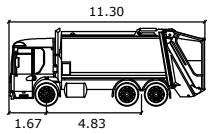


Dennis Eagle 6X4 RHS 2013

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 32.1

motion

84 North Street
Guildford
Surrey
GU1 4AU

T: 01483 531 300

Golden Cross House
8 Duncannon Street
London
WC2N 4JF

T: 020 8065 5208

www.motion.co.uk

Project:
OneSchool Global Kenley Campus, Caterham

Title:
Swept Path Analysis
Refuse Vehicle

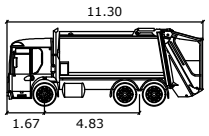
Scale: 1:500 (@ A3)

Notes:

Drawing: 2106055-TK07

Revision: A

Drawing2.dwg



Dennis Eagle 6X4 RHS 2013

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 32.1

motion

84 North Street
Guildford
Surrey
GU1 4AU

T: 01483 531 300

Golden Cross House
8 Duncannon Street
London
WC2N 4JF

T: 020 8065 5208

www.motion.co.uk

Project:
OneSchool Global Kenley Campus, Caterham

Title:
Swept Path Analysis
Refuse Vehicle

Scale: 1:500 (@ A3)

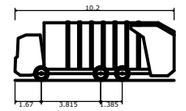
Notes:

Drawing:
2106055-TK08.1

Revision:
A

C:\Users\glester\Motion\StaffSite - Dwcate 2106055\Drawings\2106055-TK03,07 Adn 08.dwg

Rev:	Description:	Date:	Rev By:	Chk'd:



Phoenix 2 Duo (P2-12W with Elite 6x4 chassis)

Overall Length	10.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.800m

motion

9 Greyfriars, Reading, Berkshire, RG1 1NU

T: 0118 206 2930

Guildford - London - Reading

www.motion.co.uk

Project:
Victor Beamish Avenue, Caterham

Title:
Swept Path Analysis - access Refuse

Client:

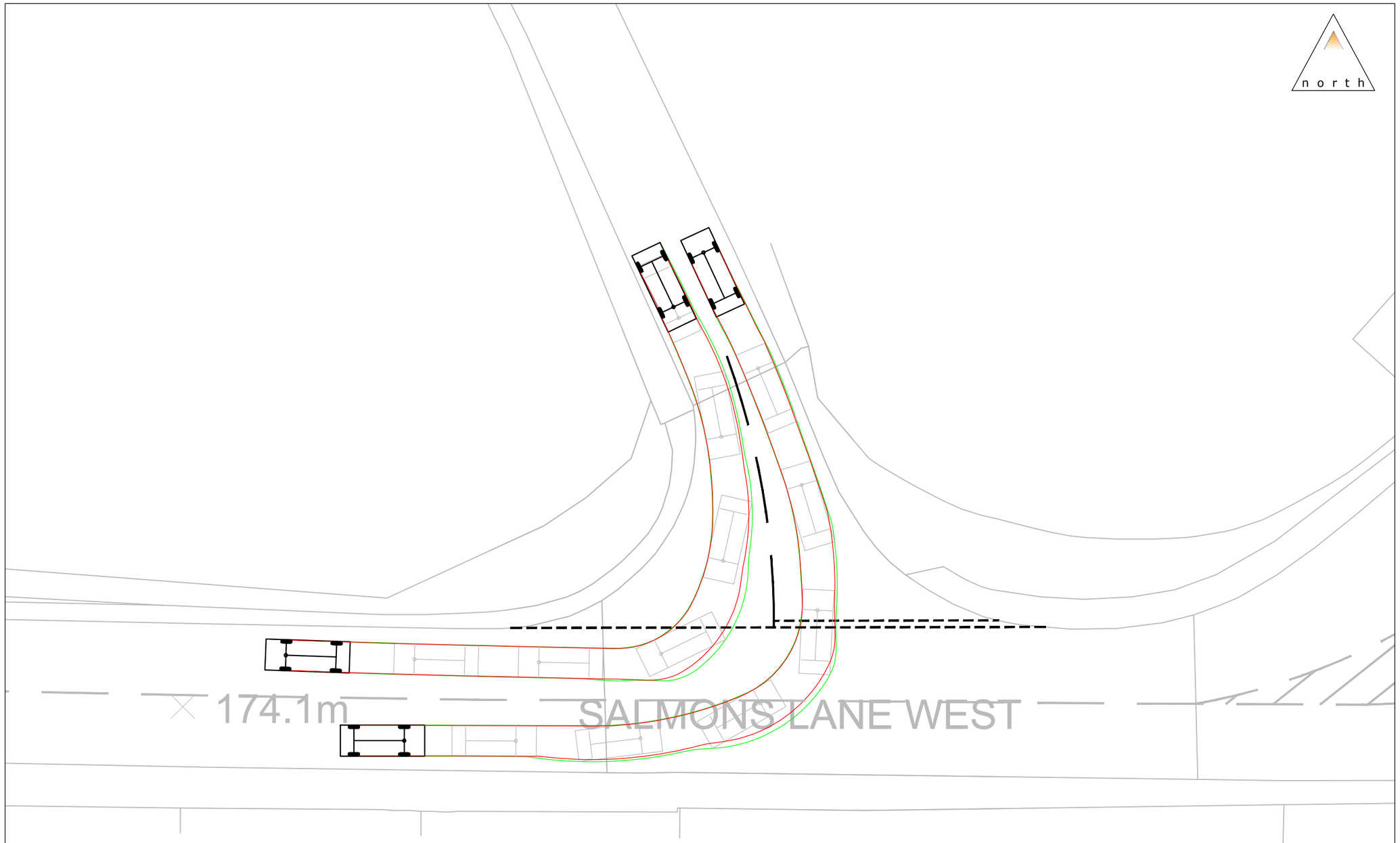
Drawing Status:

Scale: 1:500 (@ A3) Date:28/06/2022

Drawn: Checked: Approved:

Drawing: 2106055-TK05 Revision: A

C:\Users\andrew.rowe\Motion\Staff Site - Documents\2106055 Victor Beamish Avenue\Drawings\2106055-TK05A.dwg



C:\Users\andrew.mcdonald\Motion\Staff Site - Documents\2106055 Victor Beamish Avenue, Caterham\Drawings\2106055-TK06A.dwg

Rev:	Description:	Date:	Rev By:	Chk'd:

Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

motion

9 Greyfriars, Reading, Berkshire, RG1 1NU

T: 0118 206 2930

Guildford - London - Reading

www.motion.co.uk

Project:
Victor Beamish Avenue, Caterham

Title:
Swept Path Analysis - access
Large Car

Client:

Drawing Status:

Scale: 1:250 (@ A3) Date:28/06/2022

Drawn: Checked: Approved:

Drawing: Revision:
2106055-TK06

Appendix D

TRICS Output

Calculation Reference: AUDIT-734001-230510-0554

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
	KC	KENT	1 days
03	SOUTH WEST		
	DV	DEVON	2 days
	SD	SWINDON	1 days
	TB	TORBAY	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
	PB	PETERBOROUGH	1 days
	SF	SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 days
09	NORTH		
	DH	DURHAM	1 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: 10 to 116 (units:)
Range Selected by User: 6 to 150 (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: 01/01/15 to 09/11/22

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

Selected survey days:

Monday	2 days
Tuesday	3 days
Wednesday	2 days
Thursday	4 days
Friday	1 days

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

Selected survey types:

Manual count	12 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)	12

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.

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	11 days - Selected

Secondary Filtering selection:

Use Class:

C3	12 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	4 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	3 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	2 days
25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	2 days
125,001 to 250,000	5 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	3 days
1.1 to 1.5	9 days

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

Travel Plan:

Yes	3 days
No	9 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	12 days

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

LIST OF SITES relevant to selection parameters

1 AC-03-A-04 TOWN HOUSES CHESHIRE WEST & CHESTER
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

2 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

3 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

4 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

5 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

6 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
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

7 NF-03-A-51 SEMI-DETACHED NORFOLK
CITY ROAD
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 34
Survey date: TUESDAY *13/09/22* *Survey Type: MANUAL*

8 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	PB-03-A-04 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES		PETERBOROUGH
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		28	
	Survey date: MONDAY		*17/10/16*	*Survey Type: MANUAL*
10	SD-03-A-01 HEADLANDS GROVE SWINDON	SEMI DETACHED		SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		27	
	Survey date: THURSDAY		*22/09/16*	*Survey Type: MANUAL*
11	SF-03-A-07 FOXHALL ROAD IPSWICH	MIXED HOUSES		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		73	
	Survey date: THURSDAY		*09/05/19*	*Survey Type: MANUAL*
12	TB-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES		TORBAY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		37	
	Survey date: WEDNESDAY		*30/09/15*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.82

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	49	0.067	12	49	0.278	12	49	0.345
08:00 - 09:00	12	49	0.131	12	49	0.414	12	49	0.545
09:00 - 10:00	12	49	0.182	12	49	0.182	12	49	0.364
10:00 - 11:00	12	49	0.149	12	49	0.192	12	49	0.341
11:00 - 12:00	12	49	0.153	12	49	0.163	12	49	0.316
12:00 - 13:00	12	49	0.191	12	49	0.184	12	49	0.375
13:00 - 14:00	12	49	0.174	12	49	0.187	12	49	0.361
14:00 - 15:00	12	49	0.170	12	49	0.208	12	49	0.378
15:00 - 16:00	12	49	0.268	12	49	0.189	12	49	0.457
16:00 - 17:00	12	49	0.301	12	49	0.172	12	49	0.473
17:00 - 18:00	12	49	0.376	12	49	0.186	12	49	0.562
18:00 - 19:00	12	49	0.242	12	49	0.155	12	49	0.397
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.404			2.510			4.914

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

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

Parameter summary

Trip rate parameter range selected:	10 - 116 (units:)
Survey date date range:	01/01/15 - 09/11/22
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.82

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	49	0.115	12	49	0.498	12	49	0.613
08:00 - 09:00	12	49	0.206	12	49	0.930	12	49	1.136
09:00 - 10:00	12	49	0.297	12	49	0.363	12	49	0.660
10:00 - 11:00	12	49	0.268	12	49	0.373	12	49	0.641
11:00 - 12:00	12	49	0.265	12	49	0.277	12	49	0.542
12:00 - 13:00	12	49	0.316	12	49	0.313	12	49	0.629
13:00 - 14:00	12	49	0.285	12	49	0.292	12	49	0.577
14:00 - 15:00	12	49	0.282	12	49	0.316	12	49	0.598
15:00 - 16:00	12	49	0.674	12	49	0.349	12	49	1.023
16:00 - 17:00	12	49	0.562	12	49	0.301	12	49	0.863
17:00 - 18:00	12	49	0.643	12	49	0.325	12	49	0.968
18:00 - 19:00	12	49	0.430	12	49	0.258	12	49	0.688
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.343			4.595			8.938

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 E

Traffic Survey Data

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 35298 Caterham

Site Number/Name: Site 1 - Victor Beamish Avenue/Salmons Lane West

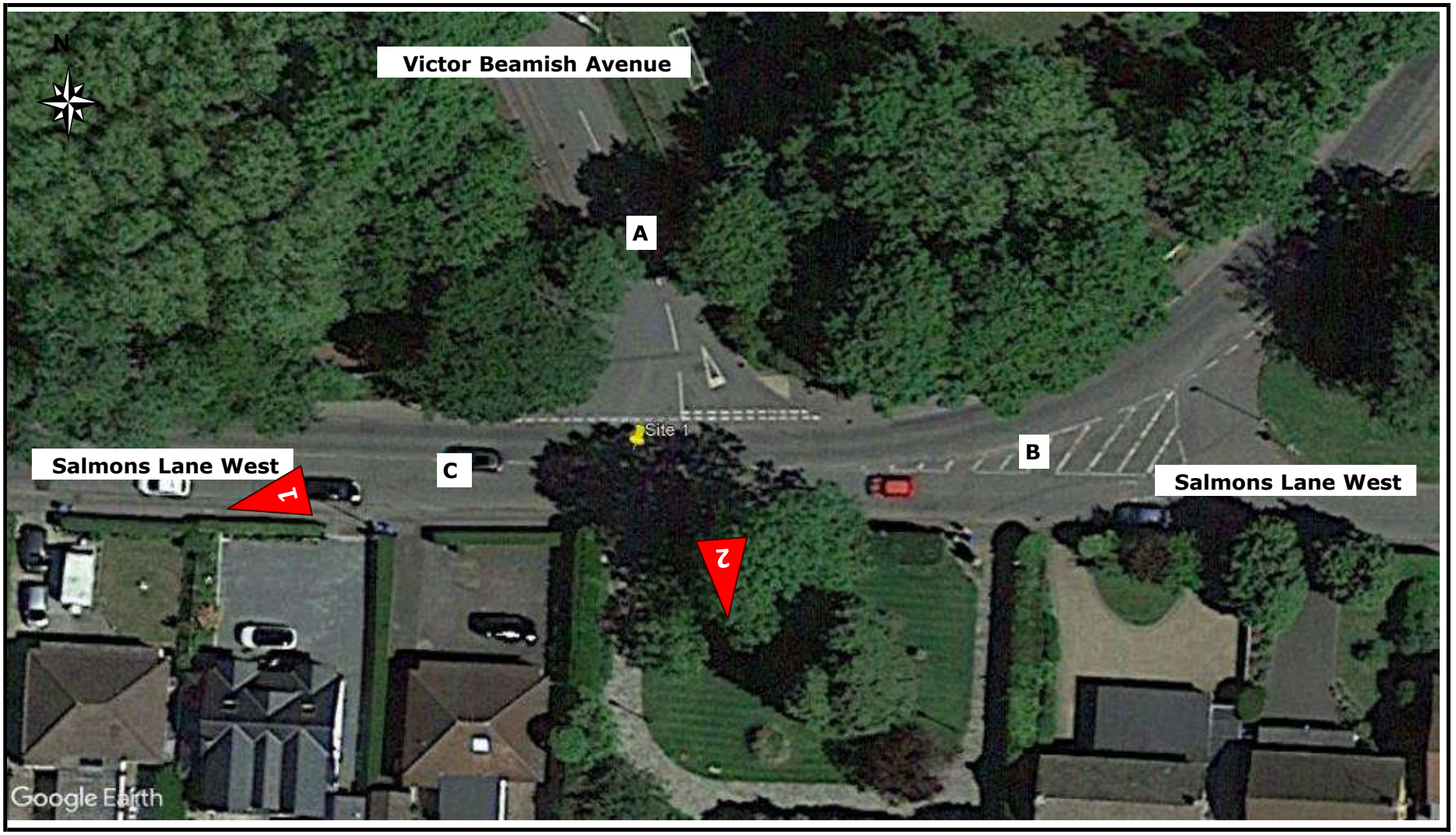
Client: Motion

Date: 27/04/2023

Weather: AM Dry, PM Rain

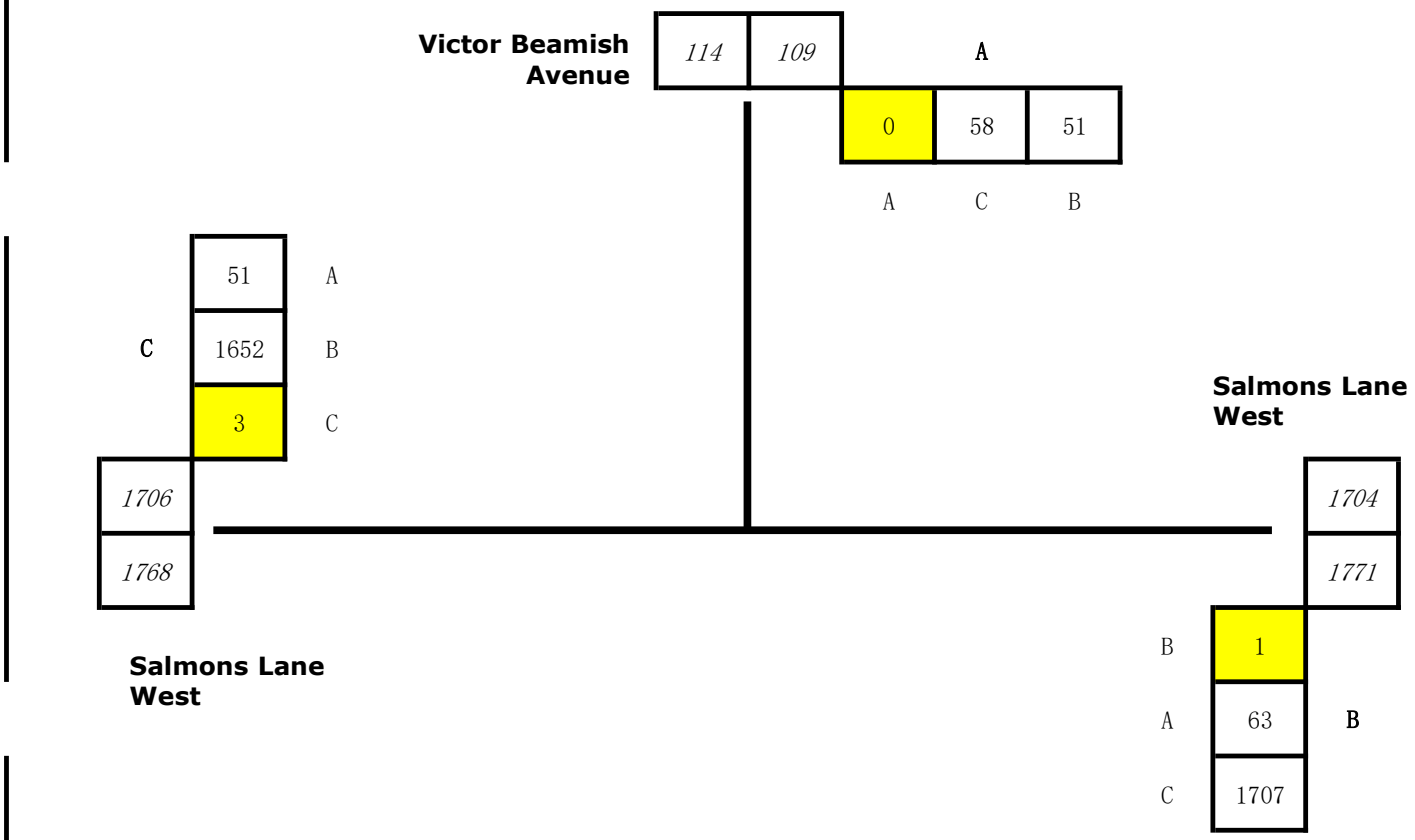
Advanced Transport Research	*Job Number & Name:*	35298 Caterham
Site 1 - Victor Beamish Avenue/Salmons Lane West	*Date:*	Thursday 27 Apr 2023

Job Type:	Junction Count				
Co-ordinates:	51° 17' 51.26"N, 0° 5' 26.35"W	*Postcode:*	CR3 5ER	*Times:*	0700-1000 1600-1900



Advanced Transport Research	*Job Number & Name:*	35298 Caterham
Site 1 - Victor Beamish Avenue/Salmons Lane West	*Client:*	Motion
Flow Diagram	*Date:*	Thursday 27 Apr 2023

Select Period Daily Total



Advanced Transport Research

Site 1 - Victor Beamish Avenue/Salmons Lane West

Classified Counts

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

			B to B								B to C								C to A								C t			
M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2
0	0	0	0	0	0	0	0	0	0	0	27	5	0	0	0	0	0	0	1	0	0	0	0	0	0	0	38	9	2	0
0	0	0	1	0	0	0	0	0	0	0	56	7	1	0	2	0	0	0	4	0	0	0	0	0	0	0	45	8	0	0
0	0	0	0	0	0	0	0	0	0	0	51	5	1	0	1	0	0	0	2	0	0	0	0	0	0	0	68	15	1	0
0	0	0	0	0	0	0	0	0	0	0	63	15	1	1	0	0	0	0	6	0	0	0	0	0	0	0	94	9	2	0
0	0	0	0	0	0	0	0	0	0	0	67	11	1	0	0	1	0	0	4	0	0	0	0	0	0	0	72	11	1	0
0	0	0	0	0	0	0	0	0	0	0	73	7	1	0	1	0	0	0	3	0	0	0	0	0	0	0	75	6	3	1
0	0	0	0	0	0	0	0	0	0	0	84	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	76	6	1	0
0	0	0	0	0	0	0	0	0	0	0	72	3	0	0	1	1	0	0	6	0	0	0	0	0	0	0	56	5	2	0
0	0	0	0	0	0	0	0	0	0	0	52	4	1	2	0	0	0	0	2	0	0	0	0	0	0	0	37	5	1	0
0	0	0	0	0	0	0	0	0	0	0	40	8	3	0	1	0	0	0	1	1	0	0	0	0	0	0	38	6	1	0
0	0	0	0	0	0	0	0	0	0	0	40	5	0	0	0	0	0	0	4	0	0	0	0	0	0	0	37	9	0	1
0	0	0	0	0	0	0	0	0	0	0	33	9	0	0	1	0	0	0	1	0	0	0	0	0	0	0	41	6	0	0
0	0	0	0	0	0	0	0	0	0	0	51	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	11	4	0
0	0	0	0	0	0	0	0	0	0	0	48	10	1	0	0	1	0	0	0	0	0	0	0	0	0	0	53	9	0	0
0	0	0	0	0	0	0	0	0	0	0	60	5	0	0	1	2	0	0	0	0	0	0	0	0	0	0	65	11	0	0
0	0	0	0	0	0	0	0	0	0	0	69	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	71	10	0	0
0	0	0	0	0	0	0	0	0	0	0	80	13	0	0	0	2	0	0	1	0	0	0	0	0	0	0	57	9	0	0
0	1	0	0	0	0	0	0	0	0	0	70	5	0	0	1	1	0	0	0	0	0	0	0	0	0	0	73	9	0	0
0	0	0	0	0	0	0	0	0	0	0	96	9	0	0	0	0	0	0	1	0	0	0	0	0	0	0	70	6	0	0
0	0	0	0	0	0	0	0	0	0	0	75	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	76	5	0	0
0	0	0	0	0	0	0	0	0	0	0	94	6	0	0	0	1	0	0	0	0	0	0	0	0	0	0	60	1	0	0
0	0	0	0	0	0	0	0	0	0	0	70	4	0	0	1	2	1	0	1	0	0	0	0	0	0	0	69	4	0	0
0	0	0	0	0	0	0	0	0	0	0	60	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	13	0	0
0	0	0	0	0	0	0	0	0	0	0	64	4	0	0	1	1	1	0	1	0	0	0	0	0	0	0	41	2	0	0

Job Number & Name:	35298 Caterham
Client:	Motion
Date:	Thursday 27 April 2023

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

Advanced Transport Research

Site 1 - Victor Beamish Avenue/Salmons Lane West

PCU Values

	A to A								A to B								A to C								B to A								B to B								B to C					
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B
07:00 - 07:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.0	5.0	0.0	0.0	0.0	0.0
07:15 - 07:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	56.0	7.0	1.5	0.0	4.0	0.0
07:30 - 07:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	51.0	5.0	1.5	0.0	2.0	0.0
07:45 - 08:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	5.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	63.0	15.0	1.5	2.3	0.0	0.0
08:00 - 08:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	67.0	11.0	1.5	0.0	0.0	0.4
08:15 - 08:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	73.0	7.0	1.5	0.0	2.0	0.0
08:30 - 08:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	10.0	1.0	0.0	0.0	0.0	0.0	0.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	84.0	10.0	3.0	0.0	0.0	0.0
08:45 - 09:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	72.0	3.0	0.0	0.0	2.0	0.4
09:00 - 09:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	52.0	4.0	1.5	4.6	0.0	0.0
09:15 - 09:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	8.0	4.5	0.0	2.0	0.0
09:30 - 09:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	5.0	0.0	0.0	0.0	0.0
09:45 - 10:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	2.0	0.0	1.5	0.0	0.0	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.0	9.0	0.0	0.0	2.0	0.0
16:00 - 16:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	51.0	11.0	0.0	0.0	0.0	0.0
16:15 - 16:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.0	10.0	1.5	0.0	0.0	0.4
16:30 - 16:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	5.0	0.0	0.0	2.0	0.8
16:45 - 17:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	69.0	5.0	0.0	0.0	2.0	0.0
17:00 - 17:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0	13.0	0.0	0.0	0.0	0.8
17:15 - 17:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	70.0	5.0	0.0	0.0	2.0	0.4
17:30 - 17:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.0	9.0	0.0	0.0	0.0	0.0
17:45 - 18:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	4.0	1.5	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	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.0	6.0	0.0	0.0	0.0	0.4
18:15 - 18:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	70.0	4.0	0.0	0.0	2.0	0.8
18:30 - 18:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	5.0	0.0	0.0	0.0	0.0
18:45 - 19:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	64.0	4.0	0.0	0.0	2.0	0.4
07:00 - 08:00	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*5.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*6.0*	*8.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*8.0*	*15.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*16.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*	*197.0*	*32.0*	*4.5*	*2.3*	*6.0*	*0.0*
07:15 - 08:15	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*5.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*6.0*	*8.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*8.0*	*23.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*24.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*	*237.0*	*38.0*	*6.0*	*2.3*	*6.0*	*0.4*
07:30 - 08:30	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*8.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*9.0*	*6.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*6.0*	*23.0*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*25.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*254.0*	*38.0*	*6.0*	*2.3*	*4.0*	*0.4*
07:45 - 08:45	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*11.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*12.0*	*14.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*14.0*	*25.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*28.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*287.0*	*43.0*	*7.5*	*2.3*	*2.0*	*0.4*
08:00 - 09:00	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*17.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*17.0*	*17.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*17.0*	*23.0*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*25.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*296.0*	*31.0*	*6.0*	*0.0*	*4.0*	*0.8*
08:15 - 09:15	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*21.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*21.0*	*19.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*19.0*	*18.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*21.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*281.0*	*24.0*	*6.0*	*4.6*	*4.0*	*0.4*
08:30 - 09:30	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*21.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*21.0*	*21.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*21.0*	*19.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*22.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*248.0*	*25.0*	*9.0*	*4.6*	*4.0*	*0.4*
08:45 - 09:45	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*22.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*22.0*	*15.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*15.0*	*13.0*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*15.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*204.0*	*20.0*	*6.0*	*4.6*	*4.0*	*0.4*
09:00 - 10:00	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*16.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*16.0*	*14.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*14.0*	*12.0*	*2.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.0*	*15.5*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*165.0*	*26.0*	*6.0*	*4.6*	*4.0*	*0.0*
16:00 - 17:00	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*8.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*8.0*	*13.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*13.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*228.0*	*31.0*	*1.5*	*0.0*	*4.0*	*1.2*
16:15 - 17:15	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*7.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*7.0*	*8.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*8.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*257.0*	*33.0*	*1.5*	*0.0*	*4.0*	*2.0*
16:30 - 17:30	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*3.0*	*4.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*4.0*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.2*	*2.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*279.0*	*28.0*	*0.0*	*0.0*	*6.0*	*2.0*
16:45 - 17:45	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*4.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*4.0*	*4.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*4.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.2*	*1.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*315.0*	*32.0*	*0.0*	*0.0*	*4.0*	*1.2*
17:00 - 18:00	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*3.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*3.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.2*	*1.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*321.0*	*31.0*	*1.5*	*0.0*	*2.0*	*1.2*
17:15 - 18:15	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*2.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*3.0*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.2*	*2.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*335.0*	*24.0*	*1.5*	*0.0*	*2.0*	*0.8*
17:30 - 18:30	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*2.0*	*4.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*4.0*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*335.0*	*23.0*	*1.5*	*0.0*	*2.0*	*1.2*
17:45 - 18:45	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*2.0*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*299.0*	*19.0*	*1.5*	*0.0*	*2.0*	*1.2*
18:00 - 19:00	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*3.0*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*288.0*	*19.0*	*0.0*	*0.0*	*4.0*	*1.6*
AM Total	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**38.0**	**1.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**39.0**	**39.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**39.0**	**50.0**	**5.0**	**1.5**	**0.0**	**0.0**	**0.0**	**0.0**	**56.5**	**1.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**1.0**	**658.0**	**89.0**	**16.5**	**6.9**	**14.0**	**0.8**
PM Total	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**12.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**12.0**	**19.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**19.0**	**6.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.2**	**6.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**837.0**	**81.0**	**3.0**	**0.0**	**10.0**	**4.0**
Daily Total	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**50.0**	**1.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**51.0**	**58.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**58.0**	**56.0**	**5.0**	**1.5**	**0.0**	**0.0**	**0.0**	**0.2**	**62.7**	**1.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**1.0**	**1495.0**	**170.0**	**19.5**	**6.9**	**24.0**	**4.8**
07:45 - 08:45	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***11.0***	***1.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***12.0***	***14.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***14.0***	***25.0***	***3.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***28.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***287.0***	***43.0***	***7.5***	***2.3***	***2.0***	***0.4***
17:00 - 18:00	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***3.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***3.0***	***3.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***3.0***	***1.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.2***	***1.2***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***321.0***	***31.0***	***1.5***	***0.0***	***2.0***	***1.2***

Job Number & Name:	**35298 Caterham**
Client:	**Motion**
Date:	**Thursday 27 April 2023**

		C to A								C to B								C to C							
Cyc	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**Total**
0.0	**32.0**	1.0	0.0	0.0	0.0	0.0	0.0	0.0	**1.0**	38.0	9.0	3.0	0.0	2.0	0.0	0.0	**52.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**68.5**	4.0	0.0	0.0	0.0	0.0	0.0	0.0	**4.0**	45.0	8.0	0.0	0.0	2.0	0.0	0.0	**55.0**	1.0	0.0	0.0	0.0	0.0	0.0	0.0	**1.0**
0.0	**59.5**	2.0	0.0	0.0	0.0	0.0	0.0	0.0	**2.0**	68.0	15.0	1.5	0.0	0.0	0.0	0.0	**84.5**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**81.8**	6.0	0.0	0.0	0.0	0.0	0.0	0.0	**6.0**	94.0	9.0	3.0	0.0	2.0	0.0	0.4	**108.4**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**79.9**	4.0	0.0	0.0	0.0	0.0	0.0	0.0	**4.0**	72.0	11.0	1.5	0.0	0.0	0.0	0.0	**84.5**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**83.5**	3.0	0.0	0.0	0.0	0.0	0.0	0.0	**3.0**	75.0	6.0	4.5	2.3	0.0	0.0	0.2	**88.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**97.0**	12.0	0.0	0.0	0.0	0.0	0.0	0.0	**12.0**	76.0	6.0	1.5	0.0	0.0	0.0	0.0	**83.5**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**77.4**	6.0	0.0	0.0	0.0	0.0	0.0	0.0	**6.0**	56.0	5.0	3.0	0.0	0.0	0.0	0.0	**64.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**62.1**	2.0	0.0	0.0	0.0	0.0	0.0	0.0	**2.0**	37.0	5.0	1.5	0.0	0.0	0.0	0.0	**43.5**	1.0	0.0	0.0	0.0	0.0	0.0	0.0	**1.0**
0.0	**54.5**	1.0	1.0	0.0	0.0	0.0	0.0	0.0	**2.0**	38.0	6.0	1.5	0.0	0.0	0.0	0.0	**45.5**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**45.0**	4.0	0.0	0.0	0.0	0.0	0.0	0.0	**4.0**	37.0	9.0	0.0	2.3	2.0	0.4	0.2	**50.9**	1.0	0.0	0.0	0.0	0.0	0.0	0.0	**1.0**
0.0	**44.0**	1.0	0.0	0.0	0.0	0.0	0.0	0.0	**1.0**	41.0	6.0	0.0	0.0	0.0	0.0	0.0	**47.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**62.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	51.0	11.0	6.0	0.0	0.0	0.4	0.0	**68.4**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**59.9**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	53.0	9.0	0.0	0.0	2.0	1.2	0.0	**65.2**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**67.8**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	65.0	11.0	0.0	0.0	2.0	0.4	0.0	**78.4**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**76.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	71.0	10.0	0.0	0.0	0.0	0.8	0.0	**81.8**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**93.8**	1.0	0.0	0.0	0.0	0.0	0.0	0.0	**1.0**	57.0	9.0	0.0	0.0	2.0	0.0	0.0	**68.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**77.4**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	73.0	9.0	0.0	0.0	0.0	0.0	0.0	**82.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**106.0**	1.0	0.0	0.0	0.0	0.0	0.0	0.0	**1.0**	70.0	6.0	0.0	0.0	2.0	0.0	0.0	**78.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**80.5**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	76.0	5.0	0.0	0.0	2.0	0.4	0.0	**83.4**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**100.4**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	60.0	1.0	0.0	0.0	0.0	0.4	0.0	**61.4**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.2	**77.0**	1.0	0.0	0.0	0.0	0.0	0.0	0.0	**1.0**	69.0	4.0	0.0	0.0	2.0	0.4	0.2	**75.6**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**65.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	57.0	13.0	0.0	0.0	2.0	0.0	0.0	**72.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.2	**70.6**	1.0	0.0	0.0	0.0	0.0	0.0	0.0	**1.0**	41.0	2.0	0.0	0.0	0.0	0.0	0.0	**43.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	*241.8*	*13.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*13.0*	*245.0*	*41.0*	*7.5*	*0.0*	*6.0*	*0.0*	*0.4*	*299.9*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*
0.0	*289.7*	*16.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*16.0*	*279.0*	*43.0*	*6.0*	*0.0*	*4.0*	*0.0*	*0.4*	*332.4*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*
0.0	*304.7*	*15.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*15.0*	*309.0*	*41.0*	*10.5*	*2.3*	*2.0*	*0.0*	*0.6*	*365.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*342.2*	*25.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*25.0*	*317.0*	*32.0*	*10.5*	*2.3*	*2.0*	*0.0*	*0.6*	*364.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*337.8*	*25.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*25.0*	*279.0*	*28.0*	*10.5*	*2.3*	*0.0*	*0.0*	*0.2*	*320.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*320.0*	*23.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*23.0*	*244.0*	*22.0*	*10.5*	*2.3*	*0.0*	*0.0*	*0.2*	*279.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*
0.0	*291.0*	*21.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*22.0*	*207.0*	*22.0*	*7.5*	*0.0*	*0.0*	*0.0*	*0.0*	*236.5*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*
0.0	*239.0*	*13.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*14.0*	*168.0*	*25.0*	*6.0*	*2.3*	*2.0*	*0.4*	*0.2*	*203.9*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*2.0*
0.0	*205.6*	*8.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*9.0*	*153.0*	*26.0*	*3.0*	*2.3*	*2.0*	*0.4*	*0.2*	*186.9*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*2.0*
0.0	*265.7*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*240.0*	*41.0*	*6.0*	*0.0*	*4.0*	*2.8*	*0.0*	*293.8*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*297.5*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*	*246.0*	*39.0*	*0.0*	*0.0*	*6.0*	*2.4*	*0.0*	*293.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*315.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*	*266.0*	*39.0*	*0.0*	*0.0*	*4.0*	*1.2*	*0.0*	*310.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*352.2*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*2.0*	*271.0*	*34.0*	*0.0*	*0.0*	*4.0*	*0.8*	*0.0*	*309.8*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*356.7*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*2.0*	*276.0*	*29.0*	*0.0*	*0.0*	*6.0*	*0.4*	*0.0*	*311.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*363.3*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*	*279.0*	*21.0*	*0.0*	*0.0*	*4.0*	*0.8*	*0.0*	*304.8*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.2	*362.9*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*2.0*	*275.0*	*16.0*	*0.0*	*0.0*	*6.0*	*1.2*	*0.2*	*298.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.2	*322.9*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*	*262.0*	*23.0*	*0.0*	*0.0*	*6.0*	*1.2*	*0.2*	*292.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.4	*313.0*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*2.0*	*227.0*	*20.0*	*0.0*	*0.0*	*4.0*	*0.8*	*0.2*	*252.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	**785.2**	**46.0**	**1.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**47.0**	**677.0**	**95.0**	**21.0**	**4.6**	**8.0**	**0.4**	**0.8**	**806.8**	**3.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**3.0**
0.4	**935.4**	**4.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**4.0**	**743.0**	**90.0**	**6.0**	**0.0**	**14.0**	**4.0**	**0.2**	**857.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
0.4	**1720.6**	**50.0**	**1.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**51.0**	**1420.0**	**185.0**	**27.0**	**4.6**	**22.0**	**4.4**	**1.0**	**1664.0**	**3.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**3.0**
0.0	***342.2***	***25.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***25.0***	***317.0***	***32.0***	***10.5***	***2.3***	***2.0***	***0.0***	***0.6***	***364.4***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***
0.0	***356.7***	***2.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***2.0***	***276.0***	***29.0***	***0.0***	***0.0***	***6.0***	***0.4***	***0.0***	***311.4***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 35298 Caterham

Site Number/Name: Site 1 - Victor Beamish Avenue/Salmons Lane West

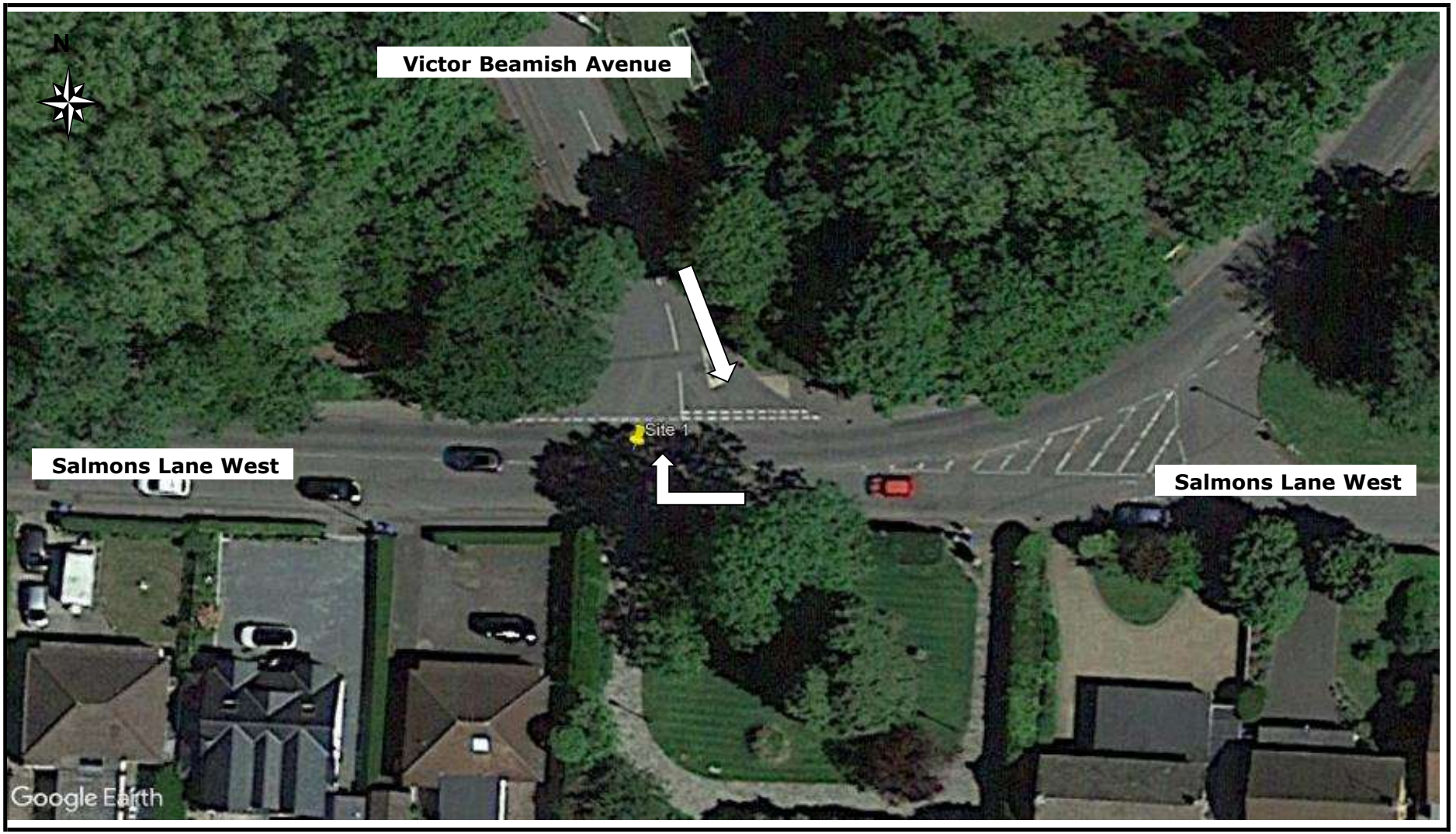
Client: Motion

Date: 27/04/2023

Weather: AM Dry, PM Rain

Advanced Transport Research	*Job Number & Name:*	35298 Caterham	
Site 1 - Victor Beamish Avenue/Salmons Lane West	*Date:*	Thursday 27 Apr 2023	

Job Type:	Queue Lengths				
Co-ordinates:	51° 17' 51.26"N, 0° 5' 26.35"W	*Postcode:*	CR3 5ER	*Times:*	0700-1000 1600-1900



Advanced Transport Research	*Job Number & Name:*	35298 Caterham
Site 1 - Victor Beamish Avenue/Salmons Lane West	*Client:*	Motion
Queue Lengths	*Date:*	Thursday 27 April 2023

	Victor Beamish Avenue		Salmons Lane West Right-Turn	
Times	Lane 1		Lane 1	
07:00 - 07:05	0		0	
07:05 - 07:10	1		0	
07:10 - 07:15	0		0	
07:15 - 07:20	1		0	
07:20 - 07:25	1		0	
07:25 - 07:30	0		0	
07:30 - 07:35	2		0	
07:35 - 07:40	1		2	
07:40 - 07:45	0		3	
07:45 - 07:50	1		1	
07:50 - 07:55	1		0	
07:55 - 08:00	0		4	
08:00 - 08:05	0		0	
08:05 - 08:10	0		2	
08:10 - 08:15	2		0	
08:15 - 08:20	1		0	
08:20 - 08:25	1		0	
08:25 - 08:30	0		2	
08:30 - 08:35	1		0	
08:35 - 08:40	1		0	
08:40 - 08:45	6		1	
08:45 - 08:50	1		0	
08:50 - 08:55	1		1	
08:55 - 09:00	0		0	
09:00 - 09:05	0		0	
09:05 - 09:10	1		4	
09:10 - 09:15	1		0	
09:15 - 09:20	1		1	
09:20 - 09:25	0		0	
09:25 - 09:30	1		0	
09:30 - 09:35	1		0	
09:35 - 09:40	1		0	
09:40 - 09:45	1		0	
09:45 - 09:50	0		0	
09:50 - 09:55	0		0	
09:55 - 10:00	1		0	

Count in Vehicles

Lane 1 = Nearest Kerb

Advanced Transport Research	*Job Number & Name:*	35298 Caterham
Site 1 - Victor Beamish Avenue/Salmons Lane West	*Client:*	Motion
Queue Lengths	*Date:*	Thursday 27 April 2023

	Victor Beamish Avenue		Salmons Lane West Right-Turn	
Times	Lane 1		Lane 1	
16:00 - 16:05	1		0	
16:05 - 16:10	1		0	
16:10 - 16:15	1		0	
16:15 - 16:20	1		0	
16:20 - 16:25	0		0	
16:25 - 16:30	1		0	
16:30 - 16:35	0		0	
16:35 - 16:40	0		0	
16:40 - 16:45	1		0	
16:45 - 16:50	1		0	
16:50 - 16:55	1		0	
16:55 - 17:00	0		0	
17:00 - 17:05	0		0	
17:05 - 17:10	0		0	
17:10 - 17:15	1		0	
17:15 - 17:20	0		0	
17:20 - 17:25	0		0	
17:25 - 17:30	0		0	
17:30 - 17:35	1		0	
17:35 - 17:40	0		0	
17:40 - 17:45	1		0	
17:45 - 17:50	0		0	
17:50 - 17:55	1		0	
17:55 - 18:00	0		0	
18:00 - 18:05	0		0	
18:05 - 18:10	1		0	
18:10 - 18:15	0		0	
18:15 - 18:20	0		0	
18:20 - 18:25	0		0	
18:25 - 18:30	1		0	
18:30 - 18:35	0		0	
18:35 - 18:40	0		0	
18:40 - 18:45	0		0	
18:45 - 18:50	0		0	
18:50 - 18:55	1		0	
18:55 - 19:00	0		0	

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 35298 Caterham

Site Number/Name: Site 2 - Salmons Lane/Whyteleafe Hill

Client: Motion

Date: 27/04/2023

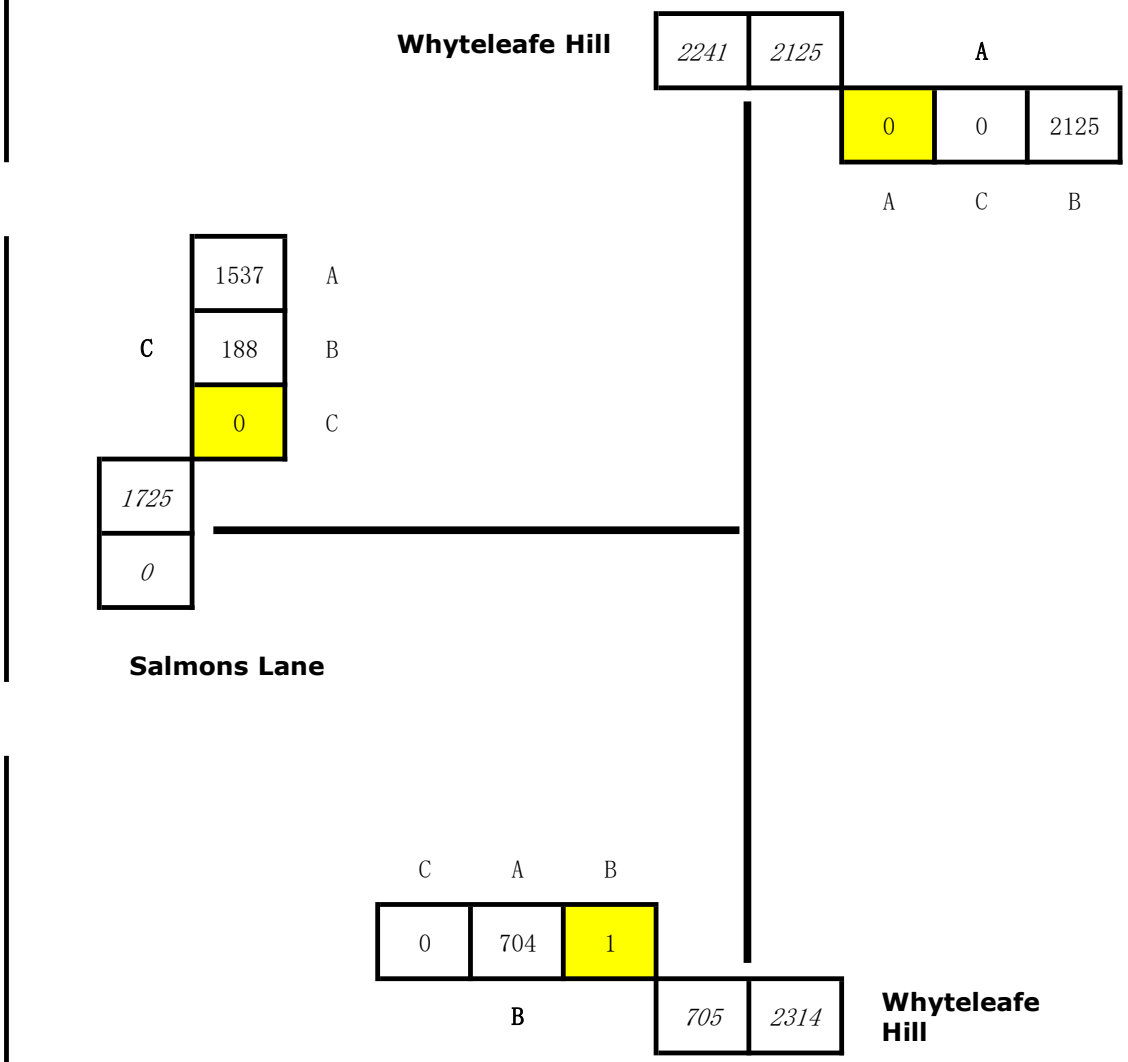
Weather: AM Dry, PM Rain

Advanced Transport Research	*Job Number & Name:*	35298 Caterham
Site 2 - Salmons Lane/Whyteleafe Hill	*Date:*	Thursday 27 Apr 2023

Job Type:	Junction Count				
Co-ordinates:	51° 17' 56.79"N, 0° 5' 18.99"W	*Postcode:*	CR3 5ED	*Times:*	0700-1000 1600-1900

Advanced Transport Research	*Job Number & Name:*	35298 Caterham
Site 2 - Salmons Lane/Whyteleafe Hill	*Client:*	Motion
Flow Diagram	*Date:*	Thursday 27 Apr 2023

Select Period Daily Total



Advanced Transport Research

Site 2 - Salmons Lane/Whyteleafe Hill

Classified Counts

	A to A								A to B								A to C								B to A				
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV
07:00 - 07:15	0	0	0	0	0	0	0	0	38	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	9	1	1	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	68	11	3	0	1	0	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	79	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	25	4	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	110	18	2	2	0	0	0	0	0	0	0	0	0	0	0	0	27	3	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	91	13	2	0	0	1	0	0	0	0	0	0	0	0	0	0	33	3	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	114	12	2	0	1	0	0	0	0	0	0	0	0	0	0	0	20	2	1	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	95	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	25	2	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	81	5	2	0	1	1	0	0	0	0	0	0	0	0	0	0	27	1	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	67	7	2	1	0	0	2	0	0	0	0	0	0	0	0	0	22	1	3	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	42	7	2	0	1	0	0	0	0	0	0	0	0	0	0	0	13	2	1	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	64	7	0	0	0	1	0	0	0	0	0	0	0	0	0	0	8	5	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	46	10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	15	2	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	54	11	0	0	0	1	1	0	0	0	0	0	0	0	0	0	38	4	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	64	12	1	0	0	1	0	0	0	0	0	0	0	0	0	0	23	3	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	77	7	0	0	1	1	0	0	0	0	0	0	0	0	0	0	33	3	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	76	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	34	1	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	87	13	0	0	0	1	1	0	0	0	0	0	0	0	0	0	32	3	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	81	8	1	0	1	3	0	0	0	0	0	0	0	0	0	0	43	6	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	109	10	0	0	1	1	0	0	0	0	0	0	0	0	0	0	33	1	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	84	6	1	0	0	1	0	0	0	0	0	0	0	0	0	0	40	1	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0	107	6	0	0	0	1	0	0	0	0	0	0	0	0	0	0	36	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	77	2	0	0	1	5	1	0	0	0	0	0	0	0	0	0	35	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	75	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	23	1	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	76	4	0	0	1	1	0	0	0	0	0	0	0	0	0	0	23	1	0	0	0

			B to B								B to C								C to A								C t			
M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	10	2	0	1	0	0	0	4	0	0	0
1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	7	0	0	0	0	0	0	2	2	0	0
0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	12	1	0	1	0	0	0	5	2	1	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85	8	2	0	1	0	2	0	9	3	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69	9	1	0	0	0	0	0	8	3	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69	5	2	1	0	0	1	0	9	1	0	0
1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73	6	2	0	0	0	0	0	8	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	4	1	0	0	0	0	0	14	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	6	2	0	0	0	0	0	4	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	4	1	0	0	0	0	0	6	1	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	7	0	1	1	1	1	0	5	2	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	4	0	0	0	0	0	0	4	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	10	4	0	0	1	0	0	6	1	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	10	0	0	1	3	0	0	10	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	10	0	0	1	1	0	0	5	1	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	10	0	0	0	1	0	0	9	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	7	0	0	0	0	0	0	5	1	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70	10	0	0	0	0	0	0	7	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	5	0	0	1	0	0	0	5	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	6	0	0	1	1	0	0	11	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	1	0	0	0	1	0	0	5	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	3	0	0	1	1	1	0	14	2	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	11	0	0	1	0	0	0	9	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	3	0	0	0	0	0	0	2	0	0	0

Job Number & Name:	35298 Caterham
Client:	Motion
Date:	Thursday 27 April 2023

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

0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0

Advanced Transport Research

Site 2 - Salmons Lane/Whyteleafe Hill

PCU Values

	A to A								A to B								A to C								B to A								B to B								B to C					
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B
07:00 - 07:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	38.0	5.0	0.0	0.0	0.0	0.4	0.0	43.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	1.0	1.5	0.0	0.0	0.0	0.0	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:15 - 07:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	68.0	11.0	4.5	0.0	2.0	0.0	0.0	85.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.4	0.0	25.4	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
07:30 - 07:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	79.0	3.0	4.5	0.0	2.0	0.0	0.0	88.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	4.0	0.0	0.0	0.0	0.0	0.2	29.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:45 - 08:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	110.0	18.0	3.0	4.6	0.0	0.0	0.0	135.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.0	3.0	0.0	0.0	0.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:00 - 08:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	91.0	13.0	3.0	0.0	0.0	0.4	0.0	107.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.0	3.0	0.0	0.0	0.0	0.0	0.0	36.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:15 - 08:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	114.0	12.0	3.0	0.0	2.0	0.0	0.0	131.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	2.0	1.5	0.0	0.0	0.0	0.0	23.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:30 - 08:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.0	11.0	3.0	0.0	0.0	0.0	0.0	109.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	2.0	0.0	0.0	0.0	0.4	0.2	27.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:45 - 09:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	81.0	5.0	3.0	0.0	2.0	0.4	0.0	91.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.0	1.0	0.0	0.0	0.0	0.0	0.0	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:00 - 09:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	67.0	7.0	3.0	2.3	0.0	0.0	0.4	79.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.0	1.0	4.5	0.0	0.0	0.0	0.0	27.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:15 - 09:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.0	7.0	3.0	0.0	2.0	0.0	0.0	54.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0	2.0	1.5	0.0	0.0	0.0	0.0	16.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:30 - 09:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	64.0	7.0	0.0	0.0	0.0	0.4	0.0	71.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	5.0	0.0	0.0	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:45 - 10:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	46.0	10.0	0.0	0.0	2.0	0.0	0.0	58.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	2.0	0.0	0.0	0.0	0.0	0.0	17.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:00 - 16:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	54.0	11.0	0.0	0.0	0.0	0.4	0.2	65.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	38.0	4.0	0.0	0.0	0.0	0.0	0.0	42.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:15 - 16:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	64.0	12.0	1.5	0.0	0.0	0.4	0.0	77.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.0	3.0	0.0	0.0	0.0	0.0	0.0	26.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:30 - 16:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	7.0	0.0	0.0	2.0	0.4	0.0	86.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.0	3.0	0.0	0.0	0.0	0.0	0.0	36.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:45 - 17:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	76.0	6.0	0.0	0.0	2.0	0.0	0.0	84.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	34.0	1.0	0.0	0.0	0.0	0.0	0.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	87.0	13.0	0.0	0.0	0.0	0.4	0.2	100.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.0	3.0	0.0	0.0	0.0	0.0	0.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:15 - 17:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	81.0	8.0	1.5	0.0	2.0	1.2	0.0	93.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	43.0	6.0	0.0	0.0	0.0	0.4	0.0	49.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:30 - 17:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	109.0	10.0	0.0	0.0	2.0	0.4	0.0	121.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.0	1.0	0.0	0.0	0.0	0.4	0.0	34.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:45 - 18:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	84.0	6.0	1.5	0.0	0.0	0.4	0.0	91.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	1.0	0.0	0.0	0.0	0.0	0.0	41.0	0.0	0.0	0.0	0.0	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	107.0	6.0	0.0	0.0	0.0	0.4	0.0	113.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	36.0	0.0	0.0	0.0	0.0	0.0	0.0	36.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:15 - 18:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	2.0	0.0	0.0	2.0	2.0	0.2	83.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:30 - 18:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	5.0	0.0	0.0	0.0	0.4	0.0	80.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.0	1.0	0.0	0.0	0.0	0.0	0.0	24.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:45 - 19:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	76.0	4.0	0.0	0.0	2.0	0.4	0.0	82.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.0	1.0	0.0	0.0	0.0	0.0	0.0	24.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:00 - 08:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	295.0	37.0	12.0	4.6	4.0	0.4	0.0	353.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	86.0	8.0	1.5	0.0	0.0	0.4	0.2	96.1	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
07:15 - 08:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	348.0	45.0	15.0	4.6	4.0	0.4	0.0	417.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	110.0	10.0	0.0	0.0	0.0	0.4	0.2	120.6	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
07:30 - 08:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	394.0	46.0	13.5	4.6	4.0	0.4	0.0	462.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	105.0	12.0	1.5	0.0	0.0	0.0	0.2	118.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:45 - 08:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	410.0	54.0	12.0	4.6	2.0	0.4	0.0	483.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	105.0	10.0	1.5	0.0	0.0	0.4	0.2	117.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:00 - 09:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	381.0	41.0	12.0	0.0	4.0	0.8	0.0	438.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	105.0	8.0	1.5	0.0	0.0	0.4	0.2	115.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:15 - 09:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	357.0	35.0	12.0	2.3	4.0	0.4	0.4	411.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.0	6.0	6.0	0.0	0.0	0.4	0.2	106.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:30 - 09:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	285.0	30.0	12.0	2.3	4.0	0.4	0.4	334.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	87.0	6.0	6.0	0.0	0.0	0.4	0.2	99.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:45 - 09:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	254.0	26.0	9.0	2.3	4.0	0.8	0.4	296.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	70.0	9.0	6.0	0.0	0.0	0.0	0.0	85.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:00 - 10:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	219.0	31.0	6.0	2.3	4.0	0.4	0.4	263.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	58.0	10.0	6.0	0.0	0.0	0.0	0.0	74.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:00 - 17:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	271.0	36.0	1.5	0.0	4.0	1.2	0.2	313.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	128.0	11.0	0.0	0.0	0.0	0.0	0.0	139.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:15 - 17:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	304.0	38.0	1.5	0.0	4.0	1.2	0.2	348.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	122.0	10.0	0.0	0.0	0.0	0.0	0.0	132.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:30 - 17:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	321.0	34.0	1.5	0.0	6.0	2.0	0.2	364.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	142.0	13.0	0.0	0.0	0.0	0.4	0.0	155.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:45 - 17:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	353.0	37.0	1.5	0.0	6.0	2.0	0.2	399.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	142.0	11.0	0.0	0.0	0.0	0.8	0.0	153.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:00 - 18:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	361.0	37.0	3.0	0.0	4.0	2.4	0.2	407.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	148.0	11.0	0.0	0.0	0.0	0.8	0.0	159.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:15 - 18:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	381.0	30.0	3.0	0.0	4.0	2.4	0.0	420.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	152.0	8.0	0.0	0.0	0.0	0.8	0.0	160.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:30 - 18:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	377.0	24.0	1.5	0.0	4.0	3.2	0.2	409.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	144.0	2.0	0.0	0.0	0.0	0.4	0.0	146.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:45 - 18:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	343.0	19.0	1.5	0.0	2.0	3.2	0.2	368.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	134.0	2.0	0.0	0.0	0.0	0.0	0.0	136.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:00 - 19:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	335.0	17.0	0.0	0.0	4.0	3.2	0.2	359.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	117.0	2.0	0.0	0.0	0.0	0.0	0.0	119.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AM Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	895.0	109.0	30.0	6.9	12.0	1.6	0.4	1054.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	249.0	26.0	9.0	0.0	0.0	0.8	0.4	285.2	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
PM Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	967.0	90.0	4.5	0.0	12.0	6.8	0.6	1080.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	393.0	24.0	0.0	0.0	0.0	0.8	0.0	417.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1862.0	199.0	34.5	6.9	24.0	8.4	1.0	2135.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	642.0	50.0	9.0	0.0	0.0	1.6	0.4	703.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
07:45 - 08:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	410.0	54.0	12.0	4.6	2.0	0.4	0.0	483.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	105.0	10.0	1.5	0.0	0.0	0.4	0.2	117.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:15 - 18:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	381.0	30.0	3.0	0.0	4.0	2.4	0.0	420.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	152.0	8.0	0.0	0.0	0.0	0.8	0.0	160.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Job Number & Name:	**35298 Caterham**
Client:	**Motion**
Date:	**Thursday 27 April 2023**

		C to A								C to B								C to C							
Cyc	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**Total**
0.0	**0.0**	32.0	10.0	3.0	0.0	2.0	0.0	0.0	**47.0**	4.0	0.0	0.0	0.0	0.0	0.0	0.0	**4.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**0.0**	46.0	7.0	0.0	0.0	0.0	0.0	0.0	**53.0**	2.0	2.0	0.0	0.0	0.0	0.0	0.0	**4.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**0.0**	66.0	12.0	1.5	0.0	2.0	0.0	0.0	**81.5**	5.0	2.0	1.5	0.0	0.0	0.0	0.0	**8.5**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**0.0**	85.0	8.0	3.0	0.0	2.0	0.0	0.4	**98.4**	9.0	3.0	0.0	0.0	0.0	0.0	0.0	**12.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**0.0**	69.0	9.0	1.5	0.0	0.0	0.0	0.0	**79.5**	8.0	3.0	0.0	0.0	0.0	0.0	0.0	**11.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**0.0**	69.0	5.0	3.0	2.3	0.0	0.0	0.2	**79.5**	9.0	1.0	0.0	0.0	0.0	0.0	0.0	**10.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**0.0**	73.0	6.0	3.0	0.0	0.0	0.0	0.0	**82.0**	8.0	0.0	0.0	0.0	0.0	0.0	0.0	**8.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**0.0**	52.0	4.0	1.5	0.0	0.0	0.0	0.0	**57.5**	14.0	0.0	0.0	0.0	0.0	0.0	0.0	**14.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**0.0**	40.0	6.0	3.0	0.0	0.0	0.0	0.0	**49.0**	4.0	0.0	0.0	0.0	0.0	0.0	0.0	**4.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**0.0**	37.0	4.0	1.5	0.0	0.0	0.0	0.0	**42.5**	6.0	1.0	0.0	0.0	0.0	0.0	0.0	**7.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**0.0**	37.0	7.0	0.0	2.3	2.0	0.4	0.2	**48.9**	5.0	2.0	0.0	0.0	0.0	0.0	0.0	**7.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**0.0**	39.0	4.0	0.0	0.0	0.0	0.0	0.0	**43.0**	4.0	0.0	0.0	0.0	0.0	0.0	0.0	**4.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**0.0**	48.0	10.0	6.0	0.0	0.0	0.4	0.0	**64.4**	6.0	1.0	0.0	0.0	0.0	0.0	0.0	**7.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**0.0**	49.0	10.0	0.0	0.0	2.0	1.2	0.0	**62.2**	10.0	0.0	0.0	0.0	0.0	0.0	0.0	**10.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**0.0**	67.0	10.0	0.0	0.0	2.0	0.4	0.0	**79.4**	5.0	1.0	0.0	0.0	0.0	0.0	0.0	**6.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**0.0**	66.0	10.0	0.0	0.0	0.0	0.4	0.0	**76.4**	9.0	0.0	0.0	0.0	0.0	0.4	0.0	**9.4**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**0.0**	51.0	7.0	0.0	0.0	0.0	0.0	0.0	**58.0**	5.0	1.0	0.0	0.0	2.0	0.0	0.0	**8.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**0.0**	70.0	10.0	0.0	0.0	0.0	0.0	0.0	**80.0**	7.0	0.0	0.0	0.0	0.0	0.0	0.0	**7.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**0.0**	66.0	5.0	0.0	0.0	2.0	0.0	0.0	**73.0**	5.0	0.0	0.0	0.0	0.0	0.0	0.0	**5.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**0.0**	66.0	6.0	0.0	0.0	2.0	0.4	0.0	**74.4**	11.0	0.0	0.0	0.0	0.0	0.0	0.0	**11.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**0.0**	54.0	1.0	0.0	0.0	0.0	0.4	0.0	**55.4**	5.0	0.0	0.0	0.0	0.0	0.0	0.0	**5.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**0.0**	57.0	3.0	0.0	0.0	2.0	0.4	0.2	**62.6**	14.0	2.0	0.0	0.0	0.0	0.0	0.0	**16.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**0.0**	46.0	11.0	0.0	0.0	2.0	0.0	0.0	**59.0**	9.0	0.0	0.0	0.0	0.0	0.0	0.0	**9.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**0.0**	39.0	3.0	0.0	0.0	0.0	0.0	0.0	**42.0**	2.0	0.0	0.0	0.0	0.0	0.0	0.0	**2.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	*0.0*	*229.0*	*37.0*	*7.5*	*0.0*	*6.0*	*0.0*	*0.4*	*279.9*	*20.0*	*7.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.0*	*28.5*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*0.0*	*266.0*	*36.0*	*6.0*	*0.0*	*4.0*	*0.0*	*0.4*	*312.4*	*24.0*	*10.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.0*	*35.5*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*0.0*	*289.0*	*34.0*	*9.0*	*2.3*	*4.0*	*0.0*	*0.6*	*338.9*	*31.0*	*9.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.0*	*41.5*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*0.0*	*296.0*	*28.0*	*10.5*	*2.3*	*2.0*	*0.0*	*0.6*	*339.4*	*34.0*	*7.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*41.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*0.0*	*263.0*	*24.0*	*9.0*	*2.3*	*0.0*	*0.0*	*0.2*	*298.5*	*39.0*	*4.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*43.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*0.0*	*234.0*	*21.0*	*10.5*	*2.3*	*0.0*	*0.0*	*0.2*	*268.0*	*35.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*36.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*0.0*	*202.0*	*20.0*	*9.0*	*0.0*	*0.0*	*0.0*	*0.0*	*231.0*	*32.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*33.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*0.0*	*166.0*	*21.0*	*6.0*	*2.3*	*2.0*	*0.4*	*0.2*	*197.9*	*29.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*32.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*0.0*	*153.0*	*21.0*	*4.5*	*2.3*	*2.0*	*0.4*	*0.2*	*183.4*	*19.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*22.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*0.0*	*230.0*	*40.0*	*6.0*	*0.0*	*4.0*	*2.4*	*0.0*	*282.4*	*30.0*	*2.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*32.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*0.0*	*233.0*	*37.0*	*0.0*	*0.0*	*4.0*	*2.0*	*0.0*	*276.0*	*29.0*	*2.0*	*0.0*	*0.0*	*2.0*	*0.4*	*0.0*	*33.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*0.0*	*254.0*	*37.0*	*0.0*	*0.0*	*2.0*	*0.8*	*0.0*	*293.8*	*26.0*	*2.0*	*0.0*	*0.0*	*2.0*	*0.4*	*0.0*	*30.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*0.0*	*253.0*	*32.0*	*0.0*	*0.0*	*2.0*	*0.4*	*0.0*	*287.4*	*26.0*	*1.0*	*0.0*	*0.0*	*2.0*	*0.4*	*0.0*	*29.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*0.0*	*253.0*	*28.0*	*0.0*	*0.0*	*4.0*	*0.4*	*0.0*	*285.4*	*28.0*	*1.0*	*0.0*	*0.0*	*2.0*	*0.0*	*0.0*	*31.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*0.0*	*256.0*	*22.0*	*0.0*	*0.0*	*4.0*	*0.8*	*0.0*	*282.8*	*28.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*28.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*0.0*	*243.0*	*15.0*	*0.0*	*0.0*	*6.0*	*1.2*	*0.2*	*265.4*	*35.0*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*37.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*0.0*	*223.0*	*21.0*	*0.0*	*0.0*	*6.0*	*1.2*	*0.2*	*251.4*	*39.0*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*41.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*0.0*	*196.0*	*18.0*	*0.0*	*0.0*	*4.0*	*0.8*	*0.2*	*219.0*	*30.0*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*32.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	**0.0**	**645.0**	**82.0**	**21.0**	**4.6**	**8.0**	**0.4**	**0.8**	**761.8**	**78.0**	**14.0**	**1.5**	**0.0**	**0.0**	**0.0**	**0.0**	**93.5**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
0.0	**0.0**	**679.0**	**86.0**	**6.0**	**0.0**	**12.0**	**3.6**	**0.2**	**786.8**	**88.0**	**5.0**	**0.0**	**0.0**	**2.0**	**0.4**	**0.0**	**95.4**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
0.0	**0.0**	**1324.0**	**168.0**	**27.0**	**4.6**	**20.0**	**4.0**	**1.0**	**1548.6**	**166.0**	**19.0**	**1.5**	**0.0**	**2.0**	**0.4**	**0.0**	**188.9**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
0.0	***0.0***	***296.0***	***28.0***	***10.5***	***2.3***	***2.0***	***0.0***	***0.6***	***339.4***	***34.0***	***7.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***41.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***
0.0	***0.0***	***256.0***	***22.0***	***0.0***	***0.0***	***4.0***	***0.8***	***0.0***	***282.8***	***28.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***28.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 35298 Caterham

Site Number/Name: Site 2 - Salmons Lane/Whyteleafe Hill

Client: Motion

Date: 27/04/2023

Weather: AM Dry, PM Rain

Advanced Transport Research	*Job Number & Name:*	35298 Caterham
Site 2 - Salmons Lane/Whyteleafe Hill	*Date:*	Thursday 27 Apr 2023

Job Type:	Queue Lengths				
Co-ordinates:	51° 17' 56.79"N, 0° 5' 18.99"W	*Postcode:*	CR3 5ED	*Times:*	0700-1000 1600-1900

Advanced Transport Research	*Job Number & Name:*	35298 Caterham
Site 2 - Salmons Lane/Whyteleafe Hill	*Client:*	Motion
Queue Lengths	*Date:*	Thursday 27 April 2023

	Salmons Lane		Whyteleafe Hill Right-Turn	
Times	Lane 1	Lane 2	Lane 1	
07:00 - 07:05	0	0	0	
07:05 - 07:10	0	0	0	
07:10 - 07:15	1	0	0	
07:15 - 07:20	1	0	0	
07:20 - 07:25	2	1	0	
07:25 - 07:30	0	0	0	
07:30 - 07:35	2	1	0	
07:35 - 07:40	1	1	0	
07:40 - 07:45	2	1	0	
07:45 - 07:50	1	0	0	
07:50 - 07:55	4	2	0	
07:55 - 08:00	1	1	0	
08:00 - 08:05	1	1	0	
08:05 - 08:10	2	1	0	
08:10 - 08:15	2	1	0	
08:15 - 08:20	1	1	0	
08:20 - 08:25	3	2	0	
08:25 - 08:30	1	0	0	
08:30 - 08:35	1	1	0	
08:35 - 08:40	2	1	0	
08:40 - 08:45	1	1	0	
08:45 - 08:50	2	2	0	
08:50 - 08:55	2	2	0	
08:55 - 09:00	1	0	0	
09:00 - 09:05	0	0	0	
09:05 - 09:10	2	0	0	
09:10 - 09:15	1	1	0	
09:15 - 09:20	1	1	0	
09:20 - 09:25	1	0	0	
09:25 - 09:30	0	1	0	
09:30 - 09:35	0	1	0	
09:35 - 09:40	1	0	0	
09:40 - 09:45	0	1	0	
09:45 - 09:50	1	0	0	
09:50 - 09:55	1	1	0	
09:55 - 10:00	1	0	0	

Count in Vehicles

Lane 1 = Nearest Kerb

Advanced Transport Research	*Job Number & Name:*	35298 Caterham
Site 2 - Salmons Lane/Whyteleafe Hill	*Client:*	Motion
Queue Lengths	*Date:*	Thursday 27 April 2023

	Salmons Lane		Whyteleafe Hill Right-Turn	
Times	Lane 1	Lane 2	Lane 1	
16:00 - 16:05	2	0	0	
16:05 - 16:10	1	2	0	
16:10 - 16:15	2	1	0	
16:15 - 16:20	2	1	0	
16:20 - 16:25	1	0	0	
16:25 - 16:30	0	1	0	
16:30 - 16:35	2	0	0	
16:35 - 16:40	2	1	0	
16:40 - 16:45	2	1	0	
16:45 - 16:50	5	1	0	
16:50 - 16:55	4	1	0	
16:55 - 17:00	2	1	0	
17:00 - 17:05	3	1	0	
17:05 - 17:10	1	0	0	
17:10 - 17:15	3	2	0	
17:15 - 17:20	2	1	0	
17:20 - 17:25	1	1	0	
17:25 - 17:30	2	1	0	
17:30 - 17:35	0	1	0	
17:35 - 17:40	2	0	0	
17:40 - 17:45	2	0	0	
17:45 - 17:50	2	1	0	
17:50 - 17:55	5	0	0	
17:55 - 18:00	1	1	0	
18:00 - 18:05	2	1	0	
18:05 - 18:10	1	1	0	
18:10 - 18:15	2	0	0	
18:15 - 18:20	2	1	0	
18:20 - 18:25	1	1	0	
18:25 - 18:30	3	3	0	
18:30 - 18:35	0	1	0	
18:35 - 18:40	1	1	0	
18:40 - 18:45	6	1	0	
18:45 - 18:50	0	0	0	
18:50 - 18:55	1	0	0	
18:55 - 19:00	0	0	0	

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 35298 Caterham

Site Number/Name: Site 3 - Salmons Lane West/Whyteleafe Hill

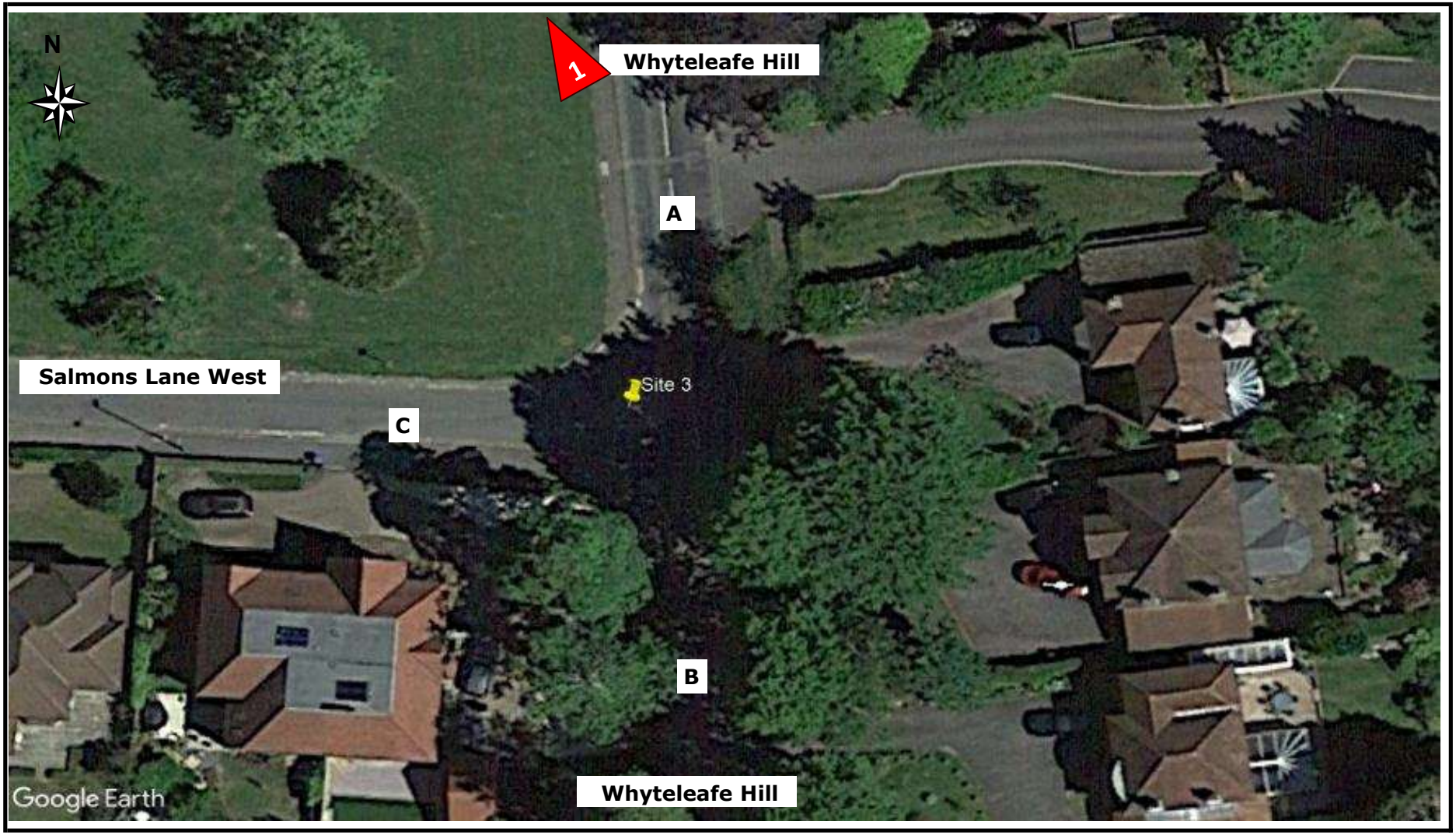
Client: Motion

Date: 27/04/2023

Weather: AM Dry, PM Rain

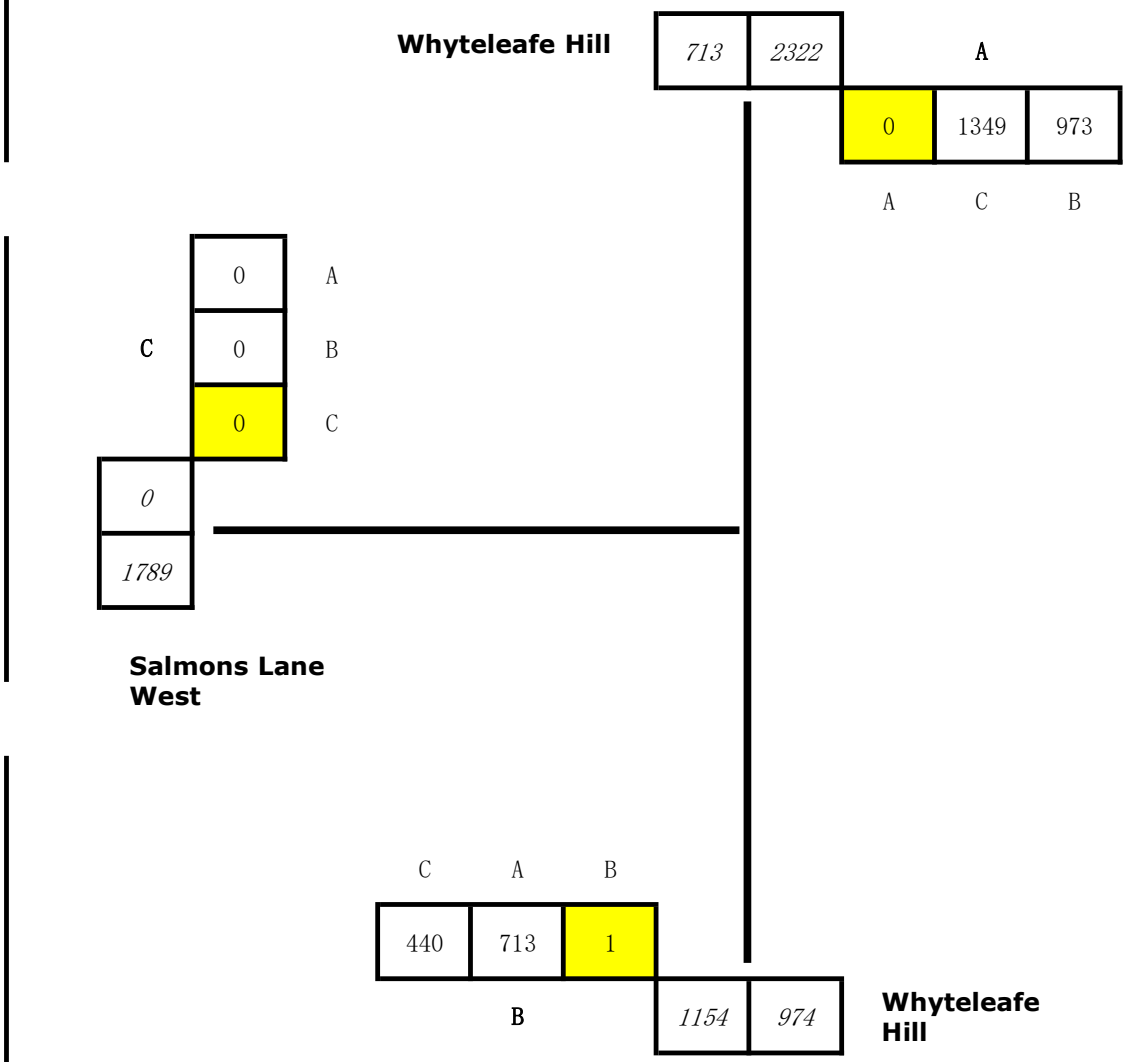
Advanced Transport Research	*Job Number & Name:*	35298 Caterham
Site 3 - Salmons Lane West/Whyteleafe Hill	*Date:*	Thursday 27 Apr 2023

Job Type:	Junction Count				
Co-ordinates:	51° 17' 50.99"N, 0° 5' 18.81"W	*Postcode:*	CR3 5ED	*Times:*	0700-1000 1600-1900



Advanced Transport Research	*Job Number & Name:*	35298 Caterham
Site 3 - Salmons Lane West/Whyteleafe Hill	*Client:*	Motion
Flow Diagram	*Date:*	Thursday 27 Apr 2023

Select Period Daily Total



Advanced Transport Research

Site 3 - Salmons Lane West/Whyteleafe Hill

Classified Counts

	A to A								A to B								A to C								B to A				
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV
07:00 - 07:15	0	0	0	0	0	0	0	0	17	2	0	0	0	1	0	0	22	3	0	0	0	0	0	0	11	1	1	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	25	8	2	0	0	0	0	0	47	6	1	0	2	0	0	0	24	1	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	39	4	2	0	0	0	0	0	47	1	2	0	1	0	0	0	24	4	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	57	6	1	1	0	0	0	0	62	13	1	1	0	0	0	0	28	2	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	43	9	1	0	0	0	0	0	57	9	1	0	0	1	0	0	33	4	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	56	5	2	0	0	0	0	0	68	6	0	0	1	0	0	0	17	2	1	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	37	4	0	0	0	0	0	0	65	8	2	0	0	0	0	0	24	3	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	39	3	2	0	0	0	0	0	57	2	0	0	1	1	0	0	27	1	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	24	4	0	0	0	0	0	0	47	4	2	1	0	0	0	0	21	1	3	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	19	2	0	0	0	0	2	0	28	6	2	0	1	0	0	0	13	2	1	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	32	5	0	0	0	1	0	0	39	4	0	0	0	0	0	0	8	5	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	26	5	0	0	0	0	0	0	23	4	0	0	1	0	0	0	14	2	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	26	4	0	0	0	0	1	0	38	9	0	0	0	0	0	0	37	4	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	38	3	0	0	0	1	0	0	36	7	1	0	0	1	0	0	25	3	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	30	8	0	0	0	0	0	0	49	2	0	0	1	1	0	0	32	3	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	40	2	0	0	0	1	0	0	49	5	0	0	1	0	0	0	33	1	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	37	5	0	0	0	0	1	0	51	10	0	0	0	1	0	0	36	3	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	38	5	1	0	0	2	0	0	50	3	0	0	1	1	0	0	47	4	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	43	3	0	0	0	1	0	0	70	7	0	0	0	0	0	0	34	1	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	46	2	0	0	0	1	0	0	52	4	1	0	0	0	0	0	42	1	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0	40	0	0	0	0	0	0	0	72	6	0	0	0	1	0	0	35	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	37	0	0	0	0	3	0	0	54	4	0	0	1	2	1	0	39	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	38	1	0	0	0	1	0	0	45	4	0	0	0	0	0	0	23	1	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	0	52	4	0	0	1	1	0	0	23	1	0	0	0

			B to B								B to C								C to A								C t			
M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2
0	1	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	17	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0	0	0	27	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	8	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	1	0	0	0	0	0	0	0	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	15	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	29	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	21	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	29	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Job Number & Name: 35298 Caterham
Client: Motion
Date: Thursday 27 April 2023

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

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

Advanced Transport Research

Site 3 - Salmons Lane West/Whyteleafe Hill

PCU Values

	A to A								A to B								A to C								B to A								B to B								B to C					
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B
07:00 - 07:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.0	2.0	0.0	0.0	0.0	0.4	0.0	19.4	22.0	3.0	0.0	0.0	0.0	0.0	0.0	25.0	11.0	1.0	1.5	0.0	0.0	0.0	0.2	13.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	2.0	0.0	0.0	0.0	0.0
07:15 - 07:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	8.0	3.0	0.0	0.0	0.0	0.0	36.0	47.0	6.0	1.5	0.0	4.0	0.0	0.0	58.5	24.0	1.0	0.0	0.0	0.0	0.4	0.0	25.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0	2.0	0.0	0.0	0.0	0.0
07:30 - 07:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	39.0	4.0	3.0	0.0	0.0	0.0	0.0	46.0	47.0	1.0	3.0	0.0	2.0	0.0	0.0	53.0	24.0	4.0	0.0	0.0	0.0	0.0	0.2	28.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	3.0	0.0	0.0	0.0	0.0
07:45 - 08:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	57.0	6.0	1.5	2.3	0.0	0.0	0.0	66.8	62.0	13.0	1.5	2.3	0.0	0.0	0.0	78.8	28.0	2.0	0.0	0.0	0.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	1.0	0.0	0.0	0.0	0.0
08:00 - 08:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	43.0	9.0	1.5	0.0	0.0	0.0	0.0	53.5	57.0	9.0	1.5	0.0	0.0	0.4	0.0	67.9	33.0	4.0	0.0	0.0	0.0	0.0	0.0	37.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.0	4.0	0.0	0.0	0.0	0.0
08:15 - 08:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	56.0	5.0	3.0	0.0	0.0	0.0	0.0	64.0	68.0	6.0	0.0	0.0	2.0	0.0	0.0	76.0	17.0	2.0	1.5	0.0	0.0	0.0	0.0	20.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	0.0	1.5	0.0	0.0	0.0
08:30 - 08:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.0	4.0	0.0	0.0	0.0	0.0	0.0	41.0	65.0	8.0	3.0	0.0	0.0	0.0	0.0	76.0	24.0	3.0	0.0	0.0	0.0	0.4	0.2	27.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.0	2.0	0.0	0.0	0.0	0.0
08:45 - 09:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	39.0	3.0	3.0	0.0	0.0	0.0	0.0	45.0	57.0	2.0	0.0	0.0	2.0	0.4	0.0	61.4	27.0	1.0	0.0	0.0	0.0	0.0	0.0	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	1.0	0.0	0.0	0.0	0.0
09:00 - 09:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.0	4.0	0.0	0.0	0.0	0.0	0.0	28.0	47.0	4.0	3.0	2.3	0.0	0.0	0.0	56.3	21.0	1.0	4.5	0.0	0.0	0.0	0.0	26.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	2.0	0.0	2.3	0.0	0.0
09:15 - 09:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	2.0	0.0	0.0	0.0	0.0	0.4	21.4	28.0	6.0	3.0	0.0	2.0	0.0	0.0	39.0	13.0	2.0	1.5	0.0	0.0	0.0	0.0	16.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	3.0	0.0	0.0	0.0	0.0
09:30 - 09:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.0	5.0	0.0	0.0	0.0	0.4	0.0	37.4	39.0	4.0	0.0	0.0	0.0	0.0	0.0	43.0	8.0	5.0	0.0	0.0	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	2.0	0.0	0.0	0.0	0.0
09:45 - 10:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.0	5.0	0.0	0.0	0.0	0.0	0.0	31.0	23.0	4.0	0.0	0.0	2.0	0.0	0.0	29.0	14.0	2.0	0.0	0.0	0.0	0.0	0.0	16.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	12.0	4.0	1.5	0.0	0.0	0.0
16:00 - 16:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.0	4.0	0.0	0.0	0.0	0.0	0.2	30.2	38.0	9.0	0.0	0.0	0.0	0.0	0.0	47.0	37.0	4.0	0.0	0.0	0.0	0.0	0.0	41.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.0	2.0	0.0	0.0	0.0	0.0
16:15 - 16:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	38.0	3.0	0.0	0.0	0.0	0.4	0.0	41.4	36.0	7.0	1.5	0.0	0.0	0.4	0.0	44.9	25.0	3.0	0.0	0.0	0.0	0.0	0.0	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	2.0	0.0	0.0	0.0	0.0
16:30 - 16:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	8.0	0.0	0.0	0.0	0.0	0.0	38.0	49.0	2.0	0.0	0.0	2.0	0.4	0.0	53.4	32.0	3.0	0.0	0.0	0.0	0.0	0.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	3.0	0.0	0.0	0.0	0.4
16:45 - 17:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	2.0	0.0	0.0	0.0	0.4	0.0	42.4	49.0	5.0	0.0	0.0	2.0	0.0	0.0	56.0	33.0	1.0	0.0	0.0	0.0	0.0	0.0	34.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.0	1.0	0.0	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	37.0	5.0	0.0	0.0	0.0	0.0	0.2	42.2	51.0	10.0	0.0	0.0	0.0	0.4	0.0	61.4	36.0	3.0	0.0	0.0	0.0	0.0	0.0	39.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.0	3.0	0.0	0.0	0.0	0.4
17:15 - 17:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	38.0	5.0	1.5	0.0	0.0	0.8	0.0	45.3	50.0	3.0	0.0	0.0	2.0	0.4	0.0	55.4	47.0	4.0	0.0	0.0	0.0	0.4	0.0	51.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.0	2.0	0.0	0.0	0.0	0.0
17:30 - 17:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	43.0	3.0	0.0	0.0	0.0	0.4	0.0	46.4	70.0	7.0	0.0	0.0	0.0	0.0	0.0	77.0	34.0	1.0	0.0	0.0	0.0	0.4	0.0	35.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.0	1.0	0.0	0.0	0.0	0.0
17:45 - 18:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	46.0	2.0	0.0	0.0	0.0	0.4	0.0	48.4	52.0	4.0	1.5	0.0	0.0	0.0	0.0	57.5	42.0	1.0	0.0	0.0	0.0	0.0	0.0	43.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.0	0.0	0.0	0.0	0.0	0.0
18:00 - 18:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	72.0	6.0	0.0	0.0	0.0	0.4	0.0	78.4	35.0	0.0	0.0	0.0	0.0	0.0	0.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.0	0.0	0.0	0.0	0.0	0.0
18:15 - 18:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.0	0.0	0.0	0.0	0.0	1.2	0.0	38.2	54.0	4.0	0.0	0.0	2.0	0.8	0.2	61.0	39.0	0.0	0.0	0.0	0.0	0.0	0.0	39.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	1.0	0.0	0.0	0.0	0.0
18:30 - 18:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	38.0	1.0	0.0	0.0	0.0	0.4	0.0	39.4	45.0	4.0	0.0	0.0	0.0	0.0	0.0	49.0	23.0	1.0	0.0	0.0	0.0	0.0	0.0	24.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	1.0	0.0	0.0	0.0	0.0
18:45 - 19:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.0	0.0	0.0	0.0	0.0	0.0	0.0	28.0	52.0	4.0	0.0	0.0	2.0	0.4	0.0	58.4	23.0	1.0	0.0	0.0	0.0	0.0	0.0	24.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	0.0	0.0	0.0	0.0	0.0
07:00 - 08:00	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*138.0*	*20.0*	*7.5*	*2.3*	*0.0*	*0.4*	*0.0*	*168.2*	*178.0*	*23.0*	*6.0*	*2.3*	*6.0*	*0.0*	*0.0*	*215.3*	*87.0*	*8.0*	*1.5*	*0.0*	*0.0*	*0.4*	*0.4*	*97.3*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*41.0*	*8.0*	*0.0*	*0.0*	*0.0*	*0.0*
07:15 - 08:15	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*164.0*	*27.0*	*9.0*	*2.3*	*0.0*	*0.0*	*0.0*	*202.3*	*213.0*	*29.0*	*7.5*	*2.3*	*6.0*	*0.4*	*0.0*	*258.2*	*109.0*	*11.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.2*	*120.6*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*53.0*	*10.0*	*0.0*	*0.0*	*0.0*	*0.0*
07:30 - 08:30	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*195.0*	*24.0*	*9.0*	*2.3*	*0.0*	*0.0*	*0.0*	*230.3*	*234.0*	*29.0*	*6.0*	*2.3*	*4.0*	*0.4*	*0.0*	*275.7*	*102.0*	*12.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.2*	*115.7*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*51.0*	*8.0*	*1.5*	*0.0*	*0.0*	*0.0*
07:45 - 08:45	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*193.0*	*24.0*	*6.0*	*2.3*	*0.0*	*0.0*	*0.0*	*225.3*	*252.0*	*36.0*	*6.0*	*2.3*	*2.0*	*0.4*	*0.0*	*298.7*	*102.0*	*11.0*	*1.5*	*0.0*	*0.0*	*0.4*	*0.2*	*115.1*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*64.0*	*7.0*	*1.5*	*0.0*	*0.0*	*0.0*
08:00 - 09:00	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*175.0*	*21.0*	*7.5*	*0.0*	*0.0*	*0.0*	*0.0*	*203.5*	*247.0*	*25.0*	*4.5*	*0.0*	*4.0*	*0.8*	*0.0*	*281.3*	*101.0*	*10.0*	*1.5*	*0.0*	*0.0*	*0.4*	*0.2*	*113.1*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*74.0*	*7.0*	*1.5*	*0.0*	*0.0*	*0.0*
08:15 - 09:15	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*156.0*	*16.0*	*6.0*	*0.0*	*0.0*	*0.0*	*0.0*	*178.0*	*237.0*	*20.0*	*6.0*	*2.3*	*4.0*	*0.4*	*0.0*	*269.7*	*89.0*	*7.0*	*6.0*	*0.0*	*0.0*	*0.4*	*0.2*	*102.6*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*65.0*	*5.0*	*1.5*	*2.3*	*0.0*	*0.0*
08:30 - 09:30	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*119.0*	*13.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.4*	*135.4*	*197.0*	*20.0*	*9.0*	*2.3*	*4.0*	*0.4*	*0.0*	*232.7*	*85.0*	*7.0*	*6.0*	*0.0*	*0.0*	*0.4*	*0.2*	*98.6*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*68.0*	*8.0*	*0.0*	*2.3*	*0.0*	*0.0*
08:45 - 09:45	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*114.0*	*14.0*	*3.0*	*0.0*	*0.0*	*0.4*	*0.4*	*131.8*	*171.0*	*16.0*	*6.0*	*2.3*	*4.0*	*0.4*	*0.0*	*199.7*	*69.0*	*9.0*	*6.0*	*0.0*	*0.0*	*0.0*	*0.0*	*84.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*46.0*	*8.0*	*0.0*	*2.3*	*0.0*	*0.0*
09:00 - 10:00	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*101.0*	*16.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.4*	*117.8*	*137.0*	*18.0*	*6.0*	*2.3*	*4.0*	*0.0*	*0.0*	*167.3*	*56.0*	*10.0*	*6.0*	*0.0*	*0.0*	*0.0*	*0.0*	*72.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*	*39.0*	*11.0*	*1.5*	*2.3*	*0.0*	*0.0*
16:00 - 17:00	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*134.0*	*17.0*	*0.0*	*0.0*	*0.0*	*0.8*	*0.2*	*152.0*	*172.0*	*23.0*	*1.5*	*0.0*	*4.0*	*0.8*	*0.0*	*201.3*	*127.0*	*11.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*138.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*68.0*	*8.0*	*0.0*	*0.0*	*0.0*	*0.4*
16:15 - 17:15	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*145.0*	*18.0*	*0.0*	*0.0*	*0.0*	*0.8*	*0.2*	*164.0*	*185.0*	*24.0*	*1.5*	*0.0*	*4.0*	*1.2*	*0.0*	*215.7*	*126.0*	*10.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*136.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*81.0*	*9.0*	*0.0*	*0.0*	*0.0*	*0.8*
16:30 - 17:30	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*145.0*	*20.0*	*1.5*	*0.0*	*0.0*	*1.2*	*0.2*	*167.9*	*199.0*	*20.0*	*0.0*	*0.0*	*6.0*	*1.2*	*0.0*	*226.2*	*148.0*	*11.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*159.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*87.0*	*9.0*	*0.0*	*0.0*	*0.0*	*0.8*
16:45 - 17:45	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*158.0*	*15.0*	*1.5*	*0.0*	*0.0*	*1.6*	*0.2*	*176.3*	*220.0*	*25.0*	*0.0*	*0.0*	*4.0*	*0.8*	*0.0*	*249.8*	*150.0*	*9.0*	*0.0*	*0.0*	*0.0*	*0.8*	*0.0*	*159.8*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*101.0*	*7.0*	*0.0*	*0.0*	*0.0*	*0.4*
17:00 - 18:00	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*164.0*	*15.0*	*1.5*	*0.0*	*0.0*	*1.6*	*0.2*	*182.3*	*223.0*	*24.0*	*1.5*	*0.0*	*2.0*	*0.8*	*0.0*	*251.3*	*159.0*	*9.0*	*0.0*	*0.0*	*0.0*	*0.8*	*0.0*	*168.8*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*102.0*	*6.0*	*0.0*	*0.0*	*0.0*	*0.4*
17:15 - 18:15	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*167.0*	*10.0*	*1.5*	*0.0*	*0.0*	*1.6*	*0.0*	*180.1*	*244.0*	*20.0*	*1.5*	*0.0*	*2.0*	*0.8*	*0.0*	*268.3*	*158.0*	*6.0*	*0.0*	*0.0*	*0.0*	*0.8*	*0.0*	*164.8*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*96.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*
17:30 - 18:30	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*166.0*	*5.0*	*0.0*	*0.0*	*0.0*	*2.0*	*0.0*	*173.0*	*248.0*	*21.0*	*1.5*	*0.0*	*2.0*	*1.2*	*0.2*	*273.9*	*150.0*	*2.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*152.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*94.0*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*
17:45 - 18:45	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*161.0*	*3.0*	*0.0*	*0.0*	*0.0*	*2.0*	*0.0*	*166.0*	*223.0*	*18.0*	*1.5*	*0.0*	*2.0*	*1.2*	*0.2*	*245.9*	*139.0*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*141.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*80.0*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*
18:00 - 19:00	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*143.0*	*1.0*	*0.0*	*0.0*	*0.0*	*1.6*	*0.0*	*145.6*	*223.0*	*18.0*	*0.0*	*0.0*	*4.0*	*1.6*	*0.2*	*246.8*	*120.0*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*122.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*68.0*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*
AM Total	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**414.0**	**57.0**	**15.0**	**2.3**	**0.0**	**0.8**	**0.4**	**489.5**	**562.0**	**66.0**	**16.5**	**4.6**	**14.0**	**0.8**	**0.0**	**663.9**	**244.0**	**28.0**	**9.0**	**0.0**	**0.0**	**0.8**	**0.6**	**282.4**	**1.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**1.0**	**154.0**	**26.0**	**3.0**	**2.3**	**0.0**	**0.0**
PM Total	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**441.0**	**33.0**	**1.5**	**0.0**	**0.0**	**4.0**	**0.4**	**479.9**	**618.0**	**65.0**	**3.0**	**0.0**	**10.0**	**3.2**	**0.2**	**699.4**	**406.0**	**22.0**	**0.0**	**0.0**	**0.0**	**0.8**	**0.0**	**428.8**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**238.0**	**16.0**	**0.0**	**0.0**	**0.0**	**0.8**
Daily Total	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**855.0**	**90.0**	**16.5**	**2.3**	**0.0**	**4.8**	**0.8**	**969.4**	**1180.0**	**131.0**	**19.5**	**4.6**	**24.0**	**4.0**	**0.2**	**1363.3**	**650.0**	**50.0**	**9.0**	**0.0**	**0.0**	**1.6**	**0.6**	**711.2**	**1.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**1.0**	**392.0**	**42.0**	**3.0**	**2.3**	**0.0**	**0.8**
07:45 - 08:45	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***193.0***	***24.0***	***6.0***	***2.3***	***0.0***	***0.0***	***0.0***	***225.3***	***252.0***	***36.0***	***6.0***	***2.3***	***2.0***	***0.4***	***0.0***	***298.7***	***102.0***	***11.0***	***1.5***	***0.0***	***0.0***	***0.4***	***0.2***	***115.1***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***64.0***	***7.0***	***1.5***	***0.0***	***0.0***	***0.0***
17:00 - 18:00	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***164.0***	***15.0***	***1.5***	***0.0***	***0.0***	***1.6***	***0.2***	***182.3***	***223.0***	***24.0***	***1.5***	***0.0***	***2.0***	***0.8***	***0.0***	***251.3***	***159.0***	***9.0***	***0.0***	***0.0***	***0.0***	***0.8***	***0.0***	***168.8***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***102.0***	***6.0***	***0.0***	***0.0***	***0.0***	***0.4***

Job Number & Name:	**35298 Caterham**
Client:	**Motion**
Date:	**Thursday 27 April 2023**

		C to A								C to B								C to C							
Cyc	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**Total**
0.0	**7.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**15.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**17.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**10.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**21.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**12.5**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**29.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**20.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**12.3**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**17.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**7.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**17.5**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**18.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**17.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**18.4**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**23.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**32.4**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.2	**23.2**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**30.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**23.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**23.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**20.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**16.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**11.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	*49.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*63.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*60.5*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*72.5*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*82.5*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*73.8*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*78.3*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*56.3*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*53.8*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*76.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*90.8*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.2	*97.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.2	*108.6*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.2	*108.6*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.2	*99.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*96.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*82.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*70.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	**185.3**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
0.2	**255.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
0.2	**440.3**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
0.0	***72.5***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***
0.2	***108.6***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 35298 Caterham

Site Number/Name: Site 3 - Salmons Lane West/Whyteleafe Hill

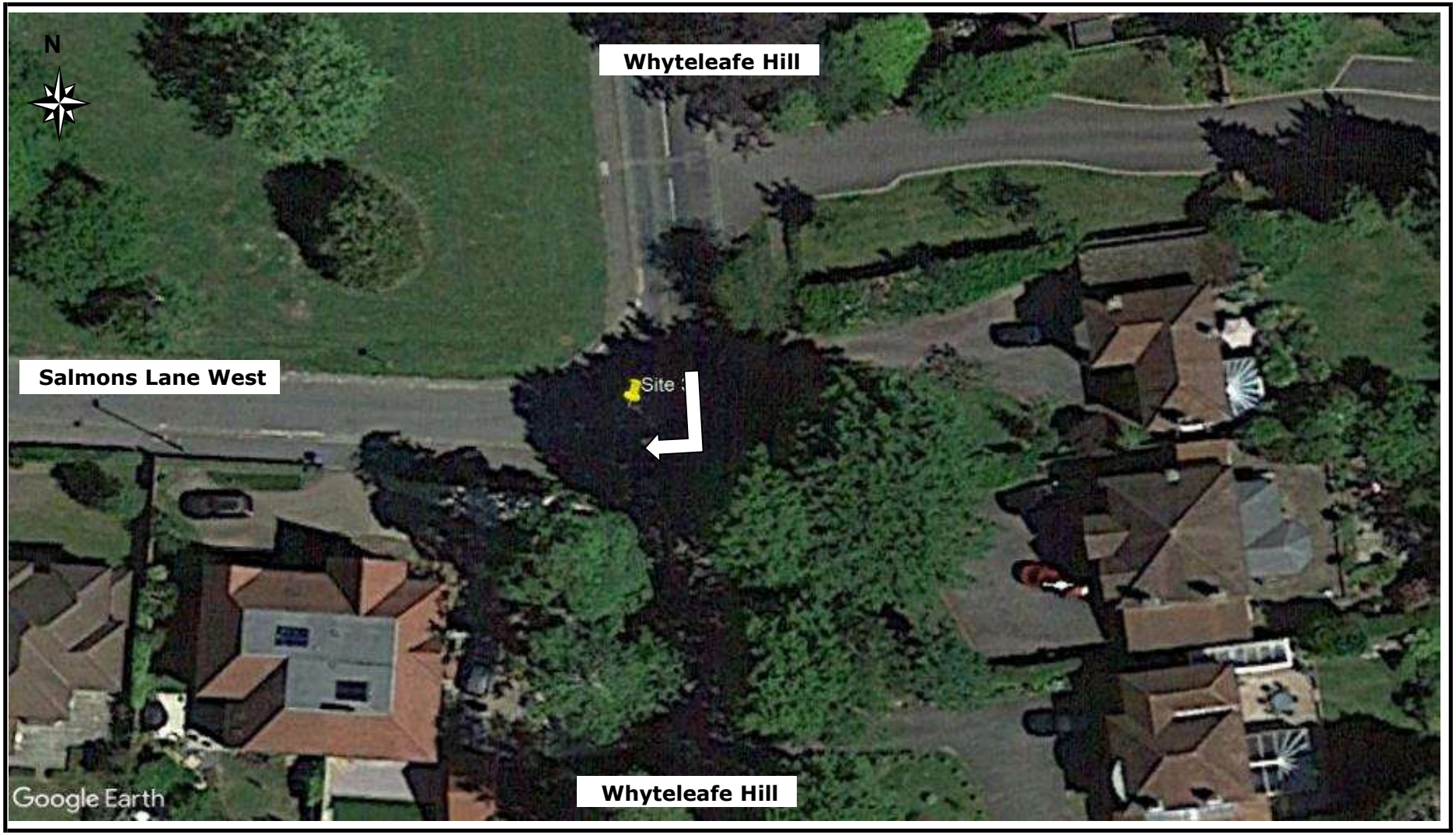
Client: Motion

Date: 27/04/2023

Weather: AM Dry, PM Rain

Advanced Transport Research	*Job Number & Name:*	35298 Caterham	
Site 3 - Salmons Lane West/Whyteleafe Hill	*Date:*	Thursday 27 Apr 2023	

Job Type:	Queue Lengths				
Co-ordinates:	51° 17' 50.99"N, 0° 5' 18.81"W	*Postcode:*	CR3 5ED	*Times:*	0700-1000 1600-1900



Advanced Transport Research	*Job Number & Name:*	35298 Caterham
Site 3 - Salmons Lane West/Whyteleafe Hill	*Client:*	Motion
Queue Lengths	*Date:*	Thursday 27 April 2023

	Whyteleafe Hill Right-Turn	
Times	Lane 1	
07:00 - 07:05	0	
07:05 - 07:10	0	
07:10 - 07:15	1	
07:15 - 07:20	2	
07:20 - 07:25	1	
07:25 - 07:30	0	
07:30 - 07:35	3	
07:35 - 07:40	0	
07:40 - 07:45	1	
07:45 - 07:50	1	
07:50 - 07:55	1	
07:55 - 08:00	0	
08:00 - 08:05	1	
08:05 - 08:10	4	
08:10 - 08:15	2	
08:15 - 08:20	1	
08:20 - 08:25	2	
08:25 - 08:30	4	
08:30 - 08:35	2	
08:35 - 08:40	4	
08:40 - 08:45	2	
08:45 - 08:50	2	
08:50 - 08:55	2	
08:55 - 09:00	3	
09:00 - 09:05	0	
09:05 - 09:10	1	
09:10 - 09:15	2	
09:15 - 09:20	0	
09:20 - 09:25	1	
09:25 - 09:30	2	
09:30 - 09:35	1	
09:35 - 09:40	0	
09:40 - 09:45	0	
09:45 - 09:50	0	
09:50 - 09:55	4	
09:55 - 10:00	1	

Count in Vehicles

Lane 1 = Nearest Kerb

Advanced Transport Research	*Job Number & Name:*	35298 Caterham
Site 3 - Salmons Lane West/Whyteleafe Hill	*Client:*	Motion
Queue Lengths	*Date:*	Thursday 27 April 2023

	Whyteleafe Hill Right-Turn	
Times	Lane 1	
16:00 - 16:05	1	
16:05 - 16:10	1	
16:10 - 16:15	0	
16:15 - 16:20	1	
16:20 - 16:25	2	
16:25 - 16:30	1	
16:30 - 16:35	2	
16:35 - 16:40	3	
16:40 - 16:45	0	
16:45 - 16:50	2	
16:50 - 16:55	3	
16:55 - 17:00	2	
17:00 - 17:05	2	
17:05 - 17:10	3	
17:10 - 17:15	2	
17:15 - 17:20	3	
17:20 - 17:25	2	
17:25 - 17:30	3	
17:30 - 17:35	5	
17:35 - 17:40	2	
17:40 - 17:45	3	
17:45 - 17:50	2	
17:50 - 17:55	0	
17:55 - 18:00	2	
18:00 - 18:05	1	
18:05 - 18:10	3	
18:10 - 18:15	2	
18:15 - 18:20	1	
18:20 - 18:25	1	
18:25 - 18:30	4	
18:30 - 18:35	1	
18:35 - 18:40	4	
18:40 - 18:45	0	
18:45 - 18:50	2	
18:50 - 18:55	0	
18:55 - 19:00	2	

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 35298 Caterham

Site Number/Name: Site 4 - Salmons Lane West/Buxton Lane

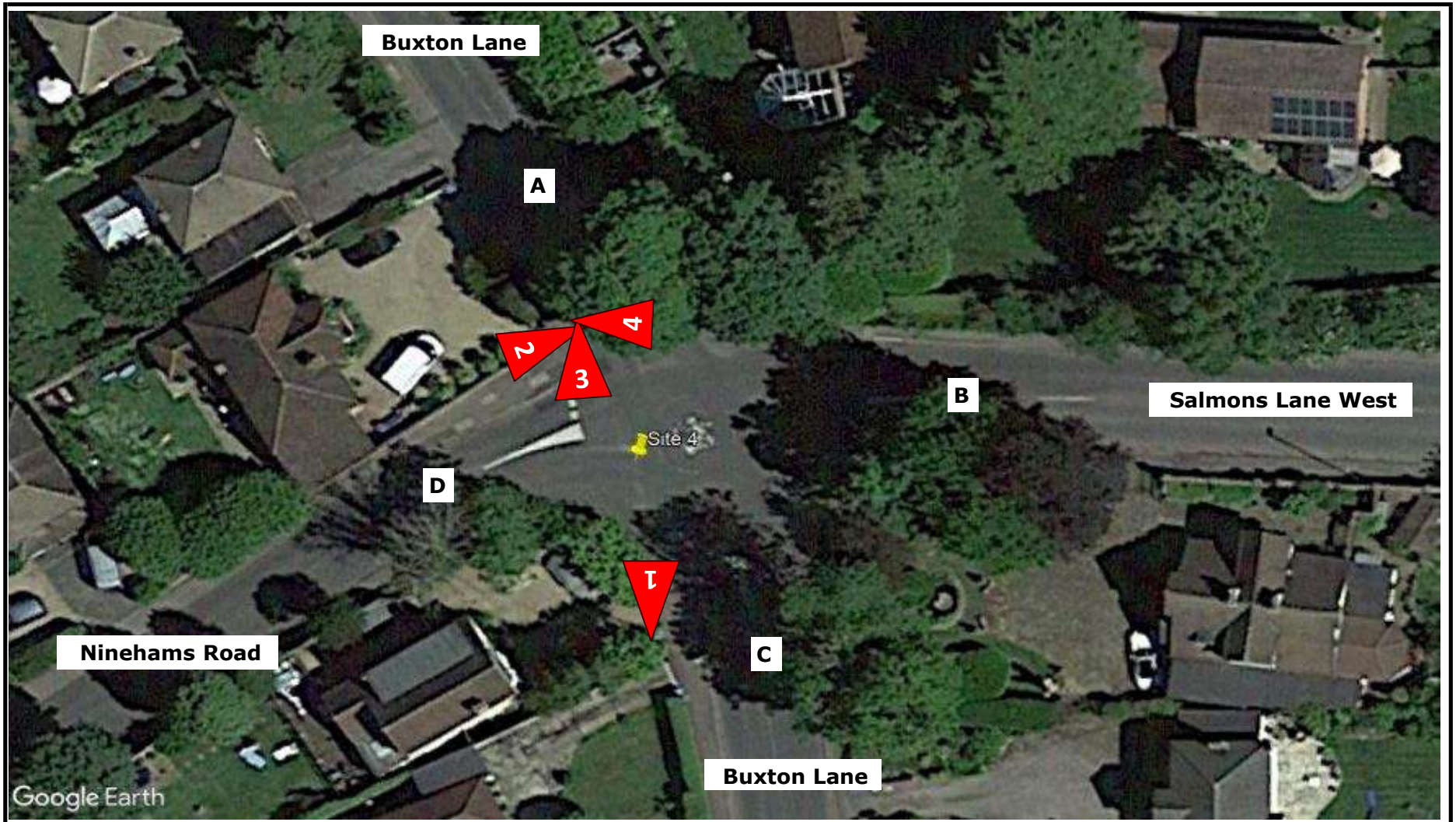
Client: Motion

Date: 27/04/2023

Weather: AM Dry, PM Rain

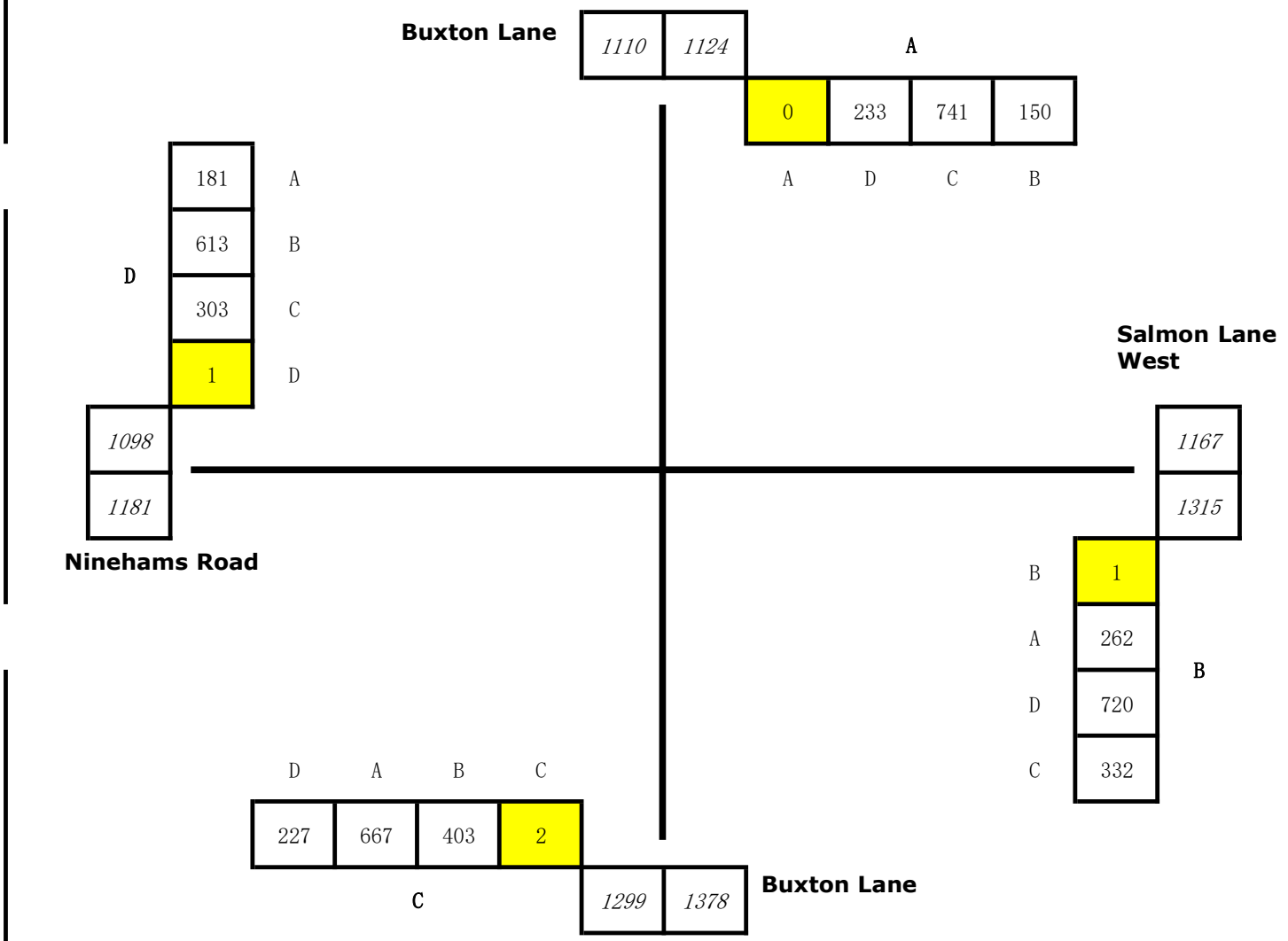
Advanced Transport Research	*Job Number & Name:*	35298 Caterham
Site 4 - Salmons Lane West/Buxton Lane	*Date:*	Thursday 27 Apr 2023

Job Type:	Junction Count				
Co-ordinates:	51° 17' 51.22"N, 0° 5' 34.10"W	*Postcode:*	CR3 5HN	*Times:*	0700-1000 1600-1900



Advanced Transport Research	*Job Number & Name:*	35298 Caterham
Site 4 - Salmons Lane West/Buxton Lane	*Client:*	Motion
Flow Diagram	*Date:*	Thursday 27 Apr 2023

Select Period Daily Total



Advanced Transport Research

Site 4 - Salmons Lane West/Buxton Lane

Classified Counts

	A to A								A to B								A to C								A to D						
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	0	0	0	0	0	0	0	0	5	2	1	0	0	0	0	0	26	3	0	0	0	1	0	0	6	1	1	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	28	4	0	1	0	0	0	0	5	2	1	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	17	3	0	0	0	0	0	0	44	6	0	0	0	0	1	0	5	1	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	16	2	1	0	0	0	0	0	69	7	0	0	0	0	0	0	11	1	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	62	3	0	0	0	0	0	0	6	1	0	0	0	0	1
08:15 - 08:30	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	0	47	3	0	0	0	0	0	0	12	0	1	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	47	3	0	1	0	0	0	0	11	1	1	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	0	51	1	0	0	0	0	0	0	8	2	0	0	0	0	0
									61		1						294		1						55		2				
09:00 - 09:15	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	0	34	5	1	0	0	0	0	0	9	1	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	24	2	0	1	0	0	0	0	8	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	4	2	0	0	0	1	0	0	36	3	0	0	0	0	0	0	5	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	33	6	0	0	0	0	2	0	7	2	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	0	36	7	1	0	0	1	0	0	4	2	0	0	0	1	0
16:15 - 16:30	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	40	14	1	0	0	0	0	0	7	3	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	11	4	0	0	0	0	0	0	47	5	0	0	0	1	0	0	17	1	0	0	0	1	0
16:45 - 17:00	0	0	0	0	0	0	0	0	17	0	0	0	0	1	0	0	27	5	0	0	0	0	0	0	14	1	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	0	43	6	0	0	0	0	0	0	9	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	51	3	0	0	0	0	0	0	19	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	47	1	1	0	0	0	0	0	18	0	1	0	0	0	1
17:45 - 18:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	39	4	0	0	0	0	0	0	13	1	0	0	0	0	0
									35								195		1						61		1				
18:00 - 18:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	37	1	1	0	0	0	0	0	16	3	0	0	0	1	0
18:15 - 18:30	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	36	4	0	0	0	2	0	0	20	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	9	3	0	0	0	0	0	0	38	5	0	0	0	0	0	0	8	0	0	0	0	0	1
18:45 - 19:00	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	41	0	0	0	0	0	0	0	9	0	0	0	0	0	0

	B to A								B to B								B to C								B to D							
E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	1	0	0	0	15	1	0	0	0	0	0	0
0	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23	2	0	0	1	0	0	0	28	4	0	0	1	0	0	0
0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	1	0	0	0	31	4	1	0	0	0	0	0
0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	4	1	1	0	0	0	0	38	5	0	0	0	0	0	0
0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	4	0	0	0	1	0	0	33	9	1	0	0	0	0	0
0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23	1	0	0	1	0	0	0	33	7	0	0	0	0	0	0
0	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	1	1	0	0	0	0	0	45	6	1	0	0	0	0	0
0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	0	1	1	0	0	43	2	0	0	0	0	0	0
	65		1														139		3						223		2					
0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	1	1	0	0	0	0	0	23	1	0	2	0	0	0	0
0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	3	0	1	0	0	0	24	6	0	0	0	0	0	0
0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	2	0	0	0	0	0	0	20	3	0	0	0	0	0	0
0	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	1	0	0	0	18	2	0	0	0	0	0	0
0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	3	0	0	0	0	0	0	31	7	0	0	0	0	0	0
0	11	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	0	30	5	1	0	0	0	0	0
0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	1	0	0	1	0	0	0	36	3	0	0	0	2	0	0
0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	1	0	0	0	34	5	0	0	0	0	1	0
0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	4	0	0	0	0	0	0	44	7	0	0	0	2	0	0
0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	2	0	0	1	0	0	0	37	2	0	0	0	1	0	0
0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	1	0	0	0	0	0	0	53	6	0	0	0	0	0	0
0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	1	1	0	0	0	0	0	46	3	0	0	0	0	0	0
	72																88		1						198							
0	25	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	23	3	0	0	0	0	0	0	45	3	0	0	0	0	0	0
0	15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	20	3	0	0	1	1	0	0	39	1	0	0	0	0	1	0
0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	0	31	3	0	0	0	0	0	0
0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	1	0	0	0	39	3	0	0	0	1	0	0

C to A								C to B								C to C								C to D								
Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car
21	3	0	0	0	0	0	0	17	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	0	5
34	4	3	0	0	0	0	0	13	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	14
28	7	0	1	0	0	0	0	18	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	0	16
23	5	1	0	0	0	0	0	33	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	0	11
33	4	0	1	0	0	0	0	25	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7	3	0	0	0	0	0	0	16
35	5	0	0	0	0	0	0	30	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	19
42	4	0	0	0	0	0	0	35	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	0	17
26	4	0	0	0	0	0	0	21	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	0	5
183		2						164		6														59								77
27	6	0	0	0	0	0	0	9	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12	3	0	0	0	0	0	0	10
18	1	0	0	1	0	0	0	12	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	8
20	1	0	0	0	1	0	0	17	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	1	0	0	11
18	3	1	0	0	0	1	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	8
32	3	1	0	0	0	0	0	16	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	17	2	0	0	0	0	0	0	11
39	5	0	0	0	0	0	0	15	5	0	0	1	2	0	0	0	0	0	0	0	0	0	0	12	5	1	0	0	0	0	0	6
44	4	0	0	0	0	0	0	21	2	0	0	1	0	0	0	1	0	0	0	0	0	0	0	8	1	0	0	0	0	0	0	12
57	2	0	0	0	0	0	0	24	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	19	3	0	0	0	0	0	0	9
46	3	0	0	0	0	1	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	10
39	2	0	0	0	1	0	0	27	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	1	0	0	0	0	0	0	12
42	1	0	0	0	0	0	0	30	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	21	4	0	0	0	0	0	0	10
41	5	0	0	0	0	0	0	28	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	15	2	0	0	0	2	0	0	17
179								109																20								51
33	1	2	0	0	0	0	0	27	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	17	2	0	0	0	1	0	0	8
28	2	0	0	0	0	0	0	19	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	1	0	0	13
17	3	0	0	0	1	0	0	20	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5	3	1	0	0	1	0	0	8
32	1	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	1	1	0	8

Job Number & Name:	35298 Caterham
Client:	Motion
Date:	Thursday 27 April 2023

D to A							D to B								D to C								D to D							
LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
1	0	0	0	0	0	0	17	3	0	0	0	0	0	0	10	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	31	4	0	0	0	0	0	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	36	7	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	50	3	0	0	0	0	2	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	42	8	0	0	0	0	0	0	34	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	1	0	0	1	0	0	37	4	1	0	0	0	1	0	22	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	44	2	1	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	32	3	1	0	0	0	0	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2						228		3						132															
4	0	0	0	0	0	0	24	3	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	1	0	21	5	0	0	0	0	0	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	18	2	0	1	0	0	1	0	15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
3	0	0	0	1	0	0	28	4	0	0	0	0	0	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	31	7	3	0	0	0	0	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	34	3	0	0	0	1	0	0	21	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	33	5	0	0	0	1	0	0	13	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	28	7	0	0	0	1	0	0	18	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	35	6	0	0	1	0	0	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	31	8	0	0	0	0	0	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	1	0	0	33	5	0	0	0	0	0	0	19	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1	0	0	0	0	0	0	44	4	0	0	0	1	0	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
							167								78															
0	0	0	0	0	0	0	30	0	0	0	0	1	0	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	39	3	0	0	0	0	1	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	28	4	0	0	0	0	0	0	14	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	16	2	0	0	0	0	0	0	21	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0

Advanced Transport Research

Site 4 - Salmons Lane West/Buxton Lane

PCU Values

	A to A								A to B								A to C								A to D								B to A								B to B					
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B
07:00 - 07:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	2.0	1.5	0.0	0.0	0.0	0.0	8.5	26.0	3.0	0.0	0.0	0.0	0.4	0.0	29.4	6.0	1.0	1.5	0.0	0.0	0.0	0.0	8.5	7.0	3.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0
07:15 - 07:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	28.0	4.0	0.0	2.3	0.0	0.0	0.0	34.3	5.0	2.0	1.5	0.0	0.0	0.0	0.0	8.5	9.0	1.0	1.5	0.0	0.0	0.0	0.0	11.5	0.0	0.0	0.0	0.0	0.0	0.0
07:30 - 07:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.0	3.0	0.0	0.0	0.0	0.0	0.0	20.0	44.0	6.0	0.0	0.0	0.0	0.0	0.2	50.2	5.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0	5.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0
07:45 - 08:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.0	2.0	1.5	0.0	0.0	0.0	0.0	19.5	69.0	7.0	0.0	0.0	0.0	0.0	0.0	76.0	11.0	1.0	0.0	0.0	0.0	0.0	0.0	12.0	4.0	3.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0
08:00 - 08:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	62.0	3.0	0.0	0.0	0.0	0.0	0.0	65.0	6.0	1.0	0.0	0.0	0.0	0.0	0.2	7.2	10.0	1.0	0.0	0.0	0.0	0.0	0.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0
08:15 - 08:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	1.0	0.0	0.0	0.0	0.0	0.0	12.0	47.0	3.0	0.0	0.0	0.0	0.0	0.0	50.0	12.0	0.0	1.5	0.0	0.0	0.0	0.0	13.5	11.0	0.0	1.5	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0
08:30 - 08:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	47.0	3.0	0.0	2.3	0.0	0.0	0.0	52.3	11.0	1.0	1.5	0.0	0.0	0.0	0.0	13.5	20.0	2.0	0.0	0.0	0.0	0.0	0.0	22.0	0.0	0.0	0.0	0.0	0.0	0.0
08:45 - 09:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	2.0	0.0	0.0	0.0	0.0	0.0	8.0	51.0	1.0	0.0	0.0	0.0	0.0	0.0	52.0	8.0	2.0	0.0	0.0	0.0	0.0	0.0	10.0	11.0	2.0	0.0	0.0	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0
09:00 - 09:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	2.0	0.0	0.0	0.0	0.0	0.0	9.0	34.0	5.0	1.5	0.0	0.0	0.0	0.0	40.5	9.0	1.0	0.0	0.0	0.0	0.0	0.0	10.0	6.0	1.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0
09:15 - 09:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	1.0	0.0	0.0	0.0	0.0	0.0	7.0	24.0	2.0	0.0	2.3	0.0	0.0	0.0	28.3	8.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	8.0	3.0	0.0	0.0	0.0	0.0	0.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0
09:30 - 09:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	2.0	0.0	0.0	0.0	0.0	0.0	6.4	36.0	3.0	0.0	0.0	0.0	0.0	0.0	39.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0
09:45 - 10:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	33.0	6.0	0.0	0.0	0.0	0.0	0.4	39.4	7.0	2.0	0.0	0.0	0.0	0.0	0.0	9.0	9.0	5.0	0.0	0.0	0.0	0.0	0.0	14.0	0.0	0.0	0.0	0.0	0.0	0.0
16:00 - 16:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	3.0	0.0	0.0	0.0	0.0	0.0	7.0	36.0	7.0	1.5	0.0	0.0	0.4	0.0	44.9	4.0	2.0	0.0	0.0	0.0	0.4	0.0	6.4	11.0	1.0	0.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0
16:15 - 16:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0	40.0	14.0	1.5	0.0	0.0	0.0	0.0	55.5	7.0	3.0	0.0	0.0	0.0	0.0	0.0	10.0	11.0	3.0	0.0	0.0	0.0	0.4	0.0	14.4	0.0	0.0	0.0	0.0	0.0	0.0
16:30 - 16:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	4.0	0.0	0.0	0.0	0.0	0.0	15.0	47.0	5.0	0.0	0.0	0.0	0.4	0.0	52.4	17.0	1.0	0.0	0.0	0.0	0.4	0.0	18.4	8.0	1.0	0.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0
16:45 - 17:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.0	0.0	0.0	0.0	0.0	0.4	0.0	17.4	27.0	5.0	0.0	0.0	0.0	0.0	0.0	32.0	14.0	1.0	0.0	0.0	0.0	0.0	0.0	15.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0
17:00 - 17:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	1.0	0.0	0.0	0.0	0.0	0.0	12.0	43.0	6.0	0.0	0.0	0.0	0.0	0.0	49.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	15.0	2.0	0.0	0.0	0.0	0.0	0.0	17.0	0.0	0.0	0.0	0.0	0.0	0.0
17:15 - 17:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0	51.0	3.0	0.0	0.0	0.0	0.0	0.0	54.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	16.0	1.0	0.0	0.0	0.0	0.0	0.0	17.0	0.0	0.0	0.0	0.0	0.0	0.0
17:30 - 17:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	47.0	1.0	1.5	0.0	0.0	0.0	0.0	49.5	18.0	0.0	1.5	0.0	0.0	0.0	0.2	19.7	16.0	2.0	0.0	0.0	0.0	0.0	0.0	18.0	0.0	0.0	0.0	0.0	0.0	0.0
17:45 - 18:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	39.0	4.0	0.0	0.0	0.0	0.0	0.0	43.0	13.0	1.0	0.0	0.0	0.0	0.0	0.0	14.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0
18:00 - 18:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	37.0	1.0	1.5	0.0	0.0	0.0	0.0	39.5	16.0	3.0	0.0	0.0	0.0	0.4	0.0	19.4	25.0	0.0	0.0	0.0	0.0	0.4	0.0	25.4	1.0	0.0	0.0	0.0	0.0	0.0
18:15 - 18:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	36.0	4.0	0.0	0.0	0.0	0.8	0.0	40.8	20.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	15.0	0.0	0.0	0.0	0.0	0.4	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0
18:30 - 18:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	3.0	0.0	0.0	0.0	0.0	0.0	12.0	38.0	5.0	0.0	0.0	0.0	0.0	0.0	43.0	8.0	0.0	0.0	0.0	0.0	0.0	0.2	8.2	11.0	1.0	0.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0
18:45 - 19:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	41.0	0.0	0.0	0.0	0.0	0.0	0.0	41.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0
07:00 - 08:00	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*44.0*	*7.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*54.0*	*167.0*	*20.0*	*0.0*	*2.3*	*0.0*	*0.4*	*0.2*	*189.9*	*27.0*	*5.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*35.0*	*25.0*	*8.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.0*	*34.5*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
07:15 - 08:15	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*47.0*	*5.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.0*	*53.5*	*203.0*	*20.0*	*0.0*	*2.3*	*0.0*	*0.0*	*0.2*	*225.5*	*27.0*	*5.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.2*	*33.7*	*28.0*	*6.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.0*	*35.5*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
07:30 - 08:30	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*52.0*	*6.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.0*	*59.5*	*222.0*	*19.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.2*	*241.2*	*34.0*	*3.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.2*	*38.7*	*30.0*	*5.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.0*	*36.5*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
07:45 - 08:45	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*49.0*	*3.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.0*	*53.5*	*225.0*	*16.0*	*0.0*	*2.3*	*0.0*	*0.0*	*0.0*	*243.3*	*40.0*	*3.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.2*	*46.2*	*45.0*	*6.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.0*	*52.5*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
08:00 - 09:00	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*39.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*42.0*	*207.0*	*10.0*	*0.0*	*2.3*	*0.0*	*0.0*	*0.0*	*219.3*	*37.0*	*4.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.2*	*44.2*	*52.0*	*5.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.0*	*58.5*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
08:15 - 09:15	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*38.0*	*5.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*43.0*	*179.0*	*12.0*	*1.5*	*2.3*	*0.0*	*0.0*	*0.0*	*194.8*	*40.0*	*4.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*47.0*	*48.0*	*5.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.0*	*54.5*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
08:30 - 09:30	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*33.0*	*5.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*38.0*	*156.0*	*11.0*	*1.5*	*4.6*	*0.0*	*0.0*	*0.0*	*173.1*	*36.0*	*4.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.0*	*41.5*	*45.0*	*8.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*53.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
08:45 - 09:45	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*23.0*	*7.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*30.4*	*145.0*	*11.0*	*1.5*	*2.3*	*0.0*	*0.0*	*0.0*	*159.8*	*30.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*33.0*	*30.0*	*6.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*36.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
09:00 - 10:00	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*20.0*	*5.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*25.4*	*127.0*	*16.0*	*1.5*	*2.3*	*0.0*	*0.0*	*0.4*	*147.2*	*29.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*32.0*	*28.0*	*9.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*37.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
16:00 - 17:00	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*36.0*	*8.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*44.4*	*150.0*	*31.0*	*3.0*	*0.0*	*0.0*	*0.8*	*0.0*	*184.8*	*42.0*	*7.0*	*0.0*	*0.0*	*0.0*	*0.8*	*0.0*	*49.8*	*46.0*	*5.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*51.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
16:15 - 17:15	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*43.0*	*6.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*49.4*	*157.0*	*30.0*	*1.5*	*0.0*	*0.0*	*0.4*	*0.0*	*188.9*	*47.0*	*5.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*52.4*	*50.0*	*6.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*56.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
16:30 - 17:30	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*52.0*	*5.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*57.4*	*168.0*	*19.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*187.4*	*59.0*	*2.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*61.4*	*55.0*	*4.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*59.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
16:45 - 17:45	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*46.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*47.4*	*168.0*	*15.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.0*	*184.5*	*60.0*	*1.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.2*	*62.7*	*63.0*	*5.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*68.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
17:00 - 18:00	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*34.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*35.0*	*180.0*	*14.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.0*	*195.5*	*59.0*	*1.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.2*	*61.7*	*67.0*	*5.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*72.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
17:15 - 18:15	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*27.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*27.0*	*174.0*	*9.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*186.0*	*66.0*	*4.0*	*1.5*	*0.0*	*0.0*	*0.4*	*0.2*	*72.1*	*77.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*80.4*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
17:30 - 18:30	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*23.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*23.0*	*159.0*	*10.0*	*3.0*	*0.0*	*0.0*	*0.8*	*0.0*	*172.8*	*67.0*	*4.0*	*1.5*	*0.0*	*0.0*	*0.4*	*0.2*	*73.1*	*76.0*	*2.0*	*0.0*	*0.0*	*0.0*	*0.8*	*0.0*	*78.8*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
17:45 - 18:45	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*27.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*30.0*	*150.0*	*14.0*	*1.5*	*0.0*	*0.0*	*0.8*	*0.0*	*166.3*	*57.0*	*4.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.2*	*61.6*	*71.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.8*	*0.0*	*72.8*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
18:00 - 19:00	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*32.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*35.0*	*152.0*	*10.0*	*1.5*	*0.0*	*0.0*	*0.8*	*0.0*	*164.3*	*53.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.2*	*56.6*	*63.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.8*	*0.0*	*64.8*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
AM Total	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**103.0**	**15.0**	**3.0**	**0.0**	**0.0**	**0.4**	**0.0**	**121.4**	**501.0**	**46.0**	**1.5**	**6.9**	**0.0**	**0.4**	**0.6**	**556.4**	**93.0**	**12.0**	**6.0**	**0.0**	**0.0**	**0.0**	**0.2**	**111.2**	**105.0**	**22.0**	**3.0**	**0.0**	**0.0**	**0.0**	**0.0**	**130.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
PM Total	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**102.0**	**12.0**	**0.0**	**0.0**	**0.0**	**0.4**	**0.0**	**114.4**	**482.0**	**55.0**	**6.0**	**0.0**	**0.0**	**1.6**	**0.0**	**544.6**	**154.0**	**11.0**	**1.5**	**0.0**	**0.0**	**1.2**	**0.4**	**168.1**	**176.0**	**11.0**	**0.0**	**0.0**	**0.0**	**1.2**	**0.0**	**188.2**	**1.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
Daily Total	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**205.0**	**27.0**	**3.0**	**0.0**	**0.0**	**0.8**	**0.0**	**235.8**	**983.0**	**101.0**	**7.5**	**6.9**	**0.0**	**2.0**	**0.6**	**1101.0**	**247.0**	**23.0**	**7.5**	**0.0**	**0.0**	**1.2**	**0.6**	**279.3**	**281.0**	**33.0**	**3.0**	**0.0**	**0.0**	**1.2**	**0.0**	**318.2**	**1.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
07:45 - 08:45	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***49.0***	***3.0***	***1.5***	***0.0***	***0.0***	***0.0***	***0.0***	***53.5***	***225.0***	***16.0***	***0.0***	***2.3***	***0.0***	***0.0***	***0.0***	***243.3***	***40.0***	***3.0***	***3.0***	***0.0***	***0.0***	***0.0***	***0.2***	***46.2***	***45.0***	***6.0***	***1.5***	***0.0***	***0.0***	***0.0***	***0.0***	***52.5***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***
17:00 - 18:00	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***34.0***	***1.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***35.0***	***180.0***	***14.0***	***1.5***	***0.0***	***0.0***	***0.0***	***0.0***	***195.5***	***59.0***	***1.0***	***1.5***	***0.0***	***0.0***	***0.0***	***0.2***	***61.7***	***67.0***	***5.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***72.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***

		B to C								B to D								C to A								C to B								C to C								C to D					
Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B
0.0	**0.0**	7.0	0.0	0.0	0.0	2.0	0.0	0.0	**9.0**	15.0	1.0	0.0	0.0	0.0	0.0	0.0	**16.0**	21.0	3.0	0.0	0.0	0.0	0.0	0.0	**24.0**	17.0	4.0	1.5	0.0	2.0	0.0	0.0	**24.5**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	6.0	2.0	0.0	0.0	0.0	0.0
0.0	**0.0**	23.0	2.0	0.0	0.0	2.0	0.0	0.0	**27.0**	28.0	4.0	0.0	0.0	2.0	0.0	0.0	**34.0**	34.0	4.0	4.5	0.0	0.0	0.0	0.0	**42.5**	13.0	4.0	0.0	0.0	2.0	0.0	0.0	**19.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	5.0	1.0	0.0	0.0	0.0	0.0
0.0	**0.0**	16.0	0.0	0.0	0.0	2.0	0.0	0.0	**18.0**	31.0	4.0	1.5	0.0	0.0	0.0	0.0	**36.5**	28.0	7.0	0.0	2.3	0.0	0.0	0.0	**37.3**	18.0	6.0	1.5	0.0	0.0	0.0	0.0	**25.5**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	11.0	2.0	0.0	0.0	0.0	0.0
0.0	**0.0**	22.0	4.0	1.5	2.3	0.0	0.0	0.0	**29.8**	38.0	5.0	0.0	0.0	0.0	0.0	0.0	**43.0**	23.0	5.0	1.5	0.0	0.0	0.0	0.0	**29.5**	33.0	5.0	1.5	0.0	2.0	0.0	0.0	**41.5**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	11.0	2.0	0.0	0.0	0.0	0.0
0.0	**0.0**	23.0	4.0	0.0	0.0	0.0	0.4	0.0	**27.4**	33.0	9.0	1.5	0.0	0.0	0.0	0.0	**43.5**	33.0	4.0	0.0	2.3	0.0	0.0	0.0	**39.3**	25.0	2.0	1.5	0.0	0.0	0.0	0.0	**28.5**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	7.0	3.0	0.0	0.0	0.0	0.0
0.0	**0.0**	23.0	1.0	0.0	0.0	2.0	0.0	0.0	**26.0**	33.0	7.0	0.0	0.0	0.0	0.0	0.0	**40.0**	35.0	5.0	0.0	0.0	0.0	0.0	0.0	**40.0**	30.0	2.0	3.0	2.3	0.0	0.0	0.0	**37.3**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	7.0	0.0	0.0	0.0	0.0	0.0
0.0	**0.0**	33.0	1.0	1.5	0.0	0.0	0.0	0.0	**35.5**	45.0	6.0	1.5	0.0	0.0	0.0	0.0	**52.5**	42.0	4.0	0.0	0.0	0.0	0.0	0.0	**46.0**	35.0	4.0	0.0	0.0	0.0	0.0	0.0	**39.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	14.0	1.0	0.0	0.0	0.0	0.0
0.0	**0.0**	23.0	0.0	0.0	0.0	2.0	0.4	0.0	**25.4**	43.0	2.0	0.0	0.0	0.0	0.0	0.0	**45.0**	26.0	4.0	0.0	0.0	0.0	0.0	0.0	**30.0**	21.0	0.0	1.5	0.0	0.0	0.0	0.0	**22.5**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	13.0	1.0	0.0	0.0	0.0	0.0
0.0	**0.0**	25.0	1.0	1.5	0.0	0.0	0.0	0.0	**27.5**	23.0	1.0	0.0	4.6	0.0	0.0	0.0	**28.6**	27.0	6.0	0.0	0.0	0.0	0.0	0.0	**33.0**	9.0	1.0	3.0	0.0	0.0	0.0	0.0	**13.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	12.0	3.0	0.0	0.0	0.0	0.0
0.0	**0.0**	15.0	0.0	4.5	0.0	2.0	0.0	0.0	**21.5**	24.0	6.0	0.0	0.0	0.0	0.0	0.0	**30.0**	18.0	1.0	0.0	0.0	2.0	0.0	0.0	**21.0**	12.0	1.0	0.0	0.0	0.0	0.0	0.0	**13.0**	1.0	0.0	0.0	0.0	0.0	0.0	0.0	**1.0**	3.0	4.0	0.0	0.0	0.0	0.0
0.0	**0.0**	18.0	2.0	0.0	0.0	0.0	0.0	0.0	**20.0**	20.0	3.0	0.0	0.0	0.0	0.0	0.0	**23.0**	20.0	1.0	0.0	0.0	0.0	0.4	0.0	**21.4**	17.0	4.0	0.0	0.0	2.0	0.0	0.0	**23.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	12.0	2.0	0.0	0.0	0.0	0.4
0.0	**0.0**	7.0	2.0	0.0	0.0	2.0	0.0	0.0	**11.0**	18.0	2.0	0.0	0.0	0.0	0.0	0.0	**20.0**	18.0	3.0	1.5	0.0	0.0	0.0	0.2	**22.7**	12.0	2.0	0.0	0.0	0.0	0.0	0.0	**14.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	8.0	0.0	0.0	0.0	0.0	0.0
0.0	**0.0**	13.0	3.0	0.0	0.0	0.0	0.0	0.0	**16.0**	31.0	7.0	0.0	0.0	0.0	0.0	0.0	**38.0**	32.0	3.0	1.5	0.0	0.0	0.0	0.0	**36.5**	16.0	1.0	0.0	0.0	0.0	0.4	0.0	**17.4**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	17.0	2.0	0.0	0.0	0.0	0.0
0.0	**0.0**	13.0	2.0	0.0	0.0	0.0	0.0	0.0	**15.0**	30.0	5.0	1.5	0.0	0.0	0.0	0.0	**36.5**	39.0	5.0	0.0	0.0	0.0	0.0	0.0	**44.0**	15.0	5.0	0.0	0.0	2.0	0.8	0.0	**22.8**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	12.0	5.0	1.5	0.0	0.0	0.0
0.0	**0.0**	17.0	1.0	0.0	0.0	2.0	0.0	0.0	**20.0**	36.0	3.0	0.0	0.0	0.0	0.8	0.0	**39.8**	44.0	4.0	0.0	0.0	0.0	0.0	0.0	**48.0**	21.0	2.0	0.0	0.0	2.0	0.0	0.0	**25.0**	1.0	0.0	0.0	0.0	0.0	0.0	0.0	**1.0**	8.0	1.0	0.0	0.0	0.0	0.0
0.0	**0.0**	18.0	1.0	0.0	0.0	2.0	0.0	0.0	**21.0**	34.0	5.0	0.0	0.0	0.0	0.0	0.2	**39.2**	57.0	2.0	0.0	0.0	0.0	0.0	0.0	**59.0**	24.0	3.0	0.0	0.0	0.0	0.0	0.0	**27.0**	1.0	0.0	0.0	0.0	0.0	0.0	0.0	**1.0**	19.0	3.0	0.0	0.0	0.0	0.0
0.0	**0.0**	23.0	4.0	0.0	0.0	0.0	0.0	0.0	**27.0**	44.0	7.0	0.0	0.0	0.0	0.8	0.0	**51.8**	46.0	3.0	0.0	0.0	0.0	0.0	0.2	**49.2**	15.0	2.0	0.0	0.0	0.0	0.0	0.0	**17.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	15.0	0.0	0.0	0.0	0.0	0.0
0.0	**0.0**	16.0	2.0	0.0	0.0	2.0	0.0	0.0	**20.0**	37.0	2.0	0.0	0.0	0.0	0.4	0.0	**39.4**	39.0	2.0	0.0	0.0	0.0	0.4	0.0	**41.4**	27.0	2.0	0.0	0.0	0.0	0.0	0.0	**29.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	20.0	1.0	0.0	0.0	0.0	0.0
0.0	**0.0**	23.0	1.0	0.0	0.0	0.0	0.0	0.0	**24.0**	53.0	6.0	0.0	0.0	0.0	0.0	0.0	**59.0**	42.0	1.0	0.0	0.0	0.0	0.0	0.0	**43.0**	30.0	2.0	0.0	0.0	2.0	0.0	0.0	**34.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	21.0	4.0	0.0	0.0	0.0	0.0
0.0	**0.0**	16.0	1.0	1.5	0.0	0.0	0.0	0.0	**18.5**	46.0	3.0	0.0	0.0	0.0	0.0	0.0	**49.0**	41.0	5.0	0.0	0.0	0.0	0.0	0.0	**46.0**	28.0	1.0	0.0	0.0	2.0	0.0	0.0	**31.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	15.0	2.0	0.0	0.0	0.0	0.8
0.0	**1.0**	23.0	3.0	0.0	0.0	0.0	0.0	0.0	**26.0**	45.0	3.0	0.0	0.0	0.0	0.0	0.0	**48.0**	33.0	1.0	3.0	0.0	0.0	0.0	0.0	**37.0**	27.0	1.0	0.0	0.0	2.0	0.0	0.0	**30.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	17.0	2.0	0.0	0.0	0.0	0.4
0.0	**0.0**	20.0	3.0	0.0	0.0	2.0	0.4	0.0	**25.4**	39.0	1.0	0.0	0.0	0.0	0.0	0.2	**40.2**	28.0	2.0	0.0	0.0	0.0	0.0	0.0	**30.0**	19.0	1.0	0.0	0.0	0.0	0.4	0.0	**20.4**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	9.0	0.0	0.0	0.0	0.0	0.4
0.0	**0.0**	16.0	1.0	0.0	0.0	0.0	0.0	0.0	**17.0**	31.0	3.0	0.0	0.0	0.0	0.0	0.0	**34.0**	17.0	3.0	0.0	0.0	0.0	0.4	0.0	**20.4**	20.0	6.0	0.0	0.0	2.0	0.0	0.0	**28.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	5.0	3.0	1.5	0.0	0.0	0.4
0.0	**0.0**	15.0	1.0	0.0	0.0	2.0	0.0	0.0	**18.0**	39.0	3.0	0.0	0.0	0.0	0.4	0.0	**42.4**	32.0	1.0	0.0	0.0	0.0	0.0	0.0	**33.0**	16.0	0.0	0.0	0.0	0.0	0.0	0.0	**16.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	16.0	1.0	0.0	0.0	0.0	0.4
0.0	*0.0*	*68.0*	*6.0*	*1.5*	*2.3*	*6.0*	*0.0*	*0.0*	*83.8*	*112.0*	*14.0*	*1.5*	*0.0*	*2.0*	*0.0*	*0.0*	*129.5*	*106.0*	*19.0*	*6.0*	*2.3*	*0.0*	*0.0*	*0.0*	*133.3*	*81.0*	*19.0*	*4.5*	*0.0*	*6.0*	*0.0*	*0.0*	*110.3*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*33.0*	*7.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*0.0*	*84.0*	*10.0*	*1.5*	*2.3*	*4.0*	*0.4*	*0.0*	*102.2*	*130.0*	*22.0*	*3.0*	*0.0*	*2.0*	*0.0*	*0.0*	*157.0*	*118.0*	*20.0*	*6.0*	*4.6*	*0.0*	*0.0*	*0.0*	*148.6*	*89.0*	*17.0*	*4.5*	*0.0*	*4.0*	*0.0*	*0.0*	*114.5*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*34.0*	*8.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*0.0*	*84.0*	*9.0*	*1.5*	*2.3*	*4.0*	*0.4*	*0.0*	*101.2*	*135.0*	*25.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*163.0*	*119.0*	*21.0*	*1.5*	*4.6*	*0.0*	*0.0*	*0.0*	*146.1*	*106.0*	*15.0*	*7.5*	*2.3*	*2.0*	*0.0*	*0.0*	*132.8*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*36.0*	*7.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*0.0*	*101.0*	*10.0*	*3.0*	*2.3*	*2.0*	*0.4*	*0.0*	*118.7*	*149.0*	*27.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*179.0*	*133.0*	*18.0*	*1.5*	*2.3*	*0.0*	*0.0*	*0.0*	*154.8*	*123.0*	*13.0*	*6.0*	*2.3*	*2.0*	*0.0*	*0.0*	*146.3*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*39.0*	*6.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*0.0*	*102.0*	*6.0*	*1.5*	*0.0*	*4.0*	*0.8*	*0.0*	*114.3*	*154.0*	*24.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*181.0*	*136.0*	*17.0*	*0.0*	*2.3*	*0.0*	*0.0*	*0.0*	*155.3*	*111.0*	*8.0*	*6.0*	*2.3*	*0.0*	*0.0*	*0.0*	*127.3*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*41.0*	*5.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*0.0*	*104.0*	*3.0*	*3.0*	*0.0*	*4.0*	*0.4*	*0.0*	*114.4*	*144.0*	*16.0*	*1.5*	*4.6*	*0.0*	*0.0*	*0.0*	*166.1*	*130.0*	*19.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*149.0*	*95.0*	*7.0*	*7.5*	*2.3*	*0.0*	*0.0*	*0.0*	*111.8*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*46.0*	*5.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*0.0*	*96.0*	*2.0*	*7.5*	*0.0*	*4.0*	*0.4*	*0.0*	*109.9*	*135.0*	*15.0*	*1.5*	*4.6*	*0.0*	*0.0*	*0.0*	*156.1*	*113.0*	*15.0*	*0.0*	*0.0*	*2.0*	*0.0*	*0.0*	*130.0*	*77.0*	*6.0*	*4.5*	*0.0*	*0.0*	*0.0*	*0.0*	*87.5*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*	*42.0*	*9.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*0.0*	*81.0*	*3.0*	*6.0*	*0.0*	*4.0*	*0.4*	*0.0*	*94.4*	*110.0*	*12.0*	*0.0*	*4.6*	*0.0*	*0.0*	*0.0*	*126.6*	*91.0*	*12.0*	*0.0*	*0.0*	*2.0*	*0.4*	*0.0*	*105.4*	*59.0*	*6.0*	*4.5*	*0.0*	*2.0*	*0.0*	*0.0*	*71.5*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*	*40.0*	*10.0*	*0.0*	*0.0*	*0.0*	*0.4*
0.0	*0.0*	*65.0*	*5.0*	*6.0*	*0.0*	*4.0*	*0.0*	*0.0*	*80.0*	*85.0*	*12.0*	*0.0*	*4.6*	*0.0*	*0.0*	*0.0*	*101.6*	*83.0*	*11.0*	*1.5*	*0.0*	*2.0*	*0.4*	*0.2*	*98.1*	*50.0*	*8.0*	*3.0*	*0.0*	*2.0*	*0.0*	*0.0*	*63.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*	*35.0*	*9.0*	*0.0*	*0.0*	*0.0*	*0.4*
0.0	*0.0*	*61.0*	*7.0*	*0.0*	*0.0*	*4.0*	*0.0*	*0.0*	*72.0*	*131.0*	*20.0*	*1.5*	*0.0*	*0.0*	*0.8*	*0.2*	*153.5*	*172.0*	*14.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.0*	*187.5*	*76.0*	*11.0*	*0.0*	*0.0*	*4.0*	*1.2*	*0.0*	*92.2*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*2.0*	*56.0*	*11.0*	*1.5*	*0.0*	*0.0*	*0.0*
0.0	*0.0*	*71.0*	*8.0*	*0.0*	*0.0*	*4.0*	*0.0*	*0.0*	*83.0*	*144.0*	*20.0*	*1.5*	*0.0*	*0.0*	*1.6*	*0.2*	*167.3*	*186.0*	*14.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.2*	*200.2*	*75.0*	*12.0*	*0.0*	*0.0*	*4.0*	*0.8*	*0.0*	*91.8*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*2.0*	*54.0*	*9.0*	*1.5*	*0.0*	*0.0*	*0.0*
0.0	*0.0*	*74.0*	*8.0*	*0.0*	*0.0*	*6.0*	*0.0*	*0.0*	*88.0*	*151.0*	*17.0*	*0.0*	*0.0*	*0.0*	*2.0*	*0.2*	*170.2*	*186.0*	*11.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.2*	*197.6*	*87.0*	*9.0*	*0.0*	*0.0*	*2.0*	*0.0*	*0.0*	*98.0*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*2.0*	*62.0*	*5.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*0.0*	*80.0*	*8.0*	*0.0*	*0.0*	*4.0*	*0.0*	*0.0*	*92.0*	*168.0*	*20.0*	*0.0*	*0.0*	*0.0*	*1.2*	*0.2*	*189.4*	*184.0*	*8.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.2*	*192.6*	*96.0*	*9.0*	*0.0*	*0.0*	*2.0*	*0.0*	*0.0*	*107.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*	*75.0*	*8.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*0.0*	*78.0*	*8.0*	*1.5*	*0.0*	*2.0*	*0.0*	*0.0*	*89.5*	*180.0*	*18.0*	*0.0*	*0.0*	*0.0*	*1.2*	*0.0*	*199.2*	*168.0*	*11.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.2*	*179.6*	*100.0*	*7.0*	*0.0*	*0.0*	*4.0*	*0.0*	*0.0*	*111.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*71.0*	*7.0*	*0.0*	*0.0*	*0.0*	*0.8*
0.0	*1.0*	*78.0*	*7.0*	*1.5*	*0.0*	*2.0*	*0.0*	*0.0*	*88.5*	*181.0*	*14.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*195.4*	*155.0*	*9.0*	*3.0*	*0.0*	*0.0*	*0.4*	*0.0*	*167.4*	*112.0*	*6.0*	*0.0*	*0.0*	*6.0*	*0.0*	*0.0*	*124.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*73.0*	*9.0*	*0.0*	*0.0*	*0.0*	*1.2*
0.0	*1.0*	*82.0*	*8.0*	*1.5*	*0.0*	*2.0*	*0.4*	*0.0*	*93.9*	*183.0*	*13.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.2*	*196.2*	*144.0*	*9.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*156.0*	*104.0*	*5.0*	*0.0*	*0.0*	*6.0*	*0.4*	*0.0*	*115.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*62.0*	*8.0*	*0.0*	*0.0*	*0.0*	*1.6*
0.0	*1.0*	*75.0*	*8.0*	*1.5*	*0.0*	*2.0*	*0.4*	*0.0*	*86.9*	*161.0*	*10.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.2*	*171.2*	*119.0*	*11.0*	*3.0*	*0.0*	*0.0*	*0.4*	*0.0*	*133.4*	*94.0*	*9.0*	*0.0*	*0.0*	*6.0*	*0.4*	*0.0*	*109.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*46.0*	*7.0*	*1.5*	*0.0*	*0.0*	*2.0*
0.0	*1.0*	*74.0*	*8.0*	*0.0*	*0.0*	*4.0*	*0.4*	*0.0*	*86.4*	*154.0*	*10.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.2*	*164.6*	*110.0*	*7.0*	*3.0*	*0.0*	*0.0*	*0.4*	*0.0*	*120.4*	*82.0*	*8.0*	*0.0*	*0.0*	*4.0*	*0.4*	*0.0*	*94.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*47.0*	*6.0*	*1.5*	*0.0*	*0.0*	*1.6*
0.0	**0.0**	**235.0**	**17.0**	**9.0**	**2.3**	**14.0**	**0.8**	**0.0**	**278.1**	**351.0**	**50.0**	**4.5**	**4.6**	**2.0**	**0.0**	**0.0**	**412.1**	**325.0**	**47.0**	**7.5**	**4.6**	**2.0**	**0.4**	**0.2**	**386.7**	**242.0**	**35.0**	**13.5**	**2.3**	**8.0**	**0.0**	**0.0**	**300.8**	**1.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**1.0**	**109.0**	**21.0**	**0.0**	**0.0**	**0.0**	**0.4**
0.0	**1.0**	**213.0**	**23.0**	**1.5**	**0.0**	**10.0**	**0.4**	**0.0**	**247.9**	**465.0**	**48.0**	**1.5**	**0.0**	**0.0**	**2.4**	**0.4**	**517.3**	**450.0**	**32.0**	**4.5**	**0.0**	**0.0**	**0.8**	**0.2**	**487.5**	**258.0**	**26.0**	**0.0**	**0.0**	**12.0**	**1.6**	**0.0**	**297.6**	**2.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**2.0**	**174.0**	**24.0**	**3.0**	**0.0**	**0.0**	**2.4**
0.0	**1.0**	**448.0**	**40.0**	**10.5**	**2.3**	**24.0**	**1.2**	**0.0**	**526.0**	**816.0**	**98.0**	**6.0**	**4.6**	**2.0**	**2.4**	**0.4**	**929.4**	**775.0**	**79.0**	**12.0**	**4.6**	**2.0**	**1.2**	**0.4**	**874.2**	**500.0**	**61.0**	**13.5**	**2.3**	**20.0**	**1.6**	**0.0**	**598.4**	**3.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**3.0**	**283.0**	**45.0**	**3.0**	**0.0**	**0.0**	**2.8**
0.0	***0.0***	***101.0***	***10.0***	***3.0***	***2.3***	***2.0***	***0.4***	***0.0***	***118.7***	***149.0***	***27.0***	***3.0***	***0.0***	***0.0***	***0.0***	***0.0***	***179.0***	***133.0***	***18.0***	***1.5***	***2.3***	***0.0***	***0.0***	***0.0***	***154.8***	***123.0***	***13.0***	***6.0***	***2.3***	***2.0***	***0.0***	***0.0***	***146.3***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***39.0***	***6.0***	***0.0***	***0.0***	***0.0***	***0.0***
0.0	***0.0***	***78.0***	***8.0***	***1.5***	***0.0***	***2.0***	***0.0***	***0.0***	***89.5***	***180.0***	***18.0***	***0.0***	***0.0***	***0.0***	***1.2***	***0.0***	***199.2***	***168.0***	***11.0***	***0.0***	***0.0***	***0.0***	***0.4***	***0.2***	***179.6***	***100.0***	***7.0***	***0.0***	***0.0***	***4.0***	***0.0***	***0.0***	***111.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***71.0***	***7.0***	***0.0***	***0.0***	***0.0***	***0.8***

Job Number & Name:	**35298 Caterham**
Client:	**Motion**
Date:	**Thursday 27 April 2023**

		D to A								D to B								D to C								D to D							
Cyc	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**Total**
0.0	**8.0**	5.0	1.0	0.0	0.0	0.0	0.0	0.0	**6.0**	17.0	3.0	0.0	0.0	0.0	0.0	0.0	**20.0**	10.0	2.0	0.0	0.0	0.0	0.4	0.0	**12.4**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**6.0**	14.0	1.0	0.0	0.0	0.0	0.0	0.0	**15.0**	31.0	4.0	0.0	0.0	0.0	0.0	0.0	**35.0**	10.0	1.0	0.0	0.0	0.0	0.0	0.0	**11.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**13.0**	16.0	1.0	0.0	0.0	0.0	0.0	0.0	**17.0**	36.0	7.0	0.0	0.0	0.0	0.0	0.0	**43.0**	18.0	0.0	0.0	0.0	0.0	0.0	0.0	**18.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**13.0**	11.0	2.0	0.0	0.0	0.0	0.0	0.0	**13.0**	50.0	3.0	0.0	0.0	0.0	0.0	0.4	**53.4**	30.0	0.0	0.0	0.0	0.0	0.0	0.0	**30.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**10.0**	16.0	1.0	1.5	0.0	0.0	0.0	0.0	**18.5**	42.0	8.0	0.0	0.0	0.0	0.0	0.0	**50.0**	34.0	5.0	0.0	0.0	0.0	0.0	0.0	**39.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**7.0**	19.0	2.0	1.5	0.0	0.0	0.4	0.0	**22.9**	37.0	4.0	1.5	0.0	0.0	0.0	0.2	**42.7**	22.0	5.0	0.0	0.0	0.0	0.0	0.0	**27.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**16.0**	17.0	1.0	0.0	0.0	0.0	0.0	0.0	**18.0**	44.0	2.0	1.5	0.0	0.0	0.0	0.0	**47.5**	19.0	0.0	0.0	0.0	0.0	0.0	0.0	**19.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**14.0**	5.0	0.0	1.5	0.0	0.0	0.0	0.0	**6.5**	32.0	3.0	1.5	0.0	0.0	0.0	0.0	**36.5**	14.0	3.0	0.0	0.0	0.0	0.0	0.0	**17.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**15.0**	10.0	4.0	0.0	0.0	0.0	0.0	0.0	**14.0**	24.0	3.0	0.0	0.0	0.0	0.0	0.0	**27.0**	12.0	0.0	0.0	0.0	0.0	0.0	0.0	**12.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**7.0**	8.0	2.0	0.0	0.0	0.0	0.0	0.2	**10.2**	21.0	5.0	0.0	0.0	0.0	0.0	0.0	**26.0**	12.0	1.0	0.0	0.0	0.0	0.0	0.0	**13.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**14.4**	11.0	0.0	0.0	0.0	0.0	0.0	0.0	**11.0**	18.0	2.0	0.0	2.3	0.0	0.0	0.2	**22.5**	15.0	1.0	0.0	0.0	0.0	0.4	0.0	**16.4**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**8.0**	8.0	3.0	0.0	0.0	0.0	0.4	0.0	**11.4**	28.0	4.0	0.0	0.0	0.0	0.0	0.0	**32.0**	16.0	1.0	0.0	0.0	0.0	0.0	0.0	**17.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**19.0**	11.0	0.0	1.5	0.0	0.0	0.0	0.0	**12.5**	31.0	7.0	4.5	0.0	0.0	0.0	0.0	**42.5**	12.0	4.0	0.0	0.0	0.0	0.0	0.0	**16.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**18.5**	6.0	0.0	0.0	0.0	0.0	0.0	0.0	**6.0**	34.0	3.0	0.0	0.0	0.0	0.4	0.0	**37.4**	21.0	3.0	0.0	0.0	0.0	0.0	0.0	**24.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**9.0**	12.0	0.0	0.0	0.0	0.0	0.0	0.0	**12.0**	33.0	5.0	0.0	0.0	0.0	0.4	0.0	**38.4**	13.0	3.0	0.0	0.0	0.0	0.4	0.0	**16.4**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**22.0**	9.0	0.0	0.0	0.0	0.0	0.0	0.0	**9.0**	28.0	7.0	0.0	0.0	0.0	0.4	0.0	**35.4**	18.0	0.0	0.0	0.0	0.0	0.4	0.0	**18.4**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**15.0**	10.0	0.0	0.0	0.0	0.0	0.0	0.0	**10.0**	35.0	6.0	0.0	0.0	2.0	0.0	0.0	**43.0**	17.0	2.0	0.0	0.0	0.0	0.0	0.0	**19.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**21.0**	12.0	0.0	0.0	0.0	0.0	0.0	0.0	**12.0**	31.0	8.0	0.0	0.0	0.0	0.0	0.0	**39.0**	20.0	1.0	0.0	0.0	0.0	0.0	0.0	**21.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**26.0**	10.0	1.0	0.0	0.0	0.0	0.4	0.0	**11.4**	33.0	5.0	0.0	0.0	0.0	0.0	0.0	**38.0**	19.0	1.0	0.0	0.0	2.0	0.0	0.0	**22.0**	1.0	0.0	0.0	0.0	0.0	0.0	0.0	**1.0**
0.0	**17.8**	17.0	1.0	0.0	0.0	0.0	0.0	0.0	**18.0**	44.0	4.0	0.0	0.0	0.0	0.4	0.0	**48.4**	15.0	2.0	0.0	0.0	0.0	0.0	0.0	**17.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**19.4**	8.0	0.0	0.0	0.0	0.0	0.0	0.0	**8.0**	30.0	0.0	0.0	0.0	0.0	0.4	0.0	**30.4**	14.0	2.0	0.0	0.0	0.0	0.0	0.0	**16.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**9.4**	13.0	2.0	0.0	0.0	0.0	0.0	0.0	**15.0**	39.0	3.0	0.0	0.0	0.0	0.0	0.2	**42.2**	14.0	1.0	0.0	0.0	0.0	0.0	0.0	**15.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	**9.9**	8.0	0.0	0.0	0.0	0.0	0.0	0.0	**8.0**	28.0	4.0	0.0	0.0	0.0	0.0	0.0	**32.0**	14.0	0.0	0.0	0.0	0.0	1.2	0.0	**15.2**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.2	**17.6**	8.0	0.0	0.0	0.0	0.0	0.0	0.0	**8.0**	16.0	2.0	0.0	0.0	0.0	0.0	0.0	**18.0**	21.0	0.0	0.0	0.0	0.0	0.8	0.0	**21.8**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
0.0	*40.0*	*46.0*	*5.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*51.0*	*134.0*	*17.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.4*	*151.4*	*68.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*71.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*42.0*	*57.0*	*5.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.0*	*63.5*	*159.0*	*22.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.4*	*181.4*	*92.0*	*6.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*98.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*43.0*	*62.0*	*6.0*	*3.0*	*0.0*	*0.0*	*0.4*	*0.0*	*71.4*	*165.0*	*22.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.6*	*189.1*	*104.0*	*10.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*114.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*45.0*	*63.0*	*6.0*	*3.0*	*0.0*	*0.0*	*0.4*	*0.0*	*72.4*	*173.0*	*17.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.6*	*193.6*	*105.0*	*10.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*115.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*46.0*	*57.0*	*4.0*	*4.5*	*0.0*	*0.0*	*0.4*	*0.0*	*65.9*	*155.0*	*17.0*	*4.5*	*0.0*	*0.0*	*0.0*	*0.2*	*176.7*	*89.0*	*13.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*102.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*51.0*	*51.0*	*7.0*	*3.0*	*0.0*	*0.0*	*0.4*	*0.0*	*61.4*	*137.0*	*12.0*	*4.5*	*0.0*	*0.0*	*0.0*	*0.2*	*153.7*	*67.0*	*8.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*75.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*51.0*	*40.0*	*7.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.2*	*48.7*	*121.0*	*13.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*137.0*	*57.0*	*4.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*61.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*50.4*	*34.0*	*6.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.2*	*41.7*	*95.0*	*13.0*	*1.5*	*2.3*	*0.0*	*0.0*	*0.2*	*112.0*	*53.0*	*5.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*58.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*44.4*	*37.0*	*9.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.2*	*46.6*	*91.0*	*14.0*	*0.0*	*2.3*	*0.0*	*0.0*	*0.2*	*107.5*	*55.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*58.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*68.5*	*38.0*	*0.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.0*	*39.5*	*126.0*	*22.0*	*4.5*	*0.0*	*0.0*	*1.2*	*0.0*	*153.7*	*64.0*	*10.0*	*0.0*	*0.0*	*0.0*	*0.8*	*0.0*	*74.8*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*64.5*	*37.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*37.0*	*130.0*	*21.0*	*0.0*	*0.0*	*2.0*	*1.2*	*0.0*	*154.2*	*69.0*	*8.0*	*0.0*	*0.0*	*0.0*	*0.8*	*0.0*	*77.8*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*67.0*	*43.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*43.0*	*127.0*	*26.0*	*0.0*	*0.0*	*2.0*	*0.8*	*0.0*	*155.8*	*68.0*	*6.0*	*0.0*	*0.0*	*0.0*	*0.8*	*0.0*	*74.8*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	*83.0*	*41.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*42.4*	*127.0*	*26.0*	*0.0*	*0.0*	*2.0*	*0.4*	*0.0*	*155.4*	*74.0*	*4.0*	*0.0*	*0.0*	*2.0*	*0.4*	*0.0*	*80.4*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*
0.0	*78.8*	*49.0*	*2.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*51.4*	*143.0*	*23.0*	*0.0*	*0.0*	*2.0*	*0.4*	*0.0*	*168.4*	*71.0*	*6.0*	*0.0*	*0.0*	*2.0*	*0.0*	*0.0*	*79.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*
0.0	*83.2*	*47.0*	*2.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*49.4*	*138.0*	*17.0*	*0.0*	*0.0*	*0.0*	*0.8*	*0.0*	*155.8*	*68.0*	*6.0*	*0.0*	*0.0*	*2.0*	*0.0*	*0.0*	*76.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*
0.0	*71.6*	*48.0*	*4.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*52.4*	*146.0*	*12.0*	*0.0*	*0.0*	*0.0*	*0.8*	*0.2*	*159.0*	*62.0*	*6.0*	*0.0*	*0.0*	*2.0*	*0.0*	*0.0*	*70.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*
0.0	*56.5*	*46.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*49.0*	*141.0*	*11.0*	*0.0*	*0.0*	*0.0*	*0.8*	*0.2*	*153.0*	*57.0*	*5.0*	*0.0*	*0.0*	*0.0*	*1.2*	*0.0*	*63.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.2	*56.3*	*37.0*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*39.0*	*113.0*	*9.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.2*	*122.6*	*63.0*	*3.0*	*0.0*	*0.0*	*0.0*	*2.0*	*0.0*	*68.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
0.0	**130.4**	**140.0**	**18.0**	**4.5**	**0.0**	**0.0**	**0.8**	**0.2**	**163.5**	**380.0**	**48.0**	**4.5**	**2.3**	**0.0**	**0.0**	**0.8**	**435.6**	**212.0**	**19.0**	**0.0**	**0.0**	**0.0**	**0.8**	**0.0**	**231.8**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
0.2	**203.6**	**124.0**	**4.0**	**1.5**	**0.0**	**0.0**	**0.4**	**0.0**	**129.9**	**382.0**	**54.0**	**4.5**	**0.0**	**2.0**	**2.0**	**0.2**	**444.7**	**198.0**	**19.0**	**0.0**	**0.0**	**2.0**	**2.8**	**0.0**	**221.8**	**1.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**1.0**
0.2	**334.0**	**264.0**	**22.0**	**6.0**	**0.0**	**0.0**	**1.2**	**0.2**	**293.4**	**762.0**	**102.0**	**9.0**	**2.3**	**2.0**	**2.0**	**1.0**	**880.3**	**410.0**	**38.0**	**0.0**	**0.0**	**2.0**	**3.6**	**0.0**	**453.6**	**1.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**1.0**
0.0	***45.0***	***63.0***	***6.0***	***3.0***	***0.0***	***0.0***	***0.4***	***0.0***	***72.4***	***173.0***	***17.0***	***3.0***	***0.0***	***0.0***	***0.0***	***0.6***	***193.6***	***105.0***	***10.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***115.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***
0.0	***78.8***	***49.0***	***2.0***	***0.0***	***0.0***	***0.0***	***0.4***	***0.0***	***51.4***	***143.0***	***23.0***	***0.0***	***0.0***	***2.0***	***0.4***	***0.0***	***168.4***	***71.0***	***6.0***	***0.0***	***0.0***	***2.0***	***0.0***	***0.0***	***79.0***	***1.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***1.0***

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 35298 Caterham

Site Number/Name: Site 4 - Salmons Lane West/Buxton Lane

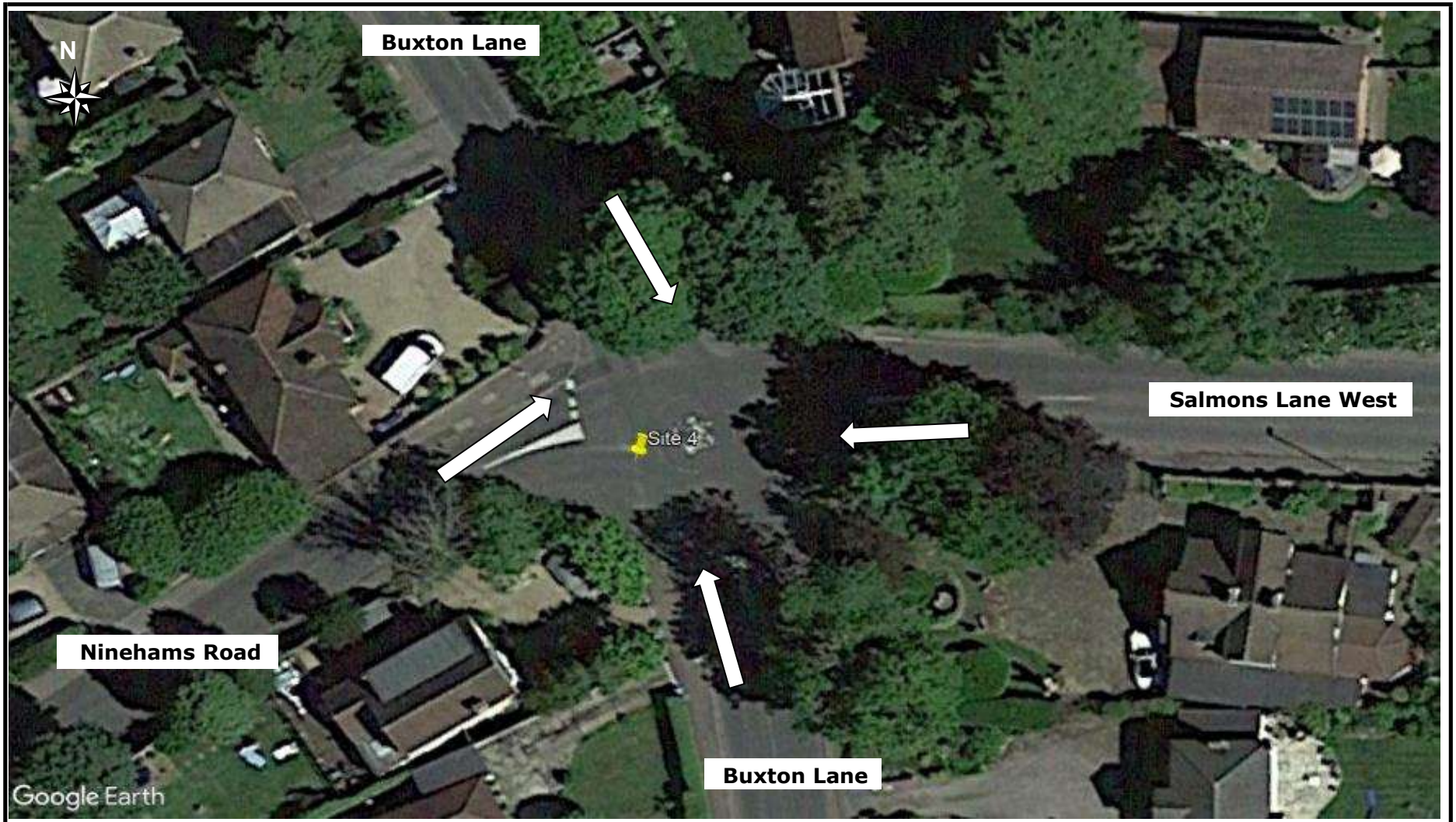
Client: Motion

Date: 27/04/2023

Weather: AM Dry, PM Rain

Advanced Transport Research	*Job Number & Name:*	35298 Caterham
Site 4 - Salmons Lane West/Buxton Lane	*Date:*	Thursday 27 Apr 2023

Job Type:	Queue Lengths				
Co-ordinates:	51° 17' 51.22"N, 0° 5' 34.10"W	*Postcode:*	CR3 5HN	*Times:*	0700-1000 1600-1900



Advanced Transport Research	*Job Number & Name:*	35298 Caterham
Site 4 - Salmons Lane West/Buxton Lane	*Client:*	Motion
Queue Lengths	*Date:*	Thursday 27 April 2023

	Buxton Lane SB		Salmons Lane West		Buxton Lane NB		Ninehams Road	
Times	Lane 1		Lane 1		Lane 1		Lane 1	
07:00 - 07:05	1		0		2		2	
07:05 - 07:10	1		0		0		1	
07:10 - 07:15	1		1		3		1	
07:15 - 07:20	1		0		1		1	
07:20 - 07:25	4		3		2		3	
07:25 - 07:30	4		3		2		2	
07:30 - 07:35	2		3		1		2	
07:35 - 07:40	5		2		4		5	
07:40 - 07:45	6		5		2		1	
07:45 - 07:50	6		2		2		2	
07:50 - 07:55	2		4		6		6	
07:55 - 08:00	8		8		3		2	
08:00 - 08:05	3		5		0		4	
08:05 - 08:10	3		3		2		5	
08:10 - 08:15	7		4		8		8	
08:15 - 08:20	11		4		3		3	
08:20 - 08:25	4		4		4		2	
08:25 - 08:30	5		3		2		3	
08:30 - 08:35	2		6		14		3	
08:35 - 08:40	5		5		6		7	
08:40 - 08:45	4		4		2		4	
08:45 - 08:50	2		3		3		4	
08:50 - 08:55	3		3		1		4	
08:55 - 09:00	2		6		1		2	
09:00 - 09:05	1		2		1		2	
09:05 - 09:10	1		4		1		2	
09:10 - 09:15	4		4		2		1	
09:15 - 09:20	4		3		1		3	
09:20 - 09:25	2		3		0		2	
09:25 - 09:30	1		1		6		1	
09:30 - 09:35	2		3		1		2	
09:35 - 09:40	3		1		1		2	
09:40 - 09:45	1		2		0		1	
09:45 - 09:50	2		2		1		1	
09:50 - 09:55	2		0		0		2	
09:55 - 10:00	1		0		4		1	

Count in Vehicles

Lane 1 = Nearest Kerb

Advanced Transport Research	*Job Number & Name:*	35298 Caterham
Site 4 - Salmons Lane West/Buxton Lane	*Client:*	Motion
Queue Lengths	*Date:*	Thursday 27 April 2023

	Buxton Lane SB		Salmons Lane West		Buxton Lane NB		Ninehams Road	
Times	Lane 1		Lane 1		Lane 1		Lane 1	
16:00 - 16:05	4		2		2		4	
16:05 - 16:10	3		1		1		1	
16:10 - 16:15	4		4		1		3	
16:15 - 16:20	2		5		5		3	
16:20 - 16:25	3		2		3		3	
16:25 - 16:30	5		3		3		7	
16:30 - 16:35	3		2		3		5	
16:35 - 16:40	3		3		4		5	
16:40 - 16:45	6		5		4		1	
16:45 - 16:50	6		4		4		4	
16:50 - 16:55	3		5		7		2	
16:55 - 17:00	2		4		5		3	
17:00 - 17:05	5		4		6		5	
17:05 - 17:10	8		9		4		4	
17:10 - 17:15	3		2		3		2	
17:15 - 17:20	3		4		3		4	
17:20 - 17:25	3		3		3		2	
17:25 - 17:30	2		2		3		4	
17:30 - 17:35	3		2		5		3	
17:35 - 17:40	10		14		9		7	
17:40 - 17:45	8		6		5		3	
17:45 - 17:50	6		6		7		4	
17:50 - 17:55	2		6		3		3	
17:55 - 18:00	3		2		2		5	
18:00 - 18:05	4		3		5		2	
18:05 - 18:10	5		8		4		2	
18:10 - 18:15	5		6		3		2	
18:15 - 18:20	4		3		3		3	
18:20 - 18:25	3		2		2		1	
18:25 - 18:30	2		8		5		6	
18:30 - 18:35	2		0		3		0	
18:35 - 18:40	1		3		2		3	
18:40 - 18:45	4		1		1		5	
18:45 - 18:50	3		1		3		4	
18:50 - 18:55	6		4		1		2	
18:55 - 19:00	1		2		3		4	

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 35298 Caterham

Site Number/Name: Site 5 - Victor Beamish Avenue

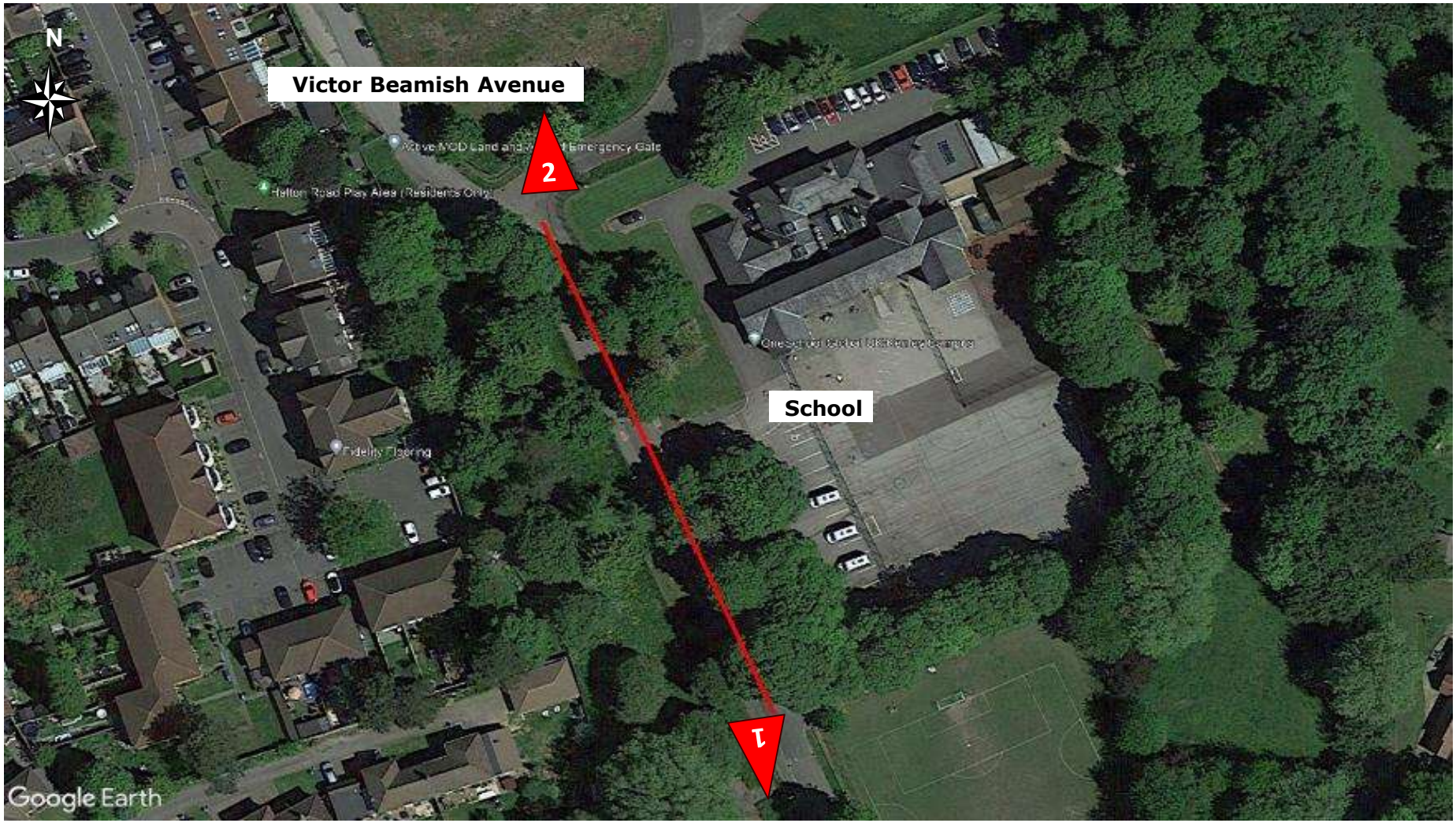
Client: Motion

Date: 27/04/2023

Weather: AM Dry, PM Rain

Advanced Transport Research	*Job Number & Name:*	35298 Caterham
Site 5 - Victor Beamish Avenue	*Date:*	Thursday 27 Apr 2023

Job Type:	Parking Activity				
Co-ordinates:	51° 17' 56.64"N, 0° 5' 29.85"W	*Postcode:*	CR3 5FX	*Times:*	0800-0900 1500-1600



Advanced Transport Research	*Job Number & Name:*	35298 Caterham
Site 5 - Victor Beamish Avenue	*Client:*	Motion
Parking Activity	*Date:*	Thursday 27 April 2023

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Type of Vehicle	Activity	School Pupils Dropped Off	School Pupils Picked Up	Comments
08:23:16	08:30:11	00:06:55	Car	Parking	0	0	
08:38:20	08:41:56	00:03:36	Car	Dropping off	3	0	
08:38:41	08:42:05	00:03:24	Car	Dropping off	2	0	
08:39:50	08:41:26	00:01:36	Car	Dropping off	2	0	
08:40:41	08:42:11	00:01:30	Car	Dropping off	2	0	
08:42:31	08:43:06	00:00:35	Car	Dropping off	1	0	
08:43:10	08:43:32	00:00:22	Car	Dropping off	1	0	
08:43:39	08:46:43	00:03:04	Car	Dropping off	2	0	
15:00:00	15:02:52	00:02:52	Car	Picking up	0	1	
15:00:00	15:03:17	00:03:17	Car	Picking up	0	1	
15:00:00	15:04:48	00:04:48	Car	Picking up	0	1	
15:00:00	15:04:31	00:04:31	Car	Picking up	0	2	
15:00:00	15:07:14	00:07:14	Car	Picking up	0	1	
15:00:00	15:04:24	00:04:24	Car	Picking up	0	2	
15:02:05	15:05:54	00:03:49	Car	Picking up	0	1	
15:03:32	15:04:14	00:00:42	Car	Picking up	0	2	
15:05:00	15:07:59	00:02:59	Car	Picking up	0	2	
15:05:54	15:06:25	00:00:31	Car	Picking up	0	1	
15:06:22	15:06:40	00:00:18	Car	Picking up	0	1	
15:39:24	15:39:38	00:00:14	Car	Waiting	0	0	Spoke with other person

Appendix F

Census Data

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

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
method of travel to work	Driving a car or van

place of work : 2011 census merged local authority district	usual residence E02006430 : Tandridge 003		Route
Newcastle upon Tyne	1	0.042%	5
South Lakeland	1	0.042%	5
Calderdale	1	0.042%	5
Leeds	2	0.085%	5
Wakefield	1	0.042%	5
Derbyshire Dales	1	0.042%	5
Stratford-on-Avon	1	0.042%	5
Warwick	2	0.085%	5
Wychavon	1	0.042%	5
Coventry	1	0.042%	5
Southend-on-Sea	1	0.042%	5
Thurrock	2	0.085%	5
Basildon	6	0.254%	5
Brentwood	1	0.042%	5
Castle Point	1	0.042%	1
Colchester	1	0.042%	1
Harlow	1	0.042%	1
Broxbourne	1	0.042%	5
East Hertfordshire	4	0.169%	1
Hertsmere	1	0.042%	5
Stevenage	1	0.042%	5
Watford	2	0.085%	5
Great Yarmouth	1	0.042%	5
Norwich	1	0.042%	5
Suffolk Coastal	2	0.085%	5
Barking and Dagenham	2	0.085%	5
Bexley	10	0.423%	5
Brent	1	0.042%	5
Bromley	79	3.339%	2
Camden	6	0.254%	2
Croydon	383	16.188%	2
Ealing	5	0.211%	5
Enfield	1	0.042%	5
Greenwich	4	0.169%	5
Hammersmith and Fulham	5	0.211%	2
Havering	1	0.042%	5
Hillingdon	12	0.507%	5
Hounslow	8	0.338%	5
Islington	1	0.042%	5
Kensington and Chelsea	1	0.042%	2
Kingston upon Thames	24	1.014%	5
Lambeth	29	1.226%	2
Lewisham	10	0.423%	2
Merton	47	1.986%	6
Newham	1	0.042%	5
Redbridge	1	0.042%	5
Richmond upon Thames	3	0.127%	5
Southwark	18	0.761%	2
Sutton	130	5.495%	6
Tower Hamlets	3	0.127%	2
Waltham Forest	2	0.085%	5
Wandsworth	29	1.226%	5
Westminster,City of London	25	1.057%	2
Medway	4	0.169%	5
Bracknell Forest	3	0.127%	5
West Berkshire	1	0.042%	5
Reading	3	0.127%	5
Slough	4	0.169%	5
Windsor and Maidenhead	3	0.127%	5
Wokingham	1	0.042%	5
Milton Keynes	2	0.085%	5
Brighton and Hove	5	0.211%	5
Portsmouth	1	0.042%	5
Aylesbury Vale	1	0.042%	5
South Bucks	2	0.085%	5
Wycombe	2	0.085%	5
Lewes	1	0.042%	5
Basingstoke and Deane	3	0.127%	5
East Hampshire	1	0.042%	5
Fareham	2	0.085%	5
Hart	5	0.211%	5
New Forest	1	0.042%	5
Rushmoor	1	0.042%	5
Test Valley	1	0.042%	5
Winchester	1	0.042%	5
Dartford	11	0.465%	2
Dover	1	0.042%	5
Gravesham	1	0.042%	1
Maidstone	5	0.211%	5
Sevenoaks	35	1.479%	5
Swale	1	0.042%	1
Thanet	1	0.042%	1
Tonbridge and Malling	13	0.549%	5
Tunbridge Wells	3	0.127%	5
South Oxfordshire	1	0.042%	5
Elmbridge	15	0.634%	5
Epsom and Ewell	34	1.437%	6
Guildford	20	0.845%	5
Mole Valley	57	2.409%	5
Reigate and Banstead	347	14.666%	5
Runnymede	12	0.507%	5
Spelthorne	3	0.127%	5
Surrey Heath	3	0.127%	1
E02006429 : Tandridge 002	71	3.001%	1
E02006430 : Tandridge 003	137	5.790%	5
E02006431 : Tandridge 004	193	8.157%	5
E02006432 : Tandridge 005	135	5.706%	5
E02006433 : Tandridge 006	79	3.339%	1
E02006434 : Tandridge 007	15	0.634%	1
E02006435 : Tandridge 008	31	1.310%	5
E02006436 : Tandridge 009	26	1.099%	5
E02006437 : Tandridge 010	17	0.719%	5
E02006438 : Tandridge 011	14	0.592%	5
E02006790 : Tandridge 012	32	1.352%	1
Waverley	11	0.465%	5
Woking	9	0.380%	5
Adur	2	0.085%	5
Arun	1	0.042%	5
Chichester	1	0.042%	5
Crawley	77	3.254%	1
Horsham	2	0.085%	5
Mid Sussex	20	0.845%	1
Worthing	1	0.042%	1
South Somerset	1	0.042%	5
Ceredigion	1	0.042%	5
Total	2,366	100.0000%	

Route		%
1	Salmons Lane, Salmons Lane	13.0%
2	Salmons Lane, Whyteleafe Hill North	24.1%
3	Salmons Lane, Whyteleafe Hill South	0.0%
4	Salmons Lane West, Buxton Lane North	0.0%
5	Salmons Lane West, Buxton Lane South	54.0%
6	Salmons Lane West, Ninehams Road	8.9%
		100.0%

Salmons Lane	37.1%
Salmons Lane West	62.9%

Appendix G

Junction Modelling Outputs

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: Site Access and Salmons Lane West.j9
Path: C:\Users\meganslade\Desktop\dwcate models
Report generation date: 19/05/2023 16:59:45

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2023									
Stream B-C	D1	0.0	6.14	0.02	A	D2	0.0	5.76	0.01	A
Stream B-A		0.0	9.19	0.04	A		0.0	8.49	0.01	A
Stream C-AB		0.1	4.98	0.07	A		0.0	4.63	0.00	A
	2028									
Stream B-C	D3	0.0	6.19	0.02	A	D4	0.0	5.79	0.01	A
Stream B-A		0.0	9.35	0.04	A		0.0	8.59	0.01	A
Stream C-AB		0.1	4.96	0.07	A		0.0	4.60	0.00	A
	2028 + Development									
Stream B-C	D7	0.1	6.58	0.05	A	D8	0.0	6.34	0.02	A
Stream B-A		0.1	9.91	0.10	A		0.0	9.44	0.04	A
Stream C-AB		0.2	5.00	0.08	A		0.0	5.04	0.04	A

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

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

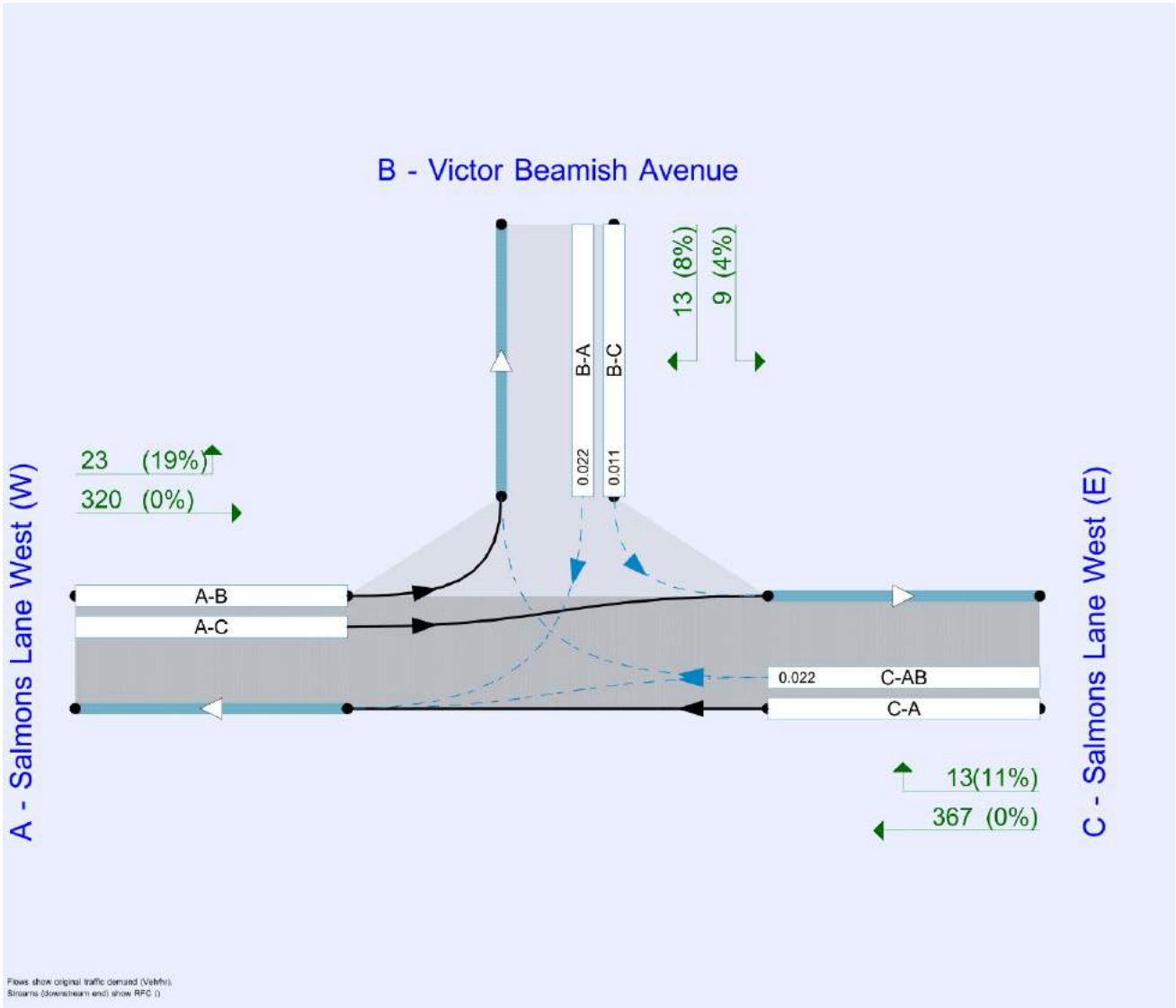
File summary

File Description

Title	
Location	
Site number	
Date	10/05/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MOTION\meganslade
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				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	Relationship type	Relationship
D1	2023	AM	ONE HOUR	08:00	09:30	15	✓		
D2	2023	PM	ONE HOUR	17:00	18:30	15	✓		
D3	2028	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*1.0386
D4	2028	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D2*1.038
D5	Development	AM	ONE HOUR	08:00	09:30	15			
D6	Development	PM	ONE HOUR	17:00	18:30	15			
D7	2028 + Development	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D3+D5
D8	2028 + Development	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D4+D6

Analysis Set Details

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

2023, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Salmons Lane West (W)		Major
B	Victor Beamish Avenue		Minor
C	Salmons Lane West (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Salmons Lane West (E)	8.80			135.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Victor Beamish Avenue	One lane plus flare	10.00	5.92	3.63	3.06	3.05	✓	1.00	43	38

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	566	0.091	0.229	0.144	0.327
B-C	704	0.095	0.240	-	-
C-B	652	0.222	0.222	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023	AM	ONE HOUR	08:00	09:30	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 (Veh/hr)	Scaling Factor (%)
A - Salmons Lane West (W)		ONE HOUR	✓	383	100.000
B - Victor Beamish Avenue		ONE HOUR	✓	26	100.000
C - Salmons Lane West (E)		ONE HOUR	✓	365	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Salmons Lane West (W)	B - Victor Beamish Avenue	C - Salmons Lane West (E)
From	A - Salmons Lane West (W)	0	25	358
	B - Victor Beamish Avenue	14	0	12
	C - Salmons Lane West (E)	337	28	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Salmons Lane West (W)	B - Victor Beamish Avenue	C - Salmons Lane West (E)
From	A - Salmons Lane West (W)	0	0	2
	B - Victor Beamish Avenue	0	0	0
	C - Salmons Lane West (E)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.02	6.14	0.0	A	11	17
B-A	0.04	9.19	0.0	A	13	19
C-AB	0.07	4.98	0.1	A	43	65
C-A					292	437
A-B					23	34
A-C					329	493

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	2	633	0.014	9	0.0	0.0	5.771	A
B-A	11	3	457	0.023	10	0.0	0.0	8.053	A
C-AB	32	8	756	0.042	31	0.0	0.1	4.966	A
C-A	243	61			243				
A-B	19	5			19				
A-C	270	67			270				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	3	619	0.017	11	0.0	0.0	5.921	A
B-A	13	3	436	0.029	13	0.0	0.0	8.497	A
C-AB	41	10	779	0.053	41	0.1	0.1	4.879	A
C-A	287	72			287				
A-B	22	6			22				
A-C	322	80			322				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13	3	599	0.022	13	0.0	0.0	6.142	A
B-A	15	4	407	0.038	15	0.0	0.0	9.191	A
C-AB	57	14	811	0.070	57	0.1	0.1	4.774	A
C-A	345	86			345				
A-B	28	7			28				
A-C	394	99			394				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13	3	599	0.022	13	0.0	0.0	6.143	A
B-A	15	4	407	0.038	15	0.0	0.0	9.193	A
C-AB	57	14	811	0.070	57	0.1	0.1	4.779	A
C-A	345	86			345				
A-B	28	7			28				
A-C	394	99			394				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	3	619	0.017	11	0.0	0.0	5.925	A
B-A	13	3	436	0.029	13	0.0	0.0	8.500	A
C-AB	41	10	779	0.053	42	0.1	0.1	4.888	A
C-A	287	72			287				
A-B	22	6			22				
A-C	322	80			322				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	2	633	0.014	9	0.0	0.0	5.775	A
B-A	11	3	457	0.023	11	0.0	0.0	8.059	A
C-AB	32	8	756	0.042	32	0.1	0.1	4.975	A
C-A	243	61			243				
A-B	19	5			19				
A-C	270	67			270				

2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023	PM	ONE HOUR	17:00	18:30	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 (Veh/hr)	Scaling Factor (%)
A - Salmons Lane West (W)		ONE HOUR	✓	310	100.000
B - Victor Beamish Avenue		ONE HOUR	✓	6	100.000
C - Salmons Lane West (E)		ONE HOUR	✓	355	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Salmons Lane West (W)	B - Victor Beamish Avenue	C - Salmons Lane West (E)
From	A - Salmons Lane West (W)	0	2	308
	B - Victor Beamish Avenue	3	0	3
	C - Salmons Lane West (E)	354	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Salmons Lane West (W)	B - Victor Beamish Avenue	C - Salmons Lane West (E)
From	A - Salmons Lane West (W)	0	0	0
	B - Victor Beamish Avenue	0	0	0
	C - Salmons Lane West (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.01	5.76	0.0	A	3	4
B-A	0.01	8.49	0.0	A	3	4
C-AB	0.00	4.63	0.0	A	2	2
C-A					324	486
A-B					2	3
A-C					283	424

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.56	654	0.003	2	0.0	0.0	5.520	A
B-A	2	0.56	469	0.005	2	0.0	0.0	7.705	A
C-AB	1	0.29	778	0.001	1	0.0	0.0	4.633	A
C-A	266	67			266				
A-B	2	0.38			2				
A-C	232	58			232				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.67	643	0.004	3	0.0	0.0	5.620	A
B-A	3	0.67	452	0.006	3	0.0	0.0	8.015	A
C-AB	1	0.37	804	0.002	1	0.0	0.0	4.484	A
C-A	318	79			318				
A-B	2	0.45			2				
A-C	277	69			277				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.83	628	0.005	3	0.0	0.0	5.763	A
B-A	3	0.83	427	0.008	3	0.0	0.0	8.487	A
C-AB	2	0.51	841	0.002	2	0.0	0.0	4.288	A
C-A	389	97			389				
A-B	2	0.55			2				
A-C	339	85			339				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.83	628	0.005	3	0.0	0.0	5.764	A
B-A	3	0.83	427	0.008	3	0.0	0.0	8.486	A
C-AB	2	0.51	841	0.002	2	0.0	0.0	4.288	A
C-A	389	97			389				
A-B	2	0.55			2				
A-C	339	85			339				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.67	643	0.004	3	0.0	0.0	5.620	A
B-A	3	0.67	452	0.006	3	0.0	0.0	8.015	A
C-AB	1	0.37	804	0.002	1	0.0	0.0	4.486	A
C-A	318	79			318				
A-B	2	0.45			2				
A-C	277	69			277				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.56	654	0.003	2	0.0	0.0	5.521	A
B-A	2	0.56	470	0.005	2	0.0	0.0	7.704	A
C-AB	1	0.29	778	0.001	1	0.0	0.0	4.633	A
C-A	266	67			266				
A-B	2	0.38			2				
A-C	232	58			232				

2028, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	2028	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*1.0386

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Salmons Lane West (W)		ONE HOUR	✓	398	100.000
B - Victor Beamish Avenue		ONE HOUR	✓	27	100.000
C - Salmons Lane West (E)		ONE HOUR	✓	379	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Salmons Lane West (W)	B - Victor Beamish Avenue	C - Salmons Lane West (E)
From	A - Salmons Lane West (W)	0	26	372
	B - Victor Beamish Avenue	15	0	12
	C - Salmons Lane West (E)	350	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Salmons Lane West (W)	B - Victor Beamish Avenue	C - Salmons Lane West (E)
From	A - Salmons Lane West (W)	0	0	2
	B - Victor Beamish Avenue	0	0	0
	C - Salmons Lane West (E)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.02	6.19	0.0	A	11	17
B-A	0.04	9.35	0.0	A	13	20
C-AB	0.07	4.96	0.1	A	46	69
C-A					302	453
A-B					24	36
A-C					341	512

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	2	630	0.015	9	0.0	0.0	5.800	A
B-A	11	3	453	0.024	11	0.0	0.0	8.137	A
C-AB	33	8	761	0.044	33	0.0	0.1	4.948	A
C-A	252	63			252				
A-B	20	5			20				
A-C	280	70			280				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	3	615	0.018	11	0.0	0.0	5.958	A
B-A	13	3	431	0.030	13	0.0	0.0	8.609	A
C-AB	44	11	784	0.056	44	0.1	0.1	4.859	A
C-A	297	74			297				
A-B	23	6			23				
A-C	334	84			334				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14	3	595	0.023	14	0.0	0.0	6.191	A
B-A	16	4	401	0.040	16	0.0	0.0	9.352	A
C-AB	61	15	818	0.074	61	0.1	0.1	4.752	A
C-A	357	89			357				
A-B	29	7			29				
A-C	409	102			409				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14	3	595	0.023	14	0.0	0.0	6.191	A
B-A	16	4	401	0.040	16	0.0	0.0	9.354	A
C-AB	61	15	818	0.074	61	0.1	0.1	4.759	A
C-A	357	89			357				
A-B	29	7			29				
A-C	409	102			409				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	3	615	0.018	11	0.0	0.0	5.960	A
B-A	13	3	431	0.030	13	0.0	0.0	8.612	A
C-AB	44	11	784	0.056	44	0.1	0.1	4.871	A
C-A	297	74			297				
A-B	23	6			23				
A-C	334	84			334				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	2	630	0.015	9	0.0	0.0	5.802	A
B-A	11	3	453	0.024	11	0.0	0.0	8.143	A
C-AB	34	8	761	0.044	34	0.1	0.1	4.957	A
C-A	252	63			252				
A-B	20	5			20				
A-C	280	70			280				

2028, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2028	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D2*1.038

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Salmons Lane West (W)		ONE HOUR	✓	322	100.000
B - Victor Beamish Avenue		ONE HOUR	✓	6	100.000
C - Salmons Lane West (E)		ONE HOUR	✓	368	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Salmons Lane West (W)	B - Victor Beamish Avenue	C - Salmons Lane West (E)
From	A - Salmons Lane West (W)	0	2	320
	B - Victor Beamish Avenue	3	0	3
	C - Salmons Lane West (E)	367	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Salmons Lane West (W)	B - Victor Beamish Avenue	C - Salmons Lane West (E)
From	A - Salmons Lane West (W)	0	0	0
	B - Victor Beamish Avenue	0	0	0
	C - Salmons Lane West (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.01	5.79	0.0	A	3	4
B-A	0.01	8.59	0.0	A	3	4
C-AB	0.00	4.60	0.0	A	2	2
C-A					336	505
A-B					2	3
A-C					293	440

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.59	652	0.004	2	0.0	0.0	5.539	A
B-A	2	0.59	466	0.005	2	0.0	0.0	7.764	A
C-AB	1	0.30	783	0.002	1	0.0	0.0	4.604	A
C-A	276	69			276				
A-B	2	0.39			2				
A-C	241	60			241				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.70	641	0.004	3	0.0	0.0	5.644	A
B-A	3	0.70	448	0.006	3	0.0	0.0	8.091	A
C-AB	2	0.39	810	0.002	2	0.0	0.0	4.450	A
C-A	330	82			330				
A-B	2	0.47			2				
A-C	287	72			287				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.86	625	0.005	3	0.0	0.0	5.794	A
B-A	3	0.86	422	0.008	3	0.0	0.0	8.592	A
C-AB	2	0.55	849	0.003	2	0.0	0.0	4.249	A
C-A	404	101			404				
A-B	2	0.57			2				
A-C	352	88			352				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.86	625	0.005	3	0.0	0.0	5.794	A
B-A	3	0.86	422	0.008	3	0.0	0.0	8.591	A
C-AB	2	0.55	849	0.003	2	0.0	0.0	4.251	A
C-A	404	101			404				
A-B	2	0.57			2				
A-C	352	88			352				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.70	640	0.004	3	0.0	0.0	5.644	A
B-A	3	0.70	448	0.006	3	0.0	0.0	8.090	A
C-AB	2	0.39	810	0.002	2	0.0	0.0	4.452	A
C-A	330	82			330				
A-B	2	0.47			2				
A-C	287	72			287				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.59	652	0.004	2	0.0	0.0	5.540	A
B-A	2	0.59	466	0.005	2	0.0	0.0	7.764	A
C-AB	1	0.30	783	0.002	1	0.0	0.0	4.604	A
C-A	276	69			276				
A-B	2	0.39			2				
A-C	241	60			241				

2028 + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2028 + Development	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D3+D5

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Salmons Lane West (W)		ONE HOUR	✓	406	100.000
B - Victor Beamish Avenue		ONE HOUR	✓	63	100.000
C - Salmons Lane West (E)		ONE HOUR	✓	383	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Salmons Lane West (W)	B - Victor Beamish Avenue	C - Salmons Lane West (E)
From	A - Salmons Lane West (W)	0	34	372
	B - Victor Beamish Avenue	38	0	25
	C - Salmons Lane West (E)	350	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Salmons Lane West (W)	B - Victor Beamish Avenue	C - Salmons Lane West (E)
From	A - Salmons Lane West (W)	0	0	2
	B - Victor Beamish Avenue	0	0	0
	C - Salmons Lane West (E)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.05	6.58	0.1	A	23	35
B-A	0.10	9.91	0.1	A	34	52
C-AB	0.08	5.00	0.2	A	52	79
C-A					299	449
A-B					31	47
A-C					341	512

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19	5	614	0.031	19	0.0	0.0	6.053	A
B-A	28	7	459	0.062	28	0.0	0.1	8.357	A
C-AB	38	10	760	0.050	38	0.0	0.1	4.987	A
C-A	250	63			250				
A-B	26	6			26				
A-C	280	70			280				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	598	0.038	23	0.0	0.0	6.263	A
B-A	34	8	436	0.077	34	0.1	0.1	8.949	A
C-AB	50	12	783	0.064	50	0.1	0.1	4.908	A
C-A	295	74			295				
A-B	31	8			31				
A-C	334	84			334				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	575	0.049	28	0.0	0.1	6.578	A
B-A	41	10	405	0.102	41	0.1	0.1	9.903	A
C-AB	69	17	816	0.085	69	0.1	0.2	4.816	A
C-A	353	88			353				
A-B	37	9			37				
A-C	409	102			409				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	575	0.049	28	0.1	0.1	6.579	A
B-A	41	10	405	0.102	41	0.1	0.1	9.909	A
C-AB	69	17	816	0.085	69	0.2	0.2	4.821	A
C-A	352	88			352				
A-B	37	9			37				
A-C	409	102			409				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	597	0.038	23	0.1	0.0	6.266	A
B-A	34	8	436	0.077	34	0.1	0.1	8.958	A
C-AB	50	12	783	0.064	50	0.2	0.1	4.922	A
C-A	294	74			294				
A-B	31	8			31				
A-C	334	84			334				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19	5	613	0.031	19	0.0	0.0	6.061	A
B-A	28	7	458	0.062	28	0.1	0.1	8.371	A
C-AB	38	10	760	0.050	38	0.1	0.1	4.996	A
C-A	250	63			250				
A-B	26	6			26				
A-C	280	70			280				

2028 + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2028 + Development	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D4+D6

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Salmons Lane West (W)		ONE HOUR	✓	343	100.000
B - Victor Beamish Avenue		ONE HOUR	✓	22	100.000
C - Salmons Lane West (E)		ONE HOUR	✓	380	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Salmons Lane West (W)	B - Victor Beamish Avenue	C - Salmons Lane West (E)
From	A - Salmons Lane West (W)	0	23	320
	B - Victor Beamish Avenue	13	0	9
	C - Salmons Lane West (E)	367	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Salmons Lane West (W)	B - Victor Beamish Avenue	C - Salmons Lane West (E)
From	A - Salmons Lane West (W)	0	19	0
	B - Victor Beamish Avenue	8	0	4
	C - Salmons Lane West (E)	0	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.02	6.34	0.0	A	8	13
B-A	0.04	9.44	0.0	A	12	18
C-AB	0.04	5.04	0.0	A	22	33
C-A					327	491
A-B					21	32
A-C					293	440

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	2	606	0.011	7	0.0	0.0	6.004	A
B-A	10	2	440	0.022	10	0.0	0.0	8.372	A
C-AB	16	4	729	0.022	16	0.0	0.0	5.044	A
C-A	271	68			271				
A-B	17	4			17				
A-C	241	60			241				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	595	0.014	8	0.0	0.0	6.139	A
B-A	12	3	421	0.028	12	0.0	0.0	8.790	A
C-AB	21	5	759	0.027	21	0.0	0.0	4.888	A
C-A	321	80			321				
A-B	21	5			21				
A-C	287	72			287				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	3	578	0.017	10	0.0	0.0	6.335	A
B-A	14	4	396	0.036	14	0.0	0.0	9.437	A
C-AB	29	7	801	0.036	29	0.0	0.0	4.679	A
C-A	390	97			390				
A-B	25	6			25				
A-C	352	88			352				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	3	578	0.017	10	0.0	0.0	6.335	A
B-A	14	4	396	0.036	14	0.0	0.0	9.436	A
C-AB	29	7	801	0.036	29	0.0	0.0	4.665	A
C-A	390	97			390				
A-B	25	6			25				
A-C	352	88			352				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	594	0.014	8	0.0	0.0	6.142	A
B-A	12	3	421	0.028	12	0.0	0.0	8.790	A
C-AB	21	5	759	0.027	21	0.0	0.0	4.857	A
C-A	321	80			321				
A-B	21	5			21				
A-C	287	72			287				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	2	606	0.011	7	0.0	0.0	6.008	A
B-A	10	2	440	0.022	10	0.0	0.0	8.376	A
C-AB	16	4	730	0.022	16	0.0	0.0	5.028	A
C-A	271	68			271				
A-B	17	4			17				
A-C	241	60			241				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: Salmons Lane West and Whyteleafe Road.j9
Path: C:\Users\meganslade\Desktop\dwcate models
Report generation date: 19/05/2023 12:02:52

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2023									
Stream B-C	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-AB		1.3	10.05	0.52	B		0.9	9.39	0.45	A
	2028									
Stream B-C	D3	0.0	0.00	0.00	A	D4	0.0	0.00	0.00	A
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-AB		1.4	10.43	0.54	B		1.0	9.68	0.47	A
	2028 + Development									
Stream B-C	D7	0.0	0.00	0.00	A	D8	0.0	0.00	0.00	A
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-AB		1.4	10.45	0.54	B		1.0	9.71	0.47	A

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

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

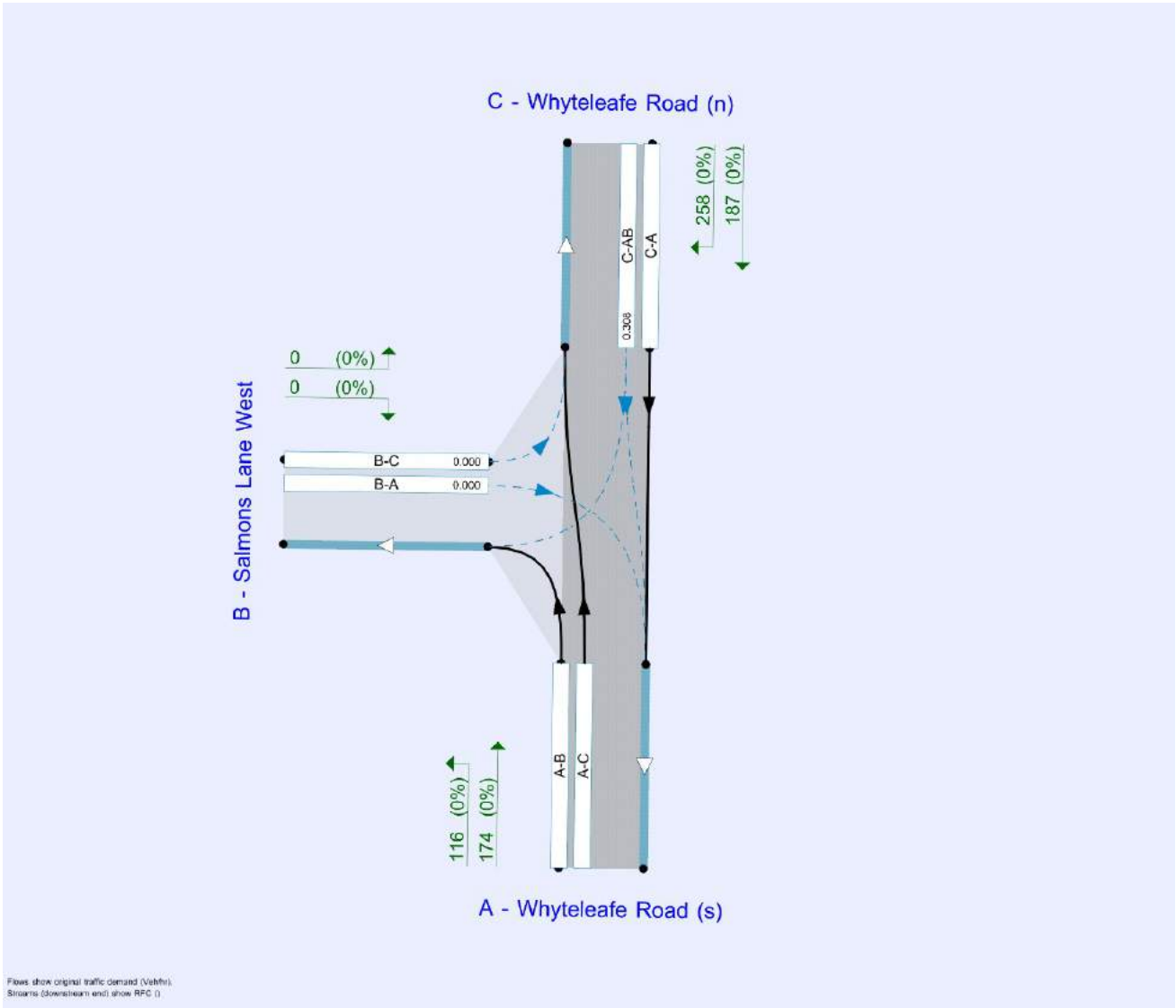
File summary

File Description

Title	
Location	
Site number	
Date	19/05/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MOTION\meganslade
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				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	Relationship type	Relationship
D1	2023	AM	ONE HOUR	08:00	09:30	15	✓		
D2	2023	PM	ONE HOUR	17:00	18:30	15	✓		
D3	2028	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*1.0386
D4	2028	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D2*1.038
D5	Development	AM	ONE HOUR	08:00	09:30	15			
D6	Development	PM	ONE HOUR	17:00	18:30	15			
D7	2028 + Development	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D3+D5
D8	2028 + Development	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D4+D6

Analysis Set Details

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

2023, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Salmons Lane West - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Whyteleafe Road (s)		Major
B	Salmons Lane West		Minor
C	Whyteleafe Road (n)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Whyteleafe Road (n)	6.14			200.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Salmons Lane West	One lane plus flare	8.14	3.14	3.03	2.91	2.85	✓	1.00	17	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	503	0.091	0.230	0.145	0.329
B-C	705	0.107	0.272	-	-
C-B	690	0.266	0.266	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023	AM	ONE HOUR	08:00	09:30	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 (Veh/hr)	Scaling Factor (%)
A - Whyteleafe Road (s)		ONE HOUR	✓	191	100.000
B - Salmons Lane West		ONE HOUR	✓	0	100.000
C - Whyteleafe Road (n)		ONE HOUR	✓	516	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Whyteleafe Road (s)	B - Salmons Lane West	C - Whyteleafe Road (n)
From	A - Whyteleafe Road (s)	0	77	114
	B - Salmons Lane West	0	0	0
	C - Whyteleafe Road (n)	222	294	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Whyteleafe Road (s)	B - Salmons Lane West	C - Whyteleafe Road (n)
From	A - Whyteleafe Road (s)	0	0	0
	B - Salmons Lane West	0	0	0
	C - Whyteleafe Road (n)	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.52	10.05	1.3	B	311	466
C-A					163	244
A-B					71	106
A-C					105	157

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	676	0.000	0	0.0	0.0	0.000	A
B-A	0	0	379	0.000	0	0.0	0.0	0.000	A
C-AB	242	60	698	0.346	240	0.0	0.6	7.824	A
C-A	147	37			147				
A-B	58	14			58				
A-C	86	21			86				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	670	0.000	0	0.0	0.0	0.000	A
B-A	0	0	354	0.000	0	0.0	0.0	0.000	A
C-AB	300	75	716	0.419	299	0.6	0.8	8.616	A
C-A	164	41			164				
A-B	69	17			69				
A-C	102	26			102				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	662	0.000	0	0.0	0.0	0.000	A
B-A	0	0	321	0.000	0	0.0	0.0	0.000	A
C-AB	391	98	750	0.521	389	0.8	1.3	9.950	A
C-A	177	44			177				
A-B	85	21			85				
A-C	126	31			126				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	662	0.000	0	0.0	0.0	0.000	A
B-A	0	0	320	0.000	0	0.0	0.0	0.000	A
C-AB	391	98	750	0.521	391	1.3	1.3	10.050	B
C-A	177	44			177				
A-B	85	21			85				
A-C	126	31			126				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	670	0.000	0	0.0	0.0	0.000	A
B-A	0	0	353	0.000	0	0.0	0.0	0.000	A
C-AB	300	75	716	0.419	302	1.3	0.8	8.734	A
C-A	164	41			164				
A-B	69	17			69				
A-C	102	26			102				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	676	0.000	0	0.0	0.0	0.000	A
B-A	0	0	378	0.000	0	0.0	0.0	0.000	A
C-AB	242	60	698	0.346	243	0.8	0.6	7.935	A
C-A	147	37			147				
A-B	58	14			58				
A-C	86	21			86				

2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Salmons Lane West - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023	PM	ONE HOUR	17:00	18:30	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 (Veh/hr)	Scaling Factor (%)
A - Whyteleafe Road (s)		ONE HOUR	✓	276	100.000
B - Salmons Lane West		ONE HOUR	✓	0	100.000
C - Whyteleafe Road (n)		ONE HOUR	✓	429	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Whyteleafe Road (s)	B - Salmons Lane West	C - Whyteleafe Road (n)
From	A - Whyteleafe Road (s)	0	108	168
	B - Salmons Lane West	0	0	0
	C - Whyteleafe Road (n)	180	249	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Whyteleafe Road (s)	B - Salmons Lane West	C - Whyteleafe Road (n)
From	A - Whyteleafe Road (s)	0	0	0
	B - Salmons Lane West	0	0	0
	C - Whyteleafe Road (n)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.45	9.39	0.9	A	253	379
C-A					141	211
A-B					99	149
A-C					154	231

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	662	0.000	0	0.0	0.0	0.000	A
B-A	0	0	385	0.000	0	0.0	0.0	0.000	A
C-AB	199	50	675	0.295	198	0.0	0.4	7.522	A
C-A	124	31			124				
A-B	81	20			81				
A-C	126	32			126				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	654	0.000	0	0.0	0.0	0.000	A
B-A	0	0	362	0.000	0	0.0	0.0	0.000	A
C-AB	245	61	682	0.359	244	0.4	0.6	8.216	A
C-A	141	35			141				
A-B	97	24			97				
A-C	151	38			151				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	642	0.000	0	0.0	0.0	0.000	A
B-A	0	0	330	0.000	0	0.0	0.0	0.000	A
C-AB	314	79	698	0.450	313	0.6	0.9	9.335	A
C-A	158	40			158				
A-B	119	30			119				
A-C	185	46			185				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	642	0.000	0	0.0	0.0	0.000	A
B-A	0	0	330	0.000	0	0.0	0.0	0.000	A
C-AB	314	79	698	0.450	314	0.9	0.9	9.393	A
C-A	158	40			158				
A-B	119	30			119				
A-C	185	46			185				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	654	0.000	0	0.0	0.0	0.000	A
B-A	0	0	361	0.000	0	0.0	0.0	0.000	A
C-AB	245	61	682	0.359	246	0.9	0.6	8.287	A
C-A	141	35			141				
A-B	97	24			97				
A-C	151	38			151				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	662	0.000	0	0.0	0.0	0.000	A
B-A	0	0	384	0.000	0	0.0	0.0	0.000	A
C-AB	199	50	675	0.295	200	0.6	0.5	7.601	A
C-A	124	31			124				
A-B	81	20			81				
A-C	126	32			126				

2028, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Salmons Lane West - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	2028	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*1.0386

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Whyteleafe Road (s)		ONE HOUR	✓	198	100.000
B - Salmons Lane West		ONE HOUR	✓	0	100.000
C - Whyteleafe Road (n)		ONE HOUR	✓	536	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Whyteleafe Road (s)	B - Salmons Lane West	C - Whyteleafe Road (n)
From	A - Whyteleafe Road (s)	0	80	118
	B - Salmons Lane West	0	0	0
	C - Whyteleafe Road (n)	231	305	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Whyteleafe Road (s)	B - Salmons Lane West	C - Whyteleafe Road (n)
From	A - Whyteleafe Road (s)	0	0	0
	B - Salmons Lane West	0	0	0
	C - Whyteleafe Road (n)	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.54	10.43	1.4	B	326	490
C-A					165	248
A-B					73	110
A-C					109	163

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	675	0.000	0	0.0	0.0	0.000	A
B-A	0	0	374	0.000	0	0.0	0.0	0.000	A
C-AB	253	63	701	0.361	250	0.0	0.6	7.952	A
C-A	151	38			151				
A-B	60	15			60				
A-C	89	22			89				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	669	0.000	0	0.0	0.0	0.000	A
B-A	0	0	349	0.000	0	0.0	0.0	0.000	A
C-AB	315	79	722	0.436	314	0.6	0.9	8.816	A
C-A	167	42			167				
A-B	72	18			72				
A-C	106	27			106				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	660	0.000	0	0.0	0.0	0.000	A
B-A	0	0	314	0.000	0	0.0	0.0	0.000	A
C-AB	412	103	759	0.543	410	0.9	1.4	10.303	B
C-A	178	45			178				
A-B	88	22			88				
A-C	130	33			130				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	660	0.000	0	0.0	0.0	0.000	A
B-A	0	0	313	0.000	0	0.0	0.0	0.000	A
C-AB	412	103	759	0.543	412	1.4	1.4	10.425	B
C-A	178	45			178				
A-B	88	22			88				
A-C	130	33			130				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	669	0.000	0	0.0	0.0	0.000	A
B-A	0	0	348	0.000	0	0.0	0.0	0.000	A
C-AB	315	79	722	0.436	317	1.4	0.9	8.953	A
C-A	167	42			167				
A-B	72	18			72				
A-C	106	27			106				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	675	0.000	0	0.0	0.0	0.000	A
B-A	0	0	373	0.000	0	0.0	0.0	0.000	A
C-AB	253	63	701	0.361	254	0.9	0.6	8.077	A
C-A	151	38			151				
A-B	60	15			60				
A-C	89	22			89				

2028, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Salmons Lane West - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2028	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D2*1.038

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Whyteleafe Road (s)		ONE HOUR	✓	286	100.000
B - Salmons Lane West		ONE HOUR	✓	0	100.000
C - Whyteleafe Road (n)		ONE HOUR	✓	445	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Whyteleafe Road (s)	B - Salmons Lane West	C - Whyteleafe Road (n)
From	A - Whyteleafe Road (s)	0	112	174
	B - Salmons Lane West	0	0	0
	C - Whyteleafe Road (n)	187	258	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Whyteleafe Road (s)	B - Salmons Lane West	C - Whyteleafe Road (n)
From	A - Whyteleafe Road (s)	0	0	0
	B - Salmons Lane West	0	0	0
	C - Whyteleafe Road (n)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.47	9.68	1.0	A	265	397
C-A					144	216
A-B					103	154
A-C					160	240

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	661	0.000	0	0.0	0.0	0.000	A
B-A	0	0	381	0.000	0	0.0	0.0	0.000	A
C-AB	208	52	676	0.308	206	0.0	0.5	7.638	A
C-A	127	32			127				
A-B	84	21			84				
A-C	131	33			131				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	652	0.000	0	0.0	0.0	0.000	A
B-A	0	0	356	0.000	0	0.0	0.0	0.000	A
C-AB	256	64	684	0.374	255	0.5	0.6	8.382	A
C-A	144	36			144				
A-B	101	25			101				
A-C	157	39			157				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	640	0.000	0	0.0	0.0	0.000	A
B-A	0	0	323	0.000	0	0.0	0.0	0.000	A
C-AB	330	82	703	0.470	329	0.6	1.0	9.613	A
C-A	160	40			160				
A-B	123	31			123				
A-C	192	48			192				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	640	0.000	0	0.0	0.0	0.000	A
B-A	0	0	323	0.000	0	0.0	0.0	0.000	A
C-AB	330	82	703	0.470	330	1.0	1.0	9.682	A
C-A	160	40			160				
A-B	123	31			123				
A-C	192	48			192				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	652	0.000	0	0.0	0.0	0.000	A
B-A	0	0	356	0.000	0	0.0	0.0	0.000	A
C-AB	256	64	684	0.374	257	1.0	0.7	8.469	A
C-A	144	36			144				
A-B	101	25			101				
A-C	157	39			157				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	661	0.000	0	0.0	0.0	0.000	A
B-A	0	0	380	0.000	0	0.0	0.0	0.000	A
C-AB	208	52	676	0.308	209	0.7	0.5	7.725	A
C-A	127	32			127				
A-B	84	21			84				
A-C	131	33			131				

2028 + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Salmons Lane West - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2028 + Development	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D3+D5

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Whyteleafe Road (s)		ONE HOUR	✓	200	100.000
B - Salmons Lane West		ONE HOUR	✓	0	100.000
C - Whyteleafe Road (n)		ONE HOUR	✓	536	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Whyteleafe Road (s)	B - Salmons Lane West	C - Whyteleafe Road (n)
From	A - Whyteleafe Road (s)	0	82	118
	B - Salmons Lane West	0	0	0
	C - Whyteleafe Road (n)	231	305	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Whyteleafe Road (s)	B - Salmons Lane West	C - Whyteleafe Road (n)
From	A - Whyteleafe Road (s)	0	0	0
	B - Salmons Lane West	0	0	0
	C - Whyteleafe Road (n)	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.54	10.45	1.4	B	327	490
C-A					165	248
A-B					75	113
A-C					109	163

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	674	0.000	0	0.0	0.0	0.000	A
B-A	0	0	374	0.000	0	0.0	0.0	0.000	A
C-AB	253	63	701	0.361	251	0.0	0.6	7.959	A
C-A	151	38			151				
A-B	62	15			62				
A-C	89	22			89				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	668	0.000	0	0.0	0.0	0.000	A
B-A	0	0	348	0.000	0	0.0	0.0	0.000	A
C-AB	315	79	721	0.436	314	0.6	0.9	8.826	A
C-A	167	42			167				
A-B	74	18			74				
A-C	106	27			106				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	660	0.000	0	0.0	0.0	0.000	A
B-A	0	0	313	0.000	0	0.0	0.0	0.000	A
C-AB	412	103	758	0.543	410	0.9	1.4	10.320	B
C-A	178	45			178				
A-B	90	23			90				
A-C	130	33			130				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	660	0.000	0	0.0	0.0	0.000	A
B-A	0	0	313	0.000	0	0.0	0.0	0.000	A
C-AB	412	103	758	0.543	412	1.4	1.4	10.445	B
C-A	178	45			178				
A-B	90	23			90				
A-C	130	33			130				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	668	0.000	0	0.0	0.0	0.000	A
B-A	0	0	347	0.000	0	0.0	0.0	0.000	A
C-AB	315	79	721	0.436	317	1.4	0.9	8.966	A
C-A	167	42			167				
A-B	74	18			74				
A-C	106	27			106				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	674	0.000	0	0.0	0.0	0.000	A
B-A	0	0	373	0.000	0	0.0	0.0	0.000	A
C-AB	253	63	701	0.361	254	0.9	0.6	8.084	A
C-A	151	38			151				
A-B	62	15			62				
A-C	89	22			89				

2028 + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Salmons Lane West - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2028 + Development	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D4+D6

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Whyteleafe Road (s)		ONE HOUR	✓	290	100.000
B - Salmons Lane West		ONE HOUR	✓	0	100.000
C - Whyteleafe Road (n)		ONE HOUR	✓	445	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Whyteleafe Road (s)	B - Salmons Lane West	C - Whyteleafe Road (n)
From	A - Whyteleafe Road (s)	0	116	174
	B - Salmons Lane West	0	0	0
	C - Whyteleafe Road (n)	187	258	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Whyteleafe Road (s)	B - Salmons Lane West	C - Whyteleafe Road (n)
From	A - Whyteleafe Road (s)	0	0	0
	B - Salmons Lane West	0	0	0
	C - Whyteleafe Road (n)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.47	9.71	1.0	A	265	397
C-A					144	216
A-B					107	160
A-C					160	240

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	660	0.000	0	0.0	0.0	0.000	A
B-A	0	0	381	0.000	0	0.0	0.0	0.000	A
C-AB	208	52	675	0.308	206	0.0	0.5	7.651	A
C-A	127	32			127				
A-B	87	22			87				
A-C	131	33			131				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	651	0.000	0	0.0	0.0	0.000	A
B-A	0	0	356	0.000	0	0.0	0.0	0.000	A
C-AB	256	64	683	0.375	255	0.5	0.6	8.403	A
C-A	144	36			144				
A-B	104	26			104				
A-C	157	39			157				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	639	0.000	0	0.0	0.0	0.000	A
B-A	0	0	323	0.000	0	0.0	0.0	0.000	A
C-AB	330	83	702	0.471	329	0.6	1.0	9.643	A
C-A	160	40			160				
A-B	128	32			128				
A-C	192	48			192				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	639	0.000	0	0.0	0.0	0.000	A
B-A	0	0	323	0.000	0	0.0	0.0	0.000	A
C-AB	330	83	702	0.471	330	1.0	1.0	9.714	A
C-A	160	40			160				
A-B	128	32			128				
A-C	192	48			192				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	651	0.000	0	0.0	0.0	0.000	A
B-A	0	0	355	0.000	0	0.0	0.0	0.000	A
C-AB	256	64	683	0.375	257	1.0	0.7	8.488	A
C-A	144	36			144				
A-B	104	26			104				
A-C	157	39			157				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	660	0.000	0	0.0	0.0	0.000	A
B-A	0	0	380	0.000	0	0.0	0.0	0.000	A
C-AB	208	52	675	0.308	209	0.7	0.5	7.736	A
C-A	127	32			127				
A-B	87	22			87				
A-C	131	33			131				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: Salomns Lane and Whyteleafe Road.j9
Path: C:\Users\meganslade\Desktop\dwcate models
Report generation date: 19/05/2023 12:44:25

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2023									
Stream B-C	D1	1.1	11.08	0.53	B	D2	0.8	9.24	0.44	A
Stream B-A		0.1	8.35	0.09	A		0.1	8.09	0.06	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2028									
Stream B-C	D3	1.2	11.67	0.55	B	D4	0.8	9.59	0.46	A
Stream B-A		0.1	8.47	0.10	A		0.1	8.19	0.07	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2028 + Development									
Stream B-C	D7	1.3	12.04	0.57	B	D8	0.9	9.70	0.47	A
Stream B-A		0.1	8.47	0.10	A		0.1	8.19	0.07	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A

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

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

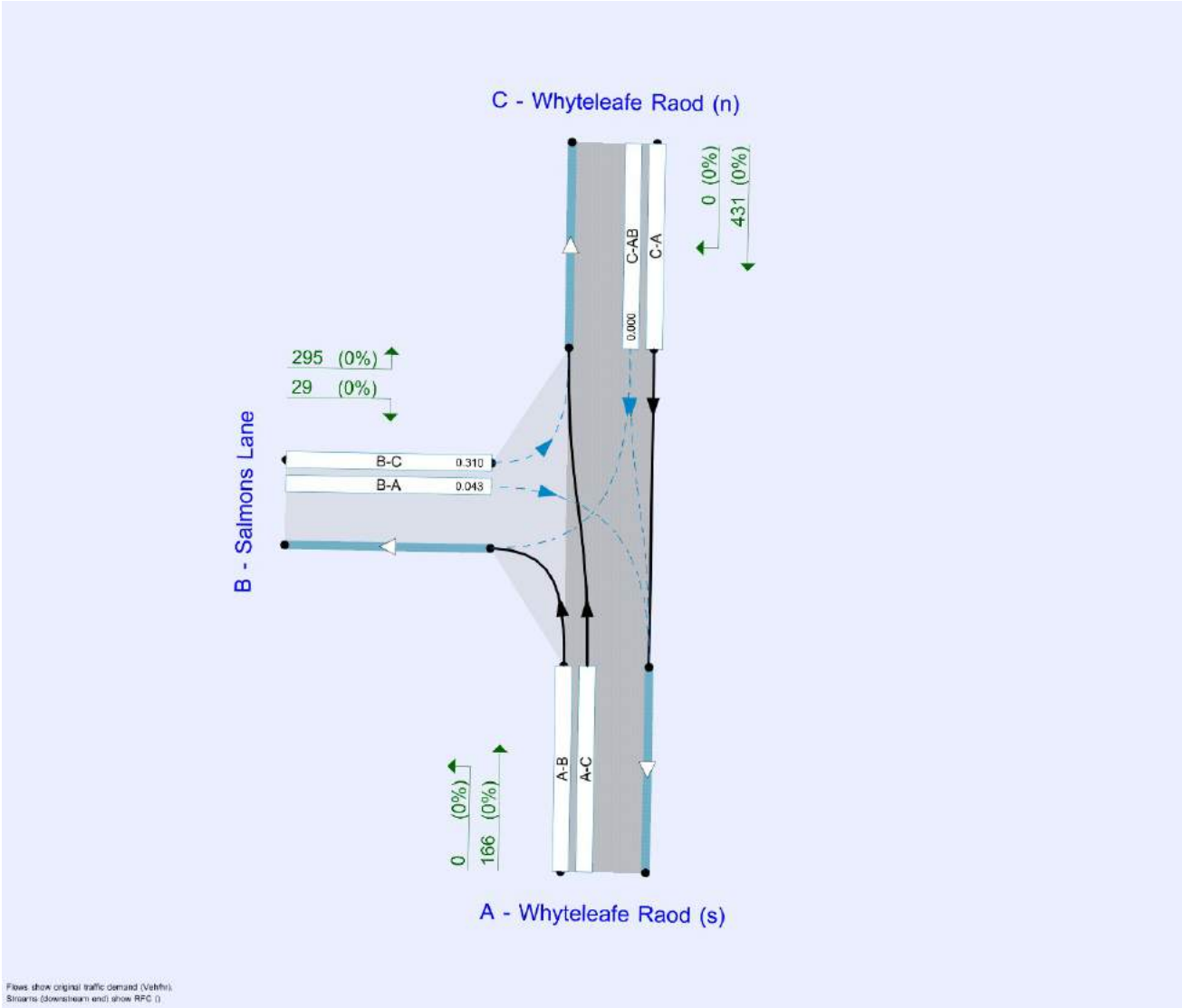
File summary

File Description

Title	
Location	
Site number	
Date	19/05/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MOTION\meganslade
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				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	Relationship type	Relationship
D1	2023	AM	ONE HOUR	08:00	09:30	15	✓		
D2	2023	PM	ONE HOUR	17:00	18:30	15	✓		
D3	2028	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*1.0386
D4	2028	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D2*1.038
D5	Development	AM	ONE HOUR	08:00	09:30	15			
D6	Development	PM	ONE HOUR	17:00	18:30	15			
D7	2028 + Development	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D3+D5
D8	2028 + Development	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D4+D6

Analysis Set Details

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

2023, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Whyteleafe Raod (s)		Major
B	Salmons Lane		Minor
C	Whyteleafe Raod (n)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Whyteleafe Raod (n)	7.90			200.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B - Salmons Lane	Two lanes	5.00	5.00	33	10

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	592	0.099	0.250	0.157	0.357
B-C	757	0.106	0.269	-	-
C-B	690	0.245	0.245	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023	AM	ONE HOUR	08:00	09:30	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 (Veh/hr)	Scaling Factor (%)
A - Whyteleafe Raod (s)		ONE HOUR	✓	116	100.000
B - Salmons Lane		ONE HOUR	✓	374	100.000
C - Whyteleafe Raod (n)		ONE HOUR	✓	475	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Whyteleafe Raod (s)	B - Salmons Lane	C - Whyteleafe Raod (n)
From	A - Whyteleafe Raod (s)	0	0	116
	B - Salmons Lane	41	0	333
	C - Whyteleafe Raod (n)	475	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Whyteleafe Raod (s)	B - Salmons Lane	C - Whyteleafe Raod (n)
From	A - Whyteleafe Raod (s)	0	0	0
	B - Salmons Lane	0	0	2
	C - Whyteleafe Raod (n)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.53	11.08	1.1	B	306	458
B-A	0.09	8.35	0.1	A	38	56
C-AB	0.00	0.00	0.0	A	0	0
C-A					436	654
A-B					0	0
A-C					106	160

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	251	63	708	0.354	249	0.0	0.5	7.800	A
B-A	31	8	513	0.060	31	0.0	0.1	7.464	A
C-AB	0	0	662	0.000	0	0.0	0.0	0.000	A
C-A	358	89			358				
A-B	0	0			0				
A-C	87	22			87				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	299	75	701	0.427	299	0.5	0.7	8.927	A
B-A	37	9	497	0.074	37	0.1	0.1	7.815	A
C-AB	0	0	658	0.000	0	0.0	0.0	0.000	A
C-A	427	107			427				
A-B	0	0			0				
A-C	104	26			104				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	367	92	691	0.530	365	0.7	1.1	10.988	B
B-A	45	11	476	0.095	45	0.1	0.1	8.350	A
C-AB	0	0	652	0.000	0	0.0	0.0	0.000	A
C-A	523	131			523				
A-B	0	0			0				
A-C	128	32			128				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	367	92	691	0.530	367	1.1	1.1	11.084	B
B-A	45	11	476	0.095	45	0.1	0.1	8.353	A
C-AB	0	0	652	0.000	0	0.0	0.0	0.000	A
C-A	523	131			523				
A-B	0	0			0				
A-C	128	32			128				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	299	75	701	0.427	301	1.1	0.8	9.030	A
B-A	37	9	497	0.074	37	0.1	0.1	7.822	A
C-AB	0	0	658	0.000	0	0.0	0.0	0.000	A
C-A	427	107			427				
A-B	0	0			0				
A-C	104	26			104				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	251	63	708	0.354	252	0.8	0.6	7.902	A
B-A	31	8	513	0.060	31	0.1	0.1	7.472	A
C-AB	0	0	662	0.000	0	0.0	0.0	0.000	A
C-A	358	89			358				
A-B	0	0			0				
A-C	87	22			87				

2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023	PM	ONE HOUR	17:00	18:30	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 (Veh/hr)	Scaling Factor (%)
A - Whyteleafe Raod (s)		ONE HOUR	✓	160	100.000
B - Salmons Lane		ONE HOUR	✓	308	100.000
C - Whyteleafe Raod (n)		ONE HOUR	✓	415	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Whyteleafe Raod (s)	B - Salmons Lane	C - Whyteleafe Raod (n)
From	A - Whyteleafe Raod (s)	0	0	160
	B - Salmons Lane	28	0	280
	C - Whyteleafe Raod (n)	415	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Whyteleafe Raod (s)	B - Salmons Lane	C - Whyteleafe Raod (n)
From	A - Whyteleafe Raod (s)	0	0	0
	B - Salmons Lane	0	0	0
	C - Whyteleafe Raod (n)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.44	9.24	0.8	A	257	385
B-A	0.06	8.09	0.1	A	26	39
C-AB	0.00	0.00	0.0	A	0	0
C-A					381	571
A-B					0	0
A-C					147	220

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	211	53	717	0.294	209	0.0	0.4	7.069	A
B-A	21	5	513	0.041	21	0.0	0.0	7.319	A
C-AB	0	0	660	0.000	0	0.0	0.0	0.000	A
C-A	312	78			312				
A-B	0	0			0				
A-C	120	30			120				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	252	63	709	0.355	251	0.4	0.5	7.854	A
B-A	25	6	497	0.051	25	0.0	0.1	7.624	A
C-AB	0	0	655	0.000	0	0.0	0.0	0.000	A
C-A	373	93			373				
A-B	0	0			0				
A-C	144	36			144				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	308	77	698	0.442	307	0.5	0.8	9.198	A
B-A	31	8	476	0.065	31	0.1	0.1	8.084	A
C-AB	0	0	647	0.000	0	0.0	0.0	0.000	A
C-A	457	114			457				
A-B	0	0			0				
A-C	176	44			176				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	308	77	698	0.442	308	0.8	0.8	9.242	A
B-A	31	8	476	0.065	31	0.1	0.1	8.086	A
C-AB	0	0	647	0.000	0	0.0	0.0	0.000	A
C-A	457	114			457				
A-B	0	0			0				
A-C	176	44			176				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	252	63	709	0.355	253	0.8	0.6	7.909	A
B-A	25	6	497	0.051	25	0.1	0.1	7.626	A
C-AB	0	0	655	0.000	0	0.0	0.0	0.000	A
C-A	373	93			373				
A-B	0	0			0				
A-C	144	36			144				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	211	53	717	0.294	211	0.6	0.4	7.132	A
B-A	21	5	513	0.041	21	0.1	0.0	7.326	A
C-AB	0	0	660	0.000	0	0.0	0.0	0.000	A
C-A	312	78			312				
A-B	0	0			0				
A-C	120	30			120				

2028, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	2028	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*1.0386

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Whyteleafe Raod (s)		ONE HOUR	✓	120	100.000
B - Salmons Lane		ONE HOUR	✓	388	100.000
C - Whyteleafe Raod (n)		ONE HOUR	✓	493	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Whyteleafe Raod (s)	B - Salmons Lane	C - Whyteleafe Raod (n)
From	A - Whyteleafe Raod (s)	0	0	120
	B - Salmons Lane	43	0	346
	C - Whyteleafe Raod (n)	493	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Whyteleafe Raod (s)	B - Salmons Lane	C - Whyteleafe Raod (n)
From	A - Whyteleafe Raod (s)	0	0	0
	B - Salmons Lane	0	0	2
	C - Whyteleafe Raod (n)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.55	11.67	1.2	B	317	476
B-A	0.10	8.47	0.1	A	39	59
C-AB	0.00	0.00	0.0	A	0	0
C-A					453	679
A-B					0	0
A-C					111	166

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	260	65	707	0.368	258	0.0	0.6	7.986	A
B-A	32	8	510	0.063	32	0.0	0.1	7.530	A
C-AB	0	0	661	0.000	0	0.0	0.0	0.000	A
C-A	371	93			371				
A-B	0	0			0				
A-C	91	23			91				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	311	78	699	0.445	310	0.6	0.8	9.228	A
B-A	38	10	494	0.078	38	0.1	0.1	7.903	A
C-AB	0	0	657	0.000	0	0.0	0.0	0.000	A
C-A	443	111			443				
A-B	0	0			0				
A-C	108	27			108				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	381	95	689	0.553	379	0.8	1.2	11.548	B
B-A	47	12	472	0.099	47	0.1	0.1	8.472	A
C-AB	0	0	651	0.000	0	0.0	0.0	0.000	A
C-A	543	136			543				
A-B	0	0			0				
A-C	133	33			133				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	381	95	689	0.553	381	1.2	1.2	11.666	B
B-A	47	12	472	0.099	47	0.1	0.1	8.475	A
C-AB	0	0	651	0.000	0	0.0	0.0	0.000	A
C-A	543	136			543				
A-B	0	0			0				
A-C	133	33			133				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	311	78	699	0.445	313	1.2	0.8	9.346	A
B-A	38	10	494	0.078	38	0.1	0.1	7.909	A
C-AB	0	0	657	0.000	0	0.0	0.0	0.000	A
C-A	443	111			443				
A-B	0	0			0				
A-C	108	27			108				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	260	65	706	0.369	261	0.8	0.6	8.102	A
B-A	32	8	510	0.063	32	0.1	0.1	7.538	A
C-AB	0	0	661	0.000	0	0.0	0.0	0.000	A
C-A	371	93			371				
A-B	0	0			0				
A-C	91	23			91				

2028, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2028	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D2*1.038

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Whyteleafe Raod (s)		ONE HOUR	✓	166	100.000
B - Salmons Lane		ONE HOUR	✓	320	100.000
C - Whyteleafe Raod (n)		ONE HOUR	✓	431	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Whyteleafe Raod (s)	B - Salmons Lane	C - Whyteleafe Raod (n)
From	A - Whyteleafe Raod (s)	0	0	166
	B - Salmons Lane	29	0	291
	C - Whyteleafe Raod (n)	431	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Whyteleafe Raod (s)	B - Salmons Lane	C - Whyteleafe Raod (n)
From	A - Whyteleafe Raod (s)	0	0	0
	B - Salmons Lane	0	0	0
	C - Whyteleafe Raod (n)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.46	9.59	0.8	A	267	400
B-A	0.07	8.19	0.1	A	27	40
C-AB	0.00	0.00	0.0	A	0	0
C-A					395	593
A-B					0	0
A-C					152	229

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	219	55	715	0.306	217	0.0	0.4	7.202	A
B-A	22	5	510	0.043	22	0.0	0.0	7.376	A
C-AB	0	0	659	0.000	0	0.0	0.0	0.000	A
C-A	324	81			324				
A-B	0	0			0				
A-C	125	31			125				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	261	65	707	0.370	261	0.4	0.6	8.056	A
B-A	26	7	494	0.053	26	0.0	0.1	7.699	A
C-AB	0	0	653	0.000	0	0.0	0.0	0.000	A
C-A	387	97			387				
A-B	0	0			0				
A-C	149	37			149				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	320	80	695	0.460	319	0.6	0.8	9.537	A
B-A	32	8	472	0.068	32	0.1	0.1	8.187	A
C-AB	0	0	645	0.000	0	0.0	0.0	0.000	A
C-A	474	119			474				
A-B	0	0			0				
A-C	183	46			183				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	320	80	695	0.460	320	0.8	0.8	9.588	A
B-A	32	8	472	0.068	32	0.1	0.1	8.188	A
C-AB	0	0	645	0.000	0	0.0	0.0	0.000	A
C-A	474	119			474				
A-B	0	0			0				
A-C	183	46			183				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	261	65	707	0.370	262	0.8	0.6	8.114	A
B-A	26	7	494	0.053	26	0.1	0.1	7.701	A
C-AB	0	0	653	0.000	0	0.0	0.0	0.000	A
C-A	387	97			387				
A-B	0	0			0				
A-C	149	37			149				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	219	55	715	0.306	219	0.6	0.4	7.269	A
B-A	22	5	510	0.043	22	0.1	0.0	7.380	A
C-AB	0	0	659	0.000	0	0.0	0.0	0.000	A
C-A	324	81			324				
A-B	0	0			0				
A-C	125	31			125				

2028 + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.59	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2028 + Development	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D3+D5

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Whyteleafe Raod (s)		ONE HOUR	✓	120	100.000
B - Salmons Lane		ONE HOUR	✓	397	100.000
C - Whyteleafe Raod (n)		ONE HOUR	✓	493	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Whyteleafe Raod (s)	B - Salmons Lane	C - Whyteleafe Raod (n)
From	A - Whyteleafe Raod (s)	0	0	120
	B - Salmons Lane	43	0	355
	C - Whyteleafe Raod (n)	493	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Whyteleafe Raod (s)	B - Salmons Lane	C - Whyteleafe Raod (n)
From	A - Whyteleafe Raod (s)	0	0	0
	B - Salmons Lane	0	0	2
	C - Whyteleafe Raod (n)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.57	12.04	1.3	B	326	488
B-A	0.10	8.47	0.1	A	39	59
C-AB	0.00	0.00	0.0	A	0	0
C-A					453	679
A-B					0	0
A-C					111	166

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	267	67	707	0.378	265	0.0	0.6	8.098	A
B-A	32	8	510	0.063	32	0.0	0.1	7.530	A
C-AB	0	0	661	0.000	0	0.0	0.0	0.000	A
C-A	371	93			371				
A-B	0	0			0				
A-C	91	23			91				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	319	80	700	0.456	318	0.6	0.8	9.412	A
B-A	38	10	494	0.078	38	0.1	0.1	7.903	A
C-AB	0	0	657	0.000	0	0.0	0.0	0.000	A
C-A	443	111			443				
A-B	0	0			0				
A-C	108	27			108				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	391	98	689	0.567	389	0.8	1.3	11.904	B
B-A	47	12	472	0.099	47	0.1	0.1	8.472	A
C-AB	0	0	651	0.000	0	0.0	0.0	0.000	A
C-A	543	136			543				
A-B	0	0			0				
A-C	133	33			133				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	391	98	689	0.567	391	1.3	1.3	12.039	B
B-A	47	12	472	0.099	47	0.1	0.1	8.475	A
C-AB	0	0	651	0.000	0	0.0	0.0	0.000	A
C-A	543	136			543				
A-B	0	0			0				
A-C	133	33			133				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	319	80	700	0.456	321	1.3	0.9	9.546	A
B-A	38	10	494	0.078	38	0.1	0.1	7.909	A
C-AB	0	0	657	0.000	0	0.0	0.0	0.000	A
C-A	443	111			443				
A-B	0	0			0				
A-C	108	27			108				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	267	67	707	0.378	268	0.9	0.6	8.223	A
B-A	32	8	510	0.063	32	0.1	0.1	7.538	A
C-AB	0	0	661	0.000	0	0.0	0.0	0.000	A
C-A	371	93			371				
A-B	0	0			0				
A-C	91	23			91				

2028 + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2028 + Development	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D4+D6

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Whyteleafe Raod (s)		ONE HOUR	✓	166	100.000
B - Salmons Lane		ONE HOUR	✓	324	100.000
C - Whyteleafe Raod (n)		ONE HOUR	✓	431	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Whyteleafe Raod (s)	B - Salmons Lane	C - Whyteleafe Raod (n)
From	A - Whyteleafe Raod (s)	0	0	166
	B - Salmons Lane	29	0	295
	C - Whyteleafe Raod (n)	431	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Whyteleafe Raod (s)	B - Salmons Lane	C - Whyteleafe Raod (n)
From	A - Whyteleafe Raod (s)	0	0	0
	B - Salmons Lane	0	0	0
	C - Whyteleafe Raod (n)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.47	9.70	0.9	A	270	406
B-A	0.07	8.19	0.1	A	27	40
C-AB	0.00	0.00	0.0	A	0	0
C-A					395	593
A-B					0	0
A-C					152	229

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	222	55	715	0.310	220	0.0	0.4	7.243	A
B-A	22	5	510	0.043	22	0.0	0.0	7.376	A
C-AB	0	0	659	0.000	0	0.0	0.0	0.000	A
C-A	324	81			324				
A-B	0	0			0				
A-C	125	31			125				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	265	66	707	0.375	264	0.4	0.6	8.122	A
B-A	26	7	494	0.053	26	0.0	0.1	7.699	A
C-AB	0	0	653	0.000	0	0.0	0.0	0.000	A
C-A	387	97			387				
A-B	0	0			0				
A-C	149	37			149				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	324	81	695	0.467	323	0.6	0.9	9.648	A
B-A	32	8	472	0.068	32	0.1	0.1	8.187	A
C-AB	0	0	645	0.000	0	0.0	0.0	0.000	A
C-A	474	119			474				
A-B	0	0			0				
A-C	183	46			183				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	324	81	695	0.467	324	0.9	0.9	9.702	A
B-A	32	8	472	0.068	32	0.1	0.1	8.188	A
C-AB	0	0	645	0.000	0	0.0	0.0	0.000	A
C-A	474	119			474				
A-B	0	0			0				
A-C	183	46			183				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	265	66	707	0.375	266	0.9	0.6	8.182	A
B-A	26	7	494	0.053	26	0.1	0.1	7.701	A
C-AB	0	0	653	0.000	0	0.0	0.0	0.000	A
C-A	387	97			387				
A-B	0	0			0				
A-C	149	37			149				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	222	55	715	0.310	222	0.6	0.5	7.314	A
B-A	22	5	510	0.043	22	0.1	0.0	7.380	A
C-AB	0	0	659	0.000	0	0.0	0.0	0.000	A
C-A	324	81			324				
A-B	0	0			0				
A-C	125	31			125				

Junctions 9

ARCADY 9 - Roundabout Module

Filename: Mini Rbt.j9
Path: C:\Users\meganslade\Desktop\dwcate models
Report generation date: 19/05/2023 15:56:30

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2023									
1 - Salmons Lane West	D1	1.1	10.72	0.53	B	D2	1.0	9.56	0.51	A
2 - Buxton Lane (s)		0.8	8.01	0.45	A		0.7	7.73	0.42	A
3 - Ninehams Road		6.4	59.74	0.89	F		2.2	24.96	0.70	C
4 - Buxton Lane (n)		2.5	24.59	0.72	C		1.2	13.60	0.55	B
	2028									
1 - Salmons Lane West	D3	1.2	11.56	0.56	B	D4	1.1	10.21	0.54	B
2 - Buxton Lane (s)		0.9	8.42	0.48	A		0.8	8.11	0.44	A
3 - Ninehams Road		9.3	82.41	0.94	F		2.6	28.93	0.73	D
4 - Buxton Lane (n)		3.0	29.23	0.76	D		1.3	14.78	0.58	B
	2028 + Development									
1 - Salmons Lane West	D7	1.4	12.49	0.59	B	D8	1.2	10.53	0.55	B
2 - Buxton Lane (s)		0.9	8.58	0.49	A		0.9	8.50	0.47	A
3 - Ninehams Road		10.0	88.01	0.95	F		2.9	32.38	0.76	D
4 - Buxton Lane (n)		3.1	30.18	0.77	D		1.4	15.68	0.59	C

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

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