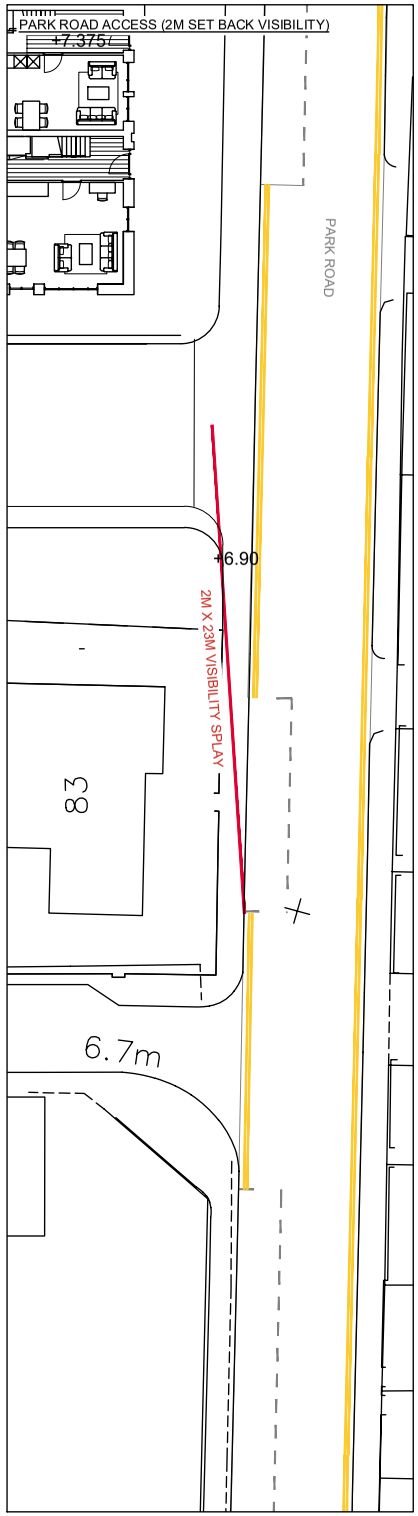

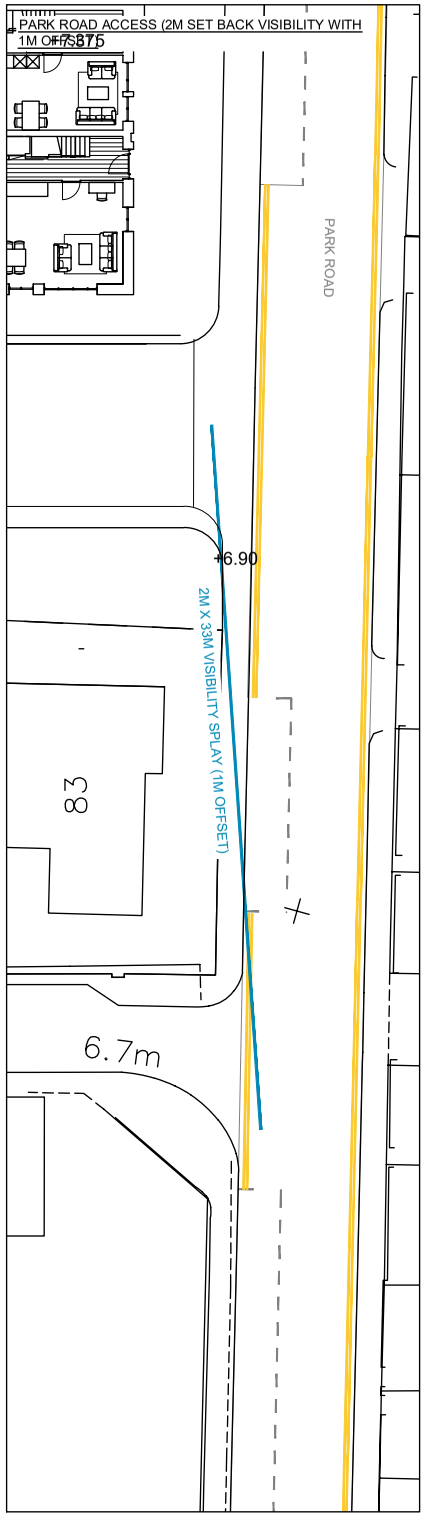

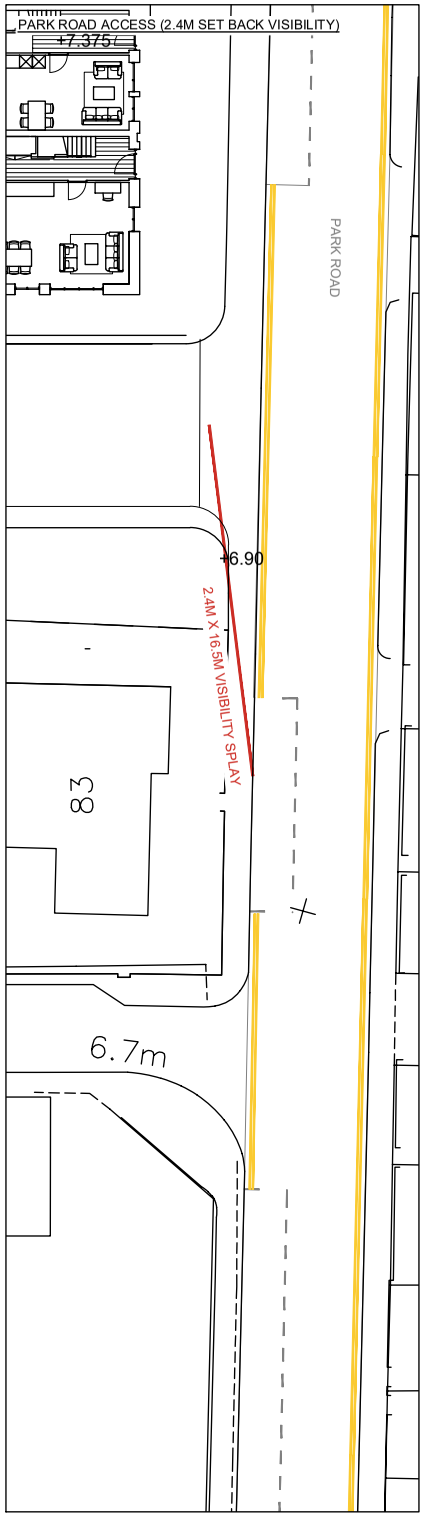

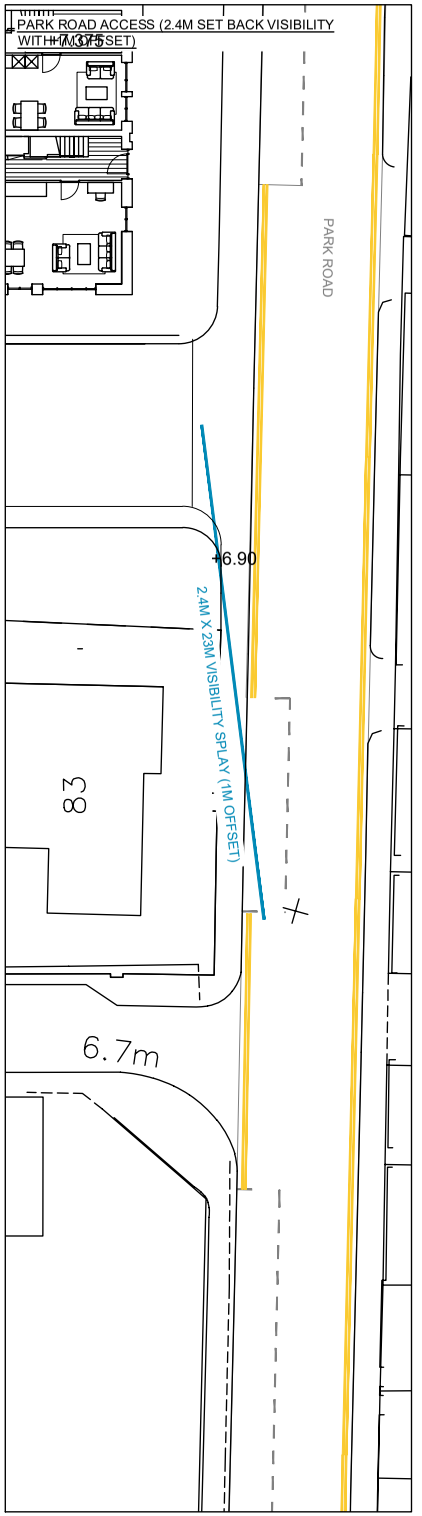

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B	22/06/2021	UPDATED SITE LAYOUT	JP	RB	RA
A	07.06.2021	REVISED LAYOUT	AP	RB	RA

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CLIENT

ST WILLIAM

PROJECT

FORMER GAS HOLDER SITE, LYNDHURST ROAD, WORTHING

TITLE

VISIBILITY ASSESSMENT AT PARK ROAD ACCESS ARRANGEMENT

(2M & 2.4M SET BACK)

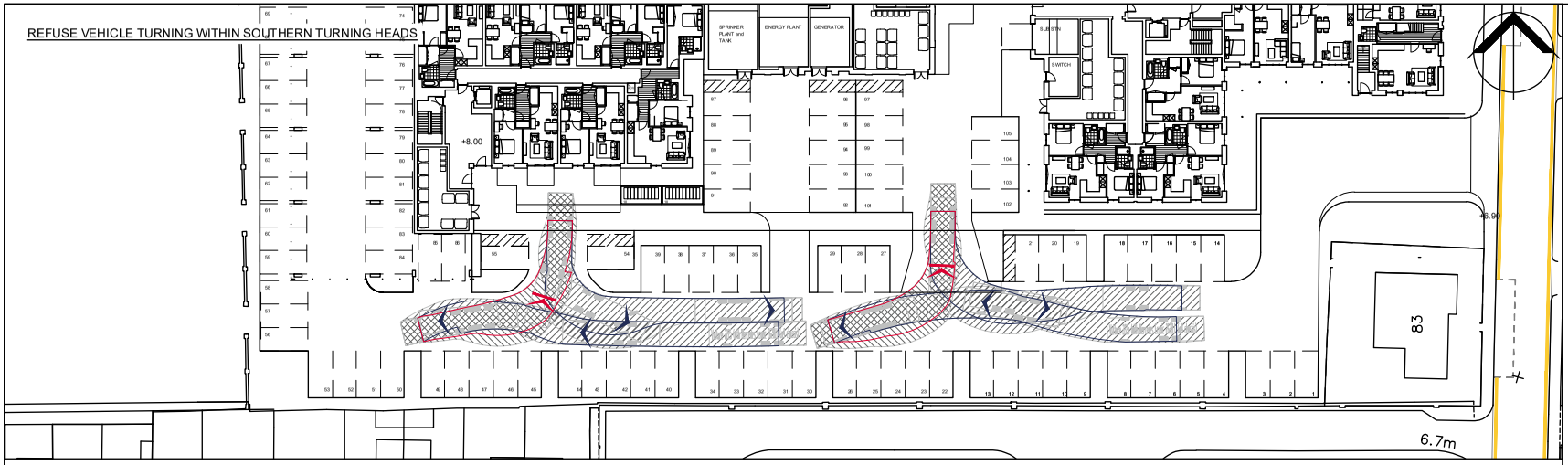
DRAWN BY	CHECKED BY	APPROVED BY
AP	RB 29.04.2021	RA 29.04.2021

SCALE @ A3	DATE
1:250	29.04.2021

PROJECT NO.	DRAWING NO.	REV.
20-T082	14	B

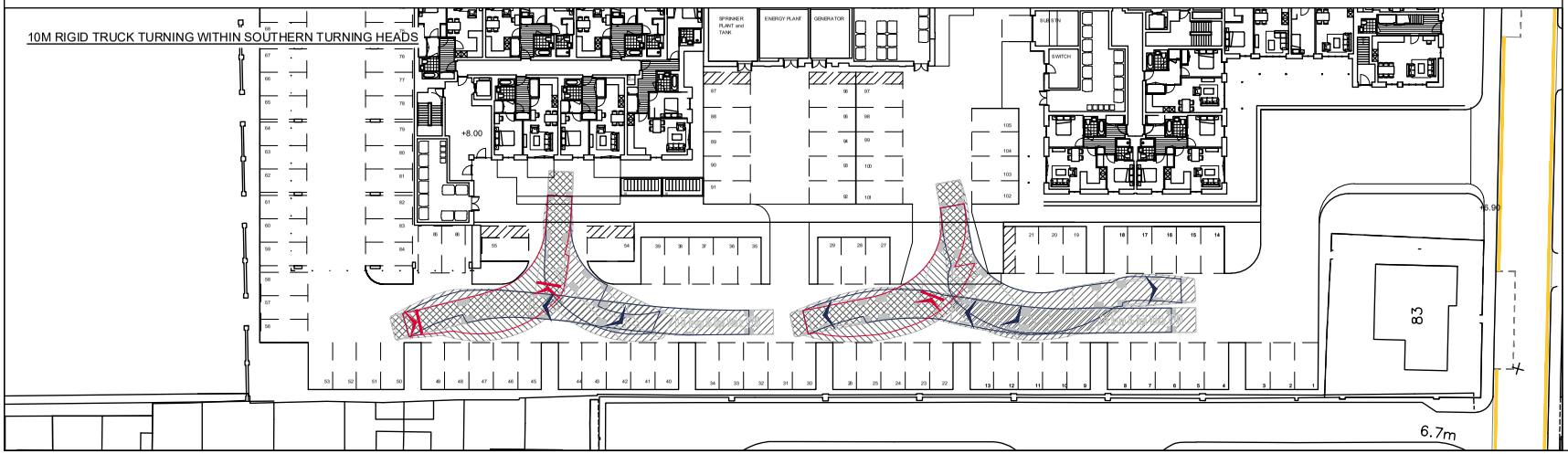
A7. SWEPT PATH ANALYSIS

REFUSE VEHICLE TURNING WITHIN SOUTHERN TURNING HEADS



FIRE TENDER TURNING WITHIN SOUTHERN TURNING HEADS

10M RIGID TRUCK TURNING WITHIN SOUTHERN TURNING HEADS



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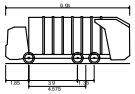
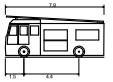


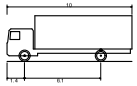
Vulture 2225 (with Mercedes Econic 2628LL 6x4 chassis)

Overall Length	9.930m
Overall Width	2.490m
Overall Body Height	3.749m
Min Body Ground Clearance	0.302m
Track Width	2.490m
Lock to lock time	4.00s
Wall to Wall Turning Radius	9.250m



Pumping Appliance

Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.700m



FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
C	22/06/2021	UPDATED SITE LAYOUT	JP	RB	RA
B	07.06.2021	REVISED LAYOUT	AP	RB	RA
A	04.05.2021	AMENDMENTS TO DWG 18	AP	RB	RA

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CLIENT

ST WILLIAM

PROJECT

FORMER GAS HOLDER SITE, LYNDHURST ROAD, WORTHING

TITLE

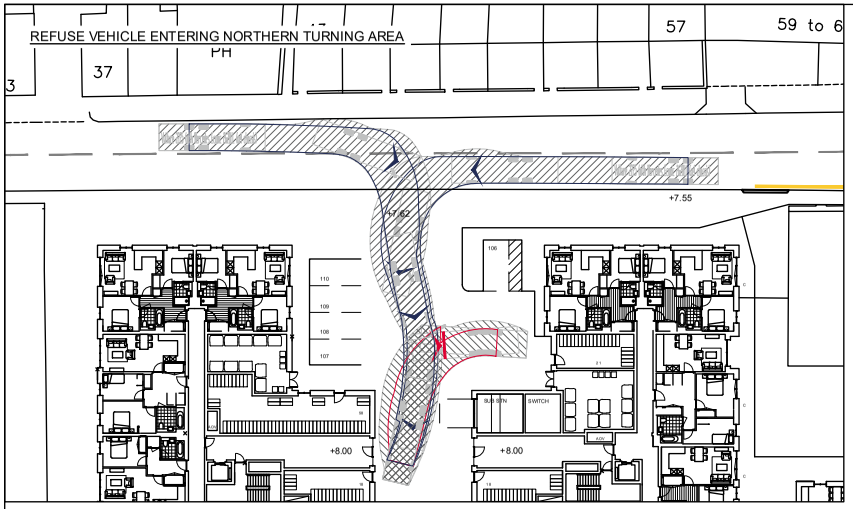
SITE LAYOUT REVIEW

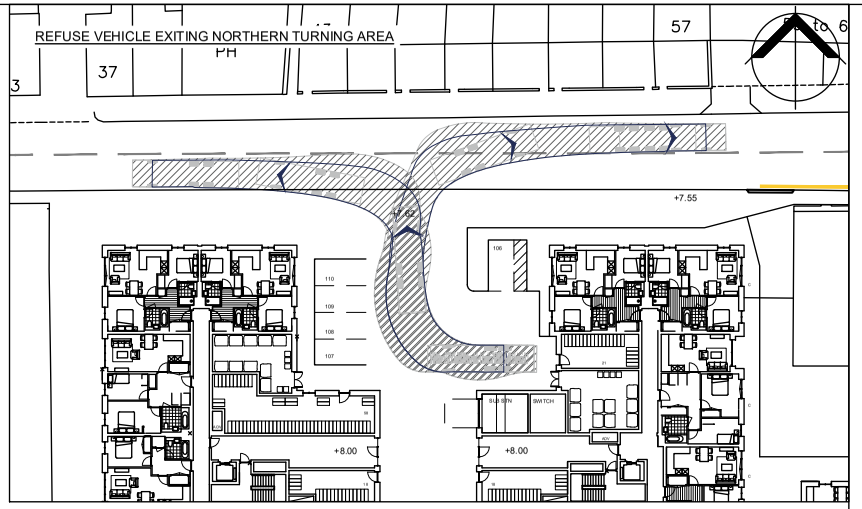
(SOUTHERN TURNING HEADS SWEPT PATH ANALYSIS)

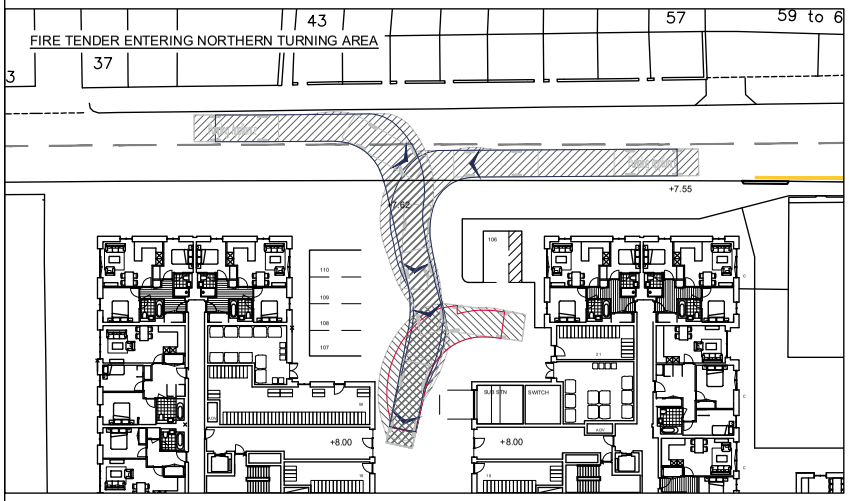
DRAWN BY	CHECKED BY	APPROVED BY
AP	RB 29.04.2021	RA 29.04.2021

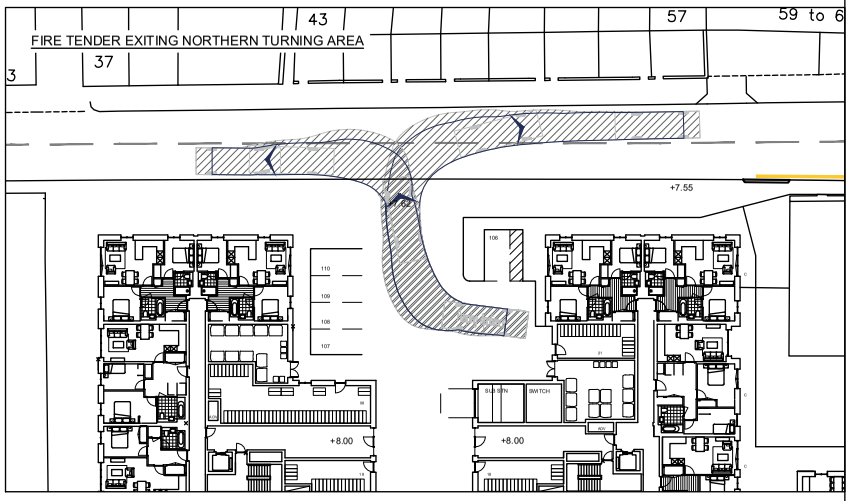
SCALE @ A3	DATE
1 : 500	29.04.2021

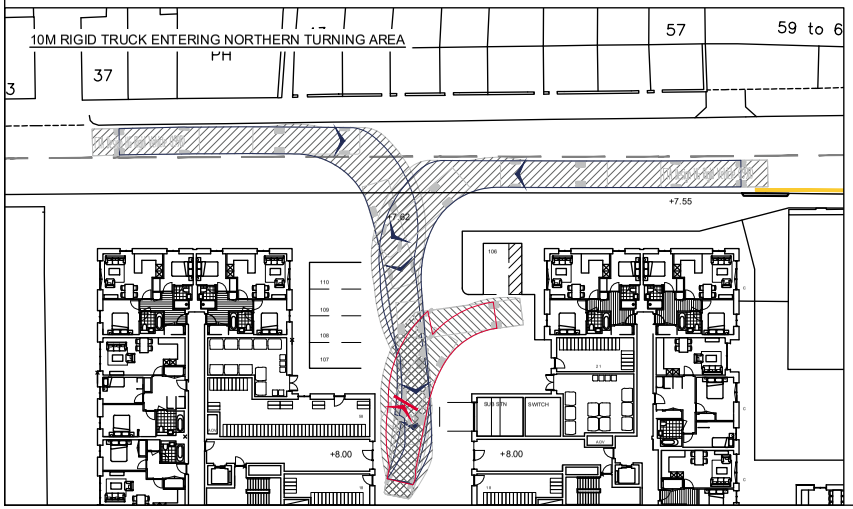
PROJECT NO.	DRAWING NO.	REV.
20-T082	16	C

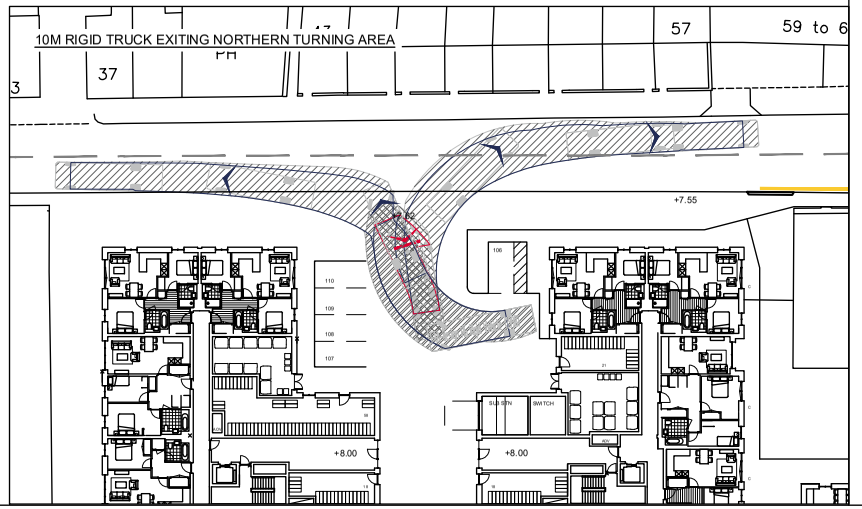












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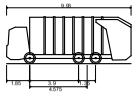
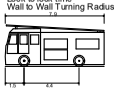


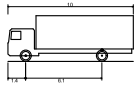
Vulture 2225 (with Mercedes Econic 2628LL 6x4 chassis)

Overall Length	9.930m
Overall Width	2.490m
Overall Body Height	3.748m
Min Body Ground Clearance	0.302m
Track Width	2.490m
Lock to lock time	4.00s
Wall to Wall Turning Radius	9.250m



Pumping Appliance

Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m



FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
C	22/06/2021	UPDATED SITE LAYOUT	JP	RB	RA
B	07.06.2021	REVISED LAYOUT	AP	RB	RA
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CLIENT

ST WILLIAM

PROJECT

FORMER GAS HOLDER SITE, LYNDHURST ROAD, WORTHING

TITLE

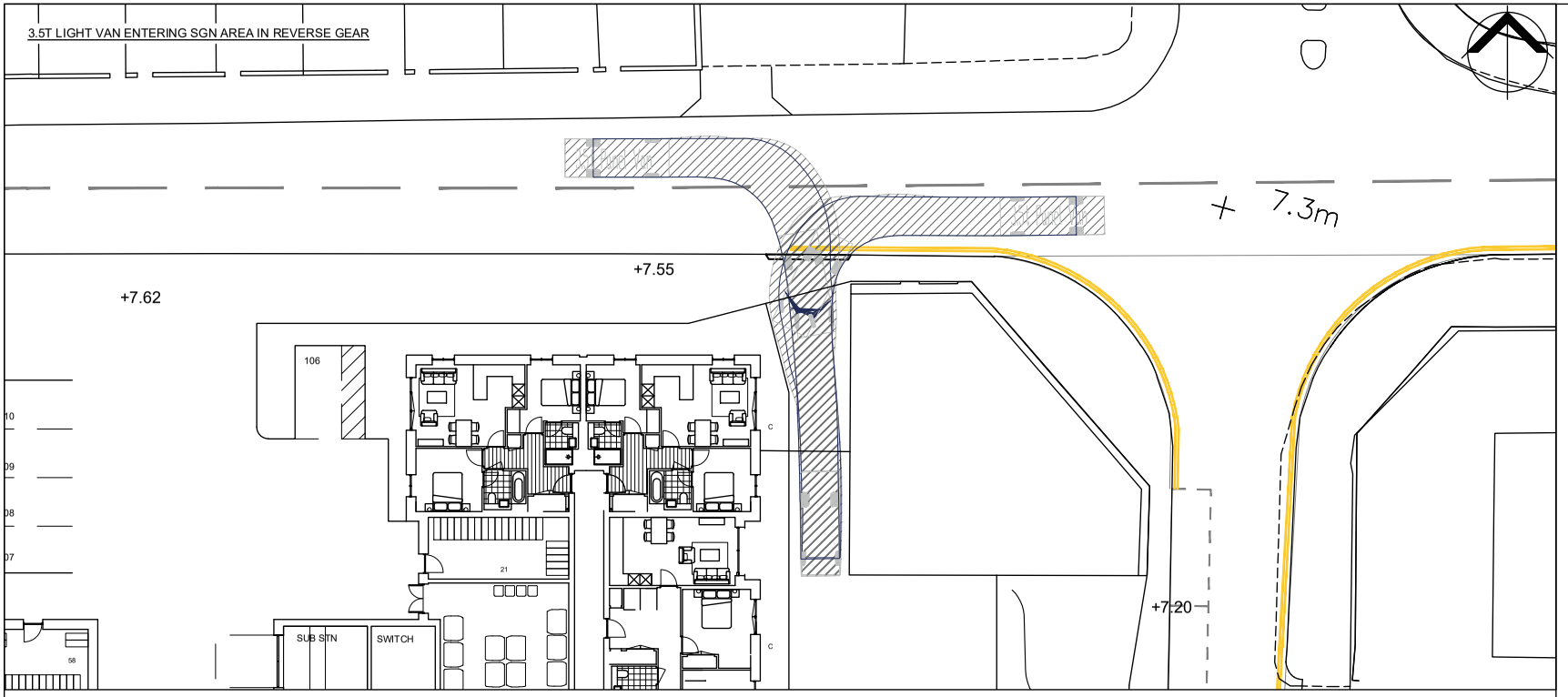
SITE LAYOUT REVIEW

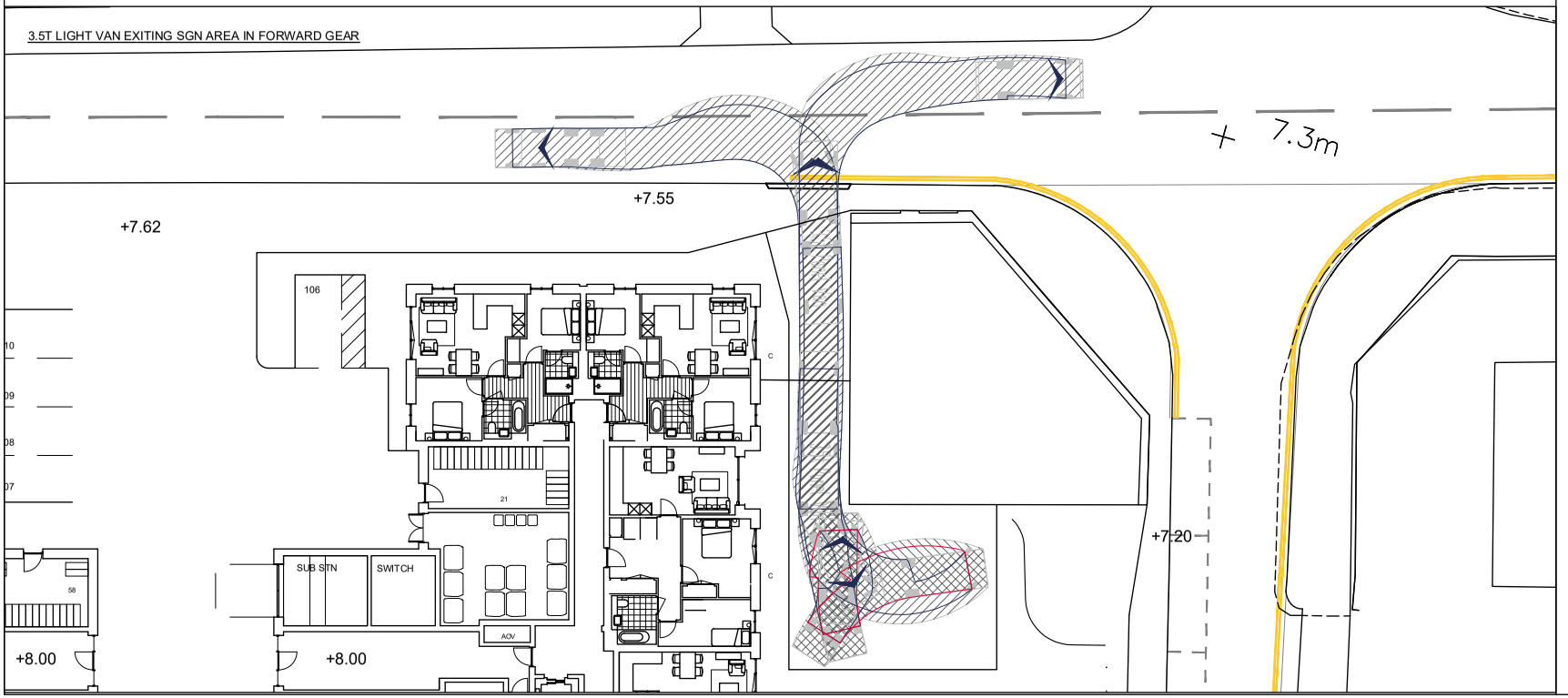
(NORTHERN TURNING AREA SWEPT PATH ANALYSIS)

DRAWN BY	CHECKED BY	APPROVED BY
AP	RB 29.04.2021	RA 29.04.2021

SCALE @ A3	DATE
1 : 500	29.04.2021

PROJECT NO.	DRAWING NO.	REV.
20-T082	17	C





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3.5t Panel Van	
Overall Length	5.350m
Overall Width	1.970m
Overall Body Height	2.562m
Min Body Ground Clearance	0.335m
Track Width	1.970m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.850m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
C	22/06/2021	UPDATED SITE LAYOUT	JP	RB	RA
B	07.06.2021	REVISED LAYOUT	AP	RB	RA
A	04.05.2021	REVISED TURNING AREA FOR SNG ACCESS AREA	AP	RB	RA

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FORMER GAS HOLDER SITE, LYNDHURST ROAD, WORTHING

TITLE

SITE LAYOUT REVIEW

(3.5T LIGHT VAN)

DRAWN BY	CHECKED BY	APPROVED BY
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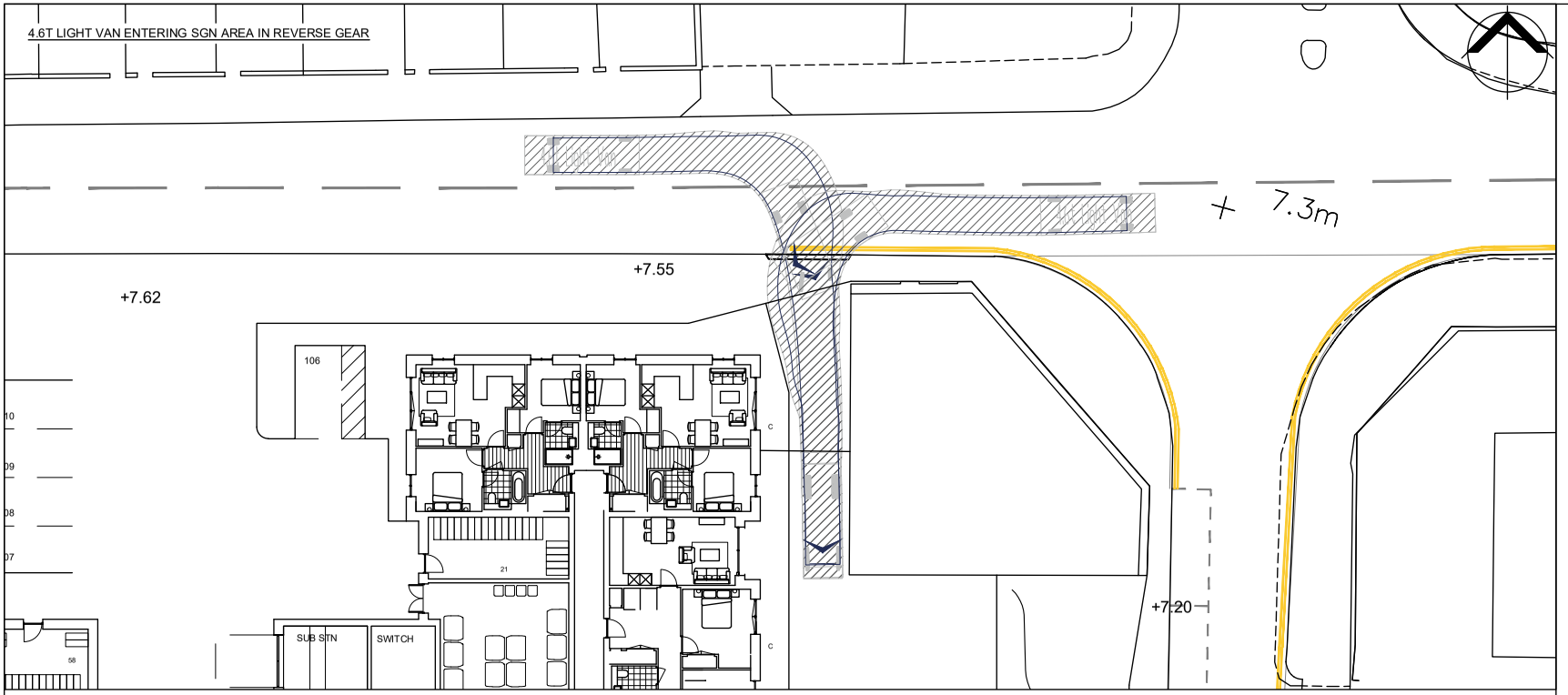
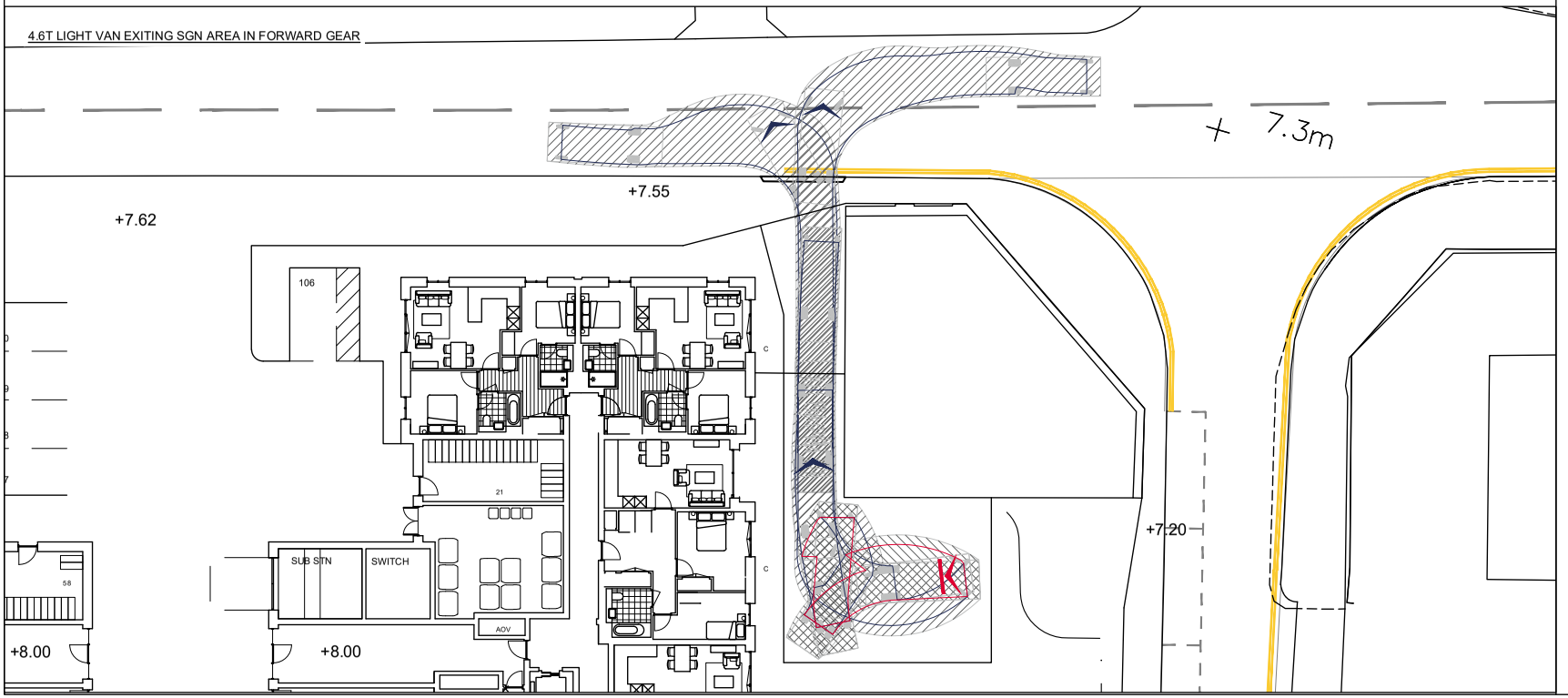
SCALE @ A3	DATE
1 : 250	29.04.2021

PROJECT NO.	DRAWING NO.	REV.
20-T082	18.1	C

4.6T LIGHT VAN ENTERING SGN AREA IN REVERSE GEAR



4.6T LIGHT VAN EXITING SGN AREA IN FORWARD GEAR



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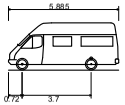

4.6t Light Van	
Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.000m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
C	22/06/2021	UPDATED SITE LAYOUT	JP	RB	RA
B	07.06.2021	REVISED LAYOUT	AP	RB	RA
A	04.05.2021	REVISED TURNING AREA FOR SNG ACCESS AREA	AP	RB	RA

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PROJECT

FORMER GAS HOLDER SITE, LYNDHURST ROAD, WORTHING

TITLE

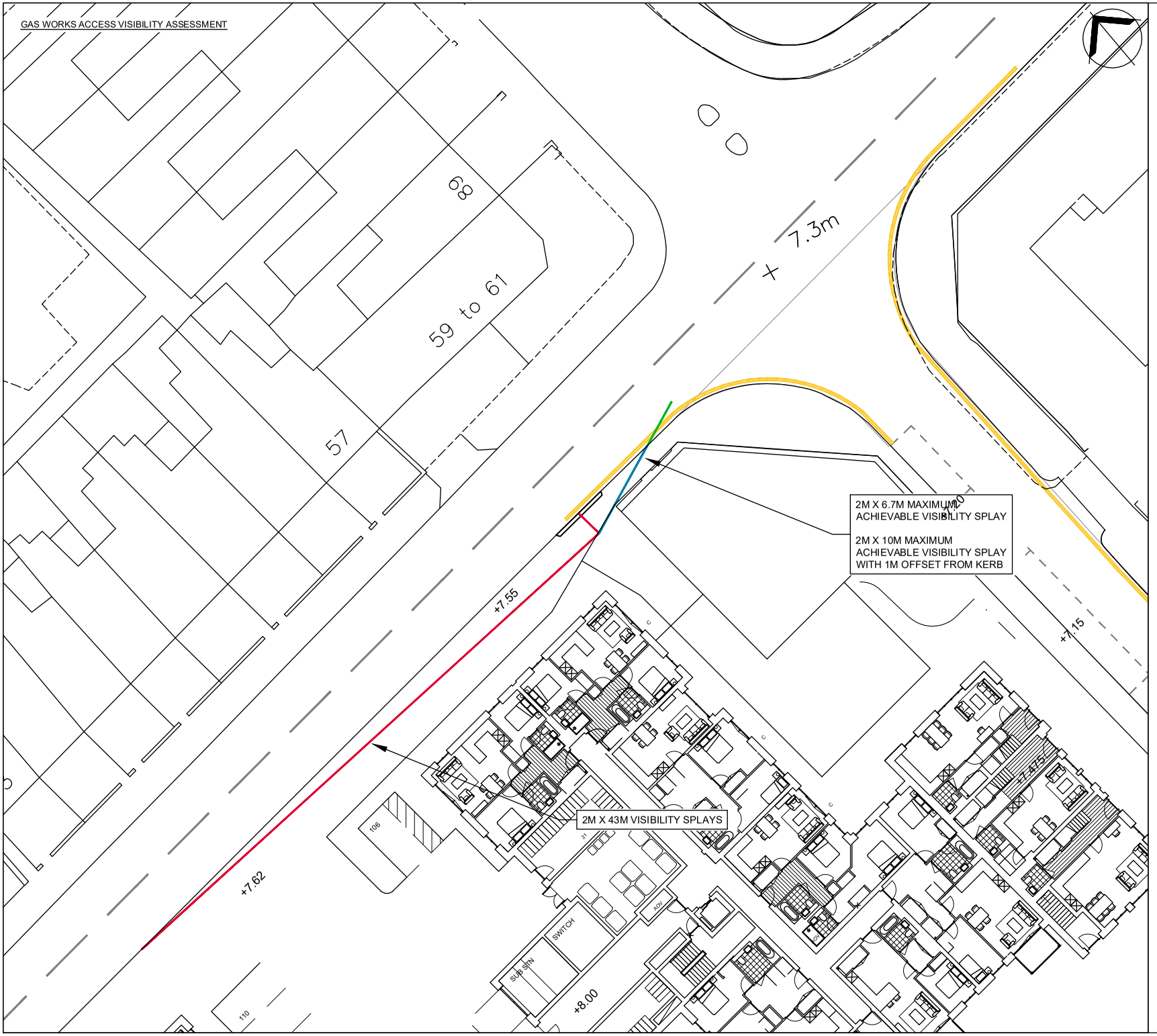
SITE LAYOUT REVIEW

(4.6T LIGHT VAN)

DRAWN BY	CHECKED BY	APPROVED BY
AP	RB 29.04.2021	RA 29.04.2021

SCALE @ A3	DATE
1 : 250	29.04.2021

PROJECT NO.	DRAWING NO.	REV.
20-T082	18.2	C



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REV	DATE	AMENDMENTS	DRAWN	CHK	APP
C	22/06/2021	UPDATED SITE LAYOUT	JP	RB	RA
B	07.06.2021	REVISED LAYOUT	AP	RB	RA
A	04.05.2021	REVISED TURNING AREA FOR SNG ACCESS AREA	AP	RB	RA

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PROJECT

FORMER GAS HOLDER SITE, LYNDHURST ROAD, WORTHING

TITLE

SITE LAYOUT REVIEW

(GAS WORKS VISIBILITY ASSESSMENT)

DRAWN BY	CHECKED BY	APPROVED BY
AP	RB 29.04.2021	RA 29.04.2021

SCALE @ A3	DATE
1 : 250	29.04.2021

PROJECT NO.	DRAWING NO.	REV.
20-T082	18.3	C

A8. ROAD SAFETY AUDIT STAGE 1 AND DESIGNERS REPONSE

Allen Transport Consultancy Ltd

Stage 1 Road Safety Audit

Proposed S278 Highway Works

Lyndhurst Road and Park Road

Worthing

West Sussex

Date: May 2021

Report produced for: Iceni Projects Ltd

Report produced by: Allen Transport Consultancy Ltd

Allen Transport Consultancy Ltd
Minerva House
139 Chatham Road
Maidstone
Kent ME14 2NB

Tel: 07770 403637

CONTENTS

DOCUMENT CONTROL SHEET

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Project Details:

Report title	Stage 1 Road Safety Audit Proposed S278 Highway Works Lyndhurst Road and Park Road, Worthing
Date	31st May 2021
Document reference and revision	ATC/639/IPL/1 Rev 1
Prepared by	Allen Transport Consultancy Ltd
On behalf of	Iceni Projects Ltd

Record of Issue:

Issue	Status	Author	Date	Checked	Date	Authorised	Date
1	Final	LA	26/05/21	MB	31/05/21	LA	31/05/21

Distribution:

Organisation	Contact	Copies
Iceni Projects Ltd	Ryan Broom	-
Iceni Projects Ltd	Aidan Pearce	-

1 INTRODUCTION

1.1 This report has been produced as a result of a Stage 1 Road Safety Audit carried out on the proposed Section 278 Highway Works associated with a residential development on Lyndhurst Road and Park Road, Worthing in West Sussex.

1.2 The Road Safety Audit was undertaken at the request of the Overseeing Organisation, West Sussex County Council. The Design Organisation is Iceni Projects Ltd, Da Vinci House, 44 Saffron Hill, London, EC1N 6FH. The Third Party Organisation is St William.

1.3 In summary, the works considered as part of this Stage 1 Road Safety Audit are as follows:

- Relocating the existing vehicular access on Park Road approximately 7m northwards from its current position. It is proposed to create a shared surface type arrangement for pedestrians, cyclists and vehicles creating a courtyard type environment to access the site. The access will serve 120 parking spaces and servicing vehicles;
- Provision of a 12m wide vehicular access onto Lyndhurst Road approximately 30m from the western boundary to the centre of the access. The access is to have a dropped kerb and provide a similar shared surface type arrangement for pedestrians, cyclists and vehicles creating a 'courtyard' type environment to access the site. The access will predominately be used for servicing, deliveries and one disabled parking bay;
- Provision of a 4.5m wide vehicular crossover on Lyndhurst Road to access the retained gas facility on site, which will be used every few weeks.

1.4 The Audit Team membership was as follows:

- Lisa Allen - BEng (Hons), MSc, MCIHT, MSoRSA, HA RSA Cert Comp - Audit Team Leader
- Martin Brownsey – BSc DipEM, MCIHT, HA RSA Cert Comp - Audit Team Member

1.5 The Audit was undertaken in accordance with the Audit Brief supplied by Iceni Projects Ltd, dated March 2021. The Road Safety Audit comprised an examination of the drawings and documents provided, as listed in Appendix A.

1.6 The Audit took place at the Maidstone office of Allen Transport Consultancy during May 2021. The Audit Team members visited the site, together, on 21st May 2021, between 11:15 and 12:10 hours. During the site visit, the weather was overcast and the existing road surface was dry. Vehicular traffic conditions at the time of the site visit were observed to be low in Park Road. A few pedestrians and no pedal cyclists were observed during the site visit. Vehicular traffic conditions at the time of the site visit were observed to be moderate in Lyndhurst Road. Several pedestrians and no pedal cyclists were observed during the site visit.

1.7 The terms of reference of the Audit are as described in DMRB GG 119 Road Safety Audit. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. The Road Safety Audit does not perform any "Technical Check" function on these proposals.

It is assumed that the Design Organisation is satisfied that such a "Technical Check" has been successfully completed prior to requesting this Road Safety Audit.

1.8 No Departures from Design Standards have been reported by the Design Organisation.

1.9 Plans showing the location of the Problems raised in this report are included in Appendix B.

1.10 Issues identified and observations made during this Stage 1 Road Safety Audit and site inspection which the Terms of Reference exclude from this report, but which the Audit Team wishes to draw to the attention of the Overseeing Organisation, West Sussex County Council, will be set out in a separate letter. These issues could include maintenance items and operational issues. In this regard, the Audit Team have made reference to two issues identified and observations made as referred to in a Covering Letter to Iceni Projects Ltd, dated the 31st May 2021. The Covering Letter should be supplied to the Overseeing Organisation and be considered in conjunction with this Stage 1 Road Safety Audit Report.

2 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

2.1 LOCAL ALIGNMENT

2.1.1 No Problems identified in this category at this Stage 1 Road Safety Audit.

2.2 GENERAL

2.2.1 No Problems identified in this category at this Stage 1 Road Safety Audit.

2.3 JUNCTIONS

2.3.1 **PROBLEM**

Location: **A** – Park Road, development site access (Drawing No: 20-T082-14).

Summary: Restricted visibility could result in a potential increased risk of side impact collisions occurring.

The scheme drawing indicates that the existing vehicular site access on the western side of Park Road is to be relocated approximately 7m northwards from its current location.

The scheme drawing also indicates the existing on-street parking bay located to the south of the relocated vehicular access is to remain.

The scheme drawing and Audit Brief indicate that the maximum achievable visibility to the right from the relocated access is 2m x 33m with a 1m offset into the carriageway. The maximum achievable visibility to the kerb edge is 2m x 23m. Although Manual for Streets 2 states that: "*A minimum X distance of 2m may be considered in some slow-speed situations when flows on the minor arm are low, but using this value will mean that the front of some vehicles will protrude slightly into the running carriageway of the major arm and many drivers will tend to cautiously nose out into traffic. The ability of drivers and cyclists to see this overhang from a reasonable distance and to manoeuvre around it without undue difficulty should be considered*".

Concern arises that due to the presence of vehicles parked within the on-street parking bay, located to the south of the relocated access, this situation may not provide the reasonable distance from which other drivers and pedal cyclists should be able to see the exiting vehicle without undue difficulty.

As a result, restricted visibility between vehicles exiting the development site and northbound Park Road vehicular traffic/pedal cyclists could lead to a potential increased risk of side impact collisions occurring, whereby vehicle occupants and pedal cyclists could sustain personal injury.

RECOMMENDATION

It is recommended that the parking bay located to the south of the relocated access should be truncated or removed, in order to provide further betterment to the visibility splay.

If for whatever reason this cannot be achieved, it is recommended that approval for the current proposals should be sought and agreed with the Overseeing Organisation, West Sussex County Council.

2.3.2 **PROBLEM**

Location: **B** – Lyndhurst Road, gas works vehicular crossover (Drawing No: 20-T082-18.3-A).

Summary: Restricted visibility could result in a potential increased risk of side impact collisions occurring.

The scheme drawing indicates that a 4.5m wide vehicular crossover is proposed on the southern side of Lyndhurst Road to access the retained gas facility on the site. The Audit Brief states: "*The facility will be accessed by a small van every few weeks*".

The scheme drawing indicates that the maximum achievable visibility to the right from the proposed vehicular crossover is 2m x 10m with a 1m offset into the carriageway. The maximum achievable visibility to the kerb edge is 2m x 6.7m. Although Manual for Streets 2 states that: "*A minimum X distance of 2m may be considered in some slow-speed situations when flows on the minor arm are low, but using this value will mean that the front of some vehicles will protrude slightly into the running carriageway of the major arm and many drivers will tend to cautiously nose out into traffic. The ability of drivers and cyclists to see this overhang from a reasonable distance and to manoeuvre around it without undue difficulty should be considered*".

Concern arises that the presence of the brick wall, which appears to be retained around the vicinity of the gas facility, impacts upon the visibility to the right for drivers exiting the gas works site.

As a result, restricted visibility between vehicles exiting the gas works site and westbound Lyndhurst Road vehicular traffic/pedal cyclists could lead to a potential increased risk of side impact collisions occurring, whereby vehicle occupants and pedal cyclists could sustain personal injury.

RECOMMENDATION

It is recommended that the brick wall should be lowered at this location in order to mitigate the above described potential collision scenario.

If for whatever reason this cannot be achieved, it is recommended that approval for the current proposals should be sought and agreed with the Overseeing Organisation, West Sussex County Council.

2.3.3 **PROBLEM**

Locations: **C** – Lyndhurst Road vehicular access (Drawing Nos: 20-T082-10.1-C, 20-T082-10.2-C, 20-T082-10.3-C, 20-T082-10.4-C, 20-T082-10.5-C and 20-T082-10.6-C).

Summary: Swept path requirements of larger vehicles could result in a potential increased risk of head on or side swipe type vehicular collisions occurring.

The scheme drawings indicate the swept path requirements of various larger vehicles entering and exiting the vehicular access. It is evident from the scheme drawing that larger vehicles cross the centre line on Lyndhurst Road, when positioned centrally within the vehicular access. The swept path analysis scheme drawings do not indicate the swept paths of vehicles manoeuvring within the development site, nor do they indicate the extent of the dropped kerb denoting the vehicular access.

Concern arises that larger vehicles crossing the centre line on Lyndhurst Road and potentially within the vehicular access could lead to a potential increased risk of head on or side swipe type vehicular collisions occurring, whereby vehicle occupants could sustain personal injury.

RECOMMENDATION

It is recommended that the vehicular access geometry should be modified, in order to mitigate the above described potential collision scenarios.

Additionally, it is recommended that the extent of the dropped kerbs should be determined and the scheme drawings updated accordingly.

Furthermore, it is recommended that swept path exercises should be undertaken for vehicles manoeuvring within the development site access off Lyndhurst Road and the scheme drawings updated accordingly.

2.3.4 **PROBLEM**

Locations: **D** – Park Road vehicular access (Drawing Nos: 20-T082-10.1-C, 20-T082-10.2-C, 20-T082-10.3-C, 20-T082-10.4-C, 20-T082-10.5-C and 20-T082-10.6-C).

Summary: Swept path requirements of larger vehicles could result in a potential increased risk of head on or side swipe type vehicular collisions occurring, whereby vehicle occupants could sustain personal injury.

The scheme drawings indicate the swept path requirements of various larger vehicles entering and exiting the vehicular access. It is evident from the scheme drawing that larger vehicles utilise the width of the access road when entering or exiting the vehicular access and negotiating the 90 degree bend.

Concern arises that larger vehicles utilising the width of the access road when entering or exiting the vehicular access and negotiating the 90 degree bend could lead to a potential increased risk of head on or side swipe type vehicular collisions occurring, whereby vehicle occupants could sustain personal injury.

RECOMMENDATION

It is recommended that the vehicular access geometry should be modified, in order to mitigate the above described potential collision scenarios.

Additionally, it is recommended that the forward visibility at the 90 degree bend should be determined and the scheme drawing updated accordingly. If required, the layout of the car park area should be amended.

2.4 WALKING, CYCLING AND HORSE RIDING

2.4.1 PROBLEM

Location: **E** – Lyndhurst Road, vehicular access (Drawing Nos: 20-T082-04-A).

Summary: Shared surface layout could result in a potential increased risk of pedestrian, pedal cyclist and vehicular collisions occurring, especially those pedestrians who are blind, visually or mobility impaired.

The scheme drawing indicates a 12m wide vehicular access is proposed on the southern side of Lyndhurst Road. The Audit Brief states that: "*It is proposed to create a shared surface type arrangement for pedestrians, cyclists and vehicles creating a 'courtyard' type environment to access the site*". Additionally, the Audit Brief states that: "*The intention is for the surfacing to be consistent throughout, with centrelines and give-way lines not being provided to give an open and spacious area for future residents*".

The Audit Brief also notes that the Lyndhurst Road vehicular access is to be predominantly used by servicing and delivery vehicles.

Concern arises that conflicts could occur between pedestrians, pedal cyclists and vehicular traffic when larger service and delivery vehicles utilise the shared surface area off Lyndhurst Road, many of whom may be unfamiliar with the area.

Concern arises that conflicts could occur between larger servicing and delivery vehicles entering, manoeuvring within and exiting the shared surface area off Lyndhurst Road and pedestrians/pedal cyclists utilising this area to continue their journey. As a result, this situation could lead to a potential increased risk of pedestrian/pedal cyclist and vehicular collisions occurring, whereby pedestrians, especially those who are blind, visually or mobility impaired, and pedal cyclists could sustain personal injury.

RECOMMENDATION

It is recommended that clear walking and cycling routes should be identified within the shared surface area. Measures could include the provision of kerbed footways or contrasting materials and colour to highlight suitable and adequate routes for walking and cycling within the development site.

2.4.2 PROBLEM

Location: **F** – Park Road, vehicular access (Drawing Nos: 20-T082-14).

Summary: Shared surface layout could result in a potential increased risk of pedestrian, pedal cyclist and vehicular collisions occurring, especially those pedestrians who are blind, visually or mobility impaired.

The scheme drawing indicates the existing vehicular access on the western side of Park Road is to be relocated northwards approximately 7m. The Audit Brief states that: "*It is proposed to create a shared surface type arrangement for pedestrians, cyclists and vehicles creating a 'courtyard' type environment to access the site*".

The Audit Brief also notes that the Park Road vehicular access is to be used to access the 120 parking bays and allow for servicing activities to take place.

Concern arises that conflicts could occur between various vehicles types entering, manoeuvring within and exiting the 120 space car park and shared surface area off Park Road.

Concern arises that conflicts could occur between vehicles entering, manoeuvring within and exiting the 120 space car park and shared surface area off Park Road and pedestrians/pedal cyclists utilising this area to continue their journey. As a result, conflicts between these road user groups could lead to a potential increased risk of pedestrian and vehicular collisions occurring or pedestrian and pedal cyclist collisions occurring, whereby pedestrians, especially those who are blind, visually or mobility impaired, and pedal cyclists could sustain personal injury.

RECOMMENDATION

It is recommended that clear walking and cycling routes should be identified within the shared surface area. Measures could include the provision of kerbed footways or contrasting materials and colour to highlight suitable and adequate routes for walking and cycling within the development site.

2.5 TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING

2.5.1 PROBLEM

Location: **G** – Park Road, vehicular access (Drawing: 20-T082-14).

Summary: Lack of signage or carriageway markings could result in a potential increased risk of head on collisions occurring.

The scheme drawing indicates that the existing vehicular site access on the western side of Park Road is to be relocated approximately 7m northwards from its current location. The site visit has established that Park Road operates one-way northbound.

Concern arises that those unfamiliar with the area utilising the parking spaces off Park Road, may not remember that Park Road is one-way northbound when exiting the vehicular access. As a result, motorists turning right out of the vehicular access could lead to a potential increased risk of head on collisions occurring with northbound vehicular traffic/pedal cyclists, whereby vehicle occupants and pedal cyclists could sustain personal injury.

RECOMMENDATION

It is recommended that a sign to Diagram number 606 (Vehicular traffic must proceed in the direction indicated by the arrow) should be provided opposite the vehicular access. If the footway is too narrow to provide such a sign, it is recommended that carriageway markings to Diagram number 1036.1 (Vehicular traffic must turn left) should be provided to assist in reminding motorists to turn left when exiting this vehicular access.

END OF PROBLEMS IDENTIFIED AND RECOMMENDATIONS OFFERED IN THIS STAGE 1 ROAD SAFETY AUDIT

3 AUDIT TEAM STATEMENT

We certify that this audit has been carried out in accordance with DMRB GG 119.

Road Safety Audit Team Leader

Lisa Allen, BEng (Hons), MSc, MCIHT, MSoRSA, HA RSA Cert Comp

Signed: [redacted]

Director
Allen Transport Consultancy Ltd
Minerva House
139 Chatham Road
Maidstone
Kent ME14 2NB

Date: 31st May 2021

Road Safety Audit Team Member

Martin Brownsey, BSc DipEM, MCIHT, HA RSA Cert Comp

Signe [redacted]

Road Safety Consultant [redacted]
Allen Transport Consultancy Ltd
Minerva House
139 Chatham Road
Maidstone
Kent ME14 2NB

Date: 31st May 2021

APPENDIX A

List of drawings and documentation submitted for auditing:

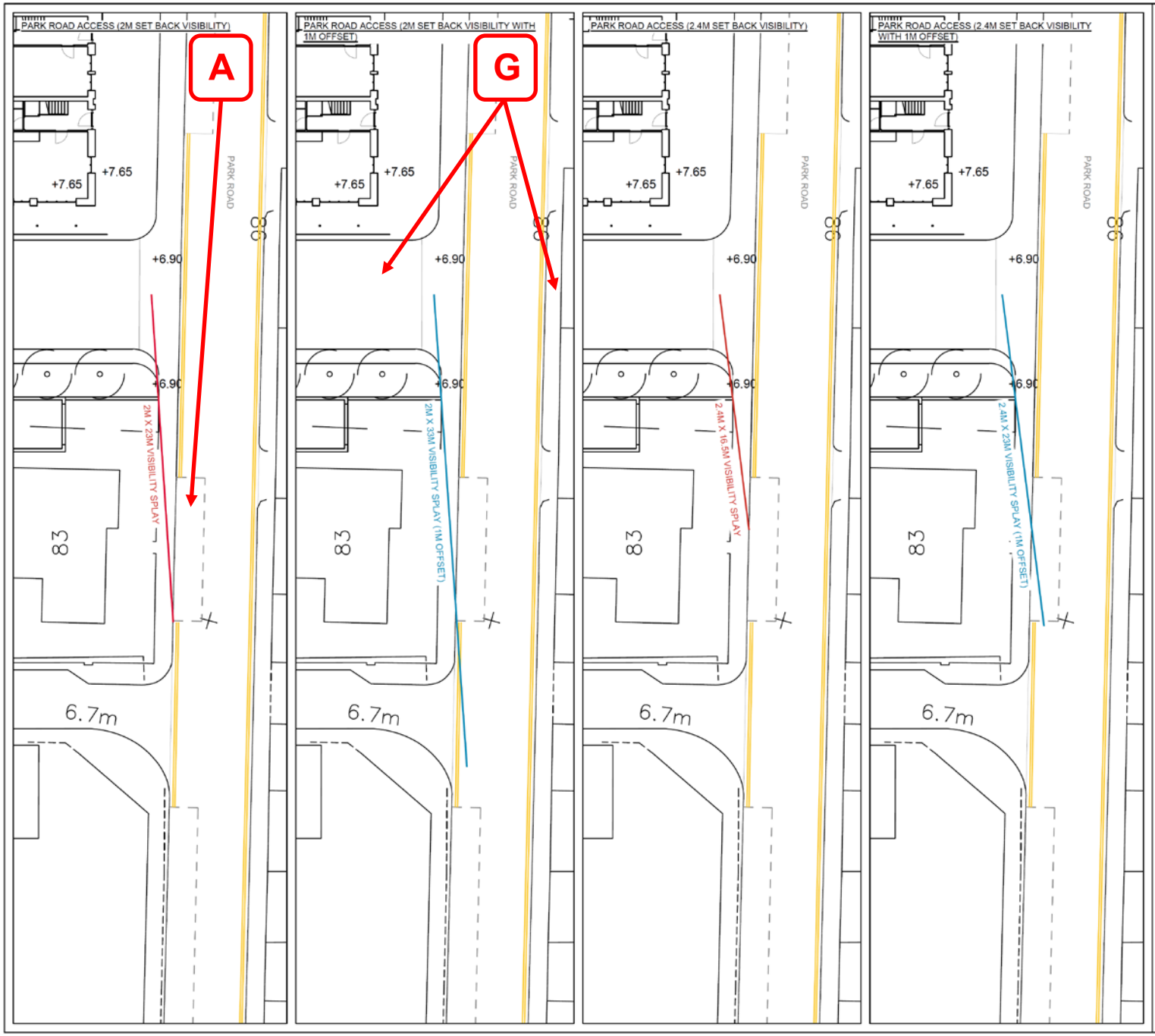
Drawing Number	Title
20-T082-04 Rev A	Proposed Access Arrangement
20-T082-10.1 Rev C	Construction Vehicle Swept Path Analysis (Refuse Vehicle In)
20-T082-10.2 Rev C	Construction Vehicle Swept Path Analysis (Refuse Vehicle Out)
20-T082-10.3 Rev C	Construction Vehicle Swept Path Analysis (10m Rigid Truck In)
20-T082-10.4 Rev C	Construction Vehicle Swept Path Analysis (10m Rigid Truck Out)
20-T082-10.5 Rev C	Construction Vehicle Swept Path Analysis (Pumping Appliance In)
20-T082-10.6 Rev C	Construction Vehicle Swept Path Analysis (Pumping Appliance Out)
20-T082-14 Rev 0	Visibility Assessment at Parking Road Access Arrangement (2m & 2.4m Set Back)
20-T082-18.1 Rev A	Site Layout Review (3.5T Light Van)
20-T082-18.2 Rev A	Site Layout Review (4.6T Light Van)
20-T082-18.3 Rev A	Site Layout Review (Gas Works Visibility Assessment)
941-B-250 Rev F	Ground Floor Plan

Supporting Documentation:

- Stage 1 Road Safety Audit Brief, Iceni Projects Ltd – March 2021
- Collision Data

APPENDIX B

Problem location plans showing the location of the problems identified as part of this audit (location letters refer to paragraphs in the report).



NOTES:

1. THIS DRAWING IS INDICATIVE AND SUBJECT TO DISCUSSIONS WITH LOCAL & NATIONAL HIGHWAY AUTHORITIES. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, TOPOGRAPHY, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.

2. THIS DRAWING IS BASED UPON DRAWING NUMBER GROUND FLOOR PLAN 28 04 21 SUPPLIED BY MICHAEL TAYLOR ARCHITECTS AND ICENI PROJECTS LTD. SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.

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CLIENT

ST WILLIAM

PROJECT

FORMER GAS HOLDER SITE, LYNDHURST ROAD, WORTHING

TITLE

VISIBILITY ASSESSMENT AT PARK ROAD ACCESS ARRANGEMENT

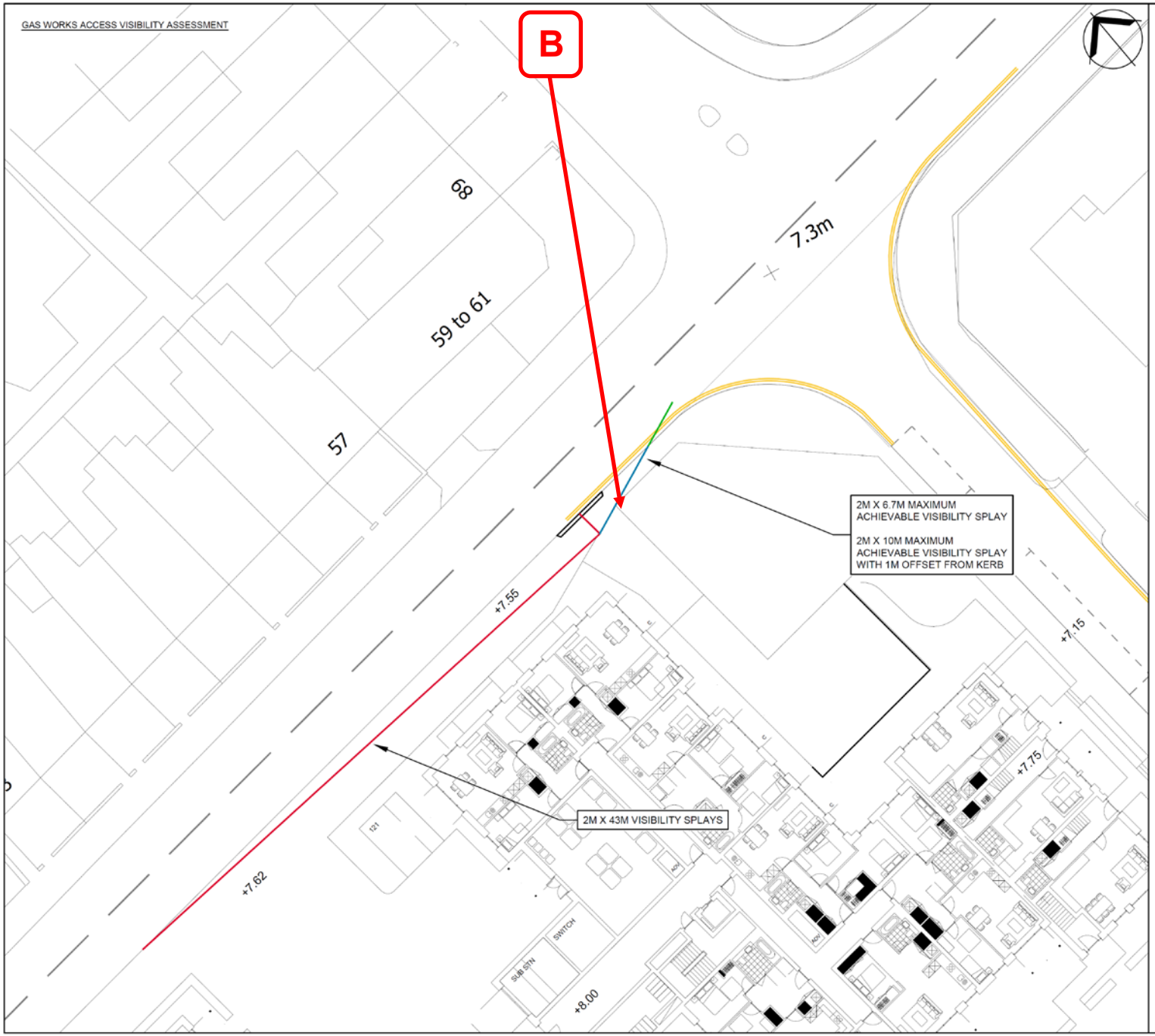
(2M & 2.4M SET BACK)

DRAWN BY	CHECKED BY	APPROVED BY
AP	RB 29.04.2021	RA 29.04.2021

SCALE @ A3	DATE
1:250	29.04.2021

PROJECT NO.	DRAWING NO.	REV.
20-T082	14	-

GAS WORKS ACCESS VISIBILITY ASSESSMENT



NOTES:
1. THIS DRAWING IS INDICATIVE AND SUBJECT TO DISCUSSIONS WITH LOCAL & NATIONAL HIGHWAY AUTHORITIES. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, TOPOGRAPHY, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.
2. THIS DRAWING IS BASED UPON DRAWING NUMBER GROUND FLOOR PLAN 28 04 21 SUPPLIED BY MT ARCHITECTS AND ICENI PROJECTS LTD. SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
A	04/05/2021	REVISED TURNING AREA FOR SNG ACCESS AREA	AP	RB	RA

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CLIENT

ST WILLIAM

PROJECT

FORMER GAS HOLDER SITE, LYNDHURST ROAD, WORTHING

TITLE

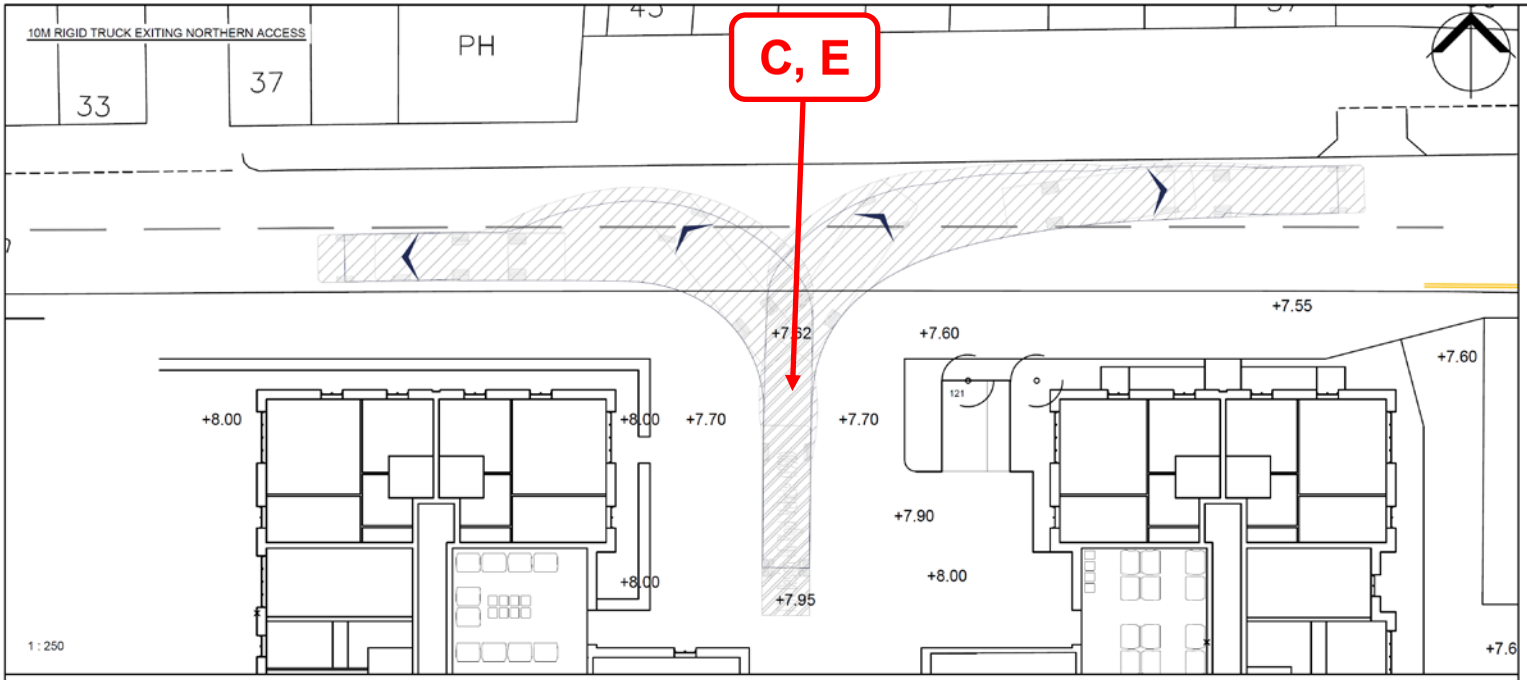
SITE LAYOUT REVIEW

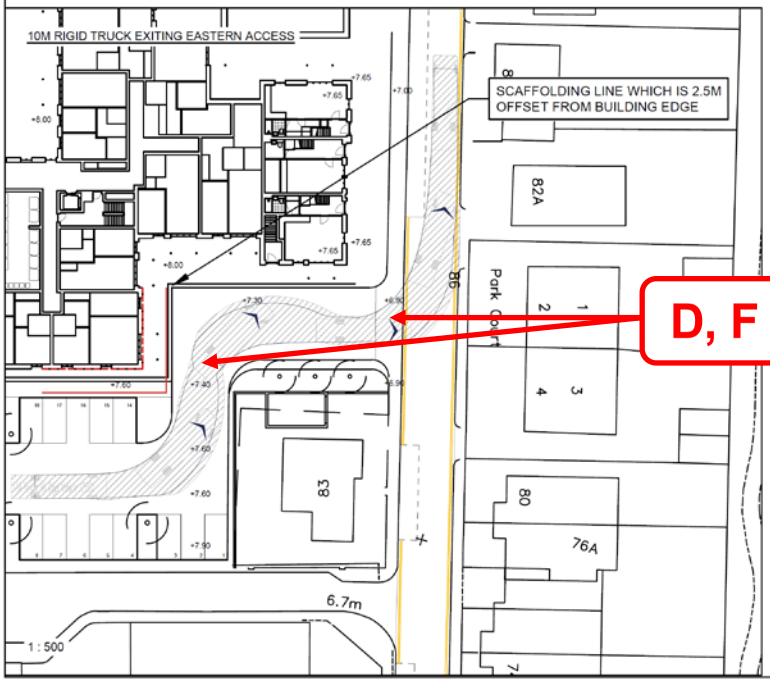
(GAS WORKS VISIBILITY ASSESSMENT)

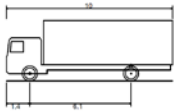
DRAWN BY	CHECKED BY	APPROVED BY
AP	RB 29.04.2021	RA 29.04.2021

SCALE @ A3	DATE
1 : 250	29.04.2021

PROJECT NO.	DRAWING NO.	REV.
20-T082	18.3	A







FTA Design HG Rigid Vehicle (1998)	
Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock-to-lock time	3.00s
Curb to Curb Turning Radius	11.000m

NOTES:
1. THIS DRAWING IS INDICATIVE AND SUBJECT TO DISCUSSIONS WITH LOCAL & NATIONAL HIGHWAY AUTHORITIES. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, TOPOGRAPHY, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.
2. THIS DRAWING IS BASED UPON DRAWING NUMBER WORTHING M-250 GROUND APRIL-006 SUPPLIED BY MT-ARCH AND ICENI PROJECTS LTD. SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
C	04.05.2021	REVISED LAYOUT	AP	RB	RA
B	16.04.2021	REVISED LAYOUT AND REVISED VEHICLE TRACKING	AP	RB	RA
A	19.01.2021	REVISED TRACKING	AP	RB	RA

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CLIENT

ST WILLIAM

PROJECT

FORMER GAS HOLDER SITE, LYNDHURST ROAD, WORTHING

TITLE

CONSTRUCTION VEHICLE SWEPT PATH ANALYSIS

(10M RIGID TRUCK OUT)

DRAWN BY	CHECKED BY	APPROVED BY
AP	RB 07.01.2021	RA 07.01.2021

SCALE @ A3	DATE
AS SHOWN	07.01.2021

PROJECT NO.	DRAWING NO.	REV.
20-T082	10.4	C

Road Safety Audit Response

Project details

Report title:	Stage 1 Road Safety Audit Response
Date:	07/06/2021
Document reference and revision:	20-T082_RSA Designers Response
Prepared by:	Ryan Broom
On behalf of:	St William

Authorisation sheet

Project:	Former Gasholder Site, Lyndhurst Road, Worthing
Report title:	Road Safety Audit Response
Prepared by:	Iceni Projects Ltd
Name:	Ryan Broom
Position:	Senior Engineer
Signed:	R.Broom
Organisation:	Iceni Projects Ltd
Date:	07/06/2021
Approved by:	Iceni Projects
Name:	Rob Amey
Position:	Director
Signed:	R Amey
Organisation:	Iceni Projects Ltd
Date:	07/06/2021

Introduction

This response has been produced following the results of the Stage 1 Road Safety Audit (RSA) for two access and egress arrangements serving a proposed residential development comprising 203 residential apartments. The RSA was undertaken by Allen Transport Consultancy Ltd and provided in June 2021 for Iceni Projects review.

Key personnel

Overseeing Organisation:	West Sussex County Council
RSA team:	Allen Transport Consultancy Limited.
Design organisation:	Iceni Projects Ltd

Road safety audit decision log

RSA problem	RSA recommendation	Design organisation response
2.3.1) Restricted visibility could result in a potential increased risk of side impact collisions occurring..	It is recommended that the parking bay located to the south of the relocated access should be truncated or removed, in order to provide further betterment to the visibility splay. If for whatever reason this cannot be achieved, it is recommended that approval for the current proposals should be sought and agreed with the Overseeing Organisation, West Sussex County Council.	Not accepted. The junction access design, location and visibility splays have been discussed and agreed with WSCC. The proposal improves visibility when compared to the existing access arrangement while there is no intensification of use.

RSA problem	RSA recommendation	Design organisation response
2.3.2) Restricted visibility could result in a potential increased risk of side impact collisions occurring	It is recommended that the brick wall should be lowered at this location in order to mitigate the above described potential collision scenario. If for whatever reason this cannot be achieved, it is recommended that approval for the current proposals should be sought and agreed with the Overseeing Organisation, West Sussex County Council.	Partly accepted. The wall is outside of the clients ownership. However, the junction access design has been discussed and agreed with WSCC. It was agreed in principle with WSCC that given the nature of the access, which will be used once every few weeks, that the proposed arrangement was suitable.

RSA problem	RSA recommendation	Design organisation response
2.3.3) Swept path requirements of larger vehicles could result in a potential increased risk of head on or side swipe type vehicular collisions occurring.	It is recommended that the vehicular access geometry should be modified, in order to mitigate the above described potential collision scenarios. Additionally, it is recommended that the extent of the dropped kerbs should be determined and the scheme drawings updated accordingly. Furthermore, it is recommended that swept path exercises should be undertaken for vehicles manoeuvring within the development site access off Lyndhurst Road and the scheme drawings updated accordingly.	Not accepted. The proposal is similar to existing arrangements at junction access on Lyndhurst Road where larger vehicles, such as Refuse vehicles require to cross the centre of the road briefly, to enter/exit a site. The swept path analysis has been shared with WSCC and no concerns were raised. In addition, drawings have been appended to the TA to demonstrate the vehicles can manoeuvre within the site.

RSA problem	RSA recommendation	Design organisation response
2.3.4) Swept path requirements of larger vehicles could result in a potential increased risk of head on or side swipe type vehicular collisions occurring, whereby vehicle occupants could sustain personal injury.	It is recommended that the vehicular access geometry should be modified, in order to mitigate the above described potential collision scenarios. Additionally, it is recommended that the forward visibility at the 90 degree bend should be determined and the scheme drawing updated accordingly. If required, the layout of the car park area should be amended.	Not accepted. As per response to 2.3.3. In addition, The internal highway layout is proposed as a very slow moving space which is why tight turns have been proposed. The refuse vehicle will access the site 2-3 times a week for a few minutes. Therefore it is considered the current layout is appropriately designed for this type of development.

RSA problem	RSA recommendation	Design organisation response
2.4.1 & 2) Shared surface layout could result in a potential increased risk of pedestrian, pedal cyclist and vehicular collisions occurring, especially those pedestrians who are blind, visually or mobility impaired.	It is recommended that clear walking and cycling routes should be identified within the shared surface area. Measures could include the provision of kerbed footways or contrasting materials and colour to highlight suitable and adequate routes for walking and cycling within the development site.	Not accepted. The shared surface nature of the access is in accordance with Manual for Streets principles. Both shared surface access are wide and open to provide visibility between drivers, cyclists and pedestrians. A similar shared approach for servicing and car access was proposed at Union Place in Worthing, thus the proposals is consistent with local applications. The proposed access and servicing arrangements have been discussed with WSCC.

RSA problem	RSA recommendation	Design organisation response
2.5.1) Lack of signage or carriageway markings could result in a potential increased risk of head on collisions occurring.	It is recommended that a sign to Diagram number 606 (Vehicular traffic must proceed in the direction indicated by the arrow) should be provided opposite the vehicular access. If the footway is too narrow to provide such a sign, it is recommended that carriageway markings to Diagram number 1036.1 (Vehicular traffic must turn left) should be provided to assist in reminding motorists to turn left when exiting this vehicular access.	Agreed. To be included at Stage 2 designs.

Design organisation and Overseeing Organisation statements

On behalf of the design organisation I certify that: **1) The RSA actions identified in response to the road safety audit problems in this road safety audit will discussed and agreed with the Overseeing Organisation via the a planning application submission.**	
Name:	Ryan Broom
Signed:	R.Broom
Position:	Senior Engineer
Organisation:	Iceni Projects Ltd
Date:	07/06/2021

Overseeing Organisation statement

On behalf of the Overseeing Organisation I certify that: **1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and** **2) The agreed RSA actions will be progressed.**	
Name:	WSCC to review and comment via planning application consultation.
Signed:	
Position:	
Organisation:	
Date:	

A9. TRAFFIC SURVEY RESULTS

Intelligent Data Collection Limited
Worthing

Client:	Iceni Projects
Project Number:	ID05518
Junction Number:	Site 1
Date of Survey:	21.10.2020
Junction Name:	Park Road
Junction Type:	T-Junction

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	28.10.2020			
Prepared by	Richard Collins			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID05518			
File Ref	ID05518 Worthing - MCC Site 1 - 21.10.2020			

Issue Sheet

	Date			
Issued to	28.10.2020			
Ryan Broom	E-mail			

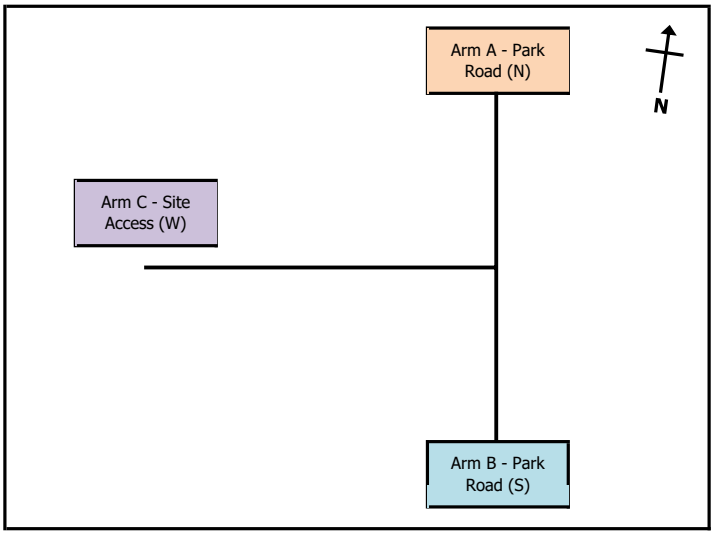
Contents Page

Intelligent Data Collection Limited

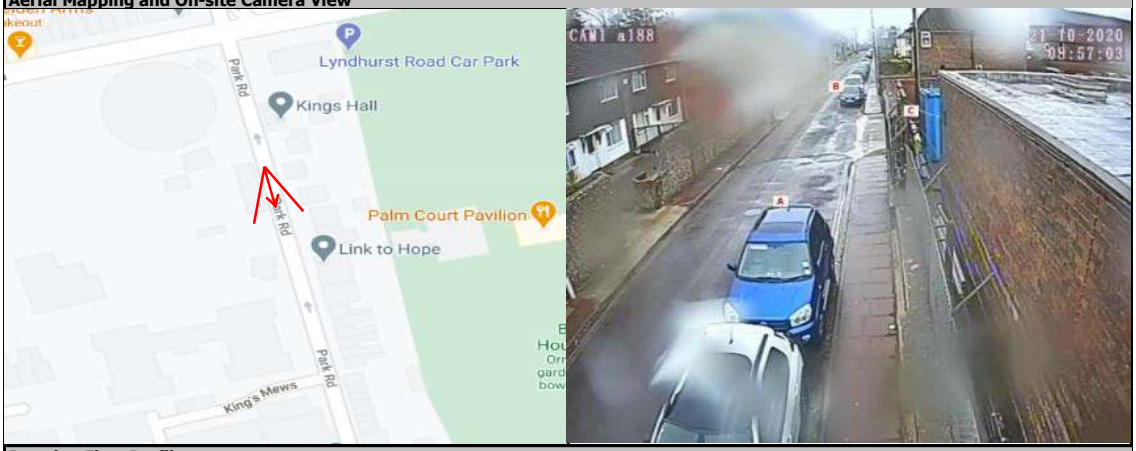
Client:	Iceni Projects	**Date of Survey:**	21.10.2020
Project Number:	ID05518	**Junction Name:**	Park Road
Junction Number:	Site 1	**Junction Type:**	T-Junction

X Coordinate	Y Coordinate	Google Maps Link	
50.814345	-0.364870	Click Here	
AM Peak Conditions	**Inter-Peak Conditions**	**PM Peak Conditions**	
Showers	Showers	Clear	

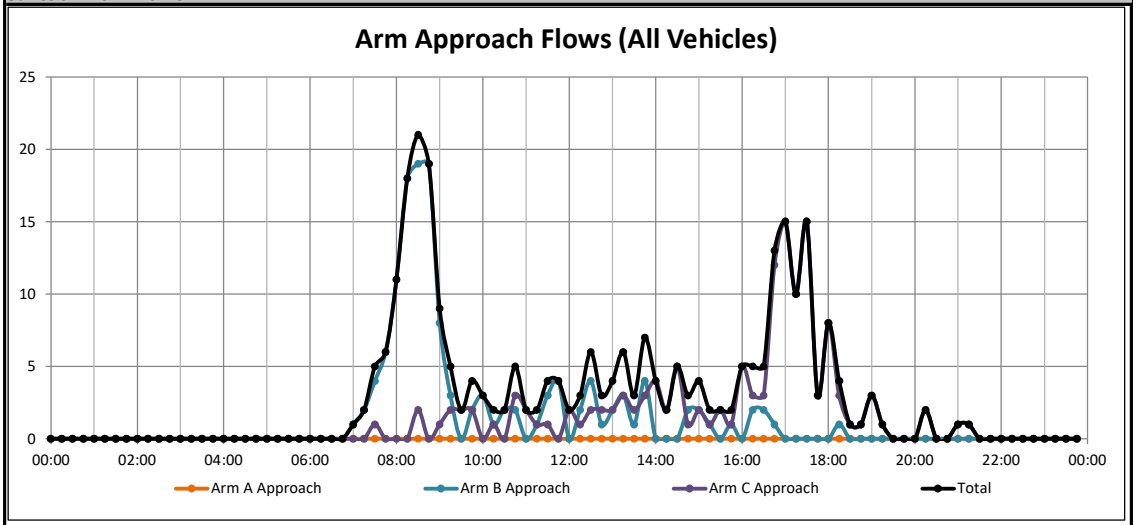
Junction Layout



Aerial Mapping and On-site Camera View



Junction Flow Profile



Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events):

Only movements in and out of the site access/parking area have been analysed.

Due to Park Road being one-way northbound, the A-C and C-B movements are both zero throughout.

Intelligent Data Collection Limited

Client: Iceni Projects
Project Number: ID05518
Junction Number: Site 1

Date of Survey: 21.10.2020
Junction Name: Park Road
Junction Type: T-Junction

Arm A: Park Road (N)
Arm B: Park Road (S)
Arm C: Site Access (W)

	A to A								A to C								A to B							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00								0	0	0	0	0	0	0	0	0								0
00:15								0	0	0	0	0	0	0	0	0								0
00:30								0	0	0	0	0	0	0	0	0								0
00:45								0	0	0	0	0	0	0	0	0								0
01:00								0	0	0	0	0	0	0	0	0								0
01:15								0	0	0	0	0	0	0	0	0								0
01:30								0	0	0	0	0	0	0	0	0								0
01:45								0	0	0	0	0	0	0	0	0								0
02:00								0	0	0	0	0	0	0	0	0								0
02:15								0	0	0	0	0	0	0	0	0								0
02:30								0	0	0	0	0	0	0	0	0								0
02:45								0	0	0	0	0	0	0	0	0								0
03:00								0	0	0	0	0	0	0	0	0								0
03:15								0	0	0	0	0	0	0	0	0								0
03:30								0	0	0	0	0	0	0	0	0								0
03:45								0	0	0	0	0	0	0	0	0								0
04:00								0	0	0	0	0	0	0	0	0								0
04:15								0	0	0	0	0	0	0	0	0								0
04:30								0	0	0	0	0	0	0	0	0								0
04:45								0	0	0	0	0	0	0	0	0								0
05:00								0	0	0	0	0	0	0	0	0								0
05:15								0	0	0	0	0	0	0	0	0								0
05:30								0	0	0	0	0	0	0	0	0								0
05:45								0	0	0	0	0	0	0	0	0								0
06:00								0	0	0	0	0	0	0	0	0								0
06:15								0	0	0	0	0	0	0	0	0								0
06:30								0	0	0	0	0	0	0	0	0								0
06:45								0	0	0	0	0	0	0	0	0								0
07:00								0	0	0	0	0	0	0	0	0								0
07:15								0	0	0	0	0	0	0	0	0								0
07:30								0	0	0	0	0	0	0	0	0								0
07:45								0	0	0	0	0	0	0	0	0								0
08:00								0	0	0	0	0	0	0	0	0								0
08:15								0	0	0	0	0	0	0	0	0								0
08:30								0	0	0	0	0	0	0	0	0								0
08:45								0	0	0	0	0	0	0	0	0								0
09:00								0	0	0	0	0	0	0	0	0								0
09:15								0	0	0	0	0	0	0	0	0								0
09:30								0	0	0	0	0	0	0	0	0								0
09:45								0	0	0	0	0	0	0	0	0								0
10:00								0	0	0	0	0	0	0	0	0								0
10:15								0	0	0	0	0	0	0	0	0								0
10:30								0	0	0	0	0	0	0	0	0								0
10:45								0	0	0	0	0	0	0	0	0								0
11:00								0	0	0	0	0	0	0	0	0								0
11:15								0	0	0	0	0	0	0	0	0								0
11:30								0	0	0	0	0	0	0	0	0								0
11:45								0	0	0	0	0	0	0	0	0								0
12:00								0	0	0	0	0	0	0	0	0								0
12:15								0	0	0	0	0	0	0	0	0								0
12:30								0	0	0	0	0	0	0	0	0								0
12:45								0	0	0	0	0	0	0	0	0								0
13:00								0	0	0	0	0	0	0	0	0								0
13:15								0	0	0	0	0	0	0	0	0								0
13:30								0	0	0	0	0	0	0	0	0								0
13:45								0	0	0	0	0	0	0	0	0								0
14:00								0	0	0	0	0	0	0	0	0								0
14:15								0	0	0	0	0	0	0	0	0								0
14:30								0	0	0	0	0	0	0	0	0								0
14:45								0	0	0	0	0	0	0	0	0								0
15:00								0	0	0	0	0	0	0	0	0								0
15:15								0	0	0	0	0	0	0	0	0								0
15:30								0	0	0	0	0	0	0	0	0								0
15:45								0	0	0	0	0	0	0	0	0								0
16:00								0	0	0	0	0	0	0	0	0								0
16:15								0	0	0	0	0	0	0	0	0								0
16:30								0	0	0	0	0	0	0	0	0								0
16:45								0	0	0	0	0	0	0	0	0								0
17:00								0	0	0	0	0	0	0	0	0								0
17:15								0	0	0	0	0	0	0	0	0								0
17:30								0	0	0	0	0	0	0	0	0								0
17:45								0	0	0	0	0	0	0	0	0								0
18:00								0	0	0	0	0	0	0	0	0								0
18:15								0	0	0	0	0	0	0	0	0								0
18:30								0	0	0	0	0	0	0	0	0								0
18:45								0	0	0	0	0	0	0	0	0								0
19:00								0	0	0	0	0	0	0	0	0								0
19:15								0	0	0	0	0	0	0	0	0								0
19:30								0	0	0	0	0	0	0	0	0								0
19:45								0	0	0	0	0	0	0	0	0								0
20:00								0	0	0	0	0	0	0	0	0								0
20:15								0	0	0	0	0	0	0	0	0								0
20:30								0	0	0	0	0	0	0	0	0								0
20:45								0	0	0	0	0	0	0	0	0								0
21:00								0	0	0	0	0	0	0	0	0								0
21:15								0	0	0	0	0	0	0	0	0								0
21:30								0	0	0	0	0	0	0	0	0								0
21:45								0	0	0	0	0	0	0	0	0								0
22:00								0	0	0	0	0	0	0	0	0								0
22:15								0	0	0	0	0	0	0	0	0								0
22:30								0	0	0	0	0	0	0	0	0								0
22:45								0	0	0	0	0	0	0	0	0								0
23:00								0	0	0	0	0	0	0	0	0								0
23:15								0	0	0	0	0	0	0	0	0								0
23:30								0	0	0	0	0	0	0	0	0								0
23:45								0	0	0	0	0	0	0	0	0								0

Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: Iceni Projects
Project Number: ID05518
Junction Number: Site 1

Date of Survey: 21.10.2020
Junction Name: Park Road
Junction Type: T-Junction

Arm A: Park Road (N)
Arm B: Park Road (S)
Arm C: Site Access (W)

	B to B								B to A								B to C							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00								0								0	0	0	0	0	0	0	0	0
00:15								0								0	0	0	0	0	0	0	0	0
00:30								0								0	0	0	0	0	0	0	0	0
00:45								0								0	0	0	0	0	0	0	0	0
01:00								0								0	0	0	0	0	0	0	0	0
01:15								0								0	0	0	0	0	0	0	0	0
01:30								0								0	0	0	0	0	0	0	0	0
01:45								0								0	0	0	0	0	0	0	0	0
02:00								0								0	0	0	0	0	0	0	0	0
02:15								0								0	0	0	0	0	0	0	0	0
02:30								0								0	0	0	0	0	0	0	0	0
02:45								0								0	0	0	0	0	0	0	0	0
03:00								0								0	0	0	0	0	0	0	0	0
03:15								0								0	0	0	0	0	0	0	0	0
03:30								0								0	0	0	0	0	0	0	0	0
03:45								0								0	0	0	0	0	0	0	0	0
04:00								0								0	0	0	0	0	0	0	0	0
04:15								0								0	0	0	0	0	0	0	0	0
04:30								0								0	0	0	0	0	0	0	0	0
04:45								0								0	0	0	0	0	0	0	0	0
05:00								0								0	0	0	0	0	0	0	0	0
05:15								0								0	0	0	0	0	0	0	0	0
05:30								0								0	0	0	0	0	0	0	0	0
05:45								0								0	0	0	0	0	0	0	0	0
06:00								0								0	0	0	0	0	0	0	0	0
06:15								0								0	0	0	0	0	0	0	0	0
06:30								0								0	0	0	0	0	0	0	0	0
06:45								0								0	0	0	0	0	0	0	0	0
07:00								0								0	1	0	0	0	0	0	0	1
07:15								0								0	2	0	0	0	0	0	0	2
07:30								0								0	3	1	0	0	0	0	0	4
07:45								0								0	6	0	0	0	0	0	0	6
08:00								0								0	11	0	0	0	0	0	0	11
08:15								0								0	15	2	0	0	0	0	1	18
08:30								0								0	17	1	1	0	0	0	0	19
08:45								0								0	19	0	0	0	0	0	0	19
09:00								0								0	7	1	0	0	0	0	0	8
09:15								0								0	2	0	1	0	0	0	0	3
09:30								0								0	0	0	0	0	0	0	0	0
09:45								0								0	2	0	0	0	0	0	0	2
10:00								0								0	2	1	0	0	0	0	0	3
10:15								0								0	1	0	0	0	0	0	0	1
10:30								0								0	2	0	0	0	0	0	0	2
10:45								0								0	1	1	0	0	0	0	0	2
11:00								0								0	0	0	0	0	0	0	0	0
11:15								0								0	1	0	0	0	0	0	0	1
11:30								0								0	2	1	0	0	0	0	0	3
11:45								0								0	4	0	0	0	0	0	0	4
12:00								0								0	0	0	0	0	0	0	0	0
12:15								0								0	0	2	0	0	0	0	0	2
12:30								0								0	3	1	0	0	0	0	0	4
12:45								0								0	0	1	0	0	0	0	0	1
13:00								0								0	2	0	0	0	0	0	0	2
13:15								0								0	1	1	1	0	0	0	0	3
13:30								0								0	1	0	0	0	0	0	0	1
13:45								0								0	4	0	0	0	0	0	0	4
14:00								0								0	0	0	0	0	0	0	0	0
14:15								0								0	0	0	0	0	0	0	0	0
14:30								0								0	0	0	0	0	0	0	0	0
14:45								0								0	0	2	0	0	0	0	0	2
15:00								0								0	1	1	0	0	0	0	0	2
15:15								0								0	1	0	0	0	0	0	0	1
15:30								0								0	0	0	0	0	0	0	0	0
15:45								0								0	0	1	0	0	0	0	0	1
16:00								0								0	0	0	0	0	0	0	0	0
16:15								0								0	0	2	0	0	0	0	0	2
16:30								0								0	2	0	0	0	0	0	0	2
16:45								0								0	0	0	0	0	0	0	1	1
17:00								0								0	0	0	0	0	0	0	0	0
17:15								0								0	0	0	0	0	0	0	0	0
17:30								0								0	0	0	0	0	0	0	0	0
17:45								0								0	0	0	0	0	0	0	0	0
18:00								0								0	0	0	0	0	0	0	0	0
18:15								0								0	0	1	0	0	0	0	0	1
18:30								0								0	0	0	0	0	0	0	0	0
18:45								0								0	0	0	0	0	0	0	0	0
19:00								0								0	0	0	0	0	0	0	0	0
19:15								0								0	0	0	0	0	0	0	0	0
19:30								0								0	0	0	0	0	0	0	0	0
19:45								0								0	0	0	0	0	0	0	0	0
20:00								0								0	0	0	0	0	0	0	0	0
20:15								0								0	0	0	0	0	0	0	0	0
20:30								0								0	0	0	0	0	0	0	0	0
20:45								0								0	0	0	0	0	0	0	0	0
21:00								0								0	0	0	0	0	0	0	0	0
21:15								0								0	0	0	0	0	0	0	0	0
21:30								0								0	0	0	0	0	0	0	0	0
21:45								0								0	0	0	0	0	0	0	0	0
22:00								0								0	0	0	0	0	0	0	0	0
22:15								0								0	0	0	0	0	0	0	0	0
22:30								0								0	0	0	0	0	0	0	0	0
22:45								0								0	0	0	0	0	0	0	0	0
23:00								0								0	0	0	0	0	0	0	0	0
23:15								0								0	0	0	0	0	0	0	0	0
23:30								0								0	0	0	0	0	0	0	0	0
23:45								0								0	0	0	0	0	0	0	0	0

Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	1	0	0	0	0	0	23
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	3	0	0	0	0	1	39
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	3	1	0	0	0	1	54
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62	3	1	0	0	0	1	67
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	4	1	0	0	0	1	64
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	2	2	0	0	0	0	49
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	1	1	0	0	0	0	30
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1	1	0	0	0	0	13
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	1	0	0	0	0	8
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	9
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	3	0	0	0	0	0	10
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	7
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4	0	0	0	0	0	9
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3	1	0	0	0	0	10
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	1	0	0	0	0	7
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	1	0	0	0	0	10
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	1	0	0	0	0	8
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	4
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	5
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	5
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	5
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	1	5
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	1	5
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: Iceni Projects
Project Number: ID05518
Junction Number: Site 1

Date of Survey: 21.10.2020
Junction Name: Park Road
Junction Type: T-Junction

Arm A: Park Road (N)
Arm B: Park Road (S)
Arm C: Site Access (W)

	C to C								C to B								C to A							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45								0	0	0	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	0	0	0
01:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45								0	0	0	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	0	0	0
02:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45								0	0	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	0	0
03:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45								0	0	0	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	0	0	0
04:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45								0	0	0	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	0	0	0
05:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45								0	0	0	0	0	0	0	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	0	0	0
06:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00								0	0	0	0	0	0	0	0	0	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	0
07:30								0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30								0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
08:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00								0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
09:15								0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
09:30								0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
09:45								0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
10:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15								0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
10:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45								0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
11:00								0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
11:15								0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
11:30								0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
11:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00								0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
12:15								0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
12:30								0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
12:45								0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
13:00								0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
13:15								0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
13:30								0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
13:45								0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
14:00								0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4
14:15								0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
14:30								0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
14:45								0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
15:00								0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
15:15								0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
15:30								0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
15:45								0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:00								0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
16:15								0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
16:30								0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
16:45								0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	1	12
17:00								0	0	0	0	0	0	0	0	0	13	1	0	0	0	0	1	15
17:15								0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
17:30								0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15
17:45								0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
18:00								0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
18:15								0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
18:30								0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:45								0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
19:00								0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
19:15								0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
19:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15								0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
20:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00								0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
21:15								0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
21:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45								0	0	0	0	0	0	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	0	0	0
22:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45								0	0	0	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	0	0	0
23:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	5
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	5
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	1	0	0	0	0	7
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	1	0	0	0	0	6
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	5
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	6
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	6
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	7
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	4
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	7
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4	0	0	0	0	0	9
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	9
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	3	0	0	0	0	0	10
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1	1	0	0	0	0	12
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	1	0	0	0	0	11
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	1	1	0	0	0	0	14
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	2	1	0	0	0	0	12
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	10
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	1	0	0	0	0	1	23
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	1	0	0	0	0	2	33
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	1	0	0	0	0	2	40
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	1	0	0	0	0	2	52
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	1	0	0	0	0	1	43
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	0	0	0	0	0	0	36
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	1	0	0	0	0	0	29
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: Iceni Projects
Project Number: ID05518
Junction Number: Site 1
Date of Survey: 21.10.2020
Junction Name: Park Road
Junction Type: T-Junction

	Arm A Approach								Arm A Exit							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	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	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	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	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	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	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	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	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	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	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	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	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
09:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
09:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
11:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
11:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
12:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
12:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
13:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
13:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
13:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
13:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
14:00	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4
14:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
14:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
14:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
15:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
15:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
16:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
16:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
16:45	0	0	0	0	0	0	0	0	11	0	0	0	0	0	1	12
17:00	0	0	0	0	0	0	0	0	13	1	0	0	0	0	1	15
17:15	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
17:30	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15
17:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
18:00	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
18:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
18:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
19:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
19:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
21:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	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	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	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	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Rolling Hour							Total	Rolling Hour							Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	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	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	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	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	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	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	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	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	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	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	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	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3
08:30	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	5
08:45	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	5
09:00	0	0	0	0	0	0	0	0	2	4	1	0	0	0	0	7
09:15	0	0	0	0	0	0	0	0	2	3	1	0	0	0	0	6
09:30	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	5
09:45	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
10:00	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
10:15	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	6
10:30	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	6
10:45	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	7
11:00	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	4
11:15	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
11:30	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
11:45	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
12:00	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
12:15	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	7
12:30	0	0	0	0	0	0	0	0	5	4	0	0	0	0	0	9
12:45	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	9
13:00	0	0	0	0	0	0	0	0	7	3	0	0	0	0	0	10
13:15	0	0	0	0	0	0	0	0	10	1	1	0	0	0	0	12
13:30	0	0	0	0	0	0	0	0	9	1	1	0	0	0	0	11
13:45	0	0	0	0	0	0	0	0	12	1	1	0	0	0	0	14
14:00	0	0	0	0	0	0	0	0	9	2	1	0	0	0	0	12
14:15	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	10
14:30	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9
14:45	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6
15:00	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
15:15	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9
15:30	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
15:45	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12
16:00	0	0	0	0	0	0	0	0	21	1	0	0	0	0	1	23
16:15	0	0	0	0	0	0	0	0	30	1	0	0	0	0	2	33
16:30	0	0	0	0	0	0	0	0	37	1	0	0	0	0	2	40
16:45	0	0	0	0	0	0	0	0	49	1	0	0	0	0	2	52
17:00	0	0	0	0	0	0	0	0	41	1	0	0	0	0	1	43
17:15	0	0	0	0	0	0	0	0	36	0	0	0	0	0	0	36
17:30	0	0	0	0	0	0	0	0	28	1	0	0	0	0	0	29
17:45	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15
18:00	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13
18:15	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
18:30	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
18:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
19:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
19:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
19:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
19:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
20:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
20:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
20:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
20:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
21:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
21:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	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	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	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	0	0

Intelligent Data Collection Limited

Client: Iceni Projects
Project Number: ID05518
Junction Number: Site 1
Date of Survey: 21.10.2020
Junction Name: Park Road
Junction Type: T-Junction

	Arm B Approach								Arm B Exit							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	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	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	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	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	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	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	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	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	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	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	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	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:30	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
07:45	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
08:00	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
08:15	15	2	0	0	0	0	1	18	0	0	0	0	0	0	0	0
08:30	17	1	1	0	0	0	0	19	0	0	0	0	0	0	0	0
08:45	19	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0
09:00	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
09:15	2	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
10:00	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
10:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
10:45	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:30	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
11:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
12:30	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
12:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
13:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
13:15	1	1	1	0	0	0	0	3	0	0	0	0	0	0	0	0
13:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
13:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	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	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	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	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Rolling Hour							Total	Rolling Hour							Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	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	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	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	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	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	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	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	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	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	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	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	0	0
06:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
06:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
06:45	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
07:00	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0
07:15	22	1	0	0	0	0	0	23	0	0	0	0	0	0	0	0
07:30	35	3	0	0	0	0	1	39	0	0	0	0	0	0	0	0
07:45	49	3	1	0	0	0	1	54	0	0	0	0	0	0	0	0
08:00	62	3	1	0	0	0	1	67	0	0	0	0	0	0	0	0
08:15	58	4	1	0	0	0	1	64	0	0	0	0	0	0	0	0
08:30	45	2	2	0	0	0	0	49	0	0	0	0	0	0	0	0
08:45	28	1	1	0	0	0	0	30	0	0	0	0	0	0	0	0
09:00	11	1	1	0	0	0	0	13	0	0	0	0	0	0	0	0
09:15	6	1	1	0	0	0	0	8	0	0	0	0	0	0	0	0
09:30	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
09:45	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
10:00	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0
10:15	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
10:30	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
10:45	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0
11:00	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
11:15	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
11:30	6	3	0	0	0	0	0	9	0	0	0	0	0	0	0	0
11:45	7	3	0	0	0	0	0	10	0	0	0	0	0	0	0	0
12:00	3	4	0	0	0	0	0	7	0	0	0	0	0	0	0	0
12:15	5	4	0	0	0	0	0	9	0	0	0	0	0	0	0	0
12:30	6	3	1	0	0	0	0	10	0	0	0	0	0	0	0	0
12:45	4	2	1	0	0	0	0	7	0	0	0	0	0	0	0	0
13:00	8	1	1	0	0	0	0	10	0	0	0	0	0	0	0	0
13:15	6	1	1	0	0	0	0	8	0	0	0	0	0	0	0	0
13:30	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
13:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
14:00	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
14:15	1	3	0	0	0	0	0	4	0	0	0	0	0	0	0	0
14:30	2	3	0	0	0	0	0	5	0	0	0	0	0	0	0	0
14:45	2	3	0	0	0	0	0	5	0	0	0	0	0	0	0	0
15:00	2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0
15:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:30	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0
15:45	2	3	0	0	0	0	0	5	0	0	0	0	0	0	0	0
16:00	2	2	0	0	0	0	1	5	0	0	0	0	0	0	0	0
16:15	2	2	0	0	0	0	1	5	0	0	0	0	0	0	0	0
16:30	2	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	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	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	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	0	0

Intelligent Data Collection Limited

Client: Iceni Projects
Project Number: ID05518
Junction Number: Site 1
Date of Survey: 21.10.2020
Junction Name: Park Road
Junction Type: T-Junction

	Arm C Approach								Arm C Exit							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	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	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	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	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	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	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	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	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	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	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	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	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:30	0	1	0	0	0	0	0	1	3	1	0	0	0	0	0	4
07:45	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
08:00	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11
08:15	0	0	0	0	0	0	0	0	15	2	0	0	0	0	1	18
08:30	0	1	1	0	0	0	0	2	17	1	1	0	0	0	0	19
08:45	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	19
09:00	0	1	0	0	0	0	0	1	7	1	0	0	0	0	0	8
09:15	1	0	1	0	0	0	0	2	2	0	1	0	0	0	0	3
09:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:45	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	2
10:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
10:15	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
10:45	2	1	0	0	0	0	0	3	1	1	0	0	0	0	0	2
11:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
11:15	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1
11:30	0	1	0	0	0	0	0	1	2	1	0	0	0	0	0	3
11:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
12:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
12:15	1	0	0	0	0	0	0	1	0	2	0	0	0	0	0	2
12:30	1	1	0	0	0	0	0	2	3	1	0	0	0	0	0	4
12:45	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1
13:00	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	2
13:15	2	1	0	0	0	0	0	3	1	1	1	0	0	0	0	3
13:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
13:45	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
14:00	3	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0
14:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
14:30	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
14:45	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0	2
15:00	2	0	0	0	0	0	0	2	1	1	0	0	0	0	0	2
15:15	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1
15:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:45	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
16:00	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
16:15	3	0	0	0	0	0	0	3	0	2	0	0	0	0	0	2
16:30	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
16:45	11	0	0	0	0	0	1	12	0	0	0	0	0	0	1	1
17:00	13	1	0	0	0	0	1	15	0	0	0	0	0	0	0	0
17:15	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
17:30	15	0	0	0	0	0	0	15	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
18:00	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
18:15	2	1	0	0	0	0	0	3	0	1	0	0	0	0	0	1
18:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
19:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
19:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
21:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	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	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	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	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Rolling Hour							Total	Rolling Hour							Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	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	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	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	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	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	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	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	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	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	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	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	0	0
06:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
06:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
06:45	0	1	0	0	0	0	0	1	6	1	0	0	0	0	0	7
07:00	0	1	0	0	0	0	0	1	12	1	0	0	0	0	0	13
07:15	0	1	0	0	0	0	0	1	22	1	0	0	0	0	0	23
07:30	0	1	0	0	0	0	0	1	35	3	0	0	0	0	1	39
07:45	0	1	1	0	0	0	0	2	49	3	1	0	0	0	1	54
08:00	0	1	1	0	0	0	0	2	62	3	1	0	0	0	1	67
08:15	0	2	1	0	0	0	0	3	58	4	1	0	0	0	1	64
08:30	1	2	2	0	0	0	0	5	45	2	2	0	0	0	0	49
08:45	2	2	1	0	0	0	0	5	28	1	1	0	0	0	0	30
09:00	2	4	1	0	0	0	0	7	11	1	1	0	0	0	0	13
09:15	2	3	1	0	0	0	0	6	6	1	1	0	0	0	0	8
09:30	1	4	0	0	0	0	0	5	5	1	0	0	0	0	0	6
09:45	0	3	0	0	0	0	0	3	7	1	0	0	0	0	0	8
10:00	2	2	0	0	0	0	0	4	6	2	0	0	0	0	0	8
10:15	3	3	0	0	0	0	0	6	4	1	0	0	0	0	0	5
10:30	3	3	0	0	0	0	0	6	4	1	0	0	0	0	0	5
10:45	3	4	0	0	0	0	0	7	4	2	0	0	0	0	0	6
11:00	1	3	0	0	0	0	0	4	7	1	0	0	0	0	0	8
11:15	2	2	0	0	0	0	0	4	7	1	0	0	0	0	0	8
11:30	3	1	0	0	0	0	0	4	6	3	0	0	0	0	0	9
11:45	4	1	0	0	0	0	0	5	7	3	0	0	0	0	0	10
12:00	6	1	0	0	0	0	0	7	3	4	0	0	0	0	0	7
12:15	4	3	0	0	0	0	0	7	5	4	0	0	0	0	0	9
12:30	5	4	0	0	0	0	0	9	6	3	1	0	0	0	0	10
12:45	6	3	0	0	0	0	0	9	4	2	1	0	0	0	0	7
13:00	7	3	0	0	0	0	0	10	8	1	1	0	0	0	0	10
13:15	10	1	1	0	0	0	0	12	6	1	1	0	0	0	0	8
13:30	9	1	1	0	0	0	0	11	5	0	0	0	0	0	0	5
13:45	12	1	1	0	0	0	0	14	4	0	0	0	0	0	0	4
14:00	9	2	1	0	0	0	0	12	0	2	0	0	0	0	0	2
14:15	8	2	0	0	0	0	0	10	1	3	0	0	0	0	0	4
14:30	7	2	0	0	0	0	0	9	2	3	0	0	0	0	0	5
14:45	4	2	0	0	0	0	0	6	2	3	0	0	0	0	0	5
15:00	5	1	0	0	0	0	0	6	2	2	0	0	0	0	0	4
15:15	7	2	0	0	0	0	0	9	1	1	0	0	0	0	0	2
15:30	10	1	0	0	0	0	0	11	0	3	0	0	0	0	0	3
15:45	11	1	0	0	0	0	0	12	2	3	0	0	0	0	0	5
16:00	21	1	0	0	0	0	1	23	2	2	0	0	0	0	1	5
16:15	30	1	0	0	0	0	2	33	2	2	0	0	0	0	1	5
16:30	37	1	0	0	0	0	2	40	2	0	0	0	0	0	1	3
16:45	49	1	0	0	0	0	2	52	0	0	0	0	0	0	1	1
17:00	41	1	0	0	0	0	1	43	0	0	0	0	0	0	0	0
17:15	36	0	0	0	0	0	0	36	0	0	0	0	0	0	0	0
17:30	28	1	0	0	0	0	0	29	0	1	0	0	0	0	0	1
17:45	14	1	0	0	0	0	0	15	0	1	0	0	0	0	0	1
18:00	12	1	0	0	0	0	0	13	0	1	0	0	0	0	0	1
18:15	7	1	0	0	0	0	0	8	0	1	0	0	0	0	0	1
18:30	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
18:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
19:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
19:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
19:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
19:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
20:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
20:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
20:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
20:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
21:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
21:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	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	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	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	0	0

Intelligent Data Collection Limited

Client: Iceni Projects
Project Number: ID05518
Junction Number: Site 1

Date of Survey: 21.10.2020
Junction Name: Park Road
Junction Type: T-Junction

	Total Junction Flow							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0
07:00	1	0	0	0	0	0	0	1
07:15	2	0	0	0	0	0	0	2
07:30	3	2	0	0	0	0	0	5
07:45	6	0	0	0	0	0	0	6
08:00	11	0	0	0	0	0	0	11
08:15	15	2	0	0	0	0	1	18
08:30	17	2	2	0	0	0	0	21
08:45	19	0	0	0	0	0	0	19
09:00	7	2	0	0	0	0	0	9
09:15	3	0	2	0	0	0	0	5
09:30	1	1	0	0	0	0	0	2
09:45	2	2	0	0	0	0	0	4
10:00	2	1	0	0	0	0	0	3
10:15	1	1	0	0	0	0	0	2
10:30	2	0	0	0	0	0	0	2
10:45	3	2	0	0	0	0	0	5
11:00	1	1	0	0	0	0	0	2
11:15	1	1	0	0	0	0	0	2
11:30	2	2	0	0	0	0	0	4
11:45	4	0	0	0	0	0	0	4
12:00	2	0	0	0	0	0	0	2
12:15	1	2	0	0	0	0	0	3
12:30	4	2	0	0	0	0	0	6
12:45	2	1	0	0	0	0	0	3
13:00	2	2	0	0	0	0	0	4
13:15	3	2	1	0	0	0	0	6
13:30	3	0	0	0	0	0	0	3
13:45	7	0	0	0	0	0	0	7
14:00	3	0	1	0	0	0	0	4
14:15	1	1	0	0	0	0	0	2
14:30	5	0	0	0	0	0	0	5
14:45	0	3	0	0	0	0	0	3
15:00	3	1	0	0	0	0	0	4
15:15	1	1	0	0	0	0	0	2
15:30	2	0	0	0	0	0	0	2
15:45	1	1	0	0	0	0	0	2
16:00	4	1	0	0	0	0	0	5
16:15	3	2	0	0	0	0	0	5
16:30	5	0	0	0	0	0	0	5
16:45	11	0	0	0	0	0	2	13
17:00	13	1	0	0	0	0	1	15
17:15	10	0	0	0	0	0	0	10
17:30	15	0	0	0	0	0	0	15
17:45	3	0	0	0	0	0	0	3
18:00	8	0	0	0	0	0	0	8
18:15	2	2	0	0	0	0	0	4
18:30	1	0	0	0	0	0	0	1
18:45	1	0	0	0	0	0	0	1
19:00	3	0	0	0	0	0	0	3
19:15	1	0	0	0	0	0	0	1
19:30	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0
20:15	2	0	0	0	0	0	0	2
20:30	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0
21:00	1	0	0	0	0	0	0	1
21:15	1	0	0	0	0	0	0	1
21:30	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0

Start Time	Rolling Hour								Total
00:00	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0
06:15	1	0	0	0	0	0	0	0	1
06:30	3	0	0	0	0	0	0	0	3
06:45	6	2	0	0	0	0	0	0	8
07:00	12	2	0	0	0	0	0	0	14
07:15	22	2	0	0	0	0	0	0	24
07:30	35	4	0	0	0	0	0	1	40
07:45	49	4	2	0	0	0	0	1	56
08:00	62	4	2	0	0	0	0	1	69
08:15	58	6	2	0	0	0	0	1	67
08:30	46	4	4	0	0	0	0	0	54
08:45	30	3	2	0	0	0	0	0	35
09:00	13	5	2	0	0	0	0	0	20
09:15	8	4	2	0	0	0	0	0	14
09:30	6	5	0	0	0	0	0	0	11
09:45	7	4	0	0	0	0	0	0	11
10:00	8	4	0	0	0	0	0	0	12
10:15	7	4	0	0	0	0	0	0	11
10:30	7	4	0	0	0	0	0	0	11
10:45	7	6	0	0	0	0	0	0	13
11:00	8	4	0	0	0	0	0	0	12
11:15	9	3	0	0	0	0	0	0	12
11:30	9	4	0	0	0	0	0	0	13
11:45	11	4	0	0	0	0	0	0	15
12:00	9	5	0	0	0	0	0	0	14
12:15	9	7	0	0	0	0	0	0	16
12:30	11	7	1	0	0	0	0	0	19
12:45	10	5	1	0	0	0	0	0	16
13:00	15	4	1	0	0	0	0	0	20
13:15	16	2	2	0	0	0	0	0	20
13:30	14	1	1	0	0	0	0	0	16
13:45	16	1	1	0	0	0	0	0	18
14:00	9	4	1	0	0	0	0	0	14
14:15	9	5	0	0	0	0	0	0	14
14:30	9	5	0	0	0	0	0	0	14
14:45	6	5	0	0	0	0	0	0	11
15:00	7	3	0	0	0	0	0	0	10
15:15	8	3	0	0	0	0	0	0	11
15:30	10	4	0	0	0	0	0	0	14
15:45	13	4	0	0	0	0	0	0	17
16:00	23	3	0	0	0	0	2	0	28
16:15	32	3	0	0	0	0	3	0	38
16:30	39	1	0	0	0	0	3	0	43
16:45	49	1	0	0	0	0	3	0	53
17:00	41	1	0	0	0	0	1	0	43
17:15	36	0	0	0	0	0	0	0	36
17:30	28	2	0	0	0	0	0	0	30
17:45	14	2	0	0	0	0	0	0	16
18:00	12	2	0	0	0	0	0	0	14
18:15	7	2	0	0	0	0	0	0	9
18:30	6	0	0	0	0	0	0	0	6
18:45	5	0	0	0	0	0	0	0	5
19:00	4	0	0	0	0	0	0	0	4
19:15	1	0	0	0	0	0	0	0	1
19:30	2	0	0	0	0	0	0	0	2
19:45	2	0	0	0	0	0	0	0	2
20:00	2	0	0	0	0	0	0	0	2
20:15	3	0	0	0	0	0	0	0	3
20:30	2	0	0	0	0	0	0	0	2
20:45	2	0	0	0	0	0	0	0	2
21:00	2	0	0	0	0	0	0	0	2
21:15	1	0	0	0	0	0	0	0	1
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: Iceni Projects
Project Number: ID05518
Junction Number: Site 1

Date of Survey: 21.10.2020
Junction Name: Park Road
Junction Type: T-Junction

Arm A: Park Road (N) **Arm B:** Park Road (S) **Arm C:** Site Access (W)

	PCU Summary								
Time	A to A	A to C	A to B	B to B	B to A	B to C	C to C	C to B	C to A
00:00	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	1	0	0	0
07:15	0	0	0	0	0	2	0	0	0
07:30	0	0	0	0	0	4	0	0	1
07:45	0	0	0	0	0	6	0	0	0
08:00	0	0	0	0	0	11	0	0	0
08:15	0	0	0	0	0	17	0	0	0
08:30	0	0	0	0	0	20	0	0	3
08:45	0	0	0	0	0	19	0	0	0
09:00	0	0	0	0	0	8	0	0	1
09:15	0	0	0	0	0	4	0	0	3
09:30	0	0	0	0	0	0	0	0	2
09:45	0	0	0	0	0	2	0	0	2
10:00	0	0	0	0	0	3	0	0	0
10:15	0	0	0	0	0	1	0	0	1
10:30	0	0	0	0	0	2	0	0	0
10:45	0	0	0	0	0	2	0	0	3
11:00	0	0	0	0	0	0	0	0	2
11:15	0	0	0	0	0	1	0	0	1
11:30	0	0	0	0	0	3	0	0	1
11:45	0	0	0	0	0	4	0	0	0
12:00	0	0	0	0	0	0	0	0	2
12:15	0	0	0	0	0	2	0	0	1
12:30	0	0	0	0	0	4	0	0	2
12:45	0	0	0	0	0	1	0	0	2
13:00	0	0	0	0	0	2	0	0	2
13:15	0	0	0	0	0	4	0	0	3
13:30	0	0	0	0	0	1	0	0	2
13:45	0	0	0	0	0	4	0	0	3
14:00	0	0	0	0	0	0	0	0	5
14:15	0	0	0	0	0	0	0	0	2
14:30	0	0	0	0	0	0	0	0	5
14:45	0	0	0	0	0	2	0	0	1
15:00	0	0	0	0	0	2	0	0	2
15:15	0	0	0	0	0	1	0	0	1
15:30	0	0	0	0	0	0	0	0	2
15:45	0	0	0	0	0	1	0	0	1
16:00	0	0	0	0	0	0	0	0	5
16:15	0	0	0	0	0	2	0	0	3
16:30	0	0	0	0	0	2	0	0	3
16:45	0	0	0	0	0	0	0	0	11
17:00	0	0	0	0	0	0	0	0	14
17:15	0	0	0	0	0	0	0	0	10
17:30	0	0	0	0	0	0	0	0	15
17:45	0	0	0	0	0	0	0	0	3
18:00	0	0	0	0	0	0	0	0	8
18:15	0	0	0	0	0	1	0	0	3
18:30	0	0	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	1
19:00	0	0	0	0	0	0	0	0	3
19:15	0	0	0	0	0	0	0	0	1
19:30	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	2
20:30	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	1
21:15	0	0	0	0	0	0	0	0	1
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0

Start Time	Rolling Hour								
00:00	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	1	0	0	0
06:30	0	0	0	0	0	3	0	0	0
06:45	0	0	0	0	0	7	0	0	1
07:00	0	0	0	0	0	13	0	0	1
07:15	0	0	0	0	0	23	0	0	1
07:30	0	0	0	0	0	38	0	0	1
07:45	0	0	0	0	0	54	0	0	3
08:00	0	0	0	0	0	67	0	0	3
08:15	0	0	0	0	0	64	0	0	4
08:30	0	0	0	0	0	51	0	0	7
08:45	0	0	0	0	0	31	0	0	6
09:00	0	0	0	0	0	14	0	0	8
09:15	0	0	0	0	0	9	0	0	7
09:30	0	0	0	0	0	6	0	0	5
09:45	0	0	0	0	0	8	0	0	3
10:00	0	0	0	0	0	8	0	0	4
10:15	0	0	0	0	0	5	0	0	6
10:30	0	0	0	0	0	5	0	0	6
10:45	0	0	0	0	0	6	0	0	7
11:00	0	0	0	0	0	8	0	0	4
11:15	0	0	0	0	0	8	0	0	4
11:30	0	0	0	0	0	9	0	0	4
11:45	0	0	0	0	0	10	0	0	5
12:00	0	0	0	0	0	7	0	0	7
12:15	0	0	0	0	0	9	0	0	7
12:30	0	0	0	0	0	11	0	0	9
12:45	0	0	0	0	0	8	0	0	9
13:00	0	0	0	0	0	11	0	0	10
13:15	0	0	0	0	0	9	0	0	13
13:30	0	0	0	0	0	5	0	0	12
13:45	0	0	0	0	0	4	0	0	15
14:00	0	0	0	0	0	2	0	0	13
14:15	0	0	0	0	0	4	0	0	10
14:30	0	0	0	0	0	5	0	0	9
14:45	0	0	0	0	0	5	0	0	6
15:00	0	0	0	0	0	4	0	0	6
15:15	0	0	0	0	0	2	0	0	9
15:30	0	0	0	0	0	3	0	0	11
15:45	0	0	0	0	0	5	0	0	12
16:00	0	0	0	0	0	4	0	0	22
16:15	0	0	0	0	0	4	0	0	31
16:30	0	0	0	0	0	2	0	0	38
16:45	0	0	0	0	0	0	0	0	50
17:00	0	0	0	0	0	0	0	0	42
17:15	0	0	0	0	0	0	0	0	36
17:30	0	0	0	0	0	1	0	0	29
17:45	0	0	0	0	0	1	0	0	15
18:00	0	0	0	0	0	1	0	0	13
18:15	0	0	0	0	0	1	0	0	8
18:30	0	0	0	0	0	0	0	0	6
18:45	0	0	0	0	0	0	0	0	5
19:00	0	0	0	0	0	0	0	0	4
19:15	0	0	0	0	0	0	0	0	1
19:30	0	0	0	0	0	0	0	0	2
19:45	0	0	0	0	0	0	0	0	2
20:00	0	0	0	0	0	0	0	0	2
20:15	0	0	0	0	0	0	0	0	3
20:30	0	0	0	0	0	0	0	0	2
20:45	0	0	0	0	0	0	0	0	2
21:00	0	0	0	0	0	0	0	0	2
21:15	0	0	0	0	0	0	0	0	1
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: Iceni Projects
Project Number: ID05518
Junction Number: Site 1

Date of Survey: 21.10.2020
Junction Name: Park Road
Junction Type: T-Junction

Arm A: Park Road (N)
Arm B: Park Road (S)
Arm C: Site Access (W)

Count Method: **Classes Included:** *Select the count method and desired user classes from the drop-downs in cells D10 and G10*

Maximum 15-minute Junction Flow:

AM Peak	**from:**	08:30	**until:**	08:45	**flow:**	21	*AM Peak covers 06:00 until 10:00*
Inter-Peak	**from:**	13:45	**until:**	14:00	**flow:**	7	*Inter-Peak covers 10:00 until 16:00*
PM Peak	**from:**	17:00	**until:**	17:15	**flow:**	15	*PM Peak covers 16:00 until 20:00*

Period Starting: 00:00 *Select the time from the drop-down in cell D18 to show the 15-minute data for that period*

Movement Counts

From \ To	A	B	C	Total
A	**0**	**0**	**0**	**0**
B	**0**	**0**	**0**	**0**
C	**0**	**0**	**0**	**0**
Total	**0**	**0**	**0**	0

HGV Proportions

From \ To	A	B	C	Total
A	**0.0%**	**0.0%**	**0.0%**	**0.0%**
B	**0.0%**	**0.0%**	**0.0%**	**0.0%**
C	**0.0%**	**0.0%**	**0.0%**	**0.0%**
Total	**0.0%**	**0.0%**	**0.0%**	0.0%

Maximum Hourly Junction Flow:

AM Peak	**from:**	08:00	**until:**	09:00	**flow:**	69
Inter-Peak	**from:**	13:00	**until:**	14:00	**flow:**	20
PM Peak	**from:**	16:45	**until:**	17:45	**flow:**	53

Period Starting: 00:00 *Select the time from the drop-down in cell D34 to show the hourly data for that period*

Movement Counts

From \ To	A	B	C	Total
A	**0**	**0**	**0**	**0**
B	**0**	**0**	**0**	**0**
C	**0**	**0**	**0**	**0**
Total	**0**	**0**	**0**	0

HGV Proportions

From \ To	A	B	C	Total
A	**0.0%**	**0.0%**	**0.0%**	**0.0%**
B	**0.0%**	**0.0%**	**0.0%**	**0.0%**
C	**0.0%**	**0.0%**	**0.0%**	**0.0%**
Total	**0.0%**	**0.0%**	**0.0%**	0.0%

Bold entries in the above tables indicate the maximum movement, approach and exit flows for the selected time period, and similarly with the HGV proportions

A10. TRICS OUTPUTS

Calculation Reference: AUDIT-751001-210113-0114

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	**GREATER LONDON**		
	BE	BEXLEY	1 days
	BM	BROMLEY	1 days
	HM	HAMMERSMITH AND FULHAM	1 days
	HO	HOUNSLOW	1 days
	KI	KINGSTON	1 days
	KN	KENSINGTON AND CHELSEA	1 days
	SK	SOUTHWARK	2 days
	WF	WALTHAM FOREST	1 days
	WH	WANDSWORTH	1 days
02	**SOUTH EAST**		
	BD	BEDFORDSHIRE	2 days
	EX	ESSEX	1 days
	HC	HAMPSHIRE	1 days
	HF	HERTFORDSHIRE	1 days
04	**EAST ANGLIA**		
	NF	NORFOLK	1 days
	SF	SUFFOLK	1 days
09	**NORTH**		
	CB	CUMBRIA	1 days
10	**WALES**		
	CO	CONWY	1 days
11	**SCOTLAND**		
	SA	SOUTH AYRSHIRE	1 days
	SR	STIRLING	1 days
14	**LEINSTER**		
	LU	LOUTH	3 days

Primary Filtering selection:

Parameter: No of Dwellings
Actual Range: 20 to 194 (units:)
Range Selected by User: 20 to 300 (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: 01/01/12 to 18/11/19

Selected survey days:

Monday	5 days
Tuesday	7 days
Wednesday	4 days
Thursday	6 days
Friday	2 days

Selected survey types:

Manual count	24 days
Directional ATC Count	0 days

Selected Locations:

Town Centre	4
Edge of Town Centre	20

Selected Location Sub Categories:

Residential Zone	13
Built-Up Zone	11

Secondary Filtering selection:

Use Class:

C3	24 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	3 days
10,001 to 15,000	4 days
15,001 to 20,000	3 days
25,001 to 50,000	10 days
50,001 to 100,000	3 days
100,001 or More	1 days

Population within 5 miles:

25,001 to 50,000	3 days
50,001 to 75,000	6 days
75,001 to 100,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	3 days
500,001 or More	8 days

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	11 days
1.1 to 1.5	11 days

Travel Plan:

Yes	5 days
No	19 days

PTAL Rating:

No PTAL Present	14 days
2 Poor	1 days
3 Moderate	2 days
5 Very Good	2 days
6a Excellent	1 days
6b (High) Excellent	4 days

LIST OF SITES relevant to selection parameters

1 **BD-03-C-01** **BLOCKS OF FLATS** **BEDFORDSHIRE**
WING ROAD
LEIGHTON BUZZARD
LINSLADE
Edge of Town Centre
Residential Zone
Total No of Dwellings: 175
Survey date: TUESDAY *15/05/18* *Survey Type: MANUAL*

2 **BD-03-C-02** **BLOCKS OF FLATS** **BEDFORDSHIRE**
STANBRIDGE ROAD
LEIGHTON BUZZARD

Edge of Town Centre
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *15/05/18* *Survey Type: MANUAL*

3 **BE-03-C-01** **BLOCKS OF FLATS** **BEXLEY**
CROOK LOG
BEXLEYHEATH

Edge of Town Centre
Residential Zone
Total No of Dwellings: 79
Survey date: WEDNESDAY *19/09/18* *Survey Type: MANUAL*

4 **BM-03-C-01** **BLOCKS OF FLATS** **BROMLEY**
RINGER'S ROAD
BROMLEY

Town Centre
Built-Up Zone
Total No of Dwellings: 160
Survey date: MONDAY *12/11/18* *Survey Type: MANUAL*

5 **CB-03-C-01** **BLOCK OF FLATS** **CUMBRIA**
KING STREET
CARLISLE

Town Centre
Built-Up Zone
Total No of Dwellings: 40
Survey date: THURSDAY *12/06/14* *Survey Type: MANUAL*

6 **CO-03-C-01** **BLOCKS OF FLATS** **CONWY**
MOSTYN BROADWAY
LLANDUDNO

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 37
Survey date: MONDAY *26/03/18* *Survey Type: MANUAL*

7 **EX-03-C-02** **BLOCK OF FLATS** **ESSEX**
WESTCLIFF PARADE
SOUTHEND-ON-SEA
WESTCLIFF
Edge of Town Centre
Residential Zone
Total No of Dwellings: 94
Survey date: TUESDAY *22/10/13* *Survey Type: MANUAL*

8 **HC-03-C-01** **BLOCKS OF FLATS** **HAMPSHIRE**
CROSS STREET
PORTSMOUTH

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 90
Survey date: TUESDAY *05/06/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 **HF-03-C-03** **BLOCK OF FLATS** **HERTFORDSHIRE**
SHENLEY ROAD
BOREHAMWOOD

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 91
Survey date: THURSDAY *14/11/19* *Survey Type: MANUAL*

10 **HM-03-C-02** **BLOCKS OF FLATS** **HAMMERSMITH AND FULHAM**
GLENTHORNE ROAD
HAMMERSMITH

Town Centre
Built-Up Zone
Total No of Dwellings: 194
Survey date: TUESDAY *30/04/19* *Survey Type: MANUAL*

11 **HO-03-C-02** **BLOCK OF FLATS** **HOUNSLOW**
HIGH STREET
BRENTFORD

Town Centre
Built-Up Zone
Total No of Dwellings: 86
Survey date: WEDNESDAY *03/09/14* *Survey Type: MANUAL*

12 **KI-03-C-03** **BLOCK OF FLATS** **KINGSTON**
PORTSMOUTH ROAD
SURBITON

Edge of Town Centre
Residential Zone
Total No of Dwellings: 20
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

13 **KN-03-C-03** **BLOCK OF FLATS** **KENSINGTON AND CHELSEA**
ALLEN STREET
KENSINGTON

Edge of Town Centre
Residential Zone
Total No of Dwellings: 72
Survey date: FRIDAY *11/05/12* *Survey Type: MANUAL*

14 **LU-03-C-01** **BLOCKS OF FLATS** **LOUTH**
DONORE ROAD
DROGHEDA

Edge of Town Centre
Residential Zone
Total No of Dwellings: 52
Survey date: THURSDAY *12/09/13* *Survey Type: MANUAL*

15 **LU-03-C-02** **BLOCK OF FLATS** **LOUTH**
NICHOLAS STREET
DUNDALK

Edge of Town Centre
Residential Zone
Total No of Dwellings: 33
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

16 **LU-03-C-03** **BLOCK OF FLATS** **LOUTH**
NICHOLAS STREET
DUNDALK

Edge of Town Centre
Residential Zone
Total No of Dwellings: 20
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

17 **NF-03-C-01** **BLOCKS OF FLATS** **NORFOLK**
PAGE STAIR LANE
KING'S LYNN

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 51
Survey date: THURSDAY *11/12/14* *Survey Type: MANUAL*

18 **SA-03-C-01** **BLOCK OF FLATS** **SOUTH AYRSHIRE**
RACECOURSE ROAD
AYR

Edge of Town Centre
Residential Zone
Total No of Dwellings: 51
Survey date: TUESDAY *16/09/14* *Survey Type: MANUAL*

19 **SF-03-C-01** **BLOCKS OF FLATS** **SUFFOLK**
STATION HILL
BURY ST EDMUNDS

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 85
Survey date: THURSDAY *18/12/14* *Survey Type: MANUAL*

20 **SK-03-C-01** **BLOCK OF FLATS** **SOUTHWARK**
PARK STREET
SOUTHWARK

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 53
Survey date: FRIDAY *19/09/14* *Survey Type: MANUAL*

21 **SK-03-C-02** **BLOCK OF FLATS** **SOUTHWARK**
LAMB WALK
BERMONDSEY

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 29
Survey date: THURSDAY *23/04/15* *Survey Type: MANUAL*

22 **SR-03-C-02** **FLATS** **STIRLING**
ROSEBERRY TERRACE
STIRLING

Edge of Town Centre
Residential Zone
Total No of Dwellings: 48
Survey date: WEDNESDAY *18/06/14* *Survey Type: MANUAL*

23 **WF-03-C-01** **BLOCKS OF FLATS** **WALTHAM FOREST**
ERSKINE ROAD
WALTHAMSTOW

Edge of Town Centre
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *05/11/19* *Survey Type: MANUAL*

24 **WH-03-C-01** **BLOCKS OF FLATS** **WANDSWORTH**
AMIES STREET
CLAPHAM JUNCTION

Edge of Town Centre
Residential Zone
Total No of Dwellings: 30
Survey date: WEDNESDAY *09/05/12* *Survey Type: MANUAL*

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	72	0.037	24	72	0.114	24	72	0.151
08:00 - 09:00	24	72	0.042	**24**	**72**	**0.139**	24	72	0.181
09:00 - 10:00	24	72	0.057	24	72	0.064	24	72	0.121
10:00 - 11:00	24	72	0.063	24	72	0.071	24	72	0.134
11:00 - 12:00	24	72	0.059	24	72	0.075	24	72	0.134
12:00 - 13:00	24	72	0.079	24	72	0.072	24	72	0.151
13:00 - 14:00	24	72	0.070	24	72	0.074	24	72	0.144
14:00 - 15:00	24	72	0.053	24	72	0.065	24	72	0.118
15:00 - 16:00	24	72	0.082	24	72	0.057	24	72	0.139
16:00 - 17:00	24	72	0.093	24	72	0.059	24	72	0.152
17:00 - 18:00	**24**	**72**	**0.128**	24	72	0.073	**24**	**72**	**0.201**
18:00 - 19:00	24	72	0.123	24	72	0.075	24	72	0.198
19:00 - 20:00	6	93	0.070	6	93	0.050	6	93	0.120
20:00 - 21:00	6	93	0.032	6	93	0.031	6	93	0.063
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.988			1.019			2.007

Parameter summary

Trip rate parameter range selected:	20 - 194 (units:)
Survey date date range:	01/01/12 - 18/11/19
Number of weekdays (Monday-Friday):	24
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	72	0.004	24	72	0.005	24	72	0.009
08:00 - 09:00	24	72	0.000	24	72	0.001	24	72	0.001
09:00 - 10:00	24	72	0.002	24	72	0.003	24	72	0.005
10:00 - 11:00	24	72	0.002	24	72	0.002	24	72	0.004
11:00 - 12:00	24	72	0.005	24	72	0.005	**24**	**72**	**0.010**
12:00 - 13:00	24	72	0.005	24	72	0.005	24	72	0.010
13:00 - 14:00	24	72	0.003	24	72	0.003	24	72	0.006
14:00 - 15:00	24	72	0.001	24	72	0.001	24	72	0.002
15:00 - 16:00	24	72	0.002	24	72	0.002	24	72	0.004
16:00 - 17:00	24	72	0.003	24	72	0.003	24	72	0.006
17:00 - 18:00	24	72	0.004	24	72	0.003	24	72	0.007
18:00 - 19:00	24	72	0.004	24	72	0.004	24	72	0.008
19:00 - 20:00	**6**	**93**	**0.005**	**6**	**93**	**0.005**	6	93	0.010
20:00 - 21:00	6	93	0.002	6	93	0.000	6	93	0.002
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.042			0.084

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	**24**	**72**	**0.003**	**24**	**72**	**0.003**	**24**	**72**	**0.006**
08:00 - 09:00	24	72	0.001	24	72	0.001	24	72	0.002
09:00 - 10:00	24	72	0.003	24	72	0.002	24	72	0.005
10:00 - 11:00	24	72	0.002	24	72	0.002	24	72	0.004
11:00 - 12:00	24	72	0.002	24	72	0.002	24	72	0.004
12:00 - 13:00	24	72	0.001	24	72	0.001	24	72	0.002
13:00 - 14:00	24	72	0.001	24	72	0.001	24	72	0.002
14:00 - 15:00	24	72	0.002	24	72	0.001	24	72	0.003
15:00 - 16:00	24	72	0.001	24	72	0.001	24	72	0.002
16:00 - 17:00	24	72	0.000	24	72	0.001	24	72	0.001
17:00 - 18:00	24	72	0.001	24	72	0.001	24	72	0.002
18:00 - 19:00	24	72	0.000	24	72	0.000	24	72	0.000
19:00 - 20:00	6	93	0.000	6	93	0.000	6	93	0.000
20:00 - 21:00	6	93	0.000	6	93	0.000	6	93	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.016			0.033

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	72	0.000	24	72	0.000	24	72	0.000
08:00 - 09:00	24	72	0.000	24	72	0.001	24	72	0.001
09:00 - 10:00	24	72	0.000	24	72	0.001	24	72	0.001
10:00 - 11:00	**24**	**72**	**0.001**	24	72	0.001	**24**	**72**	**0.002**
11:00 - 12:00	24	72	0.000	24	72	0.001	24	72	0.001
12:00 - 13:00	24	72	0.000	**24**	**72**	**0.002**	24	72	0.002
13:00 - 14:00	24	72	0.000	24	72	0.001	24	72	0.001
14:00 - 15:00	24	72	0.000	24	72	0.000	24	72	0.000
15:00 - 16:00	24	72	0.001	24	72	0.001	24	72	0.002
16:00 - 17:00	24	72	0.000	24	72	0.001	24	72	0.001
17:00 - 18:00	24	72	0.000	24	72	0.000	24	72	0.000
18:00 - 19:00	24	72	0.000	24	72	0.000	24	72	0.000
19:00 - 20:00	6	93	0.000	6	93	0.000	6	93	0.000
20:00 - 21:00	6	93	0.000	6	93	0.000	6	93	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.009			0.011

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	72	0.002	24	72	0.006	24	72	0.008
08:00 - 09:00	24	72	0.005	**24**	**72**	**0.012**	**24**	**72**	**0.017**
09:00 - 10:00	24	72	0.003	24	72	0.005	24	72	0.008
10:00 - 11:00	24	72	0.004	24	72	0.008	24	72	0.012
11:00 - 12:00	24	72	0.003	24	72	0.002	24	72	0.005
12:00 - 13:00	24	72	0.001	24	72	0.002	24	72	0.003
13:00 - 14:00	24	72	0.003	24	72	0.001	24	72	0.004
14:00 - 15:00	24	72	0.004	24	72	0.002	24	72	0.006
15:00 - 16:00	24	72	0.002	24	72	0.003	24	72	0.005
16:00 - 17:00	24	72	0.004	24	72	0.001	24	72	0.005
17:00 - 18:00	24	72	0.006	24	72	0.003	24	72	0.009
18:00 - 19:00	24	72	0.005	24	72	0.003	24	72	0.008
19:00 - 20:00	**6**	**93**	**0.007**	6	93	0.000	6	93	0.007
20:00 - 21:00	6	93	0.002	6	93	0.002	6	93	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.051			0.050			0.101

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	72	0.043	24	72	0.157	24	72	0.200
08:00 - 09:00	24	72	0.052	**24**	**72**	**0.225**	24	72	0.277
09:00 - 10:00	24	72	0.071	24	72	0.083	24	72	0.154
10:00 - 11:00	24	72	0.081	24	72	0.094	24	72	0.175
11:00 - 12:00	24	72	0.076	24	72	0.099	24	72	0.175
12:00 - 13:00	24	72	0.101	24	72	0.103	24	72	0.204
13:00 - 14:00	24	72	0.096	24	72	0.094	24	72	0.190
14:00 - 15:00	24	72	0.067	24	72	0.082	24	72	0.149
15:00 - 16:00	24	72	0.133	24	72	0.078	24	72	0.211
16:00 - 17:00	24	72	0.141	24	72	0.073	24	72	0.214
17:00 - 18:00	24	72	0.184	24	72	0.096	24	72	0.280
18:00 - 19:00	**24**	**72**	**0.187**	24	72	0.097	**24**	**72**	**0.284**
19:00 - 20:00	6	93	0.081	6	93	0.061	6	93	0.142
20:00 - 21:00	6	93	0.034	6	93	0.032	6	93	0.066
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.347			1.374			2.721

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	72	0.014	24	72	0.057	24	72	0.071
08:00 - 09:00	24	72	0.031	**24**	**72**	**0.131**	24	72	0.162
09:00 - 10:00	24	72	0.041	24	72	0.072	24	72	0.113
10:00 - 11:00	24	72	0.048	24	72	0.056	24	72	0.104
11:00 - 12:00	24	72	0.049	24	72	0.056	24	72	0.105
12:00 - 13:00	24	72	0.058	24	72	0.045	24	72	0.103
13:00 - 14:00	24	72	0.055	24	72	0.054	24	72	0.109
14:00 - 15:00	24	72	0.054	24	72	0.053	24	72	0.107
15:00 - 16:00	24	72	0.097	24	72	0.064	24	72	0.161
16:00 - 17:00	24	72	0.081	24	72	0.060	24	72	0.141
17:00 - 18:00	24	72	0.096	24	72	0.082	**24**	**72**	**0.178**
18:00 - 19:00	24	72	0.101	24	72	0.066	24	72	0.167
19:00 - 20:00	**6**	**93**	**0.110**	6	93	0.058	6	93	0.168
20:00 - 21:00	6	93	0.081	6	93	0.059	6	93	0.140
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.916			0.913			1.829

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	72	0.001	24	72	0.054	24	72	0.055
08:00 - 09:00	24	72	0.008	**24**	**72**	**0.090**	**24**	**72**	**0.098**
09:00 - 10:00	24	72	0.008	24	72	0.034	24	72	0.042
10:00 - 11:00	24	72	0.010	24	72	0.016	24	72	0.026
11:00 - 12:00	24	72	0.011	24	72	0.009	24	72	0.020
12:00 - 13:00	24	72	0.017	24	72	0.016	24	72	0.033
13:00 - 14:00	24	72	0.014	24	72	0.017	24	72	0.031
14:00 - 15:00	24	72	0.014	24	72	0.009	24	72	0.023
15:00 - 16:00	24	72	0.044	24	72	0.014	24	72	0.058
16:00 - 17:00	24	72	0.032	24	72	0.009	24	72	0.041
17:00 - 18:00	24	72	0.054	24	72	0.013	24	72	0.067
18:00 - 19:00	24	72	0.056	24	72	0.012	24	72	0.068
19:00 - 20:00	**6**	**93**	**0.058**	6	93	0.018	6	93	0.076
20:00 - 21:00	6	93	0.013	6	93	0.013	6	93	0.026
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.340			0.324			0.664

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	72	0.003	24	72	0.076	24	72	0.079
08:00 - 09:00	24	72	0.006	**24**	**72**	**0.092**	24	72	0.098
09:00 - 10:00	24	72	0.007	24	72	0.031	24	72	0.038
10:00 - 11:00	24	72	0.014	24	72	0.017	24	72	0.031
11:00 - 12:00	24	72	0.011	24	72	0.016	24	72	0.027
12:00 - 13:00	24	72	0.015	24	72	0.013	24	72	0.028
13:00 - 14:00	24	72	0.016	24	72	0.014	24	72	0.030
14:00 - 15:00	24	72	0.014	24	72	0.009	24	72	0.023
15:00 - 16:00	24	72	0.014	24	72	0.007	24	72	0.021
16:00 - 17:00	24	72	0.025	24	72	0.014	24	72	0.039
17:00 - 18:00	24	72	0.048	24	72	0.011	24	72	0.059
18:00 - 19:00	24	72	0.070	24	72	0.016	24	72	0.086
19:00 - 20:00	**6**	**93**	**0.126**	6	93	0.013	**6**	**93**	**0.139**
20:00 - 21:00	6	93	0.058	6	93	0.005	6	93	0.063
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.427			0.334			0.761

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	72	0.000	24	72	0.000	24	72	0.000
08:00 - 09:00	24	72	0.000	24	72	0.000	24	72	0.000
09:00 - 10:00	24	72	0.000	24	72	0.000	24	72	0.000
10:00 - 11:00	24	72	0.000	**24**	**72**	**0.001**	**24**	**72**	**0.001**
11:00 - 12:00	24	72	0.000	24	72	0.000	24	72	0.000
12:00 - 13:00	24	72	0.000	24	72	0.000	24	72	0.000
13:00 - 14:00	24	72	0.000	24	72	0.000	24	72	0.000
14:00 - 15:00	24	72	0.000	24	72	0.000	24	72	0.000
15:00 - 16:00	**24**	**72**	**0.001**	24	72	0.000	24	72	0.001
16:00 - 17:00	24	72	0.000	24	72	0.000	24	72	0.000
17:00 - 18:00	24	72	0.000	24	72	0.000	24	72	0.000
18:00 - 19:00	24	72	0.000	24	72	0.000	24	72	0.000
19:00 - 20:00	6	93	0.000	6	93	0.000	6	93	0.000
20:00 - 21:00	6	93	0.000	6	93	0.000	6	93	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	72	0.005	24	72	0.130	24	72	0.135
08:00 - 09:00	24	72	0.014	**24**	**72**	**0.183**	24	72	0.197
09:00 - 10:00	24	72	0.014	24	72	0.065	24	72	0.079
10:00 - 11:00	24	72	0.024	24	72	0.034	24	72	0.058
11:00 - 12:00	24	72	0.021	24	72	0.025	24	72	0.046
12:00 - 13:00	24	72	0.032	24	72	0.030	24	72	0.062
13:00 - 14:00	24	72	0.030	24	72	0.032	24	72	0.062
14:00 - 15:00	24	72	0.027	24	72	0.019	24	72	0.046
15:00 - 16:00	24	72	0.060	24	72	0.021	24	72	0.081
16:00 - 17:00	24	72	0.057	24	72	0.024	24	72	0.081
17:00 - 18:00	24	72	0.102	24	72	0.024	24	72	0.126
18:00 - 19:00	24	72	0.127	24	72	0.027	24	72	0.154
19:00 - 20:00	**6**	**93**	**0.184**	6	93	0.031	**6**	**93**	**0.215**
20:00 - 21:00	6	93	0.070	6	93	0.018	6	93	0.088
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.767			0.663			1.430

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	72	0.064	24	72	0.351	24	72	0.415
08:00 - 09:00	24	72	0.103	**24**	**72**	**0.551**	**24**	**72**	**0.654**
09:00 - 10:00	24	72	0.130	24	72	0.225	24	72	0.355
10:00 - 11:00	24	72	0.157	24	72	0.191	24	72	0.348
11:00 - 12:00	24	72	0.149	24	72	0.181	24	72	0.330
12:00 - 13:00	24	72	0.192	24	72	0.179	24	72	0.371
13:00 - 14:00	24	72	0.184	24	72	0.181	24	72	0.365
14:00 - 15:00	24	72	0.153	24	72	0.155	24	72	0.308
15:00 - 16:00	24	72	0.292	24	72	0.166	24	72	0.458
16:00 - 17:00	24	72	0.283	24	72	0.158	24	72	0.441
17:00 - 18:00	24	72	0.388	24	72	0.205	24	72	0.593
18:00 - 19:00	**24**	**72**	**0.421**	24	72	0.194	24	72	0.615
19:00 - 20:00	6	93	0.382	6	93	0.150	6	93	0.532
20:00 - 21:00	6	93	0.187	6	93	0.112	6	93	0.299
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.085			2.999			6.084

A11. TRAFFIC FLOW DIAGRAMS

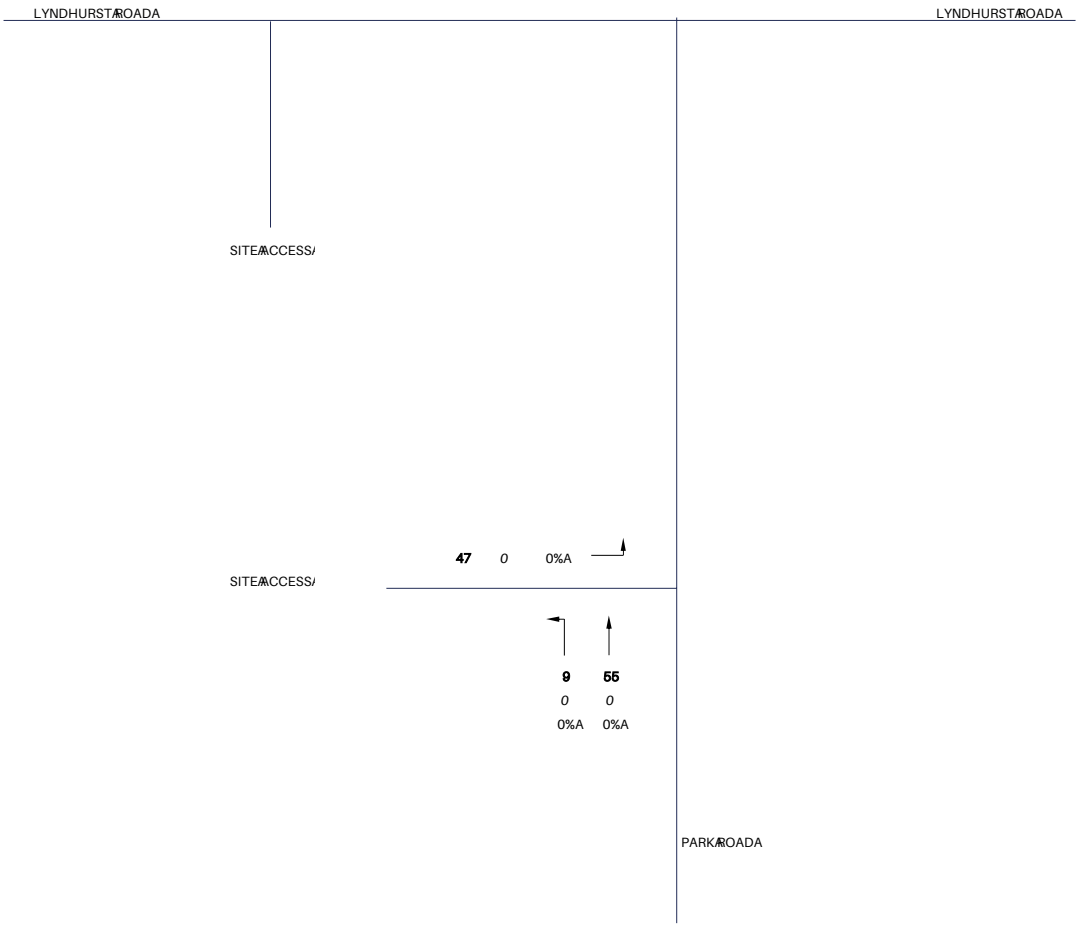
NOTES:

KEY:

123 TOTAL VEHICLES

12 NO. OF HGVs

10% %AGE OF HGVs



PROJECT

FORMER GAS HOLDER SITE, WORTHING

TITLE

2026 DEVELOPMENT CASE AM

REVISION	**DATE**
-	Jun-21
DRAWN BY	**APPROVED BY**
RBA	RAA

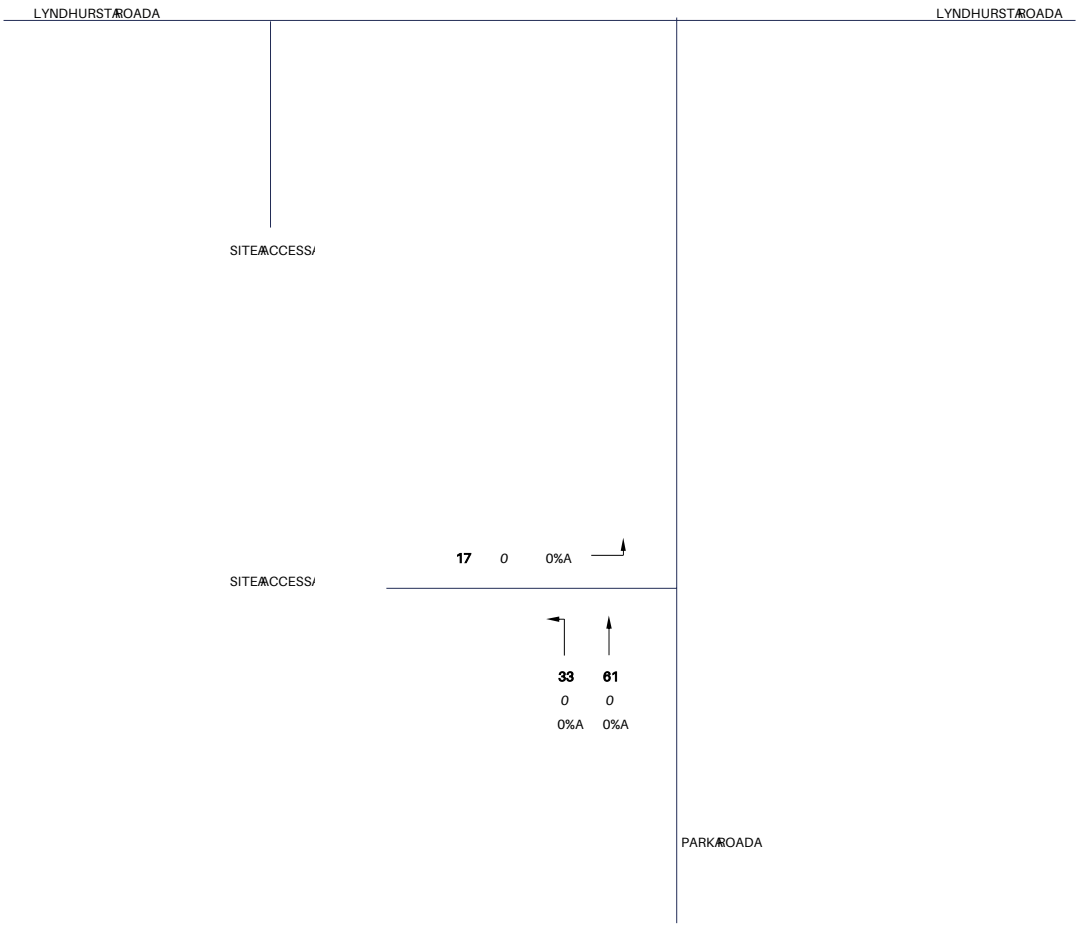
NOTES:

KEY:

123 TOTAL VEHICLES

12 NO. OF HGVs

10% %AGE OF HGVs



PROJECT

FORMER GAS HOLDER SITE, WORTHINGA

TITLE

2026 DEVELOPMENT CASE PMA

REVISION	**DATE**
-	Jun-21
DRAWN BY	**APPROVED BY**
RBA	RAA

A12. JUNCTION CAPACITY ASSESSMENTS

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: SITE_ACCESS_PAK_RD_PICADY.j9
Path: P:\Transport\Projects\20-T082 - St William - Former Gas Holder Site, Lyndhurst Road, Worthing\03. CALCS\05. JUNCTION MODELLING
Report generation date: 30/06/2021 14:45:16

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2026 DEV CASE							
Stream B-AC	0.5	9.42	0.33	A	0.2	7.40	0.12	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A

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

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

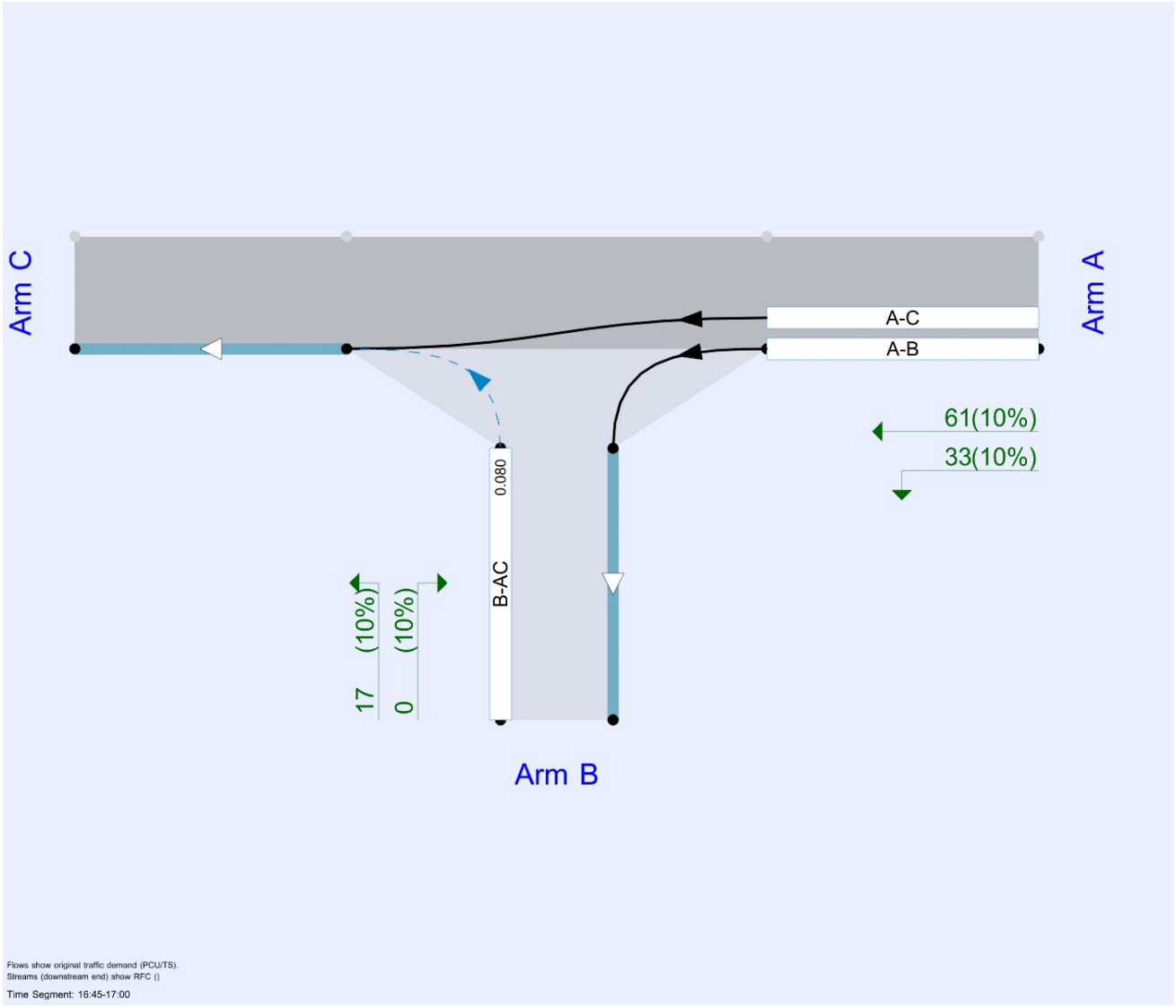
File summary

File Description

Title	
Location	
Site number	
Date	26/05/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ICENIPROJECTS\apearce
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	perTimeSegment	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Analysis Set Details

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

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026 DEV CASE	PM	ONE HOUR	16:45	18:15	15	✓

2026 DEV CASE, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D2 - 2026 DEV CASE, PM	'O-D data varies over time' option has been selected but all arms use ONE HOUR profile type, which shapes the flows over time automatically. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Park Rd Access	T-Junction	One-way from A to C		1.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Park Rd (S)		Major
B	Site Access		Minor
C	Park Rd (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	3.73				✓	

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	3.87	19	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	134.208	0.092	0.232	0.146	0.331
1	B-C	173.038	0.099	0.251	-	-
1	C-B	160.864	0.234	0.234	-	-

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

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

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

Traffic Demand

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/TS)	Scaling Factor (%)
A		ONE HOUR	✓	94.00	100.000
B		ONE HOUR	✓	17.00	100.000
C		ONE HOUR	✓	0.00	100.000

Origin-Destination Data

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	33.00	61.00
	B	0.00	0.00	17.00
	C	0.00	0.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	32.00	61.00
	B	0.00	0.00	17.00
	C	0.00	0.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	32.00	61.00
	B	0.00	0.00	17.00
	C	0.00	0.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	32.00	61.00
	B	0.00	0.00	17.00
	C	0.00	0.00	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	32.00	61.00
	B	0.00	0.00	17.00
	C	0.00	0.00	0.00

18:00 - 18:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	32.00	61.00
	B	0.00	0.00	17.00
	C	0.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.12	7.40	0.2	A	15.60	93.60
C-AB	0.00	0.00	0.0	A	0.00	0.00
C-A					0.00	0.00
A-B					29.76	178.57
A-C					56.49	338.97

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12.80	12.80	159.03	0.080	12.70	0.0	0.1	6.761	A
C-AB	0.00	0.00	144.33	0.000	0.00	0.0	0.0	0.000	A
C-A	0.00	0.00			0.00				
A-B	24.84	24.84			24.84				
A-C	45.92	45.92			45.92				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15.28	15.28	156.22	0.098	15.26	0.1	0.1	7.023	A
C-AB	0.00	0.00	141.13	0.000	0.00	0.0	0.0	0.000	A
C-A	0.00	0.00			0.00				
A-B	29.08	29.08			29.08				
A-C	55.43	55.43			55.43				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18.72	18.72	152.44	0.123	18.68	0.1	0.2	7.399	A
C-AB	0.00	0.00	136.69	0.000	0.00	0.0	0.0	0.000	A
C-A	0.00	0.00			0.00				
A-B	35.61	35.61			35.61				
A-C	67.88	67.88			67.88				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18.72	18.72	152.44	0.123	18.72	0.2	0.2	7.402	A
C-AB	0.00	0.00	136.69	0.000	0.00	0.0	0.0	0.000	A
C-A	0.00	0.00			0.00				
A-B	35.61	35.61			35.61				
A-C	67.88	67.88			67.88				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15.28	15.28	156.22	0.098	15.32	0.2	0.1	7.026	A
C-AB	0.00	0.00	141.13	0.000	0.00	0.0	0.0	0.000	A
C-A	0.00	0.00			0.00				
A-B	29.08	29.08			29.08				
A-C	55.43	55.43			55.43				

18:00 - 18:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12.80	12.80	158.96	0.081	12.82	0.1	0.1	6.774	A
C-AB	0.00	0.00	144.33	0.000	0.00	0.0	0.0	0.000	A
C-A	0.00	0.00			0.00				
A-B	24.35	24.35			24.35				
A-C	46.42	46.42			46.42				