Appendix: Highways and Transport

Annex 1: Planning Policy and Other Relevant Standards and Guidance

Woking Football Club

Planning Policy and Other Relevant Standards and Guidance

Institute of Environmental Management and Assessment Guidelines (1993)

1. The entire Institute of Environmental Management and Assessment (IEMA) Guidelines document for the Environmental Assessment of Road Traffic is relevant to the highways and transport assessment and, therefore, this has been provided at the end of this annex.

National Planning Policy Framework (2019)

2. The revised National Planning Policy Framework (NPPF) was published in February 2019 and identifies the Government's core principles behind the planning for and delivery of sustainable development.

3. The key overarching policies are set out in paragraphs 7 to 10 in terms of defining sustainable development, and paragraphs 11 to 14 in respect of the delivery of sustainable development.

4. The use of the NPPF within the plan-making and decision-taking process is clearly set out in paragraph 11. Paragraph 12 then sets out the status of the NPPF within these processes and paragraph 13 sets out implications on neighbourhood planning. The five main considerations in terms of transport are given in paragraph 102.

5. Section 9 of the NPPF covers sustainable transport and how the impact of development should be considered from the transport perspective.

6. The approach of NPPF is that sites should be considered on their relative sustainability - locally and across the district – and their economic, social and environmental impacts should be fully considered and how development will impact positively and negatively in these respects on surrounding communities.

7. Paragraph 110 states that *"applications for development should … give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport".*

8. The NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts would be severe.

9. All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans should ensure that:

- *"appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

Woking Borough Council's Core Strategy (2012)

10. Woking Borough Council has prepared a Core Strategy that will set out how much growth there should be in the Borough in coming years up to 2027 (housing, jobs and associated infrastructure) and where it should take place. It also contains policies that will be used to make decisions on planning applications.

11. The Core Strategy was adopted in 2012 and was developed to replace the Woking Borough Local Plan (1999).

12. The Core Strategy outlines transport policies which set the vision for the borough moving forward throughout the timescale of the Core Strategy. The strategy acknowledges that new development needs to be provided in the most sustainable location and accessible by a choice of travel modes.

13. The Core Strategy policies prioritise sustainable travel modes with a focus of active travel (walking and cycling) modes. This will be achieved through the protection and enhancement and provision of pedestrian and cycle infrastructure.

14. Public transport will help to deliver efficient and sustainable growth in the borough and new and future public transport facilities will enable residents to access key services, facilities and jobs by all relevant modes of travel.

15. The proposals at Woking Football Club incorporate the policies within the Core Strategy through the provision of accessibility to active travel corridors that will connecting the site to the wider walking and cycling networks nearby, reducing the need to travel by car.

Surrey Transport Plan: Woking Borough Local Transport Strategy (2014)

16. The Woking Borough Local Transport Strategy (2014) forms part of the third Surrey Transport Plan (LTP3) which will run until 2026. The document sets out the transport aims and ambitions for the Borough and identifies key strategies, infrastructure schemes and initiatives that could help to achieve these.

17. The vision for the LTP3 is as follows:

''To help people meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey; in order to promote economic vibrancy, protect and enhance the environment and improve the quality of life.''

18. The Local Transport Plan (LTP3) vision will be met through four key objectives, as follows:

- **Effective Transport** – to facilitate end-to-end journeys for residents, business and visitors by maintaining the road network, delivering public transport services and, where appropriate, providing enhancements;
- **Reliable Transport** – to improve the journey time reliability of travel in Surrey;
- **Safe Transport** – to improve road safety and the security of the travelling public in Surrey;
- **Sustainable Transport** – to provide an integrated transport system that protects the environment, keeps people healthy and provides for lower carbon transport choices.

19. These strategies are set to be monitored through an annual review of the Forward Programme to ensure that short, medium and long-term targets are met.

Department for Transport's (DfT's) Manual of Environmental Impact Assessment (2013)

20. The Department for Transport's (DfT) Manual of Environmental Impact Assessment was published in October 2013 and provides guidance for appropriately qualified environmental practitioners/topic specialists on appraising the impact of transport proposals on the built and natural environment, and on people.

21. The Transport Analysis Guidance (TAG) details two categories of environmental impact which are:

- Those that arise as a result of changes in traffic (whether this be road or rail traffic) using transport infrastructure - noise, air pollution and greenhouse gases; and
- Those that arise in the surrounding area as a result of new or improved transport infrastructure and associated development - landscape, townscape, biodiversity, heritage and the water environment.

22. The guidance states that:

''Those impacts that arise as a result of changes in traffic rely on the existence of a transport model to provide traffic flow data. Those analysing (assessing and appraising) these environmental impacts should liaise closely with those responsible for building and operating the transport model to ensure that the traffic flow data is suitable for their purposes and is provided in an appropriate format.''

23. Chapter Two details the noise impacts and the methodology of assessment which involves the following five steps:

- Scoping;
- Quantification of noise impacts;
- Estimation of the change in noise annoyance;
- Monetary valuation of changes in noise impact; and
- Consideration of the distributional impacts of changes in noise.

24. How to present the results of the detailed assessment methodology is then explained along with how to assess 'quiet areas' from the impact of noise from transport.

25. Chapter Three details the air quality impacts and the six steps in the appraisal of air quality impacts, including:

- Scoping;
- The quantification of air quality impacts;
- The appraisal of local air quality impacts;
- The appraisal of regional air quality impacts;
- Monetary valuation of air quality impacts; and
- Consideration of the distributional impacts of changes in air quality.

26. How to present the results of the detailed assessment methodology is then explained along with how the air quality appraisal work is then documented.

27. Chapter 4 details the greenhouse gas impacts by stating:

''The Climate Change Act 2008 creates a new approach to managing and responding to climate change in the UK. At the heart of the Act is a legally binding target to reduce the UK's greenhouse gas emissions to at least 80 per cent below base year levels by 205010, to be achieved through action at home and abroad. To drive progress towards this target, the Act introduces five year "carbon budgets", which define the emissions pathway to the 2050 target by limiting the total greenhouse gas emissions allowed in each five year period, beginning in 2008.

It is therefore important that the impacts of proposed transport schemes on greenhouse gas emissions - whether they are increased or decreased – are incorporated within the appraisal in a consistent and transparent way.''

28. The guidance details the four-step process is needed to carry out the appraisal of the impacts of a scheme on greenhouse gases, which are:

- Scoping;
- Estimation of changes in energy consumption;
- Estimation of changes in emissions of greenhouse gases; and
- Monetary valuation of changes in greenhouse gases.

29. How to present the results of the detailed assessment methodology is then explained along with the reporting requirements for the greenhouse gas emissions.

Design Manual for Roads and Bridges (DMRB) LA 112 Population and Human Health (2019)

30. The LA 122 Population and Human Health (which now supersedes DMRB Volume 11, Section 3, Part 8 (2011)) provides a framework for assessing, mitigating and reporting the effects of motorway and all-purpose trunk road projects on population and health. It introduces significance criteria that aid consistent and proportionate assessment to support the reporting of significant effects of population and human health.

31. It defines severance as:

'The extent to which members of communities are able (or not able) to move around their community and access services/facilities.'

Transport and Road Research Laboratory (TRL) Pedestrian Delay and Traffic Management (1977)

32. The Transport and Road Research Laboratory (TRL) document on Pedestrian Delay and Traffic Management details a two-year study of the relationships between the delays to pedestrians crossing urban streets and traffic and layout characteristics. The aim of the study was to make explicit the influence of various types of traffic management on pedestrian delays.

33. Mean pedestrian delays were generally found to be below 8 seconds at flows of 1000 vehicles per hour, and below 20 seconds at 2000 vehicles per hour. Differences incurred at different types of location were marked, as were those between different age / sex categories of pedestrians.

Institute of Environmental Assessment: Guidelines for the Environmental Assessment of Road Traffic

GUIDANCE NOTES NO. 1

Guidelines for the Environmental Assessment of Road Traffic

INSTITUTE OF ENVIRONMENTAL ASSESSMENT

Guidelines for the Environmental Assessment of Road Traffic

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Preface

These Guidelines were commissioned by the Institute of Environmental Assessment and undertaken by a Working Party comprised of representatives from local authorities, universities, consultants and developers.

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The production of these Guidelines was principally funded by the Rees Jeffreys Road Fund and this enabled Dr Peter Hopkinson initially of the Institute for Transport Studies, University of Leeds, to prepare the original draft of the document. Copies of a draft of the document were circulated widely and the working party would like to record its thanks for the many helpful comments that were received. Any views expressed in these Guidelines are the views of the Working Party members and do not necessarily reflect the views of the organisation which they represent.

A BACKGROUND

1 Aims of the Guidelines

"We have a moral duty to look after our planet and hand it on in good order to future generations. That does not mean trying to halt economic growth. We need growth to give us the means to live better and healthier lives. But growth has to respect the environment. And it must be soundly based so that it can last. We must not sacrifice our future well-being for short-term gains, nor pile up environmental debts which will burden our children".

This Common Inheritance, (DoE, 1990)

Background

1.1 With these words the Secretary of State introduced the Government's White Paper on The Environment in September 1990. The paper was a reflection of the growing concern amongst the general public, businesses and government that the environment needed to be protected from many of the bad practices that have occurred in the past.

1.2 Economic growth and the developments that go with it are important components in the formulation for the creation of a better environment, yet on occasions it is these very same developments which have the potential for producing further harm.

1.3 It was these concerns, and the need to control the environmental effects of development, that led the European Community to establish the need for environmental assessments to be undertaken for major new developments.

1.4 The basic guidelines for these assessments originated with Directive 337, issued by the European Community in 1985 (EC, 1985), which were then confirmed in a set of regulations published by the Department of the Environment (DOE, 1988). While these regulations indicate the issues that are to be considered, they do not provide guidance as to how the assessments should be undertaken.

1.5 In the four years since 1988, over 800 formal Environmental Statements have been published and many more environmental assessments have been undertaken for schemes that fall outside of the Annex 1 and Annex 2 schedules established by the legislation. These Annexes list the type of projects for which formal Environmental Statements are to be prepared. Examples are given overleaf:

Typical projects for which guidelines are applicable:	
Typical Projects Listed Within Annex 1 and Annex 2 Schedules (1)	*Other Projects*
Coal Mining	*Superstores*
Power Stations	*Retail Parks*
Quarrying	*LargeBusiness Parks*
Waste Disposal Sites	*Major Leisure Parks Major*
Urban Regeneration Projects	
(1) The inclusion of projects within Annex 1 and Annex 2 frequently depends upon the size and intensity of the development.	

1.6 Reviews of published statements carried out by Manchester University (DoE 1991a) and the Institute of Environmental Assessment (IEA, 1991) indicate a great deal of criticism has been levelled at the standard and content of many of the environmental statements produced. To improve the standard of environmental assessments and their associated statements, the Institute of Environmental Assessment (IEA) is publishing a series of guidelines on "best current practice" covering a range of topics of particular relevance. These Guidelines are specifically designed to cover the aspects of road traffic associated with major new developments.

1.7 The reviews indicate that many of the published environmental statements give insufficient consideration to the effects of traffic. For many projects, most of the detrimental environmental effects usually result from "on-site" operations. Good design, operating procedures and mitigating techniques can reduce the impact of the development on the local environment; e.g. smoke filters on chimneys, earth mounds to reduce the noise and visual impact, water sprays to reduce dust from quarries, etc. As traffic is largely external to the site, and generally brings the impacts closer to people, it is much more difficult to provide fully effective mitigation. Often the end result is that, once all the on-site mitigation and control systems have been put in place, off-site traffic remains the greatest unresolved environmental issue.

1.8 In 1983 the Department of Transport (DoT) published its Manual of Environmental Appraisal (MEA) (DoT, 1983) which contained guidelines on how the environmental impact of new inter-urban trunk roads should be carried out. This was followed in 1986 by the Scottish Office publication (STEAM) which set out equivalent guidelines to be used in Scotland (SDD, 1986). Although these guidelines were principally designed for inter-urban roads, it has become common practice to use these approaches to provide the environmental assessment of most road schemes. DoT's guidance (DoT, 1988) is that the process set out in MEA meets with requirements of the EC Directive. The whole process of the environmental assessment of trunk roads was reviewed by the Standing Advisory Committee on Trunk Road Assessment (SACTRA, 1992). This review will undoubtedly lead to revisions in the way that the Government will wish to undertake such work in the future

since a general acceptance of the basic recommendations has already been given by Government (DTp, 1992). The MEA is being revised and is due to be republished at about the same time that this document is published.

1.9 The MEA, to which frequent reference will be made in these Guidelines, deals exclusively with the impact of new road schemes. It was not designed to give advice on how to produce an Environmental Statement for traffic associated with a new development. These Guidelines are designed to fill this gap.

Scope of Guidelines

1.10 The Guidelines are for the assessment of the environmental impact of road traffic associated with major new developments, irrespective of whether the sites are to be subject to formal Environmental Statements or not. These guidelines are not designed to be applied to projects such as new trunk roads or railways for which separate and already established procedures exist. The Guidelines are only designed to be applied to off-site traffic impacts, although on-site impacts will also need to be considered as part of the overall assessment.

1.11 The purpose of these Guidelines is to provide the basis for a systematic, consistent and comprehensive coverage for the appraisal of traffic impacts for a wide range of development projects. It is believed that these Guidelines will prove to bring a significant benefit to the design of the project by indicating, at an early stage, potential problems and possible solutions. These Guidelines are not intended to be exhaustive nor a reference for the very detailed or specific problems that occur in assessing the environmental impact of traffic. The Guidelines are intended to complement professional judgement and the experience of trained assessors. The environmental impact of traffic will vary project by project and case by case. The experience and expertise of the assessor will remain of prime importance in conducting an environmental assessment. Moreover, the process and practice of environmental assessment is evolving rapidly, as is legislation and guidance on the environmental impact of traffic. There is therefore, a continual requirement to monitor and update procedures. The structure of the Guidelines is intended to mirror the activities necessary to undertake an Environmental Assessment. Sections 2 and 3 cover the analysis which needs to be undertaken to define and understand the environmental and traffic issues affecting any particular development. Section 4 explains how the various issues can be assessed. Section 5 deals with alternatives and mitigation techniques which can be used to reduce the environmental impact. Finally Section 6 covers the important area of the presentation of the Environmental Statement.

1.12 The assessment of impacts from individual projects cannot be expected to take account of the regional or global environmental effects that arise from the accumulation of many individual projects. Whilst a project-specific environmental assessment should aim to identify potential cumulative effects, it is felt that these can only be considered at a policy or programme level undertaken by central or local government.

1.13 However, it needs to be recognised that the wider environmental assessment of polices and programmes are rarely carried out. The recently published "Policy Appraisal and the Environment" paper (DOE,

1991b) sets out some guidelines, but it will take some time before such appraisals become common practice.

1.14 In some projects the level of traffic to be attracted by a development may be so large, or so significant, that there may be a requirement to construct a new or improved road. There may also be the need to improve access arrangements and sight lines for operational and safety reasons. These guidelines are not principally designed to assess the impact of such works and the assessor is advised to consider existing procedures, such as the Department of Transport's Manual of Environmental Appraisal, modified as appropriate.

The Environmental Assessment Process

1.15 The environmental assessment process should be a continuous activity running throughout the planning and design stages of a project. It would be wrong for the process to be designed solely to produce an Environmental Statement aimed at justifying the final set of proposals. This would underplay the benefits that could be achieved by the continuous dialogue and interplay that should occur between the different sections of the project team and between the project team and outside agencies.

1.16 The Environmental Statement should be a detailed statement of the significant effects of how the final design for the development will interact with the environment.

Summary

- These Guidelines are being published in order to encourage a more comprehensive and consistent approach to assessing the environmental impacts of traffic from major new developments.
- Traffic issues need to be considered in greater depth than has often been the case as, unlike many of the other impacts, it is more difficult to produce effective mitigation.
- The Guidelines are not designed as an assessment approach for new transport infrastructure, such as improved highways or railways, as established procedures already exist.
- Individual projects are unlikely to have an effect on regional or global macro environmental effects.
- An accumulation of individual developments may create a more significant environmental effect on a regional or global basis. This should be assessed as part of a wider appraisal.
- Environmental appraisals should form an integral part of the project planning and design exercise.
- These Guidelines are intended to complement professional judgement and the experience of trained assessors.
- These Guidelines could be used to assess all developments irrespective of whether an Environmental Statement is being produced as a legal requirement or on a voluntary basis.

B ANALYSIS

2 Environmental Issues

Environmental Impacts

2.1 The easiest and perhaps most useful way to ensure the comprehensive coverage of the environmental impacts arising from changes in traffic levels is to provide a check-list of potential impacts arising from developments in general. In producing such a check-list for traffic-related impacts it is possible to refer to a number of sources such as attitudinal surveys, examples of current practice or reviews of legal requirements. All of these sources have been used in producing the recommended check-list set out in Table 2.1. For comparison purposes the table lists, in column 1, the impact headings that are included within the EC Directive, and, in column 2, the impact headings contained within the environmental impact list of the DoT's Manual of Environmental Appraisal (MEA). The MEA is currently being used for the assessment of new trunk roads in England whereas for schemes in Scotland the Scottish Traffic and Environmental Appraisal Manual (STEAM) is the required procedure.

2.2 Column 3 sets out the recommended list of environmental impacts which could be considered as potentially significant whenever a new development is likely to give rise to changes in traffic flows. An assessor may consider that other impacts ought to be included in particular circumstances, in which case inclusions should be at the discretion of the assessor.

2.3 The list in column 3 differs from those in columns 1 and 2 in a number of ways, namely:

- the recommended list does not include the "soil", "water" or "climate" headings given within the EC Directive list because effects on these are normally unlikely to be significant when considering traffic from an individual development
- the recommended list does not include the "effects on agriculture", "disruption due to construction", "view from road" and "driver stress" impacts from the MEA list, as these generally relate to new road construction rather than marginal changes in traffic flow
- the recommended list includes a number of impact headings not specifically included in the other lists, but which are either included routinely by some assessors or considered to be potentially important. These are:

  (i) night time noise (only briefly referred to in the MEA)

  (ii) vibration

  (iii) driver severance and delay

  (iv) pedestrian severance and delay

  (v) pedestrian amenity

  (vi) accidents and safety

  (vii) hazardous and dangerous loads

  (viii) dust and dirt.

Checklist of Environmental Effects — Table 2.1

EC DIRECTIVE	*MEA*	*IEA GUIDELINES*
- *Humans*	- *Traffic noise*	- *Noise*
		- *Vibration*
	- *Visual impact*	- *Visual Impact*
	- *Community severance*	- *Severance*
	- *Effects on agriculture*	
	- *Disruption due to construction*	
	- *Pedestrians and cyclists*	- *Driver delay*
		- *Pedestrian delay*
		- *Pedestrian amenity*
	- *View from road*	
	- *Driver stress*	
		- *Accidents and safety*
		- *Hazardous loads*
	- *Air pollution*	- *Air pollution*
		- *Dust and dirt*
- *Flora*	- *Ecological impacts*	- *Ecological Impact*
- *Fauna*		
- *Soil*		
- *Air*		
- *Water*		
- *Climate*		
- *Material assets*	- *Heritage and conservation areas*	- *Heritage and conservation areas*
- *Cultural heritage*		

It is noted that items (iii) and (vi) of the above list would normally be included within the DoT's cost-benefit analysis for a new road scheme (COBA) and be repeated within the Appraisal Framework. It is, however, proposed that these effects should be identified separately in environmental assessments.

2.4 It is likely that for many developments some of the impacts listed in column 3 of Table 2.1 will not be widely relevant. For example, most developments will not result in increases in the number of movements of hazardous/dangerous loads. It should, however, be the responsibility of those undertaking the assessment to demonstrate why specific impact headings have been excluded from more detailed consideration and the Environmental Statement should include a paragraph to that effect.

Affected Parties

2.5 At an early stage, it is useful to identify particular groups or locations which may be sensitive to changes in traffic conditions. The following check-list identifies groups and special interests which should be considered, but others could be added if the assessor considered it appropriate.

Affected groups and special interests

- people at home
- people in work places
- sensitive groups including children, elderly and disabled
- sensitive locations, eg hospitals, churches, schools, historical buildings
- people walking
- people cycling
- open spaces, recreational sites, shopping areas
- sites of ecological/nature conservation value
- sites of tourist/visitor attraction

2.6 In drawing up a list of key interests, it is recommended that the assessor should consult widely with the Local Planning and Highway/ Road Authorities, representative bodies and affected groups. The assessor will be able to gain much valuable information and back-ground from current Development Plans and other documents. All such references should be clearly indicated in the Statement.

2.7 The assessor may find it helpful to plot the location of these key groups on a map. Such a technique is valuable in presenting large amounts of information succinctly and clearly.

2.8 In preparing an Environmental Statement it is considered that the documentation should enable significantly affected people, parties or interests to be able to identify the "worst" environmental impact that might reasonably be expected, in addition to how they would be affected by the average or typical condition. This issue is returned to in paragraph 3.10 of these Guidelines. "Worst" environmental impacts are likely to include the effect of "greatest change" as well as "highest impact".

2.9 The Environmental Statement should also indicate how frequently the "worst" conditions are likely to occur. The Environmental Statement must, therefore, be locationally defined and be specific in terms of effect. For instance, 18 hour average noise levels, which might be used in the comparison of alternative road schemes, have little meaning to local residents being affected by increased quarry traffic or traffic being attracted to a Superstore on a Saturday afternoon.

Summary

- Table 1 contains the recommended list of traffic related impacts that should be considered within an Environmental Statement.
- If potential impacts are small or non-existent the Statement should say so rather than ignore them. Other impacts should be added if relevant.
- Potentially affected groups or interests should be identified early in the process.
- Consultations should be held with Statutory Authorities, representative bodies and affected groups to draw up the list of affected interests.
- The Statement should identity the "worst" environmental impact that might reasonably be expected in addition to average or typical conditions.
- "Worst" environmental impact is likely to include the effect of "greatest change" as well as "highest impact".
- The Statement should identify how frequently the "worst" conditions are likely to occur.

3 Traffic Issues

Traffic Impact

3.1 The impact of traffic is dependent upon a wide range of factors. These include:

- volume of traffic
- traffic speeds and operational characteristics
- traffic composition (e.g. percentage of heavy goods vehicles).

3.2 The perception of changes in traffic by humans, and the impact of traffic changes on various ecological systems will also vary according to such factors as:

- existing traffic levels
- the location of traffic movements
- the time of day
- temporal and seasonal variation of traffic
- design and layout of the road
- land-use activities adjacent to the route
- ambient conditions of adjacent land-uses.

3.3 Clearly different types of development will attract different levels and types of traffic and, hence, different environmental impacts. The same type of development with the same traffic attraction may, however, produce a different environmental impact in one location from another, dependent upon traffic levels on the affected routes and the adjacent land-uses. This makes the environmental assessment of traffic changes particularly complex, and the development of overly prescriptive methodologies of little use to assessors. This complexity however, should not be an excuse for the production of a Statement that fails to make explicit the methodologies used, nor deal with the inherent uncertainties of the assessment.

3.4 The assessment of the environmental impacts of traffic requires a number of stages, namely:

- determination of existing and forecast traffic levels and characteristics
- determining the time period suitable for assessment
- determining the year of assessment
- identifying the geographical boundaries of assessment

These points are detailed below.

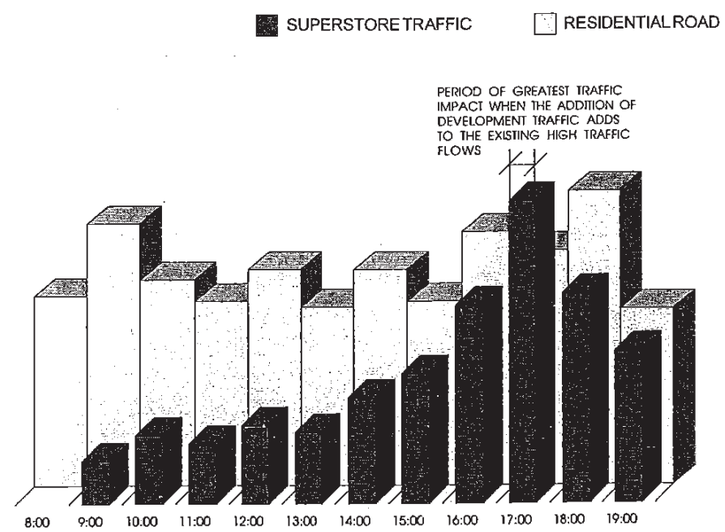
Determination of Traffic Levels

3.5 It is not the intention of these Guidelines to set down procedures for the estimation of base-line traffic conditions or the changes in traffic flow that will arise from a new development. Guidance on such procedures is currently being formalised by a Working Party co-ordinated by the Institution of Highways and Transportation.

3.6 The traffic impact assessment should produce estimates, not only of the traffic being attracted to the development, but also the projection of traffic volumes along key routes leading to the site. Estimates of heavy goods vehicles movements should be provided separately.

Figure 3.2

EXAMPLE 2
A new food superstore attracts upto 200 vehicles an hour at peak time along a residential road



3.9 For many impacts, such as noise or severance, it is considered that average or total daily traffic flows provide insufficient information for any real understanding of the environmental effects, and the analysis needs to be presented for much more specific time periods.

3.10 The detailed assessment of impacts is therefore likely to concentrate on the period during which the absolute level of an impact is at its peak, as well as the hour at which the greatest level of change is likely to occur. Special attention should also be given to periods which may be considered to be especially sensitive, such as night-time noise.

Year of Assessment

3.11 Some developments may pass through a number of stages in their lifetime, during which time the volume and type of traffic may be different leading to different environmental impacts. For example, traffic attracted during the construction phase is likely to be different from the operational phase and different again from a de-commissioning phase (where this is necessary). An environmental assessment may, therefore, need to address each of these stages as a separate set of impacts (see Figure 3.3. as an example).

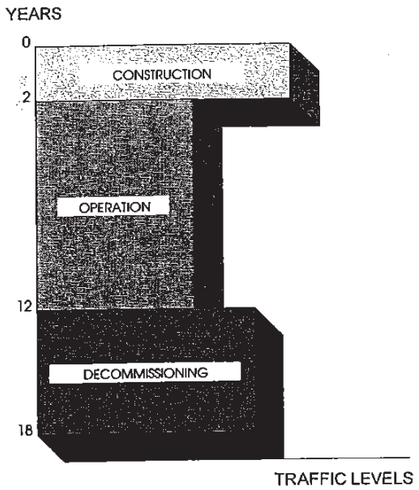
Figure 3.3

EXAMPLE OF PHASED DEVELOPMENT PHASING

STAGE 1
2 Years construction, average 250 vehicles per day, mostly employees but some very large machinery

STAGE 2
10 Years operation, 100 lorries per day plus 100 other vehicles

STAGE 3
6 Years decommissioning, 200 lorries per day plus 50 other vehicles

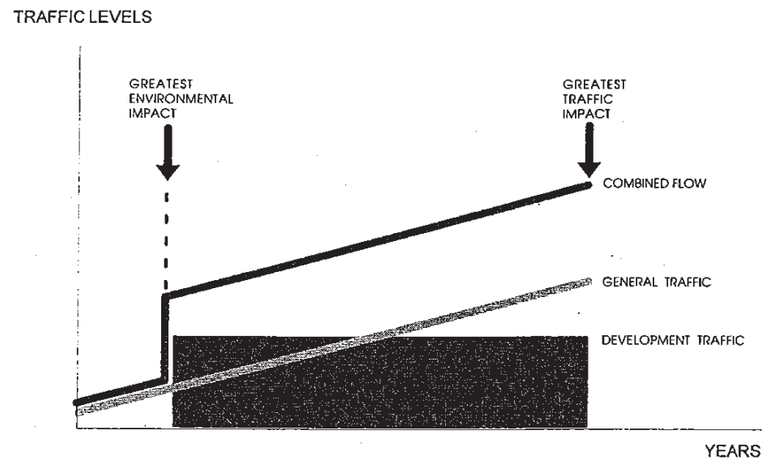


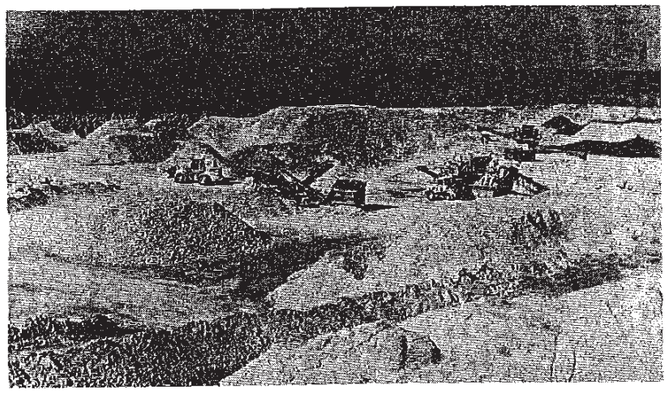
3.12 Different traffic forecasts may have to be produced for each stage, which may also require the estimation of the changing patterns of general traffic levels in order to provide estimates of different base-line conditions. It will also be necessary to make an assumption with regard to other proposed developments and forecasted changes in the highway network that could occur over the time period. These assumptions will need to be based on best judgement taken in consultation with the Local Planning Authority. Any changes in ambient environmental characteristics should also be taken into account.

3.13 As stated previously, a traffic engineer may be principally interested in evaluating a situation when traffic flows are at their greatest. This may involve looking at a period some time in the future when traffic from the development is added to traffic flows on the surrounding network which has itself increased due to natural traffic growth. Such a situation clearly presents the critical traffic pattern, but the natural increase of traffic will generally have the effect of diluting the environmental impact of a development. The greatest environmental change will generally be when the development traffic is at the largest proportion of the total flow. (See example in Figure 3.4). It is therefore recommended that the environmental assessment should be undertaken at the year of opening of the development or the first full year of its operation. For a phased development it may be necessary to consider the first year of each phase.

Figure 3.4

ENVIRONMENTAL AND TRAFFIC IMPACTS FROM A NEW DEVELOPMENT





Geographical Boundaries of Assessment

3.14 An important prerequisite of the environmental assessment is to determine the geographical boundaries of the assessment. This is not an easy task. For example, different projects will give rise to different levels of traffic attraction and vary in the geographical extent of their traffic and environmental impact. If a project attracts only a small number of additional trips which take place on routes already heavily trafficked, then it is unlikely that there will be a need for a detailed environmental assessment of traffic. On the other hand, a single lorry movement arising at a works may be perceived as a source of nuisance when it takes place at 05.00 in the morning. Judgements will inevitably be required to define the geographical boundaries of the assessment. Such judgements will tend to be based upon a combination of experience and implicit assumptions, however, it is important that these assumptions are made explicit in the Statement.

3.15 To assist the assessor it is suggested that two broad rules-of-thumb could be used as a screening process to delimit the scale and extent of the assessment. The rules are described and justified in the following paragraphs:

Rule 1 **include highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%)**

Rule 2 **include any other specifically sensitive areas where traffic flows have increased by 10% or more.**

Rule 1

3.16 Traffic forecasting is not an exact science and the accuracy of projections is open to debate. It is generally accepted that accuracies greater than 10% are not achievable. It should also be noted that the day-to-day variation of traffic on a road is frequently at least some + or -10%. At a basic level, it should therefore be assumed that projected changes in traffic of less than 10% create no discernible environmental impact. The cumulative effect of a number of developments attracting less than 10% of additional traffic may need to be assessed at a broader strategic or policy level.

3.17 Previous research has identified that the most discernible environmental impacts of traffic are noise, severance, pedestrian delay and intimidation (Hedges, 1978). Generally, people cannot perceive a change in noise nuisance for changes in noise levels of less than 3 dB(A); such change requires a doubling or halving in the level of traffic. Recent research (Baughan and Huddart, 1992) is tending to suggest that this threshold is likely to be reduced to 1dB(A). At low flows, increases in traffic of around 30% can double the delay experienced by pedestrians attempting to cross a road (DoT, 1983). Whether this is significant in absolute terms requires further consideration (see 3.19). Severance and intimidation are, however, much more sensitive to traffic flow and the Department of Transport, in its MEA, has assumed that 30%, 60% and 90% changes in traffic levels should be considered as "slight", "moderate" and "substantial" impacts respectively.

3.18 It should be noted that the Department of Environment suggests, in Policy Planning Guidance Note 13 (DOE, 1988), that increases in traffic of 5% are likely to be considered as significant by the Department of Transport. The context of such a statement relates to the operational and capacity criteria of highway and not its environmental impacts. It is recommended that the criteria set out in these paragraphs are more relevant to the assessment of environmental impacts and hence the higher thresholds are more relevant.

3.19 Other environmental impacts, (eg. pollution, ecology, etc.) are less sensitive to traffic flow changes, and it is recommended that, as a starting point, a 30% change in traffic flow represents a reasonable threshold for including a highway link within the assessment. Where there are major changes in the composition of the traffic flow, say a much greater flow of HGV's,a lower threshold may be appropriate. An example of the sensitivity of environmental conditions to changes in traffic flow is illustrated below.

A major new industrial plant attracts 150 vehicles per hour. The traffic follows a single route to reach the major highway network. An initial indication of environmental impact is tabulated below.

Road	*Flow (vehicles/hour)*				*Severance*	*Noise*	*Link to be assessed*
	Base	*Development*	*Total*	*% Increase*	*Impact (1)*	*Impact*	*under "Rule 1"*
A	*150*	*150*	*300*	*100%*	*Substantial*	*Perceivable*	*Yes*
B	*400*	*150*	*550*	*40%*	*Slight*	*Not Perceivable*	*Yes*
C	*800*	*150*	*950*	*19%*	*Less slight*	*Not Perceivable*	*No*

(1) As defined by DTp.
(Key: A - Access Road, B - Local Distributor, C - Main Road)

Rule 2

3.20 The assessor should include any other link or location where it is felt that specific environmental problems may occur. If these guidelines have been followed the assessor would already have compiled a list of potentially affected group and special interests (paragraph 2.4) and this would be the starting point. Locations would include accident black-spots, conservation areas, hospitals, links with high pedestrian flows, etc. Normally it would not be appropriate to consider links where traffic flows have changed by less than 10% unless there are significant changes in the composition of traffic, eg. a large increase in the number of heavy goods vehicles.

Summary

- The environmental impact of traffic will be dependent upon existing conditions and adjacent land uses as well as changes in traffic levels.
- Assessments should consider the period (possibly the hour) at which the impact is greatest and the period at which the impacts exhibit the greatest change.
- Peak environmental impacts may well occur at times other than the "peak hour", and traffic assessments may need to be undertaken for a number of time periods.
- Environmental Assessments may need to be undertaken separately for different phases in the life of the project.
- Assessment should be undertaken in the year of opening (or first year of a phase) when, generally, the perceived environmental impact is at its greatest. As a guide, highway links should be separately assessed when:
  - traffic flows have increased by more than 30%

  or - other sensitive areas are affected by traffic increases of at least 10%

  or - HGV flows have increased significantly.

C ASSESSMENT

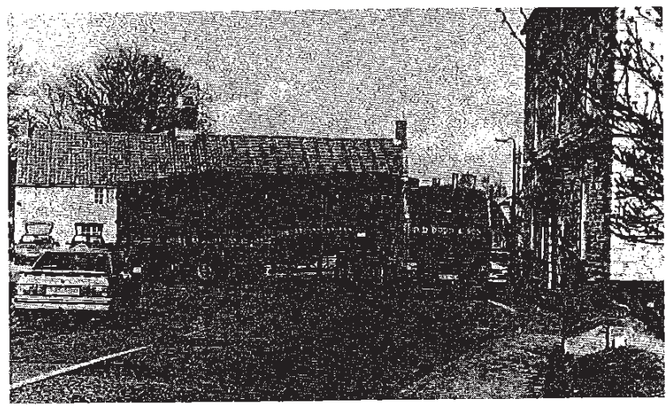
4 Determining the Magnitude and Significance of Environmental Impacts

4.1 Having identified which environmental impacts are to be considered, and the highway links which need to be included within the analysis, the next stage of the assessment is to quantify the magnitude of the environmental impact and to identify the level of significance that such change may have. This may have been partially undertaken as part of the process of identifying the geographic area of assessment but this exercise will need to be completed in more detail. The process will require the determination of the change in the physical level of an impact, and estimation of the number of people exposed to the change. This will require the definition of both base-line conditions and estimation of conditions for the appropriate year of assessment (see 3.11 - 3.12).

4.2 The assessment of impacts will need to determine both the change in magnitude of the impacts as well as their absolute levels. In the preceding section it was suggested that detailed environmental impact studies will normally only be triggered where road links experience a change in traffic of greater than 30%, or more than 10% where the links contain sensitive interest.

4.3 The determining factors which need to be taken into account when assessing the impact of traffic will vary for each type of impact. In the case of noise, for example, traffic volume, the percentage of heavy goods vehicles and the distance from the road will be major factors. During night-time periods peak noise events may also require careful consideration. In the case of pedestrian fear and intimidation, the speed and size of vehicles and width of pavement will be important. It would be good practice to set out the key factors which are to be considered for each impact at the initial stages of the assessment.

4.4 Certain environmental impacts are easier to quantify and measure than others. Traffic noise for example has been researched extensively and reliable techniques have been developed for measuring and predicting noise levels from known traffic data. For other impacts such as severance, where the factors contributing to the problem are poorly



understood and more subjective, there are currently no proven or reliable techniques. The assessment of certain impacts may therefore depend more upon description and judgement than any commonly agreed method. However, even where impacts are well studied, the methods of assessment are in a state of evolution. There may therefore be a number of alternative assessment methods; where this occurs the assessor should provide reasons, simply stated, for the actual choice of method.

4.5 A critical feature of an environmental assessment is determining whether a given impact is significant. Having quantified the magnitude of the impact (i.e. the level of change) there are various ways of interpreting whether or not this is considered significant. For many effects there are no simple rules or formulae which define thresholds of significance and there is, therefore, a need for interpretation and judgement on the part of the assessor, backed-up by data or quantified information wherever possible. Such judgements will include the assessment of the numbers of people experiencing a change in environmental impact as well as the assessment of the damage to various natural resources. Those preparing the Environmental Statement will need to make it clear how they have defined whether a change is considered significant or not.

Noise

4.6 Existing and forecast traffic noise levels are greatly influenced by the volume of traffic, percentage of heavy goods vehicles and distance from the source. Given the logarithmic relationship between noise levels and traffic volume, the higher the existing level of traffic, the greater the increase in traffic which is required to produce a given noise change. Typically, a halving or doubling of flow produces a 3dB(A) change in noise level. Where existing flows are high, incremental traffic flow increases (except for the largest types of development) are unlikely to produce noticeable changes in perception, although they may exacerbate existing noise problems.

4.7 Road traffic noise may require two separate considerations: day-time and night-time noise. For free flow conditions the standard procedure, adopted by DoT and most other assessors, is to estimate base-line and future noise levels using the procedures set out in the Calculation of Road Traffic Noise (CRTN) (DoT, 1988b). This approach uses the L10 dB(A) index, which corresponds to the arithmetic mean of the noise level exceeded for 10% of the time, for a given time period; typically one hour or 18 hours.

4.8 It is considered that the calculation of an 18 hour noise level provides an insufficient guide as to the potential impact of many developments. Values expressed in terms of hourly levels for the peak condition, or the hour at which the greatest change occurs, are likely to provide a more useful picture of the potential impacts.

4.9 As a starting point CRTN offers a helpful, widely used and generally reliable approach to the prediction of road traffic noise levels. Wherever the traffic flow is low or intermittent, such as occurs during night-time conditions or on some rural roads, the L10 index may not be a reliable indicator of community nuisance. Similarly, where traffic flows are congested, CRTN is generally not an accurate prediction of noise levels.

4.10 The Department of Environment has recently published (DOE, 1991) a draft Planning Policy Guidance Note (PPG) on Planning and Noise. The draft PPG recognises that traditionally, different indices have been used to described noise from different sources and limits have been set over different time periods. This has caused confusion, and a move towards consistency is being promoted by expressing all noise in terms of LAeq over the 16 hour period 0700-2300 (or 2300-0700 for night time).

The Department of Environment is recommending that the expression of noise levels should be in terms of LAeq over a 16 hour period, 0700-2300. The value is to be assumed to be assessed at a point 10m away from a building at a height of 1.2-1.5m.

An approximate conversion between LAeq and LA10 as estimated from CRTN is given by:

i) LAeq 16 hour approximately equivalent to LA10 18 hour - 2dB

ii) facade levels should be assumed to be 3dB higher than levels measured 10m away from the building

For high traffic flow roads a one hour LA10 level is generally 1dB higher than an average 18 hour value but this could change with the nature of the traffic.

4.11 It needs to recognised, however, that there are currently no acknowledged means of predicting traffic noise directly in terms of LAeq apart from a relationship with LA10. Also the relationship between noise and people's perception of nuisance has not been well established in terms of LAeq. Hence, although DoE is promoting the use of noise exposure categories in terms of LAeq the current basis for the calculation of traffic noise needs to continue to be CRTN.

4.12 The MEA identifies two thresholds for defining the significance of noise level changes resulting from new trunk road provision. These are an absolute threshold of 18 hour L10 of 68 dB(A) and a change of + or - 3 dB(A). The former threshold is used in the determination of the eligibility of properties for noise insulation. The latter has been generally regarded as the change in noise level which results in a minimum perceptible change in disturbance.

4.13 Whilst these thresholds provide a useful starting point they should not be considered as definitive. Although the 68 dB(A) standard has been adopted in noise insulation legislation it should not be regarded as the only significant threshold. The standard was developed to apply only to residential properties and does not reflect impacts that occur outside of the property, whether that be in the garden or pedestrians walking along the footway.

4.14 It should also be noted that the 3dB(A) threshold is based upon studies which have measured human response to steady state conditions of freely flowing traffic. Evidence has shown that where people experience a change in noise level, particularly where the noise changes in character due for instance to the increase in the number of heavy goods vehicles, the reported change in nuisance is far greater than would be predicted from the steady state model (Griffiths et al,

1986). This implies that a lower threshold is necessary to avoid under-estimating nuisance caused by noise change.

4.15 The draft PPG on planning and noise recommends limits for four noise exposure categories for dwellings exposed to noise from road traffic. These categories are:

- noise exposure category A (less than 55 LAeq): for proposals in this category noise need not be considered as a determining factor in granting planning permission, although the noise level at the high end of the category should not be regarded as a desirable level;
- noise exposure category B (55-63 LAeq): for proposals in this category authorities should increasingly take noise into account when determining planning applications, and require noise control measures;
- noise exposure category C (63-72 LAeq): for proposals in this category there should be a strong presumption against granting planning permission. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure an adequate level of insulation against external noise;
- noise exposure category D (greater than 72 LAeq): for proposals in this category planning permission should normally be refused.

		Noise Exposure Categories			
		A	B	C	D
		Generally Not a Problem	Needs Some Protection	Should Be Avoided	Unaccept -able
	Noise Index	Noise Levels dB			
Residential Day-time					
Draft PPG(1)	LAeq 16 hour	< 55	55-63	63-72	> 72
Approximately (2) Equivalent to:	LA10 18 hour	< 60	60-68	68-77	> 77
Approximately (3) Equivalent to:	LA10 1 hour	< 61	61-69	69-78	> 78
Residential Night-time					
Draft PPG (1)	LAeq 8 hour	< 42	42-57	57-66	> 66
Schools					
Draft PPG (1)	LAeq sch. day	<52	52-57	57-71	> 71

(1) measured 10m away from building at height to 1.2 - 1.5m Source: Draft PPG (DOE, 1991 C)

(2) measured 1m for facade

(3) only generally true for high flow roads.

Vibration

4.16 The draft PPG also defined separate noise exposure categories for night time noise to dwellings and for noise to schools. Standards for noise exposure in open space were established by the GLC.

4.17 Guidance is given in the PPG on the noise from single events during the night-time. This relates to a regularly occuring event and may be adopted in respect of heavy goods vehicles. The noise level of a single event exceeding an LAeq (1 sec) of 82 DB should be treated as Category C, unless the overall night-time period noise level is already in Category D.

4.18 The assessor will need to decide which threshold should be used in any assessment, and must clearly state the values and the source of any such standards. The Environmental Statement must identify which properties and how many pedestrians and other sensitive groups are affected.

4.19 New developments which attract HGVs, tend to create concern from local residents about the possible damage to property resulting from vibration. This concern may be heightened where the existing roads or local network are poorly maintained, and people hear and experience the effects of lorries passing over ruts and holes in the road surface.

4.20 There are numerous studies which have investigated this topic, and where concern about building damage from vibration is identified, these sources should be consulted (TRRL 1990, BRE 1990). However, research studies have so far been unable to show that traffic induced ground borne vibration results in structural damage to buildings, although surface damage, such as cracking of plaster, may occur in sensitive properties.

4.21 Airborne vibration (infra-sound) can lead to a number of effects, such as window rattling and floor movement, and this may concern people living adjacent to roads particularly where there is a large increase in lorry traffic.

4.22 Notwithstanding the lack of technical research to link vibration to structural damage, vibration can materially effect the quality of life of the occupant of such properties and as such may need to be examined.

4.23 Given the complex nature of the problem, expert advice should be obtained where such effects are likely to be considered to be significant.

Visual Effects

4.24 The term visual impact within MEA includes both visual obstruction and visual intrusion. Obstruction refers to the blocking of views, by structures for example, and intrusion refers to the more subjective impact by traffic on an area of scenic beauty or of historical or conservation interest.

4.25 Increases in the number of large or high-sided vehicles may have an intrusive impact in areas of scenic beauty and in historic or conservation areas. Such impacts should be noted and their effects described. This may include determining the visibility of vehicles from surrounding vantage points, e.g. hillsides, and the obtrusiveness in different settings, e.g. narrow streets.

Severance

4.26 The detailed appraisal of the visual impact of traffic is complex. In most situations for which these guidelines will be used, the changes in traffic resulting from a development will have little additional impact.

4.27 Severance is the perceived division that can occur within a community when it becomes separated by a major traffic artery. The term is used to describe a complex series of factors that separate people from places and other people. Severance may result from the difficulty of crossing a heavily trafficked road or a physical barrier created by the road itself. It can also relate to quite minor traffic flows if they impede pedestrian access to essential facilities. Severance effects could equally be applied to residents, motorists or pedestrians.

4.28 The measurement and prediction of severance is extremely difficult. The correlation between the extent of severance and the physical barrier of a road is not clear and there are no predicative formulae which give simple relationships between traffic factors and levels of severance. In general, marginal changes in traffic flow are, by themselves, unlikely to create or remove severance.

4.29 Factors which need to be given attention in determining whether severance is likely to be an important issue include road width, traffic flow and composition, traffic speeds, the availability of crossing facilities and the number of movements that are likely to cross the affected route.

4.30 Different groups in a community may be more affected by severance than others. Old people or young children may be more sensitive to traffic conditions than others. An assessment of severance should aim to estimate the current severance caused by traffic and related factors, and the extent to which additional traffic will exacerbate this problem. Where severance is thought likely to require more detailed investigation, it is recommended that the Manual of Environmental Appraisal is consulted, as well as a recent report from TRL (TRL, 1991a), which outlines a comprehensive procedure for determining the extent of severance. The assessment involves:

(i) defining the facilities to which access is potentially impaired

(ii) defining facility catchment areas from which users may be drawn

(iii) estimating the populations within those areas, both in total and in vulnerable groups.

4.31 The MEA sets out a range of indicators for determining the significance of the relief from severance. Changes in traffic flow of 30%, 60% and 90% are regarded as producing "slight", "moderate" and "substantial" changes in severance respectively. These figures have been derived from studies of major changes in traffic flow and therefore should be used cautiously in any environmental assessment. The assessment of severance should pay full regard to specific local conditions, e.g. whether crossing facilities are provided or not, traffic signal settings, etc.

Driver Delay

4.32 Within the assessment of a new highway, the valuation of delays or benefits occuring to road users is included in the transport economic evaluation of the scheme. No such economic evaluation is generally undertaken for a single new development, so it is important that these effects should be specifically identified within the environmental assessment.

4.33 Traffic delays to non-development traffic can occur at several points on the network surrounding the site including:

- at the site entrance where there will be additional turning movements
- on the highways passing the site where there is likely to be additional traffic and the flow might be affected by additional parked cars
- at other key intersections along the highway which might be affected by increased traffic
- at side roads where the ability to find gaps in the traffic may be reduced, thereby lengthening delays.

4.34 Values for delay due to these elements can be determined by the use of the Department of Transport's computerised junction assessment packages (e.g. ARCADY for roundabouts, PICADY for priority junctions and OSCADY for traffic signalised intersections) or other suitable programs. Each package produces estimates of vehicle time and delay through the junction and hence, by testing each intersection for the base-line condition and with the development, it is possible to estimate increased vehicle delays. These delays are only likely to be significant when the traffic on the network surrounding the development is already at, or close to, the capacity of the system.

Pedestrian Delay

4.35 Changes in the volume, composition or speed of traffic may affect the ability of people to cross roads. In general, increases in traffic levels are likely to lead to greater increases in delay. Delays will also depend upon the general level of pedestrian activity, visibility and general physical conditions of the site.

4.36 The Manual of Environmental Appraisal sets out a predictive method for determining the mean delay experienced by pedestrians for different types of crossing for different levels of traffic flow (Goldschmidt, 1976). This method provides a useful approximation for determining the likely levels of pedestrian delay at different traffic levels.

4.37 The MEA does not suggest any thresholds for judging the significance of absolute or actual changes in levels of delay. Various thresholds have been suggested over the years (GLC 1975, Headicar 1979), although these have not been based upon any clearly defined empirical investigations. More recently, work (HFA, 1990) has suggested a lower threshold of 10 seconds delay and an upper threshold of 40 seconds delay which, for a link with no crossing facilities, equates to the lower threshold of a two-way flow of about 1400 vehicles per hour. Given the range of local factors and conditions which can influence pedestrian delay, it is not considered wise to set down any thresholds but instead it is recommended that assessors use their judgement to determine whether pedestrian delay is a significant impact.

4.38 In order to determine the number of pedestrians crossing the road, or walking along pavements it is recommend that sample counts be

taken, either using video or manual methods. Recent work (TRRL, 1991) relating to pedestrian movements both along and across the highway, has shown that three 20 minute sample counts undertaken during the morning peak, morning and afternoon off-peak can be used to achieve a reliable grossing-up of daily flows.

Pedestrian Amenity

4.39 The term pedestrian amenity is included in the MEA. It is broadly defined as the relative pleasantness of a journey, and is considered to be affected by traffic flow, traffic composition and pavement width/separation from traffic. This definition also includes pedestrian fear and intimidation, and can be considered to be a much broader category including consideration of the exposure to noise and air pollution, and the overall relationship between pedestrians and traffic. The MEA suggests that a tentative threshold for judging the significance of changes in pedestrian amenity would be where the traffic flow (or its lorry component) is halved or doubled.

Fear and Intimidation

4.40 A further impact traffic may have on pedestrians is fear and intimidation. The impact of this is dependent on the volume of traffic, its HGV composition, its proximity to people or the lack of protection caused by such factors as narrow pavement widths. Whilst this danger has been recognised as an important environmental impact for many years, there are no commonly agreed thresholds for estimating levels of danger, or fear and intimidation, from known traffic and physical conditions.

4.41 In the absence of commonly agreed thresholds, recent work (HFA 1990) which put forward thresholds for fear and intimidation based upon an earlier study (Crompton and Gilbert, 1976) can be useful. These thresholds define the degree of hazard to pedestrians by average traffic flow, 18 hour heavy vehicle flow and average speed over an 18 hour day in miles/hour. It is considered that thresholds, set out below, could be used as a first approximation of the likelihood of pedestrian fear and intimidation, although other factors need to be included, e.g. proximity to traffic, pavement widths. Whilst most of these factors can be quantified there will be a need for judgement to be exercised in determining the degree of fear and intimidation. Special consideration should be given to areas where there are likely to be particular problems such as high speed sections of road, locations of turning points and accesses. Areas exposed to higher than average levels of school children, the elderly or other vulnerable groups should be separately identified. The movement of hazardous loads will heighten people's perception of fear and intimidation and if this is likely to occur it should be noted.

Example of Fear and Intimidation

Degree of hazard speed	*Average traffic flow over 18 hour day vehicle/hour*	*Total 18 hour heavy goods vehicle flow*	*Average over 18 hour day mile/hour*
Extreme	*1800 +*	*3000 +*	*20 +*
Great	*1200-1800*	*2000-3000*	*15-20*
Moderate	*600-1200*	*1000-2000*	*10-15*

Source: Crompton (1981)

Note: The traffic components can be weighted to give an overall score of fear and intimidation corresponding to particular combinations of traffic flow, speed and composition.

Accidents and Safety

4.42 The assessment of existing link road accident rates can be obtained from Highway Authority records. If such information is not readily available, reference could be made to national statistics. From knowing the expected increase in vehicle-kms on different classes of road, it will be possible to make an initial simple statistical assessment of the likely increase or decrease in the number of accidents resulting from changes in traffic flows and composition. Where a development is expected to produce a change in the character of the traffic (e.g. HGV movements on rural roads), then data on existing accident levels may not be sufficient. Professional judgement will be needed to assess the implications of local circumstances, or factors which may elevate or lessen risks of accidents, e.g, junction conflicts. The assessor may find it valuable to refer to the Institution of Highways and Transportation publication on the safety auditing of highways (IHT, 1990).

Hazardous Loads

4.43 Some developments may involve the transportation of dangerous or hazardous loads by road and this should be recognised within any Environmental Statement. Such movements should include specialist loads which might be involved in the construction or decommissioning phases of the development, in addition to movements associated with the operation of the establishment.

4.44 The Environmental Statement needs to clearly outline the estimated number and composition of such loads. Where the number of movements is considered to be significant, the Statement should include a risk or catastrophe analysis to illustrate the potential for an accident to happen and the likely effect of such an event. The extent of such analysis would clearly have to reflect the nature of the product being distributed. For instance, much more detail would be required for a scheme that involved the transportation of nuclear products than for one that involved the delivery of petroleum.

4.45 In the absence of more specific information a basic estimate of the

risk of a vehicle being in an accident can be determined from national accident records (DoT, 1991) which can give values of accidents per million vehicle kilometres. Further factors could then be applied to provide estimates of the likelihood that any accident would result in a spillage or leak of toxic material.

4.46 Where it is considered that there is a risk that an accident could occur a separate analysis should be undertaken which describes the potential environmental effect of any spillage and the recovery procedures that would be adopted.

4.47 It needs to be remembered that the analysis is likely (hopefully!) to produce very small probabilities which, when considered over the life of the development, should still produce very low numbers. Once the summed probability exceeds 0.5 over the life of the development, there is a greater than 50% chance that an accident will occur.

4.48 Where a site is likely to involve significant movement of hazardous loads, discussions should be held with the local emergency services and the Health and Safety Executive (HSE). The HSE will be able to give guidance on acceptability criteria for major hazard accidents.

Example

An establishment receives one delivery of highly toxic material a day over the 30 year life of the development. The material is carried in flasks designed (and tested) to withstand a collision at 70mph and a fall onto hard ground of in excess of 10m. On the journey to the site the load travels across two viaducts with a total length of 200m where the fall is greater than 10m.

- *The accident risk to the vehicle is taken at 2 per 100 million vehicle/kms (this being the accident rate for serious or fatal accidents involving HGVs).*
- *The probability of an accident occurring at the viaduct is therefore $0.2 \times 2 \times 10^{-8}$ or 4×10^{-9}.*
- *The number of journeys across the viaduct in 30 years is 6×10^{3} (based on 200 working days a year).*
- *Hence, risk of accidents occurring at a location where spillage is possible is 2.4×10^{-5}.*

At this level of risk it is considered that no further catastrophe analysis needs to be undertaken.

Air Pollution

4.49 The volume of traffic, its speed and operating characteristics (e.g. stationary, accelerating), and distance from the source are major factors influencing kerbside air pollution levels.

4.50 Some local authorities may have records of air pollution levels for certain streets. This can provide a useful source of information. Where such values are already recognised to be high, special consideration will need to be given to the area in the assessment.

4.51 The DoT's Manual of Environmental Appraisal provides a graphical screening method for estimating the level of carbon monoxide for given traffic flows, with correction factors to be applied for different speeds. The speed correction factor rises sharply with declining speed below 40km per hour, and therefore caution should be taken when using the method for estimating carbon monoxide levels in congested conditions.

In heavily congested conditions, where it is suspected that air quality standards may be breached, then consultation with the local authority is recommended. This may lead to a requirement for new measurements. As an example, a flow of 1,000 vehicles per hour, with an average speed of 40km per hour, would be estimated to give a one-hour concentration of 2.4 ppm at 10m from the centre of the road. If the speed was to drop to 20km per hour the concentration would increase to 4.6 ppm. Carbon monoxide concentrations are taken to be proportional to traffic flow and hence a doubling of flow, would double that carbon monoxide concentration level.

4.52 The MEA provides an air quality standard for carbon monoxide as the basis for denoting significant air pollution impacts. The DTp recognises that an air pollution problem exists once an 8 hour average concentration of 9 ppm or a 1 hour peak concentration of 35 ppm occurs at least once a year. A trigger point of 4 ppm, annual average one hour concentration in any of the first 15 years after opening, is recommended in the MEA as the level at which a more in-depth air quality report would normally be required. The MEA currently provides best practice although these are currently the subject of further review in response to new regulations on catalytic converters.

4.53 The measurement and prediction of other airborne emissions from mobile sources is complex, and no simple models exist for situations where air quality problems are likely to occur. Expert advice should be sought where more detailed investigations are considered necessary.

4.54 Where air quality is judged to be a problem, a more detailed analysis needs to be carried out and an estimate of the number of people likely to be exposed to those conditions should be made.

Dust and Dirt

4.55 Dust and dirt created by traffic can be a problem arising from the operations of certain types of development, notably quarrying and the transport of quarried materials. The impact of dust and dirt will depend, to a large extent, upon the management practices undertaken on site, e.g. washing-down of wheels and sheeting. There are no simple formulas to predict the level of dust and dirt which might arise from vehicle movements. Description of the number of lorry movements, prevailing wind direction and experience of similar developments, elsewhere, either locally or nationally, will be useful background information on which to base an informed judgement. It should be noted that problems with dust and dirt are unlikely to occur at distances greater than 50m from the road.

4.56 The number of properties, or sites, e.g. SSSI's, likely to be affected by dust and dirt should be identified.

Ecological Effects

4.57 The assessment will need to consider the effect of any additional traffic on the ecology of the area. Whilst not intending to downgrade the importance of ecology it is considered that significant effects will only rarely occur. The two most important causes of any impact are likely to arise from chemical spillage (referred to in paragraph 4.44 et al) or from the removal of hedgerow and habitats as part of any highway improvement scheme.

4.58 Where ecological effects are likely to be important, reference should be made to the Guidelines document currently being prepared by the IEA.

Heritage and Conservation Areas

4.59 The assessment of the full set of impacts described in the preceding paragraphs will need to draw particular attention to any areas of conservation and heritage value, (including both the man-made and natural environment which might be affected). This may require the assessment to be more detailed in the vicinity of such areas. Particular importance should be given to any noise intrusion on both the settings and the feature of any area, and any increase in severance between the main feature and its setting with particular concern for pedestrian movement.

Summary

- The Assessment of environmental impact involves the prediction of the magnitude of the impact and a judgement regarding its significance.
- The full range of impacts, as set out in this section should be considered.
- Where an impact is considered to be insignificant for a particular development, this should be stated.
- Current "best practice" should be used to determine the magnitude and significance of each impact. The Statement should clearly identify the methodology adopted and the source of any basic data.

5 Alternatives and Mitigation

Alternatives

5.1 The EC Directive suggests that an Environmental Statement should outline alternative sites, where they have been considered and any mitigation measures that have been applied to reduce the impact of any development. This is not an easy topic and reviews of recently published Statements indicate that these issues are generally poorly covered.

5.2 It needs to be recognised that, although it is generally possible to examine and compare alternative alignments for a highway route, such alternatives do not exist for many developments. For instance, a quarry needs to be located where the material exists, and an urban re-development takes place on land within the ownership of the developer. Commercial decisions relating to the price and availability of land are other issues for which, in many cases, it would be unreasonable for a developer to discuss in public. In such instances, the consideration of alternative sites would generally be inappropriate.

5.3 Where it has been possible to consider a range of sites, the Environmental Statement should include a summary of the impacts of each case, and the reason for selecting the preferred site should be stated.

Mitigation

5.4 The distinction between the mitigation of adverse environmental effects and the design of an "environmentally friendly" development in the first place is difficult to make. For instance, in designing the construction of a new trunk road so that it lies slightly beneath the ground level of the surrounding land, and therefore using the extracted material to provide earth mounding, may be considered good environmental practice (a recent example is the M40 around Oxford). In such circumstances, it is considered inappropriate to produce an Environmental Statement that, in the first place, sets out the effect of the road without the mounding and then separately establishes the environmental benefits of the moundings. Similarly, current good practice requires quarries to wash down vehicles before they leave the site, and to cover the load if there is the risk of excessive dust. Again, it would seem inappropriate to evaluate a development without the inclusion of such treatments and then to separately evaluate the treatments.

5.5 One of the key benefits that should arise from an Environmental Assessment being undertaken as part of the design team process is that environmental considerations should be included from the outset and hence residual problems are likely to be less. It is, therefore, recommended that the design teams should be encouraged to include positive environmental designs from the outset. It would be appropriate, within the section of the Statement relating to mitigation, to identify and list those elements that have been specifically included on environmental grounds but no assessment of each element needs to be included.

5.6 Prior to the finalising of the design of the development, the project team should be asked these questions:

- can the remaining impacts be avoided?
- can the impacts be further reduced?
- can the impacts be off-set?

The answers must relate to "reasonable cost solutions" but such questions may lead to further modifications of the design and also might indicate a number of potential mitigation measures which do need to be considered within this section of the Statement.

5.7 When considering traffic impacts, it is likely that these mitigation measures would be off-site, i.e. outside of the "red line area" of the planning application, and are therefore measures that a Planning Authority may wish to stipulate as "conditions" to a planning application by means of Section 106 Agreement (Section 50 Agreements in Scotland).

5.8 Measures designed to reduce the off-site traffic impacts are numerous and could entail:

- specified routing of traffic to sites, particularly construction traffic, heavy goods vehicles and hazardous loads
- restrictions on the hours of operation of the site (normally designed to restrict night-time and weekend operations)
- restriction of the movement of goods vehicles at particular times of the day, e.g. 0800-0900 and 1500-1600 hours to reduce the impact on school children
- restriction on the size of vehicles
- provision of noise barriers or insulation for affected properties
- widening footways
- installing street lighting
- installing "traffic calming" measures.

The mitigation measures should be considered as a complete package.

5.10 A commitment from the developer and/or the operator to these forms of measures should form an important part of the Statement.

Summary

- The consideration of alternative locations should be included where this is appropriate.
- The design team should be aiming to produce an "environmentally friendly" design from the outset. Mitigation measures should therefore be applied to those impacts which cannot be designed out in the initial proposals.
- The assessor should be encouraged to identify in the Statement measures included within the design which were specifically included for environmental reason, but separate assessments of each measure are not required.
- Mitigation measures are likely to be those that a planning authority might wish to include as planning "conditions".

D PRESENTATION

6 Presentation of the Environmental Statement

6.1 The Environmental Statement is the communication of the results undertaken in the assessment. It is important that it is laid out clearly with technical terms defined. Graphical presentations should be included where appropriate. The report should include clear section headings, full references and contain a non-technical summary.

6.2 It is important that the Statement is an impartial assessment of the environmental impacts of the development and is not a best case report in favour of the proposal. All impacts, whether positive or negative, should be detailed. In addition, all assumptions made within the process of the environmental assessment should be detailed, and methods used to assess any environmental effects explained clearly.

6.3 Frequently within an Environmental Statement the traffic issues may form one part, or an appendix, of the overall report. In this way traffic noise is considered as a part of "traffic" and not part of "noise". Issues such as site description, description of the development and presentation formats will have been described elsewhere.

6.4 The communication of the results of the environmental assessment within the Statement is one of the most important aspects. Various reviews of the quality of Environmental Statements have found a wide range in the quality and detail of the Assessment. The following problems have been identified:

i) lack of information/data on which to check or calculate different environmental impacts

ii) little or no justification or rationale for identification of environmental impacts

iii) little or no explanation for choice of methods used to assess environmental impacts

iv) little or no assessment of alternative sites or routes

v) lack of organisation, e.g. headings, to denote identification, prediction, significance, mitigation aspects of project

vi) poor attention to presentational quality, e.g. maps, summary tables, etc.

6.5 Lack of attention to assessing significance of impacts.

It is thus recommended that:

i) headings should be used consistently to separate the identification, measurements, significance and mitigation elements of the assessment

ii) summary tables with large-sized numerals should be strongly encouraged

iii) the use of maps and annotation should be promoted to show the geographical extent of problems.

6.6 A non-technical summary is required. Readers may include members of the public who have no specialist knowledge in any of the fields considered, thus a glance at the summary should be all that is required to discover the likely environmental impacts from the development.

6.7 Having produced the basis of an Environmental Statement the assessor may like to review the contents and depth of the analysis against general criteria which have been established by the Institute of Environmental Assessment (IEA, 1991). These are reproduced in an Annex to these Guidelines.

6.8 The guidelines contained in this report offer recommendations for good practice. In preparing these guidelines, the Working Party has consulted widely. Not everyone will agree with all the recommendations. Some people have examples of good practice which have been over-looked and new methods are evolving all the time. Nevertheless it is considered that there are a number of key requirements for a road traffic environmental assessment which all assessors need to consider. To assist those commissioning, undertaking or reviewing an Environmental Statement a series of questions are set out below as a checklist. If the question cannot be answered from the Environmental Statement or has not been considered in the environmental assessment process then it is likely the process and reporting of the assessment is deficient.

Checklist

- ✓ Has the proposed site been described?
- ✓ Has the proposed development been described?
- ✓ Have the base-line traffic and environmental condition(s) been described?
- ✓ Have all relevant effects been included?
- ✓ Have the reasons for excluding an effect been justified?
- ✓ Has a checklist of possible affected groups/interests been presented?
- ✓ Has the assessment made explicit the boundaries of the assessment, both spatially and temporally and have the assumptions been made explicit?
- ✓ Has a description of the possible effect of each relevant environmental impact for each affected group/interest been presented?
- ✓ Have existing and projected traffic levels and characteristics been presented?
- ✓ Has the year of assessment been clearly defined and is the reason for its selection stated?
- ✓ What time periods are being used for assessment; peak traffic hour, average, worst hour?
- ✓ Have the methods for predicting the magnitude of individual impacts been described and has the method been justified?
- ✓ Is there sufficient information presented to check the calculation of each impact?
- ✓ Have the magnitude of impacts been predicted for all relevant locations?

- ✓ What levels of uncertainty are associated with any predictions and have these been made explicit?
- ✓ How are the significance of individual impacts to be assessed? What methods and assumptions have been used and have these been stated?
- ✓ Have practicable mitigation measures to avoid, reduce or offset adverse effects been considered?
- ✓ Have these measures been listed and any recommendations justified?
- ✓ Are any alternative sites that have been considered reported on?
- ✓ Is the environmental statement clearly presented, e.g. contents page, use of headings, clear tables and diagrams, high quality maps?
- ✓ Are technical annexes included or available?
- ✓ Is a non-technical summary available/included?

Summary

- ○ The Environmental Statement is the written presentation of the results of the Assessment.
- ○ The Statement should be a "fair" interpretation of the impact and should not be biased in favour of the developer.
- ○ The Statement should be clearly laid out and should include graphical presentation and maps whenever possible.
- ○ A simple non-technical summary must be included.

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ANNEX - IEA REVIEW STANDARDS

The Institute Revew Criteria are based on Lee N & Colley R (1990), Reviewing the Quality of Environmental Statements, Occasional Paper 24, Department of Planning and Landscape, University of Manchester.

The review criteria provide a basis on which the quality of an environmental statement may be reviewed. The criteria are focused on reviewing against a best practice standard rather than the minimum legal requirements, issues such as 'alternatives' are therefore included. A review should be conducted by two people independently, grading each section in accordance with the grading scheme provided and producing an overall grade for the environmental statement as a whole. The two individuals should then discuss their findings and gradings and come to a concensus view of the quality of the environmental statement.

Institute Review Grades

A Excellent, no tasks left incomplete

B Good, only minor omissions and inadequacies

C Satisfactory despite omissions and inadequacies

DParts are well attempted, but must as a whole be considered just unsatisfactory because of omissions and/or inadequacies

E Poor, significant omissions or inadequacies

F Very poor, important tasks poorly done or not attempted

N/A Not applicable. The review topic is not applicable or relevant in the context of this statement

Institute Review Criteria

1 Description of the development, the local environment and the baseline conditions

1.1 Description of the development

The purpose and objectives of the development should be explained. The description of the development should include the physical characteristics, scale and design as well as quantities of material needed during construction and operation.

1.2 Site description

The area of land affected by the development should be clearly shown on a map and the different land uses of this area clearly demarcated. The affected site should be defined broadly enough to include any potential effects occurring away from the construction site (eg dispersal of pollutants, traffic, changes in channel capacity of water courses as a result of increased surface run off etc).

1.3 Residuals

The types and quantities of waste matter, energy and residual materials

and the rate at which these will be produced should be estimated. The methods used to make these estimations should be clearly described, and the proposed methods of treatment for the waste and residual materials should be identified. Waste should be quantified wherever possible.

1.4 Baseline conditions

A description of the environment as it is currently and as it could be expected to develop if the project were not to proceed. Some baseline data can be gathered from existing data sources, but some will need gathering and the methods used to obtain the information should be clearly identified. Baseline data should be gathered in such a way that the importance of the particular area to be affected can be placed into the context of the region or surroundings and that the effect of the proposed changes can be predicted.

2 Identification and evaluation of key impacts

2.1 Identification of impacts

The methodology used to define the project specification should be clearly outlined, including details of consultation with expert bodies (eg Planning Authority, HMIP, NRA, NCC, Countryside Commission etc) and the public, and reference to panels of experts, guidelines, checklists, matrices, previous best practice examples of environmental assessments on similar projects ((whichever are appropriate). Consideration should be given to impacts which may be positive or negative, cumulative, short or long term, permanent or temporary, direct or indirect. The logic used to identify the key impacts for investigation and for the rejection of others should be clearly explained. The impacts of the development on human beings, flora and fauna, soil, water, air, climate, landscape, material assets, cultural heritage, or their interaction, should be considered.

2.2 Prediction of impact magnitude

The size of each impact should be determined as the predicted deviation from the baseline conditions, during the construction phase and during normal operating conditions and in the event of an accident when the proposed development involves materials that could be harmful to the environment (including people). The data used to estimate the magnitude of the main impacts should be clearly described and any gaps in the required data identified. The methods used to predict impact magnitude should be described and should be appropriate to the size and importance of the projected disturbance. Where possible, estimates of impacts should be recorded in measurable quantities with ranges and/or confidence limits as appropriate. Qualitative descriptions where necessary should be as fully defined as possible (eg "insignificant means not perceptible from more than 100m distance").

2.3 Assessment of impact significance

The significance of all those impacts which remain after mitigation should be assessed using the appropriate national and international quality standards where available. Where no such standards exist, the assumptions and value systems used to assess significance should be justified and the existence of opposing or contrary opinions acknowledged.

3 Alternatives and mitigation

3.1 Alternatives

Alternative sites should have been considered where these are practicable and available to be developed. The main environmental advantages and disadvantages of these should be discussed in outline, and the reasons for the final choice given. Where available, alternative processes, designs and operating conditions should have been considered at an early stage of project planning and the environmental implications of these outlined.

3.2 Mitigation

All significant adverse impacts should be considered for mitigation and specific mitigation measures put forward where practicable. Mitigation methods considered should include modification of the project, compensation and the provision of alternative facilities as well as pollution control. It should be clear to what extent the mitigation methods will be effective. Where the effectiveness is uncertain or depends on assumptions about operating procedures, climatic conditions etc, data should be introduced to justify the acceptance of these assumptions.

3.3 Commitment to mitigation

Clear details of when and how the mitigation measures will be carried out should be given. When uncertainty over impact magnitude and/or effectiveness of mitigation over time exists, monitoring programmes should be proposed to enable subsequent adjustment of mitigation measures as necessary.

4 Communication of results

4.1 Presentation

The report should be laid out clearly with the minimum amount of technical terms. An index, glossary and full references should be given and the information presented so as to be comprehensible to the non specialist.

4.2 Balance

The environmental statement should be an independent objective assessment of environmental impacts not a best case statement for the development. Negative impacts should be given equal prominence with positive impacts and adverse impacts should not be disguised by euphemisms or platitudes. Prominence and emphasis should be given to predict large negative or positive impacts.

4.3 Non technical summary

There should be a non technical summary outlining the main conclusions and how they were reached. The summary should be comprehensive, containing at least a brief description of the project and the environment, an account of the main mitigating measures to be undertaken by the developer, and a description of any remaining or residual impacts. A brief explanation of the methods by which these data were obtained and an indication of the confidence which can be placed in them should also be included.

Annex 2: Department for Transport's Manual of Environmental Impact Appraisal

Department for Transport

TAG UNIT A3

Environmental Impact Appraisal

October 2013

Department for Transport

Transport Analysis Guidance (TAG)

https://www.gov.uk/transport-analysis-guidance-webtag

This TAG Unit is guidance for the **APPRAISAL PRACTITIONER**

This TAG Unit is part of the family **A3 - ENVIRONMENT**

Technical queries and comments on this TAG Unit should be referred to:

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Contents

1 Environmental Impact Appraisal

1.1 Introduction

1.1.1 Environmental Impact Appraisal is undertaken as part of the transport appraisal process. The objective of the transport appraisal process is to inform the business case for a transport investment proposal. Further information on the transport appraisal process is provided in Guidance for the Technical Project Manager.

1.1.2 This TAG unit provides guidance for appropriately qualified environmental practitioners/topic specialists on appraising the impact of transport proposals on the built and natural environment, and on people. When using the guidance in this TAG unit, environmental practitioners/topic specialists should refer to current European and UK legislation, regulations and policy, and best practice.

1.1.3 This Chapter discusses:

- The need to tailor the level of detail to the stage of development of the proposal;
- The relationship between environmental impact appraisal (as set out in this manual) and environmental impact assessment;
- The differing types of environmental impact and
- Reporting requirements.

1.2 Level of Detail

1.2.1 Appraisal, using the methods set out in this TAG Unit, should be possible at any stage in the development of proposals. At all stages, a proportionate approach should be adopted. Excessive detail should be avoided - the level of detail should be no more than is needed for robust decisions to be taken. As a proposal develops, where a statutory environmental impact assessment is being undertaken, a more comprehensive level of information should become available and a detailed environmental appraisal can be carried out. However, the methods can be applied using what data is available at any stage; where this is less than fully detailed then the limitations of the data should be identified as part of the appraisal process. Sensitivity testing should be carried out, consistent with that for other impacts (see TAG Unit M4 - Forecasting and Uncertainty), with any assumptions clearly stated, and, where appropriate, the 'precautionary principle[1]' should be applied. Increasing confidence can be placed in the results of appraisal as the level of data improves through the development of proposals.

1.2.2 The need for a proportional approach is discussed in more depth in Guidance for the Technical Project Manager, where the requirements for level of detail in appraisal are linked to the stages in the decision making and appraisal processes.

1.3 Relationship with Environmental Impact Assessment

1.3.1 It is important to recognise the distinction between environmental impact assessment and environmental impact appraisal and to appreciate how these two processes should be linked together during the project cycle.

1.3.2 For some projects, there is a statutory requirement to carry out Environmental Impact Assessment, to meet the requirements of the EIA Directive[2]. Other projects do not require statutory Environmental Impact Assessment, but may still require non-statutory environmental impact assessment. The aim of environmental impact assessment, whether it is to meet statutory or non-

[1] the precept that an action should not be taken if the consequences are uncertain and potentially dangerous
[2] EC Directive 85/337/EEC as amended by EC Directive 97/11/EC and the Public Participation Directive 2003/35/EC

statutory requirements, is to ensure that the environmental implications of decisions on schemes are made available so that they can inform the design and decision making process.

1.3.3 Guidance in this TAG Unit addresses environmental impact appraisal. This is the process of developing environmental impact information for inclusion in a transport appraisal. This builds on the baseline data and impact assessment work carried out as part of the environmental impact assessment, as the following diagram illustrates. The appraisal recommended in this TAG Unit is not intended to be an alternative to, or a replacement for the environmental impact assessment. Rather, it is intended to complement that work. Where the project delivery programme allows, care should be taken to ensure that the environmental impact appraisal process delivers a message that is consistent with the findings of the environmental impact assessment process.

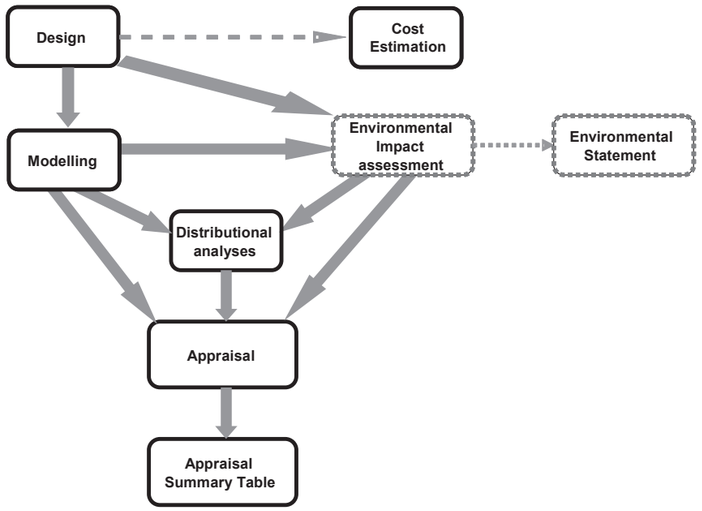

Figure 1 Relationship between the key components of appraisal work

1.3.4 For highway schemes, comprehensive guidance on environmental impact assessment, whether statutory or non-statutory, is given in **Design Manual for Roads and Bridges, Volume 11, 'Environmental Assessment'** (DMRB Vol 11). DMRB Vol 11 also provides detailed guidance on the methods to be used in the environmental assessment of highway schemes. Much of the guidance set out in DMRB Vol 11 is appropriate for the environmental impact assessment of other transport modes and should be used unless more appropriate alternatives are available. Many of the analyses in this TAG Unit assume that environmental impact assessment consistent with that specified in DMRB Vol 11 is available.

1.3.5 Note that environmental impact assessment (and DMRB Vol 11) covers a wider range of impacts than are discussed in this TAG Unit. Many of those not covered here are covered in TAG Unit A4.1 - Social Impact Appraisal.

1.3.6 The scope of assessment in the environmental impact assessment, and hence the environmental appraisal, is likely to depend on the stage reached in the transport appraisal process. At Stage 1, options generation, environmental impact assessment is likely to be restricted to the scoping stage. Scoping seeks to decide which environmental topics are to be examined in environmental impact assessment and how they should be assessed. Scoping should explore the level of environmental risk associated with options, and should identify potential significant environmental effects. In many cases, this information will be sufficient to enable decisions on which options should be taken forward to Stage 2 and should be recorded in the Option Appraisal Report. Note that, at Stage 1, a spatially detailed transport model may not be available. Where this is the case, the scope for analysis of traffic-related (where traffic may be road or rail) environmental impacts will be restricted.

1.3.7 During Stage 2, further appraisal, environmental impact assessment should proceed through simple and/or detailed assessments (see DMRB Vol 11 for an explanation of these terms) as appropriate. A spatially detailed transport model should be available, so that assessment of traffic related environmental impacts can be carried out. The information generated by the environmental impact assessment should be used as the basis for the environmental impact appraisal process, using the methods set out in this TAG Unit.

1.4 Categories of Environmental Impact

1.4.1 In analysing the environmental impacts (which may be both beneficial and adverse), it is useful to be aware that these fall into two main categories:

- those that arise as a result of changes in traffic (whether this be road or rail traffic) using transport infrastructure - noise, air pollution and greenhouse gases; and
- those that arise in the surrounding area as a result of new or improved transport infrastructure and associated development - landscape, townscape, biodiversity, heritage and the water environment.

1.4.2 Those impacts that arise as a result of changes in traffic rely on the existence of a transport model to provide traffic flow data. Those analysing (assessing and appraising) these environmental impacts should liaise closely with those responsible for building and operating the transport model to ensure that the traffic flow data is suitable for their purposes and is provided in an appropriate format.

1.4.3 It is usually not appropriate to consider environmental impacts during, or as a result, of construction. However, there may be circumstances when these impacts are relevant and should be taken into consideration.

1.5 Reporting

1.5.1 Good reporting is a key factor in ensuring that appraisals are transparent and acceptable to decision makers and stakeholders. Reporting should include the following:

- An entry for each topic in the Appraisal Summary Table (AST). General advice on the AST is provided in Guidance for the Technical Project Manager, while guidance specific to each topic is given in the following chapters;
- A worksheet (or worksheets) should be provided for each topic. Worksheets differ from topic to topic – further details are given in the following chapters; and
- Other documentation required to understand the analysis should be provided as required – details are provided in the following chapters.

2 Noise Impacts

2.1 Introduction

2.1.1 Noise annoyance is defined by the World Health Organisation (WHO) as 'a feeling of displeasure evoked by noise'. The UK has well established procedures for assessing the nuisance to people caused by road and rail traffic-related noise and vibration. These procedures have been developed from surveys of the impacts of noise from transport on people, including dissatisfaction, annoyance and disturbance.

2.1.2 It should be recognised that, in many situations, relatively large changes in traffic flows are required to bring about significant changes in the response to noise levels in the long term. For freely flowing traffic, a difference of about 3dB in noise level is required before there is a statistically significant change in the average assessment of nuisance. However, there are situations where this is not the case, as even a 1dB change in noise can affect the nuisance, as a result of the variation in traffic composition or flow, the introduction of a new noise source, or if the change occurs suddenly. When options of this nature are being appraised, the analyst will need to exercise judgement about whether the impact on noise should be scoped out (see below). Furthermore, care is needed in assessing options which may result in adverse noise impacts during the night.

2.1.3 Assessing the noise implications of multi-modal transport schemes presents a particular challenge for two main reasons:

- people exhibit different responses to noise from and within different transport modes, making the determination of cumulative impact difficult; and
- noise is a local impact which depends on the precise geometric relationship of source and receiver - these may not be sufficiently well defined at early stages in the development of an scheme.

2.1.4 Research carried out by the Department for Transport has established a monetary value for the impact of noise. The inclusion of monetary valuation will enable decision-makers to assess the relative importance of noise impacts of a transport option in relation to other impacts currently measured in monetary terms.

2.2 Methodology

2.2.1 The assessment involves five steps (Note that the TAG Noise Spreadsheet automates steps three and four – see section 2.3 below.):

- Scoping;
- Quantification of noise impacts;
- Estimation of the change in noise annoyance;
- Monetary valuation of changes in noise impact; and
- Consideration of the distributional impacts of changes in noise.

Scoping

2.2.2 The **first** step, scoping, should be consistent with the scoping of the environmental assessment. The aim of scoping is to decide how noise impacts should be appraised and to define a study area for the scheme that will be applicable to all options. The noise appraisal should be proportional to the scheme and its proposed impact. Analysis should be no more detailed than is required to support robust decision making. The analyses outlined in this Unit may not be appropriate for all schemes, but should provide the basis for less detailed analyses where appropriate. Where noise

impacts are deemed to be minimal, the analysis of noise impacts may be scoped out. Where the analysis of noise impacts is scoped out, a comment should be included in the 'key impacts' column of the Appraisal Summary Table (AST). The scope of the appraisal should be agreed with the Department before full appraisal is undertaken.

2.2.3 Note that this guidance does not specify any analysis for situations where noise impacts on potentially noise sensitive non-residential receptors such as schools or hospitals. However, where impacts of this kind are likely to be significant, they should be recorded in the 'Key Impacts' column of the Appraisal Summary Table (AST).

2.2.4 For road-based schemes, guidance on scoping the noise environmental assessment is provided in **Volume 11 of the Design Manual for Roads and Bridges, Section 3, Part 7, Noise and Vibration** (DMRB 11.3.7). For other modes, the guidance in DMRB may provide a useful starting point.

Quantification of noise impacts

2.2.5 The **second** step, the quantification of noise impacts, is often carried out as part of the environmental assessment of a project. Noise impact data and other information generated for environmental assessment purposes should be used in the noise appraisal wherever possible. The calculation of noise impacts should be carried out using standard prediction methodologies, such as the Calculation of Road Traffic Noise and the Calculation of Railway Noise.

2.2.6 Ideally, properties should not be double counted during this step in the process. However, little is known about annoyance from multiple sources and expert judgement is important in these situations. In some cases, 'double counting' could give the best answer. For example, those disturbed by railway noise may be different from those who would be disturbed by road traffic noise, or, where noise sources are transient in nature, noise from one source might 'fill the gaps' in the varying noise levels arising from another. Furthermore, a road might affect the front of a property, while a railway line might be to the rear of the same property. Even if the facade noise levels generated by the two sources were similar, there is no reason to assume that the annoyance caused would be identical.

2.2.7 Where the levels of noise from different sources are dissimilar, it may be reasonable to make a simplifying assumption and ignore annoyance from the source giving lower annoyance. However, where there is uncertainty, it is more difficult to make such a simplifying assumption and professional judgement is required to decide how the assessment can be carried out without double counting.

2.2.8 In some cases, property demolitions or house building may alter the number of properties within the study area over time. Where this is the case, this should be reflected in the number of properties exposed to transport noise in the forecast year.

2.2.9 As a general rule appraisers should assume a fixed number of households in both the with scheme and without scheme cases. However, where there are grounds to confidently predict changes in the affected number of households between the without scheme and with scheme cases, this should be reflected in the appraisal. In these cases, a nominal noise exposure of 55dB $L_{Aeq, 18h}$ should be assumed for the missing case, i.e. a demolition will be assumed to lead to the relocated household experiencing 55dB $L_{Aeq, 18hr}$ elsewhere in the with-scheme case, and new homes will be assumed to attract households who would otherwise have experienced 55dB $L_{Aeq, 18h}$ in the without-scheme case.

2.2.10 For road-based projects, guidance on the quantification of noise impacts using the methods set out in the **Calculation of Road Traffic Noise** (DoT, 1988). is provided in DMRB 11.3.7. Note, however, that DMRB leads to estimates measured in $L_{A10, 18h}$. The results will, therefore, need to be converted to $L_{Aeq, 18h}$ using the following relationship:

$L_{Aeq,\ 18h} = L_{A10,\ 18h} - 2.5$ dB

2.2.11 Railway noise levels should be calculated using the methods set out in **Calculation of Railway Noise** (DoT, 1995). These are already calculated in $L_{Aeq,\ 18h}$, so no conversion is required. For other modes, the guidance in DMRB may be helpful, but is likely to need to be supplemented by other information and methods.

2.2.12 In most cases, the quantification of noise impacts is likely to make use of information from a spatially detailed transport model. (Where a spatially detailed model is not available, noise analysts should discuss and agree alternative approaches with the Department.) The output from a spatially detailed transport model will enable an understanding to be gained of differences in road traffic flows on a link by link basis throughout the model study area, which in turn will allow differences in noise for specific communities to be predicted. At this level, a detailed understanding of rail movements is also likely to be available. The noise appraisal practitioner should, at an early stage in the study, discuss the information required with transport modelling practitioners to ensure that the transport model study area is compatible with the noise analysis study area and that the model can generate traffic flow information in a format appropriate for noise analysis.

2.2.13 This step should produce cross-tabulations of households experiencing different noise level bands between the with-scheme and without-scheme cases. Analyses should be carried out for the scheme opening year and for at least one other forecast year. The choice of forecast years (other than the opening year) should be consistent with forecast years adopted for modelling and/or environmental assessment.

2.2.14 As noise during the night (usually defined as 23:00 to 07:00 hours) is not fully covered in the 18 hour measures used for assessing the annoyance impacts of noise, any significant changes in night noise should be reported in the 'key impacts' column of the Appraisal Summary Table (AST). Night noise impacts should be assessed by determining the number of households where the WHO Interim Night Noise Target of 55 dB $L_{Aeq,\ 8h}$ noise level is exceeded for the last forecast year in the with and without scheme cases so that the difference in these values provides an indication of the night noise impact due to the scheme. For both road and rail, the night noise assessment should be based on free-field noise levels.

2.2.15 For schemes at early stages in their development, the location of new infrastructure may not be precisely defined. Where this is the case, the quantified noise impacts for the with-scheme case may be subject to uncertainty. This uncertainty should be taken into account in subsequent stages of the analysis and reported in the Appraisal Summary Table.

Estimation of the change in noise annoyance

2.2.16 The **third** step, estimation of the change in noise annoyance, involves calculating the difference in the estimated population who would be annoyed by noise from alternative sources, comparing the with-scheme and without-scheme cases.

2.2.17 Annoyance response relationships for road and railway noise specific for the purposes of this guidance are given in **TAG Data Book Table A3.1, Annoyance Response Relationships for Road and Rail Traffic Noise** and discussed in more depth in Appendix A. Note that all noise indices in TAG Data Book Table A3.1 refer to facade levels.

2.2.18 The incremental impact of each option, expressed in terms of differences in population annoyed, can be derived by subtracting, for each noise band, the population annoyed in the without-scheme case from the population annoyed in the with-scheme case and summing over all properties in the study area. This is an automatic output of the TAG Noise spreadsheet, but can also be calculated separately for other years or noise profiles. The assessment should be carried out for the last forecast year for which noise impacts have been estimated. However, the quantification of noise impacts provides estimates of the numbers of properties exposed to noise levels and changes. Explicit assumptions may need to be made about population densities in order to estimate

population exposure, although census data and, where available, building occupancy databases and other sources can also be used. In the absence of more refined information the national average of 2.4 people per household (2011 Census) can be used.

2.2.19 The annoyance response function is uncertain at low noise levels (especially over large distances). Consequently, it is recommended that appraisal is undertaken for noise above a threshold below which only a small percentage of the population would be annoyed. Research conducted by the Department to develop monetary values for noise impacts suggests a positive willingness to pay to avoid transport related noise from 45dB $L_{Aeq,18h}$, and this level should be used as the lower threshold for both annoyance and monetary valuation calculations.

2.2.20 Annoyance response functions and monetary valuations of noise are provided for noise levels up to 81dB $L_{Aeq,18h}$. Although noise levels in excess of this may be experienced road- or track-side, it is unlikely that adjacent properties will be affected by such high noise levels. In the rare case where noise levels exceed the upper limit, the highest monetary values and annoyance rates should be used and a comment should be included in the 'key impacts' column in the AST.

2.2.21 The degree of uncertainty in the calculation will depend on the quality and amount of detailed information available, including that for population distribution. It may be necessary to make simplifying assumptions to arrive at estimates of the change in population annoyed for each option.

2.2.22 Note also that the relationships in TAG Data Book Table A3.1 are based on data gathered in past decades and further research is needed to assess the annoyance response to different sources of transport noise such as: i) high speed rail, which produces a significantly different spectrum of noise than conventional rail; ii) low frequency noise from light rail systems in urban areas; and iii) noise from road traffic which is not free flowing. This needs to be taken into account, and noted in the 'key impacts' column of the AST, when assessing the noise impact of options which involve non-standard types of rail project or dealing with congested road traffic. Very little is also known about the combined effect of noise from different sources, as one source of noise can mask another.

Monetary Valuation of noise impacts

2.2.23 The **fourth** step, monetary valuation of changes in noise impact, is based on the effect of noise on house prices.

2.2.24 Monetary valuation is intended to complement the quantified noise assessment. It will be used to aid decision-makers when appraising different transport options and raise awareness of the environmental impacts of transport schemes such as noise. Noise valuation should, in general, always be undertaken if a spatially detailed transport model is available. However, uncertainty about the precise location of new infrastructure may introduce significant uncertainty in the noise valuation. Where this is the case, a note should be made in the 'key impacts' column of the AST regarding the approximation.

2.2.25 Valuation is based primarily on the findings of the study: **Valuation of Transport-Related Noise in Birmingham** (Bateman, Day and Lake, 2004). The study used the hedonic pricing method to estimate willingness-to-pay for peace and quiet in the housing market, based on real market behaviour.

2.2.26 In moving from Birmingham-based values to values suitable for transport appraisal elsewhere in the UK, the values have been re-based from Birmingham to UK average levels of household income. This work was carried out by Leeds and Loughborough Universities, **Developing Guidance on the Valuation of Transport-Related Noise for Inclusion in WebTAG** (Nellthorp, Bristow and Mackie, 2005). The values have also been transferred from 1997, the year of the Birmingham property market data, to WebTAG's present value base year.

2.2.27 The zero value placed on the impact of noise below 45dB $L_{Aeq,18h}$ reflects the finding of the DfT research which showed that below this level the monetary values people placed on noise could not

be shown to be different from zero at a 95% confidence level. Similarly the research did not provide evidence on values of the impact of noise above 81dB $L_{Aeq,18h}$, so we assume the monetary value placed on a decibel change in noise remains constant above this. The data on the influence of railway noise on property prices did not provide sufficient evidence to make a distinction between road and rail for the monetary values of noise changes comparable with the differences in annoyance.

2.2.28 TAG Data Book Table A3.1 shows the annual value of the impact of a 1dB change in exposure to noise at noise levels from 45 to 81 dB $L_{Aeq, 18h}$. These are the standard appraisal values based on the UK average household income, for general use. They are also the values applied in the TAG Noise Spreadsheet. They should be used with a positive sign to value the benefit of noise reductions and with a negative sign to value the disbenefit of noise increases.

2.2.29 In order to apply these values to schemes running into the future, information is also required on the expected growth in these values over time, in real terms. Values for transport-related noise are assumed to grow in line with real GDP per household. TAG Data Book Annual Parameters Table contains the appropriate growth factors.

2.2.30 In some specific cases, for example when distributional weights are being used in the cost-benefit analysis, values for higher- or lower-income localities might be required. In those cases, a cross-sectional elasticity of 1.0 with respect to household income should be used, combined with household income data provided by the ONS, to estimate the local values for noise change. The formula to use is:

Local value = UK value * (1+(($GDHI_{local}$-100)/100))

where $GDHI_{local}$ is the Gross Domestic Household Income index as provided by the ONS[3].

2.2.31 Noise benefits should be estimated for the opening year and at least one other forecast year. Benefits should then be interpolated and extrapolated over the appraisal period, and discounted to the Department's standard base year. These manipulations are carried out within the TAG Noise Spreadsheet – see below.

Distributional Impact (DI) analysis

2.2.32 The **fifth** step - Distributional Impact (DI) analysis of noise - should also be scoped and, if appropriate, carried out. The noise appraisal practitioner should liaise with the DI analyst, if applicable, to consider the approach and requirements of a proportionate appraisal of noise DIs. Further guidance on DI analysis is provided in TAG Unit A4.2.

2.3 Using the TAG Noise Workbook

2.3.1 One of the two purposes of the **TAG Noise Workbook** is to automate the noise valuation process described in this document. The other is to calculate the change in population annoyed by transport-related noise. The following text describes the input data required for the TAG Noise Workbook.

2.3.2 This data is used to derive estimates of benefit. The approach can be adapted where the available noise data does not meet the requirements of the workbook. Contact TASM for further assistance.

2.3.3 For monetary valuation, noise data is required for both the with-scheme and without-scheme cases in the opening year and the last forecast year. For annoyance levels only the data for the last forecast year will be used. The appraiser will also need to specify the opening year of the scheme and whether the scheme is a road or rail scheme. The latter will affect the annoyance levels only.

[3]See tables at http://www.statistics.gov.uk/articles/economic_trends/regional_sub-regional_local_area_household_income.pdf

2.3.4 Noise data: the noise spreadsheet requires a matrix of the numbers of residential properties experiencing without scheme and with scheme noise levels in 3dB $L_{Aeq\ 18h}$ bands. For noise annoyance, the TAG Noise Workbook automatically calculates resident populations once the user inputs an estimate of average household size.

2.3.5 The annoyance functions and monetary values of changes in noise discussed above are built into the spreadsheet. The TAG Noise Workbook assumes a linear change in the base year equivalent value of noise between the opening year and the last forecast year. After the last forecast year, the noise level (and therefore its equivalent value in the base year) is assumed to remain unchanged due to uncertainties in forecasting. All values are then inflated in line with per household GDP and discounted in line with standard treasury discount rates.

2.4 Presentation of Results

2.4.1 The first sheet of the TAG Noise Workbook provides a summary worksheet of the inputs to, and the results generated by the spreadsheet. If the TAG Noise Workbook is not used, a worksheet providing this information should be provided. This information should be included in the documentation of the noise appraisal work.

2.4.2 Entries in the Appraisal Summary Table (AST) should be as follows:

- The Quantitative column should show the estimated numbers of people who are likely to be highly annoyed in the long term in the without-scheme case and the with-scheme case in the last forecast year. The net difference in the estimated population who are likely to be highly annoyed should also be presented here.
- The Monetary column should show the estimated net present value of the change in noise discounted over the appraisal period.
- The Summary of Key Impacts column should highlight any factors which cannot be readily understood from the numbers in the Quantitative and Monetary columns. For example, there may be a significant impact on night time noise, or instances of properties experiencing noise levels in excess of 80dB $L_{Aeq\ 18h}$. For potential noise insulation issues the number of properties experiencing noise levels that exceed the relevant thresholds in the with-scheme case should be highlighted. Also the appraiser may wish to comment on whether noise impacts on potentially noise sensitive non-residential receptors (for example schools or hospitals) are likely to be significant. An indication can be given of the main factors causing any change in noise conditions.
- The Qualitative column should not be used.

2.5 Quiet Areas

2.5.1 In general, noise assessment from transport is limited to the consideration of effects on people in occupied buildings, so-called noise sensitive receivers (dwellings, schools, hospitals etc). The debate on noise impacts stimulated by developing EC noise policy has raised concern about other spaces, particularly those used for recreation, that currently enjoy a peaceful environment, referred to as 'quiet areas'. Some Member States have become concerned that attempts to improve the noise climate in areas of high exposure may lead to a spreading of noise across areas that are currently almost free from transportation noise. There is a perceived need to protect these quiet or tranquil areas.

2.5.2 However, 'tranquillity' is one of the features defining landscape, and changes in tranquillity will be taken into account in the assessment of landscape impacts. Thus, in order to avoid double counting, the noise impacts of schemes in quiet or tranquil areas should not be assessed under the noise sub-objective.

3 Air Quality Impacts

3.1 Introduction

3.1.1 There are six steps in the appraisal of air quality impacts

- Scoping;
- The quantification of air quality impacts;
- The appraisal of local air quality impacts (see section 3.2);
- The appraisal of regional air quality impacts (see section 3.3);
- Monetary valuation of air quality impacts (see section 3.4); and
- Consideration of the distributional impacts of changes in air quality (see TAG Unit A4.2).

3.1.2 Guidance in this Unit provides detailed guidance on steps three to five of these six steps - see sections 3.2 to 3.4 below. The remaining steps are discussed briefly below.

3.1.3 The **first** step – scoping - should be carried out consistent with the scoping of the environmental assessment. The air quality appraisal should be proportional to the scheme and its proposed impact. Analysis should be no more detailed than is required to support robust decision making. The analyses outlined in this Unit may not be appropriate in all cases, but should provide the basis for less detailed analyses. Where air quality impacts are deemed to be minimal, the analysis of air quality impacts may be scoped out. The scope of the appraisal should be agreed with the Department before full appraisal is undertaken.

3.1.4 For road-based projects, guidance on scoping the air quality environmental assessment is provided in **Volume 11 of the Design Manual for Roads and Bridges, Section 3, Part 1, Air Quality** (DMRB 11.3.1). For other modes, the guidance in DMRB may provide a useful starting point.

3.1.5 The **second** step - the quantification of air quality impacts – is often carried out as part of the environmental assessment of a project. Information generated for environmental assessment purposes should be used wherever possible. For road-based projects, guidance on the quantification of air quality impacts is provided in DMRB 11.3.1 and in the **Highways Agency's Interim Advice Note (IAN) 170/12, Updated air quality advice on the assessment of future NOx and NO2 projections for users of DMRB Volume 11, Section 3, Part 1 'Air Quality** (HA, IAN 170/12). For other modes, the guidance in DMRB may be helpful, but is likely to need to be supplemented by other information and methods.

3.1.6 In most cases, the quantification of air quality impacts is likely to make use of information from transport models. The air quality appraisal practitioner should, at an early stage in the study, discuss the information required with transport modelling practitioners to ensure that best use is made of transport modelling capabilities.

3.1.7 The **sixth** step - Distributional Impact (DI) analysis of air quality - should also be scoped and, if appropriate, carried out. The air quality appraisal practitioner should liaise with the DI analyst, if applicable, to consider the approach and requirements of a proportionate appraisal of air quality DIs. Further guidance on DI analysis is provided in TAG Unit A4.2.

3.2 Local Air Quality

3.2.1 Road transport, which is a significant source of PM_{10} (Particulate matter less than 10µm aerodynamic diameter) and NO_2 (Nitrogen dioxide) in the near locality to the road, is one of the major sources of local air pollution, especially in our towns and cities. In urban areas, emissions from road traffic (for example, cars, buses, lorries and vans), can make a significant contribution to

pollutant concentrations. Concentrations of these two pollutants are at the greatest risk of exceeding the UK air quality objectives near major roads, based on the evidence from air quality assessments across the UK. Accordingly, the Local Air Quality analysis focuses on these two pollutants.

3.2.2 The approach to appraising local air quality is based on a quantification of the change in concentrations at properties within the vicinity of the transport network. The analysis should be carried out for the scheme opening year and for at least one other forecast year. The choice of forecast years (other than the opening year) should be consistent with the forecast years adopted for modelling.

Methodology

3.2.3 For most studies, traffic data is likely to be available for individual links in the transport network. (Where data is not available for individual transport network links, alternative approaches must be used – see Appendix B) This enables the quantification of changes in concentrations at properties within the vicinity of the transport network as a result of a scheme.

3.2.4 This analysis will produce a value that will define the magnitude of the change in concentrations due to the addition, or removal, of pollution from a specific number of properties. The method takes account of all significant changes in concentrations, whether on existing, improved or new routes. A negative value will indicate that there is an overall decrease in concentrations and therefore a general improvement in air quality, due to a scheme. A positive value will indicate there is an overall increase in concentrations and therefore a general detrimental effect upon air quality due to a scheme. A qualitative comment will provide an indicator as to whether the scheme will cause an Air Quality Strategy objective to be exceeded and / or whether an exceedence has been removed.

Step 1 – Identifying the Affected Network

3.2.5 The first step is to identify the affected network. Affected routes are defined as the existing route, the new route (if the scheme provides one), or an improved route on which traffic flow changes are considered to be significant.

3.2.6 For road projects, the affected roads criteria outlined in DMRB 11.3.1 for **local air quality assessment**, should be used to determine the study area. This is achieved by comparing the traffic data with and without the scheme case for the relevant forecast year. Using the study area already defined for the DMRB local air quality assessment will minimise the work required for the local air quality appraisal and maximise consistency between the environmental assessment and the appraisal.

Step 2 – Quantifying the Number of Properties

3.2.7 The second step is to quantify the exposure to this general change. The most readily available information is the property count. For studies with large numbers of links, using a Geographic Information System (GIS) is recommended, to reduce the time and effort required for this step.

3.2.8 For each affected network link, the properties should be "banded", to take account of the diminishing effects of pollution over distance. The total number of properties within each band should be recorded for the with scheme and without scheme cases. The bands are defined so as to give a close relationship to the diminishing contribution that vehicle emissions make to local air quality with increased distance. The bands are defined as:

- Link centre to 50 m from link centre
- 50 m – 100 m from link centre
- 100m – 150 m from link centre
- 150 m –200 m from link centre

Beyond 200 m from the link centre, the contribution of vehicle emissions to local pollution levels is not significant.

Double counting properties should be avoided. For example, if a property was within 200m of two or more affected links, then the property should be assigned to the nearest identified affected link only.

In most cases, the same number of properties will be calculated for the without scheme and with scheme cases and for all forecast years. However, there may be a change where the area occupied by the carriageway changes, due to properties being demolished or the link centreline moving.

Step 3 – Calculating NO_2 and PM_{10} Concentrations

3.2.9 An assessment of annual mean concentrations of NO_2 and PM_{10} within each band for all affected routes, is to be made. For roads, the screening method for local assessments described in DMRB 11.3.1 and IAN 170/12 should be used. Note, however, that the screening method requires adjustment to correct for biases. If these adjustments are not made, a comment should be provided in the 'Key Impacts' column of the Appraisal Summary Table (AST).

3.2.10 Annual mean NO_2 and PM_{10} concentrations should be calculated for the following distances from the link centre to represent average concentrations within each band (note that these distances have been selected to take account of the non-linear decline in concentrations with distance):

- 20m
- 70m
- 115m
- 175m

3.2.11 If a new route is being assessed, then NO_2 and PM_{10} concentrations for the without scheme case should be taken to be the same as the background concentration.

Step 4 – Calculating Property Weighted NO_2 and PM_{10} Concentrations

3.2.12 For each affected link for the without scheme and with scheme cases, the pollutant concentration at the specified point in the band should be multiplied by the number of properties within that band to give property weighted concentrations.

3.2.13 This should be carried out for each of the four bands and the results added together to give a total for the without scheme case and the with scheme case for each affected link.

3.2.14 To calculate the link score for each affected link, the without scheme value should then be deducted from the with scheme value and the score, expressed either as positive, negative or no change.

3.2.15 The link scores for each affected link should then be added together to provide the overall score for the scheme. A positive value should be assigned where an overall increase in concentration has been identified due to the proposal. A negative value should be assigned where there is an overall decrease in concentrations. A zero value indicates no change in pollutant concentrations due to the proposal.

Step 5 – Calculating the Number of Properties that Improve, Worsen or Stay the Same

3.2.16 For each of the affected links, identify the link score. Where the link score is positive assign the total number of with scheme properties to the worsen group. Where a link assessment score is negative assign the total number of with scheme properties to the improvement group. No change should be allocated to the neutral group.

3.2.17 This should be repeated for each affected link, and a running total of properties maintained for each group.

3.2.18 If a property is demolished as part of the scheme, that property should be included in the improvement group, whereas any property constructed as part of the scheme should be included in the worsen group.

TAG Local Air Quality (LAQ) Workbook

3.2.19 The TAG LAQ Workbook has been created to allow the user to easily enter all the information required to complete steps 4 and 5 of the appraisal.

3.2.20 The user needs to enter the corresponding property counts and NO_2 and PM_{10} concentrations for each of the affected links (up to a maximum of 4,500 links) for without scheme and with scheme cases.

3.2.21 The spreadsheet has been developed to link the property count data with the pollutant concentrations for each link. To ensure that the spreadsheet works correctly the corresponding data must be entered into the same corresponding row in both worksheets. Please do not leave any gaps in the data or the spreadsheet will not work correctly.

3.2.22 The property count information for without scheme and with scheme is entered in the 'Property Count' worksheet. The worksheet has been set up so that the user enters the individual link name and the corresponding property counts for 0-50m, 50-100m, 100-150m and 150-200m, without scheme and then with scheme along the same row.

3.2.23 The 'Concentrations' worksheet allows the user to enter the link name and NO_2 and PM_{10} concentrations for the without scheme and with scheme scenarios. The entered concentrations correspond to the values calculated in Step 3 for 20m, 75m, 115m and 175m.

3.2.24 Clicking the compile button on the 'Property Counts' worksheet will generate all the worksheets for each affected link and summary worksheets aggregating the results for all the affected links for NO_2 and PM_{10}.

3.2.25 Examples of a Single Link and Summary Worksheet (the worksheets shown below are for PM_{10} but similar worksheets should be produced for NO_2).

Worksheet 1a Local Air Quality - Single Link

PM_{10}, ROUTE 1. Route name:	**0-50m (i)**	**50-100m (ii)**	**100-150m (iii)**	**150-200m (iv)**	**0-200m (v=i+ii+iii+iv)**
Properties (amin)					0
Properties (asome)					0
PM_{10} concentration at average point within band for *do-minimum* (bmin)	At 20m:	At 70m:	At 115m:	At 175m:	**N/A**
PM_{10} concentration at average point within band for *do-something* (bsome)	At 20m:	At 70m:	At 115m:	At 175m:	**N/A**
Do-minimum* PM_{10} assessment *(c = amin*bmin)	0	0	0	0	Total route assess PM_{10} **(I)**: 0
Do-something* PM_{10} assessment *(c = asome*bsome)	0	0	0	0	Total route assess PM_{10} **(II)**: 0
Net total route assessment for PM_{10} (II-I)	0	0	0		0

Worksheet 1b Local Air Quality - Summary

PM_{10}, SUMMARY OF ROUTES: THE AGGREGATED TABLE	0-50m (i)	50-100m (ii)	100-150m (iii)	150-200m (iv)	0-200m (v=i+ii+iii+iv)
Total properties across all routes (min)	0	0	0	0	0
Total properties across all routes (some)	0	0	0	0	0
Do-minimum PM_{10} assessment across all routes	0	0	0	0	Total assessment PM_{10} **(I)**: 0
Do-something PM_{10} assessment across all routes	0	0	0	0	Total assessment PM_{10} **(II)**: 0
NET TOTAL ASSESSMENT FOR PM_{10}, all routes (II-I)					0
Number of properties with an improvement					***0***
Number of properties with no change					***0***
Number of properties with a deterioration					***0***

3.3 Regional Air Pollution

3.3.1 Local air quality is characterised by pollutants with short term, immediate impacts, but many of these pollutants can also travel longer distances, and can have impacts on a regional, national, or international scale. For appraisal purposes, only oxides of nitrogen (NO_x) and carbon dioxide (CO_2) need be considered in the appraisal of regional air pollution impacts. Emissions of carbon dioxide are discussed in Chapter 4.

3.3.2 The appraisal of the impact of a transport scheme on emissions of NO_x is discussed below. The method aims to estimate the overall change in emissions between with and without scheme cases. The change in emissions is subdivided between those parts of the network where emissions exceed EU limit values and the rest, to facilitate monetisation.

Identifying the affected network and the change in emissions

3.3.3 For roads, the regional assessment method outlined in DMRB 11.3.1 is recommended for quantifying the impact of a transport scheme. The first step is to identify the affected roads. The criteria for regional assessment set out in DMRB 11.3.1 may be used, but it may be more efficient to use the criteria used for the local air quality analysis.

3.3.4 Once the affected road network has been identified, the regional worksheets of the DMRB 11.3.1 air quality spreadsheet may be used to complete the necessary calculations. Total emissions for the affected network should be calculated for the with and without scheme cases in the scheme opening year and in at least one other forecast year. As for local air quality, the choice of forecast years (other than the opening year) should be consistent with the forecast years adopted for modelling.

Rail impacts

3.3.5 In terms of total transport emissions, rail transport accounts for less than 1% of the total. Therefore, even with the most rail orientated transport schemes, perhaps doubling the rail kilometres, the potential for any significant impact on emissions will lie mainly with the saving in emissions from road transport brought about by modal transfer, rather than those generated by rail. Hence, it is suggested that emissions from rail sources can be scoped out in most cases. However, where schemes involving rail perform similarly in terms of their total road traffic emissions alone, emissions from rail should be included in the total and used as a determining factor.

3.3.6 Approximately 70% of energy used on the railways is derived from diesel, the remaining 30% comes from electrical energy generated in power stations (DETR, 1998). The balance between diesel and electric power trains varies considerably throughout the UK. Some areas are almost exclusively electrified (e.g. commuter services south of London and to the coast) and some are exclusively diesel (e.g. south west from Bristol). Other areas are mixed with electric trains tending to dominate in the south of England and diesel in the north. Diesel power tends to dominate for local services in towns and cities, except for Liverpool, Glasgow, Birmingham and some services in Leeds and Manchester.

3.3.7 Using DfT transport statistics (DETR, 1999) and information from the National Atmospheric Emissions Inventory, a generic emission factor for all rail types for NO_x (as NO_2) of 89g/km has been derived. This includes a contribution from both electric and diesel trains. More specific emission factors are available for diesel trains, which are generally more efficient at converting fuel into useful energy than electric trains. Where schemes are likely to affect mainly diesel trains, the emission factors for diesel trains shown in Table 1 can be used to calculate more accurately the total emission from rail.

Table 1 Summary of Rail Emission Factors

Diesel Locomotive Type	Power Cars/Train (most frequent number per train)	NO_x Range[(a)]	NO_x Factor[(b)]
Passenger DMU	1 - 6 (2)	12 – 31	40
Passenger HST 125	2 (2)	-	97
Passenger Loco	1 (1)	-	64
Freight	1 - 4 (1)	51 – 170	170

(a) Grams per kilometre per powered car.
(b) Gram per kilometre per train, based on likely powered cars per train - this factor can be varied if details are known.

3.3.8 However, in the absence of any data to enable a more accurate figure to be determined, NO_x emissions from diesel can be taken to be in the order of 80 grams per kilometre per train.

3.3.9 The TAG Air Quality Valuation spreadsheet includes default percentages of rail NO_x emissions in areas exceeding EU limit values required for monetisation.

3.4 Economic Valuation of Air Pollution

3.4.1 The fifth step in air quality assessment, building on the guidance provided in Sections 2 and 3 of this TAG Unit, is monetary valuation of changes in air quality. Air quality impacts should be valued using a hybrid approach which combines the damage cost and marginal abatement cost (MAC) methodologies developed by the Inter Departmental Group on Costs and Benefits (Air Quality) (IGCB(A)) and published in HMT supplementary Green Book guidance[4]. The MAC approach has been developed for interventions that are expected to result in changes to air quality in areas exceeding EU limit values, or where those limits will be exceeded following the intervention.

3.4.2 Application of the MAC approach does not imply that breaches of legal obligations can be permitted in cost-benefit terms but represents the indicative costs of additional abatement effort that would be required to comply with legal obligations if the scheme were to go ahead (or savings from reduced abatement effort if the scheme results in an improvement). Therefore the MAC approach helps the delivery of legal air quality obligations by reflecting the need to deliver obligations and the costs associated with rectifying any breach.

3.4.3 For Particulate Matter (PM_{10}), valuation should be applied to changes in **PM_{10} concentrations**. Defra's reports to the European Commission indicate that concentrations exceeding the PM_{10} daily mean limit value have only been recorded in London in recent years, before natural sources of particulate matter and the time extension which was in place in London until June 2011 had been taken into account. Therefore valuation of changes in PM_{10} concentrations should be based on the damage cost approach[5].

[4] https://www.gov.uk/government/publications/green-book-supplementary-guidance-air-quality
[5] The MAC approach may be applicable where an intervention results in large increases in PM_{10} concentrations, particularly in London. In such situations analysts should contact TASM or IGCB(A).

3.4.4 As the IGCB(A) do not currently publish values for NO_2 concentrations and NO_x emissions can cause health problems over long distances through secondary particle formation, values for **NO_x emissions** are used at the economic valuation step in the appraisal of air quality impacts. The MAC approach should be applied to changes in NO_x emissions in areas where the EU NO_2 annual mean limit value (referred to as "the NO_2 limit value" from here on) is exceeded. Changes in NO_x emissions in other areas should be valued using the damage cost approach. Therefore the first step in the valuation of air pollution impacts is to separately identify NO_x emissions where the NO_2 limit value is and is not exceeded in the opening year.

3.4.5 Depending on whether detailed information on traffic flows and air quality is available, two methods are presented for identifying NO_x emissions where the NO_2 limit value is exceeded. The recommended approach is a detailed, link-by-link method which takes into account the location and magnitude of exceedences. This method should be used where possible and in particular for schemes which are expected to lead to a worsening of air quality in areas with existing exceedences or to cause new exceedences. An alternative, higher-level approach can be used where the detailed information required for the link-by-link method is not available (for example when appraising national policies) and this method is described in Appendix C.

Identifying emissions where the NO_2 limit value is exceeded

3.4.6 Information on the NO_x emissions from a scheme can be generated using the methods described for the Regional Assessment in section 3 above. Supplementary Green Book guidance on valuing air quality impacts is clear that the MAC approach should only be used where the NO_2 limit value is breached. Defra's Pollution Climate Mapping (PCM) model is used to supplement results from fixed monitoring to assess national compliance with pollutant limits and targets in the Air Quality Directive 2008/50/EC and Fourth Daughter Directive 2004/107/EC. The model has been designed to assess compliance with the limit and target values at locations defined within the Directives[6].

3.4.7 Therefore, results from the PCM model should be used as the basis for identifying where the NO_2 limit value is exceeded. As the PCM model only covers major roads ('A' roads and motorways) in urban areas, there may be situations when none of the links in the identified affected road network are included within the PCM model. In such situations it is not necessary to separately identify NO_x emissions where the NO_2 limit value is and is not exceeded and all of the change in NO_x emissions should be valued with the damage cost approach.

The link-by-link method for identifying emissions where the NO_2 limit value is exceeded

3.4.8 Where detailed data on link-by-link concentrations and emissions are available, PCM forecasts of NO_2 concentrations by road link can be requested from the following email address: aqinfo@ricardo-aea.com. The assessment should use the most recent projections that have been made available (note these will be based on the most recently available reference year, which may not be the same as the most recent compliance assessment year). The most recent reference year can be confirmed by contacting the PCM modelling team at the email above. The identified affected road network (preferably defined using the criteria from the local air quality analysis) should be mapped against PCM outputs to identify the links where the NO_2 limit value of 40$\mu g/m^3$ is exceeded by adding the change in NO_2 concentration from the local air quality assessment (for the closest distance to the road) to the PCM concentrations in the opening year[7]. Table 2 summarises the

[6] For example, the Air Quality Directive is clear that assessment should not be undertaken where there is no public access or within 25 metres of major junctions. It should be noted that not all roads in the UK are included in the national assessment; the assessment is conducted in line with the requirements Annex III of the relevant Directive on Ambient Air Quality. Approximately 9000 urban road links are included. These are all in urban areas and are all A roads and Motorways. Their inclusion is based on their classification in the underlying Department for Transport traffic data, only urban A roads and Motorway links are included in the PCM modelling.
[7] PCM projections are available for the following 'projection years': 2015, 2020, 2025 and 2030. Where PCM forecasts are not available for the opening year they should be calculated by linearly interpolating between projection years.

scenarios that can arise from this process and the valuation approach which should be followed in each scenario.

Table 2 Scenarios and valuation approaches for the link-by-link assessment of NO_2 exceedances

Scenario	Valuation approach
1. Scheme links do not map onto any PCM modelled links	Damage cost approach for emissions from all links.
2. Scheme links map onto PCM links which are all compliant with the NO_2 limit value both with and without scheme	Damage cost approach for emissions from all links.
3. Scheme links map onto PCM links which are non-compliant with the NO_2 limit value both with and without scheme	MAC approach for emissions from any non compliant links.
4. Scheme links map onto PCM links which are compliant with the NO_2 limit value and the scheme results in non compliance with the NO_2 limit value on some links (or vice versa if the scheme reduces emissions).	Apply both MAC and damage approaches on these links proportionately based on the change in concentrations resulting from the scheme.

3.4.9 The next step is to identify the NO_x emissions in the without scheme and with scheme cases on those links where the NO_2 limit value is exceeded. This information should be available from the regional assessment described in section 3.3.

3.4.10 For the purposes of economic valuation we are primarily concerned with changes in air pollution as a result of the scheme and the MAC approach should only be applied to changes above legally binding limit values. If the identified affected road network does not contain any links modelled by the PCM model (scenario 1) or this process does not identify any links exceeding the NO_2 limit value (scenario 2), all of the change in NO_x emissions should be valued with the damage cost approach.

3.4.11 In scenario 3 (where PCM opening year concentrations for a link exceed the NO_2 limit value) all NO_x emissions for that link in the without scheme and with scheme cases should be reported as exceeding the limit, meaning that all of the change in NO_x emissions on that link will be valued with the MAC approach.

3.4.12 In scenario 4 (where the scheme results in concentrations for a link moving above or below the NO_2 limit value), the higher abatement costs should only be applied to a proportion of the change in NO_x emissions. For this purpose it is reasonable to assume that NO_2 concentrations increase proportionately with NO_x emissions so that the proportion of the emissions on an exceeding link should be based on the proportion of the change in concentration above (or below) the NO_2 limit value. For example, if the scheme results in concentrations increasing from 38$\mu g/m^3$ to 42$\mu g/m^3$ (or reducing from 42$\mu g/m^3$ to 38$\mu g/m^3$), half of the emissions on that link in the without scheme and with scheme cases should be reported as in exceedance. This will result in half of the change in emissions on that link (above the NO_2 limit value) being valued with the MAC approach and half (below the NO_2 limit value) being valued with damage costs.

3.4.13 The next part of this step of the analysis is to determine how the profile of emissions where the NO_2 limit value is exceeded will change over time. Analysts should take a proportionate approach to how this is assessed. PCM modelling outputs contain forecast concentrations for 2015, 2020, 2025 and 2030. Based on the availability of information, detailed link-by-link analysis using these forecasts can be used to determine when compliance with the NO_2 limit value will be achieved for the links identified as exceeding. This should be repeated for as many forecast years as is required,

repeating the analysis above for a further forecast year and interpolating and extrapolating between PCM output years to cover the appraisal period.

Reporting the change in NO_x emissions

3.4.14 This method will provide estimates of NO_x emissions on links exceeding the NO_2 limit value for the without scheme and with scheme cases. The final part of this step of the analysis is to calculate the change in emissions, by subtracting the without scheme NO_x emissions from the with scheme emissions, on links where the NO_2 limit value is and is not exceeded. As for local air quality, a positive result reflects a worsening of air quality, while a negative value represents an improvement. The results of the analysis should be summarised in Worksheet 2, below, which is generated by the Air Quality Valuation spreadsheet. Qualitative comments should include a description of how changes in emissions in areas exceeding limit values have been calculated

Worksheet 2 Regional Air Quality

Worksheet 2 - Regional Air Quality

Option name Insert intervention name Opening year 0 Forecast year 0

		Without intervention		With intervention		Change in emissions	
		Opening year	Forecast year	Opening year	Forecast year	Opening year	Forecast year
NOx emissions in tonnes per year	Links not exceeding limit values	0.0	0.0	0.0	0.0	0.0	0.0
	Links exceeding limit values	0.0	0.0	0.0	0.0	0.0	0.0

Qualitative comments: _____

Data Sources: _____

Valuing changes in air pollution

3.4.15 All of the damage costs and marginal abatement costs required to value air quality impacts are included in the TAG Data Book Table A3.2: Damage cost and marginal abatement cost values.

3.4.16 Values for NO_x emissions are in £ per tonne, while PM_{10} values are £ per household per 1µg/m³ and should be applied to the overall score for the scheme as reported in the TAG LAQ Workbook.

3.4.17 The damage costs are based primarily on the health impacts of air quality pollutants[8]. The damage costs for both NO_x emissions and PM_{10} concentrations are derived from analysis by IGCB(A) of the typical health impacts arising from changes in NO_x emissions and PM_{10} concentrations, respectively. The high and low values represent uncertainty around the potential time lag between a change in air quality and health impacts, ranging from a zero lag (for the high values) to a 40 year lag (for the low value). Estimates based on this range should be reported in the appraisal.

3.4.18 Abatement costs will vary depending on the abatement options available in a particular location. However, for simplicity and proportionality average marginal abatement costs should be used to value changes in NO_x emissions on links where the NO_2 limit value is breached. Use of these values does not imply that breaches are permissible but represents the indicative change in the cost of abatement effort that would be required to comply with the NO_2 limit value if the scheme were to go ahead. The values given in the TAG Data Book Table A3.2 are indicative of the costs of a range of technologies that could form the marginal abatement option. As for the damage costs, estimates based on the range of values should be reported in the appraisal. The MAC approach has been

[8] The NO_x values also include impacts on crops and the PM_{10} values include building soiling impacts.

developed by IGCB(A) using a technology Marginal Abatement Cost Curve (MACC), including all current air quality abatement technologies, their costs and abatement potential.

3.4.19 More detail on the derivation of the damage costs and the MAC approach is given in Appendix D.

TAG Air Quality Valuation Spreadsheet

3.4.20 A TAG Air Quality Valuation Workbook has been developed alongside this TAG Unit to facilitate the necessary steps for calculating the monetary values for air pollutants.

3.4.21 In line with the principles described in TAG Unit A1.1 – Cost Benefit Analysis, analysts should enter the scheme opening year (to determine the appraisal period), forecast year (for interpolation and extrapolation over the appraisal period) and the current year when the appraisal is being undertaken (to determine the correct profile of discount rates when calculating net present values).

3.4.22 For NO_x, the total emissions in the without scheme and with scheme cases for the opening and forecast years (resulting from the regional assessment) should be entered in the "Emissions and concentrations" sheet.

3.4.23 Emissions on links exceeding the NO_2 limit value should be entered in the "NOx exceedances and extrapolation" sheet. Where the link-by-link method has been used, the "custom" option should be selected in the drop-down box and the profile of emissions calculated following the process described above should be entered in columns L (for the without scheme case) and M (for the with scheme case). In cases where no exceedances have been identified, "custom" should be selected and columns L and M left blank.

3.4.24 For rail schemes, the "rail" option should be selected from the drop-down box. This will automatically calculate the profile of emissions where the NO_2 limit value is and is not exceeded for the appraisal period, and apply the appropriate abatement or damage costs.

3.4.25 For PM_{10}, the PM_{10} assessment score for the without scheme and with scheme scenarios should be entered into the "Emissions and concentrations" sheet for the opening and forecast years.

3.4.26 The spreadsheet linearly interpolates and extrapolates the changes in emissions and concentrations over the appraisal period and calculates the value of changes in air quality, incorporating real changes in the values over time. Damage cost values in future years increase with the forecasts of real GDP per capita, for NO_x emissions, or real GDP per household, for PM_{10} concentrations. TAG Data Book Annual Parameters Table contains the appropriate growth factors. It is uncertain how marginal abatement costs will change over time. Costs could increase as the cheapest abatement options are exhausted or decrease as new, cheaper options become available. Therefore the abatement costs do not increase in real terms over time.

3.4.27 The values calculated for each year are then discounted at standard HM Treasury rates to give a present value (PV) in the Department's standard base year for that particular year. This is then summed over the appraisal period, to give the net present value (NPV) of the change in air quality for the scheme in question. In addition to the primary output of the central NPV values, the high and low NPV values are also calculated by this spreadsheet, for the purposes of sensitivity analysis.

3.4.28 In exceptional circumstances NO_x emissions or the overall score for the scheme for PM_{10} might only be estimated for one year (the opening year). In such cases the opening year emissions and assessment score should be applied to each year over the appraisal period[9]. However, this will provide an approximate estimate only as it does not take any account of future changes in variables including vehicle emission standards, traffic flows, and the number of households located near links. Analysts will also have to consider how the proportion of NO_x emissions in areas exceeding the NO_2 limit value will change over the appraisal period. Therefore this approach is not recommended.

[9] In the spreadsheet this can be done by selecting a nominal forecast year within the appraisal period and entering the opening year emissions and assessment scores against both the opening and forecast years.

3.5 Presentation of Results

3.5.1 The analyses of impact on local air quality, regional air quality and the economic valuation of air pollution all result in Summary Worksheets. These worksheets should be included in documentation of the air quality appraisal work.

3.5.2 The central monetary estimate for the changes in air quality, estimated using the methodology described in section 3.4 above, should be recorded in the Monetary column of the Appraisal Summary Table. The monetary valuation should be presented as a Net Present Value (NPV), calculated using the methodology provided above. Net Present Values for change in emissions (for NO_x) and for change in concentrations (for PM_{10}) should be reported separately and as a total Net Present Value for change in air quality.

3.5.3 In addition to the monetary valuation of air quality impacts, the quantitative assessments of air quality impacts in the opening year, estimated using the methods outlined in sections 3.2 and 3.3 above, should be reported in the Quantitative Assessment column of the Appraisal Summary Table.

3.5.4 Finally, a comment should be provided in the Summary of key impacts column of the Appraisal Summary Table to support the assessments. If any properties are demolished or constructed as part of the scheme, then this should be noted here. If any of the Air Quality Strategy objectives are predicted to be exceeded or an exceedance is removed due to the scheme, then this should be noted here also. In particular, a comment must be provided if the scheme affects air quality within an Air Quality Management Area and state what the effect is.

3.5.5 Note that the Qualitative column should not be used.

Table 3 Example of presentation of results in the appraisal summary table

Impacts	Summary of key impacts	Quantitative	Qualitative	Monetary	Distributional
Air Quality	Overall there is a net improvement in local air quality with the scheme, but there is a negative impact on regional emissions for NOx. The scheme does not result in any exceedances	**Assessment Score** PM_{10}: -210 NO_2: -459 **Emissions** NO_X: +10.5 tonnes	N/A	Value of change in PM_{10} concentration: NPV: £Xm Value of change in NO_X emissions:NPV : £Xm Total value of change in air quality: £Xm	Moderate beneficial for most vulnerable groups

4 Greenhouse Gases

4.1 Introduction

4.1.1 The Climate Change Act 2008 creates a new approach to managing and responding to climate change in the UK. At the heart of the Act is a legally binding target to reduce the UK's greenhouse gas emissions to at least 80 per cent below base year levels by 2050[10], to be achieved through action at home and abroad. To drive progress towards this target, the Act introduces five year "carbon budgets", which define the emissions pathway to the 2050 target by limiting the total greenhouse gas emissions allowed in each five year period, beginning in 2008.

4.1.2 The first three carbon budgets were announced in April 2009, covering the periods 2008–2012, 2013–2017 and 2018–2022. They require emissions reductions of 23%, 29% and 35% respectively below 1990 levels, in line with the recommendations of the Committee on Climate Change. In June 2011, the fourth Carbon Budget was announced, amounting to an emissions cut of 50% on 1990 levels over the years 2023-2027. Further carbon budget periods may be announced in the future. Each sector must play its part in taking action to achieve these budgets.

4.1.3 It is therefore important that the impacts of proposed transport schemes on greenhouse gas emissions - whether they are increased or decreased – are incorporated within the appraisal in a consistent and transparent way.

4.1.4 The monetary value of the impacts of proposed transport schemes on greenhouse gas emissions should also be calculated. When carrying out monetary valuation, it is important to distinguish between the emissions from those sectors that are included within the EU Emissions Trading System (EU ETS) – the 'traded sector' - and those that are not – the 'non-traded sector'. The traded sector covers emissions from power and heat generation; energy-intensive industry and, since 2012, aviation. Emissions arising from electricity consumption in transport are in the traded sector. The non-traded sector covers all other greenhouse gas emissions. Emissions from other types of transport fuel, including petrol, diesel and gas oil, are in the non-traded sector.

4.1.5 Inclusion in the traded sector caps relevant emissions and creates a market for them. In this way, they are 'internalised' through the requirement for the relevant sectors to purchase EU allowances (EUAs) to cover relevant emissions. The cost of any EUAs to cover traded emissions will be reflected in the purchase price of traded sector goods. Since the purchase price is used in transport appraisal, the cost of the relevant EUAs will be included in the cost benefit analysis.

4.1.6 In principle, appraisal should consider all greenhouse gas emissions, including those resulting from the production of materials used in any infrastructure, for example cement, steel etc. (otherwise known as embedded carbon), as well as those resulting from changes to the use of transport fuels. The majority of such embedded emissions are likely to be covered by the EU ETS and will therefore already be "internalised" (see above).

4.1.7 Where a large volume of embedded emissions are not covered by the EU ETS, e.g. imported materials from countries with no carbon pricing, they should be taken into account within the appraisal in line with DECC guidance (DECC, 2012). For the majority of major transport schemes, however, such additional analysis is likely to be disproportionate, and the analysis may be limited to emissions from fuel consumption and electricity generation.

4.1.8 Although carbon dioxide has a relatively low global warming potential compared to other greenhouse gases, it is by far the most abundant. Therefore for convenience, the global warming potential of greenhouse gas emissions is measured in terms of the equivalent amount of CO_2 that would give this warming. The standard unit of account is tonnes of carbon dioxide equivalent (tCO_2e), and this is how estimates of greenhouse gas emissions should be presented.

[10] The base year is 1990 for carbon dioxide, nitrous oxide and methane, and 1995 for hydrofluorocarbons, perfluorocarbons and sulphur hexafluoride.

4.1.9 The guidance below assumes that greenhouse gas impacts are measured in tonnes of carbon dioxide equivalent (tCO_2e). **Note that, before November 2011, WebTAG guidance assumed greenhouse gas impacts were measured in tonnes of carbon equivalents.** Carbon equivalent emissions can be converted to carbon dioxide equivalent emissions by multiplying by the conversion factor of 44/12 based on the relative molecular mass of carbon dioxide relative to carbon. This means 1 tonne of carbon emissions is equivalent to approximately 3.67 tonnes of carbon dioxide emissions.

4.2 Methodology

4.2.1 A four step process is needed to carry out the appraisal of the impacts of a scheme on greenhouse gases:

- Scoping;
- Estimation of changes in energy consumption;
- Estimation of changes in emissions of greenhouse gases; and
- Monetary valuation of changes in greenhouse gases.

4.2.2 The energy consumption and emissions calculations should be done for the project opening year and at least one other forecast year. The choice of forecast years (other than the opening year) should be consistent with forecast years adopted for modelling and/or environmental assessment. Interpolation and extrapolation techniques should be used to extend estimates of the change in carbon dioxide equivalent (CO_2e) emissions across the whole appraisal period. TAG Unit A1.1 - Cost Benefit Analysis describes the factors that should be considered when interpolating between modelled years and extrapolating beyond the last modelled year. It is important that the assumptions used to extrapolate and interpolate modelled estimates of the change in emissions across the whole appraisal period are consistent with those used for other economic benefits (e.g. changes in vehicle operating costs).

Scoping

4.2.3 The **first** step, scoping, should be carried out consistent with the scoping of the environmental assessment. The greenhouse gas appraisal should be proportional to the scheme and its proposed impact. Analysis should be no more detailed than is required to support robust decision making. Where greenhouse gas impacts are deemed to be minimal, the analysis of greenhouse gas impacts may be scoped out. The scope of the appraisal should be agreed with the Department before full appraisal is undertaken.

4.2.4 For road-based schemes, guidance on scoping the greenhouse gas environmental assessment is provided in Volume 11 of the Design Manual for Roads and Bridges, Section 3, Part 1, Air Quality (DMRB 11.3.1). For other modes, the guidance in DMRB may provide a useful starting point.

Estimating the impact of the transport scheme on energy consumption

4.2.5 The **second** step of the process is to assess the impact of the proposed scheme on energy consumption. Greenhouse gas emissions are assumed to be proportionate to the number of litres of fuel burnt or the number of kilowatt-hours (kWh) of electricity used, with different rates for different fuels and vehicle types. This means that, for both the 'with scheme' and 'without scheme' cases in each year, the analyst first needs to estimate fuel and electricity consumption, distinguishing between petrol, diesel, road electricity, gas oil (for rail use), and rail electricity.

4.2.6 The amount of fuel consumed, and therefore the amount of greenhouse gas emissions per vehicle kilometre varies considerably by vehicle type. Therefore, for both road and rail schemes, predictions of emissions will be more accurate the more disaggregated is the data on traffic flow by vehicle type. For example, for rail, data disaggregated by individual train types will lead to more accurate

estimates of emissions. Similarly for roads, more disaggregated data on traffic flow by vehicle type (e.g. car, light goods vehicle, rigid HGV, articulated HGV and coaches/buses) will lead to more accurate estimates. Grossly aggregated data can lead to significant errors and expert opinion may be required in order to determine the validity of any conclusions drawn from numerical differences in calculated emissions.

4.2.7 **For road transport**, fuel and electricity consumption is estimated using the formula and parameters given in TAG Data Book Tables A1.2.8 and A1.2.9. The amount of fuel consumed by different vehicle types - expressed in litres (or kilowatt-hours) per kilometre travelled - is approximated as a function of average speed in kilometres per hour (km/h).

4.2.8 DfT has developed recommended energy consumption rates (by stock type) for use in appraisal of **rail schemes**. These can be accessed by contacting the Department. Should practitioners decide to use alternative assumptions, the supporting written documentation should report the rates adopted and make clear the business case impact of not using DfT's recommended values.

Estimating the impact of the transport scheme on greenhouse gas emissions

4.2.9 The **third** step of the process is to assess the impact of the proposed scheme on greenhouse gas emissions. Once fuel/electricity consumption has been estimated, this can be converted into carbon dioxide equivalent (CO_2e) emissions by multiplying by the quantity of carbon dioxide equivalent (CO_2e) estimated to be released from the consumption of one unit of fuel/energy using the relevant marginal emissions factor given in **TAG Data Book Table A3.3, Carbon dioxide equivalent emissions per litre of fuel burnt/kWh used**. This table provides marginal emissions factors for petrol, diesel and electricity for road use and gas oil and electricity for rail use. The emissions factors include nitrous oxide (N_2O) and methane (CH_4) emitted as well as carbon dioxide (CO_2).

4.2.10 Marginal emissions factors for petrol, diesel and gas oil reflect the blending of biofuels into transport fuel. The Renewable Transport Fuel Obligations order 2007 (RTFO) came into effect in April 2008 and requires fuel suppliers to ensure that by 2014, 4.74% of their total aggregate fuel sales for UK road transport is made up of renewable fuels (blended into road transport fuel and gas oil). Therefore, it is estimated that the introduction of biofuels will result in a reduction in the grams of CO_2e released per litre of fuel burnt.

4.2.11 The emissions factors provided in TAG Data Book Table A3.3 are on a consumption basis, not a lifecycle basis. In other words, they do not currently include emissions from the production or processing of biofuels. Biofuels are considered to produce zero emissions when combusted, as the carbon released in combustion is offset by the carbon absorbed as the biofuel feedstock was grown. Emissions relating to the production and processing of biofuels are usually attributed to the agricultural and industrial sectors and vary widely from fuel to fuel. For this reason, the emissions factors currently only cover the combustion stage of the biofuel lifecycle, where emissions are zero.

4.2.12 The energy content of biofuels is lower than for conventional fuels, so a greater volume of fuel will be needed to travel the same distance as the blend of biofuel increases. This effect is taken into account in the assumed vehicle fuel efficiency values given in TAG Data Book Table A1.2.11.

4.2.13 The electricity emissions factors are based on DECC guidance (DECC, 2012). For electricity used as road transport fuel, in electric cars for example, the relevant emissions factor is the long run marginal emissions factor for domestic consumption. For electricity used in rail, the generation based marginal emissions factor uplifted by 1.5% is used. The 1.5% uplift is the estimate of the distribution and transmission losses in the supply of electricity to the rail network (AEA, 2007).

4.2.14 Having calculated the carbon dioxide equivalent (CO_2e) emission levels for each year, the change between the 'with scheme' and 'without scheme' cases for each year can be calculated. Carbon dioxide equivalent emissions from the traded sector will need to be calculated separately from carbon dioxide equivalent emissions in the non-traded sector. For example, CO2e emissions for electric vehicles need to be reported separately from petrol and diesel vehicles, as electricity

emissions are in the traded sector. (Note that, although emissions from the traded sector are not needed for monetisation, they must be reported – see section 4.4 below.)

4.2.15 Where a scheme impacts upon emissions from more than one transport mode, the net change in carbon dioxide equivalent (CO_2e) emissions for impacts on each mode should be estimated. That is, the difference between the sum of emissions from each mode in the 'with scheme' case and the sum of emissions from each mode in the 'without scheme' case should be estimated for each year.

Monetary valuation of greenhouse gas impacts

4.2.16 The **fourth** step is to apply monetary values to the estimates of changes in greenhouse gas emissions. The Department for Energy and Climate Change (DECC) publish guidance on valuing energy and climate change impacts (DECC, 2012). This sets out the methodology for carbon valuation in UK policy appraisal based on the estimated abatement costs per tonne of carbon dioxide equivalent to achieve the government's emissions targets. The method to be used for transport appraisal is consistent with DECC's guidance. The methodology depends on whether emissions are within the traded or the non-traded sectors (see Introduction above).

4.2.17 Where impacts are in the **non-traded** sector (petrol, diesel and gas oil emissions), they are to be valued using the non-traded values given in **TAG Data Book Table A3.4, Non Traded Values, £ per Tonne of CO_2e**. The values in the table are based on those referred to in the DECC guidance. These values are estimated by the target-consistent marginal abatement costs consistent with the Government's commitments on greenhouse gas emissions. The values will be updated periodically to reflect updates published by DECC. Higher and lower estimated values are provided for sensitivity analysis.

4.2.18 The value per tonne of CO_2e emissions, which varies for each year, should be applied to the difference in emissions in each year. This should then be discounted at standard HM Treasury rates (see TAG Data Book Table A1.1.1) and summated to give the NPV of the change in non-traded sector fuel consumption related CO_2e emissions over the appraisal period. A positive number would suggest there has been an overall reduction in CO_2e emissions and conversely a negative number would suggest that there has been an overall increase in CO_2e emissions.

4.2.19 Where there are changes to the use of transport fuel that is in the **traded** sector, for example electricity, there is no need to value the emissions separately. The requirement for relevant sectors to purchase allowances (EUAs) from the EU ETS to cover traded emissions will be reflected in the purchase price. The projections of the purchase price of traded sector transport fuel such as electricity therefore include the future allowance purchase price.

4.2.20 To be consistent with the accounting of traded sector emissions across Government, the following approach should be used (again using electricity for illustration)[11]:

- estimate the electricity consumption in the 'with scheme' and 'without scheme' cases as discussed in step two above;
- use electricity prices which include the EU ETS allowance price (see TAG Data Book Table A1.2.7);
- account for electricity costs in the 'with scheme' and 'without scheme' cases in line with standard guidance, which sets out where such transport fuel costs should feature in the appraisal. See TAG Unit A1.2 – Scheme Costs.

4.2.21 The Department for Transport should be contacted with any queries regarding this approach.

[11] In the appraisal of aviation schemes and policies, the ETS allowance price should be accounted for in the price of air travel

4.3 Software

4.3.1 For road and multi-modal schemes using the TUBA program, the net present value of the change in carbon dioxide equivalent (CO_2e) emissions from road-based fuel consumption that is in the non-traded sector will be presented as an automatic output of the program in the Department's standard base year prices and values for the whole appraisal period. Please note that **if TUBA is being used to estimate the change in carbon dioxide emissions it is essential that all 8760 hours of the year are represented in the analysis**. Note also that TUBA estimates fuel consumption based on the average speed for an entire journey. In some circumstances, this may result in biases. For more details on TUBA, see the TUBA Manual (Mott MacDonald, 2006). The non-traded carbon dioxide values for the Department's standard base year and the annual growth rate are programmed as default into the TUBA software. The TUBA program also outputs the NPV based on the upper and lower estimates of the carbon dioxide values.

4.3.2 Alternatively, road-based fuel consumption related carbon dioxide equivalent emissions for the 'with scheme' and 'without scheme' cases can be estimated using the DMRB 11.3.1 air quality screening spreadsheet. Note, however, that the screening method requires adjustment to correct for biases. If these adjustments are not made, a comment should be provided in the 'Key Impacts' column of the Appraisal Summary Table (AST). **At the time of writing (June, 2013), DMRB guidance on greenhouse gases is presented in units of carbon equivalent. These must be converted to units of carbon dioxide equivalent by multiplying by a factor of 44/12.**

4.3.3 Where TUBA is not used and for rail schemes, the **TAG Greenhouse Gases Workbook** which accompanies this unit can be used to carry out the monetisation, generating the same outputs as TUBA. **Users of the DMRB spreadsheet can also use the TAG Greenhouse Gases excel spreadsheet to calculate the valuation of the emissions, but it is essential that they check which units are being used (whether carbon equivalent emissions or carbon dioxide equivalent emissions). If the units are carbon equivalent emissions, these must be converted to carbon dioxide equivalent units using the standard conversion factor (44/12).**

4.3.4 Carbon dioxide equivalent emissions in tonnes, split by traded and non-traded sectors, for the 'with scheme' and 'without scheme' cases for each year of the appraisal period should be entered into the TAG Greenhouse Gases Workbook. The opening year of the scheme and the current year of appraisal must also be entered into the spreadsheet.

4.3.5 Internally the spreadsheet then calculates the change between the 'with scheme' and 'without scheme' cases for each year, split by traded and non-traded sectors. These results are then summed over the appraisal period to provide information for reporting purposes.

4.3.6 The spreadsheet then multiplies the change in non-traded sector carbon dioxide equivalent (CO2e) emissions by the value per tonne of non-traded sector carbon dioxide equivalent emissions for the year in which it is emitted. The value of the change in emissions in each year is then discounted at standard HM Treasury rates (see TAG Data Book Table A1.1.1) to give a net present value in the Department's standard base year of carbon dioxide equivalent emissions for that particular year. This is then summated over the appraisal period, to give the NPV of the change in carbon dioxide equivalent emissions for the scheme in question.

4.3.7 In addition to the primary output of the central NPV value, and in order to inform sensitivity analysis, the upper and lower NPV estimates will also be output from the spreadsheet.

4.4 Reporting Requirements

4.4.1 All greenhouse gas emissions should be presented in tonnes of carbon dioxide equivalent (tCO_2e), split by traded sector and non-traded sector. **Note that, before November 2011, WebTAG guidance required greenhouse gas emissions changes to be presented in tonnes of carbon equivalent emissions.** Carbon equivalent emissions can be converted to carbon dioxide equivalent emissions by multiplying by the conversion factor of 44/12 based on the relative molecular mass of

carbon dioxide relative to carbon. This means 1 tonne of carbon equivalent emissions is equivalent to approximately 3.67 tonnes of CO_2e.

The Greenhouse Gases Worksheet

4.4.2 The 'Greenhouse Gases Worksheet 1' that heads the TAG Greenhouse Gases Workbook summarises the analyses outlined above, and the information set out there should be provided for all appraisals, including those not using the TAG Greenhouse Gases Workbook. Promoters who are using the TUBA program should extract suitable information from program outputs in completing the worksheet.

4.4.3 As well as the standard outputs described below, the worksheet enables more detailed information to be documented on assumptions made, sensitivity analysis, and data sources. The worksheet should record the assessment method used, e.g. TUBA, DMRB or other, and whether rail emissions have been taken into account and, where they have, the basis of the calculations. Any uncertainties involved in the calculation of emissions should also be recorded. This worksheet will provide a basis for the required input into the Appraisal Summary Table (AST).

The Appraisal Summary Table (AST)

4.4.4 The following describes the information that should be recorded and presented in the AST.

4.4.5 The entry in the "**Monetary**" column of the AST should give the net present value of the monetary value of the total change in the non-traded fuel consumption related carbon dioxide equivalent (CO_2e) emissions between the 'with scheme' and 'without scheme' cases over the whole appraisal period. A positive value will reflect a net benefit, i.e. there would be a reduction in the non-traded fuel consumption related carbon dioxide equivalent (CO_2e) emissions over the whole appraisal period in comparison to the 'without scheme' case.

4.4.6 Traded carbon dioxide emissions should not be included in this net present value, as their emissions-related cost is included in the purchase price paid by the transport user or transport provider.

4.4.7 The entries in the '**Quantative'** column of the AST should present the total impact on non-traded carbon dioxide equivalent (CO_2e) emissions and (separately) the total impact on traded carbon dioxide equivalent (CO_2e) emissions between the 'with scheme' and 'without scheme' cases for the whole appraisal period (which is the sum of the changes in each year) expressed in units of tonnes of carbon dioxide equivalent (tCO_2e). In this instance, a positive number will suggest an increase in fuel/energy consumption related carbon dioxide equivalent (CO_2e) emissions (relative to the without-scheme case), i.e. the scheme has an adverse impact on greenhouse gases. Alternatively a negative number will suggest that the scheme tends to reduce fuel/energy consumption related non-traded carbon dioxide equivalent (CO_2e) emissions from the 'without scheme' case and hence there is a relative improvement in greenhouse gases.

4.4.8 The '**Summary of Key Impacts**' column of the AST should be used to indicate any special features of the appraisal, along with an indication of the key drivers which are responsible for any change in conditions. Any uncertainties involved in the calculation of emissions should also be identified in this column.

4.4.9 Note that the '**Qualitative'** column should not be used.

Other Reporting

4.4.10 In addition, given the legally binding carbon budgets to which the Government has committed under the Climate Change Act 2008, it is important that appraisals are consistent with cross Whitehall guidance and therefore produce emission figures (expressed in millions of tonnes of carbon dioxide equivalent, $MtCO_2e$) needed for carbon budget accounting and reporting requirements. Therefore the appraisal should also present:

i) The impact on carbon dioxide equivalent emissions relative to the 'without scheme' case in the scheme opening year, reported as a breakdown between the traded and non-traded emissions

ii) The impact on carbon dioxide equivalent emissions relative to the 'without scheme' case in each of the five-year carbon budget periods (2008-2012; 2013-2017; 2018-2022, 2023-2027 and any addition periods announced in the future), reported as a breakdown between the traded and non-traded emissions

4.4.11 This information may be obtained from the TAG Greenhouse Gases Workbook.

4.4.12 It should be noted that because most transport energy sources – except electricity - generate carbon dioxide emissions in the non-traded sector, the carbon dioxide equivalent emissions impacts would therefore affect the UK's net carbon account, and hence the need for it to be reported. Where a scheme leads to a change in for example electricity use, then because this is in the traded sector it would not have an impact on the UK net carbon account. Such impacts should however also be reported because it illustrates the implications for the purchase of EU ETS allowances to cover those emissions. However, as discussed above, traded sector emissions should not be valued and included in the Net Present Value.

4.4.13 For those schemes that reduce emissions, a cost-effectiveness indicator may be required. This is the case if the reduction exceeds a given threshold. There are two separate thresholds to be considered:

- if the stream of CO_2e savings (scheme lifetime less than 20 years) exceeds $0.1MtCO_2e$ average per year, or
- if the stream of CO_2e savings (scheme lifetime more than 20 years) exceeds $2.0MtCO_2e$ over the lifetime and exceed an average per year of 0.05 $MtCO_2e$.

4.4.14 Cost effectiveness analysis provides an estimate of the net social cost per tonne of CO_2e reduction in the traded and/or in the non traded sectors. Where this is required, detailed guidance is provided in DECC guidance (DECC, 2012).

5 The Environmental Capital Approach

5.1 Introduction

5.1.1 The methodology to be used for appraising the environmental topics Landscape, Townscape, Historic Environment, Biodiversity and Water Environment is based on a qualitative 'environmental capital' style approach. This approach was developed by the statutory environmental bodies Natural England (formerly the Countryside Agency and English Nature), English Heritage and the Environment Agency in co-operation with DfT.

5.1.2 More recently, Defra have led in developing an ecosystem services approach to assessing impacts on the natural environment. Box 1 summarises how this compares with the environmental capital approach and some of the challenges in incorporating ecosystem services methods in TAG guidance in the future.

Box 1 The Environmental Capital Approach and Ecosystem Services

Supplementary Green Book guidance (HMT and Defra, 2012) recommends the use of an ecosystem services framework to assess environmental impacts "where there are multiple environmental effects". This approach focuses on the essential services provided by the environment that underpin people's economic, social and personal well-being. Ecosystem services are generally classified as provisioning, cultural, regulating or supporting services.

Under the environmental capital approach, capital comprises a set of resources (grouped into the topics Landscape, Townscape, Historic Environment, Biodiversity and Water Environment) which are qualitatively assessed with no explicit distinction between capital stocks and flows of goods or services. Although the classifications and terminology vary, this approach considers many of the same impacts as an ecosystem services approach. The key distinction is that an ecosystem services approach focuses on the services provided by the environment, resulting in a more comprehensive framework and allowing for the possibility of a wider range of impacts being monetised in cost-benefit analysis. Where ecosystem services are widely traded, their monetary values are likely to already be included in cost-benefit analysis. For example, the value of food provisioning services is included in the cost of purchasing agricultural land.

The links between topics in the environmental capital approach and ecosystem services are complex. Some ecosystem services fall across a number of topics and some topics include consideration of a number of ecosystem services. For example, recreational and aesthetic value services could be considered under the Landscape, Townscape, Biodiversity and Water Environment topics and the Biodiversity topic includes consideration of wild species diversity, recreational and water, soil, disease and pest regulation services.

Therefore the environmental capital approach covers many of the impacts that would be analysed using an ecosystem services approach. However, significant further work would be required to fully convert the assessment of these topics to an ecosystem services approach. Scoping work for the Department has highlighted some gaps that could be filled using an ecosystem services approach with further research. Therefore, in the future and with further research, there is potential to incorporate ecosystem service-based methods in to the environmental capital framework where they would be proportionate and improve the information provided to decision makers.

5.1.3 The appraisal methodologies for each topic are set out in the following Chapters with accompanying Worksheets which should be used to record the appraisal results. This Chapter discusses some of the common issues that arise for these topics.

5.1.4 Note that this and the following five chapters adopt the following terminology:

- The term 'key environmental resources' is used to describe site or location specific resources under each topic that are considered to be of particular value; and
- Each topic is characterised by a number of 'features';

5.2 Scope of the Appraisal

5.2.1 Appraisal, using this approach, should be possible at any stage in the development of schemes from option development to detailed appraisal. At all stages, a proportionate approach should be adopted. Excessive detail should be avoided - the level of detail should be no more than is needed for robust decisions to be taken. As a scheme develops, where a statutory environmental impact assessment is being undertaken, a more comprehensive level of information should become available and a detailed appraisal of the environmental capital and effects on it can be made. However, the approach can be applied using what data is available at any stage; where this is less than fully detailed then the limitations of the data should be identified as part of the appraisal process. Sensitivity testing[12] is encouraged, with any assumptions clearly stated and, where appropriate, the 'precautionary principle' should be applied. Increasing confidence can be placed in the results of appraisal as the level of data improves through the development of proposals.

5.2.2 The process of characterising and appraising environmental topics is important in its own right, and not just as a means to produce the final score which will feature on an Appraisal Summary Table (AST). The methodology and detail provides further information to decision makers, who will often have to look further than the AST and its score in considering the effects of schemes. This work will also provide a clear audit trail setting out the basis for these decisions.

5.3 General Methodology

5.3.1 The methodology for appraising the impact of a scheme on the environmental topics landscape, townscape, the historic environment, biodiversity and the water environment follows a common general approach. Specific considerations for each environmental topic at each stage are described in subsequent Chapters. The generic steps are as follows:

- **Step 1**: Scoping and identification of study area
- **Step 2**: Identifying key environmental resources and describing their features
- **Step 3**: Appraise environmental capital
- **Step 4**: Appraise the proposal's impact
- **Step 5**: Determine the overall assessment score

5.3.2 For road-based schemes, guidance on the environmental impact assessment of each main environmental topic is provided in Volume 11 of the Design Manual for Roads and Bridges, Section 3 (DMRB). For other modes, the guidance in DMRB may provide a useful starting point.

Step 1: Scoping and identification of study area

5.3.3 The **first** step, scoping, should be carried out consistent with the environmental impact assessment scoping methodology. Each environmental topic should be scoped separately. The appraisal should be proportional to the scheme and its proposed impact. Appraisal should be no more detailed than is required to support robust decision making. Where impacts are deemed to be minimal, further analysis may be scoped out. The scope of the appraisal should be agreed with the Department before full appraisal is undertaken.

5.3.4 During the scoping step, information should be obtained relating to the potential impacts of the scheme and the area over which they have the potential to be significant. This enables the size of

[12] The appraisal process is based on a number of judgemental decisions. In some cases, these decisions will be uncertain. Sensitivity testing should explore the implications of these uncertainties. For example, if there is uncertainty about the severity of an impact on a key environmental resource, sensitivity tests based on alternative levels of severity should be considered. It is important to adopt a proportionate approach to sensitivity testing. Sensitivity testing should focus on those uncertainties that are likely to have a significant effect on the overall assessment score for a topic.

the study area, and the key environmental resources in this area that may be affected, to be determined. This information may be identified during the environmental assessment process. Note that the potential impacts of the scheme and its zone of influence are likely to vary from one environmental topic to another.

Step 2: Identifying key environmental resources and describing their features

5.3.5 'Key environmental resources' is the term used to describe site or location specific elements of the environment that provide qualities and functions which are considered by the community (local, regional, national or international) to be of particular value. Many studies will affect quite large geographical areas. Inevitably, key environmental resources will vary across these large study areas. For example:

- there may be areas of archaeological importance in one part of the study area, and historic buildings in another;
- woodland may be a key biodiversity feature in one location, with wetland being key elsewhere;
- there may be several towns or cities in a study area, each with different townscape character
- there may be several distinct landscape character areas within the study area.

5.3.6 Further variation is likely to arise because the nature of proposals (and hence their impact) may vary across the study area. For example, one part of the study area may be affected by proposals for a guided busway, while a road scheme may be proposed elsewhere.

5.3.7 These variations may be addressed by treating each key environmental resource separately. However, excessive detail should be avoided – the number of key environmental resources identified should be kept to the minimum necessary. The level of detail should be no more than is needed for robust decisions to be taken.

5.3.8 Key environmental resources should be identified on the basis of the coherence of character within each resource and the distinctiveness of character between resources. It is likely that the geographical scale of the resources will vary between environmental topics. For example, key landscape resources will often be large geographic areas, while key biodiversity resources may be quite small. Key environmental resources should not be automatically equated to designated sites.

5.3.9 Identifying key environmental resources in this way enables the analysis (steps 3 and 4 below) for each resource to be carried out relatively easily. These separate assessments must be combined to provide an overall assessment for the option as a whole, suitable for use in the Appraisal Summary Table (AST) –this is discussed in step 5 below.

5.3.10 Once the key environmental resources have been established, the characteristic and locally distinctive features of each resource must be identified and recorded. In addition, any discernible trends which would lead to degradation or loss of those characteristic features in the absence of the proposals should also be identified and recorded. This information provides a baseline description against which the incremental impact of proposals on the key environmental resource can be appraised.

5.3.11 The process of description does not itself make a quality judgement. Quality judgements (that is, appraising the importance of features contributing to the character of the key environmental resource) are made in the subsequent 'capital' step of the appraisal.

Step 3: Appraise environmental capital

5.3.12 The third step uses the concept of environmental capital, to assess what matters and why it is important. Note that it is important to assess what matters and why at present and how that may

change over time in the absence of the proposal. This provides the baseline level of environmental capital against which the impact of the proposal can be appraised.

5.3.13 The environmental capital methodology builds on information about environmental character by using a set of common indicators and definitions to add cultural and subjective values and assess impacts, in order to produce an overall qualitative summary of baseline environmental capital.

Step 4: Appraise the proposal's impact

5.3.14 This step in the approach involves describing and scoring the impact of the scheme on the baseline environmental capital established in the preceding step. The descriptions and scores produced in this step will inform judgement about the overall assessment score. Where a scheme affects a number of key environmental resources within a topic, it's impact on each resource should be assessed separately.

Step 5: Overall assessment score

5.3.15 This step consists of deriving an overall assessment score on the standard seven point textual scale: large/moderate/slight beneficial and adverse, neutral. It will be informed by the baseline environmental capital established at Step 3 and the appraisal of impact carried out at Step 4. The precise approach varies from one environmental topic to the next. In some cases, a systematic approach is recommended, in others the process is more judgemental. Further guidance is provided for each environmental topic in subsequent Chapters.

5.3.16 Where a scheme is under continuing development and refinement, it is possible (or even probable) that the assessment score will change. This may be a result of changes in the scheme, or the agreement of certain mitigation options to moderate any impacts identified at an earlier stage in the development of the scheme.

5.3.17 The scoring categories described for each environmental topic should not be considered as comparable with those determined for other environmental topics, due to qualitative differences between them. It should also be recognised that the definitions are not fixed and finite. Analysts should recognise that the local processes of character description and capital evaluation may switch schemes either way between points on the scale. This open flexibility is necessary to accommodate the complexity of environmental appraisal in general.

5.3.18 Where a scheme affects a number of key environmental resources within a topic, each resource should be assigned an assessment score, based on the baseline environmental capital established at step 3 and the appraisal of impact carried out at step 4 for the resource being considered.

5.3.19 The following guidelines should be used to derive the overall assessment score for a topic from assessments on a number of separate key environmental resources. The advice here on the accumulation of environmental assessments is intended to provide a transparent and systematic basis for accumulating site or location specific results, while also allowing for the exercise of expert judgement.

- **Most adverse category**. The principle here is that a scheme as a whole should be assessed according to the most adverse assessment of the key environmental resources affected. For example, if a scheme affects, say, five key environmental resources, of which one is in the 'large adverse' category and the remaining four are 'slight adverse', then the overall assessment score should be 'large adverse'. The rationale for this approach is that highly adverse impacts should not be diluted or masked by less adverse impacts. It also encourages the development of alternative schemes which avoid such adverse outcomes.
- **Cumulative adverse effects**. The principle here is that, where it is clear that there is a cumulative effect across a range of key environmental resources, then the scheme as a whole should be scored in a higher category than the key environmental resources in isolation. For example, a scheme may affect a number of key environmental resources, each of which is

assessed 'slight adverse'. Where it is clear that there is a cumulative effect across the key environmental resources, the scheme as a whole would be assessed as 'moderate adverse'. The existence of cumulative effects will usually depend on there being some similarity in the characteristic features or attributes of the affected key environmental resources. For example, a group of biodiversity sites might all be habitats for the same species of plant or animal.

- **Balancing adverse and beneficial effects**. The principle here is that, where there is a genuine compensatory effect, adverse assessments on some key environmental resources may be balanced by beneficial assessments on others. However, the precautionary principle is especially relevant here. The key issue is whether there are genuine compensatory effects. In most cases, it will be necessary to consider the impacts on each key environmental resource at a detailed level, to ensure that the features lost from one key environmental resource are provided at another. For example, adverse assessments on groundwater supply at one location would probably need to be offset by beneficial assessments on groundwater supply at another location - beneficial assessments on floodplain would probably not provide genuine compensation. The scope for genuine compensatory effects will often be determined by the substitutability of attributes. In most cases, there is great uncertainty about the scope for substitutability, thus balancing should err on the side of caution. In particular, balancing should be restricted to 'slight' or, exceptionally, 'moderate' assessments. It is very unlikely that adequate compensatory effects can be identified to justify any balancing of 'large adverse' or 'very large adverse' assessments.

5.3.20 Clearly, these guidelines require an understanding of the key environmental resources and the impacts of the scheme on them. In addition, judgement and expertise are required to apply them satisfactorily.

5.4 Reporting

5.4.1 Good reporting is a key factor in ensuring that appraisals are transparent and acceptable to steering groups and stakeholders. Reporting should include the following:

- the assessment of impact for each key environmental resource should be clearly summarised, using the appropriate Worksheet and hence the assessment score on a 7-point scale for each key environmental resource;
- For some schemes, the appraisal may involve a large number of affected key environmental resources. It may, therefore, be helpful to summarise the individual resource appraisals into meaningful groups before determining the overall assessment score.
- a summary list of key environmental resources and their assessment scores should be provided;
- a statement should be provided, explaining how the overall assessment has been derived from the key environmental resource specific assessments and giving particular emphasis to the reasons for any cumulative adverse and balancing effects adopted; and
- in addition to the overall assessment and a qualitative comment, the AST should provide (in the 'Summary of Key Impacts' column) a summary of the numbers of key environmental resources in each scoring category.

5.4.2 Reporting should also state whether features present in the environment are typical of the locality. This provides decision makers with the first step back on the audit trail from the assessment score into the information on which it has been based. It will be informed by the appraisal of impact carried out in step 4 of the process, and by the descriptions given to illustrate and define scores as set out in the 'Definitions of Overall Assessment Scores' tables in each Chapter; however, it should not be a simple and repetitive restatement of that and should also draw on the specific features and their values set out in steps 2 and 3 of the process in order to inform decision makers and any subsequent review of the reasons for arriving at the assessment score. This opportunity to comment

will be especially useful in setting out how contrasting impacts on aspects of the environment have been balanced to reach the assessment score derived from the process.

6 Impacts on Landscape

6.1 Introduction

6.1.1 Landscape means more than just 'the view'. It is both the physical and cultural characteristics of the land itself (i.e. its use and management) and the way in which we perceive those characteristics. It is this mix of characteristics and perceptions that make up and contribute to landscape character and give a "sense of place".

6.1.2 Characteristics may be commonplace and make a significant contribution to local distinctiveness and community perception of value, for example the particular form of construction of dry-stone walls in the Cotswolds. They may also be individual, eye-catching and prominent, such as a church spire, or have strong local cultural associations.

6.1.3 It is important to recognise that both the characteristics of the landscape themselves and the way in which we perceive these characteristics may well change over time in the absence of a scheme. As far as possible, any significant changes should be taken into account during the formulation of the baseline against which the impact of a scheme on the landscape is to be appraised.

6.1.4 Note that some schemes, such as a road or rail scheme, will normally be prepared with the concept of 'landscaping' (that is, improving the aesthetic appearance of the scheme by modifying the visible features of the surrounding land) built in as part of aesthetic design and mitigation. It is the schemes thus produced (at successive design stages) which are subject to appraisal of landscape impact.

6.2 Methodology

6.2.1 The methodology for appraising the impact of schemes on landscape follows the five step general approach to appraising 'environmental capital' described in Chapter 5 above. This Chapter provides additional, landscape specific information to be used in steps 2 to 5 of the guidance given in Chapter 5 (there is no landscape specific information for step 1). It refers to **The Landscape Appraisal Worksheet**, which should be completed unless landscape impacts have been scoped out in step 1.

6.2.2 For each key environmental resource (character area – see below), The Landscape Appraisal Worksheet identifies the features Pattern, Tranquillity, Cultural, and Land Cover each of which is described and assessed against the following indicators: Scale it Matters, Rarity, Importance and Substitutability. The impact is recorded in the final column. The assessment score is derived from Table 4 which gives a seven point scale based on the scheme's fit with the landscape or landform, visual amenity, loss of character, degree of mitigation and effect on policies.

6.2.3 A similar approach to the analysis of landscape impacts is adopted in the Highways Agency's Interim Advice Note (IAN) 135/10. While IAN 135/10 is designed for use on major highway projects, it is likely to be useful for the appraisal of other modes, too.

6.2.4 **Step 2**, Identifying key landscape environmental resources and describing their features, starts from the process for describing 'countryside character'. This is detailed in 'Landscape Character Assessment Guidance for England and Scotland' (LCA), published in 2002 by the former Countryside Agency and Scottish Natural Heritage (SNH). This is a means of systematically recording and expressing the characteristic and locally distinctive features of an area and provides the basis for identifying key landscape environmental resources. The process identifies and describes what currently exists in the landscape and any discernible trends which would lead to degradation or loss of those characteristic features in the absence of the scheme. Other assessment material, such as Area of Outstanding Natural Beauty and county level landscape assessments, should also be used where appropriate. Further guidance on landscape character assessment may be found on Natural England's website, www.naturalengland.org.uk.

6.2.5 Given that 'landscape' is a complex mix of physical features and patterns, and cultural associations, the level of detail to which landscape character assessment and appraisal is undertaken depends

very much on the purpose of the exercise and the scale of the landscape in question. Landscape can be systematically classified into a hierarchy of 'types' or 'units', each with a recognisable character. A cascade of sub-divisions down to the local site level can be prepared by this classification. For example, a detailed landscape statement for a proposal would be at a fine local level of detail, having been set within the broad landscape context provided by Natural England's Character Area Framework and then described at subsequent sub-regional, county and local scales. Key landscape environmental resources should be identified using this classification, bearing in mind the need for coherence of character within each resource and distinctiveness of character between resources.

6.2.6 In order to accurately assess the character of a key landscape environmental resource, it is necessary to identify and describe the features of the landscape in the first column (headed **Description**) in the Landscape Appraisal Worksheet. **Features,** for the purposes of this guidance, are the summation of those attributes which most strongly define a key landscape environmental resource and which are directly or indirectly affected by a scheme. Definitions of the features which combine to define landscape are given below.

- **Pattern** - this is the expression of the relationship between topography and form, elevation and the degree of enclosure and scale. For example: "this landscape is characterised by a small scale pattern of fields within an enclosed, narrow upland valley".

- **Tranquillity** - this term means the remoteness and sense of isolation, or lack of it, within the landscape. This can be affected and often determined by noise levels and visual amenity resulting from the absence of built development and intrusion from traffic.

- **Cultural** - this term should cover descriptions of how landscape elements of an historic or traditional nature contribute to landscape character. These include, for example, built forms and architectural styles, settlement patterns, commons, field patterns, archaeological remains, notable and cherished views and those with strong local, cultural, associations. Description of such characteristics should cross refer to, and help provide the landscape setting for elements of, the historic environment, which will be separately appraised in more detail (see Chapter 8, Impacts on the Historic Environment).

- **Landcover** - it is essential to describe how the way in which the land is farmed or managed contributes to the character of the landscape. The pattern and texture of any landscape will vary greatly depending on whether, for example, arable farming dominates over pastoral or vice versa. The presence of semi-natural habitats and their associated landscape elements should be briefly described here so that cross references can be made to the separate and more detailed appraisal of impacts on biodiversity. If field size was not a relevant characteristic under "cultural features", it will definitely need to be recorded here. For example: 'intensively farmed arable landscape of large fields with few hedgerows, most of which are redundant and poorly maintained'. The structural diversity provided by the presence of trees and woods should also be recorded here. For example: 'woodland is a scarce but prominent element as the woodland blocks are large and regular in shape, whilst most minor roads in the south of the area are characteristically tree-lined'.

- **Summary of character** - this should summarise and pull together the relationship between the primary features of the key landscape environmental resource being appraised. More general observations on the texture and diversity of the landscape, its scenic qualities, degree of development and visual unity or disharmony should be made here. An overview of the visual amenity of the landscape should also be provided here.

6.2.7 **Step 3**, the appraisal of landscape environmental capital, is addressed by four **Landscape indicator** columns in The Landscape Appraisal Worksheet. They should read in sequence, from left to right, to make impact appraisal on each feature straightforward. Each feature should be assessed using the full sequence of indicators to enable a meaningful and accurate impact appraisal to be made. In making these assessments, account will need to be taken of how features may change

over time in the absence of the scheme. Definitions for each of the landscape indicators are given below.

- **Scale it matters** - This is about the geographical scale at which the feature matters to both policy makers at all levels and to the local stakeholders (businesses, interest groups, residents, and so on). The scale at which features matter will not necessarily be on the same scale as the feature itself. For example, views across a large scale continuous landscape may matter only for local aesthetic and recreational reasons, albeit to a large number of local communities. Conversely a single, prominent element in the landscape, Glastonbury Tor, for example, will matter at a national scale for a number of reasons.

- **Rarity** - should be interpreted as to whether the landscape features being evaluated prior to impact appraisal are commonplace to the locality or scarce. Rarity often relates directly to importance. For example, lowland heathland may be a commonplace landcover feature of the local landscape at the scheme level but it has high importance and matters at a national scale. Conversely, a small-scale pattern of fields bounded by hedgerows could make an important contribution to landscape character locally, and thus be relatively rare within the landscape at the scheme level, but will be of less than regional importance. Maintaining landscape environmental capital can be as much about safeguarding and keeping the commonplace common as conserving and protecting the rare.

- **Importance** - meaning, how important is this feature and at what level, for example, high, medium, or low and at national/regional/local level and to whom. For example, an individual tree or group of trees may be of very high importance at the local level, both in folklore and as a landscape element framing views of the skyline, but do not figure at a regional or national level. Assessing importance is straightforward where recognised policy judgements about the importance of features (and their associated elements) have been made, for example, it is a recognised feature of Area Of Outstanding Natural Beauty or National Park designation. These are landscapes with a full range of particular qualities and characteristics which make them worthy of national designation. National Parks and Areas of Outstanding Natural Beauty are statutory designations, whereas Heritage Coasts are a national planning designation. There is usually considerable diversity within these landscapes and there may be discordant features which can be identified and raised as objectives for improvements. They are all equal, however, in terms of their very high quality of landscape. However, it must be recognised that the majority of the country comprises undesignated landscapes, which can also be of high quality and of great importance. Assessing importance in these cases will, out of necessity, be both a matter for professional judgement and public perception. The subjectivity of assessing importance is an integral part of environmental management and should not be regarded as a weakness of it. This approach also enables policies with environmental objectives based on quality to be set within the context of character assessment and appraisal.

- **Substitutability** - addresses whether landscape features and their constituent elements are replaceable or not within a given time frame, normally a nominal 100 years. Some elements, however, such as mature trees, would take considerably longer to replace. It may be impossible to replace a rare feature or element within the locality within any conceivable time frame - no other suitable site for lowland heath, for example. Conversely, landscape pattern might be replicated locally through the creation of new hedgerows within 10 to 15 years. Cultural landscapes are intrinsically irreplaceable, although some features of these landscapes are more significant than others and some attributes may be replaceable. The period required for substitution must be considered in relation to the time required for the construction and operational phases of any scheme and the maturation of landscape mitigation measures. Substitution should be interpreted as the replacement of features lost with an acceptable and appropriate substitute, that is, something that provides the same benefits. In the case of landscape the feasibility of substitution of features should be considered on a site-specific basis, that is, is there suitable land available locally to recreate the features being lost or affected.

6.2.8 **Step 4**, appraising the scheme's impact on the landscape, should be summarised in the column headed **Impact.** This column should be used to systematically **describe** and **score** the potential impacts of the scheme on the landscape features. These should have been succinctly described and categorised against the indicators set out above. In assessing impact, the information on **Importance** and **Substitutability** will be particularly relevant. All impacts on the landscape, both adverse (damaging) and beneficial (enhancing) must be identified along with their predicted magnitude. In making these assessments, account will need to be taken of how features may change over time in the absence of the scheme. The significance of each separate impact can then be appraised and scored. Any uncertainties over any of these aspects should be explained. The views of all the relevant authorities, statutory bodies, organisations and local residents should be brought to bear in making a decision as to the extent and significance of the impacts on the character and quality of each landscape feature and its constituent elements. This will be easier where an environmental impact assessment has been carried out. Where such information does not exist it should still be possible, however, to make a preliminary judgement of impacts. It will be critical to the appraisal process to address how the scheme could impact on and change:

- the character of the landscape - effects on the locally distinctive pattern of landscape elements;

- how visually intrusive the scheme could be - potential for effects upon visual amenity within the study area, including effects on key views if appropriate; and

- the tolerance of the landscape being able to accommodate further change.

6.2.9 It is accepted that any scheme will include appropriate environmental design measures proposed as part of the scheme design to achieve best fit within the landscape. The impact of a scheme on the landscape should be judged on this basis. Although inherent environmental design measures within the design of the scheme will ameliorate the impacts on specific landscape features and elements, it may be questionable as to how far such measures can be successfully implemented. For example, off-site tree planting and field wall construction may be largely dependent on agreements with local landowners. Where there is any doubt as to how far such measures can be implemented, this must be made clear in the worksheet, in the Qualitative statement section.

6.2.10 It may also be appropriate to consider whether further, additional mitigation measures should be considered over and above that included in the design of the scheme. This will enable new ideas for mitigation not expressed in environmental assessments to be considered to determine whether all mitigation measures proposed will be:

- beneficial and cause the scheme to enrich and enhance the character of the landscape, or;

- essential to neutralise the impact of the scheme proposed on the character of the landscape, or

- ineffective in reducing/minimising the impact of the scheme.

6.2.11 Where additional mitigation is considered, it should not be considered in determining the overall assessment score as no commitment can be made to its implementation. However, its effect on the impacts of the scheme should be noted in the qualitative statement part of the worksheet.

6.2.12 **Step 5**, determining the overall assessment score, builds on all the information recorded in The Landscape Appraisal Worksheet, using the definitions for overall impact scoring shown in Table 4. To arrive at an assessment score for each key environmental resource (character area) it will be necessary to appraise the significance of each of the individual impact assessments for each landscape feature. An important pointer will be the impact assessment for "summary of landscape character" as this should best indicate how well the scheme would fit with the landscape. However, even when a scheme would fit well with the grain of the landscape, there may be an impact on particular landscape features and elements that could dominate the initial fit. For example, a well-designed scheme that includes environmental design measures could nevertheless, because of the chosen alignment, bisect and fragment the integrity and visual amenity (either close up or far away)

of an important and nationally significant landscape element, for example, a listed historic parkland with a distinctive design of woodland planting, or a river corridor as a unique linear feature. This should also cross refer to the impact scores for historic environment and biodiversity appraisal.

6.2.13 The impact on the landscape is summarised using the AST standard seven point scale. In addition, a means of identifying exceptionally severe adverse impacts is provided for by the rating 'Very Large Adverse'. This might be applicable where a scheme impacts adversely on a very high quality landscape (Area of Outstanding Natural Beauty or National Park) or has a very damaging impact on highly important or rare combinations of landscape features and their elements. This rating is not part of the seven point scale - it is intended to highlight impacts which are clear outliers in comparison to those covered by the standard scale.

6.2.14 The nature of the impact (after construction of the proposal and maturation of environmental design measures) for each point on the scale (and for Very Large Adverse) is set out in Table 4 with statements reflecting the appraisal process described in this guidance. These statements are for guidance in determining impacts. For a scheme to qualify for a particular score, most of the statements relating to that score must apply.

6.2.15 Where more than one key environmental resource (character area) has been identified, the guidelines for step 5 given in chapter 5 should be used to derive an overall assessment score to be reported in the Appraisal Summary Table.

Table 4 Landscape: Definitions of Overall Assessment Scores

Score	Comment
Large beneficial (positive) effect	The scheme provides an opportunity to greatly enhance the landscape because • It greatly enhances the character (including quality and value) of the landscape • It creates an iconic high quality feature and/or series of elements • It enables a sense of place, scale and quality to be restored in an area formerly of high landscape quality Note that very few, if any, schemes are likely to merit this score.
Moderate beneficial (positive) effect	The scheme provides an opportunity to enhance the landscape because: • It fits very well with the scale, landform and pattern of the landscape • There is potential, through environmental design measures, to enable the restoration of characteristics, partially lost or diminished as the result of changes resulting from intensive farming or inappropriate development • It will enable a sense of place and scale to be restored through well-designed planting and environmental design measures, that is, characteristics are enhanced through the use of local materials and species used to fit the scheme into the landscape • It enables some sense of quality to be restored or enhanced through beneficial landscaping and sensitive design in a landscape which is not of any formally recognised quality • It furthers government objectives to regenerate degraded countryside
Slight beneficial (positive) effect	The scheme: • fits well with the scale, landform and pattern of the landscape • incorporates environmental design measures to ensure they will blend in well with surrounding landscape • will enable some sense of place and scale to be restored through well-designed planting and environmental design measures • maintains or enhances existing landscape character in an area which is not a designated landscape, nor vulnerable to change • avoids conflict with government policy towards protection of the countryside
Neutral effect	The scheme is well designed to: • complement the scale, landform and pattern of the landscape • incorporate environmental design measures to ensure that the scheme will blend in well with surrounding landscape characteristics and landscape elements • avoid being visually intrusive nor have an adverse effect on the current level of tranquillity of the landscape through which the scheme passes • maintain existing landscape character in an area which is not a designated landscape, that is, neither national or local high quality, nor is it vulnerable to change

	• avoid conflict with government policy towards protection of the countryside
Slight adverse (negative) effect	The scheme: • does not quite fit the landform and scale of the landscape • although not very visually intrusive, will impact on certain views into and across the area • cannot be completely integrated because of the nature of the scheme itself or the character of the landscape through which it passes • affects an area of recognised landscape quality • conflicts with local authority policies for protecting the local character of the countryside
Moderate adverse (negative) effect	The scheme is: • out of scale with the landscape, or at odds with the local pattern and landform • visually intrusive and will adversely impact on the landscape • not possible to fully integrate, that is, environmental design measures will not prevent the scheme from scarring the landscape in the longer term as some features of interest will be partly destroyed or their setting reduced or removed • will have an adverse impact on a landscape of recognised quality or on vulnerable and important characteristics or elements • in conflict with local and national policies to protect open land and nationally recognised countryside
Large adverse (negative) effect	The scheme is very damaging to the landscape in that it: • is at considerable variance with the landform, scale and pattern of the landscape • is visually intrusive and would disrupt fine and valued views of the area • is likely to degrade, diminish or even destroy the integrity of a range of characteristics and elements and their setting • will be substantially damaging to a high quality or highly vulnerable landscape, causing it to change and be considerably diminished in quality • cannot be adequately integrated • is in serious conflict with government policy for the protection of nationally recognised countryside
Very large adverse (negative) effect	The scheme would result in exceptionally severe adverse impacts on the landscape because it: • is at complete variance with the landform, scale and pattern of the landscape • is highly visual and extremely intrusive, destroying fine and valued views both into and across the area • would irrevocably damage or degrade, badly diminish or even destroy the integrity of characteristics and elements and their setting • would cause a very high quality or highly vulnerable landscape to be irrevocably changed and its quality very considerably diminished • could not be integrated: there are no environmental design measures that would protect or replace the loss of a nationally important landscape • cannot be reconciled with government policy for the protection of nationally recognised countryside

7 Impacts on Townscape

7.1 Introduction

7.1.1 Townscape is the physical and social characteristics of the built and non-built urban environment and the way in which we perceive those characteristics. It is this mix of characteristics and perceptions that make up and contribute to townscape character and give a ‘sense of place’ or identity.

7.1.2 The physical characteristics of a townscape are expressed by the development form of buildings, structures and spaces. The development form influences the pattern of uses, activity and movement in a place and the experience of those who visit, work and live there.

7.1.3 The social characteristics of a townscape are determined by how the physical characteristics (i.e. buildings, structures and open spaces) are used and managed. For example, the character and value of a pedestrianised square in a town or city centre is very different to a square that has not been pedestrianised.

7.1.4 It is sometimes difficult to distinguish the boundaries between townscape and landscape and between townscape and historic environment. It is often the success of the interaction between all three that determines how well a place works. The impacts of a transport proposal on all three (landscape, townscape and historic environment) should therefore be appraised, recognising the interplay where appropriate.

7.1.5 On the issue of the boundaries between townscape and landscape, the extent to which impacts are appraised under any one of these topics will depend on the context of the scheme. The approach for townscape does not specify a minimum settlement size to which it should be applied and will depend on the nature of the scheme in question. For example, a junction improvement in a village may well result in townscape impacts.

7.1.6 Townscape differs from historic environment, in that it encapsulates all aspects of the urban form and not just those of an historic nature. Undistinguished modern buildings, for example, with arguably little in the way of current architectural or historic character and value, may still be important in contributing to the distinctive nature of an urban area. For example, the high rise office blocks and modern apartments in London’s Docklands give that area a distinctive character and value. However the underlying archaeological and historic framework may partly define and be reflected in the grain of a townscape.

7.1.7 This approach for appraising townscape is analogous to the methodology used for landscape. It incorporates the principles of good practice urban design.

7.2 Methodology

7.2.1 The methodology for appraising the impact of proposals on townscape follows the five step general approach to appraising ‘environmental capital’ described in Chapter 5 above. This Chapter provides additional, townscape specific information to be used in steps 2 to 5 of the guidance given in Chapter 5 (there is no townscape specific information for step 1). It refers to the Townscape Appraisal Worksheet, which should be completed unless townscape impacts have been scoped out in step 1.

7.2.2 For each key environmental resource (townscape character area – see below), the Townscape Appraisal Worksheet identifies the features Layout, Density and mix, Scale, Appearance, Human interaction, Cultural and Land use, each of which is described and assessed against the following indicators: Scale it Matters, Rarity, Importance, Substitutability and Baseline changes. The impact is recorded in the seventh column. The

assessment score is derived from Table 5 which gives a seven point scale based on the proposal's fit with the features of the townscape, visual impact, loss of character, degree of mitigation and effect on policies.

7.2.3 **Step 2** identifying key townscape environmental resources and describing their features, starts by describing the urban character. This process is a means of systematically recording and expressing the characteristic and locally distinctive features of an area. Use can be made of documents which describe an area, such as townscape appraisals, Conservation Area character appraisals, descriptions of listed buildings and Local Plan policies. This will provide the baseline character against which the incremental impact of proposals on that character can be appraised.

7.2.4 Given that 'townscape' is a complex mix of physical features and patterns, and cultural understandings, the level of detail to which townscape character assessment and appraisal is undertaken depends very much on the purpose of the exercise and the type of townscape in question. Key townscape environmental resources should be identified, bearing in mind the need for coherence of character within each resource and distinctiveness of character between resources.

7.2.5 In order to accurately assess the character of a key townscape environmental resource, it is necessary to identify and describe the features of the townscape in the first column (headed **Description)** in the Townscape Appraisal Worksheet. **Features** are the summation of those attributes which most strongly define a key townscape environmental resource and which exhibit the impacts of a scheme. They are a mixture of physical (development form) and cultural characteristics and the way in which people perceive these characteristics. Definitions of the features which combine to define townscape are given below.

- **Layout** is the way that buildings, routes and open spaces are placed in relation to each other. It provides the (usually) two dimensional arrangement on which all other aspects of the form and uses of a townscape depend. Note that, in some locations, if the underlying topography is hilly, layout must be considered in three dimensions, It is influenced by the structure of the townscape (the connecting framework and hierarchy of routes and spaces) and by the urban grain. This is the pattern of the arrangement and area of buildings and their plots in a settlement and the degree to which an area's pattern of streets and junctions are small and frequent (fine grain) or large and infrequent (coarse grain). For example: "this townscape is characterised by residential streets interspersed with small urban parks".

- **Density and mix** refers to the amount of floorspace of buildings relative to an area and the range of uses. Density determines the intensity of development and with mix contributes to the vitality and viability of a townscape. For example, a transport scheme may encourage the preponderance of certain building uses within an area.

- **Scale** is the size of buildings and structures in the townscape in relation to their surroundings. It can be understood in terms of the height and mass of buildings and structures. Height determines the relationship between buildings, structures and spaces and the visual impact on views, vistas and skylines. Note that the impact of height can be more complex where the underlying topography is hilly. For example, the construction of a road flyover or rail viaduct may have a major impact upon the sense of enclosure, and on views and vistas and skylines.

- **Appearance** and local distinctiveness of buildings and structures within a townscape are influenced by their detail and materials. Detail refers to the craftsmanship, building techniques, facade treatment, styles and lighting. Materials refers to the texture, colour,

pattern and durability and how they are used. It is important to appraise how well, or poorly, transport plans fit in with the appearance of buildings and structures.

- **Human interaction** - this term relates to the way people - rather than vehicles - interact with the urban environment. A major element in this relationship is how the community works in terms of interactions in those places that together contribute to townscape. It is important to appraise how social interactions and their relationship with townscape may be changed by the implementation of a transport scheme. In an urban environment communities are omnipresent. However the centres of those communities (e.g. main shopping areas) may be more highly valued. One indicator of whether a strong community exists will often be the presence and scale of pedestrian activity (particularly in the centres of communities), together with the quality of the pedestrian environment (excluding any noise or air quality factors, covered elsewhere). One can imagine an environment where, for example, high levels of pedestrian activity on narrow pavements are in close proximity to heavy vehicle flows. This attribute should also take account of more static interactions between townscape and people, such as the presence of shops, pavement cafes, and seating.

- **Cultural** - this term should cover descriptions of how townscape elements of a traditional or historic nature contribute to townscape character. For example, built forms and architectural styles, the presence of coherent groups of buildings or distinctive street patterns, and notable and cherished buildings and other cherished features. Description of such townscape features must be viewed in terms of their contribution to the overall townscape character, rather than in terms of their historic environment value, which will be separately appraised in more detail under the Historic Environment topic.

- **Summary of character** - this should summarise and pull together the relationship between the primary characteristics and features or attributes of the key townscape environmental resource being appraised. More general observations on the texture and diversity of the townscape, its scenic qualities, type and degree of development and visual unity or disharmony should be made here.

7.2.6 **Step 3**, the appraisal of townscape environmental capital, appraises what matters in the townscape and why it is important. This provides a base level of environmental capital against which the impact of the proposal on that level of capital can be appraised. Townscape indicator columns in the Townscape Appraisal Worksheet are defined below.

- **Geographical scale** - This is about the geographical scale at which the feature matters to both policy makers at all levels and to the local stakeholders (businesses, interest groups, residents, and so on). The scale at which features matter will not necessarily be on the same scale as the feature itself. For example, a large urban park may only matter to local people, while conversely a small single element in the townscape, for example, the Sainsbury Wing of the National Gallery, will matter at a national scale for a number of reasons.

- **Rarity** - should be interpreted as to whether the townscape features being evaluated prior to impact appraisal are commonplace to the locality or scarce. Rarity often relates directly to importance. For example, the inter-relationship between buildings and open spaces may be a commonplace feature of the local townscape at the scheme level, but it has high importance and matters at a national scale. Conversely, the use of certain building materials or architectural styles could make an important contribution to townscape character locally, and thus be relatively rare within the townscape at the scheme level, but will be of less than regional importance. Retention of townscape character is as much about safeguarding and keeping the commonplace common as conserving and protecting the rare.

- **Importance** - meaning how important is this feature; at what level is it important, for example, high, medium, or low and at national/regional/local level; and to whom is it important. For example, an individual building or group of buildings e.g. local authority offices, may be of very high importance at the local level, both in symbolic significance and as a townscape element framing views of the skyline, but do not figure at a regional or national level. In answering this question, qualitative judgments must be made, but not just about townscape quality in isolation. Assessing importance is straightforward where recognised policy judgments about the importance of features (and their associated elements) have been made, for example, through the planning process. Designated structures and areas, such as listed buildings, registered parks and gardens and conservation areas will guide assessments of importance, but do not provide a simple definition of importance. For example, Conservation Areas should not be seen as of only local importance, as local authorities are responsible for making these designations. However it must be recognised that the majority of the urban environment comprises undesignated townscapes, which can also be of high quality and of great importance. This will, out of necessity, be both a matter for professional judgment (for example quality, survival, diversity) and public perception (for example, local views and walks with cultural connotations and associations). The subjectivity of assessing importance is an integral part of townscape appraisal and should not be regarded as a weakness of it. This approach also enables policies with environmental objectives based on quality to be set within the context of character assessment and appraisal.

- **Substitutability** - This column identifies whether townscape features and their constituent elements are substitutable or not within a given time frame. A key difference between landscape and townscape appraisal in terms of Substitutability is that most townscape functions can be replaced to some extent, which is often not the case for landscape.

- **Baseline Changes** (or, changes in the “without scheme” case) - Change is a constant feature of the urban environment and reflects the dynamic nature of humans and their activities. The characteristics of the urban environment and our perceptions of them are constantly changing. Physical and social characteristics change as buildings, structures, routes and squares are added, removed, modified or their use altered. People’s perceptions also change as, over time, their values change. In addition, as people move in and away from an urban area, society’s collective perceptions about the urban environment will alter. Change in the urban environment may arise as a result of specific projects (e.g. a new building), changes in transport and non-transport policies (e.g. the introduction of traffic calming measures, or new housing policies) or as a result of other influences (e.g. changes in cultural preferences). Due to its changing nature, the urban environment has great potential to be enhanced by change. Equally, the potential for an urban area to change for the better, either through positive intervention or in a more evolutionary manner, can be stymied by unsympathetic proposals. It is therefore important that impacts are appraised with a good understanding of the dynamics of an urban area, including its potential. These changes, which will or could occur in the absence of specific transport schemes - the ’without scheme case - need to be taken into account in appraising specific transport schemes. This column in the worksheet should be used to identify the key changes that will occur in the absence of the transport scheme.

7.2.7 **Step 4,** appraising the scheme’s impact on townscape, should be summarised in the column headed **Impact.** This column should be used to systematically **describe** and **score** the potential impacts of the scheme on the townscape features. These should have been succinctly described and categorised against the indicators set out above. In assessing impact, the information on **Importance** and **Substitutability** will be particularly relevant. All impacts on the townscape, both adverse (damaging) and beneficial (enhancing) must be

identified along with their predicted magnitude. In making these assessments, account will need to be taken of baseline changes. The significance of each separate impact can then be appraised and scored. Any uncertainties over any of these aspects should be explained. The views of all the relevant authorities, statutory bodies, organisations and local residents should be brought to bear in making a decision as to the extent and significance of the impacts on the character and quality of each townscape feature and its constituent elements. This will be easier where an environmental impact assessment has been carried out. Where such information does not exist it should still be possible, however, to make a preliminary judgement of impacts. It will be critical to the appraisal process to address how the scheme could impact on and change:

- the character of key townscape environmental resources, such as effects on the locally distinctive pattern of townscape features;

- the ambience of an urban area and the way people interact with the key townscape environmental resource; and

- the tolerance of the key townscape environmental resource to accommodate further change.

7.2.8 It is accepted that any scheme will include appropriate environmental design measures as part of its design to achieve best fit within the townscape. The impact of each scheme on the townscape should be judged on this basis.

7.2.9 It may also be appropriate to consider whether further, additional mitigation measures should be considered over and above that included in the design of the scheme. This will enable new ideas for mitigation not expressed in environmental assessments to be considered to determine whether all mitigation measures proposed will be:

- beneficial and cause the scheme to enrich and enhance the character of the townscape, or;

- essential to neutralise the impact of the scheme on the character of the townscape, or

- ineffective in reducing/minimising the impact of the scheme.

7.2.10 Where additional mitigation is considered, it should not be considered in determining the overall assessment score, as no commitment can be made to its implementation. However, its effect on the impacts of the scheme should be noted in the qualitative statement part of the worksheet.

7.2.11 In **step 5**, determining the overall assessment score for townscape, it will be necessary to evaluate the significance of each of the individual impact scores for each townscape feature. An important pointer will be the impact score for “summary of townscape character” as this should best indicate how well the proposal would fit with the townscape. However, even when a scheme would fit well with urban environment, there may be an impact on particular townscape features that could dominate the initial fit. For example, a well-designed scheme that includes environmental design measures could nevertheless, because of the chosen alignment, bisect and fragment the form and social character of an important and nationally significant key townscape environmental resource.

7.2.12 The overall impact on the townscape is summarised using the Appraisal Summary Table’s standard seven point scale (Slight, Moderate or Large Beneficial or Adverse, plus Neutral) See Table 5 for guidance on allocating an assessment score on the seven-point scale.

7.2.13 Where more than one key townscape environmental resource (character area) has been identified, the guidelines for step 5 given in chapter 5 should be used to derive an overall assessment score to be reported in the Appraisal Summary Table.

Table 5 Townscape- Definitions of Overall Assessment Scores

Score	Comment
Large beneficial (positive) effect	The scheme provides an opportunity to enhance the townscape because: • it enhances the layout, mix, scale, appearance, human interaction and cultural aspects of the townscape; • it enables the restoration of the characteristic features of the townscape, partially lost or diminished as the result of changes resulting from inappropriate development • it enables a sense of place and scale to be restored through well-designed mitigation measures, that is, characteristic features are enhanced through the use of local materials to fit the proposal into the townscape • it enhances the character of the townscape through beneficial and sensitive design in a townscape which is not of any formally recognised quality • it facilitates government objectives to regenerate degraded urban areas
Moderate beneficial (positive) effect	The scheme provides an opportunity to enhance the townscape because: • it fits very well with the layout, mix, scale, appearance, human interaction and cultural aspects of the townscape; • there is potential, through environmental design measures, to enable the restoration of characteristic features, partially lost or diminished as the result of changes resulting from inappropriate development • it will enable a sense of place and scale to be restored through well-designed environmental design measures, that is, characteristic features are enhanced through the use of local materials to fit the proposal into the townscape • it enables some sense of quality to be restored or enhanced through beneficial and sensitive design in a townscape which is not of any formally recognised quality • it furthers government objectives to regenerate degraded urban areas
Slight beneficial (positive) effect	The scheme: • fits well with the layout, mix, scale, appearance, human interaction and cultural aspects of the townscape; • incorporates environmental design measures for mitigation to ensure they will blend in well with surrounding townscape. • will enable some sense of place and scale to be restored through well-designed environmental design measures. • maintains or enhances existing townscape character in an area which is not designated for the quality of its townscape, nor vulnerable to change. • avoids conflict with government policy of enhancing urban environments
Neutral effect	The scheme are well designed to: • complement the layout, mix, scale, appearance, human interaction and cultural aspects of the townscape; • incorporate environmental design measures to ensure that the scheme will blend in well with surrounding townscape characteristics and elements

	• avoids being visually intrusive nor have an adverse effect on the current level of tranquillity (where these exist) of the townscape through which the scheme passes. • maintains existing townscape character in an area which is not a designated townscape, that is, neither national or local high quality, nor is it vulnerable to change. • avoids conflict with government policy towards enhancing urban environments
Slight adverse (negative) effect	The scheme: • does not quite fit the layout, mix, scale, appearance, human interaction and cultural aspects of the townscape • although not very visually intrusive, will impact on certain views into and across the area. • cannot be completely integrated because of the nature of the scheme itself or the character of the townscape through which it passes. • affects an area of recognised townscape quality. • conflicts with local authority policies for enhancing urban environments
Moderate adverse (negative) effect	The scheme is: • out of scale or at odds with the layout, mix, scale, appearance, human interaction and cultural aspects of the townscape • is visually intrusive and will adversely impact on the townscape • not possible to fully integrate, that is, environmental design measures will not prevent the scheme from scarring the townscape in the longer term, as some features of interest will be partly destroyed or their setting reduced or removed. • will have an adverse impact on a townscape of recognised quality or on vulnerable and important characteristics or elements. • in conflict with local and national policies to enhance the urban environment
Large adverse (negative) effect	The scheme is very damaging to the townscape in that it: • is at considerable variance with the layout, mix, scale, appearance, human interaction and cultural aspects of the townscape. • is visually intrusive and would disrupt fine and valued views of the area. • is likely to degrade, diminish or even destroy the integrity of a range of characteristic features and elements and their setting. • will be substantially damaging to a high quality or highly vulnerable townscape, causing it to change and be considerably diminished in quality. • cannot be adequately integrated • is in serious conflict with government policy for the enhancement of the urban environment

8 Impacts on the Historic Environment

8.1 Introduction

8.1.1 The man-made historic environment ('heritage', or heritage resource, heritage assets) comprises:

- buildings (individually or in association) of architectural or historic significance;
- areas, such as parks, gardens, other designed landscapes or public spaces, remnant historic landscapes and archaeological complexes; and
- sites (e.g. ancient monuments, places with historical associations such as battlefields, preserved evidence of human effects on the landscape, archaeological sites and so on).

The historic environment also includes the sense of identity and place which the combination of these features provides.

8.1.2 The characteristics of the historic environment may be commonplace and contribute to local identity, being representative of the distinctiveness of an area. They may also be significant due to their rarity, exemplary form or style, or historical associations. Appreciation of characteristics can change with time (e.g. recent listing of post-war buildings), and trends in character and identity of the historic environment should be taken into account during its appraisal.

8.2 Methodology

8.2.1 The methodology for appraising the impact of schemes on the historic environment follows the five step general approach to appraising 'environmental capital' described in Chapter 5 above. This Chapter provides additional, historic environment specific information to be used in step 2 to 5 of the guidance given in Chapter 5. It refers to the **Historic Environment Appraisal Worksheet**, which should be completed unless historic environment impacts have been scoped out in step 1.

8.2.2 A similar approach to the analysis of impacts on the historic environment is adopted in the Highways Agency's Design Manual for Roads and Bridges, DMRB 11.3.2, Cultural Heritage. While DMRB 11.3.2 is designed for use on major highway projects, it is likely to be useful for the appraisal of other modes, too.

8.2.3 **Step 2** identifying key historic environmental resources and describing their features, involves describing the character of the historic environment in question. Key historic environmental resources should be identified. Note that key historic environmental resources should not automatically be equated with individual heritage assets. Wherever possible, key historic environmental resources should represent groups of heritage assets, bearing in mind the need for coherence of character within each resource and distinctiveness of character between resources.

8.2.4 For each key environmental resource, character is described using a series of **Features**, against each of which brief descriptive text characterises the resource. Features are the attributes which most strongly define the key historic environmental resource. The Features are listed on the left of the Historic Environment Appraisal Worksheet, and the Description column provides the space to describe the resource in appropriate terms. These features are designed to be applicable to the historic built environment as well as archaeological sites and monuments. There is likely to be reasonable consistency through use of standard descriptive approaches, such as Scheduled Monument classifications, Listed Building descriptions, Conservation Area character appraisals and other sources. This should make

appraisal of specific schemes, and comparisons between them, as straightforward and consistent as possible. This descriptive process does not involve qualitative judgements; the significance of the characteristics described forms the subsequent step. The definition of each feature is given below.

- **Form** - This is the physical form of the site, building(s), historic land/townscapes or other heritage assets being described and appraised. It should consist of a factual description setting out their structure, scale, extent, materials, style and format. It should focus on the characteristic features of the historic environment in question. It might usefully be phrased in hierarchical terms, starting with main structures/features, and moving on to their scale, extent, construction and materials. (e.g. Farm, main house and outbuildings, house in brick, 2 storey, slate roof, cobbled yard surfaces, brick and timber barn, enclosed by moat, wet, on 3 sides, north arm infilled). This is not restricted to a site by site description of individual buildings or other components, but can also encompass area descriptions such as the form, scale, layout and pattern of a historic landscape or townscape. Table 7, below, presents a set of illustrative terminologies that can be used to identify historic environment form.

Table 6 Historic Environment - Form Terminology (Illustrative, not comprehensive)
Building (inhabited - roofed)
Building (uninhabited - would generally be roofed)
Ruined Building (generally once roofed)
Standing Structure (bonded, such as a free-standing wall)
Ruined standing structure
Standing Structure (unbonded, such as drystone work)
Earthwork (positive upstanding feature, including those with substantial stone component such as hedge banks)
Negative earthwork (ditch)
Accumulated deposits (urban archaeological deposits of stratified material)
Flat/non-accumulated deposits (cropmarks, soilmarks and so on)
Conservation Area
Park or Garden (registered)
Battlefield
Historic urban core zone
Historic building complex (e.g. terrace, house with outbuildings)

- **Survival** - The historic environment survives in many different states of completeness. The area of a monument or landscape may have been reduced by some forms of land use, such as ploughing or quarrying, or elements of a building or area lost through occasional or progressive alteration so that original or important fabric has been removed or damaged. Many parts of the historic environment, especially buildings and urban areas, are products of multiple phases of development and use. Judgement must be applied to determine which are the most characteristic elements in question, and it is their survival which should be indicated here. The relationship between multiple characteristics is covered below under complexity. A text description of the extent of survival of the likely original or characteristic element should be given, along with a more general estimate based on a 3 point scale: Poor, where less than 40% remains;

Moderate, where 40-70% remains; Good, where over 70% remains intact. Note that survival may be unknown for some key historic environmental resources (for example, an archaeological site may have been identified by aerial photography but not examined any further).

- **Condition** - This represents the appearance and present management of the key historic environmental resource, along with its stability and likely rate of change from existing condition. It is quite distinct from survival, in that a roofless ruin might be very incomplete as a result of historic damage or decay but currently be very well managed and maintained as a historic monument, and therefore what remains would be in good condition. This description should refer to any erosion or other factors which might cause decay, any current management and maintenance regimes and any problems with them, and any inherent instabilities.

- **Complexity** - This represents both the diversity of elements and their relationships within a part of the key historic environmental resource and the wider complexity of its relationships beyond its immediate limits. Within a location, this could include a complex sequence of additions to a building over a lengthy period of development, such that it is composed of and representational of a multi-period and stylistically diverse development. These could be of historical or architectural significance. Alternatively, an individual structure might be relatively uncomplicated in period and style, but represent one type among a wide variety within a class of sites and be illustrative of that diversity. Beyond a single location, this could include the relationships among a group of sites or structures in an area, either where the sites (structures) are related (in form, scale, pattern, date or use) as a group, or contribute to a wider historic landscape or townscape which is significant through its diversity of elements illustrative of its historic development. Note that these considerations apply to archaeological sites as well as to buildings.

- **Context** - This represents the immediate setting of a site, building or area, and its intelligibility within its surroundings. It covers the quality and detail of its immediate visual context, and the value of any associations within that context with other elements either of related period and class or as part of the continuing evolving development of its setting. The quality of the setting should be described, along with the intelligibility of the heritage assets and the integrity of their multiple elements (where appropriate) in that setting. This should include the more intangible characteristics, such as tranquillity and other attributes which give a sense of place to the historic environment and help to determine appreciation of it. It should be borne in mind that not all elements of the historic environment are aesthetically pleasing; these can still be important characteristics and contribute to appreciation and understanding of the resource.

- **Period** - This should be a representation of the date of origin and duration of use of the key historic environmental resource described. For some archaeological sites, a period description will be based on the illustrative list given in Table 7 (Medieval, for example); for some buildings this will also be the case. However, many archaeological sites and most buildings and other types of structure will be capable of description in more specific and useful terms, which should be used to provide as clear a description of the feature as possible (such as Victorian, C19, 1865 or Hadrianic, second century). It would also be appropriate to include special historic or architectural associations and interest which contribute to the character of the heritage assets, such as the architect responsible, historic events taking place or notable figures linked to the place.

Table 7 Historic Environment - Period Terminology (mainly archaeological sites; not comprehensive for later or more specific dates)	
Lower Palaeolithic	(pre 30,000 BC)
Upper Palaeolithic	(30,000 - 10,000BC)
Mesolithic	(10,000 - 3,500BC)
Neolithic	(3,500 - 2,000BC)
Bronze Age	(2,000 - 700BC)
Iron Age	(700BC - AD43)
Roman	(AD43 - AD450)
Early Medieval	(AD450 - AD1066)
Medieval	(AD1066 – AD1540)
Post Medieval	(AD1540 onwards)

8.2.5 **Step 3** the appraisal of historic environmental capital, involves appraisal against a set of judgemental **indicators** to establish the significance of each key historic environmental resource in question. These indicators should be applied to all of the features described under step 2 of the process above. These are an attempt to move away from a simple designation led approach, since the varying sets of legislation and levels of designation for the historic environment do not lend themselves readily to such a hierarchical system. Rather than apply notional absolute values to qualities of the historic environment, this step seeks to establish the significance of features within their context and work towards relative values. For example, medieval moated sites are quite common in low-lying parts of southern England, and are nationally well-represented in the archaeological resource. They are rare in upland areas, especially in the north, and so a typical example (in terms of its form) in Cumbria would be potentially much more significant in its region and nationally than an equivalent site in the south of the country. This appraisal of the significance of the key historic environmental resources is represented on the Historic Environment Appraisal Worksheet by the three indicators listed below.

- The **Scale it Matters** is about the geographical scale at which the features matter to both policy makers at all levels and to local stakeholders (residents, interest groups, businesses, etc.). Do they contribute to fulfilment of policy commitments at a national level (e.g. government obligations under the UNESCO World Heritage Convention; heritage policies in the National Planning Policy Framework (CLG, 2012)), or regional or local objectives (such as those set out in Local Plans)? Some regional and local objectives might also represent national policy aims, simply expressing local contributions to larger targets. Where this is the case the higher policy levels addressed should be flagged up in the Worksheet. The scale at which characteristics, described against each feature, matter will not necessarily be on the same scale as the attribute itself. An extensive historic land/townscape, such as parks and gardens, or Conservation Areas, may primarily matter to local communities and users, while another similar (in geographic extent) area may relate to events of national significance, such as historic battlefields (e.g. Hastings).

- **Significance** is the value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. The **Significance** column should contain information on designations, which are indicative of significance. However, significance is not wholly

based on designations, statutory or otherwise, and additional information should be incorporated to appraise significance within its context. This should allow for a greater degree of differentiation between individual features, which might all have the same level of designation or none, but which are not all of equal significance within their context. It may also allow for discrimination within designated areas, since not all parts of an area are necessarily of equal significance. Non-designated elements of the historic environment may also be of great significance, either through recognition in other, non-designation formats or as major contributors within a locality to identity or character. They may simply not be designated, but be of equivalent importance to those which are, as a result of the technicalities of legislative frameworks. The great majority of buildings and structures, areas, and monuments in the country will remain undesignated and have no statutory protection; they may still be significant, and this will be a matter for professional judgement based on available data, or dependent on the perceptions of other stakeholders. It is important to identify characteristics which are of special significance at local, regional or national scale. Although, under Scale it Matters, some features may be most important at a local level (and not matter significantly at regional or national level) they could be among the most valuable and characteristic elements within a local context and have particular value to local stakeholders. This will be an important factor in determining the level of impact in the subsequent sections. (This also applies at regional and national levels).

- The **Rarity** column should contain information on the historic environment and its features in terms of its representational value (some features are very rare either nationally or within their locality, others are relatively common and typical and so important characteristics of a period or region, etc.), the diversity of the class into which it falls (some classes are represented by numerous regional or typologically distinct types, others are relatively simple and exhibit little variation), and potential (some heritage assets provide opportunities for research, understanding, interpretation and presentation which may not be available at other examples due to prevailing circumstances). The fragility and vulnerability of the historic environment should also be considered, since while there may be numerous surviving examples of a site or attribute they might all be so fragile or under such threat that widespread losses could entirely change the level of survival of the whole class (e.g. non-designated urban features subject to development pressures; coastal archaeology threatened by patterns of erosion). It has to be borne in mind that the historic environment is not a replaceable or substitutable resource.

8.2.6 **Step 4** involves describing the impact of the scheme. The **Impact** column should contain an assessment of the impact of the scheme on the significance of the features identified and described in steps 2 and 3 of the framework for each key environmental resource. It should provide an assessment of the scale and seriousness of the impact in specific terms. This should encompass incremental or secondary impacts, such as gradual degradation of context through noise or other pollution, and so on. The extent to which the identified significance will be either compromised or enhanced should be made clear, including the mitigating effects of any amelioration incorporated formally into the scheme or allowed for as standard good practice. All impacts on the key historic environmental resources, either adverse or beneficial, should be identified, along with their magnitude. The time period for consideration of impacts should include the worst-case case, whenever this would arise, and the situation in the final forecast year.

Overall Assessment Score

8.2.7 **Step 5**, determining the overall assessment score, builds on all the information recorded in the Historic Environment Appraisal Worksheet, using the definitions for overall impact scoring shown in Table 8. The definitions shown in Table 8 are based on the seven point scale for scoring of impact. In addition, a means of identifying exceptionally severe adverse

impacts is provided for by the rating 'Very Large Adverse'. Note that any use of the term 'Site' is as a shorthand for monuments, buildings, areas, land/townscapes and so on; it is not restricted to statutory designated or spatially restricted locations, or archaeological features.

8.2.8 Following the appraisal methodology set out above, and summarised in the Historic Environment Appraisal Worksheet, each key historic environmental resource should be given an assessment score, based on the definitions shown in Table 9. Where more than one key historic environmental resource has been identified, the guidelines for step 5 given in Chapter 5 should be used to derive an overall assessment score to be reported in the Appraisal Summary Table. At Stage 2 in the Transport Appraisal Process, good design should already have removed or mitigated the worst avoidable impacts, and so those which remain in the Large (or Very Large) category should have this clearly set out in the final assessment score for appraisals at this Stage.

Table 8 Historic Environment - Definitions of Assessment Scores

Score	Comment
Large beneficial (positive) effect	The scheme would: • provide potential, through removal, relocation or substantial mitigation of very damaging or discordant existing impacts (direct or indirect) on the historic environment, for very significant or extensive restoration or enhancement of characteristic features or their setting • make a major contribution to government policies for the protection or enhancement of the historic environment • remove or successfully mitigate existing visual intrusion, such that the integrity, understanding and sense of place of a highly valued area, a group of sites or features of national or regional significance is re-established
Moderate beneficial (positive) effect	The scheme would: • provide potential, through removal, relocation or mitigation of damaging or discordant existing impacts on the historic environment, for significant restoration of characteristic features or their setting • contribute to Regional or Local policies for the protection or enhancement of the historic environment • enhance existing historic landscape/townscape character through beneficial landscaping/mitigation and good design
Slight beneficial (positive) effect	The scheme : • is not in conflict with national, regional or local policies for the protection of the historic environment. • restores or enhances the form, scale, pattern or sense of place of the historic environmental resource through good design and mitigation • removes or mitigates visual intrusion (or other indirect impacts) into the context of locally or regionally significant historic environmental features, such that appreciation and understanding of them is improved
Neutral effect	The scheme: • is not in conflict with, and does not contribute to policies for the protection or enhancement of the historic environment • maintains existing historic character in a landscape/townscape • has no appreciable impacts, either positive or negative, on any known or potential historic environmental assets • is a combination of slight positive and negative impacts, on locally significant aspects of the historic environment • does not result in severance or loss of integrity, context or understanding within a historic landscape
Slight adverse (negative) effect	The scheme would: • be in conflict with local policies for the protection of the local character of the historic environment • have a detrimental impact on the context of regionally or locally significant assets, such that their integrity is compromised and appreciation and understanding of them is diminished • damage locally significant historic environmental features for which adequate mitigation can be specified

	• not fit well with the form, scale, pattern and character of a historic landscape/townscape/area
Moderate adverse (negative) effect	The scheme would: • be out of scale with, or at odds with the scale, pattern or form of the historic environmental resource • be intrusive in the setting (context), and will adversely affect the appreciation and understanding of the characteristic historic environmental resource • be in conflict with local or regional policies for the protection of the historic environment • be damaging to nationally significant historic environmental assets, resulting in loss of features such that their integrity is compromised, but not destroyed, and adequate mitigation has been specified • be a major direct impact on regionally or locally significant historic environment, resulting in loss of features such that their integrity is substantially compromised, but adequate mitigation can be specified
Large adverse (negative) effect	The scheme would: • have a major direct impact on nationally significant historic environmental assets such that they are lost or their integrity is severely damaged • have a moderate direct impact on or compromise the wider setting of multiple nationally or regionally significant historic environmental assets, such that the cumulative impact would seriously compromise the integrity of a related group or historic landscape/townscape • have a major direct impact on regional historic environmental assets, such that their integrity is lost and no adequate mitigation can be specified • be highly intrusive and would seriously damage the setting of the historic environment, such that its context is seriously compromised and can no longer be appreciated or understood • be in serious conflict with government policy for the protection of the historic environment, as set out in PPG 15 and PPG 16 • be strongly at variance with the form, scale and pattern of a historic landscape/townscape

9 Impacts on Biodiversity

9.1 Introduction

9.1.1 The guidance in this Chapter is based on advice from Natural England. Its purpose is to advise on how to appraise the costs and benefits of transport schemes in terms of their effects on both biodiversity and earth heritage (geological) interests.

9.1.2 For road-based schemes, guidance on the assessment of biodiversity and earth heritage is provided in DMRB 11.3.4 and in Interim Advice Note (IAN) 130/10. For other modes, the guidance in DMRB and the IAN may provide a useful starting point. 'Guidelines for Ecological Impact Assessment in the UK' (CIEEM,2006), developed by the Chartered Institute of Ecology and Environmental Management to promote good practice in Ecological Impact Assessment in the UK, may provide valuable background information.

9.2 Methodology

9.2.1 The methodology for appraising the impact of proposals on biodiversity follows the five step general approach to appraising 'environmental capital' described in Chapter 5 above. This Chapter provides additional, biodiversity specific information to be used in steps 2 to 5 of the guidance given in Chapter 5. It refers to the **Biodiversity Appraisal Worksheet**, which should be completed unless biodiversity impacts have been scoped out in Step 1.

9.2.2 **Step 2**, identifying key biodiversity environmental resources and describing their features, identifies and describes what biodiversity currently exists and any discernible trends which would lead to degradation or loss of those characteristic features in the absence of the proposals. In line with the environmental assessment, only those key environmental resources where the project has the potential for significant effect should be included.

9.2.3 Character is described using two **Features**, against each of which brief descriptive text characterises the key biodiversity environmental resource. This descriptive process does not involve qualitative judgements; the significance of the characteristics described forms the subsequent step. The definition of each feature is given below.

- **Area** - All key biodiversity and earth heritage environmental resources affected, or potentially affected, by each option should be listed in the Biodiversity Appraisal Worksheet. It is important that a broad approach is taken which covers all relevant resources, including both designated and non-designated sites and protected species. In determining this list, reference to Natural England's Natural Area profiles is recommended in order that the appraisal can be set in the context of the biodiversity and earth heritage objectives of the area as a whole. Local Biodiversity Action Plans should also be taken into account. Thus the 'area' listed could relate to a specific site, or to a more general area relating to a habitat of importance in the context of the Natural Area's objectives.

- **Feature** - Strictly speaking, the Environmental Capital approach suggests that all the different features of a key environmental resource should be appraised separately. Thus, for example, a Site of Special Scientific Interest (SSSI) may have two main features: biodiversity and recreation. In such cases the features should be listed and evaluated separately. However, it may be difficult in practice to disaggregate the individual features of a biodiversity and/or earth heritage key environmental resource. An alternative is to describe the feature of interest. Features of the site should be described at Phase One habitat type or species group level (for example birds, wetland invertebrates, dry heath etc). A key environmental resource may have more than one feature. Where different features lead to different assessment scores, they should be entered on different lines on the Worksheet and appraised separately. Where this is not the case, it is sufficient to group and describe the features on a single line, bearing in mind the need for

coherence of character within each resource and distinctiveness of character between resources.

9.2.4 **Step 3** involves appraising the environmental capital for each feature against a set of judgemental **Indicators** to establish the significance of the key biodiversity environmental resource in question. These indicators should be applied to all of the features described under step 2 of the process above. This appraisal of the significance of the biodiversity resource is represented on the Worksheet by the four indicators listed below.

- **Scale at which the feature matters** - This could be 'international', 'national', 'regional' or 'local'.
- **Importance** - This column allows a descriptive assessment of the biodiversity and earth heritage importance of the feature. For example: "'High' importance - rare granite materials (geological history)". Often the importance of biodiversity and earth heritage features is indicated by a formal designation. In such cases the reasons for its designation should be summarised briefly. Where the feature is not designated, the importance should be considered by judgement in relation to factors such as rarity, representativeness, distinctiveness and quality.
- **Trend** (in relation to a target level) - The abundance of the habitat or natural feature relative to its target level (where appropriate) and its trend, where known (in relation to Biodiversity Action Plan targets, for example).
- **Substitution possibilities** - This aims to take account of the fact that the loss of an irreplaceable natural feature is often considered to be more significant than one that is replaceable. A judgement must, therefore, be made according to whether the habitats / species or natural features are substitutable or not substitutable. The diversity and complexity of habitats can have a significant influence over the extent to which habitats can be replaced. Issues to be considered include: whether the habitat(s) are technically replaceable to a sufficient quality; or whether the species can be successfully relocated; or whether the ecosystem services provided by the feature could be fully substituted. Clearly, these are difficult considerations. Many habitats are not wholly re-creatable. For example, if one loses a 200 year old woodland, even in 200 years' time, its replacement will not be as old (and biologically diverse) as the original habitat would have been. There is also a 'historical continuity' problem and various other problems relating to 'substitution'. A precautionary approach must be taken in this judgement, as research for English Nature has shown (English Nature Science Series No 21, Parker D M. 1995). Where natural habitats remain, these habitats together with those that are classified as semi-natural are likely to be less replaceable than man-made habitats that include areas that have been replanted or recently recreated. Any commitments made in the Environmental Statement or agreed with statutory advisors must be implemented if the proposal proceeds.

9.2.5 Having gathered information against each of the four indicators above, it is then necessary to derive a summary of the biodiversity and earth heritage value of the feature or attribute, based on these four indicators. A guide is set out in Table 9 below.

Table 9 Guidance on Describing the Biodiversity and Earth Heritage Value of Features

Value	Criteria	Examples
Very high	High importance and rarity, international scale and limited potential for substitution	Internationally designated sites
High	High importance and rarity, national scale, or regional scale with limited potential for substitution	Nationally designated sites Regionally important sites with limited potential for substitution
Medium	High or medium importance and rarity, local or regional scale, and limited potential for substitution	Regionally important sites with potential for substitution Locally designated sites
Low	Low or medium importance and rarity, local scale	Undesignated sites of some local biodiversity and earth heritage interest
Negligible	Very low importance and rarity, local scale	Other sites with little or no local biodiversity and earth heritage interest

9.2.6 Table 10 below provides a provisional categorisation based on statutory or local designations, or Biodiversity Action Plan objectives. This can be used as a broad guide for determining biodiversity and earth heritage value, but it is only a starting point. The four indicators described above should be considered in making the overall judgement. For example, it may be considered that a site not designated as an SSSI has high value, since the SSSI series is representative rather than all-inclusive. Conversely, a site hosting a single individual of a widespread Berne Convention species may not warrant the highest classification (as would have been indicated by Table 10).

9.2.7 Much of the land with Bonn and Berne Convention species interest is covered by designated sites. However, there are cases where important species cannot be covered practically by a site designation, because of their dispersed nature. In some cases, undesignated areas of land hosting Bonn and Berne Convention species will be considered to be of high biodiversity and earth heritage value, for example because of important nesting sites for rare species. Table 10 suggests that undesignated sites hosting 'significant populations' of Convention species may be considered as of international importance. The judgement about whether the population is 'significant' will vary from case to case. Recording information on this in the footnotes of the Biodiversity Appraisal Worksheet will be helpful.

Table 10 Guide to Biodiversity and Earth Heritage Value
International designations – very high value
Ramsar Sites (Convention on Wetlands of International Importance Especially Waterfowl Habitat 1971)
World Heritage Sites (Convention for the Protection of World Cultural & Natural Heritage, 1972)
Biosphere Reserves (UNESCO Man & The Biosphere Programme)
European Sites (EC Habitats Directive 1992 & UK Habitats Regulations 1994):
Special Areas of Conservation (SACs)
Special Protection Areas (SPAs)
Sites of Community Importance (SCIs)
Possible / Candidate SACs and potential SPAs
Undesignated sites hosting habitats/species of (European) Community interest (annexes 1 & 2, Habitats Directive, 1992)
Undesignated sites hosting significant species populations under the Bonn Convention (Convention on the Conservation of Migratory Species of Wild Animals, 1979)
Undesignated sites hosting significant populations under the Berne Convention (Convention on the Conservation of European Wildlife and Natural Habitats, 1979)
Biogenetic Reserves under the Council of Europe
European Diploma Sites under the Council of Europe
National designations – high value
Sites of Special Scientific Interest (SSSIs; Wildlife & Countryside Act 1981 as amended and National parks and Access to the Countryside Act 1949)
Sites with Limestone Pavement Orders (Wildlife & Countryside Act 1981)
Nature Conservation Review Sites (NCR)
Geological Conservation Review (GCR) sites
Marine Nature Reserves (MNRs; Wildlife & Countryside Act 1981)
Areas of Special Protection for Birds (ASPs; Wildlife & Countryside Act 1981)
Undesignated sites hosting Red Data Book species
Undesignated sites hosting species not covered by the Berne Convention but in schedules 1, 5 and 8 of the Wildlife and Countryside Act 1981
Regionally important and locally designated sites – medium value
Local Nature Reserves (LNRs; National Parks and Access to the Countryside Act 1949)
Sites of Importance to Nature Conservation (SINCs) / County Wildlife Sites (CWSs) / other local designations
Regionally Important Geological Sites (RIGs)
Important 'inventory' sites (e.g. ancient semi-natural woodland, and grassland, inventories)
Other undesignated sites (not described above) with Biodiversity Action Plan (BAP) priority habitats/species
Other natural / semi-natural sites of significant biodiversity importance, not referred to above (e.g. sites relevant to local Biodiversity Action Plan / Natural Area objectives)
Other sites with local conservation interest – low value
Sites not in the above categories, but with some biodiversity or earth heritage interest.

Impact Appraisal

9.2.8 **Step 4** involves describing the impact of the scheme. The **Magnitude of Impact** column should contain an assessment of the impact of the scheme on the significance of the features identified and described in steps 2 and 3 of the framework.

9.2.9 It is not realistic to assess the ecological impact based on set rules in terms of the percentage of a site's feature affected. Instead, the impact of a scheme on a site should be considered using the well established ecological concepts of significance and integrity. The extent to which the identified significance will be either compromised or enhanced should be made clear, including the mitigating effects of any amelioration incorporated formally into the proposals or allowed for as standard good practice (mitigation is discussed in more depth below).

9.2.10 The impacts which need to be considered may be direct or indirect, individual or cumulative, temporary or permanent, may be geographically dispersed, and may be harmful or beneficial. Impacts on biodiversity or earth heritage via effects on air, water and soil resources, or via effects from noise, light or water, are also relevant. Note that in this context we are making a judgement about impact purely for the purposes of appraisal i.e. whether the investment of public funds is worth the costs and benefits. The normal planning processes will also continue to apply, for example with respect to European sites.

9.2.11 The basis for the assessment of impact should be the long term condition of the feature under the option being considered, compared with that under a 'without-scheme' case; note that the condition of the latter may be different from its current state. Table 11 below provides guidance on the impact magnitude. Note that the magnitude of the impacts relates only to their physical effects. It is, to an extent, independent of nature conservation value of the feature or attribute affected.

Table 11 Criteria for Determining the Magnitude of the Impact	
Magnitude	**Criteria**
Major negative	The proposal (either on its own or with other proposals) may adversely affect the integrity of the key environmental resource, in terms of the coherence of its ecological structure and function, across its whole area, that enables it to sustain the habitat, complex of habitats and / or the population levels of species of interest.
Intermediate negative	The key environmental resource's integrity will not be adversely affected, but the effect on the resource is likely to be significant in terms of its ecological objectives. If, in the light of full information, it cannot be clearly demonstrated that the proposal will not have an adverse effect on integrity, then the impact should be assessed as major negative.
Minor negative	Neither of the above apply, but some minor negative impact is evident. (In the case of Natura 2000 sites a further appropriate assessment may be necessary if detailed plans are not yet available).
Neutral	No observable impact in either direction.
Positive	Impacts which provide a net gain for wildlife overall.

Mitigation

9.2.12 Where schemes include plans for mitigation, this should generally be taken account of in the appraisal of impacts. However, an exception to this general rule is described below. There are three categories to consider:

- design measures to avoid or minimise the impact of the scheme on the key environmental resource(reducing run-off, for example);

- in close proximity to the key environmental resource, mitigation to help conserve existing biodiversity interest where the impacts can not be minimised (e.g. dedicated animal crossings, land management regimes); and

- measures not in close proximity to the key environmental resource (such as habitat replacement) to compensate for biodiversity and earth heritage losses.

These categories should be developed sequentially in scheme design.

9.2.13 The first two categories are essentially about avoiding or minimising the effects on or near the key environmental resource. It is appropriate for these to be considered in appraising impact, provided they have been documented properly. The key is to make an appropriate judgement about net impact. Where there is some risk in the mitigation proposals, it is appropriate to complete separate appraisals, for the 'with' and 'without' mitigation cases.

9.2.14 The third category above is about compensation for expected loss, though in Environmental Statements it is often described as 'mitigation'. A precautionary approach needs to be taken here: often it is not appropriate to lower the impact category on the basis of compensation measures remote from the key environmental resource, as these are unlikely to fully recompense for the lost features. This is especially so for the more valuable key environmental resources.

9.2.15 In later stage appraisals, mitigation measures may be documented in an Environmental Statement. New ideas for mitigation not documented in the Environmental Statement should not be taken account of in the impact appraisal, though they should be suggested in text on the Biodiversity Appraisal Worksheet. Such ideas could then be worked up as a separate scheme, to allow the consequences of adoption to be appraised.

9.2.16 At earlier appraisal stages, Environmental Statements are unlikely to be available. In such circumstances it is reasonable to assume usual mitigation designs for a scheme of this type (such as dedicated animal crossings, for example). Mitigation measures should be considered in the appraisal only where these are feasible and likely to be specified. Evidence from previous schemes of a similar type should be considered. There must be a documented audit trail of mitigation assumptions on which the appraisal is based.

Overall Assessment Score

9.2.17 **Step 5** combines the appraisal of biodiversity and earth heritage value of the features, with the appraisal of the magnitude of the impacts, to determine the consequence of those impacts. The assessment score should be determined using Table 12 and recorded on the Biodiversity Appraisal Worksheet. Where more than one key environmental resource is involved, an appraisal category is needed for each of these, which are then summarised in an overall summary score on the Appraisal Summary Table for the scheme.

9.2.18 Where a scheme affects more than one key environmental resource, determining the overall summary score is more complex, since the different 'scores' for each key environmental resource considered need to be weighed up in an overall summary score. The guidelines given in Chapter 5 should be followed.

Table 12 Estimating the Overall Assessment Score

Magnitude of impact	Biodiversity and earth heritage value				
	Very high	**High**	**Medium**	**Lower**	**Negligible**
Major negative	Very Large adverse	Very Large adverse	Moderate adverse	Slight adverse	Neutral
Intermediate negative	Large adverse	Large adverse	Moderate adverse	Slight adverse	Neutral
Minor negative	Slight adverse	Slight adverse	Slight adverse	Slight adverse	Neutral
Neutral	Neutral	Neutral	Neutral	Neutral	Neutral
Positive	Large beneficial	Large beneficial	Moderate beneficial	Slight beneficial	Neutral

(A) Schemes in the 'very large adverse' are likely to be unacceptable on nature conservation grounds alone (even with compensation proposals).

(B) There should be a strong presumption against schemes in the 'large adverse' category, with more than 1:1 compensation (net gain within the Natural Area) for the very occasional cases where development is allowed as a last resort.

(C) Schemes in the 'moderate adverse' category should include at least 1:1 compensation (no net loss within the Natural Area) if the development is allowed.

(D) Positive impacts should be considered to be of lower value if the gains are clearly evident but not significant in terms of the conservation objectives of the Natural Area. Positive impacts should be classed as medium value if they deliver significant gains to the Biodiversity Action Plan objectives in the Natural Area, and as major value if they deliver positive gains of national or international importance.

10 Impacts on the Water Environment

10.1 Introduction

10.1.1 The methodology set out in this Chapter provides an appraisal framework for analysing the key information of relevance to the water environment.

10.1.2 For road-based schemes, guidance on the assessment of impacts on the water environment is provided in DMRB 11.3.10. For other modes, the guidance in DMRB may provide a useful starting point.

10.2 Methodology

10.2.1 The methodology for appraising the impact of schemes on the water environment follows the five step general approach to appraising 'environmental capital' described in Chapter 5 above. This Chapter provides additional information specific to the water environment[13]. It refers to the **Water Environment Appraisal Worksheet**, which should be completed unless impacts on the water environment have been scoped out in step 1.

10.2.2 Where available, the outputs of an environmental impact assessment process (which may be presented in an Environmental Statement) should be used.

10.2.3 Steps 2 to 4 of the appraisal may have a risk component, where the exact impacts of the scheme are unknown because of uncertainties in exposure and effect. Where uncertainties of this sort are identified, they should be made explicit in the appraisal process. It is recommended that the precautionary principle be employed. Even at larger scales where there is likely to be greater uncertainty regarding the potential impacts, there remains the opportunity to incorporate mitigation measures when the schemes are considered in more detail. In these cases it will be necessary to determine whether the potential risks identified justify invoking the precautionary principle, or whether it will be sufficient to flag them up as issues for more detailed consideration at a later stage.

10.2.4 During **step 1**, scoping, the process will determine information relating to the potential impacts of the scheme and the scale over which they are significant. This enables the size of the study area, and the key water environmental resources in this area that may be affected, to be determined.

10.2.5 The nature of the scheme may vary widely from the introduction of road traffic calming measures to the construction of a new transport route, for example. These measures will obviously have different potential impacts on the water environment. A useful distinction is made between impacts arising from construction of new transport infrastructure (e.g. an upgraded rail line, road widening or car parks), and changes in the use pattern of existing infrastructure (such as promotion of cycling or walking, improvements to bus services or traffic flow control technologies). Any transport scheme should fit into one, or both, of these categories.

10.2.6 Once the potential impacts of the scheme have been identified its zone of influence can be determined. For releases to a watercourse, for example, this may be the length of river over which a noticeable change in quality is predicted, while for the creation of new hardstanding, it may represent the area which could be exposed to an increased flood risk.

10.2.7 **Step 2**, identifying key environmental resources and describing the features of each key water environment resource, identifies and characterises those key water environmental resources that may be affected by the proposal. Each key environmental resource is described in Worksheet 1 in terms of **Features**, against each of which brief descriptive text characterises the key water environmental resource. This descriptive process does not involve qualitative judgements at this stage; the significance of the characteristics described is undertaken in step 3. Table 13 provides

generic information on the key resources of the water environment and their features that should be used to describe the key environmental resources for a specific study.

10.2.8 For **step 3**, the value of the key water environmental resources within the study area is assessed by analysing their features. This process is consistent with an environmental capital approach because the value of the water environment should be assessed in terms of the services it provides rather than on purely measurable criteria.

10.2.9 The indicators used to make a judgement on the importance of a feature under consideration are listed below.

- **Quality** - this criterion provides a measure of the physical condition of the feature. Table 13 provides guidance on available indicators of quality that can be used for specific features. The Environment Agency maintains data on these quality indicators at a national, or regional, level, usually in digital format.

- **Scale** - It is unlikely that any key water environmental resources will have importance at a national or global scale (assuming that biodiversity interests are appraised separately), however major aquifers, floodplains, or fisheries may be important at a regional scale. It is important to consider the scale at which each feature matters, rather than the resource as a whole, because subsequent appraisals of the rarity, substitutability, and importance will assess the feature at this determined scale. Generally, the greater the scale at which the feature is valued, the greater its importance. However, this will not always be the case. For example, where the resource is of great value to a community for providing a significant proportion of local employment.

- **Rarity** - allows consideration of whether the water attribute being evaluated is commonplace or scarce, at the scale at which it matters. For example an attribute that is abundant nationally (such as potable water) will be of high importance if it is locally rare.

- **Substitutability** - allows consideration of whether water features are replaceable over a given time frame. The significance of the length of time before substitution could be achieved will be linked to the urgency with which the feature is required (a long time frame may be acceptable for inessential features such as recreation, but less so for others, such as supply of potable water). Again the potential for substitution of the feature should be considered in relation to scale at which it matters, but should also consider the risks of failure. Different features of the same key environmental resource may differ in their potential for substitution. Limited potential for substitution recognises that while it is theoretically possible for most water features to be substituted by some means, this will not always be viable within the funds of the scheme. Substitution should therefore be considered in terms of whether it is feasible rather than whether it is possible. Where no information is available relating to the substitutability of the feature, it should be assumed that no substitution is possible.

[13] Note that the terminology of Chapter 5 has been used in this Chapter. This has resulted in changes in the meaning of some words and phrases. In particular, 'water environmental resource' replaces 'feature', 'feature' replaces 'attribute/service' and the term 'attribute' is not used.

Table 13 Water Resources, Their Features and Indicators of Quality

Resource	Features	Indicator of quality	Possible measure
River/Canal	Water Supply	• Use for water supply (potable, industrial or agricultural)	• Location and number of abstraction points • Volume of water abstracted • Use of water (potable most important)
		• Chemical water quality	• Existing chemical classification/status and objective under Water Framework Directive (WFD) • Likelihood of a change in classification arising (+ve or –ve)
	Transport and dilution of waste products	• Presence of surface water discharge points	• Location and number of discharge points • Volume of effluent discharged
		• Contribution of discharges to total river flow	• Proportion of flow made up by effluent at different times of the year
	Biodiversity	• Biological water quality	• Existing ecological classification/status and objective under WFD • Likelihood of a change in classification arising (+ve or –ve)
		• Fisheries quality	• EC Fishery designation (Salmonid, Cyprinid or undesignated)
		• Conservation value of river corridor[1]	• Results of River Habitat Survey • Presence of designations (e.g. SSSI, NNR, LNR, SINCs) • Presence of protected species or BAP species
	Aesthetics	• Contribution to landscape character and quality[2]	• Results of river landscape assessment
	Cultural heritage	• Presence of historic features associated with river[3]	• Results of historic environmental assessment • Presence of designations (e.g. SAMs, listed buildings)
	Recreation	• Riverside access	• Presence of route and importance (i.e. is it a nation or strategic route, such as the Thames Path)
		• Use of river for recreation	• Presence of facilities and clubs for using the river environment • Use for angling (number of clubs / membership)
	Value to economy	• Value of the uses of the river (e.g. commercial fishing, abstractions, discharges, navigation, leisure and riverside development land)	• Value to local economy (e.g. employment, relative property prices, cost of alternatives, etc.)
	Conveyance of flow and material	• Presence of watercourses	• Number and size of watercourses • Existing flood risk

Floodplain	Conveyance of flood flows	• Presence of flood zones	• Existing flood risk/flood return period
		• Flood flow routes	• Location / importance of flood flow routes
		• Surface water flooding	• Location of surface water flooding
	Biodiversity	• Conservation value of river corridor[1]	• Results of River Habitat Survey • Presence of designations (e.g. SSSI, NNR, LNR, SINCs) • Presence of protected species or BAP species
	Aesthetics	• Contribution to landscape character and quality[2]	• Results of river landscape assessment
Groundwater	Water supply	• Use for water supply (potable, industrial or agricultural)	• Location and number of abstraction points • Volume of water abstracted • Use of water (potable most important)
		• Groundwater vulnerability	• Location and grade of source protection zone • Classification of aquifer vulnerability • Classification/status and objective under WFD
	Transport and dilution of waste products	• Presence of discharge points	• Location and number of discharge points • Volume of effluent discharged
	Value to economy	• Value of the uses of the groundwater (e.g. abstractions and discharges)	• Value to local economy (e.g. employment, cost of alternatives, etc.)
	Biodiversity	• Conservation value of areas fed by groundwater[1]	• Results of River Habitat Survey • Presence of designations (e.g. SSSI, NNR, LNR, SINCs) • Presence of protected species or BAP species • Presence of Groundwater Dependant Terrestrial Ecosystems under the WFD
	Conveyance of flood flows	• Flow routes	• Location and importance of flow routes
		• Groundwater levels	• Charges in levels and recharge
Sea and Estuaries	Water supply	• Use for water supply	• Location and number of abstraction points • Volume of water abstracted
	Transport and dilution of waste products	• Presence of discharge points	• Location and number of discharge points • Volume of effluent discharged • Classification/status and objective under WFD
	Biodiversity	• Water quality	• Chemical and biological quality (data availability will be variable)
		• Fisheries quality	• Results of surveys etc (numbers / biomass of species and individuals)

		• Invertebrate populations • Conservation value of marine/estuary environment[1]	• Results of surveys etc (numbers / biomass of species and individuals) • Presence of designations (e.g. MNR, SSSI, NNR, LNR, SINCs) • Presence of protected species or BAP species • Presence of Protected Areas under WFD
	Aesthetics	• Contribution to landscape character and quality[2]	• Results of river landscape assessment
	Cultural heritage	• Presence of historic features associated with sea/estuary[3]	• Results of heritage assessment • Presence of designations (e.g. SAMs, listed buildings)
	Recreation	• Designated bathing waters	• Compliance with EC Bathing Water Directive (guideline or mandatory compliance)
		• Other recreation uses	• Presence of facilities and clubs • Use for angling (number of clubs / membership)
	Value to economy	• Value of the uses of the sea/estuary (e.g. commercial fishing, abstractions, discharges, navigation, leisure and waterside development land)	• Value to local economy (e.g. employment, relative property prices, cost of alternatives, etc.)
Stillwaters (Lakes and Ponds)	Biodiversity	• Water quality • Conservation value of stillwaters[1]	• Classification status and objective under WFD • Presence of designations (e.g. SSSI, NNR, LNR, SINCs) • Presence of protected species or BAP species
		• Fisheries quality • Invertebrate populations	• Results of surveys etc (numbers / biomass of species and individuals) • Results of surveys etc (numbers / biomass of species and individuals)
	Aesthetics	• Contribution to landscape character and quality[2]	• Results of river landscape assessment
	Recreation	• Use of still water for recreation	• Presence of facilities and clubs for using lake/pond • Use for angling (number of clubs / membership)

Notes: [1] Include in Biodiversity Impacts, [2] Include in Landscape Impacts, [3] Include in Historic Environment Impacts

10.2.10 Having gathered information against each of the four indicators above, it is then necessary to derive a summary of the **Importance** (or value) for each feature. Table 14 provides guidance for estimating the importance of a feature based on the indicators recorded.

10.2.11 Where all other factors are equal, and explicit, it may be possible to make judgements of value based on the quality indicators provided (e.g. WFD high status is more important than moderate status). However, this level of consistency will rarely be possible, because in the majority of situations the other indicators (scale, rarity and substitutability) will also have important roles in determining importance. For large study areas quality data may be the only indicator available, because the large amount of qualitative data required to assess other indicators may not be practically obtainable.

Table 14 Guidance on Estimating the Importance of Water Environment Features

Value	Criteria	Examples
Very high	feature with a high quality and rarity, regional or national scale and limited potential for substitution	Aquifer providing potable water to a large population (groundwater) Important fish population (surface water) Floodplain or defence protecting more than 100 residential properties (flood risk)
High	feature with a high quality and rarity, local scale and limited potential for substitution feature with a medium quality and rarity, regional or national scale and limited potential for substitution	WFD high status water body (surface water) aquifer providing potable water to a small population (groundwater) Notable fish population (surface water) Floodplain or defence protecting up to 100 residential properties or industrial premises (flood risk)
Medium	feature with a medium quality and rarity, local scale and limited potential for substitution feature with a low quality and rarity, regional or national scale and limited potential for substitution	WFD good status water body (surface water) Aquifer providing abstraction water for agricultural or industrial use (ground water) Floodplain or defence protecting up to 10 industrial premises (flood risk)
Low	feature with a low quality and rarity, local scale and limited potential for substitution	WFD less than good status (surface water) Unproductive strata (ground water) Floodplain with limited existing development (flood risk)

Impact Appraisal

10.2.12 **Step 4** considers the potential impacts of a transport scheme for each water environment feature identified. The potential impacts (both positive and negative) of the scheme should be identified to a level of detail that is appropriate for the stage reached in the study process. Where appropriate, the impacts of a specific scheme will be identified during the environmental impact assessment process and these will then be used in the appraisal.

10.2.13 Their **magnitude** can be determined by appraising the effects predicted for each feature. Table 15 provides guidance on the magnitude criteria for potential impacts, with some examples. The magnitude of the potential impact is completely independent of the value of the feature affected and therefore gives no indication of significance when considered alone. For each feature identified in step 2 and valued in step 3, the magnitude of the impact should be recorded in the magnitude column of the Water Environment Appraisal Worksheet.

10.2.14 Generic to all environmental assessment, uncertainty is an important factor to consider in appraisal. Assumptions should be clearly noted, particularly where a heavy weight on professional judgment is required due to lack of adequate data at the specific scale.

Table 15 Criteria for Determining Impact Magnitude

Magnitude	Criteria	Example
Large Adverse	Results in loss of feature	• loss of important fishery • change in WFD classification of river reach • compromise employment source • loss of flood storage/increased flood risk • pollution of potable source of abstraction
Moderate Adverse	Results in adverse impact on integrity of feature or loss of part of feature	• loss in productivity of a fishery • contribution of a significant proportion of the effluent in the receiving river, but insufficient to change its WFD classification • reduction in the economic value of the feature
Slight Adverse	Results in minor adverse impact on feature	• measurable changes in feature, but of limited size and/or proportion
Negligible	Results in an impact on feature but of insufficient magnitude to affect the use/integrity	• discharges to watercourse but no significant loss in quality, fishery productivity or biodiversity • no significant impact on the economic value of the feature • no increase in flood risk
Slight Beneficial	Results in minor beneficial impact on feature or a reduced risk of adverse effect occurring	• measurable changes in feature, but of limited size and/or proportion
Moderate Beneficial	Results in moderate improvement of feature	• enhanced productivity of a fishery • reduction in a significant proportion of the effluent in a receiving river, but not sufficient to change its WFD classification • moderate reduction in flood risk
Large Beneficial	Results in major improvement of feature	• Removal of major existing polluting discharge to a watercourse • Major reduction in flood risk

Overall Assessment Score

10.2.15 **Step 5** combines the appraisal of the importance of the water environment features, with the appraisal of the magnitude of the impacts, to determine the consequence of those impacts. A two step process is required.

10.2.16 The first step is to assess the **significance** of a potential impact on each affected feature. Table 16 provides guidance for determining the significance of a potential impact based on its magnitude and the importance of the feature, to be input in the Water Environment Appraisal Worksheet.

10.2.17 The second step is to combine the assessment of each feature into an **assessment score** for each key water environmental resource on the eight-point scale. This step should be based on the definitions given in Table 17.

10.2.18 It is not useful to provide wholly prescriptive guidance for determining an assessment score, because each combination of positive and negative impacts will be different. The indicative criteria in Table 17 can be used for guidance, but experience and an understanding of the scheme will also be required. The qualitative comment box on the worksheet should be used to provide further information on the basis for reaching the assessment score for that key environmental resource.

10.2.19 Where a scheme affects a number of key water environmental resources, a judgement will need to be made concerning the overall assessment score for the scheme. The scheme should be classified as a whole and the potential impacts on individual key environmental resources combined in the overall classification, using the guidelines for step 5 given in chapter 5.

Table 16 Criteria for Estimating the Significance of Potential Impacts

	Importance of feature			
Magnitude of potential impact	**Very High**	**High**	**Medium**	**Low**
Major	Very Highly Significant	Highly Significant	Significant	Low Significance
Moderate	Highly Significant	Significant	Low Significance	Insignificant
Minor	Significant	Low Significance	Insignificant	Insignificant
Negligible	Low Significance	Insignificant	Insignificant	Insignificant

Table 17 Water Environment - Definitions of Assessment Scores	
Score	**Comment**
Large Beneficial Impact	It is extremely unlikely that any scheme incorporating the construction of a new transport route (road or rail) would fit into this category. However, a scheme could have a large positive impact if it is predicted that it will result in a 'very' or 'highly' significant improvement to a water feature(s), with insignificant adverse impacts on other water features.
Moderate Beneficial Impact	Where the scheme provides an opportunity to enhance the water environment, because it results in predicted: • significant improvements for at least one water feature, with insignificant adverse impacts on other features; • very or highly significant improvements, but with some adverse impacts of a much lower significance. The predicted improvements achieved by the scheme should greatly outweigh any potential negative impacts.
Slight Beneficial Impact	Where the scheme provides an opportunity to enhance the water environment, because it provides improvements in water features which are of greater significance than the adverse effects.
Neutral	Where the net impact of the scheme is neutral, because: • it has no appreciable effect, either positive or negative, on the identified features; • the scheme would result in a combination of effects, some positive and some negative, which balance to give an overall neutral impact. In most cases these will be slight or moderate positive and negative impacts. It may be possible to balance impacts of greater significance. However, in these cases great care will be required to ensure that the impacts are comparable in terms of their potential environmental impacts and the perception of these impacts.
Slight Adverse Impacts	Where the scheme may result in a degradation of the water environment, because the predicted adverse impacts are of greater significance than the predicted improvements.
Moderate Adverse Impacts	Where the scheme may result in a degradation of the water environment, because it results in predicted: • significant adverse impacts on at least one feature, with insignificant predicted improvements to other features; • very or highly significant adverse impacts, but with some improvements which are of a much lower significance and are insufficient positive impacts to offset the negative impacts of the scheme.
Large Adverse Impact	Where the scheme may result in a degradation of the water environment, because it results in predicted: • highly significant adverse impacts on a water feature; • significant adverse impacts on several water features.
Very Large Adverse Impact	Where the scheme may result in a degradation of the water environment because it results in predicted: • very significant adverse impacts on at least one water feature; • highly significant adverse impacts on several water features.

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12 Document Provenance

Environmental Impact Appraisal

This Chapter is based on the former WebTAG Unit 3.3.1, which itself was based on Chapter 3, Sections 1 to 3 of Guidance on the Methodology for Multi-Modal Studies Volume 2 (DETR, 2000).

Noise

This Chapter is based on Chapters 4, Section 3 (including worksheets 4.1 and 4.2) of Guidance on the Methodology for Multi-Modal Studies Volume 2 DETR, 2000); together with Section 7.1 of Applying the multi-modal new approach to appraisal to highway schemes ("The Bridging Document") (DETR, 2001). Advice on the monetary valuation of noise impacts was added in February, 2006.

Air Quality

This Chapter forms guidance on assessing and monetising air quality impacts that was previously in TAG Unit 3.3.3, which became definitive guidance in August 2012.

Greenhouse Gases

This Chapter is based on Chapter 4, Section 5 (including worksheet 4.5) of Guidance on the Methodology for Multi-Modal Studies Volume 2 (DETR, 2002).

This guidance was updated in September 2006 to include advice on the calculation of monetary valuation for the change in carbon emissions.

The guidance was further revised in June 2008 to reflect new Defra advice on the Shadow Price valuation of carbon emissions. This became definitive guidance in April 2009.

January 2010: In Draft Guidance. Latest DECC values for estimated abatement costs of carbon equivalent and guidance for appraising fuel consumption related carbon added to this Unit.

January 2010: Updated In Draft Guidance. Includes DECC-based values for estimated abatement costs of carbon equivalent to 2100, and reference to DECC guidance published January 2010.

April 2011: Updated Guidance. Values in Table 2a for traded carbon between 2010 and 2029 updated in line with DECC values published in June, 2010.

November 2011: Guidance For Consultation, including guidance. Updated with latest DECC values and guidance changed to reflect the reporting of CO_2, rather than Carbon equivalent.

May 2012: In Draft Guidance with some further modifications. This became definitive guidance in August 2012.

Impacts on Environmental Capital

This TAG Unit replaces previous TAG Unit 3.3.6, which was based on Chapter 4, Section 6 of Guidance on the Methodology for Multi-Modal Studies Volume 2 (DETR, 2000) plus GOMMMS Supplement 1 (DfT, 2002).

Impacts on Landscape

This TAG Unit replaces TAG Unit 3.3.7, which was based on Chapter 4, Section 7 of Guidance on the Methodology for Multi-Modal Studies Volume 2 (DETR, 2000).

Impacts on Townscape

This TAG Unit replaces TAG Unit 3.3.8, which was based on Chapter 4, Section 8 of Guidance on the Methodology for Multi-Modal Studies Volume 2(DETR, 2000).

Impact on the Historic Environment

This TAG Unit replaces TAG Unit 3.3.9, which was based on Chapter 4, Section 9 of Guidance on the Methodology for Multi-Modal Studies Volume 2 (DETR, 2000).

Impact on Biodiversity

This TAG Unit replaces TAG Unit 3.3.10, which was based on Chapter 4, Section 10 of the Guidance on the Methodology for Multi-Modal Studies Volume 2 (DETR, 2000).

Impact on the Water Environment

This TAG Unit replaces TAG Unit 3.3.11, which was based on Chapter 4, Section 11 of Guidance on the Methodology for Multi-Modal Studies Volume 2 (DETR, 2000).

Appendix A Annoyance response relationship

12.1.2 Although individuals vary widely in their response to the same level of noise, even when it arises from the same source, the average or community response from a large number of people exposed to the same source of noise is relatively stable. The concept of annoyance is generally recognised as a robust and well-established measure for identifying the long term noise impacts from roads and railways. The exposure response relationships that have been developed for assessing noise impacts from road and rail refer to community responses for those that are highly disturbed or bothered by noise from these transport modes. However, the same level of noise emitted by different modes provokes different responses, when measured as community annoyance.

12.1.3 One approach to overcoming this problem is to apply different impact criteria to each mode. This allows estimates of numbers of people exposed to different noise levels to be made for each mode. However in comparing the noise impact from each mode there is a residual problem in weighing up the significance of the impact against the number of people exposed. This problem is also encountered in single mode assessments, in that it is difficult to compare an option which has a small noise impact for a large population with an option which has a large noise impact for a small population, although the willingness-to-pay and annoyance-response approaches offer ways of overcoming this.

12.1.4 Annex 6 in DMRB 11.3.7 presents an annoyance response relationship for road traffic noise. The relationship shows the percentage of a population highly annoyed (DMRB uses the phrase 'bothered very much or quite a lot') by road traffic noise in the longer term as a function of the noise index $L_{A10, 18h}$. As the basis of the relationship is long term, it ignores the immediate impacts of any change.

12.1.5 There is no standard annoyance response relationship for railway noise specific for assessing noise impacts in the UK but one has been developed for the purposes of this guidance.

12.1.6 Research indicates that, even when noise levels are measured using the same scale, people respond differently to the same level of road and rail noise. For example, the Mitchell Committee's report **Railway Noise and the Insulation of Dwellings** (DoT, 1991) summarises research undertaken up to 1991 on the question of the differential between road and rail noise annoyance response. Although the Committee found no clear consensus, they concluded that at levels of 60 to 70dB $L_{Aeq, 24h}$ most studies found the same degree of annoyance where rail noise exceeded road traffic noise by between 4 and 9dB; but for noise levels of 50 to 60dB $L_{Aeq, 24h}$ the differential was very small or zero. In reaching their conclusion on the appropriate criterion for insulation against rail noise, the Committee gave emphasis to UK studies, as it was recognised that social and cultural factors might have a strong influence on the differential response.

12.1.7 Based on the results of this and other research, an annoyance response curve for rail traffic noise has been derived for use in this guidance. The differential between road and rail noise for equal annoyance has been taken as varying between:

- 0 at 55dB $L_{Aeq, 18 h}$; and
- 6dB at 70dB $L_{Aeq,18 h}$.

12.1.8 Annoyance response relationships for road and rail noise are given in **TAG Data Book Table A3.1, Annoyance Response Relationships for Road and Rail Traffic Noise**. The annoyance response relationship for road traffic noise is based on that presented in Figure A6.1 of Annex 6 of DMRB 11.3.7, adjusted to the noise index $L_{Aeq,18 h}$. The response for rail traffic noise was derived from this by applying the differentials discussed in the previous paragraph. It should be noted that all noise indices in TAG Data Book Table A3.1 refer to facade levels.

12.1.9 Note that the current relationships are based on data gathered in past decades and further research is needed to assess the annoyance response to different sources of transport noise such as: i) high

speed rail, which produces a significantly different spectrum of noise than conventional rail; ii) low frequency noise from light rail systems in urban areas; and iii) noise from road traffic which is not free flowing. This needs to be taken into account, and noted in the 'key impacts' column of the AST, when assessing the noise impact of options which involve non-standard types of rail project or dealing with congested road traffic. Very little is also known about the combined effect of noise from different sources, as one source of noise can mask another.

12.1.10 It is also important to be aware that the annoyance response function is uncertain at low noise levels (especially over large distances). Consequently, it is recommended that appraisal is undertaken for noise above a cut-off level below which only a small percentage of the population would be annoyed. Research conducted by the Department to develop monetary values for noise impacts suggests a positive willingness to pay to avoid transport related noise from 45dB $L_{Aeq,18h}$, and this level is used as the lower threshold for both annoyance and monetary valuation calculations.

12.1.11 Annoyance response functions and monetary valuations of noise are provided for noise levels up to 81dB $L_{Aeq,18h}$. Although noise levels in excess of this may be experienced road- or track-side, it is unlikely that adjacent properties will be affected by such high noise levels. In the rare case where noise levels exceed the upper limit, the highest monetary values and annoyance rates should be used and a comment should be included in the 'key impacts' column in the AST.

Appendix B Alternative Methodology for Local Air Quality

B.1.1 In some cases, a study may initially involve output from a spatially coarse transport model. Because the transport network is not explicitly represented, this type of model cannot provide individual link data and thus cannot be used to carry out the air quality analyses set out in this TAG Unit. However, outputs from this type of model that can be used in the assessment of local air quality, include:

- changes in speed by mode by model zone/study area (as defined in the transport model); and
- changes in passenger car unit/vehicle kilometres travelled by mode by model zone/study area (as defined in the transport model).

B.1.2 This data, in conjunction with appropriate emission factors (see below), can be used to estimate the likely total emissions from a study area, or each model zone within it, resulting from a scheme. This approach may lead to some anomalies in that the relationship between emissions and exposure to air pollution is not always direct and linear, but in most cases will allow a fair comparison between alternative options.

B.1.3 Changes in total emissions can be used as a surrogate or proxy for micro scale air quality impacts. Generally, reductions in total emissions in an area are likely to result in improved air quality, although to what extent will not be clear from an understanding of emissions alone. It is the change in personal exposure to air pollutants that is the key factor in understanding potential health effects. A reduction in total emissions may not in all cases lead to a reduction in the population's exposure to air pollution. For example, schemes which result in more people living and walking near busy road links may result in adverse effects due to greater exposure to air pollutants, even though emissions would reduce overall. These effects are on the micro-scale and, for those studies that are undertaken at a spatially coarse level of assessment, cannot be quantified reliably.

B.1.4 Ideally, in appraising schemes, one would want to include some consideration of the population exposed to changes in air pollution. However, relating population densities to changes in emissions is not a valid approach for assessing air quality impacts and, in fact, may be misleading. The population exposed to a level of emissions does not give an indication as to whether air quality standards are exceeded and therefore whether human health is affected to any significant degree. Emissions of air pollutants can undergo physical and chemical transformation in the atmosphere. Hence, emissions do not always equate directly with the resulting ambient concentrations affecting a population. An understanding of changes in ambient air quality in relation to air quality standards at specific receptor sites and effects on population can only be accurately determined where specific link traffic flows and speeds are available, as in the method set out above.

B.1.5 However, it is important that account is taken of both the magnitude of changes in emissions and where these emissions occur. For example, schemes that switch emissions from town centres to rural areas may result in fewer people being exposed to pollution. Zones within transport models will usually be of differing sizes. Study areas will also differ in size. Therefore, total emissions should be expressed in terms of emission per unit area (e.g. tonnes per km^2 per year). In view of this, the indicator recommended for the appraisal of air quality impacts is the total emission rate per unit area multiplied by a population density for the same unit area.

B.1.6 This approach allows schemes that may yield the same benefits across the study area, in terms of the change in tonnes of emissions, to be differentiated if one tends to favour emissions savings in populated areas. Populations within these zones can be estimated from population databases.

B.1.7 The concept of an "emissions exposure estimate" may be used. The steps to calculate this are outlined in summary below:

i) calculate the total emissions (tonnes per year), for each zone, for NO_x and PM_{10};

ii) estimate the total population in each zone;

iii) for each zone, multiply i) by ii) and divide the result by the area of the zone, expressed in km^2;

B.1.8 The three steps above should be carried out for the without scheme case and for the with scheme case.

iv) for each zone, subtract the value in iii) for the with scheme case from the without scheme case;

v) count the number of positive values in iv) - these are zones in which the scheme is likely to worsen air quality over the without scheme case;

vi) count the number of negative values in iv) - these are zones in which the scheme is likely to improve air quality over the without scheme case;

vii) sum the values in iv) over all zones to create the emissions estimate (do this for NO_x and PM_{10} separately)

B.1.9 In addition, it would also be helpful to identify any Air Quality Management Areas in the study area and comment as to whether the scheme is likely to affect them.

B.1.10 The estimation of total emissions on the basis of vehicle kilometres, speed and emission factors can lead to inaccuracies of which the analyst should be aware. Hence, small differences in totals should not be given undue weight in the decision making process. Some of the reasons for potential errors are given below and the degree to which any particular study might be prone to them should be borne in mind when considering the outputs of any calculations.

- The distribution of speeds about the mean is important in determining total emissions. The relationship of vehicle speed to emission rate per kilometre is not linear and varies with pollutant. A series of transport schemes may well change the distribution of speeds about an un-changing mean. These effects would not be evident if a single mean speed was used.

- The distribution of traffic in relation to populations may be affected by a transport scheme. Without examining micro-scale effects this effect may not be picked up.

- The mix of vehicle types is often crucial in determining the overall emissions of individual pollutants. The level of emission control in the vehicle fleet is important, as is the split in fuel between diesel and petrol.

Appendix C Alternative approach for identifying NO_x emissions where the NO_2 limit value is exceeded

C.1.1 The TAG Air Quality Valuation spreadsheet also provides an alternative method for determining the proportion of emissions where limit values are exceeded and forecasting this over time. This method uses the total emissions from a scheme over all road links and calculates the probability of emissions occurring areas where the NO_2 limit value is exceeded in a particular year. It then uses this to estimate the proportion of the scheme's total emissions being on a road link in exceedance of the NO_2 limit value in any forecast year.

C.1.2 This method could be used where detailed link-by-link information is not available and cannot be compared with PCM outputs. Therefore this method might be appropriate for strategic analysis or appraisal of national policies but is not recommended for scheme appraisals where detailed link-by-link information is likely to be available from the local and regional assessments described in this TAG Unit. The method works by basing the profile of NO_x emissions on the profile of PCM forecasts, which provides the percentage of NO_x emissions on roads where the NO_2 limit value is exceeded. These forecasts are given for:

- the percentage of emissions on roads modelled by the PCM (major roads in urban areas) where the limit is exceeded, these are labelled "Urban" in the spreadsheet;

- adjusted forecasts that represent those emissions as a percentage of total NO_x emissions on all major roads (i.e. including emissions on roads not included in the PCM model), labelled "National" in the spreadsheet; and

- for the percentage of NO_x emissions from rail in areas where limits are exceeded.

C.1.3 Analysts should use the set of forecasts most applicable to the scheme being appraised to calculate the NO_x emissions in areas where the NO_2 limit value is exceeded, in the with-scheme and without-scheme scenarios.

C.1.4 Where this approach is used, the TAG Air Quality Valuation spreadsheet can be used to determine the proportion of NO_x emissions in the with and without scheme cases, where the NO_2 limit value is and is not exceeded. The total emissions in the without scheme and with scheme cases for the opening and forecast years should be entered in the "Emissions and concentrations" sheet.

C.1.5 The proportion of emissions on links where the NO_2 limit value is exceeded is calculated in the "NOx exceedances and extrapolation" sheet. Analysts should select either "Urban" or "National" from the drop-down box, as appropriate. The spreadsheet will apply the profile of percentages of NOx emissions where the NO2 limit value is exceeded from the PCM and value the changes in emissions with the relevant abatement or damage costs over the appraisal period.

C.1.6 Results calculated using this method should be reported in the same way as those for the link-by-link approach and it should be clearly stated in the Appraisal Summary Table that this method has been used (including which set of forecasts were used).

Appendix D Detail on the derivation of damage and marginal abatement costs

D.1.1 The damage cost methodology for economic valuation of air quality is based on research by IGCB(A) that accompanied and informed the Air Quality Strategy Review in 2006. This research is reported in Defra (2006), “An Economic Analysis to Inform the Air Quality Strategy Review Consultation”. This report generated a range of monetary values for various key mortality and morbidity benefits, with the aim of using the results to help inform appraisals of air quality impacts. The analysis included a review of research that provided evidence of people's willingness to pay (WTP) for avoiding the adverse health effects of air pollution.

D.1.2 The values presented include impacts of exposure to air pollution on health. This includes both chronic mortality effects (which consider the loss of life years due to air pollution)[14] and morbidity effects (which consider changes in the number of hospital admissions for respiratory or cardiovascular illness). In addition, costs are included in these values for damage to buildings (through building soiling) and impacts on materials.

D.1.3 The analysis to support economic valuation of air quality impacts is based on an impact-pathway approach. This approach involves analysis of progression from the emission through dispersion to impacts and finally to monetisation. The impact-pathway approach is recommended best practice as it uses a detailed, location specific approach to quantifying and valuing the impact of air pollution changes. In practice the impact-pathway approach is applied in two ways either through the full impact-pathway modelling (involving bespoke atmospheric modelling) or through damage costs (which approximate the link between tonnes of emissions and impacts using a number of representative runs of the atmospheric modelling). Based on the analysis by the IGCB(A), two separate approaches, both derived from impact pathway modelling, are available, depending on the pollutant to be valued.

D.1.4 Research for the IGCB(A) has estimated damage costs by modelling the impacts of changing emissions nationally to calculate the marginal benefit per tonne of emission reduction over a 1 year 'pulse’ (the impact of a one year change in emissions). This analysis has been carried out for different pollutants and sectors, to reflect the differing impacts of emissions from different sources (due to varying exposure, dispersion and reaction). This is equivalent to an approximation of the impacts that could be derived from an impact-pathway assessment of a policy, and includes both the effect of primary contributions and secondary particles (see glossary). Damage costs calculated in this manner should be applied for oxides of nitrogen (NO_X).

D.1.5 For Particulate Matter (PM_{10}), a different approach, based on change in concentrations, should be applied. Analysis by Defra has shown that around 99.98% of the change in PM_{10} concentrations is expected to occur within 200 metres of the source. Therefore, concentration modelling for this pollutant can be used as a basis for the impact pathway approach, and a single monetary value can be applied to convert change in concentrations to monetary values. This differs from NO_X and other pollutants that have effects over a larger geographical area.

D.1.6 In March 2010, the IGCB(A) introduced a supplementary methodology to monetise changes in air quality in situations where air quality did not comply with binding legal obligations. This methodology was introduced to ensure that all legal obligations were fully reflected in the decision making process. To value the contingent liability from non-compliance this approach values such impacts based on the expected cost to restore compliance. In May 2013 this approach was included in Supplementary Green Book guidance on valuing air quality impacts.

[14] Although the annual pulse damage costs values represent a change in pollution, by one tonne, for one year, the chronic mortality impacts are followed up for 100 years to capture the more long term effect on health of the pollution change. The damage costs therefore include this ‘follow-up’ in the values provided.

D.1.7 The cost to improve air quality depends upon the local circumstances and so the most accurate approach to estimate abatement costs is to undertake a bespoke analysis of the local area. However, such an analysis would be disproportionately costly for all schemes and so representative abatement costs for transport have been estimated.

D.1.8 The representative abatement cost is based on research completed by the IGCB(A) to build an oxides of nitrogen marginal abatement cost curve (NO_x MACC). The NO_x MACC ranks 96 different potential abatement technologies by their cost effectiveness for reducing emissions of NO_x and thereby NO_2 concentrations. Modelling of the costs of abatement is based on the annualised capital and running costs of technology over their lifetime. This research will be periodically updated which may impact upon this appraisal guidance.

D.1.9 The demand for abatement as shown by the estimated compliance gap was then compared to this supply of abatement to estimate the marginal abatement technology and consequently its cost. Sensitivities around this value were then estimated based on the surrounding technologies and their associated abatement costs.

D.1.10 A more detailed explanation of the abatement cost methodology and the underpinning research is available from http://www.defra.gov.uk/environment/quality/air/air-quality/economic/abatement/

Annex 3: Design Manual for Roads and Bridges

Volume 11, Section 3, Part 8

Design Manual for Roads and Bridges

Sustainability & Environment
Appraisal

LA 112
Population and human health

(formerly DMRB Volume 11, Section 3, Part 6 (Land), Volume 11, Section 3, Part 8 (Pedestrians, Cyclists, Equestrians and Community Effects) and Volume 11, Section 3, Part 9 (Vehicle Travellers))

Revision 0

Summary
This document sets out the requirements for assessing and reporting the environmental effects on population and health from construction, operation and maintenance of highways projects.

Application by Overseeing Organisations
Any specific requirements for Overseeing Organisations alternative or supplementary to those given in this document are given in National Application Annexes to this document.

Feedback and Enquiries
Users of this document are encouraged to raise any enquiries and/or provide feedback on the content and usage of this document to the dedicated Highways England team. The email address for all enquiries and feedback is: Standards_Enquiries@highwaysengland.co.uk

This is a controlled document.

Contents

Release notes

Version	Date	Details of amendments
0	Oct 2019	LA 112 replaces Volume 11, Section 3, Part 6 (Land), Volume 11, Section 3, Part 8 (Pedestrians, Cyclists, Equestrians and Community Effects) and Volume 11, Section 3, Part 9 (Vehicle Travellers). This full document has been re-written to make it compliant with the new Highways England drafting rules.

Foreword

Publishing information

This document is published by Highways England.

This document supersedes previous advice contained in the following documents which are now withdrawn:

1) Volume 11, Section 3, Part 6 (Land Use);
2) Volume 11, Section 3, Part 8 (Pedestrians, Cyclists, Equestrians and Community Effects); and
3) Volume 11, Section 3, Part 9 (Vehicle Travellers).

This document makes provision for requirements outlined under EU Directive 2011/92/EU as amended by 2014/52/EU (hereafter referred to as the EIA Directive [Ref 1.N]).

Contractual and legal considerations

This document forms part of the works specification. It does not purport to include all the necessary provisions of a contract. Users are responsible for applying all appropriate documents applicable to their contract.

Introduction

Background

The motorway and all-purpose trunk road(s) connect people and places, supporting businesses and enabling access to employment, healthcare, education and other community assets.

Conversely, impacts associated with construction and improvement projects, (such as direct land take and severance) may affect private property, community and businesses/development land as well as agricultural land holdings.

The motorway and all-purpose trunk road network network can also affect the health of individuals and communities.

This document provides a framework for assessing, mitigating and reporting the effects of motorway and all-purpose trunk road projects on population and health. It introduces significance criteria that aid consistent and proportionate assessment to support the reporting of significant effects of population and human health.

Assumptions made in the preparation of this document

The assumptions made in GG 101 [Ref 5.N] apply to this document.

Abbreviations

Abbreviations

Abbreviation	Definition
AQMA	Air Quality Management Area
COPD	Chronic obstructive pulmonary disease
DDA	Disability Discrimination Act 1995 [Ref 2.N]
EIA	Environmental Impact Assessment
EqIA	Equality Impact Assessment
NIA	Noise Important Area
NMA	Noise Management Area
ONS	Office for National Statistics
PRoW	Public Right of Way
WCH	Walkers, cyclists and horse-riders

Terms and definitions

Terms and definitions

Term	Definition
Accessibility	The ability of users to access land, property, infrastructure, businesses and community facilities.
Access	The means by which to approach or enter land, property and assets.
Agricultural land holdings	Land and associated infrastructure for the purpose of agricultural production, e.g. arable farming, dairy farming etc.
Authorities likely to be concerned by a project	Authorities or organisations (statutory or non-statutory) that have environmental responsibilities or local and regional competences (as defined by the relevant consenting regime).
Businesses	Land and buildings for the purpose of commercial/industrial enterprise.
Community	A group of people living in the same place or having a particular characteristic in common.
Community land and assets	Land, buildings and infrastructure providing a service/resource to a community, e.g. open spaces, village greens, village halls, healthcare and education facilities etc.
Environmental assessment	A process by which information about environmental effects is collected, assessed and used to inform decision-making. NOTE: This includes Environmental Impact Assessment and non-statutory environmental assessment.
Development land	Land identified in national or local plans, policies or strategies for development (including intensification of existing uses) and land subject to planning permission.
Health determinants	Personal, social, economic and environmental factors which determine the health status of individuals and communities.
Human health	A state of complete physical, mental, and social well-being and not merely the absence of disease or infirmity.
Health outcome	The health status of an individual, group or population, attributable to a planned intervention (e.g a project).
Health profile	Statistical picture of the baseline health conditions and trends within an area. NOTE: A profile can be built up for a variety of scales (e.g. ward, Local Authority or more strategic levels e.g. Local Enterprise Partnerships).
Journey length	Physical length of a journey.
Land take	Temporary or permanent use of land for a project which takes it from private or public landholdings.

Terms and definitions (continued)

Term	Definition
Local planning authority area	A local authority's administrative boundary.
Population	All individuals located in a particular location (this can be local, regional or at a national scale).
Private property and housing	Land, buildings and infrastructure for the purpose of residential use.
Severance	The extent to which members of communities are able (or not able) to move around their community and access services/facilities.
Strategic housing sites	Large scale sites/land allocated in local planning policy for the provision of residential land use.
Strategic employment sites	Large scale sites/land allocated in local planning policy for the provision of employment land use.

1. Scope

Aspects covered

1.1 Environmental assessment of population and human health effects shall report on the following elements:

1) land-use and accessibility including;
   a) private property and housing;
   b) community land and assets;
   c) development land and businesses;
   d) agricultural land holdings; and
   e) walkers, cyclists and horse-riders (WCH).
2) human health including;
   a) health profiles of affected communities;
   b) health determinants (e.g noise or air pollution); and
   c) likely health outcomes.

1.2 Environmental assessments shall describe impacts on population and human health in line with the wider requirements and advice provided in:

1) LA 101 [Ref 4.N] Introduction to environmental assessment;
2) LA 102 [Ref 7.N] Screening projects for Environmental Impact Assessment (EIA);
3) LA 103 [Ref 6.N] Scoping projects for environmental assessment; and
4) LA 104 [Ref 3.N] Environmental assessment and monitoring.

Implementation

1.3 This document shall be implemented forthwith on all projects involving environmental assessment of population and human health on the Overseeing Organisations' motorway and all-purpose trunk roads according to the implementation requirements of GG 101 [Ref 5.N].

NOTE *The specific approach to implementation of this document and the significance criteria within this document is governed by the requirements of GG 101 [Ref 5.N].*

Use of GG 101

1.4 The requirements contained in GG 101 [Ref 5.N] shall be followed in respect of activities covered by this document.

2. Principles and purpose

Assessment and consultation

2.1 Consultation with authorities likely to be concerned by the project shall be undertaken in accordance with LA 104 [Ref 3.N].

NOTE 1 *Consultation includes the appropriate statutory body who are the primary, definitive source of policy, information and opinion on population and health.*

NOTE 2 *Stakeholders can often provide information, or are aware of certain issues which can assist the design and assessment process (e.g. concerns regarding local sensitivity).*

2.1.1 Consultation for the population and health assessment should complement and not duplicate consultation activities undertaken as part of the broader project development process.

NOTE *Targeted consultation outside of the formal scoping process can be undertaken with relevant stakeholders where this can help inform the baseline scenario and assessment conclusions.*

2.1.2 Indicative stakeholders who may be engaged comprise:

1) local authority officers (economic and environmental) and the director of public health;
2) community leaders/representatives and leaders of local interest groups;
3) affected community groups (e.g. residents/neighbourhood associations, schools, places of worship, community centres);
4) representatives of national and local recreational societies/traveller groups such as ramblers associations and equestrian groups;
5) local elected officials (e.g. parish/local councillors, members of parliament, local crime officers);
6) local police force; and
7) other stakeholders identified by the Overseeing Organisation.

3. Assessment methodology

Land-use and accessibility

Scoping

3.1 The scoping assessment shall report on the likely effects of projects on land-use and accessibility covering the following elements:

1) private property and housing;
2) community land and assets;
3) development land and businesses;
4) agricultural land holdings; and
5) WCH.

3.2 The scoping assessment shall report on the nature and scale of effects on the land use and accessibility elements as either:

1) beneficial;
2) neutral; or
3) adverse.

3.3 The scoping assessment shall report on the likely changes to accessibility and severance for private property and housing, community land and assets, development land and businesses and agricultural land holdings.

3.4 The scoping assessment shall report on the likely changes to WCH provision as a result of the project.

3.5 Where the requirement to acquire land and assets is likely to result in significant effects, either through direct land take or the restriction of accessibility/introduction of severance, further assessment shall be undertaken.

Study area

3.6 The study area shall be based on the construction footprint/project boundary (including compounds and temporary land take) plus a 500m area surrounding the project boundary.

3.6.1 Where likely effects are identified outside the 500m area surrounding the project boundary, the study area should be extended accordingly.

3.6.2 Where effects are unlikely to occur within the 500m area surrounding the project boundary, the study area should be reduced accordingly.

Baseline scenario

3.7 The process for developing the land use and accessibility baseline shall comprise the following phases:

1) data collection (commencing at the screening/scoping stage and developed with greater detail if further assessment is required);
2) spatial data mapping; and
3) consultation (where required to inform assessment conclusions).

3.8 The indicative types of data to be collected to form the baseline for land use and accessibility shall comprise:

1) private property and housing:
   a) the location and number of properties at risk of demolition, or from which land will be required/access affected by a project; and
   b) the location of residential development land and number of units that will be affected by a project.

2) community land and assets:
   a) the location of community land (e.g common land, village greens, open green space, allotments, sports pitches etc) and amount of land which will be required/access affected by a project;
   b) the location of community assets (e.g. village halls, healthcare facilities, education facilities, religious facilities etc) and number of assets from which land will be required/access affected by a project;
   c) the level of existing accessibility restrictions/severance to community land and assets within the study area; and
   d) the frequency of use of community land and assets within the study area.
3) development land and businesses:
   a) the location and number of businesses (and associated jobs) at risk or from which land will be required/access affected by a project;
   b) the location of land allocated for development by local authorities and the number of future jobs that will be affected by a project;
   c) land not allocated by local authorities which is subject to planning application(s) supporting future jobs; and
   d) the level of existing accessibility restrictions/severance to development land and businesses within the study area.
4) agricultural land holdings:
   a) the type, location and number of agricultural holdings at risk of demolition or from which land will be required/access affected by a project;
   b) the level of existing severance/accessibility restrictions to agricultural land holdings within the study area; and
   c) the frequency of use of the agricultural holdings/assets within the study area.
5) WCH:
   a) the type, location and extent of WCH provision (e.g. public rights of way) within the study area; and
   b) the frequency of use of the WCH provision within the study area.

3.8.1 Publicly available data should be used, where available, to inform frequency of use of community land and assets and agricultural land holdings.

3.8.2 Where required to inform the baseline scenario and assessment conclusions in the absence of available information, targeted consultation and surveys should be undertaken to:

1) obtain frequency/use data for community land and assets and agricultural land holdings; and
2) obtain frequency/use data for WCH provision.

3.9 Where a project is in an early stage of development/assessment, data collection and surveys shall be proportionate and appropriate.

3.10 Data collected shall be in accordance with the Overseeing Organisation's asset data requirements.

Significance criteria

3.11 The sensitivity of land use receptors shall be reported in accordance with the criteria outlined in Table 3.11.

Table 3.11 Environmental value (sensitivity) and descriptions

Receptor value (sensitivity)	Description
Very high	Private property and housing: 1) existing private property or land allocated for housing located in a local authority area where the number of households are expected to increase by >25% by 2041 (ONS data); and/or 2) existing housing and land allocated for housing (e.g. strategic housing sites) covering >5ha and / or >150 houses. Community land and assets where there is a combination of the following: 1) complete severance between communities and their land/assets, with little/no accessibility provision; 2) alternatives are only available outside the local planning authority area; 3) the level of use is very frequent (daily); and 4) the land and assets are used by the majority (>=50%) of the community. Development land and businesses: 1) existing employment sites (excluding agriculture) and land allocated for employment (e.g. strategic employment sites) covering >5ha. Agricultural land holdings: 1) areas of land in which the enterprise is wholly reliant on the spatial relationship of land to key agricultural infrastructure; and 2) access between land and key agricultural infrastructure is required on a frequent basis (daily). WCH: 1) national trails and routes likely to be used for both commuting and recreation that record frequent (daily) use. Such routes connect communities with employment land uses and other services with a direct and convenient WCH route. Little / no potential for substitution. 2) routes regularly used by vulnerable travellers such as the elderly, school children and people with disabilities, who could be disproportionately affected by small changes in the baseline due to potentially different needs. 3) rights of way for WCH crossing roads at grade with >16,000 vehicles per day.

Table 3.11 Environmental value (sensitivity) and descriptions (continued)

Receptor value (sensitivity)	Description
High	Private property and housing: 1) private property or land allocated for housing located in a local planning authority area where the number of households are expected to increase by 16-25% by 2041 (ONS data); and/or 2) existing housing and land allocated for housing (e.g. strategic housing sites) covering >1-5ha and / or >30-150 houses. Community land and assets where there is a combination of the following: 1) there is substantial severance between community and assets, with limited accessibility provision; 2) alternative facilities are only available in the wider local planning authority area; 3) the level of use is frequent (weekly); and 4) the land and assets are used by the majority (>=50%) of the community. Development land and businesses: 1) existing employment sites (excluding agriculture) and land allocated for employment (e.g. strategic employment sites) covering >1 - 5ha. Agricultural land holdings: 1) areas of land in which the enterprise is dependant on the spatial relationship of land to key agricultural infrastructure; and 2) access between land and key agricultural infrastructure is required on a frequent basis (weekly). WCH: 1) regional trails and routes (e.g. promoted circular walks) likely to be used for recreation and to a lesser extent commuting, that record frequent (daily) use. Limited potential for substitution; and/or 2) rights of way for WCH crossing roads at grade with >8,000 - 16,00 0 vehicles per day.

Table 3.11 Environmental value (sensitivity) and descriptions (continued)

Receptor value (sensitivity)	Description
Medium	Private property and housing: 1) houses or land allocated for housing located in a local authority area where the number of households are expected to increase by >6-15% by 2041 (ONS data); and/or 2) existing housing and land allocated for housing (e.g. strategic housing sites) covering <1ha and / or <30 houses. Community land and assets where there is a combination of the following: 1) there is severance between communities and their land/assets but with existing accessibility provision; 2) limited alternative facilities are available at a local level within adjacent communities; 3) the level of use is reasonably frequent (monthly); and 4) the land and assets are used by the majority (>=50%) of the community. Development land and businesses: 1) existing employment sites (excluding agriculture) and land allocated for employment (e.g. strategic employment sites) covering <1ha. Agricultural land holdings: 1) areas of land in which the enterprise is partially dependent on the spatial relationship of land to key agricultural infrastructure; and 2) access between land and key agricultural infrastructure is required on a reasonably frequent basis (monthly). WCH: 1) public rights of way and other routes close to communities which are used for recreational purposes (e.g. dog walking), but for which alternative routes can be taken. These routes are likely to link to a wider network of routes to provide options for longer, recreational journeys, and / or 2) rights of way for WCH crossing roads at grade with >4000 - 8000 vehicles per day.

Table 3.11 Environmental value (sensitivity) and descriptions (continued)

Receptor value (sensitivity)	Description
Low	Private property and housing: 1) proposed development on unallocated sites providing housing with planning permission/in the planning process. Community land and assets where there is a combination of the following: 1) limited existing severance between community and assets, with existing full Disability Discrimination Act (DDA) [Ref 2.N] compliant accessibility provision; 2) alternative facilities are available at a local level within the wider community; 3) the level of use is infrequent (monthly or less frequent); and 4) the land and assets are used by the minority (>=50%) of the community. Development land and businesses: 1) proposed development on unallocated sites providing employment with planning permission/in the planning process. Agricultural land holdings: 1) areas of land which the enterprise is not dependent on the spatial relationship of land to key agricultural infrastructure; and 2) access between land and key agricultural infrastructure is required on an infrequent basis (monthly or less frequent). WCH: 1) routes which have fallen into disuse through past severance or which are scarcely used because they do not currently offer a meaningful route for either utility or recreational purposes, and/or 2) rights of way for WCH crossing roads at grade with <4000 vehicles per day.

Table 3.11 Environmental value (sensitivity) and descriptions (continued)

Receptor value (sensitivity)	Description
Negligible	Private property and housing: 1) N/A. Community land and assets where there is a combination of the following: 1) no or limited severance or accessibility issues; 2) alternative facilities are available within the same community; 3) the level of use is very infrequent (a few occasions yearly); and 4) the land and assets are used by the minority (>=50%) of the community. Development land and businesses: 1) N/A. Agricultural land holdings: 1) areas of land which are infrequently used on a non-commercial basis. WCH: 1) N/A.

NOTE 1 *Private property and housing: a higher sensitivity value can be allocated where private property or housing provision is integral to the character and function of the community with little/no provision for substitution (e.g. private property in small rural villages).*

NOTE 2 *Development land and businesses: a higher sensitivity score can be allocated where a business is the main source of employment for a community with little/no provision for substitution.*

3.12 The magnitude of change shall be reported in accordance with the criteria outlined in Table 3.12.

Table 3.12 Magnitude of impact and typical descriptions

Magnitude of impact (change)	Typical description
Major	Private property and housing, community land and assets, development land and businesses and agricultural land holdings: 1) loss of resource and/or quality and integrity of resource; severe damage to key characteristics, features or elements. e.g. direct acquisition and demolition of buildings and direct development of land to accommodate highway assets; and/or 2) introduction (adverse) or removal (beneficial) of complete severance with no/full accessibility provision. WCH: >500m increase (adverse) / decrease (beneficial) in WCH journey length.

Table 3.12 Magnitude of impact and typical descriptions (continued)

Magnitude of impact (change)	Typical description
Moderate	Private property and housing, community land and assets, development land and businesses and agricultural land holdings: 1) partial loss of/damage to key characteristics, features or elements, e.g. partial removal or substantial amendment to access or acquisition of land compromising viability of property, businesses, community assets or agricultural holdings; and/or 2) introduction (adverse) or removal (beneficial) of severe severance with limited / moderate accessibility provision. WCH: >250m - 500m increase (adverse) or decrease (beneficial) in WCH journey length.
Minor	Private property and housing, community land and assets, development land and businesses and agricultural land holdings: 1) a discernible change in attributes, quality or vulnerability; minor loss of, or alteration to, one (maybe more) key characteristics, features or elements, e.g, amendment to access or acquisition of land resulting in changes to operating conditions that do not compromise overall viability of property, businesses, community assets or agricultural holdings; and/or 2) introduction (adverse) or removal (beneficial) of severance with adequate accessibility provision. WCH: >50m - 250m increase (adverse) or decrease (beneficial) in WCH journey length.
Negligible	Private property and housing, community land and assets, development land and businesses and agricultural land holdings: 1) very minor loss or detrimental alteration to one or more characteristics, features or elements. e.g. acquisition of non operational land or buildings not directly affecting the viability of property, businesses, community assets or agricultural holdings; and/or 2) very minor introduction (adverse) or removal (beneficial) of severance with ample accessibility provision. WCH <50m increase (adverse) or decrease (beneficial) in WCH journey length.
No change	No loss or alteration of characteristics, features, elements or accessibility; no observable impact in either direction.

3.13 The significance of effect shall be derived by combining the assigned value (sensitivity) of receptors with the magnitude of change arising from a project, in accordance with LA 104 [Ref 3.N].

3.14 The significance of effect shall be determined for each element of the land and accessibility sub topic (e.g. private property and housing, development land and businesses etc) affected by a project.

NOTE *Significant effects typically comprise effects after consideration of mitigation that are within the moderate, large or very large categories.*

Design and mitigation

3.15 The following mitigation hierarchy shall be implemented during design and assessment:

1) avoidance and prevention:
   a) identify alternative design/route options that avoid the requirement to compulsory purchase property, land and assets; and
   b) identify alternative design/route options that avoid introducing or worsening severance and avoid reducing WCH provision/increasing journey times.
2) reduction:
   a) minimise impacts on property, land and assets by selecting route alignments that avoid land take from the most sensitive receptors/aspects of receptors thereby maintaining viability; and
   b) by altering alignment to minimise severance to communities and disruption to WCH provision.
3) remediation: where it is not possible to avoid or reduce a significant adverse affect, e.g. community sports pitches have to be acquired to facilitate construction, provide equivalent facilities as close to the original location as possible.

NOTE *Engagement with designers and stakeholders early in the assessment and design process increases the effectiveness of design and mitigation measures.*

3.16 WCH design, assessment and provision shall be in accordance with HD 42 [Ref 8.N] Walking, cycling and horse-riding assessment and review.

Environmental enhancement

3.17 Enhancement opportunities shall be identified and reported during all stages in a project's life cycle.

NOTE *Example enhancement opportunities for land use and accessibility include;*

1) returning non-operational highway estate to community use/ownership (in agreement with relevant land owners) following completion of construction.

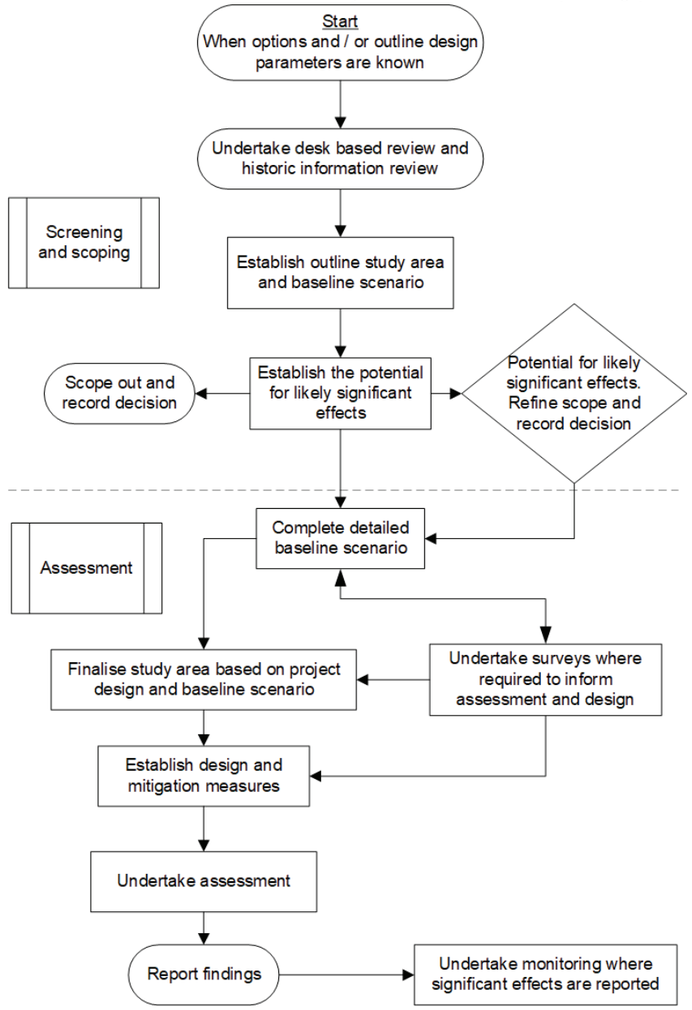
Reporting

3.18 Land use effects shall be assessed during construction and for the first year of operation (future year scenario).

NOTE *After year the first year of operation, effects on land use associated with routine maintenance operations are unlikely to be significant.*

3.19 The design and assessment shall follow the process illustrated in Figure 3.19.

Figure 3.19 Land use and accessability assessment and reporting process



Human health

Scoping

3.20 The scoping assessment shall identify the health profile(s) of affected communities, identifying vulnerable groups/communities.

3.21 The scoping assessment shall identify health determinants likely to be affected by a project, specifically reporting on:

1) environmental conditions relevant to human health, including;
   a) ambient air quality and Air Quality Management Areas (AQMA);
   b) ambient noise and areas sensitive to noise (e.g noise important areas (NIA), noise management areas (NMA));
   c) sources of pollution (e.g. light, odour, contamination etc);
   d) landscape amenity; and

2) severance/accessibility and the ability of communities to access community land, assets and employment.

NOTE *Changes in accessibility/severance for communities that can influence health outcomes include (but are not limited to):*

1) reduced or increased access to open green space/recreational facilities;

2) reduced or increased opportunities for WCH; and

3) reduced or increased opportunities for accessing healthcare facilities.

3.22 Where a project has the potential to result in adverse health outcomes, further assessment shall be undertaken.

Study area

3.23 The study area shall be defined based on the following:

1) the extent and characteristics of a project, and
2) the communities/wards directly and indirectly affected by the project.

NOTE *The study area is unique to each project and is based on the sensitivity of affected communities and the nature/extent of the project resulting in changes to health determinants.*

Baseline scenario

3.24 The process for developing the health baseline shall comprise the following phases:

1) data collection (commencing at the screening/scoping stage and developed if further assessment is required);
2) spatial data mapping; and
3) consultation.

3.25 The baseline health profiles of the communities within the study area shall be established, including the following data;

1) percentage of community with increased susceptibility to health issues (vulnerable members, e.g. <16 & >65);
2) percentage of community with pre-existing health issues (e.g respiratory disease/chronic obstructive pulmonary disease (COPD));
3) deaths from respiratory diseases;
4) percentage of community with long term illness or disability;
5) general health;
6) life expectancy; and
7) income deprivation.

3.26 The following indicative types of health determinants shall be identified to inform the baseline scenario:

1) the location and type of community, recreational and education facilities and severance/separation of communities from such facilities;
2) the location of green/open space and severance/separation of communities from such facilities;
3) the location of healthcare facilities and severance/separation of communities from such facilities;
4) outline spatial characteristics of the transport network and usage in the area, including the surrounding road network, Public Rights of Way (including bridleways), cycle ways, non-designated public routes and public transport routes;
5) air quality management areas and ambient air quality;

6) areas recognised as being sensitive to noise (e.g. noise important areas, noise management areas) and the ambient noise environment;
7) sources and pathways of potential pollution (e.g. land/water contamination);
8) landscape amenity;
9) safety information associated with the existing affected road network (e.g. numbers of killed and seriously injured); and
10) where available, information collated from stakeholder consultation.

NOTE *Information collated to inform the land use and accessibility assessment can be used to inform the changes in accessibility/severance to communities in the context of human health.*

3.27 Data collected shall be in accordance with the Overseeing Organisation's asset data requirements.

Assessment criteria - human health

3.28 A qualitative assessment of human health shall be undertaken, with evidence provided to support conclusions.

3.28.1 The geographical extent of the impacts considered within the qualitative assessment should be dependent upon the nature and characteristics of a project and sensitivity of receptors.

NOTE 1 *Although the assessment of human health effects describes the likely qualitative health outcomes, it is not possible to quantify the severity or extent of the effects which give rise to these outcomes. The potential health outcomes during construction and operation are based on broad categories for the qualitative impacts identified.*

NOTE 2 *The plausibility of a project generating an impact on the health of individuals and communities can be evidenced using a source-pathway-receptor model IEMA health in EIA [Ref 1.I].*

3.29 Changes to health determinants as a result of a project shall be identified.

3.29.1 Information gathered for other environmental factors, such as air quality, should be used to help identify changes to health determinants.

NOTE *A change to a single health determinant can affect the health status of different individuals or communities depending on their characteristics and sensitivity to change, thereby generating multiple health outcomes.*

3.30 Once the health profile of communities has been established, the sensitivity of a community/population to change shall be identified (supported with evidence).

3.31 The sensitivity of a community/population shall be reported as:

1) low;
2) medium; or
3) high

3.32 Once community/population sensitivity and changes to health determinants likely to occur as a result of a project have been established, the likely health outcome(s) shall be identified in line with the categories in Table 3.32, with evidence provided to support conclusions.

Table 3.32 Human health outcome categories

Health outcome category	Health outcome description
Positive	A beneficial health impact is identified
Neutral	No discernible health impact is identified
Negative	An adverse health impact is identified
Uncertain	Where uncertainty exists as to the overall health impact

Design and mitigation

3.33 The following mitigation hierarchy shall be implemented during the design and assessment process:

1) avoidance and prevention: identify alternative design/route options that avoid severing highly sensitive communities and avoid compounding existing health issues in sensitive communities, e.g. avoid worsening air quality in sensitive communities where EU limit values are currently being exceeded;
2) reduction: minimise severance/isolating communities from facilities/services by providing connectivity over/under the route option, and provide mitigation to minimise health effects e.g. install noise fencing where appropriate; and
3) remediation: where there is likely to be a significant change to a health determinant, e.g. loss of recreation space, provide replacement equivalent facilities as close as possible to the original facility.

NOTE *Engagement with designers and stakeholders early in the assessment and design process increases the effectiveness of design and mitigation measures.*

Environmental enhancement

3.34 Enhancement opportunities shall be identified and reported during all stages in a project's life cycle.

NOTE *Example enhancement opportunities for population and health include:*

1) increasing WCH provision from baseline levels to encourage WCH journeys and reduce journey times; and
2) investment in community initiatives such as tree planting on community land/open space as a means of enhancing the local landscape amenity.

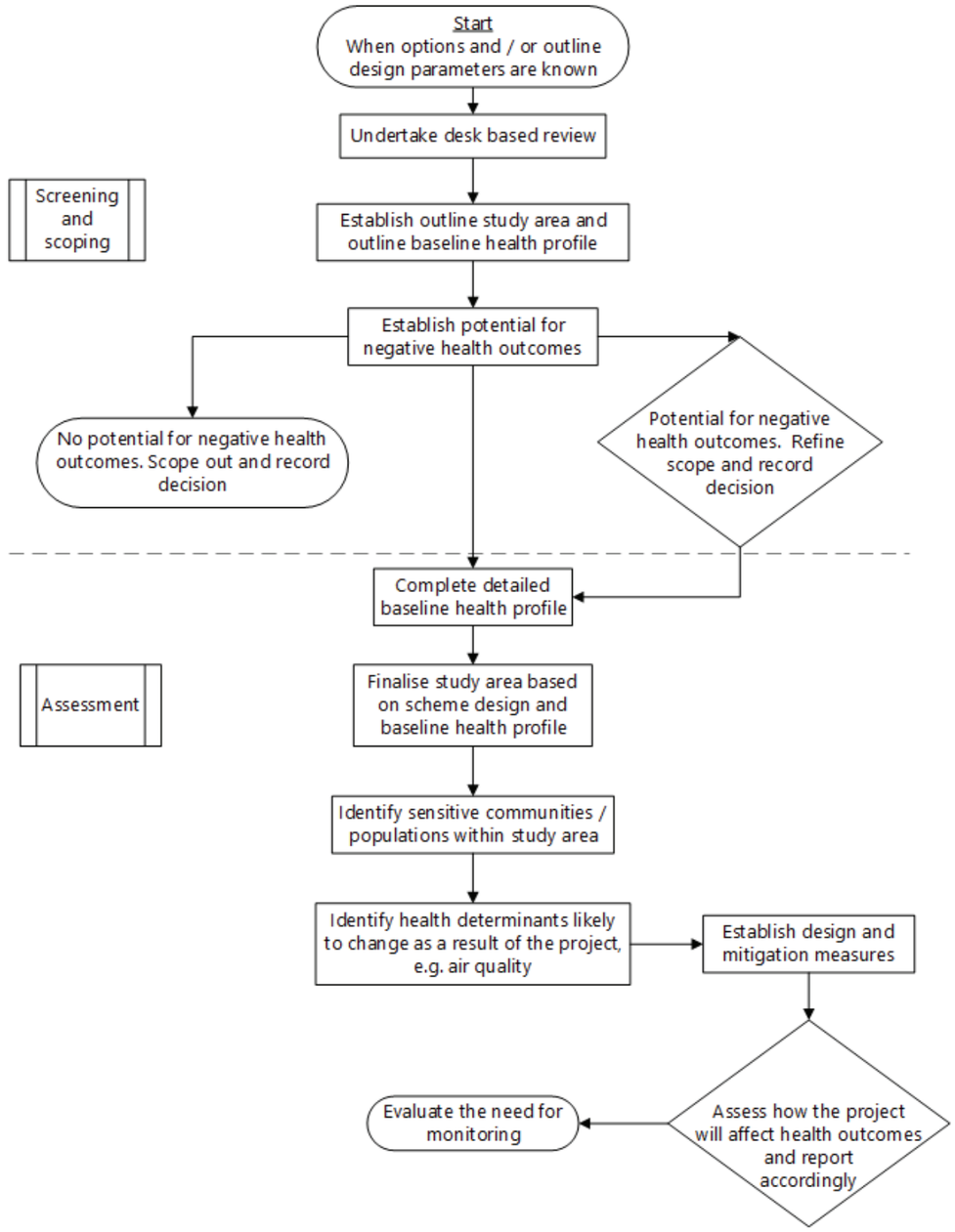
Reporting

3.35 Health effects shall be assessed during construction and up to year 15 of operation (future year scenario).

NOTE *After year 15 of operation, population and health effects associated with routine maintenance operations are unlikely to be significant.*

3.36 The design and assessment shall follow the process illustrated in Figure 3.36.

Figure 3.36 Human health assessment and reporting process



4. Monitoring

4.1 Monitoring requirements for population and health effects shall be discussed and agreed with the Overseeing Organisation and/or (where applicable) the competent authority.

4.2 Duplication of monitoring requirements for effects associated with other environmental topics shall be avoided.

NOTE *Mitigation for population and health are likely to comprise measures that are integral to the project design or have been implemented to reduce effects associated with other environmental factors.*

5. Normative references

The following documents, in whole or in part, are normative references for this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

Ref 1.N	EIA Directive, 'Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment'
Ref 2.N	legislation.gov.uk. 'Disability Discrimination Act 1995'
Ref 3.N	Highways England. LA 104, 'Environmental assessment and monitoring'
Ref 4.N	Highways England. LA 101, 'Introduction to environmental assessment'
Ref 5.N	Highways England. GG 101, 'Introduction to the Design Manual for Roads and Bridges'
Ref 6.N	Highways England. LA 103, 'Scoping projects for environmental assessment'
Ref 7.N	Highways England. LA 102, 'Screening projects for Environmental Impact Assessment'
Ref 8.N	Highways England. HD 42, 'Walking, Cycling & Horse-Riding Assessment and Review'

6. Informative references

The following documents are informative references for this document and provide supporting information.

Ref 1.I	IEMA. IEMA health in EIA, 'Health in Environmental Impact Assessment: A primer for a proportionate approach, 2017'

Annex 4: Transport and Road Research Laboratory - Pedestrian Delay and Traffic Management

TRANSPORT and ROAD
RESEARCH LABORATORY

Department of the Environment
Department of Transport

SUPPLEMENTARY REPORT 356

PEDESTRIAN DELAY AND TRAFFIC MANAGEMENT

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CONTENTS

PEDESTRIAN DELAY AND TRAFFIC MANAGEMENT

ABSTRACT

The report summarizes a two-year study of the relationships between the delays to pedestrians crossing urban streets and traffic and layout characteristics. The aim of the study was to make explicit the influence of various types of traffic management on pedestrian delays.

A method for estimating pedestrian delays using a trained observer was developed and tested. This was used to record delays at sites where only few pedestrians crossed the road, while waiting times were observed directly at points with higher crossing flows. 423 surveys of delays, traffic, and layout characteristics were conducted in London streets. The sites were of five main types: kerbside points without crossing facilities, refuges, signalized junctions, zebra and pelican crossings.

Mean pedestrian delays were generally found to be below 8 seconds at flows of 1000 vehicles per hour, and below 20 seconds at 2000 vehicles per hour. Differences incurred at different types of location were marked, as were those between different age/sex categories of pedestrians.

Predictive equations for the mean delay and proportion of pedestrians delayed at the various types of location were developed, using multiple linear regression. In addition to traffic flow, the variables found to affect delays significantly were road width, signal timings, speed, composition, and the degree of bunching of the traffic. The correlation coefficients associated with the equations range from 0.72 to 0.96, and mean delays can be predicted with an accuracy of $\pm$ 2 seconds to $\pm$ 6 seconds, depending on the type of crossing situation. The possible applications of the equations are discussed in a concluding section.

1. INTRODUCTION

1.1 *Background*

The delays experienced by pedestrians wishing to cross urban streets are of practical interest in view of the time lost by delayed pedestrians, and because such delays, especially when prolonged, may be associated with risk-taking and higher accident rates. These delays may be said to comprise one aspect of the impact of traffic on the environment, which, together with noise, pollution etc, need to be taken into account in transportation planning studies.

In order to assess the overall impact of delay on pedestrians, it is necessary to know the waiting times imposed by traffic on people crossing the road. However, traffic flow is not the only factor affecting pedestrian delay. Other traffic characteristics, such as speed, composition, and bunching of vehicles, also play a part, as do layout characteristics such as carriageway widths and junction frequency. Furthermore, delay is affected by traffic management measures, particularly the phasing of traffic signals

and the installation of special pedestrian crossing facilities. An understanding of the underlying relationships is desirable since it may enable those management measures to be identified which, under given layout and traffic conditions, minimize pedestrian delay.

1.2 *Objectives*

This study sought to examine the relationships between levels of pedestrian delay and traffic, layout, and management factors, and to express these relationships in the form of practical predictive models to demonstrate how far, and in what ways, traffic management can contribute to the reduction of pedestrian delays.

1.3 *Main approaches used in earlier studies*

A detailed and realistic model of the interaction between pedestrians and traffic is difficult to establish, since it must take account of factors such as the distribution of gaps in the traffic and the pedestrian's judgement of whether a given gap in the traffic is long enough to permit safe crossing.

Early work on pedestrian delay has tended to concentrate on theoretical models. On the basis of simple hypotheses about pedestrian crossing behaviour and traffic flow distributions, abstract mathematical models of delay were constructed. The earliest of these was developed by Adams[1] who treated vehicle arrivals as a single random sequence of events in time, and assumed that pedestrians could cross the traffic stream whenever the gap between successive vehicles exceeded a constant critical time. Because of its simplicity, this model served as a useful reference point for the present study. The Adams model was refined by Tanner[2] who made allowance for the fact that, in two-way streets, pedestrians cross two separate streams of traffic. If the road could be crossed in two stages, delays would be reduced substantially.

Few studies have investigated how delays under conditions of random traffic flow differ from the delays associated with the types of interrupted or congested flow commonly found in busy urban streets. Dowell[3] indicated that non-random traffic flows lead to increased delays.

Empirical surveys, as well as simulation studies under controlled conditions, have been used to investigate the minimum length of gaps in the traffic which enable people to cross. In a Manchester shopping street, Cohen, Dearnaley and Hansel[4] measured the time interval between the moment a pedestrian stepped off the kerb and the arrival of the nearest vehicle. They found that 25 per cent of pedestrians would accept gaps of 2 seconds or less, 50 per cent gaps of 3½ seconds or less, and 75 per cent gaps of 5 seconds or less. The gap length required by pedestrians decreased slightly as vehicle speeds increased.

Vehicular as well as pedestrian delays at pedestrian crossings have been studied in some detail. Jacobs, Older and Wilson[5] compared different crossing types, primarily with a view to economic evaluation.

A purely empirical investigation of delays to pedestrians in a range of shopping streets was carried out by Bowers as part of the Coventry

Transportation Study[6]. However, in that study total crossing times (including the walking as well as the waiting component) were recorded, so that the results are not strictly comparable with those of the present study. The Coventry results indicated that an increase in traffic flow of 100 vehicles per hour raised mean delays at points without crossing facilities by 0.6 seconds, at traffic signals by 0.9 seconds, and at pedestrian crossings by a negligible 0.05 seconds.

1.4 *Approach used in the present study*

In the present study of delay, a largely empirical approach was adopted, though not without reference to analytical models. A number of typical pedestrian street crossing situations were identified, and for each situation the levels of delay associated with differing traffic conditions were ascertained. To this end, 423 surveys of approximately 15 minutes' duration were conducted in London streets. The sites chosen included random crossing points on ordinary one- and two-way streets, crossing facilities such as refuges, signalized junctions, pedestrian crossings, and a number of less common situations, such as bus lanes.

Simple and multiple linear regression were the main tools used to construct predictive equations for the delays incurred. The equations were developed with reference to a theoretical model of pedestrian delay, based on purely random traffic flow, but the mathematical form finally adopted was chosen for its simplicity. An attempt was made to quantify the effect which the bunching of vehicles can have on pedestrian delays, since many management measures affect pedestrian delays indirectly by altering traffic arrival patterns.

Although this study has concentrated on delay as if it depended on traffic and management conditions alone, waiting is an aspect of the pedestrians' response to these conditions. It cannot be seen in isolation from the individuals affected, nor from the alternative actions available to the pedestrian. A pedestrian trying to cross the road, but unable to do so immediately, may either wait at the kerbside until the road is clear, or he may walk along the kerb, continuously looking for a gap in the traffic, and then cross without stopping. Alternatively, he may decide to walk to a pedestrian crossing before attempting to cross. In extreme cases, he may adjust his route to avoid crossing the road altogether. Because of the difficulty involved in observing the detours pedestrians make when their intended paths are not known, this study has been restricted to measuring the time people spend standing at the kerb immediately prior to crossing the road.

The survey technique apparently most suitable for data collection was the direct observation of pedestrian waiting times. This would have had the advantage of allowing the delays experienced by different categories of pedestrians to be differentiated. However, observation is only practicable at sites where the numbers of pedestrians crossing the road are not too low. But to cover the necessary range of traffic, layout, and management conditions, surveys had to be conducted at sites where few, if any, pedestrians were present. Trained observers were therefore employed, making use of a continuous estimation method to record delays. This method was first validated and then used to measure delays at sites where pedestrians wishing to cross the road would not be able to affect the traffic by their presence. Where this condition was not met, especially at pedestrian crossings, direct observation was used.

Six groups of surveys were conducted:

a) pilot surveys using a single observer to develop the continuous estimation method;

b) surveys with up to 5 observers operating the continuous estimation method simultaneously, at random points at the kerbside;

c) comparison surveys using continuous estimation and direct observation simultaneously;

d) continuous estimation surveys at random points, refuges and signalized junctions;

e) continuous estimation surveys at special sites.

1.5 *Scope of the report*

This report first discusses measurement units for pedestrian delay, describes the survey methods used, and the tests carried out to ensure the validity of the continuous estimation method as a research tool. It then presents the survey results and predictive equations developed for five types of situations where pedestrians cross roads. Finally, it compares the delays incurred in the different situations and indicates how the results might be used in practice.

2. THE MEASUREMENT OF PEDESTRIAN DELAY

2.1 *Measurement units*

At a given location, the individual delays incurred by pedestrians crossing within minutes or even seconds of each other may differ widely, depending on the precise traffic configuration at the instant of the pedestrian's arrival at the kerb. For prediction purposes, some form of averaging out of short term fluctuations over a longer period is necessary. In this report, two units in common use have been adopted, namely the mean delay (d) to all pedestrians crossing the road, and the proportion (p) of all pedestrians crossing who are delayed. Values of d will always be measured in seconds. p is a number between 0 and 1, but, for convenience, values of p in the text and tables will frequently be expressed as percentages. This does not apply to the equations.

The choice of units to be adopted in an evaluation of delays can be critical since it will be shown that there are some types of management measures which increase mean delays while reducing the proportion delayed at the same time. The problem of deciding on the 'right' measurement units is discussed in Section 4.

2.2 *Survey method*

Data for use in a series of multiple regression analyses was collected in the six groups of surveys described in 1.4 above. The length of surveys was generally 15 minutes. This time was usually both long enough to identify mean pedestrian delays and traffic flows sufficiently accurately, and short

enough to avoid major changes in traffic conditions and loss of concentration on the part of the observers.

2.2.1 Continuous estimation of delays: At sites where pedestrian numbers were low, continuous estimation was used to measure delays without the need to observe pedestrians. Throughout the length of a survey, a trained observer standing at the roadside recorded the instants in time when, in his estimation, approaching vehicles made it impossible for him to cross the road, and the moments when the road became clear again. These estimates were recorded on a portable tape recorder, thereby giving a complete breakdown of the survey time into periods when the road was clear and 'delay blocks' during which crossing was impossible. From this survey record, delays to pedestrians were calculated on the assumption that pedestrians arrived at random intervals, ie that they were equally likely to arrive at any time during a survey:

The mean delay $d = \frac{1}{2}\sum_{1}^{n} d_i^2/t$, and

the proportion delayed $p = \sum_{1}^{n} d_i/t$,

where t = survey length (in seconds)

n = number of delay blocks

d_i = length of i^{th} delay block (in seconds), $1 \leq i \leq n$.

The proof of these formulae may be summarized as follows. Suppose that, on average, m pedestrians arrive per second. Then the number of pedestrians arriving during the i^{th} delay block is $m\, d_i$. Each of these pedestrians, being as likely to arrive near the beginning as near the end of the delay block, must wait for an average time of $d_i/2$ seconds until the end of the delay block. Summing over all delay blocks in the survey, $\sum m\, d_i$ pedestrians are delayed for a total of $\sum m\, d_i \times d_i/2$ man-seconds. Since the number crossing during the entire survey is mt,

$$p = \sum d_i/t \quad \text{and} \quad d = \tfrac{1}{2}\sum d_i^2/t.$$

2.2.2 Direct observation of delays: Pedestrian delays were observed directly as part of the procedure for validating the continuous estimation method, and later at sites where the presence of pedestrians did, or at any rate could, affect the traffic. At such sites, continuous estimation would have been unrealistic. During most observation surveys, observers with stop watches and record sheets were employed. It was found that a single observer looking at a channelized crossing could notedown the waiting times, sexes and ages (in three broad groups) of about 30 to 40 pedestrians in 15 minutes. At many sites, pedestrian flows were higher than this, and a sampling system was tried. It proved difficult to avoid taking a biased sample containing a

higher proportion of pedestrians when conditions were quiet, and a lower proportion when several pedestrians arrived nearly simultaneously. The problem was solved by using sufficiently many observers to enable them to record all pedestrians. Except at a few exceptionally crowded pelican crossings, four observers were the maximum number needed.

2.2.3 Other variables recorded on surveys: On all surveys except the initial pilot series, the following information was recorded in addition to delays:

type of site (random point at kerb/refuge/signalized junction etc),
traffic count,
heavy vehicle count (not obtained at some sites),
estimated traffic speed on a four-point scale,
one-way or two-way traffic,
carriageway width,
number of lanes,
parking,
traffic signal timings (where appropriate).

On continuous estimation surveys, the traffic arrival pattern in the form of successive 10-second traffic counts was also recorded.

A summary of the numbers of surveys conducted, broken down by type of crossing situation and traffic flow, is given in Table 1.

2.3 *Validation of the continuous estimation method*

2.3.1 Stability of estimated delays and differences between observers: A series of 50 pilot surveys was carried out, in which a single observer recorded delays by the continuous estimation method. Traffic flows between 600 and 1600 vehicles per hour were measured, and the estimated delays fell within the ranges quoted for random points at the kerbside in Tables 2 and 3. The first 32 surveys were conducted in one-way streets where the method is easiest to apply, and where the bunching of vehicles and the traffic arrival pattern generally are easiest to observe. The remaining surveys took place in a group of sites in two-way streets chosen for their similarity in all respects except traffic flow. The relationship between delay and traffic flow emerging from these surveys is discussed in section 3.1.1. In the present context, it is sufficient to note that the mean delays and the proportion delayed, as calculated from the continuous estimation surveys, were encouragingly predictable and consistent.

The main group of 37 surveys at random kerbside points, under freely flowing traffic conditions, was designed to test the extent to which different observers, faced with the same traffic and layout situation, would be consistent in their estimates of delay. Up to five observers were asked to estimate delays simultaneously at the same site, while two other team members measured traffic flow, composition, and speed. Most of the observers were aged between 20 and 30 years (which may explain why only minor differences between observers were detected), though an older man took part during the first few surveys.

For each survey, the mean and standard deviation of the various observers' estimates of d and p were calculated. If estimates made by the older

man are excluded, the standard deviation of estimates of d varied between surveys from 0.3 to 11 seconds, with an average deviation for all surveys of 1.7 seconds. The higher deviations were found on surveys where the mean of the estimates of d was high. The ratio of the standard deviation to the mean of the estimates was, therefore, a more meaningful measure. It varied from 0.10 to 0.50, with an average of 0.26.

The standard deviations of estimates of p ranged from 0.01 to 0.05, with an average of 0.03. They were apparently unrelated to the value of p itself which ranged from 0.23 to 0.89.

As an illustration, take a street with traffic flow of 1000 vehicles per hour, where 60 per cent of the pedestrians crossing have to wait, and where the mean delay is 5 seconds. Most likely, the observers' estimates of the proportion of pedestrians delayed would have ranged from 55 per cent to 65 per cent, and the estimates of mean delays from 3.5 to 6.5 seconds.

In order to investigate the possibility of systematic differences between observers, the ratio of each observer's estimate of d to the mean of all observers' estimates of d was calculated for each observer and each survey. Let this ratio be denoted by $r_{i,j}$, where i identifies the observer and j the survey. For each observer, the set $R_i = \{r_{i,j}\}$ where j ranges over all surveys in which the observer took part, was formed: the mean of R_i provides a measure of the systematic differences between the i^{th} observer's estimates of d and the average of the group. It was found to vary between 0.8 and 1.4 for all observers with the exception of the older man who estimated d to be twice as high as the other observers. This may be a freak result since he was present at only three of the surveys. The standard deviation of the set R_i provides a measure of the consistency of an individual's estimates of d.[1] It was found to vary between 0.17 and 0.30 for the different observers and tended to be low for the observers with the greatest experience in the group.

It was concluded that differences between observers in the 20-30 year age group were noticeable, though not statistically significant when compared with the likely variation in any single observer's estimates. A person's successive estimates of d under identical survey conditions are likely to vary by up to 30 per cent. For an experienced observer, the expected variation is rather lower at about 20 per cent.

2.3.2 Comparison between observed and estimated delays: Once the consistency of measurements by the continuous estimation method was established, it was necessary to confirm that the quantity measured did in fact correspond to actual kerbside delays experienced by pedestrians. For this purpose, eight separate surveys were carried out at sites with high pedestrian crossing flows of between 250 and 1000 per hour, and traffic flows of between 400 and 1250 vehicles per hour. During these surveys, pedestrians were filmed with a time-lapse camera mounted approximately three metres above the ground on a parked van. Simultaneously, an observer recorded delays by the continuous estimation method. In the analysis of the films, a pedestrian's delay was defined as the time spent standing at the kerb immediately prior to crossing, plus any stops in the middle of the road. For each survey, the difference between the observed and the estimated delay was calculated. The table below summarizes these differences:

Comparison of estimated and observed delays

Measure of delay	Range of recorded values	Mean difference (observed minus estimated)	Standard deviation of differences
Proportion delayed (%)	30-89	2.9	7.5
Mean delay (seconds)	1- 7	0.0	1.4

To see these differences in perspective, they may be compared with the differences between the various categories of pedestrian. On the same set of surveys, for instance, the mean delay to women crossing was 1.7 seconds higher than that to men. It was concluded that the continuous estimation method produces results broadly consistent with observed kerbside delays, free from significant bias, and sufficiently accurate to be used as a tool in the study.

3. PEDESTRIAN DELAYS ASSOCIATED WITH DIFFERENT ROAD CROSSING SITUATIONS

3.1 *Delays at random crossing points*

Before studying the delays associated with specific traffic or pedestrian management measures, it is necessary to quantify the delays associated with crossing the road at normal, unmarked points at the kerbside, in order to establish a base for comparison.

3.1.1 Pilot surveys: At the sites of the pilot surveys, layout conditions were held fairly constant. Consequently, the analysis concentrated on the effects of traffic flows and arrival patterns. The analysis took the form of a comparison between the estimated delays and the delays predicted by Adams' theoretical model.

The Adams model assumes that vehicles arrive at random, and that pedestrians can cross the road whenever the gap between vehicles exceeds a constant critical value. The model predicts that

the proportion of pedestrians delayed is $p = 1 - e^{-qT}$ ..... (1)

and the mean delay is $d = \frac{1}{q}(e^{qT} - qT - 1)$ ..... (2)

where q is the traffic flow (in vehicles per second), and T is the critical gap (in seconds).

The results of the pilot surveys were found to match the predictions of the model reasonably well if the parameter T was set to 3-4 seconds in the case of the proportion delayed, and to 4-5 seconds in the case of the mean delay. It is interesting to note that the value of T which produced the

best agreement between prediction and survey results was consistently higher for the mean delay than for the proportion delayed. This indicates that the model, while useful as a reference point, is insufficiently realistic.

By substituting the surveyed values of p and q in equation (1) and solving for T, the relation between the theoretical model and reality was examined in more detail. It was found that

T was independent of traffic flow, and
T was sensitive to the pattern of vehicle arrivals.

As a measure of the traffic arrival pattern, the index of dispersion (I) was calculated. I was defined as the ratio of the variance to the mean of successive 10-second traffic counts. In theory, I = 1 for random traffic, and I increases as the traffic becomes more bunched. Typical values of I, as measured on the surveys, were around 1.2 away from traffic lights, and between 1.8 and 2.5 near traffic lights. A strong negative correlation between the values of I and of T was found. If one assumes that the critical gap actually accepted by pedestrians is independent of I, it follows that, at a given traffic flow, the proportion of pedestrians delayed is lower, the more bunched the traffic.

It seems quite obvious that the parameter T of the Adams model, which decreases as traffic becomes more bunched, does not represent the pedestrians' actual gap acceptance. This is confirmed by the fact that solving equations (1) and (2) to match the survey data leads to different values of T.

3.1.2 Main surveys: The main group of surveys at random kerbside points without crossing facilities, using up to five observers at each site, provided the material for the first practically useful set of predictive equations. For each survey, the averages of the various observers' estimates of the proportion delayed (p) and of the mean delay (d) were calculated. These averages were, of course, statistically more reliable and did, in fact, show less random variation than any single observer's estimates. The ranges of traffic flows and delays recorded on these surveys are summarized in Tables 1 (random points at kerbside - free flow), 2, and 3 (random points at kerbside).

A standard multiple linear regression program* with facilities for transforming variables was used to set up the predictive equations. For the prediction of p, the negative exponential form of the Adams model ($p = 1 - e^{-qT}$) was adhered to, but the equation for d was kept as mathematically simple as possible. From the full range of survey variables recorded, the program selected those which significantly affected the values of p and d. Quite strikingly, the only variables found to be significant were those relating to the traffic flow. Road width, the number of lanes of traffic, one-way or two-way traffic, and speed were rejected as insignificant. The reason may lie in the restricted range of these variables; most of the streets surveyed were between 6 and 10 metres wide, and traffic speeds were concentrated between 22 and 35 miles per hour.

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*BMD 02R stepwise regression program, Health Services Computing Facility, UCLA, 13 April 1965

The following equations were obtained:

$$p = 1.01 - e^{-(1.25 - 0.19I) \times 10^{-3}Q} \quad \ldots\ldots\ldots (3)$$

R = 0.96, S.E. = 0.029

$$d = 1.00 + 4.70 \times 10^{-6}Q - 0.77 \times 10^{-3}QL + 0.21 \times 10^{-3}QL^2 \quad \ldots\ldots\ldots (4)$$

R = 0.94, S.E. = 1.22 sec

where Q = traffic flow in vehicles per hour,
I = index of dispersion, as defined in Section 3.1.1,
L = indicator of distance from the nearest traffic lights, ranging from 0 (= away from lights) to 3 (= near lights).

Equations obtained after only one stage of the regression, with Q as the only independent variable, are

$$p = 1.01 - e^{-1.03 \times 10^{-3}Q} \quad \ldots\ldots\ldots (5)$$

and $$d = 1.26 + 4.54 \times 10^{-6}Q^2 \quad \ldots\ldots\ldots (6)$$

R = 0.93, S.E. = 1.28 sec.

The accuracy of equation (3) is very satisfactory since its standard error is no greater than the standard deviation of different observers' estimates at a single survey. Equation (5) is consistent with the results of an earlier study of the estimated proportion delayed in Edinburgh*. Equation (4) for the mean delay is less satisfactory. It shows that some measure of the bunching of traffic near signals would certainly go towards explaining differences in mean delays in streets with similar traffic flows, but that the simple indicator L is insufficient. Rather surprisingly, I is not significant. The standard error of 1.22 seconds is less than the standard deviation of different observers' estimates of d at a single survey (1.7 seconds).

Equation (5) is nearly identical to equation (1) of the Adams model, with the parameter T set to 3.7 seconds. Equation (6) is almost identical to equation (2) over the traffic flow range from 500 to 1200 vehicles per hour, if a value of T = 4.9 seconds is substituted. Figures 1 and 2 show how well equations (5) and (6) fit the data.

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*143 ten-minute surveys were conducted in Edinburgh streets using the continuous estimation method to record the proportion of pedestrians delayed. The regression equation obtained then was equivalent to $p = 0.98 - e^{-1.03Q}$ (R = 0.79). Reference: Crompton and Gilbert[7].

Both the pilot and the main surveys were conducted in a mixture of one-way and two-way streets. At a given total traffic flow, no significant difference between delays in one-way and in two-way streets was found. Since none of the sites had crossing facilities, it was assumed that pedestrians would cross the whole road without stopping in the middle. However, if a refuge were to be provided, pedestrians would be able to cross in two stages, in which case each half of the road could be treated as a one-way street with half of the two-way traffic flow. In that case equation (6) could be applied to each half of the road separately. An evaluation of the equation for the one-stage and two-stage crossings shows that the provision of a refuge will reduce mean delays at flows above 800 vehicles per hour. At a two-way flow of 1500 vehicles per hour, the reduction in the mean delay will be as high as 3.8 seconds.

3.1.3 Surveys at congested sites: A separate series of surveys was conducted at random kerbside points on a number of streets which were prone to congestion. The range of traffic flows encountered is summarized in Table 1. The recorded mean delays and proportion of pedestrians delayed were, on the whole, consistent with those of the main surveys.

Again, multiple regression was used to select the significant explanatory variables, and to develop the following equation for the mean delay:

$$d = 1.13 + 4.28 \times 10^{-6} Q^2 / I_n \quad \text{..... (7)}$$

$R = 0.86$, S.E. = 1.41 sec.

Here, I_n is a new attempt at measuring the traffic arrival pattern in a way which might reflect the effect of bunching on delay somewhat better. I_n is defined as $\frac{1}{2} \sum (n_i - n_{i-1})^2 / \sum n_i$, where n_i is the i^{th} 10-second traffic count. In the case of purely random vehicle arrivals, $I_n = 1$.

Speed was estimated on a simple scale from 1 (congested stop/start driving) to 4 (over 30 mph). The speed index has not yet been incorporated in a practically useful equation, but the survey results indicate that pedestrian delays due to very slow-moving traffic are longer than when vehicles move faster. An increase in speed from 1 to 3 (ie normal, 20-30 miles per hour) is associated with a reduction of d by 0.4 seconds.

3.2 *Delays at 'managed' locations*

In the previous sections, the delays to pedestrians crossing the road at random locations have been described. It is now possible to test how pedestrian delays are affected by the presence of traffic signals at junctions, zebra crossings, signal-controlled pedestrian crossings, and by the provision of simple refuges. The continuous estimation method produces false estimates of delay at sites where pedestrians wishing to cross the road can force drivers to slow down or stop. This applies at crossings where pedestrians are specifically given priority, as well as at sites where their sheer weight of numbers forces the traffic to give way. Consequently, the surveys conducted at signalized junctions with low pedestrian flows employed the continuous estimation method, while surveys at signalized junctions with high pedestrian flows, at pedestrian crossings, and at refuges were based on the direct observation of pedestrian waiting times.

3.2.1 Signalized junctions: At signalized junctions, a total of 93 surveys was conducted. On 27 of these, direct observation was employed, though these surveys will not be referred to in detail. On the whole, the results were consistent with those obtained by estimation, though the observed delays did tend to be somewhat higher than estimated delays when traffic flows were low, and lower than estimated delays when traffic flows were high.

On the remaining 66 surveys, continuous estimation was used. The recorded ranges of traffic flows, of mean delays, and of the proportion of pedestrians delayed are summarized in Tables 1, 2 and 3. For delays at signalized junctions, the following regression equations were derived:

$$d = 0.68 + 5.84 \times 10^{-5} Q^2 / W - 1.12 \times 10^{-4} Q^{3/2} + 0.071 G \quad \text{..... (8)}$$

$R = 0.96$, S.E. = 1.49 sec.

$$p = 0.095 + 0.018 \sqrt{Q} - 0.048 I \quad \text{..... (9)}$$

$R = 0.93$, S.E. = 0.059

where Q = hourly traffic flow,
W = road width in metres,
G = length of green signal phase in seconds (driver aspect),
I = index of dispersion of the traffic, as defined in Section 3.1.1.

The mathematical form of these equations is purely empirical, and probably needs further development. In the equation for the proportion of pedestrians delayed, the negative exponential form of equation (1) was abandoned since there is no theoretical reason to expect that the proportion delayed will approach unity as traffic flows rise, because of the finite length of the red signal phase. The equation for the mean delay shows that the dependence of d on traffic flow is non-linear, but that a quadratic function rises somewhat too fast. Road width is significant, probably as a proxy for the number of lanes in which traffic moves, and the corresponding queue discharge rate. Changes in signal timings are significant, but do not appear to have the overwhelming effect that theoretical considerations would indicate.

In a supplementary group of surveys in three streets, it was decided to examine how the delay changed as a function of the distance of the pedestrian's crossing point from the traffic lights. This was one of the few occasions where a difference between the influence of one-way and of two-way traffic on delays became apparent. In the two-way street, both the mean delay and the proportion of pedestrians delayed were lowest directly at the lights, rose significantly as the position of the crossing point was moved to a distance of 50 m from the lights, and then stayed approximately constant as the distance was further increased. In the two one-way streets, the proportion delayed was noticeably lower on the upstream side than on the downstream side of the junctions, but then stayed virtually constant as the position of the crossing point was moved further downstream. The mean delay was slightly higher on the upstream side of the junctions than on the downstream side. Over the next 100 m downstream of the junction it fell further,

then levelled out. The effect of platooning on delays, giving rise to long delay blocks followed by long clear periods, was much more marked in the presence of one-way traffic than of two-way traffic.

3.2.2 Refuges: Pedestrian delays were observed at 17 sites with refuges on roads with generally high, but freely moving, traffic flows. Tables 1 to 3 summarize the ranges of traffic flows and delays encountered. The pedestrian delays recorded on the surveys included waiting times at the kerb, as well as on the refuge. The following regression equations for the mean delay and the proportion of pedestrians delayed were obtained:

$$d = 4.21 + 1.56 \times 10^{-6} Q^2 \quad \text{..... (10)}$$

R = 0.80, S.E. = 2.20 sec.

$$p = 1.0 - e^{-1.06 \times 10^{-3} Q} \quad \text{..... (11)}$$

If these results are compared with equations (5) and (6) for sites without refuges, it becomes apparent that the proportion of pedestrians delayed is unaffected by the provision of refuges, while the rise in mean delays as a function of traffic volume is made much less steep. Indeed, on the assumption of equal one-way traffic flows on each half of a road, equation (10) may be converted into $d = 2.1 + 3.12 \times 10^{-6} Q^2$ for the delay incurred in crossing a single carriageway. For flows between 400 and 1500 vehicles per hour, this agrees well with equation (6).

3.2.3 Pedestrian crossings: Pedestrian delays were observed on 67 surveys at zebra crossings and 40 surveys at crossings with pedestrian-actuated signals. In the analysis, pelican crossings and signalized crossings without a flashing pedestrian green phase were treated as one group, since their effect on pedestrian delay was found to be broadly similar. Tables 1 to 3 summarize the survey results. The following regression equations were derived:

At zebra crossings:

$$d = 0.97 + 0.0023Q \quad \text{..... (12)}$$

R = 0.69, S.E. = 1.84 sec.

$$d = -0.95 + 0.38 \sqrt{H} \quad \text{..... (13)}$$

R = 0.80, S.E. = 1.51 sec.

$$p = 0.17 + 0.032 \sqrt{H} \quad \text{..... (14)}$$

R = 0.77, S.E. = 0.14

At pelican crossings:

$$d = 5.89 + 1.86 \times 10^{-6} Q^2 \quad \text{..... (15)}$$

R = 0.78, S.E. = 4.30 sec.

$$d = 6.99 + 2.28 \times 10^{-6} Q^2 - 0.51 F \quad \text{..... (16)}$$

R = 0.82, S.E. = 3.93 sec.

$$p = 0.44 + 0.092S + 0.0019M \quad \text{..... (17)}$$

R = 0.72, S.E. = 0.10

where Q = hourly traffic flow
H = hourly flow of medium and heavy goods vehicles
F = length (in seconds) of the flashing pedestrian green phase at pelican crossings
M = length (in seconds) of minimum pedestrian red phase
S = estimated vehicle speed on a scale from 1 (congested stop/start driving) to 4 (over 30 miles per hour)

An examination of the equations indicates that delays at zebra crossings are more highly correlated with flows of heavy vehicles than with total traffic flows. This may reflect a reduced willingness on the part of drivers of large vehicles to stop for pedestrians, as well as a degree of intimidation of the pedestrian. At pedestrian-actuated traffic signals, large constant terms dominate the equations, reflecting the generally slow response of the lights after a pedestrian has registered his demand. Lights with a fixed-length pedestrian green phase (ie F = 0) appear to give rise to mean delays approximately four seconds shorter than at pelican crossings. The proportion of pedestrians delayed appears to depend on vehicle speeds and signal timings, rather than on traffic flows. It should be borne in mind, however, that the sites with higher vehicle speeds also tended to be those with higher traffic flows (the correlation between Q and S being R = 0.57).

Both zebra and pelican crossings are designed to enable pedestrians to cross busy streets safely and quickly. However, a comparison of the mean delays incurred at the two types of crossing shows that pedestrians have to wait two to three times longer at pelican crossings than at zebra crossings. Why should this be so? The operation of zebra crossings is very simple. When the road is clear, a pedestrian can cross immediately. When vehicles are approaching, he needs to wait until a driver abides by the rules and stops. The action required by pedestrians at pelican crossings is far less obvious. They are supposed to press a switch and wait for the signals to change before crossing, even when the road is clear. Once the signals change, without an amber warning period for pedestrians, people wishing to cross the road must react quickly before their short green period changes to the flashing phase during which drivers have priority over any pedestrians not already on the road. In order to limit vehicular delays, pelican crossings are designed with a minimum separation period, often lasting longer than 40 seconds, between successive pedestrian green phases. Consequently, the response of the signals to the pedestrian's demand is generally slow.

Even at pedestrian flows as low as one per minute, less than half the pedestrians arriving could expect an immediate response. Consequently, many people, particularly men, were observed to cross before the lights changed. Conversely, a significant minority of largely elderly people were unable to cross sufficiently quickly when the lights did change, and were consequently left stranded for extended periods.

3.2.4 Supplementary surveys at other locations: A separate group of surveys was carried out to examine the effects of selected types of traffic management on pedestrian delays. These types included mini-roundabouts, carriageways which have been narrowed to facilitate pedestrian movements, and bus lanes.

The results were generally negative, since it was not possible to demonstrate that these measures had a significant impact on pedestrian delays. In the case of mini-roundabouts and narrowed carriageways, the delays at these points were compared with delays at points further along the same streets. Mini-roundabouts appeared to have a negligible effect, since they did not greatly alter the fairly random traffic arrival pattern on the streets surveyed. (This applies to larger roundabouts as well.) Where roads were narrowed, the reduction in the time needed for pedestrians to walk across the road was balanced by the increase in the length of platoons of vehicles as the number of lanes was reduced. Consequently, the mean delay was left unchanged. Lastly, on streets with bus lanes, surveys were carried out both during the times when restrictions on the use of the bus lanes were in operation, and when they were not. Comparisons were made difficult by changes in traffic flows, and by the reluctance of drivers to use bus lanes during off-peak hours, even when it was legally permitted to do so, and no changes in delays due to the presence of the bus lanes could be demonstrated.

3.3 *The accuracy of the predictive equations*

The standard errors of the equations predicting delays at traffic lights, refuges, and pedestrian crossings are greater than those of the equations predicting delays at random locations. Part of the explanation may be that the most suitable mathematical forms of the equations have not yet been found. Another part lies in the random nature of the data collected on delay. Equations (3) to (6) are based on the means of up to five observers' estimates of delay. Equations (8) and (9) are based on a single observer's estimates of delays at traffic signals. Using the estimate of an observer's accuracy given in section 2.3.1, it is possible to calculate how much of the standard error in equation (8) can in fact be attributed to observer variation. If this is taken into account, the remaining unexplained error is reduced to less than that of equation (6).

In order to get an estimate of the accuracy of the mean delays calculated from surveys of observed pedestrian delays, the distribution of the individual pedestrian waiting times needs to be examined. On the whole, the standard deviation of individual waiting times was found to be roughly equal to the mean delay. Consequently, a large number (approximately 100) pedestrians would have had to be surveyed at each site to determine the mean delay to an accuracy of ± 20 per cent. However, it was impossible to observe such high numbers of pedestrians will still covering the variety of sites and of traffic flows needed to set up predictive models. The mean number of pedestrians observed on each survey was 67. As a result, the equations based

on observation have standard errors which are generally larger than those of the equations based on estimation.

3.4 *Comparison of delays associated with different crossing situations*

The analysis in this section relates to the dependence of pedestrian delay on traffic flow only, since this is the only variable which has been found to affect delays at all types of site studies. A comparison of different types of site is complicated by the fact that traffic flows at the random crossing locations tended to be lower than at traffic lights and pedestrian crossings. This is inevitable and underlines the fact that the choice of possible crossing facilities on a road is circumscribed by the prevailing traffic and layout conditions.

Tables 2 and 3 permit the ranges of mean delays and of the proportion of pedestrians delayed to be compared for different crossing types. Despite the considerable overlap between the recorded ranges of delays for different types of site, differences are discernible.

Figure 3 and Table 4 bring together the best available predictions of the mean delay, and of the proportion of pedestrians delayed, as a function of traffic flow.* The accuracy of the prediction of mean delay is greatest at random crossing points (± 2.1 seconds at 90 per cent confidence level), and least at pelican crossings (± 6.4 seconds).

The most conspicuous feature of Figure 3 is that zebra crossings gave the lowest mean delay at all levels of traffic flow, rising slowly from 2 seconds at 500 veh/h to 8 seconds at 3000 veh/h. At random points, with no crossing facilities, mean delay rose rapidly from 2 seconds at flows below 500 veh/h to nearly 20 seconds at 2000 veh/h. The provision of refuges was beneficial at all flows above 1000 veh/h: they always gave a lower mean delay than that at pelican crossings, which gave the highest delays of all crossing situations at low flows. Delays at signalized junctions were low at low flows but rose rapidly.

At 1750 veh/h, about the midpoint of the range of flows encountered, the mean delay was 15 seconds at random points, 11½ seconds at pelican crossings, 10½ seconds at signalized junctions, 9 seconds at refuges, and 5 seconds at zebra crossings.

4. CONCLUSIONS

4.1 *Summary of results*

The task of the present study has been firstly to develop and test a method of estimating pedestrian delays at sites where pedestrian flows are too low to make direct observation practicable, and secondly, to quantify and compare the delays associated with various types of crossing situations.

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*Note that the flows quoted are two-way totals (except, of course, for one-way streets), and the delays are as defined in Section 2.3.2.

The continuous estimation method has been shown to produce reliable results which are in agreement with the delays incurred by pedestrians crossing roads. The mean delays obtained by continuous estimation are less subject to random error than those obtained by direct observation of pedestrians in the present study.

Predictive equations for mean delays and for the proportion of pedestrians delayed have been developed for a number of distinct crossing situations. Generally, the resulting correlation coefficients are surprisingly good for the models based on continuous estimation, ranging from 0.86 to 0.96, and mean delays can be predicted to within $\pm$ 2.5 seconds. The correlation coefficients for models based on observed delays range from 0.72 to 0.82, and mean delays can be predicted to within $\pm$ 2.5 to $\pm$ 6 seconds, depending on the type of crossing situation.

The models do, of course, refer to an 'average' pedestrian, and would need to be modified if, for example, it was desired to predict delays at a site used mainly by old people. It was observed that old people had to wait between 20 and 40 per cent longer, and children between 0 and 35 per cent less long than adults aged under 60. Such differences need to be taken into account when judging whether the accuracy of the models is acceptable.

In addition to traffic flow, delays have been shown to be affected by the traffic arrival pattern, the number of heavy vehicles, traffic speed, and road width. The influence of each of these variables depends on the type of crossing situation, and on the measure of delay used. The effect of altering the traffic arrival pattern, in particular, is potentially great, since delays are strongly dependent on the distribution of vehicle platoons and clear gaps in the traffic stream. A supplementary theoretical study, not included in the present report, indicates that, with close control over the pattern of vehicle flow, mean delays at a given traffic flow might be altered by a factor of 3 or more. The field surveys, however, did not identify such a strong effect.

Before the predictive equations can be applied in any particular street, it must be possible to determine the values of the explanatory variables used in the equations. This presents no problem in the case of street widths and signal timings. Information on traffic flows and composition is frequently available for the busy streets where pedestrian delay is likely to cause concern, and it should be relatively easy to estimate speed in the crude form required. But the traffic arrival pattern presents a problem since no entirely satisfactory unit for its measurement has yet been established, and since the index of dispersion used in the present study is difficult to predict. For practical applications it is therefore preferable to use the best available equations which make no explicit reference to the traffic arrival pattern. A list of these equations is provided in the Appendix.

Different types of road crossing situations have been compared in terms of the delays they cause to pedestrians at various traffic flows. Although traffic signals seem to minimize the proportion of pedestrians delayed at all traffic flows, they lead to a mean delay higher than that at random points when traffic flows are low. This underlines the importance of using the most appropriate measurement units when evaluating pedestrian delay, since traffic management may minimize delay by one measure, while increasing it by another.

The results of the study suggest that the proportion of pedestrians delayed is sensitive to changes in the traffic when traffic flows are low. However, more than half of all pedestrians crossing are delayed when flows reach 800 vehicles per hour, and at flows above 1000 vehicles per hour, when the problem of delay becomes most severe, the proportion delayed becomes rather insensitive to changes in the traffic. This throws some doubt on the usefulness of the proportion of pedestrians delayed as a measure of delay. The mean delay may not give an accurate reflection of the pedestrian's concern about being delayed, either. After all, mean delays are generally quite short: below 8 seconds at 1000 vehicles per hour, and below 20 seconds at 2000 vehicles per hour. Nevertheless, mean delays have the advantage of being sensitive to changes in conditions at high traffic flows, and of allowing the total time lost through delay to be calculated.

4.2 *Implications and applications*

The results of the present study are limited in two important respects. Firstly, the study has examined kerbside delays only and has left aside the wider problem of pedestrian trip diversion and trip suppression as a result of difficulties in crossing the road, and secondly, the study gives no answer as to what measure of delay is most meaningful to the pedestrian, nor which levels of delay might be identified as negligible, reasonable, or unacceptably high.

In spite of these limitations, there seem to be three ways in which the models developed in this study could be put to practical use, once it was decided which measure of delay was the most appropriate. Firstly, given that a certain hourly traffic flow must use a road, the practical question would be to determine the pedestrian crossing arrangements which would be most likely to minimize pedestrian delay.

Secondly, traffic flow assignments might be available for a road network or a series of alternative networks, where all the layout and pedestrian crossing facilities were already well established and where the numbers of pedestrians likely to cross the various roads of the network were known. In this case, the models could be used to compare the performance of the alternative road networks in terms of the delays they imposed on pedestrians. If mean delay were used in such an evaluation, total man-hours of delay could be calculated, for instance for use in cost-benefit analyses.

Thirdly, once provisional environmental standards for pedestrian delay were formulated, the models could be used to determine the degree of traffic restraint necessary to achieve such standards. Alternatively, the models could be used in conjunction with such environmental standards as part of the environmental input in the network design process.

A new TRRL-supported study now being conducted at Imperial College aims to relate the delays incurred by pedestrians to their subjective response in terms of annoyance and risk-taking. If successful, that study will help to decide how serious a problem pedestrian delay is, what levels of delay matter to the public, and how delay is most meaningfully measured. In the light of such information, a fuller evaluation of delays will be possible.

5. ACKNOWLEDGEMENTS

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7. APPENDIX

Summary list of the best available equations predicting pedestrian delays on the basis of explanatory variables whose values are likely to be known

At random crossing points:

$$d = 1.26 + 4.54 \times 10^{-6} Q^2 \quad \ldots\ldots\ldots (6)$$

$$p = 1.01 - e^{-1.03 \times 10^{-3} Q} \quad \ldots\ldots\ldots (5)$$

At signalized junctions:

$$d = 0.68 + 5.84 \times 10^{-5} Q^2 / W - 1.12 \times 10^{-4} Q^{3/2} + 0.071\, G \quad \ldots\ldots\ldots (8)$$

$$p = -0.04 + 0.018 \sqrt{Q} \quad \text{modified form of} \quad (9)$$

At refuges:

$$d = 4.21 + 1.56 \times 10^{-6} Q^2 \quad \ldots\ldots\ldots (10)$$

$$p = 1.0 - e^{-1.06 \times 10^{-3} Q} \quad \ldots\ldots\ldots (11)$$

At zebra crossings:

$$d = -0.95 + 0.38 \sqrt{H} \quad \ldots\ldots\ldots (12)$$

$$p = 0.17 + 0.032 \sqrt{H} \quad \ldots\ldots\ldots (14)$$

At pelican crossings:

$$d = 6.99 + 2.28 \times 10^{-6} Q^2 - 0.51\, F \quad \ldots\ldots\ldots (16)$$

$$p = 0.44 + 0.092S + 0.0019M \quad \ldots\ldots\ldots (17)$$

where d = mean pedestrian delay (in seconds)
p = proportion of pedestrians delayed
Q = traffic flow (vehicles per hour)
H = medium and heavy goods vehicle flow (vehicles per hour)
W = road width (metres)
G = length of green phase (driver aspect of signals) in seconds
M = minimum length of red phase (pedestrian aspect of signals) in seconds
F = length of flashing green (pedestrian aspect of signals) in seconds
S = estimated vehicle speed (1 = congested stop/start driving,
2 = below 20 mile/h,
3 = 20-30 mile/h,
4 = over 30 mile/h)

TABLE 1

Summary of numbers of surveys conducted, broken down by type of crossing situation and traffic flow

Traffic flow range (vph)	Random points at kerbside*		Signalized junctions*	Refuges+	Zebra+ crossings	Pelican+ crossings
	Free flow	Congested				
All flows	37	21	66	17	67	40
0 - 500	2	2	11	-	17	-
501 - 1000	17	16	31	6	19	10
1001 - 1500	14	2	15	1	13	12
1501 - 2000	3	1	4	3	9	9
Over 2000	1	-	5	7	9	9

* survey method: continuous estimation

+ survey method: direct observation

TABLE 2

Recorded ranges of mean delays (in seconds) to all pedestrians, by type of crossing situation

Traffic flow range (vph)	Random points at kerbside	Signalized junctions	Refuges	Zebra crossings	Pelican crossings
0 - 500	0.5 - 2	1 - 4.5	-	0.5 - 3.5	-
501 - 750	1.5 - 6	2 - 8.5	2 - 5	0.5 - 3	5 - 7.5
751 - 1000	3 - 10	3 - 10	1.5 - 8	2 - 4	3.5 - 9
1001 - 1500	4 - 14.5	3 - 15	3 - 8	2.5 - 6	5 - 18
1501 - 2500	12 - 21	3 - 11.5	6.5 - 15.5	3 - 11.5	7.5 - 18
Over 2500	-	11 - 33	12 - 26	5 - 8.5	18 - 27

TABLE 3

Recorded ranges of the proportion of pedestrians delayed (%), by type of crossing situation

Traffic flow range (vph)	Random points at kerbside	Refuges	Signalized junctions	Zebra crossings	Pelican crossings
Under 500	24 - 48	-	23 - 31	5 - 49	-
501 - 750	41 - 57	26 - 76	32 - 55	20 - 46	35 - 69
751 - 1000	42 - 63	26 - 76	26 - 70	44 - 81	56 - 100
1001 - 1500	57 - 77	80 - 82	48 - 70	46 - 81	66 - 81
1501 - 2500	78 - 89	72 - 82	60 - 73	64 - 100	71 - 100
Over 2500	-	90 - 100	62 - 95	66 - 90	85 - 100

TABLE 4

Comparison of predicted mean delays (d, sec) and proportion delayed* (p, %), by type of crossing situation

Traffic flow (vph)	Random points at kerbside		Refuges		Signalized junctions		Zebra crossings		Pelican crossings	
	d	p	d	p	d	p	d	p	d	p
500	2.4	40	-	-	3.0	32	2.0	35	-	-
750	3.9	54	5.1	50	3.8	45	2.7	48	6.9	60
1000	5.8	66	5.8	60	5.0	55	3.3	60	7.8	70
1500	11.5	79	7.7	78	8.3	65	4.4	70	10.1	75
2000	19.5	87	10.5	80	13.0	70	5.6	75	13.3	80
2500	-	-	14.0	85	-	-	6.7	80	17.5	85
3000	-	-	18.2	90	-	-	7.9	80	22.6	90
Accuracy of prediction of mean delay (at 90% confidence level)	± 2.1 sec		± 3.6 sec		± 3.6 sec		± 3.0 sec		± 6.4 sec	

* based on scatter diagrams where no predictive equation available

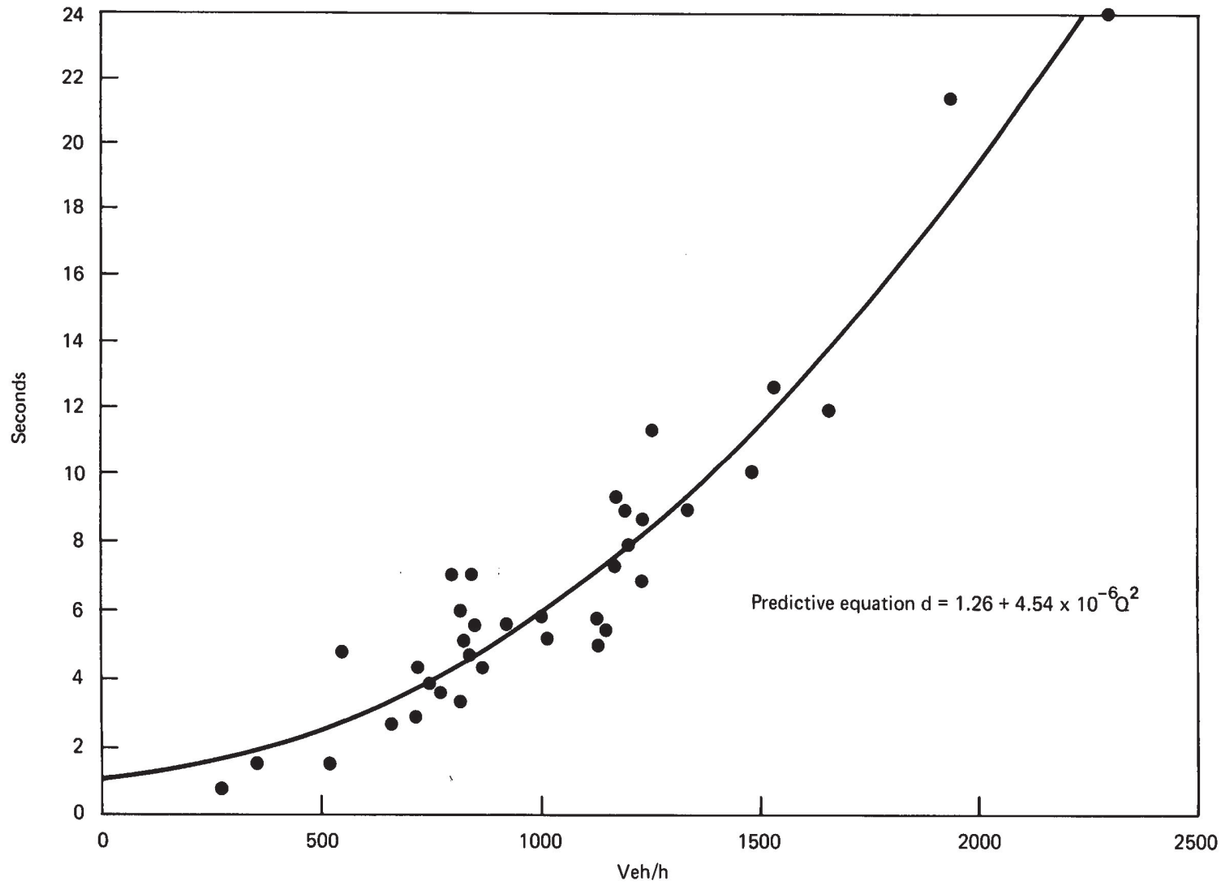

Fig.1 MEAN PEDESTRIAN DELAYS AT RANDOM CROSSING POINTS

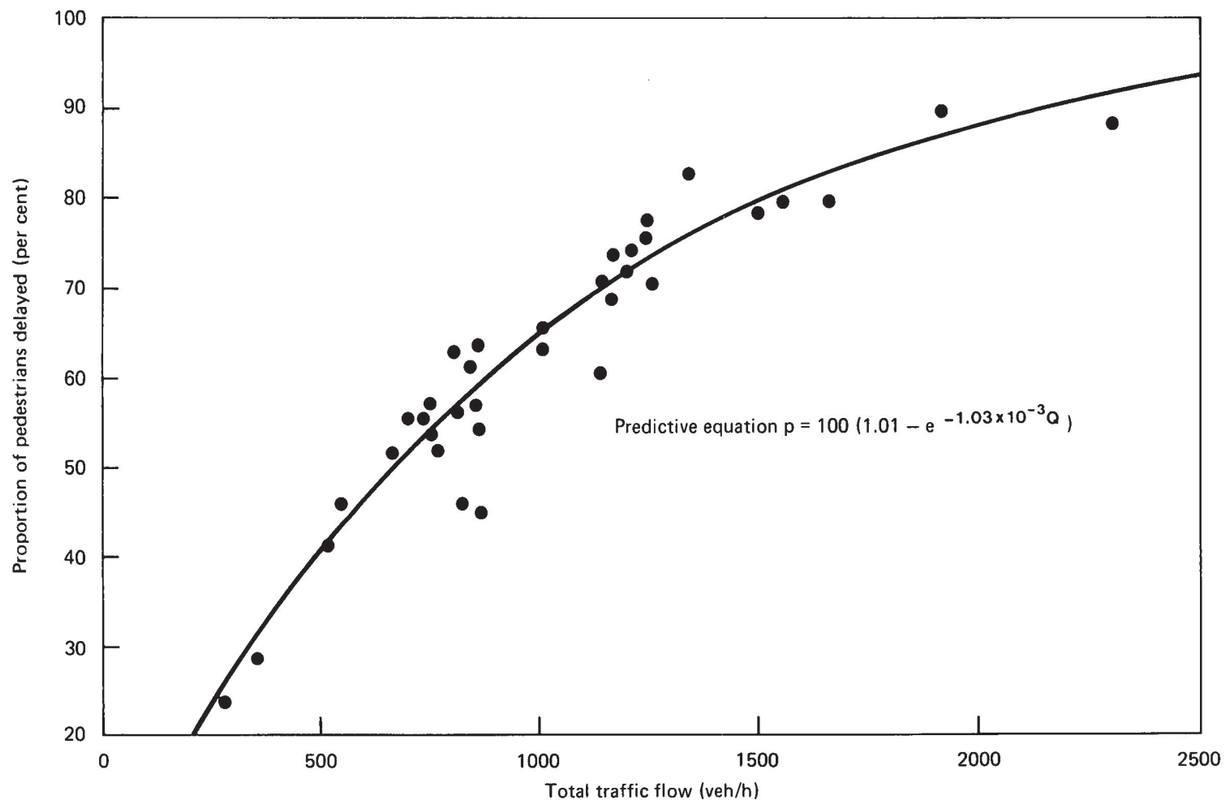

Fig.2 PROPORTION OF PEDESTRIANS DELAYED, AT RANDOM CROSSING POINTS

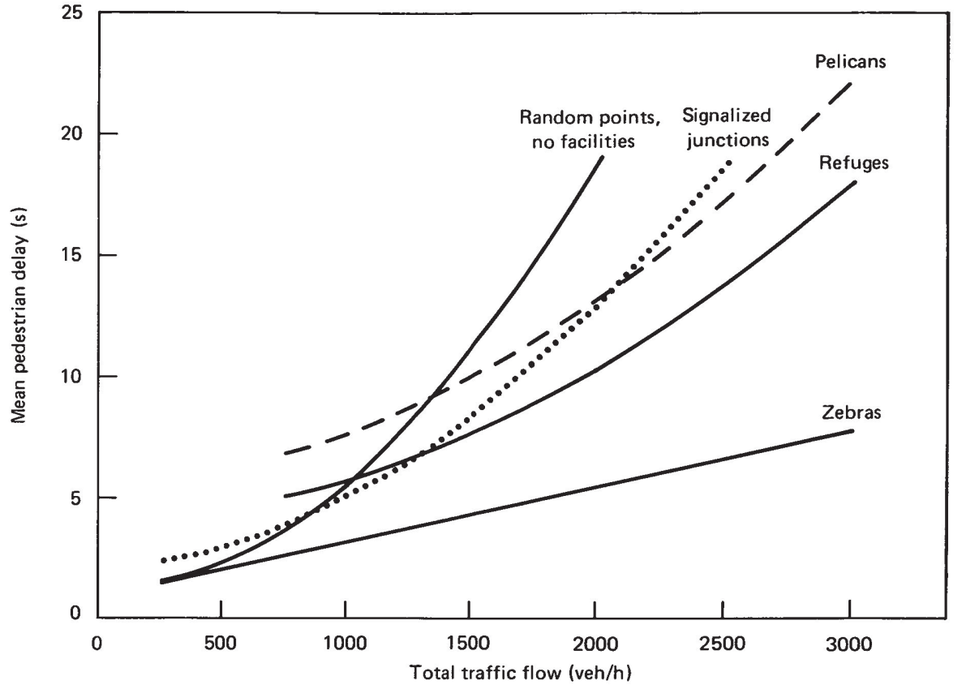

Fig. 3 MEAN PEDESTRIAN DELAYS ASSOCIATED WITH DIFFERENT ROAD CROSSING SITUATIONS

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ABSTRACT

PEDESTRIAN DELAY AND TRAFFIC MANAGEMENT: *J Goldschmidt:* Department of the Environment Department of Transport, TRRL Supplementary Report 356: Crowthorne, 1977 (Transport and Road Research Laboratory). The report summarizes a two-year study of the relationships between the delays to pedestrians crossing urban streets and traffic and layout characteristics. The aim of the study was to make explicit the influence of various types of traffic management on pedestrian delays.

A method for estimating pedestrian delays using a trained observer was developed and tested. This was used to record delays at sites where only few pedestrians crossed the road, while waiting times were observed directly at points with higher crossing flows. 423 surveys of delays, traffic, and layout characteristics were conducted in London streets. The sites were of five main types: kerbside points without crossing facilities, refuges, signalized junctions, zebra and pelican crossings.

Mean pedestrian delays were generally found to be below 8 seconds at flows of 1000 vehicles per hour, and below 20 seconds at 2000 vehicles per hour. Differences incurred at different types of location were marked, as were those between different age/sex categories of pedestrians.

Predictive equations for the mean delay and proportion of pedestrians delayed at the various types of location were developed, using multiple linear regression. In addition to traffic flow, the variables found to affect delays significantly were road width, signal timings, speed, composition, and the degree of bunching of the traffic. The correlation coefficients associated with the equations range from 0.72 to 0.96, and mean delays can be predicted with an accuracy of $\pm$ 2 seconds to $\pm$ 6 seconds, depending on the type of crossing situation. The possible applications of the equations are discussed in a concluding section.

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Annex 5: Transport Assessment

Woking Football Club

Woking Football Club, Woking

Transport Assessment

November 2019

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Contents

Appendices

1 EXECUTIVE SUMMARY

1.1 The proposal, known as 'Woking Football Club', will expand the capacity of the Woking Football Club (FC) from a circa 5,725 capacity stadia to circa 9,000 capacity stadia to harbour their aspirations to play in the English Football League (EFL). Paired with this expansion will be the delivery of much needed housing within Woking.

1.2 Woking FC are one of the best supported clubs in non-league football, consistently attracting crowds of over 2,000, above the National League average and similar to many clubs competing professionally in the EFL. Research has shown when comparing (10 season pre and 10 season post stadium expansion change) attendance rates at football stadiums, attendances increase by an average of 83% post stadium expansion.

1.3 The concurrent Egley Road planning application, which is an application for up to 36 dwellings and a fitness centre located 2km to the south west of Woking Football Club, will also facilitate the relocation of the David Lloyd leisure centre which is to be removed from the existing site location to enable the scheme.

1.4 The potential impact of the stadium expansion on the transport networks demonstrates the proposals will result in an increase in movement on each network. To support this the following improvements are proposed:

- Park and Stride;
- Faxi Car Share;
- Additional Bus Services;
- Pedestrian Way finding; and
- Advanced Journey Information Provision.

1.5 The Transport Assessment includes analysis of the potential impact of the proposed development on the highway network. All junctions assessed apart from Claremont Avenue / Kingfield Road operate within capacity for all scenarios except when the stadium is at full circa 9,500 capacity. This will be an be an irregular occurrence and will be expected for and planned for through an Event Management Plan, a Travel Plan, and by users of the highway network, and will not cause regular inconvenience for any noticeable period of time.

1.6 The actual impact of the development does not result in a materially adverse or severe impact on the operation of any junction on the highway network.

1.7 To reflect this, the proposal does not include for any off-site highway works and the overall strategy for the development is to limit the number of private vehicle trips on the highway network through encouragement for new residents and fans to adopted sustainable means of transport when accessing / egressing the site.

1.8 To display this commitment towards the encouragement of sustainable travel the applicant is proposing an onsite Community Hub which will be located in a prominent location within the development. The proposal is for a 'shopfront' location at the entrance to the site close to Kingfield Road. The Community Hub will house the Community Concierge Team and provide a focal point for all forms of Mobility, with bike hire, cycle parking, car club parking spaces, Faxi information, electric vehicle charging points, and a bus stop readily available and easily accessible.

1.9 To address the potential impact of the proposed development, and provide a sustainable development, the proposals also include:

- Active travel corridors internally within the site, providing safe and convenient movement for pedestrians and cyclists;
- Potential participation in a bike sharing scheme, and the provision of a fold up bike to each new household upon first occupation;
- Provision of car club membership to each resident and car club priority parking spaces provided within the development;
- The development of a Faxi car-pooling platform to promote car sharing;
- Improvements to matchday public transport to deliver a higher capacity bus service which will operate pre and post-match, and the potential to contribute to the on-going provision on existing bus services serving the site;
- The provision of electric vehicle charging points, with the intention that the development is electric vehicle only in the future; and
- A Transport Information Centre and Micro Consolidation Centre (as part of the Community Hub).

1.10 The overall package of transport measures included as part of the proposals will promote sustainable travel to and from the site, and within the site, facilitate the delivery of critical sustainable infrastructure improvements.

2 INTRODUCTION

2.1 Vectos is appointed by Woking Football Club to provide transport advice with respect to the proposed redevelopment of Woking Football Club's stadium at Kingfield Road, Woking.

2.2 The development proposal, known as 'Woking Football Club', includes the redevelopment of the site, following the demolition of all existing buildings and structures, to provide a replacement stadium with ancillary facilities, including flexible retail, hospitality and community spaces, independent retail floorspace (Classes A1/A2/A3), a medical centre (Class D1) and vehicle parking, plus residential accommodation comprising of 1,048 dwellings (Class C3) within 5 buildings of varying heights of between 3 and 10 storeys (and undercroft and part basement levels) on the south and west sides of the site, together with provision of new accesses from Westfield Avenue to car parking, associated landscaping and the provision of a detached residential concierge building.

2.3 The site is currently occupied by a football stadium (Woking Football Club); a collection of large-footprint, low-rise buildings, including the Woking Snooker Centre; David Lloyd Leisure Centre (including tennis courts), Woking Gymnastics Club; car parking; and a small number of residential properties situated in the north of the site.

2.4 The development proposals include a Community Hub which will provide a focal point for the development and the wider community and provide the home of the Community Concierge Team, and be the hub for all of the mobility measures to be delivered as part of the proposed development.

2.5 This Transport Assessment assesses the potential impact of the proposed Woking Football Club development. The potential impact of the proposed stadium improvements is assessed, together with the potential impact of the proposed residential development.

2.6 This Transport Assessment is structured as follows:

- Mobility Strategy – The Mobility Strategy sets out how pedestrians, cyclists and public transport users will access the site, and the role shared transport will play in delivering Mobility. It also includes for Mobility as a Service (MaaS), and explains the role on-demand transport and shared transport will play in delivering Mobility to all site users.

- Access Strategy – The Access Strategy details the various points of pedestrian, cyclist and vehicular access points to the site, and the pedestrian, cyclist and vehicular routes through the site.
- Accessibility Audit – This Audit reviews the current accessibility of the site by all viable modes of transport. It also includes a review of the current traffic flows on the highway network in the vicinity of the site, together with the most recent collision statistics for the local highway network.
- Policy Review – A review of national and local transport policy in relation to the proposed development.
- Description of Development – A description of the proposed development, including a breakdown of the proposed land uses, and the approach to car parking and cycle parking. The overarching approach to Mobility is also set out in this section, with reference to a Travel Plan, an Event Management Plan, a Delivery and Servicing Plan, and a Construction Management Plan.
- Trip Forecast – This Section provides a multi-modal trip forecast of the proposed development, including the forecast distribution of trips on each transport network.
- Walking and Cycling Assessment – An assessment of the impact of the proposed development on the walking and cycling networks.
- Public Transport Assessment – An assessment of the impact of the proposed development on the public transport networks.
- Highway Network Assessment – An assessment of the impact of the proposed development on the highway network.
- Summary and Conclusion.

3 MOBILITY STRATEGY

Overview

3.1 Woking Football Club will deliver a modern Mobility Strategy, delivering a step-change in transport choice for existing and future residents.

3.2 Advancements in technology are quickly changing the way we live, and changing how we value time, how we value possessions, and how we achieve Mobility.

3.3 Mobility-as-a-Service (MaaS) is at the forefront of change, and is a concept of combining services from public and private transport providers in one place which allows users to create and manage trips, which they can then pay for from a single account, typically a single app.

3.4 MaaS can be delivered by a range of innovative new mobility services, complimenting more established transport modes, and can include:

- active travel corridors;
- wayfinding;
- bike-sharing;
- public transport services;
- car clubs;
- carpooling;
- electric vehicles; and
- Amenity Hubs / Mobility Stations.

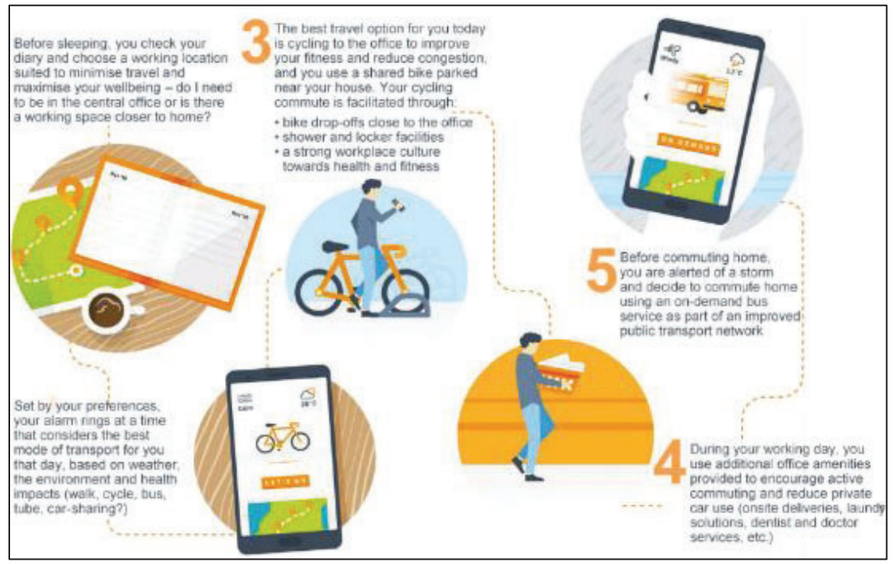
3.5 One single initiative will not deliver Mobility, but the combination of these services and the collection of access to each service in a single location (or app) will provide people with the Mobility and choice they desire.

3.6 Woking Football Club will include a Community Hub, occupied by a Community Concierge Team. The Community Hub will be located in a prominent location on entrance to the site, close to Kingfield Road, and the Community Concierge Team will provide a focal point for information in relation to all Mobility services and be on hand to provide advice to people living at Woking Football Club and other nearby residents.

3.7 The Mobility Strategy will help deliver a sustainable development, and a sustainable mode split amongst new residents at Woking Football Club and visitors to the stadium, and will also have a positive effect on the travel habits of existing residents in the area.

3.8 An example of how MaaS could work at Woking Football Club is shown in **Figure 3.1**. In a practical sense MaaS already occurs – an example of this is people purchasing rail tickets on their smartphone app and then using a bike hire app to complete their journey.

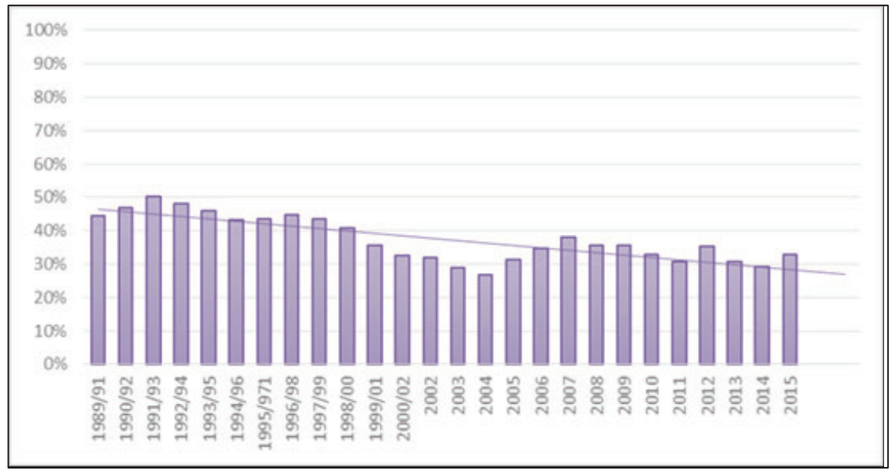
Figure 3.1 – MAAS in Operation at Woking FC Site



Millennials

3.9 In 1993 50% of people aged 17 – 20 possessed a car licence. In 2014 the proportion had reduced to 30%, reflecting the changing priorities of young people. The change in car licence possession is summarised in **Graph 3.1**.

Graph 3.1 – Full Car Driving Licence Holders Aged 17-20 Years



3.10 Understanding the travel patterns and behaviour of young people is critical given that we are designing for the future, not the past, and how we deliver Mobility should reflect how we expect mobility to be achieved in the future, looking forward five or ten years, and beyond.

Mobility as A Service

3.11 Advances in technology and lifestyle changes mean that travel time and cost are no longer the only factors that influence people's mobility decisions.

3.12 The MIND-sets project, an EU research project in which Vectos plays a leading role, pools sociologists, environmental psychologists and economists with sustainable mobility and travel behaviour specialists to understand the potential for increasing automation, door-to-door seamless travel, smart mobility, mobile phone apps and on-demand services to provide people with more choice.

3.13 The research demonstrates the potential to deliver Mobility in a number of different ways, and the view of Mobility as simply access to a car is an outdated concept which does not reflect modern lifestyles and modern travel and behavioural choices.

Active Travel Corridors

3.14 The Woking Football Club site will primarily be traffic-free, and include active travel corridors within the site, specifically between each of the residential blocks, together with a circulatory route around the stadium. The layout, design, and permeability of the site

encourage residents and visitors to adopt more sustainable travel behaviour and travel to and from the site by foot or by bicycle.

3.15 Vehicular access to the residential element of the proposed development will be from two points of access on Westfield Avenue. There will be no access to the residential blocks from the internal stadium road, which will only be used by servicing and emergency vehicles, and to provide access to the stadium car park to the east of the stadium. On matchdays, vehicular access via the internal stadium road will be managed, with access to the car park controlled, and servicing and delivery vehicles timed to avoid match day periods.

3.16 Cycle parking facilities will be provided in line with the prescribed standards. A total of 1,048 residential cycle parking spaces will be provided in a secure location, with an additional fold-up bike and fold-up bike storage space provided in each residential unit (1,048 in total). The level of cycle parking provision provided for the stadium will be agreed with the Council.

Wayfinding

3.17 Wayfinding signs for pedestrians will be erected at key locations around the development to indicate key off-site pedestrian routes. Information on the most direct pedestrian routes between the development and the town centre / railway station will be promoted and made available to all residents.

Bike Sharing

3.18 Bike sharing schemes can make cycling as a travel mode more accessible and salient.

3.19 Bike sharing schemes can be defined as "*short-term urban bicycle rental schemes that enable bicycles to be picked up at and returned to any self-service bicycle station, which makes bicycle-sharing ideal for point-to-point trips*".[1]

3.20 There are different types of schemes in place. There are schemes with or without fixed docking points, schemes with free access to members, or schemes which charge monthly or annually, pay-per-use schemes, and schemes which target a specific area and others which are city wide. The London Bike Hire Scheme is well established ad key part of the transport

[1] (1 Definition of a bike-sharing scheme by the ECF – European Cyclists' Federation, accessed January 21, 2016, http://www.ecf.com/advocary/mobility/bike-sharing-scheme/).

network in London, and the recent launch of the Nextbike scheme in Cardiff has also been a huge success and is now a key part of the city's transport infrastructure.

3.21 The important role cycling now plays in providing mobility in cities around the world, including London, Helsinki and Paris, and the town and surrounding villages of Randers, Denmark, is included at **Appendix A**.

3.22 Technology is also bringing significant change to the cycle industry, and e-bikes are now the biggest single market sector in the cycling industry[2]. In a recent trial in Randers, Denmark, 91% of participants approved of e-bikes after they had used them. Of those who used the pedal-assisted bikes 75% were women, and 70% were aged 35-54.

3.23 This demonstrates the potential of cycling to accommodate a proportion of trips to and from Woking Football Club. In addition to the fold-up bike provided with each residential unit, the applicant will look into the potential of delivering a bike sharing scheme at Woking Football Club. The bike sharing scheme will connect to public transport nodes and existing cycling routes surrounding the site.

Car Clubs

3.24 A car club is where several people access and drive the same vehicle. For example, several people in the same community would drive the car on different days of the week.

3.25 This means that drivers have access to cars without the need to own them. Access without ownership is becoming more common in modern-day living.

3.26 Studies have demonstrated that each shared car replaces between eight and eleven private cars. Car clubs are becoming more prominent in towns and cities across the UK, and car club spaces can be located strategically at key destinations, major employment sites, transport hubs, and town and city centres. The membership of car clubs is increasing, reflecting people's changing attitudes towards Mobility.

3.27 The potential to introduce a car club at Woking Football Club has been explored with Enterprise Car Club. Enterprise Car Club view Woking Football Club as an excellent opportunity to be a part of a sustainable development, and further enhance their offering to

[2] The Bike Shed, Cardiff

their current member base in the Woking area and supplement the provision of their existing fleet of 7 vehicles in the Woking Town Centre area.

3.28 The initial proposal provided by Enterprise Car Club is as follows:

- Up to 15 vehicles will be provided on-site or on-street, adjacent to the development
- 8 vehicles will be guaranteed, staged across 3 groups of phases
- Each resident will receive a 3-year membership to Enterprise Car Club
- Each resident will receive a one-off £50 driving credit
- Members (residents) will be able to access all Enterprise Car Club vehicles throughout the UK
- Members (residents) will receive a 10% discount with Enterprise Rent-A-Car
- There will be a dedicated Clubhouse team available 24/7
- A 24/7/365 reservation system will be available online, by phone or on our app
- Residents will have zero vehicle maintenance responsibilities
- Enterprise Car Club will create reports and statistics for the developer and the Council
- Bespoke marketing materials and membership certificates will be provided
- Marketing material will be provided when the Sales & Marketing Suite opens
- Marketing/launch events will be held together with representation at community events
- A dedicated Account Manager will be provided

3.29 The first occupation (Phase 1) is estimated to be January 2022, and totals circa 180 units. Prior to first occupation the following vehicles will be available:

- 2 x small cars
- 1 x small 4x4
- 1 x medium size van

3.30 One vehicle could be automatic, and vehicles will remain in place for a minimum of 3 years. Additional vehicles will be added when financially viable to do so.

3.31 A further 2 vehicles will be added prior to Phase 2 / Phase 3, and a further 2 vehicles prior to Phase 4 / Phase 5. Full details of the proposal received from Enterprise Car Club are available on request (this is commercially sensitive information).

3.32 The provision of Car Club vehicles will encourage residents to adopt more sustainable travel habits and reduce overall levels of car ownership, particularly ownership of 'second cars', with the knowledge that should an emergency arise, or the need to run an errand, collect a parcel, or vary their journey in another way, there is a flexible option which can be used as required on-demand.

3.33 Examples of successful car clubs in Bath and Bristol are included at **Appendix B**.

Carpooling

3.34 Carpooling is where a car driver will use their own personal vehicle to give lifts to other passengers, usually whose origins and destinations are similar to their own.

3.35 App-based carpooling is now taking off, and lifts can be booked on demand, reflecting modern lifestyles, removing the requirement to plan journeys well in advance to participate in an effective carpooling system.

3.36 Vectos plays a leading role in the SocialCar project, an EU funded research and innovation project, which is aiming to establish carpooling as a more accessible transport mode. The project is developing and demonstrating a new mobile phone application, in ten European cities, which allows users to find carpooling options in real-time and to connect with public transport services.

3.37 Vectos led the CHUMS project, an EU funded project, which took a new approach to carpooling by integrating three measures – Attract, Inform and Retain - to ensure carpooling schemes in workplaces and universities are effective. The project operated in five demonstration cities – Craiova, Edinburgh, Leuven, Perugia and Toulouse achieved 58,000kms of carpooling per month through 530 registered users.

3.38 Faxi, a software development company leading the development of carpooling services, have provided proposals for both the residential element of Woking Football Club and the stadium element. The Faxi platform would allow users to connect and find other users who are taking a similar route at a similar time and set up a carpool based on a pre-determined price.

3.39 For the stadium element of the proposed development, Faxi's proposal includes the creation of an open community for Woking FC which can be promoted to the spectators of the club to encourage them to travel together on match days to reduce the proportion of spectators who travel by single occupancy vehicles into Woking.

3.40 Using sensors within the phone, the Faxi application collects location data during the journey for passengers and drivers and records the exchange of unique tokens associated with each Faxi device via Bluetooth. A range of promotional materials could be personalised for Woking FC. This could include flyers, email templates, & posters to enable the promotion of the platform

3.41 For the residential element of the proposed development, the Faxi proposal will provide the opportunity for residents to carpool together for commuting. Users are able to set their usual working hours and preferences for travel and are then matched with others travelling on a similar route at a similar time. To promote carpooling new residents would be provided with free membership or Faxi credit when they move into their new home. This would be limited to first occupation only.

Public Transport Services

3.42 There is currently an extensive bus service provision operating within the vicinity of Woking Football Club. The bus services currently in operation provide access to locations including Woking Town Centre, Guildford, Chobham, and Staines. The bus services operate on a variety of frequencies, ranging from a bus every 40 minutes to once per day. Overall, there are 3 – 4 buses per hour serving the site at peak times.

3.43 The expansion of the football stadium is forecast to result in a significant number of visitors utilising the local bus network both before and after a match. Whilst these trips will be spread across the network, additional buses will be provided before and after matches.

3.44 In terms of timetabled bus services, the most relevant service to the site on match days is Service 34, which is operated by the bus company Arriva. Arriva has been contacted regarding the operation of Service 34 on match days.

3.45 Service 34 operates generally at the following frequency:

- Weekday Evening – Every 60 minutes;

- Saturdays – Every 20 minutes; and
- Sunday – Every 60 minutes.

3.46 In discussions with Arriva, it has been agreed that the best way to increase the number of buses on match days to accommodate additional spectators is to run duplicate buses. Duplicate buses are buses which run on the same route, at the same time, on the same timetable. Duplicate buses do not need to be registered separately as a new service (which typically needs 70 days' notice). Sections of the route can be duplicated, and in this instance the section from Woking rail station to Guildford rail station, via Woking FC, is deemed the most appropriate section for duplication.

3.47 An example of the timetable which could be duplicated for weekend match days is presented in **Table 3.1**:

Table 3.1 – Duplicate Match Day Bus Services

Route	Services to be Duplicated	
	Pre-Match	Post-Match
Woking FC to Guildford Rail Station	13:34	17:14, 19:18
Guildford Rail Station to Woking FC	12:48, 14:08	18:05
Woking FC to Woking Rail Station	13:16, 14:36	18:30
Woking Rail Station to Woking FC	13:28	17:08, 19:14

3.48 The journey time from the stadium to Woking railway station is approximately 12 minutes, and the journey between the stadium and Guildford railway station is approximately 36 minutes.

3.49 The precise details of the duplicate services will be agreed with Arriva.

3.50 Following analysis of the multi-modal trip forecasts for the residential element of the proposed development, and in discussions with local bus operators, there is not an expectation that the residential aspect of the development will result in a significant impact on the bus services which currently operate at the stops within the vicinity of the site. However, the applicant is in discussions with the Council and local bus operators to understand what the proposed development can do to support and secure the continued level of service provide by the existing bus network.

Electric Vehicles

3.51 Technology is bringing great change to the automotive industry.

3.52 There has been a rapid increase in year-on-year electric vehicle registrations in the UK since 2012 and the number of electric vehicle charging points in the UK has doubled in the 22 months between April 2016 (circa 8,000) to February 2018 (circa 16,000).[3]

3.53 Passive electric vehicle charging points will be provided at all parking bays within the residential parking areas. At present, due to the rate of technological advancement in electric vehicle charging points, it is not sensible to provide a high proportion of active electric charging points in advance of the charging points being used. The technology could quickly become outdated. As such, when required, active electric vehicle charging points will be provided on a case-by-case basis in order to provide the most up to date, advanced and efficient charging points. The intention is for the development to be electric vehicle only in the future.

3.54 The level of provision for electric vehicle charging points in the stadium car park will be agreed with the Council.

Community Hub

3.55 The Community Hub will be located in a prominent location within the development. The proposal is for a 'shopfront' location at the entrance to the site close to Kingfield Road. The Community Hub will house the Community Concierge Team, and provide a focal point for all forms of Mobility, with bike hire, cycle parking, car club parking spaces, Faxi information, electric vehicle charging points, and a bus stop readily available and easily accessible.

3.56 The Community Hub will also operate as a Transport Information Centre (TIC), with information provided in relation to bike sharing, car clubs, carpooling, Faxi, bus services, rail services, and electric vehicle charging points. Walking, cycling (active travel) and public transport maps, and public transport timetable information, will also be available.

[3] http://www.nextgreencar.com/electric-cars/statistics/

3.57 The Community Concierge Team will provide a physical presence at Woking Football Club and provide travel advice and assistance to all residents and visitors. It will be open daily between the hours of 07:00-22:00.

Micro Consolidation Centre

3.58 The Community Hub will also include a Micro Consolidation Centre. On-line deliveries will be delivered and collated at the Micro Consolidation Centre, allowing drivers to drop off all deliveries in one location at all times of the day, and allowing residents to pick up deliveries on their way home. Large deliveries, such as washing machines, will be delivered direct to resident's apartments at pre-arranged times.

Mobility Strategy

3.59 In order to deliver the Mobility Strategy, it is expected Woking Football Club will deliver, in a phased manner, the following measures:

- Active travel corridors internally within the site, providing safe and convenient movement for pedestrians and cyclists;
- Potential participation in a bike sharing scheme, and the provision of a fold up bike to each new household upon first occupation;
- Provision of car club membership to each resident and car club priority parking spaces provided within the development;
- The development of a Faxi car-pooling platform to promote car sharing;
- Improvements to matchday public transport to deliver a higher capacity bus service which will operate pre and post-match, and the potential to contribute to the on-going provision on existing bus services serving the site;
- The provision of electric vehicle charging points with the intention that the development is electric vehicle only in the future; and
- A Community Hub and Community Concierge Team, acting as a focal point for all Mobility services, and a Transport Information Centre and Micro Consolidation Centre.

Traffic Regulation Orders

3.60 The analysis undertaken in support of this application does not indicate the requirement for any Traffic Regulation Orders (TROs) to mitigate the impact of the development. The site is in a highly accessible location and the proposed level of residential parking provision adheres to the Council's standards. Matchday on-street parking is an existing problem of the existing stadium, which the proposed development aims to address through the Mobility Strategy.

3.61 However, the applicant is willing to support and fund any public consultation in relation to the potential for matchday TROs to control parking on streets close to the stadium – potentially streets identified in **Section 5** through the parking beat survey.

3.62 Subject to the outcome of any public consultation, the proposed development is also willing to contribute to the implementation of any TRO.

4 ACCESS STRATEGY

Pedestrian and Cyclist Access

4.1 There are a number of pedestrian and cyclist access points to the development, providing connections to the site from Westfield Avenue, Woking railway station and the centre. The indicative location of each pedestrian and cyclist access point, together with the vehicular access points, is shown in a Schematic Access Plan, which is included at **Appendix C**.

4.2 There will be 5 points of pedestrian access and 3 points of cyclist access. Pedestrians will be able to access the site from all directions, whilst cyclist access will be from the north and west. The number of access points will ensure the site is highly permeable for pedestrians and cyclists.

Vehicular Access

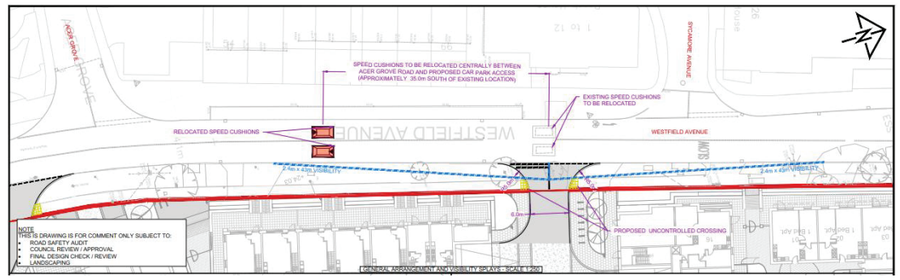
4.3 There will be three points of vehicular access to the site. Two points of access will serve the residential underground parking areas from Westfield Avenue (to the west), and one point of access will serve the stadium from Kingfield Road (to the north). There will be no residential vehicular access from the stadium access point on Kingfield Road.

4.4 Residential Block 1 and 2 will be accessed from the northern access on Westfield Avenue, serving 468 dwellings. Residential Block 3, 4 and 5 will be accessed from the southern access on Westfield Avenue, in the location of the existing David Lloyd Access, serving 580 dwellings.

Residential Blocks 1+2 Vehicular Access

4.5 A vehicular access on Westfield Avenue will be constructed approximately 80m north of the existing David Lloyd junction. This will be a new point of access and will be designed to suit the needs of the residential development of Block 1 and 2. The proposed access will take the form of a priority junction. The access will lead to an underground residential car park of 228 spaces. The new access will mean that relocation of existing speed cushions will be required on Westfield Avenue, these will be located approximately 35m to the south of the existing cushions. The proposed layout is shown in **Figure 4.1**. A scale drawing is included at **Appendix D**.

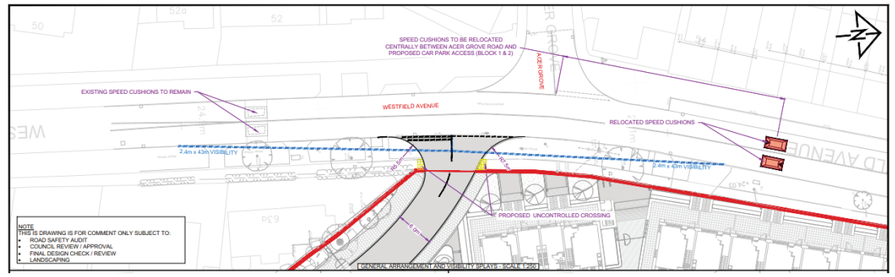
Figure 4.1 – Proposed Access Junction – Blocks 1 and 2



Residential Blocks 3, 4 and 5 Vehicular Access

4.6 The existing access to David Lloyd will be amended to provide access to Block 3, 4 and 5. The access will be in the same location as the current David Lloyd access. The underground parking area for Block 3, 4 and 5, which will total 604 car parking spaces, will be served by this access. The proposed layout is shown in **Figure 4.2**. A scale drawing is included at **Appendix E**.

Figure 4.2 – Proposed Access Junction – Blocks 3, 4 and 5



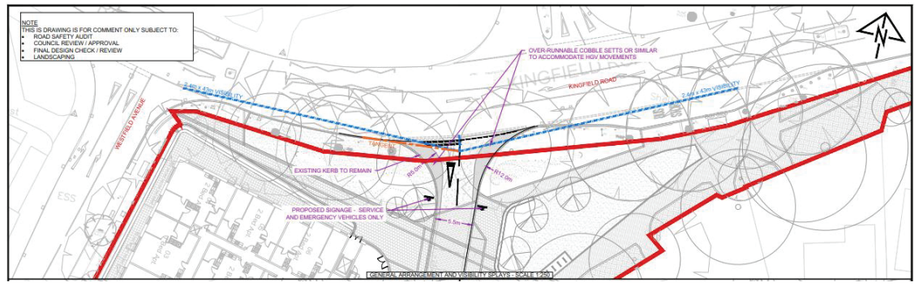
Stadium Vehicular Access

4.7 The proposed layout of the Access Junction on Kingfield Road will take the form of a priority junction. The location and form of the junction will remain unchanged – it will still be a priority junction on Kingfield Road with priority to Kingfield Road traffic, the environment surrounding the junction will be improved to provide more space for pedestrians and cyclists.

4.8 To allow for this, the amount of 'road space' allocated to vehicles will be reduced, whilst still maintaining a suitable design to accommodate the movement of HGVs, refuse vehicles and emergency vehicles, which may need to access the stadium, together with servicing and

delivery vehicles accessing the Community Hub and the residential units. The proposed layout of the Stadium Access Junction is shown in **Figure 4.3**. A scale drawing is included at **Appendix F**.

Figure 4.3 – Stadium Vehicular Access Junction



5 ACCESSIBILITY AUDIT

5.1 This section of the report describes the baseline conditions at the site, including the accessibility of the site by sustainable travel modes and the connectivity of the site to the local highway network.

Site Location

5.2 The strategic site location is presented in **Figure 5.1** and the site location in local context is presented in **Figure 5.2**.

Figure 5.1 – Strategic Site Location

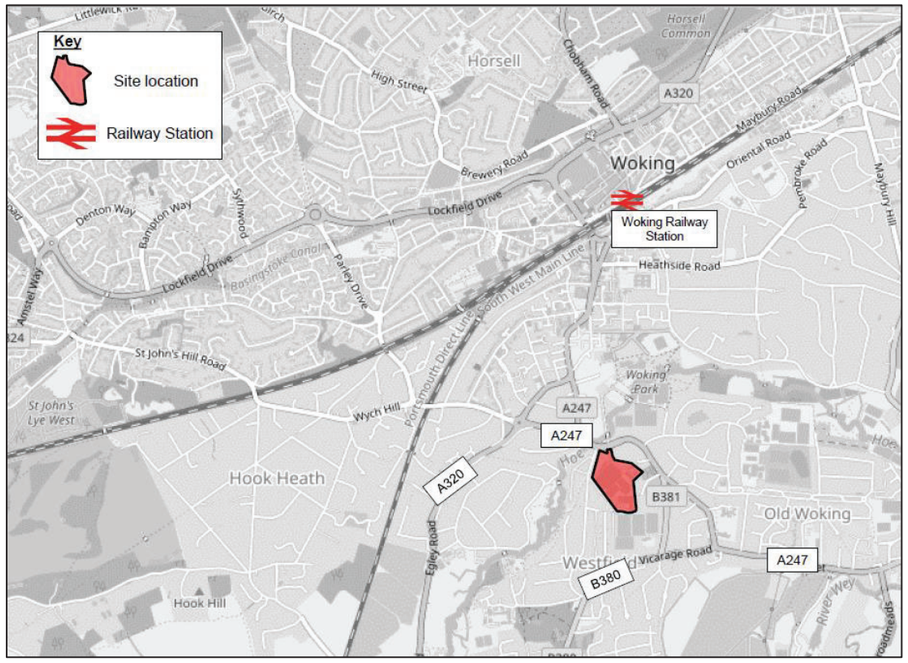
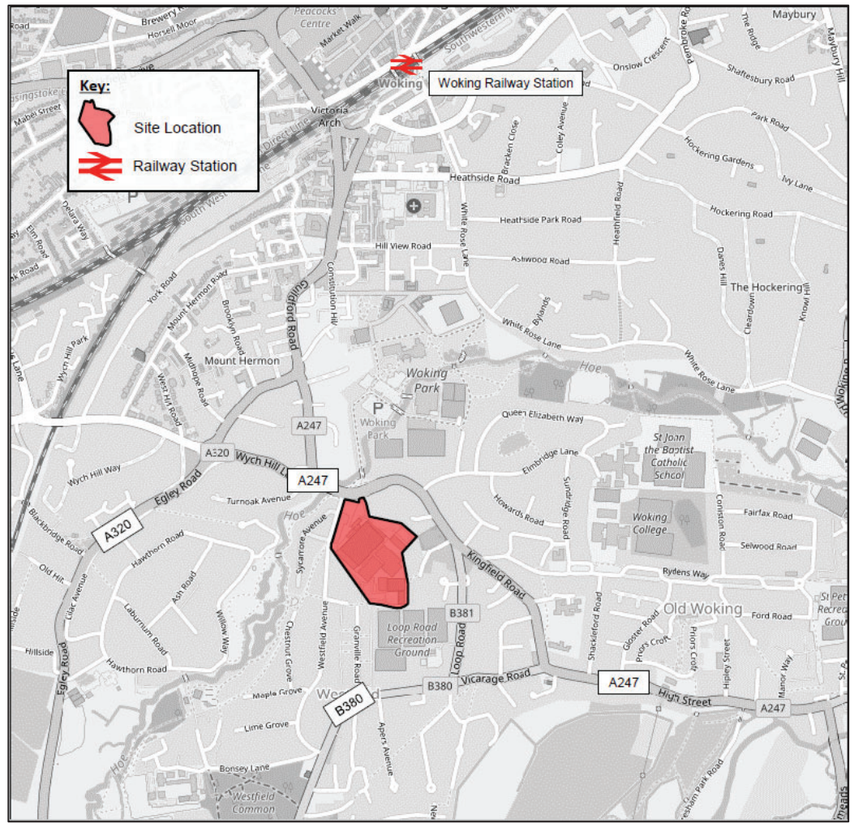


Figure 5.2 – Local Site Location

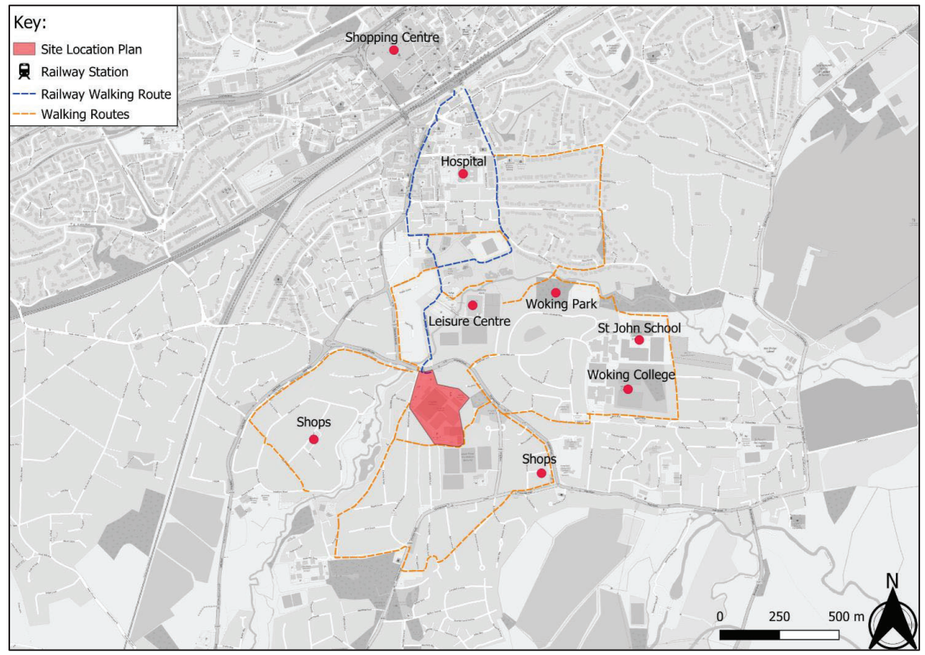


Accessibility by Non-Car Modes

Pedestrian Accessibility

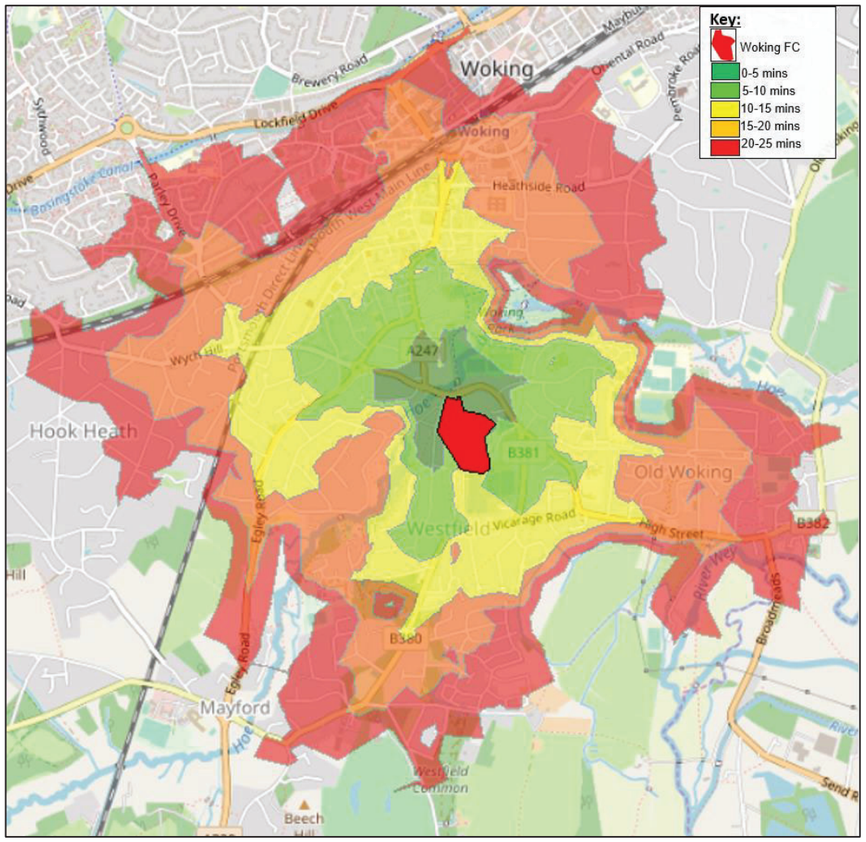
5.3 Pedestrian routes surrounding the site are extensive. The entirety of the route from the site to Woking railway station can be accessed through public footpaths or pedestrian footways. Where public footpaths are not available, there are sufficient footways adjacent to the highway. A plan showing the locations of recommended walking routes (from Surrey County Council) surrounding the site and the anticipated walking route to and from Woking railway station is shown in **Figure 5.3**.

Figure 5.3 – Surrey County Council Recommended Walking Routes



5.4 The distance people are prepared to walk will vary depending on journey type, journey purpose, and personal preference. Central government indicates 2km as being a reasonable guide for an acceptable distance for journeys on foots. Furthermore, the Institution of Highways and Transportation (IHT) guidelines suggests an acceptable walking distance for pedestrians without mobility impairment of 2 km, this equates to an approximate 25-minute walk. A walking isochrone are included in **Figure 5.4**.

Figure 5.4 –Walking Isochrones



5.5 The walking isochrones indicate that a large area of Woking, including Woking railway station, recreational parks and local services and facilities, are accessible on foot from the site.

Cyclists

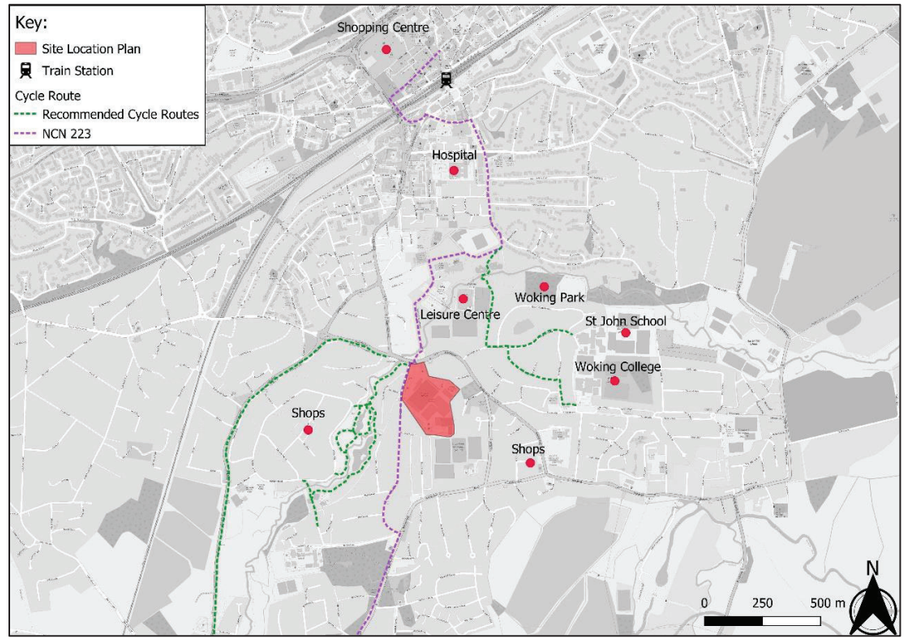
5.6 An on-road cycle route passes the site along the western boundary on Westfield Avenue. This on-road cycle route extends northbound through Woking Park towards the railway station and southbound from the site towards Guildford where the cycle route joins onto National Cycle Network (NCN) Route 22 heading towards Portsmouth or continues on NCN Route 223 towards Brighton.

5.7 All of these on-road cycle routes link with NCN Route 223 to the west which links through Woking before connecting with Guildford to the south and Chertsey to the north. NCN Route

223 provides access to a number of designated cycle routes such as NCN Route 22 to the south which links with South London and Portsmouth, and NCN Route 223 which continues to the south and links with Brighton.

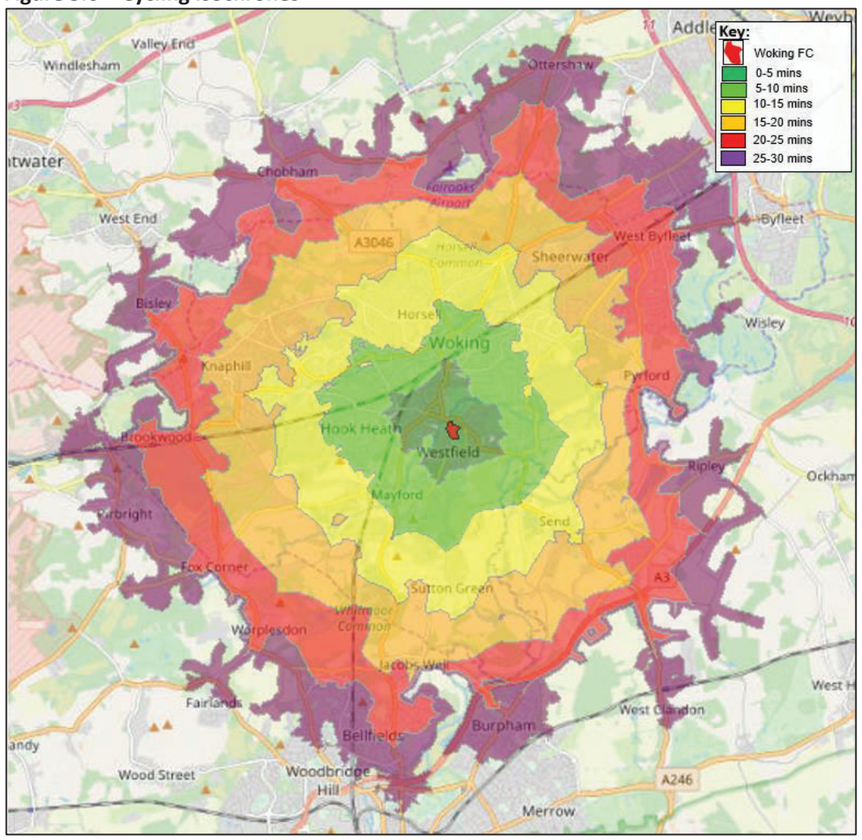
5.8 **Figure 5.5** shows the location of the surrounding cycle routes.

Figure 5.5 – Woking Cycle Routes



5.9 Central government research states that for journeys less than between 5km and 8km cycling has the potential to replace car trips, this equates to a 30-minute cycle. Cycling isochrones are included at **Figure 5.6.** In reality, particularly with the introduction and increased uptake of electric bikes, the distance people are prepared to cycle is increasing and journeys to work by bike often exceed 8km, and much will depend on personal preference and the type of facilities available to cyclists at the end of their journey, such as shower and laundry facilities, and bike storage.

Figure 5.6 – Cycling Isochrones

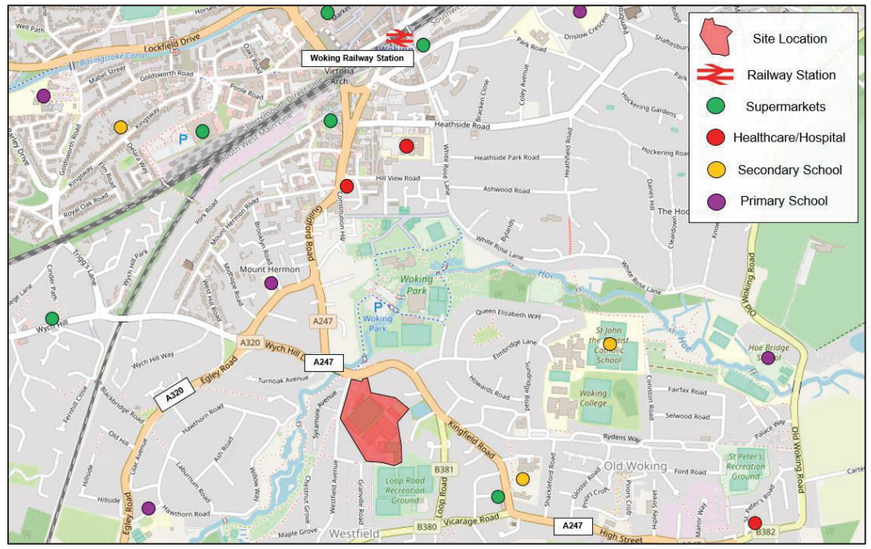


5.10 The cycling isochrones indicate that the entirety of the town of Woking and its local services and facilities are accessible by bike from the site. The outskirts of Guildford can also be reached within a 30-minute cycle.

Local Amenities

5.11 **Figure 5.7** displays the key local amenities surrounding the site, which are primarily located within Woking to the north and Westfield to the south, with some local amenities also located in Hook Heath. The site is well located in relation to local amenities and services, with schools, healthcare facilities, and retail facilities within close proximity to the site.

Figure 5.7 – Local Amenities Plan



Bus Services

5.1 The closest bus stops are the 'Leisure Centre' stops located on Kingfield Road immediately north of the Site. The westbound stop is approximately 50m from the Site Access and benefits from a layby, shelter and timetabling information. An image of this stop is given in **Figure 5.8**. The closest eastbound bus stop is approximately 75m from the Site access and benefits from a layby, a flag and pole arrangement and timetabling information. An image of this stop is given in **Figure 5.9**.

Figure 5.8 – Westbound Bus Stop on Kingfield Road

Figure 5.9 – Eastbound Bus Stop on Kingfield Road

5.2 There are eight bus services that serve the site. The 73 service operates hourly Monday-Saturday and links the site with Cobham. The 134 service operates once-daily Monday-Friday and links the site with Guildford. The 446 service operates hourly every day and links the site with Staines. The 462 and 463 services operate every hour (alternating between themselves) Monday-Friday and link the site to Guildford and Ripley. The 463 service also serves Merrow. The 690 service operates once-daily Monday-Friday and links the site with Worplesdon. The 864 service operates twice-daily Monday-Friday and links the site to Addlestone and Sunbury. The MAX 34 service operates every 40 minutes Monday-Saturday and hourly on Sunday, this route links the site to Guilford.

5.3 **Table 5.1** lists all of the buses available from the bus stop at Kingfield Road located 50m away from the access to the site.

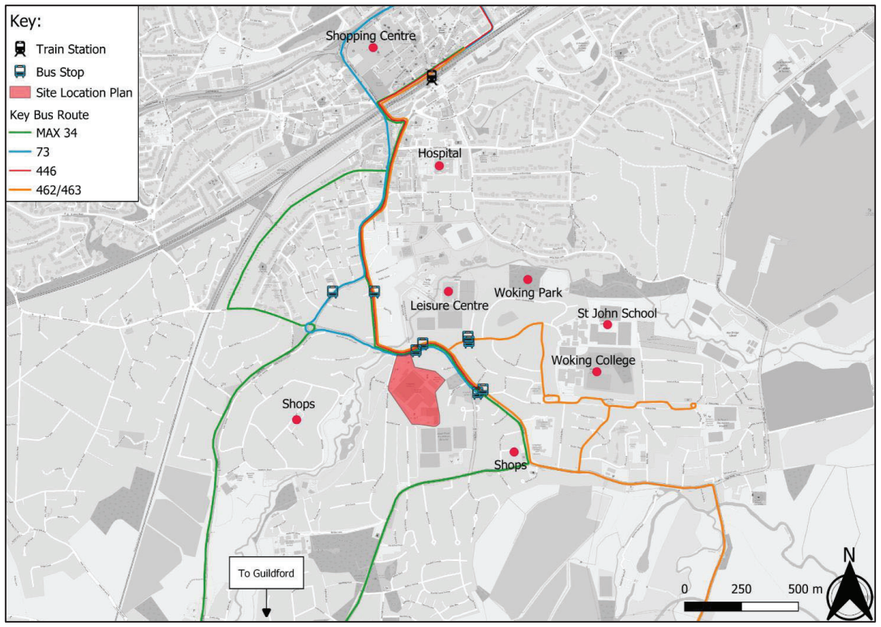
Table 5.1 Summary of Local Bus Services

Service	Route	Average Frequency (mins)		
		Weekday	Saturday	Sunday
73	Woking – Horsell - Chobham	60	60	-
134	Guildford – Woking - Camberley	1 per day	-	-
446	Staines – Chertsey - Woking	60	60	60
462	Guildford - Ripley - Woking	120	120	-
463	Guildford – Merrow – Ripley - Woking	120	120	-
690	Worplesdon – Pirbright – Kingfield Green - Woking	1 per day	-	-
856	Sunbury – Chertsey – Addlestone – Woking – Kingfield Green	2 per day	-	-
MAX 34	Guildford – Woking - Camberley	40	40	60

5.4 The MAX 34 service takes circa 30 minutes to connect with Guildford bus station, a transport node that links with a variety of locations within the surrounding area.

5.5 The overall level of service is 3-4 buses per hour at peak times. A plan showing the routes taken by the key services operating around the site is shown in **Figure 5.10.** As can be seen, all the key routes provide access to Woking town centre.

Figure 5.10 – Key Bus Service Routes



Rail Services

5.6 Woking railway station is located within walking distance of the site to the northern side of the site boundary, approximately 1,500m to the north. This equates to an approximate 15-minute walk.

5.7 Woking railway station, operated by South Western Railway, provides connections to London Waterloo to the east, Basingstoke to the west, and Portsmouth to the south. Services during a weekday run on average every five minutes to London, on average every 15 minutes to Portsmouth, and on average every ten minutes to Basingstoke. Access to London Waterloo can be used as a node for travel further afield.

5.8 **Table 5.2** sets out the current peak hour services and frequencies from this Woking railway station.

Table 5.2: Train Services at Woking Station

Destination	Trains per Peak Hour Weekday	Trains per Peak Hour Saturday	Trains per Peak Hour Sunday	Typical Journey Time
London Waterloo	17	14	6	30 mins
Basingstoke	6	6	5	20 mins
Portsmouth	5	5	3	1hr 15 mins

5.9 Planned improvements to the South Western Main Line, which runs from London Waterloo to Weymouth, are scheduled to be undertaken between 2019 and 2024. The improvements which include a flyover at Woking railway station, will enable more trains to operate on this line with safer journeys and reduced disruption.

Highway Network

A247 Kingfield Road

5.10 The existing vehicular access to the site is on Kingfield Road.

5.11 Kingfield Road borders the northern side of the site linking with Wych Hill Lane to the west via a four-arm roundabout (Turnoak Roundabout). Turnoak Roundabout also links to Egley Road and Guildford Road. To the south-east of the site Kingfield Road links with High Street via a three-arm roundabout. The roundabout also links to Vicarage Road. Kingfield Road is a predominantly residential area with a single carriageway 30mph route. On Kingfield Road there are pedestrian footways on both sides of the carriageway and there are signal operated pedestrian crossings. Pedestrian crossings can be found at the junction with Westfield Avenue and at the junction with Stockers Lane. There is also a signalled crossing approximately 50m before the roundabout with High Street and Kingfield Road.

Westfield Avenue

5.12 Westfield Avenue borders the western side of the site boundary linking with Westfield Road to the south and with Kingfield Road to the north. Westfield Avenue is a predominantly residential area with a single carriageway 30mph route. There are speed bumps located frequently along the road. Pedestrians are able to use footpaths on either side of the road, separated from traffic by a maintained grass verge.

B380 Vicarage Road/Westfield Road

5.13 Vicarage Road links westbound off Kingfield Road/High Street Roundabout. From this roundabout Vicarage Road extends to the west through Kingfield before becoming Westfield Road to the south of the site. Westfield Road continues through the village of Westfield until it meets Guildford Road. From this junction Guildford can be easily reached by continuing on the A320. The entirety of Westfield Road and Vicarage Road is a single carriageway road with a 30mph restriction through the village for approximately 1.7km, before changing to 40mph as it links with Guildford Road.

A320 Guildford Road

5.14 The A320 Guildford Road runs in a north-south direction connecting with Turnoak Roundabout and Egley Road to the south. The A320 links the site northbound to the south of Woking and continues towards Chertsey. To the south the road links to directly into central Guildford. The road is a single carriageway route that is under a 60mph restriction except for when it splits into multiple lanes for the junction adjacent to Worplesdon station where it becomes 50mph and when it enters Mayford where it becomes 40mph. After heading northbound from the Turnoak Roundabout there is a 30mph restriction.

Traffic Flows

5.15 A total of 9 Manual Classified Counts (MCC), 6 Automated Traffic Counts (ATC) and 8 pedestrian surveys were undertaken on the highway network surrounding the site to provide the baseline traffic data.

5.16 The MCCs were undertaken on three dates to provide an assessment of a neutral weekday, a matchday Saturday and a non-matchday Saturday. The weekday MCC surveys were undertaken on 4th April 2019 between the times of 06:00-10:00 and 15:00-22:30 whilst the matchday (6th April 2019) and non-matchday (18th May 2019) Saturday surveys were undertaken between the times of 13:00-19:00. The weekend surveys were undertaken to establish the impact that a football match would have on the local highway network. The Woking FC attendance during the matchday survey was 4,589.

5.17 The ATC surveys were undertaken between 13th May and 19th May 2019 with the exception of the ATC to the west of the stadium access road which was assessed between 21st and 27th May 2019 due to an unanticipated error.

5.18 A total of 8 pedestrian surveys were undertaken on the highway network surrounding the site to provide the baseline pedestrian data. These were undertaken on three separate days. The first date that the pedestrian surveys were undertaken was April 4th 2019 to establish a weekday baseline. Additionally, a survey was undertaken on April 6th 2019, when Woking FC played Torquay United, to establish a baseline matchday position. A further survey was undertaken on May 18th 2019 to provide baseline Saturday non-matchday pedestrian data.

5.19 A plan of the traffic surveys that were undertaken is shown in **Figure 5.11**. Further details of the of the survey data is presented in **Table 5.3**. This data has informed the traffic modelling work undertaken as part of the assessment work.

Figure 5.11 – Location of Traffic and Pedestrian Surveys

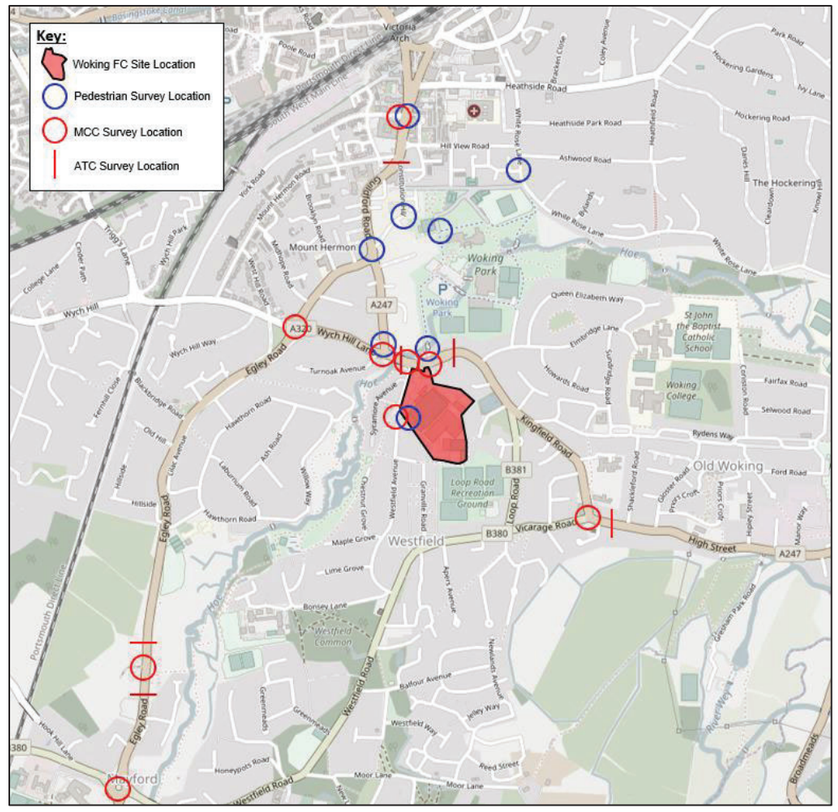


Table 5.3: Modelling Survey Data

Junction	Description	Source	Date
1	Woking FC Site Access/Woking Park	MCC	4th & 6th April, 18th May
2	David Lloyd Site Access/Westfield Avenue	MCC	
3	Kingfield Road/Westfield Avenue	MCC	
4	Kingfield Road/Claremont Avenue	MCC	
5	Wych Hill Lane/Egley Road Roundabout	MCC	
6	Vicarage Road/High Street	MCC	
7	Guildford Road/York Road	MCC	
8	Hoe Valley School/Egley Road	MCC	
9	Egley Road/Mayford Green Road	MCC	
10	Guildford Road (Between Mount Hermon Road & Constitution Hill)	ATC	10th-16th May 2019
11	High Street, east of Shackleford Road	ATC	
12	North of Hoe Valley School access	ATC	
13	South of Hoe Valley School access	ATC	
14	East of Woking FC access	ATC	
15	West of Woking FC access	ATC	21st-27th May 2019
16	Woking FC Site Access/Woking Park	Pedestrian Survey	4th & 6th April, 18th May
17	David Lloyd Site Access/Westfield Avenue	Pedestrian Survey	
18	Kingfield Road/Claremont Avenue	Pedestrian Survey	
19	Guildford Road/South of Constitution Hill	Pedestrian Survey	
20	Woking Park (North of Pool in the Park)	Pedestrian Survey	
21	White Rose Lane/Ockenden Road	Pedestrian Survey	
22	Guildford Road/York Road	Pedestrian Survey	
23	Constitution Hill/Woking Park	Pedestrian Survey	

5.20 Full details of the traffic and pedestrian survey information are presented in **Appendix G.**

Parking Beat Survey

5.21 A parking beat survey was undertaken on a matchday (6th August 2019) and non-matchday (7th August 2019) to understand the level of on-street parking in the area surrounding the site and the impact of a match at the stadium on on-street parking demand. The area that was surveyed is shown in **Figure 5.12**.

Figure 5.12 – Parking Beat Survey Location Plan

5.22 The results of the parking beat survey showed that there was significant capacity remaining on the majority of surveyed roads during a match at the stadium. The attendance at the surveyed match on 6th August against Aldershot Town was 3,922 spectators, which is approximately double the normal attendance. The parking survey is considered to be robust assessment of a matchday impact. **Table 5.4** shows the streets without parking restrictions which encountered higher levels of on-street parking in comparison to a non-matchday scenario. Full details of the parking beat survey are available at **Appendix H**.

Table 5.4 – Parking Beat Survey Oversaturation

Road Name	Number of Spaces	Match Day Occupancy	Non-Match Day Occupancy
Elmbridge Lane	12	106%	23%
Queen Elizabeth Way	95	78%	43%
Howards Road	41	81%	28%
Howards Close	9	133%	64%
Loop Road	45	76%	43%
Whitegates	11	89%	45%
Westfield Avenue	49	78%	1%
Maple Grove	15	77%	7%
Chestnut Grove	25	100%	61%
Acer Grove	10	75%	5%

Collision Statistics

5.23 Personal Injury Collision (PIC) data in the area surrounding the site have been obtained from Surrey County Council for the six-year period from 1st January 2013 up to 30st November 2018. The PIC data for the surrounding roads is provided within **Appendix I**.

5.24 The review demonstrates that that there have been no fatal collisions within the study area.

Egley Road

5.25 A summary of the collisions recorded during the six-year period on Egley Road from Egley Road/Mayford Road Roundabout to Turnoak Roundabout is provided in **Table 5.5**.

Table 5.5: Summary of Incidents

Year	Slight	Serious	Fatal	Total
2013	3	1	0	4
2014	6	0	0	6
2015	5	2	0	7
2016	7	1	0	8
2017	3	0	0	3
2018	1	1	0	2
Total	25	5	0	30

5.26 **Table 5.5** shows that over the most recent six-year period there have been 25 slight and 5 serious collisions on Egley Road which is not deemed as high.

Turnoak Roundabout

5.27 A summary of the collisions recorded during the six-year period at Turnoak Roundabout is provided in **Table 5.6**.

Table 5.6: Summary of Incidents

	Slight	Serious	Fatal	Total
2013	2	0	0	2
2014	4	0	0	4
2015	2	0	0	2
2016	2	0	0	2
2017	1	0	0	1
2018	0	0	0	0
Total	11	0	0	11

5.28 **Table 5.6** shows that over the most recent six-year period there have been 11 slight and 0 serious collision at this junction which is not deemed as high.

Westfield Avenue and Kingfield Road

5.29 A summary of the collisions recorded during the six-year period on Westfield Avenue and Kingfield Road which both surround the site is provided in **Table 5.7**.

Table 5.7: Summary of Incidents

	Slight	Serious	Fatal	Total
2013	0	1	0	1
2014	4	0	0	4
2015	5	2	0	7
2016	3	1	0	4
2017	3	1	0	4
2018	1	0	0	1
Total	16	5	0	21

5.30 **Table 5.7** shows that over the most recent six-year period there have been 16 slight and 5 serious collisions at this junction which is not deemed as high.

Westfield Road and Vicarage Road/High Street Roundabout

5.31 A summary of the collisions recorded during the six-year period at the Vicarage Road/High Street roundabout and on Westfield Road towards Guildford Road is provided in **Table 5.8**.

Table 5.8: Summary of Incidents

	Slight	Serious	Fatal	Total
2013	4	3	0	7
2014	5	1	0	6
2015	2	1	0	3
2016	4	1	0	5
2017	9	0	0	9
2018	7	1	0	8
Total	31	7	0	38

5.32 **Table 5.8** shows that over the most recent six-year period there have been 31 slight and 7 serious collisions at this junction which is not deemed as high.

Summary

5.33 The site is located in close proximity to Woking town centre. This will enable future residents and visitors of the site to undertake many day-to-day journeys on foot or by cycle. The site is also accessible to Guildford, which provides a range of key facilities, by bike and public transport.

5.34 There is a wide selection of existing walking and cycling facilities within the vicinity of the site. The site has a plethora of surrounding footpaths with a variety of destinations. All the roads in the vicinity of the site have pedestrian footpaths on either site. NCN 223 runs directly past the site and can be utilised for active travel to Woking and Guildford and further afield.

5.35 The bus stop 50m of the northern boundary of the site provides access to eight services, which connect to key destinations such as Guildford, Woking town centre/railway station and Addlestone.

5.36 Rail services are provided very frequently from Woking railway station seven days a week which link with London Waterloo, Portsmouth and Basingstoke.

5.37 A total of 9 MCC, 6 ATC and 8 pedestrian surveys were undertaken on the highway network surrounding the site to provide the baseline traffic data.

5.38 There had been a total of 100 incidents resulting in injury at the four locations that had been surveyed over the most recent six-year period. There have been 0 fatal incidents, 17 serious incidents, and 83 slight incidents. This number of incidents is not considered high. A review

of the serious incidents does not indicate any particular highway safety issue on the highway network in the vicinity of the site.

6 POLICY REVIEW

6.1 This section summarises the key transport policies at a national and local level, in the context of the development proposals. The documents included within this review are:

- The National Planning Policy Framework (NPPF);
- Planning Practice Guidance (PPG);
- Woking Core Strategy (2012);
- Surrey Transport Plan: Woking Borough Local Transport Strategy (2014);
- Woking 2050 – A Vision for a Sustainable Borough (2015);
- Woking Borough Council Parking Standards Supplementary Planning Document (2018);
- Woking Borough Council Climate Change Standards Supplementary Planning Document (2013); and
- Surrey County Council Vehicular and Cycle Parking Guidance Document (2018).

National Planning Policy Framework

6.2 The revised National Planning Policy Framework (NPPF) was published in February 2019 and identifies the Government's core principles behind the planning for and delivery of sustainable development.

6.3 The key overarching policies are set out in paragraphs 7 to 10 in terms of defining sustainable development, and paragraphs 11 to 14 in respect of the delivery of sustainable development.

6.4 The use of the NPPF within the plan-making and decision-taking process is clearly set out in paragraph 11. Paragraph 12 then sets out the status of the NPPF within these processes and paragraph 13 sets out implications on neighbourhood planning. The five main considerations in terms of transport are given in paragraph 102.

6.5 Section 9 of the NPPF covers sustainable transport and how the impact of development should be considered from the transport perspective.

6.6 The approach of NPPF is that sites should be considered on their relative sustainability - locally and across the district – and their economic, social and environmental impacts should be fully considered and how development will impact positively and negatively in these respects on surrounding communities.

6.7 Paragraph 110 states that *"applications for development should … give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport".*

6.8 The NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts would be severe.

6.9 All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans should ensure that:

- "appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- safe and suitable access to the site can be achieved for all users; and
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

Planning Practice Guidance

6.10 In March 2014, the Department for Communities and Local Government (DCLG) launched the National Planning Practice Guidance web-based resource. One section relates specifically to transport and is titled 'Travel Plans, Transport Assessments and Statements in decision-taking' and this provides the overarching principles of Travel Plans, Transport Assessments and Statements.

6.11 The guidance explains the role of Transport Assessments and Statements as: *"ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans)".* The guidance also states that Travel Plans are *"long term management strategies for integrating proposals for sustainable travel into the planning process"* to promote and encourage sustainable travel. They should be brought forward in parallel with development proposals and should be integrated in to the design of developments.

6.12 The guidance explains that when preparing Transport Assessments and Travel Plans the following key principles should be taken into account:

- *"proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
- *established at the earliest practicable possible stage of a development proposal;*
- *be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);*
- *be brought forward through collaborative ongoing working between the Local Planning Authority/ Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities)."*

6.13 The guidance demonstrates that Transport Assessments and Statements and Travel Plans can positively contribute in the following ways:

- *"encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*
- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*
- *improving health outcomes and quality of life;*
- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads."*

Woking Borough Council's Core Strategy

6.14 Woking Borough Council has prepared a Core Strategy that will set out how much growth there should be in the Borough in coming years up to 2027 (housing, jobs and associated infrastructure) and where it should take place. It also contains policies that will be used to make decisions on planning applications.

6.15 The Core Strategy was adopted in 2012 and was developed to replace the Woking Borough Local Plan (1999).

6.16 The Core Strategy outlines transport policies which set the vision for the borough moving forward throughout the timescale of the Core Strategy. The strategy acknowledges that new development needs to be provided in the most sustainable location and accessible by a choice of travel modes.

6.17 The Core Strategy policies prioritise sustainable travel modes with a focus of active travel (walking and cycling) modes. This will be achieved through the protection and enhancement and provision of pedestrian and cycle infrastructure.

6.18 Public transport will help to deliver efficient and sustainable growth in the borough and new and future public transport facilities will enable residents to access key services, facilities and jobs by all relevant modes of travel.

6.19 The proposals at Woking Football Club incorporate the policies within the Core Strategy through the provision of accessibility to active travel corridors that will connecting the site to the wider walking and cycling networks nearby, reducing the need to travel by car.

Surrey Transport Plan: Woking Borough Local Transport Strategy

6.20 The Woking Borough Local Transport Strategy (2014) forms part of the third Surrey Transport Plan (LTP3) which will run until 2026. The document sets out the transport aims and ambitions for the Borough and identifies key strategies, infrastructure schemes and initiatives that could help to achieve these.

6.21 The vision for the LTP3 is as follows:

To help people meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey; in order to promote economic vibrancy, protect and enhance the environment and improve the quality of life.

6.22 The Local Transport Plan (LTP3) vision will be met through four key objectives, as follows:

- **Effective Transport** – to facilitate end-to-end journeys for residents, business and visitors by maintaining the road network, delivering public transport services and, where appropriate, providing enhancements;

- **Reliable Transport** – to improve the journey time reliability of travel in Surrey;
- **Safe Transport** – to improve road safety and the security of the travelling public in Surrey;
- **Sustainable Transport** – to provide an integrated transport system that protects the environment, keeps people healthy and provides for lower carbon transport choices.

6.23 These strategies are set to be monitored through an annual review of the Forward Programme to ensure that short, medium and long-term targets are met.

Woking 2050 – A Vision for a Sustainable Borough

6.24 WBC adopted the Woking 2050 Climate Change Strategy in September 2015; it sets out a vision guiding efforts to create a sustainable borough through the reduction of the collective impact on the environment.

6.25 Woking 2050 looks at the whole ways of living and how it influences the environment.

6.26 The goals for the borough, set out in Woking 2050, are as follows:

- Protect and enhance the boroughs high quality natural environment;
- Resources are used wisely and biodiversity is conserved;
- A built environment that is developed sustainably, which meets local needs and enables the local economy to prosper; and
- A borough that recognises, prepares and adapts to the socio-economic, environmental and demographic changes that the future will bring.

6.27 The development will be able to contribute to the objectives set out in Woking 2050 by providing sufficient infrastructure to allow the residents of the development and visitors to live, work, and play sustainably.

6.28 On 25th July 2019, WBC declared a 'climate emergency'. This recognises the continued priority the borough gives to addressing global climate change, particularly through strong local commitment and actions.

6.29 Elsewhere, Surrey County Council had also declared a climate change emergency earlier in 2019.

6.30 The council has pledged to become zero carbon by 2030 across its own estate and operations. The Climate Change Working Group has been commissioned by WBC to oversee a plan to deliver the 2030 target and a report to the full council with immediate and long-term targets will be set out in early 2020.

6.31 The development has the potential to contribute towards the reduction of carbon emissions in Woking Borough. The limitation of car parking spaces, provision of sufficient cycle parking spaces and electric vehicle charging points at all parking spaces coupled with the Mobility Strategy set out in **Section 3** will allow the development to contribute significantly reduced carbon emissions.

6.32 Furthermore, the promotion of sustainable and active methods of travel, through the use of a Travel Plan, will provide the opportunity to the residents of the development to reduce their carbon footprint. The Events Management Plan and Travel Plan will promote alternative methods of transport to the stadium on matchdays.

Woking Borough Council Parking Standards Supplementary Planning Document

6.33 The Parking Standards Supplementary Planning Document (SPD) was adopted in April 2018 and outlines the Council's minimum car parking standards and minimum cycle parking requirements for new developments. **Table 6.1** indicates the minimum number of car parking spaces per dwelling dependant on number of bedrooms and type of dwelling.

Table 6.1: Woking SPD – Minimum Car Parking Standards

Number of Bedrooms	Flat/Apartment/Maisonette	House/Bungalow
1	0.5	1
2	1	1
3	1	2
4	1.5	3
5+	2	3

6.34 The SPD also recommends that 2 cycle spaces should be provided for each residential dwelling. The required cycle spaces can be incorporated into a garage where viable.

6.35 The SPD indicates that there are no prescribed parking standards for football stadiums and this is subject to an individual assessment.

Woking Borough Council Climate Change Standards Supplementary Planning Document

6.36 The Climate Change Standards Supplementary Planning Document (SPD) was adopted in July 2013 and outlines the Council's intentions to tackle the impact of climate change. Within this document, the standards for electric vehicle charging points is included. Regarding parking for residential dwellings **Table 6.2** indicates the minimum standards for electric vehicle charging points for new residential dwellings.

Table 6.2: SPD electric vehicle parking standards

Land Use	Active Charging Points	Passive Charging Points
Flats and housing with communal facilities of 20 or more parking spaces	5% of total parking spaces	15% of total parking spaces

6.37 The SPD states that each development is considered on a site-by-site basis and therefore the requirement for electric charging points may be higher. The figures identified in **Table 6.2** are the minimum requirements.

6.38 There is no reference in the SPD in regards to electric vehicle parking standards at a football stadium. This will be subject to an individual assessment and agreement with the Council.

Surrey County Council Vehicular and Cycle Parking Guidance

6.39 The Surrey County Council Parking Guidance Document (SPD) was published in January 2018 and outlines the County Council's maximum car parking standards and minimum cycle parking requirements for new developments. **Table 6.3** indicates the maximum parking standards for new residential dwellings.

Table 6.3: SCC – Maximum Residential Parking Standards

Locational Characteristics	Town Centre	Edge of Centre	Suburban	Suburban edge/Village/Rural
1 & 2 bed flats	1 space per unit	1 space per unit	1 space per unit	1 space per unit
1 & 2 bed houses	1 space per unit	1 space per unit	1 + space per unit	1.5 + spaces per unit
3 bed houses	1 space per unit	1 + space per unit	2 + spaces per unit	2 + spaces per unit
4 + bed houses	1 space per unit	2 + spaces per unit	2 + spaces per unit	2 + spaces per unit

6.40 The guidance document states that each 1 and 2-bedroom unit should also include a minimum of 1 cycle parking space, dwellings with 3 or more bedrooms should include a minimum of 2 cycle parking spaces.

6.41 The Surrey County Council Parking Guidance document also sets out the requirement for electric vehicle charging points. The document states that for new residential developments of flats/apartments, 20% of the available parking spaces should be fitted with a fast charge socket.

7 DESCRIPTION OF DEVELOPMENT

Overview

7.1 The proposed development will consist of the redevelopment of the site, following the demolition of all existing buildings and structures, to provide a replacement stadium with ancillary facilities, including flexible retail, hospitality and community spaces, independent retail floorspace (Classes A1/A2/A3), a medical centre (Class D1) and vehicle parking, plus residential accommodation comprising of 1,048 dwellings (Class C3) within 5 buildings of varying heights of between 3 and 10 storeys (and undercroft and part basement levels) on the south and west sides of the site, together with provision of new accesses from Westfield Avenue to car parking, associated landscaping and the provision of a detached residential concierge building.

7.2 Further detail in relation to the proposed development is provided in **Table 7.1**.

Table 7.1 – Proposed Development by Land Use

Use class	Units (no.) / Area (GEA) m^2
Residential (incl. Community Concierge and Ancillary Space)	87,029m^2
Football Stadium (D2 Stadium use)	8,125m^2
Medical Centre (incl. Pharmacy)	1,231m^2
Retail Space	359m^2
Commercial	478m^2
Total	92,222m^2

7.3 An indicative masterplan is included at **Appendix J**.

Design

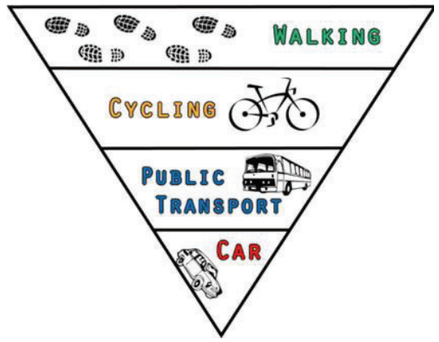
7.4 The overarching objectives of the masterplan reflect current transport and planning policy which aims to:

- Design for community. Putting people, and their quality of life now and in the future, at the centre of decision making.
- Minimise the need to travel, providing choice in transport, and where travel occurs, encouraging greater use of more sustainable and healthy forms of travel.

- Establish priorities so that development and day to day facilities are accessible in the first instance by walking and cycling, then by public transport and shared transport, then by motor vehicles.

7.5 The masterplan is based on the following;

- **Design** is in terms of creating communities, where public interaction, outdoor and indoor, is the norm. Where friends and day to day activities are nearby and easy to get to, and where it is not an automatic reaction when leaving home to get into a car. Walking and cycling links are provided around the site, and there are public transport connections to key destinations.
- **Choice** is in terms of providing the infrastructure and facilities to minimise reliance on any single option. This widens social inclusion, and for instance, on average, makes contributing to commuter car congestion more of a choice and less of a necessity.
- **Behaviour** is in terms of educating people in the options and consequences. It brings together awareness, health, environment and personal convenience.



7.6 The Community Hub will provide a focal point for all transport provision. Further details are provided at **Section 3.**

Development Access

7.7 The development will be accessible from a number of locations on foot or bicycle. Access can be made from the north, west or south of the development by active modes of travel. Vehicles for the stadium will be able to access the development from the northern access on Kingfield Road, whilst vehicles for the residential aspect of the development will be able to

access from the two accesses on Westfield Avenue. Further information related to the accessibility of the development is provided in **Section 4**.

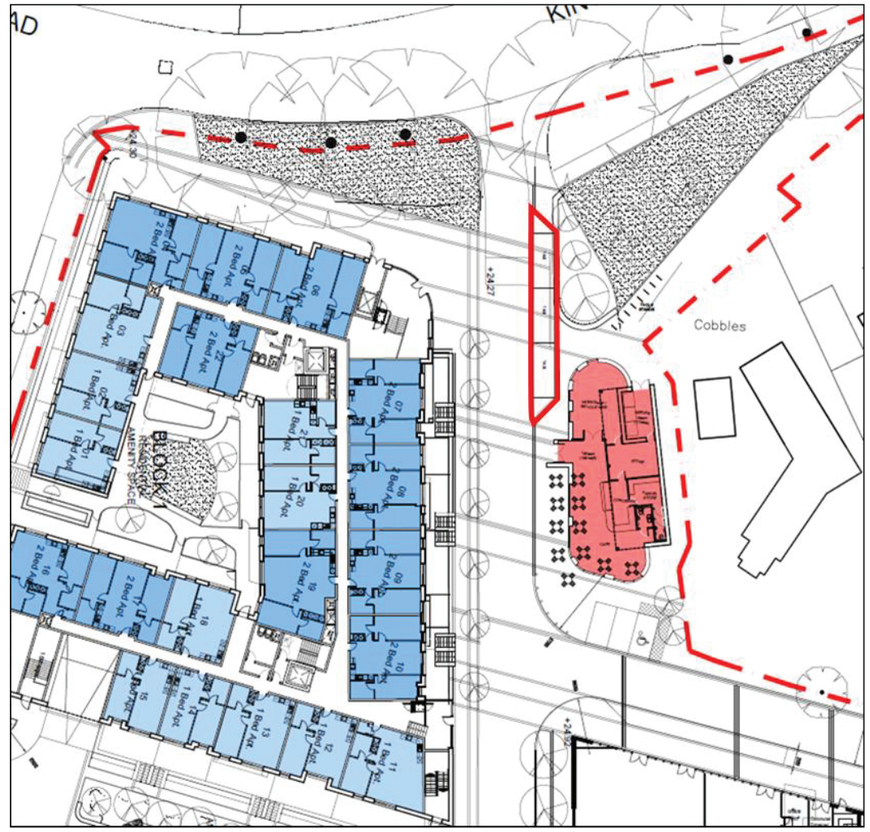
Servicing/Emergency Access

7.8 Servicing and refuse vehicles will access the development from the Kingfield Road access located to the north of the development. There is appropriate space on the internal road to allow for vehicles to stop to load and unload when necessary. A swept path analysis of a refuse vehicle on the internal road is shown at **Appendix K**.

7.9 Emergency vehicles will access the development from the Kingfield Road access located to the north of the development. There will be no restrictions on access for emergency vehicles whilst a football match is ongoing. A swept path analysis of a fire tender vehicle on the internal road is shown at **Appendix K**.

7.10 Taxis have been designated a pick-up and drop-off point located to the north of the community concierge building on the internal road. There will be a total of three spaces which will also be shared with a pick-up and drop-off point for disabled users of the stadium. The location and design of the disabled drop-off/pick-up and taxi bay is shown in **Figure 7.1** with a solid red line.

Figure 7.1 – Taxi Pick-Up/Drop-Off Point



Car Parking / Cycle Parking

7.11 The proposed level of car parking and cycle parking will accord with Woking Borough Council's parking guidelines, which are set out in '*Woking Borough Council Local Development Documents; Parking Standards Supplementary Planning Document'*. Furthermore, the proposed level of car parking and cycle parking will also accord with Surrey County Council's parking guidelines, which are set out in Surrey's '*Vehicular and Cycle Parking Guidance'*.

7.12 A summary of Woking Borough Council's residential car parking guidelines is provided in **Figure 7.2**. These are minimum standards. A summary of Surrey County Council's residential car parking guidelines is provided in **Figure 7.3**. These are maximum standards.

Figure 7.2 – Woking Borough Council Residential Car Parking Guidelines

Number of bedrooms	Flat, apartment or maisonette	House or bungalow
1 bedroom	0.5	1
2 bedroom	1	1
3 bedroom	1	2
4 bedroom	1.5	3
5+ bedroom	2	3

Figure 7.3 – Surrey County Council Residential Car Parking Guidelines

Locational Characteristics	Town Centre	Edge of Centre	Suburban	Suburban edge/ Village/Rural
1 & 2 bed flats	1 space per unit	1 space per unit	1 space per unit	1 space per unit
1 & 2 bed houses	1 space per unit	1 space per unit	1 + space per unit (note 1)	1.5 + spaces per unit (note 1)
3 bed houses	1 space per unit	1 + space per unit (note 1)	2 + spaces per unit (note 1)	2 + spaces per unit (note 1)
4 + bed houses	1 space per unit	2 + spaces per unit (note 1)	2 + spaces per unit (note 1)	2 + spaces per unit (note 1)

7.13 A summary of Woking Borough Council's residential cycle parking guidance is provided in **Figure 7.4**. A summary of Surrey County Council's residential cycle parking guidance is provided in **Figure 7.5**. Both council's cycle parking guidance is a minimum requirement.

Figure 7.4 – Woking Borough Council Residential Cycle Parking Guidance

C3 Dwelling houses (family houses, up to 6 residents living as a single household, including households where care is provided)	2 spaces per dwelling

Figure 7.5 – Surrey County Council Residential Cycle Parking Guidance

C3 Dwelling houses (family houses, up to 6 residents living as a single household, including households where care is provided)	
Flats / houses without garages or gardens: 1 and 2 bedroom unit 3 or more bedroom unit	 1 space 2 spaces

7.14 The residential aspect of the development will meet all car parking policy guidance set out by WBC and SCC. The minimum number of car parking spaces that WBC require for this development is 791 residential parking spaces. The maximum number of car parking spaces

that SCC will consider acceptable for this development is 1,048. The proposed development will provide 855 car parking spaces, including a total of 20 tandem parking spaces and three community concierge spaces. The level of residential parking which is 791 spaces accords with both WBC and SCC parking standards. There will be a total of 64 visitor parking spaces which will be provided evenly within the parking blocks. The level of visitor car parking is considered acceptable in conjunction with the other sustainable initiatives being introduced as part of the development proposals. The car parking breakdown per block of flats is shown in **Table 7.2**.

Table 7.2 – Car Parking Block Breakdown

	Total Spaces	% of Total
Block 1	107	13%
Block 2	121	15%
Block 3	124	15%
Block 4	260	31%
Block 5	220	26%

7.15 As shown from **Table 7.2**, blocks 1 and 2, which will use the northern residential access, will contribute 228 parking spaces, equivalent to 28% of the total parking provisions. Blocks 3, 4 and 5 will encompass the remaining 604 parking spaces and will utilise the southern residential access. This is equivalent to 72% of the total residential parking spaces.

7.16 The figures shown in **Table 7.2** do not account for the potential provision of up to 20 tandem parking spaces, each tandem space will provide space for two vehicles. These are to be located within residential Block 5 and will increase the number of parking spaces in this block from 220 to 240.

7.17 WBC require the development to deliver a minimum of 2 cycle parking spaces per dwelling, totalling 2,096 cycle parking spaces for this development. SCC require a minimum of 1,050 cycle parking spaces for this development. The current proposals accommodate for 2,096 cycle parking spaces. 1,048 spaces will be provided in the basement parking area and there will be provisions at each apartment for storage of a further fold-up bicycle. This brings the total cycle parking provisions to 2,096. This approach has been discussed with WBC and SCC and is considered acceptable.

7.18 A summary of Woking Borough Council's residential electric vehicle charging guidance is provided in **Figure 7.6**. A summary of Surrey County Council's residential electric vehicle

charging guidance is provided in **Figure 7.7**. Both council's electric vehicle charging standards are minimum requirements.

Figure 7.6 – WBC Electric Vehicle Charging Standards

Development with parking spaces intended for:		**Active Charging Points** (per cent of total parking spaces)	**Passive Charging Points**
Residents	Single dwellings with private off-street parking	0	1 point per dwelling
	Flats and housing with communal facilities of 20 or more parking spaces to be determined on a site by site basis but the minimum to be provided will be at least:	5%	15% of total parking spaces

Figure 7.7 – SCC Electric Vehicle Charging Standards

Residential Development	**EV Charging Requirement**	**Charge Point Specification**	**Power Requirement**
Houses:	1 fast charge socket per house.	7kw Mode 3 with Type 2 Connector	230v AC 32 Amp Single Phase dedicated supply
Flats/Apartments C2 Care /Nursing Home C3 Elderly (Sheltered)	20% of available spaces to be fitted with a fast charge socket		
	A further 20% of available spaces to be provided with power supply to provide additional fast charge socket	Feeder pillar or equivalent permitting future connection.	230v AC 32 Amp Single Phase dedicated supply

7.19 All residential car parking spaces will be fitted with passive electric charging points and the developer is committed to converting these to active charging points when the resident requires. Residents will be asked prior to moving in whether they require an electric charging space and then an active charging point will be fitted. The electric vehicle charging technology is proceeding at a considerable speed, and therefore it is deemed counterproductive to provide active charging points early or before they are required. The intention is for the development to be electric vehicle only in the future.

7.20 A total of 60 car parking spaces and one coach space will be provided for the stadium use. The car parking spaces are to be located adjacent to the northern stand of the stadium and the coach parking space will be located in the turning head at the east of the stadium (and will only be used for the team coach on matchdays – this will not impede emergency vehicle

access). The level of cycle parking at the stadium will be subject to an individual review and agreed with the Council.

7.21 The level of provision of electric vehicle charging points for the football stadium is to be agreed with the Council.

Construction Programme

7.22 The planned programme of construction is summarised in **Table 7.3**.

Table 7.3 – Planned Programme of Construction

Stage	Period
Demolition / excavation	February 2020 – April 2022 (Intermittent)
Phase 1 – (Residential Block 1)	February 2020 – June 2021
Phase 2 – (New Football Stadium)	January 2022 – March 2023
Phase 3 – (Residential Block 2)	October 2022 – May 2024
Phase 4 – (Residential Block 3)	April 2023 – October 2024
Phase 5 – (Residential Block 4)	October 2023 – April 2025
Phase 6 – (Residential Block 5)	April 2024 – October 2025

7.23 Detailed information in relation to the construction methodology for the proposed development, specific activities and traffic movements is not available at this stage. The level of activity during the construction programme will vary, but overall, the volume of traffic travelling to and from the site throughout the construction process will be below the traffic volumes forecast for when the site is fully operational.

7.24 The precise details in relation to traffic volume, traffic routing, vehicle types and hours of operation during the construction programme will be agreed with the Council through a Construction Traffic Management Plan (CTMP). A Heads of Terms CTMP is included at **Appendix L**.

Travel Plan

7.25 The proposed development will be supported by a Mobility Strategy (see Section 3) which includes a number of measures to facilitate sustainable travel to and from the site. This Mobility Strategy will also be supported by Travel Plans, with a Travel Plan for the stadium and a Travel Plan for the residential units. A draft of each Travel Plan is included at **Appendix M**.

7.26 The Travel Plans will be managed by a Travel Plan Co-ordinator (TPC), who will be a member of the Community Concierge Team, who will be appointed prior to the opening of the site.

7.27 The role of the TPC will be clearly defined within the Travel Plans and include (but not be limited to) the following:

- Monitoring the performance of the Travel Plan;
- Engaging with the local community and stakeholders;
- Introducing additional sustainable travel measures where appropriate; and
- Addressing any unforeseen impacts of the development.

7.28 The Travel Plan will also include:

- Targets for reduction in car trips, which will initially be based on Census Journey to Work data and subsequently (following occupation) on site surveys;
- A number of measures that will be implemented to meet the target reductions in single occupancy car use;
- Surveys to monitor whether the Travel Plan is achieving its targeted reduction in car use;
- Details of remedial measures that could be implemented should the targets not be met; and
- Details of how the Travel Plan will be funded and for how long.

Event Management Plan

7.29 The Event Management Plan (EMP) relates to the stadium element of the proposed development. A draft EMP is included at **Appendix N**, and covers the key areas which the final EMP will need to address, and provides details where appropriate and known at this stage.

7.30 The following measures are proposed in the EMP to facilitate access to the stadium:

- Park and Stride promotion;
- Faxi / Car Share promotion;
- Duplicate match day bus services;

- Pedestrian wayfinding signs; and
- Advanced journey information

7.31 In addition, the proposed development will support and fund any public consultation in relation to the potential for matchday TROs to control parking on streets close to the stadium. Subject to the outcome of this public consultation, the proposed development is also willing to contribute to the implementation of any TRO.

Delivery and Servicing Management Plan

7.32 A Delivery and Servicing Management Plan (DSMP) will be produced following the submission of the planning application. The DSMP will include the following information:

- Delivery pre-booking: Deliveries will be scheduled to be spread across the peak activity. All commercial and refuse delivered will be scheduled and allocated a time slot to arrive;
- Good in authorisation procedure: To ensure the rapid turnaround of delivery vehicles it is expected that community concierge personnel will be authorised to receive goods for all tenants;
- Key staff to manage deliveries; and
- Monitoring: Servicing activity will be regularly monitored to ensure that it is operating in an efficient way.

8 TRIP FORECAST

8.1 This Section summarises the trip generation methodology used to inform the highway impact assessment of the proposed development.

8.2 This Section includes:

- Trips by Land Use and Journey Purpose;
- Modal Splits of Journeys;
- Total Person and Vehicle Trips; and
- Trip Distribution.

Trips by Land Use and Journey Purpose

Residential Trip Generation

Trip Rates

8.3 The starting point for understanding the potential demand from the proposed residential development is to derive a total people trip rate. In order to do this, the TRICS database has been interrogated, selecting sites which fall within the following parameters:

- Residential – Flats Privately Owned;
- All regions excluding Greater London, Scotland and Ireland;
- Edge of Town Centre, Suburban Area, Edge of Town – All Zones;
- Monday – Friday;
- 01/01/11 to 05/06/2018; and
- 20 – 175 units.

8.4 Whilst the proposals include for a proportion of affordable housing, to ensure a robust assessment, a 'privately owned' trip rate, which is the most trip intensive category, has been calculated for all dwellings.

8.5 The largest site that fell within the selected parameters from within the TRICs database for a weekday survey was 175 units.

8.6 In total, 17 sites fell within these parameters, and produced an average total person trip rate as summarised in **Table 8.1.** Full TRICS data is contained in **Appendix O.**

8.7 A further TRICS assessment was undertaken to establish the residential total people trip rates that would be likely on a Saturday within the periods before and after a football match. The TRICS database has been interrogated, selecting sites which fall within the following parameters:

- Residential – Flats Privately Owned;
- All regions excluding Greater London, Scotland and Ireland;
- Suburban Area, Edge of Town – All Zones;
- Saturday only;
- 01/01/2000 to 05/06/2019; and
- 28 -72 units.

8.8 Whilst the proposals include for a proportion of affordable housing, to ensure a robust assessment, a 'privately owned' trip rate, which is the most trip intensive category, has been calculated for all dwellings.

8.9 The largest site that fell within the selected parameters from within the TRICs database for a weekend survey was 72 units.

8.10 In total, even allowing for the period searched to extend back to 2000, only 3 sites fell within these parameters, and produced an average total person trip rate as summarised in **Table 8.1.** Full TRICS data is contained in **Appendix O.**

Table 8.1: Average Total Person Trip Rates

Time Period	Arrivals	Departures	Two-Way
AM Peak Hour	0.118	0.556	0.674
PM Peak Hour	0.453	0.217	0.670
Sat 1400-1500	0.191	0.237	0.428
Sat 1700-1800	0.224	0.112	0.336

8.11 Applying the trip rates in **Table 8.1** to the proposed development of up to 1,048 residential dwellings results in a total person trip generation as summarised in **Table 8.2.**

Table 8.2: Total Person Trip Generation (1,048 Dwellings)

Time Period	Arrivals	Departures	Totals
AM Peak Hour	124	583	706
PM Peak Hour	475	227	702
Sat 1400-1500	200	248	449
Sat 1700-1800	235	117	352

Journey Purpose

8.12 To forecast the manner in which these trips are made in the peak periods, the National Travel Survey (NTS) has been considered to first obtain a breakdown of the proportion of trips per journey purpose in each weekday assessment hour. The NTS consists of face-to-face interviews and a seven-day self-completed written travel diary, and allows trips to be broken-down by journey purpose. In turn, this will allow the mode split of trips to be applied for each purpose.

8.13 A summary of trips by journey purpose in the weekday AM and PM peak periods is provided in **Table 8.3**.

Table 8.3: NTS Trips by Journey Purpose

Journey Purpose	AM Peak Hour	PM Peak Hour
Commuting	21%	33%
Business	3%	4%
Education	29%	3%
Escort education	22%	2%
Shopping	4%	12%
Other work, other escort and personal business	14%	20%
Visiting friends / entertainment / sport	3%	19%
Holiday / Day trip / Other	3%	7%
Total	100%	100%

8.14 **Table 8.3** demonstrates that trips can be classified into three general journey purposes, commuting, education, and leisure / recreation, with the proportion of trips for each purpose as summarised in **Table 8.4.**

Table 8.4: Trips by Journey Purpose – Commuting, Education, Leisure / Recreation

Start Time	Commuting	Education	Leisure / Recreation
(0800-0900)	24%	51%	25%
(1700-1800)	37%	5%	58%

8.15 The NTS data only covers weekday trips. For the purposes of this assessment, it will be assumed that 100% of Saturday trips are for leisure purposes.

8.16 Distributing the total person residential trips summarised in **Table 8.2** by the journey purpose summarised in **Table 8.4**, results in a breakdown of trips by journey purpose as summarised in **Table 8.5.**

Table 8.5: Total Person Residential Trips by Journey Purpose

	Weekday (0800-0900)			Weekday (1700-1800)			Saturday (1400-1500)			Saturday (1700-1800)		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Commuting	30	141	171	175	84	259	0	0	0	0	0	0
Education	63	298	362	22	11	33	0	0	0	0	0	0
Leisure/Recreation	30	143	174	277	133	410	200	248	449	235	117	352
Total	124	583	706	475	227	702	200	248	449	235	117	352

Football Stadium

8.17 The proposed development will provide a 9,026-capacity stadium accessed from Kingfield Road. However, for the purposes of assessment a capacity of 9,500 has been assessed. The pedestrian and road network surrounding the existing site were surveyed on a non-matchday Saturday to understand the baseline position. The pedestrian and road network surrounding the existing site were also surveyed before and after the match against Torquay on 6th April 2019 in order to understand the impact of a match. The match against Torquay recorded an attendance of 4,589 spectators.

8.18 A factor was applied to the observed impact of a 4,589 attendance to replicate the anticipated traffic associated with 4,000, 5,500, and 9,500 attendance matches. These figures are the likely attendances as Woking move further up the football league. The factors used in the assessment are shown in **Table 8.6**.

Table 8.6 – Factors for Different Levels of Attendance

Capacity	Factor
4000	0.872
5500	1.199
9500	2.070

8.19 On the surveyed Saturday, the 4,589 spectators resulted in an overall 17% increase in traffic volume in the hour immediately before the football match, and an 11% increase in traffic in the post-match hour, on the local highway network as a whole. However, this uplift was not even across the network, with some traffic movements experiencing increases and other movements experiencing a decrease in volume, due to the local sensitivities of the network and people perhaps avoiding the local network on a match.

8.20 Therefore, to distribute the forecast impact of the stadium capacity increase, an uplift will be applied across the network in proportion to the observed impact at the 4,589-attendance match. This will be applied to all movements, with three exceptions as follows:

- Northern Site Access – The movements into and out of the site access will be forecast to be exactly those that were observed on the surveyed matchday, for the pre- and post-game hours, in all matchday scenarios. This is because parking on-site will not be extended in equal proportion to the stadium capacity and will broadly align with the existing level on on-site parking provision.
- Access from Westfield Avenue to David Lloyd fitness centre – The David Lloyd will be relocated as part of the development proposals and this access will be amended to provide access to Residential Blocks 3, 4 and 5.
- Access from Egley Road to Woking Athletics Club and Hoe Valley School – Movements into and out of this access are forecast to be unchanged by matchday scenarios. This is due to the nature of the access being to serve only two specific purposes unrelated to the stadium which will not be influenced by a matchday.

Retail Space

8.21 The expansion of the football stadium will add retail units over a total floor area of circa 500sqm. This will include a club shop for Woking FC, as well as typical local shops such as a convenience store and a pharmacy.

8.22 These shops will primarily serve the proposed residential units and football club, although they will also be available for public use and may be used by the immediate local community. It is expected that trips from outside the proposed site to these retail units will typically be on foot or by bicycle, and pass-by or linked trips, and therefore will not create additional movements on the existing transport networks. No car parking spaces are proposed to serve these units, which will further deter car use.

8.23 For the purposes of assessment, a judgement has been made that no additional vehicular trips are generated by the retail elements of the scheme during the peak hours of assessment. A small number of pedestrian trips may be generated, but weekday peak times for the retail units will not coincide with peak times associated with football matches. Furthermore, the trip generation associated with the retail units during peak times will be negligible in comparison to the pedestrian trips associated with the football match, and a

further assessment of the potential impact of the retail units will serve little purpose and is not considered to be necessary to allow a judgement to be made on the potential impact of the proposed development.

Internalisation

8.24 A proportion of trips will remain internal to the site, with trips between the residential units, the stadium, the small-scale ancillary retail uses provided, and the Community Hub. However, to provide a robust assessment there has been no reduction of trips as a result of the mixed-uses within the site.

Net Trip Change

8.25 To understand the impact of the development on the local highway network, an assessment of the vehicle trips the site generates at present is compared to the total trips that will be generated in the future. The existing trips generators on site include the existing David Lloyd fitness centre, a snooker club, a gymnastics club and the existing football stadium.

8.26 For the David Lloyd fitness centre trips postcode data can be used to make a forecast on the wider distribution of trips on the highway network. For the snooker and gymnastics club journey to work census data has been used to make a forecast on the wider distribution of trips on the highway network. For the increase in capacity at the stadium an uplift has been applied to the surveyed match day trips associated with the football club.

8.27 A comparison between the vehicle trips generated by the existing site comprising of the David Lloyd fitness centre, gymnastics and snooker club and the existing football stadium has been compared to the vehicle trips generated by the residential aspect of the proposed development in the AM and PM Peak. This is shown in **Table 8.7**.

Table 8.7 – Existing and Proposed Vehicle Trip Generation (Existing Site and Proposed Residential)

	Existing Site			Proposed Residential Trips		
	In	**Out**	**Two Way**	**In**	**Out**	**Two Way**
AM	98	39	137	45	213	258
PM	174	182	356	198	95	293

8.28 As can be seen in **Table 8.7** there is not a significant increase in trip numbers as a result of the development proposals.

Modal Split

8.29 The following section sets out the modal splits by journey purpose for all of the land uses.

Residential

Commuting

8.30 The programme for Woking Football Club indicates the full development will take approximately 5 years to complete. Whilst it is difficult to predict precisely Mobility in 2024, we know from the data we do have, the schemes currently being developed, and the pace of change in our lives, that they will not be the same as they are now. Government policy is directing us towards a more sustainable approach to living, and the economic benefits of Mobility, shared transport, and active travel are becoming evident.

8.31 The Journey to Work Census mode split for the output area within which the development is based is a useful starting point for understanding the likely mode split. The development is located in 'Woking 011 Middle Super Output Area', and the current Journey to Work mode split for 'Woking 011 Middle Super Output Area' is summarised in **Table 8.8**.

Table 8.8 – 'Woking 011 Middle Super Output Area' Journey to Work Mode Split

Mode	**Census Data Mode Share**
Train	11.4%
Bus	1.9%
Taxi	0.3%
Motorcycle	1.1%
Car Driver	66.7%
Car Passenger	4.9%
Bicycle	4.5%
Walk	8.8%
Other	0.4%
Total	100%

8.32 From this, and taking into account the Mobility Strategy, government policy, and trends in travel behaviour and travel patterns, the form of development (apartments), and the controlled approach to car parking, it is likely that there the mode split for commuting purpose at the development will be below the Woking average. To reflect this, a 10% reduction to the car driver mode share has been applied, and the respective proportional increase has been applied proportionally to the remaining methods of travel, albeit and linked to the Mobility Strategy, walking, cycling and public transport are expected to see the greatest increase in mode share. The resultant mode split is set out in **Table 8.9**.

Table 8.9: Future Residential Employment Mode Split

Mode	**Future Mode Share**
Train	14.7%
Bus	2.5%
Taxi	0.4%
Motorcycle	1.5%
Car Driver	57.0%
Car Passenger	6.3%
Bicycle	5.8%
Walk	11.4%
Other	0.6%
Total	100%

8.33 The mode split in **Table 8.9** has been applied to the external residential employment trips resulting in a trip generation as summarised in **Table 8.10.**

Table 8.10: External Multi-Modal Trip Generation for Residential Commuting

Mode	%	AM Peak Hour			PM Peak Hour		
		Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Train	**14.70%**	4	21	25	26	12	38
Bus	**2.50%**	1	3	4	4	2	6
Taxi	**0.40%**	0	1	1	1	0	1
Motorcycle	**1.50%**	0	2	3	3	1	4
Car Driver	**57.00%**	17	80	97	100	48	148
Car Passenger	**6.30%**	2	9	11	11	5	16
Bicycle	**5.80%**	2	8	10	10	5	15
Walk	**11.40%**	3	16	19	20	10	29
Other	**0.60%**	0	1	1	1	0	1
Total	**100%**	30	141	171	175	84	259

Primary Education

8.34 The nearest primary schools to the site are Kingfield Primary School (1km from site), Westfield Primary School (1km from site) and Barnsbury Primary School (1.4km from site).

8.35 The NTS data demonstrates that in the AM peak hour 51% of journeys are undertaken for the purpose of education, reducing to 5% in the PM peak hour. Of these journeys, it is judged that approximately 50% relate to primary education, and 50% to secondary education.

8.36 To maintain a sound assessment, for car trips to school it is assumed that all children are driven to school individually, ignoring the potential of car sharing for journeys to and from school.

8.37 The mode split shown in **Table 8.11**, derived from the National Travel Survey for primary education journeys undertaken over a distance of less than 2 miles, in line with the distances stated above for the alternative local schools, has been applied to the external primary school trips.

Table 8.11 – NTS Primary Education Mode Split

Mode	NTS Mode Share
Train	0.0%
Bus	4.0%
Taxi	0.0%
Motorcycle	0.0%
Car Driver	41.4%
Car Passenger	0.0%
Bicycle	1.8%
Walk	50.9%
Other	1.9%
Total	100.0%

8.38 From this, and taking into account the Mobility Strategy, government policy, and trends in travel behaviour and travel patterns, the form of development (apartments), and the controlled approach to car parking, the residential primary education mode split for the purpose of this assessment is set out in **Table 8.12**. A 5% reduction in car driver trips has been applied, and the respective proportional increase has been applied proportionally to the remaining methods of travel.

Table 8.12: Future Primary Education Mode Split

Mode	Future Mode Share
Train	0.0%
Bus	4.4%
Taxi	0.0%
Motorcycle	0.0%
Car Driver	36.0%
Car Passenger	0.0%
Bicycle	2.0%
Walk	55.5%
Other	2.1%
Total	100.0%

8.39 Applying the mode splits to the external primary education trips in **Table 8.5** results in a multi-modal trip generation as summarised in **Table 8.13**.

Table 8.13: External Multi-Modal Trip Generation for Education (Primary) Uses

Mode	%	AM Peak Hour			PM Peak Hour		
		Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Train	**0.0%**	0	0	0	0	0	0
Bus	**4.4%**	1	7	8	0	0	1
Taxi	**0.0%**	0	0	0	0	0	0
Motorcycle	**0.0%**	0	0	0	0	0	0
Car Driver	**36.0%**	11	54	65	4	2	6
Car Passenger	**0.0%**	0	0	0	0	0	0
Bicycle	**2.0%**	1	3	4	0	0	0
Walk	**55.5%**	18	83	100	6	3	9
Other	**2.1%**	1	3	4	0	0	0
Total	**100.0%**	32	149	181	11	5	16

Secondary Education

8.40 In terms of secondary education, the nearest schools to the site are St John The Baptist School (1km), Hoe Valley School (1.8km), and Winston Churchill School (4.2km).

8.41 The mode split shown in **Table 8.14**, derived from the National Travel Survey for secondary school journeys undertaken over a distance of less than 2 miles, in line with the distances stated above for the alternative local schools, has been applied to the external secondary school trips.

Table 8.14 – NTS Secondary Education Mode Split

Mode	NTS Mode Share
Train	2.1%
Bus	30.7%
Taxi	0.0%
Motorcycle	0.0%
Car Driver	26.0%
Car Passenger	0.0%
Bicycle	3.5%
Walk	35.2%
Other	2.5%
Total	100.0%

8.42 From this, and taking into account the Mobility Strategy, government policy, and trends in travel behaviour and travel patterns, the form of development (apartments), and the controlled approach to car parking, the residential secondary education mode split for the purpose of this assessment is set out in **Table 8.15**. A 5% reduction in car driver trips has

been applied, and the respective proportional increase has been applied proportionally to the remaining methods of travel.

Table 8.15: Future Secondary Education Mode Split

Mode	Future Mode Share
Train	2.2%
Bus	32.8%
Taxi	0.0%
Motorcycle	0.0%
Car Driver	21.0%
Car Passenger	0.0%
Bicycle	3.7%
Walk	37.6%
Other	2.6%
Total	100.0%

8.43 Applying the mode splits to the external secondary education trips in **Table 8.5** results in a multi-modal trip generation as summarised in **Table 8.16**.

Table 8.16: External Multi-Modal Trip Generation for Education (Secondary) Uses

Mode	%	AM Peak Hour			PM Peak Hour		
		Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Train	**0.0%**	1	3	4	0	0	0
Bus	**4.4%**	10	49	59	4	2	5
Taxi	**0.0%**	0	0	0	0	0	0
Motorcycle	**0.0%**	0	0	0	0	0	0
Car Driver	**36.0%**	7	31	38	2	1	3
Car Passenger	**0.0%**	0	0	0	0	0	0
Bicycle	**2.0%**	1	6	7	0	0	1
Walk	**55.5%**	12	56	68	4	2	6
Other	**2.1%**	1	4	5	0	0	0
Total	**100.0%**	32	149	181	11	5	16

Leisure / Recreation

8.44 For the external trips, due to lack of available mode split data, the same mode split to distribute the residential employment trips, as summarised in **Table 8.9,** has been applied to leisure / recreation trips**.** A breakdown of the external leisure / recreation trips is provided in **Table 8.17.**

Table 8.17: External Multi-Modal Trip Generation for Residential Recreation/Leisure Uses

Mode	%	AM Peak Hour			PM Peak Hour			Saturday 1400-1500			Saturday 1700-1800		
		Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Train	**14.70%**	1	5	6	9	4	13	7	8	15	8	4	12
Bus	**2.50%**	2	7	9	14	7	21	10	12	23	12	6	18
Taxi	**0.40%**	1	3	3	5	2	8	4	5	8	4	2	6
Motorcycle	**1.50%**	0	0	1	1	0	1	1	1	2	1	0	1
Car Driver	**57.00%**	10	47	57	91	44	135	66	82	148	77	39	116
Car Passenger	**6.30%**	11	51	62	98	47	145	71	88	159	83	42	125
Bicycle	**5.80%**	1	4	4	7	3	10	5	6	11	6	3	9
Walk	**11.40%**	5	25	30	48	23	71	35	43	78	41	20	61
Other	**0.60%**	0	2	2	3	2	5	2	3	5	3	1	4
Total	**100%**	30	143	174	277	133	410	200	248	449	235	117	352

External Residential Multi-Modal Trip Generation

8.45 The total external residential multi-modal trip generation, combining all journey purposes (employment, education, leisure / recreation) is summarised in **Table 8.18.**

Table 8.18: External Multi-Modal Trip Generation for Residential Uses

Mode	AM Peak Hour			PM Peak Hour			Saturday 1400-1500			Saturday 1700-1800		
	Arr	Dep	2-Way	Arr	Dep	2-Way	Arr	Dep	2-Way	Arr	Dep	2-Way
Train	6	29	35	35	17	52	7	8	15	8	4	12
Bus	14	66	80	22	11	33	10	12	23	12	6	18
Taxi	1	3	4	6	3	9	4	5	8	4	2	6
Motorcycle	1	3	3	4	2	5	1	1	2	1	0	1
Car Driver	45	213	258	198	95	293	66	82	148	77	39	116
Car Passenger	13	60	72	109	52	161	71	88	159	83	42	125
Bicycle	4	20	25	18	9	26	5	6	11	6	3	9
Walk	38	180	218	79	38	116	35	43	78	41	20	61
Other	2	9	11	5	2	7	2	3	5	3	1	4
Total	124	583	706	475	227	702	200	248	449	235	117	352

Football Club

8.46 A travel survey was undertaken on 6th August 2019 to derive a mode split of visitors to the football stadium. The results shown are derived from questionnaire completed by visitors at the Woking vs Aldershot game with a crowd of approximately 3,922. A total of 223 questionnaires were completed – this is considered a reasonable response rate and

statistically significant[4]. The football club mode split observed from the travel survey used is shown in **Table 8.19**.

Table 8.19: Football Spectators Mode Split

Mode	Questionnaire Mode Share
Train	12.6%
Bus	2.7%
Taxi	1.8%
Motorcycle	0.4%
Car (Driver and Passenger)	62.3%
Bicycle	0.9%
Walk	19.3%
Other	0.0%
Total	100%

8.47 The questionnaires that were undertaken did not specify whether visitors to the stadium who arrived by car were drivers or passengers. The travel survey that was undertaken showed that the average car contained 2 supporters. Therefore, the mode split for 'Car' shown in **Table 8.19** can be split evenly between car drivers and car passengers with a mode split for both methods of 31.15%.

8.48 The mode split applied to visitors to the stadium for the purpose of assessment is shown in **Table 8.20**. Also shown is a multi-modal forecast of the anticipated mode of travel for a 9,500-capacity crowd.

Table 8.20 – Football Club Mode Split – For the Purpose of Assessment

Mode	Questionnaire Mode Share	Multi-Modal Forecast
Train	12.6%	1,197
Bus	2.7%	257
Taxi	1.8%	171
Motorcycle	0.4%	38
Car Driver	31.15%	2,959
Car Passenger	31.15%	2,959
Bicycle	0.9%	86
Walk	19.3%	1,834
Other	0.0%	0
Total	100%	9,500

[4] To a confidence level of 95% and a confidence interval of 6%

8.49 The introduction of measures associated with the Mobility Strategy, including the provision of additional bus services and improved signage to and from Woking rail station, is likely to result in a more sustainable mode split than summarised in **Table 8.20**.

Trip Distribution

8.50 This section of the report describes the methodology used to distribute external vehicle trips associated with the proposed development across the local highway network. The respective distributions for each land use and all relevant traffic flow diagrams are contained within **Appendix P**.

External Residential Vehicle Trips

8.51 The external residential vehicle trips were distributed between the two western accesses based on the number of parking spaces each access will serve. The most northern of the two accesses will serve 228 parking spaces, equivalent to 27.3% of the total residential parking provision. The southernmost access will serve 604 parking spaces, equivalent to 72.3% of the total residential parking provision. Based on this provision, it has been determined that 27.3% of all residential trips will use the northern residential access whilst 72.3% will use the southern residential access.

Commuting

8.52 The distribution of external residential commuting vehicle trips has been based on the 2011 Census journey to work data for 'Usual Residents', professional judgement and local knowledge of the highway network. Woking 011 Middle Super Output Area, which encompass the site, has been used as the site location. **Table 8.21** summarises the distribution of trips across the local network and should be cross-referenced with **Figure 8.1**. A detailed distribution flow diagram for commuting trips is included at **Appendix P**.

Figure 8.1: Network Link Locations for Distribution Purposes

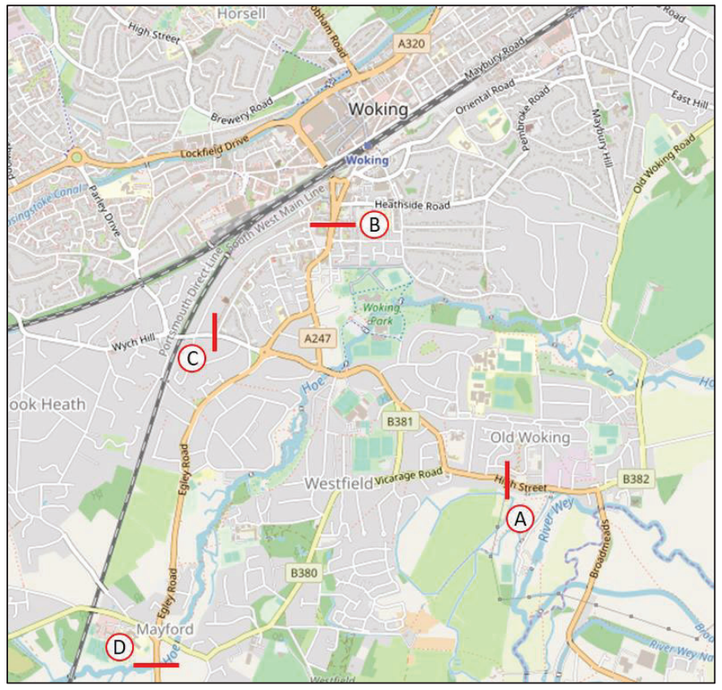


Table 8.21: Usual Resident Distribution via Network link Locations

Link Location	Description	Proportion
A	High Street	31.7%
B	Guildford Road	17.3%
C	Wych Hill Lane	28.0%
D	Egley Road	23.0%
Total		100%

Primary Education

8.53 As previously stated, the nearest primary schools to the site are Kingfield School (1km from site), Westfield Primary School (1km from site) and Barnsbury Primary School (1.4km from site). The approximate distance of each school to the site is relatively comparable and as such primary education trips have been distributed as follows:

- Kingfield School – 33.3%
- Westfield Primary School – 33.3%
- Barnsbury Primary School – 33.3%

Secondary Education

8.54 In terms of secondary education, the nearest schools to the site are St John The Baptist School (1 km), Hoe Valley School (1.8km) and Winston Churchill School (4.2km). For the purposes of assessment, and due to the proximity of each school, and the freedom of choice for pupils / parents, secondary education trips have been split equally between each school.

Leisure / Recreation

8.55 The distribution of residential to leisure / recreation external vehicle trips is based on the same distribution that was applied to residential commuting trips.

Football Club Trips

8.56 The distribution of the football club trips has not been altered. It is deemed that the method of uplifting the trips observed during the matchday survey relevant to the predicted capacity is an appropriate method. Therefore, the distribution of trips on the networks has remained unchanged, with a proportional uplift applied subject to the forecast attendance being assessed.

8.57 The expected traffic flows on the network associated with a 4,000, 5,500, and 9,500-crowd match is shown in **Appendix Q**.

9 WALKING AND CYCLING ASSESSMENT

9.1 This section assesses the potential impact of the proposed development on the walking and cycling networks.

Residential Walking Assessment

9.2 The forecast demand for walking for the residential purpose is summarised in **Table 9.1**.

Table 9.1 – Residential Forecast Walking Demand

Mode	AM Peak Hour			PM Peak Hour			Saturday 1400-1500			Saturday 1700-1800		
	Arr	Dep	2-Way	Arr	Dep	2-Way	Arr	Dep	2-Way	Arr	Dep	2-Way
Walk	38	180	218	79	38	116	35	43	78	41	20	61

9.3 The residential development proposal is forecast to generate 218 trips on foot during the busiest peak periods. However, there may be some trips on foot which are linked as part of a multi-modal journey.

9.4 The distribution of walking trips to and from the site will likely be in the direction of Woking to access employment, public transport links and amenities located in the town centre. Walking trips are likely to be made to the north into Woking and the train station via Woking Park, to the south into Westfield via the cycle route adjacent to the site on Westfield Avenue, and to the east to Kingfield. For the purpose of assessment, the following distribution has been applied:

- East (to Kingfield) – 25%
- North (to Woking railway station and Woking centre) – 50%
- South (to Westfield) – 25%

9.5 The distribution of residential walking trips is summarised in **Table 9.2**.

Table 9.2 – Distribution of Walking Trips

Walking	AM Peak Hour			PM Peak Hour			Saturday 1400-1500			Saturday 1700-1800		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
East	9	44	54	20	9	29	9	11	20	10	5	15
North	19	90	109	39	19	58	18	22	40	21	10	31
South	9	44	54	20	9	29	9	11	20	10	5	15

9.6 The TfL publication *Pedestrian comfort guidance technical guide* states the pedestrian flow of less than 8 pedestrians per meter of clear footway width per minute (PPMM) is considered a very comfortable pedestrian environment.

9.7 All pedestrian routes will have a clear width of 2.0m. The capacity of these routes is 960 pedestrians per hour. The forecast for each route is well below this level of demand, as summarised in **Table 9.2**.

Football Club Walking Assessment

9.8 The forecast demand for walking for the football club purpose is summarised in **Table 9.3**. The results were calculated following the undertaking of a pedestrian survey at the football club site access on 6th April 2019 where an attendance of 4,589 was recorded. For the purpose of assessment, and due to the limited capacity of the car park and the proposed future operation of the car park which will primarily be for players and officials, for the purposes of assessment a judgement has been made that all supporters final mode to the stadium will be on foot. A factor has been applied to understand the pedestrian impact of a 4,000, 5,500 and 9,500 capacity crowd.

Table 9.3 – Football Club Access Forecast Walking Demand

Mode – Walking	Saturday (Pre-Game)		Saturday (Post-Game)	
	Arr.	Dep.	Arr.	Dep.
4,000	4,000	20	217	4,000
4,589 (Observed)	4,589	23	249	4,589
5,500	5,500	28	298	5,500
9,500	9,500	48	515	9,500

9.9 As there will be pedestrian access to the north, west and south and turnstiles on all sides of the stadium it is likely the pedestrian split will be fairly even.

9.10 Using the data obtained from the undertaken pedestrian survey it has been possible to examine the likely distribution of football fans arriving and departing from the stadium. The resulting distribution in the pre-game and post-game scenario at a 9,500-capacity match is set out in **Table 9.4**.

Table 9.4 – Football Club Observed Distribution

Direction	Observed Distribution (Pre-Match)	Observed Distribution (Post-Match)
North	34%	40%
East	27%	26%
South	10%	10%
West	29%	24%

9.11 It is likely that the observed distribution will be mirrored within the redeveloped stadium. As the railway station, park and stride locations and Woking Town Centre are located to the north it is anticipated that this will be the most common route for those leaving the stadium. The nearest bus stops are located to the east of the main site access on Kingfield Road and therefore this is likely to account for a proportion of the visitors arriving and departing from the east.

9.12 Assuming the distributions observed in **Table 9.4**, the number of trips on the network in each direction as a result of a 9,500-capacity match is shown in **Table 9.5**.

Table 9.5 – Distribution of Walking Trips

Walking	Pre-Game Hour			Post-Game Hour		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
North	3,230	16	3,246	206	3,800	4,006
East	2,565	13	2,578	139	2,470	2,609
South	950	5	955	52	950	1,002
West	2,755	14	2,769	124	2,280	2,404

9.13 In the event of a high-attendance match, walking routes to and from the stadium will be controlled and managed as part of the Event Management Plan.

Residential Cycling Assessment

9.14 The forecast demand for cycling is summarised in **Table 9.6**.

Table 9.6 – Forecast Cycling Demand

Mode	AM Peak Hour			PM Peak Hour			Saturday 1400-1500			Saturday 1700-1800		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Cycling	4	20	25	18	8	26	5	6	11	6	3	9

9.15 The development proposal is forecast to generate some 26 trips by bicycle during the busiest peak periods. However, there may be some trips by bicycle which are linked as part of a multi modal journey.

9.16 The distribution of bicycle trips to and from the site will likely be in the direction of Woking to access employment, public transport links and amenities located in the town centre. Bicycle trips are likely to be made to the north into Woking and the train station via Woking Park, to the south into Westfield via the cycle route adjacent to the site on Westfield Avenue, and to the east to Kingfield. There may also be some trips to the west via Wych Hill Lane. For the purpose of assessment, the approximate distribution of cycle trips is forecast to be the same as the walking distribution, this equates to the following:

- East (to Kingfield) – 25%
- North (to Woking railway station and Woking centre) – 50%
- South (to Westfield) – 25%

9.17 The distribution of residential cycling trips is summarised in **Table 9.7**.

Table 9.7 – Distribution of Cycling Trips

Walking	AM Peak Hour			PM Peak Hour			Saturday 1400-1500			Saturday 1700-1800		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
East	1	5	6	4	2	6	1	2	3	1	2	4
North	2	10	12	9	4	13	3	3	6	3	5	8
South	1	5	6	4	2	6	1	2	3	1	2	4

9.18 In terms of capacity, the level of demand in each direction will be accommodated by the existing level of provision for cyclists. An additional 26 two-way trips will not adversely impact on the capacity of any route, and increased cycling activity may encourage further cycling activity, highlighting cycling as a viable travel mode and enhancing its position in people's decision-making process when deciding how to travel.

9.19 It is anticipated that the number of cycle trips will significantly exceed the forecast. Cycling is likely to make up part of a multi-modal journey, for example cycling to the railway station and then using a train for travel further afield. Even allowing for additional cycle trips, the local cycle network will be able to accommodate the forecast demand.

Football Club Cycling Assessment

9.20 Traffic surveys were undertaken on 6th April 2019 on the day of a Woking FC match with an attendance of 4,589. The results showed a very low number of visitors cycled to the stadium (4 in the pre-match hour). An uplift in cycling which takes into account the increased capacity of the stadium and the proposed approach to Mobility, could see the number of cyclists increasing beyond the number forecast, and should this be the case increased cycle activity will have an overall positive impact rather than a negative impact and should be encouraged.

9.21 The Travel Plan Coordinator, together with the Community Concierge Team, will keep under review the cycle infrastructure surrounding the site, and should additional cycle parking spaces be required at the statement, or any missing links or weak spots identified in local cycle infrastructure, will liaise with the Council accordingly.

10 PUBLIC TRANSPORT ASSESSMENT

10.1 This section assesses the potential impact of the proposed development on the public transport network, specifically the bus network and the rail network.

Residential Bus Assessment

10.2 The forecast bus demand is summarised in **Table 10.1.** It is worth noting that 59 of the 80 journeys made by bus in the AM peak arises from demand from secondary school pupils.

Table 10.1 – Forecast Bus Demand

Mode	AM Peak Hour			PM Peak Hour			Saturday 1400-1500			Saturday 1700-1800		
	Arr	Dep	2-Way	Arr	Dep	2-Way	Arr	Dep	2-Way	Arr	Dep	2-Way
Bus	14	66	80	22	11	33	10	12	23	12	6	18

10.3 There are currently 4 buses per hour serving the stop closest to the Site during the weekday peak hours. In discussions with bus operators, it is not anticipated that the forecast demand from the proposed residential development will have a material impact on bus capacity or bus level of service, and the existing level of service provided on the bus network will be able to accommodate the additional forecast demand.

10.4 However, to ensure the continued provision of the current level of bus service in the area for existing and future residents, the applicant is in discussions with the Council and bus operators to see what support the proposed development can provide to secure the continued operation of key bus routes serving the site.

Football Club Bus Assessment

10.5 The forecast bus demand for the football club at the existing maximum capacity and a 9,500-crowd match is summarised in **Table 10.2**. It is likely that in the pre-match scenario all bus journeys would be arrivals, whereas in the post-match scenario, all bus journeys would be departures. The demand for bus travel from the stadium was observed from the travel survey mode split summarised in **Section 8**.

Table 10.2 – Forecast Stadium Bus Demand

Mode	Pre-Match			Post-Match		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Bus 5,725 Crowd	155	1	156	8	155	163
Bus 9,500 Crowd	257	1	258	14	257	271

10.6 To accommodate the additional bus users arriving and departing the football stadium, discussions with Arriva have been undertaken in regards to duplication of matchday services to Woking Rail Station and Guildford Rail Station. Further details of the potential changes to the bus network is shown in **Section 3**.

10.7 A bus can accommodate between 50-80 passengers depending on size. The proposals discussed with Arriva would provide an additional 4 buses onto the network before and after a match. This would be adequate to cover the demand generated by a football match. It should also be noted that bus users are likely to be spread out over the course of a couple of hours before and after a match as people stagger their arrival and departure to and from Woking, visiting bars, pubs and restaurants as part of their overall leisure experience.

Residential Rail Assessment

10.8 The forecast rail demand is summarised in **Table 10.3**.

Table 10.3 – Forecast Rail Demand

Mode	AM Peak Hour			PM Peak Hour			Saturday 1400-1500			Saturday 1700-1800		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Train	6	29	35	35	17	52	7	8	15	8	4	12

10.9 There are currently 17 trains departing towards London in each peak hour. A total of 4 trains depart from Woking railway station towards Basingstoke in each peak hour. This is considered capable of accommodating the forecast rail demand. The impact of the rail demand is not likely to be perceivable, and will equate to circa 3 additional passengers per train in the peak periods.

10.10 In addition, planned improvements to the South Western Main Line, which runs from London Waterloo to Weymouth, are scheduled to be undertaken between 2019 and 2024. The improvements which include a flyover at Woking railway station, will enable more trains to operate on this line with safer journeys and reduced disruption.

Football Club Rail Assessment

10.11 The forecast rail demand for the football club at the existing maximum capacity and a 9,500-crowd match is summarised in **Table 10.4**. It is likely that in the pre-match scenario all train journeys would be arrivals, whereas in the post-match scenario, all train journeys would be

departures. The demand for train travel from the stadium was observed from the travel survey mode split summarised in **Section 8**.

Table 10.4 – Forecast Stadium Rail Demand

Mode	Pre-Match			Post-Match		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Train 5,725 Crowd	721	4	725	39	721	760
Train 9,500 Crowd	1,197	6	1,203	62	1,197	1,259

10.12 The existing rail provisions available at Woking railway station is deemed sufficient considering the reduced demand on a Saturday for rail services. It should be noted that the rail demand generated by a football match is likely to be spread over the course of a couple of hours as people stagger their arrival and departure to and from Woking, visiting bars, pubs and restaurants as part of their overall leisure experience.

11 HIGHWAY NETWORK ASSESSMENT

11.1 This Section provides an assessment of the potential impact of the proposed development on the highway network.

Highway Network

11.2 The potential impact of the proposed development has been assessed at the following locations:

- Stadium Access Junction
- Northern Residential Access Junction (Blocks 1+2)
- Southern Residential Access Junction (Blocks 3,4 and 5)
- Westfield Avenue / Kingfield Road Junction
- Turnoak Roundabout (Wych Hill / Kingfield Road)
- York Road / Guildford Road Junction
- High Street / Kingfield Roundabout
- Green Lane / Stewartby Way Junction
- Mayford Green Road / Egley Road Roundabout
- Claremont Avenue / Kingfield Road

Assessment Scenarios

11.3 The highway network has been assessed in the following scenarios:

- Base 2019
- Base 2024
- Base 2024 + Residential Development
- Base 2024 + Residential Development + 4,000 Capacity Crowd
- Base 2024 + Residential Development + 5,500 Capacity Crowd
- Base 2024 + Residential Development + 9,500 Capacity Crowd

11.4 The following time periods have been used to inform the highway network assessment:

- AM (07:45-08:45)

- PM (16:45-17:45)
- Non-Matchday Saturday Pre-Game (13:45-14:45)
- Non-Matchday Saturday Post-Game (16:45-17:45)
- Matchday Weekday Pre-Game (18:45-19:45)
- Matchday Weekday Post-Game (21:30-22:30)
- Matchday Saturday Pre-Game (13:45-14:45)
- Matchday Saturday Post-Game (16:45-17:45)

11.5 The Base 2019 is informed by the traffic survey data collected on the 4th April, 6th April and 18th May 2019.

11.6 The Base 2024 is informed by the Base 2019 data, which has been uplifted by a TEMPro growth factor to replicate potential traffic growth in the area.

11.7 The Base 2024 + Residential Development assesses the impact of the residential development at Woking Football Club on the local highways network.

11.8 The remaining scenarios assess the impact of a 4,000, 5,500, and 9,500 capacity crowd on the highways network on top of the 2024 Base + Residential scenario. This will provide scope to assess the projected average attendance, the maximum attendance of the current stadium, and the maximum attendance of the proposed stadium.

Committed Development

11.9 There are no committed developments to be included within the modelling of the Woking Football Club development. This was agreed as part of the scoping exercise undertaken with WBC and SCC.

Traffic Growth

11.10 A TEMPro growth factor for the year 2024 has been applied to simulate potential traffic growth. The TEMPro growth factors used within this assessment are shown in **Table 11.1**.

Table 11.1 – TEMPro Growth Factor

Time Period	Growth Factor
AM	1.0619
PM	1.0636
Saturday	1.0673

11.11 The application of TEMPro traffic growth should be considered in context. In terms of overall travel patterns, we make 16% fewer trips than in 1996, we use motorise transport for 14% fewer trips per year than in 2002, we travel 10% fewer miles than in 2002, and spend 22 hours less travelling than we did a decade ago[5]. If trip rates were to continue to decline then by 2040 travel would be 70 billion vehicle miles per year less than current forecasts. These trends are not a blip in the data. They pre-date the recession and the advent of broadband and mobile internet.

11.12 Since the mid-1990s there have been some notable changes in how much, where and how people travel. Workers are now commuting to work on fewer days per week, and there has been growth in the number of workers who do not have a fixed usual workplace. Working from home is growing both on an occasional and usual basis, and part-time and self-employment has grown, which generally have fewer commute trips. Overall, there has been a 20% reduction in commute trips per week.

11.13 In addition, 18-30-year-old males travel 50% fewer miles than they did in 1995. In the 1990s by the age of 30, 80% of people were driving. This marker is now only reached by the time people reach 45. In 1993 55% of 17 to 20-year-old males held a license. This figure is now 33% with the corresponding figures for women being 42% and 29%. The later age at which licenses were taken up has always been associated with lower car use across the life course.

11.14 Overall, the trend is far less travel, and less reliance on the private car to achieve mobility.

Junction Percentage Impact

11.15 The impact of the development on each of the assessed junctions in the AM and PM peak periods is shown in **Table 11.2**. The impact of the development at each of the assessed junctions in the Pre-Match and Post-Match periods is shown in **Table 11.3**.

[5] All Change? The future of travel demand and the implications for policy and planning, May 2018, page 5

Table 11.2 – AM and PM Junction Impact Assessment

		Base 2024	Base 2024 + Resi	% Impact
Football Club Access	AM	1617	1674	3.53%
	PM	1635	1542	-5.69%
Westfield Avenue/Kingfield Road	AM	2052	2145	4.53%
	PM	1910	1872	-1.99%
Turnoak Roundabout	AM	3308	3335	0.82%
	PM	3250	3174	-2.34%
York Road/Guildford Road	AM	1946	1964	0.92%
	PM	1977	1947	-1.52%
Kingfield Road/High Street	AM	1512	1538	1.72%
	PM	1808	1844	1.99%
Mayford Green Road/Egley Road Roundabout	AM	2790	2802	0.43%
	PM	2637	2626	-0.42%
Claremont Avenue/Kingfield Road	AM	2083	2098	0.72%
	PM	1866	1783	-4.45%

Table 11.3 – Weekend Pre-Match and Post-Match Junction Impact Assessment

		2024 Matchday Base	Base 2024 + Resi + 9,500	% Impact
Football Club Access	Pre-Match	1521	1552	2.04%
	Post-Match	1375	1583	15.13%
Westfield Avenue/Kingfield Road	Pre-Match	1722	1907	10.74%
	Post-Match	1592	1880	18.09%
Turnoak Roundabout	Pre-Match	2686	2951	9.87%
	Post-Match	2488	2840	14.15%
York Road/Guildford Road	Pre-Match	1811	1984	9.55%
	Post-Match	1567	1764	12.57%
Kingfield Road/High Street	Pre-Match	1536	1798	17.06%
	Post-Match	1396	1759	26.00%
Mayford Green Road/Egley Road Roundabout	Pre-Match	2053	2298	11.93%
	Post-Match	1778	2085	17.27%
Claremont Avenue/Kingfield Road	Pre-Match	1728	1924	11.34%
	Post-Match	1541	1798	16.68%

Stadium Access Junction (Kingfield Road)

11.16 The Stadium Access Junction off Kingfield Road has been assessed in the Junctions 9 software programme. A summary of the results is provided in **Table 11.4**. Full details of the Junctions 9 assessment are included at **Appendix R.**

Table 11.4 – Summary of Junctions 9 Results – Football Club Access Junction

	AM			PM		
	Max Queue (Veh)	Max Delay (s)	Max RFC	Max Queue (Veh)	Max Delay (s)	Max RFC
2019 Base	0.1	17.51	0.12	0.3	19.60	0.25
2024 Base	0.2	19.36	0.13	0.4	22.31	0.29
2024 + Residential	0.2	20.84	0.14	0.8	25.65	0.45
	Weekday Pre-Game			Weekday Post-Game		
	Max Queue (Veh)	Max Delay (s)	Max RFC	Max Queue (Veh)	Max Delay (s)	Max RFC
2019 Base	0.5	14.47	0.33	0.2	8.83	0.15
2024 Base	0.6	15.74	0.36	0.2	8.94	0.16
2024 + Resi + 4,000 Capacity	2.0	39.28	0.69	0.6	12.31	0.36
2024 + Resi + 5,500 Capacity	2.4	46.33	0.73	0.7	14.02	0.42
2024 + Resi + 9,500 Capacity	4.4	83.12	0.85	1.7	25.43	0.64
	Weekend Pre-Game (No-Match)			Weekend Post-Game (No-Match)		
	Max Queue (Veh)	Max Delay (s)	Max RFC	Max Queue (Veh)	Max Delay (s)	Max RFC
2019 Base	0.2	13.51	0.15	0.3	11.99	0.22
2024 Base	0.2	14.55	0.17	0.3	12.7	0.24
	Weekend Pre-Game (Matchday)			Weekend Post-Game (Matchday)		
	Max Queue (Veh)	Max Delay (s)	Max RFC	Max Queue (Veh)	Max Delay (s)	Max RFC
2019 Base	0.3	16.39	0.20	0.9	21.21	0.49
2024 Base	0.3	18.27	0.23	1.2	25.99	0.56
2024 + Resi + 4,000 Capacity	0.5	18.62	0.33	1.4	26.61	0.59
2024 + Resi + 5,500 Capacity	0.5	20.04	0.36	2.2	38.02	0.70
2024 + Resi + 9,500 Capacity	0.7	22.95	0.41	18.9	237.56	1.10

11.17 The results demonstrate that the Football Club Access junction operates satisfactorily in the majority of scenarios, with the junction only operating over capacity post-match when there is a 9,500 crowd at the stadium. This will be a very irregular occurrence and for a maximum capacity event something which is reasonable to expect and can be managed through the Event Management Plan.

11.18 The Event Management Plan, further details of which are included at **Appendix N**, sets out how the flow of vehicles from the stadium following a match will be managed by stewards, and delayed by 30 minutes to allow the crowds to clear. This will help control and manage the demand on the highway network, something the model cannot account for. In addition, people who park at the stadium on match day or travel on the network surrounding the stadium, will be expecting to experience some level of delay and inconvenience and will allow for this accordingly.

11.19 Throughout most of the week the Stadium Access Junction will operate within capacity and the primary objective of the proposed improvements is to enhance pedestrian facilities and better accommodate large number of pedestrian movements at this junction at peak times without adversely impacting on the operation of the highway network.

Northern Residential Access Junction Blocks 1+2

11.20 The Northern Residential Access Junction, serving Blocks 1 and 2, has been assessed in the Junctions 9 software programme. A total of 457 dwellings and 228 residential parking spaces will be served from this access. A summary of the results is provided in **Table 11.5**. Full details of the Junctions 9 assessment are included at **Appendix S**.

Table 11.5 – Summary of Junctions 9 Results – Residential Block 1+2 Access Junction

	AM			PM		
	Max Queue (Veh)	**Max Delay (s)**	**Max RFC**	**Max Queue (Veh)**	**Max Delay (s)**	**Max RFC**
2024 + Residential	0.1	10.32	0.12	0.1	9.33	0.05
	Weekday Pre-Game			**Weekday Post-Game**		
	Max Queue (Veh)	**Max Delay (s)**	**Max RFC**	**Max Queue (Veh)**	**Max Delay (s)**	**Max RFC**
2024 + Resi + 4,000 Capacity	0.1	9.33	0.05	0	7.93	0.02
2024 + Resi + 5,500 Capacity	0.1	9.45	0.05	0	7.98	0.02
2024 + Resi + 9,500 Capacity	0.1	9.79	0.05	0	8.12	0.02
	Weekend Pre-Game (Matchday)			**Weekend Post-Game (Matchday)**		
	Max Queue (Veh)	**Max Delay (s)**	**Max RFC**	**Max Queue (Veh)**	**Max Delay (s)**	**Max RFC**
2024 + Resi + 4,000 Capacity	0	8.46	0.04	0	8.33	0.02
2024 + Resi + 5,500 Capacity	0	8.56	0.04	0	8.38	0.02
2024 + Resi + 9,500 Capacity	0	8.84	0.04	0	8.52	0.02

11.21 The results demonstrate that the Northern Residential Access Junction for Blocks 1 and 2 operates satisfactorily in all scenarios with a maximum RFC of 0.12 recorded in the AM Peak in the 2024 Base + Residential Development scenario.

Southern Residential Access Junction Blocks 3, 4 and 5

11.22 The Southern Residential Access Junction, serving Blocks 3, 4 and 5 has been assessed in the Junctions 9 software programme. A total of 585 dwellings and 604 residential parking spaces will be served from this access. A summary of the results is provided in **Table 11.6**. Full details of the Junctions 9 assessment are included in **Appendix T**.

Table 11.6 – Summary of Junctions 9 Results – Residential Block 3-5 Access Junction

	AM			PM		
	Max Queue (Veh)	**Max Delay (s)**	**Max RFC**	**Max Queue (Veh)**	**Max Delay (s)**	**Max RFC**
2019 Base	0.1	9.17	0.09	0.1	9.2	0.12
2024 Base	0.1	9.38	0.10	0.1	9.41	0.13
2024 + Residential	0.4	12.10	0.31	0.2	9.42	0.13
	Weekday Pre-Game			**Weekday Post-Game**		
	Max Queue (Veh)	**Max Delay (s)**	**Max RFC**	**Max Queue (Veh)**	**Max Delay (s)**	**Max RFC**
2024 + Resi + 4,000 Capacity	0.1	9.25	0.12	0.1	7.77	0.05
2024 + Resi + 5,500 Capacity	0.1	9.33	0.12	0.1	7.80	0.05
2024 + Resi + 9,500 Capacity	0.1	9.55	0.12	0.1	7.88	0.05
	Weekend Pre-Game (No-Match)			**Weekend Post-Game (No-Match)**		
	Max Queue (Veh)	**Max Delay (s)**	**Max RFC**	**Max Queue (Veh)**	**Max Delay (s)**	**Max RFC**
2019 Base	0.1	7.97	0.06	0.1	8.23	0.09
2024 Base	0.1	8.06	0.07	0.1	8.35	0.10
	Weekend Pre-Game (Matchday)			**Weekend Post-Game (Matchday)**		
	Max Queue (Veh)	**Max Delay (s)**	**Max RFC**	**Max Queue (Veh)**	**Max Delay (s)**	**Max RFC**
2019 Base	0.1	8.30	0.06	0.2	8.75	0.13
2024 Base	0.1	8.43	0.07	0.2	8.93	0.14
2024 + Resi + 4,000 Capacity	0.1	8.52	0.11	0.1	8.14	0.05
2024 + Resi + 5,500 Capacity	0.1	8.59	0.11	0.1	8.18	0.05
2024 + Resi + 9,500 Capacity	0.1	8.77	0.11	0.1	8.25	0.05

11.23 The results demonstrate that the Southern Residential Access Junction for Blocks 3, 4 and 5 operates satisfactorily in all scenarios with a maximum RFC of 0.31 recorded in the AM Peak in the 2024 Base + Residential Development scenario.

Westfield Avenue / Kingfield Road Junction

11.24 The Westfield Avenue / Kingfield Road Junction has been assessed in the Junctions 9 software programme. A summary of the results is provided in **Table 11.7**. Full details of the Junctions 9 assessment are included in **Appendix U**.

Table 11.7 – Summary of Junctions 9 Results – Westfield Road/Kingfield Road Junction

	AM			PM		
	Max Queue (Veh)	**Max Delay (s)**	**Max RFC**	**Max Queue (Veh)**	**Max Delay (s)**	**Max RFC**
2019 Base	1.2	29.68	0.54	0.7	25.11	0.42
2024 Base	1.5	36.41	0.60	0.8	29.20	0.45
2024 + Residential	15.6	235.43	0.98	1.0	28.96	0.50
	Weekday Pre-Game			**Weekday Post-Game**		
	Max Queue (Veh)	**Max Delay (s)**	**Max RFC**	**Max Queue (Veh)**	**Max Delay (s)**	**Max RFC**
2019 Base	0.7	21.37	0.42	0.2	10.38	0.14
2024 Base	0.8	23.97	0.45	0.2	10.59	0.15
2024 + Resi + 4,000 Capacity	1.9	39.25	0.64	0.3	12.78	0.23
2024 + Resi + 5,500 Capacity	2.6	47.32	0.70	0.4	13.65	0.26
2024 + Resi + 9,500 Capacity	7.6	108.94	0.85	0.7	16.69	0.40
	Weekend Pre-Game (No-Match)			**Weekend Post-Game (No-Match)**		
	Max Queue (Veh)	**Max Delay (s)**	**Max RFC**	**Max Queue (Veh)**	**Max Delay (s)**	**Max RFC**
2019 Base	0.4	18.52	0.29	0.4	16.38	0.27
2024 Base	0.4	20.38	0.31	0.4	17.65	0.29
	Weekend Pre-Game (Matchday)			**Weekend Post-Game (Matchday)**		
	Max Queue (Veh)	**Max Delay (s)**	**Max RFC**	**Max Queue (Veh)**	**Max Delay (s)**	**Max RFC**
2019 Base	0.8	24.55	0.45	0.8	21.6	0.44
2024 Base	1.0	28.58	0.49	0.9	24.59	0.48
2024 + Resi + 4,000 Capacity	0.8	24.98	0.45	0.7	24.41	0.41
2024 + Resi + 5,500 Capacity	1.0	28.11	0.50	0.9	27.91	0.47
2024 + Resi + 9,500 Capacity	2.0	40.94	0.65	2.1	49.66	0.69

11.25 The results demonstrate that the Westfield Avenue / Kingfield Road junction operates within capacity for all of the scenarios with a maximum RFC of 0.98 recorded in the AM Peak in the 2024 Base + Residential Development scenario.

Kingfield Road / Wych Hill Lane Roundabout

11.26 The Turnoak (Wych Hill Lane / Kingfield Road) Roundabout has been assessed in the Junctions 9 software programme. A summary of the results is provided in **Table 11.8**. Full details of the Junctions 9 assessment are included in **Appendix V**.

Table 11.8 – Summary of Junctions 9 Results – Turnoak Roundabout

	AM			PM		
	Max Queue (Veh)	Max Delay (s)	Max RFC	Max Queue (Veh)	Max Delay (s)	Max RFC
2019 Base	6.5	23.58	0.87	3.6	16.21	0.79
2024 Base	16.1	56.61	0.95	6.6	27.99	0.87
2024 + Residential	43.5	140.82	1.00	4.1	18.88	0.81
	Weekday Pre-Game			**Weekday Post-Game**		
	Max Queue (Veh)	Max Delay (s)	Max RFC	Max Queue (Veh)	Max Delay (s)	Max RFC
2019 Base	1.5	7.29	0.60	0.3	2.98	0.21
2024 Base	1.9	8.64	0.66	0.3	3.07	0.23
2024 + Resi + 4,000 Capacity	2.0	9.14	0.67	0.6	3.92	0.39
2024 + Resi + 5,500 Capacity	2.2	9.87	0.70	0.8	4.40	0.46
2024 + Resi + 9,500 Capacity	3.1	12.64	0.76	1.7	6.68	0.64
	Weekend Pre-Game (No-Match)			**Weekend Post-Game (No-Match)**		
	Max Queue (Veh)	Max Delay (s)	Max RFC	Max Queue (Veh)	Max Delay (s)	Max RFC
2019 Base	1.5	7.2	0.6	1.2	6.21	0.56
2024 Base	1.9	8.62	0.65	1.5	7.15	0.61
	Weekend Pre-Game (Matchday)			**Weekend Post-Game (Matchday)**		
	Max Queue (Veh)	Max Delay (s)	Max RFC	Max Queue (Veh)	Max Delay (s)	Max RFC
2019 Base	1.8	7.93	0.64	3.8	13.5	0.8
2024 Base	2.3	9.74	0.70	6.1	20.85	0.87
2024 + Resi + 4,000 Capacity	2.2	9.82	0.69	3.9	14.15	0.80
2024 + Resi + 5,500 Capacity	2.5	10.65	0.72	6.7	23.08	0.88
2024 + Resi + 9,500 Capacity	3.7	14.50	0.80	73.7	174.03	1.10

11.27 The results demonstrate that the Turnoak Roundabout operates within capacity for all of the weekday AM and PM peak scenarios with a maximum RFC of 1.00 recorded in the AM peak in the 2024 Base + Residential Development scenario. The only scenario whereby the roundabout operates over capacity is the Weekend Post Game 2024 + Resi + 9,500 capacity.

11.28 A typical attendance at the football stadium will not have an adverse impact on the operation of this junction, with the junction only exceeding capacity in a maximum attendance scenario (9,500 spectators). This will be an irregular occurrence, and will be expected for and planned for in the Event Management Plan and by users of the highway network, and will not cause regular inconvenience for any noticeable period of time.

York Road / Guildford Road Junction

11.29 York Road / Guildford Road Junction has been assessed in the Junctions 9 software programme. A summary of the results is provided in **Table 11.9**. Full details of the Junctions 9 assessment are included at **Appendix W**.

Table 11.9 – Summary of Junctions 9 Results – York Road / Guildford Road Junction

	AM			PM		
	Max Queue (Veh)	Max Delay (s)	Max RFC	Max Queue (Veh)	Max Delay (s)	Max RFC
2019 Base	0.8	25.04	0.45	0.4	22.44	0.28
2024 Base	1.0	29.05	0.49	0.4	25.34	0.31
2024 + Residential	1.0	30.24	0.50	0.4	24.47	0.30
	Weekday Pre-Game			**Weekday Post-Game**		
	Max Queue (Veh)	Max Delay (s)	Max RFC	Max Queue (Veh)	Max Delay (s)	Max RFC
2019 Base	0.3	18.41	0.24	0.1	10.77	0.08
2024 Base	0.3	20.03	0.26	0.1	10.99	0.08
2024 + Resi + 4,000 Capacity	0.4	22.85	0.29	0.1	11.81	0.10
2024 + Resi + 5,500 Capacity	0.4	24.24	0.30	0.1	12.14	0.11
2024 + Resi + 9,500 Capacity	0.5	29.31	0.33	0.2	13.15	0.14
	Weekend Pre-Game (No-Match)			**Weekend Post-Game (No-Match)**		
	Max Queue (Veh)	Max Delay (s)	Max RFC	Max Queue (Veh)	Max Delay (s)	Max RFC
2019 Base	0.3	16.53	0.22	0.3	14.95	0.21
2024 Base	0.3	17.76	0.24	0.3	15.82	0.23
	Weekend Pre-Game (Matchday)			**Weekend Post-Game (Matchday)**		
	Max Queue (Veh)	Max Delay (s)	Max RFC	Max Queue (Veh)	Max Delay (s)	Max RFC
2019 Base	0.3	18.81	0.24	0.2	16.34	0.19
2024 Base	0.4	20.62	0.26	0.3	17.51	0.21
2024 + Resi + 4,000 Capacity	0.3	19.83	0.26	0.3	17.43	0.24
2024 + Resi + 5,500 Capacity	0.4	20.92	0.27	0.3	18.23	0.24
2024 + Resi + 9,500 Capacity	0.4	24.41	0.29	0.3	20.50	0.26

11.30 The results demonstrate that the junction operates satisfactorily in all the modelled scenarios with a maximum RFC of 0.50 recorded in the AM Peak in the 2024 Base + Residential Development scenario.

Kingfield Road / High Street Roundabout

11.31 Kingfield Road / High Street Roundabout has been assessed in the Junctions 9 software programme. A summary of the results is provided in **Table 11.10**. Full details of the Junctions 9 assessment are included at **Appendix X**.

Table 11.10 – Summary of Junctions 9 Results – Kingfield Road / High Street Roundabout

	AM			PM		
	Max Queue (Veh)	**Max Delay (s)**	**Max RFC**	**Max Queue (Veh)**	**Max Delay (s)**	**Max RFC**
2019 Base	2.8	14.01	0.74	6.5	28.56	0.87
2024 Base	3.6	17.10	0.79	11.7	49.20	0.93
2024 + Residential	3.4	16.32	0.78	20.5	82.83	0.97
	Weekday Pre-Game			**Weekday Post-Game**		
	Max Queue (Veh)	**Max Delay (s)**	**Max RFC**	**Max Queue (Veh)**	**Max Delay (s)**	**Max RFC**
2019 Base	1.5	9.47	0.61	0.2	4.78	0.18
2024 Base	1.8	10.61	0.65	0.2	4.84	0.19
2024 + Resi + 4,000 Capacity	5.5	25.51	0.86	0.6	6.34	0.38
2024 + Resi + 5,500 Capacity	9.3	40.87	0.92	0.8	7.22	0.45
2024 + Resi + 9,500 Capacity	55.8	179.59	1.09	1.7	11.39	0.64
	Weekend Pre-Game (No-Match)			**Weekend Post-Game (No-Match)**		
	Max Queue (Veh)	**Max Delay (s)**	**Max RFC**	**Max Queue (Veh)**	**Max Delay (s)**	**Max RFC**
2019 Base	2.1	11.42	0.68	1.9	10.7	0.66
2024 Base	2.6	13.46	0.73	2.3	12.39	0.7
	Weekend Pre-Game (Matchday)			**Weekend Post-Game (Matchday)**		
	Max Queue (Veh)	**Max Delay (s)**	**Max RFC**	**Max Queue (Veh)**	**Max Delay (s)**	**Max RFC**
2019 Base	5.9	26.58	0.87	2.4	15.56	0.72
2024 Base	10	42.6	0.93	3.3	19.99	0.78
2024 + Resi + 4,000 Capacity	6.7	29.68	0.88	2.7	14.11	0.74
2024 + Resi + 5,500 Capacity	11.9	49.86	0.95	4.2	24.14	0.82
2024 + Resi + 9,500 Capacity	66.3	212.19	1.12	31.6	134.85	1.05

11.32 The results demonstrate that the Kingfield Road / High Street Roundabout operates within capacity for all of the AM and PM peak scenarios with a maximum RFC of 0.97 recorded in the PM peak in the 2024 Base + Residential Development scenario. The only scenario

whereby the roundabout operates over capacity is the Weekend Pre and Post Game 2024 + Resi + 9,500 capacity and Weekday Pre-Game 2024 + Resi + 9,500 capacity.

11.33 A typical attendance at the football stadium will not have an adverse impact on the operation of this junction, with the junction only exceeding capacity in a maximum attendance scenario (9,500 spectators). This will be an irregular occurrence, and will be expected for and planned for in the Event Management Plan and by users of the highway network, and will not cause regular inconvenience for any noticeable period of time.

Mayford Green Road/Egley Road Roundabout

11.34 Mayford Green Road/Egley Road Roundabout has been assessed in the Junctions 9 software programme. A summary of the results is provided in **Table 11.11**. Full details of the Junctions 9 assessment are included at **Appendix Y**.

Table 11.11 – Summary of Junctions 9 Results – Mayford Green / Egley Road Roundabout

	AM			PM		
	Max Queue (Veh)	Max Delay (s)	Max RFC	Max Queue (Veh)	Max Delay (s)	Max RFC
2019 Base	1.8	8.93	0.64	2	8.6	0.67
2024 Base	2.2	10.74	0.69	2.5	10.39	0.72
2024 + Residential	2.2	10.61	0.69	2.7	10.82	0.73
	Weekday Pre-Game			**Weekday Post-Game**		
	Max Queue (Veh)	Max Delay (s)	Max RFC	Max Queue (Veh)	Max Delay (s)	Max RFC
2019 Base	0.6	4.20	0.37	0.2	2.79	0.16
2024 Base	0.7	4.43	0.40	0.2	2.83	0.17
2024 + Resi + 4,000 Capacity	0.9	5.00	0.47	0.2	3.00	0.19
2024 + Resi + 5,500 Capacity	1.0	5.19	0.49	0.2	3.05	0.19
2024 + Resi + 9,500 Capacity	1.2	5.78	0.54	0.2	3.19	0.20
	Weekend Pre-Game (No-Match)			**Weekend Post-Game (No-Match)**		
	Max Queue (Veh)	Max Delay (s)	Max RFC	Max Queue (Veh)	Max Delay (s)	Max RFC
2019 Base	1.0	5.17	0.49	0.8	4.59	0.45
2024 Base	1.1	5.63	0.53	0.9	4.92	0.48
	Weekend Pre-Game (Matchday)			**Weekend Post-Game (Matchday)**		
	Max Queue (Veh)	Max Delay (s)	Max RFC	Max Queue (Veh)	Max Delay (s)	Max RFC
2019 Base	1.2	5.73	0.54	0.7	4.51	0.41
2024 Base	1.4	6.36	0.58	0.8	4.81	0.44
2024 + Resi + 4,000 Capacity	1.4	6.31	0.58	1.1	5.55	0.51
2024 + Resi + 5,500 Capacity	1.5	6.60	0.60	1.1	5.72	0.52
2024 + Resi + 9,500 Capacity	1.8	7.57	0.65	1.2	6.23	0.54

11.35 The results demonstrate that the junction operates satisfactorily in all the modelled scenarios with a maximum RFC of 0.73 recorded in the PM Peak in the 2024 Base + Residential Development scenario.

Claremont Avenue / Kingfield Road Junction

11.36 Claremont Avenue / Kingfield Road Junction been assessed in the Junctions 9 software programme as two separate priority junctions due to the complexity of the junction. The first junction has been modelled with Claremont Avenue as the minor arm and Kingfield Road I as the right turn major lane. Flows from the Kingfield Road (W) arm were not included within this model. The second junction Kingfield Road (W) has been modelled as the minor arm and Claremont Avenue as the right major turn arm. Flows for Kingfield Avenue (E) were not included within this model.

11.37 A summary of the results is provided in **Table 11.12** and **Table 11.13**. Full details of the Junctions 9 assessment are included at **Appendix Z**.

Table 11.12 – Summary of Junctions 9 Results – Claremont Avenue / Kingfield Road Junction (Version 1)

	AM			PM		
	Max Queue (Veh)	Max Delay (s)	Max RFC	Max Queue (Veh)	Max Delay (s)	Max RFC
2019 Base	1.5	10.54	0.60	1.5	11.47	0.61
2024 Base	1.8	11.71	0.64	1.8	12.84	0.65
2024 + Residential	1.7	11.48	0.63	1.7	12.47	0.64
	Weekday Pre-Game			**Weekday Post-Game**		
	Max Queue (Veh)	Max Delay (s)	Max RFC	Max Queue (Veh)	Max Delay (s)	Max RFC
2019 Base	1.9	13.18	0.66	0.4	6.71	0.29
2024 Base	2.2	14.51	0.69	0.4	6.82	0.30
2024 + Resi + 4,000 Capacity	2.0	13.36	0.66	0.4	6.68	0.30
2024 + Resi + 5,500 Capacity	2.7	16.63	0.73	0.5	7.25	0.33
2024 + Resi + 9,500 Capacity	8.5	44.76	0.90	0.8	9.22	0.44
	Weekend Pre-Game (No-Match)			**Weekend Post-Game (No-Match)**		
	Max Queue (Veh)	Max Delay (s)	Max RFC	Max Queue (Veh)	Max Delay (s)	Max RFC
2019 Base	0.7	8.69	0.42	0.9	11.25	0.47
2024 Base	0.8	9.15	0.45	1.0	12.02	0.50
	Weekend Pre-Game (Matchday)			**Weekend Post-Game (Matchday)**		
	Max Queue (Veh)	Max Delay (s)	Max RFC	Max Queue (Veh)	Max Delay (s)	Max RFC
2019 Base	1.1	8.75	0.52	2.1	23.53	0.68
2024 Base	1.3	9.50	0.56	2.8	28.62	0.74
2024 + Resi + 4,000 Capacity	1.0	8.42	0.50	2.7	26.72	0.73
2024 + Resi + 5,500 Capacity	1.3	9.64	0.56	4.1	38.56	0.81
2024 + Resi + 9,500 Capacity	2.6	15.41	0.72	38.9	319.93	1.03

11.38 The results demonstrate that the Claremont Avenue / Kingfield Road Version 1 junction operates satisfactory in most scenarios with the junction operating overcapacity only in the weekend post-game maximum attendance scenario in 2024. The results improve from the 2024 Base to 2024 Base + Development in both of the peak periods due to the removal of

the existing David Lloyd trips from the transport network. This is due to the removal of the existing David Lloyd trips from the transport network, many of which route via this junction.

Table 11.13 – Summary of Junctions 9 Results – Claremont Avenue / Kingfield Road Junction (Version 2)

	AM			PM		
	Max Queue (Veh)	Max Delay (s)	Max RFC	Max Queue (Veh)	Max Delay (s)	Max RFC
2019 Base	4.7	33.77	0.83	4.7	34.36	0.83
2024 Base	7.5	51.24	0.89	7.6	52.64	0.89
2024 + Residential	5.0	35.76	0.84	6.1	43.21	0.87
	Weekday Pre-Game			**Weekday Post-Game**		
	Max Queue (Veh)	Max Delay (s)	Max RFC	Max Queue (Veh)	Max Delay (s)	Max RFC
2019 Base	46.1	338.35	1.04	0.2	8.31	0.19
2024 Base	87.7	625.04	1.11	0.2	8.47	0.20
2024 + Resi + 4,000 Capacity	70.3	501.70	1.08	0.3	8.86	0.24
2024 + Resi + 5,500 Capacity	114.3	819.71	1.15	0.3	9.07	0.24
2024 + Resi + 9,500 Capacity	240.3	1816.36	1.36	0.3	9.70	0.26
	Weekend Pre-Game (No-Match)			**Weekend Post-Game (No-Match)**		
	Max Queue (Veh)	Max Delay (s)	Max RFC	Max Queue (Veh)	Max Delay (s)	Max RFC
2019 Base	5.4	48.60	0.85	3.2	39.57	0.77
2024 Base	9.3	79.43	0.92	4.6	52.92	0.83
	Weekend Pre-Game (Matchday)			**Weekend Post-Game (Matchday)**		
	Max Queue (Veh)	Max Delay (s)	Max RFC	Max Queue (Veh)	Max Delay (s)	Max RFC
2019 Base	5.5	43.07	0.85	5.4	66.76	0.85
2024 Base	10.0	73.91	0.92	9.7	113.77	0.93
2024 + Resi + 4,000 Capacity	4.9	38.45	0.84	10.3	119.52	0.93
2024 + Resi + 5,500 Capacity	7.5	56.86	0.89	13.9	160.27	0.96
2024 + Resi + 9,500 Capacity	52.2	349.17	1.05	33.0	370.52	1.04

11.39 The results demonstrate that the junction works within capacity for all the residential scenarios but over capacity for the weekday pre game match day scenarios. However, it was not possible to undertake a traffic survey on a weekday matchday, and therefore to calculate the weekday pre-game traffic flows the uplift in traffic as a result of a match observed on a Saturday matchday has been applied to the observed traffic flow from a non-matchday weekday. This may overestimate the uplift in traffic on a weekday, and the results should be treated with caution.

11.40 The results demonstrate that the development has no material change on the operation of the junction when compared to the Base 2024 scenario, with the exception of the maximum capacity scenario. The demand generated in this scenario will be controlled and managed by the Event Management Plan, and any delay will be short-lived and infrequent, and only occur when a maximum attendance coincides with a weekday fixture – Woking FC only have 5 home fixtures on a typical weekday in the 2019/20 season.

Summary

11.41 The mathematical traffic models represent one interpretation of the potential future position on the highway network. The models do not take into account behavioural change, temporal shift in travel patterns, mode shift, and people acting to minimise their inconvenience, and do not allow for an interaction of trips between uses.

11.42 The results should therefore be treated with caution, but can be used as a tool to inform a judgement about the proposed development and its potential impact on the proposed highway network.

11.43 The results demonstrate the Site Access Junctions can accommodate the forecast demand, albeit in a maximum attendance scenario at the stadium, the flow of vehicles out of the Stadium Access Junction will need to be controlled and managed in line with the measures outlined in the Event Management Plan.

11.44 The operation of the remaining highway junctions on the highway network does not alter significantly as a result of the proposed development, the busier junctions remain busy, and on matchdays, with a maximum capacity attendance, the delay on the highway network immediately surrounding the site will increase. This is to be expected, and will be controlled

and managed by the measures set out in the Event Management Plan and allowed for by road users.

11.45 It is not good practice to over-design highway infrastructure to accommodate irregular peaks in demand, and it is much more efficient and sustainable to accommodate such demands through measures to promote and facilitate active travel, shared travel and public transport use, which is what the proposed development aims to do.

12 SUMMARY AND CONCLUSION

Summary

12.1 Vectos is appointed by Woking Football Club to provide transport advice with respect to the proposed redevelopment of Woking Football Club's stadium at Kingfield Road, Woking.

12.2 The development proposal, known as 'Woking Football Club', includes the redevelopment of the site, following the demolition of all existing buildings and structures, to provide a replacement stadium with ancillary facilities, including flexible retail, hospitality and community spaces, independent retail floorspace (Classes A1/A2/A3), a medical centre (Class D1) and vehicle parking, plus residential accommodation comprising of 1,048 dwellings (Class C3) within 5 buildings of varying heights of between 3 and 10 storeys (and undercroft and part basement levels) on the south and west sides of the site, together with provision of new accesses from Westfield Avenue to car parking, associated landscaping and the provision of a detached residential concierge building.

12.3 To address the potential impact of the proposed development, and provide a sustainable development, the proposals also include:

- Active travel corridors internally within the site, providing safe and convenient movement for pedestrians and cyclists;
- Potential participation in a bike sharing scheme, and the provision of a fold up bike to each new household upon first occupation;
- Provision of car club membership to each resident and car club priority parking spaces provided within the development;
- The development of a Faxi car-pooling platform to promote car sharing;
- Improvements to matchday public transport to deliver a higher capacity bus service which will operate pre and post-match, and the potential to contribute to the on-going provision on existing bus services serving the site;
- The provision of electric vehicle charging points with the intention that the development is electric vehicle only in the future; and
- A Transport Information Centre and Micro Consolidation Centre (as part of the Community Hub).

12.4 A Travel Plan, Event Management Plan, Delivery and Servicing Plan, and a Construction Traffic Management Plan will also be produced to support the proposed development, and the applicant expects these documents to be secured by way of a condition.

12.5 The site is in a highly accessible location, close to Woking town centre, and a wide range of local amenities and facilities.

12.6 The proposed development accords with national and local planning policy, and meets both WBC and SCC car and cycle parking standards.

12.7 The overall impact of the proposed development on the highway network will be limited. The net change of the proposed development, taking into account the existing use of the stadium and the existing David Lloyd, is approximately 1 vehicle per minute arriving at any junction on the wider highway network. This level of change will not be perceptible to road users.

12.8 The walking, cycling and public transport networks can accommodate the forecast demand, and additional travel by these modes enhance the sustainable credentials of the proposed development and help address the recently declared 'climate crisis'.

12.9 The traffic modelling work demonstrates the operation of the key junctions on the highway network does not alter significantly as a result of the proposed development, the busier junctions remain busy, and on matchdays, with a maximum capacity attendance, the delay on the highway network immediately surrounding the site will increase. This is to be expected, and will be controlled and managed by the measures set out in the Event Management Plan and will be allowed for by road users

12.10 In addition, the traffic modelling results should be treated with caution. The actual level of demand on the highway network will flex over time, and will flex subject to the level of road space provided. This is primarily due to people adjusting the time they travel, the route they travel, the mode they use to travel, or choosing not to travel at all, subject to a myriad of different variables which they consider when making a decision about travel. A traffic model cannot account for all of these variables.

Conclusion

The proposed development of a new 9,026 capacity football stadium and associated residential development at Woking Football Club accords with the aims and objectives of transport policy and should be supported.

APPENDIX A

Helsinki, Finland

- 8x return on investment on cycle infrastructure in the city – the highest return on investment among all transport forms!
- Baana network: city-wide, 130km cycle network, designed to be direct and often running parallel to railways and roads. As a result of this cohesive network, cycling to work and school are doing particularly well – with 45% of trips accounted for.
- Integration into the PT network further increases the appeal – folding bikes are accepted free of charge across the metro, ferry, tram, bus & rail.

Randers, Denmark

- Trial in which residents of a town and surrounding villages given access to fleet of e-bikes (10 bikes to each district).
- Region has population of ~61,000 and is similar in many ways to many European communities – increasing hope in transferability. 120 ppts took part in the trial.
- Since the project, run by the Danish Cycling Embassy, 21% have bought their own e-bike; while 26% use their own bike more for commuting. 56% of those taking a bike out were using it to commute between 3-5 days per week. 91% approved of e-bikes after they had used them.
- Of those who used the pedal-assisted bikes; ¾ were women, and 70% were aged 35-54.
- Ppts who tried an e-bike also reported ditching their car more often – down 11% since the trial began.

Paris, France

- 2014 figures published. Clear trend that car use is falling and metro, bike and bus use is rising.
- 4% decline in motor traffic. Significantly, a 30% dip can be seen since 2001.
- Cycling has ~4% mode share, an 8% increase in 2014 compared to the previous year. This makes cycling the fastest growing transport mode, with levels peaking in June and October 2015.
- The JCDecaux-sponsored Velib hire bikes represented 42 per cent of bicycles on the road at the latest count. The city now boasts over 23,600 bikes, available 24/7 from 1,800 stations around the city at intervals of around every 300 metres.
- In 2014, a voluntary scheme was passed into law whereby employees can be paid 25 cents per km (income tax exempt) to cycle to work. At the time of the initial trials, 19% of those involved said they had begun to cycle more than previously.

London, England

- Vauxhall's bridge is a key commuter artery and stats show an average of 3,394 cyclists are using the bridge crossing daily – a marked increase over the previous year's average of 1,967 a day. During the same period, cycling levels across the city have risen ~10%.
- 1 in 5 cyclists are still opting to use the main carriageway over the cycle superhighways.
- Cycling trips are now believed to total 610,000 journeys daily; with an 11% increase during 2015.

APPENDIX B

CASE STUDY

City Car Club in Bristol, United Kingdom

A city car club was established in Bristol. Car club parking spaces are located in residential areas, maximising the accessibility of the scheme. Through CIVITAS VIVALDI, the car club was expanded and electronic booking and a smart card systems introduced. The process of designating on-street parking spaces for the exclusive use of the car club through a legal order was also established. The car club is operated on a commercial basis by City Car Club. As of May 2009, there were 1,286 members and 45 shared cars in Bristol.

The Bristol City Council carried out activities such as additional promotion, legal process to designate on-street parking spaces and their implementation, planning guidance and planning contribution negotiations/agreements. Other parties involved are property developers that made a financial contribution through the planning contribution system.

Since the end of CIVITAS I in 2006 the City Car Club has continued to grow in terms of members, cars and parking spaces and is now operated on a commercial basis. There was a surge in membership in 2008 with economic conditions cited as the main reason for choosing the club instead of owning a car. Membership numbers doubled between May 2008 and May 2009 to 1,286.

The long-term effect seems to be positive. 72 percent of those who join a car club have either given up a vehicle or deferred the purchase of one. Research from a variety of sources has shown that one car club parking space can reduce the number of local cars by between 6 and 10 vehicles. This can help to alleviate local on-street parking pressures in densely populated areas. As the car club continues to grow, the benefits of less car ownership and fewer carbon emissions will continue to multiply.

car sharing scheme. This campaign also deployed a wide range of new media to advertise the access to the competition, including Facebook links, 'viral' emails, an on-line magazine, and flyers distributed in buses that used Quick Response (QR) codes (Figure 2.2d) which could be interpreted by smartphones with a QR reader.

Figure 2.2d Aalborg - front and back of a flyer, showing use of Quick Response (QR) codes

The *Bath* scheme involved an expansion of the existing service, which is run by the City Car Club (CCC) for both corporate and individual subscribers. The CCC operates over 550 vehicles in 14 other cities in the U.K. The service was expanded to 12 vehicles in April 2010, with the addition of six new leased Toyota hybrid cars (Figure 2.3a) at six new sites, in what is a hilly and physically-constrained historic City. This includes a parking bay at Sydney Place (Figure 2.3b), which provides inter-modal transfer to one of the four cycle-sharing docking stations in the City.

Figure 2.3a Bath - new hybrid vehicle (Toyota Prius) deployed for City Car Club

Figure 2.3b Bath - location of six new Car Club bays, set in physically constrained / hilly City

The scheme expansion was accompanied by local leafleting and advertisements in the press (Figure 2.3c), as well as through CCC social media promotions on Facebook and Twitter.

Figure 2.3c Bath Chronicle Newspaper Advert - October 2010

Bologna has a well-established car-sharing service, and this scheme sought to expand it from 17 urban and 8 provincial sites to a further 17 locations (see Figure 2.4 for example). The service is linked to the national Iniziativa Car Sharing (ICS) scheme and is managed by Azienda Trasporti Collettivi (ATC). ATC also manages on-street parking, and the issuance of car access permissions to the central area of Bologna, and is part of the public transport operator Trasporto Passeggeri Emilia-Romagna (TPER). The upgrade scheme included integration of the system with the Mi Muovo card used for public transport.

Figure 2.4 Bologna - new sharing location, with unauthorised parking enforcement signs

The scheme included one hybrid, two natural gas and four Fiat 500 (Euro 6 standard) vehicles, to supplement the pre-existing 10 low-emission and 40 older vehicles - a fleet total of 55 in 2012. The scheme also implemented and tested two mechanisms to protect against unauthorised parking. This can be a major problem for the operation of car sharing services in city centres, as it prevents users from leaving the vehicles in authorised spaces. In the first system, an entry post was lowered when a radio frequency sensor recognised a scheme vehicle. As this was sometimes triggered by a passing scheme vehicle, it was replaced by a manual booking code system. The second system uses sensors embedded beneath the parking spaces, which communicate with the parking meters (or 'concentrators') using the Zigbee wireless protocol. These in turn send information about the status of the spaces directly to the control centre via General Packet Radio Service (GPRS) mobile telecommunications. If necessary, an enforcement procedure for the timely removal of any unauthorised vehicle can be activated. While the first system was reported as being 'more efficient', in both cases the car sharing vehicles are equipped with a tag, which can be detected by the sensors.

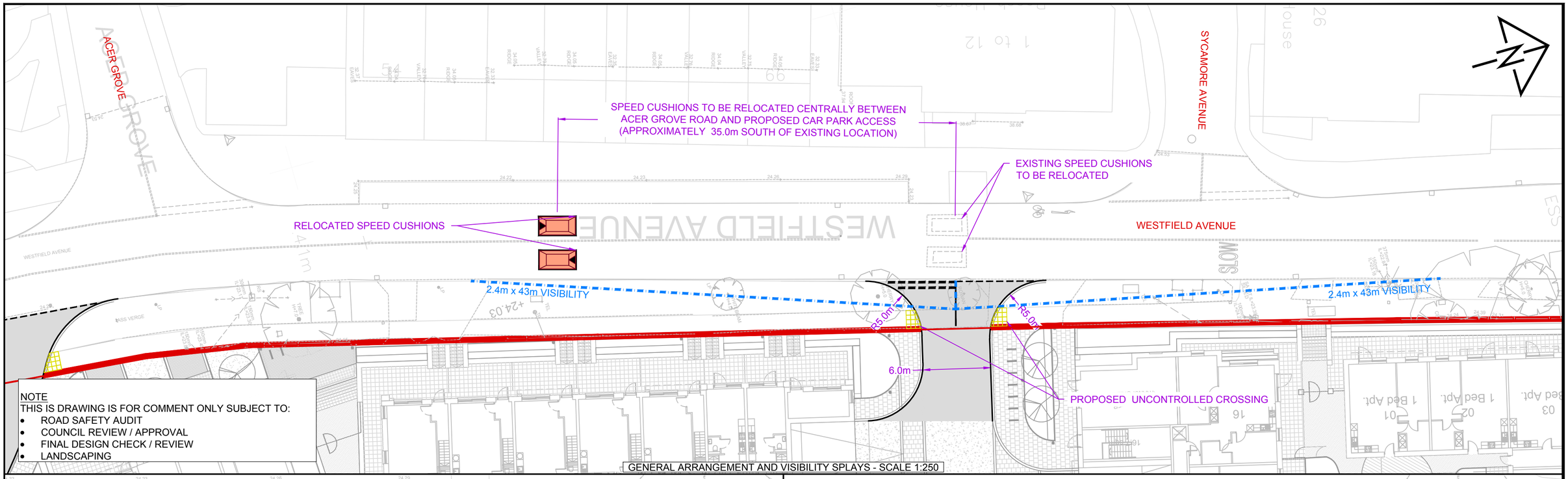
The *Gent* (Cambio) upgrade scheme formed part of a package of measures designed to change mobility behaviour, and reinforce the growth of car sharing, especially in the targeted European Logistics Advisory Network (ELAN) corridor. This involved a number of measures, including:

- introducing more sharing stations, with new information panels (Figure 2.5);
- using more effective 'word-of-mouth'-based communications tools to engage the community and promote the service, including 'client ambassadors' and 'home parties', as well as through Facebook;
- providing a free trial for local residents;
- actively targeting 250 companies through mailshots (with 150 follow-ups by telephone), and the introduction of a 'pool' card to access vehicles. The service had previously been aimed at private users who tended to use the shared cars mainly in the evenings and at weekends.

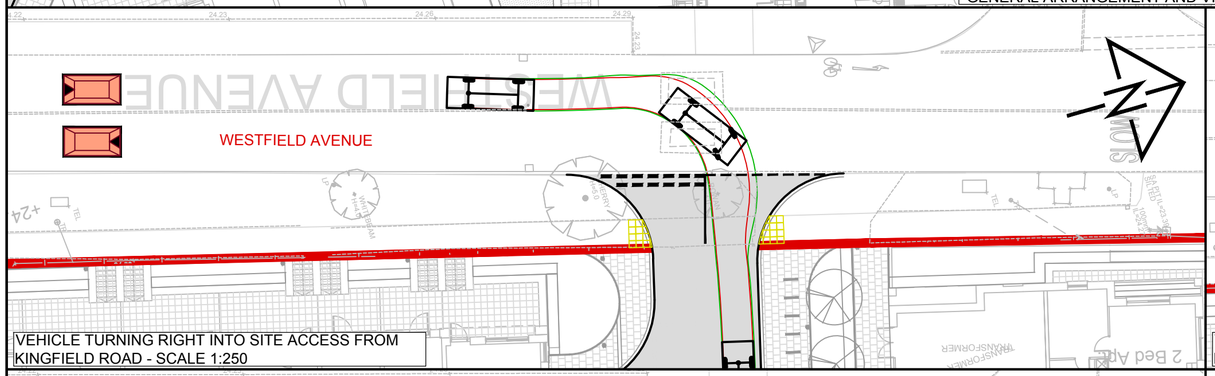
APPENDIX C


Key:
Approximate Site Location
Pedestrian and Cycle Access Points
Woking FC Vehicle Access
Pedestrian Access Points
Residential Vehicle Access
Kingfield Road
A247
Elmbridge Lane
Kingfield Drive
Kingfield Green
Loop Road
Stockers Lane
Westfield Avenue
Westfield Grove
Sycamore Avenue
Acer Grove
Hawthorn Close
Willow Pond
Chestnut Pond
0
50
100 m
N

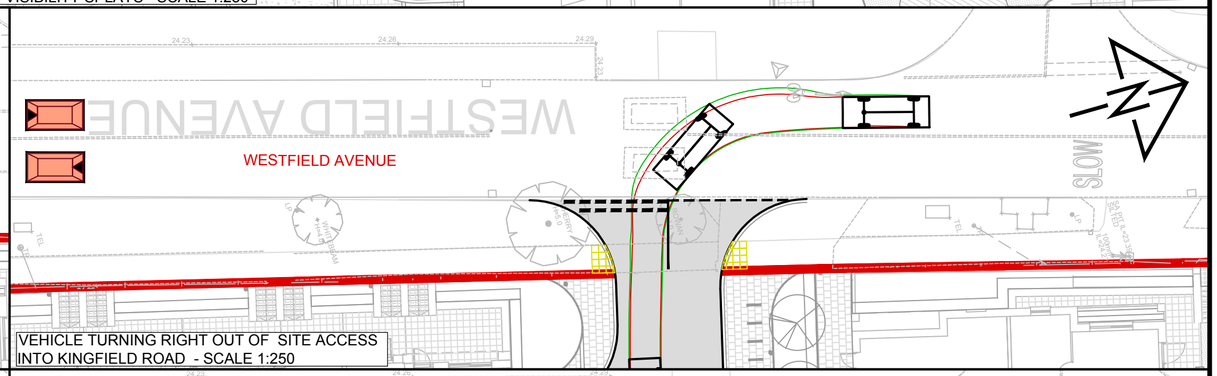
APPENDIX D



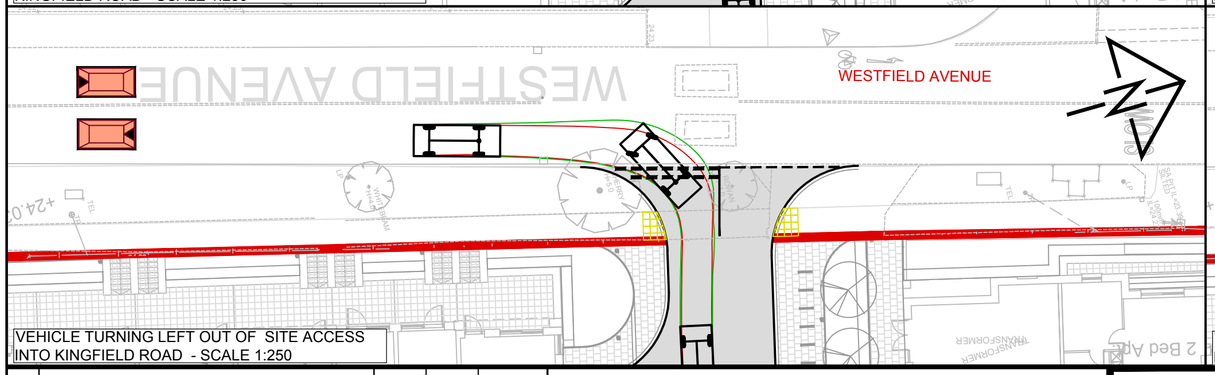
GENERAL ARRANGEMENT AND VISIBILITY SPLAYS - SCALE 1:250



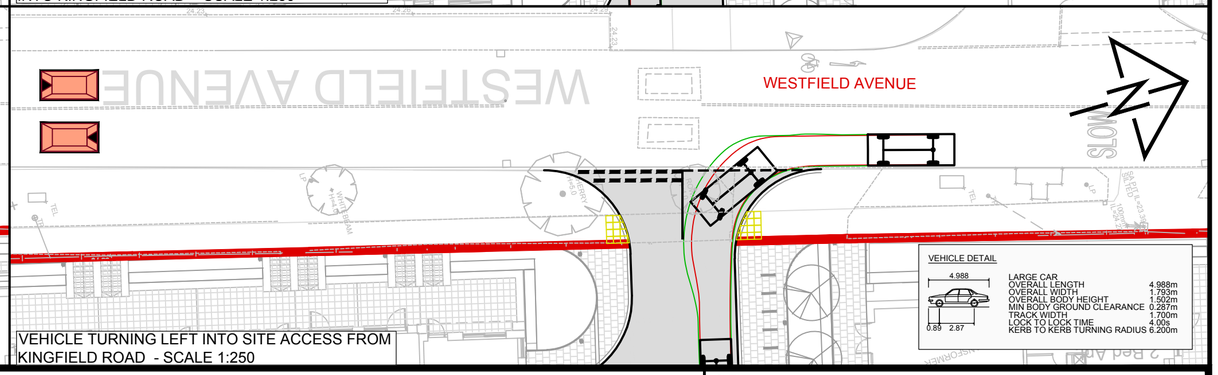
VEHICLE TURNING RIGHT INTO SITE ACCESS FROM KINGFIELD ROAD - SCALE 1:250



VEHICLE TURNING RIGHT OUT OF SITE ACCESS INTO KINGFIELD ROAD - SCALE 1:250



VEHICLE TURNING LEFT OUT OF SITE ACCESS INTO KINGFIELD ROAD - SCALE 1:250

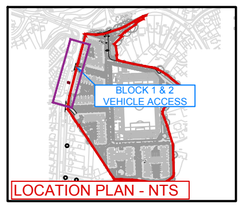


VEHICLE TURNING LEFT INTO SITE ACCESS FROM KINGFIELD ROAD - SCALE 1:250

REV.	DETAILS	DRAWN	CHECKED	DATE
A	FINAL SITE PLAN SHOWN	SCJ	IS	30/10/19

STATUS:

INFORMATION ONLY



KEY
- APPLICATION SITE
- PROPOSED KERB LINE
- PROPOSED EDGING
- PROPOSED CARRIAGEWAY
- PROPOSED ROAD MARKINGS
- TACTILE PAVING (BUFF)

PROJECT:

Woking Football Club

DRAWING TITLE:

PROPOSED SITE ACCESS BLOCK 1 AND 2.
GENERAL ARRANGEMENT, VISIBILITY SPLAYS AND
SWEPT PATH ANALYSIS
(LARGE CAR)

DRAWN:	CHECKED:	DATE:	SCALES:
SCJ	IS	09/09/19	1:250 @ A2

CLIENT:

Woking Football Club

vectos
transport planning specialists
Broad Quay House, Prince Street, Bristol, BS1 4DJ
t: 0117 905 8888 e: enquiries@vectos.co.uk

DRAWING NUMBER:	REVISION:
183923-A02-AT01	A

APPENDIX E

SPEED CUSHIONS TO BE RELOCATED CENTRALLY BETWEEN ACER GROVE ROAD AND PROPOSED CAR PARK ACCESS (BLOCK 1 & 2)

EXISTING SPEED CUSHIONS TO REMAIN

WESTFIELD AVENUE

ACER GROVE

RELOCATED SPEED CUSHIONS

2.4m x 43m VISIBILITY

2.4m x 43m VISIBILITY

R5.5m

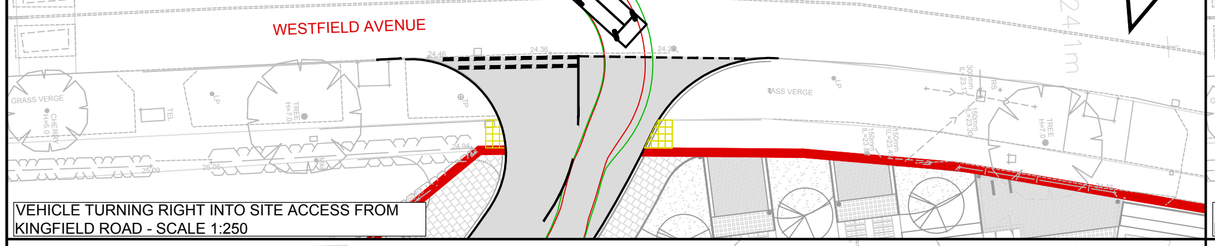
R7.5m

6.0m

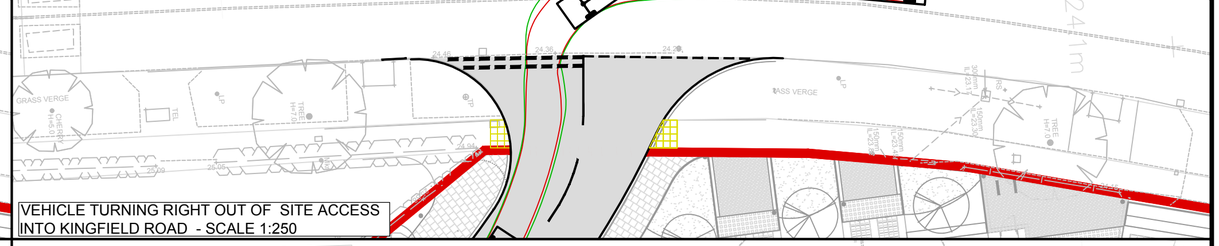
PROPOSED UNCONTROLLED CROSSING

NOTE
THIS IS DRAWING IS FOR COMMENT ONLY SUBJECT TO:
- ROAD SAFETY AUDIT
- COUNCIL REVIEW / APPROVAL
- FINAL DESIGN CHECK / REVIEW
- LANDSCAPING

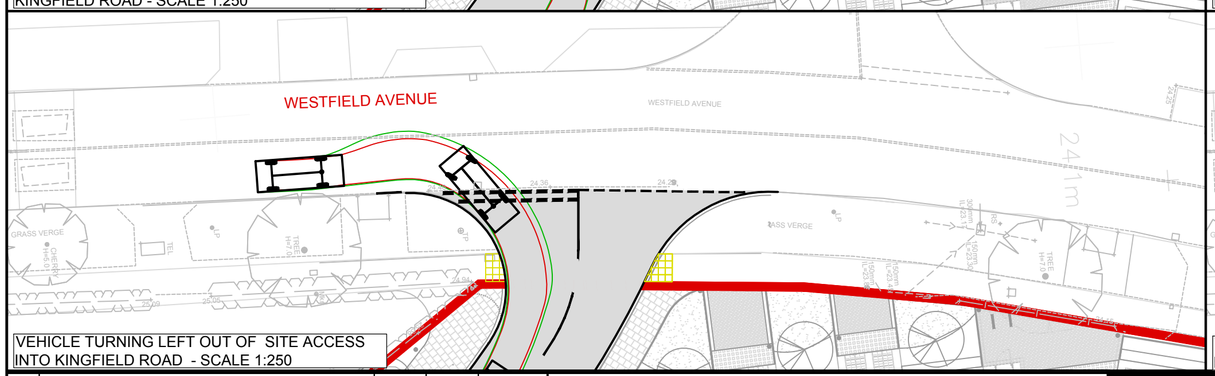
GENERAL ARRANGEMENT AND VISIBILITY SPLAYS - SCALE 1:250



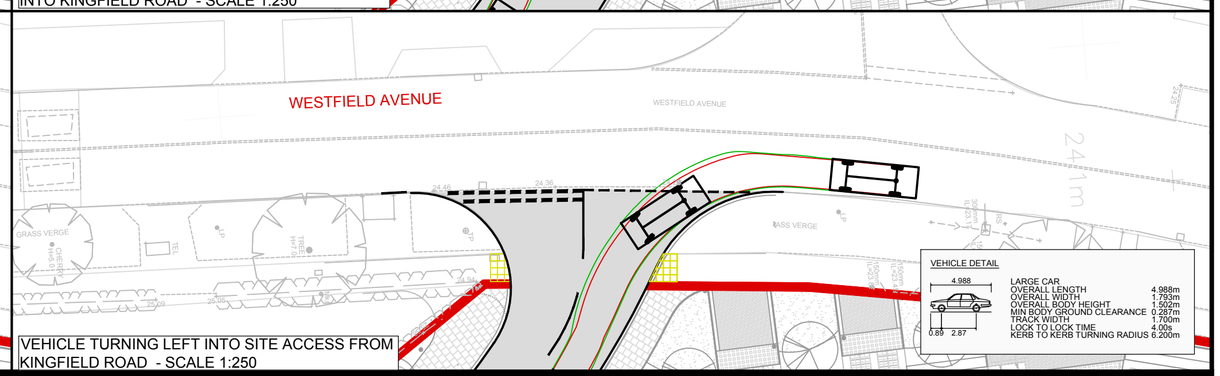
VEHICLE TURNING RIGHT INTO SITE ACCESS FROM KINGFIELD ROAD - SCALE 1:250



VEHICLE TURNING RIGHT OUT OF SITE ACCESS INTO KINGFIELD ROAD - SCALE 1:250



VEHICLE TURNING LEFT OUT OF SITE ACCESS INTO KINGFIELD ROAD - SCALE 1:250

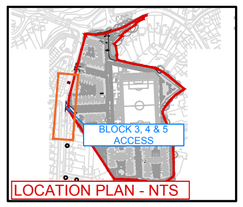


VEHICLE TURNING LEFT INTO SITE ACCESS FROM KINGFIELD ROAD - SCALE 1:250

REV.	DETAILS	DRAWN	CHECKED	DATE
A	FINAL SITE PLAN SHOWN	SCJ	IS	30/10/19

STATUS:

INFORMATION ONLY



LOCATION PLAN - NTS

KEY
- APPLICATION SITE
- PROPOSED KERB LINE
- PROPOSED EDGING
- PROPOSED CARRIAGEWAY
- PROPOSED ROAD MARKINGS
- TACTILE PAVING (BUFF)

PROJECT:

Woking Football Club

CLIENT:

Woking Football Club

DRAWING TITLE:

PROPOSED SITE ACCESS BLOCK 3, 4 AND 5
GENERAL ARRANGEMENT, VISIBILITY SPLAYS AND
SWEPT PATH ANALYSIS
(LARGE CAR)

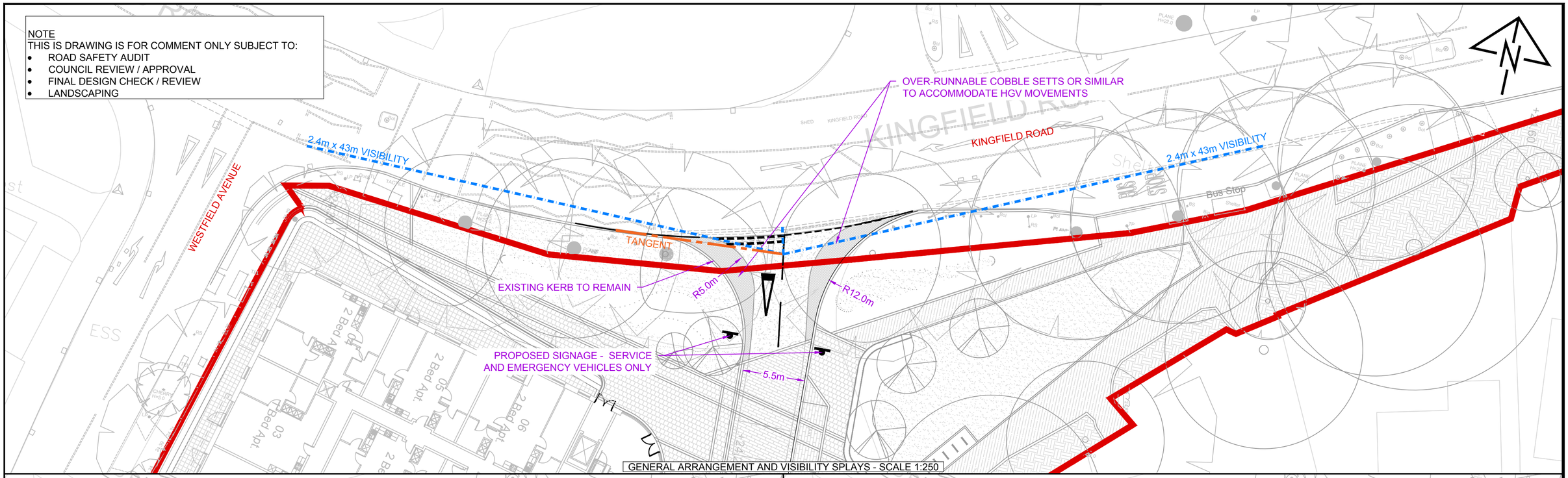
vectos
transport planning specialists
Broad Quay House, Prince Street, Bristol, BS1 4DJ
t: 0117 905 8888 e: enquiries@vectos.co.uk

DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING NUMBER:	REVISION:
SCJ	IS	09/09/19	1:250 @ A2	183923-A03-AT01	A

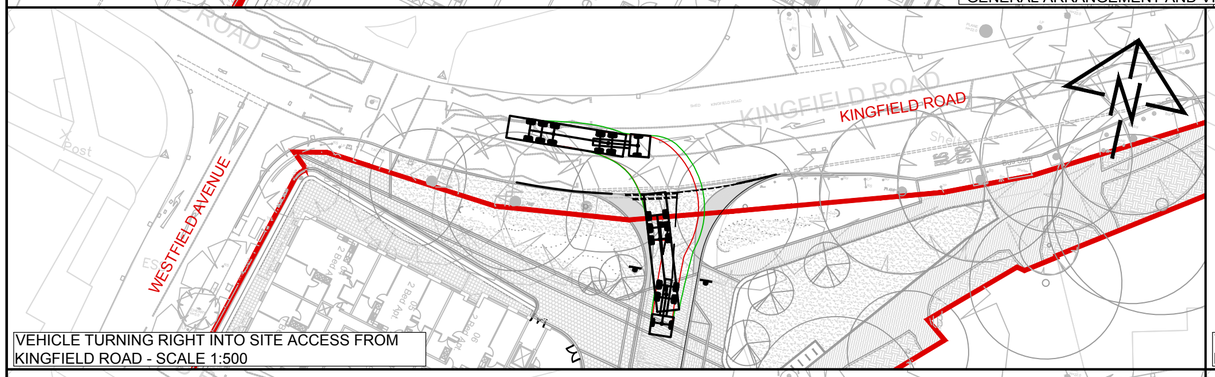
APPENDIX F

NOTE
THIS IS DRAWING IS FOR COMMENT ONLY SUBJECT TO:

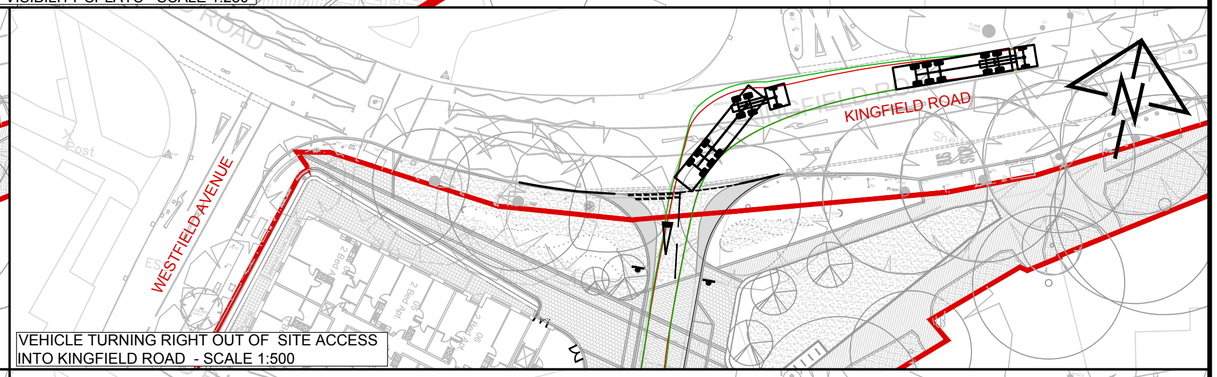
- ROAD SAFETY AUDIT
- COUNCIL REVIEW / APPROVAL
- FINAL DESIGN CHECK / REVIEW
- LANDSCAPING



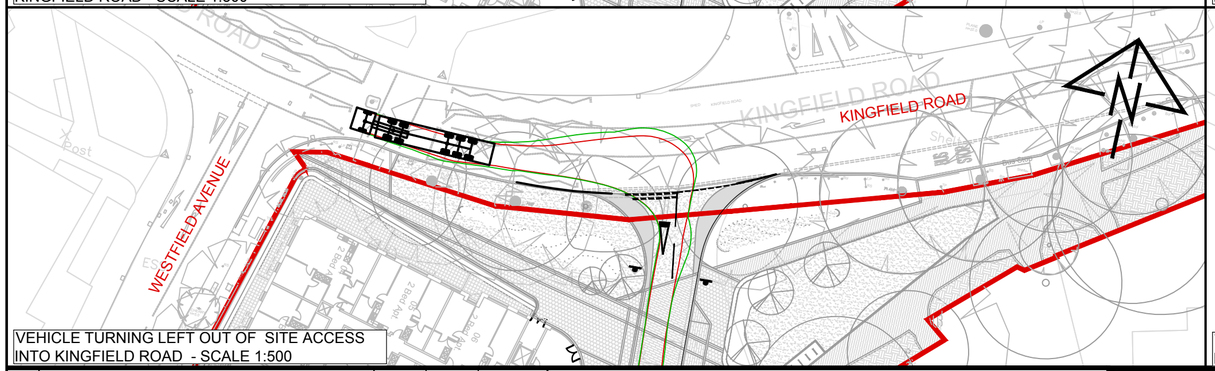
GENERAL ARRANGEMENT AND VISIBILITY SPLAYS - SCALE 1:250



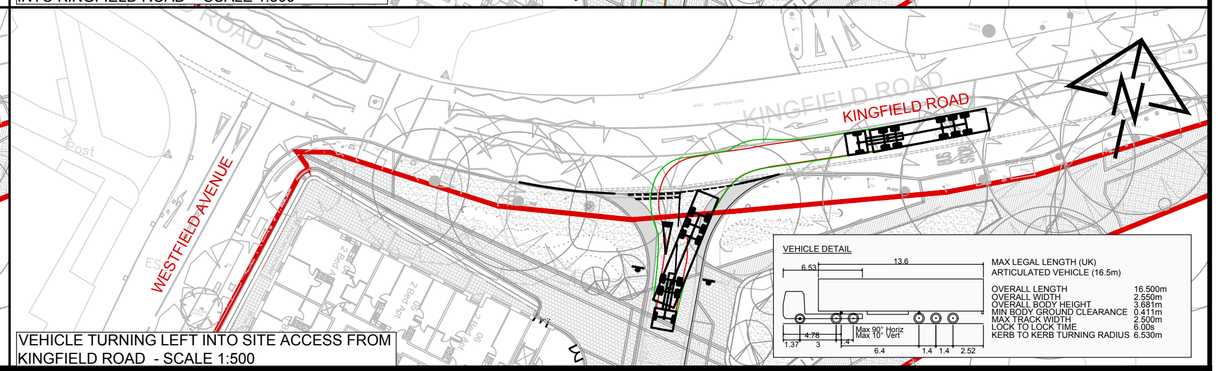
VEHICLE TURNING RIGHT INTO SITE ACCESS FROM KINGFIELD ROAD - SCALE 1:500



VEHICLE TURNING RIGHT OUT OF SITE ACCESS INTO KINGFIELD ROAD - SCALE 1:500



VEHICLE TURNING LEFT OUT OF SITE ACCESS INTO KINGFIELD ROAD - SCALE 1:500

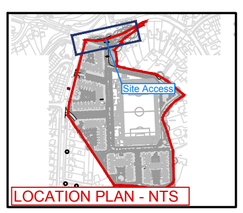


VEHICLE TURNING LEFT INTO SITE ACCESS FROM KINGFIELD ROAD - SCALE 1:500

REV.	DETAILS	DRAWN	CHECKED	DATE
A	FINAL SITE PLAN SHOWN	SCJ	IS	30/10/19

STATUS:

INFORMATION ONLY



LOCATION PLAN - NTS

KEY

- APPLICATION SITE
- PROPOSED KERB LINE
- PROPOSED EDGING
- PROPOSED CARRIAGEWAY
- PROPOSED ROAD MARKINGS

PROJECT:

Woking Football Club

CLIENT:

Woking Football Club

DRAWING TITLE:

PROPOSED IMPROVEMENTS TO EXISTING SITE ACCESS.
GENERAL ARRANGEMENT, VISIBILITY SPLAYS AND
SWEPT PATH ANALYSIS
(MAX LEGAL LENGTH HGV)

vectos
transport planning specialists
Broad Quay House, Prince Street, Bristol, BS1 4DJ
t: 0117 905 8888 e: enquiries@vectos.co.uk

DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING NUMBER:	REVISION:
SCJ	IS	09/09/19	AS SHOWN @ A2	183923-A01-AT01	A

APPENDIX G

Intelligent Data Collection Limited
Woking, Surrey

Client:	Vectos
Project Number:	ID04567
Junction Number:	Site 1
Date of Survey:	04.04.2019
Junction Name:	Turnoak Roundabout
Junction Type:	4-arm Roundabout

www.intelligent-data-collection.com

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	24.04.2019			
Prepared by	Grant Daniel Breddy			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04567			
File Ref	ID04567 Woking, Surrey - MCC Site 1 - 04.04.2019			

Issue Sheet

Issued to	Date			
	26.04.2019			
Taylor Davis	E-mail			

Contents Page

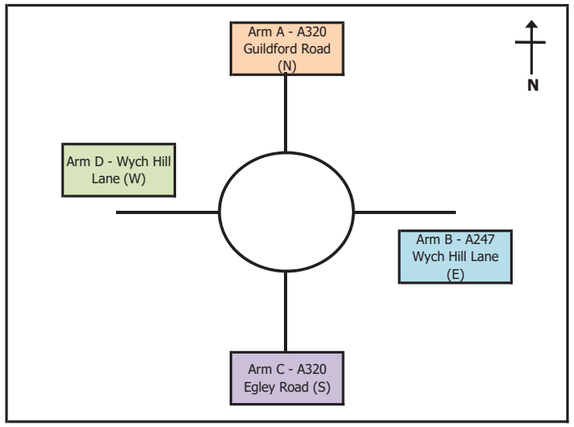
www.intelligent-data-collection.com

Intelligent Data Collection Limited

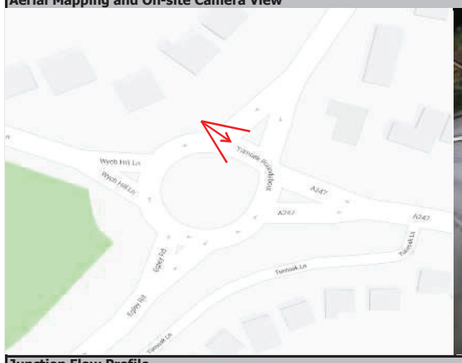
Client:	Vectos	**Date of Survey:**	04.04.2019
Project Number:	ID04567	**Junction Name:**	Turnoak Roundabout
Junction Number:	Site 1	**Junction Type:**	4-arm Roundabout

X Coordinate	Y Coordinate	Google Maps Link	
51.3083497007307	-0.5652060253129321	Click Here	
AM Peak Conditions	**PM Peak Conditions**		
Drizzle	Drizzle		

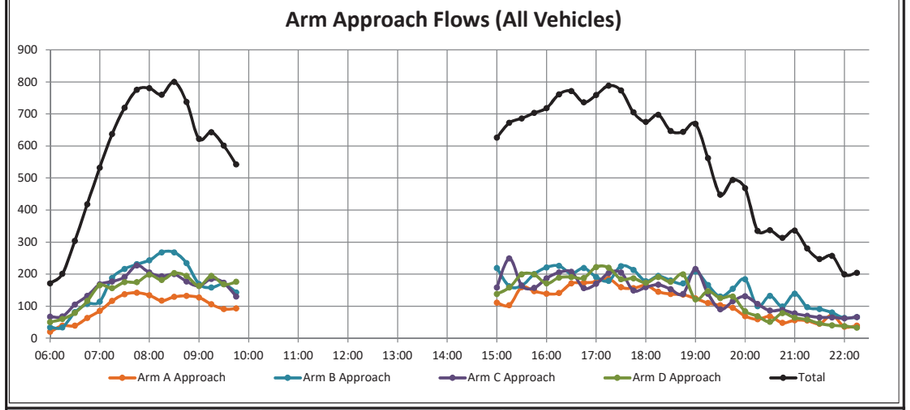
Junction Layout



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):

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 1

Date of Survey: 04.04.2019
Junction Name: Turnoak Roundabout
Junction Type: 4-arm Roundabout

Arm A: A320 Guildford Road (N)
Arm B: A247 Wych Hill Lane (E)
Arm C: A320 Egley Road (S)
Arm D: Wych Hill Lane (W)

Time	A to D								A to C								A to B							
	LGV	OGV1	OGV2	Buses	M/C	Cycle	Cars	Total	LGV	OGV1	OGV2	Buses	M/C	Cycle	Cars	Total	LGV	OGV1	OGV2	Buses	M/C	Cycle	Cars	Total
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00:15	0	0	0	0	0	0	7	7	0	0	0	0	0	0	21	21	0	0	0	0	0	0	7	7
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Rolling Hour																								
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07:45	0	0	0	0	0	0	72	72	0	0	0	0	0	0	696	696	0	0	0	0	0	0	85	85
08:00	0	0	0	0	0	0	72	72	0	0	0	0	0	0	694	694	0	0	0	0	0	0	88	88
08:15	0	0	0	0	0	0	72	72	0	0	0	0	0	0	658	658	0	0	0	0	0	0	85	85
08:30	0	0	0	0	0	0	61	61	0	0	0	0	0	0	642	642	0	0	0	0	0	0	88	88
08:45	0	0	0	0	0	0	47	47	0	0	0	0	0	0	602	602	0	0	0	0	0	0	85	85
09:00	0	0	0	0	0	0	44	44	0	0	0	0	0	0	563	563	0	0	0	0	0	0	88	88
Start Time																								
00:00	1	0	0	0	0	0	118	119	0	0	0	0	0	0	353	353	0	0	0	0	0	0	32	32
00:15	2	0	0	0	0	0	132	134	0	0	0	0	0	0	383	383	0	0	0	0	0	0	41	41
00:30	2	0	0	0	0	0	152	154	0	0	0	0	0	0	379	379	0	0	0	0	0	0	52	52
00:45	1	0	0	0	0	0	121	122	0	0	0	0	0	0	372	372	0	0	0	0	0	0	51	51
01:00	1	0	0	0	0	0	126	127	0	0	0	0	0	0	366	366	0	0	0	0	0	0	72	72
01:15	1	0	0	0	0	0	111	112	0	0	0	0	0	0	363	363	0	0	0	0	0	0	61	61
01:30	1	0	0	0	0	0	97	98	0	0	0	0	0	0	341	341	0	0	0	0	0	0	47	47
01:45	0	0	0	0	0	0	95	95	0	0	0	0	0	0	399	399	0	0	0	0	0	0	44	44
02:00	0	0	0	0	0	0	78	78	0	0	0	0	0	0	367	367	0	0	0	0	0	0	74	74
02:15	0	0	0	0	0	0	73	73	0	0	0	0	0	0	367	367	0	0	0	0	0	0	76	76
02:30	0	0	0	0	0	0	53	53	0	0	0	0	0	0	394	394	0	0	0	0	0	0	74	74
02:45	0	0	0	0	0	0	50	50	0	0	0	0	0	0	430	430	0	0	0	0	0	0	76	76
03:00	0	0	0	0	0	0	58	58	0	0	0	0	0	0	439	439	0	0	0	0	0	0	81	81
03:15	0	0	0	0	0	0	37	37	0	0	0	0	0	0	472	472	0	0	0	0	0	0	81	81
03:30	0	0	0	0	0	0	54	54	0	0	0	0	0	0	473	473	0	0	0	0	0	0	74	74
03:45	0	0	0	0	0	0	56	56	0	0	0	0	0	0	496	496	0	0	0	0	0	0	92	92
04:00	0	0	0	0	0	0	52	52	0	0	0	0	0	0	507	507	0	0	0	0	0	0	86	86
04:15	0	0	0	0	0	0	52	52	0	0	0	0	0	0	555	555	0	0	0	0	0	0	87	87
04:30	0	0	0	0	0	0	52	52	0	0	0	0	0	0	555	555	0	0	0	0	0	0	86	86
04:45	0	0	0	0	0	0	72	72	0	0	0	0	0	0	602	602	0	0	0	0	0	0	88	88
05:00	0	0	0	0	0	0	79	79	0	0	0	0	0	0	642	642	0	0	0	0	0	0	85	85
05:15	0	0	0	0	0	0	80	80	0	0	0	0	0	0	658	658	0	0	0	0	0	0	85	85
05:30	0	0	0	0	0	0	81	81	0	0	0	0	0	0	694	694	0	0	0	0	0	0	88	88
05:45	0	0	0	0	0	0	72	72	0	0	0	0	0	0	696	696	0	0	0	0	0	0	85	85
06:00	0	0	0	0	0	0	79	79	0	0	0	0	0	0	707	707	0	0	0	0	0	0	88	88
06:15	0	0	0	0	0	0	80	80	0	0	0	0	0	0	707	707	0	0	0	0	0	0	88	88
06:30	0	0	0	0	0	0	81	81	0	0	0	0	0	0	707	707	0	0	0	0	0	0	88	88
06:45	0	0	0	0	0	0	72	72	0	0	0	0	0	0	696	696	0	0	0	0	0	0	85	85
07:00	0	0	0	0	0	0	72	72	0	0	0	0	0	0	694	694	0	0	0	0	0	0	88	88
07:15	0	0	0	0	0	0	72	72	0	0	0	0	0	0	658	658	0	0	0	0	0	0	85	85
07:30	0	0	0	0	0	0	61	61	0	0	0	0	0	0	642	642	0	0	0	0	0	0	88	88
07:45	0	0	0	0	0	0	47	47	0	0	0	0	0	0	602	602	0	0	0	0	0	0	85	85
08:00	0	0	0	0	0	0	44	44	0	0	0	0	0	0	563	563	0	0	0	0	0	0	88	88

Intelligent Data Collection Limited

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Client: Vectos
Project Number: ID04567
Junction Number: Site 1

Date of Survey: 04.04.2019
Junction Name: Turnoak Roundabout
Junction Type: 4-arm Roundabout

Arm A: A320 Guildford Road (N)
Arm B: A247 Wych Hill Lane (E)
Arm C: A320 Egley Road (S)
Arm D: Wych Hill Lane (W)

	A to B								B to B								B 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
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	1	0	0	0	1	0	25
06:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	18	2	0	0	1	0	0	21
06:30	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1	35	2	0	0	0	1	0	38
06:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	47	6	1	0	0	0	1	55
07:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	44	4	1	0	0	2	1	52
07:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	84	11	1	0	1	0	1	98
07:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	68	7	0	0	0	0	0	75
07:45	2	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	65	8	2	0	1	0	0	76
08:00	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	84	4	1	1	2	0	0	92
08:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	49	9	0	0	0	2	0	60
08:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	68	3	1	0	1	3	0	76
08:45	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	56	6	1	0	1	1	0	65
09:00	1	1	1	0	0	0	0	3	0	0	0	0	0	0	0	0	43	9	0	0	1	0	0	53
09:15	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	35	4	1	1	0	0	1	42
09:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	48	5	0	1	1	1	0	56
09:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	40	3	1	0	0	0	0	44
15:00	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	94	5	0	1	1	0	0	101
15:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	45	8	1	1	1	1	0	57
15:30	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	49	7	0	1	1	1	0	59
15:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	57	2	1	0	1	0	0	61
16:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	76	3	0	0	0	1	0	80
16:15	3	0	0	0	0	0	0	3	1	1	0	0	0	0	0	2	69	7	0	0	4	0	0	80
16:30	2	2	0	0	0	0	0	4	1	0	0	0	0	0	0	1	43	3	0	0	0	1	0	47
16:45	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	60	4	1	0	2	0	0	67
17:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	53	5	0	0	0	0	0	58
17:15	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1	56	3	1	0	0	0	0	60
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	5	0	0	1	1	0	73
17:45	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	62	7	0	0	1	1	0	71
18:00	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	61	5	1	0	1	2	0	70
18:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	57	2	0	0	0	1	0	60
18:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	45	4	0	0	1	0	0	50
18:45	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	55	4	0	0	1	0	0	60
19:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	77	3	0	0	1	1	0	82
19:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	58	2	0	0	0	0	0	60
19:30	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	46	1	0	0	0	0	0	47
19:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	53	2	0	0	1	0	0	56
20:00	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	78	4	0	0	0	1	0	83
20:15	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	32	2	0	0	0	0	0	34
20:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	34	3	0	0	0	1	0	38
20:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	33	2	0	0	0	0	0	35
21:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	37	2	0	0	1	2	0	42
21:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	40	2	0	0	0	0	0	42
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	0	0	0	0	1	0	37
21:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	32	0	0	0	1	0	0	33
22:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	22	1	0	0	0	0	0	23
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	1	0	0	0	0	0	27
Start Time				**Rolling Hour**				**Total**				**Rolling Hour**				**Total**				**Rolling Hour**				**Total**
06:00	6	1	0	0	0	0	0	7	1	0	0	0	0	0	0	1	123	11	1	0	1	2	1	139
06:15	8	1	0	0	0	0	0	9	1	0	0	0	0	0	0	1	144	14	2	0	1	3	2	166
06:30	7	1	0	0	0	0	0	8	1	0	0	0	0	0	0	1	210	23	3	0	1	3	3	243
06:45	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	243	28	3	0	1	2	3	280
07:00	10	0	1	0	0	0	0	11	0	0	0	0	0	0	0	0	261	30	4	0	2	2	2	301
07:15	10	0	1	0	0	0	0	11	1	0	0	0	0	0	0	1	301	30	4	1	4	0	1	341
07:30	9	0	1	0	0	0	0	10	1	0	0	0	0	0	0	1	266	28	3	1	3	2	0	303
07:45	8	0	1	0	0	0	0	9	1	0	0	0	0	0	0	1	266	24	4	1	4	5	0	304
08:00	9	1	0	0	0	0	0	10	1	0	0	0	0	0	0	1	257	22	3	1	4	6	0	293
08:15	8	2	1	0	0	0	0	11	0	0	0	0	0	0	0	0	216	27	2	0	3	6	0	254
08:30	9	3	1	0	0	0	0	13	0	0	0	0	0	0	0	0	202	22	3	1	3	4	1	236
08:45	6	4	1	0	0	0	0	11	0	0	0	0	0	0	0	0	182	24	2	2	3	2	1	216
09:00	7	3	1	0	0	0	0	11	0	0	0	0	0	0	0	0	166	21	2	2	2	1	1	195
15:00	8	3	0	0	0	0	0	11	0	0	0	0	0	0	0	0	245	22	2	3	4	2	0	278
15:15	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0	227	20	2	2	3	3	0	257
15:30	10	1	0	0	0	0	0	11	1	1	0	0	0	0	0	2	251	19	1	1	6	2	0	280
15:45	9	2	0	0	0	0	0	11	2	1	0	0	0	0	0	3	245	15	1	0	5	2	0	268
16:00	16	2	0	0	0	0	0	18	2	1	0	0	0	0	0	3	248	17	1	0	6	2	0	274
16:15	16	2	0	0	0	0	0	18	2	1	0	0	0	0	0	3	225	19	1	0	6	1	0	252
16:30	18	2	0	0	0	0	0	20	2	0	0	0	0	0	0	2	212	15	2	0	2	1	0	232
16:45	16	0	0	0	0	0	0	16	1	0	0	0	0	0	0	1	235	17	2	0	3	1	0	258
17:00	11	1	0	0	0	0	0	12	1	0	0	0	0	0	0	1	237	20	1	0	2	2	0	262
17:15	10	2	0	0	0	0	0	12	1	0	0	0	0	0	0	1	245	20	2	0	3	4	0	274
17:30	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0	246	19	1	0	3	5	0	274
17:45	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0	225	18	1	0	3	4	0	251
18:00	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0	218	15	1	0	3	3	0	240
18:15	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	234	13	0	0	3	2	0	252
18:30	13	0	0	0	0	0	0	13	1	0	0	0	0	0	0	1	235	13	0	0	3	1	0	252
18:45	12	0	0	0	0	0	0	12	1	1	0	0	0	0	0	2	236	10	0	0	2	1	0	249
19:00	6	0	0	0	0	0	0	6	2	1	0	0	0	0	0	3	234	8	0	0	2	1	0	245
19:15	7	0	0	0	0	0	0	7	2	1	0	0	0	0	0	3	235	9	0	0	1	1	0	246
19:30	9	0	0	0	0	0	0	9	2	1	0	0	0	0	0	3	209	9	0	0	1	1	0	220
19:45	9	0	0	0	0	0	0	9	2	0	0	0	0	0	0	2	197	11	0	0	1	2	0	211
20:00	14	0	0	0	0	0	0	14	1	0	0	0	0	0	0	1	177	11	0	0	0	2	0	190
20:15	10	0	0	0	0	0	0	10	1	0	0	0	0	0	0	1	136	9	0	0	1	3	0	149
20:30	9	0	0	0	0	0	0	9	1	0	0	0	0	0	0	1	144	9	0	0	1	3	0	157
20:45	8	0	0	0	0	0	0	8	1	0	0	0	0	0	0	1	146	6	0	0	1	3	0	156
21:00	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2	145	4	0	0	2	3	0	154
21:15	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2	130	3	0	0	1	1	0	135
21:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	116	2	0	0	1	1	0	120

Intelligent Data Collection Limited

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Client: Vectos
Project Number: ID04567
Junction Number: Site 1

Date of Survey: 04.04.2019
Junction Name: Turnoak Roundabout
Junction Type: 4-arm Roundabout

Arm A: A320 Guildford Road (N)
Arm B: A247 Wych Hill Lane (E)
Arm C: A320 Egley Road (S)
Arm D: Wych Hill Lane (W)

	B to D								B to C								C 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
06:00	5	1	0	0	0	0	0	6	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
06:15	6	3	0	0	0	0	0	9	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
06:30	19	8	0	0	0	0	0	27	14	1	0	0	0	0	0	15	1	0	0	0	0	0	0	1
06:45	31	8	1	0	0	0	0	40	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0
07:00	41	13	0	0	0	0	0	54	6	2	0	0	0	0	0	8	2	0	0	0	0	0	0	2
07:15	57	13	0	0	0	1	0	71	18	1	0	0	0	0	0	19	0	0	0	0	0	0	0	0
07:30	105	17	0	0	0	0	0	122	16	3	0	0	0	0	0	19	0	0	0	0	0	0	0	0
07:45	134	10	0	0	0	1	0	145	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
08:00	118	13	1	0	1	0	0	133	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0
08:15	160	18	0	0	1	0	0	179	28	0	0	0	1	0	0	29	0	0	0	0	0	0	0	0
08:30	153	13	0	0	0	0	0	166	25	1	0	0	0	0	0	26	0	0	0	0	0	0	0	0
08:45	132	15	1	0	0	0	0	148	19	1	0	0	0	1	0	21	1	0	0	0	0	0	0	1
09:00	78	19	1	1	0	0	1	100	11	4	0	0	0	1	0	16	2	0	0	0	0	0	0	2
09:15	86	11	3	0	0	0	0	100	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0
09:30	82	12	0	0	3	2	0	99	12	1	0	1	0	0	0	14	0	0	0	0	0	0	0	0
09:45	76	5	2	0	2	1	0	86	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0
15:00	83	8	0	0	0	0	0	91	23	4	0	0	0	0	0	27	1	0	0	0	0	0	0	1
15:15	76	13	3	0	0	0	0	92	11	2	0	0	0	0	0	13	2	0	0	0	0	0	0	2
15:30	76	10	0	0	0	0	1	87	14	4	0	0	0	0	0	18	0	0	0	0	0	0	0	0
15:45	91	13	1	0	7	0	0	112	23	4	0	0	0	0	0	27	0	0	0	0	0	0	0	0
16:00	101	7	0	0	2	2	2	114	20	7	0	0	0	0	0	27	2	0	0	0	0	0	0	2
16:15	120	8	3	0	0	0	0	131	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0
16:30	126	9	1	0	0	0	0	136	15	2	0	0	1	0	0	18	0	0	0	0	0	0	0	0
16:45	128	12	0	0	0	0	0	140	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0
17:00	101	18	1	0	0	1	0	121	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
17:15	84	12	0	0	0	1	0	97	21	0	0	0	0	0	0	21	0	0	0	0	0	0	0	0
17:30	111	7	0	0	0	0	1	119	31	1	1	0	0	0	0	33	0	0	0	0	0	0	0	0
17:45	117	8	0	0	0	1	0	126	15	1	0	0	0	0	0	16	0	1	0	0	0	0	0	1
18:00	84	8	0	0	0	0	0	92	14	2	0	0	0	0	0	16	0	0	0	0	0	0	0	0
18:15	105	8	1	0	0	0	1	115	15	4	0	0	0	0	0	19	0	0	0	0	0	0	0	0
18:30	103	8	0	0	0	2	1	114	16	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0
18:45	87	4	0	0	0	0	0	91	19	1	0	0	0	0	0	20	1	0	0	0	0	0	0	1
19:00	99	3	0	0	0	2	0	104	21	0	0	0	0	1	0	22	1	0	0	0	0	0	0	1
19:15	81	6	0	0	0	1	0	88	14	3	0	0	0	0	0	17	0	0	0	0	0	0	0	0
19:30	63	5	1	0	0	0	0	69	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0
19:45	78	4	0	0	0	0	0	82	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0
20:00	73	4	0	0	0	0	0	77	23	1	0	0	0	0	0	24	0	0	0	0	0	0	0	0
20:15	52	1	0	0	0	0	0	53	10	1	1	0	0	0	0	12	0	0	0	0	0	0	0	0
20:30	75	3	0	0	0	1	0	79	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0
20:45	51	4	0	0	0	1	0	56	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0
21:00	76	3	0	0	0	0	0	79	17	1	0	0	0	0	0	18	0	0	0	0	0	0	0	0
21:15	43	1	0	0	0	0	0	44	8	1	1	0	0	0	0	10	0	0	0	0	0	0	0	0
21:30	37	3	0	0	0	0	0	40	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0
21:45	33	1	0	0	0	0	0	34	9	3	0	0	0	0	0	12	0	0	0	0	0	0	0	0
22:00	33	3	0	0	0	0	0	36	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
22:15	31	2	0	0	0	0	0	33	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
Start Time				**Rolling Hour**				**Total**				**Rolling Hour**				**Total**				**Rolling Hour**				**Total**
06:00	61	20	1	0	0	0	0	82	31	3	0	0	0	0	0	34	2	0	0	0	0	0	0	2
06:15	97	32	1	0	0	0	0	130	34	5	0	0	0	0	0	39	3	0	0	0	0	0	0	3
06:30	148	42	1	0	0	1	0	192	49	5	0	0	0	0	0	54	3	0	0	0	0	0	0	3
06:45	234	51	1	0	0	1	0	287	51	7	0	0	0	0	0	58	2	0	0	0	0	0	0	2
07:00	337	53	0	0	0	2	0	392	50	6	0	0	0	0	0	56	2	0	0	0	0	0	0	2
07:15	414	53	1	0	1	2	0	471	60	5	0	0	0	0	0	65	0	0	0	0	0	0	0	0
07:30	517	58	1	0	2	1	0	579	70	4	0	0	1	0	0	75	0	0	0	0	0	0	0	0
07:45	565	54	1	0	2	1	0	623	79	2	0	0	1	0	0	82	0	0	0	0	0	0	0	0
08:00	563	59	2	0	2	0	0	626	88	3	0	0	1	1	0	93	1	0	0	0	0	0	0	1
08:15	523	65	2	1	1	0	1	593	83	6	0	0	1	2	0	92	3	0	0	0	0	0	0	3
08:30	449	58	5	1	0	0	1	514	70	7	0	0	0	2	0	79	3	0	0	0	0	0	0	3
08:45	378	57	5	1	3	2	1	447	57	7	0	1	0	2	0	67	3

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 1

Date of Survey: 04.04.2019
Junction Name: Turnoak Roundabout
Junction Type: 4-arm Roundabout

Arm A: A320 Guildford Road (N)
Arm B: A247 Wych Hill Lane (E)
Arm C: A320 Egley Road (S)
Arm D: Wych Hill Lane (W)

	C to B								C to A								C to D							
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
06:00	11	0	0	0	0	0	0	11	33	4	1	0	0	2	0	40	10	4	0	0	1	0	0	15
06:15	8	2	0	0	0	0	0	10	43	2	0	1	0	0	0	46	9	3	0	0	0	0	0	12
06:30	8	0	0	0	0	0	0	8	78	7	2	0	0	0	1	88	3	3	0	0	2	0	0	8
06:45	7	3	0	0	0	0	0	10	74	13	1	1	1	2	2	94	19	7	1	0	1	0	0	28
07:00	9	4	1	0	0	0	0	14	97	15	1	1	1	0	0	115	24	11	0	0	1	1	0	37
07:15	8	2	0	0	0	0	0	10	109	15	1	0	0	1	0	126	26	10	3	0	2	0	0	41
07:30	10	1	1	0	0	0	0	12	112	26	6	3	0	0	0	147	25	6	0	0	0	1	0	32
07:45	23	7	0	0	0	0	0	30	129	12	2	3	0	2	0	148	37	10	2	0	0	0	0	49
08:00	20	2	0	0	0	0	0	22	118	13	1	0	0	3	1	136	31	10	1	1	3	1	0	47
08:15	27	1	0	0	1	0	0	29	119	8	1	0	0	3	0	131	26	5	2	0	0	0	0	33
08:30	13	1	0	1	0	1	0	16	129	11	1	2	1	1	4	149	27	6	2	0	0	0	0	35
08:45	16	2	0	0	0	0	0	18	113	6	1	2	0	0	0	122	25	7	0	2	2	0	0	36
09:00	10	1	0	0	1	0	0	12	107	5	3	2	0	2	0	119	22	8	0	0	0	0	0	30
09:15	17	0	0	0	0	0	0	17	114	8	5	2	0	0	0	129	30	8	0	0	1	0	0	39
09:30	22	2	0	0	0	0	0	24	101	9	1	2	1	2	0	116	24	8	1	0	0	0	0	33
09:45	10	1	1	0	0	0	0	12	79	11	2	0	0	1	0	93	16	7	0	0	2	0	0	25
15:00	13	3	0	0	0	0	0	16	68	7	1	0	0	0	0	76	60	4	0	0	0	0	1	65
15:15	28	5	0	0	0	0	0	33	118	13	1	0	0	0	2	134	69	8	1	0	1	1	0	80
15:30	15	3	1	0	0	0	0	19	68	7	3	4	0	1	1	84	52	7	2	0	0	0	0	61
15:45	18	2	0	0	0	0	0	20	48	8	1	1	0	0	0	58	65	11	1	0	2	0	0	79
16:00	19	2	0	0	0	0	0	21	80	8	1	0	0	0	0	89	66	9	0	0	0	0	0	75
16:15	11	3	0	0	0	0	0	14	97	8	0	1	0	0	1	107	71	10	1	1	1	0	0	84
16:30	21	1	0	0	0	0	0	22	96	4	0	0	1	1	0	102	75	6	1	0	0	1	0	83
16:45	14	1	0	0	0	0	0	15	81	4	0	0	0	2	0	87	52	2	0	0	0	0	0	54
17:00	12	4	0	0	0	1	0	17	68	11	0	0	1	1	0	81	66	3	0	0	3	0	0	72
17:15	21	0	1	0	0	0	0	22	87	7	1	1	0	1	0	97	78	5	1	0	0	0	0	84
17:30	16	3	0	0	0	0	0	19	109	2	0	1	0	2	1	115	68	2	0	0	1	0	0	71
17:45	12	0	0	0	0	0	0	12	71	4	0	0	0	0	0	75	55	4	1	0	0	1	0	61
18:00	12	0	0	0	0	0	0	12	76	3	0	0	0	1	0	80	64	2	0	0	0	1	0	67
18:15	13	2	0	0	0	0	0	15	87	4	0	0	0	0	0	91	55	3	0	0	2	1	0	61
18:30	22	0	0	0	0	0	0	22	78	8	0	1	0	0	0	87	39	5	0	0	0	0	0	44
18:45	21	0	0	0	0	0	0	21	70	1	0	0	0	1	1	73	41	1	0	0	0	1	0	43
19:00	25	1	0	0	0	0	0	26	98	4	0	0	0	1	1	104	83	2	0	0	0	0	0	85
19:15	10	2	0	0	0	0	0	12	70	2	0	0	0	0	0	72	51	2	0	0	1	1	0	55
19:30	10	0	0	0	0	0	0	10	36	1	0	0	0	1	0	38	37	3	1	0	0	1	0	42
19:45	19	0	0	0	0	1	0	20	55	2	0	0	0	0	0	57	38	0	0	0	0	0	0	38
20:00	15	0	0	0	0	0	0	15	51	0	2	0	0	0	0	53	63	0	0	0	0	0	0	63
20:15	8	0	0	0	0	0	0	8	63	3	0	0	0	0	0	66	33	0	0	0	0	0	0	33
20:30	6	2	0	0	0	0	0	8	53	0	0	0	1	0	0	54	24	0	0	0	0	0	0	24
20:45	13	0	0	0	0	0	0	13	55	1	0	0	0	0	0	56	19	0	0	0	0	0	0	19
21:00	10	0	0	0	0	0	0	10	47	0	0	0	0	0	0	47	20	0	0	0	0	0	0	20
21:15	5	0	0	0	0	0	0	5	40	2	0	0	0	1	0	43	22	0	0	0	0	0	0	22
21:30	5	2	0	0	0	0	0	7	35	2	0	0	0	1	0	38	20	0	0	0	0	0	0	20
21:45	3	0	0	0	0	0	0	3	35	1	0	0	0	0	0	36	25	1	0	0	0	0	0	26
22:00	2	0	0	0	0	0	0	2	35	1	0	0	0	0	0	36	22	2	0	0	0	0	0	24
22:15	6	0	0	0	0	0	0	6	32	1	0	0	0	0	0	33	25	0	0	0	0	1	1	27
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	34	5	0	0	0	0	0	39	228	26	4	2	1	4	3	268	41	17	1	0	4	0	0	63
06:15	32	9	1	0	0	0	0	42	292	37	4	3	2	2	3	343	55	24	1	0	4	1	0	85
06:30	32	9	1	0	0	0	0	42	358	50	5	2	2	3	3	423	72	31	4	0	6	1	0	114
06:45	34	10	2	0	0	0	0	46	392	69	9	5	2	3	2	482	94	34	4	0	4	2	0	138
07:00	50	14	2	0	0	0	0	66	447	68	10	7	1	3	0	536	112	37	5	0	3	2	0	159
07:15	61	12	1	0	0	0	0	74	468	66	10	6	0	6	1	557	119	36	6	1	5	2	0	169
07:30	80	11	1	0	1	0	0	93	478	59	10	6	0	8	1	562	119	31	5	1	3	2	0	161
07:45	83	11	0	1	1	1	0	97	495	44	5	5	1	9	5	564	121	31	7	1	3	1	0	164
08:00	76	6	0	1	1	1	0	85	479	38	4	4	1	7	5	538	109	28	5	3	5	1	0	151
08:15	66	5	0	1	1	2	0	75	468	30	6	6	1	6	4	521	100	26	4	2	2	0	0	134
08:30	56	4	0	1	0	2	0	63	463	30	10	8	1	3	4	519	104	29	2	2	3	0	0	140
08:45	65	5	0	0	0	1	0	71	435	28	10	8	1	4	0	486	101	31	1	2	3	0	0	138
09:00	59	4	1	0	0	1	0	65	401	33	11	6	1	5	0	457	92	31	1	0	3	0	0	127
15:00	74	13	1	0	0	0	0	88	302	35	6	5	0	1	3	352	246	30	4	0	3	1	1	285
15:15	80	12	1	0	0	0	0	93	314	36	6	5	0	1	3	365	252	35	4	0	3	1	0	295
15:30	63	10	1	0	0	0	0	74	293	31	5	5	0	1	2	338	254	37	4	1	3	0	0	299
15:45	69	8	0	0	0	0	0	77	321	28	2	2	1	1	1	356	277	36	3	1	3	1	0	321
16:00	65	7	0	0	0	0	0	72	354	24	1	1	1	3	1	385	264	27	2	1	1	1	0	296
16:15	58	9	0	0	0	1	0	68	342	27	0	1	2	4	1	377	264	21	2	1	4	1	0	293
16:30	68	6	1	0	0	1	0	76	332	26	1	1	2	5	0	367	271	16	2	0	3	1	0	293
16:45	63	8	1	0	0	1	0	73	345	24	1	2	1	6	1	380	264	12	1	0	4	0	0	281
17:00	61	7	1	0	0	1	0	70	335	24	1	2	1	4	1	368	267	14	2	0	4	1	0	288
17:15	61	3	1	0	0	0	0	65	343	16	1	2	0	4	1	367	265	13	2	0	1	2	0	283
17:30	53	5	0	0	0	0	0	58	343	13	0	1	0	3	1	361	242	11	1	0	3	3	0	260
17:45	59	2	0	0	0	0	0	61	312	19	0	1	0	1	0	333	213	14	1	0	2	3	0	233
18:00	68	2	0	0	0	0	0	70	311	16	0	1	0	2	1	331	199	11	0	0	2	3	0	215
18:15	81	3	0	0	0	0	0	84	333	17	0	1	0	2	2	355	218	11	0	0	2	2	0	233
18:30	78	3	0	0	0	0	0	81	316	15	0	1	0	2	2	336	214	10	0	0	1	2	0	227
18:45	66	3	0	0	0	0	0	69	274	8	0	0	0	3	2	287	212	8	1	0	1	3	0	225
19:00	64	3	0	0	0	1	0	68	259	9	0	0	0	2	1	271	209	7	1	0	1	2	0	220
19:15	54	2	0	0	0	1	0	57	212	5	2	0	0	1	0	220	189	5	1	0	1	2	0	198
19:30	52	0	0	0	0	1	0	53	205	6	2	0	0	1	0	214	171	3	1	0	0	1	0	176
19:45	48	2	0	0	0	1	0	51	222	5	2	0	1	0	0	230	158	0	0	0	0	0	0	158
20:00	42	2	0	0	0	0	0	44	222	4	2	0	1	0	0	229	139	0	0	0	0	0	0	139
20:15	37	2	0	0	0	0	0	39	218	4	0	0	1	0	0	223	96	0	0	0	0	0	0	96
20:30	34	2	0	0	0	0	0	36	195	3	0	0	1	1	0	200	85	0	0	0	0	0	0	85
20:45	33	2	0	0	0	0	0	35	177	5	0	0	0	2	0	184	81	0	0	0	0	0	0	81
21:00	23	2	0	0	0	0	0	25	157	5	0	0	0	2	0	164	87	1	0	0	0	0	0	88
21:15	15	2	0	0	0	0	0	17	145	6	0	0	0	2	0	153	89	3	0	0	0	0	0	92
21:30	16	2	0	0	0	0	0	18	137	5	0	0	0	1	0	143	92	3	0	0	0	1	1	97

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 1

Date of Survey: 04.04.2019
Junction Name: Turnoak Roundabout
Junction Type: 4-arm Roundabout

Arm A: A320 Guildford Road (N)
Arm B: A247 Wych Hill Lane (E)
Arm C: A320 Egley Road (S)
Arm D: Wych Hill Lane (W)

	D to D								D to C								D 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
06:00	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	32	3	0	0	0	0	0	35
06:15	0	0	0	0	0	0	0	0	18	6	1	1	0	0	0	26	24	3	1	0	0	0	1	29
06:30	0	0	0	0	0	0	0	0	28	5	2	0	0	1	0	36	31	3	0	0	0	1	0	35
06:45	0	0	0	0	0	0	0	0	39	5	1	0	1	0	0	46	45	7	1	0	0	1	0	54
07:00	0	0	0	0	0	0	0	0	56	12	0	4	2	1	0	75	59	17	1	0	0	1	0	78
07:15	0	0	0	0	0	0	0	0	60	9	0	1	1	1	0	72	56	10	0	0	3	0	0	69
07:30	0	0	0	0	0	0	0	0	62	6	1	0	0	0	0	69	77	12	0	0	1	2	1	93
07:45	0	0	0	0	0	0	0	0	60	3	2	1	0	0	0	66	86	11	0	0	0	0	0	97
08:00	0	0	0	0	0	0	0	0	76	8	0	0	2	0	1	87	87	7	0	0	4	0	1	99
08:15	0	0	0	0	0	0	0	0	67	5	1	1	0	0	0	74	88	6	0	0	0	0	1	95
08:30	0	1	0	0	0	0	0	1	60	3	0	0	1	1	0	65	95	10	2	0	0	3	5	115
08:45	0	0	0	0	0	0	0	0	60	4	3	0	1	0	0	68	102	9	1	0	1	0	0	113
09:00	0	0	0	0	0	0	0	0	46	4	3	2	2	0	0	57	86	9	0	0	0	0	1	96
09:15	0	0	0	0	0	0	0	0	50	7	3	2	0	0	0	62	105	8	1	1	0	1	0	116
09:30	0	0	0	0	0	0	0	0	43	9	2	0	1	0	0	55	76	11	0	1	0	0	2	90
09:45	0	0	0	0	0	0	0	0	37	8	2	0	1	0	0	48	98	16	2	0	1	0	0	117
15:00	0	0	0	0	0	0	0	0	36	6	1	4	0	0	0	47	76	4	0	0	0	1	0	81
15:15	0	0	0	0	0	0	0	0	48	4	1	0	1	1	0	55	84	8	0	0	0	0	0	92
15:30	0	0	0	0	0	0	0	0	59	10	2	2	1	0	0	74	100	9	1	0	0	0	0	110
15:45	0	0	0	0	0	0	0	0	52	10	0	1	3	0	0	66	108	12	0	0	1	0	0	121
16:00	1	0	0	0	0	0	0	1	53	8	1	1	1	1	0	65	82	7	1	0	0	0	0	90
16:15	0	0	0	0	0	0	0	0	61	10	1	0	0	1	0	73	90	11	0	0	0	1	0	102
16:30	0	0	0	0	0	0	0	0	58	11	0	0	0	1	0	70	99	7	1	0	1	1	1	110
16:45	0	0	0	0	0	0	0	0	55	6	0	1	1	1	1	65	96	9	0	0	0	0	0	105
17:00	1	0	0	0	0	0	0	1	81	7	0	0	1	1	0	90	105	12	0	0	0	1	0	118
17:15	0	0	0	0	0	0	0	0	86	8	0	0	2	0	0	96	99	2	0	0	0	1	0	102
17:30	0	0	0	0	0	0	0	0	77	2	0	0	0	1	0	80	82	10	0	0	0	2	0	94
17:45	0	0	0	0	0	0	0	0	63	2	0	0	0	0	0	65	103	3	0	0	0	0	0	106
18:00	0	0	0	0	0	0	0	0	64	2	0	0	2	1	0	69	78	9	0	0	0	2	0	89
18:15	1	0	0	0	0	0	0	1	63	2	0	0	0	0	0	65	94	12	0	0	0	0	0	106
18:30	0	0	0	0	0	0	0	0	69	4	0	0	0	0	0	73	81	9	0	0	0	0	0	90
18:45	0	0	0	0	0	0	0	0	60	1	0	0	0	0	0	61	118	5	0	0	0	1	0	124
19:00	1	0	0	0	0	0	0	1	42	3	0	0	1	0	0	46	63	3	0	0	0	1	0	67
19:15	0	0	0	0	0	0	0	0	37	4	0	0	0	0	0	41	90	5	0	0	0	1	0	96
19:30	0	0	0	0	0	0	0	0	37	2	0	0	0	0	0	39	66	6	0	0	0	1	0	73
19:45	1	0	0	0	0	0	0	1	46	1	0	0	1	0	0	48	64	5	0	0	0	0	0	69
20:00	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	25	47	1	0	0	0	0	0	48
20:15	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	22	33	2	0	0	0	1	0	36
20:30	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	27	2	0	0	0	0	0	29
20:45	0	0	0	0	0	0	0	0	19	0	0	0	1	0	0	20	47	3	0	0	0	0	0	50
21:00	0	0	0	0	0	0	0	0	12	0	0	0	0	1	0	13	42	4	0	0	0	2	0	48
21:15	0	0	0	0	0	0	0	0	13	0	0	0	0	0	1	14	31	2	0	0	0	0	0	33
21:30	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	14	26	0	0	0	0	0	0	26
21:45	0	0	0	0	0	0	0	0	14	2	0	0	0	0	0	16	19	2	0	0	0	0	0	21
22:00	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12	16	2	0	0	0	0	0	18
22:15	0	0	0	0	0	0	0	0	11	2	0	0	0	1	0	14	14	0	0	0	0	0	0	14
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	0	0	0	0	0	0	0	0	95	17	4	0	1	2	0	119	132	16	2	0	0	2	1	153
06:15	0	0	0	0	0	0	0	0	141	28	4	4	3	3	0	183	159	30	3	0	0	3	1	196
06:30	0	0	0	0	0	0	0	0	183	31	3	5	4	3	0	229	191	37	2	0	3	3	0	236
06:45	0	0	0	0	0	0	0	0	217	32	2	5	4	2	0	262	237	46	2	0	4	4	1	294
07:00	0	0	0	0	0	0	0	0	238	30	3	6	3	2	0	282	278	50	1	0	4	3	1	337
07:15	0	0	0	0	0	0	0	0	258	26	3	2	3	1	1	294	306	40	0	0	8	2	2	358
07:30	0	0	0	0	0	0	0	0	265	22	4	2	2	0	1	296	338	36	0	0	5	2	3	384
07:45	0	1	0	0	0	0	0	1	263	19	3	2	3	1	1	292	356	34	2	0	4	3	7	406
08:00	0	1	0	0	0	0	0	1	263	20	4	1	4	1	1	294	372	32	3	0	5	3	7	422
08:15	0	1	0	0	0	0	0	1	233	16	7	3	4	1	0	264	371	34	3	0	1	3	7	419
08:30	0	1	0	0	0	0	0	1	216	18	9	4	4	1	0	252	388	36	4	1	1	4	6	440
08:45	0	0	0	0	0	0	0	0	199	24	11	4	4	0	0	242	369	37	2	2

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 1

Date of Survey: 04.04.2019
Junction Name: Turnoak Roundabout
Junction Type: 4-arm Roundabout

Arm A: A320 Guildford Road (N)
Arm B: A247 Wych Hill Lane (E)
Arm C: A320 Egley Road (S)
Arm D: Wych Hill Lane (W)

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	D to A							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
06:00	4	0	0	0	0	0	0	4
06:15	4	1	0	0	0	0	0	5
06:30	8	0	0	0	0	0	0	8
06:45	16	0	0	0	0	0	0	16
07:00	9	3	0	0	0	0	0	12
07:15	11	3	0	0	1	0	0	15
07:30	12	1	0	0	0	0	0	13
07:45	12	0	0	0	0	0	0	12
08:00	12	0	0	0	0	0	0	12
08:15	12	1	0	0	0	0	0	13
08:30	19	2	0	0	0	0	1	22
08:45	11	2	0	0	0	0	0	13
09:00	9	1	0	0	0	0	0	10
09:15	13	3	0	0	0	0	0	16
09:30	23	0	0	0	0	0	0	23
09:45	9	1	1	0	0	0	0	11
15:00	10	0	0	0	0	0	0	10
15:15	10	0	0	0	0	0	1	11
15:30	13	2	0	0	0	0	0	15
15:45	12	0	0	0	0	0	0	12
16:00	14	1	0	0	0	0	0	15
16:15	11	3	0	0	0	0	0	14
16:30	11	0	0	0	0	0	0	11
16:45	16	1	0	0	0	0	1	18
17:00	11	1	1	0	0	0	0	13
17:15	19	3	0	0	0	0	0	22
17:30	10	0	0	0	0	0	0	10
17:45	16	0	0	0	0	0	0	16
18:00	14	1	0	0	0	0	0	15
18:15	18	1	0	0	0	0	0	19
18:30	13	0	0	0	0	0	0	13
18:45	13	1	0	0	0	0	0	14
19:00	7	0	0	0	0	0	0	7
19:15	10	0	0	0	0	0	0	10
19:30	12	0	0	0	0	0	1	13
19:45	12	0	0	0	0	0	0	12
20:00	11	0	0	0	0	0	0	11
20:15	10	1	0	0	0	0	0	11
20:30	9	0	0	0	0	0	0	9
20:45	8	0	0	0	0	0	0	8
21:00	3	0	0	0	0	0	0	3
21:15	11	0	0	0	0	0	0	11
21:30	6	0	0	0	0	0	0	6
21:45	3	0	0	0	0	0	0	3
22:00	8	0	0	0	0	0	0	8
22:15	5	0	0	0	0	0	0	5
Start Time	**Rolling Hour**							**Total**
06:00	32	1	0	0	0	0	0	33
06:15	37	4	0	0	0	0	0	41
06:30	44	6	0	0	1	0	0	51
06:45	48	7	0	0	1	0	0	56
07:00	44	7	0	0	1	0	0	52
07:15	47	4	0	0	1	0	0	52
07:30	48	2	0	0	0	0	0	50
07:45	55	3	0	0	0	0	1	59
08:00	54	5	0	0	0	0	1	60
08:15	51	6	0	0	0	0	1	58
08:30	52	8	0	0	0	0	1	61
08:45	56	6	0	0	0	0	0	62
09:00	54	5	1	0	0	0	0	60
15:00	45	2	0	0	0	0	1	48
15:15	49	3	0	0	0	0	1	53
15:30	50	6	0	0	0	0	0	56
15:45	48	4	0	0	0	0	0	52
16:00	52	5	0	0	0	0	1	58
16:15	49	5	1	0	0	0	1	56
16:30	57	5	1	0	0	0	1	64
16:45	56	5	1	0	0	0	1	63
17:00	56	4	1	0	0	0	0	61
17:15	59	4	0	0	0	0	0	63
17:30	58	2	0	0	0	0	0	60
17:45	61	2	0	0	0	0	0	63
18:00	58	3	0	0	0	0	0	61
18:15	51	2	0	0	0	0	0	53
18:30	43	1	0	0	0	0	0	44
18:45	42	1	0	0	0	0	1	44
19:00	41	0	0	0	0	0	1	42
19:15	45	0	0	0	0	0	1	46
19:30	45	1	0	0	0	0	1	47
19:45	42	1	0	0	0	0	0	43
20:00	38	1	0	0	0	0	0	39
20:15	30	1	0	0	0	0	0	31
20:30	31	0	0	0	0	0	0	31
20:45	28	0	0	0	0	0	0	28
21:00	23	0	0	0	0	0	0	23
21:15	28	0	0	0	0	0	0	28
21:30	22	0	0	0	0	0	0	22

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 1

Date of Survey: 04.04.2019
Junction Name: Turnoak Roundabout
Junction Type: 4-arm Roundabout

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	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**
06:00	17	3	0	0	0	0	0	20	60	5	1	0	0	3	0	69
06:15	33	6	0	0	0	0	0	39	65	5	0	1	1	0	0	72
06:30	29	8	0	1	0	1	0	39	121	9	2	0	0	1	1	134
06:45	48	9	3	0	1	1	1	63	138	19	2	1	1	2	3	166
07:00	69	9	2	2	0	0	3	85	150	22	2	1	1	2	1	179
07:15	98	13	2	0	0	1	2	116	204	29	2	0	2	1	1	239
07:30	121	15	1	0	0	0	0	137	193	34	6	3	0	0	0	236
07:45	119	15	6	0	0	1	1	142	206	20	4	3	1	2	0	236
08:00	119	8	3	1	2	1	0	134	214	17	2	1	2	3	1	240
08:15	105	10	0	0	0	1	1	117	180	18	1	0	0	5	0	204
08:30	119	7	1	2	0	0	0	129	216	16	2	2	2	4	5	247
08:45	115	14	3	0	0	0	0	132	180	14	2	2	1	1	0	200
09:00	104	16	4	1	0	1	1	127	161	15	3	2	1	2	0	184
09:15	93	11	2	0	0	0	0	106	163	15	6	3	0	0	1	188
09:30	81	5	4	1	0	0	0	91	172	14	1	3	2	3	0	195
09:45	79	13	0	1	0	0	0	93	128	15	4	0	0	1	0	148
15:00	96	11	1	0	0	3	0	111	172	12	1	1	1	0	0	187
15:15	88	12	2	0	0	1	0	103	175	21	2	1	1	1	3	204
15:30	145	14	0	0	0	0	0	159	132	16	3	5	1	2	1	160
15:45	121	22	2	0	1	1	0	147	118	10	2	1	1	0	0	132
16:00	118	20	0	0	0	0	1	139	170	12	1	0	0	1	0	184
16:15	127	12	0	0	0	2	0	141	179	18	0	1	4	0	1	203
16:30	150	19	1	1	0	0	0	171	151	7	0	0	1	2	0	161
16:45	154	14	2	0	0	1	2	173	158	9	1	0	2	2	1	173
17:00	159	12	1	0	0	4	0	176	132	17	1	0	1	1	0	152
17:15	173	8	2	0	1	1	1	186	163	13	2	1	0	1	0	180
17:30	150	5	0	0	1	2	1	159	185	7	0	1	1	3	1	198
17:45	142	10	0	1	0	1	2	156	149	11	0	0	1	1	0	162
18:00	158	6	0	0	0	1	0	165	151	9	1	0	1	3	0	165
18:15	135	8	1	0	0	1	0	145	162	7	0	0	0	1	0	170
18:30	131	4	0	0	1	2	0	138	137	12	0	1	1	0	0	151
18:45	130	3	1	0	0	1	1	136	138	6	0	0	1	1	1	147
19:00	116	5	0	0	1	2	0	124	182	7	0	0	1	2	1	193
19:15	106	2	0	0	0	1	1	110	139	4	0	0	0	0	0	143
19:30	98	3	1	0	1	0	0	103	94	2	0	0	0	1	1	98
19:45	89	5	0	0	0	1	0	95	121	4	0	0	1	0	0	126
20:00	68	1	0	0	0	0	0	69	140	4	2	0	0	1	0	147
20:15	57	0	1	0	0	1	0	59	105	6	0	0	0	0	0	111
20:30	66	1	0	0	0	1	0	68	96	3	0	0	1	1	0	101
20:45	47	1	0	0	0	0	0	48	96	3	0	0	0	0	0	99
21:00	52	3	0	0	0	1	0	56	87	2	0	0	1	2	0	92
21:15	51	1	0	0	1	2	0	55	91	4	0	0	0	1	0	96
21:30	41	3	0	0	0	1	0	45	77	2	0	0	0	2	0	81
21:45	70	2	0	0	0	0	0	72	70	1	0	0	1	0	0	72
22:00	35	1	0	0	0	0	0	36	65	2	0	0	0	0	0	67
22:15	38	1	0	0	0	0	0	39	63	2	0	0	0	0	0	65
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	127	26	3	0	2	1	2	161	384	38	5	2	2	6	4	441
06:15	179	32	5	2	2	1	5	226	474	55	6	3	3	5	5	551
06:30	244	39	7	2	2	2	7	303	613	79	8	2	4	6	6	718
06:45	336	46	8	2	1	2	6	401	685	104	12	5	4	5	5	820
07:00	407	52	11	2	0	2	6	480	753	105	14	7	4	5	2	890
07:15	457	51	12	1	2	3	3	529	817	100	14	7	5	6	2	951
07:30	464	48	10	1	2	3	2	530	793	89	13	7	3	10	1	916
07:45	462	40	10	3	2	3	2	522	816	71	9	6	5	14	6	927
08:00	458	39	7	3	2	2	1	512	790	65	7	5	5	13	6	891
08:15	443	47	8	3	0	2	2	505	737	63	8	6	4	12	5	835
08:30	431	48	10	3	0	1	1	494	720	60	13	9	4	7	6	819
08:45	393	46	13	2	0	1	1	456	676	58	12	10	4	6	1	767
09:00	357	45	10	3	0	1	1	417	624	59	14	8	3	6	1	715
15:00	450	59	5	0	1	5	0	520	597	59	8	8	4	3	4	683
15:15	472	68	4	0	1	2	1	548	595	59	8	7	3	4	4	680
15:30	511	68	2	0	1	3	1	586	599	56	6	7	6	3	2	679
15:45	516	73	3	1	1	3	1	598	618	47	3	2	6	3	1	680
16:00	549	65	3	1	0	3	3	624	658	46	2	1	7	5	2	721
16:15	590	57	4	1	0	7	2	661	620	51	2	1	8	5	2	689
16:30	636	53	6	1	1	6	3	706	604	46	4	1	4	6	1	666
16:45	636	39	5	0	2	8	4	694	638	46	4	2	4	7	2	703
17:00	624	35	3	1	2	8	4	677	629	48	3	2	3	6	1	692
17:15	623	29	2	1	2	5	4	666	648	40	3	2	3	8	1	705
17:30	585	29	1	1	1	5	3	625	647	34	1	1	3	8	1	695
17:45	566	28	1	1	1	5	2	604	599	39	1	1	3	5	0	648
18:00	554	21	2	0	1	5	1	584	588	34	1	1	3	5	1	633
18:15	512	20	2	0	2	6	1	543	619	32	0	1	3	4	2	661
18:30	483	14	1	0	2	6	2	508	596	29	0	1	3	3	2	634
18:45	450	13	2	0	2	4	2	473	553	19	0	0	2	4	3	581
19:00	409	15	1	0	2	4	1	432	536	17	0	0	2	3	2	560
19:15	361	11	1	0	1	2	1	377	494	14	2	0	1	2	1	514
19:30	312	9	2	0	1	2	0	326	460	16	2	0	1	2	1	482
19:45	280	7	1	0	0	3	0	291	462	17	2	0	2	2	0	485
20:00	238	3	1	0	0	2	0	244	437	16	2	0	1	2	0	458
20:15	222	5	1	0	0	3	0	231	384	14	0	0	2	3	0	403
20:30	216	6	0	0	1	4	0	227	370	12	0	0	2	4	0	388
20:45	191	8	0	0	1	4	0	204	351	11	0	0	1	5	0	368
21:00	214	9	0	0	1	4	0	228	325	9	0	0	2	5	0	341
21:15	197	7	0	0	1	3	0	208	303	9	0	0	1	3	0	316
21:30	184	7	0	0	0	1	0	192	275	7	0	0	1	2	0	285

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 1

Date of Survey: 04.04.2019
Junction Name: Turnoak Roundabout
Junction Type: 4-arm Roundabout

	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
06:00	31	2	0	0	0	1	0	34	43	3	0	0	0	0	0	46
06:15	27	6	0	0	1	0	0	34	35	5	1	0	0	0	1	42
06:30	69	11	0	0	0	1	0	81	41	4	0	0	0	1	0	46
06:45	89	15	2	0	0	0	1	107	54	10	1	0	0	1	0	66
07:00	91	19	1	0	0	2	1	114	70	21	2	0	0	1	0	94
07:15	159	25	1	0	1	1	1	188	66	12	0	0	3	0	0	81
07:30	189	27	0	0	0	0	0	216	91	13	1	0	1	2	1	109
07:45	209	18	2	0	1	1	0	231	111	18	1	0	0	0	0	130
08:00	219	18	2	1	3	0	0	243	110	9	0	0	4	0	1	124
08:15	237	27	0	0	2	2	0	268	116	7	0	0	1	0	1	125
08:30	246	17	1	0	1	3	0	268	111	11	2	1	0	4	5	134
08:45	207	22	2	0	1	2	0	234	121	12	1	0	1	0	0	135
09:00	132	32	1	1	1	1	1	169	97	11	1	0	0	1	1	111
09:15	136	16	4	1	0	0	1	158	124	9	1	1	0	1	0	136
09:30	142	18	0	2	4	3	0	169	98	14	0	1	0	0	2	115
09:45	128	9	3	0	2	1	0	143	112	17	3	0	1	0	0	133
15:00	200	17	0	1	1	0	0	219	92	8	0	0	0	1	0	101
15:15	132	23	4	1	1	1	0	162	113	14	0	0	0	0	0	127
15:30	139	21	0	1	1	1	1	164	118	13	2	0	0	0	0	133
15:45	171	19	2	0	8	0	0	200	127	14	0	0	1	0	0	142
16:00	197	17	0	0	2	3	2	221	104	9	1	0	0	0	0	114
16:15	202	17	3	0	4	0	0	226	105	15	0	0	0	1	0	121
16:30	185	14	1	0	1	1	0	202	123	10	1	0	1	1	1	137
16:45	198	18	1	0	2	0	0	219	118	10	0	0	0	0	0	128
17:00	166	23	1	0	0	1	0	191	120	16	0	0	0	2	0	138
17:15	162	15	1	0	0	1	0	179	126	2	1	0	0	1	0	130
17:30	208	13	1	0	1	1	1	225	98	13	0	0	0	2	0	113
17:45	194	16	0	0	1	2	0	213	118	4	0	0	0	0	0	122
18:00	159	15	1	0	1	2	0	178	92	10	0	0	0	2	0	104
18:15	177	14	1	0	0	1	1	194	108	14	0	0	0	0	0	122
18:30	164	12	0	0	1	2	1	180	105	9	0	0	0	0	0	114
18:45	161	9	0	0	1	0	0	171	145	5	0	0	0	1	0	151
19:00	197	6	0	0	1	4	0	208	92	4	0	0	0	1	0	97
19:15	154	11	0	0	0	1	0	166	102	7	0	0	0	1	0	110
19:30	122	7	1	0	0	0	0	130	77	7	0	0	0	1	0	85
19:45	147	6	0	0	1	0	0	154	84	5	0	0	0	1	0	90
20:00	174	9	0	0	0	1	0	184	67	1	0	0	0	0	0	68
20:15	95	4	1	0	0	0	0	100	45	2	0	0	0	1	0	48
20:30	124	6	0	0	0	2	0	132	34	4	0	0	0	0	0	38
20:45	90	8	0	0	0	1	0	99	65	3	0	0	0	0	0	68
21:00	130	6	0	0	1	2	0	139	53	4	0	0	0	2	0	59
21:15	92	4	1	0	0	0	0	97	39	2	0	0	0	0	0	41
21:30	87	3	0	0	0	1	0	91	31	2	0	0	0	0	0	33
21:45	75	4	0	0	1	0	0	80	23	2	0	0	0	0	0	25
22:00	59	4	0	0	0	0	0	63	19	2	0	0	0	0	0	21
22:15	63	3	0	0	0	0	0	66	20	0	0	0	0	0	0	20

Start Time	Rolling Hour							Total	Rolling Hour							Total
06:00	216	34	2	0	1	2	1	256	173	22	2	0	0	2	1	200
06:15	276	51	3	0	1	3	2	336	200	40	4	0	0	3	1	248
06:30	408	70	4	0	1	4	3	490	231	47	3	0	3	3	0	287
06:45	528	86	4	0	1	3	3	625	281	56	4	0	4	4	1	350
07:00	648	89	4	0	2	4	2	749	338	64	4	0	4	3	1	414
07:15	776	88	5	1	5	2	1	878	378	52	2	0	8	2	2	444
07:30	854	90	4	1	6	3	0	958	428	47	2	0	6	2	3	488
07:45	911	80	5	1	7	6	0	1010	448	45	3	1	5	4	7	513
08:00	909	84	5	1	7	7	0	1013	458	39	3	1	6	4	7	518
08:15	822	98	4	1	5	8	1	939	445	41	4	1	2	5	7	505
08:30	721	87	8	2	3	6	2	829	453	43	5	2	1	6	6	516
08:45	617	88	7	4	6	6	2	730	440	46	3	2	1	2	3	497
09:00	538	75	8	4	7	5	2	639	431	51	5	2	1	2	3	495
15:00	642	80	6	3	11	2	1	745	450	49	2	0	1	1	0	503
15:15	639	80	6	2	12	5	3	747	462	50	3	0	1	0	0	516
15:30	709	74	5	1	15	4	3	811	454	51	3	0	1	1	0	510
15:45	755	67	6	0	15	4	2	849	459	48	2	0	2	2	1	514
16:00	782	66	5	0	9	4	2	868	450	44	2	0	1	2	1	500
16:15	751	72	6	0	7	2	0	838	466	51	1	0	1	4	1	524
16:30	711	70	4	0	3	3	0	791	487	38	2	0	1	4	1	533
16:45	734	69	4	0	3	3	1	814	462	41	1	0	0	5	0	509
17:00	730	67	3	0	2	5	1	808	462	35	1	0	0	5	0	503
17:15	723	59	3	0	3	6	1	795	434	29	1	0	0	5	0	469
17:30	738	58	3	0	3	6	2	810	416	41	0	0	0	4	0	461
17:45	694	57	2	0	3	7	2	765	423	37	0	0	0	2	0	462
18:00	661	50	2	0	3	5	2	723	450	38	0	0	0	3	0	491
18:15	699	41	1	0	3	7	2	753	450	32	0	0	0	2	0	484
18:30	676	38	0	0	3	7	1	725	444	25	0	0	0	3	0	472
18:45	634	33	1	0	2	5	0	675	416	23	0	0	0	4	0	443
19:00	620	30	1	0	2	5	0	658	355	23	0	0	0	4	0	382
19:15	597	33	1	0	1	2	0	634	330	20	0	0	0	3	0	353
19:30	538	26	2	0	1	1	0	568	273	15	0	0	0	3	0	291
19:45	540	25	1	0	1	3	0	570	230	12	0	0	0	2	0	244
20:00	483	27	1	0	0	4	0	515	211	10	0	0	0	1	0	222
20:15	439	24	1	0	1	5	0	470	197	13	0	0	0	3	0	213
20:30	436	24	1	0	1	5	0	467	191	13	0	0	0	2	0	206
20:45	399	21	1	0	1	4	0	426	188	11	0	0	0	2	0	201
21:00	394	17	1	0	2	3	0	407	146	10	0	0	0	2	0	158
21:15	313	15	1	0	1	1	0	331	112	8	0	0	0	0	0	120
21:30	284	14	0	0	1	1	0	300	93	6	0	0	0	0	0	99

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 1

Date of Survey: 04.04.2019
Junction Name: Turnoak Roundabout
Junction Type: 4-arm Roundabout

	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
06:00	55	8	1	0	1	2	0	67	25	4	0	0	0	0	0	29
06:15	60	7	0	1	0	0	0	68	44	13	1	0	0	1	0	59
06:30	90	10	2	0	2	0	1	105	64	13	2	0	1	1	1	82
06:45	100	23	2	1	2	2	2	132	92	15	4	0	2	1	1	115
07:00	132	30	2	1	2	1	0	168	127	23	2	6	2	1	3	164
07:15	143	27	4	0	2	1	0	177	165	22	1	1	1	2	2	194
07:30	147	33	7	3	0	1	0	191	179	20	1	0	0	0	0	200
07:45	189	29	4	3	0	2	0	227	172	17	6	1	0	1	1	198
08:00	169	25	2	1	3	4	1	205	185	17	3	1	4	1	1	212
08:15	172	14	3	0	1	3	0	193	182	14	1	1	1	1	1	201
08:30	169	18	3	3	1	2	4	200	182	9	1	2	1	1	0	196
08:45	155	15	1	4	2	0	0	177	175	17	6	0	1	1	0	200
09:00	141	14	3	2	0	3	0	163	146	22	6	3	2	2	1	182
09:15	161	16	5	2	1	0	0	185	149	17	5	2	0	0	0	173
09:30	147	19	2	2	1	2	0	173	130	14	5	2	1	0	0	152
09:45	105	19	3	0	2	1	0	130	112	19	2	1	1	0	0	135
15:00	142	14	1	0	0	0	1	158	142	20	2	4	0	3	0	171
15:15	217	26	2	0	1	1	2	249	132	17	3	0	1	2	0	155
15:30	135	17	6	4	0	1	1	164	190	26	2	2	1	0	0	221
15:45	131	21	2	1	2	0	0	157	172	33	2	1	4	1	0	213
16:00	167	19	1	0	0	0	0	187	179	32	1	1	1	1	1	216
16:15	179	21	1	2	1	0	1	205	185	22	1	0	0	3	0	211
16:30	192	11	1	0	1	2	0	207	199	25	1	1	1	1	0	228
16:45	147	7	0	0	0	2	0	156	195	21	2	1	1	2	3	225
17:00	146	18	0	0	4	2	0	170	224	17	1	0	1	4	0	247
17:15	186	12	3	1	0	1	0	203	264	15	2	0	3	1	1	286
17:30	193	7	0	1	1	2	1	205	242	7	1	0	0	2	1	253
17:45	138	9	1	0	0	1	0	149	199	13	0	1	0	1	2	216
18:00	152	5	0	0	0	2	0	159	204	9	0	0	2	2	0	217
18:15	155	9	0	0	2	1	0	167	188	14	1	0	0	0	0	203
18:30	139	13	0	1	0	0	0	153	200	8	0	0	1	2	0	211
18:45	133	2	0	0	0	2	1	138	186	5	1	0	0	1	1	194
19:00	207	7	0	0	0	1	1	216	163	7	0	0	2	2	0	174
19:15	131	6	0	0	1	1	0	139	139	8	0	0	0	0	1	148
19:30	83	4	1	0	0	2	0	90	140	5	1	0	1	0	0	147
19:45	112	2	0	0	0	1	0	115	134	5	0	0	1	1	0	141
20:00	129	0	2	0	0	0	0	131	100	2	0	0	0	0	0	102
20:15	104	3	0	0	0	0	0	107	80	1	2	0	0	1	0	84
20:30	83	2	0	0	1	0	0	86	84	1	0	0	0	1	0	86
20:45	87	1	0	0	0	0	0	88	61	3	0	0	1	0	0	65
21:00	77	0	0	0	0	0	0	77	76	4	0	0	0	2	0	82
21:15	67	2	0	0	0	1	0	70	66	2	1	0	1	2	1	73
21:30	60	4	0	0	0	1	0	65	61	5	0	0	0	0	0	66
21:45	63	2	0	0	0	0	0	65	85	7	0	0	0	0	0	92
22:00	59	3	0	0	0	0	0	62	46	2	0	0	0	0	0	48
22:15	63	1	0	0	0	1	1	66	52	3	0	0	0	1	0	56

Start Time	Rolling Hour							Total	Rolling Hour							Total
06:00	305	48	5	2	5	4	3	372	225	45	7	0	3	3	2	285
06:15	382	70	6	3	6	3	3	473	327	64	9	6	5	4	5	420
06:30	465	90	10	2	8	4	3	582	448	73	9	7	6	5	7	555
06:45	522	113	15	5	6	5	2	668	563	80	8	7	5	4	6	673
07:00	611	119	17	7	4	5	0	763	643	82	10	8	3	4	6	756
07:15	648	114	17	7	5	8	1	800	701	76	11	3	5	4	4	804
07:30	677	101	16	7	4	10	1	816	718	68	11	3	5	3	3	811
07:45	699	86	12	7	5	11	5	825	721	57	11	5	6	4	3	807
08:00	665	72	9	8	7	9	5	775	724	57	11	4	7	4	2	809
08:15	637	61	10	9	4	8	4	733	685	62	14	6	5	5	2	779
08:30	626	63	12	11	4	5	4	725	652	65	18	7	4	4	1	751
08:45	604	64	11	10	4	5	0	698	600	70	22	7	4	3	1	707
09:00	554	68	13	6	4	6	0	651	537	72	18	8	4	2	1	642
15:00	625	78	11	5	3	2	4	728	636	96	9	7	6	6	0	760
15:15	650	83	11	5	3	2	3	757	673	108	8	4	7	4	1	805
15:30	612	78	10	7	3	1	2	713	726	113	6	4	6	5	1	861
15:45	669	72	5	3	4	2	1	756	735	112	5	3	6	6	1	868
16:00	685	58	3	2	2	4	1	755	758	100	5	3	3	7	4	880
16:15	664	57	2	2	6	6	1	738	803	85	5	2	3	10	3	911
16:30	671	48	4	1	5	7	0	736	882	78	6	2	6	8	4	986
16:45	672	44	3	2	5	7	1	734	925	60	6	1	5	9	5	1011
17:00	663	46	4	2	5	6	1	727	929	52	4	1	4	8	4	1002
17:15	669	33	4	2	1	6	1	716	909	44	3	1	5	6	4	972
17:30	638	30	1	1	3	6	1	680	833	43	2	1	2	5	3	889
17:45	584	36	1	1	2	4	0	628	791	44	1	1	3	5	2	847
18:00	579	29	0	1	2	5	1	617	778	36	2	0	3	5	1	825
18:15	634	31	0	1	2	4	2	674	737	34	2	0	3	5	1	782
18:30	610	28	0	1	1	4	2	646	688	28	1	0	3	5	2	727
18:45	554	19	1	0	1	6	2	583	628	25	2	0	3	3	2	663
19:00	533	19	1	0	1	5	1	560	576	25	1	0	4	3	1	610
19:15	455	12	3	0	1	4	0	475	513	20	1	0	2	1	1	538
19:30	428	9	3	0	0	3	0	443	454	13	3	0	2	2	0	474
19:45	428	7	2	0	1	1	0	439	398	9	2	0	1	3	0	413
20:00	403	6	2	0	1	0	0	412	325	7	2	0	1	2	0	337
20:15	351	6	0	0	1	0	0	358	301	9	2	0	1	4	0	317
20:30	314	5	0	0	1	1	0	321	287	10	1	0	2	5	1	306
20:45	291	7	0	0	0	2	0	300	264	14	1	0	2	4	1	286
21:00	267	8	0	0	0	2	0	277	288	18	1	0	1	4	1	313
21:15	249	11	0	0	0	2	0	262	258	16	1	0	1	2	1	279
21:30	245	10	0	0	0	2	1	258	244	17	0	0	0	1	0	262

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Client: Vectos
Project Number: ID04567
Junction Number: Site 1

Date of Survey: 04.04.2019
Junction Name: Turnoak Roundabout
Junction Type: 4-arm Roundabout

	Arm D Approach								Arm D Exit							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
06:00	46	4	0	0	0	0	0	50	21	5	0	0	1	0	0	27
06:15	46	10	2	0	0	1	1	60	22	6	0	0	0	0	0	28
06:30	67	8	2	0	0	2	0	79	29	11	0	0	2	0	0	42
06:45	100	12	2	0	1	1	0	116	53	15	2	0	1	0	0	71
07:00	124	32	1	4	2	2	0	165	69	24	0	0	1	1	0	95
07:15	127	22	0	1	5	1	0	156	92	24	4	0	2	1	0	123
07:30	151	19	1	0	1	2	1	175	145	27	1	0	0	1	0	174
07:45	158	14	2	1	0	0	0	175	186	21	3	0	0	1	0	211
08:00	175	15	0	0	0	6	0	2	198	173	23	2	1	4	1	0	204
08:15	167	12	1	1	0	0	1	182	203	24	2	0	1	0	0	230
08:30	174	16	2	0	1	4	6	203	199	22	2	0	0	0	0	223
08:45	173	15	4	0	2	0	0	194	174	23	1	2	2	0	0	202
09:00	141	14	3	2	2	0	1	163	114	28	1	1	0	0	1	145
09:15	168	18	4	3	0	1	0	194	122	20	3	0	1	0	0	146
09:30	142	20	2	1	1	0	2	168	112	20	2	0	3	2	0	139
09:45	144	25	5	0	2	0	0	176	104	15	2	0	4	1	0	126
15:00	122	10	1	4	0	1	0	138	154	12	0	0	0	0	1	167
15:15	142	12	1	0	1	1	1	158	159	21	4	0	1	1	0	186
15:30	172	21	3	2	1	0	0	199	151	18	2	0	0	0	1	172
15:45	172	22	0	1	4	0	0	199	178	27	2	0	9	0	0	216
16:00	150	16	2	1	1	1	0	171	179	19	0	0	2	2	2	204
16:15	162	24	1	0	0	2	0	189	201	19	4	1	1	0	0	226
16:30	168	18	1	0	1	2	1	191	222	20	2	0	0	1	0	245
16:45	167	16	0	1	1	1	2	188	195	15	0	0	0	0	0	210
17:00	198	20	1	0	1	2	0	222	193	23	1	0	3	2	0	222
17:15	204	13	0	0	2	1	0	220	172	18	1	0	0	1	0	192
17:30	169	12	0	0	0	3	0	184	195	10	0	0	2	1	1	209
17:45	182	5	0	0	0	0	0	187	190	12	1	0	0	2	0	205
18:00	156	12	0	0	2	3	0	173	178	10	0	0	0	1	0	189
18:15	176	15	0	0	0	0	0	191	185	11	1	0	2	2	1	202
18:30	163	13	0	0	0	0	0	176	155	13	0	0	0	2	1	171
18:45	191	7	0	0	0	1	0	199	146	5	0	0	0	1	0	152
19:00	113	6	0	0	1	1	0	121	196	6	0	0	0	3	0	205
19:15	137	9	0	0	0	1	0	147	148	9	0	0	1	3	0	161
19:30	115	8	0	0	0	1	1	125	107	8	2	0	0	1	0	118
19:45	123	6	0	0	1	0	0	130	132	5	0	0	0	0	0	137
20:00	83	1	0	0	0	0	0	84	147	4	0	0	0	0	0	151
20:15	65	3	0	0	0	1	0	69	91	1	0	0	0	0	0	92
20:30	49	2	0	0	0	0	0	51	108	3	0	0	0	1	0	112
20:45	74	3	0	0	1	0	0	78	76	4	0	0	0	1	0	81
21:00	57	4	0	0	0	3	0	64	100	3	0	0	0	0	0	103
21:15	55	2	0	0	0	0	1	58	69	1	0	0	0	0	0	70
21:30	44	2	0	0	0	0	0	46	63	3	0	0	0	1	0	67
21:45	36	4	0	0	0	0	0	40	66	2	0	0	0	0	0	68
22:00	35	3	0	0	0	0	0	38	58	5	0	0	0	0	0	63
22:15	30	2	0	0	0	1	0	33	59	2	0	0	0	1	1	63
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	259	34	6	0	1	4	1	305	125	37	2	0	4	0	0	168
06:15	337	62	7	4	3	6	1	420	173	56	2	0	4	1	0	236
06:30	418	74	5	5	8	6	0	516	243	74	6	0	6	2	0	331
06:45	502	85	4	5	9	6	1	612	359	90	7	0	4	3	0	463
07:00	560	87	4	6	8	5	1	671	492	96	8	0	3	4	0	603
07:15	611	70	3	2	12	3	3	704	596	95	10	1	6	4	0	712
07:30	651	60	4	2	7	2	4	730	707	95	8	1	5	3	0	819
07:45	674	57	5	2	7	4	9	758	761	90	9	1	5	2	0	868
08:00	689	58	7	1	9	4	9	777	749	92	7	3	7	1	0	859
08:15	655	57	10	3	5	4	8	742	690	97	6	3	3	0	1	800
08:30	656	63	13	5	5	5	7	754	609	93	7	3	3	0	1	716
08:45	624	67	13	6	5	1	3	719	522	91	7	3	6	2	1	632
09:00	595	77	14	6	5	1	3	701	452	83	8	1	8	3	1	556
15:00	608	65	5	7	6	2	1	694	642	78	8	0	10	1	2	741
15:15	636	71	6	4	7	2	1	727	667	85	8	0	12	3	3	778
15:30	656	83	6	4	6	3	0	758	709	83	8	1	12	2	3	818
15:45	652	80	4	2	6	5	1	750	780	85	8	1	12	3	2	891
16:00	647	74	4	2	3	6	3	739	797	73	6	1	3	3	2	885
16:15	695	78	3	1	3	7	3	790	811	77	7	1	4	3	0	903
16:30	737	67	2	1	5	6	3	821	782	76	4	0	3	4	0	869
16:45	738	61	1	1	4	7	2	814	755	66	2	0	5	4	1	833
17:00	753	50	1	0	3	6	0	813	750	63	3	0	5	6	1	828
17:15	711	42	0	0	4	7	0	764	735	50	2	0	2	5	1	795
17:30	683	44	0	0	2	6	0	735	748	43	2	0	4	6	2	805
17:45	677	45	0	0	2	3	0	727	708	46	2	0	2	7	2	767
18:00	686	47	0	0	2	4	0	739	664	39	1	0	2	6	2	714
18:15	643	41	0	0	1	2	0	687	682	35	1	0	2	8	2	730
18:30	604	35	0	0	1	3	0	643	645	33	0	0	1	9	1	689
18:45	556	30	0	0	1	4	1	592	597	28	2	0	1	8	0	636
19:00	488	29	0	0	2	3	1	523	583	28	2	0	1	7	0	621
19:15	458	24	0	0	1	2	1	486	534	26	2	0	1	4	0	567
19:30	386	18	0	0	1	2	1	408	477	18	2	0	0	1	0	498
19:45	320	12	0	0	1	1	0	334	478	13	0	0	0	1	0	492
20:00	271	9	0	0	1	1	0	282	422	12	0	0	0	2	0	436
20:15	245	12	0	0	1	4	0	262	375	11	0	0	0	2	0	388
20:30	235	11	0	0	1	3	1	251	353	11	0	0	0	2	0	366
20:45	230	11	0	0	1	3	1	246	308	11	0	0	0	2	0	321
21:00	192	12	0	0	0	3	1	208	298	9	0	0	0	1	0	308
21:15	170	11	0	0	0	0	1	182	256	11	0	0	0	1	0	268
21:30	145	11	0	0	0	1	0	157	246	12	0	0	0	2	1	261

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 1

Date of Survey: 04.04.2019
Junction Name: Turnoak Roundabout
Junction Type: 4-arm Roundabout

	Total Junction Flow							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
06:00	149	17	1	0	1	3	0	171
06:15	166	29	2	1	1	1	1	201
06:30	255	37	4	0	3	3	2	304
06:45	337	59	9	1	4	4	4	418
07:00	416	90	6	7	4	5	4	532
07:15	527	87	7	1	8	4	3	637
07:30	608	94	9	3	1	3	1	719
07:45	675	76	14	4	1	4	1	775
08:00	682	66	7	3	14	5	3	780
08:15	681	63	4	1	3	6	2	760
08:30	708	58	7	5	3	9	10	800
08:45	650	66	10	4	5	2	0	737
09:00	518	76	11	6	3	5	3	622
09:15	558	61	15	6	1	1	1	643
09:30	512	62	8	6	6	5	2	601
09:45	456	66	11	1	6	2	0	542
15:00	560	52	3	5	1	4	1	626
15:15	579	73	9	1	3	4	3	672
15:30	591	73	9	7	2	2	2	686
15:45	595	84	6	2	15	1	0	703
16:00	632	72	3	1	3	4	3	718
16:15	670	74	5	2	5	4	1	761
16:30	695	62	4	1	3	5	1	771
16:45	666	55	3	1	3	4	4	736
17:00	669	73	3	0	5	9	0	759
17:15	725	48	6	1	3	4	1	788
17:30	720	37	1	1	3	8	3	773
17:45	656	40	1	1	1	4	2	705
18:00	625	38	1	0	3	8	0	675
18:15	643	46	2	0	2	3	1	697
18:30	597	42	0	1	2	4	1	647
18:45	615	21	1	0	1	4	2	644
19:00	633	24	0	0	3	8	1	669
19:15	528	28	0	0	1	4	1	562
19:30	418	22	3	0	1	3	1	448
19:45	471	19	0	0	2	2	0	494
20:00	454	11	2	0	0	1	0	468
20:15	321	10	2	0	0	2	0	335
20:30	322	11	0	0	1	3	0	337
20:45	298	13	0	0	1	1	0	313
21:00	316	13	0	0	1	6	0	336
21:15	265	9	1	0	1	3	1	280
21:30	232	12	0	0	0	3	0	247
21:45	244	12	0	0	1	0	0	257
22:00	188	11	0	0	0	0	0	199
22:15	194	7	0	0	0	2	1	204
Start Time	**Rolling Hour**							**Total**
06:00	907	142	16	2	9	11	7	1094
06:15	1174	215	21	9	12	13	11	1455
06:30	1535	273	26	9	19	16	13	1891
06:45	1888	330	31	12	17	16	12	2306
07:00	2226	347	36	15	14	16	9	2663
07:15	2492	323	37	11	24	16	8	2911
07:30	2646	299	34	11	19	18	7	3034
07:45	2746	263	32	13	21	24	16	3115
08:00	2721	253	28	13	25	22	15	3077
08:15	2557	263	32	16	14	22	15	2919
08:30	2434	261	43	21	12	17	14	2802
08:45	2238	265	44	22	15	13	6	2603
09:00	2044	265	45	19	16	13	6	2408
15:00	2325	282	27	15	21	11	6	2687
15:15	2397	302	27	11	23	11	8	2779
15:30	2488	303	23	12	25	11	6	2868
15:45	2592	292	18	6	26	14	5	2953
16:00	2663	263	15	5	14	17	9	2986
16:15	2700	264	15	4	16	22	6	3027
16:30	2755	238	16	3	14	22	6	3054
16:45	2780	213	13	3	14	25	8	3056
17:00	2770	198	11	3	12	25	6	3025
17:15	2726	163	9	3	10	24	6	2941
17:30	2644	161	5	2	9	23	6	2850
17:45	2521	166	4	2	8	19	4	2724
18:00	2480	147	4	1	8	19	4	2663
18:15	2488	133	3	1	8	19	5	2657
18:30	2373	115	1	1	7	20	5	2522
18:45	2194	95	4	0	6	19	5	2323
19:00	2050	93	3	0	7	17	3	2173
19:15	1871	80	5	0	4	10	2	1972
19:30	1664	62	7	0	3	8	1	1745
19:45	1568	51	4	0	3	8	0	1634
20:00	1395	45	4	0	2	7	0	1453
20:15	1257	47	2	0	3	12	0	1321
20:30	1201	46	1	0	4	13	1	1266
20:45	1111	47	1	0	3	13	1	1176
21:00	1057	46	1	0	3	12	1	1120
21:15	929	44	1	0	2	6	1	983
21:30	858	42	0	0	1	5	1	907

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Intelligent Data Collection Limited
Woking, Surrey

Client: Vectos
Project Number: ID04567
Junction Number: Site 1
Date of Survey: 06.04.2019
Junction Name: Turnoak Roundabout
Junction Type: 4-arm Roundabout

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 1
Date of Survey: 04.04.2019
Junction Name: Turnoak Roundabout
Junction Type: 4-arm Roundabout

Arm A: A320 Guildford Road (N) **Arm B:** A247 Wych Hill Lane (E) **Arm C:** A320 Egley Road (S) **Arm D:** Wych Hill Lane (W)

PCU Summary

Time	A to A	A to D	A to C	A to B	B to B	B to A	B to D	B to C	C to C	C to B	C to A	C to D	D to D	D to C	D to B	D to A
06:00	0	6	14	0	0	24	6	3	1	11	40	17	0	11	35	4
06:15	0	7	29	3	0	23	9	4	0	10	48	12	0	26	29	5
06:30	0	7	31	2	1	55	27	15	1	6	89	11	0	37	34	6
06:45	1	3	60	2	0	55	41	12	0	10	96	30	0	48	54	16
07:00	0	4	82	2	0	51	54	8	2	15	119	38	0	85	78	12
07:15	0	12	102	4	0	100	70	19	0	13	126	47	0	75	74	17
07:30	0	12	112	2	0	75	122	19	0	10	156	51	0	70	95	15
07:45	0	18	124	4	0	79	144	10	0	30	154	51	0	70	97	12
08:00	0	24	115	2	1	98	135	17	0	22	134	54	0	89	104	12
08:15	0	18	97	1	0	99	166	31	0	31	130	55	1	77	111	13
08:30	0	21	110	3	0	77	166	26	0	17	151	37	1	66	94	21
08:45	0	18	113	4	0	67	149	20	1	18	127	43	0	72	115	13
09:00	2	15	110	4	0	55	102	15	2	11	124	30	0	67	95	10
09:15	1	7	97	3	0	44	103	16	0	13	109	43	0	69	118	16
09:30	0	8	88	1	0	59	102	16	0	24	121	34	0	58	90	23
09:45	0	15	76	4	0	45	90	13	0	13	94	28	0	51	120	12
15:00	0	11	95	4	0	104	91	27	1	16	77	64	0	56	80	10
15:15	2	14	86	2	0	61	95	13	2	33	133	82	0	57	92	10
15:30	2	24	129	4	0	62	86	18	0	20	93	63	0	81	111	15
15:45	1	25	123	3	0	63	114	27	2	20	91	63	1	72	123	12
16:00	0	14	122	3	0	79	114	27	2	21	90	75	1	69	91	15
16:15	2	11	124	3	2	86	134	13	0	14	108	88	0	73	101	14
16:30	1	26	143	4	1	46	137	20	0	22	103	83	0	69	111	11
16:45	1	19	148	8	0	71	140	12	0	15	86	84	0	67	105	21
17:00	0	27	144	3	0	58	121	12	0	16	82	77	1	91	117	14
17:15	1	11	171	5	1	61	96	21	0	23	99	85	0	99	101	22
17:30	0	20	139	0	0	74	118	34	0	19	115	73	0	79	93	10
17:45	0	18	134	4	0	72	125	16	1	12	75	66	0	65	106	16
18:00	0	30	131	3	0	71	92	16	0	12	79	66	0	71	88	15
18:15	0	24	120	1	0	59	115	19	0	15	91	63	1	65	106	19
18:30	1	13	122	2	0	53	112	16	1	23	99	44	0	73	93	13
18:45	0	18	112	2	0	62	91	21	1	26	103	85	1	48	66	7
19:00	0	14	106	4	0	83	103	21	1	26	103	85	1	48	66	7
19:15	1	17	89	1	1	60	87	17	0	12	72	56	0	41	95	10
19:30	1	7	77	1	1	47	70	13	0	10	37	42	0	39	72	12
19:45	1	16	77	0	1	58	82	15	0	19	57	38	1	50	69	12
20:00	0	11	53	5	0	82	77	24	0	15	55	63	0	25	48	11
20:15	0	6	50	3	1	34	53	13	0	8	66	33	0	23	35	11
20:30	0	9	57	1	0	29	55	15	0	6	36	24	0	13	29	9
20:45	0	6	37	1	0	35	55	8	0	13	56	19	0	22	50	8
21:00	0	4	50	1	0	42	79	18	0	10	47	20	0	12	47	3
21:15	0	4	39	2	0	42	64	11	0	5	52	22	0	13	35	11
21:30	0	6	38	1	1	36	40	14	0	7	37	21	0	14	26	6
21:45	0	8	64	0	1	35	34	12	0	3	36	26	0	16	21	3
22:00	0	3	32	1	0	23	36	4	0	2	36	24	0	12	18	8
22:15	0	3	36	0	0	27	33	6	0	6	33	26	0	13	14	5
Start Time								**Rolling Hour**								
06:00	1	23	134	7	1	139	83	34	2	39	222	70	0	123	153	33
06:15	1	21	202	9	1	166	131	39	3	43	352	91	0	197	196	41
06:30	1	20	256	8	1	243	193	54	3	48	490	126	0	245	241	53
06:45	2	40	356	10	0	281	287	58	2	48	499	146	0	278	298	58
07:00	1	55	420	12	0	305	391	56	2	68	558	167	0	299	341	54
07:15	1	75	463	12	1	352	472	77	0	75	573	193	0	304	387	54
07:30	1	81	483	12	1	311	582	66	0	95	577	171	0	306	398	59
07:45	0	81	446	10	1	313	626	84	0	100	570	176	1	302	406	58
08:00	0	81	434	10	1	300	631	94	1	88	543	168	1	304	425	59
08:15	2	72	429	14	0	263	697	93	3	77	537	144	0	304	446	57
08:30	3	61	429	12	0	242	520	78	3	64	540	150	1	273	440	60
08:45	3	48	407	12	0	224	456	68	3	70	509	147	0	266	419	62
09:00	3	45	371	12	0	202	397	60	2	65	477	132	0	245	424	61
15:00	5	74	433	11	0	290	395	85	3	89	364	292	0	266	406	47
15:15	5	77	499	10	0	265	419	85	4	94	377	303	1	279	416	52
15:30	5	74	497	11	2	291	458	85	2	75	352	309	1	296	426	56
15:45	5	76	514	11	2	291	508	87	2	77	352	330	1	294	435	52
16:00	4	67	535	18	3	283	525	72	2	72	387	301	1	278	408	57
16:15	4	80	558	18	3	261	532	57	0	67	379	302	1	301	435	56
16:30	3	74	580	20	2	264	476	65	0	76	370	290	1	305	437	64
16:45	2	74	601	16	2	264	476	79	0	73	382	288	1	336	417	63
17:00	1	76	587	12	1	265	461	83	1	70	371	295	1	334	418	62
17:15	1	79	575	12	1	278	432	87	1	66	360	285	0	315	388	63
17:30	0	85	567	8	0	270	451	85	1	58	360	264	1	293	393	60
17:45	1	85	507	10	0	254	445	67	1	61	334	235	1	274	390	63
18:00	1	85	485	12	0	244	410	71	1	70	331	216	1	270	407	61
18:15	1	70	460	13	0	255	421	76	2	84	354	235	2	247	386	53
18:30	1	63	451	13	0	248	384	74	2	81	335	227	1	236	345	44
18:45	1	57	404	12	2	251	351	71	2	69	284	226	1	189	358	43
19:00	2	55	370	6	3	247	342	66	1	67	269	221	2	177	303	41
19:15	2	41	327	7	3	231	283	69	0	55	211	179	1	135	285	45
19:30	1	42	278	9	3	227	283	65	0	52	211	179	1	135	225	46
19:45	1	42	238	9	2	211	264	67	0	50	233	158	1	110	181	43
20:00	0	32	198	14	1	189	264	60	0	44	232	139	0	82	162	39
20:15	0	23	185	10	1	167	266	54	0	39	225	96	0	69	131	31
20:30	0	23	194	9	1	157	257	52	0	36	201	85	0	60	159	31
20:45	0	20	175	8	1	156	218	51	0	35	183	81	0	61	156	28
21:00	0	22	182	3	2	155	194	55	0	25	163	88	0	56	127	23
21:15	0	20	182	3	2	136	157	41	0	17	152	92	0	55	98	20
21:30	0	20	170	1	1	121	143	36	0	18	142	96	0	55	79	22

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Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	24.04.2019			
Prepared by	Grant Daniel Breddy			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04567			
File Ref	ID04567 Woking, Surrey - MCC Site 1 - 06.04.2019			

Issue Sheet

Issued to	Date			
	26.04.2019			
Taylor Davis	E-mail			

Contents Page

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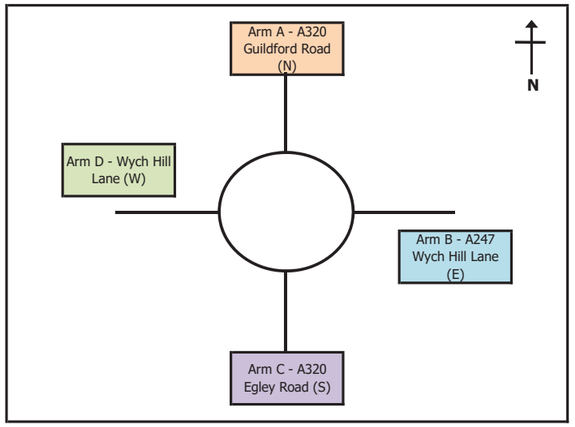
Intelligent Data Collection Limited

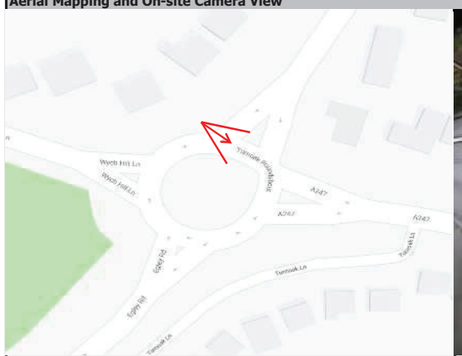
Client:	Vectos	**Date of Survey:**	06.04.2019
Project Number:	ID04567	**Junction Name:**	Turnoak Roundabout
Junction Number:	Site 1	**Junction Type:**	4-arm Roundabout

X Coordinate	Y Coordinate	Google Maps Link	
51.3083497007307	-0.5652060253129321	Click Here	
Weather Conditions			
Cloudy			

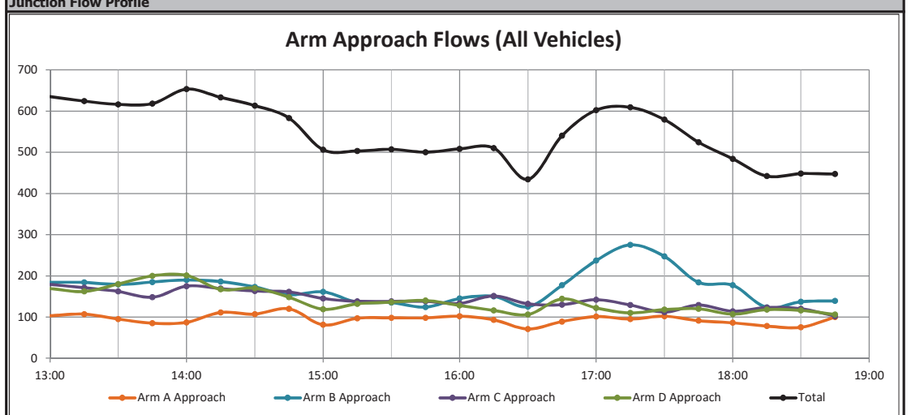
Junction Layout



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):

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 1

Date of Survey: 06.04.2019
Junction Name: Turnoak Roundabout
Junction Type: 4-arm Roundabout

Arm A: A320 Guildford Road (N)
Arm B: A247 Wych Hill Lane (E)
Arm C: A320 Egley Road (S)
Arm D: Wych Hill Lane (W)

	A to A							A to B							A to C							A to D						
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	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
13:00	0	0	0	0	0	0	0	0	74	5	1	2	0	3	0	85	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	84	1	0	0	0	1	0	86	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	78	5	0	0	0	0	0	83	11	0	1	0	0	0	0	12	0	0	0	0	0	0	0	0
13:45	1	0	0	0	0	0	0	0	65	6	0	0	0	1	0	72	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	60	4	0	0	0	0	0	64	14	3	0	0	0	0	0	17	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	87	5	0	0	0	1	0	94	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0
14:30	2	0	0	0	0	0	0	2	80	5	0	0	0	1	0	86	12	3	0	0	0	1	0	15	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	95	5	0	0	0	0	0	101	16	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	70	3	1	0	0	0	0	74	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	1	0	1	74	5	0	0	0	2	0	81	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	80	4	0	0	1	0	0	87	5	2	0	0	0	0	0	7	0	0	0	0	0	0	0	0
15:45	1	0	0	0	0	0	0	1	75	8	1	0	0	0	0	84	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	79	6	0	0	0	1	0	86	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	77	6	0	0	0	0	0	83	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	2	0	2	58	4	0	0	0	0	0	62	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	65	3	0	0	0	0	0	69	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	55	4	2	0	0	0	0	65	33	0	0	0	0	0	0	33	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	77	2	0	0	0	0	0	81	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
17:30	2	0	0	0	0	0	0	2	86	6	0	0	0	1	0	94	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1	75	4	0	0	0	0	0	79	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	69	6	0	0	0	0	0	75	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1	62	1	0	0	0	0	0	64	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	58	7	0	0	0	0	0	65	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	69	4	0	0	0	0	0	73	19	1	0	0	0	0	0	20	0	0	0	0	0	0	0	0
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	1	0	0	0	0	0	0	1	301	17	1	2	0	5	0	326	43	1	0	0	0	0	0	44	0	0	0	0	0	0	0	0
13:15	1	0	0	0	0	0	0	1	287	16	0	0	0	2	0	305	46	4	0	0	0	0	0	50	0	0	0	0	0	0	0	0
13:30	1	0	0	0	0	0	0	1	290	20	0	0	0	1	0	313	47	4	0	0	0	0	0	51	0	0	0	0	0	0	0	0
13:45	3	0	0	0	0	0	0	3	292	20	0	0	0	1	0	316	48	7	0	0	0	0	0	55	0	0	0	0	0	0	0	0
14:00	2	0	0	0	0	0	0	2	322	19	0	0	0	0	0	345	49	4	0	0	0	0	0	53	0	0	0	0	0	0	0	0
14:15	2	0	0	0	0	0	0	2	319	18	1	0	0	2	0	355	46	3	0	0	0	0	0	50	0	0	0	0	0	0	0	0
14:30	2	0	0	0	0	0	0	2	319	17	1	0	1	3	0	342	39	2	0	0	0	0	0	41	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	308	23	1	0	1	3	0	343	46	3	0	0	0	0	0	49	0	0	0	0	0	0	0	0
15:00	1	0	0	0	0	0	0	1	299	20	2	0	1	2	0	326	31	4	0	0	0	0	0	35	0	0	0	0	0	0	0	0
15:15	1	0	0	0	0	0	0	1	311	24	1	0	1	2	0	338	35	4	0	0	0	0	0	39	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	0	0	1	289	24	1	0	1	3	0	340	27	4	0	0	0	0	0	31	0	0	0	0	0	0	0	0
15:45	1	0	0	0	0	0	0	1	279	19	0	0	0	1	0	315	28	2	0	0	0	0	0	30	0	0	0	0	0	0	0	0
16:00	1	0	0	0	0	0	0	1	255	17	2	0	0	1	0	300	34	0	0	0	0	0	0	34	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1	255	13	2	0	0	1	0	279	57	0	0	0	0	0	0	57	0	0	0	0	0	0	0	0
16:30	3	0	0	0	0	0	0	3	283	15	2	0	0	1	0	277	65	0	0	0	0	0	0	65	0	0	0	0	0	0	0	0
16:45	3	0	0	0	0	0	0	3	293	16	2	0	0	0	0	309	61	0	0	0	0	0	0	61	0	0	0	0	0	0	0	0
17:00	3	0	0	0	0	0	0	3	307	18	0	0	0	0	0	319	54	0	0	0	0	0	0	54	0	0	0	0	0	0	0	0
17:15	3	0	0	0	0	0	0	3	292	17	0	0	0	0	0	329	30	1	0	0	0	0	0	31	0	0	0	0	0	0	0	0
17:30	4	0	0	0	0	0	0	4	264	18	0	0	0	0	0	313	28	1	0	0	0	0	0	29	0	0	0	0	0	0	0	0
17:45	2	0	0	0	0	0	0	2	258	18	0	0	0	0	0	286	32	1	0	0	0	0	0	33	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	1	258	18	0	0	0	0	0	282	44	2	0	0	0	0	0	46	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 1

Date of Survey: 06.04.2019
Junction Name: Turnoak Roundabout
Junction Type: 4-arm Roundabout

Arm A: A320 Guildford Road (N)
Arm B: A247 Wych Hill Lane (E)
Arm C: A320 Egley Road (S)
Arm D: Wych Hill Lane (W)

	A to B								B to B								B 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
13:00	5	2	0	0	0	0	0	7	1	0	0	0	0	0	0	1	70	2	0	0	0	0	3	75
13:15	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1	86	2	0	0	1	3	1	93
13:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	71	5	0	0	2	2	0	80
13:45	3	1	0	0	1	0	0	5	0	0	0	0	0	0	0	0	77	3	0	0	0	1	0	81
14:00	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	87	3	0	0	0	0	0	90
14:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	61	5	0	0	1	0	4	71
14:30	3	1	0	0	0	0	0	4	1	0	0	0	0	0	0	1	64	4	0	0	2	0	0	70
14:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	62	4	0	0	0	2	0	68
15:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	71	4	1	0	1	2	0	79
15:15	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	61	3	0	0	0	4	0	68
15:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	54	1	0	0	1	1	0	57
15:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	54	2	0	0	1	0	0	57
16:00	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	51	3	0	0	0	0	0	54
16:15	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1	52	2	0	0	1	0	0	55
16:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	47	5	0	0	1	0	0	53
16:45	3	1	0	0	0	1	0	5	0	0	0	0	0	0	0	0	67	1	0	0	0	1	0	69
17:00	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	82	4	0	0	0	1	1	88
17:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	93	5	0	0	4	1	0	103
17:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	97	6	0	0	1	1	0	105
17:45	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	68	6	2	0	0	0	1	77
18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	72	5	0	0	3	2	0	82
18:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	49	2	0	0	0	2	0	53
18:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	53	1	0	0	1	3	0	58
18:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	62	2	0	0	1	1	0	66
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	15	3	0	0	1	0	0	19	2	0	0	0	0	0	0	2	304	12	0	0	3	6	4	329
13:15	15	2	0	0	1	0	0	18	1	0	0	0	0	0	0	1	321	13	0	0	3	6	1	344
13:30	10	2	0	0	1	0	0	13	0	0	0	0	0	0	0	0	296	16	0	0	3	3	4	322
13:45	12	3	0	0	1	0	0	16	1	0	0	0	0	0	0	1	289	15	0	0	3	1	4	312
14:00	12	2	0	0	0	0	0	14	1	0	0	0	0	0	0	1	274	16	0	0	3	2	4	299
14:15	8	1	0	0	0	0	0	9	1	0	0	0	0	0	0	1	258	17	1	0	4	4	4	288
14:30	9	2	0	0	0	0	0	11	1	0	0	0	0	0	0	1	258	15	1	0	3	8	0	285
14:45	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	248	12	1	0	2	9	0	272
15:00	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	240	10	1	0	3	7	0	261
15:15	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0	220	9	0	0	2	5	0	236
15:30	19	0	0	0	0	0	0	19	1	0	0	0	0	0	0	1	211	8	0	0	3	1	0	223
15:45	16	0	0	0	0	0	0	16	1	0	0	0	0	0	0	1	204	12	0	0	3	0	0	219
16:00	16	1	0	0	0	1	0	18	1	0	0	0	0	0	0	1	217	11	0	0	2	1	0	231
16:15	13	1	0	0	0	1	0	15	2	0	0	0	0	0	0	2	248	12	0	0	2	2	1	265
16:30	9	1	0	0	0	1	0	11	2	0	0	0	0	0	0	2	289	15	0	0	5	3	1	313
16:45	11	1	0	0	0	1	0	13	2	0	0	0	0	0	0	2	339	16	0	0	5	4	1	365
17:00	11	1	0	0	0	0	0	12	2	0	0	0	0	0	0	2	340	21	2	0	5	3	2	373
17:15	9	1	0	0	0	0	0	10	1	0	0	0	0	0	0	1	330	22	2	0	8	4	1	367
17:30	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	286	19	2	0	4	5	1	317
17:45	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0	242	14	2	0	4	7	1	270
18:00	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	236	10	0	0	5	8	0	259

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 1

Date of Survey: 06.04.2019
Junction Name: Turnoak Roundabout
Junction Type: 4-arm Roundabout

Arm A: A320 Guildford Road (N)
Arm B: A247 Wych Hill Lane (E)
Arm C: A320 Egley Road (S)
Arm D: Wych Hill Lane (W)

	B to D								B to C								C 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
13:00	84	4	0	0	0	0	0	88	20	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0
13:15	63	5	0	0	0	0	1	69	20	1	0	0	0	0	0	21	0	0	0	0	0	0	0	0
13:30	75	5	1	0	0	0	1	82	17	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0
13:45	75	7	0	0	0	0	0	82	21	1	0	0	0	0	0	22	0	0	0	0	0	0	0	0
14:00	76	3	0	0	0	1	0	80	20	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0
14:15	86	5	0	0	0	0	0	91	22	0	0	0	0	0	2	24	1	0	0	0	0	0	0	1
14:30	79	4	0	0	0	1	3	87	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0
14:45	74	4	0	0	0	0	0	78	7	0	0	0	0	0	1	8	0	0	0	0	0	0	0	0
15:00	63	4	1	0	0	0	0	68	12	2	0	0	0	0	0	14	0	0	0	0	0	0	0	0
15:15	55	6	0	0	0	0	0	61	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
15:30	56	8	2	0	0	2	0	68	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
15:45	44	8	0	0	0	0	1	53	14	0	0	0	0	0	0	14	0	1	0	0	0	0	0	1
16:00	69	6	2	0	0	0	0	77	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0
16:15	75	7	0	0	0	0	1	83	10	0	0	0	0	1	0	11	0	0	0	0	0	0	0	0
16:30	60	3	0	0	0	0	0	63	9	0	0	0	0	0	0	9	1	0	0	0	0	0	0	1
16:45	83	9	0	0	0	0	0	92	14	0	0	0	0	2	0	16	2	0	0	0	0	0	0	2
17:00	118	4	0	0	0	0	1	123	23	2	0	0	0	0	0	25	1	0	0	0	0	0	0	1
17:15	139	9	2	0	0	0	1	151	19	0	0	0	1	0	0	20	0	0	0	0	0	0	0	0
17:30	102	4	0	0	0	0	2	108	30	1	0	0	0	1	2	34	0	0	0	0	0	0	0	0
17:45	78	6	0	0	0	0	1	85	22	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0
18:00	68	4	0	0	0	2	0	74	19	2	0	0	0	0	0	21	2	0	0	0	0	0	0	2
18:15	56	4	0	0	0	0	0	60	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
18:30	58	6	0	0	0	0	1	65	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0
18:45	54	2	0	0	0	0	0	56	17	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	297	21	1	0	0	0	2	321	78	2	0	0	0	0	0	80	0	0	0	0	0	0	0	0
13:15	289	20	1	0	0	1	2	313	78	2	0	0	0	0	0	80	0	0	0	0	0	0	0	0
13:30	312	20	1	0	0	1	1	335	80	1	0	0	0	0	2	83	1	0	0	0	0	0	0	1
13:45	316	19	0	0	0	2	3	340	78	1	0	0	0	0	2	81	1	0	0	0	0	0	0	1
14:00	315	16	0	0	0	2	3	336	64	0	0	0	0	0	3	67	1	0	0	0	0	0	0	1
14:15	302	17	1	0	0	1	3	324	56	2	0	0	0	0	3	61	1	0	0	0	0	0	0	1
14:30	271	18	1	0	0	1	3	294	40	3	0	0	0	0	1	44	0	0	0	0	0	0	0	0
14:45	248	22	3	0	0	2	0	275	35	3	0	0	0	0	1	39	0	0	0	0	0	0	0	0
15:00	218	26	3	0	0	2	1	250	42	3	0	0	0	0	0	45	0	1	0	0	0	0	0	1
15:15	224	28	4	0	0	2	1	259	44	1	0	0	0	0	0	45	0	1	0	0	0	0	0	1
15:30	244	29	4	0	0	2	2	281	48	0	0	0	0	1	0	49	0	1	0	0	0	0	0	1
15:45	248	24	2	0	0	0	2	276	47	0	0	0	0	1	0	48	1	1	0	0	0	0	0	2
16:00	287	25	2	0	0	0	1	315	47	0	0	0	0	3	0	50	3	0	0	0	0	0	0	3
16:15	336	23	0	0	0	0	2	361	56	2	0	0	0	3	0	61	4	0	0	0	0	0	0	4
16:30	400	25	2	0	0	0	2	429	65	2	0	0	1	2	0	70	4	0	0	0	0	0	0	4
16:45	442	26	2	0	0	0	4	474	86	3	0	0	1	3	2	95	3	0	0	0	0	0	0	3
17:00	437	23	2	0	0	0	5	467	94	3	0	0	1	1	2	101	1	0	0	0	0	0	0	1
17:15	387	23	2	0	0	2	4	418	90	3	0	0	1	1	2	97	2	0	0	0	0	0	0	2
17:30	304	18	0	0	0	2	3	327	81	3	0	0	0	1	2	87	2	0	0	0	0	0	0	2
17:45	260	20	0	0	0	2	2	284	64	3	0	0	0	0	0	67	2	0	0	0	0	0	0	2
18:00	236	16	0	0	0	2	1	255	59	3	0	0	0	0	0	62	2	0	0	0	0	0	0	2

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 1

Date of Survey: 06.04.2019
Junction Name: Turnoak Roundabout
Junction Type: 4-arm Roundabout

Arm A: A320 Guildford Road (N)
Arm B: A247 Wych Hill Lane (E)
Arm C: A320 Egley Road (S)
Arm D: Wych Hill Lane (W)

	C to B								C to A								C to D							
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
13:00	11	0	1	0	0	0	0	12	87	7	1	0	0	2	0	97	65	4	1	0	0	0	0	70
13:15	17	2	0	0	0	0	0	19	70	8	0	0	1	1	0	80	59	6	0	0	1	0	6	72
13:30	22	1	0	0	3	0	0	26	77	3	0	0	0	0	0	80	52	3	0	0	0	1	0	56
13:45	16	0	0	0	0	0	0	16	69	5	0	0	0	0	0	74	52	4	0	0	2	0	0	58
14:00	27	1	0	0	0	1	0	29	74	7	0	1	0	0	0	82	62	2	0	0	0	0	0	64
14:15	19	0	0	0	0	0	1	20	90	2	0	0	0	2	0	94	49	2	0	0	1	2	0	54
14:30	20	0	0	0	0	0	0	20	83	3	1	0	0	0	0	87	54	1	1	0	0	0	0	56
14:45	19	2	0	0	0	0	0	21	87	3	0	0	0	0	0	90	45	3	0	0	2	0	0	50
15:00	14	0	0	0	0	0	0	14	79	5	0	0	0	0	0	84	43	3	0	0	0	1	0	47
15:15	12	1	0	0	0	0	0	13	66	3	0	0	1	1	0	71	50	3	0	0	1	0	0	54
15:30	7	1	0	0	0	0	0	8	65	6	0	0	0	1	0	72	55	3	0	0	0	0	0	58
15:45	14	0	0	0	0	0	0	14	53	7	0	0	0	0	0	60	57	3	0	0	2	0	1	63
16:00	7	0	0	0	0	0	0	7	69	3	0	0	0	0	1	73	49	4	0	0	0	0	0	53
16:15	12	0	0	0	0	0	0	12	79	3	0	0	0	1	1	84	51	2	0	0	1	1	0	55
16:30	5	2	0	0	0	0	0	7	85	2	0	0	0	3	1	91	33	0	0	0	0	0	0	33
16:45	6	0	0	0	0	0	0	6	68	4	0	0	0	0	0	72	44	4	0	0	2	0	0	50
17:00	7	2	0	0	0	0	0	9	67	4	0	0	1	2	0	74	57	1	0	0	0	0	0	58
17:15	7	0	0	0	0	0	3	10	74	2	1	0	0	1	0	78	36	5	0	0	0	0	0	41
17:30	13	1	0	0	0	0	0	14	55	4	0	0	0	1	0	60	36	1	0	0	1	0	0	38
17:45	10	1	0	0	0	0	0	11	71	5	1	0	0	3	0	80	34	2	0	0	0	2	0	38
18:00	9	0	0	0	0	0	0	9	57	3	0	0	0	1	0	61	39	0	0	0	2	0	1	42
18:15	8	0	0	0	0	0	0	8	56	5	0	0	0	0	0	61	54	0	0	0	0	0	0	54
18:30	17	0	0	0	0	1	0	18	57	2	1	0	0	0	0	60	38	4	0	0	0	0	0	42
18:45	12	0	1	0	0	0	0	13	53	3	0	0	0	1	0	57	29	3	0	0	0	0	0	32
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	66	3	1	0	3	0	0	73	303	23	1	0	1	3	0	331	228	17	1	0	3	1	6	256
13:15	82	4	0	0	3	1	0	90	290	23	0	1	1	1	0	316	225	15	0	0	3	1	6	250
13:30	84	2	0	0	3	1	1	91	310	17	0	1	0	2	0	330	215	11	0	0	3	3	0	232
13:45	82	1	0	0	0	1	1	85	316	17	1	1	0	2	0	337	217	9	1	0	3	2	0	232
14:00	85	3	0	0	0	1	1	90	334	15	1	1	0	2	0	353	210	8	1	0	3	2	0	224
14:15	72	2	0	0	0	0	1	75	339	13	1	0	0	2	0	355	191	9	1	0	3	3	0	207
14:30	65	3	0	0	0	0	0	68	315	14	1	0	1	1	0	332	192	10	1	0	3	1	0	207
14:45	52	4	0	0	0	0	0	56	297	17	0	0	1	2	0	317	193	12	0	0	3	1	0	209
15:00	47	2	0	0	0	0	0	49	263	21	0	0	1	2	0	287	205	12	0	0	3	1	1	222
15:15	40	2	0	0	0	0	0	42	253	19	0	0	1	2	1	276	211	13	0	0	3	0	1	228
15:30	40	1	0	0	0	0	0	41	266	19	0	0	0	2	2	289	212	12	0	0	3	1	1	229
15:45	38	2	0	0	0	0	0	40	286	15	0	0	0	4	3	308	190	9	0	0	3	1	1	204
16:00	30	2	0	0	0	0	0	32	301	12	0	0	0	4	3	320	177	10	0	0	3	1	0	191
16:15	30	4	0	0	0	0	0	34	299	13	0	0	1	6	2	321	185	7	0	0	3	1	0	196
16:30	25	4	0	0	0	0	3	32	294	12	1	0	1	6	1	315	170	10	0	0	2	0	0	182
16:45	33	3	0	0	0	0	3	39	264	14	1	0	1	4	0	284	173	11	0	0	3	0	0	187
17:00	37	4	0	0	0	0	3	44	267	15	2	0	1	7	0	292	163	9	0	0	1	2	0	175
17:15	39	2	0	0	0	0	3	44	257	14	2	0	0	6	0	279	145	8	0	0	3	2	1	159
17:30	40	2	0	0	0	0	0	42	239	17	1	0	0	5	0	262	163	3	0	0	3	2	1	172
17:45	44	1	0	0	0	1	0	46	241	15	2	0	0	4	0	262	165	6	0	0	2	2	1	176
18:00	46	0	1	0	0	1	0	48	223	13	1	0	0	2	0	239	160	7	0	0	2	0	1	170

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 1

Date of Survey: 06.04.2019
Junction Name: Turnoak Roundabout
Junction Type: 4-arm Roundabout

Arm A: A320 Guildford Road (N)
Arm B: A247 Wych Hill Lane (E)
Arm C: A320 Egley Road (S)
Arm D: Wych Hill Lane (W)

	D to D								D to C								D 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
13:00	0	0	0	0	0	0	0	0	56	4	0	0	1	0	0	61	86	5	0	0	0	0	0	91
13:15	0	0	0	0	0	0	0	0	53	5	0	0	1	0	0	59	73	8	1	0	0	0	1	83
13:30	0	0	0	0	0	0	0	0	62	1	1	0	0	0	0	64	88	5	0	0	0	1	0	94
13:45	0	0	0	0	0	0	0	0	53	2	2	0	3	0	0	60	109	12	0	0	0	1	1	123
14:00	0	0	0	0	0	0	0	0	57	1	0	0	0	0	0	58	90	6	0	0	0	0	4	100
14:15	0	0	0	0	0	0	0	0	46	3	0	0	1	0	0	50	89	3	0	0	0	0	0	92
14:30	0	0	0	0	0	0	0	0	66	5	0	0	1	1	0	73	71	4	0	0	1	1	0	77
14:45	0	0	0	0	0	0	0	0	53	2	0	0	1	0	0	56	72	6	0	0	0	1	1	80
15:00	0	0	0	0	0	0	0	0	45	1	0	0	0	0	0	46	59	5	0	0	0	1	0	65
15:15	0	0	0	0	0	0	0	0	54	2	1	0	1	1	0	59	57	3	0	0	0	0	0	60
15:30	0	0	0	0	0	0	0	0	46	2	0	0	0	1	0	49	72	4	0	0	0	1	0	77
15:45	0	0	0	0	0	0	0	0	48	1	0	0	2	1	0	52	65	8	1	0	0	0	1	75
16:00	0	0	0	0	0	0	0	0	34	2	0	0	0	0	0	36	70	2	0	0	0	2	2	76
16:15	0	0	0	0	0	0	0	0	40	2	0	0	1	0	0	43	58	4	0	0	0	1	2	65
16:30	0	0	0	0	0	0	0	0	35	4	0	0	0	0	0	39	53	6	0	0	0	0	1	60
16:45	0	0	0	0	0	0	0	0	36	5	0	0	1	0	0	42	74	6	0	0	0	1	0	81
17:00	0	0	0	0	0	0	0	0	55	2	0	0	1	0	0	58	48	1	0	0	0	0	0	49
17:15	0	0	0	0	0	0	0	0	50	3	0	0	0	0	0	53	38	4	0	0	0	1	0	43
17:30	0	0	0	0	0	0	0	0	38	0	0	0	1	0	0	39	56	5	0	0	0	1	0	62
17:45	0	0	0	0	0	0	0	0	38	1	0	0	0	0	0	39	61	1	0	0	0	1	0	63
18:00	0	0	0	0	0	0	0	0	28	1	0	0	2	1	0	32	52	8	0	0	0	1	0	61
18:15	0	0	0	0	0	0	0	0	37	0	0	0	0	0	0	37	62	7	0	0	0	1	0	70
18:30	0	0	0	0	0	0	0	0	37	1	0	0	0	1	1	40	58	5	0	0	0	0	1	64
18:45	0	0	0	0	0	0	0	0	37	3	0	0	0	0	0	40	52	2	0	0	0	1	0	55
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	0	0	0	0	0	0	0	0	224	12	3	0	5	0	0	244	356	30	1	0	0	2	2	391
13:15	0	0	0	0	0	0	0	0	225	9	3	0	4	0	0	241	360	31	1	0	0	2	6	400
13:30	0	0	0	0	0	0	0	0	218	7	3	0	4	0	0	232	376	26	0	0	0	2	5	409
13:45	0	0	0	0	0	0	0	0	222	11	2	0	5	1	0	241	359	25	0	0	1	2	5	392
14:00	0	0	0	0	0	0	0	0	222	11	0	0	3	1	0	237	322	19	0	0	1	2	5	349
14:15	0	0	0	0	0	0	0	0	210	11	0	0	3	1	0	225	291	18	0	0	1	3	1	314
14:30	0	0	0	0	0	0	0	0	218	10	1	0	3	2	0	234	259	18	0	0	1	3	1	282
14:45	0	0	0	0	0	0	0	0	198	7	1	0	2	2	0	210	260	18	0	0	0	3	1	282
15:00	0	0	0	0	0	0	0	0	193	6	1	0	3	3	0	206	253	20	1	0	0	2	1	277
15:15	0	0	0	0	0	0	0	0	182	7	1	0	3	3	0	196	264	17	1	0	0	3	3	288
15:30	0	0	0	0	0	0	0	0	168	7	0	0	3	2	0	180	265	18	1	0	0	4	5	293
15:45	0	0	0	0	0	0	0	0	157	9	0	0	3	1	0	170	246	20	1	0	0	3	6	276
16:00	0	0	0	0	0	0	0	0	145	13	0	0	2	0	0	160	255	18	0	0	0	4	5	282
16:15	0	0	0	0	0	0	0	0	166	13	0	0	3	0	0	182	233	17	0	0	0	2	3	255
16:30	0	0	0	0	0	0	0	0	176	14	0	0	2	0	0	192	213	17	0	0	0	2	1	233
16:45	0	0	0	0	0	0	0	0	179	10	0	0	3	0	0	192	216	16	0	0	0	3	0	235
17:00	0	0	0	0	0	0	0	0	181	6	0	0	2	0	0	189	203	11	0	0	0	3	0	217
17:15	0	0	0	0	0	0	0	0	154	5	0	0	3	1	0	163	207	18	0	0	0	4	0	229
17:30	0	0	0	0	0	0	0	0	141	2	0	0	3	1	0	147	231	21	0	0	0	4	0	256
17:45	0	0	0	0	0	0	0	0	140	3	0	0	2	2	1	148	233	21	0	0	0	3	1	258
18:00	0	0	0	0	0	0	0	0	139	5	0	0	2	2	1	149	224	22	0	0	0	3	1	250

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 1

Date of Survey: 06.04.2019
Junction Name: Turnoak Roundabout
Junction Type: 4-arm Roundabout

Arm A: A320 Guildford Road (N)
Arm B: A247 Wych Hill Lane (E)
Arm C: A320 Egley Road (S)
Arm D: Wych Hill Lane (W)

	D to A							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
13:00	16	1	0	0	0	0	0	17
13:15	19	1	0	0	0	0	0	20
13:30	21	1	0	0	0	0	0	22
13:45	17	0	0	0	0	0	0	17
14:00	38	4	0	0	0	1	0	43
14:15	24	1	0	0	0	0	0	25
14:30	20	0	0	0	0	0	0	20
14:45	9	3	0	0	0	0	0	12
15:00	8	0	0	0	0	0	0	8
15:15	12	1	0	0	0	0	0	13
15:30	9	1	0	0	0	0	0	10
15:45	12	1	0	0	0	0	0	13
16:00	13	2	0	0	0	1	0	16
16:15	7	0	0	0	0	1	0	8
16:30	7	0	0	0	0	0	0	7
16:45	21	0	0	0	0	0	0	21
17:00	15	0	0	0	0	0	0	15
17:15	14	0	0	0	0	0	0	14
17:30	17	0	0	0	0	0	0	17
17:45	15	3	0	0	0	0	0	18
18:00	14	0	0	0	0	0	0	14
18:15	11	0	0	0	0	0	0	11
18:30	12	0	0	0	0	0	0	12
18:45	11	0	0	0	0	0	0	11
Start Time	**Rolling Hour**							**Total**
13:00	73	3	0	0	0	0	0	76
13:15	95	6	0	0	0	1	0	102
13:30	100	6	0	0	0	1	0	107
13:45	99	5	0	0	0	1	0	105
14:00	91	8	0	0	0	1	0	100
14:15	61	4	0	0	0	0	0	65
14:30	49	4	0	0	0	0	0	53
14:45	38	5	0	0	0	0	0	43
15:00	41	3	0	0	0	0	0	44
15:15	46	5	0	0	0	1	0	52
15:30	41	4	0	0	0	2	0	47
15:45	39	3	0	0	0	2	0	44
16:00	48	2	0	0	0	2	0	52
16:15	50	0	0	0	0	1	0	51
16:30	57	0	0	0	0	0	0	57
16:45	67	0	0	0	0	0	0	67
17:00	61	3	0	0	0	0	0	64
17:15	60	3	0	0	0	0	0	63
17:30	57	3	0	0	0	0	0	60
17:45	52	3	0	0	0	0	0	55
18:00	48	0	0	0	0	0	0	48

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 1

Date of Survey: 06.04.2019
Junction Name: Turnoak Roundabout
Junction Type: 4-arm Roundabout

	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**
13:00	90	7	1	2	0	3	0	103	173	10	1	0	0	2	3	189
13:15	104	2	0	0	0	1	0	107	175	11	0	0	2	4	1	193
13:30	90	5	0	0	0	0	0	95	169	9	0	0	2	2	0	182
13:45	76	7	0	0	1	1	0	85	164	8	0	0	0	1	0	173
14:00	79	8	0	0	0	0	0	87	199	14	0	1	0	1	0	215
14:15	103	6	0	0	0	1	1	111	175	8	0	0	1	2	4	190
14:30	97	9	0	0	0	1	0	107	169	7	1	0	2	0	0	179
14:45	114	5	0	0	0	0	1	120	158	10	0	0	0	2	0	170
15:00	77	3	1	0	0	0	0	81	158	9	1	0	1	2	0	171
15:15	88	6	0	0	0	3	0	97	139	7	0	0	1	5	0	152
15:30	89	6	0	0	1	0	2	98	128	8	0	0	1	2	0	139
15:45	87	10	1	0	0	0	0	98	120	10	0	0	1	0	0	131
16:00	95	6	0	0	0	0	1	102	133	8	0	0	0	1	1	143
16:15	87	6	0	0	0	0	0	93	138	5	0	0	1	2	1	147
16:30	65	4	0	0	0	2	0	71	139	7	0	0	1	3	1	151
16:45	83	4	0	0	0	1	1	89	157	5	0	0	0	1	0	163
17:00	91	4	2	0	0	3	1	101	164	8	0	0	1	3	1	177
17:15	91	2	0	0	0	1	1	95	181	7	1	0	4	2	0	195
17:30	93	6	0	0	0	1	2	102	171	10	0	0	1	2	0	184
17:45	86	5	0	0	0	0	0	91	155	14	3	0	0	3	1	176
18:00	79	7	0	0	0	0	0	86	143	8	0	0	3	3	0	157
18:15	75	1	0	0	1	1	0	78	117	7	0	0	0	2	0	126
18:30	65	8	0	0	2	0	0	75	122	3	1	0	1	3	0	130
18:45	93	5	0	0	0	1	1	100	126	5	0	0	1	2	0	134
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	360	21	1	2	1	5	0	390	681	38	1	0	4	9	4	737
13:15	349	22	0	0	1	2	0	374	707	42	0	1	4	8	1	763
13:30	348	26	0	0	1	2	1	378	707	39	0	1	3	6	4	760
13:45	355	30	0	0	1	3	1	390	707	37	1	1	3	4	4	757
14:00	393	28	0	0	0	2	2	425	701	39	1	1	3	5	4	754
14:15	391	23	1	0	0	2	2	419	660	34	2	0	4	6	4	710
14:30	376	23	1	0	0	4	1	405	624	33	2	0	4	9	0	672
14:45	368	20	1	0	1	3	3	396	583	34	1	0	3	11	0	632
15:00	341	25	2	0	1	3	2	374	545	34	1	0	4	9	0	593
15:15	359	28	1	0	1	3	3	395	520	33	0	0	3	8	1	565
15:30	358	28	1	0	1	0	3	391	519	31	0	0	3	5	2	560
15:45	334	26	1	0	0	2	1	364	530	30	0	0	3	6	3	572
16:00	330	20	0	0	0	3	2	355	567	25	0	0	2	7	3	604
16:15	326	18	2	0	0	6	2	354	598	25	0	0	3	9	3	638
16:30	330	14	2	0	0	7	3	356	641	27	1	0	6	9	2	686
16:45	358	16	2	0	0	6	5	387	673	30	1	0	6	8	1	719
17:00	361	17	2	0	0	5	4	389	671	39	4	0	6	10	2	732
17:15	349	20	0	0	0	2	3	374	650	39	4	0	8	10	1	712
17:30	333	19	0	0	1	2	2	357	586	39	3	0	4	10	1	643
17:45	305	21	0	0	3	1	0	330	537	32	4	0	4	11	1	589
18:00	312	21	0	0	3	2	1	339	508	23	1	0	5	10	0	547

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Client: Vectos
Project Number: ID04567
Junction Number: Site 1

Date of Survey: 06.04.2019
Junction Name: Turnoak Roundabout
Junction Type: 4-arm Roundabout

	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**
13:00	175	6	0	0	0	0	3	184	103	7	1	0	0	0	0	111
13:15	170	8	0	0	1	3	2	184	97	10	1	0	0	0	1	109
13:30	163	10	1	0	2	2	1	179	111	6	0	0	3	1	0	121
13:45	173	11	0	0	0	1	0	185	128	13	0	0	1	1	1	144
14:00	183	6	0	0	0	1	0	190	122	8	0	0	0	1	4	135
14:15	169	10	0	0	1	0	6	186	109	3	0	0	0	0	1	113
14:30	159	8	0	0	2	1	3	173	95	5	0	0	1	1	0	102
14:45	143	8	0	0	0	2	1	154	94	8	0	0	0	1	1	104
15:00	146	10	2	0	1	2	0	161	74	5	0	0	0	1	0	80
15:15	122	10	0	0	0	4	0	136	71	5	0	0	0	0	0	76
15:30	120	9	2	0	1	3	0	135	83	5	0	0	0	1	0	89
15:45	112	10	0	0	1	0	1	124	82	8	1	0	0	0	1	92
16:00	134	9	2	0	0	0	0	145	83	2	0	0	0	2	2	89
16:15	138	9	0	0	1	1	1	150	77	4	0	0	0	1	2	84
16:30	116	8	0	0	1	0	0	125	59	8	0	0	0	0	1	68
16:45	164	10	0	0	0	3	0	177	83	7	0	0	0	2	0	92
17:00	224	10	0	0	0	1	2	237	59	3	0	0	0	0	0	62
17:15	252	14	2	0	5	1	1	275	48	4	0	0	0	1	3	56
17:30	229	11	0	0	1	2	4	247	72	6	0	0	0	1	0	79
17:45	168	12	2	0	0	0	2	184	74	3	0	0	0	1	0	78
18:00	159	11	0	0	3	4	0	177	62	8	0	0	0	1	0	71
18:15	115	6	0	0	0	2	0	123	72	7	0	0	0	1	0	80
18:30	124	8	0	0	1	3	1	137	76	6	0	0	0	1	1	84
18:45	133	4	0	0	1	1	0	139	69	2	1	0	0	1	0	73
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	681	35	1	0	3	6	6	732	439	36	2	0	4	2	2	485
13:15	689	35	1	0	3	7	3	738	458	37	1	0	4	3	6	509
13:30	688	37	1	0	3	4	7	740	470	30	0	0	4	3	6	513
13:45	684	35	0	0	3	3	9	734	454	29	0	0	2	3	6	494
14:00	654	32	0	0	3	4	10	703	420	24	0	0	1	3	6	454
14:15	617	36	2	0	4	5	10	674	372	21	0	0	1	3	2	399
14:30	570	36	2	0	3	9	4	624	334	23	0	0	1	3	1	362
14:45	531	37	4	0	2	11	1	586	322	23	0	0	0	3	1	349
15:00	500	39	4	0	3	9	1	556	310	23	1	0	0	2	1	337
15:15	488	38	4	0	2	7	1	540	319	20	1	0	0	3	3	346
15:30	504	37	4	0	3	4	2	554	325	19	1	0	0	4	5	354
15:45	500	36	2	0	3	1	2	544	301	22	1	0	0	3	6	333
16:00	552	36	2	0	2	4	1	597	302	21	0	0	0	5	5	333
16:15	642	37	0	0	2	5	3	689	278	22	0	0	0	3	3	306
16:30	756	42	2	0	6	5	3	814	249	22	0	0	0	3	4	278
16:45	869	45	2	0	6	7	7	936	262	20	0	0	0	4	3	289
17:00	873	47	4	0	6	4	9	943	253	16	0	0	0	3	3	275
17:15	808	48	4	0	9	7	7	883	256	21	0	0	0	4	3	284
17:30	671	40	2	0	4	8	6	731	280	24	0	0	0	4	0	308
17:45	566	37	2	0	4	9	3	621	284	24	0	0	0	4	1	313
18:00	531	29	0	0	5	10	1	576	279	23	1	0	0	4	1	308

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 1

Date of Survey: 06.04.2019
Junction Name: Turnoak Roundabout
Junction Type: 4-arm Roundabout

	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**
13:00	163	11	3	0	0	2	0	179	150	9	1	2	1	3	0	166
13:15	146	16	0	0	2	1	6	171	157	7	0	0	1	1	0	166
13:30	151	7	0	0	3	1	0	162	157	6	1	0	0	0	0	164
13:45	137	9	0	0	2	0	0	148	139	9	2	0	3	1	0	154
14:00	163	10	0	1	0	1	0	175	137	5	0	0	0	0	0	142
14:15	159	4	0	0	1	4	1	169	156	8	0	0	1	1	3	169
14:30	157	4	2	0	0	0	0	163	161	10	0	0	1	2	0	174
14:45	151	8	0	0	2	0	0	161	155	7	0	0	1	0	2	165
15:00	136	8	0	0	0	1	0	145	127	6	1	0	0	0	0	134
15:15	128	7	0	0	2	1	0	138	134	8	1	0	1	3	0	147
15:30	127	10	0	0	0	1	0	138	136	6	0	0	1	1	2	146
15:45	124	11	0	0	2	0	1	138	137	10	1	0	2	1	0	151
16:00	125	7	0	0	0	0	1	133	127	8	0	0	0	0	1	136
16:15	142	5	0	0	1	2	1	151	127	8	0	0	1	1	0	137
16:30	124	4	0	0	0	3	1	132	103	8	0	0	0	0	0	111
16:45	120	8	0	0	2	0	0	130	117	8	0	0	1	2	1	129
17:00	132	7	0	0	1	2	0	142	134	8	2	0	1	3	1	149
17:15	117	7	1	0	0	1	3	129	146	5	0	0	1	1	1	154
17:30	104	6	0	0	1	1	0	112	154	7	0	0	1	1	4	167
17:45	115	8	1	0	0	5	0	129	135	5	0	0	0	0	0	140
18:00	107	3	0	0	2	1	1	114	118	9	0	0	2	1	0	130
18:15	118	5	0	0	0	0	0	123	109	1	0	0	1	1	0	112
18:30	112	6	1	0	0	1	0	120	108	9	0	0	2	1	1	121
18:45	94	6	1	0	0	1	0	102	123	7	0	0	0	1	1	132
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	597	43	3	0	7	4	6	660	603	31	4	2	5	5	0	650
13:15	597	42	0	1	7	3	6	656	590	27	3	0	4	2	0	626
13:30	610	30	0	1	6	6	1	654	589	28	3	0	4	2	3	629
13:45	616	27	2	1	3	5	1	655	593	32	2	0	5	4	3	639
14:00	630	26	2	1	3	5	1	668	609	30	0	0	3	3	5	650
14:15	603	24	2	0	3	5	1	638	599	31	1	0	3	3	5	642
14:30	572	27	2	0	4	2	0	607	577	31	2	0	3	5	2	620
14:45	542	33	0	0	4	3	0	582	552	27	2	0	3	4	4	592
15:00	515	36	0	0	4	3	1	559	534	30	3	0	4	5	2	578
15:15	504	35	0	0	4	2	2	547	534	32	2	0	4	5	3	580
15:30	518	33	0	0	3	3	3	560	527	32	1	0	4	3	3	570
15:45	515	27	0	0	3	5	4	554	494	34	1	0	3	2	1	535
16:00	511	24	0	0	3	5	3	546	474	32	0	0	2	3	2	513
16:15	518	24	0	0	4	7	2	555	481	32	2	0	3	6	2	526
16:30	493	26	1	0	3	6	4	533	500	29	2	0	3	6	3	543
16:45	473	28	1	0	4	4	3	513	551	28	2	0	4	7	7	599
17:00	468	28	2	0	2	9	3	512	569	25	2	0	3	5	6	610
17:15	443	24	2	0	3	8	4	484	553	26	0	0	4	3	5	591
17:30	444	22	1	0	3	7	1	478	516	22	0	0	4	3	4	549
17:45	452	22	2	0	2	7	1	486	470	24	0	0	5	3	1	503
18:00	431	20	2	0	2	3	1	459	458	26	0	0	5	4	2	495

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 1

Date of Survey: 06.04.2019
Junction Name: Turnoak Roundabout
Junction Type: 4-arm Roundabout

	Arm D Approach								Arm D Exit							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
13:00	158	10	0	0	1	0	0	169	160	8	1	0	0	0	0	169
13:15	145	14	1	0	1	0	1	162	136	12	0	0	1	0	7	156
13:30	171	7	1	0	0	1	0	180	138	8	1	0	0	1	1	149
13:45	179	14	2	0	3	1	1	200	134	11	0	0	2	0	0	147
14:00	185	11	0	0	0	1	4	201	152	8	0	0	0	1	0	161
14:15	159	7	0	0	1	0	0	167	150	8	0	0	1	2	0	161
14:30	157	9	0	0	2	2	0	170	145	8	1	0	0	1	3	158
14:45	134	11	0	0	1	1	1	148	135	7	0	0	2	0	0	144
15:00	112	6	0	0	0	1	0	119	112	7	1	0	0	1	0	121
15:15	123	6	1	0	1	1	0	132	117	9	0	0	1	1	0	128
15:30	127	7	0	0	0	2	0	136	116	13	2	0	0	2	0	133
15:45	125	10	1	0	2	1	1	140	109	13	0	0	2	0	2	126
16:00	117	6	0	0	0	3	2	128	128	10	2	0	0	0	0	140
16:15	105	6	0	0	1	2	2	116	130	9	0	0	1	1	1	142
16:30	95	10	0	0	0	0	1	106	99	3	0	0	0	2	0	104
16:45	131	11	0	0	1	1	0	144	141	13	0	0	2	0	0	156
17:00	118	3	0	0	1	0	0	122	208	5	0	0	0	0	1	214
17:15	102	7	0	0	0	1	0	110	187	14	2	0	0	0	1	204
17:30	111	5	0	0	1	1	0	118	140	5	0	0	1	1	2	149
17:45	114	5	0	0	0	1	0	120	119	8	0	0	0	2	1	130
18:00	94	9	0	0	2	2	0	107	116	5	0	0	2	2	1	126
18:15	110	7	0	0	0	1	0	118	120	4	0	0	0	0	0	124
18:30	107	6	0	0	0	1	2	116	102	10	0	0	0	0	1	113
18:45	100	5	0	0	0	1	0	106	102	6	0	0	0	0	0	108
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	653	45	4	0	5	2	2	711	568	39	2	0	3	1	8	621
13:15	680	46	4	0	4	3	6	743	560	39	1	0	3	2	8	613
13:30	694	39	3	0	4	3	5	748	574	35	1	0	3	4	1	618
13:45	680	41	2	0	6	4	5	738	581	35	1	0	3	4	3	627
14:00	635	38	0	0	4	4	5	686	582	31	1	0	3	4	3	624
14:15	562	33	0	0	4	4	1	604	542	30	2	0	3	4	3	584
14:30	526	32	1	0	4	5	1	569	509	31	2	0	3	3	3	551
14:45	496	30	1	0	2	5	1	535	480	36	3	0	3	4	0	526
15:00	487	29	2	0	3	5	1	527	454	42	3	0	3	4	2	508
15:15	492	29	2	0	3	7	3	536	470	45	4	0	3	3	2	527
15:30	474	29	1	0	3	8	5	520	483	45	4	0	3	3	3	541
15:45	442	32	1	0	3	6	6	490	466	35	2	0	3	3	3	512
16:00	448	33	0	0	2	6	5	494	498	35	2	0	3	3	1	542
16:15	449	30	0	0	3	3	3	488	578	30	0	0	3	3	2	616
16:30	446	31	0	0	2	2	1	482	635	35	2	0	2	2	2	678
16:45	462	26	0	0	3	3	0	494	676	37	2	0	3	1	4	723
17:00	445	20	0	0	2	3	0	470	654	32	2	0	1	3	5	697
17:15	421	26	0	0	3	5	0	455	562	32	2	0	3	5	5	609
17:30	429	26	0	0	3	5	0	463	495	22	0	0	3	5	4	529
17:45	425	27	0	0	2	5	2	461	457	27	0	0	2	4	3	493
18:00	411	27	0	0	2	5	2	447	440	25	0	0	2	2	2	471

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 1

Date of Survey: 06.04.2019
Junction Name: Turnoak Roundabout
Junction Type: 4-arm Roundabout

	Total Junction Flow							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
13:00	586	34	4	2	1	5	3	635
13:15	565	40	1	0	4	5	9	624
13:30	575	29	2	0	5	4	1	616
13:45	565	41	2	0	6	3	1	618
14:00	610	35	0	1	0	3	4	653
14:15	590	27	0	0	3	5	8	633
14:30	570	30	2	0	4	4	3	613
14:45	542	32	0	0	3	3	3	583
15:00	471	27	3	0	1	4	0	506
15:15	461	29	1	0	3	9	0	503
15:30	463	32	2	0	2	6	2	507
15:45	448	41	2	0	5	1	3	500
16:00	471	28	2	0	0	3	4	508
16:15	472	26	0	0	3	5	4	510
16:30	400	26	0	0	1	5	2	434
16:45	498	33	0	0	3	5	1	540
17:00	565	24	2	0	2	6	3	602
17:15	562	30	3	0	5	4	5	609
17:30	537	28	0	0	3	5	6	579
17:45	483	30	3	0	0	6	2	524
18:00	439	30	0	0	7	7	1	484
18:15	418	19	0	0	1	4	0	442
18:30	408	28	1	0	3	5	3	448
18:45	420	20	1	0	1	4	1	447
Start Time	**Rolling Hour**							**Total**
13:00	2291	144	9	2	16	17	14	2493
13:15	2315	145	5	1	15	15	15	2511
13:30	2340	132	4	1	14	15	14	2520
13:45	2335	133	4	1	13	15	16	2517
14:00	2312	124	2	1	10	15	18	2482
14:15	2173	116	5	0	11	16	14	2335
14:30	2044	118	6	0	11	20	6	2205
14:45	1937	120	6	0	9	22	5	2099
15:00	1843	129	8	0	11	20	5	2016
15:15	1843	130	7	0	10	19	9	2018
15:30	1854	127	6	0	10	15	13	2025
15:45	1791	121	4	0	9	14	13	1952
16:00	1841	113	2	0	7	18	11	1992
16:15	1935	109	2	0	9	21	10	2086
16:30	2025	113	5	0	11	20	11	2185
16:45	2162	115	5	0	13	20	15	2330
17:00	2147	112	8	0	10	21	16	2314
17:15	2021	118	6	0	15	22	14	2196
17:30	1877	107	3	0	11	22	9	2029
17:45	1748	107	4	0	11	22	6	1898
18:00	1685	97	2	0	12	20	5	1821

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Client: Vectos
Project Number: ID04567
Junction Number: Site 1

Date of Survey: 06.04.2019
Junction Name: Turnoak Roundabout
Junction Type: 4-arm Roundabout

Arm A: A320 Guildford Road (N) **Arm B:** A247 Wych Hill Lane (E) **Arm C:** A320 Egley Road (S) **Arm D:** Wych Hill Lane (W)

	PCU Summary															
Time	**A to A**	**A to D**	**A to C**	**A to B**	**B to B**	**B to A**	**B to D**	**B to C**	**C to C**	**C to B**	**C to A**	**C to D**	**D to D**	**D to C**	**D to B**	**D to A**
13:00	0	11	88	7	1	73	88	20	0	13	97	71	0	63	91	17
13:15	0	15	85	6	1	92	68	21	0	19	81	69	0	61	83	20
13:30	0	11	83	1	0	82	82	17	0	31	80	55	0	65	93	22
13:45	1	7	71	7	0	80	82	22	0	16	74	61	0	66	122	17
14:00	0	17	64	6	0	90	79	20	0	28	84	64	0	58	97	42
14:15	0	16	93	1	0	69	91	22	1	19	93	54	0	52	92	25
14:30	2	15	85	4	1	73	84	15	0	20	88	57	0	74	78	20
14:45	0	16	100	3	0	67	78	7	0	21	90	53	0	58	79	12
15:00	0	6	75	1	0	80	69	14	0	14	84	46	0	46	64	8
15:15	0	12	80	3	0	66	61	7	0	13	72	56	0	61	60	13
15:30	0	7	87	4	0	58	69	10	0	8	71	58	0	48	76	10
15:45	1	10	85	3	0	59	52	14	1	14	60	65	0	54	75	13
16:00	0	10	85	6	0	54	79	14	0	7	72	53	0	36	73	15
16:15	0	4	83	6	1	57	82	10	0	12	83	56	0	45	63	7
16:30	0	7	62	1	0	55	63	9	1	7	88	33	0	39	59	7
16:45	1	14	68	4	0	68	92	15	2	6	72	53	0	44	80	21
17:00	0	33	64	3	1	87	122	25	1	9	74	58	0	60	49	15
17:15	0	12	80	2	1	108	152	22	0	8	78	41	0	53	42	14
17:30	2	2	92	3	0	106	106	32	0	14	59	40	0	41	61	17
17:45	1	7	79	4	0	78	84	22	0	11	79	37	0	39	62	18
18:00	0	10	75	1	0	85	73	21	2	9	60	44	0	34	60	14
18:15	1	10	66	2	0	52	60	10	0	8	61	54	0	37	69	11
18:30	0	6	70	2	0	58	64	14	0	17	61	42	0	39	63	12
18:45	0	20	74	5	0	67	56	17	0	14	56	32	0	40	54	11
Start Time	**Rolling Hour**															
13:00	1	44	328	21	2	327	320	80	0	78	332	256	0	254	389	76
13:15	1	50	304	20	1	344	312	80	0	94	319	249	0	250	395	101
13:30	1	51	311	15	0	322	335	81	1	94	331	235	0	241	404	106
13:45	3	55	313	18	1	313	336	79	1	84	339	236	0	250	388	104
14:00	2	64	342	14	1	299	332	65	1	89	355	228	0	241	345	99
14:15	2	53	353	9	1	289	322	59	1	74	355	211	0	229	313	65
14:30	2	49	340	11	1	286	292	43	0	68	334	212	0	238	281	53
14:45	0	41	342	11	0	271	277	38	0	56	317	213	0	213	279	43
15:00	1	35	327	11	0	262	251	45	1	49	287	225	0	210	276	44
15:15	1	39	337	16	0	236	261	45	1	42	276	232	0	200	285	51
15:30	1	31	340	19	1	227	282	48	1	41	286	232	0	183	288	46
15:45	1	31	315	16	1	224	276	47	2	40	303	207	0	174	270	43
16:00	1	35	298	17	1	233	316	48	3	32	315	195	0	163	276	51
16:15	1	58	277	14	2	266	359	59	4	34	317	200	0	187	251	50
16:30	1	66	274	10	2	318	429	70	4	30	313	185	0	195	231	57
16:45	3	61	304	12	2	369	473	93	3	37	284	192	0	197	233	67
17:00	3	54	315	12	2	379	465	100	1	42	291	175	0	192	215	64
17:15	3	31	326	10	1	378	415	96	2	42	277	162	0	167	227	63
17:30	4	29	312	10	0	321	323	85	2	42	260	175	0	151	254	60
17:45	2	33	290	9	0	273	281	67	2	45	261	177	0	149	255	55
18:00	1	46	285	10	0	262	253	62	2	48	239	172	0	150	247	48

Intelligent Data Collection Limited
Woking, Surrey

Client: Vectos
Project Number: ID04567
Junction Number: Site 1
Date of Survey: 18.05.2019
Junction Name: A320 Guildford Road / A247 Wych Hill Lane / A320 Egley Road
Junction Type: 4-arm Roundabout

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	30.05.2019			
Prepared by	Conor Lenehan			
Signature				
Checked by	David Brown			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04567			
File Ref	ID04567 Woking, Surrey - MCC Site 1 - 18.05.2019			

Issue Sheet

Issued to	Date			
	31.05.2019			
Taylor Davis	E-mail			

Contents Page

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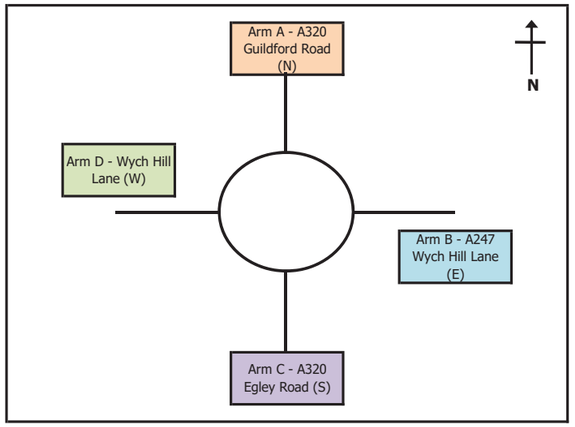
Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 1

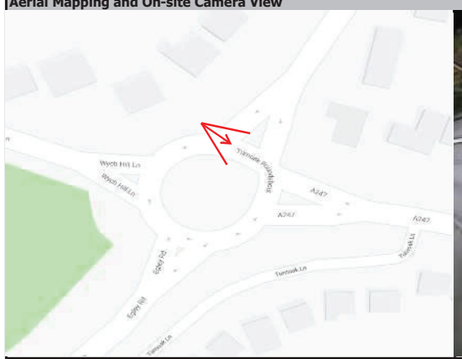
Date of Survey: 18.05.2019
Junction Name: A320 Guildford Road / A247 Wych Hill Lane / A320 Egley Road
Junction Type: 4-arm Roundabout

X Coordinate	Y Coordinate	Google Maps Link	
51.3083497007307	-0.5652060253129321	Click Here	
Weather Conditions			
Cloudy			

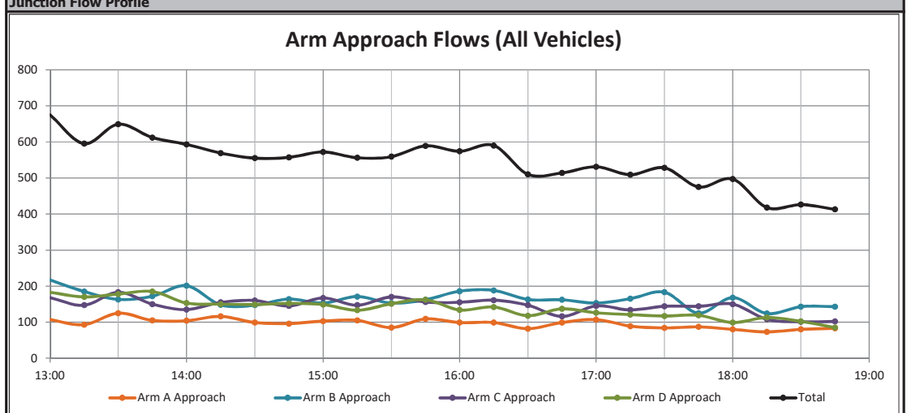
Junction Layout



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):

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 1

Date of Survey: 18.05.2019
Junction Name: A320 Guildford Road / A247 Wych Hill Lane / A320 Egley Road
Junction Type: 4-arm Roundabout

Arm A: A320 Guildford Road (N)
Arm B: A247 Wych Hill Lane (E)
Arm C: A320 Egley Road (S)
Arm D: Wych Hill Lane (W)

	A to A							A to B							A to C							A to D						
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	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
13:00	0	0	0	0	0	0	0	0	86	6	1	0	0	0	0	93	86	6	1	0	0	0	0	93	0	0	0	0	0	0	0	0
13:15	1	0	0	0	0	0	0	1	79	2	0	0	0	0	0	81	79	2	0	0	0	0	0	81	0	0	0	0	0	0	0	0
13:30	2	0	0	0	0	0	0	2	96	2	0	0	0	0	0	98	96	2	0	0	0	0	0	98	0	0	0	0	0	0	0	0
13:45	2	0	0	0	0	0	0	2	86	4	0	0	1	0	0	93	86	4	0	0	1	0	0	93	0	0	0	0	0	0	0	0
14:00	1	0	0	0	0	0	0	1	76	2	0	0	0	0	0	78	76	2	0	0	0	0	0	78	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	98	2	0	0	1	0	0	102	98	2	0	0	1	0	0	102	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	81	4	0	0	0	0	0	85	81	4	0	0	0	0	0	85	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	76	4	2	0	0	0	0	82	76	4	2	0	0	0	0	82	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	78	5	0	0	0	0	0	83	78	5	0	0	0	0	0	83	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	99	4	0	0	0	0	0	103	99	4	0	0	0	0	0	103	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	90	3	0	0	0	0	0	93	90	3	0	0	0	0	0	93	0	0	0	0	0	0	0	0
15:45	1	0	0	0	0	0	0	1	75	5	1	0	0	0	0	81	75	5	1	0	0	0	0	81	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	74	4	2	0	0	0	0	80	74	4	2	0	0	0	0	80	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	64	7	0	0	0	0	0	72	64	7	0	0	0	0	0	72	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	81	4	0	0	0	0	0	86	81	4	0	0	0	0	0	86	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	0	1	81	4	0	0	0	0	0	90	81	4	0	0	0	0	0	90	0	0	0	0	0	0	0	0
17:00	1	0	0	0	0	0	0	1	67	4	0	0	0	0	0	71	67	4	0	0	0	0	0	71	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	66	3	0	0	0	0	0	69	66	3	0	0	0	0	0	69	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	67	5	0	0	0	0	0	73	67	5	0	0	0	0	0	73	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	55	4	0	0	0	0	0	60	55	4	0	0	0	0	0	60	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	56	4	0	0	0	0	0	62	56	4	0	0	0	0	0	62	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	63	4	0	0	0	0	0	70	63	4	0	0	0	0	0	70	0	0	0	0	0	0	0	0
18:30	2	0	0	0	0	0	0	2	65	1	0	0	0	0	0	66	65	1	0	0	0	0	0	66	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	65	1	0	0	0	0	0	66	65	1	0	0	0	0	0	66	0	0	0	0	0	0	0	0
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
13:00	5	0	0	0	0	0	0	5	347	14	1	0	1	0	0	365	347	14	1	0	1	0	0	365	0	0	0	0	0	0	0	0
13:15	6	0	0	0	0	0	0	6	337	10	0	0	1	0	0	350	337	10	0	0	1	0	0	350	0	0	0	0	0	0	0	0
13:30	5	0	0	0	0	0	0	5	356	10	0	0	1	0	0	371	356	10	0	0	1	0	0	371	0	0	0	0	0	0	0	0
13:45	3	0	0	0	0	0	0	3	341	12	2	0	0	0	0	361	341	12	2	0	0	0	0	361	0	0	0	0	0	0	0	0
14:00	1	0	0	0	0	0	0	1	331	12	2	0	0	0	0	351	331	12	2	0	0	0	0	351	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	333	15	2	0	0	0	0	358	333	15	2	0	0	0	0	358	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	315	16	3	0	0	0	0	341	315	16	3	0	0	0	0	341	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	293	16	2	0	0	0	0	319	293	16	2	0	0	0	0	319	0	0	0	0	0	0	0	0
15:00	1	0	0	0	0	0	0	1	307	15	1	0	0	0	0	329	307	15	1	0	0	0	0	329	0	0	0	0	0	0	0	0
15:15	2	0	0	0	0	0	0	2	304	15	2	0	0	0	0	327	304	15	2	0	0	0	0	327	0	0	0	0	0	0	0	0
15:30	2	0	0	0	0	0	0	2	298	16	4	0	0	0	0	322	298	16	4	0	0	0	0	322	0	0	0	0	0	0	0	0
15:45	2	0	0	0	0	0	0	2	303	19	3	0	0	0	0	328	303	19	3	0	0	0	0	328	0	0	0	0	0	0	0	0
16:00	2	0	0	0	0	0	0	2	294	20	3	0	0	0	0	321	294	20	3	0	0	0	0	321	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1	300	22	3	0	0	0	0	325	300	22	3	0	0	0	0	325	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	1	293	22	1	0	0	0	0	316	293	22	1	0	0	0	0	316	0	0	0	0	0	0	0	0
16:45	2	0	0	0	0	0	0	2	295	18	1	0	0	0	0	314	295	18	1	0	0	0	0	314	0	0	0	0	0	0	0	0
17:00	1	0	0	0	0	0	0	1	281	19	1	0	0	0	0	301	281	19	1	0	0	0	0	301	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	255	16	0	0	0	0	0	275	255	16	0	0	0	0	0	275	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	244	16	0	0	0	0	0	266	244	16	0	0	0	0	0	266	0	0	0	0	0	0	0	0
17:45	2	0	0	0	0	0	0	2	241	17	0	0	0	0	0	265	241	17	0	0	0	0	0	265	0	0	0	0	0	0	0	0
18:00	2	0	0	0	0	0	0	2	239	13	0	0	3	0	0	258	239	13	0	0	3	0	0	258	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 1

Date of Survey: 18.05.2019
Junction Name: A320 Guildford Road / A247 Wych Hill Lane / A320 Egley Road
Junction Type: 4-arm Roundabout

Arm A: A320 Guildford Road (N)
Arm B: A247 Wych Hill Lane (E)
Arm C: A320 Egley Road (S)
Arm D: Wych Hill Lane (W)

	A to B								B to B								B 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
13:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	70	2	1	0	1	2	0	76
13:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	65	2	0	0	0	1	0	68
13:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	50	3	0	0	2	0	1	56
13:45	2	0	0	0	0	1	1	4	1	0	0	0	0	0	0	1	62	4	0	0	0	1	0	67
14:00	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	61	5	0	0	0	3	0	69
14:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	48	6	0	0	1	2	1	58
14:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	50	3	0	0	2	1	0	56
14:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	56	4	0	0	0	2	0	62
15:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	59	2	0	0	0	0	1	62
15:15	5	0	0	0	0	1	0	6	0	0	0	0	0	0	0	0	49	3	0	0	1	1	0	54
15:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	44	4	0	0	1	0	0	49
15:45	5	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	54	4	0	0	1	0	0	59
16:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	55	1	0	0	0	3	2	61
16:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	70	2	0	0	1	1	0	74
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	2	0	0	1	0	0	54
16:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	58	5	0	0	0	1	0	64
17:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	62	1	0	0	1	0	1	65
17:15	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	47	3	0	0	1	0	0	51
17:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	66	1	0	0	1	0	0	68
17:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	40	3	0	1	0	2	0	46
18:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	55	1	0	0	1	1	0	58
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	2	0	0	0	1	0	41
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	1	0	0	0	0	0	56
18:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	55	1	0	0	1	1	0	58
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	7	0	0	0	0	1	1	9	1	0	0	0	0	0	0	1	247	11	1	0	3	4	1	267
13:15	10	1	0	0	0	1	1	13	1	0	0	0	0	0	0	1	238	14	0	0	2	5	1	260
13:30	11	1	0	0	0	1	1	14	1	0	0	0	0	0	0	1	221	18	0	0	3	6	2	250
13:45	11	1	0	0	0	1	1	14	1	0	0	0	0	0	0	1	221	18	0	0	3	7	1	250
14:00	10	1	0	0	0	0	0	11	1	0	0	0	0	0	0	1	215	18	0	0	3	8	1	245
14:15	9	0	0	0	0	0	0	9	1	0	0	0	0	0	0	1	213	15	0	0	3	5	2	238
14:30	12	0	0	0	0	1	0	13	1	0	0	0	0	0	0	1	214	12	0	0	3	4	1	234
14:45	14	0	0	0	0	1	0	15	1	0	0	0	0	0	0	1	208	13	0	0	2	3	1	227
15:00	18	0	0	0	0	1	1	20	0	0	0	0	0	0	0	0	206	13	0	0	3	1	1	224
15:15	15	0	0	0	0	1	1	17	0	0	0	0	0	0	0	0	202	12	0	0	3	4	2	223
15:30	13	0	0	0	0	0	1	14	0	0	0	0	0	0	0	0	223	11	0	0	3	4	2	243
15:45	9	0	0	0	0	0	1	10	0	0	0	0	0	0	0	0	230	9	0	0	3	4	2	248
16:00	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	234	10	0	0	2	5	2	253
16:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	241	10	0	0	3	2	1	257
16:30	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	218	11	0	0	3	1	1	234
16:45	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	233	10	0	0	3	1	1	248
17:00	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0	215	8	0	1	3	2	1	230
17:15	13	1	0	0	0	0	0	14	2	0	0	0	0	0	0	2	208	8	0	1	3	3	0	223
17:30	10	0	0	0	0	0	0	10	2	0	0	0	0	0	0	2	199	7	0	1	2	4	0	213
17:45	7	0	0	0	0	0	0	7	2	0	0	0	0	0	0	2	188	7	0	1	1	4	0	201
18:00	7	0	0	0	0	0	0	7	2	0	0	0	0	0	0	2	203	5	0	0	2	3	0	213

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 1

Date of Survey: 18.05.2019
Junction Name: A320 Guildford Road / A247 Wych Hill Lane / A320 Egley Road
Junction Type: 4-arm Roundabout

Arm A: A320 Guildford Road (N)
Arm B: A247 Wych Hill Lane (E)
Arm C: A320 Egley Road (S)
Arm D: Wych Hill Lane (W)

	B to D								B to C								C 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
13:00	110	10	0	0	0	2	0	122	17	2	0	0	0	0	0	19	2	0	0	0	0	0	0	2
13:15	80	5	0	0	0	1	0	86	29	2	0	0	0	0	0	31	0	0	0	0	0	0	0	0
13:30	82	7	0	0	0	1	0	90	15	2	0	0	0	0	0	17	0	0	0	0	0	0	0	0
13:45	70	9	0	0	0	1	0	80	22	2	0	0	0	0	0	24	0	0	0	0	0	0	0	0
14:00	93	5	0	0	0	1	0	99	31	2	0	0	0	0	0	33	0	0	0	0	0	0	0	0
14:15	71	6	1	0	0	1	0	79	11	0	0	0	0	0	0	11	3	0	0	0	0	0	0	3
14:30	64	3	0	0	0	0	1	68	22	1	0	0	0	0	0	23	0	0	0	0	0	0	0	0
14:45	69	8	1	0	0	0	0	78	22	1	0	0	0	0	0	23	1	0	0	0	0	0	0	1
15:00	74	2	0	0	0	0	0	76	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0
15:15	96	2	0	0	0	1	0	99	17	1	0	0	0	0	0	18	0	1	0	0	0	0	0	1
15:30	85	3	0	0	0	0	0	88	16	0	0	0	0	0	0	16	1	0	0	0	0	0	0	1
15:45	77	5	0	0	0	0	0	82	20	1	0	0	0	0	0	21	1	0	0	0	0	0	0	1
16:00	88	5	1	0	0	1	0	95	29	1	0	0	0	0	0	30	1	0	0	0	0	0	0	1
16:15	88	7	0	0	0	0	0	95	18	1	0	0	0	0	0	19	0	0	0	0	0	0	0	0
16:30	87	6	0	0	0	0	0	93	16	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0
16:45	73	7	0	0	0	0	1	81	16	1	0	0	0	0	0	17	1	0	0	0	0	0	0	1
17:00	70	3	0	0	0	0	0	73	12	2	0	0	0	1	0	15	0	0	0	0	0	0	0	0
17:15	93	4	0	0	0	2	0	99	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0
17:30	96	3	0	0	0	1	0	100	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0
17:45	51	4	0	0	0	1	1	57	19	3	0	0	0	0	0	22	0	0	0	0	0	0	0	0
18:00	85	4	0	0	0	1	0	90	17	1	0	0	0	0	0	18	0	0	0	0	0	0	0	0
18:15	70	2	0	0	0	0	0	72	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
18:30	72	2	0	0	0	0	0	74	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0
18:45	66	2	1	0	0	1	0	70	13	0	0	0	0	2	0	15	0	0	0	0	0	0	0	0
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	342	31	0	0	0	5	0	378	83	8	0	0	0	0	0	91	2	0	0	0	0	0	0	2
13:15	325	26	0	0	0	4	0	355	97	8	0	0	0	0	0	105	0	0	0	0	0	0	0	0
13:30	316	27	1	0	0	4	0	348	79	6	0	0	0	0	0	85	3	0	0	0	0	0	0	3
13:45	298	23	1	0	0	3	1	326	86	5	0	0	0	0	0	91	3	0	0	0	0	0	0	3
14:00	297	22	2	0	0	2	1	324	86	4	0	0	0	0	0	90	4	0	0	0	0	0	0	4
14:15	278	19	2	0	0	1	1	301	70	2	0	0	0	0	0	72	4	0	0	0	0	0	0	4
14:30	303	15	1	0	0	1	1	321	76	3	0	0	0	0	0	79	1	1	0	0	0	0	0	2
14:45	324	15	1	0	0	1	0	341	70	2	0	0	0	0	0	72	2	1	0	0	0	0	0	3
15:00	332	12	0	0	0	1	0	345	68	2	0	0	0	0	0	70	2	1	0	0	0	0	0	3
15:15	346	15	1	0	0	2	0	364	82	3	0	0	0	0	0	85	3	1	0	0	0	0	0	4
15:30	338	20	1	0	0	1	0	360	83	3	0	0	0	0	0	86	3	0	0	0	0	0	0	3
15:45	340	23	1	0	0	1	0	365	83	3	0	0	0	0	0	86	2	0	0	0	0	0	0	2
16:00	336	25	1	0	0	1	1	364	79	3	0	0	0	0	0	82	2	0	0	0	0	0	0	2
16:15	318	23	0	0	0	0	1	342	62	4	0	0	0	1	0	67	1	0	0	0	0	0	0	1
16:30	323	20	0	0	0	2	1	346	59	3	0	0	0	1	0	63	1	0	0	0	0	0	0	1
16:45	332	17	0	0	0	3	1	353	58	3	0	0	0	1	0	62	1	0	0	0	0	0	0	1
17:00	310	14	0	0	0	4	1	329	61	5	0	0	0	1	0	67	0	0	0	0	0	0	0	0
17:15	325	15	0	0	0	5	1	346	66	4	0	0	0	0	0	70	0	0	0	0	0	0	0	0
17:30	302	13	0	0	0	3	1	319	62	4	0	0	0	0	0	66	0	0	0	0	0	0	0	0
17:45	278	12	0	0	0	2	1	293	59	5	0	0	0	0	0	64	0	0	0	0	0	0	0	0
18:00	293	10	1	0	0	2	0	306	53	2	0	0	0	2	0	57	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 1

Date of Survey: 18.05.2019
Junction Name: A320 Guildford Road / A247 Wych Hill Lane / A320 Egley Road
Junction Type: 4-arm Roundabout

Arm A: A320 Guildford Road (N)
Arm B: A247 Wych Hill Lane (E)
Arm C: A320 Egley Road (S)
Arm D: Wych Hill Lane (W)

	C to B								C to A								C to D							
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**
13:00	8	0	0	0	0	0	0	8	83	6	0	0	0	0	0	89	66	2	0	0	1	0	0	69
13:15	8	0	0	0	0	0	0	8	84	10	0	0	1	1	1	97	40	1	0	0	1	0	0	42
13:30	25	0	0	0	0	0	0	25	105	2	0	0	0	0	0	107	49	1	0	0	0	0	1	51
13:45	17	1	0	0	0	1	0	19	71	5	0	0	0	1	0	77	45	6	0	0	2	1	0	54
14:00	14	1	0	0	0	0	0	15	67	3	0	0	0	0	0	70	48	2	0	0	0	0	0	50
14:15	12	0	0	0	0	0	0	12	84	8	1	0	0	0	0	93	44	2	0	0	1	0	0	47
14:30	15	0	1	0	0	0	0	16	94	5	0	0	0	2	0	101	40	2	1	0	0	0	0	43
14:45	11	0	0	0	0	0	0	11	74	2	0	0	0	4	0	80	49	1	0	0	2	1	0	53
15:00	16	1	0	0	0	0	0	17	78	6	1	0	0	2	0	87	60	2	0	0	0	1	0	63
15:15	17	1	0	0	0	0	0	18	59	4	0	0	1	0	1	65	56	6	0	0	1	0	0	63
15:30	17	0	0	0	0	0	0	17	81	9	0	0	0	0	0	90	61	1	0	0	0	0	0	62
15:45	15	0	0	0	0	0	0	15	70	5	0	0	0	1	0	76	60	2	0	0	2	0	0	64
16:00	7	0	0	0	0	0	0	7	71	5	1	0	0	1	1	79	66	1	1	0	0	0	0	68
16:15	9	1	0	0	0	0	0	10	89	4	0	0	0	3	0	96	52	1	0	0	1	1	0	55
16:30	16	0	0	0	0	0	0	16	76	5	1	0	0	1	0	83	48	0	0	0	0	0	0	48
16:45	9	0	0	0	0	0	0	9	64	1	0	0	0	1	0	66	37	1	0	0	2	0	0	40
17:00	15	0	1	0	0	0	0	16	68	6	0	0	0	3	0	77	50	2	0	0	0	0	0	52
17:15	5	0	0	0	0	0	0	5	76	5	0	0	0	0	0	81	47	1	0	0	0	0	0	48
17:30	9	0	0	0	0	0	0	9	76	6	0	0	0	2	0	84	46	4	0	0	1	0	0	51
17:45	15	1	0	0	0	0	0	16	79	3	0	0	0	1	0	83	43	2	0	0	0	0	0	45
18:00	8	0	0	0	0	0	0	8	81	3	0	0	0	0	1	85	55	1	0	0	1	0	0	57
18:15	8	0	0	0	0	0	0	8	59	2	1	0	0	0	0	62	34	3	0	0	1	0	0	38
18:30	8	1	0	0	0	0	0	9	55	4	0	0	1	0	0	60	31	1	0	0	0	0	0	32
18:45	8	0	0	0	0	1	0	9	66	1	0	0	0	1	1	69	19	5	0	0	0	0	0	24
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	58	1	0	0	0	1	0	60	343	23	0	0	1	2	1	370	200	10	0	0	4	1	1	216
13:15	64	2	0	0	0	1	0	67	327	20	0	0	1	2	1	351	182	10	0	0	3	1	1	197
13:30	68	2	0	0	0	1	0	71	327	18	1	0	0	1	0	347	186	11	0	0	3	1	1	202
13:45	58	2	1	0	0	1	0	62	316	21	1	0	0	3	0	341	177	12	1	0	3	1	0	194
14:00	52	1	1	0	0	0	0	54	319	18	1	0	0	6	0	344	181	7	1	0	3	1	0	193
14:15	54	1	1	0	0	0	0	56	330	21	2	0	0	8	0	361	193	7	1	0	3	2	0	206
14:30	59	2	1	0	0	0	0	62	305	17	1	0	1	8	1	333	205	11	1	0	3	2	0	222
14:45	61	2	0	0	0	0	0	63	292	21	1	0	1	6	1	322	226	10	0	0	3	2	0	241
15:00	65	2	0	0	0	0	0	67	288	24	1	0	1	3	1	318	237	11	0	0	3	1	0	252
15:15	56	1	0	0	0	0	0	57	281	23	1	0	1	2	2	310	243	10	1	0	3	0	0	257
15:30	48	1	0	0	0	0	0	49	311	23	1	0	0	5	1	341	239	5	1	0	3	1	0	249
15:45	47	1	0	0	0	0	0	48	306	19	2	0	0	6	1	334	226	4	1	0	3	1	0	235
16:00	41	1	0	0	0	0	0	42	300	15	2	0	0	6	1	324	203	3	1	0	3	1	0	211
16:15	49	1	1	0	0	0	0	51	297	16	1	0	0	8	0	322	187	4	0	0	3	1	0	195
16:30	45	0	1	0	0	0	0	46	284	17	1	0	0	5	0	307	182	4	0	0	2	0	0	188
16:45	38	0	1	0	0	0	0	39	284	18	0	0	0	6	0	308	180	8	0	0	3	0	0	191
17:00	44	1	1	0	0	0	0	46	299	20	0	0	0	6	0	325	186	9	0	0	1	0	0	196
17:15	37	1	0	0	0	0	0	38	312	17	0	0	0	3	1	333	191	8	0	0	2	0	0	201
17:30	40	1	0	0	0	0	0	41	295	14	1	0	0	3	1	314	178	10	0	0	3	0	0	191
17:45	39	2	0	0	0	0	0	41	274	12	1	0	1	1	1	290	163	7	0	0	2	0	0	172
18:00	32	1	0	0	0	1	0	34	261	10	1	0	1	1	2	276	139	10	0	0	2	0	0	151

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 1

Date of Survey: 18.05.2019
Junction Name: A320 Guildford Road / A247 Wych Hill Lane / A320 Egley Road
Junction Type: 4-arm Roundabout

Arm A: A320 Guildford Road (N)
Arm B: A247 Wych Hill Lane (E)
Arm C: A320 Egley Road (S)
Arm D: Wych Hill Lane (W)

	D to D								D to C								D 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**
13:00	1	0	0	0	0	0	0	1	48	2	0	0	1	1	0	52	110	6	0	0	0	1	3	120
13:15	0	0	0	0	0	0	0	0	53	7	0	0	1	0	0	61	93	9	0	0	0	0	0	102
13:30	0	0	0	0	0	0	0	0	57	5	1	0	0	0	0	63	99	5	0	0	0	1	1	106
13:45	0	0	0	0	0	0	0	0	53	4	1	0	2	0	0	60	103	4	0	0	0	0	0	107
14:00	1	0	0	0	0	0	0	1	51	1	1	0	0	0	0	53	73	7	0	0	0	1	1	82
14:15	0	0	0	0	0	0	0	0	56	6	0	0	1	0	0	63	73	5	0	0	0	0	0	78
14:30	0	0	0	0	0	0	0	0	57	5	1	0	0	1	0	64	68	5	0	0	0	0	2	75
14:45	0	0	0	0	0	0	0	0	61	3	0	0	2	0	0	66	62	7	0	0	0	1	1	71
15:00	0	0	0	0	0	0	0	0	46	2	1	0	0	0	0	49	73	5	0	0	1	1	1	81
15:15	0	0	0	0	0	0	0	0	45	1	0	0	1	1	0	48	66	7	0	0	0	2	0	75
15:30	0	0	0	0	0	0	0	0	58	1	0	0	0	0	0	59	67	4	0	0	0	1	0	72
15:45	0	0	0	0	0	0	0	0	62	3	0	0	2	0	0	67	77	4	0	0	0	0	0	81
16:00	0	0	0	0	0	0	0	0	50	2	0	0	0	0	0	52	65	6	0	0	0	0	0	71
16:15	0	0	0	0	0	0	0	0	38	3	0	0	1	0	0	42	80	2	0	0	0	0	0	82
16:30	0	0	0	0	0	0	0	0	37	3	0	0	0	0	0	40	58	4	0	0	0	1	0	63
16:45	0	0	0	0	0	0	0	0	41	4	0	0	2	0	0	47	63	5	0	0	0	1	0	69
17:00	0	0	0	0	0	0	0	0	49	3	1	0	0	0	0	53	56	5	0	0	0	1	0	62
17:15	1	0	0	0	0	0	0	1	37	1	0	0	1	0	0	39	67	2	0	0	0	2	0	71
17:30	0	0	0	0	0	0	0	0	42	2	0	0	0	0	0	44	55	2	0	0	0	0	0	57
17:45	0	0	0	0	0	0	0	0	29	3	0	0	0	0	0	32	72	1	0	0	0	1	0	74
18:00	1	0	0	0	0	0	0	1	34	2	0	0	2	0	0	38	45	0	0	0	0	0	0	45
18:15	0	0	0	0	0	0	0	0	38	3	0	0	0	0	0	41	51	5	0	0	0	1	0	57
18:30	0	0	0	0	0	0	0	0	21	1	0	0	0	2	0	24	59	2	0	0	0	4	0	65
18:45	0	0	0	0	0	0	0	0	26	1	0	0	0	0	0	27	39	3	0	0	0	0	0	42
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	1	0	0	0	0	0	0	1	211	18	2	0	4	1	0	236	405	24	0	0	0	2	4	435
13:15	1	0	0	0	0	0	0	1	214	17	3	0	3	0	0	237	368	25	0	0	0	2	2	397
13:30	1	0	0	0	0	0	0	1	217	16	3	0	3	0	0	239	348	21	0	0	0	2	2	373
13:45	1	0	0	0	0	0	0	1	217	16	3	0	3	1	0	240	317	21	0	0	0	1	3	342
14:00	1	0	0	0	0	0	0	1	225	15	2	0	3	1	0	246	276	24	0	0	0	2	4	306
14:15	0	0	0	0	0	0	0	0	220	16	2	0	3	1	0	242	276	22	0	0	1	2	4	305
14:30	0	0	0	0	0	0	0	0	209	11	2	0	3	2	0	227	269	24	0	0	1	4	4	302
14:45	0	0	0	0	0	0	0	0	210	7	1	0	3	1	0	222	268	23	0	0	1	5	2	299
15:00	0	0	0	0	0	0	0	0	211	7	1	0	3	1	0	223	283	20	0	0	1	4	1	309
15:15	0	0	0	0	0	0	0	0	215	7	0	0	3	1	0	226	275	21	0	0	0	3	0	299
15:30	0	0	0	0	0	0	0	0	208	9	0	0	3	0	0	220	289	16	0	0	0	1	0	306
15:45	0	0	0	0	0	0	0	0	187	11	0	0	3	0	0	201	280	16	0	0	0	1	0	297
16:00	0	0	0	0	0	0	0	0	166	12	0	0	3	0	0	181	266	17	0	0	0	2	0	285
16:15	0	0	0	0	0	0	0	0	165	13	1	0	3	0	0	182	257	16	0	0	0	3	0	276
16:30	1	0	0	0	0	0	0	1	164	11	1	0	3	0	0	179	244	16	0	0	0	5	0	265
16:45	1	0	0	0	0	0	0	1	169	10	1	0	3	0	0	183	241	14	0	0	0	4	0	259
17:00	1	0	0	0	0	0	0	1	157	9	1	0	1	0	0	168	250	10	0	0	0	4	0	264
17:15	2	0	0	0	0	0	0	2	142	8	0	0	3	0	0	153	239	5	0	0	0	3	0	247
17:30	1	0	0	0	0	0	0	1	143	10	0	0	2	0	0	155	223	8	0	0	0	2	0	233
17:45	1	0	0	0	0	0	0	1	122	9	0	0	2	2	0	135	227	8	0	0	0	6	0	241
18:00	1	0	0	0	0	0	0	1	119	7	0	0	2	2	0	130	194	10	0	0	0	5	0	209

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 1

Date of Survey: 18.05.2019
Junction Name: A320 Guildford Road / A247 Wych Hill Lane / A320 Egley Road
Junction Type: 4-arm Roundabout

Arm A: A320 Guildford Road (N)
Arm B: A247 Wych Hill Lane (E)
Arm C: A320 Egley Road (S)
Arm D: Wych Hill Lane (W)

	D to A							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
13:00	9	1	0	0	0	0	0	10
13:15	7	0	0	0	0	0	0	7
13:30	9	0	0	0	0	0	0	9
13:45	17	1	0	0	0	0	0	18
14:00	15	2	0	0	0	0	0	17
14:15	9	0	0	0	0	0	0	9
14:30	9	1	0	0	0	0	0	10
14:45	14	1	0	0	0	0	0	15
15:00	18	1	0	0	0	0	0	19
15:15	10	0	0	0	0	0	0	10
15:30	17	3	0	0	0	0	0	20
15:45	13	0	0	0	0	1	0	14
16:00	11	0	0	0	0	0	0	11
16:15	13	4	0	0	0	1	0	18
16:30	15	0	0	0	0	0	0	15
16:45	20	1	0	0	0	0	0	21
17:00	9	2	0	0	0	0	0	11
17:15	10	0	0	0	0	0	0	10
17:30	16	0	0	0	0	0	0	16
17:45	13	0	0	0	0	0	0	13
18:00	15	0	0	0	0	0	0	15
18:15	12	2	0	0	0	1	0	15
18:30	13	0	0	0	0	0	0	13
18:45	16	0	0	0	0	0	0	16
Start Time	**Rolling Hour**							**Total**
13:00	42	2	0	0	0	0	0	44
13:15	48	3	0	0	0	0	0	51
13:30	50	3	0	0	0	0	0	53
13:45	50	4	0	0	0	0	0	54
14:00	47	4	0	0	0	0	0	51
14:15	50	3	0	0	0	0	0	53
14:30	51	3	0	0	0	0	0	54
14:45	59	5	0	0	0	0	0	64
15:00	58	4	0	0	0	1	0	63
15:15	51	3	0	0	0	1	0	55
15:30	54	7	0	0	0	2	0	63
15:45	52	4	0	0	0	2	0	58
16:00	59	5	0	0	0	1	0	65
16:15	57	7	0	0	0	1	0	65
16:30	54	3	0	0	0	0	0	57
16:45	55	3	0	0	0	0	0	58
17:00	48	2	0	0	0	0	0	50
17:15	54	0	0	0	0	0	0	54
17:30	56	2	0	0	0	1	0	59
17:45	53	2	0	0	0	1	0	56
18:00	56	2	0	0	0	1	0	59

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 1

Date of Survey: 18.05.2019
Junction Name: A320 Guildford Road / A247 Wych Hill Lane / A320 Egley Road
Junction Type: 4-arm Roundabout

	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**
13:00	100	6	1	0	0	0	0	107	162	9	1	0	1	2	0	175
13:15	90	3	0	0	0	0	0	93	157	12	0	0	1	2	1	173
13:30	121	4	0	0	0	0	0	125	166	5	0	0	2	0	1	174
13:45	94	6	0	0	1	2	2	105	152	10	0	0	0	2	0	164
14:00	100	4	0	0	0	0	0	104	144	10	0	0	0	3	0	157
14:15	112	2	0	0	0	2	0	116	141	14	1	0	1	2	1	160
14:30	91	5	0	0	0	3	0	99	153	9	0	0	2	3	0	167
14:45	89	4	2	0	0	0	1	96	144	7	0	0	0	6	0	157
15:00	93	7	0	0	0	3	0	103	155	9	1	0	0	2	1	168
15:15	98	3	0	0	0	4	0	105	118	7	0	0	2	1	1	129
15:30	76	6	1	0	1	0	1	85	142	16	0	0	1	0	0	159
15:45	104	3	0	0	0	1	1	109	138	9	0	0	1	2	0	150
16:00	90	5	1	0	0	3	0	99	138	6	1	0	0	4	3	152
16:15	93	4	2	0	0	0	0	99	172	10	0	0	1	5	0	188
16:30	74	7	0	0	0	1	0	82	142	7	1	0	1	1	0	152
16:45	93	4	0	0	0	2	0	99	143	7	0	0	0	2	0	152
17:00	96	9	1	0	0	1	0	107	140	9	0	0	1	3	1	154
17:15	84	5	0	0	0	0	0	89	133	8	0	0	1	0	0	142
17:30	79	3	0	0	0	2	0	84	158	7	0	0	1	2	0	168
17:45	80	6	0	0	0	0	1	87	132	6	0	1	0	3	0	142
18:00	75	4	0	0	0	1	0	80	151	4	0	0	1	1	1	158
18:15	66	5	0	0	0	1	1	73	109	6	1	0	0	2	0	118
18:30	73	4	0	0	3	0	0	80	125	5	0	0	1	0	0	131
18:45	82	1	0	0	0	0	0	83	137	2	0	0	1	2	1	143
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	405	19	1	0	1	2	2	430	637	36	1	0	4	6	2	686
13:15	405	17	0	0	1	2	2	427	619	37	0	0	3	7	2	668
13:30	427	16	0	0	1	4	2	450	603	39	1	0	3	7	2	655
13:45	397	17	0	0	1	7	2	424	590	43	1	0	3	10	1	648
14:00	392	15	2	0	0	5	1	415	582	40	1	0	3	14	1	641
14:15	385	18	2	0	0	8	1	414	593	39	2	0	3	13	2	652
14:30	371	19	2	0	0	10	1	403	570	32	1	0	4	12	2	621
14:45	356	20	3	0	1	7	2	389	559	39	1	0	3	9	2	613
15:00	371	19	1	0	1	8	2	402	553	41	1	0	4	5	2	606
15:15	368	17	2	0	1	8	2	398	536	38	1	0	4	7	4	590
15:30	363	18	4	0	1	4	2	392	590	41	1	0	3	11	3	649
15:45	361	19	3	0	0	5	1	389	590	32	2	0	3	12	3	642
16:00	350	20	3	0	0	6	0	379	595	30	2	0	2	12	3	644
16:15	356	24	3	0	0	4	0	387	597	33	1	0	3	11	1	646
16:30	347	25	1	0	0	4	0	377	558	31	1	0	3	6	1	600
16:45	352	21	1	0	0	5	0	379	574	31	0	0	3	7	1	616
17:00	339	23	1	0	0	3	1	367	563	30	0	1	3	8	1	606
17:15	318	18	0	0	0	3	1	340	574	25	0	1	3	6	1	610
17:30	300	18	0	0	0	4	2	324	550	23	1	1	2	8	1	586
17:45	294	19	0	0	3	2	2	320	517	21	1	1	2	6	1	549
18:00	296	14	0	0	3	2	1	316	522	17	1	0	3	5	2	550

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 1

Date of Survey: 18.05.2019
Junction Name: A320 Guildford Road / A247 Wych Hill Lane / A320 Egley Road
Junction Type: 4-arm Roundabout

	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**
13:00	197	14	1	0	1	4	0	217	120	6	0	0	0	1	3	130
13:15	174	9	0	0	0	2	0	185	102	9	0	0	0	0	0	111
13:30	147	12	0	0	2	1	1	163	126	5	0	0	0	1	1	133
13:45	155	15	0	0	0	2	0	172	123	5	0	0	0	2	1	131
14:00	185	12	0	0	0	4	0	201	92	9	0	0	0	1	1	103
14:15	130	12	1	0	1	3	1	148	87	5	0	0	0	0	0	92
14:30	136	7	0	0	2	1	1	147	85	5	1	0	0	0	2	93
14:45	148	13	1	0	0	2	0	164	75	7	0	0	0	1	1	84
15:00	148	4	0	0	0	0	1	153	93	6	0	0	1	1	1	102
15:15	162	6	0	0	1	2	0	171	88	8	0	0	0	3	0	99
15:30	145	7	0	0	1	0	0	153	88	4	0	0	0	1	0	93
15:45	151	10	0	0	1	0	0	162	97	4	0	0	0	0	1	102
16:00	172	7	1	0	0	4	2	186	73	6	0	0	0	0	0	79
16:15	176	10	0	0	1	1	0	188	92	3	0	0	0	0	0	95
16:30	154	8	0	0	1	0	0	163	74	4	0	0	0	1	0	79
16:45	147	13	0	0	0	1	1	162	73	5	0	0	0	1	0	79
17:00	144	6	0	0	1	1	1	153	72	5	1	0	0	1	0	79
17:15	155	7	0	0	1	2	0	165	75	3	0	0	0	2	0	80
17:30	177	4	0	0	1	1	0	183	67	2	0	0	0	0	0	69
17:45	110	10	0	1	0	3	1	125	92	2	0	0	0	1	0	95
18:00	159	6	0	0	1	2	0	168	57	0	0	0	0	0	0	57
18:15	119	4	0	0	0	1	0	124	59	5	0	0	0	1	0	65
18:30	139	4	0	0	0	0	0	143	67	3	0	0	0	4	0	74
18:45	134	3	1	0	1	4	0	143	52	3	0	0	0	1	0	56
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	673	50	1	0	3	9	1	737	471	25	0	0	0	4	5	505
13:15	661	48	0	0	2	9	1	721	443	28	0	0	0	4	3	478
13:30	617	51	1	0	3	10	2	684	428	24	0	0	0	4	3	459
13:45	606	46	1	0	3	10	2	668	387	24	1	0	0	3	4	419
14:00	599	44	2	0	3	10	2	660	339	26	1	0	0	2	4	372
14:15	562	36	2	0	3	6	3	612	340	23	1	0	1	2	4	371
14:30	594	30	1	0	3	5	2	635	341	26	1	0	1	5	4	378
14:45	603	30	1	0	2	4	1	641	344	25	0	0	1	6	2	378
15:00	606	27	0	0	3	2	1	639	366	22	0	0	1	5	2	396
15:15	630	30	1	0	3	6	2	672	346	22	0	0	0	4	1	373
15:30	644	34	1	0	3	5	2	689	350	17	0	0	0	1	1	369
15:45	653	35	1	0	3	5	2	699	336	17	0	0	0	1	1	355
16:00	649	38	1	0	2	6	3	699	312	18	0	0	0	2	0	332
16:15	621	37	0	0	3	3	2	666	311	17	1	0	0	3	0	332
16:30	600	34	0	0	3	4	2	643	294	17	1	0	0	5	0	317
16:45	623	30	0	0	3	5	2	663	287	15	1	0	0	4	0	307
17:00	586	27	0	1	3	7	2	626	306	12	1	0	0	4	0	323
17:15	601	27	0	1	3	8	1	641	291	7	0	0	0	3	0	301
17:30	565	24	0	1	2	7	1	600	275	9	0	0	0	2	0	286
17:45	527	24	0	1	1	6	1	560	275	10	0	0	0	6	0	291
18:00	551	17	1	0	2	7	0	578	235	11	0	0	0	6	0	252

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 1

Date of Survey: 18.05.2019
Junction Name: A320 Guildford Road / A247 Wych Hill Lane / A320 Egley Road
Junction Type: 4-arm Roundabout

	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**
13:00	159	8	0	0	1	0	0	168	153	10	1	0	1	1	0	166
13:15	132	11	0	0	2	1	1	147	161	11	0	0	1	0	0	173
13:30	179	3	0	0	0	0	1	183	168	9	1	0	0	0	0	178
13:45	133	12	0	0	2	3	0	150	161	10	1	0	3	1	1	177
14:00	129	6	0	0	0	0	0	135	158	5	1	0	0	0	0	164
14:15	143	10	1	0	1	0	0	155	168	8	0	0	1	2	0	179
14:30	149	7	2	0	0	2	0	160	160	10	1	0	0	4	0	175
14:45	135	3	0	0	2	5	0	145	160	8	2	0	2	0	1	173
15:00	154	9	1	0	0	3	0	167	139	7	1	0	0	2	0	149
15:15	132	12	0	0	2	0	1	147	142	6	0	0	1	3	0	152
15:30	160	10	0	0	0	0	0	170	134	5	1	0	1	0	1	142
15:45	146	7	0	0	2	1	0	156	173	7	0	0	2	0	0	182
16:00	145	6	2	0	0	1	1	155	155	8	1	0	0	2	0	166
16:15	150	6	0	0	1	4	0	161	130	8	2	0	1	0	0	141
16:30	140	5	1	0	0	1	0	147	117	10	0	0	0	1	0	128
16:45	111	2	0	0	2	1	0	116	139	9	0	0	2	1	0	151
17:00	133	8	1	0	0	3	0	145	142	12	2	0	0	2	0	158
17:15	128	6	0	0	0	0	0	134	119	5	0	0	1	0	0	125
17:30	131	10	0	0	1	2	0	144	123	5	0	0	0	2	0	130
17:45	137	6	0	0	0	1	0	144	115	11	0	0	0	0	1	127
18:00	144	4	0	0	1	0	1	150	106	7	0	0	2	1	0	116
18:15	101	5	1	0	1	0	0	108	105	7	0	0	0	1	1	114
18:30	94	6	0	0	1	0	0	101	96	6	0	0	3	2	0	107
18:45	93	6	0	0	0	2	1	102	104	2	0	0	0	2	0	108
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	603	34	0	0	5	4	2	648	643	40	3	0	5	2	1	694
13:15	573	32	0	0	4	4	2	615	648	35	3	0	4	1	1	692
13:30	584	31	1	0	3	3	1	623	655	32	3	0	4	3	1	698
13:45	554	35	3	0	3	5	0	600	647	33	3	0	4	7	1	695
14:00	556	26	3	0	3	7	0	595	646	31	4	0	3	6	1	691
14:15	581	29	4	0	3	10	0	627	627	33	4	0	3	8	1	676
14:30	570	31	3	0	4	10	1	619	601	31	4	0	3	9	1	649
14:45	581	34	1	0	4	8	1	629	575	26	4	0	4	5	2	616
15:00	592	38	1	0	4	4	1	640	588	25	2	0	4	5	1	625
15:15	583	35	2	0	4	2	2	628	604	26	2	0	4	5	1	642
15:30	601	29	2	0	3	6	1	642	592	28	4	0	4	2	1	631
15:45	581	24	3	0	3	7	1	619	575	33	3	0	3	3	0	617
16:00	546	19	3	0	3	7	1	579	541	35	3	0	3	4	0	586
16:15	534	21	2	0	3	9	0	569	528	39	4	0	3	4	0	578
16:30	512	21	2	0	2	5	0	542	517	36	2	0	3	4	0	562
16:45	503	26	1	0	3	6	0	539	523	31	2	0	3	5	0	564
17:00	529	30	1	0	1	6	0	567	499	33	2	0	1	4	1	540
17:15	540	26	0	0	2	3	1	572	463	28	0	0	3	3	1	498
17:30	513	25	1	0	3	3	1	546	449	30	0	0	2	4	2	487
17:45	476	21	1	0	3	1	1	503	422	31	0	0	5	4	2	464
18:00	432	21	1	0	3	2	2	461	411	22	0	0	5	6	1	445

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 1

Date of Survey: 18.05.2019
Junction Name: A320 Guildford Road / A247 Wych Hill Lane / A320 Egley Road
Junction Type: 4-arm Roundabout

	Arm D Approach								Arm D Exit							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
13:00	168	9	0	0	1	2	3	183	189	12	0	0	1	2	0	204
13:15	153	16	0	0	1	0	0	170	129	7	0	0	1	1	0	138
13:30	165	10	1	0	0	1	1	178	152	10	0	0	0	1	1	164
13:45	173	9	1	0	2	0	0	185	119	17	0	0	2	2	0	140
14:00	140	10	1	0	0	1	1	153	160	8	0	0	0	1	0	169
14:15	138	11	0	0	1	0	0	150	127	8	1	0	1	1	0	138
14:30	134	11	1	0	0	1	2	149	112	6	1	0	0	0	1	120
14:45	137	11	0	0	2	1	1	152	130	9	1	0	2	1	0	143
15:00	137	8	1	0	1	1	1	149	145	6	0	0	0	2	0	153
15:15	121	8	0	0	1	3	0	133	165	8	0	0	1	2	0	176
15:30	142	8	0	0	0	1	0	151	159	6	0	0	0	0	0	165
15:45	152	7	0	0	2	1	0	162	145	7	0	0	2	1	0	155
16:00	126	8	0	0	0	0	0	134	167	6	2	0	0	2	0	177
16:15	131	9	0	0	1	1	0	142	156	8	0	0	1	1	0	166
16:30	110	7	0	0	0	1	0	118	145	6	0	0	0	0	0	151
16:45	124	10	0	0	2	1	0	137	120	8	0	0	2	1	1	132
17:00	114	10	1	0	0	1	0	126	133	7	0	0	0	0	0	140
17:15	115	3	0	0	1	2	0	121	155	5	0	0	0	2	0	162
17:30	113	4	0	0	0	0	0	117	152	7	0	0	1	1	0	161
17:45	114	4	0	0	0	1	0	119	102	7	0	0	0	1	1	111
18:00	95	2	0	0	2	0	0	99	159	5	0	0	1	1	0	166
18:15	101	10	0	0	0	2	0	113	114	6	0	0	1	0	0	121
18:30	93	3	0	0	0	6	0	102	111	3	0	0	0	0	0	114
18:45	81	4	0	0	0	0	0	85	97	7	1	0	0	1	0	106
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	659	44	2	0	4	3	4	716	589	46	0	0	4	6	1	646
13:15	631	45	3	0	3	2	2	686	560	42	0	0	3	5	1	611
13:30	616	40	3	0	3	2	2	666	558	43	1	0	3	5	1	611
13:45	585	41	3	0	3	2	3	637	518	39	2	0	3	4	1	567
14:00	549	43	2	0	3	3	4	604	529	31	3	0	3	3	1	570
14:15	546	41	2	0	4	3	4	600	514	29	3	0	3	4	1	554
14:30	529	38	2	0	4	6	4	583	552	29	2	0	3	5	1	592
14:45	537	35	1	0	4	6	2	585	599	29	1	0	3	5	0	637
15:00	552	31	1	0	4	6	1	595	614	27	0	0	3	5	0	649
15:15	541	31	0	0	3	5	0	580	636	27	2	0	3	5	0	673
15:30	551	32	0	0	3	3	0	589	627	27	2	0	3	4	0	663
15:45	519	31	0	0	3	3	0	556	613	27	2	0	3	4	0	649
16:00	491	34	0	0	3	3	0	531	588	28	2	0	3	4	1	626
16:15	479	36	1	0	3	4	0	523	554	29	0	0	3	2	1	589
16:30	463	30	1	0	3	5	0	502	553	26	0	0	2	3	1	585
16:45	466	27	1	0	3	4	0	501	560	27	0	0	3	4	1	595
17:00	456	21	1	0	1	4	0	483	542	26	0	0	1	4	1	574
17:15	437	13	0	0	3	3	0	456	568	24	0	0	2	5	1	600
17:30	423	20	0	0	2	3	0	448	527	25	0	0	3	3	1	559
17:45	403	19	0	0	2	9	0	433	486	21	0	0	2	2	1	512
18:00	370	19	0	0	2	8	0	399	481	21	1	0	2	2	0	507

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 1

Date of Survey: 18.05.2019
Junction Name: A320 Guildford Road / A247 Wych Hill Lane / A320 Egley Road
Junction Type: 4-arm Roundabout

	Total Junction Flow							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
13:00	624	37	2	0	3	6	3	675
13:15	549	39	0	0	3	3	1	595
13:30	612	29	1	0	2	2	3	649
13:45	555	42	1	0	5	7	2	612
14:00	554	32	1	0	0	5	1	593
14:15	523	35	2	0	3	5	1	569
14:30	510	30	3	0	2	7	3	555
14:45	509	31	3	0	4	8	2	557
15:00	532	28	2	0	1	7	2	572
15:15	513	29	0	0	4	9	1	556
15:30	523	31	1	0	2	1	1	559
15:45	553	27	0	0	5	3	1	589
16:00	533	26	4	0	0	8	3	574
16:15	550	29	2	0	3	6	0	590
16:30	478	27	1	0	1	3	0	510
16:45	475	29	0	0	4	5	1	514
17:00	487	33	3	0	1	6	1	531
17:15	482	21	0	0	2	4	0	509
17:30	500	21	0	0	2	5	0	528
17:45	441	26	0	1	0	5	2	475
18:00	473	16	0	0	4	3	1	497
18:15	387	24	1	0	1	4	1	418
18:30	399	17	0	0	4	6	0	426
18:45	390	14	1	0	1	6	1	413
Start Time	**Rolling Hour**							**Total**
13:00	2340	147	4	0	13	18	9	2531
13:15	2270	142	3	0	10	17	7	2449
13:30	2244	138	5	0	10	19	7	2423
13:45	2142	139	7	0	10	24	7	2329
14:00	2096	128	9	0	9	25	7	2274
14:15	2074	124	10	0	10	27	8	2253
14:30	2064	118	8	0	11	31	8	2240
14:45	2077	119	6	0	11	25	6	2244
15:00	2121	115	3	0	12	20	5	2276
15:15	2122	113	5	0	11	21	6	2278
15:30	2159	113	7	0	10	18	5	2312
15:45	2114	109	7	0	9	20	4	2263
16:00	2036	111	7	0	8	22	4	2188
16:15	1990	118	6	0	9	20	2	2145
16:30	1922	110	4	0	8	18	2	2064
16:45	1944	104	3	0	9	20	2	2082
17:00	1910	101	3	1	5	20	3	2043
17:15	1896	84	0	1	8	17	3	2009
17:30	1801	87	1	1	7	17	4	1918
17:45	1700	83	1	1	9	18	4	1816
18:00	1649	71	2	0	10	19	3	1754

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 1

Date of Survey: 18.05.2019
Junction Name: A320 Guildford Road / A247 Wych Hill Lane / A320 Egley Road
Junction Type: 4-arm Roundabout

Arm A: A320 Guildford Road (N) **Arm B:** A247 Wych Hill Lane (E) **Arm C:** A320 Egley Road (S) **Arm D:** Wych Hill Lane (W)

	PCU Summary															
Time	**A to A**	**A to D**	**A to C**	**A to B**	**B to B**	**B to A**	**B to D**	**B to C**	**C to C**	**C to B**	**C to A**	**C to D**	**D to D**	**D to C**	**D to B**	**D to A**
13:00	0	12	94	2	0	77	121	19	2	8	89	71	1	53	117	10
13:15	1	10	81	1	0	67	85	31	0	8	97	44	0	63	102	7
13:30	2	23	98	2	0	58	89	17	0	25	107	50	0	64	105	9
13:45	2	6	93	3	1	66	79	24	0	18	76	56	0	64	107	18
14:00	1	19	78	6	0	67	98	33	0	15	70	50	1	54	81	17
14:15	0	12	101	2	0	58	79	11	3	12	94	49	0	65	78	9
14:30	0	9	86	2	0	58	67	23	0	17	100	44	0	64	73	10
14:45	0	12	84	1	1	61	79	23	1	11	78	55	0	69	70	15
15:00	0	13	84	4	0	61	76	15	0	17	87	62	0	50	81	19
15:15	0	13	84	5	0	55	98	18	1	18	66	65	0	49	74	10
15:30	0	15	68	4	0	51	88	16	1	17	90	62	0	59	71	20
15:45	1	8	93	5	0	61	82	21	1	15	75	67	0	70	81	13
16:00	1	13	83	1	0	58	95	30	1	7	79	69	0	52	71	11
16:15	0	16	82	3	0	75	95	19	0	10	94	56	0	44	82	17
16:30	0	10	71	0	0	56	93	16	0	16	83	48	0	40	62	15
16:45	1	10	85	1	0	63	80	17	1	9	65	43	0	50	68	21
17:00	1	15	90	1	0	66	73	14	0	17	75	52	0	54	61	11
17:15	0	14	71	4	0	53	98	15	0	5	81	48	1	41	70	10
17:30	0	10	70	3	0	70	99	15	0	9	83	53	0	44	57	16
17:45	0	9	72	5	0	47	56	22	0	16	82	45	0	32	73	13
18:00	0	18	59	2	2	59	89	18	0	8	84	59	1	41	45	15
18:15	0	11	61	0	0	40	72	11	0	8	63	40	0	41	56	14
18:30	2	8	75	0	0	56	74	13	0	9	62	32	0	23	63	13
18:45	0	12	66	5	0	59	70	14	0	8	68	24	0	27	42	16
Start Time	**Rolling Hour**															
13:00	5	51	366	8	1	269	375	91	2	59	370	221	1	243	431	44
13:15	6	58	350	12	1	259	353	105	0	66	351	200	1	244	394	51
13:30	5	60	370	13	1	249	347	85	3	70	347	205	1	246	370	53
13:45	3	46	358	13	1	250	324	91	3	62	340	199	1	247	339	54
14:00	1	52	349	11	1	244	324	90	4	55	341	198	1	252	302	51
14:15	0	46	355	9	1	238	301	72	4	57	358	210	0	248	302	53
14:30	0	48	338	12	1	235	321	79	2	63	330	226	0	232	298	54
14:45	0	54	319	14	1	227	341	72	3	63	320	244	0	227	296	64
15:00	1	50	328	19	0	227	344	70	3	67	318	256	0	228	307	62
15:15	2	50	327	16	0	224	364	85	4	57	310	262	0	230	297	54
15:30	2	53	325	13	0	244	360	86	3	49	338	254	0	225	305	62
15:45	2	48	329	9	0	249	365	86	2	48	331	240	0	206	296	57
16:00	2	50	321	5	0	251	364	82	2	42	321	216	0	186	284	64
16:15	2	51	329	5	0	260	341	66	1	52	318	199	0	187	274	64
16:30	2	49	318	6	0	237	344	62	1	47	305	191	1	184	262	57
16:45	2	49	317	9	0	251	350	61	1	40	304	196	1	188	257	58
17:00	1	48	303	13	0	234	326	66	0	47	321	198	1	170	262	50
17:15	0	51	272	14	2	228	342	70	0	38	330	204	2	158	245	54
17:30	0	48	262	10	2	216	316	66	0	41	312	196	1	158	232	58
17:45	2	46	267	7	2	202	291	64	0	41	291	175	1	137	237	55
18:00	2	49	261	7	2	214	306	56	0	33	276	154	1	132	206	58

Intelligent Data Collection Limited
Woking, Surrey

Client: Vectos
Project Number: ID04567
Junction Number: Site 2
Date of Survey: 04.04.2019
Junction Name: A247 Kingfield Road
Junction Type: Crossroads

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	24.04.2019			
Prepared by	Grant Daniel Breddy			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04567			
File Ref	ID04567 Woking, Surrey - MCC Site 2 - 04.04.2019			

Issue Sheet

Issued to	Date			
	26.04.2019			
Taylor Davis	E-mail			

Contents Page

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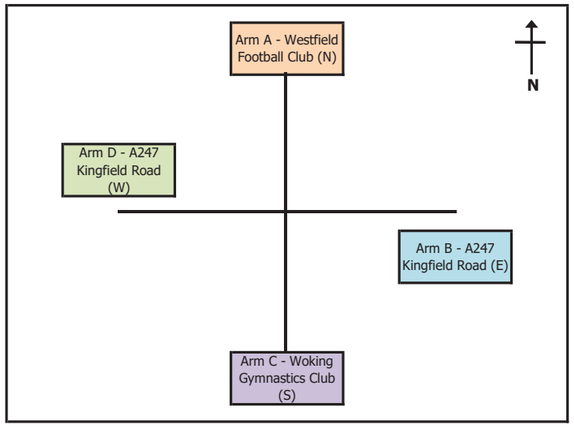
Intelligent Data Collection Limited

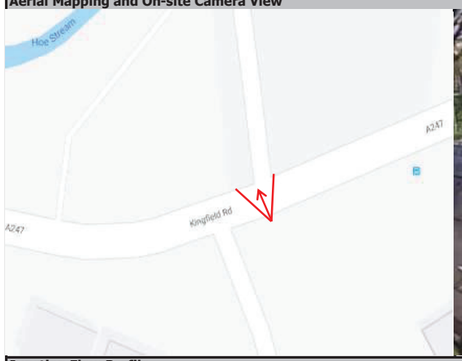
Client:	Vectos	**Date of Survey:**	04.04.2019
Project Number:	ID04567	**Junction Name:**	A247 Kingfield Road
Junction Number:	Site 2	**Junction Type:**	Crossroads

X Coordinate	Y Coordinate	Google Maps Link	
51.30782215065962	-0.5588075443077969	Click Here	
AM Peak Conditions	**PM Peak Conditions**		
Drizzle	Drizzle		

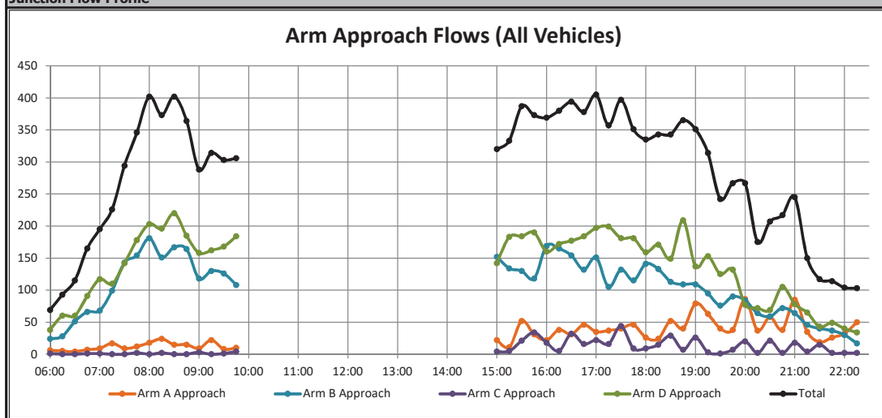
Junction Layout



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):

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 2

Date of Survey: 04.04.2019
Junction Name: A247 Kingfield Road
Junction Type: Crossroads

Arm A: Westfield Football Club (N)
Arm B: A247 Kingfield Road (E)
Arm C: Woking Gymnastics Club (S)
Arm D: A247 Kingfield Road (W)

A to A

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	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0
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
Rolling Hour	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
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09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
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13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
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15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0
Rolling Hour	0	0	0	0	0	0	0	0

A to B

Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	1	0	0	0	0	0	0	1
00:15	3	0	0	0	0	0	0	3
00:30	1	0	0	0	0	0	0	1
00:45	4	0	0	0	0	0	0	4
01:00	6	0	0	0	0	0	0	6
01:15	13	0	0	0	0	0	0	13
01:30	8	0	0	0	0	0	0	8
01:45	7	0	0	0	0	0	0	7
02:00	14	0	0	0	0	0	0	14
02:15	12	0	0	0	0	0	0	12
02:30	15	0	0	0	0	0	0	15
02:45	10	0	0	0	0	0	0	10
03:00	9	0	0	0	0	0	0	9
03:15	5	0	0	0	0	0	0	5
03:30	3	0	0	0	0	0	0	3
03:45	7	0	0	0	0	0	0	7
04:00	15	0	0	0	0	0	0	15
04:15	3	0	0	0	0	0	0	3
04:30	7	0	0	0	0	0	0	7
04:45	6	0	0	0	0	0	0	6
05:00	16	0	0	0	0	0	0	16
05:15	8	0	0	0	0	0	0	8
05:30	33	1	0	1	0	0	0	35
05:45	21	0	0	0	0	0	0	21
06:00	15	0	0	0	0	0	0	15
06:15	27	1	0	1	0	0	0	29
06:30	22	0	0	0	0	0	0	22
06:45	31	0	0	0	0	0	0	31
07:00	23	0	0	0	0	0	0	23
07:15	29	2	0	0	0	0	0	31
07:30	27	2	0	0	0	0	0	29
07:45	30	0	0	1	0	0	0	31
08:00	21	0	0	0	0	0	0	21
08:15	33	0	0	0	0	0	0	33
08:30	30	1	0	0	0	0	0	31
08:45	53	1	0	1	0	0	0	55
09:00	47	0	0	0	0	0	0	47
09:15	31	0	0	0	0	0	0	31
09:30	29	0	0	0	0	0	0	29
09:45	41	0	0	0	0	0	0	41
10:00	26	0	0	0	0	0	0	26
10:15	47	0	0	0	0	0	0	47
10:30	21	1	0	0	0	0	0	22
10:45	40	0	0	0	0	0	0	40
11:00	28	0	0	0	0	0	0	28
11:15	16	0	0	0	0	0	0	16
11:30	20	1	0	0	0	0	0	21
11:45	31	0	0	0	0	0	0	31
12:00	23	0	0	0	0	0	0	23
12:15	29	0	0	0	0	0	0	29
12:30	27	0	0	0	0	0	0	27
12:45	30	0	0	0	0	0	0	30
13:00	21	0	0	0	0	0	0	21
13:15	33	0	0	0	0	0	0	33
13:30	30	1	0	0	0	0	0	31
13:45	53	1	0	1	0	0	0	55
14:00	47	0	0	0	0	0	0	47
14:15	31	0	0	0	0	0	0	31
14:30	29	0	0	0	0	0	0	29
14:45	41	0	0	0	0	0	0	41
15:00	26	0	0	0	0	0	0	26
15:15	47	0	0	0	0	0	0	47
15:30	21	1	0	0	0	0	0	22
15:45	40	0	0	0	0	0	0	40
16:00	28	0	0	0	0	0	0	28
16:15	16	0	0	0	0	0	0	16
16:30	20	1	0	0	0	0	0	21
16:45	31	0	0	0	0	0	0	31
17:00	23	0	0	0	0	0	0	23
17:15	29	0	0	0	0	0	0	29
17:30	27	0	0	0	0	0	0	27
17:45	30	0	0	0	0	0	0	30
18:00	21	0	0	0	0	0	0	21
18:15	33	0	0	0	0	0	0	33
18:30	30	1	0	0	0	0	0	31
18:45	53	1	0	1	0	0	0	55
19:00	47	0	0	0	0	0	0	47
19:15	31	0	0	0	0	0	0	31
19:30	29	0	0	0	0	0	0	29
19:45	41	0	0	0	0	0	0	41
20:00	26	0	0	0	0	0	0	26
20:15	47	0	0	0	0	0	0	47
20:30	21	1	0	0	0	0	0	22
20:45	40	0	0	0	0	0	0	40
21:00	28	0	0	0	0	0	0	28
21:15	16	0	0	0	0	0	0	16
21:30	20	1	0	0	0	0	0	21
21:45	31	0	0	0	0	0	0	31
22:00	23	0	0	0	0	0	0	23
22:15	29	0	0	0	0	0	0	29
Rolling Hour	78	2	0	0	0	0	0	80
00:00	77	2	0	0	0	0	0	79
00:15	96	3	0	0	0	0	0	99
00:30	85	2	0	0	0	0	0	87
00:45	95	1	0	0	0	0	0	96
01:00	103	2	0	0	0	0	0	105
01:15	95	2	0	0	0	0	0	97
01:30	100	2	0	0	0	0	0	102
01:45	99	2	0	0	0	0	0	101
02:00	97	2	0	0	0	0	0	99
02:15	91	0	0	0	0	0	0	91
02:30	97	1	0	0	0	0	0	98
02:45	129	2	0	0	0	0	0	131
03:00	163	2	0	0	0	0	0	165
03:15	160	1	0	0	0	0	0	161
03:30	168	1	0	0	0	0	0	169
03:45	163	1	0	0	0	0	0	164
04:00	155	1	0	0	0	0	0	156
04:15	154	1	0	0	0	0	0	155
04:30	156	1	0	0	0	0	0	157
04:45	135	1	0	0	0	0	0	136
05:00	124	1	0	0	0	0	0	125
05:15	83	0	0	0	0	0	0	83
05:30	85	0	0	0	0	0	0	85
05:45	79	0	0	0	0	0	0	79
06:00	70	6	0	0	0	0	0	76
06:15	69	5	0	0	0	0	0	74
06:30	85	8	0	0	0	0	0	93
06:45	76	6	0	0	0	0	0	82
07:00	89	5	0	0	0	0	0	94
07:15	97	5	0	0	0	0	0	102
07:30	91	3	0	0	0	0	0	94
07:45	94	5	0	0	0	0	0	99
08:00	84	4	0	0	0	0	0	88
08:15	92	4	0	0	0	0	0	96
08:30	86	4	0	0	0	0	0	90
08:45	93	3	0	0	0	0	0	96
09:00	93	3	0	0	0	0	0	96
09:15	124	4	0	0	0	0	0	128
09:30	157	5	0	0	0	0	0	162
09:45	155	5	0	0	0	0	0	160
10:00	141	6	0	0	0	0	0	147
10:15	157	5	0	0	0	0	0	162
10:30	150	6	0	0	0	0	0	156
10:45	149	5	0	0	0	0	0	154
11:00	152	4	0	0	0	0	0	156
11:15	138	7	0	0	0	0	0	145
11:30	117	5	0	0	0	0	0	122
11:45	78	7	0	0	0	0	0	85
12:00	79	7	0	0	0	0	0	86
12:15	70	6	0	0	0	0	0	76
12:30	69	5	0	0	0	0	0	74
12:45	85	8	0	0	0	0	0	93
13:00	76	6	0	0	0	0	0	82
13:15	89	5	0	0	0	0	0	94
13:30	97	5	0	0	0	0	0	102
13:45	91	3	0	0	0	0	0	94
14:00	94	5	0	0	0	0	0	99
14:15	84	4	0	0	0	0	0	88
14:30	92	4	0	0	0	0	0	96
14:45	86	4	0	0	0	0	0	90
15:00	93	3	0	0	0	0	0	96
15:15	93	3	0	0	0	0	0	96
15:30	124	4	0	0	0	0	0	128
15:45	157	5	0	0	0	0	0	162
16:00	155	4	0	0	0	0	0	159
16:15	141	6	0	0	0	0	0	147
16:30	157	5	0	0	0	0	0	162
16:45	150	6	0	0	0	0	0	156
17:00	149	5	0	0	0	0	0	154
17:15	152	4	0	0	0	0	0	156
17:30	138	7	0	0	0	0	0	145
17:45	117	5	0	0	0	0	0	122
18:00	78	7	0	0	0	0	0	85
18:15	79	7	0	0	0	0	0	86
18:30	70	6	0	0	0	0	0	76
18:45	69	5	0	0	0	0	0	74
19:00	85	8	0	0	0	0	0	93
19:15	76	6	0	0	0	0	0	82
19:30	89	5	0	0	0	0	0	94
19:45	97	5	0	0	0	0	0	102
20:00	91	3	0	0	0	0	0	94
20:15	94	5	0	0	0	0	0	99
20:30	84	4	0	0	0	0	0	88
20:45	92	4	0	0	0	0	0	96
21:00	86	4	0	0	0	0	0	90
21:15	93	3	0	0	0	0	0	96
21:30	93	3	0	0	0	0	0	96
21:45	124	4	0	0	0	0	0	128
22:00	157	5	0	0	0	0	0	162
22:15	155	4	0	0	0	0	0	159
Rolling Hour	1,712	104	0	0	0	0	0	1,816

A to C

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

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 2

Date of Survey: 04.04.2019
Junction Name: A247 Kingfield Road
Junction Type: Crossroads

Arm A: Westfield Football Club (N)
Arm B: A247 Kingfield Road (E)
Arm C: Woking Gymnastics Club (S)
Arm D: A247 Kingfield Road (W)

	A to B								B to B								B 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
06:00	2	0	0	0	0	0	0	2								0	9	0	0	0	0	0	0	9
06:15	4	0	0	0	0	0	0	4								0	1	1	0	0	0	0	0	2
06:30	1	0	0	0	0	0	0	1								0	0	0	0	0	0	0	0	0
06:45	3	0	0	0	0	0	0	3								0	1	0	0	0	0	0	0	1
07:00	3	0	0	0	0	0	0	3								0	2	1	0	0	0	0	0	3
07:15	3	1	0	0	0	0	0	4								0	5	0	0	0	0	0	0	5
07:30	1	0	0	0	0	0	0	1								0	2	0	0	0	0	0	0	2
07:45	4	0	0	0	0	0	0	4								0	4	0	0	0	0	0	0	4
08:00	6	0	0	0	0	0	0	6								0	7	0	1	0	0	0	0	8
08:15	8	0	0	0	1	0	0	9								0	8	0	0	0	0	0	0	8
08:30	5	0	0	0	0	0	0	5								0	7	0	0	0	0	0	0	7
08:45	6	0	0	0	0	0	0	6								0	21	1	0	0	0	0	1	23
09:00	3	1	0	0	0	0	0	4								0	11	1	0	0	0	0	0	12
09:15	5	2	0	0	0	0	0	7								0	12	0	0	0	0	0	0	12
09:30	4	1	0	0	0	0	0	5								0	18	0	0	0	0	0	0	18
09:45	3	0	0	0	0	0	0	3								0	17	0	0	0	0	0	0	17
15:00	6	0	0	0	0	0	0	6								0	9	0	0	0	0	0	0	9
15:15	3	0	0	0	0	0	0	3								0	6	0	0	0	0	0	0	6
15:30	17	1	0	0	0	0	0	18								0	5	0	0	0	0	0	0	5
15:45	8	1	0	0	0	0	0	9								0	5	0	0	0	0	0	0	5
16:00	6	1	0	0	0	0	0	7								0	6	0	0	0	0	0	0	6
16:15	9	1	0	0	0	0	0	10								0	11	1	0	0	0	0	0	12
16:30	8	1	0	0	0	0	0	9								0	4	1	0	0	0	0	0	5
16:45	15	0	0	0	0	0	0	15								0	9	0	0	0	0	0	0	9
17:00	12	0	0	0	0	0	0	12								0	7	0	0	0	0	0	0	7
17:15	14	2	0	0	0	0	0	16								0	8	0	0	0	0	0	0	8
17:30	13	0	0	0	0	0	0	13								0	1	1	0	0	0	0	0	2
17:45	16	0	0	0	0	0	0	16								0	9	0	0	0	0	0	0	9
18:00	5	0	0	0	0	0	0	5								0	13	0	0	0	0	0	0	13
18:15	11	0	0	0	0	0	0	11								0	13	3	0	0	0	0	0	16
18:30	18	1	0	0	0	0	0	19								0	23	1	0	0	0	0	0	24
18:45	8	1	0	0	0	0	0	9								0	19	1	0	0	0	0	0	20
19:00	24	1	0	0	0	0	0	25								0	15	0	0	0	0	0	0	15
19:15	16	0	0	0	0	0	0	16								0	14	0	0	0	0	0	0	14
19:30	9	0	0	0	0	0	0	9								0	13	0	0	0	0	0	0	13
19:45	9	0	0	0	0	0	0	9								0	13	0	0	0	0	0	0	13
20:00	24	1	0	0	0	0	0	25								0	8	0	0	0	0	0	0	8
20:15	10	1	0	0	0	0	0	11								0	8	0	0	0	0	0	0	8
20:30	11	0	0	0	0	0	0	11								0	4	0	0	0	0	0	0	4
20:45	16	0	0	0	0	0	0	16								0	18	1	0	0	0	0	0	19
21:00	25	0	0	0	0	0	0	25								0	11	0	0	0	0	0	0	11
21:15	6	1	0	0	0	0	0	7								0	2	0	0	0	0	0	0	2
21:30	3	0	0	0	0	0	0	3								0	1	0	0	0	0	0	0	1
21:45	6	0	0	0	0	0	0	6								0	1	0	0	0	0	0	0	1
22:00	11	2	0	0	0	0	0	13								0	1	0	0	0	0	0	0	1
22:15	19	0	0	0	0	0	0	19								0	1	0	0	0	0	0	0	1
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12
06:15	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6
06:30	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
06:45	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
07:00	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14
07:15	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0	18	0	1	0	0	0	0	19
07:30	19	0	0	0	1	0	0	20	0	0	0	0	0	0	0	0	21	0	1	0	0	0	0	22
07:45	23	0	0	0	1	0	0	24	0	0	0	0	0	0	0	0	26	0	1	0	0	0	0	27
08:00	25	0	0	0	1	0	0	26	0	0	0	0	0	0	0	0	43	1	1	0	0	0	1	46
08:15	22	1	0	0	1	0	0	24	0	0	0	0	0	0	0	0	47	2	0	0	0	0	1	50
08:30	19	3	0	0	0	0	0	22	0	0	0	0	0	0	0	0	51	2	0	0	0	0	1	54
08:45	18	4	0	0	0	0	0	22	0	0	0	0	0	0	0	0	62	2	0	0	0	0	1	65
09:00	15	4	0	0	0	0	0	19	0	0	0	0	0	0	0	0	58	1	0	0	0	0	0	59
15:00	34	2	0	0	0	0	0	36	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	25
15:15	34	3	0	0	0	0	0	37	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	22
15:30	40	4	0	0	0	0	0	44	0	0	0	0	0	0	0	0	27	1	0	0	0	0	0	28
15:45	31	4	0	0	0	0	0	35	0	0	0	0	0	0	0	0	26	2	0	0	0	0	0	28
16:00	38	3	0	0	0	0	0	41	0	0	0	0	0	0	0	0	30	2	0	0	0	0	0	32
16:15	44	2	0	0	0	0	0	46	0	0	0	0	0	0	0	0	31	2	0	0	0	0	0	33
16:30	49	3	0	0	0	0	0	52	0	0	0	0	0	0	0	0	28	1	0	0	0	0	0	29
16:45	54	2	0	0	0	0	0	56	0	0	0	0	0	0	0	0	25	1	0	0	0	0	0	26
17:00	55	2	0	0	0	0	0	57	0	0	0	0	0	0	0	0	25	1	0	0	0	0	0	26
17:15	48	2	0	0	0	0	0	50	0	0	0	0	0	0	0	0	31	1	0	0	0	0	0	32
17:30	45	0	0	0	0	0	0	45	0	0	0	0	0	0	0	0	36	4	0	0	0	0	0	40
17:45	50	1	0	0	0	0	0	51	0	0	0	0	0	0	0	0	58	4	0	0	0	0	0	62
18:00	42	2	0	0	0	0	0	44	0	0	0	0	0	0	0	0	68	5	0	0	0	0	0	73
18:15	61	3	0	0	0	0	0	64	0	0	0	0	0	0	0	0	70	5	0	0	0	0	0	75
18:30	66	3	0	0	0	0	0	69	0	0	0	0	0	0	0	0	71	2	0	0	0	0	0	73
18:45	57	2	0	0	0	0	0	59	0	0	0	0	0	0	0	0	61	1	0	0	0	0	0	62
19:00	58	1	0	0	0	0	0	59	0	0	0	0	0	0	0	0	55	0	0	0	0	0	0	55
19:15	58	1	0	0	0	0	0	59	0	0	0	0	0	0	0	0	48	0	0	0	0	0	0	48
19:30	52	2	0	0	0	0	0	54	0	0	0	0	0	0	0	0	42	0	0	0	0	0	0	42
19:45	54	2	0	0	0	0	0	56	0	0	0	0	0	0	0	0	33	0	0	0	0	0	0	33
20:00	61	2	0	0	0	0	0	63	0	0	0	0	0	0	0	0	38	1	0	0	0	0	0	39
20:15	62	1	0	0	0	0	0	63	0	0	0	0	0	0	0	0	41	1	0	0	0	0	0	42
20:30	58	1	0	0	0	0	0	59	0	0	0	0	0	0	0	0	35	1	0	0	0	0	0	36
20:45	50	1	0	0	0	0	0	51	0	0	0	0	0	0	0	0	32	1	0	0	0	0	0	33
21:00	40	1	0	0	0	0	0	41	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15
21:15	26	3	0	0	0	0	0	29	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
21:30	39	2	0	0	0	0	0	41	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 2

Date of Survey: 04.04.2019
Junction Name: A247 Kingfield Road
Junction Type: Crossroads

Arm A: Westfield Football Club (N)
Arm B: A247 Kingfield Road (E)
Arm C: Woking Gymnastics Club (S)
Arm D: A247 Kingfield Road (W)

	B to D								B to C								C 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
06:00	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0								0
06:15	22	3	0	0	1	0	0	26	0	0	0	0	0	0	0	0								0
06:30	42	5	1	0	0	1	1	50	1	0	0	0	0	0	0	1								0
06:45	50	13	2	0	0	0	0	65	0	0	0	0	0	0	0	0								0
07:00	55	8	0	0	0	1	1	65	0	0	0	0	0	0	0	0								0
07:15	77	16	0	0	1	0	0	94	0	0	0	0	0	0	0	0								0
07:30	107	32	1	0	1	0	0	141	0	0	0	0	0	0	0	0								0
07:45	127	16	1	1	1	1	0	147	3	0	0	0	0	0	0	3								0
08:00	147	19	2	1	2	0	0	171	2	0	0	0	0	0	0	2								0
08:15	126	15	0	0	0	0	1	142	1	0	0	0	0	0	0	1								0
08:30	145	10	1	0	1	0	0	157	3	0	0	0	0	0	0	3								0
08:45	117	18	2	0	1	1	0	139	1	1	0	0	0	0	0	2								0
09:00	81	16	1	2	0	1	2	103	2	1	0	0	0	0	0	3								0
09:15	90	14	4	0	2	0	2	112	6	0	0	0	0	0	0	6								0
09:30	85	15	1	2	2	2	0	107	1	0	0	0	0	0	0	1								0
09:45	81	7	0	0	0	1	0	89	2	0	0	0	0	0	0	2								0
15:00	127	13	0	1	1	1	0	143	0	0	0	0	0	0	0	0								0
15:15	102	18	3	1	0	1	0	125	2	1	0	0	0	0	0	3								0
15:30	90	19	0	1	1	0	1	112	13	0	0	0	0	0	0	13								0
15:45	84	14	2	0	6	1	0	107	5	1	0	0	0	0	0	6								0
16:00	136	14	1	0	0	2	4	157	6	0	0	0	0	0	0	6								0
16:15	123	16	2	0	4	0	0	145	8	0	0	0	0	0	0	8								0
16:30	127	15	1	0	0	0	0	143	6	0	0	0	0	0	0	6								0
16:45	107	8	1	0	2	0	0	118	5	0	0	0	0	0	0	5								0
17:00	118	19	1	0	0	1	1	140	4	0	0	0	0	0	0	4								0
17:15	84	11	0	0	0	1	0	96	1	0	0	0	0	0	0	1								0
17:30	115	9	0	0	1	1	1	127	2	1	0	0	0	0	0	3								0
17:45	88	12	0	0	1	1	2	104	2	0	0	0	0	0	0	2								0
18:00	109	12	1	0	1	0	1	124	4	0	0	0	0	0	0	4								0
18:15	102	7	1	0	0	0	0	110	7	0	0	0	0	0	0	7								0
18:30	72	10	0	0	1	2	1	86	3	0	0	0	0	0	0	3								0
18:45	77	3	0	0	1	0	0	81	8	0	0	0	0	0	0	8								0
19:00	86	2	0	0	1	3	1	93	1	0	0	0	0	0	0	1								0
19:15	71	7	1	0	0	1	0	80	1	0	0	0	0	0	0	1								0
19:30	57	5	0	0	0	0	0	62	1	0	0	0	0	0	0	1								0
19:45	68	6	0	0	1	1	0	76	1	0	0	0	0	0	0	1								0
20:00	69	3	0	0	0	0	0	72	4	0	0	0	0	0	0	4								0
20:15	49	3	0	0	0	0	0	52	4	0	0	0	0	0	0	4								0
20:30	49	2	0	0	0	3	0	54	1	0	0	0	0	0	0	1								0
20:45	46	2	0	0	0	1	0	49	4	0	0	0	0	0	0	4								0
21:00	45	4	0	0	1	1	1	52	0	1	0	0	0	0	0	1								0
21:15	41	0	0	0	0	0	0	41	3	0	0	0	0	0	0	3								0
21:30	38	1	0	0	0	0	0	39	0	0	0	0	0	0	0	0								0
21:45	33	2	0	0	1	0	0	36	0	0	0	0	0	0	0	0								0
22:00	27	2	0	0	0	0	0	29	0	0	0	0	0	0	0	0								0
22:15	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0								0
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	129	21	3	0	1	1	1	156	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
06:15	169	29	3	0	1	2	2	206	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
06:30	224	42	3	0	1	2	2	274	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
06:45	289	69	3	0	2	1	1	365	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	366	72	2	1	3	2	1	447	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
07:15	458	83	4	2	5	1	0	553	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
07:30	507	82	4	2	4	1	1	601	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
07:45	545	60	4	2	4	1	1	617	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
08:00	535	62	5	1	4	1	1	609	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
08:15	469	59	4	2	2	2	3	541	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0
08:30	433	58	8	2	4	2	4	511	12	2	0	0	0	0	0	14	0	0	0	0	0	0	0	0
08:45	373	63	8	4	5	4	4	461	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0
09:00	337	52	6	4	4	4	4	411	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0
15:00	403	64	5	3	8	3	1	487	20	2	0	0	0	0	0	22	0	0	0	0	0	0	0	0
15:15	412	65	6	2	7	4	5	501	26	2	0	0	0	0	0	28	0	0	0	0	0	0	0	0
15:30	433	63	5	1	11	3	5	521	32	1	0	0	0	0	0	33	0	0	0	0	0	0	0	0
15:45	470	59	6	0	10	3	4	552	25	1	0	0	0	0	0	26	0	0	0	0	0	0	0	0
16:00	493	53	5	0	6	2	4	563	25	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0
16:15	475	58	5	0	6	1	1	546	23	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0
16:30	436	53	3	0	2	2	1	497	16	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0
16:45	424	47	2	0	3	3	2	481	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0
17:00	405	51	1	0	2	4	4	467	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0
17:15	396	44	1	0	3	3	4	451	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0
17:30	414	40	2	0	3	2	4	465	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0
17:45	371	41	2	0	3	3	4	424	16	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0
18:00	360	32	2	0	3	2	2	401	22	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0
18:15	337	22	1	0	3	5	2	370	19	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0
18:30	306	22	1	0	3	6	2	340	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0
18:45	291	17	1	0	2	4	1	316	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
19:00	282	20	1	0	2	5	1	311	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
19:15	265	21	1	0	1

Intelligent Data Collection Limited

intelligentdata

Client: Vectos
Project Number: ID04567
Junction Number: Site 2

Date of Survey: 04.04.2019
Junction Name: A247 Kingfield Road
Junction Type: Crossroads

Arm A: Westfield Football Club (N)
Arm B: A247 Kingfield Road (E)
Arm C: Woking Gymnastics Club (S)
Arm D: A247 Kingfield Road (W)

	C to B								C to A								C to D							
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
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
06:15	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	1	0	0	0	0	0	0	1	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	1	0	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	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	1	1	1	0	0	0	0	0	0	1
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	2	0	0	0	0	0	0	2
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	1	2	0	0	0	0	0	3
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	1	1	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3
15:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
15:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
15:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	17	2	0	0	0	0	0	19
15:45	3	0	0	0	0	0	0	3	2	1	0	0	0	0	0	3	28	0	0	0	0	0	0	28
16:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14
16:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
16:30	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1	24	0	0	0	0	0	0	24
16:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	13	0	0	0	0	0	0	13
17:00	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	17	0	0	0	0	0	0	17
17:15	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	12	0	0	0	0	0	0	12
17:30	10	0	0	0	0	0	0	10	1	0	0	0	0	0	0	1	33	0	0	0	0	0	0	33
17:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
18:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
18:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12
18:30	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	22	1	0	0	0	0	0	23
18:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5
19:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	22
19:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
19:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
20:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
20:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	17
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	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12
21:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
21:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12
21:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
22:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
22:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
06:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
06:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
06:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	3
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	3
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2	0	0	0	0	0	3
09:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	3	2	1	0	0	0	0	6
15:00	8	0	0	0	0	0	0	8	3	1	0	0	0	0	0	4	50	2	0	0	0	0	0	52
15:15	11	0	0	0	0	0	0	11	3	1	0	0	0	0	0	4	61	2	0	0	0	0	0	63
15:30	11	0	0	0	0	0	0	11	3	1	0	0	0	0	0	4	61	2	0	0	0	0	0	63
15:45	17	0	0	0	0	0	0	17	3	1	0	0	0	0	0	4	68	0	0	0	0	0	0	68
16:00	16	0	0	0	0	0	0	16	2	0	0	0	0	0	0	2	53	0	0	0	0	0	0	53
16:15	16	0	0	0	0	0	0	16	3	0	0	0	0	0	0	3	56	0	0	0	0	0	0	56
16:30	16	0	0	0	0	0	0	16	4	0	0	0	0	0	0	4	66	0	0	0	0	0	0	66
16:45	19	0	0	0	0	0	0	19	4	0	0	0	0	0	0	4	75	0	0	0	0	0	0	75
17:00	19	0	0	0	0	0	0	19	3	0	0	0	0	0	0	3	68	1	0	0	0	0	0	69
17:15	17	0	0	0	0	0	0	17	2	0	0	0	0	0	0	2	58	1	0	0	0	0	0	59
17:30	17	0	0	0	0	0	0	17	1	0	0	0	0	0	0	1	57	2	0	0	0	0	0	59
17:45	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	46	3	0	0	0	0	0	49
18:00	12	0	0	0	0	0	0	12	1	0	0	0	0	0	0	1	45	2	0	0	0	0	0	47
18:15	14	0	0	0	0	0	0	14	1	0	0	0	0	0	0	1	60	2	0	0	0	0	0	62
18:30	12	0	0	0	0	0	0	12	2	0	0	0	0	0	0	2	50	1	0	0	0	0	0	51
18:45	7	0	0	0	0	0	0	7	2	0	0	0	0	0	0	2	28	0	0	0	0	0	0	28
19:00	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1	29	0	0	0	0	0	0	29
19:15	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1	23	0	0	0	0	0	0	23
19:30	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	24
19:45	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	41	0	0	0	0	0	0	41
20:00	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	37	0	0	0	0	0	0	37
20:15	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	32	1	0	0	0	0	0	33
20:30	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	33	1	0	0	0	0	0	34
20:45	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	27	2	0	0	0	0	0	29
21:00	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	26	2	0	0	0	0	0	28
21:15	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	17
21:30	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15

Intelligent Data Collection Limited

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Client: Vectos
Project Number: ID04567
Junction Number: Site 2

Date of Survey: 04.04.2019
Junction Name: A247 Kingfield Road
Junction Type: Crossroads

Arm A: Westfield Football Club (N)
Arm B: A247 Kingfield Road (E)
Arm C: Woking Gymnastics Club (S)
Arm D: A247 Kingfield Road (W)

	D to D								D to C								D 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
06:00								0	1	0	0	0	0	0	0	1	20	2	0	0	0	0	0	22
06:15								0	0	0	0	0	0	0	0	0	34	8	2	0	1	0	1	46
06:30								0	0	0	1	0	0	0	0	0	42	5	2	0	1	1	0	51
06:45								0	0	0	0	0	0	0	0	0	69	12	0	0	1	1	0	83
07:00								0	1	0	0	0	0	0	0	1	78	25	2	0	0	1	1	107
07:15								0	0	0	3	0	0	0	0	0	88	12	0	0	3	0	0	103
07:30								0	1	1	0	0	0	0	0	2	114	15	0	0	2	1	0	132
07:45								0	2	0	0	0	0	0	0	2	133	15	2	0	1	1	1	153
08:00								0	3	0	0	0	0	0	0	3	148	17	1	0	2	1	1	170
08:15								0	5	0	0	0	0	0	0	5	139	19	2	0	2	1	0	163
08:30								0	1	0	0	0	0	0	0	1	174	11	2	1	0	2	7	197
08:45								0	3	0	0	0	0	0	0	3	143	14	1	0	0	1	0	159
09:00								0	5	0	0	0	0	0	0	5	99	11	1	0	2	1	0	114
09:15								0	7	0	0	0	0	0	0	7	81	12	2	1	0	0	0	96
09:30								0	9	0	0	0	0	0	0	9	92	14	0	1	1	0	2	110
09:45								0	1	0	0	0	0	0	0	1	115	25	4	0	1	1	0	146
15:00								0	4	0	0	0	0	0	0	4	99	11	0	1	1	2	0	114
15:15								0	10	1	0	0	0	0	0	11	135	20	0	0	0	0	0	155
15:30								0	26	1	0	0	0	0	0	27	102	10	3	0	0	0	0	115
15:45								0	23	0	0	0	0	0	0	23	117	13	0	0	3	1	0	134
16:00								0	4	0	0	0	0	0	0	4	123	9	0	0	2	0	0	134
16:15								0	16	0	0	0	0	0	0	16	123	12	0	0	2	0	1	138
16:30								0	9	0	0	0	0	0	0	9	128	16	1	0	2	1	1	149
16:45								0	23	1	0	0	0	0	0	24	111	15	0	0	0	0	1	127
17:00								0	6	0	0	0	0	0	0	6	149	14	0	0	0	1	2	166
17:15								0	24	1	0	0	0	0	0	25	124	7	1	0	1	3	1	137
17:30								0	7	0	0	0	0	0	0	7	115	12	1	0	2	2	0	132
17:45								0	1	0	0	0	0	0	0	1	129	9	0	0	0	1	0	139
18:00								0	7	0	0	0	0	0	0	7	103	11	1	0	0	1	0	116
18:15								0	21	1	0	0	0	0	0	22	101	12	0	0	1	0	0	114
18:30								0	5	0	0	0	0	0	0	5	95	8	0	0	1	0	0	104
18:45								0	20	0	0	0	0	0	0	20	109	5	0	0	1	1	0	116
19:00								0	4	0	0	0	0	1	0	5	93	3	0	0	0	2	0	98
19:15								0	0	0	0	0	0	0	0	0	101	5	0	0	0	1	0	107
19:30								0	1	0	0	0	0	0	0	1	82	6	0	0	1	1	0	90
19:45								0	15	0	0	0	0	0	0	15	71	3	0	0	1	2	0	77
20:00								0	2	0	0	0	0	0	0	2	54	2	1	0	0	0	0	57
20:15								0	6	0	0	0	0	0	0	6	53	1	0	0	1	1	1	57
20:30								0	2	0	0	0	0	0	0	2	40	2	0	0	1	1	0	44
20:45								0	5	0	0	0	0	0	0	5	56	2	1	0	1	0	0	60
21:00								0	4	0	0	0	0	0	0	4	49	2	0	0	0	3	0	54
21:15								0	4	0	0	0	0	0	0	4	55	3	0	0	0	0	0	58
21:30								0	1	0	0	0	0	0	0	1	35	2	0	0	0	0	0	37
21:45								0	0	0	0	0	0	0	0	0	43	1	0	0	1	0	0	45
22:00								0	0	0	0	0	0	0	0	0	35	2	0	0	0	0	0	37
22:15								0	0	0	0	0	0	0	0	0	29	1	0	0	0	0	0	30
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	165	27	4	0	3	2	1	202
06:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	223	50	6	0	3	3	2	287
06:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	277	54	4	0	5	3	1	344
06:45	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	349	64	2	0	6	3	1	425
07:00	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	413	67	4	0	6	3	2	495
07:15	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	483	59	3	0	8	3	2	558
07:30	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12	534	66	5	0	7	4	2	618
07:45	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	594	62	7	1	5	5	9	683
08:00	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	604	61	6	1	4	5	8	689
08:15	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	555	55	6	1	4	5	7	633
08:30	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	497	48	6	2	2	4	7	566
08:45	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	24	415	51	4	2	3	2	2	479
09:00	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	22	387	62	7	2	4	2	2	466
15:00	0	0	0	0	0	0	0	0	63	2	0	0	0	0	0	65	453	54	3	1	4	3	0	518
15:15	0	0	0	0	0	0	0	0	63	2	0	0	0	0	0	65	477	52	3	0	5	1	0	538
15:30	0	0	0	0	0	0	0	0	69	1	0	0	0	0	0	70	465	44	3	0	7	1	1	521
15:45	0	0	0	0	0	0	0	0	52	0	0	0	0	0	0	52	491	50	1	0	9	2	2	555
16:00	0	0	0	0	0	0	0	0	52	1	0	0	0	0	0	53	485	52	1	0	6	1	3	548
16:15	0	0	0	0	0	0	0	0	54	1	0	0	0	0	0	55	511	57	1	0	4	2	5	580
16:30	0	0	0	0	0	0	0	0	62	2	0	0	0	0	0	64	512	52	2	0	3	5	5	579
16:45	0	0	0	0	0	0	0	0	60	2	0	0	0	0	0	62	499	48	2	0

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 2

Date of Survey: 04.04.2019
Junction Name: A247 Kingfield Road
Junction Type: Crossroads

Arm A: Westfield Football Club (N)
Arm B: A247 Kingfield Road (E)
Arm C: Woking Gymnastics Club (S)
Arm D: A247 Kingfield Road (W)

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	D to A							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
06:00	13	2	0	0	0	0	0	15
06:15	12	2	0	0	0	0	0	14
06:30	6	3	0	0	0	0	0	9
06:45	5	3	0	0	0	0	0	8
07:00	9	0	0	0	0	0	0	9
07:15	7	0	0	0	0	0	0	7
07:30	7	1	0	0	0	0	0	8
07:45	21	1	0	0	0	0	1	23
08:00	25	2	0	0	3	0	0	30
08:15	27	0	0	0	0	0	1	28
08:30	20	1	0	0	0	1	0	22
08:45	23	0	0	0	0	0	0	23
09:00	36	2	0	0	0	0	1	39
09:15	58	1	0	0	0	0	0	59
09:30	47	2	0	0	0	0	0	49
09:45	36	1	0	0	0	0	0	37
15:00	20	4	0	0	0	0	0	24
15:15	16	1	0	0	0	0	0	17
15:30	38	4	0	0	0	0	0	42
15:45	30	2	0	0	1	0	0	33
16:00	19	2	0	0	0	0	1	22
16:15	17	1	0	0	0	0	0	18
16:30	18	1	0	0	0	0	0	19
16:45	32	1	0	0	0	0	0	33
17:00	23	2	0	0	0	0	0	25
17:15	37	0	0	0	0	0	0	37
17:30	41	1	0	0	0	0	0	42
17:45	41	0	0	0	0	0	0	41
18:00	34	2	0	0	0	0	0	36
18:15	32	3	0	0	0	0	0	35
18:30	39	1	0	0	0	0	0	40
18:45	73	0	0	0	0	0	0	73
19:00	33	1	0	0	0	0	0	34
19:15	45	1	0	0	0	0	0	46
19:30	32	2	0	0	0	0	0	34
19:45	38	2	0	0	0	0	0	40
20:00	18	0	0	0	0	0	0	18
20:15	9	0	0	0	0	0	0	9
20:30	22	1	0	0	0	0	0	23
20:45	39	1	0	0	0	0	0	40
21:00	18	2	0	0	0	0	0	20
21:15	3	0	0	0	0	0	0	3
21:30	5	0	0	0	0	0	0	5
21:45	4	0	0	0	0	0	0	4
22:00	3	0	0	0	0	0	0	3
22:15	4	0	0	0	0	0	0	4
Start Time	**Rolling Hour**							**Total**
06:00	36	10	0	0	0	0	0	46
06:15	32	8	0	0	0	0	0	40
06:30	27	6	0	0	0	0	0	33
06:45	28	4	0	0	0	0	0	32
07:00	44	2	0	0	0	0	1	47
07:15	60	4	0	0	3	0	1	68
07:30	80	4	0	0	3	0	2	89
07:45	93	4	0	0	3	1	2	103
08:00	95	3	0	0	3	1	1	103
08:15	106	3	0	0	0	1	2	112
08:30	137	4	0	0	0	1	1	143
08:45	164	5	0	0	0	0	1	170
09:00	177	6	0	0	0	0	1	184
15:00	104	11	0	0	1	0	0	116
15:15	103	9	0	0	1	0	1	114
15:30	104	9	0	0	1	0	1	115
15:45	84	6	0	0	1	0	1	92
16:00	86	5	0	0	0	0	1	92
16:15	90	5	0	0	0	0	0	95
16:30	110	4	0	0	0	0	0	114
16:45	133	4	0	0	0	0	0	137
17:00	142	3	0	0	0	0	0	145
17:15	153	3	0	0	0	0	0	156
17:30	148	6	0	0	0	0	0	154
17:45	146	6	0	0	0	0	0	152
18:00	178	6	0	0	0	0	0	184
18:15	177	5	0	0	0	0	0	182
18:30	190	3	0	0	0	0	0	193
18:45	183	4	0	0	0	0	0	187
19:00	148	6	0	0	0	0	0	154
19:15	133	5	0	0	0	0	0	138
19:30	97	4	0	0	0	0	0	101
19:45	87	3	0	0	0	0	0	90
20:00	88	2	0	0	0	0	0	90
20:15	88	4	0	0	0	0	0	92
20:30	82	4	0	0	0	0	0	86
20:45	65	3	0	0	0	0	0	68
21:00	30	2	0	0	0	0	0	32
21:15	15	0	0	0	0	0	0	15
21:30	16	0	0	0	0	0	0	16

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 2

Date of Survey: 04.04.2019
Junction Name: A247 Kingfield Road
Junction Type: Crossroads

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	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**
06:00	5	1	0	0	0	0	0	6	22	2	0	0	0	0	0	24
06:15	4	1	0	0	0	0	0	5	13	3	0	0	0	0	0	16
06:30	2	2	0	0	0	0	0	4	6	3	0	0	0	0	0	9
06:45	6	1	0	0	0	0	0	7	6	3	0	0	0	0	0	9
07:00	8	1	0	0	0	0	0	9	11	1	0	0	0	0	0	12
07:15	15	2	0	0	0	0	0	17	12	0	0	0	0	0	0	12
07:30	9	0	0	0	0	0	0	9	9	1	0	0	0	0	0	10
07:45	10	1	0	0	0	0	1	12	25	1	0	0	0	0	2	28
08:00	14	3	0	0	1	0	0	18	32	2	1	0	3	0	0	38
08:15	21	1	0	0	2	0	0	24	35	0	0	0	0	0	1	36
08:30	15	0	0	0	0	0	0	15	27	1	0	0	0	1	0	29
08:45	14	1	0	0	0	0	0	15	44	1	0	0	0	0	1	46
09:00	7	2	0	0	0	0	0	9	47	3	0	0	0	0	1	51
09:15	20	2	0	0	0	0	0	22	70	1	0	0	0	0	0	71
09:30	6	1	0	0	0	1	0	8	65	2	0	0	0	0	1	68
09:45	9	1	0	0	0	0	0	10	53	1	0	0	0	0	0	54
15:00	20	2	0	0	0	0	0	22	29	4	0	0	0	0	0	33
15:15	11	0	0	0	0	0	0	11	22	1	0	0	0	0	0	23
15:30	49	3	0	0	0	0	0	52	44	4	0	0	0	0	0	48
15:45	26	3	0	0	2	0	0	31	37	3	0	0	1	0	0	41
16:00	19	2	0	0	1	0	0	22	25	2	0	0	0	0	1	28
16:15	34	4	0	0	0	0	0	38	28	2	0	0	0	0	0	30
16:30	30	1	0	0	0	0	0	31	23	2	0	0	0	0	0	25
16:45	45	1	0	0	0	0	0	46	42	1	0	0	0	0	0	43
17:00	33	2	0	0	0	0	0	35	31	2	0	0	0	0	0	33
17:15	34	2	0	0	0	0	1	37	46	0	0	0	0	0	0	46
17:30	38	2	0	0	0	0	0	40	43	2	0	0	0	0	0	45
17:45	46	0	0	0	0	0	0	46	50	0	0	0	0	0	0	50
18:00	24	2	0	0	0	0	0	26	47	2	0	0	0	0	0	49
18:15	23	0	0	0	0	0	1	24	45	6	0	0	0	0	0	51
18:30	50	2	0	0	0	0	0	52	62	2	0	0	0	0	0	64
18:45	39	1	0	0	0	0	0	40	93	1	0	0	0	0	0	94
19:00	75	4	0	0	0	0	0	79	48	1	0	0	0	0	0	49
19:15	61	1	0	0	0	0	1	63	60	1	0	0	0	0	0	61
19:30	40	0	0	0	0	0	0	40	45	2	0	0	0	0	0	47
19:45	36	2	0	0	0	0	0	38	51	2	0	0	0	0	0	53
20:00	83	3	0	0	0	0	0	86	26	0	0	0	0	0	0	26
20:15	34	3	0	0	0	0	0	37	17	0	0	0	0	0	0	17
20:30	58	0	0	0	0	0	0	58	26	1	0	0	0	0	0	27
20:45	37	1	0	0	0	0	0	38	57	2	0	0	0	0	0	59
21:00	83	2	0	0	0	0	0	85	29	2	0	0	0	0	0	31
21:15	33	2	0	0	0	0	0	35	5	0	0	0	0	0	0	5
21:30	16	3	0	0	0	0	0	19	6	0	0	0	0	0	0	6
21:45	25	1	0	0	0	0	0	26	5	0	0	0	0	0	0	5
22:00	30	2	0	0	0	0	0	32	4	0	0	0	0	0	0	4
22:15	47	3	0	0	0	0	0	50	5	0	0	0	0	0	0	5
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	17	5	0	0	0	0	0	22	47	11	0	0	0	0	0	58
06:15	20	5	0	0	0	0	0	25	36	10	0	0	0	0	0	46
06:30	31	6	0	0	0	0	0	37	35	7	0	0	0	0	0	42
06:45	38	4	0	0	0	0	0	42	38	5	0	0	0	0	0	43
07:00	42	4	0	0	0	0	1	47	57	3	0	0	0	0	2	62
07:15	48	6	0	0	1	0	1	56	78	4	1	0	3	0	2	88
07:30	54	5	0	0	3	0	1	63	101	4	1	0	3	0	3	112
07:45	60	5	0	0	3	0	1	69	119	4	1	0	3	1	3	131
08:00	64	5	0	0	3	0	0	72	138	4	1	0	3	1	2	149
08:15	57	4	0	0	2	0	0	63	153	5	0	0	0	1	3	162
08:30	56	5	0	0	0	0	0	61	188	6	0	0	0	1	2	197
08:45	47	6	0	0	0	1	0	54	226	7	0	0	0	0	3	236
09:00	42	6	0	0	0	1	0	49	235	7	0	0	0	0	2	244
15:00	106	8	0	0	2	0	0	116	132	12	0	0	1	0	0	145
15:15	105	8	0	0	3	0	0	116	128	10	0	0	1	0	1	140
15:30	128	12	0	0	3	0	0	143	134	11	0	0	1	0	1	147
15:45	109	10	0	0	3	0	0	122	113	9	0	0	1	0	1	124
16:00	128	8	0	0	1	0	0	137	118	7	0	0	0	0	1	126
16:15	142	8	0	0	0	0	0	150	124	7	0	0	0	0	0	131
16:30	142	6	0	0	0	0	1	149	142	5	0	0	0	0	0	147
16:45	150	7	0	0	0	0	1	158	162	5	0	0	0	0	0	167
17:00	151	6	0	0	0	0	1	158	170	4	0	0	0	0	0	174
17:15	142	6	0	0	0	0	1	149	186	4	0	0	0	0	0	190
17:30	131	4	0	0	0	0	1	136	185	10	0	0	0	0	0	195
17:45	143	4	0	0	0	0	1	148	204	10	0	0	0	0	0	214
18:00	136	5	0	0	0	0	1	142	247	11	0	0	0	0	0	258
18:15	187	7	0	0	0	0	1	195	248	10	0	0	0	0	0	258
18:30	225	8	0	0	0	0	1	234	263	5	0	0	0	0	0	268
18:45	215	6	0	0	0	0	1	222	246	5	0	0	0	0	0	251
19:00	212	7	0	0	0	0	1	220	204	6	0	0	0	0	0	210
19:15	220	6	0	0	0	0	1	227	182	5	0	0	0	0	0	187
19:30	193	8	0	0	0	0	0	201	139	4	0	0	0	0	0	143
19:45	211	8	0	0	0	0	0	219	120	3	0	0	0	0	0	123
20:00	212	7	0	0	0	0	0	219	126	3	0	0	0	0	0	129
20:15	212	6	0	0	0	0	0	218	129	5	0	0	0	0	0	134
20:30	211	5	0	0	0	0	0	216	117	5	0	0	0	0	0	122
20:45	169	8	0	0	0	0	0	177	97	4	0	0	0	0	0	101
21:00	157	8	0	0	0	0	0	165	45	2	0	0	0	0	0	47
21:15	104	8	0	0	0	0	0	112	20	0	0	0	0	0	0	20
21:30	118	9	0	0	0	0	0	127	20	0	0	0	0	0	0	20

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Client: Vectos
Project Number: ID04567
Junction Number: Site 2

Date of Survey: 04.04.2019
Junction Name: A247 Kingfield Road
Junction Type: Crossroads

	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
06:00	24	0	0	0	0	0	0	24	22	2	0	0	0	0	0	24
06:15	23	4	0	0	1	0	0	28	38	8	2	0	1	0	1	50
06:30	43	5	1	0	0	1	1	51	43	5	2	0	1	1	0	52
06:45	51	13	2	0	0	0	0	66	73	12	0	0	1	1	0	87
07:00	57	9	0	0	0	1	1	68	81	25	2	0	0	1	1	110
07:15	82	16	0	0	1	0	0	99	91	13	0	0	3	0	0	107
07:30	109	32	1	0	1	0	0	143	115	15	0	0	2	1	0	133
07:45	134	16	1	1	1	1	0	154	137	15	2	0	1	1	1	157
08:00	156	19	3	1	2	0	0	181	154	17	1	0	2	1	1	176
08:15	135	15	0	0	0	0	1	151	147	19	2	0	3	1	0	172
08:30	155	10	1	0	1	0	0	167	179	11	2	1	0	2	7	202
08:45	139	20	2	0	1	1	1	164	149	14	1	0	0	1	0	165
09:00	94	18	1	2	0	1	2	118	102	12	1	0	2	1	0	118
09:15	108	14	4	0	2	0	2	130	86	14	2	1	0	0	0	103
09:30	104	15	1	2	2	2	0	126	96	15	0	1	1	0	2	115
09:45	100	7	0	0	0	1	0	108	119	25	4	0	1	1	0	150
15:00	136	13	0	1	1	1	0	152	106	11	0	1	1	2	0	121
15:15	110	19	3	1	0	1	0	134	141	20	0	0	0	0	0	161
15:30	108	19	0	1	1	0	1	130	120	11	3	0	0	0	0	134
15:45	94	15	2	0	6	1	0	118	128	14	0	0	3	1	0	146
16:00	148	14	1	0	0	2	4	169	133	10	0	0	2	0	0	145
16:15	142	17	2	0	4	0	0	165	135	13	0	0	2	0	1	151
16:30	137	16	1	0	0	0	0	154	143	17	1	0	2	1	1	165
16:45	121	8	1	0	2	0	0	132	128	15	0	0	0	0	1	144
17:00	129	19	1	0	0	1	1	151	165	14	0	0	0	1	2	182
17:15	93	11	0	0	0	1	0	105	141	9	1	0	1	3	1	156
17:30	118	11	0	0	1	1	1	132	138	12	1	0	2	2	0	155
17:45	99	12	0	0	1	1	2	115	147	9	0	0	0	1	0	157
18:00	126	12	1	0	1	0	1	141	110	11	1	0	0	1	0	123
18:15	122	10	1	0	0	0	0	133	115	12	0	0	1	0	0	128
18:30	98	11	0	0	1	2	1	113	119	9	0	0	1	0	0	129
18:45	104	4	0	0	1	0	0	109	118	6	0	0	1	1	0	126
19:00	102	2	0	0	1	3	1	109	121	4	0	0	0	2	0	127
19:15	86	7	1	0	0	1	0	95	118	5	0	0	0	1	0	124
19:30	71	5	0	0	0	0	0	76	92	6	0	0	1	1	0	100
19:45	82	6	0	0	1	1	0	90	81	3	0	0	1	2	0	87
20:00	81	3	0	0	0	0	0	84	82	3	1	0	0	0	0	86
20:15	61	3	0	0	0	0	0	64	63	2	0	0	1	1	1	68
20:30	54	2	0	0	0	3	0	59	55	2	0	0	1	1	0	59
20:45	68	3	0	0	0	1	0	72	72	2	1	0	1	0	0	76
21:00	56	5	0	0	1	1	1	64	80	2	0	0	0	3	0	85
21:15	46	0	0	0	0	0	0	46	62	4	0	0	0	0	0	66
21:30	39	1	0	0	0	0	0	40	41	2	0	0	0	0	0	43
21:45	34	2	0	0	1	0	0	37	50	1	0	0	1	0	0	52
22:00	28	2	0	0	0	0	0	30	47	4	0	0	0	0	0	51
22:15	16	1	0	0	0	0	0	17	49	1	0	0	0	0	0	50
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	141	22	3	0	1	1	1	169	176	27	4	0	3	2	1	213
06:15	174	31	3	0	1	2	2	213	235	50	6	0	3	3	2	299
06:30	233	43	3	0	1	2	2	284	288	55	4	0	5	3	1	356
06:45	299	70	3	0	2	1	1	376	360	65	2	0	6	3	1	437
07:00	382	73	2	1	3	2	1	464	424	68	4	0	6	3	2	507
07:15	481	83	5	2	5	1	0	577	497	60	3	0	8	3	2	573
07:30	534	82	5	2	4	1	1	629	553	66	5	0	8	4	2	638
07:45	580	60	5	2	4	1	1	653	617	62	7	1	6	5	9	707
08:00	585	64	6	1	4	1	2	663	629	61	6	1	5	5	8	715
08:15	523	63	4	2	2	2	4	600	577	56	6	1	5	5	7	657
08:30	496	62	8	2	4	2	5	579	516	51	6	2	2	4	7	588
08:45	445	67	8	4	5	4	5	538	433	55	4	2	3	2	2	501
09:00	406	54	6	4	4	4	4	482	403	66	7	2	4	2	2	486
15:00	448	66	5	3	8	3	1	534	495	56	3	1	4	3	0	562
15:15	460	67	6	2	7	4	5	551	522	55	3	0	5	1	0	586
15:30	492	65	5	1	11	3	5	582	516	48	3	0	7	1	1	576
15:45	521	62	6	0	10	3	4	606	539	54	1	0	9	2	2	607
16:00	548	55	5	0	6	2	4	620	539	55	1	0	6	1	3	605
16:15	529	60	5	0	6	1	1	602	571	59	1	0	4	2	5	642
16:30	480	54	3	0	2	2	1	542	577	55	2	0	3	5	5	647
16:45	461	49	2	0	3	3	2	520	572	50	2	0	3	6	4	637
17:00	439	53	1	0	2	4	4	503	591	44	2	0	3	7	3	650
17:15	436	46	1	0	3	3	4	493	536	41	3	0	3	7	1	591
17:30	465	45	2	0	3	2	4	521	510	44	2	0	3	4	0	563
17:45	445	45	2	0	3	3	4	502	491	41	1	0	2	2	0	537
18:00	450	37	2	0	3	2	2	496	462	38	1	0	3	2	0	506
18:15	426	27	1	0	3	5	2	464	473	31	0	0	3	3	0	510
18:30	390	24	1	0	3	6	2	426	476	24	0	0	2	4	0	506
18:45	363	18	1	0	2	4	1	389	449	21	0	0	2	5	0	477
19:00	341	20	1	0	2	5	1	370	412	18	0	0	2	6	0	438
19:15	320	21	1	0	1	2	0	345	373	17	1	0	2	4	0	397
19:30	295	17	0	0	1	1	0	314	318	14	1	0	3	4	1	341
19:45	278	14	0	0	1	4	0	297	281	10	1	0	3	4	1	300
20:00	264	11	0	0	0	4	0	279	272	9	2	0	3	2	1	289
20:15	239	13	0	0	1	5	1	259	270	8	1	0	3	5	1	288
20:30	224	10	0	0	1	5	1	241	269	10	1	0	2	4	0	286
20:45	209	9	0	0	1	2	1	222	255	10	1	0	1	3	0	270
21:00	175	8	0	0	2	1	1	187	233	9	0	0	1	3	0	246
21:15	147	5	0	0	1	0	0	153	200	11	0	0	1	0	0	212
21:30	117	6	0	0	1	0	0	124	187	8	0	0	1	0	0	196

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Client: Vectos
Project Number: ID04567
Junction Number: Site 2

Date of Survey: 04.04.2019
Junction Name: A247 Kingfield Road
Junction Type: Crossroads

	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
06:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
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	1	0	0	0	0	0	0	1
06:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
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	1	1	0	0	0	0	0	2
07:45	1	0	0	0	0	0	1	2	5	0	0	0	0	0	1	6
08:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
08:15	2	0	0	0	0	0	0	2	6	0	0	0	0	0	0	6
08:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
08:45	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
09:00	1	2	0	0	0	0	0	3	7	1	0	0	0	0	0	8
09:15	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
09:30	0	0	0	0	0	0	1	1	10	0	0	0	0	0	0	10
09:45	3	0	1	0	0	0	0	4	3	0	0	0	0	0	0	3
15:00	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
15:15	5	0	0	0	0	0	0	5	12	2	0	0	0	0	0	14
15:30	19	2	0	0	0	0	0	21	40	1	0	0	0	0	0	41
15:45	33	1	0	0	0	0	0	34	29	1	0	0	0	0	0	30
16:00	18	0	0	0	0	0	0	18	10	0	0	0	0	0	0	10
16:15	5	0	0	0	0	0	0	5	25	0	0	0	0	0	0	25
16:30	32	0	0	0	0	0	0	32	15	0	0	0	0	0	0	15
16:45	16	0	0	0	0	0	0	16	28	1	0	0	0	0	0	29
17:00	22	0	0	0	0	0	0	22	10	0	0	0	0	0	0	10
17:15	16	0	0	0	0	0	0	16	27	1	0	0	0	0	0	28
17:30	44	0	0	0	0	0	0	44	9	1	0	0	0	0	0	10
17:45	8	1	0	0	0	0	0	9	3	0	0	0	0	0	0	3
18:00	9	0	0	0	0	0	0	9	11	0	0	0	0	0	0	11
18:15	14	1	0	0	0	0	0	15	28	1	0	0	0	0	0	29
18:30	28	1	0	0	0	0	0	29	8	0	0	0	0	0	0	8
18:45	7	0	0	0	0	0	0	7	29	0	0	0	0	0	0	29
19:00	26	0	0	0	0	0	0	26	6	0	0	0	0	1	0	7
19:15	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
19:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
19:45	7	0	0	0	0	0	0	7	16	0	0	0	0	0	0	16
20:00	20	0	0	0	0	0	0	20	6	0	0	0	0	0	0	6
20:15	2	0	0	0	0	0	0	2	10	0	0	0	0	0	0	10
20:30	21	0	0	0	0	0	0	21	3	0	0	0	0	0	0	3
20:45	2	0	0	0	0	0	0	2	10	0	0	0	0	0	0	10
21:00	17	1	0	0	0	0	0	18	4	1	0	0	0	0	0	5
21:15	4	0	0	0	0	0	0	4	7	0	0	0	0	0	0	7
21:30	14	1	0	0	0	0	0	15	1	0	0	0	0	0	0	1
21:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
22:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
22:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
06:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
06:30	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
06:45	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	3
07:00	2	0	0	0	0	0	1	3	7	1	0	0	0	0	1	9
07:15	1	0	0	0	0	0	1	2	11	1	0	0	0	0	1	13
07:30	3	0	0	0	0	0	1	4	17	1	0	0	0	0	1	19
07:45	3	0	0	0	0	0	1	4	20	0	0	0	0	0	1	21
08:00	2	0	0	0	0	0	0	2	19	1	0	0	0	0	0	20
08:15	3	2	0	0	0	0	0	5	21	2	0	0	0	0	0	23
08:30	1	2	0	0	0	0	0	3	28	2	0	0	0	0	0	30
08:45	1	2	0	0	0	0	1	4	34	2	0	0	0	0	0	36
09:00	4	2	1	0	0	0	1	8	33	1	0	0	0	0	0	34
15:00	61	3	0	0	0	0	0	64	85	4	0	0	0	0	0	89
15:15	75	3	0	0	0	0	0	78	91	4	0	0	0	0	0	95
15:30	75	3	0	0	0	0	0	78	104	2	0	0	0	0	0	106
15:45	88	1	0	0	0	0	0	89	79	1	0	0	0	0	0	80
16:00	71	0	0	0	0	0	0	71	78	1	0	0	0	0	0	79
16:15	75	0	0	0	0	0	0	75	78	1	0	0	0	0	0	79
16:30	86	0	0	0	0	0	0	86	80	2	0	0	0	0	0	82
16:45	98	0	0	0	0	0	0	98	74	3	0	0	0	0	0	77
17:00	90	1	0	0	0	0	0	91	49	2	0	0	0	0	0	51
17:15	77	1	0	0	0	0	0	78	50	2	0	0	0	0	0	52
17:30	75	2	0	0	0	0	0	77	51	2	0	0	0	0	0	53
17:45	59	3	0	0	0	0	0	62	50	1	0	0	0	0	0	51
18:00	58	2	0	0	0	0	0	60	76	1	0	0	0	0	0	77
18:15	75	2	0	0	0	0	0	77	71	1	0	0	0	1	0	73
18:30	64	1	0	0	0	0	0	65	44	0	0	0	0	1	0	45
18:45	37	0	0	0	0	0	0	37	38	0	0	0	0	1	0	39
19:00	37	0	0	0	0	0	0	37	25	0	0	0	0	1	0	26
19:15	31	0	0	0	0	0	0	31	25	0	0	0	0	0	0	25
19:30	30	0	0	0	0	0	0	30	34	0	0	0	0	0	0	34
19:45	50	0	0	0	0	0	0	50	35	0	0	0	0	0	0	35
20:00	45	0	0	0	0	0	0	45	29	0	0	0	0	0	0	29
20:15	42	1	0	0	0	0	0	43	27	1	0	0	0	0	0	28
20:30	44	1	0	0	0	0	0	45	24	1	0	0	0	0	0	25
20:45	37	2	0	0	0	0	0	39	22	1	0	0	0	0	0	23
21:00	37	2	0	0	0	0	0	39	12	1	0	0	0	0	0	13
21:15	22	1	0	0	0	0	0	23	8	0	0	0	0	0	0	8
21:30	20	1	0	0	0	0	0	21	1	0	0	0	0	0	0	1

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Client: Vectos
Project Number: ID04567
Junction Number: Site 2

Date of Survey: 04.04.2019
Junction Name: A247 Kingfield Road
Junction Type: Crossroads

	Arm D Approach								Arm D Exit							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
06:00	34	4	0	0	0	0	0	38	19	1	0	0	0	0	0	20
06:15	46	10	2	0	1	0	1	60	22	4	0	0	1	0	0	27
06:30	48	8	2	0	1	1	0	60	43	7	1	0	0	1	1	53
06:45	74	15	0	0	1	1	0	91	53	14	2	0	0	0	0	69
07:00	88	25	2	0	0	1	1	117	61	9	0	0	0	1	1	72
07:15	95	12	0	0	3	0	0	110	89	17	0	0	1	0	0	107
07:30	122	17	0	0	2	1	0	142	115	32	1	0	1	0	0	149
07:45	156	16	2	0	1	1	2	178	134	17	1	1	1	1	0	155
08:00	176	19	1	0	5	1	1	203	155	22	2	1	3	0	0	183
08:15	171	19	2	0	2	1	1	196	141	16	0	0	1	0	1	159
08:30	195	12	2	1	0	3	7	220	155	10	1	0	1	0	0	167
08:45	169	14	1	0	0	1	0	185	125	19	2	0	1	1	0	148
09:00	140	13	1	0	2	1	1	158	86	19	1	2	0	1	2	111
09:15	146	13	2	1	0	0	0	162	105	14	4	0	2	0	2	127
09:30	148	16	0	1	1	0	2	168	87	15	1	2	2	3	0	110
09:45	152	26	4	0	1	1	0	184	89	8	1	0	0	1	0	99
15:00	123	15	0	1	1	2	0	142	144	15	0	1	1	1	0	162
15:15	161	22	0	0	0	0	0	183	112	18	3	1	0	1	0	135
15:30	166	15	3	0	0	0	0	184	138	23	0	1	1	0	1	164
15:45	170	15	0	0	4	1	0	190	129	16	2	0	8	1	0	156
16:00	146	11	0	0	2	0	1	160	163	15	1	0	1	2	4	186
16:15	156	13	0	0	2	0	1	172	149	19	2	0	4	0	0	174
16:30	155	17	1	0	2	1	1	177	173	15	1	0	0	0	0	189
16:45	166	17	0	0	0	0	1	184	150	9	1	0	2	0	0	162
17:00	178	16	0	0	0	1	2	197	156	21	1	0	0	1	1	180
17:15	185	8	1	0	1	3	1	199	114	11	0	0	0	1	1	127
17:30	163	13	1	0	2	2	0	181	173	11	0	0	1	1	1	187
17:45	171	9	0	0	0	1	0	181	124	13	0	0	1	1	2	141
18:00	144	13	1	0	0	1	0	159	135	14	1	0	1	0	1	152
18:15	154	16	0	0	1	0	0	171	125	8	1	0	0	0	1	135
18:30	139	9	0	0	1	0	0	149	126	12	0	0	1	2	1	142
18:45	202	5	0	0	1	1	0	209	112	3	0	0	1	0	0	116
19:00	130	4	0	0	0	3	0	137	158	5	0	0	1	3	1	168
19:15	146	6	0	0	0	1	0	153	117	8	1	0	0	1	1	128
19:30	115	8	0	0	1	1	0	125	88	5	0	0	0	0	0	93
19:45	124	5	0	0	1	2	0	132	101	8	0	0	1	1	0	111
20:00	74	2	1	0	0	0	0	77	144	5	0	0	0	0	0	149
20:15	68	1	0	0	1	1	1	72	75	5	0	0	0	0	0	80
20:30	64	3	0	0	1	1	0	69	113	2	0	0	0	3	0	118
20:45	100	3	1	0	1	0	0	105	68	3	0	0	0	1	0	72
21:00	71	4	0	0	0	3	0	78	114	7	0	0	1	1	1	124
21:15	62	3	0	0	0	0	0	65	71	1	0	0	0	0	0	72
21:30	41	2	0	0	0	0	0	43	62	5	0	0	0	0	0	67
21:45	47	1	0	0	1	0	0	49	53	3	0	0	1	0	0	57
22:00	38	2	0	0	0	0	0	40	47	2	0	0	0	0	0	49
22:15	33	1	0	0	0	0	0	34	44	4	0	0	0	0	0	48
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	202	37	4	0	3	2	1	249	137	26	3	0	1	1	1	169
06:15	256	58	6	0	3	3	2	328	179	34	3	0	1	2	2	221
06:30	305	60	4	0	5	3	1	378	246	47	3	0	1	2	2	301
06:45	379	69	2	0	6	3	1	460	318	72	3	0	2	1	1	397
07:00	461	70	4	0	6	3	3	547	399	75	2	1	3	2	1	483
07:15	549	64	3	0	11	3	3	633	493	88	4	2	6	1	0	594
07:30	625	71	5	0	10	4	4	719	545	87	4	2	6	1	1	646
07:45	698	66	7	1	8	6	11	797	585	65	4	2	6	1	1	664
08:00	711	64	6	1	7	6	9	804	576	67	5	1	6	1	1	657
08:15	675	58	6	1	4	6	9	759	507	64	4	2	3	2	3	585
08:30	650	52	6	2	2	5	8	725	471	62	8	2	4	2	4	553
08:45	603	56	4	2	3	2	3	673	403	67	8	4	5	5	4	496
09:00	586	68	7	2	4	2	3	672	367	56	7	4	4	5	4	447
15:00	620	67	3	1	5	3	0	699	523	72	5	3	10	3	1	617
15:15	643	63	3	0	6	1	1	717	542	72	6	2	10	4	5	641
15:30	638	54	3	0	8	1	2	706	579	73	5	1	14	3	5	680
15:45	627	56	1	0	10	2	3	699	614	65	6	0	13	3	4	705
16:00	623	58	1	0	6	1	4	693	635	58	5	0	7	2	4	711
16:15	655	63	1	0	4	2	5	730	628	64	5	0	6	1	1	705
16:30	684	58	2	0	3	5	5	757	593	56	3	0	2	2	2	658
16:45	692	54	2	0	3	6	4	761	593	52	2	0	3	3	3	656
17:00	697	46	2	0	3	7	3	758	567	56	1	0	2	4	5	635
17:15	663	43	3	0	3	7	1	720	546	49	1	0	3	3	5	607
17:30	632	51	2	0	3	4	0	692	557	46	2	0	3	2	5	615
17:45	608	47	1	0	2	2	0	660	510	47	2	0	3	3	5	570
18:00	639	43	1	0	3	2	0	688	498	37	2	0	3	2	3	545
18:15	625	34	0	0	3	4	0	666	521	28	1	0	3	5	3	561
18:30	617	24	0	0	2	5	0	648	513	28	1	0	3	6	3	554
18:45	593	23	0	0	2	6	0	624	475	21	1	0	2	4	2	505
19:00	515	23	0	0	2	7	0	547	464	26	1	0	2	5	2	500
19:15	459	21	1	0	2	4	0	487	450	26	1	0	1	2	1	481
19:30	381	16	1	0	3	4	1	406	408	23	0	0	1	1	0	433
19:45	330	11	1	0	3	4	1	350	433	20	0	0	1	4	0	458
20:00	306	9	2	0	3	2	1	323	400	15	0	0	0	4	0	419
20:15	303	11	1	0	3	5	1	324	370	17	0	0	1	5	1	394
20:30	297	13	1	0	2	4	0	317	366	13	0	0	1	5	1	386
20:45	274	12	1	0	1	3	0	291	315	16	0	0	1	2	1	335
21:00	221	10	0	0	1	3	0	235	300	16	0	0	2	1	1	320
21:15	188	8	0	0	1	0	0	197	233	11	0	0	1	0	0	245
21:30	159	6	0	0	1	0	0	166	206	14	0	0	1	0	0	221

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 2

Date of Survey: 04.04.2019
Junction Name: A247 Kingfield Road
Junction Type: Crossroads

	Total Junction Flow							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
06:00	64	5	0	0	0	0	0	69
06:15	73	15	2	0	2	0	1	93
06:30	93	15	3	0	1	2	1	115
06:45	132	29	2	0	1	1	0	165
07:00	154	35	2	0	0	2	2	195
07:15	192	30	0	0	4	0	0	226
07:30	240	49	1	0	3	1	0	294
07:45	301	33	3	1	2	2	4	346
08:00	346	41	4	1	8	1	1	402
08:15	329	35	2	0	4	1	2	373
08:30	365	22	3	1	1	3	7	402
08:45	322	35	3	0	1	2	1	364
09:00	242	35	2	2	2	2	3	288
09:15	274	29	6	1	2	0	2	314
09:30	258	32	1	3	3	3	3	303
09:45	264	34	5	0	1	2	0	306
15:00	283	30	0	2	2	3	0	320
15:15	287	41	3	1	0	1	0	333
15:30	342	39	3	1	1	0	1	387
15:45	323	34	2	0	12	2	0	373
16:00	331	27	1	0	3	2	5	369
16:15	337	34	2	0	6	0	1	380
16:30	354	34	2	0	2	1	1	394
16:45	348	26	1	0	2	0	1	378
17:00	362	37	1	0	0	2	3	405
17:15	328	21	1	0	1	4	2	357
17:30	363	26	1	0	3	3	1	397
17:45	324	22	0	0	1	2	2	351
18:00	303	27	2	0	1	1	1	335
18:15	313	27	1	0	1	0	1	343
18:30	315	23	0	0	2	2	1	343
18:45	352	10	0	0	2	1	0	365
19:00	333	10	0	0	1	6	1	351
19:15	296	14	1	0	0	2	1	314
19:30	227	13	0	0	1	1	0	242
19:45	249	13	0	0	2	3	0	267
20:00	258	8	1	0	0	0	0	267
20:15	165	7	0	0	1	1	1	175
20:30	197	5	0	0	1	4	0	207
20:45	207	7	1	0	1	1	0	217
21:00	227	12	0	0	1	4	1	245
21:15	145	5	0	0	0	0	0	150
21:30	110	7	0	0	0	0	0	117
21:45	108	4	0	0	2	0	0	114
22:00	98	6	0	0	0	0	0	104
22:15	98	5	0	0	0	0	0	103
Start Time	**Rolling Hour**							**Total**
06:00	362	64	7	0	4	3	2	442
06:15	452	94	9	0	4	5	4	568
06:30	571	109	7	0	6	5	3	701
06:45	718	143	5	0	8	4	2	880
07:00	887	147	6	1	9	5	6	1061
07:15	1079	153	8	2	17	4	5	1268
07:30	1216	158	10	2	17	5	7	1415
07:45	1341	131	12	3	15	7	14	1523
08:00	1362	133	12	2	14	7	11	1541
08:15	1258	127	10	3	8	8	13	1427
08:30	1203	121	14	4	6	7	13	1368
08:45	1096	131	12	6	8	7	9	1269
09:00	1038	130	14	6	8	7	8	1211
15:00	1235	144	8	4	15	6	1	1413
15:15	1283	141	9	2	16	5	6	1462
15:30	1333	134	8	1	22	4	7	1509
15:45	1345	129	7	0	23	5	7	1516
16:00	1370	121	6	0	13	3	8	1521
16:15	1401	131	6	0	10	3	6	1557
16:30	1392	118	5	0	5	7	7	1534
16:45	1401	110	4	0	6	9	7	1537
17:00	1377	106	3	0	5	11	8	1510
17:15	1318	96	4	0	6	10	6	1440
17:30	1303	102	4	0	6	6	5	1426
17:45	1255	99	3	0	5	5	5	1372
18:00	1283	87	3	0	6	4	3	1386
18:15	1313	70	1	0	6	9	3	1402
18:30	1296	57	1	0	5	11	3	1373
18:45	1208	47	1	0	4	10	2	1272
19:00	1105	50	1	0	4	12	2	1174
19:15	1030	48	2	0	3	6	1	1090
19:30	899	41	1	0	4	5	1	951
19:45	869	33	1	0	4	8	1	916
20:00	827	27	2	0	3	6	1	866
20:15	796	31	1	0	4	10	2	844
20:30	776	29	1	0	3	9	1	819
20:45	689	31	1	0	2	5	1	729
21:00	590	28	0	0	3	4	1	626
21:15	461	22	0	0	2	0	0	485
21:30	414	22	0	0	2	0	0	438

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Intelligent Data Collection Limited
Woking, Surrey

Client: Vectos
Project Number: ID04567
Junction Number: Site 2
Date of Survey: 06.04.2019
Junction Name: A247 Kingfield Road
Junction Type: Crossroads

Arm A: Westfield Football Club (N) **Arm B:** A247 Kingfield Road (E) **Arm C:** Woking Gymnastics Club (S) **Arm D:** A247 Kingfield Road (W)

PCU Summary

Time	AtoA	AtoD	AtoC	AtoB	BtoB	BtoD	BtoA	BtoD	BtoC	CtoC	CtoB	CtoA	CtoD	DtoD	DtoC	DtoB	DtoA
06:00	0	4	0	2	0	9	15	0	0	0	0	0	1	0	0	22	15
06:15	0	1	0	4	0	2	28	0	0	0	0	0	0	0	0	49	14
06:30	0	3	0	3	0	0	60	0	0	0	0	0	0	0	0	54	9
06:45	0	4	0	3	0	1	0	67	0	0	0	1	0	0	0	84	8
07:00	0	6	0	3	0	3	64	0	0	0	0	0	1	0	1	107	9
07:15	0	83	0	4	0	5	96	0	0	0	0	0	0	0	0	138	8
07:30	0	8	0	1	0	2	143	0	0	0	0	0	0	0	0	134	7
07:45	0	7	0	4	0	4	151	3	0	0	0	0	1	0	2	155	22
08:00	0	14	0	6	0	9	178	2	0	0	0	0	0	0	3	173	35
08:15	0	17	0	11	0	7	191	1	0	0	0	0	2	0	5	141	27
08:30	0	10	0	5	0	7	159	3	0	0	0	0	0	0	5	194	21
08:45	0	9	0	6	0	22	142	2	0	0	0	0	0	0	3	159	23
09:00	0	5	0	4	0	12	106	3	0	0	0	0	3	0	5	117	38
09:15	0	15	0	7	0	12	117	6	0	0	0	0	0	0	7	110	59
09:30	0	2	0	5	0	18	114	1	0	0	0	0	0	0	9	112	49
09:45	0	7	0	3	0	17	88	2	0	0	1	0	4	0	1	151	37
15:00	0	16	0	6	0	9	146	0	0	1	0	3	0	4	116	24	
15:15	0	8	0	3	0	6	129	3	0	3	0	2	0	11	155	17	
15:30	0	33	1	18	0	5	115	13	0	1	1	19	0	27	118	42	
15:45	0	24	1	9	0	5	154	6	0	4	3	18	0	23	138	55	
16:00	0	17	0	7	0	5	157	6	0	3	0	14	0	4	137	21	
16:15	0	27	1	10	0	12	153	8	0	3	0	2	0	16	140	18	
16:30	0	22	0	9	0	5	144	6	0	7	1	24	0	9	152	19	
16:45	0	31	0	15	0	9	125	5	0	2	1	13	0	24	126	33	
17:00	0	23	0	12	0	7	140	4	0	4	1	17	0	6	164	25	
17:15	0	18	2	16	0	8	95	1	0	3	1	12	0	25	137	37	
17:30	0	27	0	13	0	2	127	3	0	10	1	33	0	7	135	42	
17:45	0	20	0	16	0	9	103	2	0	2	0	7	0	1	141	36	
18:00	0	21	0	5	0	13	126	4	0	2	0	7	0	7	116	36	
18:15	0	12	0	11	0	16	111	7	0	3	0	12	0	22	116	35	
18:30	0	33	0	19	0	24	86	3	0	6	1	25	0	5	106	60	
18:45	0	30	1	9	0	20	89	8	0	4	0	23	0	20	119	73	
19:00	0	53	1	25	0	15	92	4	0	4	0	22	0	4	97	34	
19:15	0	46	0	16	0	14	80	1	0	1	1	1	0	0	106	46	
19:30	0	31	0	9	0	13	62	1	0	1	0	6	0	15	91	34	
19:45	0	29	0	9	0	13	77	1	0	1	0	6	0	1	77	40	
20:00	0	61	0	25	0	8	72	4	0	4	0	16	0	2	58	18	
20:15	0	26	0	11	0	8	52	4	0	0	0	7	0	6	97	9	
20:30	0	47	0	11	0	4	52	1	0	4	0	17	0	2	46	23	
20:45	0	21	1	16	0	19	48	1	0	4	0	17	0	5	62	40	
21:00	0	60	0	25	0	11	52	1	0	6	0	12	0	4	52	20	
21:15	0	18	0	7	0	2	41	3	0	1	0	3	0	4	39	5	
21:30	0	20	0	3	0	1	39	0	0	3	0	12	0	3	29	3	
21:45	0	20	0	6	0	1	38	0	0	1	0	1	0	0	37	4	
22:00	0	19	0	13	0	1	29	0	0	1	0	1	0	0	37	4	
22:15	0	31	0	19	0	1	16	0	0	1	0	1	0	0	30	4	
Start Time	Rolling Hour																
06:00	0	12	0	10	0	12	159	1	0	1	0	1	0	1	208	46	
06:15	0	14	0	11	0	6	207	1	0	1	0	1	0	1	294	40	
06:30	0	26	0	11	0	9	275	1	0	1	0	1	0	3	353	53	
06:45	0	31	0	11	0	11	369	0	0	1	0	1	0	3	433	32	
07:00	0	34	0	12	0	14	453	3	0	0	0	2	0	5	504	46	
07:15	0	42	0	15	0	20	513	5	0	0	0	1	0	7	569	72	
07:30	0	45	0	22	0	23	567	5	0	0	0	3	0	12	623	95	
07:45	0	47	0	26	0	28	629	9	0	0	0	3	0	11	689	105	
08:00	0	49	0	28	0	46	620	8	0	0	0	2	0	12	693	106	
08:15	0	44	0	26	0	49	565	9	0	0	0	4	0	14	618	110	
08:30	0	39	0	22	0	53	524	14	0	0	0	5	0	16	570	142	
08:45	0	31	0	22	0	64	478	12	0	0	0	3	0	24	488	169	
09:00	0	29	0	19	0	59	424	12	0	1	0	7	0	22	479	183	
15:00	0	81	2	36	0	25	507	22	0	8	4	52	0	65	527	118	
15:15	0	82	2	37	0	22	514	28	0	11	4	63	0	65	548	115	
15:30	0	101	3	44	0	28	558	33	0	11	4	63	0	70	553	116	
15:45	0	97	3	35	0	26	572	30	0	12	4	68	0	73	575	91	
16:00	0	97	1	41	0	32	572	25	0	16	2	53	0	53	555	91	
16:15	0	103	1	46	0	33	558	23	0	16	3	56	0	55	582	95	
16:30	0	94	2	52	0	29	541	16	0	16	4	75	0	64	578	114	
16:45	0	98	2	56	0	26	465	10	0	19	4	75	0	62	562	137	
17:00	0	98	2	50	0	32	451	10	0	17	2	59	0	40	526	156	
17:15	0	96	2	54	0	40	467	16	0	17	2	59	0	39	545	154	
17:30	0	90	0	45	0	42	425	16	0	13	0	49	0	35	476	152	
17:45	0	96	1	44	0	73	405	22	0	12	1	47	0	54	454	184	
18:00	0	96	1	44	0	73	405	22	0	12	1	47	0	54	454	184	
18:15	0	128	2	64	0	75	374	19	0	14	1	62	0	51	435	182	
18:30	0	142	2	66	0	75	341	19	0	12	1	62	0	40	421	174	
18:45	0	160	2	59	0	62	317	11	0	7	2	28	0	25	411	187	
19:00	0	159	1	59	0	55	311	4	0	7	1	29	0	20	371	154	
19:15	0	147	0	59	0	48	283	7	0	6	1	33	0	18	333	138	
19:30	0	147	0	54	0	42	261	10	0	6	1	24	0	24	283	103	
19:45	0	163	0	56	0	33	253	10	0	9	0	41	0	25	237	90	
20:00	0	155	1	63	0	39	225	13	0	8	0	37	0	15	222	90	
20:15	0	154	1	63	0	42	205	10	0	10	0	33	0	17	210	82	
20:30	0	156	1	59	0	36	194	9	0	11	0	34	0	15	218	86	
20:45	0	125	1	51	0	33	181	8	0	10	0	29	0	14	210	68	
21:00	0	124	0	41	0	15	170	4	0	11	0	28	0	9	194	52	
21:15	0	93	0	41	0	5	147	3	0	7	0	18	0	5	175	15	
21:30	0	86	0	41	0	4	122	0	0	6	0	15	0	1	151	16	

Client: Vectos
Project Number: ID04567
Junction Number: Site 2
Date of Survey: 06.04.2019
Junction Name: A247 Kingfield Road
Junction Type: Crossroads

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Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	24.04.2019			
Prepared by	Grant Daniel Breddy			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04567			
File Ref	ID04567 Woking, Surrey - MCC Site 2 - 06.04.2019			

Issue Sheet

Issued to	Date			
	26.04.2019			
Taylor Davis	E-mail			

Contents Page

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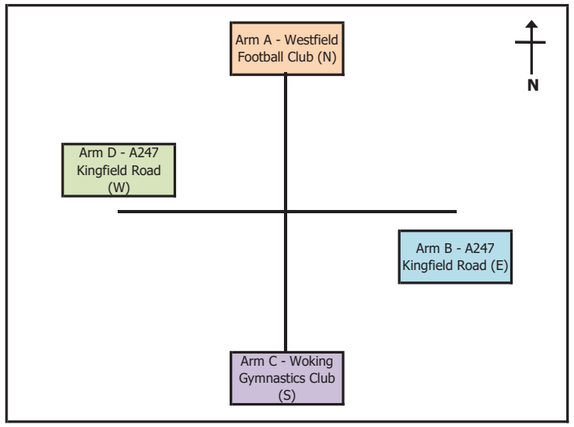
Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 2

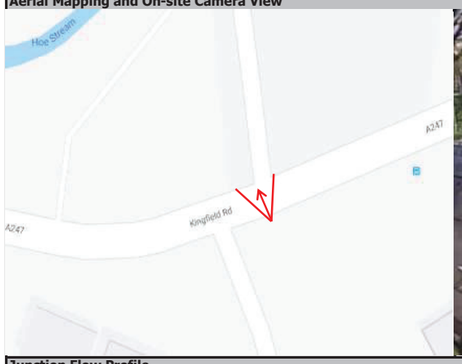
Date of Survey: 06.04.2019
Junction Name: A247 Kingfield Road
Junction Type: Crossroads

X Coordinate	Y Coordinate	Google Maps Link	
51.30782215065962	-0.5588075443077969	Click Here	
Weather Conditions			
Cloudy			

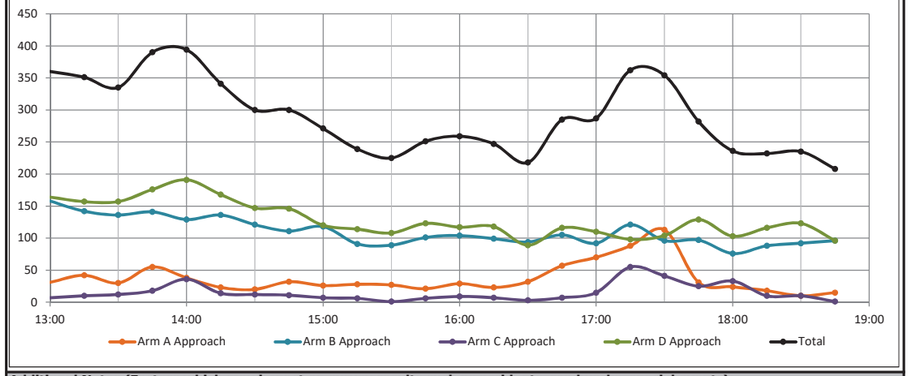
Junction Layout



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):

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 2

Date of Survey: 06.04.2019
Junction Name: A247 Kingfield Road
Junction Type: Crossroads

Arm A: Westfield Football Club (N)
Arm B: A247 Kingfield Road (E)
Arm C: Woking Gymnastics Club (S)
Arm D: A247 Kingfield Road (W)

	A to B								A to C								A to D							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
13:00	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	19	0	0	0	0	19	0	0	0	0	0	0	19
13:15	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	30	0	0	0	0	30	0	0	0	0	0	0	30
13:30	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	17	0	0	0	0	17	0	0	0	0	0	0	17
13:45	0	0	0	0	0	0	0	0	34	0	0	0	0	0	0	34	0	0	0	0	34	0	0	0	0	0	0	34
14:00	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	24	0	0	0	0	24	0	0	0	0	0	0	24
14:15	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	0	0	0	0	15	0	0	0	0	0	0	15
14:30	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	0	0	0	0	11	0	0	0	0	0	0	11
14:45	0	0	0	0	0	0	0	0	22	1	0	0	0	0	0	23	0	0	0	0	22	1	0	0	0	0	0	23
15:00	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15	0	0	0	0	14	1	0	0	0	0	0	15
15:15	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	20	0	0	0	0	19	1	0	0	0	0	0	20
15:30	0	0	0	0	0	0	0	0	17	2	0	0	0	0	0	19	0	0	0	0	17	2	0	0	0	0	0	19
15:45	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	0	0	0	0	14	0	0	0	0	0	0	14
16:00	0	0	0	0	0	0	0	0	17	1	0	0	0	0	0	18	0	0	0	0	17	1	0	0	0	0	0	18
16:15	0	0	0	0	0	0	0	0	15	2	0	0	0	0	0	17	0	0	0	0	15	2	0	0	0	0	0	17
16:30	0	0	0	0	0	0	0	0	26	3	0	0	0	0	0	29	0	0	0	0	26	3	0	0	0	0	0	29
16:45	0	0	0	0	0	0	0	0	25	2	0	0	0	0	0	27	0	0	0	0	25	2	0	0	0	0	0	27
17:00	0	0	0	0	0	0	0	0	57	1	0	0	0	0	0	58	0	0	0	0	57	1	0	0	0	0	0	58
17:15	0	0	0	0	0	0	0	0	64	1	0	0	0	0	0	65	0	0	0	0	64	1	0	0	0	0	0	65
17:30	0	0	0	0	0	0	0	0	22	1	0	0	0	0	0	23	0	0	0	0	22	1	0	0	0	0	0	23
17:45	0	0	0	0	0	0	0	0	17	1	0	0	0	0	0	18	0	0	0	0	17	1	0	0	0	0	0	18
18:00	0	0	0	0	0	1	0	1	10	1	0	0	0	0	0	11	0	0	0	0	10	1	0	0	0	1	0	12
18:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	0	0	0	0	7	0	0	0	0	0	0	7
18:30	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	0	0	0	0	12	0	0	0	0	0	0	12
18:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	0	0	0	0	7	0	0	0	0	0	0	7
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**			**Total**	**Rolling Hour**							**Total**
13:00	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	0	0	100
13:15	0	0	0	0	0	0	0	0	105	0	0	0	0	0	0	105	0	0	0	0	105	0	0	0	0	0	0	105
13:30	0	0	0	0	0	0	0	0	90	0	0	0	0	0	0	90	0	0	0	0	90	0	0	0	0	0	0	90
13:45	0	0	0	0	0	0	0	0	84	0	0	0	0	0	0	84	0	0	0	0	84	0	0	0	0	0	0	84
14:00	0	0	0	0	0	0	0	0	73	1	0	0	0	0	0	74	0	0	0	0	73	1	0	0	0	0	0	74
14:15	0	0	0	0	0	0	0	0	64	2	0	0	0	0	0	66	0	0	0	0	64	2	0	0	0	0	0	66
14:30	0	0	0	0	0	0	0	0	69	2	0	0	0	0	0	71	0	0	0	0	69	2	0	0	0	0	0	71
14:45	0	0	0	0	0	0	0	0	77	1	0	0	0	0	0	78	0	0	0	0	77	1	0	0	0	0	0	78
15:00	0	0	0	0	0	0	0	0	68	1	0	0	0	0	0	69	0	0	0	0	68	1	0	0	0	0	0	69
15:15	0	0	0	0	0	0	0	0	71	0	0	0	0	0	0	71	0	0	0	0	71	0	0	0	0	0	0	71
15:30	0	0	0	0	0	0	0	0	69	1	0	0	0	0	0	70	0	0	0	0	69	1	0	0	0	0	0	70
15:45	0	0	0	0	0	0	0	0	67	1	0	0	0	0	0	68	0	0	0	0	67	1	0	0	0	0	0	68
16:00	0	0	0	0	0	0	0	0	67	1	0	0	0	0	0	68	0	0	0	0	67	1	0	0	0	0	0	68
16:15	0	0	0	0	0	0	0	0	82	0	0	0	0	0	0	82	0	0	0	0	82	0	0	0	0	0	0	82
16:30	0	0	0	0	0	0	0	0	91	1	0	0	0	0	0	92	0	0	0	0	91	1	0	0	0	0	0	92
16:45	0	0	0	0	0	0	0	0	131	1	0	0	0	0	0	132	0	0	0	0	131	1	0	0	0	0	0	132
17:00	0	0	0	0	0	0	0	0	179	0	0	0	0	0	0	179	0	0	0	0	179	0	0	0	0	0	0	179
17:15	0	0	0	0	0	0	0	0	173	0	0	0	0	0	0	173	0	0	0	0	173	0	0	0	0	0	0	173
17:30	0	0	0	0	0	1	0	1	165	0	0	0	0	0	0	165	0	0	0	0	165	0	0	0	0	1	0	166
17:45	0	0	0	0	0	1	0	1	118	0	0	0	0	0	0	118	0	0	0	0	118	0	0	0	0	1	0	119
18:00	0	0	0	0	0	1	0	1	60	0	0	0	0	0	0	60	0	0	0	0	60	0	0	0	0	1	0	61
	0	0	0	0	0	1	0	1	49	0	0	0	0	0	0	49	0	0	0	0	49	0	0	0	0	1	0	50

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 2

Date of Survey: 06.04.2019
Junction Name: A247 Kingfield Road
Junction Type: Crossroads

Arm A: Westfield Football Club (N)
Arm B: A247 Kingfield Road (E)
Arm C: Woking Gymnastics Club (S)
Arm D: A247 Kingfield Road (W)

	A to B								B to B								B 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
13:00	12	0	0	0	0	0	0	12								0	21	0	0	0	0	0	0	21
13:15	11	1	0	0	0	0	0	12								0	16	0	0	0	0	0	0	16
13:30	11	1	0	0	1	0	0	13								0	18	1	1	0	0	0	0	20
13:45	18	0	1	0	1	0	1	21								0	20	0	0	0	0	0	0	20
14:00	12	0	0	0	0	0	2	14								0	16	0	0	0	0	0	0	16
14:15	7	0	0	0	0	0	0	7								0	27	1	0	0	0	0	0	28
14:30	9	0	0	0	0	0	0	9								0	13	1	0	0	0	0	0	14
14:45	6	2	0	0	0	0	0	8								0	10	2	0	0	0	0	0	12
15:00	9	1	0	0	0	0	0	10								0	3	0	0	0	0	0	0	3
15:15	7	0	0	0	0	0	0	7								0	3	0	0	0	0	0	0	3
15:30	8	0	0	0	0	0	0	8								0	4	0	0	0	0	0	0	4
15:45	7	0	0	0	0	0	0	7								0	10	0	0	0	0	0	0	10
16:00	11	0	0	0	0	0	0	11								0	5	0	0	0	0	0	0	5
16:15	5	0	0	0	0	0	0	5								0	12	1	0	0	0	0	0	13
16:30	13	1	0	0	0	0	0	14								0	5	1	0	0	0	0	0	6
16:45	27	1	0	0	0	0	0	28								0	6	0	0	0	0	0	0	6
17:00	42	1	0	0	0	0	0	43								0	3	0	0	0	0	0	0	3
17:15	28	1	0	0	0	0	1	30								0	3	0	0	0	0	0	0	3
17:30	44	4	0	0	0	0	0	48								0	2	1	0	0	0	0	0	3
17:45	8	0	0	0	0	0	0	8								0	2	0	0	0	0	0	0	2
18:00	5	0	0	0	0	0	0	5								0	7	0	0	0	0	0	0	7
18:15	5	2	0	0	0	0	0	7								0	11	0	0	0	0	0	1	12
18:30	3	0	0	0	0	0	0	3								0	11	0	0	0	0	0	0	11
18:45	3	0	0	0	0	0	0	3								0	5	0	0	0	0	0	0	5
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	52	2	1	0	2	0	1	58	0	0	0	0	0	0	0	0	75	1	1	0	0	0	0	77
13:15	52	2	1	0	2	0	3	60	0	0	0	0	0	0	0	0	70	1	1	0	0	0	0	72
13:30	48	1	1	0	2	0	3	55	0	0	0	0	0	0	0	0	81	2	1	0	0	0	0	84
13:45	46	0	1	0	1	0	3	51	0	0	0	0	0	0	0	0	76	2	0	0	0	0	0	78
14:00	34	2	0	0	0	0	2	38	0	0	0	0	0	0	0	0	66	4	0	0	0	0	0	70
14:15	31	3	0	0	0	0	0	34	0	0	0	0	0	0	0	0	53	4	0	0	0	0	0	57
14:30	31	3	0	0	0	0	0	34	0	0	0	0	0	0	0	0	29	3	0	0	0	0	0	32
14:45	30	3	0	0	0	0	0	33	0	0	0	0	0	0	0	0	20	2	0	0	0	0	0	22
15:00	31	1	0	0	0	0	0	32	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	20
15:15	33	0	0	0	0	0	0	33	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	22
15:30	31	0	0	0	0	0	0	31	0	0	0	0	0	0	0	0	31	1	0	0	0	0	0	32
15:45	36	1	0	0	0	0	0	37	0	0	0	0	0	0	0	0	32	2	0	0	0	0	0	34
16:00	56	2	0	0	0	0	0	58	0	0	0	0	0	0	0	0	28	2	0	0	0	0	0	30
16:15	87	3	0	0	0	0	0	90	0	0	0	0	0	0	0	0	26	2	0	0	0	0	0	28
16:30	110	4	0	0	0	0	1	115	0	0	0	0	0	0	0	0	17	1	0	0	0	0	0	18
16:45	141	7	0	0	0	0	1	149	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15
17:00	122	6	0	0	0	0	1	129	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
17:15	85	5	0	0	0	0	1	91	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15
17:30	62	6	0	0	0	0	0	68	0	0	0	0	0	0	0	0	22	1	0	0	0	0	1	24
17:45	21	2	0	0	0	0	0	23	0	0	0	0	0	0	0	0	31	0	0	0	0	0	1	32
18:00	16	2	0	0	0	0	0	18	0	0	0	0	0	0	0	0	34	0	0	0	0	0	1	35

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 2

Date of Survey: 06.04.2019
Junction Name: A247 Kingfield Road
Junction Type: Crossroads

Arm A: Westfield Football Club (N)
Arm B: A247 Kingfield Road (E)
Arm C: Woking Gymnastics Club (S)
Arm D: A247 Kingfield Road (W)

	B to D								B to C								C 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
13:00	120	8	0	0	0	0	3	131	6	0	0	0	0	0	0	6								0
13:15	105	7	0	0	1	4	2	119	6	0	1	0	0	0	0	7								0
13:30	98	6	1	0	2	2	1	110	5	0	0	0	0	0	1	6								0
13:45	99	9	0	0	0	1	1	110	11	0	0	0	0	0	0	11								0
14:00	97	2	0	0	0	1	4	104	5	1	0	0	0	1	2	9								0
14:15	90	9	0	0	1	0	2	102	5	0	0	0	0	0	1	6								0
14:30	95	5	0	0	2	1	3	106	1	0	0	0	0	0	0	1								0
14:45	87	5	0	0	0	1	0	93	6	0	0	0	0	0	0	6								0
15:00	100	7	2	0	1	1	0	111	2	2	0	0	0	0	0	4								0
15:15	76	8	0	0	0	4	0	88	0	0	0	0	0	0	0	0								0
15:30	75	5	2	0	1	2	0	85	0	0	0	0	0	0	0	0								0
15:45	82	6	0	0	1	0	1	90	1	0	0	0	0	0	0	1								0
16:00	88	8	2	0	0	0	0	98	1	0	0	0	0	0	0	1								0
16:15	74	7	0	0	1	1	2	85	0	0	0	0	1	0	0	1								0
16:30	79	4	0	0	1	0	0	84	0	1	0	0	3	0	0	4								0
16:45	89	5	0	0	0	0	1	95	3	1	0	0	0	0	0	4								0
17:00	79	4	0	0	0	0	2	85	3	1	0	0	0	0	0	4								0
17:15	101	9	2	0	1	2	0	115	3	0	0	0	0	0	0	3								0
17:30	82	7	0	0	1	1	2	93	0	0	0	0	0	0	0	0								0
17:45	82	9	0	0	1	0	2	94	1	0	0	0	0	0	0	1								0
18:00	59	7	0	0	2	0	0	68	1	0	0	0	0	0	0	1								0
18:15	71	3	0	0	0	1	0	75	1	0	0	0	0	0	0	1								0
18:30	74	4	0	0	1	1	0	80	1	0	0	0	0	0	0	1								0
18:45	88	2	0	0	1	0	0	91	0	0	0	0	0	0	0	0								0
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	422	30	1	0	3	7	7	470	28	0	1	0	0	0	1	30	0	0	0	0	0	0	0	0
13:15	399	24	1	0	3	8	8	443	27	1	1	0	0	1	3	33	0	0	0	0	0	0	0	0
13:30	384	26	1	0	3	4	8	426	26	1	0	0	0	1	4	32	0	0	0	0	0	0	0	0
13:45	381	25	0	0	3	3	10	422	22	1	0	0	0	1	3	27	0	0	0	0	0	0	0	0
14:00	369	21	0	0	3	3	9	405	17	1	0	0	0	1	3	22	0	0	0	0	0	0	0	0
14:15	372	26	2	0	4	3	5	412	14	2	0	0	0	0	1	17	0	0	0	0	0	0	0	0
14:30	358	25	2	0	3	7	3	398	9	2	0	0	0	0	0	11	0	0	0	0	0	0	0	0
14:45	338	25	4	0	2	8	0	377	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0
15:00	333	26	4	0	3	7	1	374	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0
15:15	321	27	4	0	2	6	1	361	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:30	319	26	4	0	3	3	3	358	2	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0
15:45	323	25	2	0	3	1	3	357	2	1	0	0	4	0	0	7	0	0	0	0	0	0	0	0
16:00	330	24	2	0	2	1	3	362	4	2	0	0	4	0	0	10	0	0	0	0	0	0	0	0
16:15	321	20	0	0	2	1	5	349	6	3	0	0	4	0	0	13	0	0	0	0	0	0	0	0
16:30	348	22	2	0	2	2	3	379	9	3	0	0	3	0	0	15	0	0	0	0	0	0	0	0
16:45	351	25	2	0	2	3	5	388	9	2	0	0	0	0	0	11	0	0	0	0	0	0	0	0
17:00	344	29	2	0	3	3	6	387	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
17:15	324	32	2	0	5	3	4	370	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
17:30	294	26	0	0	4	2	4	330	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:45	286	23	0	0	4	2	2	317	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
18:00	292	16	0	0	4	2	0	314	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 2

Date of Survey: 06.04.2019
Junction Name: A247 Kingfield Road
Junction Type: Crossroads

Arm A: Westfield Football Club (N)
Arm B: A247 Kingfield Road (E)
Arm C: Woking Gymnastics Club (S)
Arm D: A247 Kingfield Road (W)

	C to B								C to A								C to D							
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
13:00	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
13:15	1	0	0	0	0	0	0	1	3	1	0	0	0	0	0	4	5	0	0	0	0	0	0	5
13:30	1	0	0	0	1	0	0	2	2	0	0	0	0	0	0	2	8	0	0	0	0	0	0	8
13:45	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	14	0	0	0	0	0	0	14
14:00	3	0	0	0	0	0	0	3	0	1	0	0	0	0	0	1	32	0	0	0	0	0	0	32
14:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	11	0	0	0	0	0	0	11
14:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
14:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	9	0	0	0	0	0	0	9
15:00	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	2	0	0	0	0	1	0	3
15:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	2	1	0	0	0	0	0	3
16:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	7	1	0	0	0	0	0	8
16:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
16:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
16:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	3	0	0	0	0	1	0	4
17:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	10	0	0	0	4	0	0	14
17:15	16	0	0	0	0	2	0	18	0	0	0	0	0	0	0	0	33	3	0	0	0	0	1	37
17:30	10	0	0	0	0	0	0	10	0	0	0	0	0	0	1	1	28	1	0	0	0	1	0	30
17:45	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1	19	0	0	0	0	0	0	19
18:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	28	1	0	0	0	0	0	29
18:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
18:30	4	0	0	0	0	0	0	4	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	1	0	0	0	0	0	0	1
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	6	0	0	0	1	0	0	7	10	1	0	0	0	0	0	11	29	0	0	0	0	0	0	29
13:15	8	0	0	0	1	0	0	9	6	2	0	0	0	0	0	8	59	0	0	0	0	0	0	59
13:30	9	0	0	0	1	0	0	10	4	1	0	0	0	0	0	5	65	0	0	0	0	0	0	65
13:45	9	0	0	0	0	0	0	9	2	1	0	0	0	0	0	3	67	1	0	0	0	0	0	68
14:00	7	0	0	0	0	0	0	7	2	1	0	0	0	0	0	3	62	1	0	0	0	0	0	63
14:15	7	0	0	0	0	0	0	7	3	0	0	0	0	0	0	3	32	1	0	0	0	1	0	34
14:30	7	0	0	0	0	0	0	7	3	0	0	0	0	0	0	3	24	1	0	0	0	1	0	26
14:45	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3	15	0	0	0	0	1	0	16
15:00	5	0	0	0	0	0	0	5	3	2	0	0	0	0	0	5	8	1	0	0	0	1	0	10
15:15	2	0	0	0	0	0	0	2	3	2	0	0	0	0	0	5	13	2	0	0	0	0	0	15
15:30	1	0	0	0	0	0	0	1	2	2	0	0	0	0	0	4	16	2	0	0	0	0	0	18
15:45	2	0	0	0	0	0	0	2	2	2	0	0	0	0	0	4	17	2	0	0	0	0	0	19
16:00	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	18	1	0	0	0	1	0	20
16:15	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2	21	0	0	0	4	1	0	26
16:30	19	0	0	0	0	2	0	21	2	0	0	0	0	0	0	2	48	3	0	0	4	1	1	57
16:45	28	0	0	0	0	2	0	30	2	0	0	0	0	0	1	3	74	4	0	0	4	2	1	85
17:00	32	0	0	0	0	2	0	34	1	0	0	0	0	0	1	2	90	4	0	0	4	1	1	100
17:15	35	0	0	0	0	2	0	37	1	0	0	0	0	0	1	2	108	5	0	0	0	1	1	115
17:30	22	0	0	0	0	0	0	22	1	0	0	0	0	0	1	2	82	2	0	0	0	1	0	85
17:45	16	0	0	0	0	0	0	16	1	0	0	0	0	0	0	1	60	1	0	0	0	0	0	61
18:00	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	42	1	0	0	0	0	0	43

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 2

Date of Survey: 06.04.2019
Junction Name: A247 Kingfield Road
Junction Type: Crossroads

Arm A: Westfield Football Club (N)
Arm B: A247 Kingfield Road (E)
Arm C: Woking Gymnastics Club (S)
Arm D: A247 Kingfield Road (W)

	D to D								D to C								D 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
13:00								0	23	1	0	0	0	0	0	24	109	5	1	0	1	0	1	117
13:15								0	12	2	0	0	0	0	0	14	98	9	1	0	0	1	1	110
13:30								0	14	1	0	0	1	0	0	16	106	8	0	0	1	3	0	118
13:45								0	26	0	0	0	0	0	0	26	108	6	0	0	2	2	0	118
14:00								0	21	0	0	0	0	2	0	23	111	5	0	0	0	0	2	118
14:15								0	16	0	0	0	0	0	0	16	111	3	0	0	1	0	2	117
14:30								0	12	1	0	0	0	0	0	13	98	5	0	0	2	0	0	105
14:45								0	9	0	0	0	0	0	0	9	97	8	1	0	0	2	0	108
15:00								0	6	0	0	0	0	0	0	6	88	7	0	0	1	1	0	97
15:15								0	7	1	0	0	0	0	0	8	81	8	0	0	0	3	0	92
15:30								0	1	0	0	0	0	0	0	1	81	5	0	0	1	1	0	88
15:45								0	5	0	0	0	0	0	0	5	94	7	1	0	1	0	0	103
16:00								0	1	0	0	0	0	0	0	1	100	5	0	0	1	2	0	108
16:15								0	3	0	0	0	0	0	0	3	94	6	0	0	1	1	4	106
16:30								0	2	0	0	0	0	0	0	2	66	5	0	0	1	1	0	73
16:45								0	4	0	0	0	0	0	0	4	91	4	0	0	0	2	2	99
17:00								0	5	0	0	0	0	0	0	5	92	3	0	0	1	1	0	97
17:15								0	6	0	0	0	0	0	0	6	81	3	0	0	0	0	0	84
17:30								0	8	0	0	0	0	0	0	8	79	2	0	0	2	1	0	84
17:45								0	14	0	0	0	0	0	0	14	102	5	0	0	0	1	0	108
18:00								0	4	1	0	0	0	0	0	5	84	6	0	0	0	1	0	91
18:15								0	3	0	0	0	0	0	0	3	90	8	0	0	2	2	0	102
18:30								0	4	0	0	0	0	0	0	4	90	9	0	0	1	1	1	102
18:45								0	3	0	0	0	0	0	0	3	85	3	2	0	0	0	0	90
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	0	0	0	0	0	0	0	0	75	4	0	0	1	0	0	80	421	28	2	0	4	6	2	463
13:15	0	0	0	0	0	0	0	0	73	3	0	0	1	2	0	79	423	28	1	0	3	6	3	464
13:30	0	0	0	0	0	0	0	0	77	1	0	0	1	2	0	81	436	22	0	0	4	5	4	471
13:45	0	0	0	0	0	0	0	0	75	1	0	0	0	2	0	78	428	19	0	0	5	2	4	458
14:00	0	0	0	0	0	0	0	0	58	1	0	0	0	2	0	61	417	21	1	0	3	2	4	448
14:15	0	0	0	0	0	0	0	0	43	1	0	0	0	0	0	44	394	23	1	0	4	3	2	427
14:30	0	0	0	0	0	0	0	0	34	2	0	0	0	0	0	36	364	28	1	0	3	6	0	402
14:45	0	0	0	0	0	0	0	0	23	1	0	0	0	0	0	24	347	28	1	0	2	7	0	385
15:00	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	20	344	27	1	0	3	5	0	380
15:15	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15	356	25	1	0	3	6	0	391
15:30	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	369	23	1	0	4	4	4	405
15:45	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	354	23	1	0	4	4	4	390
16:00	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	351	20	0	0	3	6	6	386
16:15	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	343	18	0	0	3	5	6	375
16:30	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	17	330	15	0	0	2	4	2	353
16:45	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	23	343	12	0	0	3	4	2	364
17:00	0	0	0	0	0	0	0	0	33	0	0	0	0	0	0	33	354	13	0	0	3	3	0	373
17:15	0	0	0	0	0	0	0	0	32	1	0	0	0	0	0	33	346	16	0	0	2	3	0	367
17:30	0	0	0	0	0	0	0	0	29	1	0	0	0	0	0	30	355	21	0	0	4	5	0	385
17:45	0	0	0	0	0	0	0	0	25	1	0	0	0	0	0	26	366	28	0	0	3	5	1	403
18:00	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15	349	26	2	0	3	4	1	385

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 2

Date of Survey: 06.04.2019
Junction Name: A247 Kingfield Road
Junction Type: Crossroads

Arm A: Westfield Football Club (N)
Arm B: A247 Kingfield Road (E)
Arm C: Woking Gymnastics Club (S)
Arm D: A247 Kingfield Road (W)

	D to A							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
13:00	21	2	0	0	0	0	0	23
13:15	33	0	0	0	0	0	0	33
13:30	21	0	0	0	2	0	0	23
13:45	31	1	0	0	0	0	0	32
14:00	45	3	0	0	0	0	2	50
14:15	34	1	0	0	0	0	0	35
14:30	26	3	0	0	0	0	0	29
14:45	26	3	0	0	0	0	0	29
15:00	17	0	0	0	0	0	0	17
15:15	14	0	0	0	0	0	0	14
15:30	18	1	0	0	0	0	0	19
15:45	15	0	0	0	0	0	0	15
16:00	8	0	0	0	0	0	0	8
16:15	6	3	0	0	0	0	0	9
16:30	13	1	0	0	0	0	0	14
16:45	12	1	0	0	0	0	0	13
17:00	7	1	0	0	0	0	0	8
17:15	5	0	0	0	0	0	3	8
17:30	10	2	0	0	0	0	0	12
17:45	7	0	0	0	0	0	0	7
18:00	7	0	0	0	0	0	0	7
18:15	11	0	0	0	0	0	0	11
18:30	16	1	0	0	0	0	0	17
18:45	3	0	0	0	0	0	0	3
Start Time	**Rolling Hour**							**Total**
13:00	106	3	0	0	2	0	0	111
13:15	130	4	0	0	2	0	2	138
13:30	131	5	0	0	2	0	2	140
13:45	136	8	0	0	0	0	2	146
14:00	131	10	0	0	0	0	2	143
14:15	103	7	0	0	0	0	0	110
14:30	83	6	0	0	0	0	0	89
14:45	75	4	0	0	0	0	0	79
15:00	64	1	0	0	0	0	0	65
15:15	55	1	0	0	0	0	0	56
15:30	47	4	0	0	0	0	0	51
15:45	42	4	0	0	0	0	0	46
16:00	39	5	0	0	0	0	0	44
16:15	38	6	0	0	0	0	0	44
16:30	37	3	0	0	0	0	3	43
16:45	34	4	0	0	0	0	3	41
17:00	29	3	0	0	0	0	3	35
17:15	29	2	0	0	0	0	3	34
17:30	35	2	0	0	0	0	0	37
17:45	41	1	0	0	0	0	0	42
18:00	37	1	0	0	0	0	0	38

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 2

Date of Survey: 06.04.2019
Junction Name: A247 Kingfield Road
Junction Type: Crossroads

	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**
13:00	31	0	0	0	0	0	0	31	46	2	0	0	0	0	0	48
13:15	41	1	0	0	0	0	0	42	52	1	0	0	0	0	0	53
13:30	28	1	0	0	1	0	0	30	41	1	1	0	2	0	0	45
13:45	52	0	1	0	1	0	1	55	52	1	0	0	0	0	0	53
14:00	36	0	0	0	0	0	2	38	61	4	0	0	0	0	2	67
14:15	22	0	0	0	0	0	1	23	62	2	0	0	0	0	0	64
14:30	20	0	0	0	0	0	0	20	39	4	0	0	0	0	0	43
14:45	28	4	0	0	0	0	0	32	37	5	0	0	0	0	0	42
15:00	23	3	0	0	0	0	0	26	21	0	0	0	0	0	0	21
15:15	27	1	0	0	0	0	0	28	18	0	0	0	0	0	0	18
15:30	25	2	0	0	0	0	0	27	22	1	0	0	0	0	0	23
15:45	21	0	0	0	0	0	0	21	26	2	0	0	0	0	0	28
16:00	28	1	0	0	0	0	0	29	14	0	0	0	0	0	0	14
16:15	22	1	0	0	0	0	0	23	18	4	0	0	0	0	0	22
16:30	28	4	0	0	0	0	0	32	18	2	0	0	0	0	0	20
16:45	53	4	0	0	0	0	0	57	20	1	0	0	0	0	0	21
17:00	67	3	0	0	0	0	0	70	10	1	0	0	0	0	0	11
17:15	85	2	0	0	0	0	1	88	8	0	0	0	0	0	3	11
17:30	108	5	0	0	0	0	0	113	12	3	0	0	0	0	1	16
17:45	30	1	0	0	0	0	0	31	10	0	0	0	0	0	0	10
18:00	22	1	0	0	0	1	0	24	14	0	0	0	0	0	0	14
18:15	15	3	0	0	0	0	0	18	22	0	0	0	0	0	1	23
18:30	10	0	0	0	0	0	0	10	27	1	0	0	0	0	0	28
18:45	15	0	0	0	0	0	0	15	8	0	0	0	0	0	0	8
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	152	2	1	0	2	0	1	158	191	5	1	0	2	0	0	199
13:15	157	2	1	0	2	0	3	165	206	7	1	0	2	0	2	218
13:30	138	1	1	0	2	0	4	146	216	8	1	0	2	0	2	229
13:45	130	0	1	0	1	0	4	136	214	11	0	0	0	0	2	227
14:00	106	4	0	0	0	0	3	113	199	15	0	0	0	0	2	216
14:15	93	7	0	0	0	0	1	101	159	11	0	0	0	0	0	170
14:30	98	8	0	0	0	0	0	106	115	9	0	0	0	0	0	124
14:45	103	10	0	0	0	0	0	113	98	6	0	0	0	0	0	104
15:00	96	6	0	0	0	0	0	102	87	3	0	0	0	0	0	90
15:15	101	4	0	0	0	0	0	105	80	3	0	0	0	0	0	83
15:30	96	4	0	0	0	0	0	100	80	7	0	0	0	0	0	87
15:45	99	6	0	0	0	0	0	105	76	8	0	0	0	0	0	84
16:00	131	10	0	0	0	0	0	141	70	7	0	0	0	0	0	77
16:15	170	12	0	0	0	0	0	182	66	8	0	0	0	0	0	74
16:30	233	13	0	0	0	0	1	247	56	4	0	0	0	0	3	63
16:45	313	14	0	0	0	0	1	328	50	5	0	0	0	0	4	59
17:00	290	11	0	0	0	0	1	302	40	4	0	0	0	0	4	48
17:15	245	9	0	0	0	1	1	256	44	3	0	0	0	0	4	51
17:30	175	10	0	0	0	1	0	186	58	3	0	0	0	0	2	63
17:45	77	5	0	0	0	1	0	83	73	1	0	0	0	0	1	75
18:00	62	4	0	0	0	1	0	67	71	1	0	0	0	0	1	73

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 2

Date of Survey: 06.04.2019
Junction Name: A247 Kingfield Road
Junction Type: Crossroads

	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**
13:00	147	8	0	0	0	0	3	158	122	5	1	0	1	0	1	130
13:15	127	7	1	0	1	4	2	142	110	10	1	0	0	1	1	123
13:30	121	7	2	0	2	2	2	136	118	9	0	0	3	3	0	133
13:45	130	9	0	0	0	1	1	141	129	6	1	0	3	2	1	142
14:00	118	3	0	0	0	2	6	129	126	5	0	0	0	0	4	135
14:15	122	10	0	0	1	0	3	136	120	3	0	0	1	0	2	126
14:30	109	6	0	0	2	1	3	121	108	5	0	0	2	0	0	115
14:45	103	7	0	0	0	1	0	111	104	10	1	0	0	2	0	117
15:00	105	9	2	0	1	1	0	118	100	8	0	0	1	1	0	110
15:15	79	8	0	0	0	4	0	91	90	8	0	0	0	3	0	101
15:30	79	5	2	0	1	2	0	89	89	5	0	0	1	1	0	96
15:45	93	6	0	0	1	0	1	101	101	7	1	0	1	0	0	110
16:00	94	8	2	0	0	0	0	104	111	5	0	0	1	2	0	119
16:15	86	8	0	0	2	1	2	99	100	6	0	0	1	1	4	112
16:30	84	6	0	0	4	0	0	94	80	6	0	0	1	1	0	88
16:45	98	6	0	0	0	0	1	105	119	5	0	0	0	2	2	128
17:00	85	5	0	0	0	0	2	92	135	4	0	0	1	1	0	141
17:15	107	9	2	0	1	2	0	121	125	4	0	0	0	2	1	132
17:30	84	8	0	0	1	1	2	96	133	6	0	0	2	1	0	142
17:45	85	9	0	0	1	0	2	97	115	5	0	0	0	1	0	121
18:00	67	7	0	0	2	0	0	76	93	6	0	0	0	1	0	100
18:15	83	3	0	0	0	1	1	88	98	10	0	0	2	2	0	112
18:30	86	4	0	0	1	1	0	92	97	9	0	0	1	1	1	109
18:45	93	2	0	0	1	0	0	96	88	3	2	0	0	0	0	93
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	525	31	3	0	3	7	8	577	479	30	3	0	7	6	3	528
13:15	496	26	3	0	3	9	11	548	483	30	2	0	6	6	6	533
13:30	491	29	2	0	3	5	12	542	493	23	1	0	7	5	7	536
13:45	479	28	0	0	3	4	13	527	483	19	1	0	6	2	7	518
14:00	452	26	0	0	3	4	12	497	458	23	1	0	3	2	6	493
14:15	439	32	2	0	4	3	6	486	432	26	1	0	4	3	2	468
14:30	396	30	2	0	3	7	3	441	402	31	1	0	3	6	0	443
14:45	366	29	4	0	2	8	0	409	383	31	1	0	2	7	0	424
15:00	356	28	4	0	3	7	1	399	380	28	1	0	3	5	0	417
15:15	345	27	4	0	2	6	1	385	391	25	1	0	3	6	0	426
15:30	352	27	4	0	4	3	3	393	401	23	1	0	4	4	4	437
15:45	357	28	2	0	7	1	3	398	392	24	1	0	4	4	4	429
16:00	362	28	2	0	6	1	3	402	410	22	0	0	3	6	6	447
16:15	353	25	0	0	6	1	5	390	434	21	0	0	3	5	6	469
16:30	374	26	2	0	5	2	3	412	459	19	0	0	2	6	3	489
16:45	374	28	2	0	2	3	5	414	512	19	0	0	3	6	3	543
17:00	361	31	2	0	3	3	6	406	508	19	0	0	3	5	1	536
17:15	343	33	2	0	5	3	4	390	466	21	0	0	2	5	1	495
17:30	319	27	0	0	4	2	5	357	439	27	0	0	4	5	0	475
17:45	321	23	0	0	4	2	3	353	403	30	0	0	3	5	1	442
18:00	329	16	0	0	4	2	1	352	376	28	2	0	3	4	1	414

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 2

Date of Survey: 06.04.2019
Junction Name: A247 Kingfield Road
Junction Type: Crossroads

	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**
13:00	7	0	0	0	0	0	0	7	29	1	0	0	0	0	0	30
13:15	9	1	0	0	0	0	0	10	18	2	1	0	0	0	0	21
13:30	11	0	0	0	1	0	0	12	19	1	0	0	1	0	1	22
13:45	18	0	0	0	0	0	0	18	37	0	0	0	0	0	0	37
14:00	35	1	0	0	0	0	0	36	26	1	0	0	0	3	2	32
14:15	14	0	0	0	0	0	0	14	21	0	0	0	0	0	2	23
14:30	11	1	0	0	0	0	0	12	13	1	0	0	0	0	0	14
14:45	11	0	0	0	0	0	0	11	15	1	0	0	0	0	0	16
15:00	6	0	0	0	0	1	0	7	8	3	0	0	0	0	0	11
15:15	6	0	0	0	0	0	0	6	8	1	0	0	0	0	0	9
15:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
15:45	3	3	0	0	0	0	0	6	6	0	0	0	0	0	0	6
16:00	8	1	0	0	0	0	0	9	2	0	0	0	0	0	0	2
16:15	7	0	0	0	0	0	0	7	3	0	0	0	1	0	0	4
16:30	3	0	0	0	0	0	0	3	2	2	0	0	3	0	0	7
16:45	6	0	0	0	0	1	0	7	7	1	0	0	0	0	0	8
17:00	11	0	0	0	4	0	0	15	8	1	0	0	0	0	0	9
17:15	49	3	0	0	0	2	1	55	9	0	0	0	0	0	0	9
17:30	38	1	0	0	0	1	1	41	8	0	0	0	0	0	0	8
17:45	25	0	0	0	0	0	0	25	15	0	0	0	0	0	0	15
18:00	32	1	0	0	0	0	0	33	5	1	0	0	0	0	0	6
18:15	10	0	0	0	0	0	0	10	4	0	0	0	0	0	0	4
18:30	10	0	0	0	0	0	0	10	5	0	0	0	0	0	0	5
18:45	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	45	1	0	0	1	0	0	47	103	4	1	0	1	0	1	110
13:15	73	2	0	0	1	0	0	76	100	4	1	0	1	3	3	112
13:30	78	1	0	0	1	0	0	80	103	2	0	0	1	3	5	114
13:45	78	2	0	0	0	0	0	80	97	2	0	0	0	3	4	106
14:00	71	2	0	0	0	0	0	73	75	3	0	0	0	3	4	85
14:15	42	1	0	0	0	1	0	44	57	5	0	0	0	0	2	64
14:30	34	1	0	0	0	1	0	36	44	6	0	0	0	0	0	50
14:45	24	0	0	0	0	1	0	25	32	5	0	0	0	0	0	37
15:00	16	3	0	0	0	1	0	20	23	4	0	0	0	0	0	27
15:15	18	4	0	0	0	0	0	22	17	1	0	0	0	0	0	18
15:30	19	4	0	0	0	0	0	23	12	0	0	0	1	0	0	13
15:45	21	4	0	0	0	0	0	25	13	2	0	0	4	0	0	19
16:00	24	1	0	0	0	1	0	26	14	3	0	0	4	0	0	21
16:15	27	0	0	0	4	1	0	32	20	4	0	0	4	0	0	28
16:30	69	3	0	0	4	3	1	80	26	4	0	0	3	0	0	33
16:45	104	4	0	0	4	4	2	118	32	2	0	0	0	0	0	34
17:00	123	4	0	0	4	3	2	136	40	1	0	0	0	0	0	41
17:15	144	5	0	0	0	3	2	154	37	1	0	0	0	0	0	38
17:30	105	2	0	0	0	1	1	109	32	1	0	0	0	0	0	33
17:45	77	1	0	0	0	0	0	78	29	1	0	0	0	0	0	30
18:00	53	1	0	0	0	0	0	54	17	1	0	0	0	0	0	18

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 2

Date of Survey: 06.04.2019
Junction Name: A247 Kingfield Road
Junction Type: Crossroads

	Arm D Approach								Arm D Exit							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
13:00	153	8	1	0	1	0	1	164	141	8	0	0	0	0	3	152
13:15	143	11	1	0	0	1	1	157	140	7	0	0	1	4	2	154
13:30	141	9	0	0	4	3	0	157	123	6	1	0	2	2	1	135
13:45	165	7	0	0	2	2	0	176	147	9	0	0	0	1	1	158
14:00	177	8	0	0	0	2	4	191	153	2	0	0	0	1	4	160
14:15	161	4	0	0	1	0	2	168	116	9	0	0	1	0	2	128
14:30	136	9	0	0	2	0	0	147	116	6	0	0	2	1	3	128
14:45	132	11	1	0	0	2	0	146	118	6	0	0	0	1	0	125
15:00	111	7	0	0	1	1	0	120	116	8	2	0	1	2	0	129
15:15	102	9	0	0	0	3	0	114	98	9	0	0	0	4	0	111
15:30	100	6	0	0	1	1	0	108	93	7	2	0	1	2	0	105
15:45	114	7	1	0	1	0	0	123	98	7	0	0	1	0	1	107
16:00	109	5	0	0	1	2	0	117	112	10	2	0	0	0	0	124
16:15	103	9	0	0	1	1	4	118	97	8	0	0	1	1	2	109
16:30	81	6	0	0	1	1	0	89	96	6	0	0	1	0	0	103
16:45	107	5	0	0	0	2	2	116	118	8	0	0	0	1	1	128
17:00	104	4	0	0	1	1	0	110	114	6	0	0	4	0	2	126
17:15	92	3	0	0	0	0	3	98	191	13	2	0	1	2	1	210
17:30	97	4	0	0	2	1	0	104	174	9	0	0	1	2	2	188
17:45	123	5	0	0	0	1	0	129	123	10	0	0	1	0	2	136
18:00	95	7	0	0	0	1	0	103	104	9	0	0	2	1	0	116
18:15	104	8	0	0	2	2	0	116	88	4	0	0	0	1	0	93
18:30	110	10	0	0	1	1	1	123	87	4	0	0	1	1	0	93
18:45	91	3	2	0	0	0	0	96	101	2	0	0	1	0	0	104
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	602	35	2	0	7	6	2	654	551	30	1	0	3	7	7	599
13:15	626	35	1	0	6	8	5	681	563	24	1	0	3	8	8	607
13:30	644	28	0	0	7	7	6	692	539	26	1	0	3	4	8	581
13:45	639	28	0	0	5	4	6	682	532	26	0	0	3	3	10	574
14:00	606	32	1	0	3	4	6	652	503	23	0	0	3	3	9	541
14:15	540	31	1	0	4	3	2	581	466	29	2	0	4	4	5	510
14:30	481	36	1	0	3	6	0	527	448	29	2	0	3	8	3	493
14:45	445	33	1	0	2	7	0	488	425	30	4	0	2	9	0	470
15:00	427	29	1	0	3	5	0	465	405	31	4	0	3	8	1	452
15:15	425	27	1	0	3	6	0	462	401	33	4	0	2	6	1	447
15:30	426	27	1	0	4	4	4	466	400	32	4	0	3	3	3	445
15:45	407	27	1	0	4	4	4	447	403	31	2	0	3	1	3	443
16:00	400	25	0	0	3	6	6	440	423	32	2	0	2	2	3	464
16:15	395	24	0	0	3	5	6	433	425	28	0	0	6	2	5	466
16:30	384	18	0	0	2	4	5	413	519	33	2	0	6	3	4	567
16:45	400	16	0	0	3	4	5	428	597	36	2	0	6	5	6	652
17:00	416	16	0	0	3	3	3	441	602	38	2	0	7	4	7	660
17:15	407	19	0	0	2	3	3	434	592	41	2	0	5	5	5	650
17:30	419	24	0	0	4	5	0	452	489	32	0	0	4	4	4	533
17:45	432	30	0	0	3	5	1	471	402	27	0	0	4	3	2	438
18:00	400	28	2	0	3	4	1	438	380	19	0	0	4	3	0	406

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 2

Date of Survey: 06.04.2019
Junction Name: A247 Kingfield Road
Junction Type: Crossroads

	Total Junction Flow							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
13:00	338	16	1	0	1	0	4	360
13:15	320	20	2	0	1	5	3	351
13:30	301	17	2	0	8	5	2	335
13:45	365	16	1	0	3	3	2	390
14:00	366	12	0	0	0	4	12	394
14:15	319	14	0	0	2	0	6	341
14:30	276	16	0	0	4	1	3	300
14:45	274	22	1	0	0	3	0	300
15:00	245	19	2	0	2	3	0	271
15:15	214	18	0	0	0	7	0	239
15:30	205	13	2	0	2	3	0	225
15:45	231	16	1	0	2	0	1	251
16:00	239	15	2	0	1	2	0	259
16:15	218	18	0	0	3	2	6	247
16:30	196	16	0	0	5	1	0	218
16:45	264	15	0	0	0	3	3	285
17:00	267	12	0	0	5	1	2	287
17:15	333	17	2	0	1	4	5	362
17:30	327	18	0	0	3	3	3	354
17:45	263	15	0	0	1	1	2	282
18:00	216	16	0	0	2	2	0	236
18:15	212	14	0	0	2	3	1	232
18:30	216	14	0	0	2	2	1	235
18:45	200	5	2	0	1	0	0	208
Start Time	**Rolling Hour**							**Total**
13:00	1324	69	6	0	13	13	11	1436
13:15	1352	65	5	0	12	17	19	1470
13:30	1351	59	3	0	13	12	22	1460
13:45	1326	58	1	0	9	8	23	1425
14:00	1235	64	1	0	6	8	21	1335
14:15	1114	71	3	0	8	7	9	1212
14:30	1009	75	3	0	6	14	3	1110
14:45	938	72	5	0	4	16	0	1035
15:00	895	66	5	0	6	13	1	986
15:15	889	62	5	0	5	12	1	974
15:30	893	62	5	0	8	7	7	982
15:45	884	65	3	0	11	5	7	975
16:00	917	64	2	0	9	8	9	1009
16:15	945	61	0	0	13	7	11	1037
16:30	1060	60	2	0	11	9	10	1152
16:45	1191	62	2	0	9	11	13	1288
17:00	1190	62	2	0	10	9	12	1285
17:15	1139	66	2	0	7	10	10	1234
17:30	1018	63	0	0	8	9	6	1104
17:45	907	59	0	0	7	8	4	985
18:00	844	49	2	0	7	7	2	911

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 2

Date of Survey: 06.04.2019
Junction Name: A247 Kingfield Road
Junction Type: Crossroads

Arm A: Westfield Football Club (N) **Arm B:** A247 Kingfield Road (E) **Arm C:** Woking Gymnastics Club (S) **Arm D:** A247 Kingfield Road (W)

	PCU Summary															
Time	**A to A**	**A to D**	**A to C**	**A to B**	**B to B**	**B to A**	**B to D**	**B to C**	**C to C**	**C to B**	**C to A**	**C to D**	**D to D**	**D to C**	**D to B**	**D to A**
13:00	0	19	0	12	0	21	129	6	0	1	4	2	0	24	119	23
13:15	0	30	0	12	0	16	117	8	0	1	4	5	0	14	110	33
13:30	0	17	0	15	0	21	112	5	0	4	2	8	0	18	118	26
13:45	0	34	0	23	0	20	109	11	0	3	1	14	0	26	120	32
14:00	0	24	0	12	0	16	100	7	0	3	1	32	0	22	116	48
14:15	0	15	0	7	0	28	102	5	0	2	1	11	0	16	117	35
14:30	0	11	0	9	0	14	106	1	0	1	0	11	0	13	108	29
14:45	0	23	1	8	0	12	92	6	0	1	1	9	0	9	108	29
15:00	0	15	1	10	0	3	114	4	0	3	1	2	0	6	98	17
15:15	0	20	1	7	0	3	86	0	0	2	1	3	0	8	90	14
15:30	0	19	0	8	0	4	87	0	0	0	0	1	0	1	89	19
15:45	0	14	0	7	0	10	91	1	0	0	3	3	0	5	105	15
16:00	0	18	0	11	0	5	100	1	0	0	1	8	0	1	108	8
16:15	0	18	0	5	0	13	84	3	0	1	0	6	0	3	104	9
16:30	0	17	1	14	0	6	86	9	0	1	0	2	0	2	74	14
16:45	0	29	0	28	0	6	94	4	0	1	2	3	0	4	96	13
17:00	0	27	0	43	0	3	83	4	0	1	0	20	0	5	98	8
17:15	0	58	0	29	0	3	117	3	0	17	0	36	0	6	84	6
17:30	0	65	0	48	0	3	92	0	0	10	0	29	0	8	86	12
17:45	0	23	0	8	0	2	94	1	0	5	1	19	0	14	107	7
18:00	0	18	0	5	0	7	71	1	0	4	0	29	0	5	90	7
18:15	0	11	0	7	0	11	74	1	0	3	0	7	0	3	104	11
18:30	0	7	0	3	0	11	81	1	0	4	0	6	0	4	102	17
18:45	0	12	0	3	0	5	93	0	0	0	0	1	0	3	92	3
Start Time	**Rolling Hour**															
13:00	0	100	0	61	0	78	466	30	0	9	11	29	0	82	466	114
13:15	0	105	0	62	0	73	437	31	0	11	8	59	0	79	463	139
13:30	0	90	0	57	0	85	423	28	0	12	5	65	0	81	471	141
13:45	0	84	0	51	0	78	417	24	0	9	3	68	0	77	461	144
14:00	0	73	1	36	0	70	401	19	0	7	3	63	0	60	449	141
14:15	0	64	2	34	0	57	414	16	0	7	3	33	0	44	431	110
14:30	0	69	3	34	0	32	398	11	0	7	3	25	0	36	404	89
14:45	0	77	3	33	0	22	379	10	0	6	3	15	0	24	385	79
15:00	0	68	2	32	0	20	377	5	0	5	5	9	0	20	382	65
15:15	0	71	1	33	0	22	363	2	0	2	5	15	0	15	393	56
15:30	0	69	0	31	0	32	362	5	0	1	4	18	0	10	406	51
15:45	0	67	1	37	0	34	360	13	0	2	4	19	0	11	391	46
16:00	0	82	1	58	0	30	364	16	0	3	3	19	0	10	382	44
16:15	0	91	1	90	0	28	347	19	0	4	2	31	0	14	372	44
16:30	0	131	1	114	0	18	380	20	0	20	2	62	0	17	352	41
16:45	0	179	0	148	0	15	387	11	0	29	2	89	0	23	365	39
17:00	0	173	0	128	0	11	387	8	0	33	1	105	0	33	376	33
17:15	0	164	0	90	0	15	374	5	0	36	1	114	0	33	368	32
17:30	0	117	0	68	0	23	332	3	0	22	1	84	0	30	388	37
17:45	0	59	0	23	0	31	320	4	0	16	1	61	0	26	404	42
18:00	0	48	0	18	0	34	319	3	0	11	0	43	0	15	388	38

Intelligent Data Collection Limited
Woking, Surrey

Client: Vectos
Project Number: ID04567
Junction Number: Site 2
Date of Survey: 18.05.2019
Junction Name: Westfield Football Club / A247 Kingfield Road / Woking Gymnastics Club
Junction Type: Crossroads

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Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	30.05.2019			
Prepared by	Conor Lenehan			
Signature				
Checked by	David Brown			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04567			
File Ref	ID04567 Woking, Surrey - MCC Site 2 - 18.05.2019			

Issue Sheet

Issued to	Date			
	31.05.2019			
Taylor Davis	E-mail			

Contents Page

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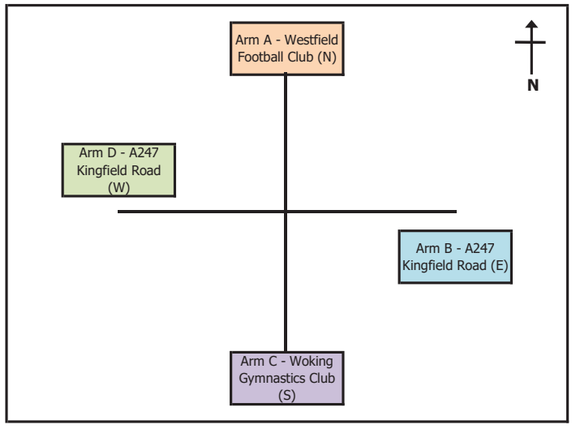
Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 2

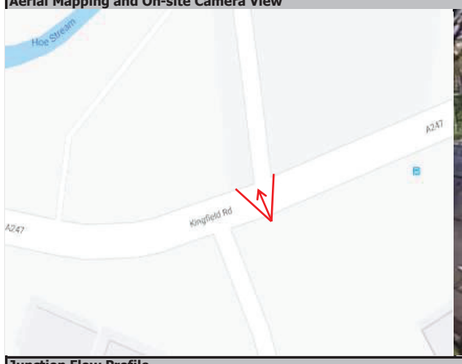
Date of Survey: 18.05.2019
Junction Name: Westfield Football Club / A247 Kingfield Road / Woking Gymnastics
Junction Type: Crossroads

X Coordinate	Y Coordinate	Google Maps Link	
51.30782215065962	-0.5588075443077969	Click Here	
Weather Conditions			
Cloudy			

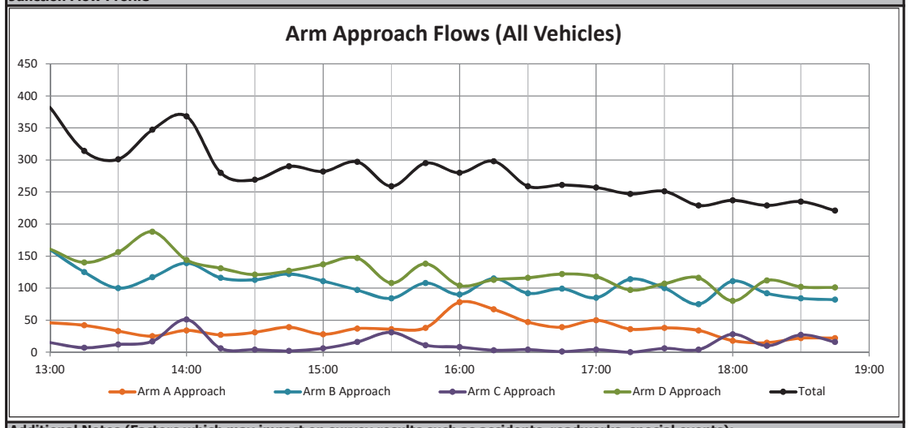
Junction Layout



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):

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 2

Date of Survey: 18.05.2019
Junction Name: Westfield Football Club / A247 Kingfield Road / Woking Gymnastics Club
Junction Type: Crossroads

Arm A: Westfield Football Club (N)
Arm B: A247 Kingfield Road (E)
Arm C: Woking Gymnastics Club (S)
Arm D: A247 Kingfield Road (W)

	A to B										A to C										A to D									
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		
13:00	2	0	0	0	0	0	0	21			2	0	0	0	0	0	0	2			0	0	0	0	0	0	0	0		
13:15	0	0	0	0	0	0	0	26			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	20			1	0	0	0	0	0	0	1			0	0	0	0	0	0	0	0		
13:45	0	0	0	0	0	0	0	24			1	0	0	0	0	0	0	1			0	0	0	0	0	0	0	0		
14:00	0	0	0	0	0	0	0	16			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	16			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	27			0	0	0	0	0	0	0	0			0	0	0	0	0	1	0	1		
14:45	0	0	0	0	0	0	0	22			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	28			2	0	0	0	0	0	0	2			0	0	0	0	0	0	0	0		
15:15	0	0	0	0	0	0	0	21			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	24			1	0	0	0	0	0	0	1			0	0	0	0	0	0	0	0		
15:45	0	0	0	0	0	1	0	59			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	49			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	32			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	28			1	0	0	0	0	0	0	1			0	0	0	0	0	0	0	0		
16:45	0	0	0	0	0	0	0	30			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	26			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	28			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	24			0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0		
17:45	0	0	0	0	0	1	0	15			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	13			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	15			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	13			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		
Start Time				Rolling Hour				Total						Rolling Hour				Total						Rolling Hour				Total		
13:00	0	0	0	0	0	0	0	93			3	0	0	0	0	0	0	3			0	0	0	0	0	0	0	0		
13:15	0	0	0	0	0	0	0	96			2	0	0	0	0	0	0	2			0	0	0	0	0	0	0	0		
13:30	0	0	0	0	0	0	0	86			2	0	0	0	0	0	0	2			0	0	0	0	0	0	0	0		
13:45	0	0	0	0	0	0	0	76			2	0	0	0	0	0	0	2			0	0	0	0	0	0	0	0		
14:00	0	0	0	0	0	0	0	83			1	0	0	0	0	0	0	1			0	0	0	0	0	0	0	0		
14:15	0	0	0	0	0	0	0	81			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	93			2	0	0	0	0	0	0	2			0	0	0	0	0	0	0	0		
14:45	0	0	0	0	0	0	0	98			2	0	0	0	0	0	0	2			0	0	0	0	0	0	0	0		
15:00	0	0	0	0	0	0	0	95			3	0	0	0	0	0	0	3			0	0	0	0	0	0	0	0		
15:15	0	0	0	0	0	1	0	132			3	0	0	0	0	0	0	3			0	0	0	0	0	0	0	0		
15:30	0	0	0	0	0	0	0	153			1	0	0	0	0	0	0	1			0	0	0	0	0	0	0	0		
15:45	0	0	0	0	0	1	0	164			1	0	0	0	0	0	0	1			0	0	0	0	0	0	0	0		
16:00	0	0	0	0	0	0	0	168			1	0	0	0	0	0	0	1			0	0	0	0	0	0	0	0		
16:15	0	0	0	0	0	0	0	139			1	0	0	0	0	0	0	1			0	0	0	0	0	0	0	0		
16:30	0	0	0	0	0	0	0	116			1	0	0	0	0	0	0	1			0	0	0	0	0	0	0	0		
16:45	0	0	0	0	0	0	0	112			1	0	0	0	0	0	0	1			0	0	0	0	0	0	0	0		
17:00	0	0	0	0	0	1	0	108			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	93			0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0		
17:30	0	0	0	0	0	1	0	80			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	67			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	56			0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0		

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 2

Date of Survey: 18.05.2019
Junction Name: Westfield Football Club / A247 Kingfield Road / Woking Gymnastics Club
Junction Type: Crossroads

Arm A: Westfield Football Club (N)
Arm B: A247 Kingfield Road (E)
Arm C: Woking Gymnastics Club (S)
Arm D: A247 Kingfield Road (W)

	A to B								B to B								B 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
13:00	23	0	0	0	0	0	0	23								0	10	0	0	0	0	0	0	10
13:15	14	1	0	0	0	0	1	16								0	11	0	0	0	0	0	0	11
13:30	6	0	0	0	0	1	0	7								0	9	0	0	0	0	0	0	9
13:45	4	0	0	0	0	0	0	4								0	4	0	0	0	0	0	0	4
14:00	9	0	0	0	0	0	0	9								0	10	0	0	0	0	1	0	11
14:15	11	0	0	0	0	0	0	11								0	13	0	0	0	0	0	0	13
14:30	13	0	0	0	0	0	2	15								0	13	1	0	0	0	0	0	14
14:45	9	0	0	0	0	0	2	11								0	11	0	0	0	0	0	0	11
15:00	6	0	0	0	0	0	0	6								0	9	0	0	0	0	0	0	9
15:15	7	0	0	0	0	0	0	7								0	6	2	0	0	0	0	0	8
15:30	15	0	0	0	0	0	0	15								0	11	0	0	0	0	0	0	11
15:45	12	0	0	0	0	1	0	13								0	7	2	0	0	0	0	0	9
16:00	18	1	0	0	0	0	0	19								0	9	0	0	0	0	0	0	9
16:15	18	0	0	0	0	0	0	18								0	4	1	0	0	0	0	0	5
16:30	13	2	0	0	0	0	0	15								0	5	0	0	0	0	0	0	5
16:45	9	1	0	0	0	0	0	10								0	2	0	0	0	0	0	0	2
17:00	20	0	0	0	0	0	0	20								0	3	0	0	0	0	0	0	3
17:15	10	0	0	0	0	0	0	10								0	5	1	0	0	0	0	0	6
17:30	9	1	0	0	0	0	0	10								0	0	1	0	0	0	0	0	1
17:45	10	0	0	0	0	0	0	10								0	2	0	0	0	0	0	0	2
18:00	3	0	0	0	0	0	0	3								0	7	0	0	0	0	0	0	7
18:15	2	0	0	0	0	0	0	2								0	6	1	0	0	0	0	0	7
18:30	7	0	0	0	0	0	0	7								0	13	0	0	0	0	0	0	13
18:45	8	1	0	0	0	0	0	9								0	5	0	0	0	0	0	0	5
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	47	1	0	0	0	1	1	50	0	0	0	0	0	0	0	0	34	0	0	0	0	0	0	34
13:15	33	1	0	0	0	1	1	36	0	0	0	0	0	0	0	0	34	0	0	0	0	1	0	35
13:30	30	0	0	0	0	1	0	31	0	0	0	0	0	0	0	0	36	0	0	0	0	1	0	37
13:45	37	0	0	0	0	0	2	39	0	0	0	0	0	0	0	0	40	1	0	0	0	1	0	42
14:00	42	0	0	0	0	0	4	46	0	0	0	0	0	0	0	0	47	1	0	0	0	1	0	49
14:15	39	0	0	0	0	0	4	43	0	0	0	0	0	0	0	0	46	1	0	0	0	0	0	47
14:30	35	0	0	0	0	0	4	39	0	0	0	0	0	0	0	0	39	3	0	0	0	0	0	42
14:45	37	0	0	0	0	0	2	39	0	0	0	0	0	0	0	0	37	2	0	0	0	0	0	39
15:00	40	0	0	0	0	1	0	41	0	0	0	0	0	0	0	0	33	4	0	0	0	0	0	37
15:15	52	1	0	0	0	1	0	54	0	0	0	0	0	0	0	0	33	4	0	0	0	0	0	37
15:30	63	1	0	0	0	1	0	65	0	0	0	0	0	0	0	0	31	3	0	0	0	0	0	34
15:45	61	3	0	0	0	1	0	65	0	0	0	0	0	0	0	0	25	3	0	0	0	0	0	28
16:00	58	4	0	0	0	0	0	62	0	0	0	0	0	0	0	0	20	1	0	0	0	0	0	21
16:15	60	3	0	0	0	0	0	63	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15
16:30	52	3	0	0	0	0	0	55	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16
16:45	48	2	0	0	0	0	0	50	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	12
17:00	49	1	0	0	0	0	0	50	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	12
17:15	32	1	0	0	0	0	0	33	0	0	0	0	0	0	0	0	14	2	0	0	0	0	0	16
17:30	24	1	0	0	0	0	0	25	0	0	0	0	0	0	0	0	15	2	0	0	0	0	0	17
17:45	22	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0	28	1	0	0	0	0	0	29
18:00	20	1	0	0	0	0	0	21	0	0	0	0	0	0	0	0	31	1	0	0	0	0	0	32

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 2

Date of Survey: 18.05.2019
Junction Name: Westfield Football Club / A247 Kingfield Road / Woking Gymnastics Club
Junction Type: Crossroads

Arm A: Westfield Football Club (N)
Arm B: A247 Kingfield Road (E)
Arm C: Woking Gymnastics Club (S)
Arm D: A247 Kingfield Road (W)

	B to D								B to C								C 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
13:00	134	9	0	0	1	2	0	146	4	0	0	0	0	0	0	4								0
13:15	106	4	0	0	0	1	0	111	3	0	0	0	0	0	0	3								0
13:30	79	7	0	0	2	1	0	89	2	0	0	0	0	0	0	2								0
13:45	87	8	0	0	0	1	0	96	17	0	0	0	0	0	0	17								0
14:00	106	13	0	0	0	4	0	123	4	1	0	0	0	0	0	5								0
14:15	86	8	1	0	1	2	2	100	3	0	0	0	0	0	0	3								0
14:30	89	5	0	0	2	2	0	98	1	0	0	0	0	0	0	1								0
14:45	94	10	1	0	0	1	0	106	5	0	0	0	0	0	0	5								0
15:00	92	2	0	0	0	0	1	95	7	0	0	0	0	0	0	7								0
15:15	85	1	0	0	1	0	0	87	2	0	0	0	0	0	0	2								0
15:30	68	2	0	0	1	0	1	72	1	0	0	0	0	0	0	1								0
15:45	91	5	0	0	1	0	1	98	1	0	0	0	0	0	0	1								0
16:00	73	4	1	0	0	1	0	79	2	0	0	0	0	0	0	2								0
16:15	101	6	0	0	1	1	0	109	1	0	0	0	0	0	0	1								0
16:30	81	3	0	0	1	0	2	87	0	0	0	0	0	0	0	0								0
16:45	94	3	0	0	0	0	0	97	0	0	0	0	0	0	0	0								0
17:00	74	5	0	0	1	1	1	82	0	0	0	0	0	0	0	0								0
17:15	100	5	0	0	1	1	0	107	1	0	0	0	0	0	0	1								0
17:30	92	2	0	0	1	1	1	97	2	0	0	0	0	0	0	2								0
17:45	65	6	0	1	0	1	0	73	0	0	0	0	0	0	0	0								0
18:00	99	1	1	0	1	1	0	103	1	0	0	0	0	0	0	1								0
18:15	77	5	1	0	0	2	0	85	0	0	0	0	0	0	0	0								0
18:30	67	4	0	0	0	0	0	71	0	0	0	0	0	0	0	0								0
18:45	73	0	0	0	1	2	0	76	1	0	0	0	0	0	0	1								0
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	406	28	0	0	3	5	0	442	26	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0
13:15	378	32	0	0	2	7	0	419	26	1	0	0	0	0	0	27	0	0	0	0	0	0	0	0
13:30	358	36	1	0	3	8	2	408	26	1	0	0	0	0	0	27	0	0	0	0	0	0	0	0
13:45	368	34	1	0	3	9	2	417	25	1	0	0	0	0	0	26	0	0	0	0	0	0	0	0
14:00	375	36	2	0	3	9	2	427	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0
14:15	361	25	2	0	3	5	3	399	16	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0
14:30	360	18	1	0	3	3	1	386	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0
14:45	339	15	1	0	2	1	2	360	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0
15:00	336	10	0	0	3	0	3	352	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
15:15	317	12	1	0	3	1	2	336	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
15:30	333	17	1	0	3	2	2	358	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
15:45	346	18	1	0	3	2	3	373	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
16:00	349	16	1	0	2	2	2	372	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
16:15	350	17	0	0	3	2	3	375	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:30	349	16	0	0	3	2	3	373	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:45	360	15	0	0	3	3	2	383	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:00	331	18	0	1	3	4	2	359	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:15	356	14	1	1	3	4	1	380	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
17:30	333	14	2	1	2	5	1	358	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:45	308	16	2	1	1	4	0	332	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:00	316	10	2	0	2	5	0	335	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 2

Date of Survey: 18.05.2019
Junction Name: Westfield Football Club / A247 Kingfield Road / Woking Gymnastics Club
Junction Type: Crossroads

Arm A: Westfield Football Club (N)
Arm B: A247 Kingfield Road (E)
Arm C: Woking Gymnastics Club (S)
Arm D: A247 Kingfield Road (W)

	C to B								C to A								C to D							
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
13:00	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
13:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
13:30	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
13:45	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
14:00	10	2	0	0	0	0	0	12	1	0	0	0	0	0	0	1	38	0	0	0	0	0	0	38
14:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	4
14:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
14:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
15:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	2	0	0	0	0	0	31
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	3
16:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
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	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
18:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	25
18:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
18:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	24	1	0	0	0	1	0	26
18:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	14	0	0	0	0	0	0	14
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	37	1	0	0	0	0	0	38	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
13:15	36	3	0	0	0	0	0	39	1	0	0	0	0	0	0	1	47	0	0	0	0	0	0	47
13:30	33	3	0	0	0	0	0	36	1	0	0	0	0	0	0	1	48	0	0	0	0	1	0	49
13:45	27	2	0	0	0	0	0	29	1	0	0	0	0	0	0	1	47	0	0	0	0	1	0	48
14:00	17	2	0	0	0	0	0	19	1	0	0	0	0	0	0	1	42	0	0	0	0	1	0	43
14:15	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	9	0	0	0	0	1	0	10
14:30	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	21
14:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	49	2	0	0	0	0	0	51
15:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	60	2	0	0	0	0	0	62
15:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	63	2	0	0	0	0	0	65
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	3	0	0	0	1	0	53
15:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	22	2	0	0	0	1	0	25
16:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	12	2	0	0	0	1	0	15
16:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	7	2	0	0	0	1	0	10
16:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
16:45	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
17:00	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
17:15	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	30
17:30	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	39	0	0	0	0	0	0	39
17:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	62	1	0	0	0	1	0	64
18:00	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1	72	1	0	0	0	1	0	74

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 2

Date of Survey: 18.05.2019
Junction Name: Westfield Football Club / A247 Kingfield Road / Woking Gymnastics Club
Junction Type: Crossroads

Arm A: Westfield Football Club (N)
Arm B: A247 Kingfield Road (E)
Arm C: Woking Gymnastics Club (S)
Arm D: A247 Kingfield Road (W)

	D to D								D to C								D 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
13:00								0	3	0	0	0	0	0	0	3	116	6	0	0	1	0	2	125
13:15								0	3	0	0	0	0	0	0	3	104	10	0	0	0	0	0	114
13:30								0	5	1	0	0	0	0	0	6	104	7	0	0	1	2	0	114
13:45								0	36	1	0	0	0	0	0	37	104	5	1	0	0	1	2	113
14:00								0	12	1	0	0	0	0	0	13	83	10	0	0	2	3	1	99
14:15								0	3	0	0	0	0	0	0	3	97	8	0	0	0	1	0	106
14:30								0	6	0	0	0	0	0	0	6	85	5	1	0	1	0	1	93
14:45								0	7	0	0	0	0	0	0	7	87	5	0	0	0	1	1	94
15:00								0	8	0	0	0	0	0	0	8	90	5	1	0	1	1	1	99
15:15								0	9	1	0	0	0	0	0	10	104	9	0	0	0	2	0	115
15:30								0	2	0	0	0	0	0	0	2	68	6	0	0	1	2	0	77
15:45								0	7	1	0	0	0	0	0	8	95	5	0	0	1	0	0	101
16:00								0	1	0	0	0	0	0	0	1	84	9	0	0	1	1	0	95
16:15								0	2	0	0	0	0	0	0	2	90	3	0	0	1	0	1	95
16:30								0	2	0	0	0	0	0	0	2	96	4	0	0	1	2	1	104
16:45								0	2	0	0	0	0	0	0	2	95	7	0	0	0	1	0	103
17:00								0	2	0	0	0	0	0	0	2	92	6	0	0	1	1	0	100
17:15								0	1	0	0	0	0	0	0	1	81	3	1	0	0	0	0	85
17:30								0	5	0	0	0	0	0	0	5	74	4	0	0	2	0	0	80
17:45								0	11	0	0	0	0	0	0	11	86	4	0	0	0	0	0	90
18:00								0	3	0	0	0	0	0	0	3	72	0	0	0	0	0	1	73
18:15								0	2	0	0	0	0	0	0	2	87	7	0	0	2	1	0	97
18:30								0	0	0	0	0	0	0	0	0	74	3	0	0	1	0	0	78
18:45								0	0	0	0	0	0	0	0	0	85	4	0	0	0	4	0	93
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	0	0	0	0	0	0	0	0	47	2	0	0	0	0	0	49	428	28	1	0	2	3	4	466
13:15	0	0	0	0	0	0	0	0	56	3	0	0	0	0	0	59	395	32	1	0	3	6	3	440
13:30	0	0	0	0	0	0	0	0	56	3	0	0	0	0	0	59	388	30	1	0	3	7	3	432
13:45	0	0	0	0	0	0	0	0	57	2	0	0	0	0	0	59	369	28	2	0	3	5	4	411
14:00	0	0	0	0	0	0	0	0	28	1	0	0	0	0	0	29	352	28	1	0	3	5	3	392
14:15	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	24	359	23	2	0	2	3	3	392
14:30	0	0	0	0	0	0	0	0	30	1	0	0	0	0	0	31	366	24	2	0	2	4	3	401
14:45	0	0	0	0	0	0	0	0	26	1	0	0	0	0	0	27	349	25	1	0	2	6	2	385
15:00	0	0	0	0	0	0	0	0	26	2	0	0	0	0	0	28	357	25	1	0	3	5	1	392
15:15	0	0	0	0	0	0	0	0	19	2	0	0	0	0	0	21	351	29	0	0	3	5	0	388
15:30	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13	337	23	0	0	4	3	1	368
15:45	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13	365	21	0	0	4	3	2	395
16:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	365	23	0	0	3	4	2	397
16:15	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	373	20	0	0	3	4	2	402
16:30	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	364	20	1	0	2	4	1	392
16:45	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	342	20	1	0	3	2	0	368
17:00	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	19	333	17	1	0	3	1	0	355
17:15	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	20	313	11	1	0	2	0	1	328
17:30	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	21	319	15	0	0	4	1	1	340
17:45	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	319	14	0	0	3	1	1	338
18:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	318	14	0	0	3	5	1	341

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 2

Date of Survey: 18.05.2019
Junction Name: Westfield Football Club / A247 Kingfield Road / Woking Gymnastics Club
Junction Type: Crossroads

Arm A: Westfield Football Club (N)
Arm B: A247 Kingfield Road (E)
Arm C: Woking Gymnastics Club (S)
Arm D: A247 Kingfield Road (W)

	D to A							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
13:00	30	1	0	0	0	0	2	33
13:15	22	1	0	0	0	0	0	23
13:30	36	0	0	0	0	0	0	36
13:45	38	0	0	0	0	0	0	38
14:00	31	1	0	0	0	0	0	32
14:15	22	0	0	0	0	0	0	22
14:30	19	1	0	0	0	0	2	22
14:45	24	0	0	0	0	1	1	26
15:00	30	0	0	0	0	0	0	30
15:15	21	1	0	0	0	0	0	22
15:30	27	0	0	0	0	1	1	29
15:45	28	0	0	0	0	0	1	29
16:00	8	0	0	0	0	0	0	8
16:15	15	0	0	0	0	0	1	16
16:30	10	0	0	0	0	0	0	10
16:45	17	0	0	0	0	0	0	17
17:00	15	1	0	0	0	0	0	16
17:15	11	0	0	0	0	0	0	11
17:30	22	0	0	0	0	0	0	22
17:45	15	0	0	0	0	0	0	15
18:00	4	0	0	0	0	0	0	4
18:15	12	1	0	0	0	0	0	13
18:30	21	0	0	0	0	3	0	24
18:45	8	0	0	0	0	0	0	8
Start Time	**Rolling Hour**							**Total**
13:00	126	2	0	0	0	0	2	130
13:15	127	2	0	0	0	0	0	129
13:30	127	1	0	0	0	0	0	128
13:45	110	2	0	0	0	0	2	114
14:00	96	2	0	0	0	1	3	102
14:15	95	1	0	0	0	1	3	100
14:30	94	2	0	0	0	1	3	100
14:45	102	1	0	0	0	2	2	107
15:00	106	1	0	0	0	1	2	110
15:15	84	1	0	0	0	1	2	88
15:30	78	0	0	0	0	1	3	82
15:45	61	0	0	0	0	0	2	63
16:00	50	0	0	0	0	0	1	51
16:15	57	1	0	0	0	0	1	59
16:30	53	1	0	0	0	0	0	54
16:45	65	1	0	0	0	0	0	66
17:00	63	1	0	0	0	0	0	64
17:15	52	0	0	0	0	0	0	52
17:30	53	1	0	0	0	0	0	54
17:45	52	1	0	0	0	3	0	56
18:00	45	1	0	0	0	3	0	49

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 2

Date of Survey: 18.05.2019
Junction Name: Westfield Football Club / A247 Kingfield Road / Woking Gymnastics Club
Junction Type: Crossroads

	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**
13:00	46	0	0	0	0	0	0	46	40	1	0	0	0	0	2	43
13:15	40	1	0	0	0	0	1	42	33	1	0	0	0	0	0	34
13:30	31	1	0	0	0	1	0	33	45	0	0	0	0	0	0	45
13:45	25	0	0	0	0	0	0	25	42	0	0	0	0	0	0	42
14:00	34	0	0	0	0	0	0	34	42	1	0	0	0	1	0	44
14:15	27	0	0	0	0	0	0	27	35	0	0	0	0	0	0	35
14:30	29	0	0	0	0	0	2	31	32	2	0	0	0	0	2	36
14:45	35	1	0	0	0	1	2	39	35	0	0	0	0	1	1	37
15:00	28	0	0	0	0	0	0	28	39	0	0	0	0	0	0	39
15:15	37	0	0	0	0	0	0	37	27	3	0	0	0	0	0	30
15:30	36	0	0	0	0	0	0	36	38	0	0	0	0	1	1	40
15:45	36	0	0	0	0	2	0	38	35	2	0	0	0	0	1	38
16:00	77	1	0	0	0	0	0	78	17	0	0	0	0	0	0	17
16:15	66	1	0	0	0	0	0	67	19	1	0	0	0	0	1	21
16:30	45	2	0	0	0	0	0	47	15	0	0	0	0	0	0	15
16:45	34	5	0	0	0	0	0	39	19	0	0	0	0	0	0	19
17:00	48	2	0	0	0	0	0	50	18	1	0	0	0	0	0	19
17:15	35	1	0	0	0	0	0	36	16	1	0	0	0	0	0	17
17:30	37	1	0	0	0	0	0	38	22	1	0	0	0	0	0	23
17:45	32	1	0	0	0	1	0	34	17	0	0	0	0	0	0	17
18:00	18	0	0	0	0	0	0	18	11	0	0	0	0	0	0	11
18:15	15	0	0	0	0	0	0	15	18	2	0	0	0	0	0	20
18:30	22	0	0	0	0	0	0	22	34	0	0	0	0	3	0	37
18:45	21	1	0	0	0	0	0	22	14	0	0	0	0	0	0	14
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	142	2	0	0	0	1	1	146	160	2	0	0	0	0	2	164
13:15	130	2	0	0	0	1	1	134	162	2	0	0	0	1	0	165
13:30	117	1	0	0	0	1	0	119	164	1	0	0	0	1	0	166
13:45	115	0	0	0	0	0	2	117	151	3	0	0	0	1	2	157
14:00	125	1	0	0	0	1	4	131	144	3	0	0	0	2	3	152
14:15	119	1	0	0	0	1	4	125	141	2	0	0	0	1	3	147
14:30	129	1	0	0	0	1	4	135	133	5	0	0	0	1	3	142
14:45	136	1	0	0	0	1	2	140	139	3	0	0	0	2	2	146
15:00	137	0	0	0	0	2	0	139	139	5	0	0	0	1	2	147
15:15	186	1	0	0	0	2	0	189	117	5	0	0	0	1	2	125
15:30	215	2	0	0	0	2	0	219	109	3	0	0	0	1	3	116
15:45	224	4	0	0	0	2	0	230	86	3	0	0	0	0	2	91
16:00	222	9	0	0	0	0	0	231	70	1	0	0	0	0	1	72
16:15	193	10	0	0	0	0	0	203	71	2	0	0	0	0	1	74
16:30	162	10	0	0	0	0	0	172	68	2	0	0	0	0	0	70
16:45	154	9	0	0	0	0	0	163	75	3	0	0	0	0	0	78
17:00	152	5	0	0	0	1	0	158	73	3	0	0	0	0	0	76
17:15	122	3	0	0	0	1	0	126	66	2	0	0	0	0	0	68
17:30	102	2	0	0	0	1	0	105	68	3	0	0	0	0	0	71
17:45	87	1	0	0	0	1	0	89	80	2	0	0	0	3	0	85
18:00	76	1	0	0	0	0	0	77	77	2	0	0	0	3	0	82

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 2

Date of Survey: 18.05.2019
Junction Name: Westfield Football Club / A247 Kingfield Road / Woking Gymnastics Club
Junction Type: Crossroads

	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**
13:00	148	9	0	0	1	2	0	160	150	6	0	0	1	0	2	159
13:15	120	4	0	0	0	1	0	125	123	11	0	0	0	0	1	135
13:30	90	7	0	0	2	1	0	100	119	8	0	0	1	3	0	131
13:45	108	8	0	0	0	1	0	117	120	5	1	0	0	1	2	129
14:00	120	14	0	0	0	5	0	139	102	12	0	0	2	3	1	120
14:15	102	8	1	0	1	2	2	116	110	8	0	0	0	1	0	119
14:30	103	6	0	0	2	2	0	113	101	5	1	0	1	0	3	111
14:45	110	10	1	0	0	1	0	122	98	5	0	0	0	1	3	107
15:00	108	2	0	0	0	0	1	111	97	5	1	0	1	1	1	106
15:15	93	3	0	0	1	0	0	97	112	9	0	0	0	2	0	123
15:30	80	2	0	0	1	0	1	84	83	6	0	0	1	2	0	92
15:45	99	7	0	0	1	0	1	108	107	5	0	0	1	1	0	114
16:00	84	4	1	0	0	1	0	90	102	10	0	0	1	1	0	114
16:15	106	7	0	0	1	1	0	115	108	3	0	0	1	0	1	113
16:30	86	3	0	0	1	0	2	92	110	6	0	0	1	2	1	120
16:45	96	3	0	0	0	0	0	99	104	8	0	0	0	1	0	113
17:00	77	5	0	0	1	1	1	85	112	7	0	0	1	1	0	121
17:15	106	6	0	0	1	1	0	114	91	3	1	0	0	0	0	95
17:30	94	3	0	0	1	1	1	100	88	5	0	0	2	0	0	95
17:45	67	6	0	1	0	1	0	75	96	4	0	0	0	0	0	100
18:00	107	1	1	0	1	1	0	111	78	0	0	0	0	0	1	79
18:15	83	6	1	0	0	2	0	92	90	7	0	0	2	1	0	100
18:30	80	4	0	0	0	0	0	84	82	3	0	0	1	0	0	86
18:45	79	0	0	0	1	2	0	82	94	5	0	0	0	4	0	103
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	466	28	0	0	3	5	0	502	512	30	1	0	2	4	5	554
13:15	438	33	0	0	2	8	0	481	464	36	1	0	3	7	4	515
13:30	420	37	1	0	3	9	2	472	451	33	1	0	3	8	3	499
13:45	433	36	1	0	3	10	2	485	433	30	2	0	3	5	6	479
14:00	435	38	2	0	3	10	2	490	411	30	1	0	3	5	7	457
14:15	423	26	2	0	3	5	3	462	406	23	2	0	2	3	7	443
14:30	414	21	1	0	3	3	1	443	408	24	2	0	2	4	7	447
14:45	391	17	1	0	2	1	2	414	390	25	1	0	2	6	4	428
15:00	380	14	0	0	3	0	3	400	399	25	1	0	3	6	1	435
15:15	356	16	1	0	3	1	2	379	404	30	0	0	3	6	0	443
15:30	369	20	1	0	3	2	2	397	400	24	0	0	4	4	1	433
15:45	375	21	1	0	3	2	3	405	427	24	0	0	4	4	2	461
16:00	372	17	1	0	2	2	2	396	424	27	0	0	3	4	2	460
16:15	365	18	0	0	3	2	3	391	434	24	0	0	3	4	2	467
16:30	365	17	0	0	3	2	3	390	417	24	1	0	2	4	1	449
16:45	373	17	0	0	3	3	2	398	395	23	1	0	3	2	0	424
17:00	344	20	0	1	3	4	2	374	387	19	1	0	3	1	0	411
17:15	374	16	1	1	3	4	1	400	353	12	1	0	2	0	1	369
17:30	351	16	2	1	2	5	1	378	352	16	0	0	4	1	1	374
17:45	337	17	2	1	1	4	0	362	346	14	0	0	3	1	1	365
18:00	349	11	2	0	2	5	0	369	344	15	0	0	3	5	1	368

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 2

Date of Survey: 18.05.2019
Junction Name: Westfield Football Club / A247 Kingfield Road / Woking Gymnastics Club
Junction Type: Crossroads

	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**
13:00	15	0	0	0	0	0	0	15	9	0	0	0	0	0	0	9
13:15	7	0	0	0	0	0	0	7	6	0	0	0	0	0	0	6
13:30	11	1	0	0	0	0	0	12	7	1	0	0	0	0	0	8
13:45	17	0	0	0	0	0	0	17	54	1	0	0	0	0	0	55
14:00	49	2	0	0	0	0	0	51	17	2	0	0	0	0	0	19
14:15	5	0	0	0	0	1	0	6	6	0	0	0	0	0	0	6
14:30	4	0	0	0	0	0	0	4	7	0	0	0	0	0	0	7
14:45	2	0	0	0	0	0	0	2	12	0	0	0	0	1	0	13
15:00	6	0	0	0	0	0	0	6	15	0	0	0	0	0	0	15
15:15	16	0	0	0	0	0	0	16	13	1	0	0	0	0	0	14
15:30	29	2	0	0	0	0	0	31	3	0	0	0	0	0	0	3
15:45	11	0	0	0	0	0	0	11	9	1	0	0	0	0	0	10
16:00	8	0	0	0	0	0	0	8	3	0	0	0	0	0	0	3
16:15	1	1	0	0	0	1	0	3	3	0	0	0	0	0	0	3
16:30	3	1	0	0	0	0	0	4	2	0	0	0	0	0	0	2
16:45	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
17:00	3	1	0	0	0	0	0	4	2	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:30	6	0	0	0	0	0	0	6	7	0	0	0	0	0	0	7
17:45	4	0	0	0	0	0	0	4	11	0	0	0	0	0	0	11
18:00	28	0	0	0	0	0	0	28	4	0	0	0	0	0	0	4
18:15	10	0	0	0	0	0	0	10	2	0	0	0	0	0	0	2
18:30	25	1	0	0	0	1	0	27	0	0	0	0	0	0	0	0
18:45	16	0	0	0	0	0	0	16	1	0	0	0	0	0	0	1
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	50	1	0	0	0	0	0	51	76	2	0	0	0	0	0	78
13:15	84	3	0	0	0	0	0	87	84	4	0	0	0	0	0	88
13:30	82	3	0	0	0	1	0	86	84	4	0	0	0	0	0	88
13:45	75	2	0	0	0	1	0	78	84	3	0	0	0	0	0	87
14:00	60	2	0	0	0	1	0	63	42	2	0	0	0	1	0	45
14:15	17	0	0	0	0	1	0	18	40	0	0	0	0	1	0	41
14:30	28	0	0	0	0	0	0	28	47	1	0	0	0	1	0	49
14:45	53	2	0	0	0	0	0	55	43	1	0	0	0	1	0	45
15:00	62	2	0	0	0	0	0	64	40	2	0	0	0	0	0	42
15:15	64	2	0	0	0	0	0	66	28	2	0	0	0	0	0	30
15:30	49	3	0	0	0	1	0	53	18	1	0	0	0	0	0	19
15:45	23	2	0	0	0	1	0	26	17	1	0	0	0	0	0	18
16:00	13	2	0	0	0	1	0	16	11	0	0	0	0	0	0	11
16:15	8	3	0	0	0	1	0	12	10	0	0	0	0	0	0	10
16:30	7	2	0	0	0	0	0	9	9	0	0	0	0	0	0	9
16:45	10	1	0	0	0	0	0	11	14	0	0	0	0	0	0	14
17:00	13	1	0	0	0	0	0	14	22	0	0	0	0	0	0	22
17:15	38	0	0	0	0	0	0	38	24	0	0	0	0	0	0	24
17:30	48	0	0	0	0	0	0	48	24	0	0	0	0	0	0	24
17:45	67	1	0	0	0	1	0	69	17	0	0	0	0	0	0	17
18:00	79	1	0	0	0	1	0	81	7	0	0	0	0	0	0	7

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 2

Date of Survey: 18.05.2019
Junction Name: Westfield Football Club / A247 Kingfield Road / Woking Gymnastics Club
Junction Type: Crossroads

	Arm D Approach								Arm D Exit							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
13:00	149	7	0	0	1	0	4	161	159	9	0	0	1	2	0	171
13:15	129	11	0	0	0	0	0	140	134	4	0	0	0	1	0	139
13:30	145	8	0	0	1	2	0	156	106	8	0	0	2	1	0	117
13:45	178	6	1	0	0	1	2	188	112	8	0	0	0	1	0	121
14:00	126	12	0	0	2	3	1	144	168	13	0	0	0	4	0	185
14:15	122	8	0	0	0	1	0	131	105	8	1	0	1	3	2	120
14:30	110	6	1	0	1	0	3	121	106	5	0	0	2	2	0	115
14:45	118	5	0	0	0	2	2	127	120	11	1	0	0	1	0	133
15:00	128	5	1	0	1	1	1	137	119	2	0	0	0	0	1	122
15:15	134	11	0	0	0	2	0	147	128	1	0	0	1	0	0	130
15:30	97	6	0	0	1	3	1	108	118	4	0	0	1	0	1	124
15:45	130	6	0	0	1	0	1	138	125	5	0	0	1	1	1	133
16:00	93	9	0	0	1	1	0	104	140	4	1	0	0	1	0	146
16:15	107	3	0	0	1	0	2	113	150	8	0	0	1	2	0	161
16:30	108	4	0	0	1	2	1	116	115	4	0	0	1	0	2	122
16:45	114	7	0	0	0	1	0	122	119	7	0	0	0	0	0	126
17:00	109	7	0	0	1	1	0	118	105	7	0	0	1	1	1	115
17:15	93	3	1	0	0	0	0	97	125	6	0	0	1	1	0	133
17:30	101	4	0	0	2	0	0	107	121	2	0	0	1	1	1	126
17:45	112	4	0	0	0	0	0	116	91	7	0	1	0	2	0	101
18:00	79	0	0	0	0	0	1	80	139	1	1	0	1	1	0	143
18:15	101	8	0	0	2	1	0	112	99	5	1	0	0	2	0	107
18:30	95	3	0	0	1	3	0	102	106	5	0	0	0	1	0	112
18:45	93	4	0	0	0	4	0	101	100	0	0	0	1	2	0	103
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	601	32	1	0	2	3	6	645	511	29	0	0	3	5	0	548
13:15	578	37	1	0	3	6	3	628	520	33	0	0	2	7	0	562
13:30	571	34	1	0	3	7	3	619	491	37	1	0	3	9	2	543
13:45	536	32	2	0	3	5	6	584	491	34	1	0	3	10	2	541
14:00	476	31	1	0	3	6	6	523	499	37	2	0	3	10	2	553
14:15	478	24	2	0	2	4	6	516	450	26	2	0	3	6	3	490
14:30	490	27	2	0	2	5	6	532	473	19	1	0	3	3	1	500
14:45	477	27	1	0	2	8	4	519	485	18	1	0	2	1	2	509
15:00	489	28	1	0	3	6	3	530	490	12	0	0	3	1	3	509
15:15	454	32	0	0	3	6	2	497	511	14	1	0	3	2	2	533
15:30	427	24	0	0	4	4	4	463	533	21	1	0	3	4	2	564
15:45	438	22	0	0	4	3	4	471	530	21	1	0	3	4	3	562
16:00	422	23	0	0	3	4	3	455	524	23	1	0	2	3	2	555
16:15	438	21	0	0	3	4	3	469	489	26	0	0	3	3	3	524
16:30	424	21	1	0	2	4	1	453	464	24	0	0	3	2	3	496
16:45	417	21	1	0	3	2	0	444	470	22	0	0	3	3	2	500
17:00	415	18	1	0	3	1	0	438	442	22	0	1	3	5	2	475
17:15	385	11	1	0	2	0	1	400	476	16	1	1	3	5	1	503
17:30	393	16	0	0	4	1	1	415	450	15	2	1	2	6	1	477
17:45	387	15	0	0	3	4	1	410	435	18	2	1	1	6	0	463
18:00	368	15	0	0	3	8	1	395	444	11	2	0	2	6	0	465

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 2

Date of Survey: 18.05.2019
Junction Name: Westfield Football Club / A247 Kingfield Road / Woking Gymnastics Club
Junction Type: Crossroads

	Total Junction Flow							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
13:00	358	16	0	0	2	2	4	382
13:15	296	16	0	0	0	1	1	314
13:30	277	17	0	0	3	4	0	301
13:45	328	14	1	0	0	2	2	347
14:00	329	28	0	0	2	8	1	368
14:15	256	16	1	0	1	4	2	280
14:30	246	12	1	0	3	2	5	269
14:45	265	16	1	0	0	4	4	290
15:00	270	7	1	0	1	1	2	282
15:15	280	14	0	0	1	2	0	297
15:30	242	10	0	0	2	3	2	259
15:45	276	13	0	0	2	2	2	295
16:00	262	14	1	0	1	2	0	280
16:15	280	12	0	0	2	2	2	298
16:30	242	10	0	0	2	2	3	259
16:45	245	15	0	0	0	1	0	261
17:00	237	15	0	0	2	2	1	257
17:15	234	10	1	0	1	1	0	247
17:30	238	8	0	0	3	1	1	251
17:45	215	11	0	1	0	2	0	229
18:00	232	1	1	0	1	1	1	237
18:15	209	14	1	0	2	3	0	229
18:30	222	8	0	0	1	4	0	235
18:45	209	5	0	0	1	6	0	221
Start Time	**Rolling Hour**							**Total**
13:00	1259	63	1	0	5	9	7	1344
13:15	1230	75	1	0	5	15	4	1330
13:30	1190	75	2	0	6	18	5	1296
13:45	1159	70	3	0	6	16	10	1264
14:00	1096	72	3	0	6	18	12	1207
14:15	1037	51	4	0	5	11	13	1121
14:30	1061	49	3	0	5	9	11	1138
14:45	1057	47	2	0	4	10	8	1128
15:00	1068	44	1	0	6	8	6	1133
15:15	1060	51	1	0	6	9	4	1131
15:30	1060	49	1	0	7	9	6	1132
15:45	1060	49	1	0	7	8	7	1132
16:00	1029	51	1	0	5	7	5	1098
16:15	1004	52	0	0	6	7	6	1075
16:30	958	50	1	0	5	6	4	1024
16:45	954	48	1	0	6	5	2	1016
17:00	924	44	1	1	6	6	2	984
17:15	919	30	2	1	5	5	2	964
17:30	894	34	2	1	6	7	2	946
17:45	878	34	2	1	4	10	1	930
18:00	872	28	2	0	5	14	1	922

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Client: Vectos
Project Number: ID04567
Junction Number: Site 2

Date of Survey: 18.05.2019
Junction Name: Westfield Football Club / A247 Kingfield Road / Woking Gymnastics Club
Junction Type: Crossroads

Arm A: Westfield Football Club (N) **Arm B:** A247 Kingfield Road (E) **Arm C:** Woking Gymnastics Club (S) **Arm D:** A247 Kingfield Road (W)

	PCU Summary															
Time	**A to A**	**A to D**	**A to C**	**A to B**	**B to B**	**B to A**	**B to D**	**B to C**	**C to C**	**C to B**	**C to A**	**C to D**	**D to D**	**D to C**	**D to B**	**D to A**
13:00	0	21	2	23	0	10	146	4	0	11	0	4	0	3	125	31
13:15	0	26	0	15	0	11	110	3	0	5	0	2	0	3	114	23
13:30	0	26	0	6	0	9	91	2	0	10	0	2	0	6	114	36
13:45	0	20	1	4	0	4	95	17	0	12	0	5	0	37	112	38
14:00	0	24	1	9	0	10	121	5	0	12	1	38	0	13	99	32
14:15	0	16	0	11	0	13	100	3	0	2	0	3	0	3	105	22
14:30	0	16	0	13	0	14	100	1	0	3	0	1	0	6	95	20
14:45	0	27	0	9	0	11	106	5	0	2	0	0	0	7	93	25
15:00	0	22	0	6	0	9	94	7	0	1	0	5	0	8	100	30
15:15	0	28	2	7	0	8	89	2	0	1	0	15	0	10	114	22
15:30	0	21	0	15	0	11	73	1	0	0	0	31	0	2	77	28
15:45	0	23	1	12	0	9	99	1	0	0	0	11	0	8	103	28
16:00	0	59	0	19	0	9	79	2	0	0	0	8	0	1	96	8
16:15	0	49	0	18	0	5	110	1	0	0	0	2	0	2	96	15
16:30	0	32	0	15	0	5	87	0	0	1	0	3	0	2	104	10
16:45	0	28	1	10	0	2	97	0	0	0	0	1	0	2	102	17
17:00	0	30	0	20	0	3	82	0	0	1	0	3	0	2	101	16
17:15	0	26	0	10	0	6	108	1	0	0	0	0	0	1	86	11
17:30	0	28	0	10	0	1	97	2	0	5	0	1	0	5	83	22
17:45	0	23	0	10	0	2	74	0	0	0	0	4	0	11	90	15
18:00	0	15	0	3	0	7	105	1	0	3	0	25	0	3	72	4
18:15	0	13	0	2	0	7	85	0	0	1	0	9	0	2	99	13
18:30	0	15	0	7	0	13	71	0	0	1	0	25	0	0	80	22
18:45	0	13	0	9	0	5	76	1	0	1	1	14	0	0	91	8
Start Time	**Rolling Hour**															
13:00	0	93	3	49	0	34	444	26	0	38	0	13	0	49	465	128
13:15	0	96	2	35	0	34	418	27	0	39	1	47	0	59	439	129
13:30	0	86	2	30	0	36	407	27	0	36	1	48	0	59	431	128
13:45	0	76	2	37	0	41	415	26	0	29	1	47	0	59	411	112
14:00	0	83	1	43	0	48	426	14	0	19	1	42	0	29	392	99
14:15	0	81	0	40	0	47	400	16	0	8	0	9	0	24	393	97
14:30	0	93	2	36	0	42	389	15	0	7	0	21	0	31	401	97
14:45	0	98	2	37	0	39	362	15	0	4	0	51	0	27	384	104
15:00	0	94	3	40	0	37	354	11	0	2	0	62	0	28	394	108
15:15	0	131	3	53	0	37	339	6	0	1	0	65	0	21	390	86
15:30	0	152	1	64	0	34	361	5	0	0	0	52	0	13	371	79
15:45	0	163	1	64	0	28	375	4	0	1	0	24	0	13	398	61
16:00	0	168	1	62	0	21	373	3	0	1	0	14	0	7	398	50
16:15	0	139	1	63	0	15	376	1	0	2	0	9	0	8	403	58
16:30	0	116	1	55	0	16	374	1	0	2	0	7	0	7	393	54
16:45	0	112	1	50	0	12	384	3	0	6	0	5	0	10	372	66
17:00	0	107	0	50	0	12	361	3	0	6	0	8	0	19	360	64
17:15	0	92	0	33	0	16	384	4	0	8	0	30	0	20	331	52
17:30	0	79	0	25	0	17	361	3	0	9	0	39	0	21	345	54
17:45	0	66	0	22	0	29	335	1	0	5	0	63	0	16	341	54
18:00	0	56	0	21	0	32	337	2	0	6	1	73	0	5	342	47

Intelligent Data Collection Limited
Woking, Surrey

Client: Vectos
Project Number: ID04567
Junction Number: Site 3
Date of Survey: 04.04.2019
Junction Name: A247 Kingfield Road / A247 High Street / Vicarage Road
Junction Type: 3-arm Roundabout

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	24.04.2019			
Prepared by	Grant Daniel Breddy			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04567			
File Ref	ID04567 Woking, Surrey - MCC Site 3 - 04.04.2019			

Issue Sheet

Issued to	Date			
	26.04.2019			
Taylor Davis	E-mail			

Contents Page

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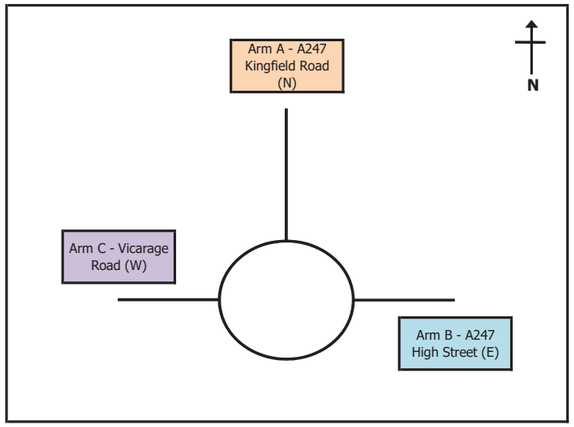
Intelligent Data Collection Limited

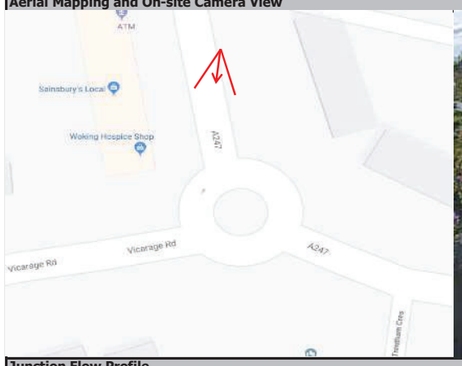
Client:	Vectos	**Date of Survey:**	04.04.2019
Project Number:	ID04567	**Junction Name:**	A247 Kingfield Road / A247 High Street / Vicarage Road
Junction Number:	Site 3	**Junction Type:**	3-arm Roundabout

X Coordinate	Y Coordinate	Google Maps Link	
51.303272831976365	-0.5515209153813885	Click Here	
AM Peak Conditions	**PM Peak Conditions**		
Drizzle	Drizzle		

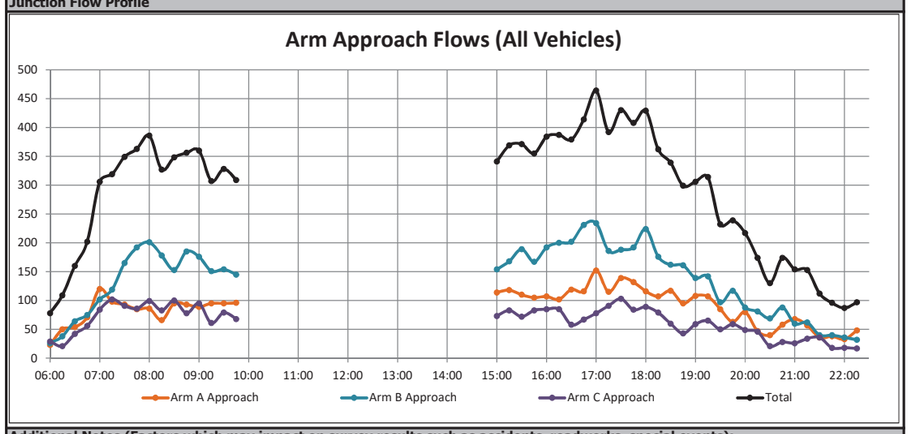
Junction Layout



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):

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 3

Date of Survey: 04.04.2019
Junction Name: A247 Kingfield Road / A247 High Street / Vicarage Road
Junction Type: 3-arm Roundabout

Arm A: A247 Kingfield Road (N)
Arm B: A247 High Street (E)
Arm C: Vicarage Road (W)

Time	A to A								A to B								A to C							
	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
06:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
06:15	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
06:30	4	2	0	0	1	0	0	7	2	4	1	0	0	0	0	7	0	0	0	0	0	0	0	0
06:45	6	2	0	0	0	1	0	9	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
07:00	17	5	0	0	0	0	0	22	17	5	0	0	0	0	0	22	0	0	0	0	0	0	0	0
07:15	15	4	0	0	0	0	0	19	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
07:30	10	2	0	0	0	0	0	12	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
07:45	13	2	0	0	0	0	0	15	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
08:00	12	1	0	0	0	0	0	13	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:15	12	0	0	0	0	0	0	12	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:30	8	1	0	0	0	0	0	9	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0
08:45	6	1	0	0	0	0	0	7	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
09:00	12	0	0	0	0	0	0	12	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:15	9	2	0	0	0	0	0	11	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:30	13	0	0	0	0	0	0	13	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:45	11	0	0	0	0	0	0	11	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:00	13	2	0	0	0	0	0	15	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0
15:15	18	0	0	0	0	0	0	18	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0
15:30	17	1	0	0	0	0	0	18	15	2	0	0	0	0	0	17	0	0	0	0	0	0	0	0
15:45	15	1	0	0	0	0	0	16	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0
16:00	19	0	0	0	0	0	0	19	16	3	0	0	0	0	0	19	0	0	0	0	0	0	0	0
16:15	15	0	0	0	0	0	0	15	19	1	0	0	0	0	0	20	0	0	0	0	0	0	0	0
16:30	17	0	0	0	0	0	0	17	22	1	0	0	0	0	0	23	0	0	0	0	0	0	0	0
16:45	17	0	0	0	0	0	0	17	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0
17:00	11	0	0	0	0	0	0	11	28	2	0	0	0	0	0	30	0	0	0	0	0	0	0	0
17:15	11	0	0	0	0	0	0	11	18	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0
17:30	11	0	0	0	0	0	0	11	23	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0
17:45	12	0	0	0	0	0	0	12	15	3	0	0	0	0	0	18	0	0	0	0	0	0	0	0
18:00	7	0	0	0	0	0	0	7	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0
18:15	6	0	0	0	0	0	0	6	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0
18:30	4	0	0	0	0	0	0	4	15	2	0	0	0	0	0	17	0	0	0	0	0	0	0	0
18:45	4	0	0	0	0	0	0	4	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0
19:00	5	0	0	0	0	0	0	5	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0
19:15	5	0	0	0	0	0	0	5	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
19:30	2	0	0	0	0	0	0	2	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0
19:45	1	0	0	0	0	0	0	1	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
20:45	1	0	0	0	0	0	0	1	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
21:00	2	0	0	0	0	0	0	2	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
21:15	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Start Time	Rolling Hour								Rolling Hour								Rolling Hour							
06:00	1	0	0	0	0	0	0	1	11	2	0	0	0	0	0	13	1	0	0	0	0	0	0	1
06:15	1	0	0	0	0	0	0	1	26	7	1	0	0	0	0	34	0	0	0	0	0	0	0	0
06:30	2	0	0	0	0	0	0	2	29	7	1	0	0	0	0	37	0	0	0	0	0	0	0	0
06:45	2	0	0	0	0	0	0	2	32	6	1	0	0	0	0	39	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	26	1	0	0	0	0	0	27	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	25	2	0	0	0	0	0	27	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1	29	3	0	0	0	0	0	32	0	0	0	0	0	0	0	0
07:45	3	1	0	0	0	0	0	4	36	5	2	0	0	0	0	43	0	0	0	0	0	0	0	0
08:00	3	1	0	0	0	0	0	4	34	5	2	0	0	0	0	41	0	0	0	0	0	0	0	0
08:15	3	1	0	0	0	0	0	4	38	5	1	0	0	0	0	44	0	0	0	0	0	0	0	0
08:30	3	1	0	0	0	0	0	4	48	5	1	0	0	0	0	54	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	1	45	5	1	0	0	0	0	51	0	0	0	0	0	0	0	0
09:00	1	0	0	0	0	0	0	1	40	5	1	0	0	0	0	46	0	0	0	0	0	0	0	0
15:00	3	0	0	0	0	0	0	3	58	3	0	0	0	0	0	61	0	0	0	0	0	0	0	0
15:15	3	0	0	0	0	0	0	3	61	6	0	0	0	0	0	67	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	0	0	1	64	6	0	0	0	0	0	70	0	0	0	0	0	0	0	0
15:45	2	0	0	0	0	0	0	2	71	5	0	0	0	0	0	76	0	0	0	0	0	0	0	0
16:00	1	0	0	0	0	0	0	1	65	6	0	0	0	0	0	71	0	0	0	0	0	0	0	0
16:15	2	0	0	0	0	0	0	2	75	4	0	0	0	0	0	79	0	0	0	0	0	0	0	0
16:30	2	0	0	0	0	0	0	2	71	6	0	0	0	0	0	77	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	0	1	69	6	0	0	0	0	0	75	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	72	8	0	0	0	0	0	80	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	70	6	0	0	0	0	0	76	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	62	7	0	0	0	0	0	69	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	64	6	0	0	0	0	0	70	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	61	5	0	0	0	0	0	66	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	59	4	0	0	0	0	0	63	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	57	4	0	0	0	0	0	61	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	59	3	0	0	0	0	0	62	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	48	3	0	0	0	0	0	51	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	45	3	0	0	0	0	0	48	0	0	0	0	0	0	0	0
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19:45	0	0	0	0	0	0	0	0	38	3	0	0	0	0	0	41	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	36	2	0	0	0	0	0	38	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	32	1	0	0	0	0	0	33	0	0	0	0	0	0	0	0
20:30	1	0	0	0	0	0	0	1	26	1	0	0	0	0	0	27	0	0	0	0	0	0	0	0
20:45	2	0	0	0	0	0	0	2	24	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0
21:00	4	0	0	0	0	0	0	4	34	0	0	0	0	0	0	34	0	0	0	0	0	0	0	0
21:15	3	0	0	0	0	0	0	3	24	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0
21:30	3	0	0	0	0	0	0	3	19	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 3

Date of Survey: 04.04.2019
Junction Name: A247 Kingfield Road / A247 High Street / Vicarage Road
Junction Type: 3-arm Roundabout

Arm A: A247 Kingfield Road (N)
Arm B: A247 High Street (E)
Arm C: Vicarage Road (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
06:00	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14	9	3	0	0	0	0	0	12
06:15	0	0	0	0	0	0	0	0	12	4	0	0	0	0	0	16	17	4	0	0	0	1	0	22
06:30	0	0	0	0	0	0	0	0	29	7	0	0	0	1	1	38	22	3	0	0	0	0	1	26
06:45	0	0	0	0	0	0	0	0	25	6	2	0	0	0	0	33	37	5	0	0	0	0	0	42
07:00	0	0	0	0	0	0	0	0	32	9	0	0	0	0	0	41	47	10	2	1	1	0	0	61
07:15	0	0	0	0	0	0	0	0	55	11	0	0	0	0	0	66	39	13	0	1	1	0	0	53
07:30	0	0	0	0	0	0	0	0	66	19	1	0	0	0	1	87	60	17	1	0	0	0	0	78
07:45	0	0	0	0	0	0	0	0	82	10	2	0	0	1	0	95	84	12	0	0	1	0	0	97
08:00	2	1	0	0	0	0	0	3	72	14	1	1	1	0	1	90	91	14	1	0	0	0	2	108
08:15	1	0	0	0	0	0	0	1	60	18	0	0	0	0	0	78	84	10	4	0	0	0	1	99
08:30	0	0	0	0	0	0	0	0	55	7	1	0	0	0	0	63	78	10	1	0	0	0	1	90
08:45	1	0	0	0	0	0	0	1	78	16	2	0	0	0	0	96	77	11	0	0	0	0	0	88
09:00	0	0	0	0	0	0	0	0	74	17	1	2	0	1	1	96	67	10	3	0	0	0	0	80
09:15	1	0	0	0	0	0	0	1	67	12	2	0	2	0	0	83	57	9	0	1	0	0	0	67
09:30	0	0	0	0	0	0	0	0	62	13	1	2	0	1	0	79	63	10	0	1	0	0	1	75
09:45	1	0	0	0	0	0	0	1	64	8	1	0	0	1	0	74	59	10	1	0	0	0	0	70
15:00	2	0	0	0	0	0	0	2	68	9	0	2	0	1	0	80	54	17	0	0	0	0	1	72
15:15	2	0	0	0	0	0	0	2	76	14	3	0	0	0	0	93	59	13	0	0	0	0	1	73
15:30	1	0	0	0	0	0	0	1	59	14	1	1	1	0	0	76	93	16	2	1	0	0	0	112
15:45	0	0	0	0	0	0	0	0	63	10	0	0	4	0	0	77	80	9	0	0	0	0	1	90
16:00	1	0	0	0	0	0	0	1	68	14	1	0	0	0	0	83	88	19	0	0	0	1	0	108
16:15	0	0	0	0	0	0	0	0	90	10	3	0	0	0	0	103	81	16	0	0	0	0	0	97
16:30	1	1	0	0	0	0	0	2	83	17	0	0	0	0	0	100	86	12	0	2	0	0	0	100
16:45	0	0	0	0	0	0	0	0	91	7	1	0	0	1	0	100	107	21	1	0	1	1	0	131
17:00	0	0	0	0	0	0	0	0	85	13	1	0	0	0	0	99	114	19	1	0	0	1	0	135
17:15	1	0	0	0	0	0	0	1	74	5	0	0	0	1	0	80	90	13	0	0	0	0	2	105
17:30	2	0	0	0	0	0	0	2	75	9	0	0	0	0	0	84	92	8	2	0	0	0	0	102
17:45	0	0	0	0	0	0	0	0	68	7	0	0	0	0	0	75	99	13	0	0	0	4	1	117
18:00	0	0	0	0	0	0	0	0	92	10	1	0	1	1	0	105	103	14	0	0	0	1	1	119
18:15	0	0	0	0	0	0	0	0	78	8	0	0	0	0	0	86	85	4	1	0	0	0	0	90
18:30	0	0	0	0	0	0	0	0	83	9	0	0	0	2	1	95	59	6	0	0	0	0	2	67
18:45	0	0	0	0	0	0	0	0	78	5	0	0	0	0	0	83	73	3	0	0	0	2	0	78
19:00	0	0	0	0	0	0	0	0	60	2	0	0	1	2	0	65	69	3	0	1	0	1	0	74
19:15	0	0	0	0	0	0	0	0	68	7	1	0	0	0	1	77	63	2	0	0	0	0	0	65
19:30	1	0	0	0	0	0	0	1	46	4	0	0	0	0	0	50	41	5	0	0	0	0	0	46
19:45	1	0	0	0	0	0	0	1	56	3	0	0	0	0	0	59	53	4	0	0	0	0	0	57
20:00	1	0	0	0	0	0	0	1	53	3	0	0	0	0	0	56	24	5	0	0	0	2	0	31
20:15	0	0	0	0	0	0	0	0	41	1	0	0	0	0	0	42	37	1	0	0	0	1	0	39
20:30	0	0	0	0	0	0	0	0	36	1	0	0	0	0	0	37	29	2	1	0	0	0	0	32
20:45	1	0	0	0	0	0	0	1	38	2	0	0	0	1	0	41	42	4	0	0	0	0	0	46
21:00	0	0	0	0	0	0	0	0	33	4	0	0	0	0	0	37	19	3	1	0	0	0	0	23
21:15	0	0	0	0	0	0	0	0	24	1	0	0	0	0	0	25	33	4	0	0	0	0	0	37
21:30	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16	24	0	0	0	0	0	0	24
21:45	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	22	15	3	0	0	0	0	0	18
22:00	0	0	0	0	0	0	0	0	21	2	0	0	0	0	0	23	11	2	0	0	0	0	0	13
22:15	0	0	0	0	0	0	0	0	16	0	0	0	0	1	0	17	15	0	0	0	0	0	0	15
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	0	0	0	0	0	0	0	0	79	18	2	0	0	1	1	101	85	15	0	0	0	1	1	102
06:15	0	0	0	0	0	0	0	0	98	26	2	0	0	1	1	128	123	22	2	1	1	1	1	151
06:30	0	0	0	0	0	0	0	0	141	33	2	0	0	1	1	178	145	31	2	2	1	0	1	182
06:45	0	0	0	0	0	0	0	0	178	45	3	0	0	0	1	227	183	45	3	2	1	0	0	234
07:00	0	0	0	0	0	0	0	0	235	49	3	0	0	1	1	289	230	52	3	2	2	0	0	289
07:15	2	1	0	0	0	0	0	3	275	54	4	1	1	1	2	338	274	56	2	1	1	0	2	336
07:30	3	1	0	0	0	0	0	4	280	61	4	1	1	1	2	350	319	53	6	0	1	0	3	382
07:45	3	1	0	0	0	0	0	4	269	49	4	1	1	1	1	326	337	46	6	0	1	0	4	394
08:00	4	1	0	0	0	0	0	5	265	55	4	1	1	0	1	327	330	45	6	0	0	0	4	385
08:15	2	0	0	0	0	0	0	2	267	58	4	2	0	1	1	333	306	41	8	0	0	0	2	357
08:30	2	0	0	0	0	0	0	2	274	52	6	2	2	1	1	338	279	40	4	1	0	0	1	325
08:45	2	0	0	0	0	0	0	2	281	58	6	4	2	2	1	354	264	40	3	2	0	0	1	310
09:00	2	0	0	0	0	0	0	2	267	50	5	4	2	3	1	332	246	39	4	2	0	0	1	292
15:00	5	0	0	0	0	0	0	5	266	47	4	3	5	1	0	326	286	55	2	1	0	0	3	347
15:15	4	0	0	0	0	0	0	4	266	52	5	1	5	0	0	329	320	57	2	1	0	1	2	383
15:30	2	0	0	0	0	0	0	2	280	48	5	1	5	0	0	339	342	60	2	1	0	1	1	407
15:45	2	1	0	0	0	0	0	3	304	51	4	0	4	0	0	363	335	56	0	2	0	1	1	395
16:00	2	1	0	0	0	0	0	3	332	48	5	0	0	1	0	386	362	68	1	2	1	2	0	436
16:15	1	1	0	0	0	0	0	2	349	47	5	0	0	1	0	402	388	68	2	2	1	2	0	463
16:30	2	1	0	0	0	0	0	3	333	42	2	0	0	2	0	379	397	65	2	2	1	2	2	471
16:45	3	0	0	0	0	0	0	3	325	34	2	0	0	2	0	363	403	61	4	0	1	2	2	473
17:00	3	0	0	0	0	0	0	3	302	34	1	0	0	1	0	338	395	53	3	0	0	5	3	459
17:15	3	0	0	0	0	0	0	3	309	31	1	0	1	2	0	344	384	48	2	0	0	5	4	443
17:30	2	0	0	0	0	0	0	2	313	34	1	0	1	1	0	350	379	39	3	0	0	5	2	428
17:45	0	0	0	0	0	0	0	0	321	34	1	0	1	3	1	361	346	37	1	0	0	5	4	393
18:00	0	0	0	0	0	0	0	0	331	32	1	0	1	3	1	369	320	27	1	0	0	3	3	354
18:15	0	0	0	0	0	0	0	0	299	24	0	0	1	4	1	329	286	16	1	1	0	3	2	309
18:30	0	0	0	0	0	0	0	0	289	23	1	0	1	4	2	320	264	14	0	1	0	3	2	284
18:45	1	0	0	0	0	0	0	1	252	18	1	0	1	2	1	275	246	13	0	1	0	3	0	263
19:00	2	0	0	0	0	0	0	2	230	16	1	0	1	2	1	251	226	14	0	1	0	1	0	242
19:15	3	0	0	0	0	0	0	3	223	17	1	0	0	0	1	242	181	16	0	0	0	2	0	199
19:30	3	0	0	0	0	0	0	3	196	11	0	0	0	0	0	207	155	15	0	0	0	3	0	173
19:45	2	0	0	0	0	0	0	2	186	8	0	0	0	0	0	194	143	12	1	0	0	3	0	159
20:00	2	0	0	0	0	0	0	2	168	7	0	0	0	1	0	176	132	12	1	0	0	3	0	148
20:15	1	0	0	0	0	0	0	1	148	8	0	0	0	1	0	157	127	10	2	0	0	1	0	140
20:30	1	0	0	0	0	0	0	1	131	8	0	0	0	1	0	140	123	13	2	0	0	0	0	138
20:45	1	0	0	0	0	0	0	1	110	8	0	0	0	1	0	119	118	11	1	0	0	0	0	130
21:00	0	0	0	0	0	0	0	0	94	6	0	0	0	0	0	100	91	10	1	0	0	0	0	102
21:15	0	0	0	0	0	0	0	0	82	4	0	0	0	0	0	86	83	9	0	0	0	0	0	92
21:30	0	0	0	0	0	0	0	0	74	3	0	0	0	1	0	78	65	5	0	0	0	0	0	70

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 3

Date of Survey: 04.04.2019
Junction Name: A247 Kingfield Road / A247 High Street / Vicarage Road
Junction Type: 3-arm Roundabout

Arm A: A247 Kingfield Road (N)
Arm B: A247 High Street (E)
Arm C: Vicarage Road (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
06:00	0	0	0	0	0	0	0	0	20	4	1	0	0	0	1	26	1	1	1	0	0	0	0	3
06:15	0	0	0	0	0	0	0	0	16	3	0	0	0	1	0	20	0	0	0	0	1	0	0	1
06:30	0	0	0	0	0	0	0	0	24	12	0	1	0	0	2	39	2	1	0	0	0	0	0	3
06:45	0	0	0	0	0	0	0	0	40	12	0	0	2	0	1	55	0	1	0	0	0	0	0	1
07:00	0	0	0	0	0	0	0	0	58	24	0	0	0	0	0	82	1	0	0	0	1	0	0	2
07:15	0	1	0	0	0	0	0	1	71	25	0	1	0	1	1	99	2	0	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	61	17	1	0	0	2	1	82	7	1	1	0	0	0	0	9
07:45	0	0	0	0	0	0	0	0	59	18	1	0	0	0	0	78	5	2	0	0	1	0	0	8
08:00	0	0	0	0	0	0	0	0	72	15	6	0	0	1	1	95	3	1	0	0	0	0	0	4
08:15	0	0	0	0	0	0	0	0	70	6	0	0	0	1	0	77	6	0	0	0	0	0	0	6
08:30	0	0	0	0	0	0	0	0	77	12	0	0	0	1	0	90	10	0	0	0	0	0	0	10
08:45	0	0	0	0	0	0	0	0	63	5	1	1	0	1	0	71	6	0	0	0	1	0	0	7
09:00	0	0	0	0	0	0	0	0	71	16	0	0	0	0	0	87	6	1	0	0	0	0	1	8
09:15	0	0	0	0	0	0	0	0	45	7	1	0	0	0	0	53	7	0	1	0	0	0	0	8
09:30	0	0	0	0	0	0	0	0	56	14	1	0	0	2	0	73	2	3	0	0	1	0	0	6
09:45	0	0	0	0	0	0	0	0	49	11	0	1	0	1	0	62	5	1	0	0	0	0	0	6
15:00	0	0	0	0	0	0	0	0	56	11	1	0	0	0	0	68	4	0	0	0	1	0	0	5
15:15	0	0	0	0	0	0	0	0	68	5	4	0	1	0	0	78	3	2	0	0	0	0	0	5
15:30	0	0	0	0	0	0	0	0	48	11	0	0	1	1	1	62	6	2	1	0	1	0	0	10
15:45	0	0	0	0	0	0	0	0	63	11	0	0	1	0	0	75	6	1	0	0	1	0	0	8
16:00	0	0	0	0	0	0	0	0	67	11	1	1	0	0	0	80	3	1	0	0	1	0	0	5
16:15	0	0	0	0	0	0	0	0	65	14	0	0	0	0	0	79	4	1	0	0	1	0	0	6
16:30	0	0	0	0	0	0	0	0	49	5	1	0	0	1	0	56	2	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	55	5	0	0	0	1	1	62	3	1	0	0	1	0	0	5
17:00	0	0	0	0	0	0	0	0	65	6	0	0	0	0	0	71	4	3	0	0	0	0	0	7
17:15	0	0	0	0	0	0	0	0	73	10	1	0	0	0	1	85	4	1	0	0	1	0	0	6
17:30	0	0	0	0	0	0	0	0	86	11	0	0	0	0	0	97	3	3	0	0	0	0	0	6
17:45	0	0	0	0	0	0	0	0	73	4	0	0	0	1	0	78	4	1	0	0	1	0	0	6
18:00	0	0	0	0	0	0	0	0	73	5	0	0	0	0	0	78	9	2	0	0	0	0	0	11
18:15	0	0	0	0	0	0	0	0	68	4	0	0	0	0	0	72	6	1	0	0	0	0	0	7
18:30	1	0	0	0	0	0	0	1	47	3	0	0	0	0	0	50	7	0	0	0	1	0	1	9
18:45	0	0	0	0	0	0	0	0	36	2	0	0	0	0	0	38	4	0	0	0	1	0	0	5
19:00	0	0	0	0	0	0	0	0	53	1	1	0	0	0	0	55	4	0	0	0	0	0	0	4
19:15	0	0	0	0	0	0	0	0	53	5	0	0	0	0	0	58	7	0	0	0	0	0	0	7
19:30	0	0	0	0	0	0	0	0	43	3	0	0	0	0	0	46	2	2	0	0	0	0	0	4
19:45	0	0	0	0	0	0	0	0	47	3	0	0	0	1	0	51	6	1	0	0	1	0	0	8
20:00	0	0	0	0	0	0	0	0	39	3	0	0	0	0	0	42	6	1	0	0	0	0	0	7
20:15	0	0	0	0	0	0	0	0	40	2	1	0	0	0	0	43	2	1	0	0	0	0	0	3
20:30	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	20	1	0	0	0	0	0	0	1
20:45	0	0	0	0	0	0	0	0	23	1	0	0	0	0	0	24	1	2	0	0	1	0	0	4
21:00	0	0	0	0	0	0	0	0	22	1	0	0	0	0	0	23	2	1	0	0	0	0	0	3
21:15	0	0	0	0	0	0	0	0	28	3	0	0	0	0	0	31	3	0	0	0	0	0	0	3
21:30	0	0	0	0	0	0	0	0	34	0	0	0	0	0	0	34	2	0	0	0	0	0	0	2
21:45	0	0	0	0	0	0	0	0	16	0	0	0	0	1	0	17	0	0	0	0	1	0	0	1
22:00	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	0	0	0	0	0	0	0	0	100	31	1	1	2	1	4	140	3	3	1	0	1	0	0	8
06:15	0	0	0	0	0	0	0	0	138	51	0	1	2	1	3	196	3	2	0	0	2	0	0	7
06:30	0	1	0	0	0	0	0	1	193	73	0	2	2	1	4	275	5	2	0	0	1	0	0	8
06:45	0	1	0	0	0	0	0	1	230	78	1	1	2	3	3	318	10	2	1	0	1	0	0	14
07:00	0	1	0	0	0	0	0	1	249	84	2	1	0	3	2	341	15	3	1	0	2	0	0	21
07:15	0	1	0	0	0	0	0	1	263	75	8	1	0	4	3	354	17	4	1	0	1	0	0	23
07:30	0	0	0	0	0	0	0	0	262	56	8	0	0	4	2	332	21	4	1	0	1	0	0	27
07:45	0	0	0	0	0	0	0	0	278	51	7	0	0	3	1	340	24	3	0	0	1	0	0	28
08:00	0	0	0	0	0	0	0	0	282	38	7	1	0	4	1	333	25	1	0	0	1	0	0	27
08:15	0	0	0	0	0	0	0	0	281	39	1	1	0	3	0	325	28	1	0	0	1	0	1	31
08:30	0	0	0	0	0	0	0	0	256	40	2	1	0	2	0	301	29	1	1	0	1	0	1	33
08:45	0	0	0	0	0	0	0	0	235	42	3	1	0	3	0	284	21	4	1	0	2	0	1	29
09:

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Client: Vectos
Project Number: ID04567
Junction Number: Site 3

Date of Survey: 04.04.2019
Junction Name: A247 Kingfield Road / A247 High Street / Vicarage Road
Junction Type: 3-arm Roundabout

	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
06:00	19	3	1	0	0	0	0	23	14	2	1	0	0	0	0	17
06:15	38	9	1	0	1	0	1	50	12	4	0	0	1	0	0	17
06:30	45	4	3	0	1	1	0	54	32	8	0	0	0	1	1	42
06:45	62	7	0	0	1	1	0	71	25	7	2	0	0	0	0	34
07:00	93	25	1	0	0	1	0	120	33	9	0	0	1	0	0	43
07:15	80	16	0	0	2	0	0	98	57	11	0	0	0	0	0	68
07:30	79	10	0	0	3	1	0	93	73	20	2	0	0	0	1	96
07:45	67	12	3	0	0	2	1	85	87	12	2	0	1	1	0	103
08:00	70	13	1	0	1	1	0	86	75	15	1	1	1	0	1	94
08:15	47	14	2	0	3	0	0	66	67	18	0	0	0	0	0	85
08:30	83	10	1	0	0	0	1	95	67	8	1	0	0	0	0	76
08:45	84	6	1	0	0	2	0	93	84	16	2	0	1	0	0	103
09:00	71	14	1	0	1	1	1	89	80	18	1	2	0	1	2	104
09:15	82	11	2	0	0	0	0	95	75	12	3	0	2	0	0	92
09:30	75	18	0	1	1	0	0	95	64	16	1	2	1	1	0	85
09:45	71	21	3	0	0	1	0	96	69	9	1	0	0	1	0	80
15:00	102	8	0	1	1	2	0	114	74	9	0	2	1	1	0	87
15:15	100	17	0	0	1	0	0	118	79	16	3	0	0	0	0	98
15:30	94	13	3	0	0	0	0	110	65	16	2	1	2	0	0	86
15:45	93	11	0	0	1	0	0	105	70	11	0	0	5	0	0	86
16:00	92	14	0	0	1	0	0	107	71	15	1	0	2	0	0	89
16:15	88	12	0	0	1	0	1	102	94	11	3	0	1	0	0	109
16:30	103	13	0	0	0	2	1	119	86	17	0	0	0	0	0	103
16:45	103	10	1	0	1	1	0	116	94	8	1	0	1	1	0	105
17:00	137	13	0	0	0	0	2	152	90	16	1	0	0	0	0	107
17:15	105	7	0	0	1	2	0	115	78	6	0	0	1	1	0	86
17:30	121	15	2	0	0	1	0	139	78	12	1	0	0	0	0	91
17:45	122	8	0	0	1	0	1	132	73	8	0	0	1	0	0	82
18:00	104	9	2	0	0	0	1	116	101	12	1	0	1	1	0	116
18:15	97	10	0	0	0	0	0	107	84	9	0	0	0	0	0	93
18:30	110	5	0	1	1	0	0	117	90	9	0	0	1	2	2	104
18:45	87	6	0	0	1	1	0	95	82	5	0	0	1	0	0	88
19:00	100	7	0	0	0	1	0	108	64	3	0	0	1	2	0	70
19:15	102	3	0	0	1	1	0	107	76	8	1	0	0	0	1	86
19:30	77	6	0	0	1	1	0	85	48	6	0	0	0	0	0	54
19:45	59	2	0	0	1	1	0	63	62	4	0	0	1	0	0	67
20:00	76	3	0	0	0	1	0	80	59	4	0	0	0	0	0	63
20:15	44	1	0	0	1	0	1	47	43	2	0	0	0	0	0	45
20:30	37	1	0	0	1	1	0	40	37	1	0	0	0	0	0	38
20:45	53	3	1	0	1	0	0	58	39	4	0	0	1	1	0	45
21:00	67	1	0	0	0	0	0	68	36	5	0	0	0	0	0	41
21:15	53	4	0	0	0	0	0	57	27	1	0	0	0	0	0	28
21:30	34	2	0	0	0	0	0	36	18	1	0	0	0	0	0	19
21:45	36	1	0	0	1	0	0	38	24	0	0	0	1	0	0	25
22:00	32	1	0	0	0	0	0	33	21	2	0	0	0	0	0	23
22:15	48	0	0	0	0	0	0	48	16	0	0	0	0	1	0	17
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	164	23	5	0	3	2	1	198	83	21	3	0	1	1	1	110
06:15	238	45	5	0	3	3	1	295	102	28	2	0	2	1	1	136
06:30	280	52	4	0	4	3	0	343	147	35	2	0	1	1	1	187
06:45	314	58	1	0	6	3	0	382	188	47	4	0	1	0	1	241
07:00	319	63	4	0	5	4	1	396	250	52	4	0	2	1	1	310
07:15	296	51	4	0	6	4	1	362	292	58	5	1	2	1	2	361
07:30	263	49	6	0	7	4	1	330	302	65	5	1	2	1	2	378
07:45	267	49	7	0	4	3	2	332	296	53	4	1	2	1	1	358
08:00	284	43	5	0	4	3	1	340	293	57	4	1	2	0	1	358
08:15	285	44	5	0	4	3	2	343	298	60	4	2	1	1	2	368
08:30	320	41	5	0	1	3	2	372	306	54	7	2	3	1	2	375
08:45	312	49	4	1	2	3	1	372	303	62	7	4	4	2	2	384
09:00	299	64	6	1	2	2	1	375	288	55	6	4	3	3	2	361
15:00	389	49	3	1	3	2	0	447	288	52	5	3	8	1	0	357
15:15	379	55	3	0	3	0	0	440	285	58	6	1	9	0	0	359
15:30	367	50	3	0	3	0	1	424	300	53	6	1	10	0	0	370
15:45	376	50	0	0	3	2	2	433	321	54	4	0	8	0	0	387
16:00	386	49	1	0	3	3	2	444	345	51	5	0	4	1	0	406
16:15	431	48	1	0	2	3	4	489	364	52	5	0	2	1	0	424
16:30	448	43	1	0	2	5	3	502	348	47	2	0	2	2	0	401
16:45	466	45	3	0	2	4	2	522	340	42	3	0	2	2	0	389
17:00	485	43	2	0	2	3	3	538	319	42	2	0	2	1	0	366
17:15	452	39	4	0	2	3	2	502	330	38	2	0	3	2	0	375
17:30	444	42	4	0	1	1	2	494	336	41	2	0	2	1	0	382
17:45	433	32	2	1	2	0	2	472	348	38	1	0	3	3	2	395
18:00	398	30	2	1	2	1	1	435	357	35	1	0	3	3	2	401
18:15	394	28	0	1	2	2	0	427	320	26	0	0	3	4	2	355
18:30	399	21	0	1	3	3	0	427	312	25	1	0	3	4	3	348
18:45	366	22	0	0	3	4	0	395	270	22	1	0	2	2	1	298
19:00	338	18	0	0	3	4	0	363	250	21	1	0	2	2	1	277
19:15	314	14	0	0	3	4	0	335	245	22	1	0	1	0	1	270
19:30	256	12	0	0	3	3	1	275	212	16	0	0	1	0	0	229
19:45	216	7	0	0	3	3	1	230	201	11	0	0	1	0	0	213
20:00	210	8	1	0	3	2	1	225	178	11	0	0	1	1	0	191
20:15	201	6	1	0	3	1	1	213	155	12	0	0	1	1	0	169
20:30	210	9	1	0	2	1	0	223	139	11	0	0	1	1	0	152
20:45	207	10	1	0	1	0	0	219	120	11	0	0	1	1	0	133
21:00	190	8	0	0	1	0	0	199	105	7	0	0	1	0	0	113
21:15	155	8	0	0	1	0	0	164	90	4	0	0	1	0	0	95
21:30	150	4	0	0	1	0	0	155	79	3	0	0	1	1	0	84

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Client: Vectos
Project Number: ID04567
Junction Number: Site 3

Date of Survey: 04.04.2019
Junction Name: A247 Kingfield Road / A247 High Street / Vicarage Road
Junction Type: 3-arm Roundabout

	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
06:00	22	4	0	0	0	0	0	26	37	7	2	0	0	0	1	47
06:15	29	8	0	0	0	1	0	38	51	11	1	0	0	1	1	65
06:30	51	10	0	0	0	1	2	64	66	16	2	1	1	1	2	89
06:45	62	11	2	0	0	0	0	75	98	18	0	0	2	1	1	120
07:00	79	19	2	1	1	0	0	102	134	44	1	0	0	1	0	180
07:15	94	24	0	1	0	0	0	119	148	40	0	1	2	1	1	193
07:30	126	36	2	0	0	0	1	165	135	27	1	0	2	2	1	168
07:45	166	22	2	0	1	1	0	192	119	30	3	0	0	2	1	155
08:00	165	29	2	1	1	0	3	201	133	29	7	0	0	2	1	172
08:15	145	28	4	0	0	0	1	178	115	18	1	0	2	1	0	137
08:30	133	17	2	0	0	0	1	153	149	20	1	0	0	1	1	172
08:45	156	27	2	0	0	0	0	185	134	11	2	1	0	3	0	151
09:00	141	27	4	2	0	1	1	176	133	28	0	0	0	1	1	163
09:15	125	21	2	1	2	0	0	151	111	16	3	0	0	0	0	130
09:30	125	23	1	3	0	1	1	154	125	31	1	1	0	2	0	160
09:45	124	18	2	0	0	1	0	145	112	30	3	1	0	2	0	148
15:00	124	26	0	2	0	1	1	154	145	19	1	1	1	2	0	169
15:15	137	27	3	0	0	0	1	168	154	21	4	0	1	0	0	180
15:30	153	30	3	2	1	0	0	189	128	22	3	0	1	1	1	156
15:45	143	19	0	0	4	0	1	167	141	22	0	0	1	0	0	164
16:00	157	33	1	0	0	1	0	192	144	22	1	1	0	0	0	168
16:15	171	26	3	0	0	0	0	200	134	25	0	0	0	0	1	160
16:30	170	30	0	2	0	0	0	202	130	18	1	0	0	2	1	152
16:45	198	28	2	0	1	2	0	231	144	14	1	0	0	1	1	161
17:00	199	32	2	0	0	1	0	234	173	17	0	0	0	0	2	192
17:15	165	18	0	0	0	1	2	186	168	17	1	0	0	2	1	189
17:30	169	17	2	0	0	0	0	188	191	23	1	0	0	1	0	216
17:45	167	20	0	0	0	4	1	192	171	11	0	0	0	1	1	184
18:00	195	24	1	0	1	2	1	224	162	11	2	0	0	0	1	176
18:15	163	12	1	0	0	0	0	176	149	13	0	0	0	0	0	162
18:30	142	15	0	0	0	2	3	162	141	7	0	1	0	0	0	149
18:45	151	8	0	0	0	2	0	161	108	6	0	0	0	1	0	115
19:00	129	5	0	1	1	3	0	139	139	6	1	0	0	1	0	147
19:15	131	9	1	0	0	0	1	142	139	7	0	0	0	1	0	147
19:30	88	9	0	0	0	0	0	97	108	8	0	0	0	1	0	117
19:45	110	7	0	0	0	0	0	117	99	4	0	0	0	2	0	105
20:00	78	8	0	0	0	2	0	88	104	5	0	0	0	0	0	109
20:15	78	2	0	0	0	1	0	81	72	2	1	0	0	0	1	76
20:30	65	3	1	0	0	0	0	69	48	2	0	0	0	1	0	51
20:45	81	6	0	0	0	1	0	88	71	3	1	0	1	0	0	76
21:00	52	7	1	0	0	0	0	60	76	2	0	0	0	0	0	78
21:15	57	5	0	0	0	0	0	62	71	7	0	0	0	0	0	78
21:30	39	1	0	0	0	0	0	40	63	2	0	0	0	0	0	65
21:45	37	3	0	0	0	0	0	40	42	1	0	0	0	1	0	44
22:00	32	4	0	0	0	0	0	36	48	1	0	0	0	0	0	49
22:15	31	0	0	0	0	1	0	32	59	1	0	0	0	0	0	60
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	164	33	2	0	0	2	2	203	252	52	5	1	3	3	5	321
06:15	221	48	4	1	1	2	2	279	349	89	4	1	3	4	4	454
06:30	286	64	4	2	1	1	2	360	446	118	3	2	5	4	4	582
06:45	361	90	6	2	1	0	1	461	515	129	2	1	6	5	3	661
07:00	465	101	6	2	2	1	1	578	536	141	5	1	4	6	3	696
07:15	551	111	6	2	2	1	4	677	535	126	11	1	4	7	4	688
07:30	602	115	10	1	2	1	5	736	502	104	12	0	4	7	3	632
07:45	609	96	10	1	2	1	5	724	516	97	12	0	2	6	3	636
08:00	599	101	10	1	1	0	5	717	531	78	11	1	2	7	2	632
08:15	575	99	12	2	0	1	3	692	531	77	4	1	2	6	2	623
08:30	555	92	10	3	2	1	2	665	527	75	6	1	0	5	2	616
08:45	547	98	9	6	2	2	2	666	503	86	6	2	0	6	1	604
09:00	515	89	9	6	2	3	2	626	481	105	7	2	0	5	1	601
15:00	557	102	6	4	5	1	3	678	568	84	8	1	4	3	1	669
15:15	590	109	7	2	5	1	2	716	567	87	8	1	3	1	1	668
15:30	624	108	7	2	5	1	1	748	547	91	4	1	2	1	1	648
15:45	641	108	4	2	4	1	1	761	549	87	2	1	1	2	2	644
16:00	696	117	6	2	1	3	0	825	552	79	3	1	0	3	3	641
16:15	738	116	7	2	1	3	0	867	581	74	2	0	0	3	5	665
16:30	732	108	4	2	1	4	2	853	615	66	3	0	0	5	5	694
16:45	731	95	6	0	1	4	2	839	676	71	3	0	0	4	4	758
17:00	700	87	4	0	0	6	3	800	703	68	2	0	0	4	4	781
17:15	696	79	3	0	1	7	4	790	692	62	4	0	0	4	3	765
17:30	694	73	4	0	1	6	2	780	673	58	3	0	0	2	2	738
17:45	667	71	2	0	1	8	5	754	623	42	2	1	0	1	2	671
18:00	651	59	2	0	1	6	4	723	560	37	2	1	0	1	1	602
18:15	585	40	1	1	1	7	3	638	537	32	1	1	0	2	0	573
18:30	553	37	1	1	1	7	4	604	527	26	1	1	0	3	0	558
18:45	499	31	1	1	1	5	1	539	494	27	1	0	0	4	0	526
19:00	458	30	1	1	1	3	1	495	485	25	1	0	0	5	0	516
19:15	407	33	1	0	0	2	1	444	450	24	0	0	0	4	0	478
19:30	354	26	0	0	0	3	0	383	383	19	1	0	0	3	1	407
19:45	331	20	1	0	0	3	0	355	323	13	1	0	0	3	1	341
20:00	302	19	1	0	0	4	0	326	295	12	2	0	1	1	1	312
20:15	276	18	2	0	0	2	0	298	267	9	2	0	1	1	1	281
20:30	255	21	2	0	0	1	0	279	266	14	1	0	1	1	0	283
20:45	229	19	1	0	0	1	0	250	281	14	1	0	1	0	0	297
21:00	185	16	1	0	0	0	0	202	252	12	0	0	0	1	0	265
21:15	165	13	0	0	0	0	0	178	224	11	0	0	0	1	0	236
21:30	139	8	0	0	0	1	0	148	212	5	0	0	0	1	0	218

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Client: Vectos
Project Number: ID04567
Junction Number: Site 3

Date of Survey: 04.04.2019
Junction Name: A247 Kingfield Road / A247 High Street / Vicarage Road
Junction Type: 3-arm Roundabout

	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
06:00	21	5	2	0	0	0	1	29	11	3	0	0	0	0	0	14
06:15	16	3	0	0	1	1	0	21	20	5	0	0	1	1	0	27
06:30	26	13	0	1	0	0	2	42	24	3	1	0	0	0	1	29
06:45	40	13	0	0	2	0	1	56	41	6	0	0	1	0	0	48
07:00	59	24	0	0	1	0	0	84	64	15	2	1	1	0	0	83
07:15	73	26	0	1	0	1	1	102	42	15	0	1	0	0	0	58
07:30	68	18	2	0	0	2	1	91	65	17	1	0	1	1	0	85
07:45	64	20	1	0	1	0	0	86	91	12	1	0	1	0	0	105
08:00	75	16	6	0	0	1	1	99	102	14	1	0	1	0	2	120
08:15	76	6	0	0	0	1	0	83	86	12	5	0	1	0	1	105
08:30	87	12	0	0	0	1	0	100	87	11	1	0	0	0	1	100
08:45	69	5	1	1	1	1	0	78	91	11	0	0	0	0	0	102
09:00	77	17	0	0	0	0	1	95	76	12	4	0	1	0	0	93
09:15	52	7	2	0	0	0	0	61	73	11	0	1	0	0	0	85
09:30	58	17	1	0	1	2	0	79	69	11	0	1	1	0	1	83
09:45	54	12	0	1	0	1	0	68	68	12	1	0	0	0	0	81
15:00	60	11	1	0	1	0	0	73	67	17	0	0	0	0	1	85
15:15	71	7	4	0	1	0	0	83	75	14	0	0	1	0	1	91
15:30	54	13	1	0	2	1	1	72	108	18	2	1	0	0	0	129
15:45	69	12	0	0	2	0	0	83	94	9	0	0	1	0	1	105
16:00	70	12	1	1	1	0	0	85	104	22	0	0	0	1	0	127
16:15	69	15	0	0	1	0	0	85	100	17	0	0	1	0	0	118
16:30	51	5	1	0	0	1	0	58	108	13	0	2	0	1	0	124
16:45	58	6	0	0	1	1	1	67	121	22	1	0	2	2	0	148
17:00	69	9	0	0	0	0	0	78	142	21	1	0	0	1	0	165
17:15	77	11	1	0	1	0	1	91	101	13	0	0	1	0	2	117
17:30	89	14	0	0	0	0	0	103	110	11	2	0	0	0	0	123
17:45	77	5	0	0	1	1	0	84	122	14	0	0	1	4	1	142
18:00	82	7	0	0	0	0	0	89	118	17	0	0	0	1	1	137
18:15	74	5	0	0	0	0	0	79	101	5	1	0	0	0	0	107
18:30	55	3	0	0	1	0	1	60	76	7	0	0	1	0	2	86
18:45	40	2	0	0	1	0	0	43	88	5	0	0	1	2	0	96
19:00	57	1	1	0	0	0	0	59	83	4	0	1	0	1	0	89
19:15	60	5	0	0	0	0	0	65	78	2	0	0	1	0	0	81
19:30	45	5	0	0	0	0	0	50	54	6	0	0	1	0	0	61
19:45	53	4	0	0	1	1	0	59	61	5	0	0	1	0	0	67
20:00	45	4	0	0	0	0	0	49	36	6	0	0	0	3	0	45
20:15	42	3	1	0	0	0	0	46	49	2	0	0	1	1	0	53
20:30	20	1	0	0	0	0	0	21	37	2	1	0	1	0	0	41
20:45	24	3	0	0	1	0	0	28	48	5	0	0	0	0	0	53
21:00	24	2	0	0	0	0	0	26	31	3	1	0	0	0	0	35
21:15	31	3	0	0	0	0	0	34	43	4	0	0	0	0	0	47
21:30	36	0	0	0	0	0	0	36	28	0	0	0	0	0	0	28
21:45	16	0	0	0	1	1	0	18	23	3	0	0	1	0	0	27
22:00	18	0	0	0	0	0	0	18	13	2	0	0	0	0	0	15
22:15	16	1	0	0	0	0	0	17	20	0	0	0	0	0	0	20
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	103	34	2	1	3	1	4	148	96	17	1	0	2	1	1	118
06:15	141	53	0	1	4	1	3	203	149	29	3	1	3	1	1	187
06:30	198	76	0	2	3	1	4	284	171	39	3	2	2	0	1	218
06:45	240	81	2	1	3	3	3	333	212	53	3	2	3	1	0	274
07:00	264	88	3	1	2	3	2	363	262	59	4	2	3	1	0	331
07:15	280	80	9	1	1	4	3	378	300	58	3	1	3	1	2	368
07:30	283	60	9	0	1	4	2	359	344	55	8	0	4	1	3	415
07:45	302	54	7	0	1	3	1	368	366	49	8	0	3	0	4	430
08:00	307	39	7	1	1	4	1	360	366	48	7	0	2	0	4	427
08:15	309	40	1	1	1	3	1	356	340	46	10	0	2	0	2	400
08:30	285	41	3	1	1	2	1	334	327	45	5	1	1	0	1	380
08:45	256	46	4	1	2	3	1	313	309	45	4	2	2	0	1	363
09:00	241	53	3	1	1	3	1	303	286	46	5	2	2	0	1	342
15:00	254	43	6	0	6	1	1	311	344	58	2	1	2	0	3	410
15:15	264	44	6	1	6	1	1	323	381	63	2	1	2	1	2	452
15:30	262	52	2	1	6	1	1	325	406	66	2	1	2	1	1	479
15:45	259	44	2	1	4	1	0	311	406	61	0	2	2	2	1	474
16:00	248	38	2	1	3	2	1	295	433	74	1	2	3	4	0	517
16:15	247	35	1	0	2	2	1	288	471	73	2	2	3	4	0	555
16:30	255	31	2	0	2	2	2	294	472	69	2	2	3	4	2	554
16:45	293	40	1	0	2	1	2	339	474	67	4	0	3	3	2	553
17:00	312	39	1	0	2	1	1	356	475	59	3	0	2	5	3	547
17:15	325	37	1	0	2	1	1	367	451	55	2	0	2	5	4	519
17:30	322	31	0	0	1	1	0	355	451	47	3	0	1	5	2	509
17:45	288	20	0	0	2	1	1	312	417	43	1	0	2	5	4	472
18:00	251	17	0	0	2	0	1	271	383	34	1	0	2	3	3	426
18:15	226	11	1	0	2	0	1	241	348	21	1	1	2	3	2	378
18:30	212	11	1	0	2	0	1	227	325	18	0	1	3	3	2	352
18:45	202	13	1	0	1	0	0	217	303	17	0	1	3	3	0	327
19:00	215	15	1	0	1	1	0	233	276	17	0	1	3	1	0	298
19:15	203	18	0	0	1	1	0	223	229	19	0	0	3	3	0	254
19:30	185	16	1	0	1	1	0	204	200	19	0	0	3	4	0	226
19:45	160	12	1	0	1	1	0	175	183	15	1	0	3	4	0	206
20:00	131	11	1	0	1	0	0	144	170	15	1	0	2	4	0	192
20:15	110	9	1	0	1	0	0	121	165	12	2	0	2	1	0	182
20:30	99	9	0	0	1	0	0	109	159	14	2	0	1	0	0	176
20:45	115	8	0	0	1	0	0	124	150	12	1	0	0	0	0	163
21:00	107	5	0	0	1	1	0	114	125	10	1	0	1	0	0	137
21:15	101	3	0	0	1	1	0	106	107	9	0	0	1	0	0	117
21:30	86	1	0	0	1	1	0	89	84	5	0	0	1	0	0	90

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 3

Date of Survey: 04.04.2019
Junction Name: A247 Kingfield Road / A247 High Street / Vicarage Road
Junction Type: 3-arm Roundabout

	Total Junction Flow							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
06:00	62	12	3	0	0	0	1	78
06:15	83	20	1	0	2	2	1	109
06:30	122	27	3	1	1	2	4	160
06:45	164	31	2	0	3	1	1	202
07:00	231	68	3	1	2	1	0	306
07:15	247	66	0	2	2	1	1	319
07:30	273	64	4	0	3	3	2	349
07:45	297	54	6	0	2	3	1	363
08:00	310	58	9	1	2	2	4	386
08:15	268	48	6	0	3	1	1	327
08:30	303	39	3	0	0	1	2	348
08:45	309	38	4	1	1	3	0	356
09:00	289	58	5	2	1	2	3	360
09:15	259	39	6	1	2	0	0	307
09:30	258	58	2	4	2	3	1	328
09:45	249	51	5	1	0	3	0	309
15:00	286	45	1	3	2	3	1	341
15:15	308	51	7	0	2	0	1	369
15:30	301	56	7	2	3	1	1	371
15:45	305	42	0	0	7	0	1	355
16:00	319	59	2	1	2	1	0	384
16:15	328	53	3	0	2	0	1	387
16:30	324	48	1	2	0	3	1	379
16:45	359	44	3	0	3	4	1	414
17:00	405	54	2	0	0	1	2	464
17:15	347	36	1	0	2	3	3	392
17:30	379	46	4	0	0	1	0	430
17:45	366	33	0	0	2	5	2	408
18:00	381	40	3	0	1	2	2	429
18:15	334	27	1	0	0	0	0	362
18:30	307	23	0	1	2	2	4	339
18:45	278	16	0	0	2	3	0	299
19:00	286	13	1	1	1	4	0	306
19:15	293	17	1	0	1	1	1	314
19:30	210	20	0	0	1	1	0	232
19:45	222	13	0	0	2	2	0	239
20:00	199	15	0	0	0	3	0	217
20:15	164	6	1	0	1	1	1	174
20:30	122	5	1	0	1	1	0	130
20:45	158	12	1	0	2	1	0	174
21:00	143	10	1	0	0	0	0	154
21:15	141	12	0	0	0	0	0	153
21:30	109	3	0	0	0	0	0	112
21:45	89	4	0	0	2	1	0	96
22:00	82	5	0	0	0	0	0	87
22:15	95	1	0	0	0	1	0	97
Start Time	**Rolling Hour**							**Total**
06:00	431	90	9	1	6	5	7	549
06:15	600	146	9	2	8	6	6	777
06:30	764	192	8	4	8	5	6	987
06:45	915	229	9	3	10	6	4	1176
07:00	1048	252	13	3	9	8	4	1337
07:15	1127	242	19	3	9	9	8	1417
07:30	1148	224	25	1	10	9	8	1425
07:45	1178	199	24	1	7	7	8	1424
08:00	1190	183	22	2	6	7	7	1417
08:15	1169	183	18	3	5	7	6	1391
08:30	1160	174	18	4	4	6	5	1371
08:45	1115	193	17	8	6	8	4	1351
09:00	1055	206	18	8	5	8	4	1304
15:00	1200	194	15	5	14	4	4	1436
15:15	1233	208	16	3	14	2	3	1479
15:30	1253	210	12	3	14	2	3	1497
15:45	1276	202	6	3	11	4	3	1505
16:00	1330	204	9	3	7	8	3	1564
16:15	1416	199	9	2	5	8	5	1644
16:30	1435	182	7	2	5	11	7	1649
16:45	1490	180	10	0	5	9	6	1700
17:00	1497	169	7	0	4	10	7	1694
17:15	1473	155	8	0	5	11	7	1659
17:30	1460	146	8	0	3	8	4	1629
17:45	1388	123	4	1	5	9	8	1538
18:00	1300	106	4	1	5	7	6	1429
18:15	1205	79	2	2	5	9	4	1306
18:30	1164	69	2	2	6	10	5	1258
18:45	1067	66	2	1	5	9	1	1151
19:00	1011	63	2	1	5	8	1	1091
19:15	924	65	1	0	4	7	1	1002
19:30	795	54	1	0	4	7	1	862
19:45	707	39	2	0	4	7	1	760
20:00	643	38	3	0	4	6	1	695
20:15	587	33	4	0	4	3	1	632
20:30	564	39	3	0	3	2	0	611
20:45	551	37	2	0	2	1	0	593
21:00	482	29	1	0	2	1	0	515
21:15	421	24	0	0	2	1	0	448
21:30	375	13	0	0	2	2	0	392

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 3

Date of Survey: 04.04.2019
Junction Name: A247 Kingfield Road / A247 High Street / Vicarage Road
Junction Type: 3-arm Roundabout

Arm A: A247 Kingfield Road (N) **Arm B:** A247 High Street (E) **Arm C:** Vicarage Road (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**
06:00	0	2	22	0	14	12	0	26	4
06:15	0	7	45	0	16	21	0	19	3
06:30	1	4	53	0	37	25	0	39	3
06:45	0	8	64	0	35	42	0	57	1
07:00	0	22	98	0	41	66	0	82	4
07:15	0	4	97	0	66	55	1	100	2
07:30	0	8	89	0	87	79	0	81	10
07:45	0	9	77	0	96	99	0	79	10
08:00	0	14	74	3	94	107	0	99	4
08:15	1	8	63	1	78	102	0	76	6
08:30	3	10	82	0	64	90	0	89	10
08:45	0	14	79	1	98	88	0	73	9
09:00	0	15	75	0	99	83	0	87	7
09:15	1	18	78	1	88	69	0	54	9
09:30	0	10	89	0	83	76	0	73	8
09:45	0	11	87	1	74	71	0	63	6
15:00	2	13	101	2	83	71	0	69	7
15:15	0	20	100	2	96	72	0	83	5
15:30	0	17	96	1	80	116	0	62	12
15:45	1	17	89	0	83	89	0	77	10
16:00	3	19	87	1	84	107	0	83	7
16:15	0	23	80	0	106	97	0	79	8
16:30	1	23	93	2	100	104	0	56	2
16:45	0	18	100	0	100	133	0	61	7
17:00	1	30	119	0	100	135	0	71	7
17:15	0	14	102	1	79	103	0	85	8
17:30	2	21	117	2	84	104	0	97	6
17:45	1	27	105	0	75	114	0	77	8
18:00	0	18	99	0	107	118	0	78	11
18:15	0	17	90	0	86	91	0	72	7
18:30	0	20	101	0	93	65	1	50	10
18:45	0	20	76	0	83	77	0	38	7
19:00	1	15	91	0	65	75	0	56	4
19:15	2	18	88	0	77	65	0	58	7
19:30	0	17	69	1	50	46	0	46	4
19:45	0	12	52	1	59	57	0	50	10
20:00	0	13	66	1	56	30	0	42	7
20:15	0	16	32	0	42	38	0	44	3
20:30	0	11	30	0	37	33	0	20	1
20:45	0	7	53	1	40	46	0	24	6
21:00	1	12	55	0	37	24	0	23	3
21:15	0	10	47	0	25	37	0	31	3
21:30	1	4	31	0	16	24	0	34	2
21:45	2	11	27	0	22	18	0	16	3
22:00	0	2	31	0	23	13	0	18	0
22:15	0	5	43	0	16	15	0	17	0
Start Time	**Rolling Hour**								
06:00	1	20	184	0	101	101	0	142	10
06:15	1	40	261	0	128	155	0	198	10
06:30	1	37	312	0	178	188	1	278	10
06:45	0	41	349	0	229	242	1	320	16
07:00	0	43	361	0	290	299	1	341	25
07:15	0	34	337	3	343	340	1	358	25
07:30	1	39	303	4	355	387	0	335	29
07:45	4	41	296	4	332	398	0	344	30
08:00	4	46	298	5	333	387	0	338	29
08:15	4	48	298	2	339	363	0	326	32
08:30	4	57	313	2	349	330	0	304	35
08:45	1	57	320	2	368	316	0	287	32
09:00	1	54	328	2	345	299	0	277	30
15:00	3	66	386	5	342	348	0	291	33
15:15	4	72	372	4	343	385	0	305	33
15:30	4	75	352	2	353	409	0	300	36
15:45	5	81	349	3	373	397	0	295	26
16:00	4	83	360	3	390	441	0	279	23
16:15	2	94	392	2	406	469	0	267	23
16:30	2	85	414	3	380	475	0	273	23
16:45	3	82	438	3	364	475	0	314	27
17:00	4	91	444	3	338	456	0	331	28
17:15	3	79	423	3	345	439	0	338	32
17:30	3	83	412	2	352	426	0	324	32
17:45	1	81	395	0	361	388	1	277	35
18:00	0	74	366	0	369	351	1	238	34
18:15	1	71	359	0	327	308	1	216	27
18:30	3	72	357	0	318	283	1	202	27
18:45	3	69	326	1	275	263	0	198	22
19:00	3	61	302	2	251	243	0	210	25
19:15	2	59	276	3	242	198	0	196	28
19:30	0	57	220	3	207	171	0	182	24
19:45	0	51	181	2	194	158	0	156	21
20:00	0	46	182	2	175	147	0	130	17
20:15	1	45	171	1	156	141	0	111	13
20:30	1	40	186	1	139	140	0	98	13
20:45	2	33	186	1	118	131	0	112	14
21:00	4	37	160	0	100	103	0	104	11
21:15	3	27	136	0	86	92	0	99	8
21:30	3	22	132	0	77	70	0	85	5

Intelligent Data Collection Limited
Woking, Surrey

Client: Vectos
Project Number: ID04567
Junction Number: Site 3
Date of Survey: 06.04.2019
Junction Name: A247 Kingfield Road / A247 High Street / Vicarage Road
Junction Type: 3-arm Roundabout

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Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	24.04.2019			
Prepared by	Grant Daniel Breddy			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04567			
File Ref	ID04567 Woking, Surrey - MCC Site 3 - 06.04.2019			

Issue Sheet

Issued to	Date			
	26.04.2019			
Taylor Davis	E-mail			

Contents Page

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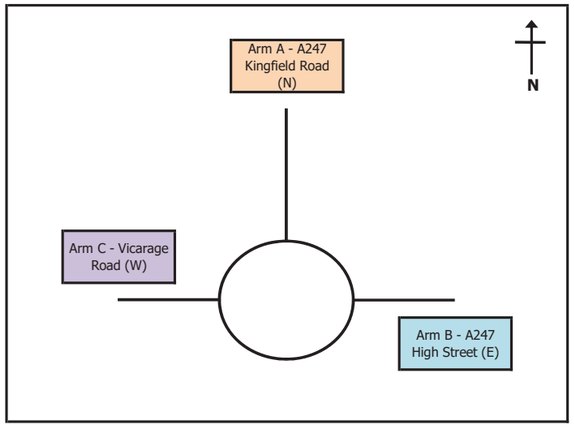
Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 3

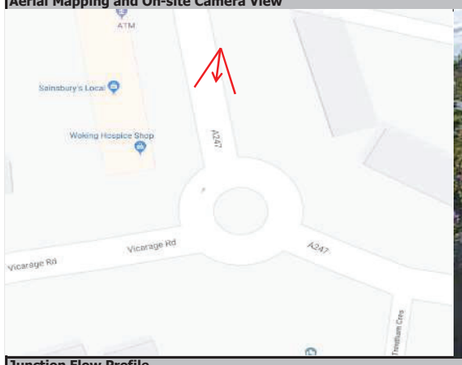
Date of Survey: 06.04.2019
Junction Name: A247 Kingfield Road / A247 High Street / Vicarage Road
Junction Type: 3-arm Roundabout

X Coordinate	Y Coordinate	Google Maps Link	
51.303272831976365	-0.5515209153813885	Click Here	
Weather Conditions			
Cloudy			

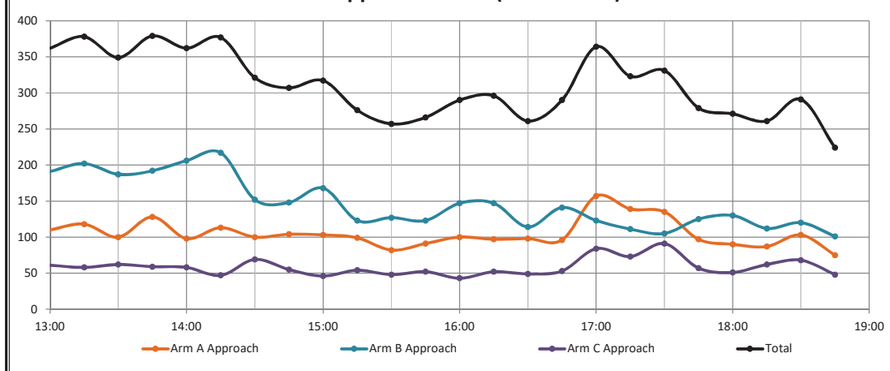
Junction Layout



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):

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 3

Date of Survey: 06.04.2019
Junction Name: A247 Kingfield Road / A247 High Street / Vicarage Road
Junction Type: 3-arm Roundabout

Arm A: A247 Kingfield Road (N)
Arm B: A247 High Street (E)
Arm C: Vicarage Road (W)

	A to B								A to C								A 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
13:00	92	5	0	0	0	0	0	97	13	0	0	0	0	0	0	97	0	0	0	0	0	0	0	0
13:15	85	6	1	0	0	0	0	94	20	0	0	0	0	1	0	94	3	0	0	0	0	0	0	3
13:30	80	4	0	0	1	2	0	87	10	1	0	0	1	2	0	87	0	1	0	0	0	0	0	1
13:45	96	6	1	0	3	1	0	107	19	0	0	0	3	1	0	107	1	1	0	0	0	0	0	2
14:00	81	4	0	0	0	1	1	87	9	0	0	0	0	1	1	87	2	0	0	0	0	0	0	2
14:15	83	5	0	0	1	0	1	90	22	0	0	0	1	0	1	90	0	0	0	0	0	0	0	0
14:30	74	6	0	0	1	0	1	82	15	1	0	0	1	0	1	82	1	0	0	0	0	0	0	1
14:45	80	10	1	0	1	0	1	93	10	0	0	0	1	0	1	93	1	0	0	0	0	0	0	1
15:00	85	4	0	0	0	0	0	89	14	0	0	0	0	0	0	89	0	0	0	0	0	0	0	0
15:15	76	5	0	0	0	0	0	82	13	3	0	0	0	1	0	82	0	0	0	0	0	0	0	0
15:30	65	2	0	0	0	0	1	68	12	0	0	0	0	0	1	68	1	0	0	0	0	0	0	1
15:45	63	6	1	0	0	0	0	70	19	2	0	0	0	0	0	70	0	0	0	0	0	0	0	0
16:00	87	3	0	0	0	0	1	91	6	0	0	0	0	0	0	91	0	0	0	0	0	0	0	0
16:15	73	4	0	0	0	0	0	77	18	0	0	0	0	0	1	77	1	0	0	0	0	0	0	1
16:30	68	7	0	0	0	0	1	76	21	0	0	0	0	1	0	76	0	0	0	0	0	0	0	0
16:45	73	5	0	0	0	0	2	80	14	0	0	0	0	2	0	80	0	0	0	0	0	0	0	0
17:00	132	4	0	0	0	0	1	137	18	1	0	0	0	1	0	137	1	0	0	0	0	0	0	1
17:15	114	3	0	0	0	0	1	120	17	0	0	0	0	2	1	120	1	0	0	0	0	0	0	1
17:30	106	6	0	0	0	0	0	114	18	2	0	0	0	0	0	114	0	0	0	0	0	0	0	0
17:45	71	4	0	0	0	0	1	76	20	0	0	0	0	1	0	76	0	0	0	0	0	0	0	0
18:00	68	4	0	0	0	0	1	73	16	0	0	0	0	0	0	73	0	0	0	0	0	0	0	0
18:15	64	6	0	0	0	0	0	72	13	1	0	0	0	0	0	72	1	1	0	0	0	0	0	2
18:30	71	9	0	0	0	0	0	82	17	1	0	0	0	1	0	82	1	1	0	0	0	0	0	2
18:45	53	3	1	0	0	0	0	57	17	0	0	0	0	0	0	57	0	0	0	0	0	0	0	0
Start Time	**Total**			**Rolling Hour**					**Total**			**Rolling Hour**					**Total**			**Rolling Hour**				
13:00	353	21	2	0	0	0	0	385	62	1	0	0	0	0	0	1	4	0	0	0	0	0	0	4
13:15	342	20	2	0	0	0	0	375	58	1	0	0	0	0	0	2	4	0	0	0	0	0	0	4
13:30	340	19	1	0	0	0	0	371	60	1	0	0	0	0	0	2	5	0	0	0	0	0	0	5
13:45	334	21	1	0	0	0	0	366	65	1	0	0	0	0	0	2	3	0	0	0	0	0	0	3
14:00	322	25	1	0	0	0	0	352	61	1	0	0	0	0	0	2	2	0	0	0	0	0	0	2
14:15	315	25	1	0	0	0	0	354	52	4	0	0	0	0	0	2	2	0	0	0	0	0	0	2
14:30	306	21	1	0	0	0	0	346	49	3	0	0	0	0	0	2	2	0	0	0	0	0	0	2
14:45	289	17	1	0	0	0	0	332	58	5	0	0	0	0	0	2	2	0	0	0	0	0	0	2
15:00	291	16	1	0	0	0	0	309	50	5	0	0	0	0	0	2	2	0	0	0	0	0	0	2
15:15	288	15	1	0	0	0	0	311	55	2	0	0	0	0	0	2	2	0	0	0	0	0	0	2
15:30	291	20	1	0	0	0	0	314	64	2	0	0	0	0	0	2	2	0	0	0	0	0	0	2
15:45	301	19	0	0	0	0	0	324	59	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
16:00	346	20	0	0	0	0	0	370	71	1	0	0	0	0	0	2	2	0	0	0	0	0	0	2
16:15	387	19	0	0	0	0	0	413	67	3	0	0	0	0	0	2	2	0	0	0	0	0	0	2
16:30	425	18	0	0	0	0	0	451	71	2	0	0	0	0	0	2	2	0	0	0	0	0	0	2
16:45	423	17	0	0	0	0	0	447	67	3	0	0	0	0	0	2	2	0	0	0	0	0	0	2
17:00	359	17	0	0	0	0	0	383	66	2	0	0	0	0	0	2	2	0	0	0	0	0	0	2
17:15	309	20	0	0	0	0	0	335	63	2	0	0	0	0	0	2	2	0	0	0	0	0	0	2
17:30	274	23	0	0	0	0	0	303																
17:45	256	22	1	0	0	0	0	284																
18:00																								

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 3

Date of Survey: 06.04.2019
Junction Name: A247 Kingfield Road / A247 High Street / Vicarage Road
Junction Type: 3-arm Roundabout

Arm A: A247 Kingfield Road (N)
Arm B: A247 High Street (E)
Arm C: Vicarage Road (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
13:00	0	0	0	0	0	0	0	0	93	8	0	0	0	0	2	103	79	7	0	0	0	2	0	88
13:15	0	0	0	0	0	0	0	0	102	4	1	0	0	3	2	112	76	12	0	0	0	1	1	90
13:30	0	0	0	0	0	0	0	0	96	5	1	0	0	0	1	103	78	1	2	0	0	1	2	84
13:45	0	0	0	0	0	0	0	0	114	6	0	0	0	0	2	122	65	3	0	0	0	1	1	70
14:00	0	0	0	0	0	0	0	0	96	2	1	0	0	1	4	104	95	7	0	0	0	0	0	102
14:15	0	0	0	0	0	0	0	0	116	9	0	0	0	0	0	125	85	5	0	0	0	0	2	92
14:30	1	0	0	0	0	0	0	1	80	5	0	0	0	0	1	86	57	6	0	0	0	1	1	65
14:45	0	0	0	0	0	0	0	0	63	5	0	0	0	1	0	69	72	6	0	0	0	1	0	79
15:00	1	0	0	0	0	0	0	1	68	7	2	0	0	0	0	77	83	4	0	0	0	3	0	90
15:15	1	0	0	0	0	0	0	1	51	4	0	0	0	4	0	59	53	6	1	0	0	1	2	63
15:30	0	0	0	0	0	0	0	0	54	4	2	0	0	0	0	60	56	11	0	0	0	0	0	67
15:45	0	0	0	0	0	0	0	0	57	3	0	0	1	0	1	62	53	6	0	0	0	1	1	61
16:00	1	0	0	0	0	0	0	1	69	9	1	0	0	0	0	79	62	5	0	0	0	0	0	67
16:15	0	0	0	0	0	0	0	0	55	8	0	0	2	0	2	67	66	8	0	0	0	1	5	80
16:30	2	0	0	0	0	0	0	2	57	2	0	0	2	0	0	61	49	2	0	0	0	0	0	51
16:45	0	0	0	0	0	0	0	0	53	4	0	0	0	0	2	59	73	6	0	0	0	0	3	82
17:00	0	0	0	0	0	0	0	0	59	6	0	0	0	0	0	65	56	2	0	0	0	0	0	58
17:15	1	0	0	0	0	0	0	1	46	4	2	0	1	2	0	55	52	1	0	0	0	0	2	55
17:30	0	0	0	0	0	0	0	0	48	4	0	0	0	0	0	52	48	4	0	0	0	0	1	53
17:45	1	0	0	0	0	0	0	1	50	6	0	0	1	0	1	58	59	5	1	0	0	1	0	66
18:00	0	0	0	0	0	0	0	0	52	5	0	0	1	0	0	58	64	7	0	0	0	1	0	72
18:15	0	0	0	0	0	0	0	0	52	2	0	0	0	0	0	54	53	4	0	0	0	1	0	58
18:30	0	0	0	0	0	0	0	0	57	3	0	0	0	0	0	60	53	6	0	0	0	1	0	60
18:45	1	0	0	0	0	0	0	1	44	2	0	0	0	0	0	46	51	2	0	0	0	1	0	54
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	0	0	0	0	0	0	0	0	405	23	2	0	0	3	7	440	298	23	2	0	0	5	4	332
13:15	0	0	0	0	0	0	0	0	408	17	3	0	0	4	9	441	314	23	2	0	0	3	4	346
13:30	0	0	0	0	0	0	0	0	422	22	2	0	0	1	7	454	323	16	2	0	0	2	5	348
13:45	1	0	0	0	0	0	0	1	406	22	1	0	0	1	7	437	302	21	0	0	0	2	4	329
14:00	1	0	0	0	0	0	0	1	355	21	1	0	0	2	5	384	309	24	0	0	0	2	3	338
14:15	2	0	0	0	0	0	0	2	327	26	2	0	0	1	1	357	297	21	0	0	0	5	3	326
14:30	3	0	0	0	0	0	0	3	262	21	2	0	0	5	1	291	265	22	1	0	0	6	3	297
14:45	2	0	0	0	0	0	0	2	236	20	4	0	0	5	0	265	264	27	1	0	0	5	2	299
15:00	2	0	0	0	0	0	0	2	230	18	4	0	1	4	1	258	245	27	1	0	0	5	3	281
15:15	2	0	0	0	0	0	0	2	231	20	3	0	1	4	1	260	224	28	1	0	0	2	3	258
15:30	1	0	0	0	0	0	0	1	235	24	3	0	3	0	3	268	237	30	0	0	0	2	6	275
15:45	3	0	0	0	0	0	0	3	238	22	1	0	5	0	3	269	230	21	0	0	0	2	6	259
16:00	3	0	0	0	0	0	0	3	234	23	1	0	4	0	4	266	250	21	0	0	0	1	8	280
16:15	2	0	0	0	0	0	0	2	224	20	0	0	4	0	4	252	244	18	0	0	0	1	8	271
16:30	3	0	0	0	0	0	0	3	215	16	2	0	3	2	2	240	230	11	0	0	0	0	5	246
16:45	1	0	0	0	0	0	0	1	206	18	2	0	1	2	2	231	229	13	0	0	0	0	6	248
17:00	2	0	0	0	0	0	0	2	203	20	2	0	2	2	1	230	215	12	1	0	0	1	3	232
17:15	2	0	0	0	0	0	0	2	196	19	2	0	3	2	1	223	223	17	1	0	0	2	3	246
17:30	1	0	0	0	0	0	0	1	202	17	0	0	2	0	1	222	224	20	1	0	0	3	1	249
17:45	1	0	0	0	0	0	0	1	211	16	0	0	2	0	1	230	229	22	1	0	0	4	0	256
18:00	1	0	0	0	0	0	0	1	205	12	0	0	1	0	0	218	221	19	0	0	0	4	0	244

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 3

Date of Survey: 06.04.2019
Junction Name: A247 Kingfield Road / A247 High Street / Vicarage Road
Junction Type: 3-arm Roundabout

Arm A: A247 Kingfield Road (N)
Arm B: A247 High Street (E)
Arm C: Vicarage Road (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
13:00	0	0	0	0	0	0	0	0	43	6	0	0	0	0	3	52	7	0	0	0	1	0	1	9
13:15	0	0	0	0	0	0	0	0	45	4	0	0	0	0	0	49	7	0	0	0	0	1	1	9
13:30	0	0	0	0	0	0	0	0	37	9	0	0	0	3	2	51	10	0	0	0	1	0	0	11
13:45	0	0	0	0	0	0	0	0	45	3	0	0	0	0	2	50	9	0	0	0	0	0	0	9
14:00	1	0	0	0	0	0	0	1	45	4	0	0	0	0	0	49	8	0	0	0	0	0	0	8
14:15	0	0	0	0	0	0	0	0	29	2	0	0	0	2	0	33	12	1	0	0	1	0	0	14
14:30	0	0	0	0	0	0	0	0	50	6	0	0	0	0	0	56	10	1	0	0	1	1	0	13
14:45	0	0	0	0	0	0	0	0	39	5	1	0	0	0	0	45	9	1	0	0	0	0	0	10
15:00	0	0	0	0	0	0	0	0	31	4	1	0	0	0	0	36	9	0	0	0	1	0	0	10
15:15	0	0	0	0	0	0	0	0	46	3	0	0	0	0	0	49	4	1	0	0	0	0	0	5
15:30	1	0	0	0	0	0	0	1	37	5	0	0	0	1	0	43	3	0	0	0	1	0	0	4
15:45	0	0	0	0	0	0	0	0	40	6	0	0	0	0	0	46	5	1	0	0	0	0	0	6
16:00	0	0	0	0	0	0	0	0	29	3	2	0	0	1	0	35	7	0	0	0	1	0	0	8
16:15	0	0	0	0	0	0	0	0	39	2	0	0	0	0	1	42	6	1	0	0	0	3	0	10
16:30	0	0	0	0	0	0	0	0	32	7	1	0	0	2	2	44	4	0	0	0	1	0	0	5
16:45	0	0	0	0	0	0	0	0	36	4	0	0	0	0	1	41	10	2	0	0	0	0	0	12
17:00	0	0	0	0	0	0	0	0	66	6	0	0	0	0	1	73	10	1	0	0	0	0	0	11
17:15	0	0	0	0	0	0	0	0	60	4	0	0	0	1	0	65	6	1	0	0	1	0	0	8
17:30	0	0	0	0	0	0	0	0	82	2	0	0	0	0	1	85	3	2	0	0	1	0	0	6
17:45	0	0	0	0	0	0	0	0	47	5	0	0	0	2	0	54	3	0	0	0	0	0	0	3
18:00	0	0	0	0	0	0	0	0	44	3	0	0	0	2	0	49	2	0	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0	55	3	0	0	0	1	0	59	2	0	0	0	1	0	0	3
18:30	0	0	0	0	0	0	0	0	58	3	0	0	0	0	0	61	7	0	0	0	0	0	0	7
18:45	0	0	0	0	0	0	0	0	44	2	0	0	0	0	0	46	1	0	0	0	1	0	0	2
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	0	0	0	0	0	0	0	0	170	22	0	0	0	3	7	202	33	0	0	0	2	1	2	38
13:15	1	0	0	0	0	0	0	1	172	20	0	0	0	3	4	199	34	0	0	0	1	1	1	37
13:30	1	0	0	0	0	0	0	1	156	18	0	0	0	5	4	183	39	1	0	0	2	0	0	42
13:45	1	0	0	0	0	0	0	1	169	15	0	0	0	2	2	188	39	2	0	0	2	1	0	44
14:00	1	0	0	0	0	0	0	1	163	17	1	0	0	2	0	183	39	3	0	0	2	1	0	45
14:15	0	0	0	0	0	0	0	0	149	17	2	0	0	2	0	170	40	3	0	0	3	1	0	47
14:30	0	0	0	0	0	0	0	0	166	18	2	0	0	0	0	186	32	3	0	0	2	1	0	38
14:45	1	0	0	0	0	0	0	1	153	17	2	0	0	1	0	173	25	2	0	0	2	0	0	29
15:00	1	0	0	0	0	0	0	1	154	18	1	0	0	1	0	174	21	2	0	0	2	0	0	25
15:15	1	0	0	0	0	0	0	1	152	17	2	0	0	2	0	173	19	2	0	0	2	0	0	23
15:30	1	0	0	0	0	0	0	1	145	16	2	0	0	2	1	166	21	2	0	0	2	3	0	28
15:45	0	0	0	0	0	0	0	0	140	18	3	0	0	3	3	167	22	2	0	0	2	3	0	29
16:00	0	0	0	0	0	0	0	0	136	16	3	0	0	3	4	162	27	3	0	0	2	3	0	35
16:15	0	0	0	0	0	0	0	0	173	19	1	0	0	2	5	200	30	4	0	0	1	3	0	38
16:30	0	0	0	0	0	0	0	0	194	21	1	0	0	3	4	223	30	4	0	0	2	0	0	36
16:45	0	0	0	0	0	0	0	0	244	16	0	0	0	1	3	264	29	6	0	0	2	0	0	37
17:00	0	0	0	0	0	0	0	0	255	17	0	0	0	3	2	277	22	4	0	0	2	0	0	28
17:15	0	0	0	0	0	0	0	0	233	14	0	0	0	5	1	253	14	3	0	0	2	0	0	19
17:30	0	0	0	0	0	0	0	0	228	13	0	0	0	5	1	247	10	2	0	0	2	0	0	14
17:45	0	0	0	0	0	0	0	0	204	14	0	0	0	5	0	223	14	0	0	0	1	0	0	15
18:00	0	0	0	0	0	0	0	0	201	11	0	0	0	3	0	215	12	0	0	0	2	0	0	14

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 3

Date of Survey: 06.04.2019
Junction Name: A247 Kingfield Road / A247 High Street / Vicarage Road
Junction Type: 3-arm Roundabout

	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**
13:00	105	5	0	0	0	0	0	110	100	8	0	0	1	0	3	112
13:15	108	6	1	0	1	1	1	118	112	4	1	0	0	4	3	124
13:30	90	6	0	0	2	2	0	100	106	6	1	0	1	0	1	115
13:45	116	7	1	0	3	1	0	128	124	7	0	0	0	0	2	133
14:00	92	4	0	0	0	1	1	98	106	2	1	0	0	1	4	114
14:15	105	5	0	0	1	1	1	113	128	10	0	0	1	0	0	139
14:30	90	7	0	0	2	0	1	100	91	6	0	0	1	1	1	100
14:45	91	10	1	0	1	0	1	104	73	6	0	0	0	1	0	80
15:00	99	4	0	0	0	0	0	103	77	7	2	0	1	0	0	87
15:15	89	8	0	0	1	1	0	99	55	5	0	0	0	4	0	64
15:30	78	2	0	0	1	1	0	82	58	4	2	0	1	0	0	65
15:45	82	8	1	0	0	0	0	91	62	4	0	0	1	0	1	68
16:00	95	3	0	0	0	2	0	100	78	9	1	0	1	0	0	89
16:15	92	4	0	0	1	0	0	97	62	9	0	0	2	3	2	78
16:30	89	7	0	0	1	1	0	98	61	2	0	0	3	0	0	66
16:45	89	5	0	0	0	2	0	96	65	6	0	0	0	0	2	73
17:00	151	5	0	0	0	1	0	157	70	7	0	0	0	0	0	77
17:15	132	3	0	0	1	2	1	139	53	5	2	0	2	2	0	64
17:30	124	8	0	0	1	2	0	135	51	6	0	0	1	0	0	58
17:45	92	4	0	0	0	1	0	97	54	6	0	0	1	0	1	62
18:00	85	4	0	0	0	1	0	90	55	5	0	0	1	0	0	61
18:15	77	7	0	0	1	2	0	87	54	2	0	0	1	0	0	57
18:30	90	10	0	0	1	1	1	103	66	3	0	0	0	0	0	69
18:45	70	3	2	0	0	0	0	75	45	2	1	0	1	0	0	49
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	419	24	2	0	6	4	1	456	442	25	2	0	2	4	9	484
13:15	406	23	2	0	6	5	2	444	448	19	3	0	1	5	10	486
13:30	403	22	1	0	6	5	2	439	464	25	2	0	2	1	7	501
13:45	403	23	1	0	6	3	3	439	449	25	1	0	2	2	7	486
14:00	378	26	1	0	4	2	4	415	398	24	1	0	2	3	5	433
14:15	385	26	1	0	4	1	3	420	369	29	2	0	3	2	1	406
14:30	369	29	1	0	4	1	2	406	296	24	2	0	2	6	1	331
14:45	357	24	1	0	3	2	1	388	263	22	4	0	2	5	0	296
15:00	348	22	1	0	2	2	0	375	252	20	4	0	3	4	1	284
15:15	344	21	1	0	2	4	0	372	253	22	3	0	3	4	1	286
15:30	347	17	1	0	2	3	0	370	260	26	3	0	5	3	3	300
15:45	358	22	1	0	2	3	0	386	263	24	1	0	7	3	3	301
16:00	365	19	0	0	2	5	0	391	266	26	1	0	6	3	4	306
16:15	421	21	0	0	2	4	0	448	258	24	0	0	5	3	4	294
16:30	461	20	0	0	2	6	1	490	249	20	2	0	5	2	2	280
16:45	496	21	0	0	2	7	1	527	239	24	2	0	3	2	2	272
17:00	499	20	0	0	2	6	1	528	228	24	2	0	4	2	1	261
17:15	433	19	0	0	2	6	1	461	213	22	2	0	5	2	1	245
17:30	378	23	0	0	2	6	0	409	214	19	0	0	4	0	1	238
17:45	344	25	0	0	2	5	1	377	229	16	0	0	3	0	1	249
18:00	322	24	2	0	2	4	1	355	220	12	1	0	3	0	0	236

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 3

Date of Survey: 06.04.2019
Junction Name: A247 Kingfield Road / A247 High Street / Vicarage Road
Junction Type: 3-arm Roundabout

	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**
13:00	172	15	0	0	0	2	2	191	135	11	0	0	0	0	3	149
13:15	178	16	1	0	0	4	3	202	130	10	1	0	0	1	1	143
13:30	174	6	3	0	0	1	3	187	117	13	0	0	1	5	2	138
13:45	179	9	0	0	0	1	3	192	141	9	1	0	3	1	2	157
14:00	191	9	1	0	0	1	4	206	126	8	0	0	0	1	1	136
14:15	201	14	0	0	0	0	2	217	112	7	0	0	0	3	1	123
14:30	138	11	0	0	0	1	2	152	125	12	0	0	1	0	1	139
14:45	135	11	0	0	0	2	0	148	119	15	2	0	1	0	1	138
15:00	152	11	2	0	0	3	0	168	117	8	1	0	0	0	0	126
15:15	105	10	1	0	0	5	2	123	123	8	0	0	0	1	0	132
15:30	110	15	2	0	0	0	0	127	102	7	0	0	0	2	0	111
15:45	110	9	0	0	1	1	2	123	103	12	1	0	0	0	0	116
16:00	132	14	1	0	0	0	0	147	117	6	2	0	0	2	0	127
16:15	121	16	0	0	2	1	7	147	112	6	0	0	0	0	1	119
16:30	108	4	0	0	2	0	0	114	102	14	1	0	0	3	2	122
16:45	126	10	0	0	0	0	5	141	109	9	0	0	0	2	1	121
17:00	115	8	0	0	0	0	0	123	198	10	0	0	0	1	1	210
17:15	99	5	2	0	1	2	2	111	175	7	0	0	0	3	1	186
17:30	96	8	0	0	0	0	1	105	188	8	0	0	0	2	1	199
17:45	110	11	1	0	1	1	1	125	119	9	0	0	0	3	0	131
18:00	116	12	0	0	1	1	0	130	112	7	0	0	0	3	0	122
18:15	105	6	0	0	0	1	0	112	119	9	0	0	0	3	0	131
18:30	110	9	0	0	0	1	0	120	129	12	0	0	0	1	1	143
18:45	96	4	0	0	0	1	0	101	98	5	1	0	0	0	0	104
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	703	46	4	0	0	8	11	772	523	43	2	0	4	7	8	587
13:15	722	40	5	0	0	7	13	787	514	40	2	0	4	8	6	574
13:30	745	38	4	0	0	3	12	802	496	37	1	0	4	10	6	554
13:45	709	43	1	0	0	3	11	767	504	36	1	0	4	5	5	555
14:00	665	45	1	0	0	4	8	723	482	42	2	0	2	4	4	536
14:15	626	47	2	0	0	6	4	685	473	42	3	0	2	3	3	526
14:30	530	43	3	0	0	11	4	591	484	43	3	0	2	1	2	535
14:45	502	47	5	0	0	10	2	566	461	38	3	0	1	3	1	507
15:00	477	45	5	0	1	9	4	541	445	35	2	0	0	3	0	485
15:15	457	48	4	0	1	6	4	520	445	33	3	0	0	5	0	486
15:30	473	54	3	0	3	2	9	544	434	31	3	0	0	4	1	473
15:45	471	43	1	0	5	2	9	531	434	38	4	0	0	5	3	484
16:00	487	44	1	0	4	1	12	549	440	35	3	0	0	7	4	489
16:15	470	38	0	0	4	1	12	525	521	39	1	0	0	6	5	572
16:30	448	27	2	0	3	2	7	489	584	40	1	0	0	9	5	639
16:45	436	31	2	0	1	2	8	480	670	34	0	0	0	8	4	716
17:00	420	32	3	0	2	3	4	464	680	34	0	0	0	9	3	726
17:15	421	36	3	0	3	4	4	471	594	31	0	0	0	11	2	638
17:30	427	37	1	0	2	3	2	472	538	33	0	0	0	11	1	583
17:45	441	38	1	0	2	4	1	487	479	37	0	0	0	10	1	527
18:00	427	31	0	0	1	4	0	463	458	33	1	0	0	7	1	500

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 3

Date of Survey: 06.04.2019
Junction Name: A247 Kingfield Road / A247 High Street / Vicarage Road
Junction Type: 3-arm Roundabout

	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**
13:00	50	6	0	0	1	0	4	61	92	7	0	0	0	2	0	101
13:15	52	4	0	0	0	1	1	58	96	12	0	0	1	1	1	111
13:30	47	9	0	0	1	3	2	62	88	2	2	0	1	1	2	96
13:45	54	3	0	0	0	0	2	59	84	3	0	0	0	1	1	89
14:00	54	4	0	0	0	0	0	58	105	7	0	0	0	0	0	112
14:15	41	3	0	0	1	2	0	47	107	5	0	0	1	0	2	115
14:30	60	7	0	0	1	1	0	69	72	7	0	0	1	1	1	82
14:45	48	6	1	0	0	0	0	55	82	6	0	0	0	1	0	89
15:00	40	4	1	0	1	0	0	46	97	4	0	0	0	3	0	104
15:15	50	4	0	0	0	0	0	54	66	9	1	0	1	1	2	80
15:30	41	5	0	0	1	1	0	48	69	11	0	0	1	0	0	81
15:45	45	7	0	0	0	0	0	52	72	8	0	0	0	1	1	82
16:00	36	3	2	0	1	1	0	43	68	5	0	0	0	1	0	74
16:15	45	3	0	0	0	3	1	52	84	8	0	0	1	1	5	99
16:30	36	7	1	0	1	2	2	49	70	2	0	0	1	0	0	73
16:45	46	6	0	0	0	0	1	53	87	6	0	0	0	0	3	96
17:00	76	7	0	0	0	0	1	84	74	3	0	0	0	0	0	77
17:15	66	5	0	0	1	1	0	73	69	1	0	0	1	0	2	73
17:30	85	4	0	0	1	0	1	91	66	6	0	0	1	0	1	74
17:45	50	5	0	0	0	2	0	57	79	5	1	0	0	1	0	86
18:00	46	3	0	0	0	2	0	51	80	7	0	0	0	1	0	88
18:15	57	3	0	0	1	1	0	62	66	5	0	0	1	1	0	73
18:30	65	3	0	0	0	0	0	68	70	7	0	0	1	1	0	79
18:45	45	2	0	0	1	0	0	48	68	2	0	0	0	1	0	71
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	203	22	0	0	2	4	9	240	360	24	2	0	2	5	4	397
13:15	207	20	0	0	1	4	5	237	373	24	2	0	2	3	4	408
13:30	196	19	0	0	2	5	4	226	384	17	2	0	2	2	5	412
13:45	209	17	0	0	2	3	2	233	368	22	0	0	2	2	4	398
14:00	203	20	1	0	2	3	0	229	366	25	0	0	2	2	3	398
14:15	189	20	2	0	3	3	0	217	358	22	0	0	2	5	3	390
14:30	198	21	2	0	2	1	0	224	317	26	1	0	2	6	3	355
14:45	179	19	2	0	2	1	0	203	314	30	1	0	2	5	2	354
15:00	176	20	1	0	2	1	0	200	304	32	1	0	2	5	3	347
15:15	172	19	2	0	2	2	0	197	275	33	1	0	2	3	3	317
15:30	167	18	2	0	2	5	1	195	293	32	0	0	2	3	6	336
15:45	162	20	3	0	2	6	3	196	294	23	0	0	2	3	6	328
16:00	163	19	3	0	2	6	4	197	309	21	0	0	2	2	8	342
16:15	203	23	1	0	1	5	5	238	315	19	0	0	2	1	8	345
16:30	224	25	1	0	2	3	4	259	300	12	0	0	2	0	5	319
16:45	273	22	0	0	2	1	3	301	296	16	0	0	2	0	6	320
17:00	277	21	0	0	2	3	2	305	288	15	1	0	2	1	3	310
17:15	247	17	0	0	2	5	1	272	294	19	1	0	2	2	3	321
17:30	238	15	0	0	2	5	1	261	291	23	1	0	2	3	1	321
17:45	218	14	0	0	1	5	0	238	295	24	1	0	2	4	0	326
18:00	213	11	0	0	2	3	0	229	284	21	0	0	2	4	0	311

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 3

Date of Survey: 06.04.2019
Junction Name: A247 Kingfield Road / A247 High Street / Vicarage Road
Junction Type: 3-arm Roundabout

	Total Junction Flow							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
13:00	327	26	0	0	1	2	6	362
13:15	338	26	2	0	1	6	5	378
13:30	311	21	3	0	3	6	5	349
13:45	349	19	1	0	3	2	5	379
14:00	337	17	1	0	0	2	5	362
14:15	347	22	0	0	2	3	3	377
14:30	288	25	0	0	3	2	3	321
14:45	274	27	2	0	1	2	1	307
15:00	291	19	3	0	1	3	0	317
15:15	244	22	1	0	1	6	2	276
15:30	229	22	2	0	2	2	0	257
15:45	237	24	1	0	1	1	2	266
16:00	263	20	3	0	1	3	0	290
16:15	258	23	0	0	3	4	8	296
16:30	233	18	1	0	4	3	2	261
16:45	261	21	0	0	0	2	6	290
17:00	342	20	0	0	0	1	1	364
17:15	297	13	2	0	3	5	3	323
17:30	305	20	0	0	2	2	2	331
17:45	252	20	1	0	1	4	1	279
18:00	247	19	0	0	1	4	0	271
18:15	239	16	0	0	2	4	0	261
18:30	265	22	0	0	1	2	1	291
18:45	211	9	2	0	1	1	0	224
Start Time	**Rolling Hour**							**Total**
13:00	1325	92	6	0	8	16	21	1468
13:15	1335	83	7	0	7	16	20	1468
13:30	1344	79	5	0	8	13	18	1467
13:45	1321	83	2	0	8	9	16	1439
14:00	1246	91	3	0	6	9	12	1367
14:15	1200	93	5	0	7	10	7	1322
14:30	1097	93	6	0	6	13	6	1221
14:45	1038	90	8	0	5	13	3	1157
15:00	1001	87	7	0	5	12	4	1116
15:15	973	88	7	0	5	12	4	1089
15:30	987	89	6	0	7	10	10	1109
15:45	991	85	5	0	9	11	12	1113
16:00	1015	82	4	0	8	12	16	1137
16:15	1094	82	1	0	7	10	17	1211
16:30	1133	72	3	0	7	11	12	1238
16:45	1205	74	2	0	5	10	12	1308
17:00	1196	73	3	0	6	12	7	1297
17:15	1101	72	3	0	7	15	6	1204
17:30	1043	75	1	0	6	14	3	1142
17:45	1003	77	1	0	5	14	2	1102
18:00	962	66	2	0	5	11	1	1047

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 3

Date of Survey: 06.04.2019
Junction Name: A247 Kingfield Road / A247 High Street / Vicarage Road
Junction Type: 3-arm Roundabout

Arm A: A247 Kingfield Road (N) **Arm B:** A247 High Street (E) **Arm C:** Vicarage Road (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**
13:00	0	13	97	0	101	87	0	50	10
13:15	3	23	94	0	110	89	0	49	8
13:30	1	14	87	0	103	84	0	48	13
13:45	2	19	112	0	120	69	0	48	9
14:00	2	9	86	0	101	102	1	49	8
14:15	0	25	89	0	125	90	0	32	16
14:30	1	19	83	1	85	64	0	56	14
14:45	1	10	95	0	68	78	0	46	10
15:00	0	14	89	1	79	88	0	37	12
15:15	0	19	81	1	57	62	0	49	5
15:30	1	15	67	0	62	67	1	42	6
15:45	0	21	71	0	63	60	0	46	6
16:00	2	6	90	1	80	67	0	36	10
16:15	1	21	77	0	68	75	0	41	8
16:30	0	24	75	2	64	51	0	42	7
16:45	2	14	79	0	57	80	0	40	12
17:00	1	19	136	0	65	58	0	72	11
17:15	1	20	118	1	57	53	0	64	10
17:30	0	23	113	0	52	52	0	84	8
17:45	1	20	75	1	59	66	0	53	3
18:00	1	16	72	0	60	71	0	48	2
18:15	0	17	71	0	54	57	0	58	5
18:30	2	21	81	0	60	59	0	61	7
18:45	2	17	58	1	46	53	0	46	4
Start Time	**Rolling Hour**								
13:00	6	68	390	0	434	328	0	195	39
13:15	8	64	378	0	434	343	1	194	37
13:30	5	66	373	0	450	345	1	177	45
13:45	5	71	369	1	432	325	1	185	46
14:00	4	62	352	1	380	334	1	183	47
14:15	2	67	355	2	357	321	0	171	51
14:30	2	61	348	3	289	292	0	188	40
14:45	2	57	332	2	266	295	1	174	32
15:00	1	68	309	2	260	277	1	174	28
15:15	3	60	310	2	261	255	1	174	26
15:30	4	62	306	1	273	269	1	166	29
15:45	3	71	314	3	275	253	0	166	30
16:00	5	64	322	3	270	273	0	160	36
16:15	4	77	368	2	255	264	0	196	38
16:30	4	76	409	3	244	242	0	219	39
16:45	4	75	446	1	232	243	0	261	40
17:00	3	81	443	2	233	230	0	274	31
17:15	3	78	379	2	227	243	0	249	22
17:30	2	75	331	1	224	247	0	243	17
17:45	4	73	299	1	232	255	0	220	17
18:00	5	70	282	1	220	242	0	213	17

Intelligent Data Collection Limited
Woking, Surrey

Client: Vectos
Project Number: ID04567
Junction Number: Site 3
Date of Survey: 18.05.2019
Junction Name: A247 Kingfield Road / A247 High Street / Vicarage Road
Junction Type: 3-arm Roundabout

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	30.05.2019			
Prepared by	Conor Lenehan			
Signature				
Checked by	David Brown			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04567			
File Ref	ID04567 Woking, Surrey - MCC Site 3 - 18.05.2019			

Issue Sheet

Issued to	Date			
	31.05.2019			
Taylor Davis	E-mail			

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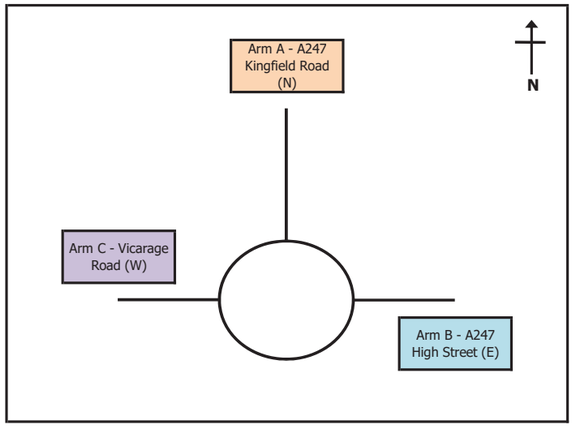
Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 3

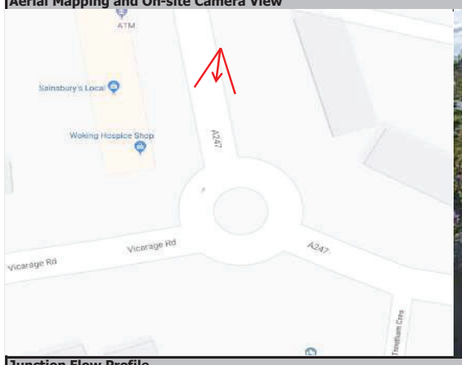
Date of Survey: 18.05.2019
Junction Name: A247 Kingfield Road / A247 High Street / Vicarage Road
Junction Type: 3-arm Roundabout

X Coordinate	Y Coordinate	Google Maps Link	
51.303272831976365	-0.5515209153813885	Click Here	
Weather Conditions			
Cloudy			

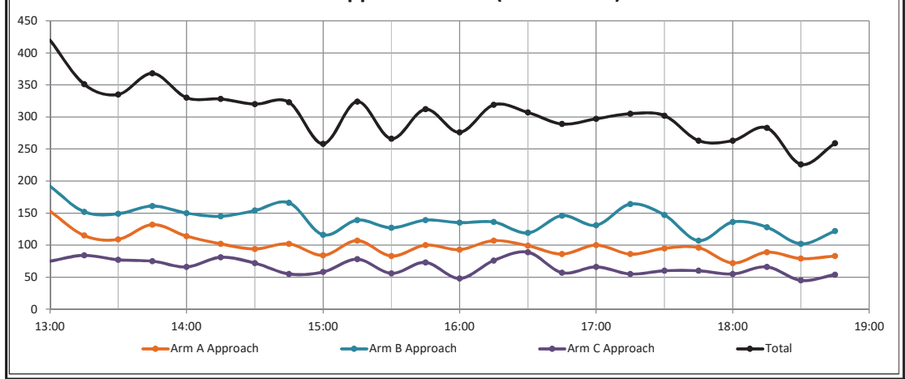
Junction Layout



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):

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 3

Date of Survey: 18.05.2019
Junction Name: A247 Kingfield Road / A247 High Street / Vicarage Road
Junction Type: 3-arm Roundabout

Arm A: A247 Kingfield Road (N)
Arm B: A247 High Street (E)
Arm C: Vicarage Road (W)

	A to B								A to C								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
13:00	131	7	1	0	0	0	0	140	11	1	0	0	0	0	1	12	1	0	0	0	0	0	0	1
13:15	90	7	0	0	0	0	0	98	15	0	0	0	0	0	1	17	0	0	0	0	0	0	1	1
13:30	82	8	0	0	0	0	0	92	16	0	0	0	0	2	0	18	0	0	0	0	0	0	0	0
13:45	108	5	1	0	0	0	2	116	11	4	0	0	0	0	0	15	1	0	0	0	0	0	0	1
14:00	89	8	0	0	0	0	0	101	12	1	0	0	0	3	1	17	0	0	0	0	0	0	0	0
14:15	81	8	0	0	0	0	0	89	9	2	0	0	0	0	0	11	0	0	0	0	0	0	1	1
14:30	73	5	0	0	0	0	1	79	14	0	0	0	0	0	1	15	0	0	0	0	0	0	1	1
14:45	77	5	1	0	0	0	1	85	15	1	0	0	0	1	1	18	0	0	0	0	0	0	0	0
15:00	71	4	0	0	0	0	1	77	5	1	0	0	0	1	0	7	0	0	0	0	0	0	0	0
15:15	82	10	0	0	0	0	0	94	12	0	0	0	0	1	1	14	1	0	0	0	0	0	1	2
15:30	64	4	0	0	0	0	2	70	11	0	0	0	0	1	0	12	0	0	0	0	0	0	0	0
15:45	85	3	0	0	0	0	0	90	9	1	0	0	0	1	0	11	0	0	0	0	0	0	0	0
16:00	74	6	0	0	0	0	0	80	11	1	0	0	0	1	0	13	0	0	0	0	0	0	0	0
16:15	88	7	0	0	0	0	1	96	9	0	0	0	0	1	0	10	0	0	0	0	0	0	0	0
16:30	75	4	0	0	0	0	2	81	14	1	0	0	0	0	0	15	0	0	0	0	0	0	1	1
16:45	68	5	0	0	0	0	1	75	10	1	0	0	0	1	0	12	0	0	0	0	0	0	0	0
17:00	80	7	0	0	0	0	1	88	12	0	0	0	0	1	0	13	0	0	0	0	0	0	0	0
17:15	69	1	0	0	0	0	0	70	15	0	0	0	0	0	0	15	1	0	0	0	0	0	1	2
17:30	76	3	1	0	0	0	0	80	12	2	0	0	0	0	0	14	0	0	0	0	0	0	1	1
17:45	76	6	0	0	0	0	1	83	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0
18:00	55	0	0	0	0	0	1	56	16	0	0	0	0	0	0	16	0	0	0	0	0	0	1	1
18:15	70	4	0	0	0	0	1	75	13	0	0	0	0	0	0	13	0	0	0	0	0	0	1	1
18:30	63	4	0	0	0	0	0	67	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
18:45	51	6	0	0	0	0	2	59	19	2	0	0	0	0	0	21	0	0	0	0	0	0	0	0
Start Time	**Total**			**Rolling Hour**					**Total**			**Rolling Hour**					**Total**			**Rolling Hour**				
13:00	411	27	2	0	0	0	1	446	53	5	0	0	0	0	4	62	2	0	0	0	0	0	1	3
13:15	369	28	1	0	0	0	4	407	54	5	0	0	0	0	4	63	1	0	0	0	0	0	1	2
13:30	360	29	1	0	0	0	3	398	48	7	0	0	0	0	3	58	0	0	0	0	0	0	1	1
13:45	351	26	1	0	0	0	4	385	46	7	0	0	0	0	2	55	0	0	0	0	0	0	1	1
14:00	320	26	1	0	0	0	3	354	50	4	0	0	0	0	2	56	0	0	0	0	0	0	1	1
14:15	302	22	2	0	0	0	2	330	43	4	0	0	0	0	3	50	0	0	0	0	0	0	1	1
14:30	303	24	2	0	0	0	2	335	46	2	0	0	0	0	2	50	0	0	0	0	0	0	1	1
14:45	294	23	2	0	0	0	2	326	43	2	0	0	0	0	3	48	0	0	0	0	0	0	1	1
15:00	302	21	1	0	0	0	2	331	37	1	0	0	0	0	3	41	0	0	0	0	0	0	1	1
15:15	305	23	0	0	0	0	2	334	43	1	0	0	0	0	3	47	0	0	0	0	0	0	1	1
15:30	311	20	0	0	0	0	3	336	40	1	0	0	0	0	4	45	0	0	0	0	0	0	1	1
15:45	322	20	0	0	0	0	3	347	43	2	0	0	0	0	4	49	0	0	0	0	0	0	2	2
16:00	305	22	0	0	0	0	3	332	44	3	0	0	0	0	3	50	0	0	0	0	0	0	2	2
16:15	311	23	0	0	0	0	2	340	45	2	0	0	0	0	2	49	0	0	0	0	0	0	2	2
16:30	292	17	0	0	0	0	3	314	51	2	0	0	0	0	1	54	0	0	0	0	0	0	2	2
16:45	293	16	1	0	0	0	1	313	49	3	0	0	0	0	2	54	0	0	0	0	0	0	2	2
17:00	301	17	1	0	0	0	1	321	51	3	0	0	0	0	2	56	0	0	0	0	0	0	2	2
17:15	276	10	1	0	0	0	2	289	55	3	0	0	0	0	2	60	0	0	0	0	0	0	2	2
17:30	277	13	1	0	0	0	3	294	53	3	0	0	0	0	2	58	0	0	0	0	0	0	2	2
17:45	264	14	0	0	0	0	3	281	51	1	0	0	0	0	2	54	0	0	0	0	0	0	2	2
18:00	239	14	0	0	0	0	2	257	58	2	0	0	0	0	2	62	0	0	0	0	0	0	2	2

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 3

Date of Survey: 18.05.2019
Junction Name: A247 Kingfield Road / A247 High Street / Vicarage Road
Junction Type: 3-arm Roundabout

Arm A: A247 Kingfield Road (N)
Arm B: A247 High Street (E)
Arm C: Vicarage Road (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
13:00	1	0	0	0	0	0	0	1	90	8	1	0	0	1	0	100	83	7	0	0	0	0	1	91
13:15	0	0	0	0	0	0	0	0	74	4	0	0	0	0	0	78	66	6	0	0	0	0	2	74
13:30	1	1	0	0	0	0	0	2	64	5	0	0	0	0	0	69	63	11	1	1	0	2	0	78
13:45	1	0	0	0	0	0	0	1	73	10	0	0	0	1	0	84	72	2	0	0	0	2	0	76
14:00	0	0	0	0	0	0	0	0	76	6	0	0	0	6	0	88	56	5	0	0	0	1	0	62
14:15	1	0	0	0	0	0	0	1	63	9	1	0	0	2	1	76	61	6	0	0	0	0	1	68
14:30	1	0	0	0	0	0	0	1	71	1	0	0	0	1	0	73	71	8	0	0	0	1	0	80
14:45	0	0	0	0	0	0	0	0	84	10	0	0	0	1	0	95	57	12	0	0	0	1	1	71
15:00	0	0	0	0	0	0	0	0	59	2	0	0	0	0	0	61	48	6	0	1	0	0	0	55
15:15	0	0	0	0	0	0	0	0	58	2	0	0	0	0	1	61	71	4	0	0	0	0	3	78
15:30	1	0	0	0	0	0	0	1	60	4	0	0	0	0	0	64	61	1	0	0	0	0	0	62
15:45	0	0	0	0	0	0	0	0	76	2	0	0	1	0	1	80	54	4	0	0	0	1	0	59
16:00	1	0	0	0	0	0	0	1	59	2	1	0	0	1	0	63	67	3	0	0	0	1	0	71
16:15	2	0	0	0	0	0	0	2	73	5	0	0	0	0	0	78	53	3	0	0	0	0	0	56
16:30	0	0	0	0	0	0	0	0	55	4	0	0	0	0	0	59	51	4	0	0	0	0	5	60
16:45	1	0	0	0	0	0	0	1	66	2	0	0	0	0	0	68	64	8	0	0	0	1	4	77
17:00	1	0	0	0	0	0	0	1	61	4	0	0	1	1	0	67	58	3	0	0	0	0	2	63
17:15	0	0	0	0	0	0	0	0	80	3	0	0	0	2	0	85	72	7	0	0	0	0	0	79
17:30	0	0	0	0	0	0	0	0	71	2	0	1	0	2	1	77	65	3	0	0	0	1	1	70
17:45	0	0	0	0	0	0	0	0	47	7	0	0	0	0	0	54	49	2	0	0	0	1	1	53
18:00	1	0	0	0	0	0	0	1	74	2	0	0	1	1	0	78	53	3	0	1	0	0	0	57
18:15	0	0	0	0	0	0	0	0	61	2	1	0	0	0	0	64	59	5	0	0	0	0	0	64
18:30	0	0	0	0	0	0	0	0	46	3	0	0	0	0	0	49	50	2	0	0	0	0	1	53
18:45	0	0	0	0	0	0	0	0	61	2	0	0	0	1	0	64	56	2	0	0	0	0	0	58
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	3	1	0	0	0	0	0	4	301	27	1	0	0	2	0	331	284	26	1	1	0	4	3	319
13:15	2	1	0	0	0	0	0	3	287	25	0	0	0	7	0	319	257	24	1	1	0	5	2	290
13:30	3	1	0	0	0	0	0	4	276	30	1	0	0	9	1	317	252	24	1	1	0	5	1	284
13:45	3	0	0	0	0	0	0	3	283	26	1	0	0	10	1	321	260	21	0	0	0	4	1	286
14:00	2	0	0	0	0	0	0	2	294	26	1	0	0	10	1	332	245	31	0	0	0	3	2	281
14:15	2	0	0	0	0	0	0	2	277	22	1	0	0	4	1	305	237	32	0	1	0	2	2	274
14:30	1	0	0	0	0	0	0	1	272	15	0	0	0	2	1	290	247	30	0	1	0	2	4	284
14:45	1	0	0	0	0	0	0	1	261	18	0	0	0	1	1	281	237	23	0	1	0	1	4	266
15:00	1	0	0	0	0	0	0	1	253	10	0	0	1	0	2	266	234	15	0	1	0	1	3	254
15:15	2	0	0	0	0	0	0	2	253	10	1	0	1	1	2	268	253	12	0	0	0	2	3	270
15:30	4	0	0	0	0	0	0	4	268	13	1	0	1	1	1	285	235	11	0	0	0	2	0	248
15:45	3	0	0	0	0	0	0	3	263	13	1	0	1	1	1	280	225	14	0	0	0	2	5	246
16:00	4	0	0	0	0	0	0	4	253	13	1	0	0	1	0	268	235	18	0	0	0	2	9	264
16:15	4	0	0	0	0	0	0	4	255	15	0	0	1	1	0	272	226	18	0	0	0	1	11	256
16:30	2	0	0	0	0	0	0	2	262	13	0	0	1	3	0	279	245	22	0	0	0	1	11	279
16:45	2	0	0	0	0	0	0	2	278	11	0	1	1	5	1	297	259	21	0	0	0	2	7	289
17:00	1	0	0	0	0	0	0	1	259	16	0	1	1	5	1	283	244	15	0	0	0	2	4	265
17:15	1	0	0	0	0	0	0	1	272	14	0	1	1	5	1	294	239	15	0	1	0	2	2	259
17:30	1	0	0	0	0	0	0	1	253	13	1	1	1	3	1	273	226	13	0	1	0	2	2	244
17:45	1	0	0	0	0	0	0	1	228	14	1	0	1	1	0	245	211	12	0	1	0	1	2	227
18:00	1	0	0	0	0	0	0	1	242	9	1	0	1	2	0	255	218	12	0	1	0	0	1	232

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 3

Date of Survey: 18.05.2019
Junction Name: A247 Kingfield Road / A247 High Street / Vicarage Road
Junction Type: 3-arm Roundabout

Arm A: A247 Kingfield Road (N)
Arm B: A247 High Street (E)
Arm C: Vicarage Road (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
13:00	0	0	0	0	0	0	0	0	61	5	0	0	0	0	2	68	5	1	0	0	1	0	0	7
13:15	0	0	0	0	0	0	0	0	63	9	0	0	0	0	1	73	11	0	0	0	0	0	0	11
13:30	1	0	0	0	0	0	0	1	63	4	0	0	0	0	0	67	8	0	0	0	1	0	0	9
13:45	0	0	0	0	0	0	0	0	64	3	1	0	0	0	0	68	7	0	0	0	0	0	0	7
14:00	0	0	0	0	0	0	0	0	49	3	0	0	0	1	4	57	7	1	0	0	1	0	0	9
14:15	0	0	0	0	0	0	0	0	61	6	0	0	0	0	1	68	11	1	0	0	0	0	1	13
14:30	0	0	0	0	0	0	0	0	56	8	0	0	0	0	0	64	5	2	0	0	1	0	0	8
14:45	0	0	0	0	0	0	0	0	44	3	0	0	0	2	0	49	6	0	0	0	0	0	0	6
15:00	0	0	0	0	0	0	0	0	47	8	0	0	0	0	0	55	2	0	0	0	1	0	0	3
15:15	0	0	0	0	0	0	0	0	66	5	0	0	0	1	2	74	4	0	0	0	0	0	0	4
15:30	0	0	0	0	0	0	0	0	43	4	0	0	0	1	2	50	5	0	0	0	1	0	0	6
15:45	0	0	0	0	0	0	0	0	60	6	0	0	0	0	0	66	6	1	0	0	0	0	0	7
16:00	0	0	0	0	0	0	0	0	39	2	0	0	0	0	0	41	7	0	0	0	0	0	0	7
16:15	0	0	0	0	0	0	0	0	58	5	0	0	0	1	2	66	6	1	0	0	1	0	2	10
16:30	1	0	0	0	0	0	0	1	70	5	0	0	0	4	2	81	6	0	0	0	1	0	0	7
16:45	0	0	0	0	0	0	0	0	44	5	0	0	0	1	0	50	5	1	0	0	0	0	1	7
17:00	0	0	0	0	0	0	0	0	53	7	0	0	0	0	0	60	5	1	0	0	0	0	0	6
17:15	0	0	0	0	0	0	0	0	48	1	0	0	0	1	0	50	4	0	0	0	1	0	0	5
17:30	0	0	0	0	0	0	0	0	54	4	0	0	0	0	0	58	1	0	0	0	1	0	0	2
17:45	0	0	0	0	0	0	0	0	54	2	0	0	0	1	0	57	2	1	0	0	0	0	0	3
18:00	1	0	0	0	0	0	0	1	47	1	0	0	0	1	0	49	5	0	0	0	0	0	0	5
18:15	1	0	0	0	0	0	0	1	52	2	1	0	0	0	0	55	10	0	0	0	0	0	0	10
18:30	0	0	0	0	0	0	0	0	39	3	0	0	0	0	0	42	3	0	0	0	0	0	0	3
18:45	2	0	0	0	0	0	0	2	46	1	0	0	0	1	0	48	3	0	0	0	1	0	0	4
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	1	0	0	0	0	0	0	1	251	21	1	0	0	0	3	276	31	1	0	0	2	0	0	34
13:15	1	0	0	0	0	0	0	1	239	19	1	0	0	1	5	265	33	1	0	0	2	0	0	36
13:30	1	0	0	0	0	0	0	1	237	16	1	0	0	1	5	260	33	2	0	0	2	0	1	38
13:45	0	0	0	0	0	0	0	0	230	20	1	0	0	1	5	257	30	4	0	0	2	0	1	37
14:00	0	0	0	0	0	0	0	0	210	20	0	0	0	3	5	238	29	4	0	0	2	0	1	36
14:15	0	0	0	0	0	0	0	0	208	25	0	0	0	2	1	236	24	3	0	0	2	0	1	30
14:30	0	0	0	0	0	0	0	0	213	24	0	0	0	3	2	242	17	2	0	0	2	0	0	21
14:45	0	0	0	0	0	0	0	0	200	20	0	0	0	4	4	228	17	0	0	0	2	0	0	19
15:00	0	0	0	0	0	0	0	0	216	23	0	0	0	2	4	245	17	1	0	0	2	0	0	20
15:15	0	0	0	0	0	0	0	0	208	17	0	0	0	2	4	231	22	1	0	0	1	0	0	24
15:30	0	0	0	0	0	0	0	0	200	17	0	0	0	2	4	223	24	2	0	0	2	0	2	30
15:45	1	0	0	0	0	0	0	1	227	18	0	0	0	5	4	254	25	2	0	0	2	0	2	31
16:00	1	0	0	0	0	0	0	1	211	17	0	0	0	6	4	238	24	2	0	0	2	0	3	31
16:15	1	0	0	0	0	0	0	1	225	22	0	0	0	6	4	257	22	3	0	0	2	0	3	30
16:30	1	0	0	0	0	0	0	1	215	18	0	0	0	6	2	241	20	2	0	0	2	0	1	25
16:45	0	0	0	0	0	0	0	0	199	17	0	0	0	2	0	218	15	2	0	0	2	0	1	20
17:00	0	0	0	0	0	0	0	0	209	14	0	0	0	2	0	225	12	2	0	0	2	0	0	16
17:15	1	0	0	0	0	0	0	1	203	8	0	0	0	3	0	214	12	1	0	0	2	0	0	15
17:30	2	0	0	0	0	0	0	2	207	9	1	0	0	2	0	219	18	1	0	0	1	0	0	20
17:45	2	0	0	0	0	0	0	2	192	8	1	0	0	2	0	203	20	1	0	0	0	0	0	21
18:00	4	0	0	0	0	0	0	4	184	7	1	0	0	2	0	194	21	0	0	0	1	0	0	22

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 3

Date of Survey: 18.05.2019
Junction Name: A247 Kingfield Road / A247 High Street / Vicarage Road
Junction Type: 3-arm Roundabout

	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**
13:00	143	8	1	0	0	0	1	153	96	9	1	0	1	1	0	108
13:15	105	7	0	0	1	0	2	115	85	4	0	0	0	0	0	89
13:30	98	8	0	0	1	2	0	109	72	5	0	0	1	0	0	78
13:45	120	9	1	0	0	0	2	132	81	10	0	0	0	1	0	92
14:00	101	9	0	0	0	3	1	114	83	7	0	0	1	6	0	97
14:15	91	10	0	0	1	0	0	102	75	10	1	0	0	2	2	90
14:30	87	5	0	0	1	0	1	94	76	3	0	0	1	1	0	81
14:45	93	6	1	0	0	1	1	102	91	10	0	0	0	1	0	102
15:00	77	5	1	0	0	1	0	84	62	2	0	0	1	0	0	65
15:15	94	10	0	0	1	2	0	107	62	2	0	0	0	0	1	65
15:30	76	4	0	0	1	2	0	83	66	4	0	0	1	0	0	71
15:45	95	3	0	0	0	1	1	100	83	3	0	0	1	0	1	88
16:00	86	7	0	0	0	0	0	93	67	2	1	0	0	1	0	71
16:15	98	7	0	0	1	1	0	107	80	6	0	0	1	0	2	89
16:30	90	5	0	0	1	1	2	99	62	4	0	0	1	0	0	67
16:45	78	6	0	0	0	1	1	86	71	3	0	0	0	0	1	75
17:00	92	7	0	0	0	1	0	100	66	5	0	0	1	1	0	73
17:15	84	1	0	0	1	0	0	86	84	3	0	0	1	2	0	90
17:30	88	5	1	0	1	0	0	95	72	2	0	1	1	2	1	79
17:45	88	7	0	0	0	0	1	96	49	8	0	0	0	0	0	57
18:00	71	0	0	0	0	0	1	72	79	2	0	0	1	1	0	83
18:15	83	4	0	0	1	0	1	89	71	2	1	0	0	0	0	74
18:30	74	4	0	0	1	0	0	79	50	3	0	0	0	0	0	53
18:45	73	8	0	0	0	2	0	83	67	2	0	0	1	1	0	71
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	466	32	2	0	2	2	5	509	334	28	1	0	2	2	0	367
13:15	424	33	1	0	2	5	5	470	321	26	0	0	2	7	0	356
13:30	410	36	1	0	2	5	3	457	311	32	1	0	2	9	2	357
13:45	399	33	1	0	2	3	4	442	315	30	1	0	2	10	2	360
14:00	372	30	1	0	2	4	3	412	325	30	1	0	2	10	2	370
14:15	348	26	2	0	2	2	2	382	304	25	1	0	2	4	2	338
14:30	351	26	2	0	2	4	2	387	291	17	0	0	2	2	1	313
14:45	340	25	2	0	2	6	1	376	281	18	0	0	2	1	1	303
15:00	342	22	1	0	2	6	1	374	273	11	0	0	3	0	2	289
15:15	351	24	0	0	2	5	1	383	278	11	1	0	2	1	2	295
15:30	355	21	0	0	2	4	1	383	296	15	1	0	3	1	3	319
15:45	369	22	0	0	2	3	3	399	292	15	1	0	3	1	3	315
16:00	352	25	0	0	2	3	3	385	280	15	1	0	2	1	3	302
16:15	358	25	0	0	2	4	3	392	279	18	0	0	3	1	3	304
16:30	344	19	0	0	2	3	3	371	283	15	0	0	3	3	1	305
16:45	342	19	1	0	2	2	1	367	293	13	0	1	3	5	2	317
17:00	352	20	1	0	2	1	1	377	271	18	0	1	3	5	1	299
17:15	331	13	1	0	2	0	2	349	284	15	0	1	3	5	1	309
17:30	330	16	1	0	2	0	3	352	271	14	1	1	2	3	1	293
17:45	316	15	0	0	2	0	3	336	249	15	1	0	1	1	0	267
18:00	301	16	0	0	2	2	2	323	267	9	1	0	2	2	0	281

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 3

Date of Survey: 18.05.2019
Junction Name: A247 Kingfield Road / A247 High Street / Vicarage Road
Junction Type: 3-arm Roundabout

	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**
13:00	174	15	1	0	0	1	1	192	193	12	1	0	0	0	3	209
13:15	140	10	0	0	0	0	2	152	153	16	0	0	0	0	2	171
13:30	128	17	1	1	0	2	0	149	146	13	0	0	0	2	0	161
13:45	146	12	0	0	0	3	0	161	173	8	2	0	0	0	2	185
14:00	132	11	0	0	0	7	0	150	138	11	0	0	0	4	5	158
14:15	125	15	1	0	0	2	2	145	143	14	0	0	0	0	1	158
14:30	143	9	0	0	0	2	0	154	130	13	0	0	0	0	1	144
14:45	141	22	0	0	0	2	1	166	121	8	1	0	0	3	1	134
15:00	107	8	0	1	0	0	0	116	118	12	1	0	0	1	0	132
15:15	129	6	0	0	0	0	4	139	148	15	0	0	0	3	2	168
15:30	122	5	0	0	0	0	0	127	108	8	0	0	0	3	2	121
15:45	130	6	0	0	1	1	1	139	145	9	0	0	0	1	1	156
16:00	127	5	1	0	0	2	0	135	114	8	0	0	0	0	0	122
16:15	128	8	0	0	0	0	0	136	148	12	0	0	0	2	2	164
16:30	106	8	0	0	0	0	5	119	145	9	0	0	0	4	4	162
16:45	131	10	0	0	0	1	4	146	113	10	0	0	0	2	1	126
17:00	120	7	0	0	1	1	2	131	134	14	0	0	0	1	0	149
17:15	152	10	0	0	0	2	0	164	117	2	0	0	0	1	0	120
17:30	136	5	0	1	0	3	2	147	130	7	1	0	0	0	0	138
17:45	96	9	0	0	0	1	1	107	130	8	0	0	0	1	1	140
18:00	128	5	0	1	1	1	0	136	103	1	0	0	0	1	1	106
18:15	120	7	1	0	0	0	0	128	122	6	1	0	0	0	1	130
18:30	96	5	0	0	0	0	1	102	102	7	0	0	0	0	0	109
18:45	117	4	0	0	0	1	0	122	97	7	0	0	0	3	0	107
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	588	54	2	1	0	6	3	654	665	49	3	0	0	2	7	726
13:15	546	50	1	1	0	12	2	612	610	48	2	0	0	6	9	675
13:30	531	55	2	1	0	14	2	605	600	46	2	0	0	6	8	662
13:45	546	47	1	0	0	14	2	610	584	46	2	0	0	4	9	645
14:00	541	57	1	0	0	13	3	615	532	46	1	0	0	7	8	594
14:15	516	54	1	1	0	6	3	581	512	47	2	0	0	4	3	568
14:30	520	45	0	1	0	4	5	575	517	48	2	0	0	7	4	578
14:45	499	41	0	1	0	2	5	548	495	43	2	0	0	10	5	555
15:00	488	25	0	1	1	1	5	521	519	44	1	0	0	8	5	577
15:15	508	22	1	0	1	3	5	540	515	40	0	0	0	7	5	567
15:30	507	24	1	0	1	3	1	537	515	37	0	0	0	6	5	563
15:45	491	27	1	0	1	3	6	529	552	38	0	0	0	7	7	604
16:00	492	31	1	0	0	3	9	536	520	39	0	0	0	8	7	574
16:15	485	33	0	0	1	2	11	532	540	45	0	0	0	9	7	601
16:30	509	35	0	0	1	4	11	560	509	35	0	0	0	8	5	557
16:45	539	32	0	1	1	7	8	588	494	33	1	0	0	4	1	533
17:00	504	31	0	1	1	7	5	549	511	31	1	0	0	3	1	547
17:15	512	29	0	2	1	7	3	554	480	18	1	0	0	3	2	504
17:30	480	26	1	2	1	5	3	518	485	22	2	0	0	2	3	514
17:45	440	26	1	1	1	2	2	473	457	22	1	0	0	2	3	485
18:00	461	21	1	1	1	2	1	488	424	21	1	0	0	4	2	452

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 3

Date of Survey: 18.05.2019
Junction Name: A247 Kingfield Road / A247 High Street / Vicarage Road
Junction Type: 3-arm Roundabout

	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**
13:00	66	6	0	0	1	0	2	75	94	8	0	0	0	0	1	103
13:15	74	9	0	0	0	0	1	84	81	6	0	0	1	0	3	91
13:30	72	4	0	0	1	0	0	77	80	11	1	1	1	2	0	96
13:45	71	3	1	0	0	0	0	75	83	6	0	0	0	2	0	91
14:00	56	4	0	0	1	1	4	66	68	6	0	0	0	1	0	75
14:15	72	7	0	0	0	0	2	81	70	8	0	0	1	0	1	80
14:30	61	10	0	0	1	0	0	72	85	8	0	0	1	1	0	95
14:45	50	3	0	0	0	2	0	55	72	13	0	0	0	1	1	87
15:00	49	8	0	0	1	0	0	58	53	7	0	1	0	0	0	61
15:15	70	5	0	0	0	1	2	78	83	4	0	0	1	0	3	91
15:30	48	4	0	0	1	1	2	56	72	1	0	0	1	0	0	74
15:45	66	7	0	0	0	0	0	73	63	4	0	0	0	1	0	68
16:00	46	2	0	0	0	0	0	48	78	4	0	0	0	1	0	83
16:15	64	6	0	0	1	1	4	76	62	3	0	0	1	0	0	66
16:30	77	5	0	0	1	4	2	89	66	5	0	0	1	1	5	78
16:45	49	6	0	0	0	1	1	57	74	9	0	0	0	1	4	88
17:00	58	8	0	0	0	0	0	66	70	3	0	0	0	0	2	75
17:15	52	1	0	0	1	1	0	55	87	7	0	0	1	0	0	95
17:30	55	4	0	0	1	0	0	60	77	5	0	0	1	1	1	85
17:45	56	3	0	0	0	1	0	60	61	3	0	0	0	1	1	66
18:00	53	1	0	0	0	1	0	55	70	3	0	1	0	0	0	74
18:15	63	2	1	0	0	0	0	66	73	5	0	0	1	0	0	79
18:30	42	3	0	0	0	0	0	45	60	2	0	0	1	0	1	64
18:45	51	1	0	0	1	1	0	54	77	4	0	0	0	0	0	81
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	283	22	1	0	2	0	3	311	338	31	1	1	2	4	4	381
13:15	273	20	1	0	2	1	5	302	312	29	1	1	2	5	3	353
13:30	271	18	1	0	2	1	6	299	301	31	1	1	2	5	1	342
13:45	260	24	1	0	2	1	6	294	306	28	0	0	2	4	1	341
14:00	239	24	0	0	2	3	6	274	295	35	0	0	2	3	2	337
14:15	232	28	0	0	2	2	2	266	280	36	0	1	2	2	2	323
14:30	230	26	0	0	2	3	2	263	293	32	0	1	2	2	4	334
14:45	217	20	0	0	2	4	4	247	280	25	0	1	2	1	4	313
15:00	233	24	0	0	2	2	4	265	271	16	0	1	2	1	3	294
15:15	230	18	0	0	1	2	4	255	296	13	0	0	2	2	3	316
15:30	224	19	0	0	2	2	6	253	275	12	0	0	2	2	0	291
15:45	253	20	0	0	2	5	6	286	269	16	0	0	2	3	5	295
16:00	236	19	0	0	2	6	7	270	280	21	0	0	2	3	9	315
16:15	248	25	0	0	2	6	7	288	272	20	0	0	2	2	11	307
16:30	236	20	0	0	2	6	3	267	297	24	0	0	2	2	11	336
16:45	214	19	0	0	2	2	1	238	308	24	0	0	2	2	7	343
17:00	221	16	0	0	2	2	0	241	295	18	0	0	2	2	4	321
17:15	216	9	0	0	2	3	0	230	295	18	0	1	2	2	2	320
17:30	227	10	1	0	1	2	0	241	281	16	0	1	2	2	2	304
17:45	214	9	1	0	0	2	0	226	264	13	0	1	2	1	2	283
18:00	209	7	1	0	1	2	0	220	280	14	0	1	2	0	1	298

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 3

Date of Survey: 18.05.2019
Junction Name: A247 Kingfield Road / A247 High Street / Vicarage Road
Junction Type: 3-arm Roundabout

	Total Junction Flow							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
13:00	383	29	2	0	1	1	4	420
13:15	319	26	0	0	1	0	5	351
13:30	298	29	1	1	2	4	0	335
13:45	337	24	2	0	0	3	2	368
14:00	289	24	0	0	1	11	5	330
14:15	288	32	1	0	1	2	4	328
14:30	291	24	0	0	2	2	1	320
14:45	284	31	1	0	0	5	2	323
15:00	233	21	1	1	1	1	0	258
15:15	293	21	0	0	1	3	6	324
15:30	246	13	0	0	2	3	2	266
15:45	291	16	0	0	1	2	2	312
16:00	259	14	1	0	0	2	0	276
16:15	290	21	0	0	2	2	4	319
16:30	273	18	0	0	2	5	9	307
16:45	258	22	0	0	0	3	6	289
17:00	270	22	0	0	1	2	2	297
17:15	288	12	0	0	2	3	0	305
17:30	279	14	1	1	2	3	2	302
17:45	240	19	0	0	0	2	2	263
18:00	252	6	0	1	1	2	1	263
18:15	266	13	2	0	1	0	1	283
18:30	212	12	0	0	1	0	1	226
18:45	241	13	0	0	1	4	0	259
Start Time	**Rolling Hour**							**Total**
13:00	1337	108	5	1	4	8	11	1474
13:15	1243	103	3	1	4	18	12	1384
13:30	1212	109	4	1	4	20	11	1361
13:45	1205	104	3	0	4	18	12	1346
14:00	1152	111	2	0	4	20	12	1301
14:15	1096	108	3	1	4	10	7	1229
14:30	1101	97	2	1	4	11	9	1225
14:45	1056	86	2	1	4	12	10	1171
15:00	1063	71	1	1	5	9	10	1160
15:15	1089	64	1	0	4	10	10	1178
15:30	1086	64	1	0	5	9	8	1173
15:45	1113	69	1	0	5	11	15	1214
16:00	1080	75	1	0	4	12	19	1191
16:15	1091	83	0	0	5	12	21	1212
16:30	1089	74	0	0	5	13	17	1198
16:45	1095	70	1	1	5	11	10	1193
17:00	1077	67	1	1	5	10	6	1167
17:15	1059	51	1	2	5	10	5	1133
17:30	1037	52	3	2	4	7	6	1111
17:45	970	50	2	1	3	4	5	1035
18:00	971	44	2	1	4	6	3	1031

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 3

Date of Survey: 18.05.2019
Junction Name: A247 Kingfield Road / A247 High Street / Vicarage Road
Junction Type: 3-arm Roundabout

Arm A: A247 Kingfield Road (N) **Arm B:** A247 High Street (E) **Arm C:** Vicarage Road (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**
13:00	1	12	140	1	100	90	0	66	9
13:15	0	18	97	0	78	72	0	72	11
13:30	0	19	91	2	69	80	1	67	11
13:45	1	15	115	1	83	75	0	69	7
14:00	0	13	98	0	84	61	0	53	11
14:15	1	14	89	1	75	67	0	67	12
14:30	0	17	78	1	72	79	0	64	10
14:45	1	16	85	0	94	70	0	48	6
15:00	1	6	77	0	61	57	0	55	5
15:15	0	15	93	0	60	76	0	72	4
15:30	1	14	69	1	64	62	0	48	8
15:45	1	9	89	0	81	58	0	66	7
16:00	1	12	80	1	63	70	0	41	7
16:15	1	12	95	2	78	56	0	64	10
16:30	1	18	79	0	59	56	1	77	9
16:45	0	11	74	1	68	73	0	49	6
17:00	0	12	87	1	68	61	0	60	6
17:15	0	18	70	0	84	79	0	49	7
17:30	0	17	81	0	77	69	0	58	4
17:45	0	13	82	0	54	52	0	56	3
18:00	0	16	55	1	79	59	1	48	5
18:15	0	16	74	0	65	64	1	56	10
18:30	1	13	67	0	49	52	0	42	3
18:45	3	21	58	0	63	58	2	47	6
Start Time	**Rolling Hour**								
13:00	2	63	443	4	331	317	1	275	37
13:15	1	64	402	3	315	288	1	261	39
13:30	2	60	394	4	312	283	1	256	40
13:45	2	58	381	3	315	283	0	253	39
14:00	2	59	350	2	326	278	0	232	38
14:15	3	52	329	2	303	273	0	234	32
14:30	2	53	333	1	288	282	0	239	24
14:45	3	50	323	1	280	264	0	222	22
15:00	3	43	328	1	266	253	0	241	23
15:15	3	49	330	2	268	266	0	227	26
15:30	4	46	333	4	286	247	0	219	31
15:45	4	50	343	3	281	241	1	248	32
16:00	3	52	328	4	268	256	1	231	32
16:15	2	52	336	4	273	247	1	250	31
16:30	1	58	310	2	279	270	1	236	27
16:45	0	57	312	2	297	282	0	217	22
17:00	0	59	321	1	283	261	0	224	19
17:15	0	63	288	1	294	258	1	212	18
17:30	0	61	293	1	275	243	2	219	22
17:45	1	57	279	1	247	227	2	203	21
18:00	4	65	254	1	256	233	4	194	24

Intelligent Data Collection Limited
Woking, Surrey

Client: Vectos
Project Number: ID04567
Junction Number: Site 4
Date of Survey: 04.04.2019
Junction Name: Westfield Ave / Woking Football Club
Junction Type: T-Junction

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	24.04.2019			
Prepared by	Grant Daniel Breddy			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04567			
File Ref	ID04567 Woking, Surrey - MCC Site 4 - 04.04.2019			

Issue Sheet

Issued to	Date			
	26.04.2019			
Taylor Davis	E-mail			

Contents Page

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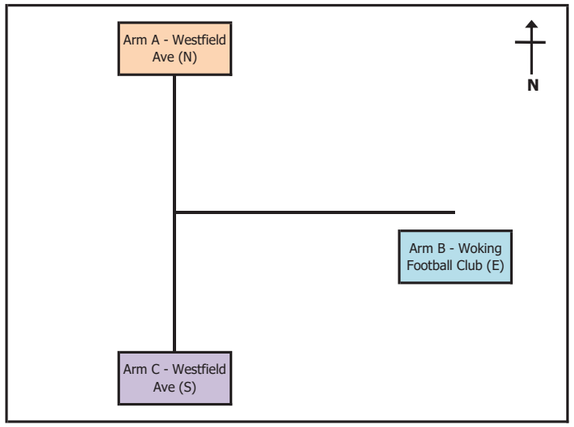
Intelligent Data Collection Limited

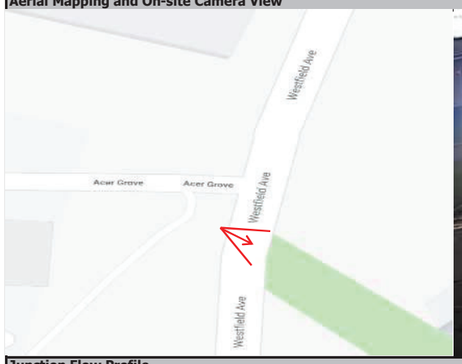
Client:	Vectos	**Date of Survey:**	04.04.2019
Project Number:	ID04567	**Junction Name:**	Westfield Ave / Woking Football Club
Junction Number:	Site 4	**Junction Type:**	T-Junction

X Coordinate	Y Coordinate	Google Maps Link	
51.306180275764014	-0.560365750300889	Click Here	
AM Peak Conditions	**PM Peak Conditions**		
Drizzle	Drizzle		

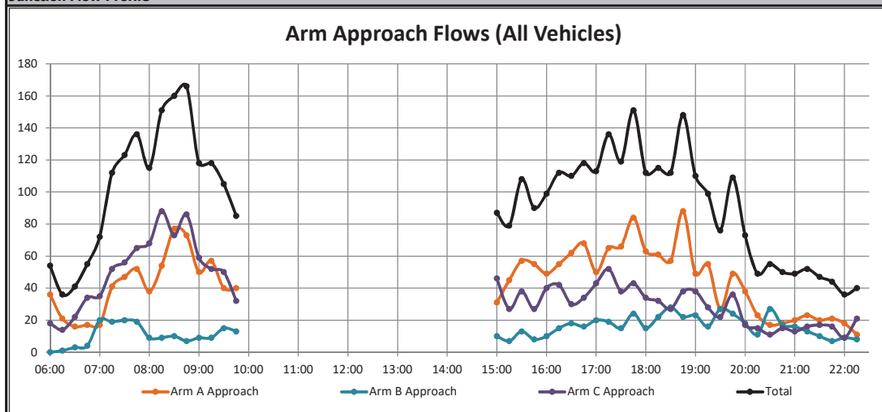
Junction Layout



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):

Arm A: Westfield Ave (N)
Arm B: Woking Football Club (E)
Arm C: Westfield Ave (S)

Time	A to C							A to B							A to A						
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle
00:00	2	1	0	0	0	0	0	18	5	0	0	0	0	0	0	0	0	0	0	0	0
00:15	2	0	0	0	0	0	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0
00:30	1	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	1	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	1	0	0	0	0	0	90	7	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Time	Rolling Hour							Rolling Hour							Rolling Hour						
00:00	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
00:30	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
01:00	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
01:30	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
02:00	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
02:30	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
03:00	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
03:30	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
04:00	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
04:30	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
05:00	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
05:30	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
06:00	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
06:30	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
07:00	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
07:30	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
08:00	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
08:30	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
09:00	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
09:30	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

Intelligent Data Collection Limited
Client: Vectos
Project Number: ID04567
Junction Number: Site 4
Date of Survey: 04.04.2019
Junction Name: Westfield Ave / Woking Football Club
Junction Type: T-Junction

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 4

Date of Survey: 04.04.2019
Junction Name: Westfield Ave / Woking Football Club
Junction Type: T-Junction

Arm A: Westfield Ave (N)
Arm B: Woking Football Club (E)
Arm C: Westfield Ave (S)

	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
06:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15								0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
06:30								0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
06:45								0	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
07:00								0	12	3	0	0	0	0	0	15	4	1	0	0	0	0	0	5
07:15								0	17	1	0	0	0	0	0	18	1	0	0	0	0	0	0	1
07:30								0	16	0	0	0	0	0	0	16	2	1	1	0	0	0	0	4
07:45								0	14	0	0	0	0	0	0	14	5	0	0	0	0	0	0	5
08:00								0	8	0	0	0	0	0	0	8	1	0	0	0	0	0	0	1
08:15								0	4	0	0	0	0	0	0	4	5	0	0	0	0	0	0	5
08:30								0	9	0	0	0	0	0	0	9	1	0	0	0	0	0	0	1
08:45								0	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3
09:00								0	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3
09:15								0	6	2	0	0	0	0	0	8	1	0	0	0	0	0	0	1
09:30								0	14	0	0	0	0	0	0	14	1	0	0	0	0	0	0	1
09:45								0	9	1	0	0	0	0	0	10	2	1	0	0	0	0	0	3
15:00								0	8	1	0	0	0	0	0	9	1	0	0	0	0	0	0	1
15:15								0	4	1	0	0	0	0	0	5	2	0	0	0	0	0	0	2
15:30								0	10	0	0	0	0	0	0	10	3	0	0	0	0	0	0	3
15:45								0	6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2
16:00								0	8	0	0	0	0	0	0	8	2	0	0	0	0	0	0	2
16:15								0	14	0	0	0	0	0	0	14	1	0	0	0	0	0	0	1
16:30								0	11	0	0	0	0	0	0	11	6	1	0	0	0	0	0	7
16:45								0	11	0	0	0	0	0	0	11	5	0	0	0	0	0	0	5
17:00								0	13	1	0	0	0	0	0	14	5	1	0	0	0	0	0	6
17:15								0	13	0	0	0	0	0	0	13	6	0	0	0	0	0	0	6
17:30								0	11	0	0	0	0	0	0	11	4	0	0	0	0	0	0	4
17:45								0	16	2	0	0	0	0	0	18	6	0	0	0	0	0	0	6
18:00								0	10	1	0	0	0	0	0	11	4	0	0	0	0	0	0	4
18:15								0	15	0	0	0	0	0	0	15	5	2	0	0	0	0	0	7
18:30								0	19	1	0	0	0	0	0	20	8	0	0	0	0	0	0	8
18:45								0	18	1	0	0	0	0	0	19	3	0	0	0	0	0	0	3
19:00								0	14	0	0	0	0	0	0	14	8	1	0	0	0	0	0	9
19:15								0	12	0	0	0	0	0	0	12	4	0	0	0	0	0	0	4
19:30								0	19	1	0	0	0	0	0	20	7	0	0	0	0	0	0	7
19:45								0	17	1	0	0	0	0	0	18	5	1	0	0	0	0	0	6
20:00								0	10	3	0	0	0	0	0	13	5	0	0	0	0	0	0	5
20:15								0	9	0	0	0	0	0	0	9	2	0	0	0	0	0	0	2
20:30								0	19	0	0	0	0	0	0	19	8	0	0	0	0	0	0	8
20:45								0	12	2	0	0	0	0	0	14	3	0	0	0	0	0	0	3
21:00								0	11	0	0	0	0	0	0	11	5	0	0	0	0	0	0	5
21:15								0	10	0	0	0	0	0	0	10	3	0	0	0	0	0	0	3
21:30								0	9	0	0	0	0	0	0	9	1	0	0	0	0	0	0	1
21:45								0	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2
22:00								0	8	0	0	0	0	0	0	8	1	0	0	0	0	0	0	1
22:15								0	5	1	0	0	0	0	0	6	2	0	0	0	0	0	0	2
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1
06:15	0	0	0	0	0	0	0	0	19	3	0	0	0	0	0	22	5	1	0	0	0	0	0	6
06:30	0	0	0	0	0	0	0	0	35	4	0	0	0	0	0	39	6	1	0	0	0	0	0	7
06:45	0	0	0	0	0	0	0	0	48	4	0	0	0	0	0	52	8	2	1	0	0	0	0	11
07:00	0	0	0	0	0	0	0	0	59	4	0	0	0	0	0	63	12	2	1	0	0	0	0	15
07:15	0	0	0	0	0	0	0	0	55	1	0	0	0	0	0	56	9	1	1	0	0	0	0	11
07:30	0	0	0	0	0	0	0	0	42	0	0	0	0	0	0	42	13	1	1	0	0	0	0	15
07:45	0	0	0	0	0	0	0	0	35	0	0	0	0	0	0	35	12	0	0	0	0	0	0	12
08:00	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	25	10	0	0	0	0	0	0	10
08:15	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	23	12	0	0	0	0	0	0	12
08:30	0	0	0	0	0	0	0	0	25	2	0	0	0	0	0	27	8	0	0	0	0	0	0	8
08:45	0	0	0	0	0	0	0	0	30	2	0	0	0	0	0	32	8	0	0	0	0	0	0	8
09:00	0	0	0	0	0	0	0	0	35	3	0	0	0	0	0	38	7	1	0	0	0	0	0	8
15:00	0	0	0	0	0	0	0	0	28	2	0	0	0	0	0	30	8	0	0	0	0	0	0	8
15:15	0	0	0	0	0	0	0	0	28	1	0	0	0	0	0	29	9	0	0	0	0	0	0	9
15:30	0	0	0	0	0	0	0	0	38	0	0	0	0	0	0	38	8	0	0	0	0	0	0	8
15:45	0	0	0	0	0	0	0	0	39	0	0	0	0	0	0	39	11	1	0	0	0	0	0	12
16:00	0	0	0	0	0	0	0	0	44	0	0	0	0	0	0	44	14	1	0	0	0	0	0	15
16:15	0	0	0	0	0	0	0	0	49	1	0	0	0	0	0	50	17	2	0	0	0	0	0	19
16:30	0	0	0	0	0	0	0	0	48	1	0	0	0	0	0	49	22	2	0	0	0	0	0	24
16:45	0	0	0	0	0	0	0	0	48	1	0	0	0	0	0	49	20	1	0	0	0	0	0	21
17:00	0	0	0	0	0	0	0	0	53	3	0	0	0	0	0	56	21	1	0	0	0	0	0	22
17:15	0	0	0	0	0	0	0	0	50	3	0	0	0	0	0	53	20	0	0	0	0	0	0	20
17:30	0	0	0	0	0	0	0	0	52	3	0	0	0	0	0	55	19	2	0	0	0	0	0	21
17:45	0	0	0	0	0	0	0	0	60	4	0	0	0	0	0	64	23	2	0	0	0	0	0	25
18:00	0	0	0	0	0	0	0	0	62	3	0	0	0	0	0	65	20	2	0	0	0	0	0	22
18:15	0	0	0	0	0	0	0	0	66	2	0	0	0	0	0	68	24	3	0	0	0	0	0	27
18:30	0	0	0	0	0	0	0	0	63	2	0	0	0	0	0	65	23	1	0	0	0	0	0	24
18:45	0	0	0	0	0	0	0	0	63	2	0	0	0	0	0	65	22	1	0	0	0	0	0	23
19:00	0	0	0	0	0	0	0	0	62	2	0	0	0	0	0	64	24	2	0	0	0	0	0	26
19:15	0	0	0	0	0	0	0	0	58	5	0	0	0	0	0	63	21	1	0	0	0	0	0	22
19:30	0	0	0	0	0	0	0	0	55	5	0	0	0	0	0	60	19	1	0	0	0	0	0	20
19:45	0	0	0	0	0	0	0	0	55	4	0	0	0	0	0	59	20	1	0	0	0	0	0	21
20:00	0	0	0	0	0	0	0	0	50	5	0	0	0	0	0	55	18	0	0	0	0	0	0	18
20:15	0	0	0	0	0	0	0	0	51	2	0	0	0	0	0	53	18	0	0	0	0	0	0	18
20:30	0	0	0	0	0	0	0	0	52	2	0	0	0	0	0	54	19	0	0	0	0	0	0	19
20:45	0	0	0	0	0	0	0	0	42	2	0	0	0	0	0	44	12	0	0	0	0	0	0	12
21:00	0	0	0	0	0	0	0	0	35	0	0	0	0	0	0	35	11	0	0	0	0	0	0	11
21:15	0	0	0	0	0	0	0	0	32	0	0	0	0	0	0	32	7	0	0	0	0	0	0	7
21:30	0	0	0	0	0	0	0	0	27	1	0	0	0	0	0	28	6	0	0	0	0	0	0	6

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 4

Date of Survey: 04.04.2019
Junction Name: Westfield Ave / Woking Football Club
Junction Type: T-Junction

Arm A: Westfield Ave (N)
Arm B: Woking Football Club (E)
Arm C: Westfield Ave (S)

	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
06:00								0	3	0	0	0	0	0	0	3	10	1	0	0	0	0	4	15
06:15								0	3	1	0	0	0	0	0	4	6	3	0	0	0	0	1	10
06:30								0	1	0	0	0	0	0	0	1	16	2	0	0	0	0	3	21
06:45								0	1	0	0	0	0	0	0	1	28	4	0	0	0	0	1	33
07:00								0	3	0	0	0	0	0	0	3	23	3	0	0	0	1	5	32
07:15								0	3	0	0	1	0	0	0	3	37	8	0	0	0	1	3	49
07:30								0	4	0	0	0	0	0	0	4	45	5	0	0	0	0	2	52
07:45								0	3	0	0	0	0	0	0	3	58	2	0	0	0	0	2	62
08:00								0	5	0	0	0	0	0	0	5	56	4	0	0	1	0	2	63
08:15								0	6	0	0	0	0	0	0	6	72	5	0	0	0	2	3	82
08:30								0	4	0	0	0	0	0	0	4	64	1	0	0	0	1	3	69
08:45								0	6	0	0	0	0	0	0	6	76	3	0	0	0	1	0	80
09:00								0	5	0	0	0	0	0	0	5	46	6	0	0	1	0	1	54
09:15								0	21	0	0	0	0	0	0	21	27	3	0	0	0	0	1	31
09:30								0	3	0	0	0	0	0	0	3	44	3	0	0	0	0	0	47
09:45								0	5	0	0	0	0	0	0	5	24	1	0	0	2	0	0	27
15:00								0	1	0	0	0	0	0	0	1	40	3	0	0	1	0	1	45
15:15								0	4	0	0	0	0	0	0	4	18	4	0	0	0	0	1	23
15:30								0	4	0	0	0	0	0	0	4	32	1	0	0	0	1	0	34
15:45								0	5	0	0	0	0	0	0	5	21	1	0	0	0	0	0	22
16:00								0	2	1	0	0	0	0	0	3	33	1	0	0	1	0	2	37
16:15								0	5	1	0	0	0	0	0	6	35	1	0	0	0	0	0	36
16:30								0	3	0	0	0	0	0	1	4	21	5	0	0	0	0	0	26
16:45								0	9	2	0	0	0	0	0	11	20	3	0	0	0	0	0	23
17:00								0	5	2	0	0	0	0	0	7	34	2	0	0	0	0	0	36
17:15								0	3	0	0	0	0	0	0	3	45	3	0	0	0	0	1	49
17:30								0	2	0	0	0	0	0	0	2	31	2	0	0	0	0	3	36
17:45								0	13	0	0	0	0	0	0	13	27	3	0	0	0	0	0	30
18:00								0	7	0	0	0	0	0	0	7	22	3	0	0	0	2	0	27
18:15								0	5	0	0	0	0	0	0	5	22	3	0	0	0	2	0	27
18:30								0	0	0	0	0	0	0	0	0	24	1	0	0	0	1	1	27
18:45								0	7	0	0	0	0	0	0	7	28	2	0	0	0	0	1	31
19:00								0	3	0	0	0	0	0	0	3	31	3	0	0	0	1	0	35
19:15								0	3	0	0	0	0	0	0	3	21	4	0	0	0	0	0	25
19:30								0	2	0	0	0	0	0	0	2	19	1	0	0	0	0	0	20
19:45								0	1	0	0	0	0	0	0	1	34	1	0	0	0	0	0	35
20:00								0	6	0	0	0	0	0	0	6	11	0	0	0	0	0	0	11
20:15								0	1	0	0	0	0	0	0	1	13	0	1	0	0	0	0	14
20:30								0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11
20:45								0	0	0	0	0	0	0	0	0	14	0	1	0	0	0	0	15
21:00								0	1	0	0	0	0	0	0	1	12	0	0	0	0	0	0	12
21:15								0	3	0	0	0	0	0	0	3	13	0	0	0	0	0	0	13
21:30								0	1	0	0	0	0	0	0	1	15	1	0	0	0	0	0	16
21:45								0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	1	16
22:00								0	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	9
22:15								0	0	0	0	0	0	0	0	0	18	3	0	0	0	0	0	21
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	60	10	0	0	0	0	9	79
06:15	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	73	12	0	0	0	1	10	96
06:30	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	104	17	0	0	0	2	12	135
06:45	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	133	20	0	0	0	2	11	166
07:00	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	163	18	0	0	0	2	12	195
07:15	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	196	19	0	0	0	1	9	226
07:30	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	18	231	16	0	0	0	2	9	259
07:45	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	18	250	12	0	0	0	1	3	10	276
08:00	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	21	268	13	0	0	0	1	4	8	294
08:15	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	21	258	15	0	0	0	1	4	7	285
08:30	0	0	0	0	0	0	0	0	36	0	0	0	0	0	0	36	213	13	0	0	0	1	2	5	234
08:45	0	0	0	0	0	0	0	0	35	0	0	0	0	0	0	35	193	15	0	0	0	1	1	2	212
09:00	0	0	0	0	0	0	0	0	34	0	0	0	0	0	0	34	141	13	0	0	0	3	0	2	159
15:00	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	111	9	0	0	0	1	1	2	124
15:15	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16	104	7	0	0	0	1	1	3	116
15:30	0	0	0	0	0	0	0	0	16	2	0	0	0	0	0	18	121	4	0	0	0	1	1	2	129
15:45	0	0	0	0	0	0	0	0	15	2	0	0	0	0	1	18	110	8	0	0	0	1	0	2	121
16:00	0	0	0	0	0	0	0	0	19	4	0	0	0	0	1	24	109	10	0	0	0	1	0	2	122
16:15	0	0	0	0	0	0	0	0	22	5	0	0	0	0	1	28	110	11	0	0	0	0	0	0	121
16:30	0	0	0	0	0	0	0	0	20	4	0	0	0	0	1	25	120	13	0	0	0	0	0	1	134
16:45	0	0	0	0	0	0	0	0	19	4	0	0	0	0	0	23	130	10	0	0	0	0	0	4	144
17:00	0	0	0	0	0	0	0	0	23	2	0	0	0	0	0	25	137	10	0	0	0	0	0	4	151
17:15	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	25	125	11	0	0	0	0	2	4	142
17:30	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	27	102	11	0	0	0	0	4	3	120
17:45	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	25	95	10	0	0	0	0	5	1	111
18:00	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	19	96	9	0	0	0	0	5	2	112
18:15	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	105	9	0	0	0	0	4	2	120
18:30	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	104	10	0	0	0	0	2	2	118
18:45	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	99	10	0	0	0	0	1	1	111
19:00	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	105	9	0	0

Intelligent Data Collection Limited

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Client: Vectos
Project Number: ID04567
Junction Number: Site 4

Date of Survey: 04.04.2019
Junction Name: Westfield Ave / Woking Football Club
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
06:00	35	1	0	0	0	0	0	36	10	1	0	0	0	0	4	15
06:15	20	1	0	0	0	0	0	21	7	3	0	0	0	0	1	11
06:30	15	1	0	0	0	0	0	16	19	2	0	0	0	0	3	24
06:45	14	1	1	0	0	0	1	17	31	4	0	0	0	0	1	36
07:00	15	2	0	0	0	0	0	17	35	6	0	0	0	1	5	47
07:15	36	3	0	0	1	0	1	41	54	9	0	0	0	1	3	67
07:30	42	2	1	0	0	0	2	47	61	5	0	0	0	0	2	68
07:45	45	7	0	0	0	0	0	52	72	2	0	0	0	0	2	76
08:00	35	3	0	0	0	0	0	38	64	4	0	0	1	0	2	71
08:15	47	6	0	0	0	0	1	54	76	5	0	0	0	2	3	86
08:30	71	3	1	0	0	0	2	77	73	1	0	0	0	1	3	78
08:45	64	7	1	0	1	0	0	73	80	3	0	0	0	1	0	84
09:00	47	3	0	0	0	0	0	50	52	6	0	0	1	0	1	60
09:15	51	3	0	0	0	1	2	57	33	5	0	0	0	0	1	39
09:30	39	1	0	0	0	0	0	40	58	3	0	0	0	0	0	61
09:45	34	5	0	0	0	0	1	40	33	2	0	0	2	0	0	37
15:00	30	1	0	0	0	0	0	31	48	4	0	0	1	0	1	54
15:15	42	3	0	0	0	0	0	45	22	5	0	0	0	0	1	28
15:30	51	5	0	0	0	1	0	57	42	1	0	0	0	1	0	44
15:45	53	2	0	0	0	0	0	55	27	1	0	0	0	0	0	28
16:00	43	4	1	0	0	0	1	49	41	1	0	0	1	0	2	45
16:15	41	10	0	0	2	1	1	55	49	1	0	0	0	0	0	50
16:30	56	5	0	0	0	1	0	62	32	5	0	0	0	0	0	37
16:45	64	4	0	0	0	0	0	68	31	3	0	0	0	0	0	34
17:00	42	6	0	0	0	0	2	50	47	3	0	0	0	0	0	50
17:15	56	4	0	0	0	0	5	65	58	3	0	0	0	0	1	62
17:30	59	4	0	0	0	0	3	66	42	2	0	0	0	0	3	47
17:45	75	6	0	0	0	0	3	84	43	5	0	0	0	0	0	48
18:00	57	1	0	0	0	2	3	63	32	4	0	0	0	2	0	38
18:15	48	8	0	0	0	0	5	61	37	3	0	0	0	2	0	42
18:30	51	4	0	0	0	0	2	57	43	2	0	0	0	1	1	47
18:45	79	5	0	0	0	1	3	88	46	3	0	0	0	0	1	50
19:00	46	3	0	0	0	0	0	49	45	3	0	0	0	1	0	49
19:15	50	2	0	0	0	0	3	55	33	4	0	0	0	0	0	37
19:30	25	1	0	0	0	0	1	27	38	2	0	0	0	0	0	40
19:45	44	5	0	0	0	0	0	49	51	2	0	0	0	0	0	53
20:00	38	0	0	0	0	0	0	38	21	3	0	0	0	0	0	24
20:15	20	1	1	0	0	1	0	23	22	0	1	0	0	0	0	23
20:30	15	1	0	0	0	0	1	17	30	0	0	0	0	0	0	30
20:45	15	1	0	0	0	0	2	18	26	2	1	0	0	0	0	29
21:00	19	1	0	0	0	0	0	20	23	0	0	0	0	0	0	23
21:15	22	1	0	0	0	0	0	23	23	0	0	0	0	0	0	23
21:30	19	0	0	0	0	0	1	20	24	1	0	0	0	0	0	25
21:45	21	0	0	0	0	0	0	21	20	0	0	0	0	0	1	21
22:00	16	2	0	0	0	0	0	18	14	3	0	0	0	0	0	17
22:15	11	0	0	0	0	0	0	11	23	4	0	0	0	0	0	27
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	84	4	1	0	0	0	1	90	67	10	0	0	0	0	9	86
06:15	64	5	1	0	0	0	1	71	92	15	0	0	0	1	10	118
06:30	80	7	1	0	1	0	2	91	139	21	0	0	0	2	12	174
06:45	107	8	2	0	1	0	4	122	181	24	0	0	0	2	11	218
07:00	138	14	1	0	1	0	3	157	222	22	0	0	0	2	12	258
07:15	158	15	1	0	1	0	3	178	251	20	0	0	1	1	9	282
07:30	169	18	1	0	0	0	3	191	273	16	0	0	1	2	9	301
07:45	198	19	1	0	0	0	3	221	285	12	0	0	1	3	10	311
08:00	217	19	2	0	1	0	3	242	293	13	0	0	1	4	8	319
08:15	229	19	2	0	1	0	3	254	281	15	0	0	1	4	7	308
08:30	233	16	2	0	1	1	4	257	238	15	0	0	1	2	5	261
08:45	201	14	1	0	1	1	2	220	223	17	0	0	1	1	2	244
09:00	171	12	0	0	0	1	3	187	176	16	0	0	3	0	2	197
15:00	176	11	0	0	0	1	0	188	139	11	0	0	1	1	2	154
15:15	189	14	1	0	0	1	1	206	132	8	0	0	1	1	3	145
15:30	188	21	1	0	2	2	2	216	159	4	0	0	1	1	2	167
15:45	193	21	1	0	2	2	2	221	149	8	0	0	1	0	2	160
16:00	204	23	1	0	2	2	2	234	153	10	0	0	1	0	2	166
16:15	203	25	0	0	2	2	3	235	159	12	0	0	0	0	0	171
16:30	218	19	0	0	0	1	7	245	168	14	0	0	0	0	1	183
16:45	221	18	0	0	0	0	10	249	178	11	0	0	0	0	4	193
17:00	232	20	0	0	0	0	13	265	190	13	0	0	0	0	4	207
17:15	247	15	0	0	0	2	14	278	175	14	0	0	0	2	4	195
17:30	239	19	0	0	0	2	14	274	154	14	0	0	0	4	3	175
17:45	231	19	0	0	0	2	13	265	155	14	0	0	0	5	1	175
18:00	235	18	0	0	0	3	13	269	158	12	0	0	0	5	2	177
18:15	224	20	0	0	0	1	10	255	171	11	0	0	0	4	2	188
18:30	226	14	0	0	0	1	8	249	167	12	0	0	0	2	2	183
18:45	200	11	0	0	0	1	7	219	162	12	0	0	0	1	1	176
19:00	165	11	0	0	0	0	4	180	167	11	0	0	0	1	0	179
19:15	157	8	0	0	0	0	4	169	143	11	0	0	0	0	0	154
19:30	127	7	1	0	0	1	1	137	132	7	1	0	0	0	0	140
19:45	117	7	1	0	0	1	1	127	124	5	1	0	0	0	0	130
20:00	88	3	1	0	0	1	3	96	99	5	2	0	0	0	0	106
20:15	69	4	1	0	0	1	3	78	101	2	2	0	0	0	0	105
20:30	71	4	0	0	0	0	3	78	102	2	1	0	0	0	0	105
20:45	75	3	0	0	0	0	3	81	96	3	1	0	0	0	0	100
21:00	81	2	0	0	0	0	1	84	90	1	0	0	0	0	1	92
21:15	78	3	0	0	0	0	1	82	81	4	0	0	0	0	1	86
21:30	67	2	0	0	0	0	1	70	81	8	0	0	0	0	1	90

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Client: Vectos
Project Number: ID04567
Junction Number: Site 4

Date of Survey: 04.04.2019
Junction Name: Westfield Ave / Woking Football Club
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
06:00	0	0	0	0	0	0	0	0	32	1	0	0	0	0	0	33
06:15	1	0	0	0	0	0	0	1	21	1	0	0	0	0	0	22
06:30	3	0	0	0	0	0	0	3	9	0	0	0	0	0	0	9
06:45	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	6
07:00	16	4	0	0	0	0	0	20	8	0	0	0	0	0	0	8
07:15	18	1	0	0	0	0	0	19	12	0	0	0	0	0	0	12
07:30	18	1	1	0	0	0	0	20	18	0	1	0	0	0	1	20
07:45	19	0	0	0	0	0	0	19	17	0	0	0	0	0	0	17
08:00	9	0	0	0	0	0	0	9	14	0	0	0	0	0	0	14
08:15	9	0	0	0	0	0	0	9	17	0	0	0	0	0	0	17
08:30	10	0	0	0	0	0	0	10	22	0	0	0	0	0	0	22
08:45	7	0	0	0	0	0	0	7	21	1	0	0	0	0	0	22
09:00	9	0	0	0	0	0	0	9	24	1	0	0	0	0	0	25
09:15	7	2	0	0	0	0	0	9	51	0	0	0	0	0	2	53
09:30	15	0	0	0	0	0	0	15	17	0	0	0	0	0	0	17
09:45	11	2	0	0	0	0	0	13	14	2	0	0	0	0	1	17
15:00	9	1	0	0	0	0	0	10	5	0	0	0	0	0	0	5
15:15	6	1	0	0	0	0	0	7	17	0	0	0	0	0	0	17
15:30	13	0	0	0	0	0	0	13	16	0	0	0	0	0	0	16
15:45	8	0	0	0	0	0	0	8	16	0	0	0	0	0	0	16
16:00	10	0	0	0	0	0	0	10	13	2	0	0	0	0	0	15
16:15	15	0	0	0	0	0	0	15	19	1	0	0	0	0	0	20
16:30	17	1	0	0	0	0	0	18	15	0	0	0	0	0	1	16
16:45	16	0	0	0	0	0	0	16	25	2	0	0	0	0	0	27
17:00	18	2	0	0	0	0	0	20	13	4	0	0	0	0	0	17
17:15	19	0	0	0	0	0	0	19	20	0	0	0	0	0	0	20
17:30	15	0	0	0	0	0	0	15	20	1	0	0	0	0	0	21
17:45	22	2	0	0	0	0	0	24	32	2	0	0	0	0	0	34
18:00	14	1	0	0	0	0	0	15	26	0	0	0	0	0	0	26
18:15	20	2	0	0	0	0	0	22	22	1	0	0	0	0	0	23
18:30	27	1	0	0	0	0	0	28	20	2	0	0	0	0	0	22
18:45	21	1	0	0	0	0	0	22	30	2	0	0	0	0	0	32
19:00	22	1	0	0	0	0	0	23	13	0	0	0	0	0	0	13
19:15	16	0	0	0	0	0	0	16	13	0	0	0	0	0	0	13
19:30	26	1	0	0	0	0	0	27	12	0	0	0	0	0	0	12
19:45	22	2	0	0	0	0	0	24	11	1	0	0	0	0	0	12
20:00	15	3	0	0	0	0	0	18	10	0	0	0	0	0	0	10
20:15	11	0	0	0	0	0	0	11	6	0	0	0	0	0	0	6
20:30	27	0	0	0	0	0	0	27	1	0	0	0	0	0	1	2
20:45	15	2	0	0	0	0	0	17	4	1	0	0	0	0	0	5
21:00	16	0	0	0	0	0	0	16	5	1	0	0	0	0	0	6
21:15	13	0	0	0	0	0	0	13	8	0	0	0	0	0	0	8
21:30	10	0	0	0	0	0	0	10	2	0	0	0	0	0	0	2
21:45	7	0	0	0	0	0	0	7	2	0	0	0	0	0	0	2
22:00	9	0	0	0	0	0	0	9	2	0	0	0	0	0	0	2
22:15	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	8	0	0	0	0	0	0	8	68	2	0	0	0	0	0	70
06:15	24	4	0	0	0	0	0	28	44	1	0	0	0	0	0	45
06:30	41	5	0	0	0	0	0	46	35	0	0	0	0	0	0	35
06:45	56	6	1	0	0	0	0	63	44	0	1	0	0	0	1	46
07:00	71	6	1	0	0	0	0	78	55	0	1	0	0	0	1	57
07:15	64	2	1	0	0	0	0	67	61	0	1	0	0	0	1	63
07:30	55	1	1	0	0	0	0	57	66	0	1	0	0	0	1	68
07:45	47	0	0	0	0	0	0	47	70	0	0	0	0	0	0	70
08:00	35	0	0	0	0	0	0	35	74	1	0	0	0	0	0	75
08:15	35	0	0	0	0	0	0	35	84	2	0	0	0	0	0	86
08:30	33	2	0	0	0	0	0	35	118	2	0	0	0	0	2	122
08:45	38	2	0	0	0	0	0	40	113	2	0	0	0	0	2	117
09:00	42	4	0	0	0	0	0	46	106	3	0	0	0	0	3	112
15:00	36	2	0	0	0	0	0	38	54	0	0	0	0	0	0	54
15:15	37	1	0	0	0	0	0	38	62	2	0	0	0	0	0	64
15:30	46	0	0	0	0	0	0	46	64	3	0	0	0	0	0	67
15:45	50	1	0	0	0	0	0	51	63	3	0	0	0	0	1	67
16:00	58	1	0	0	0	0	0	59	72	5	0	0	0	0	1	78
16:15	66	3	0	0	0	0	0	69	72	7	0	0	0	0	1	80
16:30	70	3	0	0	0	0	0	73	73	6	0	0	0	0	1	80
16:45	68	2	0	0	0	0	0	70	78	7	0	0	0	0	0	85
17:00	74	4	0	0	0	0	0	78	85	7	0	0	0	0	0	92
17:15	70	3	0	0	0	0	0	73	98	3	0	0	0	0	0	101
17:30	71	5	0	0	0	0	0	76	100	4	0	0	0	0	0	104
17:45	83	6	0	0	0	0	0	89	100	5	0	0	0	0	0	105
18:00	82	5	0	0	0	0	0	87	98	5	0	0	0	0	0	103
18:15	90	5	0	0	0	0	0	95	85	5	0	0	0	0	0	90
18:30	86	3	0	0	0	0	0	89	76	4	0	0	0	0	0	80
18:45	85	3	0	0	0	0	0	88	68	2	0	0	0	0	0	70
19:00	86	4	0	0	0	0	0	90	49	1	0	0	0	0	0	50
19:15	79	6	0	0	0	0	0	85	46	1	0	0	0	0	0	47
19:30	74	6	0	0	0	0	0	80	39	1	0	0	0	0	0	40
19:45	75	5	0	0	0	0	0	80	28	1	0	0	0	0	1	30
20:00	68	5	0	0	0	0	0	73	21	1	0	0	0	0	1	23
20:15	69	2	0	0	0	0	0	71	16	2	0	0	0	0	1	19
20:30	71	2	0	0	0	0	0	73	18	2	0	0	0	0	1	21
20:45	54	2	0	0	0	0	0	56	19	2	0	0	0	0	0	21
21:00	46	0	0	0	0	0	0	46	17	1	0	0	0	0	0	18
21:15	39	0	0	0	0	0	0	39	14	0	0	0	0	0	0	14
21:30	33	1	0	0	0	0	0	34	6	0	0	0	0	0	0	6

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Client: Vectos
Project Number: ID04567
Junction Number: Site 4

Date of Survey: 04.04.2019
Junction Name: Westfield Ave / Woking Football Club
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**
06:00	13	1	0	0	0	0	4	18	6	0	0	0	0	0	0	6
06:15	9	4	0	0	0	0	1	14	2	1	0	0	0	0	0	3
06:30	17	2	0	0	0	0	3	22	7	1	0	0	0	0	0	8
06:45	29	4	0	0	0	0	1	34	10	1	1	0	0	0	1	13
07:00	26	3	0	0	0	1	5	35	14	3	0	0	0	0	0	17
07:15	40	8	0	0	0	1	3	52	28	3	0	0	1	0	1	33
07:30	49	5	0	0	0	0	2	56	30	3	1	0	0	0	1	35
07:45	61	2	0	0	0	0	2	65	36	7	0	0	0	0	0	43
08:00	61	4	0	0	1	0	2	68	27	3	0	0	0	0	0	30
08:15	78	5	0	0	0	2	3	88	41	6	0	0	0	0	1	48
08:30	68	1	0	0	0	1	3	73	54	3	1	0	0	0	2	60
08:45	82	3	0	0	0	1	0	86	52	6	1	0	1	0	0	60
09:00	51	6	0	0	1	0	1	59	31	2	0	0	0	0	0	33
09:15	48	3	0	0	0	0	1	52	22	3	0	0	0	1	0	26
09:30	47	3	0	0	0	0	0	50	26	1	0	0	0	0	0	27
09:45	29	1	0	0	2	0	0	32	27	4	0	0	0	0	0	31
15:00	41	3	0	0	1	0	1	46	27	1	0	0	0	0	0	28
15:15	22	4	0	0	0	0	1	27	31	3	0	0	0	0	0	34
15:30	36	1	0	0	0	1	0	38	42	5	0	0	0	1	0	48
15:45	26	1	0	0	0	0	0	27	44	2	0	0	0	0	0	46
16:00	35	2	0	0	1	0	2	40	34	3	1	0	0	0	1	39
16:15	40	2	0	0	0	0	0	42	28	10	0	0	2	1	1	42
16:30	24	5	0	0	0	0	1	30	50	6	0	0	0	1	0	57
16:45	29	5	0	0	0	0	0	34	53	4	0	0	0	0	0	57
17:00	39	4	0	0	0	0	0	43	39	5	0	0	0	0	2	46
17:15	48	3	0	0	0	0	1	52	45	4	0	0	0	0	5	54
17:30	33	2	0	0	0	0	3	38	45	3	0	0	0	0	3	51
17:45	40	3	0	0	0	0	0	43	62	4	0	0	0	0	3	69
18:00	29	3	0	0	0	2	0	34	42	1	0	0	0	2	3	48
18:15	27	3	0	0	0	2	0	32	36	9	0	0	0	0	5	50
18:30	24	1	0	0	0	1	1	27	39	2	0	0	0	0	2	43
18:45	35	2	0	0	0	0	1	38	59	3	0	0	0	1	3	66
19:00	34	3	0	0	0	1	0	38	44	4	0	0	0	0	0	48
19:15	24	4	0	0	0	0	0	28	44	2	0	0	0	0	3	49
19:30	21	1	0	0	0	0	0	22	22	1	0	0	0	0	1	24
19:45	35	1	0	0	0	0	0	36	39	5	0	0	0	0	0	44
20:00	17	0	0	0	0	0	0	17	39	0	0	0	0	0	0	39
20:15	14	0	1	0	0	0	0	15	17	1	1	0	0	1	0	20
20:30	11	0	0	0	0	0	0	11	22	1	0	0	0	0	0	23
20:45	14	0	1	0	0	0	0	15	14	0	0	0	0	0	2	16
21:00	13	0	0	0	0	0	0	13	20	0	0	0	0	0	0	20
21:15	16	0	0	0	0	0	0	16	20	1	0	0	0	0	0	21
21:30	16	1	0	0	0	0	0	17	19	0	0	0	0	0	1	20
21:45	15	0	0	0	0	0	1	16	21	0	0	0	0	0	0	21
22:00	6	3	0	0	0	0	0	9	15	2	0	0	0	0	0	17
22:15	18	3	0	0	0	0	0	21	13	0	0	0	0	0	0	13
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	68	11	0	0	0	0	9	88	25	3	1	0	0	0	1	30
06:15	81	13	0	0	0	1	10	105	33	6	1	0	0	0	1	41
06:30	112	17	0	0	0	2	12	143	59	8	1	0	1	0	2	71
06:45	144	20	0	0	0	2	11	177	82	10	2	0	1	0	3	98
07:00	176	18	0	0	0	2	12	208	108	16	1	0	1	0	2	128
07:15	211	19	0	0	1	1	9	241	121	16	1	0	1	0	2	141
07:30	249	16	0	0	1	2	9	277	134	19	1	0	0	0	2	156
07:45	268	12	0	0	1	3	10	294	158	19	1	0	0	0	3	181
08:00	289	13	0	0	1	4	8	315	174	18	2	0	1	0	3	198
08:15	279	15	0	0	1	4	7	306	178	17	2	0	1	0	3	201
08:30	249	13	0	0	1	2	5	270	159	14	2	0	1	1	2	179
08:45	228	15	0	0	1	1	2	247	131	12	1	0	1	1	0	146
09:00	175	13	0	0	3	0	2	193	106	10	0	0	0	1	0	117
15:00	125	9	0	0	1	1	2	138	144	11	0	0	0	1	0	156
15:15	119	8	0	0	1	1	3	132	151	13	1	0	0	1	1	167
15:30	137	6	0	0	1	1	2	147	148	20	1	0	2	2	2	175
15:45	125	10	0	0	1	0	3	139	156	21	1	0	2	2	2	184
16:00	128	14	0	0	1	0	3	146	165	23	1	0	2	2	2	195
16:15	132	16	0	0	0	0	1	149	170	25	0	0	2	2	3	202
16:30	140	17	0	0	0	0	2	159	187	19	0	0	0	1	7	214
16:45	149	14	0	0	0	0	4	167	182	16	0	0	0	0	10	208
17:00	160	12	0	0	0	0	4	176	191	16	0	0	0	0	13	220
17:15	150	11	0	0	0	2	4	167	194	12	0	0	0	2	14	222
17:30	129	11	0	0	0	4	3	147	185	17	0	0	0	2	14	218
17:45	120	10	0	0	0	5	1	136	179	16	0	0	0	2	13	210
18:00	115	9	0	0	0	5	2	131	176	15	0	0	0	3	13	207
18:15	120	9	0	0	0	4	2	135	178	18	0	0	0	1	10	207
18:30	117	10	0	0	0	2	2	131	186	11	0	0	0	1	8	206
18:45	114	10	0	0	0	1	1	126	169	10	0	0	0	1	7	187
19:00	114	9	0	0	0	1	0	124	149	12	0	0	0	0	4	165
19:15	97	6	0	0	0	0	0	103	144	8	0	0	0	0	4	156
19:30	87	2	1	0	0	0	0	90	117	7	1	0	0	1	1	127
19:45	77	1	1	0	0	0	0	79	117	7	1	0	0	1	0	126
20:00	56	0	2	0	0	0	0	58	92	2	1	0	0	1	2	98
20:15	52	0	2	0	0	0	0	54	73	2	1	0	0	1	2	79
20:30	54	0	1	0	0	0	0	55	76	2	0	0	0	0	2	80
20:45	59	1	1	0	0	0	0	61	73	1	0	0	0	0	3	77
21:00	60	1	0	0	0	0	1	62	80	1	0	0	0	0	1	82
21:15	53	4	0	0	0	0	1	58	75	3	0	0	0	0	1	79
21:30	55	7	0	0	0	0	1	63	68	2	0	0	0	0	1	71

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 4

Date of Survey: 04.04.2019
Junction Name: Westfield Ave / Woking Football Club
Junction Type: T-Junction

	Total Junction Flow							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
06:00	48	2	0	0	0	0	4	54
06:15	30	5	0	0	0	0	1	36
06:30	35	3	0	0	0	0	3	41
06:45	47	5	1	0	0	0	2	55
07:00	57	9	0	0	0	1	5	72
07:15	94	12	0	0	1	1	4	112
07:30	109	8	2	0	0	0	4	123
07:45	125	9	0	0	0	0	2	136
08:00	105	7	0	0	1	0	2	115
08:15	134	11	0	0	0	2	4	151
08:30	149	4	1	0	0	1	5	160
08:45	153	10	1	0	1	1	0	166
09:00	107	9	0	0	1	0	1	118
09:15	106	8	0	0	0	1	3	118
09:30	101	4	0	0	0	0	0	105
09:45	74	8	0	0	2	0	1	85
15:00	80	5	0	0	1	0	1	87
15:15	70	8	0	0	0	0	1	79
15:30	100	6	0	0	0	2	0	108
15:45	87	3	0	0	0	0	0	90
16:00	88	6	1	0	1	0	3	99
16:15	96	12	0	0	2	1	1	112
16:30	97	11	0	0	0	1	1	110
16:45	109	9	0	0	0	0	0	118
17:00	99	12	0	0	0	0	2	113
17:15	123	7	0	0	0	0	6	136
17:30	107	6	0	0	0	0	6	119
17:45	137	11	0	0	0	0	3	151
18:00	100	5	0	0	0	4	3	112
18:15	95	13	0	0	0	2	5	115
18:30	102	6	0	0	0	1	3	112
18:45	135	8	0	0	0	1	4	148
19:00	102	7	0	0	0	1	0	110
19:15	90	6	0	0	0	0	3	99
19:30	72	3	0	0	0	0	1	76
19:45	101	8	0	0	0	0	0	109
20:00	70	3	0	0	0	0	0	73
20:15	45	1	2	0	0	1	0	49
20:30	53	1	0	0	0	0	1	55
20:45	44	3	1	0	0	0	2	50
21:00	48	1	0	0	0	0	0	49
21:15	51	1	0	0	0	0	0	52
21:30	45	1	0	0	0	0	1	47
21:45	43	0	0	0	0	0	1	44
22:00	31	5	0	0	0	0	0	36
22:15	36	4	0	0	0	0	0	40
Start Time	**Rolling Hour**							**Total**
06:00	160	15	1	0	0	0	10	186
06:15	169	22	1	0	0	1	11	204
06:30	233	29	1	0	1	2	14	280
06:45	307	34	3	0	1	2	15	362
07:00	385	38	2	0	1	2	15	443
07:15	433	36	2	0	2	1	12	486
07:30	473	35	2	0	1	2	12	525
07:45	513	31	1	0	1	3	13	562
08:00	541	32	2	0	2	4	11	592
08:15	543	34	2	0	2	4	10	595
08:30	515	31	2	0	2	3	9	562
08:45	467	31	1	0	2	2	4	507
09:00	388	29	0	0	3	1	5	426
15:00	337	22	0	0	1	2	2	364
15:15	345	23	1	0	1	2	4	376
15:30	371	27	1	0	3	3	4	409
15:45	368	32	1	0	3	2	5	411
16:00	390	38	1	0	3	2	5	439
16:15	401	44	0	0	2	2	4	453
16:30	428	39	0	0	0	1	9	477
16:45	438	34	0	0	0	0	14	486
17:00	466	36	0	0	0	0	17	519
17:15	467	29	0	0	0	4	18	518
17:30	439	35	0	0	0	6	17	497
17:45	434	35	0	0	0	7	14	490
18:00	432	32	0	0	0	8	15	487
18:15	434	34	0	0	0	5	12	485
18:30	429	27	0	0	0	3	10	469
18:45	399	24	0	0	0	2	8	433
19:00	365	24	0	0	0	1	4	394
19:15	333	20	0	0	0	0	4	357
19:30	288	15	2	0	0	1	1	307
19:45	269	13	2	0	0	1	1	286
20:00	212	8	3	0	0	1	3	227
20:15	190	6	3	0	0	1	3	203
20:30	196	6	1	0	0	0	3	206
20:45	188	6	1	0	0	0	3	198
21:00	187	3	0	0	0	0	2	192
21:15	170	7	0	0	0	0	2	179
21:30	155	10	0	0	0	0	2	167

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 4

Date of Survey: 04.04.2019
Junction Name: Westfield Ave / Woking Football Club
Junction Type: T-Junction

Arm A: Westfield Ave (N) **Arm B:** Woking Football Club (E) **Arm C:** Westfield Ave (S)

	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
06:00	0	6	30	0	0	0	0	3	12
06:15	0	3	18	0	1	0	0	4	9
06:30	0	8	8	0	3	0	0	1	19
06:45	0	12	5	0	3	1	0	1	32
07:00	0	12	5	0	15	5	0	3	27
07:15	0	33	9	0	18	1	0	3	46
07:30	0	30	16	0	16	5	0	4	50
07:45	0	38	14	0	14	5	0	3	60
08:00	0	29	9	0	8	1	0	5	63
08:15	0	42	11	0	4	5	0	6	78
08:30	0	58	18	0	9	1	0	4	66
08:45	0	59	16	0	4	3	0	6	79
09:00	0	30	20	0	6	3	0	5	55
09:15	0	24	30	0	8	1	0	21	30
09:30	0	26	14	0	14	1	0	3	47
09:45	0	28	11	0	10	3	0	5	30
15:00	0	27	4	0	9	1	0	1	46
15:15	0	32	13	0	5	2	0	4	22
15:30	0	44	12	0	10	3	0	4	33
15:45	0	44	11	0	6	2	0	5	22
16:00	0	37	12	0	8	2	0	3	37
16:15	0	43	14	0	14	1	0	6	36
16:30	0	49	12	0	11	7	0	3	26
16:45	0	52	16	0	11	5	0	11	23
17:00	0	38	10	0	14	6	0	7	36
17:15	0	44	17	0	13	6	0	3	48
17:30	0	45	19	0	11	4	0	2	34
17:45	0	61	21	0	18	6	0	13	30
18:00	0	40	19	0	11	4	0	7	26
18:15	0	39	18	0	15	7	0	5	26
18:30	0	33	22	0	20	8	0	0	26
18:45	0	60	25	0	19	3	0	7	30
19:00	0	39	10	0	14	9	0	3	34
19:15	0	43	10	0	12	4	0	3	25
19:30	0	16	10	0	20	7	0	2	20
19:45	0	38	11	0	18	6	0	1	35
20:00	0	34	4	0	13	5	0	6	11
20:15	0	18	5	0	9	2	0	1	15
20:30	0	15	1	0	19	8	0	0	11
20:45	0	11	5	0	14	3	0	0	16
21:00	0	15	5	0	11	5	0	1	12
21:15	0	18	5	0	10	3	0	3	13
21:30	0	18	1	0	9	1	0	1	16
21:45	0	19	2	0	5	2	0	0	15
22:00	0	16	2	0	8	1	0	0	9
22:15	0	11	0	0	6	2	0	0	21
Start Time	**Rolling Hour**								
06:00	0	29	61	0	7	1	0	9	72
06:15	0	35	36	0	22	6	0	9	87
06:30	0	65	27	0	39	7	0	8	124
06:45	0	87	35	0	52	12	0	11	156
07:00	0	113	44	0	63	16	0	13	184
07:15	0	130	48	0	56	12	0	15	220
07:30	0	139	50	0	42	16	0	18	252
07:45	0	168	52	0	35	12	0	18	268
08:00	0	189	54	0	25	10	0	21	287
08:15	0	190	65	0	23	12	0	21	279
08:30	0	172	84	0	27	8	0	36	230
08:45	0	140	80	0	32	8	0	35	211
09:00	0	108	76	0	38	8	0	34	162
15:00	0	147	40	0	30	8	0	14	123
15:15	0	158	48	0	29	9	0	16	115
15:30	0	168	49	0	38	8	0	18	128
15:45	0	173	49	0	39	12	0	17	121
16:00	0	181	54	0	44	15	0	23	122
16:15	0	182	52	0	50	19	0	27	121
16:30	0	184	55	0	49	24	0	24	133
16:45	0	179	62	0	49	21	0	23	141
17:00	0	188	67	0	56	22	0	25	148
17:15	0	190	76	0	53	20	0	25	138
17:30	0	185	77	0	55	21	0	27	115
17:45	0	173	80	0	64	25	0	25	107
18:00	0	173	84	0	65	22	0	19	107
18:15	0	171	75	0	68	27	0	15	116
18:30	0	175	67	0	65	24	0	13	115
18:45	0	158	55	0	65	23	0	15	110
19:00	0	136	41	0	64	26	0	9	114
19:15	0	131	35	0	63	22	0	12	91
19:30	0	107	30	0	60	20	0	10	81
19:45	0	105	21	0	59	21	0	8	72
20:00	0	79	15	0	55	18	0	7	53
20:15	0	60	16	0	53	18	0	2	54
20:30	0	59	16	0	54	19	0	4	52
20:45	0	63	16	0	44	12	0	5	57
21:00	0	70	13	0	35	11	0	5	56
21:15	0	71	10	0	32	7	0	4	53
21:30	0	64	5	0	28	6	0	1	61

Intelligent Data Collection Limited
Woking, Surrey

Client: Vectos
Project Number: ID04567
Junction Number: Site 4
Date of Survey: 06.04.2019
Junction Name: Westfield Ave / Woking Football Club
Junction Type: T-Junction

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Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	24.04.2019			
Prepared by	Grant Daniel Breddy			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04567			
File Ref	ID04567 Woking, Surrey - MCC Site 4 - 06.04.2019			

Issue Sheet

Issued to	Date			
	26.04.2019			
Taylor Davis	E-mail			

Contents Page

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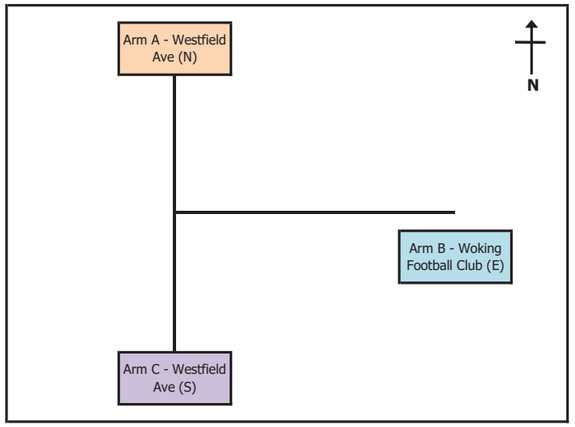
Intelligent Data Collection Limited

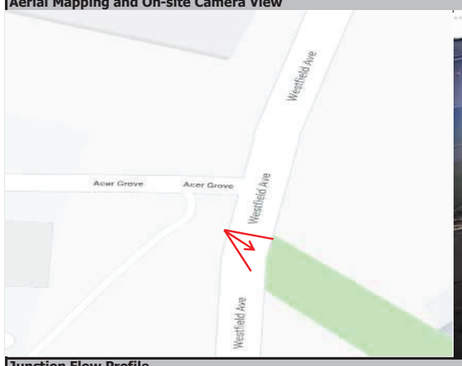
Client:	Vectos	**Date of Survey:**	06.04.2019
Project Number:	ID04567	**Junction Name:**	Westfield Ave / Woking Football Club
Junction Number:	Site 4	**Junction Type:**	T-Junction

X Coordinate	Y Coordinate	Google Maps Link	
51.306180275764014	-0.560365750300889	Click Here	
Weather Conditions			
Cloudy			

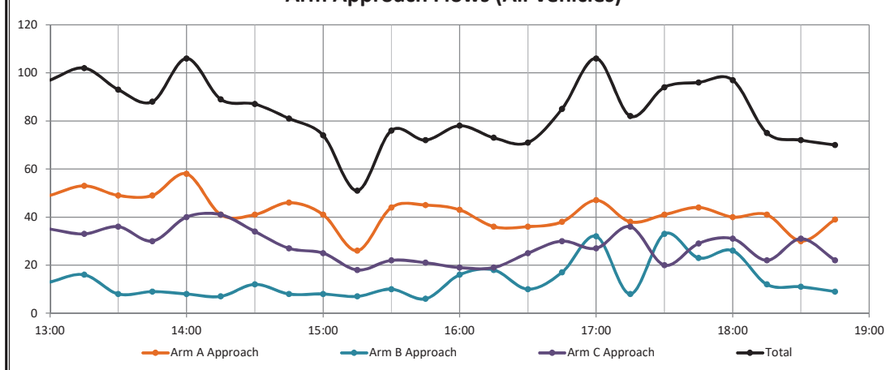
Junction Layout



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):

Intelligent Data Collection Limited

Client:	Vectos	**Date of Survey:**	06.04.2019
Project Number:	ID04567	**Junction Name:**	Westfield Ave / Woking Football Club
Junction Number:	Site 4	**Junction Type:**	T-Junction

Arm A: Westfield Ave (N)
Arm B: Woking Football Club (E)
Arm C: Westfield Ave (S)

Time	A to C								A to B								A to A							
	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2
13:00	0	1	2	37	10	2	0	0	0	0	0	12	31	3	0	0	0	0	0	0				
13:15	0	1	1	44	9	0	0	0	0	0	0	9	41	1	0	0	0	0	0	0				
13:30	0	0	1	44	5	0	0	0	0	0	0	5	41	2	0	0	0	0	0	0				
13:45	0	1	2	38	11	0	0	0	0	0	0	11	32	3	0	0	0	0	0	0				
14:00	0	0	0	40	18	0	0	0	0	0	0	18	37	3	0	0	0	0	0	0				
14:15	0	0	2	32	9	0	0	0	0	0	0	9	27	3	0	0	0	0	0	0				
14:30	0	0	1	28	13	0	0	0	0	0	0	13	26	1	0	0	0	0	0	0				
14:45	0	1	0	36	8	0	0	0	0	0	0	10	34	1	0	0	0	0	2	2				
15:00	0	2	0	31	10	0	0	0	0	0	0	10	26	3	0	0	0	0	0	0				
15:15	0	0	0	17	9	0	0	0	0	0	0	9	17	0	0	0	0	0	0	0				
15:30	0	0	0	37	7	0	0	0	0	0	0	7	34	3	0	0	0	0	0	0				
15:45	0	0	0	21	23	1	0	0	0	0	0	24	19	2	0	0	0	0	0	0				
16:00	0	0	1	30	11	2	0	0	0	0	0	13	29	0	0	0	0	0	0	0				
16:15	0	0	3	27	9	0	0	0	0	0	0	9	23	1	0	0	0	0	0	0				
16:30	0	1	0	27	9	0	0	0	0	0	0	9	22	3	1	0	0	0	0	0				
16:45	0	0	0	30	7	1	0	0	0	0	0	8	27	3	0	0	0	0	0	0				
17:00	0	0	1	38	9	0	0	0	0	0	0	9	34	3	0	0	0	0	0	0				
17:15	0	1	1	32	6	0	0	0	0	0	0	6	27	3	0	0	0	0	0	0				
17:30	0	1	0	35	5	1	0	0	0	0	0	6	30	4	0	0	0	0	0	0				
17:45	0	1	0	36	8	0	0	0	0	0	0	8	32	3	0	0	0	0	0	0				
18:00	0	2	0	38	2	0	0	0	0	0	0	2	34	2	0	0	0	0	0	0				
18:15	0	2	1	35	4	2	0	0	0	0	0	6	29	3	0	0	0	0	0	0				
18:30	0	0	0	26	4	0	0	0	0	0	0	4	24	2	0	0	0	0	0	0				
18:45	0	1	2	36	3	0	0	0	0	0	0	3	32	1	0	0	0	0	0	0				
Start Time	**Rolling Hour**			**Total**					**Rolling Hour**			**Total**					**Rolling Hour**			**Total**				
13:00	0	3	6	163	35	2	0	0	0	0	0	37	145	9	0	0	0	0	0	0				
13:15	0	2	4	166	43	0	0	0	0	0	0	43	151	9	0	0	0	0	0	0				
13:30	0	1	5	154	43	0	0	0	0	0	0	43	137	11	0	0	0	0	0	0				
13:45	0	1	5	138	51	0	0	0	0	0	0	51	122	10	0	0	0	0	2	2				
14:00	0	1	3	136	48	0	0	0	0	0	0	50	124	8	0	0	0	0	2	2				
14:15	0	3	3	127	40	0	0	0	0	0	0	42	113	8	0	0	0	0	2	2				
14:30	0	3	1	112	40	0	0	0	0	0	0	42	103	5	0	0	0	0	2	2				
14:45	0	3	0	121	34	0	0	0	0	0	0	36	111	7	0	0	0	0	2	2				
15:00	0	2	0	106	49	1	0	0	0	0	0	50	96	8	0	0	0	0	0	0				
15:15	0	0	1	105	50	3	0	0	0	0	0	53	99	5	0	0	0	0	0	0				
15:30	0	0	4	115	50	3	0	0	0	0	0	53	105	6	0	0	0	0	0	0				
15:45	0	1	4	105	52	3	0	0	0	0	0	55	93	6	1	0	0	0	0	0				
16:00	0	1	4	114	36	3	0	0	0	0	0	39	101	7	1	0	0	0	0	0				
16:15	0	1	4	122	34	1	0	0	0	0	0	35	106	10	1	0	0	0	0	0				
16:30	0	2	2	127	31	1	0	0	0	0	0	32	110	12	1	0	0	0	0	0				
16:45	0	2	2	135	27	2	0	0	0	0	0	29	118	13	0	0	0	0	0	0				
17:00	0	3	2	141	28	1	0	0	0	0	0	29	123	13	0	0	0	0	0	0				
17:15	0	5	1	141	21	1	0	0	0	0	0	22	123	12	0	0	0	0	0	0				
17:30	0	6	1	144	19	3	0	0	0	0	0	22	125	12	0	0	0	0	0	0				
17:45	0	5	1	135	18	2	0	0	0	0	0	20	119	10	0	0	0	0	0	0				
18:00	0	5	3	135	13	2	0	0	0	0	0	15	119	8	0	0	0	0	0	0				

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 4

Date of Survey: 06.04.2019
Junction Name: Westfield Ave / Woking Football Club
Junction Type: T-Junction

Arm A: Westfield Ave (N)
Arm B: Woking Football Club (E)
Arm C: Westfield Ave (S)

	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
13:00								0	8	2	0	0	0	0	0	10	3	0	0	0	0	0	0	3
13:15								0	12	0	0	0	0	0	0	12	4	0	0	0	0	0	0	4
13:30								0	6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2
13:45								0	5	1	0	0	0	0	0	6	3	0	0	0	0	0	0	3
14:00								0	6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2
14:15								0	4	1	0	0	0	0	0	5	2	0	0	0	0	0	0	2
14:30								0	10	0	0	0	0	0	0	10	2	0	0	0	0	0	0	2
14:45								0	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
15:00								0	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3
15:15								0	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
15:30								0	6	0	0	0	0	0	1	7	3	0	0	0	0	0	0	3
15:45								0	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
16:00								0	12	0	0	0	0	0	0	12	4	0	0	0	0	0	0	4
16:15								0	10	2	0	0	0	0	0	12	6	0	0	0	0	0	0	6
16:30								0	8	0	0	0	0	0	0	8	2	0	0	0	0	0	0	2
16:45								0	13	0	0	0	0	0	0	13	4	0	0	0	0	0	0	4
17:00								0	15	0	0	0	0	0	0	15	17	0	0	0	0	0	0	17
17:15								0	6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2
17:30								0	24	0	0	0	0	0	0	24	9	0	0	0	0	0	0	9
17:45								0	14	1	0	0	0	0	0	15	8	0	0	0	0	0	0	8
18:00								0	21	1	0	0	0	0	0	22	4	0	0	0	0	0	0	4
18:15								0	7	2	0	0	0	0	0	9	3	0	0	0	0	0	0	3
18:30								0	9	0	0	0	0	0	0	9	2	0	0	0	0	0	0	2
18:45								0	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	0	0	0	0	0	0	0	0	31	3	0	0	0	0	0	34	12	0	0	0	0	0	0	12
13:15	0	0	0	0	0	0	0	0	29	1	0	0	0	0	0	30	11	0	0	0	0	0	0	11
13:30	0	0	0	0	0	0	0	0	21	2	0	0	0	0	0	23	9	0	0	0	0	0	0	9
13:45	0	0	0	0	0	0	0	0	25	2	0	0	0	0	0	27	9	0	0	0	0	0	0	9
14:00	0	0	0	0	0	0	0	0	24	1	0	0	0	0	0	25	10	0	0	0	0	0	0	10
14:15	0	0	0	0	0	0	0	0	23	1	0	0	0	0	0	24	11	0	0	0	0	0	0	11
14:30	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	26	9	0	0	0	0	0	0	9
14:45	0	0	0	0	0	0	0	0	22	0	0	0	0	0	1	23	10	0	0	0	0	0	0	10
15:00	0	0	0	0	0	0	0	0	22	0	0	0	0	0	1	23	8	0	0	0	0	0	0	8
15:15	0	0	0	0	0	0	0	0	29	0	0	0	0	0	1	30	9	0	0	0	0	0	0	9
15:30	0	0	0	0	0	0	0	0	32	2	0	0	0	0	1	35	15	0	0	0	0	0	0	15
15:45	0	0	0	0	0	0	0	0	34	2	0	0	0	0	0	36	14	0	0	0	0	0	0	14
16:00	0	0	0	0	0	0	0	0	43	2	0	0	0	0	0	45	16	0	0	0	0	0	0	16
16:15	0	0	0	0	0	0	0	0	46	2	0	0	0	0	0	48	29	0	0	0	0	0	0	29
16:30	0	0	0	0	0	0	0	0	42	0	0	0	0	0	0	42	25	0	0	0	0	0	0	25
16:45	0	0	0	0	0	0	0	0	58	0	0	0	0	0	0	58	32	0	0	0	0	0	0	32
17:00	0	0	0	0	0	0	0	0	59	1	0	0	0	0	0	60	36	0	0	0	0	0	0	36
17:15	0	0	0	0	0	0	0	0	65	2	0	0	0	0	0	67	23	0	0	0	0	0	0	23
17:30	0	0	0	0	0	0	0	0	66	4	0	0	0	0	0	70	24	0	0	0	0	0	0	24
17:45	0	0	0	0	0	0	0	0	51	4	0	0	0	0	0	55	17	0	0	0	0	0	0	17
18:00	0	0	0	0	0	0	0	0	43	3	0	0	0	0	0	46	12	0	0	0	0	0	0	12

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 4

Date of Survey: 06.04.2019
Junction Name: Westfield Ave / Woking Football Club
Junction Type: T-Junction

Arm A: Westfield Ave (N)
Arm B: Woking Football Club (E)
Arm C: Westfield Ave (S)

	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
13:00								0	5	0	0	0	0	0	0	5	26	2	0	0	0	1	1	30
13:15								0	2	0	0	0	0	0	0	2	30	1	0	0	0	0	0	31
13:30								0	2	0	0	0	0	0	0	2	31	2	0	0	0	0	1	34
13:45								0	6	0	0	0	0	0	0	6	20	2	0	0	0	1	1	24
14:00								0	6	0	0	0	0	0	0	6	32	2	0	0	0	0	0	34
14:15								0	5	0	0	0	0	0	0	5	33	3	0	0	0	0	0	36
14:30								0	4	0	0	0	0	0	0	4	28	1	0	0	0	0	1	30
14:45								0	1	0	0	0	0	0	1	2	23	1	0	0	0	0	1	25
15:00								0	1	0	0	0	0	0	0	1	22	1	0	0	0	1	0	24
15:15								0	2	0	0	0	0	0	0	2	14	2	0	0	0	0	0	16
15:30								0	3	0	0	0	0	0	0	3	18	1	0	0	0	0	0	19
15:45								0	5	0	0	0	0	0	0	5	13	3	0	0	0	0	0	16
16:00								0	2	0	0	0	0	0	0	2	16	1	0	0	0	0	0	17
16:15								0	2	0	0	0	0	0	0	2	17	0	0	0	0	0	0	17
16:30								0	1	0	0	0	0	0	0	1	21	3	0	0	0	0	0	24
16:45								0	2	0	0	0	0	0	0	2	25	1	0	0	0	1	1	28
17:00								0	0	0	0	0	0	0	0	0	24	3	0	0	0	0	0	27
17:15								0	0	0	0	0	0	0	0	0	33	0	0	0	0	0	3	36
17:30								0	1	0	0	0	0	0	0	1	16	2	0	0	0	1	0	19
17:45								0	0	0	0	0	0	0	0	0	28	1	0	0	0	0	0	29
18:00								0	5	0	0	0	0	0	0	5	24	0	0	0	0	2	0	26
18:15								0	0	0	0	0	0	0	0	0	16	3	0	0	0	1	2	22
18:30								0	2	0	0	0	0	0	0	2	24	3	0	0	0	1	1	29
18:45								0	0	0	0	0	0	0	0	0	20	1	0	0	0	1	0	22
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	107	7	0	0	0	2	3	119
13:15	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	113	7	0	0	0	1	2	123
13:30	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	19	116	9	0	0	0	1	2	128
13:45	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	21	113	8	0	0	0	1	2	124
14:00	0	0	0	0	0	0	0	0	16	0	0	0	0	0	1	17	116	7	0	0	0	0	2	125
14:15	0	0	0	0	0	0	0	0	11	0	0	0	0	0	1	12	106	6	0	0	0	1	2	115
14:30	0	0	0	0	0	0	0	0	8	0	0	0	0	0	1	9	87	5	0	0	0	1	2	95
14:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	1	8	77	5	0	0	0	1	1	84
15:00	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	67	7	0	0	0	1	0	75
15:15	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	61	7	0	0	0	0	0	68
15:30	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	64	5	0	0	0	0	0	69
15:45	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	67	7	0	0	0	0	0	74
16:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	79	5	0	0	0	1	1	86
16:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	87	7	0	0	0	1	1	96
16:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	103	7	0	0	0	1	4	115
16:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	98	6	0	0	0	2	4	110
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	101	6	0	0	0	1	3	111
17:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	101	3	0	0	0	3	3	110
17:30	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	84	6	0	0	0	4	2	96
17:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	92	7	0	0	0	4	3	106
18:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	84	7	0	0	0	5	3	99

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 4

Date of Survey: 06.04.2019
Junction Name: Westfield Ave / Woking Football Club
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**
13:00	41	5	0	0	0	1	2	49	34	4	0	0	0	1	1	40
13:15	50	1	0	0	0	1	1	53	42	1	0	0	0	0	0	43
13:30	46	2	0	0	0	0	1	49	37	2	0	0	0	0	1	40
13:45	43	3	0	0	0	1	2	49	25	3	0	0	0	1	1	30
14:00	55	3	0	0	0	0	0	58	38	2	0	0	0	0	0	40
14:15	36	3	0	0	0	0	2	41	37	4	0	0	0	0	0	41
14:30	39	1	0	0	0	0	1	41	38	1	0	0	0	0	1	40
14:45	42	1	0	0	0	1	2	46	27	1	0	0	0	0	1	29
15:00	36	3	0	0	0	2	0	41	27	1	0	0	0	1	0	29
15:15	26	0	0	0	0	0	0	26	21	2	0	0	0	0	0	23
15:30	41	3	0	0	0	0	0	44	24	1	0	0	0	0	1	26
15:45	42	3	0	0	0	0	0	45	17	3	0	0	0	0	0	20
16:00	40	2	0	0	0	0	1	43	28	1	0	0	0	0	0	29
16:15	32	1	0	0	0	0	3	36	27	2	0	0	0	0	0	29
16:30	31	3	1	0	0	1	0	36	29	3	0	0	0	0	0	32
16:45	34	4	0	0	0	0	0	38	38	1	0	0	0	1	1	41
17:00	43	3	0	0	0	0	1	47	39	3	0	0	0	0	0	42
17:15	33	3	0	0	0	1	1	38	39	0	0	0	0	0	3	42
17:30	35	5	0	0	0	1	0	41	40	2	0	0	0	1	0	43
17:45	40	3	0	0	0	1	0	44	42	2	0	0	0	0	0	44
18:00	36	2	0	0	0	2	0	40	45	1	0	0	0	2	0	48
18:15	33	5	0	0	0	2	1	41	23	5	0	0	0	1	2	31
18:30	28	2	0	0	0	0	0	30	33	3	0	0	0	1	1	38
18:45	35	1	0	0	0	1	2	39	26	1	0	0	0	1	0	28
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	180	11	0	0	0	3	6	200	138	10	0	0	0	2	3	153
13:15	194	9	0	0	0	2	4	209	142	8	0	0	0	1	2	153
13:30	180	11	0	0	0	1	5	197	137	11	0	0	0	1	2	151
13:45	173	10	0	0	0	1	5	189	138	10	0	0	0	1	2	151
14:00	172	8	0	0	0	1	5	186	140	8	0	0	0	0	2	150
14:15	153	8	0	0	0	3	5	169	129	7	0	0	0	1	2	139
14:30	143	5	0	0	0	3	3	154	113	5	0	0	0	1	2	121
14:45	145	7	0	0	0	3	2	157	99	5	0	0	0	1	2	107
15:00	145	9	0	0	0	2	0	156	89	7	0	0	0	1	1	98
15:15	149	8	0	0	0	0	1	158	90	7	0	0	0	0	1	98
15:30	155	9	0	0	0	0	4	168	96	7	0	0	0	0	1	104
15:45	145	9	1	0	0	1	4	160	101	9	0	0	0	0	0	110
16:00	137	10	1	0	0	1	4	153	122	7	0	0	0	1	1	131
16:15	140	11	1	0	0	1	4	157	133	9	0	0	0	1	1	144
16:30	141	13	1	0	0	2	2	159	145	7	0	0	0	1	4	157
16:45	145	15	0	0	0	2	2	164	156	6	0	0	0	2	4	168
17:00	151	14	0	0	0	3	2	170	160	7	0	0	0	1	3	171
17:15	144	13	0	0	0	5	1	163	166	5	0	0	0	3	3	177
17:30	144	15	0	0	0	6	1	166	150	10	0	0	0	4	2	166
17:45	137	12	0	0	0	5	1	155	143	11	0	0	0	4	3	161
18:00	132	10	0	0	0	5	3	150	127	10	0	0	0	5	3	145

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 4

Date of Survey: 06.04.2019
Junction Name: Westfield Ave / Woking Football Club
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**
13:00	11	2	0	0	0	0	0	13	15	2	0	0	0	0	0	17
13:15	16	0	0	0	0	0	0	16	11	0	0	0	0	0	0	11
13:30	8	0	0	0	0	0	0	8	7	0	0	0	0	0	0	7
13:45	8	1	0	0	0	0	0	9	17	0	0	0	0	0	0	17
14:00	8	0	0	0	0	0	0	8	24	0	0	0	0	0	0	24
14:15	6	1	0	0	0	0	0	7	14	0	0	0	0	0	0	14
14:30	12	0	0	0	0	0	0	12	17	0	0	0	0	0	0	17
14:45	8	0	0	0	0	0	0	8	9	0	0	0	0	0	3	12
15:00	8	0	0	0	0	0	0	8	11	0	0	0	0	0	0	11
15:15	7	0	0	0	0	0	0	7	11	0	0	0	0	0	0	11
15:30	9	0	0	0	0	0	1	10	10	0	0	0	0	0	0	10
15:45	6	0	0	0	0	0	0	6	28	1	0	0	0	0	0	29
16:00	16	0	0	0	0	0	0	16	13	2	0	0	0	0	0	15
16:15	16	2	0	0	0	0	0	18	11	0	0	0	0	0	0	11
16:30	10	0	0	0	0	0	0	10	10	0	0	0	0	0	0	10
16:45	17	0	0	0	0	0	0	17	9	1	0	0	0	0	0	10
17:00	32	0	0	0	0	0	0	32	9	0	0	0	0	0	0	9
17:15	8	0	0	0	0	0	0	8	6	0	0	0	0	0	0	6
17:30	33	0	0	0	0	0	0	33	6	1	0	0	0	0	0	7
17:45	22	1	0	0	0	0	0	23	8	0	0	0	0	0	0	8
18:00	25	1	0	0	0	0	0	26	7	0	0	0	0	0	0	7
18:15	10	2	0	0	0	0	0	12	4	2	0	0	0	0	0	6
18:30	11	0	0	0	0	0	0	11	6	0	0	0	0	0	0	6
18:45	9	0	0	0	0	0	0	9	3	0	0	0	0	0	0	3
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	43	3	0	0	0	0	0	46	50	2	0	0	0	0	0	52
13:15	40	1	0	0	0	0	0	41	59	0	0	0	0	0	0	59
13:30	30	2	0	0	0	0	0	32	62	0	0	0	0	0	0	62
13:45	34	2	0	0	0	0	0	36	72	0	0	0	0	0	0	72
14:00	34	1	0	0	0	0	0	35	64	0	0	0	0	0	3	67
14:15	34	1	0	0	0	0	0	35	51	0	0	0	0	0	3	54
14:30	35	0	0	0	0	0	0	35	48	0	0	0	0	0	3	51
14:45	32	0	0	0	0	0	1	33	41	0	0	0	0	0	3	44
15:00	30	0	0	0	0	0	1	31	60	1	0	0	0	0	0	61
15:15	38	0	0	0	0	0	1	39	62	3	0	0	0	0	0	65
15:30	47	2	0	0	0	0	1	50	62	3	0	0	0	0	0	65
15:45	48	2	0	0	0	0	0	50	62	3	0	0	0	0	0	65
16:00	59	2	0	0	0	0	0	61	43	3	0	0	0	0	0	46
16:15	75	2	0	0	0	0	0	77	39	1	0	0	0	0	0	40
16:30	67	0	0	0	0	0	0	67	34	1	0	0	0	0	0	35
16:45	90	0	0	0	0	0	0	90	30	2	0	0	0	0	0	32
17:00	95	1	0	0	0	0	0	96	29	1	0	0	0	0	0	30
17:15	88	2	0	0	0	0	0	90	27	1	0	0	0	0	0	28
17:30	90	4	0	0	0	0	0	94	25	3	0	0	0	0	0	28
17:45	68	4	0	0	0	0	0	72	25	2	0	0	0	0	0	27
18:00	55	3	0	0	0	0	0	58	20	2	0	0	0	0	0	22

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 4

Date of Survey: 06.04.2019
Junction Name: Westfield Ave / Woking Football Club
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**
13:00	31	2	0	0	0	1	1	35	34	3	0	0	0	1	2	40
13:15	32	1	0	0	0	0	0	33	45	1	0	0	0	1	1	48
13:30	33	2	0	0	0	0	1	36	43	2	0	0	0	0	1	46
13:45	26	2	0	0	0	1	1	30	35	3	0	0	0	1	2	41
14:00	38	2	0	0	0	0	0	40	39	3	0	0	0	0	0	42
14:15	38	3	0	0	0	0	0	41	29	3	0	0	0	0	2	34
14:30	32	1	0	0	0	0	1	34	28	1	0	0	0	0	1	30
14:45	24	1	0	0	0	0	2	27	38	1	0	0	0	1	0	40
15:00	23	1	0	0	0	1	0	25	29	3	0	0	0	2	0	34
15:15	16	2	0	0	0	0	0	18	17	0	0	0	0	0	0	17
15:30	21	1	0	0	0	0	0	22	37	3	0	0	0	0	0	40
15:45	18	3	0	0	0	0	0	21	21	2	0	0	0	0	0	23
16:00	18	1	0	0	0	0	0	19	33	0	0	0	0	0	1	34
16:15	19	0	0	0	0	0	0	19	29	1	0	0	0	0	3	33
16:30	22	3	0	0	0	0	0	25	24	3	1	0	0	1	0	29
16:45	27	1	0	0	0	1	1	30	31	3	0	0	0	0	0	34
17:00	24	3	0	0	0	0	0	27	51	3	0	0	0	0	1	55
17:15	33	0	0	0	0	0	3	36	29	3	0	0	0	1	1	34
17:30	17	2	0	0	0	1	0	20	39	4	0	0	0	1	0	44
17:45	28	1	0	0	0	0	0	29	40	3	0	0	0	1	0	44
18:00	29	0	0	0	0	2	0	31	38	2	0	0	0	2	0	42
18:15	16	3	0	0	0	1	2	22	32	3	0	0	0	2	1	38
18:30	26	3	0	0	0	1	1	31	26	2	0	0	0	0	0	28
18:45	20	1	0	0	0	1	0	22	35	1	0	0	0	1	2	39
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	122	7	0	0	0	2	3	134	157	9	0	0	0	3	6	175
13:15	129	7	0	0	0	1	2	139	162	9	0	0	0	2	4	177
13:30	135	9	0	0	0	1	2	147	146	11	0	0	0	1	5	163
13:45	134	8	0	0	0	1	2	145	131	10	0	0	0	1	5	147
14:00	132	7	0	0	0	0	3	142	134	8	0	0	0	1	3	146
14:15	117	6	0	0	0	1	3	127	124	8	0	0	0	3	3	138
14:30	95	5	0	0	0	1	3	104	112	5	0	0	0	3	1	121
14:45	84	5	0	0	0	1	2	92	121	7	0	0	0	3	0	131
15:00	78	7	0	0	0	1	0	86	104	8	0	0	0	2	0	114
15:15	73	7	0	0	0	0	0	80	108	5	0	0	0	0	1	114
15:30	76	5	0	0	0	0	0	81	120	6	0	0	0	0	4	130
15:45	77	7	0	0	0	0	0	84	107	6	1	0	0	1	4	119
16:00	86	5	0	0	0	1	1	93	117	7	1	0	0	1	4	130
16:15	92	7	0	0	0	1	1	101	135	10	1	0	0	1	4	151
16:30	106	7	0	0	0	1	4	118	135	12	1	0	0	2	2	152
16:45	101	6	0	0	0	2	4	113	150	13	0	0	0	2	2	167
17:00	102	6	0	0	0	1	3	112	159	13	0	0	0	3	2	177
17:15	107	3	0	0	0	3	3	116	146	12	0	0	0	5	1	164
17:30	90	6	0	0	0	4	2	102	149	12	0	0	0	6	1	168
17:45	99	7	0	0	0	4	3	113	136	10	0	0	0	5	1	152
18:00	91	7	0	0	0	5	3	106	131	8	0	0	0	5	3	147

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 4

Date of Survey: 06.04.2019
Junction Name: Westfield Ave / Woking Football Club
Junction Type: T-Junction

	Total Junction Flow							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
13:00	83	9	0	0	0	2	3	97
13:15	98	2	0	0	0	1	1	102
13:30	87	4	0	0	0	0	2	93
13:45	77	6	0	0	0	2	3	88
14:00	101	5	0	0	0	0	0	106
14:15	80	7	0	0	0	0	2	89
14:30	83	2	0	0	0	0	2	87
14:45	74	2	0	0	0	1	4	81
15:00	67	4	0	0	0	3	0	74
15:15	49	2	0	0	0	0	0	51
15:30	71	4	0	0	0	0	1	76
15:45	66	6	0	0	0	0	0	72
16:00	74	3	0	0	0	0	1	78
16:15	67	3	0	0	0	0	3	73
16:30	63	6	1	0	0	1	0	71
16:45	78	5	0	0	0	1	1	85
17:00	99	6	0	0	0	0	1	106
17:15	74	3	0	0	0	1	4	82
17:30	85	7	0	0	0	2	0	94
17:45	90	5	0	0	0	1	0	96
18:00	90	3	0	0	0	4	0	97
18:15	59	10	0	0	0	3	3	75
18:30	65	5	0	0	0	1	1	72
18:45	64	2	0	0	0	2	2	70
Start Time	**Rolling Hour**							**Total**
13:00	345	21	0	0	0	5	9	380
13:15	363	17	0	0	0	3	6	389
13:30	345	22	0	0	0	2	7	376
13:45	341	20	0	0	0	2	7	370
14:00	338	16	0	0	0	1	8	363
14:15	304	15	0	0	0	4	8	331
14:30	273	10	0	0	0	4	6	293
14:45	261	12	0	0	0	4	5	282
15:00	253	16	0	0	0	3	1	273
15:15	260	15	0	0	0	0	2	277
15:30	278	16	0	0	0	0	5	299
15:45	270	18	1	0	0	1	4	294
16:00	282	17	1	0	0	2	5	307
16:15	307	20	1	0	0	2	5	335
16:30	314	20	1	0	0	3	6	344
16:45	336	21	0	0	0	4	6	367
17:00	348	21	0	0	0	4	5	378
17:15	339	18	0	0	0	8	4	369
17:30	324	25	0	0	0	10	3	362
17:45	304	23	0	0	0	9	4	340
18:00	278	20	0	0	0	10	6	314

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 4

Date of Survey: 06.04.2019
Junction Name: Westfield Ave / Woking Football Club
Junction Type: T-Junction

Arm A: Westfield Ave (N) **Arm B:** Woking Football Club (E) **Arm C:** Westfield Ave (S)

	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**
13:00	0	35	12	0	10	3	0	5	29
13:15	0	43	9	0	12	4	0	2	31
13:30	0	43	5	0	6	2	0	2	33
13:45	0	36	11	0	6	3	0	6	23
14:00	0	40	18	0	6	2	0	6	34
14:15	0	30	9	0	5	2	0	5	36
14:30	0	27	13	0	10	2	0	4	29
14:45	0	35	8	0	4	4	0	1	24
15:00	0	30	10	0	5	3	0	1	23
15:15	0	17	9	0	7	0	0	2	16
15:30	0	37	7	0	6	3	0	3	19
15:45	0	21	24	0	4	2	0	5	16
16:00	0	29	13	0	12	4	0	2	17
16:15	0	25	9	0	12	6	0	2	17
16:30	0	27	9	0	8	2	0	1	24
16:45	0	30	8	0	13	4	0	2	27
17:00	0	37	9	0	15	17	0	0	27
17:15	0	31	6	0	6	2	0	0	34
17:30	0	34	6	0	24	9	0	1	18
17:45	0	35	8	0	15	8	0	0	29
18:00	0	37	2	0	22	4	0	5	25
18:15	0	33	6	0	9	3	0	0	20
18:30	0	26	4	0	9	2	0	2	28
18:45	0	34	3	0	6	3	0	0	21
Start Time	**Rolling Hour**								
13:00	0	156	37	0	34	12	0	15	115
13:15	0	162	43	0	30	11	0	16	121
13:30	0	149	43	0	23	9	0	19	126
13:45	0	133	51	0	27	9	0	21	122
14:00	0	133	48	0	25	10	0	16	123
14:15	0	123	40	0	24	11	0	11	113
14:30	0	109	40	0	26	9	0	8	93
14:45	0	119	34	0	22	10	0	7	83
15:00	0	105	50	0	22	8	0	11	74
15:15	0	104	53	0	29	9	0	12	68
15:30	0	112	53	0	34	15	0	12	69
15:45	0	102	55	0	36	14	0	10	74
16:00	0	111	39	0	45	16	0	7	85
16:15	0	119	35	0	48	29	0	5	95
16:30	0	125	32	0	42	25	0	3	111
16:45	0	132	29	0	58	32	0	3	106
17:00	0	138	29	0	60	36	0	1	108
17:15	0	137	22	0	67	23	0	6	106
17:30	0	140	22	0	70	24	0	6	92
17:45	0	131	20	0	55	17	0	7	101
18:00	0	130	15	0	46	12	0	7	94

Intelligent Data Collection Limited
Woking, Surrey

Client: Vectos
Project Number: ID04567
Junction Number: Site 4a
Date of Survey: 18.05.2019
Junction Name: Westfield Ave / Woking Football Club
Junction Type: T-Junction

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A	Rev B		
Date	30.05.2019	12/06/2019		
Prepared by	Conor Lenehan	Conor Lenehan		
Signature				
Checked by	David Brown	Grant Breddy		
Signature				
Project Director	Paul O'Neill	Paul O'Neill		
Signature				
Project number	ID04567	ID04567		
File Ref	ID04567 Woking, Surrey - MCC Site 4 - 18.05.2019	ID04567 Woking, Surrey - MCC Site 4 - 18.05.2019 - Rev B		

Issue Sheet

Issued to	Date			
	31.05.2019	12.06.2019		
Taylor Davis	E-mail			

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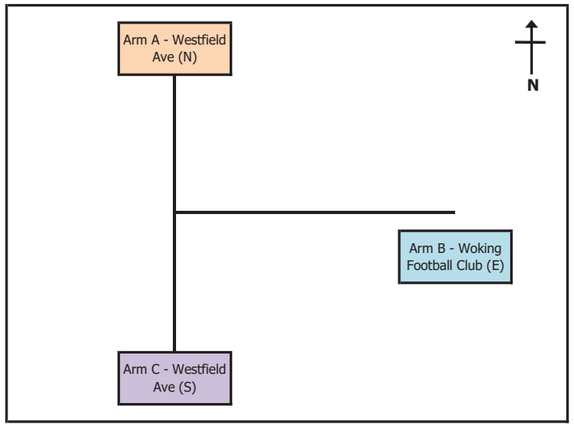
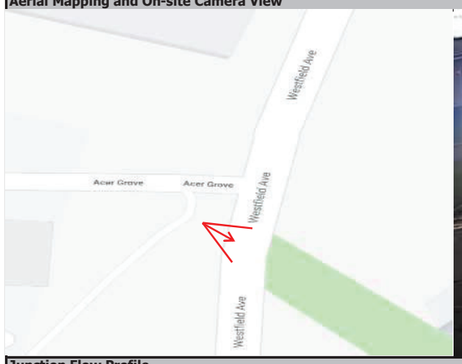
Client:	Vectos	**Date of Survey:**	18.05.2019
Project Number:	ID04567	**Junction Name:**	Westfield Ave / Woking Football Club
Junction Number:	Site 4a	**Junction Type:**	T-Junction

X Coordinate	Y Coordinate	Google Maps Link	
51.306180275764014	-0.560365750300889	Click Here	
Weather Conditions			
Cloudy			

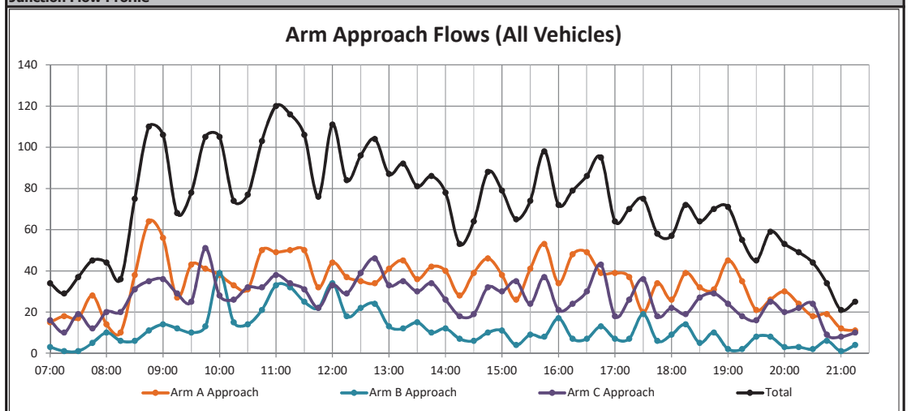
Junction Layout



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):

Arm A: Westfield Ave (N)
Arm B: Woking Football Club (E)
Arm C: Westfield Ave (S)

Time	A to C Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	A to B Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	A to A Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	7	0	0	0	0	0	2	9	7	0	0	0	0	0	0	7	4	2	0	0	0	0	0	6
07:15	9	0	0	0	0	0	0	9	9	0	0	0	0	0	0	9	8	1	0	0	0	0	0	9
07:30	8	0	0	0	0	0	1	9	8	0	0	0	0	0	1	9	7	1	0	0	0	0	0	8
07:45	6	0	0	0	0	0	0	6	6	0	0	0	0	0	0	6	6	4	0	0	0	0	1	11
08:00	11	0	0	0	0	0	1	12	17	0	0	0	0	0	0	17	4	1	0	0	0	0	0	5
08:15	5	0	0	0	0	0	0	5	9	0	0	0	0	0	0	9	5	2	0	0	0	0	0	7
08:30	8	0	0	0	0	0	0	8	7	0	0	0	0	0	0	7	17	1	0	0	0	0	0	18
08:45	13	0	0	0	0	0	1	14	11	0	0	0	0	0	0	11	11	1	0	0	0	0	0	12
09:00	26	0	0	0	0	0	1	27	24	0	0	0	0	0	0	24	24	1	0	0	0	0	0	25
09:15	26	0	0	0	0	0	0	26	11	0	0	0	0	0	0	11	11	0	0	0	0	0	0	11
09:30	26	0	0	0	0	0	0	26	26	0	0	0	0	0	0	26	11	0	0	0	0	0	0	11
09:45	21	1	0	0	0	0	0	22	19	0	0	0	0	0	0	19	24	2	0	0	0	0	0	26
10:00	26	1	0	0	0	0	0	27	24	0	0	0	0	0	0	24	21	2	0	0	0	0	0	23
10:15	25	0	0	0	0	0	1	26	21	0	0	0	0	0	0	21	20	1	0	0	0	0	0	21
10:30	24	0	0	0	0	0	0	24	30	0	0	0	0	0	0	30	28	0	0	0	0	0	0	28
10:45	30	1	0	0	0	0	0	31	27	0	0	0	0	0	0	27	27	3	0	0	0	0	0	30
11:00	32	1	0	0	0	0	1	34	28	0	0	0	0	0	0	28	28	2	0	0	0	0	0	30
11:15	27	0	0	0	0	0	0	27	31	0	0	0	0	0	0	31	21	1	0	0	0	0	0	22
11:30	16	0	0	0	0	0	0	16	15	0	0	0	0	0	0	15	33	0	0	0	0	0	0	33
11:45	19	0	0	0	0	0	0	19	19	0	0	0	0	0	0	19	24	0	0	0	0	0	0	24
12:00	9	0	0	0	0	0	0	9	7	0	0	0	0	0	0	7	21	0	0	0	0	0	0	21
12:15	14	0	0	0	0	0	0	14	21	0	0	0	0	0	0	21	28	0	0	0	0	0	0	28
12:30	21	0	0	0	0	0	0	21	21	0	0	0	0	0	0	21	33	0	0	0	0	0	0	33
12:45	28	0	0	0	0	0	0	28	28	0	0	0	0	0	0	28	31	1	0	0	0	0	0	32
13:00	36	1	0	0	0	1	0	38	34	0	0	0	0	0	0	34	26	1	0	0	0	0	0	27
13:15	27	0	0	0	0	0	0	27	31	0	0	0	0	0	0	31	29	1	0	0	0	0	0	30
13:30	30	1	0	0	0	0	0	31	26	0	0	0	0	0	0	26	22	2	0	0	0	0	0	24
13:45	25	0	0	0	0	0	0	25	28	0	0	0	0	0	0	28	33	2	0	0	0	0	0	35
14:00	35	0	0	0	0	1	0	36	30	0	0	0	0	0	0	30	30	3	0	0	0	0	0	33
14:15	35	0	0	0	0	1	1	37	26	0	0	0	0	0	0	26	18	1	0	0	0	0	0	19
14:30	33	0	0	0	0	0	0	33	33	0	0	0	0	0	0	33	28	2	0	0	0	0	0	30
14:45	20	0	0	0	0	1	1	22	30	0	0	0	0	0	0	30	34	1	0	0	0	0	0	35
15:00	30	0	0	0	0	0	0	30	30	0	0	0	0	0	0	30	29	1	0	0	0	0	0	30
15:15	30	0	0	0	0	0	0	30	30	0	0	0	0	0	0	30	37	3	0	0	0	0	0	40
15:30	43	0	0	0	0	0	3	46	34	0	0	0	0	0	0	34	40	1	0	0	0	0	0	41
15:45	42	0	0	0	0	1	0	43	32	0	0	0	0	0	0	32	28	3	0	0	0	0	0	31
16:00	32	0	0	0	0	0	1	33	37	0	0	0	0	0	0	37	35	2	0	0	0	0	0	37
16:15	39	0	0	0	0	0	0	39	39	0	0	0	0	0	0	39	36	1	0	0	0	0	0	37
16:30	32	0	0	0	0	0	0	32	32	0	0	0	0	0	0	32	32	0	0	0	0	0	0	32
16:45	35	0	0	0	0	0	0	35	35	0	0	0	0	0	0	35	16	1	0	0	0	0	0	17
17:00	35	0	0	0	0	0	0	35	35	0	0	0	0	0	0	35	32	0	0	0	0	0	0	32
17:15	35	1	0	0	0	0	0	36	35	1	0	0	0	0	0	36	32	2	0	0	0	0	0	34
17:30	16	0	0	0	0	0	0	16	16	0	0	0	0	0	0	16	32	0	0	0	0	0	0	32
17:45	32	0	0	0	0	0	0	32	32	0	0	0	0	0	0	32	32	2	0	0	0	0	0	34
18:00	16	0	0	0	0	0	0	16	16	0	0	0	0	0	0	16	27	1	0	0	0	0	0	28
18:15	16	0	0	0	0	0	0	16	16	0	0	0	0	0	0	16	26	0	0	0	0	0	0	26
18:30	32	0	0	0	0	0	0	32	32	0	0	0	0	0	0	32	27	0	0	0	0	0	0	27
18:45	16	0	0	0	0	0	0	16	16	0	0	0	0	0	0	16	30	0	0	0	0	0	0	30
19:00	16	0	0	0	0	0	0	16	16	0	0	0	0	0	0	16	17	0	0	0	0	0	0	17
19:15	16	0	0	0	0	0	0	16	16	0	0	0	0	0	0	16	35	0	0	0	0	0	0	35
19:30	16	0	0	0	0	0	0	16	16	0	0	0	0	0	0	16	28	0	0	0	0	0	0	28
19:45	16	0	0	0	0	0	0	16	16	0	0	0	0	0	0	16	22	0	0	0	0	0	0	22
20:00	16	0	0	0	0	0	0	16	16	0	0	0	0	0	0	16	25	0	0	0	0	0	0	25
20:15	16	0	0	0	0	0	0	16	16	0	0	0	0	0	0	16	21	0	0	0	0	0	0	21
20:30	15	1	0	0	0	0	0	16	15	1	0	0	0	0	0	16	17	1	0	0	0	0	0	18
20:45	16	0	0	0	0	0	0	16	16	0	0	0	0	0	0	16	17	0	0	0	0	0	0	17
21:00	16	0	0	0	0	0	0	16	16	0	0	0	0	0	0	16	8	3	0	0	0	0	0	11
21:15	16	0	0	0	0	0	0	16	16	0	0	0	0	0	0	16	10	1	0	0	0	0	0	11

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 4a

Date of Survey: 18.05.2019
Junction Name: Westfield Ave / Woking Football Club
Junction Type: T-Junction

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Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	0	0	0	0	0	0	0	0	25	8	0	0	0	0	4	37	41	0	0	0	0	0	0	41
07:15	0	0	0	0	0	0	0	0	25	7	0	0	0	0	2	34	43	0	0	0	0	0	0	43
07:30	0	0	0	0	0	0	0	0	22	8	1	0	0	0	2	33	36	0	0	0	0	0	0	36
07:45	0	0	0	0	0	0	0	0	32	8	1	0	0	1	1	43	47	0	0	0	0	0	0	47
08:00	0	0	0	0	0	0	0	0	37	5	1	0	0	1	1	45	81	0	0	0	0	0	0	81
08:15	0	0	0	0	0	0	0	0	57	5	1	0	0	1	2	66	100	0	0	0	0	1	1	102
08:30	0	0	0	0	0	0	0	0	63	3	0	0	0	1	2	69	114	0	0	0	0	1	1	116
08:45	0	0	0	0	0	0	0	0	72	2	0	0	0	0	2	76	112	0	0	0	0	1	1	114
09:00	0	0	0	0	0	0	0	0	80	3	0	0	0	0	1	84	79	1	0	0	0	1	2	83
09:15	0	0	0	0	0	0	0	0	80	3	0	0	0	0	1	84	62	2	0	0	0	0	1	65
09:30	0	0	0	0	0	0	0	0	90	5	0	0	0	1	2	98	54	2	0	0	0	0	1	57
09:45	0	0	0	0	0	0	0	0	84	6	0	0	0	1	5	96	44	2	0	0	0	0	1	47
10:00	0	0	0	0	0	0	0	0	94	4	0	0	0	1	6	105	46	1	0	0	0	0	0	47
10:15	0	0	0	0	0	0	0	0	98	5	0	0	0	2	6	111	51	1	0	0	0	0	0	52
10:30	0	0	0	0	0	0	0	0	104	6	0	0	0	1	6	117	62	1	0	0	0	0	0	63
10:45	0	0	0	0	0	0	0	0	122	7	0	0	0	1	3	133	64	1	0	0	0	0	1	66
11:00	0	0	0	0	0	0	0	0	114	9	0	0	0	1	3	127	51	1	0	0	0	1	1	54
11:15	0	0	0	0	0	0	0	0	119	8	0	0	0	0	2	129	44	0	0	0	0	2	1	47
11:30	0	0	0	0	0	0	0	0	116	5	0	0	0	0	3	124	36	0	0	0	0	2	1	39
11:45	0	0	0	0	0	0	0	0	99	3	0	0	0	0	3	105	41	0	0	0	0	2	0	43
12:00	0	0	0	0	0	0	0	0	106	1	0	0	0	0	2	109	40	0	0	0	0	1	0	41
12:15	0	0	0	0	0	0	0	0	106	1	0	0	0	1	3	111	36	0	0	0	0	0	0	36
12:30	0	0	0	0	0	0	0	0	113	2	0	0	0	2	2	119	36	0	0	0	0	0	0	36
12:45	0	0	0	0	0	0	0	0	118	3	0	0	0	2	2	125	30	0	0	0	0	0	1	31
13:00	0	0	0	0	0	0	0	0	119	4	0	0	0	2	2	127	36	0	0	0	0	0	1	37
13:15	0	0	0	0	0	0	0	0	114	4	0	0	0	2	1	121	40	1	0	0	0	0	1	42
13:30	0	0	0	0	0	0	0	0	105	5	0	0	0	1	1	112	32	1	0	0	0	0	1	34
13:45	0	0	0	0	0	0	0	0	112	5	0	0	0	2	1	120	28	1	0	0	0	0	0	29
14:00	0	0	0	0	0	0	0	0	113	7	0	0	0	3	2	125	26	1	0	0	0	0	1	28
14:15	0	0	0	0	0	0	0	0	111	11	0	0	0	3	2	127	23	0	0	0	0	0	1	24
14:30	0	0	0	0	0	0	0	0	107	10	0	0	0	3	2	122	26	0	0	0	0	0	1	27
14:45	0	0	0	0	0	0	0	0	102	11	0	0	0	2	2	117	31	2	0	0	0	0	1	34
15:00	0	0	0	0	0	0	0	0	106	10	0	0	0	1	4	121	35	2	0	0	0	0	0	37
15:15	0	0	0	0	0	0	0	0	109	6	0	0	0	0	4	119	33	2	0	0	0	0	0	35
15:30	0	0	0	0	0	0	0	0	128	8	0	0	0	0	6	142	32	2	0	0	0	0	0	34
15:45	0	0	0	0	0	0	0	0	140	7	0	0	0	1	6	154	30	0	0	0	0	0	0	30
16:00	0	0	0	0	0	0	0	0	134	8	0	0	0	1	4	147	21	0	0	0	0	0	2	23
16:15	0	0	0	0	0	0	0	0	140	9	0	0	0	1	4	154	19	0	0	0	0	0	2	21
16:30	0	0	0	0	0	0	0	0	129	7	0	0	0	2	2	140	22	0	0	0	0	0	2	24
16:45	0	0	0	0	0	0	0	0	105	7	0	0	0	1	2	115	17	1	0	0	0	0	2	20
17:00	0	0	0	0	0	0	0	0	109	4	0	0	0	1	1	115	13	2	0	0	0	0	0	15
17:15	0	0	0	0	0	0	0	0	96	4	0	0	0	1	2	103	12	2	0	0	0	0	0	14
17:30	0	0	0	0	0	0	0	0	102	3	0	0	0	1	1	107	10	2	0	0	0	0	0	12
17:45	0	0	0	0	0	0	0	0	113	3	0	0	0	1	1	118	12	1	0	0	0	0	0	13
18:00	0	0	0	0	0	0	0	0	109	3	0	0	0	1	1	114	14	0	0	0	0	0	0	14
18:15	0	0	0	0	0	0	0	0	124	1	0	0	0	3	0	128	17	1	0	0	0	0	1	19
18:30	0	0	0	0	0	0	0	0	122	1	0	0	0	2	0	125	16	1	0	0	0	0	1	18
18:45	0	0	0	0	0	0	0	0	111	1	0	0	0	2	0	114	15	1	0	0	0	0	2	18
19:00	0	0	0	0	0	0	0	0	107	1	0	0	0	3	0	111	13	1	0	0	0	0	2	16
19:15	0	0	0	0	0	0	0	0	95	2	0	0	0	3	0	100	11	0	0	0	0	0	1	12
19:30	0	0	0	0	0	0	0	0	86	2	0	0	0	4	0	92	8	0	0	0	0	0	1	9
19:45	0	0	0	0	0	0	0	0	85	2	0	0	0	5	0	92	6	0	0	0	0	0	0	6
20:00	0	0	0	0	0	0	0	0	78	3	0	0	0	5	0	86	5	0	0	0	0	0	0	5
20:15	0	0	0	0	0	0	0	0	61	5	0	0	0	3	1	70	3	0	0	0	0	0	0	3
20:30	0	0	0	0	0	0	0	0	50	6	0	0	0	2	1	59	1	0	0	0	0	0	0	1

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 4a

Date of Survey: 18.05.2019
Junction Name: Westfield Ave / Woking Football Club
Junction Type: T-Junction

Arm A: Westfield Ave (N)
Arm B: Woking Football Club (E)
Arm C: Westfield Ave (S)

	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
07:00								0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
07:15								0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30								0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45								0	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
08:00								0	8	0	0	0	0	0	0	8	2	0	0	0	0	0	0	2
08:15								0	3	0	0	0	0	0	1	4	2	0	0	0	0	0	0	2
08:30								0	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
08:45								0	6	1	0	0	0	0	0	7	4	0	0	0	0	0	0	4
09:00								0	11	0	0	0	0	0	0	11	3	0	0	0	0	0	0	3
09:15								0	8	0	0	0	0	0	0	8	4	0	0	0	0	0	0	4
09:30								0	8	0	0	0	0	0	0	8	2	0	0	0	0	0	0	2
09:45								0	9	0	0	0	0	0	0	9	3	1	0	0	0	0	0	4
10:00								0	32	0	0	0	0	0	0	32	7	0	0	0	0	0	0	7
10:15								0	10	0	0	0	0	1	0	11	4	0	0	0	0	0	0	4
10:30								0	10	0	0	0	0	0	0	10	4	0	0	0	0	0	0	4
10:45								0	15	1	0	0	0	0	0	16	4	1	0	0	0	0	0	5
11:00								0	22	0	0	0	0	0	0	22	11	0	0	0	0	0	0	11
11:15								0	21	0	0	0	0	0	1	22	10	0	0	0	0	0	0	10
11:30								0	15	0	0	0	0	0	0	15	10	0	0	0	0	0	0	10
11:45								0	16	0	0	0	0	0	0	16	6	0	0	0	0	0	0	6
12:00								0	20	0	0	0	0	0	0	20	13	0	0	0	0	0	1	14
12:15								0	13	1	0	0	0	0	0	14	3	0	0	0	0	0	1	4
12:30								0	18	0	0	0	0	0	0	18	3	0	0	0	0	0	1	4
12:45								0	17	0	0	0	0	1	0	18	5	1	0	0	0	0	0	6
13:00								0	10	0	0	0	0	1	0	11	2	0	0	0	0	0	0	2
13:15								0	10	0	0	0	0	0	1	11	1	0	0	0	0	0	0	1
13:30								0	13	0	0	0	0	0	1	14	1	0	0	0	0	0	0	1
13:45								0	9	0	0	0	0	0	0	9	1	0	0	0	0	0	0	1
14:00								0	8	0	0	0	0	0	0	8	4	0	0	0	0	0	0	4
14:15								0	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1
14:30								0	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
14:45								0	8	0	0	0	0	0	0	8	2	0	0	0	0	0	0	2
15:00								0	7	0	0	0	0	0	0	7	4	0	0	0	0	0	0	4
15:15								0	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
15:30								0	5	1	0	0	0	0	0	6	2	1	0	0	0	0	0	3
15:45								0	6	1	0	0	0	0	0	7	1	0	0	0	0	0	0	1
16:00								0	16	0	0	0	0	0	0	16	1	0	0	0	0	0	0	1
16:15								0	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
16:30								0	5	0	0	0	0	0	0	5	1	0	0	0	0	0	1	2
16:45								0	8	1	0	0	0	0	1	10	3	0	0	0	0	0	0	3
17:00								0	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1
17:15								0	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
17:30								0	15	1	0	0	0	0	0	16	3	0	0	0	0	0	0	3
17:45								0	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
18:00								0	6	0	0	0	0	0	1	7	2	0	0	0	0	0	0	2
18:15								0	10	0	0	0	0	0	1	11	3	0	0	0	0	0	0	3
18:30								0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
18:45								0	7	0	0	0	0	0	0	7	3	0	0	0	0	0	0	3
19:00								0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
19:15								0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
19:30								0	6	1	0	0	0	0	0	7	1	0	0	0	0	0	0	1
19:45								0	6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2
20:00								0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
20:15								0	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
20:30								0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
20:45								0	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
21:00								0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
21:15								0	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1

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Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	6	4	0	0	0	0	0	0	4
07:15	0	0	0	0	0	0	0	0	12	0	1	0	0	0	0	13	4	0	0	0	0	0	0	4
07:30	0	0	0	0	0	0	0	0	15	0	0	0	0	0	1	16	6	0	0	0	0	0	0	6
07:45	0	0	0	0	0	0	0	0	19	0	0	0	0	0	1	20	7	0	0	0	0	0	0	7
08:00	0	0	0	0	0	0	0	0	22	1	0	0	0	0	1	24	9	0	0	0	0	0	0	9
08:15	0	0	0	0	0	0	0	0	25	1	0	0	0	0	1	27	10	0	0	0	0	0	0	10
08:30	0	0	0	0	0	0	0	0	30	1	0	0	0	0	0	31	12	0	0	0	0	0	0	12
08:45	0	0	0	0	0	0	0	0	33	1	0	0	0	0	0	34	13	0	0	0	0	0	0	13
09:00	0	0	0	0	0	0	0	0	36	0	0	0	0	0	0	36	12	1	0	0	0	0	0	13
09:15	0	0	0	0	0	0	0	0	57	0	0	0	0	0	0	57	16	1	0	0	0	0	0	17
09:30	0	0	0	0	0	0	0	0	59	0	0	0	0	1	0	60	16	1	0	0	0	0	0	17
09:45	0	0	0	0	0	0	0	0	61	0	0	0	0	1	0	62	18	1	0	0	0	0	0	19
10:00	0	0	0	0	0	0	0	0	67	1	0	0	0	1	0	69	19	1	0	0	0	0	0	20
10:15	0	0	0	0	0	0	0	0	57	1	0	0	0	1	0	59	23	1	0	0	0	0	0	24
10:30	0	0	0	0	0	0	0	0	68	1	0	0	0	0	1	70	29	1	0	0	0	0	0	30
10:45	0	0	0	0	0	0	0	0	73	1	0	0	0	0	1	75	35	1	0	0	0	0	0	36
11:00	0	0	0	0	0	0	0	0	74	0	0	0	0	0	1	75	37	0	0	0	0	0	0	37
11:15	0	0	0	0	0	0	0	0	72	0	0	0	0	0	1	73	39	0	0	0	0	0	1	40
11:30	0	0	0	0	0	0	0	0	64	1	0	0	0	0	0	65	32	0	0	0	0	0	2	34
11:45	0	0	0	0	0	0	0	0	67	1	0	0	0	0	0	68	25	0	0	0	0	0	3	28
12:00	0	0	0	0	0	0	0	0	68	1	0	0	0	1	0	70	24	1	0	0	0	0	3	28
12:15	0	0	0	0	0	0	0	0	58	1	0	0	0	2	0	61	13	1	0	0	0	0	2	16
12:30	0	0	0	0	0	0	0	0	55	0	0	0	0	2	1	58	11	1	0	0	0	0	1	13
12:45	0	0	0	0	0	0	0	0	50	0	0	0	0	2	2	54	9	1	0	0	0	0	0	10
13:00	0	0	0	0	0	0	0	0	42	0	0	0	0	1	2	45	5	0	0	0	0	0	0	5
13:15	0	0	0	0	0	0	0	0	40	0	0	0	0	0	2	42	7	0	0	0	0	0	0	7
13:30	0	0	0	0	0	0	0	0	36	0	0	0	0	0	1	37	7	0	0	0	0	0	0	7
13:45	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	27	8	0	0	0	0	0	0	8
14:00	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	26	9	0	0	0	0	0	0	9
14:15	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	25	9	0	0	0	0	0	0	9
14:30	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	22	9	0	0	0	0	0	0	9
14:45	0	0	0	0	0	0	0	0	23	1	0	0	0	0	0	24	9	1	0	0	0	0	0	10
15:00	0	0	0	0	0	0	0	0	21	2	0	0	0	0	0	23	8	1	0	0	0	0	0	9
15:15	0	0	0	0	0	0	0	0	30	2	0	0	0	0	0	32	5	1	0	0	0	0	0	6
15:30	0	0	0	0	0	0	0	0	34	2	0	0	0	0	0	36	4	1	0	0	0	0	0	5
15:45	0	0	0	0	0	0	0	0	34	1	0	0	0	0	0	35	3	0	0	0	0	0	1	4
16:00	0	0	0	0	0	0	0	0	36	1	0	0	0	0	1	38	5	0	0	0	0	0	1	6
16:15	0	0	0	0	0	0	0	0	26	1	0	0	0	0	1	28	5	0	0	0	0	0	1	6
16:30	0	0	0	0	0	0	0	0	26	1	0	0	0	0	1	28	5	0	0	0	0	0	1	6
16:45	0	0	0	0	0	0	0	0	36	2	0	0	0	0	1	39	7	0	0	0	0	0	0	7
17:00	0	0	0	0	0	0	0	0	33	2	0	0	0	0	0	35	4	0	0	0	0	0	0	4
17:15	0	0	0	0	0	0	0	0	33	2	0	0	0	0	1	36	5	0	0	0	0	0	0	5
17:30	0	0	0	0	0	0	0	0	36	2	0	0	0	0	2	40	8	0	0	0	0	0	0	8
17:45	0	0	0	0	0	0	0	0	26	1	0	0	0	0	2	29	5	0	0	0	0	0	0	5
18:00	0	0	0	0	0	0	0	0	28	0	0	0	0	0	2	30	8	0	0	0	0	0	0	8
18:15	0	0	0	0	0	0	0	0	24	0	0	0	0	0	1	25	6	0	0	0	0	0	0	6
18:30	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	5	0	0	0	0	0	0	5
18:45	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16	6	0	0	0	0	0	0	6
19:00	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15	5	0	0	0	0	0	0	5
19:15	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16	5	0	0	0	0	0	0	5
19:30	0	0	0	0	0	0	0	0	17	2	0	0	0	0	0	19	3	0	0	0	0	0	0	3
19:45	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13	3	0	0	0	0	0	0	3
20:00	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12	2	0	0	0	0	0	0	2
20:15	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10	2	0	0	0	0	0	0	2
20:30	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	3	0	0	0	0	0	0	3

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 4a

Date of Survey: 18.05.2019
Junction Name: Westfield Ave / Woking Football Club
Junction Type: T-Junction

Arm A: Westfield Ave (N)
Arm B: Woking Football Club (E)
Arm C: Westfield Ave (S)

	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
07:00								0	7	0	0	0	0	0	0	7	8	0	0	0	0	0	1	9
07:15								0	1	0	0	0	0	0	0	1	8	0	0	0	0	0	1	9
07:30								0	3	0	0	0	0	0	0	3	13	2	0	0	0	1	0	16
07:45								0	2	0	0	0	0	0	0	2	5	4	0	0	0	0	1	10
08:00								0	1	1	0	0	0	0	0	2	16	0	0	0	0	2	0	18
08:15								0	3	0	0	0	0	0	0	3	13	3	0	0	0	0	1	17
08:30								0	5	0	0	0	0	0	0	5	21	3	0	0	0	0	2	26
08:45								0	17	0	0	0	0	0	2	19	14	1	0	0	0	1	0	16
09:00								0	6	0	0	0	0	0	0	6	28	1	0	0	0	0	1	30
09:15								0	3	0	0	0	0	0	0	3	25	1	0	0	0	0	0	26
09:30								0	4	0	0	0	0	0	0	4	19	1	0	0	0	0	1	21
09:45								0	7	1	0	0	0	0	0	8	41	1	1	0	0	0	0	43
10:00								0	5	0	0	0	0	0	0	5	21	2	0	0	0	0	0	23
10:15								0	3	0	0	0	0	0	0	3	16	3	2	0	0	1	1	23
10:30								0	4	1	0	0	0	0	0	5	24	2	0	0	0	0	1	27
10:45								0	5	0	0	0	0	0	0	5	24	3	0	0	0	0	0	27
11:00								0	4	0	0	0	0	0	0	4	31	2	0	0	0	0	1	34
11:15								0	2	0	0	0	0	0	0	2	28	2	0	0	0	1	1	32
11:30								0	1	0	0	0	0	0	0	1	26	3	1	0	0	0	0	30
11:45								0	1	0	0	0	0	0	0	1	19	2	0	0	0	0	0	21
12:00								0	2	0	0	0	0	0	0	2	28	2	0	0	0	0	1	31
12:15								0	1	0	0	0	0	0	0	1	26	0	0	0	0	1	1	28
12:30								0	2	0	0	0	0	0	0	2	36	0	0	0	0	0	1	37
12:45								0	1	0	0	0	0	0	0	1	43	2	0	0	0	0	0	45
13:00								0	1	0	0	0	0	0	0	1	26	3	0	0	0	3	0	32
13:15								0	2	0	0	0	0	0	0	2	30	2	0	0	0	1	0	33
13:30								0	0	0	0	0	0	0	0	0	24	5	0	0	0	1	0	30
13:45								0	4	0	0	0	0	0	0	4	28	0	0	0	0	2	0	30
14:00								0	0	0	0	0	0	0	0	0	25	1	0	0	0	0	0	26
14:15								0	1	0	0	0	0	0	0	1	15	0	0	0	0	0	2	17
14:30								0	0	0	0	0	0	0	0	0	18	0	0	0	0	1	0	19
14:45								0	2	0	0	0	0	0	1	3	25	3	0	0	0	1	0	29
15:00								0	1	0	0	0	0	0	0	1	28	0	0	0	0	0	1	29
15:15								0	2	0	0	0	0	0	0	2	26	4	1	0	0	2	0	33
15:30								0	4	0	0	0	0	0	0	4	17	2	0	0	0	0	1	20
15:45								0	7	1	0	0	0	0	0	8	26	2	0	0	0	0	1	29
16:00								0	2	0	0	0	0	0	0	2	17	1	0	0	0	0	1	19
16:15								0	3	0	0	0	0	0	0	3	21	0	0	0	0	0	0	21
16:30								0	0	0	0	0	0	0	0	0	29	1	0	0	0	0	0	30
16:45								0	0	0	0	0	0	0	0	0	37	4	0	0	0	2	0	43
17:00								0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	2	18
17:15								0	0	0	0	0	0	0	0	0	24	1	0	0	0	1	0	26
17:30								0	1	0	0	0	0	0	0	1	35	0	0	0	0	0	0	35
17:45								0	1	0	0	0	0	0	0	1	14	2	0	0	0	1	0	17
18:00								0	2	0	0	0	0	0	0	2	18	1	0	0	0	1	0	20
18:15								0	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	19
18:30								0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	27
18:45								0	0	0	0	0	0	0	0	0	25	0	0	0	0	1	3	29
19:00								0	1	0	0	0	0	0	0	1	21	0	0	0	0	2	0	23
19:15								0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	2	18
19:30								0	0	0	0	0	0	0	0	0	14	1	0	0	0	1	0	16
19:45								0	1	0	0	0	0	0	0	1	23	1	0	0	0	0	0	24
20:00								0	0	0	0	0	0	0	0	0	17	2	0	0	0	1	0	20
20:15								0	1	0	0	0	0	0	0	1	19	0	0	0	0	2	0	21
20:30								0	0	0	0	0	0	0	0	0	23	0	0	0	0	1	0	24
20:45								0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
21:00								0	0	0	0	0	0	0	0	0	7	0	0	0	0	1	0	8
21:15								0	0	0	0	0	0	0	0	0	8	1	0	0	0	1	0	10

Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	34	6	0	0	0	1	3	44
07:15	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	42	6	0	0	0	3	2	53
07:30	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10	47	9	0	0	0	3	2	61
07:45	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12	55	10	0	0	0	2	4	71
08:00	0	0	0	0	0	0	0	0	26	1	0	0	0	0	2	29	64	7	0	0	0	3	3	77
08:15	0	0	0	0	0	0	0	0	31	0	0	0	0	0	2	33	76	8	0	0	0	1	4	89
08:30	0	0	0	0	0	0	0	0	31	0	0	0	0	0	2	33	88	6	0	0	0	1	3	98
08:45	0	0	0	0	0	0	0	0	30	0	0	0	0	0	2	32	86	4	0	0	0	1	2	93
09:00	0	0	0	0	0	0	0	0	20	1	0	0	0	0	0	21	113	4	1	0	0	0	2	120
09:15	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	20	106	5	1	0	0	0	1	113
09:30	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	20	97	7	3	0	0	1	2	110
09:45	0	0	0	0	0	0	0	0	19	2	0	0	0	0	0	21	102	8	3	0	0	1	2	116
10:00	0	0	0	0	0	0	0	0	17	1	0	0	0	0	0	18	85	10	2	0	0	1	2	100
10:15	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	17	95	10	2	0	0	1	3	111
10:30	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16	107	9	0	0	0	1	3	120
10:45	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	109	10	1	0	0	1	2	123
11:00	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	104	9	1	0	0	1	2	117
11:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	101	9	1	0	0	1	2	114
11:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	99	7	1	0	0	1	2	110
11:45	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	109	4	0	0	0	1	3	117
12:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	133	4	0	0	0	1	3	141
12:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	131	5	0	0	0	4	2	142
12:30	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	135	7	0	0	0	4	1	147
12:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	123	12	0	0	0	5	0	140
13:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	108	10	0	0	0	7	0	125
13:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	107	8	0	0	0	4	0	119
13:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	92	6	0	0	0	3	2	103
13:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	86	1	0	0	0	3	2	92
14:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	4	83	4	0	0	0	2	2	91
14:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	5	86	3	0	0	0	2	3	94
14:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	6	97	7	1	0	0	4	1	110
14:45	0	0	0	0	0	0	0	0	9	0	0	0	0	0	1	10	96	9	1	0	0	3	2	111
15:00	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15	97	8	1	0	0	2	3	111
15:15	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16	86	9	1	0	0	2	3	101
15:30	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	17	81	5	0	0	0	0	3	89
15:45	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13	93	4	0	0	0	0	2	99
16:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	104	6	0	0	0	2	1	113
16:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	103	5	0	0	0	2	2	112
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	106	6	0	0	0	3	2	117
16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	112	5	0	0	0	3	2	122
17:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	89	3	0	0	0	2	2	96
17:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	91	4	0	0	0	3	0	98
17:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	86	3	0	0	0	2	0	91
17:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	78	3	0	0	0	2	0	83
18:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	89	1	0	0	0	2	3	95
18:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	92	0	0	0	0	3	3	98
18:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	89	0	0	0	0	3	5	97
18:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	76	1	0	0	0	4	5	86
19:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	74	2	0	0	0	3	2	81
19:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	70	4	0	0	0	2	2	78
19:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	73	4	0	0	0	4	0	81
19:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	82	3	0	0	0	4	0	89
20:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	67	3	0	0	0	4	0	74
20:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	57	1	0	0	0	4	0	62
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	2	0	0	0	3	0	51

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 4a

Date of Survey: 18.05.2019
Junction Name: Westfield Ave / Woking Football Club
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
07:00	11	2	0	0	0	0	2	15	9	0	0	0	0	0	1	10
07:15	17	1	0	0	0	0	0	18	8	0	1	0	0	0	1	10
07:30	15	1	0	0	0	0	1	17	14	2	0	0	0	1	0	17
07:45	23	4	0	0	0	0	1	28	8	4	0	0	0	0	1	13
08:00	13	1	0	0	0	0	0	14	24	0	0	0	0	2	0	26
08:15	7	2	1	0	0	0	0	10	16	3	0	0	0	0	2	21
08:30	36	1	0	0	0	1	0	38	26	3	0	0	0	0	2	31
08:45	62	1	0	0	0	0	1	64	20	2	0	0	0	1	0	23
09:00	52	1	0	0	0	1	2	56	39	1	0	0	0	0	1	41
09:15	27	0	0	0	0	0	0	27	33	1	0	0	0	0	0	34
09:30	43	0	0	0	0	0	0	43	27	1	0	0	0	0	1	29
09:45	37	3	0	0	0	0	1	41	50	1	1	0	0	0	0	52
10:00	35	2	0	0	0	0	1	38	53	2	0	0	0	0	0	55
10:15	29	2	0	0	0	1	1	33	26	3	2	0	0	2	1	34
10:30	27	1	0	0	0	0	3	31	34	2	0	0	0	0	1	37
10:45	49	0	0	0	0	0	1	50	39	4	0	0	0	0	0	43
11:00	44	3	0	0	0	1	1	49	53	2	0	0	0	0	1	56
11:15	46	3	0	0	0	0	1	50	49	2	0	0	0	1	2	54
11:30	47	2	0	0	0	0	1	50	41	3	1	0	0	0	0	45
11:45	28	2	0	0	0	1	1	32	35	2	0	0	0	0	0	37
12:00	42	1	0	0	0	1	0	44	48	2	0	0	0	0	1	51
12:15	35	0	0	0	0	0	2	37	39	1	0	0	0	1	1	42
12:30	35	0	0	0	0	0	0	35	54	0	0	0	0	0	1	55
12:45	34	0	0	0	0	0	0	34	60	2	0	0	0	1	0	63
13:00	38	1	0	0	0	1	1	41	36	3	0	0	0	4	0	43
13:15	42	1	0	0	0	1	1	45	40	2	0	0	0	1	1	44
13:30	34	1	0	0	0	0	1	36	37	5	0	0	0	1	1	44
13:45	41	1	0	0	0	0	0	42	37	0	0	0	0	2	0	39
14:00	37	2	0	0	0	1	0	40	33	1	0	0	0	0	0	34
14:15	25	2	0	0	0	0	1	28	21	0	0	0	0	0	2	23
14:30	37	1	0	0	0	1	0	39	22	0	0	0	0	1	0	23
14:45	40	3	0	0	0	1	2	46	33	3	0	0	0	1	0	37
15:00	32	5	0	0	0	1	0	38	35	0	0	0	0	0	1	36
15:15	24	1	0	0	0	0	1	26	29	4	1	0	0	2	0	36
15:30	37	4	0	0	0	0	0	41	22	3	0	0	0	0	1	26
15:45	48	2	0	0	0	0	3	53	32	3	0	0	0	0	1	36
16:00	33	1	0	0	0	0	0	34	33	1	0	0	0	0	1	35
16:15	42	3	0	0	0	0	3	48	28	0	0	0	0	0	0	28
16:30	47	1	0	0	0	1	0	49	34	1	0	0	0	0	0	35
16:45	33	3	0	0	0	0	3	39	45	5	0	0	0	2	1	53
17:00	37	2	0	0	0	0	0	39	22	0	0	0	0	0	2	24
17:15	34	1	0	0	0	1	1	37	31	1	0	0	0	1	0	33
17:30	18	2	0	0	0	0	0	20	50	1	0	0	0	0	0	51
17:45	33	1	0	0	0	0	0	34	19	3	0	0	0	1	0	23
18:00	23	2	0	0	0	0	1	26	24	1	0	0	0	1	1	27
18:15	38	0	0	0	0	1	0	39	29	0	0	0	0	0	1	30
18:30	31	1	0	0	0	0	0	32	32	0	0	0	0	0	0	32
18:45	31	0	0	0	0	0	0	31	32	0	0	0	0	1	3	36
19:00	41	1	0	0	0	2	1	45	23	0	0	0	0	2	0	25
19:15	35	0	0	0	0	0	0	35	16	0	0	0	0	0	2	18
19:30	19	1	0	0	0	0	1	21	20	2	0	0	0	1	0	23
19:45	25	0	0	0	0	1	0	26	29	1	0	0	0	0	0	30
20:00	27	1	0	0	0	2	0	30	20	2	0	0	0	1	0	23
20:15	23	0	0	0	0	1	0	24	21	1	0	0	0	2	0	24
20:30	16	1	0	0	0	1	0	18	24	0	0	0	0	1	0	25
20:45	17	1	0	0	0	1	0	19	13	1	0	0	0	0	0	14
21:00	8	3	0	0	0	0	1	12	8	0	0	0	0	1	0	9
21:15	10	1	0	0	0	0	0	11	11	1	0	0	0	1	0	13

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Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	66	8	0	0	0	0	4	78	39	6	1	0	0	1	3	50
07:15	68	7	0	0	0	0	2	77	54	6	1	0	0	3	2	66
07:30	58	8	1	0	0	0	2	69	62	9	0	0	0	3	3	77
07:45	79	8	1	0	0	1	1	90	74	10	0	0	0	2	5	91
08:00	118	5	1	0	0	1	1	126	86	8	0	0	0	3	4	101
08:15	157	5	1	0	0	2	3	168	101	9	0	0	0	1	5	116
08:30	177	3	0	0	0	2	3	185	118	7	0	0	0	1	3	129
08:45	184	2	0	0	0	1	3	190	119	5	0	0	0	1	2	127
09:00	159	4	0	0	0	1	3	167	149	4	1	0	0	0	2	156
09:15	142	5	0	0	0	0	2	149	163	5	1	0	0	0	1	170
09:30	144	7	0	0	0	1	3	155	156	7	3	0	0	2	2	170
09:45	128	8	0	0	0	1	6	143	163	8	3	0	0	2	2	178
10:00	140	5	0	0	0	1	6	152	152	11	2	0	0	2	2	169
10:15	149	6	0	0	0	2	6	163	152	11	2	0	0	2	3	170
10:30	166	7	0	0	0	1	6	180	175	10	0	0	0	1	4	190
10:45	186	8	0	0	0	1	4	199	182	11	1	0	0	1	3	198
11:00	165	10	0	0	0	2	4	181	178	9	1	0	0	1	3	192
11:15	163	8	0	0	0	2	3	176	173	9	1	0	0	1	3	187
11:30	152	5	0	0	0	2	4	163	163	8	1	0	0	1	2	175
11:45	140	3	0	0	0	2	3	148	176	5	0	0	0	1	3	185
12:00	146	1	0	0	0	1	2	150	201	5	0	0	0	2	3	211
12:15	142	1	0	0	0	1	3	147	189	6	0	0	0	6	2	203
12:30	149	2	0	0	0	2	2	155	190	7	0	0	0	6	2	205
12:45	148	3	0	0	0	2	3	156	173	12	0	0	0	7	2	194
13:00	155	4	0	0	0	2	3	164	150	10	0	0	0	8	2	170
13:15	154	5	0	0	0	2	2	163	147	8	0	0	0	4	2	161
13:30	137	6	0	0	0	1	2	146	128	6	0	0	0	3	3	140
13:45	140	6	0	0	0	2	1	149	113	1	0	0	0	3	2	119
14:00	139	8	0	0	0	3	3	153	109	4	0	0	0	2	2	117
14:15	134	11	0	0	0	3	3	151	111	3	0	0	0	2	3	119
14:30	133	10	0	0	0	3	3	149	119	7	1	0	0	4	1	132
14:45	133	13	0	0	0	2	3	151	119	10	1	0	0	3	2	135
15:00	141	12	0	0	0	1	4	158	118	10	1	0	0	2	3	134
15:15	142	8	0	0	0	0	4	154	116	11	1	0	0	2	3	133
15:30	160	10	0	0	0	0	6	176	115	7	0	0	0	0	3	125
15:45	170	7	0	0	0	1	6	184	127	5	0	0	0	0	2	134
16:00	155	8	0	0	0	1	6	170	140	7	0	0	0	2	2	151
16:15	159	9	0	0	0	1	6	175	129	6	0	0	0	2	3	140
16:30	151	7	0	0	0	2	4	164	132	7	0	0	0	3	3	145
16:45	122	8	0	0	0	1	4	135	148	7	0	0	0	3	3	161
17:00	122	6	0	0	0	1	1	130	122	5	0	0	0	2	2	131
17:15	108	6	0	0	0	1	2	117	124	6	0	0	0	3	1	134
17:30	112	5	0	0	0	1	1	119	122	5	0	0	0	2	2	131
17:45	125	4	0	0	0	1	1	131	104	4	0	0	0	2	2	112
18:00	123	3	0	0	0	1	1	128	117	1	0	0	0	2	5	125
18:15	141	2	0	0	0	3	1	147	116	0	0	0	0	3	4	123
18:30	138	2	0	0	0	2	1	143	103	0	0	0	0	3	5	111
18:45	126	2	0	0	0	2	2	132	91	2	0	0	0	4	5	102
19:00	120	2	0	0	0	3	2	127	88	3	0	0	0	3	2	96
19:15	106	2	0	0	0	3	1	112	85	5	0	0	0	2	2	94
19:30	94	2	0	0	0	4	1	101	90	6	0	0	0	4	0	100
19:45	91	2	0	0	0	5	0	98	94	4	0	0	0	4	0	102
20:00	83	3	0	0	0	5	0	91	78	4	0	0	0	4	0	86
20:15	64	5	0	0	0	3	1	73	66	2	0	0	0	4	0	72
20:30	51	6	0	0	0	2	1	60	56	2	0	0	0	3	0	61

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Client: Vectos
Project Number: ID04567
Junction Number: Site 4a

Date of Survey: 18.05.2019
Junction Name: Westfield Ave / Woking Football Club
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
07:00	3	0	0	0	0	0	0	3	14	0	0	0	0	0	0	14
07:15	0	0	1	0	0	0	0	1	10	0	0	0	0	0	0	10
07:30	1	0	0	0	0	0	0	1	11	0	0	0	0	0	0	11
07:45	5	0	0	0	0	0	0	5	19	0	0	0	0	0	0	19
08:00	10	0	0	0	0	0	0	10	10	1	0	0	0	0	0	11
08:15	5	0	0	0	0	0	1	6	5	0	0	0	0	0	0	5
08:30	6	0	0	0	0	0	0	6	24	0	0	0	0	0	0	24
08:45	10	1	0	0	0	0	0	11	68	0	0	0	0	0	2	70
09:00	14	0	0	0	0	0	0	14	34	0	0	0	0	1	1	36
09:15	12	0	0	0	0	0	0	12	19	0	0	0	0	0	0	19
09:30	10	0	0	0	0	0	0	10	21	0	0	0	0	0	0	21
09:45	12	1	0	0	0	0	0	13	25	2	0	0	0	0	1	28
10:00	39	0	0	0	0	0	0	39	16	1	0	0	0	0	0	17
10:15	14	0	0	0	0	1	0	15	11	0	0	0	0	0	0	11
10:30	14	0	0	0	0	0	0	14	11	1	0	0	0	0	0	12
10:45	19	2	0	0	0	0	0	21	25	0	0	0	0	0	0	25
11:00	33	0	0	0	0	0	0	33	20	1	0	0	0	0	0	21
11:15	31	0	0	0	0	0	1	32	21	0	0	0	0	0	0	21
11:30	25	0	0	0	0	0	0	25	10	0	0	0	0	0	1	11
11:45	22	0	0	0	0	0	0	22	8	0	0	0	0	1	0	9
12:00	33	0	0	0	0	0	1	34	11	0	0	0	0	1	0	12
12:15	16	1	0	0	0	0	1	18	12	0	0	0	0	0	0	12
12:30	21	0	0	0	0	0	1	22	16	0	0	0	0	0	0	16
12:45	22	1	0	0	0	1	0	24	7	0	0	0	0	0	0	7
13:00	12	0	0	0	0	1	0	13	6	0	0	0	0	0	0	6
13:15	11	0	0	0	0	0	1	12	13	0	0	0	0	0	0	13
13:30	14	0	0	0	0	0	1	15	8	0	0	0	0	0	1	9
13:45	10	0	0	0	0	0	0	10	16	0	0	0	0	0	0	16
14:00	12	0	0	0	0	0	0	12	9	1	0	0	0	0	0	10
14:15	7	0	0	0	0	0	0	7	4	0	0	0	0	0	0	4
14:30	6	0	0	0	0	0	0	6	4	0	0	0	0	0	0	4
14:45	10	0	0	0	0	0	0	10	12	0	0	0	0	0	2	14
15:00	11	0	0	0	0	0	0	11	7	0	0	0	0	0	0	7
15:15	4	0	0	0	0	0	0	4	8	0	0	0	0	0	0	8
15:30	7	2	0	0	0	0	0	9	13	2	0	0	0	0	0	15
15:45	7	1	0	0	0	0	0	8	21	1	0	0	0	0	0	22
16:00	17	0	0	0	0	0	0	17	6	0	0	0	0	0	0	6
16:15	7	0	0	0	0	0	0	7	8	0	0	0	0	0	0	8
16:30	6	0	0	0	0	0	1	7	7	0	0	0	0	0	0	7
16:45	11	1	0	0	0	0	1	13	5	0	0	0	0	0	2	7
17:00	7	0	0	0	0	0	0	7	2	0	0	0	0	0	0	2
17:15	7	0	0	0	0	0	0	7	8	0	0	0	0	0	0	8
17:30	18	1	0	0	0	0	0	19	3	1	0	0	0	0	0	4
17:45	5	1	0	0	0	0	0	6	2	1	0	0	0	0	0	3
18:00	8	0	0	0	0	0	1	9	3	0	0	0	0	0	0	3
18:15	13	0	0	0	0	0	1	14	6	0	0	0	0	0	0	6
18:30	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4
18:45	10	0	0	0	0	0	0	10	3	0	0	0	0	0	0	3
19:00	2	0	0	0	0	0	0	2	5	1	0	0	0	0	1	7
19:15	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5
19:30	7	1	0	0	0	0	0	8	3	0	0	0	0	0	1	4
19:45	8	0	0	0	0	0	0	8	2	0	0	0	0	0	0	2
20:00	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
20:15	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	3
20:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
20:45	6	0	0	0	0	0	0	6	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	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0

Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	9	0	1	0	0	0	0	10	54	0	0	0	0	0	0	54
07:15	16	0	1	0	0	0	0	17	50	1	0	0	0	0	0	51
07:30	21	0	0	0	0	0	1	22	45	1	0	0	0	0	0	46
07:45	26	0	0	0	0	0	1	27	58	1	0	0	0	0	0	59
08:00	31	1	0	0	0	0	1	33	107	1	0	0	0	0	2	110
08:15	35	1	0	0	0	0	1	37	131	0	0	0	0	1	3	135
08:30	42	1	0	0	0	0	0	43	145	0	0	0	0	1	3	149
08:45	46	1	0	0	0	0	0	47	142	0	0	0	0	1	3	146
09:00	48	1	0	0	0	0	0	49	99	2	0	0	0	1	2	104
09:15	73	1	0	0	0	0	0	74	81	3	0	0	0	0	1	85
09:30	75	1	0	0	0	1	0	77	73	3	0	0	0	0	1	77
09:45	79	1	0	0	0	1	0	81	63	4	0	0	0	0	1	68
10:00	86	2	0	0	0	1	0	89	63	2	0	0	0	0	0	65
10:15	80	2	0	0	0	1	0	83	67	2	0	0	0	0	0	69
10:30	97	2	0	0	0	0	1	100	77	2	0	0	0	0	0	79
10:45	108	2	0	0	0	0	1	111	76	1	0	0	0	0	1	78
11:00	111	0	0	0	0	0	1	112	59	1	0	0	0	1	1	62
11:15	111	0	0	0	0	0	2	113	50	0	0	0	0	2	1	53
11:30	96	1	0	0	0	0	2	99	41	0	0	0	0	2	1	44
11:45	92	1	0	0	0	0	3	96	47	0	0	0	0	2	0	49
12:00	92	2	0	0	0	1	3	98	46	0	0	0	0	1	0	47
12:15	71	2	0	0	0	2	2	77	41	0	0	0	0	0	0	41
12:30	66	1	0	0	0	2	2	71	42	0	0	0	0	0	0	42
12:45	59	1	0	0	0	2	2	64	34	0	0	0	0	0	1	35
13:00	47	0	0	0	0	1	2	50	43	0	0	0	0	0	1	44
13:15	47	0	0	0	0	0	2	49	46	1	0	0	0	0	1	48
13:30	43	0	0	0	0	0	1	44	37	1	0	0	0	0	1	39
13:45	35	0	0	0	0	0	0	35	33	1	0	0	0	0	0	34
14:00	35	0	0	0	0	0	0	35	29	1	0	0	0	0	2	32
14:15	34	0	0	0	0	0	0	34	27	0	0	0	0	0	2	29
14:30	31	0	0	0	0	0	0	31	31	0	0	0	0	0	2	33
14:45	32	2	0	0	0	0	0	34	40	2	0	0	0	0	2	44
15:00	29	3	0	0	0	0	0	32	49	3	0	0	0	0	0	52
15:15	35	3	0	0	0	0	0	38	48	3	0	0	0	0	0	51
15:30	38	3	0	0	0	0	0	41	48	3	0	0	0	0	0	51
15:45	37	1	0	0	0	0	1	39	42	1	0	0	0	0	0	43
16:00	41	1	0	0	0	0	2	44	26	0	0	0	0	0	2	28
16:15	31	1	0	0	0	0	2	34	22	0	0	0	0	0	2	24
16:30	31	1	0	0	0	0	2	34	22	0	0	0	0	0	2	24
16:45	43	2	0	0	0	0	1	46	18	1	0	0	0	0	2	21
17:00	37	2	0	0	0	0	0	39	15	2	0	0	0	0	0	17
17:15	38	2	0	0	0	0	1	41	16	2	0	0	0	0	0	18
17:30	44	2	0	0	0	0	2	48	14	2	0	0	0	0	0	16
17:45	31	1	0	0	0	0	2	34	15	1	0	0	0	0	0	16
18:00	36	0	0	0	0	0	2	38	16	0	0	0	0	0	0	16
18:15	30	0	0	0	0	0	1	31	18	1	0	0	0	0	1	20
18:30	19	0	0	0	0	0	0	19	17	1	0	0	0	0	1	19
18:45	21	1	0	0	0	0	0	22	16	1	0	0	0	0	2	19
19:00	19	1	0	0	0	0	0	20	15	1	0	0	0	0	2	18
19:15	20	1	0	0	0	0	0	21	12	0	0	0	0	0	1	13
19:30	20	2	0	0	0	0	0	22	10	0	0	0	0	0	1	11
19:45	15	1	0	0	0	0	0	16	8	0	0	0	0	0	0	8
20:00	13	1	0	0	0	0	0	14	6	0	0	0	0	0	0	6
20:15	11	1	0	0	0	0	0	12	4	0	0	0	0	0	0	4
20:30	13	0	0	0	0	0	0	13	1	0	0	0	0	0	0	1

Intelligent Data Collection Limited

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Client: Vectos
Project Number: ID04567
Junction Number: Site 4a

Date of Survey: 18.05.2019
Junction Name: Westfield Ave / Woking Football Club
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
07:00	15	0	0	0	0	0	1	16	6	2	0	0	0	0	2	10
07:15	9	0	0	0	0	0	1	10	8	1	0	0	0	0	0	9
07:30	16	2	0	0	0	1	0	19	7	1	0	0	0	0	1	9
07:45	7	4	0	0	0	0	1	12	8	4	0	0	0	0	1	13
08:00	17	1	0	0	0	2	0	20	6	1	0	0	0	0	0	7
08:15	16	3	0	0	0	0	1	20	7	2	1	0	0	0	0	10
08:30	26	3	0	0	0	0	2	31	18	1	0	0	0	1	0	20
08:45	31	1	0	0	0	1	2	35	15	1	0	0	0	0	1	17
09:00	34	1	0	0	0	0	1	36	27	1	0	0	0	0	1	29
09:15	28	1	0	0	0	0	0	29	15	0	0	0	0	0	0	15
09:30	23	1	0	0	0	0	1	25	28	0	0	0	0	0	0	28
09:45	48	2	1	0	0	0	0	51	22	3	0	0	0	0	0	25
10:00	26	2	0	0	0	0	0	28	31	1	0	0	0	0	1	33
10:15	19	3	2	0	0	1	1	26	25	2	0	0	0	1	1	29
10:30	28	3	0	0	0	0	1	32	24	1	0	0	0	0	3	28
10:45	29	3	0	0	0	0	0	32	33	1	0	0	0	0	1	35
11:00	35	2	0	0	0	0	1	38	39	2	0	0	0	1	1	43
11:15	30	2	0	0	0	1	1	34	37	3	0	0	0	0	1	41
11:30	27	3	1	0	0	0	0	31	48	2	0	0	0	0	0	50
11:45	20	2	0	0	0	0	0	22	27	2	0	0	0	0	1	30
12:00	30	2	0	0	0	0	1	33	46	1	0	0	0	0	1	48
12:15	27	0	0	0	0	1	1	29	27	0	0	0	0	0	3	30
12:30	38	0	0	0	0	0	1	39	24	0	0	0	0	0	1	25
12:45	44	2	0	0	0	0	0	46	33	1	0	0	0	0	0	34
13:00	27	3	0	0	0	3	0	33	35	1	0	0	0	1	1	38
13:15	32	2	0	0	0	1	0	35	32	1	0	0	0	1	1	35
13:30	24	5	0	0	0	1	0	30	27	1	0	0	0	0	0	28
13:45	32	0	0	0	0	2	0	34	30	1	0	0	0	0	0	31
14:00	25	1	0	0	0	0	0	26	32	1	0	0	0	1	0	34
14:15	16	0	0	0	0	0	2	18	23	2	0	0	0	0	1	26
14:30	18	0	0	0	0	1	0	19	35	1	0	0	0	1	0	37
14:45	27	3	0	0	0	1	1	32	32	3	0	0	0	1	1	37
15:00	29	0	0	0	0	0	1	30	30	5	0	0	0	1	0	36
15:15	28	4	1	0	0	2	0	35	19	1	0	0	0	0	1	21
15:30	21	2	0	0	0	0	1	24	30	3	0	0	0	0	0	33
15:45	33	3	0	0	0	0	1	37	35	2	0	0	0	0	3	40
16:00	19	1	0	0	0	0	1	21	30	1	0	0	0	0	0	31
16:15	24	0	0	0	0	0	0	24	37	3	0	0	0	0	3	43
16:30	29	1	0	0	0	0	0	30	41	1	0	0	0	1	1	44
16:45	37	4	0	0	0	2	0	43	31	3	0	0	0	0	1	35
17:00	16	0	0	0	0	0	2	18	36	2	0	0	0	0	0	38
17:15	24	1	0	0	0	1	0	26	26	1	0	0	0	1	1	29
17:30	36	0	0	0	0	0	0	36	19	1	0	0	0	0	0	20
17:45	15	2	0	0	0	1	0	18	32	0	0	0	0	0	0	32
18:00	20	1	0	0	0	1	0	22	24	2	0	0	0	0	1	27
18:15	19	0	0	0	0	0	0	19	35	0	0	0	0	1	0	36
18:30	27	0	0	0	0	0	0	27	27	1	0	0	0	0	0	28
18:45	25	0	0	0	0	1	3	29	31	0	0	0	0	0	0	31
19:00	22	0	0	0	0	2	0	24	37	0	0	0	0	2	0	39
19:15	16	0	0	0	0	0	2	18	32	0	0	0	0	0	0	32
19:30	14	1	0	0	0	1	0	16	17	1	0	0	0	0	0	18
19:45	24	1	0	0	0	0	0	25	26	0	0	0	0	1	0	27
20:00	17	2	0	0	0	1	0	20	25	1	0	0	0	2	0	28
20:15	20	0	0	0	0	2	0	22	21	0	0	0	0	1	0	22
20:30	23	0	0	0	0	1	0	24	16	1	0	0	0	1	0	18
20:45	8	1	0	0	0	0	0	9	18	1	0	0	0	1	0	20
21:00	7	0	0	0	0	1	0	8	8	3	0	0	0	0	1	12
21:15	8	1	0	0	0	1	0	10	11	1	0	0	0	0	0	12

Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	47	6	0	0	0	1	3	57	29	8	0	0	0	0	4	41
07:15	49	7	0	0	0	3	2	61	29	7	0	0	0	0	2	38
07:30	56	10	0	0	0	3	2	71	28	8	1	0	0	0	2	39
07:45	66	11	0	0	0	2	4	83	39	8	1	0	0	1	1	50
08:00	90	8	0	0	0	3	5	106	46	5	1	0	0	1	1	54
08:15	107	8	0	0	0	1	6	122	67	5	1	0	0	1	2	76
08:30	119	6	0	0	0	1	5	131	75	3	0	0	0	1	2	81
08:45	116	4	0	0	0	1	4	125	85	2	0	0	0	0	2	89
09:00	133	5	1	0	0	0	2	141	92	4	0	0	0	0	1	97
09:15	125	6	1	0	0	0	1	133	96	4	0	0	0	0	1	101
09:30	116	8	3	0	0	1	2	130	106	6	0	0	0	1	2	115
09:45	121	10	3	0	0	1	2	137	102	7	0	0	0	1	5	115
10:00	102	11	2	0	0	1	2	118	113	5	0	0	0	1	6	125
10:15	111	11	2	0	0	1	3	128	121	6	0	0	0	2	6	135
10:30	122	10	0	0	0	1	3	136	133	7	0	0	0	1	6	147
10:45	121	10	1	0	0	1	2	135	157	8	0	0	0	1	3	169
11:00	112	9	1	0	0	1	2	125	151	9	0	0	0	1	3	164
11:15	107	9	1	0	0	1	2	120	158	8	0	0	0	0	3	169
11:30	104	7	1	0	0	1	2	115	148	5	0	0	0	0	5	158
11:45	115	4	0	0	0	1	3	123	124	3	0	0	0	0	6	133
12:00	139	4	0	0	0	1	3	147	130	2	0	0	0	0	5	137
12:15	136	5	0	0	0	4	2	147	119	2	0	0	0	1	5	127
12:30	141	7	0	0	0	4	1	153	124	3	0	0	0	2	3	132
12:45	127	12	0	0	0	5	0	144	127	4	0	0	0	2	2	135
13:00	115	10	0	0	0	7	0	132	124	4	0	0	0	2	2	132
13:15	113	8	0	0	0	4	0	125	121	4	0	0	0	2	1	128
13:30	97	6	0	0	0	3	2	108	112	5	0	0	0	1	1	119
13:45	91	1	0	0	0	3	2	97	120	5	0	0	0	2	1	128
14:00	86	4	0	0	0	2	3	95	122	7	0	0	0	3	2	134
14:15	90	3	0	0	0	2	4	99	120	11	0	0	0	3	2	136
14:30	102	7	1	0	0	4	2	116	116	10	0	0	0	3	2	131
14:45	105	9	1	0	0	3	3	121	111	12	0	0	0	2	2	127
15:00	111	9	1	0	0	2	3	126	114	11	0	0	0	1	4	130
15:15	101	10	1	0	0	2	3	117	114	7	0	0	0	0	4	125
15:30	97	6	0	0	0	0	3	106	132	9	0	0	0	0	6	147
15:45	105	5	0	0	0	0	2	112	143	7	0	0	0	1	7	158
16:00	109	6	0	0	0	2	1	118	139	8	0	0	0	1	5	153
16:15	106	5	0	0	0	2	2	115	145	9	0	0	0	1	5	160
16:30	106	6	0	0	0	3	2	117	134	7	0	0	0	2	3	146
16:45	113	5	0	0	0	3	2	123	112	7	0	0	0	1	2	122
17:00	91	3	0	0	0	2	2	98	113	4	0	0	0	1	1	119
17:15	95	4	0	0	0	3	0	102	101	4	0	0	0	1	2	108
17:30	90	3	0	0	0	2	0	95	110	3	0	0	0	1	1	115
17:45	81	3	0	0	0	2	0	86	118	3	0	0	0	1	1	123
18:00	91	1	0	0	0	2	3	97	117	3	0	0	0	1	1	122
18:15	93	0	0	0	0	3	3	99	130	1	0	0	0	3	0	134
18:30	90	0	0	0	0	3	5	98	127	1	0	0	0	2	0	130
18:45	77	1	0	0	0	4	5	87	117	1	0	0	0	2	0	120
19:00	76	2	0	0	0	3	2	83	112	1	0	0	0	3	0	116
19:15	71	4	0	0	0	2	2	79	100	2	0	0	0	3	0	105
19:30	75	4	0	0	0	4	0	83	89	2	0	0	0	4	0	95
19:45	84	3	0	0	0	4	0	91	88	2	0	0	0	5	0	95
20:00	68	3	0	0	0	4	0	75	80	3	0	0	0	5	0	88
20:15	58	1	0	0	0	4	0	63	63	5	0	0	0	3	1	72
20:30	46	2	0	0	0	3	0	51	53	6	0	0	0	2	1	62

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 4a

Date of Survey: 18.05.2019
Junction Name: Westfield Ave / Woking Football Club
Junction Type: T-Junction

	Total Junction Flow							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	29	2	0	0	0	0	3	34
07:15	26	1	1	0	0	0	1	29
07:30	32	3	0	0	0	1	1	37
07:45	35	8	0	0	0	0	2	45
08:00	40	2	0	0	0	2	0	44
08:15	28	5	1	0	0	0	2	36
08:30	68	4	0	0	0	1	2	75
08:45	103	3	0	0	0	1	3	110
09:00	100	2	0	0	0	1	3	106
09:15	67	1	0	0	0	0	0	68
09:30	76	1	0	0	0	0	1	78
09:45	97	6	1	0	0	0	1	105
10:00	100	4	0	0	0	0	1	105
10:15	62	5	2	0	0	3	2	74
10:30	69	4	0	0	0	0	4	77
10:45	97	5	0	0	0	0	1	103
11:00	112	5	0	0	0	1	2	120
11:15	107	5	0	0	0	1	3	116
11:30	99	5	1	0	0	0	1	106
11:45	70	4	0	0	0	1	1	76
12:00	105	3	0	0	0	1	2	111
12:15	78	1	0	0	0	1	4	84
12:30	94	0	0	0	0	0	2	96
12:45	100	3	0	0	0	1	0	104
13:00	77	4	0	0	0	5	1	87
13:15	85	3	0	0	0	2	2	92
13:30	72	6	0	0	0	1	2	81
13:45	83	1	0	0	0	2	0	86
14:00	74	3	0	0	0	1	0	78
14:15	48	2	0	0	0	0	3	53
14:30	61	1	0	0	0	2	0	64
14:45	77	6	0	0	0	2	3	88
15:00	72	5	0	0	0	1	1	79
15:15	56	5	1	0	0	2	1	65
15:30	65	8	0	0	0	0	1	74
15:45	88	6	0	0	0	0	4	98
16:00	69	2	0	0	0	0	1	72
16:15	73	3	0	0	0	0	3	79
16:30	82	2	0	0	0	1	1	86
16:45	81	8	0	0	0	2	4	95
17:00	60	2	0	0	0	0	2	64
17:15	65	2	0	0	0	2	1	70
17:30	72	3	0	0	0	0	0	75
17:45	53	4	0	0	0	1	0	58
18:00	51	3	0	0	0	1	2	57
18:15	70	0	0	0	0	1	1	72
18:30	63	1	0	0	0	0	0	64
18:45	66	0	0	0	0	1	3	70
19:00	65	1	0	0	0	4	1	71
19:15	53	0	0	0	0	0	2	55
19:30	40	3	0	0	0	1	1	45
19:45	57	1	0	0	0	1	0	59
20:00	47	3	0	0	0	3	0	53
20:15	45	1	0	0	0	3	0	49
20:30	41	1	0	0	0	2	0	44
20:45	31	2	0	0	0	1	0	34
21:00	16	3	0	0	0	1	1	21
21:15	22	2	0	0	0	1	0	25

Start Time	Rolling Hour												Total
07:00	122	14	1	0	1	0	0	7	0	0	1	7	145
07:15	133	14	1	0	0	0	0	4	0	0	1	4	153
07:30	135	18	1	0	0	0	0	5	0	0	3	5	162
07:45	171	19	1	0	0	0	0	6	0	0	3	6	200
08:00	209	14	1	0	0	0	0	7	0	0	4	7	255
08:15	299	14	1	0	0	0	0	10	0	0	3	10	337
08:30	338	10	0	0	0	0	0	8	0	0	3	8	359
08:45	346	7	0	0	0	0	0	5	0	0	2	5	357
09:00	340	10	1	0	0	0	0	5	0	0	2	5	356
09:15	340	12	1	0	0	0	0	3	0	0	3	3	362
09:30	335	16	3	0	0	0	0	5	0	0	3	5	374
09:45	328	19	3	0	0	0	0	8	0	0	3	8	384
10:00	328	18	2	0	0	0	0	8	0	0	3	8	359
10:15	340	19	2	0	0	0	0	9	0	0	4	9	374
10:30	380	19	0	0	0	0	0	10	0	0	4	10	418
10:45	415	20	1	0	0	0	0	7	0	0	2	7	445
11:00	388	19	1	0	0	0	0	7	0	0	3	7	418
11:15	361	17	1	0	0	0	0	8	0	0	3	8	409
11:30	352	13	1	0	0	0	0	9	0	0	3	9	377
11:45	347	8	0	0	0	0	0	7	0	0	3	7	367
12:00	377	7	0	0	0	0	0	8	0	0	3	8	395
12:15	349	8	0	0	0	0	0	7	0	0	3	7	371
12:30	356	10	0	0	0	0	0	8	0	0	3	8	379
12:45	334	16	0	0	0	0	0	5	0	0	0	5	364
13:00	317	14	0	0	0	0	0	5	0	0	10	5	346
13:15	314	13	0	0	0	0	0	4	0	0	6	4	337
13:30	277	12	0	0	0	0	0	5	0	0	4	5	298
13:45	260	12	0	0	0	0	0	6	0	0	5	6	283
14:00	260	12	0	0	0	0	0	7	0	0	5	7	284
14:15	258	14	0	0	0	0	0	5	0	0	5	5	296
14:30	264	17	1	0	0	0	0	6	0	0	5	6	306
14:45	270	24	1	0	0	0	0	6	0	0	5	6	323
15:00	281	24	1	0	0	0	0	7	0	0	3	7	316
15:15	278	21	1	0	0	0	0	9	0	0	2	9	309
15:30	295	19	0	0	0	0	0	9	0	0	0	9	323
15:45	312	13	0	0	0	0	0	9	0	0	1	9	335
16:00	305	15	0	0	0	0	0	10	0	0	3	10	324
16:15	296	15	0	0	0	0	0	8	0	0	0	8	315
16:30	288	14	0	0	0	0	0	7	0	0	5	7	304
16:45	278	15	0	0	0	0	0	7	0	0	4	7	297
17:00	259	12	0	0	0	0	0	3	0	0	4	3	260
17:15	241	12	0	0	0	0	0	3	0	0	4	3	260
17:30	246	10	0	0	0	0	0	3	0	0	3	3	262
17:45	237	6	0	0	0	0	0	3	0	0	3	3	251
18:00	250	4	0	0	0	0	0	6	0	0	3	6	263
18:15	264	2	0	0	0	0	0	5	0	0	6	5	277
18:30	247	2	0	0	0	0	0	6	0	0	5	6	260
18:45	224	4	0	0	0	0	0	7	0	0	6	7	241
19:00	215	5	0	0	0	0	0	4	0	0	6	4	230
19:15	197	7	0	0	0	0	0	5	0	0	5	5	216
19:30	189	8	0	0	0	0	0	3	0	0	5	3	205
19:45	190	6	0	0	0	0	0	0	0	0	9	0	205
20:00	164	7	0	0	0	0	0	1	0	0	9	1	182
20:15	145	7	0	0	0	0	0	1	0	0	7	1	149
20:30	110	8	0	0	0	0	0	1	0	0	5	1	124

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 4a

Date of Survey: 18.05.2019
Junction Name: Westfield Ave / Woking Football Club
Junction Type: T-Junction

Arm A: Westfield Ave (N) **Arm B:** Woking Football Club (E) **Arm C:** Westfield Ave (S)

	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
07:00	0	6	7	0	1	2	0	7	8
07:15	0	9	9	0	2	0	0	1	8
07:30	0	8	8	0	1	0	0	3	15
07:45	0	10	17	0	3	2	0	2	9
08:00	0	5	9	0	8	2	0	2	17
08:15	0	9	2	0	3	2	0	3	16
08:30	0	18	19	0	5	1	0	5	24
08:45	0	12	51	0	7	4	0	17	15
09:00	0	25	29	0	11	3	0	6	29
09:15	0	11	16	0	8	4	0	3	26
09:30	0	26	17	0	8	2	0	4	20
09:45	0	21	19	0	9	4	0	8	44
10:00	0	25	12	0	32	7	0	5	23
10:15	0	24	8	0	10	4	0	3	23
10:30	0	22	7	0	10	4	0	5	26
10:45	0	29	20	0	16	5	0	5	27
11:00	0	31	17	0	22	11	0	4	33
11:15	0	30	19	0	21	10	0	2	31
11:30	0	40	9	0	15	10	0	1	31
11:45	0	23	7	0	16	6	0	1	21
12:00	0	34	9	0	20	13	0	2	30
12:15	0	24	11	0	14	3	0	1	27
12:30	0	21	14	0	18	3	0	2	36
12:45	0	28	6	0	17	6	0	1	45
13:00	0	35	5	0	10	2	0	1	30
13:15	0	33	11	0	10	1	0	2	32
13:30	0	27	8	0	13	1	0	0	29
13:45	0	30	12	0	9	1	0	4	29
14:00	0	29	10	0	8	4	0	0	26
14:15	0	24	3	0	6	1	0	1	15
14:30	0	34	4	0	4	2	0	0	18
14:45	0	34	10	0	8	2	0	2	28
15:00	0	31	6	0	7	4	0	1	28
15:15	0	19	6	0	3	1	0	2	33
15:30	0	30	11	0	6	3	0	4	19
15:45	0	37	14	0	7	1	0	8	28
16:00	0	30	4	0	16	1	0	2	18
16:15	0	41	5	0	7	0	0	3	21
16:30	0	41	7	0	5	1	0	0	30
16:45	0	31	5	0	9	3	0	0	42
17:00	0	37	2	0	6	1	0	0	16
17:15	0	28	8	0	7	0	0	0	25
17:30	0	17	3	0	16	3	0	1	35
17:45	0	32	2	0	6	0	0	1	16
18:00	0	24	1	0	6	2	0	2	19
18:15	0	32	6	0	10	3	0	0	19
18:30	0	28	4	0	5	0	0	0	27
18:45	0	28	3	0	7	3	0	0	26
19:00	0	38	5	0	2	0	0	1	22
19:15	0	30	5	0	0	2	0	0	16
19:30	0	17	3	0	7	1	0	0	15
19:45	0	24	1	0	6	2	0	1	24
20:00	0	27	2	0	3	0	0	0	19
20:15	0	21	2	0	3	0	0	1	20
20:30	0	16	1	0	1	1	0	0	23
20:45	0	18	0	0	5	1	0	0	9
21:00	0	11	0	0	1	0	0	0	7
21:15	0	11	0	0	3	1	0	0	9

Start Time	Rolling Hour								
07:00	0	34	41	0	7	4	0	13	41
07:15	0	32	43	0	14	4	0	8	50
07:30	0	32	36	0	15	6	0	10	58
07:45	0	43	47	0	19	7	0	12	67
08:00	0	45	81	0	23	9	0	27	73
08:15	0	65	101	0	26	10	0	31	85
08:30	0	67	115	0	31	12	0	31	95
08:45	0	74	113	0	34	13	0	30	91
09:00	0	83	81	0	36	13	0	21	119
09:15	0	83	64	0	57	17	0	20	113
09:30	0	96	56	0	59	17	0	20	111
09:45	0	91	46	0	61	19	0	21	117
10:00	0	100	47	0	68	20	0	18	100
10:15	0	105	52	0	58	24	0	17	110
10:30	0	112	63	0	69	30	0	16	117
10:45	0	130	65	0	74	36	0	12	122
11:00	0	124	53	0	74	37	0	8	116
11:15	0	127	45	0	72	39	0	6	113
11:30	0	122	37	0	65	32	0	5	109
11:45	0	103	42	0	68	26	0	6	114
12:00	0	107	40	0	69	26	0	6	138
12:15	0	108	36	0	60	14	0	5	138
12:30	0	116	36	0	56	12	0	6	144
12:45	0	122	30	0	51	10	0	4	137
13:00	0	124	36	0	43	5	0	7	121
13:15	0	119	41	0	40	7	0	6	117
13:30	0	111	33	0	36	7	0	5	100
13:45	0	118	29	0	27	8	0	5	89
14:00	0	122	27	0	26	9	0	3	88
14:15	0	124	23	0	25	9	0	4	90
14:30	0	119	26	0	22	9	0	5	108
14:45	0	114	33	0	24	10	0	9	109
15:00	0	117	37	0	23	9	0	15	108
15:15	0	116	35	0	32	6	0	16	98
15:30	0	137	34	0	36	5	0	17	87
15:45	0	149	30	0	35	3	0	13	97
16:00	0	143	21	0	37	5	0	5	111
16:15	0	150	19	0	27	5	0	3	109
16:30	0	137	22	0	27	5	0	0	114
16:45	0	113	18	0	38	7	0	1	119
17:00	0	114	15	0	35	4	0	2	93
17:15	0	101	14	0	35	5	0	4	96
17:30	0	106	12	0	38	8	0	4	90
17:45	0	117	13	0	27	5	0	3	82
18:00	0	113	14	0	28	8	0	2	91
18:15	0	126	18	0	24	6	0	1	94
18:30	0	124	17	0	14	5	0	1	91
18:45	0	113	16	0	16	6	0	1	80
19:00	0	109	14	0	15	5	0	2	78
19:15	0	98	11	0	16	5	0	1	75
19:30	0	90	8	0	19	3	0	2	79
19:45	0	89	6	0	13	3	0	2	87
20:00	0	83	5	0	12	2	0	1	72
20:15	0	67	3	0	10	2	0	1	60
20:30	0	57	1	0	10	3	0	0	49

Intelligent Data Collection Limited
Woking, Surrey

Client: Vectos
Project Number: ID04567
Junction Number: Site 4a
Date of Survey: 04.04.2019
Junction Name: A247 Kingfield Road / Westfield Ave / A247 Wych Hill Lane
Junction Type: T-Junction

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	12.06.2019			
Prepared by	Emma Douglas			
Signature				
Checked by	Grant Breddy			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04567			
File Ref	ID04567 Woking, Surrey - MCC Site 4a - 04.04.2019			

Issue Sheet

Issued to	Date			
	12.06.2019			
Taylor Davis	E-mail			

Contents Page

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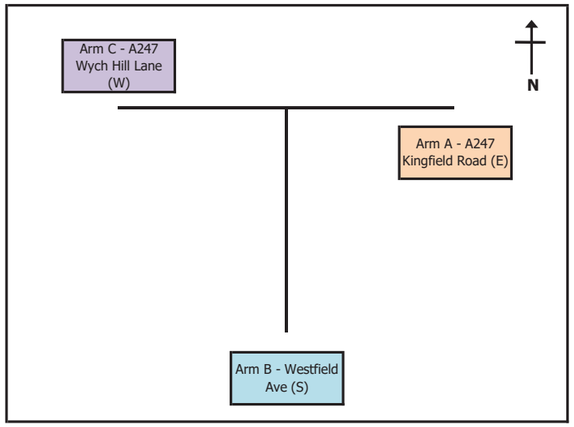
Intelligent Data Collection Limited

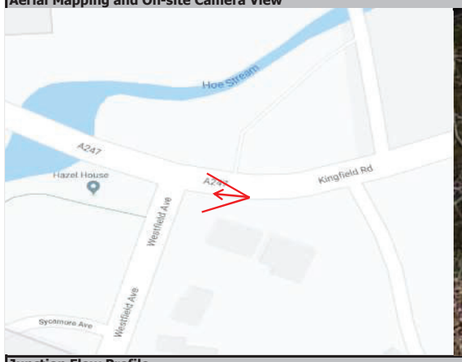
Client:	Vectos	**Date of Survey:**	04.04.2019
Project Number:	ID04567	**Junction Name:**	A247 Kingfield Road / Westfield Ave / A247 Wych Hill Lane
Junction Number:	Site 4a	**Junction Type:**	T-Junction

X Coordinate	Y Coordinate	Google Maps Link	
51.307552	-0.559701	Click Here	
AM Peak Conditions	**PM Peak Conditions**		
Cloudy	Cloudy		

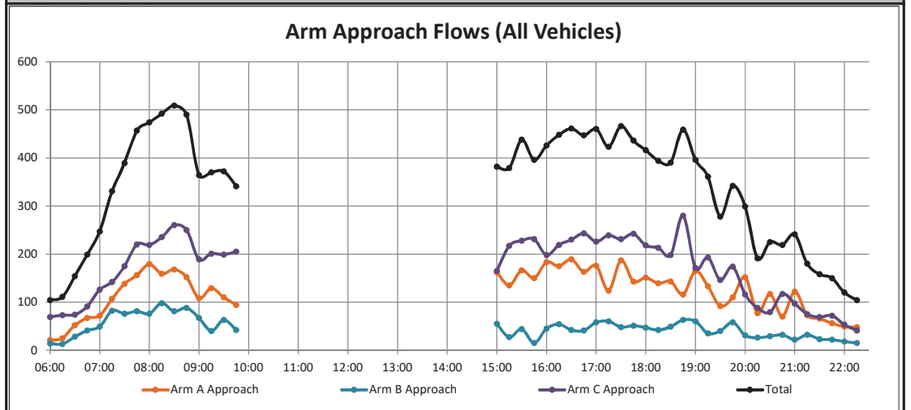
Junction Layout



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):

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 4a

Date of Survey: 04.04.2019
Junction Name: A247 Kingfield Road / Westfield Ave / A247 Wych Hill Lane
Junction Type: T-Junction

Arm A: A247 Kingfield Road (E)
Arm B: Westfield Ave (S)
Arm C: A247 Wych Hill Lane (W)

Time	A to C								A to A								A to B							
	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	3	0	0	0	0	0	0	3	12	1	0	0	0	0	0	13	2	1	0	0	0	0	0	3
00:15	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
00:30	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
00:45	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
01:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	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	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	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	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:00	1	1	0	0	0	0	0	2	7	1	0	0	0	0	0	8	1	0	0	0	0	0	0	1
15:15	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
15:30	1	1	0	0	0	0	0	2	11	1	0	0	0	0	0	12	1	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0
16:00	1	0	0	0	0	0	0	1	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	21	2	0	0	0	0	0	23	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
Start 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
Rolling Hour																								
00:00	3	0	0	0	0	0	0	3	12	1	0	0	0	0	0	13	2	1	0	0	0	0	0	3
00:15	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
00:30	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
00:45	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
01:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	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	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	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	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:00	2	1	0	0	0	0	0	3	10	1	0	0	0	0	0	11	1	0	0	0	0	0	0	1
15:15	2	1	0	0	0	0	0	3	10	1	0	0	0	0	0	11	1	0	0	0	0	0	0	1
15:30	3	2	0	0	0	0	0	5	14	1	0	0	0	0	0	15	2	0	0	0	0	0	0	2
15:45	2	1	0	0	0	0	0	3	13	1	0	0	0	0	0	14	1	0	0	0	0	0	0	1
16:00	3	2	0	0	0	0	0	5	13	1	0	0	0	0	0	14	1	0	0	0	0	0	0	1
16:15	3	2	0	0	0	0	0	5	11	1	0	0	0	0	0	12	1	0	0	0	0	0	0	1
16:30	3	2	0	0	0	0	0	5	8	1	0	0	0	0	0	9	1	0	0	0	0	0	0	1
16:45	3	2	0	0	0	0	0	5	9	1	0	0	0	0	0	10	1	0	0	0	0	0	0	1
17:00	4	2	0	0	0	0	0	6	12	1	0	0	0	0	0	13	1	0	0	0	0	0	0	1
17:15	4	2	0	0	0	0	0	6	16	2	0	0	0	0	0	18	1	0	0	0	0	0	0	1
17:30	4	2	0	0	0	0	0	6	21	2	0	0	0	0	0	23	1	0	0	0	0	0	0	1
17:45	4	2	0	0	0	0	0	6	15	1	0	0	0	0	0	16	1	0	0	0	0	0	0	1
18:00	4	2	0	0	0	0	0	6	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
18:15	4	2	0	0	0	0	0	6	12	1	0	0	0	0	0	13	1	0	0	0	0	0	0	1
18:30	4	2	0	0	0	0	0	6	10	0	0	0	0	0	0	10	1	0	0	0	0	0	0	1
18:45	4	2	0	0	0	0	0	6	10	0	0	0	0	0	0	10	1	0	0	0	0	0	0	1
19:00	4	2	0	0	0	0	0	6	8	1	0	0	0	0	0	9	1	0	0	0	0	0	0	1
19:15	4	2	0	0	0	0	0	6	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
19:30	4	2	0	0	0	0	0	6	7	1	0	0	0	0	0	8	1	0	0	0	0	0	0	1
19:45	4	2	0	0	0	0	0	6	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1
20:00	4	2	0	0	0	0	0	6	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1
20:15	4	2	0	0	0	0	0	6	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
20:30	4	2	0	0	0	0	0	6	8	0	0	0	0	0	0	8	1	0	0	0	0	0	0	1
20:45	4	2	0	0	0	0	0	6	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
21:00	4	2	0	0	0	0	0	6	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
21:15	4	2	0	0	0	0	0	6	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
21:30	4	2	0	0	0	0	0	6	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
21:45	4	2	0	0	0	0	0	6	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
22:00	4	2	0	0	0	0	0	6	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
22:15	4	2	0	0	0	0	0	6	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1

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Client: Vectos
Project Number: ID04567
Junction Number: Site 4a

Date of Survey: 04.04.2019
Junction Name: A247 Kingfield Road / Westfield Ave / A247 Wych Hill Lane
Junction Type: T-Junction

Arm A: A247 Kingfield Road (E)
Arm B: Westfield Ave (S)
Arm C: A247 Wych Hill Lane (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
06:00								0	0	1	0	0	0	0	1	2	10	0	0	0	0	1	1	12
06:15								0	2	0	0	0	0	0	0	2	9	2	0	0	0	0	0	11
06:30								0	1	0	0	0	0	0	0	1	25	2	0	0	0	0	0	27
06:45								0	2	0	0	0	0	0	0	2	34	4	0	0	0	0	1	39
07:00								0	4	2	0	0	0	0	1	7	36	5	0	0	0	1	0	42
07:15								0	7	1	0	0	0	0	0	8	63	10	0	0	0	1	0	74
07:30								0	7	0	0	0	0	0	0	7	63	6	0	0	0	0	0	69
07:45								0	6	0	0	0	0	0	0	6	74	1	0	0	0	0	0	75
08:00								0	11	2	0	0	0	0	1	14	57	3	0	0	1	0	1	62
08:15								0	11	0	0	0	0	0	0	11	79	5	0	0	0	2	1	87
08:30								0	15	0	0	0	0	0	0	15	64	1	0	0	0	1	0	66
08:45								0	7	1	0	0	0	0	0	8	76	3	0	0	0	1	0	80
09:00								0	5	1	0	0	0	0	1	7	49	9	1	0	1	0	0	60
09:15								0	6	1	0	0	0	0	0	7	29	4	0	0	0	0	0	33
09:30								0	11	0	0	0	0	0	0	11	48	4	0	0	0	0	0	52
09:45								0	9	0	0	0	0	0	0	9	31	0	0	0	2	0	0	33
15:00								0	5	0	0	0	0	0	0	5	44	5	0	0	1	0	0	50
15:15								0	5	1	0	0	0	0	0	6	17	4	0	0	0	0	0	21
15:30								0	8	0	0	0	0	0	0	8	32	3	0	0	1	1	0	36
15:45								0	4	0	0	0	0	0	0	4	10	1	0	0	0	0	0	11
16:00								0	2	0	0	0	0	0	1	3	39	3	0	0	0	0	0	42
16:15								0	4	1	0	0	0	0	0	5	48	0	1	0	0	0	0	49
16:30								0	6	0	0	0	0	0	0	6	30	5	0	0	0	1	0	36
16:45								0	6	2	0	0	0	0	0	8	32	1	0	0	0	0	0	33
17:00								0	10	1	0	0	0	0	0	11	45	2	0	0	0	0	0	47
17:15								0	10	1	0	0	0	0	0	11	48	1	0	0	0	0	0	49
17:30								0	4	1	0	0	0	0	0	5	41	2	0	0	0	0	0	43
17:45								0	7	1	0	0	0	0	0	8	39	4	0	0	0	0	0	43
18:00								0	3	0	0	0	0	0	0	3	41	3	0	0	0	0	0	44
18:15								0	9	0	0	0	0	0	0	9	30	3	0	0	0	0	0	33
18:30								0	9	1	0	0	0	0	0	10	35	2	0	0	0	1	1	39
18:45								0	10	0	0	0	0	0	0	10	48	4	0	0	0	1	0	53
19:00								0	5	1	0	0	0	0	0	6	51	2	0	0	0	1	0	54
19:15								0	3	1	0	0	0	0	0	4	28	3	0	0	0	0	0	31
19:30								0	8	1	0	0	0	0	0	9	28	2	0	0	0	0	1	31
19:45								0	7	1	0	0	0	0	0	8	48	2	0	0	0	0	0	50
20:00								0	4	0	0	0	0	0	0	4	23	3	0	0	0	1	0	27
20:15								0	5	0	0	0	0	0	0	5	21	0	0	0	0	0	0	21
20:30								0	6	0	0	0	0	0	0	6	22	1	0	0	0	0	0	23
20:45								0	8	0	0	0	0	0	0	8	22	1	1	0	0	0	0	24
21:00								0	3	0	0	0	0	0	0	3	19	0	0	0	0	0	0	19
21:15								0	4	0	0	0	0	0	0	4	27	1	0	0	0	0	0	28
21:30								0	1	0	0	0	0	0	0	1	22	0	0	0	0	0	0	22
21:45								0	3	0	0	0	0	0	0	3	19	0	0	0	0	0	0	19
22:00								0	1	1	0	0	0	0	0	2	14	2	0	0	0	0	0	16
22:15								0	4	0	0	0	0	0	0	4	10	1	0	0	0	0	0	11
Start Time				**Rolling Hour**				**Total**				**Rolling Hour**				**Total**				**Rolling Hour**				**Total**
06:00	0	0	0	0	0	0	0	0	5	1	0	0	0	0	1	7	78	8	0	0	0	1	2	89
06:15	0	0	0	0	0	0	0	0	9	2	0	0	0	0	1	12	104	13	0	0	0	1	1	119
06:30	0	0	0	0	0	0	0	0	14	3	0	0	0	0	1	18	158	21	0	0	0	2	1	182
06:45	0	0	0	0	0	0	0	0	20	3	0	0	0	0	1	24	196	25	0	0	0	2	1	224
07:00	0	0	0	0	0	0	0	0	24	3	0	0	0	0	1	28	236	22	0	0	0	2	0	260
07:15	0	0	0	0	0	0	0	0	31	3	0	0	0	0	1	35	257	20	0	0	1	1	1	280
07:30	0	0	0	0	0	0	0	0	35	2	0	0	0	0	1	38	273	15	0	0	1	2	2	293
07:45	0	0	0	0	0	0	0	0	43	2	0	0	0	0	1	46	274	10	0	0	1	3	2	290
08:00	0	0	0	0	0	0	0	0	44	3	0	0	0	0	1	48	276	12	0	0	1	4	2	295
08:15	0	0	0	0	0	0	0	0	38	2	0	0	0	0	1	41	268	18	1	0	1	4	1	293
08:30	0	0	0	0	0	0	0	0	33	3	0	0	0	0	1	37	218	17	1	0	1	2	0	239
08:45	0	0	0	0	0	0	0	0	29	3	0	0	0	0	1	33	202	20	1	0	1	1	0	225
09:00	0	0	0	0	0	0	0	0	31	2	0	0	0	0	1	34	157	17	1	0	3	0	0	178
15:00	0	0	0	0	0	0	0	0	22	1	0	0	0	0	0	23	103	13	0	0	1	1	0	118
15:15	0	0	0	0	0	0	0	0	19	1	0	0	0	0	1	21	98	11	0	0	0	1	0	110
15:30	0	0	0	0	0	0	0	0	18	1	0	0	0	0	1	20	129	7	1	0	0	1	0	138
15:45	0	0	0	0	0	0	0	0	16	1	0	0	0	0	1	18	127	9	1	0	0	1	0	138
16:00	0	0	0	0	0	0	0	0	18	3	0	0	0	0	1	22	149	9	1	0	0	1	0	160
16:15	0	0	0	0	0	0	0	0	26	4	0	0	0	0	0	30	155	8	1	0	0	1	0	165
16:30	0	0	0	0	0	0	0	0	32	4	0	0	0	0	0	36	155	9	0	0	0	1	0	165
16:45	0	0	0	0	0	0	0	0	30	5	0	0	0	0	0	35	166	6	0	0	0	0	0	172
17:00	0	0	0	0	0	0	0	0	31	4	0	0	0	0	0	35	173	9	0	0	0	0	0	182
17:15	0	0	0	0	0	0	0	0	24	3	0	0	0	0	0	27	169	10	0	0	0	0	0	179
17:30	0	0	0	0	0	0	0	0	23	2	0	0	0	0	0	25	151	12	0	0	0	0	0	163
17:45	0	0	0	0	0	0	0	0	28	2	0	0	0	0	0	30	145	12	0	0	0	1	1	159
18:00	0	0	0	0	0	0	0	0	31	1	0	0	0	0	0	32	154	12	0	0	0	2	1	169
18:15	0	0	0	0	0	0	0	0	33	2	0	0	0	0	0	35	164	11	0	0	0	3	1	179
18:30	0	0	0	0	0	0	0	0	27	3	0	0	0	0	0	30	162	11	0	0	0	3	1	177
18:45	0	0	0	0	0	0	0	0	26	3	0	0	0	0	0	29	155	11	0	0	0	2	1	169
19:00	0	0	0	0	0	0	0	0	23	4	0	0	0	0	0	27	155	9	0	0	0	1	1	166
19:15	0	0	0	0	0	0	0	0	22	3	0	0	0	0	0	25	127	10	0	0	0	1	1	139
19:30	0	0	0	0	0	0	0	0	24	2	0	0	0	0	0	26	120	7	0	0	0	1	1	129
19:45	0	0	0	0	0	0	0	0	22	1	0	0	0	0	0	23	114	6	0	0	0	1	0	121
20:00	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	23	88	5	1	0	0	1	0	95
20:15	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	22	84	2	1	0	0	0	0	87
20:30	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	21	90	3	1	0	0	0	0	94
20:45	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	90	2	1	0	0	0	0	93
21:00	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	87	1	0	0	0	0	0	88
21:15	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10	82	3	0	0	0	0	0	85
21:30	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10	65	3	0	0	0	0	0	68

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Project Number: ID04567
Junction Number: Site 4a

Date of Survey: 04.04.2019
Junction Name: A247 Kingfield Road / Westfield Ave / A247 Wych Hill Lane
Junction Type: T-Junction

Arm A: A247 Kingfield Road (E)
Arm B: Westfield Ave (S)
Arm C: A247 Wych Hill Lane (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
06:00								0	32	1	0	0	0	0	0	33	31	5	0	0	0	0	0	36
06:15								0	15	0	0	0	0	0	0	15	44	10	2	0	1	0	1	58
06:30								0	15	1	0	0	0	0	0	16	48	6	2	0	1	1	0	58
06:45								0	11	0	1	0	0	0	0	12	66	12	0	0	1	0	0	79
07:00								0	14	1	0	0	0	0	0	15	86	21	2	0	0	1	1	111
07:15								0	28	5	0	0	1	0	1	35	94	10	0	0	3	0	0	107
07:30								0	37	1	1	0	0	0	1	40	114	18	0	0	2	1	0	135
07:45								0	44	7	0	0	0	0	0	51	146	18	2	0	1	1	1	169
08:00								0	26	2	0	0	0	0	0	28	168	16	1	0	5	1	0	191
08:15								0	48	4	0	0	0	0	0	52	161	17	2	0	2	1	0	183
08:30								0	53	4	1	0	0	0	1	59	176	12	2	1	0	4	6	201
08:45								0	59	9	1	0	1	0	0	70	166	12	1	0	0	1	0	180
09:00								0	39	4	0	0	0	0	0	43	131	11	1	0	2	0	1	146
09:15								0	44	2	0	0	0	2	0	48	139	11	2	1	0	0	0	153
09:30								0	37	3	0	0	0	0	0	40	138	18	0	1	1	0	1	159
09:45								0	28	3	0	0	0	0	0	31	146	21	4	0	2	1	0	174
15:00								0	27	2	0	0	0	0	0	29	116	16	0	1	1	2	0	136
15:15								0	39	1	1	0	0	0	0	41	156	20	0	0	0	0	0	176
15:30								0	48	4	0	0	0	0	0	52	159	14	3	0	0	0	0	176
15:45								0	39	3	0	0	0	0	0	42	166	18	0	0	4	1	0	189
16:00								0	39	1	1	0	1	0	0	42	139	15	0	0	2	0	0	156
16:15								0	37	8	0	0	4	1	0	50	155	11	0	0	2	0	1	169
16:30								0	51	5	0	0	1	1	0	58	150	17	1	0	2	1	1	172
16:45								0	61	3	0	0	1	0	0	65	163	14	0	0	0	0	1	178
17:00								0	35	7	0	0	0	0	0	42	162	21	0	0	0	1	0	184
17:15								0	50	2	0	0	0	0	2	54	173	6	1	0	1	3	1	185
17:30								0	51	3	0	0	0	0	1	55	160	11	1	0	2	2	0	176
17:45								0	66	4	0	0	0	0	0	70	158	12	0	0	0	2	0	172
18:00								0	58	3	0	0	0	2	1	64	140	12	1	0	0	1	0	154
18:15								0	41	7	0	0	0	0	2	50	144	18	0	0	1	0	0	163
18:30								0	54	4	0	0	0	1	0	59	128	10	0	0	1	0	0	139
18:45								0	79	3	0	0	0	0	2	84	191	3	0	0	1	1	0	196
19:00								0	40	2	0	0	0	0	0	42	122	4	0	0	0	3	0	129
19:15								0	44	3	0	0	0	0	0	47	139	6	0	0	0	1	0	146
19:30								0	30	1	0	0	0	0	1	32	105	7	0	0	1	1	0	114
19:45								0	47	3	0	0	0	0	0	50	115	6	0	0	1	2	0	124
20:00								0	33	0	0	0	0	1	0	34	79	3	0	0	0	0	0	82
20:15								0	18	1	0	0	0	2	0	21	63	1	0	0	1	1	1	67
20:30								0	12	2	0	0	0	0	0	14	60	3	0	0	1	1	0	65
20:45								0	17	1	0	0	0	0	2	20	92	3	1	0	1	0	0	97
21:00								0	21	1	0	0	0	0	0	22	68	4	0	0	0	3	0	75
21:15								0	14	0	0	0	0	0	0	14	58	3	0	0	0	0	0	61
21:30								0	27	0	0	0	0	0	0	27	40	2	0	0	0	0	0	42
21:45								0	24	1	0	0	1	0	0	26	44	1	0	0	0	0	1	46
22:00								0	13	2	0	0	0	0	0	15	38	0	0	0	0	0	0	38
22:15								0	11	0	0	0	0	0	0	11	29	1	0	0	0	0	0	30
Start Time				**Rolling Hour**				**Total**				**Rolling Hour**				**Total**				**Rolling Hour**				**Total**
06:00	0	0	0	0	0	0	0	0	73	2	1	0	0	0	0	76	189	33	4	0	3	1	1	231
06:15	0	0	0	0	0	0	0	0	55	2	1	0	0	0	0	58	244	49	6	0	3	2	2	306
06:30	0	0	0	0	0	0	0	0	68	7	1	0	1	0	1	78	294	49	4	0	5	2	1	355
06:45	0	0	0	0	0	0	0	0	90	7	2	0	1	0	2	102	360	61	2	0	6	2	1	432
07:00	0	0	0	0	0	0	0	0	123	14	1	0	1	0	2	141	440	67	4	0	6	3	2	522
07:15	0	0	0	0	0	0	0	0	135	15	1	1	0	1	2	154	522	62	3	0	11	3	1	602
07:30	0	0	0	0	0	0	0	0	155	14	1	0	0	0	1	171	589	69	5	0	10	4	1	678
07:45	0	0	0	0	0	0	0	0	171	17	1	0	0	0	1	190	651	63	7	1	8	7	7	744
08:00	0	0	0	0	0	0	0	0	186	19	2	0	1	0	1	209	671	57	6	1	7	7	6	755
08:15	0	0	0	0	0	0	0	0	199	21	2	0	1	0	1	224	634	52	6	1	4	6	7	710
08:30	0	0	0	0	0	0	0	0	195	19	2	0	1	2	1	220	612	46	6	2	2	5	7	680
08:45	0	0	0	0	0	0	0	0	179	18	1	0	1	2	0	201	574	52	4	2	3	1	2	638
09:00	0	0	0	0	0	0	0	0	148	12	0	0	0	2	0	162	554	61	7	2	5	1	2	632
15:00	0	0	0	0	0	0	0	0	153	10	1	0	0	0	0	164	597	68	3	1	5	3	0	677
15:15	0	0	0	0	0	0	0	0	165	9	2	0	1	0	0	177	620	67	3	0	6	1	0	697
15:30	0	0	0	0	0	0	0	0	163	16	1	0	5	1	0	186	619	58	3	0	8	1	1	690
15:45	0	0	0	0	0	0	0	0	166	17	1	0	6	2	0	192	610	61	1	0	10	2	2	686
16:00	0	0	0	0	0	0	0	0	188	17	1	0	7	2	0	215	607	57	1	0	6	1	3	675
16:15	0	0	0	0	0	0	0	0	184	23	0	0	6	2	0	215	630	63	1	0	4	2	3	703
16:30	0	0	0	0	0	0	0	0	197	17	0	0	2	1	2	219	648	58	2	0	3	5	3	719
16:45	0	0	0	0	0	0	0	0	197	15	0	0	1	0	3	216	658	52	2	0	3	6	2	723
17:00	0	0	0	0	0	0	0	0	202	16	0	0	0	0	3	221	653	50	2	0	3	8	1	717
17:15	0	0	0	0	0	0	0	0	225	12	0	0	0	2	4	243	631	41	3	0	3	8	1	687
17:30	0	0	0	0	0	0	0	0	216	17	0	0	0	2	4	239	602	53	2	0	3	5	0	665
17:45	0	0	0	0	0	0	0	0	219	18	0	0	0	3	3	243	570	52	1	0	2	3	0	628
18:00	0	0	0	0	0	0	0	0	232	17	0	0	0	3	5	257	603	43	1	0	3	2	0	652
18:15	0	0	0	0	0	0	0	0	214	16	0	0	0	1	4	235	585	35	0	0	3	4	0	627
18:30	0	0	0	0	0	0	0	0	217	12	0	0	0	1	2	232	580	23	0	0	2	5	0	610
18:45	0	0	0	0	0	0	0	0	193	9	0	0	0	0	3	205	557	20	0	0	2	6	0	585
19:00	0	0	0	0	0	0	0	0	161	9	0	0	0	0	1	171	481	23	0	0	2	7	0	513
19:15

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Client: Vectos
Project Number: ID04567
Junction Number: Site 4a

Date of Survey: 04.04.2019
Junction Name: A247 Kingfield Road / Westfield Ave / A247 Wych Hill Lane
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**
06:00	20	1	0	0	0	0	0	21	31	6	0	0	0	0	1	38
06:15	20	4	0	0	1	0	0	25	46	10	2	0	1	0	1	60
06:30	42	7	1	0	0	1	1	52	49	6	2	0	1	1	0	59
06:45	52	13	2	0	0	0	0	67	68	12	0	0	1	0	0	81
07:00	60	10	0	0	0	1	1	72	90	23	2	0	0	1	2	118
07:15	90	16	0	0	1	0	0	107	101	11	0	0	3	0	0	115
07:30	119	18	1	0	0	0	0	138	121	18	0	0	2	1	0	142
07:45	137	15	2	0	1	1	0	156	152	18	2	0	1	1	1	175
08:00	153	20	2	1	3	0	0	179	179	18	1	0	5	1	1	205
08:15	138	19	0	0	1	0	1	159	172	17	2	0	2	1	0	194
08:30	155	10	1	0	1	1	0	168	191	12	2	1	0	4	6	216
08:45	128	20	2	0	1	1	0	152	173	13	1	0	0	1	0	188
09:00	83	20	1	2	0	1	1	108	136	12	1	0	2	0	2	153
09:15	109	12	4	0	2	0	2	129	145	12	2	1	0	0	0	160
09:30	87	15	1	2	2	3	0	110	149	18	0	1	1	0	1	170
09:45	85	8	0	0	0	1	0	94	155	21	4	0	2	1	0	183
15:00	145	14	0	1	1	1	0	162	121	16	0	1	1	2	0	141
15:15	112	18	3	1	0	1	0	135	161	21	0	0	0	0	0	182
15:30	142	21	0	1	1	0	1	166	167	14	3	0	0	0	0	184
15:45	124	15	2	0	8	1	0	150	170	18	0	0	4	1	0	193
16:00	161	14	1	0	1	2	4	183	141	15	0	0	2	0	1	159
16:15	154	15	2	0	4	0	0	175	159	12	0	0	2	0	1	174
16:30	175	13	1	0	0	0	0	189	156	17	1	0	2	1	1	178
16:45	152	8	1	0	2	0	0	163	169	16	0	0	0	0	1	186
17:00	152	21	1	0	0	1	1	176	172	22	0	0	0	1	0	195
17:15	107	14	1	0	0	1	1	124	183	7	1	0	1	3	1	196
17:30	174	10	0	0	1	1	1	187	164	12	1	0	2	2	0	181
17:45	128	11	0	0	1	1	2	143	165	13	0	0	0	2	0	180
18:00	136	12	1	0	1	0	1	151	143	12	1	0	0	1	0	157
18:15	129	8	1	0	0	0	1	139	153	18	0	0	1	0	0	172
18:30	128	11	0	0	1	2	1	143	137	11	0	0	1	0	0	149
18:45	112	3	0	0	1	0	0	116	201	3	0	0	1	1	0	206
19:00	157	3	0	0	1	3	1	165	127	5	0	0	0	3	0	135
19:15	118	12	1	0	0	1	1	133	142	7	0	0	0	1	0	150
19:30	87	5	0	0	0	0	0	92	113	8	0	0	1	1	0	123
19:45	100	7	1	0	1	1	0	110	122	7	0	0	1	2	0	132
20:00	146	6	0	0	0	0	0	152	83	3	0	0	0	0	0	86
20:15	71	6	0	0	0	0	0	77	68	1	0	0	1	1	1	72
20:30	112	2	0	0	0	3	0	117	66	3	0	0	1	1	0	71
20:45	65	4	0	0	0	1	0	70	100	3	1	0	1	0	0	105
21:00	112	6	1	0	1	1	1	122	71	4	0	0	0	3	0	78
21:15	72	1	0	0	0	0	0	73	62	3	0	0	0	0	0	65
21:30	61	5	0	0	0	0	0	66	41	2	0	0	0	0	0	43
21:45	52	3	0	0	1	0	0	56	47	1	0	0	0	0	1	49
22:00	46	3	0	0	0	0	0	49	39	1	0	0	0	0	0	40
22:15	42	6	0	0	0	0	0	48	33	1	0	0	0	0	0	34
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	134	25	3	0	1	1	1	165	194	34	4	0	3	1	2	238
06:15	174	34	3	0	1	2	2	216	253	51	6	0	3	2	3	318
06:30	244	46	3	0	1	2	2	298	308	52	4	0	5	2	2	373
06:45	321	57	3	0	1	1	1	384	380	64	2	0	6	2	2	456
07:00	406	59	3	0	2	2	1	473	464	70	4	0	6	3	3	550
07:15	499	69	5	1	5	1	0	580	553	65	3	0	11	3	2	637
07:30	547	72	5	1	5	1	1	632	624	71	5	0	10	4	2	716
07:45	583	64	5	1	6	2	1	662	694	65	7	1	8	7	8	790
08:00	574	69	5	1	6	2	1	658	715	60	6	1	7	7	7	803
08:15	504	69	4	2	3	3	2	587	672	54	6	1	4	6	8	751
08:30	475	62	8	2	4	3	3	557	645	49	6	2	2	5	8	717
08:45	407	67	8	4	5	5	3	499	603	55	4	2	3	1	3	671
09:00	364	55	6	4	4	5	3	441	585	63	7	2	5	1	3	666
15:00	523	68	5	3	10	3	1	613	619	69	3	1	5	3	0	700
15:15	539	68	6	2	10	4	5	634	639	68	3	0	6	1	1	718
15:30	581	65	5	1	14	3	5	674	637	59	3	0	8	1	2	710
15:45	614	57	6	0	13	3	4	697	626	62	1	0	10	2	3	704
16:00	642	50	5	0	7	2	4	710	625	60	1	0	6	1	4	697
16:15	633	57	5	0	6	1	1	703	656	67	1	0	4	2	3	733
16:30	586	56	4	0	2	2	2	652	680	62	2	0	3	5	3	755
16:45	585	53	3	0	3	3	3	650	688	57	2	0	3	6	2	758
17:00	561	56	2	0	2	4	5	630	684	54	2	0	3	8	1	752
17:15	545	47	2	0	3	3	5	605	655	44	3	0	3	8	1	714
17:30	567	41	2	0	3	2	5	620	625	55	2	0	3	5	0	690
17:45	521	42	2	0	3	3	5	576	598	54	1	0	2	3	0	658
18:00	505	34	2	0	3	2	3	549	634	44	1	0	3	2	0	684
18:15	526	25	1	0	3	5	3	563	618	37	0	0	3	4	0	662
18:30	515	29	1	0	3	6	3	557	607	26	0	0	2	5	0	640
18:45	474	23	1	0	2	4	2	506	583	23	0	0	2	6	0	614
19:00	462	27	2	0	2	5	2	500	504	27	0	0	2	7	0	540
19:15	451	30	2	0	1	2	1	487	460	25	0	0	2	4	0	491
19:30	404	24	1	0	1	1	0	431	386	19	0	0	3	4	1	413
19:45	429	21	1	0	1	4	0	456	339	14	0	0	3	4	1	361
20:00	394	18	0	0	0	4	0	416	317	10	1	0	3	2	1	334
20:15	360	18	1	0	1	5	1	386	305	11	1	0	3	5	1	326
20:30	361	13	1	0	1	5	1	382	299	13	1	0	2	4	0	319
20:45	310	16	1	0	1	2	1	331	274	12	1	0	1	3	0	291
21:00	297	15	1	0	2	1	1	317	221	10	0	0	0	3	1	235
21:15	231	12	0	0	1	0	0	244	189	7	0	0	0	0	1	197
21:30	201	17	0	0	1	0	0	219	160	5	0	0	0	0	1	166

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Client: Vectos
Project Number: ID04567
Junction Number: Site 4a

Date of Survey: 04.04.2019
Junction Name: A247 Kingfield Road / Westfield Ave / A247 Wych Hill Lane
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**
06:00	10	1	0	0	0	1	2	14	35	1	0	0	0	0	0	36
06:15	11	2	0	0	0	0	0	13	19	1	0	0	0	0	0	20
06:30	26	2	0	0	0	0	0	28	18	1	0	0	0	0	1	20
06:45	36	4	0	0	0	0	1	41	13	0	1	0	0	0	0	14
07:00	40	7	0	0	0	1	1	49	17	1	0	0	0	0	0	18
07:15	70	11	0	0	0	1	0	82	34	5	0	0	1	0	1	41
07:30	70	6	0	0	0	0	0	76	44	1	1	0	0	0	1	47
07:45	80	1	0	0	0	0	0	81	51	7	0	0	0	0	0	58
08:00	68	5	0	0	1	0	2	76	33	4	0	0	0	0	0	37
08:15	90	5	0	0	2	1	1	98	51	4	0	0	0	0	0	55
08:30	79	1	0	0	0	1	0	81	62	4	1	0	0	0	1	68
08:45	83	4	0	0	0	1	0	88	72	9	1	0	1	0	0	83
09:00	54	10	1	0	1	0	1	67	49	5	0	0	0	0	0	54
09:15	35	5	0	0	0	0	0	40	56	3	0	0	0	2	1	62
09:30	59	4	0	0	0	0	0	63	44	4	0	0	0	0	0	48
09:45	40	0	0	0	2	0	0	42	33	3	0	0	0	0	0	36
15:00	49	5	0	0	1	0	0	55	34	2	0	0	0	0	0	36
15:15	22	5	0	0	0	0	0	27	44	1	1	0	0	0	0	46
15:30	40	3	0	0	1	0	0	44	59	5	0	0	0	0	0	64
15:45	14	1	0	0	0	0	0	15	51	4	0	0	0	0	0	55
16:00	41	3	0	0	0	0	1	45	47	1	2	0	1	0	0	51
16:15	52	1	1	0	0	0	0	54	44	8	0	0	4	1	0	57
16:30	36	5	0	0	0	1	0	42	65	5	0	0	1	1	0	72
16:45	38	3	0	0	0	0	0	41	70	3	0	0	1	0	0	74
17:00	55	3	0	0	0	0	0	58	47	8	0	0	0	0	0	55
17:15	58	2	0	0	0	0	0	60	62	4	0	0	0	0	3	69
17:30	45	3	0	0	0	0	0	48	72	4	0	0	0	0	1	77
17:45	46	5	0	0	0	0	0	51	81	5	0	0	0	0	2	88
18:00	44	3	0	0	0	0	0	47	63	3	0	0	0	2	2	70
18:15	39	3	0	0	0	0	0	42	53	7	0	0	0	0	3	63
18:30	44	3	0	0	0	1	1	49	66	4	0	0	0	1	0	71
18:45	58	4	0	0	0	1	0	63	89	3	0	0	0	0	2	94
19:00	56	3	0	0	0	1	0	60	49	3	0	0	0	0	0	52
19:15	31	4	0	0	0	0	0	35	52	3	0	0	0	0	1	56
19:30	36	3	0	0	0	0	1	40	32	1	0	0	0	0	1	34
19:45	55	3	0	0	0	0	0	58	54	3	1	0	0	0	0	58
20:00	27	3	0	0	0	1	0	31	40	0	0	0	0	1	0	41
20:15	26	0	0	0	0	0	0	26	23	1	0	0	0	2	0	26
20:30	28	1	0	0	0	0	0	29	20	2	0	0	0	0	0	22
20:45	30	1	1	0	0	0	0	32	17	1	0	0	0	0	2	20
21:00	22	0	0	0	0	0	0	22	27	1	0	0	0	0	1	29
21:15	31	1	0	0	0	0	0	32	21	0	0	0	0	0	0	21
21:30	23	0	0	0	0	0	0	23	30	0	0	0	0	0	0	30
21:45	22	0	0	0	0	0	0	22	27	1	0	0	1	0	0	29
22:00	15	3	0	0	0	0	0	18	14	2	0	0	0	0	0	16
22:15	14	1	0	0	0	0	0	15	12	1	0	0	0	0	0	13
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	83	9	0	0	0	1	3	96	85	3	1	0	0	0	1	90
06:15	113	15	0	0	0	1	2	131	67	3	1	0	0	0	1	72
06:30	172	24	0	0	0	2	2	200	82	7	1	0	1	0	2	93
06:45	216	28	0	0	0	2	2	248	108	7	2	0	1	0	2	120
07:00	260	25	0	0	0	2	1	288	146	14	1	0	1	0	2	164
07:15	288	23	0	0	1	1	2	315	162	17	1	0	1	0	2	183
07:30	308	17	0	0	1	2	3	331	179	16	1	0	0	0	1	197
07:45	317	12	0	0	1	3	3	336	197	19	1	0	0	0	1	218
08:00	320	15	0	0	1	4	3	343	218	21	2	0	1	0	1	243
08:15	306	20	1	0	1	4	2	334	234	22	2	0	1	0	1	260
08:30	251	20	1	0	1	2	1	276	239	21	2	0	1	2	2	267
08:45	231	23	1	0	1	1	1	258	221	21	1	0	1	2	1	247
09:00	188	19	1	0	3	0	1	212	182	15	0	0	0	2	1	200
15:00	125	14	0	0	1	1	0	141	188	12	1	0	0	0	0	201
15:15	117	12	0	0	0	1	1	131	201	11	3	0	1	0	0	216
15:30	147	8	1	0	0	1	1	158	201	18	2	0	5	1	0	227
15:45	143	10	1	0	0	1	1	156	207	18	2	0	6	2	0	235
16:00	167	12	1	0	0	1	1	182	226	17	2	0	7	2	0	254
16:15	181	12	1	0	0	1	0	195	226	24	0	0	6	2	0	258
16:30	187	13	0	0	0	1	0	201	244	20	0	0	2	1	3	270
16:45	196	11	0	0	0	0	0	207	251	19	0	0	1	0	4	275
17:00	204	13	0	0	0	0	0	217	262	21	0	0	0	0	6	289
17:15	193	13	0	0	0	0	0	206	278	16	0	0	0	2	8	304
17:30	174	14	0	0	0	0	0	188	269	19	0	0	0	2	8	298
17:45	173	14	0	0	0	1	1	189	263	19	0	0	0	3	7	292
18:00	185	13	0	0	0	2	1	201	271	17	0	0	0	3	7	298
18:15	197	13	0	0	0	3	1	214	257	17	0	0	0	1	5	280
18:30	189	14	0	0	0	3	1	207	256	13	0	0	0	1	3	273
18:45	181	14	0	0	0	2	1	198	222	10	0	0	0	0	4	236
19:00	178	13	0	0	0	1	1	193	187	10	1	0	0	0	2	200
19:15	149	13	0	0	0	1	1	164	178	7	1	0	0	1	2	189
19:30	144	9	0	0	0	1	1	155	149	5	1	0	0	3	1	159
19:45	136	7	0	0	0	1	0	144	137	6	1	0	0	3	0	147
20:00	111	5	1	0	0	1	0	118	100	4	0	0	0	3	2	109
20:15	106	2	1	0	0	0	0	109	87	5	0	0	0	2	3	97
20:30	111	3	1	0	0	0	0	115	85	4	0	0	0	0	3	92
20:45	106	2	1	0	0	0	0	109	95	2	0	0	0	0	3	100
21:00	98	1	0	0	0	0	0	99	105	2	0	0	1	0	1	109
21:15	91	4	0	0	0	0	0	95	92	3	0	0	1	0	0	96
21:30	74	4	0	0	0	0	0	78	83	4	0	0	1	0	0	88

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Client: Vectos
Project Number: ID04567
Junction Number: Site 4a

Date of Survey: 04.04.2019
Junction Name: A247 Kingfield Road / Westfield Ave / A247 Wych Hill Lane
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**
06:00	63	6	0	0	0	0	0	69	27	1	0	0	0	1	1	30
06:15	59	10	2	0	1	0	1	73	25	5	0	0	1	0	0	31
06:30	63	7	2	0	1	1	0	74	64	9	1	0	0	1	0	75
06:45	77	12	1	0	1	0	0	91	84	17	2	0	0	0	1	104
07:00	100	22	2	0	0	1	1	126	93	15	0	0	0	2	1	111
07:15	122	15	0	0	4	0	1	142	147	26	0	0	1	1	0	175
07:30	151	19	1	0	2	1	1	175	175	24	1	0	0	0	0	200
07:45	190	25	2	0	1	1	1	220	204	16	2	0	1	1	0	224
08:00	194	18	1	0	5	1	0	219	203	21	2	1	4	0	1	232
08:15	209	21	2	0	2	1	0	235	214	24	0	0	1	2	2	243
08:30	229	16	3	1	0	4	7	260	210	11	1	0	1	2	0	225
08:45	225	21	2	0	1	1	0	250	191	23	2	0	1	2	0	219
09:00	170	15	1	0	2	0	1	189	122	28	2	2	1	1	1	157
09:15	183	13	2	1	0	2	0	201	126	15	4	0	2	0	1	148
09:30	175	21	0	1	1	0	1	199	128	18	1	2	2	3	0	154
09:45	174	24	4	0	2	1	0	205	111	8	0	0	2	1	0	122
15:00	143	18	0	1	1	2	0	165	182	19	0	1	2	1	0	205
15:15	195	21	1	0	0	0	0	217	124	22	3	1	0	1	0	151
15:30	207	18	3	0	0	0	0	228	163	23	0	1	1	1	1	190
15:45	205	21	0	0	4	1	0	231	122	15	2	0	8	1	0	148
16:00	178	16	1	0	3	0	0	198	192	17	0	0	1	2	4	216
16:15	192	19	0	0	6	1	1	219	195	15	3	0	4	0	0	217
16:30	201	22	1	0	3	2	1	230	191	18	1	0	0	1	0	211
16:45	224	17	0	0	1	0	1	243	175	9	1	0	2	0	0	187
17:00	197	28	0	0	0	1	0	226	185	22	1	0	0	1	1	210
17:15	223	8	1	0	1	3	3	239	143	13	1	0	0	1	0	158
17:30	211	14	1	0	2	2	1	231	194	11	0	0	1	1	1	208
17:45	224	16	0	0	0	2	0	242	152	14	0	0	1	1	0	168
18:00	198	15	1	0	0	3	1	218	172	15	1	0	1	0	0	189
18:15	185	25	0	0	1	0	2	213	147	11	1	0	0	0	0	159
18:30	182	14	0	0	1	1	0	198	151	13	0	0	1	3	2	170
18:45	270	6	0	0	1	1	2	280	150	7	0	0	1	1	0	159
19:00	162	6	0	0	0	3	0	171	199	4	0	0	1	4	1	209
19:15	183	9	0	0	0	1	0	193	138	15	1	0	0	1	0	155
19:30	135	8	0	0	1	1	1	146	113	7	0	0	0	0	1	121
19:45	162	9	0	0	1	2	0	174	141	9	0	0	1	1	0	152
20:00	112	3	0	0	0	1	0	116	162	9	0	0	0	1	0	172
20:15	81	2	0	0	1	3	1	88	87	6	0	0	0	0	0	93
20:30	72	5	0	0	1	1	0	79	126	3	0	0	0	3	0	132
20:45	109	4	1	0	1	0	2	117	87	5	1	0	0	1	0	94
21:00	89	5	0	0	0	3	0	97	125	6	1	0	1	1	0	134
21:15	72	3	0	0	0	0	0	75	92	2	0	0	0	0	0	94
21:30	67	2	0	0	0	0	0	69	80	5	0	0	0	0	0	85
21:45	68	2	0	0	1	0	1	72	68	3	0	0	1	0	0	72
22:00	51	2	0	0	0	0	0	53	59	5	0	0	0	0	0	64
22:15	40	1	0	0	0	0	0	41	51	6	0	0	0	0	0	57
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	262	35	5	0	3	1	1	307	200	32	3	0	1	2	2	240
06:15	299	51	7	0	3	2	2	364	266	46	3	0	1	3	2	321
06:30	362	56	5	0	6	2	2	433	388	67	3	0	1	4	2	465
06:45	450	68	4	0	7	2	3	534	499	82	3	0	1	3	2	590
07:00	563	81	5	0	7	3	4	663	619	81	3	0	2	4	1	710
07:15	657	77	4	0	12	3	3	756	729	87	5	1	6	2	1	831
07:30	744	83	6	0	10	4	2	849	796	85	5	1	6	3	3	899
07:45	822	80	8	1	8	7	8	934	831	72	5	1	7	5	3	924
08:00	857	76	8	1	8	7	7	964	818	79	5	1	7	6	3	919
08:15	833	73	8	1	5	6	8	934	737	86	5	2	4	7	3	844
08:30	807	65	8	2	3	7	8	900	649	77	9	2	5	5	2	749
08:45	753	70	5	2	4	3	2	839	567	84	9	4	6	6	2	678
09:00	702	73	7	2	5	3	2	794	487	69	7	4	7	5	2	581
15:00	750	78	4	1	5	3	0	841	591	79	5	3	11	4	1	694
15:15	785	76	5	0	7	1	0	874	601	77	5	2	10	5	5	705
15:30	782	74	4	0	13	2	1	876	672	70	5	1	14	4	5	771
15:45	776	78	2	0	16	4	2	878	700	65	6	0	13	4	4	792
16:00	795	74	2	0	13	3	3	890	753	59	5	0	7	3	4	831
16:15	814	86	1	0	10	4	3	918	746	64	6	0	6	2	1	825
16:30	845	75	2	0	5	6	5	938	694	62	4	0	2	3	1	766
16:45	855	67	2	0	4	6	5	939	697	55	3	0	3	3	2	763
17:00	855	66	2	0	3	8	4	938	674	60	2	0	2	4	2	744
17:15	856	53	3	0	3	10	5	930	661	53	2	0	3	3	1	723
17:30	818	70	2	0	3	7	4	904	665	51	2	0	3	2	1	724
17:45	789	70	1	0	2	6	3	871	622	53	2	0	3	4	2	686
18:00	835	60	1	0	3	5	5	909	620	46	2	0	3	4	2	677
18:15	799	51	0	0	3	5	4	862	647	35	1	0	3	8	3	697
18:30	797	35	0	0	2	6	2	842	638	39	1	0	3	9	3	693
18:45	750	29	0	0	2	6	3	790	600	33	1	0	2	6	2	644
19:00	642	32	0	0	2	7	1	684	591	35	1	0	2	6	2	637
19:15	592	29	0	0	2	5	1	629	554	40	1	0	1	3	1	600
19:30	490	22	0	0	3	7	2	524	503	31	0	0	1	2	1	538
19:45	427	19	0	0	3	7	1	457	516	27	0	0	1	5	0	549
20:00	374	14	1	0	3	5	3	400	462	23	1	0	0	5	0	491
20:15	351	16	1	0	3	7	3	381	425	20	2	0	1	5	0	453
20:30	342	17	1	0	2	4	2	368	430	16	2	0	1	5	0	454
20:45	337	14	1	0	1	3	2	358	384	18	2	0	1	2	0	407
21:00	296	12	0	0	1	3	1	313	365	16	1	0	2	1	0	385
21:15	258	9	0	0	1	0	1	269	299	15	0	0	1	0	0	315
21:30	226	7	0	0	1	0	1	235	258	19	0	0	1	0	0	278

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 4a

Date of Survey: 04.04.2019
Junction Name: A247 Kingfield Road / Westfield Ave / A247 Wych Hill Lane
Junction Type: T-Junction

	Total Junction Flow							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
06:00	93	8	0	0	0	1	2	104
06:15	90	16	2	0	2	0	1	111
06:30	131	16	3	0	1	2	1	154
06:45	165	29	3	0	1	0	1	199
07:00	200	39	2	0	0	3	3	247
07:15	282	42	0	0	5	1	1	331
07:30	340	43	2	0	2	1	1	389
07:45	407	41	4	0	2	2	1	457
08:00	415	43	3	1	9	1	2	474
08:15	437	45	2	0	3	3	2	492
08:30	463	27	4	1	1	6	7	509
08:45	436	45	4	0	2	3	0	490
09:00	307	45	3	2	3	1	3	364
09:15	327	30	6	1	2	2	2	370
09:30	321	40	1	3	3	3	1	372
09:45	299	32	4	0	4	2	0	341
15:00	337	37	0	2	3	3	0	382
15:15	329	44	4	1	0	1	0	379
15:30	389	42	3	1	1	1	1	438
15:45	343	37	2	0	12	2	0	396
16:00	380	33	2	0	4	2	5	426
16:15	398	35	3	0	10	1	1	448
16:30	412	40	2	0	3	3	1	461
16:45	414	28	1	0	3	0	1	447
17:00	404	52	1	0	0	2	1	460
17:15	388	24	2	0	1	4	4	423
17:30	430	27	1	0	3	3	2	466
17:45	398	32	0	0	1	3	2	436
18:00	378	30	2	0	1	3	2	416
18:15	353	36	1	0	1	0	3	394
18:30	354	28	0	0	2	4	2	390
18:45	440	13	0	0	2	2	2	459
19:00	375	12	0	0	1	7	1	396
19:15	332	25	1	0	0	2	1	361
19:30	258	16	0	0	1	1	2	278
19:45	317	19	1	0	2	3	0	342
20:00	285	12	0	0	0	2	0	299
20:15	178	8	0	0	1	3	1	191
20:30	212	8	0	0	1	4	0	225
20:45	204	9	2	0	1	1	2	219
21:00	223	11	1	0	1	4	1	241
21:15	175	5	0	0	0	0	0	180
21:30	151	7	0	0	0	0	0	158
21:45	142	5	0	0	2	0	1	150
22:00	112	8	0	0	0	0	0	120
22:15	96	8	0	0	0	0	0	104
Start Time	**Rolling Hour**							**Total**
06:00	479	69	8	0	4	3	5	568
06:15	586	100	10	0	4	5	6	711
06:30	778	126	8	0	7	6	6	931
06:45	987	153	7	0	8	5	6	1166
07:00	1229	165	8	0	9	7	6	1424
07:15	1444	169	9	1	18	5	5	1651
07:30	1599	172	11	1	16	7	6	1812
07:45	1722	156	13	2	15	12	12	1932
08:00	1751	160	13	2	15	13	11	1965
08:15	1643	162	13	3	9	13	12	1855
08:30	1533	147	17	4	8	12	12	1733
08:45	1391	160	14	6	10	9	6	1596
09:00	1254	147	14	6	12	8	6	1447
15:00	1398	160	9	4	16	7	1	1595
15:15	1441	156	11	2	17	6	6	1639
15:30	1510	147	10	1	27	6	7	1708
15:45	1533	145	9	0	29	8	7	1731
16:00	1604	136	8	0	20	6	8	1782
16:15	1628	155	7	0	16	6	4	1816
16:30	1618	144	6	0	7	9	7	1791
16:45	1636	131	5	0	7	9	8	1796
17:00	1620	135	4	0	5	12	9	1785
17:15	1594	113	5	0	6	13	10	1741
17:30	1559	125	4	0	6	9	9	1712
17:45	1483	126	3	0	5	10	9	1636
18:00	1525	107	3	0	6	9	9	1659
18:15	1522	89	1	0	6	13	8	1639
18:30	1501	78	1	0	5	15	6	1606
18:45	1405	66	1	0	4	12	6	1494
19:00	1282	72	2	0	4	13	4	1377
19:15	1192	72	2	0	3	8	3	1280
19:30	1038	55	1	0	4	9	3	1110
19:45	992	47	1	0	4	12	1	1057
20:00	879	37	2	0	3	10	3	934
20:15	817	36	3	0	4	12	4	876
20:30	814	33	3	0	3	9	3	865
20:45	753	32	3	0	2	5	3	798
21:00	691	28	1	0	3	4	2	729
21:15	580	25	0	0	2	0	1	608
21:30	501	28	0	0	2	0	1	532

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 4a

Date of Survey: 04.04.2019
Junction Name: A247 Kingfield Road / Westfield Ave / A247 Wych Hill Lane
Junction Type: T-Junction

Arm A: A247 Kingfield Road (E) **Arm B:** Westfield Ave (S) **Arm C:** A247 Wych Hill Lane (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
06:00	0	18	3	0	1	11	0	33	36
06:15	0	22	5	0	2	11	0	15	61
06:30	0	48	3	0	1	27	0	16	61
06:45	0	67	2	0	2	38	0	13	81
07:00	0	68	3	0	6	41	0	15	111
07:15	0	103	6	0	8	73	0	36	112
07:30	0	132	7	0	7	69	0	40	137
07:45	0	152	7	0	6	75	0	51	171
08:00	0	178	9	0	13	63	0	28	199
08:15	0	157	3	0	11	85	0	52	187
08:30	0	161	9	0	15	65	0	59	198
08:45	0	142	13	0	8	79	0	72	180
09:00	0	100	11	0	6	62	0	43	149
09:15	0	121	13	0	7	33	0	47	157
09:30	0	108	8	0	11	52	0	40	162
09:45	0	88	5	0	9	36	0	31	180
15:00	0	158	7	0	5	52	0	29	138
15:15	0	134	5	0	6	21	0	42	176
15:30	0	157	12	0	8	35	0	52	179
15:45	0	150	13	0	4	11	0	42	194
16:00	0	171	10	0	2	42	0	44	159
16:15	0	176	7	0	5	50	0	55	171
16:30	0	176	14	0	6	35	0	59	175
16:45	0	158	9	0	8	33	0	67	177
17:00	0	163	13	0	11	47	0	42	183
17:15	0	109	14	0	11	49	0	52	185
17:30	0	165	22	0	5	43	0	54	179
17:45	0	126	16	0	8	43	0	70	171
18:00	0	147	5	0	3	44	0	62	154
18:15	0	127	12	0	9	33	0	48	165
18:30	0	131	12	0	10	38	0	58	141
18:45	0	108	10	0	10	52	0	82	197
19:00	0	154	10	0	6	53	0	42	127
19:15	0	124	8	0	4	31	0	47	145
19:30	0	90	2	0	9	30	0	31	115
19:45	0	103	9	0	8	50	0	50	124
20:00	0	145	7	0	4	26	0	33	82
20:15	0	72	5	0	5	21	0	20	67
20:30	0	107	8	0	6	23	0	14	66
20:45	0	69	0	0	8	25	0	18	99
21:00	0	117	6	0	3	19	0	22	73
21:15	0	66	7	0	4	28	0	14	61
21:30	0	63	3	0	1	22	0	27	42
21:45	0	55	3	0	3	19	0	28	45
22:00	0	48	1	0	2	16	0	15	38
22:15	0	46	2	0	4	11	0	11	30
Start Time	**Rolling Hour**								
06:00	0	155	13	0	6	87	0	77	238
06:15	0	204	13	0	11	118	0	59	313
06:30	0	285	14	0	17	180	0	80	364
06:45	0	369	18	0	23	222	0	104	441
07:00	0	454	23	0	27	259	0	142	531
07:15	0	564	29	0	34	280	0	155	619
07:30	0	619	26	0	37	292	0	171	694
07:45	0	647	28	0	45	288	0	190	754
08:00	0	637	34	0	47	293	0	212	764
08:15	0	560	36	0	40	292	0	227	714
08:30	0	524	46	0	36	240	0	221	684
08:45	0	471	45	0	32	227	0	202	648
09:00	0	417	37	0	33	183	0	161	647
15:00	0	599	37	0	23	119	0	165	687
15:15	0	612	40	0	20	109	0	180	708
15:30	0	654	42	0	19	138	0	194	703
15:45	0	673	44	0	17	138	0	201	699
16:00	0	681	40	0	21	160	0	225	682
16:15	0	672	43	0	30	165	0	223	706
16:30	0	606	50	0	36	164	0	220	720
16:45	0	595	58	0	35	172	0	215	724
17:00	0	563	66	0	35	182	0	219	718
17:15	0	548	58	0	27	179	0	239	689
17:30	0	565	56	0	25	163	0	235	668
17:45	0	531	46	0	30	158	0	239	630
18:00	0	512	39	0	32	167	0	251	656
18:15	0	519	44	0	35	176	0	231	629
18:30	0	516	40	0	30	174	0	230	610
18:45	0	476	30	0	29	167	0	203	584
19:00	0	471	29	0	27	165	0	170	512
19:15	0	462	26	0	25	138	0	162	467
19:30	0	410	23	0	26	128	0	134	388
19:45	0	427	29	0	23	120	0	117	339
20:00	0	394	20	0	23	95	0	86	314
20:15	0	365	19	0	22	88	0	74	306
20:30	0	359	21	0	21	95	0	68	300
20:45	0	315	16	0	16	94	0	81	276
21:00	0	300	19	0	11	88	0	91	221
21:15	0	232	14	0	10	85	0	84	186
21:30	0	212	9	0	10	68	0	81	155

Intelligent Data Collection Limited
Woking, Surrey

Client: Vectos
Project Number: ID04567
Junction Number: Site 4a
Date of Survey: 06.04.2019
Junction Name: A247 Kingfield Road / Westfield Ave / A247 Wych Hill Lane
Junction Type: T-Junction

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	12.06.2019			
Prepared by	Emma Douglas			
Signature				
Checked by	Grant Breddy			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04567			
File Ref	ID04567 Woking, Surrey - MCC Site 4a - 06.04.2019			

Issue Sheet

Issued to	Date			
	12.06.2019			
Taylor Davis	E-mail			

Contents Page

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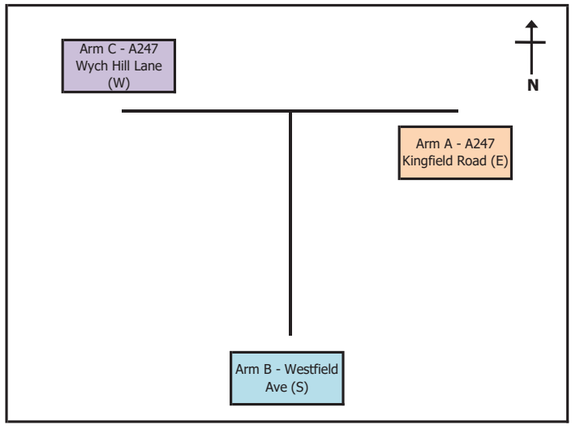
Intelligent Data Collection Limited

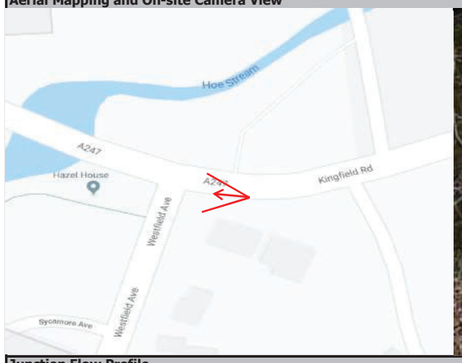
Client:	Vectos	**Date of Survey:**	06.04.2019
Project Number:	ID04567	**Junction Name:**	A247 Kingfield Road / Westfield Ave / A247 Wych Hill Lane
Junction Number:	Site 4a	**Junction Type:**	T-Junction

X Coordinate	Y Coordinate	Google Maps Link	
51.307552	-0.559701	Click Here	
Weather Conditions			
Cloudy			

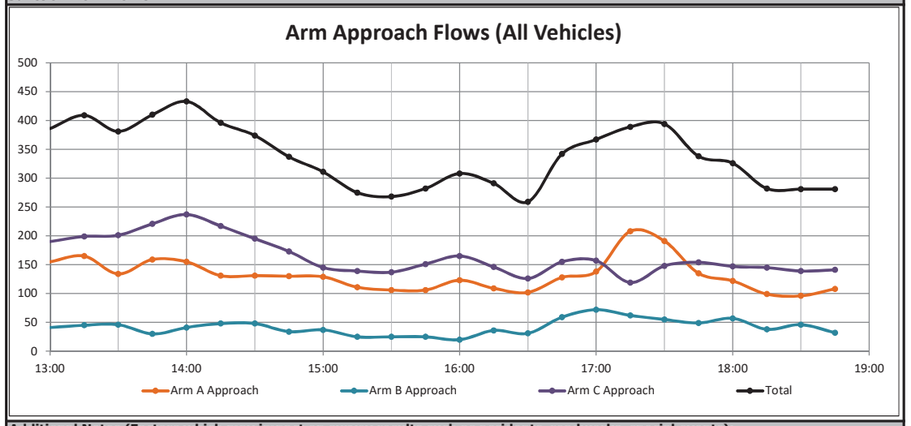
Junction Layout



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):

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 4a

Date of Survey: 06.04.2019
Junction Name: A247 Kingfield Road / Westfield Ave / A247 Wych Hill Lane
Junction Type: T-Junction

Arm A: A247 Kingfield Road (E)
Arm B: Westfield Ave (S)
Arm C: A247 Wych Hill Lane (W)

	A to B								A to C								A to A							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
13:00	11	1	0	0	0	0	1	13	0	0	2	142	136	4	0	0	0	0	0	0
13:15	15	0	1	0	0	1	0	17	1	3	2	148	135	7	0	0	0	0	0	0
13:30	12	1	0	0	0	0	1	14	2	2	1	120	111	4	0	0	0	0	0	0
13:45	13	0	0	0	0	1	1	15	0	0	0	144	134	10	0	0	0	0	0	0
14:00	9	0	0	0	0	0	0	9	0	1	4	146	139	2	0	0	0	0	0	0
14:15	3	0	0	0	0	0	0	3	1	2	2	128	118	7	0	0	0	0	0	0
14:30	13	0	0	0	0	0	0	13	2	1	3	118	106	6	0	0	0	0	0	0
14:45	10	0	0	0	0	0	0	10	0	0	1	120	113	6	0	0	0	0	0	0
15:00	6	0	0	0	0	0	0	8	1	0	0	121	111	7	2	0	0	2	0	0
15:15	6	0	0	0	0	0	0	6	0	4	0	105	92	9	0	0	0	0	0	0
15:30	10	0	0	0	0	0	0	10	1	2	0	96	84	7	2	0	0	0	0	0
15:45	9	0	0	0	0	0	0	9	1	0	1	97	89	6	0	0	0	0	0	0
16:00	7	2	0	0	0	0	0	9	0	0	0	114	105	6	2	0	0	0	0	0
16:15	2	0	0	0	0	0	0	3	0	1	1	106	96	8	0	0	0	0	1	0
16:30	5	0	0	0	0	0	0	5	1	0	0	97	90	6	0	0	0	0	0	0
16:45	10	2	0	0	0	0	0	12	0	1	1	116	108	6	0	0	0	0	0	0
17:00	8	0	0	0	0	0	0	8	0	4	1	130	118	5	0	0	0	0	4	1
17:15	11	2	0	0	0	0	0	13	0	1	2	195	177	13	2	0	0	0	1	1
17:30	4	0	0	0	0	0	0	4	0	1	0	180	165	9	0	0	0	0	1	1
17:45	5	0	0	0	0	0	0	5	0	2	2	131	117	11	0	0	0	0	1	1
18:00	4	0	0	0	0	0	0	4	1	1	0	117	108	6	0	0	0	0	2	2
18:15	6	0	0	0	0	0	0	6	1	1	0	95	90	4	0	0	0	0	0	0
18:30	6	0	0	0	0	0	0	6	1	1	1	90	84	4	0	0	0	0	1	1
18:45	6	0	0	0	0	0	0	6	1	0	0	102	99	2	0	0	0	0	1	1
Start Time	**Rolling Hour**						**Total**					**Total**								**Total**
13:00	59	2	2	0	0	2	2	59	3	5	5	554	516	25	0	0	0	0	0	0
13:15	55	1	2	0	0	2	1	55	3	6	7	558	519	23	0	0	0	0	0	0
13:30	41	1	1	0	0	1	1	41	3	3	7	538	502	23	0	0	0	0	0	0
13:45	40	1	1	0	0	1	0	40	3	2	9	536	497	25	0	0	0	0	0	0
14:00	35	0	0	0	0	0	0	35	3	3	9	512	476	21	0	0	0	0	0	0
14:15	34	0	0	0	0	2	0	34	4	2	5	487	448	26	2	0	0	0	0	0
14:30	37	0	0	0	0	2	0	37	2	6	3	464	422	28	2	0	0	0	0	0
14:45	34	0	0	0	0	2	0	34	3	7	0	442	400	29	4	0	0	0	0	0
15:00	33	0	0	0	0	2	0	33	3	6	1	419	376	29	4	0	0	0	0	0
15:15	24	0	0	0	0	0	0	24	3	6	1	412	370	28	4	0	0	0	0	0
15:30	31	0	0	0	0	0	0	31	3	3	2	413	374	27	4	0	0	0	0	0
15:45	31	0	0	0	0	0	0	31	3	1	2	414	380	26	2	0	0	0	0	0
16:00	29	0	0	0	0	0	0	29	2	2	2	433	399	26	2	0	0	0	0	0
16:15	26	0	0	0	0	0	0	26	5	3	4	449	412	25	0	0	0	0	1	1
16:30	28	0	0	0	0	0	0	28	6	4	3	538	493	30	2	0	0	0	0	0
16:45	38	0	0	0	0	0	0	38	6	6	3	621	568	33	2	0	0	0	0	0
17:00	44	0	0	0	0	0	0	44	7	5	7	636	577	38	2	0	0	0	0	0
17:15	36	0	0	0	0	0	0	36	5	5	5	623	567	39	2	0	0	0	0	0
17:30	33	0	0	0	0	0	0	33	4	4	5	523	480	30	0	0	0	0	0	0
17:45	24	0	0	0	0	0	0	24	4	3	2	433	399	25	0	0	0	0	0	0
18:00	19	0	0	0	0	0	0	19	4	4	0	404	381	16	0	0	0	0	0	0
18:15	17	0	0	0	0	0	0	17	3	3	0	387	362	15	0	0	0	0	0	0
18:30	15	0	0	0	0	0	0	15	3	3	0	369	345	14	0	0	0	0	0	0
18:45	9	0	0	0	0	0	0	9	2	3	0	346	324	13	0	0	0	0	0	0
19:00	9	0	0	0	0	0	0	9	2	3	0	329	309	12	0	0	0	0	0	0
19:15	9	0	0	0	0	0	0	9	2	3	0	309	290	11	0	0	0	0	0	0
19:30	8	0	0	0	0	0	0	8	2	3	0	290	272	10	0	0	0	0	0	0
19:45	8	0	0	0	0	0	0	8	2	3	0	272	255	9	0	0	0	0	0	0
20:00	8	0	0	0	0	0	0	8	2	3	0	255	239	8	0	0	0	0	0	0
20:15	8	0	0	0	0	0	0	8	2	3	0	239	224	7	0	0	0	0	0	0
20:30	8	0	0	0	0	0	0	8	2	3	0	224	210	6	0	0	0	0	0	0
20:45	8	0	0	0	0	0	0	8	2	3	0	210	197	5	0	0	0	0	0	0
21:00	8	0	0	0	0	0	0	8	2	3	0	197	185	4	0	0	0	0	0	0
21:15	8	0	0	0	0	0	0	8	2	3	0	185	174	3	0	0	0	0	0	0
21:30	8	0	0	0	0	0	0	8	2	3	0	174	164	2	0	0	0	0	0	0
21:45	8	0	0	0	0	0	0	8	2	3	0	164	155	1	0	0	0	0	0	0
22:00	8	0	0	0	0	0	0	8	2	3	0	155	146	1	0	0	0	0	0	0
22:15	8	0	0	0	0	0	0	8	2	3	0	146	138	1	0	0	0	0	0	0
22:30	8	0	0	0	0	0	0	8	2	3	0	138	131	1	0	0	0	0	0	0
22:45	8	0	0	0	0	0	0	8	2	3	0	131	124	1	0	0	0	0	0	0
23:00	8	0	0	0	0	0	0	8	2	3	0	124	118	1	0	0	0	0	0	0
23:15	8	0	0	0	0	0	0	8	2	3	0	118	112	1	0	0	0	0	0	0
23:30	8	0	0	0	0	0	0	8	2	3	0	112	106	1	0	0	0	0	0	0
23:45	8	0	0	0	0	0	0	8	2	3	0	106	101	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 4a

Date of Survey: 06.04.2019
Junction Name: A247 Kingfield Road / Westfield Ave / A247 Wych Hill Lane
Junction Type: T-Junction

Arm A: A247 Kingfield Road (E)
Arm B: Westfield Ave (S)
Arm C: A247 Wych Hill Lane (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
13:00								0	6	1	0	0	0	0	1	8	32	1	0	0	0	0	0	33
13:15								0	8	0	0	0	0	0	0	8	35	2	0	0	0	0	0	37
13:30								0	5	1	0	0	0	0	0	6	35	3	1	0	0	0	1	40
13:45								0	5	0	0	0	0	0	0	5	22	3	0	0	0	0	0	25
14:00								0	5	0	0	0	0	0	0	5	34	2	0	0	0	0	0	36
14:15								0	9	0	0	0	0	0	0	9	34	4	0	0	0	0	1	39
14:30								0	5	0	0	0	0	0	0	5	40	3	0	0	0	0	0	43
14:45								0	9	0	0	0	0	0	0	9	23	0	0	0	0	1	1	25
15:00								0	7	0	0	0	0	0	0	7	27	2	0	0	0	1	0	30
15:15								0	2	0	0	0	0	0	0	2	22	0	0	0	0	1	0	23
15:30								0	4	0	0	0	0	0	0	4	19	2	0	0	0	0	0	21
15:45								0	5	0	0	0	0	0	0	5	19	1	0	0	0	0	0	20
16:00								0	1	0	0	0	0	0	0	1	18	1	0	0	0	0	0	19
16:15								0	6	2	0	0	0	0	0	8	28	0	0	0	0	0	0	28
16:30								0	6	0	0	0	0	0	0	6	23	2	0	0	0	0	0	25
16:45								0	8	0	0	0	0	0	2	10	46	2	0	0	0	1	0	49
17:00								0	7	0	0	0	0	0	0	7	61	4	0	0	0	0	0	65
17:15								0	13	0	0	0	0	0	0	13	48	1	0	0	0	0	0	49
17:30								0	6	1	0	0	0	0	0	7	46	1	0	0	0	1	0	48
17:45								0	4	1	0	0	0	0	0	5	43	1	0	0	0	0	0	44
18:00								0	8	0	0	0	0	0	0	8	45	1	0	0	0	3	0	49
18:15								0	11	2	0	0	0	0	0	13	19	4	0	0	0	2	0	25
18:30								0	8	0	0	0	0	0	0	8	34	2	0	0	0	2	0	38
18:45								0	2	0	0	0	0	0	0	2	28	2	0	0	0	0	0	30
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	0	0	0	0	0	0	0	0	24	2	0	0	0	0	1	27	124	9	1	0	0	0	1	135
13:15	0	0	0	0	0	0	0	0	23	1	0	0	0	0	0	24	126	10	1	0	0	0	1	138
13:30	0	0	0	0	0	0	0	0	24	1	0	0	0	0	0	25	125	12	1	0	0	0	2	140
13:45	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	24	130	12	0	0	0	0	1	143
14:00	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	28	131	9	0	0	0	1	2	143
14:15	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	30	124	9	0	0	0	2	2	137
14:30	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	23	112	5	0	0	0	3	1	121
14:45	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	22	91	4	0	0	0	3	1	99
15:00	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	18	87	5	0	0	0	2	0	94
15:15	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	78	4	0	0	0	1	0	83
15:30	0	0	0	0	0	0	0	0	16	2	0	0	0	0	0	18	84	4	0	0	0	0	0	88
15:45	0	0	0	0	0	0	0	0	18	2	0	0	0	0	0	20	88	4	0	0	0	0	0	92
16:00	0	0	0	0	0	0	0	0	21	2	0	0	0	0	2	25	115	5	0	0	0	1	0	121
16:15	0	0	0	0	0	0	0	0	27	2	0	0	0	0	2	31	158	8	0	0	0	1	0	167
16:30	0	0	0	0	0	0	0	0	34	0	0	0	0	0	2	36	178	9	0	0	0	1	0	188
16:45	0	0	0	0	0	0	0	0	34	1	0	0	0	0	2	37	201	8	0	0	0	2	0	211
17:00	0	0	0	0	0	0	0	0	30	2	0	0	0	0	0	32	198	7	0	0	0	1	0	206
17:15	0	0	0	0	0	0	0	0	31	2	0	0	0	0	0	33	182	4	0	0	0	4	0	190
17:30	0	0	0	0	0	0	0	0	29	4	0	0	0	0	0	33	153	7	0	0	0	6	0	166
17:45	0	0	0	0	0	0	0	0	31	3	0	0	0	0	0	34	141	8	0	0	0	7	0	156
18:00	0	0	0	0	0	0	0	0	29	2	0	0	0	0	0	31	126	9	0	0	0	7	0	142

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 4a

Date of Survey: 06.04.2019
Junction Name: A247 Kingfield Road / Westfield Ave / A247 Wych Hill Lane
Junction Type: T-Junction

Arm A: A247 Kingfield Road (E)
Arm B: Westfield Ave (S)
Arm C: A247 Wych Hill Lane (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
13:00								0	34	3	0	0	0	1	1	39	141	8	1	0	1	0	0	151
13:15								0	46	1	0	0	0	0	0	47	139	10	1	0	0	1	1	152
13:30								0	42	3	0	0	0	0	0	45	142	7	0	0	4	3	0	156
13:45								0	44	7	0	0	0	0	1	52	156	9	0	0	2	2	0	169
14:00								0	49	2	0	0	0	0	0	51	172	8	0	0	0	2	4	186
14:15								0	49	2	0	0	0	0	0	51	158	5	0	0	1	0	2	166
14:30								0	54	1	0	0	0	1	2	58	128	7	0	0	2	0	0	137
14:45								0	29	0	0	0	0	1	0	30	127	13	1	0	0	2	0	143
15:00								0	32	2	0	0	0	1	0	35	102	6	0	0	1	1	0	110
15:15								0	28	0	0	0	0	0	0	28	100	8	0	0	0	3	0	111
15:30								0	34	2	0	0	0	0	0	36	96	3	0	0	1	1	0	101
15:45								0	36	2	0	0	0	0	0	38	103	8	1	0	1	0	0	113
16:00								0	39	0	0	0	0	0	1	40	116	6	0	0	1	2	0	125
16:15								0	36	0	0	0	0	0	0	36	95	9	0	0	1	1	4	110
16:30								0	34	3	0	0	0	0	0	37	78	8	0	0	1	1	1	89
16:45								0	30	4	0	0	0	0	0	34	112	6	0	0	0	3	0	121
17:00								0	37	1	0	0	0	0	0	38	113	4	0	0	1	1	0	119
17:15								0	29	2	0	0	0	1	1	33	80	3	0	0	0	0	3	86
17:30								0	21	2	0	0	0	1	0	24	115	4	0	0	2	3	0	124
17:45								0	31	2	0	0	0	1	0	34	115	4	0	0	0	1	0	120
18:00								0	39	3	0	0	0	3	0	45	94	7	0	0	0	1	0	102
18:15								0	38	1	0	0	0	4	0	43	87	11	0	0	2	2	0	102
18:30								0	30	2	0	0	0	0	0	32	99	5	0	0	1	1	1	107
18:45								0	36	2	0	0	0	1	0	39	99	1	2	0	0	0	0	102
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	0	0	0	0	0	0	0	0	166	14	0	0	0	1	2	183	578	34	2	0	7	6	1	628
13:15	0	0	0	0	0	0	0	0	181	13	0	0	0	0	1	195	609	34	1	0	6	8	5	663
13:30	0	0	0	0	0	0	0	0	184	14	0	0	0	0	1	199	628	29	0	0	7	7	6	677
13:45	0	0	0	0	0	0	0	0	196	12	0	0	0	1	3	212	614	29	0	0	5	4	6	658
14:00	0	0	0	0	0	0	0	0	181	5	0	0	0	2	2	190	585	33	1	0	3	4	6	632
14:15	0	0	0	0	0	0	0	0	164	5	0	0	0	3	2	174	515	31	1	0	4	3	2	556
14:30	0	0	0	0	0	0	0	0	143	3	0	0	0	3	2	151	457	34	1	0	3	6	0	501
14:45	0	0	0	0	0	0	0	0	123	4	0	0	0	2	0	129	425	30	1	0	2	7	0	465
15:00	0	0	0	0	0	0	0	0	130	6	0	0	0	1	0	137	401	25	1	0	3	5	0	435
15:15	0	0	0	0	0	0	0	0	137	4	0	0	0	0	1	142	415	25	1	0	3	6	0	450
15:30	0	0	0	0	0	0	0	0	145	4	0	0	0	0	1	150	410	26	1	0	4	4	4	449
15:45	0	0	0	0	0	0	0	0	145	5	0	0	0	0	1	151	392	31	1	0	4	4	5	437
16:00	0	0	0	0	0	0	0	0	139	7	0	0	0	0	1	147	401	29	0	0	3	7	5	445
16:15	0	0	0	0	0	0	0	0	137	8	0	0	0	0	0	145	398	27	0	0	3	6	5	439
16:30	0	0	0	0	0	0	0	0	130	10	0	0	0	1	1	142	383	21	0	0	2	5	4	415
16:45	0	0	0	0	0	0	0	0	117	9	0	0	0	2	1	129	420	17	0	0	3	7	3	450
17:00	0	0	0	0	0	0	0	0	118	7	0	0	0	3	1	129	423	15	0	0	3	5	3	449
17:15	0	0	0	0	0	0	0	0	120	9	0	0	0	6	1	136	404	18	0	0	2	5	3	432
17:30	0	0	0	0	0	0	0	0	129	8	0	0	0	9	0	146	411	26	0	0	4	7	0	448
17:45	0	0	0	0	0	0	0	0	138	8	0	0	0	8	0	154	395	27	0	0	3	5	1	431
18:00	0	0	0	0	0	0	0	0	143	8	0	0	0	8	0	159	379	24	2	0	3	4	1	413

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 4a

Date of Survey: 06.04.2019
Junction Name: A247 Kingfield Road / Westfield Ave / A247 Wych Hill Lane
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**
13:00	147	5	0	0	0	0	3	155	147	9	1	0	1	0	1	159
13:15	150	7	1	0	1	4	2	165	147	10	1	0	0	1	1	160
13:30	123	5	1	0	2	2	1	134	147	8	0	0	4	3	0	162
13:45	147	10	0	0	0	1	1	159	161	9	0	0	2	2	0	174
14:00	148	2	0	0	0	1	4	155	177	8	0	0	0	2	4	191
14:15	121	7	0	0	1	0	2	131	167	5	0	0	1	0	2	175
14:30	119	6	0	0	2	1	3	131	133	7	0	0	2	0	0	142
14:45	123	6	0	0	0	1	0	130	136	13	1	0	0	2	0	152
15:00	117	7	2	0	1	2	0	129	109	6	0	0	1	1	0	117
15:15	98	9	0	0	0	4	0	111	102	8	0	0	0	3	0	113
15:30	94	7	2	0	1	2	0	106	100	3	0	0	1	1	0	105
15:45	98	6	0	0	1	0	1	106	108	8	1	0	1	0	0	118
16:00	112	8	2	0	1	0	0	123	117	6	0	0	1	2	0	126
16:15	98	8	0	0	0	1	2	109	101	11	0	0	1	1	4	118
16:30	95	6	0	0	1	0	0	102	84	8	0	0	1	1	1	95
16:45	118	8	0	0	0	1	1	128	120	6	0	0	0	3	2	131
17:00	126	5	0	0	4	1	2	138	120	4	0	0	1	1	0	126
17:15	188	15	2	0	1	2	0	208	93	3	0	0	0	0	3	99
17:30	176	9	0	0	1	2	3	191	121	5	0	0	2	3	0	131
17:45	120	12	0	0	1	0	2	135	119	5	0	0	0	1	0	125
18:00	111	8	0	0	2	1	0	122	102	7	0	0	0	1	0	110
18:15	93	5	0	0	0	1	0	99	98	13	0	0	2	2	0	115
18:30	90	4	0	0	1	1	0	96	107	5	0	0	1	1	1	115
18:45	105	2	0	0	1	0	0	108	101	1	2	0	0	0	0	104
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	567	27	2	0	3	7	7	613	602	36	2	0	7	6	2	655
13:15	568	24	2	0	3	8	8	613	632	35	1	0	6	8	5	687
13:30	539	24	1	0	3	4	8	579	652	30	0	0	7	7	6	702
13:45	535	25	0	0	3	3	10	576	638	29	0	0	5	4	6	682
14:00	511	21	0	0	3	3	9	547	613	33	1	0	3	4	6	660
14:15	480	26	2	0	4	4	5	521	545	31	1	0	4	3	2	586
14:30	457	28	2	0	3	8	3	501	480	34	1	0	3	6	0	524
14:45	432	29	4	0	2	9	0	476	447	30	1	0	2	7	0	487
15:00	407	29	4	0	3	8	1	452	419	25	1	0	3	5	0	453
15:15	402	30	4	0	3	6	1	446	427	25	1	0	3	6	0	462
15:30	402	29	4	0	3	3	3	444	426	28	1	0	4	4	4	467
15:45	403	28	2	0	3	1	3	440	410	33	1	0	4	4	5	457
16:00	423	30	2	0	2	2	3	462	422	31	0	0	3	7	7	470
16:15	437	27	0	0	5	3	5	477	425	29	0	0	3	6	7	470
16:30	527	34	2	0	6	4	3	576	417	21	0	0	2	5	6	451
16:45	608	37	2	0	6	6	6	665	454	18	0	0	3	7	5	487
17:00	610	41	2	0	7	5	7	672	453	17	0	0	3	5	3	481
17:15	595	44	2	0	5	5	5	656	435	20	0	0	2	5	3	465
17:30	500	34	0	0	4	4	5	547	440	30	0	0	4	7	0	481
17:45	414	29	0	0	4	3	2	452	426	30	0	0	3	5	1	465
18:00	399	19	0	0	4	3	0	425	408	26	2	0	3	4	1	444

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 4a

Date of Survey: 06.04.2019
Junction Name: A247 Kingfield Road / Westfield Ave / A247 Wych Hill Lane
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**
13:00	38	2	0	0	0	0	1	41	45	4	0	0	0	1	2	52
13:15	43	2	0	0	0	0	0	45	61	1	1	0	0	1	0	64
13:30	40	4	1	0	0	0	1	46	54	4	1	0	0	0	0	59
13:45	27	3	0	0	0	0	0	30	57	7	0	0	0	1	2	67
14:00	39	2	0	0	0	0	0	41	58	2	0	0	0	0	0	60
14:15	43	4	0	0	0	0	1	48	52	2	0	0	0	0	0	54
14:30	45	3	0	0	0	0	0	48	67	1	0	0	0	1	2	71
14:45	32	0	0	0	0	1	1	34	39	0	0	0	0	1	0	40
15:00	34	2	0	0	0	1	0	37	38	2	0	0	0	3	0	43
15:15	24	0	0	0	0	1	0	25	34	0	0	0	0	0	0	34
15:30	23	2	0	0	0	0	0	25	44	2	0	0	0	0	0	46
15:45	24	1	0	0	0	0	0	25	45	2	0	0	0	0	0	47
16:00	19	1	0	0	0	0	0	20	46	2	0	0	0	0	1	49
16:15	34	2	0	0	0	0	0	36	38	0	0	0	0	0	1	39
16:30	29	2	0	0	0	0	0	31	39	3	0	0	0	0	0	42
16:45	54	2	0	0	0	1	2	59	40	6	0	0	0	0	0	46
17:00	68	4	0	0	0	0	0	72	45	1	0	0	0	0	0	46
17:15	61	1	0	0	0	0	0	62	40	4	0	0	0	1	1	46
17:30	52	2	0	0	0	1	0	55	32	2	0	0	0	1	0	35
17:45	47	2	0	0	0	0	0	49	34	3	0	0	0	1	0	38
18:00	53	1	0	0	0	3	0	57	42	5	0	0	0	3	0	50
18:15	30	6	0	0	0	2	0	38	41	2	0	0	0	4	0	47
18:30	42	2	0	0	0	2	0	46	36	2	0	0	0	0	0	38
18:45	30	2	0	0	0	0	0	32	42	2	0	0	0	1	0	45
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	148	11	1	0	0	0	2	162	217	16	2	0	0	3	4	242
13:15	149	11	1	0	0	0	1	162	230	14	2	0	0	2	2	250
13:30	149	13	1	0	0	0	2	165	221	15	1	0	0	1	2	240
13:45	154	12	0	0	0	0	1	167	234	12	0	0	0	2	4	252
14:00	159	9	0	0	0	1	2	171	216	5	0	0	0	2	2	225
14:15	154	9	0	0	0	2	2	167	196	5	0	0	0	5	2	208
14:30	135	5	0	0	0	3	1	144	178	3	0	0	0	5	2	188
14:45	113	4	0	0	0	3	1	121	155	4	0	0	0	4	0	163
15:00	105	5	0	0	0	2	0	112	161	6	0	0	0	3	0	170
15:15	90	4	0	0	0	1	0	95	169	6	0	0	0	0	1	176
15:30	100	6	0	0	0	0	0	106	173	6	0	0	0	0	2	181
15:45	106	6	0	0	0	0	0	112	168	7	0	0	0	0	2	177
16:00	136	7	0	0	0	1	2	146	163	11	0	0	0	0	2	176
16:15	185	10	0	0	0	1	2	198	162	10	0	0	0	0	1	173
16:30	212	9	0	0	0	1	2	224	164	14	0	0	0	1	1	180
16:45	235	9	0	0	0	2	2	248	157	13	0	0	0	2	1	173
17:00	228	9	0	0	0	1	0	238	151	10	0	0	0	3	1	165
17:15	213	6	0	0	0	4	0	223	148	14	0	0	0	6	1	169
17:30	182	11	0	0	0	6	0	199	149	12	0	0	0	9	0	170
17:45	172	11	0	0	0	7	0	190	153	12	0	0	0	8	0	173
18:00	155	11	0	0	0	7	0	173	161	11	0	0	0	8	0	180

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 4a

Date of Survey: 06.04.2019
Junction Name: A247 Kingfield Road / Westfield Ave / A247 Wych Hill Lane
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**
13:00	175	11	1	0	1	1	1	190	168	5	0	0	0	0	2	175
13:15	185	11	1	0	0	1	1	199	170	9	0	0	1	3	2	185
13:30	184	10	0	0	4	3	0	201	146	7	1	0	2	2	2	160
13:45	200	16	0	0	2	2	1	221	156	13	0	0	0	0	0	169
14:00	221	10	0	0	0	2	4	237	173	4	0	0	0	1	4	182
14:15	207	7	0	0	1	0	2	217	152	11	0	0	1	0	3	167
14:30	182	8	0	0	2	1	2	195	146	9	0	0	2	1	3	161
14:45	156	13	1	0	0	3	0	173	136	6	0	0	0	2	1	145
15:00	134	8	0	0	1	2	0	145	138	9	2	0	1	1	0	151
15:15	128	8	0	0	0	3	0	139	114	9	0	0	0	5	0	128
15:30	130	5	0	0	1	1	0	137	103	9	2	0	1	2	0	117
15:45	139	10	1	0	1	0	0	151	108	7	0	0	1	0	1	117
16:00	155	6	0	0	1	2	1	165	123	7	2	0	1	0	0	133
16:15	131	9	0	0	1	1	4	146	124	8	0	0	0	1	1	134
16:30	112	11	0	0	1	1	1	126	113	8	0	0	1	0	0	122
16:45	142	10	0	0	0	3	0	155	154	8	0	0	0	2	1	165
17:00	150	5	0	0	1	1	0	157	179	9	0	0	4	1	2	195
17:15	109	5	0	0	0	1	4	119	225	14	2	0	1	2	0	244
17:30	136	6	0	0	2	4	0	148	211	10	0	0	1	3	3	228
17:45	146	6	0	0	0	2	0	154	160	12	0	0	1	0	2	175
18:00	133	10	0	0	0	4	0	147	153	7	0	0	2	4	0	166
18:15	125	12	0	0	2	6	0	145	109	8	0	0	0	3	0	120
18:30	129	7	0	0	1	1	1	139	118	6	0	0	1	3	0	128
18:45	135	3	2	0	0	1	0	141	127	4	0	0	1	0	0	132
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	744	48	2	0	7	7	3	811	640	34	1	0	3	5	6	689
13:15	790	47	1	0	6	8	6	858	645	33	1	0	3	6	8	696
13:30	812	43	0	0	7	7	7	876	627	35	1	0	3	3	9	678
13:45	810	41	0	0	5	5	9	870	627	37	0	0	3	2	10	679
14:00	766	38	1	0	3	6	8	822	607	30	0	0	3	4	11	655
14:15	679	36	1	0	4	6	4	730	572	35	2	0	4	4	7	624
14:30	600	37	1	0	3	9	2	652	534	33	2	0	3	9	4	585
14:45	548	34	1	0	2	9	0	594	491	33	4	0	2	10	1	541
15:00	531	31	1	0	3	6	0	572	463	34	4	0	3	8	1	513
15:15	552	29	1	0	3	6	1	592	448	32	4	0	3	7	1	495
15:30	555	30	1	0	4	4	5	599	458	31	4	0	3	3	2	501
15:45	537	36	1	0	4	4	6	588	468	30	2	0	3	1	2	506
16:00	540	36	0	0	3	7	6	592	514	31	2	0	2	3	2	554
16:15	535	35	0	0	3	6	5	584	570	33	0	0	5	4	4	616
16:30	513	31	0	0	2	6	5	557	671	39	2	0	6	5	3	726
16:45	537	26	0	0	3	9	4	579	769	41	2	0	6	8	6	832
17:00	541	22	0	0	3	8	4	578	775	45	2	0	7	6	7	842
17:15	524	27	0	0	2	11	4	568	749	43	2	0	5	9	5	813
17:30	540	34	0	0	4	16	0	594	633	37	0	0	4	10	5	689
17:45	533	35	0	0	3	13	1	585	540	33	0	0	4	10	2	589
18:00	522	32	2	0	3	12	1	572	507	25	0	0	4	10	0	546

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 4a

Date of Survey: 06.04.2019
Junction Name: A247 Kingfield Road / Westfield Ave / A247 Wych Hill Lane
Junction Type: T-Junction

	Total Junction Flow							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
13:00	360	18	1	0	1	1	5	386
13:15	378	20	2	0	1	5	3	409
13:30	347	19	2	0	6	5	2	381
13:45	374	29	0	0	2	3	2	410
14:00	408	14	0	0	0	3	8	433
14:15	371	18	0	0	2	0	5	396
14:30	346	17	0	0	4	2	5	374
14:45	311	19	1	0	0	5	1	337
15:00	285	17	2	0	2	5	0	311
15:15	250	17	0	0	0	8	0	275
15:30	247	14	2	0	2	3	0	268
15:45	261	17	1	0	2	0	1	282
16:00	286	15	2	0	2	2	1	308
16:15	263	19	0	0	1	2	6	291
16:30	236	19	0	0	2	1	1	259
16:45	314	20	0	0	0	5	3	342
17:00	344	14	0	0	5	2	2	367
17:15	358	21	2	0	1	3	4	389
17:30	364	17	0	0	3	7	3	394
17:45	313	20	0	0	1	2	2	338
18:00	297	19	0	0	2	8	0	326
18:15	248	23	0	0	2	9	0	282
18:30	261	13	0	0	2	4	1	281
18:45	270	7	2	0	1	1	0	281
Start Time	**Rolling Hour**							**Total**
13:00	1459	86	5	0	10	14	12	1586
13:15	1507	82	4	0	9	16	15	1633
13:30	1500	80	2	0	10	11	17	1620
13:45	1499	78	0	0	8	8	20	1613
14:00	1436	68	1	0	6	10	19	1540
14:15	1313	71	3	0	8	12	11	1418
14:30	1192	70	3	0	6	20	6	1297
14:45	1093	67	5	0	4	21	1	1191
15:00	1043	65	5	0	6	16	1	1136
15:15	1044	63	5	0	6	13	2	1133
15:30	1057	65	5	0	7	7	8	1149
15:45	1046	70	3	0	7	5	9	1140
16:00	1099	73	2	0	5	10	11	1200
16:15	1157	72	0	0	8	10	12	1259
16:30	1252	74	2	0	8	11	10	1357
16:45	1380	72	2	0	9	17	12	1492
17:00	1379	72	2	0	10	14	11	1488
17:15	1332	77	2	0	7	20	9	1447
17:30	1222	79	0	0	8	26	5	1340
17:45	1119	75	0	0	7	23	3	1227
18:00	1076	62	2	0	7	22	1	1170

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 4a

Date of Survey: 06.04.2019
Junction Name: A247 Kingfield Road / Westfield Ave / A247 Wych Hill Lane
Junction Type: T-Junction

Arm A: A247 Kingfield Road (E) **Arm B:** Westfield Ave (S) **Arm C:** A247 Wych Hill Lane (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**
13:00	0	140	12	0	7	33	0	38	153
13:15	0	146	17	0	8	37	0	47	152
13:30	0	121	15	0	6	40	0	45	160
13:45	0	144	14	0	5	25	0	51	171
14:00	0	142	9	0	5	36	0	51	182
14:15	0	128	3	0	9	38	0	51	166
14:30	0	118	13	0	5	43	0	56	140
14:45	0	119	10	0	9	24	0	29	143
15:00	0	124	7	0	7	29	0	34	111
15:15	0	103	6	0	2	22	0	28	109
15:30	0	98	10	0	4	21	0	36	102
15:45	0	98	9	0	5	20	0	38	115
16:00	0	117	9	0	1	19	0	39	125
16:15	0	105	2	0	8	28	0	36	108
16:30	0	99	5	0	6	25	0	37	89
16:45	0	115	12	0	8	48	0	34	119
17:00	0	134	8	0	7	65	0	38	120
17:15	0	197	13	0	13	49	0	32	84
17:30	0	178	11	0	7	47	0	23	125
17:45	0	131	4	0	5	44	0	33	119
18:00	0	119	5	0	8	47	0	43	101
18:15	0	94	4	0	13	24	0	41	104
18:30	0	91	6	0	8	37	0	32	107
18:45	0	104	6	0	2	30	0	38	104
Start Time	**Rolling Hour**								
13:00	0	552	58	0	26	135	0	181	636
13:15	0	553	55	0	24	138	0	194	664
13:30	0	535	41	0	25	139	0	198	679
13:45	0	532	39	0	24	142	0	209	658
14:00	0	508	35	0	28	141	0	187	630
14:15	0	490	33	0	30	134	0	171	560
14:30	0	464	36	0	23	118	0	148	503
14:45	0	444	33	0	22	96	0	128	465
15:00	0	423	32	0	18	93	0	136	437
15:15	0	416	34	0	12	82	0	141	452
15:30	0	418	30	0	18	88	0	149	450
15:45	0	418	25	0	20	92	0	150	438
16:00	0	435	28	0	23	120	0	146	441
16:15	0	452	27	0	29	166	0	145	436
16:30	0	544	38	0	34	187	0	141	412
16:45	0	623	44	0	35	210	0	127	448
17:00	0	640	36	0	32	205	0	126	448
17:15	0	625	33	0	33	188	0	132	430
17:30	0	523	24	0	33	162	0	141	450
17:45	0	436	19	0	34	152	0	149	432
18:00	0	408	21	0	31	138	0	154	416

Intelligent Data Collection Limited
Woking, Surrey

Client: Vectos
Project Number: ID04567
Junction Number: Site 4a
Date of Survey: 18.05.2019
Junction Name: A247 Kingfield Road / Westfield Ave / A247 Wych Hill Lane
Junction Type: T-Junction

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	12.06.2019			
Prepared by	Emma Douglas			
Signature				
Checked by	Grant Breddy			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04567			
File Ref	ID04567 Woking, Surrey - MCC Site 4a - 18.05.2019			

Issue Sheet

Issued to	Date			
	12.06.2019			
Taylor Davis	E-mail			

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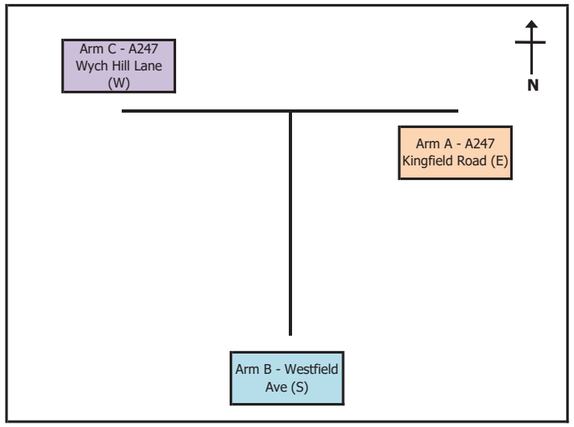
Intelligent Data Collection Limited

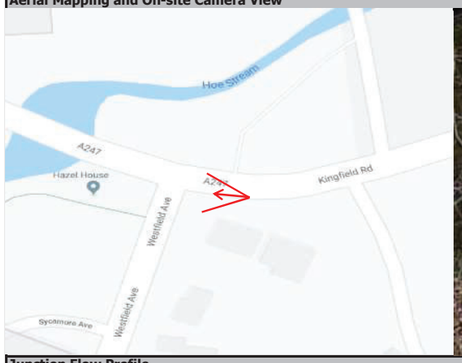
Client:	Vectos	**Date of Survey:**	18.05.2019
Project Number:	ID04567	**Junction Name:**	A247 Kingfield Road / Westfield Ave / A247 Wych Hill Lane
Junction Number:	Site 4a	**Junction Type:**	T-Junction

X Coordinate	Y Coordinate	Google Maps Link	
51.307552	-0.559701	Click Here	
Weather Conditions			
Cloudy			

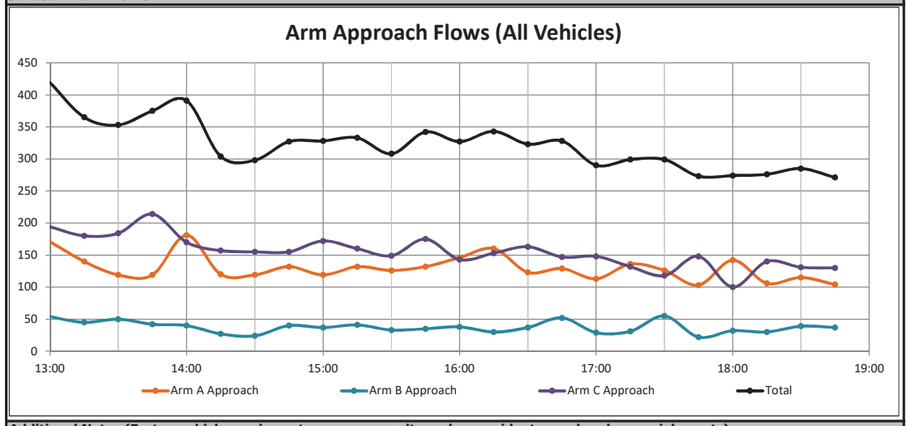
Junction Layout



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):

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 4a

Date of Survey: 18.05.2019
Junction Name: A247 Kingfield Road / Westfield Ave / A247 Wych Hill Lane
Junction Type: T-Junction

Arm A: A247 Kingfield Road (E)
Arm B: Westfield Ave (S)
Arm C: A247 Wych Hill Lane (W)

	A to B									A to C										A to A									
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		Buses	M/C	Cycle	Total		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
13:00	168	3	0	0	0	0	0	3		1	2	0	168		157	8	0	0	0	0	0	3		0	0	0	0	0	0	0	0
13:15	131	9	0	0	0	0	0	9		0	1	0	131		124	6	0	0	0	0	0	9		0	0	0	0	0	0	0	0
13:30	116	3	0	0	0	0	0	3		2	1	0	116		104	9	0	0	0	0	0	3		0	0	0	0	0	0	0	0
13:45	110	9	0	0	0	0	0	9		0	1	0	110		101	8	0	0	0	0	0	9		0	0	0	0	0	0	0	0
14:00	167	13	0	0	0	0	0	13		0	4	0	167		151	12	0	0	0	0	0	14		0	0	0	0	0	0	0	0
14:15	115	4	0	0	0	0	0	4		1	3	0	115		101	8	1	0	0	0	0	5		0	0	0	0	0	0	0	0
14:30	116	3	0	0	0	0	0	3		0	2	0	116		107	5	0	0	0	0	0	3		0	0	0	0	0	0	0	0
14:45	126	6	0	0	0	0	0	6		0	1	0	126		113	11	1	0	0	0	0	6		0	0	0	0	0	0	0	0
15:00	111	8	0	0	0	0	0	8		0	0	1	111		108	2	0	0	0	0	0	8		0	0	0	0	0	0	0	0
15:15	128	4	0	0	0	0	0	4		1	0	0	128		125	2	0	0	0	0	0	4		0	0	0	0	0	0	0	0
15:30	121	1	0	0	0	0	0	1		1	1	1	121		115	4	0	0	0	0	0	5		0	0	0	0	0	0	0	0
15:45	124	8	0	0	0	0	0	8		1	1	1	124		116	5	0	0	0	0	0	6		0	0	0	0	0	0	0	0
16:00	144	1	0	0	0	0	0	1		1	0	0	144		137	5	1	0	0	0	0	7		0	0	0	0	0	0	0	0
16:15	153	6	0	0	0	0	0	6		0	2	0	153		143	7	0	0	0	0	0	7		0	0	0	0	0	0	0	0
16:30	117	6	0	0	0	0	0	6		1	0	1	117		110	5	0	0	0	0	0	6		0	0	0	0	0	0	0	0
16:45	120	8	1	0	0	0	0	9		0	0	1	120		111	8	0	0	0	0	0	8		0	0	0	0	0	0	0	0
17:00	108	4	0	0	0	0	0	4		1	1	0	108		99	7	0	0	0	0	0	7		0	0	0	0	0	0	0	0
17:15	131	5	0	0	0	0	0	5		1	1	0	131		123	6	0	0	0	0	0	6		0	0	0	0	0	0	0	0
17:30	123	3	0	0	0	0	0	3		1	1	0	123		118	2	0	0	0	0	0	2		0	0	0	0	0	0	0	0
17:45	97	5	0	0	0	0	0	5		0	2	0	97		88	6	0	1	0	0	0	7		0	0	0	0	0	0	0	0
18:00	137	5	0	0	0	0	0	5		1	1	0	137		133	2	0	0	0	0	0	2		0	0	0	0	0	0	0	0
18:15	95	10	0	0	0	0	0	10		0	1	0	95		89	4	1	0	0	0	0	5		0	0	0	0	0	0	0	0
18:30	106	7	0	0	0	0	0	7		1	1	0	106		101	4	0	0	0	0	0	5		0	0	0	0	0	0	0	0
18:45	102	2	0	0	0	0	0	2		1	2	0	102		96	3	0	0	0	0	0	3		0	0	0	0	0	0	0	0
Start Time	Rolling Hour							Total					Total		Rolling Hour							Total		Rolling Hour							Total
13:00	525	24	0	0	0	0	0	24		3	5	0	525		486	31	0	0	0	0	0	24		3	0	0	0	0	0	0	3
13:15	524	34	1	0	0	0	0	35		2	7	0	524		480	35	0	0	0	0	0	35		2	0	0	0	0	0	0	2
13:30	508	29	1	0	0	0	0	31		3	9	1	508		457	37	1	0	0	0	0	38		3	0	0	0	0	0	0	3
13:45	508	29	1	0	0	0	0	31		3	10	1	508		460	33	1	0	0	0	0	34		3	0	0	0	0	0	0	3
14:00	524	26	1	0	0	0	0	27		3	6	2	468		472	36	2	0	0	0	0	38		3	0	0	0	0	0	0	3
14:15	468	21	0	0	0	0	0	21		3	3	1	481		429	26	2	0	0	0	0	28		2	0	0	0	0	0	0	2
14:30	481	21	0	0	0	0	0	21		2	1	2	486		453	20	1	0	0	0	0	21		3	0	0	0	0	0	0	3
14:45	486	22	0	0	0	0	0	22		3	1	3	494		461	19	1	0	0	0	0	20		2	0	0	0	0	0	0	2
15:00	494	24	1	0	0	0	0	25		3	2	2	517		464	13	0	0	0	0	0	13		3	0	0	0	0	0	0	3
15:15	517	17	2	0	0	0	0	19		3	4	2	542		493	16	1	0	0	0	0	17		3	0	0	0	0	0	0	3
15:30	542	19	3	0	0	0	0	22		3	4	2	538		511	21	1	0	0	0	0	22		3	0	0	0	0	0	0	3
15:45	538	21	2	0	0	0	0	23		3	3	2	534		506	22	1	0	0	0	0	23		2	0	0	0	0	0	0	2
16:00	534	21	3	0	0	0	0	24		3	3	2	498		501	25	1	0	0	0	0	26		3	0	0	0	0	0	0	3
16:15	498	24	2	0	0	0	0	26		3	3	2	482		463	27	0	0	0	0	0	27		3	0	0	0	0	0	0	3
16:30	482	20	2	0	0	0	0	22		3	2	2	476		443	26	0	0	0	0	0	26		3	0	0	0	0	0	0	3
16:45	476	23	1	0	0	0	0	24		3	3	2	459		451	23	0	0	0	0	0	23		3	0	0	0	0	0	0	3
17:00	459	17	1	0	0	0	0	18		3	5	1	459		428	21	0	0	0	0	0	21		3	0	0	0	0	0	0	3
17:15	488	18	1	0	0	0	0	19		3	5	1	488		462	16	0	1	0	0	0	17		3	0	0	0	0	0	0	3
17:30	452	23	1	0	0	0	0	24		2	5	1	452		428	14	1	1	0	0	0	16		2	0	0	0	0	0	0	2
17:45	435	27	3	0	0	0	0	30		1	5	0	435		411	16	1	1	0	0	0	18		1	0	0	0	0	0	0	1
18:00	440	24	2	0	0	0	0	26		2	5	0	440		419	13	1	0	0	0	0	14		2	0	0	0	0	0	0	2

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 4a

Date of Survey: 18.05.2019
Junction Name: A247 Kingfield Road / Westfield Ave / A247 Wych Hill Lane
Junction Type: T-Junction

Arm A: A247 Kingfield Road (E)
Arm B: Westfield Ave (S)
Arm C: A247 Wych Hill Lane (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
13:00								0	7	0	0	0	0	0	1	8	39	4	1	0	0	2	0	46
13:15								0	1	0	0	0	0	0	0	1	41	2	0	0	0	1	0	44
13:30								0	7	1	0	0	0	0	1	9	36	4	0	0	0	0	1	41
13:45								0	7	0	0	0	0	0	0	7	34	0	0	0	0	1	0	35
14:00								0	8	1	0	0	0	0	0	9	30	1	0	0	0	0	0	31
14:15								0	5	0	0	0	0	0	0	5	21	1	0	0	0	0	0	22
14:30								0	2	0	0	0	0	0	0	2	20	1	0	0	0	1	0	22
14:45								0	10	0	0	0	0	0	1	11	27	2	0	0	0	0	0	29
15:00								0	6	0	0	0	0	0	0	6	29	1	0	0	0	0	1	31
15:15								0	6	0	0	0	0	0	0	6	29	4	0	0	0	2	0	35
15:30								0	5	0	0	0	0	0	1	6	24	3	0	0	0	0	0	27
15:45								0	5	1	0	0	0	0	0	6	26	2	0	0	0	0	1	29
16:00								0	3	0	0	0	0	0	0	3	32	1	0	0	0	1	1	35
16:15								0	3	0	0	0	0	0	0	3	27	0	0	0	0	0	0	27
16:30								0	2	0	0	0	0	0	0	2	33	2	0	0	0	0	0	35
16:45								0	7	1	0	0	0	0	0	8	37	5	0	0	0	1	1	44
17:00								0	3	0	0	0	0	0	1	4	23	1	0	0	0	0	1	25
17:15								0	4	0	0	0	0	0	0	4	25	1	0	0	0	1	0	27
17:30								0	8	1	0	0	0	0	0	9	46	0	0	0	0	0	0	46
17:45								0	4	0	0	0	0	0	0	4	16	1	0	0	0	1	0	18
18:00								0	1	0	0	0	0	0	1	2	28	1	0	0	0	1	0	30
18:15								0	6	0	0	0	0	0	0	6	24	0	0	0	0	0	0	24
18:30								0	5	0	0	0	0	0	0	5	34	0	0	0	0	0	0	34
18:45								0	5	0	0	0	0	0	0	5	31	0	0	0	0	0	1	32
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	0	0	0	0	0	0	0	0	22	1	0	0	0	0	2	25	150	10	1	0	0	4	1	166
13:15	0	0	0	0	0	0	0	0	23	2	0	0	0	0	1	26	141	7	0	0	0	2	1	151
13:30	0	0	0	0	0	0	0	0	27	2	0	0	0	0	1	30	121	6	0	0	0	1	1	129
13:45	0	0	0	0	0	0	0	0	22	1	0	0	0	0	0	23	105	3	0	0	0	2	0	110
14:00	0	0	0	0	0	0	0	0	25	1	0	0	0	0	1	27	98	5	0	0	0	1	0	104
14:15	0	0	0	0	0	0	0	0	23	0	0	0	0	0	1	24	97	5	0	0	0	1	1	104
14:30	0	0	0	0	0	0	0	0	24	0	0	0	0	0	1	25	105	8	0	0	0	3	1	117
14:45	0	0	0	0	0	0	0	0	27	0	0	0	0	0	2	29	109	10	0	0	0	2	1	122
15:00	0	0	0	0	0	0	0	0	22	1	0	0	0	0	1	24	108	10	0	0	0	2	2	122
15:15	0	0	0	0	0	0	0	0	19	1	0	0	0	0	1	21	111	10	0	0	0	3	2	126
15:30	0	0	0	0	0	0	0	0	16	1	0	0	0	0	1	18	109	6	0	0	0	1	2	118
15:45	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14	118	5	0	0	0	1	2	126
16:00	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16	129	8	0	0	0	2	2	141
16:15	0	0	0	0	0	0	0	0	15	1	0	0	0	0	1	17	120	8	0	0	0	1	2	131
16:30	0	0	0	0	0	0	0	0	16	1	0	0	0	0	1	18	118	9	0	0	0	2	2	131
16:45	0	0	0	0	0	0	0	0	22	2	0	0	0	0	1	25	131	7	0	0	0	2	2	142
17:00	0	0	0	0	0	0	0	0	19	1	0	0	0	0	1	21	110	3	0	0	0	2	1	116
17:15	0	0	0	0	0	0	0	0	17	1	0	0	0	0	1	19	115	3	0	0	0	3	0	121
17:30	0	0	0	0	0	0	0	0	19	1	0	0	0	0	1	21	114	2	0	0	0	2	0	118
17:45	0	0	0	0	0	0	0	0	16	0	0	0	0	0	1	17	102	2	0	0	0	2	0	106
18:00	0	0	0	0	0	0	0	0	17	0	0	0	0	0	1	18	117	1	0	0	0	1	1	120

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 4a

Date of Survey: 18.05.2019
Junction Name: A247 Kingfield Road / Westfield Ave / A247 Wych Hill Lane
Junction Type: T-Junction

Arm A: A247 Kingfield Road (E)
Arm B: Westfield Ave (S)
Arm C: A247 Wych Hill Lane (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
13:00								0	35	1	0	0	0	1	1	38	145	8	0	0	1	0	2	156
13:15								0	39	1	0	0	0	1	1	42	128	10	0	0	0	0	0	138
13:30								0	36	1	0	0	0	0	0	37	137	7	0	0	1	2	0	147
13:45								0	35	1	0	0	0	0	0	36	169	5	1	0	0	1	2	178
14:00								0	30	2	0	0	0	1	0	33	120	11	0	0	2	3	1	137
14:15								0	31	2	0	0	0	0	0	33	115	8	0	0	0	1	0	124
14:30								0	34	1	0	0	0	1	0	36	108	6	1	0	1	0	3	119
14:45								0	35	3	0	0	0	1	1	40	108	4	0	0	0	2	1	115
15:00								0	30	6	0	0	0	1	0	37	127	4	1	0	1	1	1	135
15:15								0	23	0	0	0	0	0	0	23	123	11	0	0	0	3	0	137
15:30								0	39	2	0	0	0	0	0	41	99	6	0	0	1	2	0	108
15:45								0	42	1	0	0	0	1	1	45	122	6	0	0	1	0	1	130
16:00								0	37	1	0	0	0	0	0	38	96	7	0	0	1	1	0	105
16:15								0	38	2	0	0	0	0	3	43	104	4	0	0	1	0	1	110
16:30								0	49	2	0	0	0	1	0	52	104	3	0	0	1	2	1	111
16:45								0	30	2	0	0	0	0	0	32	109	5	0	0	0	1	0	115
17:00								0	33	2	0	0	0	0	0	35	103	8	0	0	1	1	0	113
17:15								0	32	1	0	0	0	2	1	36	93	2	1	0	0	0	0	96
17:30								0	21	2	0	0	0	0	0	23	90	3	0	0	2	0	0	95
17:45								0	34	0	0	0	0	1	0	35	110	3	0	0	0	0	0	113
18:00								0	21	1	0	0	0	0	1	23	76	1	0	0	0	0	0	77
18:15								0	36	0	0	0	0	0	0	36	92	9	0	0	2	1	0	104
18:30								0	30	0	0	0	0	0	0	30	95	2	0	0	1	3	0	101
18:45								0	35	0	0	0	0	0	0	35	86	5	0	0	0	4	0	95
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	0	0	0	0	0	0	0	0	145	4	0	0	0	2	2	153	579	30	1	0	2	3	4	619
13:15	0	0	0	0	0	0	0	0	140	5	0	0	0	2	1	148	554	33	1	0	3	6	3	600
13:30	0	0	0	0	0	0	0	0	132	6	0	0	0	1	0	139	541	31	1	0	3	7	3	586
13:45	0	0	0	0	0	0	0	0	130	6	0	0	0	2	0	138	512	30	2	0	3	5	6	558
14:00	0	0	0	0	0	0	0	0	130	8	0	0	0	3	1	142	451	29	1	0	3	6	5	495
14:15	0	0	0	0	0	0	0	0	130	12	0	0	0	3	1	146	458	22	2	0	2	4	5	493
14:30	0	0	0	0	0	0	0	0	122	10	0	0	0	3	1	136	466	25	2	0	2	6	5	506
14:45	0	0	0	0	0	0	0	0	127	11	0	0	0	2	1	141	457	25	1	0	2	8	2	495
15:00	0	0	0	0	0	0	0	0	134	9	0	0	0	2	1	146	471	27	1	0	3	6	2	510
15:15	0	0	0	0	0	0	0	0	141	4	0	0	0	1	1	147	440	30	0	0	3	6	1	480
15:30	0	0	0	0	0	0	0	0	156	6	0	0	0	1	4	167	421	23	0	0	4	3	2	453
15:45	0	0	0	0	0	0	0	0	166	6	0	0	0	2	4	178	426	20	0	0	4	3	3	456
16:00	0	0	0	0	0	0	0	0	154	7	0	0	0	1	3	165	413	19	0	0	3	4	2	441
16:15	0	0	0	0	0	0	0	0	150	8	0	0	0	1	3	162	420	20	0	0	3	4	2	449
16:30	0	0	0	0	0	0	0	0	144	7	0	0	0	3	1	155	409	18	1	0	2	4	1	435
16:45	0	0	0	0	0	0	0	0	116	7	0	0	0	2	1	126	395	18	1	0	3	2	0	419
17:00	0	0	0	0	0	0	0	0	120	5	0	0	0	3	1	129	396	16	1	0	3	1	0	417
17:15	0	0	0	0	0	0	0	0	108	4	0	0	0	3	2	117	369	9	1	0	2	0	0	381
17:30	0	0	0	0	0	0	0	0	112	3	0	0	0	1	1	117	368	16	0	0	4	1	0	389
17:45	0	0	0	0	0	0	0	0	121	1	0	0	0	1	1	124	373	15	0	0	3	4	0	395
18:00	0	0	0	0	0	0	0	0	122	1	0	0	0	0	1	124	349	17	0	0	3	8	0	377

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 4a

Date of Survey: 18.05.2019
Junction Name: A247 Kingfield Road / Westfield Ave / A247 Wych Hill Lane
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**
13:00	160	8	0	0	1	2	0	171	152	8	0	0	1	0	3	164
13:15	133	6	0	0	0	1	0	140	129	10	0	0	0	0	0	139
13:30	107	9	0	0	2	1	0	119	144	8	0	0	1	2	1	156
13:45	110	8	0	0	0	1	0	119	176	5	1	0	0	1	2	185
14:00	164	13	0	0	0	4	0	181	128	12	0	0	2	3	1	146
14:15	105	8	1	0	1	3	2	120	120	8	0	0	0	1	0	129
14:30	110	5	0	0	2	2	0	119	110	6	1	0	1	0	3	121
14:45	119	11	1	0	0	1	0	132	118	4	0	0	0	2	2	126
15:00	116	2	0	0	0	0	1	119	133	4	1	0	1	1	1	141
15:15	129	2	0	0	1	0	0	132	129	11	0	0	0	3	0	143
15:30	119	5	0	0	1	0	1	126	104	6	0	0	1	2	1	114
15:45	124	5	0	0	1	1	1	132	127	7	0	0	1	0	1	136
16:00	138	6	1	0	0	1	0	146	99	7	0	0	1	1	0	108
16:15	149	8	0	0	1	2	0	160	107	4	0	0	1	0	1	113
16:30	116	5	0	0	1	0	1	123	106	3	0	0	1	2	1	113
16:45	119	9	0	0	0	0	1	129	116	6	0	0	0	1	0	123
17:00	103	7	0	0	1	1	1	113	106	8	0	0	1	1	1	117
17:15	128	6	0	0	1	1	0	136	97	2	1	0	0	0	0	100
17:30	121	2	0	0	1	1	1	126	98	4	0	0	2	0	0	104
17:45	93	7	0	1	0	2	0	103	114	3	0	0	0	0	0	117
18:00	138	2	0	0	1	1	0	142	77	1	0	0	0	0	1	79
18:15	99	4	1	0	0	2	0	106	98	9	0	0	2	1	0	110
18:30	108	6	0	0	0	1	0	115	100	2	0	0	1	3	0	106
18:45	98	3	0	0	1	2	0	104	91	5	0	0	0	4	0	100
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	510	31	0	0	3	5	0	549	601	31	1	0	2	3	6	644
13:15	514	36	0	0	2	7	0	559	577	35	1	0	3	6	4	626
13:30	486	38	1	0	3	9	2	539	568	33	1	0	3	7	4	616
13:45	489	34	1	0	3	10	2	539	534	31	2	0	3	5	6	581
14:00	498	37	2	0	3	10	2	552	476	30	1	0	3	6	6	522
14:15	450	26	2	0	3	6	3	490	481	22	2	0	2	4	6	517
14:30	474	20	1	0	3	3	1	502	490	25	2	0	2	6	6	531
14:45	483	20	1	0	2	1	2	509	484	25	1	0	2	8	4	524
15:00	488	14	0	0	3	1	3	509	493	28	1	0	3	6	3	534
15:15	510	18	1	0	3	2	2	536	459	31	0	0	3	6	2	501
15:30	530	24	1	0	3	4	2	564	437	24	0	0	4	3	3	471
15:45	527	24	1	0	3	4	2	561	439	21	0	0	4	3	3	470
16:00	522	28	1	0	2	3	2	558	428	20	0	0	3	4	2	457
16:15	487	29	0	0	3	3	3	525	435	21	0	0	3	4	3	466
16:30	466	27	0	0	3	2	3	501	425	19	1	0	2	4	2	453
16:45	471	24	0	0	3	3	3	504	417	20	1	0	3	2	1	444
17:00	445	22	0	1	3	5	2	478	415	17	1	0	3	1	1	438
17:15	480	17	0	1	3	5	1	507	386	10	1	0	2	0	1	400
17:30	451	15	1	1	2	6	1	477	387	17	0	0	4	1	1	410
17:45	438	19	1	1	1	6	0	466	389	15	0	0	3	4	1	412
18:00	443	15	1	0	2	6	0	467	366	17	0	0	3	8	1	395

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 4a

Date of Survey: 18.05.2019
Junction Name: A247 Kingfield Road / Westfield Ave / A247 Wych Hill Lane
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**
13:00	46	4	1	0	0	2	1	54	38	1	0	0	0	1	1	41
13:15	42	2	0	0	0	1	0	45	48	1	0	0	0	1	1	51
13:30	43	5	0	0	0	0	2	50	39	1	0	0	0	0	0	40
13:45	41	0	0	0	0	1	0	42	44	1	0	0	0	0	0	45
14:00	38	2	0	0	0	0	0	40	43	3	0	0	0	1	0	47
14:15	26	1	0	0	0	0	0	27	35	2	0	0	0	0	1	38
14:30	22	1	0	0	0	1	0	24	37	1	0	0	0	1	0	39
14:45	37	2	0	0	0	0	1	40	41	3	0	0	0	1	1	46
15:00	35	1	0	0	0	0	1	37	38	6	0	0	0	1	0	45
15:15	35	4	0	0	0	2	0	41	27	0	0	0	0	0	0	27
15:30	29	3	0	0	0	0	1	33	43	3	0	0	0	0	0	46
15:45	31	3	0	0	0	0	1	35	50	1	0	0	0	1	1	53
16:00	35	1	0	0	0	1	1	38	38	2	0	0	0	0	0	40
16:15	30	0	0	0	0	0	0	30	44	3	0	0	0	0	3	50
16:30	35	2	0	0	0	0	0	37	55	2	0	0	0	1	0	58
16:45	44	6	0	0	0	1	1	52	38	3	0	0	0	0	0	41
17:00	26	1	0	0	0	0	2	29	37	2	0	0	0	0	1	40
17:15	29	1	0	0	0	1	0	31	37	1	0	0	0	2	1	41
17:30	54	1	0	0	0	0	0	55	24	2	0	0	0	0	0	26
17:45	20	1	0	0	0	1	0	22	39	1	0	0	0	1	0	41
18:00	29	1	0	0	0	1	1	32	26	1	0	0	0	0	1	28
18:15	30	0	0	0	0	0	0	30	46	0	0	0	0	1	0	47
18:30	39	0	0	0	0	0	0	39	37	2	0	0	0	0	0	39
18:45	36	0	0	0	0	0	1	37	37	0	0	0	0	0	0	37
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	172	11	1	0	0	4	3	191	169	4	0	0	0	2	2	177
13:15	164	9	0	0	0	2	2	177	174	6	0	0	0	2	1	183
13:30	148	8	0	0	0	1	2	159	161	7	0	0	0	1	1	170
13:45	127	4	0	0	0	2	0	133	159	7	0	0	0	2	1	169
14:00	123	6	0	0	0	1	1	131	156	9	0	0	0	3	2	170
14:15	120	5	0	0	0	1	2	128	151	12	0	0	0	3	2	168
14:30	129	8	0	0	0	3	2	142	143	10	0	0	0	3	1	157
14:45	136	10	0	0	0	2	3	151	149	12	0	0	0	2	1	164
15:00	130	11	0	0	0	2	3	146	158	10	0	0	0	2	1	171
15:15	130	11	0	0	0	3	3	147	158	6	0	0	0	1	1	166
15:30	125	7	0	0	0	1	3	136	175	9	0	0	0	1	4	189
15:45	131	6	0	0	0	1	2	140	187	8	0	0	0	2	4	201
16:00	144	9	0	0	0	2	2	157	175	10	0	0	0	1	3	189
16:15	135	9	0	0	0	1	3	148	174	10	0	0	0	1	4	189
16:30	134	10	0	0	0	2	3	149	167	8	0	0	0	3	2	180
16:45	153	9	0	0	0	2	3	167	136	8	0	0	0	2	2	148
17:00	129	4	0	0	0	2	2	137	137	6	0	0	0	3	2	148
17:15	132	4	0	0	0	3	1	140	126	5	0	0	0	3	2	136
17:30	133	3	0	0	0	2	1	139	135	4	0	0	0	2	1	142
17:45	118	2	0	0	0	2	1	123	148	4	0	0	0	2	1	155
18:00	134	1	0	0	0	1	2	138	146	3	0	0	0	1	1	151

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 4a

Date of Survey: 18.05.2019
Junction Name: A247 Kingfield Road / Westfield Ave / A247 Wych Hill Lane
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**
13:00	180	9	0	0	1	1	3	194	196	12	1	0	1	4	0	214
13:15	167	11	0	0	0	1	1	180	165	8	0	0	0	2	0	175
13:30	173	8	0	0	1	2	0	184	140	13	0	0	2	1	1	157
13:45	204	6	1	0	0	1	2	214	135	8	0	0	0	2	0	145
14:00	150	13	0	0	2	4	1	170	181	13	0	0	0	4	0	198
14:15	146	10	0	0	0	1	0	157	122	9	1	0	1	3	1	137
14:30	142	7	1	0	1	1	3	155	127	6	0	0	2	3	0	138
14:45	143	7	0	0	0	3	2	155	140	13	1	0	0	1	0	155
15:00	157	10	1	0	1	2	1	172	137	3	0	0	0	0	2	142
15:15	146	11	0	0	0	3	0	160	154	6	0	0	1	2	0	163
15:30	138	8	0	0	1	2	0	149	139	7	0	0	1	0	1	148
15:45	164	7	0	0	1	1	2	175	142	7	0	0	1	1	2	153
16:00	133	8	0	0	1	1	0	143	169	6	1	0	0	2	1	179
16:15	142	6	0	0	1	0	4	153	170	7	0	0	1	2	0	180
16:30	153	5	0	0	1	3	1	163	143	7	0	0	1	0	1	152
16:45	139	7	0	0	0	1	0	147	148	13	0	0	0	1	2	164
17:00	136	10	0	0	1	1	0	148	122	8	0	0	1	1	1	133
17:15	125	3	1	0	0	2	1	132	148	7	0	0	1	2	0	158
17:30	111	5	0	0	2	0	0	118	164	2	0	0	1	1	1	169
17:45	144	3	0	0	0	1	0	148	104	7	0	1	0	3	0	115
18:00	97	2	0	0	0	0	1	100	161	3	0	0	1	2	0	167
18:15	128	9	0	0	2	1	0	140	113	4	1	0	0	1	0	119
18:30	125	2	0	0	1	3	0	131	135	4	0	0	0	1	0	140
18:45	121	5	0	0	0	4	0	130	127	3	0	0	1	2	1	134
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	724	34	1	0	2	5	6	772	636	41	1	0	3	9	1	691
13:15	694	38	1	0	3	8	4	748	621	42	0	0	2	9	1	675
13:30	673	37	1	0	3	8	3	725	578	43	1	0	3	10	2	637
13:45	642	36	2	0	3	7	6	696	565	36	1	0	3	12	1	618
14:00	581	37	1	0	3	9	6	637	570	41	2	0	3	11	1	628
14:15	588	34	2	0	2	7	6	639	526	31	2	0	3	7	3	572
14:30	588	35	2	0	2	9	6	642	558	28	1	0	3	6	2	598
14:45	584	36	1	0	2	10	3	636	570	29	1	0	2	3	3	608
15:00	605	36	1	0	3	8	3	656	572	23	0	0	3	3	5	606
15:15	581	34	0	0	3	7	2	627	604	26	1	0	3	5	4	643
15:30	577	29	0	0	4	4	6	620	620	27	1	0	3	5	4	660
15:45	592	26	0	0	4	5	7	634	624	27	1	0	3	5	4	664
16:00	567	26	0	0	3	5	5	606	630	33	1	0	2	5	4	675
16:15	570	28	0	0	3	5	5	611	583	35	0	0	3	4	4	629
16:30	553	25	1	0	2	7	2	590	561	35	0	0	3	4	4	607
16:45	511	25	1	0	3	4	1	545	582	30	0	0	3	5	4	624
17:00	516	21	1	0	3	4	1	546	538	24	0	1	3	7	2	575
17:15	477	13	1	0	2	3	2	498	577	19	0	1	3	8	1	609
17:30	480	19	0	0	4	2	1	506	542	16	1	1	2	7	1	570
17:45	494	16	0	0	3	5	1	519	513	18	1	1	1	7	0	541
18:00	471	18	0	0	3	8	1	501	536	14	1	0	2	6	1	560

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 4a

Date of Survey: 18.05.2019
Junction Name: A247 Kingfield Road / Westfield Ave / A247 Wych Hill Lane
Junction Type: T-Junction

	Total Junction Flow							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
13:00	386	21	1	0	2	5	4	419
13:15	342	19	0	0	0	3	1	365
13:30	323	22	0	0	3	3	2	353
13:45	355	14	1	0	0	3	2	375
14:00	352	28	0	0	2	8	1	391
14:15	277	19	1	0	1	4	2	304
14:30	274	13	1	0	3	4	3	298
14:45	299	20	1	0	0	4	3	327
15:00	308	13	1	0	1	2	3	328
15:15	310	17	0	0	1	5	0	333
15:30	286	16	0	0	2	2	2	308
15:45	319	15	0	0	2	2	4	342
16:00	306	15	1	0	1	3	1	327
16:15	321	14	0	0	2	2	4	343
16:30	304	12	0	0	2	3	2	323
16:45	302	22	0	0	0	2	2	328
17:00	265	18	0	0	2	2	3	290
17:15	282	10	1	0	1	4	1	299
17:30	286	8	0	0	3	1	1	299
17:45	257	11	0	1	0	4	0	273
18:00	264	5	0	0	1	2	2	274
18:15	257	13	1	0	2	3	0	276
18:30	272	8	0	0	1	4	0	285
18:45	255	8	0	0	1	6	1	271
Start Time	**Rolling Hour**							**Total**
13:00	1406	76	2	0	5	14	9	1512
13:15	1372	83	1	0	5	17	6	1484
13:30	1307	83	2	0	6	18	7	1423
13:45	1258	74	3	0	6	19	8	1368
14:00	1202	80	3	0	6	20	9	1320
14:15	1158	65	4	0	5	14	11	1257
14:30	1191	63	3	0	5	15	9	1286
14:45	1203	66	2	0	4	13	8	1296
15:00	1223	61	1	0	6	11	9	1311
15:15	1221	63	1	0	6	12	7	1310
15:30	1232	60	1	0	7	9	11	1320
15:45	1250	56	1	0	7	10	11	1335
16:00	1233	63	1	0	5	10	9	1321
16:15	1192	66	0	0	6	9	11	1284
16:30	1153	62	1	0	5	11	8	1240
16:45	1135	58	1	0	6	9	7	1216
17:00	1090	47	1	1	6	11	5	1161
17:15	1089	34	1	1	5	11	4	1145
17:30	1064	37	1	1	6	10	3	1122
17:45	1050	37	1	1	4	13	2	1108
18:00	1048	34	1	0	5	15	3	1106

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 4a

Date of Survey: 18.05.2019
Junction Name: A247 Kingfield Road / Westfield Ave / A247 Wych Hill Lane
Junction Type: T-Junction

Arm A: A247 Kingfield Road (E) **Arm B:** Westfield Ave (S) **Arm C:** A247 Wych Hill Lane (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**
13:00	0	168	3	0	7	46	0	37	156
13:15	0	130	9	0	1	43	0	41	138
13:30	0	118	3	0	8	40	0	37	147
13:45	0	109	9	0	7	34	0	36	177
14:00	0	165	14	0	9	31	0	32	137
14:15	0	115	4	0	5	22	0	33	123
14:30	0	118	3	0	2	21	0	35	119
14:45	0	126	6	0	10	29	0	39	113
15:00	0	110	8	0	6	30	0	36	136
15:15	0	130	4	0	6	34	0	23	135
15:30	0	122	5	0	5	27	0	41	108
15:45	0	124	8	0	6	28	0	44	131
16:00	0	144	2	0	3	34	0	38	106
16:15	0	153	7	0	3	27	0	41	111
16:30	0	118	6	0	2	35	0	51	111
16:45	0	119	9	0	8	43	0	32	114
17:00	0	109	4	0	3	24	0	35	114
17:15	0	132	5	0	4	26	0	34	97
17:30	0	123	3	0	9	46	0	23	98
17:45	0	98	6	0	4	17	0	34	113
18:00	0	138	5	0	1	29	0	22	77
18:15	0	95	10	0	6	24	0	36	106
18:30	0	105	9	0	5	34	0	30	101
18:45	0	102	2	0	5	31	0	35	93
Start Time	**Rolling Hour**								
13:00	0	527	24	0	23	164	0	150	618
13:15	0	523	35	0	25	149	0	146	599
13:30	0	507	30	0	29	128	0	138	585
13:45	0	507	30	0	23	109	0	137	557
14:00	0	524	27	0	26	103	0	139	493
14:15	0	469	21	0	23	103	0	143	491
14:30	0	484	21	0	24	114	0	133	503
14:45	0	488	23	0	27	120	0	139	493
15:00	0	486	25	0	23	119	0	144	510
15:15	0	520	19	0	20	123	0	146	480
15:30	0	543	22	0	17	116	0	163	456
15:45	0	539	23	0	14	124	0	174	458
16:00	0	535	24	0	16	138	0	162	442
16:15	0	499	26	0	16	129	0	159	450
16:30	0	478	24	0	17	128	0	152	436
16:45	0	483	21	0	24	139	0	124	423
17:00	0	462	18	0	20	114	0	126	422
17:15	0	491	19	0	18	119	0	114	385
17:30	0	454	24	0	20	117	0	116	394
17:45	0	436	30	0	16	105	0	123	397
18:00	0	441	26	0	17	119	0	123	377

Intelligent Data Collection Limited
Woking, Surrey

Client: Vectos
Project Number: ID04567
Junction Number: Site 5
Date of Survey: 04.04.2019
Junction Name: A320 Egley Road / B380 Guildford Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	24.04.2019			
Prepared by	Grant Daniel Breddy			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04567			
File Ref	ID04567 Woking, Surrey - MCC Site 5 - 04.04.2019			

Issue Sheet

Issued to	Date			
	26.04.2019			
Taylor Davis	E-mail			

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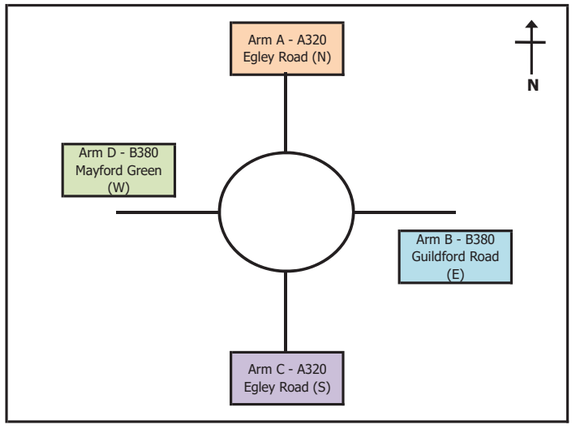
Intelligent Data Collection Limited

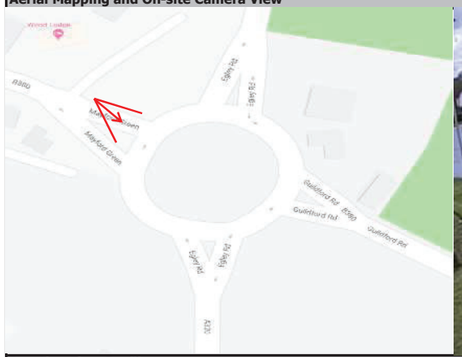
Client:	Vectos	**Date of Survey:**	04.04.2019
Project Number:	ID04567	**Junction Name:**	A320 Egley Road / B380 Guildford Road / B380 Mayford Green
Junction Number:	Site 5	**Junction Type:**	4-arm Roundabout

X Coordinate	Y Coordinate	Google Maps Link	
51.29558936422389	-0.5737653269916336	Click Here	
AM Peak Conditions	**PM Peak Conditions**		
Drizzle	Drizzle		

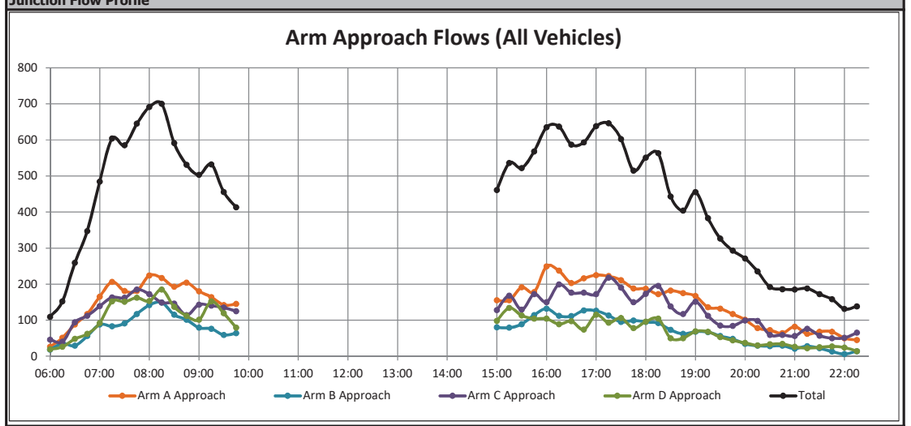
Junction Layout



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):

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 5

Date of Survey: 04.04.2019
Junction Name: A320 Egley Road / B380 Guildford Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

Arm A: A320 Egley Road (N)
Arm B: B380 Guildford Road (E)
Arm C: A320 Egley Road (S)
Arm D: B380 Mayford Green (W)

Time	A to A								A to B								A to C								A to D							
	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	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	0	0	0	0	0	0	0	0	30	8	0	0	1	1	0	41	30	8	0	0	1	1	0	41	30	8	0	0	1	1	0	41
00:15	0	0	0	0	0	0	0	0	60	11	1	0	0	1	1	74	60	11	1	0	0	1	1	74	60	11	1	0	0	1	1	74
00:30	0	0	0	0	0	0	0	0	96	10	3	0	1	1	0	111	96	10	3	0	1	1	0	111	96	10	3	0	1	1	0	111
00:45	0	0	0	0	0	0	0	0	89	12	4	0	1	0	1	107	89	12	4	0	1	0	1	107	89	12	4	0	1	0	1	107
01:00	0	0	0	0	0	0	0	0	147	21	1	2	0	2	0	173	147	21	1	2	0	2	0	173	147	21	1	2	0	2	0	173
01:15	0	0	0	0	0	0	0	0	125	14	1	0	0	1	1	141	125	14	1	0	0	1	1	141	125	14	1	0	0	1	1	141
01:30	0	0	0	0	0	0	0	0	107	14	2	0	0	0	0	123	107	14	2	0	0	0	0	123	107	14	2	0	0	0	0	123
01:45	0	0	0	0	0	0	0	0	53	8	1	0	0	1	0	63	53	8	1	0	0	1	0	63	53	8	1	0	0	1	0	63
02:00	0	0	0	0	0	0	0	0	62	9	1	0	0	0	0	72	62	9	1	0	0	0	0	72	62	9	1	0	0	0	0	72
02:15	0	0	0	0	0	0	0	0	40	6	1	0	0	0	0	47	40	6	1	0	0	0	0	47	40	6	1	0	0	0	0	47
02:30	0	0	0	0	0	0	0	0	48	3	1	0	0	0	0	52	48	3	1	0	0	0	0	52	48	3	1	0	0	0	0	52
02:45	0	0	0	0	0	0	0	0	38	4	0	0	0	0	0	42	38	4	0	0	0	0	0	42	38	4	0	0	0	0	0	42
03:00	0	0	0	0	0	0	0	0	23	2	0	0	0	0	0	25	23	2	0	0	0	0	0	25	23	2	0	0	0	0	0	25
03:15	0	0	0	0	0	0	0	0	24	2	0	0	0	0	0	26	24	2	0	0	0	0	0	26	24	2	0	0	0	0	0	26
03:30	0	0	0	0	0	0	0	0	26	2	0	0	0	0	0	28	26	2	0	0	0	0	0	28	26	2	0	0	0	0	0	28
03:45	0	0	0	0	0	0	0	0	14	2	0	0	0	0	0	16	14	2	0	0	0	0	0	16	14	2	0	0	0	0	0	16
04:00	0	0	0	0	0	0	0	0	21	2	0	0	0	0	0	23	21	2	0	0	0	0	0	23	21	2	0	0	0	0	0	23
04:15	0	0	0	0	0	0	0	0	19	2	0	0	0	0	0	21	19	2	0	0	0	0	0	21	19	2	0	0	0	0	0	21
04:30	0	0	0	0	0	0	0	0	24	2	0	0	0	0	0	26	24	2	0	0	0	0	0	26	24	2	0	0	0	0	0	26
04:45	0	0	0	0	0	0	0	0	19	2	0	0	0	0	0	21	19	2	0	0	0	0	0	21	19	2	0	0	0	0	0	21
05:00	0	0	0	0	0	0	0	0	20	2	0	0	0	0	0	22	20	2	0	0	0	0	0	22	20	2	0	0	0	0	0	22
05:15	0	0	0	0	0	0	0	0	43	2	0	0	0	0	0	45	43	2	0	0	0	0	0	45	43	2	0	0	0	0	0	45
05:30	0	0	0	0	0	0	0	0	64	4	0	0	0	0	0	68	64	4	0	0	0	0	0	68	64	4	0	0	0	0	0	68
05:45	0	0	0	0	0	0	0	0	92	8	1	0	0	0	0	101	92	8	1	0	0	0	0	101	92	8	1	0	0	0	0	101
06:00	0	0	0	0	0	0	0	0	100	10	1	0	0	1	0	112	100	10	1	0	0	1	0	112	100	10	1	0	0	1	0	112
06:15	0	0	0	0	0	0	0	0	146	12	2	0	0	1	0	161	146	12	2	0	0	1	0	161	146	12	2	0	0	1	0	161
06:30	0	0	0	0	0	0	0	0	175	13	3	0	0	1	0	192	175	13	3	0	0	1	0	192	175	13	3	0	0	1	0	192
06:45	0	0	0	0	0	0	0	0	177	16	3	1	0	1	0	198	177	16	3	1	0	1	0	198	177	16	3	1	0	1	0	198
07:00	0	0	0	0	0	0	0	0	153	16	3	1	0	1	0	174	153	16	3	1	0	1	0	174	153	16	3	1	0	1	0	174
07:15	0	0	0	0	0	0	0	0	144	14	2	1	0	1	0	162	144	14	2	1	0	1	0	162	144	14	2	1	0	1	0	162
07:30	0	0	0	0	0	0	0	0	132	12	2	0	0	1	0	147	132	12	2	0	0	1	0	147	132	12	2	0	0	1	0	147
07:45	0	0	0	0	0	0	0	0	153	12	2	0	0	1	0	168	153	12	2	0	0	1	0	168	153	12	2	0	0	1	0	168
08:00	0	0	0	0	0	0	0	0	106	8	2	0	0	1	0	117	106	8	2	0	0	1	0	117	106	8	2	0	0	1	0	117
08:15	0	0	0	0	0	0	0	0	91	8	2	0	0	1	0	102	91	8	2	0	0	1	0	102	91	8	2	0	0	1	0	102
08:30	0	0	0	0	0	0	0	0	63	6	2	0	0	1	0	72	63	6	2	0	0	1	0	72	63	6	2	0	0	1	0	72
08:45	0	0	0	0	0	0	0	0	52	4	1	0	0	1	0	58	52	4	1	0	0	1	0	58	52	4	1	0	0	1	0	58
09:00	0	0	0	0	0	0	0	0	66	6	2	0	0	1	0	75	66	6	2	0	0	1	0	75	66	6	2	0	0	1	0	75
09:15	0	0	0	0	0	0	0	0	63	6	2	0	0	1	0	72	63	6	2	0	0	1	0	72	63	6	2	0	0	1	0	72
09:30	0	0	0	0	0	0	0	0	52	8	1	0	0	1	0	62	52	8	1	0	0	1	0	62	52	8	1	0	0	1	0	62
09:45	0	0	0	0	0	0	0	0	46	11	1	0	0	2	0	60	46	11	1	0	0	2	0	60	46	11	1	0	0	2	0	60
10:00	0	0	0	0	0	0	0	0	49	14	1	0	0	2	0	66	49	14	1	0	0	2	0	66	49	14	1	0	0	2	0	66
10:15	0	0	0	0	0	0	0	0	48	8	1	0	0	2	0	59	48	8	1	0	0	2	0	59	48	8	1	0	0	2	0	59
10:30	0	0	0	0	0	0	0	0	38	5	1	0	0	2	0	46	38	5	1	0	0	2	0	46	38	5	1	0	0	2	0	46
10:45	0	0	0	0	0	0	0	0	32	5	1	0	0	1	0	39	32	5	1	0	0	1	0	39	32	5	1	0	0	1	0	39
11:00	0	0	0	0	0	0	0	0	21	2	0	0	0	1	0	24	21	2	0	0	0	1	0	24	21	2	0	0	0	1	0	24
11:15	0	0	0	0	0	0	0	0	19	4	0	0	0	0	0	23	19	4	0	0	0	0	0	23	19	4	0	0	0	0	0	23
11:30	0	0	0	0	0	0	0	0	20	2	0	0	0	0	0	22	20	2	0	0	0	0	0	22	20	2	0	0	0	0	0	22
11:45	0	0	0	0	0	0	0	0	18	2	0	0	0	0	0	20	18	2	0	0	0	0	0	20	18	2	0	0	0	0	0	20
12:00	0	0	0	0	0	0	0	0	21	2	0	0	0	0	0	23	21	2	0	0	0	0	0	23	21	2	0	0	0	0	0	23
12:15	0	0	0	0	0	0	0	0	19	2	0	0	0	0	0	21	19	2	0	0	0	0	0	21	19	2	0	0	0	0	0	21
12:30	0	0	0	0	0	0	0	0	18	2	0	0	0	0	0	20	18	2	0	0	0	0	0	20	18	2	0	0	0	0	0	20
12:45	0	0	0	0	0	0	0	0	21	2	0	0	0	0	0	23	21	2	0	0	0	0	0	23	21	2	0	0	0	0	0	23
13:00	0	0	0	0	0	0	0	0	19	2	0	0	0	0	0	21	19	2	0	0	0	0	0	21	19	2	0	0	0	0	0	21
13:15	0	0	0	0	0	0	0	0	18	2	0	0	0	0	0	20	18	2	0	0	0	0	0	20	18	2	0	0	0	0	0	20
13:30	0	0	0	0	0	0	0	0	21	2	0	0	0	0	0	23	21	2	0	0	0	0	0	23	21	2	0	0	0	0	0	23
13:45	0	0	0	0	0	0	0	0	19	2	0	0	0	0	0	21	19	2	0	0	0	0	0	21	19	2	0	0	0	0	0	21
14:00	0	0	0	0	0	0	0	0	18	2	0	0	0	0	0	20	18	2	0	0	0	0	0	20	18	2	0	0	0	0	0	20
14:15	0	0	0	0	0	0	0	0	21	2	0	0	0	0	0	23	21	2	0	0	0	0	0	23	21	2	0	0	0	0	0	23
14:30	0	0	0	0	0	0	0	0	19	2	0	0	0	0	0	21	19	2	0	0	0	0	0	21	19	2	0	0	0	0	0	21
14:45	0	0	0	0	0	0	0	0	18	2	0	0	0	0	0	20	18	2	0	0	0	0	0	20	18	2	0	0	0	0	0	20
15:00	0	0	0	0	0	0	0	0	18	2	0	0	0	0	0	20	18	2	0	0	0	0	0	20	18	2	0	0	0	0	0	20
15:15	1	0	0	0	0	0	0	1	21	2	0	0	0	0	0	23	21	2	0	0	0	0	0	23	21	2	0	0	0	0	0	23
15:30	0	0	0	0	0	0	0	0	30	4	1	0	0	0	0	35	30	4	1	0	0	0	0	35	30	4	1	0	0	0	0	35
15:45	0	0	0	0	0	0	0	0	31	4	1	0	0	0	0	36	31	4	1	0	0	0	0	36	31	4	1	0	0	0	0	36
16:00	0	0	0	0	0	0	0	0	52	10	2	0	0	0	0	64	52	10	2	0	0	0	0	64	52	10	2	0	0	0	0	64
16:15	0	0	0	0	0	0	0	0	45	5	1	0	0	0	0	51	45	5	1	0	0	0	0	51	45	5	1	0	0	0	0	51
16:30	0	0	0	0	0	0	0	0	29	3	0	0	0	0	0	32	29	3	0	0	0	0	0	32	29	3	0	0	0	0	0	32
16:45	0	0	0	0	0	0	0	0	46	4	0	0	0	0	0	50	46	4	0	0	0	0	0	50	46	4	0	0	0	0	0	50
17:00	0	0	0	0	0	0	0	0	39	2	0	0	0	0	0	41	39	2	0	0	0	0	0	41	39	2	0	0	0	0	0	41
17:15	0	0	0	0	0	0	0	0	29	2	0	0	0	0	0	31	29	2	0	0	0	0	0	31	29	2	0	0	0	0	0	31
17:30	0	0	0	0	0	0	0	0	30	3	0	0	0	0	0	33	30	3	0	0	0	0	0	33	30	3	0	0	0	0	0	33
17:45	0	0	0	0	0	0	0	0	41	4	1	0	0	0	0	46	41	4	1	0	0	0	0	46	41	4	1	0	0	0	0	46
18:00	0	0	0	0	0	0	0	0	33	3	1	0	0	0	0	37	33	3	1	0	0	0	0	37	33	3	1	0	0	0	0	37
18:15	0	0	0	0	0	0	0	0	32	3	0	0	0	1	0	36	32	3	0	0	0	1	0	36	32	3	0	0	0	1	0	36
18:30	0	0	0	0	0	0	0	0	24	2	0	0	0	1	0	27	24	2	0	0	0	1	0	27	24	2	0	0	0	1	0	27
18:45	0	0	0	0	0	0	0	0	23	3	0	0	0	2	0	28	23	3	0	0	0	2	0	28	23	3	0	0	0	2	0	28
19:00	0	0	0	0	0	0	0	0	20	3	0	0	0	2	0	25	20	3	0	0	0	2	0	25	20	3	0	0	0	2	0	25
19:15	0	0	0	0	0	0	0	0	20	3	0	0	0	2	0	25	20	3	0	0	0	2	0	25	20	3	0	0	0	2	0	25
19:30	0	0	0	0	0	0	0	0	20	3	0	0	0	2	0	25	20	3	0	0	0	2	0	25	20	3	0	0	0	2	0	25
19:45	0	0	0	0	0	0	0	0	20	3	0	0	0	2	0	25	20	3	0	0	0	2	0	25	20	3	0	0	0	2	0	25
20:00	0	0	0	0	0	0	0	0	20	3	0	0	0	2	0	25	20	3	0	0	0	2	0	25	20	3	0	0	0	2	0	25
20:15	0	0	0	0	0	0	0	0	20	3	0	0	0	2	0	25	20	3	0	0	0	2	0	25	20	3	0	0	0	2	0	25
20:30	0	0	0	0	0	0	0	0	20	3	0	0	0	2	0	25	20	3	0	0	0	2	0	25	20	3	0	0	0	2	0	25
20:45	0	0	0	0	0	0	0	0	20	3	0	0	0	2	0	25	20	3	0	0	0	2	0	25	20	3	0	0	0	2	0	25
21:00	0	0	0	0	0	0	0	0	20	3	0	0	0	2	0	25	20	3	0	0	0	2	0	25	20	3	0	0	0	2	0	25
21:15	0	0	0	0	0	0	0	0	20	3	0	0	0	2	0	25	20	3	0	0	0	2	0	25	20	3	0	0	0	2	0	25
21:30	0	0	0	0	0	0	0	0	20	3	0	0	0	2	0	25	20	3	0	0	0	2	0	25	20	3	0	0	0	2	0	25
21:45	0	0	0	0	0	0	0	0	20	3	0	0	0	2	0	25	20	3	0	0	0	2	0	25	20	3	0	0	0	2	0	25
22:00	0	0	0	0	0	0	0	0	20	3	0	0	0	2	0	25	20	3	0	0	0	2	0	25	20	3	0	0	0	2	0	25
22:15	0	0	0	0	0	0	0	0	20	3	0	0	0	2	0	25	20	3	0	0	0	2	0	25	20	3	0	0	0	2	0	25
22:30	0	0	0	0	0	0	0	0	20	3	0	0	0	2	0	25	20	3	0	0	0	2	0	25	20	3	0	0	0	2	0	25
22:45	0	0	0	0	0	0	0	0	20	3	0	0	0	2	0	25	20	3	0	0	0	2	0	25	20	3	0	0	0	2	0	25
23:00	0	0	0	0	0	0	0	0	20	3	0	0	0	2	0	25	20	3	0	0	0	2	0	25	20	3	0	0	0	2	0	25
23:15	0	0	0	0	0	0	0	0	20	3	0	0	0	2	0	25	20	3	0	0	0	2	0	25	20	3	0	0	0	2	0	25
23:30	0	0	0	0	0	0	0	0	20	3	0	0	0	2	0	25	20	3	0	0	0	2	0	25	20	3	0	0	0	2	0	25
23:45	0	0	0	0	0	0	0	0	20	3	0	0	0	2	0	25	20	3	0	0	0	2	0	25	20	3	0	0	0	2	0	25
Start Time	Rolling Hour								Rolling Hour								Rolling Hour								Rolling Hour							
00:00	0	0	0	0	0	0	0	0	305	31	5	0	1	3	0	345	305	31	5	0	1	3	0	345	305	31	5	0	1	3	0	345
00:15	0	0	0	0	0	0	0	0	353	37	6	0	1	3	0	400	353	37	6	0	1	3	0	400	353	37	6	0	1	3	0	400
00:30	0	0	0	0	0	0	0	0	417	43	7	0	1	3	0	471	417	43	7	0	1	3	0	471	417	43	7	0	1	3	0	471
00:45	0	0	0	0	0	0	0	0	454	47	7	0	1	3	0	512	454	47	7	0	1	3	0	512	454	47	7	0	1	3	0	512
01:00	0	0	0	0	0	0	0	0	494	49	7	0	1	3	0	554	494	49	7	0	1	3	0	554	494	49	7	0	1	3	0	554
01:15	0	0	0	0	0	0	0	0	541	52	7	0	1	3	0	604	541	52	7	0	1	3	0	604	541	52	7	0	1	3	0	604
01:30	0	0	0	0	0	0	0	0	557	57	6	0	1	4	0	625	557	57	6	0	1	4	0	625	557	57	6	0	1	4	0	625
01:45	0	0	0	0	0	0	0	0	529	57	7	0	1	4	0	598	529	57	7	0	1	4	0	598	529	57	7	0	1	4	0	598
02:00	0	0	0	0	0	0	0	0	463	53	6	0	1	4	0	527	463	53	6	0	1	4	0	527	463	53	6	0	1	4	0	527
02:15	0	0	0	0	0	0	0	0	433	47	6	0	1	4	0	491	433	47	6	0	1	4	0	491	433	47	6	0	1	4	0	491
02:30	0	0	0	0	0	0	0	0	414	47	6	0	1	4	0	472	414	47	6	0	1	4	0	472	414	47	6	0	1	4	0	472
02:45	0	0	0	0	0	0	0	0	387	43

Intelligent Data Collection Limited

intelligentdata

Client: Vectos
Project Number: ID04567
Junction Number: Site 5

Date of Survey: 04.04.2019
Junction Name: A320 Egley Road / B380 Guildford Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

Arm A: A320 Egley Road (N)
Arm B: B380 Guildford Road (E)
Arm C: A320 Egley Road (S)
Arm D: B380 Mayford Green (W)

	A to B								B 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
06:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
06:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
06:30	5	3	0	0	0	0	0	8	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
06:45	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
07:00	5	2	0	0	1	0	0	8	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
07:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
07:30	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	11
07:45	11	2	0	0	0	0	0	13	1	0	0	0	0	0	0	1	16	2	0	0	0	0	0	18
08:00	32	1	0	0	0	0	0	33	1	0	0	0	0	0	0	1	44	1	0	0	1	0	0	46
08:15	39	1	0	0	0	0	1	41	0	0	0	0	0	0	0	0	46	1	0	0	1	1	0	49
08:30	24	2	0	0	0	0	0	26	0	0	0	0	0	0	0	0	21	2	1	0	0	0	0	24
08:45	23	3	1	0	1	0	0	28	1	0	0	0	0	0	0	1	12	0	1	1	0	0	0	14
09:00	16	0	0	0	0	1	0	17	2	0	0	0	0	0	0	2	15	1	2	0	0	0	0	18
09:15	9	2	1	0	0	0	0	12	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11
09:30	12	2	0	0	0	0	0	14	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
09:45	12	2	0	0	0	0	0	14	0	0	0	0	0	0	0	0	11	0	0	0	1	0	0	12
15:00	25	2	0	0	1	0	0	28	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	17
15:15	32	2	0	0	0	0	0	34	0	0	0	0	0	0	0	0	20	4	1	0	0	0	0	25
15:30	15	2	0	0	1	0	0	18	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16
15:45	22	2	0	1	1	0	0	26	0	0	0	0	0	0	0	0	35	2	0	0	1	0	0	38
16:00	60	2	0	0	1	0	0	63	0	0	0	0	0	0	0	0	35	5	0	0	0	0	0	40
16:15	21	4	0	0	0	0	0	25	0	0	0	0	0	0	0	0	29	6	0	0	0	0	0	35
16:30	14	3	0	0	0	0	0	17	0	0	0	0	0	0	0	0	27	1	0	0	0	0	0	28
16:45	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	24	2	0	0	0	0	0	26
17:00	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0	28	4	0	0	2	0	0	34
17:15	13	0	0	0	1	0	0	14	0	0	0	0	0	0	0	0	25	1	0	0	0	0	0	26
17:30	33	0	0	0	0	0	0	33	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	20
17:45	28	1	0	0	0	0	0	29	0	0	0	0	0	0	0	0	21	1	0	0	0	1	0	23
18:00	11	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0	20	0	0	0	1	0	0	21
18:15	15	0	0	0	1	0	0	16	0	0	0	0	0	0	0	0	25	0	0	0	0	1	0	26
18:30	19	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15
18:45	13	2	0	0	0	0	0	15	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16
19:00	27	1	0	0	0	0	0	28	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15
19:15	8	1	0	0	1	0	0	10	1	0	0	0	0	0	0	1	10	0	0	0	1	0	0	11
19:30	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
19:45	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
20:00	15	0	0	0	1	0	0	16	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
20:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
20:30	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
20:45	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
21:00	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
21:15	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
21:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
21:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
22:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
22:15	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
Start Time				**Rolling Hour**				**Total**				**Rolling Hour**				**Total**				**Rolling Hour**				**Total**
06:00	12	4	0	0	0	0	0	16	0	0	0	0	0	0	0	0	15	1	0	0	2	0	0	18
06:15	14	6	0	0	1	0	0	21	0	0	0	0	0	0	0	0	20	2	0	0	1	0	0	23
06:30	15	6	0	0	1	0	0	22	0	0	0	0	0	0	0	0	24	2	0	0	1	0	0	27
06:45	14	5	0	0	1	0	0	20	0	0	0	0	0	0	0	0	31	4	0	0	0	0	0	35
07:00	22	6	0	0	1	0	0	29	1	0	0	0	0	0	0	1	41	5	0	0	0	0	0	46
07:15	49	5	0	0	0	0	0	54	2	0	0	0	0	0	0	2	79	5	0	0	1	0	0	85
07:30	86	6	0	0	0	0	1	93	2	0	0	0	0	0	0	2	115	6	0	0	2	1	0	124
07:45	106	6	0	0	0	0	1	113	2	0	0	0	0	0	0	2	127	6	1	0	2	1	0	137
08:00	118	7	1	0	1	0	1	128	2	0	0	0	0	0	0	2	123	4	2	1	2	1	0	133
08:15	102	6	1	0	1	0	1	111	3	0	0	0	0	0	0	3	94	4	4	1	1	1	0	105
08:30	72	7	2	0	1	0	0	82	3	0	0	0	0	0	0	3	59	3	4	1	0	0	0	67
08:45	60	7	2	0	1	0	0	70	3	0	0	0	0	0	0	3	45	2	3	1	0	0	0	51
09:00	49	6	1	0	0	0	0	56	2	0	0	0	0	0	0	2	44	2	2	0	1	0	0	49
15:00	94	8	0	1	3	0	0	106	0	0	0	0	0	0	0	0	86	8	1	0	1	0	0	96
15:15	129	8	0	1	3	0	0	141	0	0	0	0	0	0	0	0	105	12	1	0	1	0	0	119
15:30	118	10	0	1	3	0	0	132	0	0	0	0	0	0	0	0	114	14	0	0	1	0	0	129
15:45	117	11	0	1	2	0	0	131	0	0	0	0	0	0	0	0	126	14	0	0	1	0	0	141
16:00	107	9	0	0	1	0	0	117	0	0	0	0	0	0	0	0	115	14	0	0	0	0	0	129
16:15	60	8	0	0	0	0	0	68	0	0	0	0	0	0	0	0	108	13	0	0	2	0	0	123
16:30	52	4	0	0	1	0	0	57	0	0	0	0	0	0	0	0	104	8	0	0	2	0	0	114
16:45	71	1	0	0	1	0	0	73	0	0	0	0	0	0	0	0	96	8	0	0	2	0	0	106
17:00	87	2	0	0	1	0	0	90	0	0	0	0	0	0	0	0	93	7	0	0	2	1	0	103
17:15	85	3	0	0	1	0	0	89	0	0	0	0	0	0	0	0	85	3	0	0	1	1	0	90
17:30	87	3	0	0	1	0	0	91	0	0	0	0	0	0	0	0	85	2	0	0	1	2	0	90
17:45	73	3	0	0	1	0	0	77	0	0	0	0	0	0	0	0	80	2	0	0	1	2	0	85
18:00	58	4	0	0	1	0	0	63	0	0	0	0	0	0	0	0	75	1	0	0	1	1	0	78
18:15	74	3	0	0	1	0	0	78	0	0	0	0	0	0	0	0	70	1	0	0	0	1	0	72
18:30	67	4	0	0	1	0	0	72	1	0	0	0	0	0	0	1	55	1	0	0	1	0	0	57
18:45	63	4	0	0	1	0	0	68	1	0	0	0	0	0	0	1	51	1	0	0	1	0	0	53
19:00	61	3	0	0	1	0	0	65	1	0	0	0	0	0	0	1	48	1	0	0	1	0	0	50
19:15	49	2	0	0	2	0	0	53	1	0	0	0	0	0	0	1	42	1	0	0	1	0	0	44
19:30	46	1	0	0	1	0	0	48	0	0	0	0	0	0	0	0	40	1	0	0	0	0	0	41
19:45	37	1	0	0	1	0	0	39	0	0	0	0	0	0	0	0	34	0	0	0	0	0	0	34
20:00	36	0	0	0	1	0	0	37	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	26
20:15	26	1	0	0	0	0	0	27	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	23
20:30	26	2	0	0	0	0	0	28	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	22
20:45	23	2	0	0	0	0	0	25	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	19
21:00	16	2	0	0	0	0	0	18	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	17
21:15	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12
21:30	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9

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Client: Vectos
Project Number: ID04567
Junction Number: Site 5

Date of Survey: 04.04.2019
Junction Name: A320 Egley Road / B380 Guildford Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

Arm A: A320 Egley Road (N)
Arm B: B380 Guildford Road (E)
Arm C: A320 Egley Road (S)
Arm D: B380 Mayford Green (W)

	B to D								B to C								C 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
06:00	7	0	0	0	0	0	0	7	5	4	0	0	0	0	0	9	0	0	0	0	0	0	0	0
06:15	11	2	0	0	0	0	0	13	14	2	0	0	0	0	0	16	0	0	0	0	0	0	0	0
06:30	11	3	0	0	0	0	0	14	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0
06:45	15	3	0	0	0	0	0	18	29	2	0	0	0	0	0	31	0	0	0	0	0	0	0	0
07:00	29	7	1	0	1	0	0	38	33	7	1	1	1	0	0	43	0	0	1	0	0	0	0	1
07:15	32	6	0	0	0	1	1	40	28	4	1	0	0	0	0	33	1	0	0	0	0	0	0	1
07:30	40	10	0	1	0	0	0	51	23	6	0	0	0	0	0	29	0	0	0	0	0	0	0	0
07:45	51	12	0	0	0	0	0	63	29	5	0	0	1	0	0	35	1	0	0	0	0	0	0	1
08:00	60	6	1	0	0	0	0	67	21	6	1	0	0	0	0	28	0	0	0	0	0	0	0	0
08:15	77	3	1	0	0	1	0	82	15	2	1	0	0	0	0	18	1	0	0	0	0	0	0	1
08:30	67	5	2	0	0	0	0	74	15	2	0	0	0	0	0	17	0	0	0	0	0	0	0	0
08:45	50	9	0	0	0	0	0	59	24	2	0	0	0	0	1	27	0	0	0	0	0	0	0	0
09:00	33	5	0	0	0	0	0	38	18	2	1	0	0	0	0	21	2	0	0	0	0	0	0	2
09:15	37	3	0	1	0	0	0	41	20	3	1	0	0	0	0	24	0	0	0	0	0	0	0	0
09:30	25	4	0	1	0	0	0	30	16	4	1	0	0	0	0	21	0	0	0	0	0	0	0	0
09:45	20	3	0	0	0	0	0	23	23	5	1	0	0	0	0	29	1	0	0	0	0	0	0	1
15:00	31	6	0	1	0	0	0	38	21	4	0	0	0	0	0	25	1	0	0	0	0	0	0	1
15:15	28	2	1	0	0	0	0	31	20	3	0	0	0	0	0	23	2	0	0	0	0	0	0	2
15:30	33	14	0	0	0	0	0	47	18	5	2	1	0	0	0	26	1	1	0	0	0	0	0	2
15:45	36	8	0	0	0	0	0	44	28	3	1	0	0	0	0	32	0	0	0	0	0	0	0	0
16:00	44	12	0	0	0	0	0	56	27	9	0	0	0	0	0	36	1	0	0	0	0	0	0	1
16:15	41	10	0	0	0	0	0	51	26	0	0	0	0	0	0	26	0	1	0	0	0	0	0	1
16:30	45	7	0	2	0	0	0	54	22	6	0	0	0	1	0	29	2	0	0	0	0	0	0	2
16:45	52	12	0	0	1	0	0	65	35	1	0	0	0	0	0	36	0	0	0	0	0	0	0	0
17:00	51	8	0	0	0	0	0	59	28	5	0	0	0	0	0	33	0	0	0	0	0	0	0	0
17:15	55	3	0	0	0	1	1	60	24	3	0	0	0	0	0	27	1	0	0	0	0	0	0	1
17:30	41	4	0	0	0	0	0	45	27	3	0	0	0	0	0	30	1	0	0	0	0	0	0	1
17:45	48	7	0	0	0	1	0	56	19	1	0	0	0	0	0	20	0	0	0	0	0	0	0	0
18:00	39	2	0	0	0	0	3	44	25	5	0	0	0	0	0	30	1	0	0	0	0	0	0	1
18:15	35	5	1	0	0	0	0	41	23	2	0	0	0	0	0	25	2	0	0	0	0	0	0	2
18:30	29	2	0	0	0	0	0	31	26	0	0	0	0	0	1	27	0	0	0	0	0	0	0	0
18:45	25	0	0	0	0	0	0	25	16	4	1	0	0	0	0	21	0	0	0	0	0	0	0	0
19:00	29	2	0	0	0	0	0	31	20	2	0	0	0	0	0	22	0	0	0	0	0	0	0	0
19:15	34	2	0	0	0	0	0	36	17	2	0	0	0	0	0	19	0	0	0	0	0	0	0	0
19:30	22	4	1	0	0	0	0	27	15	3	0	0	0	0	0	18	0	0	0	0	0	0	0	0
19:45	21	0	0	0	0	0	0	21	10	3	0	0	0	1	0	14	1	0	0	0	0	0	0	1
20:00	15	2	0	0	0	0	0	17	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
20:15	14	2	0	0	0	0	0	16	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
20:30	15	2	0	0	0	0	0	17	4	1	0	0	0	2	0	7	0	0	0	0	0	0	0	0
20:45	10	0	0	0	0	0	0	10	12	2	0	0	0	0	0	14	0	0	0	0	0	0	0	0
21:00	10	0	0	0	0	0	0	10	4	1	0	0	0	0	0	5	1	0	0	0	0	0	0	1
21:15	13	2	0	0	0	0	0	15	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
21:30	8	0	0	0	0	0	0	8	11	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0
21:45	2	1	0	0	0	0	0	3	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
22:00	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
22:15	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
Start Time				**Rolling Hour**				**Total**				**Rolling Hour**				**Total**				**Rolling Hour**				**Total**
06:00	44	8	0	0	0	0	0	52	58	10	0	0	0	0	0	68	0	0	0	0	0	0	0	0
06:15	66	15	1	0	1	0	0	83	86	13	1	1	1	0	0	102	0	0	1	0	0	0	0	1
06:30	87	19	1	0	1	1	1	110	100	15	2	1	1	0	0	119	1	0	1	0	0	0	0	2
06:45	116	26	1	1	1	1	1	147	113	19	2	1	1	0	0	136	1	0	1	0	0	0	0	2
07:00	152	35	1	1	1	1	1	192	113	22	2	1	2	0	0	140	2	0	1	0	0	0	0	3
07:15	183	34	1	1	0	1	1	221	101	21	2	2	0	1	0	125	2	0	0	0	0	0	0	2
07:30	228	31	2	1	0	1	0	263	88	19	2	0	1	0	0	110	2	0	0	0	0	0	0	2
07:45	255	26	4	0	0	1	0	286	80	15	2	0	1	0	0	98	2	0	0	0	0	0	0	2
08:00	254	23	4	0	0	1	0	282	75	12	2	0	0	0	1	90	1	0	0	0	0	0	0	1
08:15	227	22	3	0	0	1	0	253	72	8	2	0	0	0	1	83	3	0	0	0	0	0	0	3
08:30	187	22	2	1	0	0	0	212	77	9	2	0	0	0	1	89	2	0	0	0	0	0	0	2
08:45	145	21	0	2	0	0	0	168	78	11

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Client: Vectos
Project Number: ID04567
Junction Number: Site 5

Date of Survey: 04.04.2019
Junction Name: A320 Egley Road / B380 Guildford Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

Arm A: A320 Egley Road (N)
Arm B: B380 Guildford Road (E)
Arm C: A320 Egley Road (S)
Arm D: B380 Mayford Green (W)

	C to B								C to A								C to D							
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
06:00	5	2	1	0	0	0	0	8	27	7	1	0	0	1	0	36	0	1	0	1	0	0	0	2
06:15	2	1	0	0	0	0	0	3	29	4	1	0	0	0	0	34	1	1	1	0	0	0	0	3
06:30	5	0	0	1	1	0	0	7	69	9	1	0	1	0	3	83	1	3	0	0	0	0	0	4
06:45	8	2	0	0	1	0	0	11	75	13	1	1	0	2	0	92	7	2	0	0	0	0	0	9
07:00	5	4	1	0	0	0	0	10	94	16	3	1	1	1	0	116	10	1	0	1	0	0	0	12
07:15	19	4	1	1	0	1	0	26	90	20	4	1	0	0	0	115	16	4	1	0	0	0	0	21
07:30	17	6	0	0	0	0	0	23	87	18	6	2	0	0	0	113	20	5	0	1	0	0	0	26
07:45	15	4	2	0	0	0	0	21	112	19	2	2	0	1	0	136	24	2	1	0	0	0	0	27
08:00	21	3	1	0	0	0	0	25	89	16	1	1	0	4	1	112	27	6	2	0	0	0	0	35
08:15	31	2	0	0	0	0	0	33	62	12	3	1	0	2	1	81	30	3	1	0	0	0	0	34
08:30	23	0	0	0	0	0	0	23	75	15	0	2	0	1	1	94	23	4	1	1	0	0	0	29
08:45	13	3	0	1	0	0	0	17	56	8	1	2	0	0	1	68	28	0	1	0	0	0	0	29
09:00	17	5	0	0	0	0	0	22	82	9	0	1	0	2	0	94	21	2	2	0	0	0	0	25
09:15	19	3	1	0	0	0	0	23	78	11	4	3	0	0	0	96	15	4	2	0	0	0	0	21
09:30	21	3	1	0	0	0	0	25	76	9	1	1	1	2	0	90	15	2	2	1	0	0	0	20
09:45	21	4	0	1	1	0	0	27	63	10	2	0	0	1	0	76	18	3	0	0	0	0	0	21
15:00	17	4	2	0	0	0	0	23	67	10	1	0	0	0	0	78	22	2	1	1	0	0	0	26
15:15	18	6	2	0	1	0	0	27	94	18	1	0	0	2	1	116	18	3	0	2	0	0	0	23
15:30	16	2	0	0	0	0	0	18	77	5	3	3	0	0	0	88	17	3	0	1	0	0	0	21
15:45	25	2	0	0	0	0	0	27	89	19	3	1	0	0	0	112	25	7	1	0	0	0	0	33
16:00	20	4	0	0	0	0	0	24	96	12	0	0	0	0	0	108	13	3	1	0	0	0	0	17
16:15	22	5	0	0	1	0	0	28	111	16	1	2	0	0	3	133	33	4	0	0	0	0	0	37
16:30	22	1	0	0	1	0	0	24	98	7	1	0	0	1	0	107	39	1	1	1	0	1	0	43
16:45	27	4	0	0	0	0	0	31	97	6	0	0	0	1	0	104	37	4	0	0	0	0	0	41
17:00	25	3	0	0	0	0	0	28	88	11	0	0	0	1	0	100	40	3	0	1	0	0	0	44
17:15	22	2	0	0	1	0	0	25	138	10	0	0	0	1	1	150	40	2	0	0	0	0	0	42
17:30	22	2	0	0	0	0	0	24	117	8	1	1	0	1	1	129	35	1	0	0	0	0	0	36
17:45	18	2	0	0	0	0	0	20	89	4	0	0	0	1	0	94	32	3	1	0	0	0	0	36
18:00	27	3	0	0	0	0	0	30	102	5	0	0	0	1	1	109	28	2	0	0	0	1	2	33
18:15	28	0	0	0	0	0	0	28	118	6	0	0	0	2	2	128	36	0	0	0	0	1	0	37
18:30	20	1	0	0	0	0	0	21	81	7	0	0	0	1	0	89	25	3	0	0	0	0	0	28
18:45	19	1	0	0	0	0	0	20	78	4	0	0	0	0	1	83	14	0	0	0	0	0	0	14
19:00	19	1	0	0	0	0	0	20	102	6	0	0	0	1	0	109	19	3	0	0	0	0	0	22
19:15	13	2	0	0	0	0	0	15	72	6	1	0	0	0	0	79	16	2	0	0	0	0	0	18
19:30	13	2	0	0	0	0	0	15	53	4	0	0	0	0	0	57	12	0	0	1	0	0	0	13
19:45	16	1	0	0	1	0	0	18	55	1	0	0	0	0	0	56	9	0	0	0	0	0	0	9
20:00	12	2	0	0	0	0	0	14	72	0	2	0	0	0	0	74	10	0	0	0	0	1	0	11
20:15	22	2	0	0	0	0	0	24	61	3	0	0	0	0	0	64	10	0	0	0	0	0	0	10
20:30	9	0	0	0	0	0	0	9	42	1	0	0	1	0	0	44	5	1	0	0	0	0	0	6
20:45	6	0	0	0	0	0	0	6	46	0	0	0	0	0	0	46	7	0	0	0	0	0	0	7
21:00	8	1	0	0	0	0	0	9	40	0	0	0	0	0	0	40	6	0	0	0	0	0	0	6
21:15	10	2	0	0	0	0	0	12	51	3	0	0	0	0	0	54	10	0	0	0	0	0	0	10
21:30	4	0	0	0	0	0	0	4	41	3	0	0	0	0	0	44	8	1	0	0	0	0	0	9
21:45	3	0	0	0	0	0	0	3	38	2	0	0	0	0	0	40	7	0	0	0	0	0	0	7
22:00	5	1	0	0	0	0	0	6	32	3	0	0	0	0	0	35	9	0	0	0	0	0	0	9
22:15	7	0	0	0	0	0	0	7	49	3	0	0	0	1	0	53	5	0	0	0	0	0	0	5
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	20	5	1	1	2	0	0	29	200	33	4	1	1	3	3	245	9	7	1	1	0	0	0	18
06:15	20	7	1	1	2	0	0	31	267	42	6	2	2	3	3	325	19	7	1	1	0	0	0	28
06:30	37	10	2	2	2	1	0	54	328	58	9	3	2	3	3	406	34	10	1	1	0	0	0	46
06:45	49	16	2	1	1	1	0	70	346	67	14	5	1	3	0	436	53	12	1	2	0	0	0	68
07:00	56	18	4	1	0	1	0	80	383	73	15	6	1	2	0	480	70	12	2	2	0	0	0	86
07:15	72	17	4	1	0	1	0	95	378	73	13	6	0	5	1	476	87	17	4	1	0	0	0	109
07:30	84	15	3	0	0	0	0	102	350	65	12	6	0	7	2	442	101	16	4	1	0	0	0	122
07:45	90	9	3	0	0	0	0	102	338	62	6	6	0	8	3	423	104	15	5	1	0	0	0	125
08:00	88	8	1	1	0	0	0	98	282	51	5	6	0	7	4	355	108	13	5	1	0	0	0	127
08:15	84	10	0	1	0	0	0	95	275	44	4	6	0	5	3	337	102	9	5	1	0	0	0	117
08:30	72	11	1	1	0	0	0	85	291	43	5	8	0	3	2	352	87	10	6	1	0	0	0	104
08:45	70	14	2	1	0	0	0	87	292	37	6	7	1	4	1	348	79	8	7	1	0	0	0	95
09:00	78	15	2	1	1	0	0	97	299	39	7	5	1	5	0	356	69	11	6	1	0	0	0	87
15:00	76	14	4	0	1	0	0	95	327	52	8	4	0	2	1	394	82	15	2	4	0	0	0	103
15:15	79	14	2	0	1	0	0	96	356	54	7	4	0	2	1	424	73	16	2	3	0	0	0	94
15:30	83	13	0	0	1	0	0	97	373	52	7	6	0	0	3	441	88	17	2	1	0	0	0	108
15:45	89	12	0	0	2	0	0	103	394	54	5	3	0	1	3	460	110	15	3	1	0	1	0	130
16:00	91	14	0	0	2	0	0	107	402	41	2	2	0	2	3	452	122	12	2	1	0	1	0	138
16:15	96	13	0	0	2	0	0	111	394	40	2	2	0	3	3	444	149	12	1	2	0	1	0	165
16:30	96	10	0	0	1	1	0	108	421	34	1	0	0	4	1	461	156	10	1	2	0	1	0	170
16:45	96	11	0	0	0	1	0	108	440	35	1	1	0	4	2	483	152	10	0	1	0	0	0	163
17:00	87	9	0	0	0	1	0	97	432	33	1	1	0	4	2	473	147	9	1	1	0	0	0	158
17:15	89	9	0	0	0	1	0	99	446	27	1	1	0	4	3	482	135	8	1	0	0	1	2	147
17:30	95	7	0	0	0	0	0	102	426	23	1	1	0	5	4	460	131	6	1	0	0	2	2	142
17:45	93	6	0	0	0	0	0	99	390	22	0	0	0	5	3	420	121	8	1	0	0	2	2	134
18:00	94	5	0	0	0	0	0	99	379	22	0	0	0	4	4	409	103	5	0	0	0	2	2	112
18:15	86	3	0	0	0	0	0	89	379	23	0	0	0	4	3	409	94	6	0	0	0	1	0	101
18:30	71	5	0	0	0	0	0	76	333	23	1	0	0	2	1	360	74	8	0	0	0	0	0	82
18:45	64	6	0	0	0	0	0	70	305	20	1	0	0	1	1	328	61	5	0	1	0	0	0	67
19:00	61	6	0	0	0	1	0	68	282	17	1	0	0	1	0	301	56	5	0	1	0	0	0	62
19:15	54	7	0	0	0	1	0	62	252	11	3	0	0	0	0	266	47	2	0	1	0	1	0	51
19:30	63	7	0	0	0	1	0	71	241	8	2	0	0	0	0	251	41	0	0	1	0	1	0	43
19:45	59	5	0	0	0	1	0	65	230	5	2	0	1	0	0	238	34	1	0	0	0	1	0	36
20:00	49	4	0	0	0	0	0	53	221	4	2	0	1	0	0	228	32	1	0	0	0	1	0	34
20:15	45	3	0	0	0	0	0	48	189	4	0	0	1	0	0	194	28	1	0	0	0	0	0	29
20:30	33	3	0	0	0	0	0	36	179	4	0	0	1	0	0	184	28	1	0	0	0	0	0	29
20:45	28	3	0	0	0	0	0	31	178	6	0	0	0	0	0	184	31	1	0	0	0	0	0	32
21:00	25	3	0	0	0	0	0	28	170	8	0	0	0	0	0	178	31	1	0	0	0	0	0	32
21:15	22	3	0	0	0	0	0	25	162	11	0	0	0	0	0	173	34	1	0	0	0	0	0	35
21:30	19	1	0	0	0	0	0	20	160	11	0	0	0	1	0	172	29	1	0	0	0	0	0	30

Intelligent Data Collection Limited

intelligentdata

Client: Vectos
Project Number: ID04567
Junction Number: Site 5

Date of Survey: 04.04.2019
Junction Name: A320 Egley Road / B380 Guildford Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

Arm A: A320 Egley Road (N)
Arm B: B380 Guildford Road (E)
Arm C: A320 Egley Road (S)
Arm D: B380 Mayford Green (W)

	D to D								D to C								D 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
06:00	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	4	0	0	0	0	0	0	4
06:15	0	0	0	0	0	0	0	0	5	1	0	3	0	0	0	9	7	2	0	0	0	0	0	9
06:30	0	0	0	0	0	0	0	0	10	4	0	1	0	0	0	15	11	2	0	0	0	0	1	14
06:45	0	0	0	0	0	0	0	0	14	4	0	4	0	0	0	22	15	3	0	0	0	0	0	18
07:00	0	0	0	0	0	0	0	0	34	3	1	0	0	0	0	38	27	6	0	0	0	0	0	33
07:15	0	0	0	0	0	0	0	0	52	4	2	2	0	2	2	64	42	9	0	0	0	0	1	52
07:30	0	0	0	0	0	0	0	0	65	2	0	0	0	0	0	67	35	5	1	0	0	0	0	41
07:45	0	0	0	0	0	0	0	0	40	8	0	1	0	2	0	51	49	11	0	0	1	1	1	63
08:00	0	1	0	0	0	0	0	1	34	6	0	0	0	0	0	40	54	3	3	0	0	0	0	60
08:15	0	0	0	0	0	0	0	0	47	5	3	1	0	0	1	57	72	5	0	0	0	0	0	77
08:30	0	0	0	0	0	0	0	0	32	7	0	0	0	1	0	40	53	9	0	0	0	0	0	62
08:45	1	0	0	0	0	0	0	1	32	7	1	0	0	0	0	40	30	4	0	0	0	1	0	35
09:00	0	0	0	0	0	0	0	0	22	3	1	1	0	0	0	26	34	3	0	0	0	0	0	37
09:15	2	0	0	0	0	0	0	2	34	3	0	0	0	0	0	37	39	6	0	0	1	0	0	46
09:30	1	0	0	0	0	0	0	1	28	4	0	1	0	0	0	33	40	5	0	0	0	2	0	47
09:45	0	0	0	0	0	0	0	0	22	4	1	0	0	0	0	27	24	1	0	0	0	0	0	25
15:00	0	0	0	0	0	0	0	0	30	6	1	0	0	0	0	37	21	3	0	0	0	0	0	24
15:15	0	1	0	0	0	0	0	1	26	9	0	0	0	0	0	35	45	2	1	0	0	1	0	49
15:30	0	0	0	0	0	0	0	0	15	9	0	2	0	0	0	26	37	7	0	0	1	1	1	47
15:45	0	0	0	0	0	0	0	0	21	2	1	0	0	0	0	24	39	9	0	0	0	0	1	49
16:00	1	0	0	0	0	0	0	1	25	8	0	1	0	1	0	35	29	12	1	0	0	0	0	42
16:15	0	0	0	0	0	0	0	0	25	4	0	0	0	0	0	29	30	6	0	0	0	1	0	37
16:30	1	0	0	0	0	0	0	1	17	3	1	0	0	0	0	21	40	4	0	0	0	0	0	44
16:45	0	0	0	0	0	0	0	0	19	4	1	0	0	0	0	24	25	4	0	0	0	1	0	30
17:00	0	0	0	0	0	0	0	0	25	2	0	0	0	0	0	27	45	5	0	0	1	0	0	51
17:15	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12	44	7	1	0	0	0	0	52
17:30	0	0	0	0	0	0	0	0	22	2	0	0	0	0	0	24	45	5	0	0	0	0	1	51
17:45	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	42	1	0	0	0	0	0	43
18:00	0	0	0	0	0	0	0	0	18	3	0	0	0	0	0	21	46	3	0	0	0	1	1	51
18:15	0	0	0	0	0	0	0	0	22	2	0	0	0	0	0	24	40	2	0	0	0	0	0	42
18:30	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	15	2	1	0	0	0	0	18
18:45	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	16	0	0	0	0	0	0	16
19:00	1	0	0	0	0	0	0	1	15	0	0	0	0	0	0	15	15	5	0	0	0	0	0	20
19:15	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	32	1	0	0	0	0	1	34
19:30	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	12	24	2	0	0	0	0	0	26
19:45	0	0	0	0	0	0	0	0	10	0	0	1	0	0	0	11	19	2	0	0	0	0	0	21
20:00	0	0	0	0	0	0	0	0	8	0	0	1	0	0	0	9	12	1	0	0	0	0	0	13
20:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	13	1	1	0	0	0	0	15
20:30	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4	14	0	0	0	0	0	0	14
20:45	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	14	0	0	0	0	0	0	14
21:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	8	0	0	0	0	0	0	8
21:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	7	0	0	0	0	0	0	7
21:30	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	11	0	0	0	0	0	0	11
21:45	1	0	0	0	0	0	0	1	9	0	0	0	0	0	0	9	11	0	0	0	0	0	0	11
22:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	8	0	0	0	0	0	0	8
22:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	7	0	0	0	0	0	0	7
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	0	0	0	0	0	0	0	0	35	10	0	8	0	0	0	53	37	7	0	0	0	0	1	45
06:15	0	0	0	0	0	0	0	0	63	12	1	8	0	0	0	84	60	13	0	0	0	0	1	74
06:30	0	0	0	0	0	0	0	0	110	15	3	7	0	2	2	139	95	20	0	0	0	0	2	117
06:45	0	0	0	0	0	0	0	0	165	13	3	6	0	2	2	191	119	23	1	0	0	0	1	144
07:00	0	0	0	0	0	0	0	0	191	17	3	3	0	4	2	220	153	31	1	0	1	1	2	189
07:15	0	1	0	0	0	0	0	1	191	20	2	3	0	4	2	222	180	28	4	0	1	1	2	216
07:30	0	1	0	0	0	0	0	1	186	21	3	2	0	2	1	215	210	24	4	0	1	1	1	241
07:45	0	1	0	0	0	0	0	1	153	26	3	2	0	3	1	188	228	28	3	0	1	1	1	262
08:00	1	1	0	0	0	0	0	2	145	25	4	1	0	1	1	177	209	21	3	0	0	1	0	234
08:15	1	0	0	0	0	0	0	1	133	22	5	1	0	1	1	163	189	21	0	0	0	1	0	211
08:30	3	0	0	0	0	0	0	3	120	20	2	0	0	1	0	143	156	22	0	0	1	1	0	180
08:45	4	0	0	0	0	0	0	4	116	17

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 5

Date of Survey: 04.04.2019
Junction Name: A320 Egley Road / B380 Guildford Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

Arm A: A320 Egley Road (N)
Arm B: B380 Guildford Road (E)
Arm C: A320 Egley Road (S)
Arm D: B380 Mayford Green (W)

D to A

Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
06:00	7	1	0	0	0	0	0	8
06:15	7	1	0	0	0	0	0	8
06:30	17	1	0	0	1	0	0	19
06:45	15	5	1	1	0	0	0	22
07:00	18	3	0	0	0	0	0	21
07:15	28	6	1	0	0	1	0	36
07:30	36	7	0	0	0	0	0	43
07:45	38	7	2	0	0	0	1	48
08:00	49	2	1	0	0	0	0	52
08:15	44	7	0	0	0	0	0	51
08:30	30	4	0	1	0	0	0	35
08:45	31	4	1	0	0	0	0	36
09:00	28	8	0	1	0	1	0	38
09:15	61	6	0	0	0	0	0	67
09:30	32	5	1	0	0	0	0	38
09:45	18	7	2	0	0	0	0	27
15:00	35	2	0	0	0	0	0	37
15:15	45	4	0	0	0	0	0	49
15:30	35	3	1	1	0	0	0	40
15:45	28	2	0	0	1	0	0	31
16:00	23	2	1	0	0	0	0	26
16:15	21	1	0	0	0	1	0	23
16:30	27	3	0	0	1	0	0	31
16:45	19	1	0	0	0	0	0	20
17:00	30	6	0	1	0	0	0	37
17:15	26	2	1	0	0	0	0	29
17:30	29	2	0	0	0	0	0	31
17:45	22	2	0	0	0	0	0	24
18:00	24	0	0	0	0	0	0	24
18:15	36	2	0	0	0	0	0	38
18:30	15	1	0	0	0	0	0	16
18:45	23	0	0	0	0	1	0	24
19:00	32	1	0	0	0	0	0	33
19:15	19	1	0	0	0	0	0	20
19:30	15	0	0	0	0	0	0	15
19:45	12	0	0	0	0	0	0	12
20:00	15	0	0	0	0	0	0	15
20:15	8	1	0	0	0	0	0	9
20:30	15	0	0	0	0	0	0	15
20:45	11	1	0	0	0	0	0	12
21:00	11	0	0	0	0	0	0	11
21:15	9	0	0	0	0	0	0	9
21:30	4	1	0	0	0	1	0	6
21:45	6	0	0	0	0	0	0	6
22:00	10	0	0	0	0	0	0	10
22:15	6	0	0	0	0	0	0	6

Start Time	Rolling Hour							Total
06:00	46	8	1	1	1	0	0	57
06:15	57	10	1	1	1	0	0	70
06:30	78	15	2	1	1	1	0	98
06:45	97	21	2	1	0	1	0	122
07:00	120	23	3	0	0	1	1	148
07:15	151	22	4	0	0	1	1	179
07:30	167	23	3	0	0	0	1	194
07:45	161	20	3	1	0	0	1	186
08:00	154	17	2	1	0	0	0	174
08:15	133	23	1	2	0	1	0	160
08:30	150	22	1	2	0	1	0	176
08:45	152	23	2	1	0	1	0	179
09:00	139	26	3	1	0	1	0	170
15:00	143	11	1	1	1	0	0	157
15:15	131	11	2	1	1	0	0	146
15:30	107	8	2	1	1	1	0	120
15:45	99	8	1	0	2	1	0	111
16:00	90	7	1	0	1	1	0	100
16:15	97	11	0	1	1	1	0	111
16:30	102	12	1	1	1	0	0	117
16:45	104	11	1	1	0	0	0	117
17:00	107	12	1	1	0	0	0	121
17:15	101	6	1	0	0	0	0	108
17:30	111	6	0	0	0	0	0	117
17:45	97	5	0	0	0	0	0	102
18:00	98	3	0	0	0	1	0	102
18:15	106	4	0	0	0	1	0	111
18:30	89	3	0	0	0	1	0	93
18:45	89	2	0	0	0	1	0	92
19:00	78	2	0	0	0	0	0	80
19:15	61	1	0	0	0	0	0	62
19:30	50	1	0	0	0	0	0	51
19:45	50	1	0	0	0	0	0	51
20:00	49	2	0	0	0	0	0	51
20:15	45	2	0	0	0	0	0	47
20:30	46	1	0	0	0	0	0	47
20:45	35	2	0	0	0	1	0	38
21:00	30	1	0	0	0	1	0	32
21:15	29	1	0	0	0	1	0	31
21:30	26	1	0	0	0	1	0	28

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 5

Date of Survey: 04.04.2019
Junction Name: A320 Egley Road / B380 Guildford Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

	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
06:00	23	2	0	0	1	0	0	26	35	8	1	0	1	1	0	46
06:15	37	11	1	0	0	1	1	51	42	5	1	0	0	0	0	48
06:30	70	15	1	0	0	1	1	88	88	10	1	0	3	0	3	105
06:45	97	14	3	0	2	1	0	117	96	19	2	2	1	2	0	122
07:00	128	25	4	5	2	0	1	165	118	20	3	1	1	1	0	144
07:15	176	24	1	2	0	2	1	206	128	26	5	1	0	1	0	161
07:30	162	17	1	0	0	0	1	181	132	27	6	2	0	0	0	167
07:45	156	19	4	0	0	1	1	181	168	29	4	2	0	1	1	205
08:00	198	18	4	2	1	0	1	224	183	19	2	1	2	4	1	212
08:15	193	14	2	1	3	2	2	217	152	20	3	1	2	3	1	182
08:30	176	15	0	2	0	0	0	193	129	22	1	3	0	1	1	157
08:45	175	19	6	0	1	3	0	204	100	13	3	3	0	0	1	120
09:00	150	21	3	3	1	1	1	180	125	18	2	2	0	3	0	150
09:15	137	19	6	2	0	0	0	164	151	17	4	3	0	0	0	175
09:30	127	11	3	1	0	0	0	142	117	15	2	1	1	2	0	138
09:45	123	16	4	1	0	1	0	145	94	17	4	0	1	1	0	117
15:00	125	22	1	3	1	3	0	155	119	13	1	0	0	0	0	133
15:15	135	15	2	1	0	2	0	155	159	26	2	0	0	2	1	190
15:30	158	28	2	1	1	1	0	191	128	9	4	4	0	0	0	145
15:45	139	29	2	2	4	1	1	178	152	23	3	1	3	0	0	182
16:00	212	33	0	1	1	1	1	249	155	19	1	0	0	0	0	175
16:15	208	27	1	0	0	1	0	237	162	23	1	2	0	1	3	192
16:30	173	25	1	0	1	3	0	203	152	12	1	0	1	1	0	167
16:45	190	19	2	1	0	1	3	216	141	9	0	0	0	1	0	151
17:00	202	18	1	0	1	3	0	225	146	21	0	1	3	1	0	172
17:15	204	14	2	0	2	0	0	222	189	13	1	0	0	1	1	205
17:30	197	8	2	0	0	2	2	211	167	11	1	1	0	1	1	182
17:45	181	7	0	0	0	0	0	188	132	7	0	0	0	2	0	141
18:00	171	11	1	1	0	2	1	187	146	5	0	0	1	1	1	154
18:15	162	9	0	0	1	0	0	172	179	8	0	0	0	3	2	192
18:30	171	7	2	0	1	1	0	182	110	9	0	0	0	1	0	120
18:45	159	12	1	0	0	2	1	175	118	4	0	0	0	1	1	124
19:00	161	4	0	0	1	1	0	167	151	7	0	0	0	1	0	159
19:15	127	8	0	0	1	0	0	136	101	7	1	0	1	0	0	110
19:30	131	0	0	0	1	0	0	132	78	5	0	0	0	0	0	83
19:45	112	4	0	0	0	1	0	117	80	1	0	0	0	0	0	81
20:00	98	2	0	0	1	0	0	101	96	0	2	0	0	0	0	98
20:15	75	0	2	0	0	1	0	78	77	4	0	0	0	0	0	81
20:30	68	3	0	0	0	1	0	72	62	1	0	0	1	0	0	64
20:45	60	3	0	0	1	0	0	64	62	1	0	0	0	0	0	63
21:00	77	3	0	0	0	2	0	82	57	0	0	0	0	0	0	57
21:15	55	3	1	0	1	2	0	62	68	3	0	0	0	0	0	71
21:30	62	6	0	0	0	0	0	68	46	4	0	0	0	1	0	51
21:45	63	4	0	0	0	1	0	68	46	3	0	0	0	0	0	49
22:00	49	1	0	0	0	0	0	50	43	3	0	0	0	0	0	46
22:15	44	1	0	0	0	0	0	45	59	3	0	0	0	1	0	63

Start Time	Rolling Hour							Total	Rolling Hour							Total
06:00	227	42	5	0	3	3	2	282	261	42	5	2	5	3	3	321
06:15	332	65	9	5	4	3	3	421	344	54	7	3	5	3	3	419
06:30	471	78	9	7	4	4	3	576	430	75	11	4	5	4	3	532
06:45	563	80	9	7	4	3	3	669	474	92	16	6	2	4	0	594
07:00	622	85	10	7	2	3	4	733	546	102	18	6	1	3	1	677
07:15	692	78	10	4	1	3	4	792	611	101	17	6	2	6	2	745
07:30	709	68	11	3	4	3	5	803	635	95	15	6	4	8	3	766
07:45	723	66	10	5	4	3	4	815	632	90	10	7	4	9	4	756
08:00	742	66	12	5	5	5	3	838	564	74	9	8	4	8	4	671
08:15	694	69	11	6	5	6	3	794	506	73	9	9	2	7	3	609
08:30	638	74	15	7	2	4	1	741	505	70	10	11	0	4	2	602
08:45	589	70	18	6	2	4	1	690	493	63	11	9	1	5	1	583
09:00	537	67	16	7	1	2	1	631	487	67	12	6	2	6	0	580
15:00	557	94	7	7	6	7	1	679	558	71	10	5	3	2	1	650
15:15	644	105	6	5	6	5	2	773	594	77	10	5	3	2	1	692
15:30	717	117	5	4	6	4	2	855	597	74	9	7	3	1	3	694
15:45	732	114	4	3	6	6	2	867	621	77	6	3	4	2	3	716
16:00	783	104	4	2	2	6	4	905	610	63	3	2	1	3	3	685
16:15	773	89	5	1	2	8	3	881	601	65	2	3	4	4	3	682
16:30	769	76	6	1	4	7	3	866	628	55	2	1	4	4	1	695
16:45	793	59	7	1	3	6	5	874	643	54	2	2	3	4	2	710
17:00	784	47	5	0	3	5	2	846	634	52	2	2	3	5	2	700
17:15	753	40	5	1	2	4	3	808	634	36	2	1	1	5	3	682
17:30	711	35	3	1	1	4	3	758	624	31	1	1	1	7	4	669
17:45	685	34	3	1	2	3	1	729	567	29	0	0	1	7	3	607
18:00	663	39	4	1	2	5	2	716	553	26	0	0	1	6	4	590
18:15	653	32	3	0	3	4	1	696	558	28	0	0	0	6	3	595
18:30	618	31	3	0	3	4	1	660	480	27	1	0	1	3	1	513
18:45	578	24	1	0	3	3	1	610	448	23	1	0	1	2	1	476
19:00	531	16	0	0	3	2	0	552	410	20	1	0	1	1	0	433
19:15	468	14	0	0	3	1	0	486	355	13	3	0	1	0	0	372
19:30	416	6	2	0	2	2	0	428	331	10	2	0	0	0	0	343
19:45	353	9	2	0	1	3	0	368	315	6	2	0	1	0	0	324
20:00	301	8	2	0	2	2	0	315	297	6	2	0	1	0	0	306
20:15	280	9	2	0	1	4	0	296	258	6	0	0	1	0	0	265
20:30	260	12	1	0	2	5	0	280	249	5	0	0	1	0	0	255
20:45	254	15	1	0	2	4	0	276	233	8	0	0	0	1	0	242
21:00	257	16	1	0	1	5	0	280	217	10	0	0	0	1	0	228
21:15	229	14	1	0	1	3	0	248	203	13	0	0	0	1	0	217
21:30	218	12	0	0	0	1	0	231	194	13	0	0	0	2	0	209

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Client: Vectos
Project Number: ID04567
Junction Number: Site 5

Date of Survey: 04.04.2019
Junction Name: A320 Egley Road / B380 Guildford Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

	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
06:00	13	4	0	0	1	0	0	18	12	2	1	0	0	0	0	15
06:15	31	4	0	0	0	0	0	35	10	3	0	0	0	0	0	13
06:30	23	5	0	0	1	0	0	29	21	5	0	1	1	0	1	29
06:45	50	6	0	0	0	0	0	56	26	6	0	0	1	0	0	33
07:00	68	15	2	1	2	0	0	88	37	12	1	0	1	0	0	51
07:15	70	10	1	0	0	1	1	83	63	13	1	1	0	1	1	80
07:30	72	18	0	1	0	0	0	91	56	13	1	0	0	0	0	70
07:45	97	19	0	0	1	0	0	117	76	17	2	0	1	1	1	98
08:00	126	13	2	0	1	0	0	142	108	7	4	0	0	0	0	119
08:15	138	6	2	0	1	2	0	149	142	8	0	0	0	0	1	151
08:30	103	9	3	0	0	0	0	115	100	11	0	0	0	0	0	111
08:45	87	11	1	1	0	0	1	101	67	10	1	1	1	1	0	81
09:00	68	8	3	0	0	0	0	79	69	8	0	0	0	0	0	77
09:15	68	6	1	1	0	0	0	76	67	11	2	0	1	0	0	81
09:30	48	9	1	1	0	0	0	59	73	10	1	0	0	2	0	86
09:45	54	8	1	0	1	0	0	64	57	7	0	1	1	0	0	66
15:00	68	11	0	1	0	0	0	80	63	9	2	0	1	0	0	75
15:15	68	9	2	0	0	0	0	79	95	10	3	0	1	1	0	110
15:30	66	20	2	1	0	0	0	89	68	11	0	0	2	1	1	83
15:45	99	13	1	0	1	0	0	114	86	13	0	1	1	0	1	102
16:00	106	26	0	0	0	0	0	132	109	18	1	0	1	0	0	129
16:15	96	16	0	0	0	0	0	112	73	15	0	0	1	1	0	90
16:30	94	14	0	2	0	1	0	111	76	8	0	0	1	0	0	85
16:45	111	15	0	0	1	0	0	127	64	8	0	0	0	1	0	73
17:00	107	17	0	0	2	0	0	126	83	9	0	0	1	0	0	93
17:15	104	7	0	0	0	1	1	113	79	9	1	0	1	1	0	91
17:30	87	8	0	0	1	0	0	95	100	7	0	0	0	0	1	108
17:45	88	9	0	0	0	2	0	99	88	4	0	0	0	0	0	92
18:00	84	7	0	0	1	0	3	95	84	8	0	0	0	1	1	94
18:15	83	7	1	0	0	1	0	92	83	2	0	0	1	0	0	86
18:30	69	3	0	0	0	0	1	73	54	3	1	0	0	0	0	58
18:45	57	4	1	0	0	0	0	62	48	3	0	0	0	0	0	51
19:00	64	4	0	0	0	0	0	68	61	7	0	0	0	0	0	68
19:15	62	4	0	0	1	0	0	67	54	4	0	0	1	0	1	60
19:30	47	8	1	0	0	0	0	56	52	4	0	0	0	0	0	56
19:45	44	3	0	0	1	0	0	48	46	4	0	0	0	1	0	51
20:00	32	2	0	0	0	0	0	34	39	3	0	0	1	0	0	43
20:15	27	2	0	0	0	0	0	29	40	3	1	0	0	0	0	44
20:30	23	3	0	0	0	2	0	28	29	0	0	0	0	0	0	29
20:45	27	2	0	0	0	0	0	29	30	0	0	0	0	0	0	30
21:00	20	1	0	0	0	0	0	21	21	2	0	0	0	0	0	23
21:15	26	2	0	0	0	0	0	28	22	3	0	0	0	0	0	25
21:30	20	2	0	0	0	0	0	22	18	0	0	0	0	0	0	18
21:45	11	2	0	0	0	0	0	13	17	0	0	0	0	0	0	17
22:00	6	0	0	0	0	0	0	6	14	1	0	0	0	0	0	15
22:15	14	0	0	0	0	0	0	14	20	0	0	0	0	0	0	20
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	117	19	0	0	2	0	0	138	69	16	1	1	2	0	1	90
06:15	172	30	2	1	3	0	0	208	94	26	1	1	3	0	1	126
06:30	211	36	3	1	3	1	1	256	147	36	2	2	3	1	2	193
06:45	260	49	3	2	2	1	1	318	182	44	3	1	2	1	1	234
07:00	307	62	3	2	3	1	1	379	232	55	5	1	2	2	2	299
07:15	365	60	3	1	2	1	1	433	303	50	8	1	1	2	2	367
07:30	433	56	4	1	3	2	0	499	382	45	7	0	1	1	2	438
07:45	464	47	7	0	3	2	0	523	426	43	6	0	1	1	2	479
08:00	454	39	8	1	2	2	1	507	417	36	5	1	1	1	1	462
08:15	396	34	9	1	1	2	1	444	378	37	1	1	1	1	1	420
08:30	326	34	8	2	0	0	1	371	303	40	3	1	2	1	0	350
08:45	271	34	6	3	0	0	1	315	276	39	4	1	2	3	0	325
09:00	238	31	6	2	1	0	0	278	266	36	3	1	2	2	0	310
15:00	301	53	5	2	1	0	0	362	312	43	5	1	5	2	2	370
15:15	339	68	5	1	1	1	0	414	358	52	4	1	5	2	2	424
15:30	367	75	3	1	1	1	0	447	336	57	1	1	5	2	2	404
15:45	395	69	1	2	1	1	0	469	344	54	1	1	4	1	1	406
16:00	407	71	0	2	1	1	0	482	322	49	1	0	3	2	0	377
16:15	408	62	0	2	3	1	0	476	296	40	0	0	3	2	0	341
16:30	416	53	0	2	3	2	1	477	302	34	1	0	3	2	0	342
16:45	409	47	0	0	3	1	1	461	326	33	1	0	2	2	1	365
17:00	386	41	0	0	2	3	1	433	350	29	1	0	2	1	1	384
17:15	363	31	0	0	1	3	4	402	351	28	1	0	1	2	2	385
17:30	342	31	1	0	1	3	3	381	355	21	0	0	1	1	2	380
17:45	324	26	1	0	1	3	4	359	309	17	1	0	1	1	1	330
18:00	293	21	2	0	1	1	4	322	269	16	1	0	1	1	1	289
18:15	273	18	2	0	0	1	1	295	246	15	1	0	1	0	0	263
18:30	252	15	1	0	1	0	1	270	217	17	1	0	1	0	1	237
18:45	230	20	2	0	1	0	0	253	215	18	0	0	1	0	1	235
19:00	217	19	1	0	1	1	0	239	213	19	0	0	1	1	1	235
19:15	185	17	1	0	1	1	0	205	191	15	0	0	2	1	1	210
19:30	150	15	1	0	0	1	0	167	177	14	1	0	1	1	0	194
19:45	126	10	0	0	0	3	0	139	154	10	1	0	1	1	0	167
20:00	109	9	0	0	0	2	0	120	138	6	1	0	1	0	0	146
20:15	97	8	0	0	0	2	0	107	120	5	1	0	0	0	0	126
20:30	96	8	0	0	0	2	0	106	102	5	0	0	0	0	0	107
20:45	93	7	0	0	0	0	0	100	91	5	0	0	0	0	0	96
21:00	77	7	0	0	0	0	0	84	78	5	0	0	0	0	0	83
21:15	63	6	0	0	0	0	0	69	71	4	0	0	0	0	0	75
21:30	51	4	0	0	0	0	0	55	69	1	0	0	0	0	0	70

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Client: Vectos
Project Number: ID04567
Junction Number: Site 5

Date of Survey: 04.04.2019
Junction Name: A320 Egley Road / B380 Guildford Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

	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
06:00	32	10	2	1	0	1	0	46	30	7	0	0	1	0	0	38
06:15	32	6	2	0	0	0	0	40	49	11	1	3	0	1	1	66
06:30	75	12	1	1	2	0	3	94	80	17	1	1	0	1	1	101
06:45	90	17	1	1	1	2	0	112	129	16	3	4	1	1	0	154
07:00	109	21	5	2	1	1	0	139	166	32	6	5	2	0	1	212
07:15	126	28	6	2	0	1	0	163	228	29	4	4	0	4	3	272
07:30	124	29	6	3	0	0	0	162	213	22	1	0	0	0	1	237
07:45	152	25	5	2	0	1	0	185	177	24	2	1	1	3	1	209
08:00	137	25	4	1	0	4	1	172	170	26	5	2	0	0	1	204
08:15	124	17	4	1	0	2	1	149	161	16	5	2	1	2	2	189
08:30	121	19	1	3	0	1	1	146	161	17	0	1	0	1	0	180
08:45	97	11	2	3	0	0	1	114	166	19	5	0	0	2	1	193
09:00	122	16	2	1	0	2	0	143	131	24	5	3	0	1	1	165
09:15	112	18	7	3	0	0	0	140	149	18	5	2	0	0	0	174
09:30	112	14	4	2	1	2	0	135	136	15	4	2	0	0	0	157
09:45	103	17	2	1	1	1	0	125	136	19	5	1	0	1	0	162
15:00	107	16	4	1	0	0	0	128	133	24	1	2	0	2	0	162
15:15	132	27	3	2	1	2	1	168	130	18	1	1	0	1	0	151
15:30	111	11	3	4	0	0	0	129	146	37	3	4	0	0	0	190
15:45	139	28	4	1	0	0	0	172	135	23	3	1	0	1	1	164
16:00	130	19	1	0	0	0	0	150	152	38	0	2	0	2	0	194
16:15	166	26	1	2	1	0	3	199	188	25	1	0	0	1	0	215
16:30	161	9	2	1	1	2	0	176	155	25	2	0	1	3	0	186
16:45	161	14	0	0	0	1	0	176	202	21	3	1	0	0	3	230
17:00	153	17	0	1	0	1	0	172	196	20	1	0	0	2	0	219
17:15	201	14	0	0	0	2	1	218	188	16	2	0	1	0	0	207
17:30	175	11	1	1	0	0	1	190	183	11	2	0	0	2	2	200
17:45	139	9	1	0	0	1	0	150	153	7	0	0	0	0	0	160
18:00	158	10	0	0	0	2	3	173	165	14	0	1	0	1	1	182
18:15	184	6	0	0	0	3	2	195	153	9	0	0	0	0	0	162
18:30	126	11	0	0	0	1	0	138	161	6	0	0	1	1	1	170
18:45	111	5	0	0	0	0	1	117	139	11	2	0	0	2	1	155
19:00	140	10	0	0	0	1	0	151	130	5	0	0	1	1	0	137
19:15	101	10	1	0	0	0	0	112	118	5	0	0	0	0	0	123
19:30	78	6	0	1	0	0	0	85	117	5	0	0	1	0	0	123
19:45	81	2	0	0	0	1	0	84	99	3	0	1	0	2	0	105
20:00	94	2	2	0	0	1	0	99	79	2	0	1	0	0	0	82
20:15	93	5	0	0	0	0	0	98	60	0	2	0	0	1	0	63
20:30	56	2	0	0	1	0	0	59	55	4	0	0	0	3	0	62
20:45	59	0	0	0	0	0	0	59	58	6	0	0	1	0	0	65
21:00	55	1	0	0	0	0	0	56	67	3	0	0	0	2	0	72
21:15	71	5	0	0	0	0	0	76	52	2	1	0	1	1	0	57
21:30	53	4	0	0	0	0	0	57	70	8	0	0	0	0	0	78
21:45	48	2	0	0	0	0	0	50	71	4	0	0	0	1	0	76
22:00	47	4	0	0	0	0	0	51	50	1	0	0	0	0	0	51
22:15	61	3	0	0	0	1	0	65	40	1	0	0	0	0	0	41
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	229	45	6	3	3	3	3	292	288	51	5	8	2	3	2	359
06:15	306	56	9	4	4	3	3	385	424	76	11	13	3	3	3	533
06:30	400	78	13	6	4	4	3	508	603	94	14	14	3	6	5	739
06:45	449	95	18	8	2	4	0	576	736	99	14	13	3	5	5	875
07:00	511	103	22	9	1	3	0	649	784	107	13	10	3	7	6	930
07:15	539	107	21	8	0	6	1	682	788	101	12	7	1	7	6	922
07:30	537	96	19	7	0	7	2	668	721	88	13	5	2	5	5	839
07:45	534	86	14	7	0	8	3	652	669	83	12	6	2	6	4	782
08:00	479	72	11	8	0	7	4	581	658	78	15	5	1	5	4	766
08:15	464	63	9	8	0	5	3	552	619	76	15	6	1	6	4	727
08:30	452	64	12	10	0	3	2	543	607	78	15	6	0	4	2	712
08:45	443	59	15	9	1	4	1	532	582	76	19	7	0	3	2	689
09:00	449	65	15	7	2	5	0	543	552	76	19	8	0	2	1	658
15:00	489	82	14	8	1	2	1	597	544	102	8	8	0	4	1	667
15:15	512	85	11	7	1	2	1	619	563	116	7	8	0	4	1	699
15:30	546	84	9	7	1	0	3	650	621	123	7	7	0	4	1	763
15:45	596	82	8	4	2	2	3	697	630	111	6	3	1	7	1	759
16:00	618	68	4	3	2	3	3	701	697	109	6	3	1	6	3	825
16:15	641	66	3	4	2	4	3	723	741	91	7	1	1	6	3	850
16:30	676	54	2	2	1	6	1	742	741	82	8	1	2	5	3	842
16:45	690	56	1	2	0	5	2	756	769	68	8	1	1	4	5	856
17:00	668	51	2	2	0	5	2	730	720	54	5	0	1	4	2	786
17:15	673	44	2	1	0	6	5	731	689	48	4	1	1	3	3	749
17:30	656	36	2	1	0	7	6	708	654	41	2	1	0	3	3	704
17:45	607	36	1	0	0	7	5	656	632	36	0	1	1	2	2	674
18:00	579	32	0	0	0	6	6	623	618	40	2	1	1	4	3	669
18:15	561	32	0	0	0	5	3	601	583	31	2	0	2	4	2	624
18:30	478	36	1	0	0	2	1	518	548	27	2	0	2	4	2	585
18:45	430	31	1	1	0	1	1	465	504	26	2	0	2	3	1	538
19:00	400	28	1	1	0	2	0	432	464	18	0	1	2	3	0	488
19:15	354	20	3	1	0	2	0	380	413	15	0	2	1	2	0	433
19:30	346	15	2	1	0	2	0	366	355	10	2	2	1	3	0	373
19:45	324	11	2	0	1	2	0	340	293	9	2	2	0	6	0	312
20:00	302	9	2	0	1	1	0	315	252	12	2	1	1	4	0	272
20:15	263	8	0	0	1	0	0	272	240	13	2	0	1	6	0	262
20:30	241	8	0	0	1	0	0	250	232	15	1	0	2	6	0	256
20:45	238	10	0	0	0	0	0	248	247	19	1	0	2	3	0	272
21:00	227	12	0	0	0	0	0	239	260	17	1	0	1	4	0	283
21:15	219	15	0	0	0	0	0	234	243	15	1	0	1	2	0	262
21:30	209	13	0	0	0	1	0	223	231	14	0	0	0	1	0	246

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Client: Vectos
Project Number: ID04567
Junction Number: Site 5

Date of Survey: 04.04.2019
Junction Name: A320 Egley Road / B380 Guildford Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

	Arm D Approach								Arm D Exit							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
06:00	17	2	0	0	0	0	0	19	8	1	0	1	0	0	0	10
06:15	19	4	0	3	0	0	0	26	18	6	1	0	0	0	0	25
06:30	38	7	0	1	1	0	1	48	17	7	0	0	0	0	0	24
06:45	44	12	1	5	0	0	0	62	30	8	0	0	0	0	0	38
07:00	79	12	1	0	0	0	0	92	63	9	2	2	1	0	0	77
07:15	122	19	3	2	0	3	3	152	75	13	1	0	0	1	1	91
07:30	136	14	1	0	0	0	0	151	93	16	0	2	0	0	0	111
07:45	127	26	2	1	1	3	2	162	111	19	3	0	0	0	0	133
08:00	137	12	4	0	0	0	0	153	137	16	3	0	0	0	0	156
08:15	163	17	3	1	0	0	1	185	163	10	3	0	1	1	0	178
08:30	115	20	0	1	0	1	0	137	125	13	3	2	0	0	0	143
08:45	94	15	2	0	0	1	0	112	120	14	2	0	0	1	0	137
09:00	84	14	1	1	0	1	0	101	99	9	2	0	1	0	0	111
09:15	136	15	0	0	1	0	0	152	86	12	3	1	0	0	0	102
09:30	101	14	1	1	0	2	0	119	62	8	2	2	0	0	0	74
09:45	64	12	3	0	0	0	0	79	57	10	1	0	0	0	0	68
15:00	86	11	1	0	0	0	0	98	71	14	2	3	0	1	0	91
15:15	116	16	1	0	0	1	0	134	67	13	2	2	0	1	0	85
15:30	87	19	1	3	1	1	1	113	80	21	1	1	0	1	0	104
15:45	88	13	1	0	1	0	1	104	92	24	2	0	2	0	0	120
16:00	78	22	2	1	0	1	0	104	110	25	1	0	0	0	1	137
16:15	76	11	0	0	0	2	0	89	123	17	0	0	0	0	0	140
16:30	85	10	1	0	1	0	0	97	130	13	1	3	0	2	0	149
16:45	63	9	1	0	0	1	0	74	118	19	0	0	1	1	0	139
17:00	100	13	0	1	1	0	0	115	137	15	0	1	0	1	0	154
17:15	81	10	2	0	0	0	0	93	134	7	0	0	0	1	1	143
17:30	96	9	0	0	0	0	1	106	105	7	0	0	0	0	0	112
17:45	75	3	0	0	0	0	0	78	110	10	1	0	0	1	0	122
18:00	88	6	0	0	0	1	1	96	106	7	1	0	0	2	5	121
18:15	98	6	0	0	0	0	0	104	112	9	1	0	0	1	0	123
18:30	46	3	1	0	0	0	0	50	87	6	2	0	0	0	0	95
18:45	49	0	0	0	0	1	0	50	71	3	0	0	0	0	0	74
19:00	63	6	0	0	0	0	0	69	86	5	0	0	0	0	0	91
19:15	65	2	0	0	0	0	1	68	82	8	0	0	0	0	0	90
19:30	49	4	0	0	0	0	0	53	58	4	1	1	0	0	0	64
19:45	41	2	0	1	0	0	0	44	53	3	0	0	0	0	0	56
20:00	35	1	0	1	0	0	0	37	45	2	0	0	0	1	0	48
20:15	27	2	1	0	0	0	0	30	45	2	0	0	0	0	0	47
20:30	31	2	0	0	0	0	0	33	32	5	0	0	0	0	0	37
20:45	32	2	0	0	0	0	0	34	28	0	0	0	0	0	0	28
21:00	26	0	0	0	0	0	0	26	33	0	0	0	0	0	0	33
21:15	22	0	0	0	0	0	0	22	32	2	0	0	0	1	0	35
21:30	23	1	0	0	0	1	0	25	24	1	0	0	0	0	0	25
21:45	27	0	0	0	0	0	0	27	15	1	0	0	0	0	0	16
22:00	24	0	0	0	0	0	0	24	19	0	0	0	0	0	0	19
22:15	14	0	0	0	0	0	0	14	14	0	0	0	0	0	0	14
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	118	25	1	9	1	0	1	155	73	22	1	1	0	0	0	97
06:15	180	35	2	9	1	0	1	228	128	30	3	2	1	0	0	164
06:30	283	50	5	8	1	3	4	354	185	37	3	2	1	1	1	230
06:45	381	57	6	7	0	3	3	457	261	46	3	4	1	1	1	317
07:00	464	71	7	3	1	6	5	557	342	57	6	4	1	1	1	412
07:15	522	71	10	3	1	6	5	618	416	64	7	2	0	1	1	491
07:30	563	69	10	2	1	3	3	651	504	61	9	2	1	1	0	578
07:45	542	75	9	3	1	4	3	637	536	58	12	2	1	1	0	610
08:00	509	64	9	2	0	2	1	587	545	53	11	2	1	2	0	614
08:15	456	66	6	3	0	3	1	535	507	46	10	2	2	2	0	569
08:30	429	64	3	2	1	3	0	502	430	48	10	3	1	1	0	493
08:45	415	58	4	2	1	4	0	484	367	43	9	3	1	1	0	424
09:00	385	55	5	2	1	3	0	451	304	39	8	3	1	0	0	355
15:00	377	59	4	3	2	2	2	449	310	72	7	6	2	3	0	400
15:15	369	70	5	4	2	3	2	455	349	83	6	3	2	2	1	446
15:30	329	65	4	4	2	4	2	410	405	87	4	1	2	1	1	501
15:45	327	56	4	1	2	3	1	394	455	79	4	3	2	2	1	546
16:00	302	52	4	1	1	4	0	364	481	74	2	3	1	3	1	565
16:15	324	43	2	1	2	3	0	375	508	64	1	4	1	4	0	582
16:30	329	42	4	1	2	1	0	379	519	54	1	4	1	5	1	585
16:45	340	41	3	1	1	1	1	388	494	48	0	1	1	3	1	548
17:00	352	35	2	1	1	0	1	392	486	39	1	1	0	3	1	531
17:15	340	28	2	0	0	1	2	373	455	31	2	0	0	4	6	498
17:30	357	24	0	0	0	1	2	384	433	33	3	0	0	4	5	478
17:45	307	18	1	0	0	1	1	328	415	32	5	0	0	4	5	461
18:00	281	15	1	0	0	2	1	300	376	25	4	0	0	3	5	413
18:15	256	15	1	0	0	1	0	273	356	23	3	0	0	1	0	383
18:30	223	11	1	0	0	1	1	237	326	22	2	0	0	0	0	350
18:45	226	12	0	0	0	1	1	240	297	20	1	1	0	0	0	319
19:00	218	14	0	1	0	0	1	234	279	20	1	1	0	0	0	301
19:15	190	9	0	2	0	0	1	202	238	17	1	1	0	1	0	258
19:30	152	9	1	2	0	0	0	164	201	11	1	1	0	1	0	215
19:45	134	7	1	2	0	0	0	144	175	12	0	0	0	1	0	188
20:00	125	7	1	1	0	0	0	134	150	9	0	0	0	1	0	160
20:15	116	6	1	0	0	0	0	123	138	7	0	0	0	0	0	145
20:30	111	4	0	0	0	0	0	115	125	7	0	0	0	1	0	133
20:45	103	3	0	0	0	1	0	107	117	3	0	0	0	1	0	121
21:00	98	1	0	0	0	1	0	100	104	4	0	0	0	1	0	109
21:15	96	1	0	0	0	1	0	98	90	4	0	0	0	1	0	95
21:30	88	1	0	0	0	1	0	90	72	2	0	0	0	0	0	74

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 5

Date of Survey: 04.04.2019
Junction Name: A320 Egley Road / B380 Guildford Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

	Total Junction Flow							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
06:00	85	18	2	1	2	1	0	109
06:15	119	25	3	3	0	1	1	152
06:30	206	39	2	2	4	1	5	259
06:45	281	49	5	6	3	3	0	347
07:00	384	73	12	8	5	1	1	484
07:15	494	81	11	6	0	7	5	604
07:30	494	78	8	4	0	0	1	585
07:45	532	89	11	3	2	5	3	645
08:00	598	68	14	3	2	4	2	691
08:15	618	54	11	3	4	6	4	700
08:30	515	63	4	6	0	2	1	591
08:45	453	56	11	4	1	4	2	531
09:00	424	59	9	5	1	4	1	503
09:15	453	58	14	6	1	0	0	532
09:30	388	48	9	5	1	4	0	455
09:45	344	53	10	2	2	2	0	413
15:00	386	60	6	5	1	3	0	461
15:15	451	67	8	3	1	5	1	536
15:30	422	78	8	9	2	2	1	522
15:45	465	83	8	3	6	1	2	568
16:00	526	100	3	2	1	2	1	635
16:15	546	80	2	2	1	3	3	637
16:30	513	58	4	3	3	6	0	587
16:45	525	57	3	1	1	3	3	593
17:00	562	65	1	2	4	4	0	638
17:15	590	45	4	0	2	3	2	646
17:30	555	36	3	1	0	3	4	602
17:45	483	28	1	0	0	3	0	515
18:00	501	34	1	1	1	5	8	551
18:15	527	28	1	0	1	4	2	563
18:30	412	24	3	0	1	2	1	443
18:45	376	21	2	0	0	3	2	404
19:00	428	24	0	0	1	2	0	455
19:15	355	24	1	0	2	0	1	383
19:30	305	18	1	1	1	0	0	326
19:45	278	11	0	1	0	3	0	293
20:00	259	7	2	1	1	1	0	271
20:15	222	9	3	0	0	1	0	235
20:30	178	10	0	0	1	3	0	192
20:45	178	7	0	0	1	0	0	186
21:00	178	5	0	0	0	2	0	185
21:15	174	10	1	0	1	2	0	188
21:30	158	13	0	0	0	1	0	172
21:45	149	8	0	0	0	1	0	158
22:00	126	5	0	0	0	0	0	131
22:15	133	4	0	0	0	1	0	138
Start Time	**Rolling Hour**							**Total**
06:00	691	131	12	12	9	6	6	867
06:15	990	186	22	19	12	6	7	1242
06:30	1365	242	30	22	12	12	11	1694
06:45	1653	281	36	24	8	11	7	2020
07:00	1904	321	42	21	7	13	10	2318
07:15	2118	316	44	16	4	16	11	2525
07:30	2242	289	44	13	8	15	10	2621
07:45	2263	274	40	15	8	17	10	2627
08:00	2184	241	40	16	7	16	9	2513
08:15	2010	232	35	18	6	16	8	2325
08:30	1845	236	38	21	3	10	4	2157
08:45	1718	221	43	20	4	12	3	2021
09:00	1609	218	42	18	5	10	1	1903
15:00	1724	288	30	20	10	11	4	2087
15:15	1864	328	27	17	10	10	5	2261
15:30	1959	341	21	16	10	8	7	2362
15:45	2050	321	17	10	11	12	6	2427
16:00	2110	295	12	8	6	14	7	2452
16:15	2146	260	10	8	9	16	6	2455
16:30	2190	225	12	6	10	16	5	2464
16:45	2232	203	11	4	7	13	9	2479
17:00	2190	174	9	3	6	13	6	2401
17:15	2129	143	9	2	3	14	14	2314
17:30	2066	126	6	2	2	15	14	2231
17:45	1923	114	6	1	3	14	11	2072
18:00	1816	107	7	1	3	14	13	1961
18:15	1743	97	6	0	3	11	5	1865
18:30	1571	93	6	0	4	7	4	1685
18:45	1464	87	4	1	4	5	3	1568
19:00	1366	77	2	2	4	5	1	1457
19:15	1197	60	4	3	4	4	1	1273
19:30	1064	45	6	3	2	5	0	1125
19:45	937	37	5	2	2	8	0	991
20:00	837	33	5	1	3	5	0	884
20:15	756	31	3	0	2	6	0	798
20:30	708	32	1	0	3	7	0	751
20:45	688	35	1	0	2	5	0	731
21:00	659	36	1	0	1	6	0	703
21:15	607	36	1	0	1	4	0	649
21:30	566	30	0	0	0	3	0	599

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Intelligent Data Collection Limited
Woking, Surrey

Client: Vectos
Project Number: ID04567
Junction Number: Site 5
Date of Survey: 06.04.2019
Junction Name: A320 Egley Road / B380 Guildford Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

Arm A: A320 Egley Road (N) **Arm B:** B380 Guildford Road (E) **Arm C:** A320 Egley Road (S) **Arm D:** B380 Mayford Green (W)

PCU Summary

Time	AtoA	AtoD	AtoC	AtoB	BtoB	BtoA	BtoD	BtoC	CtoC	CtoB	CtoA	CtoD	DtoD	DtoC	DtoB	DtoA
06:00	0	1	24	3	0	4	7	9	0	9	36	4	0	7	4	8
06:15	0	9	41	1	0	6	13	16	0	3	35	4	0	15	9	8
06:30	0	6	74	6	0	5	14	12	0	10	63	6	0	13	13	21
06:45	3	11	105	4	0	7	18	31	0	13	94	9	0	30	18	25
07:00	0	30	141	10	0	7	40	47	2	11	122	14	0	39	33	21
07:15	0	30	147	2	0	10	59	54	1	28	121	22	0	67	51	36
07:30	0	45	147	6	0	11	53	49	0	23	122	26	0	62	49	43
07:45	3	45	122	13	1	18	63	37	1	23	141	28	0	52	63	49
08:00	4	53	143	33	1	46	68	29	0	26	112	37	1	40	63	53
08:15	3	64	115	40	0	50	62	19	1	33	84	35	0	41	67	51
08:30	4	47	125	26	0	25	76	17	1	23	96	32	0	39	61	37
08:45	2	48	128	30	1	17	59	26	0	19	72	30	1	41	34	37
09:00	0	50	125	16	2	20	43	22	2	22	95	27	0	27	37	39
09:15	1	23	120	18	0	11	43	25	0	24	105	23	2	37	48	67
09:30	2	23	108	14	0	8	32	22	0	26	93	24	1	35	46	39
09:45	2	25	109	14	0	14	23	30	1	30	77	21	0	28	25	29
15:00	1	29	102	30	0	17	40	25	1	25	79	29	0	38	24	37
15:15	0	30	93	34	0	26	32	23	2	30	115	27	1	35	49	49
15:30	1	36	139	20	0	16	47	30	2	18	96	23	0	30	47	43
15:45	3	47	169	29	0	40	44	33	0	24	108	18	1	35	48	33
16:00	1	62	129	65	0	40	56	36	1	30	135	37	0	56	43	27
16:15	1	52	159	25	0	35	51	36	1	30	135	37	0	29	36	22
16:30	1	50	135	17	0	28	58	28	2	26	107	45	1	22	44	33
16:45	0	41	170	16	0	26	59	27	1	24	149	42	0	12	53	30
17:00	3	50	193	14	0	37	59	33	0	28	99	46	0	27	53	39
17:15	2	31	144	33	0	20	45	30	1	24	130	36	0	24	50	31
17:30	0	31	135	29	0	20	55	20	0	20	93	32	0	11	45	24
17:45	0	44	131	13	0	23	42	30	1	30	108	31	0	21	50	24
18:00	0	45	111	18	0	25	42	25	2	28	125	36	0	24	42	38
18:15	0	38	128	19	0	15	31	22	0	21	88	28	0	16	19	16
18:30	1	37	122	15	0	16	35	26	0	20	82	14	0	10	26	23
18:45	2	37	101	28	0	15	31	22	0	20	108	22	1	15	20	33
19:00	0	36	90	12	1	13	36	19	0	15	80	18	0	14	33	20
19:15	0	24	78	15	0	11	29	18	0	15	57	15	0	12	26	15
19:30	0	26	79	12	0	13	21	13	1	17	56	9	0	13	21	12
19:45	0	20	65	18	0	9	17	8	0	14	76	10	0	11	13	15
20:00	0	21	53	5	0	8	16	5	0	24	64	10	0	6	16	9
20:15	0	14	51	6	0	4	17	6	0	9	46	6	0	4	14	15
20:45	0	11	46	10	0	5	10	14	0	6	46	7	0	8	14	12
21:00	0	17	58	6	0	6	10	5	1	9	40	6	0	7	8	11
21:15	1	7	57	5	0	7	15	6	0	12	54	10	0	6	11	9
21:30	0	8	41	1	0	1	8	13	0	4	40	7	1	9	11	6
21:45	0	5	59	3	0	3	7	3	0	4	40	7	1	9	11	6
22:00	0	8	41	1	0	1	2	3	1	6	35	9	0	6	8	10
22:15	0	5	34	6	0	4	4	7	0	5	52	5	0	1	7	6

Rolling Hour

Start Time																
06:00	3	27	242	16	0	21	52	68	0	35	248	21	0	68	44	61
06:15	3	56	360	23	0	25	85	106	2	37	333	31	0	100	75	74
06:30	3	56	446	24	0	29	111	129	3	42	419	39	0	132	115	103
06:45	3	105	563	22	0	35	150	141	3	75	458	73	0	202	144	125
07:00	3	139	581	31	1	46	195	147	4	85	505	92	0	224	189	149
07:15	7	162	583	54	2	67	252	178	2	100	495	115	1	226	219	191
07:30	9	168	573	62	2	106	266	193	2	105	465	125	1	246	245	190
07:45	13	204	505	112	2	140	289	101	2	105	433	131	1	192	265	190
08:00	12	208	511	130	2	139	285	91	1	101	364	133	2	181	236	178
08:15	9	204	493	113	3	111	253	84	3	97	345	123	1	168	210	164
08:30	7	179	497	85	3	73	216	90	2	88	368	111	3	144	181	180
08:45	5	160	479	73	3	56	172	95	2	91	365	103	4	140	165	182
09:00	5	136	460	57	2	52	136	99	3	102	370	94	3	127	155	174
15:00	5	143	443	112	0	98	163	111	5	100	407	112	1	128	169	161
15:15	5	176	465	147	0	121	179	122	5	99	436	102	2	126	188	151
15:30	6	197	521	136	0	141	198	125	4	96	456	112	1	120	175	145
15:45	6	217	566	130	0	143	208	123	4	106	495	134	2	112	162	125
16:00	4	197	589	119	0	129	231	126	4	110	454	141	2	112	153	102
16:15	6	185	625	68	0	126	234	123	3	114	445	169	1	103	162	114
16:30	6	155	644	59	0	109	229	128	3	109	465	164	0	96	179	120
16:45	6	154	644	75	0	109	229	126	2	107	482	165	0	88	185	120
17:00	5	152	602	92	0	105	218	110	2	96	472	161	0	74	199	124
17:15	2	146	574	91	0	91	201	107	3	98	480	146	0	68	196	109
17:30	2	127	545	95	0	90	184	105	4	100	457	140	0	60	195	117
17:45	0	157	498	79	0	85	170	101	3	99	415	132	0	72	194	102
18:00	1	162	492	65	0	79	140	103	3	99	403	109	0	71	127	101
18:15	3	145	463	80	0	71	129	95	2	89	394	100	1	65	97	110
18:30	3	145	442	74	0	70	123	86	2	90	364	82	1	55	88	92
18:45	3	132	408	70	1	55	120	81	0	70	328	69	1	51	95	91
19:00	2	123	364	67	1	52	116	72	1	67	301	64	1	54	100	80
19:15	0	106	328	56	1	46	102	58	1	61	263	53	0	55	83	62
19:30	0	91	291	50	1	41	82	44	1	70	255	43	0	42	76	51
19:45	1	81	247	41	0	34	71	32	1	64	241	35	0	34	64	51
20:00	1	66	213	39	0	26	60	33	0	53	231	33	0	29	57	51
20:15	1	61	200	28	0	23	53	30	1	46	195	29	0	25	53	47
20:30	2	51	200	28	0	22	52	31	1	36	186	29	0	25	43	47
20:45	1	45	206	25	0	19	43	38	1	31	184	32	0	29	40	37
21:00	1	39	224	18	0	17	36	31	1	28	178	32	1	30	37	31
21:15	1	29	221	18	0	12	29	29	1	25	171	35	1	29	37	30
21:30	0	26	191	13	0	9	17	29	1	20	171	30	1	24	37	27

Client: Vectos
Project Number: ID04567
Junction Number: Site 5
Date of Survey: 06.04.2019
Junction Name: A320 Egley Road / B380 Guildford Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

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Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	24.04.2019			
Prepared by	Grant Daniel Breddy			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04567			
File Ref	ID04567 Woking, Surrey - MCC Site 5 - 06.04.2019			

Issue Sheet

Issued to	Date			
	26.04.2019			
Taylor Davis	E-mail			

Contents Page

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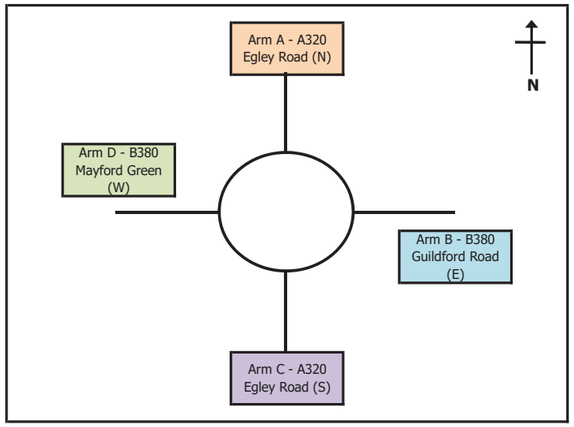
Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 5

Date of Survey: 06.04.2019
Junction Name: A320 Egley Road / B380 Guildford Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

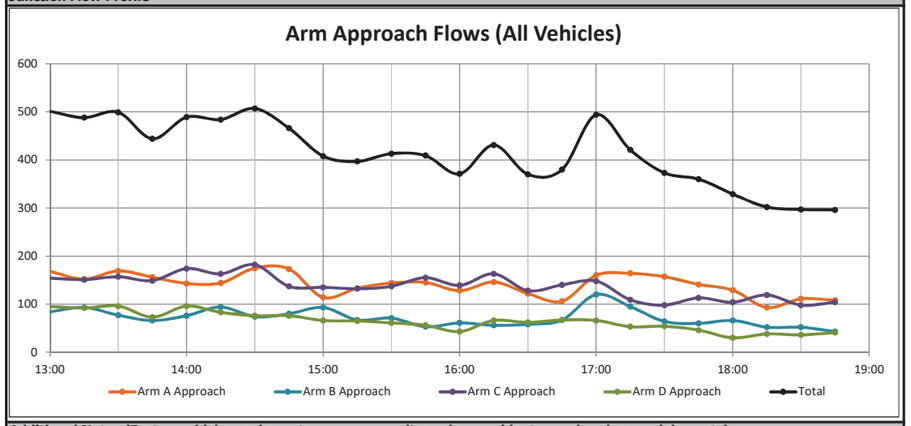
X Coordinate	Y Coordinate	Google Maps Link	
51.29558936422389	-0.5737653269916336	Click Here	
Weather Conditions			
Cloudy			

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):

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 5

Date of Survey: 06.04.2019
Junction Name: A320 Egley Road / B380 Guildford Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

Arm A: A320 Egley Road (N)
Arm B: B380 Guildford Road (E)
Arm C: A320 Egley Road (S)
Arm D: B380 Mayford Green (W)

	A to A								A to B								A to C								A to D							
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	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
13:00	0	0	0	0	0	0	0	0	112	7	2	1	0	2	0	124	21	1	0	0	0	0	0	22	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	101	5	0	0	0	1	0	108	25	2	0	0	0	1	0	27	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	117	7	1	0	0	0	0	126	30	1	0	0	0	0	0	31	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	97	6	2	0	0	0	0	107	27	0	0	0	1	0	0	27	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	92	5	0	0	0	0	0	97	19	2	0	0	0	0	0	21	0	0	0	0	0	0	0	0
14:15	2	0	0	0	0	0	0	2	85	6	0	0	0	0	0	94	29	0	0	0	0	0	0	29	0	0	0	0	0	0	0	0
14:30	1	0	0	0	0	0	0	1	125	4	0	0	0	0	0	129	26	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0
14:45	1	0	0	0	0	0	0	1	118	10	0	0	0	0	0	129	22	1	0	0	0	0	0	23	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	74	2	0	0	0	0	0	77	23	2	0	0	0	0	0	25	0	0	0	0	0	0	0	0
15:15	1	0	0	0	0	0	0	1	81	4	1	0	0	0	0	86	27	3	0	0	0	0	0	30	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	0	0	1	93	6	1	0	0	0	0	102	19	1	0	0	0	1	0	21	0	0	0	0	0	0	0	0
15:45	1	0	0	0	0	0	0	1	99	10	0	0	1	0	0	110	23	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	91	5	0	0	0	1	0	97	17	2	0	0	0	0	0	19	0	0	0	0	0	0	0	0
16:15	2	0	0	0	0	0	0	2	96	6	0	0	0	0	0	103	21	1	0	0	0	1	0	22	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	1	83	6	0	0	0	0	0	89	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	68	4	0	0	0	1	0	73	17	1	0	0	0	0	0	18	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	104	6	2	0	0	0	0	114	26	2	0	0	0	1	0	28	0	0	0	0	0	0	0	0
17:15	2	0	0	0	0	0	0	2	117	4	0	0	0	0	0	121	27	3	0	0	0	0	0	32	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1	109	6	0	0	0	0	0	121	23	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1	99	2	0	0	0	0	0	101	16	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	90	8	0	0	0	0	0	99	20	1	0	0	0	0	0	21	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	67	4	0	0	0	0	0	73	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
18:30	2	0	0	0	0	0	0	2	66	7	0	0	4	1	0	78	11	3	0	0	0	0	0	17	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1	74	4	0	0	0	0	0	78	17	3	0	0	0	0	0	20	0	0	0	0	0	0	0	0
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	0	0	0	0	0	0	0	0	427	25	5	1	1	4	2	465	103	4	0	0	0	0	0	107	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	407	23	3	0	1	2	2	438	101	5	0	0	0	0	0	106	0	0	0	0	0	0	0	0
13:30	2	0	0	0	0	0	0	2	391	24	3	0	1	1	4	424	105	3	0	0	0	0	0	108	0	0	0	0	0	0	0	0
13:45	3	0	0	0	0	0	0	3	399	21	2	0	0	1	3	427	101	2	0	0	0	1	0	104	0	0	0	0	0	0	0	0
14:00	4	0	0	0	0	0	0	4	420	25	0	0	0	0	4	449	96	3	0	0	0	1	0	100	0	0	0	0	0	0	0	0
14:15	4	0	0	0	0	0	0	4	402	22	0	0	0	0	4	429	100	3	0	0	0	1	0	104	0	0	0	0	0	0	0	0
14:30	3	0	0	0	0	0	0	3	398	20	1	0	0	0	3	421	98	6	0	0	0	0	0	104	0	0	0	0	0	0	0	0
14:45	3	0	0	0	0	0	0	3	366	22	2	0	0	0	3	394	91	7	0	0	0	0	0	98	0	0	0	0	0	0	0	0
15:00	3	0	0	0	0	0	0	3	347	22	2	0	1	0	3	375	92	6	0	0	0	0	0	98	0	0	0	0	0	0	0	0
15:15	3	0	0	0	0	0	0	3	364	25	2	0	1	1	3	395	86	6	0	0	0	0	0	92	0	0	0	0	0	0	0	0
15:30	4	0	0	0	0	0	0	4	379	27	1	0	1	2	2	412	80	4	0	0	0	0	0	86	0	0	0	0	0	0	0	0
15:45	4	0	0	0	0	0	0	4	369	27	0	0	1	1	2	399	77	4	0	0	0	0	0	81	0	0	0	0	0	0	0	0
16:00	3	0	0	0	0	0	0	3	338	21	0	0	0	2	1	362	71	5	0	0	0	0	0	76	0	0	0	0	0	0	0	0
16:15	3	0	0	0	0	0	0	3	351	22	2	0	0	3	1	379	80	5	0	0	0	0	0	85	0	0	0	0	0	0	0	0
16:30	3	0	0	0	0	0	0	3	372	20	2	0	0	3	1	397	86	7	0	0	0	2	0	95	0	0	0	0	0	1	0	1
16:45	3	0	0	0	0	0	0	3	398	20	2	0	0	3	0	429	93	6	0	0	0	3	0	101	0	0	0	0	0	1	0	1
17:00	4	0	0	0	0	0	0	4	429	18	2	0	0	4	0	457	92	5	0	0	0	2	0	99	0	0	0	0	0	1	0	1
17:15	4	0	0	0	0	0	0	4	415	20	0	0	0	4	0	442	86	4	0	0	0	2	0	92	0	0	0	0	0	1	0	1
17:30	2	0	0	0	0	0	0	2	365	20	0	0	0	4	0	394	70	1	0	0	0	2	0	73	0	0	0	0	0	0	0	0
17:45	3	0	0	0	0	0	0	3	322	21	0	0	0	4	0	351	58	1	0	0	0	3	0	62	0	0	0	0	0	0	0	0
18:00	3	0	0	0	0	0	0	3	297	23	0	0	0	4	0	328	59	4	0	0	0	3	0	63	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 5

Date of Survey: 06.04.2019
Junction Name: A320 Egley Road / B380 Guildford Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

Arm A: A320 Egley Road (N)
Arm B: B380 Guildford Road (E)
Arm C: A320 Egley Road (S)
Arm D: B380 Mayford Green (W)

	A to B								B to B								B 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
13:00	19	2	0	0	1	0	0	22	0	0	0	0	0	0	1	1	19	2	0	0	0	0	0	21
13:15	16	1	0	0	0	0	0	17	2	0	0	0	0	0	0	2	16	1	0	0	0	0	0	17
13:30	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0	14	2	0	0	0	0	0	16
13:45	22	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0	19	0	0	0	1	0	0	20
14:00	23	1	0	0	1	0	0	25	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	15
14:15	18	0	0	0	0	1	0	19	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15
14:30	18	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15
14:45	17	2	0	0	0	0	1	20	2	0	0	0	0	0	0	2	16	0	0	0	1	0	0	17
15:00	11	0	0	0	1	0	0	12	1	0	0	0	0	0	0	1	18	1	0	0	0	1	0	20
15:15	14	1	0	0	0	1	0	16	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
15:30	19	1	0	0	0	0	0	20	1	0	0	0	0	0	0	1	11	1	0	0	0	0	1	13
15:45	9	1	0	0	1	0	0	11	0	0	0	0	0	0	0	0	8	0	0	0	1	0	0	9
16:00	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
16:15	15	3	0	0	0	1	0	19	0	0	0	0	0	0	0	0	9	1	0	0	0	3	0	13
16:30	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
16:45	12	3	0	0	0	0	0	15	0	0	0	0	0	0	0	0	10	0	0	0	1	0	0	11
17:00	15	2	0	0	1	0	0	18	0	0	0	0	0	0	0	0	15	2	0	0	0	0	0	17
17:15	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
17:30	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11
17:45	21	2	0	0	0	0	0	23	0	0	0	0	0	0	0	0	9	0	0	0	1	0	0	10
18:00	8	0	0	0	1	0	0	9	0	0	0	0	0	0	0	0	18	1	0	0	0	0	0	19
18:15	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	20
18:30	19	1	0	0	0	0	0	20	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
18:45	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	68	4	0	0	1	0	0	73	2	0	0	0	0	0	1	3	68	5	0	0	1	0	0	74
13:15	72	3	0	0	1	0	0	76	2	0	0	0	0	0	0	2	62	5	0	0	1	0	0	68
13:30	74	2	0	0	1	1	0	78	0	0	0	0	0	0	0	0	61	4	0	0	1	0	0	66
13:45	81	1	0	0	1	1	0	84	0	0	0	0	0	0	0	0	62	2	0	0	1	0	0	65
14:00	76	3	0	0	1	1	1	82	2	0	0	0	0	0	0	2	59	2	0	0	1	0	0	62
14:15	64	2	0	0	1	1	1	69	3	0	0	0	0	0	0	3	64	1	0	0	1	1	0	67
14:30	60	3	0	0	1	1	1	66	3	0	0	0	0	0	0	3	56	2	0	0	1	1	0	60
14:45	61	4	0	0	1	1	1	68	4	0	0	0	0	0	0	4	52	3	0	0	1	1	1	58
15:00	53	3	0	0	2	1	0	59	2	0	0	0	0	0	0	2	44	3	0	0	1	1	1	50
15:15	54	3	0	0	1	1	0	59	1	0	0	0	0	0	0	1	34	3	0	0	1	0	1	39
15:30	55	5	0	0	1	1	0	62	1	0	0	0	0	0	0	1	36	3	0	0	1	3	1	44
15:45	50	5	0	0	1	1	0	57	0	0	0	0	0	0	0	0	34	2	0	0	1	3	0	40
16:00	53	7	0	0	0	1	0	61	0	0	0	0	0	0	0	0	36	2	0	0	1	3	0	42
16:15	56	9	0	0	1	1	0	67	0	0	0	0	0	0	0	0	43	3	0	0	1	3	0	50
16:30	50	6	0	0	1	0	0	57	0	0	0	0	0	0	0	0	46	2	0	0	1	0	0	49
16:45	48	5	0	0	1	0	0	54	0	0	0	0	0	0	0	0	48	2	0	0	1	0	0	51
17:00	57	4	0	0	1	0	0	62	0	0	0	0	0	0	0	0	47	2	0	0	1	0	0	50
17:15	50	2	0	0	1	0	0	53	0	0	0	0	0	0	0	0	50	1	0	0	1	0	0	52
17:30	50	2	0	0	1	0	0	53	0	0	0	0	0	0	0	0	58	1	0	0	1	0	0	60
17:45	57	3	0	0	1	0	0	61	0	0	0	0	0	0	0	0	53	2	0	0	1	0	0	56
18:00	44	2	0	0	1	0	0	47	0	0	0	0	0	0	0	0	52	3	0	0	0	0	0	55

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 5

Date of Survey: 06.04.2019
Junction Name: A320 Egley Road / B380 Guildford Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

Arm A: A320 Egley Road (N)
Arm B: B380 Guildford Road (E)
Arm C: A320 Egley Road (S)
Arm D: B380 Mayford Green (W)

	B to D								B to C								C 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
13:00	35	2	0	0	0	1	1	39	22	1	0	0	0	0	0	23	1	0	0	0	0	0	0	1
13:15	34	3	0	0	0	0	1	38	32	3	0	0	0	1	0	36	1	0	0	0	0	0	0	1
13:30	30	3	1	0	0	1	1	36	24	1	0	0	0	0	0	25	1	0	0	0	0	0	0	1
13:45	24	2	0	0	0	0	0	26	20	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0
14:00	31	1	0	0	0	0	0	32	25	3	1	0	0	0	0	29	2	0	0	0	0	0	0	2
14:15	42	3	0	0	0	0	0	45	33	0	1	0	0	0	0	34	1	0	0	0	0	0	0	1
14:30	21	4	0	0	0	1	1	27	30	1	0	0	0	1	0	32	2	0	0	0	0	0	0	2
14:45	33	1	0	0	0	2	0	36	23	2	0	0	0	0	0	25	0	0	0	0	0	0	0	0
15:00	38	4	0	0	0	1	0	43	28	1	0	0	0	0	0	29	2	0	0	0	0	0	0	2
15:15	22	4	0	0	0	1	2	29	29	1	0	0	0	0	0	30	0	0	0	0	0	0	0	0
15:30	17	7	1	0	0	0	0	25	29	3	0	0	0	0	0	32	1	0	0	0	0	0	0	1
15:45	12	3	0	0	0	1	0	16	24	4	0	0	0	0	0	28	3	0	0	0	0	0	0	3
16:00	28	2	0	0	0	0	0	30	22	0	0	0	0	0	0	22	1	0	0	0	0	0	0	1
16:15	25	3	0	0	0	1	0	29	11	3	0	0	0	0	0	14	0	0	1	0	0	0	0	1
16:30	20	3	0	0	0	0	0	23	25	1	0	0	0	0	0	26	2	0	0	0	0	0	0	2
16:45	28	0	0	0	0	0	0	28	24	4	0	0	0	0	0	28	1	0	0	0	0	0	0	1
17:00	56	5	0	0	0	1	0	62	38	2	0	0	0	1	0	41	0	0	0	0	0	0	0	0
17:15	54	0	0	0	0	0	0	54	28	1	0	0	0	0	0	29	2	0	0	0	0	0	0	2
17:30	25	3	0	0	0	0	0	28	24	1	0	0	0	0	0	25	1	0	0	0	0	0	0	1
17:45	22	3	0	0	0	0	1	26	22	2	0	0	0	0	0	24	0	0	0	0	0	0	0	0
18:00	26	1	0	0	0	1	0	28	17	2	0	0	0	0	0	19	0	0	0	0	0	0	0	0
18:15	17	2	0	0	0	0	0	19	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0
18:30	20	1	0	0	0	0	0	21	21	2	0	0	0	1	0	24	0	0	0	0	0	0	0	0
18:45	19	0	0	0	0	0	0	19	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	123	10	1	0	0	2	3	139	98	5	0	0	0	1	0	104	3	0	0	0	0	0	0	3
13:15	119	9	1	0	0	1	2	132	101	7	1	0	0	1	0	110	4	0	0	0	0	0	0	4
13:30	127	9	1	0	0	1	1	139	102	4	2	0	0	0	0	108	4	0	0	0	0	0	0	4
13:45	118	10	0	0	0	1	1	130	108	4	2	0	0	1	0	115	5	0	0	0	0	0	0	5
14:00	127	9	0	0	0	3	1	140	111	6	2	0	0	1	0	120	5	0	0	0	0	0	0	5
14:15	134	12	0	0	0	4	1	151	114	4	1	0	0	1	0	120	5	0	0	0	0	0	0	5
14:30	114	13	0	0	0	5	3	135	110	5	0	0	0	1	0	116	4	0	0	0	0	0	0	4
14:45	110	16	1	0	0	4	2	133	109	7	0	0	0	0	0	116	3	0	0	0	0	0	0	3
15:00	89	18	1	0	0	3	2	113	110	9	0	0	0	0	0	119	6	0	0	0	0	0	0	6
15:15	79	16	1	0	0	2	2	100	104	8	0	0	0	0	0	112	5	0	0	0	0	0	0	5
15:30	82	15	1	0	0	2	0	100	86	10	0	0	0	0	0	96	5	0	1	0	0	0	0	6
15:45	85	11	0	0	0	2	0	98	82	8	0	0	0	0	0	90	6	0	1	0	0	0	0	7
16:00	101	8	0	0	0	1	0	110	82	8	0	0	0	0	0	90	4	0	1	0	0	0	0	5
16:15	129	11	0	0	0	2	0	142	98	10	0	0	0	1	0	109	3	0	1	0	0	0	0	4
16:30	158	8	0	0	0	1	0	167	115	8	0	0	0	1	0	124	5	0	0	0	0	0	0	5
16:45	163	8	0	0	0	1	0	172	114	8	0	0	0	1	0	123	4	0	0	0	0	0	0	4
17:00	157	11	0	0	0	1	1	170	112	6	0	0	0	1	0	119	3	0	0	0	0	0	0	3
17:15	127	7	0	0	0	1	1	136	91	6	0	0	0	0	0	97	3	0	0	0	0	0	0	3
17:30	90	9	0	0	0	1	1	101	76	5	0	0	0	0	0	81	1	0	0	0	0	0	0	1
17:45	85	7	0	0	0	1	1	94	73	6	0	0	0	1	0	80	0	0	0	0	0	0	0	0
18:00	82	4	0	0	0	1	0	87	66	4	0	0	0	1	0	71	0	0	0	0	0	0	0	0

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 5

Date of Survey: 06.04.2019
Junction Name: A320 Egley Road / B380 Guildford Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

Arm A: A320 Egley Road (N)
Arm B: B380 Guildford Road (E)
Arm C: A320 Egley Road (S)
Arm D: B380 Mayford Green (W)

	C to B								C to A								C to D							
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
13:00	20	3	0	0	0	0	0	23	96	11	1	0	0	1	1	110	16	4	0	0	0	0	0	20
13:15	34	1	0	0	0	1	0	36	87	5	0	0	1	0	6	99	13	2	0	0	0	0	0	15
13:30	28	1	0	0	0	0	0	29	97	4	0	0	0	1	0	102	19	4	0	1	0	1	0	25
13:45	31	2	0	0	0	0	0	33	92	6	0	1	0	0	0	99	16	1	0	0	0	0	0	17
14:00	36	2	0	0	0	0	0	38	100	9	0	0	0	1	0	110	20	3	0	0	0	0	1	24
14:15	23	4	0	0	0	0	0	27	114	0	0	0	0	1	1	116	16	3	0	0	0	0	0	19
14:30	18	6	0	0	0	0	0	24	122	4	2	0	0	0	0	128	22	3	1	1	0	1	0	28
14:45	15	2	0	0	0	0	0	17	90	8	0	0	0	0	0	98	18	2	0	1	0	1	0	22
15:00	21	0	0	0	0	0	0	21	86	7	0	0	0	0	0	93	18	1	0	0	0	0	0	19
15:15	25	2	0	0	0	0	0	27	86	6	0	0	1	0	0	93	12	0	0	0	0	0	0	12
15:30	16	1	0	0	0	0	0	17	89	10	0	0	0	0	0	99	19	1	0	0	0	0	0	20
15:45	20	2	0	0	0	0	0	22	104	6	0	0	0	0	0	110	17	2	0	0	0	0	1	20
16:00	25	0	0	0	0	0	0	25	90	2	0	0	0	1	0	93	19	0	0	0	0	1	0	20
16:15	22	1	0	0	0	0	0	23	111	4	0	0	0	2	1	118	19	2	0	0	0	0	0	21
16:30	20	0	0	0	0	0	0	20	88	2	0	0	0	2	0	92	14	0	0	0	0	0	0	14
16:45	18	1	0	0	0	0	0	19	92	9	0	0	0	0	0	101	15	0	0	3	0	0	1	19
17:00	33	2	0	0	0	0	0	35	84	9	1	0	1	2	0	97	14	2	0	0	0	0	0	16
17:15	20	0	0	0	0	1	0	21	67	4	0	0	0	0	3	74	10	2	0	0	0	0	0	12
17:30	17	2	0	0	0	0	0	19	58	6	0	0	0	1	0	65	11	1	0	0	0	1	0	13
17:45	15	0	0	0	0	0	0	15	74	4	1	0	0	0	0	79	18	0	0	1	0	0	0	19
18:00	18	0	0	0	0	0	0	18	70	2	0	0	0	0	0	72	13	1	0	0	0	0	0	14
18:15	23	0	0	0	0	0	0	23	81	3	0	0	1	0	0	85	11	0	0	0	0	0	0	11
18:30	17	0	0	0	0	0	0	17	61	6	1	0	0	0	0	68	12	1	0	0	0	0	0	13
18:45	12	0	0	0	0	0	0	12	78	4	0	0	0	0	0	82	9	1	0	0	0	0	0	10
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	113	7	0	0	0	1	0	121	372	26	1	1	1	2	7	410	64	11	0	1	0	1	0	77
13:15	129	6	0	0	0	1	0	136	376	24	0	1	1	2	6	410	68	10	0	1	0	1	1	81
13:30	118	9	0	0	0	0	0	127	403	19	0	1	0	3	1	427	71	11	0	1	0	1	1	85
13:45	108	14	0	0	0	0	0	122	428	19	2	1	0	2	1	453	74	10	1	1	0	1	1	88
14:00	92	14	0	0	0	0	0	106	426	21	2	0	0	2	1	452	76	11	1	2	0	2	1	93
14:15	77	12	0	0	0	0	0	89	412	19	2	0	0	1	1	435	74	9	1	2	0	2	0	88
14:30	79	10	0	0	0	0	0	89	384	25	2	0	1	0	0	412	70	6	1	2	0	2	0	81
14:45	77	5	0	0	0	0	0	82	351	31	0	0	1	0	0	383	67	4	0	1	0	1	0	73
15:00	82	5	0	0	0	0	0	87	365	29	0	0	1	0	0	395	66	4	0	0	0	0	1	71
15:15	86	5	0	0	0	0	0	91	369	24	0	0	1	1	0	395	67	3	0	0	0	1	1	72
15:30	83	4	0	0	0	0	0	87	394	22	0	0	0	3	1	420	74	5	0	0	0	1	1	81
15:45	87	3	0	0	0	0	0	90	393	14	0	0	0	5	1	413	69	4	0	0	0	1	1	75
16:00	85	2	0	0	0	0	0	87	381	17	0	0	0	5	1	404	67	2	0	3	0	1	1	74
16:15	93	4	0	0	0	0	0	97	375	24	1	0	1	6	1	408	62	4	0	3	0	0	1	70
16:30	91	3	0	0	0	1	0	95	331	24	1	0	1	4	3	364	53	4	0	3	0	0	1	61
16:45	88	5	0	0	0	1	0	94	301	28	1	0	1	3	3	337	50	5	0	3	0	1	1	60
17:00	85	4	0	0	0	1	0	90	283	23	2	0	1	3	3	315	53	5	0	1	0	1	0	60
17:15	70	2	0	0	0	1	0	73	269	16	1	0	0	1	3	290	52	4	0	1	0	1	0	58
17:30	73	2	0	0	0	0	0	75	283	15	1	0	1	1	0	301	53	2	0	1	0	1	0	57
17:45	73	0	0	0	0	0	0	73	286	15	2	0	1	0	0	304	54	2	0	1	0	0	0	57
18:00	70	0	0	0	0	0	0	70	290	15	1	0	1	0	0	307	45	3	0	0	0	0	0	48

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 5

Date of Survey: 06.04.2019
Junction Name: A320 Egley Road / B380 Guildford Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

Arm A: A320 Egley Road (N)
Arm B: B380 Guildford Road (E)
Arm C: A320 Egley Road (S)
Arm D: B380 Mayford Green (W)

	D to D								D to C								D 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
13:00	0	0	0	0	0	0	0	0	27	4	1	0	0	0	1	33	32	0	0	0	0	0	0	32
13:15	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16	34	2	0	0	0	0	0	36
13:30	0	0	0	0	0	0	0	0	25	3	0	0	0	0	0	28	31	3	0	0	0	2	0	36
13:45	0	0	0	0	0	0	0	0	16	0	1	0	0	0	0	17	23	3	0	0	0	0	1	27
14:00	1	0	0	0	0	0	0	1	18	2	0	0	0	1	0	21	31	0	0	0	0	0	0	31
14:15	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	38	1	0	0	0	2	0	41
14:30	0	0	0	0	0	0	0	0	20	1	0	0	0	0	0	21	26	3	1	0	0	1	0	31
14:45	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	26	24	2	1	0	0	0	0	27
15:00	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	20	18	4	1	0	0	0	0	23
15:15	0	0	0	0	0	0	0	0	18	1	0	0	0	0	1	20	28	1	0	0	0	1	0	30
15:30	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	23	4	0	0	0	2	0	29
15:45	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	23	20	0	0	0	0	0	0	20
16:00	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	16	1	1	0	0	1	0	19
16:15	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	31	5	0	0	0	0	0	36
16:30	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16	19	2	0	0	0	0	0	21
16:45	0	0	0	0	0	0	0	0	13	1	0	0	0	1	0	15	25	3	0	0	0	0	0	28
17:00	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13	33	2	0	0	0	0	0	35
17:15	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16	25	2	0	0	0	0	0	27
17:30	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	18	18	2	0	0	0	0	1	21
17:45	0	0	0	0	0	0	0	0	16	3	0	0	0	0	0	19	17	0	0	0	0	2	0	19
18:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	12	2	0	0	0	0	0	14
18:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	19	0	0	0	0	0	0	19
18:30	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	15	0	0	0	0	0	0	15
18:45	1	0	0	0	0	0	0	1	5	1	0	0	0	1	0	7	23	2	0	0	0	0	0	25
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	0	0	0	0	0	0	0	0	83	8	2	0	0	0	1	94	120	8	0	0	0	2	1	131
13:15	1	0	0	0	0	0	0	1	74	6	1	0	0	1	0	82	119	8	0	0	0	2	1	130
13:30	1	0	0	0	0	0	0	1	74	5	1	0	0	1	0	81	123	7	0	0	0	4	1	135
13:45	1	0	0	0	0	0	0	1	69	3	1	0	0	1	0	74	118	7	1	0	0	3	1	130
14:00	1	0	0	0	0	0	0	1	79	3	0	0	0	1	0	83	119	6	2	0	0	3	0	130
14:15	0	0	0	0	0	0	0	0	80	2	0	0	0	0	0	82	106	10	3	0	0	3	0	122
14:30	0	0	0	0	0	0	0	0	83	3	0	0	0	0	1	87	96	10	3	0	0	2	0	111
14:45	0	0	0	0	0	0	0	0	79	2	0	0	0	0	1	82	93	11	2	0	0	3	0	109
15:00	0	0	0	0	0	0	0	0	76	2	0	0	0	0	1	79	89	9	1	0	0	3	0	102
15:15	0	0	0	0	0	0	0	0	70	1	0	0	0	0	1	72	87	6	1	0	0	4	0	98
15:30	0	0	0	0	0	0	0	0	67	0	0	0	0	0	0	67	90	10	1	0	0	3	0	104
15:45	0	0	0	0	0	0	0	0	66	1	0	0	0	0	0	67	86	8	1	0	0	1	0	96
16:00	0	0	0	0	0	0	0	0	56	2	0	0	0	1	0	59	91	11	1	0	0	1	0	104
16:15	0	0	0	0	0	0	0	0	55	3	0	0	0	1	0	59	108	12	0	0	0	0	0	120
16:30	0	0	0	0	0	0	0	0	55	4	0	0	0	1	0	60	102	9	0	0	0	0	0	111
16:45	0	0	0	0	0	0	0	0	58	3	0	0	0	1	0	62	101	9	0	0	0	0	1	111
17:00	0	0	0	0	0	0	0	0	61	5	0	0	0	0	0	66	93	6	0	0	0	2	1	102
17:15	0	0	0	0	0	0	0	0	53	4	0	0	0	0	0	57	72	6	0	0	0	2	1	81
17:30	0	0	0	0	0	0	0	0	44	3	0	0	0	0	0	47	66	4	0	0	0	2	1	73
17:45	0	0	0	0	0	0	0	0	35	3	0	0	0	0	0	38	63	2	0	0	0	2	0	67
18:00	1	0	0	0	0	0	0	1	24	1	0	0	0	1	0	26	69	4	0	0	0	0	0	73

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 5

Date of Survey: 06.04.2019
Junction Name: A320 Egley Road / B380 Guildford Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

Arm A: A320 Egley Road (N)
Arm B: B380 Guildford Road (E)
Arm C: A320 Egley Road (S)
Arm D: B380 Mayford Green (W)

	D to A							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
13:00	26	2	1	0	0	1	0	30
13:15	30	5	0	0	3	2	0	40
13:30	30	2	0	0	0	0	0	32
13:45	28	1	0	0	0	0	0	29
14:00	42	1	0	0	0	0	0	43
14:15	24	3	0	0	0	0	0	27
14:30	23	1	0	0	0	0	0	24
14:45	23	0	0	0	0	0	0	23
15:00	22	1	0	0	0	0	0	23
15:15	15	0	0	0	0	0	0	15
15:30	15	1	0	0	0	0	0	16
15:45	11	2	0	0	0	0	0	13
16:00	9	2	0	0	0	0	0	11
16:15	15	0	0	0	0	0	0	15
16:30	24	1	0	0	0	0	0	25
16:45	22	2	0	0	0	0	0	24
17:00	17	1	0	0	0	0	0	18
17:15	8	2	0	0	0	0	0	10
17:30	15	0	0	0	0	0	0	15
17:45	8	0	0	0	0	0	0	8
18:00	9	3	0	0	0	0	0	12
18:15	13	0	0	0	0	0	0	13
18:30	11	0	0	0	0	1	0	12
18:45	5	2	0	0	0	1	0	8
Start Time	**Rolling Hour**							**Total**
13:00	114	10	1	0	3	3	0	131
13:15	130	9	0	0	3	2	0	144
13:30	124	7	0	0	0	0	0	131
13:45	117	6	0	0	0	0	0	123
14:00	112	5	0	0	0	0	0	117
14:15	92	5	0	0	0	0	0	97
14:30	83	2	0	0	0	0	0	85
14:45	75	2	0	0	0	0	0	77
15:00	63	4	0	0	0	0	0	67
15:15	50	5	0	0	0	0	0	55
15:30	50	5	0	0	0	0	0	55
15:45	59	5	0	0	0	0	0	64
16:00	70	5	0	0	0	0	0	75
16:15	78	4	0	0	0	0	0	82
16:30	71	6	0	0	0	0	0	77
16:45	62	5	0	0	0	0	0	67
17:00	48	3	0	0	0	0	0	51
17:15	40	5	0	0	0	0	0	45
17:30	45	3	0	0	0	0	0	48
17:45	41	3	0	0	0	1	0	45
18:00	38	5	0	0	0	2	0	45

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 5

Date of Survey: 06.04.2019
Junction Name: A320 Egley Road / B380 Guildford Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

	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**
13:00	152	10	2	1	1	2	0	168	141	15	2	0	0	2	1	161
13:15	142	8	0	0	0	1	1	152	133	11	0	0	4	2	6	156
13:30	158	9	1	0	0	0	1	169	141	8	0	0	0	1	0	150
13:45	146	6	2	0	1	1	0	156	139	7	0	1	1	0	0	148
14:00	134	8	0	0	1	0	0	143	155	12	0	0	0	1	0	168
14:15	134	6	0	0	0	1	3	144	155	3	0	0	0	1	1	160
14:30	170	4	0	0	0	1	0	175	161	5	2	0	0	0	0	168
14:45	158	13	0	0	0	1	1	173	130	8	0	0	1	0	0	139
15:00	108	4	0	0	1	0	1	114	126	9	0	0	0	1	0	136
15:15	123	8	1	0	0	1	0	133	109	7	0	0	1	0	0	117
15:30	132	8	1	0	0	2	1	144	116	12	0	0	0	0	1	129
15:45	132	11	0	0	2	0	0	145	124	8	0	0	1	0	0	133
16:00	120	7	0	0	0	0	1	128	107	5	0	0	0	1	0	113
16:15	134	10	0	0	0	2	0	146	137	5	0	0	0	5	1	148
16:30	114	8	0	0	0	0	0	122	122	3	0	0	0	2	0	127
16:45	97	8	0	0	0	1	0	106	124	11	0	0	1	0	0	136
17:00	145	10	2	0	1	1	1	160	116	12	1	0	1	2	0	132
17:15	155	7	0	0	1	1	0	164	89	6	0	0	0	0	3	98
17:30	145	6	0	0	0	1	5	157	85	6	0	0	0	1	0	92
17:45	137	4	0	0	0	0	0	141	92	4	1	0	1	0	0	98
18:00	118	9	0	0	1	1	0	129	97	6	0	0	0	0	0	103
18:15	87	4	0	0	0	2	0	93	114	3	0	0	1	0	0	118
18:30	98	8	0	0	4	1	0	111	80	7	1	0	0	1	0	89
18:45	100	8	0	0	0	0	0	108	92	7	0	0	0	1	0	100
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	598	33	5	1	2	4	2	645	554	41	2	1	5	5	7	615
13:15	580	31	3	0	2	2	2	620	568	38	0	1	5	4	6	622
13:30	572	29	3	0	2	2	4	612	590	30	0	1	1	3	1	626
13:45	584	24	2	0	2	3	3	618	610	27	2	1	1	2	1	644
14:00	596	31	0	0	1	3	4	635	601	28	2	0	1	2	1	635
14:15	570	27	0	0	1	3	5	606	572	25	2	0	1	2	1	603
14:30	559	29	1	0	1	3	2	595	526	29	2	0	2	1	0	560
14:45	521	33	2	0	1	4	3	564	481	36	0	0	2	1	1	521
15:00	495	31	2	0	3	3	2	536	475	36	0	0	2	1	1	515
15:15	507	34	2	0	2	3	2	550	456	32	0	0	2	1	1	492
15:30	518	36	1	0	2	4	2	563	484	30	0	0	1	6	2	523
15:45	500	36	0	0	2	2	1	541	490	21	0	0	1	8	1	521
16:00	465	33	0	0	0	3	1	502	490	24	0	0	1	8	1	524
16:15	490	36	2	0	1	4	1	534	499	31	1	0	2	9	1	543
16:30	511	33	2	0	2	3	1	552	451	32	1	0	2	4	3	493
16:45	542	31	2	0	2	4	6	587	414	35	1	0	2	3	3	458
17:00	582	27	2	0	2	3	6	622	382	28	2	0	2	3	3	420
17:15	555	26	0	0	2	3	5	591	363	22	1	0	1	1	3	391
17:30	487	23	0	0	1	4	5	520	388	19	1	0	2	1	0	411
17:45	440	25	0	0	5	4	0	474	383	20	2	0	2	1	0	408
18:00	403	29	0	0	5	4	0	441	383	23	1	0	1	2	0	410

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 5

Date of Survey: 06.04.2019
Junction Name: A320 Egley Road / B380 Guildford Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

	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**
13:00	76	5	0	0	0	1	2	84	71	5	0	0	1	0	1	78
13:15	84	7	0	0	0	1	1	93	86	4	0	0	0	1	0	91
13:30	68	6	1	0	0	1	1	77	70	5	0	0	0	2	0	77
13:45	63	2	0	0	1	0	0	66	76	5	0	0	0	0	1	82
14:00	69	6	1	0	0	0	0	76	90	3	0	0	1	0	0	94
14:15	90	3	1	0	0	0	0	94	79	5	0	0	0	3	0	87
14:30	66	5	0	0	0	2	1	74	62	9	1	0	0	1	0	73
14:45	74	3	0	0	1	2	0	80	58	6	1	0	0	0	1	66
15:00	85	6	0	0	0	2	0	93	51	4	1	0	1	0	0	57
15:15	58	6	0	0	0	1	2	67	67	4	0	0	0	2	0	73
15:30	58	11	1	0	0	0	1	71	59	6	0	0	0	2	0	67
15:45	44	7	0	0	1	1	0	53	49	3	0	0	1	0	0	53
16:00	58	3	0	0	0	0	0	61	53	1	1	0	0	1	0	56
16:15	45	7	0	0	0	4	0	56	68	9	0	0	0	1	0	78
16:30	54	4	0	0	0	0	0	58	53	3	0	0	0	0	0	56
16:45	62	4	0	0	1	0	0	67	55	7	0	0	0	0	0	62
17:00	109	9	0	0	0	2	0	120	81	6	0	0	1	0	0	88
17:15	94	1	0	0	0	0	0	95	54	2	0	0	0	1	0	57
17:30	60	4	0	0	0	0	0	64	47	4	0	0	0	0	1	52
17:45	53	5	0	0	1	0	1	60	53	2	0	0	0	2	0	57
18:00	61	4	0	0	0	1	0	66	38	2	0	0	1	0	0	41
18:15	50	2	0	0	0	0	0	52	51	0	0	0	0	0	0	51
18:30	47	4	0	0	0	1	0	52	51	1	0	0	0	0	0	52
18:45	42	1	0	0	0	0	0	43	43	3	0	0	0	0	0	46
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	291	20	1	0	1	3	4	320	303	19	0	0	1	3	2	328
13:15	284	21	2	0	1	2	2	312	322	17	0	0	1	3	1	344
13:30	290	17	3	0	1	1	1	313	315	18	0	0	1	5	1	340
13:45	288	16	2	0	1	2	1	310	307	22	1	0	1	4	1	336
14:00	299	17	2	0	1	4	1	324	289	23	2	0	1	4	1	320
14:15	315	17	1	0	1	6	1	341	250	24	3	0	1	4	1	283
14:30	283	20	0	0	1	7	3	314	238	23	3	0	1	3	1	269
14:45	275	26	1	0	1	5	3	311	235	20	2	0	1	4	1	263
15:00	245	30	1	0	1	4	3	284	226	17	1	0	2	4	0	250
15:15	218	27	1	0	1	2	3	252	228	14	1	0	1	5	0	249
15:30	205	28	1	0	1	5	1	241	229	19	1	0	1	4	0	254
15:45	201	21	0	0	1	5	0	228	223	16	1	0	1	2	0	243
16:00	219	18	0	0	1	4	0	242	229	20	1	0	0	2	0	252
16:15	270	24	0	0	1	6	0	301	257	25	0	0	1	1	0	284
16:30	319	18	0	0	1	2	0	340	243	18	0	0	1	1	0	263
16:45	325	18	0	0	1	2	0	346	237	19	0	0	1	1	1	259
17:00	316	19	0	0	1	2	1	339	235	14	0	0	1	3	1	254
17:15	268	14	0	0	1	1	1	285	192	10	0	0	1	3	1	207
17:30	224	15	0	0	1	1	1	242	189	8	0	0	1	2	1	201
17:45	211	15	0	0	1	2	1	230	193	5	0	0	1	2	0	201
18:00	200	11	0	0	0	2	0	213	183	6	0	0	1	0	0	190

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 5

Date of Survey: 06.04.2019
Junction Name: A320 Egley Road / B380 Guildford Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

	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**
13:00	133	18	1	0	0	1	1	154	162	12	3	1	0	2	1	181
13:15	135	8	0	0	1	1	6	151	149	9	0	0	0	2	1	161
13:30	145	9	0	1	0	2	0	157	167	11	1	0	0	0	1	180
13:45	139	9	0	1	0	0	0	149	133	6	3	0	1	1	0	144
14:00	158	14	0	0	0	1	1	174	137	10	1	0	0	1	0	149
14:15	154	7	0	0	0	1	1	163	134	6	1	0	0	0	3	144
14:30	164	13	3	1	0	1	0	182	177	6	0	0	0	1	0	184
14:45	123	12	0	1	0	1	0	137	167	12	0	0	0	1	0	180
15:00	127	8	0	0	0	0	0	135	123	4	0	0	0	0	1	128
15:15	123	8	0	0	1	0	0	132	128	6	1	0	0	0	1	136
15:30	125	12	0	0	0	0	0	137	139	9	1	0	0	1	1	151
15:45	144	10	0	0	0	0	1	155	149	14	0	0	1	0	0	164
16:00	135	2	0	0	0	2	0	139	127	5	0	0	0	0	1	133
16:15	152	7	1	0	0	2	1	163	122	9	1	0	0	1	0	133
16:30	124	2	0	0	0	2	0	128	125	8	0	0	0	0	0	133
16:45	126	10	0	3	0	0	1	140	106	9	0	0	0	2	0	117
17:00	131	13	1	0	1	2	0	148	154	9	2	0	0	2	1	168
17:15	99	6	0	0	0	1	3	109	162	6	0	0	0	0	0	168
17:30	87	9	0	0	0	2	0	98	152	7	0	0	0	1	5	165
17:45	107	4	1	1	0	0	0	113	137	7	0	0	0	0	0	144
18:00	101	3	0	0	0	0	0	104	111	10	0	0	0	1	0	122
18:15	115	3	0	0	1	0	0	119	86	4	0	0	0	2	0	92
18:30	90	7	1	0	0	0	0	98	96	9	0	0	4	2	0	111
18:45	99	5	0	0	0	0	0	104	94	5	0	0	0	1	0	100
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	552	44	1	2	1	4	7	611	611	38	7	1	1	5	3	666
13:15	577	40	0	2	1	4	7	631	586	36	5	0	1	4	2	634
13:30	596	39	0	2	0	4	2	643	571	33	6	0	1	2	4	617
13:45	615	43	3	2	0	3	2	668	581	28	5	0	1	3	3	621
14:00	599	46	3	2	0	4	2	656	615	34	2	0	0	3	3	657
14:15	568	40	3	2	0	3	1	617	601	28	1	0	0	2	4	636
14:30	537	41	3	2	1	2	0	586	595	28	1	0	0	2	2	628
14:45	498	40	0	1	1	1	0	541	557	31	2	0	0	2	3	595
15:00	519	38	0	0	1	0	1	559	539	33	2	0	1	1	3	579
15:15	527	32	0	0	1	2	1	563	543	34	2	0	1	1	3	584
15:30	556	31	1	0	0	4	2	594	537	37	2	0	1	2	2	581
15:45	555	21	1	0	0	6	2	585	523	36	1	0	1	1	1	563
16:00	537	21	1	3	0	6	2	570	480	31	1	0	0	3	1	516
16:15	533	32	2	3	1	6	2	579	507	35	3	0	0	5	1	551
16:30	480	31	1	3	1	5	4	525	547	32	2	0	0	4	1	586
16:45	443	38	1	3	1	5	4	495	574	31	2	0	0	5	6	618
17:00	424	32	2	1	1	5	3	468	605	29	2	0	0	3	6	645
17:15	394	22	1	1	0	3	3	424	562	30	0	0	0	2	5	599
17:30	410	19	1	1	1	2	0	434	486	28	0	0	0	4	5	523
17:45	413	17	2	1	1	0	0	434	430	30	0	0	4	5	0	469
18:00	405	18	1	0	1	0	0	425	387	28	0	0	4	6	0	425

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 5

Date of Survey: 06.04.2019
Junction Name: A320 Egley Road / B380 Guildford Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

	Arm D Approach								Arm D Exit							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
13:00	85	6	2	0	0	1	1	95	72	7	0	0	0	1	1	81
13:15	79	8	0	0	3	2	0	92	72	7	0	0	0	0	1	80
13:30	86	8	0	0	0	2	0	96	79	8	1	1	0	2	1	92
13:45	67	4	1	0	0	0	1	73	67	3	0	0	0	0	0	70
14:00	92	3	0	0	0	1	0	96	71	6	0	0	0	0	1	78
14:15	77	4	0	0	0	2	0	83	87	6	0	0	0	0	0	93
14:30	69	5	1	0	0	1	0	76	69	7	1	1	0	3	1	82
14:45	73	2	1	0	0	0	0	76	73	4	0	1	0	3	0	81
15:00	59	6	1	0	0	0	0	66	79	7	0	0	0	1	0	87
15:15	61	2	0	0	0	1	1	65	61	7	0	0	0	1	2	71
15:30	54	5	0	0	0	2	0	61	55	9	1	0	0	1	0	66
15:45	54	2	0	0	0	0	0	56	52	5	0	0	0	1	1	59
16:00	38	3	1	0	0	1	0	43	64	4	0	0	0	1	0	69
16:15	61	5	0	0	0	0	0	66	65	6	0	0	0	1	0	72
16:30	58	4	0	0	0	0	0	62	50	4	0	0	0	0	0	54
16:45	60	6	0	0	0	1	0	67	60	1	0	3	0	0	1	65
17:00	62	4	0	0	0	0	0	66	96	9	0	0	0	1	0	106
17:15	48	5	0	0	0	0	0	53	91	5	0	0	1	1	0	98
17:30	51	2	0	0	0	0	1	54	59	4	0	0	0	1	0	64
17:45	41	3	0	0	0	2	0	46	56	3	0	1	0	0	1	61
18:00	25	5	0	0	0	0	0	30	59	3	0	0	0	1	0	63
18:15	38	0	0	0	0	0	0	38	39	2	0	0	0	0	0	41
18:30	35	0	0	0	0	1	0	36	43	2	0	0	0	0	0	45
18:45	34	5	0	0	0	2	0	41	46	4	0	0	0	0	0	50
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	317	26	3	0	3	5	2	356	290	25	1	1	0	3	3	323
13:15	324	23	1	0	3	5	1	357	289	24	1	1	0	2	3	320
13:30	322	19	1	0	0	5	1	348	304	23	1	1	0	2	2	333
13:45	305	16	2	0	0	4	1	328	294	22	1	1	0	3	2	323
14:00	311	14	2	0	0	4	0	331	300	23	1	2	0	6	2	334
14:15	278	17	3	0	0	3	0	301	308	24	1	2	0	7	1	343
14:30	262	15	3	0	0	2	1	283	282	25	1	2	0	8	3	321
14:45	247	15	2	0	0	3	1	268	268	27	1	1	0	6	2	305
15:00	228	15	1	0	0	3	1	248	247	28	1	0	0	4	3	283
15:15	207	12	1	0	0	4	1	225	232	25	1	0	0	4	3	265
15:30	207	15	1	0	0	3	0	226	236	24	1	0	0	4	1	266
15:45	211	14	1	0	0	1	0	227	231	19	0	0	0	3	1	254
16:00	217	18	1	0	0	2	0	238	239	15	0	3	0	2	1	260
16:15	241	19	0	0	0	1	0	261	271	20	0	3	0	2	1	297
16:30	228	19	0	0	0	1	0	248	297	19	0	3	1	2	1	323
16:45	221	17	0	0	0	1	1	240	306	19	0	3	1	3	1	333
17:00	202	14	0	0	0	2	1	219	302	21	0	1	1	3	1	329
17:15	165	15	0	0	0	2	1	183	265	15	0	1	1	3	1	286
17:30	155	10	0	0	0	2	1	168	213	12	0	1	0	2	1	229
17:45	139	8	0	0	0	3	0	150	197	10	0	1	0	1	1	210
18:00	132	10	0	0	0	3	0	145	187	11	0	0	0	1	0	199

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 5

Date of Survey: 06.04.2019
Junction Name: A320 Egley Road / B380 Guildford Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

	Total Junction Flow							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
13:00	446	39	5	1	1	5	4	501
13:15	440	31	0	0	4	5	8	488
13:30	457	32	2	1	0	5	2	499
13:45	415	21	3	1	2	1	1	444
14:00	453	31	1	0	1	2	1	489
14:15	455	20	1	0	0	4	4	484
14:30	469	27	4	1	0	5	1	507
14:45	428	30	1	1	1	4	1	466
15:00	379	24	1	0	1	2	1	408
15:15	365	24	1	0	1	3	3	397
15:30	369	36	2	0	0	4	2	413
15:45	374	30	0	0	3	1	1	409
16:00	351	15	1	0	0	3	1	371
16:15	392	29	1	0	0	8	1	431
16:30	350	18	0	0	0	2	0	370
16:45	345	28	0	3	1	2	1	380
17:00	447	36	3	0	2	5	1	494
17:15	396	19	0	0	1	2	3	421
17:30	343	21	0	0	0	3	6	373
17:45	338	16	1	1	1	2	1	360
18:00	305	21	0	0	1	2	0	329
18:15	290	9	0	0	1	2	0	302
18:30	270	19	1	0	4	3	0	297
18:45	275	19	0	0	0	2	0	296
Start Time	**Rolling Hour**							**Total**
13:00	1758	123	10	3	7	16	15	1932
13:15	1765	115	6	2	7	13	12	1920
13:30	1780	104	7	2	3	12	8	1916
13:45	1792	99	9	2	3	12	7	1924
14:00	1805	108	7	2	2	15	7	1946
14:15	1731	101	7	2	2	15	7	1865
14:30	1641	105	7	2	3	14	6	1778
14:45	1541	114	5	1	3	13	7	1684
15:00	1487	114	4	0	5	10	7	1627
15:15	1459	105	4	0	4	11	7	1590
15:30	1486	110	4	0	3	16	5	1624
15:45	1467	92	2	0	3	14	3	1581
16:00	1438	90	2	3	1	15	3	1552
16:15	1534	111	4	3	3	17	3	1675
16:30	1538	101	3	3	4	11	5	1665
16:45	1531	104	3	3	4	12	11	1668
17:00	1524	92	4	1	4	12	11	1648
17:15	1382	77	1	1	3	9	10	1483
17:30	1276	67	1	1	3	9	7	1364
17:45	1203	65	2	1	7	9	1	1288
18:00	1140	68	1	0	6	9	0	1224

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 5

Date of Survey: 06.04.2019
Junction Name: A320 Egley Road / B380 Guildford Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

Arm A: A320 Egley Road (N) **Arm B:** B380 Guildford Road (E) **Arm C:** A320 Egley Road (S) **Arm D:** B380 Mayford Green (W)

	PCU Summary															
Time	**A to A**	**A to D**	**A to C**	**A to B**	**B to B**	**B to A**	**B to D**	**B to C**	**C to C**	**C to B**	**C to A**	**C to D**	**D to D**	**D to C**	**D to B**	**D to A**
13:00	0	22	127	24	0	21	38	23	1	23	110	20	0	33	32	30
13:15	0	27	107	17	2	17	37	35	1	35	96	15	0	16	36	43
13:30	0	31	126	12	0	16	36	25	1	29	101	26	0	28	35	32
13:45	0	27	110	22	0	22	26	20	0	33	101	17	0	18	26	29
14:00	0	21	97	27	0	15	32	30	2	38	109	23	1	20	31	43
14:15	2	29	92	18	0	15	45	35	1	27	115	19	0	15	40	27
14:30	1	26	129	18	0	15	26	31	2	24	130	30	0	21	31	24
14:45	1	23	128	19	2	19	35	25	0	17	98	23	0	26	28	23
15:00	0	25	76	14	1	19	42	29	2	21	93	19	0	20	24	23
15:15	1	30	87	15	0	8	27	30	0	27	95	12	0	19	29	15
15:30	1	20	102	20	1	12	26	32	1	17	99	20	0	16	28	16
15:45	1	23	112	13	0	11	15	28	3	22	110	19	0	23	20	13
16:00	0	19	96	12	0	9	30	22	1	25	92	19	0	13	19	11
16:15	2	22	102	18	0	11	28	14	2	23	116	21	0	15	36	15
16:30	1	17	89	15	0	9	23	26	2	20	91	14	0	16	21	25
16:45	0	18	72	15	0	13	28	28	1	19	101	24	0	14	28	24
17:00	0	28	114	20	0	17	61	40	0	35	98	16	0	13	35	18
17:15	2	33	121	9	0	12	54	29	2	20	72	12	0	16	27	10
17:30	1	23	116	12	0	11	28	25	1	19	64	12	0	18	20	15
17:45	1	16	101	23	0	12	25	24	0	15	80	21	0	19	18	8
18:00	0	21	98	11	0	19	27	19	0	18	72	14	0	4	14	12
18:15	0	11	72	9	0	20	19	13	0	23	87	11	0	6	19	13
18:30	2	11	83	20	0	7	21	23	0	17	69	13	0	9	15	11
18:45	1	20	78	9	0	9	19	15	0	12	82	10	1	6	25	7
Start Time	**Rolling Hour**															
13:00	0	107	469	75	2	76	136	103	3	120	408	78	0	95	129	135
13:15	0	106	439	78	2	70	131	110	4	135	407	82	1	82	128	147
13:30	2	108	424	79	0	68	139	110	4	127	426	86	1	81	132	131
13:45	3	103	427	85	0	67	129	116	5	122	455	89	1	74	128	123
14:00	4	99	446	82	2	64	137	121	5	106	452	96	1	82	130	117
14:15	4	103	425	69	3	68	148	120	5	89	435	92	0	82	123	97
14:30	3	104	421	66	3	61	130	115	4	89	415	85	0	86	113	85
14:45	3	98	393	68	4	58	130	116	3	82	385	74	0	81	109	77
15:00	3	98	376	61	2	50	111	119	6	87	397	70	0	78	101	67
15:15	3	92	396	60	1	40	98	112	5	91	396	71	0	71	97	55
15:30	4	84	412	63	1	43	100	96	7	87	417	80	0	67	103	55
15:45	4	81	399	58	0	40	97	90	8	90	409	74	0	67	96	64
16:00	3	76	360	60	0	42	109	90	6	87	400	78	0	58	104	75
16:15	3	85	378	68	0	50	141	108	5	97	406	75	0	58	120	82
16:30	3	96	397	59	0	51	166	123	5	94	362	66	0	59	111	77
16:45	3	102	424	56	0	53	171	122	4	93	335	64	0	61	110	67
17:00	4	100	453	64	0	52	169	118	3	89	314	61	0	66	100	51
17:15	4	93	437	55	0	54	135	97	3	72	288	59	0	57	79	45
17:30	2	71	388	55	0	62	100	81	1	75	303	58	0	47	71	48
17:45	3	59	355	63	0	58	93	79	0	73	307	59	0	38	66	44
18:00	3	63	332	49	0	55	86	70	0	70	309	48	1	25	73	44

Intelligent Data Collection Limited
Woking, Surrey

Client: Vectos
Project Number: ID04567
Junction Number: Site 5
Date of Survey: 18.05.2019
Junction Name: A320 Egley Road / B380 Guildfield Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	30.05.2019			
Prepared by	Conor Lenehan			
Signature				
Checked by	David Brown			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04567			
File Ref	ID04567 Woking, Surrey - MCC Site 5 - 18.05.2019			

Issue Sheet

Issued to	Date			
	31.05.2019			
Taylor Davis	E-mail			

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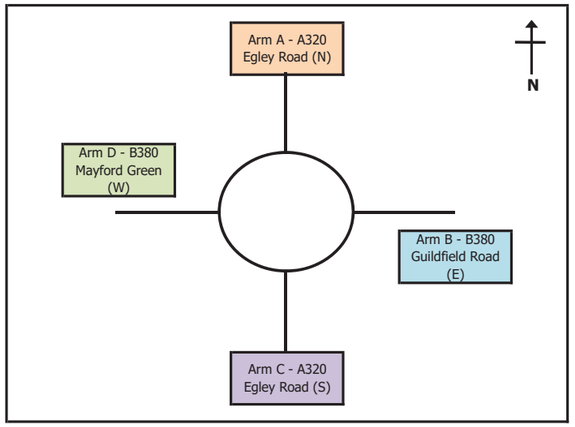
Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 5

Date of Survey: 18.05.2019
Junction Name: A320 Egley Road / B380 Guildfield Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

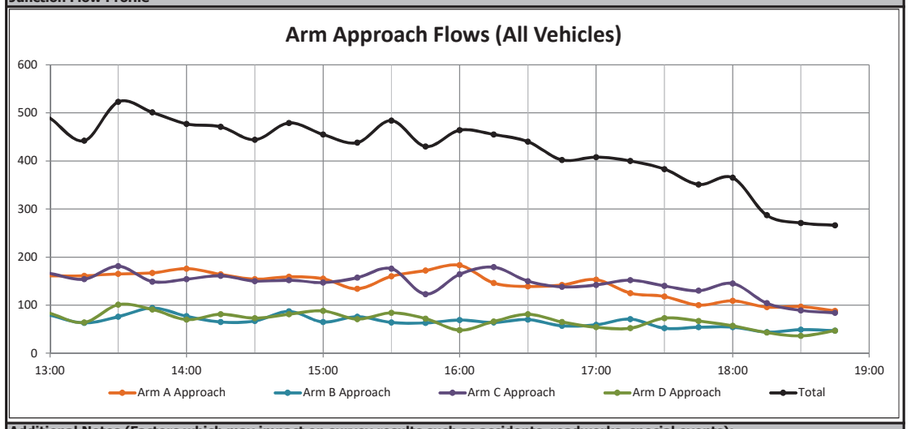
X Coordinate	Y Coordinate	Google Maps Link	
51.29558936422389	-0.5737653269916336	Click Here	
Weather Conditions			
Cloudy			

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):

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 5

Date of Survey: 18.05.2019
Junction Name: A320 Egley Road / B380 Guildfield Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

Arm A: A320 Egley Road (N)
Arm B: B380 Guildfield Road (E)
Arm C: A320 Egley Road (S)
Arm D: B380 Mayford Green (W)

	A to A								A to B								A to C								A to D							
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	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
13:00	1	0	0	0	0	0	0	1	28	2	0	0	0	0	0	118	112	5	1	0	0	0	0	118	28	2	0	0	0	0	0	118
13:15	1	0	0	0	0	0	0	1	21	1	0	0	0	0	0	119	110	8	0	0	0	1	0	119	21	1	0	0	0	0	0	119
13:30	2	0	0	0	0	0	0	2	18	1	0	0	0	0	0	134	126	7	1	0	0	0	0	134	18	1	0	0	0	0	0	134
13:45	1	0	0	0	0	0	0	1	22	3	0	0	0	0	0	127	119	4	1	0	0	1	0	127	22	3	0	0	0	0	0	127
14:00	0	0	0	0	0	0	0	0	29	0	0	0	0	0	0	135	126	8	1	0	0	0	0	135	29	0	0	0	0	0	0	135
14:15	0	0	0	0	0	0	0	0	27	2	0	0	0	0	0	123	120	2	0	0	0	1	0	123	27	2	0	0	0	0	0	123
14:30	4	0	0	0	0	0	0	4	19	0	0	0	0	0	0	115	107	7	0	0	0	1	0	115	19	0	0	0	0	0	0	115
14:45	1	0	0	0	0	0	0	1	25	2	0	0	0	0	0	119	113	5	1	0	0	0	0	119	25	2	0	0	0	0	0	119
15:00	0	0	0	0	0	0	0	0	19	1	1	0	0	0	0	119	112	6	1	0	0	0	0	119	19	1	1	0	0	0	0	119
15:15	0	0	0	0	0	0	0	0	16	4	0	0	0	0	0	101	94	4	0	0	0	1	0	101	16	4	0	0	0	0	0	101
15:30	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	117	112	4	0	0	0	1	0	117	24	0	0	0	0	0	0	117
15:45	0	0	0	0	0	0	0	0	29	0	0	0	0	0	0	130	123	6	0	0	0	1	0	130	29	0	0	0	0	0	0	130
16:00	0	0	0	0	0	0	0	0	25	0	0	1	0	0	0	143	134	6	1	0	0	2	0	143	25	0	0	1	0	0	0	143
16:15	2	0	0	0	0	0	0	2	28	0	0	0	0	0	0	104	101	3	0	0	0	0	0	104	28	0	0	0	0	0	0	104
16:30	2	0	0	0	0	0	0	2	26	0	0	0	0	0	0	95	85	8	1	0	0	1	0	95	26	0	0	0	0	0	0	95
16:45	0	0	0	0	0	0	0	0	19	2	0	0	0	0	0	108	101	6	0	0	0	1	0	108	19	2	0	0	0	0	0	108
17:00	3	0	0	0	0	0	0	3	21	3	0	0	0	0	0	106	95	9	2	0	0	0	0	106	21	3	0	0	0	0	0	106
17:15	1	0	0	0	0	0	0	1	17	2	0	0	0	0	0	92	88	4	0	0	0	0	0	92	17	2	0	0	0	0	0	92
17:30	2	0	0	0	0	0	0	2	12	1	0	0	0	0	0	87	83	4	0	0	0	0	0	87	12	1	0	0	0	0	0	87
17:45	1	0	0	0	0	0	0	1	14	1	0	0	0	0	0	72	70	2	0	0	0	0	0	72	14	1	0	0	0	0	0	72
18:00	1	0	0	0	0	0	0	1	11	0	0	0	0	0	0	82	76	5	0	0	0	1	0	82	11	0	0	0	0	0	0	82
18:15	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	78	72	5	0	0	0	1	0	78	12	0	0	0	0	0	0	78
18:30	0	0	0	0	0	0	0	0	18	2	0	0	0	0	0	68	64	2	0	0	0	2	0	68	18	2	0	0	0	0	0	68
18:45	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	64	59	2	0	0	0	2	0	64	16	0	0	0	0	0	0	64
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
13:00	5	0	0	0	0	0	0	5	89	7	0	0	0	0	0	498	467	24	3	0	1	2	1	498	89	7	0	0	0	0	1	498
13:15	4	0	0	0	0	0	0	4	90	5	0	0	0	0	0	515	481	27	3	0	1	2	1	515	90	5	0	0	0	0	0	515
13:30	3	0	0	0	0	0	0	3	96	6	0	0	0	0	0	519	491	21	3	0	1	2	1	519	96	6	0	0	0	0	0	519
13:45	5	0	0	0	0	0	0	5	97	5	0	0	0	0	0	500	472	21	2	0	1	3	1	500	97	5	0	0	0	0	0	500
14:00	5	0	0	0	0	0	0	5	90	5	1	0	0	0	0	492	466	22	2	0	0	2	0	492	90	5	1	0	0	0	0	492
14:15	5	0	0	0	0	0	0	5	79	7	1	0	0	0	0	476	452	20	2	0	0	2	0	476	79	7	1	0	0	0	0	476
14:30	1	0	0	0	0	0	0	1	84	7	1	0	0	0	0	454	426	24	2	0	0	2	0	454	84	7	1	0	0	0	0	454
14:45	0	0	0	0	0	0	0	0	88	5	1	0	0	0	0	456	431	21	2	0	0	2	0	456	88	5	1	0	0	0	0	456
15:00	0	0	0	0	0	0	0	0	94	4	0	0	0	0	0	467	441	22	1	0	1	2	0	467	94	4	0	0	0	0	0	467
15:15	1	0	0	0	0	0	0	1	104	4	0	0	0	0	0	491	463	22	1	0	1	4	0	491	104	4	0	0	0	0	0	491
15:30	3	0	0	0	0	0	0	3	106	2	0	0	0	0	0	494	470	19	1	0	1	3	0	494	106	2	0	0	0	0	0	494
15:45	5	0	0	0	0	0	0	5	96	4	0	0	0	0	0	472	443	23	2	0	1	3	0	472	96	4	0	0	0	0	0	472
16:00	5	0	0	0	0	0	0	5	92	7	0	0	0	0	0	450	421	23	2	0	0	4	0	450	92	7	0	0	0	0	0	450
16:15	6	0	0	0	0	0	0	6	83	7	0	0	0	0	0	413	382	26	3	0	0	2	0	413	83	7	0	0	0	0	0	413
16:30	6	0	0	0	0	0	0	6	69	8	0	0	0	0	0	401	369	27	3	0	0	2	0	401	69	8	0	0	0	0	0	401
16:45	7	0	0	0	0	0	0	7	64	7	0	0	0	0	0	393	367	23	2	0	0	1	0	393	64	7	0	0	0	0	0	393
17:00	5	0	0	0	0	0	0	5	54	4	0	0	0	0	0	357	336	19	2	0	0	0	0	357	54	4	0	0	0	0	0	357
17:15	4	0	0	0	0	0	0	4	49	2	0	0	0	0	0	333	317	15	0	0	0	1	0	333	49	2	0	0	0	0	0	333
17:30	2	0	0	0	0	0	0	2	55	3	0	0	0	0	0	319	301	16	0	0	0	2	0	319	55	3	0	0	0	0	0	319
17:45	1	0	0	0	0	0	0	1	57	2	0	0	0	0	0	300	282	14	0	0	0	2	0	300	57	2	0	0	0	0	0	300
18:00																292	271	14	0	0	0	3	0	292								292

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 5

Date of Survey: 18.05.2019
Junction Name: A320 Egley Road / B380 Guildfield Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

Arm A: A320 Egley Road (N)
Arm B: B380 Guildfield Road (E)
Arm C: A320 Egley Road (S)
Arm D: B380 Mayford Green (W)

	A to B								B to B								B 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**
13:00	10	0	0	0	1	0	0	11	1	0	0	0	0	0	0	1	21	2	0	0	0	0	0	23
13:15	18	1	0	0	0	0	0	19	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
13:30	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	20
13:45	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0	15	3	0	0	1	0	0	19
14:00	11	0	0	0	1	0	0	12	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15
14:15	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0	18	1	0	0	0	0	0	19
14:30	13	2	0	0	0	0	0	15	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
14:45	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0	29	4	0	0	1	0	0	34
15:00	12	2	0	0	1	0	0	15	3	0	0	0	0	0	0	3	15	1	0	0	0	0	0	16
15:15	12	0	0	0	0	0	0	12	0	1	0	0	0	0	0	1	16	3	0	0	0	0	0	19
15:30	17	2	0	0	0	0	0	19	1	0	0	0	0	0	0	1	8	1	1	0	0	0	0	10
15:45	10	2	0	0	1	0	0	13	0	0	0	0	0	0	0	0	14	1	0	0	1	0	0	16
16:00	13	0	1	0	0	0	0	14	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	14
16:15	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15
16:30	16	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	21	2	0	0	0	0	0	23
16:45	11	1	0	0	0	0	0	12	1	0	0	0	0	0	0	1	9	3	0	0	1	0	0	13
17:00	18	0	0	0	1	1	0	20	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	15
17:15	12	0	0	0	0	1	0	13	1	0	0	0	0	0	0	1	15	3	0	0	0	0	0	18
17:30	16	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
17:45	11	1	0	0	0	0	0	12	2	0	0	0	0	0	0	2	11	2	0	0	0	0	0	13
18:00	13	0	0	0	1	0	0	14	1	0	0	0	0	0	0	1	11	0	0	0	1	0	1	13
18:15	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
18:30	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	6	1	0	0	0	1	1	9
18:45	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	51	2	0	0	1	0	0	54	1	0	0	0	0	0	0	1	63	7	0	0	1	0	0	71
13:15	52	2	0	0	1	0	0	55	0	0	0	0	0	0	0	0	56	6	0	0	1	0	0	63
13:30	44	3	0	0	1	0	0	48	0	0	0	0	0	0	0	0	66	6	0	0	1	0	0	73
13:45	47	5	0	0	1	0	0	53	0	0	0	0	0	0	0	0	57	5	0	0	1	0	0	63
14:00	44	6	0	0	1	0	0	51	0	0	0	0	0	0	0	0	71	6	0	0	1	0	0	78
14:15	45	8	0	0	1	0	0	54	3	0	0	0	0	0	0	3	72	6	0	0	1	0	0	79
14:30	47	6	0	0	1	0	0	54	3	1	0	0	0	0	0	4	70	8	0	0	1	0	0	79
14:45	51	6	0	0	1	0	0	58	4	1	0	0	0	0	0	5	68	9	1	0	1	0	0	79
15:00	51	6	0	0	2	0	0	59	4	1	0	0	0	0	0	5	53	6	1	0	1	0	0	61
15:15	52	4	1	0	1	0	0	58	1	1	0	0	0	0	0	2	50	7	1	0	1	0	0	59
15:30	51	5	1	0	1	0	0	58	1	0	0	0	0	0	0	1	49	4	1	0	1	0	0	55
15:45	50	3	1	0	1	0	0	55	0	0	0	0	0	0	0	0	62	5	0	0	1	0	0	68
16:00	51	2	1	0	0	0	0	54	1	0	0	0	0	0	0	1	57	7	0	0	1	0	0	65
16:15	56	2	0	0	1	1	0	60	1	0	0	0	0	0	0	1	58	7	0	0	1	0	0	66
16:30	57	1	0	0	1	2	0	61	2	0	0	0	0	0	0	2	58	10	0	0	1	0	0	69
16:45	57	1	0	0	1	2	0	61	2	0	0	0	0	0	0	2	45	8	0	0	1	0	0	54
17:00	57	1	0	0	1	2	0	61	3	0	0	0	0	0	0	3	47	7	0	0	0	0	0	54
17:15	52	1	0	0	1	1	0	55	4	0	0	0	0	0	0	4	45	5	0	0	1	0	1	52
17:30	44	3	0	0	1	0	0	48	3	0	0	0	0	0	0	3	37	2	0	0	1	0	1	41
17:45	36	3	0	0	1	0	0	40	3	0	0	0	0	0	0	3	35	3	0	0	1	1	2	42
18:00	33	2	0	0	1	0	0	36	1	0	0	0	0	0	0	1	29	2	0	0	1	1	2	35

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 5

Date of Survey: 18.05.2019
Junction Name: A320 Egley Road / B380 Guildfield Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

Arm A: A320 Egley Road (N)
Arm B: B380 Guildfield Road (E)
Arm C: A320 Egley Road (S)
Arm D: B380 Mayford Green (W)

	B to D								B to C								C 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**
13:00	32	0	0	0	0	0	0	32	22	1	0	0	0	0	0	23	4	0	0	0	0	0	0	4
13:15	31	0	1	0	0	0	0	32	21	1	0	0	0	0	0	22	2	0	0	0	0	0	0	2
13:30	19	8	1	0	0	0	0	28	22	5	0	0	0	1	0	28	1	0	0	0	0	0	0	1
13:45	35	3	0	0	0	1	0	39	31	4	1	0	0	0	0	36	2	0	0	0	0	0	0	2
14:00	32	2	0	0	0	2	0	36	26	0	0	0	0	0	0	26	3	0	0	0	0	0	0	3
14:15	22	3	0	0	0	0	2	27	19	0	0	0	0	0	0	19	3	0	0	0	0	0	0	3
14:30	17	6	0	0	0	1	0	24	32	1	0	0	0	0	0	33	1	0	0	0	0	0	0	1
14:45	17	4	0	0	0	1	0	22	29	2	0	0	0	0	0	31	0	0	0	0	0	0	0	0
15:00	19	3	0	1	0	0	0	23	19	4	0	0	0	0	0	23	0	0	0	0	0	0	0	0
15:15	28	3	0	0	0	1	0	32	20	2	0	0	0	0	2	24	4	0	0	0	0	0	0	4
15:30	28	0	0	0	0	0	0	28	22	2	0	0	0	0	1	25	4	1	0	0	0	0	0	5
15:45	28	2	0	0	0	1	0	31	15	1	0	0	0	0	0	16	3	0	0	0	0	0	0	3
16:00	20	3	0	0	0	0	0	23	30	2	0	0	0	0	0	32	1	0	0	0	0	0	0	1
16:15	25	2	0	0	0	1	0	28	19	1	0	0	0	1	0	21	1	0	0	0	0	0	0	1
16:30	26	2	0	0	0	0	0	28	18	1	0	0	0	0	0	19	2	0	0	0	0	0	0	2
16:45	18	1	0	0	0	1	2	22	21	0	0	0	0	0	0	21	0	0	0	0	0	1	0	1
17:00	19	2	0	0	0	0	1	22	21	1	0	0	0	0	0	22	1	0	0	0	0	0	0	1
17:15	33	3	0	0	0	1	0	37	13	2	0	0	0	0	0	15	2	0	0	0	0	0	0	2
17:30	16	2	0	0	0	0	1	19	20	4	0	0	0	0	1	25	0	0	0	0	0	0	0	0
17:45	25	0	0	0	0	0	0	25	12	1	0	0	0	1	0	14	1	0	0	0	0	0	0	1
18:00	19	1	0	0	0	0	0	20	18	1	0	1	0	0	0	20	1	0	0	0	0	0	0	1
18:15	24	0	0	0	0	0	0	24	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0
18:30	21	3	0	0	0	0	0	24	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0
18:45	19	1	0	0	0	0	0	20	18	3	0	0	0	0	0	21	0	0	0	0	0	0	0	0
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	117	11	2	0	0	1	0	131	96	11	1	0	0	1	0	109	9	0	0	0	0	0	0	9
13:15	117	13	2	0	0	3	0	135	100	10	1	0	0	1	0	112	8	0	0	0	0	0	0	8
13:30	108	16	1	0	0	3	2	130	98	9	1	0	0	1	0	109	9	0	0	0	0	0	0	9
13:45	106	14	0	0	0	4	2	126	108	5	1	0	0	0	0	114	9	0	0	0	0	0	0	9
14:00	88	15	0	0	0	4	2	109	106	3	0	0	0	0	0	109	7	0	0	0	0	0	0	7
14:15	75	16	0	1	0	2	2	96	99	7	0	0	0	0	0	106	4	0	0	0	0	0	0	4
14:30	81	16	0	1	0	3	0	101	100	9	0	0	0	0	2	111	5	0	0	0	0	0	0	5
14:45	92	10	0	1	0	2	0	105	90	10	0	0	0	0	3	103	8	1	0	0	0	0	0	9
15:00	103	8	0	1	0	2	0	114	76	9	0	0	0	0	3	88	11	1	0	0	0	0	0	12
15:15	104	8	0	0	0	2	0	114	87	7	0	0	0	0	3	97	12	1	0	0	0	0	0	13
15:30	101	7	0	0	0	2	0	110	86	6	0	0	0	1	1	94	9	1	0	0	0	0	0	10
15:45	99	9	0	0	0	2	0	110	82	5	0	0	0	1	0	88	7	0	0	0	0	0	0	7
16:00	89	8	0	0	0	2	2	101	88	4	0	0	0	1	0	93	4	0	0	0	0	1	0	5
16:15	88	7	0	0	0	2	3	100	79	3	0	0	0	1	0	83	4	0	0	0	0	1	0	5
16:30	96	8	0	0	0	2	3	109	73	4	0	0	0	0	0	77	5	0	0	0	0	1	0	6
16:45	86	8	0	0	0	2	4	100	75	7	0	0	0	0	1	83	3	0	0	0	0	1	0	4
17:00	93	7	0	0	0	1	2	103	66	8	0	0	0	1	1	76	4	0	0	0	0	0	0	4
17:15	93	6	0	0	0	1	1	101	63	8	0	1	0	1	1	74	4	0	0	0	0	0	0	4
17:30	84	3	0	0	0	0	1	88	63	6	0	1	0	1	1	72	2	0	0	0	0	0	0	2
17:45	89	4	0	0	0	0	0	93	58	3	0	1	0	1	0	63	2	0	0	0	0	0	0	2
18:00	83	5	0	0	0	0	0	88	64	5	0	1	0	0	0	70	1	0	0	0	0	0	0	1

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 5

Date of Survey: 18.05.2019
Junction Name: A320 Egley Road / B380 Guildfield Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

Arm A: A320 Egley Road (N)
Arm B: B380 Guildfield Road (E)
Arm C: A320 Egley Road (S)
Arm D: B380 Mayford Green (W)

	C to B								C to A								C to D							
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
13:00	22	1	0	0	0	0	0	23	108	6	0	0	0	0	0	114	22	1	0	0	0	0	2	25
13:15	27	2	0	0	0	0	0	29	89	4	0	0	1	0	1	95	24	4	0	0	0	0	0	28
13:30	26	1	0	0	0	0	0	27	122	1	0	0	0	0	2	125	20	7	0	0	0	1	0	28
13:45	22	2	0	0	0	0	0	24	98	3	0	0	0	2	0	103	16	3	0	1	0	0	0	20
14:00	16	5	0	0	0	0	0	21	97	6	0	0	0	0	0	103	23	2	1	1	0	0	0	27
14:15	27	3	0	0	0	0	0	30	99	8	1	0	0	0	0	108	20	0	0	0	0	0	0	20
14:30	15	1	0	0	0	0	0	16	92	6	1	0	0	2	0	101	28	2	0	0	0	0	2	32
14:45	19	3	0	0	0	1	0	23	91	3	0	0	0	4	0	98	31	0	0	0	0	0	0	31
15:00	21	1	0	0	0	0	0	22	93	4	0	0	0	2	1	100	23	1	0	0	0	1	0	25
15:15	22	1	0	0	0	0	0	23	109	6	0	0	1	0	0	116	14	0	0	0	0	0	0	14
15:30	25	1	0	0	0	0	0	26	118	9	0	0	0	0	0	127	18	0	0	0	0	0	0	18
15:45	25	2	0	0	0	0	0	27	75	3	0	0	0	1	0	79	12	0	0	0	0	2	0	14
16:00	25	0	0	0	0	0	0	25	107	8	1	0	0	1	0	117	20	1	0	0	0	0	0	21
16:15	22	2	0	0	0	0	0	24	107	3	0	0	0	2	0	112	41	1	0	0	0	0	0	42
16:30	23	0	0	0	0	1	0	24	102	5	1	0	0	0	0	108	14	2	0	0	0	0	0	16
16:45	23	3	0	0	0	0	0	26	91	1	0	0	0	2	0	94	16	0	0	0	0	1	0	17
17:00	25	1	1	0	0	0	0	27	85	6	0	0	0	1	0	92	22	0	0	0	0	0	0	22
17:15	23	2	0	0	0	0	0	25	99	5	0	0	0	0	0	104	20	1	0	0	0	0	0	21
17:30	16	0	0	0	0	0	0	16	98	6	0	0	0	0	0	104	18	2	0	0	0	0	0	20
17:45	17	0	0	0	0	0	0	17	90	2	0	0	0	1	0	93	18	0	0	0	0	1	0	19
18:00	16	0	0	0	0	0	0	16	110	3	0	0	0	0	0	113	15	0	0	0	0	0	0	15
18:15	14	0	0	0	0	0	0	14	75	1	1	0	0	0	0	77	12	0	0	0	0	1	0	13
18:30	16	3	0	0	0	0	0	19	47	2	0	0	1	0	3	53	17	0	0	0	0	0	0	17
18:45	14	0	0	0	0	0	0	14	54	2	0	0	0	0	0	56	14	0	0	0	0	0	0	14
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	97	6	0	0	0	0	0	103	417	14	0	0	1	2	3	437	82	15	0	1	0	1	2	101
13:15	91	10	0	0	0	0	0	101	406	14	0	0	1	2	3	426	83	16	1	2	0	1	0	103
13:30	91	11	0	0	0	0	0	102	416	18	1	0	0	2	2	439	79	12	1	2	0	1	0	95
13:45	80	11	0	0	0	0	0	91	386	23	2	0	0	4	0	415	87	7	1	2	0	0	2	99
14:00	77	12	0	0	0	1	0	90	379	23	2	0	0	6	0	410	102	4	1	1	0	0	2	110
14:15	82	8	0	0	0	1	0	91	375	21	2	0	0	8	1	407	102	3	0	0	0	1	2	108
14:30	77	6	0	0	0	1	0	84	385	19	1	0	1	8	1	415	96	3	0	0	0	1	2	102
14:45	87	6	0	0	0	1	0	94	411	22	0	0	1	6	1	441	86	1	0	0	0	1	0	88
15:00	93	5	0	0	0	0	0	98	395	22	0	0	1	3	1	422	67	1	0	0	0	3	0	71
15:15	97	4	0	0	0	0	0	101	409	26	1	0	1	2	0	439	64	1	0	0	0	2	0	67
15:30	97	5	0	0	0	0	0	102	407	23	1	0	0	4	0	435	91	2	0	0	0	2	0	95
15:45	95	4	0	0	0	1	0	100	391	19	2	0	0	4	0	416	87	4	0	0	0	2	0	93
16:00	93	5	0	0	0	1	0	99	407	17	2	0	0	5	0	431	91	4	0	0	0	1	0	96
16:15	93	6	1	0	0	1	0	101	385	15	1	0	0	5	0	406	93	3	0	0	0	1	0	97
16:30	94	6	1	0	0	1	0	102	377	17	1	0	0	3	0	398	72	3	0	0	0	1	0	76
16:45	87	6	1	0	0	0	0	94	373	18	0	0	0	3	0	394	76	3	0	0	0	1	0	80
17:00	81	3	1	0	0	0	0	85	372	19	0	0	0	2	0	393	78	3	0	0	0	1	0	82
17:15	72	2	0	0	0	0	0	74	397	16	0	0	0	1	0	414	71	3	0	0	0	1	0	75
17:30	63	0	0	0	0	0	0	63	373	12	1	0	0	1	0	387	63	2	0	0	0	2	0	67
17:45	63	3	0	0	0	0	0	66	322	8	1	0	1	1	3	336	62	0	0	0	0	2	0	64
18:00	60	3	0	0	0	0	0	63	286	8	1	0	1	0	3	299	58	0	0	0	0	1	0	59

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 5

Date of Survey: 18.05.2019
Junction Name: A320 Egley Road / B380 Guildfield Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

Arm A: A320 Egley Road (N)
Arm B: B380 Guildfield Road (E)
Arm C: A320 Egley Road (S)
Arm D: B380 Mayford Green (W)

	D to D								D to C								D 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
13:00	1	0	0	0	0	0	0	1	25	0	0	0	0	0	0	25	30	4	0	0	0	0	2	36
13:15	0	0	0	0	0	0	0	0	13	0	0	0	0	1	0	14	32	0	0	0	0	0	0	32
13:30	0	0	0	0	0	0	0	0	36	2	0	1	0	0	0	39	32	4	0	0	0	0	0	36
13:45	1	0	0	0	0	0	0	1	26	3	0	0	0	0	1	30	30	3	0	0	0	0	2	35
14:00	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	28	17	2	0	0	0	0	1	20
14:15	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	37	3	0	0	0	0	0	40
14:30	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	21	21	1	0	0	0	0	0	22
14:45	0	0	0	0	0	0	0	0	23	1	0	1	0	0	0	25	23	0	0	0	0	1	0	24
15:00	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	22	31	4	0	0	0	0	1	36
15:15	2	0	0	0	0	0	0	2	17	1	0	0	0	0	0	18	30	1	0	0	0	2	0	33
15:30	1	0	0	0	0	0	0	1	21	0	0	0	0	0	0	21	27	1	0	0	0	1	2	31
15:45	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16	26	2	0	0	0	0	0	28
16:00	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14	11	0	0	0	0	1	0	12
16:15	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	19	25	4	0	0	0	2	0	31
16:30	0	0	0	0	0	0	0	0	22	1	0	0	0	0	1	24	30	1	0	0	0	3	0	34
16:45	0	0	0	0	0	0	0	0	21	1	0	0	0	0	0	22	21	0	0	0	0	0	1	22
17:00	1	0	0	0	0	0	0	1	18	0	0	0	0	0	0	18	22	2	0	0	0	0	0	24
17:15	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	28	2	0	0	0	2	0	32
17:30	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	19	31	4	0	0	0	0	0	35
17:45	0	0	0	0	0	0	0	0	18	1	0	0	0	1	0	20	29	1	0	0	0	0	0	30
18:00	0	0	0	0	0	0	0	0	15	0	0	0	0	1	0	16	23	2	0	0	0	0	0	25
18:15	0	0	0	0	0	0	0	0	17	1	0	0	0	0	0	18	9	1	0	0	0	0	0	10
18:30	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	19	1	0	0	0	0	0	20
18:45	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15	17	1	0	0	0	1	1	20
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	2	0	0	0	0	0	0	2	100	5	0	1	0	1	1	108	124	11	0	0	0	0	4	139
13:15	1	0	0	0	0	0	0	1	103	5	0	1	0	1	1	111	111	9	0	0	0	0	3	123
13:30	1	0	0	0	0	0	0	1	104	5	0	1	0	0	1	111	116	12	0	0	0	0	3	131
13:45	1	0	0	0	0	0	0	1	89	3	0	0	0	0	1	93	105	9	0	0	0	0	3	117
14:00	0	0	0	0	0	0	0	0	86	1	0	1	0	0	0	88	98	6	0	0	0	1	1	106
14:15	0	0	0	0	0	0	0	0	80	1	0	1	0	0	0	82	112	8	0	0	0	1	1	122
14:30	2	0	0	0	0	0	0	2	83	2	0	1	0	0	0	86	105	6	0	0	0	3	1	115
14:45	3	0	0	0	0	0	0	3	83	2	0	1	0	0	0	86	111	6	0	0	0	4	3	124
15:00	3	0	0	0	0	0	0	3	75	2	0	0	0	0	0	77	114	8	0	0	0	3	3	128
15:15	3	0	0	0	0	0	0	3	66	3	0	0	0	0	0	69	94	4	0	0	0	4	2	104
15:30	1	0	0	0	0	0	0	1	68	2	0	0	0	0	0	70	89	7	0	0	0	4	2	102
15:45	0	0	0	0	0	0	0	0	69	3	0	0	0	0	1	73	92	7	0	0	0	6	0	105
16:00	0	0	0	0	0	0	0	0	75	3	0	0	0	0	1	79	87	5	0	0	0	6	1	99
16:15	1	0	0	0	0	0	0	1	80	2	0	0	0	0	1	83	98	7	0	0	0	5	1	111
16:30	1	0	0	0	0	0	0	1	71	3	0	0	0	0	1	75	101	5	0	0	0	5	1	112
16:45	1	0	0	0	0	0	0	1	68	2	0	0	0	0	0	70	102	8	0	0	0	2	1	113
17:00	1	0	0	0	0	0	0	1	65	2	0	0	0	1	0	68	110	9	0	0	0	2	0	121
17:15	0	0	0	0	0	0	0	0	62	2	0	0	0	2	0	66	111	9	0	0	0	2	0	122
17:30	0	0	0	0	0	0	0	0	69	2	0	0	0	2	0	73	92	8	0	0	0	0	0	100
17:45	0	0	0	0	0	0	0	0	57	2	0	0	0	2	0	61	80	5	0	0	0	0	0	85
18:00	0	0	0	0	0	0	0	0	53	2	0	0	0	1	0	56	68	5	0	0	0	1	1	75

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 5

Date of Survey: 18.05.2019
Junction Name: A320 Egley Road / B380 Guildfield Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

Arm A: A320 Egley Road (N)
Arm B: B380 Guildfield Road (E)
Arm C: A320 Egley Road (S)
Arm D: B380 Mayford Green (W)

	D to A							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
13:00	17	4	0	0	0	0	0	21
13:15	17	1	0	0	0	0	0	18
13:30	26	0	0	0	0	0	0	26
13:45	22	3	0	0	0	0	0	25
14:00	19	3	0	0	0	0	0	22
14:15	24	3	0	0	0	0	0	27
14:30	29	1	0	0	0	0	0	30
14:45	32	0	0	0	0	0	0	32
15:00	27	2	1	0	0	0	0	30
15:15	17	1	0	0	0	0	0	18
15:30	27	4	0	0	0	0	0	31
15:45	27	1	0	0	0	0	0	28
16:00	20	0	0	0	0	1	1	22
16:15	13	2	0	0	0	1	0	16
16:30	21	1	0	0	0	1	0	23
16:45	19	2	0	0	0	0	0	21
17:00	10	0	0	0	0	0	1	11
17:15	7	2	0	0	0	0	0	9
17:30	18	1	0	0	0	0	0	19
17:45	16	1	0	0	0	0	0	17
18:00	14	1	0	0	0	1	0	16
18:15	13	2	0	0	0	0	0	15
18:30	8	1	0	0	0	0	0	9
18:45	12	0	0	0	0	0	0	12
Start Time	**Rolling Hour**							**Total**
13:00	82	8	0	0	0	0	0	90
13:15	84	7	0	0	0	0	0	91
13:30	91	9	0	0	0	0	0	100
13:45	94	10	0	0	0	0	0	104
14:00	104	7	0	0	0	0	0	111
14:15	112	6	1	0	0	0	0	119
14:30	105	4	1	0	0	0	0	110
14:45	103	7	1	0	0	0	0	111
15:00	98	8	1	0	0	0	0	107
15:15	91	6	0	0	0	1	1	99
15:30	87	7	0	0	0	2	1	97
15:45	81	4	0	0	0	3	1	89
16:00	73	5	0	0	0	3	1	82
16:15	63	5	0	0	0	2	1	71
16:30	57	5	0	0	0	1	1	64
16:45	54	5	0	0	0	0	1	60
17:00	51	4	0	0	0	0	1	56
17:15	55	5	0	0	0	1	0	61
17:30	61	5	0	0	0	1	0	67
17:45	51	5	0	0	0	1	0	57
18:00	47	4	0	0	0	1	0	52

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 5

Date of Survey: 18.05.2019
Junction Name: A320 Egley Road / B380 Guildfield Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

	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**
13:00	151	7	1	0	1	0	1	161	147	12	0	0	0	0	0	159
13:15	150	10	0	0	0	1	0	161	115	6	0	0	1	0	1	123
13:30	156	8	1	0	0	0	0	165	169	2	0	0	0	0	2	173
13:45	155	8	1	0	1	1	1	167	136	9	0	0	1	2	0	148
14:00	166	8	1	0	1	0	0	176	130	10	0	0	0	0	0	140
14:15	157	6	0	0	0	1	0	164	141	12	1	0	0	0	0	154
14:30	143	9	0	0	0	2	0	154	135	7	1	0	0	2	0	145
14:45	149	9	1	0	0	0	0	159	153	7	0	0	1	4	0	165
15:00	143	9	2	0	1	0	0	155	135	7	1	0	0	2	1	146
15:15	122	10	0	0	0	2	0	134	142	10	0	0	1	0	0	153
15:30	153	6	0	0	0	1	0	160	153	14	1	0	0	0	0	168
15:45	162	8	0	0	2	0	0	172	116	5	0	0	1	1	0	123
16:00	173	6	2	0	0	2	0	183	140	10	1	0	0	2	1	154
16:15	140	6	0	0	0	0	0	146	137	5	0	0	0	3	0	145
16:30	129	8	1	0	0	1	0	139	146	8	1	0	0	1	0	156
16:45	131	9	0	0	0	2	0	142	119	6	0	0	1	2	0	128
17:00	137	12	2	0	1	1	0	153	111	8	0	0	0	1	1	121
17:15	118	6	0	0	0	1	0	125	122	10	0	0	0	0	0	132
17:30	113	5	0	0	0	0	0	118	126	7	0	0	0	0	0	133
17:45	96	4	0	0	0	0	0	100	118	5	0	0	0	1	0	124
18:00	101	5	0	0	1	2	0	109	136	4	0	0	1	1	1	143
18:15	88	7	0	0	0	1	0	96	95	3	1	0	0	0	0	99
18:30	90	4	0	0	2	1	0	97	61	4	0	0	1	1	4	71
18:45	83	2	0	0	1	2	0	88	71	3	0	0	0	0	0	74
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	612	33	3	0	2	2	2	654	567	29	0	0	2	2	3	603
13:15	627	34	3	0	2	2	1	669	550	27	0	0	2	2	3	584
13:30	634	30	3	0	2	2	1	672	576	33	1	0	1	2	2	615
13:45	621	31	2	0	2	4	1	661	542	38	2	0	1	4	0	587
14:00	615	32	2	0	1	3	0	653	559	36	2	0	1	6	0	604
14:15	592	33	3	0	1	3	0	632	564	33	3	0	1	8	1	610
14:30	557	37	3	0	1	4	0	602	565	31	2	0	2	8	1	609
14:45	567	34	3	0	1	3	0	608	583	38	2	0	2	6	1	632
15:00	580	33	2	0	3	3	0	621	546	36	2	0	2	3	1	590
15:15	610	30	2	0	2	5	0	649	551	39	2	0	2	3	1	598
15:30	628	26	2	0	2	3	0	661	546	34	2	0	1	6	1	590
15:45	604	28	3	0	2	3	0	640	539	28	2	0	1	7	1	578
16:00	573	29	3	0	0	5	0	610	542	29	2	0	1	8	1	583
16:15	537	35	3	0	1	4	0	580	513	27	1	0	1	7	1	550
16:30	515	35	3	0	1	5	0	559	498	32	1	0	1	4	1	537
16:45	499	32	2	0	1	4	0	538	478	31	0	0	1	3	1	514
17:00	464	27	2	0	1	2	0	496	477	30	0	0	0	2	1	510
17:15	428	20	0	0	1	3	0	452	502	26	0	0	1	2	1	532
17:30	398	21	0	0	1	3	0	423	475	19	1	0	1	2	1	499
17:45	375	20	0	0	3	4	0	402	410	16	1	0	2	3	5	437
18:00	362	18	0	0	4	6	0	390	363	14	1	0	2	2	5	387

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 5

Date of Survey: 18.05.2019
Junction Name: A320 Egley Road / B380 Guildfield Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

	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**
13:00	76	3	0	0	0	0	0	79	63	5	0	0	1	0	2	71
13:15	60	2	1	0	0	0	0	63	77	3	0	0	0	0	0	80
13:30	60	14	1	0	0	1	0	76	68	5	0	0	0	0	0	73
13:45	81	10	1	0	1	1	0	94	65	6	0	0	0	0	2	73
14:00	72	3	0	0	0	2	0	77	44	7	0	0	1	0	1	53
14:15	59	4	0	0	0	0	2	65	74	8	0	0	0	0	0	82
14:30	59	7	0	0	0	1	0	67	49	4	0	0	0	0	0	53
14:45	75	10	0	0	1	1	0	87	52	5	0	0	0	2	0	59
15:00	56	8	0	1	0	0	0	65	67	7	0	0	1	0	1	76
15:15	64	9	0	0	0	1	2	76	64	3	0	0	0	2	0	69
15:30	59	3	1	0	0	0	1	64	70	4	0	0	0	1	2	77
15:45	57	4	0	0	1	1	0	63	61	6	0	0	1	0	0	68
16:00	62	7	0	0	0	0	0	69	49	0	1	0	0	1	0	51
16:15	59	3	0	0	0	2	0	64	58	7	0	0	0	2	0	67
16:30	65	5	0	0	0	0	0	70	69	1	0	0	0	4	0	74
16:45	49	4	0	0	1	1	2	57	56	4	0	0	0	0	1	61
17:00	53	5	0	0	0	0	1	59	65	3	1	0	1	1	0	71
17:15	62	8	0	0	0	1	0	71	64	4	0	0	0	3	0	71
17:30	44	6	0	0	0	0	2	52	63	4	0	0	0	0	0	67
17:45	50	3	0	0	0	1	0	54	59	2	0	0	0	0	0	61
18:00	49	2	0	1	1	0	1	54	53	2	0	0	1	0	0	56
18:15	44	0	0	0	0	0	0	44	27	3	0	0	0	0	0	30
18:30	42	5	0	0	0	1	1	49	43	4	0	0	0	0	0	47
18:45	42	5	0	0	0	0	0	47	39	1	0	0	0	1	1	42
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	277	29	3	0	1	2	0	312	273	19	0	0	1	0	4	297
13:15	273	29	3	0	1	4	0	310	254	21	0	0	1	0	3	279
13:30	272	31	2	0	1	4	2	312	251	26	0	0	1	0	3	281
13:45	271	24	1	0	1	4	2	303	232	25	0	0	1	0	3	261
14:00	265	24	0	0	1	4	2	296	219	24	0	0	1	2	1	247
14:15	249	29	0	1	1	2	2	284	242	24	0	0	1	2	1	270
14:30	254	34	0	1	1	3	2	295	232	19	0	0	1	4	1	257
14:45	254	30	1	1	1	2	3	292	253	19	0	0	1	5	3	281
15:00	236	24	1	1	1	2	3	268	262	20	0	0	2	3	3	290
15:15	242	23	1	0	1	2	3	272	244	13	1	0	1	4	2	265
15:30	237	17	1	0	1	3	1	260	238	17	1	0	1	4	2	263
15:45	243	19	0	0	1	3	0	266	237	14	1	0	1	7	0	260
16:00	235	19	0	0	1	3	2	260	232	12	1	0	0	7	1	253
16:15	226	17	0	0	1	3	3	250	248	15	1	0	1	7	1	273
16:30	229	22	0	0	1	2	3	257	254	12	1	0	1	8	1	277
16:45	208	23	0	0	1	2	5	239	248	15	1	0	1	4	1	270
17:00	209	22	0	0	0	2	3	236	251	13	1	0	1	4	0	270
17:15	205	19	0	1	1	2	3	231	239	12	0	0	1	3	0	255
17:30	187	11	0	1	1	1	3	204	202	11	0	0	1	0	0	214
17:45	185	10	0	1	1	2	2	201	182	11	0	0	1	0	0	194
18:00	177	12	0	1	1	1	2	194	162	10	0	0	1	1	1	175

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 5

Date of Survey: 18.05.2019
Junction Name: A320 Egley Road / B380 Guildfield Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

	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**
13:00	156	8	0	0	0	0	2	166	163	6	1	0	0	0	0	170
13:15	142	10	0	0	1	0	1	154	146	9	0	0	0	2	0	157
13:30	169	9	0	0	0	1	2	181	185	14	1	1	0	1	0	202
13:45	138	8	0	1	0	2	0	149	178	11	2	0	1	1	2	195
14:00	139	13	1	1	0	0	0	154	183	8	1	0	0	0	0	192
14:15	149	11	1	0	0	0	0	161	156	2	0	0	0	1	0	159
14:30	136	9	1	0	0	2	2	150	161	8	0	0	0	1	0	170
14:45	141	6	0	0	0	5	0	152	165	8	1	1	0	0	0	175
15:00	137	6	0	0	0	3	1	147	153	10	1	0	0	0	0	164
15:15	149	7	0	0	1	0	0	157	135	9	0	0	0	1	2	147
15:30	165	11	0	0	0	0	0	176	159	7	0	0	0	1	1	168
15:45	115	5	0	0	0	3	0	123	156	8	0	0	1	0	0	165
16:00	153	9	1	0	0	1	0	164	178	9	1	0	0	2	0	190
16:15	171	6	0	0	0	2	0	179	140	4	0	0	0	1	0	145
16:30	141	7	1	0	0	1	0	150	127	10	1	0	0	1	1	140
16:45	130	4	0	0	0	4	0	138	143	7	0	0	0	2	0	152
17:00	133	7	1	0	0	1	0	142	135	10	2	0	0	0	0	147
17:15	144	8	0	0	0	0	0	152	113	7	0	0	0	0	0	120
17:30	132	8	0	0	0	0	0	140	122	8	0	0	0	0	1	131
17:45	126	2	0	0	0	2	0	130	101	4	0	0	0	2	0	107
18:00	142	3	0	0	0	0	0	145	110	6	0	1	0	2	0	119
18:15	101	1	1	0	0	1	0	104	102	6	0	0	0	1	0	109
18:30	80	5	0	0	1	0	3	89	86	3	0	0	2	0	0	91
18:45	82	2	0	0	0	0	0	84	91	6	0	0	1	2	0	100
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	605	35	0	1	1	3	5	650	672	40	4	1	1	4	2	724
13:15	588	40	1	2	1	3	3	638	692	42	4	1	1	4	2	746
13:30	595	41	2	2	0	3	2	645	702	35	4	1	1	3	2	748
13:45	562	41	3	2	0	4	2	614	678	29	3	0	1	3	2	716
14:00	565	39	3	1	0	7	2	617	665	26	2	1	0	2	0	696
14:15	563	32	2	0	0	10	3	610	635	28	2	1	0	2	0	668
14:30	563	28	1	0	1	10	3	606	614	35	2	1	0	2	2	656
14:45	592	30	0	0	1	8	1	632	612	34	2	1	0	2	3	654
15:00	566	29	0	0	1	6	1	603	603	34	1	0	1	2	3	644
15:15	582	32	1	0	1	4	0	620	628	33	1	0	1	4	3	670
15:30	604	31	1	0	0	6	0	642	633	28	1	0	1	4	1	668
15:45	580	27	2	0	0	7	0	616	601	31	2	0	1	4	1	640
16:00	595	26	2	0	0	8	0	631	588	30	2	0	0	6	1	627
16:15	575	24	2	0	0	8	0	609	545	31	3	0	0	4	1	584
16:30	548	26	2	0	0	6	0	582	518	34	3	0	0	3	1	559
16:45	539	27	1	0	0	5	0	572	513	32	2	0	0	2	1	550
17:00	535	25	1	0	0	3	0	564	471	29	2	0	0	2	1	505
17:15	544	21	0	0	0	2	0	567	446	25	0	1	0	4	1	477
17:30	501	14	1	0	0	3	0	519	435	24	0	1	0	5	1	466
17:45	449	11	1	0	1	3	3	468	399	19	0	1	2	5	0	426
18:00	405	11	1	0	1	1	3	422	389	21	0	1	3	5	0	419

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 5

Date of Survey: 18.05.2019
Junction Name: A320 Egley Road / B380 Guildfield Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

	Arm D Approach								Arm D Exit							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
13:00	73	8	0	0	0	0	2	83	83	3	0	0	0	0	3	89
13:15	62	1	0	0	0	1	0	64	76	5	1	0	0	0	0	82
13:30	94	6	0	1	0	0	0	101	57	16	1	0	0	1	0	75
13:45	79	9	0	0	0	0	3	91	74	9	0	1	0	1	0	85
14:00	64	5	0	0	0	0	1	70	84	4	1	1	0	2	0	92
14:15	75	6	0	0	0	0	0	81	69	5	0	0	0	0	2	76
14:30	71	2	0	0	0	0	0	73	64	8	0	0	0	2	2	76
14:45	78	1	0	1	0	1	0	81	73	6	0	0	0	1	0	80
15:00	80	6	1	0	0	0	1	88	61	5	1	1	0	1	0	69
15:15	66	3	0	0	0	2	0	71	60	7	0	0	0	2	0	69
15:30	76	5	0	0	0	1	2	84	71	0	0	0	0	0	0	71
15:45	68	4	0	0	0	0	0	72	69	2	0	0	0	3	0	74
16:00	44	1	0	0	0	2	1	48	65	4	0	0	0	0	0	69
16:15	57	6	0	0	0	3	0	66	92	5	0	0	0	1	0	98
16:30	73	3	0	0	0	4	1	81	66	4	0	0	0	0	0	70
16:45	61	3	0	0	0	0	1	65	53	3	0	0	0	3	2	61
17:00	51	2	0	0	0	0	1	54	63	5	0	0	0	0	1	69
17:15	45	5	0	0	0	2	0	52	70	6	0	0	0	1	0	77
17:30	68	5	0	0	0	0	0	73	46	5	0	0	0	0	1	52
17:45	63	3	0	0	0	1	0	67	57	1	0	0	0	1	0	59
18:00	52	3	0	0	0	2	0	57	45	1	0	0	0	1	0	47
18:15	39	4	0	0	0	0	0	43	48	0	0	0	0	1	0	49
18:30	34	2	0	0	0	0	0	36	56	5	0	0	0	1	0	62
18:45	43	2	0	0	0	1	1	47	49	1	0	0	0	0	0	50
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	308	24	0	1	0	1	5	339	290	33	2	1	0	2	3	331
13:15	299	21	0	1	0	1	4	326	291	34	3	2	0	4	0	334
13:30	312	26	0	1	0	0	4	343	284	34	2	2	0	4	2	328
13:45	289	22	0	0	0	0	4	315	291	26	1	2	0	5	4	329
14:00	288	14	0	1	0	1	1	305	290	23	1	1	0	5	4	324
14:15	304	15	1	1	0	1	1	323	267	24	1	1	0	4	4	301
14:30	295	12	1	1	0	3	1	313	258	26	1	1	0	6	2	294
14:45	300	15	1	1	0	4	3	324	265	18	1	1	0	4	0	289
15:00	290	18	1	0	0	3	3	315	261	14	1	1	0	6	0	283
15:15	254	13	0	0	0	5	3	275	265	13	0	0	0	5	0	283
15:30	245	16	0	0	0	6	3	270	297	11	0	0	0	4	0	312
15:45	242	14	0	0	0	9	2	267	292	15	0	0	0	4	0	311
16:00	235	13	0	0	0	9	3	260	276	16	0	0	0	4	2	298
16:15	242	14	0	0	0	7	3	266	274	17	0	0	0	4	3	298
16:30	230	13	0	0	0	6	3	252	252	18	0	0	0	4	3	277
16:45	225	15	0	0	0	2	2	244	232	19	0	0	0	4	4	259
17:00	227	15	0	0	0	3	1	246	236	17	0	0	0	2	2	257
17:15	228	16	0	0	0	5	0	249	218	13	0	0	0	3	1	235
17:30	222	15	0	0	0	3	0	240	196	7	0	0	0	3	1	207
17:45	188	12	0	0	0	3	0	203	206	7	0	0	0	4	0	217
18:00	168	11	0	0	0	3	1	183	198	7	0	0	0	3	0	208

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 5

Date of Survey: 18.05.2019
Junction Name: A320 Egley Road / B380 Guildfield Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

	Total Junction Flow							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
13:00	456	26	1	0	1	0	5	489
13:15	414	23	1	0	1	2	1	442
13:30	479	37	2	1	0	2	2	523
13:45	453	35	2	1	2	4	4	501
14:00	441	29	2	1	1	2	1	477
14:15	440	27	1	0	0	1	2	471
14:30	409	27	1	0	0	5	2	444
14:45	443	26	1	1	1	7	0	479
15:00	416	29	3	1	1	3	2	455
15:15	401	29	0	0	1	5	2	438
15:30	453	25	1	0	0	2	3	484
15:45	402	21	0	0	3	4	0	430
16:00	432	23	3	0	0	5	1	464
16:15	427	21	0	0	0	7	0	455
16:30	408	23	2	0	0	6	1	440
16:45	371	20	0	0	1	7	3	402
17:00	374	26	3	0	1	2	2	408
17:15	369	27	0	0	0	4	0	400
17:30	357	24	0	0	0	0	2	383
17:45	335	12	0	0	0	4	0	351
18:00	344	13	0	1	2	4	1	365
18:15	272	12	1	0	0	2	0	287
18:30	246	16	0	0	3	2	4	271
18:45	250	11	0	0	1	3	1	266
Start Time	**Rolling Hour**							**Total**
13:00	1802	121	6	2	4	8	12	1955
13:15	1787	124	7	3	4	10	8	1943
13:30	1813	128	7	3	3	9	9	1972
13:45	1743	118	6	2	3	12	9	1893
14:00	1733	109	5	2	2	15	5	1871
14:15	1708	109	6	2	2	16	6	1849
14:30	1669	111	5	2	3	20	6	1816
14:45	1713	109	5	2	3	17	7	1856
15:00	1672	104	4	1	5	14	7	1807
15:15	1688	98	4	0	4	16	6	1816
15:30	1714	90	4	0	3	18	4	1833
15:45	1669	88	5	0	3	22	2	1789
16:00	1638	87	5	0	1	25	5	1761
16:15	1580	90	5	0	2	22	6	1705
16:30	1522	96	5	0	2	19	6	1650
16:45	1471	97	3	0	2	13	7	1593
17:00	1435	89	3	0	1	10	4	1542
17:15	1405	76	0	1	2	12	3	1499
17:30	1308	61	1	1	2	10	3	1386
17:45	1197	53	1	1	5	12	5	1274
18:00	1112	52	1	1	6	11	6	1189

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 5

Date of Survey: 18.05.2019
Junction Name: A320 Egley Road / B380 Guildfield Road / B380 Mayford Green
Junction Type: 4-arm Roundabout

Arm A: A320 Egley Road (N) **Arm B:** B380 Guildfield Road (E) **Arm C:** A320 Egley Road (S) **Arm D:** B380 Mayford Green (W)

	PCU Summary															
Time	**A to A**	**A to D**	**A to C**	**A to B**	**B to B**	**B to A**	**B to D**	**B to C**	**C to C**	**C to B**	**C to A**	**C to D**	**D to D**	**D to C**	**D to B**	**D to A**
13:00	1	30	119	13	1	23	32	23	4	23	114	23	1	25	34	21
13:15	1	22	118	19	0	9	33	22	2	29	96	28	0	13	32	18
13:30	2	19	135	10	0	20	29	27	1	27	123	27	0	41	36	26
13:45	1	25	128	14	0	21	38	37	2	24	102	22	1	29	33	25
14:00	0	29	136	14	0	15	35	26	3	21	103	30	0	28	19	22
14:15	0	29	122	12	0	19	25	19	3	30	109	20	0	14	40	27
14:30	4	19	114	15	0	10	23	33	1	16	101	30	0	21	22	30
14:45	1	27	120	12	0	36	21	31	0	22	96	31	0	27	23	32
15:00	0	22	120	17	3	16	25	23	0	22	98	24	0	22	35	31
15:15	0	20	100	12	1	19	31	22	4	23	118	14	2	18	32	18
15:30	0	24	116	19	1	11	28	24	5	26	127	18	1	21	29	31
15:45	0	29	132	15	0	18	30	16	3	27	78	13	0	16	28	28
16:00	1	25	143	15	0	14	23	32	1	25	117	21	0	14	11	21
16:15	2	28	104	12	0	15	27	20	1	24	111	42	0	19	30	15
16:30	2	26	95	16	0	23	28	19	2	23	109	16	0	23	32	22
16:45	0	21	107	12	1	15	20	21	0	26	93	16	0	22	21	21
17:00	3	24	108	21	0	15	21	22	1	28	91	22	1	18	24	10
17:15	1	19	92	12	1	18	36	15	2	25	104	21	0	11	31	9
17:30	2	13	87	16	0	8	18	24	0	16	104	20	0	19	35	19
17:45	1	15	72	12	2	13	25	13	1	17	92	18	0	19	30	17
18:00	1	11	81	16	1	14	20	22	1	16	113	15	0	15	25	15
18:15	0	12	77	6	0	7	24	13	0	14	78	12	0	18	10	15
18:30	0	20	71	8	0	8	24	16	0	19	52	17	0	7	20	9
18:45	0	16	64	8	0	6	20	21	0	14	56	14	0	15	19	12
Start Time	**Rolling Hour**															
13:00	5	96	500	56	1	73	132	109	9	103	435	101	2	109	136	90
13:15	4	95	517	57	0	65	135	112	8	101	424	107	1	112	121	91
13:30	3	102	521	50	0	75	128	109	9	102	437	99	1	112	129	100
13:45	5	102	501	55	0	65	122	115	9	91	414	102	1	92	115	104
14:00	5	104	493	53	0	80	105	109	7	89	408	111	0	90	105	111
14:15	5	97	477	56	3	81	95	106	4	90	403	106	0	84	121	120
14:30	5	89	455	56	4	81	101	109	5	83	412	100	2	88	112	111
14:45	1	93	457	60	5	81	106	101	9	93	438	87	3	88	119	112
15:00	0	95	468	62	5	63	115	86	12	98	421	69	3	77	124	108
15:15	1	98	491	60	2	61	113	95	13	101	440	66	3	69	100	98
15:30	3	106	495	60	1	57	109	93	10	102	434	94	1	70	98	95
15:45	5	108	474	57	0	70	109	87	7	99	415	92	0	72	101	86
16:00	5	100	449	55	1	67	98	92	4	98	430	95	0	78	95	79
16:15	7	99	415	61	1	68	96	82	4	101	404	96	1	82	107	69
16:30	6	90	403	61	2	71	105	77	5	102	397	75	1	74	108	63
16:45	6	77	394	61	2	56	96	82	3	95	392	79	1	70	111	59
17:00	7	71	359	61	3	54	101	75	4	86	392	81	1	67	120	55
17:15	5	58	332	56	4	53	100	75	4	74	413	74	0	65	121	60
17:30	4	51	318	50	3	42	87	73	2	63	387	66	0	72	100	66
17:45	2	59	302	42	3	41	93	64	2	66	335	63	0	60	85	56
18:00	1	60	294	38	1	34	88	72	1	63	299	58	0	55	74	51

Intelligent Data Collection Limited
Woking, Surrey

Client: Vectos
Project Number: ID04567
Junction Number: Site 6
Date of Survey: 04.04.2019
Junction Name: A320 Egley Road / Hoe Valley School
Junction Type: T-Junction

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	24.04.2019			
Prepared by	Grant Daniel Breddy			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04567			
File Ref	ID04567 Woking, Surrey - MCC Site 6 - 04.04.2019			

Issue Sheet

	Date			
Issued to	26.04.2019			
Taylor Davis	E-mail			

Contents Page

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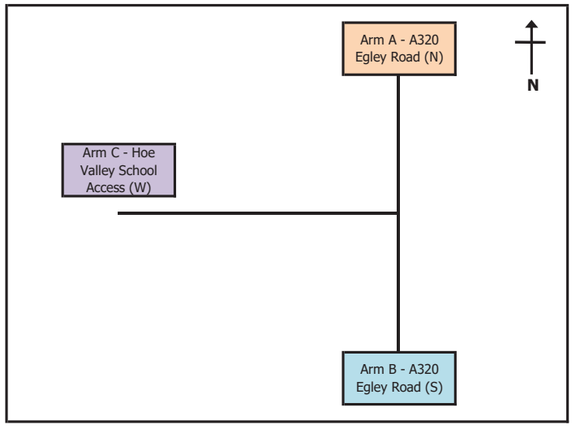
Intelligent Data Collection Limited

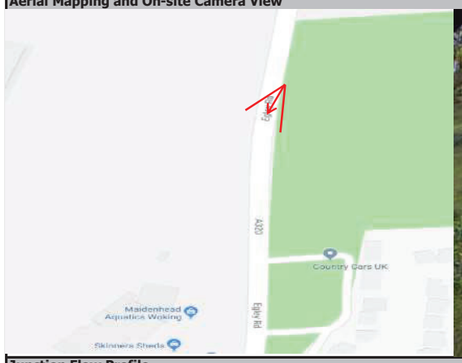
Client:	Vectos	**Date of Survey:**	04.04.2019
Project Number:	ID04567	**Junction Name:**	A320 Egley Road / Hoe Valley School
Junction Number:	Site 6	**Junction Type:**	T-Junction

X Coordinate	Y Coordinate	Google Maps Link	
51.298677664634155	-0.5719348631128014	Click Here	
AM Peak Conditions	**PM Peak Conditions**		
Drizzle	Drizzle		

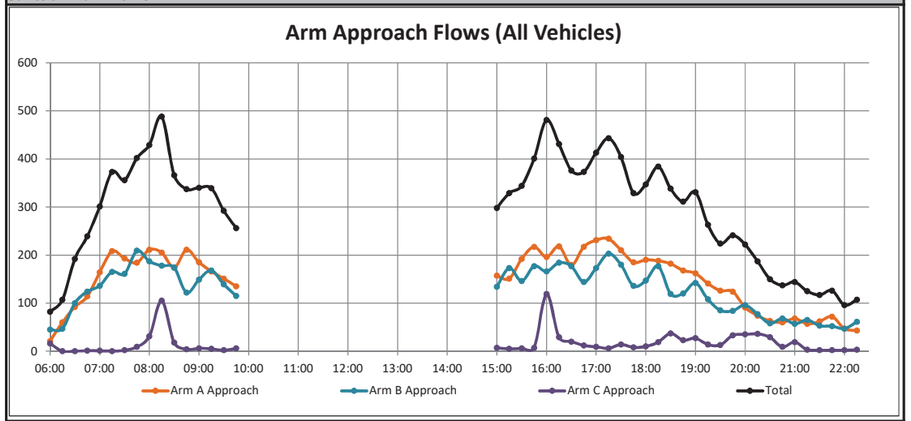
Junction Layout



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):

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 6

Date of Survey: 04.04.2019
Junction Name: A320 Egley Road / Hoe Valley School
Junction Type: T-Junction

Arm A: A320 Egley Road (N)
Arm B: A320 Egley Road (S)
Arm C: Hoe Valley School Access (W)

Time	A to B Cars	A to B LGV	A to B OGV1	A to B OGV2	A to B Buses	A to B M/C	A to B Cycle	A to B Total	A to C Cars	A to C LGV	A to C OGV1	A to C OGV2	A to C Buses	A to C M/C	A to C Cycle	A to C Total	B to A Cars	B to A LGV	B to A OGV1	B to A OGV2	B to A Buses	B to A M/C	B to A Cycle	B to A Total	B to C Cars	B to C LGV	B to C OGV1	B to C OGV2	B to C Buses	B to C M/C	B to C Cycle	B to C Total	C to A Cars	C to A LGV	C to A OGV1	C to A OGV2	C to A Buses	C to A M/C	C to A Cycle	C to A Total	C to B Cars	C to B LGV	C to B OGV1	C to B OGV2	C to B Buses	C to B M/C	C to B Cycle	C to B Total
00:00	30	1	0	0	0	0	0	31	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	42	0	0	0	0	0	0	42	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	71	15	2	0	0	0	0	88	11	0	0	0	0	0	0	11	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	97	10	2	0	1	0	0	110	14	0	0	0	0	0	0	14	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	123	2	2	0	0	0	0	127	21	0	0	0	0	0	0	21	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	172	2	0	0	0	0	0	174	20	0	0	0	0	0	0	20	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	165	2	0	0	0	0	0	167	21	0	0	0	0	0	0	21	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	146	0	0	0	0	0	0	146	20	0	0	0	0	0	0	20	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	144	1	0	0	0	0	0	145	18	0	0	0	0	0	0	18	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	140	2	0	0	0	0	0	142	22	0	0	0	0	0	0	22	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	153	2	0	0	0	0	0	155	18	0	0	0	0	0	0	18	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	140	1	0	0	0	0	0	141	22	0	0	0	0	0	0	22	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	153	1	0	0	0	0	0	154	19	0	0	0	0	0	0	19	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	189	2	1	0	0	0	0	192	17	0	0	0	0	0	0	17	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	202	0	0	0	0	0	0	202	23	0	0	0	0	0	0	23	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	188	3	1	0	0	0	0	192	18	0	0	0	0	0	0	18	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	213	2	0	0	0	0	0	215	25	0	0	0	0	0	0	25	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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04:45	201	0	0	0	0	0	0	201	25	0	0	0	0	0	0	25	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	175	0	0	0	0	0	0	175	26	0	0	0	0	0	0	26	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	162	0	0	0	0	0	0	162	29	0	0	0	0	0	0	29	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	165	0	0	0	0	0	0	165	26	0	0	0	0	0	0	26	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	156	1	0	0	0	0	0	157	30	0	0	0	0	0	0	30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	152	1	0	0	0	0	0	153	31	0	0	0	0	0	0	31	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	124	0	0	0	0	0	0	124	37	0	0	0	0	0	0	37	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	111	0	0	0	0	0	0	111	43	0	0	0	0	0	0	43	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	90	1	0	0	0	0	0	91	47	0	0	0	0	0	0	47	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	60	0	0	0	0	0	0	60	43	0	0	0	0	0	0	43	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	57	0	0	0	0	0	0	57	61	0	0	0	0	0	0	61	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	64	0	0	0	0	0	0	64	72	0	0	0	0	0	0	72	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	54	0	0	0	0	0	0	54	77	0	0	0	0	0	0	77	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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08:15	59	0	0	0	0	0	0	59	67	0	0	0	0	0	0	67	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	67	0	0	0	0	0	0	67	63	0	0	0	0	0	0	63	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	69	0	0	0	0	0	0	69	63	0	0	0	0	0	0	63	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	60	0	0	0	0	0	0	60	66	0	0	0	0	0	0	66	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	66	0	0	0	0	0	0	66	58	0	0	0	0	0	0	58	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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09:45	66	0	0	0	0	0	0	66	62	0	0	0	0	0	0	62	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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11:00	69	7	7	0	5	5	0	93	29	1	0	0	0	0	0	30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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11:30	77	7	7	0	3	4	0	98	28	1	0	0	0	0	0	29	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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12:15	73	4	4	0	2	3	0	86	30	0	0	0	0	0	0	30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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13:00	77	4	4	0	2	3	0	90	29	0	0	0	0	0	0	29	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	73	4	4	0	2	3	0	86	28	0	0	0	0	0	0	28	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	77	4	4	0	2	3	0	90	29	0	0	0	0	0	0	29	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	73	4	4	0	2	3	0	86	28	0	0	0	0	0	0	28	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	77	4	4	0	2	3	0	90	29	0	0	0	0	0	0	29	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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15:00	77	4	4	0	2	3	0	90	29	0	0	0	0	0	0	29	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	73	4	4	0	2	3	0	86	28	0	0	0	0	0	0	28	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	77	4	4	0	2	3	0	90	29	0	0	0	0	0	0	29	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	73	4	4	0	2	3	0	86	28	0	0	0	0	0	0	28	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	77	4	4	0	2	3	0	90	29	0	0	0	0	0	0	29	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	73	4	4	0	2	3	0	86	28	0	0	0	0	0	0	28	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	77	4	4	0	2	3	0	90	29	0	0	0	0	0	0	29	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	73	4	4	0	2	3	0	86	28	0	0	0	0	0	0	28	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	77	4	4	0	2	3	0	90	29	0	0	0	0	0	0	29	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	73	4	4	0	2	3	0	86	28	0	0	0	0	0	0	28	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	77	4	4	0	2	3	0	90	29	0	0	0	0	0	0	29	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	73	4	4	0	2	3	0	86

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 6

Date of Survey: 04.04.2019
Junction Name: A320 Egley Road / Hoe Valley School
Junction Type: T-Junction

Arm A: A320 Egley Road (N)
Arm B: A320 Egley Road (S)
Arm C: Hoe Valley School 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
06:00								0	35	7	1	0	1	1	0	45	0	0	0	0	0	0	0	0
06:15								0	41	5	1	0	0	0	0	47	0	0	0	0	0	0	0	0
06:30								0	83	10	1	0	2	0	3	99	1	0	0	0	0	0	0	1
06:45								0	94	23	2	1	1	2	0	123	1	0	0	0	0	0	0	1
07:00								0	111	20	2	1	1	1	0	136	0	0	0	0	0	0	0	0
07:15								0	126	26	6	1	1	1	0	161	4	0	0	0	0	0	0	4
07:30								0	120	28	6	2	0	0	0	156	5	0	0	0	0	0	0	5
07:45								0	158	30	3	2	0	1	0	194	15	0	0	0	0	0	0	15
08:00								0	125	18	2	1	2	4	1	153	34	0	0	0	0	0	0	34
08:15								0	95	16	3	0	1	3	2	120	57	1	0	0	0	0	0	58
08:30								0	133	22	2	4	2	2	1	166	8	0	0	0	0	0	0	8
08:45								0	103	11	2	3	0	0	1	120	2	0	0	0	0	0	0	2
09:00								0	117	19	2	2	2	0	3	144	5	0	0	0	0	0	0	5
09:15								0	139	12	4	3	0	0	0	158	10	0	0	0	0	0	0	10
09:30								0	115	16	2	1	1	2	0	137	2	0	0	0	0	0	0	2
09:45								0	92	16	3	0	1	1	0	113	2	0	0	0	0	0	0	2
15:00								0	117	13	1	0	0	0	0	131	3	0	0	0	0	0	0	3
15:15								0	141	23	2	0	0	2	2	170	2	1	0	0	0	0	0	3
15:30								0	112	13	3	4	0	0	0	132	14	0	0	0	0	0	0	14
15:45								0	113	21	2	1	2	0	0	139	38	0	0	0	0	0	0	38
16:00								0	124	20	1	0	0	0	0	145	21	0	0	0	0	0	0	21
16:15								0	156	17	1	2	1	0	1	178	6	0	0	0	0	0	0	6
16:30								0	162	9	1	0	1	1	0	174	3	0	0	0	0	0	0	3
16:45								0	132	7	0	0	0	1	0	140	4	0	0	0	0	0	0	4
17:00								0	140	18	0	1	3	1	0	163	10	0	0	0	0	0	0	10
17:15								0	177	9	1	0	0	1	1	189	13	1	0	0	0	0	0	14
17:30								0	162	8	1	1	0	1	1	174	6	0	0	0	0	0	0	6
17:45								0	118	8	1	0	0	2	0	129	7	0	0	0	0	0	0	7
18:00								0	131	4	0	0	1	0	1	137	8	1	0	0	0	1	0	10
18:15								0	142	8	0	0	0	2	2	154	22	0	0	0	0	1	0	23
18:30								0	95	11	0	0	0	0	0	106	11	2	0	0	0	0	0	13
18:45								0	108	2	0	0	0	2	1	113	6	1	0	0	0	0	0	7
19:00								0	121	6	0	0	0	1	0	128	14	0	0	0	0	0	0	14
19:15								0	89	4	0	0	1	0	0	94	11	3	0	0	0	0	0	14
19:30								0	72	5	1	0	0	0	0	78	6	1	0	0	0	0	0	7
19:45								0	75	2	0	0	0	0	0	77	7	0	0	0	0	0	0	7
20:00								0	89	1	2	0	0	0	0	92	4	0	0	0	0	0	0	4
20:15								0	72	3	0	0	0	0	0	75	2	0	0	0	0	0	0	2
20:30								0	56	1	0	0	1	0	0	58	0	0	0	0	0	0	0	0
20:45								0	65	2	0	0	0	0	0	67	1	0	0	0	0	0	0	1
21:00								0	55	0	0	0	0	0	0	55	2	0	0	0	0	0	0	2
21:15								0	62	3	0	0	0	0	0	65	0	0	0	0	0	0	0	0
21:30								0	49	3	0	0	0	1	0	53	0	0	0	0	0	0	0	0
21:45								0	50	2	0	0	0	0	0	52	0	0	0	0	0	0	0	0
22:00								0	45	2	0	0	0	0	0	47	0	0	0	0	0	0	0	0
22:15								0	58	2	0	0	0	1	0	61	0	0	0	0	0	0	0	0
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	0	0	0	0	0	0	0	0	253	45	5	1	4	3	3	314	2	0	0	0	0	0	0	2
06:15	0	0	0	0	0	0	0	0	329	58	6	2	4	3	3	405	2	0	0	0	0	0	0	2
06:30	0	0	0	0	0	0	0	0	414	79	11	3	5	4	3	519	6	0	0	0	0	0	0	6
06:45	0	0	0	0	0	0	0	0	451	97	16	5	3	4	0	576	10	0	0	0	0	0	0	10
07:00	0	0	0	0	0	0	0	0	515	104	17	6	2	3	0	647	24	0	0	0	0	0	0	24
07:15	0	0	0	0	0	0	0	0	529	102	17	6	3	6	1	664	58	0	0	0	0	0	0	58
07:30	0	0	0	0	0	0	0	0	498	92	14	5	3	8	3	623	111	1	0	0	0	0	0	112
07:45	0	0	0	0	0	0	0	0	511	86	10	7	5	10	4	633	114	1	0	0	0	0	0	115
08:00	0	0	0	0	0	0	0	0	456	67	9	8	5	9	5	559	101	1	0	0	0	0	0	102
08:15	0	0	0	0	0	0	0	0	448	68	9	9	3	8	5	550	72	1	0	0	0	0	0	73
08:30	0	0	0	0	0	0	0	0	492	64	10	12	2	5	3	588	25	0	0	0	0	0	0	25
08:45	0	0	0	0	0	0	0	0	474	58	10	9	1	5	2	559	19	0	0	0	0	0	0	19
09:00	0	0	0	0	0	0	0	0	463	63	11	6	2	6	1	552	19	0	0	0	0	0	0	19
15:00	0	0	0	0	0	0	0	0	483	70	8	5	2	2	2	572	57	1	0	0	0	0	0	58
15:15	0	0	0	0	0	0	0	0	490	77	8	5	2	2	2	586	75	1	0	0	0	0	0	76
15:30	0	0	0	0	0	0	0	0	505	71	7	7	3	0	1	594	79	0	0	0	0	0	0	79
15:45	0	0	0	0	0	0	0	0	555	67	5	3	4	1	1	636	68	0	0	0	0	0	0	68
16:00	0	0	0	0	0	0	0	0	574	53	3	2	2	2	1	637	34	0	0	0	0	0	0	34
16:15	0	0	0	0	0	0	0	0	590	51	2	3	5	3	1	655	23	0	0	0	0	0	0	23
16:30	0	0	0	0	0	0	0	0	611	43	2	1	4	4	1	666	30	1	0	0	0	0	0	31
16:45	0	0	0	0	0	0	0	0	611	42	2	2	3	4	2	666	33	1	0	0	0	0	0	34
17:00	0	0	0	0	0	0	0	0	597	43	3	2	3	5	2	655	36	1	0	0	0	0	0	37
17:15	0	0	0	0	0	0	0	0	588	29	3	1	1	4	3	629	34	2	0	0	0	1	0	37
17:30	0	0	0	0	0	0	0	0	553	28	2	1	1	5	4	594	43	1	0	0	0	2	0	46
17:45	0	0	0	0	0	0	0	0	486	31	1	0	1	4	3	526	48	3	0	0	0	2	0	53
18:00	0	0	0	0	0	0	0	0	476	25	0	0	1	4	4	510	47	4	0	0	0	2	0	53
18:15	0	0	0	0	0	0	0	0	466	27	0	0	0	5	3	501	53	3	0	0	0	1	0	57
18:30	0	0	0	0	0	0	0	0	413	23	0	0	1	3	1	441	42	6	0	0	0	0	0	48
18:45	0	0	0	0	0	0	0	0	390	17	1	0	1	3	1	413	37	5	0	0	0	0	0	42
19:00	0	0	0	0	0	0	0	0	357	17	1	0	1	1	0	377	38	4	0	0	0	0	0	42
19:15	0	0	0	0	0	0	0	0	325	12	3	0	1	0	0	341	28	4	0	0	0	0	0	32
19:30	0	0	0	0	0	0	0	0	308	11	3	0	0	0	0	322	19	1	0	0	0	0	0	20
19:45	0	0	0	0	0	0	0	0	292	7	2	0	1	0	0	302	13	0	0	0	0	0	0	13
20:00	0	0	0	0	0	0	0	0	282	7	2	0	1	0	0	292	7	0	0	0	0	0	0	7
20:15	0	0	0	0	0	0	0	0	248	6	0	0	1	0	0	255	5	0	0	0	0	0	0	5
20:30	0	0	0	0	0	0	0	0	238	6	0	0	1	0	0	245	3	0	0	0	0	0	0	3
20:45	0	0	0	0	0	0	0	0	231	8	0	0	0	1	0	240	3	0	0	0	0	0	0	3
21:00	0	0	0	0	0	0	0	0	216	8	0	0	0	1	0	225	2	0	0	0	0	0	0	2
21:15	0	0	0	0	0	0	0	0	206	10	0	0	0	1	0	217	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	202	9	0	0	0	2	0	213	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 6

Date of Survey: 04.04.2019
Junction Name: A320 Egley Road / Hoe Valley School
Junction Type: T-Junction

Arm A: A320 Egley Road (N)
Arm B: A320 Egley Road (S)
Arm C: Hoe Valley School 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
06:00								0	6	0	0	0	1	0	0	7	9	0	0	0	0	0	0	9
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	1	0	0	0	0	0	0	1
07:00								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
07:30								0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:45								0	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4
08:00								0	21	0	0	0	0	0	0	21	10	0	0	0	0	0	0	10
08:15								0	58	1	0	0	0	0	0	59	46	0	0	0	0	0	0	46
08:30								0	8	0	0	0	0	0	0	8	10	0	0	0	0	0	0	10
08:45								0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
09:00								0	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
09:15								0	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
09:30								0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
09:45								0	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	3
15:00								0	1	0	0	0	0	0	0	1	5	1	0	0	0	0	0	6
15:15								0	2	2	0	0	0	0	0	4	0	1	0	0	0	0	0	1
15:30								0	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	3
15:45								0	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3
16:00								0	59	0	0	0	0	0	0	59	58	0	0	0	0	0	2	60
16:15								0	15	0	0	0	0	0	0	15	14	0	0	0	0	0	0	14
16:30								0	6	0	0	0	0	0	0	6	14	0	0	0	0	0	0	14
16:45								0	7	0	0	0	0	0	0	7	5	0	0	0	0	0	0	5
17:00								0	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4
17:15								0	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
17:30								0	7	0	0	0	0	0	0	7	7	0	0	0	0	0	0	7
17:45								0	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
18:00								0	6	1	0	0	0	0	0	7	3	0	0	0	0	0	0	3
18:15								0	6	0	0	0	0	0	0	6	13	0	0	0	0	0	0	13
18:30								0	16	0	0	0	0	0	0	16	20	0	0	0	0	1	0	21
18:45								0	10	1	0	0	0	0	0	11	12	0	0	0	0	0	0	12
19:00								0	11	0	0	0	0	0	0	11	16	0	0	0	0	0	0	16
19:15								0	7	0	0	0	0	0	0	7	6	1	0	0	0	0	0	7
19:30								0	8	1	0	0	0	0	0	9	3	0	0	0	0	1	0	4
19:45								0	7	0	0	0	0	0	0	7	25	0	0	0	0	1	0	26
20:00								0	15	0	0	0	0	0	0	15	20	0	0	0	0	0	0	20
20:15								0	7	0	0	0	0	0	0	7	28	1	0	0	0	0	0	29
20:30								0	16	2	0	0	0	0	0	18	11	0	0	0	0	0	0	11
20:45								0	7	0	0	0	0	0	0	7	2	0	0	0	0	0	0	2
21:00								0	10	0	0	0	0	0	0	10	9	0	0	0	0	0	0	9
21:15								0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
21:30								0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
21:45								0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
22:00								0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
22:15								0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	0	0	0	0	0	0	0	0	6	0	0	0	1	0	0	7	10	0	0	0	0	0	0	10
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
07:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	6	1	0	0	0	0	0	7
07:15	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	26	16	0	0	0	0	0	0	16
07:30	0	0	0	0	0	0	0	0	84	1	0	0	0	0	0	85	62	0	0	0	0	0	0	62
07:45	0	0	0	0	0	0	0	0	92	1	0	0	0	0	0	93	70	0	0	0	0	0	0	70
08:00	0	0	0	0	0	0	0	0	89	1	0	0	0	0	0	90	68	0	0	0	0	0	0	68
08:15	0	0	0	0	0	0	0	0	71	1	0	0	0	0	0	72	61	0	0	0	0	0	0	61
08:30	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	18	0	0	0	0	0	0	18
08:45	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	9	0	0	0	0	0	0	9
09:00	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	10	0	0	0	0	0	0	10
15:00	0	0	0	0	0	0	0	0	9	3	0	0	0	0	0	12	11	2	0	0	0	0	0	13
15:15	0	0	0	0	0	0	0	0	67	3	0	0	0	0	0	70	64	1	0	0	0	0	2	67
15:30	0	0	0	0	0	0	0	0	80	1	0	0	0	0	0	81	78	0	0	0	0	0	2	80
15:45	0	0	0	0	0	0	0	0	84	0	0	0	0	0	0	84	89	0	0	0	0	0	2	91
16:00	0	0	0	0	0	0	0	0	87	0	0	0	0	0	0	87	91	0	0	0	0	0	2	93
16:15	0	0	0	0	0	0	0	0	33	0	0	0	0	0	0	33	37	0	0	0	0	0	0	37
16:30	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	21	26	0	0	0	0	0	0	26
16:45	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	22	19	0	0	0	0	0	0	19
17:00	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	19	18	0	0	0	0	0	0	18
17:15	0	0	0	0	0	0	0	0	20	1	0	0	0	0	0	21	17	0	0	0	0	0	0	17
17:30	0	0	0	0	0	0	0	0	23	1	0	0	0	0	0	24	27	0	0	0	0	0	0	27
17:45	0	0	0	0	0	0	0	0	32	1	0	0	0	0	0	33	40	0	0	0	0	1	0	41
18:00	0	0	0	0	0	0	0	0	38	2	0	0	0	0	0	40	48	0	0	0	0	1	0	49
18:15	0	0	0	0	0	0	0	0	43	1	0	0	0	0	0	44	61	0	0	0	0	1	0	62
18:30	0	0	0	0	0	0	0	0	44	1	0	0	0	0	0	45	54	1	0	0	0	1	0	56
18:45	0	0	0	0	0	0	0	0	36	2	0	0	0	0	0	38	37	1	0	0	0	1	0	39
19:00	0	0	0	0	0	0	0	0	33	1	0	0	0	0	0	34	50	1	0	0	0	2	0	53
19:15	0	0	0	0	0	0	0	0	37	1	0	0	0

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 6

Date of Survey: 04.04.2019
Junction Name: A320 Egley Road / Hoe Valley School
Junction Type: T-Junction

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	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
06:00	20	1	0	0	0	0	0	21	44	7	1	0	1	1	0	54
06:15	42	15	1	0	0	1	1	60	41	5	1	0	0	0	0	47
06:30	73	15	2	0	0	1	1	92	83	10	1	0	2	0	3	99
06:45	99	11	2	0	1	1	0	114	95	23	2	1	1	2	0	124
07:00	130	23	3	5	2	0	1	164	111	21	2	1	1	1	0	137
07:15	178	21	2	2	0	3	2	208	126	26	6	1	1	1	0	161
07:30	170	20	1	0	1	0	1	193	122	28	6	2	0	0	0	158
07:45	156	20	5	0	0	1	2	184	162	30	3	2	0	1	0	198
08:00	186	18	2	2	2	0	1	211	135	18	2	1	2	4	1	163
08:15	187	10	2	1	2	2	1	205	141	16	3	0	1	3	2	166
08:30	160	10	1	2	0	1	0	174	143	22	2	4	2	2	1	176
08:45	182	19	7	0	1	2	0	211	105	11	2	3	0	0	1	122
09:00	150	25	5	3	0	1	1	185	120	19	2	2	0	3	1	147
09:15	142	18	4	2	0	0	0	166	142	12	4	3	0	0	0	161
09:30	131	15	3	2	0	0	0	151	116	16	2	1	1	2	0	138
09:45	115	15	3	1	0	1	0	135	95	16	3	0	1	1	0	116
15:00	130	20	2	3	0	2	0	157	122	14	1	0	0	0	0	137
15:15	129	16	3	1	0	2	0	151	141	24	2	0	0	2	2	171
15:30	162	24	1	2	1	1	1	192	115	13	3	4	0	0	0	135
15:45	182	27	2	1	4	1	0	217	116	21	2	1	2	0	0	142
16:00	158	34	1	1	1	1	0	196	182	20	1	0	0	0	2	205
16:15	187	28	1	0	0	2	0	218	170	17	1	2	1	0	1	192
16:30	156	20	1	0	1	1	0	179	176	9	1	0	1	1	0	188
16:45	193	17	2	1	0	2	2	217	137	7	0	0	0	1	0	145
17:00	208	18	1	0	1	3	0	231	144	18	0	1	3	1	0	167
17:15	217	13	1	1	2	0	0	234	180	9	1	0	0	1	1	192
17:30	197	9	1	0	0	2	1	210	169	8	1	1	0	1	1	181
17:45	174	9	0	1	0	0	1	185	122	8	1	0	0	2	0	133
18:00	177	10	0	0	1	2	0	190	134	4	0	0	1	0	1	140
18:15	179	9	0	0	0	0	0	188	155	8	0	0	0	2	2	167
18:30	171	6	2	0	1	2	0	182	115	11	0	0	0	1	0	127
18:45	158	7	1	0	0	1	1	168	120	2	0	0	0	2	1	125
19:00	157	3	0	0	1	1	0	162	137	6	0	0	0	1	0	144
19:15	132	8	0	0	1	0	0	141	95	5	0	0	1	0	0	101
19:30	121	4	0	0	1	0	0	126	75	5	1	0	0	1	0	82
19:45	120	3	0	0	0	1	0	124	100	2	0	0	0	1	0	103
20:00	88	2	0	0	1	0	0	91	109	1	2	0	0	0	0	112
20:15	71	0	2	0	0	1	0	74	100	4	0	0	0	0	0	104
20:30	61	1	0	0	0	1	0	63	67	1	0	0	1	0	0	69
20:45	56	3	0	0	1	0	0	60	67	2	0	0	0	0	0	69
21:00	64	3	0	0	0	1	0	68	64	0	0	0	0	0	0	64
21:15	51	2	1	0	1	2	0	57	64	3	0	0	0	0	0	67
21:30	60	2	0	0	0	0	0	62	50	3	0	0	0	1	0	54
21:45	67	5	0	0	0	0	0	72	52	2	0	0	0	0	0	54
22:00	46	1	0	0	0	0	0	47	47	2	0	0	0	0	0	49
22:15	42	1	0	0	0	0	0	43	58	2	0	0	0	1	0	61
Start Time				**Rolling Hour**				**Total**				**Rolling Hour**				**Total**
06:00	234	42	5	0	1	3	2	287	263	45	5	1	4	3	3	324
06:15	344	64	8	5	3	3	3	430	330	59	6	2	4	3	3	407
06:30	480	70	9	7	3	5	4	578	415	80	11	3	5	4	3	521
06:45	577	75	8	7	4	4	4	679	454	98	16	5	3	4	0	580
07:00	634	84	11	7	3	4	6	749	521	105	17	6	2	3	0	654
07:15	690	79	10	4	3	4	6	796	545	102	17	6	3	6	1	680
07:30	699	68	10	3	5	3	5	793	560	92	14	5	3	8	3	685
07:45	689	58	10	5	4	4	4	774	581	86	10	7	5	10	4	703
08:00	715	57	12	5	5	5	2	801	524	67	9	8	5	9	5	627
08:15	679	64	15	6	3	6	2	775	509	68	9	9	3	8	5	611
08:30	634	72	17	7	1	4	1	736	510	64	10	12	2	5	3	606
08:45	605	77	19	7	1	3	1	713	483	58	10	9	1	5	2	568
09:00	538	73	15	8	0	2	1	637	473	63	11	6	2	6	1	562
15:00	603	87	8	7	5	6	1	717	494	72	8	5	2	2	2	585
15:15	631	101	7	5	6	5	1	756	554	78	8	5	2	2	4	653
15:30	689	113	5	4	6	5	1	823	583	71	7	7	3	0	3	674
15:45	683	109	5	2	6	5	0	810	644	67	5	3	4	1	3	727
16:00	694	99	5	2	2	6	2	810	665	53	3	2	2	2	3	730
16:15	744	83	5	1	2	8	2	845	627	51	2	3	5	3	1	692
16:30	774	68	5	2	4	6	2	861	637	43	2	1	4	4	1	692
16:45	815	57	5	2	3	7	3	892	630	42	2	2	3	4	2	685
17:00	796	49	3	2	3	5	2	860	615	43	3	2	3	5	2	673
17:15	765	41	2	2	3	4	2	819	605	29	3	1	1	4	3	646
17:30	727	37	1	1	1	4	2	773	580	28	2	1	1	5	4	621
17:45	701	34	2	1	2	4	1	745	526	31	1	0	1	5	3	567
18:00	685	32	3	0	2	5	1	728	524	25	0	0	1	5	4	559
18:15	665	25	3	0	2	4	1	700	527	27	0	0	0	6	3	563
18:30	618	24	3	0	3	4	1	653	467	24	0	0	1	4	1	497
18:45	568	22	1	0	3	2	1	597	427	18	1	0	1	4	1	452
19:00	530	18	0	0	3	2	0	553	407	18	1	0	1	3	0	430
19:15	461	17	0	0	3	1	0	482	379	13	3	0	1	2	0	398
19:30	400	9	2	0	2	2	0	415	384	12	3	0	0	2	0	401
19:45	340	6	2	0	1	3	0	352	376	8	2	0	1	1	0	388
20:00	276	6	2	0	2	2	0	288	343	8	2	0	1	0	0	354
20:15	252	7	2	0	1	3	0	265	298	7	0	0	1	0	0	306
20:30	232	9	1	0	2	4	0	248	262	6	0	0	1	0	0	269
20:45	231	10	1	0	2	3	0	247	245	8	0	0	0	1	0	254
21:00	242	12	1	0	1	3	0	259	230	8	0	0	0	1	0	239
21:15	224	10	1	0	1	2	0	238	213	10	0	0	0	1	0	224
21:30	215	9	0	0	0	0	0	224	207	9	0	0	0	2	0	218

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 6

Date of Survey: 04.04.2019
Junction Name: A320 Egley Road / Hoe Valley School
Junction Type: T-Junction

intelligentdata

	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
06:00	35	7	1	0	1	1	0	45	26	1	0	0	1	0	0	28
06:15	41	5	1	0	0	0	0	47	42	15	1	0	0	1	1	60
06:30	84	10	1	0	2	0	3	100	71	15	2	0	0	1	1	90
06:45	95	23	2	1	1	2	0	124	97	10	2	0	1	1	0	111
07:00	111	20	2	1	1	1	0	136	129	23	3	5	2	0	1	163
07:15	130	26	6	1	1	1	0	165	172	21	2	2	0	3	2	202
07:30	125	28	6	2	0	0	0	161	165	20	1	0	1	0	1	188
07:45	173	30	3	2	0	1	0	209	151	20	5	0	0	1	2	179
08:00	159	18	2	1	2	4	1	187	185	18	2	2	2	0	1	210
08:15	152	17	3	0	1	3	2	178	198	11	2	1	2	2	1	217
08:30	141	22	2	4	2	2	1	174	161	10	1	2	0	1	0	175
08:45	105	11	2	3	0	0	1	122	180	19	7	0	1	2	0	209
09:00	122	19	2	2	0	3	1	149	148	25	5	3	0	1	1	183
09:15	149	12	4	3	0	0	0	168	131	18	4	2	0	0	0	155
09:30	117	16	2	1	1	2	0	139	126	14	3	2	0	0	0	145
09:45	94	16	3	0	1	1	0	115	116	16	3	1	0	1	0	137
15:00	120	13	1	0	0	0	0	134	126	20	2	3	0	2	0	153
15:15	143	24	2	0	0	2	2	173	126	18	3	1	0	2	0	150
15:30	126	13	3	4	0	0	0	146	157	25	1	2	1	1	1	188
15:45	151	21	2	1	2	0	0	177	149	27	2	1	4	1	0	184
16:00	145	20	1	0	0	0	0	166	199	34	1	1	1	1	0	237
16:15	162	17	1	2	1	0	1	184	197	28	1	0	0	2	0	228
16:30	165	9	1	0	1	1	0	177	160	19	1	0	1	1	0	182
16:45	136	7	0	0	0	1	0	144	196	17	2	1	0	2	2	220
17:00	150	18	0	1	3	1	0	173	207	18	1	0	1	3	0	230
17:15	190	10	1	0	0	1	1	203	202	13	1	1	2	0	0	219
17:30	168	8	1	1	0	1	1	180	195	9	1	0	0	2	1	208
17:45	125	8	1	0	0	2	0	136	168	9	0	1	0	0	1	179
18:00	139	5	0	0	1	1	1	147	169	11	0	0	1	2	0	183
18:15	164	8	0	0	0	3	2	177	159	9	0	0	0	0	0	168
18:30	106	13	0	0	0	0	0	119	170	6	2	0	1	2	0	181
18:45	114	3	0	0	0	2	1	120	156	8	1	0	0	1	1	167
19:00	135	6	0	0	0	1	0	142	158	3	0	0	1	1	0	163
19:15	100	7	0	0	1	0	0	108	126	7	0	0	1	0	0	134
19:30	78	6	1	0	0	0	0	85	127	5	0	0	1	0	0	133
19:45	82	2	0	0	0	0	0	84	114	3	0	0	0	1	0	118
20:00	93	1	2	0	0	0	0	96	95	2	0	0	1	0	0	98
20:15	74	3	0	0	0	0	0	77	73	0	2	0	0	1	0	76
20:30	56	1	0	0	1	0	0	58	74	3	0	0	0	1	0	78
20:45	66	2	0	0	0	0	0	68	63	3	0	0	1	0	0	67
21:00	57	0	0	0	0	0	0	57	72	3	0	0	0	1	0	76
21:15	62	3	0	0	0	0	0	65	52	2	1	0	1	2	0	58
21:30	49	3	0	0	0	1	0	53	60	2	0	0	0	0	0	62
21:45	50	2	0	0	0	0	0	52	67	5	0	0	0	0	0	72
22:00	45	2	0	0	0	0	0	47	46	1	0	0	0	0	0	47
22:15	58	2	0	0	1	0	0	61	45	1	0	0	0	0	0	46
Start Time				**Rolling Hour**				**Total**				**Rolling Hour**				**Total**
06:00	255	45	5	1	4	3	3	316	236	41	5	0	2	3	2	289
06:15	331	58	6	2	4	3	3	407	339	63	8	5	3	3	3	424
06:30	420	79	11	3	5	4	3	525	469	69	9	7	3	5	4	566
06:45	461	97	16	5	3	4	0	586	563	74	8	7	4	4	4	664
07:00	539	104	17	6	2	3	0	671	617	84	11	7	3	4	6	732
07:15	587	102	17	6	3	6	1	722	673	79	10	4	3	4	6	779
07:30	609	93	14	5	3	8	3	735	699	69	10	3	5	3	5	794
07:45	625	87	10	7	5	10	4	748	695	59	10	5	4	4	4	781
08:00	557	68	9	8	5	9	5	661	724	58	12	5	5	5	2	811
08:15	520	69	9	9	3	8	5	623	687	65	15	6	3	6	2	784
08:30	517	64	10	12	2	5	3	613	620	72	17	7	1	4	1	722
08:45	493	58	10	9	1	5	2	578	585	76	19	7	1	3	1	692
09:00	482	63	11	6	2	6	1	571	521	73	15	8	0	2	1	620
15:00	540	71	8	5	2	2	2	630	558	90	8	7	5	6	1	675
15:15	565	78	8	5	2	2	2	662	631	104	7	5	6	5	1	759
15:30	584	71	7	7	3	0	1	673	702	114	5	4	6	5	1	837
15:45	623	67	5	3	4	1	1	704	705	108	5	2	6	5	0	831
16:00	608	53	3	2	2	2	1	671	752	98	5	2	2	6	2	867
16:15	613	51	2	3	5	3	1	678	760	82	5	1	2	8	2	860
16:30	641	44	2	1	4	4	1	697	765	67	5	2	4	6	2	851
16:45	644	43	2	2	3	4	2	700	800	57	5	2	3	7	3	877
17:00	633	44	3	2	3	5	2	692	772	49	3	2	3	5	2	836
17:15	622	31	3	1	1	5	3	666	734	42	2	2	3	4	2	789
17:30	596	29	2	1	1	7	4	640	691	38	1	1	1	4	2	738
17:45	534	34	1	0	1	6	3	579	666	35	2	1	2	4	1	711
18:00	523	29	0	0	1	6	4	563	654	34	3	0	2	5	1	699
18:15	519	30	0	0	0	6	3	558	643	26	3	0	2	4	1	679
18:30	455	29	0	0	1	3	1	489	610	24	3	0	3	4	1	645
18:45	427	22	1	0	1	3	1	455	567	23	1	0	3	2	1	597
19:00	395	21	1	0	1	1	0	419	525	18	0	0	3	2	0	548
19:15	353	16	3	0	1	0	0	373	462	17	0	0	3	1	0	483
19:30	327	12	3	0	0	0	0	342	409	10	2	0	2	2	0	425
19:45	305	7	2	0	1	0	0	315	356	8	2	0	1	3	0	370
20:00	289	7	2	0	1	0	0	299	305	8	2	0	2	2	0	319
20:15	253	6	0	0	1	0	0	260	282	9	2	0	1	3	0	297
20:30	241	6	0	0	1	0	0	248	261	11	1	0	2	4	0	279
20:45	234	8	0	0	0	1	0	243	247	10	1	0	2	3	0	263
21:00	218	8	0	0	0	1	0	227	251	12	1	0	1	3	0	268
21:15	206	10	0	0	0	1	0	217	225	10	1	0	1	2	0	239
21:30	202	9	0	0	0	2	0	213	218	9	0	0	0	0	0	227

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 6

Date of Survey: 04.04.2019
Junction Name: A320 Egley Road / Hoe Valley School
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**
06:00	15	0	0	0	1	0	0	16	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	3	0	0	0	0	0	0	3
06:45	1	0	0	0	0	0	0	1	3	1	0	0	0	0	0	4
07:00	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
07:30	2	0	0	0	0	0	0	2	10	0	0	0	0	0	0	10
07:45	9	0	0	0	0	0	0	9	25	0	0	0	0	0	0	25
08:00	31	0	0	0	0	0	0	31	56	0	0	0	0	0	0	56
08:15	104	1	0	0	0	0	0	105	104	1	0	0	0	0	0	105
08:30	18	0	0	0	0	0	0	18	15	0	0	0	0	0	0	15
08:45	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	6
09:00	6	0	0	0	0	0	0	6	10	0	0	0	0	0	0	10
09:15	5	0	0	0	0	0	0	5	23	0	0	0	0	0	0	23
09:30	2	0	0	0	0	0	0	2	8	1	0	0	0	0	0	9
09:45	5	1	0	0	0	0	0	6	3	0	0	0	0	0	0	3
15:00	6	1	0	0	0	0	0	7	8	0	0	0	0	0	0	8
15:15	2	3	0	0	0	0	0	5	7	1	0	0	0	0	0	8
15:30	5	1	0	0	0	0	0	6	21	0	0	0	0	0	0	21
15:45	7	0	0	0	0	0	0	7	75	0	0	0	0	0	0	75
16:00	117	0	0	0	0	0	2	119	39	0	0	0	0	0	0	39
16:15	29	0	0	0	0	0	0	29	11	0	0	0	0	0	0	11
16:30	20	0	0	0	0	0	0	20	5	1	0	0	0	0	0	6
16:45	12	0	0	0	0	0	0	12	8	0	0	0	0	0	0	8
17:00	9	0	0	0	0	0	0	9	16	0	0	0	0	0	0	16
17:15	6	0	0	0	0	0	0	6	31	1	0	0	0	0	0	32
17:30	14	0	0	0	0	0	0	14	15	0	0	0	0	0	0	15
17:45	8	0	0	0	0	0	0	8	17	0	0	0	0	0	0	17
18:00	9	1	0	0	0	0	0	10	22	1	0	0	0	1	0	24
18:15	19	0	0	0	0	0	0	19	48	0	0	0	0	1	0	49
18:30	36	0	0	0	0	1	0	37	28	2	0	0	0	0	0	30
18:45	22	1	0	0	0	0	0	23	18	1	0	0	0	0	0	19
19:00	27	0	0	0	0	0	0	27	24	0	0	0	0	0	0	24
19:15	13	1	0	0	0	0	0	14	24	4	0	0	0	0	0	28
19:30	11	1	0	0	0	1	0	13	8	1	0	0	0	0	0	9
19:45	32	0	0	0	0	1	0	33	20	0	0	0	0	0	0	20
20:00	35	0	0	0	0	0	0	35	12	0	0	0	0	0	0	12
20:15	35	1	0	0	0	0	0	36	7	0	0	0	0	0	0	7
20:30	27	2	0	0	0	0	0	29	3	0	0	0	0	0	0	3
20:45	9	0	0	0	0	0	0	9	1	0	0	0	0	0	0	1
21:00	19	0	0	0	0	0	0	19	4	0	0	0	0	0	0	4
21:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
21:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
21:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
22:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
22:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	16	0	0	0	1	0	0	17	6	1	0	0	0	0	0	7
06:15	1	1	0	0	0	0	0	2	7	1	0	0	0	0	0	8
06:30	1	1	0	0	0	0	0	2	17	1	0	0	0	0	0	18
06:45	3	1	0	0	0	0	0	4	24	1	0	0	0	0	0	25
07:00	11	1	0	0	0	0	0	12	46	0	0	0	0	0	0	46
07:15	42	0	0	0	0	0	0	42	101	0	0	0	0	0	0	101
07:30	146	1	0	0	0	0	0	147	195	1	0	0	0	0	0	196
07:45	162	1	0	0	0	0	0	163	200	1	0	0	0	0	0	201
08:00	157	1	0	0	0	0	0	158	181	1	0	0	0	0	0	182
08:15	132	1	0	0	0	0	0	133	135	1	0	0	0	0	0	136
08:30	33	0	0	0	0	0	0	33	54	0	0	0	0	0	0	54
08:45	17	0	0	0	0	0	0	17	47	1	0	0	0	0	0	48
09:00	18	1	0	0	0	0	0	19	44	1	0	0	0	0	0	45
15:00	20	5	0	0	0	0	0	25	111	1	0	0	0	0	0	112
15:15	131	4	0	0	0	0	2	137	142	1	0	0	0	0	0	143
15:30	158	1	0	0	0	0	2	161	146	0	0	0	0	0	0	146
15:45	173	0	0	0	0	0	2	175	130	1	0	0	0	0	0	131
16:00	178	0	0	0	0	0	2	180	63	1	0	0	0	0	0	64
16:15	70	0	0	0	0	0	0	70	40	1	0	0	0	0	0	41
16:30	47	0	0	0	0	0	0	47	60	2	0	0	0	0	0	62
16:45	41	0	0	0	0	0	0	41	70	1	0	0	0	0	0	71
17:00	37	0	0	0	0	0	0	37	79	1	0	0	0	0	0	80
17:15	37	1	0	0	0	0	0	38	85	2	0	0	0	1	0	88
17:30	50	1	0	0	0	0	0	51	102	1	0	0	0	2	0	105
17:45	72	1	0	0	0	1	0	74	115	3	0	0	0	2	0	120
18:00	86	2	0	0	0	1	0	89	116	4	0	0	0	2	0	122
18:15	104	1	0	0	0	1	0	106	118	3	0	0	0	1	0	122
18:30	98	2	0	0	0	1	0	101	94	7	0	0	0	0	0	101
18:45	73	3	0	0	0	1	0	77	74	6	0	0	0	0	0	80
19:00	83	2	0	0	0	2	0	87	76	5	0	0	0	0	0	81
19:15	91	2	0	0	0	2	0	95	64	5	0	0	0	0	0	69
19:30	113	2	0	0	0	2	0	117	47	1	0	0	0	0	0	48
19:45	129	3	0	0	0	1	0	133	42	0	0	0	0	0	0	42
20:00	106	3	0	0	0	0	0	109	23	0	0	0	0	0	0	23
20:15	90	3	0	0	0	0	0	93	15	0	0	0	0	0	0	15
20:30	58	2	0	0	0	0	0	60	8	0	0	0	0	0	0	8
20:45	33	0	0	0	0	0	0	33	6	0	0	0	0	0	0	6
21:00	26	0	0	0	0	0	0	26	5	0	0	0	0	0	0	5
21:15	9	0	0	0	0	0	0	9	1	0	0	0	0	0	0	1
21:30	9	0	0	0	0	0	0	9	1	0	0	0	0	0	0	1

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 6

Date of Survey: 04.04.2019
Junction Name: A320 Egley Road / Hoe Valley School
Junction Type: T-Junction

	Total Junction Flow							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
06:00	70	8	1	0	2	1	0	82
06:15	83	20	2	0	0	1	1	107
06:30	157	25	3	0	2	1	4	192
06:45	195	34	4	1	2	3	0	239
07:00	241	44	5	6	3	1	1	301
07:15	308	47	8	3	1	4	2	373
07:30	297	48	7	2	1	0	1	356
07:45	338	50	8	2	0	2	2	402
08:00	376	36	4	3	4	4	2	429
08:15	443	28	5	1	3	5	3	488
08:30	319	32	3	6	2	3	1	366
08:45	291	30	9	3	1	2	1	337
09:00	278	44	7	5	0	4	2	340
09:15	296	30	8	5	0	0	0	339
09:30	250	31	5	3	1	2	0	292
09:45	214	32	6	1	1	2	0	256
15:00	256	34	3	3	0	2	0	298
15:15	274	43	5	1	0	4	2	329
15:30	293	38	4	6	1	1	1	344
15:45	340	48	4	2	6	1	0	401
16:00	420	54	2	1	1	1	2	481
16:15	378	45	2	2	1	2	1	431
16:30	341	29	2	0	2	2	0	376
16:45	341	24	2	1	0	3	2	373
17:00	367	36	1	1	4	4	0	413
17:15	413	23	2	1	2	1	1	443
17:30	379	17	2	1	0	3	2	404
17:45	307	17	1	1	0	2	1	329
18:00	325	16	0	0	2	3	1	347
18:15	362	17	0	0	0	3	2	384
18:30	313	19	2	0	1	3	0	338
18:45	294	11	1	0	0	3	2	311
19:00	319	9	0	0	1	2	0	331
19:15	245	16	0	0	2	0	0	263
19:30	210	11	1	0	1	1	0	224
19:45	234	5	0	0	0	2	0	241
20:00	216	3	2	0	1	0	0	222
20:15	180	4	2	0	0	1	0	187
20:30	144	4	0	0	1	1	0	150
20:45	131	5	0	0	1	0	0	137
21:00	140	3	0	0	0	1	0	144
21:15	116	5	1	0	1	2	0	125
21:30	111	5	0	0	0	1	0	117
21:45	119	7	0	0	0	0	0	126
22:00	93	3	0	0	0	0	0	96
22:15	103	3	0	0	0	1	0	107
Start Time	**Rolling Hour**							**Total**
06:00	505	87	10	1	6	6	5	620
06:15	676	123	14	7	7	6	6	839
06:30	901	150	20	10	8	9	7	1105
06:45	1041	173	24	12	7	8	4	1269
07:00	1184	189	28	13	5	7	6	1432
07:15	1319	181	27	10	6	10	7	1560
07:30	1454	162	24	8	8	11	8	1675
07:45	1476	146	20	12	9	14	8	1685
08:00	1429	126	21	13	10	14	7	1620
08:15	1331	134	24	15	6	14	7	1531
08:30	1184	136	27	19	3	9	4	1382
08:45	1115	135	29	16	2	8	3	1308
09:00	1038	137	26	14	2	8	2	1227
15:00	1163	163	16	12	7	8	3	1372
15:15	1327	183	15	10	8	7	5	1555
15:30	1431	185	12	11	9	5	4	1657
15:45	1479	176	10	5	10	6	3	1689
16:00	1480	152	8	4	4	8	5	1661
16:15	1427	134	7	4	7	11	3	1593
16:30	1462	112	7	3	8	10	3	1605
16:45	1500	100	7	4	6	11	5	1633
17:00	1466	93	6	4	6	10	4	1589
17:15	1424	73	5	3	4	9	5	1523
17:30	1373	67	3	2	2	11	6	1464
17:45	1307	69	3	1	3	11	4	1398
18:00	1294	63	3	0	3	12	5	1380
18:15	1288	56	3	0	2	11	4	1364
18:30	1171	55	3	0	4	8	2	1243
18:45	1068	47	2	0	4	6	2	1129
19:00	1008	41	1	0	4	5	0	1059
19:15	905	35	3	0	4	3	0	950
19:30	840	23	5	0	2	4	0	874
19:45	774	16	4	0	2	4	0	800
20:00	671	16	4	0	3	2	0	696
20:15	595	16	2	0	2	3	0	618
20:30	531	17	1	0	3	4	0	556
20:45	498	18	1	0	2	4	0	523
21:00	486	20	1	0	1	4	0	512
21:15	439	20	1	0	1	3	0	464
21:30	426	18	0	0	0	2	0	446

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 6

Date of Survey: 04.04.2019
Junction Name: A320 Egley Road / Hoe Valley School
Junction Type: T-Junction

Arm A: A320 Egley Road (N) **Arm B:** A320 Egley Road (S) **Arm C:** Hoe Valley School 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
06:00	0	0	21	0	47	0	0	9	9
06:15	0	0	60	0	48	0	0	0	0
06:30	0	2	90	0	101	1	0	0	0
06:45	0	3	114	0	127	1	0	0	1
07:00	0	1	177	0	141	0	0	0	1
07:15	0	6	204	0	169	4	0	0	0
07:30	0	5	190	0	165	5	0	0	2
07:45	0	10	176	0	200	15	0	5	4
08:00	0	22	197	0	157	34	0	21	10
08:15	0	47	163	0	121	58	0	59	46
08:30	0	7	171	0	176	8	0	8	10
08:45	0	4	214	0	127	2	0	2	2
09:00	0	5	189	0	147	5	0	3	3
09:15	0	13	160	0	167	10	0	2	3
09:30	0	7	151	0	141	2	0	1	1
09:45	0	1	138	0	117	2	0	3	3
15:00	0	5	158	0	132	3	0	1	6
15:15	0	5	149	0	169	3	0	4	1
15:30	0	7	190	0	142	14	0	3	3
15:45	0	37	189	0	146	38	0	4	3
16:00	0	18	182	0	146	21	0	59	58
16:15	0	5	213	0	183	6	0	15	14
16:30	0	3	178	0	176	3	0	6	14
16:45	0	4	214	0	139	4	0	7	5
17:00	0	6	226	0	169	10	0	5	4
17:15	0	18	222	0	189	14	0	3	3
17:30	0	9	200	0	175	6	0	7	7
17:45	0	10	176	0	129	7	0	4	4
18:00	0	14	176	0	138	9	0	7	3
18:15	0	26	162	0	151	22	0	6	13
18:30	0	17	167	0	106	13	0	16	20
18:45	0	12	156	0	111	7	0	11	12
19:00	0	10	153	0	127	14	0	11	16
19:15	0	14	129	0	96	14	0	7	7
19:30	0	2	126	0	79	7	0	9	3
19:45	0	13	110	0	77	7	0	7	25
20:00	0	8	85	0	94	4	0	15	20
20:15	0	5	70	0	75	2	0	7	29
20:30	0	3	59	0	60	0	0	18	11
20:45	0	0	62	0	67	1	0	7	2
21:00	0	2	65	0	55	2	0	10	9
21:15	0	0	58	0	65	0	0	1	2
21:30	0	1	61	0	52	0	0	1	1
21:45	0	0	72	0	52	0	0	0	2
22:00	0	0	47	0	47	0	0	0	2
22:15	0	0	43	0	60	0	0	3	0
Start Time	**Rolling Hour**								
06:00	0	5	285	0	322	2	0	9	10
06:15	0	6	441	0	416	2	0	0	2
06:30	0	12	586	0	537	6	0	0	2
06:45	0	15	685	0	602	10	0	0	4
07:00	0	22	748	0	675	24	0	5	7
07:15	0	43	767	0	691	58	0	26	16
07:30	0	84	725	0	642	112	0	85	62
07:45	0	86	707	0	654	115	0	93	70
08:00	0	80	744	0	580	102	0	90	68
08:15	0	63	736	0	571	73	0	72	61
08:30	0	29	734	0	617	25	0	15	18
08:45	0	29	713	0	582	19	0	8	9
09:00	0	26	638	0	572	19	0	9	10
15:00	0	54	687	0	589	58	0	12	13
15:15	0	67	710	0	603	76	0	70	65
15:30	0	67	773	0	617	79	0	81	78
15:45	0	63	761	0	651	68	0	84	89
16:00	0	30	786	0	645	34	0	87	91
16:15	0	18	830	0	667	23	0	33	37
16:30	0	31	839	0	673	31	0	21	26
16:45	0	37	861	0	672	34	0	22	19
17:00	0	43	823	0	661	37	0	19	18
17:15	0	51	774	0	630	36	0	21	17
17:30	0	59	714	0	593	45	0	24	27
17:45	0	67	682	0	524	52	0	33	40
18:00	0	69	661	0	506	52	0	40	48
18:15	0	65	638	0	496	56	0	44	61
18:30	0	53	604	0	440	48	0	45	55
18:45	0	38	562	0	413	42	0	38	38
19:00	0	39	517	0	379	42	0	34	52
19:15	0	37	449	0	345	32	0	38	56
19:30	0	28	391	0	325	20	0	38	78
19:45	0	29	325	0	305	13	0	47	85
20:00	0	16	276	0	295	7	0	47	62
20:15	0	10	257	0	257	5	0	42	51
20:30	0	5	245	0	247	3	0	36	24
20:45	0	3	246	0	239	3	0	19	14
21:00	0	3	257	0	224	2	0	12	14
21:15	0	1	238	0	216	0	0	2	7
21:30	0	1	223	0	212	0	0	4	5

Intelligent Data Collection Limited
Woking, Surrey

Client: Vectos
Project Number: ID04567
Junction Number: Site 6
Date of Survey: 06.04.2019
Junction Name: A320 Egley Road / Hoe Valley School
Junction Type: T-Junction

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	24.04.2019			
Prepared by	Grant Daniel Breddy			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04567			
File Ref	ID04567 Woking, Surrey - MCC Site 6 - 06.04.2019			

Issue Sheet

Issued to	Date			
	26.04.2019			
Taylor Davis	E-mail			

Contents Page

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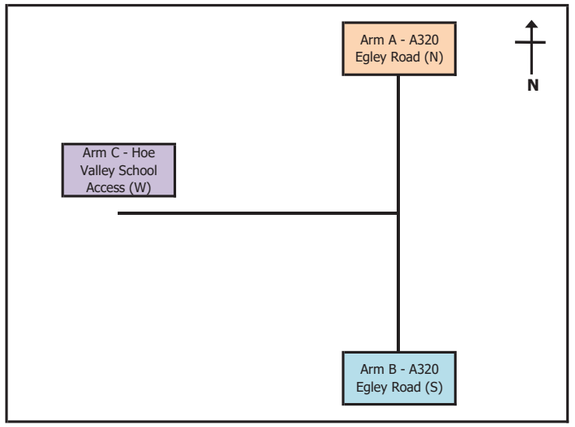
Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 6

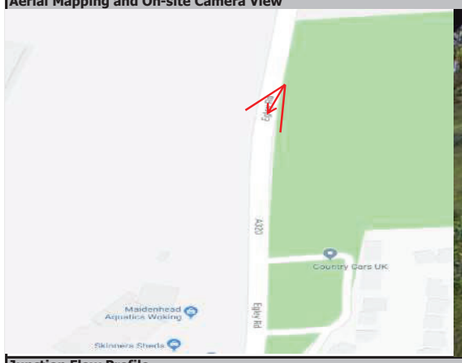
Date of Survey: 06.04.2019
Junction Name: A320 Egley Road / Hoe Valley School
Junction Type: T-Junction

X Coordinate	Y Coordinate	Google Maps Link	
51.298677664634155	-0.5719348631128014	Click Here	
Weather Conditions			
Cloudy			

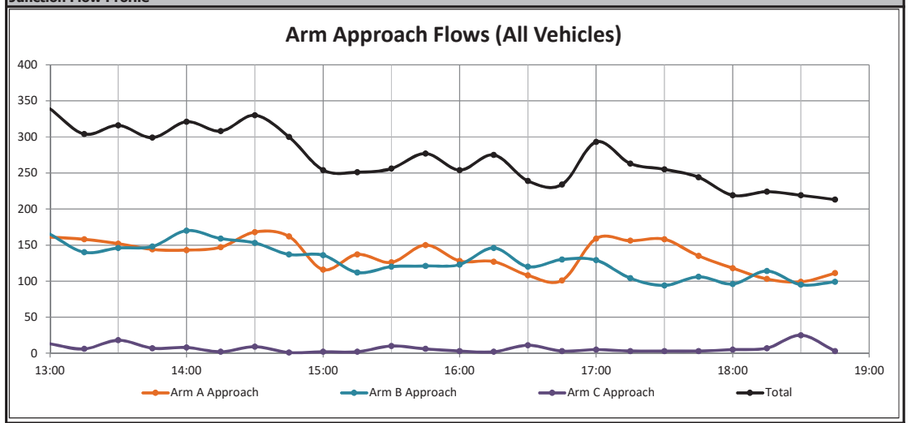
Junction Layout



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):

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 6

Date of Survey: 06.04.2019
Junction Name: A320 Egley Road / Hoe Valley School
Junction Type: T-Junction

Arm A: A320 Egley Road (N)
Arm B: A320 Egley Road (S)
Arm C: Hoe Valley School Access (W)

Time	A to B									A to C									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		Buses	M/C	Cycle	Total		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
13:00	143	9	2	1	1	2	0	158		0	0	0	0		3	0	0	0	0	0	0	0
13:15	143	8	0	0	0	1	0	153		0	0	0	0		5	0	0	0	0	0	0	0
13:30	140	5	1	0	0	0	0	146		0	0	0	0		6	0	0	0	0	0	0	0
13:45	133	7	2	0	1	1	0	144		0	0	0	0		0	0	0	0	0	0	0	0
14:00	136	5	0	0	1	0	1	143		0	0	0	0		0	0	0	0	0	0	0	0
14:15	135	7	0	0	0	0	3	145		0	0	0	0		2	0	0	0	0	0	0	0
14:30	158	5	0	0	0	2	0	165		0	0	0	0		2	1	0	0	0	0	0	0
14:45	152	7	0	0	1	0	1	161		0	0	0	0		1	0	0	0	0	0	0	0
15:00	111	2	0	0	0	1	0	114		0	0	0	0		2	0	0	0	0	0	0	0
15:15	125	4	2	0	0	0	1	132		0	0	0	0		5	0	0	0	0	0	0	0
15:30	115	6	0	0	0	2	0	125		0	0	0	0		1	0	0	0	0	0	0	0
15:45	133	12	0	0	2	0	0	147		0	0	0	0		3	0	0	0	0	0	0	0
16:00	118	6	0	0	0	0	1	125		0	0	0	0		3	0	0	0	0	0	0	0
16:15	116	8	0	0	0	2	0	126		0	0	0	0		1	0	0	0	0	0	0	0
16:30	98	7	0	0	0	0	0	105		0	0	0	0		1	3	0	0	0	0	0	0
16:45	90	7	0	0	0	2	1	100		0	0	0	0		1	0	0	0	0	0	0	0
17:00	141	11	2	0	1	1	2	158		0	0	0	0		1	2	0	0	0	0	0	0
17:15	146	5	0	0	1	1	1	154		0	0	0	0		2	0	0	0	0	0	0	0
17:30	146	5	0	0	0	1	5	157		0	0	0	0		1	0	0	0	0	0	0	0
17:45	130	5	0	0	0	0	0	135		0	0	0	0		0	0	0	0	0	0	0	0
18:00	107	7	0	0	1	1	1	117		0	0	0	0		1	1	0	0	0	0	0	0
18:15	88	3	0	0	1	1	1	94		0	0	0	0		9	0	0	0	0	0	0	0
18:30	87	5	0	0	2	1	0	95		0	0	0	0		4	0	0	0	0	0	0	0
18:45	101	9	0	0	0	0	0	110		0	0	0	0		1	0	0	0	0	0	0	0
Start Time	Rolling Hour							Total		Rolling Hour			Total		Rolling Hour							Total
13:00	559	29	5	1	2	4	1	601		0	0	0	0		14	0	0	0	0	0	0	0
13:15	552	25	3	0	2	2	2	586		0	0	0	0		11	0	0	0	0	0	0	0
13:30	544	24	3	0	2	1	4	578		0	0	0	0		8	0	0	0	0	0	0	0
13:45	562	24	2	0	2	3	4	597		0	0	0	0		4	1	0	0	0	0	0	0
14:00	581	24	0	0	2	2	5	614		0	0	0	0		5	1	0	0	0	0	0	0
14:15	556	21	0	0	1	2	5	585		0	0	0	0		7	1	0	0	0	0	0	0
14:30	546	18	2	0	1	3	4	572		0	0	0	0		10	1	0	0	0	0	0	0
14:45	484	24	2	0	2	3	3	518		0	0	0	0		9	0	0	0	0	0	0	0
15:00	491	28	2	0	2	3	3	529		0	0	0	0		11	0	0	0	0	0	0	0
15:15	482	32	0	0	2	4	3	523		0	0	0	0		12	0	0	0	0	0	0	0
15:30	465	33	0	0	2	2	1	503		0	0	0	0		8	0	0	0	0	0	0	0
15:45	422	28	0	0	0	2	1	456		0	0	0	0		10	0	0	0	0	0	0	0
16:00	445	33	2	0	1	5	3	489		0	0	0	0		8	0	0	0	0	0	0	0
16:15	475	30	2	0	2	4	4	517		0	0	0	0		6	0	0	0	0	0	0	0
16:30	523	28	2	0	2	5	9	569		0	0	0	0		7	0	0	0	0	0	0	0
16:45	563	26	2	0	2	3	8	604		0	0	0	0		5	0	0	0	0	0	0	0
17:00	529	22	0	0	2	3	7	563		0	0	0	0		4	0	0	0	0	0	0	0
17:15	503	20	0	0	2	3	7	503		0	0	0	0		4	0	0	0	0	0	0	0
17:30	471	20	0	0	2	3	7	503		0	0	0	0		11	0	0	0	0	0	0	0
17:45	412	20	0	0	4	3	3	441		0	0	0	0		14	0	0	0	0	0	0	0
18:00	383	24	0	0	4	3	2	416		0	0	0	0		15	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 6

Date of Survey: 06.04.2019
Junction Name: A320 Egley Road / Hoe Valley School
Junction Type: T-Junction

Arm A: A320 Egley Road (N)
Arm B: A320 Egley Road (S)
Arm C: Hoe Valley School 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
13:00								0	145	13	2	0	0	2	1	163	2	0	0	0	0	0	0	2
13:15								0	115	8	0	0	3	0	6	132	8	0	0	0	0	0	0	8
13:30								0	134	8	0	0	1	1	0	144	2	0	0	0	0	0	0	2
13:45								0	135	9	0	1	1	0	0	146	2	0	0	0	0	0	0	2
14:00								0	156	11	0	0	0	2	0	169	1	0	0	0	0	0	0	1
14:15								0	150	3	0	0	0	2	1	156	3	0	0	0	0	0	0	3
14:30								0	144	3	2	0	0	0	0	149	4	0	0	0	0	0	0	4
14:45								0	129	6	0	0	1	0	0	136	1	0	0	0	0	0	0	1
15:00								0	125	9	0	0	0	1	0	135	1	0	0	0	0	0	0	1
15:15								0	100	7	0	0	1	0	0	108	4	0	0	0	0	0	0	4
15:30								0	104	10	0	0	0	0	0	114	5	1	0	0	0	0	0	6
15:45								0	111	8	0	0	1	0	1	121	0	0	0	0	0	0	0	0
16:00								0	117	3	0	0	0	1	1	122	0	1	0	0	0	0	0	1
16:15								0	136	6	0	0	0	2	1	145	1	0	0	0	0	0	0	1
16:30								0	111	2	0	0	0	2	1	116	4	0	0	0	0	0	0	4
16:45								0	119	8	0	0	1	0	0	128	2	0	0	0	0	0	0	2
17:00								0	114	10	1	0	1	2	0	128	1	0	0	0	0	0	0	1
17:15								0	94	7	0	0	0	0	3	104	0	0	0	0	0	0	0	0
17:30								0	88	5	0	0	0	1	0	94	0	0	0	0	0	0	0	0
17:45								0	96	5	1	0	1	3	0	106	0	0	0	0	0	0	0	0
18:00								0	90	4	0	0	0	0	0	94	2	0	0	0	0	0	0	2
18:15								0	99	4	0	0	0	0	0	103	10	0	0	0	1	0	0	11
18:30								0	84	4	1	0	0	1	0	90	4	1	0	0	0	0	0	5
18:45								0	92	6	0	0	0	1	0	99	0	0	0	0	0	0	0	0
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	0	0	0	0	0	0	0	0	529	38	2	1	5	3	7	585	14	0	0	0	0	0	0	14
13:15	0	0	0	0	0	0	0	0	540	36	0	1	5	3	6	591	13	0	0	0	0	0	0	13
13:30	0	0	0	0	0	0	0	0	575	31	0	1	2	5	1	615	8	0	0	0	0	0	0	8
13:45	0	0	0	0	0	0	0	0	585	26	2	1	1	4	1	620	10	0	0	0	0	0	0	10
14:00	0	0	0	0	0	0	0	0	579	23	2	0	1	4	1	610	9	0	0	0	0	0	0	9
14:15	0	0	0	0	0	0	0	0	548	21	2	0	1	3	1	576	9	0	0	0	0	0	0	9
14:30	0	0	0	0	0	0	0	0	498	25	2	0	2	1	0	528	10	0	0	0	0	0	0	10
14:45	0	0	0	0	0	0	0	0	458	32	0	0	2	1	0	493	11	1	0	0	0	0	0	12
15:00	0	0	0	0	0	0	0	0	440	34	0	0	2	1	1	478	10	1	0	0	0	0	0	11
15:15	0	0	0	0	0	0	0	0	432	28	0	0	2	1	2	465	9	2	0	0	0	0	0	11
15:30	0	0	0	0	0	0	0	0	468	27	0	0	1	3	3	502	6	2	0	0	0	0	0	8
15:45	0	0	0	0	0	0	0	0	475	19	0	0	1	5	4	504	5	1	0	0	0	0	0	6
16:00	0	0	0	0	0	0	0	0	483	19	0	0	1	5	3	511	7	1	0	0	0	0	0	8
16:15	0	0	0	0	0	0	0	0	480	26	1	0	2	6	2	517	8	0	0	0	0	0	0	8
16:30	0	0	0	0	0	0	0	0	438	27	1	0	2	4	4	476	7	0	0	0	0	0	0	7
16:45	0	0	0	0	0	0	0	0	415	30	1	0	2	3	3	454	3	0	0	0	0	0	0	3
17:00	0	0	0	0	0	0	0	0	392	27	2	0	2	6	3	432	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	368	21	1	0	1	4	3	398	2	0	0	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	373	18	1	0	1	4	0	397	12	0	0	0	1	0	0	13
17:45	0	0	0	0	0	0	0	0	369	17	2	0	1	4	0	393	16	1	0	0	1	0	0	18
18:00	0	0	0	0	0	0	0	0	365	18	1	0	0	2	0	386	16	1	0	0	1	0	0	18

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 6

Date of Survey: 06.04.2019
Junction Name: A320 Egley Road / Hoe Valley School
Junction Type: T-Junction

Arm A: A320 Egley Road (N)
Arm B: A320 Egley Road (S)
Arm C: Hoe Valley School 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
13:00								0	3	0	0	0	0	0	0	3	10	0	0	0	0	0	0	10
13:15								0	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
13:30								0	10	0	0	0	0	0	1	11	7	0	0	0	0	0	0	7
13:45								0	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2
14:00								0	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
14:15								0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
14:30								0	5	0	0	0	0	0	0	5	3	1	0	0	0	0	0	4
14:45								0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:00								0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:15								0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
15:30								0	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	6
15:45								0	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
16:00								0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
16:15								0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
16:30								0	6	0	0	0	0	0	0	6	4	1	0	0	0	0	0	5
16:45								0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
17:00								0	1	1	0	0	0	0	0	2	3	0	0	0	0	0	0	3
17:15								0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
17:30								0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
17:45								0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
18:00								0	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
18:15								0	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
18:30								0	13	1	0	0	1	0	0	15	10	0	0	0	0	0	0	10
18:45								0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	0	0	0	0	0	0	0	0	22	0	0	0	0	0	1	23	21	0	0	0	0	0	0	21
13:15	0	0	0	0	0	0	0	0	23	0	0	0	0	0	1	24	15	0	0	0	0	0	0	15
13:30	0	0	0	0	0	0	0	0	20	0	0	0	0	0	1	21	14	0	0	0	0	0	0	14
13:45	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	10	1	0	0	0	0	0	11
14:00	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	9	1	0	0	0	0	0	10
14:15	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	5	1	0	0	0	0	0	6
14:30	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	6	1	0	0	0	0	0	7
14:45	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	9	0	0	0	0	0	0	9
15:00	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	10	0	0	0	0	0	0	10
15:15	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	11	0	0	0	0	0	0	11
15:30	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	10	0	0	0	0	0	0	10
15:45	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	8	1	0	0	0	0	0	9
16:00	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	7	1	0	0	0	0	0	8
16:15	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	9	1	0	0	0	0	0	10
16:30	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	10	1	0	0	0	0	0	11
16:45	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	8	0	0	0	0	0	0	8
17:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	10	0	0	0	0	0	0	10
17:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	8	0	0	0	0	0	0	8
17:30	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	10	0	0	0	0	0	0	10
17:45	0	0	0	0	0	0	0	0	20	1	0	0	0	1	0	22	18	0	0	0	0	0	0	18
18:00	0	0	0	0	0	0	0	0	21	1	0	0	1	0	0	23	17	0	0	0	0	0	0	17

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 6

Date of Survey: 06.04.2019
Junction Name: A320 Egley Road / Hoe Valley School
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**
13:00	146	9	2	1	1	2	0	161	155	13	2	0	0	2	1	173
13:15	148	8	0	0	0	1	1	158	117	8	0	0	3	0	6	134
13:30	146	5	1	0	0	0	0	152	141	8	0	0	1	1	0	151
13:45	133	7	2	0	1	1	0	144	137	9	0	1	1	0	0	148
14:00	136	5	0	0	1	0	1	143	160	11	0	0	0	2	0	173
14:15	137	7	0	0	0	0	3	147	151	3	0	0	0	2	1	157
14:30	160	6	0	0	0	2	0	168	147	4	2	0	0	0	0	153
14:45	153	7	0	0	1	0	1	162	130	6	0	0	1	0	0	137
15:00	113	2	0	0	0	0	1	116	125	9	0	0	0	1	0	135
15:15	130	4	2	0	0	1	0	137	102	7	0	0	1	0	0	110
15:30	116	6	0	0	0	2	2	126	110	10	0	0	0	0	0	120
15:45	136	12	0	0	2	0	0	150	113	8	0	0	1	0	1	123
16:00	121	6	0	0	0	0	1	128	118	3	0	0	0	1	1	123
16:15	117	8	0	0	0	2	0	127	137	6	0	0	0	2	1	146
16:30	101	7	0	0	0	0	0	108	115	3	0	0	0	2	1	121
16:45	91	7	0	0	0	2	1	101	120	8	0	0	1	0	0	129
17:00	142	11	2	0	1	1	2	159	117	10	1	0	1	2	0	131
17:15	148	5	0	0	1	1	1	156	96	7	0	0	0	0	3	106
17:30	147	5	0	0	0	1	5	158	90	5	0	0	0	1	0	96
17:45	130	5	0	0	0	0	0	135	99	5	1	0	1	3	0	109
18:00	108	7	0	0	1	1	1	118	91	4	0	0	0	0	0	95
18:15	97	3	0	0	1	1	1	103	103	4	0	0	0	0	0	107
18:30	91	5	0	0	2	1	0	99	94	4	1	0	0	1	0	100
18:45	102	9	0	0	0	0	0	111	94	6	0	0	0	1	0	101
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	573	29	5	1	2	4	1	615	550	38	2	1	5	3	7	606
13:15	563	25	3	0	2	2	2	597	555	36	0	1	5	3	6	606
13:30	552	24	3	0	2	1	4	586	589	31	0	1	2	5	1	629
13:45	566	25	2	0	2	3	4	602	595	27	2	1	1	4	1	631
14:00	586	25	0	0	2	2	5	620	588	24	2	0	1	4	1	620
14:15	563	22	0	0	1	2	5	593	553	22	2	0	1	3	1	582
14:30	556	19	2	0	1	3	2	583	504	26	2	0	2	1	0	535
14:45	512	19	2	0	1	3	4	541	467	32	0	0	2	1	0	502
15:00	495	24	2	0	2	3	3	529	450	34	0	0	2	1	1	488
15:15	503	28	2	0	2	3	3	541	443	28	0	0	2	1	2	476
15:30	490	32	0	0	2	4	3	531	478	27	0	0	1	3	3	512
15:45	475	33	0	0	2	2	1	513	483	20	0	0	1	5	4	513
16:00	430	28	0	0	0	4	2	464	490	20	0	0	1	5	3	519
16:15	451	33	2	0	1	5	3	495	489	27	1	0	2	6	2	527
16:30	482	30	2	0	2	4	4	524	448	28	1	0	2	4	4	487
16:45	528	28	2	0	2	5	9	574	423	30	1	0	2	3	3	462
17:00	567	26	2	0	2	3	8	608	402	27	2	0	2	6	3	442
17:15	533	22	0	0	2	3	7	567	376	21	1	0	1	4	3	406
17:30	482	20	0	0	2	3	7	514	383	18	1	0	1	4	0	407
17:45	426	20	0	0	4	3	2	455	387	17	2	0	1	4	0	411
18:00	398	24	0	0	4	3	2	431	382	18	1	0	0	2	0	403

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 6

Date of Survey: 06.04.2019
Junction Name: A320 Egley Road / Hoe Valley School
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**
13:00	147	13	2	0	0	2	1	165	146	9	2	1	1	2	0	161
13:15	123	8	0	0	3	0	6	140	147	8	0	0	0	1	1	157
13:30	136	8	0	0	1	1	0	146	150	5	1	0	0	0	1	157
13:45	137	9	0	1	1	0	0	148	138	7	2	0	1	1	0	149
14:00	157	11	0	0	0	2	0	170	140	5	0	0	1	0	1	147
14:15	153	3	0	0	0	2	1	159	136	7	0	0	0	0	3	146
14:30	148	3	2	0	0	0	0	153	163	5	0	0	0	2	0	170
14:45	130	6	0	0	1	0	0	137	152	7	0	0	1	0	1	161
15:00	126	9	0	0	0	1	0	136	113	2	0	0	0	0	1	116
15:15	104	7	0	0	1	0	0	112	125	4	2	0	0	1	0	132
15:30	109	11	0	0	0	0	0	120	119	6	0	0	0	2	2	129
15:45	111	8	0	0	1	0	1	121	137	12	0	0	2	0	0	151
16:00	117	4	0	0	0	1	1	123	120	6	0	0	0	0	1	127
16:15	137	6	0	0	0	2	1	146	117	8	0	0	0	2	0	127
16:30	115	2	0	0	0	2	1	120	104	7	0	0	0	0	0	111
16:45	121	8	0	0	1	0	0	130	92	7	0	0	0	2	1	102
17:00	115	10	1	0	1	2	0	129	142	12	2	0	1	1	2	160
17:15	94	7	0	0	0	0	3	104	147	5	0	0	1	1	1	155
17:30	88	5	0	0	0	1	0	94	147	5	0	0	0	1	5	158
17:45	96	5	1	0	1	3	0	106	130	5	0	0	0	0	0	135
18:00	92	4	0	0	0	0	0	96	111	7	0	0	1	1	1	121
18:15	109	4	0	0	1	0	0	114	91	3	0	0	1	1	1	97
18:30	88	5	1	0	0	1	0	95	100	6	0	0	3	1	0	110
18:45	92	6	0	0	0	1	0	99	102	9	0	0	0	0	0	111
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	543	38	2	1	5	3	7	599	581	29	5	1	2	4	2	624
13:15	553	36	0	1	5	3	6	604	575	25	3	0	2	2	3	610
13:30	583	31	0	1	2	5	1	623	564	24	3	0	2	1	5	599
13:45	595	26	2	1	1	4	1	630	577	24	2	0	2	3	4	612
14:00	588	23	2	0	1	4	1	619	591	24	0	0	2	2	5	624
14:15	557	21	2	0	1	3	1	585	564	21	0	0	1	2	5	593
14:30	508	25	2	0	2	1	0	538	553	18	2	0	1	3	2	579
14:45	469	33	0	0	2	1	0	505	509	19	2	0	1	3	4	538
15:00	450	35	0	0	2	1	1	489	494	24	2	0	2	3	3	528
15:15	441	30	0	0	2	1	2	476	501	28	2	0	2	3	3	539
15:30	474	29	0	0	1	3	3	510	493	32	0	0	2	4	3	534
15:45	480	20	0	0	1	5	4	510	478	33	0	0	2	2	1	516
16:00	490	20	0	0	1	5	3	519	433	28	0	0	0	4	2	467
16:15	488	26	1	0	2	6	2	525	455	34	2	0	1	5	3	500
16:30	445	27	1	0	2	4	4	483	485	31	2	0	2	4	4	528
16:45	418	30	1	0	2	3	3	457	528	29	2	0	2	5	9	575
17:00	393	27	2	0	2	6	3	433	566	27	2	0	2	3	8	608
17:15	370	21	1	0	1	4	3	400	535	22	0	0	2	3	7	569
17:30	385	18	1	0	2	4	0	410	479	20	0	0	2	3	7	511
17:45	385	18	2	0	2	4	0	411	432	21	0	0	5	3	2	463
18:00	381	19	1	0	1	2	0	404	404	25	0	0	5	3	2	439

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 6

Date of Survey: 06.04.2019
Junction Name: A320 Egley Road / Hoe Valley School
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**
13:00	13	0	0	0	0	0	0	13	5	0	0	0	0	0	0	5
13:15	6	0	0	0	0	0	0	6	13	0	0	0	0	0	0	13
13:30	17	0	0	0	0	0	1	18	8	0	0	0	0	0	0	8
13:45	7	0	0	0	0	0	0	7	2	0	0	0	0	0	0	2
14:00	8	0	0	0	0	0	0	8	1	0	0	0	0	0	0	1
14:15	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5
14:30	8	1	0	0	0	0	0	9	6	1	0	0	0	0	0	7
14:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
15:00	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
15:15	2	0	0	0	0	0	0	2	9	0	0	0	0	0	0	9
15:30	10	0	0	0	0	0	0	10	6	1	0	0	0	0	0	7
15:45	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3
16:00	3	0	0	0	0	0	0	3	3	1	0	0	0	0	0	4
16:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
16:30	10	1	0	0	0	0	0	11	7	0	0	0	0	0	0	7
16:45	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
17:00	4	1	0	0	0	0	0	5	2	0	0	0	0	0	0	2
17:15	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
17:30	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
17:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
18:00	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3
18:15	7	0	0	0	0	0	0	7	19	0	0	0	1	0	0	20
18:30	23	1	0	0	1	0	0	25	8	1	0	0	0	0	0	9
18:45	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	43	0	0	0	0	0	1	44	28	0	0	0	0	0	0	28
13:15	38	0	0	0	0	0	1	39	24	0	0	0	0	0	0	24
13:30	34	0	0	0	0	0	1	35	16	0	0	0	0	0	0	16
13:45	25	1	0	0	0	0	0	26	14	1	0	0	0	0	0	15
14:00	19	1	0	0	0	0	0	20	14	1	0	0	0	0	0	15
14:15	13	1	0	0	0	0	0	14	16	1	0	0	0	0	0	17
14:30	13	1	0	0	0	0	0	14	20	1	0	0	0	0	0	21
14:45	15	0	0	0	0	0	0	15	20	1	0	0	0	0	0	21
15:00	20	0	0	0	0	0	0	20	21	1	0	0	0	0	0	22
15:15	21	0	0	0	0	0	0	21	21	2	0	0	0	0	0	23
15:30	21	0	0	0	0	0	0	21	14	2	0	0	0	0	0	16
15:45	21	1	0	0	0	0	0	22	15	1	0	0	0	0	0	16
16:00	18	1	0	0	0	0	0	19	15	1	0	0	0	0	0	16
16:15	19	2	0	0	0	0	0	21	14	0	0	0	0	0	0	14
16:30	20	2	0	0	0	0	0	22	14	0	0	0	0	0	0	14
16:45	13	1	0	0	0	0	0	14	8	0	0	0	0	0	0	8
17:00	13	1	0	0	0	0	0	14	5	0	0	0	0	0	0	5
17:15	14	0	0	0	0	0	0	14	6	0	0	0	0	0	0	6
17:30	18	0	0	0	0	0	0	18	23	0	0	0	1	0	0	24
17:45	38	1	0	0	1	0	0	40	30	1	0	0	1	0	0	32
18:00	38	1	0	0	1	0	0	40	31	1	0	0	1	0	0	33

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 6

Date of Survey: 06.04.2019
Junction Name: A320 Egley Road / Hoe Valley School
Junction Type: T-Junction

	Total Junction Flow							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
13:00	306	22	4	1	1	4	1	339
13:15	277	16	0	0	3	1	7	304
13:30	299	13	1	0	1	1	1	316
13:45	277	16	2	1	2	1	0	299
14:00	301	16	0	0	1	2	1	321
14:15	292	10	0	0	0	2	4	308
14:30	316	10	2	0	0	2	0	330
14:45	284	13	0	0	2	0	1	300
15:00	241	11	0	0	0	1	1	254
15:15	236	11	2	0	1	1	0	251
15:30	235	17	0	0	0	2	2	256
15:45	253	20	0	0	3	0	1	277
16:00	241	10	0	0	0	1	2	254
16:15	256	14	0	0	0	4	1	275
16:30	226	10	0	0	0	2	1	239
16:45	215	15	0	0	1	2	1	234
17:00	261	22	3	0	2	3	2	293
17:15	245	12	0	0	1	1	4	263
17:30	238	10	0	0	0	2	5	255
17:45	229	10	1	0	1	3	0	244
18:00	205	11	0	0	1	1	1	219
18:15	213	7	0	0	2	1	1	224
18:30	202	11	1	0	3	2	0	219
18:45	197	15	0	0	0	1	0	213
Start Time	**Rolling Hour**							**Total**
13:00	1159	67	7	2	7	7	9	1258
13:15	1154	61	3	1	7	5	9	1240
13:30	1169	55	3	1	4	6	6	1244
13:45	1186	52	4	1	3	7	5	1258
14:00	1193	49	2	0	3	6	6	1259
14:15	1133	44	2	0	2	5	6	1192
14:30	1077	45	4	0	3	4	2	1135
14:45	996	52	2	0	3	4	4	1061
15:00	965	59	2	0	4	4	4	1038
15:15	965	58	2	0	4	4	5	1038
15:30	985	61	0	0	3	7	6	1062
15:45	976	54	0	0	3	7	5	1045
16:00	938	49	0	0	1	9	5	1002
16:15	958	61	3	0	3	11	5	1041
16:30	947	59	3	0	4	8	8	1029
16:45	959	59	3	0	4	8	12	1045
17:00	973	54	4	0	4	9	11	1055
17:15	917	43	1	0	3	7	10	981
17:30	885	38	1	0	4	7	7	942
17:45	849	39	2	0	7	7	2	906
18:00	817	44	1	0	6	5	2	875

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 6

Date of Survey: 06.04.2019
Junction Name: A320 Egley Road / Hoe Valley School
Junction Type: T-Junction

Arm A: A320 Egley Road (N) **Arm B:** A320 Egley Road (S) **Arm C:** Hoe Valley School 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**
13:00	0	3	162	0	163	2	0	3	10
13:15	0	5	152	0	132	8	0	4	2
13:30	0	6	147	0	145	2	0	10	7
13:45	0	0	147	0	149	2	0	5	2
14:00	0	0	144	0	168	1	0	4	4
14:15	0	2	143	0	154	3	0	1	1
14:30	0	3	164	0	151	4	0	5	4
14:45	0	1	162	0	138	1	0	0	1
15:00	0	2	113	0	134	1	0	2	0
15:15	0	5	133	0	110	4	0	0	2
15:30	0	1	122	0	114	6	0	4	6
15:45	0	3	150	0	122	0	0	4	2
16:00	0	3	124	0	121	1	0	2	1
16:15	0	1	125	0	143	1	0	1	1
16:30	0	3	105	0	114	4	0	6	5
16:45	0	1	98	0	130	2	0	2	1
17:00	0	1	159	0	129	1	0	2	3
17:15	0	2	154	0	102	0	0	1	2
17:30	0	1	152	0	93	0	0	1	2
17:45	0	0	135	0	107	0	0	0	3
18:00	0	1	117	0	94	2	0	4	1
18:15	0	9	94	0	103	13	0	3	4
18:30	0	4	97	0	90	5	0	17	10
18:45	0	1	110	0	98	0	0	1	2
Start Time	**Rolling Hour**								
13:00	0	14	607	0	589	14	0	22	21
13:15	0	11	589	0	594	13	0	23	15
13:30	0	8	580	0	616	8	0	20	14
13:45	0	5	597	0	622	10	0	15	11
14:00	0	6	612	0	610	9	0	10	10
14:15	0	8	581	0	577	9	0	8	6
14:30	0	11	572	0	532	10	0	7	7
14:45	0	9	530	0	495	12	0	6	9
15:00	0	11	519	0	480	11	0	10	10
15:15	0	12	530	0	466	11	0	10	11
15:30	0	8	521	0	499	8	0	11	10
15:45	0	10	504	0	499	6	0	13	9
16:00	0	8	452	0	507	8	0	11	8
16:15	0	6	487	0	516	8	0	11	10
16:30	0	7	516	0	474	7	0	11	11
16:45	0	5	564	0	454	3	0	6	8
17:00	0	4	601	0	431	1	0	4	10
17:15	0	4	559	0	396	2	0	6	8
17:30	0	11	499	0	397	15	0	8	10
17:45	0	14	444	0	394	20	0	24	18
18:00	0	15	419	0	386	20	0	25	17

Intelligent Data Collection Limited
Woking, Surrey

Client: Vectos
Project Number: ID04567
Junction Number: Site 6
Date of Survey: 18.05.2019
Junction Name: A320 Egley Road / Hoe Valley School Access
Junction Type: T-Junction

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	30.05.2019			
Prepared by	Conor Lenehan			
Signature				
Checked by	David Brown			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04567			
File Ref	ID04567 Woking, Surrey - MCC Site 6 - 18.05.2019			

Issue Sheet

Issued to	Date			
	31.05.2019			
Taylor Davis	E-mail			

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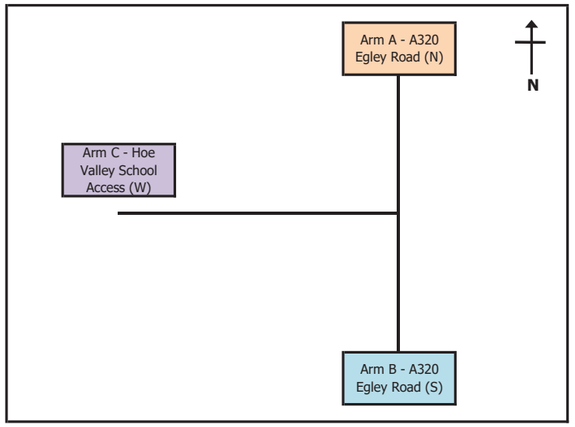
Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 6

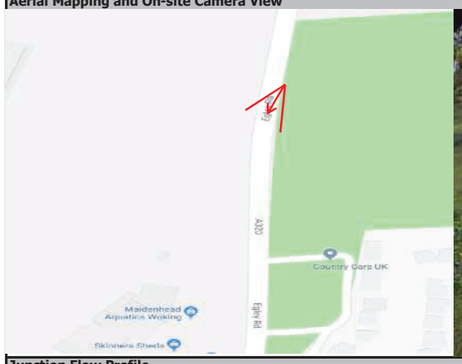
Date of Survey: 18.05.2019
Junction Name: A320 Egley Road / Hoe Valley School Access
Junction Type: T-Junction

X Coordinate	Y Coordinate	Google Maps Link	
51.298677664634155	-0.5719348631128014	Click Here	
Weather Conditions			
Cloudy			

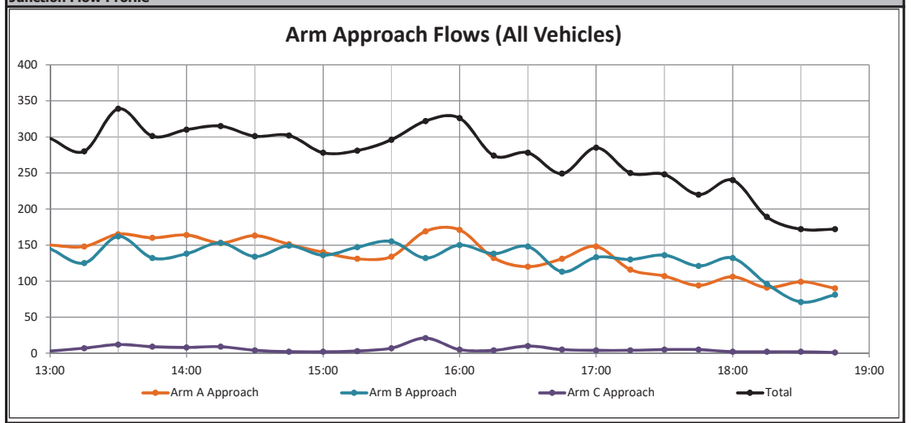
Junction Layout



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):

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 6

Date of Survey: 18.05.2019
Junction Name: A320 Egley Road / Hoe Valley School Access
Junction Type: T-Junction

Arm A: A320 Egley Road (N)
Arm B: A320 Egley Road (S)
Arm C: Hoe Valley School Access (W)

Time	A to C								A to B								A to A							
	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2
13:00	0	0	0	2	138	8	1	0	1	0	0	15	573	26	3	0	3	2	0	15	0	0	0	0
13:15	0	0	0	2	136	9	0	0	0	1	1	18	587	24	3	0	2	2	1	17	0	1	0	0
13:30	0	0	0	4	157	3	1	0	0	0	0	18	596	20	3	0	2	2	1	17	1	0	0	0
13:45	0	0	0	7	142	6	1	0	2	1	1	14	588	25	2	0	2	4	1	16	2	0	0	0
14:00	0	0	0	5	152	6	1	0	0	0	0	13	559	28	3	0	1	3	0	12	1	0	0	0
14:15	0	0	0	2	145	5	0	0	0	1	0	18	529	30	3	0	1	4	0	17	1	0	0	0
14:30	0	0	0	4	149	8	0	0	0	2	0	15	508	26	3	0	1	3	0	15	0	0	0	0
14:45	0	0	0	3	136	9	2	0	1	3	0	14	532	22	1	0	2	5	0	14	0	0	0	0
15:00	0	0	0	4	129	6	1	0	0	0	0	11	562	24	1	0	2	3	0	11	0	0	0	0
15:15	0	0	0	7	115	7	0	0	0	2	0	6	572	22	1	0	2	3	0	6	0	0	0	0
15:30	0	0	0	1	128	4	0	0	0	1	0	5	554	26	2	0	2	5	0	5	0	0	0	0
15:45	0	0	0	2	160	5	0	0	2	0	0	4	513	30	3	0	0	0	0	4	0	0	0	0
16:00	0	0	0	1	159	8	1	0	0	0	0	6	486	31	3	0	1	5	0	6	0	0	0	0
16:15	0	0	0	2	125	5	0	0	0	0	0	6	469	31	3	0	1	5	0	6	0	0	0	0
16:30	0	0	0	0	110	8	1	0	0	0	0	6	461	28	2	0	1	4	0	6	0	0	0	0
16:45	0	0	0	1	119	9	0	0	0	2	0	6	429	25	2	0	1	4	0	6	0	0	0	0
17:00	0	0	0	3	132	9	2	0	1	1	0	6	394	22	0	0	1	6	0	6	0	0	0	0
17:15	0	0	0	2	108	5	0	0	0	0	0	6	372	21	0	0	1	3	0	3	0	0	0	0
17:30	0	0	0	0	102	5	0	0	0	0	0	3	360	20	0	0	1	4	0	1	0	0	0	0
17:45	0	0	0	0	97	6	0	0	0	0	0	1	358	16	0	0	0	4	0	1	0	0	0	0
18:00	0	0	0	0	86	4	0	0	0	1	0	1												
18:15	0	0	0	0	90	4	0	0	0	0	0	0												
18:30	0	0	0	0	85	2	0	0	0	0	0	0												
18:45	0	0	0	1					0	0	0	0												
Start Time				**Total**								**Total**								**Total**				
13:00	0	0	0	15	573	26	3	0	3	2	0	608	15	0	0	0	0	0	0	2	0	0	0	0
13:15	0	0	0	18	587	24	3	0	2	2	1	619	17	1	0	0	0	0	0	2	0	0	0	0
13:30	0	0	0	18	596	20	3	0	2	2	1	624	17	1	0	0	0	0	0	4	0	0	0	0
13:45	0	0	0	18	588	25	2	0	2	4	1	622	16	2	0	0	0	0	0	7	0	0	0	0
14:00	0	0	0	14	582	28	3	0	1	3	0	617	12	2	0	0	0	0	0	4	1	0	0	0
14:15	0	0	0	13	559	28	3	0	1	3	0	594	12	1	0	0	0	0	0	2	0	0	0	0
14:30	0	0	0	18	529	30	3	0	1	4	0	567	17	1	0	0	0	0	0	3	0	0	0	0
14:45	0	0	0	15	508	26	3	0	1	3	0	541	15	0	0	0	0	0	0	3	1	0	0	0
15:00	0	0	0	14	532	22	1	0	2	3	0	560	14	0	0	0	0	0	0	2	0	0	0	0
15:15	0	0	0	11	562	24	1	0	2	5	0	594	11	0	0	0	0	0	0	2	0	0	0	0
15:30	0	0	0	6	572	22	1	0	2	3	0	600	6	0	0	0	0	0	0	2	0	0	0	0
15:45	0	0	0	5	554	26	2	0	2	3	0	587	5	0	0	0	0	0	0	2	0	0	0	0
16:00	0	0	0	4	513	30	3	0	2	5	0	550	4	0	0	0	0	0	0	2	0	0	0	0
16:15	0	0	0	6	486	31	3	0	0	4	0	525	6	0	0	0	0	0	0	2	0	0	0	0
16:30	0	0	0	6	469	31	3	0	1	5	0	509	6	0	0	0	0	0	0	2	0	0	0	0
16:45	0	0	0	6	461	28	2	0	1	4	0	496	6	0	0	0	0	0	0	2	0	0	0	0
17:00	0	0	0	6	429	25	2	0	1	2	0	459	6	0	0	0	0	0	0	2	0	0	0	0
17:15	0	0	0	3	394	22	0	0	1	3	0	420	3	0	0	0	0	0	0	2	0	0	0	0
17:30	0	0	0	1	372	21	0	0	1	3	0	397	1	0	0	0	0	0	0	2	0	0	0	0
17:45	0	0	0	1	360	20	0	0	1	4	0	389	1	0	0	0	0	0	0	3	0	0	0	0
18:00	0	0	0	1	358	16	0	0	0	4	0	385	1	0	0	0	0	0	0	3	0	0	0	0

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 6

Date of Survey: 18.05.2019
Junction Name: A320 Egley Road / Hoe Valley School Access
Junction Type: T-Junction

Arm A: A320 Egley Road (N)
Arm B: A320 Egley Road (S)
Arm C: Hoe Valley School 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
13:00								0	130	12	0	0	0	0	0	142	3	0	0	0	0	0	0	3
13:15								0	114	7	0	0	1	0	1	123	2	0	0	0	0	0	0	2
13:30								0	154	2	0	0	0	0	2	158	3	1	0	0	0	0	0	4
13:45								0	118	8	0	0	1	2	0	129	2	1	0	0	0	0	0	3
14:00								0	120	8	0	0	0	0	0	128	10	0	0	0	0	0	0	10
14:15								0	135	14	1	0	0	0	0	150	3	0	0	0	0	0	0	3
14:30								0	122	8	1	0	0	2	0	133	1	0	0	0	0	0	0	1
14:45								0	139	3	0	0	1	4	0	147	2	0	0	0	0	0	0	2
15:00								0	123	7	1	0	0	2	1	134	2	0	0	0	0	0	0	2
15:15								0	131	11	0	0	1	0	0	143	3	1	0	0	0	0	0	4
15:30								0	134	12	0	0	0	0	0	146	7	1	1	0	0	0	0	9
15:45								0	119	6	0	0	1	1	0	127	5	0	0	0	0	0	0	5
16:00								0	138	8	1	0	0	2	1	150	0	0	0	0	0	0	0	0
16:15								0	132	3	0	0	0	3	0	138	0	0	0	0	0	0	0	0
16:30								0	137	7	1	0	0	1	0	146	2	0	0	0	0	0	0	2
16:45								0	106	3	0	0	1	2	0	112	1	0	0	0	0	0	0	1
17:00								0	124	7	0	0	0	1	0	132	1	0	0	0	0	0	0	1
17:15								0	120	8	0	0	0	0	0	128	2	0	0	0	0	0	0	2
17:30								0	126	9	0	0	0	0	0	135	1	0	0	0	0	0	0	1
17:45								0	114	5	0	0	0	1	0	120	1	0	0	0	0	0	0	1
18:00								0	127	3	0	0	1	0	1	132	0	0	0	0	0	0	0	0
18:15								0	90	5	1	0	0	0	0	96	0	0	0	0	0	0	0	0
18:30								0	64	4	0	0	1	1	1	71	0	0	0	0	0	0	0	0
18:45								0	77	4	0	0	0	0	0	81	0	0	0	0	0	0	0	0
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	0	0	0	0	0	0	0	0	516	29	0	0	2	2	3	552	10	2	0	0	0	0	0	12
13:15	0	0	0	0	0	0	0	0	506	25	0	0	2	2	3	538	17	2	0	0	0	0	0	19
13:30	0	0	0	0	0	0	0	0	527	32	1	0	1	2	2	565	18	2	0	0	0	0	0	20
13:45	0	0	0	0	0	0	0	0	495	38	2	0	1	4	0	540	16	1	0	0	0	0	0	17
14:00	0	0	0	0	0	0	0	0	516	33	2	0	1	6	0	558	16	0	0	0	0	0	0	16
14:15	0	0	0	0	0	0	0	0	519	32	3	0	1	8	1	564	8	0	0	0	0	0	0	8
14:30	0	0	0	0	0	0	0	0	515	29	2	0	2	8	1	557	8	1	0	0	0	0	0	9
14:45	0	0	0	0	0	0	0	0	527	33	1	0	2	6	1	570	14	2	1	0	0	0	0	17
15:00	0	0	0	0	0	0	0	0	507	36	1	0	2	3	1	550	17	2	1	0	0	0	0	20
15:15	0	0	0	0	0	0	0	0	522	37	1	0	2	3	1	566	15	2	1	0	0	0	0	18
15:30	0	0	0	0	0	0	0	0	523	29	1	0	1	6	1	561	12	1	1	0	0	0	0	14
15:45	0	0	0	0	0	0	0	0	526	24	2	0	1	7	1	561	7	0	0	0	0	0	0	7
16:00	0	0	0	0	0	0	0	0	513	21	2	0	1	8	1	546	3	0	0	0	0	0	0	3
16:15	0	0	0	0	0	0	0	0	499	20	1	0	1	7	0	528	4	0	0	0	0	0	0	4
16:30	0	0	0	0	0	0	0	0	487	25	1	0	1	4	0	518	6	0	0	0	0	0	0	6
16:45	0	0	0	0	0	0	0	0	476	27	0	0	1	3	0	507	5	0	0	0	0	0	0	5
17:00	0	0	0	0	0	0	0	0	484	29	0	0	0	2	0	515	5	0	0	0	0	0	0	5
17:15	0	0	0	0	0	0	0	0	487	25	0	0	1	1	1	515	4	0	0	0	0	0	0	4
17:30	0	0	0	0	0	0	0	0	457	22	1	0	1	1	1	483	2	0	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	395	17	1	0	2	2	2	419	1	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	358	16	1	0	2	1	2	380	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 6

Date of Survey: 18.05.2019
Junction Name: A320 Egley Road / Hoe Valley School Access
Junction Type: T-Junction

Arm A: A320 Egley Road (N)
Arm B: A320 Egley Road (S)
Arm C: Hoe Valley School 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
13:00								0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
13:15								0	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3
13:30								0	3	0	0	0	0	0	0	3	9	0	0	0	0	0	0	9
13:45								0	4	0	0	0	0	0	0	4	4	0	0	0	0	1	0	5
14:00								0	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
14:15								0	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3
14:30								0	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	2
14:45								0	1	0	0	0	0	0	0	1	1	0	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	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
15:30								0	5	1	0	0	0	0	0	6	1	0	0	0	0	0	0	1
15:45								0	9	2	1	0	0	0	0	12	8	1	0	0	0	0	0	9
16:00								0	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
16:15								0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
16:30								0	6	0	0	0	0	0	0	6	4	0	0	0	0	0	0	4
16:45								0	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
17:00								0	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	2
17:15								0	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
17:30								0	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
17:45								0	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
18:00								0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:15								0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:30								0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:45								0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	17	0	0	0	0	1	0	18
13:15	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	20	0	0	0	0	1	0	21
13:30	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	17	20	0	0	0	0	1	0	21
13:45	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16	13	0	0	0	0	1	0	14
14:00	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13	10	0	0	0	0	0	0	10
14:15	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	8	0	0	0	0	0	0	8
14:30	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	7	0	0	0	0	0	0	7
14:45	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	6	0	0	0	0	0	0	6
15:00	0	0	0	0	0	0	0	0	15	3	1	0	0	0	0	19	13	1	0	0	0	0	0	14
15:15	0	0	0	0	0	0	0	0	17	3	1	0	0	0	0	21	14	1	0	0	0	0	0	15
15:30	0	0	0	0	0	0	0	0	18	3	1	0	0	0	0	22	14	1	0	0	0	0	0	15
15:45	0	0	0	0	0	0	0	0	19	2	1	0	0	0	0	22	17	1	0	0	0	0	0	18
16:00	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	12	0	0	0	0	0	0	12
16:15	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12	11	0	0	0	0	0	0	11
16:30	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	12	0	0	0	0	0	0	12
16:45	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	10	0	0	0	0	0	0	10
17:00	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	9	0	0	0	0	0	0	9
17:15	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8
17:30	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	6	0	0	0	0	0	0	6
17:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	6	0	0	0	0	0	0	6
18:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 6

Date of Survey: 18.05.2019
Junction Name: A320 Egley Road / Hoe Valley School Access
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**
13:00	140	8	1	0	1	0	0	150	131	12	0	0	0	0	0	143
13:15	138	9	0	0	0	1	0	148	117	7	0	0	1	0	1	126
13:30	161	3	1	0	0	0	0	165	163	2	0	0	0	0	2	167
13:45	149	6	1	0	2	1	1	160	122	8	0	0	1	3	0	134
14:00	156	7	1	0	0	0	0	164	124	8	0	0	0	0	0	132
14:15	147	5	0	0	0	1	0	153	138	14	1	0	0	0	0	153
14:30	152	9	0	0	0	2	0	163	124	8	1	0	0	2	0	135
14:45	139	9	2	0	1	0	0	151	140	3	0	0	1	4	0	148
15:00	133	6	1	0	0	0	0	140	125	7	1	0	0	2	1	136
15:15	122	7	0	0	0	2	0	131	133	11	0	0	1	0	0	145
15:30	129	4	0	0	0	1	0	134	135	12	0	0	0	0	0	147
15:45	162	5	0	0	2	0	0	169	127	7	0	0	1	1	0	136
16:00	160	8	1	0	0	2	0	171	141	8	1	0	0	2	1	153
16:15	127	5	0	0	0	0	0	132	134	3	0	0	0	3	0	140
16:30	110	8	1	0	0	1	0	120	141	7	1	0	0	1	0	150
16:45	120	9	0	0	0	2	0	131	109	3	0	0	1	2	0	115
17:00	135	9	2	0	1	1	0	148	126	7	0	0	0	1	0	134
17:15	110	5	0	0	0	1	0	116	123	8	0	0	0	0	0	131
17:30	102	5	0	0	0	0	0	107	128	9	0	0	0	0	0	137
17:45	88	6	0	0	0	0	0	94	116	5	0	0	0	1	0	122
18:00	97	6	0	0	1	2	0	106	128	3	0	0	1	0	1	133
18:15	86	4	0	0	0	1	0	91	91	5	1	0	0	0	0	97
18:30	90	4	0	0	3	1	1	99	66	4	0	0	1	1	1	73
18:45	86	2	0	0	0	2	0	90	78	4	0	0	0	0	0	82
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	588	26	3	0	3	2	1	623	533	29	0	0	2	3	3	570
13:15	604	25	3	0	2	2	1	637	526	25	0	0	2	3	3	559
13:30	613	21	3	0	2	2	1	642	547	32	1	0	1	3	2	586
13:45	604	27	2	0	2	4	1	640	508	38	2	0	1	5	0	554
14:00	594	30	3	0	1	3	0	631	526	33	2	0	1	6	0	568
14:15	571	29	3	0	1	3	0	607	527	32	3	0	1	8	1	572
14:30	546	31	3	0	1	4	0	585	522	29	2	0	2	8	1	564
14:45	523	26	3	0	1	3	0	556	533	33	1	0	2	6	1	576
15:00	546	22	1	0	2	3	0	574	520	37	1	0	2	3	1	564
15:15	573	24	1	0	2	5	0	605	536	38	1	0	2	3	1	581
15:30	578	22	1	0	2	3	0	606	537	30	1	0	1	6	1	576
15:45	559	26	2	0	2	3	0	592	543	25	2	0	1	7	1	579
16:00	517	30	2	0	0	5	0	554	525	21	2	0	1	8	1	558
16:15	492	31	3	0	1	4	0	531	510	20	1	0	1	7	0	539
16:30	475	31	3	0	1	5	0	515	499	25	1	0	1	4	0	530
16:45	467	28	2	0	1	4	0	502	486	27	0	0	1	3	0	517
17:00	435	25	2	0	1	2	0	465	493	29	0	0	0	2	0	524
17:15	397	22	0	0	1	3	0	423	495	25	0	0	1	1	1	523
17:30	373	21	0	0	1	3	0	398	463	22	1	0	1	1	1	489
17:45	361	20	0	0	4	4	1	390	401	17	1	0	2	2	2	425
18:00	359	16	0	0	4	6	1	386	363	16	1	0	2	1	2	385

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 6

Date of Survey: 18.05.2019
Junction Name: A320 Egley Road / Hoe Valley School Access
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**
13:00	133	12	0	0	0	0	0	145	140	8	1	0	1	0	0	150
13:15	116	7	0	0	1	0	1	125	140	9	0	0	0	1	0	150
13:30	157	3	0	0	0	0	2	162	160	3	1	0	0	0	0	164
13:45	120	9	0	0	1	2	0	132	146	6	1	0	2	1	1	157
14:00	130	8	0	0	0	0	0	138	156	6	1	0	0	0	0	163
14:15	138	14	1	0	0	0	0	153	151	5	0	0	0	1	0	157
14:30	123	8	1	0	0	2	0	134	150	9	0	0	0	2	0	161
14:45	141	3	0	0	1	4	0	149	137	9	2	0	1	0	0	149
15:00	125	7	1	0	0	2	1	136	129	6	1	0	0	0	0	136
15:15	134	12	0	0	1	0	0	147	116	7	0	0	0	2	0	125
15:30	141	13	1	0	0	0	0	155	133	5	0	0	0	1	0	139
15:45	124	6	0	0	1	1	0	132	169	7	1	0	2	0	0	179
16:00	138	8	1	0	0	2	1	150	161	8	1	0	0	2	0	172
16:15	132	3	0	0	0	3	0	138	127	5	0	0	0	0	0	132
16:30	139	7	1	0	0	1	0	148	116	8	1	0	0	1	0	126
16:45	107	3	0	0	1	2	0	113	121	9	0	0	0	2	0	132
17:00	125	7	0	0	0	1	0	133	133	10	2	0	1	1	0	147
17:15	122	8	0	0	0	0	0	130	109	5	0	0	0	1	0	115
17:30	127	9	0	0	0	0	0	136	105	5	0	0	0	0	0	110
17:45	115	5	0	0	0	1	0	121	90	6	0	0	0	0	0	96
18:00	127	3	0	0	1	0	1	132	98	6	0	0	1	2	0	107
18:15	90	5	1	0	0	0	0	96	87	4	0	0	0	1	0	92
18:30	64	4	0	0	1	1	1	71	90	4	0	0	3	1	1	99
18:45	77	4	0	0	0	0	0	81	85	2	0	0	0	2	0	89
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	526	31	0	0	2	2	3	564	586	26	3	0	3	2	1	621
13:15	523	27	0	0	2	2	3	557	602	24	3	0	2	2	1	634
13:30	545	34	1	0	1	2	2	585	613	20	3	0	2	2	1	641
13:45	511	39	2	0	1	4	0	557	603	26	2	0	2	4	1	638
14:00	532	33	2	0	1	6	0	574	594	29	3	0	1	3	0	630
14:15	527	32	3	0	1	8	1	572	567	29	3	0	1	3	0	603
14:30	523	30	2	0	2	8	1	566	532	31	3	0	1	4	0	571
14:45	541	35	2	0	2	6	1	587	515	27	3	0	1	3	0	549
15:00	524	38	2	0	2	3	1	570	547	25	2	0	2	3	0	579
15:15	537	39	2	0	2	3	1	584	579	27	2	0	2	5	0	615
15:30	535	30	2	0	1	6	1	575	590	25	2	0	2	3	0	622
15:45	533	24	2	0	1	7	1	568	573	28	3	0	2	3	0	609
16:00	516	21	2	0	1	8	1	549	525	30	2	0	0	5	0	562
16:15	503	20	1	0	1	7	0	532	497	32	3	0	1	4	0	537
16:30	493	25	1	0	1	4	0	524	479	32	3	0	1	5	0	520
16:45	481	27	0	0	1	3	0	512	468	29	2	0	1	4	0	504
17:00	489	29	0	0	0	2	0	520	437	26	2	0	1	2	0	468
17:15	491	25	0	0	1	1	1	519	402	22	0	0	1	3	0	428
17:30	459	22	1	0	1	1	1	485	380	21	0	0	1	3	0	405
17:45	396	17	1	0	2	2	2	420	365	20	0	0	4	4	1	394
18:00	358	16	1	0	2	1	2	380	360	16	0	0	4	6	1	387

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 6

Date of Survey: 18.05.2019
Junction Name: A320 Egley Road / Hoe Valley School Access
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**
13:00	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5
13:15	7	0	0	0	0	0	0	7	4	0	0	0	0	0	0	4
13:30	12	0	0	0	0	0	0	12	7	1	0	0	0	0	0	8
13:45	8	0	0	0	0	1	0	9	9	1	0	0	0	0	0	10
14:00	8	0	0	0	0	0	0	8	14	1	0	0	0	0	0	15
14:15	9	0	0	0	0	0	0	9	5	0	0	0	0	0	0	5
14:30	3	1	0	0	0	0	0	4	4	1	0	0	0	0	0	5
14:45	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5
15:00	2	0	0	0	0	0	0	2	6	0	0	0	0	0	0	6
15:15	3	0	0	0	0	0	0	3	10	1	0	0	0	0	0	11
15:30	6	1	0	0	0	0	0	7	8	1	1	0	0	0	0	10
15:45	17	3	1	0	0	0	0	21	7	0	0	0	0	0	0	7
16:00	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
16:15	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
16:30	10	0	0	0	0	0	0	10	2	0	0	0	0	0	0	2
16:45	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2
17:00	3	1	0	0	0	0	0	4	4	0	0	0	0	0	0	4
17:15	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
17:30	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
17:45	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2
18:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	30	0	0	0	0	1	0	31	25	2	0	0	0	0	0	27
13:15	35	0	0	0	0	1	0	36	34	3	0	0	0	0	0	37
13:30	37	0	0	0	0	1	0	38	35	3	0	0	0	0	0	38
13:45	28	1	0	0	0	1	0	30	32	3	0	0	0	0	0	35
14:00	22	1	0	0	0	0	0	23	28	2	0	0	0	0	0	30
14:15	16	1	0	0	0	0	0	17	20	1	0	0	0	0	0	21
14:30	10	1	0	0	0	0	0	11	25	2	0	0	0	0	0	27
14:45	13	1	0	0	0	0	0	14	29	2	1	0	0	0	0	32
15:00	28	4	1	0	0	0	0	33	31	2	1	0	0	0	0	34
15:15	31	4	1	0	0	0	0	36	26	2	1	0	0	0	0	29
15:30	32	4	1	0	0	0	0	37	18	1	1	0	0	0	0	20
15:45	36	3	1	0	0	0	0	40	12	0	0	0	0	0	0	12
16:00	24	0	0	0	0	0	0	24	7	0	0	0	0	0	0	7
16:15	22	1	0	0	0	0	0	23	10	0	0	0	0	0	0	10
16:30	22	1	0	0	0	0	0	23	12	0	0	0	0	0	0	12
16:45	17	1	0	0	0	0	0	18	11	0	0	0	0	0	0	11
17:00	17	1	0	0	0	0	0	18	11	0	0	0	0	0	0	11
17:15	16	0	0	0	0	0	0	16	7	0	0	0	0	0	0	7
17:30	14	0	0	0	0	0	0	14	3	0	0	0	0	0	0	3
17:45	11	0	0	0	0	0	0	11	2	0	0	0	0	0	0	2
18:00	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 6

Date of Survey: 18.05.2019
Junction Name: A320 Egley Road / Hoe Valley School Access
Junction Type: T-Junction

	Total Junction Flow							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
13:00	276	20	1	0	1	0	0	298
13:15	261	16	0	0	1	1	1	280
13:30	330	6	1	0	0	0	2	339
13:45	277	15	1	0	3	4	1	301
14:00	294	15	1	0	0	0	0	310
14:15	294	19	1	0	0	1	0	315
14:30	278	18	1	0	0	4	0	301
14:45	282	12	2	0	2	4	0	302
15:00	260	13	2	0	0	2	1	278
15:15	259	19	0	0	1	2	0	281
15:30	276	18	1	0	0	1	0	296
15:45	303	14	1	0	3	1	0	322
16:00	303	16	2	0	0	4	1	326
16:15	263	8	0	0	0	3	0	274
16:30	259	15	2	0	0	2	0	278
16:45	232	12	0	0	1	4	0	249
17:00	263	17	2	0	1	2	0	285
17:15	236	13	0	0	0	1	0	250
17:30	234	14	0	0	0	0	0	248
17:45	208	11	0	0	0	1	0	220
18:00	226	9	0	0	2	2	1	240
18:15	178	9	1	0	0	1	0	189
18:30	156	8	0	0	4	2	2	172
18:45	164	6	0	0	0	2	0	172
Start Time	**Rolling Hour**							**Total**
13:00	1144	57	3	0	5	5	4	1218
13:15	1162	52	3	0	4	5	4	1230
13:30	1195	55	4	0	3	5	3	1265
13:45	1143	67	4	0	3	9	1	1227
14:00	1148	64	5	0	2	9	0	1228
14:15	1114	62	6	0	2	11	1	1196
14:30	1079	62	5	0	3	12	1	1162
14:45	1077	62	5	0	3	9	1	1157
15:00	1098	64	4	0	4	6	1	1177
15:15	1141	67	4	0	4	8	1	1225
15:30	1145	56	4	0	3	9	1	1218
15:45	1128	53	5	0	3	10	1	1200
16:00	1057	51	4	0	1	13	1	1127
16:15	1017	52	4	0	2	11	0	1086
16:30	990	57	4	0	2	9	0	1062
16:45	965	56	2	0	2	7	0	1032
17:00	941	55	2	0	1	4	0	1003
17:15	904	47	0	0	2	4	1	958
17:30	846	43	1	0	2	4	1	897
17:45	768	37	1	0	6	6	3	821
18:00	724	32	1	0	6	7	3	773

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 6

Date of Survey: 18.05.2019
Junction Name: A320 Egley Road / Hoe Valley School Access
Junction Type: T-Junction

Arm A: A320 Egley Road (N) **Arm B:** A320 Egley Road (S) **Arm C:** Hoe Valley School 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**
13:00	0	2	150	0	142	3	0	2	1
13:15	0	2	145	0	124	2	0	4	3
13:30	0	4	162	0	156	4	0	3	9
13:45	0	7	156	0	129	3	0	4	4
14:00	0	5	160	0	128	10	0	4	4
14:15	0	2	150	0	151	3	0	6	3
14:30	0	4	158	0	133	1	0	2	2
14:45	0	3	151	0	146	2	0	1	1
15:00	0	4	137	0	133	2	0	0	2
15:15	0	7	123	0	145	4	0	1	2
15:30	0	1	132	0	146	10	0	6	1
15:45	0	2	170	0	128	5	0	13	9
16:00	0	1	170	0	149	0	0	2	3
16:15	0	2	130	0	136	0	0	2	2
16:30	0	0	120	0	146	2	0	6	4
16:45	0	1	129	0	112	1	0	2	3
17:00	0	3	148	0	131	1	0	2	2
17:15	0	2	113	0	128	2	0	1	3
17:30	0	0	107	0	135	1	0	3	2
17:45	0	1	93	0	119	1	0	3	2
18:00	0	0	106	0	133	0	0	1	1
18:15	0	0	90	0	97	0	0	1	1
18:30	0	0	102	0	71	0	0	0	2
18:45	0	1	88	0	81	0	0	0	1
Start Time	**Rolling Hour**								
13:00	0	15	613	0	551	12	0	13	17
13:15	0	18	623	0	537	19	0	15	20
13:30	0	18	628	0	565	20	0	17	20
13:45	0	18	624	0	541	17	0	16	13
14:00	0	14	619	0	558	16	0	13	10
14:15	0	13	596	0	563	8	0	9	8
14:30	0	18	569	0	556	9	0	4	7
14:45	0	15	543	0	570	18	0	8	6
15:00	0	14	562	0	551	21	0	20	14
15:15	0	11	595	0	567	19	0	22	15
15:30	0	6	602	0	559	15	0	23	15
15:45	0	5	590	0	559	7	0	23	18
16:00	0	4	549	0	544	3	0	12	12
16:15	0	6	527	0	526	4	0	12	11
16:30	0	6	510	0	518	6	0	11	12
16:45	0	6	497	0	507	5	0	8	10
17:00	0	6	461	0	514	5	0	9	9
17:15	0	3	420	0	515	4	0	8	8
17:30	0	1	397	0	484	2	0	8	6
17:45	0	1	392	0	420	1	0	5	6
18:00	0	1	387	0	382	0	0	2	5

Intelligent Data Collection Limited
Woking, Surrey

Client: Vectos
Project Number: ID04567
Junction Number: Site 7
Date of Survey: 04.04.2019
Junction Name: Claremont Ave / A427 Wych Hill Lane
Junction Type: T-Junction

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	24.04.2019			
Prepared by	Grant Daniel Breddy			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04567			
File Ref	ID04567 Woking, Surrey - MCC Site 7 - 04.04.2019			

Issue Sheet

Issued to	Date			
	26.04.2019			
Taylor Davis	E-mail			

Contents Page

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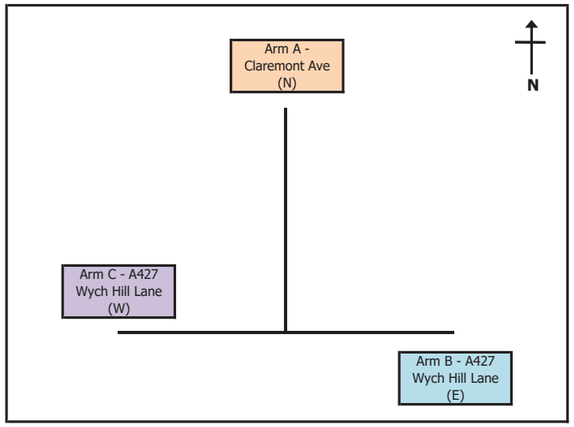
Intelligent Data Collection Limited

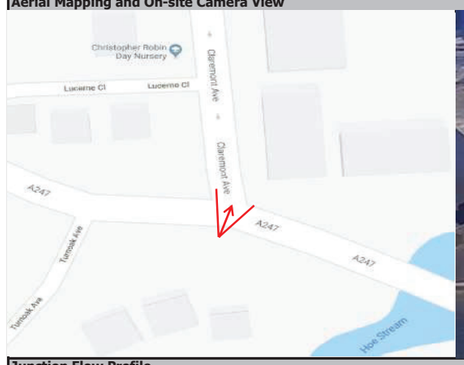
Client:	Vectos	**Date of Survey:**	04.04.2019
Project Number:	ID04567	**Junction Name:**	Claremont Ave / A427 Wych Hill Lane
Junction Number:	Site 7	**Junction Type:**	T-Junction

X Coordinate	Y Coordinate	Google Maps Link	
51.30783763995306	-0.5608871293184166	Click Here	
AM Peak Conditions	**PM Peak Conditions**		
Drizzle	Drizzle		

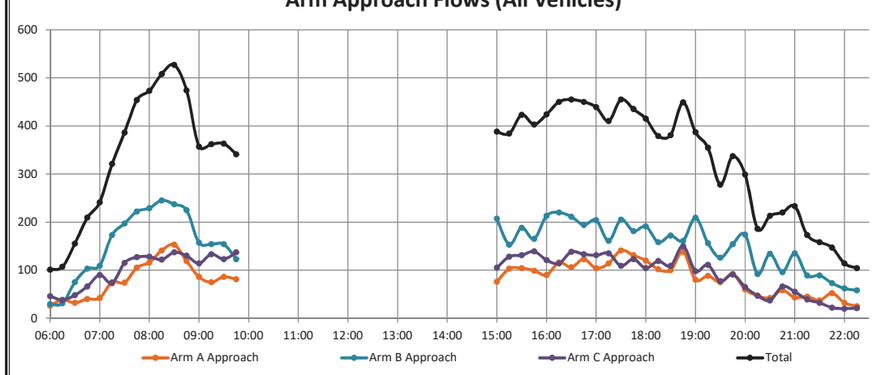
Junction Layout



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):

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 7

Date of Survey: 04.04.2019
Junction Name: Claremont Ave / A427 Wych Hill Lane
Junction Type: T-Junction

Arm A: Claremont Ave (N)
Arm B: A427 Wych Hill Lane (E)
Arm C: A427 Wych Hill Lane (W)

Time	A to C Cars	A to C LGV	A to C OGV1	A to C OGV2	A to C Buses	A to C M/C	A to C Cycle	A to C Total	A to B Cars	A to B LGV	A to B OGV1	A to B OGV2	A to B Buses	A to B M/C	A to B Cycle	A to B Total
05:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
05:15	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
05:30	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
05:45	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7
06:00	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14
06:15	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
06:30	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	25
06:45	0	0	0	0	0	0	0	0	19	2	0	0	0	0	0	21
07:00	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15
07:15	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
07:30	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
07:45	0	0	0	0	0	0	0	0	10	0	0	0	0	1	0	11
08:00	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10
08:15	0	0	0	0	0	0	0	0	9	2	1	0	0	0	0	12
08:30	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	16
08:45	0	0	0	0	0	0	0	0	17	2	0	0	0	0	0	19
09:00	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
09:15	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
09:30	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
09:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
10:00	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
10:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
10:30	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	2	0	0	0	0	0	0	2
11:00	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
11:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
11:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	15	2	0	0	0	0	0	17
Rolling Hour																
05:00	0	0	0	0	0	0	0	0	15	2	0	0	0	0	0	17
05:15	0	0	0	0	0	0	0	0	26	4	0	0	0	0	0	30
05:30	0	0	0	0	0	0	0	0	32	4	0	0	0	0	0	36
05:45	0	0	0	0	0	0	0	0	39	4	0	0	0	0	0	43
06:00	0	0	0	0	0	0	0	0	59	2	0	0	0	0	0	61
06:15	0	0	0	0	0	0	0	0	65	3	0	0	0	0	0	68
06:30	0	0	0	0	0	0	0	0	69	2	0	0	0	0	0	71
06:45	0	0	0	0	0	0	0	0	67	3	0	0	0	0	0	70
07:00	0	0	0	0	0	0	0	0	49	5	0	0	0	0	0	54
07:15	0	0	0	0	0	0	0	0	40	3	0	0	0	0	0	43
07:30	0	0	0	0	0	0	0	0	34	3	0	0	0	0	0	37
07:45	0	0	0	0	0	0	0	0	35	1	0	0	0	0	0	36
Total	0	0	0	0	0	0	0	0	34	2	0	0	0	0	0	36
Rolling Hour																
05:00	0	0	0	0	0	0	0	0	34	2	0	0	0	0	0	36
05:15	0	0	0	0	0	0	0	0	45	4	1	0	0	0	0	50
05:30	0	0	0	0	0	0	0	0	54	4	1	0	0	0	0	59
05:45	0	0	0	0	0	0	0	0	77	4	0	0	0	0	0	81
06:00	0	0	0	0	0	0	0	0	93	5	0	0	0	0	0	98
06:15	0	0	0	0	0	0	0	0	103	6	0	0	0	0	0	109
06:30	0	0	0	0	0	0	0	0	103	7	0	0	0	0	0	110
06:45	0	0	0	0	0	0	0	0	106	6	0	0	0	0	0	112
07:00	0	0	0	0	0	0	0	0	83	4	0	0	0	0	0	87
07:15	0	0	0	0	0	0	0	0	65	3	0	0	0	0	0	68
07:30	0	0	0	0	0	0	0	0	63	3	0	0	0	0	0	66
07:45	0	0	0	0	0	0	0	0	63	5	0	0	0	0	0	68
08:00	0	0	0	0	0	0	0	0	79	10	0	0	0	0	0	89
08:15	0	0	0	0	0	0	0	0	99	10	0	0	0	0	0	109
08:30	0	0	0	0	0	0	0	0	130	14	0	0	0	0	0	144
08:45	0	0	0	0	0	0	0	0	171	4	0	0	0	0	0	175
09:00	0	0	0	0	0	0	0	0	174	6	0	0	0	0	0	180
09:15	0	0	0	0	0	0	0	0	158	5	0	0	0	0	0	163
09:30	0	0	0	0	0	0	0	0	161	7	0	0	0	0	0	168
09:45	0	0	0	0	0	0	0	0	153	6	0	0	0	0	0	159
10:00	0	0	0	0	0	0	0	0	139	4	0	0	0	0	0	143
10:15	0	0	0	0	0	0	0	0	155	4	0	0	0	0	0	159
10:30	0	0	0	0	0	0	0	0	149	3	0	0	0	0	0	152
10:45	0	0	0	0	0	0	0	0	134	3	0	0	0	0	0	137
11:00	0	0	0	0	0	0	0	0	115	2	0	0	0	0	0	117
11:15	0	0	0	0	0	0	0	0	94	0	0	0	0	0	0	94
11:30	0	0	0	0	0	0	0	0	113	0	0	0	0	0	0	113
11:45	0	0	0	0	0	0	0	0	93	0	0	0	0	0	0	93
Total	0	0	0	0	0	0	0	0	88	2	0	0	0	0	0	90
Rolling Hour																
05:00	0	0	0	0	0	0	0	0	88	2	0	0	0	0	0	90
05:15	0	0	0	0	0	0	0	0	122	2	0	0	0	0	0	124
05:30	0	0	0	0	0	0	0	0	119	2	0	0	0	0	0	121
05:45	0	0	0	0	0	0	0	0	112	2	0	0	0	0	0	114
06:00	0	0	0	0	0	0	0	0	93	3	0	0	0	0	0	96
06:15	0	0	0	0	0	0	0	0	133	2	0	0	0	0	0	135
06:30	0	0	0	0	0	0	0	0	170	2	0	0	0	0	0	172
06:45	0	0	0	0	0	0	0	0	82	2	0	0	0	0	0	84
07:00	0	0	0	0	0	0	0	0	68	3	0	0	0	0	0	71
07:15	0	0	0	0	0	0	0	0	64	3	0	0	0	0	0	67
07:30	0	0	0	0	0	0	0	0	53	3	0	0	0	0	0	56
07:45	0	0	0	0	0	0	0	0	41	0	0	0	0	0	0	41
08:00	0	0	0	0	0	0	0	0	40	2	0	0	0	0	0	42
08:15	0	0	0	0	0	0	0	0	56	3	0	0	0	0	0	59
08:30	0	0	0	0	0	0	0	0	37	2	0	0	0	0	0	39
08:45	0	0	0	0	0	0	0	0	36	0	0	0	0	0	0	36
09:00	0	0	0	0	0	0	0	0	29	1	0	0	0	0	0	30
09:15	0	0	0	0	0	0	0	0	27	2	0	0	0	0	0	29
09:30	0	0	0	0	0	0	0	0	25	3	0	0	0	0	0	28
09:45	0	0	0	0	0	0	0	0	26	2	0	0	0	0	0	28
10:00	0	0	0	0	0	0	0	0	29	2	0	0	0	0	0	31
10:15	0	0	0	0	0	0	0	0	25	3	0	0	0	0	0	28
10:30	0	0	0	0	0	0	0	0	19	2	1	0	0	0	0	22
10:45	0	0	0	0	0	0	0	0	13	1	1	0	0	0	0	15
11:00	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
11:15	0	0	0	0	0	0	0	0	13	0	1	0	0	0	0	14
11:30	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14
11:45	0	0	0	0	0	0	0	0	12	0	1	0	0	0	0	13
Total	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 7

Date of Survey: 04.04.2019
Junction Name: Claremont Ave / A427 Wych Hill Lane
Junction Type: T-Junction

Arm A: Claremont Ave (N)
Arm B: A427 Wych Hill Lane (E)
Arm C: A427 Wych Hill Lane (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
06:00								0								0	27	1	0	0	0	1	0	29
06:15								0								0	24	6	0	0	1	0	0	31
06:30								0								0	63	10	1	0	0	1	0	75
06:45								0								0	86	15	2	0	0	0	0	103
07:00								0								0	92	15	0	0	0	2	0	109
07:15								0								0	145	26	0	0	1	1	0	173
07:30								0								0	168	29	0	0	0	0	0	197
07:45								0								0	202	16	2	0	1	1	0	222
08:00								0								0	201	22	2	1	3	0	0	229
08:15								0								0	219	22	0	0	2	2	0	245
08:30								0								0	221	12	1	0	1	2	0	237
08:45								0								0	197	23	2	0	1	2	0	225
09:00								0								0	123	27	2	2	1	1	1	157
09:15								0								0	131	15	5	0	2	0	1	154
09:30								0								0	128	18	1	2	2	3	0	154
09:45								0								0	111	8	1	0	2	1	0	123
15:00								0								0	184	19	0	1	2	1	0	207
15:15								0								0	126	22	4	0	0	1	0	153
15:30								0								0	160	24	0	1	1	1	1	188
15:45								0								0	138	16	2	0	8	1	0	165
16:00								0								0	190	17	0	0	2	2	2	213
16:15								0								0	193	20	2	1	4	0	0	220
16:30								0								0	192	17	1	0	0	1	0	211
16:45								0								0	178	13	1	0	2	0	0	194
17:00								0								0	180	21	1	0	0	1	1	204
17:15								0								0	146	14	0	0	0	1	0	161
17:30								0								0	193	10	0	0	1	1	0	205
17:45								0								0	162	16	0	0	1	2	0	181
18:00								0								0	172	15	1	0	1	2	0	191
18:15								0								0	144	11	1	0	0	1	1	158
18:30								0								0	154	12	0	0	1	3	2	172
18:45								0								0	152	8	0	0	1	0	0	161
19:00								0								0	197	7	0	0	1	4	0	209
19:15								0								0	143	12	0	0	0	1	0	156
19:30								0								0	119	6	1	0	0	0	0	126
19:45								0								0	146	6	0	0	1	1	0	154
20:00								0								0	165	8	0	0	0	1	0	174
20:15								0								0	88	4	0	0	0	0	0	92
20:30								0								0	128	3	0	0	0	3	0	134
20:45								0								0	89	5	1	0	0	1	0	96
21:00								0								0	126	6	1	0	1	1	0	135
21:15								0								0	87	2	0	0	0	0	0	89
21:30								0								0	84	4	0	0	0	1	0	89
21:45								0								0	68	4	0	0	1	0	0	73
22:00								0								0	59	3	0	0	0	0	0	62
22:15								0								0	54	4	0	0	0	0	0	58
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	200	32	3	0	1	2	0	238
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	265	46	3	0	1	3	0	318
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	386	66	3	0	1	4	0	460
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	491	85	2	0	1	3	0	582
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	607	86	2	0	2	4	0	701
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	716	93	4	1	5	2	0	821
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	790	89	4	1	6	3	0	893
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	843	72	5	1	7	5	0	933
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	838	79	5	1	7	6	0	936
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	760	84	5	2	5	7	1	864
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	672	77	10	2	5	5	2	773
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	579	83	10	4	6	6	2	690
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	493	68	9	4	7	5	2	588
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	608	81	6	2	11	4	1	713
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	614	79	6	1	11	5	3	719
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	681	77	4	2	15	4	3	786
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	713	70	5	1	14	4	2	809
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	753	67	4	1	8	3	2	838
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	743	71	5	1	6	2	1	829
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	696	65	3	0	2	3	1	770
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	697	58	2	0	3	3	1	764
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	681	61	1	0	2	5	1	751
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	673	55	1	0	3	6	0	738
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	671	52	2	0	3	6	1	735
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	632	54	2	0	3	8	3	702
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	622	46	2	0	3	6	3	682
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	647	38	1	0	3	8	3	700
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	646	39	0	0	3	8	2	698
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	611	33	1	0	2	5	0	652
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	605	31	1	0	2	6	0	645
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	573	32	1	0	1	3	0	610
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	518	24	1	0	1	2	0	546
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	527	21	0	0	1	5	0	554
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	470	20	1	0	0	5	0	496
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	431	18	2	0	1	5	0	457
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	430	16	2	0	1	5	0	454
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	386	17	2	0	1	3	0	409
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	365	16	1	0	2	2	0	386
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	298	13	0	0	1	1	0	313
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	265	15	0	0	1	1	0	282

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 7

Date of Survey: 04.04.2019
Junction Name: Claremont Ave / A427 Wych Hill Lane
Junction Type: T-Junction

Arm A: Claremont Ave (N)
Arm B: A427 Wych Hill Lane (E)
Arm C: A427 Wych Hill Lane (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
06:00								0	43	3	0	0	0	0	0	46								0
06:15								0	30	6	1	0	0	0	1	38								0
06:30								0	42	5	0	0	0	1	0	48								0
06:45								0	54	10	1	0	0	1	0	66								0
07:00								0	65	22	2	0	0	1	0	90								0
07:15								0	59	11	0	0	3	0	0	73								0
07:30								0	100	12	1	0	1	0	1	115								0
07:45								0	107	17	1	0	0	1	1	127								0
08:00								0	114	8	0	0	4	1	1	128								0
08:15								0	114	7	0	0	1	0	0	122								0
08:30								0	113	11	2	1	0	4	6	137								0
08:45								0	118	10	1	0	1	0	0	130								0
09:00								0	100	11	2	0	0	1	0	114								0
09:15								0	122	8	1	1	0	1	0	133								0
09:30								0	107	14	0	1	0	0	1	123								0
09:45								0	115	18	3	0	1	0	0	137								0
15:00								0	96	8	0	0	0	1	0	105								0
15:15								0	115	13	0	0	0	0	0	128								0
15:30								0	116	13	2	0	0	0	0	131								0
15:45								0	125	13	0	0	1	0	0	139								0
16:00								0	111	9	1	0	0	0	0	121								0
16:15								0	101	12	0	0	0	1	0	114								0
16:30								0	121	13	1	0	1	1	1	138								0
16:45								0	122	11	0	0	0	0	0	133								0
17:00								0	113	17	0	0	0	1	0	131								0
17:15								0	130	2	1	0	0	2	0	135								0
17:30								0	97	10	0	0	0	2	0	109								0
17:45								0	118	5	0	0	0	0	0	123								0
18:00								0	93	9	0	0	0	2	0	104								0
18:15								0	104	15	0	0	0	0	0	119								0
18:30								0	100	9	0	0	0	0	0	109								0
18:45								0	145	4	0	0	0	1	0	150								0
19:00								0	92	5	0	0	0	1	0	98								0
19:15								0	104	6	0	0	0	1	0	111								0
19:30								0	69	7	0	0	0	1	0	77								0
19:45								0	82	6	0	0	0	1	2	91								0
20:00								0	63	2	0	0	0	0	0	65								0
20:15								0	44	2	0	0	0	1	0	47								0
20:30								0	34	3	0	0	0	0	0	37								0
20:45								0	64	2	0	0	0	0	0	66								0
21:00								0	49	4	0	0	0	2	0	55								0
21:15								0	37	2	0	0	0	0	0	39								0
21:30								0	30	2	0	0	0	0	0	32								0
21:45								0	21	1	0	0	0	0	0	22								0
22:00								0	18	2	0	0	0	0	0	20								0
22:15								0	21	0	0	0	0	0	0	21								0
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	0	0	0	0	0	0	0	0	169	24	2	0	0	2	1	198	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	191	43	4	0	0	3	1	242	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	220	48	3	0	3	3	0	277	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	278	55	4	0	4	2	1	344	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	331	62	4	0	4	2	2	405	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	380	48	2	0	8	2	3	443	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	435	44	2	0	6	2	3	492	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	448	43	3	1	5	6	8	514	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	459	36	3	1	6	5	7	517	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	445	39	5	1	2	5	6	503	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	453	40	6	2	1	6	6	514	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	447	43	4	2	1	2	1	500	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	444	51	6	2	1	2	1	507	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	452	47	2	0	1	1	0	503	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	467	48	3	0	1	0	0	519	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	453	47	3	0	1	1	0	505	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	458	47	2	0	2	2	1	512	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	455	45	2	0	1	2	1	506	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	457	53	1	0	1	3	1	516	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	486	43	2	0	1	4	1	537	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	462	40	1	0	0	5	0	508	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	458	34	1	0	0	5	0	498	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	438	26	1	0	0	6	0	471	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	412	39	0	0	0	4	0	455	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	415	38	0	0	0	2	0	455	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	442	37	0	0	0	3	0	482	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	441	33	0	0	0	2	0	476	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	441	24	0	0	0	3	0	468	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	410	22	0	0	0	4	0	436	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	347	24	0	0	0	4	2	377	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	318	21	0	0	0	3	2	344	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	258	17	0	0	0	3	2	280	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	223	13	0	0	0	2	2	240	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	205	9	0	0	0	1	0	215	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	191	11	0	0	0	3	0	205	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	184	11	0	0	0	2	0	197	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	180	10	0	0	0	2	0	192	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	137	9	0	0	0	2	0	148	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	106	7	0	0	0	0	0	113	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	90	5	0	0	0	0	0	95	0	0	0	0	0	0	0	0

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Client: Vectos
Project Number: ID04567
Junction Number: Site 7

Date of Survey: 04.04.2019
Junction Name: Claremont Ave / A427 Wych Hill Lane
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
06:00	25	1	0	0	0	0	0	26	0	0	0	0	0	0	0	0
06:15	32	4	1	0	1	0	0	38	0	0	0	0	0	0	0	0
06:30	26	3	2	0	1	0	0	32	0	0	0	0	0	0	0	0
06:45	31	7	0	0	1	0	1	40	0	0	0	0	0	0	0	0
07:00	35	6	0	0	0	0	1	42	0	0	0	0	0	0	0	0
07:15	69	4	0	0	1	0	1	75	0	0	0	0	0	0	0	0
07:30	66	6	0	0	1	1	0	74	0	0	0	0	0	0	0	0
07:45	93	10	1	0	1	0	0	105	0	0	0	0	0	0	0	0
08:00	104	10	1	0	1	0	0	116	0	0	0	0	0	0	0	0
08:15	118	16	2	0	1	1	3	141	0	0	0	0	0	0	0	0
08:30	145	4	2	0	0	0	2	153	0	0	0	0	0	0	0	0
08:45	108	10	0	0	0	1	0	119	0	0	0	0	0	0	0	0
09:00	78	6	0	0	2	0	0	86	0	0	0	0	0	0	0	0
09:15	68	5	1	0	0	1	0	75	0	0	0	0	0	0	0	0
09:30	81	4	0	0	1	0	0	86	0	0	0	0	0	0	0	0
09:45	69	7	3	0	1	1	0	81	0	0	0	0	0	0	0	0
15:00	65	8	0	1	1	1	0	76	0	0	0	0	0	0	0	0
15:15	95	7	1	0	0	0	0	103	0	0	0	0	0	0	0	0
15:30	98	4	1	0	0	1	0	104	0	0	0	0	0	0	0	0
15:45	86	8	0	0	3	1	1	99	0	0	0	0	0	0	0	0
16:00	79	8	0	0	3	0	0	90	0	0	0	0	0	0	0	0
16:15	103	9	0	0	4	0	0	116	0	0	0	0	0	0	0	0
16:30	89	14	0	0	2	1	0	106	0	0	0	0	0	0	0	0
16:45	115	7	0	0	0	0	1	123	0	0	0	0	0	0	0	0
17:00	92	12	0	0	0	0	0	104	0	0	0	0	0	0	0	0
17:15	103	6	1	0	1	1	2	114	0	0	0	0	0	0	0	0
17:30	131	4	2	0	2	0	2	141	0	0	0	0	0	0	0	0
17:45	121	8	0	0	0	2	0	131	0	0	0	0	0	0	0	0
18:00	111	6	1	0	0	1	1	120	0	0	0	0	0	0	0	0
18:15	86	13	0	0	1	0	2	102	0	0	0	0	0	0	0	0
18:30	94	4	0	0	1	1	0	100	0	0	0	0	0	0	0	0
18:45	132	2	0	0	1	1	2	138	0	0	0	0	0	0	0	0
19:00	75	3	0	0	0	2	0	80	0	0	0	0	0	0	0	0
19:15	83	5	0	0	0	0	0	88	0	0	0	0	0	0	0	0
19:30	71	2	0	0	1	0	1	75	0	0	0	0	0	0	0	0
19:45	87	3	0	0	1	1	0	92	0	0	0	0	0	0	0	0
20:00	56	3	0	0	0	1	0	60	0	0	0	0	0	0	0	0
20:15	42	1	1	0	1	1	1	47	0	0	0	0	0	0	0	0
20:30	37	2	0	0	1	2	0	42	0	0	0	0	0	0	0	0
20:45	52	2	1	0	1	0	2	58	0	0	0	0	0	0	0	0
21:00	40	1	0	0	0	2	0	43	0	0	0	0	0	0	0	0
21:15	43	1	1	0	0	0	0	45	0	0	0	0	0	0	0	0
21:30	37	0	0	0	0	0	0	37	0	0	0	0	0	0	0	0
21:45	49	2	0	0	1	0	0	52	0	0	0	0	0	0	0	0
22:00	32	0	0	0	0	0	0	32	0	0	0	0	0	0	0	0
22:15	24	1	0	0	0	0	0	25	0	0	0	0	0	0	0	0
Start Time	Rolling Hour							Total	Rolling Hour							Total
06:00	114	15	3	0	3	0	1	136	0	0	0	0	0	0	0	0
06:15	124	20	3	0	3	0	2	152	0	0	0	0	0	0	0	0
06:30	161	20	2	0	3	0	3	189	0	0	0	0	0	0	0	0
06:45	201	23	0	0	3	1	3	231	0	0	0	0	0	0	0	0
07:00	263	26	1	0	3	1	2	296	0	0	0	0	0	0	0	0
07:15	332	30	2	0	4	1	1	370	0	0	0	0	0	0	0	0
07:30	381	42	4	0	4	2	3	436	0	0	0	0	0	0	0	0
07:45	460	40	6	0	3	1	5	515	0	0	0	0	0	0	0	0
08:00	475	40	5	0	2	2	5	529	0	0	0	0	0	0	0	0
08:15	449	36	4	0	3	2	5	499	0	0	0	0	0	0	0	0
08:30	399	25	3	0	2	2	2	433	0	0	0	0	0	0	0	0
08:45	335	25	1	0	3	2	0	366	0	0	0	0	0	0	0	0
09:00	296	22	4	0	4	2	0	328	0	0	0	0	0	0	0	0
15:00	344	27	2	1	4	3	1	382	0	0	0	0	0	0	0	0
15:15	358	27	2	0	6	2	1	396	0	0	0	0	0	0	0	0
15:30	366	29	1	0	10	2	1	409	0	0	0	0	0	0	0	0
15:45	357	39	0	0	12	2	1	411	0	0	0	0	0	0	0	0
16:00	386	38	0	0	9	1	1	435	0	0	0	0	0	0	0	0
16:15	399	42	0	0	6	1	1	449	0	0	0	0	0	0	0	0
16:30	399	39	1	0	3	2	3	447	0	0	0	0	0	0	0	0
16:45	441	29	3	0	3	1	5	482	0	0	0	0	0	0	0	0
17:00	447	30	3	0	3	3	4	490	0	0	0	0	0	0	0	0
17:15	466	24	4	0	3	4	5	506	0	0	0	0	0	0	0	0
17:30	449	31	3	0	3	3	5	494	0	0	0	0	0	0	0	0
17:45	412	31	1	0	2	4	3	453	0	0	0	0	0	0	0	0
18:00	423	25	1	0	3	3	5	460	0	0	0	0	0	0	0	0
18:15	387	22	0	0	3	4	4	420	0	0	0	0	0	0	0	0
18:30	384	14	0	0	2	4	2	406	0	0	0	0	0	0	0	0
18:45	361	12	0	0	2	3	3	381	0	0	0	0	0	0	0	0
19:00	316	13	0	0	2	3	1	335	0	0	0	0	0	0	0	0
19:15	297	13	0	0	2	2	1	315	0	0	0	0	0	0	0	0
19:30	256	9	1	0	3	3	2	274	0	0	0	0	0	0	0	0
19:45	222	9	1	0	3	5	1	241	0	0	0	0	0	0	0	0
20:00	187	8	2	0	3	4	3	207	0	0	0	0	0	0	0	0
20:15	171	6	2	0	3	5	3	190	0	0	0	0	0	0	0	0
20:30	172	6	2	0	2	4	2	188	0	0	0	0	0	0	0	0
20:45	172	4	2	0	1	2	2	183	0	0	0	0	0	0	0	0
21:00	169	4	1	0	1	2	0	177	0	0	0	0	0	0	0	0
21:15	161	3	1	0	1	0	0	166	0	0	0	0	0	0	0	0
21:30	142	3	0	0	1	0	0	146	0	0	0	0	0	0	0	0

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Client: Vectos
Project Number: ID04567
Junction Number: Site 7

Date of Survey: 04.04.2019
Junction Name: Claremont Ave / A427 Wych Hill Lane
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
06:00	27	1	0	0	0	1	0	29	65	4	0	0	0	0	0	69
06:15	24	6	0	0	1	0	0	31	58	9	2	0	1	0	1	71
06:30	63	10	1	0	0	1	0	75	63	7	2	0	1	1	0	74
06:45	86	15	2	0	0	0	0	103	82	17	1	0	1	1	1	103
07:00	92	15	0	0	0	2	0	109	95	26	2	0	0	1	0	124
07:15	145	26	0	0	1	1	0	173	115	14	0	0	4	0	1	134
07:30	168	29	0	0	0	0	0	197	155	17	1	0	2	1	1	177
07:45	202	16	2	0	1	1	0	222	190	27	2	0	1	1	1	222
08:00	201	22	2	1	3	0	0	229	193	18	1	0	5	1	1	219
08:15	219	22	0	0	2	2	0	245	213	21	2	0	2	1	3	242
08:30	221	12	1	0	1	2	0	237	243	15	4	1	0	4	8	275
08:45	197	23	2	0	1	2	0	225	218	19	1	0	1	1	0	240
09:00	123	27	2	2	1	1	1	157	171	15	2	0	2	1	0	191
09:15	131	15	5	0	2	0	1	154	180	13	2	1	0	2	0	198
09:30	128	18	1	2	2	3	0	154	179	18	0	1	1	0	1	200
09:45	111	8	1	0	2	1	0	123	175	24	5	0	2	1	0	207
15:00	184	19	0	1	2	1	0	207	150	16	0	1	1	2	0	170
15:15	126	22	4	0	0	1	0	153	199	20	1	0	0	0	0	220
15:30	160	24	0	1	1	1	1	188	211	17	3	0	0	1	0	232
15:45	138	16	2	0	8	1	0	165	202	19	0	0	4	1	1	227
16:00	190	17	0	0	2	2	2	213	181	16	1	0	3	0	0	201
16:15	193	20	2	1	4	0	0	220	196	20	0	0	4	1	0	221
16:30	192	17	1	0	0	1	0	211	200	26	1	0	2	2	1	232
16:45	178	13	1	0	2	0	0	194	228	17	0	0	0	0	1	246
17:00	180	21	1	0	0	1	1	204	196	27	0	0	0	1	0	224
17:15	146	14	0	0	0	1	0	161	220	6	1	0	1	3	2	233
17:30	193	10	0	0	1	1	0	205	211	14	1	0	2	2	1	231
17:45	162	16	0	0	1	2	0	181	227	13	0	0	0	2	0	242
18:00	172	15	1	0	1	2	0	191	196	15	1	0	0	3	1	216
18:15	144	11	1	0	0	1	1	158	182	27	0	0	1	0	2	212
18:30	154	12	0	0	1	3	2	172	188	12	0	0	1	1	0	202
18:45	152	8	0	0	1	0	0	161	272	6	0	0	1	2	2	283
19:00	197	7	0	0	1	4	0	209	157	8	0	0	0	3	0	168
19:15	143	12	0	0	0	1	0	156	183	9	0	0	0	1	0	193
19:30	119	6	1	0	0	0	0	126	133	9	0	0	1	1	1	145
19:45	146	6	0	0	1	1	0	154	161	9	0	0	1	2	2	175
20:00	165	8	0	0	0	1	0	174	113	4	0	0	0	1	0	118
20:15	88	4	0	0	0	0	0	92	82	2	0	0	1	2	1	88
20:30	128	3	0	0	0	3	0	134	70	5	0	0	1	1	0	77
20:45	89	5	1	0	0	1	0	96	114	4	1	0	1	0	2	122
21:00	126	6	1	0	1	1	0	135	86	5	0	0	0	3	0	94
21:15	87	2	0	0	0	0	0	89	73	3	0	0	0	0	0	76
21:30	84	4	0	0	0	1	0	89	66	2	0	0	0	0	0	68
21:45	68	4	0	0	1	0	0	73	67	3	0	0	1	0	0	71
22:00	59	3	0	0	0	0	0	62	49	2	0	0	0	0	0	51
22:15	54	4	0	0	0	0	0	58	42	1	0	0	0	0	0	43
Start Time	Rolling Hour							Total	Rolling Hour							Total
06:00	200	32	3	0	1	2	0	238	268	37	5	0	3	2	2	317
06:15	265	46	3	0	1	3	0	318	298	59	7	0	3	3	2	372
06:30	386	66	3	0	1	4	0	460	355	64	5	0	6	3	2	435
06:45	491	85	2	0	1	3	0	582	447	74	4	0	7	3	3	538
07:00	607	86	2	0	2	4	0	701	555	84	5	0	7	3	3	657
07:15	716	93	4	1	5	2	0	821	653	76	4	0	12	3	4	752
07:30	790	89	4	1	6	3	0	893	751	83	6	0	10	4	6	860
07:45	843	72	5	1	7	5	0	933	839	81	9	1	8	7	13	958
08:00	838	79	5	1	7	6	0	936	867	73	8	1	8	7	12	976
08:15	760	84	5	2	5	7	1	864	845	70	9	1	5	7	11	948
08:30	672	77	10	2	5	5	2	773	812	62	9	2	3	8	8	904
08:45	579	83	10	4	6	6	2	690	748	65	5	2	4	4	1	829
09:00	493	68	9	4	7	5	2	588	705	70	9	2	5	4	1	796
15:00	608	81	6	2	11	4	1	713	762	72	4	1	5	4	1	849
15:15	614	79	6	1	11	5	3	719	793	72	5	0	7	2	1	880
15:30	681	77	4	2	15	4	3	786	790	72	4	0	11	3	1	881
15:45	713	70	5	1	14	4	2	809	779	81	2	0	13	4	2	881
16:00	753	67	4	1	8	3	2	838	805	79	2	0	9	3	2	900
16:15	743	71	5	1	6	2	1	829	820	90	1	0	6	4	2	923
16:30	696	65	3	0	2	3	1	770	844	76	2	0	3	6	4	935
16:45	697	58	2	0	3	3	1	764	855	64	2	0	3	6	4	934
17:00	681	61	1	0	2	5	1	751	854	60	2	0	3	8	3	930
17:15	673	55	1	0	3	6	0	738	854	48	3	0	3	10	4	922
17:30	671	52	2	0	3	6	1	735	816	69	2	0	3	7	4	901
17:45	632	54	2	0	3	8	3	702	793	67	1	0	2	6	3	872
18:00	622	46	2	0	3	6	3	682	838	60	1	0	3	6	5	913
18:15	647	38	1	0	3	8	3	700	799	53	0	0	3	6	4	865
18:30	646	39	0	0	3	8	2	698	800	35	0	0	2	7	2	846
18:45	611	33	1	0	2	5	0	652	745	32	0	0	2	7	3	789
19:00	605	31	1	0	2	6	0	645	634	35	0	0	2	7	3	681
19:15	573	32	1	0	1	3	0	610	590	31	0	0	2	5	3	631
19:30	518	24	1	0	1	2	0	546	489	24	0	0	3	6	4	526
19:45	527	21	0	0	1	5	0	554	426	20	0	0	3	6	3	458
20:00	470	20	1	0	0	5	0	496	379	15	1	0	3	4	3	405
20:15	431	18	2	0	1	5	0	457	352	16	1	0	3	6	3	381
20:30	430	16	2	0	1	5	0	454	343	17	1	0	2	4	2	369
20:45	386	17	2	0	1	3	0	409	339	14	1	0	1	3	2	360
21:00	365	16	1	0	2	2	0	386	292	13	0	0	1	3	0	309
21:15	298	13	0	0	1	1	0	313	255	10	0	0	1	0	0	266
21:30	265	15	0	0	1	1	0	282	224	8	0	0	1	0	0	233

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 7

Date of Survey: 04.04.2019
Junction Name: Claremont Ave / A427 Wych Hill Lane
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
06:00	43	3	0	0	0	0	0	46	30	1	0	0	0	1	0	32
06:15	30	6	1	0	0	0	1	38	28	7	0	0	1	0	0	36
06:30	42	5	0	0	0	1	0	48	68	11	1	0	0	1	0	81
06:45	54	10	1	0	0	1	0	66	89	15	2	0	0	0	0	106
07:00	65	22	2	0	0	1	0	90	97	17	0	0	0	2	1	117
07:15	59	11	0	0	3	0	0	73	158	27	0	0	1	1	0	187
07:30	100	12	1	0	1	0	1	115	179	30	0	0	0	0	0	209
07:45	107	17	1	0	0	1	1	127	212	16	2	0	1	1	0	232
08:00	114	8	0	0	4	1	1	128	226	22	2	1	3	0	0	254
08:15	114	7	0	0	1	0	0	122	238	24	0	0	2	2	0	266
08:30	113	11	2	1	0	4	6	137	236	12	1	0	1	2	0	252
08:45	118	10	1	0	1	0	0	130	205	24	2	0	1	2	0	234
09:00	100	11	2	0	0	1	0	114	130	29	2	2	1	1	1	166
09:15	122	8	1	1	0	1	0	133	141	15	5	0	2	0	1	164
09:30	107	14	0	1	0	0	1	123	137	18	1	2	2	3	0	163
09:45	115	18	3	0	1	0	0	137	120	9	2	0	2	1	0	134
15:00	96	8	0	0	0	1	0	105	195	19	0	1	2	1	0	218
15:15	115	13	0	0	0	0	0	128	137	22	4	0	0	1	0	164
15:30	116	13	2	0	0	0	0	131	163	24	0	1	1	1	1	191
15:45	125	13	0	0	1	0	0	139	147	18	2	0	8	1	0	176
16:00	111	9	1	0	0	0	0	121	199	18	0	0	2	2	2	223
16:15	101	12	0	0	0	1	0	114	201	21	2	1	4	0	0	229
16:30	121	13	1	0	1	1	1	138	202	18	1	0	1	1	0	223
16:45	122	11	0	0	0	0	0	133	187	14	1	0	2	0	0	204
17:00	113	17	0	0	0	1	0	131	189	23	1	0	0	1	1	215
17:15	130	2	1	0	0	2	0	135	159	16	1	0	0	1	0	177
17:30	97	10	0	0	0	2	0	109	210	10	1	0	1	1	1	224
17:45	118	5	0	0	0	0	0	123	174	16	0	0	1	2	0	193
18:00	93	9	0	0	0	2	0	104	180	15	1	0	1	2	0	199
18:15	104	15	0	0	0	0	0	119	152	12	1	0	0	1	1	167
18:30	100	9	0	0	0	0	0	109	160	13	0	0	1	3	2	179
18:45	145	4	0	0	0	1	0	150	157	8	0	0	1	0	0	166
19:00	92	5	0	0	0	1	0	98	207	7	0	0	1	4	0	219
19:15	104	6	0	0	0	1	0	111	147	14	0	0	0	1	0	162
19:30	69	7	0	0	0	1	0	77	126	6	1	0	0	0	0	133
19:45	82	6	0	0	0	1	2	91	154	6	0	0	1	1	0	162
20:00	63	2	0	0	0	0	0	65	171	9	0	0	0	1	0	181
20:15	44	2	0	0	0	1	0	47	92	5	1	0	0	0	0	98
20:30	34	3	0	0	0	0	0	37	129	3	0	0	0	4	0	136
20:45	64	2	0	0	0	0	0	66	91	5	1	0	0	1	0	98
21:00	49	4	0	0	0	2	0	55	129	6	1	0	1	2	0	139
21:15	37	2	0	0	0	0	0	39	94	2	1	0	0	0	0	97
21:30	30	2	0	0	0	0	0	32	85	4	0	0	0	1	0	90
21:45	21	1	0	0	0	0	0	22	71	4	0	0	1	0	0	76
22:00	18	2	0	0	0	0	0	20	60	3	0	0	0	0	0	63
22:15	21	0	0	0	0	0	0	21	57	4	0	0	0	0	0	61
Start Time				**Rolling Hour**				**Total**				**Rolling Hour**				**Total**
06:00	169	24	2	0	0	2	1	198	215	34	3	0	1	2	0	255
06:15	191	43	4	0	0	3	1	242	282	50	3	0	1	3	1	340
06:30	220	48	3	0	3	3	0	277	412	70	3	0	1	4	1	491
06:45	278	55	4	0	4	2	1	344	523	89	2	0	1	3	1	619
07:00	331	62	4	0	4	2	2	405	646	90	2	0	2	4	1	745
07:15	380	48	2	0	8	2	3	443	775	95	4	1	5	2	0	882
07:30	435	44	2	0	6	2	3	492	855	92	4	1	6	3	0	961
07:45	448	43	3	1	5	6	8	514	912	74	5	1	7	5	0	1004
08:00	459	36	3	1	6	5	7	517	905	82	5	1	7	6	0	1006
08:15	445	39	5	1	2	5	6	503	809	89	5	2	5	7	1	918
08:30	453	40	6	2	1	6	6	514	712	80	10	2	5	5	2	816
08:45	447	43	4	2	1	2	1	500	613	86	10	4	6	6	2	727
09:00	444	51	6	2	1	2	1	507	528	71	10	4	7	5	2	627
15:00	452	47	2	0	1	1	0	503	642	83	6	2	11	4	1	749
15:15	467	48	3	0	1	0	0	519	646	82	6	1	11	5	3	754
15:30	453	47	3	0	1	1	0	505	710	81	4	2	15	4	3	819
15:45	458	47	2	0	2	2	1	512	749	75	5	1	15	4	2	851
16:00	455	45	2	0	1	2	1	506	789	71	4	1	9	3	2	879
16:15	457	53	1	0	1	3	1	516	779	76	5	1	7	2	1	871
16:30	486	43	2	0	1	4	1	537	737	71	4	0	3	3	1	819
16:45	462	40	1	0	0	5	0	508	745	63	4	0	3	3	2	820
17:00	458	34	1	0	0	5	0	498	732	65	3	0	2	5	2	809
17:15	438	26	1	0	0	6	0	471	723	57	3	0	3	6	1	793
17:30	412	39	0	0	0	4	0	455	716	53	3	0	3	6	2	783
17:45	415	38	0	0	0	2	0	455	666	56	2	0	3	8	3	738
18:00	442	37	0	0	0	3	0	482	649	48	2	0	3	6	3	711
18:15	441	33	0	0	0	2	0	476	676	40	1	0	3	8	3	731
18:30	441	24	0	0	0	3	0	468	671	42	0	0	3	8	2	726
18:45	410	22	0	0	0	4	0	436	637	35	1	0	2	5	0	680
19:00	347	24	0	0	0	4	2	377	634	33	1	0	2	6	0	676
19:15	318	21	0	0	0	3	2	344	598	35	1	0	1	3	0	638
19:30	258	17	0	0	0	3	2	280	543	26	2	0	1	2	0	574
19:45	223	13	0	0	0	2	2	240	546	23	1	0	1	6	0	577
20:00	205	9	0	0	0	1	0	215	483	22	2	0	0	6	0	513
20:15	191	11	0	0	0	3	0	205	441	19	3	0	1	7	0	471
20:30	184	11	0	0	0	2	0	197	443	16	3	0	1	7	0	470
20:45	180	10	0	0	0	2	0	192	399	17	3	0	1	4	0	424
21:00	137	9	0	0	0	2	0	148	379	16	2	0	2	3	0	402
21:15	106	7	0	0	0	0	0	113	310	13	1	0	1	1	0	326
21:30	90	5	0	0	0	0	0	95	273	15	0	0	1	1	0	290

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 7

Date of Survey: 04.04.2019
Junction Name: Claremont Ave / A427 Wych Hill Lane
Junction Type: T-Junction

	Total Junction Flow							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
06:00	95	5	0	0	0	1	0	101
06:15	86	16	2	0	2	0	1	107
06:30	131	18	3	0	1	2	0	155
06:45	171	32	3	0	1	1	1	209
07:00	192	43	2	0	0	3	1	241
07:15	273	41	0	0	5	1	1	321
07:30	334	47	1	0	2	1	1	386
07:45	402	43	4	0	2	2	1	454
08:00	419	40	3	1	8	1	1	473
08:15	451	45	2	0	4	3	3	508
08:30	479	27	5	1	1	6	8	527
08:45	423	43	3	0	2	3	0	474
09:00	301	44	4	2	3	2	1	357
09:15	321	28	7	1	2	2	1	362
09:30	316	36	1	3	3	3	1	363
09:45	295	33	7	0	4	2	0	341
15:00	345	35	0	2	3	3	0	388
15:15	336	42	5	0	0	1	0	384
15:30	374	41	3	1	1	2	1	423
15:45	349	37	2	0	12	2	1	403
16:00	380	34	1	0	5	2	2	424
16:15	397	41	2	1	8	1	0	450
16:30	402	44	2	0	3	3	1	455
16:45	415	31	1	0	2	0	1	450
17:00	385	50	1	0	0	2	1	439
17:15	379	22	2	0	1	4	2	410
17:30	421	24	2	0	3	3	2	455
17:45	401	29	0	0	1	4	0	435
18:00	376	30	2	0	1	5	1	415
18:15	334	39	1	0	1	1	3	379
18:30	348	25	0	0	2	4	2	381
18:45	429	14	0	0	2	2	2	449
19:00	364	15	0	0	1	7	0	387
19:15	330	23	0	0	0	2	0	355
19:30	259	15	1	0	1	1	1	278
19:45	315	15	0	0	2	3	2	337
20:00	284	13	0	0	0	2	0	299
20:15	174	7	1	0	1	2	1	186
20:30	199	8	0	0	1	5	0	213
20:45	205	9	2	0	1	1	2	220
21:00	215	11	1	0	1	5	0	233
21:15	167	5	1	0	0	0	0	173
21:30	151	6	0	0	0	1	0	158
21:45	138	7	0	0	2	0	0	147
22:00	109	5	0	0	0	0	0	114
22:15	99	5	0	0	0	0	0	104
Start Time				**Rolling Hour**				**Total**
06:00	483	71	8	0	4	4	2	572
06:15	580	109	10	0	4	6	3	712
06:30	767	134	8	0	7	7	3	926
06:45	970	163	6	0	8	6	4	1157
07:00	1201	174	7	0	9	7	4	1402
07:15	1428	171	8	1	17	5	4	1634
07:30	1606	175	10	1	16	7	6	1821
07:45	1751	155	14	2	15	12	13	1962
08:00	1772	155	13	2	15	13	12	1982
08:15	1654	159	14	3	10	14	12	1866
08:30	1524	142	19	4	8	13	10	1720
08:45	1361	151	15	6	10	10	3	1556
09:00	1233	141	19	6	12	9	3	1423
15:00	1404	155	10	3	16	8	2	1598
15:15	1439	154	11	1	18	7	4	1634
15:30	1500	153	8	2	26	7	4	1700
15:45	1528	156	7	1	28	8	4	1732
16:00	1594	150	6	1	18	6	4	1779
16:15	1599	166	6	1	13	6	3	1794
16:30	1581	147	6	0	6	9	5	1754
16:45	1600	127	6	0	6	9	6	1754
17:00	1586	125	5	0	5	13	5	1739
17:15	1577	105	6	0	6	16	5	1715
17:30	1532	122	5	0	6	13	6	1684
17:45	1459	123	3	0	5	14	6	1610
18:00	1487	108	3	0	6	12	8	1624
18:15	1475	93	1	0	6	14	7	1596
18:30	1471	77	0	0	5	15	4	1572
18:45	1382	67	1	0	4	12	3	1469
19:00	1268	68	1	0	4	13	3	1357
19:15	1188	66	1	0	3	8	3	1269
19:30	1032	50	2	0	4	8	4	1100
19:45	972	43	1	0	4	12	3	1035
20:00	862	37	3	0	3	10	3	918
20:15	793	35	4	0	4	13	3	852
20:30	786	33	4	0	3	11	2	839
20:45	738	31	4	0	2	7	2	784
21:00	671	29	2	0	3	6	0	711
21:15	565	23	1	0	2	1	0	592
21:30	497	23	0	0	2	1	0	523

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 7

Date of Survey: 04.04.2019
Junction Name: Claremont Ave / A427 Wych Hill Lane
Junction Type: T-Junction

Arm A: Claremont Ave (N) **Arm B:** A427 Wych Hill Lane (E) **Arm C:** A427 Wych Hill Lane (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
06:00	0	3	23	0	0	28	0	46	0
06:15	0	5	35	0	0	33	0	38	0
06:30	0	6	29	0	0	75	0	47	0
06:45	0	3	38	0	0	105	0	66	0
07:00	0	7	34	0	0	108	0	91	0
07:15	0	14	62	0	0	174	0	78	0
07:30	0	12	63	0	0	197	0	117	0
07:45	0	10	97	0	0	225	0	127	0
08:00	0	25	93	0	0	237	0	133	0
08:15	0	21	120	0	0	247	0	124	0
08:30	0	15	138	0	0	238	0	134	0
08:45	0	9	109	0	0	227	0	132	0
09:00	0	9	80	0	0	163	0	115	0
09:15	0	10	65	0	0	161	0	135	0
09:30	0	9	79	0	0	160	0	124	0
09:45	0	12	73	0	0	126	0	141	0
15:00	0	11	68	0	0	211	0	104	0
15:15	0	11	93	0	0	156	0	128	0
15:30	0	3	101	0	0	190	0	133	0
15:45	0	11	91	0	0	178	0	141	0
16:00	0	10	85	0	0	213	0	122	0
16:15	0	9	113	0	0	230	0	113	0
16:30	0	14	95	0	0	211	0	139	0
16:45	0	10	112	0	0	198	0	133	0
17:00	0	11	93	0	0	204	0	130	0
17:15	0	17	97	0	0	160	0	135	0
17:30	0	19	125	0	0	206	0	108	0
17:45	0	12	118	0	0	181	0	123	0
18:00	0	8	112	0	0	192	0	103	0
18:15	0	9	93	0	0	158	0	119	0
18:30	0	7	94	0	0	170	0	109	0
18:45	0	5	132	0	0	163	0	149	0
19:00	0	10	69	0	0	208	0	97	0
19:15	0	6	82	0	0	155	0	110	0
19:30	0	7	69	0	0	127	0	76	0
19:45	0	8	85	0	0	155	0	89	0
20:00	0	7	52	0	0	173	0	65	0
20:15	0	7	41	0	0	92	0	46	0
20:30	0	1	41	0	0	132	0	37	0
20:45	0	2	57	0	0	96	0	66	0
21:00	0	3	38	0	0	137	0	54	0
21:15	0	9	37	0	0	89	0	39	0
21:30	0	1	36	0	0	88	0	32	0
21:45	0	3	51	0	0	75	0	22	0
22:00	0	1	31	0	0	62	0	20	0
22:15	0	3	22	0	0	58	0	21	0
Start Time	**Rolling Hour**								
06:00	0	17	125	0	0	241	0	198	0
06:15	0	21	136	0	0	320	0	243	0
06:30	0	30	163	0	0	462	0	282	0
06:45	0	36	196	0	0	584	0	352	0
07:00	0	43	256	0	0	703	0	412	0
07:15	0	61	315	0	0	833	0	453	0
07:30	0	68	374	0	0	906	0	499	0
07:45	0	71	449	0	0	947	0	516	0
08:00	0	70	461	0	0	949	0	522	0
08:15	0	54	448	0	0	875	0	505	0
08:30	0	43	393	0	0	789	0	516	0
08:45	0	37	333	0	0	710	0	507	0
09:00	0	40	297	0	0	610	0	516	0
15:00	0	36	353	0	0	736	0	506	0
15:15	0	35	370	0	0	737	0	523	0
15:30	0	33	390	0	0	811	0	509	0
15:45	0	44	384	0	0	832	0	515	0
16:00	0	43	405	0	0	852	0	507	0
16:15	0	44	413	0	0	842	0	516	0
16:30	0	51	397	0	0	773	0	537	0
16:45	0	57	428	0	0	768	0	506	0
17:00	0	59	433	0	0	751	0	496	0
17:15	0	56	452	0	0	740	0	468	0
17:30	0	48	447	0	0	737	0	453	0
17:45	0	36	416	0	0	701	0	454	0
18:00	0	29	431	0	0	682	0	480	0
18:15	0	31	388	0	0	698	0	475	0
18:30	0	28	377	0	0	696	0	466	0
18:45	0	28	352	0	0	653	0	434	0
19:00	0	31	304	0	0	645	0	373	0
19:15	0	28	288	0	0	611	0	341	0
19:30	0	29	247	0	0	547	0	277	0
19:45	0	23	219	0	0	553	0	237	0
20:00	0	17	191	0	0	494	0	214	0
20:15	0	14	177	0	0	457	0	203	0
20:30	0	16	173	0	0	454	0	196	0
20:45	0	15	168	0	0	411	0	191	0
21:00	0	16	162	0	0	389	0	147	0
21:15	0	14	155	0	0	314	0	113	0
21:30	0	8	140	0	0	283	0	95	0

Intelligent Data Collection Limited
Woking, Surrey

Client: Vectos
Project Number: ID04567
Junction Number: Site 7
Date of Survey: 06.04.2019
Junction Name: Claremont Ave / A427 Wych Hill Lane
Junction Type: T-Junction

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	24.04.2019			
Prepared by	Grant Daniel Breddy			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04567			
File Ref	ID04567 Woking, Surrey - MCC Site 7 - 06.04.2019			

Issue Sheet

Issued to	Date			
	26.04.2019			
Taylor Davis	E-mail			

Contents Page

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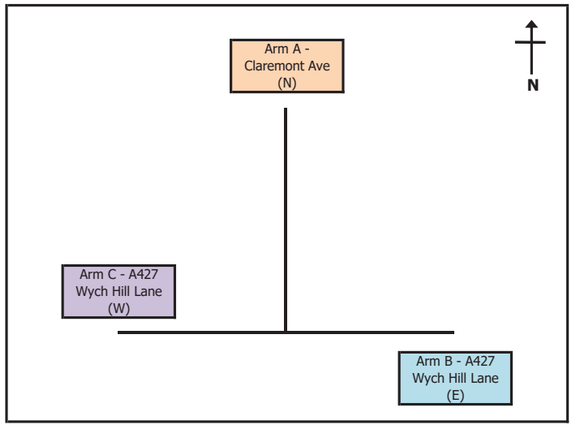
Intelligent Data Collection Limited

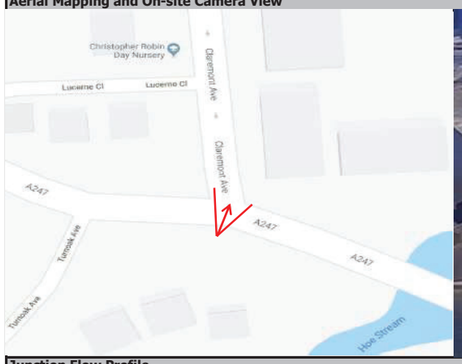
Client:	Vectos	**Date of Survey:**	06.04.2019
Project Number:	ID04567	**Junction Name:**	Claremont Ave / A427 Wych Hill Lane
Junction Number:	Site 7	**Junction Type:**	T-Junction

X Coordinate	Y Coordinate	Google Maps Link	
51.30783763995306	-0.5608871293184166	Click Here	
Weather Conditions			
Cloudy			

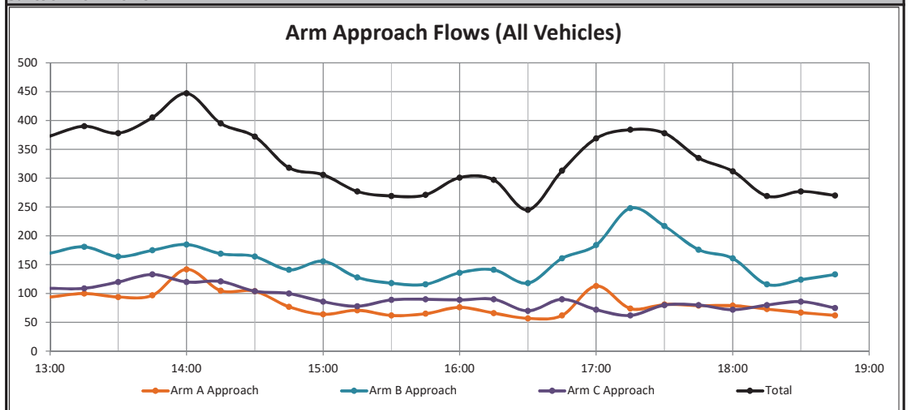
Junction Layout



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):

Intelligent Data Collection Limited

Client:	Vectos	**Date of Survey:**	06.04.2019
Project Number:	ID04567	**Junction Name:**	Claremont Ave / A427 Wych Hill Lane
Junction Number:	Site 7	**Junction Type:**	T-Junction

Arm A: Claremont Ave (N)
Arm B: A427 Wych Hill Lane (E)
Arm C: A427 Wych Hill Lane (W)

	A to C								A to B								A 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
13:00	77	5	0	0	1	1	1	85	9	0	0	0	0	0	0	0								
13:15	87	3	0	0	0	1	0	91	8	1	0	0	0	0	0	0								
13:30	75	4	0	0	1	2	1	83	10	1	0	0	0	0	0	0								
13:45	84	1	0	0	1	1	0	87	10	0	0	0	0	0	0	0								
14:00	118	2	0	0	0	1	0	121	21	0	0	0	0	0	0	0								
14:15	89	3	0	0	1	0	1	94	10	1	0	0	0	0	0	0								
14:30	80	5	1	0	1	0	2	88	14	1	0	0	0	0	0	0								
14:45	67	1	0	0	0	1	0	70	7	0	0	0	0	0	0	0								
15:00	51	5	1	0	1	2	0	59	5	0	0	0	1	0	0	0								
15:15	55	3	0	0	0	3	0	61	9	1	0	0	0	0	0	0								
15:30	49	1	0	0	1	0	0	51	11	0	0	0	1	0	0	0								
15:45	58	3	0	0	1	0	0	62	3	0	0	0	1	0	0	0								
16:00	65	2	0	0	1	0	0	68	6	2	0	0	1	0	0	0								
16:15	49	6	0	0	1	0	4	60	5	1	0	0	1	0	0	0								
16:30	46	5	0	0	1	1	1	54	3	0	0	0	1	0	0	0								
16:45	48	3	0	0	0	2	1	54	8	0	0	0	0	0	0	0								
17:00	65	0	0	0	1	1	0	67	44	2	0	0	0	0	0	0								
17:15	53	1	0	0	0	0	1	55	17	2	0	0	0	0	0	0								
17:30	52	1	0	0	0	2	0	55	23	0	0	0	0	0	0	0								
17:45	70	1	0	0	0	3	0	72	5	1	1	0	0	0	0	0								
18:00	65	2	0	0	0	3	0	70	7	2	0	0	0	0	0	0								
18:15	56	3	0	0	0	4	1	66	7	0	0	0	0	0	0	0								
18:30	58	3	0	0	1	0	0	62	5	0	0	0	0	0	0	0								
18:45	54	1	1	0	0	0	1	57	5	0	0	0	0	0	0	0								
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
13:00	323	13	0	0	3	5	2	346	37	2	0	0	0	0	0	0								
13:15	364	10	0	0	2	5	1	382	49	2	0	0	0	0	0	0								
13:30	366	10	0	0	3	4	2	385	51	2	0	0	0	0	0	0								
13:45	371	11	0	0	3	2	3	390	55	2	0	0	0	0	0	0								
14:00	354	11	1	0	2	2	3	373	52	2	0	0	0	0	0	0								
14:15	287	14	1	0	3	3	3	311	36	2	0	0	0	0	0	0								
14:30	253	14	1	0	2	6	2	278	35	2	0	0	0	0	0	0								
14:45	222	10	1	0	2	6	0	241	32	1	0	0	0	0	0	0								
15:00	213	12	0	0	3	5	0	233	28	1	0	0	0	0	0	0								
15:15	227	9	0	0	3	3	0	242	29	3	0	0	0	0	0	0								
15:30	221	12	0	0	4	0	4	241	25	3	0	0	0	0	0	0								
15:45	218	16	0	0	4	1	5	244	17	3	0	0	0	0	0	0								
16:00	208	16	0	0	3	3	6	236	22	3	0	0	0	0	0	0								
16:15	208	14	0	0	3	4	6	235	60	3	0	0	0	0	0	0								
16:30	212	9	0	0	2	4	3	230	72	4	0	0	0	0	0	0								
16:45	218	5	0	0	3	6	2	234	92	4	0	0	0	0	0	0								
17:00	240	3	0	0	3	5	1	252	89	5	1	0	0	0	0	0								
17:15	240	5	0	0	2	7	1	255	52	5	1	0	0	0	0	0								
17:30	243	7	0	0	4	11	1	266	42	3	1	0	0	0	0	0								
17:45	249	9	0	0	3	8	1	270	24	3	1	0	0	0	0	0								
18:00	233	9	1	0	3	7	2	255	24	2	0	0	0	0	0	0								

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 7

Date of Survey: 06.04.2019
Junction Name: Claremont Ave / A427 Wych Hill Lane
Junction Type: T-Junction

Arm A: Claremont Ave (N)
Arm B: A427 Wych Hill Lane (E)
Arm C: A427 Wych Hill Lane (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
13:00								0								0	162	6	0	0	0	0	2	170
13:15								0								0	166	9	0	0	1	3	2	181
13:30								0								0	149	8	1	0	2	2	2	164
13:45								0								0	162	12	0	0	0	1	0	175
14:00								0								0	179	5	0	0	0	1	0	185
14:15								0								0	153	9	0	0	1	0	6	169
14:30								0								0	149	9	0	0	2	1	3	164
14:45								0								0	131	7	0	0	0	2	1	141
15:00								0								0	142	10	2	0	1	1	0	156
15:15								0								0	114	9	0	0	0	5	0	128
15:30								0								0	104	9	2	0	1	2	0	118
15:45								0								0	105	9	0	0	1	0	1	116
16:00								0								0	126	8	2	0	0	0	0	136
16:15								0								0	131	7	0	0	1	1	1	141
16:30								0								0	109	8	0	0	1	0	0	118
16:45								0								0	150	8	0	0	0	2	1	161
17:00								0								0	169	10	0	0	3	1	1	184
17:15								0								0	228	13	2	0	2	2	1	248
17:30								0								0	201	10	0	0	1	2	3	217
17:45								0								0	162	11	0	0	1	0	2	176
18:00								0								0	147	8	0	0	2	4	0	161
18:15								0								0	104	8	1	0	0	3	0	116
18:30								0								0	112	7	0	0	1	3	1	124
18:45								0								0	127	5	0	0	1	0	0	133
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	639	35	1	0	3	6	6	690
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	656	34	1	0	3	7	4	705
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	643	34	1	0	3	4	8	693
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	643	35	0	0	3	3	9	693
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	612	30	0	0	3	4	10	659
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	575	35	2	0	4	4	10	630
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	536	35	2	0	3	9	4	589
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	491	35	4	0	2	10	1	543
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	465	37	4	0	3	8	1	518
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	449	35	4	0	2	7	1	498
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	466	33	4	0	3	3	2	511
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	471	32	2	0	3	1	2	511
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	516	31	2	0	2	3	2	556
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	559	33	0	0	5	4	3	604
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	656	39	2	0	6	5	3	711
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	748	41	2	0	6	7	6	810
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	760	44	2	0	7	5	7	825
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	738	42	2	0	6	8	6	802
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	614	37	1	0	4	9	5	670
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	525	34	1	0	4	10	3	577
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	490	28	1	0	4	10	1	534

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 7

Date of Survey: 06.04.2019
Junction Name: Claremont Ave / A427 Wych Hill Lane
Junction Type: T-Junction

Arm A: Claremont Ave (N)
Arm B: A427 Wych Hill Lane (E)
Arm C: A427 Wych Hill Lane (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
13:00								0	102	6	1	0	0	0	0	109								0
13:15								0	98	9	1	0	0	0	1	109								0
13:30								0	110	6	0	0	3	1	0	120								0
13:45								0	119	11	0	0	1	1	1	133								0
14:00								0	107	8	0	0	0	1	4	120								0
14:15								0	116	4	0	0	0	0	1	121								0
14:30								0	98	4	0	0	1	1	0	104								0
14:45								0	88	9	0	0	0	2	1	100								0
15:00								0	81	5	0	0	0	0	0	86								0
15:15								0	72	6	0	0	0	0	0	78								0
15:30								0	82	6	0	0	0	1	0	89								0
15:45								0	82	6	1	0	0	0	1	90								0
16:00								0	82	3	0	0	0	2	2	89								0
16:15								0	84	3	0	0	0	1	2	90								0
16:30								0	60	9	0	0	0	0	1	70								0
16:45								0	82	7	0	0	0	1	0	90								0
17:00								0	68	4	0	0	0	0	0	72								0
17:15								0	54	4	0	0	0	1	3	62								0
17:30								0	75	4	0	0	0	1	0	80								0
17:45								0	75	4	0	0	0	1	0	80								0
18:00								0	63	8	0	0	0	1	0	72								0
18:15								0	72	7	0	0	0	1	0	80								0
18:30								0	77	7	0	0	0	1	1	86								0
18:45								0	71	2	1	0	0	1	0	75								0
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	0	0	0	0	0	0	0	0	429	32	2	0	4	2	2	471	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	434	34	1	0	4	3	6	482	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	452	29	0	0	4	3	6	494	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	440	27	0	0	2	3	6	478	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	409	25	0	0	1	4	6	445	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	383	22	0	0	1	3	2	411	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	339	24	0	0	1	3	1	368	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	323	26	0	0	0	3	1	353	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	317	23	1	0	0	1	1	343	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	318	21	1	0	0	3	3	346	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	330	18	1	0	0	4	5	358	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	308	21	1	0	0	3	6	339	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	308	22	0	0	0	4	5	339	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	294	23	0	0	0	2	3	322	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	264	24	0	0	0	2	4	294	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	279	19	0	0	0	3	3	304	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	272	16	0	0	0	3	3	294	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	267	20	0	0	0	4	3	294	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	285	23	0	0	0	4	0	312	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	287	26	0	0	0	4	1	318	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	283	24	1	0	0	4	1	313	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 7

Date of Survey: 06.04.2019
Junction Name: Claremont Ave / A427 Wych Hill Lane
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**
13:00	86	5	0	0	1	1	1	94	0	0	0	0	0	0	0	0
13:15	95	4	0	0	0	1	0	100	0	0	0	0	0	0	0	0
13:30	85	5	0	0	1	2	1	94	0	0	0	0	0	0	0	0
13:45	94	1	0	0	1	1	0	97	0	0	0	0	0	0	0	0
14:00	139	2	0	0	0	1	0	142	0	0	0	0	0	0	0	0
14:15	99	4	0	0	1	0	1	105	0	0	0	0	0	0	0	0
14:30	94	6	0	0	1	1	2	104	0	0	0	0	0	0	0	0
14:45	74	1	1	0	0	1	0	77	0	0	0	0	0	0	0	0
15:00	56	5	0	0	1	2	0	64	0	0	0	0	0	0	0	0
15:15	64	4	0	0	0	3	0	71	0	0	0	0	0	0	0	0
15:30	60	1	0	0	1	0	0	62	0	0	0	0	0	0	0	0
15:45	61	3	0	0	1	0	0	65	0	0	0	0	0	0	0	0
16:00	71	4	0	0	1	0	0	76	0	0	0	0	0	0	0	0
16:15	54	7	0	0	1	0	4	66	0	0	0	0	0	0	0	0
16:30	49	5	0	0	1	1	1	57	0	0	0	0	0	0	0	0
16:45	56	3	0	0	0	2	1	62	0	0	0	0	0	0	0	0
17:00	109	2	0	0	1	1	0	113	0	0	0	0	0	0	0	0
17:15	70	3	0	0	0	0	1	74	0	0	0	0	0	0	0	0
17:30	75	1	0	0	2	3	0	81	0	0	0	0	0	0	0	0
17:45	75	2	1	0	0	1	0	79	0	0	0	0	0	0	0	0
18:00	72	4	0	0	0	3	0	79	0	0	0	0	0	0	0	0
18:15	63	3	0	0	2	4	1	73	0	0	0	0	0	0	0	0
18:30	63	3	0	0	1	0	0	67	0	0	0	0	0	0	0	0
18:45	59	1	1	0	0	0	1	62	0	0	0	0	0	0	0	0
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	360	15	0	0	3	5	2	385	0	0	0	0	0	0	0	0
13:15	413	12	0	0	2	5	1	433	0	0	0	0	0	0	0	0
13:30	417	12	0	0	3	4	2	438	0	0	0	0	0	0	0	0
13:45	426	13	0	0	3	3	3	448	0	0	0	0	0	0	0	0
14:00	406	13	1	0	2	3	3	428	0	0	0	0	0	0	0	0
14:15	323	16	1	0	3	4	3	350	0	0	0	0	0	0	0	0
14:30	288	16	1	0	2	7	2	316	0	0	0	0	0	0	0	0
14:45	254	11	1	0	2	6	0	274	0	0	0	0	0	0	0	0
15:00	241	13	0	0	3	5	0	262	0	0	0	0	0	0	0	0
15:15	256	12	0	0	3	3	0	274	0	0	0	0	0	0	0	0
15:30	246	15	0	0	4	0	4	269	0	0	0	0	0	0	0	0
15:45	235	19	0	0	4	1	5	264	0	0	0	0	0	0	0	0
16:00	230	19	0	0	3	3	6	261	0	0	0	0	0	0	0	0
16:15	268	17	0	0	3	4	6	298	0	0	0	0	0	0	0	0
16:30	284	13	0	0	2	4	3	306	0	0	0	0	0	0	0	0
16:45	310	9	0	0	3	6	2	330	0	0	0	0	0	0	0	0
17:00	329	8	1	0	3	5	1	347	0	0	0	0	0	0	0	0
17:15	292	10	1	0	2	7	1	313	0	0	0	0	0	0	0	0
17:30	285	10	1	0	4	11	1	312	0	0	0	0	0	0	0	0
17:45	273	12	1	0	3	8	1	298	0	0	0	0	0	0	0	0
18:00	257	11	1	0	3	7	2	281	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 7

Date of Survey: 06.04.2019
Junction Name: Claremont Ave / A427 Wych Hill Lane
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**
13:00	162	6	0	0	0	0	2	170	179	11	1	0	1	1	1	194
13:15	166	9	0	0	1	3	2	181	185	12	1	0	0	1	1	200
13:30	149	8	1	0	2	2	2	164	185	10	0	0	4	3	1	203
13:45	162	12	0	0	0	1	0	175	203	12	0	0	2	2	1	220
14:00	179	5	0	0	0	1	0	185	225	10	0	0	0	2	4	241
14:15	153	9	0	0	1	0	6	169	205	7	0	0	1	0	2	215
14:30	149	9	0	0	2	1	3	164	178	9	0	0	2	1	2	192
14:45	131	7	0	0	0	2	1	141	155	10	1	0	0	3	1	170
15:00	142	10	2	0	1	1	0	156	132	10	0	0	1	2	0	145
15:15	114	9	0	0	0	5	0	128	127	9	0	0	0	3	0	139
15:30	104	9	2	0	1	2	0	118	131	7	0	0	1	1	0	140
15:45	105	9	0	0	1	0	1	116	140	9	1	0	1	0	1	152
16:00	126	8	2	0	0	0	0	136	147	5	0	0	1	2	2	157
16:15	131	7	0	0	1	1	1	141	133	9	0	0	1	1	6	150
16:30	109	8	0	0	1	0	0	118	106	14	0	0	1	1	2	124
16:45	150	8	0	0	0	2	1	161	130	10	0	0	0	3	1	144
17:00	169	10	0	0	3	1	1	184	133	4	0	0	1	1	0	139
17:15	228	13	2	0	2	2	1	248	107	5	0	0	0	1	4	117
17:30	201	10	0	0	1	2	3	217	127	5	0	0	2	4	0	138
17:45	162	11	0	0	1	0	2	176	145	5	0	0	0	2	0	152
18:00	147	8	0	0	2	4	0	161	128	10	0	0	0	4	0	142
18:15	104	8	1	0	0	3	0	116	128	10	0	0	2	5	1	146
18:30	112	7	0	0	1	3	1	124	135	10	0	0	1	1	1	148
18:45	127	5	0	0	1	0	0	133	125	3	2	0	0	1	1	132
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	639	35	1	0	3	6	6	690	752	45	2	0	7	7	4	817
13:15	656	34	1	0	3	7	4	705	798	44	1	0	6	8	7	864
13:30	643	34	1	0	3	4	8	693	818	39	0	0	7	7	8	879
13:45	643	35	0	0	3	3	9	693	811	38	0	0	5	5	9	868
14:00	612	30	0	0	3	4	10	659	763	36	1	0	3	6	9	818
14:15	575	35	2	0	4	4	10	630	670	36	1	0	4	6	5	722
14:30	536	35	2	0	3	9	4	589	592	38	1	0	3	9	3	646
14:45	491	35	4	0	2	10	1	543	545	36	1	0	2	9	1	594
15:00	465	37	4	0	3	8	1	518	530	35	1	0	3	6	1	576
15:15	449	35	4	0	2	7	1	498	545	30	1	0	3	6	3	588
15:30	466	33	4	0	3	3	2	511	551	30	1	0	4	4	9	599
15:45	471	32	2	0	3	1	2	511	526	37	1	0	4	4	11	583
16:00	516	31	2	0	2	3	2	556	516	38	0	0	3	7	11	575
16:15	559	33	0	0	5	4	3	604	502	37	0	0	3	6	9	557
16:30	656	39	2	0	6	5	3	711	476	33	0	0	2	6	7	524
16:45	748	41	2	0	6	7	6	810	497	24	0	0	3	9	5	538
17:00	760	44	2	0	7	5	7	825	512	19	0	0	3	8	4	546
17:15	738	42	2	0	6	8	6	802	507	25	0	0	2	11	4	549
17:30	614	37	1	0	4	9	5	670	528	30	0	0	4	15	1	578
17:45	525	34	1	0	4	10	3	577	536	35	0	0	3	12	2	588
18:00	490	28	1	0	4	10	1	534	516	33	2	0	3	11	3	568

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 7

Date of Survey: 06.04.2019
Junction Name: Claremont Ave / A427 Wych Hill Lane
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**
13:00	102	6	1	0	0	0	0	109	171	6	0	0	0	0	2	179
13:15	98	9	1	0	0	0	1	109	174	10	0	0	1	3	2	190
13:30	110	6	0	0	3	1	0	120	159	9	1	0	2	2	2	175
13:45	119	11	0	0	1	1	1	133	172	12	0	0	0	1	0	185
14:00	107	8	0	0	0	1	4	120	200	5	0	0	0	1	0	206
14:15	116	4	0	0	0	0	1	121	163	10	0	0	1	0	6	180
14:30	98	4	0	0	1	1	0	104	163	10	0	0	2	2	3	180
14:45	88	9	0	0	0	2	1	100	138	7	0	0	0	2	1	148
15:00	81	5	0	0	0	0	0	86	147	10	2	0	1	1	0	161
15:15	72	6	0	0	0	0	0	78	123	10	0	0	0	5	0	138
15:30	82	6	0	0	0	1	0	89	115	9	2	0	1	2	0	129
15:45	82	6	1	0	0	0	1	90	108	9	0	0	1	0	1	119
16:00	82	3	0	0	0	2	2	89	132	10	2	0	0	0	0	144
16:15	84	3	0	0	0	1	2	90	136	8	0	0	1	1	1	147
16:30	60	9	0	0	0	0	1	70	112	8	0	0	1	0	0	121
16:45	82	7	0	0	0	1	0	90	158	8	0	0	0	2	1	169
17:00	68	4	0	0	0	0	0	72	213	12	0	0	3	1	1	230
17:15	54	4	0	0	0	1	3	62	245	15	2	0	2	2	1	267
17:30	75	4	0	0	0	1	0	80	224	10	0	0	1	2	3	240
17:45	75	4	0	0	0	1	0	80	167	12	1	0	1	0	2	183
18:00	63	8	0	0	0	1	0	72	154	10	0	0	2	4	0	170
18:15	72	7	0	0	0	1	0	80	111	8	1	0	0	3	0	123
18:30	77	7	0	0	0	1	1	86	117	7	0	0	1	3	1	129
18:45	71	2	1	0	0	1	0	75	132	5	0	0	1	0	0	138
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	429	32	2	0	4	2	2	471	676	37	1	0	3	6	6	729
13:15	434	34	1	0	4	3	6	482	705	36	1	0	3	7	4	756
13:30	452	29	0	0	4	3	6	494	694	36	1	0	3	4	8	746
13:45	440	27	0	0	2	3	6	478	698	37	0	0	3	4	9	751
14:00	409	25	0	0	1	4	6	445	664	32	0	0	3	5	10	714
14:15	383	22	0	0	1	3	2	411	611	37	2	0	4	5	10	669
14:30	339	24	0	0	1	3	1	368	571	37	2	0	3	10	4	627
14:45	323	26	0	0	0	3	1	353	523	36	4	0	2	10	1	576
15:00	317	23	1	0	0	1	1	343	493	38	4	0	3	8	1	547
15:15	318	21	1	0	0	3	3	346	478	38	4	0	2	7	1	530
15:30	330	18	1	0	0	4	5	358	491	36	4	0	3	3	2	539
15:45	308	21	1	0	0	3	6	339	488	35	2	0	3	1	2	531
16:00	308	22	0	0	0	4	5	339	538	34	2	0	2	3	2	581
16:15	294	23	0	0	0	2	3	322	619	36	0	0	5	4	3	667
16:30	264	24	0	0	0	2	4	294	728	43	2	0	6	5	3	787
16:45	279	19	0	0	0	3	3	304	840	45	2	0	6	7	6	906
17:00	272	16	0	0	0	3	3	294	849	49	3	0	7	5	7	920
17:15	267	20	0	0	0	4	3	294	790	47	3	0	6	8	6	860
17:30	285	23	0	0	0	4	0	312	656	40	2	0	4	9	5	716
17:45	287	26	0	0	0	4	1	318	549	37	2	0	4	10	3	605
18:00	283	24	1	0	0	4	1	313	514	30	1	0	4	10	1	560

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 7

Date of Survey: 06.04.2019
Junction Name: Claremont Ave / A427 Wych Hill Lane
Junction Type: T-Junction

	Total Junction Flow							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
13:00	350	17	1	0	1	1	3	373
13:15	359	22	1	0	1	4	3	390
13:30	344	19	1	0	6	5	3	378
13:45	375	24	0	0	2	3	1	405
14:00	425	15	0	0	0	3	4	447
14:15	368	17	0	0	2	0	8	395
14:30	341	19	0	0	4	3	5	372
14:45	293	17	1	0	0	5	2	318
15:00	279	20	2	0	2	3	0	306
15:15	250	19	0	0	0	8	0	277
15:30	246	16	2	0	2	3	0	269
15:45	248	18	1	0	2	0	2	271
16:00	279	15	2	0	1	2	2	301
16:15	269	17	0	0	2	2	7	297
16:30	218	22	0	0	2	1	2	245
16:45	288	18	0	0	0	5	2	313
17:00	346	16	0	0	4	2	1	369
17:15	352	20	2	0	2	3	5	384
17:30	351	15	0	0	3	6	3	378
17:45	312	17	1	0	1	2	2	335
18:00	282	20	0	0	2	8	0	312
18:15	239	18	1	0	2	8	1	269
18:30	252	17	0	0	2	4	2	277
18:45	257	8	2	0	1	1	1	270
Start Time	**Rolling Hour**							**Total**
13:00	1428	82	3	0	10	13	10	1546
13:15	1503	80	2	0	9	15	11	1620
13:30	1512	75	1	0	10	11	16	1625
13:45	1509	75	0	0	8	9	18	1619
14:00	1427	68	1	0	6	11	19	1532
14:15	1281	73	3	0	8	11	15	1391
14:30	1163	75	3	0	6	19	7	1273
14:45	1068	72	5	0	4	19	2	1170
15:00	1023	73	5	0	6	14	2	1123
15:15	1023	68	5	0	5	13	4	1118
15:30	1042	66	5	0	7	7	11	1138
15:45	1014	72	3	0	7	5	13	1114
16:00	1054	72	2	0	5	10	13	1156
16:15	1121	73	0	0	8	10	12	1224
16:30	1204	76	2	0	8	11	10	1311
16:45	1337	69	2	0	9	16	11	1444
17:00	1361	68	3	0	10	13	11	1466
17:15	1297	72	3	0	8	19	10	1409
17:30	1184	70	2	0	8	24	6	1294
17:45	1085	72	2	0	7	22	5	1193
18:00	1030	63	3	0	7	21	4	1128

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 7

Date of Survey: 06.04.2019
Junction Name: Claremont Ave / A427 Wych Hill Lane
Junction Type: T-Junction

Arm A: Claremont Ave (N) **Arm B:** A427 Wych Hill Lane (E) **Arm C:** A427 Wych Hill Lane (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**
13:00	0	9	85	0	0	168	0	110	0
13:15	0	9	90	0	0	179	0	109	0
13:30	0	11	83	0	0	165	0	124	0
13:45	0	10	88	0	0	174	0	133	0
14:00	0	21	120	0	0	184	0	116	0
14:15	0	11	95	0	0	166	0	120	0
14:30	0	15	88	0	0	164	0	105	0
14:45	0	7	70	0	0	139	0	98	0
15:00	0	5	59	0	0	159	0	86	0
15:15	0	10	59	0	0	125	0	78	0
15:30	0	11	53	0	0	120	0	88	0
15:45	0	3	64	0	0	117	0	90	0
16:00	0	8	70	0	0	138	0	86	0
16:15	0	6	58	0	0	141	0	88	0
16:30	0	3	54	0	0	120	0	69	0
16:45	0	8	52	0	0	159	0	89	0
17:00	0	46	68	0	0	187	0	72	0
17:15	0	19	54	0	0	251	0	59	0
17:30	0	23	59	0	0	215	0	79	0
17:45	0	8	71	0	0	176	0	79	0
18:00	0	9	68	0	0	162	0	71	0
18:15	0	7	66	0	0	115	0	79	0
18:30	0	5	64	0	0	123	0	85	0
18:45	0	5	57	0	0	135	0	75	0
Start Time	**Rolling Hour**								
13:00	0	39	346	0	0	687	0	476	0
13:15	0	51	381	0	0	703	0	482	0
13:30	0	53	386	0	0	690	0	493	0
13:45	0	57	391	0	0	689	0	474	0
14:00	0	54	373	0	0	653	0	439	0
14:15	0	38	312	0	0	627	0	409	0
14:30	0	37	277	0	0	587	0	367	0
14:45	0	33	241	0	0	543	0	350	0
15:00	0	29	235	0	0	521	0	343	0
15:15	0	32	245	0	0	500	0	343	0
15:30	0	28	244	0	0	516	0	353	0
15:45	0	20	245	0	0	515	0	333	0
16:00	0	25	234	0	0	557	0	333	0
16:15	0	63	232	0	0	607	0	318	0
16:30	0	76	228	0	0	716	0	290	0
16:45	0	96	233	0	0	812	0	300	0
17:00	0	96	253	0	0	829	0	290	0
17:15	0	59	253	0	0	803	0	289	0
17:30	0	47	265	0	0	668	0	310	0
17:45	0	29	269	0	0	576	0	315	0
18:00	0	26	255	0	0	534	0	311	0

Intelligent Data Collection Limited
Woking, Surrey

Client: Vectos
Project Number: ID04567
Junction Number: Site 7
Date of Survey: 18.05.2019
Junction Name: Claremont Ave / A427 Wych Hill Lane
Junction Type: T-Junction

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Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	30.05.2019			
Prepared by	Conor Lenehan			
Signature				
Checked by	David Brown			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04567			
File Ref	ID04567 Woking, Surrey - MCC Site 7 - 18.05.2019			

Issue Sheet

Issued to	Date			
	31.05.2019			
Taylor Davis	E-mail			

Contents Page

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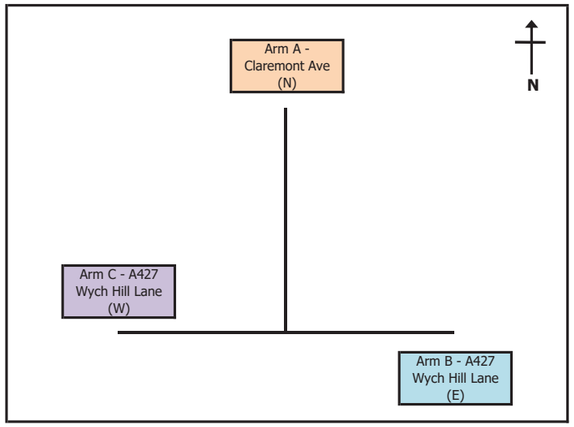
Intelligent Data Collection Limited

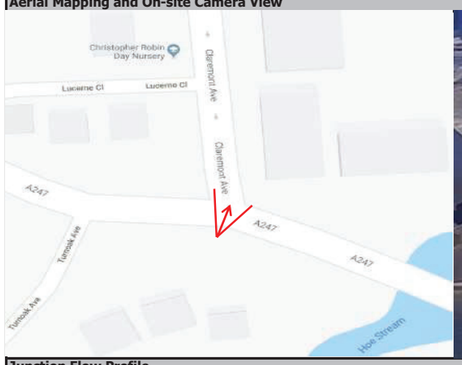
Client:	Vectos	**Date of Survey:**	18.05.2019
Project Number:	ID04567	**Junction Name:**	Claremont Ave / A427 Wych Hill Lane
Junction Number:	Site 7	**Junction Type:**	T-Junction

X Coordinate	Y Coordinate	Google Maps Link	
51.30783763995306	-0.5608871293184166	Click Here	
Weather Conditions			
Cloudy			

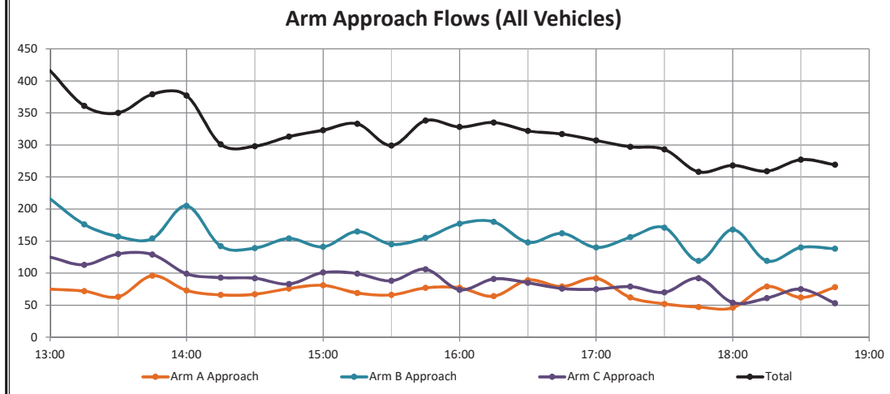
Junction Layout



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):

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Arm A: Claremont Ave (N)
Arm B: A427 Wych Hill Lane (E)
Arm C: A427 Wych Hill Lane (W)

	A to C								A to B								A 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
13:00	64	4	0	0	0	0	0	5	70	1	0	0	1	0	1	3	4	1	0	0	0	0	0	0
13:15	61	3	0	0	0	0	1	6	66	1	0	0	0	1	0	3	4	1	0	0	0	0	0	0
13:30	54	1	0	0	0	0	0	6	57	1	0	0	1	1	1	4	5	1	0	0	0	0	0	0
13:45	79	3	1	0	0	0	0	12	84	1	0	0	0	0	0	1	9	3	0	0	0	0	0	0
14:00	66	3	0	0	0	0	0	0	73	2	0	0	2	2	0	4	0	0	0	0	0	0	0	0
14:15	59	3	0	0	0	0	0	3	63	0	0	0	0	1	0	1	3	0	0	0	0	0	0	0
14:30	58	2	0	0	0	0	0	4	63	1	0	0	1	1	1	4	4	0	0	0	0	0	0	0
14:45	66	3	0	0	0	0	0	4	72	1	0	0	0	2	1	4	3	1	0	0	0	0	0	0
15:00	69	3	1	0	0	0	0	7	74	1	0	0	0	1	0	2	7	0	0	0	0	0	0	0
15:15	58	3	0	0	0	0	0	7	62	0	0	0	0	1	0	1	7	0	0	0	0	0	0	0
15:30	51	5	0	0	0	0	0	8	58	1	0	0	1	1	0	3	8	0	0	0	0	0	0	0
15:45	63	2	0	0	0	0	0	8	69	1	0	0	1	1	2	5	8	0	0	0	0	0	0	0
16:00	64	3	0	0	0	0	1	8	69	1	0	0	1	1	0	3	7	0	0	0	0	0	0	0
16:15	50	4	0	0	0	0	0	5	59	1	0	0	1	0	4	6	3	2	0	0	0	0	0	0
16:30	73	2	0	0	0	0	0	10	79	1	0	0	1	2	1	5	10	0	0	0	0	0	0	0
16:45	70	3	0	0	0	0	0	4	75	2	0	0	0	0	2	4	4	0	0	0	0	0	0	0
17:00	77	5	0	0	0	0	0	9	83	0	0	0	1	0	0	1	9	0	0	0	0	0	0	0
17:15	52	1	0	0	0	0	0	8	54	0	0	0	0	0	1	1	7	1	0	0	0	0	0	0
17:30	39	4	0	0	0	0	0	7	45	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0
17:45	41	1	0	0	0	0	0	4	43	1	0	0	0	0	0	1	4	0	0	0	0	0	0	0
18:00	41	2	0	0	0	0	0	3	43	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0
18:15	73	3	0	0	0	0	0	1	78	2	0	0	2	0	0	4	1	0	0	0	0	0	0	0
18:30	57	0	0	0	0	0	0	4	58	1	0	0	0	0	0	1	4	0	0	0	0	0	0	0
18:45	70	1	0	0	0	0	0	5	73	0	0	0	0	2	0	2	5	0	0	0	0	0	0	0
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
13:00	0	0	0	0	0	0	1	29	258	11	1	0	2	2	3	277	22	6	0	0	0	0	0	0
13:15	0	0	0	0	0	0	1	24	260	10	1	0	3	4	2	280	18	5	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	21	258	10	1	0	3	4	1	277	17	4	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	19	262	11	1	0	3	4	2	283	16	3	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	11	249	11	1	0	3	6	2	271	10	1	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	18	252	11	1	0	3	5	2	272	17	1	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	22	251	11	1	0	1	5	2	271	21	1	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	26	244	14	1	0	1	5	1	266	25	1	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	30	241	13	1	0	2	4	2	263	30	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	31	236	13	0	0	3	4	2	258	30	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	29	228	14	0	0	4	3	6	255	26	2	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	31	250	11	0	0	4	4	7	276	28	2	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	27	257	12	0	0	3	3	7	282	24	2	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	28	270	14	0	0	3	2	7	296	26	2	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	31	272	11	0	0	2	2	4	291	30	1	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	28	238	13	0	0	3	0	3	257	27	1	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	28	209	11	0	0	3	0	2	225	27	1	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	22	173	8	0	0	2	0	2	185	20	2	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	15	194	10	0	0	4	0	1	209	14	1	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	12	212	6	0	0	3	0	1	222	11	1	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	13	241	6	0	0	3	2	0	252	12	1	0	0	0	0	0	0

Intelligent Data Collection Limited

Client:	Vectos	**Date of Survey:**	18.05.2019
Project Number:	ID04567	**Junction Name:**	Claremont Ave / A427 Wych Hill Lane
Junction Number:	Site 7	**Junction Type:**	T-Junction

	A to A							
Start Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
Start Time	Rolling Hour							Total
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 7

Date of Survey: 18.05.2019
Junction Name: Claremont Ave / A427 Wych Hill Lane
Junction Type: T-Junction

Arm A: Claremont Ave (N)
Arm B: A427 Wych Hill Lane (E)
Arm C: A427 Wych Hill Lane (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
13:00								0								0	197	13	1	0	1	4	0	216
13:15								0								0	166	8	0	0	0	2	0	176
13:30								0								0	139	14	0	0	2	1	1	157
13:45								0								0	142	10	0	0	0	2	0	154
14:00								0								0	186	15	0	0	0	4	0	205
14:15								0								0	126	10	1	0	1	3	1	142
14:30								0								0	127	7	0	0	2	2	1	139
14:45								0								0	140	12	1	0	0	1	0	154
15:00								0								0	139	2	0	0	0	0	0	141
15:15								0								0	155	7	0	0	1	2	0	165
15:30								0								0	138	6	0	0	1	0	0	145
15:45								0								0	144	9	0	0	1	0	1	155
16:00								0								0	166	6	1	0	0	3	1	177
16:15								0								0	169	9	0	0	1	1	0	180
16:30								0								0	139	8	0	0	1	0	0	148
16:45								0								0	148	12	0	0	0	1	1	162
17:00								0								0	129	8	0	0	1	1	1	140
17:15								0								0	146	7	0	0	1	2	0	156
17:30								0								0	166	2	0	0	1	1	1	171
17:45								0								0	106	9	0	1	0	3	0	119
18:00								0								0	161	4	0	0	1	2	0	168
18:15								0								0	113	4	1	0	0	1	0	119
18:30								0								0	135	4	0	0	0	1	0	140
18:45								0								0	132	2	0	0	1	3	0	138
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	644	45	1	0	3	9	1	703
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	633	47	0	0	2	9	1	692
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	593	49	1	0	3	10	2	658
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	581	42	1	0	3	11	2	640
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	579	44	2	0	3	10	2	640
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	532	31	2	0	3	6	2	576
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	561	28	1	0	3	5	1	599
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	572	27	1	0	2	3	0	605
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	576	24	0	0	3	2	1	606
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	603	28	1	0	3	5	2	642
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	617	30	1	0	3	4	2	657
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	618	32	1	0	3	4	2	660
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	622	35	1	0	2	5	2	667
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	585	37	0	0	3	3	2	630
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	562	35	0	0	3	4	2	606
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	589	29	0	0	3	5	3	629
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	547	26	0	1	3	7	2	586
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	579	22	0	1	3	8	1	614
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	546	19	1	1	2	7	1	577
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	515	21	1	1	1	7	0	546
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	541	14	1	0	2	7	0	565

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 7

Date of Survey: 18.05.2019
Junction Name: Claremont Ave / A427 Wych Hill Lane
Junction Type: T-Junction

Arm A: Claremont Ave (N)
Arm B: A427 Wych Hill Lane (E)
Arm C: A427 Wych Hill Lane (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
13:00								0	117	4	0	0	0	1	3	125								0
13:15								0	105	8	0	0	0	0	0	113								0
13:30								0	122	6	0	0	0	1	1	130								0
13:45								0	123	4	0	0	0	1	1	129								0
14:00								0	86	10	0	0	0	2	1	99								0
14:15								0	86	7	0	0	0	0	0	93								0
14:30								0	83	6	1	0	0	0	2	92								0
14:45								0	76	5	0	0	0	1	1	83								0
15:00								0	92	6	0	0	1	1	1	101								0
15:15								0	90	7	0	0	0	2	0	99								0
15:30								0	84	3	0	0	0	1	0	88								0
15:45								0	101	4	0	0	0	1	0	106								0
16:00								0	69	5	0	0	0	0	0	74								0
16:15								0	87	4	0	0	0	0	0	91								0
16:30								0	80	4	0	0	0	1	0	85								0
16:45								0	71	4	0	0	0	1	0	76								0
17:00								0	70	4	0	0	0	1	0	75								0
17:15								0	72	4	1	0	0	2	0	79								0
17:30								0	68	2	0	0	0	0	0	70								0
17:45								0	88	2	0	0	0	1	1	92								0
18:00								0	54	0	0	0	0	0	0	54								0
18:15								0	54	6	0	0	0	1	0	61								0
18:30								0	68	3	0	0	0	4	0	75								0
18:45								0	49	3	0	0	0	1	0	53								0
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	0	0	0	0	0	0	0	0	467	22	0	0	0	3	5	497	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	436	28	0	0	0	4	3	471	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	417	27	0	0	0	4	3	451	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	378	27	1	0	0	3	4	413	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	331	28	1	0	0	3	4	367	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	337	24	1	0	1	2	4	369	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	341	24	1	0	1	4	4	375	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	342	21	0	0	1	5	2	371	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	367	20	0	0	1	5	1	394	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	344	19	0	0	0	4	0	367	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	341	16	0	0	0	2	0	359	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	337	17	0	0	0	2	0	356	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	307	17	0	0	0	2	0	326	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	308	16	0	0	0	3	0	327	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	293	16	1	0	0	5	0	315	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	281	14	1	0	0	4	0	300	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	298	12	1	0	0	4	1	316	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	282	8	1	0	0	3	1	295	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	264	10	0	0	0	2	1	277	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	264	11	0	0	0	6	1	282	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	225	12	0	0	0	6	0	243	0	0	0	0	0	0	0	0

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 7

Date of Survey: 18.05.2019
Junction Name: Claremont Ave / A427 Wych Hill Lane
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**
13:00	68	5	0	0	1	0	1	75	0	0	0	0	0	0	0	0
13:15	65	4	0	0	0	1	2	72	0	0	0	0	0	0	0	0
13:30	59	2	0	0	1	1	0	63	0	0	0	0	0	0	0	0
13:45	88	6	1	0	0	0	1	96	0	0	0	0	0	0	0	0
14:00	66	3	0	0	2	2	0	73	0	0	0	0	0	0	0	0
14:15	62	3	0	0	0	1	0	66	0	0	0	0	0	0	0	0
14:30	62	2	0	0	1	1	1	67	0	0	0	0	0	0	0	0
14:45	69	4	0	0	0	2	1	76	0	0	0	0	0	0	0	0
15:00	76	3	1	0	0	1	0	81	0	0	0	0	0	0	0	0
15:15	65	3	0	0	0	1	0	69	0	0	0	0	0	0	0	0
15:30	59	5	0	0	1	1	0	66	0	0	0	0	0	0	0	0
15:45	71	2	0	0	1	1	2	77	0	0	0	0	0	0	0	0
16:00	71	3	0	0	1	2	0	77	0	0	0	0	0	0	0	0
16:15	53	6	0	0	1	0	4	64	0	0	0	0	0	0	0	0
16:30	83	2	0	0	1	2	1	89	0	0	0	0	0	0	0	0
16:45	74	3	0	0	0	0	2	79	0	0	0	0	0	0	0	0
17:00	86	5	0	0	1	0	0	92	0	0	0	0	0	0	0	0
17:15	59	2	0	0	0	0	1	62	0	0	0	0	0	0	0	0
17:30	46	4	0	0	2	0	0	52	0	0	0	0	0	0	0	0
17:45	45	1	0	0	0	0	1	47	0	0	0	0	0	0	0	0
18:00	43	3	0	0	0	0	0	46	0	0	0	0	0	0	0	0
18:15	74	3	0	0	2	0	0	79	0	0	0	0	0	0	0	0
18:30	61	0	0	0	1	0	0	62	0	0	0	0	0	0	0	0
18:45	75	1	0	0	0	2	0	78	0	0	0	0	0	0	0	0
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	280	17	1	0	2	2	4	306	0	0	0	0	0	0	0	0
13:15	278	15	1	0	3	4	3	304	0	0	0	0	0	0	0	0
13:30	275	14	1	0	3	4	1	298	0	0	0	0	0	0	0	0
13:45	278	14	1	0	3	4	2	302	0	0	0	0	0	0	0	0
14:00	259	12	0	0	3	6	2	282	0	0	0	0	0	0	0	0
14:15	269	12	1	0	1	5	2	290	0	0	0	0	0	0	0	0
14:30	272	12	1	0	1	5	2	293	0	0	0	0	0	0	0	0
14:45	269	15	1	0	1	5	1	292	0	0	0	0	0	0	0	0
15:00	271	13	1	0	2	4	2	293	0	0	0	0	0	0	0	0
15:15	266	13	0	0	3	5	2	289	0	0	0	0	0	0	0	0
15:30	254	16	0	0	4	4	6	284	0	0	0	0	0	0	0	0
15:45	278	13	0	0	4	5	7	307	0	0	0	0	0	0	0	0
16:00	281	14	0	0	3	4	7	309	0	0	0	0	0	0	0	0
16:15	296	16	0	0	3	2	7	324	0	0	0	0	0	0	0	0
16:30	302	12	0	0	2	2	4	322	0	0	0	0	0	0	0	0
16:45	265	14	0	0	3	0	3	285	0	0	0	0	0	0	0	0
17:00	236	12	0	0	3	0	2	253	0	0	0	0	0	0	0	0
17:15	193	10	0	0	2	0	2	207	0	0	0	0	0	0	0	0
17:30	208	11	0	0	4	0	1	224	0	0	0	0	0	0	0	0
17:45	223	7	0	0	3	0	1	234	0	0	0	0	0	0	0	0
18:00	253	7	0	0	3	2	0	265	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 7

Date of Survey: 18.05.2019
Junction Name: Claremont Ave / A427 Wych Hill Lane
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**
13:00	197	13	1	0	1	4	0	216	181	8	0	0	1	1	4	195
13:15	166	8	0	0	0	2	0	176	166	11	0	0	0	1	1	179
13:30	139	14	0	0	2	1	1	157	176	7	0	0	1	2	1	187
13:45	142	10	0	0	0	2	0	154	202	7	1	0	0	1	2	213
14:00	186	15	0	0	0	4	0	205	152	13	0	0	2	4	1	172
14:15	126	10	1	0	1	3	1	142	145	10	0	0	0	1	0	156
14:30	127	7	0	0	2	2	1	139	141	8	1	0	1	1	3	155
14:45	140	12	1	0	0	1	0	154	142	8	0	0	0	3	2	155
15:00	139	2	0	0	0	0	0	141	161	9	1	0	1	2	1	175
15:15	155	7	0	0	1	2	0	165	148	10	0	0	0	3	0	161
15:30	138	6	0	0	1	0	0	145	135	8	0	0	1	2	0	146
15:45	144	9	0	0	1	0	1	155	164	6	0	0	1	2	2	175
16:00	166	6	1	0	0	3	1	177	133	8	0	0	1	1	0	143
16:15	169	9	0	0	1	1	0	180	137	8	0	0	1	0	4	150
16:30	139	8	0	0	1	0	0	148	153	6	0	0	1	3	1	164
16:45	148	12	0	0	0	1	1	162	141	7	0	0	0	1	2	151
17:00	129	8	0	0	1	1	1	140	147	9	0	0	1	1	0	158
17:15	146	7	0	0	1	2	0	156	124	5	1	0	0	2	1	133
17:30	166	2	0	0	1	1	1	171	107	6	0	0	2	0	0	115
17:45	106	9	0	1	0	3	0	119	129	3	0	0	0	1	2	135
18:00	161	4	0	0	1	2	0	168	95	2	0	0	0	0	0	97
18:15	113	4	1	0	0	1	0	119	127	9	0	0	0	2	1	139
18:30	135	4	0	0	0	1	0	140	125	3	0	0	1	4	0	133
18:45	132	2	0	0	1	3	0	138	119	4	0	0	0	3	0	126
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	644	45	1	0	3	9	1	703	725	33	1	0	2	5	8	774
13:15	633	47	0	0	2	9	1	692	696	38	1	0	3	8	5	751
13:30	593	49	1	0	3	10	2	658	675	37	1	0	3	8	4	728
13:45	581	42	1	0	3	11	2	640	640	38	2	0	3	7	6	696
14:00	579	44	2	0	3	10	2	640	580	39	1	0	3	9	6	638
14:15	532	31	2	0	3	6	2	576	589	35	2	0	2	7	6	641
14:30	561	28	1	0	3	5	1	599	592	35	2	0	2	9	6	646
14:45	572	27	1	0	2	3	0	605	586	35	1	0	2	10	3	637
15:00	576	24	0	0	3	2	1	606	608	33	1	0	3	9	3	657
15:15	603	28	1	0	3	5	2	642	580	32	0	0	3	8	2	625
15:30	617	30	1	0	3	4	2	657	569	30	0	0	4	5	6	614
15:45	618	32	1	0	3	4	2	660	587	28	0	0	4	6	7	632
16:00	622	35	1	0	2	5	2	667	564	29	0	0	3	5	7	608
16:15	585	37	0	0	3	3	2	630	578	30	0	0	3	5	7	623
16:30	562	35	0	0	3	4	2	606	565	27	1	0	2	7	4	606
16:45	589	29	0	0	3	5	3	629	519	27	1	0	3	4	3	557
17:00	547	26	0	1	3	7	2	586	507	23	1	0	3	4	3	541
17:15	579	22	0	1	3	8	1	614	455	16	1	0	2	3	3	480
17:30	546	19	1	1	2	7	1	577	458	20	0	0	4	2	2	486
17:45	515	21	1	1	1	7	0	546	476	17	0	0	3	6	2	504
18:00	541	14	1	0	2	7	0	565	466	18	0	0	3	8	0	495

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 7

Date of Survey: 18.05.2019
Junction Name: Claremont Ave / A427 Wych Hill Lane
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**
13:00	117	4	0	0	0	1	3	125	201	14	1	0	1	4	0	221
13:15	105	8	0	0	0	0	0	113	170	9	0	0	0	2	1	182
13:30	122	6	0	0	0	1	1	130	144	15	0	0	2	1	1	163
13:45	123	4	0	0	0	1	1	129	151	13	0	0	0	2	0	166
14:00	86	10	0	0	0	2	1	99	186	15	0	0	0	4	0	205
14:15	86	7	0	0	0	0	0	93	129	10	1	0	1	3	1	145
14:30	83	6	1	0	0	0	2	92	131	7	0	0	2	2	1	143
14:45	76	5	0	0	0	1	1	83	143	13	1	0	0	1	0	158
15:00	92	6	0	0	1	1	1	101	146	2	0	0	0	0	0	148
15:15	90	7	0	0	0	2	0	99	162	7	0	0	1	2	0	172
15:30	84	3	0	0	0	1	0	88	146	6	0	0	1	0	0	153
15:45	101	4	0	0	0	1	0	106	152	9	0	0	1	0	1	163
16:00	69	5	0	0	0	0	0	74	173	6	1	0	0	4	1	185
16:15	87	4	0	0	0	0	0	91	172	11	0	0	1	1	0	185
16:30	80	4	0	0	0	1	0	85	149	8	0	0	1	0	0	158
16:45	71	4	0	0	0	1	0	76	152	12	0	0	0	1	1	166
17:00	70	4	0	0	0	1	0	75	138	8	0	0	1	1	1	149
17:15	72	4	1	0	0	2	0	79	153	8	0	0	1	2	0	164
17:30	68	2	0	0	0	0	0	70	173	2	0	0	1	1	1	178
17:45	88	2	0	0	0	1	1	92	110	9	0	1	0	3	0	123
18:00	54	0	0	0	0	0	0	54	163	5	0	0	1	2	0	171
18:15	54	6	0	0	0	1	0	61	114	4	1	0	0	1	0	120
18:30	68	3	0	0	0	4	0	75	139	4	0	0	0	1	0	144
18:45	49	3	0	0	0	1	0	53	137	2	0	0	1	3	0	143
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	467	22	0	0	0	3	5	497	666	51	1	0	3	9	2	732
13:15	436	28	0	0	0	4	3	471	651	52	0	0	2	9	2	716
13:30	417	27	0	0	0	4	3	451	610	53	1	0	3	10	2	679
13:45	378	27	1	0	0	3	4	413	597	45	1	0	3	11	2	659
14:00	331	28	1	0	0	3	4	367	589	45	2	0	3	10	2	651
14:15	337	24	1	0	1	2	4	369	549	32	2	0	3	6	2	594
14:30	341	24	1	0	1	4	4	375	582	29	1	0	3	5	1	621
14:45	342	21	0	0	1	5	2	371	597	28	1	0	2	3	0	631
15:00	367	20	0	0	1	5	1	394	606	24	0	0	3	2	1	636
15:15	344	19	0	0	0	4	0	367	633	28	1	0	3	6	2	673
15:30	341	16	0	0	0	2	0	359	643	32	1	0	3	5	2	686
15:45	337	17	0	0	0	2	0	356	646	34	1	0	3	5	2	691
16:00	307	17	0	0	0	2	0	326	646	37	1	0	2	6	2	694
16:15	308	16	0	0	0	3	0	327	611	39	0	0	3	3	2	658
16:30	293	16	1	0	0	5	0	315	592	36	0	0	3	4	2	637
16:45	281	14	1	0	0	4	0	300	616	30	0	0	3	5	3	657
17:00	298	12	1	0	0	4	1	316	574	27	0	1	3	7	2	614
17:15	282	8	1	0	0	3	1	295	599	24	0	1	3	8	1	636
17:30	264	10	0	0	0	2	1	277	560	20	1	1	2	7	1	592
17:45	264	11	0	0	0	6	1	282	526	22	1	1	1	7	0	558
18:00	225	12	0	0	0	6	0	243	553	15	1	0	2	7	0	578

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 7

Date of Survey: 18.05.2019
Junction Name: Claremont Ave / A427 Wych Hill Lane
Junction Type: T-Junction

	Total Junction Flow							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
13:00	382	22	1	0	2	5	4	416
13:15	336	20	0	0	0	3	2	361
13:30	320	22	0	0	3	3	2	350
13:45	353	20	1	0	0	3	2	379
14:00	338	28	0	0	2	8	1	377
14:15	274	20	1	0	1	4	1	301
14:30	272	15	1	0	3	3	4	298
14:45	285	21	1	0	0	4	2	313
15:00	307	11	1	0	1	2	1	323
15:15	310	17	0	0	1	5	0	333
15:30	281	14	0	0	2	2	0	299
15:45	316	15	0	0	2	2	3	338
16:00	306	14	1	0	1	5	1	328
16:15	309	19	0	0	2	1	4	335
16:30	302	14	0	0	2	3	1	322
16:45	293	19	0	0	0	2	3	317
17:00	285	17	0	0	2	2	1	307
17:15	277	13	1	0	1	4	1	297
17:30	280	8	0	0	3	1	1	293
17:45	239	12	0	1	0	4	2	258
18:00	258	7	0	0	1	2	0	268
18:15	241	13	1	0	2	2	0	259
18:30	264	7	0	0	1	5	0	277
18:45	256	6	0	0	1	6	0	269
Start Time	**Rolling Hour**							**Total**
13:00	1391	84	2	0	5	14	10	1506
13:15	1347	90	1	0	5	17	7	1467
13:30	1285	90	2	0	6	18	6	1407
13:45	1237	83	3	0	6	18	8	1355
14:00	1169	84	3	0	6	19	8	1289
14:15	1138	67	4	0	5	13	8	1235
14:30	1174	64	3	0	5	14	7	1267
14:45	1183	63	2	0	4	13	3	1268
15:00	1214	57	1	0	6	11	4	1293
15:15	1213	60	1	0	6	14	4	1298
15:30	1212	62	1	0	7	10	8	1300
15:45	1233	62	1	0	7	11	9	1323
16:00	1210	66	1	0	5	11	9	1302
16:15	1189	69	0	0	6	8	9	1281
16:30	1157	63	1	0	5	11	6	1243
16:45	1135	57	1	0	6	9	6	1214
17:00	1081	50	1	1	6	11	5	1155
17:15	1054	40	1	1	5	11	4	1116
17:30	1018	40	1	1	6	9	3	1078
17:45	1002	39	1	1	4	13	2	1062
18:00	1019	33	1	0	5	15	0	1073

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 7

Date of Survey: 18.05.2019
Junction Name: Claremont Ave / A427 Wych Hill Lane
Junction Type: T-Junction

Arm A: Claremont Ave (N) **Arm B:** A427 Wych Hill Lane (E) **Arm C:** A427 Wych Hill Lane (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**
13:00	0	5	71	0	0	216	0	122	0
13:15	0	5	65	0	0	175	0	113	0
13:30	0	6	58	0	0	159	0	129	0
13:45	0	12	84	0	0	153	0	128	0
14:00	0	0	75	0	0	203	0	97	0
14:15	0	3	62	0	0	142	0	93	0
14:30	0	4	63	0	0	140	0	91	0
14:45	0	4	70	0	0	154	0	82	0
15:00	0	7	74	0	0	141	0	101	0
15:15	0	7	61	0	0	165	0	98	0
15:30	0	8	59	0	0	147	0	87	0
15:45	0	8	68	0	0	156	0	105	0
16:00	0	7	70	0	0	175	0	74	0
16:15	0	5	57	0	0	181	0	91	0
16:30	0	10	79	0	0	150	0	84	0
16:45	0	4	73	0	0	161	0	75	0
17:00	0	9	85	0	0	140	0	74	0
17:15	0	8	53	0	0	156	0	79	0
17:30	0	7	48	0	0	171	0	70	0
17:45	0	4	42	0	0	119	0	91	0
18:00	0	3	43	0	0	168	0	54	0
18:15	0	1	81	0	0	119	0	60	0
18:30	0	4	60	0	0	139	0	73	0
18:45	0	5	72	0	0	138	0	52	0
Start Time	**Rolling Hour**								
13:00	0	28	277	0	0	702	0	491	0
13:15	0	23	281	0	0	689	0	466	0
13:30	0	21	279	0	0	656	0	446	0
13:45	0	19	284	0	0	637	0	409	0
14:00	0	11	270	0	0	639	0	363	0
14:15	0	18	270	0	0	577	0	367	0
14:30	0	22	269	0	0	601	0	372	0
14:45	0	26	265	0	0	607	0	368	0
15:00	0	30	263	0	0	609	0	392	0
15:15	0	30	259	0	0	643	0	365	0
15:30	0	28	254	0	0	658	0	358	0
15:45	0	30	274	0	0	661	0	355	0
16:00	0	26	279	0	0	666	0	325	0
16:15	0	28	294	0	0	631	0	325	0
16:30	0	31	290	0	0	607	0	313	0
16:45	0	28	259	0	0	628	0	299	0
17:00	0	28	228	0	0	587	0	314	0
17:15	0	22	186	0	0	615	0	293	0
17:30	0	15	214	0	0	578	0	275	0
17:45	0	12	226	0	0	546	0	278	0
18:00	0	13	255	0	0	565	0	239	0

Intelligent Data Collection Limited
Woking, Surrey

Client: Vectos
Project Number: ID04567
Junction Number: Site 8
Date of Survey: 04.04.2019
Junction Name: A320 Guildford Road / York Road
Junction Type: T-Junction

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	24.04.2019			
Prepared by	Grant Daniel Breddy			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04567			
File Ref	ID04567 Woking, Surrey - MCC Site 8 - 04.04.2019			

Issue Sheet

Issued to	Date			
	26.04.2019			
Taylor Davis	E-mail			

Contents Page

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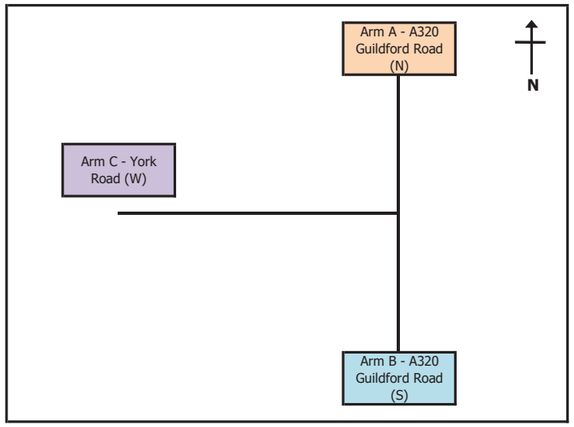
Intelligent Data Collection Limited

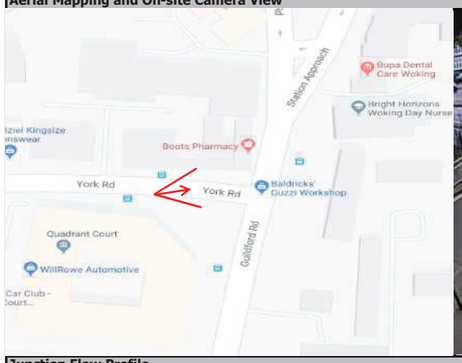
Client:	Vectos	**Date of Survey:**	04.04.2019
Project Number:	ID04567	**Junction Name:**	A320 Guildford Road / York Road
Junction Number:	Site 8	**Junction Type:**	T-Junction

X Coordinate	Y Coordinate	Google Maps Link	
51.31471276739148	-0.5602451674001259	Click Here	
AM Peak Conditions	**PM Peak Conditions**		
Drizzle	Drizzle		

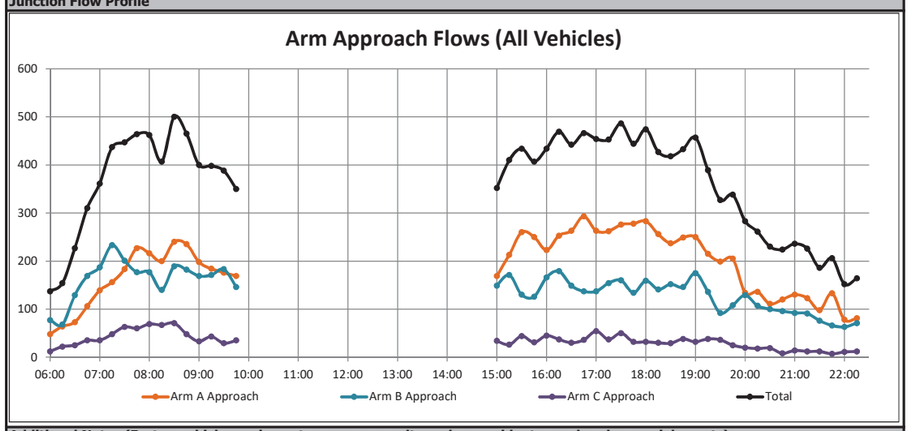
Junction Layout



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):

Intelligent Data Collection Limited
Client: Vectos
Project Number: ID04567
Junction Number: Site 8
Date of Survey: 04.04.2019
Junction Name: A320 Guildford Road / York Road
Junction Type: T-Junction

Arm A: A320 Guildford Road (N)
Arm B: A320 Guildford Road (S)
Arm C: York Road (W)

Time	A to C Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	A to B Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	A to A Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
06:00	53	7	0	0	2	0	0	62	53	7	0	0	2	0	0	62	0	0	0	0	0	0	0	0
06:15	49	11	2	0	2	0	1	65	49	11	2	0	2	0	1	65	0	0	0	0	0	0	0	0
06:30	75	15	1	0	2	1	0	94	75	15	1	0	2	1	0	94	0	0	0	0	0	0	0	0
06:45	89	15	2	0	2	0	0	108	89	15	2	0	2	0	0	108	0	0	0	0	0	0	0	0
07:00	119	17	2	0	1	2	0	141	119	17	2	0	1	2	0	141	0	0	0	0	0	0	0	0
07:15	143	18	1	0	1	2	1	166	143	18	1	0	1	2	1	166	0	0	0	0	0	0	0	0
07:30	171	26	6	0	3	1	0	207	171	26	6	0	3	1	0	207	0	0	0	0	0	0	0	0
07:45	197	23	2	0	1	0	2	225	197	23	2	0	1	0	2	225	0	0	0	0	0	0	0	0
08:00	147	23	1	0	1	1	0	173	147	23	1	0	1	1	0	173	0	0	0	0	0	0	0	0
08:15	171	11	3	2	0	0	3	190	171	11	3	2	0	0	3	190	0	0	0	0	0	0	0	0
08:30	135	22	4	0	2	1	0	164	135	22	4	0	2	1	0	164	0	0	0	0	0	0	0	0
08:45	141	16	2	0	0	0	0	159	141	16	2	0	0	0	0	159	0	0	0	0	0	0	0	0
09:00	134	15	2	1	1	0	1	154	134	15	2	1	1	0	1	154	0	0	0	0	0	0	0	0
09:15	103	16	1	0	0	0	0	120	103	16	1	0	0	0	0	120	0	0	0	0	0	0	0	0
09:30	98	12	1	0	1	0	0	112	98	12	1	0	1	0	0	112	0	0	0	0	0	0	0	0
09:45	83	5	0	0	1	0	0	89	83	5	0	0	1	0	0	89	0	0	0	0	0	0	0	0
10:00	67	3	0	0	0	0	0	70	67	3	0	0	0	0	0	70	0	0	0	0	0	0	0	0
10:15	66	3	0	0	0	0	0	69	66	3	0	0	0	0	0	69	0	0	0	0	0	0	0	0
Start 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
Rolling Hour																								
06:00	317	37	4	0	5	1	1	365	317	37	4	0	5	1	1	365	0	0	0	0	0	0	0	0
06:15	396	48	5	0	8	1	1	459	396	48	5	0	8	1	1	459	0	0	0	0	0	0	0	0
06:30	436	58	6	0	7	2	2	511	436	58	6	0	7	2	2	511	0	0	0	0	0	0	0	0
06:45	492	65	7	0	8	3	4	579	492	65	7	0	8	3	4	579	0	0	0	0	0	0	0	0
07:00	530	76	8	0	6	3	4	627	530	76	8	0	6	3	4	627	0	0	0	0	0	0	0	0
07:15	590	84	13	1	3	3	4	698	590	84	13	1	3	3	4	698	0	0	0	0	0	0	0	0
07:30	618	90	12	0	4	3	5	732	618	90	12	0	4	3	5	732	0	0	0	0	0	0	0	0
07:45	646	93	12	1	3	4	5	764	646	93	12	1	3	4	5	764	0	0	0	0	0	0	0	0
08:00	617	77	11	0	3	3	6	717	617	77	11	0	3	3	6	717	0	0	0	0	0	0	0	0
08:15	611	70	12	3	3	2	3	704	611	70	12	3	3	2	3	704	0	0	0	0	0	0	0	0
08:30	571	71	13	2	2	2	3	664	571	71	13	2	2	2	3	664	0	0	0	0	0	0	0	0
08:45	511	64	12	2	4	2	1	596	511	64	12	2	4	2	1	618	0	0	0	0	0	0	0	0
09:00	466	58	11	2	4	2	0	543	466	58	11	2	4	2	0	543	0	0	0	0	0	0	0	0
09:15	405	53	10	2	3	2	0	475	405	53	10	2	3	2	0	475	0	0	0	0	0	0	0	0
09:30	405	53	10	2	3	2	0	475	405	53	10	2	3	2	0	475	0	0	0	0	0	0	0	0
09:45	398	46	9	2	3	2	0	460	398	46	9	2	3	2	0	460	0	0	0	0	0	0	0	0
10:00	408	46	9	2	3	2	0	470	408	46	9	2	3	2	0	470	0	0	0	0	0	0	0	0
10:15	405	46	9	2	3	2	0	467	405	46	9	2	3	2	0	467	0	0	0	0	0	0	0	0
10:30	405	46	9	2	3	2	0	467	405	46	9	2	3	2	0	467	0	0	0	0	0	0	0	0
10:45	405	46	9	2	3	2	0	467	405	46	9	2	3	2	0	467	0	0	0	0	0	0	0	0
11:00	405	46	9	2	3	2	0	467	405	46	9	2	3	2	0	467	0	0	0	0	0	0	0	0
11:15	405	46	9	2	3	2	0	467	405	46	9	2	3	2	0	467	0	0	0	0	0	0	0	0
11:30	405	46	9	2	3	2	0	467	405	46	9	2	3	2	0	467	0	0	0	0	0	0	0	0
11:45	405	46	9	2	3	2	0	467	405	46	9	2	3	2	0	467	0	0	0	0	0	0	0	0
12:00	405	46	9	2	3	2	0	467	405	46	9	2	3	2	0	467	0	0	0	0	0	0	0	0
12:15	405	46	9	2	3	2	0	467	405	46	9	2	3	2	0	467	0	0	0	0	0	0	0	0
12:30	405	46	9	2	3	2	0	467	405	46	9	2	3	2	0	467	0	0	0	0	0	0	0	0
12:45	405	46	9	2	3	2	0	467	405	46	9	2	3	2	0	467	0	0	0	0	0	0	0	0
13:00	405	46	9	2	3	2	0	467	405	46	9	2	3	2	0	467	0	0	0	0	0	0	0	0
13:15	405	46	9	2	3	2	0	467	405	46	9	2	3	2	0	467	0	0	0	0	0	0	0	0
13:30	405	46	9	2	3	2	0	467	405	46	9	2	3	2	0	467	0	0	0	0	0	0	0	0
13:45	405	46	9	2	3	2	0	467	405	46	9	2	3	2	0	467	0	0	0	0	0	0	0	0
14:00	405	46	9	2	3	2	0	467	405	46	9	2	3	2	0	467	0	0	0	0	0	0	0	0
14:15	405	46	9	2	3	2	0	467	405	46	9	2	3	2	0	467	0	0	0	0	0	0	0	0
14:30	405	46	9	2	3	2	0	467	405	46	9	2	3	2	0	467	0	0	0	0	0	0	0	0
14:45	405	46	9	2	3	2	0	467	405	46	9	2	3	2	0	467	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

Time	A to C Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	A to B Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	A to A Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
06:00	3	1	0	0	0	0	0	4	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
06:15	2	1	0	0	0	0	0	3	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
06:30	5	1	0	0	0	0	0	6	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
06:45	9	1	0	0	0	0	0	10	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0
07:00	19	4	0	0	0	0	0	23	19	4	0	0	0	0	0	23	0	0	0	0	0	0	0	0
07:15	11	1	0	0	0	0	0	12	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0
07:30	16	3	0	0	0	0	0	19	16	3	0	0	0	0	0	19	0	0	0	0	0	0	0	0
07:45	25	2	0	0	0	0	0	27	25	2	0	0	0	0	0	27	0	0	0	0	0	0	0	0
08:00	48	1	0	0	0	0	0	49	48	1	0	0	0	0	0	49	0	0	0	0	0	0	0	0
08:15	40	3	0	0	0	0	0	43	40	3	0	0	0	0	0	43	0	0	0	0	0	0	0	0
08:30	30	4	0	0	0	0	0	34	30	4	0	0	0	0	0	34	0	0	0	0	0	0	0	0
08:45	21	3	0	0	0	0	0	24	21	3	0	0	0	0	0	24	0	0	0	0	0	0	0	0
09:00	23	2	0	0	0	0	0	25	23	2	0	0	0	0	0	25	0	0	0	0	0	0	0	0
09:15	19	2	0	0	0	0	0	21	19	2	0	0	0	0	0	21	0	0	0	0	0	0	0	0
09:30	9	2	0	0	0	0	0	11	9	2	0	0	0	0	0	11	0	0	0	0	0	0	0	0
09:45	16	1	0	0	0	0	0	17	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0
10:00	8	1	0	0	0	0	0	9	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
10:15	12	0	0	0	0	0	0	12	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
Start 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
Rolling Hour																								
06:00	19	3	1	0	1	0	0	24	19	3	1	0	1	0	0	24	0	0	0	0	0	0	0	0
06:15	35	6	1	0	4	0	0	46	35	6	1	0	4	0	0	46	0	0	0	0	0	0	0	0
06:30	44	7	1	0	5	0	0	57	44	7	1	0	5	0	0	57	0	0	0	0	0	0	0	0
06:45	51	9	1	0	5	0	0	66	51	9	1	0	5	0	0	66	0	0	0	0	0	0	0	0
07:00	58	11	1	0	6	0	0	76	58	11	1	0	6	0	0	76	0	0	0	0	0	0	0	0
07:15	64	9	0	0	3	0	0	76	64	9	0	0	3	0	0	76	0	0	0	0	0	0	0	0
07:30	75	9	0	0	3	0	0	87	75	9	0	0	3	0	0	87	0	0	0	0	0	0	0	0
07:45	111	7	0	0	2	0	0	120	111	7	0	0	2	0	0	120	0	0	0	0	0	0	0	0
08:00	135	8	0	0	3	0	0	146	135	8	0	0	3	0	0	146	0	0	0	0	0	0	0	0
08:15	139	11	0	0	2	0	0	152	139	11	0	0	2	0	0	152	0	0	0	0	0	0	0	0
08:30	134	13	0	0	2	0	0	149	134	13	0	0	2	0	0	149	0	0	0	0	0	0	0	0
08:45	93	12	0	0	2	0	0	107	93	12	0	0	2	0	0	107	0	0	0	0	0	0	0	0
09:00	94	5	0	0	2	0	0	101	94	5	0	0	2	0	0	101	0	0	0	0	0	0	0	0
09:15	96	5	0	0	2	0	0	103	96	5	0	0	2	0	0	103	0	0	0	0	0	0	0	0
09:30	102	10	0	0	1	0	0	113	102	10	0	0	1	0	0	113	0	0	0	0	0	0	0	0
09:45	107	14	0	0	1	0	0	122	107	14	0	0	1	0	0	122	0	0	0	0	0	0	0	0
10:00	114	13	0	0	1	0	0	128	114	13	0	0	1	0	0	128	0	0	0	0	0	0	0	0
10:15	103	11	0	0	1	0	0	115	103	11	0	0	1	0	0	115	0	0	0	0	0	0	0	0
10:30	110	10	0	0	0	0	0	120	110	10	0	0	0	0	0	120	0	0	0	0	0	0	0	0
10:45	109	9	0	0	0	0	0	118	109	9	0	0	0	0	0	118	0	0	0	0	0	0	0	0
11:00	98	8	0	0	0	0	0	106	98	8	0	0	0	0	0	106	0	0	0	0	0	0	0	0
11:15	107	8	0	0	0	0	0	115	107	8	0	0	0	0	0	115	0	0	0	0	0	0	0	0
11:30	107	7	0	0	0	0	0	114	107	7	0	0	0	0	0	114	0	0	0	0	0	0	0	0
11:45	116	6	0	0	0	0	0	122	116	6	0	0	0	0	0	122	0	0	0	0	0	0	0	0
12:00	117	5	0	0	0	0	0	122	117	5	0	0	0	0	0	122	0	0	0	0	0	0	0	0
12:15	106	4	0	0	0	0	0	110	106	4	0	0	0	0	0	110	0	0	0	0	0	0	0	0
12:30	93	2	0	0	0	0	0	95	93	2	0	0	0	0	0	95	0	0	0	0	0	0	0	0
12:45	96	2	0	0	0	0	0	98	96	2	0	0	0	0	0	98	0	0	0	0	0	0	0	0
13:00	72	2	0	0	0	0	0	74	72	2	0	0	0	0	0	74	0	0	0	0	0	0	0	0
13:15	60	2	0	0	0	0	0	62	60	2	0	0	0	0	0	62	0	0	0	0	0	0	0	0
13:30	58	3	0	0	0	0	0	61	58	3	0	0	0	0	0	61	0	0	0	0	0	0	0	0
13:45	61	2	0	0	0	0	0	63	61	2	0	0	0	0	0	63	0	0	0	0	0	0	0	0
14:00	52	2	0	0	0	0	0	54	52	2	0	0	0	0	0	54	0	0	0	0	0	0	0	0
14:15	45	1	0	0	0	0	0	46	45	1	0	0	0	0	0	46	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 8

Date of Survey: 04.04.2019
Junction Name: A320 Guildford Road / York Road
Junction Type: T-Junction

Arm A: A320 Guildford Road (N)
Arm B: A320 Guildford Road (S)
Arm C: York Road (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
06:00								0	66	6	1	0	0	3	1	77	0	0	0	0	0	0	0	0
06:15								0	58	4	0	1	1	1	1	66	1	1	0	0	0	0	0	2
06:30								0	114	10	1	0	0	1	2	128	1	0	0	0	0	0	0	1
06:45								0	136	23	2	1	1	1	4	168	1	0	0	0	0	0	0	1
07:00								0	154	22	2	1	1	2	4	186	1	0	0	0	0	0	0	1
07:15								0	194	27	2	0	2	1	5	231	2	0	0	0	0	0	0	2
07:30								0	164	27	5	2	0	1	1	200	1	0	0	0	0	0	0	1
07:45								0	145	20	3	3	1	2	3	177	0	0	0	0	0	0	0	0
08:00								0	153	12	2	1	2	2	4	176	1	0	0	0	0	0	0	1
08:15								0	120	10	2	0	0	4	3	139	1	0	0	0	0	0	0	1
08:30								0	157	16	2	2	2	2	4	185	2	1	0	0	0	1	0	4
08:45								0	151	15	2	2	1	2	3	176	6	0	0	0	0	0	0	6
09:00								0	138	13	3	2	0	3	3	162	5	0	0	0	0	1	1	7
09:15								0	146	10	5	3	0	1	3	168	3	0	0	0	0	0	0	3
09:30								0	153	17	1	3	1	3	1	179	4	0	0	0	0	0	0	4
09:45								0	120	13	4	0	2	1	2	142	3	1	0	0	0	0	0	4
15:00								0	132	10	1	1	1	0	1	146	1	1	0	0	0	0	1	3
15:15								0	147	16	2	1	1	1	1	169	1	1	0	0	0	0	0	2
15:30								0	103	10	3	4	1	3	1	125	3	1	0	0	1	0	0	5
15:45								0	103	14	2	2	1	0	2	124	2	0	0	0	0	0	0	2
16:00								0	148	9	1	0	0	2	3	163	3	0	0	0	0	0	0	3
16:15								0	149	17	0	1	4	2	3	176	3	0	0	0	0	0	0	3
16:30								0	137	6	0	0	1	2	2	148	1	0	0	0	0	0	0	1
16:45								0	121	6	1	0	2	4	1	135	2	0	0	0	0	0	0	2
17:00								0	115	14	1	0	1	1	0	132	3	2	0	0	0	0	0	5
17:15								0	138	9	1	1	0	1	0	150	4	0	0	0	0	0	0	4
17:30								0	142	8	0	1	1	3	1	156	4	0	0	0	0	0	0	4
17:45								0	122	7	0	0	1	1	0	131	2	1	0	0	0	0	0	3
18:00								0	143	9	1	0	1	3	0	157	2	0	0	0	0	0	0	2
18:15								0	131	6	0	0	0	2	2	141	0	0	0	0	0	0	0	0
18:30								0	133	12	0	1	1	2	2	151	1	0	0	0	0	0	0	1
18:45								0	131	7	0	0	1	0	5	144	2	0	0	0	0	0	0	2
19:00								0	161	6	0	0	1	2	2	172	3	0	0	0	0	0	0	3
19:15								0	128	3	0	0	0	0	1	132	4	0	0	0	0	0	0	4
19:30								0	87	3	0	0	0	1	0	91	1	0	0	0	0	0	0	1
19:45								0	104	1	0	0	1	0	1	107	1	0	0	0	0	0	0	1
20:00								0	119	6	0	0	0	2	0	127	2	0	0	0	0	0	0	2
20:15								0	101	4	1	0	0	1	0	107	0	0	0	0	0	0	0	0
20:30								0	89	4	0	0	1	2	0	96	4	0	0	0	0	0	0	4
20:45								0	90	3	0	0	0	1	0	94	2	0	0	0	0	0	0	2
21:00								0	85	0	1	0	1	2	2	91	1	0	0	0	0	0	0	1
21:15								0	83	1	0	0	0	1	2	87	4	0	0	0	0	0	0	4
21:30								0	69	2	1	0	0	2	1	75	1	0	0	0	0	0	0	1
21:45								0	63	0	0	0	1	0	0	64	2	0	0	0	0	0	0	2
22:00								0	61	1	0	0	0	0	0	62	1	0	0	0	0	0	0	1
22:15								0	63	4	0	0	0	0	0	67	4	0	0	0	0	0	0	4
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	0	0	0	0	0	0	0	0	374	43	4	2	2	6	8	439	3	1	0	0	0	0	0	4
06:15	0	0	0	0	0	0	0	0	462	59	5	3	3	5	11	548	4	1	0	0	0	0	0	5
06:30	0	0	0	0	0	0	0	0	598	82	7	2	4	5	15	713	5	0	0	0	0	0	0	5
06:45	0	0	0	0	0	0	0	0	648	99	11	4	4	5	14	785	5	0	0	0	0	0	0	5
07:00	0	0	0	0	0	0	0	0	657	96	12	6	4	6	13	794	4	0	0	0	0	0	0	4
07:15	0	0	0	0	0	0	0	0	656	86	12	6	5	6	13	784	4	0	0	0	0	0	0	4
07:30	0	0	0	0	0	0	0	0	582	69	12	6	3	9	11	692	3	0	0	0	0	0	0	3
07:45	0	0	0	0	0	0	0	0	575	58	9	6	5	10	14	677	4	1	0	0	0	1	0	6
08:00	0	0	0	0	0	0	0	0	581	53	8	5	5	10	14	676	10	1	0	0	0	1	0	12
08:15	0	0	0	0	0	0	0	0	566	54	9	6	3	11	13	662	14	1	0	0	0	2	1	18
08:30	0	0	0	0	0	0	0	0	592	54	12	9	3	8	13	691	16	1	0	0	0	2	1	20
08:45	0	0	0	0	0	0	0	0	588	55	11	10	2	9	10	685	18	0	0	0	0	1	1	20
09:00	0	0	0	0	0	0	0	0	557	53	13	8	3	8	9	651	15	1	0	0	0	1	1	18
15:00	0	0	0	0	0	0	0	0	485	50	8	8	4	4	5	564	7	3	0	0	1	0	1	12
15:15	0	0	0	0	0	0	0	0	501	49	8	7	3	6	7	581	9	2	0	0	1	0	0	12
15:30	0	0	0	0	0	0	0	0	503	50	6	7	6	7	9	588	11	1	0	0	1	0	0	13
15:45	0	0	0	0	0	0	0	0	537	46	3	3	6	6	10	611	9	0	0	0	0	0	0	9
16:00	0	0	0	0	0	0	0	0	555	38	2	1	7	10	9	622	9	0	0	0	0	0	0	9
16:15	0	0	0	0	0	0	0	0	522	43	2	1	8	9	6	591	9	2	0	0	0	0	0	11
16:30	0	0	0	0	0	0	0	0	511	35	3	1	4	8	3	565	10	2	0	0	0	0	0	12
16:45	0	0	0	0	0	0	0	0	516	37	3	2	4	9	2	573	13	2	0	0	0	0	0	15
17:00	0	0	0	0	0	0	0	0	517	38	2	2	3	6	1	569	13	3	0	0	0	0	0	16
17:15	0	0	0	0	0	0	0	0	545	33	2	2	3	8	1	594	12	1	0	0	0	0	0	13
17:30	0	0	0	0	0	0	0	0	538	30	1	1	3	9	3	585	8	1	0	0	0	0	0	9
17:45	0	0	0	0	0	0	0	0	529	34	1	1	3	8	4	580	5	1	0	0	0	0	0	6
18:00	0	0	0	0	0	0	0	0	538	34	1	1	3	7	9	593	5	0	0	0	0	0	0	5
18:15	0	0	0	0	0	0	0	0	556	31	0	1	3	6	11	608	6	0	0	0	0	0	0	6
18:30	0	0	0	0	0	0	0	0	553	28	0	1	3	4	10	599	10	0	0	0	0	0	0	10
18:45	0	0	0	0	0	0	0	0	507	19	0	0	2	3	8	539	10	0	0	0	0	0	0	10
19:00	0	0	0	0	0	0	0	0	480	13	0	0	2	3	4	502	9	0	0	0	0	0	0	9
19:15	0	0	0	0	0	0	0	0	438	13	0	0	1	3	2	457	8	0	0	0	0	0	0	8
19:30	0	0	0	0	0	0	0	0	411	14	1	0	1	4	1	432	4	0	0	0	0	0	0	4
19:45	0	0	0	0	0	0	0	0	413	15	1	0	2	5	1	437	7	0	0	0	0	0	0	7
20:00	0	0	0	0	0	0	0	0	399	17	1	0	1	6	0	424	8	0	0	0	0	0	0	8
20:15	0	0	0	0	0	0	0	0	365	11	2	0	2	6	2	388	7	0	0	0	0	0	0	7
20:30	0	0	0	0	0	0	0	0	347	8	1	0	2	6	4	368	11	0	0	0	0	0	0	11
20:45	0	0	0	0	0	0	0	0	327	6	2	0	1	6	5	347	8	0	0	0	0	0	0	8
21:00	0	0	0	0	0	0	0	0	300	3	2	0	2	5	5	317	8	0	0	0	0	0	0	8
21:15	0	0	0	0	0	0	0	0	276	4	1	0	1	3	3	288	8	0	0	0	0	0	0	8
21:30	0	0	0	0	0	0	0	0	256	7	1	0	1	2	1	268	8	0	0	0	0	0	0	8

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 8

Date of Survey: 04.04.2019
Junction Name: A320 Guildford Road / York Road
Junction Type: T-Junction

Arm A: A320 Guildford Road (N)
Arm B: A320 Guildford Road (S)
Arm C: York Road (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
06:00								0	1	0	0	0	0	0	0	1	10	0	0	0	1	0	0	11
06:15								0	1	0	0	0	0	0	0	1	15	3	0	0	0	2	1	21
06:30								0	0	0	0	0	0	0	0	0	20	1	0	0	1	0	3	25
06:45								0	2	0	1	0	0	0	0	3	27	1	0	0	1	1	2	32
07:00								0	2	0	0	0	0	0	0	2	29	2	0	0	1	0	1	33
07:15								0	2	0	0	0	0	0	0	2	34	5	1	0	0	2	4	46
07:30								0	7	2	0	0	0	0	0	9	40	6	0	0	1	4	3	54
07:45								0	6	1	0	0	0	0	0	7	48	2	0	0	0	0	3	53
08:00								0	8	2	0	0	0	0	0	10	56	1	0	0	1	1	0	59
08:15								0	11	3	0	0	0	0	0	14	50	2	0	0	0	0	1	53
08:30								0	17	0	0	0	0	0	0	17	45	5	0	0	0	0	4	54
08:45								0	3	2	0	0	0	0	0	5	36	3	0	0	1	0	3	43
09:00								0	2	0	0	0	0	0	1	3	23	5	0	0	0	2	0	30
09:15								0	6	2	0	0	0	0	0	8	31	2	0	0	1	0	1	35
09:30								0	4	1	0	0	0	0	0	5	20	2	0	0	0	1	1	24
09:45								0	3	0	0	0	0	0	0	3	27	1	0	0	2	1	1	32
15:00								0	4	0	0	0	0	0	0	4	26	3	0	0	1	0	0	30
15:15								0	2	0	0	0	0	1	0	3	22	1	0	0	0	0	0	23
15:30								0	1	3	0	0	0	0	0	4	36	3	0	0	1	0	0	40
15:45								0	3	2	0	0	0	0	0	5	23	0	0	0	2	0	1	26
16:00								0	1	0	0	0	0	0	0	1	41	3	0	0	0	0	0	44
16:15								0	7	1	0	0	0	0	0	8	27	1	0	0	1	0	0	29
16:30								0	5	0	0	0	0	0	0	5	20	5	0	0	0	0	0	25
16:45								0	6	0	0	0	0	0	0	6	29	1	0	0	0	0	0	30
17:00								0	6	2	0	0	0	1	0	9	41	0	0	0	2	0	2	45
17:15								0	6	1	0	0	0	0	0	7	28	2	0	0	0	0	0	30
17:30								0	9	0	0	0	0	0	0	9	37	3	0	0	1	0	0	41
17:45								0	2	0	0	0	0	0	0	2	25	3	0	0	0	0	2	30
18:00								0	3	0	0	0	0	0	0	3	28	1	0	0	0	0	0	29
18:15								0	5	1	0	0	0	0	0	6	22	0	0	0	2	0	0	24
18:30								0	6	0	0	0	0	1	0	7	22	0	0	0	0	0	0	22
18:45								0	8	0	0	0	0	0	0	8	29	1	0	0	0	0	0	30
19:00								0	1	0	0	0	0	0	1	2	29	1	0	0	0	0	0	30
19:15								0	6	0	0	0	0	0	0	6	30	0	0	0	1	1	0	32
19:30								0	3	0	0	0	0	0	0	3	32	1	0	0	0	0	0	33
19:45								0	5	0	0	0	0	1	1	7	18	0	0	0	0	0	0	18
20:00								0	2	0	0	0	0	0	0	2	18	0	0	0	0	0	0	18
20:15								0	0	0	0	0	0	0	0	0	16	2	0	0	0	0	0	18
20:30								0	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	19
20:45								0	1	0	0	0	0	0	0	1	7	0	0	0	0	0	0	7
21:00								0	4	0	0	0	0	0	0	4	10	0	0	0	0	0	0	10
21:15								0	1	0	0	0	0	0	0	1	11	0	0	0	0	0	0	11
21:30								0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
21:45								0	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6
22:00								0	2	0	0	0	0	0	0	2	9	0	0	0	0	0	0	9
22:15								0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	5	72	5	0	0	3	3	6	89
06:15	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	6	91	7	0	0	3	3	7	111
06:30	0	0	0	0	0	0	0	0	6	0	1	0	0	0	0	7	110	9	1	0	3	3	10	136
06:45	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	16	130	14	1	0	3	7	10	165
07:00	0	0	0	0	0	0	0	0	17	3	0	0	0	0	0	20	151	15	1	0	2	6	11	186
07:15	0	0	0	0	0	0	0	0	23	5	0	0	0	0	0	28	178	14	1	0	2	7	10	212
07:30	0	0	0	0	0	0	0	0	32	8	0	0	0	0	0	40	194	11	0	0	2	5	7	219
07:45	0	0	0	0	0	0	0	0	42	6	0	0	0	0	0	48	199	10	0	0	1	1	8	219
08:00	0	0	0	0	0	0	0	0	39	7	0	0	0	0	0	46	187	11	0	0	2	1	8	209
08:15	0	0	0	0	0	0	0	0	33	5	0	0	0	0	1	39	154	15	0	0	1	2	8	180
08:30	0	0	0	0	0	0	0	0	28	4	0	0	0	0	1	33	135	15	0	0	2	2	8	162
08:45	0	0	0	0	0	0	0	0	15	5	0	0	0	0	1	21	110	12	0	0	2	3	5	132
09:00	0	0	0	0	0	0	0	0	15	3	0	0	0	0	1	19	101	10	0	0	3	4	3	121
15:00	0	0	0	0	0	0	0	0	10	5	0	0	0	1	0	16	107	7	0	0	4	0	1	119
15:15	0	0	0	0	0	0	0	0	7	5	0	0	0	1	0	13	122	7	0	0	3	0	1	133
15:30	0	0	0	0	0	0	0	0	12	6	0	0	0	0	0	18	127	7	0	0	4	0	1	139
15:45	0	0	0	0	0	0	0	0	16	3	0	0	0	0	0	19	111	9	0	0	3	0	1	124
16:00	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	20	117	10	0	0	1	0	0	128
16:15	0	0	0	0	0	0	0	0	24	3	0	0	0	1	0	28	117	7	0	0	3	0	2	129
16:30	0	0	0	0	0	0	0	0	23	3	0	0	0	1	0	27	118	8	0	0	2	0	2	130
16:45	0	0	0	0	0	0	0	0	27	3	0	0	0	1	0	31	135	6	0	0	3	0	2	146
17:00	0	0	0	0	0	0	0	0	23	3	0	0	0	1	0	27	131	8	0	0	3	0	4	146
17:15	0	0	0	0	0	0	0	0	20	1	0	0	0	0	0	21	118	9	0	0	1	0	2	130
17:30	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	20	112	7	0	0	3	0	2	124
17:45	0	0	0	0	0	0	0	0	16	1	0	0	0	1	0	18	97	4	0	0	2	0	2	105
18:00	0	0	0	0	0	0	0	0	22	1	0	0	0	1	0	24	101	2	0	0	2	0	0	105
18:15	0	0	0	0	0	0	0	0	20	1	0	0	0	1	1	23	102	2	0	0	2	0	0	106
18:30	0	0	0	0	0	0	0	0	21	0	0	0	0	1	1	23	110	2	0	0	1	1	0	114
18:45	0	0	0	0	0	0	0	0	18	0	0	0	0	0	1	19	120	3	0	0	1	1	0	125
19:00	0	0	0	0	0	0	0	0	15	0	0	0	0	1	2	18	109	2	0	0	1	1	0	113
19:15	0	0	0	0	0	0	0	0	16	0	0	0	0	1	1	18	98

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Client: Vectos
Project Number: ID04567
Junction Number: Site 8

Date of Survey: 04.04.2019
Junction Name: A320 Guildford Road / York 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
06:00	43	5	0	0	0	0	0	48	76	6	1	0	1	3	1	88
06:15	55	7	1	0	1	1	0	64	73	7	0	1	1	3	2	87
06:30	54	12	3	0	2	0	2	73	134	11	1	0	1	1	5	153
06:45	84	16	1	0	4	1	0	106	163	24	2	1	2	2	6	200
07:00	108	19	2	3	2	1	4	139	183	24	2	1	2	2	5	219
07:15	130	18	2	0	2	3	1	156	228	32	3	0	2	3	9	277
07:30	155	21	3	0	1	2	1	183	204	33	5	2	1	5	4	254
07:45	187	29	6	0	2	0	3	227	193	22	3	3	1	2	6	230
08:00	182	25	2	1	4	2	0	216	209	13	2	1	3	3	4	235
08:15	169	24	1	0	1	1	4	200	170	12	2	0	0	4	4	192
08:30	219	12	3	2	1	0	3	240	202	21	2	2	2	2	8	239
08:45	204	25	3	0	1	1	1	235	187	18	2	2	2	2	6	219
09:00	165	24	4	1	3	1	0	198	161	18	3	2	0	5	3	192
09:15	162	20	2	0	0	0	0	184	177	12	5	3	1	1	4	203
09:30	154	15	4	1	2	0	0	176	173	19	1	3	1	4	2	203
09:45	143	17	2	1	2	2	2	169	147	14	4	0	4	2	3	174
15:00	147	14	2	1	1	4	0	169	158	13	1	1	2	0	1	176
15:15	192	16	2	0	1	2	0	213	169	17	2	1	1	1	1	192
15:30	233	23	2	0	0	1	1	260	139	13	3	4	2	3	1	165
15:45	210	30	1	0	5	2	2	250	126	14	2	2	3	0	3	150
16:00	199	20	0	0	3	0	1	223	189	12	1	0	0	2	3	207
16:15	226	20	0	0	4	3	0	253	176	18	0	1	5	2	3	205
16:30	232	27	1	1	1	1	0	263	157	11	0	0	1	2	2	173
16:45	259	24	3	0	1	4	2	293	150	7	1	0	2	4	1	165
17:00	236	18	1	0	3	3	2	263	156	14	1	0	3	1	2	177
17:15	239	12	0	0	3	2	6	262	166	11	1	1	0	1	0	180
17:30	255	12	1	0	2	2	4	276	179	11	0	1	2	3	1	197
17:45	256	11	0	1	0	4	6	278	147	10	0	0	1	1	2	161
18:00	254	18	1	0	2	4	4	283	171	10	1	0	1	3	0	186
18:15	228	15	1	0	2	2	8	256	153	6	0	0	2	2	2	165
18:30	217	10	0	0	1	2	7	237	155	12	0	1	1	2	2	173
18:45	234	7	1	0	1	2	4	249	160	8	0	0	1	0	5	174
19:00	231	8	0	0	2	5	4	250	190	7	0	0	1	2	2	202
19:15	204	4	0	0	1	1	5	215	158	3	0	0	1	1	1	164
19:30	183	8	1	0	1	2	4	199	119	4	0	0	0	1	0	124
19:45	191	6	0	0	2	5	1	205	122	1	0	0	1	0	1	125
20:00	123	5	1	0	0	4	1	134	137	6	0	0	0	2	0	145
20:15	126	1	0	0	1	7	1	136	117	6	1	0	0	1	0	125
20:30	102	3	1	0	1	2	2	111	108	4	0	0	1	2	0	115
20:45	114	3	0	0	1	1	1	120	97	3	0	0	0	1	0	101
21:00	123	3	0	0	0	2	2	130	95	0	1	0	1	2	2	101
21:15	117	2	1	0	1	2	0	123	94	1	0	0	0	1	2	98
21:30	92	5	0	0	0	1	0	98	81	2	1	0	0	2	1	87
21:45	129	3	0	0	1	0	0	133	69	0	0	0	1	0	0	70
22:00	75	1	1	0	0	1	0	78	70	1	0	0	0	0	0	71
22:15	78	3	0	0	0	0	0	81	75	4	0	0	0	0	0	79
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	236	40	5	0	7	1	2	291	446	48	4	2	5	9	14	528
06:15	301	54	7	3	9	2	6	382	553	66	5	3	6	8	18	659
06:30	376	65	8	3	10	5	7	474	708	91	8	2	7	8	25	849
06:45	477	74	8	3	9	7	6	584	778	113	12	4	7	12	24	950
07:00	580	87	13	3	7	6	9	705	808	111	13	6	6	12	24	980
07:15	654	93	13	1	9	7	5	782	834	100	13	6	7	13	23	996
07:30	693	99	12	1	8	5	8	826	776	80	12	6	5	14	18	911
07:45	757	90	12	3	8	3	10	883	774	68	9	6	6	11	22	896
08:00	774	86	9	3	7	4	8	891	768	64	8	5	7	11	22	885
08:15	757	85	11	3	6	3	8	873	720	69	9	6	4	13	21	842
08:30	750	81	12	3	5	2	4	857	727	69	12	9	5	10	21	853
08:45	685	84	13	2	6	2	1	793	698	67	11	10	4	12	15	817
09:00	624	76	12	3	7	3	2	727	658	63	13	8	6	12	12	772
15:00	782	83	7	1	7	9	3	892	592	57	8	8	8	4	6	683
15:15	834	89	5	0	9	5	4	946	623	56	8	7	6	6	8	714
15:30	868	93	3	0	12	6	4	986	630	57	6	7	10	7	10	727
15:45	867	97	2	1	13	6	3	989	648	55	3	3	9	6	11	735
16:00	916	91	4	1	9	8	3	1032	672	48	2	1	8	10	9	750
16:15	953	89	5	1	9	11	4	1072	639	50	2	1	11	9	8	720
16:30	966	81	5	1	8	10	10	1081	629	43	3	1	6	8	5	695
16:45	989	66	5	0	9	11	14	1094	651	43	3	2	7	9	4	719
17:00	986	53	2	1	8	11	18	1079	648	46	2	2	6	6	5	715
17:15	1004	53	2	1	7	12	20	1099	663	42	2	2	4	8	3	724
17:30	993	56	3	1	6	12	22	1093	650	37	1	1	6	9	5	709
17:45	955	54	2	1	5	12	25	1054	626	38	1	1	5	8	6	685
18:00	933	50	3	0	6	10	23	1025	639	36	1	1	5	7	9	698
18:15	910	40	2	0	6	11	23	992	658	33	0	1	5	6	11	714
18:30	886	29	1	0	5	10	20	951	663	30	0	1	4	5	10	713
18:45	852	27	2	0	5	10	17	913	627	22	0	0	3	4	8	664
19:00	809	26	1	0	6	13	14	869	589	15	0	0	3	4	4	615
19:15	701	23	2	0	4	12	11	753	536	14	0	0	2	4	2	558
19:30	623	20	2	0	4	18	7	674	495	17	1	0	1	4	1	519
19:45	542	15	2	0	4	18	5	586	484	17	1	0	2	5	1	510
20:00	465	12	2	0	3	14	5	501	459	19	1	0	1	6	0	486
20:15	465	10	1	0	3	12	6	497	417	13	2	0	2	6	2	442
20:30	456	11	2	0	3	7	5	484	394	8	1	0	2	6	4	415
20:45	446	13	1	0	2	6	3	471	367	6	2	0	1	6	5	387
21:00	461	13	1	0	2	5	2	484	339	3	2	0	2	5	5	356
21:15	413	11	2	0	2	4	0	432	314	4	1	0	1	3	3	326
21:30	374	12	1	0	1	2	0	390	295	7	1	0	1	2	1	307

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Client: Vectos
Project Number: ID04567
Junction Number: Site 8

Date of Survey: 04.04.2019
Junction Name: A320 Guildford Road / York 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
06:00	66	6	1	0	0	3	1	77	41	4	0	0	0	0	0	45
06:15	59	5	0	1	1	1	1	68	54	7	1	0	1	0	0	63
06:30	115	10	1	0	1	1	2	129	49	11	2	0	2	0	1	65
06:45	137	23	2	1	1	1	4	169	77	15	2	0	2	1	0	97
07:00	155	22	2	1	1	2	4	187	91	15	2	3	0	0	3	114
07:15	196	27	2	0	2	1	5	233	121	17	2	0	1	2	1	144
07:30	165	27	5	2	0	1	1	201	150	20	3	0	1	1	0	175
07:45	145	20	3	3	1	2	3	177	177	27	6	0	1	0	2	213
08:00	154	12	2	1	2	2	4	177	165	25	2	1	3	1	0	197
08:15	121	10	2	0	0	4	3	140	158	26	1	0	1	1	3	190
08:30	159	17	2	2	2	3	4	189	188	11	3	2	0	0	3	207
08:45	157	15	2	2	1	2	3	182	167	24	3	0	0	1	0	195
09:00	143	13	3	2	0	4	4	169	137	21	4	1	2	1	1	167
09:15	149	10	5	3	0	1	3	171	147	18	2	0	0	0	0	167
09:30	157	17	1	3	1	3	1	183	135	13	4	1	1	0	0	154
09:45	123	14	4	0	2	1	2	146	127	15	2	1	1	2	1	149
15:00	133	11	1	1	1	0	2	149	135	14	2	1	1	4	0	157
15:15	148	17	2	1	1	1	1	171	165	16	2	0	0	3	0	186
15:30	106	11	3	4	2	3	1	130	212	24	2	0	0	1	1	240
15:45	105	14	2	2	1	0	2	126	186	29	1	0	4	1	1	222
16:00	151	9	1	0	0	2	3	166	172	15	0	0	3	0	0	190
16:15	152	17	0	1	4	2	3	179	208	18	0	0	4	3	0	233
16:30	138	6	0	0	1	2	2	149	210	24	1	1	1	1	0	238
16:45	123	6	1	0	2	4	1	137	231	22	3	0	0	2	1	259
17:00	118	16	1	0	1	1	0	137	225	17	1	0	1	4	2	250
17:15	142	9	1	1	0	1	0	154	213	11	0	0	2	2	6	234
17:30	146	8	0	1	1	3	1	160	238	10	1	0	2	1	4	256
17:45	124	8	0	0	1	1	0	134	235	10	0	1	0	3	5	254
18:00	145	9	1	0	1	3	0	159	231	15	1	0	0	4	3	254
18:15	131	6	0	0	0	2	2	141	199	15	1	0	2	2	4	223
18:30	134	12	0	1	1	2	2	152	199	9	0	0	1	2	4	215
18:45	133	7	0	0	1	0	5	146	208	5	1	0	1	2	0	217
19:00	164	6	0	0	1	2	2	175	202	5	0	0	1	4	4	216
19:15	132	3	0	0	0	0	1	136	182	4	0	0	1	1	4	192
19:30	88	3	0	0	0	1	0	92	161	8	1	0	1	2	1	174
19:45	105	1	0	0	1	0	1	108	173	5	0	0	1	4	2	185
20:00	121	6	0	0	0	2	0	129	108	4	1	0	0	3	1	117
20:15	101	4	1	0	0	1	0	107	105	1	0	0	1	6	1	114
20:30	93	4	0	0	1	2	0	100	91	2	1	0	1	2	2	99
20:45	92	3	0	0	0	1	0	96	104	3	0	0	1	1	1	110
21:00	86	0	1	0	1	2	2	92	110	2	0	0	0	2	1	115
21:15	87	1	0	0	0	1	2	91	99	1	1	0	1	2	0	104
21:30	70	2	1	0	0	2	1	76	83	5	0	0	0	1	0	89
21:45	65	0	0	0	1	0	0	66	114	3	0	0	1	0	0	118
22:00	62	1	0	0	0	0	0	63	69	0	1	0	0	0	0	70
22:15	67	4	0	0	0	0	0	71	66	3	0	0	0	0	0	69
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	377	44	4	2	2	6	8	443	221	37	5	0	5	1	1	270
06:15	466	60	5	3	3	5	11	553	271	48	7	3	5	1	4	339
06:30	603	82	7	2	4	5	15	718	338	58	8	3	5	3	5	420
06:45	653	99	11	4	4	5	14	790	439	67	9	3	4	4	4	530
07:00	661	96	12	6	4	6	13	798	539	79	13	3	3	3	6	646
07:15	660	86	12	6	5	6	13	788	613	89	13	1	6	4	3	729
07:30	585	69	12	6	3	9	11	695	650	98	12	1	6	3	5	775
07:45	579	59	9	6	5	11	14	683	688	89	12	3	5	2	8	807
08:00	591	54	8	5	5	11	14	688	678	86	9	3	4	3	6	789
08:15	580	55	9	6	3	13	14	680	650	82	11	3	3	3	7	759
08:30	608	55	12	9	3	10	14	711	639	74	12	3	2	2	4	736
08:45	606	55	11	10	2	10	11	705	586	76	13	2	3	2	1	683
09:00	572	54	13	8	3	9	10	669	546	67	12	3	4	3	2	637
15:00	492	53	8	8	5	4	6	576	698	83	7	1	5	9	2	805
15:15	510	51	8	7	4	6	7	593	735	84	5	0	7	5	2	838
15:30	514	51	6	7	7	7	9	601	778	86	3	0	11	5	2	885
15:45	546	46	3	3	6	6	10	620	776	86	2	1	12	5	1	883
16:00	564	38	2	1	7	10	9	631	821	79	4	1	8	6	1	920
16:15	531	45	2	1	8	9	6	602	874	81	5	1	6	10	3	980
16:30	521	37	3	1	4	8	3	577	879	74	5	1	4	9	9	981
16:45	529	39	3	2	4	9	2	588	907	60	5	0	5	9	13	999
17:00	530	41	2	2	3	6	1	585	911	48	2	1	5	10	17	994
17:15	557	34	2	2	3	8	1	607	917	46	2	1	4	10	18	998
17:30	546	31	1	1	3	9	3	594	903	50	3	1	4	10	16	987
17:45	534	35	1	1	3	8	4	586	864	49	2	1	3	11	16	946
18:00	543	34	1	1	3	7	9	598	837	44	3	0	4	10	11	909
18:15	562	31	0	1	3	6	11	614	808	34	2	0	5	10	12	871
18:30	563	28	0	1	3	4	10	609	791	23	1	0	4	9	12	840
18:45	517	19	0	0	2	3	8	549	753	22	2	0	4	9	9	799
19:00	489	13	0	0	2	3	4	511	718	22	1	0	4	11	11	767
19:15	446	13	0	0	1	3	2	465	624	21	2	0	3	10	8	668
19:30	415	14	1	0	1	4	1	436	547	18	2	0	3	15	5	590
19:45	420	15	1	0	2	5	1	444	477	12	2	0	3	15	6	515
20:00	407	17	1	0	1	6	0	432	408	10	2	0	3	12	5	440
20:15	372	11	2	0	2	6	2	395	410	8	1	0	3	11	5	438
20:30	358	8	1	0	2	6	4	379	404	8	2	0	3	7	4	428
20:45	335	6	2	0	1	6	5	355	396	11	1	0	2	6	2	418
21:00	308	3	2	0	2	5	5	325	406	11	1	0	2	5	1	426
21:15	284	4	1	0	1	3	3	296	365	9	2	0	2	3	0	381
21:30	264	7	1	0	1	2	1	276	332	11	1	0	1	1	0	346

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Client: Vectos
Project Number: ID04567
Junction Number: Site 8

Date of Survey: 04.04.2019
Junction Name: A320 Guildford Road / York 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
06:00	11	0	0	0	1	0	0	12	3	1	0	0	0	0	0	4
06:15	16	3	0	0	0	2	1	22	3	1	0	0	0	0	0	4
06:30	20	1	0	0	1	0	3	25	6	1	1	0	0	0	1	9
06:45	29	1	1	0	1	1	2	35	10	1	0	0	2	0	0	13
07:00	31	2	0	0	1	0	1	35	20	4	0	0	2	1	1	28
07:15	36	5	1	0	0	2	4	48	13	1	0	0	1	1	0	16
07:30	47	8	0	0	1	4	3	63	13	3	0	0	0	1	1	18
07:45	54	3	0	0	0	0	3	60	16	3	0	0	1	0	1	21
08:00	64	3	0	0	1	1	0	69	26	2	0	0	1	1	0	30
08:15	61	5	0	0	0	0	1	67	23	1	0	0	0	0	1	25
08:30	62	5	0	0	0	0	4	71	50	2	0	0	1	1	0	54
08:45	39	5	0	0	1	0	3	48	46	3	0	0	1	0	1	51
09:00	25	5	0	0	0	2	1	33	35	3	0	0	1	1	1	41
09:15	37	4	0	0	1	0	1	43	24	4	0	0	0	0	0	28
09:30	24	3	0	0	0	1	1	29	27	3	0	0	1	0	0	31
09:45	30	1	0	0	2	1	1	35	22	3	0	0	1	0	1	27
15:00	30	3	0	0	1	0	0	34	17	1	0	0	0	0	1	19
15:15	24	1	0	0	0	1	0	26	30	1	0	0	1	0	0	32
15:30	37	6	0	0	1	0	0	44	25	3	0	0	1	0	0	29
15:45	26	2	0	0	2	0	1	31	29	3	0	0	1	1	1	35
16:00	42	3	0	0	0	0	0	45	31	5	0	0	0	0	1	37
16:15	34	2	0	0	1	0	0	37	28	3	0	0	0	0	0	31
16:30	25	5	0	0	0	0	0	30	28	3	0	0	0	0	0	31
16:45	35	1	0	0	0	0	0	36	36	2	0	0	1	2	1	42
17:00	47	2	0	0	2	1	2	54	20	5	0	0	2	0	0	27
17:15	34	3	0	0	0	0	0	37	36	2	0	0	1	0	0	39
17:30	46	3	0	0	1	0	0	50	30	2	0	0	0	1	0	33
17:45	27	3	0	0	0	0	2	32	25	2	0	0	0	1	1	29
18:00	31	1	0	0	0	0	0	32	28	3	0	0	2	0	1	34
18:15	27	1	0	0	2	0	0	30	34	1	0	0	0	0	4	39
18:30	28	0	0	0	0	1	0	29	25	1	0	0	0	1	3	30
18:45	37	1	0	0	0	0	0	38	36	2	0	0	0	0	4	42
19:00	30	1	0	0	0	0	1	32	33	3	0	0	1	1	1	39
19:15	36	0	0	0	1	1	0	38	32	0	0	0	0	0	1	33
19:30	35	1	0	0	0	0	0	36	26	0	0	0	0	0	3	29
19:45	23	0	0	0	0	1	1	25	24	1	0	0	1	2	0	28
20:00	20	0	0	0	0	0	0	20	19	1	0	0	0	1	0	21
20:15	16	2	0	0	0	0	0	18	21	0	0	0	0	1	0	22
20:30	19	0	0	0	0	0	0	19	15	1	0	0	0	0	0	16
20:45	8	0	0	0	0	0	0	8	13	0	0	0	0	0	0	13
21:00	14	0	0	0	0	0	0	14	18	1	0	0	0	0	1	20
21:15	12	0	0	0	0	0	0	12	23	1	0	0	0	0	0	24
21:30	12	0	0	0	0	0	0	12	10	0	0	0	0	0	0	10
21:45	7	0	0	0	0	0	0	7	18	0	0	0	0	0	0	18
22:00	11	0	0	0	0	0	0	11	9	1	0	0	0	1	0	11
22:15	12	0	0	0	0	0	0	12	16	0	0	0	0	0	0	16
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
06:00	76	5	1	0	3	3	6	94	22	4	1	0	2	0	1	30
06:15	96	7	1	0	3	3	7	117	39	7	1	0	4	1	2	54
06:30	116	9	2	0	3	3	10	143	49	7	1	0	5	2	2	66
06:45	143	16	2	0	3	7	10	181	56	9	0	0	5	3	2	75
07:00	168	18	1	0	2	6	11	206	62	11	0	0	4	3	3	83
07:15	201	19	1	0	2	7	10	240	68	9	0	0	3	3	2	85
07:30	226	19	0	0	2	5	7	259	78	9	0	0	2	2	3	94
07:45	241	16	0	0	1	1	8	267	115	8	0	0	3	2	2	130
08:00	226	18	0	0	2	1	8	255	145	8	0	0	3	2	2	160
08:15	187	20	0	0	1	2	9	219	154	9	0	0	3	2	3	171
08:30	163	19	0	0	2	2	9	195	155	12	0	0	3	2	2	174
08:45	125	17	0	0	2	3	6	153	132	13	0	0	3	1	2	151
09:00	116	13	0	0	3	4	4	140	108	13	0	0	3	1	2	127
15:00	117	12	0	0	4	1	1	135	101	8	0	0	3	1	2	115
15:15	129	12	0	0	3	1	1	146	115	12	0	0	3	1	2	133
15:30	139	13	0	0	4	0	1	157	113	14	0	0	2	1	2	132
15:45	127	12	0	0	3	0	1	143	116	14	0	0	1	1	2	134
16:00	136	11	0	0	1	0	0	148	123	13	0	0	1	2	2	141
16:15	141	10	0	0	3	1	2	157	112	13	0	0	3	2	1	131
16:30	141	11	0	0	2	1	2	157	120	12	0	0	4	2	1	139
16:45	162	9	0	0	3	1	2	177	122	11	0	0	4	3	1	141
17:00	154	11	0	0	3	1	4	173	111	11	0	0	3	2	1	128
17:15	138	10	0	0	1	0	2	151	119	9	0	0	3	2	2	135
17:30	131	8	0	0	3	0	2	144	117	8	0	0	2	2	6	135
17:45	113	5	0	0	2	1	2	123	112	7	0	0	2	2	9	132
18:00	123	3	0	0	2	1	0	129	123	7	0	0	2	1	12	145
18:15	122	3	0	0	2	1	1	129	128	7	0	0	1	2	12	150
18:30	131	2	0	0	1	2	1	137	126	6	0	0	1	2	9	144
18:45	138	3	0	0	1	1	1	144	127	5	0	0	1	1	9	143
19:00	124	2	0	0	1	2	2	131	115	4	0	0	2	3	5	129
19:15	114	1	0	0	1	2	1	119	101	2	0	0	1	3	4	111
19:30	94	3	0	0	0	1	1	99	90	2	0	0	1	4	3	100
19:45	78	2	0	0	0	1	1	82	79	3	0	0	1	4	0	87
20:00	63	2	0	0	0	0	0	65	68	2	0	0	0	2	0	72
20:15	57	2	0	0	0	0	0	59	67	2	0	0	0	1	1	71
20:30	53	0	0	0	0	0	0	53	69	3	0	0	0	0	1	73
20:45	46	0	0	0	0	0	0	46	64	2	0	0	0	0	1	67
21:00	45	0	0	0	0	0	0	45	69	2	0	0	0	0	1	72
21:15	42	0	0	0	0	0	0	42	60	2	0	0	0	1	0	63
21:30	42	0	0	0	0	0	0	42	53	1	0	0	0	1	0	55

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 8

Date of Survey: 04.04.2019
Junction Name: A320 Guildford Road / York Road
Junction Type: T-Junction

	Total Junction Flow							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
06:00	120	11	1	0	1	3	1	137
06:15	130	15	1	1	2	3	2	154
06:30	189	23	4	0	3	1	7	227
06:45	250	40	4	1	6	3	6	310
07:00	294	43	4	4	4	3	9	361
07:15	362	50	5	0	4	6	10	437
07:30	367	56	8	2	2	7	5	447
07:45	386	52	9	3	3	2	9	464
08:00	400	40	4	2	7	5	4	462
08:15	351	39	3	0	1	5	8	407
08:30	440	34	5	4	3	3	11	500
08:45	400	45	5	2	3	3	7	465
09:00	333	42	7	3	3	7	5	400
09:15	348	34	7	3	1	1	4	398
09:30	335	35	5	4	3	4	2	388
09:45	296	32	6	1	6	4	5	350
15:00	310	28	3	2	3	4	2	352
15:15	364	34	4	1	2	4	1	410
15:30	376	40	5	4	3	4	2	434
15:45	341	46	3	2	8	2	5	407
16:00	392	32	1	0	3	2	4	434
16:15	412	39	0	1	9	5	3	469
16:30	395	38	1	1	2	3	2	442
16:45	417	31	4	0	3	8	3	466
17:00	401	36	2	0	6	5	4	454
17:15	415	24	1	1	3	3	6	453
17:30	447	23	1	1	4	5	5	486
17:45	407	22	0	1	1	5	8	444
18:00	430	28	2	0	3	7	4	474
18:15	386	22	1	0	4	4	10	427
18:30	379	22	0	1	2	5	9	418
18:45	404	15	1	0	2	2	9	433
19:00	425	15	0	0	3	7	7	457
19:15	372	7	0	0	2	2	6	389
19:30	306	12	1	0	1	3	4	327
19:45	319	7	0	0	3	6	3	338
20:00	264	11	1	0	0	6	1	283
20:15	243	7	1	0	1	8	1	261
20:30	214	7	1	0	2	4	2	230
20:45	214	6	0	0	1	2	1	224
21:00	223	3	1	0	1	4	4	236
21:15	216	3	1	0	1	3	2	226
21:30	174	7	1	0	0	3	1	186
21:45	201	3	0	0	2	0	0	206
22:00	148	2	1	0	0	1	0	152
22:15	157	7	0	0	0	0	0	164
Start Time	**Rolling Hour**							**Total**
06:00	689	89	10	2	12	10	16	828
06:15	863	121	13	6	15	10	24	1052
06:30	1095	156	17	5	17	13	32	1335
06:45	1273	189	21	7	16	19	30	1555
07:00	1409	201	26	9	13	18	33	1709
07:15	1515	198	26	7	16	20	28	1810
07:30	1504	187	24	7	13	19	26	1780
07:45	1577	165	21	9	14	15	32	1833
08:00	1591	158	17	8	14	16	30	1834
08:15	1524	160	20	9	10	18	31	1772
08:30	1521	155	24	12	10	14	27	1763
08:45	1416	156	24	12	10	15	18	1651
09:00	1312	143	25	11	13	16	16	1536
15:00	1391	148	15	9	16	14	10	1603
15:15	1473	152	13	7	16	12	12	1685
15:30	1521	157	9	7	23	13	14	1744
15:45	1540	155	5	4	22	12	14	1752
16:00	1616	140	6	2	17	18	12	1811
16:15	1625	144	7	2	20	21	12	1831
16:30	1628	129	8	2	14	19	15	1815
16:45	1680	114	8	2	16	21	18	1859
17:00	1670	105	4	3	14	18	23	1837
17:15	1699	97	4	3	11	20	23	1857
17:30	1670	95	4	2	12	21	27	1831
17:45	1602	94	3	2	10	21	31	1763
18:00	1599	87	4	1	11	18	32	1752
18:15	1594	74	2	1	11	18	35	1715
18:30	1580	59	1	1	9	16	31	1697
18:45	1507	49	2	0	8	14	26	1606
19:00	1422	41	1	0	9	18	20	1511
19:15	1261	37	2	0	6	17	14	1337
19:30	1132	37	3	0	5	23	9	1209
19:45	1040	32	3	0	6	24	7	1112
20:00	935	31	3	0	4	20	5	998
20:15	894	23	3	0	5	18	8	951
20:30	867	19	3	0	5	13	9	916
20:45	827	19	3	0	3	12	8	872
21:00	814	16	3	0	4	10	7	854
21:15	739	15	3	0	3	7	3	770
21:30	680	19	2	0	2	4	1	708

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 8

Date of Survey: 04.04.2019
Junction Name: A320 Guildford Road / York Road
Junction Type: T-Junction

Arm A: A320 Guildford Road (N) **Arm B:** A320 Guildford Road (S) **Arm C:** York Road (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**
06:00	0	4	44	0	75	0	0	1	13
06:15	0	2	64	0	68	2	0	1	19
06:30	0	8	69	0	127	1	0	0	24
06:45	0	15	97	0	169	1	0	4	31
07:00	0	29	117	0	187	1	0	2	34
07:15	0	15	143	0	231	2	0	2	43
07:30	0	16	170	0	207	1	0	9	51
07:45	0	22	211	0	183	0	0	7	51
08:00	0	30	195	0	178	1	0	10	60
08:15	0	23	175	0	136	1	0	14	52
08:30	0	52	194	0	189	3	0	17	51
08:45	0	46	192	0	180	6	0	5	42
09:00	0	36	172	0	164	6	0	2	29
09:15	0	25	161	0	175	3	0	8	36
09:30	0	29	156	0	185	4	0	5	23
09:45	0	24	149	0	146	4	0	3	34
15:00	0	16	156	0	150	2	0	4	32
15:15	0	32	184	0	173	2	0	2	23
15:30	0	24	236	0	134	7	0	4	42
15:45	0	33	223	0	130	2	0	5	28
16:00	0	33	194	0	160	3	0	1	44
16:15	0	28	229	0	180	3	0	8	31
16:30	0	30	237	0	147	1	0	5	25
16:45	0	40	254	0	136	2	0	6	30
17:00	0	25	240	0	134	5	0	8	46
17:15	0	37	224	0	152	4	0	7	30
17:30	0	28	247	0	157	4	0	9	43
17:45	0	25	248	0	132	3	0	2	28
18:00	0	34	247	0	158	2	0	3	29
18:15	0	36	217	0	138	0	0	6	27
18:30	0	26	206	0	152	1	0	6	22
18:45	0	37	210	0	142	2	0	8	30
19:00	0	36	211	0	171	3	0	1	30
19:15	0	28	184	0	131	4	0	6	33
19:30	0	26	171	0	90	1	0	3	33
19:45	0	27	177	0	108	1	0	6	18
20:00	0	18	113	0	126	2	0	2	18
20:15	0	21	111	0	107	0	0	0	18
20:30	0	12	99	0	96	4	0	0	19
20:45	0	11	109	0	93	2	0	1	7
21:00	0	18	109	0	91	1	0	4	10
21:15	0	20	104	0	85	4	0	1	11
21:30	0	9	88	0	74	1	0	0	12
21:45	0	16	119	0	66	2	0	1	6
22:00	0	9	69	0	62	1	0	2	9
22:15	0	12	69	0	67	4	0	0	12
Start Time	**Rolling Hour**								
06:00	0	29	275	0	439	4	0	6	87
06:15	0	54	348	0	551	5	0	7	108
06:30	0	67	427	0	714	5	0	8	132
06:45	0	74	527	0	794	5	0	17	158
07:00	0	81	641	0	808	4	0	20	178
07:15	0	82	719	0	800	4	0	28	204
07:30	0	90	751	0	705	3	0	40	213
07:45	0	126	775	0	687	5	0	48	214
08:00	0	150	756	0	683	11	0	46	205
08:15	0	156	734	0	669	16	0	38	174
08:30	0	158	719	0	708	18	0	32	157
08:45	0	135	681	0	704	19	0	20	129
09:00	0	113	638	0	670	17	0	18	121
15:00	0	105	798	0	586	13	0	15	124
15:15	0	122	836	0	597	14	0	12	137
15:30	0	118	882	0	604	15	0	18	144
15:45	0	124	882	0	617	9	0	19	128
16:00	0	131	913	0	623	9	0	20	130
16:15	0	123	960	0	597	11	0	27	132
16:30	0	131	954	0	568	12	0	26	131
16:45	0	129	965	0	579	15	0	30	149
17:00	0	115	959	0	575	16	0	26	147
17:15	0	124	966	0	599	13	0	21	130
17:30	0	123	959	0	585	9	0	20	127
17:45	0	121	917	0	579	6	0	17	106
18:00	0	133	880	0	589	5	0	23	108
18:15	0	135	843	0	602	6	0	22	109
18:30	0	127	810	0	595	10	0	22	115
18:45	0	127	776	0	534	10	0	18	126
19:00	0	117	743	0	500	9	0	16	114
19:15	0	100	645	0	455	8	0	17	102
19:30	0	93	573	0	431	4	0	11	87
19:45	0	79	500	0	437	7	0	8	73
20:00	0	63	432	0	423	8	0	3	62
20:15	0	63	428	0	388	7	0	5	54
20:30	0	61	421	0	365	11	0	6	47
20:45	0	58	411	0	343	8	0	6	40
21:00	0	63	420	0	315	8	0	6	39
21:15	0	54	380	0	286	8	0	4	38
21:30	0	46	345	0	268	8	0	3	39

Intelligent Data Collection Limited
Woking, Surrey

Client: Vectos
Project Number: ID04567
Junction Number: Site 8
Date of Survey: 06.04.2019
Junction Name: A320 Guildford Road / York Road
Junction Type: T-Junction

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	24.04.2019			
Prepared by	Grant Daniel Breddy			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04567			
File Ref	ID04567 Woking Surrey Part 1 - MCC 8 - 06.04.2019			

Issue Sheet

Issued to	Date			
	26.04.2019			
Taylor Davis	E-mail			

Contents Page

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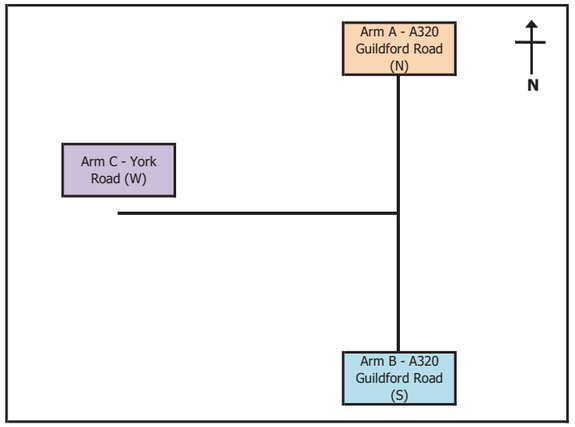
Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 8

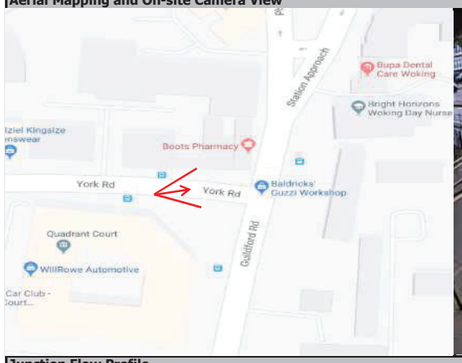
Date of Survey: 06.04.2019
Junction Name: A320 Guildford Road / York Road
Junction Type: T-Junction

X Coordinate	Y Coordinate	Google Maps Link	
51.31471276739148	-0.5602451674001259	Click Here	
Weather Conditions			
Cloudy			

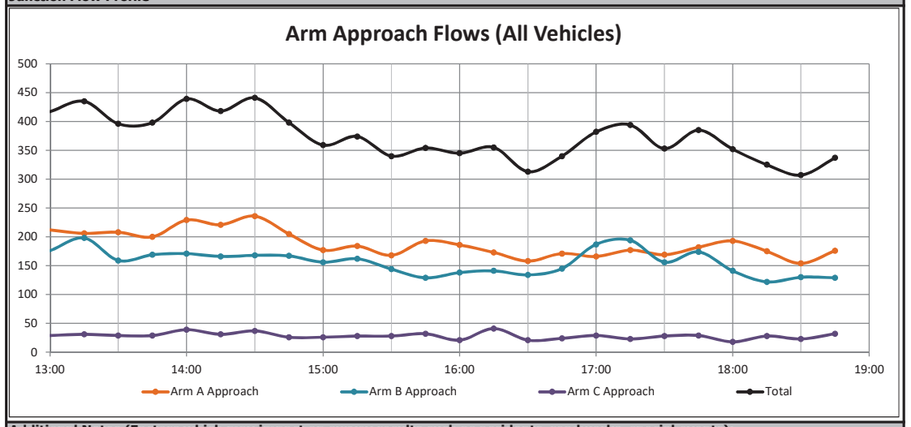
Junction Layout



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):

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 8

Date of Survey: 06.04.2019
Junction Name: A320 Guildford Road / York Road
Junction Type: T-Junction

Arm A: A320 Guildford Road (N)
Arm B: A320 Guildford Road (S)
Arm C: York Road (W)

Time	A to C							A to B							A to A						
	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
13:00	161	11	0	1	1	3	2	179	29	1	0	0	0	0	0	0								
13:15	177	7	0	0	0	2	0	186	18	2	0	0	0	0	0	0								
13:30	166	12	0	0	2	3	3	186	21	0	0	0	0	0	0	0								
13:45	171	6	0	0	2	1	0	180	18	0	0	0	0	0	0	0								
14:00	190	10	0	0	1	2	2	205	22	0	0	0	0	0	0	0								
14:15	179	11	0	0	1	1	4	195	24	1	0	0	0	0	0	0								
14:30	187	11	0	0	1	1	2	202	29	3	0	0	0	0	0	0								
14:45	176	8	2	0	0	1	1	188	16	0	0	0	0	0	0	0								
15:00	136	16	1	0	1	2	0	156	19	1	0	0	1	0	0	0								
15:15	148	4	0	0	0	5	3	160	23	1	0	0	2	0	0	0								
15:30	133	6	0	0	2	1	2	144	24	0	0	0	0	0	0	0								
15:45	148	16	0	0	1	1	2	168	22	0	0	0	0	0	0	0								
16:00	153	11	0	0	1	1	2	168	17	1	0	0	0	0	0	0								
16:15	135	10	0	0	1	0	1	147	24	1	0	0	0	0	0	0								
16:30	120	9	0	0	1	3	0	133	24	0	0	0	0	0	0	0								
16:45	139	5	1	0	0	5	3	153	16	1	0	0	0	0	0	0								
17:00	137	5	1	0	1	4	1	149	14	2	0	0	0	0	0	0								
17:15	144	4	0	0	1	2	3	154	20	1	0	0	0	0	0	0								
17:30	132	5	0	0	0	7	2	147	21	1	0	0	0	0	0	0								
17:45	154	8	0	0	0	2	1	165	16	0	0	0	0	0	0	0								
18:00	154	12	1	0	0	4	1	172	20	0	0	0	0	0	0	0								
18:15	135	7	0	0	0	4	2	151	22	2	0	0	0	0	0	0								
18:30	113	10	0	0	0	0	3	129	23	1	0	0	0	0	0	0								
18:45	140	6	0	0	0	1	3	150	24	1	0	0	0	0	0	0								
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
13:00	0	0	0	0	1	3	2	95	0	0	0	1	5	9	5	731	0	0	0	0	0	0	0	0
13:15	0	0	0	0	3	2	0	86	0	0	0	0	5	8	5	757	0	0	0	0	0	0	0	0
13:30	0	0	0	0	3	2	1	92	0	0	0	0	5	7	9	766	0	0	0	0	0	0	0	0
13:45	0	0	0	0	3	3	1	104	0	0	0	0	4	5	8	782	0	0	0	0	0	0	0	0
14:00	0	0	0	0	3	2	1	101	0	0	0	0	2	5	9	790	0	0	0	0	0	0	0	0
14:15	0	0	0	0	3	1	1	98	0	0	0	0	2	5	7	741	0	0	0	0	0	0	0	0
14:30	0	0	0	0	3	1	0	96	0	0	0	0	2	5	6	706	0	0	0	0	0	0	0	0
14:45	0	0	0	0	2	0	0	86	0	0	0	0	2	5	6	648	0	0	0	0	0	0	0	0
15:00	0	0	0	0	3	1	0	94	0	0	0	0	4	9	7	628	0	0	0	0	0	0	0	0
15:15	0	0	0	0	2	1	0	91	0	0	0	0	4	8	9	640	0	0	0	0	0	0	0	0
15:30	0	0	0	0	3	1	0	93	0	0	0	0	5	3	7	627	0	0	0	0	0	0	0	0
15:45	0	0	0	0	4	1	0	94	0	0	0	0	4	5	5	616	0	0	0	0	0	0	0	0
16:00	0	0	0	0	2	1	0	87	0	0	0	0	3	9	6	601	0	0	0	0	0	0	0	0
16:15	0	0	0	0	3	1	0	86	0	0	0	0	3	12	5	582	0	0	0	0	0	0	0	0
16:30	0	0	0	0	3	1	1	83	0	0	0	0	3	14	7	589	0	0	0	0	0	0	0	0
16:45	0	0	0	0	2	1	1	80	0	0	0	0	3	18	9	603	0	0	0	0	0	0	0	0
17:00	0	0	0	0	3	0	1	79	0	0	0	0	3	15	7	615	0	0	0	0	0	0	0	0
17:15	0	0	0	0	3	0	1	83	0	0	0	0	2	15	7	638	0	0	0	0	0	0	0	0
17:30	0	0	0	0	2	0	0	84	0	0	0	0	4	17	6	635	0	0	0	0	0	0	0	0
17:45	0	0	0	0	2	1	0	87	0	0	0	0	6	10	7	617	0	0	0	0	0	0	0	0
18:00	0	0	0	0	2	1	0	96	0	0	0	0	6	9	9	602	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 8

Date of Survey: 06.04.2019
Junction Name: A320 Guildford Road / York Road
Junction Type: T-Junction

Arm A: A320 Guildford Road (N)
Arm B: A320 Guildford Road (S)
Arm C: York Road (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
13:00								0	159	5	1	0	0	0	5	170	4	0	0	0	0	0	2	6
13:15								0	176	12	0	0	2	5	2	197	1	0	0	0	0	0	0	1
13:30								0	144	8	0	0	2	1	1	156	3	0	0	0	0	0	0	3
13:45								0	152	11	0	0	0	2	2	167	2	0	0	0	0	0	0	2
14:00								0	157	8	0	1	0	2	1	169	1	1	0	0	0	0	0	2
14:15								0	145	7	0	0	1	2	6	161	4	0	0	0	0	0	1	5
14:30								0	152	9	2	0	2	1	1	167	1	0	0	0	0	0	0	1
14:45								0	153	8	0	0	0	2	3	166	1	0	0	0	0	0	0	1
15:00								0	138	10	1	0	0	2	3	154	2	0	0	0	0	0	0	2
15:15								0	142	7	0	0	2	5	2	158	3	0	0	0	0	0	1	4
15:30								0	131	3	0	0	2	5	2	143	1	0	0	0	0	0	0	1
15:45								0	116	7	0	0	1	0	4	128	1	0	0	0	0	0	0	1
16:00								0	127	6	0	0	0	0	2	135	2	1	0	0	0	0	0	3
16:15								0	130	4	0	0	1	2	3	140	1	0	0	0	0	0	0	1
16:30								0	122	6	0	0	1	2	2	133	1	0	0	0	0	0	0	1
16:45								0	136	4	0	0	0	3	1	144	1	0	0	0	0	0	0	1
17:00								0	171	6	0	0	1	3	4	185	2	0	0	0	0	0	0	2
17:15								0	179	5	0	0	4	3	2	193	1	0	0	0	0	0	0	1
17:30								0	136	12	0	0	1	4	0	153	3	0	0	0	0	0	0	3
17:45								0	157	9	2	0	0	4	1	173	1	0	0	0	0	0	0	1
18:00								0	127	4	1	0	3	3	1	139	2	0	0	0	0	0	0	2
18:15								0	111	6	0	0	0	2	1	120	2	0	0	0	0	0	0	2
18:30								0	118	5	1	0	1	2	0	127	3	0	0	0	0	0	0	3
18:45								0	113	5	0	0	1	1	4	124	5	0	0	0	0	0	0	5
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	0	0	0	0	0	0	0	0	631	36	1	0	4	8	10	690	10	0	0	0	0	0	2	12
13:15	0	0	0	0	0	0	0	0	629	39	0	1	4	10	6	689	7	1	0	0	0	0	0	8
13:30	0	0	0	0	0	0	0	0	598	34	0	1	3	7	10	653	10	1	0	0	0	0	1	12
13:45	0	0	0	0	0	0	0	0	606	35	2	1	3	7	10	664	8	1	0	0	0	0	1	10
14:00	0	0	0	0	0	0	0	0	607	32	2	1	3	7	11	663	7	1	0	0	0	0	1	9
14:15	0	0	0	0	0	0	0	0	588	34	3	0	3	7	13	648	8	0	0	0	0	0	1	9
14:30	0	0	0	0	0	0	0	0	585	34	3	0	4	10	9	645	7	0	0	0	0	0	1	8
14:45	0	0	0	0	0	0	0	0	564	28	1	0	4	14	10	621	7	0	0	0	0	0	1	8
15:00	0	0	0	0	0	0	0	0	527	27	1	0	5	12	11	583	7	0	0	0	0	0	1	8
15:15	0	0	0	0	0	0	0	0	516	23	0	0	5	10	10	564	7	1	0	0	0	0	1	9
15:30	0	0	0	0	0	0	0	0	504	20	0	0	4	7	11	546	5	1	0	0	0	0	0	6
15:45	0	0	0	0	0	0	0	0	495	23	0	0	3	4	11	536	5	1	0	0	0	0	0	6
16:00	0	0	0	0	0	0	0	0	515	20	0	0	2	7	8	552	5	1	0	0	0	0	0	6
16:15	0	0	0	0	0	0	0	0	559	20	0	0	3	10	10	602	5	0	0	0	0	0	0	5
16:30	0	0	0	0	0	0	0	0	608	21	0	0	6	11	9	655	5	0	0	0	0	0	0	5
16:45	0	0	0	0	0	0	0	0	622	27	0	0	6	13	7	675	7	0	0	0	0	0	0	7
17:00	0	0	0	0	0	0	0	0	643	32	2	0	6	14	7	704	7	0	0	0	0	0	0	7
17:15	0	0	0	0	0	0	0	0	599	30	3	0	8	14	4	658	7	0	0	0	0	0	0	7
17:30	0	0	0	0	0	0	0	0	531	31	3	0	4	13	3	585	8	0	0	0	0	0	0	8
17:45	0	0	0	0	0	0	0	0	513	24	4	0	4	11	3	559	8	0	0	0	0	0	0	8
18:00	0	0	0	0	0	0	0	0	469	20	2	0	5	8	6	510	12	0	0	0	0	0	0	12

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 8

Date of Survey: 06.04.2019
Junction Name: A320 Guildford Road / York Road
Junction Type: T-Junction

Arm A: A320 Guildford Road (N)
Arm B: A320 Guildford Road (S)
Arm C: York Road (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
13:00								0	0	1	0	0	0	1	0	2	23	3	0	0	0	1	0	27
13:15								0	2	0	0	0	0	0	0	2	28	0	0	0	1	0	0	29
13:30								0	1	0	0	0	0	0	0	1	28	0	0	0	0	0	0	28
13:45								0	3	0	0	0	0	0	0	3	25	0	0	0	1	0	0	26
14:00								0	1	0	0	0	0	0	1	2	33	2	0	0	1	1	0	37
14:15								0	2	0	0	0	0	0	0	2	27	1	0	0	1	0	0	29
14:30								0	2	0	0	0	0	1	0	3	31	2	0	0	0	1	0	34
14:45								0	2	1	0	0	0	0	0	3	18	2	0	0	2	1	0	23
15:00								0	0	0	0	0	0	0	0	0	25	1	0	0	0	0	0	26
15:15								0	5	2	0	0	0	0	0	7	19	0	0	0	1	1	0	21
15:30								0	3	0	0	0	0	0	0	3	23	2	0	0	0	0	0	25
15:45								0	2	0	0	0	0	0	0	2	29	0	0	0	1	0	0	30
16:00								0	3	0	0	0	0	0	0	3	16	1	0	0	1	0	0	18
16:15								0	3	1	0	0	0	0	0	4	34	1	0	0	1	1	0	37
16:30								0	2	1	0	0	0	0	0	3	17	0	0	0	0	0	1	18
16:45								0	1	0	0	0	0	0	1	2	18	2	0	0	2	0	0	22
17:00								0	1	0	0	0	0	0	0	1	24	3	0	0	0	1	0	28
17:15								0	1	0	0	0	0	0	0	1	22	0	0	0	0	0	0	22
17:30								0	2	0	0	0	0	0	0	2	23	2	0	0	1	0	0	26
17:45								0	3	0	0	0	0	0	0	3	25	0	0	0	0	0	1	26
18:00								0	3	0	0	0	0	0	0	3	14	0	0	0	1	0	0	15
18:15								0	2	0	0	0	0	0	0	2	23	2	0	0	1	0	0	26
18:30								0	2	0	0	0	0	0	0	2	20	1	0	0	0	0	0	21
18:45								0	3	0	0	0	0	0	0	3	27	1	0	0	0	0	1	29
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	0	0	0	0	0	0	0	0	6	1	0	0	0	1	0	8	104	3	0	0	2	1	0	110
13:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	1	8	114	2	0	0	3	1	0	120
13:30	0	0	0	0	0	0	0	0	7	0	0	0	0	0	1	8	113	3	0	0	3	1	0	120
13:45	0	0	0	0	0	0	0	0	8	0	0	0	0	1	1	10	116	5	0	0	3	2	0	126
14:00	0	0	0	0	0	0	0	0	7	1	0	0	0	1	1	10	109	7	0	0	4	3	0	123
14:15	0	0	0	0	0	0	0	0	6	1	0	0	0	1	0	8	101	6	0	0	3	2	0	112
14:30	0	0	0	0	0	0	0	0	9	3	0	0	0	1	0	13	93	5	0	0	3	3	0	104
14:45	0	0	0	0	0	0	0	0	10	3	0	0	0	0	0	13	85	5	0	0	3	2	0	95
15:00	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	12	96	3	0	0	2	1	0	102
15:15	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	15	87	3	0	0	3	1	0	94
15:30	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12	102	4	0	0	3	1	0	110
15:45	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	12	96	2	0	0	3	1	1	103
16:00	0	0	0	0	0	0	0	0	9	2	0	0	0	0	1	12	85	4	0	0	4	1	1	95
16:15	0	0	0	0	0	0	0	0	7	2	0	0	0	0	1	10	93	6	0	0	3	2	1	105
16:30	0	0	0	0	0	0	0	0	5	1	0	0	0	0	1	7	81	5	0	0	2	1	1	90
16:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	6	87	7	0	0	3	1	0	98
17:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	94	5	0	0	1	1	1	102
17:15	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	84	2	0	0	2	0	1	89
17:30	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	85	4	0	0	3	0	1	93
17:45	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	82	3	0	0	2	0	1	88
18:00	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	84	4	0	0	2	0	1	91

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 8

Date of Survey: 06.04.2019
Junction Name: A320 Guildford Road / York 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**
13:00	190	12	0	1	2	3	4	212	182	8	1	0	0	1	5	197
13:15	195	9	0	0	0	2	0	206	204	12	0	0	3	5	2	226
13:30	187	12	0	0	3	3	3	208	172	8	0	0	2	1	1	184
13:45	189	6	0	0	3	2	0	200	177	11	0	0	1	2	2	193
14:00	212	10	0	0	2	3	2	229	190	10	0	1	1	3	1	206
14:15	203	12	0	0	0	1	5	221	172	8	0	0	2	2	6	190
14:30	216	14	0	0	2	2	2	236	183	11	2	0	2	2	1	201
14:45	192	8	2	0	1	1	1	205	171	10	0	0	2	3	3	189
15:00	155	17	1	0	2	2	0	177	163	11	1	0	0	2	3	180
15:15	171	5	0	0	0	5	3	184	161	7	0	0	3	6	2	179
15:30	157	6	0	0	2	1	2	168	154	5	0	0	2	5	2	168
15:45	170	16	0	0	3	2	2	193	145	7	0	0	2	0	4	158
16:00	170	12	0	0	1	1	2	186	143	7	0	0	1	0	2	153
16:15	159	11	0	0	2	0	1	173	164	5	0	0	2	3	3	177
16:30	144	9	0	0	2	3	0	158	139	6	0	0	1	2	3	151
16:45	155	6	1	0	0	6	3	171	154	6	0	0	2	3	1	166
17:00	151	7	1	0	2	4	1	166	195	9	0	0	1	4	4	213
17:15	164	5	0	0	2	2	4	177	201	5	0	0	4	3	2	215
17:30	153	6	0	0	1	7	2	169	159	14	0	0	2	4	0	179
17:45	170	8	0	0	1	2	1	182	182	9	2	0	0	4	2	199
18:00	174	12	1	0	1	4	1	193	141	4	1	0	4	3	1	154
18:15	157	9	0	0	3	4	2	175	134	8	0	0	1	2	1	146
18:30	136	11	0	0	3	1	3	154	138	6	1	0	1	2	0	148
18:45	164	7	0	0	1	1	3	176	140	6	0	0	1	1	5	153
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	761	39	0	1	8	10	7	826	735	39	1	0	6	9	10	800
13:15	783	37	0	0	8	10	5	843	743	41	0	1	7	11	6	809
13:30	791	40	0	0	8	9	10	858	711	37	0	1	6	8	10	773
13:45	820	42	0	0	7	8	9	886	722	40	2	1	6	9	10	790
14:00	823	44	2	0	5	7	10	891	716	39	2	1	7	10	11	786
14:15	766	51	3	0	5	6	8	839	689	40	3	0	6	9	13	760
14:30	734	44	3	0	5	10	6	802	678	39	3	0	7	13	9	749
14:45	675	36	3	0	5	9	6	734	649	33	1	0	7	16	10	716
15:00	653	44	1	0	7	10	7	722	623	30	1	0	7	13	11	685
15:15	668	39	0	0	6	9	9	731	603	26	0	0	8	11	10	658
15:30	656	45	0	0	8	4	7	720	606	24	0	0	7	8	11	656
15:45	643	48	0	0	8	6	5	710	591	25	0	0	6	5	12	639
16:00	628	38	1	0	5	10	6	688	600	24	0	0	6	8	9	647
16:15	609	33	2	0	6	13	5	668	652	26	0	0	6	12	11	707
16:30	614	27	2	0	6	15	8	672	689	26	0	0	8	12	10	745
16:45	623	24	2	0	5	19	10	683	709	34	0	0	9	14	7	773
17:00	638	26	1	0	6	15	8	694	737	37	2	0	7	15	8	806
17:15	661	31	1	0	5	15	8	721	683	32	3	0	10	14	5	747
17:30	654	35	1	0	6	17	6	719	616	35	3	0	7	13	4	678
17:45	637	40	1	0	8	11	7	704	595	27	4	0	6	11	4	647
18:00	631	39	1	0	8	10	9	698	553	24	2	0	7	8	7	601

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 8

Date of Survey: 06.04.2019
Junction Name: A320 Guildford Road / York 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**
13:00	163	5	1	0	0	0	7	176	161	12	0	1	1	4	2	181
13:15	177	12	0	0	2	5	2	198	179	7	0	0	0	2	0	188
13:30	147	8	0	0	2	1	1	159	167	12	0	0	2	3	3	187
13:45	154	11	0	0	0	2	2	169	174	6	0	0	2	1	0	183
14:00	158	9	0	1	0	2	1	171	191	10	0	0	1	2	3	207
14:15	149	7	0	0	1	2	7	166	181	11	0	0	0	1	4	197
14:30	153	9	2	0	2	1	1	168	189	11	0	0	1	2	2	205
14:45	154	8	0	0	0	2	3	167	178	9	2	0	0	1	1	191
15:00	140	10	1	0	0	2	3	156	136	16	1	0	1	2	0	156
15:15	145	7	0	0	2	5	3	162	153	6	0	0	0	5	3	167
15:30	132	3	0	0	2	5	2	144	136	6	0	0	2	1	2	147
15:45	117	7	0	0	1	0	4	129	150	16	0	0	1	1	2	170
16:00	129	7	0	0	0	0	2	138	156	11	0	0	1	1	2	171
16:15	131	4	0	0	1	2	3	141	138	11	0	0	1	0	1	151
16:30	123	6	0	0	1	2	2	134	122	10	0	0	1	3	0	136
16:45	137	4	0	0	0	3	1	145	140	5	1	0	0	5	4	155
17:00	173	6	0	0	1	3	4	187	138	5	1	0	1	4	1	150
17:15	180	5	0	0	4	3	2	194	145	4	0	0	1	2	3	155
17:30	139	12	0	0	1	4	0	156	134	5	0	0	1	7	2	149
17:45	158	9	2	0	0	4	1	174	157	8	0	0	0	2	1	168
18:00	129	4	1	0	3	3	1	141	157	12	1	0	0	4	1	175
18:15	113	6	0	0	0	2	1	122	137	7	0	0	3	4	2	153
18:30	121	5	1	0	1	2	0	130	115	10	0	0	3	0	3	131
18:45	118	5	0	0	1	1	4	129	143	6	0	0	0	1	3	153
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	641	36	1	0	4	8	12	702	681	37	0	1	5	10	5	739
13:15	636	40	0	1	4	10	6	697	711	35	0	0	5	8	6	765
13:30	608	35	0	1	3	7	11	665	713	39	0	0	5	7	10	774
13:45	614	36	2	1	3	7	11	674	735	38	0	0	4	6	9	792
14:00	614	33	2	1	3	7	12	672	739	41	2	0	2	6	10	800
14:15	596	34	3	0	3	7	14	657	684	47	3	0	2	6	7	749
14:30	592	34	3	0	4	10	10	653	656	42	3	0	2	10	6	719
14:45	571	28	1	0	4	14	11	629	603	37	3	0	3	9	6	661
15:00	534	27	1	0	5	12	12	591	575	44	1	0	4	9	7	640
15:15	523	24	0	0	5	10	11	573	595	39	0	0	4	8	9	655
15:30	509	21	0	0	4	7	11	552	580	44	0	0	5	3	7	639
15:45	500	24	0	0	3	4	11	542	566	48	0	0	4	5	5	628
16:00	520	21	0	0	2	7	8	558	556	37	1	0	3	9	7	613
16:15	564	20	0	0	3	10	10	607	538	31	2	0	3	12	6	592
16:30	613	21	0	0	6	11	9	660	545	24	2	0	3	14	8	596
16:45	629	27	0	0	6	13	7	682	557	19	2	0	3	18	10	609
17:00	650	32	2	0	6	14	7	711	574	22	1	0	3	15	7	622
17:15	606	30	3	0	8	14	4	665	593	29	1	0	2	15	7	647
17:30	539	31	3	0	4	13	3	593	585	32	1	0	4	17	6	645
17:45	521	24	4	0	4	11	3	567	566	37	1	0	6	10	7	627
18:00	481	20	2	0	5	8	6	522	552	35	1	0	6	9	9	612

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 8

Date of Survey: 06.04.2019
Junction Name: A320 Guildford Road / York 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**
13:00	23	4	0	0	0	2	0	29	33	1	0	0	1	0	4	39
13:15	30	0	0	0	1	0	0	31	19	2	0	0	0	0	0	21
13:30	29	0	0	0	0	0	0	29	24	0	0	0	1	0	0	25
13:45	28	0	0	0	1	0	0	29	20	0	0	0	1	1	0	22
14:00	34	2	0	0	1	1	1	39	23	1	0	0	1	1	0	26
14:15	29	1	0	0	1	0	0	31	28	1	0	0	0	0	2	31
14:30	33	2	0	0	0	2	0	37	30	3	0	0	1	1	0	35
14:45	20	3	0	0	2	1	0	26	17	0	0	0	1	0	0	18
15:00	25	1	0	0	0	0	0	26	21	1	0	0	1	0	0	23
15:15	24	2	0	0	1	1	0	28	26	1	0	0	0	0	1	28
15:30	26	2	0	0	0	0	0	28	25	0	0	0	0	0	0	25
15:45	31	0	0	0	1	0	0	32	23	0	0	0	2	1	0	26
16:00	19	1	0	0	1	0	0	21	19	2	0	0	0	0	0	21
16:15	37	2	0	0	1	1	0	41	25	1	0	0	1	0	0	27
16:30	19	1	0	0	0	0	1	21	25	0	0	0	1	0	0	26
16:45	19	2	0	0	2	0	1	24	17	1	0	0	0	1	0	19
17:00	25	3	0	0	0	1	0	29	16	2	0	0	1	0	0	19
17:15	23	0	0	0	0	0	0	23	21	1	0	0	1	0	1	24
17:30	25	2	0	0	1	0	0	28	24	1	0	0	0	0	0	25
17:45	28	0	0	0	0	0	1	29	17	0	0	0	1	0	0	18
18:00	17	0	0	0	1	0	0	18	22	0	0	0	1	0	0	23
18:15	25	2	0	0	1	0	0	28	24	2	0	0	0	0	0	26
18:30	22	1	0	0	0	0	0	23	26	1	0	0	0	1	0	28
18:45	30	1	0	0	0	0	1	32	29	1	0	0	1	0	0	31
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	110	4	0	0	2	2	0	118	96	3	0	0	3	1	4	107
13:15	121	2	0	0	3	1	1	128	86	3	0	0	3	2	0	94
13:30	120	3	0	0	3	1	1	128	95	2	0	0	3	2	2	104
13:45	124	5	0	0	3	3	1	136	101	5	0	0	3	3	2	114
14:00	116	8	0	0	4	4	1	133	98	5	0	0	3	2	2	110
14:15	107	7	0	0	3	3	0	120	96	5	0	0	3	1	2	107
14:30	102	8	0	0	3	4	0	117	94	5	0	0	3	1	1	104
14:45	95	8	0	0	3	2	0	108	89	2	0	0	2	0	1	94
15:00	106	5	0	0	2	1	0	114	95	2	0	0	3	1	1	102
15:15	100	5	0	0	3	1	0	109	93	3	0	0	2	1	1	100
15:30	113	5	0	0	3	1	0	122	92	3	0	0	3	1	0	99
15:45	106	4	0	0	3	1	1	115	92	3	0	0	4	1	0	100
16:00	94	6	0	0	4	1	2	107	86	4	0	0	2	1	0	93
16:15	100	8	0	0	3	2	2	115	83	4	0	0	3	1	0	91
16:30	86	6	0	0	2	1	2	97	79	4	0	0	3	1	1	88
16:45	92	7	0	0	3	1	1	104	78	5	0	0	2	1	1	87
17:00	101	5	0	0	1	1	1	109	78	4	0	0	3	0	1	86
17:15	93	2	0	0	2	0	1	98	84	2	0	0	3	0	1	90
17:30	95	4	0	0	3	0	1	103	87	3	0	0	2	0	0	92
17:45	92	3	0	0	2	0	1	98	89	3	0	0	2	1	0	95
18:00	94	4	0	0	2	0	1	101	101	4	0	0	2	1	0	108

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 8

Date of Survey: 06.04.2019
Junction Name: A320 Guildford Road / York Road
Junction Type: T-Junction

	Total Junction Flow							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
13:00	376	21	1	1	2	5	11	417
13:15	402	21	0	0	3	7	2	435
13:30	363	20	0	0	5	4	4	396
13:45	371	17	0	0	4	4	2	398
14:00	404	21	0	1	3	6	4	439
14:15	381	20	0	0	2	3	12	418
14:30	402	25	2	0	4	5	3	441
14:45	366	19	2	0	3	4	4	398
15:00	320	28	2	0	2	4	3	359
15:15	340	14	0	0	3	11	6	374
15:30	315	11	0	0	4	6	4	340
15:45	318	23	0	0	5	2	6	354
16:00	318	20	0	0	2	1	4	345
16:15	327	17	0	0	4	3	4	355
16:30	286	16	0	0	3	5	3	313
16:45	311	12	1	0	2	9	5	340
17:00	349	16	1	0	3	8	5	382
17:15	367	10	0	0	6	5	6	394
17:30	317	20	0	0	3	11	2	353
17:45	356	17	2	0	1	6	3	385
18:00	320	16	2	0	5	7	2	352
18:15	295	17	0	0	4	6	3	325
18:30	279	17	1	0	4	3	3	307
18:45	312	13	0	0	2	2	8	337
Start Time	**Rolling Hour**							**Total**
13:00	1512	79	1	1	14	20	19	1646
13:15	1540	79	0	1	15	21	12	1668
13:30	1519	78	0	1	14	17	22	1651
13:45	1558	83	2	1	13	18	21	1696
14:00	1553	85	4	1	12	18	23	1696
14:15	1469	92	6	0	11	16	22	1616
14:30	1428	86	6	0	12	24	16	1572
14:45	1341	72	4	0	12	25	17	1471
15:00	1293	76	2	0	14	23	19	1427
15:15	1291	68	0	0	14	20	20	1413
15:30	1278	71	0	0	15	12	18	1394
15:45	1249	76	0	0	14	11	17	1367
16:00	1242	65	1	0	11	18	16	1353
16:15	1273	61	2	0	12	25	17	1390
16:30	1313	54	2	0	14	27	19	1429
16:45	1344	58	2	0	14	33	18	1469
17:00	1389	63	3	0	13	30	16	1514
17:15	1360	63	4	0	15	29	13	1484
17:30	1288	70	4	0	13	30	10	1415
17:45	1250	67	5	0	14	22	11	1369
18:00	1206	63	3	0	15	18	16	1321

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 8

Date of Survey: 06.04.2019
Junction Name: A320 Guildford Road / York Road
Junction Type: T-Junction

Arm A: A320 Guildford Road (N) **Arm B:** A320 Guildford Road (S) **Arm C:** York Road (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**
13:00	0	33	179	0	167	4	0	1	26
13:15	0	20	185	0	195	1	0	2	31
13:30	0	24	185	0	158	3	0	1	28
13:45	0	21	182	0	164	2	0	3	28
14:00	0	25	204	0	169	2	0	1	38
14:15	0	25	191	0	157	4	0	2	31
14:30	0	35	201	0	170	1	0	2	33
14:45	0	19	188	0	162	1	0	3	25
15:00	0	23	157	0	151	2	0	0	26
15:15	0	24	155	0	156	3	0	7	22
15:30	0	24	145	0	141	1	0	3	25
15:45	0	27	167	0	126	1	0	2	32
16:00	0	18	167	0	133	3	0	3	20
16:15	0	28	148	0	138	1	0	4	38
16:30	0	27	133	0	132	1	0	3	17
16:45	0	17	149	0	141	1	0	1	25
17:00	0	19	148	0	182	2	0	1	27
17:15	0	24	152	0	196	1	0	1	22
17:30	0	22	143	0	152	3	0	2	28
17:45	0	19	163	0	172	1	0	3	25
18:00	0	23	170	0	142	2	0	3	17
18:15	0	24	152	0	118	2	0	2	28
18:30	0	24	131	0	128	3	0	2	21
18:45	0	28	147	0	122	5	0	3	28
Start Time	**Rolling Hour**								
13:00	0	97	731	0	684	10	0	7	112
13:15	0	89	756	0	686	8	0	7	124
13:30	0	95	762	0	647	11	0	7	124
13:45	0	106	779	0	660	9	0	9	129
14:00	0	104	785	0	658	8	0	9	127
14:15	0	101	738	0	641	8	0	7	115
14:30	0	100	702	0	641	7	0	12	107
14:45	0	89	645	0	612	7	0	13	98
15:00	0	98	624	0	575	7	0	12	104
15:15	0	93	634	0	558	8	0	15	98
15:30	0	97	627	0	539	6	0	12	114
15:45	0	99	615	0	529	6	0	12	106
16:00	0	89	596	0	544	6	0	11	100
16:15	0	90	577	0	593	5	0	9	108
16:30	0	86	581	0	650	5	0	6	92
16:45	0	82	591	0	671	7	0	5	102
17:00	0	83	606	0	701	7	0	7	102
17:15	0	87	627	0	661	7	0	9	91
17:30	0	87	627	0	584	8	0	10	97
17:45	0	89	615	0	560	8	0	10	90
18:00	0	98	599	0	510	12	0	10	93

Intelligent Data Collection Limited
Woking, Surrey

Client: Vectos
Project Number: ID04567
Junction Number: Site 8
Date of Survey: 18.05.2019
Junction Name: A320 Guildford Road / York Road
Junction Type: T-Junction

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	30.05.2019			
Prepared by	Conor Lenehan			
Signature				
Checked by	David Brown			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04567			
File Ref	ID04567 Woking Surrey Part 1 - MCC 8 - 18.05.2019			

Issue Sheet

Issued to	Date			
	31.05.2019			
Taylor Davis	E-mail			

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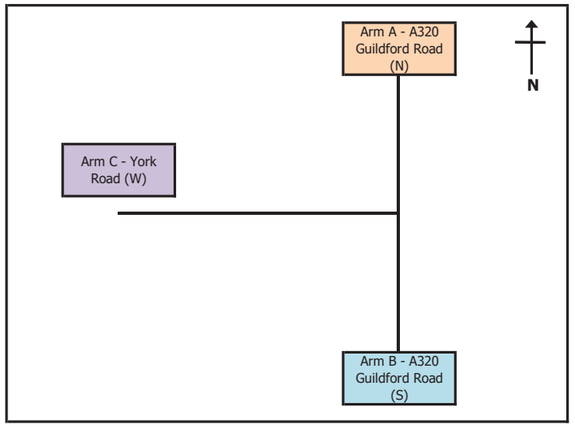
Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 8

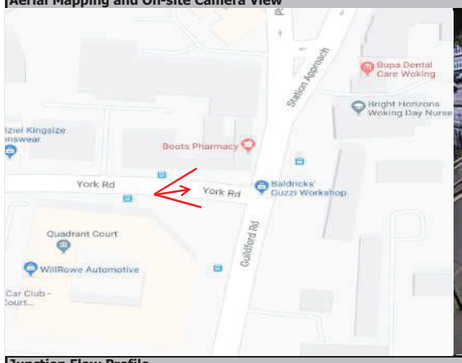
Date of Survey: 18.05.2019
Junction Name: A320 Guildford Road / York Road
Junction Type: T-Junction

X Coordinate	Y Coordinate	Google Maps Link	
51.31471276739148	-0.5602451674001259	Click Here	
Weather Conditions			
Cloudy			

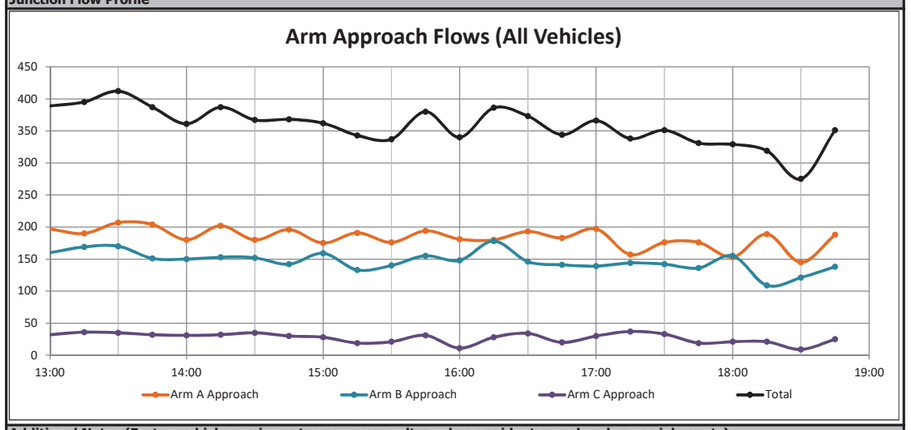
Junction Layout



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):

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 8

Date of Survey: 18.05.2019
Junction Name: A320 Guildford Road / York Road
Junction Type: T-Junction

Arm A: A320 Guildford Road (N)
Arm B: A320 Guildford Road (S)
Arm C: York Road (W)

Time	A to C							A to B							A to A						
	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
13:00	157	13	1	0	1	0	2	174																
13:15	152	7	0	0	0	1	2	162																
13:30	183	6	0	0	1	1	4	195																
13:45	172	8	1	0	1	1	4	187																
14:00	141	5	0	0	2	1	4	153																
14:15	170	7	0	0	0	3	0	180																
14:30	143	7	0	0	1	4	2	157																
14:45	155	8	2	0	0	3	5	173																
15:00	151	7	0	0	0	3	0	161																
15:15	155	6	0	0	0	5	1	167																
15:30	133	10	1	0	2	1	1	148																
15:45	166	5	1	0	1	1	4	178																
16:00	148	7	0	0	1	4	6	166																
16:15	143	9	1	0	1	1	3	158																
16:30	161	6	0	0	1	2	2	172																
16:45	154	11	0	0	0	3	2	170																
17:00	163	12	1	0	1	1	2	180																
17:15	134	6	0	0	0	0	0	140																
17:30	142	10	0	0	2	2	1	157																
17:45	149	3	0	0	0	0	2	154																
18:00	116	8	0	0	0	1	4	129																
18:15	151	11	0	0	2	1	3	168																
18:30	125	3	0	0	4	0	2	134																
18:45	153	4	0	0	0	2	3	162																
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
13:00	664	34	2	0	3	3	12	718																
13:15	648	26	1	0	4	4	14	697																
13:30	666	26	1	0	4	6	12	715																
13:45	626	27	1	0	4	9	10	677																
14:00	619	29	2	0	3	11	11	663																
14:15	604	28	2	0	1	13	7	671																
14:30	594	31	3	0	2	15	8	658																
14:45	605	28	2	0	2	12	7	649																
15:00	602	28	2	0	3	10	6	654																
15:15	590	31	3	0	4	11	12	659																
15:30	618	27	2	0	4	7	14	650																
15:45	606	33	1	0	4	8	15	674																
16:00	621	38	2	0	3	10	13	666																
16:15	612	35	1	0	2	7	9	680																
16:30	593	39	1	0	2	6	6	662																
16:45	588	31	1	0	3	6	5	647																
17:00	541	27	0	0	3	3	5	631																
17:15	558	32	0	0	2	3	7	580																
17:30	541	25	0	0	4	4	10	585																
17:45	545	26	0	0	6	2	11	593																
18:00									71	3	0					0								0
13:00									73	5	0					0								0
13:15									70	4	0					0								0
13:30									81	4	0					0								0
13:45									88	4	0					0								0
14:00									77	2	0					0								0
14:15									79	2	0					0								0
14:30									85	1	0					0								0
14:45									76	3	0					0								0
15:00									76	4	0					0								0
15:15									74	4	0					0								0
15:30									65	6	0					0								0
15:45									64	4	0					0								0
16:00									67	3	0					0								0
16:15									60	3	0					0								0
16:30									60	2	0					0								0
16:45									68	3	0					0								0
17:00									75	3	0					0								0
17:15									80	4	0					0								0
17:30									70	5	0					0								0
17:45									73	5	0					0								0
18:00																								

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 8

Date of Survey: 18.05.2019
Junction Name: A320 Guildford Road / York Road
Junction Type: T-Junction

Arm A: A320 Guildford Road (N)
Arm B: A320 Guildford Road (S)
Arm C: York Road (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
13:00								0	144	10	1	0	0	2	2	159	1	0	0	0	0	0	0	1
13:15								0	141	18	0	0	2	2	4	167	2	0	0	0	0	0	0	2
13:30								0	155	7	0	0	2	0	3	167	2	1	0	0	0	0	0	3
13:45								0	138	9	0	0	0	2	0	149	2	0	0	0	0	0	0	2
14:00								0	133	10	0	0	0	3	0	146	4	0	0	0	0	0	0	4
14:15								0	135	12	0	0	1	2	2	152	1	0	0	0	0	0	0	1
14:30								0	133	10	0	0	2	3	2	150	2	0	0	0	0	0	0	2
14:45								0	128	5	0	0	0	4	2	139	2	1	0	0	0	0	0	3
15:00								0	142	7	1	0	0	1	5	156	3	0	0	0	0	0	0	3
15:15								0	121	6	0	0	2	1	2	132	1	0	0	0	0	0	0	1
15:30								0	128	10	0	0	1	1	0	140	0	0	0	0	0	0	0	0
15:45								0	143	9	0	0	1	1	1	155	0	0	0	0	0	0	0	0
16:00								0	127	4	0	0	0	4	5	140	4	1	0	0	0	0	3	8
16:15								0	160	8	1	0	1	5	1	176	2	0	0	0	0	0	0	2
16:30								0	130	9	1	0	1	2	1	144	2	0	0	0	0	0	0	2
16:45								0	126	7	0	0	0	2	2	137	4	0	0	0	0	0	0	4
17:00								0	125	6	0	0	1	2	2	136	3	0	0	0	0	0	0	3
17:15								0	134	6	0	0	1	1	0	142	2	0	0	0	0	0	0	2
17:30								0	130	6	0	0	1	1	3	141	1	0	0	0	0	0	0	1
17:45								0	124	6	0	1	0	3	0	134	2	0	0	0	0	0	0	2
18:00								0	144	6	0	0	1	1	2	154	1	0	0	0	0	0	0	1
18:15								0	96	6	1	0	0	2	3	108	1	0	0	0	0	0	0	1
18:30								0	110	6	0	0	1	0	2	119	2	0	0	0	0	0	0	2
18:45								0	126	2	0	0	1	2	4	135	3	0	0	0	0	0	0	3
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	0	0	0	0	0	0	0	0	578	44	1	0	4	6	9	642	7	1	0	0	0	0	0	8
13:15	0	0	0	0	0	0	0	0	567	44	0	0	4	7	7	629	10	1	0	0	0	0	0	11
13:30	0	0	0	0	0	0	0	0	561	38	0	0	3	7	5	614	9	1	0	0	0	0	0	10
13:45	0	0	0	0	0	0	0	0	539	41	0	0	3	10	4	597	9	0	0	0	0	0	0	9
14:00	0	0	0	0	0	0	0	0	529	37	0	0	3	12	6	587	9	1	0	0	0	0	0	10
14:15	0	0	0	0	0	0	0	0	538	34	1	0	3	10	11	597	8	1	0	0	0	0	0	9
14:30	0	0	0	0	0	0	0	0	524	28	1	0	4	9	11	577	8	1	0	0	0	0	0	9
14:45	0	0	0	0	0	0	0	0	519	28	1	0	3	7	9	567	6	1	0	0	0	0	0	7
15:00	0	0	0	0	0	0	0	0	534	32	1	0	4	4	8	583	4	0	0	0	0	0	0	4
15:15	0	0	0	0	0	0	0	0	519	29	0	0	4	7	8	567	5	1	0	0	0	0	3	9
15:30	0	0	0	0	0	0	0	0	558	31	1	0	3	11	7	611	6	1	0	0	0	0	3	10
15:45	0	0	0	0	0	0	0	0	560	30	2	0	3	12	8	615	8	1	0	0	0	0	3	12
16:00	0	0	0	0	0	0	0	0	543	28	2	0	2	13	9	597	12	1	0	0	0	0	3	16
16:15	0	0	0	0	0	0	0	0	541	30	2	0	3	11	6	593	11	0	0	0	0	0	0	11
16:30	0	0	0	0	0	0	0	0	515	28	1	0	3	7	5	559	11	0	0	0	0	0	0	11
16:45	0	0	0	0	0	0	0	0	515	25	0	0	3	6	7	556	10	0	0	0	0	0	0	10
17:00	0	0	0	0	0	0	0	0	513	24	0	1	3	7	5	553	8	0	0	0	0	0	0	8
17:15	0	0	0	0	0	0	0	0	532	24	0	1	3	6	5	571	6	0	0	0	0	0	0	6
17:30	0	0	0	0	0	0	0	0	494	24	1	1	2	7	8	537	5	0	0	0	0	0	0	5
17:45	0	0	0	0	0	0	0	0	474	24	1	1	2	6	7	515	6	0	0	0	0	0	0	6
18:00	0	0	0	0	0	0	0	0	476	20	1	0	3	5	11	516	7	0	0	0	0	0	0	7

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 8

Date of Survey: 18.05.2019
Junction Name: A320 Guildford Road / York Road
Junction Type: T-Junction

Arm A: A320 Guildford Road (N)
Arm B: A320 Guildford Road (S)
Arm C: York Road (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
13:00								0	2	1	0	0	0	0	0	3	27	1	0	0	1	0	0	29
13:15								0	6	0	0	0	0	0	0	6	28	1	0	0	1	0	0	30
13:30								0	2	1	0	0	0	0	1	4	28	0	1	0	0	2	0	31
13:45								0	4	0	0	0	0	0	0	4	23	2	0	0	2	0	1	28
14:00								0	5	0	0	0	0	0	0	5	23	1	0	0	0	2	0	26
14:15								0	2	0	0	0	0	0	0	2	26	0	2	0	1	0	1	30
14:30								0	1	0	0	0	0	0	0	1	33	0	0	0	0	1	0	34
14:45								0	1	0	0	0	0	0	0	1	24	3	0	0	2	0	0	29
15:00								0	3	1	0	0	0	0	0	4	22	2	0	0	0	0	0	24
15:15								0	0	0	0	0	0	0	0	0	17	1	0	0	1	0	0	19
15:30								0	4	0	0	0	0	0	0	4	15	1	0	0	0	1	0	17
15:45								0	4	0	0	0	0	0	0	4	24	1	0	0	2	0	0	27
16:00								0	3	0	0	0	0	0	0	3	7	1	0	0	0	0	0	8
16:15								0	1	0	0	0	0	0	0	1	26	0	0	0	0	0	1	27
16:30								0	3	1	0	0	0	0	0	4	28	0	0	0	1	0	1	30
16:45								0	0	0	0	0	0	0	0	0	18	0	0	0	2	0	0	20
17:00								0	1	0	0	0	0	0	0	1	29	0	0	0	0	0	0	29
17:15								0	3	0	0	0	0	0	0	3	32	2	0	0	0	0	0	34
17:30								0	1	0	0	0	0	0	0	1	31	0	0	0	1	0	0	32
17:45								0	0	1	0	0	0	0	0	1	18	0	0	0	0	0	0	18
18:00								0	1	0	0	0	0	0	0	1	19	0	0	0	1	0	0	20
18:15								0	4	0	0	0	0	0	0	4	15	1	0	0	1	0	0	17
18:30								0	2	0	0	0	0	0	0	2	6	0	0	0	0	0	1	7
18:45								0	3	0	0	0	0	0	0	3	20	1	0	0	0	0	1	22
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	0	0	0	0	0	0	0	0	14	2	0	0	0	0	1	17	106	4	1	0	4	2	1	118
13:15	0	0	0	0	0	0	0	0	17	1	0	0	0	0	1	19	102	4	1	0	3	4	1	115
13:30	0	0	0	0	0	0	0	0	13	1	0	0	0	0	1	15	100	3	3	0	3	4	2	115
13:45	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	105	3	2	0	3	3	2	118
14:00	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	106	4	2	0	3	3	1	119
14:15	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	105	5	2	0	3	1	1	117
14:30	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	96	6	0	0	3	1	0	106
14:45	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	78	7	0	0	3	1	0	89
15:00	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12	78	5	0	0	3	1	0	87
15:15	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	63	4	0	0	3	1	0	71
15:30	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	72	3	0	0	2	1	1	79
15:45	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12	85	2	0	0	3	0	2	92
16:00	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	79	1	0	0	3	0	2	85
16:15	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	101	0	0	0	3	0	2	106
16:30	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	107	2	0	0	3	0	1	113
16:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	110	2	0	0	3	0	0	115
17:00	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	110	2	0	0	1	0	0	113
17:15	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	100	2	0	0	2	0	0	104
17:30	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	83	1	0	0	3	0	0	87
17:45	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	58	1	0	0	2	0	1	62
18:00	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	60	2	0	0	2	0	2	66

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 8

Date of Survey: 18.05.2019
Junction Name: A320 Guildford Road / York 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**
13:00	178	14	1	0	2	0	2	197	171	11	1	0	1	2	2	188
13:15	177	8	0	0	1	2	2	190	169	19	0	0	3	2	4	197
13:30	193	7	0	0	2	1	4	207	183	7	1	0	2	2	3	198
13:45	187	8	1	0	2	2	4	204	161	11	0	0	2	2	1	177
14:00	164	8	0	0	3	1	4	180	156	11	0	0	0	5	0	172
14:15	192	7	0	0	0	3	0	202	161	12	2	0	2	2	3	182
14:30	164	8	0	0	2	4	2	180	166	10	0	0	2	4	2	184
14:45	177	8	2	0	1	3	5	196	152	8	0	0	2	4	2	168
15:00	163	8	0	0	1	3	0	175	164	9	1	0	0	1	5	180
15:15	179	6	0	0	0	5	1	191	138	7	0	0	3	1	2	151
15:30	160	10	1	0	3	1	1	176	143	11	0	0	1	2	0	157
15:45	179	7	1	0	2	1	4	194	167	10	0	0	3	1	1	182
16:00	160	9	0	0	2	4	6	181	134	5	0	0	0	4	5	148
16:15	165	9	1	0	1	1	3	180	186	8	1	0	1	5	2	203
16:30	179	8	0	0	2	2	2	193	158	9	1	0	2	2	2	174
16:45	166	11	0	0	1	3	2	183	144	7	0	0	2	2	2	157
17:00	178	13	1	0	1	2	2	197	154	6	0	0	1	2	2	165
17:15	149	6	0	0	1	0	1	157	166	8	0	0	1	1	0	176
17:30	160	11	0	0	2	2	1	176	161	6	0	0	2	1	3	173
17:45	169	4	0	0	1	0	2	176	142	6	0	1	0	3	0	152
18:00	138	9	0	0	1	1	4	153	163	6	0	0	2	1	2	174
18:15	171	12	0	0	2	1	3	189	111	7	1	0	1	2	3	125
18:30	133	5	0	0	4	0	3	145	116	6	0	0	1	0	3	126
18:45	176	5	0	0	1	2	4	188	146	3	0	0	1	2	5	157
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	735	37	2	0	7	5	12	798	684	48	2	0	8	8	10	760
13:15	721	31	1	0	8	6	14	781	669	48	1	0	7	11	8	744
13:30	736	30	1	0	7	7	12	793	661	41	3	0	6	11	7	729
13:45	707	31	1	0	7	10	10	766	644	44	2	0	6	13	6	715
14:00	697	31	2	0	6	11	11	758	635	41	2	0	6	15	7	706
14:15	696	31	2	0	4	13	7	753	643	39	3	0	6	11	12	714
14:30	683	30	2	0	4	15	8	742	620	34	1	0	7	10	11	683
14:45	679	32	3	0	5	12	7	738	597	35	1	0	6	8	9	656
15:00	681	31	2	0	6	10	6	736	612	37	1	0	7	5	8	670
15:15	678	32	2	0	7	11	12	742	582	33	0	0	7	8	8	638
15:30	664	35	3	0	8	7	14	731	630	34	1	0	5	12	8	690
15:45	683	33	2	0	7	8	15	748	645	32	2	0	6	12	10	707
16:00	670	37	1	0	6	10	13	737	622	29	2	0	5	13	11	682
16:15	688	41	2	0	5	8	9	753	642	30	2	0	6	11	8	699
16:30	672	38	1	0	5	7	7	730	622	30	1	0	6	7	6	672
16:45	653	41	1	0	5	7	6	713	625	27	0	0	6	6	7	671
17:00	656	34	1	0	5	4	6	706	623	26	0	1	4	7	5	666
17:15	616	30	0	0	5	3	8	662	632	26	0	1	5	6	5	675
17:30	638	36	0	0	6	4	10	694	577	25	1	1	5	7	8	624
17:45	611	30	0	0	8	2	12	663	532	25	1	1	4	6	8	577
18:00	618	31	0	0	8	4	14	675	536	22	1	0	5	5	13	582

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 8

Date of Survey: 18.05.2019
Junction Name: A320 Guildford Road / York 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**
13:00	145	10	1	0	0	2	2	160	159	14	1	0	1	0	2	177
13:15	143	18	0	0	2	2	4	169	158	7	0	0	0	1	2	168
13:30	157	8	0	0	2	0	3	170	185	7	0	0	1	1	5	199
13:45	140	9	0	0	0	2	0	151	176	8	1	0	1	1	4	191
14:00	137	10	0	0	0	3	0	150	146	5	0	0	2	1	4	158
14:15	136	12	0	0	1	2	2	153	172	7	0	0	0	3	0	182
14:30	135	10	0	0	2	3	2	152	144	7	0	0	1	4	2	158
14:45	130	6	0	0	0	4	2	142	156	8	2	0	0	3	5	174
15:00	145	7	1	0	0	1	5	159	154	8	0	0	0	3	0	165
15:15	122	6	0	0	2	1	2	133	155	6	0	0	0	5	1	167
15:30	128	10	0	0	1	1	0	140	137	10	1	0	2	1	1	152
15:45	143	9	0	0	1	1	1	155	170	5	1	0	1	1	4	182
16:00	131	5	0	0	0	4	8	148	151	7	0	0	1	4	6	169
16:15	162	8	1	0	1	5	1	178	144	9	1	0	1	1	3	159
16:30	132	9	1	0	1	2	1	146	164	7	0	0	1	2	2	176
16:45	130	7	0	0	0	2	2	141	154	11	0	0	0	3	2	170
17:00	128	6	0	0	1	2	2	139	164	12	1	0	1	1	2	181
17:15	136	6	0	0	1	1	0	144	137	6	0	0	0	0	0	143
17:30	131	6	0	0	1	1	3	142	143	10	0	0	2	2	1	158
17:45	126	6	0	1	0	3	0	136	149	4	0	0	0	0	2	155
18:00	145	6	0	0	1	1	2	155	117	8	0	0	0	1	4	130
18:15	97	6	1	0	0	2	3	109	155	11	0	0	2	1	3	172
18:30	112	6	0	0	1	0	2	121	127	3	0	0	4	0	2	136
18:45	129	2	0	0	1	2	4	138	156	4	0	0	0	2	3	165
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	585	45	1	0	4	6	9	650	678	36	2	0	3	3	13	735
13:15	577	45	0	0	4	7	7	640	665	27	1	0	4	4	15	716
13:30	570	39	0	0	3	7	5	624	679	27	1	0	4	6	13	730
13:45	548	41	0	0	3	10	4	606	638	27	1	0	4	9	10	689
14:00	538	38	0	0	3	12	6	597	618	27	2	0	3	11	11	672
14:15	546	35	1	0	3	10	11	606	626	30	2	0	1	13	7	679
14:30	532	29	1	0	4	9	11	586	609	29	2	0	1	15	8	664
14:45	525	29	1	0	3	7	9	574	602	32	3	0	2	12	7	658
15:00	538	32	1	0	4	4	8	587	616	29	2	0	3	10	6	666
15:15	524	30	0	0	4	7	11	576	613	28	2	0	4	11	12	670
15:30	564	32	1	0	3	11	10	621	602	31	3	0	5	7	14	662
15:45	568	31	2	0	3	12	11	627	629	28	2	0	4	8	15	686
16:00	555	29	2	0	2	13	12	613	613	34	1	0	3	10	13	674
16:15	552	30	2	0	3	11	6	604	626	39	2	0	3	7	9	686
16:30	526	28	1	0	3	7	5	570	619	36	1	0	2	6	6	670
16:45	525	25	0	0	3	6	7	566	598	39	1	0	3	6	5	652
17:00	521	24	0	1	3	7	5	561	593	32	1	0	3	3	5	637
17:15	538	24	0	1	3	6	5	577	546	28	0	0	2	3	7	586
17:30	499	24	1	1	2	7	8	542	564	33	0	0	4	4	10	615
17:45	480	24	1	1	2	6	7	521	548	26	0	0	6	2	11	593
18:00	483	20	1	0	3	5	11	523	555	26	0	0	6	4	12	603

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Client: Vectos
Project Number: ID04567
Junction Number: Site 8

Date of Survey: 18.05.2019
Junction Name: A320 Guildford Road / York 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**
13:00	29	2	0	0	1	0	0	32	22	1	0	0	1	0	0	24
13:15	34	1	0	0	1	0	0	36	27	1	0	0	1	1	0	30
13:30	30	1	1	0	0	2	1	35	12	2	0	0	1	0	0	15
13:45	27	2	0	0	2	0	1	32	17	0	0	0	1	1	0	19
14:00	28	1	0	0	0	2	0	31	27	3	0	0	1	0	0	31
14:15	28	0	2	0	1	0	1	32	23	0	0	0	0	0	0	23
14:30	34	0	0	0	0	1	0	35	23	1	0	0	1	0	0	25
14:45	25	3	0	0	2	0	0	30	24	1	0	0	1	0	0	26
15:00	25	3	0	0	0	0	0	28	15	1	0	0	1	0	0	17
15:15	17	1	0	0	1	0	0	19	25	0	0	0	0	0	0	25
15:30	19	1	0	0	0	1	0	21	27	0	0	0	1	0	0	28
15:45	28	1	0	0	2	0	0	31	13	2	0	0	1	0	0	16
16:00	10	1	0	0	0	0	0	11	16	3	0	0	1	0	3	23
16:15	27	0	0	0	0	0	1	28	24	0	0	0	0	0	0	24
16:30	31	1	0	0	1	0	1	34	20	2	0	0	1	0	0	23
16:45	18	0	0	0	2	0	0	20	16	0	0	0	1	0	0	17
17:00	30	0	0	0	0	0	0	30	18	1	0	0	0	1	0	20
17:15	35	2	0	0	0	0	0	37	17	0	0	0	1	0	1	19
17:30	32	0	0	0	1	0	0	33	19	1	0	0	0	0	0	20
17:45	18	1	0	0	0	0	0	19	22	1	0	0	1	0	0	24
18:00	20	0	0	0	1	0	0	21	23	1	0	0	1	0	0	25
18:15	19	1	0	0	1	0	0	21	21	1	0	0	0	0	0	22
18:30	8	0	0	0	0	0	1	9	10	2	0	0	0	0	1	13
18:45	23	1	0	0	0	0	1	25	26	1	0	0	1	0	1	29
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
13:00	120	6	1	0	4	2	2	135	78	4	0	0	4	2	0	88
13:15	119	5	1	0	3	4	2	134	83	6	0	0	4	2	0	95
13:30	113	4	3	0	3	4	3	130	79	5	0	0	3	1	0	88
13:45	117	3	2	0	3	3	2	130	90	4	0	0	3	1	0	98
14:00	115	4	2	0	3	3	1	128	97	5	0	0	3	0	0	105
14:15	112	6	2	0	3	1	1	125	85	3	0	0	3	0	0	91
14:30	101	7	0	0	3	1	0	112	87	3	0	0	3	0	0	93
14:45	86	8	0	0	3	1	0	98	91	2	0	0	3	0	0	96
15:00	89	6	0	0	3	1	0	99	80	3	0	0	3	0	0	86
15:15	74	4	0	0	3	1	0	82	81	5	0	0	3	0	3	92
15:30	84	3	0	0	2	1	1	91	80	5	0	0	3	0	3	91
15:45	96	3	0	0	3	0	2	104	73	7	0	0	3	0	3	86
16:00	86	2	0	0	3	0	2	93	76	5	0	0	3	0	3	87
16:15	106	1	0	0	3	0	2	112	78	3	0	0	2	1	0	84
16:30	114	3	0	0	3	0	1	121	71	3	0	0	3	1	1	79
16:45	115	2	0	0	3	0	0	120	70	2	0	0	2	1	1	76
17:00	115	3	0	0	1	0	0	119	76	3	0	0	2	1	1	83
17:15	105	3	0	0	2	0	0	110	81	3	0	0	3	0	1	88
17:30	89	2	0	0	3	0	0	94	85	4	0	0	2	0	0	91
17:45	65	2	0	0	2	0	1	70	76	5	0	0	2	0	1	84
18:00	70	2	0	0	2	0	2	76	80	5	0	0	2	0	2	89

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 8

Date of Survey: 18.05.2019
Junction Name: A320 Guildford Road / York Road
Junction Type: T-Junction

	Total Junction Flow							
Time	**Cars**	**LGV**	**OGV1**	**OGV2**	**Buses**	**M/C**	**Cycle**	**Total**
13:00	352	26	2	0	3	2	4	389
13:15	354	27	0	0	4	4	6	395
13:30	380	16	1	0	4	3	8	412
13:45	354	19	1	0	4	4	5	387
14:00	329	19	0	0	3	6	4	361
14:15	356	19	2	0	2	5	3	387
14:30	333	18	0	0	4	8	4	367
14:45	332	17	2	0	3	7	7	368
15:00	333	18	1	0	1	4	5	362
15:15	318	13	0	0	3	6	3	343
15:30	307	21	1	0	4	3	1	337
15:45	350	17	1	0	5	2	5	380
16:00	301	15	0	0	2	8	14	340
16:15	354	17	2	0	2	6	5	386
16:30	342	18	1	0	4	4	4	373
16:45	314	18	0	0	3	5	4	344
17:00	336	19	1	0	2	4	4	366
17:15	320	14	0	0	2	1	1	338
17:30	323	17	0	0	4	3	4	351
17:45	313	11	0	1	1	3	2	331
18:00	303	15	0	0	3	2	6	329
18:15	287	19	1	0	3	3	6	319
18:30	253	11	0	0	5	0	6	275
18:45	328	8	0	0	2	4	9	351
Start Time	**Rolling Hour**							**Total**
13:00	1440	88	4	0	15	13	23	1583
13:15	1417	81	2	0	15	17	23	1555
13:30	1419	73	4	0	13	18	20	1547
13:45	1372	75	3	0	13	23	16	1502
14:00	1350	73	4	0	12	26	18	1483
14:15	1354	72	5	0	10	24	19	1484
14:30	1316	66	3	0	11	25	19	1440
14:45	1290	69	4	0	11	20	16	1410
15:00	1308	69	3	0	13	15	14	1422
15:15	1276	66	2	0	14	19	23	1400
15:30	1312	70	4	0	13	19	25	1443
15:45	1347	67	4	0	13	20	28	1479
16:00	1311	68	3	0	11	23	27	1443
16:15	1346	72	4	0	11	19	17	1469
16:30	1312	69	2	0	11	14	13	1421
16:45	1293	68	1	0	11	13	13	1399
17:00	1292	61	1	1	9	11	11	1386
17:15	1259	57	0	1	10	9	13	1349
17:30	1226	62	1	1	11	11	18	1330
17:45	1156	56	1	1	12	8	20	1254
18:00	1171	53	1	0	13	9	27	1274

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Junction Number: Site 8

Date of Survey: 18.05.2019
Junction Name: A320 Guildford Road / York Road
Junction Type: T-Junction

Arm A: A320 Guildford Road (N) **Arm B:** A320 Guildford Road (S) **Arm C:** York Road (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**
13:00	0	25	175	0	157	1	0	3	31
13:15	0	29	160	0	166	2	0	6	32
13:30	0	14	193	0	168	3	0	3	31
13:45	0	18	186	0	148	2	0	4	30
14:00	0	29	152	0	144	4	0	5	25
14:15	0	22	178	0	151	1	0	2	33
14:30	0	25	155	0	150	2	0	1	33
14:45	0	25	169	0	135	3	0	1	32
15:00	0	16	159	0	152	3	0	4	24
15:15	0	24	163	0	133	1	0	0	21
15:30	0	30	151	0	141	0	0	4	16
15:45	0	18	177	0	155	0	0	4	30
16:00	0	17	160	0	134	6	0	3	8
16:15	0	22	157	0	175	2	0	1	26
16:30	0	23	171	0	144	2	0	4	31
16:45	0	15	167	0	134	4	0	0	23
17:00	0	16	180	0	135	3	0	1	29
17:15	0	18	140	0	143	2	0	3	34
17:30	0	19	158	0	140	1	0	1	34
17:45	0	24	152	0	134	2	0	1	18
18:00	0	26	125	0	153	1	0	1	22
18:15	0	21	168	0	105	1	0	4	19
18:30	0	10	138	0	119	2	0	2	6
18:45	0	27	158	0	132	3	0	3	21
Start Time	**Rolling Hour**								
13:00	0	85	713	0	638	8	0	16	123
13:15	0	89	690	0	625	11	0	18	117
13:30	0	82	709	0	610	10	0	14	118
13:45	0	93	671	0	592	9	0	12	121
14:00	0	100	654	0	580	10	0	9	123
14:15	0	87	661	0	588	9	0	8	122
14:30	0	89	646	0	570	9	0	6	110
14:45	0	94	642	0	561	7	0	9	93
15:00	0	87	650	0	581	4	0	12	91
15:15	0	88	651	0	562	7	0	11	75
15:30	0	86	645	0	604	8	0	12	81
15:45	0	79	665	0	608	10	0	12	95
16:00	0	76	655	0	587	14	0	8	88
16:15	0	75	675	0	588	11	0	6	109
16:30	0	71	658	0	556	11	0	8	117
16:45	0	68	645	0	551	10	0	5	120
17:00	0	77	631	0	551	8	0	6	115
17:15	0	86	576	0	570	6	0	6	107
17:30	0	89	604	0	532	5	0	7	92
17:45	0	80	584	0	512	6	0	8	64
18:00	0	83	590	0	510	7	0	10	67

Intelligent Data Collection Limited
Woking, Surrey

Client: Vectos
Project Number: ID04567
Site Number: Site 1
Site Name: A320 Guildford Road / York Road
Date of Survey: 04.04.2019 & 06.04.2019
Survey Type: Pedestrian Count

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	24.04.2019			
Prepared by	Grant Daniel Breddy			
Signature				
Checked by	Mathew Booth			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04567			
File Ref	ID04567 Woking, Surrey - Pedestrian Count Site 1			

Issue Sheet

Issued to	Date			
	01.05.2019			
Taylor Davis	E-mail			

Contents Page

ID04567 Woking Surrey - Pedestrian Count Site 1

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Site Number: Site 1
Site Name: A320 Guildford Road / York Road
Date of Survey: 04.04.2019 & 06.04.2019
Survey Type: Pedestrian Count

X Coordinate	Y Coordinate	Google Maps Link
51.31484205	-0.559804052	Click Here

Site Layout

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

Pedestrians entering the count area via Quadrant Court.

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Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Site Number: Site 1
Site Name: A320 Guildford Road / York Road
Date of Survey: 04.04.2019 & 06.04.2019
Survey Type: Pedestrian Count

Input by: Grant Daniel Breddy
Checked by: Matthew Booth

Time	Movement A1	Movement A2	Movement A3	Movement A4	Movement A5	Movement A6	Movement B1	Movement B2	Movement B3	Movement B4	Movement B5	Movement B6	Movement C1	Movement C2	Movement C3	Movement C4	Movement C5	Movement C6
06:00	7	0	9	3	2	1	3	9	0	7	1	0	0	0	1	2	6	0
06:15	3	2	16	0	2	1	2	16	1	0	0	0	0	0	1	0	0	1
06:30	8	0	21	3	0	0	0	19	0	6	0	0	0	0	0	2	6	0
06:45	6	6	37	1	3	6	1	33	2	1	0	0	1	0	3	5	1	3
07:00	10	3	31	0	5	1	0	28	4	5	0	0	0	1	0	5	5	3
07:15	16	4	57	1	3	4	1	57	2	4	0	0	0	2	1	8	6	4
07:30	17	6	61	5	5	5	4	77	7	6	1	0	1	2	1	7	10	5
07:45	27	15	88	2	5	4	3	73	7	11	0	1	0	3	2	8	10	9
08:00	24	11	70	10	4	5	10	61	7	7	0	0	0	3	1	10	16	9
08:15	27	18	71	17	9	5	12	66	6	6	0	0	0	5	2	10	20	16
08:30	29	24	65	9	1	9	10	79	7	11	0	0	0	11	0	13	15	17
08:45	31	24	51	7	2	15	8	46	1	9	0	0	4	4	3	6	21	20
09:00	21	19	37	11	10	5	10	32	3	5	0	0	4	1	3	10	10	20
09:15	31	27	34	5	7	17	3	28	3	4	0	0	2	0	5	9	20	21
09:30	21	35	31	13	7	14	13	27	4	6	0	0	0	1	2	4	17	32
09:45	13	24	24	2	3	6	2	19	6	4	0	0	4	0	1	5	22	22
15:00	15	20	11	8	3	4	6	6	4	3	0	0	3	1	9	2	6	10
15:15	15	18	15	21	13	6	15	13	12	5	0	1	2	3	5	5	11	12
15:30	24	10	6	20	9	4	15	7	15	12	1	0	1	2	6	1	14	13
15:45	24	14	14	26	14	7	11	11	11	8	1	0	0	2	1	7	19	14
16:00	46	14	15	19	22	3	13	16	12	14	1	0	1	0	1	5	11	20
16:15	19	21	13	29	8	8	21	11	5	6	0	0	1	0	2	12	5	21
16:30	33	24	10	28	8	2	27	9	16	11	0	0	1	0	2	2	7	21
16:45	19	20	18	23	6	2	19	13	22	7	0	0	0	1	1	5	10	19
17:00	42	20	8	33	11	1	29	8	14	6	0	0	0	1	0	4	13	23
17:15	13	34	12	51	6	10	50	19	20	9	0	0	0	2	1	5	14	25
17:30	26	29	20	51	12	7	44	15	16	6	0	0	0	2	1	4	14	12
17:45	22	25	14	50	10	6	63	12	21	6	0	0	0	2	1	4	10	9
18:00	19	23	14	50	8	5	44	12	8	4	0	0	0	2	0	5	11	11
18:15	18	21	6	68	8	6	64	4	10	4	0	0	0	2	0	3	9	9
18:30	11	20	7	42	4	8	45	9	4	3	0	0	0	2	0	2	12	7
18:45	11	31	10	51	10	5	46	4	9	2	0	0	0	2	0	2	9	7
19:00	10	31	9	42	6	6	38	5	19	4	0	0	0	2	0	2	8	7
19:15	17	23	18	32	5	8	29	15	8	3	0	0	0	2	0	1	12	7
19:30	25	16	11	26	10	1	30	14	12	2	0	0	0	2	0	1	15	6
19:45	5	6	5	23	10	0	21	3	4	1	0	0	0	2	0	1	11	6
20:00	12	13	2	18	2	3	19	2	9	1	0	0	0	2	0	1	11	7
20:15	6	10	5	18	3	4	15	4	6	0	0	0	0	2	0	1	6	6
20:30	4	7	2	21	7	0	10	1	7	0	0	0	0	2	0	1	7	6
20:45	5	14	5	24	2	5	17	3	6	0	0	0	0	2	0	1	6	5
21:00	5	11	3	19	4	1	16	2	5	0	0	0	0	2	0	1	5	4
21:15	8	4	5	13	3	0	6	4	3	0	0	0	0	2	0	1	3	3
21:30	1	5	11	9	2	3	7	4	6	0	0	0	0	2	0	1	6	3
21:45	4	3	2	10	2	1	4	1	1	0	0	0	0	2	0	1	1	1
22:00	0	9	2	9	0	2	4	1	6	0	0	0	0	2	0	1	6	7
22:15	1	14	1	20	1	1	11	2	2	1	0	0	0	2	0	1	3	8
06:00-15:00 Total	284	221	735	89	68	96	84	670	60	169	1	0	32	32	24	106	173	188
15:00-22:30 Total	468	523	276	869	209	121	751	259	301	235	2	8	65	27	139	97	359	358
Total	752	744	1011	958	277	217	835	899	361	404	3	8	97	59	163	203	532	546

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Site Number: Site 1
Site Name: A320 Guildford Road / York Road
Date of Survey: 04.04.2019 & 06.04.2019
Survey Type: Pedestrian Count

Input by: Grant Daniel Breddy
Checked by: Mathew Booth

Time	Movement A1	Movement A2	Movement A3	Movement A4	Movement A5	Movement A6	Movement B1	Movement B2	Movement B3	Movement B4	Movement B5	Movement B6	Movement C1	Movement C2	Movement C3	Movement C4	Movement C5	Movement C6
13:00	15	18	31	34	14	13	25	32	11	11	0	0	0	0	4	4	9	13
13:15	25	45	26	35	3	3	41	26	39	22	0	1	1	0	2	5	23	40
13:30	33	24	27	36	11	3	31	23	24	28	0	0	0	3	2	5	26	23
13:45	24	90	42	134	44	8	121	37	84	20	0	1	2	2	5	7	20	85
14:00	27	88	30	92	39	10	86	29	81	25	0	1	2	1	4	6	23	81
14:15	18	89	31	155	47	5	148	19	93	17	0	6	2	2	1	2	15	94
14:30	17	213	31	54	5	4	61	31	195	11	0	14	0	1	3	5	13	208
14:45	22	30	29	22	7	6	21	19	27	17	0	1	1	1	4	6	16	29
15:00	17	15	17	30	3	5	46	26	7	18	0	1	2	0	5	3	14	7
15:15	18	13	15	26	8	2	20	11	9	8	0	0	1	1	4	6	13	8
15:30	23	28	13	20	4	1	19	12	17	10	0	0	5	2	5	12	11	20
15:45	15	24	20	20	2	6	13	16	22	15	0	0	0	0	5	4	14	21
16:00	11	15	21	23	7	2	21	19	13	6	0	0	2	1	5	1	7	11
16:15	13	16	16	23	5	4	20	14	12	14	0	1	1	0	2	0	14	13
16:30	15	14	25	23	4	6	16	18	10	11	0	0	1	0	3	4	10	10
16:45	5	9	23	20	5	0	14	20	8	2	0	0	0	0	1	3	2	8
17:00	67	19	176	19	4	25	18	171	15	72	3	0	4	1	5	2	70	14
17:15	100	9	326	12	0	77	11	311	9	87	0	0	1	1	2	2	94	8
17:30	27	20	43	19	6	13	13	43	14	23	0	1	4	1	2	5	22	17
17:45	22	9	52	12	1	13	11	47	7	19	0	0	2	1	2	5	18	7
18:00	13	27	23	28	6	15	22	23	13	12	0	0	0	1	11	1	13	12
18:15	13	22	25	20	6	8	17	19	11	9	0	0	0	5	6	2	10	9
18:30	11	25	32	26	2	11	17	34	20	7	0	0	4	1	2	4	7	24
18:45	16	13	26	24	6	6	14	21	3	14	0	0	3	0	6	8	11	8
Total	**567**	**875**	**1100**	**907**	**239**	**246**	**826**	**1021**	**744**	**478**	**3**	**27**	**38**	**25**	**91**	**102**	**475**	**770**

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Site Number: Site 1
Site Name: A320 Guildford Road / York Road
Date of Survey: 18.05.2019
Survey Type: Pedestrian Count

Input by: Conor Lenehan
Checked by: David Brown

Time	Movement A1	Movement A2	Movement A3	Movement A4	Movement A5	Movement A6	Movement B1	Movement B2	Movement B3	Movement B4	Movement B5	Movement B6	Movement C1	Movement C2	Movement C3	Movement C4	Movement C5	Movement C6
13:00	35	20	18	22	10	6	19	17	11	26	0	0	2	0	3	8	24	12
13:15	19	20	26	10	5	5	8	26	13	13	0	0	1	1	2	6	13	15
13:30	26	21	39	28	10	6	22	31	8	13	0	0	3	1	5	6	11	14
13:45	17	13	38	17	0	8	15	35	13	6	0	0	0	2	2	11	4	10
14:00	21	23	30	21	6	10	19	24	15	14	0	1	6	1	3	9	12	17
14:15	26	28	31	19	6	6	15	28	11	15	0	0	1	3	4	3	14	14
14:30	31	30	17	19	2	2	16	16	19	22	0	0	1	0	2	2	23	19
14:45	19	18	20	20	4	2	16	18	13	10	0	0	0	1	1	2	11	13
15:00	24	17	23	23	3	8	16	22	11	15	0	0	1	4	3	6	17	14
15:15	25	19	18	25	2	3	27	18	15	15	0	0	1	2	1	3	17	14
15:30	13	21	32	19	4	2	18	30	15	12	0	1	1	0	5	1	12	16
15:45	15	29	29	15	2	10	10	19	20	8	0	0	0	2	6	2	10	20
16:00	26	25	25	20	2	8	12	25	10	16	0	0	4	3	4	4	15	11
16:15	34	28	18	33	6	6	28	19	10	18	1	0	6	1	4	4	20	15
16:30	23	32	14	18	3	1	17	15	23	13	0	0	3	1	3	2	9	22
16:45	12	28	22	26	2	3	24	14	13	9	0	1	3	0	3	0	7	13
17:00	23	30	15	32	6	4	31	12	17	10	1	0	4	1	5	7	8	19
17:15	17	28	19	23	3	1	19	15	16	12	0	2	3	0	1	0	11	19
17:30	16	24	15	20	4	4	18	11	14	10	2	0	0	1	4	3	12	17
17:45	22	18	12	27	6	4	17	10	14	17	5	0	1	0	6	12	17	13
18:00	25	19	12	33	6	5	24	5	11	12	0	0	3	0	4	6	12	12
18:15	9	19	9	10	3	2	9	10	19	4	0	0	0	0	4	0	3	13
18:30	6	14	15	25	2	1	17	15	9	5	0	0	0	1	2	0	5	9
18:45	19	19	9	15	5	2	15	4	15	13	0	2	1	2	2	3	13	13
Total	**503**	**543**	**506**	**520**	**102**	**109**	**432**	**439**	**335**	**308**	**9**	**7**	**45**	**27**	**79**	**100**	**300**	**354**

Intelligent Data Collection Limited
Woking, Surrey

Client: Vectos
Project Number: ID04567
Site Number: Site 2
Site Name: A320 Guildford Road / Constitution Hill
Date of Survey: 04.04.2019 & 06.04.2019
Survey Type: Pedestrian Count

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	24.04.2019			
Prepared by	Grant Daniel Breddy			
Signature				
Checked by	Mathew Booth			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04567			
File Ref	ID04567 Woking Surrey - Pedestrian Count Site 2			

Issue Sheet

Issued to	Date			
	30.04.2019			
Taylor Davis	E-mail			

Contents Page

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Site Number: Site 2
Site Name: A320 Guildford Road / Constitution Hill
Date of Survey: 04.04.2019 & 06.04.2019
Survey Type: Pedestrian Count

X Coordinate	Y Coordinate	Google Maps Link
51.31086376	-0.561555703	Click Here

Site Layout

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

Due to a limited camera view of movements B3, and 4, a large proportion of pedestrian movements have been missed.

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Site Number: Site 2
Site Name: A320 Guildford Road / Constitution Hill
Date of Survey: 04.04.2019 & 06.04.2019
Survey Type: Pedestrian Count

Input by: Grant Daniel Breddy
Checked by: Mathew Booth

Time	Movement A1	Movement A2	Movement A3	Movement A4	Movement A5	Movement A6	Movement B1	Movement B2	Movement B3	Movement B4	Movement B5	Movement B6	Movement C1	Movement C2	Movement C3	Movement C4	Movement C5	Movement C6
06:00	0	0	2	0	0	0	0	0	0	0	0	2	1	5	0	0	0	0
06:15	1	0	0	0	0	0	0	0	0	0	0	0	3	2	0	1	0	0
06:30	0	0	1	0	0	0	0	0	0	0	0	1	1	6	0	1	0	0
06:45	1	1	2	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0
07:00	3	1	3	0	0	0	0	0	0	0	0	3	1	15	1	3	0	1
07:15	2	0	2	2	1	0	0	0	1	1	1	2	4	16	3	3	0	2
07:30	7	2	1	1	0	0	1	0	0	0	0	1	1	22	2	3	0	4
07:45	1	2	4	0	0	0	0	0	0	0	0	4	1	24	1	1	0	0
08:00	4	2	2	2	0	0	1	0	1	0	0	2	5	18	0	2	0	0
08:15	1	1	3	0	0	0	0	0	1	0	0	4	6	21	1	1	0	0
08:30	2	0	3	2	0	0	0	0	2	2	2	3	6	25	0	2	0	2
08:45	1	0	0	0	0	0	1	0	0	0	0	0	6	14	0	5	0	0
09:00	0	0	4	1	1	0	0	0	1	1	1	3	6	8	1	1	1	0
09:15	3	0	7	0	0	0	0	0	2	0	0	6	2	14	0	1	0	0
09:30	1	0	3	3	1	0	0	0	1	3	3	2	6	9	0	1	2	0
09:45	3	0	2	2	0	0	0	0	2	1	2	2	5	4	0	3	1	0
15:00	0	0	1	0	0	0	0	0	0	0	0	1	1	4	0	0	0	0
15:15	0	1	0	3	0	0	0	0	0	3	3	0	5	7	1	0	0	0
15:30	0	1	1	1	0	0	0	0	0	0	1	1	5	2	1	0	1	0
15:45	0	2	5	0	0	0	0	1	3	1	1	4	8	10	1	0	0	1
16:00	1	0	1	0	0	0	0	0	0	1	0	0	7	4	1	0	3	0
16:15	1	2	0	1	0	0	0	0	0	1	1	0	8	2	1	0	0	1
16:30	2	2	1	2	0	0	0	0	1	2	2	1	7	9	1	2	1	0
16:45	0	1	3	1	0	0	0	0	3	1	1	3	13	4	1	0	1	1
17:00	1	3	0	2	0	0	0	0	0	1	2	0	11	1	3	1	0	0
17:15	0	9	0	0	0	0	0	0	0	0	0	0	13	5	9	0	0	0
17:30	1	6	0	2	0	0	0	0	0	0	0	0	13	7	7	0	0	0
17:45	5	3	0	2	0	0	0	0	0	2	2	0	13	2	3	5	2	1
18:00	4	3	2	1	0	0	0	0	0	1	1	2	13	6	3	4	0	1
18:15	1	0	0	8	0	0	1	0	0	4	6	0	21	2	0	0	2	0
18:30	0	2	1	2	0	0	0	0	0	2	2	1	28	1	2	0	1	0
18:45	1	1	0	1	1	0	0	0	0	0	1	0	14	2	1	0	1	1
19:00	0	2	0	3	0	0	0	0	0	3	3	0	13	2	1	0	1	0
19:15	0	2	0	0	0	0	0	0	0	0	0	0	9	0	2	0	1	0
19:30	0	2	0	1	0	0	1	0	0	0	0	0	9	2	2	0	0	0
19:45	0	3	0	1	0	0	2	0	0	0	0	0	4	1	3	0	0	0
20:00	0	3	0	2	0	0	0	1	0	1	1	0	8	1	2	0	1	0
20:15	0	2	0	0	0	0	0	0	0	0	0	0	4	1	2	0	0	0
20:30	1	1	2	0	0	0	0	0	0	0	0	2	6	3	1	1	1	0
20:45	0	0	1	2	0	0	1	0	0	1	1	1	6	3	0	0	1	0
21:00	2	1	1	0	0	0	0	0	0	0	0	1	2	1	1	2	0	0
21:15	1	0	1	2	0	0	0	0	1	2	2	1	4	3	0	1	0	0
21:30	2	0	0	1	1	0	1	0	0	0	0	0	1	0	0	2	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0
22:15	0	3	0	3	0	0	0	0	0	2	3	0	8	2	1	0	0	0
06:00-10:00 Total	**30**	**9**	**39**	**13**	**3**	**0**	**3**	**0**	**11**	**8**	**9**	**35**	**54**	**209**	**9**	**29**	**4**	**9**
15:00-22:30 Total	**23**	**55**	**20**	**41**	**2**	**0**	**6**	**2**	**8**	**27**	**33**	**18**	**261**	**87**	**50**	**18**	**18**	**6**
Total	**53**	**64**	**59**	**54**	**5**	**0**	**9**	**2**	**19**	**35**	**42**	**53**	**315**	**296**	**59**	**47**	**22**	**15**

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Site Number: Site 2
Site Name: A320 Guildford Road / Constitution Hill
Date of Survey: 04.04.2019 & 06.04.2019
Survey Type: Pedestrian Count

Input by: Grant Daniel Breddy
Checked by: Mathew Booth

Time	Movement A1	Movement A2	Movement A3	Movement A4	Movement A5	Movement A6	Movement B1	Movement B2	Movement B3	Movement B4	Movement B5	Movement B6	Movement C1	Movement C2	Movement C3	Movement C4	Movement C5	Movement C6
13:00	1	0	10	1	0	0	1	0	0	0	0	10	7	15	0	0	0	0
13:15	3	2	4	3	1	0	0	0	0	0	3	4	21	9	0	3	0	0
13:30	3	1	8	2	0	0	1	0	2	0	1	8	9	9	1	4	0	0
13:45	1	8	4	2	0	0	0	1	0	0	2	3	20	7	2	1	1	0
14:00	2	12	6	8	0	0	1	0	0	0	7	6	23	11	16	2	0	3
14:15	1	4	1	3	0	0	2	0	0	0	1	1	36	8	4	3	3	0
14:30	3	7	2	0	0	0	0	0	0	0	0	2	34	12	7	1	0	0
14:45	1	0	0	2	0	0	0	0	0	0	2	0	10	2	0	1	0	0
15:00	0	0	2	1	0	0	1	0	0	0	0	2	7	4	0	1	1	0
15:15	3	0	2	0	0	0	0	0	0	0	0	2	5	5	0	2	0	0
15:30	1	1	3	1	0	0	0	0	0	0	1	4	8	6	1	2	2	0
15:45	1	0	1	0	0	0	0	0	0	0	0	1	9	3	0	0	0	0
16:00	0	1	0	0	0	0	0	0	0	0	0	0	5	4	0	0	0	0
16:15	0	0	1	0	0	0	0	0	0	0	0	1	5	1	0	0	0	0
16:30	0	1	2	0	0	0	0	2	0	0	0	0	6	1	1	0	0	0
16:45	0	0	5	0	0	0	0	0	0	0	0	5	4	10	0	0	0	0
17:00	10	3	71	1	0	4	1	0	0	0	0	65	9	106	1	12	3	0
17:15	5	0	15	8	0	0	1	0	0	0	7	18	12	25	1	4	0	0
17:30	0	2	5	2	0	0	0	0	0	0	2	5	2	10	2	0	0	1
17:45	0	0	4	0	0	0	0	1	0	0	0	3	1	7	0	0	0	0
18:00	1	4	4	1	0	0	0	0	0	0	1	6	2	9	4	0	0	0
18:15	2	2	5	2	0	0	1	0	0	0	2	5	4	9	2	1	0	0
18:30	1	2	2	1	0	0	0	0	0	0	1	2	3	6	0	1	0	0
18:45	1	2	1	1	0	0	0	0	0	0	1	1	4	6	0	0	0	0
Toatl	**40**	**52**	**158**	**39**	**1**	**4**	**9**	**4**	**2**	**0**	**31**	**154**	**246**	**285**	**42**	**38**	**10**	**4**

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Site Number: Site 2
Site Name: Constitution Hill / A320 Guildford Road
Date of Survey: 18.05.2019
Survey Type: Pedestrian Count

Input by: Conor Lenehan
Checked by: David Brown

Time	Movement A1	Movement A2	Movement A3	Movement A4	Movement A5	Movement A6	Movement B1	Movement B2	Movement B3	Movement B4	Movement B5	Movement B6	Movement C1	Movement C2	Movement C3	Movement C4	Movement C5	Movement C6
13:00	1	1	4	2	0	2	0	0	7	6	2	4	6	7	1	1	0	0
13:15	2	2	0	0	0	2	0	2	15	2	0	0	2	14	2	2	0	0
13:30	1	0	0	2	0	0	0	0	7	4	2	0	3	7	0	2	0	0
13:45	1	0	0	0	0	0	0	0	9	4	0	0	4	9	1	2	0	0
14:00	3	0	0	5	0	0	0	0	4	8	5	1	8	4	0	4	0	0
14:15	1	0	1	2	2	0	2	0	3	6	0	1	6	3	0	1	0	0
14:30	0	0	2	0	0	0	0	0	13	2	2	1	2	13	0	0	0	0
14:45	0	1	4	0	0	0	0	0	11	6	1	4	6	11	1	0	0	0
15:00	1	2	1	1	0	0	0	0	4	5	1	1	5	4	3	2	0	0
15:15	1	1	0	4	1	0	0	0	0	13	0	0	13	10	0	1	0	0
15:30	2	3	2	2	0	0	1	0	3	4	0	2	4	4	3	3	0	0
15:45	2	2	2	0	0	0	0	0	2	5	2	4	5	8	2	0	0	2
16:00	5	2	2	1	0	0	0	0	1	4	1	0	8	2	0	2	0	0
16:15	1	3	0	2	0	0	1	0	3	6	2	0	4	3	1	1	0	0
16:30	2	3	1	2	0	0	0	0	2	4	1	2	3	1	2	2	0	1
16:45	0	3	2	4	0	0	0	0	3	6	4	2	6	3	3	0	0	0
17:00	0	2	4	5	0	0	0	0	4	14	6	4	14	5	3	0	0	0
17:15	2	2	0	1	0	0	0	0	5	7	1	0	7	2	0	1	0	0
17:30	4	1	3	4	0	0	1	0	7	10	3	3	10	7	1	3	0	0
17:45	0	1	1	1	0	0	0	1	2	3	0	0	3	2	0	0	0	0
18:00	0	0	1	1	0	0	0	0	2	6	2	0	6	2	0	0	0	0
18:15	0	3	0	2	1	0	0	0	1	9	1	0	9	2	0	0	0	0
18:30	0	1	3	1	0	0	0	0	1	7	1	1	7	5	1	0	0	0
18:45	1	1	1	3	0	0	0	0	2	5	1	1	5	4	1	1	0	0
Total	**30**	**31**	**34**	**45**	**3**	**5**	**5**	**5**	**138**	**141**	**44**	**38**	**147**	**140**	**31**	**28**	**0**	**3**

intelligentdata

Intelligent Data Collection Limited
Woking, Surrey

Client: Vectos
Project Number: ID04567
Site Number: Site 3
Site Name: Claremont Avenue / A247
Date of Survey: 04.04.2019 & 06.04.2019
Survey Type: Pedestrian Count

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	24.04.2019			
Prepared by	Grant Daniel Breddy			
Signature				
Checked by	Mathew Booth			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04567			
File Ref	ID04567 Woking, Surrey - 2-Days Pedestrian Count Site 3			

Issue Sheet

Issued to	Date			
	30.04.2019			
Taylor Davis	E-mail			

Contents Page

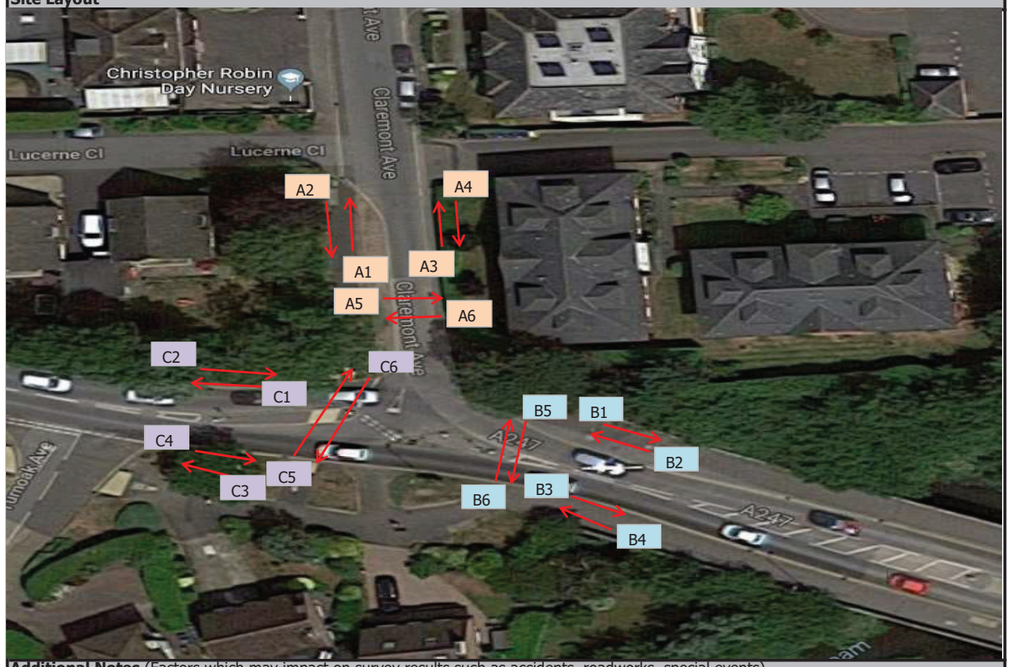
ID04567 Woking Surrey - Pedestrian Count Site 3

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Site Number: Site 3
Site Name: Claremont Avenue / A247
Date of Survey: 04.04.2019 & 06.04.2019
Survey Type: Pedestrian Count

X Coordinate	Y Coordinate	Google Maps Link
51.3080271	-0.560865259	Click Here

Site Layout



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

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Site Number: Site 3
Site Name: Claremont Avenue / A247
Date of Survey: 04.04.2019 & 06.04.2019
Survey Type: Pedestrian Count

Input by: Grant Daniel Beddy
Checked by: Mathew Boutin

Time	Movement A1	Movement A2	Movement A3	Movement A4	Movement A5	Movement A6	Movement B1	Movement B2	Movement B3	Movement B4	Movement B5	Movement B6	Movement C1	Movement C2	Movement C3	Movement C4	Movement C5	Movement C6
06:00	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
06:15	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
06:30	0	0	1	1	0	0	1	1	0	2	0	0	0	0	2	2	0	0
06:45	0	0	4	0	0	0	0	4	2	1	0	0	0	0	0	2	1	3
07:00	1	0	8	0	0	0	0	5	2	2	0	0	0	0	4	3	1	1
07:15	1	4	5	3	0	0	3	9	0	2	0	0	0	0	3	2	1	2
07:30	2	1	9	2	2	1	2	9	2	2	0	0	0	0	3	1	1	1
07:45	4	1	7	1	0	6	1	12	4	4	2	0	0	0	4	4	2	4
08:00	6	1	7	1	0	3	0	12	4	2	0	0	0	0	2	12	5	2
08:15	4	0	8	5	0	2	5	10	2	3	1	0	0	0	3	3	1	1
08:30	3	2	4	8	0	3	5	7	2	1	0	0	0	0	4	20	1	0
08:45	1	2	6	3	0	1	3	8	2	4	0	0	0	0	4	1	0	0
09:00	1	2	8	2	0	0	4	8	2	4	0	0	0	0	4	2	0	0
09:15	1	0	4	3	1	0	4	4	2	2	0	0	0	0	7	3	0	0
09:30	2	2	4	1	1	2	2	6	3	2	0	0	0	0	7	0	0	0
09:45	2	1	1	2	1	1	3	3	4	1	0	0	0	0	6	4	1	0
15:00	0	0	2	1	0	0	1	2	0	0	0	0	0	0	10	0	0	0
15:15	3	0	4	2	3	3	2	1	1	0	0	0	0	0	4	1	0	0
15:30	1	0	3	2	0	1	2	4	1	0	0	0	0	0	1	3	0	0
15:45	0	1	4	1	2	0	2	3	1	0	0	0	0	0	3	3	1	1
16:00	2	0	1	3	0	2	3	3	1	0	0	0	0	0	5	1	2	0
16:15	0	0	1	3	1	0	3	1	1	0	0	0	0	0	2	1	0	0
16:30	1	2	2	2	0	0	3	2	1	0	0	0	0	0	1	2	0	0
16:45	0	0	1	9	0	3	8	4	2	7	0	0	0	0	3	3	1	0
17:00	3	0	0	7	0	1	7	0	0	2	0	0	0	0	0	2	0	0
17:15	2	4	3	7	0	1	6	4	2	4	0	0	0	0	2	2	0	0
17:30	2	5	3	3	7	0	8	3	0	7	0	0	0	0	2	1	0	0
17:45	5	6	2	5	3	0	5	2	2	3	0	0	0	0	7	2	0	0
18:00	0	7	2	7	4	0	13	2	3	2	0	0	0	0	7	2	0	0
18:15	0	3	1	5	1	0	6	1	2	2	0	0	0	0	3	1	0	0
18:30	1	1	1	22	0	0	20	1	0	1	0	0	0	0	2	0	0	0
18:45	0	0	2	7	0	0	7	2	1	2	0	0	0	0	1	0	0	0
19:00	0	1	1	7	0	0	6	1	0	2	0	0	0	0	2	0	0	0
19:15	0	1	0	7	0	0	6	0	3	1	0	0	0	0	1	0	0	0
19:30	0	1	0	5	0	0	3	3	0	1	0	0	0	0	2	0	0	0
19:45	1	0	3	3	0	0	3	3	0	1	0	0	0	0	2	0	0	0
20:00	0	2	1	2	0	0	2	1	0	1	0	0	0	0	1	0	0	0
20:15	0	1	1	2	0	0	2	1	0	1	0	0	0	0	1	0	0	0
20:30	0	0	1	1	0	0	1	0	0	2	0	0	0	0	1	0	0	0
20:45	0	0	1	2	0	0	2	1	0	1	0	0	0	0	1	0	0	0
21:00	2	0	1	4	0	0	4	1	0	1	0	0	0	0	2	0	0	0
21:15	1	0	2	0	0	0	0	2	0	4	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
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	2	0	0	2	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
06:00-10:00 Total	**29**	**15**	**79**	**32**	**5**	**19**	**31**	**95**	**59**	**26**	**6**	**4**	**0**	**0**	**39**	**63**	**16**	**15**
15:00-22:30 Total	**24**	**37**	**42**	**115**	**21**	**11**	**127**	**45**	**56**	**83**	**4**	**1**	**0**	**0**	**84**	**65**	**17**	**22**
Total	**53**	**52**	**121**	**147**	**26**	**30**	**158**	**140**	**115**	**109**	**4**	**1**	**0**	**0**	**123**	**128**	**33**	**37**

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Site Number: Site 3
Site Name: Claremont Avenue / A247
Date of Survey: 04.04.2019 & 06.04.2019
Survey Type: Pedestrian Count

Input by: Grant Daniel Breddy
Checked by: Mathew Booth

Time	Movement A1	Movement A2	Movement A3	Movement A4	Movement A5	Movement A6	Movement B1	Movement B2	Movement B3	Movement B4	Movement B5	Movement B6	Movement C1	Movement C2	Movement C3	Movement C4	Movement C5	Movement C6
13:00	0	0	5	11	0	0	11	7	6	11	3	0	0	0	12	1	0	0
13:15	0	0	3	14	0	0	14	3	25	3	0	0	0	0	2	16	0	0
13:30	2	4	6	27	2	0	28	6	23	6	3	0	0	0	3	15	2	2
13:45	0	3	4	40	5	0	47	4	39	3	0	0	0	0	2	40	0	0
14:00	3	3	5	46	3	0	50	5	69	2	0	0	0	0	0	70	1	0
14:15	2	11	4	68	4	0	69	4	144	4	2	0	0	0	3	140	2	7
14:30	0	0	2	41	0	0	42	2	60	0	4	0	0	0	0	54	0	0
14:45	0	0	2	36	2	0	34	2	30	2	0	0	0	0	1	28	0	0
15:00	1	0	4	1	1	0	4	3	2	0	0	0	0	0	1	2	2	0
15:15	0	0	2	5	0	0	5	2	0	1	0	0	0	0	2	0	0	0
15:30	0	0	2	3	0	0	3	1	2	3	1	0	0	0	0	2	0	0
15:45	0	0	2	0	0	0	0	2	2	4	0	1	0	0	1	1	0	0
16:00	0	0	0	0	0	0	0	0	6	2	0	0	0	0	2	5	0	0
16:15	0	3	1	1	0	0	1	0	1	2	0	0	0	0	3	0	0	3
16:30	0	0	0	2	0	0	2	0	2	0	0	0	0	0	0	2	0	0
16:45	5	1	34	1	0	6	1	54	0	74	0	2	0	0	69	0	1	1
17:00	38	1	186	1	0	21	0	180	2	320	7	13	0	0	310	3	5	1
17:15	1	2	17	2	0	5	2	22	0	10	0	1	0	0	10	0	0	3
17:30	6	0	24	1	0	6	1	32	2	10	0	0	0	0	6	2	0	0
17:45	0	0	5	0	0	0	0	4	0	8	0	3	0	0	4	0	0	0
18:00	1	0	8	2	0	0	2	4	0	5	1	4	0	0	1	1	0	0
18:15	0	0	8	0	0	0	0	8	1	6	0	0	0	0	1	1	0	0
18:30	3	0	0	0	0	1	0	1	3	6	0	1	0	0	4	5	1	0
18:45	3	0	2	1	0	0	1	2	1	3	0	0	0	0	3	4	3	0
Total	**65**	**28**	**326**	**303**	**15**	**39**	**317**	**348**	**420**	**485**	**21**	**25**	**0**	**0**	**440**	**392**	**17**	**17**

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Site Number: Site 3
Site Name: Claremont Avenue / A247 Wych Hill Lane
Date of Survey: 18.05.2019
Survey Type: Pedestrian Count

Input by: Conor Lenehan
Checked by: David Brown

Time	Movement A1	Movement A2	Movement A3	Movement A4	Movement A5	Movement A6	Movement B1	Movement B2	Movement B3	Movement B4	Movement B5	Movement B6	Movement C1	Movement C2	Movement C3	Movement C4	Movement C5	Movement C6
13:00	2	0	4	5	1	0	5	3	1	4	0	0	0	0	2	2	3	0
13:15	0	0	2	2	0	0	2	2	0	1	0	0	0	0	1	0	0	0
13:30	0	0	2	1	0	0	1	2	1	0	0	0	0	0	0	1	0	0
13:45	0	0	1	0	0	0	0	1	2	0	0	0	0	0	0	2	0	0
14:00	0	0	1	0	0	0	0	1	2	1	0	0	0	0	1	2	0	0
14:15	0	0	3	2	0	0	2	3	0	4	0	0	0	0	4	0	0	0
14:30	0	0	1	0	0	0	0	1	1	1	0	0	0	0	1	1	0	0
14:45	0	0	3	4	0	0	4	3	3	0	0	0	0	0	0	3	0	0
15:00	2	0	0	5	0	2	5	2	0	0	0	0	0	0	0	0	0	0
15:15	0	1	2	0	0	0	0	2	0	1	0	0	0	0	2	0	0	1
15:30	0	0	2	2	0	0	2	2	3	1	0	0	0	0	1	3	0	0
15:45	2	0	1	2	0	1	2	3	2	0	1	0	0	0	1	3	1	0
16:00	0	0	1	2	0	0	2	1	1	0	0	0	0	0	0	1	0	0
16:15	0	0	0	1	0	0	1	0	5	2	0	0	0	0	3	6	0	0
16:30	0	1	0	6	0	0	6	0	1	2	0	0	0	0	3	3	0	1
16:45	0	0	2	3	1	0	3	1	7	1	0	0	0	0	1	6	1	0
17:00	1	1	0	0	0	1	0	1	3	2	0	0	0	0	2	2	0	1
17:15	0	0	1	1	0	0	1	1	3	1	0	0	0	0	1	3	0	0
17:30	0	0	1	6	0	0	5	1	2	2	2	0	0	0	2	0	0	0
17:45	0	3	1	0	0	0	1	1	0	1	0	0	0	0	4	0	0	3
18:00	0	0	5	0	0	0	0	5	0	2	0	0	0	0	2	0	0	0
18:15	0	1	2	2	0	0	2	2	2	2	0	0	0	0	3	2	0	1
18:30	0	0	2	2	0	0	1	2	0	2	0	0	0	0	1	0	0	0
18:45	0	2	0	0	0	0	1	0	1	1	0	0	0	0	2	1	0	2
Total	**7**	**9**	**37**	**46**	**2**	**4**	**46**	**40**	**40**	**31**	**3**	**0**	**0**	**0**	**37**	**41**	**5**	**9**

Intelligent Data Collection Limited
Woking, Surrey

Client: Vectos
Project Number: ID04567
Site Number: Site 4
Site Name: A247 Kingfield Road / Westfield Avenue
Date of Survey: 04.04.2019 & 06.04.2019
Survey Type: Pedestrian Count

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	08.05.2019			
Prepared by	Grant Daniel Breddy			
Signature				
Checked by	David Brown			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04567			
File Ref	ID04567 Woking, Surrey - Pedestrian Count Site 4			

Issue Sheet

Issued to	Date			
	09.05.2019			
Taylor Davis	E-mail			

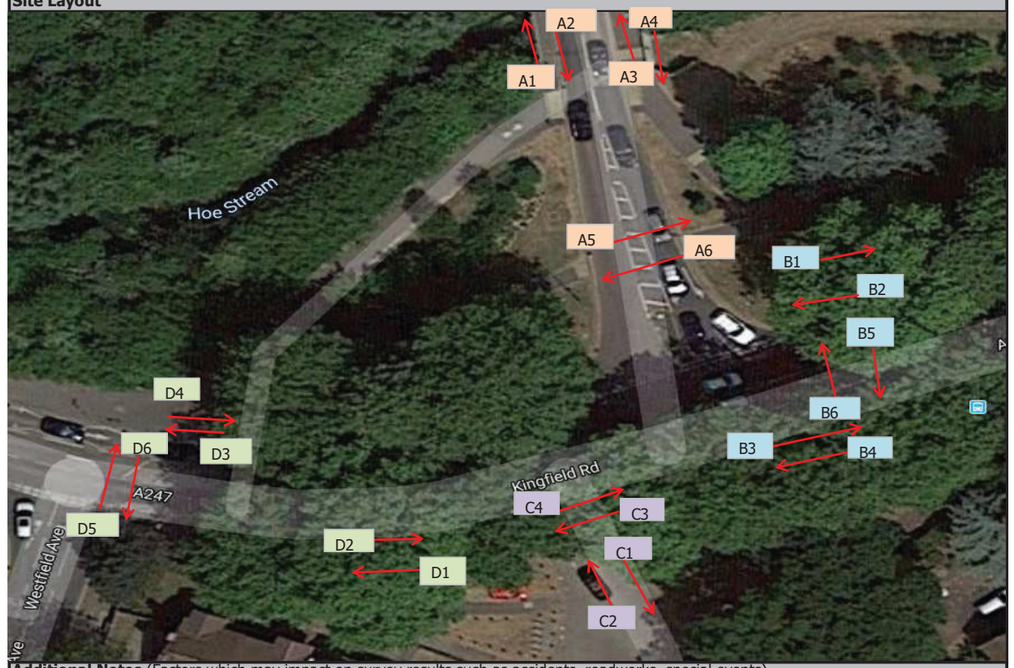
Contents Page

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Site Number: Site 4
Site Name: A247 Kingfield Road / Westfield Avenue
Date of Survey: 04.04.2019 & 06.04.2019
Survey Type: Pedestrian Count

X Coordinate	Y Coordinate	Google Maps Link
51.30759555	-0.559363705	Click Here

Site Layout



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

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Site Number: Site 4
Site Name: A247 Kingfield Road / Westfield Avenue
Date of Survey: 04.04.2019 & 06.04.2019
Survey Type: Pedestrian Count
Input by: Grant Daniel Breddy
Checked by: David Brown

Time	Movement A1	Movement A2	Movement A3	Movement A4	Movement A5	Movement A6	Movement B1	Movement B2	Movement B3	Movement B4	Movement B5	Movement B6	Movement C1	Movement C2	Movement C3	Movement C4	Movement D1	Movement D2	Movement D3	Movement D4	Movement D5	Movement D6
06:00	1	0	1	0	0	0	1	1	0	0	0	0	0	0	1	1	1	1	0	1	1	0
06:15	0	0	1	1	1	0	2	1	1	2	0	0	0	0	2	1	2	1	0	1	1	0
06:30	2	0	2	0	3	0	1	0	0	1	0	0	0	0	1	0	1	0	0	3	3	0
06:45	2	0	3	0	4	2	2	3	0	0	0	0	0	0	0	0	0	0	2	2	2	1
07:00	5	0	4	0	4	0	2	0	0	0	0	0	0	0	0	2	0	1	0	5	4	0
07:15	2	0	5	0	7	1	4	3	1	3	0	0	0	0	2	1	3	1	1	8	3	0
07:30	7	1	5	0	7	1	3	1	1	2	0	1	0	1	2	2	3	2	2	10	9	2
07:45	9	2	10	0	11	3	2	5	2	0	0	0	0	3	0	2	3	2	3	11	11	1
08:00	8	1	12	1	16	1	6	3	3	3	0	0	0	3	3	4	6	4	2	16	15	3
08:15	12	3	16	0	26	6	14	7	15	0	0	3	0	3	0	14	4	10	5	26	20	4
08:30	7	4	9	4	33	5	26	3	15	3	0	2	0	6	3	15	8	15	8	34	11	1
08:45	9	0	7	1	8	1	3	2	1	2	1	1	0	1	2	1	3	1	2	10	9	0
09:00	7	3	12	3	8	4	2	6	2	1	0	0	1	0	1	2	2	3	4	8	6	0
09:15	5	4	7	4	7	4	2	2	0	2	0	0	0	0	2	0	2	0	4	7	3	3
09:30	3	2	5	2	8	7	4	6	1	0	0	0	0	3	0	1	2	1	7	8	5	2
09:45	4	0	4	0	8	1	5	2	3	0	0	1	0	0	0	4	0	4	1	9	5	0
15:00	3	5	2	5	0	6	1	4	1	10	6	0	1	1	10	1	10	1	8	3	2	4
15:15	8	3	6	1	8	1	5	3	1	1	0	0	2	0	1	1	1	4	3	5	4	1
15:30	1	6	1	5	1	1	10	0	5	1	40	1	0	22	2	18	0	17	0	12	1	2
15:45	4	3	5	3	3	4	1	7	6	20	3	5	6	2	13	5	11	6	7	3	2	3
16:00	4	7	11	9	3	9	2	9	6	11	1	6	5	5	9	3	10	7	12	5	3	8
16:15	7	2	10	7	7	5	7	10	1	5	2	0	3	2	4	3	4	5	8	9	7	3
16:30	4	2	5	3	11	2	13	4	4	10	1	0	5	3	6	2	7	4	4	13	11	2
16:45	9	2	10	7	7	3	5	2	4	2	2	0	2	3	1	1	2	3	4	10	5	0
17:00	5	2	5	2	8	2	6	2	3	10	4	3	2	2	7	2	7	2	3	9	3	3
17:15	1	3	4	4	2	3	5	5	7	7	1	2	5	4	4	4	6	5	6	3	1	3
17:30	3	10	6	6	3	6	2	5	1	1	2	1	2	1	1	0	2	3	12	3	3	11
17:45	3	10	4	11	6	9	5	1	0	2	2	0	4	1	2	0	3	4	12	5	4	10
18:00	8	13	7	6	8	2	5	3	0	1	0	0	9	0	1	0	1	9	12	9	2	14
18:15	1	11	1	3	0	4	4	1	2	0	0	1	2	0	0	2	0	4	15	1	1	13
18:30	4	9	5	5	3	4	5	3	2	4	2	3	2	2	0	0	0	1	10	5	6	9
18:45	1	6	16	8	2	7	1	14	0	2	0	2	0	0	2	0	2	0	6	3	2	3
19:00	7	3	6	5	4	1	5	0	2	0	1	1	0	2	0	2	2	2	3	7	7	4
19:15	2	5	4	11	8	3	10	1	1	2	4	0	0	0	1	1	1	1	5	6	2	3
19:30	4	3	1	3	1	4	1	2	0	1	0	0	0	0	1	0	1	0	5	5	3	2
19:45	1	3	3	1	5	1	3	1	3	0	0	1	3	0	0	3	1	7	3	2	2	5
20:00	3	4	1	3	0	2	0	0	1	0	0	0	0	3	0	1	3	1	4	4	5	4
20:15	1	0	2	0	0	1	0	0	0	0	0	1	0	0	1	0	1	0	1	1	0	0
20:30	1	3	1	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	1	1	3
20:45	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
21:00	0	2	0	3	0	2	0	1	0	0	0	0	0	1	1	0	0	0	4	0	1	3
21:15	1	3	3	2	0	2	0	2	2	0	0	1	0	0	0	3	0	0	4	1	1	3
21:30	0	1	0	1	0	1	0	0	1	1	0	0	1	0	0	0	0	0	1	0	0	1
21:45	0	1	0	2	0	0	0	0	0	1	0	0	0	0	1	0	1	0	1	0	0	0
22:00	0	1	1	0	1	1	1	0	1	0	0	0	0	0	0	2	0	0	2	2	1	2
22:15	0	1	0	1	0	1	0	0	0	1	0	0	0	0	1	0	1	0	1	0	0	1
06:00-10:00 Total	**83**	**20**	**103**	**16**	**151**	**36**	**79**	**45**	**45**	**19**	**1**	**8**	**1**	**20**	**19**	**50**	**40**	**46**	**41**	**159**	**108**	**17**
15:00-22:30 Total	**86**	**125**	**120**	**122**	**91**	**98**	**87**	**85**	**50**	**132**	**32**	**27**	**77**	**34**	**85**	**36**	**94**	**69**	**173**	**117**	**82**	**123**
Total	**169**	**145**	**223**	**138**	**242**	**134**	**166**	**130**	**95**	**151**	**33**	**35**	**78**	**54**	**104**	**86**	**134**	**115**	**214**	**276**	**190**	**140**

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Site Number: Site 4
Site Name: A247 Kingfield Road / Westfield Avenue
Date of Survey: 04.04.2019 & 06.04.2019
Survey Type: Pedestrian Count
Input by: Grant Daniel Breddy
Checked by: David Brown

Time	Movement A1	Movement A2	Movement A3	Movement A4	Movement A5	Movement A6	Movement B1	Movement B2	Movement B3	Movement B4	Movement B5	Movement B6	Movement C1	Movement C2	Movement C3	Movement C4	Movement D1	Movement D2	Movement D3	Movement D4	Movement D5	Movement D6
13:00	11	12	1	11	1	2	3	3	8	28	11	0	47	0	6	3	7	45	16	12	12	13
13:15	9	24	1	18	6	3	14	1	5	41	4	5	76	1	15	4	4	66	31	14	8	35
13:30	17	123	13	64	12	49	13	10	9	60	25	2	194	4	5	1	6	197	148	16	7	158
13:45	8	52	7	53	0	10	9	3	0	133	38	0	316	10	4	0	9	144	52	8	3	84
14:00	7	130	4	181	4	9	14	2	6	208	193	0	514	0	3	3	19	239	162	15	12	195
14:15	13	185	0	210	0	9	9	0	6	298	200	0	829	0	9	4	9	386	149	7	8	174
14:30	10	130	3	312	2	65	4	0	6	346	320	2	897	3	14	3	16	239	91	18	12	110
14:45	8	48	4	108	0	11	2	0	0	175	105	0	396	2	3	0	6	167	56	10	8	62
15:00	9	11	0	19	0	2	5	0	3	17	13	0	58	20	1	0	14	18	12	15	15	11
15:15	2	5	0	2	0	0	1	0	1	8	2	0	6	6	5	0	7	3	7	1	2	8
15:30	7	9	2	2	0	0	3	1	1	4	0	4	3	5	2	0	4	1	9	10	9	7
15:45	7	3	4	1	0	1	0	6	4	1	7	1	11	6	0	0	4	6	3	9	9	2
16:00	5	6	1	4	2	0	0	1	6	6	5	2	15	12	0	0	1	5	8	6	5	6
16:15	6	8	0	0	1	1	0	3	4	14	3	1	8	14	0	5	4	7	3	6	8	3
16:30	13	5	8	3	1	0	1	2	11	17	6	9	18	45	0	8	10	3	9	5	3	10
16:45	110	4	63	4	7	0	11	9	98	3	9	26	18	179	0	44	31	49	6	106	143	3
17:00	505	6	355	1	156	0	58	12	552	11	4	389	46	1044	18	215	423	237	19	580	564	1
17:15	42	7	19	3	8	0	10	11	47	4	0	17	12	124	18	63	70	8	13	34	37	8
17:30	70	6	17	2	6	0	2	2	22	1	0	2	12	186	9	23	57	5	5	21	33	3
17:45	30	4	11	1	0	0	2	8	1	1	0	0	9	73	0	13	33	3	4	17	17	5
18:00	4	5	7	0	0	0	0	1	0	0	0	9	0	23	0	7	9	0	4	6	9	5
18:15	6	4	4	0	3	0	0	0	1	0	0	1	0	26	3	5	17	0	3	2	7	3
18:30	10	5	3	0	0	2	0	0	1	3	0	0	0	30	0	0	7	0	7	2	4	4
18:45	0	4	0	1	1	0	1	2	0	0	0	0	0	3	0	0	3	0	6	1	0	1
Total	**909**	**796**	**527**	**1000**	**210**	**164**	**162**	**77**	**792**	**1379**	**945**	**470**	**3485**	**1816**	**115**	**406**	**770**	**1828**	**823**	**924**	**935**	**911**

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Site Number: Site 5
Site Name: A247 Kingfield Road / Westfield Avenue
Date of Survey: 18.05.2019
Survey Type: Pedestrian Count

Input by: Conor Lenehan
Checked by: Richard Morris

Time	Movement A1	Movement A2	Movement A3	Movement A4	Movement A5	Movement A6	Movement B1	Movement B2	Movement B3	Movement B4	Movement B5	Movement C1
13:00	2	7	7	2	7	3	3	2	0	0	0	0
13:15	6	5	11	5	6	4	3	5	0	0	0	0
13:30	9	10	6	1	15	1	0	3	1	1	1	0
13:45	13	2	14	1	15	1	0	1	1	1	1	0
14:00	5	1	6	3	5	0	3	1	0	0	0	0
14:15	6	0	11	0	5	3	2	6	1	0	0	0
14:30	6	4	9	6	10	5	5	1	0	2	2	0
14:45	9	9	12	10	9	6	4	3	2	2	4	1
15:00	7	9	9	23	7	13	11	7	3	6	0	0
15:15	5	5	10	14	5	12	7	7	3	8	4	0
15:30	6	4	6	4	10	7	4	3	2	3	2	0
15:45	10	6	7	8	12	4	5	1	1	0	0	0
16:00	4	4	8	2	4	2	0	1	0	1	0	0
16:15	8	4	12	6	11	5	2	1	2	1	1	0
16:30	5	16	3	18	7	15	4	0	0	0	0	0
16:45	10	8	15	10	10	8	1	5	1	0	1	1
17:00	4	4	2	8	5	2	5	1	0	2	0	4
17:15	5	8	4	9	5	9	1	2	0	0	0	0
17:30	6	5	8	4	6	4	1	1	0	0	0	0
17:45	3	7	5	4	4	4	3	0	0	2	0	0
18:00	2	10	4	6	2	10	3	2	0	2	0	0
18:15	8	3	11	2	9	3	0	4	2	0	2	0
18:30	6	5	14	2	7	5	0	3	9	0	0	0
18:45	2	4	4	1	3	1	0	0	0	1	0	0
Total	154	137	202	165	164	129	77	64	39	43	21	6

Time	Movement C2	Movement C3	Movement C4	Movement D1	Movement D2	Movement D3	Movement D4	Movement D5	Movement D6
13:00	1	0	0	2	0	1	2	1	2
13:15	0	0	0	0	0	0	1	0	0
13:30	0	2	1	2	1	0	0	8	5
13:45	0	1	1	1	0	0	0	11	0
14:00	0	4	4	3	3	0	0	5	2
14:15	0	1	1	1	0	0	0	6	0
14:30	0	0	2	0	2	0	4	9	3
14:45	0	2	2	2	1	1	1	6	6
15:00	0	8	1	4	2	6	3	8	12
15:15	0	1	0	3	1	0	4	5	2
15:30	0	3	2	1	0	0	0	11	7
15:45	0	0	1	0	2	0	0	7	4
16:00	0	0	0	0	2	0	0	4	4
16:15	0	1	2	2	2	0	0	7	18
16:30	0	0	0	0	0	0	0	3	9
16:45	0	2	0	2	0	1	0	7	9
17:00	0	0	0	0	0	2	1	1	3
17:15	0	0	0	0	1	0	1	7	5
17:30	0	0	0	0	0	1	1	3	5
17:45	0	0	0	0	0	0	0	6	2
18:00	0	0	0	0	0	0	0	3	0
18:15	0	0	0	0	0	0	0	3	5
18:30	0	0	0	0	0	0	0	3	5
18:45	0	0	0	0	0	0	0	3	0
Total	1	25	18	27	18	12	17	139	129

Intelligent Data Collection Limited
Woking, Surrey

Client: Vectos
Project Number: ID04567
Site Number: Site 5
Site Name: White Rose Lane / Ockenden Road
Date of Survey: 04.04.2019 & 06.04.2019
Survey Type: Pedestrian Count

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	24.04.2019			
Prepared by	Grant Daniel Breddy			
Signature				
Checked by	Mathew Booth			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04567			
File Ref	ID04567 Woking, Surrey - 2-Days Pedestrian Count Site 5			

Issue Sheet

Issued to	Date			
	01.05.2019			
Taylor Davis	E-mail			

Contents Page

ID04567 Woking Surrey - Pedestrian Count Site 5

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Site Number: Site 5
Site Name: White Rose Lane / Ockenden Road
Date of Survey: 04.04.2019 & 06.04.2019
Survey Type: Pedestrian Count

X Coordinate	Y Coordinate	Google Maps Link
51.31302807	-0.554673565	Click Here

Site Layout

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

Pedestrians have been observed but not recorded making movements A1 and C5 on the road, leading to inconsistencies in the pedestrian cordon.

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Site Number: Site 5
Site Name: White Rose Lane / Ockenden Road
Date of Survey: 04.04.2019 & 06.04.2019
Survey Type: Pedestrian Count

Input by: Grant Daniel Beddy
Checked by: Matthew Booth

Time	Movement A1	Movement A2	Movement A3	Movement A4	Movement A5	Movement A6	Movement B1	Movement B2	Movement B3	Movement B4	Movement B5	Movement B6	Movement C1	Movement C2	Movement C3	Movement C4	Movement C5	Movement C6
06:00	2	6	0	0	0	0	0	0	4	3	0	0	0	0	0	0	2	3
06:15	2	1	1	0	0	0	0	1	1	4	0	0	0	0	0	0	5	1
06:30	15	2	1	0	0	0	0	1	2	17	0	0	1	0	0	0	16	2
06:45	16	2	1	0	0	0	0	1	4	16	0	0	0	2	0	0	16	2
07:00	18	2	0	0	0	0	0	0	3	19	0	0	2	1	0	0	17	2
07:15	20	6	1	0	0	0	0	1	6	20	0	0	0	0	0	0	19	3
07:30	23	10	1	0	0	0	1	1	10	25	0	0	1	0	0	0	23	6
07:45	24	9	0	1	0	0	0	0	9	20	0	0	0	3	0	0	22	8
08:00	18	40	0	1	0	0	1	0	41	20	0	1	0	0	0	0	20	40
08:15	26	105	3	6	0	0	5	3	111	25	1	3	0	1	0	0	26	109
08:30	18	34	1	0	0	0	0	1	38	15	0	0	0	0	0	0	15	38
08:45	20	19	0	0	0	0	0	0	19	22	0	0	0	0	0	0	22	19
09:00	14	17	1	1	0	0	1	1	15	13	0	0	0	0	0	0	13	16
09:15	17	23	0	0	0	0	0	0	23	18	0	0	1	2	0	0	16	21
09:30	9	33	0	1	0	2	1	0	35	11	0	0	2	0	0	0	9	35
09:45	13	36	0	1	0	0	1	0	36	13	1	0	0	2	0	0	12	36
15:00	43	6	1	0	0	0	0	1	8	45	0	0	0	0	0	0	46	8
15:15	39	6	1	0	0	0	0	1	8	36	0	0	1	0	0	0	38	6
15:30	69	6	0	2	0	0	2	0	6	72	2	0	0	0	0	0	69	6
15:45	57	15	1	0	0	0	0	1	5	74	0	0	3	0	0	0	59	5
16:00	57	15	1	1	0	0	0	1	12	68	0	0	1	1	0	0	68	13
16:15	136	13	1	1	0	0	1	1	11	124	0	0	1	0	0	0	122	12
16:30	28	11	1	4	0	0	1	1	10	29	0	0	0	0	0	0	30	11
16:45	19	24	0	4	0	0	4	1	24	17	3	0	0	2	0	0	19	12
17:00	10	19	0	2	0	0	2	0	19	10	1	0	0	4	0	0	8	16
17:15	14	33	0	0	0	0	0	0	38	12	1	0	0	0	0	0	12	36
17:30	5	19	0	1	0	0	1	0	17	6	0	0	0	0	0	0	6	17
17:45	15	25	0	2	0	0	2	0	23	15	0	0	0	0	0	0	15	23
18:00	9	20	0	0	0	0	0	0	21	17	0	0	0	0	0	0	9	19
18:15	3	18	1	0	0	0	0	0	17	3	0	0	0	0	0	0	2	17
18:30	20	18	0	0	0	0	0	0	16	13	0	0	0	2	0	0	12	16
18:45	5	24	1	0	0	0	0	0	20	7	0	0	1	0	0	0	5	25
19:00	1	14	1	0	0	0	0	0	12	4	0	0	0	1	0	0	2	17
19:15	6	7	0	0	0	0	0	0	9	5	0	0	0	1	0	0	4	9
19:45	0	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	4
20:00	6	8	1	1	0	0	1	0	7	2	0	0	0	0	0	0	3	6
20:15	0	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	6
20:30	2	3	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2	6
20:45	2	6	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2	6
21:00	1	6	0	0	0	0	0	0	6	1	0	0	0	2	0	0	1	6
21:15	2	5	0	0	0	0	0	0	5	1	0	0	1	0	0	0	2	5
21:45	1	4	1	0	0	0	0	0	4	0	0	0	0	0	0	0	1	4
22:00	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
22:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00- 10:00 Total	**255**	**345**	**10**	**11**	**0**	**2**	**10**	**10**	**357**	**264**	**4**	**3**	**8**	**10**	**1**	**2**	**253**	**344**
15:00- 22:30 Total	**561**	**363**	**13**	**15**	**0**	**0**	**15**	**13**	**360**	**573**	**6**	**3**	**18**	**20**	**3**	**0**	**550**	**355**
Total	**816**	**708**	**23**	**26**	**0**	**2**	**25**	**23**	**717**	**837**	**10**	**6**	**26**	**30**	**4**	**2**	**803**	**699**

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Site Number: Site 5
Site Name: White Rose Lane / Ockenden Road
Date of Survey: 04.04.2019 & 06.04.2019
Survey Type: Pedestrian Count

Input by: Grant Daniel Breddy
Checked by: Mathew Booth

Time	Movement A1	Movement A2	Movement A3	Movement A4	Movement A5	Movement A6	Movement B1	Movement B2	Movement B3	Movement B4	Movement B5	Movement B6	Movement C1	Movement C2	Movement C3	Movement C4	Movement C5	Movement C6
13:00	20	28	0	1	0	1	0	0	33	11	0	0	0	0	0	0	19	26
13:15	18	42	1	0	0	0	0	1	34	18	0	0	0	1	0	0	17	42
13:30	15	71	1	1	0	0	0	1	59	9	0	0	0	0	0	0	15	67
13:45	6	69	1	0	1	5	1	0	61	4	0	0	0	0	0	0	6	68
14:00	8	170	1	0	0	0	0	3	164	8	0	0	0	3	0	0	8	162
14:15	3	220	4	12	0	1	12	0	167	3	0	0	0	0	0	0	3	183
14:30	5	83	0	2	0	0	1	0	145	5	0	0	0	2	0	0	5	131
14:45	5	29	1	5	0	0	4	0	27	6	0	0	0	0	0	0	5	31
15:00	4	18	8	0	0	0	0	6	25	3	0	0	0	6	0	0	5	21
15:15	19	8	2	0	0	1	0	2	8	21	0	0	1	0	0	0	19	8
15:30	8	21	0	0	0	0	0	0	22	9	0	0	2	0	0	0	8	23
15:45	9	7	3	5	0	0	4	0	8	12	1	3	4	2	0	0	9	7
16:00	6	11	3	0	0	0	0	1	9	7	0	2	1	1	0	1	4	9
16:15	10	8	1	2	0	0	2	1	10	13	0	0	2	0	0	0	11	11
16:30	6	7	2	0	0	2	0	2	8	5	0	0	0	0	0	0	5	7
16:45	10	10	0	0	0	0	0	0	8	6	0	0	0	0	0	0	10	10
17:00	173	13	18	0	0	1	0	21	15	170	0	4	3	2	1	0	166	13
17:15	299	9	47	0	0	7	0	54	11	261	0	2	2	2	0	0	263	9
17:30	25	8	4	2	0	0	0	3	9	23	0	1	0	1	0	0	25	7
17:45	35	2	7	2	0	0	1	6	3	36	1	1	2	0	0	0	36	3
18:00	16	15	2	0	0	0	0	2	15	16	1	0	2	0	1	0	14	15
18:15	10	10	0	0	0	0	0	0	9	9	0	0	0	0	0	0	10	9
18:30	5	7	0	0	0	0	0	0	9	6	0	0	0	0	0	0	5	8
18:45	4	8	1	0	0	0	0	0	9	4	0	0	0	5	0	0	4	8
Total	**719**	**874**	**107**	**32**	**1**	**18**	**25**	**103**	**868**	**665**	**3**	**13**	**19**	**25**	**2**	**1**	**672**	**878**

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Site Number: Site 5
Site Name: White Rose Lane / Ockenden Road
Date of Survey: 18.05.2019
Survey Type: Pedestrian Count

Input by: Conor Lenehan
Checked by: David Brown

Time	Movement A1	Movement A2	Movement A3	Movement A4	Movement A5	Movement A6	Movement B1	Movement B2	Movement B3	Movement B4	Movement B5	Movement B6	Movement C1	Movement C2	Movement C3	Movement C4	Movement C5	Movement C6
13:00	9	23	0	0	0	0	0	0	21	10	0	0	0	0	0	0	10	23
13:15	12	29	1	1	0	0	1	1	29	9	1	1	0	0	0	0	10	28
13:30	11	11	0	0	0	1	0	0	13	9	1	0	1	2	0	0	9	12
13:45	11	19	2	4	0	0	4	2	19	11	3	0	2	0	0	0	11	19
14:00	19	11	0	0	0	0	0	0	12	25	0	0	5	2	0	0	21	10
14:15	13	18	2	0	0	1	0	2	19	17	0	0	2	0	0	0	13	19
14:30	20	15	0	1	0	0	1	0	15	20	1	0	0	0	0	0	25	16
14:45	14	13	1	1	0	0	1	1	12	10	1	1	2	0	0	0	9	13
15:00	15	9	0	1	0	0	1	0	7	11	0	0	0	1	2	0	12	7
15:15	13	14	0	0	0	0	0	0	14	15	0	0	2	0	0	0	13	14
15:30	18	22	0	1	0	0	1	0	19	14	0	0	0	0	0	0	16	22
15:45	14	22	0	0	0	0	0	0	18	16	0	0	1	0	0	0	16	20
16:00	16	7	2	1	0	0	2	4	7	19	0	0	0	3	0	0	20	5
16:15	12	8	3	0	0	0	0	1	11	12	0	0	0	4	0	0	11	8
16:30	13	9	1	0	0	0	0	1	9	13	0	1	0	0	0	0	14	9
16:45	11	19	0	0	0	2	0	0	18	8	0	0	0	0	0	0	9	19
17:00	10	21	2	0	0	0	0	2	20	9	0	0	0	0	0	0	9	20
17:15	11	17	1	0	0	1	0	2	19	12	0	0	3	1	0	0	10	19
17:30	6	13	1	0	0	0	0	0	11	7	0	1	1	0	0	0	6	12
17:45	21	16	3	0	0	1	0	2	17	22	0	1	3	0	0	0	18	19
18:00	6	18	0	0	0	0	0	0	13	5	0	0	0	0	0	0	6	13
18:15	14	18	0	0	0	0	0	0	23	13	0	0	0	4	0	0	14	18
18:30	4	5	0	0	0	0	0	0	5	9	0	0	2	0	0	0	7	5
18:45	9	18	1	0	0	1	0	1	12	9	0	0	0	0	0	0	13	19
Total	**302**	**375**	**20**	**10**	**0**	**7**	**11**	**19**	**363**	**305**	**7**	**5**	**24**	**17**	**2**	**0**	**302**	**369**

Intelligent Data Collection Limited
Woking, Surrey

Client: Vectos
Project Number: ID04567
Site Number: Site 6
Site Name: Unnamed Road
Date of Survey: 04.04.2019 & 06.04.2019
Survey Type: Pedestrian Count

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	24.04.2019			
Prepared by	Grant Daniel Breddy			
Signature				
Checked by	Mathew Booth			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04567			
File Ref	ID04567 Woking, Surrey - 2-Days Pedestrian Count Site 6			

Issue Sheet

Issued to	Date			
	30.04.2019			
Taylor Davis	E-mail			

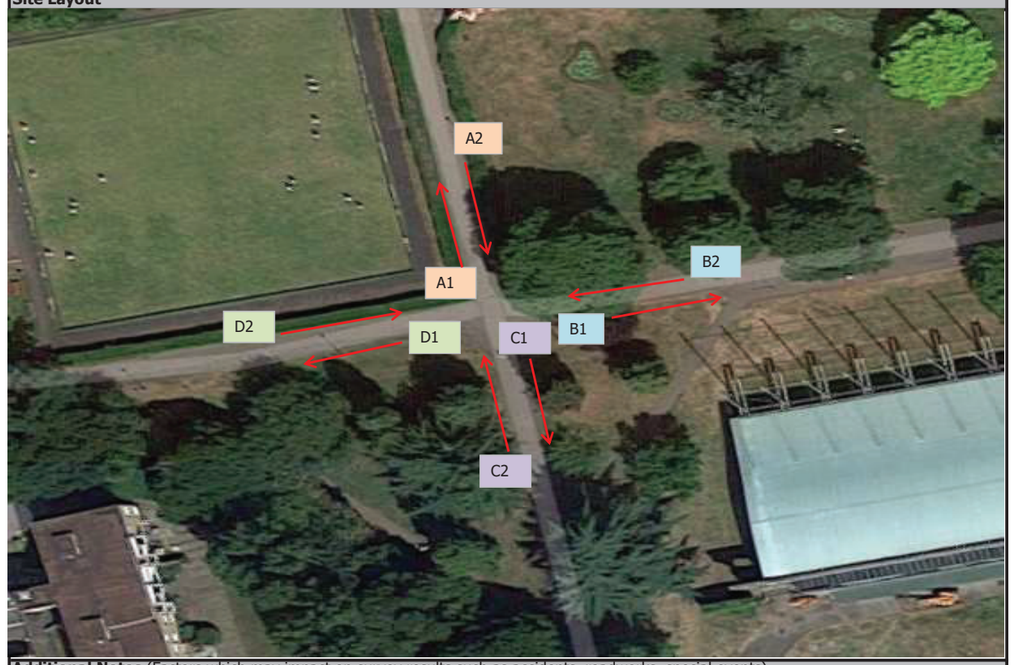
Contents Page

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Site Number: Site 6
Site Name: Unnamed Road
Date of Survey: 04.04.2019 & 06.04.2019
Survey Type: Pedestrian Count

X Coordinate	Y Coordinate	Google Maps Link
51.31140838	-0.558575812	Click Here

Site Layout



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

ID04567 Woking Surrey - Pedestrian Count Site 6

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Site Number: Site 6
Site Name: Unnamed Road
Date of Survey: 04.04.2019 & 06.04.2019
Survey Type: Pedestrian Count

Time	Movement A1	Movement A2	Movement B1	Movement B2	Movement C1	Movement C2	Movement D1	Movement D2
06:00	3	5	2	2	3	2	1	0
06:15	2	1	0	1	3	1	0	2
06:30	5	2	4	1	1	4	0	3
06:45	7	6	1	5	5	3	1	0
07:00	4	1	2	0	0	5	0	0
07:15	10	3	0	0	2	7	1	3
07:30	15	6	5	2	1	14	2	1
07:45	13	4	3	2	4	13	2	3
08:00	26	6	3	1	5	18	1	10
08:15	32	7	5	3	6	27	1	7
08:30	23	16	3	4	16	22	3	3
08:45	35	4	2	2	4	32	1	4
09:00	33	5	4	2	5	33	1	3
09:15	20	7	3	2	9	21	0	2
09:30	24	7	3	6	7	19	0	2
09:45	9	8	6	5	7	10	2	1
15:00	9	7	0	2	8	9	1	0
15:15	10	10	1	1	9	8	0	1
15:30	11	6	2	7	8	10	2	0
15:45	5	12	1	3	9	3	3	0
16:00	27	10	3	8	10	21	0	1
16:15	7	21	8	6	15	6	4	1
16:30	10	9	2	2	10	10	1	2
16:45	9	5	1	6	5	6	3	1
17:00	6	10	2	3	10	5	0	0
17:15	18	12	6	14	13	11	0	0
17:30	6	24	9	8	21	6	3	1
17:45	8	21	1	6	19	3	4	2
18:00	7	19	2	2	13	3	4	2
18:15	4	16	5	7	11	1	5	1
18:30	13	16	6	7	12	8	5	5
18:45	11	22	4	4	18	10	8	5
19:00	14	16	5	7	13	12	7	4
19:15	7	14	4	2	11	7	3	2
19:30	10	7	0	4	6	6	3	2
19:45	9	6	1	6	6	5	2	1
20:00	8	7	3	1	4	9	3	1
20:15	11	2	2	6	2	7	2	2
20:30	5	3	1	4	3	5	3	0
20:45	1	6	2	0	4	2	1	0
21:00	8	7	0	2	4	5	4	2
21:15	3	1	1	0	1	8	4	0
21:30	0	1	0	1	3	0	0	1
21:45	1	0	0	1	1	1	0	0
22:00	3	5	2	2	4	3	1	0
22:15	1	4	2	1	2	1	1	0
06:00-10:00 Total	**261**	**88**	**46**	**38**	**78**	**231**	**16**	**44**
15:00-22:30 Total	**242**	**299**	**76**	**123**	**255**	**191**	**77**	**37**
Total	**503**	**387**	**122**	**161**	**333**	**422**	**93**	**81**

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Site Number: Site 6
Site Name: Unnamed Road
Date of Survey: 04.04.2019 & 06.04.2019
Survey Type: Pedestrian Count

Input by: Grant Daniel Breddy
Checked by: Mathew Booth

Time	Movement A1	Movement A2	Movement B1	Movement B2	Movement C1	Movement C2	Movement D1	Movement D2
13:00	18	22	13	9	24	30	6	0
13:15	21	35	18	31	55	29	3	2
13:30	23	39	8	31	64	21	4	8
13:45	19	86	6	56	135	20	5	3
14:00	17	187	2	121	310	24	3	0
14:15	20	191	13	157	342	26	2	3
14:30	19	242	17	163	398	27	5	7
14:45	15	64	7	14	73	16	0	1
15:00	22	19	6	12	22	16	0	3
15:15	10	18	4	2	10	4	3	3
15:30	3	8	11	9	13	10	0	0
15:45	21	15	13	6	11	26	2	0
16:00	13	18	10	18	28	16	1	0
16:15	4	16	16	3	13	15	2	1
16:30	17	9	11	3	10	29	3	0
16:45	29	14	27	3	14	52	0	1
17:00	473	24	396	45	12	816	5	1
17:15	144	24	69	11	6	188	7	3
17:30	59	11	28	14	9	75	5	1
17:45	40	15	23	6	9	46	0	5
18:00	24	18	18	10	14	30	2	0
18:15	12	13	8	6	8	14	7	2
18:30	28	7	0	7	8	22	0	0
18:45	12	8	1	10	11	6	0	0
Toatl	**1063**	**1103**	**725**	**747**	**1599**	**1558**	**65**	**44**

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Site Number: Site 6
Site Name: Unnamed Road
Date of Survey: 18.05.2019 **Input by:** Conor Lenehan
Survey Type: Pedestrian Count **Checked by:** David Brown

Time	Movement A1	Movement A2	Movement B1	Movement B2	Movement C1	Movement C2	Movement D1	Movement D2
13:00	9	18	20	14	23	24	4	1
13:15	26	24	38	17	21	49	9	3
13:30	28	7	15	7	13	42	1	3
13:45	35	19	31	20	20	45	6	6
14:00	32	15	34	21	25	52	1	4
14:15	20	22	15	7	9	17	0	0
14:30	15	31	19	26	46	23	2	0
14:45	18	13	23	22	34	34	1	7
15:00	15	14	23	25	36	37	1	3
15:15	19	16	21	19	33	32	2	4
15:30	26	22	36	27	32	49	6	2
15:45	23	26	15	31	48	26	5	8
16:00	27	28	37	71	87	48	5	9
16:15	24	12	14	18	24	30	1	3
16:30	15	15	14	17	27	25	2	1
16:45	19	21	10	19	24	17	4	0
17:00	20	23	16	8	17	23	12	11
17:15	22	10	5	14	4	13	6	0
17:30	11	25	12	9	27	15	5	6
17:45	12	19	12	12	24	22	10	5
18:00	15	6	7	8	9	20	5	2
18:15	12	15	12	12	22	19	7	7
18:30	24	8	9	10	11	22	2	6
18:45	12	6	6	11	11	10	3	5
Total	**479**	**415**	**444**	**445**	**627**	**694**	**100**	**96**

Intelligent Data Collection Limited
Woking, Surrey

Client: Vectos
Project Number: ID04567
Site Number: Site 7
Site Name: Constitution Hill, Pedestrian Footpath
Date of Survey: 04.04.2019 & 06.04.2019
Survey Type: Pedestrian Count

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	24.04.2019			
Prepared by	Grant Daniel Breddy			
Signature				
Checked by	Mathew Booth			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04567			
File Ref	ID04567 Woking, Surrey - Pedestrian Count Site 7			

Issue Sheet

Issued to	Date			
	30.04.2019			
Taylor Davis	E-mail			

Contents Page

ID04567 Woking Surrey - Pedestrian Count Site 7

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Site Number: Site 7
Site Name: Constitution Hill, Pedestrian Footpath
Date of Survey: 04.04.2019 & 06.04.2019
Survey Type: Pedestrian Count

X Coordinate	Y Coordinate	Google Maps Link
51.31257412	-0.560055242	Click Here

Site Layout

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

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Site Number: Site 7
Site Name: Constitution Hill, Pedestrian Footpath
Date of Survey: 04.04.2019 & 06.04.2019
Survey Type: Pedestrian Count

Input by: Grant Daniel Breddy
Checked by: Mathew Booth

Time	Movement A1		Movement A2	
06:00	4		3	
06:15	0		2	
06:30	0		6	
06:45	3		5	
07:00	1		5	
07:15	4		13	
07:30	8		20	
07:45	6		14	
08:00	8		24	
08:15	15		31	
08:30	17		24	
08:45	14		38	
09:00	9		23	
09:15	5		16	
09:30	7		23	
09:45	8		17	
15:00	5		15	
15:15	10		9	
15:30	5		13	
15:45	18		11	
16:00	10		16	
16:15	19		15	
16:30	11		9	
16:45	11		6	
17:00	22		5	
17:15	23		9	
17:30	27		7	
17:45	32		10	
18:00	20		5	
18:15	18		4	
18:30	5		7	
18:45	23		8	
19:00	23		8	
19:15	12		8	
19:30	8		2	
19:45	6		3	
20:00	9		8	
20:15	7		7	
20:30	6		5	
20:45	4		3	
21:00	5		4	
21:15	2		9	
21:30	2		1	
21:45	2		1	
22:00	8		2	
22:15	2		2	
06:00-10:00 Total	**109**		**264**	
15:00-22:30 Total	**355**		**212**	
Total	**464**		**476**	

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Site Number: Site 7
Site Name: Constitution Hill, Pedestrian Footpath
Date of Survey: 04.04.2019 & 06.04.2019
Survey Type: Pedestrian Count

Input by: Grant Daniel Breddy
Checked by: Mathew Booth

Time	Movement A1	Movement A2
13:00	24	14
13:15	32	12
13:30	51	22
13:45	141	31
14:00	140	10
14:15	230	17
14:30	235	19
14:45	47	15
15:00	11	14
15:15	9	3
15:30	7	2
15:45	15	15
16:00	14	14
16:15	12	8
16:30	5	17
16:45	7	23
17:00	7	208
17:15	7	195
17:30	6	55
17:45	10	53
18:00	29	18
18:15	3	4
18:30	13	26
18:45	11	11
Toatl	**1066**	**806**

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Site Number: Site 7
Site Name: Ped link off Constitution Hill
Date of Survey: 18.05.2019
Survey Type: Pedestrian Count

Input by: Conor Lenehan
Checked by: David Brown

Time	Movement A1	Movement A2
13:00	22	12
13:15	6	22
13:30	16	21
13:45	15	23
14:00	14	29
14:15	12	17
14:30	24	18
14:45	15	7
15:00	12	19
15:15	32	15
15:30	18	19
15:45	13	19
16:00	16	28
16:15	17	19
16:30	18	12
16:45	19	22
17:00	25	7
17:15	9	23
17:30	13	19
17:45	19	14
18:00	20	10
18:15	8	12
18:30	8	17
18:45	9	16
Total	**380**	**420**

Intelligent Data Collection Limited
Woking, Surrey

Client: Vectos
Project Number: ID04567
Site Number: Site 8
Site Name: Westfield Avenue / David Lloyds Access
Date of Survey: 04.04.2019, 06.04.2019 & 18.05.2019
Survey Type: Pedestrian Count

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	07.06.2019			
Prepared by	Grant Daniel Breddy			
Signature				
Checked by	David Brown			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04567			
File Ref	ID04567 Woking, Surrey - Pedestrian Count Site 8			

Issue Sheet

Issued to	Date			
	07.06.2019			
Taylor Davis	E-mail			

Contents Page

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Site Number: Site 8
Site Name: Westfield Avenue / David Lloyds Access
Date of Survey: 04.04.2019, 06.04.2019 & 18.05.2019
Survey Type: Pedestrian Count

X Coordinate	Y Coordinate	Google Maps Link
51.30618028	-0.56036575	Click Here

Site Layout

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

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Site Number: Site 8
Site Name: Westfield Avenue / David Lloyds Access
Date of Survey: 04.04.2019 **Input by:** Grant Daniel Breddy
Survey Type: Pedestrian Count **Checked by:** David Brown

Time	Movement A-B	Movement A-C	Movement B-A	Movement B-C	Movement C-A	Movement C-B
06:00	0	0	0	0	1	1
06:15	1	0	0	0	0	0
06:30	0	0	0	0	1	0
06:45	0	0	0	0	3	0
07:00	0	0	2	0	1	0
07:15	0	0	0	0	2	2
07:30	2	2	1	0	5	0
07:45	0	0	0	0	1	0
08:00	0	2	2	0	3	0
08:15	0	0	1	0	12	1
08:30	0	0	1	0	3	1
08:45	1	0	0	0	1	2
09:00	0	0	0	0	1	1
09:15	2	0	0	1	0	0
09:30	0	2	0	0	0	1
09:45	1	0	1	2	2	0
15:00	0	4	0	0	0	0
15:15	0	0	0	0	3	0
15:30	1	5	0	0	0	0
15:45	3	1	2	0	1	0
16:00	3	2	1	1	0	0
16:15	1	0	2	2	3	0
16:30	0	5	1	0	3	0
16:45	5	1	1	0	2	0
17:00	2	6	9	0	1	0
17:15	0	0	0	0	0	0
17:30	3	2	0	0	2	0
17:45	4	1	1	0	0	1
18:00	2	5	2	0	2	0
18:15	0	3	0	0	0	1
18:30	6	12	2	1	2	0
18:45	2	2	0	0	1	0
19:00	2	0	5	0	2	0
19:15	0	0	2	1	0	0
19:30	0	3	4	0	0	0
19:45	4	0	1	0	0	0
20:00	1	2	1	0	1	0
20:15	3	1	1	0	0	0
20:30	1	1	1	0	1	0
20:45	1	1	4	1	1	0
21:00	0	1	3	0	0	0
21:15	0	0	2	0	0	0
21:30	0	1	1	0	0	0
21:45	0	1	0	0	0	0
22:00	0	1	0	0	0	0
22:15	0	1	0	0	0	0
Total	**51**	**68**	**54**	**9**	**61**	**11**

Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Site Number: Site 8
Site Name: Westfield Avenue / David Lloyds Access
Date of Survey: 06.04.2019 **Input by:** Grant Daniel Breddy
Survey Type: Pedestrian Count **Checked by:** David Brown

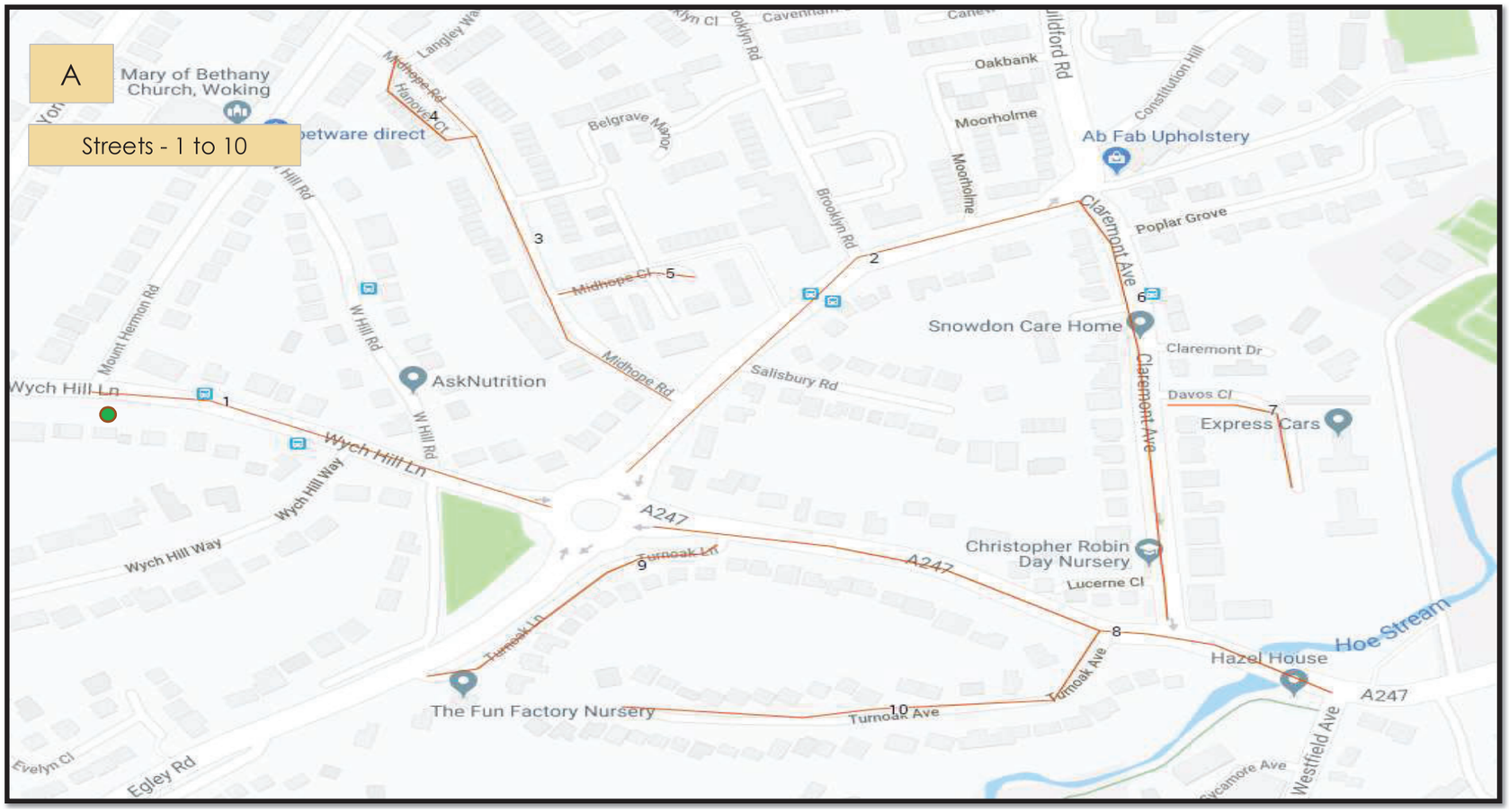
Time	Movement A-B	Movement A-C	Movement B-A	Movement B-C	Movement C-A	Movement C-B
13:00	1	5	25	0	23	0
13:15	2	1	15	0	27	0
13:30	2	5	2	0	27	0
13:45	8	6	10	0	46	5
14:00	3	5	14	0	87	0
14:15	4	2	13	0	89	0
14:30	9	14	25	0	82	0
14:45	3	5	6	0	51	0
15:00	1	5	6	0	8	0
15:15	3	2	2	0	2	0
15:30	0	5	1	0	5	1
15:45	2	4	1	0	0	4
16:00	0	1	4	0	4	1
16:15	0	2	5	0	0	0
16:30	1	3	1	0	1	0
16:45	28	222	13	4	0	0
17:00	29	224	13	2	2	0
17:15	2	15	1	4	3	0
17:30	8	21	0	0	1	0
17:45	8	8	5	0	2	0
18:00	4	3	1	0	7	0
18:15	5	1	2	0	1	0
18:30	2	2	1	0	1	0
18:45	0	2	0	0	0	0
Total	**125**	**563**	**166**	**10**	**469**	**11**

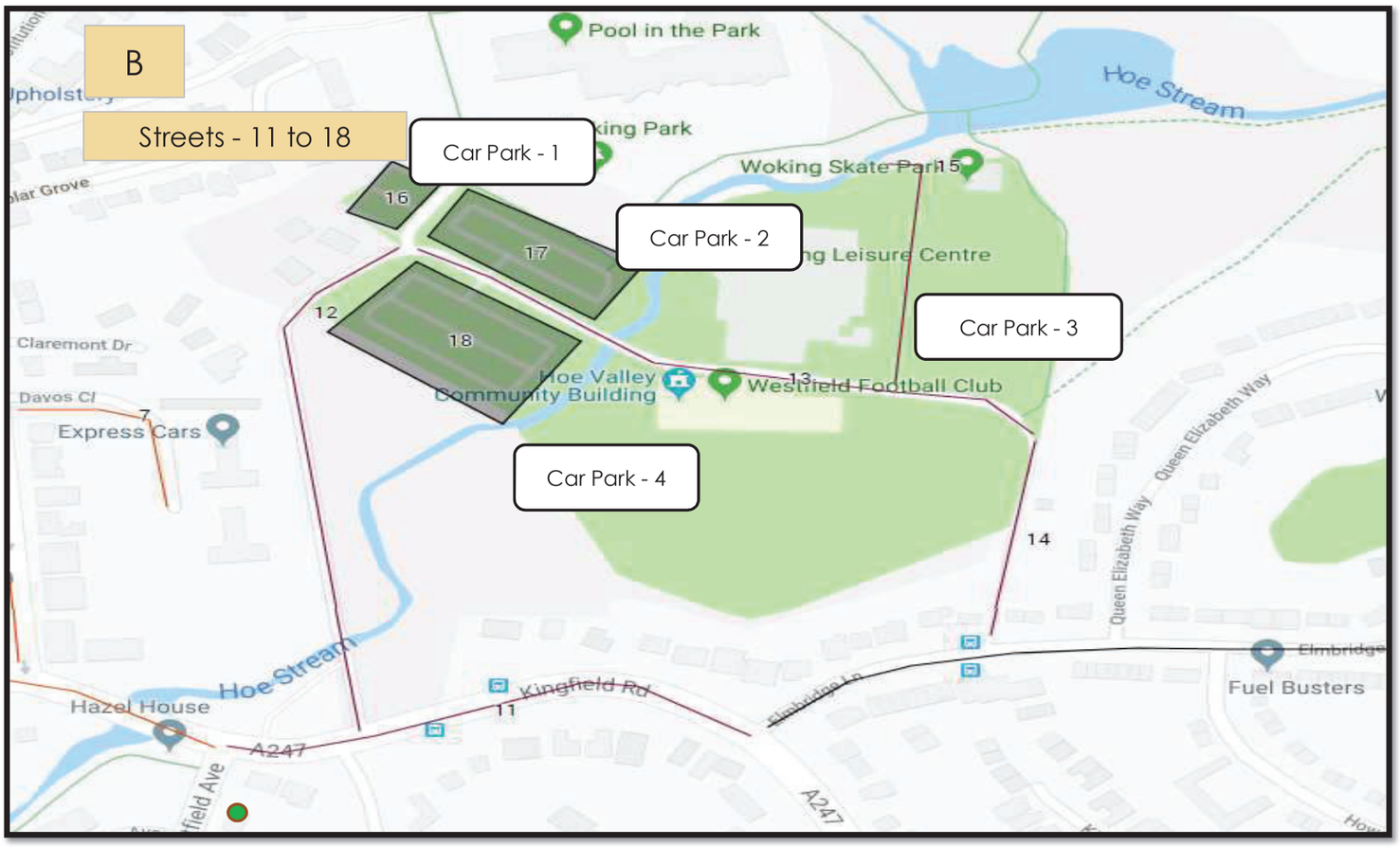
Intelligent Data Collection Limited

Client: Vectos
Project Number: ID04567
Site Number: Site 8
Site Name: Westfield Avenue / David Lloyds Access
Date of Survey: 18.05.2019 **Input by:** Grant Daniel Breddy
Survey Type: Pedestrian Count **Checked by:** David Brown

Time	Movement A-B	Movement A-C	Movement B-A	Movement B-C	Movement C-A	Movement C-B
13:00	0	0	1	0	3	0
13:15	0	2	1	0	1	0
13:30	1	4	1	0	5	0
13:45	1	1	2	0	3	0
14:00	2	2	1	0	5	0
14:15	1	1	0	0	1	0
14:30	0	4	2	1	0	0
14:45	0	3	1	0	3	1
15:00	0	2	0	0	4	0
15:15	1	4	0	0	0	0
15:30	1	4	0	0	1	0
15:45	4	3	2	0	4	0
16:00	1	0	0	0	6	0
16:15	1	0	0	1	0	0
16:30	1	3	2	0	0	0
16:45	1	4	0	0	2	0
17:00	0	4	1	0	3	0
17:15	1	3	2	0	1	0
17:30	0	0	3	0	1	0
17:45	0	0	0	0	0	0
18:00	2	4	2	0	0	0
18:15	1	0	0	1	0	0
18:30	0	2	1	0	1	0
18:45	0	0	0	0	0	0
Total	**19**	**50**	**22**	**3**	**44**	**1**

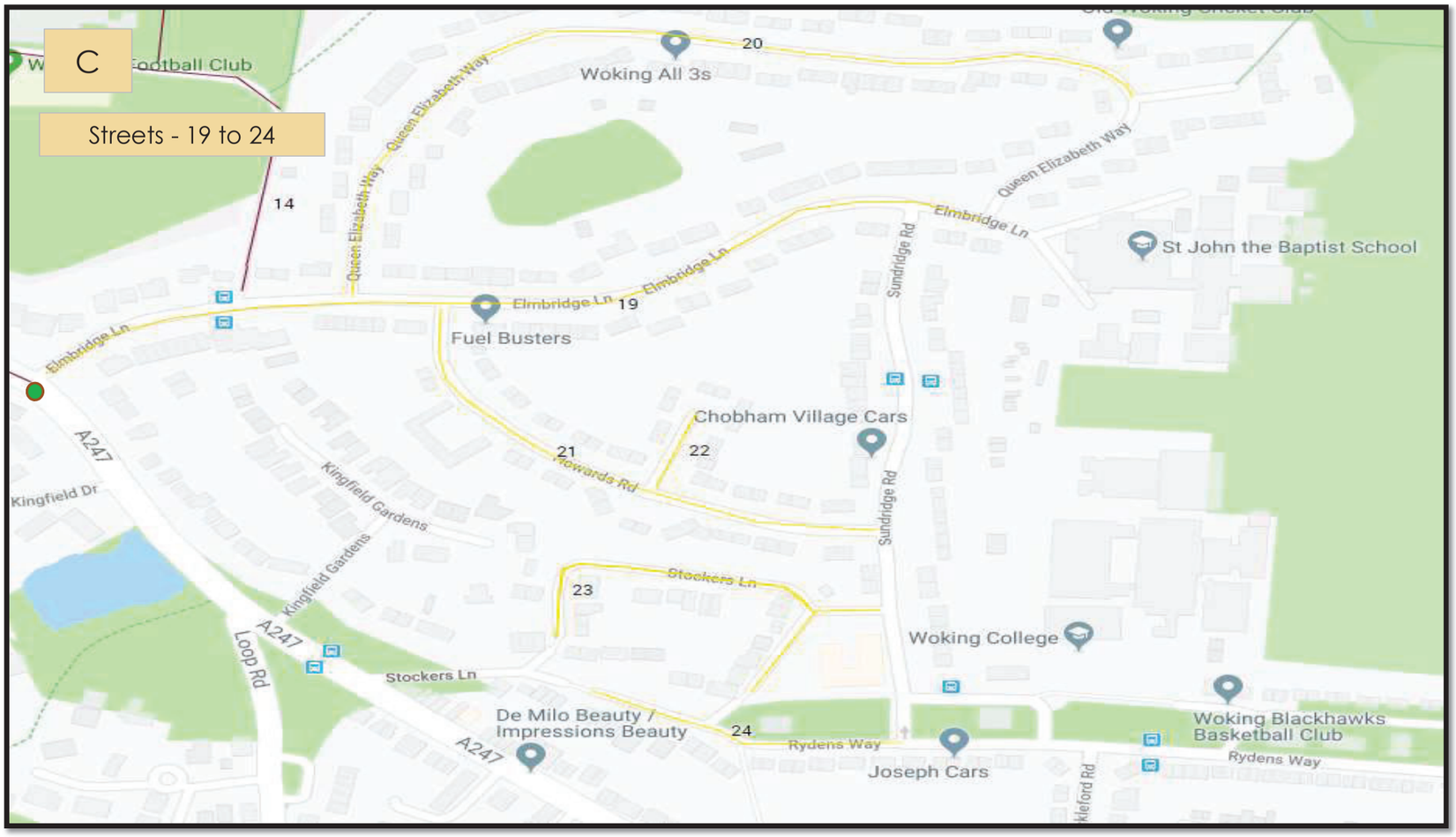
APPENDIX H


A
Streets - 1 to 10
Mary of Bethany Church, Woking
Oakbank
Moorholme
Ab Fab Upholstery
Constitution Hill
Guildford Rd
Brooklyn Rd
Belgrave Manor
Midhope Rd
Hanover Ct
Langley Way
Poplar Grove
Claremont Ave
Snowdon Care Home
Claremont Dr
Davos Cl
Express Cars
Mount Hermon Rd
W Hill Rd
AskNutrition
Wych Hill Ln
Wych Hill Way
Salisbury Rd
A247
Christopher Robin Day Nursery
Lucerne Cl
Turnoak Ln
Turnoak Ave
Hazel House
Hoe Stream
The Fun Factory Nursery
Egley Rd
Evelyn Cl
Sycamore Ave
Westfield Ave
1
2
3
4
5
6
7
8
9
10


B
Streets - 11 to 18
Car Park - 1
Car Park - 2
Car Park - 3
Car Park - 4
Pool in the Park
Hoe Stream
Woking Skate Park
Leisure Centre
Hoe Valley Community Building
Westfield Football Club
Claremont Dr
Davos Cl
Express Cars
Queen Elizabeth Way
Hazel House
Kingfield Rd
A247
Fuel Busters
11
12
13
14
15
16
17
18

C

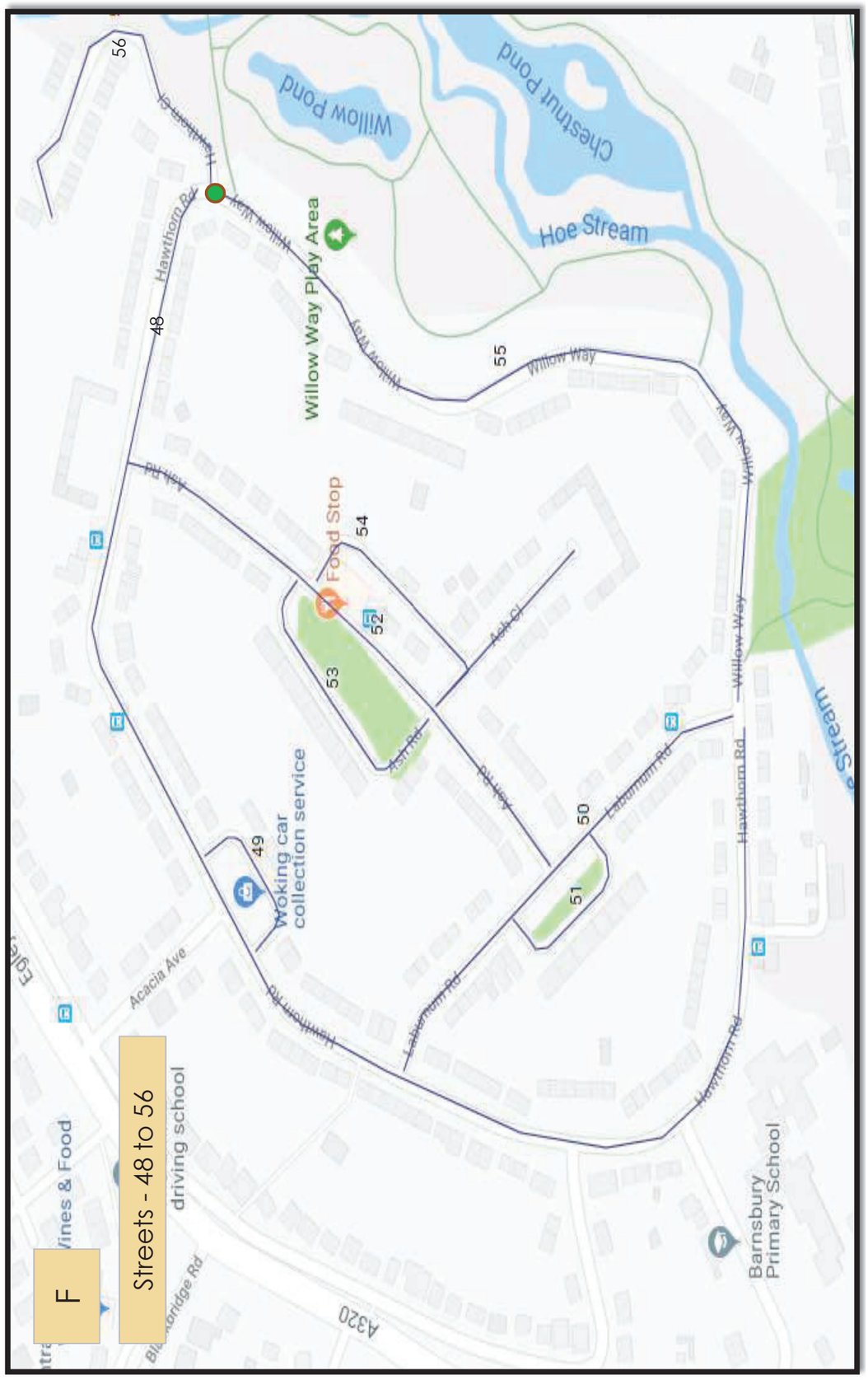
Streets - 19 to 24



D

Streets - 25 to 34


E
Streets - 35 to 47
Woking Gymnastics Club
Woking Football Club
David Lloyd Woking
Love Spell
Glamour Puss
Feeling Foxy
Loop Road Sports Field
Meadows FC
Old Wokingians Football Club
Loop Road Recreation Ground
The Guru
Hire Fitness South Central...
Old Woking District Recreation Club
St Mark's Church, Woking
Age Concern
Moorcroft Centre
A247
B380
Vicarage Rd
Westfield Ave
Westfield Rd
Lime Grove
Maple Grove
Bonsey Ln
Sycamore Ave
Acer Ave
Chestnut Grove
Granville Rd
Holmes Cl
Cricketers Cl
Apers Ave
Downsview Ave
St Martha's Ave
Linden Way
Riverdale
Field Dr
Loop Rd
B381
Big Eye Prope Building Servi
27
37
36
35
45
43
44
42
40
41
39
56


F
Streets - 48 to 56
Willow Pond
Chestnut Pond
Hoe Stream
Willow Way Play Area
Food Stop
Woking car collection service
driving school
Barnsbury Primary School
Hawthorn Rd
Willow Way
Ash Rd
Laburnum Rd
Acacia Ave
A320
56
48
55
54
52
53
49
50
51

ID	street	IS	restriction	length	space	type	Comment
1	Wych Hill Lane	1	White Lines	5.6	1	horizontal	
2	Wych Hill Lane	1	Unrestricted	23.0	4	horizontal	
3	Wych Hill Lane	1	Bus Stop	2.6	0	horizontal	
4	Wych Hill Lane	1	Drop Kerb	8.4	1	horizontal	
5	Wych Hill Lane	1	Bus Stop	16.4	3	horizontal	
6	Wych Hill Lane	1	Unrestricted	4.0	0	horizontal	
7	Wych Hill Lane	1	Drop Kerb	8.2	1	horizontal	
8	Wych Hill Lane	1	Unrestricted	6.7	1	horizontal	
9	Wych Hill Lane	1	White Lines	7.3	1	horizontal	
10	Wych Hill Lane	1	Drop Kerb	2.0	0	horizontal	
11	Wych Hill Lane	1	White Lines	4.4	0	horizontal	
12	Wych Hill Lane	1	Drop Kerb	3.0	0	horizontal	
13	Wych Hill Lane	1	Unrestricted	8.3	1	horizontal	
14	Wych Hill Lane	1	Drop Kerb	4.6	0	horizontal	
15	Wych Hill Lane	1	Unrestricted	35.7	7	horizontal	
16	Wych Hill Lane	1	White Lines	8.5	1	horizontal	
17	Wych Hill Lane	1	Unrestricted	8.5	1	horizontal	
19	Wych Hill Lane	1	Unrestricted	32.9	6	horizontal	
20	Wych Hill Lane	1	White Lines	15.3	3	horizontal	
21	Wych Hill Lane	1	Drop Kerb	2.5	0	horizontal	
22	Wych Hill Lane	1	Unrestricted	15.3	3	horizontal	
23	Wych Hill Lane	1	Drop Kerb	6.3	1	horizontal	
24	Wych Hill Lane	1	Unrestricted	12.6	2	horizontal	
25A	Guildford Road	2	Drop Kerb	1.9	0	horizontal	
25B	Guildford Road	2	Drop Kerb	5.8	1	horizontal	
25C	Guildford Road	2	Unrestricted	10.0	2	horizontal	
25D	Guildford Road	2	Drop Kerb	5.6	1	horizontal	
25E	Guildford Road	2	Unrestricted	10.1	2	horizontal	
25F	Guildford Road	2	Drop Kerb	9.2	1	horizontal	
25G	Guildford Road	2	Unrestricted	14.6	2	horizontal	
25H	Guildford Road	2	Single Yellow	2.0	0	horizontal	
25J	Midhope Road	3	Single Yellow	12.4	2	horizontal	
25K	Midhope Road	3	Drop Kerb	3.9	0	horizontal	
25L	Midhope Road	3	Single Yellow	13.7	2	horizontal	
25M	Midhope Road	3	Drop Kerb	3.4	0	horizontal	
25N	Midhope Road	3	Single Yellow	12.9	2	horizontal	
25O	Midhope Road	3	Drop Kerb	12.0	2	horizontal	
25P	Midhope Road	3	Single Yellow	5.3	1	horizontal	
25Q	Midhope Road	3	Voucher Parking	12.2	2	horizontal	
25R	Midhope Road	3	Single Yellow	2.0	0	horizontal	
25S	Midhope Road	3	Drop Kerb	4.2	0	horizontal	
25T	Midhope Road	3	Single Yellow	8.7	1	horizontal	
25U	Midhope Road	3	Voucher Parking	37.5	7	horizontal	
26	Midhope Road	3	Single Yellow	7.6	1	horizontal	
27	Midhope Road	3	Voucher Parking	11.8	2	horizontal	
28	Midhope Road	3	Single Yellow	4.5	0	horizontal	
30	Midhope Gardens	4A	Single Yellow	5.5	1	horizontal	

10301 / Woking
August 2019
Parking Survey

ID	street	IS	restriction	length	space	type	Comment
31	Midhope Gardens	4A	Voucher Parking	35.6	7	horizontal	
32	Midhope Gardens	4A	Single Yellow	10.8	2	horizontal	
34	Midhope Gardens	4A	Drop Kerb	4.0	0	horizontal	
36	Midhope Gardens	4A	Narrow	16.3	3	horizontal	Single Yellow
38	Midhope Gardens	4A	Narrow	4.6	0	horizontal	Single Yellow
40	Midhope Gardens	4A	Narrow	30.1	6	horizontal	Single Yellow
42	Midhope Gardens	4A	Narrow	5.3	1	horizontal	Single Yellow
44	Midhope Road	3	Single Yellow	5.7	1	horizontal	
45	Midhope Road	3	Voucher Parking	20.6	4	horizontal	
46	Midhope Road	3	Single Yellow	3.8	0	horizontal	
48	Midhope Road	3	Single Yellow	9.0	1	horizontal	
50	Hanover Court	4	Single Yellow	9.1	1	horizontal	
52	Hanover Court	4	Drop Kerb	5.3	1	horizontal	
53	Hanover Court	4	Single Yellow	4.5	0	horizontal	
54	Hanover Court	4	Voucher Parking	46.7	9	horizontal	
55	Hanover Court	4	Single Yellow	12.1	2	horizontal	
57	Hanover Court	4	Narrow	3.7	0	horizontal	Single Yellow
59	Hanover Court	4	Narrow	45.9	9	horizontal	Single Yellow
61	Hanover Court	4	Narrow	3.5	0	horizontal	Single Yellow
63	Midhope Road	3	Narrow	5.1	1	horizontal	Single Yellow
64	Midhope Road	3	Voucher Parking	4.8	0	horizontal	
65	Midhope Road	3	Single Yellow	23.1	4	horizontal	
66	Midhope Road	3	Voucher Parking	7.8	1	horizontal	
67	Midhope Road	3	Single Yellow	8.2	1	horizontal	
69	Midhope Road	3	Single Yellow	19.1	3	horizontal	
70	Midhope Road	3	Drop Kerb	32.5	6	horizontal	
71	Midhope Road	3	Single Yellow	9.4	1	horizontal	
72	Midhope Road	3	Voucher Parking	10.6	2	horizontal	
73	Midhope Road	3	Single Yellow	30.8	6	horizontal	
74	Midhope Road	3	Drop Kerb	5.0	1	horizontal	
75	Midhope Road	3	Single Yellow	7.9	1	horizontal	
76	Midhope Road	3	Voucher Parking	17.2	6	vertical	
77	Midhope Road	3	Single Yellow	28.7	5	horizontal	
79	Midhope Close	5	Single Yellow	16.7	3	horizontal	
80	Midhope Close	5	Voucher Parking	25.8	5	horizontal	
81	Midhope Close	5	Single Yellow	1.9	0	horizontal	
83	Midhope Close	5	Drop Kerb	6.1	1	horizontal	
85	Midhope Close	5	Drop Kerb	5.8	1	horizontal	
87	Midhope Close	5	Narrow	13.9	2	horizontal	Single Yellow
89	Midhope Close	5	Narrow	5.3	1	horizontal	Drop Kerb
90	Midhope Close	5	Narrow	5.0	1	horizontal	Double Yellow
91	Midhope Close	5	Narrow	6.9	1	horizontal	Drop Kerb
92	Midhope Close	5	Narrow	41.2	8	horizontal	Double Yellow
94	Midhope Road	3	Double Yellow	4.8	0	horizontal	
95	Midhope Road	3	Voucher Parking	21.4	8	vertical	
96	Midhope Road	3	Single Yellow	11.4	2	horizontal	
97	Midhope Road	3	Voucher Parking	30.4	6	horizontal	

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98	Midhope Road	3	Single Yellow	14.8	2	horizontal	
100	Guildford Road	2	Single Yellow	0.8	0	horizontal	
101	Guildford Road	2	Unrestricted	75.3	15	horizontal	
102	Guildford Road	2	Bus Stop	18.9	3	horizontal	
103	Guildford Road	2	Double Yellow	25.5	5	horizontal	
105	Guildford Road	2	Double Yellow	4.2	0	horizontal	
106	Guildford Road	2	Unrestricted	40.2	8	horizontal	
107	Guildford Road	2	Drop Kerb	11.8	2	horizontal	
108	Guildford Road	2	Unrestricted	15.8	3	horizontal	
109	Guildford Road	2	Drop Kerb	11.3	2	horizontal	
110	Guildford Road	2	Unrestricted	31.2	6	horizontal	
112	Guildford Road	2	Unrestricted	37.4	7	horizontal	
113	Guildford Road	2	Drop Kerb	4.5	0	horizontal	
114	Guildford Road	2	Unrestricted	8.0	1	horizontal	
115	Guildford Road	2	Drop Kerb	4.6	0	horizontal	
116	Guildford Road	2	Unrestricted	9.3	1	horizontal	
117	Guildford Road	2	Drop Kerb	10.2	2	horizontal	
118	Guildford Road	2	Unrestricted	29.5	5	horizontal	
119	Guildford Road	2	Drop Kerb	8.3	1	horizontal	
120	Guildford Road	2	Unrestricted	6.1	1	horizontal	
121	Guildford Road	2	Drop Kerb	4.2	0	horizontal	
122	Guildford Road	2	Unrestricted	22.5	4	horizontal	
123	Guildford Road	2	Drop Kerb	9.6	1	horizontal	
124	Guildford Road	2	Unrestricted	3.5	0	horizontal	
125	Guildford Road	2	Drop Kerb	7.1	1	horizontal	
126	Guildford Road	2	Unrestricted	26.1	5	horizontal	
127	Guildford Road	2	Double Yellow	9.2	1	horizontal	
129	Guildford Road	2	Double Yellow	12.7	2	horizontal	
128	Guildford Road	2	Unrestricted	17.4	3	horizontal	
127	Guildford Road	2	Drop Kerb	5.3	1	horizontal	
126	Guildford Road	2	Unrestricted	22.7	4	horizontal	
125	Guildford Road	2	Drop Kerb	13.8	2	horizontal	
124	Guildford Road	2	Unrestricted	21.0	4	horizontal	
123	Guildford Road	2	Drop Kerb	1.9	0	horizontal	
122	Guildford Road	2	Unrestricted	6.5	1	horizontal	
138	Wych Hill Lane	8	Unrestricted	6.8	1	horizontal	
139	Wych Hill Lane	8	Double Yellow	2.2	0	horizontal	
140	Wych Hill Lane	8	Drop Kerb	2.0	0	horizontal	
141	Wych Hill Lane	8	Double Yellow	37.1	7	horizontal	
142	Wych Hill Lane	8	Drop Kerb	8.3	1	horizontal	
143	Wych Hill Lane	8	Double Yellow	13.4	2	horizontal	
144	Wych Hill Lane	8	Drop Kerb	5.4	1	horizontal	
145	Wych Hill Lane	8	Double Yellow	2.8	0	horizontal	
146	Wych Hill Lane	8	Drop Kerb	3.7	0	horizontal	
147	Wych Hill Lane	8	Double Yellow	17.0	3	horizontal	
148	Wych Hill Lane	8	Drop Kerb	7.5	1	horizontal	
149	Wych Hill Lane	8	Double Yellow	6.3	1	horizontal	

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150	Wych Hill Lane	8	Drop Kerb	5.0	1	horizontal	
151	Wych Hill Lane	8	Double Yellow	25.4	5	horizontal	
152	Wych Hill Lane	8	Drop Kerb	6.5	1	horizontal	
153	Wych Hill Lane	8	Double Yellow	13.9	2	horizontal	
154	Wych Hill Lane	8	Drop Kerb	5.0	1	horizontal	
155	Wych Hill Lane	8	Double Yellow	5.1	1	horizontal	
156	Wych Hill Lane	8	Drop Kerb	4.7	0	horizontal	
157	Wych Hill Lane	8	Double Yellow	5.1	1	horizontal	
158	Wych Hill Lane	8	Drop Kerb	5.6	1	horizontal	
159	Wych Hill Lane	8	Double Yellow	95.6	19	horizontal	
160	Wych Hill Lane	8	Drop Kerb	4.1	0	horizontal	
161	Wych Hill Lane	8	Single Yellow	1.4	0	horizontal	
163	Claremont Avenue	6	Single Yellow	12.9	2	horizontal	
164	Claremont Avenue	6	Drop Kerb	1.3	0	horizontal	
165	Claremont Avenue	6	Single Yellow	11.5	2	horizontal	
166	Claremont Avenue	6	Drop Kerb	11.9	2	horizontal	
167	Claremont Avenue	6	Single Yellow	7.3	1	horizontal	
168	Claremont Avenue	6	Drop Kerb	5.6	1	horizontal	
169	Claremont Avenue	6	Single Yellow	16.6	3	horizontal	
170	Claremont Avenue	6	Drop Kerb	7.6	1	horizontal	
171	Claremont Avenue	6	Single Yellow	1.7	0	horizontal	
172	Claremont Avenue	6	Voucher Parking	11.3	2	horizontal	
173	Claremont Avenue	6	Single Yellow	0.7	0	horizontal	
174	Claremont Avenue	6	Drop Kerb	10.5	2	horizontal	
175	Claremont Avenue	6	Voucher Parking	7.8	1	horizontal	
176	Claremont Avenue	6	Single Yellow	6.8	1	horizontal	
177	Claremont Avenue	6	Voucher Parking	11.2	2	horizontal	
178	Claremont Avenue	6	Drop Kerb	4.8	0	horizontal	
179	Claremont Avenue	6	Single Yellow	2.6	0	horizontal	
180	Claremont Avenue	6	Drop Kerb	3.3	0	horizontal	
181	Claremont Avenue	6	Single Yellow	2.4	0	horizontal	
182	Claremont Avenue	6	Voucher Parking	5.3	1	horizontal	
183	Claremont Avenue	6	Drop Kerb	5.5	1	horizontal	
184	Claremont Avenue	6	Single Yellow	3.3	0	horizontal	
185	Claremont Avenue	6	Drop Kerb	5.0	1	horizontal	
186	Claremont Avenue	6	Voucher Parking	5.1	1	horizontal	
187	Claremont Avenue	6	Single Yellow	7.0	1	horizontal	
188	Claremont Avenue	6	Voucher Parking	11.1	2	horizontal	
189	Claremont Avenue	6	Drop Kerb	5.5	1	horizontal	
190	Claremont Avenue	6	Single Yellow	2.6	0	horizontal	
191	Claremont Avenue	6	Voucher Parking	5.7	1	horizontal	
192	Claremont Avenue	6	Drop Kerb	5.5	1	horizontal	
193	Claremont Avenue	6	Single Yellow	2.9	0	horizontal	
194	Claremont Avenue	6	Voucher Parking	10.9	2	horizontal	
195	Claremont Avenue	6	Single Yellow	2.7	0	horizontal	
197	Claremont Avenue	6	Single Yellow	9.3	1	horizontal	
198	Claremont Avenue	6	Drop Kerb	7.4	1	horizontal	

ID	street	IS	restriction	length	space	type	Comment
199	Claremont Avenue	6	Single Yellow	4.5	0	horizontal	
200	Claremont Avenue	6	Drop Kerb	9.3	1	horizontal	
201	Claremont Avenue	6	Single Yellow	10.1	2	horizontal	
202	Claremont Avenue	6	Drop Kerb	3.7	0	horizontal	
203	Claremont Avenue	6	Drop Kerb	1.8	0	horizontal	
204	Claremont Avenue	6	Double Yellow	25.2	5	horizontal	
206	Claremont Avenue	6	Double Yellow	6.8	1	horizontal	
207	Claremont Avenue	6	Drop Kerb	9.3	1	horizontal	
208	Claremont Avenue	6	Double Yellow	10.1	2	horizontal	
209	Claremont Avenue	6	Drop Kerb	1.4	0	horizontal	
210	Claremont Avenue	6	Drop Kerb	1.9	0	horizontal	
211	Claremont Avenue	6	Drop Kerb	4.3	0	horizontal	
212	Claremont Avenue	6	Single Yellow	13.0	2	horizontal	
213	Claremont Avenue	6	Drop Kerb	7.9	1	horizontal	
214	Claremont Avenue	6	Single Yellow	4.9	0	horizontal	
215	Claremont Avenue	6	Bus Stop	17.6	3	horizontal	
216	Claremont Avenue	6	Single Yellow	8.4	1	horizontal	
217	Claremont Avenue	6	Drop Kerb	4.0	0	horizontal	
218	Claremont Avenue	6	Single Yellow	10.7	2	horizontal	
219	Claremont Avenue	6	Drop Kerb	2.8	0	horizontal	
220	Claremont Avenue	6	Single Yellow	1.8	0	horizontal	
221	Claremont Avenue	6	Drop Kerb	8.3	1	horizontal	
222	Claremont Avenue	6	Single Yellow	2.6	0	horizontal	
223	Claremont Avenue	6	Drop Kerb	3.7	0	horizontal	
224	Claremont Avenue	6	Single Yellow	13.2	2	horizontal	
226	Davos Close	7	Single Yellow	18.7	3	horizontal	
227	Davos Close	7	Voucher Parking	22.2	4	horizontal	
228	Davos Close	7	Single Yellow	11.5	2	horizontal	
229	Davos Close	7	Voucher Parking	16.5	3	horizontal	
230	Davos Close	7	Drop Kerb	10.7	2	horizontal	
231	Davos Close	7	Single Yellow	7.4	1	horizontal	
232	Davos Close	7	Voucher Parking	9.6	4	vertical	
233	Davos Close	7	Drop Kerb	1.8	0	horizontal	
234	Davos Close	7	Voucher Parking	7.1	3	vertical	
235	Davos Close	7	Single Yellow	7.4	1	horizontal	
236	Davos Close	7	Voucher Parking	19.9	8	vertical	
237	Davos Close	7	Drop Kerb	3.5	0	horizontal	
238	Davos Close	7	Voucher Parking	7.6	1	horizontal	
240	Davos Close	7	Single Yellow	5.4	1	horizontal	
242	Davos Close	7	Single Yellow	7.2	1	horizontal	
243	Davos Close	7	Drop Kerb	6.0	1	horizontal	
244	Davos Close	7	Single Yellow	42.0	8	horizontal	
246	Davos Close	7	Single Yellow	12.9	2	horizontal	
250	Davos Close	7	Single Yellow	7.1	3	vertical	
252	Davos Close	7	Narrow	64.7	12	horizontal	Single Yellow
254	Claremont Avenue	6	Drop Kerb	4.1	0	horizontal	
255	Claremont Avenue	6	Single Yellow	10.0	2	horizontal	

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256	Claremont Avenue	6	Drop Kerb	8.4	1	horizontal	
257	Claremont Avenue	6	Single Yellow	8.8	1	horizontal	
258	Claremont Avenue	6	Drop Kerb	15.1	3	horizontal	
259	Claremont Avenue	6	Single Yellow	8.0	1	horizontal	
260	Claremont Avenue	6	Drop Kerb	4.3	0	horizontal	
261	Claremont Avenue	6	Single Yellow	16.4	3	horizontal	
262	Claremont Avenue	6	Voucher Parking	11.0	2	horizontal	
263	Claremont Avenue	6	Single Yellow	4.4	0	horizontal	
264	Claremont Avenue	6	Drop Kerb	7.8	1	horizontal	
265	Claremont Avenue	6	Single Yellow	17.4	3	horizontal	
266	Claremont Avenue	6	Drop Kerb	7.5	1	horizontal	
267	Claremont Avenue	6	Single Yellow	11.3	2	horizontal	
268	Claremont Avenue	6	Drop Kerb	1.2	0	horizontal	
269	Claremont Avenue	6	Single Yellow	18.1	3	horizontal	
271	Wych Hill Lane	8	Double Yellow	51.5	10	horizontal	
272	Wych Hill Lane	8	Drop Kerb	2.4	0	horizontal	
273	Wych Hill Lane	8	Double Yellow	26.3	5	horizontal	
274	Wych Hill Lane	8	Zig Zag Lines	9.0	1	horizontal	
276	Wych Hill Lane	8	Double Yellow	23.6	4	horizontal	
277	Wych Hill Lane	8	Drop Kerb	2.4	0	horizontal	
278	Wych Hill Lane	8	Double Yellow	55.7	11	horizontal	
279	Wych Hill Lane	8	Drop Kerb	4.0	0	horizontal	
280	Wych Hill Lane	8	Double Yellow	3.1	0	horizontal	
281	Wych Hill Lane	8	Drop Kerb	2.6	0	horizontal	
282	Wych Hill Lane	8	Double Yellow	11.8	2	horizontal	
284	Turnoak Avenue	10	Double Yellow	5.3	1	horizontal	
285	Turnoak Avenue	10	Drop Kerb	3.4	0	horizontal	
287	Turnoak Avenue	10	Drop Kerb	4.3	0	horizontal	
288	Turnoak Avenue	10	Double Yellow	5.6	1	horizontal	
290	Wych Hill Lane	8	Double Yellow	55.3	11	horizontal	
291	Wych Hill Lane	8	Drop Kerb	3.3	0	horizontal	
292	Wych Hill Lane	8	Double Yellow	15.9	3	horizontal	
293	Wych Hill Lane	8	Drop Kerb	4.0	0	horizontal	
294	Wych Hill Lane	8	Double Yellow	13.7	2	horizontal	
295	Wych Hill Lane	8	Drop Kerb	3.4	0	horizontal	
296	Wych Hill Lane	8	Double Yellow	12.7	2	horizontal	
297	Wych Hill Lane	8	Drop Kerb	4.2	0	horizontal	
298	Wych Hill Lane	8	Double Yellow	3.7	0	horizontal	
299	Wych Hill Lane	8	Drop Kerb	3.2	0	horizontal	
300	Wych Hill Lane	8	Double Yellow	16.1	3	horizontal	
301	Wych Hill Lane	8	Drop Kerb	3.6	0	horizontal	
302	Wych Hill Lane	8	Double Yellow	3.6	0	horizontal	
303	Wych Hill Lane	8	Drop Kerb	3.2	0	horizontal	
304	Wych Hill Lane	8	Double Yellow	19.6	3	horizontal	
305	Wych Hill Lane	8	Drop Kerb	4.0	0	horizontal	
306	Wych Hill Lane	8	Double Yellow	2.4	0	horizontal	
307	Wych Hill Lane	8	Drop Kerb	4.0	0	horizontal	

ID	street	IS	restriction	length	space	type	Comment
308	Wych Hill Lane	8	Double Yellow	19.0	3	horizontal	
310	Turnoak Lane	9	Narrow	6.6	1	horizontal	Drop Kerb
311	Turnoak Lane	9	Narrow	3.3	0	horizontal	Drop Kerb
312	Turnoak Lane	9	Narrow	13.7	2	horizontal	Double Yellow
313	Turnoak Lane	9	Narrow	10.5	2	horizontal	Drop Kerb
314	Turnoak Lane	9	Narrow	13.6	2	horizontal	Double Yellow
315	Turnoak Lane	9	Narrow	6.3	1	horizontal	Drop Kerb
316	Turnoak Lane	9	Narrow	15.5	3	horizontal	Double Yellow
317	Turnoak Lane	9	Narrow	4.5	0	horizontal	Drop Kerb
318	Turnoak Lane	9	Narrow	4.9	0	horizontal	Double Yellow
319	Turnoak Lane	9	Narrow	6.9	1	horizontal	Drop Kerb
320	Turnoak Lane	9	Narrow	18.3	3	horizontal	Double Yellow
321	Turnoak Lane	9	Narrow	5.0	1	horizontal	Drop Kerb
322	Turnoak Lane	9	Narrow	2.3	0	horizontal	Double Yellow
323	Turnoak Lane	9	Narrow	3.7	0	horizontal	Drop Kerb
324	Turnoak Lane	9	Narrow	13.8	2	horizontal	Double Yellow
325	Turnoak Lane	9	Narrow	4.0	0	horizontal	Drop Kerb
326	Turnoak Lane	9	Narrow	24.2	4	horizontal	Double Yellow
327	Turnoak Lane	9	Narrow	13.7	2	horizontal	Drop Kerb
328	Turnoak Lane	9	Narrow	14.3	2	horizontal	Double Yellow
329	Turnoak Lane	9	Narrow	4.0	0	horizontal	Drop Kerb
330	Turnoak Lane	9	Narrow	14.7	2	horizontal	Double Yellow
332	Turnoak Lane	9	Unrestricted	190.3	38	horizontal	
334	Wych Hill Lane	8	Double Yellow	30.0	6	horizontal	
335	Wych Hill Lane	8	Drop Kerb	1.9	0	horizontal	
336	Wych Hill Lane	8	Double Yellow	3.9	0	horizontal	
337	Wych Hill Lane	8	Unrestricted	5.4	1	horizontal	
339	Wych Hill Lane	1	Unrestricted	16.1	3	horizontal	
340	Wych Hill Lane	1	Drop Kerb	1.7	0	horizontal	
341	Wych Hill Lane	1	White Lines	14.8	2	horizontal	
342	Wych Hill Lane	1	Unrestricted	31.9	6	horizontal	
344	Wych Hill Lane	1	Unrestricted	13.4	2	horizontal	
345	Wych Hill Lane	1	Drop Kerb	5.1	1	horizontal	
346	Wych Hill Lane	1	Unrestricted	2.7	0	horizontal	
347	Wych Hill Lane	1	White Lines	8.3	1	horizontal	
348	Wych Hill Lane	1	Unrestricted	8.7	1	horizontal	
350	Wych Hill Lane	1	Unrestricted	3.4	0	horizontal	
351	Wych Hill Lane	1	Bus Stop	22.9	4	horizontal	
352	Wych Hill Lane	1	White Lines	3.9	0	horizontal	
353	Wych Hill Lane	1	Drop Kerb	2.0	0	horizontal	
354	Wych Hill Lane	1	White Lines	6.8	1	horizontal	
355	Wych Hill Lane	1	Drop Kerb	5.1	1	horizontal	
356	Wych Hill Lane	1	Unrestricted	21.0	4	horizontal	
357	Wych Hill Lane	1	Drop Kerb	4.0	0	horizontal	
358	Wych Hill Lane	1	Unrestricted	9.6	1	horizontal	
359	Wych Hill Lane	1	Drop Kerb	9.4	1	horizontal	
360	Wych Hill Lane	1	Unrestricted	17.2	3	horizontal	

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361	Wych Hill Lane	1	Drop Kerb	3.6	0	horizontal	
362	Wych Hill Lane	1	Drop Kerb	2.1	0	horizontal	
363	Wych Hill Lane	1	White Lines	14.9	2	horizontal	
388	Kingfield Road	11	Zig Zag Lines	11.8	2	horizontal	
389	Kingfield Road	11	Pedestrian Crossing	4.2	0	horizontal	
390	Kingfield Road	11	Zig Zag Lines	10.5	2	horizontal	
391	Kingfield Road	11	Double Yellow	8.0	1	horizontal	
392	Kingfield Road	11	Double Yellow	8.0	1	horizontal	
394	Woking Park	12	Narrow	18.0	3	horizontal	Double Yellow
395	Woking Park	12	Narrow	1.9	0	horizontal	Drop Kerb
396	Woking Park	12	Narrow	17.3	3	horizontal	Double Yellow
397	Woking Park	12	Narrow	3.3	0	horizontal	Drop Kerb
398	Woking Park	12	Narrow	212.0	42	horizontal	Double Yellow
400	Woking Park	12	Narrow	3.6	0	horizontal	Drop Kerb
401	Woking Park	12	Narrow	4.3	0	horizontal	Double Yellow
403	Woking Park	12	Narrow	55.4	11	horizontal	Double Yellow
404	Woking Park	12	Narrow	1.9	0	horizontal	Pedestrian Crossing
405	Woking Park	12	Narrow	3.2	0	horizontal	Double Yellow
407	Car Park - 1	16	Pay and Display		40	vertical	
408	Car Park - 1	16	Disabled Bays		2	vertical	
410	Woking Park	13	Double Yellow	3.5	0	horizontal	
411	Woking Park	13	Drop Kerb	2.0	0	horizontal	
412	Woking Park	13	Double Yellow	3.9	0	horizontal	
413	Woking Park	13	Pay and Display	20.3	8	vertical	
415	Car Park - 2	17	Pay and Display		89	vertical	
416	Car Park - 2	17	Disabled Bays		16	vertical	
418	Woking Park	13	Double Yellow	2.5	0	horizontal	
419	Woking Park	13	Pay and Display	14.4	6	vertical	
420	Woking Park	13	Narrow	12.2	2	horizontal	Double Yellow
421	Woking Park	13	Narrow	2.9	0	horizontal	Pedestrian Crossing
422	Woking Park	13	Narrow	53.7	10	horizontal	Double Yellow
423	Woking Park	13	Narrow	2.4	0	horizontal	Drop Kerb
424	Woking Park	13	Narrow	5.1	1	horizontal	Double Yellow
426	Woking Park	13	Narrow	1.6	0	horizontal	Drop Kerb
427	Woking Park	13	Narrow	44.7	8	horizontal	Double Yellow
428	Woking Park	13	Narrow	2.1	0	horizontal	Pedestrian Crossing
429	Woking Park	13	Disabled Bays	16.0	4	vertical	
430	Woking Park	13	Narrow	1.8	0	horizontal	Double Yellow
432	Woking Park	15	Narrow	13.4	2	horizontal	Double Yellow
434	Woking Park	15	Narrow	8.8	1	horizontal	Double Yellow
435	Woking Park	15	Narrow	10.7	2	horizontal	Drop Kerb
436	Woking Park	15	Narrow	5.3	1	horizontal	Double Yellow
437	Woking Park	15	Narrow	10.6	2	horizontal	Drop Kerb
438	Woking Park	15	Narrow	6.9	1	horizontal	Double Yellow
439	Woking Park	15	Narrow	8.3	1	horizontal	Drop Kerb
440	Woking Park	15	Narrow	20.9	4	horizontal	Double Yellow
442	Woking Park	15	Narrow	38.3	7	horizontal	Double Yellow

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443	Woking Park	15	Narrow	5.2	1	horizontal	Unrestricted
444	Woking Park	15	Narrow	3.7	0	horizontal	Double Yellow
446	Woking Park	15	Narrow	1.7	0	horizontal	Drop Kerb
447	Woking Park	15	Narrow	4.0	0	horizontal	Double Yellow
449	Woking Park	15	Narrow	9.7	1	horizontal	Double Yellow
451	Woking Park	15	Narrow	4.2	0	horizontal	Double Yellow
453	Woking Park	15	Double Yellow	36.5	7	horizontal	
454	Woking Park	15	Drop Kerb	1.8	0	horizontal	
455	Woking Park	15	Double Yellow	4.0	0	horizontal	
456	Woking Park	15	Drop Kerb	4.2	0	horizontal	
457	Woking Park	15	Double Yellow	15.8	3	horizontal	
459	Woking Park	15	Double Yellow	5.1	1	horizontal	
461	Woking Park	15	Double Yellow	47.5	9	horizontal	
462	Woking Park	15	Drop Kerb	2.0	0	horizontal	
463	Woking Park	15	Double Yellow	50.5	10	horizontal	
464	Woking Park	15	Drop Kerb	1.9	0	horizontal	
465	Woking Park	15	Double Yellow	4.5	0	horizontal	
467	Woking Park	13	Narrow	2.2	0	horizontal	Double Yellow
469	Car Park - 3	13A	Pay and Display		234	vertical	
470	Car Park - 3	13A	Authorised		30	vertical	
472	Woking Park	13	Double Yellow	3.2	0	horizontal	
473	Woking Park	13	Drop Kerb	1.8	0	horizontal	
474	Woking Park	13	Double Yellow	2.7	0	horizontal	
475	Woking Park	13	Parking Bays	23.0	8	vertical	
476	Woking Park	13	Double Yellow	3.4	0	horizontal	
478	Woking Park	13	Double Yellow	4.4	0	horizontal	
479	Woking Park	13	Pedestrian Crossing	3.3	0	horizontal	
480	Woking Park	13	Double Yellow	2.9	0	horizontal	
482	Woking Park	14	Narrow	5.6	1	horizontal	Double Yellow
483	Woking Park	14	Narrow	5.4	1	horizontal	Drop Kerb
484	Woking Park	14	Narrow	4.8	0	horizontal	Double Yellow
485	Woking Park	14	Narrow	3.7	0	horizontal	Drop Kerb
486	Woking Park	14	Narrow	2.9	0	horizontal	Double Yellow
487	Woking Park	14	Narrow	3.9	0	horizontal	Drop Kerb
488	Woking Park	14	Narrow	24.7	4	horizontal	Double Yellow
489	Woking Park	14	Narrow	6.0	1	horizontal	Drop Kerb
490	Woking Park	14	Narrow	3.1	0	horizontal	Double Yellow
491	Woking Park	14	Narrow	7.9	1	horizontal	Drop Kerb
492	Woking Park	14	Narrow	17.8	3	horizontal	Double Yellow
493	Woking Park	14	Narrow	7.7	1	horizontal	Drop Kerb
494	Woking Park	14	Narrow	41.5	8	horizontal	Double Yellow
496	Woking Park	14	Double Yellow	116.5	23	horizontal	
497	Woking Park	14	Drop Kerb	3.7	0	horizontal	
498	Woking Park	14	Double Yellow	12.1	2	horizontal	
500	Woking Park	13	Double Yellow	2.6	0	horizontal	
501	Woking Park	13	Pedestrian Crossing	3.2	0	horizontal	
502	Woking Park	13	Double Yellow	14.8	2	horizontal	

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503	Woking Park	13	Coaching Parking	21.8	4	horizontal	
504	Woking Park	13	Drop Kerb	1.9	0	horizontal	
505	Woking Park	13	Parking Bays	40.8	8	horizontal	
506	Woking Park	13	Pedestrian Crossing	4.1	0	horizontal	
507	Woking Park	13	Parking Bays	13.1	2	horizontal	
508	Woking Park	13	Double Yellow	26.0	5	horizontal	
509	Woking Park	13	Drop Kerb	1.6	0	horizontal	
510	Woking Park	13	Double Yellow	18.0	3	horizontal	
511	Woking Park	13	Drop Kerb	2.4	0	horizontal	
512	Woking Park	13	Double Yellow	55.5	11	horizontal	
513	Woking Park	13	Pedestrian Crossing	2.9	0	horizontal	
514	Woking Park	13	Double Yellow	27.5	5	horizontal	
516	Car Park - 4	18	Pay and Display		101	horizontal	
517	Car Park - 4	18	Long Stay		90	vertical	
518	Car Park - 4	18	Motor Cycles Only Bc	23.2	28	horizontal	
520	Woking Park	13	Double Yellow	22.7	4	horizontal	
521	Woking Park	13	Drop Kerb	2.0	0	horizontal	
522	Woking Park	13	Double Yellow	5.5	1	horizontal	
524	Woking Park	12	Double Yellow	7.6	1	horizontal	
525	Woking Park	12	Pedestrian Crossing	1.9	0	horizontal	
526	Woking Park	12	Double Yellow	257.5	51	horizontal	
527	Woking Park	12	Drop Kerb	2.8	0	horizontal	
528	Woking Park	12	Double Yellow	16.3	3	horizontal	
529	Woking Park	12	Drop Kerb	1.9	0	horizontal	
530	Woking Park	12	Double Yellow	17.0	3	horizontal	
532	Kingfield Road	11	Double Yellow	28.3	5	horizontal	
533	Kingfield Road	11	Drop Kerb	2.5	0	horizontal	
534	Kingfield Road	11	Double Yellow	4.8	0	horizontal	
535	Kingfield Road	11	Bus Stop	21.4	4	horizontal	
536	Kingfield Road	11	Double Yellow	1.9	0	horizontal	
537	Kingfield Road	11	Drop Kerb	5.9	1	horizontal	
538	Kingfield Road	11	Double Yellow	30.8	6	horizontal	
539	Kingfield Road	11	Drop Kerb	8.5	1	horizontal	
540	Kingfield Road	11	Double Yellow	6.4	1	horizontal	
541	Kingfield Road	11	Drop Kerb	3.8	0	horizontal	
542	Kingfield Road	11	Double Yellow	17.5	3	horizontal	
543	Kingfield Road	11	Drop Kerb	9.3	1	horizontal	
544	Kingfield Road	11	Double Yellow	19.9	3	horizontal	
545	Kingfield Road	11	Drop Kerb	1.6	0	horizontal	
547	Kingfield Road	11	Double Yellow	10.0	2	horizontal	
548	Kingfield Road	11	Drop Kerb	1.6	0	horizontal	
549	Kingfield Road	11	Drop Kerb	6.5	1	horizontal	
550	Kingfield Road	11	Double Yellow	13.0	2	horizontal	
551	Kingfield Road	11	Drop Kerb	5.5	1	horizontal	
552	Kingfield Road	11	Double Yellow	13.8	2	horizontal	
553	Kingfield Road	11	Drop Kerb	7.5	1	horizontal	
554	Kingfield Road	11	Double Yellow	21.6	4	horizontal	

ID	street	IS	restriction	length	space	type	Comment
555	Kingfield Road	11	Drop Kerb	5.6	1	horizontal	
556	Kingfield Road	11	Double Yellow	21.4	4	horizontal	
557	Kingfield Road	11	Drop Kerb	6.0	1	horizontal	
558	Kingfield Road	11	Double Yellow	9.7	1	horizontal	
559	Kingfield Road	11	Drop Kerb	6.2	1	horizontal	
560	Kingfield Road	11	Double Yellow	3.2	0	horizontal	
561	Kingfield Road	11	Drop Kerb	3.2	0	horizontal	
562	Kingfield Road	11	Bus Stop	7.8	1	horizontal	
563	Kingfield Road	11	Drop Kerb	5.5	1	horizontal	
564	Kingfield Road	11	Bus Stop	29.0	5	horizontal	
565	Kingfield Road	11	Double Yellow	5.4	1	horizontal	
567	Kingfield Road	11	Double Yellow	1.8	0	horizontal	
568	Kingfield Road	11	Zig Zag Lines	8.1	1	horizontal	
569	Kingfield Road	11	Drop Kerb	6.5	1	horizontal	
570	Kingfield Road	11	Zig Zag Lines	6.9	1	horizontal	
571	Kingfield Road	11	Pedestrian Crossing	4.1	0	horizontal	
572	Kingfield Road	11	Double Yellow	2.4	0	horizontal	
592	Elmbridge Lane	19	Narrow	6.7	1	horizontal	Drop Kerb
593	Elmbridge Lane	19	Narrow	7.4	1	horizontal	Double Yellow
594	Elmbridge Lane	19	Narrow	1.6	0	horizontal	Drop Kerb
595	Elmbridge Lane	19	Narrow	18.4	3	horizontal	Double Yellow
596	Elmbridge Lane	19	Narrow	6.5	1	horizontal	Drop Kerb
597	Elmbridge Lane	19	Narrow	11.1	2	horizontal	Double Yellow
598	Elmbridge Lane	19	Narrow	3.7	0	horizontal	Drop Kerb
599	Elmbridge Lane	19	Narrow	8.7	1	horizontal	Double Yellow
600	Elmbridge Lane	19	Narrow	3.6	0	horizontal	Drop Kerb
601	Elmbridge Lane	19	Narrow	6.0	1	horizontal	Double Yellow
602	Elmbridge Lane	19	Narrow	3.7	0	horizontal	Drop Kerb
603	Elmbridge Lane	19	Narrow	12.0	2	horizontal	Double Yellow
604	Elmbridge Lane	19	Narrow	4.5	0	horizontal	Drop Kerb
605	Elmbridge Lane	19	Narrow	4.2	0	horizontal	Double Yellow
606	Elmbridge Lane	19	Narrow	4.2	0	horizontal	Drop Kerb
607	Elmbridge Lane	19	Narrow	7.4	1	horizontal	Double Yellow
609	Elmbridge Lane	19	Narrow	10.9	2	horizontal	Unrestricted
610	Elmbridge Lane	19	Narrow	9.4	1	horizontal	Drop Kerb
611	Elmbridge Lane	19	Narrow	14.0	2	horizontal	Unrestricted
612	Elmbridge Lane	19	Narrow	8.2	1	horizontal	Double Yellow
614	Queen Elizabeth W	20	Narrow	2.9	0	horizontal	Drop Kerb
615	Queen Elizabeth W	20	Narrow	4.6	0	horizontal	Double Yellow
616	Queen Elizabeth W	20	Narrow	23.0	4	horizontal	Unrestricted
617	Queen Elizabeth W	20	Narrow	4.9	0	horizontal	Drop Kerb
618	Queen Elizabeth W	20	Narrow	14.0	2	horizontal	Unrestricted
619	Queen Elizabeth W	20	Narrow	5.2	1	horizontal	Drop Kerb
620	Queen Elizabeth W	20	Narrow	27.5	5	horizontal	Unrestricted
621	Queen Elizabeth W	20	Narrow	4.9	0	horizontal	Drop Kerb
622	Queen Elizabeth W	20	Narrow	8.0	1	horizontal	Unrestricted
623	Queen Elizabeth W	20	Narrow	4.5	0	horizontal	Drop Kerb

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624	Queen Elizabeth W	20	Narrow	9.2	1	horizontal	Unrestricted
625	Queen Elizabeth W	20	Unrestricted	47.0	18	vertical	
626	Queen Elizabeth W	20	Narrow	4.4	0	horizontal	Drop Kerb
627	Queen Elizabeth W	20	Narrow	15.9	3	horizontal	Unrestricted
628	Queen Elizabeth W	20	Narrow	4.5	0	horizontal	Drop Kerb
629	Queen Elizabeth W	20	Narrow	12.8	2	horizontal	Unrestricted
630	Queen Elizabeth W	20	Narrow	7.4	1	horizontal	Drop Kerb
631	Queen Elizabeth W	20	Narrow	5.6	1	horizontal	Unrestricted
632	Queen Elizabeth W	20	Narrow	11.0	2	horizontal	Drop Kerb
633	Queen Elizabeth W	20	Narrow	4.1	0	horizontal	Unrestricted
634	Queen Elizabeth W	20	Narrow	4.3	0	horizontal	Drop Kerb
635	Queen Elizabeth W	20	Narrow	14.7	2	horizontal	Unrestricted
636	Queen Elizabeth W	20	Narrow	9.7	1	horizontal	Drop Kerb
637	Queen Elizabeth W	20	Narrow	7.8	1	horizontal	Unrestricted
638	Queen Elizabeth W	20	Narrow	8.0	1	horizontal	Drop Kerb
639	Queen Elizabeth W	20	Narrow	15.9	3	horizontal	Unrestricted
640	Queen Elizabeth W	20	Narrow	8.5	1	horizontal	Drop Kerb
641	Queen Elizabeth W	20	Narrow	13.2	2	horizontal	Unrestricted
642	Queen Elizabeth W	20	Narrow	8.7	1	horizontal	Drop Kerb
643	Queen Elizabeth W	20	Narrow	15.7	3	horizontal	Unrestricted
644	Queen Elizabeth W	20	Narrow	7.4	1	horizontal	Drop Kerb
645	Queen Elizabeth W	20	Narrow	13.9	2	horizontal	Unrestricted
646	Queen Elizabeth W	20	Narrow	4.5	0	horizontal	Drop Kerb
647	Queen Elizabeth W	20	Narrow	6.9	1	horizontal	Unrestricted
648	Queen Elizabeth W	20	Unrestricted	25.6	10	vertical	
649	Queen Elizabeth W	20	Narrow	1.7	0	horizontal	Unrestricted
650	Queen Elizabeth W	20	Narrow	4.0	0	horizontal	Drop Kerb
651	Queen Elizabeth W	20	Narrow	17.4	3	horizontal	Unrestricted
652	Queen Elizabeth W	20	Narrow	4.3	0	horizontal	Drop Kerb
653	Queen Elizabeth W	20	Narrow	9.8	1	horizontal	Unrestricted
654	Queen Elizabeth W	20	Narrow	16.5	3	horizontal	Drop Kerb
655	Queen Elizabeth W	20	Narrow	13.2	2	horizontal	Unrestricted
656	Queen Elizabeth W	20	Narrow	4.8	0	horizontal	Drop Kerb
657	Queen Elizabeth W	20	Narrow	22.1	4	horizontal	Unrestricted
658	Queen Elizabeth W	20	Narrow	6.1	1	horizontal	Drop Kerb
659	Queen Elizabeth W	20	Narrow	13.3	2	horizontal	Unrestricted
660	Queen Elizabeth W	20	Narrow	9.0	1	horizontal	Double Yellow
662	Queen Elizabeth W	20	Double Yellow	23.7	4	horizontal	
663	Queen Elizabeth W	20	Drop Kerb	5.3	1	horizontal	
664	Queen Elizabeth W	20	Unrestricted	5.5	1	horizontal	
665	Queen Elizabeth W	20	Drop Kerb	10.9	2	horizontal	
666	Queen Elizabeth W	20	Unrestricted	39.1	7	horizontal	
667	Queen Elizabeth W	20	Drop Kerb	4.7	0	horizontal	
668	Queen Elizabeth W	20	Unrestricted	3.2	0	horizontal	
669	Queen Elizabeth W	20	Drop Kerb	4.3	0	horizontal	
670	Queen Elizabeth W	20	Unrestricted	45.0	9	horizontal	
671	Queen Elizabeth W	20	Drop Kerb	10.8	2	horizontal	

ID	street	IS	restriction	length	space	type	Comment
672	Queen Elizabeth W	20	Unrestricted	14.9	2	horizontal	
673	Queen Elizabeth W	20	Drop Kerb	4.8	0	horizontal	
674	Queen Elizabeth W	20	Unrestricted	13.9	2	horizontal	
675	Queen Elizabeth W	20	Drop Kerb	3.5	0	horizontal	
676	Queen Elizabeth W	20	Unrestricted	2.1	0	horizontal	
677	Queen Elizabeth W	20	Disabled Bays	5.4	1	horizontal	
678	Queen Elizabeth W	20	Drop Kerb	5.7	1	horizontal	
679	Queen Elizabeth W	20	Unrestricted	34.6	6	horizontal	
680	Queen Elizabeth W	20	Drop Kerb	4.7	0	horizontal	
681	Queen Elizabeth W	20	Unrestricted	27.9	5	horizontal	
682	Queen Elizabeth W	20	Disabled Bays	6.6	1	horizontal	
683	Queen Elizabeth W	20	Unrestricted	1.8	0	horizontal	
684	Queen Elizabeth W	20	Unrestricted	20.3	8	vertical	
685	Queen Elizabeth W	20	Drop Kerb	2.5	0	horizontal	
686	Queen Elizabeth W	20	Unrestricted	16.3	6	vertical	
687	Queen Elizabeth W	20	Unrestricted	27.6	5	horizontal	
688	Queen Elizabeth W	20	Drop Kerb	4.6	0	horizontal	
689	Queen Elizabeth W	20	Unrestricted	20.3	4	horizontal	
690	Queen Elizabeth W	20	Drop Kerb	4.2	0	horizontal	
691	Queen Elizabeth W	20	Unrestricted	1.4	0	horizontal	
692	Queen Elizabeth W	20	Drop Kerb	4.2	0	horizontal	
693	Queen Elizabeth W	20	Unrestricted	17.1	3	horizontal	
694	Queen Elizabeth W	20	Drop Kerb	4.0	0	horizontal	
695	Queen Elizabeth W	20	Unrestricted	13.1	2	horizontal	
696	Queen Elizabeth W	20	Drop Kerb	4.3	0	horizontal	
697	Queen Elizabeth W	20	Unrestricted	6.6	1	horizontal	
698	Queen Elizabeth W	20	Drop Kerb	4.6	0	horizontal	
699	Queen Elizabeth W	20	Unrestricted	17.3	3	horizontal	
700	Queen Elizabeth W	20	Drop Kerb	4.7	0	horizontal	
701	Queen Elizabeth W	20	Unrestricted	7.0	1	horizontal	
702	Queen Elizabeth W	20	Drop Kerb	4.4	0	horizontal	
703	Queen Elizabeth W	20	Unrestricted	2.3	0	horizontal	
704	Queen Elizabeth W	20	Drop Kerb	5.3	1	horizontal	
705	Queen Elizabeth W	20	Unrestricted	14.2	2	horizontal	
706	Queen Elizabeth W	20	Double Yellow	4.8	0	horizontal	
707	Queen Elizabeth W	20	Drop Kerb	2.1	0	horizontal	
709	Elmbridge Lane	19	Narrow	9.7	1	horizontal	Double Yellow
710	Elmbridge Lane	19	Narrow	11.0	2	horizontal	Unrestricted
711	Elmbridge Lane	19	Narrow	10.1	2	horizontal	Drop Kerb
712	Elmbridge Lane	19	Narrow	15.7	3	horizontal	Double Yellow
713	Elmbridge Lane	19	Narrow	6.8	1	horizontal	Drop Kerb
714	Elmbridge Lane	19	Narrow	1.1	0	horizontal	Drop Kerb
715	Elmbridge Lane	19	Narrow	13.3	2	horizontal	Unrestricted
716	Elmbridge Lane	19	Narrow	8.2	1	horizontal	Drop Kerb
717	Elmbridge Lane	19	Narrow	25.8	5	horizontal	Unrestricted
718	Elmbridge Lane	19	Narrow	5.2	1	horizontal	Drop Kerb
719	Elmbridge Lane	19	Narrow	42.7	8	horizontal	Unrestricted

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720	Elmbridge Lane	19	Narrow	6.6	1	horizontal	Drop Kerb
721	Elmbridge Lane	19	Narrow	29.4	5	horizontal	Unrestricted
722	Elmbridge Lane	19	Narrow	3.9	0	horizontal	Drop Kerb
723	Elmbridge Lane	19	Narrow	3.0	0	horizontal	Unrestricted
724	Elmbridge Lane	19	Narrow	9.8	1	horizontal	Drop Kerb
725	Elmbridge Lane	19	Narrow	10.9	2	horizontal	Unrestricted
726	Elmbridge Lane	19	Narrow	9.8	1	horizontal	Drop Kerb
727	Elmbridge Lane	19	Narrow	3.4	0	horizontal	Unrestricted
728	Elmbridge Lane	19	Narrow	4.3	0	horizontal	Drop Kerb
729	Elmbridge Lane	19	Narrow	4.3	0	horizontal	Unrestricted
730	Elmbridge Lane	19	Narrow	4.1	0	horizontal	Drop Kerb
731	Elmbridge Lane	19	Narrow	7.8	1	horizontal	Unrestricted
732	Elmbridge Lane	19	Narrow	4.3	0	horizontal	Drop Kerb
733	Elmbridge Lane	19	Narrow	2.5	0	horizontal	Double Yellow
734	Elmbridge Lane	19	Narrow	8.5	1	horizontal	Drop Kerb
735	Elmbridge Lane	19	Narrow	9.6	1	horizontal	Double Yellow
736	Elmbridge Lane	19	Narrow	6.3	1	horizontal	Drop Kerb
737	Elmbridge Lane	19	Narrow	4.7	0	horizontal	Drop Kerb
738	Elmbridge Lane	19	Narrow	11.2	2	horizontal	Double Yellow
739	Elmbridge Lane	19	Narrow	5.5	1	horizontal	Disabled Bays
740	Elmbridge Lane	19	Narrow	6.2	1	horizontal	Double Yellow
741	Elmbridge Lane	19	Narrow	6.7	1	horizontal	Drop Kerb
742	Elmbridge Lane	19	Narrow	3.6	0	horizontal	Double Yellow
744	Elmbridge Lane	19	Drop Kerb	7.9	1	horizontal	
745	Elmbridge Lane	19	Double Yellow	20.5	4	horizontal	
747	Elmbridge Lane	19	Double Yellow	23.5	4	horizontal	
748	Elmbridge Lane	19	Drop Kerb	4.2	0	horizontal	
749	Elmbridge Lane	19	Double Yellow	1.0	0	horizontal	
750	Elmbridge Lane	19	Drop Kerb	5.2	1	horizontal	
751	Elmbridge Lane	19	Unrestricted	3.9	0	horizontal	
752	Elmbridge Lane	19	Drop Kerb	5.0	1	horizontal	
753	Elmbridge Lane	19	Unrestricted	2.3	0	horizontal	
754	Elmbridge Lane	19	Drop Kerb	5.1	1	horizontal	
755	Elmbridge Lane	19	Unrestricted	3.0	0	horizontal	
756	Elmbridge Lane	19	Drop Kerb	17.7	3	horizontal	
757	Elmbridge Lane	19	Unrestricted	13.5	2	horizontal	
758	Elmbridge Lane	19	Drop Kerb	8.0	1	horizontal	
759	Elmbridge Lane	19	Unrestricted	11.4	2	horizontal	
760	Elmbridge Lane	19	Drop Kerb	8.0	1	horizontal	
761	Elmbridge Lane	19	Unrestricted	12.5	2	horizontal	
762	Elmbridge Lane	19	Drop Kerb	7.7	1	horizontal	
763	Elmbridge Lane	19	Unrestricted	10.0	2	horizontal	
764	Elmbridge Lane	19	Drop Kerb	10.1	2	horizontal	
765	Elmbridge Lane	19	Unrestricted	6.9	1	horizontal	
766	Elmbridge Lane	19	Drop Kerb	7.4	1	horizontal	
767	Elmbridge Lane	19	Unrestricted	4.0	0	horizontal	
768	Elmbridge Lane	19	Drop Kerb	4.3	0	horizontal	

ID	street	IS	restriction	length	space	type	Comment
769	Elmbridge Lane	19	Unrestricted	4.1	0	horizontal	
770	Elmbridge Lane	19	Drop Kerb	8.9	1	horizontal	
771	Elmbridge Lane	19	Unrestricted	6.0	1	horizontal	
772	Elmbridge Lane	19	Drop Kerb	14.7	2	horizontal	
773	Elmbridge Lane	19	Unrestricted	14.3	2	horizontal	
774	Elmbridge Lane	19	Double Yellow	4.7	0	horizontal	
776	Howards Road	21	Narrow	2.6	0	horizontal	Double Yellow
777	Howards Road	21	Narrow	2.1	0	horizontal	Drop Kerb
778	Howards Road	21	Narrow	23.2	4	horizontal	Double Yellow
779	Howards Road	21	Narrow	7.9	1	horizontal	Drop Kerb
780	Howards Road	21	Narrow	21.4	4	horizontal	Unrestricted
781	Howards Road	21	Narrow	3.9	0	horizontal	Drop Kerb
782	Howards Road	21	Narrow	24.7	4	horizontal	Unrestricted
783	Howards Road	21	Narrow	3.8	0	horizontal	Drop Kerb
784	Howards Road	21	Narrow	18.0	3	horizontal	Unrestricted
785	Howards Road	21	Narrow	6.6	1	horizontal	Drop Kerb
786	Howards Road	21	Narrow	19.8	3	horizontal	Unrestricted
787	Howards Road	21	Narrow	4.6	0	horizontal	Drop Kerb
788	Howards Road	21	Narrow	22.6	4	horizontal	Unrestricted
790	Howards Close	22	Narrow	2.6	0	horizontal	Unrestricted
791	Howards Close	22	Narrow	2.0	0	horizontal	Drop Kerb
792	Howards Close	22	Narrow	14.8	2	horizontal	Unrestricted
793	Howards Close	22	Narrow	9.2	1	horizontal	Drop Kerb
794	Howards Close	22	Narrow	12.9	2	horizontal	Unrestricted
795	Howards Close	22	Narrow	4.2	0	horizontal	Drop Kerb
796	Howards Close	22	Narrow	12.6	2	horizontal	Unrestricted
798	Howards Close	22	Unrestricted	5.0	1	horizontal	
800	Howards Close	22	Unrestricted	9.3	1	horizontal	
801	Howards Close	22	Drop Kerb	4.7	0	horizontal	
802	Howards Close	22	Unrestricted	3.3	0	horizontal	
804	Howards Close	22	Unrestricted	5.2	1	horizontal	
806	Howards Close	22	Unrestricted	12.7	2	horizontal	
807	Howards Close	22	Drop Kerb	3.7	0	horizontal	
808	Howards Close	22	Unrestricted	14.3	2	horizontal	
809	Howards Close	22	Drop Kerb	7.9	1	horizontal	
810	Howards Close	22	Unrestricted	14.6	2	horizontal	
811	Howards Close	22	Drop Kerb	1.8	0	horizontal	
812	Howards Close	22	Unrestricted	3.3	0	horizontal	
814	Howards Road	21	Narrow	23.6	4	horizontal	Unrestricted
815	Howards Road	21	Narrow	7.0	1	horizontal	Drop Kerb
816	Howards Road	21	Narrow	14.0	2	horizontal	Unrestricted
817	Howards Road	21	Narrow	7.6	1	horizontal	Drop Kerb
818	Howards Road	21	Narrow	16.1	3	horizontal	Unrestricted
819	Howards Road	21	Narrow	6.2	1	horizontal	Drop Kerb
820	Howards Road	21	Narrow	31.5	6	horizontal	Unrestricted
821	Howards Road	21	Narrow	2.2	0	horizontal	Drop Kerb
822	Howards Road	21	Narrow	2.0	0	horizontal	Unrestricted

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824	Stockers Lane	23	Narrow	1.9	0	horizontal	Drop Kerb
825	Stockers Lane	23	Narrow	2.9	0	horizontal	Drop Kerb
826	Stockers Lane	23	Narrow	30.0	6	horizontal	Unrestricted
828	Stockers Lane	23	Narrow	54.7	10	horizontal	Unrestricted
829	Stockers Lane	23	Narrow	7.7	3	vertical	Unrestricted
830	Stockers Lane	23	Narrow	2.7	0	horizontal	Unrestricted
831	Stockers Lane	23	Narrow	3.9	2	vertical	Unrestricted
832	Stockers Lane	23	Narrow	2.9	0	horizontal	Unrestricted
834	Stockers Lane	23	Narrow	8.7	1	horizontal	Unrestricted
836	Rydens Way	24	Narrow	4.5	1	horizontal	Unrestricted
837	Rydens Way	24	Narrow	4.3	1	horizontal	Drop Kerb
838	Rydens Way	24	Narrow	2.5	0	horizontal	Unrestricted
839	Rydens Way	24	Narrow	6.4	1	horizontal	Drop Kerb
840	Rydens Way	24	Narrow	2.6	0	horizontal	Unrestricted
841	Rydens Way	24	Narrow	7.3	1	horizontal	Drop Kerb
842	Rydens Way	24	Narrow	2.7	0	horizontal	Unrestricted
843	Rydens Way	24	Narrow	6.1	1	horizontal	Drop Kerb
844	Rydens Way	24	Narrow	4.0	1	horizontal	Unrestricted
845	Rydens Way	24	Narrow	2.7	0	horizontal	Drop Kerb
846	Rydens Way	24	Narrow	2.7	0	horizontal	Unrestricted
847	Rydens Way	24	Narrow	10.2	2	horizontal	Drop Kerb
848	Rydens Way	24	Narrow	2.5	0	horizontal	Unrestricted
849	Rydens Way	24	Narrow	6.3	1	horizontal	Drop Kerb
850	Rydens Way	24	Narrow	3.5	0	horizontal	Unrestricted
851	Rydens Way	24	Narrow	5.4	1	horizontal	Double Yellow
852	Rydens Way	24	Narrow	1.9	0	horizontal	Drop Kerb
854	Rydens Way	24	Drop Kerb	2.0	0	horizontal	
855	Rydens Way	24	Double Yellow	1.6	0	horizontal	
856	Rydens Way	24	Unrestricted	1.2	0	horizontal	
858	Rydens Way	24	Drop Kerb	8.0	1	horizontal	
859	Rydens Way	24	Unrestricted	7.0	1	horizontal	
860	Rydens Way	24	Drop Kerb	6.2	1	horizontal	
861	Rydens Way	24	Unrestricted	6.9	1	horizontal	
862	Rydens Way	24	Drop Kerb	8.9	1	horizontal	
863	Rydens Way	24	Unrestricted	4.1	1	horizontal	
864	Rydens Way	24	Drop Kerb	13.3	2	horizontal	
865	Rydens Way	24	Unrestricted	2.6	0	horizontal	
866	Rydens Way	24	Drop Kerb	9.8	1	horizontal	
867	Rydens Way	24	Unrestricted	2.3	0	horizontal	
868	Rydens Way	24	Drop Kerb	3.8	1	horizontal	
869	Rydens Way	24	Unrestricted	4.5	1	horizontal	
871	Stockers Lane	23	Narrow	13.5	2	horizontal	Drop Kerb
872	Stockers Lane	23	Narrow	8.5	1	horizontal	Unrestricted
873	Stockers Lane	23	Narrow	3.6	0	horizontal	Drop Kerb
874	Stockers Lane	23	Narrow	13.3	2	horizontal	Unrestricted
875	Stockers Lane	23	Narrow	5.9	1	horizontal	Drop Kerb
876	Stockers Lane	23	Narrow	13.8	2	horizontal	Unrestricted

ID	street	IS	restriction	length	space	type	Comment
877	Stockers Lane	23	Narrow	11.9	2	horizontal	Drop Kerb
878	Stockers Lane	23	Narrow	6.8	1	horizontal	Unrestricted
879	Stockers Lane	23	Narrow	10.4	2	horizontal	Drop Kerb
880	Stockers Lane	23	Narrow	1.9	0	horizontal	Unrestricted
882	Stockers Lane	23	Unrestricted	1.7	0	horizontal	
883	Stockers Lane	23	Drop Kerb	3.8	0	horizontal	
884	Stockers Lane	23	Unrestricted	8.6	1	horizontal	
885	Stockers Lane	23	Drop Kerb	3.8	0	horizontal	
886	Stockers Lane	23	Unrestricted	11.6	2	horizontal	
887	Stockers Lane	23	Drop Kerb	12.8	2	horizontal	
888	Stockers Lane	23	Unrestricted	12.4	2	horizontal	
889	Stockers Lane	23	Drop Kerb	8.4	1	horizontal	
890	Stockers Lane	23	Unrestricted	1.7	0	horizontal	
892	Stockers Lane	23	Drop Kerb	12.2	2	horizontal	
893	Stockers Lane	23	Unrestricted	2.9	0	horizontal	
894	Stockers Lane	23	Drop Kerb	1.2	0	horizontal	
895	Stockers Lane	23	Unrestricted	3.8	0	horizontal	
896	Stockers Lane	23	Drop Kerb	4.6	0	horizontal	
897	Stockers Lane	23	Unrestricted	3.1	0	horizontal	
898	Stockers Lane	23	Drop Kerb	1.3	0	horizontal	
899	Stockers Lane	23	Unrestricted	4.0	0	horizontal	
900	Stockers Lane	23	Drop Kerb	3.6	0	horizontal	
901	Stockers Lane	23	Unrestricted	4.8	0	horizontal	
902	Stockers Lane	23	Drop Kerb	11.3	2	horizontal	
903	Stockers Lane	23	Unrestricted	4.6	0	horizontal	
904	Stockers Lane	23	Unrestricted	14.7	2	horizontal	
905	Stockers Lane	23	Drop Kerb	4.2	0	horizontal	
907	Stockers Lane	23	Unrestricted	39.7	7	horizontal	
908	Stockers Lane	23	Narrow	4.1	0	horizontal	Drop Kerb
909	Stockers Lane	23	Narrow	5.3	1	horizontal	Unrestricted
910	Stockers Lane	23	Narrow	8.3	1	horizontal	Drop Kerb
911	Stockers Lane	23	Narrow	7.3	1	horizontal	Unrestricted
912	Stockers Lane	23	Narrow	6.5	1	horizontal	Drop Kerb
913	Stockers Lane	23	Narrow	2.1	0	horizontal	Unrestricted
914	Stockers Lane	23	Narrow	4.4	0	horizontal	Drop Kerb
915	Stockers Lane	23	Narrow	9.1	1	horizontal	Unrestricted
916	Stockers Lane	23	Narrow	3.1	0	horizontal	Drop Kerb
917	Stockers Lane	23	Narrow	25.2	5	horizontal	Unrestricted
919	Stockers Lane	23	Narrow	9.0	1	horizontal	Unrestricted
920	Stockers Lane	23	Narrow	4.4	0	horizontal	Drop Kerb
921	Stockers Lane	23	Narrow	3.4	0	horizontal	Unrestricted
922	Stockers Lane	23	Narrow	13.5	2	horizontal	Drop Kerb
923	Stockers Lane	23	Narrow	3.1	0	horizontal	Unrestricted
924	Stockers Lane	23	Narrow	15.8	3	horizontal	Drop Kerb
926	Stockers Lane	23	Unrestricted	39.4	7	horizontal	
927	Stockers Lane	23	Drop Kerb	4.4	0	horizontal	
928	Stockers Lane	23	Unrestricted	13.9	2	horizontal	

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930	Stockers Lane	23	Unrestricted	3.4	0	horizontal	
932	Stockers Lane	23	Unrestricted	5.2	1	horizontal	
933	Stockers Lane	23	Drop Kerb	3.6	0	horizontal	
934	Stockers Lane	23	Unrestricted	4.0	0	horizontal	
935	Stockers Lane	23	Drop Kerb	3.4	0	horizontal	
936	Stockers Lane	23	Unrestricted	17.5	3	horizontal	
937	Stockers Lane	23	Drop Kerb	1.4	0	horizontal	
938	Stockers Lane	23	Unrestricted	1.9	0	horizontal	
939	Stockers Lane	23	Drop Kerb	3.2	0	horizontal	
940	Stockers Lane	23	Unrestricted	12.8	2	horizontal	
941	Stockers Lane	23	Drop Kerb	3.7	0	horizontal	
942	Stockers Lane	23	Unrestricted	8.3	1	horizontal	
943	Stockers Lane	23	Drop Kerb	10.2	2	horizontal	
944	Stockers Lane	23	Unrestricted	8.3	1	horizontal	
945	Stockers Lane	23	Drop Kerb	9.5	1	horizontal	
946	Stockers Lane	23	Unrestricted	12.9	2	horizontal	
947	Stockers Lane	23	Drop Kerb	7.5	1	horizontal	
948	Stockers Lane	23	Unrestricted	4.9	0	horizontal	
949	Stockers Lane	23	Drop Kerb	16.2	3	horizontal	
950	Stockers Lane	23	Unrestricted	30.8	6	horizontal	
951	Stockers Lane	23	Drop Kerb	1.8	0	horizontal	
952	Stockers Lane	23	Unrestricted	1.7	0	horizontal	
954	Howards Road	21	Unrestricted	2.0	0	horizontal	
955	Howards Road	21	Drop Kerb	1.8	0	horizontal	
956	Howards Road	21	Unrestricted	56.6	11	horizontal	
957	Howards Road	21	Drop Kerb	3.4	0	horizontal	
958	Howards Road	21	Unrestricted	83.6	16	horizontal	
959	Howards Road	21	Drop Kerb	9.2	1	horizontal	
960	Howards Road	21	Unrestricted	14.4	2	horizontal	
961	Howards Road	21	Drop Kerb	8.9	1	horizontal	
962	Howards Road	21	Unrestricted	15.2	3	horizontal	
963	Howards Road	21	Drop Kerb	6.9	1	horizontal	
964	Howards Road	21	Unrestricted	37.4	7	horizontal	
965	Howards Road	21	Drop Kerb	4.0	0	horizontal	
966	Howards Road	21	Unrestricted	14.0	2	horizontal	
967	Howards Road	21	Drop Kerb	5.3	1	horizontal	
968	Howards Road	21	Double Yellow	29.7	5	horizontal	
969	Howards Road	21	Drop Kerb	2.4	0	horizontal	
970	Howards Road	21	Double Yellow	2.0	0	horizontal	
972	Elmbridge Lane	19	Double Yellow	16.3	3	horizontal	
973	Elmbridge Lane	19	Drop Kerb	9.4	1	horizontal	
974	Elmbridge Lane	19	Double Yellow	5.4	1	horizontal	
975	Elmbridge Lane	19	Drop Kerb	10.2	2	horizontal	
976	Elmbridge Lane	19	Double Yellow	14.7	2	horizontal	
977	Elmbridge Lane	19	Drop Kerb	3.7	0	horizontal	
978	Elmbridge Lane	19	Double Yellow	6.5	1	horizontal	
979	Elmbridge Lane	19	Drop Kerb	11.7	2	horizontal	

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980	Elmbridge Lane	19	Double Yellow	10.6	2	horizontal	
981	Elmbridge Lane	19	Drop Kerb	9.1	1	horizontal	
982	Elmbridge Lane	19	Double Yellow	2.0	0	horizontal	
983	Elmbridge Lane	19	Drop Kerb	8.2	1	horizontal	
984	Elmbridge Lane	19	Double Yellow	11.3	2	horizontal	
985	Elmbridge Lane	19	Drop Kerb	11.3	2	horizontal	
986	Elmbridge Lane	19	Double Yellow	50.0	10	horizontal	
987	Elmbridge Lane	19	Drop Kerb	4.8	0	horizontal	
988	Elmbridge Lane	19	Double Yellow	4.2	0	horizontal	
989	Elmbridge Lane	19	Drop Kerb	1.6	0	horizontal	
990	Elmbridge Lane	19	Double Yellow	15.0	3	horizontal	
1714	Kingfield Road	25	Double Yellow	10.0	2	horizontal	
1715	Kingfield Road	25	Drop Kerb	7.2	1	horizontal	
1716	Kingfield Road	25	Double Yellow	13.3	2	horizontal	
1717	Kingfield Road	25	Drop Kerb	8.2	1	horizontal	
1718	Kingfield Road	25	Double Yellow	28.3	5	horizontal	
1719	Kingfield Road	25	Drop Kerb	9.1	1	horizontal	
1720	Kingfield Road	25	Double Yellow	7.8	1	horizontal	
1721	Kingfield Road	25	Drop Kerb	4.7	0	horizontal	
1722	Kingfield Road	25	Double Yellow	6.0	1	horizontal	
1723	Kingfield Road	25	Drop Kerb	4.6	0	horizontal	
1724	Kingfield Road	25	Double Yellow	14.8	2	horizontal	
1725	Kingfield Road	25	Drop Kerb	5.4	1	horizontal	
1726	Kingfield Road	25	Double Yellow	5.5	1	horizontal	
1727	Kingfield Road	25	Drop Kerb	4.9	0	horizontal	
1728	Kingfield Road	25	Double Yellow	48.8	9	horizontal	
1730	Kingfield Gardens	27	Double Yellow	24.0	4	horizontal	
1731	Kingfield Gardens	27	Unrestricted	28.9	5	horizontal	
1732	Kingfield Gardens	27	Drop Kerb	10.0	2	horizontal	
1733	Kingfield Gardens	27	Unrestricted	29.0	5	horizontal	
1735	Kingfield Gardens	27	Unrestricted	9.8	1	horizontal	
1736	Kingfield Gardens	27	Drop Kerb	3.5	0	horizontal	
1737	Kingfield Gardens	27	Unrestricted	12.4	2	horizontal	
1738	Kingfield Gardens	27	Drop Kerb	8.4	1	horizontal	
1739	Kingfield Gardens	27	Unrestricted	8.2	1	horizontal	
1740	Kingfield Gardens	27	Drop Kerb	3.7	0	horizontal	
1741	Kingfield Gardens	27	Unrestricted	6.4	1	horizontal	
1742	Kingfield Gardens	27	Drop Kerb	3.3	0	horizontal	
1743	Kingfield Gardens	27	Unrestricted	11.5	2	horizontal	
1744	Kingfield Gardens	27	Drop Kerb	5.1	1	horizontal	
1746	Kingfield Gardens	27	Drop Kerb	5.0	1	horizontal	
1748	Kingfield Gardens	27	Narrow	1.7	0	horizontal	Drop Kerb
1749	Kingfield Gardens	27	Narrow	5.4	1	horizontal	Unrestricted
1751	Kingfield Gardens	27	Narrow	5.0	1	horizontal	Unrestricted
1753	Kingfield Gardens	27	Narrow	8.6	1	horizontal	Unrestricted
1754	Kingfield Gardens	27	Narrow	5.4	1	horizontal	Drop Kerb
1755	Kingfield Gardens	27	Narrow	15.8	3	horizontal	Unrestricted

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1756	Kingfield Gardens	27	Narrow	6.3	1	horizontal	Drop Kerb
1757	Kingfield Gardens	27	Narrow	16.8	3	horizontal	Unrestricted
1758	Kingfield Gardens	27	Narrow	7.3	1	horizontal	Drop Kerb
1759	Kingfield Gardens	27	Narrow	14.7	2	horizontal	Unrestricted
1760	Kingfield Gardens	27	Narrow	10.4	2	horizontal	Drop Kerb
1761	Kingfield Gardens	27	Narrow	16.7	3	horizontal	Unrestricted
1762	Kingfield Gardens	27	Narrow	4.3	0	horizontal	Drop Kerb
1763	Kingfield Gardens	27	Narrow	5.3	1	horizontal	Unrestricted
1764	Kingfield Gardens	27	Narrow	2.0	0	horizontal	Drop Kerb
1766	Kingfield Gardens	27	Narrow	4.6	0	horizontal	Drop Kerb
1768	Kingfield Gardens	27	Narrow	1.8	0	horizontal	Drop Kerb
1769	Kingfield Gardens	27	Narrow	6.5	1	horizontal	Unrestricted
1771	Kingfield Gardens	27	Narrow	2.4	0	horizontal	Unrestricted
1772	Kingfield Gardens	27	Narrow	2.6	0	horizontal	Drop Kerb
1774	Kingfield Gardens	27	Unrestricted	17.9	3	horizontal	
1775	Kingfield Gardens	27	Drop Kerb	3.7	0	horizontal	
1776	Kingfield Gardens	27	Unrestricted	14.7	2	horizontal	
1777	Kingfield Gardens	27	Drop Kerb	6.5	1	horizontal	
1778	Kingfield Gardens	27	Unrestricted	3.7	0	horizontal	
1780	Kingfield Gardens	27	Narrow	30.1	6	horizontal	Unrestricted
1781	Kingfield Gardens	27	Narrow	13.8	2	horizontal	Drop Kerb
1782	Kingfield Gardens	27	Narrow	26.2	5	horizontal	Unrestricted
1783	Kingfield Gardens	27	Narrow	24.0	4	horizontal	Double Yellow
1785	Kingfield Road	25	Double Yellow	4.5	0	horizontal	
1786	Kingfield Road	25	Unrestricted	3.1	0	horizontal	
1787	Kingfield Road	25	Bus Stop	13.1	2	horizontal	
1788	Kingfield Road	25	Zig Zag Lines	13.3	2	horizontal	
1789	Kingfield Road	25	Pedestrian Crossing	2.8	0	horizontal	
1790	Kingfield Road	25	Unrestricted	2.2	0	horizontal	
1791	Kingfield Road	25	Zig Zag Lines	3.6	0	horizontal	
1792	Kingfield Road	25	Drop Kerb	12.8	2	horizontal	
1793	Kingfield Road	25	Zig Zag Lines	1.4	0	horizontal	
1794	Kingfield Road	25	Unrestricted	27.2	5	horizontal	
1795	Kingfield Road	25	Drop Kerb	3.4	0	horizontal	
1796	Kingfield Road	25	Unrestricted	3.9	0	horizontal	
1797	Kingfield Road	25	Drop Kerb	4.3	0	horizontal	
1798	Kingfield Road	25	Unrestricted	4.4	0	horizontal	
1799	Kingfield Road	25	Drop Kerb	9.5	1	horizontal	
1800	Kingfield Road	25	Unrestricted	17.3	3	horizontal	
1801	Kingfield Road	25	Drop Kerb	1.7	0	horizontal	
1802	Kingfield Road	25	Unrestricted	5.3	1	horizontal	
1803	Kingfield Road	25	Drop Kerb	18.6	3	horizontal	
1804	Kingfield Road	25	Unrestricted	5.3	1	horizontal	
1805	Kingfield Road	25	Drop Kerb	3.8	0	horizontal	
1806	Kingfield Road	25	Unrestricted	3.2	0	horizontal	
1807	Kingfield Road	25	Drop Kerb	6.0	1	horizontal	
1808	Kingfield Road	25	Unrestricted	3.1	0	horizontal	

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1809	Kingfield Road	25	Drop Kerb	3.2	0	horizontal	
1810	Kingfield Road	25	Unrestricted	8.7	1	horizontal	
1811	Kingfield Road	25	Drop Kerb	5.8	1	horizontal	
1812	Kingfield Road	25	Unrestricted	8.1	1	horizontal	
1813	Kingfield Road	25	Drop Kerb	6.1	1	horizontal	
1814	Kingfield Road	25	Unrestricted	6.8	1	horizontal	
1815	Kingfield Road	25	Drop Kerb	6.2	1	horizontal	
1816	Kingfield Road	25	Unrestricted	7.7	1	horizontal	
1817	Kingfield Road	25	Drop Kerb	4.7	0	horizontal	
1818	Kingfield Road	25	Unrestricted	8.3	1	horizontal	
1820	Kingfield Road	25	Unrestricted	16.4	3	horizontal	
1821	Kingfield Road	25	Drop Kerb	7.2	1	horizontal	
1822	Kingfield Road	25	Unrestricted	20.1	4	horizontal	
1823	Kingfield Road	25	Drop Kerb	5.0	1	horizontal	
1824	Kingfield Road	25	Unrestricted	16.1	3	horizontal	
1825	Kingfield Road	25	Drop Kerb	11.9	2	horizontal	
1826	Kingfield Road	25	Unrestricted	15.2	3	horizontal	
1827	Kingfield Road	25	Zig Zag Lines	10.9	2	horizontal	
1828	Kingfield Road	25	Drop Kerb	8.1	1	horizontal	
1829	Kingfield Road	25	Zig Zag Lines	3.8	0	horizontal	
1830	Kingfield Road	25	Pedestrian Crossing	2.8	0	horizontal	
1831	Kingfield Road	25	Zig Zag Lines	12.8	2	horizontal	
1832	Kingfield Road	25	Drop Kerb	5.4	1	horizontal	
1833	Kingfield Road	25	Zig Zag Lines	5.3	1	horizontal	
1834	Kingfield Road	25	Unrestricted	24.0	4	horizontal	
1835	Kingfield Road	25	Drop Kerb	1.3	0	horizontal	
1836	Kingfield Road	25	Unrestricted	6.4	1	horizontal	
1838	High Street	33	Unrestricted	8.4	1	horizontal	
1839	High Street	33	Drop Kerb	2.4	0	horizontal	
1840	High Street	33	Unrestricted	38.2	7	horizontal	
1841	High Street	33	Bus Stop	13.2	2	horizontal	
1842	High Street	33	Unrestricted	15.6	3	horizontal	
1843	High Street	33	Zig Zag Lines	7.8	1	horizontal	
1844	High Street	33	Drop Kerb	6.5	1	horizontal	
1845	High Street	33	Zig Zag Lines	5.5	1	horizontal	
1846	High Street	33	Pedestrian Crossing	2.7	0	horizontal	
1847	High Street	33	Zig Zag Lines	3.0	0	horizontal	
1848	High Street	33	Drop Kerb	4.3	0	horizontal	
1849	High Street	33	Zig Zag Lines	4.8	0	horizontal	
1851	High Street	33	Single Yellow	3.3	0	horizontal	
1852	High Street	33	Zig Zag Lines	3.6	0	horizontal	
1853	High Street	33	Drop Kerb	8.1	1	horizontal	
1854	High Street	33	Zig Zag Lines	9.2	1	horizontal	
1855	High Street	33	Pedestrian Crossing	2.6	0	horizontal	
1856	High Street	33	Zig Zag Lines	7.6	1	horizontal	
1857	High Street	33	Bus Stop	9.3	1	horizontal	
1858	High Street	33	Drop Kerb	4.0	0	horizontal	

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1859	High Street	33	Drop Kerb	2.3	0	horizontal	
1860	High Street	33	Double Yellow	6.3	1	horizontal	
1861	High Street	33	Drop Kerb	5.7	1	horizontal	
1862	High Street	33	Double Yellow	28.2	5	horizontal	
1864	Trentham Crescent	34	Narrow	17.3	3	horizontal	Double Yellow
1865	Trentham Crescent	34	Narrow	24.7	4	horizontal	Unrestricted
1866	Trentham Crescent	34	Narrow	4.7	0	horizontal	Drop Kerb
1867	Trentham Crescent	34	Narrow	4.4	0	horizontal	Unrestricted
1868	Trentham Crescent	34	Narrow	7.4	1	horizontal	Drop Kerb
1869	Trentham Crescent	34	Narrow	11.1	2	horizontal	Unrestricted
1870	Trentham Crescent	34	Narrow	7.4	1	horizontal	Drop Kerb
1871	Trentham Crescent	34	Narrow	12.0	2	horizontal	Unrestricted
1872	Trentham Crescent	34	Narrow	9.3	1	horizontal	Drop Kerb
1873	Trentham Crescent	34	Narrow	3.8	0	horizontal	Unrestricted
1874	Trentham Crescent	34	Narrow	8.4	1	horizontal	Drop Kerb
1876	Trentham Crescent	34	Drop Kerb	10.7	2	horizontal	
1877	Trentham Crescent	34	Unrestricted	2.0	0	horizontal	
1878	Trentham Crescent	34	Drop Kerb	13.7	2	horizontal	
1880	Trentham Crescent	34	Resident Permit Holde	12.4	4	vertical	
1882	Trentham Crescent	34	Resident Permit Holde	15.8	3	horizontal	
1884	Trentham Crescent	34	Unrestricted	8.1	1	horizontal	
1885	Trentham Crescent	34	Drop Kerb	8.9	1	horizontal	
1886	Trentham Crescent	34	Unrestricted	3.0	0	horizontal	
1887	Trentham Crescent	34	Drop Kerb	7.4	1	horizontal	
1888	Trentham Crescent	34	Unrestricted	18.5	3	horizontal	
1890	Trentham Crescent	34	Unrestricted	29.8	5	horizontal	
1892	Trentham Crescent	34	Double Yellow	16.3	3	horizontal	
1894	High Street	33	Double Yellow	14.6	2	horizontal	
1895	High Street	33	Drop Kerb	2.2	0	horizontal	
1896	High Street	33	Double Yellow	9.0	1	horizontal	
1898	Vicarage Road	31	Double Yellow	1.5	0	horizontal	
1899	Vicarage Road	31	Drop Kerb	1.5	0	horizontal	
1900	Vicarage Road	31	Double Yellow	19.9	3	horizontal	
1901	Vicarage Road	31	Drop Kerb	5.0	1	horizontal	
1902	Vicarage Road	31	Double Yellow	10.1	2	horizontal	
1903	Vicarage Road	31	Drop Kerb	5.4	1	horizontal	
1904	Vicarage Road	31	Double Yellow	14.3	2	horizontal	
1905	Vicarage Road	31	Drop Kerb	5.1	1	horizontal	
1906	Vicarage Road	31	Double Yellow	4.3	0	horizontal	
1907	Vicarage Road	31	Drop Kerb	4.9	0	horizontal	
1908	Vicarage Road	31	Double Yellow	10.8	2	horizontal	
1909	Vicarage Road	31	Drop Kerb	9.3	1	horizontal	
1910	Vicarage Road	31	Double Yellow	16.6	3	horizontal	
1911	Vicarage Road	31	Drop Kerb	4.6	0	horizontal	
1912	Vicarage Road	31	Double Yellow	13.2	2	horizontal	
1913	Vicarage Road	31	Drop Kerb	4.6	0	horizontal	
1914	Vicarage Road	31	Double Yellow	4.2	0	horizontal	

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1916	The Moorlands	32	Narrow	14.4	2	horizontal	Double Yellow
1917	The Moorlands	32	Narrow	23.5	4	horizontal	Unrestricted
1918	The Moorlands	32	Narrow	5.0	1	horizontal	Drop Kerb
1919	The Moorlands	32	Narrow	4.4	0	horizontal	Unrestricted
1920	The Moorlands	32	Narrow	3.6	0	horizontal	Drop Kerb
1921	The Moorlands	32	Narrow	6.5	1	horizontal	Unrestricted
1922	The Moorlands	32	Narrow	8.2	1	horizontal	Drop Kerb
1923	The Moorlands	32	Narrow	13.8	2	horizontal	Unrestricted
1924	The Moorlands	32	Narrow	5.7	1	horizontal	Drop Kerb
1925	The Moorlands	32	Narrow	7.2	1	horizontal	Unrestricted
1926	The Moorlands	32	Narrow	9.6	1	horizontal	Drop Kerb
1928	The Moorlands	32	Drop Kerb	2.2	0	horizontal	
1929	The Moorlands	32	Unrestricted	2.4	0	horizontal	
1930	The Moorlands	32	Drop Kerb	3.6	0	horizontal	
1931	The Moorlands	32	Unrestricted	37.8	7	horizontal	
1932	The Moorlands	32	Drop Kerb	6.6	1	horizontal	
1933	The Moorlands	32	Unrestricted	9.8	1	horizontal	
1934	The Moorlands	32	Drop Kerb	6.0	1	horizontal	
1935	The Moorlands	32	Unrestricted	9.3	1	horizontal	
1936	The Moorlands	32	Drop Kerb	2.7	0	horizontal	
1937	The Moorlands	32	Unrestricted	9.4	1	horizontal	
1938	The Moorlands	32	Drop Kerb	4.2	0	horizontal	
1939	The Moorlands	32	Double Yellow	4.6	0	horizontal	
1940	The Moorlands	32	Drop Kerb	6.6	1	horizontal	
1941	The Moorlands	32	Double Yellow	2.5	0	horizontal	
1943	Vicarage Road	31	Zig Zag Lines	11.9	2	horizontal	
1944	Vicarage Road	31	Pedestrian Crossing	2.9	0	horizontal	
1945	Vicarage Road	31	Zig Zag Lines	4.8	0	horizontal	
1946	Vicarage Road	31	Drop Kerb	7.5	1	horizontal	
1947	Vicarage Road	31	Bus Stop	11.0	2	horizontal	
1948	Vicarage Road	31	Drop Kerb	5.6	1	horizontal	
1949	Vicarage Road	31	Double Yellow	25.8	5	horizontal	
1950	Vicarage Road	31	Drop Kerb	4.7	0	horizontal	
1951	Vicarage Road	31	Double Yellow	13.7	2	horizontal	
1952	Vicarage Road	31	Drop Kerb	5.0	1	horizontal	
1953	Vicarage Road	31	Double Yellow	4.6	0	horizontal	
1954	Vicarage Road	31	Drop Kerb	3.9	0	horizontal	
1955	Vicarage Road	31	Double Yellow	12.2	2	horizontal	
1957	Vicarage Road	31	Double Yellow	5.5	1	horizontal	
1958	Vicarage Road	31	Drop Kerb	6.8	1	horizontal	
1959	Vicarage Road	31	Double Yellow	11.7	2	horizontal	
1960	Vicarage Road	31	Drop Kerb	5.0	1	horizontal	
1961	Vicarage Road	31	Double Yellow	7.5	1	horizontal	
1962	Vicarage Road	31	Drop Kerb	4.4	0	horizontal	
1963	Vicarage Road	31	Double Yellow	2.5	0	horizontal	
1964	Vicarage Road	31	Drop Kerb	11.7	2	horizontal	
1965	Vicarage Road	31	Double Yellow	3.3	0	horizontal	

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1966	Vicarage Road	31	Zig Zag Lines	3.2	0	horizontal	
1967	Vicarage Road	31	Drop Kerb	9.1	1	horizontal	
1968	Vicarage Road	31	Zig Zag Lines	8.4	1	horizontal	
1969	Vicarage Road	31	Pedestrian Crossing	2.9	0	horizontal	
1970	Vicarage Road	31	Zig Zag Lines	6.6	1	horizontal	
1971	Vicarage Road	31	Drop Kerb	5.1	1	horizontal	
1972	Vicarage Road	31	Zig Zag Lines	13.1	2	horizontal	
1973	Vicarage Road	31	Double Yellow	7.7	1	horizontal	
1975	Rosebery Crescent	30	Narrow	4.0	0	horizontal	Double Yellow
1976	Rosebery Crescent	30	Narrow	1.6	0	horizontal	Drop Kerb
1977	Rosebery Crescent	30	Narrow	4.6	0	horizontal	Double Yellow
1978	Rosebery Crescent	30	Narrow	8.9	1	horizontal	Unrestricted
1979	Rosebery Crescent	30	Narrow	3.0	0	horizontal	Drop Kerb
1980	Rosebery Crescent	30	Narrow	8.6	1	horizontal	Unrestricted
1981	Rosebery Crescent	30	Narrow	3.0	0	horizontal	Drop Kerb
1982	Rosebery Crescent	30	Narrow	34.2	6	horizontal	Unrestricted
1983	Rosebery Crescent	30	Narrow	2.7	0	horizontal	Drop Kerb
1984	Rosebery Crescent	30	Narrow	18.6	3	horizontal	Unrestricted
1985	Rosebery Crescent	30	Narrow	7.1	1	horizontal	Drop Kerb
1986	Rosebery Crescent	30	Narrow	4.1	0	horizontal	Unrestricted
1987	Rosebery Crescent	30	Narrow	8.8	1	horizontal	Drop Kerb
1988	Rosebery Crescent	30	Narrow	6.9	1	horizontal	Unrestricted
1989	Rosebery Crescent	30	Narrow	4.2	0	horizontal	Drop Kerb
1990	Rosebery Crescent	30	Narrow	16.5	3	horizontal	Unrestricted
1991	Rosebery Crescent	30	Narrow	10.7	2	horizontal	Drop Kerb
1992	Rosebery Crescent	30	Narrow	3.9	0	horizontal	Double Yellow
1993	Rosebery Crescent	30	Narrow	3.8	0	horizontal	Drop Kerb
1994	Rosebery Crescent	30	Narrow	7.9	1	horizontal	Unrestricted
1995	Rosebery Crescent	30	Narrow	3.5	0	horizontal	Drop Kerb
1996	Rosebery Crescent	30	Narrow	19.9	3	horizontal	Unrestricted
1997	Rosebery Crescent	30	Narrow	3.5	0	horizontal	Drop Kerb
1998	Rosebery Crescent	30	Narrow	7.7	1	horizontal	Unrestricted
1999	Rosebery Crescent	30	Narrow	5.7	1	horizontal	Drop Kerb
2000	Rosebery Crescent	30	Narrow	8.6	1	horizontal	Unrestricted
2001	Rosebery Crescent	30	Narrow	3.5	0	horizontal	Drop Kerb
2002	Rosebery Crescent	30	Narrow	11.5	2	horizontal	Unrestricted
2003	Rosebery Crescent	30	Narrow	4.0	0	horizontal	Drop Kerb
2004	Rosebery Crescent	30	Narrow	8.1	1	horizontal	Unrestricted
2005	Rosebery Crescent	30	Narrow	5.2	1	horizontal	Double Yellow
2006	Rosebery Crescent	30	Narrow	2.7	0	horizontal	Drop Kerb
2007	Rosebery Crescent	30	Narrow	3.5	0	horizontal	Double Yellow
2009	Rosebery Crescent	30	Double Yellow	4.0	0	horizontal	
2010	Rosebery Crescent	30	Drop Kerb	2.5	0	horizontal	
2011	Rosebery Crescent	30	Double Yellow	7.7	1	horizontal	
2012	Rosebery Crescent	30	Unrestricted	4.7	0	horizontal	
2013	Rosebery Crescent	30	Drop Kerb	11.5	2	horizontal	
2014	Rosebery Crescent	30	Unrestricted	9.0	1	horizontal	

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2015	Rosebery Crescent	30	Drop Kerb	7.0	1	horizontal	
2016	Rosebery Crescent	30	Unrestricted	13.7	2	horizontal	
2017	Rosebery Crescent	30	Drop Kerb	2.8	0	horizontal	
2018	Rosebery Crescent	30	Unrestricted	9.2	1	horizontal	
2019	Rosebery Crescent	30	Drop Kerb	3.4	0	horizontal	
2020	Rosebery Crescent	30	Unrestricted	14.7	2	horizontal	
2021	Rosebery Crescent	30	Drop Kerb	3.2	0	horizontal	
2022	Rosebery Crescent	30	Double Yellow	5.3	1	horizontal	
2024	Rosebery Crescent	30	Double Yellow	9.5	1	horizontal	
2025	Rosebery Crescent	30	Unrestricted	15.6	3	horizontal	
2026	Rosebery Crescent	30	Drop Kerb	4.0	0	horizontal	
2027	Rosebery Crescent	30	Unrestricted	8.7	1	horizontal	
2028	Rosebery Crescent	30	Drop Kerb	3.5	0	horizontal	
2029	Rosebery Crescent	30	Unrestricted	11.2	2	horizontal	
2031	Rosebery Crescent	30	Unrestricted	29.6	5	horizontal	
2032	Rosebery Crescent	30	Drop Kerb	7.5	1	horizontal	
2033	Rosebery Crescent	30	Unrestricted	8.6	1	horizontal	
2034	Rosebery Crescent	30	Drop Kerb	4.7	0	horizontal	
2035	Rosebery Crescent	30	Unrestricted	5.7	1	horizontal	
2036	Rosebery Crescent	30	Drop Kerb	6.3	1	horizontal	
2038	Rosebery Crescent	30	Drop Kerb	7.4	1	horizontal	
2039	Rosebery Crescent	30	Unrestricted	10.8	2	horizontal	
2040	Rosebery Crescent	30	Drop Kerb	6.0	1	horizontal	
2041	Rosebery Crescent	30	Unrestricted	9.1	1	horizontal	
2042	Rosebery Crescent	30	Drop Kerb	2.8	0	horizontal	
2043	Rosebery Crescent	30	Unrestricted	28.3	5	horizontal	
2045	Rosebery Crescent	30	Unrestricted	27.3	5	horizontal	
2046	Rosebery Crescent	30	Drop Kerb	4.8	0	horizontal	
2047	Rosebery Crescent	30	Unrestricted	3.4	0	horizontal	
2048	Rosebery Crescent	30	Drop Kerb	3.8	0	horizontal	
2049	Rosebery Crescent	30	Unrestricted	26.1	5	horizontal	
2050	Rosebery Crescent	30	Double Yellow	4.9	0	horizontal	
2051	Rosebery Crescent	30	Drop Kerb	1.6	0	horizontal	
2052	Rosebery Crescent	30	Double Yellow	3.7	0	horizontal	
2054	Vicarage Road	31	Double Yellow	23.0	4	horizontal	
2055	Vicarage Road	31	Drop Kerb	13.5	2	horizontal	
2056	Vicarage Road	31	Double Yellow	8.6	1	horizontal	
2057	Vicarage Road	31	Drop Kerb	6.1	1	horizontal	
2058	Vicarage Road	31	Double Yellow	13.7	2	horizontal	
2059	Vicarage Road	31	Drop Kerb	4.0	0	horizontal	
2060	Vicarage Road	31	Double Yellow	5.3	1	horizontal	
2061	Vicarage Road	31	Drop Kerb	3.3	0	horizontal	
2062	Vicarage Road	31	Double Yellow	16.4	3	horizontal	
2064	Vicarage Road	31	Double Yellow	13.6	2	horizontal	
2065	Vicarage Road	31	Drop Kerb	1.5	0	horizontal	
2066	Vicarage Road	31	Double Yellow	4.9	0	horizontal	
2068	Kingfield Road	25	Double Yellow	5.4	1	horizontal	

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2069	Kingfield Road	25	Drop Kerb	1.1	0	horizontal	
2070	Kingfield Road	25	Double Yellow	24.1	4	horizontal	
2071	Kingfield Road	25	Zig Zag Lines	6.7	1	horizontal	
2072	Kingfield Road	25	Drop Kerb	8.0	1	horizontal	
2073	Kingfield Road	25	Zig Zag Lines	8.6	1	horizontal	
2074	Kingfield Road	25	Pedestrian Crossing	2.8	0	horizontal	
2075	Kingfield Road	25	Zig Zag Lines	12.2	2	horizontal	
2076	Kingfield Road	25	Drop Kerb	8.6	1	horizontal	
2077	Kingfield Road	25	Zig Zag Lines	3.4	0	horizontal	
2078	Kingfield Road	25	Unrestricted	43.1	8	horizontal	
2079	Kingfield Road	25	Double Yellow	11.1	2	horizontal	
2081	Kingfield Road	25	Double Yellow	15.6	3	horizontal	
2082	Kingfield Road	25	Drop Kerb	3.8	0	horizontal	
2083	Kingfield Road	25	Double Yellow	27.2	5	horizontal	
2084	Kingfield Road	25	Drop Kerb	5.0	1	horizontal	
2085	Kingfield Road	25	Double Yellow	9.0	1	horizontal	
2086	Kingfield Road	25	Drop Kerb	5.3	1	horizontal	
2087	Kingfield Road	25	Double Yellow	13.0	2	horizontal	
2088	Kingfield Road	25	Drop Kerb	4.2	0	horizontal	
2089	Kingfield Road	25	Double Yellow	3.1	0	horizontal	
2090	Kingfield Road	25	Drop Kerb	5.5	1	horizontal	
2091	Kingfield Road	25	Double Yellow	5.3	1	horizontal	
2093	Beaconsfield Road	29	Narrow	8.9	1	horizontal	Double Yellow
2094	Beaconsfield Road	29	Narrow	4.4	0	horizontal	Drop Kerb
2095	Beaconsfield Road	29	Unrestricted	9.5	1	horizontal	
2096	Beaconsfield Road	29	Drop Kerb	4.4	0	horizontal	
2097	Beaconsfield Road	29	Unrestricted	3.1	0	horizontal	
2098	Beaconsfield Road	29	Drop Kerb	5.5	1	horizontal	
2099	Beaconsfield Road	29	Unrestricted	11.2	2	horizontal	
2100	Beaconsfield Road	29	Drop Kerb	4.5	0	horizontal	
2101	Beaconsfield Road	29	Unrestricted	7.4	1	horizontal	
2102	Beaconsfield Road	29	Drop Kerb	4.6	0	horizontal	
2103	Beaconsfield Road	29	Unrestricted	8.3	1	horizontal	
2104	Beaconsfield Road	29	Drop Kerb	6.4	1	horizontal	
2105	Beaconsfield Road	29	Unrestricted	6.9	1	horizontal	
2106	Beaconsfield Road	29	Drop Kerb	4.7	0	horizontal	
2107	Beaconsfield Road	29	Double Yellow	6.0	1	horizontal	
2108	Beaconsfield Road	29	Drop Kerb	2.4	0	horizontal	
2110	Beaconsfield Road	29	Drop Kerb	8.5	1	horizontal	
2112	Beaconsfield Road	29	Drop Kerb	4.5	0	horizontal	
2113	Beaconsfield Road	29	Unrestricted	26.3	5	horizontal	
2114	Beaconsfield Road	29	Drop Kerb	6.5	1	horizontal	
2115	Beaconsfield Road	29	Unrestricted	11.1	2	horizontal	
2116	Beaconsfield Road	29	Drop Kerb	7.4	1	horizontal	
2117	Beaconsfield Road	29	Unrestricted	1.6	0	horizontal	
2118	Beaconsfield Road	29	Drop Kerb	3.8	0	horizontal	
2119	Beaconsfield Road	29	Unrestricted	13.0	2	horizontal	

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2120	Beaconsfield Road	29	Drop Kerb	5.2	1	horizontal	
2121	Beaconsfield Road	29	Unrestricted	1.7	0	horizontal	
2122	Beaconsfield Road	29	Narrow	10.0	2	horizontal	Double Yellow
2124	Kingfield Road	25	Double Yellow	3.8	0	horizontal	
2125	Kingfield Road	25	Parking Bays	16.7	3	horizontal	
2126	Kingfield Road	25	Unrestricted	12.3	2	horizontal	
2128	Gables Close	28	Unrestricted	7.7	1	horizontal	
2129	Gables Close	28	Drop Kerb	3.7	0	horizontal	
2130	Gables Close	28	Unrestricted	9.2	1	horizontal	
2131	Gables Close	28	Drop Kerb	10.3	2	horizontal	
2132	Gables Close	28	Unrestricted	2.9	0	horizontal	
2133	Gables Close	28	Drop Kerb	6.4	1	horizontal	
2134	Gables Close	28	Unrestricted	8.5	1	horizontal	
2136	Gables Close	28	Unrestricted	44.1	8	horizontal	
2138	Kingfield Road	25	Unrestricted	41.5	8	horizontal	
2139	Kingfield Road	25	Drop Kerb	9.0	1	horizontal	
2140	Kingfield Road	25	Unrestricted	4.9	0	horizontal	
2141	Kingfield Road	25	Drop Kerb	8.2	1	horizontal	
2142	Kingfield Road	25	Unrestricted	4.3	0	horizontal	
2143	Kingfield Road	25	Zig Zag Lines	2.2	0	horizontal	
2144	Kingfield Road	25	Drop Kerb	4.0	0	horizontal	
2145	Kingfield Road	25	Zig Zag Lines	10.8	2	horizontal	
2146	Kingfield Road	25	Pedestrian Crossing	2.8	0	horizontal	
2147	Kingfield Road	25	Zig Zag Lines	6.7	1	horizontal	
2148	Kingfield Road	25	Bus Stop	13.3	2	horizontal	
2149	Kingfield Road	25	Unrestricted	9.6	1	horizontal	
2150	Kingfield Road	25	Double Yellow	20.0	4	horizontal	
2152	Kingfield Road	25	Drop Kerb	6.4	1	horizontal	
2153	Kingfield Road	25	Double Yellow	80.7	16	horizontal	
2155	Kingfield Drive	26	Double Yellow	4.2	0	horizontal	
2156	Kingfield Drive	26	Unrestricted	66.5	13	horizontal	
2158	Kingfield Drive	26	Drop Kerb	4.4	0	horizontal	
2160	Kingfield Drive	26	Narrow	32.6	6	horizontal	Unrestricted
2162	Kingfield Drive	26	Unrestricted	3.2	1	vertical	
2164	Kingfield Drive	26	Narrow	31.8	6	horizontal	Unrestricted
2165	Kingfield Drive	26	Narrow	3.9	0	horizontal	Double Yellow
2167	Kingfield Road	25	Double Yellow	35.4	7	horizontal	
2169	Kingfield Road	25	Double Yellow	6.5	1	horizontal	
2170	Kingfield Road	25	Drop Kerb	4.7	0	horizontal	
2171	Kingfield Road	25	Double Yellow	8.6	1	horizontal	
1000	Loop Road	35	Double Yellow	18.6	3	horizontal	
1001	Loop Road	35	Unrestricted	62.4	12	horizontal	
1003	Whitegates	37	Unrestricted	21.4	4	horizontal	
1005	Whitegates	37	Unrestricted	27.3	5	horizontal	
1007	Whitegates	37	Unrestricted	14.5	2	horizontal	
1009	Whitegates	37	Narrow	2.2	0	horizontal	Double Yellow
1010	Whitegates	37	Narrow	9.3	1	horizontal	Unrestricted

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1012	Whitegates	37	Narrow	17.0	3	horizontal	Unrestricted
1014	Whitegates	37	Narrow	14.2	2	horizontal	Unrestricted
1015	Whitegates	37	Narrow	2.7	0	horizontal	Double Yellow
1017	Loop Road	35	Double Yellow	12.0	2	horizontal	
1019	Loop Road	35	Unrestricted	2.0	0	horizontal	
1020	Loop Road	35	Drop Kerb	3.7	0	horizontal	
1021	Loop Road	35	Unrestricted	4.8	0	horizontal	
1022	Loop Road	35	Drop Kerb	5.4	1	horizontal	
1023	Loop Road	35	Unrestricted	1.9	0	horizontal	
1024	Loop Road	35	Drop Kerb	4.5	0	horizontal	
1025	Loop Road	35	Unrestricted	1.1	0	horizontal	
1026	Loop Road	35	Drop Kerb	5.3	1	horizontal	
1027	Loop Road	35	Unrestricted	2.0	0	horizontal	
1028	Loop Road	35	Drop Kerb	4.4	0	horizontal	
1029	Loop Road	35	Unrestricted	2.8	0	horizontal	
1030	Loop Road	35	Drop Kerb	3.0	0	horizontal	
1031	Loop Road	35	Unrestricted	4.9	0	horizontal	
1032	Loop Road	35	Drop Kerb	5.0	1	horizontal	
1033	Loop Road	35	Unrestricted	2.1	0	horizontal	
1034	Loop Road	35	Drop Kerb	74.3	14	horizontal	
1035	Loop Road	35	Unrestricted	2.8	0	horizontal	
1036	Loop Road	35	Drop Kerb	15.7	3	horizontal	
1037	Loop Road	35	Unrestricted	3.5	0	horizontal	
1038	Loop Road	35	Drop Kerb	4.6	0	horizontal	
1039	Loop Road	35	Unrestricted	3.6	0	horizontal	
1040	Loop Road	35	Drop Kerb	5.9	1	horizontal	
1041	Loop Road	35	Unrestricted	3.4	0	horizontal	
1042	Loop Road	35	Drop Kerb	9.2	1	horizontal	
1043	Loop Road	35	Unrestricted	2.7	0	horizontal	
1044	Loop Road	35	Drop Kerb	8.3	1	horizontal	
1045	Loop Road	35	Unrestricted	8.0	1	horizontal	
1046	Loop Road	35	Drop Kerb	9.3	1	horizontal	
1047	Loop Road	35	Unrestricted	2.2	0	horizontal	
1048	Loop Road	35	Drop Kerb	4.0	0	horizontal	
1049	Loop Road	35	Unrestricted	9.0	1	horizontal	
1050	Loop Road	35	Drop Kerb	3.9	0	horizontal	
1051	Loop Road	35	Unrestricted	17.2	3	horizontal	
1052	Loop Road	35	Double Yellow	24.1	4	horizontal	
1054	Westfield Road	38	Double Yellow	5.6	1	horizontal	
1055	Westfield Road	38	Drop Kerb	1.7	0	horizontal	
1056	Westfield Road	38	Double Yellow	12.2	2	horizontal	
1057	Westfield Road	38	Drop Kerb	6.5	1	horizontal	
1058	Westfield Road	38	Unrestricted	3.6	0	horizontal	
1059	Westfield Road	38	Drop Kerb	3.9	0	horizontal	
1060	Westfield Road	38	Unrestricted	12.8	2	horizontal	
1061	Westfield Road	38	Drop Kerb	3.8	0	horizontal	
1062	Westfield Road	38	Unrestricted	11.9	2	horizontal	

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1063	Westfield Road	38	Drop Kerb	4.8	0	horizontal	
1064	Westfield Road	38	Unrestricted	3.2	0	horizontal	
1066	Westfield Road	38	Unrestricted	4.3	0	horizontal	
1067	Westfield Road	38	Drop Kerb	4.3	0	horizontal	
1068	Westfield Road	38	Unrestricted	2.4	0	horizontal	
1069	Westfield Road	38	Drop Kerb	4.2	0	horizontal	
1070	Westfield Road	38	Unrestricted	13.1	2	horizontal	
1071	Westfield Road	38	Drop Kerb	2.9	0	horizontal	
1072	Westfield Road	38	Unrestricted	6.4	1	horizontal	
1073	Westfield Road	38	Drop Kerb	4.8	0	horizontal	
1074	Westfield Road	38	Unrestricted	4.0	0	horizontal	
1075	Westfield Road	38	Drop Kerb	9.8	1	horizontal	
1076	Westfield Road	38	Unrestricted	7.2	1	horizontal	
1077	Westfield Road	38	Drop Kerb	8.9	1	horizontal	
1078	Westfield Road	38	Unrestricted	6.8	1	horizontal	
1079	Westfield Road	38	Bus Stop	5.4	1	horizontal	
1080	Westfield Road	38	Drop Kerb	3.6	0	horizontal	
1081	Westfield Road	38	Bus Stop	18.1	3	horizontal	
1082	Westfield Road	38	Unrestricted	7.1	1	horizontal	
1084	Apers Avenue	39	Narrow	31.0	6	horizontal	Unrestricted
1085	Apers Avenue	39	Narrow	11.2	2	horizontal	Drop Kerb
1086	Apers Avenue	39	Narrow	22.9	4	horizontal	Unrestricted
1087	Apers Avenue	39	Narrow	4.0	0	horizontal	Drop Kerb
1088	Apers Avenue	39	Narrow	11.8	2	horizontal	Unrestricted
1089	Apers Avenue	39	Narrow	4.2	0	horizontal	Drop Kerb
1090	Apers Avenue	39	Narrow	11.2	2	horizontal	Unrestricted
1091	Apers Avenue	39	Narrow	3.9	0	horizontal	Drop Kerb
1092	Apers Avenue	39	Narrow	11.4	2	horizontal	Unrestricted
1093	Apers Avenue	39	Narrow	3.2	0	horizontal	Drop Kerb
1094	Apers Avenue	39	Narrow	11.9	2	horizontal	Unrestricted
1095	Apers Avenue	39	Narrow	4.0	0	horizontal	Drop Kerb
1096	Apers Avenue	39	Narrow	12.4	2	horizontal	Unrestricted
1097	Apers Avenue	39	Narrow	3.1	0	horizontal	Drop Kerb
1098	Apers Avenue	39	Narrow	9.1	1	horizontal	Unrestricted
1099	Apers Avenue	39	Narrow	2.6	0	horizontal	Drop Kerb
1100	Apers Avenue	39	Narrow	14.9	2	horizontal	Unrestricted
1101	Apers Avenue	39	Narrow	3.2	0	horizontal	Drop Kerb
1102	Apers Avenue	39	Narrow	12.4	2	horizontal	Unrestricted
1103	Apers Avenue	39	Narrow	2.8	0	horizontal	Drop Kerb
1104	Apers Avenue	39	Narrow	12.3	2	horizontal	Unrestricted
1105	Apers Avenue	39	Narrow	3.5	0	horizontal	Drop Kerb
1106	Apers Avenue	39	Narrow	11.3	2	horizontal	Unrestricted
1107	Apers Avenue	39	Narrow	3.3	0	horizontal	Drop Kerb
1108	Apers Avenue	39	Narrow	10.5	2	horizontal	Unrestricted
1109	Apers Avenue	39	Narrow	3.6	0	horizontal	Drop Kerb
1110	Apers Avenue	39	Narrow	7.4	1	horizontal	Unrestricted
1111	Apers Avenue	39	Narrow	9.0	1	horizontal	Drop Kerb

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1112	Apers Avenue	39	Narrow	17.7	3	horizontal	Unrestricted
1113	Apers Avenue	39	Narrow	4.2	0	horizontal	Drop Kerb
1114	Apers Avenue	39	Narrow	3.1	0	horizontal	Unrestricted
1115	Apers Avenue	39	Narrow	3.6	0	horizontal	Drop Kerb
1116	Apers Avenue	39	Narrow	6.4	1	horizontal	Unrestricted
1118	Apers Avenue	39	Drop Kerb	3.9	0	horizontal	
1119	Apers Avenue	39	Unrestricted	3.8	0	horizontal	
1120	Apers Avenue	39	Drop Kerb	4.8	0	horizontal	
1121	Apers Avenue	39	Unrestricted	4.7	0	horizontal	
1122	Apers Avenue	39	Drop Kerb	5.2	1	horizontal	
1123	Apers Avenue	39	Unrestricted	6.1	1	horizontal	
1124	Apers Avenue	39	Drop Kerb	4.6	0	horizontal	
1125	Apers Avenue	39	Unrestricted	6.4	1	horizontal	
1126	Apers Avenue	39	Drop Kerb	4.5	0	horizontal	
1127	Apers Avenue	39	Unrestricted	9.2	1	horizontal	
1128	Apers Avenue	39	Drop Kerb	9.4	1	horizontal	
1129	Apers Avenue	39	Unrestricted	25.3	5	horizontal	
1130	Apers Avenue	39	Drop Kerb	6.9	1	horizontal	
1131	Apers Avenue	39	Unrestricted	17.5	3	horizontal	
1132	Apers Avenue	39	Drop Kerb	5.4	1	horizontal	
1133	Apers Avenue	39	Unrestricted	3.3	0	horizontal	
1134	Apers Avenue	39	Drop Kerb	4.0	0	horizontal	
1135	Apers Avenue	39	Unrestricted	14.2	2	horizontal	
1136	Apers Avenue	39	Drop Kerb	8.7	1	horizontal	
1137	Apers Avenue	39	Unrestricted	10.4	2	horizontal	
1138	Apers Avenue	39	Drop Kerb	5.7	1	horizontal	
1139	Apers Avenue	39	Unrestricted	10.6	2	horizontal	
1140	Apers Avenue	39	Drop Kerb	3.4	0	horizontal	
1141	Apers Avenue	39	Unrestricted	13.4	2	horizontal	
1142	Apers Avenue	39	Drop Kerb	2.9	0	horizontal	
1143	Apers Avenue	39	Unrestricted	10.7	2	horizontal	
1144	Apers Avenue	39	Drop Kerb	3.5	0	horizontal	
1145	Apers Avenue	39	Unrestricted	11.8	2	horizontal	
1146	Apers Avenue	39	Drop Kerb	4.2	0	horizontal	
1147	Apers Avenue	39	Unrestricted	10.8	2	horizontal	
1148	Apers Avenue	39	Drop Kerb	3.6	0	horizontal	
1149	Apers Avenue	39	Unrestricted	18.8	3	horizontal	
1150	Apers Avenue	39	Drop Kerb	4.4	0	horizontal	
1151	Apers Avenue	39	Unrestricted	27.3	5	horizontal	
1153	Westfield Road	38	Unrestricted	23.2	4	horizontal	
1154	Westfield Road	38	Drop Kerb	4.1	0	horizontal	
1155	Westfield Road	38	Unrestricted	9.0	1	horizontal	
1156	Westfield Road	38	Drop Kerb	6.2	1	horizontal	
1157	Westfield Road	38	Double Yellow	52.4	10	horizontal	
1158	Westfield Road	38	Drop Kerb	1.4	0	horizontal	
1159	Westfield Road	38	Double Yellow	43.9	8	horizontal	
1160	Westfield Road	38	Unrestricted	21.7	4	horizontal	

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1161	Westfield Road	38	Drop Kerb	2.8	0	horizontal	
1162	Westfield Road	38	Unrestricted	25.1	5	horizontal	
1163	Westfield Road	38	Drop Kerb	8.7	1	horizontal	
1164	Westfield Road	38	Unrestricted	42.5	8	horizontal	
1166	Westfield Avenue	41	Double Yellow	4.3	0	horizontal	
1167	Westfield Avenue	41	Drop Kerb	2.6	0	horizontal	
1168	Westfield Avenue	41	Double Yellow	3.2	0	horizontal	
1170	Westfield Avenue	41	Double Yellow	10.7	2	horizontal	
1171	Westfield Avenue	41	Unrestricted	54.5	10	horizontal	
1172	Westfield Avenue	41	Drop Kerb	4.6	0	horizontal	
1173	Westfield Avenue	41	Unrestricted	1.3	0	horizontal	
1174	Westfield Avenue	41	Double Yellow	17.4	3	horizontal	
1175	Westfield Avenue	41	Drop Kerb	4.5	0	horizontal	
1176	Westfield Avenue	41	Double Yellow	7.7	1	horizontal	
1178	Westfield Avenue	41	Double Yellow	9.5	1	horizontal	
1179	Westfield Avenue	41	Drop Kerb	4.5	0	horizontal	
1180	Westfield Avenue	41	Drop Kerb	5.6	1	horizontal	
1181	Westfield Avenue	41	Single Yellow	53.6	10	horizontal	
1182	Westfield Avenue	41	Double Yellow	7.7	1	horizontal	
1184	Maple Grove	46	Narrow	39.0	7	horizontal	Double Yellow
1185	Maple Grove	46	Narrow	4.0	0	horizontal	Drop Kerb
1186	Maple Grove	46	Narrow	7.7	1	horizontal	Double Yellow
1187	Maple Grove	46	Narrow	4.6	0	horizontal	Drop Kerb
1188	Maple Grove	46	Narrow	2.6	0	horizontal	Double Yellow
1189	Maple Grove	46	Narrow	7.1	1	horizontal	Unrestricted
1190	Maple Grove	46	Narrow	4.5	0	horizontal	Drop Kerb
1191	Maple Grove	46	Narrow	8.6	1	horizontal	Unrestricted
1192	Maple Grove	46	Narrow	6.4	1	horizontal	Drop Kerb
1193	Maple Grove	46	Narrow	10.3	2	horizontal	Unrestricted
1194	Maple Grove	46	Narrow	3.8	0	horizontal	Drop Kerb
1195	Maple Grove	46	Narrow	8.7	1	horizontal	Unrestricted
1196	Maple Grove	46	Narrow	4.5	0	horizontal	Drop Kerb
1197	Maple Grove	46	Narrow	9.2	1	horizontal	Unrestricted
1198	Maple Grove	46	Narrow	4.2	0	horizontal	Drop Kerb
1199	Maple Grove	46	Narrow	10.8	2	horizontal	Unrestricted
1200	Maple Grove	46	Narrow	3.3	0	horizontal	Drop Kerb
1201	Maple Grove	46	Narrow	10.8	2	horizontal	Unrestricted
1202	Maple Grove	46	Narrow	3.2	0	horizontal	Drop Kerb
1203	Maple Grove	46	Narrow	10.7	2	horizontal	Unrestricted
1204	Maple Grove	46	Narrow	3.3	0	horizontal	Drop Kerb
1205	Maple Grove	46	Narrow	10.2	2	horizontal	Unrestricted
1206	Maple Grove	46	Narrow	3.7	0	horizontal	Drop Kerb
1207	Maple Grove	46	Narrow	4.2	0	horizontal	Unrestricted
1208	Maple Grove	46	Narrow	3.9	0	horizontal	Drop Kerb
1210	Maple Grove	46	Drop Kerb	4.0	0	horizontal	
1211	Maple Grove	46	Unrestricted	4.7	0	horizontal	
1212	Maple Grove	46	Drop Kerb	4.0	0	horizontal	

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ID	street	IS	restriction	length	space	type	Comment
1214	Maple Grove	46	Unrestricted	29.9	5	horizontal	
1215	Maple Grove	46	Drop Kerb	9.3	1	horizontal	
1216	Maple Grove	46	Unrestricted	9.1	1	horizontal	
1217	Maple Grove	46	Drop Kerb	4.5	0	horizontal	
1218	Maple Grove	46	Unrestricted	9.5	1	horizontal	
1219	Maple Grove	46	Drop Kerb	4.1	0	horizontal	
1220	Maple Grove	46	Unrestricted	10.4	2	horizontal	
1221	Maple Grove	46	Drop Kerb	4.1	0	horizontal	
1222	Maple Grove	46	Unrestricted	9.0	1	horizontal	
1223	Maple Grove	46	Drop Kerb	4.4	0	horizontal	
1224	Maple Grove	46	Unrestricted	12.2	2	horizontal	
1225	Maple Grove	46	Drop Kerb	3.4	0	horizontal	
1226	Maple Grove	46	Unrestricted	16.6	3	horizontal	
1227	Maple Grove	46	Double Yellow	4.2	0	horizontal	
1229	Chestnut Grove	47	Narrow	10.7	2	horizontal	Double Yellow
1230	Chestnut Grove	47	Narrow	4.3	0	horizontal	Drop Kerb
1231	Chestnut Grove	47	Narrow	30.9	6	horizontal	Unrestricted
1232	Chestnut Grove	47	Narrow	3.8	0	horizontal	Drop Kerb
1233	Chestnut Grove	47	Narrow	12.2	2	horizontal	Unrestricted
1234	Chestnut Grove	47	Narrow	7.2	1	horizontal	Drop Kerb
1235	Chestnut Grove	47	Narrow	19.7	3	horizontal	Unrestricted
1236	Chestnut Grove	47	Narrow	8.5	1	horizontal	Drop Kerb
1237	Chestnut Grove	47	Narrow	5.6	1	horizontal	Unrestricted
1238	Chestnut Grove	47	Narrow	8.2	1	horizontal	Drop Kerb
1239	Chestnut Grove	47	Narrow	5.9	1	horizontal	Unrestricted
1240	Chestnut Grove	47	Narrow	5.2	1	horizontal	Drop Kerb
1241	Chestnut Grove	47	Narrow	7.7	1	horizontal	Unrestricted
1242	Chestnut Grove	47	Narrow	5.1	1	horizontal	Drop Kerb
1243	Chestnut Grove	47	Narrow	84.3	16	horizontal	Unrestricted
1245	Chestnut Grove	47	Drop Kerb	3.3	0	horizontal	
1246	Chestnut Grove	47	Unrestricted	4.2	0	horizontal	
1248	Chestnut Grove	47	Unrestricted	12.4	4	vertical	
1249	Chestnut Grove	47	Unrestricted	20.1	4	horizontal	
1250	Chestnut Grove	47	Drop Kerb	4.2	0	horizontal	
1251	Chestnut Grove	47	Unrestricted	14.8	2	horizontal	
1252	Chestnut Grove	47	Drop Kerb	8.4	1	horizontal	
1253	Chestnut Grove	47	Unrestricted	13.7	2	horizontal	
1254	Chestnut Grove	47	Drop Kerb	3.7	0	horizontal	
1255	Chestnut Grove	47	Unrestricted	4.1	0	horizontal	
1256	Chestnut Grove	47	Drop Kerb	10.6	2	horizontal	
1257	Chestnut Grove	47	Unrestricted	7.9	1	horizontal	
1258	Chestnut Grove	47	Drop Kerb	3.8	0	horizontal	
1259	Chestnut Grove	47	Unrestricted	16.7	3	horizontal	
1260	Chestnut Grove	47	Drop Kerb	4.1	0	horizontal	
1261	Chestnut Grove	47	Unrestricted	2.3	0	horizontal	
1262	Chestnut Grove	47	Drop Kerb	4.3	0	horizontal	
1263	Chestnut Grove	47	Unrestricted	23.8	4	horizontal	

ID	street	IS	restriction	length	space	type	Comment
1264	Chestnut Grove	47	Drop Kerb	4.5	0	horizontal	
1265	Chestnut Grove	47	Unrestricted	10.0	2	horizontal	
1266	Chestnut Grove	47	Drop Kerb	4.1	0	horizontal	
1267	Chestnut Grove	47	Unrestricted	11.9	2	horizontal	
1268	Chestnut Grove	47	Drop Kerb	5.5	1	horizontal	
1269	Chestnut Grove	47	Unrestricted	8.8	1	horizontal	
1270	Chestnut Grove	47	Double Yellow	14.2	2	horizontal	
1272	Maple Grove	46	Double Yellow	8.6	1	horizontal	
1273	Maple Grove	46	Drop Kerb	4.6	0	horizontal	
1274	Maple Grove	46	Double Yellow	12.9	2	horizontal	
1275	Maple Grove	46	Drop Kerb	9.0	1	horizontal	
1276	Maple Grove	46	Double Yellow	14.3	2	horizontal	
1278	Westfield Avenue	42	Double Yellow	9.4	1	horizontal	
1279	Westfield Avenue	42	Single Yellow	18.3	3	horizontal	
1280	Westfield Avenue	42	Drop Kerb	8.5	1	horizontal	
1281	Westfield Avenue	42	Double Yellow	9.1	1	horizontal	
1282	Westfield Avenue	42	Drop Kerb	7.4	1	horizontal	
1283	Westfield Avenue	42	Double Yellow	11.1	2	horizontal	
1284	Westfield Avenue	42	Drop Kerb	3.6	0	horizontal	
1285	Westfield Avenue	42	Double Yellow	14.6	2	horizontal	
1286	Westfield Avenue	42	Drop Kerb	3.9	0	horizontal	
1287	Westfield Avenue	42	Double Yellow	6.0	1	horizontal	
1288	Westfield Avenue	42	Drop Kerb	3.2	0	horizontal	
1289	Westfield Avenue	42	Double Yellow	4.0	0	horizontal	
1290	Westfield Avenue	42	Drop Kerb	2.0	0	horizontal	
1291	Westfield Avenue	42	Double Yellow	4.6	0	horizontal	
1292	Westfield Avenue	42	Drop Kerb	3.7	0	horizontal	
1293	Westfield Avenue	42	Double Yellow	10.5	2	horizontal	
1294	Westfield Avenue	42	Drop Kerb	3.5	0	horizontal	
1295	Westfield Avenue	42	Double Yellow	10.5	2	horizontal	
1296	Westfield Avenue	42	Drop Kerb	3.4	0	horizontal	
1297	Westfield Avenue	42	Double Yellow	10.7	2	horizontal	
1298	Westfield Avenue	42	Drop Kerb	3.7	0	horizontal	
1299	Westfield Avenue	42	Double Yellow	10.5	2	horizontal	
1300	Westfield Avenue	42	Drop Kerb	3.6	0	horizontal	
1301	Westfield Avenue	42	Double Yellow	10.3	2	horizontal	
1302	Westfield Avenue	42	Drop Kerb	3.1	0	horizontal	
1303	Westfield Avenue	42	Double Yellow	11.4	2	horizontal	
1304	Westfield Avenue	42	Drop Kerb	3.4	0	horizontal	
1305	Westfield Avenue	42	Double Yellow	11.3	2	horizontal	
1306	Westfield Avenue	42	Drop Kerb	2.7	0	horizontal	
1307	Westfield Avenue	42	Double Yellow	10.7	2	horizontal	
1308	Westfield Avenue	42	Drop Kerb	3.5	0	horizontal	
1309	Westfield Avenue	42	Double Yellow	9.5	1	horizontal	
1310	Westfield Avenue	42	Drop Kerb	4.6	0	horizontal	
1311	Westfield Avenue	42	Double Yellow	10.0	2	horizontal	
1312	Westfield Avenue	42	Drop Kerb	4.0	0	horizontal	

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ID	street	IS	restriction	length	space	type	Comment
1313	Westfield Avenue	42	Double Yellow	10.7	2	horizontal	
1314	Westfield Avenue	42	Drop Kerb	3.5	0	horizontal	
1315	Westfield Avenue	42	Double Yellow	11.3	2	horizontal	
1316	Westfield Avenue	42	Drop Kerb	3.3	0	horizontal	
1317	Westfield Avenue	42	Double Yellow	9.0	1	horizontal	
1318	Westfield Avenue	42	Drop Kerb	3.6	0	horizontal	
1319	Westfield Avenue	42	Double Yellow	11.2	2	horizontal	
1320	Westfield Avenue	42	Drop Kerb	3.5	0	horizontal	
1321	Westfield Avenue	42	Double Yellow	6.1	1	horizontal	
1322	Westfield Avenue	42	Drop Kerb	7.7	1	horizontal	
1323	Westfield Avenue	42	Double Yellow	9.7	1	horizontal	
1324	Westfield Avenue	42	Drop Kerb	3.5	0	horizontal	
1325	Westfield Avenue	42	Double Yellow	13.4	2	horizontal	
1326	Westfield Avenue	42	Drop Kerb	1.9	0	horizontal	
1327	Westfield Avenue	42	Double Yellow	5.7	1	horizontal	
1328	Westfield Avenue	42	Drop Kerb	4.1	0	horizontal	
1329	Westfield Avenue	42	Double Yellow	24.6	4	horizontal	
1330	Westfield Avenue	42	Drop Kerb	4.3	0	horizontal	
1331	Westfield Avenue	42	Double Yellow	3.9	0	horizontal	
1332	Westfield Avenue	42	Drop Kerb	2.0	0	horizontal	
1333	Westfield Avenue	42	Double Yellow	16.2	3	horizontal	
1335	Acer Grove	44	Double Yellow	8.9	1	horizontal	
1336	Acer Grove	44	Unrestricted	32.9	6	horizontal	
1337	Acer Grove	44	Drop Kerb	28.0	5	horizontal	
1339	Sycamore Avenue	43	Unrestricted	14.7	2	horizontal	
1340	Sycamore Avenue	43	Drop Kerb	7.4	1	horizontal	
1341	Sycamore Avenue	43	Unrestricted	8.5	1	horizontal	
1343	Sycamore Avenue	43	Drop Kerb	74.0	14	horizontal	
1344	Sycamore Avenue	43	Unrestricted	2.9	0	horizontal	
1345	Sycamore Avenue	43	Drop Kerb	7.4	1	horizontal	
1346	Sycamore Avenue	43	Unrestricted	8.5	1	horizontal	
1348	Sycamore Avenue	43	Unrestricted	22.2	4	horizontal	
1349	Sycamore Avenue	43	Drop Kerb	8.5	1	horizontal	
1351	Sycamore Avenue	43	Unrestricted	6.6	1	horizontal	
1353	Sycamore Avenue	43	Drop Kerb	8.6	1	horizontal	
1354	Sycamore Avenue	43	Unrestricted	22.2	4	horizontal	
1356	Sycamore Avenue	43	Unrestricted	6.9	1	horizontal	
1357	Sycamore Avenue	43	Drop Kerb	7.4	1	horizontal	
1358	Sycamore Avenue	43	Unrestricted	3.1	0	horizontal	
1359	Sycamore Avenue	43	Drop Kerb	7.7	1	horizontal	
1360	Sycamore Avenue	43	Unrestricted	3.6	0	horizontal	
1361	Sycamore Avenue	43	Drop Kerb	5.0	1	horizontal	
1362	Sycamore Avenue	43	Unrestricted	1.8	0	horizontal	
1363	Sycamore Avenue	43	Drop Kerb	10.4	2	horizontal	
1364	Sycamore Avenue	43	Unrestricted	3.2	0	horizontal	
1365	Sycamore Avenue	43	Drop Kerb	19.0	3	horizontal	
1366	Sycamore Avenue	43	Unrestricted	4.3	0	horizontal	

ID	street	IS	restriction	length	space	type	Comment
1367	Sycamore Avenue	43	Drop Kerb	7.2	1	horizontal	
1368	Sycamore Avenue	43	Unrestricted	3.2	0	horizontal	
1369	Sycamore Avenue	43	Drop Kerb	7.2	1	horizontal	
1370	Sycamore Avenue	43	Unrestricted	8.6	1	horizontal	
1372	Sycamore Avenue	43	Unrestricted	38.8	7	horizontal	
1373	Sycamore Avenue	43	Drop Kerb	11.8	2	horizontal	
1374	Sycamore Avenue	43	Unrestricted	2.6	0	horizontal	
1375	Sycamore Avenue	43	Drop Kerb	16.3	3	horizontal	
1376	Sycamore Avenue	43	Unrestricted	2.1	0	horizontal	
1377	Sycamore Avenue	43	Drop Kerb	7.5	1	horizontal	
1378	Sycamore Avenue	43	Unrestricted	3.0	0	horizontal	
1379	Sycamore Avenue	43	Drop Kerb	7.9	1	horizontal	
1380	Sycamore Avenue	43	Unrestricted	2.7	0	horizontal	
1381	Sycamore Avenue	43	Drop Kerb	7.7	1	horizontal	
1382	Sycamore Avenue	43	Unrestricted	3.6	0	horizontal	
1383	Sycamore Avenue	43	Drop Kerb	57.4	11	horizontal	
1384	Sycamore Avenue	43	Unrestricted	20.2	4	horizontal	
1385	Sycamore Avenue	43	Double Yellow	5.8	1	horizontal	
1387	Sycamore Avenue	43	Double Yellow	6.1	1	horizontal	
1388	Sycamore Avenue	43	Unrestricted	28.5	5	horizontal	
1389	Sycamore Avenue	43	Drop Kerb	24.0	4	horizontal	
1390	Sycamore Avenue	43	Unrestricted	18.5	3	horizontal	
1391	Sycamore Avenue	43	Drop Kerb	6.3	1	horizontal	
1392	Sycamore Avenue	43	Unrestricted	11.5	2	horizontal	
1393	Sycamore Avenue	43	Drop Kerb	11.7	2	horizontal	
1394	Sycamore Avenue	43	Unrestricted	35.7	7	horizontal	
1396	Acer Grove	44	Unrestricted	4.3	0	horizontal	
1397	Acer Grove	44	Drop Kerb	27.8	5	horizontal	
1398	Acer Grove	44	Unrestricted	20.3	4	horizontal	
1399	Acer Grove	44	Drop Kerb	8.6	1	horizontal	
1400	Acer Grove	44	Unrestricted	4.7	0	horizontal	
1401	Acer Grove	44	Double Yellow	9.1	1	horizontal	
1403	Westfield Avenue	42	Double Yellow	5.5	1	horizontal	
1404	Westfield Avenue	42	Drop Kerb	1.8	0	horizontal	
1405	Westfield Avenue	42	Double Yellow	1.8	0	horizontal	
1406	Westfield Avenue	42	Drop Kerb	49.1	9	horizontal	
1407	Westfield Avenue	42	Double Yellow	16.6	3	horizontal	
1409	Westfield Avenue	42	Double Yellow	30.5	6	horizontal	
1410	Westfield Avenue	42	Drop Kerb	1.8	0	horizontal	
1411	Westfield Avenue	42	Double Yellow	15.5	3	horizontal	
1413	Westfield Avenue	42	Double Yellow	16.6	3	horizontal	
1414	Westfield Avenue	42	Drop Kerb	2.1	0	horizontal	
1415	Westfield Avenue	42	Double Yellow	3.2	0	horizontal	
1416	Westfield Avenue	42	Single Yellow	10.2	2	horizontal	
1417	Westfield Avenue	42	Drop Kerb	4.3	0	horizontal	
1418	Westfield Avenue	42	Single Yellow	3.8	0	horizontal	
1419	Westfield Avenue	42	Drop Kerb	5.8	1	horizontal	

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ID	street	IS	restriction	length	space	type	Comment
1420	Westfield Avenue	42	Single Yellow	3.1	0	horizontal	
1421	Westfield Avenue	42	Drop Kerb	6.0	1	horizontal	
1422	Westfield Avenue	42	Single Yellow	12.7	2	horizontal	
1423	Westfield Avenue	42	Drop Kerb	10.1	2	horizontal	
1424	Westfield Avenue	42	Single Yellow	43.8	8	horizontal	
1425	Westfield Avenue	42	Drop Kerb	9.5	1	horizontal	
1426	Westfield Avenue	42	Single Yellow	3.4	0	horizontal	
1427	Westfield Avenue	42	Drop Kerb	1.9	0	horizontal	
1428	Westfield Avenue	42	Single Yellow	8.1	1	horizontal	
1429	Westfield Avenue	42	Double Yellow	16.1	3	horizontal	
1430	Westfield Avenue	42	Drop Kerb	13.2	2	horizontal	
1431	Westfield Avenue	42	Double Yellow	2.5	0	horizontal	
1432	Westfield Avenue	42	Drop Kerb	1.8	0	horizontal	
1433	Westfield Avenue	42	Double Yellow	9.4	1	horizontal	
1434	Westfield Avenue	42	Drop Kerb	4.2	0	horizontal	
1435	Westfield Avenue	42	Double Yellow	9.0	1	horizontal	
1436	Westfield Avenue	42	Drop Kerb	3.8	0	horizontal	
1437	Westfield Avenue	42	Double Yellow	15.8	3	horizontal	
1438	Westfield Avenue	42	Drop Kerb	2.0	0	horizontal	
1439	Westfield Avenue	42	Double Yellow	8.6	1	horizontal	
1440	Westfield Avenue	42	Drop Kerb	3.8	0	horizontal	
1441	Westfield Avenue	42	Double Yellow	3.9	0	horizontal	
1442	Westfield Avenue	42	Single Yellow	6.5	1	horizontal	
1443	Westfield Avenue	42	Drop Kerb	3.6	0	horizontal	
1444	Westfield Avenue	42	Single Yellow	10.1	2	horizontal	
1445	Westfield Avenue	42	Drop Kerb	4.0	0	horizontal	
1446	Westfield Avenue	42	Single Yellow	9.0	1	horizontal	
1447	Westfield Avenue	42	Drop Kerb	4.0	0	horizontal	
1448	Westfield Avenue	42	Single Yellow	10.7	2	horizontal	
1449	Westfield Avenue	42	Drop Kerb	4.2	0	horizontal	
1450	Westfield Avenue	42	Single Yellow	1.7	0	horizontal	
1451	Westfield Avenue	42	Double Yellow	7.4	1	horizontal	
1452	Westfield Avenue	42	Drop Kerb	3.6	0	horizontal	
1454	Westfield Grove	45	Double Yellow	13.3	2	horizontal	
1455	Westfield Grove	45	Unrestricted	32.7	6	horizontal	
1456	Westfield Grove	45	Drop Kerb	3.3	0	horizontal	
1457	Westfield Grove	45	Unrestricted	11.5	2	horizontal	
1458	Westfield Grove	45	Drop Kerb	1.9	0	horizontal	
1460	Westfield Grove	45	Drop Kerb	5.0	1	horizontal	
1462	Westfield Grove	45	Narrow	12.1	2	horizontal	Double Yellow
1464	Westfield Grove	45	Narrow	12.7	2	horizontal	Double Yellow
1465	Westfield Grove	45	Narrow	4.1	0	horizontal	Drop Kerb
1466	Westfield Grove	45	Narrow	32.4	6	horizontal	Double Yellow
1468	Westfield Avenue	42	Double Yellow	7.5	1	horizontal	
1469	Westfield Avenue	42	Drop Kerb	4.4	0	horizontal	
1470	Westfield Avenue	42	Single Yellow	10.1	2	horizontal	
1471	Westfield Avenue	42	Drop Kerb	3.9	0	horizontal	