0	0	0	0	0	0	0	23.6	-	4.1
0500	7	0	6	0	1	0	0	0	0	0	0	32	-	5
0600	30	0	28	0	1	1	0	0	0	0	0	29.1	35.7	6
0700	66	2	56	0	7	0	0	0	0	1	0	25.7	30.8	5.2
0800	74	1	66	0	6	0	0	0	0	1	0	27.3	31.3	4.5
0900	46	0	31	0	13	0	0	0	1	1	0	26.9	33.1	5.1
1000	41	0	29	0	12	0	0	0	0	0	0	24.2	29.1	6.3
1100	36	0	28	0	6	0	1	0	0	1	0	26.4	33.2	8.5
1200	59	1	46	0	10	1	0	0	1	0	0	26.4	32.1	5.4
1300	48	3	36	0	9	0	0	0	0	0	0	26.6	31	4.4
1400	39	1	29	0	8	0	1	0	0	0	0	27.6	38	6.8
1500	56	1	45	0	10	0	0	0	0	0	0	26.2	31.8	5.5
1600	50	1	39	1	9	0	0	0	0	0	0	24.2	29.7	5.4
1700	40	0	36	0	4	0	0	0	0	0	0	27.2	30.5	4.5
1800	39	4	33	0	2	0	0	0	0	0	0	27.4	33	4.9
1900	39	1	36	0	2	0	0	0	0	0	0	25.9	31	5.2
2000	18	0	16	0	2	0	0	0	0	0	0	26.8	32.6	6.1
2100	19	0	19	0	0	0	0	0	0	0	0	26.2	29.5	3.7
2200	10	1	6	0	3	0	0	0	0	0	0	27.8	-	6.6
2300	4	0	4	0	0	0	0	0	0	0	0	27.7	-	2.8
00-07	41	0	38	0	2	1	0	0	0	0	0	29.3	34.4	5.7
07-19	594	14	474	1	96	1	2	0	2	4	0	26.3	31.4	5.6
19-00	90	2	81	0	7	0	0	0	0	0	0	26.4	30.9	5.1
00-00	725	16	593	1	105	2	2	0	2	4	0	26.5	31.4	5.6

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-393

Site Name - CREDOV01

Description - BARWICK RD - NORTH OF BEAUFOY TERRACE

Direction - South

Virtual Day (7)

Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	2	0	2	0	0	0	0	0	0	0	0	25.6	-	6.4
0100	1	0	1	0	0	0	0	0	0	0	0	24.4	-	-
0200	2	0	1	0	1	0	0	0	0	0	0	27.2	-	6
0300	1	0	1	0	0	0	0	0	0	0	0	28.7	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	25.4	-	6.2
0500	6	0	6	0	0	0	0	0	0	0	0	28.2	-	5.8
0600	19	0	17	0	2	0	0	0	0	0	0	28.1	33.1	5.7
0700	54	2	43	0	7	0	0	0	0	1	1	27.1	32.4	5.6
0800	70	1	61	0	6	0	0	0	0	1	0	26.9	31.5	5.2
0900	43	1	33	0	8	0	0	0	0	1	0	26.3	31	5.4
1000	38	1	31	0	6	0	0	0	0	0	0	25.8	31.2	5.6
1100	45	0	35	0	7	0	0	0	0	1	0	26	31.4	5.8
1200	49	1	40	0	6	0	0	0	0	0	0	26.6	31.7	5.4
1300	44	2	36	0	6	0	0	0	0	0	0	26.6	31.8	5.5
1400	40	1	31	0	7	0	0	0	0	0	0	26.5	31.4	5.6
1500	52	1	42	0	8	0	0	0	0	0	0	26.3	30.9	5.1
1600	51	1	41	0	9	0	0	0	0	0	0	26.3	31.1	5.7
1700	43	1	37	0	5	0	0	0	0	0	0	26.8	30.8	4.9
1800	35	1	31	0	3	0	0	0	0	0	0	26.2	32.2	6.2
1900	28	0	25	0	2	0	0	0	0	0	0	26.1	31.4	5.9
2000	22	0	20	0	2	0	0	0	0	0	0	26.8	32.6	5.6
2100	17	0	16	0	0	0	0	0	0	0	0	26.3	30.2	6.4
2200	9	1	7	0	2	0	0	0	0	0	0	25.1	-	5.5
2300	5	0	5	0	0	0	0	0	0	0	0	26	-	6.6
00-07	32	0	29	0	2	0	0	0	0	1	0	27.7	33.1	5.8
07-19	564	12	462	2	78	1	1	0	1	4	2	26.5	31.4	5.5
19-00	82	2	73	0	6	0	0	0	0	0	0	26.2	31.1	5.9
00-00	678	14	564	2	87	2	1	0	1	5	2	26.5	31.5	5.6

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-393

Site Name - CREDOV01

Description - BARWICK RD - NORTH OF BEAUFOY TERRACE

Direction - South

Virtual Week (1)

Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
Mon	755	15	631	0	88	4	3	0	0	10	4	26.7	31.3	5.8
Tue	718	15	590	0	101	2	0	0	1	8	1	26.6	31.7	5.5
Wed	725	16	593	1	105	2	2	0	2	4	0	26.5	31.4	5.6
Thu	761	15	617	3	109	2	2	1	3	4	5	26.4	31.8	5.6
Fri	824	12	684	7	115	1	2	0	0	1	2	26.5	31.4	5.6
Sat	590	13	504	4	64	1	0	0	0	2	2	26.6	31.4	5.4
Sun	371	10	329	1	26	0	1	0	0	3	1	26.2	31.3	5.5
--	4744	96	3948	16	608	12	10	1	6	32	15	26.5	31.5	5.6

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-393

Site Name - CREDOV01

Description - BARWICK RD - NORTH OF BEAUFOY TERRACE

Direction - South

Grand Total

Time [-]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
--	4744	96	3948	16	608	12	10	1	6	32	15	26.5	31.5	5.6

OnPoint Traffic Surveys Ltd Speed Report

Globals

Report Id	CustomList-394
Descriptor	OnPoint Traffic Surveys Ltd Speed Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2022-07-21T15:21:17
Legal Graphic	Copyright (c)1997 - 2019 MetroCount
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.8.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	CREDOV01
Site Attribute	DOVER
File Name	C:\Users\dcumb\OneDrive\Desktop\CREDOV01 0 2022-07-21 1602.EC0
File Type	Plus
Algorithm	Factory default axle
Description	BARWICK RD - NORTH OF BEAUFOY TERRACE
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2022-07-13T16:05:11
Start Time	2022-07-13T16:05:11
Finish Time	2022-07-21T16:02:24
Operator	RC
Configuration	80 00 0f a8 a8 00 00 00 00 00

Profile

Name	OnPoint Surveys Ltd Speed Report
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2022-07-14T00:00:00
Filter End	2022-07-21T00:00:00
Class Scheme	ARX
	F Cls(1-12) Dir(N) Sp(0,100) Headway(J0) Span(0 - 91.44) Lane(0-16)
Low Speed	0
High Speed	100
Posted Limit	37
Speed Limits	37 37 37 37 37 37 37 37 37 37
Separation	0.000
Separation Type	Headway
Direction	North
Encoded Direction	1

OnPoint Traffic Surveys Ltd Speed Report

Column

Time [-]	24-hour time (0000 - 2359)
Total	Number in time step
Vbin 0 5	Speed bin totals
Vbin 5 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 55	Speed bin totals
Vbin 55 60	Speed bin totals
Vbin 60 70	Speed bin totals
Vbin 70 80	Speed bin totals
Vbin 80 90	Speed bin totals
Vbin 90 100	Speed bin totals
Mean	Average speed
Vpp 85	Percentile speed
SD	Standard Deviation

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-394

Site Name - CREDOV01

Description - BARWICK RD - NORTH OF BEAUFOY TERRACE

Direction - North

14 July 2022

Time [–]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26.8 -	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	28.3 -	-	-
0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.7 -	-	-
0600	8	0	0	0	0	0	1	4	2	1	0	0	0	0	0	0	0	0	29.1 -	4.4	
0700	21	0	0	2	2	4	8	5	0	0	0	0	0	0	0	0	0	0	25.6	31.5	5.6
0800	29	0	0	0	1	9	10	7	1	0	1	0	0	0	0	0	0	0	27.4	32	5.8
0900	19	0	0	0	4	6	5	2	1	1	0	0	0	0	0	0	0	0	26.3	32.1	6.7
1000	25	0	0	0	2	8	10	5	0	0	0	0	0	0	0	0	0	0	26	32.8	5
1100	26	0	0	0	0	6	11	8	1	0	0	0	0	0	0	0	0	0	28	33	4.8
1200	31	0	0	0	2	5	15	6	2	0	1	0	0	0	0	0	0	0	28.2	34.2	5.7
1300	21	0	0	1	2	5	4	7	2	0	0	0	0	0	0	0	0	0	27.4	34.1	6.1
1400	41	0	0	0	0	15	12	7	6	0	1	0	0	0	0	0	0	0	28.2	35.5	5.8
1500	35	0	0	0	0	9	13	10	3	0	0	0	0	0	0	0	0	0	28.4	33	4.6
1600	40	0	1	0	1	11	13	7	6	1	0	0	0	0	0	0	0	0	28	36	6.8
1700	39	0	0	0	1	9	18	9	2	0	0	0	0	0	0	0	0	0	27.6	32	4.5
1800	18	0	0	1	1	6	7	2	1	0	0	0	0	0	0	0	0	0	25.2	30.7	5.3
1900	17	0	0	0	3	2	5	4	3	0	0	0	0	0	0	0	0	0	27.2	35.9	6.8
2000	15	0	0	0	1	4	6	3	1	0	0	0	0	0	0	0	0	0	27.3	33.3	4.9
2100	8	0	0	0	2	0	5	0	1	0	0	0	0	0	0	0	0	0	26.3 -	6.6	
2200	7	0	0	1	0	1	2	1	1	0	0	0	0	0	0	0	0	0	28.4 -	9.4	
2300	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	24 -	2.4	
00-07	11	0	0	0	1	6	2	2	0	0	29.6	37.3	4.6								
07-19	345	0	1	4	16	93	126	75	25	2	3	0	0	0	0	0	0	0	27.4	32.9	5.6
19-00	50	0	0	1	6	9	19	8	6	1	0	0	27.1	34.7	6.3						
00-00	406	0	1	5	22	103	151	85	33	3	3	0	0	0	0	0	0	0	27.4	33	5.7

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-394

Site Name - CREDOV01

Description - BARWICK RD - NORTH OF BEAUFOY TERRACE

Direction - North

15 July 2022

Time [-]	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	SD
0000	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	25.6	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	27	-	7.6
0500	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	35.6	-	4.9
0600	8	0	0	0	0	0	1	1	2	2	2	0	0	0	0	0	0	0	34.3	-	6.3
0700	24	0	0	0	0	1	3	11	7	2	0	0	0	0	0	0	0	0	28.9	34.3	4.5
0800	21	0	0	0	0	1	6	8	4	2	0	0	0	0	0	0	0	0	27.6	32.7	4.5
0900	18	0	0	0	1	1	4	11	0	0	0	1	0	0	0	0	0	0	25.8	28.9	6.7
1000	26	0	0	1	3	8	8	5	1	0	0	0	0	0	0	0	0	0	25.7	33	6.2
1100	26	0	0	2	2	5	7	7	1	2	0	0	0	0	0	0	0	0	27.5	35	8.1
1200	24	0	0	1	4	6	8	3	1	1	0	0	0	0	0	0	0	0	25.6	32	7.1
1300	35	0	0	0	2	11	13	6	3	0	0	0	0	0	0	0	0	0	27.2	30.8	4.6
1400	37	0	0	0	3	6	15	10	2	0	1	0	0	0	0	0	0	0	28.5	33.4	5.8
1500	33	0	0	0	0	0	10	13	5	2	2	0	1	0	0	0	0	0	29.2	35.8	6.6
1600	42	0	0	0	3	8	16	8	5	1	1	0	0	0	0	0	0	0	28.9	35.1	6.1
1700	40	0	0	0	2	6	17	8	5	1	1	0	0	0	0	0	0	0	29.4	35.2	5.9
1800	16	0	0	0	0	1	5	7	3	0	0	0	0	0	0	0	0	0	26.3	30.5	3.4
1900	17	0	0	0	0	3	11	3	0	0	0	0	0	0	0	0	0	0	28	31.4	2.7
2000	14	0	0	0	0	5	5	2	0	1	0	1	0	0	0	0	0	0	29	39.7	8.3
2100	9	0	0	0	0	1	3	2	3	0	0	0	0	0	0	0	0	0	26.6	-	5.1
2200	8	0	0	0	0	2	5	1	0	0	0	0	0	0	0	0	0	0	26.9	-	2.4
2300	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	26.1	-	2.4
00-07	13	0	0	0	0	2	2	4	3	2	0	0	0	0	0	0	0	0	32.7	40	6.5
07-19	342	0	0	5	23	78	134	66	24	7	4	1	0	0	0	0	0	0	27.8	33.7	6
19-00	51	0	0	0	1	14	25	9	0	1	0	1	0	0	0	0	0	0	27.8	31.2	5.2
00-00	406	0	0	5	24	94	161	79	27	10	4	2	0	0	0	0	0	0	28	33.4	6

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-394

Site Name - CREDOV01

Description - BARWICK RD - NORTH OF BEAUFOY TERRACE

Direction - North

16 July 2022

Time [-]	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
0100	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	31.5 -	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	30.1 -	-	-
0500	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	23.8 -	3.5	
0600	8	0	0	0	0	1	0	4	2	1	0	0	0	0	0	0	0	0	28.9 -	5.7	
0700	14	0	0	0	0	0	2	6	4	1	1	0	0	0	0	0	0	0	29.7	35.7	5.7
0800	16	0	0	0	0	1	0	9	4	1	1	0	0	0	0	0	0	0	29.7	35	5.4
0900	19	0	0	0	0	2	3	6	6	1	0	0	1	0	0	0	0	0	28.7	34.7	7.9
1000	28	0	0	0	0	2	7	12	7	0	0	0	0	0	0	0	0	0	27.1	31.3	4.3
1100	24	0	0	1	0	4	11	5	1	2	0	0	0	0	0	0	0	0	28.2	34.5	6
1200	33	0	0	0	0	0	10	13	5	3	1	0	1	0	0	0	0	0	29	34.9	6.7
1300	19	0	0	0	0	3	5	4	2	4	0	0	1	0	0	0	0	0	28.6	37.1	8.7
1400	18	0	0	0	0	0	6	6	6	0	0	0	0	0	0	0	0	0	27.6	32.4	3.8
1500	14	0	0	0	0	2	3	5	2	2	0	0	0	0	0	0	0	0	28	37.4	6.5
1600	19	0	0	0	0	1	4	6	7	1	0	0	0	0	0	0	0	0	28	32.4	4.3
1700	20	0	0	0	0	2	6	6	2	3	1	0	0	0	0	0	0	0	27.7	36.8	6.6
1800	10	0	0	0	0	2	4	3	1	0	0	0	0	0	0	0	0	0	25.3 -	5.1	
1900	8	0	0	0	0	0	2	2	3	1	0	0	0	0	0	0	0	0	29.6 -	5.6	
2000	9	0	0	1	0	1	4	3	0	0	0	0	0	0	0	0	0	0	26.1 -	6.5	
2100	7	0	0	0	1	1	3	2	0	0	0	0	0	0	0	0	0	0	22.1 -	5	
2200	6	0	0	0	2	0	1	0	2	0	0	0	1	0	0	0	0	0	27 -	14.6	
2300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	28.3 -	-	
00-07	12	0	0	0	1	1	5	4	1	0	28.4	33.5	5.2								
07-19	234	0	0	1	15	54	87	51	17	6	0	3	0	0	0	0	0	0	28.2	33.9	6
19-00	31	0	0	4	1	7	9	8	1	0	0	1	0	0	0	0	0	0	26.3	33.1	8.2
00-00	277	0	0	5	17	62	101	63	19	6	0	4	0	0	0	0	0	0	28	33.6	6.3

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-394

Site Name - CREDOV01

Description - BARWICK RD - NORTH OF BEAUFOY TERRACE

Direction - North

17 July 2022

Time [-]	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
0100	3	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	28.7 -	3.9	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	31.9 -	0.6	
0400	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	32.1 -	-	
0500	2	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	24.1 -	13.7	
0600	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	27.1 -	4.9	
0700	5	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	30.7 -	4.3	
0800	5	0	1	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	25.7 -	11.3	
0900	7	0	0	0	1	2	1	2	1	0	0	0	0	0	0	0	0	0	28.3 -	6.4	
1000	10	0	0	1	1	0	4	4	4	0	0	0	0	0	0	0	0	0	27.7 -	6.8	
1100	15	0	0	1	0	2	8	3	1	0	0	0	0	0	0	0	0	0	27.2	32.1 5.7	
1200	9	0	0	0	0	2	1	5	0	1	0	0	0	0	0	0	0	0	25.3 -	5.5	
1300	16	0	0	1	0	2	8	2	3	0	0	0	0	0	0	0	0	0	28.5	35.4 6.5	
1400	17	0	0	0	0	3	8	4	1	1	0	0	0	0	0	0	0	0	28.9	35.4 5.3	
1500	15	0	0	0	1	3	7	1	1	2	0	0	0	0	0	0	0	0	29.2	39.2 6.6	
1600	16	0	0	0	0	5	5	3	2	0	0	0	1	0	0	0	0	0	30.1	36.9 8.6	
1700	14	0	0	0	0	3	3	4	3	1	0	0	0	0	0	0	0	0	30.7	39.6 6.4	
1800	14	0	0	1	3	0	5	3	2	0	0	0	0	0	0	0	0	0	26.3	35.2 7.2	
1900	8	0	0	0	0	3	3	1	0	0	1	0	0	0	0	0	0	0	29 -	9.2	
2000	12	0	0	0	1	2	8	1	0	0	0	0	0	0	0	0	0	0	26.3	29.4 3.5	
2100	6	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	26.6 -	4.9	
2200	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16.5 -	7.5	
2300	3	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	19.1 -	11.3	
00-07	10	0	0	1	0	2	0	7	0	0	0	0	0	0	0	0	0	0	28.4 -	6	
07-19	143	0	1	4	8	22	58	28	17	4	0	0	1	0	0	0	0	0	28.4	35.3 6.7	
19-00	31	0	1	1	3	8	11	6	0	0	1	0	25.7	30.7 7.2							
00-00	184	0	2	6	11	32	69	41	17	4	1	0	1	0	0	0	0	0	27.9	33.9 6.8	

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-394

Site Name - CREDOV01

Description - BARWICK RD - NORTH OF BEAUFOY TERRACE

Direction - North

18 July 2022

Time [-]	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	SD
0000	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	23.9	-	4.8
0100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	26.5	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	2	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	31.1	-	7.1
0400	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	32.2	-	2.1
0500	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	42	-	-
0600	7	0	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	30.1	-	2.1
0700	25	0	0	0	0	2	5	11	7	0	0	0	0	0	0	0	0	0	26.8	31.1	4.6
0800	25	0	1	0	0	3	9	6	4	1	1	0	0	0	0	0	0	0	25.4	30.9	6.8
0900	26	1	0	0	1	6	7	11	0	0	0	0	0	0	0	0	0	0	27.2	32.8	6.6
1000	22	0	0	1	3	3	11	1	3	0	0	0	0	0	0	0	0	0	26.3	34.3	6.7
1100	46	0	0	1	1	6	16	15	5	2	0	0	0	0	0	0	0	0	29.4	35.2	5.5
1200	24	1	0	0	1	8	8	5	1	0	0	0	0	0	0	0	0	0	25.8	32.4	6.6
1300	19	0	0	1	2	2	10	2	1	1	0	0	0	0	0	0	0	0	27.3	33.1	6.4
1400	36	0	0	0	2	7	14	9	3	1	0	0	0	0	0	0	0	0	28.4	33.3	5.3
1500	30	0	0	1	0	7	8	11	1	1	1	0	0	0	0	0	0	0	29.2	34.2	6.2
1600	37	0	2	1	2	5	11	8	7	1	0	0	0	0	0	0	0	0	28	36.3	8
1700	32	0	0	1	0	12	11	6	2	0	0	0	0	0	0	0	0	0	26.4	31.6	4.8
1800	20	0	0	0	0	5	8	5	0	2	0	0	0	0	0	0	0	0	23.7	29.8	6.1
1900	8	0	0	0	0	0	4	4	4	0	0	0	0	0	0	0	0	0	29.3	-	1.9
2000	15	0	0	0	0	2	2	9	2	0	0	0	0	0	0	0	0	0	25.8	30.3	4.8
2100	7	0	0	0	0	0	1	4	1	0	0	0	1	0	0	0	0	0	31.4	-	9.5
2200	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	22.2	-	3
2300	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	29.4	-	5
00-07	15	0	0	0	0	1	7	5	1	1	0	30.2	35.1	5							
07-19	342	2	3	6	22	78	118	79	26	7	1	0	27.3	33.1	6.3						
19-00	36	0	0	0	3	5	19	8	0	0	0	1	0	0	0	0	0	0	27.5	31	5.9
00-00	393	2	3	6	25	84	144	92	27	8	1	1	0	0	0	0	0	0	27.4	32.9	6.2

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-394

Site Name - CREDOV01

Description - BARWICK RD - NORTH OF BEAUFOY TERRACE

Direction - North

19 July 2022

Time [-]	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	SD
0000	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	23.9	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	32	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	33.3	-	-
0500	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	26.9	-	11
0600	7	0	0	0	0	0	2	2	2	0	0	1	0	0	0	0	0	0	34.6	-	7.5
0700	18	0	1	1	0	7	6	2	1	0	0	0	0	0	0	0	0	0	24.8	31.5	6.6
0800	29	0	0	0	1	4	11	11	2	0	0	0	0	0	0	0	0	0	28.7	32.8	4.4
0900	21	0	1	2	2	3	7	4	2	0	0	0	0	0	0	0	0	0	25.4	33.9	7.6
1000	16	0	0	1	2	1	3	6	2	1	0	0	0	0	0	0	0	0	28.5	37	7.5
1100	29	0	0	0	2	14	4	6	3	0	0	0	0	0	0	0	0	0	26.5	34.1	6.1
1200	26	0	0	2	4	3	9	5	1	1	0	1	0	0	0	0	0	0	26.9	33.6	8.9
1300	34	0	0	0	5	10	12	4	1	2	0	0	0	0	0	0	0	0	26.4	32.8	6.1
1400	29	0	1	0	0	7	9	4	6	2	0	0	0	0	0	0	0	0	29.5	38.7	7.7
1500	31	0	0	1	2	7	11	7	3	0	0	0	0	0	0	0	0	0	27.1	32.2	5.9
1600	30	0	0	1	2	9	13	4	1	0	0	0	0	0	0	0	0	0	25.8	31.1	5.5
1700	38	0	0	0	0	10	13	12	3	0	0	0	0	0	0	0	0	0	28.6	34	4.6
1800	17	0	0	2	3	2	4	5	0	1	0	0	0	0	0	0	0	0	26.5	33.8	8.3
1900	6	0	0	0	0	2	1	1	0	1	0	1	0	0	0	0	0	0	32.3	-	12.3
2000	17	0	0	0	1	1	9	3	2	1	0	0	0	0	0	0	0	0	29.6	38.7	6
2100	8	0	1	0	0	3	2	2	0	0	0	0	0	0	0	0	0	0	23.3	-	7.9
2200	7	0	0	1	1	1	3	0	0	1	0	0	0	0	0	0	0	0	25.8	-	10.3
2300	3	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	33.3	-	6.3
00-07	12	0	0	0	1	1	2	5	2	0	0	1	0	0	0	0	0	0	32.1	37.7	7.6
07-19	318	0	3	10	23	77	102	70	25	7	0	1	0	0	0	0	0	0	27.2	33.7	6.5
19-00	41	0	1	1	2	7	17	6	2	4	0	1	0	0	0	0	0	0	28.4	39.1	8.6
00-00	371	0	4	11	26	85	121	81	29	11	0	3	0	0	0	0	0	0	27.5	33.7	6.9

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-394

Site Name - CREDOV01

Description - BARWICK RD - NORTH OF BEAUFOY TERRACE

Direction - North

20 July 2022

Time [-]	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	SD
0000	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	32.1	-	7.3
0100	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	18.7	-	3.8
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	23.4	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	36.3	-
0600	7	0	0	0	0	2	1	1	1	0	0	0	0	0	0	0	0	0	26.1	-	6.9
0700	24	0	2	0	3	8	8	2	1	0	0	0	0	0	0	0	0	0	24	29.2	6.1
0800	19	0	0	0	0	7	9	3	0	0	0	0	0	0	0	0	0	0	26.7	31.5	3.7
0900	31	0	0	0	0	1	6	11	9	2	2	0	0	0	0	0	0	0	29.1	34.6	5.5
1000	24	0	0	0	5	5	9	2	3	0	0	0	0	0	0	0	0	0	25.5	32.4	6.3
1100	26	0	0	0	1	6	8	7	2	2	0	0	0	0	0	0	0	0	29.2	35.5	5.7
1200	25	0	0	1	1	6	4	9	3	1	0	0	0	0	0	0	0	0	28.5	35.2	6.7
1300	20	0	0	0	2	3	9	6	0	0	0	0	0	0	0	0	0	0	27.6	33.4	4.9
1400	34	0	1	0	2	7	12	10	2	0	0	0	0	0	0	0	0	0	28	34.4	6.3
1500	33	0	0	0	3	7	13	8	2	0	0	0	0	0	0	0	0	0	27.2	33.5	5.6
1600	48	0	0	0	4	8	20	13	3	0	0	0	0	0	0	0	0	0	28	33.9	5
1700	34	0	0	0	3	9	12	8	1	1	0	0	0	0	0	0	0	0	26.8	31.8	6
1800	20	0	0	1	0	5	10	1	1	2	0	0	0	0	0	0	0	0	27.1	36.4	7.1
1900	16	0	0	0	0	1	9	6	0	0	0	0	0	0	0	0	0	0	28.8	32.8	3.6
2000	12	0	0	0	0	4	6	1	1	0	0	0	0	0	0	0	0	0	27	30.7	4.2
2100	9	0	0	0	0	2	3	4	0	0	0	0	0	0	0	0	0	0	28.8	-	4.2
2200	5	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	25.7	-	1.7
2300	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	26	-	2.9
00-07	13	0	0	0	3	4	2	1	3	0	26.4	36.6	7.3								
07-19	338	0	3	2	25	77	125	78	20	8	0	27.4	33.7	5.9							
19-00	44	0	0	0	0	10	22	11	1	0	27.8	32.6	3.8								
00-00	395	0	3	2	28	91	149	90	24	8	0	27.4	33.6	5.7							

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-394

Site Name - CREDOV01

Description - BARWICK RD - NORTH OF BEAUFOY TERRACE

Direction - North

Virtual Day (7)

Time [-]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	-	-
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.4	-	-
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	-	-
0400	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	30.3	-	3.9
0500	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	-	9
0600	7	0	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	30.4	-	6.2
0700	19	0	0	0	0	1	4	8	4	1	0	0	0	0	0	0	0	26.6	32.6	5.7
0800	21	0	0	0	0	1	5	8	5	1	0	0	0	0	0	0	0	27.5	32.2	5.6
0900	20	0	0	0	0	2	4	7	5	1	0	0	0	0	0	0	0	27.3	33.4	6.7
1000	22	0	0	1	3	5	8	4	1	0	0	0	0	0	0	0	0	26.5	32.8	5.9
1100	27	0	0	1	1	6	9	7	2	1	0	0	0	0	0	0	0	28.2	34.7	6
1200	25	0	0	1	2	6	9	5	2	1	0	0	0	0	0	0	0	27.3	33.6	6.9
1300	23	0	0	0	2	5	9	4	2	0	0	0	0	0	0	0	0	27.4	33.7	6
1400	30	0	0	0	1	7	11	7	3	1	0	0	0	0	0	0	0	28.4	34	5.9
1500	27	0	0	0	1	7	10	6	2	1	0	0	0	0	0	0	0	28.3	33.7	5.9
1600	33	0	0	0	2	7	12	7	4	0	0	0	0	0	0	0	0	28	34.2	6.4
1700	31	0	0	0	1	8	11	7	3	1	0	0	0	0	0	0	0	28	33.8	5.5
1800	16	0	0	1	2	4	6	2	1	0	0	0	0	0	0	0	0	25.8	32.8	6.2
1900	11	0	0	0	0	2	5	3	1	0	0	0	0	0	0	0	0	28.7	33.3	5.9
2000	13	0	0	0	1	3	7	2	1	0	0	0	0	0	0	0	0	27.5	31.5	5.7
2100	8	0	0	0	0	1	2	3	2	0	0	0	0	0	0	0	0	26.5	-	6.6
2200	6	0	0	1	0	1	2	1	0	0	0	0	0	0	0	0	0	25.8	-	8.4
2300	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	26.3	-	6.7
00-07	12	0	0	0	1	2	3	4	2	0	29.8	36.3	6.3							
07-19	295	0	2	5	19	68	107	64	22	6	1	1	0	0	0	0	0	27.6	33.6	6.1
19-00	41	0	0	1	2	9	17	8	1	1	0	1	0	0	0	0	0	27.3	31.8	6.5
00-00	347	0	2	6	22	79	128	76	25	7	1	1	0	0	0	0	0	27.6	33.3	6.2

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-394

Site Name - CREDOV01

Description - BARWICK RD - NORTH OF BEAUFOY TERRACE

Direction - North

Virtual Week (1)

Time [-]	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp 85	SD
Mon	393	2	3	6	25	84	144	92	27	8	1	1	0	0	0	0	0	27.4	32.9	6.2
Tue	371	0	4	11	26	85	121	81	29	11	0	3	0	0	0	0	0	27.5	33.7	6.9
Wed	395	0	3	2	28	91	149	90	24	8	0	0	0	0	0	0	0	27.4	33.6	5.7
Thu	406	0	1	5	22	103	151	85	33	3	3	0	0	0	0	0	0	27.4	33	5.7
Fri	406	0	0	5	24	94	161	79	27	10	4	2	0	0	0	0	0	28	33.4	6
Sat	277	0	0	5	17	62	101	63	19	6	0	4	0	0	0	0	0	28	33.6	6.3
Sun	184	0	2	6	11	32	69	41	17	4	1	0	1	0	0	0	0	27.9	33.9	6.8
--	2432	2	13	40	153	551	896	531	176	50	9	10	1	0	0	0	0	27.6	33.3	6.2

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-394

Site Name - CREDOV01

Description - BARWICK RD - NORTH OF BEAUFOY TERRACE

Direction - North

Grand Total

Time [-]	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	SD
--	2432	2	13	40	153	551	896	531	176	50	9	10	1	0	0	0	0	0	27.6	33.3	6.2

OnPoint Traffic Surveys Ltd Speed Report

Globals

Report Id	CustomList-394
Descriptor	OnPoint Traffic Surveys Ltd Speed Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2022-07-21T15:21:57
Legal Graphic	Copyright (c)1997 - 2019 MetroCount
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.8.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	CREDOV01
Site Attribute	DOVER
File Name	C:\Users\dcumb\OneDrive\Desktop\CREDOV01 0 2022-07-21 1602.EC0
File Type	Plus
Algorithm	Factory default axle
Description	BARWICK RD - NORTH OF BEAUFOY TERRACE
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2022-07-13T16:05:11
Start Time	2022-07-13T16:05:11
Finish Time	2022-07-21T16:02:24
Operator	RC
Configuration	80 00 0f a8 a8 00 00 00 00 00

Profile

Name	OnPoint Surveys Ltd Speed Report
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2022-07-14T00:00:00
Filter End	2022-07-21T00:00:00
Class Scheme	ARX
	F Cls(1-12) Dir(S) Sp(0,100) Headway(J0) Span(0 - 91.44) Lane(0-16)
Low Speed	0
High Speed	100
Posted Limit	37
Speed Limits	37 37 37 37 37 37 37 37 37 37
Separation	0.000
Separation Type	Headway
Direction	South
Encoded Direction	4

OnPoint Traffic Surveys Ltd Speed Report

Column

Time [-]	24-hour time (0000 - 2359)
Total	Number in time step
Vbin 0 5	Speed bin totals
Vbin 5 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 55	Speed bin totals
Vbin 55 60	Speed bin totals
Vbin 60 70	Speed bin totals
Vbin 70 80	Speed bin totals
Vbin 80 90	Speed bin totals
Vbin 90 100	Speed bin totals
Mean	Average speed
Vpp 85	Percentile speed
SD	Standard Deviation

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-394

Site Name - CREDOV01

Description - BARWICK RD - NORTH OF BEAUFOY TERRACE

Direction - South

14 July 2022

Time [-]	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	SD
0000	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	34.3	-	-
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	20.2	-	-
0200	3	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	23.9	-	11.5
0300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	22.9	-	-
0400	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	30.3	-	-
0500	7	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	26.4	-	4
0600	28	0	0	0	1	0	8	10	5	1	2	1	0	0	0	0	0	0	28.6	35.3	7.1
0700	81	0	0	0	1	6	20	31	15	6	2	0	0	0	0	0	0	0	27.3	32	5.5
0800	103	0	1	0	0	4	21	44	26	7	0	0	0	0	0	0	0	0	27.9	33	4.8
0900	48	0	0	0	1	2	20	17	6	0	0	2	0	0	0	0	0	0	26.2	30.7	6.3
1000	40	0	0	0	1	4	14	13	8	0	0	0	0	0	0	0	0	0	25.3	30.7	4.9
1100	35	0	0	0	0	1	16	10	5	2	1	0	0	0	0	0	0	0	26.5	32.5	5.2
1200	39	0	0	0	3	8	10	14	3	1	0	0	0	0	0	0	0	0	23.7	29.1	5.7
1300	41	1	0	0	0	0	19	10	8	2	0	1	0	0	0	0	0	0	26.8	33.4	6.8
1400	38	0	0	0	0	6	12	13	6	1	0	0	0	0	0	0	0	0	25.1	31.4	5.4
1500	62	0	0	0	0	7	15	30	7	3	0	0	0	0	0	0	0	0	26.4	30.1	4.6
1600	59	0	0	0	2	7	21	20	6	3	0	0	0	0	0	0	0	0	25.2	30.1	5
1700	49	0	0	0	0	4	9	22	13	0	0	0	1	0	0	0	0	0	27.5	32.7	5.5
1800	48	0	0	0	3	6	18	13	7	1	0	0	0	0	0	0	0	0	24.3	31.1	5.8
1900	28	0	0	0	2	5	8	9	3	1	0	0	0	0	0	0	0	0	24.3	30.9	5.7
2000	21	0	0	0	0	0	6	9	5	1	0	0	0	0	0	0	0	0	27.4	32.4	4.3
2100	11	0	0	0	1	0	2	4	3	0	0	1	0	0	0	0	0	0	28.3	36.9	7.8
2200	8	0	0	0	0	1	1	3	3	0	0	0	0	0	0	0	0	0	27.3	-	5.3
2300	8	0	0	0	0	0	2	4	1	1	0	0	0	0	0	0	0	0	27.7	-	5.4
00-07	42	0	0	2	0	14	13	8	2	2	1	0	0	0	0	0	0	0	27.7	33.8	6.8
07-19	643	1	1	11	55	195	237	110	26	3	3	1	0	0	0	0	0	0	26.3	31.7	5.5
19-00	76	0	0	3	6	19	29	15	3	0	1	0	0	0	0	0	0	0	26.4	32.1	5.8
00-00	761	1	1	16	61	228	279	133	31	5	5	1	0	0	0	0	0	0	26.4	31.8	5.6

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-394

Site Name - CREDOV01

Description - BARWICK RD - NORTH OF BEAUFOY TERRACE

Direction - South

15 July 2022

Time [-]	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	SD
0000	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	23.8	-	7.5
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	27.6	-	1.4
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18	-	-
0500	7	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	30.7	-	4
0600	23	0	0	0	0	2	4	8	7	2	0	0	0	0	0	0	0	0	28.6	33.9	5.1
0700	64	0	0	0	0	5	16	19	16	7	0	0	0	1	0	0	0	0	28.2	33.7	6.3
0800	86	0	1	1	6	16	36	24	1	1	0	0	0	0	0	0	0	0	27	31.6	5.3
0900	45	0	0	0	0	2	17	18	8	0	0	0	0	0	0	0	0	0	26	30.2	3.7
1000	48	0	0	0	2	5	15	12	11	2	1	0	0	0	0	0	0	0	25.8	31.9	5.9
1100	54	0	0	1	6	22	16	6	3	0	0	0	0	0	0	0	0	0	25.2	31.2	5.3
1200	52	0	1	2	2	11	23	11	1	0	1	0	0	0	0	0	0	0	26.6	32	6.2
1300	48	0	0	2	4	16	16	8	2	0	0	0	0	0	0	0	0	0	25.5	31.6	5.3
1400	56	0	0	1	7	15	23	7	0	2	1	0	0	0	0	0	0	0	26.5	30.6	6
1500	73	0	1	0	13	16	21	18	4	0	0	0	0	0	0	0	0	0	25.8	32.3	6.1
1600	61	0	1	0	5	12	27	15	0	0	0	1	0	0	0	0	0	0	26.7	31.2	5.9
1700	56	0	0	1	2	18	20	11	3	1	0	0	0	0	0	0	0	0	27.1	32.7	5.4
1800	40	0	0	0	1	4	13	14	6	0	1	1	0	0	0	0	0	0	25.5	30.2	6.3
1900	40	0	0	2	2	13	20	3	0	0	0	0	0	0	0	0	0	0	25.4	29.2	4.1
2000	31	0	0	0	2	5	12	8	2	2	0	0	0	0	0	0	0	0	28.8	34.8	6
2100	21	0	0	0	0	2	6	10	3	0	0	0	0	0	0	0	0	0	26	30.1	3.8
2200	8	0	0	0	0	4	3	1	0	0	0	0	0	0	0	0	0	0	25.9	-	3.8
2300	5	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	24	-	1.6
00-07	36	0	0	0	4	4	15	10	3	0	28.4	33.9	5.1								
07-19	683	0	4	11	61	187	245	141	23	6	3	1	1	0	0	0	0	0	26.4	31.5	5.7
19-00	105	0	0	2	6	32	46	15	2	2	0	26.5	30.5	4.8							
00-00	824	0	4	13	71	223	306	166	28	8	3	1	1	0	0	0	0	0	26.5	31.4	5.6

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-394

Site Name - CREDOV01

Description - BARWICK RD - NORTH OF BEAUFOY TERRACE

Direction - South

16 July 2022

Time [-]	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	SD
0000	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	24.2	-	5.1
0100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	29.5	-	-
0200	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	33.4	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	35.6	-	-
0500	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	35.4	-	-
0600	8	0	0	0	1	0	2	3	2	0	0	0	0	0	0	0	0	0	24.2	-	6.5
0700	26	0	0	0	0	1	7	13	4	1	0	0	0	0	0	0	0	0	27.2	30.7	4.3
0800	38	0	0	0	0	1	14	18	4	1	0	0	0	0	0	0	0	0	26.2	30	3.5
0900	59	0	2	0	4	14	24	12	2	1	0	0	0	0	0	0	0	0	26.5	32.4	6.5
1000	55	0	0	1	3	15	19	16	0	1	0	0	0	0	0	0	0	0	26.9	31.1	4.9
1100	44	0	0	1	2	12	16	11	2	0	0	0	0	0	0	0	0	0	27.1	32	5.2
1200	53	0	0	0	5	11	23	12	2	0	0	0	0	0	0	0	0	0	27.3	31.9	4.5
1300	41	0	0	1	4	12	20	4	0	0	0	0	0	0	0	0	0	0	25.1	29	4.6
1400	46	0	0	0	1	11	23	10	1	0	0	0	0	0	0	0	0	0	27.3	32.5	4.1
1500	32	0	1	0	5	9	13	4	0	0	0	0	0	0	0	0	0	0	24.7	29.5	4.9
1600	46	0	0	2	2	13	15	11	2	0	1	0	0	0	0	0	0	0	27.1	32.6	6.1
1700	34	0	0	0	3	8	18	3	2	0	0	0	0	0	0	0	0	0	26.6	30.2	5
1800	23	0	0	0	1	6	11	3	2	0	0	0	0	0	0	0	0	0	27.7	32.6	4.6
1900	28	0	0	2	1	7	9	7	0	1	1	0	0	0	0	0	0	0	26.9	31.4	7.6
2000	22	0	0	0	1	9	8	3	1	0	0	0	0	0	0	0	0	0	26.3	30.9	4.4
2100	17	0	0	2	1	6	5	0	1	1	0	0	0	0	1	0	0	0	26.7	37.3	11.3
2200	9	0	0	0	0	5	3	1	0	0	0	0	0	0	0	0	0	0	24.6	-	4.1
2300	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	24.9	-	1.2
00-07	14	0	0	1	0	3	5	3	2	0	0	0	0	0	0	0	0	0	26.9	35	6.8
07-19	497	0	3	5	32	132	213	94	15	2	1	0	0	0	0	0	0	0	26.7	31.4	5
19-00	79	0	0	4	3	29	26	11	2	2	1	0	0	1	0	0	0	0	26.4	31.2	7.3
00-00	590	0	3	10	35	164	244	108	19	4	2	0	0	0	1	0	0	0	26.6	31.4	5.4

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-394

Site Name - CREDOV01

Description - BARWICK RD - NORTH OF BEAUFOY TERRACE

Direction - South

17 July 2022

Time [-]	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	SD
0000	4	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	27.4	-	2.3
0100	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	29	-	2.6
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	3	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	27.5	-	5.7
0600	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	26.9	-	-
0700	10	0	0	0	0	0	0	3	4	2	1	0	0	0	0	0	0	0	27.8	-	4.9
0800	18	0	1	0	1	6	8	1	1	0	0	0	0	0	0	0	0	0	25.1	30.5	6.1
0900	18	0	0	0	0	1	6	7	3	1	0	0	0	0	0	0	0	0	26.8	30.9	4.2
1000	21	0	0	2	1	5	7	6	0	0	0	0	0	0	0	0	0	0	25.6	33.3	6.6
1100	38	0	1	0	2	9	18	8	0	0	0	0	0	0	0	0	0	0	26.4	32.5	5.1
1200	37	0	0	0	0	2	11	18	5	1	0	0	0	0	0	0	0	0	26.6	31.5	4.1
1300	27	0	0	1	2	7	10	7	0	0	0	0	0	0	0	0	0	0	26.2	32	5.2
1400	22	0	0	0	0	7	10	2	2	1	0	0	0	0	0	0	0	0	28.2	35.9	6.3
1500	18	0	0	0	0	3	3	8	3	1	0	0	0	0	0	0	0	0	25.7	31.4	5.1
1600	26	0	0	0	1	8	14	3	0	0	0	0	0	0	0	0	0	0	26	29.4	3.6
1700	24	0	0	2	1	9	8	3	1	0	0	0	0	0	0	0	0	0	24.8	30.4	5.8
1800	26	1	1	1	8	8	4	1	1	0	0	0	0	0	0	0	0	0	25.1	32.2	8.2
1900	25	0	0	0	2	5	10	6	1	1	0	0	0	0	0	0	0	0	27.8	33.3	5.4
2000	18	0	0	1	1	7	4	5	0	0	0	0	0	0	0	0	0	0	25.7	33.5	5.7
2100	12	0	0	0	0	2	7	0	1	0	0	0	0	0	0	0	0	0	26	29.9	5.5
2200	12	0	0	0	0	6	4	2	0	0	0	0	0	0	0	0	0	0	26.3	31	3.3
2300	8	1	0	0	0	2	3	1	1	0	0	0	0	0	0	0	0	0	20.8	-	8.3
00-07	11	0	0	0	1	6	4	0	0	0	0	0	0	0	0	0	0	0	27.6	30.9	3
07-19	285	1	3	6	15	82	120	47	9	2	0	26.1	31.4	5.5							
19-00	75	1	0	1	7	23	26	14	2	1	0	26	32.1	5.8							
00-00	371	2	3	7	22	106	152	65	11	3	0	26.2	31.3	5.5							

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-394

Site Name - CREDOV01

Description - BARWICK RD - NORTH OF BEAUFOY TERRACE

Direction - South

18 July 2022

Time [-]	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	SD
0000	5	0	0	1	2	0	1	1	0	0	0	0	0	0	0	0	0	0	21.9	-	8.7
0100	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-	0.5
0200	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	23.5	-	0.2
0300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	28.8	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	10	0	1	0	3	1	3	2	0	0	0	0	0	0	0	0	0	0	0	23	-
0600	25	0	0	0	0	2	4	11	6	2	0	0	0	0	0	0	0	0	27.2	31.7	4.9
0700	66	0	0	1	6	18	20	19	1	0	1	0	0	0	0	0	0	0	27.1	32.5	5.8
0800	89	2	0	1	3	23	43	14	1	2	0	0	0	0	0	0	0	0	26.4	31.3	5.8
0900	42	1	0	0	3	12	16	7	2	1	0	0	0	0	0	0	0	0	26.4	31.9	6.3
1000	34	0	0	0	4	8	16	5	0	1	0	0	0	0	0	0	0	0	26.4	31.6	5.3
1100	58	0	0	0	3	22	26	4	2	0	0	0	1	0	0	0	0	0	26.3	29.9	5.9
1200	61	0	0	0	1	4	15	26	10	3	2	0	0	0	0	0	0	0	27.3	31.5	5.4
1300	46	0	0	0	3	13	16	12	1	0	0	1	0	0	0	0	0	0	27.8	33.4	6.1
1400	35	0	1	0	1	13	12	8	0	0	0	0	0	0	0	0	0	0	25.7	31	4.7
1500	54	0	0	0	0	15	29	7	1	2	0	0	0	0	0	0	0	0	27.5	30.2	4.2
1600	58	0	0	3	6	9	26	8	3	3	0	0	0	0	0	0	0	0	26.9	33.2	6.9
1700	48	0	0	0	2	18	22	4	2	0	0	0	0	0	0	0	0	0	26.3	29.6	4.1
1800	44	0	0	0	1	7	12	10	8	4	1	1	0	0	0	0	0	0	26.9	34.8	7.1
1900	19	0	0	1	1	5	8	3	1	0	0	0	0	0	0	0	0	0	25.5	31.2	5.3
2000	28	0	0	0	2	7	12	4	3	0	0	0	0	0	0	0	0	0	27.1	33.8	5.3
2100	15	0	0	0	0	1	4	6	3	1	0	0	0	0	0	0	0	0	27.4	32.5	5.1
2200	8	0	0	0	0	3	3	2	0	0	0	0	0	0	0	0	0	0	21.5	-	5
2300	5	0	0	0	0	0	1	3	0	0	0	1	0	0	0	0	0	0	32.3	-	9.3
00-07	45	0	1	1	9	7	16	9	2	0	0	0	0	0	0	0	0	0	25.2	31.3	6.1
07-19	635	3	1	7	42	178	262	106	20	12	2	1	1	0	0	0	0	0	26.8	31.4	5.7
19-00	75	0	0	1	7	20	31	10	5	0	1	0	26.5	31.5	5.9						
00-00	755	3	2	9	58	205	309	125	27	12	3	1	1	0	0	0	0	0	26.7	31.3	5.8

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-394

Site Name - CREDOV01

Description - BARWICK RD - NORTH OF BEAUFOY TERRACE

Direction - South

19 July 2022

Time [-]	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	SD
0000	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	30.7	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	4	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	29.8	-	5
0300	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	33.6	-	-
0400	3	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	24	-	5.4
0500	8	0	0	0	0	0	0	2	6	0	0	0	0	0	0	0	0	0	30.4	-	2
0600	20	0	0	0	0	1	5	8	4	2	0	0	0	0	0	0	0	0	27.8	32	4.5
0700	65	0	0	3	3	17	19	19	3	1	0	0	0	0	0	0	0	0	26.9	33.2	5.9
0800	79	0	1	4	5	13	38	15	3	0	0	0	0	0	0	0	0	0	26.4	31.1	5.7
0900	44	0	0	1	5	13	17	8	0	0	0	0	0	0	0	0	0	0	25.2	30.2	4.4
1000	29	0	0	0	6	2	11	9	1	0	0	0	0	0	0	0	0	0	26.4	31.7	5.7
1100	49	0	0	2	6	14	22	4	1	0	0	0	0	0	0	0	0	0	24.7	29.1	5
1200	41	0	0	0	3	13	12	10	1	2	0	0	0	0	0	0	0	0	27.6	33.1	5.3
1300	59	0	0	1	1	14	27	12	1	3	0	0	0	0	0	0	0	0	27.9	32.7	5.5
1400	43	0	1	1	3	13	18	4	3	0	0	0	0	0	0	0	0	0	25.8	30.7	5.7
1500	67	0	0	1	7	12	33	12	2	0	0	0	0	0	0	0	0	0	26.5	31.2	4.7
1600	58	0	0	0	4	15	22	10	6	1	0	0	0	0	0	0	0	0	27.6	34.3	5.2
1700	52	0	0	1	0	10	31	8	2	0	0	0	0	0	0	0	0	0	26.9	30.6	3.9
1800	24	0	0	0	0	1	9	8	3	3	0	0	0	0	0	0	0	0	27	33.5	5
1900	17	0	0	0	4	3	5	2	2	0	0	0	1	0	0	0	0	0	27.6	36.2	9
2000	16	0	0	2	3	3	4	4	4	0	0	0	0	0	0	0	0	0	23.9	31.1	6.5
2100	23	0	0	0	1	2	9	9	1	0	1	0	0	0	0	0	0	0	24.8	29.9	6.1
2200	10	0	0	2	1	5	1	0	1	0	0	0	0	0	0	0	0	0	21.8	-	7.2
2300	5	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	26.9	-	3.2
00-07	37	0	0	0	2	6	12	14	3	0	28.5	33	4.3								
07-19	610	0	2	14	44	145	258	114	26	7	0	26.6	31.7	5.3							
19-00	71	0	0	5	10	21	22	8	3	1	0	1	0	0	0	0	0	0	25	30.9	7.1
00-00	718	0	2	19	56	172	292	136	32	8	0	1	0	0	0	0	0	0	26.6	31.7	5.5

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-394

Site Name - CREDOV01

Description - BARWICK RD - NORTH OF BEAUFOY TERRACE

Direction - South

20 July 2022

Time [-]	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	SD
0000	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29.6	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29.5	-	-
0400	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	23.6	-	4.1
0500	7	0	0	0	0	0	1	1	4	0	1	0	0	0	0	0	0	0	32	-	5
0600	30	0	0	0	0	2	4	14	6	3	0	1	0	0	0	0	0	0	29.1	35.7	6
0700	66	0	0	3	6	16	29	10	2	0	0	0	0	0	0	0	0	0	25.7	30.8	5.2
0800	74	0	0	0	4	13	39	16	1	1	0	0	0	0	0	0	0	0	27.3	31.3	4.5
0900	46	0	0	1	2	15	14	11	3	0	0	0	0	0	0	0	0	0	26.9	33.1	5.1
1000	41	0	0	3	3	25	5	3	0	1	1	0	0	0	0	0	0	0	24.2	29.1	6.3
1100	36	0	0	2	4	9	12	7	1	0	0	0	0	0	1	0	0	0	26.4	33.2	8.5
1200	59	0	0	0	5	26	13	10	4	1	0	0	0	0	0	0	0	0	26.4	32.1	5.4
1300	48	0	0	1	1	17	21	8	0	0	0	0	0	0	0	0	0	0	26.6	31	4.4
1400	39	0	0	0	3	15	10	5	3	3	0	0	0	0	0	0	0	0	27.6	38	6.8
1500	56	0	0	1	6	14	22	9	4	0	0	0	0	0	0	0	0	0	26.2	31.8	5.5
1600	50	0	0	4	5	16	19	5	1	0	0	0	0	0	0	0	0	0	24.2	29.7	5.4
1700	40	0	0	0	1	11	21	3	4	0	0	0	0	0	0	0	0	0	27.2	30.5	4.5
1800	39	0	0	0	0	13	18	6	1	0	1	0	0	0	0	0	0	0	27.4	33	4.9
1900	39	0	0	2	2	12	14	8	1	0	0	0	0	0	0	0	0	0	25.9	31	5.2
2000	18	0	0	1	1	3	10	2	1	0	0	0	0	0	0	0	0	0	26.8	32.6	6.1
2100	19	0	0	0	0	1	3	14	1	0	0	0	0	0	0	0	0	0	26.2	29.5	3.7
2200	10	0	0	0	1	2	4	1	1	0	0	0	0	0	0	0	0	0	27.8	-	6.6
2300	4	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	27.7	-	2.8
00-07	41	0	0	0	2	6	18	10	3	1	1	0	0	0	0	0	0	0	29.3	34.4	5.7
07-19	594	0	0	15	40	190	223	93	24	6	2	0	0	1	0	0	0	0	26.3	31.4	5.6
19-00	90	0	0	3	5	20	45	13	3	1	0	0	0	0	0	0	0	0	26.4	30.9	5.1
00-00	725	0	0	18	47	216	286	116	30	8	3	0	0	0	1	0	0	0	26.5	31.4	5.6

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-394

Site Name - CREDOV01

Description - BARWICK RD - NORTH OF BEAUFOY TERRACE

Direction - South

Virtual Day (7)

Time [-]	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	SD
0000	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	25.6	-	6.4
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	-	-
0200	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	27.2	-	6
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	-	-
0400	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.4	-	6.2
0500	6	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	28.2	-	5.8
0600	19	0	0	0	0	1	4	8	4	1	0	0	0	0	0	0	0	0	28.1	33.1	5.7
0700	54	0	0	0	1	4	14	19	12	3	0	0	0	0	0	0	0	0	27.1	32.4	5.6
0800	70	0	1	1	3	15	32	14	2	1	0	0	0	0	0	0	0	0	26.9	31.5	5.2
0900	43	0	0	0	0	3	14	16	8	1	0	0	0	0	0	0	0	0	26.3	31	5.4
1000	38	0	0	1	4	12	12	8	0	1	0	0	0	0	0	0	0	0	25.8	31.2	5.6
1100	45	0	0	1	3	15	17	6	2	0	0	0	0	0	0	0	0	0	26	31.4	5.8
1200	49	0	0	0	1	4	14	18	9	2	1	0	0	0	0	0	0	0	26.6	31.7	5.4
1300	44	0	0	0	1	2	14	17	8	1	0	0	0	0	0	0	0	0	26.6	31.8	5.5
1400	40	0	0	0	3	12	16	6	1	1	0	0	0	0	0	0	0	0	26.5	31.4	5.6
1500	52	0	0	0	0	6	12	22	9	2	0	0	0	0	0	0	0	0	26.3	30.9	5.1
1600	51	0	0	2	4	13	20	8	2	1	0	0	0	0	0	0	0	0	26.3	31.1	5.7
1700	43	0	0	1	2	12	20	6	2	0	0	0	0	0	0	0	0	0	26.8	30.8	4.9
1800	35	0	0	1	3	11	12	5	2	0	0	0	0	0	0	0	0	0	26.2	32.2	6.2
1900	28	0	0	1	2	8	11	5	1	0	0	0	0	0	0	0	0	0	26.1	31.4	5.9
2000	22	0	0	1	1	6	8	4	1	0	0	0	0	0	0	0	0	0	26.8	32.6	5.6
2100	17	0	0	1	1	5	8	2	0	0	0	0	0	0	0	0	0	0	26.3	30.2	6.4
2200	9	0	0	0	1	4	3	1	0	0	0	0	0	0	0	0	0	0	25.1	-	5.5
2300	5	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	26	-	6.6
00-07	32	0	0	1	2	6	12	8	2	0	27.7	33.1	5.8								
07-19	564	1	2	10	41	158	223	101	20	5	2	0	26.5	31.4	5.5						
19-00	82	0	0	3	6	23	32	12	3	1	0	26.2	31.1	5.9							
00-00	678	1	2	13	50	188	267	121	25	7	2	1	0	0	0	0	0	0	26.5	31.5	5.6

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-394

Site Name - CREDOV01

Description - BARWICK RD - NORTH OF BEAUFOY TERRACE

Direction - South

Virtual Week (1)

Time [-]	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	SD
Mon	755	3	2	9	58	205	309	125	27	12	3	1	1	0	0	0	0	0	26.7	31.3	5.8
Tue	718	0	2	19	56	172	292	136	32	8	0	1	0	0	0	0	0	0	26.6	31.7	5.5
Wed	725	0	0	18	47	216	286	116	30	8	3	0	0	1	0	0	0	0	26.5	31.4	5.6
Thu	761	1	1	16	61	228	279	133	31	5	5	1	0	0	0	0	0	0	26.4	31.8	5.6
Fri	824	0	4	13	71	223	306	166	28	8	3	1	1	0	0	0	0	0	26.5	31.4	5.6
Sat	590	0	3	10	35	164	244	108	19	4	2	0	0	1	0	0	0	0	26.6	31.4	5.4
Sun	371	2	3	7	22	106	152	65	11	3	0	0	0	0	0	0	0	0	26.2	31.3	5.5
--	4744	6	15	92	350	1314	1868	849	178	48	16	4	2	2	0	0	0	0	26.5	31.5	5.6

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-394

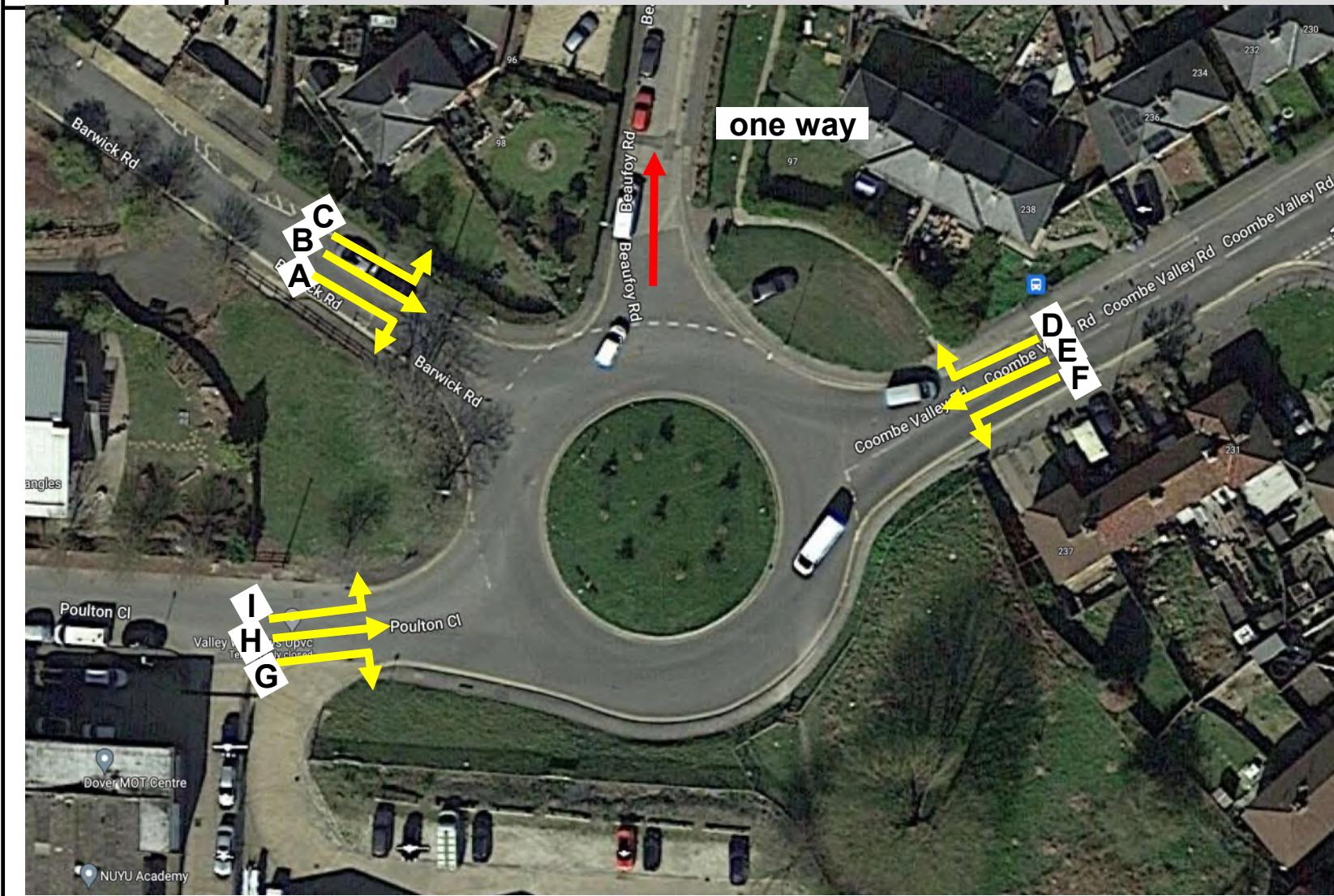
Site Name - CREDOV01

Description - BARWICK RD - NORTH OF BEAUFOY TERRACE

Direction - South

Grand Total

Time [-]	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp	SD
--	4744	6	15	92	350	1314	1868	849	178	48	16	4	2	2	0	0	0	0	26.5	31.5	5.6



App B 6 OPS07249 - DOVER - SITE 1 - CLASSIFIED TURNING COUNT DATA - THUR 14TH JULY 22 SITE PLAN



CLIENT: CREATE CONSULTING

REF NUMBER: OPS07249

PROJECT DESCRIPTION: DOVER - MANUAL CLASSIFIED TURNING COUNT DATA

WEATHER: SUNNY

DATE: THUR 14TH JULY 22

		MOVEMENT A							MOVEMENT B							MOVEMENT C						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	:	07:45	10	0	0	0	0	0	3	0	1	2	1	0	0	1	0	0	0	0	0	0
07:45	:	08:00	19	1	0	0	0	0	4	2	0	1	1	0	0	0	0	0	0	0	0	0
TOTAL		29	1	0	0	0	0	0	7	2	1	3	2	0	0	1	0	0	0	0	0	0
08:00	:	08:15	24	2	0	0	0	0	4	0	0	1	0	0	0	1	1	0	0	0	0	0
08:15	:	08:30	16	2	0	0	0	0	6	1	0	0	1	0	0	0	0	0	0	0	0	0
08:30	:	08:45	10	2	0	0	0	0	6	2	0	0	1	0	0	0	2	0	0	0	0	0
08:45	:	09:00	11	2	0	0	0	0	7	2	0	0	1	0	0	0	0	0	0	0	0	0
TOTAL		61	8	0	0	0	0	0	23	5	0	1	3	0	0	1	3	0	0	0	0	0
09:00	:	09:15	8	0	0	0	0	0	5	0	0	1	0	0	0	1	0	0	0	0	0	0
09:15	:	09:30	4	0	0	0	0	0	6	1	0	0	0	0	0	0	1	0	0	0	0	0
TOTAL		12	0	0	0	0	0	0	11	1	0	1	0	0	0	1	1	0	0	0	0	0
PERIOD TOTAL		102	9	0	0	0	0	0	41	8	1	5	5	0	0	3	4	0	0	0	0	0
16:30	:	16:45	2	1	0	0	0	0	5	1	0	0	1	0	0	0	0	0	0	0	0	0
16:45	:	17:00	7	0	0	0	0	0	10	0	0	0	1	0	0	0	0	0	0	0	0	0
TOTAL		9	1	0	0	0	0	0	15	1	0	0	2	0	0	0	0	0	0	0	0	0
17:00	:	17:15	1	0	0	0	0	0	6	0	0	0	1	0	2	0	0	0	0	0	0	0
17:15	:	17:30	6	0	0	1	0	0	5	0	0	0	0	1	0	0	0	0	0	0	0	0
17:30	:	17:45	0	1	0	0	0	0	6	1	0	0	1	0	2	0	0	0	0	0	0	1
17:45	:	18:00	2	0	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0
TOTAL		9	1	2	1	0	0	0	19	1	0	0	3	1	4	0	0	0	0	0	0	1
18:00	:	18:15	3	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0
18:15	:	18:30	1	0	0	0	0	0	3	2	0	0	0	0	0	2	0	0	0	0	0	1
TOTAL		4	0	0	0	0	0	0	7	2	0	0	0	0	0	3	0	0	0	0	0	1
PERIOD TOTAL		22	2	2	1	0	0	0	41	4	0	0	5	1	4	3	0	0	0	0	0	2
DAILY TOTAL		124	11	2	1	0	0	0	82	12	1	5	10	1	4	6	4	0	0	0	0	2
GRAND TOTAL		138							115							12						



CLIENT: CREATE CONSULTING

REF NUMBER: OPS07249

PROJECT DESCRIPTION: DOVER - MANUAL CLASSIFIED TURNING COUNT DATA

WEATHER: SUNNY

DATE: THUR 14TH JULY 22

		MOVEMENT D							MOVEMENT E							MOVEMENT F						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	:	07:45	1	0	0	0	0	0	6	2	0	0	0	0	0	27	8	0	1	0	0	0
07:45	:	08:00	0	0	0	0	0	0	1	1	0	0	0	0	0	26	2	0	2	0	0	0
TOTAL		1	0	0	0	0	0	0	7	3	0	0	0	0	0	53	10	0	3	0	0	0
08:00	:	08:15	2	0	0	0	0	0	5	4	0	0	1	0	0	24	4	0	1	0	0	0
08:15	:	08:30	2	1	0	0	0	0	1	0	0	1	0	0	0	23	5	1	1	0	0	0
08:30	:	08:45	0	0	0	0	0	0	3	0	0	0	1	0	0	27	3	0	2	0	0	0
08:45	:	09:00	1	0	0	0	0	0	8	1	0	1	1	0	0	34	4	0	2	0	0	0
TOTAL		5	1	0	0	0	0	0	17	5	0	2	3	0	0	108	16	1	6	0	0	0
09:00	:	09:15	1	0	0	0	0	0	5	0	0	0	0	0	0	18	4	1	4	0	0	0
09:15	:	09:30	1	1	0	0	0	0	2	0	0	0	1	0	0	20	8	1	2	1	0	0
TOTAL		2	1	0	0	0	0	0	7	0	0	0	1	0	0	38	12	2	6	1	0	0
PERIOD TOTAL		8	2	0	0	0	0	0	31	8	0	2	4	0	0	199	38	3	15	1	0	0
16:30	:	16:45	1	0	0	0	0	0	3	1	0	0	0	0	0	7	6	0	1	1	0	0
16:45	:	17:00	3	1	0	0	0	0	8	0	0	0	2	0	1	16	8	0	0	0	0	0
TOTAL		4	1	0	0	0	0	0	11	1	0	0	2	0	1	23	14	0	1	1	0	0
17:00	:	17:15	1	1	0	0	0	0	11	0	0	0	0	0	0	20	2	0	0	0	0	0
17:15	:	17:30	2	0	0	0	0	0	5	0	0	0	1	0	0	10	3	0	0	0	0	0
17:30	:	17:45	5	1	0	0	0	0	5	0	0	0	0	0	0	9	2	0	0	1	0	0
17:45	:	18:00	2	4	0	0	0	0	2	1	0	0	2	0	0	16	2	0	0	0	0	0
TOTAL		10	6	0	0	0	0	0	23	1	0	0	3	0	0	55	9	0	0	1	0	0
18:00	:	18:15	4	0	0	0	0	0	9	0	0	0	0	0	0	11	0	0	0	0	0	0
18:15	:	18:30	0	0	0	0	0	0	6	0	0	0	1	0	0	4	1	0	0	0	0	0
TOTAL		4	0	0	0	0	0	0	15	0	0	0	1	0	0	15	1	0	0	0	0	0
PERIOD TOTAL		18	7	0	0	0	0	0	49	2	0	0	6	0	1	93	24	0	1	2	0	0
DAILY TOTAL		26	9	0	0	0	0	0	80	10	0	2	10	0	1	292	62	3	16	3	0	0
GRAND TOTAL		35							103							376						



CLIENT: CREATE CONSULTING

REF NUMBER: OPS07249

PROJECT DESCRIPTION: DOVER - MANUAL CLASSIFIED TURNING COUNT DATA

WEATHER: SUNNY

DATE: THUR 14TH JULY 22

	MOVEMENT G							MOVEMENT H							MOVEMENT I						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30 : 07:45	6	1	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0
07:45 : 08:00	6	4	5	3	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0
TOTAL	12	5	5	4	0	0	0	1	1	0	0	0	0	0	3	0	0	0	0	0	0
08:00 : 08:15	11	7	0	0	0	0	0	4	3	0	0	0	0	0	2	0	0	0	0	0	0
08:15 : 08:30	5	5	3	1	0	0	0	2	0	0	0	0	0	0	3	1	0	0	0	0	0
08:30 : 08:45	10	4	1	1	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0
08:45 : 09:00	7	3	0	3	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
TOTAL	33	19	4	5	0	0	0	8	3	0	0	0	1	0	6	2	0	0	0	0	0
09:00 : 09:15	12	3	1	1	0	0	0	4	2	0	0	0	0	0	1	0	0	0	0	0	0
09:15 : 09:30	12	2	0	3	0	0	0	3	2	1	0	0	0	0	1	2	0	1	0	0	0
TOTAL	24	5	1	4	0	0	0	7	4	1	0	0	0	0	2	2	0	1	0	0	0
PERIOD TOTAL	69	29	10	13	0	0	0	16	8	1	0	0	1	0	11	4	0	1	0	0	0
16:30 : 16:45	16	7	0	1	0	1	2	8	1	0	0	0	0	0	2	0	0	0	0	0	0
16:45 : 17:00	22	4	0	1	0	0	0	14	0	0	0	0	0	0	8	0	0	0	0	0	0
TOTAL	38	11	0	2	0	1	2	22	1	0	0	0	0	0	10	0	0	0	0	0	0
17:00 : 17:15	69	6	0	0	0	0	0	25	1	0	0	0	0	0	9	1	0	0	0	0	0
17:15 : 17:30	17	0	0	0	0	0	0	8	1	0	0	0	0	0	3	0	0	0	0	0	0
17:30 : 17:45	27	1	0	0	0	1	0	18	0	0	0	0	0	0	4	1	0	0	0	0	0
17:45 : 18:00	7	2	0	0	0	1	0	10	1	0	0	0	0	0	1	0	0	0	0	0	0
TOTAL	120	9	0	0	0	2	0	61	3	0	0	0	0	0	17	2	0	0	0	0	0
18:00 : 18:15	18	3	0	0	0	0	0	3	3	0	0	0	0	0	3	0	0	0	0	0	0
18:15 : 18:30	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0
TOTAL	23	3	0	0	0	0	0	8	3	0	0	0	0	0	3	0	1	0	0	0	0
PERIOD TOTAL	181	23	0	2	0	3	2	91	7	0	0	0	0	0	30	2	1	0	0	0	0
DAILY TOTAL	250	52	10	15	0	3	2	107	15	1	0	0	1	0	41	6	1	1	0	0	0
GRAND TOTAL	332							124							49						



CLIENT: CREATE CONSULTING

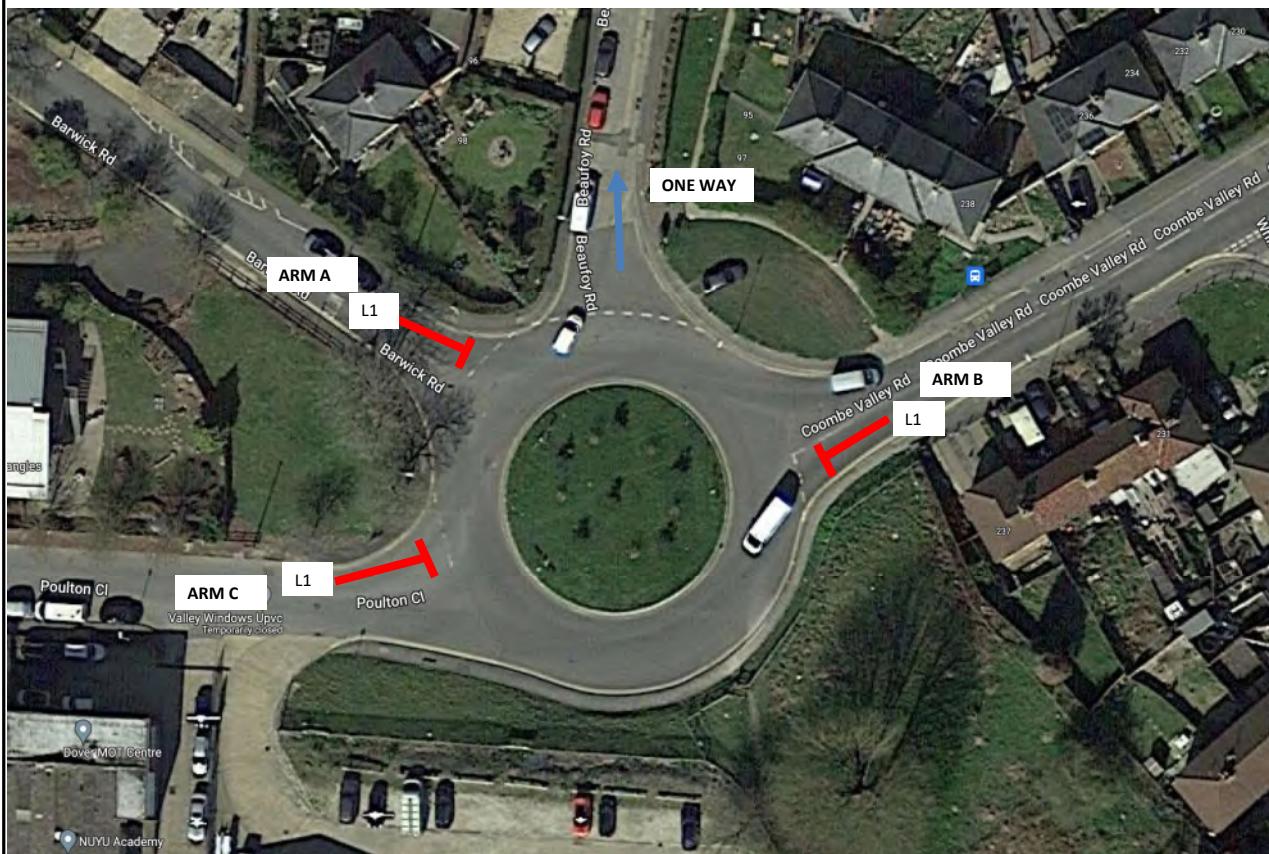
REF NUMBER: OPS07249

PROJECT DESCRIPTION: DOVER - MANUAL CLASSIFIED TURNING COUNT DATA

WEATHER: SUNNY

DATE: THUR 14TH JULY 22

		MOVEMENT DEF U_TURNS							MOVEMENT GHI U_TURNS							MOVEMENT ABC U_TURNS						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	:	07:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	:	08:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	:	08:15	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	:	08:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	:	08:45	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	:	09:00	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		6	2	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
09:00	:	09:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	:	09:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
PERIOD TOTAL		11	2	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0
16:30	:	16:45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	:	17:00	1	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0
TOTAL		3	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
17:00	:	17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	:	17:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	:	17:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	:	18:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	:	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	:	18:30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PERIOD TOTAL		11	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
DAILY TOTAL		22	3	0	0	0	0	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0
GRAND TOTAL		25							5							1						





CLIENT: CREATE CONSULTING	REFERENCE NUMBER: OPS07249
DESCRIPTION: DOVER - SITE 1 - QUEUE LENGTH DATA	DATE: THUR 14TH JULY 22
WEATHER: SUNNY	

(LANE 1 IS NEARSIDE TO KERB)



CLIENT: CREATE CONSULTING	REFERENCE NUMBER: OPS07249
DESCRIPTION: DOVER - SITE 1 - QUEUE LENGTH DATA	DATE: THUR 14TH JULY 22
WEATHER: SUNNY	

(LANE 1 IS NEARSIDE TO KERB)

Time	No. Vehicles							PCU TOTAL	
	LANE 1								
	CARS	LGV	OGV1	OGV2	PSV	M/C	B/C		
07:30									
: 07:35	1	0	0	0	0	0	0	1	
07:35									
: 07:40	0	0	0	0	0	0	0	0	
07:40									
: 07:45	1	0	0	0	0	0	0	1	
07:45									
: 07:50	0	0	0	0	0	0	0	0	
07:50									
: 07:55	0	0	0	0	0	0	0	0	
07:55									
: 08:00	1	0	0	0	0	0	0	1	
08:00									
: 08:05	0	1	0	0	0	0	0	1	
08:05									
: 08:10	0	1	0	0	0	0	0	1	
08:10									
: 08:15	2	0	0	0	0	0	0	2	
08:15									
: 08:20	1	0	0	0	0	0	0	1	
08:20									
: 08:25	1	0	0	1	0	0	0	3.5	
08:25									
: 08:30	2	0	0	0	0	0	0	2	
08:30									
: 08:35	1	0	0	0	0	0	0	1	
08:35									
: 08:40	1	0	0	0	0	0	0	1	
08:40									
: 08:45	0	0	0	0	1	0	0	2	
08:45									
: 08:50	0	0	0	0	0	0	0	0	
08:50									
: 08:55	1	0	0	0	0	0	0	1	
08:55									
: 09:00	0	0	0	0	1	0	0	2	
09:00									
: 09:05	0	0	0	0	0	0	0	0	
09:05									
: 09:10	1	0	0	0	0	0	0	1	
09:10									
: 09:15	0	0	0	0	0	0	0	0	
09:15									
: 09:20	0	0	0	0	0	0	0	0	
09:20									
: 09:25	0	0	0	0	1	0	0	2	
09:25									
: 09:30	1	0	0	0	0	0	0	1	
09:30									
TOTAL	14	2	0	1	3	0	0	24.5	
16:30									
: 16:35	0	0	0	0	0	0	0	0	
16:35									
: 16:40	0	0	0	0	0	0	0	0	
16:40									
: 16:45	1	0	0	0	0	0	0	1	
16:45									
: 16:50	0	0	0	0	0	0	0	0	
16:50									
: 16:55	0	0	0	0	0	0	0	0	
16:55									
: 17:00	3	0	0	0	0	0	0	3	
17:00									
: 17:05	0	0	0	0	0	0	0	0	
17:05									
: 17:10	0	0	0	0	0	0	0	0	
17:10									
: 17:15	0	0	0	0	0	0	0	0	
17:15									
: 17:20	1	0	0	0	0	0	0	1	
17:20									
: 17:25	0	0	0	0	0	0	0	0	
17:25									
: 17:30	0	0	0	0	0	0	0	0	
17:30									
: 17:35	0	0	0	0	0	0	0	0	
17:35									
: 17:40	0	0	0	0	0	0	0	0	
17:40									
: 17:45	0	0	0	0	0	0	0	0	
17:45									
: 17:50	0	0	0	0	0	0	0	0	
17:50									
: 17:55	0	0	0	0	0	0	0	0	
17:55									
: 18:00	0	0	0	0	0	0	0	0	
18:00									
: 18:05	0	0	0	0	0	0	0	0	
18:05									
: 18:10	0	0	0	0	0	0	0	0	
18:10									
: 18:15	0	0	0	0	0	0	0	0	
18:15									
: 18:20	0	0	0	0	0	0	0	0	
18:20									
: 18:25	1	0	0	0	0	0	0	1	
18:25									
: 18:30	0	0	0	0	0	0	0	0	
18:30									
TOTAL	6	0	0	0	0	0	0	6	
AVG	10.00	1.00	0.00	0.50	1.50	0.00	0.00	15.25	

CLIENT: CREATE CONSULTING	REFERENCE NUMBER: OPS07249
DESCRIPTION: DOVER - SITE 1 - QUEUE LENGTH DATA	DATE: THUR 14TH JULY 22
WEATHER: SUNNY	

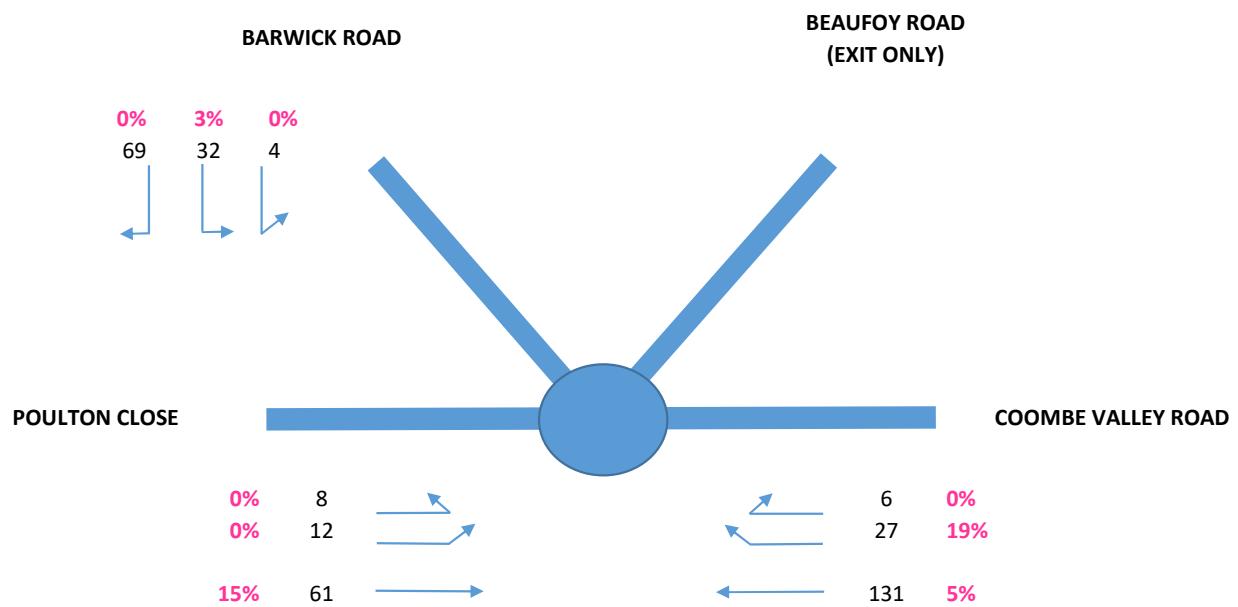
(LANE 1 IS NEARSIDE TO KERB)

Time	No. Vehicles							PCU TOTAL	
	LANE 1								
	CARS	LGV	OGV1	OGV2	PSV	M/C	B/C		
07:30	07:35	0	0	0	0	0	0	0	
07:35	07:40	0	0	0	0	0	0	0	
07:40	07:45	1	0	0	0	0	0	1	
07:45	07:50	0	0	0	0	0	0	0	
07:50	07:55	1	0	0	0	0	0	1	
07:55	08:00	0	0	1	1	0	0	4	
08:00	08:05	0	0	0	0	0	0	0	
08:05	08:10	1	0	0	0	0	0	1	
08:10	08:15	2	0	0	0	0	0	2	
08:15	08:20	1	0	0	0	0	0	1	
08:20	08:25	1	0	0	0	0	0	1	
08:25	08:30	0	0	0	0	0	0	0	
08:30	08:35	0	0	0	0	0	0	0	
08:35	08:40	0	0	0	1	0	0	2.5	
08:40	08:45	0	0	0	0	0	0	0	
08:45	08:50	0	0	0	0	0	0	0	
08:50	08:55	0	2	0	0	0	0	2	
08:55	09:00	0	0	0	0	0	0	0	
09:00	09:05	1	0	0	0	0	0	1	
09:05	09:10	0	1	0	0	0	0	1	
09:10	09:15	0	0	0	0	0	0	0	
09:15	09:20	0	0	0	0	0	0	0	
09:20	09:25	0	0	0	0	0	0	0	
09:25	09:30	1	0	0	0	0	0	1	
TOTAL		9	3	1	2	0	0	18.5	
16:30	16:35	0	0	0	0	0	0	0	
16:35	16:40	0	0	0	0	0	0	0	
16:40	16:45	1	0	0	0	0	0	1	
16:45	16:50	1	0	0	0	0	0	1	
16:50	16:55	0	0	0	0	0	0	0	
16:55	17:00	1	0	0	0	0	0	1	
17:00	17:05	0	0	0	0	0	0	0	
17:05	17:10	3	0	0	0	0	0	3	
17:10	17:15	0	0	0	0	0	0	0	
17:15	17:20	1	0	0	0	0	0	1	
17:20	17:25	2	0	0	0	0	0	2	
17:25	17:30	0	0	0	0	0	0	0	
17:30	17:35	1	0	0	0	0	0	1	
17:35	17:40	1	0	0	0	0	0	1	
17:40	17:45	1	0	0	0	0	0	1	
17:45	17:50	0	0	0	0	0	0	0	
17:50	17:55	0	0	0	0	0	0	0	
17:55	18:00	0	0	0	0	0	0	0	
18:00	18:05	0	0	0	0	0	0	0	
18:05	18:10	0	1	0	0	0	0	1	
18:10	18:15	0	0	0	0	0	0	0	
18:15	18:20	0	0	0	0	0	0	0	
18:20	18:25	1	0	0	0	0	0	1	
18:25	18:30	0	0	0	0	0	0	0	
TOTAL		13	1	0	0	0	0	14	
AVG		11.00	2.00	0.50	1.00	0.00	0.00	16.25	

APPENDIX C

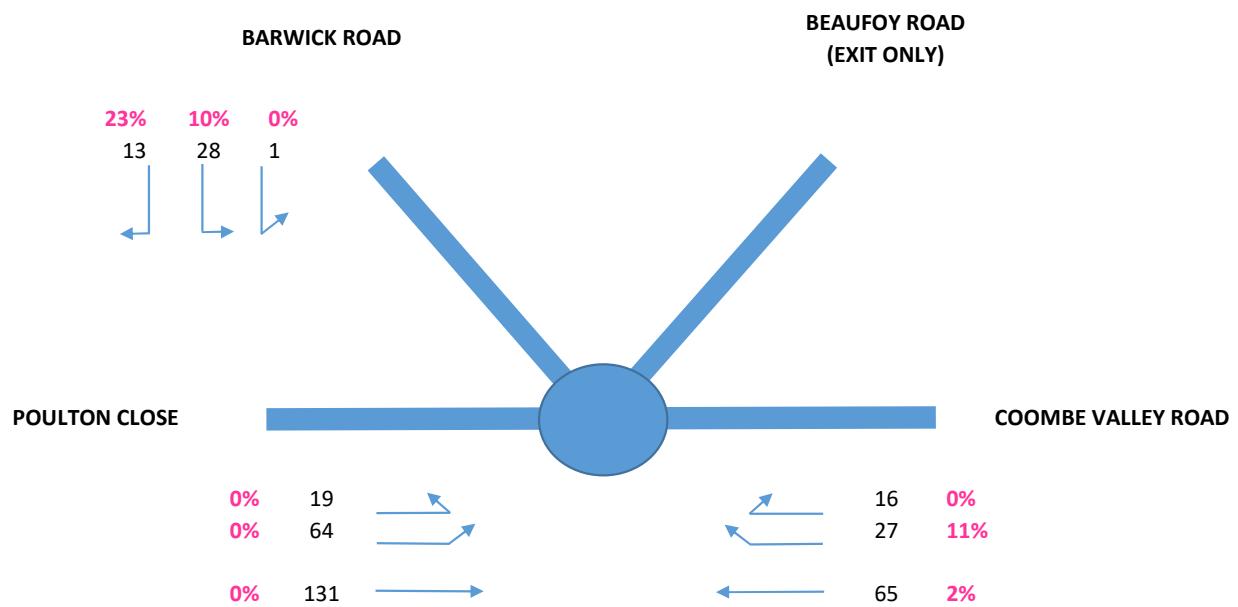
P22-2678 Barwick Road, Dover
AM 2022
Local Network Assessment

HGVs %



P22-2678 Barwick Road, Dover
PM 2022
Local Network Assessment

HGVs %

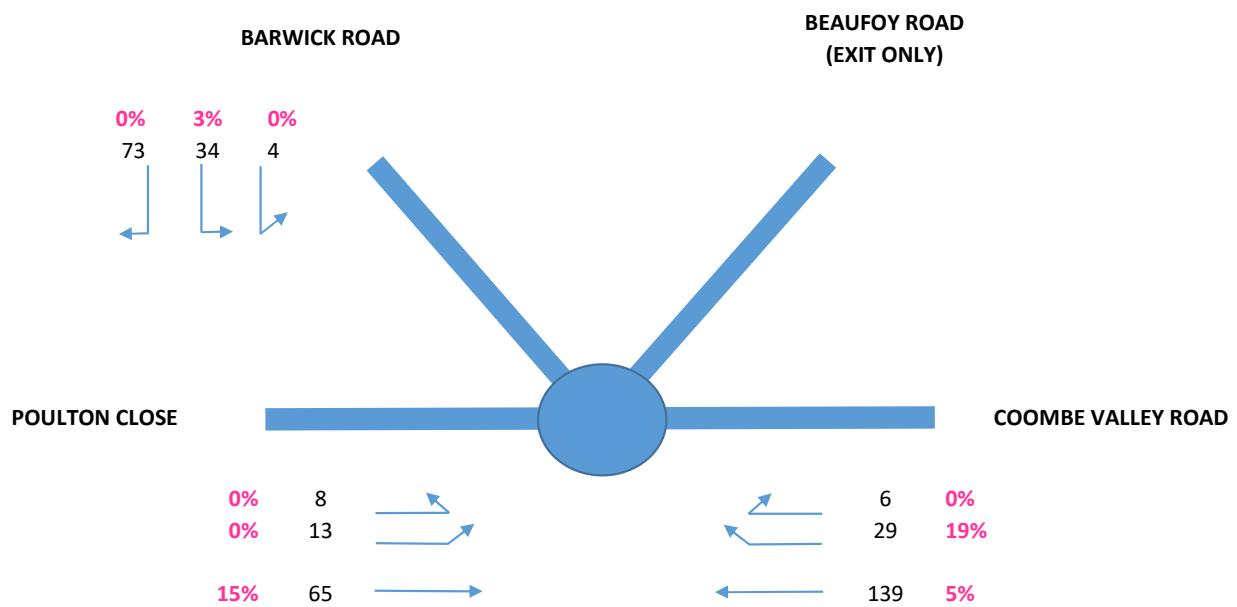


P22-2678 Barwick Road, Dover
AM 2027
Local Network Assessment

HGVs %

2022-27

TEMPRO **1.0597**

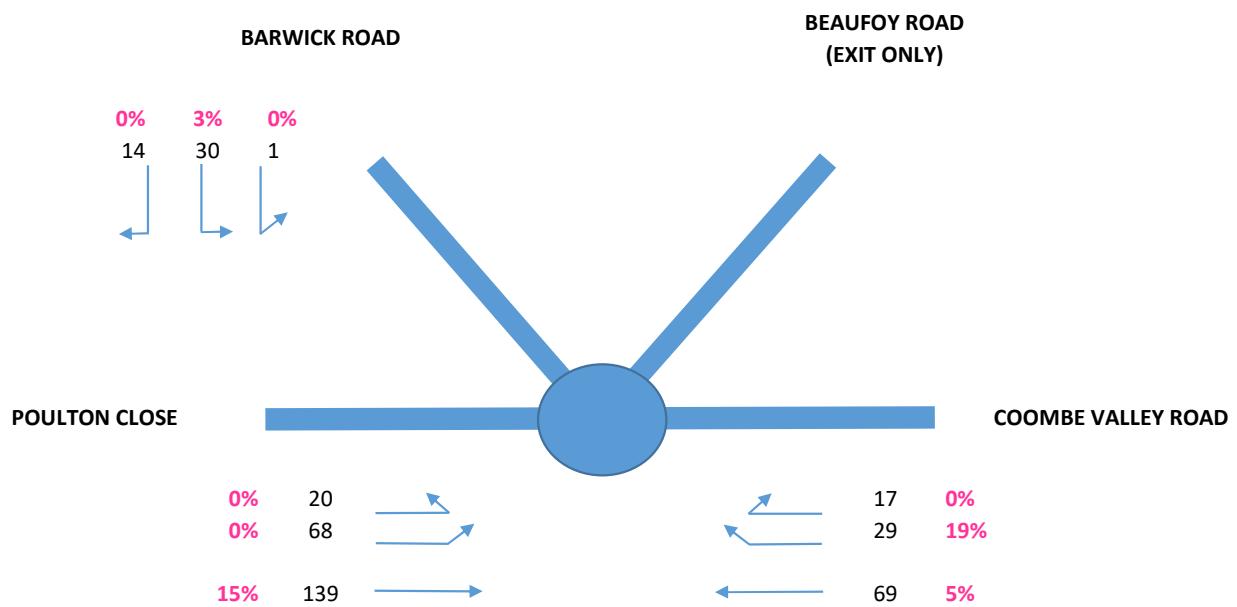


P22-2678 Barwick Road, Dover
PM 2027
Local Network Assessment

HGVs %

2022-27

TEMPRO **1.0625**

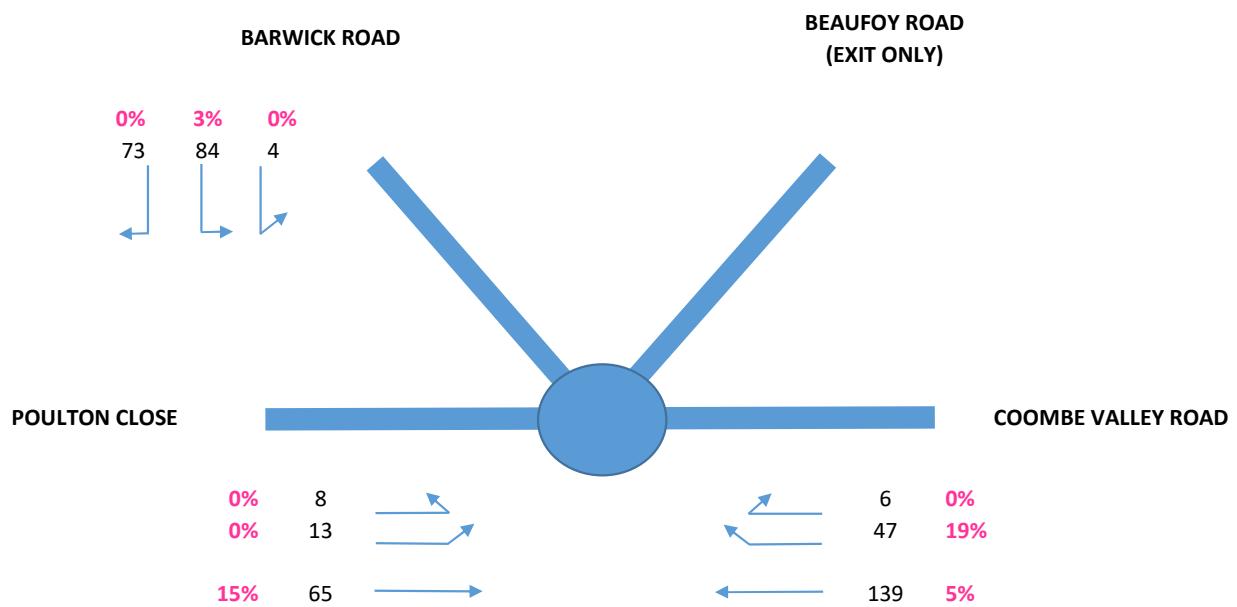


P22-2678 Barwick Road, Dover
AM 2027 + DEV
Local Network Assessment

HGVs %

DEV
ARR
DEP

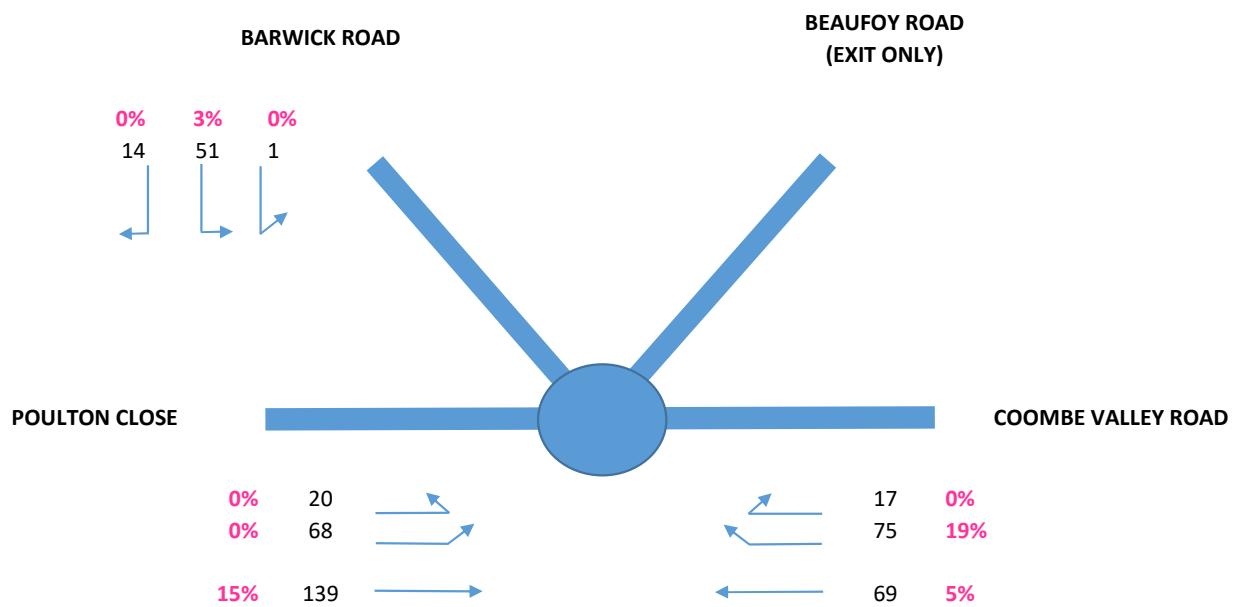
18
50



P22-2678 Barwick Road, Dover
PM 2027 + DEV
Local Network Assessment

HGVs %

DEV	
ARR	46
DEP	21



APPENDIX D

Junctions 9											
ARCADY 9 - Roundabout Module											
Version: 9.5.1.7462 © Copyright TRL Limited, 2019											
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk											

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: ARCADY.j9

Path: W:\2.0 NEW PROJECTS\2022\2678 - Barwick Road, Dover\4.0 Transport

Report generation date: 29/09/2022 14:46:26

»2022, AM

»2022, PM

»2027, AM

»2027, PM

»2027 + Dev, AM

»2027 + Dev, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2022												
Arm 1	D2	0.2	5.23	0.14	A	[Arm 3]	D3	0.1	5.85	0.06	A	[Arm 4]
Arm 3		0.3	6.07	0.22	A			0.2	5.16	0.14	A	
Arm 4		0.1	5.37	0.11	A			0.4	6.08	0.28	A	
2027												
Arm 1	D4	0.2	5.30	0.15	A	[Arm 3]	D5	0.1	5.94	0.07	A	[Arm 4]
Arm 3		0.3	6.20	0.24	A			0.2	5.22	0.15	A	
Arm 4		0.1	5.42	0.11	A			0.4	6.25	0.30	A	
2027 + Dev												
Arm 1	D6	0.3	5.80	0.22	A	[Arm 3]	D7	0.1	6.08	0.10	A	[Arm 4]
Arm 3		0.4	6.46	0.26	A			0.3	5.73	0.21	A	
Arm 4		0.1	5.49	0.12	A			0.4	6.51	0.31	A	

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

File summary

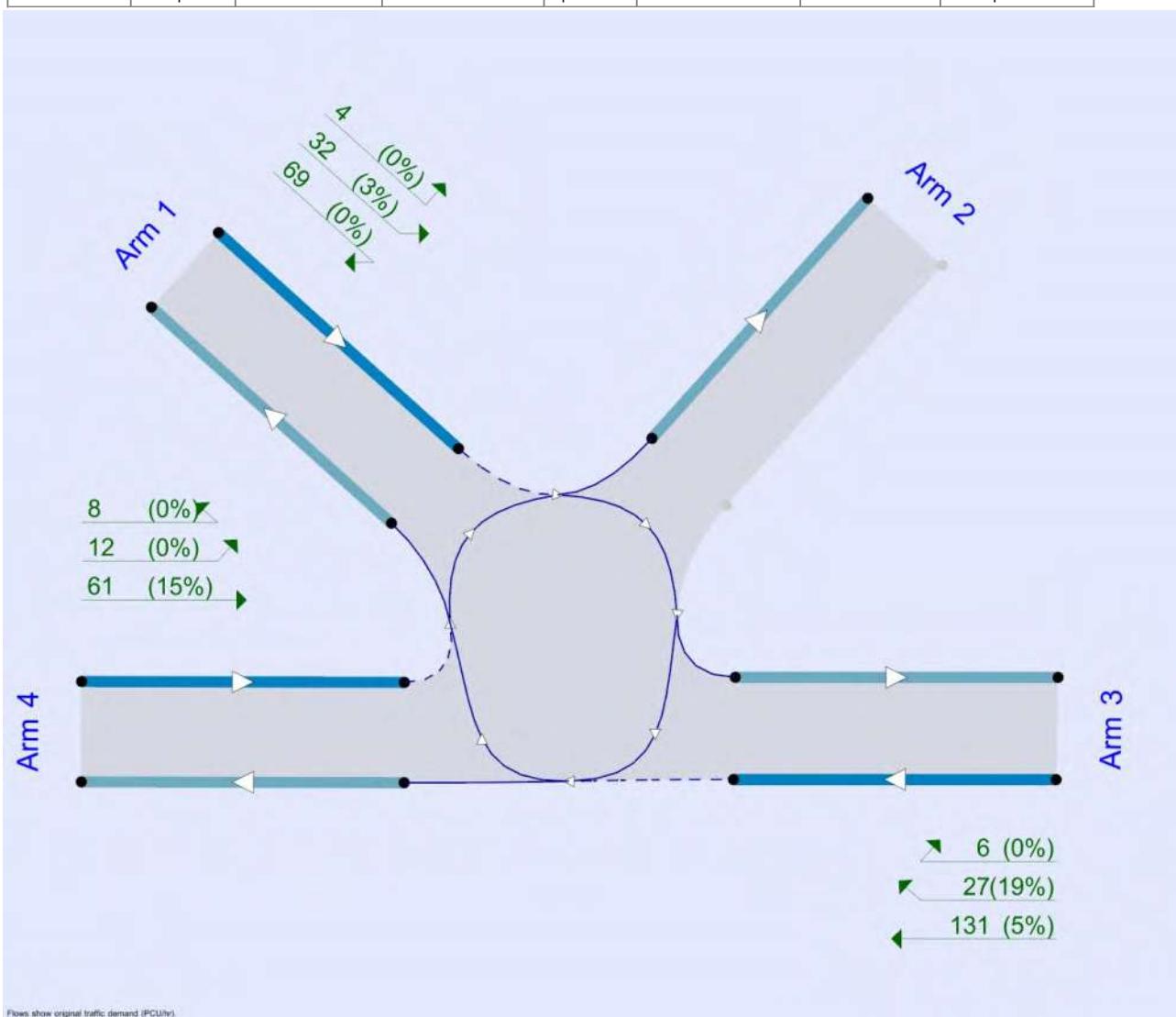
File Description

Title	Barwick Road/Coombe Valley Road
Location	Barwick Road
Site number	
Date	28/07/2022
Version	
Status	(new file)
Identifier	
Client	Mulberry Tree Holdings Ltd Oliver Davis Homes (Kent)
Jobnumber	P22-2678
Enumerator	CREATE\m.allen
Description	

Units



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



Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022	AM	ONE HOUR	00:00	01:30	15	✓
D3	2022	PM	ONE HOUR	00:00	01:30	15	✓
D4	2027	AM	ONE HOUR	00:00	01:30	15	✓
D5	2027	PM	ONE HOUR	00:00	01:30	15	✓
D6	2027 + Dev	AM	ONE HOUR	00:00	01:30	15	✓
D7	2027 + Dev	PM	ONE HOUR	00:00	01:30	15	✓

Analysis Set Details

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

2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.66	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	248	Arm 3

Arms

Arms

Arm	Name	Description
1	Barwick Road	
2	Beaufoy Road	
3	Coombe Valley Road	
4	Poulton Close	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.00	3.00	0.0	10.0	40.0	35.0	
2							✓
3	3.00	3.00	0.0	10.0	40.0	35.0	
4	3.00	3.00	0.0	10.0	40.0	35.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.452	849
2		
3	0.452	849
4	0.452	849

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	105	100.000
2					
3		ONE HOUR	✓	164	100.000
4		ONE HOUR	✓	81	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	4	32	69
	2	Exit-only	Exit-only	Exit-only	Exit-only
	3	27	6	0	131
	4	8	12	61	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	3	0
	2	Exit-only	Exit-only	Exit-only	Exit-only
	3	19	0	0	5
	4	0	0	15	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.14	5.23	0.2	A	96	145
2						
3	0.22	6.07	0.3	A	150	226
4	0.11	5.37	0.1	A	74	111

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	79	20	59	822	0.096	79	26	0.0	0.1	4.884	A
2			121				16				
3	123	31	52	825	0.150	123	70	0.0	0.2	5.469	A
4	61	15	25	838	0.073	61	150	0.0	0.1	5.135	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	94	24	71	817	0.116	94	31	0.1	0.1	5.028	A
2			145				20				
3	147	37	62	821	0.180	147	84	0.2	0.2	5.711	A
4	73	18	30	835	0.087	73	180	0.1	0.1	5.234	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	116	29	87	810	0.143	115	38	0.1	0.2	5.231	A
2			178				24				
3	181	45	76	814	0.222	180	102	0.2	0.3	6.063	A
4	89	22	36	832	0.107	89	220	0.1	0.1	5.371	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	116	29	87	809	0.143	116	39	0.2	0.2	5.234	A
2			178				24				
3	181	45	76	814	0.222	181	102	0.3	0.3	6.069	A
4	89	22	36	832	0.107	89	220	0.1	0.1	5.371	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	94	24	71	817	0.116	95	32	0.2	0.1	5.032	A
2			146				20				
3	147	37	62	821	0.180	148	84	0.3	0.2	5.718	A
4	73	18	30	835	0.087	73	180	0.1	0.1	5.236	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	79	20	60	822	0.096	79	26	0.1	0.1	4.892	A
2			122				17				
3	123	31	52	825	0.150	124	70	0.2	0.2	5.486	A
4	61	15	25	838	0.073	61	151	0.1	0.1	5.143	A

2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.78	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	194	Arm 4

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2022	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	42	100.000
2					
3		ONE HOUR	✓	108	100.000
4		ONE HOUR	✓	214	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	1	28	13
	2	Exit-only	Exit-only	Exit-only	Exit-only
	3	27	16	0	65
	4	19	64	131	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	10	23
	2	Exit-only	Exit-only	Exit-only	Exit-only
	3	11	0	0	2
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.06	5.85	0.1	A	39	58
2						
3	0.14	5.16	0.2	A	99	149
4	0.28	6.08	0.4	A	196	295

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	32	8	158	777	0.041	31	34	0.0	0.0	5.473	A
2			129				61				
3	81	20	10	844	0.096	81	119	0.0	0.1	4.892	A
4	161	40	32	834	0.193	160	58	0.0	0.2	5.333	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	38	9	189	763	0.049	38	41	0.0	0.1	5.629	A
2			154				73				
3	97	24	12	844	0.115	97	143	0.1	0.1	5.005	A
4	192	48	39	831	0.231	192	70	0.2	0.3	5.628	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	46	12	232	744	0.062	46	51	0.1	0.1	5.852	A
2			189				89				
3	119	30	14	842	0.141	119	175	0.1	0.2	5.162	A
4	236	59	47	827	0.285	235	86	0.3	0.4	6.075	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	46	12	232	744	0.062	46	51	0.1	0.1	5.853	A
2			189				89				
3	119	30	14	842	0.141	119	175	0.2	0.2	5.164	A
4	236	59	47	827	0.285	236	86	0.4	0.4	6.082	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	38	9	190	763	0.049	38	41	0.1	0.1	5.634	A
2			155				73				
3	97	24	12	843	0.115	97	143	0.2	0.1	5.007	A
4	192	48	39	831	0.231	193	70	0.4	0.3	5.642	A

01:15 - 01:30

	Total	Junction	Circulating	Capacity		Throughput	Throughput	Start	End		Unsignalised

Arm	Demand (PCU/hr)	Arrivals (PCU)	flow (PCU/hr)	(PCU/hr)	RFC	(PCU/hr)	(exit side) (PCU/hr)	queue (PCU)	queue (PCU)	Delay (s)	level of service
1	32	8	159	777	0.041	32	35	0.1	0.0	5.479	A
2			130				61				
3	81	20	10	844	0.096	81	120	0.1	0.1	4.897	A
4	161	40	32	834	0.193	161	59	0.3	0.2	5.352	A

2027, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.75	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	228	Arm 3

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2027	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	111	100.000
2					
3		ONE HOUR	✓	174	100.000
4		ONE HOUR	✓	86	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	4	34	73
	2	Exit-only	Exit-only	Exit-only	Exit-only
	3	29	6	0	139
	4	8	13	65	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	3	0
	2	Exit-only	Exit-only	Exit-only	Exit-only
	3	19	0	0	5
	4	0	0	15	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.15	5.30	0.2	A	102	153
2						
3	0.24	6.20	0.3	A	160	239
4	0.11	5.42	0.1	A	79	118

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	84	21	63	820	0.102	83	28	0.0	0.1	4.923	A
2			129				17				
3	131	33	55	824	0.159	130	74	0.0	0.2	5.541	A
4	65	16	26	837	0.077	64	159	0.0	0.1	5.167	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	100	25	75	815	0.122	100	33	0.1	0.1	5.080	A
2			154				21				
3	156	39	66	819	0.191	156	89	0.2	0.3	5.804	A
4	77	19	31	835	0.093	77	190	0.1	0.1	5.273	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	122	31	92	807	0.151	122	41	0.1	0.2	5.301	A
2			189				25				
3	192	48	80	813	0.236	191	109	0.3	0.3	6.192	A
4	95	24	38	831	0.114	95	233	0.1	0.1	5.420	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	122	31	92	807	0.151	122	41	0.2	0.2	5.304	A
2			189				25				
3	192	48	80	812	0.236	192	109	0.3	0.3	6.198	A
4	95	24	39	831	0.114	95	233	0.1	0.1	5.420	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	100	25	76	815	0.123	100	33	0.2	0.1	5.085	A
2			155				21				
3	156	39	66	819	0.191	157	89	0.3	0.3	5.812	A
4	77	19	32	835	0.093	77	191	0.1	0.1	5.275	A

01:15 - 01:30

	Total	Junction	Circulating	Capacity		Throughput	Throughput	Start	End		Unsignalised

Arm	Demand (PCU/hr)	Arrivals (PCU)	flow (PCU/hr)	(PCU/hr)	RFC	(PCU/hr)	(exit side) (PCU/hr)	queue (PCU)	queue (PCU)	Delay (s)	level of service
1	84	21	63	820	0.102	84	28	0.1	0.1	4.932	A
2			130				17				
3	131	33	55	824	0.159	131	75	0.3	0.2	5.559	A
4	65	16	26	837	0.077	65	160	0.1	0.1	5.175	A

2027, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.91	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	177	Arm 4

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2027	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	45	100.000
2					
3		ONE HOUR	✓	115	100.000
4		ONE HOUR	✓	227	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	1	30	14
	2	Exit-only	Exit-only	Exit-only	Exit-only
	3	29	17	0	69
	4	20	68	139	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	10	23
	2	Exit-only	Exit-only	Exit-only	Exit-only
	3	11	0	0	2
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.07	5.94	0.1	A	41	62
2						
3	0.15	5.22	0.2	A	106	158
4	0.30	6.25	0.4	A	208	312

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	34	8	168	773	0.044	34	37	0.0	0.1	5.524	A
2			137				64				
3	87	22	10	844	0.103	86	126	0.0	0.1	4.927	A
4	171	43	34	833	0.205	170	62	0.0	0.3	5.420	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	40	10	201	758	0.053	40	44	0.1	0.1	5.693	A
2			164				77				
3	103	26	13	843	0.123	103	152	0.1	0.1	5.051	A
4	204	51	41	830	0.246	204	75	0.3	0.3	5.745	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	50	12	246	738	0.067	49	54	0.1	0.1	5.937	A
2			201				95				
3	127	32	15	842	0.150	126	186	0.1	0.2	5.223	A
4	250	62	51	826	0.303	250	91	0.3	0.4	6.242	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	50	12	247	737	0.067	50	54	0.1	0.1	5.939	A
2			201				95				
3	127	32	15	842	0.150	127	186	0.2	0.2	5.225	A
4	250	62	51	826	0.303	250	91	0.4	0.4	6.249	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	40	10	202	758	0.053	41	44	0.1	0.1	5.699	A
2			165				77				
3	103	26	13	843	0.123	104	152	0.2	0.1	5.056	A
4	204	51	41	830	0.246	204	75	0.4	0.3	5.760	A

01:15 - 01:30

	Total	Junction	Circulating	Capacity		Throughput	Throughput	Start	End		Unsignalised

Arm	Demand (PCU/hr)	Arrivals (PCU)	flow (PCU/hr)	(PCU/hr)	RFC	(PCU/hr)	(exit side) (PCU/hr)	queue (PCU)	queue (PCU)	Delay (s)	level of service
1	34	8	169	772	0.044	34	37	0.1	0.1	5.533	A
2			138				65				
3	87	22	11	844	0.103	87	127	0.1	0.1	4.937	A
4	171	43	35	833	0.205	171	63	0.3	0.3	5.440	A

2027 + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.03	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	201	Arm 3

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2027 + Dev	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	161	100.000
2					
3		ONE HOUR	✓	192	100.000
4		ONE HOUR	✓	86	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	4	84	73
	2	Exit-only	Exit-only	Exit-only	Exit-only
	3	47	6	0	139
	4	8	13	65	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	3	0
	2	Exit-only	Exit-only	Exit-only	Exit-only
	3	19	0	0	5
	4	0	0	15	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.22	5.80	0.3	A	148	222
2						
3	0.26	6.46	0.4	A	176	264
4	0.12	5.49	0.1	A	79	118

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	121	30	63	820	0.148	121	41	0.0	0.2	5.217	A
2			166				17				
3	145	36	55	824	0.175	144	112	0.0	0.2	5.704	A
4	65	16	40	831	0.078	64	159	0.0	0.1	5.208	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	145	36	75	815	0.178	145	49	0.2	0.2	5.453	A
2			199				21				
3	173	43	66	819	0.211	172	134	0.2	0.3	6.007	A
4	77	19	48	827	0.093	77	190	0.1	0.1	5.324	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	177	44	92	807	0.220	177	60	0.2	0.3	5.799	A
2			244				25				
3	211	53	80	813	0.260	211	164	0.3	0.4	6.456	A
4	95	24	58	822	0.115	95	233	0.1	0.1	5.487	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	177	44	92	807	0.220	177	61	0.3	0.3	5.804	A
2			244				25				
3	211	53	80	812	0.260	211	164	0.4	0.4	6.464	A
4	95	24	58	822	0.115	95	233	0.1	0.1	5.487	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	145	36	76	815	0.178	145	50	0.3	0.2	5.462	A
2			200				21				
3	173	43	66	819	0.211	173	134	0.4	0.3	6.016	A
4	77	19	48	827	0.093	77	191	0.1	0.1	5.328	A

01:15 - 01:30

	Total	Junction	Circulating	Capacity		Throughput	Throughput	Start	End		Unsignalised

Arm	Demand (PCU/hr)	Arrivals (PCU)	flow (PCU/hr)	(PCU/hr)	RFC	(PCU/hr)	(exit side) (PCU/hr)	queue (PCU)	queue (PCU)	Delay (s)	level of service
1	121	30	63	820	0.148	121	41	0.2	0.2	5.234	A
2			167				17				
3	145	36	55	824	0.175	145	112	0.3	0.2	5.725	A
4	65	16	40	831	0.078	65	160	0.1	0.1	5.216	A

2027 + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.17	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	155	Arm 4

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2027 + Dev	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	66	100.000
2					
3		ONE HOUR	✓	161	100.000
4		ONE HOUR	✓	227	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	1	51	14
	2	Exit-only	Exit-only	Exit-only	Exit-only
	3	75	17	0	69
	4	20	68	139	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	10	23
	2	Exit-only	Exit-only	Exit-only	Exit-only
	3	11	0	0	2
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.10	6.08	0.1	A	61	91
2						
3	0.21	5.73	0.3	A	148	222
4	0.31	6.51	0.4	A	208	312

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	50	12	168	773	0.064	49	71	0.0	0.1	5.586	A
2			153				64				
3	121	30	10	844	0.144	121	142	0.0	0.2	5.259	A
4	171	43	69	818	0.209	170	62	0.0	0.3	5.548	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	59	15	201	758	0.078	59	85	0.1	0.1	5.789	A
2			183				77				
3	145	36	13	843	0.172	145	171	0.2	0.2	5.449	A
4	204	51	83	811	0.251	204	75	0.3	0.3	5.921	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	73	18	246	738	0.099	73	104	0.1	0.1	6.082	A
2			224				95				
3	177	44	15	842	0.211	177	209	0.2	0.3	5.726	A
4	250	62	101	803	0.311	249	91	0.3	0.4	6.497	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	73	18	247	737	0.099	73	105	0.1	0.1	6.084	A
2			225				95				
3	177	44	15	842	0.211	177	209	0.3	0.3	5.729	A
4	250	62	101	803	0.311	250	91	0.4	0.4	6.508	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	59	15	202	758	0.078	59	86	0.1	0.1	5.795	A
2			184				77				
3	145	36	13	843	0.172	145	171	0.3	0.2	5.457	A
4	204	51	83	811	0.252	205	75	0.4	0.3	5.938	A

01:15 - 01:30

	Total	Junction	Circulating	Capacity		Throughput	Throughput	Start	End		Unsignalised

Arm	Demand (PCU/hr)	Arrivals (PCU)	flow (PCU/hr)	(PCU/hr)	RFC	(PCU/hr)	(exit side) (PCU/hr)	queue (PCU)	queue (PCU)	Delay (s)	level of service
1	50	12	169	772	0.064	50	72	0.1	0.1	5.598	A
2			154				65				
3	121	30	11	844	0.144	121	143	0.2	0.2	5.270	A
4	171	43	69	817	0.209	171	63	0.3	0.3	5.574	A

PLANS



PROPOSED SITE PLAN

DRAFT FOR COMMENT

0 1 2 4 6 8 10M

Hollaway

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Project | BARNICK ROAD DOVER KENT

Client | OLIVER DAVIS HOMES

Title | PROPOSED SITE PLAN

Status | PRELIMINARY

Scale @ A0 | 1:200 Date | AUG 2022 Drawn | PA Chkd | MW

Project Number | 22.0009 Drawing Number | 04 Revision | P1