

Client:
Richborough

Project:
**Land South of Monmouth Rd
Raglan**

Project No:
T21567
Report Title:
Transport Assessment

Prepared by:
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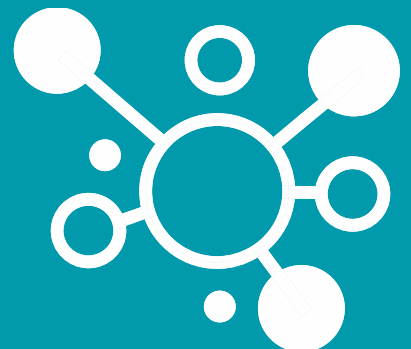


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1.0 Introduction

Background

- 1.1 Hub Transport Planning Ltd has been commissioned by Richborough to provide transport advice for a proposed residential development on Land South of Monmouth Road, Raglan.
- 1.2 The proposal is for residential development of up to 55 dwellings. The site location is shown in **Figure 1.1**.

Structure of the Report

- 1.3 This report is a Transport Assessment (TA) intended to determine the relevant transport and highway issues and indicate potential solutions, where appropriate, with reference to the impact of the proposed development site.
- 1.4 Following this introduction, the report is set out as follows:
 - Section 2.0 – Policy Review;
 - Section 3.0 – Background Information;
 - Section 4.0 – Active and Sustainable Travel;
 - Section 5.0 – Development Proposals;
 - Section 6.0 – Traffic Generation, Distribution and Assignment;
 - Section 7.0 – Traffic Impact and Assessment;
 - Section 8.0 – Summary and Conclusion.

Limitations of the Report

- 1.5 This report has been undertaken at the request of Richborough, and thus should not be entrusted to any third party without written permission from Hub Transport Planning Ltd. However, should any information contained within this report be used by any unauthorised third party, it is done so entirely at their own risk and shall not be the responsibility of Hub Transport Planning Ltd.
- 1.6 This report has been compiled using data from several external sources (such as TRICS, traffic count data and public transport information); these sources are considered trustworthy and therefore the data provided is considered accurate and relevant at the time of preparing this report.

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2.0 Policy Review

2.1 This section summarises the relevant transport policy documents against which the development proposals are considered at a national, regional, and local level. The most relevant policy documents relating to this site are detailed below:

- Planning Policy Wales Edition 12 (PPW12 February 2024)
- Wales National Development Framework/ Future Wales - The National Plan 2040
- Wales Transport Strategy (2021 – 2026)
- Monmouthshire Local Transport Plan (2024 – 2029)
- Monmouthshire Local Development Plan (2011 – 2021)
- Monmouthshire Replacement Local Development Plan (2018 – 2033)

Planning Policy Wales

- 2.2 PPW12 sets out to achieve more active and social places in Wales by making communities well-connected and cohesive. The document includes reference to the use of 'The Sustainable Transport Hierarchy for Planning' pyramid (Figure 2.1, P49 of PPW12) which prioritises walking, cycling and public transport ahead of private motor vehicles.
- 2.3 As part of PPW12's theme of Active and Social Linkages, it is crucial that planning developments contribute towards a sustainable and active network for travel by developing *"sustainable transportation infrastructure to keep Wales moving and connect people with jobs, housing and leisure."* This also attempts *"to reduce private cars for daily travel, supports sustainable modes of travel and assists in improving the environment."* The proposed development will encourage a modal shift and be accessible by walking, cycling and public transport, to mitigate its impact.
- 2.4 In regard to development management and transport, PPW12 states:
- 2.5 *"The development must consider the location and design of the new development and how this could encourage walking and cycling to shops and services in the village centre; then consider whether the new development could be located near a bus stop or enable improvements to the bus service; before finally considering the needs of private motor vehicles."*
- 2.6 *The planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. By influencing the location, scale, density, mix of uses and design of new development, the planning system can improve choice in transport and secure accessibility in a way which supports sustainable development, increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution by:*
- *Enabling more sustainable travel choices – increase walking, cycling and public transport, reduce car dependency for daily travel.*
 - *Network Management- make best use of the available capacity, supported by targeted new infrastructure.*
 - *Demand Management – reduce travel demands, specifically that of single-occupancy private vehicles.*

- 2.7 *The Active Travel (Wales) Act 2013 makes walking and cycling the preferred option for shorter journeys to and from the workplace or educational establishments and requires local authorities to produce integrated network maps and identify walking and cycling routes.*
- 2.8 *Spatial strategies should be informed by the development of an integrated planning and transport strategy, which takes into account the transport considerations set out in the Active & Social Places (chapter 4 of PPW12), as well as the transport infrastructure considerations contained in the Productive & Enterprising Places (chapter 5 of PPW12).*
- 2.9 *The planning system should facilitate the delivery, decarbonisation and improvement of transport infrastructure in a way which reduces the need to travel, particularly by private vehicles and facilitates and increases the use of active and sustainable transport. The planning and design of transport infrastructure must consider the needs of users of active and sustainable transport before that of the private car, taking into account the sustainable transport hierarchy.*
- 2.10 *Land use and transport planning must be integrated. The planning system must ensure it enables integration:*
- within and between different types of transport;*
 - between transport measures and land use planning;*
 - between transport measures and policies to protect and improve the environment;*
 - between transport measures and policies for education, health, social inclusion and wealth creation.”*

Future Wales: The National Plan / Wales National Development Framework

- 2.11 Future Wales provides a framework for planning the change and development that Wales requires for the future.
- 2.12 The Welsh National Plan is shaped by the transport strategy and the Low Carbon Wales Plan and sets out to achieve sustainable and interconnected planning systems. This was created in 2020 and is reviewed every 5 years.
- 2.13 Policies 11 and 12 of Wales National Plan by 2040 set out the strategic approach to national and regional connectivity and how the Welsh Government will support and invest in improvements to active travel and public transport. This includes improving the rail, bus, road and cycle network to promote sustainable methods of active travel.
- 2.14 The main theme of the document is to reduce the need to travel, particularly by private vehicles, and support a modal shift to walking, cycling and public transport. Policies 11 and 12 set out the strategic approach to national and regional connectivity and how the Welsh Government will support and invest in improvements to active travel and public transport.

Wales Transport Strategy

- 2.15 Wales Transport Strategy 2021 aims to provide an accessible, sustainable and efficient transport system in Wales through promoting active travel. This includes 3 headline priorities for the next 5 years.
- 2.16 Priority 1 is to bring services to people to reduce the need to travel. Priority 2 is to allow people and goods to move easily by accessible, sustainable and efficient transport services and infrastructure. Whilst Priority 3 is to encourage people to make more use of sustainable transport.

- 2.17 This strategy will include improving public transport services through extending the 'reach,' as well as ensuring services and fares are as accessible as possible.

Monmouthshire County Council Local Transport Plan (Adopted Nov 2023)

- 2.18 The latest LTP from Monmouthshire County Council released in November 2023 for the 2024 - 2029 period, sets out MCC's ambitions. These include:
- *"investing in our active travel network, we will make walking, cycling and wheeling a safe and easy option for journeys shorter than 3 miles to education, employment, shopping, health destinations, and bus and rail stations.*
 - *improve internet speeds to enable equal opportunity for home working and local working hubs*
 - *investment to roll out on-demand and community services will help provide the needed flexibility to link rural settlements to key services and the public transport network*
 - *Acknowledging that there will always be a need for some car journeys, we will strive to keep the roads in good condition, whilst our commitment to electric vehicle charging provision will pave the way for a more sustainable transportation landscape."*
- 2.19 Current challenges mentioned in the LTP are the high level of car dependence due to land use patterns and a lack of alternative transport options. Therefore, the main requirements the LTP states are to improve: provision, cohesiveness, integration, reach and congestion of transport and to increase journeys by walking, cycling and public transport by approximately 17%. MCC states core bus services must provide at least hourly services from 08:00 – 18:00 and at least 2-hourly services during evenings and weekends.

Monmouthshire Local Development Plan

- 2.20 Monmouthshire County Council's Adopted Local Development Plan 2011 - 2021 was adopted in February 2014 and sets out the council's visions and objectives for development and land use and implements them regarding national planning policies and strategies.
- 2.21 *"Paragraph 8.7.2 of Planning Policy Wales (2012) sets out thresholds above which development proposals will need to be accompanied by Transport Assessments (TAs), although the local planning authority will require a TA whenever it considers that there is a justification or specific need. The TA will indicate whether there is a need for improvements or mitigation to overcome any specific problems, as required by Policy MV1.*
- 2.22 *Policy MV1 also seeks to ensure that development proposals make satisfactory provision for access, circulation and parking.*
- 2.23 *TAs provide an important basis for the preparation of Travel Plans, which will be utilised to achieve the integration of new development with sustainable transport facilities required by Policy MV2 below and therefore contribute to reducing traffic growth and reliance on the private car."*
- 2.24 For the proposed parking provision, regard will be given to adopted parking guidelines as set out in the Monmouthshire Parking Standards SPG (January 2013).

Monmouthshire Replacement Local Development Plan

- 2.25 Monmouthshire County Council is preparing a Replacement Local Development Plan (RLDP) for the period from 2018 – 2033. This was updated in September 2023 and places emphasis on having net zero carbon

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homes and ensuring people are living in sustainable communities which are well connected with better access to local services and facilities, open space and employment opportunities.

- 2.26 Page 6 of the RLDP further emphasises increasing connectivity through improvements in infrastructure, internet connection and facilities.
- 2.27 The site that is the subject of this report is a candidate site in the RLDP (Ref CS0183).

3.0 Background Information

Site Location and existing Highway Network

- 3.1 The proposed development is located on the eastern side of Raglan, Monmouthshire. Raglan lies to the northeast of Newport and the southwest of Monmouth. The proposal site is greenfield, currently used for agricultural purposes.
- 3.2 The site is bounded by open fields to the east and south, Monmouth Road to the north and Station Road to the west.
- 3.3 Alongside the northern perimeter of Monmouth Road is a c.1.5m footway which leads west, toward the High Street and Raglan village centre. The area is subject to a 20mph speed limit.
- 3.4 In close proximity to the site are the A40 and A449 trunk roads, managed by the South Wales Trunk Road Agent (SWTRA) on behalf of the Welsh Assembly.
- 3.5 To the east, Monmouth Road connects to a priority staggered crossroads junction with the A40 East, Groesenon Road and the A40 West.
- 3.6 The A40 is situated c. 440m north of the site which leads towards Monmouth (13km away) and Ross-on-Wye, whilst the A40 westbound leads to Abergavenny (16km away). The A40 meets the A449 at a grade-separated interchange to the east of Raglan.
- 3.7 Existing footway provision is provided on the northern side of Monmouth Road towards the village, with footways provided on both sides of the carriageway from the Castle Street/High Street junction towards the centre of Raglan Village which lies within about 400m of the proposed site access.
- 3.8 Along the western boundary of the site on Station Road, footway provision is included on the western side of the carriageway fronting The Church of St Cadoc at the rear end of Raglan VC Primary School. This footway links the car park to the existing footpath to the north of the primary school.

Highway Network Observations

- 3.9 The site and the surrounding highway network have been visited on several occasions during the AM and PM peak periods during typical weekday conditions.
- 3.10 Overall, the local highway network was observed to be operating with low levels of queueing and delay in the AM and PM peak periods.

Locally Proposed Developments

Land North of Monmouth Road

- 3.11 In close proximity to the site, to the north of our site on Monmouth Road, planning permission is yet to be determined for this proposed residential development consisting of 23 dwellings. This has been included in this report as a committed development for robustness.
- 3.12 The development is forecast to generate 11 traffic movements during the AM peak (08:00-09:00), and 10 during the PM peak (17:00-18:00).

- 3.13 This development and its associated traffic have been treated as committed for robustness and included in junction assessments outlined in **Section 7.0** of this TA report.

Traffic Data

- 3.14 A series of Classified Turning Counts (CTCs) were undertaken on 16th November 2023 across the surrounding highway network, at the following junctions:
- A40 (W)/ Groesenon Road/ A40 (E)
 - A40 (W)/ Monmouth Road/ A40 (E)
 - Monmouth Road (W)/ Station Road/ Monmouth Road(E)
 - High Street (W)/Chepstow Road/ Castle Street/ High Street (E)
 - High Street (W)/Usk Road/High Street(E)
- 3.15 The CTC data is included in this report as **Appendix A**.
- 3.16 Automated Traffic Counts (ATCs) have also been carried out along Monmouth Road, to the west and east of the proposed site access locations. The ATC was conducted over 7 days between 16th and 22nd November 2023.
- 3.17 The ATC data is included in this report as **Appendix B**.
- 3.18 Traffic flow diagrams showing the 2023 baseline flows and PCUs can be seen in **Figures 3.1 to 3.4**.

Accident Data

- 3.19 Personal Injury Accident (PIA) data has been obtained via Crashmap (Crashmap.co.uk) for the latest available 5-year period, covering 2018 to 2022. The PIA data can be seen in **Appendix C**.
- 3.20 During the specified 5-year period, there have been a total of 20 PIAs across the surrounding highway network. A summary of the PIA data can be seen in **Table 1**.

T21567**Land South of Monmouth Road, Raglan****Table 1 - Accident Data Summary**

Location	Severity				Of which	
	Slight	Serious	Fatal	Total	Pedestrian	Cyclist
Junctions						
Groesenon Rd/A40 (W)/A40(E)	-	1	-	1	-	-
A40(E)/Monmouth Rd/A40 (W)	1	1	-	2	-	-
A40/A449	5	3	-	8	-	-
Raglan Roundabout	1	1	-	2	-	1
Links						
Chepstow Road	-	1	-	1	-	1
Private Road (Highway Depot Access)	1	-	-	1	-	-
A449	3	1	-	5	-	-
Groesenon Road	-	1	-	1	-	-
Total						
All Accidents	11	9	-	20	-	2

- 3.21 Whilst all PIAs are regrettable, the quantity and severity of PIAs recorded in the vicinity of the site does not give any undue cause for concern for the type of roads being considered, nor does it suggest that there are any cluster sites or potential highway defects that would require further examination or rectification.

4.0 Active and Sustainable Travel

Sustainable Transport Accessibility

- 4.1 It is generally accepted that walking and cycling provide important alternatives to the car and should also be encouraged to form part of longer trips via public transport. Indeed, it is noteworthy that the Institute of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. The suggested walking distances to common facilities are presented in **Table 2** below.
- 4.2 Wales is currently looking to develop its own National Travel Survey. It is noted that Wales will have a different set of travel characteristics to England due to the isolated nature of some communities, the sparsity of services in some locations, and the potential increased length of journeys, which will often mean that enabling active travel in rural areas requires a different approach to that of larger towns and cities. This is recognised in the active travel distances referred to in the Active Travel Act Guidance for Wales.
- 4.3 The Active Travel Act Guidance for Wales of July 2021 [Active Travel Act guidance \(gov.wales\)](https://gov.wales/active-travel-act-guidance) page 40 states the typical distances users will travel for each mode of sustainable transport within Wales. This is presented in **Table 2** below.

Table 2 – Typical distance ranges for each mode of active travel (Active Travel Act Guidance for Wales)

Method of Sustainable Travel	Minimum Distance (km)	Maximum Distance (km)
Walking	<1.60	4.80
Bicycle	<1.60	12.0
E- Bicycle	<1.60	24.20

- 4.4 In addition to the Welsh Government guidance we have included below guidance from the Chartered Institution of Highways and Transportation.

Table 3 – Suggested Walking Distances (IHT Guidelines)

c	Town Centre (m)	Commuting/Schools/ Sightseeing (m)	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

- 4.5 In addition to the IHT guidance, the Manual for Streets (MfS) publication states that. 'walkable neighbourhoods' are typically characterised by having a range of facilities within 10 minutes (up to about 800m) within walking distance of residential areas which residents may access comfortably on foot.
- 4.6 MfS also states that the 800m walking distance is not an upper limit and references the former PPG13 guidance in respect of walking replacing short car trips, particularly those under 2km.

- 4.7 There is also potential for short car trips to be substituted for cycle trips, and for longer trips to be substituted by a combination of cycle and public transport trips.
- 4.8 The CIHT Planning for Cycling document (2014) states that *“The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (DfT, 2014a)”*.
- 4.9 Based on the Welsh Active Travel Guidance the opportunity exists to replace car trips with walking trips up to 4.8km and cycle trips up to 12.0km, with potentially longer trips by E-bicycle. The willingness to make such trips will depend on the journey's purpose, such as for employment.
- 4.10 Monmouth Road westbound which leads towards the High Street, has numerous facilities located near the proposed site. Along the High Street are many localities including hotels and takeaways. These facilities have been listed in **Table 4**. There are also 2 local schools, Raglan CiW VC Primary School and Puddle Ducks Nursery, located south of the site, 130m and 280m along Station Road which can be seen in **Figure 4.1**.

Table 4 – Local Facilities

Local Facility	Distance from Site
Raglan CiW VC Primary School	280m
Puddle Ducks Nursery	370m
Raglan Doctors Surgery	425m
Outdoor Launderette (opp Orchard Cl on High St)	460m
The Church of St Cadoc	500m
The Beaufort, Restaurant and Hotel	510m
Raglan Pharmacy	535m
Raglan Old Church School Hall	550m
The Ship Inn Public House	560m
Nisa Local	560m
Raglan Fryer Takeaway	570m
Extons Clothing Store	580m
Raglan Ford Garage	605m
Raglan Post Office	625m
Raglan Fuel Station	630m
N S James of Raglan Butchers	690m
Raglan Baptist Church	715m
Babyliss Andrew Hair and Beauty	750m
The Cripple Creek Inn	2.5km
Kt Pilates Fitness Club	2.8km
Border Nurseries	3.4km
Raglan Garden Centre	3.5km

- 4.11 The proposed residential development is very well served by facilities adjacent to the site and within a short and comfortable walking distance with footway provision available towards the village centre.

Accessibility by Foot

- 4.12 Across the wider candidate site there are currently 2 PRowWs which lead towards Raglan Training Centre and Monmouthshire County Council's maintenance facilities, as well as towards the recreational playing grounds of Raglan Football Club. The other northbound PRowW leads towards Raglan Castle. This can be seen in the Active and Sustainable Transport Map in **Figure 4.2**.
- 4.13 There is also a PRowW around the northern perimeter of Raglan VC Primary School, to the west of the site. This provides a traffic-free direct route to Chepstow Road and onwards via footways leading to the High Street.
- 4.14 The walking distances are shown in the isochrone of **Figure 4.4**, highlighting the areas around Monmouth Road which are accessible by foot.
- 4.15 The Raglan Healthy Footsteps leisure walking route of 2.3km incorporates parts of Monmouth Road, Chepstow Road, and PRowWs in the vicinity of the site.

Accessibility by Cycle

- 4.16 Reference to the Sustrans website indicates that the National Cycle Network (NCN) 423 runs directly along the northern perimeter of the site on Monmouth Road and continues to the neighbouring town of Monmouth to the north.
- 4.17 NCN Route 423 also connects Monmouth Road to the High Street and Usk Road as well as connecting Raglan to Usk and Caldicot.
- 4.18 According to Monmouthshire's Active Travel Routes website, a series of cycle routes have been shown as part of Wales' Active Travel Map Guidance. This categorises numerous cycle routes into primary, secondary and existing and future cycling routes which are yet to be implemented and/or improved, surrounding the vicinity of the site.
- 4.19 There is also an existing local cycle route around Castle Road which will in future connect to secondary routes further along the High Street westbound.
- 4.20 Other secondary future routes which run perpendicular to the site are seen in **Figure 4.3** leading to the High Street and Monmouth Road. These begin on Station Road, Chepstow Road and Usk Road, all connecting to the High Street to take the form of simple junctions. These connect the local facilities and schools to the High Street and the NCN 423 as well as neighbouring towns and villages including Usk, Abergavenny, Chepstow and Monmouth.
- 4.21 There is also a c.180m cycling path from the top of Monmouth Road which connects to the NCN Route 423.
- 4.22 **Figure 4.5** shows the 5km and 8km cycle distances from the site, as can be seen, surrounding settlements and the outskirts of Monmouth Rd which are accessible by bicycle.

Accessibility by Bus

- 4.23 The nearest bus services are the Newport bus number 60 service, Adventure Travel's 68 service and the Phil Anslow 83 service which passes the site along Monmouth Road. The stops are currently c. 230m from the

centre of the site to the east on Monmouth Road and can be accessed via the PRow along the north of Monmouth Road, heading east. The services are shown in **Table 5** below.

Table 5 – Bus Services

Service No.	Route	Frequency (approx.)		
		Mon-Fri	Sat	Sun
60	Newport – Llangybi - Usk – Raglan - Monmouth	(Every 2 hours) 07:46- 19:01	(Every 2 hours) 08: 01 -17:26	N/A
68	Abergavenny – The Pitt Llanarth - Raglan – Dingestow Village - Monmouth	(Every 2 hours) 07:53– 17:43	(Every 2 hours) 07:53– 17:43	N/A
83	Abergavenny - Raglan – Dingestow - Mitchel Troy – Monmouth	(Every 2 hours) 07:35- 16:54	(Every 2 hours) 08:54 - 14:24	N/A

- 4.24 The nearest bus services are the Newport Bus service number 60, Adventure Travels 68 service and the Phil Anslow 83 service which currently take the form of a single flagpole stop and can be accessed on Monmouth Road west of its junction with Castle Road. These are c. 230m from the centre of the site to the east on Monmouth Road and can be accessed from the footpath along the northern side of Monmouth Road.
- 4.25 **Table 5** above, shows the local bus services for new residents from the proposed site to reach employment and leisure destinations as well as other localities. Services begin from 07:30 onwards, until the evening. The earliest service is at 07:35, on the 83 service, whilst the latest is at 19:01 on the 60 bus service.
- 4.26 The latest of the 3 services, all from the final destination stop of Monmouth Bus Station returning to Raglan is the 60 bus which departs at 19:25, whilst the final 68 service back to Raglan is at 18:15 and the 83-bus service is the earliest finishing service at 17:00 from Monmouth Bus Station to Raglan. This is a suitable sustainable travel link to employment facilities and other localities such as Millbrook Garden Centre, Gibraltar Nursing Home, Raglan Garden Centre and Penpergwm Care Home with routes as far as Monmouth, Abergavenny and Newport.

Summary of Baseline Conditions

- 4.27 The above review demonstrates that the proposed site is readily accessible by a variety of modes of transport that have the potential to reduce reliance on the private car, particularly as there is wide range of facilities located within easy walking distance.
- 4.28 It is therefore considered that residents have a choice in whichever method of active travel they would prefer to use from the proposed site and that the proposals therefore accord with the guiding principles of the LTP, PPW12 and the sustainable transport hierarchy pyramid.

Active and Sustainable Travel Proposals

- 4.29 As part of the development proposals contributions are to be made to the provision of a footway along the western side of Station Road from the school southwards to the nursery and playing fields. A dropped kerb crossing of Station Road is to be provided from the active travel/emergency access to/from the site from/to Station Road.

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- 4.30 A bus stop with a cantilever shelter is to be provided just to the west of the site access. This will bring services closer to residents of the candidate site. A footway will be provided to the shelter from the site access and a dropped kerb crossing of Monmouth Road will be provided.
 - 4.31 In addition, it is proposed that contributions will be made, or works undertaken under s278, to enable the widening of the footway on the northern side of Monmouth Road to 2.0m where possible.
 - 4.32 Proportionate contributions will be made for the improvement of bus services.
 - 4.33 Dwellings will be provided with high-quality broadband connections enabling working from home where that is possible. In addition, all dwellings will be equipped with suitable electric vehicle charging provision.

5.0 Development Proposals

Site Access

- 5.1 The proposed development opposite the site, to the land north of Monmouth Road is the Edenstone Homes DM/2023/01019 residential development of 23 dwellings which is currently under consideration. The proposed access junction is set to be located at the southern end of the site along Monmouth Road which is subject to 20mph.
- 5.2 The vehicular access to the proposed development opposite site is from Monmouth Road via a new priority T-junction c.150m east from the Station Road junction and approximately c.75m west from the centre of our site and 180m west from the existing bus stop which Castle Road. This proposed access of the 23 dwellings is directly opposite the proposed access of our site.
- 5.3 **Drawing T21567.001** details the proposed site access junction layout.
- 5.4 The observed 85th percentile speeds were 37.0mph westbound and 33.7mph eastbound thus requiring splays of 57.6m and 50.4m respectively; the weather during the survey period was wet on two of the days and thus adjustments were made as required to the splays (as per CA 185 guidance).
- The access junction will be located approximately 60m from the centre of the site, with 2m footways on both sides to provide access to dwellings within the site.
- 5.5 The proposed access road will be 5.5m wide with 2.0m footways on both sides of the carriageway and dropped kerb crossings within the site, leading to Monmouth Road.
- 5.6 **Drawing T21567.002** demonstrates that a large refuse vehicle can use the proposed site access junction in a forward gear without any complications.

Internal Layout

- 5.7 The internal layout of the proposed development will be designed in accordance with the guidelines of Manual for Streets (MfS) and MfS2.
- 5.8 Sufficient car parking for the site will be provided in accordance with the Monmouthshire County Council Parking Standards.
- 5.9 Parking provision will be in accordance with Monmouthshire Parking Standards of 2013 to provide on-plot parking spaces and secure cycle storage for each dwelling.

6.0 Traffic Generation, Distribution and Assignment

Traffic Generation

- 6.1 The proposed development is for up to 55 residential dwellings.
- 6.2 The traffic generation for the proposed development has been derived using the TRICS (7.9.3) database and has been conducted in accordance with the TRICS Good Practice Guide.
- 6.3 The following parameters have been used within the TRICS assessment:
- Land Use – Residential, Privately Owned
 - Regions – United Kingdom (excl. Northern Ireland and Greater London)
 - Units – 10 to 150 dwellings
 - Data Range – 01/01/2013 to 29/06/2023
 - Days – Weekdays
 - Locations – Suburban Area, Neighbourhood centre, Residential zone, Village
- 6.4 The TRICS output is included in this report as **Appendix D** and the results are summarised in **Table 5**.

Table 6 – TRICS Generation (55 Residential Dwellings)

Peak Period	Trip Rate (per dwelling)		Trips		Total
	In	Out	In	Out	
AM	0.136	0.324	7	18	25
PM	0.292	0.152	16	8	24

NB: AM peak is 08:00-09:00, PM peak is 17:00-18:00; trips have been rounded.

- 6.5 The development is projected to generate 25 vehicular movements during the AM peak, and 24 during the PM peak; this is equivalent to around one vehicular movement every 2 minutes or so.

Traffic Distribution and Assignment

- 6.6 The forecast residential development traffic has been distributed across the highway network based on 2011 Census Origin/Destination Travel to Work data (using MSOA Monmouthshire 005 as the place of residence); full details are provided in **Appendix E**.
- 6.7 Traffic has been assigned to the network using appropriate online mapping tools and knowledge of the existing area.
- 6.8 The resulting assignment is as follows:
- Monmouth Road (E):
 - High Street E (W) = 10%

- High Street W (W) = 25%
- A40 E (E):
 - A40 E (W) = 65%
 - A40 W (S) = 65%
- Station Road (W) = 35%
- Monmouth Road (W) = 35%

6.9 The development assignment and traffic flow diagrams for the surrounding highway network are shown in **Figures 6.1 to 6.4**.

Committed Development Traffic

- 6.10 As set out earlier in this report, we have included as committed a development which is yet to be approved on land opposite the site to the north of Monmouth Road which will create additional traffic movements across the surrounding highway network.
- 6.11 The proposed Edenstone Homes development DM/2023/01019 will comprise of 23 dwellings.
- 6.12 The anticipated traffic generation the committed development is shown in **Figures 6.5 to 6.6**, with the combined traffic generation from the committed development shown in **Figures 7.1 to 7.6**.

7.0 Traffic Impact and Assessment

Introduction

- 7.1 This section sets out the results of the junction modelling undertaken to assess the capacity surrounding junctions across the local highway network.
- 7.2 Based on the traffic generation assessment undertaken, the proposed development would result in an additional 25 traffic movements on the network during the AM peak, whilst being slightly lower during the PM peak at 24.

Traffic Growth

- 7.3 Baseline traffic data was collected from the surrounding highway network by both CTCs and ATCs conducted in November 2023.
- 7.4 The assessment has been carried out for a future year scenario of 2028, 5 years beyond the collection of base survey data.
- 7.5 Growth factors for MSOA Monmouthshire 005 have been applied to the baseline traffic data to 2028; these growth factors have been obtained from TEMPro and adjusted by the NTM, and are as follows:
- 2023 to 2028 AM Peak = 1.0273
 - 2023 to 2028 PM Peak = 1.0282
- 7.6 The future year traffic flows across the surrounding highway network with and without development traffic (including the committed development traffic with the development scenario) are set out in **Figures 7.1 to 7.6**.

Assessed Junctions

- 7.7 In order to assess the impact that the development will have on the surrounding highway network, a series of junctions have been assessed using the PICADY modules of Junctions 10.
- 7.8 The following junctions have been assessed:
- Junction 1 - Site Access – Priority Junction
 - Junction 2 – Groesenon Road /A40 West / A40 East
 - Junction 3 – A40 East/ Monmouth Road/A40 West
 - Junction 4 – High Street East/Chepstow Road/ Castle Road/High Street West - Crossroads Junction
 - Junction 5 - High Street East/Usk Road/High Street West
 - Junction 6 - Monmouth Road West/Station Road/Monmouth Road East
- 7.9 Each of the junctions has been assessed (where applicable) using the following scenarios:
- 2023 Base

- 2028 Base Flows
- 2028 Base + Committed Development
- 2028 Base + Committed Development + Development Traffic

7.10 It should be noted that despite the traffic count data demonstrating that traffic flows during the peak hours have a relatively flat profile, we have assessed all of the junctions using the One-Hour peaked profile in the Junctions 10 software; as such, all of the assessment work undertaken in this report is considered to be robust.

Junction 1 - Site Access Capacity Analysis

- 7.11 The site access junction has been modelled using the PICADY module of Junctions 10. The full output file for the junction, showing the geometry and capacity calculations are included as **Appendix F**.
- 7.12 The junction has included the committed developments traffic taken from the mitigation proposals specified in the TA report of the Land North of Monmouth Road development (DM/2023/01019) the output file for the mitigation scenario is included as **Appendix H**.
- 7.13 **Table 6** summarises how the junction is forecast to operate in the 2028 future year scenario.

Table 6 – Site Access Junction – PICADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2028 Base + Committed + Development						
Site Access	0.05	0	9	0.02	0	8
Monmouth Rd RT	0.01	0	6	0.01	0	6

- 7.14 **Table 6** demonstrates that the site access junction is forecast to operate with negligible queues and delays, and with significant spare capacity in both peak hours.

Junction 2 – Groesenon Road/A40 West/ A40 East

- 7.15 The staggered junction of Groesenon Road/A40 West/A40 East/Monmouth Road has been assessed as 2 separate junction models due to the unusual layout. The full outputs for each of these junctions indicating the geometry and capacity calculations are included as Appendices I, J and K.
- 7.16 The staggered junction has been separated into Junction 2 – Groesenon Road/A40 West/A40 East and Junction 3 – A40 East/Monmouth Road/A40 West, respectively. Both have been modelled using the PICADY module of Junctions 10. The full output file for the junction, showing the geometry and capacity calculations for both the current year and 2028 base traffic levels are included as **Appendix G**.
- 7.17 **Table 7** summarises how the junction is forecast to operate in the 2023 base year and 2028 future year scenarios.

Table 7 – Groesenon Road/A40 West/A40 East – PICADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2023 Base						
Groesenon Road	0.62	2	57	0.52	1	34
A40 RT	0.14	0	6	0.15	0	4
2028 Base						
Groesenon Road	0.67	2	60	0.55	1	37
A40 RT	0.15	0	5	0.16	1	4
2028 Base + Committed						
Groesenon Road	0.67	2	60	0.55	1	37
A40 RT	0.15	0	5	0.16	1	0
2028 Base + Committed + Development						
Groesenon Road	0.67	2	60	0.55	1	37
A40 RT	0.15	0	5	0.16	1	0

- 7.18 The results in **Table 7** above demonstrate that the junction operates within capacity, with minimal queuing lengths, and a delay of 60 seconds during the AM peak and 37 during the PM peak along Groesenon Road in all future scenarios.
- 7.19 The proposed development does not lead to any increase in queue lengths or delay times and therefore does not have any noticeable impact on the performance of the junction.
- 7.20 Based on the above, the traffic impacts of the development proposal are minimal and no mitigation is necessary at this junction to accommodate the proposed development.

Junction 3 – A40 East/Monmouth Road/A40 West

- 7.21 The junction between A40 eastbound, Monmouth Road and A40 west has been modelled using the PICADY module of Junctions 10.

Table 8 – A40 East/Monmouth Road/A40 West – PICADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2023 Base						
Monmouth Road LT	0.02	0	6	0.01	0	7
Monmouth Road RT	0.23	0	8	0.10	0	7
A40	0.00	0	0	0.00	0	0
2028 Base Flows						
Monmouth Road LT	0.02	0	6	0.01	0	7
Monmouth Road RT	0.24	0	8	0.11	0	8
A40	0.00	0	0	0.00	0	0
2028 Base + Committed						
Monmouth Road LT	0.02	0	6	0.01	0	7
Monmouth Road RT	0.25	0	9	0.11	0	8
A40	0.00	0	0	0.00	0	0
2028 Base + Committed + Development						
Monmouth Road LT	0.02	0	6	0.01	0	7
Monmouth Road RT	0.27	0	9	0.12	0	8
A40	0.00	0	0	0.00	0	0

- 7.22 **Table 8** shows that the junction performs well within capacity, with minimal queues or delays in all future year scenarios, including with development traffic.

Junction 4 – High Street East/ Chepstow Rd/ High Street West/Castle Street

- 7.23 The High Street East/ Chepstow Road/ Castle Street/High Street West junction has been modelled using the PICADY module of Junctions 10. The full output file for the junction, showing the geometry and capacity calculations are included as **Appendix I**.
- 7.24 **Table 9** summarises how the junction is forecast to operate in the 2023 base year and 2028 future year scenarios.

Table 9 – High Street East/ Chepstow/ High Street West/Castle Road - Crossroads Junction – PICADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2023 Base						
Chepstow Rd	0.25	0	10	0.31	1	10
High Street E	0.01	0	6	0.02	0	6
Castle Rd	0.06	0	10	0.03	0	10
High Street W	0.20	0	8	0.10	0	7
2028 Base Flows						
Chepstow Rd	0.26	0	10	0.32	1	10
High Street E	0.01	0	6	0.02	0	6
Castle Rd	0.06	0	10	0.03	0	10
High Street W	0.20	0	8	0.10	0	7
2028 Base + Committed						
Chepstow Rd	0.26	0	10	0.32	1	10
High Street E	0.01	0	6	0.02	0	6
Castle Rd	0.06	0	10	0.03	0	10
High Street W	0.20	0	8	0.10	0	7
2028 Base + Committed + Development						
Chepstow Rd	0.26	0	10	0.32	1	10
High Street E	0.01	0	6	0.02	0	6
Castle Rd	0.06	0	10	0.03	0	10
High Street W	0.20	0	8	0.10	0	7

7.25 **Table 9** shows that the crossroads performs within capacity in all scenarios, including those including traffic generated by the proposed development.

7.26 The development proposal has no impact on queues or delays at this junction and no mitigation is necessary to accommodate the proposed development.

Junction 5 – High Street West/ Usk Road/ High Street East

7.27 The priority T-junction between Usk Road and the High Street has been modelled using the PICADY module of Junctions 10. The full output file for the junction, showing the geometry and capacity calculations are included as **Appendix J**.

7.28 **Table 10** summarises how the junction is forecast to operate in the 2023 base year and 2028 future year scenario.

Table 10 – High Street West/ Usk Road/ High Street East Junction – PICADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2023 Base						
Usk Rd	0.16	0	9	0.15	0	9
High Street W	0.05	0	6	0.12	0	7
2028 Base Flows						
Usk Rd	0.16	0	9	0.15	0	9
High Street W	0.05	0	6	0.12	0	7
2028 Base + Committed						
Usk Rd	0.16	0	9	0.15	0	9
High Street W	0.05	0	6	0.12	0	7
2028 Base + Committed + Development						
Usk Rd	0.17	0	9	0.15	0	9
High Street W	0.05	0	6	0.12	0	7

- 7.29 **Table 10** shows that the crossroads junction between Usk Road and the High Street performs within capacity in all scenarios, including with development traffic, during both peak hours. The development traffic does not impact in any way on queues or delays at this junction and no mitigation is required to accommodate the proposed development.

Junction 6 – Monmouth Road East/ Station Road/ Monmouth Road West

- 7.30 The High Street East/ Chepstow Road, High Street West junction has been modelled using the PICADY module of Junctions 10. The full output file for the junction, showing the geometry and capacity calculations are included as **Appendix K**.
- 7.31 **Table 11** summarises how the junction is forecast to operate in the 2023 base year and 2028 future year scenarios.

Table 11 – Monmouth Road East/ Station Road/ Monmouth Road West Crossroads Junction – PICADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2023 Base						
Station Rd	0.16	0	9	0.15	0	9
Monmouth Rd RT	0.05	0	6	0.12	0	7
2028 Base Flows						
Station Rd	0.16	0	9	0.15	0	9
Monmouth Rd RT	0.05	0	6	0.12	0	7
2028 Base + Committed						
Station Rd	0.16	0	9	0.15	0	9
Monmouth Rd RT	0.05	0	6	0.12	0	7
2028 Base + Committed + Development						
Station Rd	0.17	0	9	0.15	0	9
Monmouth Rd RT	0.05	0	6	0.12	0	7

- 7.32 **Table 11** shows that the junction performs well within capacity, with minimal queues or delays in all future year scenarios, including with development traffic.

Summary

- 7.33 The analysis carried out across the specified junctions on the highway network shows that the impact of traffic generated by the proposed development will be negligible.
- 7.34 No physical mitigation works are deemed necessary at any of the junctions assessed in order to accommodate the traffic associated with the proposed development.

8.0 Summary and Conclusion

Summary

- 8.1 Hub Transport Planning Ltd has been commissioned by Richborough to produce a Transport Assessment for a proposed residential development of up to 55 dwellings on land south of Monmouth Road, Raglan.
- 8.2 Safe and suitable access is provided from Monmouth Road via a new priority T-junction; informal pedestrian crossings will also be provided along Monmouth Road to assist in safe crossing of this road which is restricted to a 20mph speed limit. The crossings will assist in safe access to local bus services and local facilities.
- 8.3 A bus stop and cantilever shelter are to be provided on Monmouth Road just to the west of the vehicle access which will bring services closer for residents of the candidate site.
- 8.4 The development will contribute towards the provision of a footway on the western side of Station Road which, along with the dropped kerb crossing from the site, will provide access to the recreational playing fields, Puddle Ducks Nursery and Raglan VC Primary School to provide a safe active travel link to these facilities from the candidate site. The development will also contribute towards the improvement of the footway on the northern side of Monmouth Road in the vicinity of the site. As well as this, the development will make proportionate contributions towards bus service provision in Raglan.
- 8.5 A review of PIA data across the surrounding highway network does not indicate any specific highway safety issues that would need to be addressed, with very few PIAs across the village during the latest 5-year period.
- 8.6 There is a wide range of local facilities within a safe and easy walking and cycling distance of the proposed development.
- 8.7 Part of the National Cycling Network (NCN 423) runs along Monmouth Road and provides access to neighbouring villages. Other local cycle routes are provided around the village. There are also viable public transport options from the site, with bus services towards Monmouth, Abergavenny and Newport.
- 8.8 The development is predicted to generate 25 vehicular movements during the AM peak, and 24 during the PM peak; this is equivalent to approximately one additional vehicle movement every two minutes or so during peak hours.
- 8.9 Capacity assessments undertaken for the site access junction as well as across the local highway network show that the traffic generated by the proposed development will have a minimal impact on the capacity and operation of local junctions.

Conclusion

- 8.10 PPW12 states that opportunities to promote sustainable transport modes should be taken up and that safe and suitable access to the site is achievable for all users.
- 8.11 The development is located to make use of existing infrastructure and services and is suitable in transport terms. The development will promote the use of active and sustainable modes of transport, and the site will provide safe and suitable access for all users.
- 8.12 Bearing the above in mind, the PPW12 places strong emphasis on the sustainable modes of transport hierarchy and states that to achieve active and social linkages policies “will require developments to encourage

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Land South of Monmouth Road, Raglan

modal shift and be easily accessible by walking, cycling and public transport, by virtue of their location, design and provision of on and off-site sustainable transport infrastructure.”

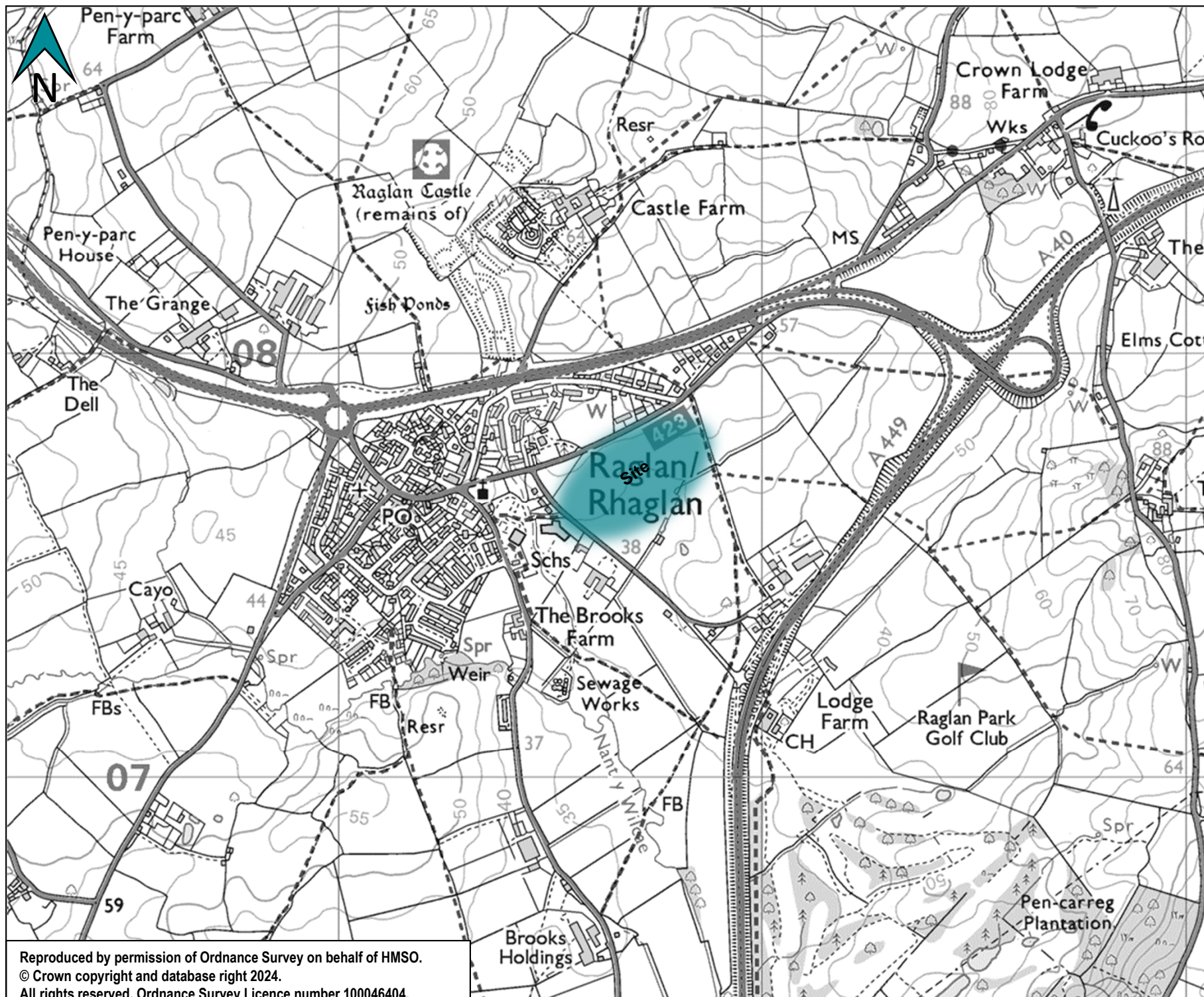
- 8.13 The candidate site is very well located to take advantage of existing active and sustainable travel networks and nearby local facilities. Active/sustainable travel will be encouraged through the implementation of footways and bus shelters and encouraged through the implementation of a strong Travel Plan.
- 8.14 As such, it is considered that there are no reasons why the proposals should be resisted on traffic or transportation grounds.

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Figures



Legend

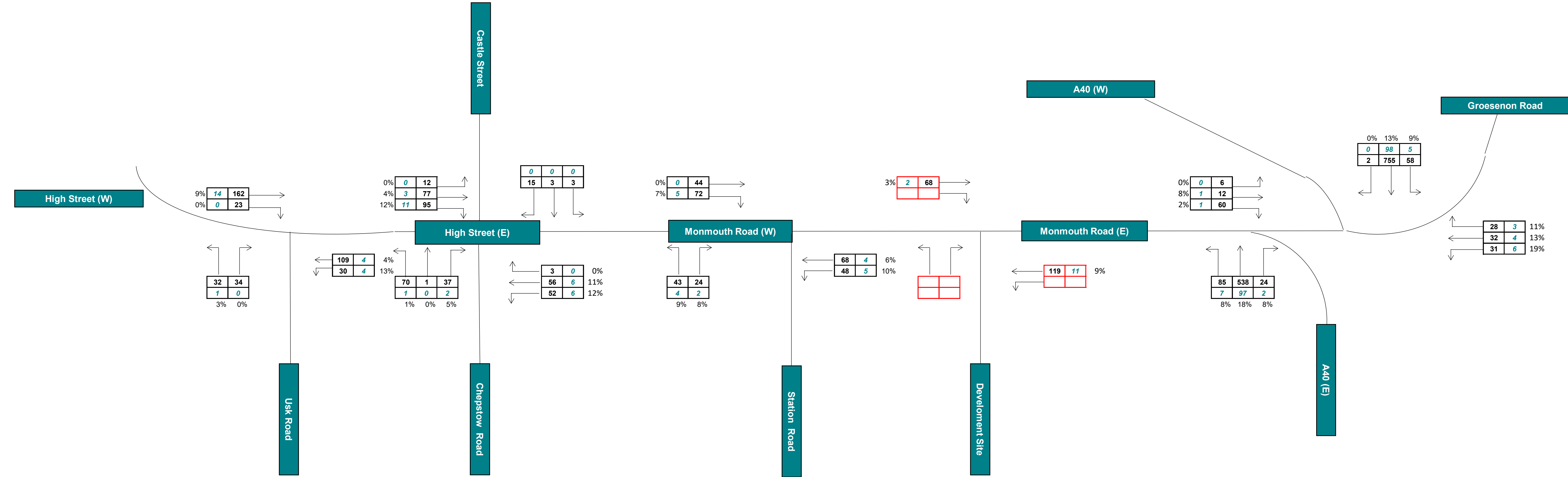


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Raglan, Monmouthshire
Figure 1.1 – Site Location

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Figure 2.1: The Sustainable Transport Hierarchy for Planning from PPW12



123	Total Vehicles
45	HGVs



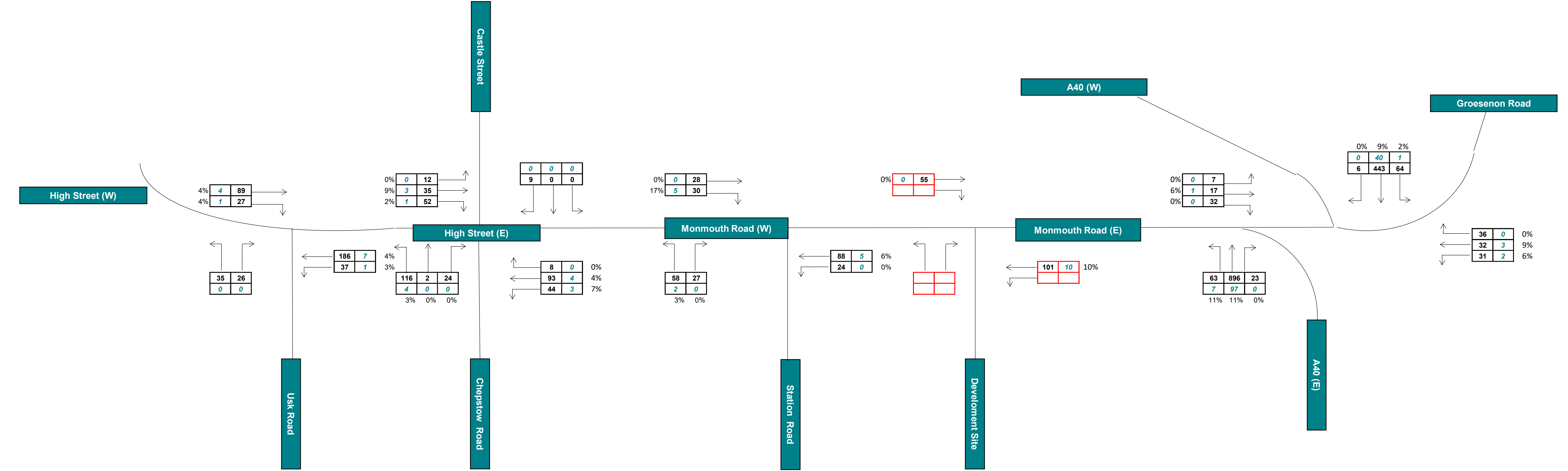
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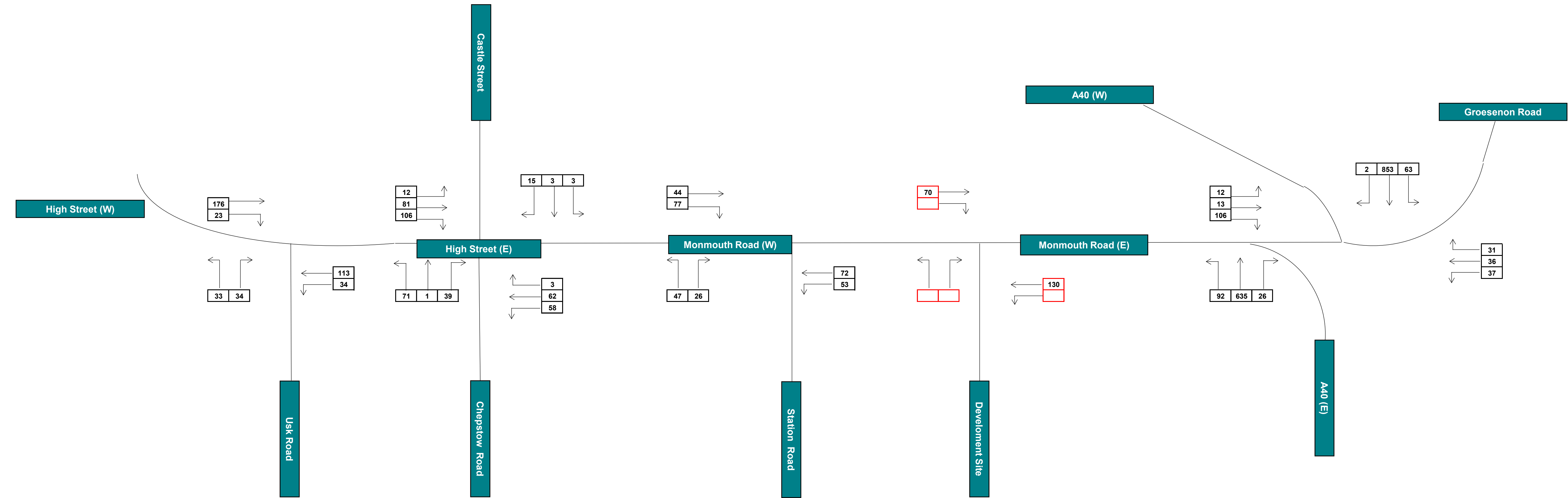
Figure 3.1

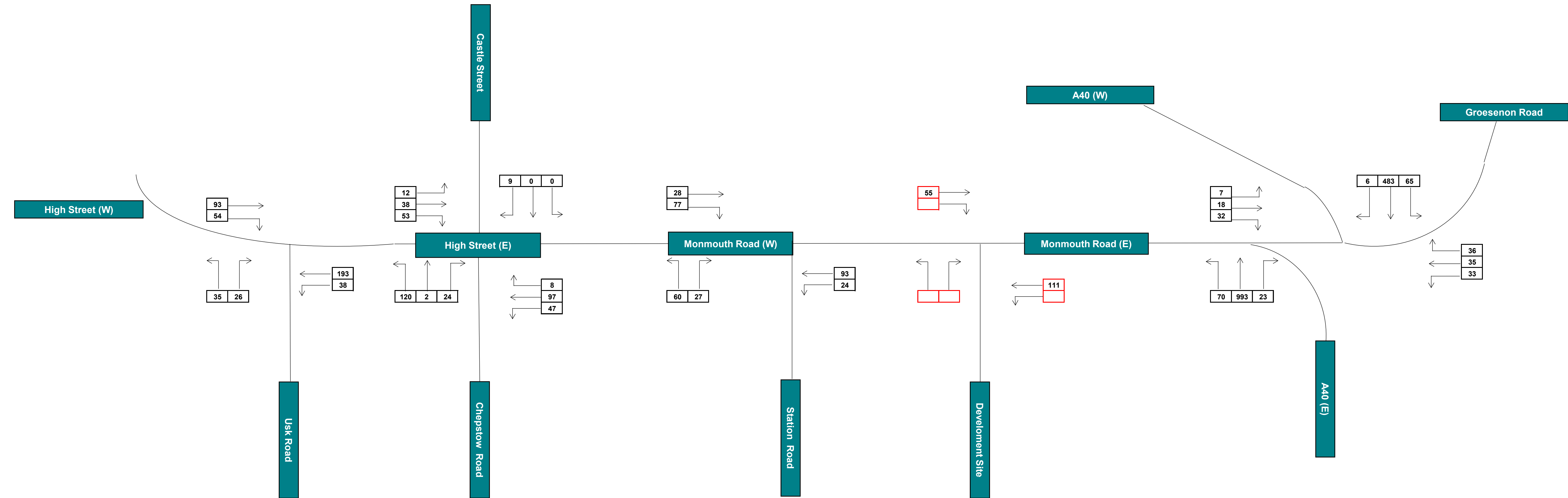
2023 Surveyed Base

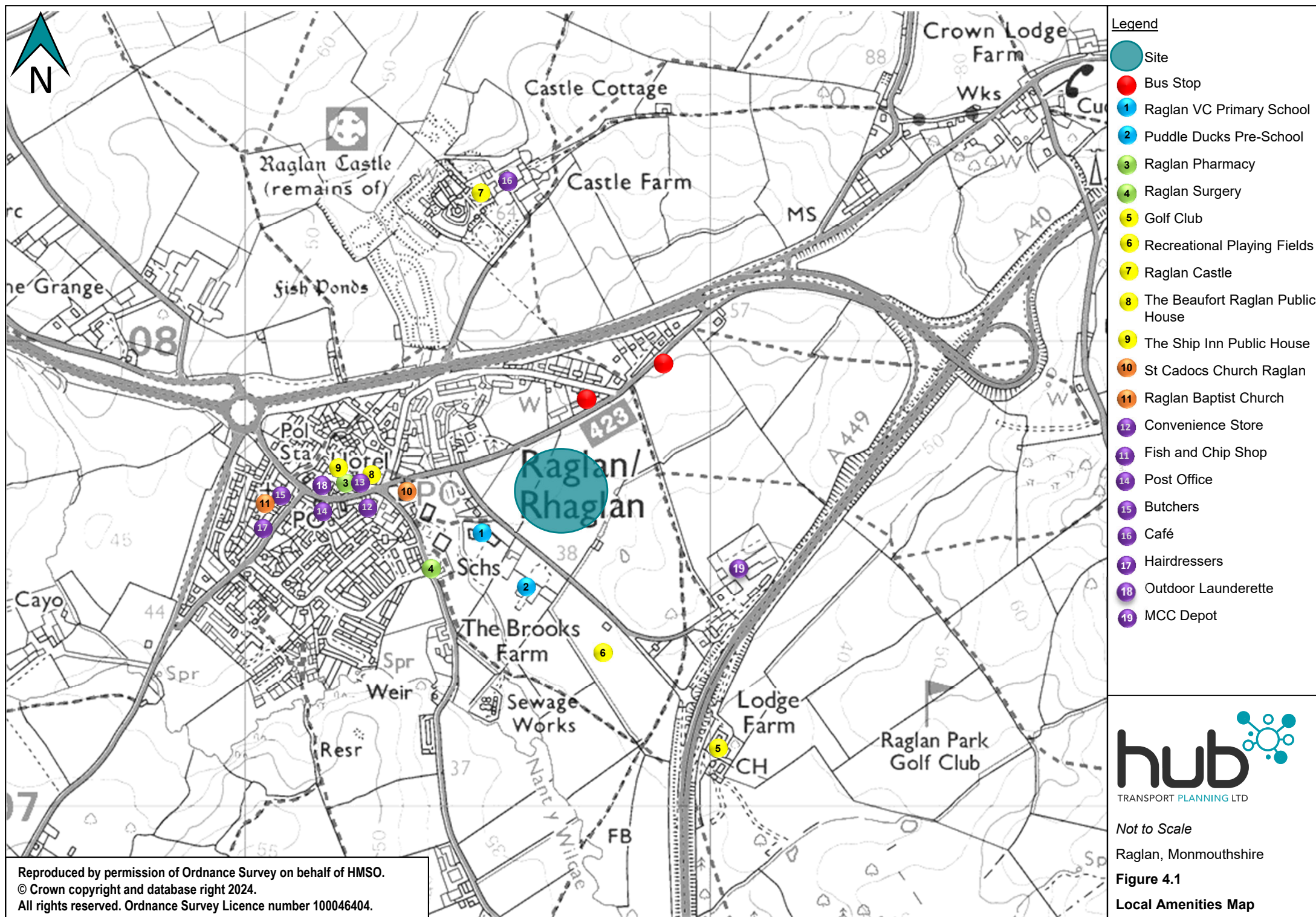
AM Peak Hour: 08:00 - 09:00

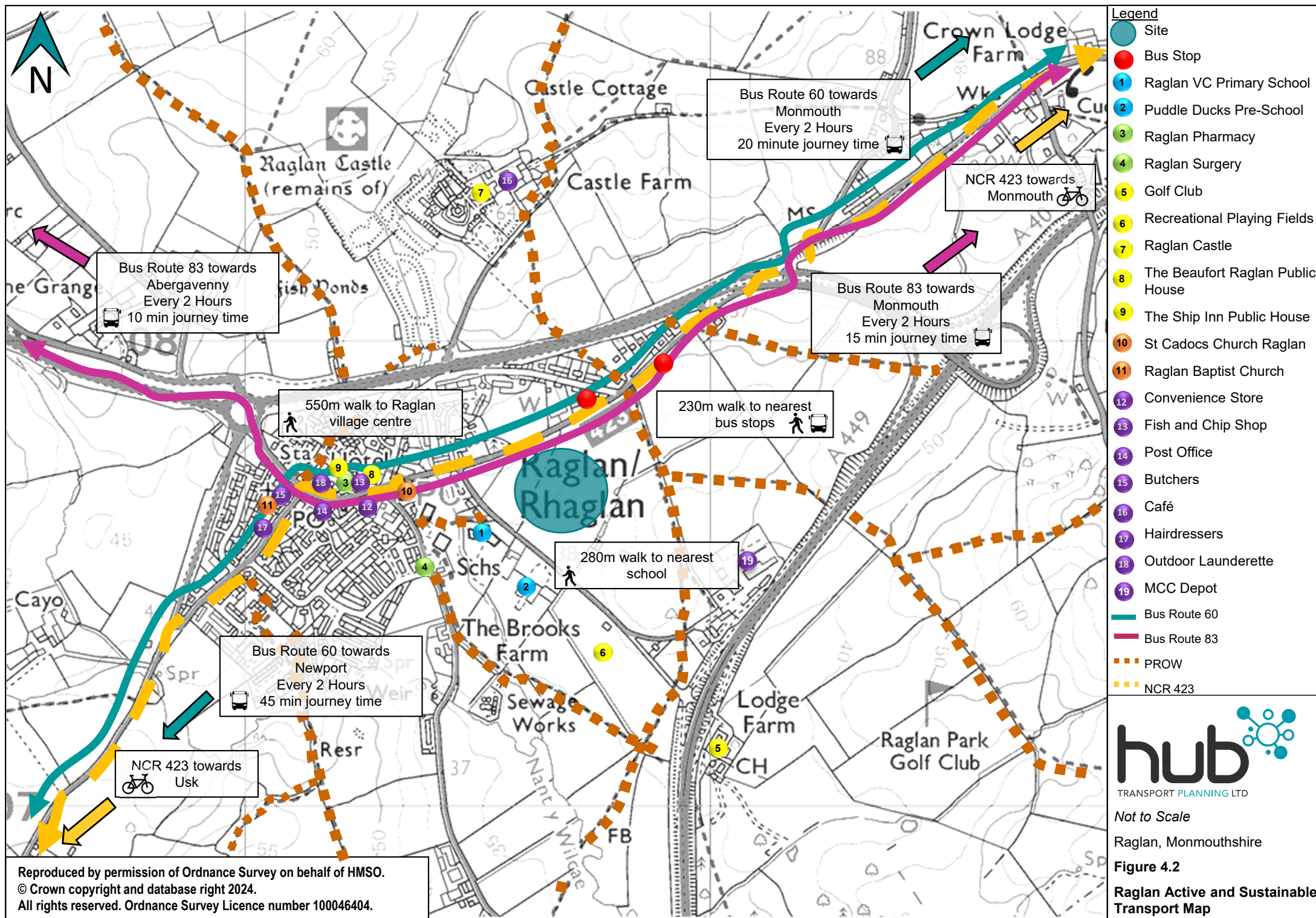


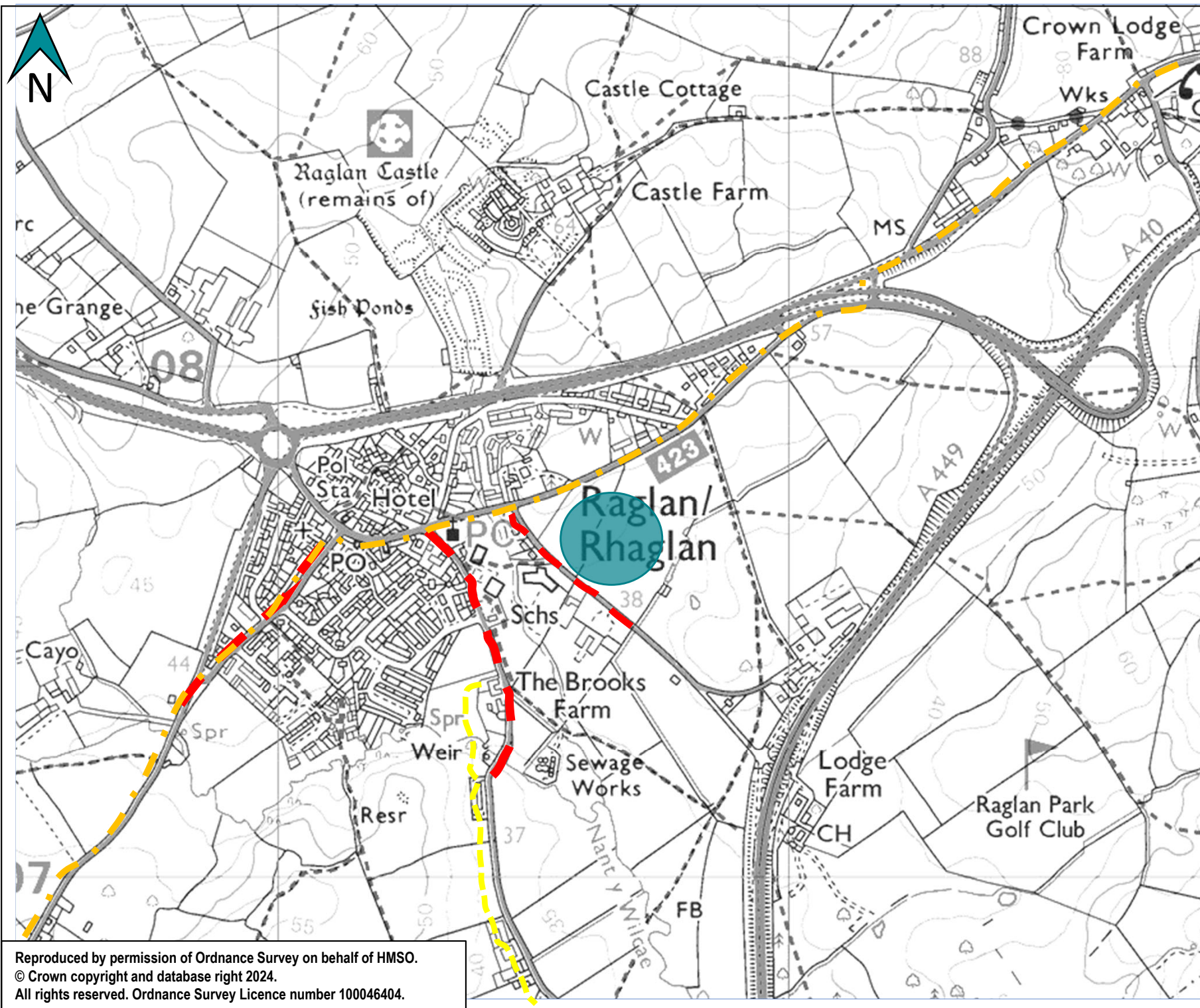
	T21567 Raglan
	Figure 3.2 2023 Surveyed Base PM Peak Hour: 17:00 - 18:00











Results obtained by MCC
Active Travel Consultation
Website*

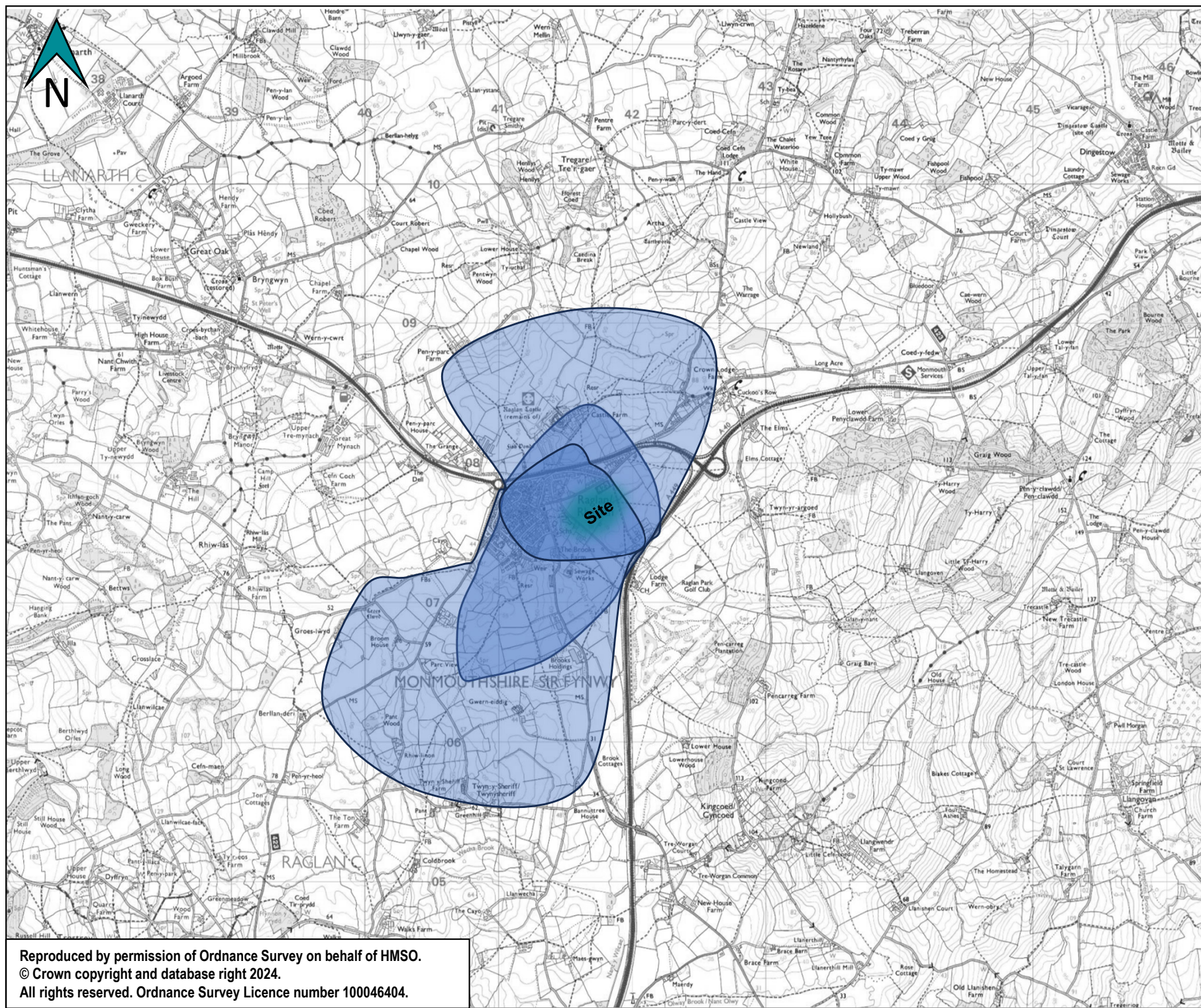
- Site
- NCR 423
- Future Routes
- Other Long Term Connections



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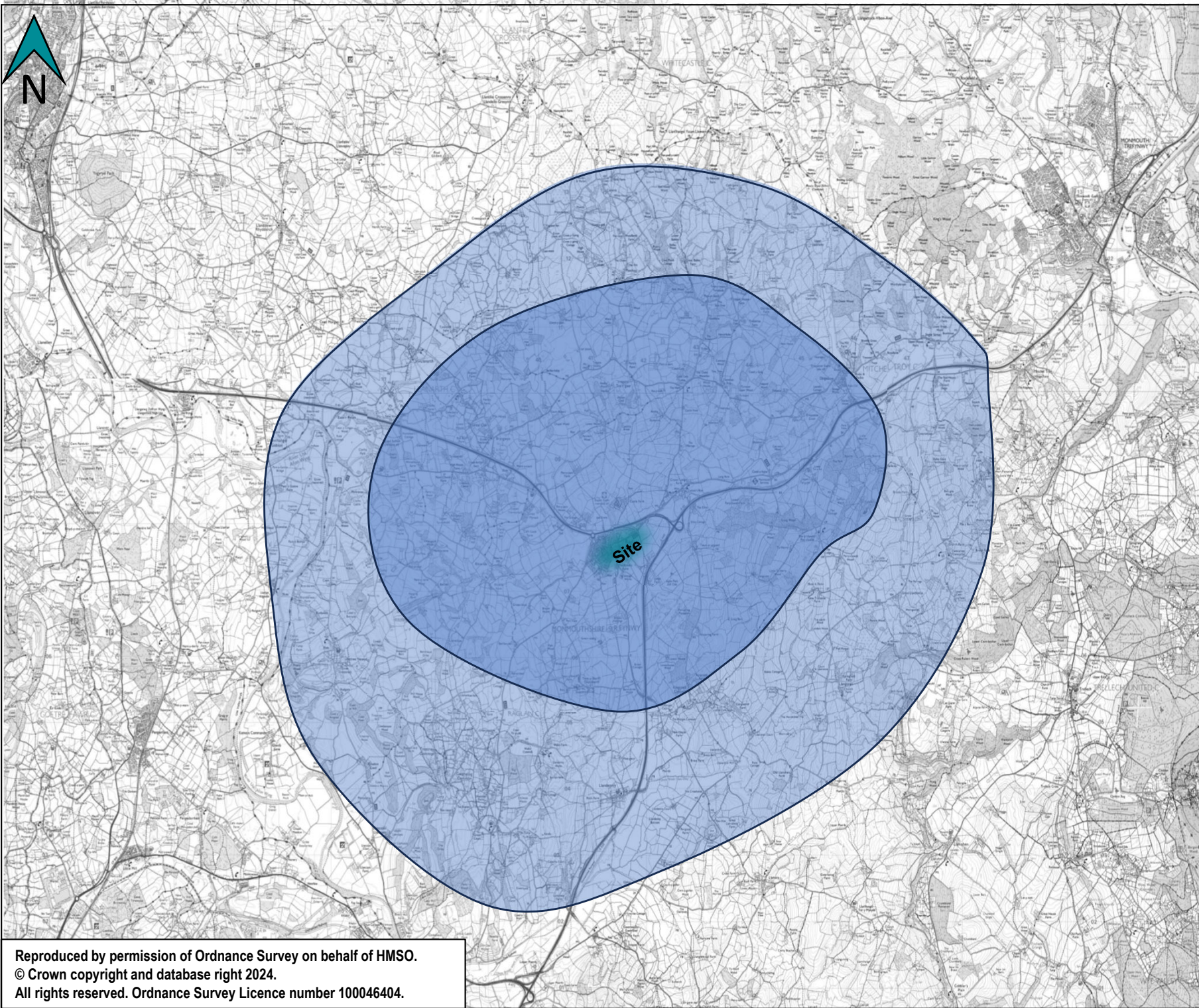
Raglan, Monmouthshire

Figure 4.3 – Future Cycle Routes provided by MCC



Legend

- Site
- 800m Walk Distance
- 1.2km Walk Distance
- 2.0km Walk Distance



Legend

-  Site
-  5km Cycle Distance
-  8km Cycle Distance



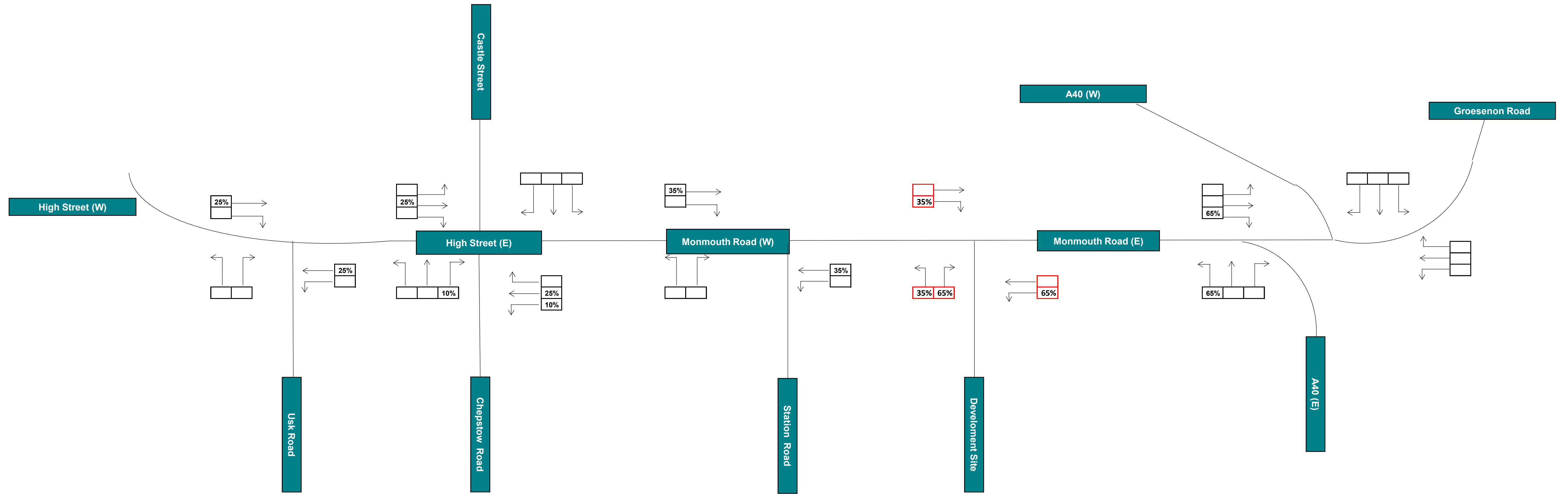
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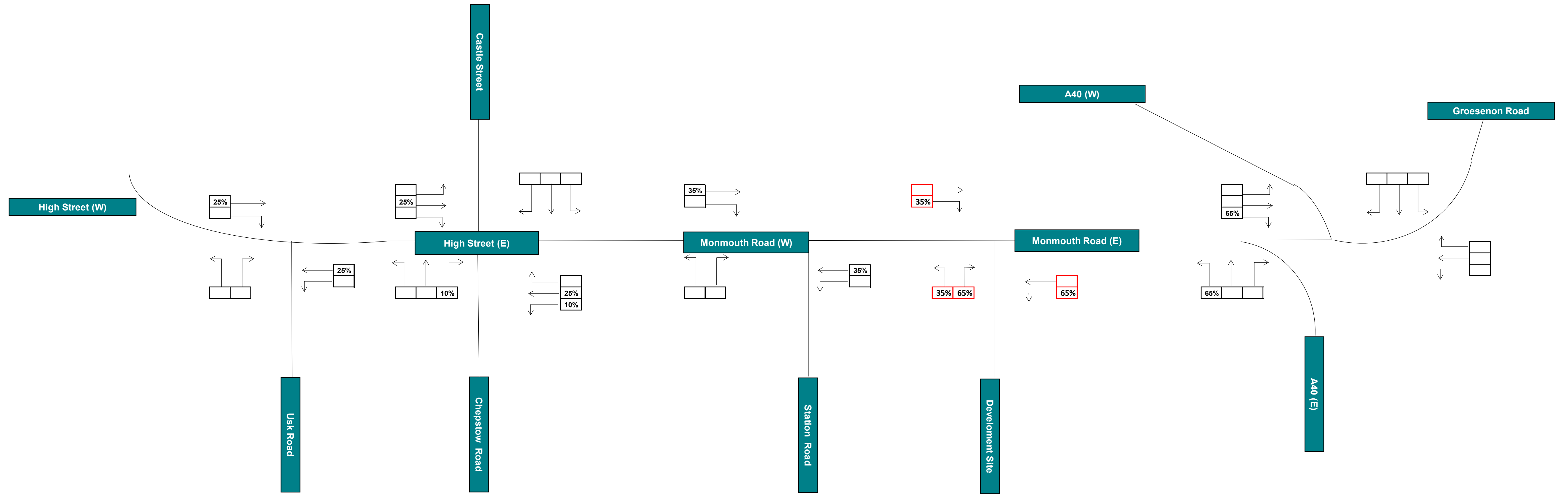
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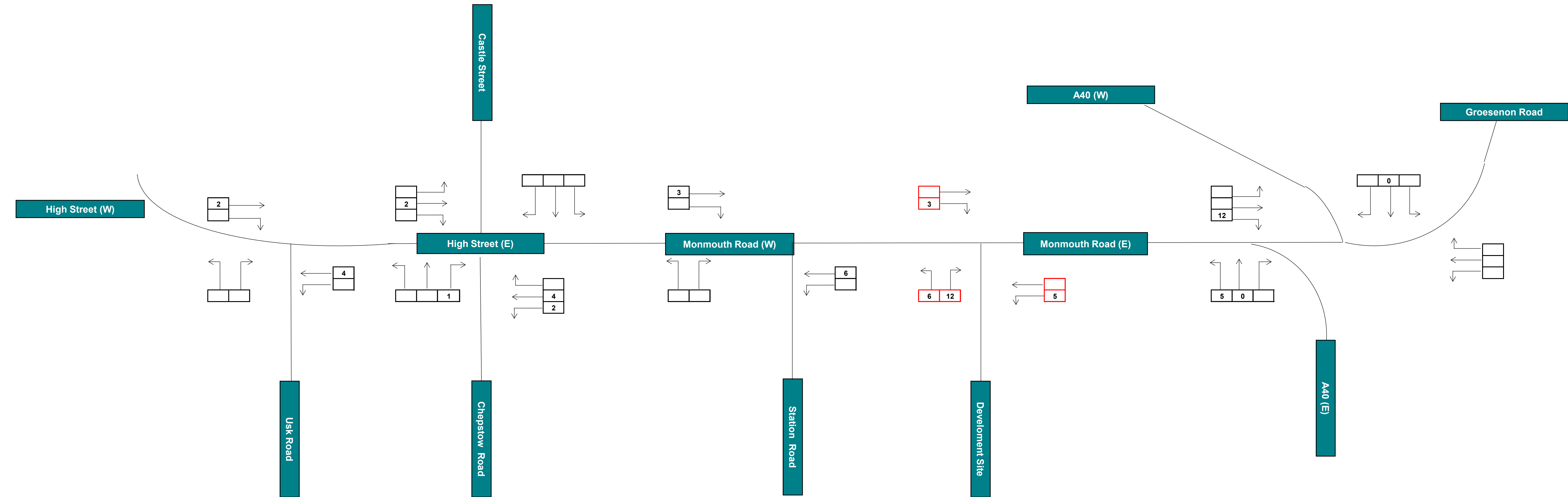
Raglan, Monmouthshire

Figure 4.5 – Cycle Distance

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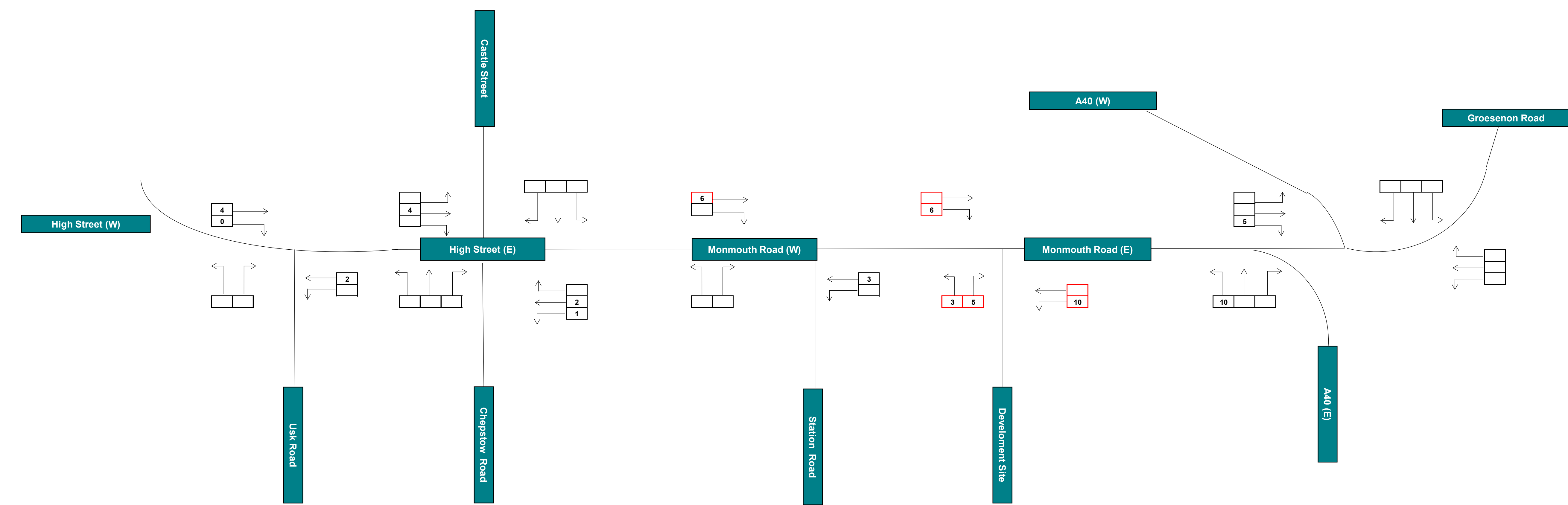


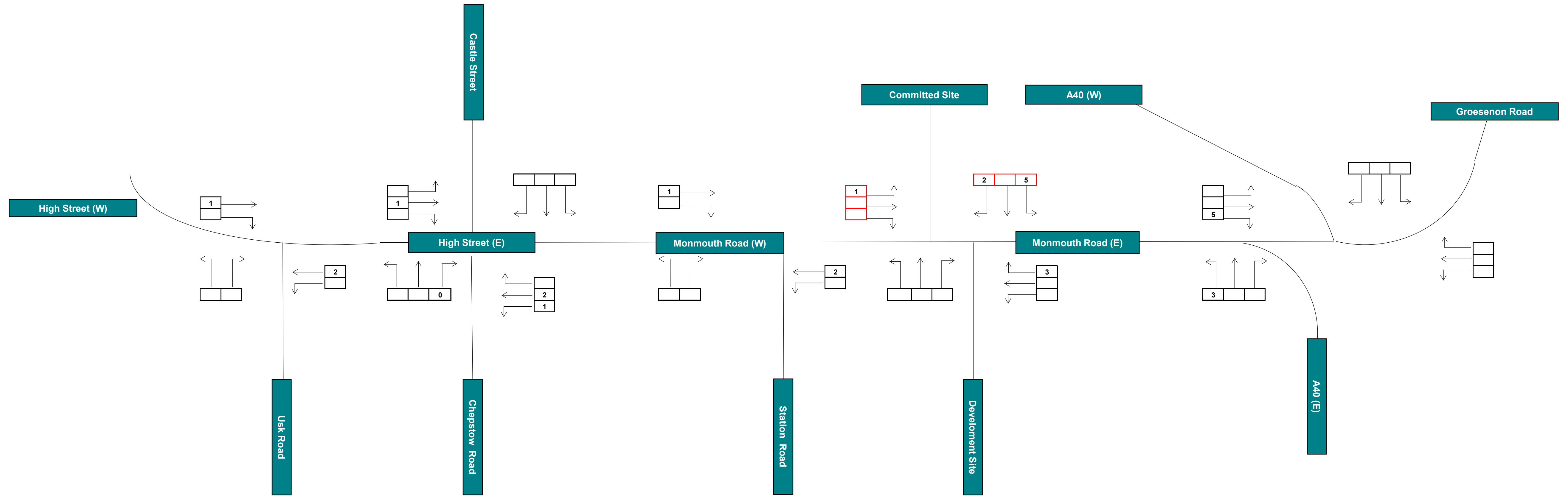
123	Total Vehicles

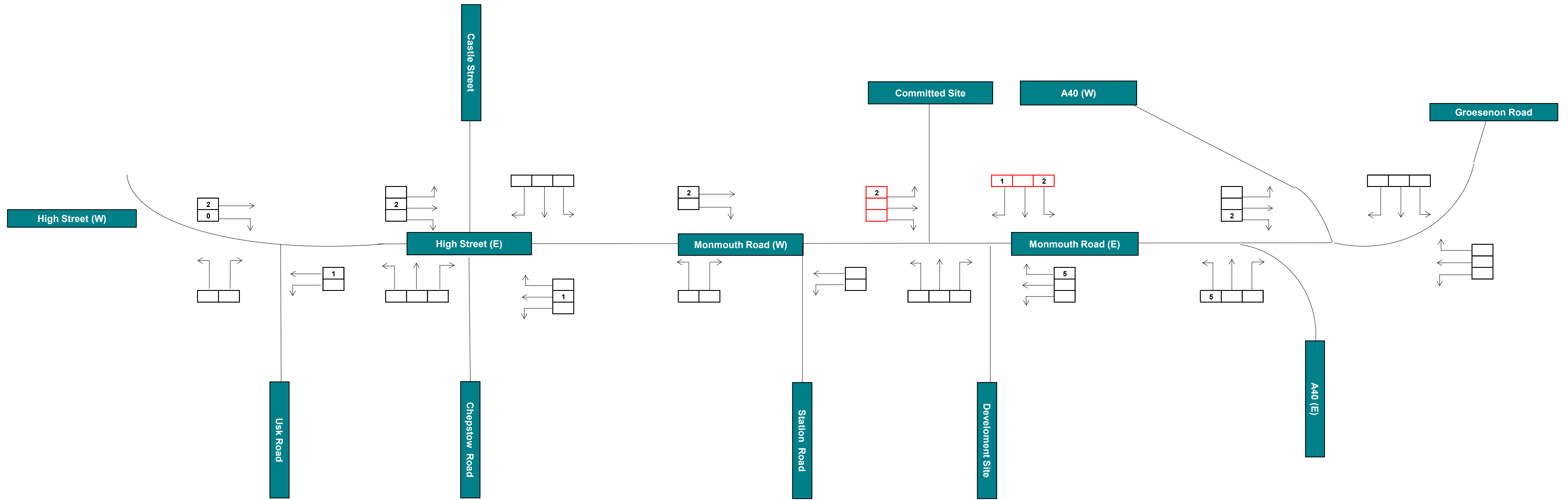


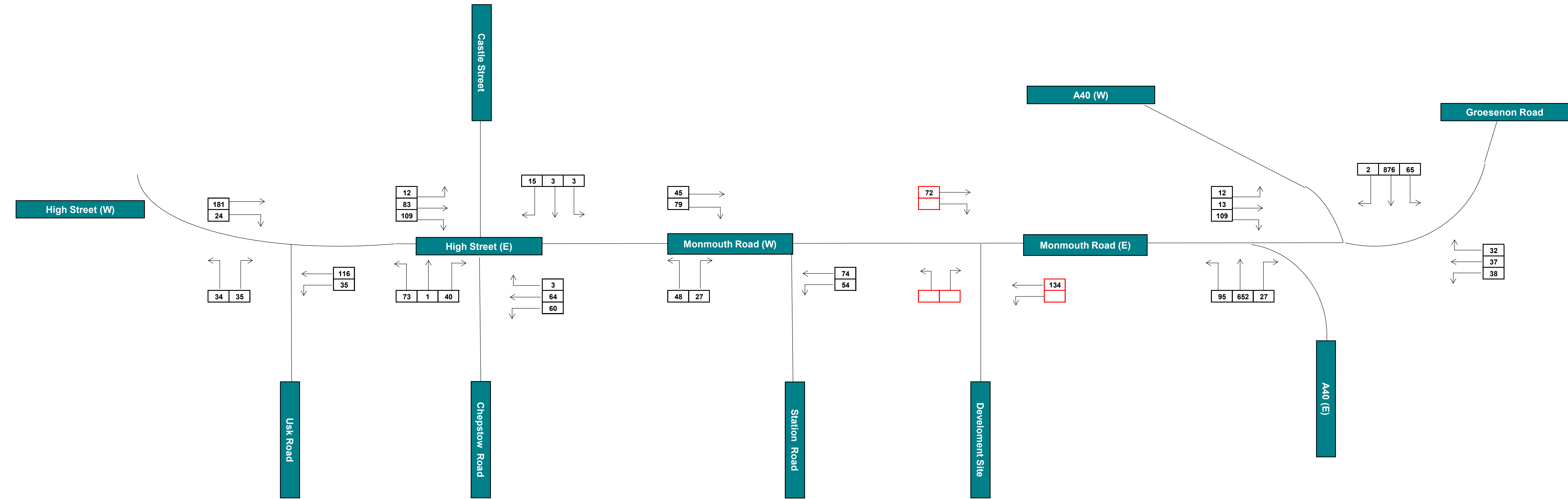
hub
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Raglan
Figure 6.3
Development Traffic
AM Peak Hour: 08:00 - 09:00



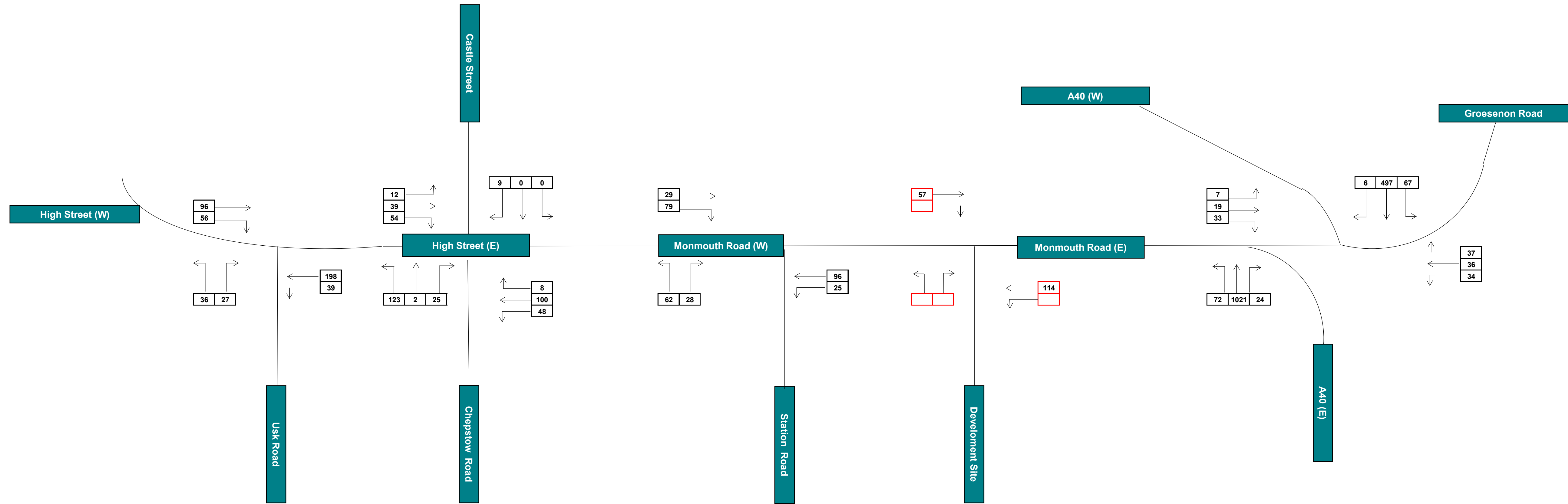






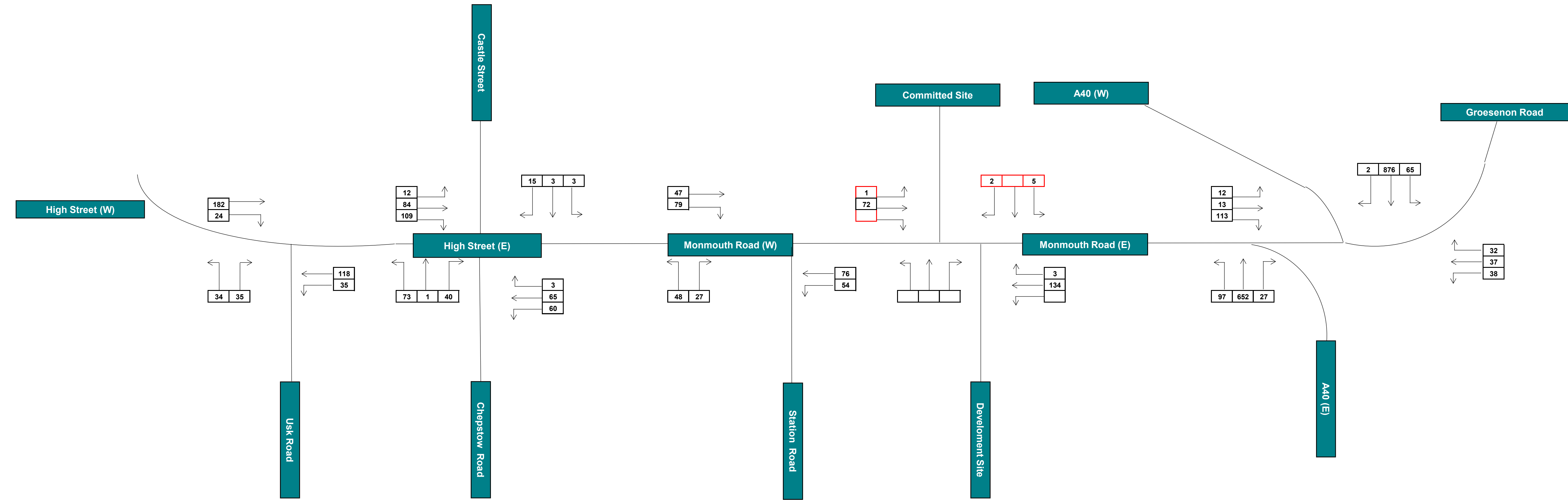
3382	PCUs

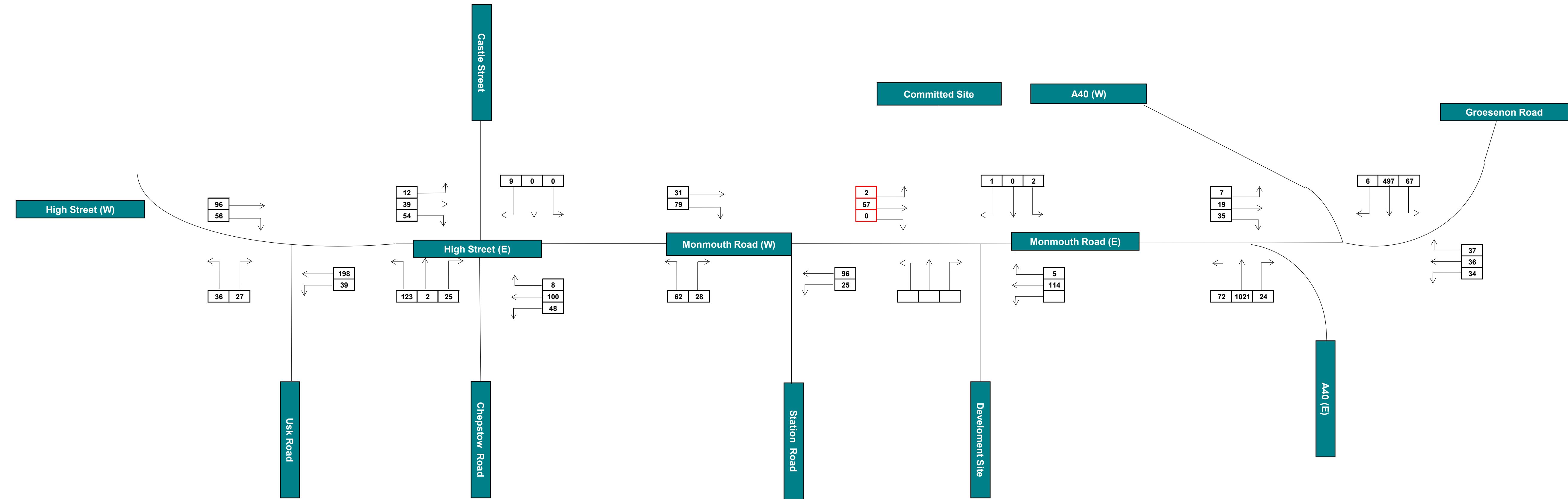
 TRANSPORT PLANNING LTD	T21567
	Raglan
	Figure 7.1
2028 PCUs	
AM Peak Hour: 08:00 - 09:00	

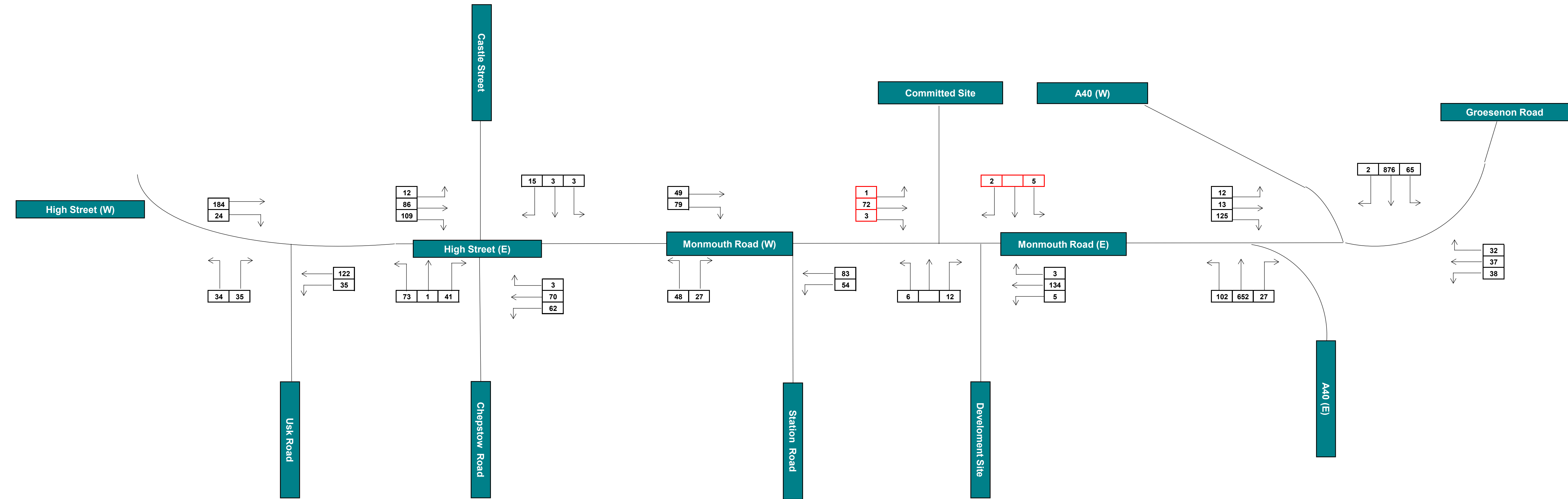


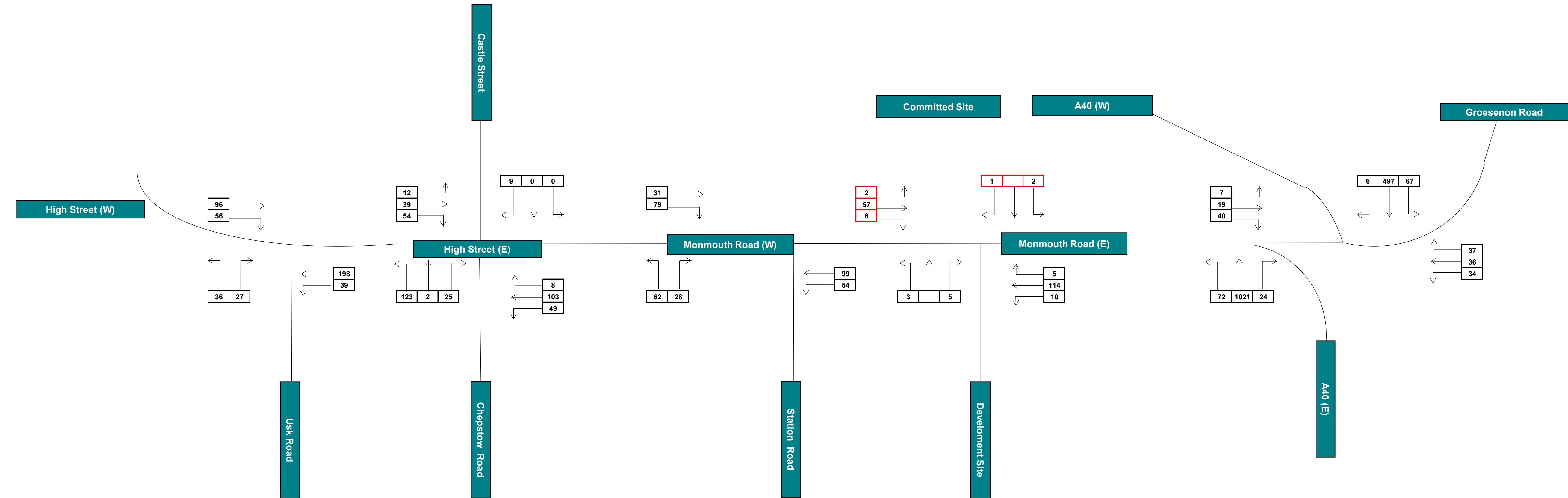
3213	PCUs

 TRANSPORT PLANNING LTD	T21567
	Raglan
	Figure 7.2
2028 PCUs	
PM Peak Hour: 17:00 - 18:00	









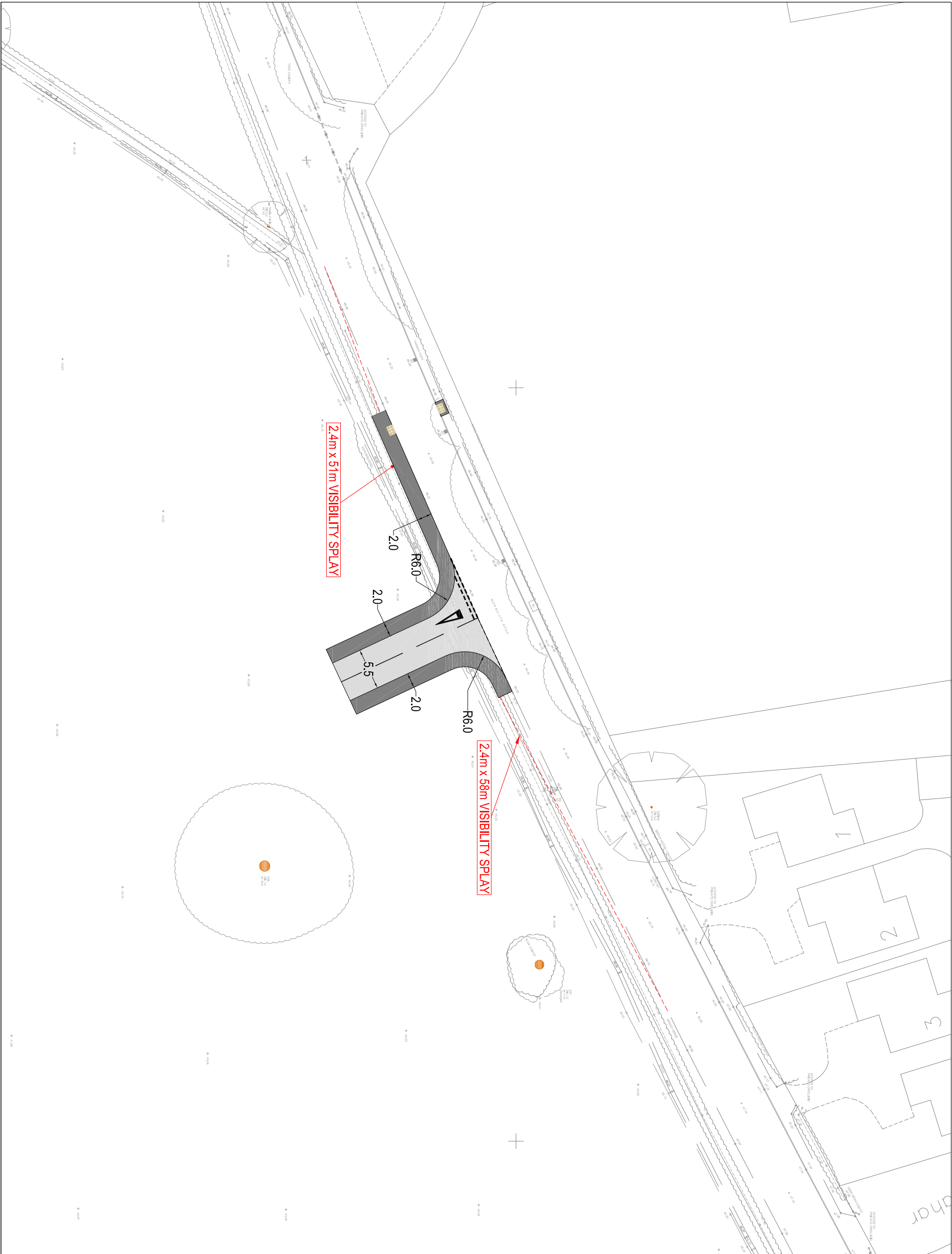
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Land South of Monmouth Road, Raglan



Drawings

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- 2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

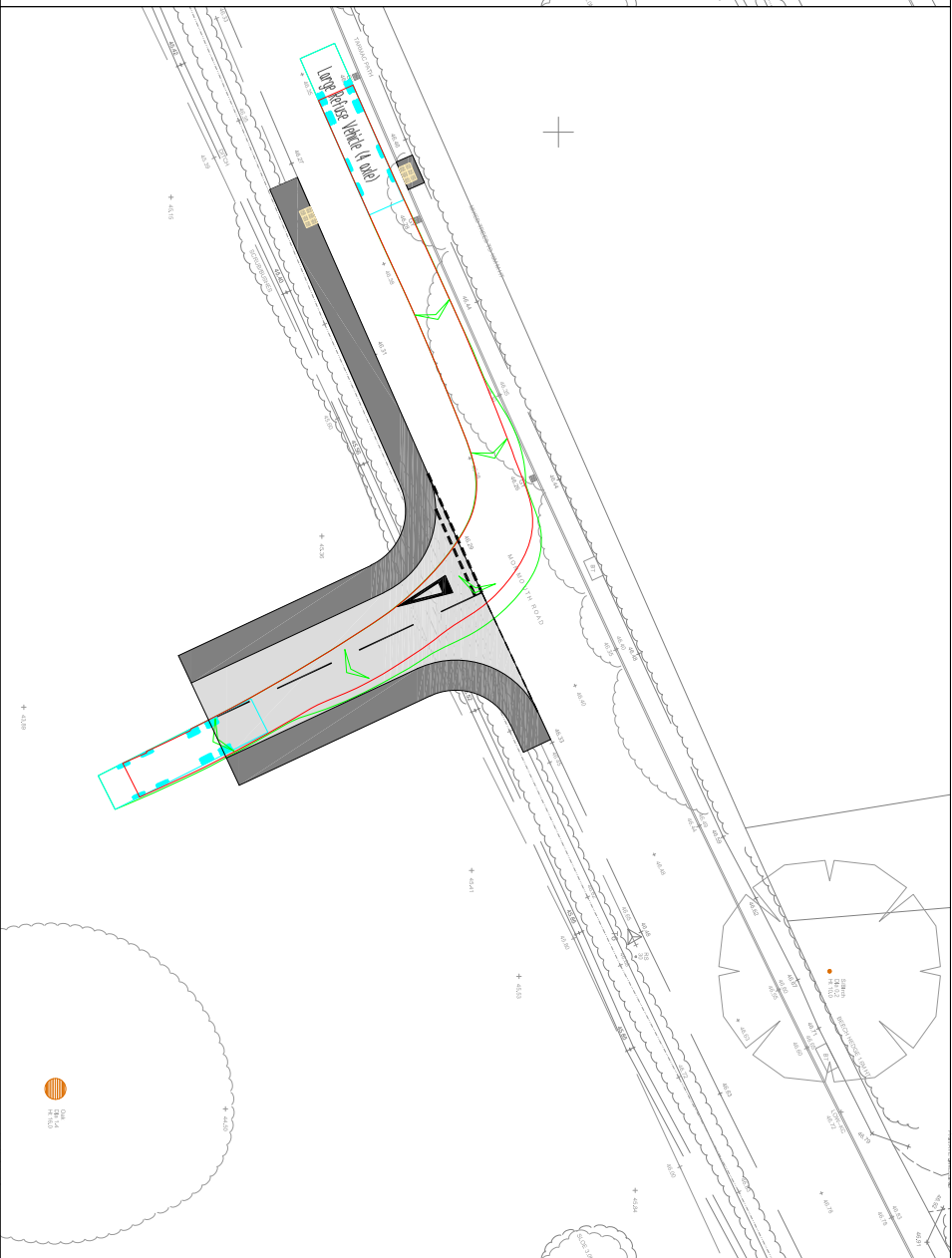
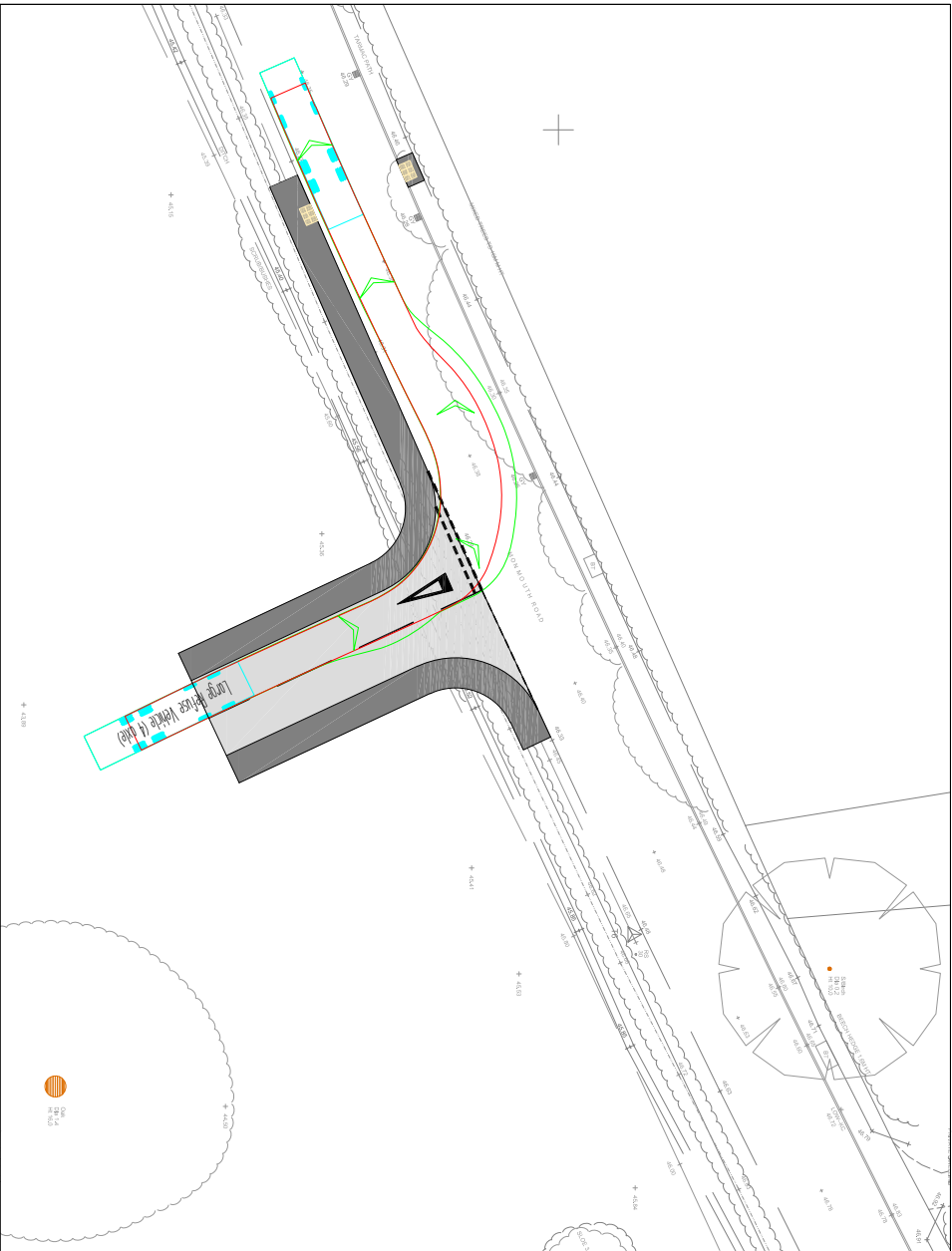


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DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
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PROJECT NO.		DRAWING NO.		REV
T21567		001		-

CLIENT RICHBOROUGH	
PROJECT MONMOUTH ROAD RAGLAN	
TITLE PROPOSED SITE ACCESS LAYOUT	

hub TRANSPORT PLANNING LTD Hub Transport Planning Ltd Floor 1B 4 Temple Row Birmingham B2 5HG T : 0121 454 5530	
CLIENT RICHBOROUGH	
PROJECT MONMOUTH ROAD RAGLAN	
TITLE PROPOSED SITE ACCESS LAYOUT	

REV	DESCRIPTION	DATE	BY	AUTH



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2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

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Birmingham
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CLIENT
RICHBOROUGH

PROJECT
MONMOUTH ROAD
RAGLAN

PROPOSED SITE ACCESS LAYOUT - SWEEPED PATH ANALYSIS

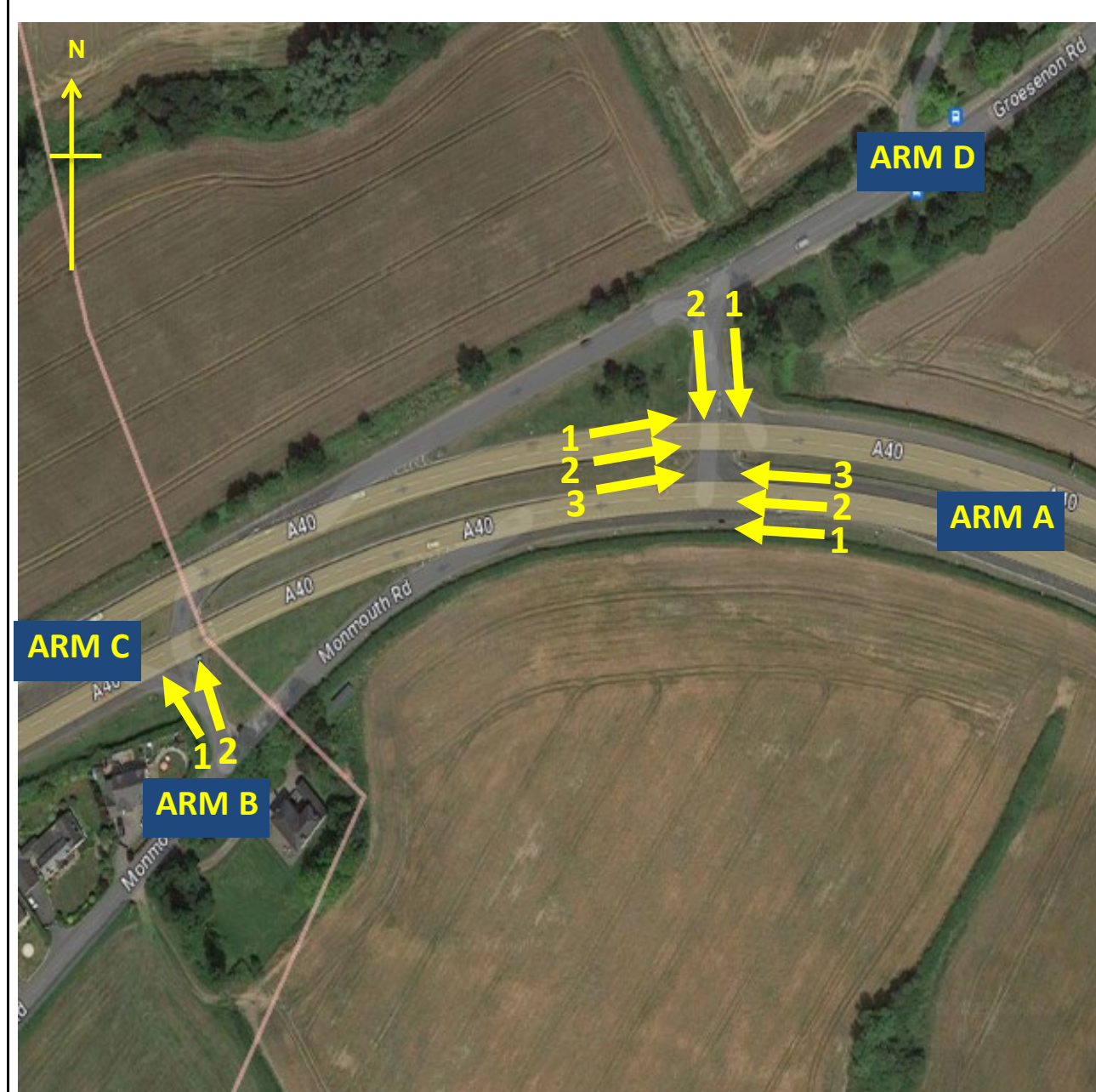
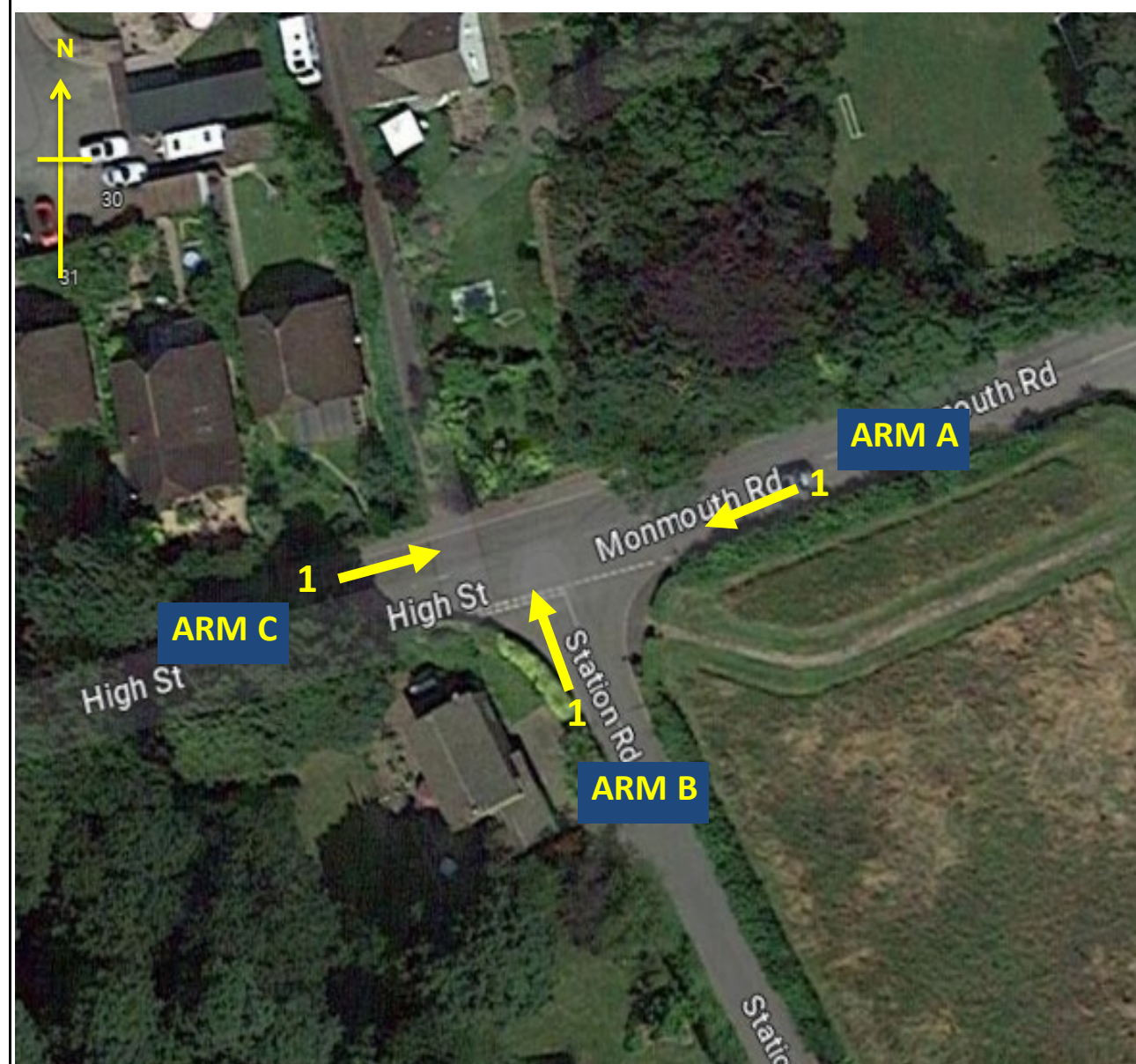
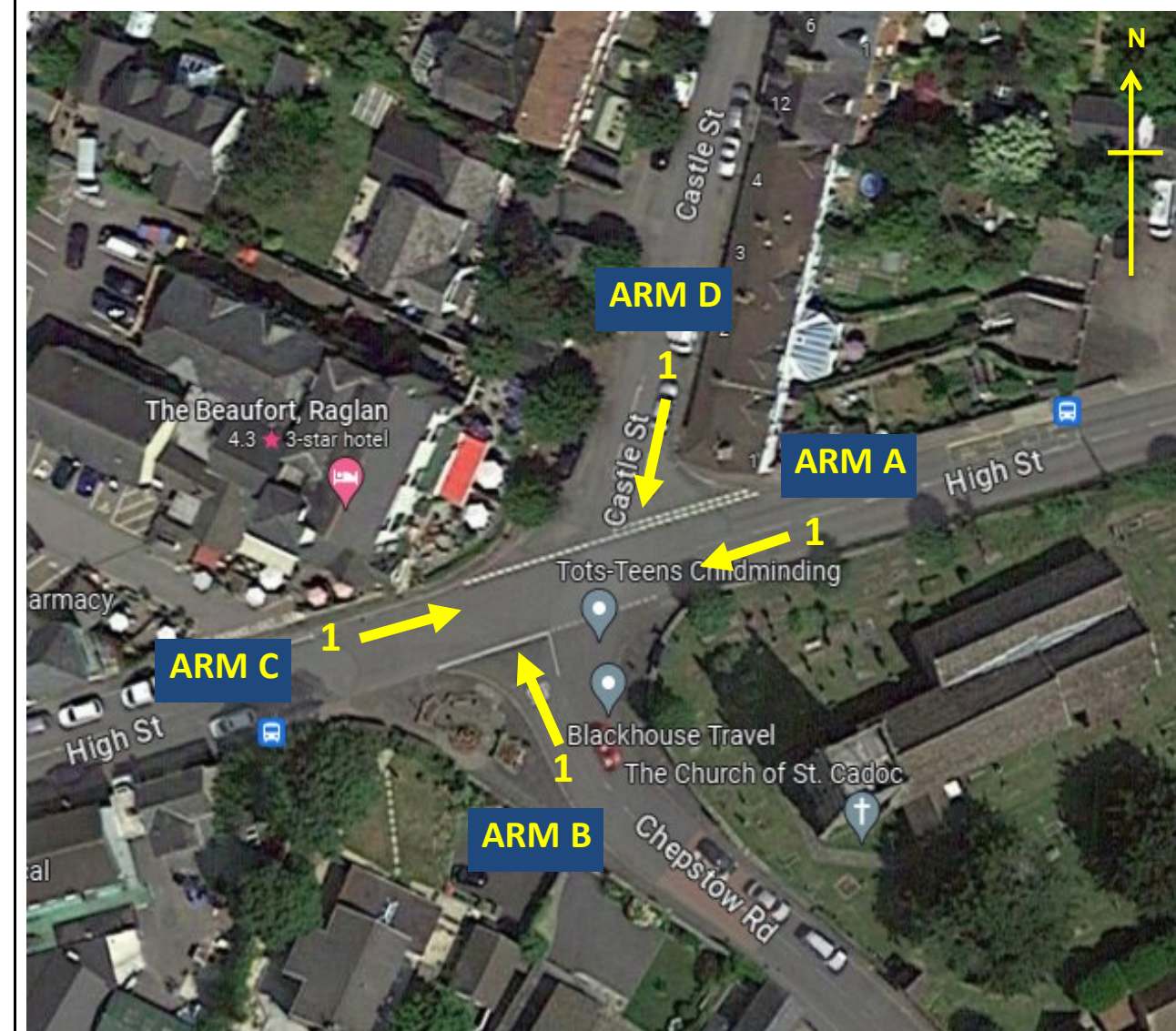
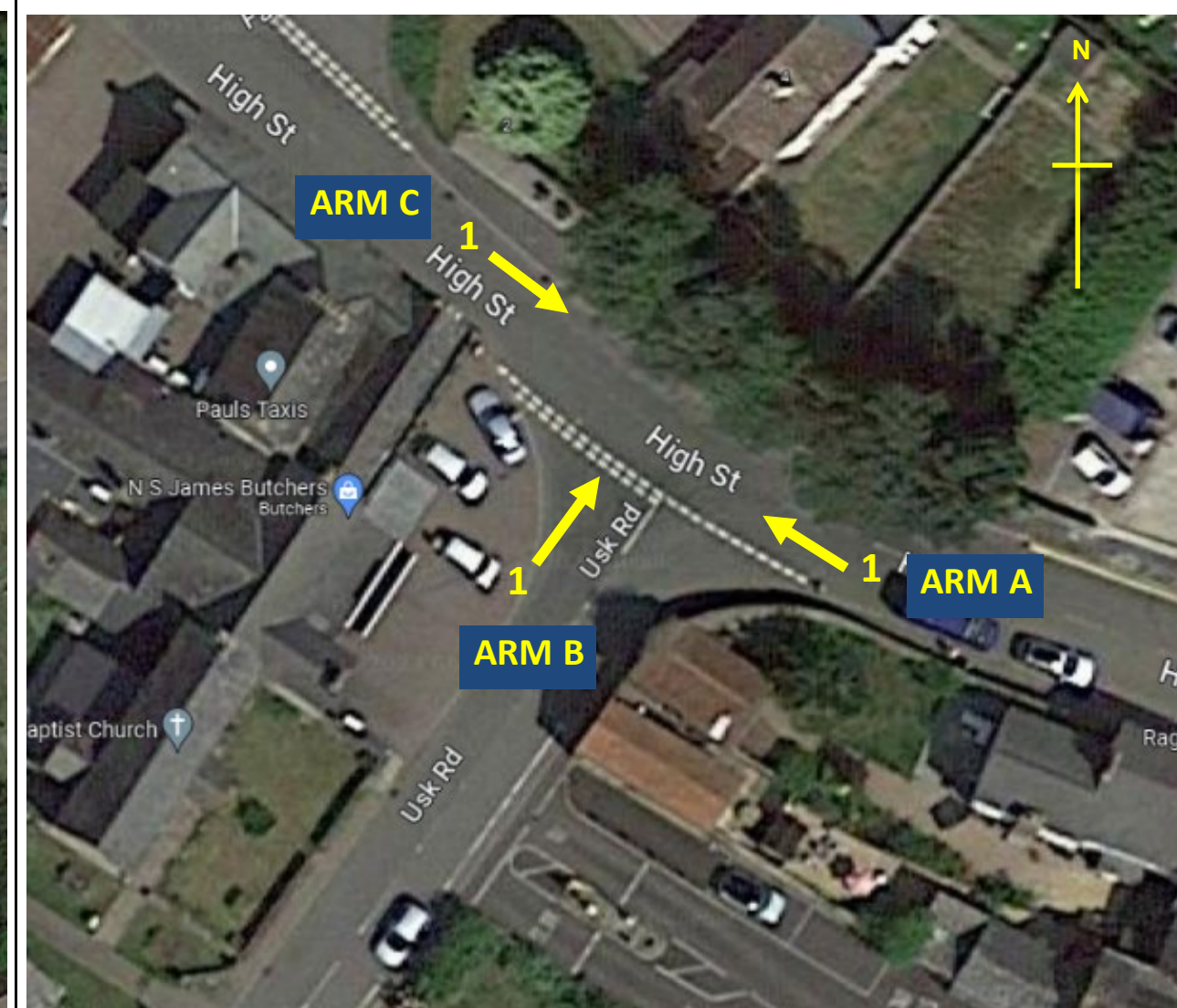
DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
CR	GM	1:500	A3	18.12.23
PROJECT NO.		DRAWING NO.		REV
T12567		002		-

T21567

Land South of Monmouth Road, Raglan

Appendix A

Classified Turning Count (CTC) Data

SITE: 1		DATE: 16/11/2023		SITE: 2		DATE: 16/11/2023		SITE: 3		DATE: 16/11/2023		SITE: 4		DATE: 16/11/2023	
LOCATION: A40 (E) / MONMOUTH ROAD / A40 (W) / GROESNON ROAD		DAY: THURSDAY		LOCATION: MONMOUTH ROAD (E) / STATION ROAD / MONMOUTH ROAD (W)		DAY: THURSDAY		LOCATION: HIGH STREET (E) / CHEPSTOW ROAD / HIGH STREET (W) / CASTLE STREET		DAY: THURSDAY		LOCATION: HIGH STREET (E) / USK ROAD / HIGH STREET (W)		DAY: THURSDAY	
															
JOB TITLE: RAGLAN		JOB NUMBER: 12870		JOB TITLE: RAGLAN		JOB NUMBER: 12870		JOB TITLE: RAGLAN		JOB NUMBER: 12870		JOB TITLE: RAGLAN		JOB NUMBER: 12870	

MANUAL CLASSIFIED COUNTS



JOB REF: 12870

JOB NAME: RAGLAN

SITE: 1

DATE: 16/11/2023

LOCATION: A40 (E) / MONMOUTH ROAD / A40 (W) / GROESENON ROAD

DAY: THURSDAY

TIME	A TO B							
	FROM A40 (E) TO MONMOUTH ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	6	1	2	0	0	0	0	9
07:15	8	4	3	0	0	0	0	15
07:30	13	3	0	0	0	0	0	16
07:45	12	5	0	0	0	0	0	17
H/TOT	39	13	5	0	0	0	0	57
08:00	11	2	1	0	0	0	0	14
08:15	12	4	1	1	2	1	0	21
08:30	19	7	0	1	0	0	0	27
08:45	18	4	0	0	1	0	0	23
H/TOT	60	17	2	2	3	1	0	85
09:00	10	2	3	0	0	0	0	15
09:15	5	4	0	0	0	0	0	9
09:30	4	3	0	0	0	0	0	7
09:45	9	1	0	0	0	0	0	10
H/TOT	28	10	3	0	0	0	0	41
P/TOT	127	40	10	2	3	1	0	183

	A TO C							
	FROM A40 (E) TO A40 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
46	16	9	13	0	0	0	0	84
54	28	12	16	0	0	0	0	110
70	23	16	21	0	0	0	0	130
75	29	11	14	0	0	0	0	129
245	96	48	64	0	0	0	0	453
79	24	11	11	0	0	0	0	125
97	30	13	14	0	0	0	0	154
81	18	9	21	0	0	0	0	129
75	37	10	8	0	0	0	0	130
332	109	43	54	0	0	0	0	538
68	38	10	7	1	0	0	0	124
62	34	14	10	0	0	0	0	120
65	27	10	12	0	0	0	0	114
54	22	8	9	0	1	0	0	94
249	121	42	38	1	1	0	0	452
826	326	133	156	1	1	0	0	1443

MANUAL CLASSIFIED COUNTS



JOB REF: 12870

JOB NAME: RAGLAN

SITE: 1

LOCATION: A40 (E) / MONMOUTH ROAD / A40 (W) / GROESENON ROAD

DATE: 16/11/2023

DAY: THURSDAY

TIME	A TO B FROM A40 (E) TO MONMOUTH ROAD								A TO C FROM A40 (E) TO A40 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	13	4	3	0	0	0	0	20	79	20	14	18	0	0	0	131
14:45	11	3	1	0	0	0	0	15	80	36	7	24	0	0	0	147
HH/TOT	24	7	4	0	0	0	0	35	159	56	21	42	0	0	0	278
15:00	13	3	1	0	0	0	0	17	72	38	11	6	0	0	0	127
15:15	8	2	1	0	0	0	0	11	114	52	8	12	1	0	0	187
15:30	10	2	0	0	0	0	0	12	107	52	7	11	1	2	0	180
15:45	9	1	0	0	0	0	0	10	132	64	7	12	1	0	0	216
H/TOT	40	8	2	0	0	0	0	50	425	206	33	41	3	2	0	710
16:00	8	4	0	0	2	0	0	14	119	64	2	6	0	0	0	191
16:15	12	5	0	0	0	0	1	18	163	64	6	7	0	0	0	240
16:30	15	2	0	0	0	0	0	17	154	48	10	9	0	1	0	222
16:45	11	2	0	0	0	0	0	13	187	77	5	6	3	0	0	278
H/TOT	46	13	0	0	2	0	1	62	623	253	23	28	3	1	0	931
17:00	13	1	0	0	0	0	0	14	170	40	4	5	0	0	0	219
17:15	15	2	1	0	0	0	0	18	193	47	7	6	0	0	0	253
17:30	18	3	0	0	0	0	0	21	156	50	3	14	0	0	0	223
17:45	8	1	1	0	0	0	0	10	155	29	8	9	0	0	0	201
H/TOT	54	7	2	0	0	0	0	63	674	166	22	34	0	0	0	896
18:00	10	1	0	0	0	0	0	11	137	31	6	7	0	0	0	181
18:15	6	1	0	0	1	0	0	8	113	16	2	4	0	0	0	135
HH/TOT	16	2	0	0	1	0	0	19	250	47	8	11	0	0	0	316
P/TOT	180	37	8	0	3	0	1	229	2131	728	107	156	6	3	0	3131

MANUAL CLASSIFIED COUNTS

JOB REF: 12870

JOB NAME: RAGLAN

SITE: 1

LOCATION: A40 (E) / MONMOUTH ROAD / A40 (W) / GROESENON ROAD



DATE: 16/11/2023

DAY: THURSDAY

TIME	A TO D FROM A40 (E) TO GROESENON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	0	1	0	0	0	0	6
07:15	2	0	1	0	0	0	0	3
07:30	2	1	0	0	0	0	0	3
07:45	4	0	0	0	0	0	0	4
H/TOT	13	1	2	0	0	0	0	16
08:00	2	5	1	0	1	0	0	9
08:15	0	4	2	0	0	0	0	6
08:30	3	3	0	0	0	0	0	6
08:45	4	1	0	1	0	0	0	6
H/TOT	9	13	0	1	1	0	0	24
09:00	4	1	0	0	0	0	0	5
09:15	2	2	0	0	0	0	0	4
09:30	1	1	0	0	0	0	0	2
09:45	0	5	1	1	0	0	0	7
H/TOT	7	9	1	1	0	0	0	18
P/TOT	29	23	3	2	1	0	0	58

B TO A FROM MONMOUTH ROAD TO A40 (E)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
2	2	0	0	0	0	0	4
4	1	0	0	0	0	0	5
5	3	1	0	0	0	0	9
3	1	2	0	0	0	0	6
14	7	3	0	0	0	0	24
14	2	0	0	0	0	0	16
13	0	0	0	0	0	0	13
13	2	1	0	0	0	0	16
9	6	0	0	0	0	0	15
49	10	1	0	0	0	0	60
10	3	1	0	0	0	0	14
4	2	0	0	0	0	0	6
6	2	0	0	0	0	0	8
3	2	0	0	0	0	0	5
23	9	1	0	0	0	0	33
86	26	5	0	0	0	0	117

MANUAL CLASSIFIED COUNTS



JOB REF: 12870

JOB NAME: RAGLAN

SITE: 1

DATE: 16/11/2023

LOCATION: A40 (E) / MONMOUTH ROAD / A40 (W) / GROESENON ROAD

DAY: THURSDAY

TIME	A TO D FROM A40 (E) TO GROESENON ROAD								B TO A FROM MONMOUTH ROAD TO A40 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	6	0	0	0	0	0	0	6	8	1	0	0	0	0	0	9
14:45	7	2	0	0	0	0	0	9	6	1	1	0	0	0	0	8
HH/TOT	13	2	0	0	0	0	0	15	14	2	1	0	0	0	0	17
15:00	4	1	0	0	0	0	0	5	3	0	3	0	0	0	0	6
15:15	7	2	0	0	1	0	0	10	8	1	0	0	0	0	0	9
15:30	1	1	1	0	0	0	0	3	17	1	0	0	0	0	0	18
15:45	3	2	0	1	0	0	0	6	12	0	0	0	0	0	0	12
H/TOT	15	6	1	1	1	0	0	24	40	2	3	0	0	0	0	45
16:00	5	0	1	0	0	0	0	6	11	1	0	0	0	1	0	13
16:15	2	1	0	0	0	0	0	3	7	0	0	0	0	0	0	7
16:30	3	2	1	0	0	0	0	6	5	1	0	0	0	0	0	6
16:45	6	0	0	0	0	0	0	6	9	4	0	0	0	0	0	13
H/TOT	16	3	2	0	0	0	0	21	32	6	0	0	0	1	0	39
17:00	5	0	0	0	0	0	0	5	9	0	0	0	0	0	0	9
17:15	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	6
17:30	5	1	0	0	0	0	0	6	9	0	0	0	0	0	0	9
17:45	8	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8
H/TOT	22	1	0	0	0	0	0	23	32	0	0	0	0	0	0	32
18:00	3	3	0	0	0	0	0	6	4	1	0	0	0	0	0	5
18:15	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	5
HH/TOT	8	3	0	0	0	0	0	11	9	1	0	0	0	0	0	10
P/TOT	74	15	3	1	1	0	0	94	127	11	4	0	0	1	0	143

MANUAL CLASSIFIED COUNTS

JOB REF: 12870

JOB NAME: RAGLAN

SITE: 1

LOCATION: A40 (E) / MONMOUTH ROAD / A40 (W) / GROESENON ROAD



DATE: 16/11/2023

DAY: THURSDAY

TIME	B TO C							
	FROM MONMOUTH ROAD TO A40 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1
07:15	1	0	0	0	0	0	0	1
07:30	0	0	0	0	2	0	0	2
07:45	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	2	0	0	4
08:00	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0
08:30	3	0	0	0	0	0	0	3
08:45	2	0	0	0	0	0	0	2
H/TOT	6	0	0	0	0	0	0	6
09:00	4	2	0	1	0	0	0	7
09:15	1	1	0	0	0	0	0	2
09:30	0	0	0	0	0	0	0	0
09:45	3	0	0	0	0	0	0	3
H/TOT	8	3	0	1	0	0	0	12
P/TOT	16	3	0	1	2	0	0	22

	B TO D							
	FROM MONMOUTH ROAD TO GROESENON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	3	1	0	0	0	0	0	4
07:45	4	1	0	0	3	0	0	8
H/TOT	7	2	0	0	3	0	0	12
08:00	1	1	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0
08:30	3	0	0	0	0	0	0	3
08:45	6	0	1	0	0	0	0	7
H/TOT	10	1	1	0	0	0	0	12
09:00	2	1	0	0	1	0	0	4
09:15	5	1	0	0	0	0	0	6
09:30	1	1	1	0	1	0	0	4
09:45	0	0	0	0	0	0	0	0
H/TOT	8	3	1	0	2	0	0	14
P/TOT	25	6	2	0	5	0	0	38

MANUAL CLASSIFIED COUNTS

JOB REF: 12870

JOB NAME: RAGLAN

SITE: 1

LOCATION: A40 (E) / MONMOUTH ROAD / A40 (W) / GROESENON ROAD



DATE: 16/11/2023

DAY: THURSDAY

TIME	B TO C FROM MONMOUTH ROAD TO A40 (W)								B TO D FROM MONMOUTH ROAD TO GROESENON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	4	0	0	0	0	0	0	4	7	2	0	0	1	0	0	10
14:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
HH/TOT	4	0	0	0	0	0	0	4	7	2	1	0	1	0	0	11
15:00	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
15:15	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	3
15:30	2	1	0	0	0	0	0	3	4	2	0	0	0	0	0	6
15:45	2	0	0	0	0	0	0	2	1	0	0	0	1	0	0	2
H/TOT	9	1	0	0	0	0	0	10	7	4	0	0	1	0	0	12
16:00	6	0	0	0	0	0	0	6	4	0	0	0	0	0	0	4
16:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
16:45	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
H/TOT	7	0	0	0	0	0	0	7	8	1	0	0	1	0	0	10
17:00	1	2	0	0	0	0	0	3	4	1	0	0	0	0	0	5
17:15	1	0	0	0	0	0	0	1	6	1	0	0	0	0	0	7
17:30	1	1	0	0	0	0	0	2	3	0	0	0	0	0	0	3
17:45	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	2
H/TOT	4	3	0	0	0	0	0	7	14	2	0	0	1	0	0	17
18:00	1	0	0	0	0	0	0	1	5	1	0	0	0	0	0	6
18:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
HH/TOT	3	0	0	0	0	0	0	3	6	1	0	0	0	0	0	7
P/TOT	27	4	0	0	0	0	0	31	42	10	1	0	4	0	0	57

AUTO
SURVEYS LTD
TRAFFIC DATA COLLECTION

DAY: THURSDAY

C TO B							
FROM A40 (W) TO MONMOUTH ROAD							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	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	1
1	0	0	0	0	0	0	1
1	1	0	0	0	0	0	2
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
2	1	0	0	0	0	0	3

MANUAL CLASSIFIED COUNTS

JOB REF: 12870

JOB NAME: RAGLAN

SITE: 1

LOCATION: A40 (E) / MONMOUTH ROAD / A40 (W) / GROESENON ROAD



DATE: 16/11/2023

DAY: THURSDAY

TIME	C TO A FROM A40 (W) TO A40 (E)								C TO B FROM A40 (W) TO MONMOUTH ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	78	25	11	13	0	0	0	127	0	0	1	0	0	0	0	1
14:45	61	24	8	17	0	0	0	110	1	1	0	0	0	0	0	2
HH/TOT	139	49	19	30	0	0	0	237	1	1	1	0	0	0	0	3
15:00	69	27	10	15	0	0	0	121	0	0	0	0	0	0	0	0
15:15	87	28	10	8	0	0	0	133	0	0	0	0	0	0	0	0
15:30	92	21	6	9	2	0	0	130	1	0	0	0	0	0	0	1
15:45	88	23	9	14	2	0	0	136	1	0	0	0	0	0	0	1
H/TOT	336	99	35	46	4	0	0	520	2	0	0	0	0	0	0	2
16:00	84	29	7	13	0	0	0	133	0	1	0	0	0	0	0	1
16:15	85	27	4	7	0	0	0	123	0	1	0	0	0	0	0	1
16:30	79	24	10	7	0	0	0	120	1	0	0	0	0	0	0	1
16:45	73	19	5	7	1	0	0	105	0	0	0	0	0	0	0	0
H/TOT	321	99	26	34	1	0	0	481	1	2	0	0	0	0	0	3
17:00	85	19	2	4	0	0	0	110	2	0	0	0	0	0	0	2
17:15	97	20	2	8	1	0	0	128	1	0	0	0	0	0	0	1
17:30	91	14	2	7	0	0	0	114	1	2	0	0	0	0	0	3
17:45	66	11	7	7	0	0	0	91	0	0	0	0	0	0	0	0
H/TOT	339	64	13	26	1	0	0	443	4	2	0	0	0	0	0	6
18:00	58	8	6	3	0	0	0	75	0	0	0	0	0	0	0	0
18:15	65	2	4	1	0	0	0	72	0	0	0	0	0	0	0	0
HH/TOT	123	10	10	4	0	0	0	147	0	0	0	0	0	0	0	0
P/TOT	1258	321	103	140	6	0	0	1828	8	5	1	0	0	0	0	14

MANUAL CLASSIFIED COUNTS

JOB REF: 12870

JOB NAME: RAGLAN

SITE: 1

LOCATION: A40 (E) / MONMOUTH ROAD / A40 (W) / GROESENON ROAD



DATE: 16/11/2023

DAY: THURSDAY

TIME	C TO D							
	FROM A40 (W) TO GROESENON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	1	1	0	0	0	0	4
07:15	3	5	0	0	0	0	0	8
07:30	8	1	0	0	1	0	0	10
07:45	10	1	1	1	0	0	0	13
H/TOT	23	8	2	1	1	0	0	35
08:00	7	7	1	0	0	0	0	15
08:15	13	2	1	0	0	0	0	16
08:30	7	2	0	0	0	0	0	9
08:45	13	2	3	0	0	0	0	18
H/TOT	40	13	5	0	0	0	0	58
09:00	12	1	3	0	0	0	0	16
09:15	5	3	1	1	0	0	0	10
09:30	5	4	2	0	0	0	0	11
09:45	8	2	2	0	0	0	0	12
H/TOT	30	10	8	1	0	0	0	49
P/TOT	93	31	15	2	1	0	0	142

	D TO A							
	FROM GROESENON ROAD TO A40 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
4	2	0	0	0	0	0	0	6
4	1	1	0	0	0	0	0	6
9	0	2	0	0	0	0	0	11
5	1	0	0	0	0	0	0	6
22	4	3	0	0	0	0	0	29
9	1	1	0	1	0	0	0	12
8	0	1	0	0	0	0	0	9
2	2	1	1	0	0	0	0	6
2	1	1	0	0	0	0	0	4
21	4	4	1	1	0	0	0	31
4	1	1	0	0	0	0	0	6
4	3	1	0	0	0	0	0	8
8	1	0	1	0	0	0	0	10
3	0	1	0	0	0	0	0	4
19	5	3	1	0	0	0	0	28
62	13	10	2	1	0	0	0	88

MANUAL CLASSIFIED COUNTS

JOB REF: 12870

JOB NAME: RAGLAN

SITE: 1

LOCATION: A40 (E) / MONMOUTH ROAD / A40 (W) / GROESENON ROAD



DATE: 16/11/2023

DAY: THURSDAY

TIME	C TO D								D TO A							
	FROM A40 (W) TO GROESENON ROAD								FROM GROESENON ROAD TO A40 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	8	5	3	0	0	0	0	16	5	1	0	0	0	0	0	6
14:45	14	2	1	0	0	0	0	17	3	0	0	0	0	0	0	3
HH/TOT	22	7	4	0	0	0	0	33	8	1	0	0	0	0	0	9
15:00	7	3	0	0	0	1	0	11	4	0	0	1	0	0	0	5
15:15	13	2	0	0	0	0	0	15	5	1	1	0	0	0	0	7
15:30	17	4	0	0	0	0	0	21	3	0	1	0	0	0	0	4
15:45	22	4	1	0	0	0	0	27	4	3	1	0	0	0	0	8
H/TOT	59	13	1	0	0	1	0	74	16	4	3	1	0	0	0	24
16:00	15	1	2	0	0	0	0	18	6	4	1	0	0	0	0	11
16:15	8	5	0	0	0	0	0	13	8	1	0	0	0	0	0	9
16:30	10	1	0	0	0	0	0	11	4	2	0	0	0	0	0	6
16:45	8	1	1	0	0	0	0	10	3	3	0	0	0	0	0	6
H/TOT	41	8	3	0	0	0	0	52	21	10	1	0	0	0	0	32
17:00	15	2	0	0	0	0	0	17	6	0	0	0	0	0	0	6
17:15	9	1	0	0	0	0	0	10	7	0	0	0	0	0	0	7
17:30	16	4	0	0	0	0	0	20	7	0	0	1	0	0	0	8
17:45	13	3	1	0	0	0	0	17	7	2	0	1	0	0	0	10
H/TOT	53	10	1	0	0	0	0	64	27	2	0	2	0	0	0	31
18:00	12	0	0	0	0	0	0	12	3	0	0	0	0	0	0	3
18:15	10	0	0	0	0	0	0	10	2	1	0	1	0	0	0	4
HH/TOT	22	0	0	0	0	0	0	22	5	1	0	1	0	0	0	7
P/TOT	197	38	9	0	0	1	0	245	77	18	4	4	0	0	0	103

MANUAL CLASSIFIED COUNTS

JOB REF: 12870

JOB NAME: RAGLAN

SITE: 1

LOCATION: A40 (E) / MONMOUTH ROAD / A40 (W) / GROESENON ROAD



DATE: 16/11/2023

DAY: THURSDAY

TIME	D TO B FROM GROESENON ROAD TO MONMOUTH ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	1	1	0	1	0	0	3
07:30	2	0	0	0	0	0	0	2
07:45	2	2	0	0	0	0	0	4
H/TOT	4	3	1	0	1	0	0	9
08:00	7	1	0	0	0	0	0	8
08:15	1	1	1	0	0	0	0	3
08:30	8	2	1	0	0	0	0	11
08:45	7	1	0	0	2	0	0	10
H/TOT	23	5	2	0	2	0	0	32
09:00	5	0	0	0	0	0	0	5
09:15	3	1	0	0	0	0	0	4
09:30	3	2	0	0	0	0	0	5
09:45	8	0	0	0	1	0	0	9
H/TOT	19	3	0	0	1	0	0	23
P/TOT	46	11	3	0	4	0	0	64

D TO C FROM GROESENON ROAD TO A40 (W)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
1	0	0	0	0	0	0	1
4	1	0	0	0	0	0	5
6	3	0	0	0	0	0	9
10	1	0	0	0	0	0	11
21	5	0	0	0	0	0	26
7	1	1	1	0	0	0	10
7	0	0	1	0	0	0	8
7	0	0	0	0	0	0	7
3	0	0	0	0	0	0	3
24	1	1	2	0	0	0	28
6	0	1	1	0	0	0	8
9	0	0	0	0	0	0	9
7	4	0	1	0	0	0	12
7	1	1	1	0	0	0	10
29	5	2	3	0	0	0	39
74	11	3	5	0	0	0	93

MANUAL CLASSIFIED COUNTS



JOB REF: 12870

JOB NAME: RAGLAN

SITE: 1

DATE: 16/11/2023

LOCATION: A40 (E) / MONMOUTH ROAD / A40 (W) / GROESENON ROAD

DAY: THURSDAY

TIME	D TO B FROM GROESENON ROAD TO MONMOUTH ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	3	3	1	0	1	0	0	8
14:45	2	1	0	0	0	0	0	3
HH/TOT	5	4	1	0	1	0	0	11
15:00	4	0	0	0	0	0	0	4
15:15	2	1	0	0	0	0	0	3
15:30	3	0	0	0	1	0	0	4
15:45	4	1	0	0	0	0	0	5
H/TOT	13	2	0	0	1	0	0	16
16:00	5	2	0	0	0	0	0	7
16:15	2	1	0	0	0	0	1	4
16:30	4	2	0	0	1	0	0	7
16:45	1	1	0	0	0	0	0	2
H/TOT	12	6	0	0	1	0	1	20
17:00	3	3	0	0	0	0	0	6
17:15	4	1	0	0	1	0	0	6
17:30	10	3	0	0	2	0	0	15
17:45	5	0	0	0	0	0	0	5
H/TOT	22	7	0	0	3	0	0	32
18:00	1	2	0	0	0	0	0	3
18:15	7	0	0	0	0	0	0	7
HH/TOT	8	2	0	0	0	0	0	10
P/TOT	60	21	1	0	6	0	1	89

D TO C FROM GROESENON ROAD TO A40 (W)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
5	1	0	0	0	0	0	6
4	3	0	0	0	0	0	7
9	4	0	0	0	0	0	13
4	2	0	0	0	0	0	6
6	7	1	0	0	0	0	14
7	1	0	0	0	0	0	8
8	0	1	0	0	0	0	9
25	10	2	0	0	0	0	37
7	5	1	0	0	0	0	13
7	1	1	1	0	1	0	11
4	1	1	1	0	0	0	7
4	2	0	0	0	0	0	6
22	9	3	2	0	1	0	37
3	1	0	0	0	0	0	4
8	2	0	0	0	0	0	10
8	3	0	0	0	0	0	11
10	1	0	0	0	0	0	11
29	7	0	0	0	0	0	36
3	0	0	0	0	0	0	3
7	1	0	0	0	0	0	8
10	1	0	0	0	0	0	11
95	31	5	2	0	1	0	134

MANUAL CLASSIFIED COUNTS

JOB REF: 12870

JOB NAME: RAGLAN

SITE: 1

LOCATION: A40 (E) / MONMOUTH ROAD / A40 (W) / GROESENON ROAD



DATE: 16/11/2023

DAY: THURSDAY

TIME	TO ARM A A40 (E)								FROM ARM A A40 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	119	55	9	12	0	0	0	195	57	17	12	13	0	0	0	99
07:15	108	43	18	10	0	0	0	179	64	32	16	16	0	0	0	128
07:30	143	64	11	10	0	0	0	228	85	27	16	21	0	0	0	149
07:45	254	45	9	10	0	0	0	318	91	34	11	14	0	0	0	150
H/TOT	624	207	47	42	0	0	0	920	297	110	55	64	0	0	0	526
08:00	181	45	12	13	5	0	0	256	92	31	13	11	1	0	0	148
08:15	139	54	9	9	1	0	0	212	109	38	16	15	2	1	0	181
08:30	141	36	11	17	0	0	0	205	103	28	9	22	0	0	0	162
08:45	115	30	15	13	0	0	0	173	97	42	10	9	1	0	0	159
H/TOT	576	165	47	52	6	0	0	846	401	139	48	57	4	1	0	650
09:00	102	23	7	19	0	0	0	151	82	41	13	7	1	0	0	144
09:15	85	29	18	17	0	0	0	149	69	40	14	10	0	0	0	133
09:30	102	26	19	12	0	0	0	159	70	31	10	12	0	0	0	123
09:45	97	26	11	16	0	0	0	150	63	28	9	10	0	1	0	111
H/TOT	386	104	55	64	0	0	0	609	284	140	46	39	1	1	0	511
P/TOT	1586	476	149	158	6	0	0	2375	982	389	149	160	5	2	0	1687

MANUAL CLASSIFIED COUNTS

JOB REF: 12870

JOB NAME: RAGLAN

SITE: 1

LOCATION: A40 (E) / MONMOUTH ROAD / A40 (W) / GROESENON ROAD



DATE: 16/11/2023

DAY: THURSDAY

TIME	TO ARM A A40 (E)								FROM ARM A A40 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	91	27	11	13	0	0	0	142	98	24	17	18	0	0	0	157
14:45	70	25	9	17	0	0	0	121	98	41	8	24	0	0	0	171
HH/TOT	161	52	20	30	0	0	0	263	196	65	25	42	0	0	0	328
15:00	76	27	13	16	0	0	0	132	89	42	12	6	0	0	0	149
15:15	100	30	11	8	0	0	0	149	129	56	9	12	2	0	0	208
15:30	112	22	7	9	2	0	0	152	118	55	8	11	1	2	0	195
15:45	104	26	10	14	2	0	0	156	144	67	7	13	1	0	0	232
H/TOT	392	105	41	47	4	0	0	589	480	220	36	42	4	2	0	784
16:00	101	34	8	13	0	1	0	157	132	68	3	6	2	0	0	211
16:15	100	28	4	7	0	0	0	139	177	70	6	7	0	0	1	261
16:30	88	27	10	7	0	0	0	132	172	52	11	9	0	1	0	245
16:45	85	26	5	7	1	0	0	124	204	79	5	6	3	0	0	297
H/TOT	374	115	27	34	1	1	0	552	685	269	25	28	5	1	1	1014
17:00	100	19	2	4	0	0	0	125	188	41	4	5	0	0	0	238
17:15	110	20	2	8	1	0	0	141	212	49	8	6	0	0	0	275
17:30	107	14	2	8	0	0	0	131	179	54	3	14	0	0	0	250
17:45	81	13	7	8	0	0	0	109	171	30	9	9	0	0	0	219
H/TOT	398	66	13	28	1	0	0	506	750	174	24	34	0	0	0	982
18:00	65	9	6	3	0	0	0	83	150	35	6	7	0	0	0	198
18:15	72	3	4	2	0	0	0	81	124	17	2	4	1	0	0	148
HH/TOT	137	12	10	5	0	0	0	164	274	52	8	11	1	0	0	346
P/TOT	1462	350	111	144	6	1	0	2074	2385	780	118	157	10	3	1	3454

MANUAL CLASSIFIED COUNTS

JOB REF: 12870

JOB NAME: RAGLAN

SITE: 1

LOCATION: A40 (E) / MONMOUTH ROAD / A40 (W) / GROESENON ROAD



DATE: 16/11/2023

DAY: THURSDAY

TIME	TO ARM B MONMOUTH ROAD								FROM ARM B MONMOUTH ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	6	1	2	0	0	0	0	9	3	2	0	0	0	0	0	5
07:15	8	5	4	0	1	0	0	18	5	1	0	0	0	0	0	6
07:30	15	3	0	0	0	0	0	18	8	4	1	0	2	0	0	15
07:45	14	7	0	0	0	0	0	21	7	2	2	0	3	0	0	14
H/TOT	43	16	6	0	1	0	0	66	23	9	3	0	5	0	0	40
08:00	18	3	1	0	0	0	0	22	16	3	0	0	0	0	0	19
08:15	13	5	2	1	2	1	0	24	13	0	0	0	0	0	0	13
08:30	27	10	1	1	0	0	0	39	19	2	1	0	0	0	0	22
08:45	26	5	0	0	3	0	0	34	17	6	1	0	0	0	0	24
H/TOT	84	23	4	2	5	1	0	119	65	11	2	0	0	0	0	78
09:00	15	2	3	0	0	0	0	20	16	6	1	1	1	0	0	25
09:15	8	5	0	0	0	0	0	13	10	4	0	0	0	0	0	14
09:30	8	5	0	0	0	0	0	13	7	3	1	0	1	0	0	12
09:45	17	1	0	0	1	0	0	19	6	2	0	0	0	0	0	8
H/TOT	48	13	3	0	1	0	0	65	39	15	2	1	2	0	0	59
P/TOT	175	52	13	2	7	1	0	250	127	35	7	1	7	0	0	177

MANUAL CLASSIFIED COUNTS

JOB REF: 12870

JOB NAME: RAGLAN

SITE: 1

LOCATION: A40 (E) / MONMOUTH ROAD / A40 (W) / GROESENON ROAD



DATE: 16/11/2023

DAY: THURSDAY

TIME	TO ARM B MONMOUTH ROAD								FROM ARM B MONMOUTH ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	16	7	5	0	1	0	0	29	19	3	0	0	1	0	0	23
14:45	14	5	1	0	0	0	0	20	6	1	2	0	0	0	0	9
HH/TOT	30	12	6	0	1	0	0	49	25	4	2	0	1	0	0	32
15:00	17	3	1	0	0	0	0	21	8	0	3	0	0	0	0	11
15:15	10	3	1	0	0	0	0	14	10	3	0	0	0	0	0	13
15:30	14	2	0	0	1	0	0	17	23	4	0	0	0	0	0	27
15:45	14	2	0	0	0	0	0	16	15	0	0	0	1	0	0	16
H/TOT	55	10	2	0	1	0	0	68	56	7	3	0	1	0	0	67
16:00	13	7	0	0	2	0	0	22	21	1	0	0	0	1	0	23
16:15	14	7	0	0	0	0	2	23	8	0	0	0	0	0	0	8
16:30	20	4	0	0	1	0	0	25	7	1	0	0	1	0	0	9
16:45	12	3	0	0	0	0	0	15	11	5	0	0	0	0	0	16
H/TOT	59	21	0	0	3	0	2	85	47	7	0	0	1	1	0	56
17:00	18	4	0	0	0	0	0	22	14	3	0	0	0	0	0	17
17:15	20	3	1	0	1	0	0	25	13	1	0	0	0	0	0	14
17:30	29	8	0	0	2	0	0	39	13	1	0	0	0	0	0	14
17:45	13	1	1	0	0	0	0	15	10	0	0	0	1	0	0	11
H/TOT	80	16	2	0	3	0	0	101	50	5	0	0	1	0	0	56
18:00	11	3	0	0	0	0	0	14	10	2	0	0	0	0	0	12
18:15	13	1	0	0	1	0	0	15	8	0	0	0	0	0	0	8
HH/TOT	24	4	0	0	1	0	0	29	18	2	0	0	0	0	0	20
P/TOT	248	63	10	0	9	0	2	332	196	25	5	0	4	1	0	231

MANUAL CLASSIFIED COUNTS

JOB REF: 12870

JOB NAME: RAGLAN

SITE: 1

LOCATION: A40 (E) / MONMOUTH ROAD / A40 (W) / GROESENON ROAD



DATE: 16/11/2023

DAY: THURSDAY

TIME	TO ARM C A40 (W)								FROM ARM C A40 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	48	16	9	13	0	0	0	86	115	52	10	12	0	0	0	189
07:15	59	29	12	16	0	0	0	116	103	46	17	10	0	0	0	176
07:30	76	26	16	21	2	0	0	141	137	62	8	10	1	0	0	218
07:45	85	30	11	14	0	0	0	140	256	44	8	11	0	0	0	319
H/TOT	268	101	48	64	2	0	0	483	611	204	43	43	1	0	0	902
08:00	87	25	12	12	0	0	0	136	165	49	12	13	4	0	0	243
08:15	104	30	13	15	0	0	0	162	131	56	9	9	1	0	0	206
08:30	91	18	9	21	0	0	0	139	133	35	9	16	0	0	0	193
08:45	80	37	10	8	0	0	0	135	118	25	17	13	0	0	0	173
H/TOT	362	110	44	56	0	0	0	572	547	165	47	51	5	0	0	815
09:00	78	40	11	9	1	0	0	139	100	20	8	19	0	0	0	147
09:15	72	35	14	10	0	0	0	131	82	27	18	18	0	0	0	145
09:30	72	31	10	13	0	0	0	126	94	27	21	11	0	0	0	153
09:45	64	23	9	10	0	1	0	107	99	26	12	16	0	0	0	153
H/TOT	286	129	44	42	1	1	0	503	375	100	59	64	0	0	0	598
P/TOT	916	340	136	162	3	1	0	1558	1533	469	149	158	6	0	0	2315

MANUAL CLASSIFIED COUNTS



JOB REF: 12870

JOB NAME: RAGLAN

SITE: 1

DATE: 16/11/2023

LOCATION: A40 (E) / MONMOUTH ROAD / A40 (W) / GROESENON ROAD

DAY: THURSDAY

TIME	TO ARM C A40 (W)								FROM ARM C A40 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	88	21	14	18	0	0	0	141	86	30	15	13	0	0	0	144
14:45	84	39	7	24	0	0	0	154	76	27	9	17	0	0	0	129
HH/TOT	172	60	21	42	0	0	0	295	162	57	24	30	0	0	0	273
15:00	80	40	11	6	0	0	0	137	76	30	10	15	0	1	0	132
15:15	121	59	9	12	1	0	0	202	100	30	10	8	0	0	0	148
15:30	116	54	7	11	1	2	0	191	110	25	6	9	2	0	0	152
15:45	142	64	8	12	1	0	0	227	111	27	10	14	2	0	0	164
H/TOT	459	217	35	41	3	2	0	757	397	112	36	46	4	1	0	596
16:00	132	69	3	6	0	0	0	210	99	31	9	13	0	0	0	152
16:15	171	65	7	8	0	1	0	252	93	33	4	7	0	0	0	137
16:30	158	49	11	10	0	1	0	229	90	25	10	7	0	0	0	132
16:45	191	79	5	6	3	0	0	284	81	20	6	7	1	0	0	115
H/TOT	652	262	26	30	3	2	0	975	363	109	29	34	1	0	0	536
17:00	174	43	4	5	0	0	0	226	102	21	2	4	0	0	0	129
17:15	202	49	7	6	0	0	0	264	107	21	2	8	1	0	0	139
17:30	165	54	3	14	0	0	0	236	108	20	2	7	0	0	0	137
17:45	166	30	8	9	0	0	0	213	79	14	8	7	0	0	0	108
H/TOT	707	176	22	34	0	0	0	939	396	76	14	26	1	0	0	513
18:00	141	31	6	7	0	0	0	185	70	8	6	3	0	0	0	87
18:15	122	17	2	4	0	0	0	145	75	2	4	1	0	0	0	82
HH/TOT	263	48	8	11	0	0	0	330	145	10	10	4	0	0	0	169
P/TOT	2253	763	112	158	6	4	0	3296	1463	364	113	140	6	1	0	2087

MANUAL CLASSIFIED COUNTS

JOB REF: 12870

JOB NAME: RAGLAN

SITE: 1

LOCATION: A40 (E) / MONMOUTH ROAD / A40 (W) / GROESENON ROAD



DATE: 16/11/2023

DAY: THURSDAY

TIME	TO ARM D GROESENON ROAD								FROM ARM D GROESENON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	7	1	2	0	0	0	0	10	5	2	0	0	0	0	0	7
07:15	5	5	1	0	0	0	0	11	8	3	2	0	1	0	0	14
07:30	13	3	0	0	1	0	0	17	17	3	2	0	0	0	0	22
07:45	18	2	1	1	3	0	0	25	17	4	0	0	0	0	0	21
H/TOT	43	11	4	1	4	0	0	63	47	12	4	0	1	0	0	64
08:00	10	13	2	0	1	0	0	26	23	3	2	1	1	0	0	30
08:15	13	6	3	0	0	0	0	22	16	1	2	1	0	0	0	20
08:30	13	5	0	0	0	0	0	18	17	4	2	1	0	0	0	24
08:45	23	3	4	1	0	0	0	31	12	2	1	0	2	0	0	17
H/TOT	59	27	9	1	1	0	0	97	68	10	7	3	3	0	0	91
09:00	18	3	3	0	1	0	0	25	15	1	2	1	0	0	0	19
09:15	12	6	1	1	0	0	0	20	16	4	1	0	0	0	0	21
09:30	7	6	3	0	1	0	0	17	18	7	0	2	0	0	0	27
09:45	8	7	3	1	0	0	0	19	18	1	2	1	1	0	0	23
H/TOT	45	22	10	2	2	0	0	81	67	13	5	4	1	0	0	90
P/TOT	147	60	23	4	7	0	0	241	182	35	16	7	5	0	0	245

MANUAL CLASSIFIED COUNTS

JOB REF: 12870

JOB NAME: RAGLAN

SITE: 1

LOCATION: A40 (E) / MONMOUTH ROAD / A40 (W) / GROESENON ROAD



DATE: 16/11/2023

DAY: THURSDAY

TIME	TO ARM D GROESENON ROAD								FROM ARM D GROESENON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	21	7	3	0	1	0	0	32	13	5	1	0	1	0	0	20
14:45	21	4	2	0	0	0	0	27	9	4	0	0	0	0	0	13
HH/TOT	42	11	5	0	1	0	0	59	22	9	1	0	1	0	0	33
15:00	12	4	0	0	0	1	0	17	12	2	0	1	0	0	0	15
15:15	21	6	0	0	1	0	0	28	13	9	2	0	0	0	0	24
15:30	22	7	1	0	0	0	0	30	13	1	1	0	1	0	0	16
15:45	26	6	1	1	1	0	0	35	16	4	2	0	0	0	0	22
H/TOT	81	23	2	1	2	1	0	110	54	16	5	1	1	0	0	77
16:00	24	1	3	0	0	0	0	28	18	11	2	0	0	0	0	31
16:15	10	6	0	0	0	0	0	16	17	3	1	1	0	1	1	24
16:30	15	3	1	0	1	0	0	20	12	5	1	1	1	0	0	20
16:45	16	2	1	0	0	0	0	19	8	6	0	0	0	0	0	14
H/TOT	65	12	5	0	1	0	0	83	55	25	4	2	1	1	1	89
17:00	24	3	0	0	0	0	0	27	12	4	0	0	0	0	0	16
17:15	19	2	0	0	0	0	0	21	19	3	0	0	1	0	0	23
17:30	24	5	0	0	0	0	0	29	25	6	0	1	2	0	0	34
17:45	22	3	1	0	1	0	0	27	22	3	0	1	0	0	0	26
H/TOT	89	13	1	0	1	0	0	104	78	16	0	2	3	0	0	99
18:00	20	4	0	0	0	0	0	24	7	2	0	0	0	0	0	9
18:15	16	0	0	0	0	0	0	16	16	2	0	1	0	0	0	19
HH/TOT	36	4	0	0	0	0	0	40	23	4	0	1	0	0	0	28
P/TOT	313	63	13	1	5	1	0	396	232	70	10	6	6	1	1	326

QUEUE LENGTHS

JOB REF: 12870



JOB NAME: RAGLAN

SITE: 1

DATE: 16/11/2023

LOCATION: A40 (E) / MONMOUTH ROAD / A40 (W) / GROESENON ROAD

DAY: THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A A40 (E)			ARM B MONMOUTH ROAD		ARM C A40 (W)			ARM D GROESENON ROAD		TIME	ARM A A40 (E)			ARM B MONMOUTH ROAD		ARM C A40 (W)			ARM D GROESENON ROAD	
	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2		LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2
07:00	0	0	1	0	1	0	0	0	0	0	14:30	0	0	0	0	1	2	0	0	0	1
07:05	0	0	1	0	0	0	0	0	0	1	14:35	0	0	0	0	1	0	0	0	0	1
07:10	0	0	0	0	0	0	0	0	0	1	14:40	0	0	0	0	2	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	0	1	14:45	0	0	1	0	0	2	0	0	0	1
07:20	0	0	0	0	1	0	0	0	0	1	14:50	0	0	1	0	2	0	0	0	0	1
07:25	0	0	1	0	1	0	0	0	0	0	14:55	0	0	0	0	1	0	0	0	0	2
07:30	0	0	1	0	1	0	0	0	0	1	15:00	0	0	0	0	1	1	0	0	0	2
07:35	0	0	2	0	2	0	0	0	0	1	15:05	0	0	0	0	0	0	0	0	0	1
07:40	0	0	1	0	1	0	0	0	0	2	15:10	0	0	0	0	0	0	0	0	0	1
07:45	0	0	0	0	1	0	0	0	0	1	15:15	0	0	0	0	0	1	0	0	0	3
07:50	0	0	1	0	1	0	0	0	0	1	15:20	0	0	1	0	1	0	0	0	0	3
07:55	0	0	2	0	1	0	0	0	0	1	15:25	0	0	0	0	1	0	0	0	0	2
08:00	0	0	0	0	1	0	0	0	0	2	15:30	0	0	1	0	1	0	0	0	0	2
08:05	0	0	1	0	1	0	0	0	0	1	15:35	0	0	0	0	1	0	0	0	0	1
08:10	0	0	2	0	1	1	0	0	0	2	15:40	0	0	0	0	2	0	0	0	0	1
08:15	0	0	1	0	2	0	0	0	0	5	15:45	0	0	0	0	0	0	0	0	0	1
08:20	0	0	2	0	1	0	0	0	0	1	15:50	0	0	1	0	0	1	0	0	0	3
08:25	0	0	0	0	1	0	0	0	0	2	15:55	0	0	1	0	3	0	0	0	0	1
08:30	0	0	0	0	1	0	0	0	0	6	16:00	0	0	0	0	1	0	0	0	0	4
08:35	0	0	0	0	1	0	0	0	0	2	16:05	0	0	1	0	1	0	0	0	0	3
08:40	0	0	1	0	1	0	0	0	0	1	16:10	0	0	1	0	3	1	0	0	0	2
08:45	0	0	1	0	0	0	0	0	0	1	16:15	0	0	1	0	1	0	0	0	0	3
08:50	0	0	1	0	2	0	0	0	0	2	16:20	0	0	0	0	1	1	0	0	0	2
08:55	0	0	0	0	2	0	0	0	0	2	16:25	0	0	0	0	1	0	0	0	0	1

QUEUE LENGTHS

JOB REF: 12870



JOB NAME: RAGLAN

SITE: 1

DATE: 16/11/2023

LOCATION: A40 (E) / MONMOUTH ROAD / A40 (W) / GROESENON ROAD

DAY: THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A A40 (E)			ARM B MONMOUTH ROAD		ARM C A40 (W)			ARM D GROESENON ROAD	
	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2
09:00	0	0	0	0	2	0	0	0	0	1
09:05	0	0	0	0	2	0	0	0	0	2
09:10	0	0	1	0	1	0	0	0	0	2
09:15	0	0	0	0	1	0	0	0	0	1
09:20	0	0	0	0	2	0	0	0	0	3
09:25	0	0	1	0	1	0	0	0	0	2
09:30	0	0	1	0	1	1	0	0	0	2
09:35	0	0	1	0	1	0	0	0	0	1
09:40	0	0	1	0	1	0	0	0	0	1
09:45	0	0	1	0	1	1	0	0	0	4
09:50	0	0	0	0	0	0	0	0	0	1
09:55	0	0	1	0	0	0	0	0	0	1

TIME	ARM A A40 (E)			ARM B MONMOUTH ROAD		ARM C A40 (W)			ARM D GROESENON ROAD	
	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2
16:30	0	0	2	0	1	0	0	0	0	1
16:35	0	0	1	0	1	0	0	0	0	3
16:40	0	0	1	0	1	0	0	0	0	1
16:45	0	0	1	0	1	0	0	0	0	3
16:50	0	0	0	0	3	0	0	0	0	1
16:55	0	0	1	0	2	0	0	0	0	1
17:00	0	0	0	0	2	0	0	0	0	2
17:05	0	0	0	0	1	0	0	0	0	1
17:10	0	0	1	0	1	0	0	0	0	2
17:15	0	0	1	0	2	0	0	0	0	2
17:20	0	0	0	0	1	0	0	0	0	2
17:25	0	0	0	0	1	0	0	0	0	4
17:30	0	0	1	0	1	0	0	0	0	6
17:35	0	0	3	0	1	0	0	0	0	3
17:40	0	0	1	0	1	0	0	0	0	1
17:45	0	0	1	0	2	0	0	0	0	2
17:50	0	0	1	0	1	0	0	0	0	3
17:55	0	0	1	0	0	0	0	0	0	1
18:00	0	0	1	0	2	0	0	0	0	1
18:05	0	0	0	0	1	0	0	0	0	1
18:10	0	0	0	0	1	0	0	0	0	1
18:15	0	0	0	0	1	0	0	0	0	1
18:20	0	0	1	0	1	0	0	0	0	3
18:25	0	0	0	0	1	0	0	0	0	1

MANUAL CLASSIFIED COUNTS



JOB REF: 12870

JOB NAME: RAGLAN

SITE: 2

DATE: 16/11/2023

LOCATION: MONMOUTH ROAD (E) / STATION ROAD / MONMOUTH ROAD (W)

DAY: THURSDAY

TIME	A TO B FROM MONMOUTH ROAD (E) TO STATION ROAD								A TO C FROM MONMOUTH ROAD (E) TO MONMOUTH ROAD (W)						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
07:00	4	1	1	0	0	0	0	6	1	0	0	0	0	0	0
07:15	5	3	4	0	0	0	0	12	2	3	0	0	1	0	0
07:30	6	0	0	0	0	0	0	6	6	3	0	0	0	0	0
07:45	8	0	0	0	0	0	0	8	7	3	0	0	0	0	0
H/TOT	23	4	5	0	0	0	0	32	16	9	0	0	1	0	0
08:00	10	0	0	0	0	0	0	10	8	2	1	0	0	0	0
08:15	6	0	1	0	1	1	0	9	10	3	0	1	1	0	0
08:30	14	6	2	0	0	0	0	22	15	2	0	1	0	0	0
08:45	4	2	0	0	1	0	0	7	20	2	0	0	2	0	0
H/TOT	34	8	3	0	2	1	0	48	53	9	1	2	3	0	0
09:00	3	0	2	0	0	0	0	5	8	4	1	0	0	0	0
09:15	3	2	0	0	0	0	0	5	7	4	0	0	0	0	0
09:30	0	2	0	0	0	0	0	2	8	1	0	0	0	0	0
09:45	1	1	0	0	0	0	0	2	11	0	0	0	1	0	0
H/TOT	7	5	2	0	0	0	0	14	34	9	1	0	1	0	0
P/TOT	64	17	10	0	2	1	0	94	103	27	2	2	5	0	0

MANUAL CLASSIFIED COUNTS



JOB REF: 12870

JOB NAME: RAGLAN

SITE: 2

DATE: 16/11/2023

LOCATION: MONMOUTH ROAD (E) / STATION ROAD / MONMOUTH ROAD (W)

DAY: THURSDAY

TIME	A TO B FROM MONMOUTH ROAD (E) TO STATION ROAD								A TO C FROM MONMOUTH ROAD (E) TO MONMOUTH ROAD (W)						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
14:30	1	1	4	0	0	0	0	6	12	3	0	0	1	0	0
14:45	0	0	1	0	0	0	0	1	10	6	0	0	0	0	0
HH/TOT	1	1	5	0	0	0	0	7	22	9	0	0	1	0	0
15:00	0	1	0	0	0	0	0	1	13	3	1	0	0	0	0
15:15	1	0	1	0	0	0	0	2	16	5	0	0	0	0	0
15:30	4	0	0	0	0	0	0	4	13	0	0	0	1	0	0
15:45	0	1	0	0	0	0	0	1	10	1	0	0	0	0	0
H/TOT	5	2	1	0	0	0	0	8	52	9	1	0	1	0	0
16:00	2	3	0	0	2	0	0	7	14	2	0	0	0	0	0
16:15	2	4	0	0	0	0	0	6	14	2	0	0	0	0	1
16:30	4	0	0	0	0	0	0	4	18	5	0	0	1	0	0
16:45	5	1	0	0	0	0	0	6	14	1	0	0	0	0	0
H/TOT	13	8	0	0	2	0	0	23	60	10	0	0	1	0	1
17:00	6	1	0	0	0	0	0	7	17	1	0	0	0	0	0
17:15	6	1	0	0	0	0	0	7	13	4	1	0	1	0	0
17:30	5	0	0	0	0	0	0	5	30	6	0	0	2	0	0
17:45	5	0	0	0	0	0	0	5	12	0	1	0	0	0	0
H/TOT	22	2	0	0	0	0	0	24	72	11	2	0	3	0	0
18:00	1	0	0	0	0	0	0	1	12	2	0	0	0	0	0
18:15	0	0	0	0	1	0	0	1	13	0	0	0	0	0	0
HH/TOT	1	0	0	0	1	0	0	2	25	2	0	0	0	0	0
P/TOT	42	13	6	0	3	0	0	64	231	41	3	0	6	0	1

MANUAL CLASSIFIED COUNTS



JOB REF: 12870

JOB NAME: RAGLAN

SITE: 2

LOCATION: MONMOUTH ROAD (E) / STATION ROAD / MONMOUTH ROAD (W)

DATE: 16/11/2023

DAY: THURSDAY

TOT
1
6
9
10
26
11
15
18
24
68
13
11
9
12
45
139

TOT
16
16
32
17
21
14
11
63
16
17
24
15
72
18
19
38
13
88
14
13
27
282

MANUAL CLASSIFIED COUNTS



JOB REF: 12870

JOB NAME: RAGLAN

SITE: 2

DATE: 16/11/2023

LOCATION: MONMOUTH ROAD (E) / STATION ROAD / MONMOUTH ROAD (W)

DAY: THURSDAY

TIME	B TO A							
	FROM STATION ROAD TO MONMOUTH ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	2	0	0	0	0	0	2
07:15	1	1	0	0	0	0	0	2
07:30	0	0	1	0	1	0	0	2
07:45	1	0	2	0	0	0	0	3
H/TOT	2	3	3	0	1	0	0	9
08:00	3	2	0	0	0	0	0	5
08:15	0	0	0	0	0	0	0	0
08:30	11	2	1	0	0	0	0	14
08:45	3	1	1	0	0	0	0	5
H/TOT	17	5	2	0	0	0	0	24
09:00	2	1	1	0	0	0	0	4
09:15	4	1	0	0	0	0	0	5
09:30	1	1	0	0	0	0	0	2
09:45	0	0	0	0	0	0	0	0
H/TOT	7	3	1	0	0	0	0	11
P/TOT	26	11	6	0	1	0	0	44

	B TO C						
	FROM STATION ROAD TO MONMOUTH ROAD (W)						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
07:00	0	5	0	0	0	0	0
07:15	0	2	0	0	4	0	0
07:30	0	7	3	1	0	0	0
07:45	1	2	3	0	1	0	0
H/TOT	1	16	6	1	5	0	0
08:00	9	2	1	0	1	0	0
08:15	3	0	1	0	0	0	0
08:30	13	3	1	0	0	0	0
08:45	6	3	0	0	0	0	0
H/TOT	31	8	3	0	1	0	0
09:00	5	1	4	0	0	0	0
09:15	7	1	0	0	0	0	0
09:30	2	2	0	0	0	0	0
09:45	8	0	2	0	0	0	0
H/TOT	22	4	6	0	0	0	0
P/TOT	54	28	15	1	6	0	0

MANUAL CLASSIFIED COUNTS



JOB REF: 12870

JOB NAME: RAGLAN

SITE: 2

DATE: 16/11/2023

LOCATION: MONMOUTH ROAD (E) / STATION ROAD / MONMOUTH ROAD (W)

DAY: THURSDAY

TIME	B TO A FROM STATION ROAD TO MONMOUTH ROAD (E)								B TO C FROM STATION ROAD TO MONMOUTH ROAD (W)						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
14:30	4	0	0	0	0	0	0	4	3	4	0	0	0	0	0
14:45	2	2	0	0	0	0	0	4	4	4	5	0	0	0	0
HH/TOT	6	2	0	0	0	0	0	8	7	8	5	0	0	0	0
15:00	0	0	3	0	0	0	0	3	5	2	0	0	0	0	0
15:15	3	1	0	0	0	0	0	4	5	1	1	0	0	0	0
15:30	5	0	0	0	0	0	0	5	8	1	0	0	0	0	0
15:45	4	0	0	0	0	0	0	4	9	0	0	0	0	0	0
H/TOT	12	1	3	0	0	0	0	16	27	4	1	0	0	0	0
16:00	11	1	0	0	0	1	0	13	7	1	0	0	0	0	0
16:15	4	0	0	0	0	0	0	4	15	0	0	0	0	0	0
16:30	4	1	0	0	0	0	0	5	13	3	0	0	0	0	0
16:45	7	0	0	0	0	0	0	7	8	0	0	0	1	0	0
H/TOT	26	2	0	0	0	1	0	29	43	4	0	0	1	0	0
17:00	8	0	0	0	0	0	0	8	11	1	0	0	0	0	0
17:15	6	1	0	0	0	0	0	7	15	1	0	0	0	0	0
17:30	8	1	0	0	0	0	0	9	23	1	2	0	0	0	0
17:45	2	1	0	0	0	0	0	3	4	0	0	0	0	0	0
H/TOT	24	3	0	0	0	0	0	27	53	3	2	0	0	0	0
18:00	3	0	0	0	0	0	0	3	6	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	3	0	0	0	0	0	0	3	6	0	0	0	0	0	0
P/TOT	71	8	3	0	0	1	0	83	136	19	8	0	1	0	0

MANUAL CLASSIFIED COUNTS



JOB REF: 12870

JOB NAME: RAGLAN

SITE: 2

LOCATION: MONMOUTH ROAD (E) / STATION ROAD / MONMOUTH ROAD (W)

DATE: 16/11/2023

DAY: THURSDAY

TOT
5
6
11
7
29
13
4
17
9
43
10
8
4
10
32
104

TOT
7
13
20
7
7
9
9
32
8
15
16
9
48
12
16
26
4
58
6
0
6
164

MANUAL CLASSIFIED COUNTS



JOB REF: 12870

JOB NAME: RAGLAN

SITE: 2

DATE: 16/11/2023

LOCATION: MONMOUTH ROAD (E) / STATION ROAD / MONMOUTH ROAD (W)

DAY: THURSDAY

TIME	C TO A							
	FROM MONMOUTH ROAD (W) TO MONMOUTH ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	3	2	0	0	1	0	0	6
07:45	5	1	0	0	3	0	0	9
H/TOT	8	3	0	0	4	0	0	15
08:00	9	3	0	0	0	0	0	12
08:15	8	0	0	0	0	0	0	8
08:30	4	0	0	0	0	0	0	4
08:45	16	4	0	0	0	0	0	20
H/TOT	37	7	0	0	0	0	0	44
09:00	14	4	0	1	1	0	0	20
09:15	9	2	0	0	0	0	0	11
09:30	7	3	0	0	1	0	0	11
09:45	5	1	0	0	0	0	0	6
H/TOT	35	10	0	1	2	0	0	48
P/TOT	80	20	0	1	6	0	0	107

	C TO B						
	FROM MONMOUTH ROAD (W) TO STATION ROAD						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
1	2	0	0	0	0	0	0
5	0	1	0	0	0	0	0
3	0	1	0	0	0	0	0
11	2	0	0	0	0	0	0
20	4	2	0	0	0	0	0
9	3	0	0	0	0	0	0
18	1	2	0	0	0	0	0
17	4	0	0	0	0	0	0
7	8	1	0	2	0	0	0
51	16	3	0	2	0	0	0
6	5	0	0	0	0	0	0
4	1	0	0	0	0	0	0
1	2	0	0	0	0	0	0
6	2	1	0	0	0	0	0
17	10	1	0	0	0	0	0
88	30	6	0	2	0	0	0

MANUAL CLASSIFIED COUNTS



JOB REF: 12870

JOB NAME: RAGLAN

SITE: 2

DATE: 16/11/2023

LOCATION: MONMOUTH ROAD (E) / STATION ROAD / MONMOUTH ROAD (W)

DAY: THURSDAY

TIME	C TO A FROM MONMOUTH ROAD (W) TO MONMOUTH ROAD (E)								C TO B FROM MONMOUTH ROAD (W) TO STATION ROAD						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
14:30	11	3	0	0	1	0	0	15	0	3	2	0	0	0	0
14:45	2	1	1	0	0	0	0	4	3	0	4	0	0	0	0
HH/TOT	13	4	1	0	1	0	0	19	3	3	6	0	0	0	0
15:00	7	1	0	0	0	0	0	8	1	1	0	0	0	0	0
15:15	4	2	0	0	0	0	0	6	1	2	0	0	0	0	0
15:30	17	4	0	0	0	0	0	21	5	0	0	0	0	0	0
15:45	9	0	0	0	1	0	0	10	1	1	0	0	1	0	0
H/TOT	37	7	0	0	1	0	0	45	8	4	0	0	1	0	0
16:00	7	1	0	0	0	0	0	8	4	3	0	0	2	0	0
16:15	7	0	0	0	0	0	0	7	3	6	0	0	1	0	0
16:30	6	1	0	0	1	0	0	8	3	3	0	0	0	0	0
16:45	5	1	0	0	0	0	0	6	10	3	0	0	0	0	0
H/TOT	25	3	0	0	1	0	0	29	20	15	0	0	3	0	0
17:00	8	2	0	0	0	0	0	10	10	0	0	0	0	0	0
17:15	5	0	0	0	0	0	0	5	11	1	0	0	0	0	0
17:30	7	0	0	0	0	0	0	7	2	0	2	0	0	0	0
17:45	4	1	0	0	1	0	0	6	4	0	0	0	0	0	0
H/TOT	24	3	0	0	1	0	0	28	27	1	2	0	0	0	0
18:00	8	0	0	0	0	0	0	8	1	1	0	0	0	0	0
18:15	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0
HH/TOT	14	0	0	0	0	0	0	14	2	1	0	0	0	0	0
P/TOT	113	17	1	0	4	0	0	135	60	24	8	0	4	0	0

MANUAL CLASSIFIED COUNTS



JOB REF: 12870

JOB NAME: RAGLAN

SITE: 2

LOCATION: MONMOUTH ROAD (E) / STATION ROAD / MONMOUTH ROAD (W)

DATE: 16/11/2023

DAY: THURSDAY

TOT
3
6
4
13
26
12
21
21
18
72
11
5
3
9
28
126

TOT
5
7
12
2
3
5
3
13
9
10
6
13
38
10
12
4
4
30
2
1
3
96

MANUAL CLASSIFIED COUNTS

JOB REF: 12870

JOB NAME: RAGLAN

SITE: 2

LOCATION: MONMOUTH ROAD (E) / STATION ROAD / MONMOUTH ROAD (W)



DATE: 16/11/2023

DAY: THURSDAY

TIME	TO ARM A MONMOUTH ROAD (E)								FROM ARM A MONMOUTH ROAD (E)						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
07:00	0	2	0	0	0	0	0	2	5	1	1	0	0	0	0
07:15	1	1	0	0	0	0	0	2	7	6	4	0	1	0	0
07:30	3	2	1	0	2	0	0	8	12	3	0	0	0	0	0
07:45	6	1	2	0	3	0	0	12	15	3	0	0	0	0	0
H/TOT	10	6	3	0	5	0	0	24	39	13	5	0	1	0	0
08:00	12	5	0	0	0	0	0	17	18	2	1	0	0	0	0
08:15	8	0	0	0	0	0	0	8	16	3	1	1	2	1	0
08:30	15	2	1	0	0	0	0	18	29	8	2	1	0	0	0
08:45	19	5	1	0	0	0	0	25	24	4	0	0	3	0	0
H/TOT	54	12	2	0	0	0	0	68	87	17	4	2	5	1	0
09:00	16	5	1	1	1	0	0	24	11	4	3	0	0	0	0
09:15	13	3	0	0	0	0	0	16	10	6	0	0	0	0	0
09:30	8	4	0	0	1	0	0	13	8	3	0	0	0	0	0
09:45	5	1	0	0	0	0	0	6	12	1	0	0	1	0	0
H/TOT	42	13	1	1	2	0	0	59	41	14	3	0	1	0	0
P/TOT	106	31	6	1	7	0	0	151	167	44	12	2	7	1	0

MANUAL CLASSIFIED COUNTS



JOB REF: 12870

JOB NAME: RAGLAN

SITE: 2

DATE: 16/11/2023

LOCATION: MONMOUTH ROAD (E) / STATION ROAD / MONMOUTH ROAD (W)

DAY: THURSDAY

TIME	TO ARM A MONMOUTH ROAD (E)								FROM ARM A MONMOUTH ROAD (E)						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
14:30	15	3	0	0	1	0	0	19	13	4	4	0	1	0	0
14:45	4	3	1	0	0	0	0	8	10	6	1	0	0	0	0
HH/TOT	19	6	1	0	1	0	0	27	23	10	5	0	1	0	0
15:00	7	1	3	0	0	0	0	11	13	4	1	0	0	0	0
15:15	7	3	0	0	0	0	0	10	17	5	1	0	0	0	0
15:30	22	4	0	0	0	0	0	26	17	0	0	0	1	0	0
15:45	13	0	0	0	1	0	0	14	10	2	0	0	0	0	0
H/TOT	49	8	3	0	1	0	0	61	57	11	2	0	1	0	0
16:00	18	2	0	0	0	1	0	21	16	5	0	0	2	0	0
16:15	11	0	0	0	0	0	0	11	16	6	0	0	0	0	1
16:30	10	2	0	0	1	0	0	13	22	5	0	0	1	0	0
16:45	12	1	0	0	0	0	0	13	19	2	0	0	0	0	0
H/TOT	51	5	0	0	1	1	0	58	73	18	0	0	3	0	1
17:00	16	2	0	0	0	0	0	18	23	2	0	0	0	0	0
17:15	11	1	0	0	0	0	0	12	19	5	1	0	1	0	0
17:30	15	1	0	0	0	0	0	16	35	6	0	0	2	0	0
17:45	6	2	0	0	1	0	0	9	17	0	1	0	0	0	0
H/TOT	48	6	0	0	1	0	0	55	94	13	2	0	3	0	0
18:00	11	0	0	0	0	0	0	11	13	2	0	0	0	0	0
18:15	6	0	0	0	0	0	0	6	13	0	0	0	1	0	0
HH/TOT	17	0	0	0	0	0	0	17	26	2	0	0	1	0	0
P/TOT	184	25	4	0	4	1	0	218	273	54	9	0	9	0	1

MANUAL CLASSIFIED COUNTS



JOB REF: 12870

JOB NAME: RAGLAN

SITE: 2

LOCATION: MONMOUTH ROAD (E) / STATION ROAD / MONMOUTH ROAD (W)

DATE: 16/11/2023

DAY: THURSDAY

TOT
7
18
15
18
58
21
24
40
31
116
18
16
11
14
59
233

TOT
22
17
39
18
23
18
12
71
23
23
28
21
95
25
26
43
18
112
15
14
29
346

MANUAL CLASSIFIED COUNTS



JOB REF: 12870

JOB NAME: RAGLAN

SITE: 2

DATE: 16/11/2023

LOCATION: MONMOUTH ROAD (E) / STATION ROAD / MONMOUTH ROAD (W)

DAY: THURSDAY

TIME	TO ARM B STATION ROAD								FROM ARM B STATION ROAD						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
07:00	5	3	1	0	0	0	0	9	0	7	0	0	0	0	0
07:15	10	3	5	0	0	0	0	18	1	3	0	0	4	0	0
07:30	9	0	1	0	0	0	0	10	0	7	4	1	1	0	0
07:45	19	2	0	0	0	0	0	21	2	2	5	0	1	0	0
H/TOT	43	8	7	0	0	0	0	58	3	19	9	1	6	0	0
08:00	19	3	0	0	0	0	0	22	12	4	1	0	1	0	0
08:15	24	1	3	0	1	1	0	30	3	0	1	0	0	0	0
08:30	31	10	2	0	0	0	0	43	24	5	2	0	0	0	0
08:45	11	10	1	0	3	0	0	25	9	4	1	0	0	0	0
H/TOT	85	24	6	0	4	1	0	120	48	13	5	0	1	0	0
09:00	9	5	2	0	0	0	0	16	7	2	5	0	0	0	0
09:15	7	3	0	0	0	0	0	10	11	2	0	0	0	0	0
09:30	1	4	0	0	0	0	0	5	3	3	0	0	0	0	0
09:45	7	3	1	0	0	0	0	11	8	0	2	0	0	0	0
H/TOT	24	15	3	0	0	0	0	42	29	7	7	0	0	0	0
P/TOT	152	47	16	0	4	1	0	220	80	39	21	1	7	0	0

MANUAL CLASSIFIED COUNTS



JOB REF: 12870

JOB NAME: RAGLAN

SITE: 2

DATE: 16/11/2023

LOCATION: MONMOUTH ROAD (E) / STATION ROAD / MONMOUTH ROAD (W)

DAY: THURSDAY

TIME	TO ARM B STATION ROAD								FROM ARM B STATION ROAD						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
14:30	1	4	6	0	0	0	0	11	7	4	0	0	0	0	0
14:45	3	0	5	0	0	0	0	8	6	6	5	0	0	0	0
HH/TOT	4	4	11	0	0	0	0	19	13	10	5	0	0	0	0
15:00	1	2	0	0	0	0	0	3	5	2	3	0	0	0	0
15:15	2	2	1	0	0	0	0	5	8	2	1	0	0	0	0
15:30	9	0	0	0	0	0	0	9	13	1	0	0	0	0	0
15:45	1	2	0	0	1	0	0	4	13	0	0	0	0	0	0
H/TOT	13	6	1	0	1	0	0	21	39	5	4	0	0	0	0
16:00	6	6	0	0	4	0	0	16	18	2	0	0	0	1	0
16:15	5	10	0	0	1	0	0	16	19	0	0	0	0	0	0
16:30	7	3	0	0	0	0	0	10	17	4	0	0	0	0	0
16:45	15	4	0	0	0	0	0	19	15	0	0	0	1	0	0
H/TOT	33	23	0	0	5	0	0	61	69	6	0	0	1	1	0
17:00	16	1	0	0	0	0	0	17	19	1	0	0	0	0	0
17:15	17	2	0	0	0	0	0	19	21	2	0	0	0	0	0
17:30	7	0	2	0	0	0	0	9	31	2	2	0	0	0	0
17:45	9	0	0	0	0	0	0	9	6	1	0	0	0	0	0
H/TOT	49	3	2	0	0	0	0	54	77	6	2	0	0	0	0
18:00	2	1	0	0	0	0	0	3	9	0	0	0	0	0	0
18:15	1	0	0	0	1	0	0	2	0	0	0	0	0	0	0
HH/TOT	3	1	0	0	1	0	0	5	9	0	0	0	0	0	0
P/TOT	102	37	14	0	7	0	0	160	207	27	11	0	1	1	0

MANUAL CLASSIFIED COUNTS



JOB REF: 12870

JOB NAME: RAGLAN

SITE: 2

LOCATION: MONMOUTH ROAD (E) / STATION ROAD / MONMOUTH ROAD (W)

DATE: 16/11/2023

DAY: THURSDAY

TOT
7
8
13
10
38
18
4
31
14
67
14
13
6
10
43
148

TOT
11
17
28
10
11
14
13
48
21
19
21
16
77
20
23
35
7
85
9
0
9
247

MANUAL CLASSIFIED COUNTS

JOB REF: 12870

JOB NAME: RAGLAN

SITE: 2

LOCATION: MONMOUTH ROAD (E) / STATION ROAD / MONMOUTH ROAD (W)



DATE: 16/11/2023

DAY: THURSDAY

TIME	TO ARM C MONMOUTH ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	5	0	0	0	0	0	6
07:15	2	5	0	0	5	0	0	12
07:30	6	10	3	1	0	0	0	20
07:45	8	5	3	0	1	0	0	17
H/TOT	17	25	6	1	6	0	0	55
08:00	17	4	2	0	1	0	0	24
08:15	13	3	1	1	1	0	0	19
08:30	28	5	1	1	0	0	0	35
08:45	26	5	0	0	2	0	0	33
H/TOT	84	17	4	2	4	0	0	111
09:00	13	5	5	0	0	0	0	23
09:15	14	5	0	0	0	0	0	19
09:30	10	3	0	0	0	0	0	13
09:45	19	0	2	0	1	0	0	22
H/TOT	56	13	7	0	1	0	0	77
P/TOT	157	55	17	3	11	0	0	243

FROM ARM C MONMOUTH ROAD (W)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
1	2	0	0	0	0	0	
5	0	1	0	0	0	0	
6	2	1	0	1	0	0	
16	3	0	0	3	0	0	
28	7	2	0	4	0	0	
18	6	0	0	0	0	0	
26	1	2	0	0	0	0	
21	4	0	0	0	0	0	
23	12	1	0	2	0	0	
88	23	3	0	2	0	0	
20	9	0	1	1	0	0	
13	3	0	0	0	0	0	
8	5	0	0	1	0	0	
11	3	1	0	0	0	0	
52	20	1	1	2	0	0	
168	50	6	1	8	0	0	

MANUAL CLASSIFIED COUNTS

JOB REF: 12870

JOB NAME: RAGLAN

SITE: 2

LOCATION: MONMOUTH ROAD (E) / STATION ROAD / MONMOUTH ROAD (W)



DATE: 16/11/2023

DAY: THURSDAY

TIME	TO ARM C MONMOUTH ROAD (W)								FROM ARM C MONMOUTH ROAD (W)						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
14:30	15	7	0	0	1	0	0	23	11	6	2	0	1	0	0
14:45	14	10	5	0	0	0	0	29	5	1	5	0	0	0	0
HH/TOT	29	17	5	0	1	0	0	52	16	7	7	0	1	0	0
15:00	18	5	1	0	0	0	0	24	8	2	0	0	0	0	0
15:15	21	6	1	0	0	0	0	28	5	4	0	0	0	0	0
15:30	21	1	0	0	1	0	0	23	22	4	0	0	0	0	0
15:45	19	1	0	0	0	0	0	20	10	1	0	0	2	0	0
H/TOT	79	13	2	0	1	0	0	95	45	11	0	0	2	0	0
16:00	21	3	0	0	0	0	0	24	11	4	0	0	2	0	0
16:15	29	2	0	0	0	0	1	32	10	6	0	0	1	0	0
16:30	31	8	0	0	1	0	0	40	9	4	0	0	1	0	0
16:45	22	1	0	0	1	0	0	24	15	4	0	0	0	0	0
H/TOT	103	14	0	0	2	0	1	120	45	18	0	0	4	0	0
17:00	28	2	0	0	0	0	0	30	18	2	0	0	0	0	0
17:15	28	5	1	0	1	0	0	35	16	1	0	0	0	0	0
17:30	53	7	2	0	2	0	0	64	9	0	2	0	0	0	0
17:45	16	0	1	0	0	0	0	17	8	1	0	0	1	0	0
H/TOT	125	14	4	0	3	0	0	146	51	4	2	0	1	0	0
18:00	18	2	0	0	0	0	0	20	9	1	0	0	0	0	0
18:15	13	0	0	0	0	0	0	13	7	0	0	0	0	0	0
HH/TOT	31	2	0	0	0	0	0	33	16	1	0	0	0	0	0
P/TOT	367	60	11	0	7	0	1	446	173	41	9	0	8	0	0

MANUAL CLASSIFIED COUNTS



JOB REF: 12870

JOB NAME: RAGLAN

SITE: 2

LOCATION: MONMOUTH ROAD (E) / STATION ROAD / MONMOUTH ROAD (W)

DATE: 16/11/2023

DAY: THURSDAY

TOT
3
6
10
22
41
24
29
25
38
116
31
16
14
15
76
233

TOT
20
11
31
10
9
26
13
58
17
17
14
19
67
20
17
11
10
58
10
7
17
231

QUEUE LENGTHS

JOB REF: 12870



JOB NAME: RAGLAN

SITE: 2

DATE: 16/11/2023

LOCATION: MONMOUTH ROAD (E) / STATION ROAD / MONMOUTH ROAD (W)

DAY: THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A MONMOUTH ROAD (E)	ARM B STATION ROAD	ARM C MONMOUTH ROAD (W)	TIME	ARM A MONMOUTH ROAD (E)	ARM B STATION ROAD	ARM C MONMOUTH ROAD (W)
	LANE 1	LANE 1	LANE 1		LANE 1	LANE 1	LANE 1
07:00	0	0	0	14:30	0	1	0
07:05	0	0	0	14:35	0	2	1
07:10	0	0	0	14:40	0	1	0
07:15	0	0	0	14:45	0	0	0
07:20	0	0	0	14:50	0	1	0
07:25	0	1	0	14:55	0	1	0
07:30	0	0	0	15:00	0	1	0
07:35	0	1	0	15:05	0	0	0
07:40	0	2	0	15:10	0	1	0
07:45	0	0	0	15:15	0	1	0
07:50	0	0	0	15:20	0	2	0
07:55	0	1	0	15:25	0	1	0
08:00	0	1	0	15:30	0	1	0
08:05	0	1	0	15:35	0	2	0
08:10	0	1	0	15:40	0	1	0
08:15	0	1	0	15:45	0	1	0
08:20	0	0	1	15:50	0	0	0
08:25	0	0	1	15:55	0	1	0
08:30	0	3	2	16:00	0	1	0
08:35	0	1	0	16:05	0	3	0
08:40	0	1	2	16:10	0	0	0
08:45	0	1	0	16:15	0	1	0
08:50	0	0	0	16:20	0	0	1
08:55	0	1	0	16:25	0	2	1
09:00	0	2	0	16:30	0	2	0

QUEUE LENGTHS

JOB REF: 12870



JOB NAME: RAGLAN

SITE: 2

DATE: 16/11/2023

LOCATION: MONMOUTH ROAD (E) / STATION ROAD / MONMOUTH ROAD (W)

DAY: THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A MONMOUTH ROAD (E)	ARM B STATION ROAD	ARM C MONMOUTH ROAD (W)	TIME	ARM A MONMOUTH ROAD (E)	ARM B STATION ROAD	ARM C MONMOUTH ROAD (W)
	LANE 1	LANE 1	LANE 1		LANE 1	LANE 1	LANE 1
09:05	0	0	0	16:35	0	1	0
09:10	0	0	0	16:40	0	0	0
09:15	0	0	0	16:45	0	1	0
09:20	0	2	0	16:50	0	1	0
09:25	0	1	0	16:55	0	2	0
09:30	0	0	0	17:00	0	1	1
09:35	0	0	0	17:05	0	1	0
09:40	0	1	0	17:10	0	1	0
09:45	0	1	0	17:15	0	2	2
09:50	0	1	0	17:20	0	1	0
09:55	0	0	0	17:25	0	2	0
				17:30	0	2	0

MANUAL CLASSIFIED COUNTS

JOB REF: 12870

JOB NAME: RAGLAN

SITE: 3

LOCATION: HIGH STREET (E) / CHEPSTOW ROAD / HIGH STREET (W) / CASTLE STREET



DATE: 16/11/2023

DAY: THURSDAY

TIME	A TO B							
	FROM HIGH STREET (E) TO CHEPSTOW ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1
07:15	1	1	0	0	0	0	0	2
07:30	3	1	0	0	1	0	0	5
07:45	3	2	1	0	0	0	0	6
H/TOT	8	4	1	0	1	0	0	14
08:00	5	3	1	0	0	0	0	9
08:15	5	1	0	1	0	0	0	7
08:30	9	3	1	1	0	0	0	14
08:45	18	4	0	0	0	0	0	22
H/TOT	37	11	2	2	0	0	0	52
09:00	7	3	2	0	0	0	0	12
09:15	6	5	0	0	0	0	0	11
09:30	6	1	0	0	0	0	0	7
09:45	6	0	1	0	0	0	0	7
H/TOT	25	9	3	0	0	0	0	37
P/TOT	70	24	6	2	1	0	0	103

	A TO C							
	FROM HIGH STREET (E) TO HIGH STREET (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
1	4	0	0	0	0	0	0	5
1	3	0	0	0	4	0	0	8
3	9	3	1	0	0	0	0	16
5	3	2	0	1	0	0	0	11
10	19	5	1	5	0	0	0	40
10	2	1	0	1	0	0	0	14
8	2	1	0	1	0	0	0	12
17	2	0	0	0	0	0	0	19
8	1	0	0	2	0	0	0	11
43	7	2	0	4	0	0	0	56
6	2	3	0	0	0	0	0	11
8	0	0	0	0	0	0	0	8
3	2	0	0	0	0	0	0	5
11	0	1	0	1	0	0	0	13
28	4	4	0	1	0	0	0	37
81	30	11	1	10	0	0	0	133

MANUAL CLASSIFIED COUNTS



JOB REF: 12870

JOB NAME: RAGLAN

SITE: 3

DATE: 16/11/2023

LOCATION: HIGH STREET (E) / CHEPSTOW ROAD / HIGH STREET (W) / CASTLE STREET

DAY: THURSDAY

TIME	A TO B FROM HIGH STREET (E) TO CHEPSTOW ROAD								A TO C FROM HIGH STREET (E) TO HIGH STREET (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	10	1	0	0	0	0	0	11	7	5	0	0	1	0	0	13
14:45	8	7	0	0	0	0	0	15	6	2	5	0	0	0	0	13
HH/TOT	18	8	0	0	0	0	0	26	13	7	5	0	1	0	0	26
15:00	9	4	1	0	0	0	0	14	7	3	0	0	0	0	0	10
15:15	13	3	1	0	0	0	0	17	8	1	0	0	0	0	0	9
15:30	5	0	0	0	0	0	0	5	17	1	0	0	1	0	0	19
15:45	4	1	0	0	0	0	0	5	15	0	0	0	0	0	0	15
H/TOT	31	8	2	0	0	0	0	41	47	5	0	0	1	0	0	53
16:00	5	2	0	0	0	0	0	7	13	1	0	0	0	0	0	14
16:15	7	1	0	0	0	0	1	9	17	2	0	0	0	0	0	19
16:30	6	3	0	0	0	0	0	9	21	3	0	0	1	0	0	25
16:45	7	1	0	0	1	0	0	9	13	1	0	0	0	0	0	14
H/TOT	25	7	0	0	1	0	1	34	64	7	0	0	1	0	0	72
17:00	6	2	0	0	0	0	0	8	21	1	0	0	0	0	0	22
17:15	10	1	0	0	0	0	0	11	18	2	1	0	1	0	0	22
17:30	16	3	2	0	0	0	0	21	30	4	0	0	2	0	0	36
17:45	3	0	1	0	0	0	0	4	13	0	0	0	0	0	0	13
H/TOT	35	6	3	0	0	0	0	44	82	7	1	0	3	0	0	93
18:00	5	1	0	0	0	0	0	6	11	1	0	0	0	0	0	12
18:15	2	1	1	0	0	0	0	4	10	0	0	0	0	0	0	10
HH/TOT	7	2	1	0	0	0	0	10	21	1	0	0	0	0	0	22
P/TOT	116	31	6	0	1	0	1	155	227	27	6	0	6	0	0	266

MANUAL CLASSIFIED COUNTS



JOB REF: 12870

JOB NAME: RAGLAN

SITE: 3

DATE: 16/11/2023

LOCATION: HIGH STREET (E) / CHEPSTOW ROAD / HIGH STREET (W) / CASTLE STREET

DAY: THURSDAY

TIME	A TO D FROM HIGH STREET (E) TO CASTLE STREET								B TO A FROM CHEPSTOW ROAD TO HIGH STREET (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	3	1	0	0	1	0	0	5
07:45	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
H/TOT	0	1	0	0	0	0	0	1	9	1	1	0	1	0	0	12
08:00	1	0	0	0	0	0	0	1	6	2	0	0	0	0	0	8
08:15	1	0	0	0	0	0	0	1	6	0	1	0	0	0	0	7
08:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
08:45	1	0	0	0	0	0	0	1	10	6	1	0	0	0	0	17
H/TOT	3	0	0	0	0	0	0	3	27	8	2	0	0	0	0	37
09:00	0	0	0	0	0	0	0	0	8	6	0	1	0	0	0	15
09:15	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
09:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
09:45	1	0	0	0	0	0	0	1	2	0	1	0	0	0	0	3
H/TOT	2	0	0	0	0	0	0	2	14	7	1	1	0	0	0	23
P/TOT	5	1	0	0	0	0	0	6	50	16	4	1	1	0	0	72

MANUAL CLASSIFIED COUNTS



JOB REF: 12870

JOB NAME: RAGLAN

SITE: 3

DATE: 16/11/2023

LOCATION: HIGH STREET (E) / CHEPSTOW ROAD / HIGH STREET (W) / CASTLE STREET

DAY: THURSDAY

TIME	A TO D FROM HIGH STREET (E) TO CASTLE STREET								B TO A FROM CHEPSTOW ROAD TO HIGH STREET (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	0	1	0	0	0	0	0	1	3	3	1	0	0	0	0	7
14:45	1	0	0	0	0	0	0	1	2	1	3	0	0	0	0	6
HH/TOT	1	1	0	0	0	0	0	2	5	4	4	0	0	0	0	13
15:00	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2
15:15	1	1	0	0	0	0	0	2	1	2	0	0	0	0	0	3
15:30	0	0	0	0	0	0	0	0	17	3	0	0	0	0	0	20
15:45	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	6
H/TOT	2	1	0	0	0	0	0	3	24	6	0	0	1	0	0	31
16:00	2	0	0	0	0	0	0	2	4	1	0	0	0	0	0	5
16:15	3	0	0	0	0	0	0	3	3	1	0	0	0	0	0	4
16:30	3	1	0	0	0	0	0	4	4	0	0	0	0	0	0	4
16:45	1	0	0	0	0	0	0	1	3	3	0	0	0	0	0	6
H/TOT	9	1	0	0	0	0	0	10	14	5	0	0	0	0	0	19
17:00	1	0	0	0	0	0	0	1	6	1	0	0	0	0	0	7
17:15	1	1	0	0	0	0	0	2	7	1	0	0	0	0	0	8
17:30	4	0	0	0	0	0	0	4	4	1	0	0	0	0	0	5
17:45	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
H/TOT	7	1	0	0	0	0	0	8	21	3	0	0	0	0	0	24
18:00	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3
18:15	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
HH/TOT	1	0	0	0	0	0	0	1	3	1	1	0	0	0	0	5
P/TOT	20	4	0	0	0	0	0	24	67	19	5	0	1	0	0	92

MANUAL CLASSIFIED COUNTS

JOB REF: 12870

JOB NAME: RAGLAN

SITE: 3

LOCATION: HIGH STREET (E) / CHEPSTOW ROAD / HIGH STREET (W) / CASTLE STREET



DATE: 16/11/2023

DAY: THURSDAY

TIME	B TO C FROM CHEPSTOW ROAD TO HIGH STREET (W)								B TO D FROM CHEPSTOW ROAD TO CASTLE STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
07:15	4	3	0	0	0	0	0	7	0	0	0	0	0	0	0	0
07:30	7	3	0	0	0	0	0	10	0	0	0	0	0	0	0	0
07:45	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0
H/TOT	26	7	0	0	0	0	0	33	0	0	0	0	0	0	0	0
08:00	11	2	0	0	0	0	0	13	1	0	0	0	0	0	0	1
08:15	8	4	1	0	0	0	0	13	0	0	0	0	0	0	0	0
08:30	6	4	0	0	0	0	0	10	0	0	0	0	0	0	0	0
08:45	30	4	0	0	0	0	0	34	0	0	0	0	0	0	0	0
H/TOT	55	14	1	0	0	0	0	70	1	0	0	0	0	0	0	1
09:00	10	5	1	1	0	0	0	17	0	0	0	0	0	0	0	0
09:15	10	3	0	0	0	0	0	13	0	0	0	0	0	0	0	0
09:30	8	3	2	0	0	0	0	13	0	1	0	0	0	0	0	1
09:45	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0
H/TOT	36	13	3	1	0	0	0	53	0	1	0	0	0	0	0	1
P/TOT	117	34	4	1	0	0	0	156	1	1	0	0	0	0	0	2

MANUAL CLASSIFIED COUNTS

JOB REF: 12870

JOB NAME: RAGLAN

SITE: 3

LOCATION: HIGH STREET (E) / CHEPSTOW ROAD / HIGH STREET (W) / CASTLE STREET



DATE: 16/11/2023

DAY: THURSDAY

TIME	B TO C							
	FROM CHEPSTOW ROAD TO HIGH STREET (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	10	3	2	0	0	0	0	15
14:45	11	5	0	0	0	0	0	16
HH/TOT	21	8	2	0	0	0	0	31
15:00	16	6	2	0	0	0	0	24
15:15	12	8	1	0	0	0	0	21
15:30	21	13	2	0	0	0	0	36
15:45	16	6	4	0	0	0	0	26
H/TOT	65	33	9	0	0	0	0	107
16:00	12	12	0	0	0	0	0	24
16:15	17	14	3	0	0	0	0	34
16:30	17	10	1	2	0	0	0	30
16:45	15	8	0	0	0	0	0	23
H/TOT	61	44	4	2	0	0	0	111
17:00	22	4	0	0	0	0	1	27
17:15	16	11	2	0	0	0	0	29
17:30	25	10	1	0	0	0	0	36
17:45	16	7	1	0	0	0	0	24
H/TOT	79	32	4	0	0	0	1	116
18:00	8	4	0	0	0	0	0	12
18:15	13	1	0	0	0	0	0	14
HH/TOT	21	5	0	0	0	0	0	26
P/TOT	247	122	19	2	0	0	1	391

	B TO D							
	FROM CHEPSTOW ROAD TO CASTLE STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
1	0	0	0	0	0	0	0	1
1	1	0	0	0	0	0	0	2
2	1	0	0	0	0	0	0	3
1	1	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0	0
7	1	0	0	0	0	0	0	8
0	0	0	0	0	0	0	0	0
8	2	0	0	0	0	0	0	10
0	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	0	0	0	0	0	0
1	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	2
1	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	1
13	4	0	0	0	0	0	0	17

MANUAL CLASSIFIED COUNTS

JOB REF: 12870

JOB NAME: RAGLAN

SITE: 3

LOCATION: HIGH STREET (E) / CHEPSTOW ROAD / HIGH STREET (W) / CASTLE STREET



DATE: 16/11/2023

DAY: THURSDAY

TIME	C TO A							
	FROM HIGH STREET (W) TO HIGH STREET (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	2	0	0	0	0	0	3
07:15	5	0	0	0	0	0	0	5
07:30	3	1	1	0	0	0	0	5
07:45	11	3	0	0	3	0	0	17
H/TOT	20	6	1	0	3	0	0	30
08:00	12	3	0	0	0	0	0	15
08:15	20	2	1	0	0	0	0	23
08:30	15	3	0	0	0	0	0	18
08:45	12	7	0	0	2	0	0	21
H/TOT	59	15	1	0	2	0	0	77
09:00	13	4	0	0	1	0	0	18
09:15	8	2	0	0	0	0	0	10
09:30	6	3	0	0	1	0	0	10
09:45	8	2	0	0	0	0	0	10
H/TOT	35	11	0	0	2	0	0	48
P/TOT	114	32	2	0	7	0	0	155

	C TO B							
	FROM HIGH STREET (W) TO CHEPSTOW ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
4	4	1	0	0	0	0	0	9
4	5	0	0	0	0	0	0	9
14	5	0	0	0	0	0	0	19
17	10	3	0	0	0	0	0	30
39	24	4	0	0	0	0	0	67
8	10	3	0	0	0	0	0	21
9	6	1	1	0	0	0	0	17
17	10	5	0	0	0	0	0	32
16	8	1	0	0	0	0	0	25
50	34	10	1	0	0	0	0	95
7	7	2	0	0	0	0	0	16
6	3	0	0	0	0	0	0	9
6	1	0	0	0	0	0	0	7
8	3	2	0	0	0	0	0	13
27	14	4	0	0	0	0	0	45
116	72	18	1	0	0	0	0	207

MANUAL CLASSIFIED COUNTS

JOB REF: 12870

JOB NAME: RAGLAN

SITE: 3

LOCATION: HIGH STREET (E) / CHEPSTOW ROAD / HIGH STREET (W) / CASTLE STREET



DATE: 16/11/2023

DAY: THURSDAY

TIME	C TO A							
	FROM HIGH STREET (W) TO HIGH STREET (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	8	3	1	0	0	0	0	12
14:45	3	0	2	0	0	0	0	5
HH/TOT	11	3	3	0	0	0	0	17
15:00	6	1	0	0	0	0	0	7
15:15	4	2	0	0	0	0	0	6
15:30	5	1	0	0	1	0	0	7
15:45	3	1	0	0	0	0	0	4
H/TOT	18	5	0	0	1	0	0	24
16:00	8	3	0	0	2	0	0	13
16:15	7	5	0	0	1	0	0	13
16:30	5	4	0	0	1	0	0	10
16:45	11	1	0	0	0	0	0	12
H/TOT	31	13	0	0	4	0	0	48
17:00	12	1	0	0	0	0	0	13
17:15	9	0	0	0	0	0	0	9
17:30	4	0	2	0	0	0	0	6
17:45	5	1	0	0	1	0	0	7
H/TOT	30	2	2	0	1	0	0	35
18:00	7	0	0	0	0	0	0	7
18:15	5	1	0	0	0	0	0	6
HH/TOT	12	1	0	0	0	0	0	13
P/TOT	102	24	5	0	6	0	0	137

	C TO B							
	FROM HIGH STREET (W) TO CHEPSTOW ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
6	2	0	0	0	0	0	0	8
14	1	0	0	0	0	0	0	15
20	3	0	0	0	0	0	0	23
17	4	0	0	0	0	0	0	21
18	2	0	0	0	0	0	0	20
5	7	0	0	0	0	0	0	12
15	1	2	0	0	0	0	0	18
55	14	2	0	0	0	0	0	71
8	3	0	0	0	0	0	0	11
14	5	0	0	0	0	0	0	19
9	1	0	0	0	0	0	0	10
6	0	2	0	0	0	0	0	8
37	9	2	0	0	0	0	0	48
10	0	0	0	0	0	0	0	10
12	4	0	0	0	0	0	0	16
6	1	0	0	0	0	0	0	7
17	1	1	0	0	0	0	0	19
45	6	1	0	0	0	0	0	52
14	3	0	0	0	0	0	1	18
11	2	1	0	0	0	0	0	14
25	5	1	0	0	0	0	1	32
182	37	6	0	0	0	0	1	226

MANUAL CLASSIFIED COUNTS

JOB REF: 12870

JOB NAME: RAGLAN

SITE: 3

LOCATION: HIGH STREET (E) / CHEPSTOW ROAD / HIGH STREET (W) / CASTLE STREET



DATE: 16/11/2023

DAY: THURSDAY

TIME	C TO D FROM HIGH STREET (W) TO CASTLE STREET								D TO A FROM CASTLE STREET TO HIGH STREET (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1
07:45	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	3	2	0	0	0	0	0	5	1	0	0	0	0	0	0	1
08:00	2	3	0	0	0	0	0	5	1	0	0	0	0	0	0	1
08:15	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1
08:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
08:45	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	7	5	0	0	0	0	0	12	3	0	0	0	0	0	0	3
09:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:15	4	1	0	0	0	0	0	5	1	0	0	0	0	0	0	1
09:30	3	2	0	0	0	0	0	5	1	2	0	0	0	0	0	3
09:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	11	3	0	0	0	0	0	14	2	2	0	0	0	0	0	4
P/TOT	21	10	0	0	0	0	0	31	6	2	0	0	0	0	0	8

MANUAL CLASSIFIED COUNTS

JOB REF: 12870

JOB NAME: RAGLAN

SITE: 3

LOCATION: HIGH STREET (E) / CHEPSTOW ROAD / HIGH STREET (W) / CASTLE STREET



DATE: 16/11/2023

DAY: THURSDAY

TIME	C TO D FROM HIGH STREET (W) TO CASTLE STREET								D TO A FROM CASTLE STREET TO HIGH STREET (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
14:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
HH/TOT	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
15:00	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
15:15	5	3	0	0	0	0	0	8	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
15:45	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
H/TOT	15	3	0	0	0	0	0	18	3	0	0	0	0	0	0	3
16:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
16:30	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0
16:45	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	8	4	0	0	0	0	0	12	0	0	0	0	0	0	0	0
17:00	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:15	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	7	5	0	0	0	0	0	12	0	0	0	0	0	0	0	0
18:00	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
HH/TOT	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
P/TOT	37	14	0	0	0	0	0	51	3	0	0	0	0	0	0	3

MANUAL CLASSIFIED COUNTS

JOB REF: 12870

JOB NAME: RAGLAN

SITE: 3

LOCATION: HIGH STREET (E) / CHEPSTOW ROAD / HIGH STREET (W) / CASTLE STREET



DATE: 16/11/2023

DAY: THURSDAY

TIME	D TO B FROM CASTLE STREET TO CHEPSTOW ROAD								D TO C FROM CASTLE STREET TO HIGH STREET (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:45	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	2
H/TOT	0	1	0	0	0	0	0	1	8	0	0	0	0	0	0	8
08:00	1	0	0	0	0	0	0	1	2	3	0	0	0	0	0	5
08:15	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	2
08:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:45	1	0	0	0	0	0	0	1	5	2	0	0	0	0	0	7
H/TOT	2	1	0	0	0	0	0	3	9	6	0	0	0	0	0	15
09:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
09:15	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
09:30	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
09:45	2	0	0	0	0	0	0	2	5	1	0	0	0	0	0	6
H/TOT	2	0	0	0	0	0	0	2	15	3	0	0	0	0	0	18
P/TOT	4	2	0	0	0	0	0	6	32	9	0	0	0	0	0	41

MANUAL CLASSIFIED COUNTS



JOB REF: 12870

JOB NAME: RAGLAN

SITE: 3

DATE: 16/11/2023

LOCATION: HIGH STREET (E) / CHEPSTOW ROAD / HIGH STREET (W) / CASTLE STREET

DAY: THURSDAY

TIME	D TO B FROM CASTLE STREET TO CHEPSTOW ROAD								D TO C FROM CASTLE STREET TO HIGH STREET (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	1	0	0	0	0	0	0	1	2	2	1	0	0	0	0	5
14:45	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5
HH/TOT	2	0	0	0	0	0	0	2	7	2	1	0	0	0	0	10
15:00	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6
15:15	3	0	0	0	0	0	0	3	1	1	0	0	0	0	0	2
15:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
15:45	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	3
H/TOT	5	0	0	0	0	0	0	5	10	3	0	0	0	0	0	13
16:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
16:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
16:45	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	3
H/TOT	1	0	0	0	0	0	0	1	10	3	0	0	0	0	0	13
17:00	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
17:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
17:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	4	5	0	0	0	0	0	9
18:00	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3
18:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
HH/TOT	1	0	0	0	0	0	0	1	4	1	0	0	0	0	0	5
P/TOT	9	0	0	0	0	0	0	9	35	14	1	0	0	0	0	50

MANUAL CLASSIFIED COUNTS

JOB REF: 12870

JOB NAME: RAGLAN

SITE: 3

LOCATION: HIGH STREET (E) / CHEPSTOW ROAD / HIGH STREET (W) / CASTLE STREET



DATE: 16/11/2023

DAY: THURSDAY

TIME	TO ARM A HIGH STREET (E)								FROM ARM A HIGH STREET (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	2	0	0	0	0	0	3	2	4	0	0	0	0	0	6
07:15	5	0	1	0	0	0	0	6	2	5	0	0	4	0	0	11
07:30	7	2	1	0	1	0	0	11	6	10	3	1	1	0	0	21
07:45	17	3	0	0	3	0	0	23	8	5	3	0	1	0	0	17
H/TOT	30	7	2	0	4	0	0	43	18	24	6	1	6	0	0	55
08:00	19	5	0	0	0	0	0	24	16	5	2	0	1	0	0	24
08:15	27	2	2	0	0	0	0	31	14	3	1	1	1	0	0	20
08:30	21	3	0	0	0	0	0	24	26	5	1	1	0	0	0	33
08:45	22	13	1	0	2	0	0	38	27	5	0	0	2	0	0	34
H/TOT	89	23	3	0	2	0	0	117	83	18	4	2	4	0	0	111
09:00	21	10	0	1	1	0	0	33	13	5	5	0	0	0	0	23
09:15	12	3	0	0	0	0	0	15	14	5	0	0	0	0	0	19
09:30	8	5	0	0	1	0	0	14	10	3	0	0	0	0	0	13
09:45	10	2	1	0	0	0	0	13	18	0	2	0	1	0	0	21
H/TOT	51	20	1	1	2	0	0	75	55	13	7	0	1	0	0	76
P/TOT	170	50	6	1	8	0	0	235	156	55	17	3	11	0	0	242

MANUAL CLASSIFIED COUNTS



JOB REF: 12870

JOB NAME: RAGLAN

SITE: 3

LOCATION: HIGH STREET (E) / CHEPSTOW ROAD / HIGH STREET (W) / CASTLE STREET

DATE: 16/11/2023

DAY: THURSDAY

TIME	TO ARM A HIGH STREET (E)								FROM ARM A HIGH STREET (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	11	6	2	0	0	0	0	19	17	7	0	0	1	0	0	25
14:45	5	1	5	0	0	0	0	11	15	9	5	0	0	0	0	29
HH/TOT	16	7	7	0	0	0	0	30	32	16	5	0	1	0	0	54
15:00	8	2	0	0	0	0	0	10	17	7	1	0	0	0	0	25
15:15	5	4	0	0	0	0	0	9	22	5	1	0	0	0	0	28
15:30	23	4	0	0	1	0	0	28	22	1	0	0	1	0	0	24
15:45	9	1	0	0	1	0	0	11	19	1	0	0	0	0	0	20
H/TOT	45	11	0	0	2	0	0	58	80	14	2	0	1	0	0	97
16:00	12	4	0	0	2	0	0	18	20	3	0	0	0	0	0	23
16:15	10	6	0	0	1	0	0	17	27	3	0	0	0	0	1	31
16:30	9	4	0	0	1	0	0	14	30	7	0	0	1	0	0	38
16:45	14	4	0	0	0	0	0	18	21	2	0	0	1	0	0	24
H/TOT	45	18	0	0	4	0	0	67	98	15	0	0	2	0	1	116
17:00	18	2	0	0	0	0	0	20	28	3	0	0	0	0	0	31
17:15	16	1	0	0	0	0	0	17	29	4	1	0	1	0	0	35
17:30	8	1	2	0	0	0	0	11	50	7	2	0	2	0	0	61
17:45	9	1	0	0	1	0	0	11	17	0	1	0	0	0	0	18
H/TOT	51	5	2	0	1	0	0	59	124	14	4	0	3	0	0	145
18:00	9	1	0	0	0	0	0	10	17	2	0	0	0	0	0	19
18:15	6	1	1	0	0	0	0	8	12	1	1	0	0	0	0	14
HH/TOT	15	2	1	0	0	0	0	18	29	3	1	0	0	0	0	33
P/TOT	172	43	10	0	7	0	0	232	363	62	12	0	7	0	1	445

MANUAL CLASSIFIED COUNTS

JOB REF: 12870

JOB NAME: RAGLAN

SITE: 3

LOCATION: HIGH STREET (E) / CHEPSTOW ROAD / HIGH STREET (W) / CASTLE STREET



DATE: 16/11/2023

DAY: THURSDAY

TIME	TO ARM B CHEPSTOW ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	4	1	0	0	0	0	10
07:15	5	6	0	0	0	0	0	11
07:30	17	6	0	0	1	0	0	24
07:45	20	13	4	0	0	0	0	37
H/TOT	47	29	5	0	1	0	0	82
08:00	14	13	4	0	0	0	0	31
08:15	14	8	1	2	0	0	0	25
08:30	26	13	6	1	0	0	0	46
08:45	35	12	1	0	0	0	0	48
H/TOT	89	46	12	3	0	0	0	150
09:00	14	10	4	0	0	0	0	28
09:15	12	8	0	0	0	0	0	20
09:30	12	2	0	0	0	0	0	14
09:45	16	3	3	0	0	0	0	22
H/TOT	54	23	7	0	0	0	0	84
P/TOT	190	98	24	3	1	0	0	316

FROM ARM B CHEPSTOW ROAD							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
3	0	0	0	0	0	0	3
4	3	1	0	0	0	0	8
10	4	0	0	1	0	0	15
18	1	0	0	0	0	0	19
35	8	1	0	1	0	0	45
18	4	0	0	0	0	0	22
14	4	2	0	0	0	0	20
11	4	0	0	0	0	0	15
40	10	1	0	0	0	0	51
83	22	3	0	0	0	0	108
18	11	1	2	0	0	0	32
13	4	0	0	0	0	0	17
9	4	2	0	0	0	0	15
10	2	1	0	0	0	0	13
50	21	4	2	0	0	0	77
168	51	8	2	1	0	0	230

MANUAL CLASSIFIED COUNTS

JOB REF: 12870

JOB NAME: RAGLAN

SITE: 3

LOCATION: HIGH STREET (E) / CHEPSTOW ROAD / HIGH STREET (W) / CASTLE STREET



DATE: 16/11/2023

DAY: THURSDAY

TIME	TO ARM B CHEPSTOW ROAD								FROM ARM B CHEPSTOW ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	17	3	0	0	0	0	0	20	14	6	3	0	0	0	0	23
14:45	23	8	0	0	0	0	0	31	14	7	3	0	0	0	0	24
HH/TOT	40	11	0	0	0	0	0	51	28	13	6	0	0	0	0	47
15:00	27	8	1	0	0	0	0	36	18	8	2	0	0	0	0	28
15:15	34	5	1	0	0	0	0	40	13	10	1	0	0	0	0	24
15:30	10	7	0	0	0	0	0	17	45	17	2	0	0	0	0	64
15:45	20	2	2	0	0	0	0	24	21	6	4	0	1	0	0	32
H/TOT	91	22	4	0	0	0	0	117	97	41	9	0	1	0	0	148
16:00	13	5	0	0	0	0	0	18	16	13	0	0	0	0	0	29
16:15	21	6	0	0	0	0	1	28	21	15	3	0	0	0	0	39
16:30	15	4	0	0	0	0	0	19	21	10	1	2	0	0	0	34
16:45	14	1	2	0	1	0	0	18	18	11	0	0	0	0	0	29
H/TOT	63	16	2	0	1	0	1	83	76	49	4	2	0	0	0	131
17:00	16	2	0	0	0	0	0	18	28	5	0	0	0	0	1	34
17:15	22	5	0	0	0	0	0	27	24	12	2	0	0	0	0	38
17:30	22	4	2	0	0	0	0	28	29	12	1	0	0	0	0	42
17:45	20	1	2	0	0	0	0	23	20	7	1	0	0	0	0	28
H/TOT	80	12	4	0	0	0	0	96	101	36	4	0	0	0	1	142
18:00	20	4	0	0	0	0	1	25	11	5	0	0	0	0	0	16
18:15	13	3	2	0	0	0	0	18	14	1	1	0	0	0	0	16
HH/TOT	33	7	2	0	0	0	1	43	25	6	1	0	0	0	0	32
P/TOT	307	68	12	0	1	0	2	390	327	145	24	2	1	0	1	500

MANUAL CLASSIFIED COUNTS



JOB REF: 12870

JOB NAME: RAGLAN

SITE: 3

DATE: 16/11/2023

LOCATION: HIGH STREET (E) / CHEPSTOW ROAD / HIGH STREET (W) / CASTLE STREET

DAY: THURSDAY

TIME	TO ARM C HIGH STREET (W)								FROM ARM C HIGH STREET (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	6	4	0	0	0	0	0	10	7	6	1	0	0	0	0	14
07:15	7	6	0	0	4	0	0	17	9	5	0	0	0	0	0	14
07:30	12	12	3	1	0	0	0	28	17	7	1	0	0	0	0	25
07:45	19	4	2	0	1	0	0	26	29	14	3	0	3	0	0	49
H/TOT	44	26	5	1	5	0	0	81	62	32	5	0	3	0	0	102
08:00	23	7	1	0	1	0	0	32	22	16	3	0	0	0	0	41
08:15	17	7	2	0	1	0	0	27	29	9	2	1	0	0	0	41
08:30	24	6	0	0	0	0	0	30	33	13	5	0	0	0	0	51
08:45	43	7	0	0	2	0	0	52	32	16	1	0	2	0	0	51
H/TOT	107	27	3	0	4	0	0	141	116	54	11	1	2	0	0	184
09:00	18	7	4	1	0	0	0	30	22	11	2	0	1	0	0	36
09:15	23	4	0	0	0	0	0	27	18	6	0	0	0	0	0	24
09:30	14	6	2	0	0	0	0	22	15	6	0	0	1	0	0	22
09:45	24	3	1	0	1	0	0	29	18	5	2	0	0	0	0	25
H/TOT	79	20	7	1	1	0	0	108	73	28	4	0	2	0	0	107
P/TOT	230	73	15	2	10	0	0	330	251	114	20	1	7	0	0	393

MANUAL CLASSIFIED COUNTS



JOB REF: 12870

JOB NAME: RAGLAN

SITE: 3

DATE: 16/11/2023

LOCATION: HIGH STREET (E) / CHEPSTOW ROAD / HIGH STREET (W) / CASTLE STREET

DAY: THURSDAY

TIME	TO ARM C HIGH STREET (W)								FROM ARM C HIGH STREET (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	19	10	3	0	1	0	0	33	15	6	1	0	0	0	0	22
14:45	22	7	5	0	0	0	0	34	20	1	2	0	0	0	0	23
HH/TOT	41	17	8	0	1	0	0	67	35	7	3	0	0	0	0	45
15:00	29	9	2	0	0	0	0	40	28	5	0	0	0	0	0	33
15:15	21	10	1	0	0	0	0	32	27	7	0	0	0	0	0	34
15:30	40	14	2	0	1	0	0	57	11	8	0	0	1	0	0	20
15:45	32	8	4	0	0	0	0	44	22	2	2	0	0	0	0	26
H/TOT	122	41	9	0	1	0	0	173	88	22	2	0	1	0	0	113
16:00	27	13	0	0	0	0	0	40	16	7	0	0	2	0	0	25
16:15	37	17	3	0	0	0	0	57	25	10	0	0	1	0	0	36
16:30	42	13	1	2	1	0	0	59	17	7	0	0	1	0	0	25
16:45	29	11	0	0	0	0	0	40	18	2	2	0	0	0	0	22
H/TOT	135	54	4	2	1	0	0	196	76	26	2	0	4	0	0	108
17:00	44	7	0	0	0	0	1	52	23	3	0	0	0	0	0	26
17:15	34	14	3	0	1	0	0	52	21	7	0	0	0	0	0	28
17:30	56	16	1	0	2	0	0	75	13	1	2	0	0	0	0	16
17:45	31	7	1	0	0	0	0	39	25	2	1	0	1	0	0	29
H/TOT	165	44	5	0	3	0	1	218	82	13	3	0	1	0	0	99
18:00	21	6	0	0	0	0	0	27	23	4	0	0	0	0	1	28
18:15	25	1	0	0	0	0	0	26	17	3	1	0	0	0	0	21
HH/TOT	46	7	0	0	0	0	0	53	40	7	1	0	0	0	1	49
P/TOT	509	163	26	2	6	0	1	707	321	75	11	0	6	0	1	414

MANUAL CLASSIFIED COUNTS

JOB REF: 12870

JOB NAME: RAGLAN

SITE: 3

LOCATION: HIGH STREET (E) / CHEPSTOW ROAD / HIGH STREET (W) / CASTLE STREET



DATE: 16/11/2023

DAY: THURSDAY

TIME	TO ARM D CASTLE STREET								FROM ARM D CASTLE STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
07:15	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	2
07:30	0	1	0	0	0	0	0	1	3	0	0	0	0	0	0	3
07:45	1	1	0	0	0	0	0	2	2	1	0	0	0	0	0	3
H/TOT	3	3	0	0	0	0	0	6	9	1	0	0	0	0	0	10
08:00	4	3	0	0	0	0	0	7	4	3	0	0	0	0	0	7
08:15	1	1	0	0	0	0	0	2	2	2	0	0	0	0	0	4
08:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
08:45	5	1	0	0	0	0	0	6	6	2	0	0	0	0	0	8
H/TOT	11	5	0	0	0	0	0	16	14	7	0	0	0	0	0	21
09:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
09:15	4	1	0	0	0	0	0	5	6	1	0	0	0	0	0	7
09:30	4	3	0	0	0	0	0	7	4	3	0	0	0	0	0	7
09:45	3	0	0	0	0	0	0	3	7	1	0	0	0	0	0	8
H/TOT	13	4	0	0	0	0	0	17	19	5	0	0	0	0	0	24
P/TOT	27	12	0	0	0	0	0	39	42	13	0	0	0	0	0	55

MANUAL CLASSIFIED COUNTS



JOB REF: 12870

JOB NAME: RAGLAN

SITE: 3

DATE: 16/11/2023

LOCATION: HIGH STREET (E) / CHEPSTOW ROAD / HIGH STREET (W) / CASTLE STREET

DAY: THURSDAY

TIME	TO ARM D CASTLE STREET								FROM ARM D CASTLE STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	2	2	0	0	0	0	0	4	3	2	1	0	0	0	0	6
14:45	5	1	0	0	0	0	0	6	6	0	0	0	0	0	0	6
HH/TOT	7	3	0	0	0	0	0	10	9	2	1	0	0	0	0	12
15:00	7	1	0	0	0	0	0	8	8	0	0	0	0	0	0	8
15:15	6	4	0	0	0	0	0	10	4	1	0	0	0	0	0	5
15:30	8	1	0	0	0	0	0	9	3	0	0	0	0	0	0	3
15:45	4	0	0	0	0	0	0	4	3	2	0	0	0	0	0	5
H/TOT	25	6	0	0	0	0	0	31	18	3	0	0	0	0	0	21
16:00	2	1	0	0	0	0	0	3	2	0	0	0	0	0	0	2
16:15	8	0	0	0	0	0	0	8	3	1	0	0	0	0	0	4
16:30	6	3	0	0	0	0	0	9	4	0	0	0	0	0	0	4
16:45	2	1	0	0	0	0	0	3	2	2	0	0	0	0	0	4
H/TOT	18	5	0	0	0	0	0	23	11	3	0	0	0	0	0	14
17:00	2	2	0	0	0	0	0	4	1	2	0	0	0	0	0	3
17:15	2	4	0	0	0	0	0	6	0	1	0	0	0	0	0	1
17:30	7	1	0	0	0	0	0	8	1	2	0	0	0	0	0	3
17:45	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
H/TOT	15	7	0	0	0	0	0	22	4	5	0	0	0	0	0	9
18:00	4	1	0	0	0	0	0	5	3	1	0	0	0	0	0	4
18:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
HH/TOT	5	1	0	0	0	0	0	6	5	1	0	0	0	0	0	6
P/TOT	70	22	0	0	0	0	0	92	47	14	1	0	0	0	0	62

QUEUE LENGTHS

JOB REF: 12870



JOB NAME: RAGLAN

SITE: 3

DATE: 16/11/2023

LOCATION: HIGH STREET (E) / CHEPSTOW ROAD / HIGH STREET (W) / CASTLE STREET

DAY: THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B	ARM C	ARM D	TIME	ARM A	ARM B	ARM C	ARM D
	HIGH STREET (E)	CHEPSTOW ROAD	HIGH STREET (W)	CASTLE STREET		HIGH STREET (E)	CHEPSTOW ROAD	HIGH STREET (W)	CASTLE STREET
	LANE 1	LANE 1	LANE 1	LANE 1		LANE 1	LANE 1	LANE 1	LANE 1
07:00	0	0	0	0	14:30	0	2	2	1
07:05	0	0	0	0	14:35	0	1	0	1
07:10	0	0	0	0	14:40	0	1	0	1
07:15	0	0	0	0	14:45	0	1	0	0
07:20	0	0	0	0	14:50	0	0	1	1
07:25	0	1	0	0	14:55	0	2	1	0
07:30	0	0	2	0	15:00	0	2	0	1
07:35	0	0	0	1	15:05	0	1	0	1
07:40	0	1	0	0	15:10	0	0	0	1
07:45	0	1	0	1	15:15	0	4	0	1
07:50	0	1	0	0	15:20	0	1	1	1
07:55	0	1	0	1	15:25	0	0	0	0
08:00	0	1	0	0	15:30	0	1	0	0
08:05	0	1	0	1	15:35	0	3	0	1
08:10	0	2	0	0	15:40	0	1	1	1
08:15	0	1	0	0	15:45	0	1	0	1
08:20	0	2	0	0	15:50	0	1	0	1
08:25	0	1	0	0	15:55	0	1	0	0
08:30	0	0	0	0	16:00	0	2	0	1
08:35	0	1	0	0	16:05	0	3	0	0
08:40	0	1	2	0	16:10	0	2	0	1
08:45	0	3	1	1	16:15	0	1	1	0
08:50	0	4	0	1	16:20	0	1	0	1
08:55	0	3	1	1	16:25	0	2	1	0

QUEUE LENGTHS

JOB REF: 12870



JOB NAME: RAGLAN

SITE: 3

DATE: 16/11/2023

LOCATION: HIGH STREET (E) / CHEPSTOW ROAD / HIGH STREET (W) / CASTLE STREET

DAY: THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B	ARM C	ARM D	TIME	ARM A	ARM B	ARM C	ARM D
	HIGH STREET (E)	CHEPSTOW ROAD	HIGH STREET (W)	CASTLE STREET		HIGH STREET (E)	CHEPSTOW ROAD	HIGH STREET (W)	CASTLE STREET
	LANE 1	LANE 1	LANE 1	LANE 1		LANE 1	LANE 1	LANE 1	LANE 1
09:00	1	4	1	1	16:30	0	2	2	0
09:05	0	1	0	0	16:35	2	2	1	0
09:10	0	1	0	0	16:40	0	0	0	1
09:15	0	1	0	0	16:45	1	2	2	1
09:20	0	1	0	1	16:50	0	1	0	1
09:25	0	1	0	1	16:55	0	2	1	0
09:30	0	1	0	1	17:00	0	2	0	1
09:35	1	1	0	0	17:05	0	2	1	1
09:40	0	1	0	1	17:10	0	4	0	1
09:45	0	1	0	1	17:15	0	1	1	0
09:50	0	0	0	1	17:20	0	5	1	0
09:55	0	0	0	1	17:25	0	5	0	0
					17:30	1	5	3	0
					17:35	1	2	0	0
					17:40	1	2	0	0
					17:45	0	3	2	0
					17:50	0	2	1	0
					17:55	0	1	1	1
					18:00	1	1	1	0
					18:05	0	1	1	1
					18:10	0	1	1	0
					18:15	0	1	0	0
					18:20	0	1	0	0
					18:25	0	0	0	1

MANUAL CLASSIFIED COUNTS



JOB REF: 12870

JOB NAME: RAGLAN

SITE: 4

DATE: 16/11/2023

LOCATION: HIGH STREET (E) / USK ROAD / HIGH STREET (W)

DAY: THURSDAY

TIME	A TO B							
	FROM HIGH STREET (E) TO USK ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	1	0	0	0	0	0	1
07:15	0	0	0	0	1	0	0	1
07:30	1	1	0	0	0	0	0	2
07:45	5	0	1	0	0	0	0	6
H/TOT	6	2	1	0	1	0	0	10
08:00	2	1	1	0	1	0	0	5
08:15	5	1	0	0	1	0	0	7
08:30	4	1	0	0	0	0	0	5
08:45	10	2	0	0	1	0	0	13
H/TOT	21	5	1	0	3	0	0	30
09:00	5	0	1	0	0	0	0	6
09:15	3	1	0	0	0	0	0	4
09:30	2	2	0	0	0	1	0	5
09:45	7	0	0	0	1	0	0	8
H/TOT	17	3	1	0	1	1	0	23
P/TOT	44	10	3	0	5	1	0	63

	A TO C						
	FROM HIGH STREET (E) TO HIGH STREET (W)						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
8	5	1	0	0	0	0	0
8	6	0	0	3	0	0	0
13	11	3	1	0	0	0	0
14	4	1	0	1	0	0	0
43	26	5	1	4	0	0	0
19	4	0	0	0	0	0	0
13	7	2	0	0	0	0	0
20	8	0	0	0	0	0	0
30	4	1	0	1	0	0	0
82	23	3	0	1	0	0	0
22	7	2	1	0	0	0	0
21	3	0	0	0	0	0	0
12	5	2	0	0	0	0	0
18	4	1	0	0	0	0	0
73	19	5	1	0	0	0	0
198	68	13	2	5	0	0	0

MANUAL CLASSIFIED COUNTS



JOB REF: 12870

JOB NAME: RAGLAN

SITE: 4

DATE: 16/11/2023

LOCATION: HIGH STREET (E) / USK ROAD / HIGH STREET (W)

DAY: THURSDAY

TIME	A TO B FROM HIGH STREET (E) TO USK ROAD								A TO C FROM HIGH STREET (E) TO HIGH STREET (W)						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
14:30	8	3	0	0	0	0	0	11	15	7	2	0	1	0	0
14:45	3	0	0	0	0	0	0	3	23	9	6	0	0	0	0
HH/TOT	11	3	0	0	0	0	0	14	38	16	8	0	1	0	0
15:00	6	2	0	0	0	0	0	8	20	6	2	0	0	0	0
15:15	4	2	0	0	0	0	0	6	25	7	1	0	0	0	0
15:30	6	3	0	0	0	0	0	9	26	11	2	0	0	0	0
15:45	13	1	0	0	1	0	0	15	25	9	4	0	0	0	0
H/TOT	29	8	0	0	1	0	0	38	96	33	9	0	0	0	0
16:00	9	0	0	0	0	0	0	9	25	14	0	0	0	0	0
16:15	9	1	0	0	0	0	0	10	25	16	3	0	0	0	0
16:30	6	4	0	0	0	0	0	10	37	12	1	2	1	0	0
16:45	8	3	0	0	0	0	0	11	31	5	0	0	0	0	0
H/TOT	32	8	0	0	0	0	0	40	118	47	4	2	1	0	0
17:00	7	0	0	0	0	0	0	7	37	7	0	0	0	0	0
17:15	10	0	0	0	0	0	0	10	27	12	1	0	1	0	0
17:30	10	1	0	0	1	0	0	12	45	13	3	0	1	0	0
17:45	7	1	0	0	0	0	0	8	32	6	1	0	0	0	0
H/TOT	34	2	0	0	1	0	0	37	141	38	5	0	2	0	0
18:00	8	1	0	0	0	0	0	9	22	3	0	0	0	0	0
18:15	2	2	0	0	0	0	0	4	14	1	0	0	0	0	0
HH/TOT	10	3	0	0	0	0	0	13	36	4	0	0	0	0	0
P/TOT	116	24	0	0	2	0	0	142	429	138	26	2	4	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 12870

JOB NAME: RAGLAN

SITE: 4

LOCATION: HIGH STREET (E) / USK ROAD / HIGH STREET (W)



DATE: 16/11/2023

DAY: THURSDAY



TOT
14
17
28
20
79
23
22
28
36
109
32
24
19
23
98
286

TOT
25
38
63
28
33
39
38
138
39
44
53
36
172
44
41
62
39
186
25
15
40
599

MANUAL CLASSIFIED COUNTS



JOB REF: 12870

JOB NAME: RAGLAN

SITE: 4

DATE: 16/11/2023

LOCATION: HIGH STREET (E) / USK ROAD / HIGH STREET (W)

DAY: THURSDAY

TIME	B TO A								B TO C						
	FROM USK ROAD TO HIGH STREET (E)								FROM USK ROAD TO HIGH STREET (W)						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
07:00	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0
07:30	4	0	0	0	0	0	0	4	13	2	0	0	0	0	0
07:45	7	0	0	0	1	0	0	8	5	3	1	0	0	0	0
H/TOT	14	0	0	0	1	0	0	15	29	5	1	0	0	0	0
08:00	3	2	0	0	0	0	0	5	8	3	0	0	1	0	0
08:15	7	1	0	0	0	0	0	8	6	1	0	0	0	0	0
08:30	7	1	0	0	0	0	0	8	6	0	0	0	0	0	0
08:45	10	3	0	0	0	0	0	13	7	0	0	0	0	0	0
H/TOT	27	7	0	0	0	0	0	34	27	4	0	0	1	0	0
09:00	2	0	0	0	1	0	0	3	5	2	0	0	1	0	0
09:15	3	2	0	0	0	0	0	5	5	2	0	0	0	0	0
09:30	3	2	0	0	0	0	0	5	8	2	0	0	0	0	0
09:45	5	1	0	0	0	0	0	6	12	2	0	0	0	0	0
H/TOT	13	5	0	0	1	0	0	19	30	8	0	0	1	0	0
P/TOT	54	12	0	0	2	0	0	68	86	17	1	0	2	0	0

MANUAL CLASSIFIED COUNTS



JOB REF: 12870

JOB NAME: RAGLAN

SITE: 4

DATE: 16/11/2023

LOCATION: HIGH STREET (E) / USK ROAD / HIGH STREET (W)

DAY: THURSDAY

TIME	B TO A								B TO C						
	FROM USK ROAD TO HIGH STREET (E)								FROM USK ROAD TO HIGH STREET (W)						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
14:30	4	1	1	0	1	0	0	7	2	2	0	0	0	0	0
14:45	6	0	0	0	0	0	0	6	6	1	0	0	0	0	0
HH/TOT	10	1	1	0	1	0	0	13	8	3	0	0	0	0	0
15:00	6	1	0	0	0	0	0	7	5	1	0	0	0	0	0
15:15	5	1	0	0	0	0	0	6	6	2	0	0	0	0	0
15:30	5	1	1	0	0	0	0	7	14	0	0	0	1	0	0
15:45	1	1	0	0	0	0	0	2	9	0	0	0	0	0	0
H/TOT	17	4	1	0	0	0	0	22	34	3	0	0	1	0	0
16:00	1	0	0	0	0	0	0	1	9	2	0	0	0	0	0
16:15	1	2	0	0	0	0	0	3	9	3	0	0	0	0	0
16:30	5	1	0	0	1	0	0	7	8	4	0	0	0	0	0
16:45	5	0	0	0	0	0	0	5	3	2	0	0	1	0	0
H/TOT	12	3	0	0	1	0	0	16	29	11	0	0	1	0	0
17:00	9	0	0	0	0	0	0	9	5	3	0	0	0	0	0
17:15	3	0	0	0	0	0	0	3	7	0	0	0	0	0	0
17:30	6	0	0	0	0	0	0	6	8	3	0	0	0	0	0
17:45	7	1	0	0	0	0	0	8	8	1	0	0	0	0	0
H/TOT	25	1	0	0	0	0	0	26	28	7	0	0	0	0	0
18:00	4	1	0	0	0	0	0	5	2	0	0	0	0	0	0
18:15	3	2	0	0	0	0	0	5	3	1	0	0	0	0	0
HH/TOT	7	3	0	0	0	0	0	10	5	1	0	0	0	0	0
P/TOT	71	12	2	0	2	0	0	87	104	25	0	0	2	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 12870

JOB NAME: RAGLAN

SITE: 4

LOCATION: HIGH STREET (E) / USK ROAD / HIGH STREET (W)



DATE: 16/11/2023

DAY: THURSDAY

TOT
4
7
15
9
35
12
7
6
7
32
8
7
10
14
39
106

TOT
4
7
11
6
8
15
9
38
11
12
12
6
41
8
7
11
9
35
2
4
6
131

MANUAL CLASSIFIED COUNTS



JOB REF: 12870

JOB NAME: RAGLAN

SITE: 4

DATE: 16/11/2023

LOCATION: HIGH STREET (E) / USK ROAD / HIGH STREET (W)

DAY: THURSDAY

TIME	C TO A							
	FROM HIGH STREET (W) TO HIGH STREET (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	7	5	1	0	0	0	0	13
07:15	13	5	0	0	0	0	0	18
07:30	14	8	1	0	1	0	0	24
07:45	26	12	3	0	1	0	0	42
H/TOT	60	30	5	0	2	0	0	97
08:00	19	15	3	0	0	0	0	37
08:15	27	8	3	1	0	0	0	39
08:30	32	13	4	0	0	0	0	49
08:45	24	10	1	0	2	0	0	37
H/TOT	102	46	11	1	2	0	0	162
09:00	11	10	2	0	0	0	0	23
09:15	19	5	0	0	0	1	0	25
09:30	11	5	0	0	1	0	0	17
09:45	21	5	2	0	0	0	0	28
H/TOT	62	25	4	0	1	1	0	93
P/TOT	224	101	20	1	5	1	0	352

	C TO B						
	FROM HIGH STREET (W) TO USK ROAD						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
2	2	0	0	0	0	0	0
1	0	0	0	0	0	0	0
5	0	1	0	0	0	0	0
3	2	0	0	0	0	0	0
11	4	1	0	0	0	0	0
4	1	0	0	0	0	0	0
4	1	0	0	0	0	0	0
4	2	0	0	0	0	0	0
6	1	0	0	0	0	0	0
18	5	0	0	0	0	0	0
2	1	0	0	1	0	0	0
6	2	2	0	0	0	0	0
1	3	0	0	0	0	0	0
5	3	0	0	0	0	0	0
14	9	2	0	1	0	0	0
43	18	3	0	1	0	0	0

MANUAL CLASSIFIED COUNTS



JOB REF: 12870

JOB NAME: RAGLAN

SITE: 4

DATE: 16/11/2023

LOCATION: HIGH STREET (E) / USK ROAD / HIGH STREET (W)

DAY: THURSDAY

TIME	C TO A								C TO B						
	FROM HIGH STREET (W) TO HIGH STREET (E)								FROM HIGH STREET (W) TO USK ROAD						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
14:30	8	5	0	0	0	0	0	13	6	0	0	0	0	0	0
14:45	16	1	2	0	0	0	0	19	4	1	0	0	0	0	0
HH/TOT	24	6	2	0	0	0	0	32	10	1	0	0	0	0	0
15:00	17	5	0	0	0	0	0	22	5	0	0	0	0	0	0
15:15	18	5	0	0	0	0	0	23	12	3	1	0	0	0	0
15:30	13	6	0	0	1	0	0	20	8	3	0	0	2	0	0
15:45	19	3	1	0	0	0	0	23	5	1	0	0	0	0	0
H/TOT	67	19	1	0	1	0	0	88	30	7	1	0	2	0	0
16:00	14	7	0	0	2	0	0	23	4	3	0	0	0	0	0
16:15	26	9	0	0	1	0	0	36	6	2	0	0	0	0	0
16:30	17	8	0	0	0	0	0	25	11	4	0	0	0	0	0
16:45	15	3	2	0	0	0	0	20	6	2	0	0	0	0	0
H/TOT	72	27	2	0	3	0	0	104	27	11	0	0	0	0	0
17:00	26	3	0	0	0	0	0	29	6	1	0	0	0	0	0
17:15	17	6	0	0	0	0	0	23	6	2	1	0	0	0	0
17:30	11	0	2	0	0	0	0	13	6	0	0	0	0	0	1
17:45	18	4	1	0	1	0	0	24	3	1	0	0	0	0	0
H/TOT	72	13	3	0	1	0	0	89	21	4	1	0	0	0	1
18:00	15	2	0	0	0	0	0	17	2	1	0	0	0	0	0
18:15	11	0	1	0	0	0	0	12	9	1	0	0	0	0	0
HH/TOT	26	2	1	0	0	0	0	29	11	2	0	0	0	0	0
P/TOT	261	67	9	0	5	0	0	342	99	25	2	0	2	0	1

MANUAL CLASSIFIED COUNTS

JOB REF: 12870

JOB NAME: RAGLAN

SITE: 4

LOCATION: HIGH STREET (E) / USK ROAD / HIGH STREET (W)



DATE: 16/11/2023

DAY: THURSDAY

TOT
4
1
6
5
16
5
5
6
7
23
4
10
4
8
26
65

TOT
6
5
11
5
16
13
6
40
7
8
15
8
38
7
9
7
4
27
3
10
13
129



MANUAL CLASSIFIED COUNTS



JOB REF: 12870

JOB NAME: RAGLAN

SITE: 4

DATE: 16/11/2023

LOCATION: HIGH STREET (E) / USK ROAD / HIGH STREET (W)

DAY: THURSDAY

TIME	TO ARM A HIGH STREET (E)								FROM ARM A HIGH STREET (E)						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
07:00	10	5	1	0	0	0	0	16	8	6	1	0	0	0	0
07:15	13	5	0	0	0	0	0	18	8	6	0	0	4	0	0
07:30	18	8	1	0	1	0	0	28	14	12	3	1	0	0	0
07:45	33	12	3	0	2	0	0	50	19	4	2	0	1	0	0
H/TOT	74	30	5	0	3	0	0	112	49	28	6	1	5	0	0
08:00	22	17	3	0	0	0	0	42	21	5	1	0	1	0	0
08:15	34	9	3	1	0	0	0	47	18	8	2	0	1	0	0
08:30	39	14	4	0	0	0	0	57	24	9	0	0	0	0	0
08:45	34	13	1	0	2	0	0	50	40	6	1	0	2	0	0
H/TOT	129	53	11	1	2	0	0	196	103	28	4	0	4	0	0
09:00	13	10	2	0	1	0	0	26	27	7	3	1	0	0	0
09:15	22	7	0	0	0	1	0	30	24	4	0	0	0	0	0
09:30	14	7	0	0	1	0	0	22	14	7	2	0	0	1	0
09:45	26	6	2	0	0	0	0	34	25	4	1	0	1	0	0
H/TOT	75	30	4	0	2	1	0	112	90	22	6	1	1	1	0
P/TOT	278	113	20	1	7	1	0	420	242	78	16	2	10	1	0

MANUAL CLASSIFIED COUNTS



JOB REF: 12870

JOB NAME: RAGLAN

SITE: 4

DATE: 16/11/2023

LOCATION: HIGH STREET (E) / USK ROAD / HIGH STREET (W)

DAY: THURSDAY

TIME	TO ARM A HIGH STREET (E)								FROM ARM A HIGH STREET (E)						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
14:30	12	6	1	0	1	0	0	20	23	10	2	0	1	0	0
14:45	22	1	2	0	0	0	0	25	26	9	6	0	0	0	0
HH/TOT	34	7	3	0	1	0	0	45	49	19	8	0	1	0	0
15:00	23	6	0	0	0	0	0	29	26	8	2	0	0	0	0
15:15	23	6	0	0	0	0	0	29	29	9	1	0	0	0	0
15:30	18	7	1	0	1	0	0	27	32	14	2	0	0	0	0
15:45	20	4	1	0	0	0	0	25	38	10	4	0	1	0	0
H/TOT	84	23	2	0	1	0	0	110	125	41	9	0	1	0	0
16:00	15	7	0	0	2	0	0	24	34	14	0	0	0	0	0
16:15	27	11	0	0	1	0	0	39	34	17	3	0	0	0	0
16:30	22	9	0	0	1	0	0	32	43	16	1	2	1	0	0
16:45	20	3	2	0	0	0	0	25	39	8	0	0	0	0	0
H/TOT	84	30	2	0	4	0	0	120	150	55	4	2	1	0	0
17:00	35	3	0	0	0	0	0	38	44	7	0	0	0	0	0
17:15	20	6	0	0	0	0	0	26	37	12	1	0	1	0	0
17:30	17	0	2	0	0	0	0	19	55	14	3	0	2	0	0
17:45	25	5	1	0	1	0	0	32	39	7	1	0	0	0	0
H/TOT	97	14	3	0	1	0	0	115	175	40	5	0	3	0	0
18:00	19	3	0	0	0	0	0	22	30	4	0	0	0	0	0
18:15	14	2	1	0	0	0	0	17	16	3	0	0	0	0	0
HH/TOT	33	5	1	0	0	0	0	39	46	7	0	0	0	0	0
P/TOT	332	79	11	0	7	0	0	429	545	162	26	2	6	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 12870

JOB NAME: RAGLAN

SITE: 4

LOCATION: HIGH STREET (E) / USK ROAD / HIGH STREET (W)



DATE: 16/11/2023

DAY: THURSDAY

TOT
15
18
30
26
89
28
29
33
49
139
38
28
24
31
121
349

TOT
36
41
77
36
39
48
53
176
48
54
63
47
212
51
51
74
47
223
34
19
53
741

MANUAL CLASSIFIED COUNTS



JOB REF: 12870

JOB NAME: RAGLAN

SITE: 4

DATE: 16/11/2023

LOCATION: HIGH STREET (E) / USK ROAD / HIGH STREET (W)

DAY: THURSDAY

TIME	TO ARM B USK ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	3	0	0	0	0	0	5
07:15	1	0	0	0	1	0	0	2
07:30	6	1	1	0	0	0	0	8
07:45	8	2	1	0	0	0	0	11
H/TOT	17	6	2	0	1	0	0	26
08:00	6	2	1	0	1	0	0	10
08:15	9	2	0	0	1	0	0	12
08:30	8	3	0	0	0	0	0	11
08:45	16	3	0	0	1	0	0	20
H/TOT	39	10	1	0	3	0	0	53
09:00	7	1	1	0	1	0	0	10
09:15	9	3	2	0	0	0	0	14
09:30	3	5	0	0	0	1	0	9
09:45	12	3	0	0	1	0	0	16
H/TOT	31	12	3	0	2	1	0	49
P/TOT	87	28	6	0	6	1	0	128

FROM ARM B USK ROAD							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
7	0	0	0	0	0	0	
7	0	0	0	0	0	0	
17	2	0	0	0	0	0	
12	3	1	0	1	0	0	
43	5	1	0	1	0	0	
11	5	0	0	1	0	0	
13	2	0	0	0	0	0	
13	1	0	0	0	0	0	
17	3	0	0	0	0	0	
54	11	0	0	1	0	0	
7	2	0	0	2	0	0	
8	4	0	0	0	0	0	
11	4	0	0	0	0	0	
17	3	0	0	0	0	0	
43	13	0	0	2	0	0	
140	29	1	0	4	0	0	

MANUAL CLASSIFIED COUNTS



JOB REF: 12870

JOB NAME: RAGLAN

SITE: 4

DATE: 16/11/2023

LOCATION: HIGH STREET (E) / USK ROAD / HIGH STREET (W)

DAY: THURSDAY

TIME	TO ARM B USK ROAD								FROM ARM B USK ROAD						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
14:30	14	3	0	0	0	0	0	17	6	3	1	0	1	0	0
14:45	7	1	0	0	0	0	0	8	12	1	0	0	0	0	0
HH/TOT	21	4	0	0	0	0	0	25	18	4	1	0	1	0	0
15:00	11	2	0	0	0	0	0	13	11	2	0	0	0	0	0
15:15	16	5	1	0	0	0	0	22	11	3	0	0	0	0	0
15:30	14	6	0	0	2	0	0	22	19	1	1	0	1	0	0
15:45	18	2	0	0	1	0	0	21	10	1	0	0	0	0	0
H/TOT	59	15	1	0	3	0	0	78	51	7	1	0	1	0	0
16:00	13	3	0	0	0	0	0	16	10	2	0	0	0	0	0
16:15	15	3	0	0	0	0	0	18	10	5	0	0	0	0	0
16:30	17	8	0	0	0	0	0	25	13	5	0	0	1	0	0
16:45	14	5	0	0	0	0	0	19	8	2	0	0	1	0	0
H/TOT	59	19	0	0	0	0	0	78	41	14	0	0	2	0	0
17:00	13	1	0	0	0	0	0	14	14	3	0	0	0	0	0
17:15	16	2	1	0	0	0	0	19	10	0	0	0	0	0	0
17:30	16	1	0	0	1	0	1	19	14	3	0	0	0	0	0
17:45	10	2	0	0	0	0	0	12	15	2	0	0	0	0	0
H/TOT	55	6	1	0	1	0	1	64	53	8	0	0	0	0	0
18:00	10	2	0	0	0	0	0	12	6	1	0	0	0	0	0
18:15	11	3	0	0	0	0	0	14	6	3	0	0	0	0	0
HH/TOT	21	5	0	0	0	0	0	26	12	4	0	0	0	0	0
P/TOT	215	49	2	0	4	0	1	271	175	37	2	0	4	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 12870

JOB NAME: RAGLAN

SITE: 4

LOCATION: HIGH STREET (E) / USK ROAD / HIGH STREET (W)



DATE: 16/11/2023

DAY: THURSDAY

TOT
7
7
19
17
50
17
15
14
20
66
11
12
15
20
58
174

TOT
11
13
24
13
14
22
11
60
12
15
19
11
57
17
10
17
17
61
7
9
16
218

MANUAL CLASSIFIED COUNTS



JOB REF: 12870

JOB NAME: RAGLAN

SITE: 4

DATE: 16/11/2023

LOCATION: HIGH STREET (E) / USK ROAD / HIGH STREET (W)

DAY: THURSDAY

TIME	TO ARM C HIGH STREET (W)								FROM ARM C HIGH STREET (W)						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
07:00	12	5	1	0	0	0	0	18	9	7	1	0	0	0	0
07:15	15	6	0	0	3	0	0	24	14	5	0	0	0	0	0
07:30	26	13	3	1	0	0	0	43	19	8	2	0	1	0	0
07:45	19	7	2	0	1	0	0	29	29	14	3	0	1	0	0
H/TOT	72	31	6	1	4	0	0	114	71	34	6	0	2	0	0
08:00	27	7	0	0	1	0	0	35	23	16	3	0	0	0	0
08:15	19	8	2	0	0	0	0	29	31	9	3	1	0	0	0
08:30	26	8	0	0	0	0	0	34	36	15	4	0	0	0	0
08:45	37	4	1	0	1	0	0	43	30	11	1	0	2	0	0
H/TOT	109	27	3	0	2	0	0	141	120	51	11	1	2	0	0
09:00	27	9	2	1	1	0	0	40	13	11	2	0	1	0	0
09:15	26	5	0	0	0	0	0	31	25	7	2	0	0	1	0
09:30	20	7	2	0	0	0	0	29	12	8	0	0	1	0	0
09:45	30	6	1	0	0	0	0	37	26	8	2	0	0	0	0
H/TOT	103	27	5	1	1	0	0	137	76	34	6	0	2	1	0
P/TOT	284	85	14	2	7	0	0	392	267	119	23	1	6	1	0

MANUAL CLASSIFIED COUNTS

JOB REF: 12870

JOB NAME: RAGLAN

SITE: 4

LOCATION: HIGH STREET (E) / USK ROAD / HIGH STREET (W)



DATE: 16/11/2023

DAY: THURSDAY

TIME	TO ARM C HIGH STREET (W)								FROM ARM C HIGH STREET (W)						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
14:30	17	9	2	0	1	0	0	29	14	5	0	0	0	0	0
14:45	29	10	6	0	0	0	0	45	20	2	2	0	0	0	0
HH/TOT	46	19	8	0	1	0	0	74	34	7	2	0	0	0	0
15:00	25	7	2	0	0	0	0	34	22	5	0	0	0	0	0
15:15	31	9	1	0	0	0	0	41	30	8	1	0	0	0	0
15:30	40	11	2	0	1	0	0	54	21	9	0	0	3	0	0
15:45	34	9	4	0	0	0	0	47	24	4	1	0	0	0	0
H/TOT	130	36	9	0	1	0	0	176	97	26	2	0	3	0	0
16:00	34	16	0	0	0	0	0	50	18	10	0	0	2	0	0
16:15	34	19	3	0	0	0	0	56	32	11	0	0	1	0	0
16:30	45	16	1	2	1	0	0	65	28	12	0	0	0	0	0
16:45	34	7	0	0	1	0	0	42	21	5	2	0	0	0	0
H/TOT	147	58	4	2	2	0	0	213	99	38	2	0	3	0	0
17:00	42	10	0	0	0	0	0	52	32	4	0	0	0	0	0
17:15	34	12	1	0	1	0	0	48	23	8	1	0	0	0	0
17:30	53	16	3	0	1	0	0	73	17	0	2	0	0	0	1
17:45	40	7	1	0	0	0	0	48	21	5	1	0	1	0	0
H/TOT	169	45	5	0	2	0	0	221	93	17	4	0	1	0	1
18:00	24	3	0	0	0	0	0	27	17	3	0	0	0	0	0
18:15	17	2	0	0	0	0	0	19	20	1	1	0	0	0	0
HH/TOT	41	5	0	0	0	0	0	46	37	4	1	0	0	0	0
P/TOT	533	163	26	2	6	0	0	730	360	92	11	0	7	0	1

MANUAL CLASSIFIED COUNTS

JOB REF: 12870

JOB NAME: RAGLAN

SITE: 4

LOCATION: HIGH STREET (E) / USK ROAD / HIGH STREET (W)



DATE: 16/11/2023

DAY: THURSDAY

TOT
17
19
30
47
113
42
44
55
44
185
27
35
21
36
119
417

TOT
19
24
43
27
39
33
29
128
30
44
40
28
142
36
32
20
28
116
20
22
42
471

QUEUE LENGTHS

JOB REF: 12870



JOB NAME: RAGLAN

SITE: 4

DATE: 16/11/2023

LOCATION: HIGH STREET (E) / USK ROAD / HIGH STREET (W)

DAY: THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B	ARM C	TIME	ARM A	ARM B	ARM C
	HIGH STREET (E)	USK ROAD	HIGH STREET (W)		HIGH STREET (E)	USK ROAD	HIGH STREET (W)
	LANE 1	LANE 1	LANE 1		LANE 1	LANE 1	LANE 1
07:00	0	1	0	14:30	0	1	0
07:05	0	0	0	14:35	0	1	0
07:10	0	1	0	14:40	0	1	0
07:15	0	0	0	14:45	0	1	0
07:20	0	0	0	14:50	0	0	0
07:25	0	0	0	14:55	0	0	0
07:30	0	1	0	15:00	0	1	0
07:35	0	0	0	15:05	0	2	0
07:40	0	2	0	15:10	0	0	0
07:45	0	2	0	15:15	0	1	0
07:50	0	0	0	15:20	0	1	0
07:55	0	1	0	15:25	0	2	1
08:00	0	0	0	15:30	0	1	0
08:05	0	1	0	15:35	0	2	1
08:10	0	0	1	15:40	0	1	0
08:15	0	1	0	15:45	0	1	1
08:20	0	1	0	15:50	0	1	0
08:25	0	2	0	15:55	0	0	1
08:30	0	1	0	16:00	0	0	0
08:35	0	2	0	16:05	0	0	0
08:40	0	1	0	16:10	0	1	0
08:45	0	3	0	16:15	0	2	0
08:50	0	1	0	16:20	0	1	0
08:55	0	1	0	16:25	0	2	1
09:00	0	1	0	16:30	0	2	1

QUEUE LENGTHS

JOB REF: 12870



JOB NAME: RAGLAN

SITE: 4

DATE: 16/11/2023

LOCATION: HIGH STREET (E) / USK ROAD / HIGH STREET (W)

DAY: THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B	ARM C	TIME	ARM A	ARM B	ARM C
	HIGH STREET (E)	USK ROAD	HIGH STREET (W)		HIGH STREET (E)	USK ROAD	HIGH STREET (W)
	LANE 1	LANE 1	LANE 1		LANE 1	LANE 1	LANE 1
09:05	0	0	1	16:35	0	1	2
09:10	0	0	0	16:40	0	2	1
09:15	0	0	0	16:45	0	0	0
09:20	0	0	0	16:50	0	1	0
09:25	0	0	0	16:55	0	1	0
09:30	0	1	1	17:00	0	1	0
09:35	0	1	0	17:05	0	2	1
09:40	0	0	0	17:10	0	1	0
09:45	0	1	0	17:15	0	0	0
09:50	0	2	0	17:20	0	1	1
09:55	0	0	0	17:25	0	0	0
				17:30	0	2	0

T21567

Land South of Monmouth Road, Raglan

Appendix B

Automated Turning Count (ATC) Data

12870		RAGLAN								
NOVEMBER 2023					Posted Speed Limit (PSL)					
Site	Location	Direction	Start Date	End Date		Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 12870001	Site 1 - Monmouth Rd, Raglan (E of Station Rd) 51.765372, -2.848788	Channel: Northeastbound	Thu 16-Nov-23	Wed 22-Nov-23	20	4063	657	580	33.2	26.0
		Channel: Southwestbound	Thu 16-Nov-23	Wed 22-Nov-23		6082	989	869	32.7	25.8

12870		RAGLAN				Site No: 12870001		Location		Site 1 - Monmouth Rd, Raglan (E of Station Rd)					
Thu 16-Nov-23 to Wed 22-Nov-23						Channel: Northeastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC	
			CAR-BASED LGV	LIGHT GOODS VEHICLES								AXLE MULTI-TRAILER ARTIC	AXLE MULTI-TRAILER ARTIC		
Thu 16-Nov-23															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
05:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	
06:00	10	0	7	2	0	0	0	0	0	0	1	0	0	0	
07:00	22	0	14	5	0	3	0	0	0	0	0	0	0	0	
08:00	67	0	59	7	0	0	1	0	0	0	0	0	0	0	
09:00	64	0	52	11	0	1	0	0	0	0	0	0	0	0	
10:00	34	0	30	3	0	1	0	0	0	0	0	0	0	0	
11:00	46	0	41	5	0	0	0	0	0	0	0	0	0	0	
12:00	41	0	33	5	0	1	1	0	0	0	1	0	0	0	
13:00	35	0	29	4	1	0	1	0	0	0	0	0	0	0	
14:00	57	1	42	11	1	2	0	0	0	0	0	0	0	0	
15:00	59	0	49	10	0	0	0	0	0	0	0	0	0	0	
16:00	61	1	58	1	0	1	0	0	0	0	0	0	0	0	
17:00	55	0	52	3	0	0	0	0	0	0	0	0	0	0	
18:00	33	0	33	0	0	0	0	0	0	0	0	0	0	0	
19:00	23	0	22	1	0	0	0	0	0	0	0	0	0	0	
20:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0	
21:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0	
22:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0	
23:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	574	2	492	65	2	9	3	0	0	0	1	0	0	0	
16H,6-22	625	2	538	69	2	9	3	0	0	0	2	0	0	0	
18H,6-24	631	2	542	71	2	9	3	0	0	0	2	0	0	0	
24H,0-24	637	2	547	72	2	9	3	0	0	0	2	0	0	0	
Fri 17-Nov-23															
00:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0	
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	

12870			RAGLAN			Site No: 12870001		Location		Site 1 - Monmouth Rd, Raglan (E of Station Rd)				
Thu 16-Nov-23 to Wed 22-Nov-23			Channel: Northeastbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR			TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC
			CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES							AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
05:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
06:00	10	0	7	2	0	0	0	0	1	0	0	0	0	0
07:00	35	0	26	6	0	3	0	0	0	0	0	0	0	0
08:00	59	1	52	6	0	0	0	0	0	0	0	0	0	0
09:00	56	0	45	9	0	2	0	0	0	0	0	0	0	0
10:00	39	1	29	5	0	2	2	0	0	0	0	0	0	0
11:00	50	2	44	4	0	0	0	0	0	0	0	0	0	0
12:00	56	0	41	12	0	1	2	0	0	0	0	0	0	0
13:00	50	1	42	5	0	0	1	0	0	0	1	0	0	0
14:00	57	2	42	11	0	2	0	0	0	0	0	0	0	0
15:00	75	1	66	5	0	0	1	0	1	1	0	0	0	0
16:00	63	0	58	4	0	1	0	0	0	0	0	0	0	0
17:00	59	1	58	0	0	0	0	0	0	0	0	0	0	0
18:00	28	1	26	1	0	0	0	0	0	0	0	0	0	0
19:00	27	0	24	2	0	0	0	0	1	0	0	0	0	0
20:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0
21:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0
22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
23:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	627	10	529	68	0	11	6	0	1	1	1	0	0	0
16H,6-22	682	10	578	72	0	11	6	0	3	1	1	0	0	0
18H,6-24	687	10	583	72	0	11	6	0	3	1	1	0	0	0
24H,0-24	698	10	590	76	0	11	6	0	3	1	1	0	0	0
Sat 18-Nov-23														
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0

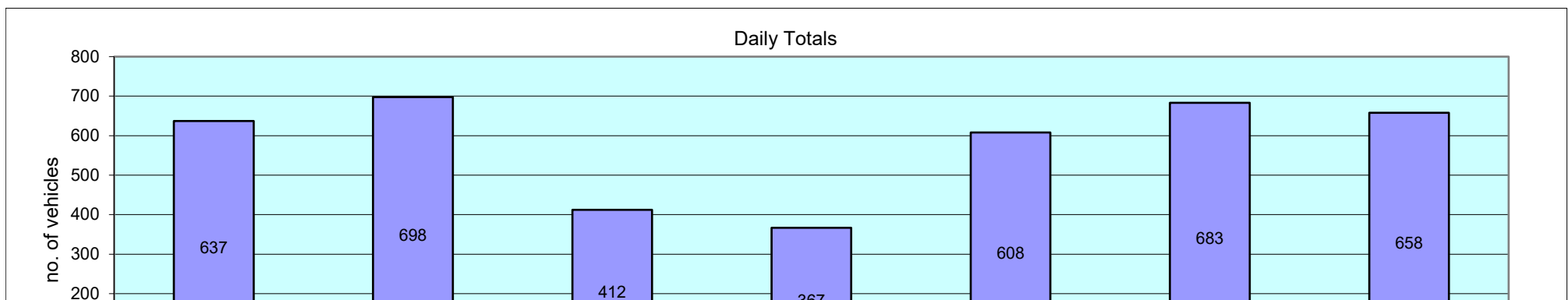
12870			RAGLAN			Site No: 12870001		Location		Site 1 - Monmouth Rd, Raglan (E of Station Rd)					
Thu 16-Nov-23 to Wed 22-Nov-23			Channel: Northeastbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR			TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC	
			CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES							AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC		
06:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	
07:00	11	0	7	4	0	0	0	0	0	0	0	0	0	0	
08:00	22	0	18	4	0	0	0	0	0	0	0	0	0	0	
09:00	33	0	28	4	0	1	0	0	0	0	0	0	0	0	
10:00	48	1	46	0	0	1	0	0	0	0	0	0	0	0	
11:00	50	0	46	4	0	0	0	0	0	0	0	0	0	0	
12:00	37	0	36	1	0	0	0	0	0	0	0	0	0	0	
13:00	36	1	32	2	0	0	1	0	0	0	0	0	0	0	
14:00	32	0	31	1	0	0	0	0	0	0	0	0	0	0	
15:00	34	1	31	2	0	0	0	0	0	0	0	0	0	0	
16:00	34	0	34	0	0	0	0	0	0	0	0	0	0	0	
17:00	24	1	20	3	0	0	0	0	0	0	0	0	0	0	
18:00	17	0	17	0	0	0	0	0	0	0	0	0	0	0	
19:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	
20:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
21:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	
22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
23:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	378	4	346	25	0	2	1	0	0	0	0	0	0	0	
16H,6-22	403	4	370	26	0	2	1	0	0	0	0	0	0	0	
18H,6-24	409	4	376	26	0	2	1	0	0	0	0	0	0	0	
24H,0-24	412	4	379	26	0	2	1	0	0	0	0	0	0	0	
Sun 19-Nov-23															
00:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
08:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	

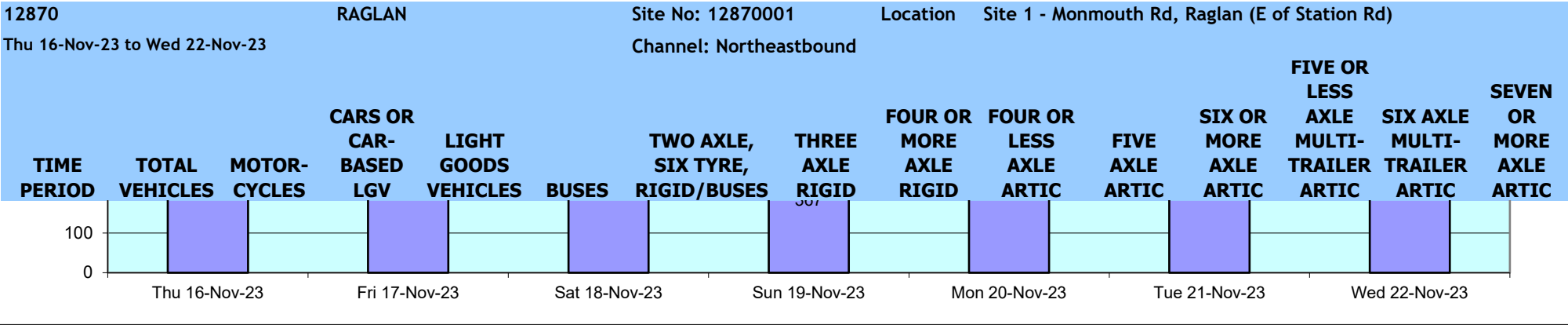
12870			RAGLAN			Site No: 12870001		Location		Site 1 - Monmouth Rd, Raglan (E of Station Rd)					
Thu 16-Nov-23 to Wed 22-Nov-23			Channel: Northeastbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR			TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC	
			CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES							AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC		
09:00	15	0	15	0	0	0	0	0	0	0	0	0	0	0	
10:00	23	1	22	0	0	0	0	0	0	0	0	0	0	0	
11:00	37	0	36	1	0	0	0	0	0	0	0	0	0	0	
12:00	39	5	34	0	0	0	0	0	0	0	0	0	0	0	
13:00	50	0	47	3	0	0	0	0	0	0	0	0	0	0	
14:00	51	0	50	1	0	0	0	0	0	0	0	0	0	0	
15:00	52	3	46	3	0	0	0	0	0	0	0	0	0	0	
16:00	30	0	27	3	0	0	0	0	0	0	0	0	0	0	
17:00	18	0	17	1	0	0	0	0	0	0	0	0	0	0	
18:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0	
19:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0	
20:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
21:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	339	9	318	12	0	0	0	0	0	0	0	0	0	0	
16H,6-22	363	9	342	12	0	0	0	0	0	0	0	0	0	0	
18H,6-24	363	9	342	12	0	0	0	0	0	0	0	0	0	0	
24H,0-24	367	9	344	14	0	0	0	0	0	0	0	0	0	0	
Mon 20-Nov-23															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	7	0	5	2	0	0	0	0	0	0	0	0	0	0	
06:00	11	0	8	3	0	0	0	0	0	0	0	0	0	0	
07:00	18	1	14	2	0	1	0	0	0	0	0	0	0	0	
08:00	55	0	49	6	0	0	0	0	0	0	0	0	0	0	
09:00	61	0	49	9	0	0	3	0	0	0	0	0	0	0	
10:00	40	2	29	8	0	1	0	0	0	0	0	0	0	0	
11:00	39	1	31	5	0	0	0	0	1	0	0	1	0	0	

12870		RAGLAN				Site No: 12870001		Location		Site 1 - Monmouth Rd, Raglan (E of Station Rd)				
Thu 16-Nov-23 to Wed 22-Nov-23						Channel: Northeastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR			TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC
			CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES							AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	
12:00	31	1	24	4	0	1	0	0	1	0	0	0	0	0
13:00	38	1	31	6	0	0	0	0	0	0	0	0	0	0
14:00	54	1	37	14	0	1	1	0	0	0	0	0	0	0
15:00	67	0	58	8	0	0	1	0	0	0	0	0	0	0
16:00	55	1	49	2	0	1	2	0	0	0	0	0	0	0
17:00	57	0	53	3	0	0	1	0	0	0	0	0	0	0
18:00	36	0	35	0	0	0	1	0	0	0	0	0	0	0
19:00	22	0	19	3	0	0	0	0	0	0	0	0	0	0
20:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0
21:00	6	0	5	0	0	0	0	0	0	0	0	1	0	0
22:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	551	8	459	67	0	5	9	0	2	0	0	1	0	0
16H,6-22	597	8	498	73	0	5	9	0	2	0	0	2	0	0
18H,6-24	599	8	499	74	0	5	9	0	2	0	0	2	0	0
24H,0-24	608	8	506	76	0	5	9	0	2	0	0	2	0	0
Tue 21-Nov-23														
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	7	0	5	2	0	0	0	0	0	0	0	0	0	0
06:00	7	0	5	2	0	0	0	0	0	0	0	0	0	0
07:00	24	1	11	5	2	3	2	0	0	0	0	0	0	0
08:00	67	0	60	5	0	0	2	0	0	0	0	0	0	0
09:00	55	0	47	4	0	1	1	0	2	0	0	0	0	0
10:00	42	4	26	9	0	2	1	0	0	0	0	0	0	0
11:00	49	1	38	10	0	0	0	0	0	0	0	0	0	0
12:00	45	0	40	4	0	0	1	0	0	0	0	0	0	0
13:00	40	0	33	6	0	0	1	0	0	0	0	0	0	0
14:00	57	0	41	13	1	0	2	0	0	0	0	0	0	0

12870		RAGLAN				Site No: 12870001		Location		Site 1 - Monmouth Rd, Raglan (E of Station Rd)					
Thu 16-Nov-23 to Wed 22-Nov-23						Channel: Northeastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC	
			CAR-BASED LGV	LIGHT GOODS VEHICLES								AXLE MULTI-TRAILER ARTIC	AXLE MULTI-TRAILER ARTIC		
15:00	67	0	56	10	0	0	1	0	0	0	0	0	0	0	
16:00	65	1	60	1	0	0	3	0	0	0	0	0	0	0	
17:00	77	1	68	7	0	0	0	0	1	0	0	0	0	0	
18:00	44	0	43	1	0	0	0	0	0	0	0	0	0	0	
19:00	19	0	18	1	0	0	0	0	0	0	0	0	0	0	
20:00	14	0	13	1	0	0	0	0	0	0	0	0	0	0	
21:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	632	8	523	75	3	6	14	0	3	0	0	0	0	0	
16H,6-22	674	8	561	79	3	6	14	0	3	0	0	0	0	0	
18H,6-24	676	8	563	79	3	6	14	0	3	0	0	0	0	0	
24H,0-24	683	8	568	81	3	6	14	0	3	0	0	0	0	0	
Wed 22-Nov-23															
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
05:00	5	0	3	2	0	0	0	0	0	0	0	0	0	0	
06:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	
07:00	35	1	29	4	0	1	0	0	0	0	0	0	0	0	
08:00	77	0	68	8	0	0	1	0	0	0	0	0	0	0	
09:00	54	0	51	3	0	0	0	0	0	0	0	0	0	0	
10:00	29	0	21	5	0	1	1	0	1	0	0	0	0	0	
11:00	37	2	27	8	0	0	0	0	0	0	0	0	0	0	
12:00	51	1	43	7	0	0	0	0	0	0	0	0	0	0	
13:00	33	0	23	8	1	0	0	0	1	0	0	0	0	0	
14:00	57	0	38	18	0	1	0	0	0	0	0	0	0	0	
15:00	77	0	63	13	0	0	1	0	0	0	0	0	0	0	
16:00	62	1	55	5	0	1	0	0	0	0	0	0	0	0	
17:00	48	0	45	3	0	0	0	0	0	0	0	0	0	0	

12870			RAGLAN			Site No: 12870001		Location	Site 1 - Monmouth Rd, Raglan (E of Station Rd)						
Thu 16-Nov-23 to Wed 22-Nov-23						Channel: Northeastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR			TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC		SEVEN OR MORE AXLE ARTIC	
			CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES							SIX AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC		
18:00	47	0	45	2	0	0	0	0	0	0	0	0	0	0	
19:00	15	0	13	2	0	0	0	0	0	0	0	0	0	0	
20:00	11	0	9	1	0	0	0	0	1	0	0	0	0	0	
21:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
22:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
23:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	607	5	508	84	1	4	3	0	2	0	0	0	0	0	
16H,6-22	647	5	543	88	1	4	3	0	3	0	0	0	0	0	
18H,6-24	651	5	547	88	1	4	3	0	3	0	0	0	0	0	
24H,0-24	658	5	552	90	1	4	3	0	3	0	0	0	0	0	
Daily Totals															
Thu 16-Nov-23	637	2	547	72	2	9	3	0	0	0	2	0	0	0	
Fri 17-Nov-23	698	10	590	76	0	11	6	0	3	1	1	0	0	0	
Sat 18-Nov-23	412	4	379	26	0	2	1	0	0	0	0	0	0	0	
Sun 19-Nov-23	367	9	344	14	0	0	0	0	0	0	0	0	0	0	
Mon 20-Nov-23	608	8	506	76	0	5	9	0	2	0	0	2	0	0	
Tue 21-Nov-23	683	8	568	81	3	6	14	0	3	0	0	0	0	0	
Wed 22-Nov-23	658	5	552	90	1	4	3	0	3	0	0	0	0	0	
Total Vehicles															
[--]	4063	46	3486	435	6	37	36	0	11	1	3	2	0	0	





12870		RAGLAN		Site No: 12870001		Location		Site 1 - Monmouth Rd, Raglan (E of Station Rd)			
Thu 16-Nov-23 to Wed 22-Nov-23				Channel: Northeastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 16-Nov-23											
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
05:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
06:00	10	0	0.0	7	70.0	2	20.0	1	10.0	0	0.0
07:00	22	0	0.0	14	63.6	5	22.7	3	13.6	0	0.0
08:00	67	0	0.0	59	88.1	7	10.5	1	1.5	0	0.0
09:00	64	0	0.0	52	81.3	11	17.2	1	1.6	0	0.0
10:00	34	0	0.0	30	88.2	3	8.8	1	2.9	0	0.0
11:00	46	0	0.0	41	89.1	5	10.9	0	0.0	0	0.0
12:00	41	0	0.0	33	80.5	5	12.2	3	7.3	0	0.0
13:00	35	0	0.0	29	82.9	4	11.4	1	2.9	1	2.9
14:00	57	1	1.8	42	73.7	11	19.3	2	3.5	1	1.8
15:00	59	0	0.0	49	83.1	10	17.0	0	0.0	0	0.0
16:00	61	1	1.6	58	95.1	1	1.6	1	1.6	0	0.0
17:00	55	0	0.0	52	94.6	3	5.5	0	0.0	0	0.0
18:00	33	0	0.0	33	100.0	0	0.0	0	0.0	0	0.0
19:00	23	0	0.0	22	95.7	1	4.4	0	0.0	0	0.0
20:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
21:00	9	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
22:00	4	0	0.0	2	50.0	2	50.0	0	0.0	0	0.0
23:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	574	2	0.4	492	85.7	65	11.3	13	2.3	2	0.4
16H,6-22	625	2	0.3	538	86.1	69	11.0	14	2.2	2	0.3
18H,6-24	631	2	0.3	542	85.9	71	11.3	14	2.2	2	0.3
24H,0-24	637	2	0.3	547	85.9	72	11.3	14	2.2	2	0.3
Fri 17-Nov-23											
00:00	4	0	0.0	2	50.0	2	50.0	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0

12870	RAGLAN			Site No: 12870001		Location		Site 1 - Monmouth Rd, Raglan (E of Station Rd)			
Thu 16-Nov-23 to Wed 22-Nov-23				Channel: Northeastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
05:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
06:00	10	0	0.0	7	70.0	2	20.0	1	10.0	0	0.0
07:00	35	0	0.0	26	74.3	6	17.1	3	8.6	0	0.0
08:00	59	1	1.7	52	88.1	6	10.2	0	0.0	0	0.0
09:00	56	0	0.0	45	80.4	9	16.1	2	3.6	0	0.0
10:00	39	1	2.6	29	74.4	5	12.8	4	10.3	0	0.0
11:00	50	2	4.0	44	88.0	4	8.0	0	0.0	0	0.0
12:00	56	0	0.0	41	73.2	12	21.4	3	5.4	0	0.0
13:00	50	1	2.0	42	84.0	5	10.0	2	4.0	0	0.0
14:00	57	2	3.5	42	73.7	11	19.3	2	3.5	0	0.0
15:00	75	1	1.3	66	88.0	5	6.7	3	4.0	0	0.0
16:00	63	0	0.0	58	92.1	4	6.4	1	1.6	0	0.0
17:00	59	1	1.7	58	98.3	0	0.0	0	0.0	0	0.0
18:00	28	1	3.6	26	92.9	1	3.6	0	0.0	0	0.0
19:00	27	0	0.0	24	88.9	2	7.4	1	3.7	0	0.0
20:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
21:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
22:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
23:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	627	10	1.6	529	84.4	68	10.9	20	3.2	0	0.0
16H,6-22	682	10	1.5	578	84.8	72	10.6	22	3.2	0	0.0
18H,6-24	687	10	1.5	583	84.9	72	10.5	22	3.2	0	0.0
24H,0-24	698	10	1.4	590	84.5	76	10.9	22	3.2	0	0.0
Sat 18-Nov-23											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0

12870	RAGLAN			Site No: 12870001		Location		Site 1 - Monmouth Rd, Raglan (E of Station Rd)			
Thu 16-Nov-23 to Wed 22-Nov-23				Channel: Northeastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
06:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
07:00	11	0	0.0	7	63.6	4	36.4	0	0.0	0	0.0
08:00	22	0	0.0	18	81.8	4	18.2	0	0.0	0	0.0
09:00	33	0	0.0	28	84.9	4	12.1	1	3.0	0	0.0
10:00	48	1	2.1	46	95.8	0	0.0	1	2.1	0	0.0
11:00	50	0	0.0	46	92.0	4	8.0	0	0.0	0	0.0
12:00	37	0	0.0	36	97.3	1	2.7	0	0.0	0	0.0
13:00	36	1	2.8	32	88.9	2	5.6	1	2.8	0	0.0
14:00	32	0	0.0	31	96.9	1	3.1	0	0.0	0	0.0
15:00	34	1	2.9	31	91.2	2	5.9	0	0.0	0	0.0
16:00	34	0	0.0	34	100.0	0	0.0	0	0.0	0	0.0
17:00	24	1	4.2	20	83.3	3	12.5	0	0.0	0	0.0
18:00	17	0	0.0	17	100.0	0	0.0	0	0.0	0	0.0
19:00	10	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
20:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
21:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
22:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
23:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	378	4	1.1	346	91.5	25	6.6	3	0.8	0	0.0
16H,6-22	403	4	1.0	370	91.8	26	6.5	3	0.7	0	0.0
18H,6-24	409	4	1.0	376	91.9	26	6.4	3	0.7	0	0.0
24H,0-24	412	4	1.0	379	92.0	26	6.3	3	0.7	0	0.0
Sun 19-Nov-23											
00:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
06:00	0	0	-	0	-	0	-	0	-	0	-
07:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
08:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0

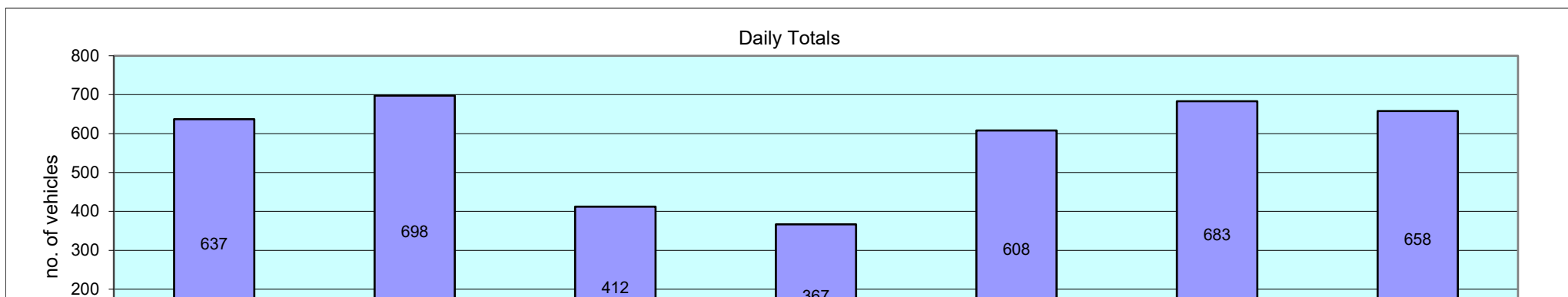
12870		RAGLAN		Site No: 12870001		Location		Site 1 - Monmouth Rd, Raglan (E of Station Rd)			
Thu 16-Nov-23 to Wed 22-Nov-23				Channel: Northeastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
09:00	15	0	0.0	15	100.0	0	0.0	0	0.0	0	0.0
10:00	23	1	4.4	22	95.7	0	0.0	0	0.0	0	0.0
11:00	37	0	0.0	36	97.3	1	2.7	0	0.0	0	0.0
12:00	39	5	12.8	34	87.2	0	0.0	0	0.0	0	0.0
13:00	50	0	0.0	47	94.0	3	6.0	0	0.0	0	0.0
14:00	51	0	0.0	50	98.0	1	2.0	0	0.0	0	0.0
15:00	52	3	5.8	46	88.5	3	5.8	0	0.0	0	0.0
16:00	30	0	0.0	27	90.0	3	10.0	0	0.0	0	0.0
17:00	18	0	0.0	17	94.4	1	5.6	0	0.0	0	0.0
18:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
19:00	13	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
20:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
21:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
22:00	0	0	-	0	-	0	-	0	-	0	-
23:00	0	0	-	0	-	0	-	0	-	0	-
12H,7-19	339	9	2.7	318	93.8	12	3.5	0	0.0	0	0.0
16H,6-22	363	9	2.5	342	94.2	12	3.3	0	0.0	0	0.0
18H,6-24	363	9	2.5	342	94.2	12	3.3	0	0.0	0	0.0
24H,0-24	367	9	2.5	344	93.7	14	3.8	0	0.0	0	0.0
Mon 20-Nov-23											
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	7	0	0.0	5	71.4	2	28.6	0	0.0	0	0.0
06:00	11	0	0.0	8	72.7	3	27.3	0	0.0	0	0.0
07:00	18	1	5.6	14	77.8	2	11.1	1	5.6	0	0.0
08:00	55	0	0.0	49	89.1	6	10.9	0	0.0	0	0.0
09:00	61	0	0.0	49	80.3	9	14.8	3	4.9	0	0.0
10:00	40	2	5.0	29	72.5	8	20.0	1	2.5	0	0.0
11:00	39	1	2.6	31	79.5	5	12.8	2	5.1	0	0.0

12870	RAGLAN			Site No: 12870001		Location		Site 1 - Monmouth Rd, Raglan (E of Station Rd)			
Thu 16-Nov-23 to Wed 22-Nov-23				Channel: Northeastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
12:00	31	1	3.2	24	77.4	4	12.9	2	6.5	0	0.0
13:00	38	1	2.6	31	81.6	6	15.8	0	0.0	0	0.0
14:00	54	1	1.9	37	68.5	14	25.9	2	3.7	0	0.0
15:00	67	0	0.0	58	86.6	8	11.9	1	1.5	0	0.0
16:00	55	1	1.8	49	89.1	2	3.6	3	5.5	0	0.0
17:00	57	0	0.0	53	93.0	3	5.3	1	1.8	0	0.0
18:00	36	0	0.0	35	97.2	0	0.0	1	2.8	0	0.0
19:00	22	0	0.0	19	86.4	3	13.6	0	0.0	0	0.0
20:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
21:00	6	0	0.0	5	83.3	0	0.0	1	16.7	0	0.0
22:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	551	8	1.5	459	83.3	67	12.2	17	3.1	0	0.0
16H,6-22	597	8	1.3	498	83.4	73	12.2	18	3.0	0	0.0
18H,6-24	599	8	1.3	499	83.3	74	12.4	18	3.0	0	0.0
24H,0-24	608	8	1.3	506	83.2	76	12.5	18	3.0	0	0.0
Tue 21-Nov-23											
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	7	0	0.0	5	71.4	2	28.6	0	0.0	0	0.0
06:00	7	0	0.0	5	71.4	2	28.6	0	0.0	0	0.0
07:00	24	1	4.2	11	45.8	5	20.8	5	20.8	2	8.3
08:00	67	0	0.0	60	89.6	5	7.5	2	3.0	0	0.0
09:00	55	0	0.0	47	85.5	4	7.3	4	7.3	0	0.0
10:00	42	4	9.5	26	61.9	9	21.4	3	7.1	0	0.0
11:00	49	1	2.0	38	77.6	10	20.4	0	0.0	0	0.0
12:00	45	0	0.0	40	88.9	4	8.9	1	2.2	0	0.0
13:00	40	0	0.0	33	82.5	6	15.0	1	2.5	0	0.0
14:00	57	0	0.0	41	71.9	13	22.8	2	3.5	1	1.8

12870		RAGLAN		Site No: 12870001		Location		Site 1 - Monmouth Rd, Raglan (E of Station Rd)			
Thu 16-Nov-23 to Wed 22-Nov-23				Channel: Northeastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
15:00	67	0	0.0	56	83.6	10	14.9	1	1.5	0	0.0
16:00	65	1	1.5	60	92.3	1	1.5	3	4.6	0	0.0
17:00	77	1	1.3	68	88.3	7	9.1	1	1.3	0	0.0
18:00	44	0	0.0	43	97.7	1	2.3	0	0.0	0	0.0
19:00	19	0	0.0	18	94.7	1	5.3	0	0.0	0	0.0
20:00	14	0	0.0	13	92.9	1	7.1	0	0.0	0	0.0
21:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
22:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	632	8	1.3	523	82.8	75	11.9	23	3.6	3	0.5
16H,6-22	674	8	1.2	561	83.2	79	11.7	23	3.4	3	0.5
18H,6-24	676	8	1.2	563	83.3	79	11.7	23	3.4	3	0.4
24H,0-24	683	8	1.2	568	83.2	81	11.9	23	3.4	3	0.4
Wed 22-Nov-23											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	5	0	0.0	3	60.0	2	40.0	0	0.0	0	0.0
06:00	7	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
07:00	35	1	2.9	29	82.9	4	11.4	1	2.9	0	0.0
08:00	77	0	0.0	68	88.3	8	10.4	1	1.3	0	0.0
09:00	54	0	0.0	51	94.4	3	5.6	0	0.0	0	0.0
10:00	29	0	0.0	21	72.4	5	17.2	3	10.3	0	0.0
11:00	37	2	5.4	27	73.0	8	21.6	0	0.0	0	0.0
12:00	51	1	2.0	43	84.3	7	13.7	0	0.0	0	0.0
13:00	33	0	0.0	23	69.7	8	24.2	1	3.0	1	3.0
14:00	57	0	0.0	38	66.7	18	31.6	1	1.8	0	0.0
15:00	77	0	0.0	63	81.8	13	16.9	1	1.3	0	0.0
16:00	62	1	1.6	55	88.7	5	8.1	1	1.6	0	0.0
17:00	48	0	0.0	45	93.8	3	6.3	0	0.0	0	0.0

12870	RAGLAN	Site No: 12870001	Location	Site 1 - Monmouth Rd, Raglan (E of Station Rd)
Thu 16-Nov-23 to Wed 22-Nov-23		Channel: Northeastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
18:00	47	0	0.0	45	95.7	2	4.3	0	0.0	0	0.0
19:00	15	0	0.0	13	86.7	2	13.3	0	0.0	0	0.0
20:00	11	0	0.0	9	81.8	1	9.1	1	9.1	0	0.0
21:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
22:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
23:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	607	5	0.8	508	83.7	84	13.8	9	1.5	1	0.2
16H,6-22	647	5	0.8	543	83.9	88	13.6	10	1.6	1	0.2
18H,6-24	651	5	0.8	547	84.0	88	13.5	10	1.5	1	0.2
24H,0-24	658	5	0.8	552	83.9	90	13.7	10	1.5	1	0.2
Daily Totals											
Thu 16-Nov-23	637	2	0.3	547	85.9	72	11.3	14	2.2	2	0.3
Fri 17-Nov-23	698	10	1.4	590	84.5	76	10.9	22	3.2	0	0.0
Sat 18-Nov-23	412	4	1.0	379	92.0	26	6.3	3	0.7	0	0.0
Sun 19-Nov-23	367	9	2.5	344	93.7	14	3.8	0	0.0	0	0.0
Mon 20-Nov-23	608	8	1.3	506	83.2	76	12.5	18	3.0	0	0.0
Tue 21-Nov-23	683	8	1.2	568	83.2	81	11.9	23	3.4	3	0.4
Wed 22-Nov-23	658	5	0.8	552	83.9	90	13.7	10	1.5	1	0.2
Total Vehicles											
[-]	4063	46	1.2	3486	86.6	435	10.1	90	2.0	6	0.1



12870 Thu 16-Nov-23 to Wed 22-Nov-23					RAGLAN Channel: Northeastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 16-Nov-23																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	-	46	3.5	0	0	0	0	0	0	0	0	1	1	0	0
05:00	3	-	36.8	3.1	0	0	0	0	0	0	1	2	0	0	0	0
06:00	10	29.3	25	6.8	0	0	1	1	4	3	0	1	0	0	0	0
07:00	22	34.2	26	7.5	0	0	1	6	5	3	5	2	0	0	0	0
08:00	67	33.8	26.4	6.6	0	0	2	11	22	17	8	7	0	0	0	0
09:00	64	33.2	26.8	6	0	0	0	9	24	17	9	4	1	0	0	0
10:00	34	34.6	27.5	7.5	0	0	1	5	11	5	9	2	0	1	0	0
11:00	46	34	26.7	7.1	0	0	1	7	18	9	6	4	0	1	0	0
12:00	41	31.4	24.8	7.3	0	0	4	9	11	10	4	2	1	0	0	0
13:00	35	31.3	24.9	6.4	0	0	0	13	7	9	4	2	0	0	0	0
14:00	57	33.8	25	8.2	0	4	1	13	15	10	9	4	1	0	0	0
15:00	59	32.9	25.3	6.6	0	0	2	14	21	10	7	5	0	0	0	0
16:00	61	30.2	24.8	5.5	0	0	1	14	23	16	5	2	0	0	0	0
17:00	55	29.3	23.3	5.3	0	0	1	21	17	11	5	0	0	0	0	0
18:00	33	29.3	24.4	4.8	0	0	1	5	17	7	3	0	0	0	0	0
19:00	23	30.4	26.8	5.3	0	0	0	1	11	8	2	0	1	0	0	0
20:00	9	-	29.1	8.9	0	0	0	2	2	1	2	1	1	0	0	0
21:00	9	-	29.1	7.8	0	0	0	1	3	2	0	3	0	0	0	0
22:00	4	-	23.5	14.2	0	0	2	0	1	0	0	0	1	0	0	0
23:00	2	-	23.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
12H,7-19	574	32.8	25.5	6.6	0	4	15	127	191	124	74	34	3	2	0	0
16H,6-22	625	32.9	25.6	6.6	0	4	16	132	211	138	78	39	5	2	0	0
18H,6-24	631	32.9	25.6	6.7	0	4	18	133	212	139	78	39	6	2	0	0
24H,0-24	637	33.1	25.7	6.8	0	4	18	133	213	139	79	41	7	3	0	0
Fri 17-Nov-23																
00:00	4	-	21	3.2	0	0	0	2	2	0	0	0	0	0	0	0
01:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0

12870 RAGLAN					Site No: 12870001					Location Site 1 - Monmouth Rd, Raglan (E of Station Rd)						
Thu 16-Nov-23 to Wed 22-Nov-23					Channel: Northeastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
04:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
05:00	4	-	34.8	4.9	0	0	0	0	0	1	1	2	0	0	0	0
06:00	10	29.8	25	7.2	0	0	1	2	2	4	0	1	0	0	0	0
07:00	35	32.6	25.8	6.7	0	0	0	9	12	7	4	2	1	0	0	0
08:00	59	34	28.2	5.9	0	0	0	7	12	24	11	4	1	0	0	0
09:00	56	32.3	26.4	6.2	0	0	0	13	12	20	8	2	1	0	0	0
10:00	39	33.1	26.3	7.9	0	0	4	3	14	10	4	2	1	1	0	0
11:00	50	30.7	25.3	6.1	0	0	2	10	16	15	4	3	0	0	0	0
12:00	56	30.7	25.2	5.5	0	0	0	15	16	17	7	1	0	0	0	0
13:00	50	32	27.2	5.9	0	0	0	7	13	21	5	3	1	0	0	0
14:00	57	32	24.9	6.5	0	0	4	11	20	11	10	0	1	0	0	0
15:00	75	32	24.9	6.2	0	1	0	20	27	13	11	3	0	0	0	0
16:00	63	32.5	26	6.1	0	0	1	11	23	15	10	2	1	0	0	0
17:00	59	30.1	24.9	5.8	0	1	1	8	29	13	4	3	0	0	0	0
18:00	28	32.6	26.4	6.9	0	1	0	5	6	10	4	2	0	0	0	0
19:00	27	32.1	25.5	6.7	0	0	0	8	8	6	2	3	0	0	0	0
20:00	9	-	26.3	4.6	0	0	0	1	3	4	1	0	0	0	0	0
21:00	9	-	23.5	5.7	0	0	0	4	2	2	1	0	0	0	0	0
22:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
23:00	4	-	28.5	1.6	0	0	0	0	0	4	0	0	0	0	0	0
12H,7-19	627	32.4	25.9	6.3	0	3	12	119	200	176	82	27	7	1	0	0
16H,6-22	682	32.3	25.9	6.3	0	3	13	134	215	192	86	31	7	1	0	0
18H,6-24	687	32.3	25.9	6.3	0	3	13	134	215	196	87	31	7	1	0	0
24H,0-24	698	32.4	25.9	6.3	0	3	13	136	217	198	90	33	7	1	0	0
Sat 18-Nov-23																
00:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
01:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	4	-	37.3	4.9	0	0	0	0	0	0	2	1	1	0	0	0
07:00	11	38.1	29	9.7	0	0	0	2	4	1	1	2	0	1	0	0
08:00	22	32.8	27.1	5.8	0	0	1	2	5	8	6	0	0	0	0	0

12870 RAGLAN					Site No: 12870001												Location	Site 1 - Monmouth Rd, Raglan (E of Station Rd)									
Thu 16-Nov-23 to Wed 22-Nov-23					Channel: Northeastbound																						
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56											
09:00	33	34	27.3	6.4	0	0	0	7	6	11	6	3	0	0	0	0											
10:00	48	32.9	26.2	6.6	0	1	1	6	17	13	6	4	0	0	0	0											
11:00	50	34.5	26.5	7.6	0	0	3	8	17	7	10	3	2	0	0	0											
12:00	37	34	27.6	6.7	0	0	1	5	8	14	5	3	1	0	0	0											
13:00	36	35.6	29.6	6.6	0	0	0	3	8	10	10	3	2	0	0	0											
14:00	32	35.5	30.4	6.4	0	0	0	2	6	8	12	2	2	0	0	0											
15:00	34	35	27	7.3	0	0	1	6	9	10	3	4	1	0	0	0											
16:00	34	34	26.7	7.1	0	0	1	6	10	9	4	3	1	0	0	0											
17:00	24	32.9	26.4	6.6	0	1	0	2	9	6	5	1	0	0	0	0											
18:00	17	34	26.7	8.6	0	0	0	6	3	2	5	0	0	1	0	0											
19:00	10	34.3	28.5	6.4	0	0	0	1	3	2	3	1	0	0	0	0											
20:00	3	-	30.2	7.6	0	0	0	0	1	1	0	1	0	0	0	0											
21:00	8	-	29.1	5.1	0	0	0	0	2	4	1	1	0	0	0	0											
22:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0											
23:00	5	-	27.5	6.6	0	0	0	1	1	1	2	0	0	0	0	0											
12H,7-19	378	34.8	27.4	7	0	2	8	55	102	99	73	28	9	2	0	0											
16H,6-22	403	34.9	27.6	7	0	2	8	56	108	106	79	32	10	2	0	0											
18H,6-24	409	34.9	27.6	7	0	2	8	57	109	107	82	32	10	2	0	0											
24H,0-24	412	34.9	27.6	7	0	2	8	58	110	108	82	32	10	2	0	0											
Sun 19-Nov-23																											
00:00	2	-	28.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0											
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0											
02:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0											
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0											
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0											
05:00	1	-	43.5	-	0	0	0	0	0	0	0	0	1	0	0	0											
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0											
07:00	7	-	29.2	6.9	0	0	0	0	3	2	0	2	0	0	0	0											
08:00	8	-	26	7.2	0	0	0	2	3	1	1	1	0	0	0	0											
09:00	15	37.6	28.8	8.7	0	0	1	3	1	3	3	4	0	0	0	0											
10:00	23	31.1	26.1	5.4	0	0	0	3	10	6	3	1	0	0	0	0											
11:00	37	30.9	24.9	6.5	0	0	2	9	11	9	4	2	0	0	0	0											
12:00	39	30.4	24.1	7.8	0	3	2	6	13	9	3	3	0	0	0	0											
13:00	50	33.8	26.9	6.1	0	0	0	8	17	12	9	4	0	0	0	0											

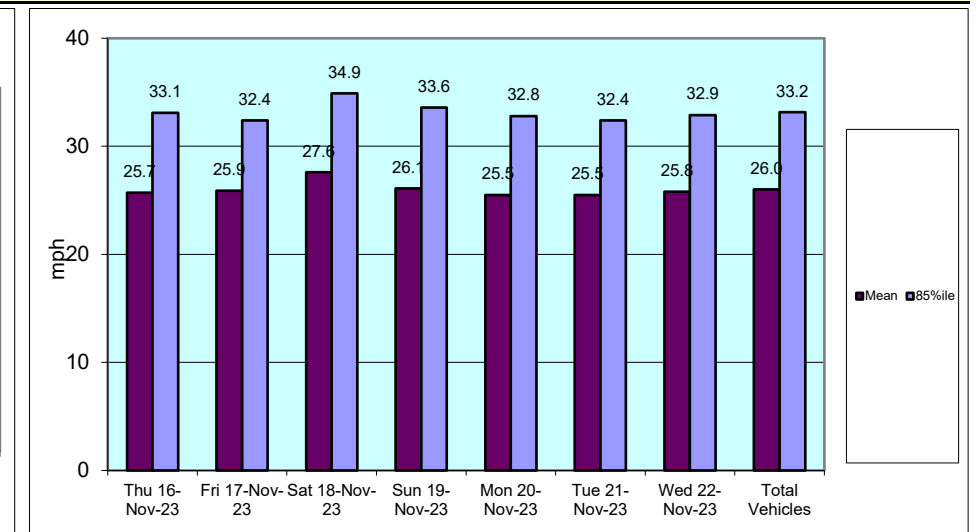
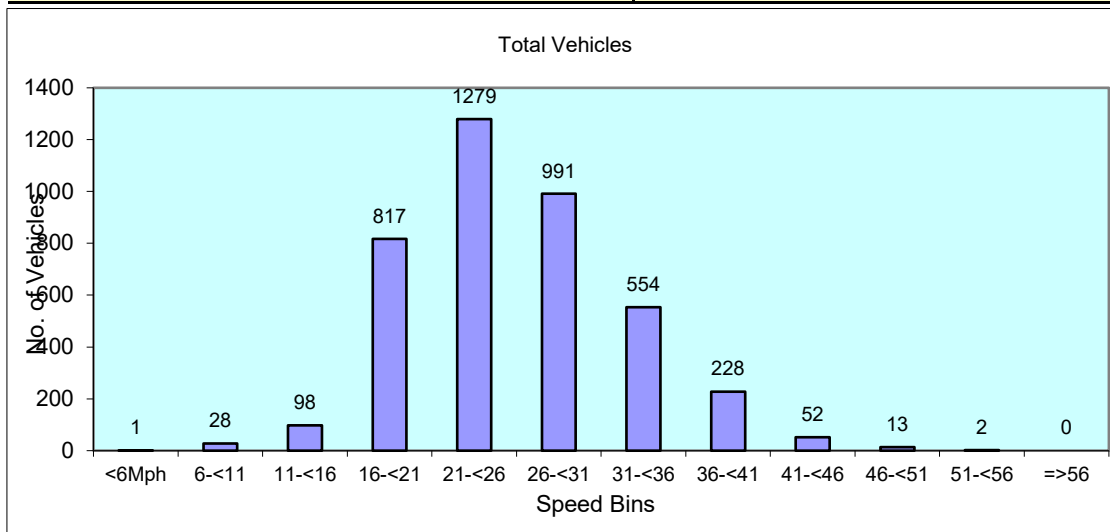
12870 RAGLAN					Site No: 12870001 Location Site 1 - Monmouth Rd, Raglan (E of Station Rd)											
Thu 16-Nov-23 to Wed 22-Nov-23					Channel: Northeastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
14:00	51	31.9	26	6.1	0	0	1	9	18	14	5	4	0	0	0	0
15:00	52	32.1	24.4	7.4	0	3	3	9	16	11	8	2	0	0	0	0
16:00	30	32.7	26.8	5.9	0	0	0	4	11	8	6	0	1	0	0	0
17:00	18	35.5	27.1	8.1	0	0	1	3	5	4	2	2	1	0	0	0
18:00	9	-	26.8	6.8	0	0	0	3	0	3	3	0	0	0	0	0
19:00	13	33.8	28.5	8.3	0	0	0	2	3	5	1	1	0	1	0	0
20:00	7	-	25.6	7.7	0	0	0	3	0	3	0	1	0	0	0	0
21:00	4	-	31	3.2	0	0	0	0	0	2	2	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	339	33.4	25.9	6.8	0	6	10	59	108	82	47	25	2	0	0	0
16H,6-22	363	33.5	26	6.9	0	6	10	64	111	92	50	27	2	1	0	0
18H,6-24	363	33.5	26	6.9	0	6	10	64	111	92	50	27	2	1	0	0
24H,0-24	367	33.6	26.1	6.9	0	6	10	65	112	92	51	27	3	1	0	0
Mon 20-Nov-23																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
02:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	7	-	27.8	7.4	0	0	0	2	0	3	1	1	0	0	0	0
06:00	11	35.3	27.6	8.7	0	0	1	1	3	3	1	1	1	0	0	0
07:00	18	32.3	25.4	7.2	0	1	0	3	6	4	3	1	0	0	0	0
08:00	55	30.3	24.6	6.3	0	0	2	15	18	13	3	4	0	0	0	0
09:00	61	32.5	25.3	6.9	0	0	4	12	20	13	8	3	1	0	0	0
10:00	40	34.2	27	8.5	0	0	2	9	8	10	7	1	1	2	0	0
11:00	39	34	26.4	7.4	0	1	1	9	6	9	11	2	0	0	0	0
12:00	31	33.4	25.9	6.5	0	0	0	9	8	5	8	1	0	0	0	0
13:00	38	33.8	25.3	7.9	0	1	2	8	12	6	5	3	1	0	0	0
14:00	54	30.8	24.6	5.9	0	0	2	14	17	13	7	1	0	0	0	0
15:00	67	30.2	25.1	5.3	0	0	2	12	24	22	6	1	0	0	0	0
16:00	55	31.9	25.1	6	0	0	1	11	25	8	7	3	0	0	0	0
17:00	57	29.8	24.5	5.5	0	0	0	16	22	13	5	0	1	0	0	0
18:00	36	33.1	25.9	7.2	0	0	0	10	12	6	5	1	2	0	0	0

12870 Thu 16-Nov-23 to Wed 22-Nov-23					RAGLAN Channel: Northeastbound												Site No: 12870001	Location	Site 1 - Monmouth Rd, Raglan (E of Station Rd)
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56			
19:00	22	33.8	26.5	6.3	0	0	0	3	11	2	4	2	0	0	0	0			
20:00	7	-	27.1	8.6	0	0	0	2	2	1	0	2	0	0	0	0			
21:00	6	-	31	10.9	0	0	0	1	1	2	0	1	0	1	0	0			
22:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0			
23:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0			
12H,7-19	551	32.4	25.3	6.6	0	3	16	128	178	122	75	21	6	2	0	0			
16H,6-22	597	32.7	25.5	6.7	0	3	17	135	195	130	80	27	7	3	0	0			
18H,6-24	599	32.7	25.5	6.7	0	3	17	135	195	130	82	27	7	3	0	0			
24H,0-24	608	32.8	25.5	6.7	0	3	17	138	195	133	84	28	7	3	0	0			
Tue 21-Nov-23																			
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0			
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0			
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0			
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0			
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0			
05:00	7	-	32.1	8.1	0	0	0	0	2	2	0	2	1	0	0	0			
06:00	7	-	29.2	10.2	0	0	1	0	2	1	1	1	1	0	0	0			
07:00	24	36.9	26.2	8.7	0	0	2	7	4	3	3	5	0	0	0	0			
08:00	67	32.3	26	5.8	0	0	1	14	17	21	13	1	0	0	0	0			
09:00	55	30	25.2	5.6	0	0	1	11	19	19	2	3	0	0	0	0			
10:00	42	29.3	21.7	8.1	1	6	1	9	11	11	2	1	0	0	0	0			
11:00	49	33.8	25.9	7.3	0	1	3	8	13	10	11	3	0	0	0	0			
12:00	45	33	26.6	6.1	0	0	1	4	20	10	7	2	1	0	0	0			
13:00	40	36.5	28.4	7.3	0	0	0	6	11	10	6	5	2	0	0	0			
14:00	57	33.1	25.3	7.4	0	0	3	18	9	15	7	4	1	0	0	0			
15:00	67	29.7	24.3	5.8	0	1	3	12	27	18	4	2	0	0	0	0			
16:00	65	28.9	23.7	5.3	0	0	1	20	25	15	3	0	1	0	0	0			
17:00	77	31	25.1	6.9	0	0	2	21	25	17	8	2	1	0	1	0			
18:00	44	34.5	27.4	7.7	0	0	0	10	11	11	7	2	2	1	0	0			
19:00	19	29.3	24.6	5.1	0	0	1	2	10	4	2	0	0	0	0	0			
20:00	14	29.4	25.3	4.4	0	0	0	2	6	5	1	0	0	0	0	0			
21:00	2	-	28.5	14.1	0	0	0	1	0	0	0	1	0	0	0	0			
22:00	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0			
23:00	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0			

12870 Thu 16-Nov-23 to Wed 22-Nov-23					RAGLAN Channel: Northeastbound												Site No: 12870001	Location	Site 1 - Monmouth Rd, Raglan (E of Station Rd)
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56			
12H,7-19	632	32.2	25.4	6.8	1	8	18	140	192	160	73	30	8	1	1	0			
16H,6-22	674	32.2	25.4	6.8	1	8	20	145	210	170	77	32	9	1	1	0			
18H,6-24	676	32.3	25.4	6.8	1	8	20	145	210	170	77	34	9	1	1	0			
24H,0-24	683	32.4	25.5	6.9	1	8	20	145	212	172	77	36	10	1	1	0			
Wed 22-Nov-23																			
00:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0			
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0			
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0			
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0			
04:00	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0			
05:00	5	-	36.5	4.6	0	0	0	0	0	0	3	1	1	0	0	0			
06:00	7	-	27.8	10.2	0	0	0	3	0	2	0	1	1	0	0	0			
07:00	35	28.3	24.4	6.6	0	0	0	9	18	5	2	0	0	0	1	0			
08:00	77	30.3	24.5	5.4	0	0	0	21	31	15	8	2	0	0	0	0			
09:00	54	32.2	25.8	6.1	0	0	1	9	22	12	6	4	0	0	0	0			
10:00	29	31.3	24.9	7.3	0	1	1	5	12	5	3	1	1	0	0	0			
11:00	37	30.9	24.3	6.7	0	0	3	9	12	7	4	2	0	0	0	0			
12:00	51	32.5	25.9	7	0	1	1	11	13	15	6	3	1	0	0	0			
13:00	33	30.3	24.6	7	0	0	3	9	6	10	3	2	0	0	0	0			
14:00	57	33.3	26.3	6.3	0	0	0	13	17	12	13	1	1	0	0	0			
15:00	77	31	24.9	6.3	0	0	1	21	28	15	7	4	1	0	0	0			
16:00	62	31.1	25.1	5.7	0	0	1	15	20	16	9	1	0	0	0	0			
17:00	48	32.1	26.2	6.6	0	0	0	8	21	10	6	1	1	1	0	0			
18:00	47	33.8	27.5	6.3	0	0	1	5	13	16	8	3	1	0	0	0			
19:00	15	33.8	28.5	5.5	0	0	0	1	4	5	4	1	0	0	0	0			
20:00	11	35.4	33.5	2.6	0	0	0	0	0	1	9	1	0	0	0	0			
21:00	7	-	27.8	8.5	0	0	0	2	1	2	0	2	0	0	0	0			
22:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0			
23:00	2	-	36	17.7	0	0	0	0	1	0	0	0	0	1	0	0			
12H,7-19	607	32	25.4	6.3	0	2	12	135	213	138	75	24	6	1	1	0			
16H,6-22	647	32.6	25.7	6.4	0	2	12	141	218	148	88	29	7	1	1	0			
18H,6-24	651	32.6	25.7	6.5	0	2	12	142	220	148	88	29	7	2	1	0			
24H,0-24	658	32.9	25.8	6.6	0	2	12	142	220	149	91	31	8	2	1	0			
Daily Totals																			

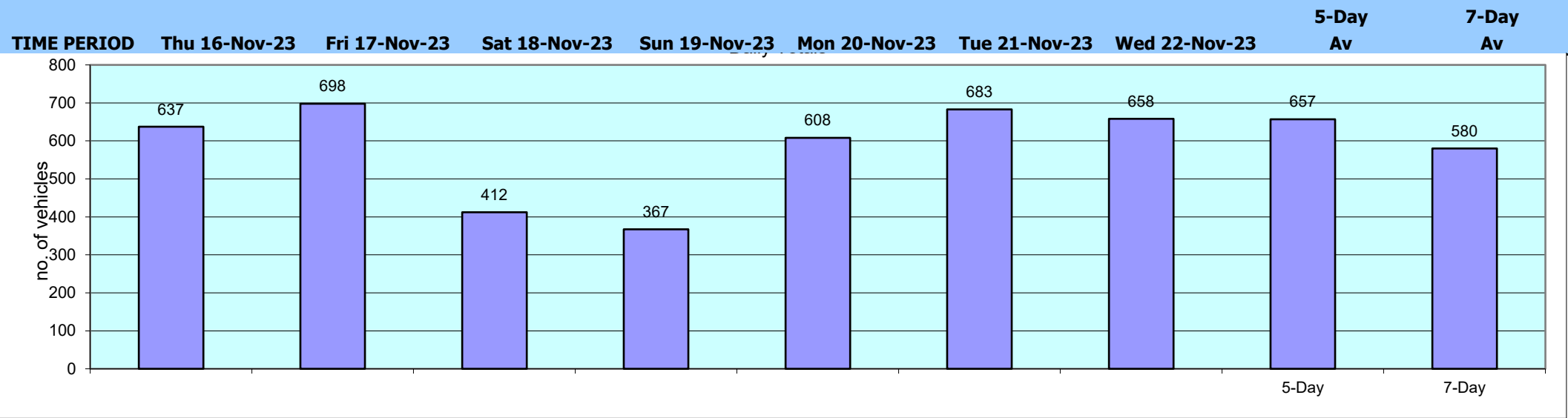
12870	RAGLAN	Site No: 12870001	Location Site 1 - Monmouth Rd, Raglan (E of Station Rd)
Thu 16-Nov-23 to Wed 22-Nov-23		Channel: Northeastbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 16-Nov-23	637	33.1	25.7	6.8	0	4	18	133	213	139	79	41	7	3	0	0
Fri 17-Nov-23	698	32.4	25.9	6.3	0	3	13	136	217	198	90	33	7	1	0	0
Sat 18-Nov-23	412	34.9	27.6	7	0	2	8	58	110	108	82	32	10	2	0	0
Sun 19-Nov-23	367	33.6	26.1	6.9	0	6	10	65	112	92	51	27	3	1	0	0
Mon 20-Nov-23	608	32.8	25.5	6.7	0	3	17	138	195	133	84	28	7	3	0	0
Tue 21-Nov-23	683	32.4	25.5	6.9	1	8	20	145	212	172	77	36	10	1	1	0
Wed 22-Nov-23	658	32.9	25.8	6.6	0	2	12	142	220	149	91	31	8	2	1	0
Total Vehicles																
[--]	4063	33.2	26.0	6.7	1	28	98	817	1279	991	554	228	52	13	2	0



12870	RAGLAN		Site No: 12870001		Location		Site 1 - Monmouth Rd, Raglan (E of Station Rd)		
			Channel: Northeastbound						
TIME PERIOD	Thu 16-Nov-23	Fri 17-Nov-23	Sat 18-Nov-23	Sun 19-Nov-23	Mon 20-Nov-23	Tue 21-Nov-23	Wed 22-Nov-23	5-Day Av	7-Day Av
Week Begin: 16-Nov-23									
00:00	0	4	1	2	0	0	1	1	1
01:00	1	1	1	0	1	0	0	1	1
02:00	0	1	0	1	1	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	2	1	0	0	0	0	1	1	1
05:00	3	4	1	1	7	7	5	5	4
06:00	10	10	4	0	11	7	7	9	7
07:00	22	35	11	7	18	24	35	27	22
08:00	67	59	22	8	55	67	77	65	51
09:00	64	56	33	15	61	55	54	58	48
10:00	34	39	48	23	40	42	29	37	36
11:00	46	50	50	37	39	49	37	44	44
12:00	41	56	37	39	31	45	51	45	43
13:00	35	50	36	50	38	40	33	39	40
14:00	57	57	32	51	54	57	57	56	52
15:00	59	75	34	52	67	67	77	69	62
16:00	61	63	34	30	55	65	62	61	53
17:00	55	59	24	18	57	77	48	59	48
18:00	33	28	17	9	36	44	47	38	31
19:00	23	27	10	13	22	19	15	21	18
20:00	9	9	3	7	7	14	11	10	9
21:00	9	9	8	4	6	2	7	7	6
22:00	4	1	1	0	1	1	2	2	1
23:00	2	4	5	0	1	1	2	2	2
12H,7-19	574	627	378	339	551	632	607	598	530
16H,6-22	625	682	403	363	597	674	647	645	570
18H,6-24	631	687	409	363	599	676	651	649	574
24H,0-24	637	698	412	367	608	683	658	657	580
Am	08:00	08:00	11:00	11:00	09:00	08:00	08:00		
Peak	67	59	50	37	61	67	77		
Pm	16:00	15:00	12:00	15:00	15:00	17:00	15:00		
Peak	61	75	37	52	67	77	77		

Daily Totals



12870			RAGLAN			Site No: 12870001		Location		Site 1 - Monmouth Rd, Raglan (E of Station Rd)					
Thu 16-Nov-23 to Wed 22-Nov-23						Channel: Southwestbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC	
			CAR-BASED LGV	LIGHT GOODS VEHICLES								AXLE MULTI-TRAILER ARTIC	AXLE MULTI-TRAILER ARTIC		
Thu 16-Nov-23															
00:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
04:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
05:00	4	0	1	1	0	0	0	0	0	0	1	1	0	0	
06:00	23	1	17	1	0	0	2	0	2	0	0	0	0	0	
07:00	54	0	41	12	0	1	0	0	0	0	0	0	0	0	
08:00	118	3	91	19	2	1	1	0	1	0	0	0	0	0	
09:00	64	0	51	13	0	0	0	0	0	0	0	0	0	0	
10:00	70	0	59	10	0	1	0	0	0	0	0	0	0	0	
11:00	65	0	49	12	0	1	1	0	2	0	0	0	0	0	
12:00	66	1	53	10	0	0	2	0	0	0	0	0	0	0	
13:00	76	0	63	9	0	2	1	0	1	0	0	0	0	0	
14:00	76	1	57	17	0	0	1	0	0	0	0	0	0	0	
15:00	73	0	60	12	0	1	0	0	0	0	0	0	0	0	
16:00	94	1	75	16	2	0	0	0	0	0	0	0	0	0	
17:00	112	0	93	16	1	1	1	0	0	0	0	0	0	0	
18:00	58	0	51	7	0	0	0	0	0	0	0	0	0	0	
19:00	30	0	29	1	0	0	0	0	0	0	0	0	0	0	
20:00	24	0	24	0	0	0	0	0	0	0	0	0	0	0	
21:00	16	0	14	2	0	0	0	0	0	0	0	0	0	0	
22:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
23:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0	
12H,7-19	926	6	743	153	5	8	7	0	4	0	0	0	0	0	
16H,6-22	1019	7	827	157	5	8	9	0	6	0	0	0	0	0	
18H,6-24	1032	7	839	158	5	8	9	0	6	0	0	0	0	0	
24H,0-24	1043	7	846	160	5	8	9	0	6	0	1	1	0	0	
Fri 17-Nov-23															
00:00	6	0	3	2	0	0	1	0	0	0	0	0	0	0	
01:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	

12870			RAGLAN			Site No: 12870001		Location		Site 1 - Monmouth Rd, Raglan (E of Station Rd)				
Thu 16-Nov-23 to Wed 22-Nov-23			Channel: Southwestbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR			TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC
			CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES							AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
05:00	11	0	6	3	0	0	0	0	0	0	1	1	0	0
06:00	15	1	14	0	0	0	0	0	0	0	0	0	0	0
07:00	43	0	32	9	0	1	0	0	1	0	0	0	0	0
08:00	97	1	69	24	1	1	1	0	0	0	0	0	0	0
09:00	65	1	45	16	0	1	1	0	1	0	0	0	0	0
10:00	77	2	61	10	0	1	2	0	1	0	0	0	0	0
11:00	66	2	48	11	1	1	3	0	0	0	0	0	0	0
12:00	61	2	43	14	0	0	1	0	0	1	0	0	0	0
13:00	62	1	45	12	1	1	1	0	1	0	0	0	0	0
14:00	65	2	52	10	0	0	1	0	0	0	0	0	0	0
15:00	95	0	77	17	0	1	0	0	0	0	0	0	0	0
16:00	84	0	68	14	2	0	0	0	0	0	0	0	0	0
17:00	104	1	89	12	1	1	0	0	0	0	0	0	0	0
18:00	39	1	34	4	0	0	0	0	0	0	0	0	0	0
19:00	31	0	29	2	0	0	0	0	0	0	0	0	0	0
20:00	18	0	18	0	0	0	0	0	0	0	0	0	0	0
21:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0
22:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0
23:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	858	13	663	153	6	8	10	0	4	1	0	0	0	0
16H,6-22	935	14	737	155	6	8	10	0	4	1	0	0	0	0
18H,6-24	949	14	751	155	6	8	10	0	4	1	0	0	0	0
24H,0-24	973	14	767	160	6	8	11	0	4	1	1	1	0	0
Sat 18-Nov-23														
00:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0

12870		RAGLAN				Site No: 12870001		Location		Site 1 - Monmouth Rd, Raglan (E of Station Rd)					
Thu 16-Nov-23 to Wed 22-Nov-23						Channel: Southwestbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR			TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC	
			CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES							AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC		
06:00	2	0	0	1	0	0	1	0	0	0	0	0	0	0	
07:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0	
08:00	33	1	29	3	0	0	0	0	0	0	0	0	0	0	
09:00	52	0	45	6	0	0	1	0	0	0	0	0	0	0	
10:00	67	0	62	5	0	0	0	0	0	0	0	0	0	0	
11:00	65	1	58	6	0	0	0	0	0	0	0	0	0	0	
12:00	72	0	67	4	0	0	0	0	0	0	0	1	0	0	
13:00	66	0	61	5	0	0	0	0	0	0	0	0	0	0	
14:00	44	0	41	3	0	0	0	0	0	0	0	0	0	0	
15:00	37	0	36	1	0	0	0	0	0	0	0	0	0	0	
16:00	45	1	40	4	0	0	0	0	0	0	0	0	0	0	
17:00	39	0	33	6	0	0	0	0	0	0	0	0	0	0	
18:00	26	0	22	4	0	0	0	0	0	0	0	0	0	0	
19:00	24	0	22	1	0	1	0	0	0	0	0	0	0	0	
20:00	18	0	13	5	0	0	0	0	0	0	0	0	0	0	
21:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0	
22:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0	
23:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	555	3	502	48	0	0	1	0	0	0	0	1	0	0	
16H,6-22	608	3	546	55	0	1	2	0	0	0	0	1	0	0	
18H,6-24	621	3	559	55	0	1	2	0	0	0	0	1	0	0	
24H,0-24	626	3	563	56	0	1	2	0	0	0	0	1	0	0	
Sun 19-Nov-23															
00:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
01:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
06:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
07:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	
08:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	

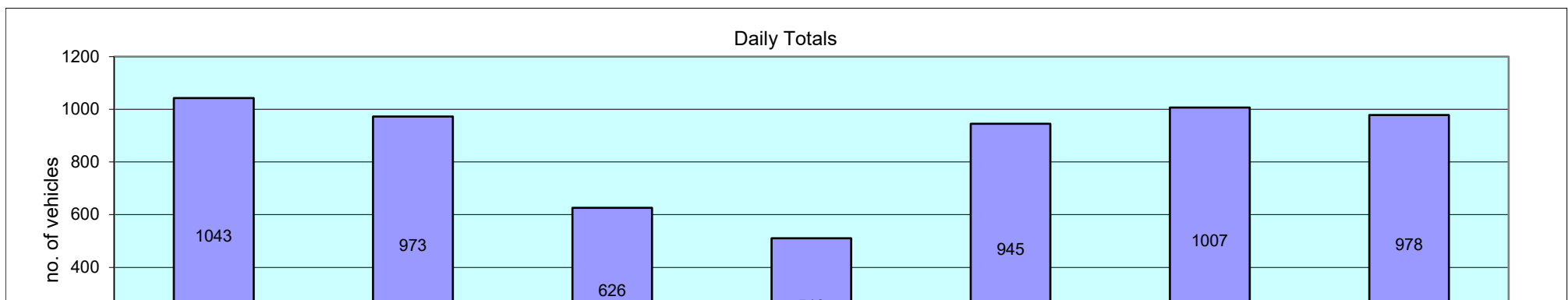
12870		RAGLAN				Site No: 12870001		Location		Site 1 - Monmouth Rd, Raglan (E of Station Rd)					
Thu 16-Nov-23 to Wed 22-Nov-23						Channel: Southwestbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR			TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC	
			CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES							AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC		
09:00	36	1	32	3	0	0	0	0	0	0	0	0	0	0	
10:00	75	0	68	7	0	0	0	0	0	0	0	0	0	0	
11:00	56	0	56	0	0	0	0	0	0	0	0	0	0	0	
12:00	63	0	59	4	0	0	0	0	0	0	0	0	0	0	
13:00	71	1	65	5	0	0	0	0	0	0	0	0	0	0	
14:00	38	1	35	2	0	0	0	0	0	0	0	0	0	0	
15:00	38	1	32	5	0	0	0	0	0	0	0	0	0	0	
16:00	39	0	35	4	0	0	0	0	0	0	0	0	0	0	
17:00	19	0	18	1	0	0	0	0	0	0	0	0	0	0	
18:00	21	0	20	1	0	0	0	0	0	0	0	0	0	0	
19:00	8	0	6	2	0	0	0	0	0	0	0	0	0	0	
20:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	
21:00	12	0	10	2	0	0	0	0	0	0	0	0	0	0	
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	474	4	438	32	0	0	0	0	0	0	0	0	0	0	
16H,6-22	500	4	459	37	0	0	0	0	0	0	0	0	0	0	
18H,6-24	501	4	460	37	0	0	0	0	0	0	0	0	0	0	
24H,0-24	510	4	468	38	0	0	0	0	0	0	0	0	0	0	
Mon 20-Nov-23															
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	
06:00	19	0	18	1	0	0	0	0	0	0	0	0	0	0	
07:00	51	0	37	13	0	1	0	0	0	0	0	0	0	0	
08:00	120	1	95	20	0	3	0	0	1	0	0	0	0	0	
09:00	64	1	49	12	0	1	0	0	1	0	0	0	0	0	
10:00	53	0	37	12	0	1	1	0	2	0	0	0	0	0	
11:00	49	1	41	5	0	1	0	0	0	0	0	1	0	0	

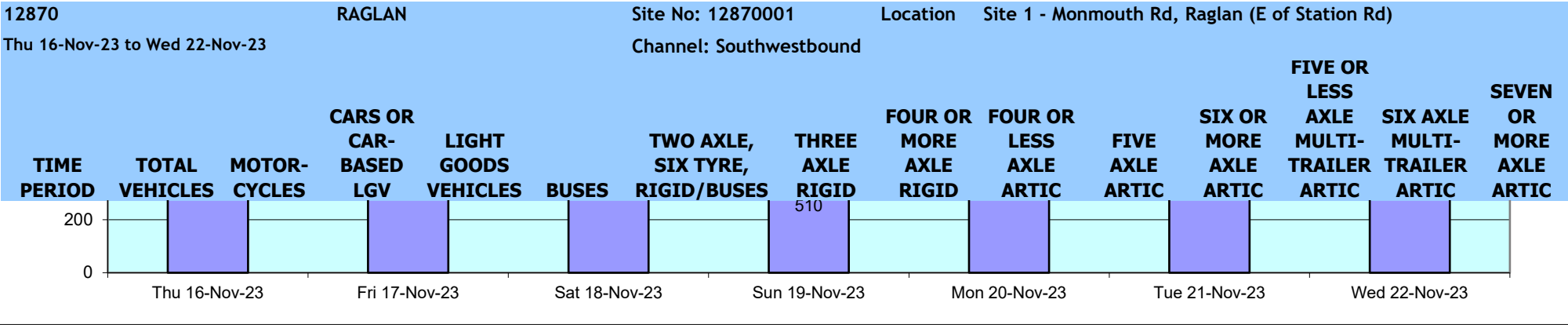
12870		RAGLAN				Site No: 12870001		Location		Site 1 - Monmouth Rd, Raglan (E of Station Rd)				
Thu 16-Nov-23 to Wed 22-Nov-23						Channel: Southwestbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC
			CAR-BASED LGV	LIGHT GOODS VEHICLES								AXLE MULTI-TRAILER ARTIC	AXLE MULTI-TRAILER ARTIC	
12:00	56	1	43	10	0	1	1	0	0	0	0	0	0	0
13:00	50	0	40	7	0	1	0	1	1	0	0	0	0	0
14:00	69	0	50	16	1	0	2	0	0	0	0	0	0	0
15:00	88	1	68	18	0	1	0	0	0	0	0	0	0	0
16:00	90	0	74	14	1	0	1	0	0	0	0	0	0	0
17:00	114	0	101	11	1	0	1	0	0	0	0	0	0	0
18:00	45	1	39	5	0	0	0	0	0	0	0	0	0	0
19:00	30	0	25	5	0	0	0	0	0	0	0	0	0	0
20:00	22	0	21	1	0	0	0	0	0	0	0	0	0	0
21:00	10	0	8	1	0	0	0	0	1	0	0	0	0	0
22:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0
23:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	849	6	674	143	3	10	6	1	5	0	0	1	0	0
16H,6-22	930	6	746	151	3	10	6	1	6	0	0	1	0	0
18H,6-24	940	6	755	152	3	10	6	1	6	0	0	1	0	0
24H,0-24	945	6	759	153	3	10	6	1	6	0	0	1	0	0
Tue 21-Nov-23														
00:00	3	0	1	2	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0
05:00	8	0	6	2	0	0	0	0	0	0	0	0	0	0
06:00	19	1	16	2	0	0	0	0	0	0	0	0	0	0
07:00	55	1	40	10	0	2	1	0	1	0	0	0	0	0
08:00	132	1	104	22	1	1	0	0	2	0	0	1	0	0
09:00	67	1	47	16	2	1	0	0	0	0	0	0	0	0
10:00	60	0	43	12	0	3	1	0	1	0	0	0	0	0
11:00	48	0	31	15	0	2	0	0	0	0	0	0	0	0
12:00	72	2	58	10	0	0	0	0	1	1	0	0	0	0
13:00	75	2	61	10	0	0	0	0	1	0	1	0	0	0
14:00	66	0	48	18	0	0	0	0	0	0	0	0	0	0

12870		RAGLAN				Site No: 12870001		Location		Site 1 - Monmouth Rd, Raglan (E of Station Rd)					
Thu 16-Nov-23 to Wed 22-Nov-23						Channel: Southwestbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC	
			CAR-BASED LGV	LIGHT GOODS VEHICLES								AXLE MULTI-TRAILER ARTIC	AXLE MULTI-TRAILER ARTIC		
15:00	92	1	75	15	0	1	0	0	0	0	0	0	0	0	
16:00	77	0	61	14	2	0	0	0	0	0	0	0	0	0	
17:00	120	1	107	10	1	1	0	0	0	0	0	0	0	0	
18:00	43	0	40	3	0	0	0	0	0	0	0	0	0	0	
19:00	26	0	22	4	0	0	0	0	0	0	0	0	0	0	
20:00	18	0	14	4	0	0	0	0	0	0	0	0	0	0	
21:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0	
22:00	13	0	12	1	0	0	0	0	0	0	0	0	0	0	
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	907	9	715	155	6	11	2	0	6	1	1	1	0	0	
16H,6-22	979	10	776	165	6	11	2	0	6	1	1	1	0	0	
18H,6-24	993	10	789	166	6	11	2	0	6	1	1	1	0	0	
24H,0-24	1007	10	798	171	6	11	2	0	6	1	1	1	0	0	
Wed 22-Nov-23															
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	10	0	8	2	0	0	0	0	0	0	0	0	0	0	
05:00	13	0	9	3	0	0	0	1	0	0	0	0	0	0	
06:00	24	0	20	4	0	0	0	0	0	0	0	0	0	0	
07:00	51	0	39	10	0	2	0	0	0	0	0	0	0	0	
08:00	118	1	90	24	0	2	0	0	1	0	0	0	0	0	
09:00	70	1	53	16	0	0	0	0	0	0	0	0	0	0	
10:00	55	0	45	9	0	1	0	0	0	0	0	0	0	0	
11:00	49	1	36	10	0	1	0	0	0	0	0	1	0	0	
12:00	74	0	61	12	1	0	0	0	0	0	0	0	0	0	
13:00	60	5	43	11	0	1	0	0	0	0	0	0	0	0	
14:00	72	2	60	10	0	0	0	0	0	0	0	0	0	0	
15:00	89	1	69	17	1	1	0	0	0	0	0	0	0	0	
16:00	89	0	66	21	2	0	0	0	0	0	0	0	0	0	
17:00	84	0	71	12	0	1	0	0	0	0	0	0	0	0	

12870 RAGLAN Site No: 12870001 Location Site 1 - Monmouth Rd, Raglan (E of Station Rd)
 Thu 16-Nov-23 to Wed 22-Nov-23 Channel: Southwestbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
18:00	54	0	49	5	0	0	0	0	0	0	0	0	0	0
19:00	36	0	31	5	0	0	0	0	0	0	0	0	0	0
20:00	13	0	12	1	0	0	0	0	0	0	0	0	0	0
21:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0
22:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
23:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	865	11	682	157	4	9	0	0	1	0	0	1	0	0
16H,6-22	945	11	752	167	4	9	0	0	1	0	0	1	0	0
18H,6-24	953	11	760	167	4	9	0	0	1	0	0	1	0	0
24H,0-24	978	11	779	172	4	9	0	1	1	0	0	1	0	0
Daily Totals														
Thu 16-Nov-23	1043	7	846	160	5	8	9	0	6	0	1	1	0	0
Fri 17-Nov-23	973	14	767	160	6	8	11	0	4	1	1	1	0	0
Sat 18-Nov-23	626	3	563	56	0	1	2	0	0	0	0	1	0	0
Sun 19-Nov-23	510	4	468	38	0	0	0	0	0	0	0	0	0	0
Mon 20-Nov-23	945	6	759	153	3	10	6	1	6	0	0	1	0	0
Tue 21-Nov-23	1007	10	798	171	6	11	2	0	6	1	1	1	0	0
Wed 22-Nov-23	978	11	779	172	4	9	0	1	1	0	0	1	0	0
Total Vehicles														
--]	6082	55	4980	910	24	47	30	2	23	2	3	6	0	0





12870	RAGLAN			Site No: 12870001		Location		Site 1 - Monmouth Rd, Raglan (E of Station Rd)			
Thu 16-Nov-23 to Wed 22-Nov-23				Channel: Southwestbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 16-Nov-23											
00:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
05:00	4	0	0.0	1	25.0	1	25.0	2	50.0	0	0.0
06:00	23	1	4.4	17	73.9	1	4.4	4	17.4	0	0.0
07:00	54	0	0.0	41	75.9	12	22.2	1	1.9	0	0.0
08:00	118	3	2.5	91	77.1	19	16.1	3	2.5	2	1.7
09:00	64	0	0.0	51	79.7	13	20.3	0	0.0	0	0.0
10:00	70	0	0.0	59	84.3	10	14.3	1	1.4	0	0.0
11:00	65	0	0.0	49	75.4	12	18.5	4	6.2	0	0.0
12:00	66	1	1.5	53	80.3	10	15.2	2	3.0	0	0.0
13:00	76	0	0.0	63	82.9	9	11.8	4	5.3	0	0.0
14:00	76	1	1.3	57	75.0	17	22.4	1	1.3	0	0.0
15:00	73	0	0.0	60	82.2	12	16.4	1	1.4	0	0.0
16:00	94	1	1.1	75	79.8	16	17.0	0	0.0	2	2.1
17:00	112	0	0.0	93	83.0	16	14.3	2	1.8	1	0.9
18:00	58	0	0.0	51	87.9	7	12.1	0	0.0	0	0.0
19:00	30	0	0.0	29	96.7	1	3.3	0	0.0	0	0.0
20:00	24	0	0.0	24	100.0	0	0.0	0	0.0	0	0.0
21:00	16	0	0.0	14	87.5	2	12.5	0	0.0	0	0.0
22:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
23:00	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
12H,7-19	926	6	0.7	743	80.2	153	16.5	19	2.1	5	0.5
16H,6-22	1019	7	0.7	827	81.2	157	15.4	23	2.3	5	0.5
18H,6-24	1032	7	0.7	839	81.3	158	15.3	23	2.2	5	0.5
24H,0-24	1043	7	0.7	846	81.1	160	15.3	25	2.4	5	0.5
Fri 17-Nov-23											
00:00	6	0	0.0	3	50.0	2	33.3	1	16.7	0	0.0
01:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0

12870	RAGLAN			Site No: 12870001		Location		Site 1 - Monmouth Rd, Raglan (E of Station Rd)			
Thu 16-Nov-23 to Wed 22-Nov-23				Channel: Southwestbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
05:00	11	0	0.0	6	54.6	3	27.3	2	18.2	0	0.0
06:00	15	1	6.7	14	93.3	0	0.0	0	0.0	0	0.0
07:00	43	0	0.0	32	74.4	9	20.9	2	4.7	0	0.0
08:00	97	1	1.0	69	71.1	24	24.7	2	2.1	1	1.0
09:00	65	1	1.5	45	69.2	16	24.6	3	4.6	0	0.0
10:00	77	2	2.6	61	79.2	10	13.0	4	5.2	0	0.0
11:00	66	2	3.0	48	72.7	11	16.7	4	6.1	1	1.5
12:00	61	2	3.3	43	70.5	14	23.0	2	3.3	0	0.0
13:00	62	1	1.6	45	72.6	12	19.4	3	4.8	1	1.6
14:00	65	2	3.1	52	80.0	10	15.4	1	1.5	0	0.0
15:00	95	0	0.0	77	81.1	17	17.9	1	1.1	0	0.0
16:00	84	0	0.0	68	81.0	14	16.7	0	0.0	2	2.4
17:00	104	1	1.0	89	85.6	12	11.5	1	1.0	1	1.0
18:00	39	1	2.6	34	87.2	4	10.3	0	0.0	0	0.0
19:00	31	0	0.0	29	93.6	2	6.5	0	0.0	0	0.0
20:00	18	0	0.0	18	100.0	0	0.0	0	0.0	0	0.0
21:00	13	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
22:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
23:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	858	13	1.5	663	77.3	153	17.8	23	2.7	6	0.7
16H,6-22	935	14	1.5	737	78.8	155	16.6	23	2.5	6	0.6
18H,6-24	949	14	1.5	751	79.1	155	16.3	23	2.4	6	0.6
24H,0-24	973	14	1.4	767	78.8	160	16.4	26	2.7	6	0.6
Sat 18-Nov-23											
00:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	0	0	-	0	-	0	-	0	-	0	-

12870	RAGLAN			Site No: 12870001		Location		Site 1 - Monmouth Rd, Raglan (E of Station Rd)			
Thu 16-Nov-23 to Wed 22-Nov-23				Channel: Southwestbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
06:00	2	0	0.0	0	0.0	1	50.0	1	50.0	0	0.0
07:00	9	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
08:00	33	1	3.0	29	87.9	3	9.1	0	0.0	0	0.0
09:00	52	0	0.0	45	86.5	6	11.5	1	1.9	0	0.0
10:00	67	0	0.0	62	92.5	5	7.5	0	0.0	0	0.0
11:00	65	1	1.5	58	89.2	6	9.2	0	0.0	0	0.0
12:00	72	0	0.0	67	93.1	4	5.6	1	1.4	0	0.0
13:00	66	0	0.0	61	92.4	5	7.6	0	0.0	0	0.0
14:00	44	0	0.0	41	93.2	3	6.8	0	0.0	0	0.0
15:00	37	0	0.0	36	97.3	1	2.7	0	0.0	0	0.0
16:00	45	1	2.2	40	88.9	4	8.9	0	0.0	0	0.0
17:00	39	0	0.0	33	84.6	6	15.4	0	0.0	0	0.0
18:00	26	0	0.0	22	84.6	4	15.4	0	0.0	0	0.0
19:00	24	0	0.0	22	91.7	1	4.2	1	4.2	0	0.0
20:00	18	0	0.0	13	72.2	5	27.8	0	0.0	0	0.0
21:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
22:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
23:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	555	3	0.5	502	90.5	48	8.7	2	0.4	0	0.0
16H,6-22	608	3	0.5	546	89.8	55	9.1	4	0.7	0	0.0
18H,6-24	621	3	0.5	559	90.0	55	8.9	4	0.6	0	0.0
24H,0-24	626	3	0.5	563	89.9	56	9.0	4	0.6	0	0.0
Sun 19-Nov-23											
00:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
01:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
06:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
07:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
08:00	10	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0

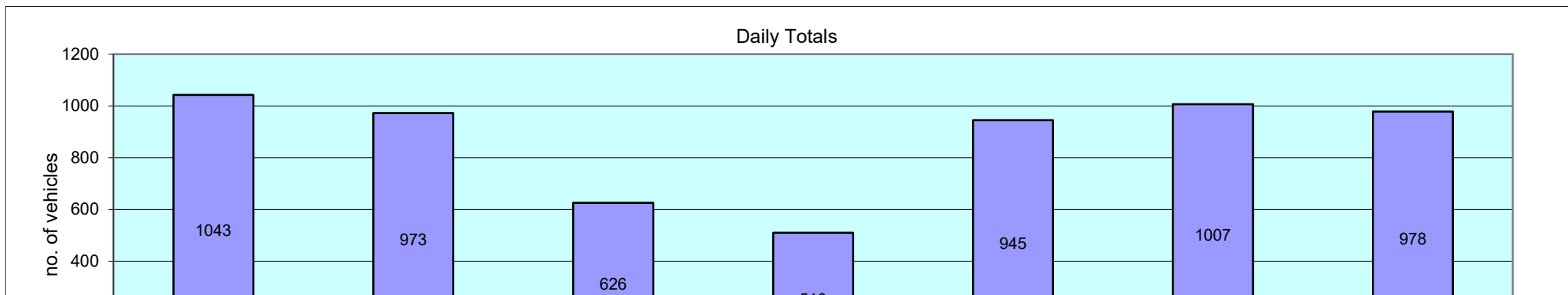
12870		RAGLAN		Site No: 12870001		Location		Site 1 - Monmouth Rd, Raglan (E of Station Rd)			
Thu 16-Nov-23 to Wed 22-Nov-23				Channel: Southwestbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
09:00	36	1	2.8	32	88.9	3	8.3	0	0.0	0	0.0
10:00	75	0	0.0	68	90.7	7	9.3	0	0.0	0	0.0
11:00	56	0	0.0	56	100.0	0	0.0	0	0.0	0	0.0
12:00	63	0	0.0	59	93.7	4	6.4	0	0.0	0	0.0
13:00	71	1	1.4	65	91.6	5	7.0	0	0.0	0	0.0
14:00	38	1	2.6	35	92.1	2	5.3	0	0.0	0	0.0
15:00	38	1	2.6	32	84.2	5	13.2	0	0.0	0	0.0
16:00	39	0	0.0	35	89.7	4	10.3	0	0.0	0	0.0
17:00	19	0	0.0	18	94.7	1	5.3	0	0.0	0	0.0
18:00	21	0	0.0	20	95.2	1	4.8	0	0.0	0	0.0
19:00	8	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0
20:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
21:00	12	0	0.0	10	83.3	2	16.7	0	0.0	0	0.0
22:00	0	0	-	0	-	0	-	0	-	0	-
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	474	4	0.8	438	92.4	32	6.8	0	0.0	0	0.0
16H,6-22	500	4	0.8	459	91.8	37	7.4	0	0.0	0	0.0
18H,6-24	501	4	0.8	460	91.8	37	7.4	0	0.0	0	0.0
24H,0-24	510	4	0.8	468	91.8	38	7.5	0	0.0	0	0.0
Mon 20-Nov-23											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
06:00	19	0	0.0	18	94.7	1	5.3	0	0.0	0	0.0
07:00	51	0	0.0	37	72.6	13	25.5	1	2.0	0	0.0
08:00	120	1	0.8	95	79.2	20	16.7	4	3.3	0	0.0
09:00	64	1	1.6	49	76.6	12	18.8	2	3.1	0	0.0
10:00	53	0	0.0	37	69.8	12	22.6	4	7.6	0	0.0
11:00	49	1	2.0	41	83.7	5	10.2	2	4.1	0	0.0

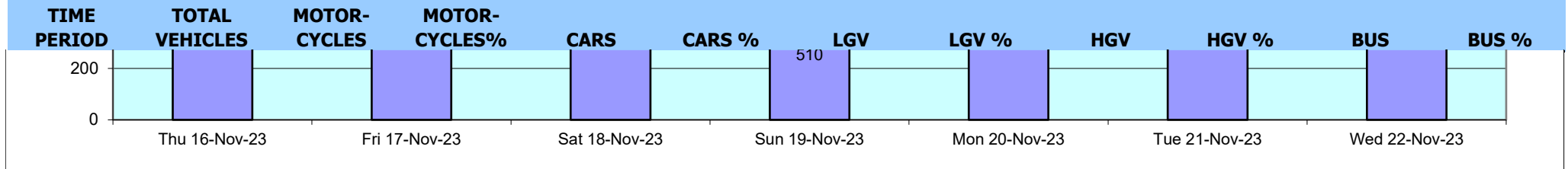
12870	RAGLAN			Site No: 12870001		Location		Site 1 - Monmouth Rd, Raglan (E of Station Rd)			
Thu 16-Nov-23 to Wed 22-Nov-23				Channel: Southwestbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
12:00	56	1	1.8	43	76.8	10	17.9	2	3.6	0	0.0
13:00	50	0	0.0	40	80.0	7	14.0	3	6.0	0	0.0
14:00	69	0	0.0	50	72.5	16	23.2	2	2.9	1	1.5
15:00	88	1	1.1	68	77.3	18	20.5	1	1.1	0	0.0
16:00	90	0	0.0	74	82.2	14	15.6	1	1.1	1	1.1
17:00	114	0	0.0	101	88.6	11	9.7	1	0.9	1	0.9
18:00	45	1	2.2	39	86.7	5	11.1	0	0.0	0	0.0
19:00	30	0	0.0	25	83.3	5	16.7	0	0.0	0	0.0
20:00	22	0	0.0	21	95.5	1	4.6	0	0.0	0	0.0
21:00	10	0	0.0	8	80.0	1	10.0	1	10.0	0	0.0
22:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
23:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
12H,7-19	849	6	0.7	674	79.4	143	16.8	23	2.7	3	0.4
16H,6-22	930	6	0.7	746	80.2	151	16.2	24	2.6	3	0.3
18H,6-24	940	6	0.6	755	80.3	152	16.2	24	2.6	3	0.3
24H,0-24	945	6	0.6	759	80.3	153	16.2	24	2.5	3	0.3
Tue 21-Nov-23											
00:00	3	0	0.0	1	33.3	2	66.7	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
05:00	8	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0
06:00	19	1	5.3	16	84.2	2	10.5	0	0.0	0	0.0
07:00	55	1	1.8	40	72.7	10	18.2	4	7.3	0	0.0
08:00	132	1	0.8	104	78.8	22	16.7	4	3.0	1	0.8
09:00	67	1	1.5	47	70.2	16	23.9	1	1.5	2	3.0
10:00	60	0	0.0	43	71.7	12	20.0	5	8.3	0	0.0
11:00	48	0	0.0	31	64.6	15	31.3	2	4.2	0	0.0
12:00	72	2	2.8	58	80.6	10	13.9	2	2.8	0	0.0
13:00	75	2	2.7	61	81.3	10	13.3	2	2.7	0	0.0
14:00	66	0	0.0	48	72.7	18	27.3	0	0.0	0	0.0

12870	RAGLAN			Site No: 12870001		Location		Site 1 - Monmouth Rd, Raglan (E of Station Rd)			
Thu 16-Nov-23 to Wed 22-Nov-23				Channel: Southwestbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
15:00	92	1	1.1	75	81.5	15	16.3	1	1.1	0	0.0
16:00	77	0	0.0	61	79.2	14	18.2	0	0.0	2	2.6
17:00	120	1	0.8	107	89.2	10	8.3	1	0.8	1	0.8
18:00	43	0	0.0	40	93.0	3	7.0	0	0.0	0	0.0
19:00	26	0	0.0	22	84.6	4	15.4	0	0.0	0	0.0
20:00	18	0	0.0	14	77.8	4	22.2	0	0.0	0	0.0
21:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
22:00	13	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	907	9	1.0	715	78.8	155	17.1	22	2.4	6	0.7
16H,6-22	979	10	1.0	776	79.3	165	16.9	22	2.3	6	0.6
18H,6-24	993	10	1.0	789	79.5	166	16.7	22	2.2	6	0.6
24H,0-24	1007	10	1.0	798	79.3	171	17.0	22	2.2	6	0.6
Wed 22-Nov-23											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	10	0	0.0	8	80.0	2	20.0	0	0.0	0	0.0
05:00	13	0	0.0	9	69.2	3	23.1	1	7.7	0	0.0
06:00	24	0	0.0	20	83.3	4	16.7	0	0.0	0	0.0
07:00	51	0	0.0	39	76.5	10	19.6	2	3.9	0	0.0
08:00	118	1	0.9	90	76.3	24	20.3	3	2.5	0	0.0
09:00	70	1	1.4	53	75.7	16	22.9	0	0.0	0	0.0
10:00	55	0	0.0	45	81.8	9	16.4	1	1.8	0	0.0
11:00	49	1	2.0	36	73.5	10	20.4	2	4.1	0	0.0
12:00	74	0	0.0	61	82.4	12	16.2	0	0.0	1	1.4
13:00	60	5	8.3	43	71.7	11	18.3	1	1.7	0	0.0
14:00	72	2	2.8	60	83.3	10	13.9	0	0.0	0	0.0
15:00	89	1	1.1	69	77.5	17	19.1	1	1.1	1	1.1
16:00	89	0	0.0	66	74.2	21	23.6	0	0.0	2	2.3
17:00	84	0	0.0	71	84.5	12	14.3	1	1.2	0	0.0

12870	RAGLAN	Site No: 12870001	Location	Site 1 - Monmouth Rd, Raglan (E of Station Rd)
Thu 16-Nov-23 to Wed 22-Nov-23		Channel: Southwestbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
18:00	54	0	0.0	49	90.7	5	9.3	0	0.0	0	0.0
19:00	36	0	0.0	31	86.1	5	13.9	0	0.0	0	0.0
20:00	13	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
21:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
22:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
23:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	865	11	1.3	682	78.8	157	18.2	11	1.3	4	0.5
16H,6-22	945	11	1.2	752	79.6	167	17.7	11	1.2	4	0.4
18H,6-24	953	11	1.2	760	79.8	167	17.5	11	1.2	4	0.4
24H,0-24	978	11	1.1	779	79.7	172	17.6	12	1.2	4	0.4
Daily Totals											
Thu 16-Nov-23	1043	7	0.7	846	81.1	160	15.3	25	2.4	5	0.5
Fri 17-Nov-23	973	14	1.4	767	78.8	160	16.4	26	2.7	6	0.6
Sat 18-Nov-23	626	3	0.5	563	89.9	56	9.0	4	0.6	0	0.0
Sun 19-Nov-23	510	4	0.8	468	91.8	38	7.5	0	0.0	0	0.0
Mon 20-Nov-23	945	6	0.6	759	80.3	153	16.2	24	2.5	3	0.3
Tue 21-Nov-23	1007	10	1.0	798	79.3	171	17.0	22	2.2	6	0.6
Wed 22-Nov-23	978	11	1.1	779	79.7	172	17.6	12	1.2	4	0.4
Total Vehicles											
[--]	6082	55	0.9	4980	83.0	910	14.1	113	1.7	24	0.3





12870 Thu 16-Nov-23 to Wed 22-Nov-23					RAGLAN Channel: Southwestbound												Site No: 12870001	Location	Site 1 - Monmouth Rd, Raglan (E of Station Rd)
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56			
Thu 16-Nov-23																			
00:00	3	-	33.5	8.8	0	0	0	0	0	2	0	0	1	0	0	0			
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0			
02:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0			
03:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0			
04:00	2	-	48.5	14.1	0	0	0	0	0	0	0	1	0	0	0	1			
05:00	4	-	29.8	12.6	0	0	0	0	3	0	0	0	0	1	0	0			
06:00	23	32.3	27.8	4.8	0	0	0	1	7	10	4	1	0	0	0	0			
07:00	54	32.5	25.3	6.5	0	0	0	16	18	9	8	2	1	0	0	0			
08:00	118	29	23.2	5.4	0	1	1	44	42	20	8	2	0	0	0	0			
09:00	64	30.3	23.7	6.4	0	0	3	24	15	14	6	1	1	0	0	0			
10:00	70	32.5	25.3	6.5	0	0	2	19	19	16	10	4	0	0	0	0			
11:00	65	30.4	24.8	5.7	0	0	2	15	22	18	6	2	0	0	0	0			
12:00	66	30.6	25.2	6.3	0	0	0	18	23	16	3	5	1	0	0	0			
13:00	76	31.8	24.8	6.2	0	0	1	25	20	16	13	0	1	0	0	0			
14:00	76	30.6	24.8	6	0	0	3	19	21	23	9	0	1	0	0	0			
15:00	73	30.4	25.2	6	0	0	2	15	26	21	5	3	1	0	0	0			
16:00	94	34.6	26.9	7.2	0	0	1	21	25	23	13	8	2	1	0	0			
17:00	112	29.7	24.3	5.8	0	0	4	26	46	25	7	2	2	0	0	0			
18:00	58	30.5	26.1	5.3	0	0	0	8	22	21	5	1	1	0	0	0			
19:00	30	34.1	28.7	5.7	0	0	0	4	3	13	8	2	0	0	0	0			
20:00	24	34.3	28.3	6.2	0	0	0	4	4	6	9	1	0	0	0	0			
21:00	16	38.6	28.2	10.5	0	1	0	3	4	2	1	4	0	1	0	0			
22:00	7	-	28.5	9.6	0	0	0	2	1	2	0	1	1	0	0	0			
23:00	6	-	35.2	13.3	0	0	0	0	1	3	0	0	1	0	0	1			
12H,7-19	926	30.9	24.9	6.2	0	1	19	250	299	222	93	30	11	1	0	0			
16H,6-22	1019	31.6	25.2	6.3	0	2	19	262	317	253	115	38	11	2	0	0			
18H,6-24	1032	31.6	25.3	6.4	0	2	19	264	319	258	115	39	13	2	0	1			
24H,0-24	1043	31.7	25.4	6.5	0	2	19	264	323	261	115	40	14	3	0	2			
Fri 17-Nov-23																			
00:00	6	-	24.3	6	0	0	0	2	2	1	1	0	0	0	0	0			
01:00	2	-	43.5	21.2	0	0	0	0	0	1	0	0	0	0	0	1			
02:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0			
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0			

12870 Thu 16-Nov-23 to Wed 22-Nov-23					RAGLAN Channel: Southwestbound												Site No: 12870001	Location	Site 1 - Monmouth Rd, Raglan (E of Station Rd)
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56			
04:00	4	-	32.3	2.8	0	0	0	0	0	1	3	0	0	0	0	0			
05:00	11	40.3	32.1	9	0	0	0	0	4	2	1	2	1	1	0	0			
06:00	15	28.8	24.5	4.5	0	0	0	3	7	4	1	0	0	0	0	0			
07:00	43	33.5	27	7.7	0	0	0	10	11	12	6	2	1	0	1	0			
08:00	97	31	24.7	5.7	0	0	0	28	36	18	12	3	0	0	0	0			
09:00	65	32	25.1	6.1	0	0	0	20	19	14	9	3	0	0	0	0			
10:00	77	33.5	26.2	6.9	0	0	2	11	35	13	8	6	1	1	0	0			
11:00	66	30.7	25.3	6.2	0	0	1	15	24	16	6	3	1	0	0	0			
12:00	61	34.4	25.4	7.6	0	0	2	16	24	6	5	5	3	0	0	0			
13:00	62	31.1	24.8	6.7	0	1	2	15	20	14	7	2	1	0	0	0			
14:00	65	32.4	25	6.6	0	0	1	21	18	12	10	2	1	0	0	0			
15:00	95	30.9	25.6	5.9	0	0	0	21	34	26	8	5	1	0	0	0			
16:00	84	32.5	25.8	6.3	0	0	1	17	31	19	10	5	1	0	0	0			
17:00	104	32.8	26.3	6.2	0	0	2	19	30	31	16	5	1	0	0	0			
18:00	39	33.6	26.2	6.8	0	0	0	10	12	7	7	2	1	0	0	0			
19:00	31	38.3	30	7.4	0	0	0	3	6	11	4	4	3	0	0	0			
20:00	18	32	27.4	4.6	0	0	0	1	6	7	4	0	0	0	0	0			
21:00	13	44.9	31.2	11.4	0	0	2	1	0	3	3	2	0	2	0	0			
22:00	7	-	35.6	7.7	0	0	0	1	0	0	0	6	0	0	0	0			
23:00	7	-	28.5	6.6	0	0	0	0	4	0	2	1	0	0	0	0			
12H,7-19	858	32.5	25.6	6.4	0	1	11	203	294	188	104	43	12	1	1	0			
16H,6-22	935	32.9	25.8	6.6	0	1	13	211	313	213	116	49	15	3	1	0			
18H,6-24	949	33.1	25.9	6.6	0	1	13	212	317	213	118	56	15	3	1	0			
24H,0-24	973	33.3	26	6.8	0	1	13	214	323	218	124	58	16	4	1	1			
Sat 18-Nov-23																			
00:00	3	-	28.5	5	0	0	0	0	1	1	1	0	0	0	0	0			
01:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0			
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0			
03:00	1	-	8.5	-	0	1	0	0	0	0	0	0	0	0	0	0			
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0			
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0			
06:00	2	-	31	10.6	0	0	0	0	1	0	0	1	0	0	0	0			
07:00	9	-	32.9	7.8	0	0	0	0	1	4	1	2	0	1	0	0			
08:00	33	31.6	25.3	6.4	0	0	0	10	9	8	5	0	1	0	0	0			

12870 RAGLAN					Site No: 12870001												Location	Site 1 - Monmouth Rd, Raglan (E of Station Rd)									
Thu 16-Nov-23 to Wed 22-Nov-23					Channel: Southwestbound																						
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56											
09:00	52	34.9	27	6.7	0	0	0	11	14	14	6	7	0	0	0	0											
10:00	67	31.3	26.3	6	0	0	0	9	28	19	8	1	1	1	0	0											
11:00	65	33.4	26.3	6.9	0	0	3	13	15	19	10	4	1	0	0	0											
12:00	72	34.2	27	6.5	0	0	0	11	27	15	12	5	2	0	0	0											
13:00	66	30.8	26.2	5.4	0	0	1	10	20	25	8	2	0	0	0	0											
14:00	44	34.8	28.5	7.1	0	1	0	4	11	11	13	3	0	1	0	0											
15:00	37	34.5	28.4	6.6	0	0	0	4	10	12	7	2	2	0	0	0											
16:00	45	34.4	27.3	6.6	0	0	1	4	17	13	4	5	1	0	0	0											
17:00	39	37.9	30	8.1	0	0	1	3	10	7	9	7	0	2	0	0											
18:00	26	32.6	27.9	4.6	0	0	0	0	10	10	5	1	0	0	0	0											
19:00	24	34.6	28.3	9.2	0	0	1	3	7	6	4	1	0	1	1	0											
20:00	18	35.7	27.4	7.3	0	0	0	4	5	3	3	3	0	0	0	0											
21:00	9	-	25.7	7.2	0	0	0	3	2	2	1	1	0	0	0	0											
22:00	9	-	29.6	9	0	0	0	2	2	0	3	1	1	0	0	0											
23:00	4	-	27.3	6.4	0	0	0	1	0	2	1	0	0	0	0	0											
12H,7-19	555	34.2	27.2	6.6	0	1	6	79	172	157	88	39	8	5	0	0											
16H,6-22	608	34.3	27.3	6.7	0	1	7	89	187	168	96	45	8	6	1	0											
18H,6-24	621	34.4	27.3	6.8	0	1	7	92	189	170	100	46	9	6	1	0											
24H,0-24	626	34.4	27.3	6.8	0	2	7	92	190	171	102	46	9	6	1	0											
Sun 19-Nov-23																											
00:00	4	-	28.5	7.1	0	0	0	0	2	1	0	1	0	0	0	0											
01:00	3	-	33.5	1.7	0	0	0	0	0	0	3	0	0	0	0	0											
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0											
03:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0											
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0											
05:00	1	-	43.5	-	0	0	0	0	0	0	0	0	1	0	0	0											
06:00	1	-	53.5	-	0	0	0	0	0	0	0	0	0	0	1	0											
07:00	8	-	31	7.2	0	0	0	0	3	1	1	3	0	0	0	0											
08:00	10	42.7	30	11.2	0	0	0	4	0	1	2	0	3	0	0	0											
09:00	36	28.6	23.1	6.1	0	0	1	15	12	4	2	2	0	0	0	0											
10:00	75	33.8	25.8	6.8	0	0	1	19	25	11	13	5	1	0	0	0											
11:00	56	31.1	24.6	6	0	0	0	17	22	8	7	1	1	0	0	0											
12:00	63	32.7	26.8	6.7	0	0	1	9	22	19	6	4	1	1	0	0											
13:00	71	30.7	25	5.6	0	0	2	14	27	18	8	2	0	0	0	0											

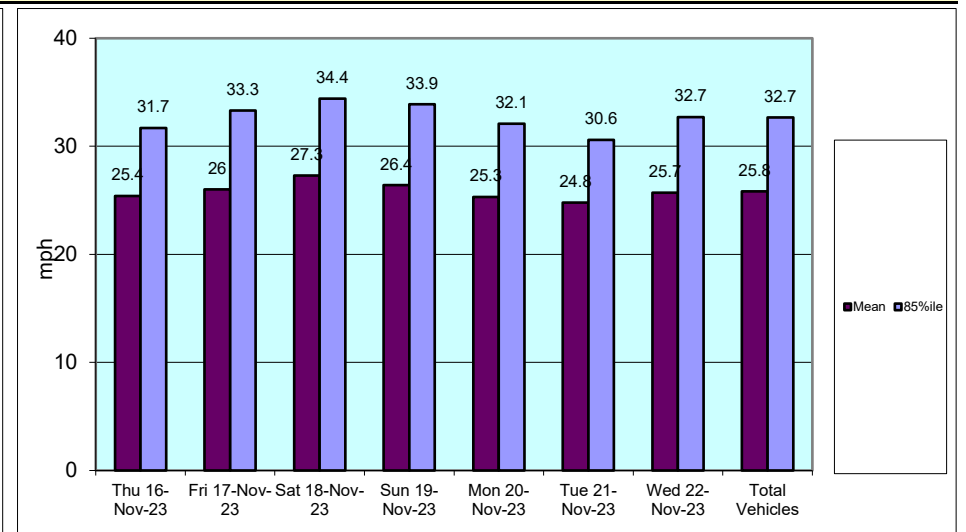
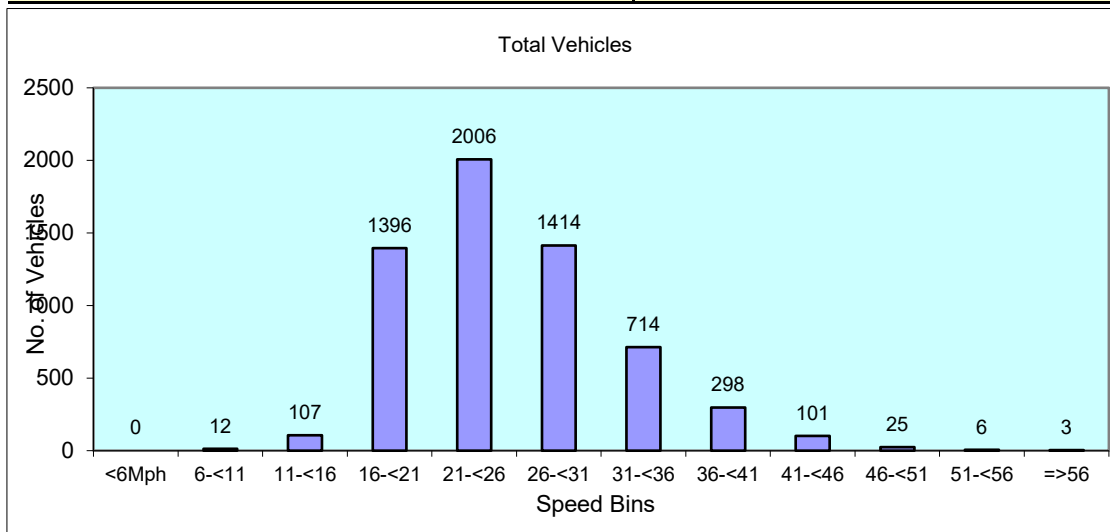
12870		RAGLAN			Site No: 12870001		Location Site 1 - Monmouth Rd, Raglan (E of Station Rd)									
Thu 16-Nov-23 to Wed 22-Nov-23					Channel: Southwestbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
14:00	38	33.7	25.6	7.2	0	0	2	10	9	7	7	3	0	0	0	0
15:00	38	30.2	25.7	6.1	0	0	0	8	13	13	1	2	1	0	0	0
16:00	39	31.7	27.3	5.7	0	0	0	3	14	15	5	0	2	0	0	0
17:00	19	39.3	31.4	8.2	0	0	0	1	5	4	3	4	1	1	0	0
18:00	21	31.6	26.1	6.2	0	0	0	6	3	8	3	1	0	0	0	0
19:00	8	-	29.1	9.1	0	0	0	2	1	2	1	1	1	0	0	0
20:00	5	-	30.5	11.5	0	0	0	2	0	0	1	1	1	0	0	0
21:00	12	35.3	31	6.3	0	0	0	1	2	1	6	2	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
12H,7-19	474	33.2	26	6.7	0	0	7	106	155	109	58	27	10	2	0	0
16H,6-22	500	33.8	26.3	6.9	0	0	7	111	158	112	66	31	12	2	1	0
18H,6-24	501	33.8	26.3	6.9	0	0	7	111	158	113	66	31	12	2	1	0
24H,0-24	510	33.9	26.4	7	0	0	7	111	160	114	70	32	13	2	1	0
Mon 20-Nov-23																
00:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	-	27.3	8.5	0	0	0	1	1	1	0	1	0	0	0	0
06:00	19	37.6	28.8	7.8	0	0	0	0	10	5	0	2	1	1	0	0
07:00	51	30.9	24.3	6	0	0	1	16	18	8	6	2	0	0	0	0
08:00	120	29.7	24.2	6.9	0	0	0	46	40	21	5	4	2	1	1	0
09:00	64	28.7	22.7	5.8	0	0	4	25	18	13	2	2	0	0	0	0
10:00	53	30.6	25.1	6.2	0	1	1	8	24	11	6	1	1	0	0	0
11:00	49	32	25	6.3	0	0	2	10	20	8	6	3	0	0	0	0
12:00	56	30.5	24.8	5.5	0	0	1	16	13	19	7	0	0	0	0	0
13:00	50	32.3	25.5	6.3	0	1	0	11	16	12	8	2	0	0	0	0
14:00	69	31.1	24.9	6.2	0	1	2	14	26	15	8	3	0	0	0	0
15:00	88	31.1	24.2	6.3	0	0	4	30	19	21	12	2	0	0	0	0
16:00	90	33.5	26.3	6.9	0	0	1	20	29	19	14	4	2	1	0	0
17:00	114	31.5	25.1	6.1	0	0	4	23	44	24	15	2	2	0	0	0
18:00	45	33.8	26.8	6.3	0	0	0	8	14	13	5	5	0	0	0	0

12870 RAGLAN					Site No: 12870001												Location	Site 1 - Monmouth Rd, Raglan (E of Station Rd)
Thu 16-Nov-23 to Wed 22-Nov-23					Channel: Southwestbound													
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56		
19:00	30	39.3	30.8	7.8	0	0	1	1	6	8	7	3	4	0	0	0		
20:00	22	30.4	25.3	6.4	0	0	0	7	5	7	1	2	0	0	0	0		
21:00	10	31	28.5	10.1	0	0	0	2	2	4	1	0	0	0	1	0		
22:00	6	-	31	6.3	0	0	0	1	0	0	5	0	0	0	0	0		
23:00	4	-	34.8	11.1	0	0	0	1	0	0	0	2	1	0	0	0		
12H,7-19	849	31.3	24.9	6.4	0	3	20	227	281	184	94	30	7	2	1	0		
16H,6-22	930	31.8	25.2	6.6	0	3	21	237	304	208	103	37	12	3	2	0		
18H,6-24	940	32.1	25.3	6.6	0	3	21	239	304	208	108	39	13	3	2	0		
24H,0-24	945	32.1	25.3	6.7	0	3	21	240	305	209	109	40	13	3	2	0		
Tue 21-Nov-23																		
00:00	3	-	28.5	5	0	0	0	0	1	1	1	0	0	0	0	0		
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0		
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0		
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0		
04:00	3	-	26.8	5.9	0	0	0	0	2	0	1	0	0	0	0	0		
05:00	8	-	26	5.5	0	0	0	0	6	1	0	1	0	0	0	0		
06:00	19	30.3	27.2	6.1	0	0	0	2	6	9	0	1	1	0	0	0		
07:00	55	34.5	26.9	7	0	0	0	12	16	14	6	5	2	0	0	0		
08:00	132	28.9	23.7	4.7	0	0	1	39	54	31	6	1	0	0	0	0		
09:00	67	29.5	24.2	6.2	0	0	1	22	23	15	1	4	1	0	0	0		
10:00	60	29	23.4	5.5	0	0	1	22	21	11	3	2	0	0	0	0		
11:00	48	32.6	24.5	7.4	0	1	3	11	17	7	4	5	0	0	0	0		
12:00	72	30.1	23.6	6.4	0	0	2	30	18	13	6	2	1	0	0	0		
13:00	75	33	25.6	6.5	0	0	2	16	28	14	8	7	0	0	0	0		
14:00	66	29.8	24.6	6.2	0	1	2	12	30	14	3	3	1	0	0	0		
15:00	92	29.3	23.9	4.8	0	0	0	27	38	19	8	0	0	0	0	0		
16:00	77	30	23.8	5.6	0	0	2	26	24	16	8	1	0	0	0	0		
17:00	120	29.9	24.3	5.5	0	0	0	34	52	20	11	1	2	0	0	0		
18:00	43	32.3	25.9	6.6	0	0	1	8	16	10	4	3	1	0	0	0		
19:00	26	30	26.4	6	0	0	0	3	12	7	2	1	1	0	0	0		
20:00	18	43	31.6	8.9	0	0	0	1	3	8	2	0	2	2	0	0		
21:00	9	-	35.2	7.2	0	0	0	0	0	3	3	1	1	1	0	0		
22:00	13	39.9	27.7	7.7	0	0	0	1	6	4	0	0	2	0	0	0		
23:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0		

12870 RAGLAN					Site No: 12870001 Location Site 1 - Monmouth Rd, Raglan (E of Station Rd)											
Thu 16-Nov-23 to Wed 22-Nov-23					Channel: Southwestbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
12H,7-19	907	30.3	24.4	5.9	0	2	15	259	337	184	68	34	8	0	0	0
16H,6-22	979	30.5	24.7	6.2	0	2	15	265	358	211	75	37	13	3	0	0
18H,6-24	993	30.6	24.8	6.2	0	2	15	266	364	215	76	37	15	3	0	0
24H,0-24	1007	30.6	24.8	6.2	0	2	15	266	373	217	78	38	15	3	0	0
Wed 22-Nov-23																
00:00	1	-	48.5	-	0	0	0	0	0	0	0	0	0	1	0	0
01:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	10	33.5	27.5	6.3	0	0	0	1	4	2	2	1	0	0	0	0
05:00	13	33.8	28.9	7	0	0	0	1	4	4	2	1	1	0	0	0
06:00	24	35.8	28.5	6.4	0	0	0	1	9	8	2	3	1	0	0	0
07:00	51	31.6	26.2	5.9	0	0	0	7	22	13	7	0	2	0	0	0
08:00	118	30.3	24.3	5.7	0	0	2	33	46	22	11	4	0	0	0	0
09:00	70	32.4	24.8	7.3	0	0	4	22	17	14	7	4	2	0	0	0
10:00	55	29.3	24.4	5.8	0	0	2	12	21	17	2	0	0	1	0	0
11:00	49	31.2	26.6	5.8	0	0	1	6	16	18	4	4	0	0	0	0
12:00	74	30.3	24.4	6.6	0	0	3	19	30	12	5	3	2	0	0	0
13:00	60	32.1	24.8	6.5	0	0	1	20	16	12	7	4	0	0	0	0
14:00	72	33.4	26	7.2	0	1	0	16	26	13	10	2	4	0	0	0
15:00	89	30.3	24.7	6.3	0	1	3	19	34	21	7	2	2	0	0	0
16:00	89	31.8	23.7	6.5	0	0	4	35	22	12	13	3	0	0	0	0
17:00	84	33.7	26.7	6.3	0	0	1	13	30	20	13	6	1	0	0	0
18:00	54	33.7	27.8	5.6	0	0	1	3	17	19	10	4	0	0	0	0
19:00	36	42.4	31.3	9.5	0	0	2	0	10	7	9	1	4	2	1	0
20:00	13	33.8	28.5	7.2	0	0	0	1	5	3	2	1	1	0	0	0
21:00	7	-	29.9	9.1	0	0	1	0	0	3	2	0	1	0	0	0
22:00	5	-	27.5	4.4	0	0	0	0	2	2	1	0	0	0	0	0
23:00	3	-	31.8	5.9	0	0	0	0	0	2	0	1	0	0	0	0
12H,7-19	865	31.8	25.2	6.4	0	2	22	205	297	193	96	36	13	1	0	0
16H,6-22	945	32.5	25.6	6.7	0	2	25	207	321	214	111	41	20	3	1	0
18H,6-24	953	32.5	25.6	6.7	0	2	25	207	323	218	112	42	20	3	1	0
24H,0-24	978	32.7	25.7	6.7	0	2	25	209	332	224	116	44	21	4	1	0
Daily Totals																

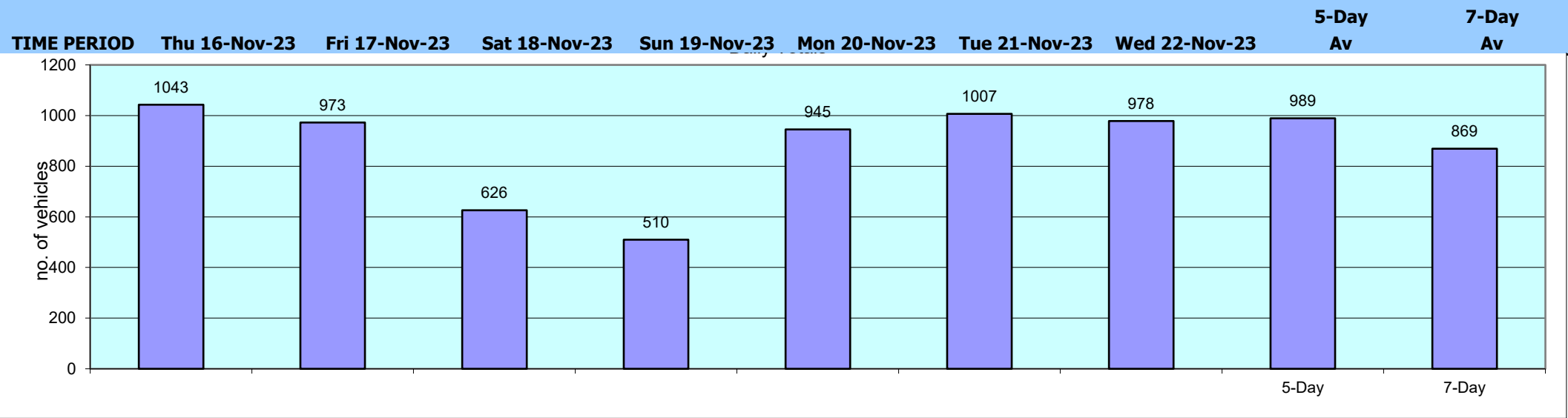
12870 RAGLAN Site No: 12870001 Location Site 1 - Monmouth Rd, Raglan (E of Station Rd)
 Thu 16-Nov-23 to Wed 22-Nov-23 Channel: Southwestbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 16-Nov-23	1043	31.7	25.4	6.5	0	2	19	264	323	261	115	40	14	3	0	2
Fri 17-Nov-23	973	33.3	26	6.8	0	1	13	214	323	218	124	58	16	4	1	1
Sat 18-Nov-23	626	34.4	27.3	6.8	0	2	7	92	190	171	102	46	9	6	1	0
Sun 19-Nov-23	510	33.9	26.4	7	0	0	7	111	160	114	70	32	13	2	1	0
Mon 20-Nov-23	945	32.1	25.3	6.7	0	3	21	240	305	209	109	40	13	3	2	0
Tue 21-Nov-23	1007	30.6	24.8	6.2	0	2	15	266	373	217	78	38	15	3	0	0
Wed 22-Nov-23	978	32.7	25.7	6.7	0	2	25	209	332	224	116	44	21	4	1	0
Total Vehicles																
[--]	6082	32.7	25.8	6.7	0	12	107	1396	2006	1414	714	298	101	25	6	3



12870	RAGLAN		Site No: 12870001		Location		Site 1 - Monmouth Rd, Raglan (E of Station Rd)		
			Channel: Southwestbound						
TIME PERIOD	Thu 16-Nov-23	Fri 17-Nov-23	Sat 18-Nov-23	Sun 19-Nov-23	Mon 20-Nov-23	Tue 21-Nov-23	Wed 22-Nov-23	5-Day Av	7-Day Av
Week Begin: 16-Nov-23									
00:00	3	6	3	4	1	3	1	3	3
01:00	0	2	1	3	0	0	1	1	1
02:00	1	1	0	0	0	0	0	0	0
03:00	1	0	1	1	0	0	0	0	0
04:00	2	4	0	0	0	3	10	4	3
05:00	4	11	0	1	4	8	13	8	6
06:00	23	15	2	1	19	19	24	20	15
07:00	54	43	9	8	51	55	51	51	39
08:00	118	97	33	10	120	132	118	117	90
09:00	64	65	52	36	64	67	70	66	60
10:00	70	77	67	75	53	60	55	63	65
11:00	65	66	65	56	49	48	49	55	57
12:00	66	61	72	63	56	72	74	66	66
13:00	76	62	66	71	50	75	60	65	66
14:00	76	65	44	38	69	66	72	70	61
15:00	73	95	37	38	88	92	89	87	73
16:00	94	84	45	39	90	77	89	87	74
17:00	112	104	39	19	114	120	84	107	85
18:00	58	39	26	21	45	43	54	48	41
19:00	30	31	24	8	30	26	36	31	26
20:00	24	18	18	5	22	18	13	19	17
21:00	16	13	9	12	10	9	7	11	11
22:00	7	7	9	0	6	13	5	8	7
23:00	6	7	4	1	4	1	3	4	4
12H,7-19	926	858	555	474	849	907	865	881	776
16H,6-22	1019	935	608	500	930	979	945	962	845
18H,6-24	1032	949	621	501	940	993	953	973	856
24H,0-24	1043	973	626	510	945	1007	978	989	869
Am	08:00	08:00	10:00	10:00	08:00	08:00	08:00		
Peak	118	97	67	75	120	132	118		
Pm	17:00	17:00	12:00	13:00	17:00	17:00	16:00		
Peak	112	104	72	71	114	120	89		

Daily Totals



Classification Schemes

Scheme F Classification Scheme (Non-metric)

Scheme F is an attempt to implement the FWHA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

Class	Vehicle Type	No. of Axles	Axle spacing in feet				
			Axle 1 to 2	Axle 2 to 3	Axle 3 to 4	Axle 4 to 5	Axle 5 to 6
1	motorcycle	2	<6.0				
2	passenger car	2	6.0 - 10.0				
	car + 1 axle trailer	3	<10.0	10.0 - 18.0			
	car + 2 axle trailer	4	<10.0		<3.5		
3	pickup	2	10.0 - 15.0				
	pickup + 1 axle trailer	3	10.0 - 15.0	10.0 - 18.0			
	pickup + 2 axle trailer	4	10.0 - 15.0		<3.5		
	pickup + 3 axle trailer	5	9.9 - 15.0			<3.5	
4	Traditional bus/coach	2	>20.0				
	Traditional bus/coach	3	>19.0				
5	single unit truck/bus - dual rear axle	2	14.9 - 20.0			<3.5	
6	3 axle truck	3		<18.0			
7	4 axle truck	4					
8	2S1	3		>18.0			
	2S2	4		>5.0	>3.5		
	3S1	4		<5.0	>10.0		
9	3S2	5		<6.1		3.5 - 8.0	
	5 axle combination	5					
10	6 axle combination	6			3.5 - 5.0		
	3S3	6					
11	2S1-2	5		>6.0			
12	3S1-2	6					>10.0
13	truck	7 or more					

Direction	Recorded 85%ile speed		survey weather conditions	Wet weather design speed (with adjustment where appropriate)			Criteria	reaction time	deceleration rate	gradient	stopping sight distance	bonnet adjusted SSD
	mph	kph		mph	kph	m/s		s	m/s ²	%	m	m
Channel: Northeastbound	33.2	53.4	dry	30.7	49.4	13.7	MfS	1.5	4.4	0.0	41.9	44.3
Channel: Southwestbound	32.7	52.6	dry	30.2	48.6	13.5	MfS	1.5	4.4	0.0	40.9	43.3

12870		RAGLAN								
NOVEMBER 2023					Posted Speed Limit (PSL)					
Site	Location	Direction	Start Date	End Date		Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 12870002	Site 2 - Monmouth Rd, Raglan 51.766449, -2.845329	Channel: Northeastbound	Thu 16-Nov-23	Wed 22-Nov-23	30	4036	650	577	36.9	29.1
		Channel: Southwestbound	Thu 16-Nov-23	Wed 22-Nov-23		6108	991	873	36.2	28.7

12870			RAGLAN			Site No: 12870002			Location			Site 2 - Monmouth Rd, Raglan			
Thu 16-Nov-23 to Wed 22-Nov-23			Channel: Northeastbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR			TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC	
			CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES							AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC		
Thu 16-Nov-23															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
05:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0
06:00	10	0	7	2	0	0	0	0	1	0	0	0	0	0	0
07:00	24	0	16	5	1	2	0	0	0	0	0	0	0	0	0
08:00	67	0	59	7	0	0	1	0	0	0	0	0	0	0	0
09:00	61	0	44	15	0	1	0	0	1	0	0	0	0	0	0
10:00	34	0	28	5	0	1	0	0	0	0	0	0	0	0	0
11:00	48	0	40	7	0	0	1	0	0	0	0	0	0	0	0
12:00	40	0	28	9	0	1	1	0	0	0	1	0	0	0	0
13:00	34	0	25	7	1	0	1	0	0	0	0	0	0	0	0
14:00	55	1	37	12	1	3	0	0	0	0	1	0	0	0	0
15:00	60	0	50	10	0	0	0	0	0	0	0	0	0	0	0
16:00	54	1	50	2	0	1	0	0	0	0	0	0	0	0	0
17:00	56	0	52	4	0	0	0	0	0	0	0	0	0	0	0
18:00	32	0	31	1	0	0	0	0	0	0	0	0	0	0	0
19:00	22	0	21	1	0	0	0	0	0	0	0	0	0	0	0
20:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0
21:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0	0
22:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0
23:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	565	2	460	84	3	9	4	0	1	0	2	0	0	0	0
16H,6-22	615	2	505	88	3	9	4	0	2	0	2	0	0	0	0
18H,6-24	621	2	509	90	3	9	4	0	2	0	2	0	0	0	0
24H,0-24	627	2	514	91	3	9	4	0	2	0	2	0	0	0	0
Fri 17-Nov-23															
00:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0

12870		RAGLAN				Site No: 12870002		Location		Site 2 - Monmouth Rd, Raglan					
Thu 16-Nov-23 to Wed 22-Nov-23						Channel: Northeastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR			TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC	
			CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES							AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC		
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	
05:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	
06:00	10	0	6	3	0	0	0	0	0	0	0	1	0	0	
07:00	29	0	15	9	1	2	0	0	0	0	2	0	0	0	
08:00	55	1	45	9	0	0	0	0	0	0	0	0	0	0	
09:00	58	0	43	12	0	2	1	0	0	0	0	0	0	0	
10:00	43	2	33	5	0	2	1	0	0	0	0	0	0	0	
11:00	49	3	40	5	0	0	1	0	0	0	0	0	0	0	
12:00	58	1	41	13	0	1	2	0	0	0	0	0	0	0	
13:00	47	2	35	5	1	1	1	0	0	0	2	0	0	0	
14:00	58	2	38	16	1	1	0	0	0	0	0	0	0	0	
15:00	75	0	64	9	0	0	1	0	0	1	0	0	0	0	
16:00	58	1	51	5	0	1	0	0	0	0	0	0	0	0	
17:00	61	1	58	1	0	0	0	0	1	0	0	0	0	0	
18:00	30	0	29	1	0	0	0	0	0	0	0	0	0	0	
19:00	26	0	24	2	0	0	0	0	0	0	0	0	0	0	
20:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	
21:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
23:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	621	13	492	90	3	10	7	0	1	1	4	0	0	0	
16H,6-22	674	13	539	95	3	10	7	0	1	1	4	1	0	0	
18H,6-24	679	13	544	95	3	10	7	0	1	1	4	1	0	0	
24H,0-24	691	13	552	99	3	10	7	0	1	1	4	1	0	0	
Sat 18-Nov-23															
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	

12870			RAGLAN			Site No: 12870002		Location		Site 2 - Monmouth Rd, Raglan				
Thu 16-Nov-23 to Wed 22-Nov-23			Channel: Northeastbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR			TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC
			CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES							AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	
06:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
07:00	11	0	7	4	0	0	0	0	0	0	0	0	0	0
08:00	22	0	17	5	0	0	0	0	0	0	0	0	0	0
09:00	35	0	29	5	0	1	0	0	0	0	0	0	0	0
10:00	46	1	43	0	0	1	1	0	0	0	0	0	0	0
11:00	51	0	46	5	0	0	0	0	0	0	0	0	0	0
12:00	43	0	40	3	0	0	0	0	0	0	0	0	0	0
13:00	35	1	31	2	0	0	1	0	0	0	0	0	0	0
14:00	32	0	29	3	0	0	0	0	0	0	0	0	0	0
15:00	33	0	30	3	0	0	0	0	0	0	0	0	0	0
16:00	34	0	34	0	0	0	0	0	0	0	0	0	0	0
17:00	23	0	20	3	0	0	0	0	0	0	0	0	0	0
18:00	18	0	18	0	0	0	0	0	0	0	0	0	0	0
19:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0
20:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
21:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0
22:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
23:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	383	2	344	33	0	2	2	0	0	0	0	0	0	0
16H,6-22	408	2	368	34	0	2	2	0	0	0	0	0	0	0
18H,6-24	415	2	375	34	0	2	2	0	0	0	0	0	0	0
24H,0-24	418	2	378	34	0	2	2	0	0	0	0	0	0	0
Sun 19-Nov-23														
00:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0
08:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0

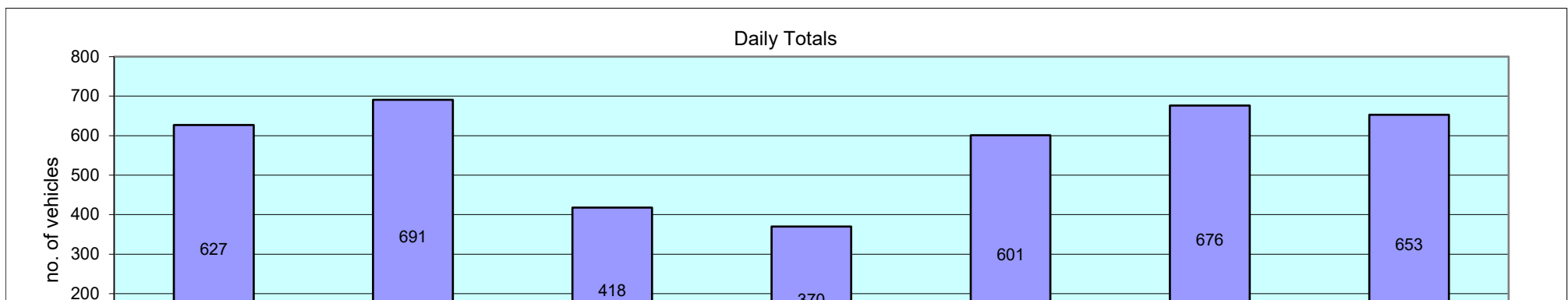
12870		RAGLAN				Site No: 12870002		Location		Site 2 - Monmouth Rd, Raglan					
Thu 16-Nov-23 to Wed 22-Nov-23						Channel: Northeastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC	
			CAR-BASED LGV	LIGHT GOODS VEHICLES								AXLE MULTI-TRAILER ARTIC	AXLE MULTI-TRAILER ARTIC		
09:00	16	0	15	1	0	0	0	0	0	0	0	0	0	0	
10:00	25	1	24	0	0	0	0	0	0	0	0	0	0	0	
11:00	40	0	35	5	0	0	0	0	0	0	0	0	0	0	
12:00	37	4	33	0	0	0	0	0	0	0	0	0	0	0	
13:00	47	1	40	6	0	0	0	0	0	0	0	0	0	0	
14:00	50	0	49	1	0	0	0	0	0	0	0	0	0	0	
15:00	51	3	42	5	0	0	0	0	1	0	0	0	0	0	
16:00	33	0	29	4	0	0	0	0	0	0	0	0	0	0	
17:00	17	0	15	2	0	0	0	0	0	0	0	0	0	0	
18:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0	
19:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0	
20:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	
21:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	341	9	306	25	0	0	0	0	1	0	0	0	0	0	
16H,6-22	366	9	330	26	0	0	0	0	1	0	0	0	0	0	
18H,6-24	366	9	330	26	0	0	0	0	1	0	0	0	0	0	
24H,0-24	370	9	332	28	0	0	0	0	1	0	0	0	0	0	
Mon 20-Nov-23															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	6	0	4	2	0	0	0	0	0	0	0	0	0	0	
06:00	12	0	9	3	0	0	0	0	0	0	0	0	0	0	
07:00	18	1	11	3	2	1	0	0	0	0	0	0	0	0	
08:00	57	0	48	9	0	0	0	0	0	0	0	0	0	0	
09:00	58	0	44	12	0	2	0	0	0	0	0	0	0	0	
10:00	39	2	27	9	0	1	0	0	0	0	0	0	0	0	
11:00	36	1	25	6	0	0	0	0	2	0	0	2	0	0	

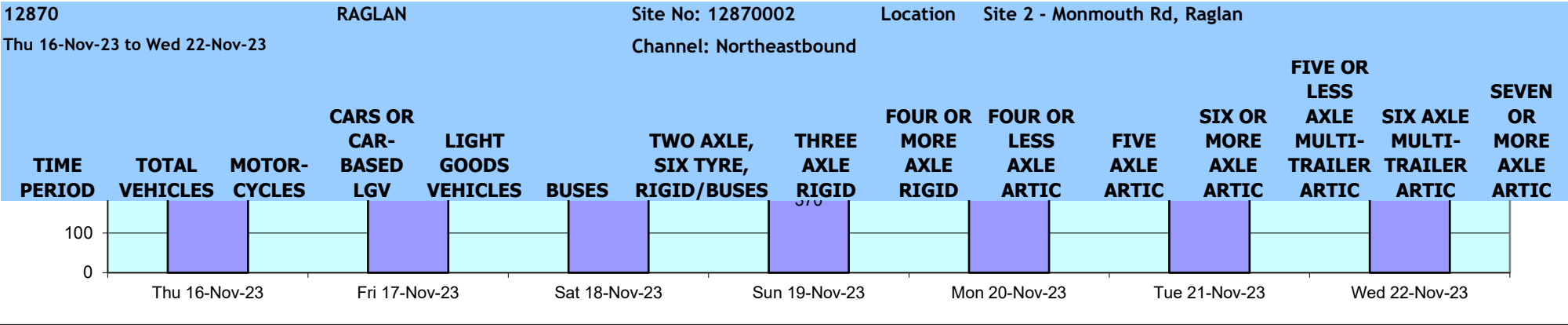
12870		RAGLAN				Site No: 12870002		Location		Site 2 - Monmouth Rd, Raglan					
Thu 16-Nov-23 to Wed 22-Nov-23						Channel: Northeastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC	
			CAR-BASED LGV	LIGHT GOODS VEHICLES								AXLE MULTI-TRAILER ARTIC	AXLE MULTI-TRAILER ARTIC		
12:00	31	1	25	4	0	1	0	0	0	0	0	0	0	0	
13:00	36	0	29	7	0	0	0	0	0	0	0	0	0	0	
14:00	53	1	33	16	2	1	0	0	0	0	0	0	0	0	
15:00	73	0	63	9	0	1	0	0	0	0	0	0	0	0	
16:00	55	1	47	5	1	1	0	0	0	0	0	0	0	0	
17:00	55	0	49	6	0	0	0	0	0	0	0	0	0	0	
18:00	34	0	33	1	0	0	0	0	0	0	0	0	0	0	
19:00	22	0	18	4	0	0	0	0	0	0	0	0	0	0	
20:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	
21:00	6	0	5	0	0	0	0	0	1	0	0	0	0	0	
22:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	545	7	434	87	5	8	0	0	2	0	0	2	0	0	
16H,6-22	591	7	472	94	5	8	0	0	3	0	0	2	0	0	
18H,6-24	593	7	473	95	5	8	0	0	3	0	0	2	0	0	
24H,0-24	601	7	479	97	5	8	0	0	3	0	0	2	0	0	
Tue 21-Nov-23															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	7	0	5	2	0	0	0	0	0	0	0	0	0	0	
06:00	9	0	7	2	0	0	0	0	0	0	0	0	0	0	
07:00	24	1	10	7	4	2	0	0	0	0	0	0	0	0	
08:00	71	0	62	9	0	0	0	0	0	0	0	0	0	0	
09:00	53	1	41	9	1	0	1	0	0	0	0	0	0	0	
10:00	38	2	27	6	0	2	1	0	0	0	0	0	0	0	
11:00	51	1	34	16	0	0	0	0	0	0	0	0	0	0	
12:00	52	0	48	4	0	0	0	0	0	0	0	0	0	0	
13:00	44	0	32	8	1	1	1	0	1	0	0	0	0	0	
14:00	52	0	34	15	1	1	1	0	0	0	0	0	0	0	

12870		RAGLAN				Site No: 12870002		Location		Site 2 - Monmouth Rd, Raglan					
Thu 16-Nov-23 to Wed 22-Nov-23						Channel: Northeastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC	
			CAR-BASED LGV	LIGHT GOODS VEHICLES								AXLE MULTI-TRAILER ARTIC	AXLE MULTI-TRAILER ARTIC		
15:00	66	0	54	11	0	0	0	1	0	0	0	0	0	0	
16:00	63	1	56	4	0	1	0	0	0	0	1	0	0	0	
17:00	70	1	58	10	0	0	0	0	1	0	0	0	0	0	
18:00	45	0	42	2	0	0	0	0	0	0	1	0	0	0	
19:00	16	0	14	2	0	0	0	0	0	0	0	0	0	0	
20:00	11	0	8	2	0	0	0	0	1	0	0	0	0	0	
21:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	629	7	498	101	7	7	4	1	2	0	2	0	0	0	
16H,6-22	667	7	529	107	7	7	4	1	3	0	2	0	0	0	
18H,6-24	669	7	531	107	7	7	4	1	3	0	2	0	0	0	
24H,0-24	676	7	536	109	7	7	4	1	3	0	2	0	0	0	
Wed 22-Nov-23															
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
05:00	5	0	3	2	0	0	0	0	0	0	0	0	0	0	
06:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0	
07:00	31	0	20	5	2	3	0	0	0	0	1	0	0	0	
08:00	74	0	61	10	0	1	1	0	1	0	0	0	0	0	
09:00	53	0	45	5	2	0	1	0	0	0	0	0	0	0	
10:00	26	0	18	5	0	1	0	1	1	0	0	0	0	0	
11:00	36	2	23	11	0	0	0	0	0	0	0	0	0	0	
12:00	48	0	37	9	0	1	1	0	0	0	0	0	0	0	
13:00	33	0	18	13	1	0	0	0	0	0	0	1	0	0	
14:00	57	0	35	21	0	1	0	0	0	0	0	0	0	0	
15:00	81	0	65	15	1	0	0	0	0	0	0	0	0	0	
16:00	62	1	55	5	0	1	0	0	0	0	0	0	0	0	
17:00	53	0	49	4	0	0	0	0	0	0	0	0	0	0	

12870 RAGLAN Site No: 12870002 Location Site 2 - Monmouth Rd, Raglan
 Thu 16-Nov-23 to Wed 22-Nov-23 Channel: Northeastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
18:00	47	0	45	2	0	0	0	0	0	0	0	0	0	0
19:00	15	0	13	2	0	0	0	0	0	0	0	0	0	0
20:00	9	0	6	1	1	0	0	0	1	0	0	0	0	0
21:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0
22:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	601	3	471	105	6	8	3	1	2	0	1	1	0	0
16H,6-22	643	3	507	109	7	8	3	1	3	0	1	1	0	0
18H,6-24	646	3	510	109	7	8	3	1	3	0	1	1	0	0
24H,0-24	653	3	515	111	7	8	3	1	3	0	1	1	0	0
Daily Totals														
Thu 16-Nov-23	627	2	514	91	3	9	4	0	2	0	2	0	0	0
Fri 17-Nov-23	691	13	552	99	3	10	7	0	1	1	4	1	0	0
Sat 18-Nov-23	418	2	378	34	0	2	2	0	0	0	0	0	0	0
Sun 19-Nov-23	370	9	332	28	0	0	0	0	1	0	0	0	0	0
Mon 20-Nov-23	601	7	479	97	5	8	0	0	3	0	0	2	0	0
Tue 21-Nov-23	676	7	536	109	7	7	4	1	3	0	2	0	0	0
Wed 22-Nov-23	653	3	515	111	7	8	3	1	3	0	1	1	0	0
Total Vehicles														
[--]	4036	43	3306	569	25	44	20	2	13	1	9	4	0	0





12870	RAGLAN			Site No: 12870002		Location		Site 2 - Monmouth Rd, Raglan			
Thu 16-Nov-23 to Wed 22-Nov-23				Channel: Northeastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 16-Nov-23											
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
05:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
06:00	10	0	0.0	7	70.0	2	20.0	1	10.0	0	0.0
07:00	24	0	0.0	16	66.7	5	20.8	2	8.3	1	4.2
08:00	67	0	0.0	59	88.1	7	10.5	1	1.5	0	0.0
09:00	61	0	0.0	44	72.1	15	24.6	2	3.3	0	0.0
10:00	34	0	0.0	28	82.4	5	14.7	1	2.9	0	0.0
11:00	48	0	0.0	40	83.3	7	14.6	1	2.1	0	0.0
12:00	40	0	0.0	28	70.0	9	22.5	3	7.5	0	0.0
13:00	34	0	0.0	25	73.5	7	20.6	1	2.9	1	2.9
14:00	55	1	1.8	37	67.3	12	21.8	4	7.3	1	1.8
15:00	60	0	0.0	50	83.3	10	16.7	0	0.0	0	0.0
16:00	54	1	1.9	50	92.6	2	3.7	1	1.9	0	0.0
17:00	56	0	0.0	52	92.9	4	7.1	0	0.0	0	0.0
18:00	32	0	0.0	31	96.9	1	3.1	0	0.0	0	0.0
19:00	22	0	0.0	21	95.5	1	4.6	0	0.0	0	0.0
20:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
21:00	9	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
22:00	4	0	0.0	2	50.0	2	50.0	0	0.0	0	0.0
23:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	565	2	0.4	460	81.4	84	14.9	16	2.8	3	0.5
16H,6-22	615	2	0.3	505	82.1	88	14.3	17	2.8	3	0.5
18H,6-24	621	2	0.3	509	82.0	90	14.5	17	2.7	3	0.5
24H,0-24	627	2	0.3	514	82.0	91	14.5	17	2.7	3	0.5
Fri 17-Nov-23											
00:00	4	0	0.0	2	50.0	2	50.0	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0

12870		RAGLAN		Site No: 12870002		Location		Site 2 - Monmouth Rd, Raglan			
Thu 16-Nov-23 to Wed 22-Nov-23				Channel: Northeastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
05:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
06:00	10	0	0.0	6	60.0	3	30.0	1	10.0	0	0.0
07:00	29	0	0.0	15	51.7	9	31.0	4	13.8	1	3.5
08:00	55	1	1.8	45	81.8	9	16.4	0	0.0	0	0.0
09:00	58	0	0.0	43	74.1	12	20.7	3	5.2	0	0.0
10:00	43	2	4.7	33	76.7	5	11.6	3	7.0	0	0.0
11:00	49	3	6.1	40	81.6	5	10.2	1	2.0	0	0.0
12:00	58	1	1.7	41	70.7	13	22.4	3	5.2	0	0.0
13:00	47	2	4.3	35	74.5	5	10.6	4	8.5	1	2.1
14:00	58	2	3.5	38	65.5	16	27.6	1	1.7	1	1.7
15:00	75	0	0.0	64	85.3	9	12.0	2	2.7	0	0.0
16:00	58	1	1.7	51	87.9	5	8.6	1	1.7	0	0.0
17:00	61	1	1.6	58	95.1	1	1.6	1	1.6	0	0.0
18:00	30	0	0.0	29	96.7	1	3.3	0	0.0	0	0.0
19:00	26	0	0.0	24	92.3	2	7.7	0	0.0	0	0.0
20:00	10	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
21:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
22:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
23:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	621	13	2.1	492	79.2	90	14.5	23	3.7	3	0.5
16H,6-22	674	13	1.9	539	80.0	95	14.1	24	3.6	3	0.5
18H,6-24	679	13	1.9	544	80.1	95	14.0	24	3.5	3	0.4
24H,0-24	691	13	1.9	552	79.9	99	14.3	24	3.5	3	0.4
Sat 18-Nov-23											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0

12870	RAGLAN				Site No: 12870002		Location		Site 2 - Monmouth Rd, Raglan			
Thu 16-Nov-23 to Wed 22-Nov-23				Channel: Northeastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %	
06:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0	
07:00	11	0	0.0	7	63.6	4	36.4	0	0.0	0	0.0	
08:00	22	0	0.0	17	77.3	5	22.7	0	0.0	0	0.0	
09:00	35	0	0.0	29	82.9	5	14.3	1	2.9	0	0.0	
10:00	46	1	2.2	43	93.5	0	0.0	2	4.4	0	0.0	
11:00	51	0	0.0	46	90.2	5	9.8	0	0.0	0	0.0	
12:00	43	0	0.0	40	93.0	3	7.0	0	0.0	0	0.0	
13:00	35	1	2.9	31	88.6	2	5.7	1	2.9	0	0.0	
14:00	32	0	0.0	29	90.6	3	9.4	0	0.0	0	0.0	
15:00	33	0	0.0	30	90.9	3	9.1	0	0.0	0	0.0	
16:00	34	0	0.0	34	100.0	0	0.0	0	0.0	0	0.0	
17:00	23	0	0.0	20	87.0	3	13.0	0	0.0	0	0.0	
18:00	18	0	0.0	18	100.0	0	0.0	0	0.0	0	0.0	
19:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0	
20:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0	
21:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0	
22:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0	
23:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0	
12H,7-19	383	2	0.5	344	89.8	33	8.6	4	1.0	0	0.0	
16H,6-22	408	2	0.5	368	90.2	34	8.3	4	1.0	0	0.0	
18H,6-24	415	2	0.5	375	90.4	34	8.2	4	1.0	0	0.0	
24H,0-24	418	2	0.5	378	90.4	34	8.1	4	1.0	0	0.0	
Sun 19-Nov-23												
00:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0	
01:00	0	0	-	0	-	0	-	0	-	0	-	
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0	
03:00	0	0	-	0	-	0	-	0	-	0	-	
04:00	0	0	-	0	-	0	-	0	-	0	-	
05:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0	
06:00	0	0	-	0	-	0	-	0	-	0	-	
07:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0	
08:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0	

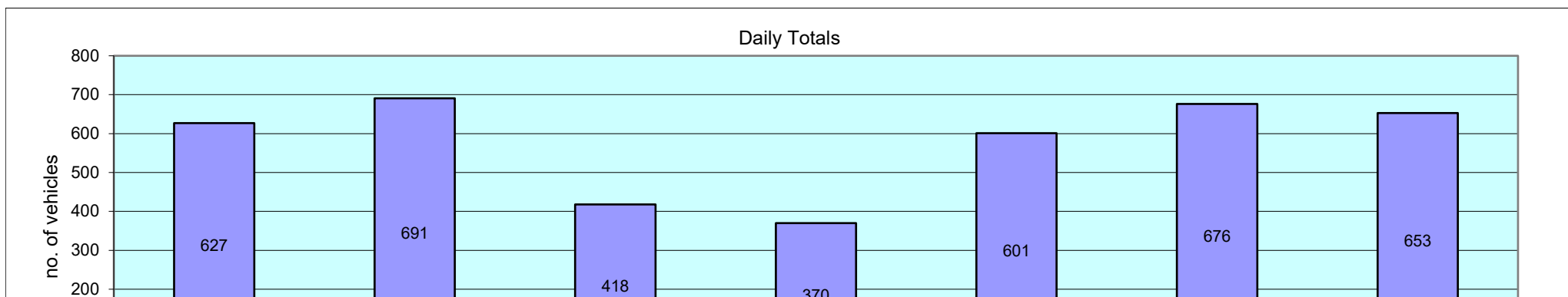
12870	RAGLAN			Site No: 12870002		Location		Site 2 - Monmouth Rd, Raglan			
Thu 16-Nov-23 to Wed 22-Nov-23				Channel: Northeastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
09:00	16	0	0.0	15	93.8	1	6.3	0	0.0	0	0.0
10:00	25	1	4.0	24	96.0	0	0.0	0	0.0	0	0.0
11:00	40	0	0.0	35	87.5	5	12.5	0	0.0	0	0.0
12:00	37	4	10.8	33	89.2	0	0.0	0	0.0	0	0.0
13:00	47	1	2.1	40	85.1	6	12.8	0	0.0	0	0.0
14:00	50	0	0.0	49	98.0	1	2.0	0	0.0	0	0.0
15:00	51	3	5.9	42	82.4	5	9.8	1	2.0	0	0.0
16:00	33	0	0.0	29	87.9	4	12.1	0	0.0	0	0.0
17:00	17	0	0.0	15	88.2	2	11.8	0	0.0	0	0.0
18:00	9	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
19:00	13	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
20:00	7	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
21:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
22:00	0	0	-	0	-	0	-	0	-	0	-
23:00	0	0	-	0	-	0	-	0	-	0	-
12H,7-19	341	9	2.6	306	89.7	25	7.3	1	0.3	0	0.0
16H,6-22	366	9	2.5	330	90.2	26	7.1	1	0.3	0	0.0
18H,6-24	366	9	2.5	330	90.2	26	7.1	1	0.3	0	0.0
24H,0-24	370	9	2.4	332	89.7	28	7.6	1	0.3	0	0.0
Mon 20-Nov-23											
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	6	0	0.0	4	66.7	2	33.3	0	0.0	0	0.0
06:00	12	0	0.0	9	75.0	3	25.0	0	0.0	0	0.0
07:00	18	1	5.6	11	61.1	3	16.7	1	5.6	2	11.1
08:00	57	0	0.0	48	84.2	9	15.8	0	0.0	0	0.0
09:00	58	0	0.0	44	75.9	12	20.7	2	3.5	0	0.0
10:00	39	2	5.1	27	69.2	9	23.1	1	2.6	0	0.0
11:00	36	1	2.8	25	69.4	6	16.7	4	11.1	0	0.0

12870	RAGLAN			Site No: 12870002		Location		Site 2 - Monmouth Rd, Raglan			
Thu 16-Nov-23 to Wed 22-Nov-23				Channel: Northeastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
12:00	31	1	3.2	25	80.7	4	12.9	1	3.2	0	0.0
13:00	36	0	0.0	29	80.6	7	19.4	0	0.0	0	0.0
14:00	53	1	1.9	33	62.3	16	30.2	1	1.9	2	3.8
15:00	73	0	0.0	63	86.3	9	12.3	1	1.4	0	0.0
16:00	55	1	1.8	47	85.5	5	9.1	1	1.8	1	1.8
17:00	55	0	0.0	49	89.1	6	10.9	0	0.0	0	0.0
18:00	34	0	0.0	33	97.1	1	2.9	0	0.0	0	0.0
19:00	22	0	0.0	18	81.8	4	18.2	0	0.0	0	0.0
20:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
21:00	6	0	0.0	5	83.3	0	0.0	1	16.7	0	0.0
22:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	545	7	1.3	434	79.6	87	16.0	12	2.2	5	0.9
16H,6-22	591	7	1.2	472	79.9	94	15.9	13	2.2	5	0.9
18H,6-24	593	7	1.2	473	79.8	95	16.0	13	2.2	5	0.8
24H,0-24	601	7	1.2	479	79.7	97	16.1	13	2.2	5	0.8
Tue 21-Nov-23											
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	7	0	0.0	5	71.4	2	28.6	0	0.0	0	0.0
06:00	9	0	0.0	7	77.8	2	22.2	0	0.0	0	0.0
07:00	24	1	4.2	10	41.7	7	29.2	2	8.3	4	16.7
08:00	71	0	0.0	62	87.3	9	12.7	0	0.0	0	0.0
09:00	53	1	1.9	41	77.4	9	17.0	1	1.9	1	1.9
10:00	38	2	5.3	27	71.1	6	15.8	3	7.9	0	0.0
11:00	51	1	2.0	34	66.7	16	31.4	0	0.0	0	0.0
12:00	52	0	0.0	48	92.3	4	7.7	0	0.0	0	0.0
13:00	44	0	0.0	32	72.7	8	18.2	3	6.8	1	2.3
14:00	52	0	0.0	34	65.4	15	28.9	2	3.9	1	1.9

12870	RAGLAN			Site No: 12870002		Location		Site 2 - Monmouth Rd, Raglan			
Thu 16-Nov-23 to Wed 22-Nov-23				Channel: Northeastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
15:00	66	0	0.0	54	81.8	11	16.7	1	1.5	0	0.0
16:00	63	1	1.6	56	88.9	4	6.4	2	3.2	0	0.0
17:00	70	1	1.4	58	82.9	10	14.3	1	1.4	0	0.0
18:00	45	0	0.0	42	93.3	2	4.4	1	2.2	0	0.0
19:00	16	0	0.0	14	87.5	2	12.5	0	0.0	0	0.0
20:00	11	0	0.0	8	72.7	2	18.2	1	9.1	0	0.0
21:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
22:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	629	7	1.1	498	79.2	101	16.1	16	2.5	7	1.1
16H,6-22	667	7	1.1	529	79.3	107	16.0	17	2.6	7	1.1
18H,6-24	669	7	1.1	531	79.4	107	16.0	17	2.5	7	1.1
24H,0-24	676	7	1.0	536	79.3	109	16.1	17	2.5	7	1.0
Wed 22-Nov-23											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	5	0	0.0	3	60.0	2	40.0	0	0.0	0	0.0
06:00	9	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
07:00	31	0	0.0	20	64.5	5	16.1	4	12.9	2	6.5
08:00	74	0	0.0	61	82.4	10	13.5	3	4.1	0	0.0
09:00	53	0	0.0	45	84.9	5	9.4	1	1.9	2	3.8
10:00	26	0	0.0	18	69.2	5	19.2	3	11.5	0	0.0
11:00	36	2	5.6	23	63.9	11	30.6	0	0.0	0	0.0
12:00	48	0	0.0	37	77.1	9	18.8	2	4.2	0	0.0
13:00	33	0	0.0	18	54.6	13	39.4	1	3.0	1	3.0
14:00	57	0	0.0	35	61.4	21	36.8	1	1.8	0	0.0
15:00	81	0	0.0	65	80.3	15	18.5	0	0.0	1	1.2
16:00	62	1	1.6	55	88.7	5	8.1	1	1.6	0	0.0
17:00	53	0	0.0	49	92.5	4	7.6	0	0.0	0	0.0

12870	RAGLAN	Site No: 12870002	Location	Site 2 - Monmouth Rd, Raglan
Thu 16-Nov-23 to Wed 22-Nov-23		Channel: Northeastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
18:00	47	0	0.0	45	95.7	2	4.3	0	0.0	0	0.0
19:00	15	0	0.0	13	86.7	2	13.3	0	0.0	0	0.0
20:00	9	0	0.0	6	66.7	1	11.1	1	11.1	1	11.1
21:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
22:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	601	3	0.5	471	78.4	105	17.5	16	2.7	6	1.0
16H,6-22	643	3	0.5	507	78.9	109	17.0	17	2.6	7	1.1
18H,6-24	646	3	0.5	510	79.0	109	16.9	17	2.6	7	1.1
24H,0-24	653	3	0.5	515	78.9	111	17.0	17	2.6	7	1.1
Daily Totals											
Thu 16-Nov-23	627	2	0.3	514	82.0	91	14.5	17	2.7	3	0.5
Fri 17-Nov-23	691	13	1.9	552	79.9	99	14.3	24	3.5	3	0.4
Sat 18-Nov-23	418	2	0.5	378	90.4	34	8.1	4	1.0	0	0.0
Sun 19-Nov-23	370	9	2.4	332	89.7	28	7.6	1	0.3	0	0.0
Mon 20-Nov-23	601	7	1.2	479	79.7	97	16.1	13	2.2	5	0.8
Tue 21-Nov-23	676	7	1.0	536	79.3	109	16.1	17	2.5	7	1.0
Wed 22-Nov-23	653	3	0.5	515	78.9	111	17.0	17	2.6	7	1.1
Total Vehicles											
[--]	4036	43	1.1	3306	82.8	569	13.4	93	2.1	25	0.6



12870 RAGLAN					Site No: 12870002												Location	Site 2 - Monmouth Rd, Raglan
Thu 16-Nov-23 to Wed 22-Nov-23					Channel: Northeastbound													
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56		
Thu 16-Nov-23																		
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0		
01:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0		
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0		
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0		
04:00	2	-	53.5	7.1	0	0	0	0	0	0	0	0	0	1	0	1		
05:00	3	-	43.5	5	0	0	0	0	0	0	0	1	1	1	0	0		
06:00	10	36	32	6.8	0	0	0	1	0	3	4	1	1	0	0	0		
07:00	24	34.6	27	7.3	0	0	1	5	4	7	4	3	0	0	0	0		
08:00	67	38.9	30.7	7.8	0	0	0	7	15	11	16	13	3	2	0	0		
09:00	61	35.8	29.1	6.9	0	0	0	7	16	13	16	6	3	0	0	0		
10:00	34	36.7	28.9	7.5	0	0	0	6	4	14	4	3	3	0	0	0		
11:00	48	35.7	29.9	7	0	0	0	6	6	16	13	4	2	1	0	0		
12:00	40	35.5	29.9	6.2	0	0	0	2	10	10	12	5	1	0	0	0		
13:00	34	35.5	27.2	7.4	0	0	0	10	5	8	6	5	0	0	0	0		
14:00	55	36.7	27.9	7.2	0	0	1	7	18	12	7	9	1	0	0	0		
15:00	60	33.5	27.5	7	0	0	1	9	14	23	7	3	2	1	0	0		
16:00	54	35	27.5	6.6	0	0	1	5	21	12	8	6	1	0	0	0		
17:00	56	34.1	28.2	5.9	0	1	0	4	13	18	18	2	0	0	0	0		
18:00	32	33.3	27.4	6.1	0	0	1	4	6	13	6	2	0	0	0	0		
19:00	22	39	34	8	0	0	0	1	1	4	11	2	2	0	0	1		
20:00	9	-	31.8	8.7	0	0	0	1	1	2	3	1	0	1	0	0		
21:00	9	-	33.5	8.4	0	0	0	1	0	3	1	2	2	0	0	0		
22:00	4	-	31	12.6	0	0	0	1	0	2	0	0	0	1	0	0		
23:00	2	-	33.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0		
12H,7-19	565	35.8	28.6	7	0	1	5	72	132	157	117	61	16	4	0	0		
16H,6-22	615	36.1	28.9	7.1	0	1	5	76	134	169	136	67	21	5	0	1		
18H,6-24	621	36.2	29	7.2	0	1	5	77	134	172	136	68	21	6	0	1		
24H,0-24	627	36.5	29.1	7.4	0	1	5	78	134	172	136	69	22	8	0	2		
Fri 17-Nov-23																		
00:00	4	-	33.5	12.3	0	0	0	1	0	1	0	0	2	0	0	0		
01:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0		
02:00	1	-	48.5	-	0	0	0	0	0	0	0	0	0	1	0	0		
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0		

12870 RAGLAN					Site No: 12870002 Location Site 2 - Monmouth Rd, Raglan											
Thu 16-Nov-23 to Wed 22-Nov-23					Channel: Northeastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
04:00	2	-	31	10.6	0	0	0	0	1	0	0	1	0	0	0	0
05:00	4	-	42.3	8.5	0	0	0	0	0	0	1	1	1	0	1	0
06:00	10	36	31	8.3	0	0	0	1	1	4	2	1	0	1	0	0
07:00	29	39	29.7	8.7	0	0	0	5	8	3	4	7	1	1	0	0
08:00	55	36.2	28.6	7.7	0	0	0	8	16	12	10	6	2	0	1	0
09:00	58	37.8	29.3	8.2	0	0	1	8	14	11	12	8	2	2	0	0
10:00	43	38.2	29.3	8.5	0	0	3	4	7	12	7	7	2	1	0	0
11:00	49	36.1	26.6	8.2	0	2	2	8	12	10	7	8	0	0	0	0
12:00	58	35.1	28.4	6.7	0	0	1	5	16	17	12	6	0	1	0	0
13:00	47	37.8	30.3	7.7	0	0	0	6	7	13	12	4	4	1	0	0
14:00	58	33	25.2	7.1	0	0	4	14	15	13	7	5	0	0	0	0
15:00	75	34.3	27.3	6.9	0	0	0	14	20	22	11	7	0	0	1	0
16:00	58	35.1	27.8	7.1	0	1	2	5	12	23	7	7	1	0	0	0
17:00	61	34.8	29.2	6.1	0	0	2	2	11	25	15	4	2	0	0	0
18:00	30	38.5	29.7	8.1	0	0	0	5	5	8	6	2	4	0	0	0
19:00	26	35.3	28.9	6.6	0	0	0	3	5	10	4	3	1	0	0	0
20:00	10	41	34	8.4	0	0	0	0	2	2	2	2	1	1	0	0
21:00	7	-	27.1	7.5	0	0	0	2	1	2	1	1	0	0	0	0
22:00	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0
23:00	4	-	37.3	4.9	0	0	0	0	0	0	2	1	1	0	0	0
12H,7-19	621	36.2	28.3	7.6	0	3	15	84	143	169	110	71	18	6	2	0
16H,6-22	674	36.4	28.4	7.6	0	3	15	90	152	187	119	78	20	8	2	0
18H,6-24	679	36.5	28.5	7.6	0	3	15	90	152	187	121	80	21	8	2	0
24H,0-24	691	36.8	28.6	7.7	0	3	15	91	153	188	123	82	24	9	3	0
Sat 18-Nov-23																
00:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
01:00	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
06:00	4	-	41	6.5	0	0	0	0	0	0	1	1	1	1	0	0
07:00	11	43.1	35.8	8.8	0	0	0	0	1	3	2	2	2	0	1	0
08:00	22	33.6	29	4.8	0	0	0	2	2	10	8	0	0	0	0	0

12870 RAGLAN					Site No: 12870002												Location	Site 2 - Monmouth Rd, Raglan											
Thu 16-Nov-23 to Wed 22-Nov-23					Channel: Northeastbound																								
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56													
09:00	35	38.3	30.2	8.1	0	0	0	6	4	9	8	5	2	1	0	0													
10:00	46	37.3	29.5	7.3	0	0	2	3	6	20	6	6	3	0	0	0													
11:00	51	38.4	28.6	8.5	0	0	1	9	14	8	6	10	2	1	0	0													
12:00	43	35.1	28.5	6.7	0	0	1	4	11	11	11	4	1	0	0	0													
13:00	35	39.8	31.5	7.7	0	0	0	3	7	6	8	7	4	0	0	0													
14:00	32	40.3	32.3	8.7	0	0	3	0	4	5	7	9	4	0	0	0													
15:00	33	36.7	28.2	8.4	0	0	3	4	5	9	6	4	2	0	0	0													
16:00	34	34.9	28.8	6.8	0	0	0	5	5	13	7	2	2	0	0	0													
17:00	23	36.1	29.6	7.4	0	0	0	4	3	5	7	3	1	0	0	0													
18:00	18	38.3	31	8.9	0	0	0	2	4	3	4	4	0	0	1	0													
19:00	11	40.6	33.5	7.5	0	0	0	1	0	3	3	2	2	0	0	0													
20:00	3	-	31.8	5.9	0	0	0	0	0	2	0	1	0	0	0	0													
21:00	7	-	32.8	5.5	0	0	0	0	0	3	3	0	1	0	0	0													
22:00	2	-	28.5	1.8	0	0	0	0	0	2	0	0	0	0	0	0													
23:00	5	-	30.5	5.8	0	0	0	0	1	2	1	1	0	0	0	0													
12H,7-19	383	38.2	29.8	7.8	0	0	10	42	66	102	80	56	23	2	2	0													
16H,6-22	408	38.5	30.1	7.8	0	0	10	43	66	110	87	60	27	3	2	0													
18H,6-24	415	38.5	30.1	7.8	0	0	10	43	67	114	88	61	27	3	2	0													
24H,0-24	418	38.5	30.1	7.7	0	0	10	43	67	115	89	62	27	3	2	0													
Sun 19-Nov-23																													
00:00	2	-	31	3.5	0	0	0	0	0	1	1	0	0	0	0	0													
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0													
02:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0													
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0													
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0													
05:00	1	-	48.5	-	0	0	0	0	0	0	0	0	0	1	0	0													
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0													
07:00	7	-	29.9	7	0	0	0	0	2	3	1	0	1	0	0	0													
08:00	9	-	30.7	11	0	0	1	1	1	2	0	2	2	0	0	0													
09:00	16	38.8	30.7	9.2	0	0	0	3	3	1	5	2	1	1	0	0													
10:00	25	34.4	27.1	8	0	1	2	2	4	7	7	2	0	0	0	0													
11:00	40	40.6	31.3	7.8	0	0	0	4	6	11	8	5	6	0	0	0													
12:00	37	34.3	27	8.4	0	1	3	6	3	12	9	1	2	0	0	0													
13:00	47	37.2	29.4	7.8	0	0	3	3	9	12	11	6	3	0	0	0													

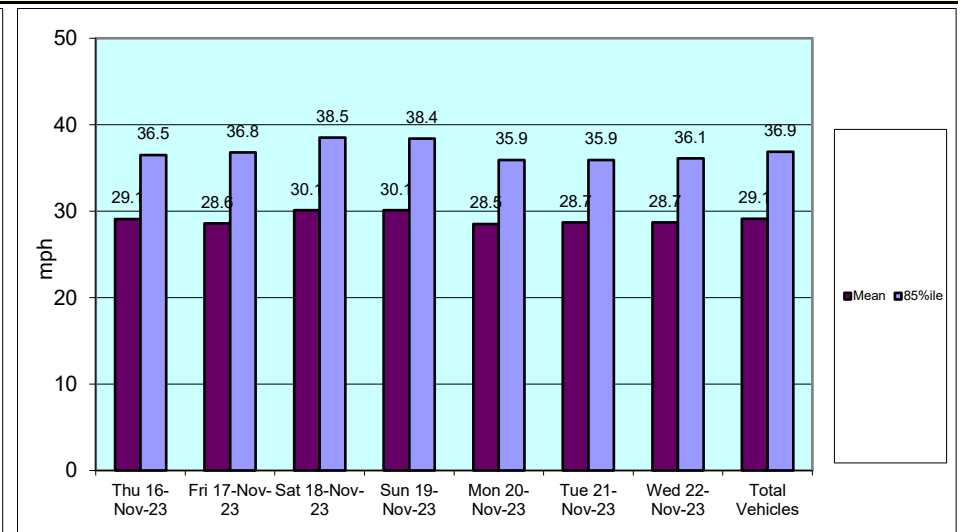
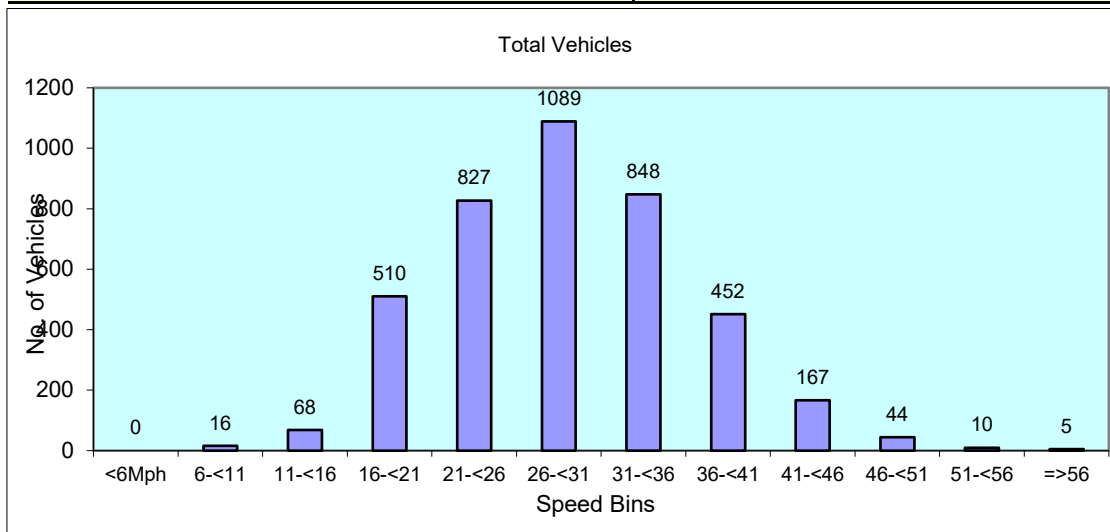
12870 RAGLAN					Site No: 12870002 Location Site 2 - Monmouth Rd, Raglan											
Thu 16-Nov-23 to Wed 22-Nov-23					Channel: Northeastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
14:00	50	35.8	31.5	6.4	0	0	0	3	5	13	22	3	3	1	0	0
15:00	51	38.2	29.8	7.9	0	1	1	5	8	13	10	11	2	0	0	0
16:00	33	37.6	30.5	7.3	0	0	0	5	3	8	10	5	2	0	0	0
17:00	17	40.9	31.4	10.8	0	0	1	3	1	3	3	3	2	0	1	0
18:00	9	-	28.5	8.4	0	0	0	3	0	2	2	2	0	0	0	0
19:00	13	38.8	34.3	10.2	0	0	0	1	1	4	1	4	1	0	0	1
20:00	7	-	29.9	9.5	0	0	0	2	0	2	1	1	1	0	0	0
21:00	5	-	33.5	3.7	0	0	0	0	0	1	3	1	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	341	38.1	29.8	8	0	3	11	38	45	87	88	42	24	2	1	0
16H,6-22	366	38.4	30	8.1	0	3	11	41	46	94	93	48	26	2	1	1
18H,6-24	366	38.4	30	8.1	0	3	11	41	46	94	93	48	26	2	1	1
24H,0-24	370	38.4	30.1	8.2	0	3	11	42	46	95	94	48	26	3	1	1
Mon 20-Nov-23																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
02:00	1	-	43.5	-	0	0	0	0	0	0	0	0	1	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	6	-	31.8	10.4	0	0	0	1	1	0	3	0	0	1	0	0
06:00	12	45.3	31.8	10.4	0	0	1	1	0	4	3	1	0	2	0	0
07:00	18	40	31.6	9.2	0	0	1	1	1	7	4	1	1	2	0	0
08:00	57	38.5	29.5	7.9	0	0	0	9	12	13	11	6	6	0	0	0
09:00	58	35.5	27.6	7	0	0	1	11	13	13	12	8	0	0	0	0
10:00	39	35.6	28.8	7.6	0	0	1	6	7	9	10	4	2	0	0	0
11:00	36	35.6	28.2	9	0	2	2	4	3	9	11	3	2	0	0	0
12:00	31	35	27.9	7.5	0	0	0	6	8	7	6	3	0	1	0	0
13:00	36	34.4	27	7	0	1	0	5	11	9	6	4	0	0	0	0
14:00	53	29.8	24.8	5	0	0	2	9	19	19	4	0	0	0	0	0
15:00	73	31.8	25.8	6	0	0	1	18	16	25	10	3	0	0	0	0
16:00	55	37.4	30	6.8	0	0	0	6	7	20	11	8	3	0	0	0
17:00	55	36.2	30	7.1	0	0	0	8	6	15	17	7	1	1	0	0
18:00	34	39	31	7.6	0	0	0	3	5	11	7	4	3	1	0	0

12870 Thu 16-Nov-23 to Wed 22-Nov-23					RAGLAN Channel: Northeastbound												Site No: 12870002	Location	Site 2 - Monmouth Rd, Raglan
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56			
19:00	22	36.3	30.1	7.9	0	0	1	1	5	4	7	3	0	1	0	0			
20:00	6	-	36	6.3	0	0	0	0	0	1	3	0	2	0	0	0			
21:00	6	-	31	11.3	0	0	0	1	2	0	1	1	0	1	0	0			
22:00	1	-	43.5	-	0	0	0	0	0	0	0	0	1	0	0	0			
23:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0			
12H,7-19	545	35.6	28.2	7.3	0	3	8	86	108	157	109	51	18	5	0	0			
16H,6-22	591	35.8	28.5	7.5	0	3	10	89	115	166	123	56	20	9	0	0			
18H,6-24	593	35.9	28.5	7.5	0	3	10	89	115	166	124	56	21	9	0	0			
24H,0-24	601	35.9	28.5	7.6	0	3	10	91	116	166	127	56	22	10	0	0			
Tue 21-Nov-23																			
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0			
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0			
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0			
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0			
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0			
05:00	7	-	35.6	9.6	0	0	0	0	1	2	1	0	2	1	0	0			
06:00	9	-	31.8	12.3	0	0	1	1	1	1	2	1	0	2	0	0			
07:00	24	39.2	30.2	8.8	0	0	1	4	2	5	6	3	3	0	0	0			
08:00	71	35.6	29.6	6.9	0	0	0	7	18	11	26	8	0	0	1	0			
09:00	53	34.8	27.7	7.1	0	0	1	6	17	16	6	5	1	1	0	0			
10:00	38	32.3	24.7	8.4	0	3	2	8	6	12	3	4	0	0	0	0			
11:00	51	33.2	25.9	6.8	0	0	3	12	9	14	11	2	0	0	0	0			
12:00	52	30.4	26	4.7	0	0	0	6	21	19	5	1	0	0	0	0			
13:00	44	35.4	28.8	6.5	0	0	0	6	7	16	9	5	1	0	0	0			
14:00	52	34.2	28.4	6.1	0	0	1	5	9	21	12	3	1	0	0	0			
15:00	66	35.8	28.1	7	0	1	0	8	18	17	12	9	1	0	0	0			
16:00	63	34	27.4	5.9	0	0	0	7	22	18	10	6	0	0	0	0			
17:00	70	37.7	30.4	7.9	0	0	1	9	7	21	18	9	4	0	0	1			
18:00	45	41.9	34.4	8.5	0	0	0	1	6	9	12	9	4	1	3	0			
19:00	16	34.4	28.5	6.2	0	0	0	2	4	3	6	1	0	0	0	0			
20:00	11	35.3	32.6	6.8	0	0	0	0	1	4	4	1	0	1	0	0			
21:00	2	-	33.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0			
22:00	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0			
23:00	1	-	48.5	-	0	0	0	0	0	0	0	0	0	1	0	0			

12870 RAGLAN					Site No: 12870002					Location Site 2 - Monmouth Rd, Raglan						
Thu 16-Nov-23 to Wed 22-Nov-23					Channel: Northeastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
12H,7-19	629	35.7	28.5	7.3	0	4	9	79	142	179	130	64	15	2	4	1
16H,6-22	667	35.7	28.6	7.4	0	4	10	82	148	188	142	68	15	5	4	1
18H,6-24	669	35.8	28.6	7.4	0	4	10	82	148	188	142	69	15	6	4	1
24H,0-24	676	35.9	28.7	7.5	0	4	10	82	149	190	143	69	17	7	4	1
Wed 22-Nov-23																
00:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	43.5	-	0	0	0	0	0	0	0	0	1	0	0	0
05:00	5	-	40.5	5.8	0	0	0	0	0	0	1	2	1	1	0	0
06:00	9	-	32.4	14.4	0	0	0	3	1	0	2	1	0	1	0	1
07:00	31	36.9	29.5	7	0	0	0	4	6	8	7	5	1	0	0	0
08:00	74	35.8	29.2	7	0	0	0	6	23	17	17	6	4	1	0	0
09:00	53	30.7	25.9	5.7	0	0	1	9	17	18	7	0	1	0	0	0
10:00	26	38.7	29.8	8.7	0	1	0	2	6	5	6	3	3	0	0	0
11:00	36	36.1	27.3	8.2	0	0	2	7	8	8	5	4	2	0	0	0
12:00	48	36.9	29.8	7.2	0	0	0	8	5	13	13	7	2	0	0	0
13:00	33	37.9	29.4	8	0	0	1	3	9	6	7	4	3	0	0	0
14:00	57	35.7	28.1	7.5	0	0	2	8	15	9	15	6	2	0	0	0
15:00	81	35.3	28.7	6.7	0	0	0	10	19	23	19	6	4	0	0	0
16:00	62	34	27.1	5.9	0	0	0	7	25	13	12	5	0	0	0	0
17:00	53	36.4	29.1	6.8	0	0	0	6	12	16	10	7	2	0	0	0
18:00	47	35.1	27.3	7.4	0	0	1	8	12	16	3	5	1	1	0	0
19:00	15	34.5	30.8	4	0	0	0	0	1	7	6	1	0	0	0	0
20:00	9	-	34.6	6.1	0	0	0	0	1	1	3	3	1	0	0	0
21:00	9	-	26.3	10.4	0	1	0	2	1	2	2	0	1	0	0	0
22:00	2	-	33.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0
23:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
12H,7-19	601	35.8	28.4	7.1	0	1	7	78	157	152	121	58	25	2	0	0
16H,6-22	643	35.9	28.5	7.3	0	2	7	83	161	162	134	63	27	3	0	1
18H,6-24	646	35.9	28.5	7.3	0	2	7	83	162	163	134	64	27	3	0	1
24H,0-24	653	36.1	28.7	7.3	0	2	7	83	162	163	136	66	29	4	0	1
Daily Totals																

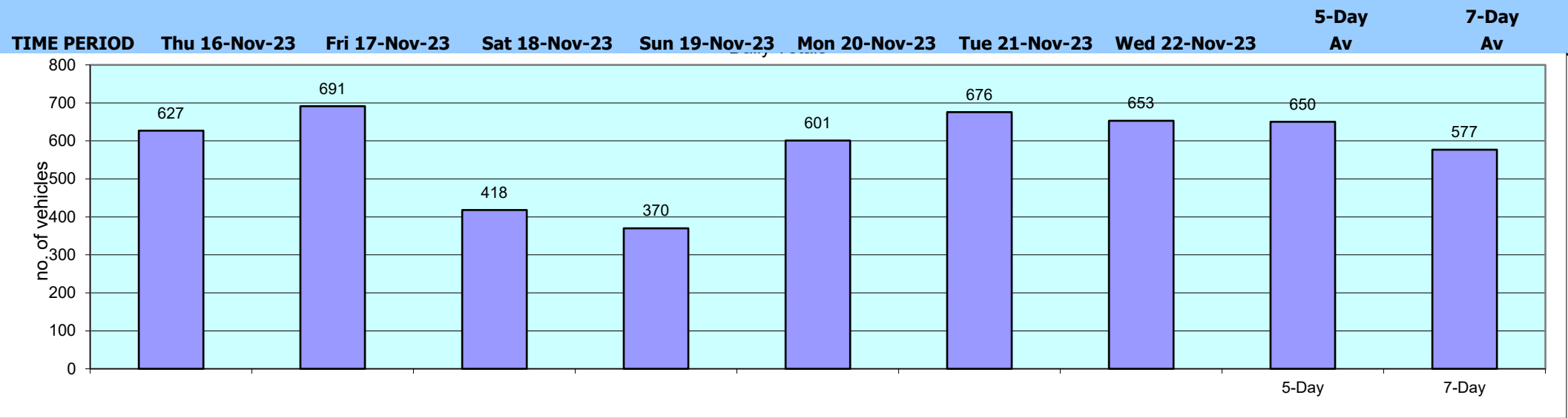
12870 RAGLAN Site No: 12870002 Location Site 2 - Monmouth Rd, Raglan
 Thu 16-Nov-23 to Wed 22-Nov-23 Channel: Northeastbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 16-Nov-23	627	36.5	29.1	7.4	0	1	5	78	134	172	136	69	22	8	0	2
Fri 17-Nov-23	691	36.8	28.6	7.7	0	3	15	91	153	188	123	82	24	9	3	0
Sat 18-Nov-23	418	38.5	30.1	7.7	0	0	10	43	67	115	89	62	27	3	2	0
Sun 19-Nov-23	370	38.4	30.1	8.2	0	3	11	42	46	95	94	48	26	3	1	1
Mon 20-Nov-23	601	35.9	28.5	7.6	0	3	10	91	116	166	127	56	22	10	0	0
Tue 21-Nov-23	676	35.9	28.7	7.5	0	4	10	82	149	190	143	69	17	7	4	1
Wed 22-Nov-23	653	36.1	28.7	7.3	0	2	7	83	162	163	136	66	29	4	0	1
Total Vehicles																
[--]	4036	36.9	29.1	7.6	0	16	68	510	827	1089	848	452	167	44	10	5



12870	RAGLAN		Site No: 12870002		Location		Site 2 - Monmouth Rd, Raglan		
	Channel: Northeastbound								
TIME PERIOD	Thu 16-Nov-23	Fri 17-Nov-23	Sat 18-Nov-23	Sun 19-Nov-23	Mon 20-Nov-23	Tue 21-Nov-23	Wed 22-Nov-23	5-Day Av	7-Day Av
Week Begin: 16-Nov-23									
00:00	0	4	1	2	0	0	1	1	1
01:00	1	1	1	0	1	0	0	1	1
02:00	0	1	0	1	1	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	2	2	0	0	0	0	1	1	1
05:00	3	4	1	1	6	7	5	5	4
06:00	10	10	4	0	12	9	9	10	8
07:00	24	29	11	7	18	24	31	25	21
08:00	67	55	22	9	57	71	74	65	51
09:00	61	58	35	16	58	53	53	57	48
10:00	34	43	46	25	39	38	26	36	36
11:00	48	49	51	40	36	51	36	44	44
12:00	40	58	43	37	31	52	48	46	44
13:00	34	47	35	47	36	44	33	39	39
14:00	55	58	32	50	53	52	57	55	51
15:00	60	75	33	51	73	66	81	71	63
16:00	54	58	34	33	55	63	62	58	51
17:00	56	61	23	17	55	70	53	59	48
18:00	32	30	18	9	34	45	47	38	31
19:00	22	26	11	13	22	16	15	20	18
20:00	9	10	3	7	6	11	9	9	8
21:00	9	7	7	5	6	2	9	7	6
22:00	4	1	2	0	1	1	2	2	2
23:00	2	4	5	0	1	1	1	2	2
12H,7-19	565	621	383	341	545	629	601	592	526
16H,6-22	615	674	408	366	591	667	643	638	566
18H,6-24	621	679	415	366	593	669	646	642	570
24H,0-24	627	691	418	370	601	676	653	650	577
Am	08:00	09:00	11:00	11:00	09:00	08:00	08:00		
Peak	67	58	51	40	58	71	74		
Pm	15:00	15:00	12:00	15:00	15:00	17:00	15:00		
Peak	60	75	43	51	73	70	81		

Daily Totals



12870			RAGLAN			Site No: 12870002			Location			Site 2 - Monmouth Rd, Raglan			
Thu 16-Nov-23 to Wed 22-Nov-23			Channel: Southwestbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR			TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC	
			CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES							AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC		
Thu 16-Nov-23															
00:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
04:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
05:00	4	0	1	1	0	0	0	0	0	0	1	1	0	0	
06:00	23	1	17	1	0	0	2	0	2	0	0	0	0	0	
07:00	55	0	44	10	0	1	0	0	0	0	0	0	0	0	
08:00	113	0	88	19	1	2	1	0	2	0	0	0	0	0	
09:00	62	0	50	12	0	0	0	0	0	0	0	0	0	0	
10:00	72	1	61	9	0	1	0	0	0	0	0	0	0	0	
11:00	62	0	49	9	0	1	1	0	2	0	0	0	0	0	
12:00	65	1	55	8	0	0	0	0	0	0	1	0	0	0	
13:00	79	0	67	9	0	1	1	0	1	0	0	0	0	0	
14:00	77	1	62	13	0	0	1	0	0	0	0	0	0	0	
15:00	70	0	59	10	0	1	0	0	0	0	0	0	0	0	
16:00	96	1	78	14	2	0	0	0	1	0	0	0	0	0	
17:00	114	0	101	11	1	1	0	0	0	0	0	0	0	0	
18:00	57	0	51	6	0	0	0	0	0	0	0	0	0	0	
19:00	29	0	28	1	0	0	0	0	0	0	0	0	0	0	
20:00	24	0	24	0	0	0	0	0	0	0	0	0	0	0	
21:00	16	0	14	2	0	0	0	0	0	0	0	0	0	0	
22:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0	
23:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0	
12H,7-19	922	4	765	130	4	8	4	0	6	0	1	0	0	0	
16H,6-22	1014	5	848	134	4	8	6	0	8	0	1	0	0	0	
18H,6-24	1029	5	862	135	4	8	6	0	8	0	1	0	0	0	
24H,0-24	1040	5	869	137	4	8	6	0	8	0	2	1	0	0	
Fri 17-Nov-23															
00:00	6	0	3	2	0	0	1	0	0	0	0	0	0	0	
01:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	

12870			RAGLAN			Site No: 12870002		Location		Site 2 - Monmouth Rd, Raglan				
Thu 16-Nov-23 to Wed 22-Nov-23			Channel: Southwestbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR			TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC
			CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES							AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
05:00	11	0	6	3	0	0	0	0	0	0	1	1	0	0
06:00	15	1	14	0	0	0	0	0	0	0	0	0	0	0
07:00	43	0	33	8	0	1	0	0	1	0	0	0	0	0
08:00	101	1	75	22	0	3	0	0	0	0	0	0	0	0
09:00	61	1	42	13	1	1	1	0	2	0	0	0	0	0
10:00	78	2	64	9	0	1	1	0	1	0	0	0	0	0
11:00	67	2	50	9	1	1	4	0	0	0	0	0	0	0
12:00	63	3	45	14	0	0	1	0	0	0	0	0	0	0
13:00	62	1	47	10	1	1	1	0	1	0	0	0	0	0
14:00	63	2	52	8	0	0	1	0	0	0	0	0	0	0
15:00	95	0	80	14	0	1	0	0	0	0	0	0	0	0
16:00	92	0	80	11	1	0	0	0	0	0	0	0	0	0
17:00	102	0	89	10	1	1	1	0	0	0	0	0	0	0
18:00	34	1	28	5	0	0	0	0	0	0	0	0	0	0
19:00	32	0	31	1	0	0	0	0	0	0	0	0	0	0
20:00	18	0	18	0	0	0	0	0	0	0	0	0	0	0
21:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0
22:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0
23:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	861	13	685	133	5	10	10	0	5	0	0	0	0	0
16H,6-22	939	14	761	134	5	10	10	0	5	0	0	0	0	0
18H,6-24	953	14	775	134	5	10	10	0	5	0	0	0	0	0
24H,0-24	977	14	791	139	5	10	11	0	5	0	1	1	0	0
Sat 18-Nov-23														
00:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0

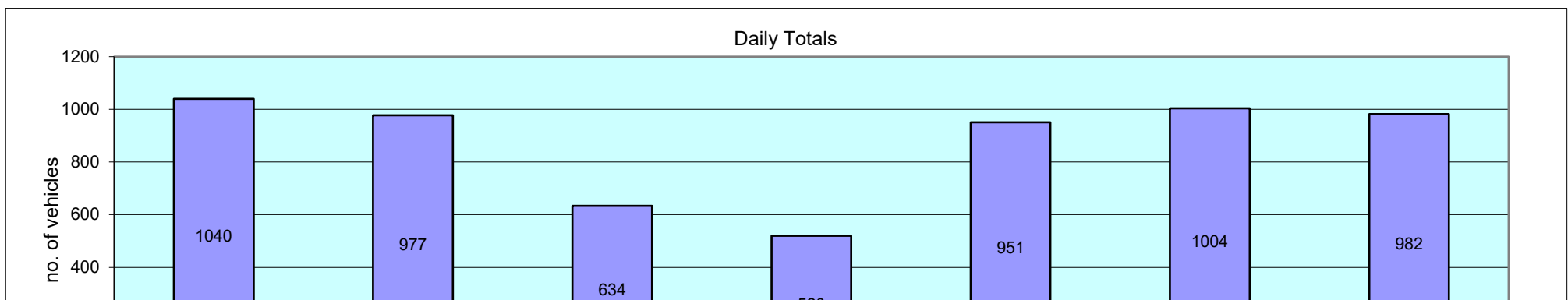
12870		RAGLAN				Site No: 12870002		Location		Site 2 - Monmouth Rd, Raglan				
Thu 16-Nov-23 to Wed 22-Nov-23						Channel: Southwestbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC
			CAR-BASED LGV	LIGHT GOODS VEHICLES								AXLE MULTI-TRAILER ARTIC	AXLE MULTI-TRAILER ARTIC	
06:00	2	0	0	1	0	0	1	0	0	0	0	0	0	0
07:00	10	1	9	0	0	0	0	0	0	0	0	0	0	0
08:00	32	0	29	3	0	0	0	0	0	0	0	0	0	0
09:00	53	0	47	5	0	0	1	0	0	0	0	0	0	0
10:00	66	0	63	3	0	0	0	0	0	0	0	0	0	0
11:00	64	1	61	2	0	0	0	0	0	0	0	0	0	0
12:00	73	0	69	3	0	0	0	0	1	0	0	0	0	0
13:00	67	0	63	4	0	0	0	0	0	0	0	0	0	0
14:00	46	0	44	2	0	0	0	0	0	0	0	0	0	0
15:00	39	0	37	2	0	0	0	0	0	0	0	0	0	0
16:00	46	0	42	4	0	0	0	0	0	0	0	0	0	0
17:00	41	0	40	1	0	0	0	0	0	0	0	0	0	0
18:00	25	0	21	4	0	0	0	0	0	0	0	0	0	0
19:00	24	0	23	0	0	1	0	0	0	0	0	0	0	0
20:00	18	0	15	3	0	0	0	0	0	0	0	0	0	0
21:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0
22:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0
23:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	562	2	525	33	0	0	1	0	1	0	0	0	0	0
16H,6-22	615	2	572	37	0	1	2	0	1	0	0	0	0	0
18H,6-24	629	2	586	37	0	1	2	0	1	0	0	0	0	0
24H,0-24	634	2	591	37	0	1	2	0	1	0	0	0	0	0
Sun 19-Nov-23														
00:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
01:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
06:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0
08:00	14	4	10	0	0	0	0	0	0	0	0	0	0	0

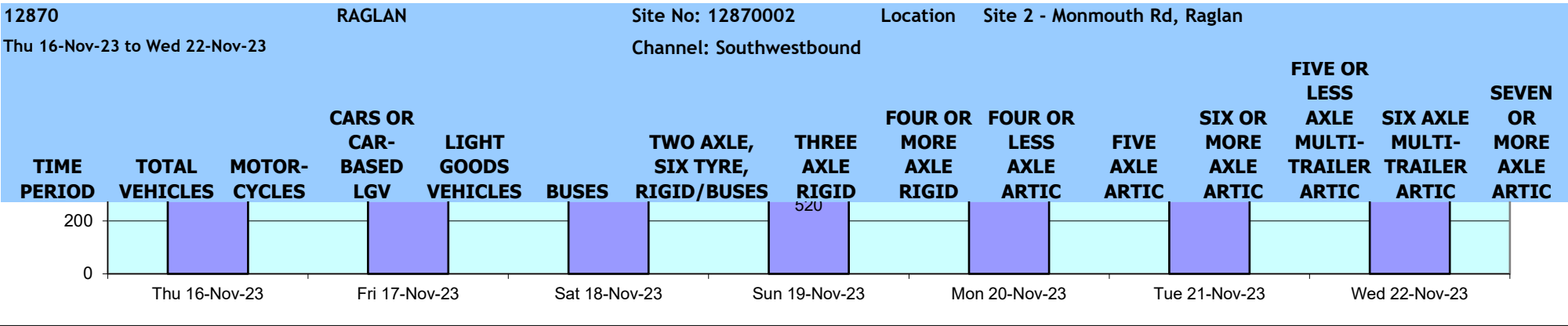
12870		RAGLAN				Site No: 12870002		Location		Site 2 - Monmouth Rd, Raglan					
Thu 16-Nov-23 to Wed 22-Nov-23						Channel: Southwestbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR			TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC	
			CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES							AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC		
09:00	36	1	32	3	0	0	0	0	0	0	0	0	0	0	
10:00	75	0	70	5	0	0	0	0	0	0	0	0	0	0	
11:00	57	0	57	0	0	0	0	0	0	0	0	0	0	0	
12:00	63	0	60	3	0	0	0	0	0	0	0	0	0	0	
13:00	72	1	67	4	0	0	0	0	0	0	0	0	0	0	
14:00	38	1	36	1	0	0	0	0	0	0	0	0	0	0	
15:00	40	1	39	0	0	0	0	0	0	0	0	0	0	0	
16:00	38	0	35	3	0	0	0	0	0	0	0	0	0	0	
17:00	21	0	21	0	0	0	0	0	0	0	0	0	0	0	
18:00	21	0	20	1	0	0	0	0	0	0	0	0	0	0	
19:00	8	0	6	2	0	0	0	0	0	0	0	0	0	0	
20:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
21:00	13	0	12	1	0	0	0	0	0	0	0	0	0	0	
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	483	8	455	20	0	0	0	0	0	0	0	0	0	0	
16H,6-22	510	8	479	23	0	0	0	0	0	0	0	0	0	0	
18H,6-24	511	8	480	23	0	0	0	0	0	0	0	0	0	0	
24H,0-24	520	8	488	24	0	0	0	0	0	0	0	0	0	0	
Mon 20-Nov-23															
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
06:00	19	0	18	1	0	0	0	0	0	0	0	0	0	0	
07:00	52	0	42	10	0	0	0	0	0	0	0	0	0	0	
08:00	119	1	95	20	0	2	0	0	1	0	0	0	0	0	
09:00	70	2	56	11	0	1	0	0	0	0	0	0	0	0	
10:00	52	0	38	9	0	1	1	0	3	0	0	0	0	0	
11:00	50	1	44	3	0	1	0	0	0	0	0	1	0	0	

12870		RAGLAN				Site No: 12870002		Location		Site 2 - Monmouth Rd, Raglan					
Thu 16-Nov-23 to Wed 22-Nov-23						Channel: Southwestbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR			TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC	
			CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES							AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC		
12:00	58	1	47	9	0	0	1	0	0	0	0	0	0	0	
13:00	54	0	45	7	0	1	0	0	1	0	0	0	0	0	
14:00	62	0	44	14	0	1	3	0	0	0	0	0	0	0	
15:00	84	1	67	15	0	1	0	0	0	0	0	0	0	0	
16:00	93	0	77	13	2	0	1	0	0	0	0	0	0	0	
17:00	115	0	106	6	0	2	0	0	1	0	0	0	0	0	
18:00	44	1	40	3	0	0	0	0	0	0	0	0	0	0	
19:00	32	0	28	4	0	0	0	0	0	0	0	0	0	0	
20:00	21	0	21	0	0	0	0	0	0	0	0	0	0	0	
21:00	10	0	8	1	0	0	0	0	1	0	0	0	0	0	
22:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	
23:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	
12H,7-19	853	7	701	120	2	10	6	0	6	0	0	1	0	0	
16H,6-22	935	7	776	126	2	10	6	0	7	0	0	1	0	0	
18H,6-24	946	7	786	127	2	10	6	0	7	0	0	1	0	0	
24H,0-24	951	7	791	127	2	10	6	0	7	0	0	1	0	0	
Tue 21-Nov-23															
00:00	3	0	1	2	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
05:00	8	0	6	2	0	0	0	0	0	0	0	0	0	0	
06:00	19	1	16	2	0	0	0	0	0	0	0	0	0	0	
07:00	55	1	41	11	0	1	0	0	1	0	0	0	0	0	
08:00	129	1	103	21	0	2	0	0	2	0	0	0	0	0	
09:00	69	1	51	13	1	2	1	0	0	0	0	0	0	0	
10:00	60	0	47	8	0	3	1	0	1	0	0	0	0	0	
11:00	44	0	33	8	0	2	1	0	0	0	0	0	0	0	
12:00	77	2	66	7	0	0	0	0	0	1	0	1	0	0	
13:00	68	1	53	12	0	0	0	0	1	0	1	0	0	0	
14:00	67	0	53	14	0	0	0	0	0	0	0	0	0	0	

12870		RAGLAN				Site No: 12870002		Location		Site 2 - Monmouth Rd, Raglan				
Thu 16-Nov-23 to Wed 22-Nov-23						Channel: Southwestbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR			TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC
			CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES							AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	
15:00	92	1	75	15	0	1	0	0	0	0	0	0	0	0
16:00	78	0	62	14	2	0	0	0	0	0	0	0	0	0
17:00	121	1	109	9	0	2	0	0	0	0	0	0	0	0
18:00	43	0	41	2	0	0	0	0	0	0	0	0	0	0
19:00	26	0	23	3	0	0	0	0	0	0	0	0	0	0
20:00	18	0	15	3	0	0	0	0	0	0	0	0	0	0
21:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0
22:00	13	0	12	1	0	0	0	0	0	0	0	0	0	0
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	903	8	734	134	3	13	3	0	5	1	1	1	0	0
16H,6-22	976	9	798	142	3	13	3	0	5	1	1	1	0	0
18H,6-24	990	9	811	143	3	13	3	0	5	1	1	1	0	0
24H,0-24	1004	9	821	147	3	13	3	0	5	1	1	1	0	0
Wed 22-Nov-23														
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	10	0	8	2	0	0	0	0	0	0	0	0	0	0
05:00	13	0	9	3	0	0	1	0	0	0	0	0	0	0
06:00	23	0	18	4	0	0	1	0	0	0	0	0	0	0
07:00	49	0	40	7	0	2	0	0	0	0	0	0	0	0
08:00	118	1	93	20	0	2	0	0	1	1	0	0	0	0
09:00	72	1	56	15	0	0	0	0	0	0	0	0	0	0
10:00	54	0	46	7	0	0	1	0	0	0	0	0	0	0
11:00	48	0	38	8	0	1	0	0	0	0	0	1	0	0
12:00	76	0	65	10	1	0	0	0	0	0	0	0	0	0
13:00	60	5	48	6	0	1	0	0	0	0	0	0	0	0
14:00	71	1	60	10	0	0	0	0	0	0	0	0	0	0
15:00	89	2	68	17	0	1	1	0	0	0	0	0	0	0
16:00	90	0	68	20	1	0	1	0	0	0	0	0	0	0
17:00	84	0	76	7	0	1	0	0	0	0	0	0	0	0

12870			RAGLAN			Site No: 12870002		Location	Site 2 - Monmouth Rd, Raglan						
Thu 16-Nov-23 to Wed 22-Nov-23						Channel: Southwestbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR			TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC		SEVEN OR MORE AXLE ARTIC	
			CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES							SIX AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC		
18:00	55	0	52	3	0	0	0	0	0	0	0	0	0	0	
19:00	37	0	34	3	0	0	0	0	0	0	0	0	0	0	
20:00	14	0	13	1	0	0	0	0	0	0	0	0	0	0	
21:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	
22:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
23:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	866	10	710	130	2	8	3	0	1	1	0	1	0	0	
16H,6-22	948	10	783	138	2	8	4	0	1	1	0	1	0	0	
18H,6-24	957	10	792	138	2	8	4	0	1	1	0	1	0	0	
24H,0-24	982	10	811	143	2	8	5	0	1	1	0	1	0	0	
Daily Totals															
Thu 16-Nov-23	1040	5	869	137	4	8	6	0	8	0	2	1	0	0	
Fri 17-Nov-23	977	14	791	139	5	10	11	0	5	0	1	1	0	0	
Sat 18-Nov-23	634	2	591	37	0	1	2	0	1	0	0	0	0	0	
Sun 19-Nov-23	520	8	488	24	0	0	0	0	0	0	0	0	0	0	
Mon 20-Nov-23	951	7	791	127	2	10	6	0	7	0	0	1	0	0	
Tue 21-Nov-23	1004	9	821	147	3	13	3	0	5	1	1	1	0	0	
Wed 22-Nov-23	982	10	811	143	2	8	5	0	1	1	0	1	0	0	
Total Vehicles															
[--]	6108	55	5162	754	16	50	33	0	27	2	4	5	0	0	





12870	RAGLAN			Site No: 12870002		Location		Site 2 - Monmouth Rd, Raglan			
Thu 16-Nov-23 to Wed 22-Nov-23				Channel: Southwestbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 16-Nov-23											
00:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
05:00	4	0	0.0	1	25.0	1	25.0	2	50.0	0	0.0
06:00	23	1	4.4	17	73.9	1	4.4	4	17.4	0	0.0
07:00	55	0	0.0	44	80.0	10	18.2	1	1.8	0	0.0
08:00	113	0	0.0	88	77.9	19	16.8	5	4.4	1	0.9
09:00	62	0	0.0	50	80.7	12	19.4	0	0.0	0	0.0
10:00	72	1	1.4	61	84.7	9	12.5	1	1.4	0	0.0
11:00	62	0	0.0	49	79.0	9	14.5	4	6.5	0	0.0
12:00	65	1	1.5	55	84.6	8	12.3	1	1.5	0	0.0
13:00	79	0	0.0	67	84.8	9	11.4	3	3.8	0	0.0
14:00	77	1	1.3	62	80.5	13	16.9	1	1.3	0	0.0
15:00	70	0	0.0	59	84.3	10	14.3	1	1.4	0	0.0
16:00	96	1	1.0	78	81.3	14	14.6	1	1.0	2	2.1
17:00	114	0	0.0	101	88.6	11	9.7	1	0.9	1	0.9
18:00	57	0	0.0	51	89.5	6	10.5	0	0.0	0	0.0
19:00	29	0	0.0	28	96.6	1	3.5	0	0.0	0	0.0
20:00	24	0	0.0	24	100.0	0	0.0	0	0.0	0	0.0
21:00	16	0	0.0	14	87.5	2	12.5	0	0.0	0	0.0
22:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
23:00	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
12H,7-19	922	4	0.4	765	83.0	130	14.1	19	2.1	4	0.4
16H,6-22	1014	5	0.5	848	83.6	134	13.2	23	2.3	4	0.4
18H,6-24	1029	5	0.5	862	83.8	135	13.1	23	2.2	4	0.4
24H,0-24	1040	5	0.5	869	83.6	137	13.2	25	2.4	4	0.4
Fri 17-Nov-23											
00:00	6	0	0.0	3	50.0	2	33.3	1	16.7	0	0.0
01:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0

12870	RAGLAN			Site No: 12870002		Location		Site 2 - Monmouth Rd, Raglan			
Thu 16-Nov-23 to Wed 22-Nov-23				Channel: Southwestbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
05:00	11	0	0.0	6	54.6	3	27.3	2	18.2	0	0.0
06:00	15	1	6.7	14	93.3	0	0.0	0	0.0	0	0.0
07:00	43	0	0.0	33	76.7	8	18.6	2	4.7	0	0.0
08:00	101	1	1.0	75	74.3	22	21.8	3	3.0	0	0.0
09:00	61	1	1.6	42	68.9	13	21.3	4	6.6	1	1.6
10:00	78	2	2.6	64	82.1	9	11.5	3	3.9	0	0.0
11:00	67	2	3.0	50	74.6	9	13.4	5	7.5	1	1.5
12:00	63	3	4.8	45	71.4	14	22.2	1	1.6	0	0.0
13:00	62	1	1.6	47	75.8	10	16.1	3	4.8	1	1.6
14:00	63	2	3.2	52	82.5	8	12.7	1	1.6	0	0.0
15:00	95	0	0.0	80	84.2	14	14.7	1	1.1	0	0.0
16:00	92	0	0.0	80	87.0	11	12.0	0	0.0	1	1.1
17:00	102	0	0.0	89	87.3	10	9.8	2	2.0	1	1.0
18:00	34	1	2.9	28	82.4	5	14.7	0	0.0	0	0.0
19:00	32	0	0.0	31	96.9	1	3.1	0	0.0	0	0.0
20:00	18	0	0.0	18	100.0	0	0.0	0	0.0	0	0.0
21:00	13	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
22:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
23:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	861	13	1.5	685	79.6	133	15.5	25	2.9	5	0.6
16H,6-22	939	14	1.5	761	81.0	134	14.3	25	2.7	5	0.5
18H,6-24	953	14	1.5	775	81.3	134	14.1	25	2.6	5	0.5
24H,0-24	977	14	1.4	791	81.0	139	14.2	28	2.9	5	0.5
Sat 18-Nov-23											
00:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	0	0	-	0	-	0	-	0	-	0	-

12870	RAGLAN			Site No: 12870002		Location		Site 2 - Monmouth Rd, Raglan			
Thu 16-Nov-23 to Wed 22-Nov-23				Channel: Southwestbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
06:00	2	0	0.0	0	0.0	1	50.0	1	50.0	0	0.0
07:00	10	1	10.0	9	90.0	0	0.0	0	0.0	0	0.0
08:00	32	0	0.0	29	90.6	3	9.4	0	0.0	0	0.0
09:00	53	0	0.0	47	88.7	5	9.4	1	1.9	0	0.0
10:00	66	0	0.0	63	95.5	3	4.6	0	0.0	0	0.0
11:00	64	1	1.6	61	95.3	2	3.1	0	0.0	0	0.0
12:00	73	0	0.0	69	94.5	3	4.1	1	1.4	0	0.0
13:00	67	0	0.0	63	94.0	4	6.0	0	0.0	0	0.0
14:00	46	0	0.0	44	95.7	2	4.4	0	0.0	0	0.0
15:00	39	0	0.0	37	94.9	2	5.1	0	0.0	0	0.0
16:00	46	0	0.0	42	91.3	4	8.7	0	0.0	0	0.0
17:00	41	0	0.0	40	97.6	1	2.4	0	0.0	0	0.0
18:00	25	0	0.0	21	84.0	4	16.0	0	0.0	0	0.0
19:00	24	0	0.0	23	95.8	0	0.0	1	4.2	0	0.0
20:00	18	0	0.0	15	83.3	3	16.7	0	0.0	0	0.0
21:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
22:00	10	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
23:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	562	2	0.4	525	93.4	33	5.9	2	0.4	0	0.0
16H,6-22	615	2	0.3	572	93.0	37	6.0	4	0.7	0	0.0
18H,6-24	629	2	0.3	586	93.2	37	5.9	4	0.6	0	0.0
24H,0-24	634	2	0.3	591	93.2	37	5.8	4	0.6	0	0.0
Sun 19-Nov-23											
00:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
01:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
06:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
07:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
08:00	14	4	28.6	10	71.4	0	0.0	0	0.0	0	0.0

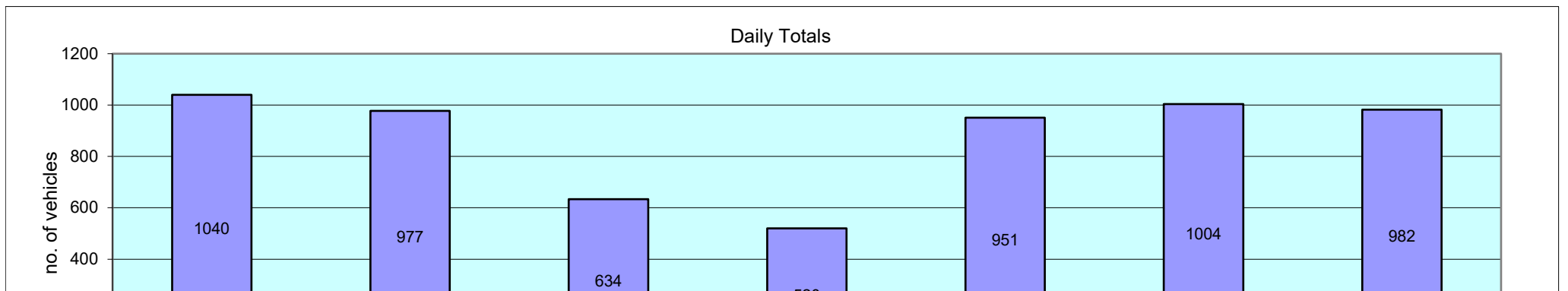
12870	RAGLAN			Site No: 12870002		Location		Site 2 - Monmouth Rd, Raglan			
Thu 16-Nov-23 to Wed 22-Nov-23				Channel: Southwestbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
09:00	36	1	2.8	32	88.9	3	8.3	0	0.0	0	0.0
10:00	75	0	0.0	70	93.3	5	6.7	0	0.0	0	0.0
11:00	57	0	0.0	57	100.0	0	0.0	0	0.0	0	0.0
12:00	63	0	0.0	60	95.2	3	4.8	0	0.0	0	0.0
13:00	72	1	1.4	67	93.1	4	5.6	0	0.0	0	0.0
14:00	38	1	2.6	36	94.7	1	2.6	0	0.0	0	0.0
15:00	40	1	2.5	39	97.5	0	0.0	0	0.0	0	0.0
16:00	38	0	0.0	35	92.1	3	7.9	0	0.0	0	0.0
17:00	21	0	0.0	21	100.0	0	0.0	0	0.0	0	0.0
18:00	21	0	0.0	20	95.2	1	4.8	0	0.0	0	0.0
19:00	8	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0
20:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
21:00	13	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
22:00	0	0	-	0	-	0	-	0	-	0	-
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	483	8	1.7	455	94.2	20	4.1	0	0.0	0	0.0
16H,6-22	510	8	1.6	479	93.9	23	4.5	0	0.0	0	0.0
18H,6-24	511	8	1.6	480	93.9	23	4.5	0	0.0	0	0.0
24H,0-24	520	8	1.5	488	93.9	24	4.6	0	0.0	0	0.0
Mon 20-Nov-23											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
06:00	19	0	0.0	18	94.7	1	5.3	0	0.0	0	0.0
07:00	52	0	0.0	42	80.8	10	19.2	0	0.0	0	0.0
08:00	119	1	0.8	95	79.8	20	16.8	3	2.5	0	0.0
09:00	70	2	2.9	56	80.0	11	15.7	1	1.4	0	0.0
10:00	52	0	0.0	38	73.1	9	17.3	5	9.6	0	0.0
11:00	50	1	2.0	44	88.0	3	6.0	2	4.0	0	0.0

12870	RAGLAN			Site No: 12870002		Location		Site 2 - Monmouth Rd, Raglan			
Thu 16-Nov-23 to Wed 22-Nov-23				Channel: Southwestbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
12:00	58	1	1.7	47	81.0	9	15.5	1	1.7	0	0.0
13:00	54	0	0.0	45	83.3	7	13.0	2	3.7	0	0.0
14:00	62	0	0.0	44	71.0	14	22.6	4	6.5	0	0.0
15:00	84	1	1.2	67	79.8	15	17.9	1	1.2	0	0.0
16:00	93	0	0.0	77	82.8	13	14.0	1	1.1	2	2.2
17:00	115	0	0.0	106	92.2	6	5.2	3	2.6	0	0.0
18:00	44	1	2.3	40	90.9	3	6.8	0	0.0	0	0.0
19:00	32	0	0.0	28	87.5	4	12.5	0	0.0	0	0.0
20:00	21	0	0.0	21	100.0	0	0.0	0	0.0	0	0.0
21:00	10	0	0.0	8	80.0	1	10.0	1	10.0	0	0.0
22:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
23:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
12H,7-19	853	7	0.8	701	82.2	120	14.1	23	2.7	2	0.2
16H,6-22	935	7	0.8	776	83.0	126	13.5	24	2.6	2	0.2
18H,6-24	946	7	0.7	786	83.1	127	13.4	24	2.5	2	0.2
24H,0-24	951	7	0.7	791	83.2	127	13.4	24	2.5	2	0.2
Tue 21-Nov-23											
00:00	3	0	0.0	1	33.3	2	66.7	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
05:00	8	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0
06:00	19	1	5.3	16	84.2	2	10.5	0	0.0	0	0.0
07:00	55	1	1.8	41	74.6	11	20.0	2	3.6	0	0.0
08:00	129	1	0.8	103	79.8	21	16.3	4	3.1	0	0.0
09:00	69	1	1.5	51	73.9	13	18.8	3	4.4	1	1.5
10:00	60	0	0.0	47	78.3	8	13.3	5	8.3	0	0.0
11:00	44	0	0.0	33	75.0	8	18.2	3	6.8	0	0.0
12:00	77	2	2.6	66	85.7	7	9.1	2	2.6	0	0.0
13:00	68	1	1.5	53	77.9	12	17.7	2	2.9	0	0.0
14:00	67	0	0.0	53	79.1	14	20.9	0	0.0	0	0.0

12870	RAGLAN			Site No: 12870002		Location		Site 2 - Monmouth Rd, Raglan			
Thu 16-Nov-23 to Wed 22-Nov-23				Channel: Southwestbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
15:00	92	1	1.1	75	81.5	15	16.3	1	1.1	0	0.0
16:00	78	0	0.0	62	79.5	14	18.0	0	0.0	2	2.6
17:00	121	1	0.8	109	90.1	9	7.4	2	1.7	0	0.0
18:00	43	0	0.0	41	95.4	2	4.7	0	0.0	0	0.0
19:00	26	0	0.0	23	88.5	3	11.5	0	0.0	0	0.0
20:00	18	0	0.0	15	83.3	3	16.7	0	0.0	0	0.0
21:00	10	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
22:00	13	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	903	8	0.9	734	81.3	134	14.8	24	2.7	3	0.3
16H,6-22	976	9	0.9	798	81.8	142	14.6	24	2.5	3	0.3
18H,6-24	990	9	0.9	811	81.9	143	14.4	24	2.4	3	0.3
24H,0-24	1004	9	0.9	821	81.8	147	14.6	24	2.4	3	0.3
Wed 22-Nov-23											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	10	0	0.0	8	80.0	2	20.0	0	0.0	0	0.0
05:00	13	0	0.0	9	69.2	3	23.1	1	7.7	0	0.0
06:00	23	0	0.0	18	78.3	4	17.4	1	4.4	0	0.0
07:00	49	0	0.0	40	81.6	7	14.3	2	4.1	0	0.0
08:00	118	1	0.9	93	78.8	20	17.0	4	3.4	0	0.0
09:00	72	1	1.4	56	77.8	15	20.8	0	0.0	0	0.0
10:00	54	0	0.0	46	85.2	7	13.0	1	1.9	0	0.0
11:00	48	0	0.0	38	79.2	8	16.7	2	4.2	0	0.0
12:00	76	0	0.0	65	85.5	10	13.2	0	0.0	1	1.3
13:00	60	5	8.3	48	80.0	6	10.0	1	1.7	0	0.0
14:00	71	1	1.4	60	84.5	10	14.1	0	0.0	0	0.0
15:00	89	2	2.3	68	76.4	17	19.1	2	2.3	0	0.0
16:00	90	0	0.0	68	75.6	20	22.2	1	1.1	1	1.1
17:00	84	0	0.0	76	90.5	7	8.3	1	1.2	0	0.0

12870	RAGLAN	Site No: 12870002	Location	Site 2 - Monmouth Rd, Raglan
Thu 16-Nov-23 to Wed 22-Nov-23		Channel: Southwestbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
18:00	55	0	0.0	52	94.6	3	5.5	0	0.0	0	0.0
19:00	37	0	0.0	34	91.9	3	8.1	0	0.0	0	0.0
20:00	14	0	0.0	13	92.9	1	7.1	0	0.0	0	0.0
21:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
22:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
23:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	866	10	1.2	710	82.0	130	15.0	14	1.6	2	0.2
16H,6-22	948	10	1.1	783	82.6	138	14.6	15	1.6	2	0.2
18H,6-24	957	10	1.0	792	82.8	138	14.4	15	1.6	2	0.2
24H,0-24	982	10	1.0	811	82.6	143	14.6	16	1.6	2	0.2
Daily Totals											
Thu 16-Nov-23	1040	5	0.5	869	83.6	137	13.2	25	2.4	4	0.4
Fri 17-Nov-23	977	14	1.4	791	81.0	139	14.2	28	2.9	5	0.5
Sat 18-Nov-23	634	2	0.3	591	93.2	37	5.8	4	0.6	0	0.0
Sun 19-Nov-23	520	8	1.5	488	93.9	24	4.6	0	0.0	0	0.0
Mon 20-Nov-23	951	7	0.7	791	83.2	127	13.4	24	2.5	2	0.2
Tue 21-Nov-23	1004	9	0.9	821	81.8	147	14.6	24	2.4	3	0.3
Wed 22-Nov-23	982	10	1.0	811	82.6	143	14.6	16	1.6	2	0.2
Total Vehicles											
[--]	6108	55	0.9	5162	85.6	754	11.5	121	1.8	16	0.2



12870 Thu 16-Nov-23 to Wed 22-Nov-23					RAGLAN Channel: Southwestbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 16-Nov-23																
00:00	3	-	41.8	14.5	0	0	0	0	0	0	2	0	0	0	0	1
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	2	-	48.5	14.1	0	0	0	0	0	0	0	1	0	0	0	1
05:00	4	-	31	8.7	0	0	0	0	1	2	0	0	1	0	0	0
06:00	23	38.1	32.8	5.9	0	0	0	1	2	3	11	5	1	0	0	0
07:00	55	37.3	29.3	8.3	0	0	0	9	12	13	11	5	3	1	1	0
08:00	113	36.2	28.1	6.7	0	0	0	15	37	23	20	17	1	0	0	0
09:00	62	35.5	26.6	7.5	0	0	2	14	16	13	8	8	1	0	0	0
10:00	72	34.6	27	7	0	0	0	17	18	15	15	6	0	1	0	0
11:00	62	34.6	27.9	7	0	0	2	4	21	18	10	4	2	1	0	0
12:00	65	34.9	28.7	7.8	0	0	1	8	16	18	15	3	2	0	2	0
13:00	79	34.1	27.7	6.4	0	0	1	12	17	26	17	4	2	0	0	0
14:00	77	34	27.7	6.5	0	0	3	6	22	22	20	2	1	1	0	0
15:00	70	34.8	27.2	7.1	0	1	1	10	21	17	12	6	2	0	0	0
16:00	96	38	29.5	7.8	0	0	2	13	16	26	18	15	5	1	0	0
17:00	114	35.5	28.7	6.6	0	0	0	14	26	35	24	12	2	1	0	0
18:00	57	35.4	28.3	6.4	0	0	1	6	12	21	9	8	0	0	0	0
19:00	29	37.2	30.9	6.9	0	0	0	4	2	6	11	5	1	0	0	0
20:00	24	35.9	29.1	7.4	0	0	0	6	1	5	8	4	0	0	0	0
21:00	16	39.9	32.6	8.9	0	0	0	2	3	0	5	4	1	1	0	0
22:00	9	-	29.1	7.8	0	0	0	0	5	1	1	1	1	0	0	0
23:00	6	-	39.3	10.7	0	0	0	0	0	1	2	1	1	0	0	1
12H,7-19	922	35.5	28.1	7.1	0	1	13	128	234	247	179	90	21	6	3	0
16H,6-22	1014	35.8	28.4	7.2	0	1	13	141	242	261	214	108	24	7	3	0
18H,6-24	1029	35.8	28.5	7.2	0	1	13	141	247	263	217	110	26	7	3	1
24H,0-24	1040	35.9	28.6	7.3	0	1	13	141	248	266	220	111	27	7	3	3
Fri 17-Nov-23																
00:00	6	-	27.7	6	0	0	0	1	1	2	2	0	0	0	0	0
01:00	2	-	43.5	14.1	0	0	0	0	0	0	1	0	0	0	1	0
02:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0

12870 RAGLAN					Site No: 12870002 Location Site 2 - Monmouth Rd, Raglan											
Thu 16-Nov-23 to Wed 22-Nov-23					Channel: Southwestbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
04:00	4	-	33.5	4.2	0	0	0	0	0	1	2	1	0	0	0	0
05:00	11	42.4	33.5	8.2	0	0	0	0	3	1	3	1	3	0	0	0
06:00	15	38.7	31.5	7.2	0	0	0	1	3	3	2	6	0	0	0	0
07:00	43	41	30.9	8.6	0	0	0	3	13	8	7	5	6	0	1	0
08:00	101	35.4	28.4	6.9	0	0	1	12	28	25	22	8	5	0	0	0
09:00	61	34.8	27.7	7.3	0	0	1	12	11	19	11	5	1	1	0	0
10:00	78	38.2	29	7.8	0	0	1	9	22	19	10	11	5	1	0	0
11:00	67	34.7	27.3	6.7	0	0	0	11	22	16	10	6	2	0	0	0
12:00	63	35.1	28.4	7	0	0	1	7	15	21	11	5	2	1	0	0
13:00	62	36.6	28.3	7.4	0	1	0	8	16	16	10	10	0	1	0	0
14:00	63	34.7	28.3	6.5	0	0	0	7	18	17	15	3	3	0	0	0
15:00	95	35	28.3	6.9	0	0	0	13	26	23	23	5	4	1	0	0
16:00	92	35.5	28.3	7	0	1	1	11	25	17	25	11	1	0	0	0
17:00	102	35.4	28.9	6.6	0	0	1	13	19	26	31	11	0	1	0	0
18:00	34	39.1	30.1	8.3	0	0	1	4	6	8	5	7	3	0	0	0
19:00	32	40.1	32.3	7.9	0	0	0	1	6	10	4	7	2	2	0	0
20:00	18	35.1	30.4	5.4	0	0	0	1	2	6	7	2	0	0	0	0
21:00	13	47.4	35.4	10.6	0	0	1	0	0	3	4	2	0	2	1	0
22:00	7	-	38.5	9.6	0	0	0	1	0	0	0	3	2	1	0	0
23:00	7	-	31.4	5.8	0	0	0	0	2	0	4	1	0	0	0	0
12H,7-19	861	35.9	28.6	7.2	0	2	7	110	221	215	180	87	32	6	1	0
16H,6-22	939	36.4	28.9	7.3	0	2	8	113	232	237	197	104	34	10	2	0
18H,6-24	953	36.6	28.9	7.3	0	2	8	114	234	237	201	108	36	11	2	0
24H,0-24	977	36.7	29	7.4	0	2	8	115	238	241	210	110	39	11	3	0
Sat 18-Nov-23																
00:00	3	-	33.5	5	0	0	0	0	0	1	1	1	0	0	0	0
01:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	8.5	-	0	1	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	2	-	33.5	14.1	0	0	0	0	1	0	0	0	1	0	0	0
07:00	10	39.3	33	9.6	0	0	0	0	3	2	1	3	0	0	1	0
08:00	32	35.6	28.5	7.4	0	0	0	7	5	7	8	4	1	0	0	0

12870 RAGLAN					Site No: 12870002												Location	Site 2 - Monmouth Rd, Raglan											
Thu 16-Nov-23 to Wed 22-Nov-23					Channel: Southwestbound																								
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56													
09:00	53	37.1	28.9	7.5	0	0	0	9	12	11	11	7	3	0	0	0													
10:00	66	34.8	28.5	6.5	0	0	0	8	15	22	14	5	1	1	0	0													
11:00	64	35.5	28.3	7.2	0	0	1	6	20	18	10	5	3	1	0	0													
12:00	73	34.8	27.5	6.6	0	0	1	10	22	18	14	7	1	0	0	0													
13:00	67	34.6	28.5	5.8	0	0	0	4	20	23	13	6	1	0	0	0													
14:00	46	36.6	29.4	7.8	0	0	0	10	5	9	14	5	3	0	0	0													
15:00	39	36.7	28.9	8	0	0	0	7	8	10	7	5	0	2	0	0													
16:00	46	37.1	30.3	6.5	0	0	0	2	12	10	13	7	2	0	0	0													
17:00	41	39.4	31.2	8.9	0	0	0	6	6	8	11	5	2	2	1	0													
18:00	25	34.5	30.3	4.3	0	0	0	0	4	9	11	1	0	0	0	0													
19:00	24	39.6	32	8.8	0	0	0	1	6	5	5	4	1	1	1	0													
20:00	18	35	29.3	8	0	0	0	3	4	3	5	1	2	0	0	0													
21:00	9	-	30.2	6.3	0	0	0	0	3	2	2	2	0	0	0	0													
22:00	10	38.5	31	8	0	0	0	1	2	2	2	2	1	0	0	0													
23:00	4	-	27.3	6.4	0	0	0	1	0	2	1	0	0	0	0	0													
12H,7-19	562	36	29	7.1	0	0	2	69	132	147	127	60	17	6	2	0													
16H,6-22	615	36.4	29.2	7.2	0	0	2	73	146	157	139	67	21	7	3	0													
18H,6-24	629	36.4	29.2	7.2	0	0	2	75	148	161	142	69	22	7	3	0													
24H,0-24	634	36.5	29.2	7.3	0	1	2	75	148	162	144	70	22	7	3	0													
Sun 19-Nov-23																													
00:00	4	-	26	3.2	0	0	0	0	2	2	0	0	0	0	0	0													
01:00	3	-	33.5	8.8	0	0	0	0	1	0	0	2	0	0	0	0													
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0													
03:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0													
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0													
05:00	1	-	48.5	-	0	0	0	0	0	0	0	0	0	1	0	0													
06:00	1	-	53.5	-	0	0	0	0	0	0	0	0	0	0	1	0													
07:00	8	-	36.6	9.3	0	0	0	0	1	1	2	2	1	0	1	0													
08:00	14	38	30.3	9.6	0	0	0	2	3	4	2	1	0	2	0	0													
09:00	36	34.5	26.4	7.3	0	0	0	11	7	10	3	4	1	0	0	0													
10:00	75	37.4	28.9	7.7	0	0	1	13	12	21	13	12	2	1	0	0													
11:00	57	33.7	27.4	6.2	0	0	0	10	13	19	11	3	1	0	0	0													
12:00	63	36.6	29.5	6.9	0	0	0	8	10	20	14	9	1	1	0	0													
13:00	72	34.6	28.1	6.9	0	0	1	12	14	18	22	3	1	1	0	0													

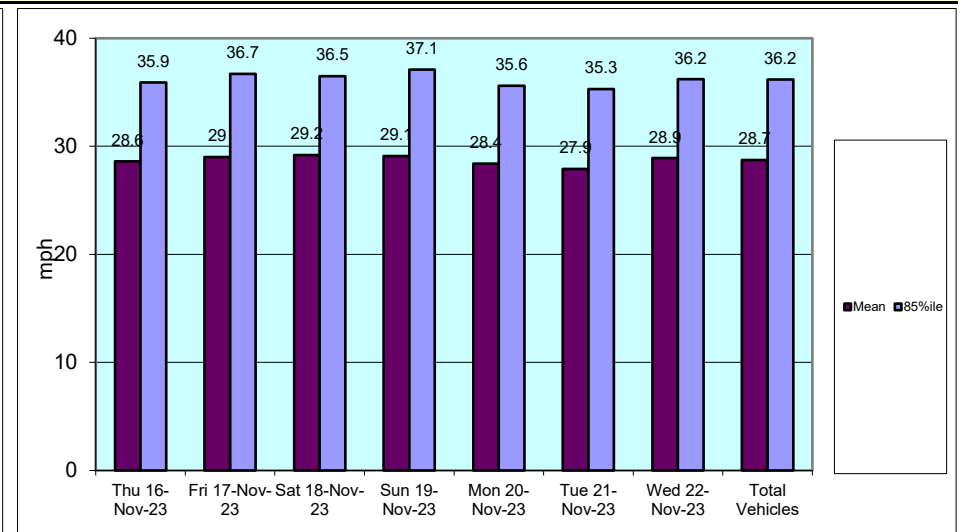
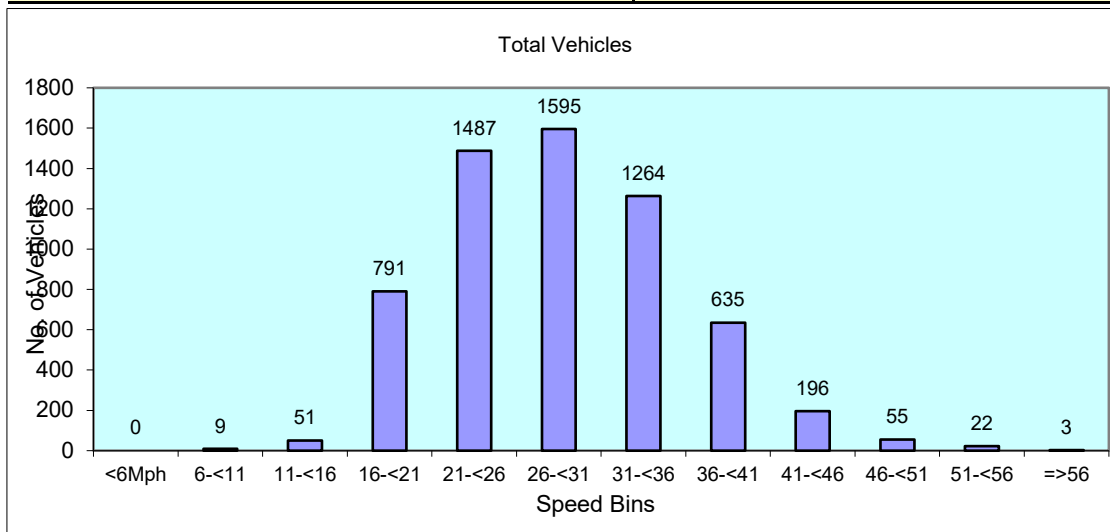
12870 Thu 16-Nov-23 to Wed 22-Nov-23					RAGLAN Channel: Southwestbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
14:00	38	39.8	31.1	8.3	0	0	1	4	6	7	7	9	4	0	0	0
15:00	40	34.4	28.4	6.9	0	0	0	6	8	14	8	1	3	0	0	0
16:00	38	35.7	29.3	7.3	0	0	0	3	11	11	7	3	2	1	0	0
17:00	21	37.7	29.2	7.4	0	0	0	2	7	4	3	4	1	0	0	0
18:00	21	36.6	30.6	7.1	0	0	0	2	2	8	5	3	0	1	0	0
19:00	8	-	30.4	8	0	0	0	1	1	3	1	1	1	0	0	0
20:00	5	-	31.5	12.1	0	0	0	2	0	0	0	2	1	0	0	0
21:00	13	38.6	31.2	8.4	0	0	0	3	1	0	4	5	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
12H,7-19	483	36.6	28.9	7.4	0	0	3	73	94	137	97	54	17	7	1	0
16H,6-22	510	37	29.1	7.5	0	0	3	79	96	140	102	62	19	7	2	0
18H,6-24	511	37	29.1	7.5	0	0	3	79	96	141	102	62	19	7	2	0
24H,0-24	520	37.1	29.1	7.6	0	0	3	79	99	144	102	64	19	8	2	0
Mon 20-Nov-23																
00:00	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	-	32.3	6.4	0	0	0	0	1	0	2	1	0	0	0	0
06:00	19	39.9	34.8	5.9	0	0	0	0	0	6	5	6	1	1	0	0
07:00	52	36.9	28.8	6.5	0	0	0	6	11	19	6	10	0	0	0	0
08:00	119	35.5	28.2	7.5	0	0	0	20	33	26	24	10	4	1	1	0
09:00	70	33.1	26.5	7.8	0	2	0	12	22	18	12	2	0	0	2	0
10:00	52	34.5	28.1	6	0	0	1	4	14	17	11	5	0	0	0	0
11:00	50	35.4	28.4	6.2	0	0	0	5	14	15	9	7	0	0	0	0
12:00	58	34.1	26.7	6.9	0	0	1	14	13	12	14	3	1	0	0	0
13:00	54	35.6	27.5	7	0	0	0	10	16	12	8	7	1	0	0	0
14:00	62	34.7	27.6	7	0	0	1	9	18	16	11	4	3	0	0	0
15:00	84	33.5	25.5	6.7	0	0	1	27	19	16	16	5	0	0	0	0
16:00	93	35.7	29.6	7.6	0	0	0	10	24	20	26	5	5	2	1	0
17:00	115	35.8	29.2	6.5	0	0	0	5	37	33	23	10	7	0	0	0
18:00	44	34.2	29.2	4.7	0	0	0	1	10	17	14	2	0	0	0	0

12870 Thu 16-Nov-23 to Wed 22-Nov-23					RAGLAN Channel: Southwestbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
19:00	32	39.1	32.1	7.1	0	0	0	1	6	7	9	6	2	1	0	0
20:00	21	35.2	28.7	8.2	0	0	0	4	4	6	4	1	1	1	0	0
21:00	10	36	31.5	9.8	0	0	0	1	2	2	3	1	0	0	1	0
22:00	6	-	31.8	6.9	0	0	0	1	0	0	4	1	0	0	0	0
23:00	5	-	32.5	9	0	0	0	0	2	0	1	1	1	0	0	0
12H,7-19	853	35.1	28	6.9	0	2	4	123	231	221	174	70	21	3	4	0
16H,6-22	935	35.5	28.3	7.1	0	2	4	129	243	242	195	84	25	6	5	0
18H,6-24	946	35.5	28.4	7.1	0	2	4	130	245	242	200	86	26	6	5	0
24H,0-24	951	35.6	28.4	7.1	0	2	4	130	246	242	202	88	26	6	5	0
Tue 21-Nov-23																
00:00	3	-	30.2	5.9	0	0	0	0	1	0	2	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	-	28.5	5	0	0	0	0	1	1	1	0	0	0	0	0
05:00	8	-	29.8	9.2	0	0	1	0	2	1	1	3	0	0	0	0
06:00	19	39.7	33.8	6.7	0	0	0	0	2	5	5	5	1	1	0	0
07:00	55	38.9	30.9	7.7	0	0	1	4	10	13	13	9	4	1	0	0
08:00	129	35.2	27.7	6.9	0	0	0	24	33	31	25	14	1	1	0	0
09:00	69	34.9	28.5	6.4	0	0	0	7	18	23	13	5	3	0	0	0
10:00	60	33.2	26.8	6.8	0	0	0	10	22	15	8	4	0	0	1	0
11:00	44	33.1	27.1	6	0	0	0	6	14	14	7	2	1	0	0	0
12:00	77	27.3	22.5	5.7	0	2	5	21	34	11	2	2	0	0	0	0
13:00	68	34.5	27.3	6.9	0	0	0	12	20	19	9	5	3	0	0	0
14:00	67	33.9	27.4	6.2	0	0	0	9	20	24	6	7	1	0	0	0
15:00	92	33.6	27.1	6	0	0	0	13	30	27	15	6	1	0	0	0
16:00	78	34.4	27.6	6.3	0	0	0	12	21	22	16	6	1	0	0	0
17:00	121	35	28.3	6.3	0	0	0	14	31	38	24	13	0	1	0	0
18:00	43	35.1	28.4	5.9	0	0	0	4	10	18	5	6	0	0	0	0
19:00	26	36.8	30.8	7	0	0	0	2	4	7	8	4	0	1	0	0
20:00	18	43	33.8	8.2	0	0	0	1	1	5	6	1	2	2	0	0
21:00	10	43.5	35.5	7.6	0	0	0	0	0	4	2	1	2	1	0	0
22:00	13	43.8	33.1	9.1	0	0	0	0	3	2	6	0	0	1	1	0
23:00	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0

12870 Thu 16-Nov-23 to Wed 22-Nov-23					RAGLAN Channel: Southwestbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
12H,7-19	903	34.7	27.4	6.6	0	2	6	136	263	255	143	79	15	3	1	0
16H,6-22	976	35.1	27.8	6.9	0	2	6	139	270	276	164	90	20	8	1	0
18H,6-24	990	35.2	27.9	6.9	0	2	6	139	273	278	170	91	20	9	2	0
24H,0-24	1004	35.3	27.9	6.9	0	2	7	139	277	280	174	94	20	9	2	0
Wed 22-Nov-23																
00:00	1	-	43.5	-	0	0	0	0	0	0	0	0	1	0	0	0
01:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	10	33.5	28	5.7	0	0	0	0	5	2	2	1	0	0	0	0
05:00	13	39.9	32.7	6.9	0	0	0	0	2	4	3	2	2	0	0	0
06:00	23	43.1	34.6	8.1	0	0	0	0	5	3	4	5	5	1	0	0
07:00	49	36.1	30.4	6.6	0	0	0	3	10	12	16	6	1	1	0	0
08:00	118	36.7	28.6	7.5	0	1	0	17	26	36	18	13	5	2	0	0
09:00	72	34.3	27.2	7.4	0	0	1	17	13	21	13	4	2	1	0	0
10:00	54	33	27.4	6.8	0	0	2	7	10	22	11	1	0	0	1	0
11:00	48	35.6	28.8	6.3	0	0	0	4	13	15	9	6	1	0	0	0
12:00	76	35.3	27.6	7	0	0	1	10	27	15	13	7	3	0	0	0
13:00	60	35.5	28.8	6.7	0	0	1	5	16	15	15	6	2	0	0	0
14:00	71	36.5	29.1	7.5	0	0	1	6	21	17	14	8	3	0	1	0
15:00	89	34	27.2	6.5	0	0	2	12	27	24	17	5	2	0	0	0
16:00	90	35.7	27.7	7.4	0	0	2	16	22	21	16	11	1	1	0	0
17:00	84	37.5	30.4	6.7	0	0	0	8	13	23	23	13	4	0	0	0
18:00	55	35.7	29.1	6.7	0	0	1	5	10	19	12	6	2	0	0	0
19:00	37	42	32.7	8.6	0	0	1	2	5	5	15	2	5	1	1	0
20:00	14	42	33.1	9	0	0	0	0	4	1	6	0	2	0	1	0
21:00	8	-	30.4	12.6	0	0	2	0	1	1	0	2	2	0	0	0
22:00	5	-	30.5	3.1	0	0	0	0	0	3	2	0	0	0	0	0
23:00	4	-	32.3	2.8	0	0	0	0	0	1	3	0	0	0	0	0
12H,7-19	866	35.7	28.5	7.1	0	1	11	110	208	240	177	86	26	5	2	0
16H,6-22	948	36.2	28.9	7.3	0	1	14	112	223	250	202	95	40	7	4	0
18H,6-24	957	36.1	28.9	7.3	0	1	14	112	223	254	207	95	40	7	4	0
24H,0-24	982	36.2	28.9	7.3	0	1	14	112	231	260	212	98	43	7	4	0
Daily Totals																

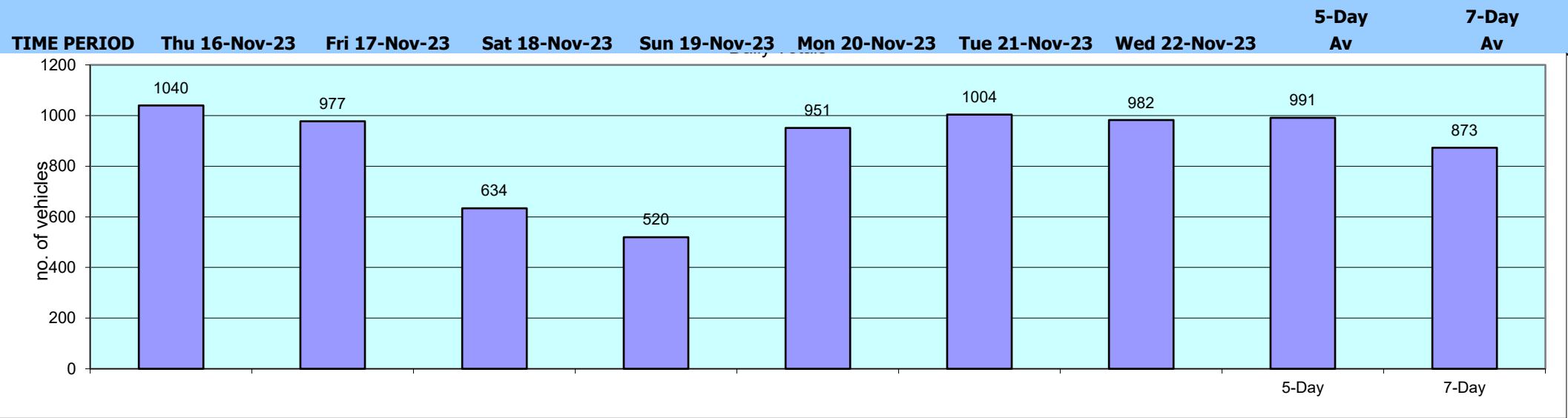
12870 RAGLAN Site No: 12870002 Location Site 2 - Monmouth Rd, Raglan
 Thu 16-Nov-23 to Wed 22-Nov-23 Channel: Southwestbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 16-Nov-23	1040	35.9	28.6	7.3	0	1	13	141	248	266	220	111	27	7	3	3
Fri 17-Nov-23	977	36.7	29	7.4	0	2	8	115	238	241	210	110	39	11	3	0
Sat 18-Nov-23	634	36.5	29.2	7.3	0	1	2	75	148	162	144	70	22	7	3	0
Sun 19-Nov-23	520	37.1	29.1	7.6	0	0	3	79	99	144	102	64	19	8	2	0
Mon 20-Nov-23	951	35.6	28.4	7.1	0	2	4	130	246	242	202	88	26	6	5	0
Tue 21-Nov-23	1004	35.3	27.9	6.9	0	2	7	139	277	280	174	94	20	9	2	0
Wed 22-Nov-23	982	36.2	28.9	7.3	0	1	14	112	231	260	212	98	43	7	4	0
Total Vehicles																
[--]	6108	36.2	28.7	7.3	0	9	51	791	1487	1595	1264	635	196	55	22	3



12870	RAGLAN		Site No: 12870002		Location		Site 2 - Monmouth Rd, Raglan		
			Channel: Southwestbound						
TIME PERIOD	Thu 16-Nov-23	Fri 17-Nov-23	Sat 18-Nov-23	Sun 19-Nov-23	Mon 20-Nov-23	Tue 21-Nov-23	Wed 22-Nov-23	5-Day Av	7-Day Av
Week Begin: 16-Nov-23									
00:00	3	6	3	4	1	3	1	3	3
01:00	0	2	1	3	0	0	1	1	1
02:00	1	1	0	0	0	0	0	0	0
03:00	1	0	1	1	0	0	0	0	0
04:00	2	4	0	0	0	3	10	4	3
05:00	4	11	0	1	4	8	13	8	6
06:00	23	15	2	1	19	19	23	20	15
07:00	55	43	10	8	52	55	49	51	39
08:00	113	101	32	14	119	129	118	116	89
09:00	62	61	53	36	70	69	72	67	60
10:00	72	78	66	75	52	60	54	63	65
11:00	62	67	64	57	50	44	48	54	56
12:00	65	63	73	63	58	77	76	68	68
13:00	79	62	67	72	54	68	60	65	66
14:00	77	63	46	38	62	67	71	68	61
15:00	70	95	39	40	84	92	89	86	73
16:00	96	92	46	38	93	78	90	90	76
17:00	114	102	41	21	115	121	84	107	85
18:00	57	34	25	21	44	43	55	47	40
19:00	29	32	24	8	32	26	37	31	27
20:00	24	18	18	5	21	18	14	19	17
21:00	16	13	9	13	10	10	8	11	11
22:00	9	7	10	0	6	13	5	8	7
23:00	6	7	4	1	5	1	4	5	4
12H,7-19	922	861	562	483	853	903	866	881	779
16H,6-22	1014	939	615	510	935	976	948	962	848
18H,6-24	1029	953	629	511	946	990	957	975	859
24H,0-24	1040	977	634	520	951	1004	982	991	873
Am	08:00	08:00	10:00	10:00	08:00	08:00	08:00		
Peak	113	101	66	75	119	129	118		
Pm	17:00	17:00	12:00	13:00	17:00	17:00	16:00		
Peak	114	102	73	72	115	121	90		

Daily Totals



Classification Schemes

Scheme F Classification Scheme (Non-metric)

Scheme F is an attempt to implement the FWHA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

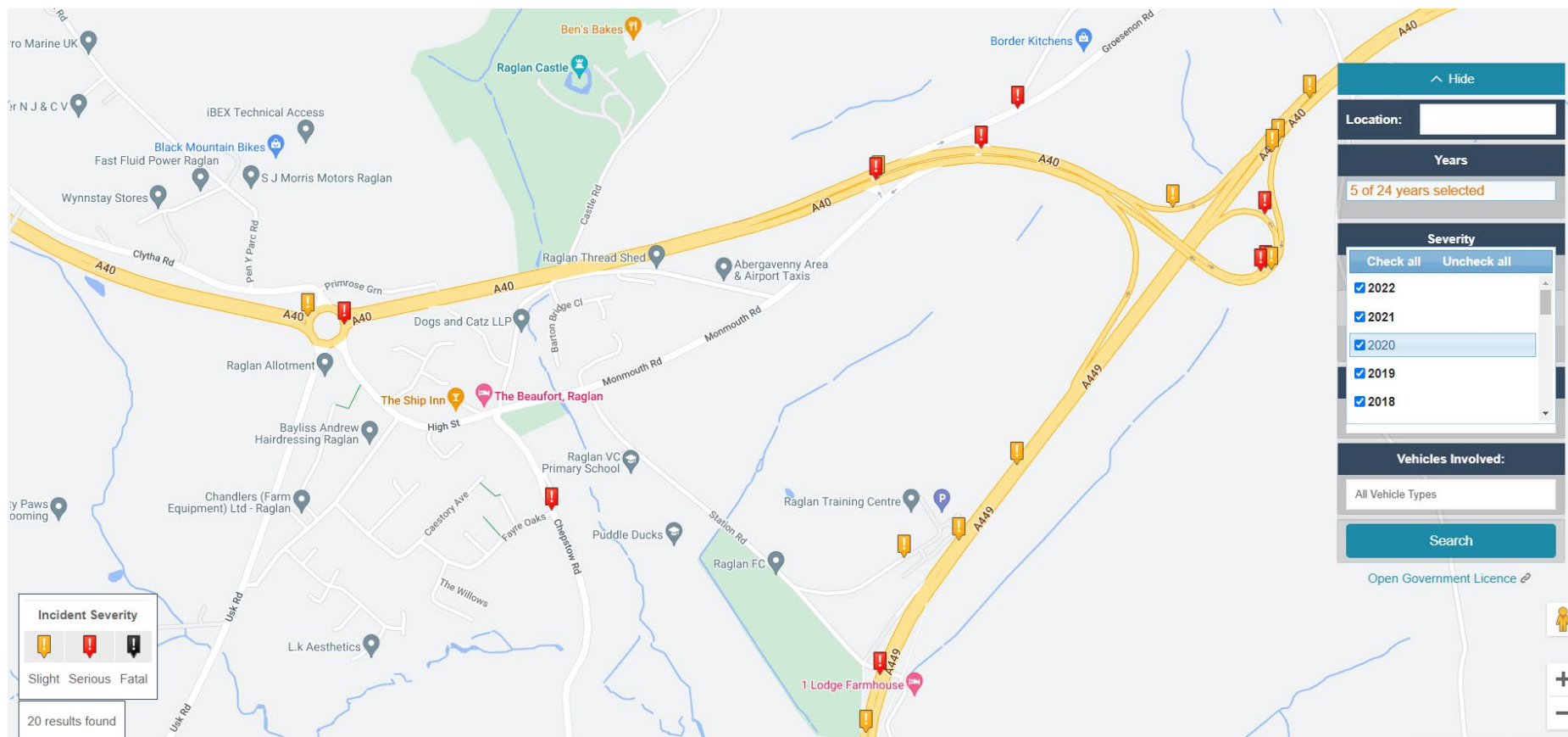
Class	Vehicle Type	No. of Axles	Axle spacing in feet				
			Axle 1 to 2	Axle 2 to 3	Axle 3 to 4	Axle 4 to 5	Axle 5 to 6
1	motorcycle	2	<6.0				
2	passenger car	2	6.0 - 10.0				
	car + 1 axle trailer	3	<10.0	10.0 - 18.0			
	car + 2 axle trailer	4	<10.0		<3.5		
3	pickup	2	10.0 - 15.0				
	pickup + 1 axle trailer	3	10.0 - 15.0	10.0 - 18.0			
	pickup + 2 axle trailer	4	10.0 - 15.0		<3.5		
	pickup + 3 axle trailer	5	9.9 - 15.0			<3.5	
4	Traditional bus/coach	2	>20.0				
	Traditional bus/coach	3	>19.0				
5	single unit truck/bus - dual rear axle	2	14.9 - 20.0			<3.5	
6	3 axle truck	3		<18.0			
7	4 axle truck	4					
8	2S1	3		>18.0			
	2S2	4		>5.0	>3.5		
	3S1	4		<5.0	>10.0		
9	3S2	5		<6.1		3.5 - 8.0	
	5 axle combination	5					
10	6 axle combination	6			3.5 - 5.0		
	3S3	6					
11	2S1-2	5		>6.0			
12	3S1-2	6					>10.0
13	truck	7 or more					

T21567

Land South of Monmouth Road, Raglan

Appendix C

Personal Injury Accident (PIA) Data



Source – Crashmap.co.uk (2024)

T21567

Land South of Monmouth Road, Raglan

Appendix D

TRICS Output – Residential

Calculation Reference: AUDIT-141301-231204-1251

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	2 days
	KC KENT	1 days
	SC SURREY	2 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	DV DEVON	2 days
	SD SWINDON	1 days
	SM SOMERSET	2 days
	TB TORBAY	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	3 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS LEEDS	1 days
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	2 days
	GM GREATER MANCHESTER	1 days
09	NORTH	
	DH DURHAM	2 days
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	1 days
11	SCOTLAND	
	HI HIGHLAND	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 136 (units:)
 Range Selected by User: 10 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 29/06/23

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	6 days
Tuesday	6 days
Wednesday	8 days
Thursday	9 days
Friday	4 days

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

Selected survey types:

Manual count	32 days
Directional ATC Count	1 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	15
Neighbourhood Centre (PPS6 Local Centre)	18

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

Selected Location Sub Categories:

Residential Zone	20
Village	13

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	10 days - Selected
Servicing vehicles Excluded	46 days - Selected

Secondary Filtering selection:

Use Class:

C3	33 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	7 days
5,001 to 10,000	11 days
10,001 to 15,000	3 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	5 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	5 days
25,001 to 50,000	5 days
50,001 to 75,000	5 days
75,001 to 100,000	5 days
100,001 to 125,000	2 days
125,001 to 250,000	7 days
250,001 to 500,000	3 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	8 days
1.1 to 1.5	22 days
1.6 to 2.0	3 days

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

Travel Plan:

Yes	10 days
No	23 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	33 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		CESHIRE 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	AC-03-A-06	DETACHED HOUSES		CESHIRE WEST & CHESTER
	COMMON LANE			
	NEAR CHESTER			
	WAVERTON			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:	99		
	Survey date: FRIDAY	29/04/22	Survey Type: MANUAL	
3	CA-03-A-08	DETACHED & SEMI-DETACHED		CAMBRIDGESHIRE
	GIDDING ROAD			
	SAWTRY			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:	83		
	Survey date: THURSDAY	13/10/22	Survey Type: MANUAL	
4	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	
5	DH-03-A-02	MIXED HOUSES		DURHAM
	LEAZES LANE			
	BISHOP AUCKLAND			
	ST HELEN AUCKLAND			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total No of Dwellings:	125		
	Survey date: MONDAY	27/03/17	Survey Type: MANUAL	
6	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	
7	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	
8	GM-03-A-11	TERRACED & SEMI-DETACHED		GREATER MANCHESTER
	RUSHFORD STREET			
	MANCHESTER			
	LEVENSHULME			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total No of Dwellings:	37		
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-03-A-23 CANADA WAY LIPHOOK	HOUSES & FLATS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 Survey date: TUESDAY 19/11/19		
10	HC-03-A-32 GREEN LANE FARNHAM WEYBOURNE	MIXED HOUSES & FLATS	HAMPSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 105 Survey date: THURSDAY 29/06/23		
11	HI-03-A-14 KING BRUDE ROAD INVERNESS SCORGUIE	SEMI-DETACHED & TERRACED	HIGHLAND
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 40 Survey date: WEDNESDAY 23/03/16		
12	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 Survey date: THURSDAY 14/07/16		
13	LE-03-A-02 MELBOURNE ROAD IBSTOCK	DETACHED & OTHERS	LEICESTERSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 85 Survey date: THURSDAY 28/06/18		
14	LS-03-A-01 SPRING VALLEY CRESCENT LEEDS BRAMLEY	MIXED HOUSING	LEEDS
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 46 Survey date: WEDNESDAY 21/09/16		
15	NF-03-A-27 YARMOUTH ROAD NEAR NORWICH BLOFIELD	MIXED HOUSES & FLATS	NORFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 93 Survey date: THURSDAY 16/09/21		
16	NF-03-A-44 MILL LANE NEAR NORWICH HORSFORD	MIXED HOUSES	NORFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 125 Survey date: WEDNESDAY 21/09/22		
			Survey Type: DIRECTIONAL ATC COUNT

LIST OF SITES relevant to selection parameters (Cont.)

17	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
18	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
19	PB-03-A-04	DETACHED HOUSES	PETERBOROUGH
	EASTFIELD ROAD		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	28	
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL
20	PS-03-A-02	DETACHED / SEMI-DETACHED	POWYS
	GUNROG ROAD		
	WELSHPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	28	
	Survey date: MONDAY	11/05/15	Survey Type: MANUAL
21	SC-03-A-09	MIXED HOUSES & FLATS	SURREY
	AMLETS LANE		
	CRANLEIGH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	136	
	Survey date: TUESDAY	24/05/22	Survey Type: MANUAL
22	SC-03-A-10	MIXED HOUSES	SURREY
	GUILDFORD ROAD		
	ASH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	32	
	Survey date: WEDNESDAY	14/09/22	Survey Type: MANUAL
23	SD-03-A-01	SEMI DETACHED	SWINDON
	HEADLANDS GROVE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: THURSDAY	22/09/16	Survey Type: MANUAL
24	SF-03-A-06	DETACHED & SEMI-DETACHED	SUFFOLK
	BURY ROAD		
	KENTFORD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	38	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

25	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			
26	SM-03-A-02 HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL	MIXED HOUSES		SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 42 Survey date: TUESDAY 25/09/18			
27	SM-03-A-03 HYDE LANE NEAR TAUNTON CREECH ST MICHAEL	MIXED HOUSES		SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 41 Survey date: TUESDAY 25/09/18			
28	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			
29	TW-03-A-03 STATION ROAD NEAR NEWCASTLE BACKWORTH	MIXED HOUSES		TYNE & WEAR
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 33 Survey date: FRIDAY 13/11/15			
30	WK-03-A-03 BRESE AVENUE WARWICK GUYS CLIFFE	DETACHED HOUSES		WARWICKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 23 Survey date: WEDNESDAY 25/09/19			
31	WM-03-A-04 OSBORNE ROAD COVENTRY EARLSDON	TERRACED HOUSES		WEST MIDLANDS
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 39 Survey date: MONDAY 21/11/16			
32	WS-03-A-07 EMMS LANE NEAR HORSHAM BROOKS GREEN	BUNGALOWS		WEST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 57 Survey date: THURSDAY 19/10/17			

Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

33

WS-03-A-16

DETACHED & SEMI-DETACHED

WEST SUSSEX

BRACKLESHAM LANE

BRACKLESHAM BAY

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 58

Survey date: WEDNESDAY 09/11/22

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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AC-03-A-05	COVID
BY-03-A-01	COVID
CA-03-A-07	COVID
ES-03-A-06	COVID
GS-03-A-02	COVID
NM-03-A-02	COVID
NN-03-A-01	COVID
SE-03-A-01	COVID
SF-03-A-08	COVID

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	33	59	0.067	33	59	0.265	33	59	0.332
08:00 - 09:00	33	59	0.136	33	59	0.324	33	59	0.460
09:00 - 10:00	33	59	0.140	33	59	0.169	33	59	0.309
10:00 - 11:00	33	59	0.135	33	59	0.159	33	59	0.294
11:00 - 12:00	33	59	0.126	33	59	0.147	33	59	0.273
12:00 - 13:00	33	59	0.165	33	59	0.159	33	59	0.324
13:00 - 14:00	33	59	0.153	33	59	0.157	33	59	0.310
14:00 - 15:00	33	59	0.151	33	59	0.175	33	59	0.326
15:00 - 16:00	33	59	0.240	33	59	0.161	33	59	0.401
16:00 - 17:00	33	59	0.258	33	59	0.156	33	59	0.414
17:00 - 18:00	33	59	0.292	33	59	0.152	33	59	0.444
18:00 - 19:00	33	59	0.231	33	59	0.135	33	59	0.366
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.094			2.159			4.253

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

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

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Parameter summary

Trip rate parameter range selected:	10 - 136 (units:)
Survey date range:	01/01/15 - 29/06/23
Number of weekdays (Monday-Friday):	33
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	14
Surveys manually removed from selection:	9

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

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Land South of Monmouth Road, Raglan

Appendix E

Census 2011 – Distribution Data

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

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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

usual residence			
W02000340 :			
Monmouthshire			
005			
place of work : 2011 super output area - middle layer			
W02000339 : Monmouthshire 004	271	21	
W02000340 : Monmouthshire 005	225	17	
W02000336 : Monmouthshire 001	206	16	
W02000341 : Monmouthshire 006	110	8	
W02000360 : Newport 014	38	3	
W02000330 : Torfaen 008	37	3	
W02000338 : Monmouthshire 003	35	3	
W02000337 : Monmouthshire 002	34	3	
W02000327 : Torfaen 005	30	2	
W02000326 : Torfaen 004	28	2	
W02000335 : Torfaen 013	26	2	
W02000343 : Monmouthshire 008	26	2	
W02000398 : Cardiff 032	25	2	
W02000342 : Monmouthshire 007	25	2	
W02000347 : Newport 001	24	2	
E02002926 : Herefordshire 022	23	2	
W02000366 : Newport 020	23	2	
W02000332 : Torfaen 010	21	2	
W02000350 : Newport 004	21	2	
W02000345 : Monmouthshire 010	20	2	
E02002927 : Herefordshire 023	18	1	
W02000361 : Newport 015	17	1	
W02000369 : Cardiff 003	16	1	
W02000295 : Caerphilly 006	16	1	
W02000328 : Torfaen 006	15	1	
W02000344 : Monmouthshire 009	15	1	
W02000114 : Powys 018	14	1	
W02000323 : Torfaen 001	14	1	
E02004632 : Forest of Dean 007	13	1	
W02000364 : Newport 018	13	1	
E02002916 : Herefordshire 012	12	1	

Likely to be trips within Raglan on Foot - Therefore removed

East A40	27.6	28%	66	66%
West A40	24.7	25%	35	35%
East A40 South A429	38.2	38%		
West Chepstow Road	10.4	10%		

E02002925 : Herefordshire 021	12	1
E02003106 : South Gloucestershire 017	12	1
W02000315 : Blaenau Gwent 002	12	1
W02000346 : Monmouthshire 011	12	1
E02004635 : Forest of Dean 010	11	1
W02000329 : Torfaen 007	11	1
W02000423 : Cardiff 049	10	1
W02000377 : Cardiff 011	9	1
W02000358 : Newport 012	9	1
E02003100 : South Gloucestershire 011	8	1
W02000318 : Blaenau Gwent 005	8	1
E02003043 : Bristol 032	7	1
	1,307	

E02002924 : Herefordshire 020	6	0
E02003098 : South Gloucestershire 009	6	0
W02000113 : Powys 017	6	0
W02000392 : Cardiff 026	6	0
W02000319 : Blaenau Gwent 006	6	0
	2,869	

E02003094 : South Gloucestershire 005	5	0
E02004626 : Forest of Dean 001	5	0
E02004629 : Forest of Dean 004	5	0
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W02000384 : Cardiff 018	5	0
W02000399 : Cardiff 033	5	0
W02000400 : Cardiff 034	5	0
W02000404 : Cardiff 038	5	0
W02000277 : Rhondda Cynon Taf 026	5	0
W02000316 : Blaenau Gwent 003	5	0
W02000317 : Blaenau Gwent 004	5	0
E02002914 : Herefordshire 010	4	0
E02006887 : Bristol 054	4	0
E02004634 : Forest of Dean 009	4	0
W02000111 : Powys 015	4	0
W02000394 : Cardiff 028	4	0
W02000286 : Merthyr Tydfil 004	4	0
W02000353 : Newport 007	4	0
W02000356 : Newport 010	4	0
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E02006719 : Malvern Hills 010	3	0

E02003015 : Bristol 004	3	0
E02003019 : Bristol 008	3	0
E02003073 : North Somerset 009	3	0
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E02004639 : Gloucester 004	3	0
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W02000273 : Rhondda Cynon Taf 022	3	0
W02000302 : Caerphilly 013	3	0
W02000306 : Caerphilly 017	3	0
W02000309 : Caerphilly 020	3	0
W02000314 : Blaenau Gwent 001	3	0
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W02000386 : Cardiff 020	2	0
W02000395 : Cardiff 029	2	0
W02000403 : Cardiff 037	2	0
W02000412 : Cardiff 046	2	0
W02000276 : Rhondda Cynon Taf 025	2	0
W02000415 : Merthyr Tydfil 008	2	0

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W02000322 : Blaenau Gwent 009	2	0
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E02003837 : Cheshire East 049	1
E02005747 : Craven 006	1
E02001570 : Doncaster 032	1
E02001602 : Rotherham 025	1
E02002809 : Derby 014	1
E02002834 : Leicester 008	1
E02006904 : Nottingham 039	1
E02005386 : Hinckley and Bosworth 010	1
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E02002937 : Telford and Wrekin 010	1
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E02003427 : Windsor and Maidenhead 007	1
E02003454 : Wokingham 016	1
E02003695 : South Bucks 008	1
E02004683 : Basingstoke and Deane 009	1
E02004690 : Basingstoke and Deane 016	1
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E02004727 : Fareham 001	1
E02005992 : Vale of White Horse 015	1
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E02006003 : West Oxfordshire 011	1
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E02003182 : Bournemouth 011	1
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E02004625 : Cotswold 011	1
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E02004666 : Tewkesbury 001	1
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E02006068 : Sedgemoor 008	1
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W02000107 : Powys 011	1
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W02000143 : Carmarthenshire 002	1
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W02000172 : Swansea 005	1
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W02000271 : Rhondda Cynon Taf 020	1
W02000278 : Rhondda Cynon Taf 027	1
W02000281 : Rhondda Cynon Taf 030	1
W02000284 : Merthyr Tydfil 002	1
W02000287 : Merthyr Tydfil 005	1
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W02000305 : Caerphilly 016	0
W02000307 : Caerphilly 018	0
W02000308 : Caerphilly 019	0
W02000312 : Caerphilly 023	0
W02000333 : Torfaen 011	0
W02000349 : Newport 003	0
W02000363 : Newport 017	0

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

T21567

Land South of Monmouth Road, Raglan

Appendix F

Junctions 10 PICADY Output – Site Access Junction

Junctions 10				
PICADY 10 - Priority Intersection Module				
Version: 10.1.1.1905				
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Filename: T21567 - Monmouth Rd E, Development Site, Monmouth Rd W.j10
 Path: C:\Users\ConnorRead\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\2021\T21567
 Raglan\Junction Assessments\Picady
 Report generation date: 30/01/2024 12:27:38

»2028 + Committed + Dev Traffic, AM
 »2028 + Committed + Dev Traffic, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2028 + Committed + Dev Traffic										
Stream B-AC	D1	0.0	8.66	0.05	A	D2	0.0	8.24	0.02	A
Stream C-AB		0.0	6.14	0.01	A		0.0	6.22	0.01	A

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	Site Access Junction
Location	Raglan
Site number	
Date	13/12/2023
Version	
Status	(new file)
Identifier	
Client	Richborough
Jobnumber	T21567
Enumerator	AzureAD\JasminRema
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2028 + Committed + Dev Traffic	AM	ONE HOUR	07:45	09:15	15
D2	2028 + Committed + Dev Traffic	PM	ONE HOUR	18:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2028 + Committed + Dev Traffic, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.74	A

Arms

Arms

Arm	Name	Description	Arm type
A	Monmouth Rd E		Major
B	Development Site		Minor
C	Monmouth Rd W		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.00			0.0	✓	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 (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.20	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	440	0.080	0.202	0.127	0.289
B-C	574	0.088	0.222	-	-
C-B	574	0.222	0.222	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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)
D1	2028 + Committed + Dev Traffic	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	142	100.000
B		✓	18	100.000
C		✓	80	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	5	137
	B	12	0	6
	C	77	3	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	9
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	8.66	0.0	A
C-AB	0.01	6.14	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	448	0.030	13	0.0	8.274	A
C-AB	3	590	0.004	2	0.0	6.139	A
C-A	58			58			
A-B	4			4			
A-C	103			103			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	443	0.037	16	0.0	8.435	A
C-AB	3	594	0.005	3	0.0	6.112	A
C-A	69			69			
A-B	4			4			
A-C	123			123			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	435	0.046	20	0.0	8.664	A
C-AB	4	599	0.006	4	0.0	6.075	A
C-A	84			84			
A-B	6			6			
A-C	151			151			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	435	0.046	20	0.0	8.664	A
C-AB	4	599	0.006	4	0.0	6.077	A
C-A	84			84			
A-B	6			6			
A-C	151			151			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	443	0.037	16	0.0	8.436	A
C-AB	3	594	0.005	3	0.0	6.119	A
C-A	69			69			
A-B	4			4			
A-C	123			123			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	448	0.030	14	0.0	8.280	A
C-AB	3	590	0.004	3	0.0	6.142	A
C-A	58			58			
A-B	4			4			
A-C	103			103			

2028 + Committed + Dev Traffic, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.53	A

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)
D2	2028 + Committed + Dev Traffic	PM	ONE HOUR	18:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	129	100.000
B		✓	8	100.000
C		✓	65	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	10	119
	B	5	0	3
	C	59	6	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	10
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	8.24	0.0	A
C-AB	0.01	6.22	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	457	0.013	6	0.0	7.979	A
C-AB	5	583	0.008	5	0.0	6.224	A
C-A	44			44			
A-B	8			8			
A-C	90			90			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	452	0.016	7	0.0	8.088	A
C-AB	6	585	0.010	6	0.0	6.215	A
C-A	52			52			
A-B	9			9			
A-C	107			107			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	446	0.020	9	0.0	8.242	A
C-AB	7	588	0.013	7	0.0	6.202	A
C-A	64			64			
A-B	11			11			
A-C	131			131			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	446	0.020	9	0.0	8.242	A
C-AB	7	588	0.013	7	0.0	6.205	A
C-A	64			64			
A-B	11			11			
A-C	131			131			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	452	0.016	7	0.0	8.089	A
C-AB	6	585	0.010	6	0.0	6.215	A
C-A	52			52			
A-B	9			9			
A-C	107			107			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	457	0.013	6	0.0	7.982	A
C-AB	5	583	0.008	5	0.0	6.225	A
C-A	44			44			
A-B	8			8			
A-C	90			90			

T21567

Land South of Monmouth Road, Raglan

Appendix G

Groesenon Road/A40 West/ A40 East

Junctions 10										
PICADY 10 - Priority Intersection Module										
Version: 10.1.1.1905										
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Filename: NEW A40 W, Groesenon Rd, A40 E.j10

Path: C:\Users\ConnorRead\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\2021\T21567
Raglan\Junction Assessments\Picady

Report generation date: 30/01/2024 12:28:50

- »2023, AM
- »2023, PM
- »2028, AM
- »2028, PM
- »2028 + Committed Dev , AM
- »2028 + Committed Dev , PM
- »2028 + Committed + Dev Traffic, AM
- »2028 + Committed + Dev Traffic, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2023									
Stream B-AC	D1	1.7	58.54	0.62	F	D2	1.0	34.03	0.52	D
Stream C-AB		0.4	5.59	0.14	A		0.4	4.04	0.15	A
	2028									
Stream B-AC	D3	1.8	59.54	0.67	F	D4	1.2	37.32	0.55	E
Stream C-AB		0.4	4.87	0.15	A		0.5	3.70	0.16	A
	2028 + Committed Dev									
Stream B-AC	D5	1.8	59.54	0.67	F	D6	1.2	37.32	0.55	E
Stream C-AB		0.4	4.87	0.15	A		0.5	3.70	0.16	A
	2028 + Committed + Dev Traffic									
Stream B-AC	D7	1.8	59.54	0.67	F	D8	1.2	37.32	0.55	E
Stream C-AB		0.4	4.87	0.15	A		0.5	3.70	0.16	A

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

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

File summary

File Description

Title	A40/Grosvenor Road
Location	Raglan
Site number	
Date	04/01/2024
Version	
Status	(new file)
Identifier	
Client	Richborough
Jobnumber	T21567
Enumerator	AzureAD\JasminRema
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023	AM	ONE HOUR	07:45	09:15	15
D2	2023	PM	ONE HOUR	16:45	18:15	15
D3	2028	AM	ONE HOUR	07:45	09:15	15
D4	2028	PM	ONE HOUR	16:45	18:15	15
D5	2028 + Committed Dev	AM	ONE HOUR	07:45	09:15	15
D6	2028 + Committed Dev	PM	ONE HOUR	16:45	18:15	15
D7	2028 + Committed + Dev Traffic	AM	ONE HOUR	07:45	09:15	15
D8	2028 + Committed + Dev Traffic	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.80	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.80	A

Arms

Arms

Arm	Name	Description	Arm type
A	A40 W		Major
B	Groesenon Road		Minor
C	A40 W		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.00			0.0	✓	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 (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.20	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	440	0.080	0.202	0.127	0.289
B-C	574	0.088	0.222	-	-
C-B	574	0.222	0.222	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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)
D1	2023	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	916	100.000
B		✓	104	100.000
C		✓	851	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	63	853
	B	67	0	37
	C	635	26	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	9	13
	B	11	0	19
	C	18	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.62	56.54	1.7	F
C-AB	0.14	5.59	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	284	0.276	77	0.4	19.623	C
C-AB	50	787	0.063	49	0.1	5.556	A
C-A	448			448			
A-B	47			47			
A-C	642			642			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	243	0.384	92	0.7	28.934	D
C-AB	74	838	0.088	73	0.2	5.386	A
C-A	520			520			
A-B	57			57			
A-C	767			767			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	115	188	0.617	111	1.6	52.359	F
C-AB	123	913	0.135	122	0.4	5.244	A
C-A	605			605			
A-B	69			69			
A-C	939			939			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	115	188	0.617	114	1.7	56.536	F
C-AB	123	914	0.135	123	0.4	5.271	A
C-A	604			604			
A-B	69			69			
A-C	939			939			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	243	0.384	97	0.7	28.717	D
C-AB	74	839	0.088	75	0.2	5.444	A
C-A	520			520			
A-B	57			57			
A-C	767			767			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	284	0.276	79	0.4	20.176	C
C-AB	50	787	0.064	51	0.1	5.595	A
C-A	447			447			
A-B	47			47			
A-C	642			642			

2023, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.43	A

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)
D2	2023	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	548	100.000
B		✓	104	100.000
C		✓	1016	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	65	483
	B	71	0	33
	C	993	23	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	2	9
	B	0	0	6
	C	11	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.52	34.03	1.0	D
C-AB	0.15	4.04	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	307	0.255	77	0.3	15.838	C
C-AB	63	1030	0.061	63	0.1	4.012	A
C-A	702			702			
A-B	49			49			
A-C	364			364			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	272	0.344	93	0.5	20.358	C
C-AB	100	1127	0.089	100	0.2	3.791	A
C-A	813			813			
A-B	58			58			
A-C	434			434			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	115	222	0.516	113	1.0	32.933	D
C-AB	187	1286	0.147	186	0.4	3.634	A
C-A	932			932			
A-B	72			72			
A-C	532			532			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	115	222	0.516	114	1.0	34.031	D
C-AB	187	1287	0.148	187	0.4	3.655	A
C-A	931			931			
A-B	72			72			
A-C	532			532			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	272	0.344	95	0.6	20.998	C
C-AB	101	1128	0.089	102	0.2	3.833	A
C-A	813			813			
A-B	58			58			
A-C	434			434			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	307	0.255	79	0.4	16.138	C
C-AB	64	1030	0.062	64	0.1	4.039	A
C-A	701			701			
A-B	49			49			
A-C	364			364			

2028, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.96	A

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)
D3	2028	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	941	100.000
B		✓	107	100.000
C		✓	679	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From	A	B	C	
	0	65	876	
	69	0	38	
	652	27	0	

Vehicle Mix

Heavy Vehicle %

	To			
From	A	B	C	
	0	0	0	
	0	0	0	
	0	0	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.67	59.54	1.8	F
C-AB	0.15	4.87	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	278	0.290	79	0.4	17.955	C
C-AB	53	794	0.067	53	0.1	4.880	A
C-A	458			458			
A-B	49			49			
A-C	659			659			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	98	236	0.407	95	0.7	25.298	D
C-AB	79	847	0.094	79	0.2	4.694	A
C-A	531			531			
A-B	58			58			
A-C	788			788			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	118	177	0.667	114	1.7	53.910	F
C-AB	134	925	0.145	133	0.4	4.552	A
C-A	614			614			
A-B	72			72			
A-C	984			984			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	118	177	0.667	117	1.8	59.537	F
C-AB	134	925	0.145	134	0.4	4.582	A
C-A	613			613			
A-B	72			72			
A-C	984			984			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	236	0.407	101	0.7	27.321	D
C-AB	80	847	0.094	81	0.2	4.703	A
C-A	531			531			
A-B	58			58			
A-C	788			788			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	278	0.290	82	0.4	18.467	C
C-AB	54	794	0.068	54	0.1	4.869	A
C-A	458			458			
A-B	49			49			
A-C	659			659			

2028 , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.63	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.63	A

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)
D4	2028	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	564	100.000
B		✓	107	100.000
C		✓	1045	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		A	B	C	
	A	0	67	497	
	B	73	0	34	
	C	1021	24	0	

Vehicle Mix

Heavy Vehicle %

		To			
From		A	B	C	
	A	0	0	0	
	B	0	0	0	
	C	0	0	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.55	37.32	1.2	E
C-AB	0.16	3.70	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	302	0.267	79	0.4	16.053	C
C-AB	69	1043	0.066	68	0.1	3.692	A
C-A	718			718			
A-B	50			50			
A-C	374			374			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	286	0.362	95	0.5	21.025	C
C-AB	110	1144	0.096	109	0.2	3.482	A
C-A	830			830			
A-B	60			60			
A-C	447			447			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	118	214	0.551	115	1.1	35.796	E
C-AB	209	1288	0.162	208	0.5	3.337	A
C-A	941			941			
A-B	74			74			
A-C	547			547			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	118	214	0.552	118	1.2	37.322	E
C-AB	210	1289	0.163	210	0.5	3.342	A
C-A	941			941			
A-B	74			74			
A-C	547			547			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	266	0.362	99	0.6	21.829	C
C-AB	110	1145	0.096	111	0.2	3.487	A
C-A	829			829			
A-B	60			60			
A-C	447			447			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	302	0.267	81	0.4	16.388	C
C-AB	69	1044	0.066	69	0.1	3.696	A
C-A	718			718			
A-B	50			50			
A-C	374			374			

2028 + Committed Dev , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.96	A

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)
D5	2028 + Committed Dev	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	941	100.000
B		✓	107	100.000
C		✓	679	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	65	876
	B	69	0	38
	C	652	27	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.67	59.54	1.8	F
C-AB	0.15	4.87	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	278	0.290	79	0.4	17.955	C
C-AB	53	794	0.067	53	0.1	4.880	A
C-A	458			458			
A-B	49			49			
A-C	659			659			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	236	0.407	95	0.7	25.298	D
C-AB	79	847	0.094	79	0.2	4.694	A
C-A	531			531			
A-B	58			58			
A-C	788			788			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	118	177	0.667	114	1.7	53.910	F
C-AB	134	925	0.145	133	0.4	4.552	A
C-A	614			614			
A-B	72			72			
A-C	964			964			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	118	177	0.667	117	1.8	59.537	F
C-AB	134	925	0.145	134	0.4	4.562	A
C-A	613			613			
A-B	72			72			
A-C	964			964			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	236	0.407	101	0.7	27.321	D
C-AB	80	847	0.094	81	0.2	4.703	A
C-A	531			531			
A-B	58			58			
A-C	788			788			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	278	0.290	82	0.4	18.467	C
C-AB	54	794	0.068	54	0.1	4.869	A
C-A	458			458			
A-B	49			49			
A-C	659			659			

2028 + Committed Dev , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.63	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.63	A

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)
D6	2028 + Committed Dev	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	564	100.000
B		✓	107	100.000
C		✓	1045	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	67	497
	B	73	0	34
	C	1021	24	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.55	37.32	1.2	E
C-AB	0.16	3.70	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	302	0.267	79	0.4	16.053	C
C-AB	69	1043	0.066	68	0.1	3.692	A
C-A	718			718			
A-B	50			50			
A-C	374			374			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	286	0.362	95	0.5	21.025	C
C-AB	110	1144	0.096	109	0.2	3.482	A
C-A	830			830			
A-B	60			60			
A-C	447			447			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	118	214	0.551	115	1.1	35.796	E
C-AB	209	1288	0.162	208	0.5	3.337	A
C-A	941			941			
A-B	74			74			
A-C	547			547			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	118	214	0.552	118	1.2	37.322	E
C-AB	210	1289	0.163	210	0.5	3.342	A
C-A	941			941			
A-B	74			74			
A-C	547			547			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	266	0.362	99	0.6	21.829	C
C-AB	110	1145	0.096	111	0.2	3.487	A
C-A	829			829			
A-B	60			60			
A-C	447			447			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	302	0.267	81	0.4	16.388	C
C-AB	69	1044	0.066	69	0.1	3.696	A
C-A	718			718			
A-B	50			50			
A-C	374			374			

2028 + Committed + Dev Traffic, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.96	A

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)
D7	2028 + Committed + Dev Traffic	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	941	100.000
B		✓	107	100.000
C		✓	679	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	65	876
	B	69	0	38
	C	652	27	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.67	59.54	1.8	F
C-AB	0.15	4.87	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	278	0.290	79	0.4	17.955	C
C-AB	53	794	0.067	53	0.1	4.880	A
C-A	458			458			
A-B	49			49			
A-C	659			659			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	236	0.407	95	0.7	25.298	D
C-AB	79	847	0.094	79	0.2	4.694	A
C-A	531			531			
A-B	58			58			
A-C	788			788			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	118	177	0.667	114	1.7	53.910	F
C-AB	134	925	0.145	133	0.4	4.552	A
C-A	614			614			
A-B	72			72			
A-C	964			964			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	118	177	0.667	117	1.8	59.537	F
C-AB	134	925	0.145	134	0.4	4.562	A
C-A	613			613			
A-B	72			72			
A-C	964			964			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	236	0.407	101	0.7	27.321	D
C-AB	80	847	0.094	81	0.2	4.703	A
C-A	531			531			
A-B	58			58			
A-C	788			788			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	278	0.290	82	0.4	18.467	C
C-AB	54	794	0.068	54	0.1	4.869	A
C-A	458			458			
A-B	49			49			
A-C	659			659			

2028 + Committed + Dev Traffic, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.63	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.63	A

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)
D8	2028 + Committed + Dev Traffic	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	564	100.000
B		✓	107	100.000
C		✓	1045	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	67	497
	B	73	0	34
	C	1021	24	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.55	37.32	1.2	E
C-AB	0.16	3.70	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	302	0.267	79	0.4	16.053	C
C-AB	69	1043	0.066	68	0.1	3.692	A
C-A	718			718			
A-B	50			50			
A-C	374			374			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	286	0.362	95	0.5	21.025	C
C-AB	110	1144	0.096	109	0.2	3.482	A
C-A	830			830			
A-B	60			60			
A-C	447			447			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	118	214	0.551	115	1.1	35.796	E
C-AB	209	1288	0.162	208	0.5	3.337	A
C-A	941			941			
A-B	74			74			
A-C	547			547			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	118	214	0.552	118	1.2	37.322	E
C-AB	210	1289	0.163	210	0.5	3.342	A
C-A	941			941			
A-B	74			74			
A-C	547			547			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	266	0.362	99	0.6	21.829	C
C-AB	110	1145	0.096	111	0.2	3.487	A
C-A	829			829			
A-B	60			60			
A-C	447			447			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	302	0.267	81	0.4	16.388	C
C-AB	69	1044	0.066	69	0.1	3.696	A
C-A	718			718			
A-B	50			50			
A-C	374			374			

T21567

Land South of Monmouth Road, Raglan

Appendix H

A40 East/Monmouth Road/A40 West

Junctions 10										
PICADY 10 - Priority Intersection Module										
Version: 10.1.1.1905										
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Filename: T21567 - A40 E, Monmouth Rd, A40 W.j10

Path: C:\Users\ConnorRead\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\2021\T21567
Raglan\Junction Assessments\Picady

Report generation date: 30/01/2024 12:29:55

- »2023, AM
- »2023, PM
- »2028 PCUs, AM
- »2028 PCUs, PM
- »2028 + Committed Dev, AM
- »2028 + Committed Dev, PM
- »2028 + Committed + Dev Traffic, AM
- »2028 + Committed + Dev Traffic, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2023									
Stream B-C	D1	0.0	6.01	0.02	A	D2	0.0	6.55	0.01	A
Stream B-A		0.3	8.32	0.23	A		0.1	7.44	0.10	A
Stream C-B		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2028 PCUs									
Stream B-C	D3	0.0	6.06	0.02	A	D4	0.0	6.63	0.01	A
Stream B-A		0.3	8.44	0.24	A		0.1	7.61	0.11	A
Stream C-B		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2028 + Committed Dev									
Stream B-C	D5	0.0	6.07	0.02	A	D6	0.0	6.64	0.01	A
Stream B-A		0.3	8.53	0.25	A		0.1	7.63	0.11	A
Stream C-B		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2028 + Committed + Dev Traffic									
Stream B-C	D7	0.0	6.11	0.02	A	D8	0.0	6.66	0.01	A
Stream B-A		0.4	8.80	0.27	A		0.1	7.74	0.12	A
Stream C-B		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	A40/Monmouth Road
Location	Raglan
Site number	
Date	30/11/2023
Version	
Status	(new file)
Identifier	
Client	Richborough
Jobnumber	T21587
Enumerator	AzureAD\JasminRema
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023	AM	ONE HOUR	07:45	09:15	15
D2	2023	PM	ONE HOUR	16:45	18:15	15
D3	2028 PCUs	AM	ONE HOUR	07:45	09:15	15
D4	2028 PCUs	PM	ONE HOUR	16:45	18:15	15
D5	2028 + Committed Dev	AM	ONE HOUR	07:45	09:15	15
D6	2028 + Committed Dev	PM	ONE HOUR	16:45	18:15	15
D7	2028 + Committed + Dev Traffic	AM	ONE HOUR	07:45	09:15	15
D8	2028 + Committed + Dev Traffic	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Entry Only	Two-way		0.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.66	A

Arms

Arms

Arm	Name	Description	Arm type
A	A40 E		Major
B	Monmouth Rd		Minor
C	A40 W		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	14.00	✓	8.50		200.0		-

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	Two lanes	4.09	4.14	250	140

Minor Arm Geometry Notes

Arm	Notes
B	left turn is slip lane therefore dimensions are at cap

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	842	0.084	0.212	0.134	0.304
B-C	790	0.079	0.200	-	-
C-B	690	0.174	0.174	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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)
D1	2023	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	835	100.000
B		✓	131	100.000
C		✓	853	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	0	835
	B	119	0	12
	C	853	0	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	7	97
	B	1	0	0
	C	98	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	6.01	0.0	A
B-A	0.23	8.32	0.3	A
C-A				
C-B	0.00	0.00	0.0	A
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	671	0.013	9	0.0	5.439	A
B-A	90	655	0.137	89	0.2	6.419	A
C-A	642			642			
C-B	0	606	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	478			478			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	647	0.017	11	0.0	5.661	A
B-A	107	618	0.173	107	0.2	7.102	A
C-A	767			767			
C-B	0	590	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	571			571			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	613	0.022	13	0.0	6.004	A
B-A	131	568	0.231	131	0.3	8.304	A
C-A	939			939			
C-B	0	568	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	699			699			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	613	0.022	13	0.0	6.005	A
B-A	131	568	0.231	131	0.3	8.317	A
C-A	939			939			
C-B	0	568	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	699			699			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	646	0.017	11	0.0	5.663	A
B-A	107	618	0.173	107	0.2	7.117	A
C-A	767			767			
C-B	0	590	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	571			571			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	871	0.013	9	0.0	5.443	A
B-A	90	855	0.137	90	0.2	6.436	A
C-A	642			642			
C-B	0	808	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	478			478			

2023, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Entry Only	Two-way		0.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.27	A

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)
D2	2023	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	993	100.000
B		✓	57	100.000
C		✓	483	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	0	993
	B	50	0	7
	C	483	0	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	7	97
	B	0	0	0
	C	40	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.01	6.55	0.0	A
B-A	0.10	7.44	0.1	A
C-A				
C-B	0.00	0.00	0.0	A
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	631	0.008	5	0.0	5.750	A
B-A	38	635	0.059	37	0.1	6.023	A
C-A	364			364			
C-B	0	560	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	748			748			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	600	0.010	6	0.0	6.061	A
B-A	45	595	0.076	45	0.1	6.549	A
C-A	434			434			
C-B	0	534	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	893			893			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	557	0.014	8	0.0	6.552	A
B-A	55	539	0.102	55	0.1	7.437	A
C-A	532			532			
C-B	0	499	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	1093			1093			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	557	0.014	8	0.0	6.552	A
B-A	55	539	0.102	55	0.1	7.440	A
C-A	532			532			
C-B	0	499	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	1093			1093			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	600	0.010	6	0.0	6.064	A
B-A	45	595	0.076	45	0.1	6.555	A
C-A	434			434			
C-B	0	534	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	893			893			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	631	0.008	5	0.0	5.751	A
B-A	38	635	0.059	38	0.1	6.031	A
C-A	364			364			
C-B	0	560	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	748			748			

2028 PCUs, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Entry Only	Two-way		0.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.66	A

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)
D3	2028 PCUs	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	652	100.000
B		✓	134	100.000
C		✓	876	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	0	652
	B	122	0	12
	C	876	0	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	6.06	0.0	A
B-A	0.24	8.44	0.3	A
C-A				
C-B	0.00	0.00	0.0	A
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	668	0.014	9	0.0	5.466	A
B-A	92	650	0.141	91	0.2	6.439	A
C-A	659			659			
C-B	0	604	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	491			491			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	643	0.017	11	0.0	5.696	A
B-A	110	612	0.179	109	0.2	7.154	A
C-A	788			788			
C-B	0	588	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	586			586			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	608	0.022	13	0.0	6.054	A
B-A	134	561	0.240	134	0.3	8.426	A
C-A	964			964			
C-B	0	565	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	718			718			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	608	0.022	13	0.0	6.055	A
B-A	134	561	0.240	134	0.3	8.441	A
C-A	964			964			
C-B	0	565	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	718			718			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	642	0.017	11	0.0	5.698	A
B-A	110	612	0.179	110	0.2	7.173	A
C-A	788			788			
C-B	0	588	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	588			588			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	667	0.014	9	0.0	5.468	A
B-A	92	650	0.141	92	0.2	6.458	A
C-A	659			659			
C-B	0	604	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	491			491			

2028 PCUs, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Entry Only	Two-way		0.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.28	A

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)
D4	2028 PCUs	PM	ONE HOUR	18:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1021	100.000
B		✓	59	100.000
C		✓	497	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0	0	1021
	B	52	0	7
	C	497	0	0

Vehicle Mix

Heavy Vehicle %

		To		
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.01	6.63	0.0	A
B-A	0.11	7.61	0.1	A
C-A				
C-B	0.00	0.00	0.0	A
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	627	0.008	5	0.0	5.793	A
B-A	39	629	0.062	39	0.1	6.098	A
C-A	374			374			
C-B	0	556	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	769			769			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	595	0.011	6	0.0	6.118	A
B-A	47	587	0.080	47	0.1	6.656	A
C-A	447			447			
C-B	0	530	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	918			918			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	550	0.014	8	0.0	6.634	A
B-A	57	530	0.108	57	0.1	7.607	A
C-A	547			547			
C-B	0	494	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	1124			1124			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	550	0.014	8	0.0	6.635	A
B-A	57	530	0.108	57	0.1	7.610	A
C-A	547			547			
C-B	0	494	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	1124			1124			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	595	0.011	6	0.0	6.121	A
B-A	47	587	0.080	47	0.1	6.662	A
C-A	447			447			
C-B	0	530	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	918			918			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	627	0.008	5	0.0	5.794	A
B-A	39	629	0.062	39	0.1	6.107	A
C-A	374			374			
C-B	0	556	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	769			769			

2028 + Committed Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Entry Only	Two-way		0.69	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.69	A

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)
D5	2028 + Committed Dev	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	652	100.000
B		✓	138	100.000
C		✓	876	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	0	652
	B	126	0	12
	C	876	0	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	6.07	0.0	A
B-A	0.25	8.53	0.3	A
C-A				
C-B	0.00	0.00	0.0	A
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	667	0.014	9	0.0	5.473	A
B-A	95	650	0.146	94	0.2	6.471	A
C-A	659			659			
C-B	0	604	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	491			491			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	642	0.017	11	0.0	5.705	A
B-A	113	612	0.185	113	0.2	7.205	A
C-A	788			788			
C-B	0	588	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	588			588			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	606	0.022	13	0.0	6.067	A
B-A	139	561	0.247	138	0.3	8.514	A
C-A	964			964			
C-B	0	565	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	718			718			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	606	0.022	13	0.0	6.069	A
B-A	139	561	0.247	139	0.3	8.529	A
C-A	964			964			
C-B	0	565	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	718			718			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	641	0.017	11	0.0	5.709	A
B-A	113	612	0.185	114	0.2	7.222	A
C-A	788			788			
C-B	0	588	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	588			588			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	666	0.014	9	0.0	5.475	A
B-A	95	650	0.146	95	0.2	6.491	A
C-A	659			659			
C-B	0	604	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	491			491			

2028 + Committed Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Entry Only	Two-way		0.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.29	A

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)
D6	2028 + Committed Dev	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1021	100.000
B		✓	60	100.000
C		✓	497	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0	0	1021
	B	53	0	7
	C	497	0	0

Vehicle Mix

Heavy Vehicle %

		To		
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.01	6.64	0.0	A
B-A	0.11	7.63	0.1	A
C-A				
C-B	0.00	0.00	0.0	A
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	626	0.008	5	0.0	5.794	A
B-A	40	629	0.063	40	0.1	6.106	A
C-A	374			374			
C-B	0	556	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	769			769			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	594	0.011	6	0.0	6.120	A
B-A	48	587	0.081	48	0.1	6.667	A
C-A	447			447			
C-B	0	530	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	918			918			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	550	0.014	8	0.0	6.638	A
B-A	58	530	0.110	58	0.1	7.624	A
C-A	547			547			
C-B	0	494	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	1124			1124			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	550	0.014	8	0.0	6.638	A
B-A	58	530	0.110	58	0.1	7.627	A
C-A	547			547			
C-B	0	494	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	1124			1124			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	594	0.011	6	0.0	6.121	A
B-A	48	587	0.081	48	0.1	6.673	A
C-A	447			447			
C-B	0	530	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	918			918			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	626	0.008	5	0.0	5.795	A
B-A	40	629	0.063	40	0.1	6.113	A
C-A	374			374			
C-B	0	556	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	769			769			

2028 + Committed + Dev Traffic, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Entry Only	Two-way		0.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.77	A

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)
D7	2028 + Committed + Dev Traffic	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	852	100.000
B		✓	150	100.000
C		✓	876	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	0	852
	B	138	0	12
	C	876	0	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	6.11	0.0	A
B-A	0.27	8.80	0.4	A
C-A				
C-B	0.00	0.00	0.0	A
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	664	0.014	9	0.0	5.493	A
B-A	104	650	0.160	103	0.2	6.578	A
C-A	659			659			
C-B	0	604	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	491			491			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	639	0.017	11	0.0	5.732	A
B-A	124	612	0.203	124	0.3	7.364	A
C-A	788			788			
C-B	0	588	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	588			588			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	603	0.022	13	0.0	6.107	A
B-A	152	561	0.271	151	0.4	8.786	A
C-A	964			964			
C-B	0	565	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	718			718			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	602	0.022	13	0.0	6.108	A
B-A	152	561	0.271	152	0.4	8.804	A
C-A	964			964			
C-B	0	565	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	718			718			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	638	0.017	11	0.0	5.735	A
B-A	124	612	0.203	125	0.3	7.387	A
C-A	788			788			
C-B	0	588	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	588			588			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	664	0.014	9	0.0	5.495	A
B-A	104	650	0.160	104	0.2	6.602	A
C-A	659			659			
C-B	0	604	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	491			491			

2028 + Committed + Dev Traffic, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Entry Only	Two-way		0.32	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.32	A

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)
D8	2028 + Committed + Dev Traffic	PM	ONE HOUR	18:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1021	100.000
B		✓	66	100.000
C		✓	497	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	0	1021
	B	59	0	7
	C	497	0	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.01	6.66	0.0	A
B-A	0.12	7.74	0.1	A
C-A				
C-B	0.00	0.00	0.0	A
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	625	0.008	5	0.0	5.805	A
B-A	44	629	0.071	44	0.1	6.153	A
C-A	374			374			
C-B	0	556	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	769			769			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	593	0.011	6	0.0	6.135	A
B-A	53	587	0.090	53	0.1	6.735	A
C-A	447			447			
C-B	0	530	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	918			918			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	548	0.014	8	0.0	6.659	A
B-A	65	530	0.123	65	0.1	7.732	A
C-A	547			547			
C-B	0	494	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	1124			1124			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	548	0.014	8	0.0	6.660	A
B-A	65	530	0.123	65	0.1	7.736	A
C-A	547			547			
C-B	0	494	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	1124			1124			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	593	0.011	6	0.0	6.136	A
B-A	53	587	0.090	53	0.1	6.741	A
C-A	447			447			
C-B	0	530	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	918			918			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	625	0.008	5	0.0	5.806	A
B-A	44	629	0.071	45	0.1	6.163	A
C-A	374			374			
C-B	0	556	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	769			769			

T21567

Land South of Monmouth Road, Raglan

Appendix I

High Street East/ Chepstow Rd/ High Street West/Castle Street

Junctions 10				
PICADY 10 - Priority Intersection Module				
Version: 10.1.1.1905				
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Filename: T21567 - High Street E, Chepstow Road, High Street W, Castle Street.j10

Path: C:\Users\ConnorRead\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\2021\T21567
Raglan\Junction Assessments\Picady

Report generation date: 30/01/2024 12:31:26

- »2023, AM
- »2023, PM
- »2028 PCUs, AM
- »2028 PCUs, PM
- »2028 + Committed , AM
- »2028 + Committed , PM
- »2028 + Committed + Dev Traffic, AM
- »2028 + Committed + Dev Traffic, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2023									
Stream B-ACD	D1	0.3	9.99	0.25	A	D2	0.5	10.22	0.31	B
Stream A-BCD		0.0	6.12	0.01	A		0.0	5.84	0.02	A
Stream D-ABC		0.1	9.62	0.06	A		0.0	9.66	0.03	A
Stream C-B		0.3	8.44	0.20	A		0.1	6.94	0.10	A
	2028 PCUs									
Stream B-ACD	D3	0.3	9.99	0.26	A	D4	0.5	10.05	0.32	B
Stream A-BCD		0.0	6.05	0.01	A		0.0	5.78	0.02	A
Stream D-ABC		0.1	9.67	0.06	A		0.0	9.71	0.03	A
Stream C-B		0.3	7.67	0.20	A		0.1	6.90	0.10	A
	2028 + Committed									
Stream B-ACD	D5	0.3	10.00	0.26	A	D6	0.5	10.05	0.32	B
Stream A-BCD		0.0	6.05	0.01	A		0.0	5.78	0.02	A
Stream D-ABC		0.1	9.68	0.06	A		0.0	9.71	0.03	A
Stream C-B		0.3	7.68	0.20	A		0.1	6.90	0.10	A
	2028 + Committed + Dev Traffic									
Stream B-ACD	D7	0.4	10.10	0.26	B	D8	0.5	10.08	0.32	B
Stream A-BCD		0.0	6.01	0.01	A		0.0	5.77	0.02	A
Stream D-ABC		0.1	9.71	0.06	A		0.0	9.72	0.03	A
Stream C-B		0.3	7.71	0.20	A		0.1	6.92	0.10	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	High Street/Chepstow Road/Castle Street
Location	Raglan
Site number	
Date	30/11/2023
Version	
Status	(new file)
Identifier	
Client	Richborough
Jobnumber	T21567
Enumerator	AzureAD\JasminRema
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023	AM	ONE HOUR	07:45	09:15	15
D2	2023	PM	ONE HOUR	16:45	18:15	15
D3	2028 PCUs	AM	ONE HOUR	07:45	09:15	15
D4	2028 PCUs	PM	ONE HOUR	16:45	18:15	15
D5	2028 + Committed	AM	ONE HOUR	07:45	09:15	15
D6	2028 + Committed	PM	ONE HOUR	16:45	18:15	15
D7	2028 + Committed + Dev Traffic	AM	ONE HOUR	07:45	09:15	15
D8	2028 + Committed + Dev Traffic	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		4.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.91	A

Arms

Arms

Arm	Name	Description	Arm type
A	High Street E		Major
B	Chepstow Road		Minor
C	High Street (w)		Major
D	Castle Street		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	6.00			0.0	✓	0.00
C	6.00			85.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.20	35	25
D	One lane	2.20	20	15

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	574	-	-	-	-	-	-	0.222	0.318	0.222	-	-	-
B-A	461	0.084	0.212	0.212	-	-	-	0.134	0.303	-	0.212	0.212	0.108
B-C	588	0.090	0.228	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	461	0.084	0.212	0.212	-	-	-	0.134	0.303	0.134	-	-	-
B-D, offside lane	461	0.084	0.212	0.212	-	-	-	0.134	0.303	0.134	-	-	-
C-B	623	0.241	0.241	0.345	-	-	-	-	-	-	-	-	-
D-A	583	-	-	-	-	-	-	0.228	-	0.089	-	-	-
D-B, nearside lane	452	0.131	0.131	0.297	-	-	-	0.208	0.208	0.082	-	-	-
D-B, offside lane	452	0.131	0.131	0.297	-	-	-	0.208	0.208	0.082	-	-	-
D-C	452	-	0.131	0.297	0.104	0.208	0.208	0.208	0.208	0.082	-	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams were not modified, so which were expected to be adjusted.

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)
D1	2023	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	123	100.000
B		✓	111	100.000
C		✓	199	100.000
D		✓	21	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	58	62	3
	B	39	0	71	1
	C	81	106	0	12
	D	3	3	15	0

Vehicle Mix

Heavy Vehicle %

	To				
		A	B	C	D
From	A	0	6	6	0
	B	2	0	1	0
	C	3	11	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.25	9.99	0.3	A
A-BCD	0.01	6.12	0.0	A
A-B				
A-C				
D-ABC	0.06	9.62	0.1	A
C-D				
C-A				
C-B	0.20	8.44	0.3	A

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	84	503	0.166	83	0.2	8.665	A
A-BCD	3	597	0.004	3	0.0	6.112	A
A-B	43			43			
A-C	46			46			
D-ABC	16	420	0.038	16	0.0	8.904	A
C-D	9			9			
C-A	61			61			
C-B	80	601	0.133	79	0.2	7.653	A

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	100	496	0.201	100	0.3	9.189	A
A-BCD	3	601	0.005	3	0.0	6.076	A
A-B	52			52			
A-C	55			55			
D-ABC	19	410	0.046	19	0.0	9.195	A
C-D	11			11			
C-A	73			73			
C-B	95	596	0.160	95	0.2	7.972	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	122	487	0.251	122	0.3	9.976	A
A-BCD	4	608	0.007	4	0.0	6.028	A
A-B	63			63			
A-C	68			68			
D-ABC	23	397	0.058	23	0.1	9.615	A
C-D	13			13			
C-A	89			89			
C-B	117	590	0.198	116	0.3	8.431	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	122	487	0.251	122	0.3	9.994	A
A-BCD	4	608	0.007	4	0.0	6.034	A
A-B	63			63			
A-C	68			68			
D-ABC	23	397	0.058	23	0.1	9.619	A
C-D	13			13			
C-A	89			89			
C-B	117	590	0.198	117	0.3	8.440	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	100	496	0.201	100	0.3	9.215	A
A-BCD	3	601	0.005	3	0.0	6.090	A
A-B	52			52			
A-C	55			55			
D-ABC	19	410	0.046	19	0.0	9.203	A
C-D	11			11			
C-A	73			73			
C-B	95	596	0.160	96	0.2	7.986	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	84	503	0.166	84	0.2	8.710	A
A-BCD	3	596	0.004	3	0.0	6.121	A
A-B	43			43			
A-C	46			46			
D-ABC	16	420	0.038	16	0.0	8.919	A
C-D	9			9			
C-A	61			61			
C-B	80	601	0.133	80	0.2	7.677	A

2023, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		4.89	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.89	A

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)
D2	2023	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	152	100.000
B		✓	146	100.000
C		✓	103	100.000
D		✓	9	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	47	97	8
	B	24	0	120	2
	C	38	53	0	12
	D	0	0	9	0

Vehicle Mix

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	3	4	0
	B	0	0	4	0
	C	3	1	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.31	10.22	0.5	B
A-BCD	0.02	5.84	0.0	A
A-B				
A-C				
D-ABC	0.03	9.66	0.0	A
C-D				
C-A				
C-B	0.10	6.94	0.1	A

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	110	536	0.205	109	0.3	8.679	A
A-BCD	7	628	0.012	7	0.0	5.834	A
A-B	35			35			
A-C	72			72			
D-ABC	7	405	0.017	7	0.0	9.043	A
C-D	9			9			
C-A	29			29			
C-B	40	595	0.067	40	0.1	6.545	A

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	131	531	0.247	131	0.3	9.278	A
A-BCD	9	639	0.014	9	0.0	5.755	A
A-B	42			42			
A-C	86			86			
D-ABC	8	395	0.020	8	0.0	9.297	A
C-D	11			11			
C-A	34			34			
C-B	48	589	0.081	48	0.1	6.710	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	161	525	0.306	160	0.4	10.189	B
A-BCD	12	654	0.018	12	0.0	5.650	A
A-B	51			51			
A-C	105			105			
D-ABC	10	383	0.026	10	0.0	9.661	A
C-D	13			13			
C-A	42			42			
C-B	58	582	0.100	58	0.1	6.944	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	161	525	0.306	161	0.5	10.215	B
A-BCD	12	654	0.018	12	0.0	5.654	A
A-B	51			51			
A-C	105			105			
D-ABC	10	382	0.026	10	0.0	9.664	A
C-D	13			13			
C-A	42			42			
C-B	58	582	0.100	58	0.1	6.944	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	131	531	0.247	132	0.3	9.313	A
A-BCD	9	639	0.014	9	0.0	5.763	A
A-B	42			42			
A-C	86			86			
D-ABC	8	395	0.020	8	0.0	9.304	A
C-D	11			11			
C-A	34			34			
C-B	48	589	0.081	48	0.1	6.715	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	110	536	0.205	110	0.3	8.734	A
A-BCD	7	628	0.012	7	0.0	5.841	A
A-B	35			35			
A-C	72			72			
D-ABC	7	404	0.017	7	0.0	9.055	A
C-D	9			9			
C-A	29			29			
C-B	40	595	0.067	40	0.1	6.554	A

2028 PCUs, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		4.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.72	A

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)
D3	2028 PCUs	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	127	100.000
B		✓	114	100.000
C		✓	204	100.000
D		✓	21	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	60	64	3
	B	40	0	73	1
	C	83	109	0	12
	D	3	3	15	0

Vehicle Mix

Heavy Vehicle %

From	To				
	A	B	C	D	
	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.28	9.99	0.3	A
A-BCD	0.01	6.05	0.0	A
A-B				
A-C				
D-ABC	0.06	9.67	0.1	A
C-D				
C-A				
C-B	0.20	7.67	0.3	A

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	88	502	0.171	85	0.2	8.614	A
A-BCD	3	598	0.004	3	0.0	6.048	A
A-B	45			45			
A-C	48			48			
D-ABC	16	419	0.038	16	0.0	8.935	A
C-D	9			9			
C-A	62			62			
C-B	82	600	0.137	81	0.2	6.935	A

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	102	495	0.207	102	0.3	9.153	A
A-BCD	3	603	0.006	3	0.0	6.005	A
A-B	54			54			
A-C	57			57			
D-ABC	19	409	0.046	19	0.0	9.231	A
C-D	11			11			
C-A	75			75			
C-B	98	595	0.165	98	0.2	7.234	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	128	486	0.258	125	0.3	9.970	A
A-BCD	4	610	0.007	4	0.0	5.942	A
A-B	66			66			
A-C	70			70			
D-ABC	23	396	0.058	23	0.1	9.663	A
C-D	13			13			
C-A	91			91			
C-B	120	589	0.204	120	0.3	7.667	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	126	486	0.258	126	0.3	9.988	A
A-BCD	4	610	0.007	4	0.0	5.945	A
A-B	66			66			
A-C	70			70			
D-ABC	23	395	0.058	23	0.1	9.667	A
C-D	13			13			
C-A	91			91			
C-B	120	589	0.204	120	0.3	7.673	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	102	495	0.207	103	0.3	9.181	A
A-BCD	3	603	0.006	3	0.0	6.009	A
A-B	54			54			
A-C	57			57			
D-ABC	19	409	0.046	19	0.0	9.237	A
C-D	11			11			
C-A	75			75			
C-B	98	595	0.165	98	0.2	7.244	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	86	502	0.171	86	0.2	8.659	A
A-BCD	3	598	0.004	3	0.0	6.053	A
A-B	45			45			
A-C	48			48			
D-ABC	16	418	0.038	16	0.0	8.947	A
C-D	9			9			
C-A	62			62			
C-B	82	600	0.137	82	0.2	6.955	A

2028 PCUs, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		4.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.83	A

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)
D4	2028 PCUs	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	156	100.000
B		✓	150	100.000
C		✓	105	100.000
D		✓	9	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	48	100	8
	B	25	0	123	2
	C	39	54	0	12
	D	0	0	9	0

Vehicle Mix

Heavy Vehicle %

From	To				
	A	B	C	D	
	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.32	10.05	0.5	B
A-BCD	0.02	5.78	0.0	A
A-B				
A-C				
D-ABC	0.03	9.71	0.0	A
C-D				
C-A				
C-B	0.10	6.90	0.1	A

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	113	535	0.211	112	0.3	8.482	A
A-BCD	7	630	0.012	7	0.0	5.783	A
A-B	36			36			
A-C	74			74			
D-ABC	7	404	0.017	7	0.0	9.069	A
C-D	9			9			
C-A	29			29			
C-B	41	594	0.068	40	0.1	6.497	A

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	135	530	0.254	135	0.3	9.092	A
A-BCD	9	641	0.014	9	0.0	5.698	A
A-B	43			43			
A-C	89			89			
D-ABC	8	394	0.021	8	0.0	9.330	A
C-D	11			11			
C-A	35			35			
C-B	49	589	0.082	48	0.1	6.665	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	165	523	0.316	165	0.5	10.025	B
A-BCD	12	656	0.018	12	0.0	5.584	A
A-B	52			52			
A-C	108			108			
D-ABC	10	381	0.026	10	0.0	9.705	A
C-D	13			13			
C-A	43			43			
C-B	59	581	0.102	59	0.1	6.904	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	165	523	0.316	165	0.5	10.051	B
A-BCD	12	656	0.018	12	0.0	5.588	A
A-B	52			52			
A-C	108			108			
D-ABC	10	381	0.026	10	0.0	9.708	A
C-D	13			13			
C-A	43			43			
C-B	59	581	0.102	59	0.1	6.904	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	135	530	0.254	135	0.3	9.126	A
A-BCD	9	641	0.014	9	0.0	5.699	A
A-B	43			43			
A-C	89			89			
D-ABC	8	394	0.021	8	0.0	9.337	A
C-D	11			11			
C-A	35			35			
C-B	49	589	0.082	49	0.1	6.668	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	113	535	0.211	113	0.3	8.539	A
A-BCD	7	630	0.012	7	0.0	5.784	A
A-B	36			36			
A-C	74			74			
D-ABC	7	403	0.017	7	0.0	9.082	A
C-D	9			9			
C-A	29			29			
C-B	41	594	0.068	41	0.1	6.504	A

2028 + Committed , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		4.71	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.71	A

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)
D5	2028 + Committed	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	128	100.000
B		✓	114	100.000
C		✓	205	100.000
D		✓	21	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	60	65	3
	B	40	0	73	1
	C	84	109	0	12
	D	3	3	15	0

Vehicle Mix

Heavy Vehicle %

From	To				
		A	B	C	D
	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.26	10.00	0.3	A
A-BCD	0.01	6.05	0.0	A
A-B				
A-C				
D-ABC	0.06	9.68	0.1	A
C-D				
C-A				
C-B	0.20	7.68	0.3	A

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	86	502	0.171	85	0.2	8.619	A
A-BCD	3	598	0.004	3	0.0	6.045	A
A-B	45			45			
A-C	49			49			
D-ABC	16	418	0.038	16	0.0	8.940	A
C-D	9			9			
C-A	63			63			
C-B	82	600	0.137	81	0.2	6.937	A

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	102	495	0.207	102	0.3	9.159	A
A-BCD	3	603	0.006	3	0.0	6.001	A
A-B	54			54			
A-C	58			58			
D-ABC	19	409	0.046	19	0.0	9.238	A
C-D	11			11			
C-A	76			76			
C-B	98	595	0.165	98	0.2	7.237	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	128	488	0.258	125	0.3	9.979	A
A-BCD	4	811	0.007	4	0.0	5.937	A
A-B	68			68			
A-C	71			71			
D-ABC	23	395	0.059	23	0.1	9.673	A
C-D	13			13			
C-A	92			92			
C-B	120	589	0.204	120	0.3	7.672	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	128	488	0.258	126	0.3	9.997	A
A-BCD	4	810	0.007	4	0.0	5.937	A
A-B	68			68			
A-C	71			71			
D-ABC	23	395	0.059	23	0.1	9.677	A
C-D	13			13			
C-A	92			92			
C-B	120	589	0.204	120	0.3	7.678	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	102	495	0.207	103	0.3	9.187	A
A-BCD	3	803	0.006	3	0.0	6.002	A
A-B	54			54			
A-C	58			58			
D-ABC	19	408	0.046	19	0.0	9.244	A
C-D	11			11			
C-A	76			76			
C-B	98	595	0.165	98	0.2	7.247	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	88	502	0.171	88	0.2	8.665	A
A-BCD	3	598	0.004	3	0.0	6.050	A
A-B	45			45			
A-C	49			49			
D-ABC	16	418	0.038	16	0.0	8.953	A
C-D	9			9			
C-A	63			63			
C-B	82	600	0.137	82	0.2	6.981	A

2028 + Committed , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		4.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.83	A

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)
D6	2028 + Committed	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	156	100.000
B		✓	150	100.000
C		✓	105	100.000
D		✓	9	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	48	100	8
	B	25	0	123	2
	C	39	54	0	12
	D	0	0	9	0

Vehicle Mix

Heavy Vehicle %

	To				
		A	B	C	D
	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
From	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.32	10.05	0.5	B
A-BCD	0.02	5.78	0.0	A
A-B				
A-C				
D-ABC	0.03	9.71	0.0	A
C-D				
C-A				
C-B	0.10	6.90	0.1	A

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	113	535	0.211	112	0.3	8.482	A
A-BCD	7	630	0.012	7	0.0	5.783	A
A-B	36			36			
A-C	74			74			
D-ABC	7	404	0.017	7	0.0	9.089	A
C-D	9			9			
C-A	29			29			
C-B	41	594	0.068	40	0.1	6.497	A

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	135	530	0.254	135	0.3	9.092	A
A-BCD	9	641	0.014	9	0.0	5.698	A
A-B	43			43			
A-C	89			89			
D-ABC	8	394	0.021	8	0.0	9.330	A
C-D	11			11			
C-A	35			35			
C-B	49	589	0.082	48	0.1	6.665	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	165	523	0.316	165	0.5	10.025	B
A-BCD	12	656	0.018	12	0.0	5.584	A
A-B	52			52			
A-C	108			108			
D-ABC	10	381	0.026	10	0.0	9.705	A
C-D	13			13			
C-A	43			43			
C-B	59	581	0.102	59	0.1	6.904	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	165	523	0.316	165	0.5	10.051	B
A-BCD	12	656	0.018	12	0.0	5.588	A
A-B	52			52			
A-C	108			108			
D-ABC	10	381	0.026	10	0.0	9.708	A
C-D	13			13			
C-A	43			43			
C-B	59	581	0.102	59	0.1	6.904	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	135	530	0.254	135	0.3	9.126	A
A-BCD	9	641	0.014	9	0.0	5.699	A
A-B	43			43			
A-C	89			89			
D-ABC	8	394	0.021	8	0.0	9.337	A
C-D	11			11			
C-A	35			35			
C-B	49	589	0.082	49	0.1	6.668	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	113	535	0.211	113	0.3	8.539	A
A-BCD	7	630	0.012	7	0.0	5.784	A
A-B	36			36			
A-C	74			74			
D-ABC	7	403	0.017	7	0.0	9.082	A
C-D	9			9			
C-A	29			29			
C-B	41	594	0.068	41	0.1	6.504	A

2028 + Committed + Dev Traffic, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		4.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.66	A

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)
D7	2028 + Committed + Dev Traffic	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	135	100.000
B		✓	115	100.000
C		✓	207	100.000
D		✓	21	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	62	70	3
	B	41	0	73	1
	C	86	109	0	12
	D	3	3	15	0

Vehicle Mix

Heavy Vehicle %

From	To			
	A	B	C	D
	A	0	0	0
	B	0	0	0
	C	0	0	0
	D	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.26	10.10	0.4	B
A-BCD	0.01	6.01	0.0	A
A-B				
A-C				
D-ABC	0.06	9.71	0.1	A
C-D				
C-A				
C-B	0.20	7.71	0.3	A

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	87	500	0.173	86	0.2	8.676	A
A-BCD	3	602	0.005	3	0.0	6.011	A
A-B	46			46			
A-C	52			52			
D-ABC	16	417	0.038	16	0.0	8.960	A
C-D	9			9			
C-A	65			65			
C-B	82	598	0.137	81	0.2	6.954	A

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	103	493	0.210	103	0.3	9.236	A
A-BCD	3	607	0.006	3	0.0	5.960	A
A-B	55			55			
A-C	63			63			
D-ABC	19	407	0.046	19	0.0	9.263	A
C-D	11			11			
C-A	77			77			
C-B	98	594	0.165	98	0.2	7.280	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	127	483	0.262	126	0.4	10.082	B
A-BCD	4	616	0.007	4	0.0	5.888	A
A-B	68			68			
A-C	77			77			
D-ABC	23	394	0.059	23	0.1	9.706	A
C-D	13			13			
C-A	95			95			
C-B	120	587	0.204	120	0.3	7.702	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	127	483	0.262	127	0.4	10.103	B
A-BCD	4	616	0.007	4	0.0	5.889	A
A-B	68			68			
A-C	77			77			
D-ABC	23	394	0.059	23	0.1	9.711	A
C-D	13			13			
C-A	95			95			
C-B	120	587	0.204	120	0.3	7.709	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	103	493	0.210	104	0.3	9.264	A
A-BCD	3	607	0.006	3	0.0	5.964	A
A-B	55			55			
A-C	63			63			
D-ABC	19	407	0.046	19	0.0	9.269	A
C-D	11			11			
C-A	77			77			
C-B	98	594	0.165	98	0.2	7.272	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	87	500	0.173	87	0.2	8.723	A
A-BCD	3	601	0.005	3	0.0	6.013	A
A-B	46			46			
A-C	52			52			
D-ABC	16	417	0.038	16	0.0	8.971	A
C-D	9			9			
C-A	65			65			
C-B	82	598	0.137	82	0.2	6.975	A

2028 + Committed + Dev Traffic, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		4.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.79	A

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)
D8	2028 + Committed + Dev Traffic	PM	ONE HOUR	18:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	180	100.000
B		✓	150	100.000
C		✓	105	100.000
D		✓	9	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	49	103	8
	B	25	0	123	2
	C	39	54	0	12
	D	0	0	9	0

Vehicle Mix

Heavy Vehicle %

	To				
		A	B	C	D
	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
From	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.32	10.08	0.5	B
A-BCD	0.02	5.77	0.0	A
A-B				
A-C				
D-ABC	0.03	9.72	0.0	A
C-D				
C-A				
C-B	0.10	6.92	0.1	A

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	113	535	0.211	112	0.3	8.494	A
A-BCD	7	632	0.012	7	0.0	5.764	A
A-B	36			36			
A-C	77			77			
D-ABC	7	403	0.017	7	0.0	9.076	A
C-D	9			9			
C-A	29			29			
C-B	41	593	0.069	40	0.1	6.506	A

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	135	530	0.255	135	0.3	9.108	A
A-BCD	9	643	0.014	9	0.0	5.676	A
A-B	43			43			
A-C	91			91			
D-ABC	8	394	0.021	8	0.0	9.338	A
C-D	11			11			
C-A	35			35			
C-B	49	588	0.083	48	0.1	6.676	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	165	522	0.316	165	0.5	10.049	B
A-BCD	12	659	0.018	12	0.0	5.558	A
A-B	53			53			
A-C	111			111			
D-ABC	10	380	0.026	10	0.0	9.716	A
C-D	13			13			
C-A	43			43			
C-B	59	580	0.103	59	0.1	6.918	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	165	522	0.316	165	0.5	10.075	B
A-BCD	12	659	0.018	12	0.0	5.561	A
A-B	53			53			
A-C	111			111			
D-ABC	10	380	0.026	10	0.0	9.719	A
C-D	13			13			
C-A	43			43			
C-B	59	580	0.103	59	0.1	6.918	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	135	530	0.255	135	0.3	9.144	A
A-BCD	9	643	0.014	9	0.0	5.677	A
A-B	43			43			
A-C	91			91			
D-ABC	8	393	0.021	8	0.0	9.344	A
C-D	11			11			
C-A	35			35			
C-B	49	588	0.083	49	0.1	6.678	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	113	535	0.211	113	0.3	8.549	A
A-BCD	7	632	0.012	7	0.0	5.767	A
A-B	36			36			
A-C	77			77			
D-ABC	7	403	0.017	7	0.0	9.089	A
C-D	9			9			
C-A	29			29			
C-B	41	593	0.069	41	0.1	6.515	A

T21567

Land South of Monmouth Road, Raglan

Appendix J

High Street West/ Usk Road/ High Street East

Junctions 10				
PICADY 10 - Priority Intersection Module				
Version: 10.1.1.1905				
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Filename: T21567 - High Street, Usk Road.j10

Path: C:\Users\ConnorRead\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\2021\T21567
Raglan\Junction Assessments\Picady

Report generation date: 30/01/2024 12:32:49

»2023, AM
»2023, PM
»2028 PCUs, AM
»2028 PCUs, PM
»2028 + Committed , AM
»2028 + Committed , PM
»2028 + Committed + Dev Traffic, AM
»2028 + Committed + Dev Traffic, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2023									
Stream B-AC	D1	0.2	9.24	0.16	A	D2	0.2	9.22	0.15	A
Stream C-AB		0.1	5.62	0.05	A		0.2	6.69	0.12	A
	2028 PCUs									
Stream B-AC	D3	0.2	9.33	0.16	A	D4	0.2	9.33	0.15	A
Stream C-AB		0.1	5.62	0.05	A		0.2	6.71	0.12	A
	2028 + Committed									
Stream B-AC	D5	0.2	9.34	0.16	A	D6	0.2	9.33	0.15	A
Stream C-AB		0.1	5.61	0.05	A		0.2	6.71	0.12	A
	2028 + Committed + Dev Traffic									
Stream B-AC	D7	0.2	9.37	0.17	A	D8	0.2	9.33	0.15	A
Stream C-AB		0.1	5.61	0.05	A		0.2	6.76	0.12	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	High Street/Usk Road
Location	Raglan
Site number	
Date	30/11/2023
Version	
Status	(new file)
Identifier	
Client	Richborough
Jobnumber	T21567
Enumerator	AzureAD\JasminRema
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023	AM	ONE HOUR	07:45	09:15	15
D2	2023	PM	ONE HOUR	16:45	18:15	15
D3	2028 PCUs	AM	ONE HOUR	07:45	09:15	15
D4	2028 PCUs	PM	ONE HOUR	16:45	18:15	15
D5	2028 + Committed	AM	ONE HOUR	07:45	09:15	15
D6	2028 + Committed	PM	ONE HOUR	16:45	18:15	15
D7	2028 + Committed + Dev Traffic	AM	ONE HOUR	07:45	09:15	15
D8	2028 + Committed + Dev Traffic	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.91	A

Arms

Arms

Arm	Name	Description	Arm type
A	High Street E		Major
B	Usk Road		Minor
C	High Street W		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			40.0	✓	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 (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.20	20	32

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	460	0.084	0.212	0.133	0.302
B-C	592	0.091	0.230	-	-
C-B	597	0.231	0.231	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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)
D1	2023	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	147	100.000
B		✓	67	100.000
C		✓	199	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	34	113
	B	34	0	33
	C	176	23	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.16	9.24	0.2	A
C-AB	0.05	5.62	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	481	0.105	50	0.1	8.352	A
C-AB	22	662	0.033	21	0.0	5.619	A
C-A	128			128			
A-B	26			26			
A-C	85			85			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	473	0.127	60	0.1	8.709	A
C-AB	27	675	0.040	27	0.1	5.555	A
C-A	152			152			
A-B	31			31			
A-C	102			102			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	463	0.159	74	0.2	9.230	A
C-AB	35	693	0.051	35	0.1	5.472	A
C-A	184			184			
A-B	37			37			
A-C	124			124			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	463	0.159	74	0.2	9.238	A
C-AB	35	693	0.051	35	0.1	5.471	A
C-A	184			184			
A-B	37			37			
A-C	124			124			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	473	0.127	60	0.1	8.721	A
C-AB	27	675	0.040	27	0.1	5.559	A
C-A	152			152			
A-B	31			31			
A-C	102			102			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	481	0.105	51	0.1	8.374	A
C-AB	22	662	0.033	22	0.0	5.623	A
C-A	128			128			
A-B	26			26			
A-C	85			85			

2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.24	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.24	A

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)
D2	2023	PM	ONE HOUR	18:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	231	100.000
B		✓	81	100.000
C		✓	147	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0	38	193
	B	28	0	35
	C	93	54	0

Vehicle Mix

Heavy Vehicle %

		To		
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.15	9.22	0.2	A
C-AB	0.12	6.69	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	480	0.096	46	0.1	8.278	A
C-AB	46	605	0.076	46	0.1	6.431	A
C-A	65			65			
A-B	29			29			
A-C	145			145			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	471	0.117	55	0.1	8.656	A
C-AB	56	607	0.093	56	0.1	6.534	A
C-A	76			76			
A-B	34			34			
A-C	174			174			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	458	0.147	67	0.2	9.215	A
C-AB	72	610	0.117	71	0.2	6.683	A
C-A	90			90			
A-B	42			42			
A-C	212			212			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	457	0.147	67	0.2	9.222	A
C-AB	72	610	0.117	72	0.2	6.688	A
C-A	90			90			
A-B	42			42			
A-C	212			212			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	471	0.117	55	0.1	8.668	A
C-AB	56	607	0.093	57	0.1	6.539	A
C-A	76			76			
A-B	34			34			
A-C	174			174			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	480	0.096	46	0.1	8.299	A
C-AB	46	605	0.076	46	0.1	6.439	A
C-A	65			65			
A-B	29			29			
A-C	145			145			

2028 PCUs, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.94	A

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)
D3	2028 PCUs	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	151	100.000
B		✓	69	100.000
C		✓	205	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0	35	116
	B	35	0	34
	C	181	24	0

Vehicle Mix

Heavy Vehicle %

		To		
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.16	9.33	0.2	A
C-AB	0.05	5.62	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	480	0.108	51	0.1	8.400	A
C-AB	23	664	0.034	23	0.0	5.612	A
C-A	132			132			
A-B	26			26			
A-C	87			87			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	472	0.131	62	0.1	8.772	A
C-AB	28	677	0.042	28	0.1	5.549	A
C-A	156			156			
A-B	31			31			
A-C	104			104			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	462	0.164	76	0.2	9.320	A
C-AB	37	696	0.053	37	0.1	5.464	A
C-A	189			189			
A-B	39			39			
A-C	128			128			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	462	0.164	76	0.2	9.327	A
C-AB	37	696	0.053	37	0.1	5.465	A
C-A	189			189			
A-B	39			39			
A-C	128			128			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	472	0.131	62	0.2	8.787	A
C-AB	28	677	0.042	29	0.1	5.552	A
C-A	156			156			
A-B	31			31			
A-C	104			104			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	479	0.108	52	0.1	8.424	A
C-AB	23	664	0.034	23	0.0	5.618	A
C-A	132			132			
A-B	26			26			
A-C	87			87			

2028 PCUs, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.28	A

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)
D4	2028 PCUs	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	237	100.000
B		✓	63	100.000
C		✓	152	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	39	198
	B	27	0	36
	C	96	56	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.15	9.33	0.2	A
C-AB	0.12	6.71	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	478	0.099	47	0.1	8.339	A
C-AB	48	608	0.079	47	0.1	6.444	A
C-A	67			67			
A-B	29			29			
A-C	149			149			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	57	469	0.121	57	0.1	8.736	A
C-AB	59	608	0.097	59	0.1	6.554	A
C-A	78			78			
A-B	35			35			
A-C	178			178			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	455	0.152	69	0.2	9.325	A
C-AB	75	611	0.122	74	0.2	6.711	A
C-A	93			93			
A-B	43			43			
A-C	218			218			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	455	0.152	69	0.2	9.333	A
C-AB	75	611	0.122	75	0.2	6.714	A
C-A	93			93			
A-B	43			43			
A-C	218			218			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	57	488	0.121	57	0.1	8.747	A
C-AB	59	608	0.097	59	0.1	6.580	A
C-A	78			78			
A-B	35			35			
A-C	178			178			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	478	0.099	48	0.1	8.361	A
C-AB	48	608	0.079	48	0.1	6.455	A
C-A	67			67			
A-B	29			29			
A-C	149			149			

2028 + Committed , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.93	A

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)
D5	2028 + Committed	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	153	100.000
B		✓	69	100.000
C		✓	206	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	35	118
	B	35	0	34
	C	182	24	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.16	9.34	0.2	A
C-AB	0.05	5.61	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	479	0.108	51	0.1	8.408	A
C-AB	23	664	0.034	23	0.0	5.610	A
C-A	132			132			
A-B	26			26			
A-C	89			89			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	472	0.132	62	0.1	8.782	A
C-AB	28	678	0.042	28	0.1	5.548	A
C-A	157			157			
A-B	31			31			
A-C	106			106			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	461	0.165	76	0.2	9.334	A
C-AB	37	696	0.053	37	0.1	5.462	A
C-A	190			190			
A-B	39			39			
A-C	130			130			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	461	0.165	76	0.2	9.342	A
C-AB	37	696	0.053	37	0.1	5.463	A
C-A	190			190			
A-B	39			39			
A-C	130			130			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	472	0.132	62	0.2	8.795	A
C-AB	29	678	0.042	29	0.1	5.548	A
C-A	157			157			
A-B	31			31			
A-C	106			106			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	479	0.108	52	0.1	8.434	A
C-AB	23	664	0.034	23	0.0	5.614	A
C-A	132			132			
A-B	26			26			
A-C	89			89			

2028 + Committed , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.28	A

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)
D6	2028 + Committed	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	237	100.000
B		✓	63	100.000
C		✓	152	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	39	198
	B	27	0	36
	C	96	56	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.15	9.33	0.2	A
C-AB	0.12	6.71	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	478	0.099	47	0.1	8.339	A
C-AB	48	606	0.079	47	0.1	6.444	A
C-A	67			67			
A-B	29			29			
A-C	149			149			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	57	489	0.121	57	0.1	8.736	A
C-AB	59	608	0.097	59	0.1	6.554	A
C-A	78			78			
A-B	35			35			
A-C	178			178			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	455	0.152	69	0.2	9.325	A
C-AB	75	611	0.122	74	0.2	6.711	A
C-A	93			93			
A-B	43			43			
A-C	218			218			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	455	0.152	69	0.2	9.333	A
C-AB	75	611	0.122	75	0.2	6.714	A
C-A	93			93			
A-B	43			43			
A-C	218			218			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	57	488	0.121	57	0.1	8.747	A
C-AB	59	608	0.097	59	0.1	6.580	A
C-A	78			78			
A-B	35			35			
A-C	178			178			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	478	0.099	48	0.1	8.361	A
C-AB	48	608	0.079	48	0.1	6.455	A
C-A	67			67			
A-B	29			29			
A-C	149			149			

2028 + Committed + Dev Traffic, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.91	A

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)
D7	2028 + Committed + Dev Traffic	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	157	100.000
B		✓	69	100.000
C		✓	208	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	35	122
	B	35	0	34
	C	184	24	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.17	9.37	0.2	A
C-AB	0.05	5.61	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	478	0.109	51	0.1	8.424	A
C-AB	23	664	0.034	23	0.0	5.607	A
C-A	134			134			
A-B	26			26			
A-C	92			92			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	471	0.132	62	0.2	8.803	A
C-AB	29	678	0.042	29	0.1	5.542	A
C-A	158			158			
A-B	31			31			
A-C	110			110			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	460	0.165	76	0.2	9.363	A
C-AB	37	697	0.054	37	0.1	5.458	A
C-A	192			192			
A-B	39			39			
A-C	134			134			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	460	0.165	76	0.2	9.371	A
C-AB	37	697	0.054	37	0.1	5.457	A
C-A	192			192			
A-B	39			39			
A-C	134			134			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	471	0.132	62	0.2	8.816	A
C-AB	29	678	0.042	29	0.1	5.547	A
C-A	158			158			
A-B	31			31			
A-C	110			110			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	478	0.109	52	0.1	8.448	A
C-AB	23	664	0.034	23	0.0	5.614	A
C-A	134			134			
A-B	26			26			
A-C	92			92			

2028 + Committed + Dev Traffic, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.29	A

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)
D8	2028 + Committed + Dev Traffic	PM	ONE HOUR	18:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	237	100.000
B		✓	63	100.000
C		✓	152	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	39	198
	B	27	0	36
	C	96	56	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	1	7
	B	0	0	0
	C	4	0	1

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.15	9.33	0.2	A
C-AB	0.12	6.76	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	478	0.099	47	0.1	8.339	A
C-AB	48	606	0.079	47	0.1	6.473	A
C-A	67			67			
A-B	29			29			
A-C	149			149			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	57	489	0.121	57	0.1	8.736	A
C-AB	59	608	0.097	59	0.1	6.587	A
C-A	78			78			
A-B	35			35			
A-C	178			178			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	455	0.152	69	0.2	9.325	A
C-AB	75	611	0.122	74	0.2	6.752	A
C-A	93			93			
A-B	43			43			
A-C	218			218			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	455	0.152	69	0.2	9.333	A
C-AB	75	611	0.122	75	0.2	6.762	A
C-A	93			93			
A-B	43			43			
A-C	218			218			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	57	488	0.121	57	0.1	8.749	A
C-AB	59	608	0.097	59	0.1	6.601	A
C-A	78			78			
A-B	35			35			
A-C	178			178			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	478	0.099	48	0.1	8.363	A
C-AB	48	606	0.079	48	0.1	6.489	A
C-A	67			67			
A-B	29			29			
A-C	149			149			

T21567

Land South of Monmouth Road, Raglan

Appendix K

Monmouth Road East/ Station Road/ Monmouth Road West

Junctions 10										
PICADY 10 - Priority Intersection Module										
Version: 10.1.1.1905										
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Filename: T21567 - Monmouth Rd E , Station Rd, Monmouth Rd W.j10

Path: C:\Users\ConnorRead\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\2021\T21567
Raglan\Junction Assessments\Picady

Report generation date: 30/01/2024 12:33:59

»2023, AM
»2023, PM
»2028 PCUs, AM
»2028 PCUs, PM
»2028 + Committed , AM
»2028 + Committed , PM
»2028 + Committed + Dev Traffic, AM
»2028 + Committed + Dev Traffic, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2023									
Stream B-AC	D1	0.2	9.46	0.16	A	D2	0.2	9.06	0.19	A
Stream C-AB		0.2	7.67	0.16	A		0.2	8.48	0.15	A
	2028 PCUs									
Stream B-AC	D3	0.2	9.54	0.17	A	D4	0.3	9.17	0.20	A
Stream C-AB		0.2	7.70	0.16	A		0.2	8.52	0.16	A
	2028 + Committed									
Stream B-AC	D5	0.2	9.55	0.17	A	D6	0.3	9.17	0.20	A
Stream C-AB		0.2	7.69	0.16	A		0.2	8.50	0.16	A
	2028 + Committed + Dev Traffic									
Stream B-AC	D7	0.2	9.60	0.17	A	D8	0.3	9.25	0.20	A
Stream C-AB		0.2	7.70	0.16	A		0.2	8.64	0.16	A

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	Monmouth Road/Station Road
Location	Raglan
Site number	
Date	30/11/2023
Version	
Status	(new file)
Identifier	
Client	Richborough
Jobnumber	T21567
Enumerator	AzureAD\JasminRema
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023	AM	ONE HOUR	07:45	09:15	15
D2	2023	PM	ONE HOUR	16:45	18:15	15
D3	2028 PCUs	AM	ONE HOUR	07:45	09:15	15
D4	2028 PCUs	PM	ONE HOUR	16:45	18:15	15
D5	2028 + Committed	AM	ONE HOUR	07:45	09:15	15
D6	2028 + Committed	PM	ONE HOUR	16:45	18:15	15
D7	2028 + Committed + Dev Traffic	AM	ONE HOUR	07:45	09:15	15
D8	2028 + Committed + Dev Traffic	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.13	A

Arms

Arms

Arm	Name	Description	Arm type
A	Monmouth Road E		Major
B	Station Road		Minor
C	Monmouth Rd W		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.00			28.0	✓	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 (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.20	20	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	457	0.083	0.210	0.132	0.300
B-C	588	0.090	0.228	-	-
C-B	590	0.229	0.229	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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)
D1	2023	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	127	100.000
B		✓	73	100.000
C		✓	121	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	53	74
	B	26	0	47
	C	44	77	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	10	6
	B	8	0	9
	C	0	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.16	9.46	0.2	A
C-AB	0.16	7.67	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	507	0.108	54	0.1	8.639	A
C-AB	61	591	0.104	61	0.1	7.233	A
C-A	30			30			
A-B	40			40			
A-C	56			56			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	501	0.131	66	0.2	8.972	A
C-AB	74	591	0.126	74	0.2	7.417	A
C-A	35			35			
A-B	48			48			
A-C	67			67			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	494	0.163	80	0.2	9.452	A
C-AB	92	592	0.156	92	0.2	7.671	A
C-A	41			41			
A-B	58			58			
A-C	81			81			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	494	0.163	80	0.2	9.460	A
C-AB	92	592	0.156	92	0.2	7.674	A
C-A	41			41			
A-B	58			58			
A-C	81			81			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	501	0.131	66	0.2	8.986	A
C-AB	74	591	0.126	74	0.2	7.418	A
C-A	35			35			
A-B	48			48			
A-C	67			67			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	507	0.108	55	0.1	8.665	A
C-AB	61	591	0.104	62	0.1	7.248	A
C-A	30			30			
A-B	40			40			
A-C	56			56			

2023, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.77	A

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)
D2	2023	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	117	100.000
B		✓	87	100.000
C		✓	105	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	24	93
	B	27	0	60
	C	28	77	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	6
	B	0	0	3
	C	0	17	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.19	9.06	0.2	A
C-AB	0.15	8.48	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	514	0.128	65	0.1	8.175	A
C-AB	60	584	0.103	60	0.1	7.968	A
C-A	19			19			
A-B	18			18			
A-C	70			70			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	508	0.154	78	0.2	8.534	A
C-AB	72	583	0.124	72	0.2	8.183	A
C-A	22			22			
A-B	22			22			
A-C	84			84			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	501	0.191	96	0.2	9.053	A
C-AB	90	582	0.154	89	0.2	8.479	A
C-A	26			26			
A-B	26			26			
A-C	102			102			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	501	0.191	96	0.2	9.063	A
C-AB	90	582	0.154	90	0.2	8.479	A
C-A	26			26			
A-B	26			26			
A-C	102			102			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	508	0.154	78	0.2	8.550	A
C-AB	72	583	0.124	73	0.2	8.181	A
C-A	22			22			
A-B	22			22			
A-C	84			84			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	514	0.128	66	0.2	8.203	A
C-AB	60	584	0.103	60	0.1	7.984	A
C-A	19			19			
A-B	18			18			
A-C	70			70			

2028 PCUs, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.20	A

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)
D3	2028 PCUs	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	127	100.000
B		✓	75	100.000
C		✓	124	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	53	74
	B	27	0	48
	C	45	79	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	10	6
	B	8	0	9
	C	0	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.17	9.54	0.2	A
C-AB	0.16	7.70	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	506	0.112	56	0.1	8.684	A
C-AB	63	591	0.107	63	0.1	7.248	A
C-A	30			30			
A-B	40			40			
A-C	56			56			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	500	0.135	67	0.2	9.030	A
C-AB	76	592	0.129	76	0.2	7.437	A
C-A	35			35			
A-B	48			48			
A-C	67			67			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	493	0.168	82	0.2	9.526	A
C-AB	95	592	0.160	95	0.2	7.699	A
C-A	42			42			
A-B	58			58			
A-C	81			81			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	493	0.168	83	0.2	9.536	A
C-AB	95	592	0.160	95	0.2	7.701	A
C-A	42			42			
A-B	58			58			
A-C	81			81			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	500	0.135	68	0.2	9.044	A
C-AB	76	592	0.129	76	0.2	7.435	A
C-A	35			35			
A-B	48			48			
A-C	67			67			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	506	0.112	57	0.1	8.711	A
C-AB	63	592	0.107	63	0.1	7.263	A
C-A	30			30			
A-B	40			40			
A-C	56			56			

2028 PCUs, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.80	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.80	A

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)
D4	2028 PCUs	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	121	100.000
B		✓	90	100.000
C		✓	108	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	25	96
	B	28	0	62
	C	29	79	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	6
	B	0	0	3
	C	0	17	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.20	9.17	0.3	A
C-AB	0.16	8.52	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	513	0.132	67	0.2	8.235	A
C-AB	62	584	0.106	61	0.1	7.994	A
C-A	20			20			
A-B	19			19			
A-C	72			72			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	507	0.159	81	0.2	8.610	A
C-AB	74	583	0.128	74	0.2	8.216	A
C-A	23			23			
A-B	22			22			
A-C	86			86			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	500	0.198	99	0.2	9.166	A
C-AB	92	582	0.158	92	0.2	8.524	A
C-A	27			27			
A-B	28			28			
A-C	106			106			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	500	0.198	99	0.3	9.166	A
C-AB	92	582	0.158	92	0.2	8.524	A
C-A	27			27			
A-B	28			28			
A-C	106			106			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	507	0.160	81	0.2	8.627	A
C-AB	74	583	0.128	75	0.2	8.212	A
C-A	23			23			
A-B	22			22			
A-C	88			88			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	513	0.132	68	0.2	8.263	A
C-AB	62	584	0.106	62	0.1	8.010	A
C-A	19			19			
A-B	19			19			
A-C	72			72			

2028 + Committed , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.15	A

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)
D5	2028 + Committed	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	130	100.000
B		✓	75	100.000
C		✓	128	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	54	76
	B	27	0	48
	C	47	79	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	10	6
	B	8	0	9
	C	0	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.17	9.55	0.2	A
C-AB	0.16	7.69	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	505	0.112	56	0.1	8.694	A
C-AB	63	592	0.107	63	0.1	7.242	A
C-A	32			32			
A-B	41			41			
A-C	57			57			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	500	0.135	67	0.2	9.042	A
C-AB	77	593	0.129	76	0.2	7.430	A
C-A	37			37			
A-B	49			49			
A-C	68			68			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	492	0.168	82	0.2	9.543	A
C-AB	95	593	0.161	95	0.2	7.691	A
C-A	43			43			
A-B	59			59			
A-C	84			84			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	492	0.168	83	0.2	9.553	A
C-AB	95	593	0.161	95	0.2	7.693	A
C-A	43			43			
A-B	59			59			
A-C	84			84			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	500	0.135	68	0.2	9.057	A
C-AB	77	593	0.129	77	0.2	7.428	A
C-A	37			37			
A-B	49			49			
A-C	68			68			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	505	0.112	57	0.1	8.723	A
C-AB	63	592	0.107	63	0.1	7.254	A
C-A	32			32			
A-B	41			41			
A-C	57			57			

2028 + Committed , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.77	A

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)
D6	2028 + Committed	PM	ONE HOUR	18:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	121	100.000
B		✓	90	100.000
C		✓	110	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	25	96
	B	28	0	62
	C	31	79	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	6
	B	0	0	3
	C	0	17	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.20	9.17	0.3	A
C-AB	0.16	8.50	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	513	0.132	67	0.2	8.237	A
C-AB	62	585	0.106	61	0.1	7.977	A
C-A	21			21			
A-B	19			19			
A-C	72			72			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	507	0.160	81	0.2	8.613	A
C-AB	75	584	0.128	74	0.2	8.196	A
C-A	24			24			
A-B	22			22			
A-C	86			86			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	500	0.198	99	0.2	9.159	A
C-AB	92	583	0.158	92	0.2	8.499	A
C-A	29			29			
A-B	28			28			
A-C	106			106			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	500	0.198	99	0.3	9.171	A
C-AB	92	583	0.158	92	0.2	8.498	A
C-A	29			29			
A-B	28			28			
A-C	106			106			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	507	0.160	81	0.2	8.629	A
C-AB	75	584	0.128	75	0.2	8.193	A
C-A	24			24			
A-B	22			22			
A-C	88			88			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	513	0.132	68	0.2	8.268	A
C-AB	62	585	0.106	62	0.1	7.993	A
C-A	21			21			
A-B	19			19			
A-C	72			72			

2028 + Committed + Dev Traffic, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.06	A

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)
D7	2028 + Committed + Dev Traffic	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	137	100.000
B		✓	75	100.000
C		✓	128	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	54	83
	B	27	0	48
	C	49	79	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	10	6
	B	8	0	9
	C	0	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.17	9.60	0.2	A
C-AB	0.16	7.70	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	504	0.112	56	0.1	8.719	A
C-AB	63	592	0.107	63	0.1	7.245	A
C-A	33			33			
A-B	41			41			
A-C	62			62			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	498	0.135	67	0.2	9.075	A
C-AB	77	592	0.130	77	0.2	7.434	A
C-A	38			38			
A-B	49			49			
A-C	75			75			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	490	0.169	82	0.2	9.587	A
C-AB	96	593	0.161	96	0.2	7.698	A
C-A	45			45			
A-B	59			59			
A-C	91			91			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	490	0.169	83	0.2	9.597	A
C-AB	96	593	0.161	96	0.2	7.700	A
C-A	45			45			
A-B	59			59			
A-C	91			91			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	498	0.135	68	0.2	9.089	A
C-AB	77	592	0.130	77	0.2	7.433	A
C-A	38			38			
A-B	49			49			
A-C	75			75			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	504	0.112	57	0.1	8.748	A
C-AB	63	592	0.107	64	0.1	7.280	A
C-A	33			33			
A-B	41			41			
A-C	62			62			

2028 + Committed + Dev Traffic, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.40	A

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)
D8	2028 + Committed + Dev Traffic	PM	ONE HOUR	18:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	153	100.000
B		✓	90	100.000
C		✓	110	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From	A	B	C	
	0	54	99	
	28	0	62	
	31	79	0	

Vehicle Mix

Heavy Vehicle %

	To			
From	A	B	C	
	0	0	6	
	0	0	3	
	0	17	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.20	9.25	0.3	A
C-AB	0.16	8.64	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	510	0.133	67	0.2	8.280	A
C-AB	62	580	0.107	61	0.1	8.061	A
C-A	21			21			
A-B	41			41			
A-C	75			75			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	504	0.160	81	0.2	8.672	A
C-AB	75	578	0.129	75	0.2	8.302	A
C-A	24			24			
A-B	49			49			
A-C	89			89			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	496	0.200	99	0.3	9.243	A
C-AB	93	575	0.161	92	0.2	8.638	A
C-A	29			29			
A-B	59			59			
A-C	109			109			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	496	0.200	99	0.3	9.254	A
C-AB	93	575	0.161	93	0.2	8.638	A
C-A	29			29			
A-B	59			59			
A-C	109			109			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	504	0.160	81	0.2	8.688	A
C-AB	75	578	0.129	75	0.2	8.297	A
C-A	24			24			
A-B	49			49			
A-C	89			89			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	510	0.133	68	0.2	8.311	A
C-AB	62	580	0.107	62	0.1	8.076	A
C-A	21			21			
A-B	41			41			
A-C	75			75			