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Subject: Hornsea Project Three (UK) Ltd response to Deadline 5 (Part 2)
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Attachments: [image001.png](#)
[D5_HOW03_Appendix 8_Annexes A.pdf](#)

Dear Kay, K-J

Please find attached the 2nd instalment of documents.

Best regards,
Dr Dominika Chalder PIEMA
Environment and Consent Manager



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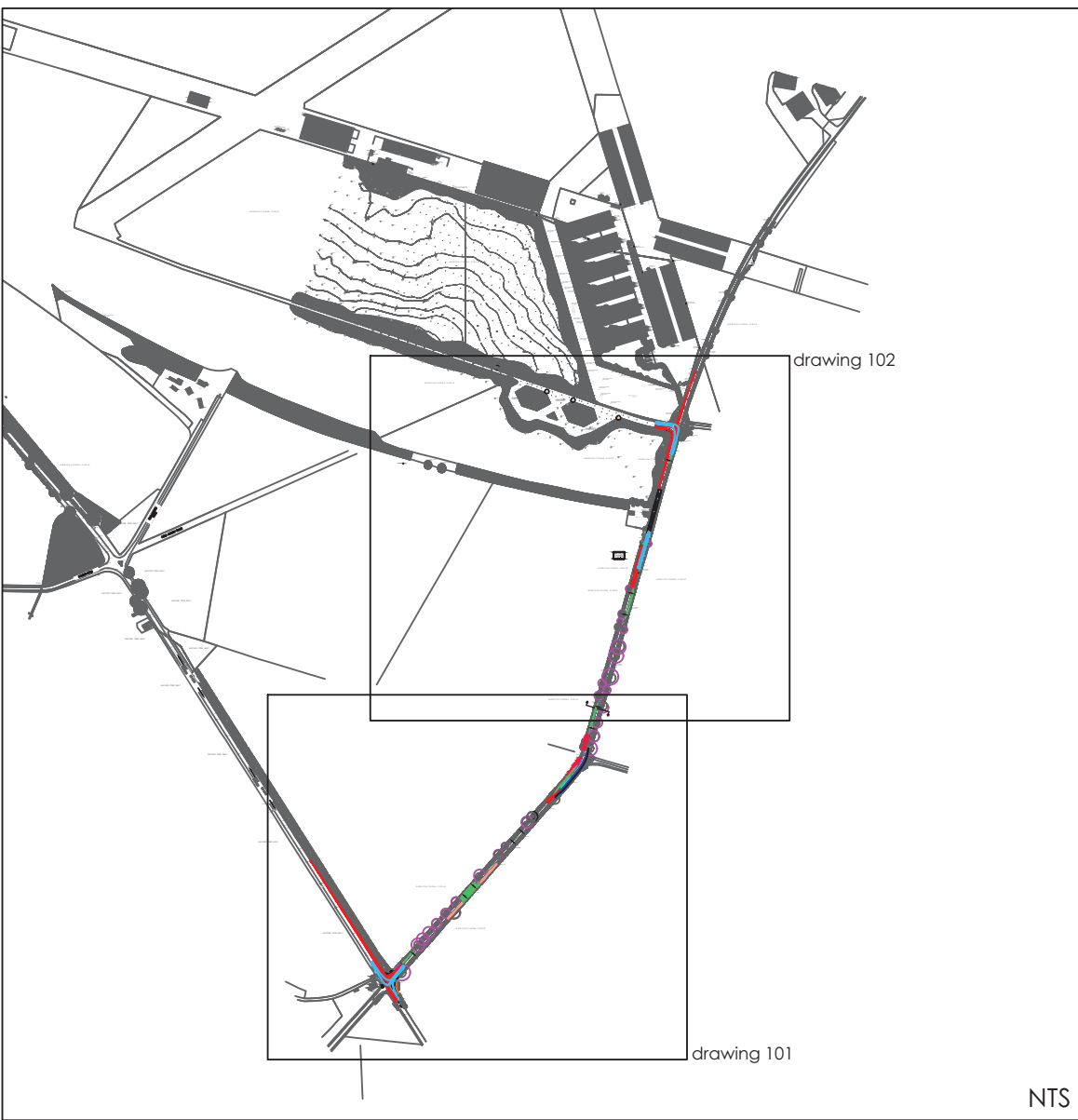
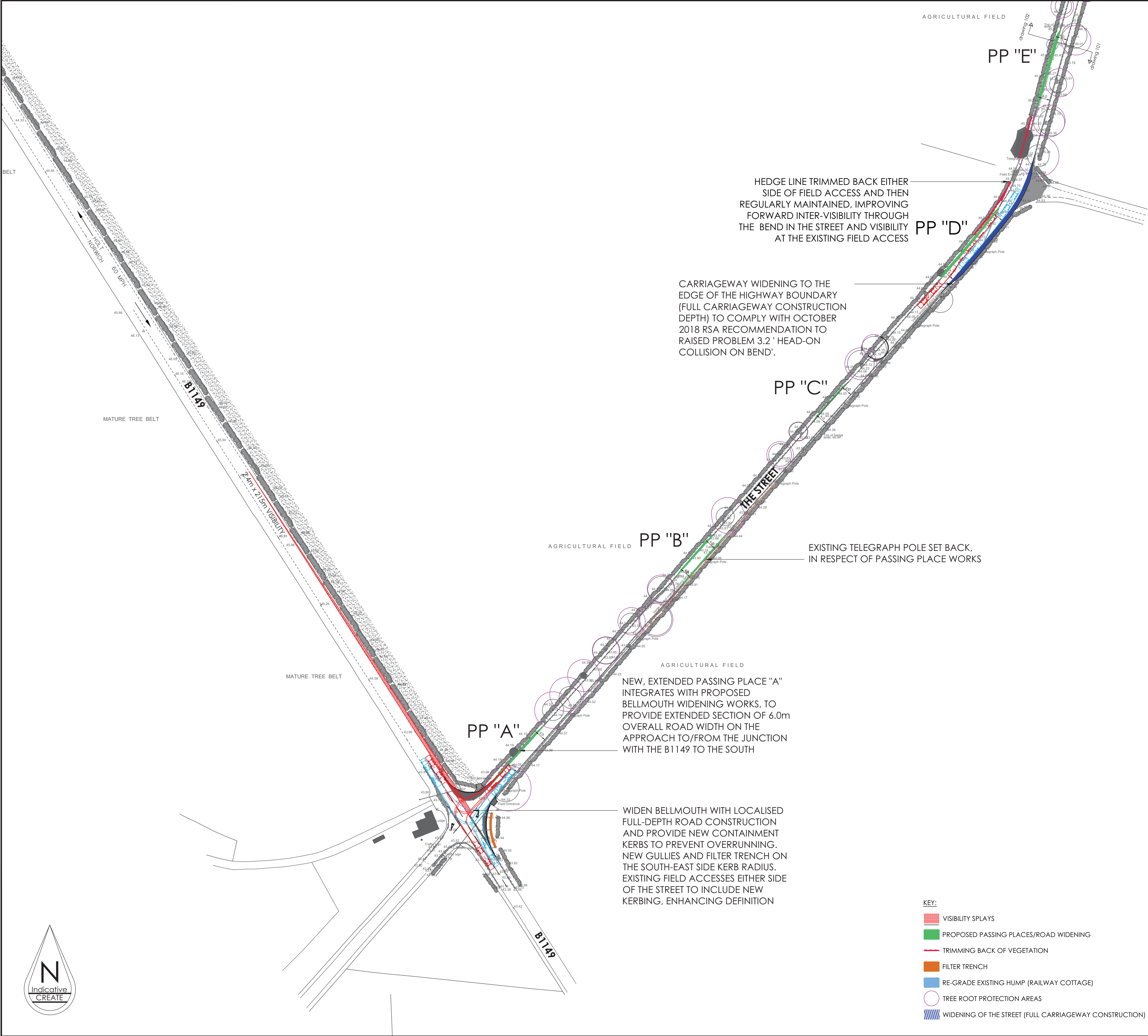
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Appendix 8 to Deadline 5 submission - Main Construction Compound Access Strategy VISSIM Modelling Update

Date: 23rd January 2019

Annex A – Create Proposed Improvements Drawing 1554_03_101 and 1554_03_102



OPTION 1: PASSING PLACES

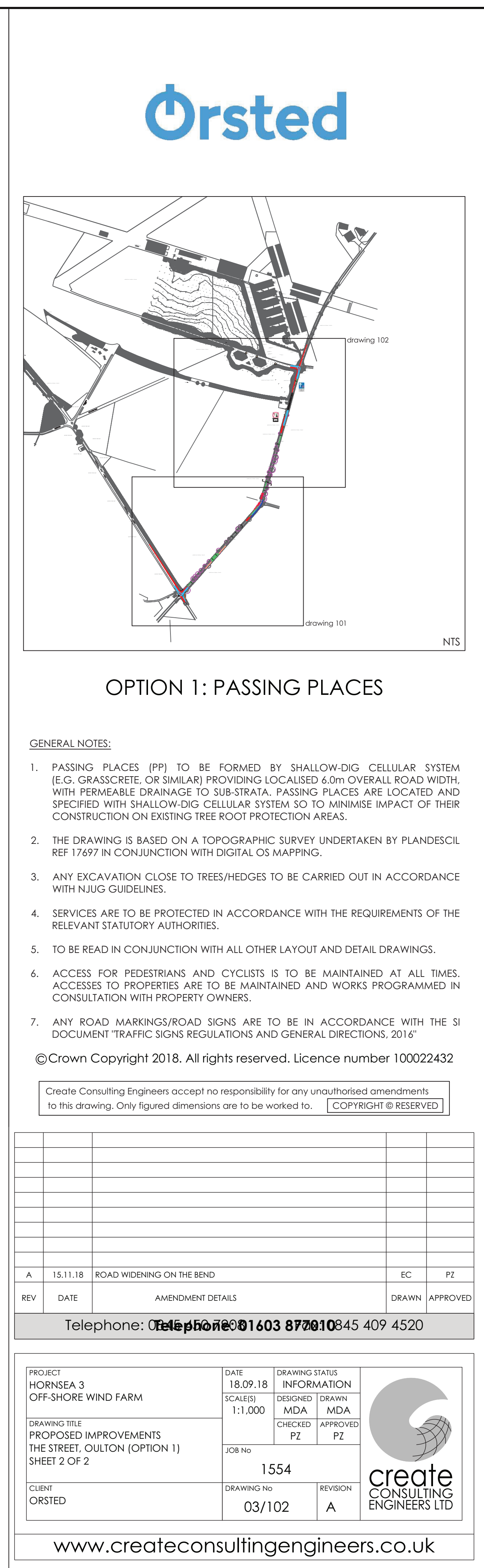
- GENERAL NOTES:
- PASSING PLACES (PP) TO BE FORMED BY SHALLOW-DIG CELLULAR SYSTEM (E.G. GRASSCRETE, OR SIMILAR) PROVIDING LOCALISED 6.0m OVERALL ROAD WIDTH, WITH PERMEABLE DRAINAGE TO SUB-STRATA. PASSING PLACES ARE LOCATED AND SPECIFIED WITH SHALLOW-DIG CELLULAR SYSTEM SO TO MINIMISE IMPACT OF THEIR CONSTRUCTION ON EXISTING TREE ROOT PROTECTION AREAS.
 - THE DRAWING IS BASED ON A TOPOGRAPHIC SURVEY UNDERTAKEN BY PLANDESCIL REF 17697 IN CONJUNCTION WITH DIGITAL OS MAPPING.
 - ANY EXCAVATION CLOSE TO TREES/HEDGES TO BE CARRIED OUT IN ACCORDANCE WITH NJUG GUIDELINES.
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 - TO BE READ IN CONJUNCTION WITH ALL OTHER LAYOUT AND DETAIL DRAWINGS.
 - ACCESS FOR PEDESTRIANS AND CYCLISTS IS TO BE MAINTAINED AT ALL TIMES. ACCESSES TO PROPERTIES ARE TO BE MAINTAINED AND WORKS PROGRAMMED IN CONSULTATION WITH PROPERTY OWNERS.
 - ANY ROAD MARKINGS/ROAD SIGNS ARE TO BE IN ACCORDANCE WITH THE SI DOCUMENT "TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS, 2016"
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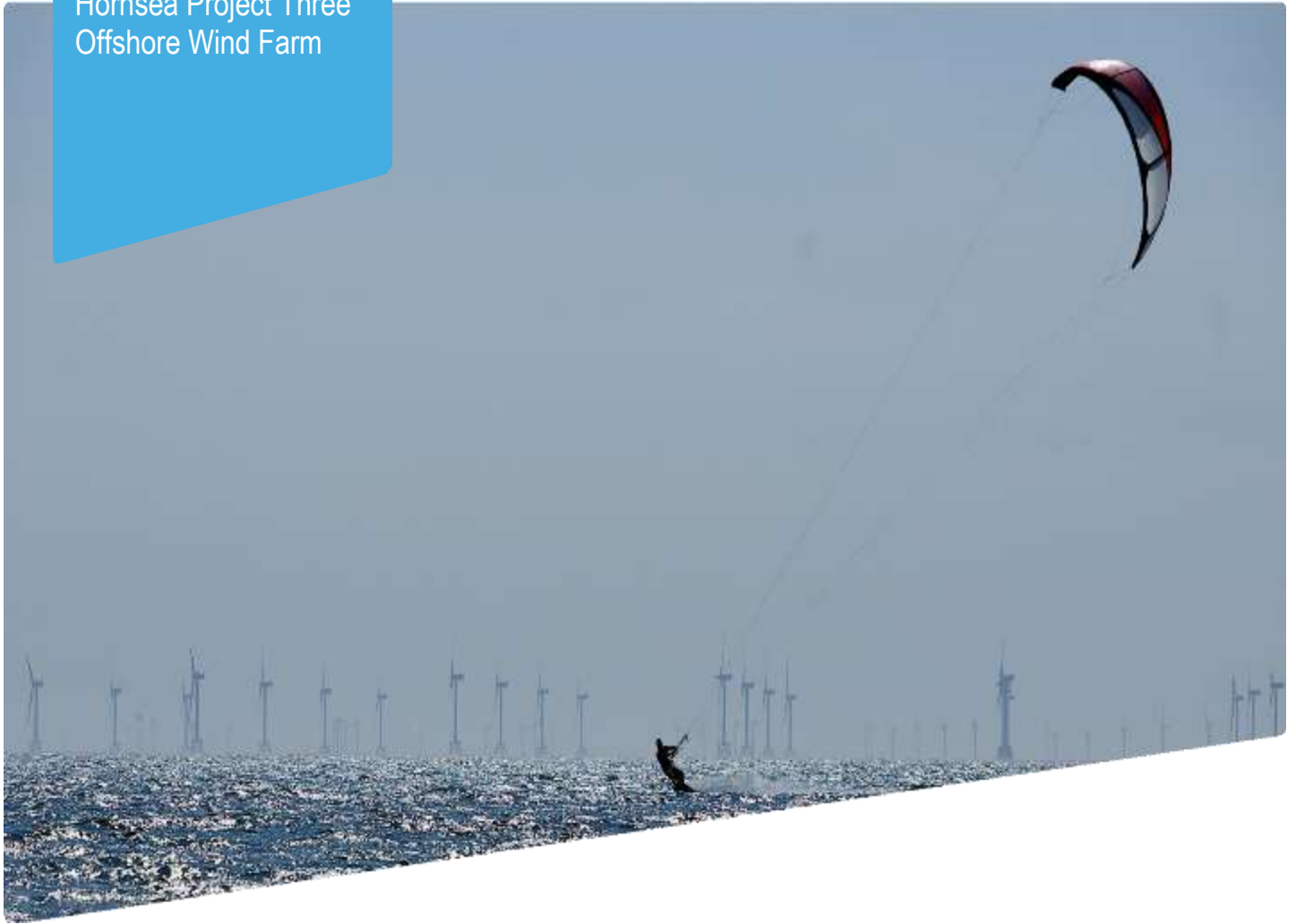
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PROJECT HORNSEA 3 OFF-SHORE WIND FARM	DATE 18.09.18	DRAWING STATUS INFORMATION		
DRAWING TITLE PROPOSED IMPROVEMENTS THE STREET, OULTON (OPTION 1) SHEET 1 OF 2	SCALE(S) 1:1,000	DESIGNED MDA	DRAWN MDA	
	JOB No 1554	CHECKED PZ	APPROVED PZ	
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Appendix 8 to Deadline 5 submission - Main Construction Compound Access Strategy VISSIM Modelling Update

Date: 23rd January 2019

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1. Introduction

- 1.1 This document has been prepared to respond to matters raised by Oulton Parish Council (as noted in the Applicant's comments on Oulton Parish Councils Written representation, submitted at Deadline 5) to include the staff traffic movements flows associated with the Norfolk Vanguard planned cable logistics area and the sensitivity of applying additional traffic movements associated with the approved Potato Store, planning application reference number 2018_04_91, along the Street to access Street Farm.
- 1.2 This document with accompanying appendices comprises VISSIM Modelling Report for The Street and its junction with B1149, in Oulton, which represents the main access to the proposed main construction compound for the Hornsea Project Three offshore wind farm (hereafter referred to as Hornsea Three).
- 1.3 VISSIM is a microscopic behaviour based traffic simulation program developed by PTV. The VISSIM model uses on Wiedemann's psycho-physical car following model and Sparmann's line changing model.
- 1.4 VISSIM includes a wide range of tools with ability to assess interaction between links and junctions to accurately model networks for base year and to test network performance for future years.
- 1.5 VISSIM has a user-friendly graphical interface that allows the user to add traffic using base maps or drawings, which significantly improves the quality of traffic animation which aids presentation of outcomes.
- 1.6 The VISSIM model can be calibrated and validated using local traffic counts, journey times and queue information which allows for production of a site specific base model that can accurately reflect behaviour of the traffic in the local area.
- 1.7 This VISSIM Model has been developed to examine traffic implications of proposed highway improvements along The Street to support proposals for location of the main construction compound for Hornsea Three at former Oulton Airfield site.
- 1.8 The purpose of the VISSIM model is to demonstrate the impact of the proposed Hornsea Three compound, the planned cable logistics area by Norfolk Vanguard and other committed developments in the area on the operation of The Street and its junction with B1149. Figure 1.1 below shows the approximate location of the site and VISSIM study area.



Figure 1. Site Location and VISSIM Study Area

- 1.9 Proposed improvements along The Street are shown in Create drawing No 1554/03/101 and 102. **Annex A** includes the drawing highlighting the proposed improvements, as contained in Appendix 32 - Further Design Development of Option 1: Passing Places issued at Deadline 4 (REP4-053).
- 1.10 The VISSIM modelling report summarises the approach to the VISSIM modelling and analysis of the results for the proposed closing year 2028 to include;
- Proposed Hornsea Three Main Construction Compound,
 - Potato Farm traffic,
 - Increased Agricultural Activity and;
 - Norfolk Vanguard Cable Logistics Area

2. Traffic Surveys and Analysis

- 2.1 Create has commissioned independent traffic survey company MHC Traffic to undertake following surveys along The Street between its junction with The Street/ B1149 Junction and The Street/ Main Construction Compound Access junction on Tuesday 16th October 2018:
- Manual Classified Counts (MCC) between 07:00-10:00 and 16:00-19:00;
 - Queue Counts;
 - Journey time surveys; and
 - Automatic Traffic Counts – all day.

- 2.2 **Annex B** includes the raw traffic survey data supplied by MHC Traffic.
- 2.3 MCC data has been analysed to obtain morning and evening peak hours. **Annex C** includes the 2018 traffic flow sheets for AM peak (07:45- 08:45) and PM Peak (17:15-18:15).
- 2.4 Growth factors have been applied to the survey traffic for the estimated closing year of 2028 for the construction compound using Tempro Growth Factors. **Annex C** includes traffic flow sheets showing 2028 Base Traffic.
- 2.5 Hornsea Three traffic using the main construction compound has been identified as two-way 118 HGV and 130 staff movements per day in Paragraph 5.2 of Main Construction Access Strategy issued in September 2018 as Appendix 20 to Deadline 1 (REP1-176), with reference to paragraph 7.8.344 of Volume 3, Chapter 7: Traffic and Transport of the Environmental Statement (APP-079).
- 2.6 Traffic for the Norfolk Vanguard site has been identified as 96 HGV's per day as per as Paragraph 5.9 of Main Construction Compound Access Strategy issued in September 2018 as Appendix 20 to Deadline 1 (REP1-176).
- 2.7 In addition, information from the Norfolk Vanguard Transport chapter of the Environmental Statement has been applied to make a subsequent allowance for staff movements per day. The daily flows for staff for Norfolk Vanguard confirmed at Table 24.21 of the Norfolk Vanguard ES Transport Chapter state a total construction daily flows of 176 vehicles of which 96 are HGVs, therefore staff movements are predicted to be 80 movements per day.
- 2.8 The entire (i.e. 100%) construction traffic for both Hornsea Three and Norfolk Vanguard has been distributed to the south of the construction compound access on to The Street with even split for both incoming and outgoing traffic. As a result staff traffic for Hornsea Three and Norfolk Vanguard has been distributed and assigned to the highway network. **Annex C** includes the Hornsea Three and Norfolk Vanguard Traffic for AM and PM Peaks.
- 2.9 Traffic generated (average Daily Movement Tractors -22 and HGV's 10) by EF Harrold Potato Farm has been extracted from the access and design statement recently approved for the site by the local authority. **Annex C** includes peak hour traffic generated by EF Harrold Potato Farm.
- 2.10 This update redistributes the daily EF Harrold Potato Farm traffic flows along the Street to Street Farm. It should be noted following reference to the Design and Access Statement submitted as part of the Potato Store states at Para 5.2;

.....All tractors and trailers and goods vehicles will enter and exit the site via the existing main entrance with its good visibility splays in both directions along Oulton Street. There have been no reported problems with the existing access. The slight reduction in the intensity of its use by HGV's during harvest will improve this situation.....

.....The proposal will not increase the traffic movements as cropping is unaltered. The proposal will help spread out traffic movements throughout the year rather than a high level at harvest.....

- 2.11 We have therefore applied traffic above the levels predicted given the survey period used to compile the VISSIM model took place during the peak season.
- 2.12 To confirm the volume of agricultural traffic generated outside of the survey period, the Hornsea Three project has contacted landowners known to currently use The Street to access the B1149 to request traffic data from them. No data has been provided to the Applicant at the time of writing this report. Thus, to ensure an allowance has been made for other agricultural activities 'a peak' agricultural traffic assumption has been assumed based on 4 times (average Daily Movement Tractors -88 and HGV's 40) from the potato farm traffic to/from B1113. **Annex C** includes the agricultural traffic generated during peak season.
- 2.13 In order to assess the operation of The Street and its junction with B1149 in VISSIM the following scenarios have been created using a combination of the traffic options defined above.
- Scenario 1 - 2028 Base Traffic;
 - Scenario 2 - 2028 Base + Hornsea Traffic;
 - Scenario 3 - 2028 Base + Hornsea + Potato Farm Traffic;
 - Scenario 4 - 2028 Base + Hornsea + Potato Farm + Agricultural Activity Traffic; and
 - Scenario 5 - 2028 Base + Hornsea + Potato Farm + Agricultural Activity + Norfolk Vanguard Traffic.

3. VISSIM Model

- 3.1 A base model has been developed in accordance with guidance in both DMRB Volume 12a and Interim advise Note 36-01 'The use and application of microsimulation models'.
- 3.2 OS / topographical mapping from Create drawing No 1554/03/101 and 102 has been used as a background (in JPEG format) to accurately model the existing highway infrastructure for the study area. Figure 3.1 below the extent of the modelled VISSIM network.

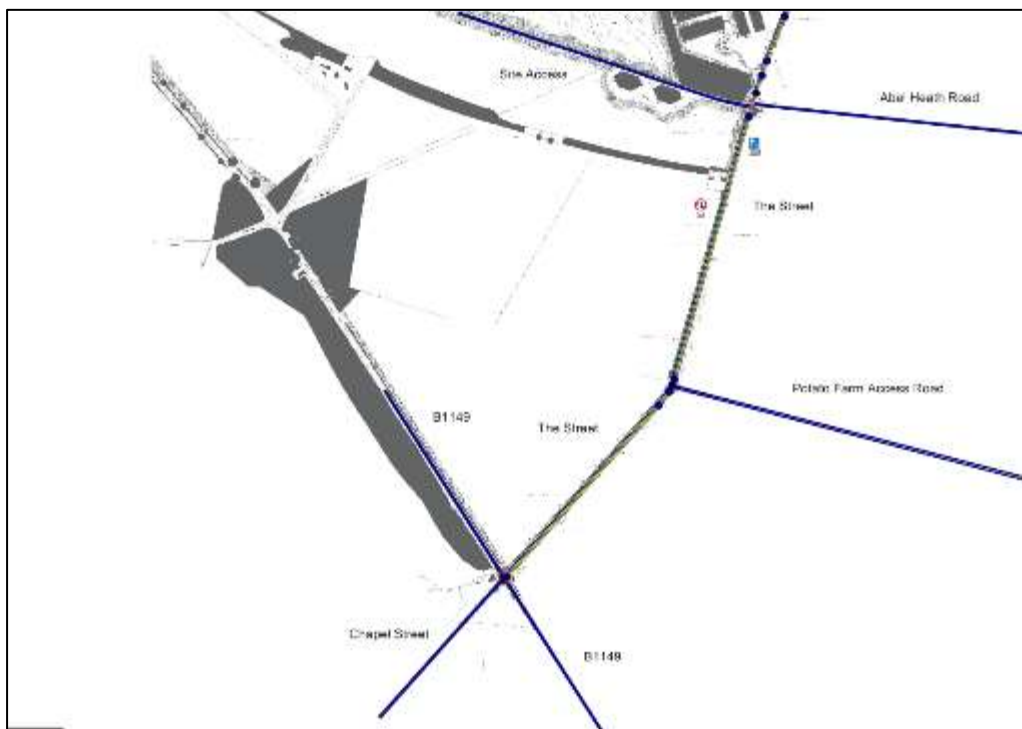


Figure 3.1: Modelled VISSIM network

- 3.3 The VISSIM network is built using a series of links and connectors by defining lane widths, link lengths and number of lanes. Traffic enters the network through vehicle input points, uses defined static routes before leaving the network from defined exit point.
- 3.4 Vehicular parameters were reviewed in order to make the model reflect existing site conditions as accurately as possible. VISSIM sets default values for various vehicle characteristics such as vehicular dimensions, weights power distribution, maximum and minimum acceleration/deceleration. In order to represent a tractor, VISSIM loader with utility trailer was used. The acceleration/ deceleration and maximum speeds were amended to match that of a large John Deere tractor.
- 3.5 Desired speed decisions to determine the speed distribution profile are placed along the link to ensure that once a vehicle has passed through the marker, it adopts the speed distribution associated with that marker.
- 3.6 The prevailing vehicle speeds along The Street and B1149 were obtained from the Automatic Traffic Count data.
- 3.7 Priority markers have been placed along The Street and its junction with B1149 to inform vehicles to wait unless gap time in opposing traffic is large enough for it to pull out safely and continue its journey. As a part of calibration process the gap time and headway distance were adjusted to reflect journey times and queues observed.
- 3.8 Reduced speed areas have been inserted before junctions and at bends to slow vehicles down on approaches where the layout results in drivers having to slow down.

- ## Matrix Generation

- [illegible]

3.13 Peak hour traffic flows for 2018 surveyed traffic have been input into the LinSig model, shown in Figure 3.2 above, in turning count mode. Traffic flows in LinSig have been adjusted to validate the traffic flow between junctions.

3.14 Matrices for 2018 base scenarios have been obtained using the “estimate the matrix based on turning counts” function of LinSig. Tables 3.1 to 3.2 below shows the matrices for 2018 surveyed am and pm peak.

Table 3.1 Matrix – 2018 surveyed traffic – am peak

	Destination								
		A	B	C	D	E	F	G	Tot.
Origin	A	0	12	4	0	3	7	0	26
	B	10	0	173	0	0	1	0	184
	C	1	213	0	0	2	6	0	222
	D	0	0	0	0	0	0	0	0
	E	1	2	3	0	0	3	1	10
	F	4	6	9	0	4	0	3	26
	G	0	0	1	0	2	7	0	10
	Tot.	16	233	190	0	11	24	4	478

Table 3.2 Matrix – 2018 surveyed traffic – pm peak

	Destination								
		A	B	C	D	E	F	G	Tot.
Origin	A	0	13	1	0	0	6	0	20
	B	17	0	191	0	0	1	0	209
	C	2	207	0	0	1	11	1	222
	D	0	0	0	0	0	0	0	0
	E	0	0	0	0	0	1	0	1
	F	8	5	10	0	3	0	3	29
	G	0	0	0	0	0	4	0	4
	Tot.	27	225	202	0	4	23	4	485

3.15 Traffic flows from above matrices are input into 2018 VISSIM base models.

Base Model Validation

3.16 In order to verify the accuracy of the base model to provide reliable basis for forecasting, base models were validated to the following criteria:

- All entry links flows in the model, averaged over 5 runs using different random seed numbers, should be within GEH value 5 of the observed flows (adjusted LinSig flows); and
- Journey times for all vehicles, averaged over 5 runs using different random seed numbers, should be within 15% of the observed journey times. Figure 3.3 below shows the journey time measurement section.

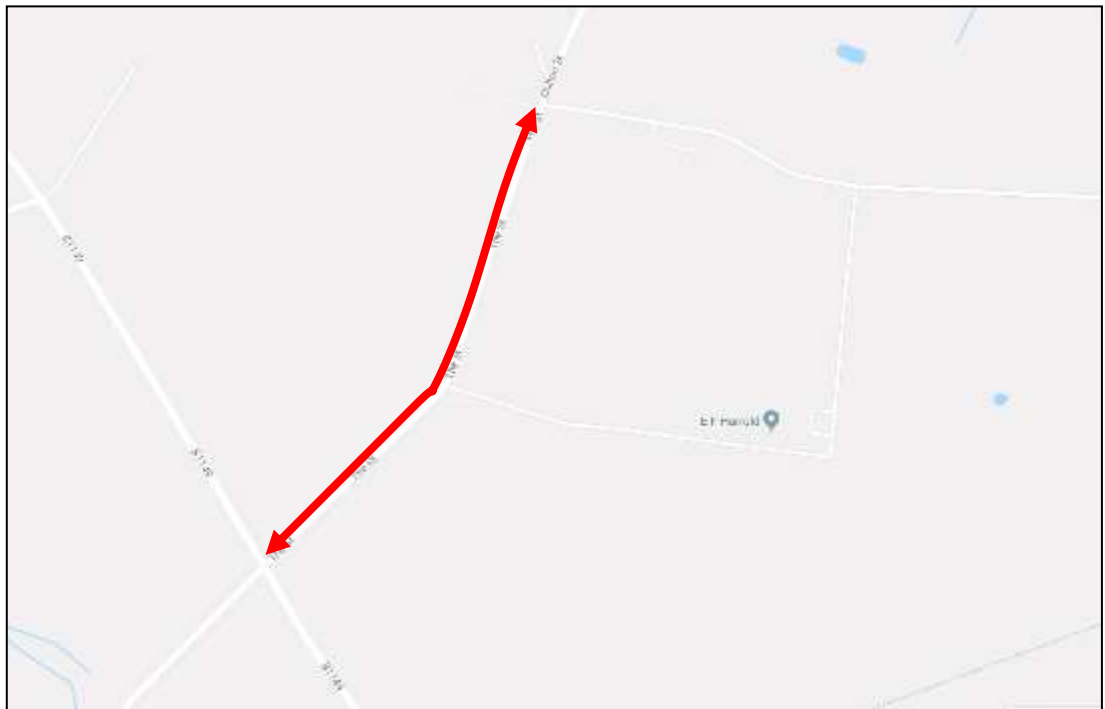


Figure 3.3: Journey Time Measurement Section

3.17 Table 3.3 and Table 3.4 below shows comparison of the results from calibrated base models runs with surveyed results for the AM and PM peak periods.

Junction	Entry Link	Movement	2018 Surveyed flows		LinSig Input Flows			Vissim Base Model output				% Difference		GEH Statistic	
			AM Peak	PM Peak	AM Peak	PM Peak		AM Peak	PM Peak			AM Peak	PM Peak	AM Peak	PM Peak
B1149/ The Street Junction	B1149 west	left	0	1	1		1	4	1			2%	-1%	0.2	0.1
		ahead	173	191	173	184	191	174	187	194	211				
		right	10	17	10		17	9		16					
	B1149 East	left	1	2	1		2	1		1		1%	-2%	0.2	0.3
		ahead	213	207	213	223	207	213	226	209	226				
		right	9	12	9		12	12		16					
	The Chapel	left	12	13	12		13	12		16		4%	0%	0.2	0.0
		ahead	11	7	11	27	7	11	28	4	21				
		right	4	1	4		1	5		1					
The Street/ Site Access/ Able Heath Road Junction	Able Heath Road	left	6	1	6		1	7		0		0%	0%	0.0	0.0
		ahead	0	0	0	9	0	0	9	0	2				
		right	3	1	3		1	2		2					
	Site Access	left	0	0	0		0	0		0		0%	0%	0.0	0.0
		ahead	0	0	0	0	0	0	0	0	0				
		right	0	0	0		0	0		0					
	The Street North	left	4	3	4		3	4		4		-15%	-7%	0.8	0.4
		ahead	22	26	22	26	26	18	22	27	31				
		right	0	0	0		0	0		0					

Table 3.3 Traffic flow comparison - observed to VISSIM

Link	Peak	Travel Time			
		Observed (secs)	Vissim		
			2018 Base scenario (secs)	Difference (secs)	% Difference
The Street Northbound	am peak	69	69	0	0%
	pm peak	63	69	6	9%
The Street Southbound	am peak	76	73	-3	-3%
	pm peak	69	77	8	11%

Table 3.4 Observed- VISSIM travel time comparison along The Street

- 3.18 It can be observed that the base model meets the standard VISSIM model validation criteria as GEH Static is less than 5 and percentage difference in observed and modelled travel times is within 15%. Therefore, it can be concluded that the base model is a good fit for the observed highway network and traffic conditions within the study network.

Proposed Model

- 3.19 VISSIM models for the proposed improvements along The Street were developed using the validated base model. The base model has been amended to reflect the location of formal passing bays and priority arrangement for southbound traffic near Railway Cottage as shown in Create Drawing No 1554/03/102.
- 3.20 Matrices for the future scenarios 1 to 5 have been obtained by repeating the process mentioned in section 3.2 to 3.6. Table 3.5 and 3.14 below shows the matrices for future scenarios.

		Destination							
Origin		A	B	C	D	E	F	G	Tot.
	A	0	13	4	3	2	6	1	29
	B	11	0	194	7	5	12	3	232
	C	1	239	0	3	2	5	1	251
	D	0	0	0	0	0	0	0	0
	E	1	2	4	0	0	3	0	10
	F	5	7	12	0	4	0	2	30
	G	0	0	1	0	0	1	0	2
	Tot.	18	261	215	13	13	27	7	554

Table 3.5 Matrix – Scenario 1 - 2028 Base traffic – am peak

	Destination								
		A	B	C	D	E	F	G	Tot.
Origin	A	0	15	1	0	0	7	1	24
	B	19	0	216	0	0	1	0	236
	C	2	234	0	0	1	12	1	250
	D	0	0	0	0	0	0	0	0
	E	0	0	0	0	0	1	0	1
	F	9	6	12	0	3	0	2	32
	G	1	0	1	0	0	5	0	7
	Tot.	31	255	230	0	4	26	4	550

Table 3.6 Matrix – Scenario 1 - 2028 Base traffic – pm peak

	Destination								
		A	B	C	D	E	F	G	Tot.
Origin	A	0	13	4	7	2	5	0	31
	B	11	0	194	9	2	6	0	222
	C	1	239	0	15	4	10	1	270
	D	3	14	15	0	1	0	5	38
	E	1	3	3	0	0	3	0	10
	F	2	9	11	0	4	0	3	29
	G	0	2	2	6	1	4	0	15
	Tot.	18	280	229	37	14	28	9	615

Table 3.7 Matrix – Scenario 2 - 2028 Base + Hornsea Three traffic – am peak

	Destination								
		A	B	C	D	E	F	G	Tot.
Origin	A	0	15	1	5	0	4	0	25
	B	19	0	216	11	0	7	0	253
	C	2	234	0	18	1	13	1	269
	D	6	13	16	0	0	0	1	36
	E	0	0	0	0	0	1	0	1
	F	5	10	13	0	3	0	1	32
	G	0	0	0	3	0	1	0	4
	Tot.	32	272	246	37	4	26	3	620

Table 3.8 Matrix – Scenario 2 - 2028 Base + Hornsea Three traffic – pm peak

	Destination								
		A	B	C	D	E	F	G	Tot.
Origin	A	0	13	4	7	2	5	0	31
	B	11	0	194	9	2	8	0	224
	C	1	239	0	15	4	12	1	272
	D	3	15	16	0	1	0	3	38
	E	1	3	3	0	0	3	0	10
	F	2	13	14	0	4	0	2	35
	G	0	0	1	6	1	4	0	12
	Tot.	18	283	232	37	14	32	6	622

Table 3.9 Matrix – Scenario 3 - 2028 Base + Hornsea Three + Potato Farm traffic – am peak

	Destination								
		A	B	C	D	E	F	G	Tot.
Origin	A	0	15	1	5	0	4	0	25
	B	19	0	216	11	0	10	1	257
	C	2	234	0	18	1	16	1	272
	D	5	13	16	0	0	0	3	37
	E	0	0	0	0	0	1	0	1
	F	5	13	15	0	3	0	3	39
	G	0	1	2	3	0	2	0	8
	Tot.	31	276	250	37	4	33	8	639

Table 3.10 Matrix – Scenario 3 - 2028 Base + Hornsea Three + Potato Farm traffic – pm peak

	Destination								
		A	B	C	D	E	F	G	Tot.
Origin	A	0	13	4	5	1	8	0	31
	B	11	0	194	13	3	23	0	244
	C	1	239	0	16	4	30	1	291
	D	2	16	17	0	1	0	3	39
	E	0	3	3	0	0	3	0	9
	F	4	28	30	0	4	0	7	73
	G	0	3	3	3	0	7	0	16
	Tot.	18	302	251	37	13	71	11	703

Table 3.11 Matrix – Scenario 4 - 2028 Base + Hornsea Three + Potato Farm + Increase
Agricultural Activity traffic – am peak

	Destination								
		A	B	C	D	E	F	G	Tot.
Origin	A	0	15	1	3	0	6	0	25
	B	19	0	216	14	0	26	0	275
	C	2	234	0	19	1	35	0	291
	D	3	15	17	0	0	1	1	37
	E	0	0	0	0	0	1	0	1
	F	7	30	33	0	3	0	4	77
	G	0	1	1	1	0	3	0	6
	Tot.	31	295	268	37	4	72	5	712

Table 3.12 Matrix – Scenario 4 - 2028 Base + Hornsea Three + Potato Farm + Increase
Agricultural Activity traffic – pm peak

	Destination								
		A	B	C	D	E	F	G	Tot.
Origin	A	0	13	4	4	3	6	1	31
	B	11	0	194	12	12	23	4	256
	C	1	239	0	16	14	28	6	304
	D	2	16	16	0	1	0	2	37
	E	1	14	15	0	0	3	2	35
	F	3	30	31	0	4	0	6	74
	G	0	3	4	5	4	11	0	27
	Tot.	18	315	264	37	38	71	21	764

Table 3.13 Matrix – Scenario 5 - 2028 Base + Hornsea Three + Potato Farm + Increase
Agricultural Activity + Vattenfall traffic – am peak

	Destination								
		A	B	C	D	E	F	G	Tot.
Origin	A	0	15	1	2	2	5	0	25
	B	19	0	216	15	11	28	0	289
	C	2	234	0	19	14	34	0	303
	D	3	16	17	0	0	0	1	37
	E	2	12	13	0	0	1	1	29
	F	6	31	33	0	3	0	4	77
	G	0	1	2	1	1	3	0	8
	Tot.	32	309	282	37	31	71	6	768

Table 3.14 Matrix – Scenario 5 - 2028 Base + Hornsea Three + Potato Farm + Increase
Agricultural Activity + Vattenfall traffic – pm peak

- 3.21 Taking account of the above the VISSIM model for the proposed improvements has been run for future scenario using the above matrices. Table 3.15 below shows VISSIM results and compares travel time along The Street for the base scenario with the future scenarios. The models which sit behind these results (for all scenarios) comprise large video files and as such have either been shared, or will be shared with relevant stakeholders (considered in this instance to be NCC and OPC) through ongoing engagement.

Link	Peak	Travel Time	Travel Time									
		Observed (secs)	VISSIM									
			2018 Base scenario (secs)	Scenario 1 - 2028 Base	Increase in Journey Times (secs) = 2028 Base - 2018 Base	Scenario 2 - 2028 Base + Hornsea	Increase in Journey Times (secs) = Scenario 2 - Scenario 1	Scenario 3 - 2028 Base + Hornsea + Potato Farm Traffic	Increase in Journey Times (secs) = Scenario 3 - Scenario 1	Scenario 4 - 2028 Base + Hornsea + Potato Farm + Increased Agricultural Activity Traffic	Increase in Journey Times (secs) = Scenario 4 - Scenario 1	Scenario 5 - 2028 Base + Hornsea + Potato Farm + Increased Agricultural Activity Traffic
The Street Northbound	am peak	69	69	76	7	83	7	81	5	99	23	
	pm peak	63	69	76	7	81	6	83	7	94	18	
The Street Southbound	am peak	76	73	83	10	84	1	86	3	118	35	
	pm peak	69	77	82	5	85	3	86	4	117	35	

Table 3.15 Travel Time Comparison

- 3.22 It has been observed that the proposed model operates satisfactorily with the development traffic and proposed improvements with marginal increase in travel times along the Street.
- 3.23 The maximum increase is 38 secs in southbound directions in Scenario 5 with Norfolk Vanguard Traffic in the am peak hour.

Abnormal Load Delay

- 3.24 In order to assess the traffic impact of the Abnormal Load journeys to and from the Site VISSIM model for Scenario 5 with Norfolk Vanguard traffic has been amended to reflect the planned cable drum vehicle using The Street and its junction with B1149.
- 3.25 Due to the size of the cable drum transport vehicle, which at its largest would have a payload width of 4.4m, this vehicle would be subject to a separate AIL approval and under escort for this location.
- 3.26 Management measures associated with AIL movements will be developed and agreed with NCC through the detailed CTMP required under Requirement 18 of the draft DCO ([REP4-004](#)). However, to consider the effect of moving the abnormal load vehicles during the same time period as the assessment period, a further model run has been undertaken for completeness.
- 3.27 This assumes the traffic profile from Scenario 5 is on The Street network and an abnormal load is arriving during the same time period. Under a managed AIL approval, a temporary closure of The Street would be introduced from the compound access to the B1149. This would effectively hold traffic on the Street north of the Compound access to allow the abnormal load to traverse The Street to the Hornsea Three Compound. Traffic from the B1149 will continue behind the abnormal load to ensure no traffic is backed up from the Street to the B1149.
- 3.28 Table 3.16 below shows the increase in journey times. The models which sit behind these results (for all scenarios) comprise large video files and as such have either been shared, or will be shared with relevant stakeholders (considered in this instance to be NCC and OPC) through ongoing engagement.

Link	Peak	Travel Time		
		Vissim		
		Scenario 1 - 2028 Base	Scenario 5 (with Abnormal Load) - 2028 Base + Hornsea + Potato Farm + Increased Agricultural Activity + Vattenfall Traffic	Increase in Journey Times (with Abnormal Load) (secs) = Scenario 5 - Scenario 1
The Street Northbound	am peak	76	139	63
	pm peak	76	145	69
The Street Southbound	am peak	83	128	45
	pm peak	82	135	53

Table 3.16 Travel Time Comparison- Abnormal Load

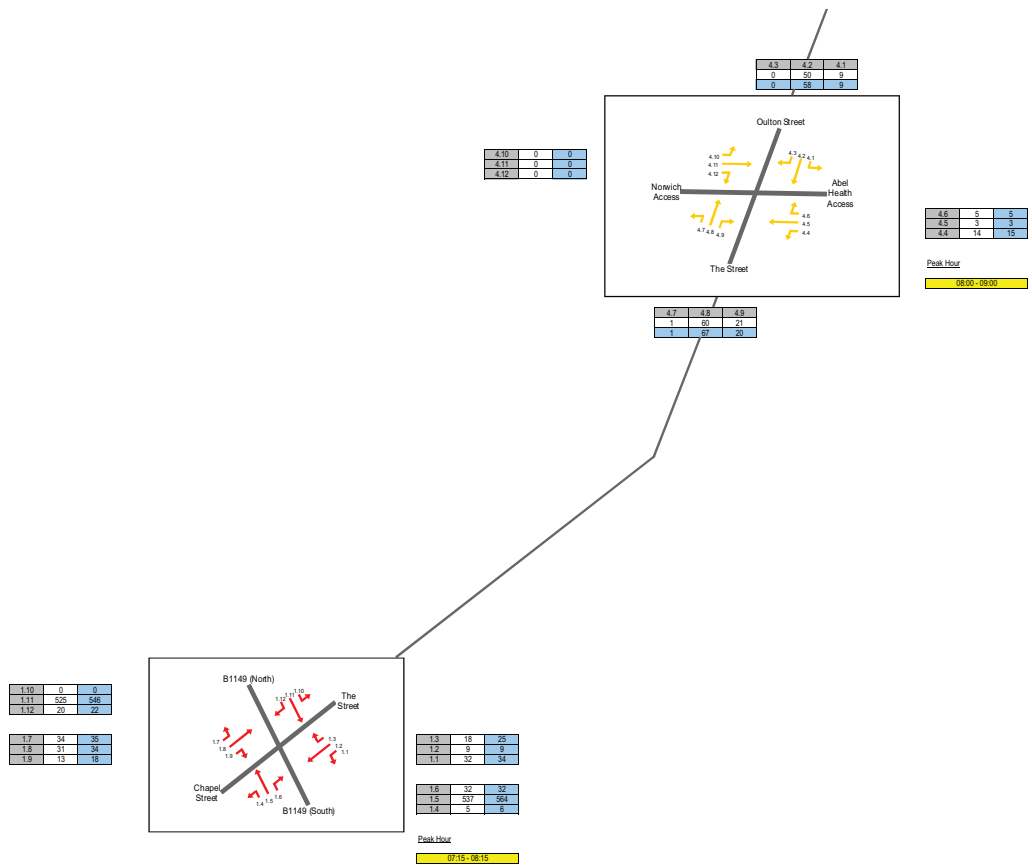
3.29 In this theoretical model run, the maximum delay predicted to allow the abnormal load to travel from the B1149 along The Street to the Hornsea Three site main construction compound is 69 seconds.

4. Conclusions

- 4.1 Create Consulting has been commissioned by Orsted to undertake VISSIM modelling of the study network with proposed improvements and future development scenarios.
- 4.2 VISSIM modelling software is considered suitable for the purpose of accurate modelling of base and future scenarios.
- 4.3 The VISSIM study area selected fully covers the key impact area resulting from the Hornsea Three and other committed proposals in the area.
- 4.4 Traffic surveys and analysis is considered fit for purpose and robust representation of worst case traffic scenarios. The matrix generated for the base and future scenarios are considered robust and fit for purpose.
- 4.5 VISSIM base network and traffic model/ parameters adopted are deemed suitable for the scale of modelled network with the Base VISSIM model validated as per standard VISSIM validation criteria and is considered to fully reflect the observed traffic conditions.
- 4.6 VISSIM model for future scenario shows that the entire study network including The Street/B1149 junction would operate satisfactorily with delays of only 38 seconds to the journey from The Street to the B1149.
- 4.7 A theoretical VISSIM model considering the traffic impact of an abnormal Load vehicle using The Street and its junction with B1149 is predicted to increase journey time by 69 secs in a northbound direction, the likelihood of such a scenario occurring is low with the majority of abnormal loads expected to be travelling outside the normal working day to limit the effect on the wider highway network.

Annex A – Create Proposed Improvements Drawing 1554_03_101 and 1554_03_102

Annex B – Raw Traffic Survey Data



The Street, Oulton
Classified Junction Count

Site 1 of 4
The Street
B1149 (South)
Chapel Street
B1149 (North)

Lat/Long
lat 52.787544° lon 1.178486°

Date
Tuesday 16 October 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.1: Left from The Street to B1149 (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	0	0	0	0	3	3.00
0715 - 0730	0	0	1	0	1	0	0	0	2	2.00
0730 - 0745	0	0	3	0	0	1	0	0	4	4.50
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	7	0	1	1	0	0	9	9.50
Hourly Average	0.00	0.00	1.75	0.00	0.25	0.25	0.00	0.00	2.25	2.38
0800 - 0815	0	0	0	0	1	2	0	0	3	4.00
0815 - 0830	0	0	4	0	0	1	0	0	5	5.50
0830 - 0845	0	0	4	0	0	0	0	0	4	4.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	8	0	1	3	0	0	12	13.50
Hourly Average	0.00	0.00	2.00	0.00	0.25	0.75	0.00	0.00	3.00	3.38
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	5	0	1	0	0	0	6	6.00
0945 - 1000	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	10	0	1	0	0	0	11	11.00
Hourly Average	0.00	0.00	2.50	0.00	0.25	0.00	0.00	0.00	2.75	2.75
Session Total	0	0	25	0	3	4	0	0	32	34.00
Session Average	0.00	0.00	2.08	0.00	0.25	0.33	0.00	0.00	2.67	2.83

Date
Tuesday 16 October 2018

Weather
Cloudy
Temp: 11°C

1600 - 1900 (Weekday PM Peak)

	Movement 1.1: Left from The Street to B1149 (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	3	0	3	0	0	0	6	6.00
1615 - 1630	0	0	3	0	1	0	0	0	4	4.00
1630 - 1645	0	0	2	0	1	0	0	0	3	3.00
1645 - 1700	0	0	2	0	2	0	0	0	4	4.00
Hourly Total	0	0	10	0	7	0	0	0	17	17.00
Hourly Average	0.00	0.00	2.50	0.00	1.75	0.00	0.00	0.00	4.25	4.25
1700 - 1715	0	0	5	0	2	0	0	0	7	7.00
1715 - 1730	1	0	2	0	2	0	1	0	6	6.50
1730 - 1745	0	0	3	0	1	0	0	0	4	4.00
1745 - 1800	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	1	0	10	0	6	0	1	0	18	18.50
Hourly Average	0.25	0.00	2.50	0.00	1.50	0.00	0.25	0.00	4.50	4.63
1800 - 1815	0	0	0	0	1	0	0	0	1	1.00
1815 - 1830	1	0	0	0	1	0	0	0	2	1.20
1830 - 1845	0	0	3	0	0	0	0	0	3	3.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	3	0	2	0	0	0	6	5.20
Hourly Average	0.25	0.00	0.75	0.00	0.50	0.00	0.00	0.00	1.50	1.30
Session Total	2	0	23	0	15	0	1	0	41	40.70
Session Average	0.17	0.00	1.92	0.00	1.25	0.00	0.08	0.00	3.42	3.39

The Street, Oulton
Classified Junction Count

Site 1 of 4
The Street
B1149 (South)
Chapel Street
B1149 (North)

Lat/Long
lat 52.787544° lon 1.178486°

Date
Tuesday 16 October 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.2: Westbound from The Street to Chapel Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	2	0	0	0	0	0	2	2.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	2	0	0	0	0	0	2	2.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
Session Total	0	0	8	0	1	0	0	0	9	9.00
Session Average	0.00	0.00	0.67	0.00	0.08	0.00	0.00	0.00	0.75	0.75

Date
Tuesday 16 October 2018

Weather
Cloudy
Temp: 11°C

1600 - 1900 (Weekday PM Peak)

	Movement 1.2: Westbound from The Street to Chapel Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	1	0	1	0	0	0	2	2.00
1630 - 1645	0	0	4	0	3	0	0	0	7	7.00
1645 - 1700	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	8	0	4	0	0	0	12	12.00
Hourly Average	0.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00	3.00	3.00
1700 - 1715	0	0	2	0	0	0	0	0	2	2.00
1715 - 1730	2	0	4	0	0	0	0	0	6	4.40
1730 - 1745	0	0	2	0	0	0	0	0	2	2.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	2	0	9	0	0	0	0	0	11	9.40
Hourly Average	0.50	0.00	2.25	0.00	0.00	0.00	0.00	0.00	2.75	2.35
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	2	0	0	0	0	0	2	2.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	6	0	0	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.50	0.00	0.00	0.00	0.00	0.00	1.50	1.50
Session Total	2	0	23	0	4	0	0	0	29	27.40
Session Average	0.17	0.00	1.92	0.00	0.33	0.00	0.00	0.00	2.42	2.28

The Street, Oulton
Classified Junction Count

Site 1 of 4
The Street
B1149 (South)
Chapel Street
B1149 (North)

Lat/Long
lat 52.787544° lon 1.178486°

Date
Tuesday 16 October 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.3: Right from The Street to B1149 (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	1	0	1	0	2	3.30
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	0	0	0	0	1	0	1	2.30
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	1	0	2	0	5	7.60
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.50	0.00	1.25	1.90
0800 - 0815	0	0	1	0	1	0	0	0	2	2.00
0815 - 0830	0	0	0	0	2	1	0	0	3	3.50
0830 - 0845	0	0	1	0	0	0	1	0	2	3.30
0845 - 0900	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	2	0	4	1	1	0	8	9.80
Hourly Average	0.00	0.00	0.50	0.00	1.00	0.25	0.25	0.00	2.00	2.45
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	1	0	2	0	3	5.60
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	2	0	1	0	2	0	5	7.60
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.50	0.00	1.25	1.90
Session Total	0	0	6	0	6	1	5	0	18	25.00
Session Average	0.00	0.00	0.50	0.00	0.50	0.08	0.42	0.00	1.50	2.08

Date
Tuesday 16 October 2018

Weather
Cloudy
Temp: 11°C

1600 - 1900 (Weekday PM Peak)

	Movement 1.3: Right from The Street to B1149 (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	1	2	0	3	6.10
1615 - 1630	1	0	1	0	1	0	0	0	3	2.20
1630 - 1645	0	0	0	0	0	1	1	0	2	3.80
1645 - 1700	0	0	3	0	0	0	1	0	4	5.30
Hourly Total	1	0	4	0	1	2	4	0	12	17.40
Hourly Average	0.25	0.00	1.00	0.00	0.25	0.50	1.00	0.00	3.00	4.35
1700 - 1715	0	0	0	0	1	0	1	0	2	3.30
1715 - 1730	0	0	1	0	1	0	0	0	2	2.00
1730 - 1745	0	0	2	0	0	0	0	0	2	2.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	2	0	1	0	6	7.30
Hourly Average	0.00	0.00	0.75	0.00	0.50	0.00	0.25	0.00	1.50	1.83
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	2	0	0	0	0	0	2	2.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
Session Total	1	0	11	0	3	2	5	0	22	28.70
Session Average	0.08	0.00	0.92	0.00	0.25	0.17	0.42	0.00	1.83	2.39

The Street, Oulton
Classified Junction Count

Site 1 of 4
The Street
B1149 (South)
Chapel Street
B1149 (North)

Lat/Long
lat 52.787544° lon 1.178486°

Date
Tuesday 16 October 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.4: Left from B1149 (South) to Chapel Street								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	3	0	0	0	0	0	3	3.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	1	1	2.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	1	1	2.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.50
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	4	0	0	0	0	1	5	6.00
Session Average	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.08	0.42	0.50

Date
Tuesday 16 October 2018

Weather
Cloudy
Temp: 11°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1.4: Left from B1149 (South) to Chapel Street								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	1	0	0	0	1	1.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	2	0	2	4.60
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	2	0	2	4.60
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.50	1.15
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
Session Total	0	0	1	0	1	0	2	0	4	6.60
Session Average	0.00	0.00	0.08	0.00	0.08	0.00	0.17	0.00	0.33	0.55

The Street, Oulton
Classified Junction Count

Site 1 of 4
The Street
B1149 (South)
Chapel Street
B1149 (North)

Lat/Long
lat 52.787544° lon 1.178486°

Date
Tuesday 16 October 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.5: Northbound from B1149 (South) to B1149 (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	28	1	16	1	0	0	46	46.50
0715 - 0730	0	0	31	0	16	1	4	0	52	57.70
0730 - 0745	0	0	20	0	18	1	1	0	40	41.80
0745 - 0800	0	0	36	0	25	0	2	0	63	65.60
Hourly Total	0	0	115	1	75	3	7	0	201	211.60
Hourly Average	0.00	0.00	28.75	0.25	18.75	0.75	1.75	0.00	50.25	52.90
0800 - 0815	0	0	27	0	13	2	1	0	43	45.30
0815 - 0830	0	0	35	2	18	2	1	0	58	60.30
0830 - 0845	0	0	35	0	13	0	1	0	49	50.30
0845 - 0900	0	0	23	0	15	0	0	0	38	38.00
Hourly Total	0	0	120	2	59	4	3	0	188	193.90
Hourly Average	0.00	0.00	30.00	0.50	14.75	1.00	0.75	0.00	47.00	48.48
0900 - 0915	0	0	17	0	13	3	2	0	35	39.10
0915 - 0930	0	0	35	1	13	1	1	0	51	52.80
0930 - 0945	0	0	26	0	5	2	1	0	34	36.30
0945 - 1000	0	0	18	0	6	4	0	0	28	30.00
Hourly Total	0	0	96	1	37	10	4	0	148	158.20
Hourly Average	0.00	0.00	24.00	0.25	9.25	2.50	1.00	0.00	37.00	39.55
Session Total	0	0	331	4	171	17	14	0	537	563.70
Session Average	0.00	0.00	27.58	0.33	14.25	1.42	1.17	0.00	44.75	46.98

Date
Tuesday 16 October 2018

Weather
Cloudy
Temp: 11°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1.5: Northbound from B1149 (South) to B1149 (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	39	0	5	0	3	0	47	50.90
1615 - 1630	0	1	35	0	4	1	2	0	43	45.50
1630 - 1645	1	0	38	0	6	0	2	0	47	48.80
1645 - 1700	0	0	36	0	3	0	3	0	42	45.90
Hourly Total	1	1	148	0	18	1	10	0	179	191.10
Hourly Average	0.25	0.25	37.00	0.00	4.50	0.25	2.50	0.00	44.75	47.78
1700 - 1715	0	1	42	1	4	0	2	0	50	52.00
1715 - 1730	0	1	59	0	13	0	1	1	75	76.70
1730 - 1745	0	0	43	0	4	0	1	0	48	49.30
1745 - 1800	0	0	38	0	2	0	0	1	41	42.00
Hourly Total	0	2	182	1	23	0	4	2	214	220.00
Hourly Average	0.00	0.50	45.50	0.25	5.75	0.00	1.00	0.50	53.50	55.00
1800 - 1815	0	0	42	0	2	0	0	0	44	44.00
1815 - 1830	0	0	35	0	2	0	0	0	37	37.00
1830 - 1845	0	0	31	0	1	0	0	1	33	34.00
1845 - 1900	0	0	32	0	0	0	0	1	33	34.00
Hourly Total	0	0	140	0	5	0	0	2	147	149.00
Hourly Average	0.00	0.00	35.00	0.00	1.25	0.00	0.00	0.50	36.75	37.25
Session Total	1	3	470	1	46	1	14	4	540	560.10
Session Average	0.08	0.25	39.17	0.08	3.83	0.08	1.17	0.33	45.00	46.68

The Street, Oulton
Classified Junction Count

Site 1 of 4
The Street
B1149 (South)
Chapel Street
B1149 (North)

Lat/Long
lat 52.787544° lon 1.178486°

Date
Tuesday 16 October 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.6: Right from B1149 (South) to The Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	4	0	1	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.00	0.00	0.25	0.00	0.00	0.00	1.25	1.25
0800 - 0815	0	0	2	0	1	0	0	0	3	3.00
0815 - 0830	0	0	1	0	1	0	0	0	2	2.00
0830 - 0845	0	0	1	0	1	0	0	0	2	2.00
0845 - 0900	0	0	3	0	3	0	0	0	6	6.00
Hourly Total	0	0	7	0	6	0	0	0	13	13.00
Hourly Average	0.00	0.00	1.75	0.00	1.50	0.00	0.00	0.00	3.25	3.25
0900 - 0915	0	0	2	0	0	0	0	0	2	2.00
0915 - 0930	0	0	4	0	0	0	0	0	4	4.00
0930 - 0945	0	0	4	0	0	0	0	0	4	4.00
0945 - 1000	0	0	2	0	2	0	0	0	4	4.00
Hourly Total	0	0	12	0	2	0	0	0	14	14.00
Hourly Average	0.00	0.00	3.00	0.00	0.50	0.00	0.00	0.00	3.50	3.50
Session Total	0	0	23	0	9	0	0	0	32	32.00
Session Average	0.00	0.00	1.92	0.00	0.75	0.00	0.00	0.00	2.67	2.67

Date
Tuesday 16 October 2018

Weather
Cloudy
Temp: 11°C

1600 - 1900 (Weekday PM Peak)

	Movement 1.6: Right from B1149 (South) to The Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	2	0	1	0	3	4.30
1615 - 1630	0	1	1	0	1	0	0	0	3	2.40
1630 - 1645	0	0	1	0	1	0	0	0	2	2.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	1	3	0	4	0	1	0	9	9.70
Hourly Average	0.00	0.25	0.75	0.00	1.00	0.00	0.25	0.00	2.25	2.43
1700 - 1715	0	0	2	0	1	0	1	0	4	5.30
1715 - 1730	0	0	1	0	2	0	0	0	3	3.00
1730 - 1745	0	0	1	0	2	0	0	0	3	3.00
1745 - 1800	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	0	0	8	0	6	0	1	0	15	16.30
Hourly Average	0.00	0.00	2.00	0.00	1.50	0.00	0.25	0.00	3.75	4.08
1800 - 1815	0	0	0	0	1	0	0	0	1	1.00
1815 - 1830	0	0	1	0	1	0	1	0	3	4.30
1830 - 1845	0	0	3	0	1	0	1	0	5	6.30
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	5	0	3	0	2	0	10	12.60
Hourly Average	0.00	0.00	1.25	0.00	0.75	0.00	0.50	0.00	2.50	3.15
Session Total	0	1	16	0	13	0	4	0	34	38.60
Session Average	0.00	0.08	1.33	0.00	1.08	0.00	0.33	0.00	2.83	3.22

The Street, Oulton
Classified Junction Count

Site 1 of 4
The Street
B1149 (South)
Chapel Street
B1149 (North)

Lat/Long
lat 52.787544° lon 1.178486°

Date
Tuesday 16 October 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.7: Left from Chapel Street to B1149 (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	0	0	0	0	2	2.00
0715 - 0730	0	0	3	0	2	0	1	0	6	7.30
0730 - 0745	0	0	3	0	1	0	0	0	4	4.00
0745 - 0800	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	0	0	12	0	4	0	1	0	17	18.30
Hourly Average	0.00	0.00	3.00	0.00	1.00	0.00	0.25	0.00	4.25	4.58
0800 - 0815	0	0	3	0	1	0	0	0	4	4.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	2	0	0	0	0	0	2	2.00
0845 - 0900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	8	0	1	0	0	0	9	9.00
Hourly Average	0.00	0.00	2.00	0.00	0.25	0.00	0.00	0.00	2.25	2.25
0900 - 0915	0	0	2	0	0	0	0	0	2	2.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	2	0	0	0	0	0	2	2.00
0945 - 1000	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	8	0	0	0	0	0	8	8.00
Hourly Average	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
Session Total	0	0	28	0	5	0	1	0	34	35.30
Session Average	0.00	0.00	2.33	0.00	0.42	0.00	0.08	0.00	2.83	2.94

Date
Tuesday 16 October 2018

Weather
Cloudy
Temp: 11°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1.7: Left from Chapel Street to B1149 (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	1	0	1	0	0	0	2	2.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	2	0	2	0	0	0	4	4.00
1645 - 1700	1	0	1	0	0	0	0	0	2	1.20
Hourly Total	1	0	5	0	3	0	0	0	9	8.20
Hourly Average	0.25	0.00	1.25	0.00	0.75	0.00	0.00	0.00	2.25	2.05
1700 - 1715	0	0	2	0	0	0	0	0	2	2.00
1715 - 1730	0	0	6	0	1	0	0	0	7	7.00
1730 - 1745	0	0	2	0	0	0	0	0	2	2.00
1745 - 1800	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	13	0	1	0	0	0	14	14.00
Hourly Average	0.00	0.00	3.25	0.00	0.25	0.00	0.00	0.00	3.50	3.50
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	0	0	1	0	0	0	1	1.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.00	1.00	1.00
Session Total	1	0	21	0	5	0	0	0	27	26.20
Session Average	0.08	0.00	1.75	0.00	0.42	0.00	0.00	0.00	2.25	2.18

The Street, Oulton
Classified Junction Count

Site 1 of 4
The Street
B1149 (South)
Chapel Street
B1149 (North)

Lat/Long
lat 52.787544° lon 1.178486°

Date
Tuesday 16 October 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.8: Eastbound from Chapel Street to The Street								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	2	0	1	0	1	0	0	0	4	2.40
0730 - 0745	0	0	0	0	1	0	0	0	1	1.00
0745 - 0800	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	2	0	4	0	3	0	0	0	9	7.40
Hourly Average	0.50	0.00	1.00	0.00	0.75	0.00	0.00	0.00	2.25	1.85
0800 - 0815	0	0	0	0	0	0	1	0	1	2.30
0815 - 0830	1	0	1	0	1	0	1	0	4	4.50
0830 - 0845	0	0	3	0	0	1	0	0	4	4.50
0845 - 0900	0	0	2	0	2	0	1	0	5	6.30
Hourly Total	1	0	6	0	3	1	3	0	14	17.60
Hourly Average	0.25	0.00	1.50	0.00	0.75	0.25	0.75	0.00	3.50	4.40
0900 - 0915	0	0	0	0	0	0	1	0	1	2.30
0915 - 0930	1	0	2	0	1	0	0	0	4	3.20
0930 - 0945	0	0	2	0	1	0	0	0	3	3.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	4	0	2	0	1	0	8	8.50
Hourly Average	0.25	0.00	1.00	0.00	0.50	0.00	0.25	0.00	2.00	2.13
Session Total	4	0	14	0	8	1	4	0	31	33.50
Session Average	0.33	0.00	1.17	0.00	0.67	0.08	0.33	0.00	2.58	2.79

Date
Tuesday 16 October 2018

Weather
Cloudy
Temp: 11°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1.8: Eastbound from Chapel Street to The Street								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	1	0	1	2.30
1615 - 1630	0	0	2	0	0	0	0	0	2	2.00
1630 - 1645	0	0	0	0	0	0	1	0	1	2.30
1645 - 1700	0	0	0	0	1	0	1	0	2	3.30
Hourly Total	0	0	2	0	1	0	3	0	6	9.90
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.75	0.00	1.50	2.48
1700 - 1715	0	0	1	0	1	0	1	0	3	4.30
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	2	0	0	0	1	0	3	4.30
1745 - 1800	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	5	0	2	0	2	0	9	11.60
Hourly Average	0.00	0.00	1.25	0.00	0.50	0.00	0.50	0.00	2.25	2.90
1800 - 1815	0	0	0	0	0	0	1	0	1	2.30
1815 - 1830	2	0	1	0	0	0	0	0	3	1.40
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	2	0	2	0	0	0	1	0	5	4.70
Hourly Average	0.50	0.00	0.50	0.00	0.00	0.00	0.25	0.00	1.25	1.18
Session Total	2	0	9	0	3	0	6	0	20	26.20
Session Average	0.17	0.00	0.75	0.00	0.25	0.00	0.50	0.00	1.67	2.18

The Street, Oulton
Classified Junction Count

Site 1 of 4
The Street
B1149 (South)
Chapel Street
B1149 (North)

Lat/Long
lat 52.787544° lon 1.178486°

Date
Tuesday 16 October 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.9: Right from Chapel Street to B1149 (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	1	0	0	0	1	0	2	3.30
Hourly Total	0	0	1	0	0	0	1	0	2	3.30
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.50	0.83
0800 - 0815	0	0	0	0	0	1	1	0	2	3.80
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	2	0	0	0	1	1	4	6.30
Hourly Total	0	0	2	0	0	1	2	1	6	10.10
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.25	0.50	0.25	1.50	2.53
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	2	0	0	0	0	0	2	2.00
0945 - 1000	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25
Session Total	0	0	8	0	0	1	3	1	13	18.40
Session Average	0.00	0.00	0.67	0.00	0.00	0.08	0.25	0.08	1.08	1.53

Date
Tuesday 16 October 2018

Weather
Cloudy
Temp: 11°C

1600 - 1900 (Weekday PM Peak)

	Movement 1.9: Right from Chapel Street to B1149 (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	1	0	1	2.30
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	1	0	1	2.30
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.58
1700 - 1715	0	0	0	0	0	0	1	0	1	2.30
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	1	0	0	1	1.50
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	1	1	0	2	3.80
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.00	0.50	0.95
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	3	0	0	0	0	0	3	3.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
Session Total	0	0	3	0	0	1	2	0	6	9.10
Session Average	0.00	0.00	0.25	0.00	0.00	0.08	0.17	0.00	0.50	0.76

The Street, Oulton
Classified Junction Count

Site 1 of 4
The Street
B1149 (South)
Chapel Street
B1149 (North)

Lat/Long
lat 52.787544° lon 1.178486°

Date
Tuesday 16 October 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.11: Southbound from B1149 (North) to B1149 (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	2	41	0	7	0	0	0	50	48.80
0715 - 0730	0	0	52	0	9	0	0	1	62	63.00
0730 - 0745	0	1	36	0	8	1	0	1	47	47.90
0745 - 0800	0	0	43	1	3	0	0	3	50	53.00
Hourly Total	0	3	172	1	27	1	0	5	209	212.70
Hourly Average	0.00	0.75	43.00	0.25	6.75	0.25	0.00	1.25	52.25	53.18
0800 - 0815	0	0	42	0	3	0	1	1	47	49.30
0815 - 0830	0	0	31	0	2	0	1	1	35	37.30
0830 - 0845	0	0	38	0	3	0	0	0	41	41.00
0845 - 0900	0	2	27	0	7	1	1	0	38	38.60
Hourly Total	0	2	138	0	15	1	3	2	161	166.20
Hourly Average	0.00	0.50	34.50	0.00	3.75	0.25	0.75	0.50	40.25	41.55
0900 - 0915	0	0	39	1	4	1	2	0	47	50.10
0915 - 0930	0	0	26	0	2	1	2	0	31	34.10
0930 - 0945	0	0	24	1	3	1	3	0	32	36.40
0945 - 1000	0	0	32	1	9	3	0	0	45	46.50
Hourly Total	0	0	121	3	18	6	7	0	155	167.10
Hourly Average	0.00	0.00	30.25	0.75	4.50	1.50	1.75	0.00	38.75	41.78
Session Total	0	5	431	4	60	8	10	7	525	546.00
Session Average	0.00	0.42	35.92	0.33	5.00	0.67	0.83	0.58	43.75	45.50

Date
Tuesday 16 October 2018

Weather
Cloudy
Temp: 11°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1.11: Southbound from B1149 (North) to B1149 (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	28	0	19	1	1	0	49	50.80
1615 - 1630	0	1	44	0	16	1	0	0	62	61.90
1630 - 1645	0	1	47	0	22	2	1	0	73	74.70
1645 - 1700	0	0	36	0	18	1	1	0	56	57.80
Hourly Total	0	2	155	0	75	5	3	0	240	245.20
Hourly Average	0.00	0.50	38.75	0.00	18.75	1.25	0.75	0.00	60.00	61.30
1700 - 1715	0	0	42	1	12	0	0	0	55	55.00
1715 - 1730	0	0	50	0	13	0	0	0	63	63.00
1730 - 1745	0	0	51	1	8	0	3	0	63	66.90
1745 - 1800	0	0	29	0	2	0	0	0	31	31.00
Hourly Total	0	0	172	2	35	0	3	0	212	215.90
Hourly Average	0.00	0.00	43.00	0.50	8.75	0.00	0.75	0.00	53.00	53.98
1800 - 1815	0	0	25	0	9	0	0	0	34	34.00
1815 - 1830	0	0	31	0	5	0	0	0	36	36.00
1830 - 1845	0	0	30	0	2	0	0	0	32	32.00
1845 - 1900	0	0	20	0	0	1	0	0	21	21.50
Hourly Total	0	0	106	0	16	1	0	0	123	123.50
Hourly Average	0.00	0.00	26.50	0.00	4.00	0.25	0.00	0.00	30.75	30.88
Session Total	0	2	433	2	126	6	6	0	575	584.60
Session Average	0.00	0.17	36.08	0.17	10.50	0.50	0.50	0.00	47.92	48.72

The Street, Oulton
Classified Junction Count

Site 1 of 4
The Street
B1149 (South)
Chapel Street
B1149 (North)

Lat/Long
lat 52.787544° lon 1.178486°

Date
Tuesday 16 October 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.12: Right from B1149 (North) to Chapel Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	2	0	0	0	2	2.00
Hourly Total	0	0	1	0	2	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.25	0.00	0.50	0.00	0.00	0.00	0.75	0.75
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	3	0	0	0	0	1	4	5.00
0830 - 0845	0	0	3	0	0	1	0	0	4	4.50
0845 - 0900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	8	0	0	1	0	1	10	11.50
Hourly Average	0.00	0.00	2.00	0.00	0.00	0.25	0.00	0.25	2.50	2.88
0900 - 0915	0	0	3	0	1	0	0	0	4	4.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	0	0	1	0	0	0	1	1.00
0945 - 1000	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	4	0	3	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.00	0.00	0.75	0.00	0.00	0.00	1.75	1.75
Session Total	0	0	13	0	5	1	0	1	20	21.50
Session Average	0.00	0.00	1.08	0.00	0.42	0.08	0.00	0.08	1.67	1.79

Date
Tuesday 16 October 2018

Weather
Cloudy
Temp: 11°C

1600 - 1900 (Weekday PM Peak)

	Movement 1.12: Right from B1149 (North) to Chapel Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	5	0	0	0	0	0	5	5.00
1615 - 1630	0	0	6	0	0	0	0	0	6	6.00
1630 - 1645	0	0	1	0	1	1	0	0	3	3.50
1645 - 1700	0	0	1	0	3	0	0	0	4	4.00
Hourly Total	0	0	13	0	4	1	0	0	18	18.50
Hourly Average	0.00	0.00	3.25	0.00	1.00	0.25	0.00	0.00	4.50	4.63
1700 - 1715	0	0	1	0	1	0	0	0	2	2.00
1715 - 1730	0	0	1	0	1	0	0	0	2	2.00
1730 - 1745	0	0	6	0	2	0	0	0	8	8.00
1745 - 1800	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	13	0	4	0	0	0	17	17.00
Hourly Average	0.00	0.00	3.25	0.00	1.00	0.00	0.00	0.00	4.25	4.25
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
Session Total	0	0	30	0	8	1	0	0	39	39.50
Session Average	0.00	0.00	2.50	0.00	0.67	0.08	0.00	0.00	3.25	3.29

The Street, Oulton
Classified Junction Count

Site 4 of 4
Oulton Street
Abel Health Access
The Street
Norwich Access

Lat/Long
lat 52.794808° lon 1.185447°

Date
Tuesday 16 October 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.1: Left from Oulton Street to Abel Health Access								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	1	0	0	0	1	1.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	3	0	0	0	0	0	3	3.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
Session Total	0	0	8	0	1	0	0	0	9	9.00
Session Average	0.00	0.00	0.67	0.00	0.08	0.00	0.00	0.00	0.75	0.75

Date
Tuesday 16 October 2018

Weather
Cloudy
Temp: 11°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.1: Left from Oulton Street to Abel Health Access								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	1	0	0	0	1	1.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	0	0	1	0	0	0	1	1.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	2	0	1	0	0	0	3	3.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.00	1.00	1.00
Session Total	0	0	6	0	3	0	0	0	9	9.00
Session Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75

The Street, Oulton
Classified Junction Count

Site 4 of 4
Oulton Street
Abel Health Access
The Street
Norwich Access

Lat/Long
lat 52.794808° lon 1.185447°

Date
Tuesday 16 October 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.2: Southbound from Oulton Street to The Street								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	4	0	0	0	1	0	5	6.30
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	4	0	0	0	1	0	5	6.30
0745 - 0800	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	13	0	0	0	2	0	15	17.60
Hourly Average	0.00	0.00	3.25	0.00	0.00	0.00	0.50	0.00	3.75	4.40
0800 - 0815	0	0	2	0	2	1	0	0	5	5.50
0815 - 0830	0	0	5	0	1	2	0	0	8	9.00
0830 - 0845	0	0	4	0	0	0	1	0	5	6.30
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	12	0	3	3	1	0	19	21.80
Hourly Average	0.00	0.00	3.00	0.00	0.75	0.75	0.25	0.00	4.75	5.45
0900 - 0915	0	0	3	0	0	0	0	0	3	3.00
0915 - 0930	0	0	3	0	0	0	1	0	4	5.30
0930 - 0945	0	0	4	0	0	0	0	0	4	4.00
0945 - 1000	0	0	4	0	0	0	1	0	5	6.30
Hourly Total	0	0	14	0	0	0	2	0	16	18.60
Hourly Average	0.00	0.00	3.50	0.00	0.00	0.00	0.50	0.00	4.00	4.65
Session Total	0	0	39	0	3	3	5	0	50	58.00
Session Average	0.00	0.00	3.25	0.00	0.25	0.25	0.42	0.00	4.17	4.83

Date
Tuesday 16 October 2018

Weather
Cloudy
Temp: 11°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.2: Southbound from Oulton Street to The Street								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	3	0	3	1	2	0	9	12.10
1615 - 1630	1	0	3	0	3	0	0	0	7	6.20
1630 - 1645	0	0	6	0	4	1	1	0	12	13.80
1645 - 1700	0	0	6	0	2	0	1	0	9	10.30
Hourly Total	1	0	18	0	12	2	4	0	37	42.40
Hourly Average	0.25	0.00	4.50	0.00	3.00	0.50	1.00	0.00	9.25	10.60
1700 - 1715	0	0	6	0	3	0	1	0	10	11.30
1715 - 1730	1	0	9	0	3	0	1	0	14	14.50
1730 - 1745	0	0	5	0	1	0	0	0	6	6.00
1745 - 1800	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	1	0	22	0	8	0	2	0	33	34.80
Hourly Average	0.25	0.00	5.50	0.00	2.00	0.00	0.50	0.00	8.25	8.70
1800 - 1815	0	0	3	0	1	0	0	0	4	4.00
1815 - 1830	1	0	1	0	1	0	0	0	3	2.20
1830 - 1845	0	0	6	0	0	0	0	0	6	6.00
1845 - 1900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	1	0	13	0	2	0	0	0	16	15.20
Hourly Average	0.25	0.00	3.25	0.00	0.50	0.00	0.00	0.00	4.00	3.80
Session Total	3	0	53	0	22	2	6	0	86	92.40
Session Average	0.25	0.00	4.42	0.00	1.83	0.17	0.50	0.00	7.17	7.70

Site 4 of 4
Oulton Street
Abel Health Access
The Street
Norwich Access

Lat/Long
lat 52.794808° lon 1.185447°

Date
Tuesday 16 October 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

[illegible]

Date
Tuesday 16 October 2018

Weather
Cloudy
Temp: 11°C

1600 - 1900 (Weekday PM Peak)

[illegible]

Classified Junction Count

Site 4 of 4

Oulton Street
Abel Health Access
The Street
Norwich Access

Lat/Long

lat 52.794808° lon 1.185447°

Date _____

Tuesday 16 October 2018

Weather

Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

	Movement 4.5: Westbound from Abel Health Access to Norwich Access							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
0700 - 0715	0	0	0	0	0	0	0	0
0715 - 0730	0	0	1	0	0	0	0	0
0730 - 0745	0	0	1	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0
Hourly Total	0	0	2	0	0	0	0	0
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	1	0	0	0
Hourly Total	0	0	0	0	1	0	0	0
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	2	0	1	0	0	0
Session Average	0.00	0.00	0.17	0.00	0.08	0.00	0.00	0.00

Date _____

Tuesday 16 October 2018

Weather

Cloudy
Temp: 11°C

1600 - 1900 (Weekday PM Peak)

[illegible]

Original Data	
TOTAL	PCU TOTAL
0	0.00
1	1.00
1	1.00
0	0.00
2	2.00
0.50	0.50
0	0.00
0	0.00
0	0.00
1	1.00
1	1.00
0.25	0.25
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0.00	0.00
3	3.00
0.25	0.25

Original Data	
TOTAL	PCU TOTAL
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0.00	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0.00	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0.00	0.00
0	0.00
0.00	0.00

The Street, Oulton
Classified Junction Count

Site 4 of 4
Oulton Street
Abel Health Access
The Street
Norwich Access

Lat/Long
lat 52.794808° lon 1.185447°

Date
Tuesday 16 October 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

	Movement 4.6: Right from Abel Health Access to Oulton Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
Session Total	0	0	4	0	1	0	0	0	5	5.00
Session Average	0.00	0.00	0.33	0.00	0.08	0.00	0.00	0.00	0.42	0.42

Date
Tuesday 16 October 2018

Weather
Cloudy
Temp: 11°C

1600 - 1900 (Weekday PM Peak)

	Movement 4.6: Right from Abel Health Access to Oulton Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	1	0	0	0	0	0	0	1	0.40
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	1	1	0	0	0	0	0	2	1.40
Hourly Average	0.00	0.25	0.25	0.00	0.00	0.00	0.00	0.00	0.50	0.35
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	1	0	0	1	1.50
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	1	0	0	1	1.50
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.38
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	1	0	0	1	0	0	2	2.50
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	1	0	0	2	2.50
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.50	0.63
Session Total	0	1	2	0	0	2	0	0	5	5.40
Session Average	0.00	0.08	0.17	0.00	0.00	0.17	0.00	0.00	0.42	0.45

Site 4 of 4
Oulton Street
Abel Health Access
The Street
Norwich Access

Lat/Long
lat 52.794808° lon 1.185447°

Date
Tuesday 16 October 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

	Movement 4.7: Left from The Street to Norwich Access								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	1	0	0	0	0	0	1	1.00
Session Average	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.00	0.08	0.08

Date
Tuesday 16 October 2018

Weather
Cloudy
Temp: 11°C

1600 - 1900 (Weekday PM Peak)

[illegible]

The Street, Oulton
Classified Junction Count

Site 4 of 4
Oulton Street
Abel Health Access
The Street
Norwich Access

Lat/Long
lat 52.794808° lon 1.185447°

Date
Tuesday 16 October 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

	Movement 4.8: Northbound from The Street to Oulton Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	1	0	2	3.30
0715 - 0730	0	0	2	0	1	0	0	0	3	3.00
0730 - 0745	0	0	1	0	1	0	0	0	2	2.00
0745 - 0800	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	0	0	8	0	3	0	1	0	12	13.30
Hourly Average	0.00	0.00	2.00	0.00	0.75	0.00	0.25	0.00	3.00	3.33
0800 - 0815	0	0	2	0	1	0	1	0	4	5.30
0815 - 0830	0	0	2	0	1	0	1	0	4	5.30
0830 - 0845	1	0	5	0	2	1	0	0	9	8.70
0845 - 0900	0	0	9	0	2	0	1	0	12	13.30
Hourly Total	1	0	18	0	6	1	3	0	29	32.60
Hourly Average	0.25	0.00	4.50	0.00	1.50	0.25	0.75	0.00	7.25	8.15
0900 - 0915	0	0	3	0	0	0	1	0	4	5.30
0915 - 0930	0	0	1	0	1	0	0	0	2	2.00
0930 - 0945	1	0	6	0	0	0	0	0	7	6.20
0945 - 1000	0	0	4	0	1	0	1	0	6	7.30
Hourly Total	1	0	14	0	2	0	2	0	19	20.80
Hourly Average	0.25	0.00	3.50	0.00	0.50	0.00	0.50	0.00	4.75	5.20
Session Total	2	0	40	0	11	1	6	0	60	66.70
Session Average	0.17	0.00	3.33	0.00	0.92	0.08	0.50	0.00	5.00	5.56

Date
Tuesday 16 October 2018

Weather
Cloudy
Temp: 11°C

1600 - 1900 (Weekday PM Peak)

	Movement 4.8: Northbound from The Street to Oulton Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	1	0	2	0	2	0	5	7.60
1615 - 1630	0	1	2	0	2	0	1	0	6	6.70
1630 - 1645	0	0	4	0	1	0	1	0	6	7.30
1645 - 1700	0	0	3	0	1	0	1	0	5	6.30
Hourly Total	0	1	10	0	6	0	5	0	22	27.90
Hourly Average	0.00	0.25	2.50	0.00	1.50	0.00	1.25	0.00	5.50	6.98
1700 - 1715	0	0	6	0	2	0	2	0	10	12.60
1715 - 1730	0	0	1	0	1	0	0	0	2	2.00
1730 - 1745	0	0	3	0	2	0	2	0	7	9.60
1745 - 1800	0	0	6	0	3	0	0	0	9	9.00
Hourly Total	0	0	16	0	8	0	4	0	28	33.20
Hourly Average	0.00	0.00	4.00	0.00	2.00	0.00	1.00	0.00	7.00	8.30
1800 - 1815	0	0	1	0	1	0	2	0	4	6.60
1815 - 1830	1	0	2	0	1	0	2	0	6	7.80
1830 - 1845	0	0	5	0	0	0	1	0	6	7.30
1845 - 1900	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	1	0	12	0	2	0	5	0	20	25.70
Hourly Average	0.25	0.00	3.00	0.00	0.50	0.00	1.25	0.00	5.00	6.43
Session Total	1	1	38	0	16	0	14	0	70	86.80
Session Average	0.08	0.08	3.17	0.00	1.33	0.00	1.17	0.00	5.83	7.23

The Street, Oulton
Classified Junction Count

Site 4 of 4
Oulton Street
Abel Health Access
The Street
Norwich Access

Lat/Long
lat 52.794808° lon 1.185447°

Date
Tuesday 16 October 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

	Movement 4.9: Right from The Street to Abel Health Access								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	2	0	0	0	0	0	0	0	2	0.40
0730 - 0745	0	0	0	0	0	1	0	0	1	1.50
0745 - 0800	0	0	0	0	2	0	0	0	2	2.00
Hourly Total	2	0	0	0	2	1	0	0	5	3.90
Hourly Average	0.50	0.00	0.00	0.00	0.50	0.25	0.00	0.00	1.25	0.98
0800 - 0815	0	0	2	0	0	0	0	0	2	2.00
0815 - 0830	0	0	2	0	0	0	0	0	2	2.00
0830 - 0845	0	0	2	0	0	0	0	0	2	2.00
0845 - 0900	0	0	0	0	4	0	0	0	4	4.00
Hourly Total	0	0	6	0	4	0	0	0	10	10.00
Hourly Average	0.00	0.00	1.50	0.00	1.00	0.00	0.00	0.00	2.50	2.50
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	2	0	0	0	0	0	2	2.00
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	1	0	2	0	0	0	3	3.00
Hourly Total	0	0	4	0	2	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.00	0.00	0.50	0.00	0.00	0.00	1.50	1.50
Session Total	2	0	10	0	8	1	0	0	21	19.90
Session Average	0.17	0.00	0.83	0.00	0.67	0.08	0.00	0.00	1.75	1.66

Date
Tuesday 16 October 2018

Weather
Cloudy
Temp: 11°C

1600 - 1900 (Weekday PM Peak)

	Movement 4.9: Right from The Street to Abel Health Access								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	3	0	0	0	0	0	3	3.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	6	0	0	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.50	0.00	0.00	0.00	0.00	0.00	1.50	1.50
1700 - 1715	0	0	1	0	1	0	0	0	2	2.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	1	0	1	0	0	0	0	0	2	1.20
1830 - 1845	0	0	1	0	1	0	0	0	2	2.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	1	0	4	0	1	0	0	0	6	5.20
Hourly Average	0.25	0.00	1.00	0.00	0.25	0.00	0.00	0.00	1.50	1.30
Session Total	1	0	11	0	2	0	0	0	14	13.20
Session Average	0.08	0.00	0.92	0.00	0.17	0.00	0.00	0.00	1.17	1.10

Site 4 of 4
Oulton Street
Abel Health Access
The Street
Norwich Access

Date
Tuesday 16 October 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

[illegible]

Weather
Cloudy
Temp: 11°C

1600 - 1900 (Weekday PM Peak)

[illegible]

The Street, Oulton
Classified Junction Count

Site 4 of 4
Oulton Street
Abel Health Access
The Street
Norwich Access

Lat/Long
lat 52.794808° lon 1.185447°

Date
Tuesday 16 October 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.11: Eastbound from Norwich Access to Abel Health Access								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	0	0	0	0	0	0	0	0.00
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Date
Tuesday 16 October 2018

Weather
Cloudy
Temp: 11°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 4.11: Eastbound from Norwich Access to Abel Health Access								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	0	0	1	0	0	0	1	1.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	1	0	1	0	0	0	2	2.00
Session Average	0.00	0.00	0.08	0.00	0.08	0.00	0.00	0.00	0.17	0.17

Site 4 of 4
Oulton Street
Abel Health Access
The Street
Norwich Access

Lat/Long
lat 52.794808° lon 1.185447°

Date
Tuesday 16 October 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

[illegible]

Date
Tuesday 16 October 2018

Weather
Cloudy
Temp: 11°C

1600 - 1900 (Weekday PM Peak)

[illegible]

The Street, Oulton

Direction: Northbound
Survey Date: Tuesday 16 October 2018
Survey Period: 0700 - 1000 (Weekday AM Peak)

						DELAYS	Running Speed between points kph	Notes
Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	RUN TIME secs.	Ctrl PT secs.		
1	GW	The Street / B1149	07:10:29	00:00:00	0	0		
2	GW	Oulton Street / The Street	07:11:38	00:01:09	69	0	48.87	
3	GW	New Road / Aylsham Road / Church Lane	07:13:18	00:02:49	100	0	45.12	
4	GW	Blicking Road / New Road	07:14:53	00:04:24	95	0	43.49	
				00:04:24				
CHK/TJT/TOTALS				00:04:24	264	0		

BUS STOPS(BS)	0
PEDESTRIAN CROSSINGS(PEL/ZEB)	0
TRAFFIC SIGNALS(TL/GW)	0
BUS LANES(BLON/BLOF)	0
AVLs(AVL)	0
RUN TIME	264
TOTAL JOURNEY TIME	264
TOTAL JOURNEY TIME - BUS STOPS	264
DISTANCE (km)	3.338
SPEED (km/h)	45.5

The Street, Oulton

Direction: Northbound
Survey Date: Tuesday 16 October 2018
Survey Period: 0700 - 1000 (Weekday AM Peak)

		DELAYS				Running Speed between points kph	Notes
Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	RUN TIME secs.	Chrt PT secs.	
1	GW	The Street / B1149	07:26:54	00:00:00	0	0	
2	GW	Oulton Street / The Street	07:28:04	00:01:10	70	0	48.17
3	GW	New Road / Aylsham Road / Church Lane	07:28:43	00:02:49	99	0	45.57
4	GW	Blicking Road / New Road	07:31:06	00:04:12	83	0	49.78
CHK/TJT/TOTALS				00:04:12	252	0	

BUS STOPS(BS)	0
PEDESTRIAN CROSSINGS(PEL/ZEB)	0
TRAFFIC SIGNALS(TU/GW)	0
BUS LANES(BLON/BLOF)	0
AVLs(AVL)	0
RUN TIME	252
TOTAL JOURNEY TIME	252
TOTAL JOURNEY TIME - BUS STOPS	252
DISTANCE (km)	3.338
SPEED (km/h)	47.7

The Street, Oulton

Direction: Northbound
Survey Date: Tuesday 16 October 2018
Survey Period: 0700 - 1000 (Weekday AM Peak)

						DELAYS		Running Speed between points kph	Notes
Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	RUN TIME secs.	Chrt PT secs.			
1	GW	The Street / B1149	07:39:08	00:00:00	0	0			
2	GW	Oulton Street / The Street	07:40:02	00:00:54	54	0		62.45	
3	GW	New Road / Aylsham Road / Church Lane	07:41:33	00:02:25	91	0		49.58	
4	GW	Blicking Road / New Road	07:42:38	00:03:30	65	0		63.57	
CHK/TJT/TOTALS				00:03:30	210	0			

BUS STOPS(BS)	0
PEDESTRIAN CROSSINGS(PEL/ZEB)	0
TRAFFIC SIGNALS(TU/GW)	0
BUS LANES(BLON/BLOF)	0
AVLs(AVL)	0
RUN TIME	210
TOTAL JOURNEY TIME	210
TOTAL JOURNEY TIME - BUS STOPS	210
DISTANCE (km)	3.338
SPEED (km/h)	57.2

The Street, Oulton

Direction: Northbound
Survey Date: Tuesday 16 October 2018
Survey Period: 0700 - 1000 (Weekday AM Peak)

						DELAYS		Running Speed between points kph	Notes
Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	RUN TIME secs	Chrt PT secs			
1	GW	The Street / B1149	07:56:25	00:00:00	0	0			
2	GW	Oulton Street / The Street	07:57:28	00:01:03	63	0		53.53	
3	GW	New Road / Aylsham Road / Church Lane	07:59:02	00:02:37	94	0		48.00	
4	GW	Blicking Road / New Road	08:00:32	00:04:07	90	0		45.91	
				00:04:07					
CHK/TJT/TOTALS					00:04:07	247	0		

BUS STOPS(BS)	0
PEDESTRIAN CROSSINGS(PEL/ZEB)	0
TRAFFIC SIGNALS(TU/GW)	0
BUS LANES(BLON/BLOF)	0
AVLs(AVL)	0
RUN TIME	247
TOTAL JOURNEY TIME	247
TOTAL JOURNEY TIME - BUS STOPS	247
DISTANCE (km)	3.338
SPEED (km/h)	48.6

The Street, Oulton

Direction: Northbound
Survey Date: Tuesday 16 October 2018
Survey Period: 0700 - 1000 (Weekday AM Peak)

		DELAYS				Running Speed between points kph	Notes
Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	RUN TIME secs	Chrt PT secs	
1	GW	The Street / B1149	08:00:08	00:00:00	0	0	
2	GW	Oulton Street / The Street	08:01:10	00:01:02	62	0	54.39
3	GW	New Road / Aylsham Road / Church Lane	08:02:47	00:02:39	97	0	46.51
4	GW	Blicking Road / New Road	08:04:05	00:03:57	78	0	52.97
CHK/TJT/TOTALS			00:03:57	237	0		

BUS STOPS(BS)	0
PEDESTRIAN CROSSINGS(PEL/ZEB)	0
TRAFFIC SIGNALS(TU/GW)	0
BUS LANES(BLON/BLOF)	0
AVLs(AVL)	0
RUN TIME	237
TOTAL JOURNEY TIME	237
TOTAL JOURNEY TIME - BUS STOPS	237
DISTANCE (km)	3.338
SPEED (km/h)	50.7

The Street, Oulton
Direction: Northbound
Survey Date: Tuesday 16 October 2018
Survey Period: 0700 - 1000 (Weekday AM Peak)

							DELAYS		Running Speed between points kph	Notes
Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	RUN TIME secs	Chrt PT secs				
1	GW	The Street / B1149	08:08:44	00:00:00	0	0				
2	GW	Oulton Street / The Street	08:10:09	00:01:25	85	0		39.67		
3	GW	New Road / Aylsham Road / Church Lane	08:11:49	00:03:05	100	0		45.12		
4	GW	Blicking Road / New Road	08:13:08	00:04:24	79	0		52.30		
			CHK/TJT/TOTALS		00:04:24	264	0			

BUS STOPS(BS)	0
PEDESTRIAN CROSSINGS(PEL/ZEB)	0
TRAFFIC SIGNALS(TU/GW)	0
BUS LANES(BLON/BLOF)	0
AVLs(AVL)	0
RUN TIME	264
TOTAL JOURNEY TIME	264
TOTAL JOURNEY TIME - BUS STOPS	264
DISTANCE (km)	3.338
SPEED (km/h)	45.5

The Street, Oulton

Direction: Northbound
Survey Date: Tuesday 16 October 2018
Survey Period: 0700 - 1000 (Weekday AM Peak)

						DELAYS		Running Speed between points kph	Notes
Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	RUN TIME secs.	Chrt PT. secs.			
1	GW	The Street / B1149	08:21:33	00:00:00	0	0			
2	GW	Oulton Street / The Street	08:22:59	00:01:26	66	0		39.21	
3	GW	New Road / Aylsham Road / Church Lane	08:24:52	00:03:19	113	0		39.93	
4	GW	Blicking Road / New Road	08:26:14	00:04:41	62	0		50.39	
				00:04:41					
CHK/TJT/TOTALS					281	0			

BUS STOPS(BS)	0
PEDESTRIAN CROSSINGS(PEL/ZEB)	0
TRAFFIC SIGNALS(TU/GW)	0
BUS LANES(BLON/BLOF)	0
AVLs(AVL)	0
RUN TIME	281
TOTAL JOURNEY TIME	281
TOTAL JOURNEY TIME - BUS STOPS	281
DISTANCE (km)	3.338
SPEED (km/h)	42.8

The Street, Oulton

Direction: Northbound
Survey Date: Tuesday 16 October 2018
Survey Period: 0700 - 1000 (Weekday AM Peak)

						DELAYS		Running Speed between points kph	Notes
Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	RUN TIME secs.	Chrt PT. secs.			
1	GW	The Street / B1149	08:36:38	00:00:00	0	0			
2	GW	Oulton Street / The Street	08:37:41	00:01:03	63	0		53.53	
3	GW	New Road / Aylsham Road / Church Lane	08:39:26	00:02:48	103	2		43.80	
4	GW	Blicking Road / New Road	08:40:46	00:04:08	80	0		51.65	
				00:04:08					
CHK/TJT/TOTALS				00:04:08	246	2			

BUS STOPS(BS)	0
PEDESTRIAN CROSSINGS(PEL/ZEB)	0
TRAFFIC SIGNALS(TU/GW)	2
BUS LANES(BLON/BLOF)	0
AVLs(AVL)	0
RUN TIME	246
TOTAL JOURNEY TIME	248
TOTAL JOURNEY TIME - BUS STOPS	248
DISTANCE (km)	3.338
SPEED (km/h)	48.5

The Street, Oulton

Direction: Northbound
Survey Date: Tuesday 16 October 2018
Survey Period: 0700 - 1000 (Weekday AM Peak)

							DELAYS		Running Speed between points kph	Notes
Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	RUN TIME secs.	Ctrl PT. secs.				
1	GW	The Street / B1149	08:48:52	00:00:00	0	0				
2	GW	Oulton Street / The Street	08:50:19	00:01:27	62	5		41.12		
3	GW	New Road / Aylsham Road / Church Lane	08:51:52	00:03:00	93	0		48.51		
4	GW	Blicking Road / New Road	08:53:15	00:04:23	83	0		49.78		
			CHK/TJT/TOTALS		00:04:23	258	5			

BUS STOPS(BS)	0
PEDESTRIAN CROSSINGS(PEL/ZEB)	0
TRAFFIC SIGNALS(TU/GW)	5
BUS LANES(BLON/BLOF)	0
AVLs(AVL)	0
RUN TIME	258
TOTAL JOURNEY TIME	263
TOTAL JOURNEY TIME - BUS STOPS	263
DISTANCE (km)	3.338
SPEED (km/h)	45.7

Direction: Northbound
Survey Date: Tuesday 16 October 2018
Survey Period: 0700 - 1000 (Weekday AM Peak)

CHK/TJT/TOTALS

BUS STOPS(BS)	0
PEDESTRIAN CROSSINGS(PEL/2BZ)	0
TRAFFIC SIGNALS(T/GW)	16
BUS LANES(BLON/LOF)	0
AVLs(AVL)	0
RUN TIME	260
TOTAL JOURNEY TIME	276
TOTAL JOURNEY TIME - BUS STOPS	276
DISTANCE (km)	3.338
SPEED (km/h)	43.5

Direction: Northbound
Survey Date: Tuesday 16 October 2018
Survey Period: 0700 - 1000 (Weekday AM Peak)

BUS STOPS(BS)	0
PEDESTRIAN CROSSINGS(PEL/ZEB)	0
TRAFFIC SIGNALS(TL/GW)	0
BUS LANES(BLON/BLOF)	0
AVLs(AVL)	0
RUN TIME	258
TOTAL JOURNEY TIME	258
TOTAL JOURNEY TIME - BUS STOPS	258
DISTANCE (km)	3.338
SPEED (km/h)	46.6

Direction: Northbound
Survey Date: Tuesday 16 October 2018
Survey Period: 0700 - 1000 (Weekday AM Peak)

CHK/TJT/TOTALS

BUS STOPS(BS)	0
PEDESTRIAN CROSSINGS(PELZEB)	0
TRAFFIC SIGNALS(TUGW)	3
BUS LANES(BLON/BLOF)	0
AVLS(AVL)	0
RUN TIME	302
TOTAL JOURNEY TIME	305
TOTAL JOURNEY TIME - BUS STOPS	305
DISTANCE (km)	3.338
SPEED (km/h)	39.4

Direction: Northbound
Survey Date: Tuesday 16 October 2018
Survey Period: 0700 - 1000 (Weekday AM Peak)

CHK/TJT/TOTALS

BUS STOPS(BS)	0
PEDESTRIAN CROSSINGS(PELZEB)	0
TRAFFIC SIGNALS(TUGW)	0
BUS LANES(BLON/BLOF)	0
AVLS(AVL)	0
RUN TIME	223
TOTAL JOURNEY TIME	223
TOTAL JOURNEY TIME - BUS STOPS	223
DISTANCE (km)	3.338
SPEED (km/h)	53.9

Direction: Northbound
Survey Date: Tuesday 16 October 2018
Survey Period: 0700 - 1000 (Weekday AM Peak)

CHK/TJT/TOTALS

BUS STOPS(BS)	0
PEDESTRIAN CROSSINGS(PELZEB)	0
TRAFFIC SIGNALS(TLWG)	2
BUS LANES(BLON/LOF)	0
AVLS(AVL)	0
RUN TIME	199
TOTAL JOURNEY TIME	201
TOTAL JOURNEY TIME - BUS STOPS	201
DISTANCE (km)	3.338
SPEED (km/h)	59.8

Direction: Northbound
Survey Date: Tuesday 16 October 2018
Survey Period: 0700 - 1000 (Weekday AM Peak)

CHK/TJT/TOTALS

BUS STOPS(BS)	0
PEDESTRIAN CROSSINGS(PELZEB)	0
TRAFFIC SIGNALS(TL/GW)	3
BUS LANES(BLON/BLOF)	0
AVLs(AVL)	0
RUN TIME	237
TOTAL JOURNEY TIME	240
TOTAL JOURNEY TIME - BUS STOPS	240
DISTANCE (km)	3.338
SPEED (km/h)	50.1

The Street, Oulton

Direction: Northbound
Survey Date: Tuesday 16 October 2018
Survey Period: 1600 - 1900 (Weekday PM Peak)

						DELAYS		Running Speed between points kph	Notes
Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	RUN TIME secs.	Ctrl PT secs.			
1	GW	The Street / B1149	07:05:00	00:00:00	0	0			
2	GW	Oulton Street / The Street	07:05:59	00:00:59	59	0		57.16	
3	GW	New Road / Aylsham Road / Church Lane	07:07:31	00:02:31	92	0		49.04	
4	GW	Blicking Road / New Road	07:08:31	00:03:31	60	0		68.86	
				00:03:31					
CHK/TJT/TOTALS				00:03:31	211	0			
						BUS STOPS(BS)	0		
						PEDESTRIAN CROSSINGS(PEL/ZEB)	0		
						TRAFFIC SIGNALS(TL/GW)	0		
						BUS LANES(BLON/BLOF)	0		
						AVLs(AVL)	0		
						RUN TIME	211	0	
						TOTAL JOURNEY TIME	211		
						TOTAL JOURNEY TIME - BUS STOPS	211		
						DISTANCE (km)	3.338		
						SPEED (km/h)	56.9		

Direction: Northbound
Survey Date: Tuesday 16 October 2018
Survey Period: 1600 - 1900 (Weekday PM Peak)

CHK/TJT/TOTALS

BUS STOPS(BS)	0
PEDESTRIAN CROSSINGS(PELZEB)	0
TRAFFIC SIGNALS(TUGW)	0
BUS LANES(BLON/BLOF)	0
AVLS(AVL)	0
RUN TIME	221
TOTAL JOURNEY TIME	221
TOTAL JOURNEY TIME - BUS STOPS	221
DISTANCE (km)	3.338
SPEED (km/h)	54.4

The Street, Oulton

Direction: Northbound
Survey Date: Tuesday 16 October 2018
Survey Period: 1600 - 1900 (Weekday PM Peak)

						DELAYS	
Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	RUN TIME secs	Ctrl PT secs	Running Speed between points kph
1	GW	The Street / B1149	07:29:43	00:00:00	0	0	
2	GW	Oulton Street / The Street	07:30:45	00:01:02	62	0	54.39
3	GW	New Road / Aylsham Road / Church Lane	07:32:11	00:02:28	86	0	52.46
4	GW	Blicking Road / New Road	07:33:19	00:03:36	68	0	60.76
				00:03:36			
CHK/TJT/TOTALS				00:03:36	216	0	
BUS STOPS(BS)						0	
PEDESTRIAN CROSSINGS(PEL/ZEB)						0	
TRAFFIC SIGNALS(TL/GW)						0	
BUS LANES(BLON/BLOF)						0	
AVLs(AVL)						0	
RUN TIME						216	0
TOTAL JOURNEY TIME						216	
TOTAL JOURNEY TIME - BUS STOPS						216	
DISTANCE (km)						3.338	
SPEED (km/h)						55.6	

Direction: Northbound
Survey Date: Tuesday 16 October 2018
Survey Period: 1600 - 1900 (Weekday PM Peak)

CHK/TJT/TOTALS

BUS STOPS(BS)	0
PEDESTRIAN CROSSINGS(PELZEB)	0
TRAFFIC SIGNALS(TL/GW)	0
BUS LANES(BLON/BLOF)	0
AVLs(AVL)	0
RUN TIME	231
TOTAL JOURNEY TIME	231
TOTAL JOURNEY TIME - BUS STOPS	231
DISTANCE (km)	3.338
SPEED (km/h)	52.0

Direction: Northbound
Survey Date: Tuesday 16 October 2018
Survey Period: 1600 - 1900 (Weekday PM Peak)

CHK/TJT/TOTALS

BUS STOPS(BS)	0
PEDESTRIAN CROSSINGS(PELZEB)	0
TRAFFIC SIGNALS(TUGW)	0
BUS LANES(BLON/BLOF)	0
AVLS(AVL)	0
RUN TIME	229
TOTAL JOURNEY TIME	229
TOTAL JOURNEY TIME - BUS STOPS	229
DISTANCE (km)	3.338
SPEED (km/h)	52.5

Direction: Northbound
Survey Date: Tuesday 16 October 2018
Survey Period: 1600 - 1900 (Weekday PM Peak)

CHK/TJT/TOTALS

BUS STOPS(BS)	0
PEDESTRIAN CROSSINGS(PELZEB)	0
TRAFFIC SIGNALS(TUGW)	0
BUS LANES(BLON/BLOF)	0
AVLS(AVL)	0
RUN TIME	232
TOTAL JOURNEY TIME	232
TOTAL JOURNEY TIME - BUS STOPS	232
DISTANCE (km)	3.338
SPEED (km/h)	51.8

The Street, Oulton
Direction: Northbound
Survey Date: Tuesday 16 October 2018
Survey Period: 1600 - 1900 (Weekday PM Peak)

						DELAYS	
Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	RUN TIME secs	Ctrl PT secs	Running Speed between points kph
1	GW	The Street / B1149	08:19:48	00:00:00	0	0	
2	GW	Oulton Street / The Street	08:20:48	00:01:00	60	0	56.20
3	GW	New Road / Aylsham Road / Church Lane	08:22:19	00:02:31	91	0	49.58
4	GW	Blicking Road / New Road	08:23:30	00:03:42	71	0	58.19
			00:03:42				
CHK/TJT/TOTALS				00:03:42	222	0	

The Street, Oulton

Direction: Northbound
Survey Date: Tuesday 16 October 2018
Survey Period: 1600 - 1900 (Weekday PM Peak)

						DELAYS	
Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	RUN TIME secs.	Ctrl PT secs.	Running Speed between points kph
1	GW	The Street / B1149	08:31:52	00:00:00	0	0	
2	GW	Oulton Street / The Street	08:32:54	00:01:02	62	0	54.39
3	GW	New Road / Aylsham Road / Church Lane	08:34:27	00:02:35	93	0	48.51
4	GW	Blicking Road / New Road	08:35:35	00:03:43	68	0	60.76
		CHK/TJT/TOTALS		00:03:43	223	0	
		BUS STOPS(BS)				0	
		PEDESTRIAN CROSSINGS(PEL/ZEB)				0	
		TRAFFIC SIGNALS(TL/GW)				0	
		BUS LANES(BLON/BLOF)				0	
		AVLs(AVL)				0	
		RUN TIME			223	0	
		TOTAL JOURNEY TIME			223		
		TOTAL JOURNEY TIME - BUS STOPS			223		
		DISTANCE (km)			3.338		
		SPEED (km/h)			53.9		

Direction: Northbound
Survey Date: Tuesday 16 October 2018
Survey Period: 1600 - 1900 (Weekday PM Peak)

CHK/TJT/TOTALS

BUS STOPS(BS)	0
PEDESTRIAN CROSSINGS(PELZEB)	0
TRAFFIC SIGNALS(TUGW)	0
BUS LANES(BLON/BLOF)	0
AVLS(AVL)	0
RUN TIME	234
TOTAL JOURNEY TIME	234
TOTAL JOURNEY TIME - BUS STOPS	234
DISTANCE (km)	3.338
SPEED (km/h)	51.3

Direction: Northbound
Survey Date: Tuesday 16 October 2018
Survey Period: 1600 - 1900 (Weekday PM Peak)

BUS STOPS(BS)	0
PEDESTRIAN CROSSINGS(PEL/ZEB)	0
TRAFFIC SIGNALS(TL/GW)	0
BUS LANES(BLON/BLGF)	0
AVLs(AVL)	0
RUN TIME	215
TOTAL JOURNEY TIME	215
TOTAL JOURNEY TIME - BUS STOPS	215
DISTANCE (km)	3.338
SPEED (km/h)	55.9

The Street, Oulton

Direction: Northbound
Survey Date: Tuesday 16 October 2018
Survey Period: 1600 - 1900 (Weekday PM Peak)

						DELAYS	
Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	RUN TIME secs	Ctrl PT secs	Running Speed between points kph
1	GW	The Street / B1149	09:03:49	00:00:00	0	0	
2	GW	Oulton Street / The Street	09:05:04	00:01:15	75	0	44.96
3	GW	New Road / Aylsham Road / Church Lane	09:06:45	00:02:56	101	0	44.67
4	GW	Blicking Road / New Road	09:07:53	00:04:04	68	0	60.76
				00:04:04			
CHK/TJT/TOTALS				00:04:04	244	0	

The Street, Oulton

Direction: Northbound
Survey Date: Tuesday 16 October 2018
Survey Period: 1600 - 1900 (Weekday PM Peak)

						DELAYS	
Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	RUN TIME secs	Ctrl PT secs	Running Speed between points kph
1	GW	The Street / B1149	09:15:27	00:00:00	0	0	
2	GW	Oulton Street / The Street	09:16:30	00:01:03	63	0	53.53
3	GW	New Road / Aylsham Road / Church Lane	09:17:52	00:02:25	82	0	55.02
4	GW	Blicking Road / New Road	09:19:10	00:03:43	78	0	52.97
			00:03:43				
CHK/TJT/TOTALS				00:03:43	223	0	
BUS STOPS(BS)						0	
PEDESTRIAN CROSSINGS(PEL/ZEB)						0	
TRAFFIC SIGNALS(TL/GW)						0	
BUS LANES(BLON/BLOF)						0	
AVLS(AVL)						0	
RUN TIME						223	0
TOTAL JOURNEY TIME						223	
TOTAL JOURNEY TIME - BUS STOPS						223	
DISTANCE (km)						3.338	
SPEED (km/h)						53.9	

The Street, Oulton

Direction: Northbound
Survey Date: Tuesday 16 October 2018
Survey Period: 1600 - 1900 (Weekday PM Peak)

						DELAYS	
Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	RUN TIME secs.	Ctrl PT secs.	Running Speed between points kph
1	GW	The Street / B1149	09:29:01	00:00:00	0	0	
2	GW	Oulton Street / The Street	09:29:58	00:00:57	57	0	59.16
3	GW	New Road / Aylsham Road / Church Lane	09:31:19	00:02:18	61	0	55.70
4	GW	Blicking Road / New Road	09:32:27	00:03:26	68	0	60.76
				00:03:26			
CHK/TJT/TOTALS				00:03:26	206	0	
BUS STOPS(BS)						0	
PEDESTRIAN CROSSINGS(PEL/ZEB)						0	
TRAFFIC SIGNALS(TL/GW)						0	
BUS LANES(BLON/BLOF)						0	
AVLS(AVL)						0	
RUN TIME						206	0
TOTAL JOURNEY TIME						206	
TOTAL JOURNEY TIME - BUS STOPS						206	
DISTANCE (km)						3.338	
SPEED (km/h)						58.3	

The Street, Oulton

Direction: Northbound
Survey Date: Tuesday 16 October 2018
Survey Period: 1600 - 1900 (Weekday PM Peak)

					DELAYS		
Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	RUN TIME secs	Ctrl PT secs	Running Speed between points kph
1	GW	The Street / B1149	09:36:40	00:00:00	0	0	
2	GW	Oulton Street / The Street	09:37:40	00:01:00	60	0	56.20
3	GW	New Road / Aylsham Road / Church Lane	09:39:12	00:02:32	92	0	49.04
4	GW	Blicking Road / New Road	09:40:14	00:03:34	62	0	66.64
			00:03:34				
CHK/TJT/TOTALS				00:03:34	214	0	
					BUS STOPS(BS)		0
					PEDESTRIAN CROSSINGS(PEL/ZEB)		0
					TRAFFIC SIGNALS(TL/GW)		0
					BUS LANES(BLON/BLOF)		0
					AVLs(AVL)		0
					RUN TIME		214
					TOTAL JOURNEY TIME		214
					TOTAL JOURNEY TIME - BUS STOPS		214
					DISTANCE (km)		3.338
					SPEED (km/h)		56.1

The Street, Oulton

Direction: Northbound
Survey Date: Tuesday 16 October 2018
Survey Period: 1600 - 1900 (Weekday PM Peak)

					DELAYS			
Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	RUN TIME secs	Ctrl PT secs	Running Speed between points kph	
1	GW	The Street / B1149	09:48:17	00:00:00	0	0		
2	GW	Oulton Street / The Street	09:49:17	00:01:00	60	0	56.20	
3	GW	New Road / Aylsham Road / Church Lane	09:50:50	00:02:33	93	0	48.51	
4	GW	Blicking Road / New Road	09:51:54	00:03:37	64	0	64.56	
			00:03:37					
CHK/TJT/TOTALS				00:03:37	217	0		
					BUS STOPS(BS)			0
					PEDESTRIAN CROSSINGS(PEL/ZEB)			0
					TRAFFIC SIGNALS(TL/GW)			0
					BUS LANES(BLON/BLOF)			0
					AVLs(AVL)			0
					RUN TIME			217
					TOTAL JOURNEY TIME			217
					TOTAL JOURNEY TIME - BUS STOPS			217
					DISTANCE (km)			3.338
					SPEED (km/h)			55.4

The Street, Oulton

Direction: Southbound
Survey Date: Tuesday 16 October 2018
Survey Period: 0700 - 1000 (Weekday AM Peak)

		DELAYS				Running Speed between points kph	Notes
Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	RUN TIME secs.	Chrt PT. secs.	
1	GW	Blicking Road / New Road	16:01:02	00:00:00	0	0	
2	GW	New Road / Aylsham Road / Church Lane	16:02:12	00:01:10	70	0	58.26
3	GW	Oulton Street / The Street	16:03:45	00:02:43	93	0	48.55
4	GW	The Street / B1149	16:04:55	00:03:53	70	0	48.88
CHK/TJT/TOTALS				00:03:53	233	0	

BUS STOPS(BS)	0
PEDESTRIAN CROSSINGS(PEL/ZEB)	0
TRAFFIC SIGNALS(TU/GW)	0
BUS LANES(BLON/BLOF)	0
AVLs(AVL)	0
RUN TIME	233
TOTAL JOURNEY TIME	233
TOTAL JOURNEY TIME - BUS STOPS	233
DISTANCE (km)	3.338
SPEED (km/h)	51.8

The Street, Oulton

Direction: Southbound
Survey Date: Tuesday 16 October 2018
Survey Period: 0700 - 1000 (Weekday AM Peak)

		DELAYS				Running Speed between points kph	Notes
Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	RUN TIME secs.	Chrt PT. secs.	
1	GW	Blicking Road / New Road	16:21:02	00:00:00	0	0	
2	GW	New Road / Aylsham Road / Church Lane	16:22:05	00:01:03	63	0	64.73
3	GW	Oulton Street / The Street	16:23:41	00:02:39	96	0	47.04
4	GW	The Street / B1149	16:24:54	00:03:52	73	0	46.87
CHK/TJT/TOTALS				00:03:52	232	0	

BUS STOPS(BS)	0
PEDESTRIAN CROSSINGS(PEL/ZEB)	0
TRAFFIC SIGNALS(TU/GW)	0
BUS LANES(BLON/BLOF)	0
AVLs(AVL)	0
RUN TIME	232
TOTAL JOURNEY TIME	232
TOTAL JOURNEY TIME - BUS STOPS	232
DISTANCE (km)	3.338
SPEED (km/h)	51.8

The Street, Oulton

Direction: Southbound
Survey Date: Tuesday 16 October 2018
Survey Period: 0700 - 1000 (Weekday AM Peak)

		DELAYS				Running Speed between points kph	Notes
Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	RUN TIME secs.	Chrt PT secs.	
1	GW	Blicking Road / New Road	16:32:34	00:00:00	0	0	
2	GW	New Road / Aylsham Road / Church Lane	16:33:52	00:01:18	78	0	52.28
3	GW	Oulton Street / The Street	16:35:26	00:02:52	94	0	48.04
4	GW	The Street / B1149	16:36:34	00:04:00	68	0	50.31
CHK/TJT/TOTALS				00:04:00	240	0	

BUS STOPS(BS)	0
PEDESTRIAN CROSSINGS(PEL/ZEB)	0
TRAFFIC SIGNALS(TU/GW)	0
BUS LANES(BLON/BLOF)	0
AVLs(AVL)	0
RUN TIME	240
TOTAL JOURNEY TIME	240
TOTAL JOURNEY TIME - BUS STOPS	240
DISTANCE (km)	3.338
SPEED (km/h)	50.1

The Street, Oulton

Direction: Southbound
Survey Date: Tuesday 16 October 2018
Survey Period: 0700 - 1000 (Weekday AM Peak)

						DELAYS		Running Speed between points kph	Notes
Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	RUN TIME secs.	Chrt PT secs.			
1	GW	Blicking Road / New Road	16:46:37	00:00:00	0	0			
2	GW	New Road / Aylsham Road / Church Lane	16:47:44	00:01:07	67	0		60.87	
3	GW	Oulton Street / The Street	16:49:16	00:02:39	92	0		49.08	
4	GW	The Street / B1149	16:50:21	00:03:44	65	0		52.64	
CHK/TJT/TOTALS				00:03:44	224	0			

BUS STOPS(BS)	0
PEDESTRIAN CROSSINGS(PEL/ZEB)	0
TRAFFIC SIGNALS(TU/GW)	0
BUS LANES(BLON/BLOF)	0
AVLs(AVL)	0
RUN TIME	224
TOTAL JOURNEY TIME	224
TOTAL JOURNEY TIME - BUS STOPS	224
DISTANCE (km)	3.338
SPEED (km/h)	53.6

The Street, Oulton

Direction: Southbound
Survey Date: Tuesday 16 October 2018
Survey Period: 0700 - 1000 (Weekday AM Peak)

		DELAYS				Running Speed between points kph	Notes
Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	RUN TIME secs.	Chrt PT secs.	
1	GW	Blicking Road / New Road	16:53:40	00:00:00	0	0	
2	GW	New Road / Aylsham Road / Church Lane	16:54:52	00:01:12	72	0	56.64
3	GW	Oulton Street / The Street	16:56:29	00:02:49	97	0	46.55
4	GW	The Street / B1149	16:57:35	00:03:55	66	0	51.84
CHK/TJT/TOTALS				00:03:55	235	0	

BUS STOPS(BS)	0
PEDESTRIAN CROSSINGS(PEL/ZEB)	0
TRAFFIC SIGNALS(TU/GW)	0
BUS LANES(BLON/BLOF)	0
AVLs(AVL)	0
RUN TIME	235
TOTAL JOURNEY TIME	235
TOTAL JOURNEY TIME - BUS STOPS	235
DISTANCE (km)	3.338
SPEED (km/h)	53.6

The Street, Oulton

Direction: Southbound
Survey Date: Tuesday 16 October 2018
Survey Period: 0700 - 1000 (Weekday AM Peak)

		DELAYS				Running Speed between points kph	Notes
Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	RUN TIME secs.	Chrt PT secs.	
1	GW	Blicking Road / New Road	17:09:59	00:00:00	0	0	
2	GW	New Road / Aylsham Road / Church Lane	17:11:22	00:01:23	63	0	49.13
3	GW	Oulton Street / The Street	17:13:00	00:03:01	98	0	46.08
4	GW	The Street / B1149	17:14:10	00:04:11	70	0	48.88
CHK/TJT/TOTALS				00:04:11	251	0	

BUS STOPS(BS)	0
PEDESTRIAN CROSSINGS(PEL/ZEB)	0
TRAFFIC SIGNALS(TU/GW)	0
BUS LANES(BLON/BLOF)	0
AVLs(AVL)	0
RUN TIME	251
TOTAL JOURNEY TIME	251
TOTAL JOURNEY TIME - BUS STOPS	251
DISTANCE (km)	3.338
SPEED (km/h)	47.9

The Street, Oulton

Direction: Southbound
Survey Date: Tuesday 16 October 2018
Survey Period: 0700 - 1000 (Weekday AM Peak)

		DELAYS				Running Speed between points kph	Notes
Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	RUN TIME secs.	Chrt PT secs.	
1	GW	Blicking Road / New Road	17:22:44	00:00:00	0	0	
2	GW	New Road / Aylsham Road / Church Lane	17:23:48	00:01:04	64	0	63.72
3	GW	Oulton Street / The Street	17:25:21	00:02:37	93	0	48.55
4	GW	The Street / B1149	17:26:26	00:03:42	65	0	52.64
CHK/TJT/TOTALS				00:03:42	222	0	

BUS STOPS(BS)	0
PEDESTRIAN CROSSINGS(PEL/ZEB)	0
TRAFFIC SIGNALS(TU/GW)	0
BUS LANES(BLON/BLOF)	0
AVLs(AVL)	0
RUN TIME	222
TOTAL JOURNEY TIME	222
TOTAL JOURNEY TIME - BUS STOPS	222
DISTANCE (km)	3.338
SPEED (km/h)	54.1

The Street, Oulton

Direction: Southbound
Survey Date: Tuesday 16 October 2018
Survey Period: 0700 - 1000 (Weekday AM Peak)

							DELAYS		Running Speed between points kph	Notes
Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	RUN TIME secs.	Chd PT. secs.				
1	GW	Blicking Road / New Road	17:34:23	00:00:00	0	0				
2	GW	New Road / Aylsham Road / Church Lane	17:35:25	00:01:02	62	0		65.78		
3	GW	Oulton Street / The Street	17:36:57	00:02:34	92	0		49.08		
4	GW	The Street / B1149	17:38:19	00:03:56	81	1		42.24		
CHK/TJT/TOTALS				00:03:56	235	1				

BUS STOPS(BS)	0
PEDESTRIAN CROSSINGS(PEL/ZEB)	0
TRAFFIC SIGNALS(TU/GW)	1
BUS LANES(BLON/BLOF)	0
AVLs(AVL)	0
RUN TIME	235
TOTAL JOURNEY TIME	236
TOTAL JOURNEY TIME - BUS STOPS	236
DISTANCE (km)	3.338
SPEED (km/h)	50.9

The Street, Oulton

Direction: Southbound
Survey Date: Tuesday 16 October 2018
Survey Period: 0700 - 1000 (Weekday AM Peak)

							DELAYS		Running Speed between points kph	Notes
Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	RUN TIME secs.	Chrt PT. secs.				
1	GW	Blicking Road / New Road	17:46:26	00:00:00	0	0				
2	GW	New Road / Aylsham Road / Church Lane	17:47:32	00:01:06	66	0	61.79			
3	GW	Oulton Street / The Street	17:49:12	00:02:46	100	0	45.15			
4	GW	The Street / B1149	17:50:11	00:03:45	99	0	57.99			
				00:03:45						

CHK/TJT/TOTALS	00:03:45	225	0
BUS STOPS(BS)		0	
PEDESTRIAN CROSSINGS(PEL/ZEB)		0	
TRAFFIC SIGNALS(TU/GW)		0	
BUS LANES(BLON/BLOF)		0	
AVLs(AVL)		0	
RUN TIME	225	0	
TOTAL JOURNEY TIME	225		
TOTAL JOURNEY TIME - BUS STOPS	225		
DISTANCE (km)	3.338		
SPEED (km/h)	53.4		

The Street, Oulton

Direction: Southbound
Survey Date: Tuesday 16 October 2018
Survey Period: 0700 - 1000 (Weekday AM Peak)

		DELAYS				Running Speed between points kph	Notes
Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	RUN TIME secs.	Chrt PT. secs.	
1	GW	Blicking Road / New Road	17:57:56	00:00:00	0	0	
2	GW	New Road / Aylsham Road / Church Lane	17:59:10	00:01:14	74	0	55.11
3	GW	Oulton Street / The Street	18:00:49	00:02:53	99	0	45.61
4	GW	The Street / B1149	18:02:17	00:04:21	86	2	39.78
CHK/TJT/TOTALS				00:04:21	259	2	

BUS STOPS(BS)	0
PEDESTRIAN CROSSINGS(PEL/ZEB)	0
TRAFFIC SIGNALS(TU/GW)	2
BUS LANES(BLON/BLOF)	0
AVLs(AVL)	0
RUN TIME	259
TOTAL JOURNEY TIME	261
TOTAL JOURNEY TIME - BUS STOPS	261
DISTANCE (km)	3.338
SPEED (km/h)	46.0

The Street, Oulton

Direction: Southbound
Survey Date: Tuesday 16 October 2018
Survey Period: 0700 - 1000 (Weekday AM Peak)

		DELAYS				Running Speed between points kph	Notes
Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	RUN TIME secs.	Chrt PT secs.	
1	GW	Blicking Road / New Road	18:04:19	00:00:00	0	0	
2	GW	New Road / Aylsham Road / Church Lane	18:05:26	00:01:07	62	5	65.78
3	GW	Oulton Street / The Street	18:07:03	00:02:44	97	0	48.55
4	GW	The Street / B1149	18:08:13	00:03:54	70	0	48.88
CHK/TJT/TOTALS			00:03:54	229	5		

BUS STOPS(BS)	0
PEDESTRIAN CROSSINGS(PEL/ZEB)	0
TRAFFIC SIGNALS(TU/GW)	5
BUS LANES(BLON/BLOF)	0
AVLs(AVL)	0
RUN TIME	229
TOTAL JOURNEY TIME	234
TOTAL JOURNEY TIME - BUS STOPS	234
DISTANCE (km)	3.338
SPEED (km/h)	44.5

The Street, Oulton

Direction: Southbound
Survey Date: Tuesday 16 October 2018
Survey Period: 0700 - 1000 (Weekday AM Peak)

						DELAYS		Running Speed between points kph	Notes
Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	RUN TIME secs.	Chrt PT. secs.			
1	GW	Blicking Road / New Road	18:18:03	00:00:00	0	0			
2	GW	New Road / Aylsham Road / Church Lane	18:20:04	00:02:01	116	5		35.16	
3	GW	Oulton Street / The Street	18:21:28	00:03:25	84	0		53.75	
4	GW	The Street / B1149	18:22:33	00:04:30	65	0		52.64	
CHK/TJT/TOTALS				00:04:30	265	5			

BUS STOPS(BS)	0
PEDESTRIAN CROSSINGS(PEL/ZEB)	0
TRAFFIC SIGNALS(TU/GW)	5
BUS LANES(BLON/BLOF)	0
AVLs(AVL)	0
RUN TIME	265
TOTAL JOURNEY TIME	270
TOTAL JOURNEY TIME - BUS STOPS	270
DISTANCE (km)	3.338
SPEED (km/h)	44.5

The Street, Oulton

Direction: Southbound
Survey Date: Tuesday 16 October 2018
Survey Period: 0700 - 1000 (Weekday AM Peak)

							DELAYS		Running Speed between points kph	Notes
Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	RUN TIME secs.	Chd PT. secs.				
1	GW	Blicking Road / New Road	18:32:15	00:00:00	0	0				
2	GW	New Road / Aylsham Road / Church Lane	18:33:23	00:01:08	68	0		59.97		
3	GW	Oulton Street / The Street	18:35:05	00:02:50	102	0		44.27		
4	GW	The Street / B1149	18:36:13	00:03:58	68	0		50.31		
				00:03:58	238	0				
CHK/TJT/TOTALS										

BUS STOPS(BS)	0
PEDESTRIAN CROSSINGS(PEL/ZEB)	0
TRAFFIC SIGNALS(TU/GW)	0
BUS LANES(BLON/BLOF)	0
AVLs(AVL)	0
RUN TIME	238
TOTAL JOURNEY TIME	238
TOTAL JOURNEY TIME - BUS STOPS	238
DISTANCE (km)	3.338
SPEED (km/h)	50.5

The Street, Oulton

Direction: Southbound
Survey Date: Tuesday 16 October 2018
Survey Period: 0700 - 1000 (Weekday AM Peak)

		DELAYS				Running Speed between points kph	Notes
Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	RUN TIME secs.	Chrt PT secs.	
1	GW	Blicking Road / New Road	18:39:47	00:00:00	0	0	
2	GW	New Road / Aylsham Road / Church Lane	18:41:03	00:01:16	76	0	53.66
3	GW	Oulton Street / The Street	18:42:38	00:02:51	95	0	47.53
4	GW	The Street / B1149	18:43:44	00:03:57	66	0	51.84
CHK/TJT/TOTALS				00:03:57	237	0	

BUS STOPS(BS)	0
PEDESTRIAN CROSSINGS(PEL/ZEB)	0
TRAFFIC SIGNALS(TU/GW)	0
BUS LANES(BLON/BLOF)	0
AVLs(AVL)	0
RUN TIME	237
TOTAL JOURNEY TIME	237
TOTAL JOURNEY TIME - BUS STOPS	237
DISTANCE (km)	3.338
SPEED (km/h)	50.5

The Street, Oulton

Direction: Southbound
Survey Date: Tuesday 16 October 2018
Survey Period: 0700 - 1000 (Weekday AM Peak)

							DELAYS		
Ref.	Type	Description	REAL TIME hh:mm:ss	ELAPSED TIME hh:mm:ss	RUN TIME secs.	Chrt PT. secs.	Running Speed between points kph	Notes	
1	GW	Blicking Road / New Road	18:50:11	00:00:00	0	0			
2	GW	New Road / Aylsham Road / Church Lane	18:51:22	00:01:11	71	0	57.44		
3	GW	Oulton Street / The Street	18:52:50	00:02:39	89	0	51.31		
4	GW	The Street / B1149	18:54:07	00:03:56	77	0	44.43		
				00:03:56	236	0			
CHK/TJT/TOTALS					236	0			

BUS STOPS(BS)	0
PEDESTRIAN CROSSINGS(PEL/ZEB)	0
TRAFFIC SIGNALS(TU/GW)	0
BUS LANES(BLON/BLOF)	0
AVLs(AVL)	0
RUN TIME	236
TOTAL JOURNEY TIME	236
TOTAL JOURNEY TIME - BUS STOPS	236
DISTANCE (km)	3.338
SPEED (km/h)	50.5

The Street, Oulton
Queue Length Survey

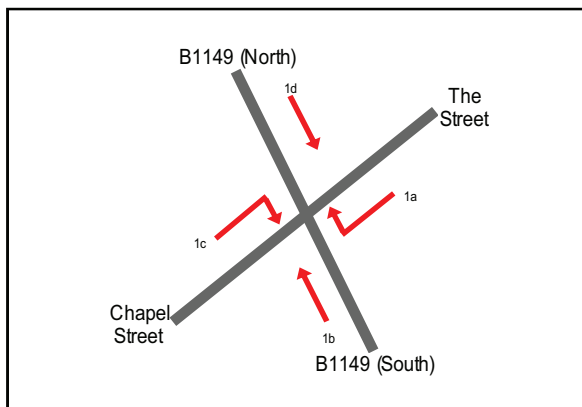
Site 1 of 4
The Street
B1149 (South)
Chapel Street
B1149 (North)

Lat/Long
lat 52.787544° lon 1.178486°

Date
Tuesday 16 October 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)



TIME	1a	1b	1c	1d
0700 - 0705	0	0	0	0
0705 - 0710	1	2	1	0
0710 - 0715	1	0	1	0
0715 - 0720	0	0	1	0
0720 - 0725	1	0	1	0
0725 - 0730	1	0	1	0
0730 - 0735	1	0	1	0
0735 - 0740	1	0	1	0
0740 - 0745	1	0	1	0
0745 - 0750	1	0	1	0
0750 - 0755	1	0	2	0
0755 - 0800	1	0	1	0
Hourly Average	0.83	0.17	1.00	0.00
0800 - 0805	2	0	1	0
0805 - 0810	1	0	0	0
0810 - 0815	1	0	1	0
0815 - 0820	1	0	1	0
0820 - 0825	2	0	1	1
0825 - 0830	1	0	1	0
0830 - 0835	1	0	2	0
0835 - 0840	1	0	2	3
0840 - 0845	1	0	1	0
0845 - 0850	0	0	2	0
0850 - 0855	0	0	2	0
0855 - 0900	1	0	1	0
Hourly Average	1.00	0.00	1.25	0.33
0900 - 0905	0	0	1	1
0905 - 0910	1	0	1	0
0910 - 0915	1	0	1	0
0915 - 0920	2	0	1	0
0920 - 0925	1	0	0	0
0925 - 0930	0	0	1	0
0930 - 0935	1	1	1	0
0935 - 0940	1	0	1	0
0940 - 0945	0	0	1	0
0945 - 0950	1	1	1	0
0950 - 0955	1	0	1	0
0955 - 1000	1	0	1	0
Hourly Average	0.83	0.17	0.92	0.08
Session Total	0.89	0.11	1.06	0.14

Date

Tuesday 16 October 2018

Weather

Cloudy

Temp: 11°C

1600 - 1900 (Weekday PM Peak)

TIME	1a	1b	1c	1d
1600 - 1605	1	0	0	0
1605 - 1610	1	0	0	0
1610 - 1615	1	0	1	0
1615 - 1620	1	0	1	0
1620 - 1625	1	0	1	1
1625 - 1630	2	0	0	0
1630 - 1635	1	0	1	0
1635 - 1640	2	3	1	0
1640 - 1645	1	0	1	0
1645 - 1650	2	0	1	0
1650 - 1655	1	0	1	0
1655 - 1700	1	0	1	0
Hourly Average	1.25	0.25	0.75	0.08
1700 - 1705	1	0	1	0
1705 - 1710	1	0	1	0
1710 - 1715	2	0	0	0
1715 - 1720	1	0	2	0
1720 - 1725	1	0	1	0
1725 - 1730	1	0	1	0
1730 - 1735	1	3	1	0
1735 - 1740	1	0	1	0
1740 - 1745	1	0	1	0
1745 - 1750	0	0	3	0
1750 - 1755	1	0	0	0
1755 - 1800	1	0	1	0
Hourly Average	1.00	0.25	1.08	0.00
1800 - 1805	1	0	0	0
1805 - 1810	1	0	1	0
1810 - 1815	0	0	0	0
1815 - 1820	0	0	1	0
1820 - 1825	1	0	0	0
1825 - 1830	0	0	1	0
1830 - 1835	1	0	1	0
1835 - 1840	2	2	0	0
1840 - 1845	0	0	1	0
1845 - 1850	0	0	1	0
1850 - 1855	1	0	0	0
1855 - 1900	1	0	0	0
Hourly Average	0.67	0.17	0.50	0.00
Session Total	0.97	0.22	0.78	0.03

The Street, Oulton
Queue Length Survey

Site 2 of 4

Blickling Road (East)
New Road
Blickling Road (West)

Lat/Long

lat 52.814962° lon 1.196854°

Date

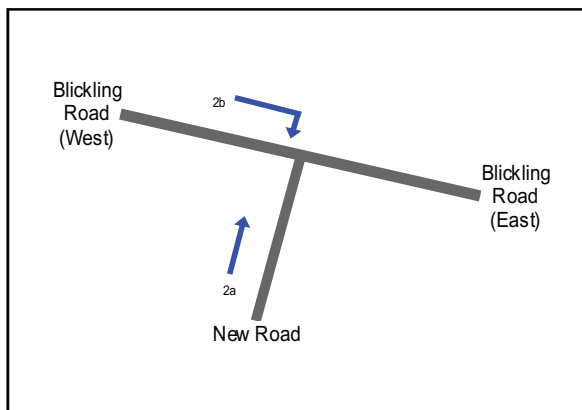
Tuesday 16 October 2018

Weather

Sunny Intervals

Temp: 12°C

0700 - 1000 (Weekday AM Peak)



TIME	2a	2b
0700 - 0705	0	0
0705 - 0710	1	0
0710 - 0715	0	0
0715 - 0720	1	0
0720 - 0725	0	0
0725 - 0730	0	0
0730 - 0735	1	1
0735 - 0740	0	0
0740 - 0745	1	0
0745 - 0750	1	0
0750 - 0755	1	0
0755 - 0800	1	0
Hourly Average	0.58	0.08
0800 - 0805	1	0
0805 - 0810	1	1
0810 - 0815	1	0
0815 - 0820	1	0
0820 - 0825	1	1
0825 - 0830	1	1
0830 - 0835	0	0
0835 - 0840	1	0
0840 - 0845	0	0
0845 - 0850	1	0
0850 - 0855	2	1
0855 - 0900	1	0
Hourly Average	0.92	0.33
0900 - 0905	1	0
0905 - 0910	0	0
0910 - 0915	1	0
0915 - 0920	1	0
0920 - 0925	0	0
0925 - 0930	1	1
0930 - 0935	1	1
0935 - 0940	0	0
0940 - 0945	0	0
0945 - 0950	1	0
0950 - 0955	1	0
0955 - 1000	1	0
Hourly Average	0.67	0.17
Session Total	0.72	0.19

Date

Tuesday 16 October 2018

Weather

Cloudy

Temp: 11°C

1600 - 1900 (Weekday PM Peak)

TIME	2a	2b
1600 - 1605	0	0
1605 - 1610	0	0
1610 - 1615	1	0
1615 - 1620	0	0
1620 - 1625	1	1
1625 - 1630	1	0
1630 - 1635	1	1
1635 - 1640	1	0
1640 - 1645	1	0
1645 - 1650	1	1
1650 - 1655	1	0
1655 - 1700	1	0
Hourly Average	0.75	0.25
1700 - 1705	1	0
1705 - 1710	1	0
1710 - 1715	1	0
1715 - 1720	0	0
1720 - 1725	1	0
1725 - 1730	1	0
1730 - 1735	0	0
1735 - 1740	1	0
1740 - 1745	1	0
1745 - 1750	1	0
1750 - 1755	1	0
1755 - 1800	1	0
Hourly Average	0.83	0.00
1800 - 1805	1	0
1805 - 1810	1	0
1810 - 1815	1	0
1815 - 1820	0	0
1820 - 1825	1	0
1825 - 1830	1	0
1830 - 1835	1	0
1835 - 1840	1	0
1840 - 1845	1	0
1845 - 1850	1	0
1850 - 1855	0	0
1855 - 1900	0	0
Hourly Average	0.75	0.00
Session Total	0.78	0.08

The Street, Outten

Report Id 649/18
Site Name Site 1 of 2
Description The St, 135m south of Heydon Rd
Direction Northbound

Tuesday 16 October 2018

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme					Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation													
		00-15	15-30	30-45	45-00					2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph				MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph						
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0100 - 0200	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	7.3	-		
0200 - 0300	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	34.1	-		
0300 - 0400	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	41.2	-		
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0500 - 0600	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	36.7	-		
0600 - 0700	18	5	4	5	4	0	2	10	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	3	3	1	0	0	0	0	52	41.6	8.9		
0700 - 0800	16	2	4	4	6	0	0	10	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	5	2	0	0	0	0	0	0	48.8	41.8	7.1	
0800 - 0900	44	8	9	11	16	1	0	24	3	13	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	12	9	3	2	0	1	0	0	0	0	0	45.6	37.1	8.8
0900 - 1000	29	4	7	8	10	1	0	24	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	39.4	33.5	7.9	
1000 - 1100	25	5	8	7	15	1	0	15	1	5	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3	4	3	3	1	0	0	0	0	0	50.1	40.1	11.1	
1100 - 1200	25	10	7	6	2	1	0	14	1	6	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	8	7	0	2	0	0	0	0	0	0	38.7	31.7	8	
1200 - 1300	21	4	6	7	4	0	0	15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	7	3	2	0	0	0	0	0	0	49	40.5	7	
1300 - 1400	23	3	5	8	7	2	0	14	3	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	3	2	0	0	0	0	0	0	0	0	40.3	30.7	9.1
1400 - 1500	22	8	3	4	7	1	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	1	7	6	3	0	1	0	0	0	42.1	33.5	7.7
1500 - 1600	23	5	10	4	4	0	0	20	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	6	2	5	0	0	0	0	0	0	0	44.8	34.5	9.2
1600 - 1700	32	7	10	7	8	0	1	21	0	9	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	9	5	4	1	0	0	0	0	0	0	0	45.1	36.7	7.5
1700 - 1800	36	14	3	8	11	0	0	26	3	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	12	4	4	1	0	0	0	0	0	0	44.5	36.6	8.7
1800 - 1900	24	5	7	5	1	0	0	16	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	3	1	0	0	0	0	0	0	0	0	41.8	33	8.7
1900 - 2000	7	3	2	1	1	0	0	5	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	1	0	0	0	0	0	-	37.8	7.7	
2000 - 2100	5	2	0	5	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	33.4	4.5	
2100 - 2200	2	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	40	0	
2200 - 2300	4	1	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	-	41.2	5	
2300 - 0000	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	48.3	-	
0700 - 1900	320	75	79	79	87	8	1	217	13	65	2	3	1	4	4	2	0	0	0	0	2	3	12	18	39	66	86	47	33	12	1	1	0	0	0	0	0	45.0	35.7	8.8
0600 - 2200	352	87	85	87	93	8	3	239	13	71	3	3	1	5	4	2	0	0	0	0	2	3	12	19	41	73	95	52	36	16	2	1	0	0	0	0	0	45.1	36.1	8.8
0600 - 0000	357	89	88	87	93	8	3	244	13	71	3	3	1	5	4	2	0	0	0	0	2	3	12	19	41	73	97	53	38	16	2	1	0	0	0	0	0	45.2	36.2	8.7
0000 - 0000	361	90	89	88	94	8	3	244	13	75	3	3	1	5	4	2	0	0	0	0	3	3	12	19	41	74	98	54	38	16	2	1	0	0	0	0	0	45.1	36.1	8.8

Virtual Day (1.00)																																					
Time	Hourly Totals	00-15	15 Minute Bin Drops			45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme								Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 85%	Average Speed	Standard Deviation	
			00-15	15-30	30-45							3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 0 <10mph	MPH 10 <15mph			MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph					
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-			
0100 - 0200	1	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	7.3	-			
0200 - 0300	1	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	34.1	-			
0300 - 0400	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	-	41.2	-			
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
0500 - 0600	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	-	36.7	-		
0600 - 0700	18	5	4	5	4	0	2	10	0	5	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	5	3	3	3	1	0	0	52	41.6	8.9		
0700 - 0800	16	2	4	4	6	0	0	10	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	5	2	0	0	0	48.8	41.8	7.1		
0800 - 0900	44	8	9	11	16	1	0	24	3	13	1	0	1	0	0	0	0	0	0	0	0	0	2	2	5	8	12	9	3	2	0	1	0	45.6	37.1	8.8	
0900 - 1000	29	4	7	8	10	1	0	24	1	3	0	0	0	0	0	0	0	0	0	0	0	1	1	2	4	6	11	2	2	0	0	0	39.4	33.5	7.9		
1000 - 1100	25	5	8	5	7	1	0	15	1	5	0	0	0	0	2	1	0	0	0	1	0	0	3	3	4	3	6	3	3	1	0	0	50.1	40.1	11.1		
1100 - 1200	25	10	7	6	2	1	0	14	1	6	0	1	0	0	1	0	0	0	0	0	0	0	3	1	4	7	0	2	0	0	0	0	38.7	31.7	8		
1200 - 1300	21	4	6	7	4	0	0	15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	4	7	3	2	0	0	49	40.5	7		
1300 - 1400	23	3	5	8	7	2	0	14	3	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	6	3	4	0	0	0	0	0	40.3	30.7	9.1		
1400 - 1500	22	8	3	4	7	1	0	18	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	3	1	0	0	0	0	42.1	33.5	7.7		
1500 - 1600	23	5	10	4	4	0	0	20	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	5	4	3	0	0	0	44.8	34.5	9.2		
1600 - 1700	32	7	10	7	8	0	1	21	0	9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2	1	5	4	1	0	0	45.1	36.7	7.5		
1700 - 1800	36	14	3	8	11	0	0	26	1	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	9	4	1	0	0	44.5	36.6	6.7		
1800 - 1900	24	5	7	7	5	1	0	16	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	3	5	8	3	1	0	41.8	33	8.7
1900 - 2000	7	3	2	1	1	0	0	5	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	1	0	0	-	37.8	7.7	
2000 - 2100	5	2	0	2	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	-	33.4	4.5		
2100 - 2200	2	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	-	40	0		
2200 - 2300	4	1	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	-	41.2	5		
2300 - 0000	1	1	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	-	46.3	-		
0700 - 1900	320	75	79	79	87	8	1	217	13	85	2	3	1	4	4	2	0	0	0	0	2	3	12	18	39	66	86	47	33	12	1	1	0	45.0	35.7	8.8	
0600 - 2200	352	87	85	87	93	8	3	239	13	71	3	3	1	5	4	2	0	0	0	0	2	3	12	19	41	73	95	52	36	16	2	1	0	45.1	36.1	8.8	
0600 - 0600	357	89	88	87	93	8	3	244	13	71	3	3	1	5	4	2	0	0	0	0	2	3	12	19	41	73	97	53	38	16	2	1	0	45.2	36.2	8.7	
0600 - 0600	361	90	89	88	94	8	3	244	13	75	3	3	1	5	4	2	0	0	0	0	3	3	12	19	41	74	98	54	38	16	2	1	0	45.1	36.1	8.8	

Virtual Week (1.00)																																				
Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme				4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 85%	Average Speed	Standard Deviation		
		15-30	30-45	3 Axle Rigid							4 Axle Rigid	3 Axle Artic	MPH 0 <10mph	MPH 10 <15mph						MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph						
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
Tue	361	90	89	88	94	8	3	244	13	75	3	3	1	5	4	2	0	0	0	0	3	3	12	19	41	74	98	54	38	16	2	1	0	45.1	36.1	8.8
Wed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
Thu	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
Fri	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
Sat	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
Sun	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
	361	90	89	88	94	8	3	244	13	75	3	3	1	5	4	2	0	0	0	0	3	3	12	19	41	74	98	54	38	16	2	1	0	45.1	36.1	8.8

	Time	Hourly Totals	00-15	15-30	30-45	45-60	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Trip/Road Train	MPH 0 <50mph	MPH 10 <50mph	MPH 15 <50mph	MPH 20 <50mph	MPH 25 <50mph	MPH 30 <50mph	MPH 35 <40mph	MPH 40 <40mph	MPH 45 <50mph	MPH 50 <50mph	MPH 55 <50mph	MPH 60	MPH 65 <160mph	P-Tile 85%	Average Speed	Standard Deviation
	0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
	0100 - 0200	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	14.3	-		
	0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
	0300 - 0400	3	2	0	1	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	-	37.5	7.6		
	0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
	0500 - 0600	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	-	38.7	-		
	0600 - 0700	9	0	2	3	4	0	5	0	2	3	4	3	1	0	0	0	0	0	0	2	3	3	1	2	1	1	0	0	0	-	39.3	6		
	0700 - 0800	22	7	3	6	6	0	12	0	6	6	0	0	2	1	1	1	0	0	0	1	0	0	2	5	5	3	2	2	2	0	50.9	39.4	9.7	
	0800 - 0900	30	8	12	7	3	0	19	0	9	0	1	0	1	0	0	0	0	0	0	1	4	2	4	8	2	7	1	1	0	0	48.5	37.3	10.2	
	0900 - 1000	23	6	5	7	0	1	19	0	19	2	1	0	0	0	0	0	0	0	0	7	3	0	2	4	4	7	6	3	0	0	39.9	32.4	7.5	
	1000 - 1100	26	4	11	1	7	0	1	23	1	1	0	0	0	0	0	0	0	0	1	1	1	4	13	3	2	1	0	0	0	0	37.8	32.2	7.3	
	1100 - 1200	22	4	3	8	7	0	2	12	2	5	0	0	0	0	0	1	0	0	0	0	0	6	6	2	0	3	3	1	0	1	0	50	34.5	11.9
	1200 - 1300	21	3	12	10	3	1	13	0	2	1	0	1	0	0	0	1	1	0	2	1	4	2	4	3	1	1	2	0	0	0	47.9	32.4	12	
	1300 - 1400	24	6	2	7	9	0	20	1	0	0	0	0	0	0	0	0	0	0	1	2	37.5	24	11	0	0	2	0	0	0	0	0	38.5	7	7
	1400 - 1500	27	6	7	6	8	0	1	21	0	1	0	1	0	1	0	0	0	0	0	0	1	7	5	3	3	9	2	0	0	0	0	38.6	31.1	7
	1500 - 1600	27	10	6	7	4	0	2	21	2	2	0	0	0	0	0	0	0	0	0	3	1	3	6	7	6	0	1	0	0	0	37.2	29.1	8.5	
	1600 - 1700	14	5	10	24	13	3	0	9	9	9	0																							

Virtual Day (1.00)																																				
Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme						Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	Vehicle Speed						P-Tile 85%	Average Speed	Standard Deviation				
			3 Axle Rigid	4 Axle Rigid							3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 30 <35mph	MPH 35 <40mph								MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph							
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-			
0100 - 0200	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.3	-			
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-			
0300 - 0400	3	2	0	1	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	-	37.5	7.6			
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-			
0500 - 0600	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	-	38.7	-			
0600 - 0700	9	0	2	3	4	0	0	5	2	0	0	0	0	0	0	1	1	0	0	0	3	1	2	2	1	0	0	0	0	0	-	30.3	6			
0700 - 0800	22	7	3	6	6	0	0	12	0	6	0	0	0	2	1	1	0	0	0	0	1	0	2	5	3	2	2	2	0	0	50.9	39.4	9.7			
0800 - 0900	30	8	12	7	3	0	0	19	0	9	0	1	0	1	0	0	0	0	0	0	1	4	2	4	8	2	7	1	1	0	48.5	37.3	10.2			
0900 - 1000	23	3	8	5	7	0	1	19	0	2	0	0	0	1	0	0	0	0	0	1	0	2	4	7	6	3	0	0	0	0	39.9	32.4	7.5			
1000 - 1100	26	4	11	1	10	0	1	23	1	1	0	0	0	0	0	0	0	0	1	1	1	4	13	3	2	1	0	0	0	0	37.8	32.2	7.3			
1100 - 1200	22	4	3	8	7	0	2	12	2	5	0	0	0	0	0	0	0	0	0	0	6	6	2	0	3	3	1	0	1	0	50	34.5	11.9			
1200 - 1300	21	2	10	3	6	0	3	13	0	2	0	1	0	1	1	0	0	0	2	1	4	2	4	3	1	2	2	0	0	0	49.9	32.4	12			
1300 - 1400	24	6	2	7	8	0	2	20	1	1	0	0	0	0	0	0	0	0	0	2	3	2	11	4	2	0	0	0	0	0	37.5	31.4	7			
1400 - 1500	27	6	7	6	8	0	1	21	0	1	0	1	0	1	0	2	0	0	0	1	7	5	3	9	2	0	0	0	0	0	36.6	31.1	7			
1500 - 1600	27	10	6	7	4	0	2	21	2	2	0	0	0	0	0	0	0	0	3	1	3	6	7	6	0	1	0	0	0	37.2	29.1	8.5				
1600 - 1700	50	14	10	13	13	3	0	29	4	9	0	0	0	2	2	1	0	0	0	6	0	4	5	10	16	8	0	0	1	0	41.4	32.5	9.5			
1700 - 1800	40	14	15	8	3	2	1	25	0	12	0	0	0	0	0	0	0	0	1	3	4	5	11	8	5	3	0	0	0	43.4	32.8	8.5				
1800 - 1900	24	6	4	8	6	2	0	17	0	5	0	0	0	0	0	0	0	0	1	0	2	1	3	11	6	0	0	0	0	36	30.7	7.5				
1900 - 2000	8	2	3	2	1	0	1	6	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4	1	0	0	0	-	37.5	8.5				
2000 - 2100	2	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	-	27.5	13.4				
2100 - 2200	5	2	1	1	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	0	0	0	0	-	33.8	6				
2200 - 2300	1	0	1	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	-	43.9	-	-			
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-			
0700 - 1000	336	84	91	79	82	9	11	231	16	55	0	3	1	7	4	5	0	0	1	14	13	39	46	88	74	31	19	6	4	1	0	42.2	32.9	9.2		
0600 - 2200	360	88	98	85	89	9	12	248	12	57	0	3	1	7	5	6	0	0	1	14	15	43	47	92	81	36	20	6	4	1	0	42.0	32.9	9.1		
0600 - 0600	361	88	99	85	89	9	12	249	12	57	0	3	1	7	5	6	0	0	1	14	15	43	47	92	81	37	20	6	4	1	0	42.1	33.0	9.1		
0600 - 0600	366	90	99	87	90	9	12	250	12	61	0	3	1	7	5	6	0	0	1	15	15	43	48	92	83	38	20	6	4	1	0	42.2	33.0	9.2		

Virtual Week (1.00)																																				
Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation					
		00-15	15-30	30-45	45-00				2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph				
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
Tue	366	90	99	87	90	9	12	250	12	61	0	3	1	7	5	6	0	0	1	15	15	43	48	92	83	38	20	6	4	1	0	42.2	33	9.2		
Wed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
Thu	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
Fri	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
Sat	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
Sun	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
	366	90	99	87	90	9	12	250	12	61	0	3	1	7	5	6	0	0	1	15	15	43	48	92	83	38	20	6	4	1	0	42.2	33.0	9.2		

Virtual Day (1.00)																																						
Time	Hourly Totals	00-15			15 Minute Bin Drops 15-30 30-45			45-00			Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme						Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
		0	2	1	0	0	0	0	0	0					0	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic																		
0000 - 0100	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66.8	2	
0100 - 0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	65.2	19.2		
0200 - 0300	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	11.4		
0300 - 0400	5	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	2	61.7	9.4		
0400 - 0500	13	2	1	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67.8	58.5	7.8	
0500 - 0600	32	5	10	7	10	0	1	8	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68.9	60.8	10.9	
0600 - 0700	109	23	31	30	25	0	1	47	2	50	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70.5	69	10.5	
0700 - 0800	215	50	63	48	54	0	2	78	0	128	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67.9	59.9	7.9	
0800 - 0900	196	51	47	44	44	0	1	67	1	113	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72	58.8	12.8	
0900 - 1000	176	57	35	33	51	0	0	64	1	105	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68.3	57.7	11.8	
1000 - 1100	157	41	49	31	36	0	1	65	0	80	3	2	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67.2	56.3	12.3	
1100 - 1200	147	44	34	34	35	0	0	55	2	85	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71.9	58.5	15.8	
1200 - 1300	148	29	39	44	36	0	0	59	2	80	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72.4	61.3	10	
1300 - 1400	165	35	45	38	47	0	1	64	0	84	7	2	3	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69	59.5	11.8	
1400 - 1500	164	37	52	29	46	1	0	68	1	83	3	1	1	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68.7	55	12.2	
1500 - 1600	221	56	53	45	67	0	0	97	1	108	9	2	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67.9	57.5	11.5	
1600 - 1700	280	61	71	83	65	0	2	109	1	158	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65.6	55.1	11.5	
1700 - 1800	241	60	67	77	37	0	0	109	1	126	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67.6	58	10.5	
1800 - 1900	138	39	37	38	24	0	0	55	0	79	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70.3	57.1	13.9	
1900 - 2000	51	11	11	17	12	0	0	21	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74.6	63.1	10.8	
2000 - 2100	38	6	14	6	12	0	1	17	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67.4	61	16.1	
2100 - 2200	48	10	16	11	11	0	0	20	0	26	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81.2	65.2	12.8	
2200 - 2300	24	7	7	7	3	0	1	8	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80.9	67.6	12.1	
2300 - 0000	9	2	2	2	3	0	0	3	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70.7	9.3	9.3	
0700 - 1900	2238	560	589	547	542	1	7	890	10	1229	43	14	7	3	9	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68.4	57.8	11.9
0600 - 2200	2484	610	661	611	602	1	9	995	12	1354	47	15	7	4	10	27	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69.1	58.3	12.0
0600 - 0600	2517	619	670	620	608	1	10	1006	12	1374	47	16	7	4	10	27	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69.3	58.4	12.1
0000 - 0000	2569	629	684	631	625	1	11	1019	12	1409	47	16	7	4	10	29	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69.2	58.4	12.1

Virtual Week (1.00)																																		
Time	Hourly Totals	15 Minute Bin Drops			Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme						Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 85%	Average Speed	Standard Deviation		
		00-15	15-30	30-45						45-00	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic			6 Axle Artic	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <140mph
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
Tue	2569	629	684	631	625	1	11	1019	12	1409	47	16	7	4	10	29	4	0	0	0	2	9	38	67	96	102	193	387	496	512	667	69.2	58.4	12.1
Wed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
Thu	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
Fri	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
Sat	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
Sun	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
	2569	629	684	631	625	1	11	1019	12	1409	47	16	7	4	10	29	4	0	0	0	2	9	38	67	96	102	193	387	496	512	667	69.2	58.4	12.1

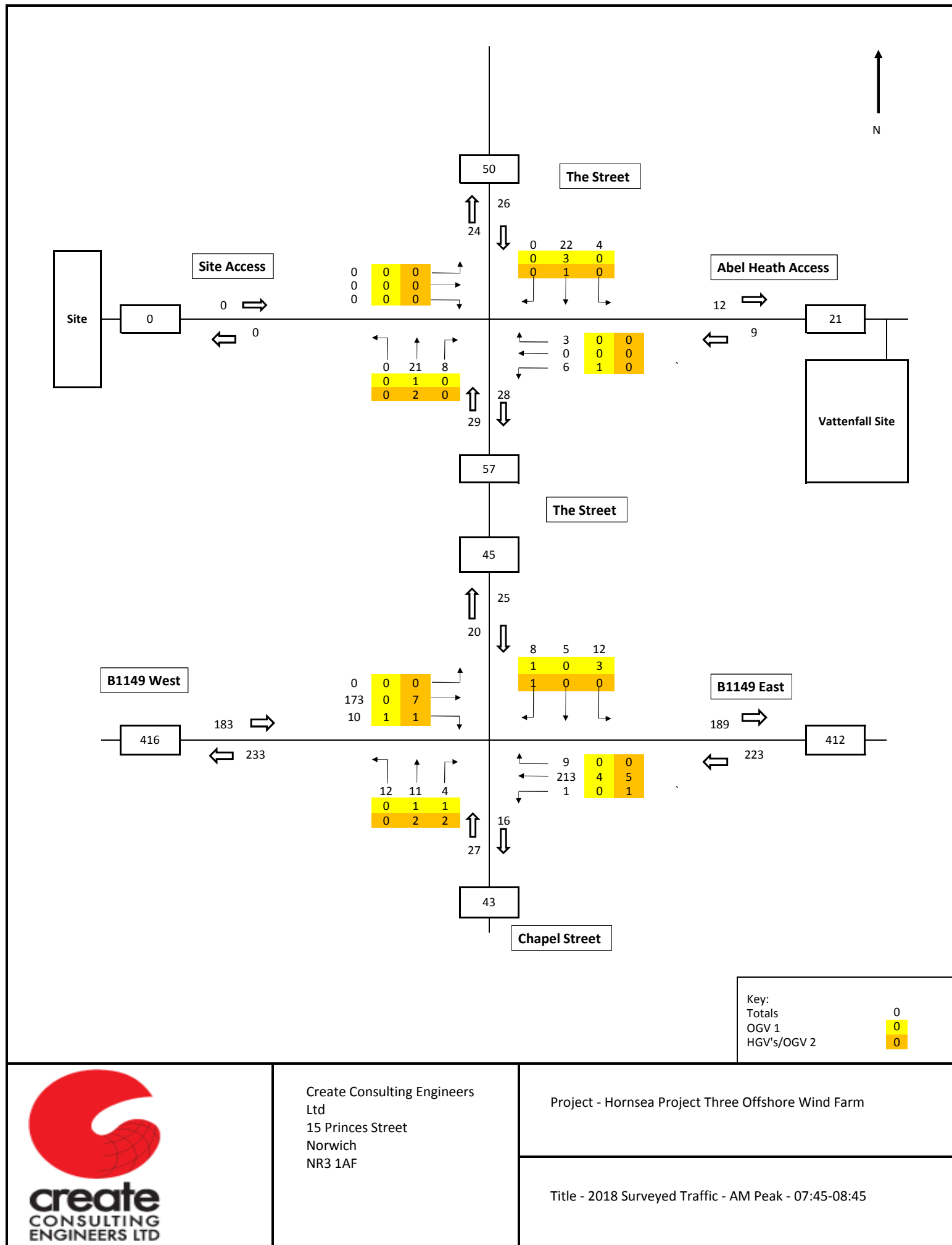
649/18
Site 2 of 2
B1149, 110m north of The St
Southbound

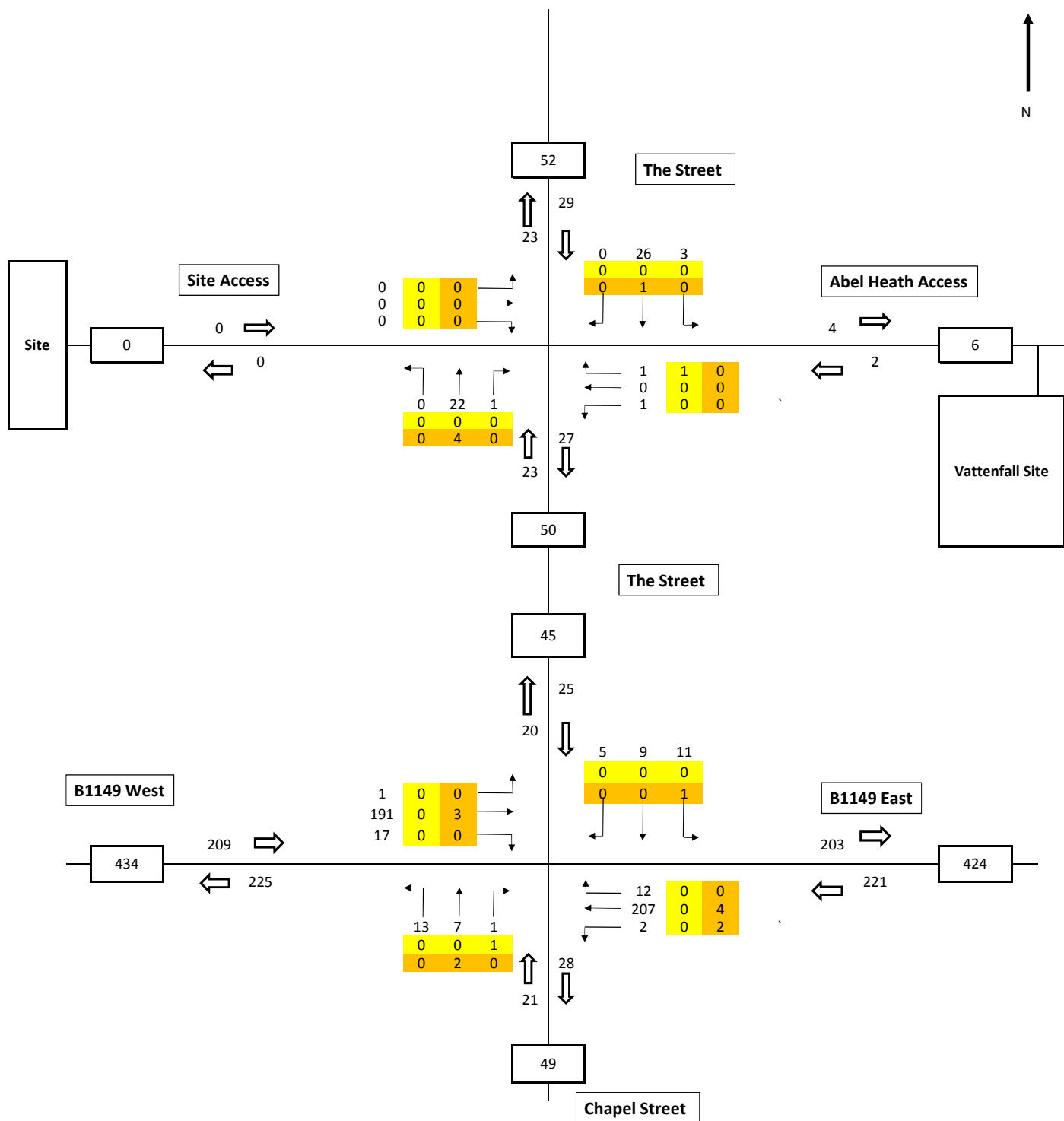
[illegible]

Virtual Day (1.00)																																											
Time	Hourly Totals	00-15				15-30				30-45				Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme					4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 85%	Average Speed	Standard Deviation
		00-15	15-30	30-45	45-00	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 0 <10mph	MPH 10 <15mph						MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph						MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <160mph									
0000 - 0100	7	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	1	2	-	58	6.4								
0100 - 0200	5	1	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	2	-	61.5	7.4								
0200 - 0300	3	1	1	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	-	43.8	42.2								
0300 - 0400	3	0	1	0	2	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	-	72	12.8							
0400 - 0500	2	0	0	1	1	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	1	-	63.8	2								
0500 - 0600	36	5	9	14	8	0	0	14	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	6	4	8	9	67.7	57.9							
0600 - 0700	86	9	20	20	37	0	0	41	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	6	18	26	10	14	66.1	55.3						
0700 - 0800	226	54	58	47	67	0	0	75	1	139	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	7	28	14	60	41	30	63.7	55.4						
0800 - 0900	219	51	71	52	45	0	0	72	2	142	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	23	25	69	57	35	65.5	58.5							
0900 - 1000	171	42	58	37	34	0	0	40	1	115	2	1	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	18	54	54	16	62.5	56.7								
1000 - 1100	177	42	37	45	53	0	0	64	2	104	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	10	3	12	24	37	25	24	64.9	54.5				
1100 - 1200	180	31	40	41	48	0	0	66	0	87	0	0	0	1	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4	13	23	40	32	27	65.4	55.7						
1200 - 1300	164	43	31	42	48	0	3	58	1	99	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	11	26	32	47	24	18	63.3	55.2					
1300 - 1400	147	33	32	40	42	0	1	59	3	77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	19	30	48	18	25	66.6	57.3						
1400 - 1500	174	35	46	32	61	0	2	77	2	81	2	0	0	4	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9	20	31	40	38	27	65.4	56.9						
1500 - 1600	160	37	51	36	36	0	1	76	0	76	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	2	3	7	16	28	33	33	36	68	58.6					
1600 - 1700	222	59	50	59	54	0	5	109	2	94	1	0	0	1	4	2	4	0	0	0	0	0	0	0	0	0	0	0	0	2	1	9	32	55	41	55	67.7	57.6					
1700 - 1800	251	58	91	56	46	0	2	105	0	138	1	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	10	9	28	70	63	70	69.2	61						
1800 - 1900	167	47	43	39	38	0	1	78	0	88	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	7	13	20	43	38	43	68.7	59.8				
1900 - 2000	72	20	22	20	10	0	1	26	0	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	5	12	22	13	14	66.5	58.4						
2000 - 2100	57	18	13	20	6	0	0	20	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	8	19	24	77.9	65.6							
2100 - 2200	64	22	18	13	11	0	0	31	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	5	12	6	30	74.8	63						
2200 - 2300	40	16	8	9	7	0	0	13	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	8	6	18	74.2	64.3						
2300 - 0000	16	6	4	5	1	0	0	7	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	3	9	78.1	67.2						
0700 - 1900	2238	532	608	526	572	0	17	880	15	1240	9	1	6	27	21	22	0	0	0	0	5	5	7	37	35	115	215	391	588	434	406	66.0	57.4	9.6									
0800 - 2200	2517	601	681	599	636	0	18	998	15	1396	9	1	6	27	22	24	1	0	0	0	6	5	5	8	42	37	131	234	429	656	482	488	66.4	57.7	9.8								
0900 - 0000	2572	623	693	613	644	0	18	1018	15	1432	9	1	6	27	22	24	1	0	0	0	6	5	5	8	42	37	131	236	438	665	491	515	66.7	57.8	9.9								
0000 - 0000	2617	629	704	629	655	0	18	1037	15	1456	9	1	6	27	23	24	1	0	1	0	5	5	5	8	42	38	133	243	444	670	500	528	66.8	57.8	10.0								

Virtual Week (1.00)																																		
Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme													Vehicle Speed												P-Tile 85%	Average Speed	Standard Deviation	
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph				MPH 65 <160mph
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
Tue	2617	629	704	629	655	0	18	1037	15	1456	9	1	6	27	23	24	1	0	1	0	5	5	8	42	38	133	243	444	670	500	528	66.8	57.8	10
Wed	12	2	5	4	1	0	1	3	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	2	3	68.2	59.5	6.7	
Thu	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
Fri	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
Sat	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
Sun	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
	2629	631	709	633	656	0	19	1040	15	1464	9	1	6	27	23	24	1	0	1	0	5	5	8	42	38	133	243	448	673	502	531	66.8	57.9	10.0

Annex C – Traffic Flowsheets

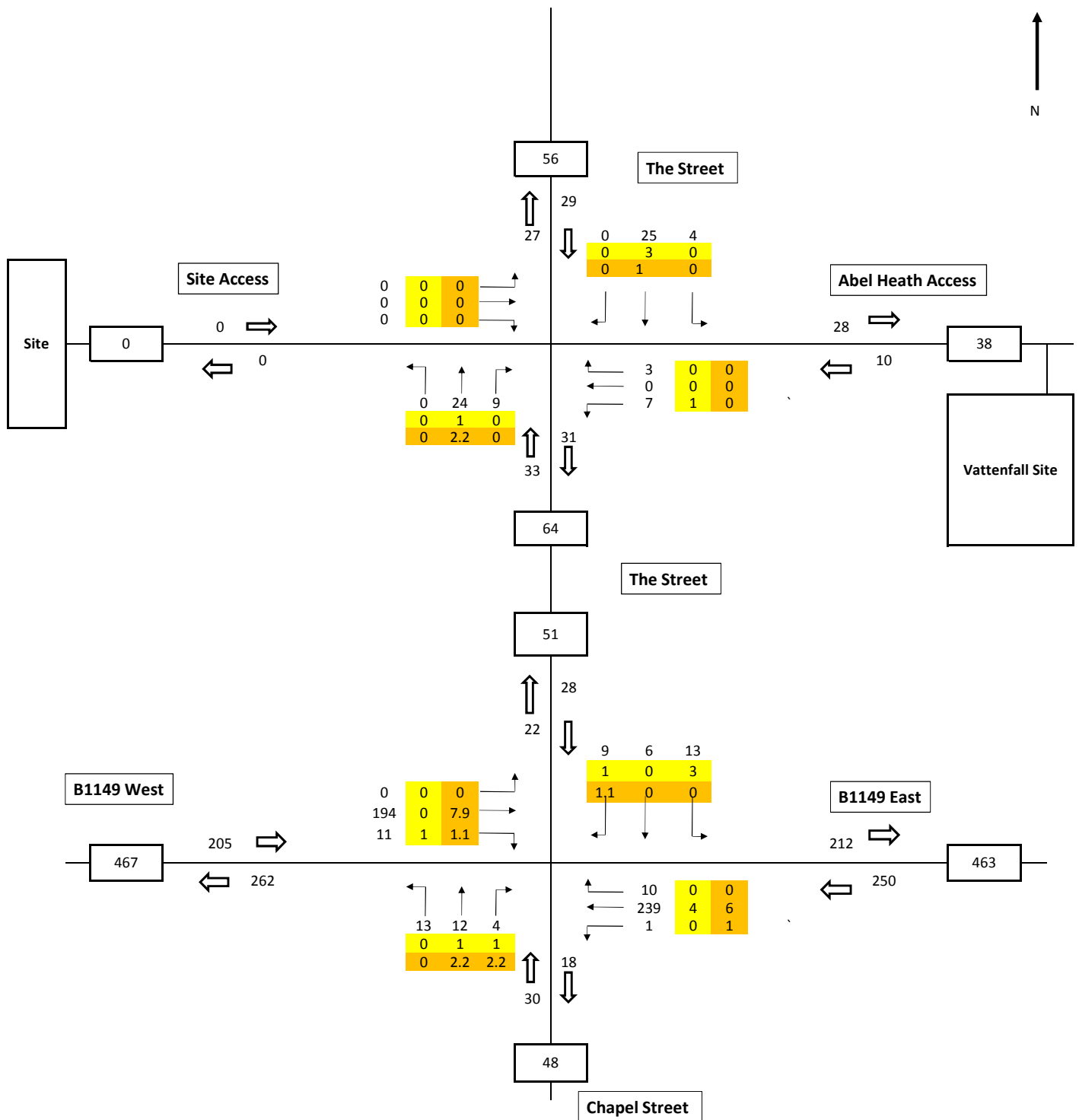




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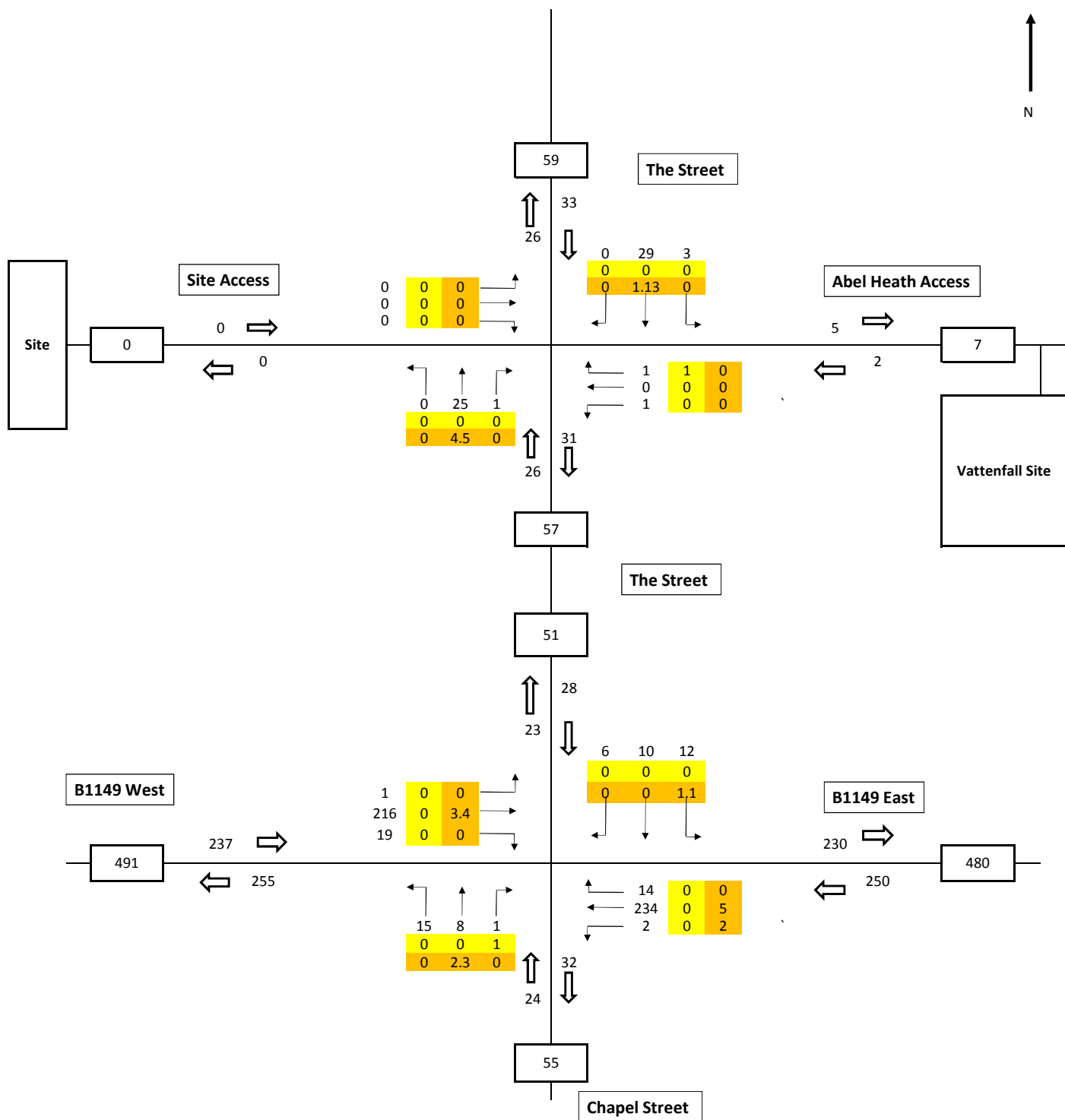
Title - 2018 Surveyed Traffic - PM Peak - 17:15-18:15



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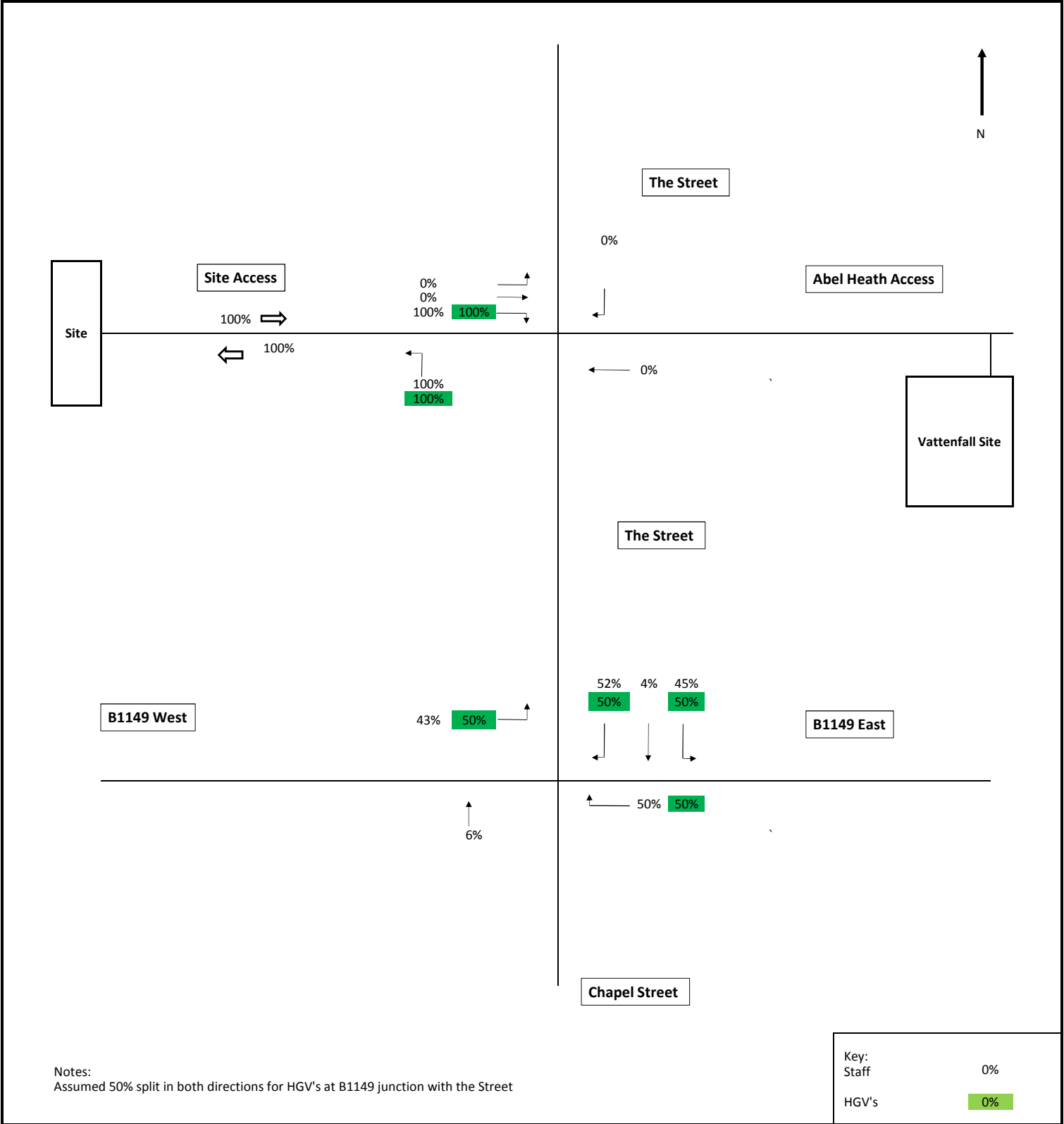
Title - 2028 Base Traffic - AM Peak - 07:45-08:45

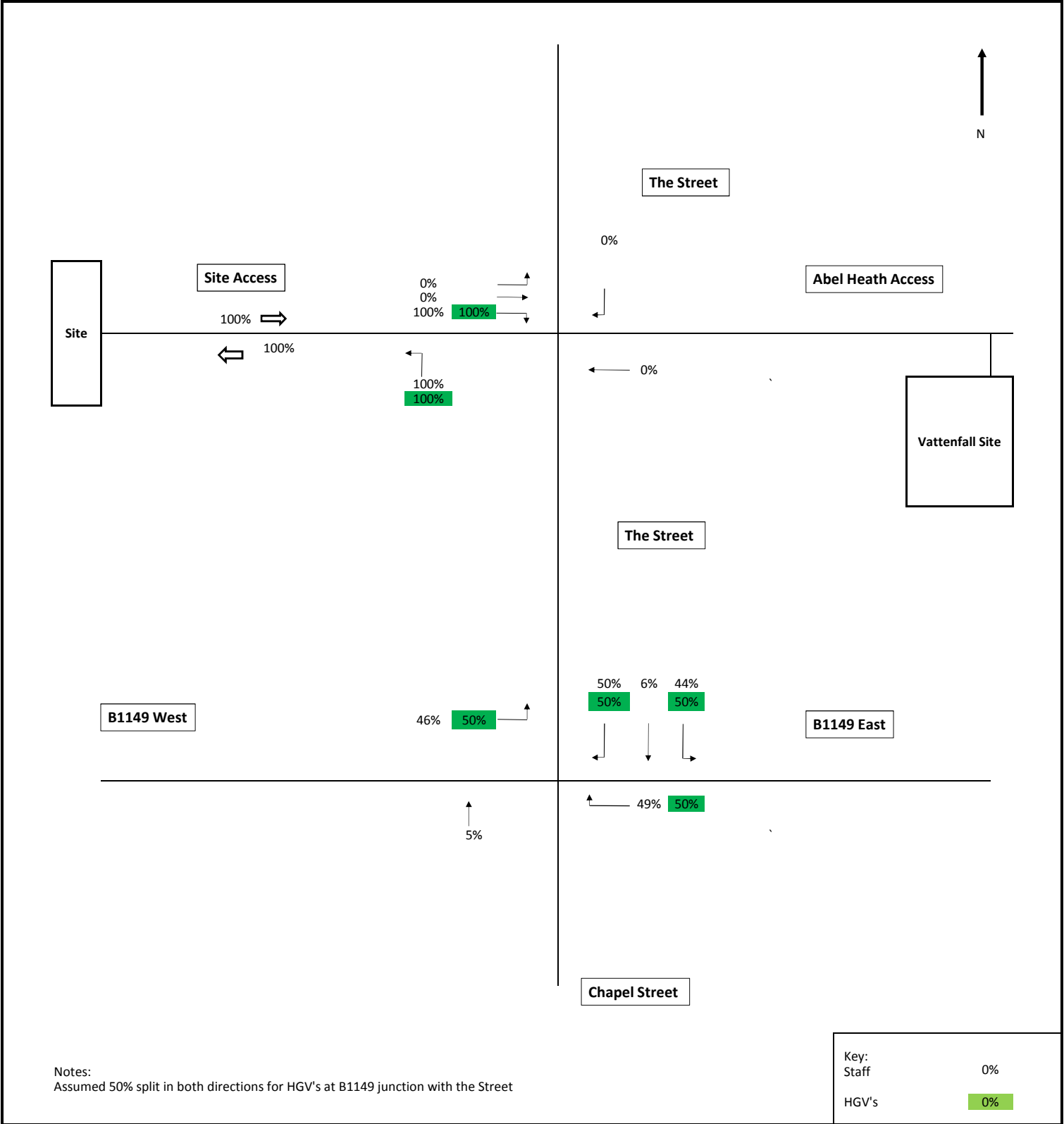


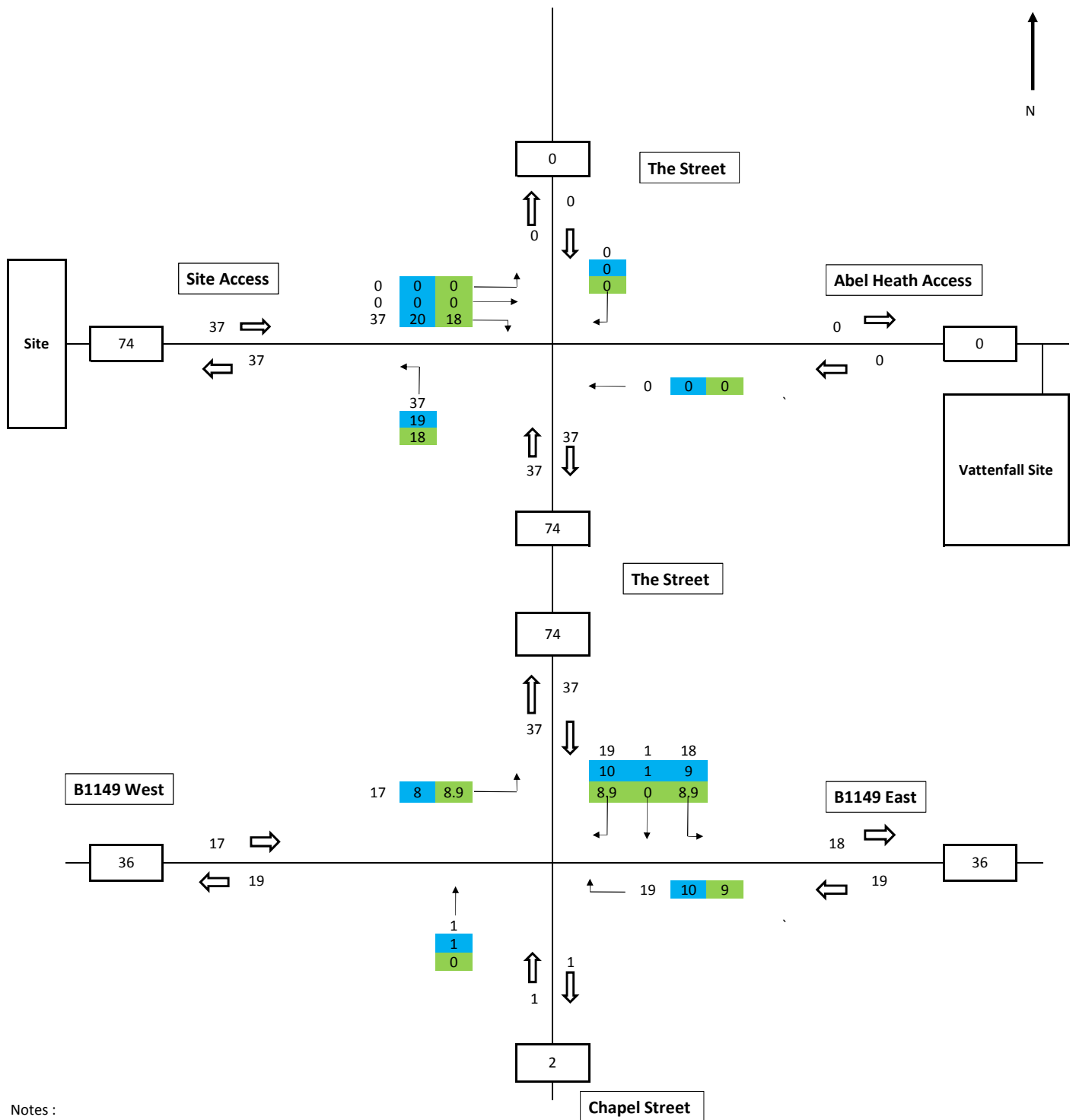
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Title - 2028 Base Traffic - PM Peak - 17:15-18:15







Notes :

Daily maximum two-way traffic movements as outlined in Create main compound access strategy issued in September 2018

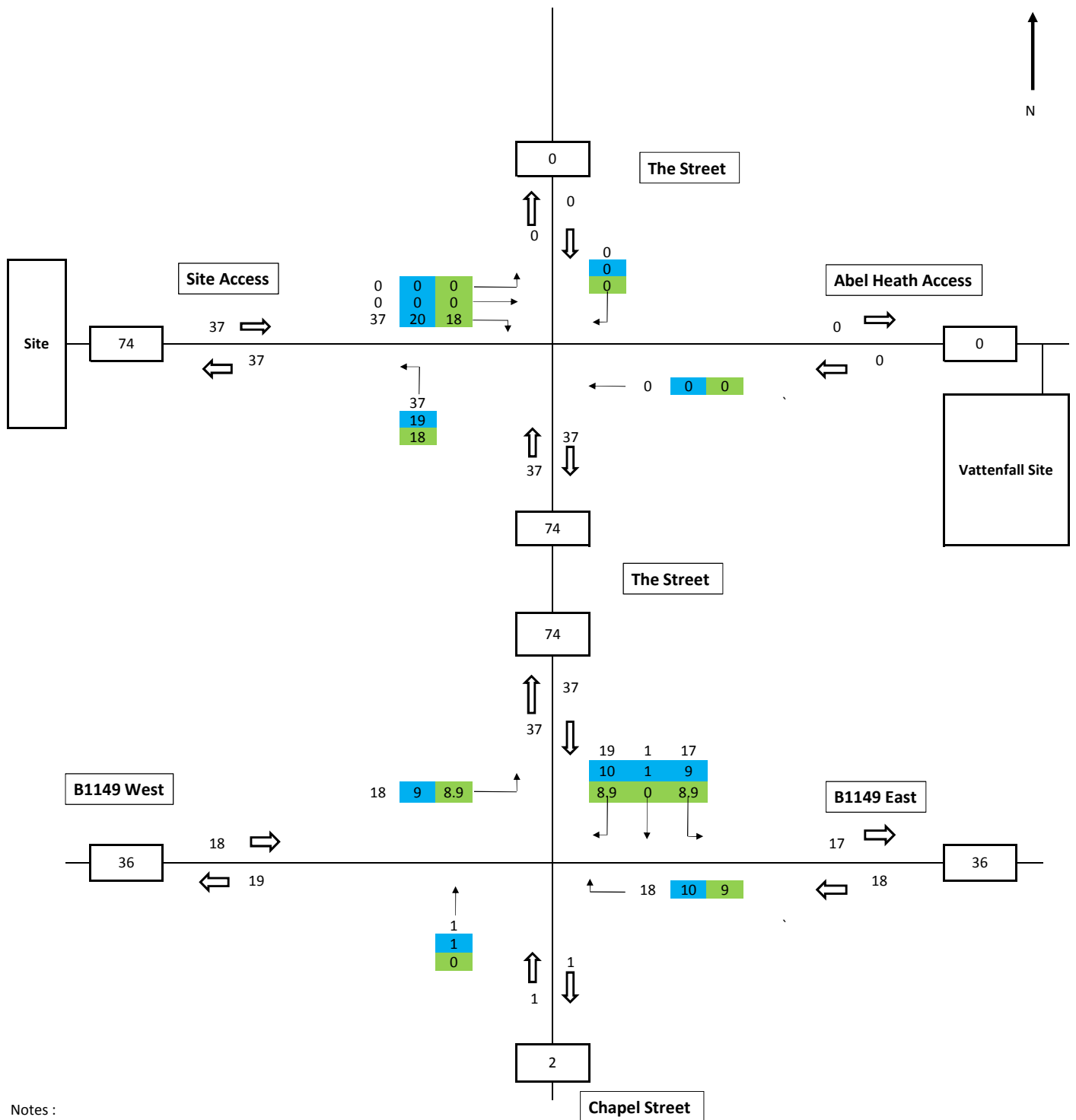
HGV's/OGV2 = 118
 Staff = 130
 Assumed maximum peak hour HGV traffic 30% of daily traffic
 Assumed maximum peak hour traffic for staff to/from the site 30% of daily traffic



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Title - Hornsea Traffic - AM Peak



Notes :

Daily maximum two-way traffic movements as outlined in Create main compound access strategy issued in September 2018

HGV's = 118
Staff = 130

Assumed maximum peak hour HGV traffic 30% of daily traffic
Assumed maximum peak hour traffic for staff to/from the site 30% of daily traffic

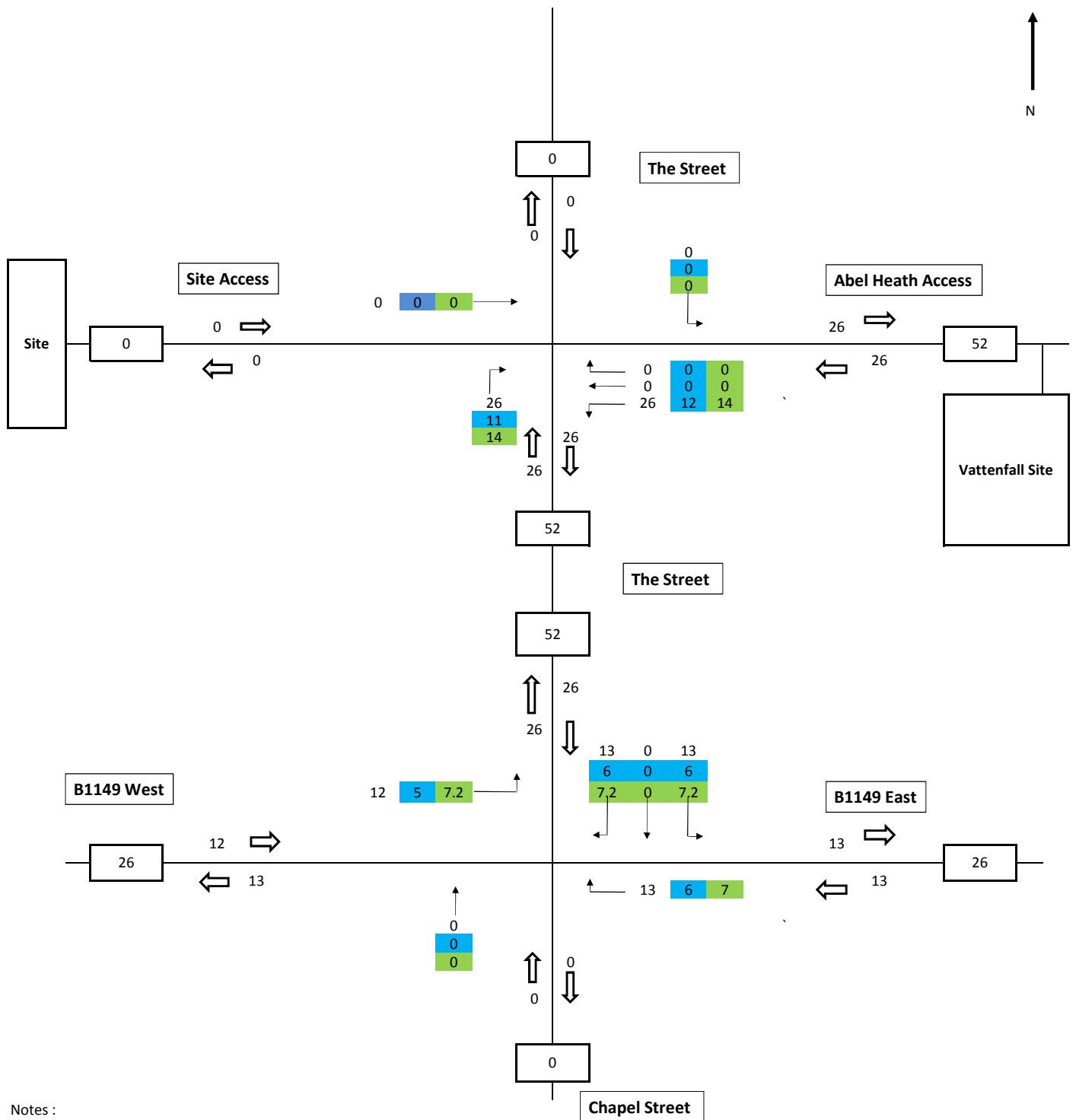
Key:
Totals 0
Cars/LGV's 0
HGV's/OGV2 0



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Project - Hornsea Project Three Offshore Wind Farm

Title - Hornsea Traffic - PM Peak



Notes :

Daily maximum two-way traffic movements as outlined in Create main compound access strategy issued in September 2018

HGV's/OGV 2 = 96
 Staff = 80
 Assumed maximum peak hour HGV traffic

30% of daily traffic

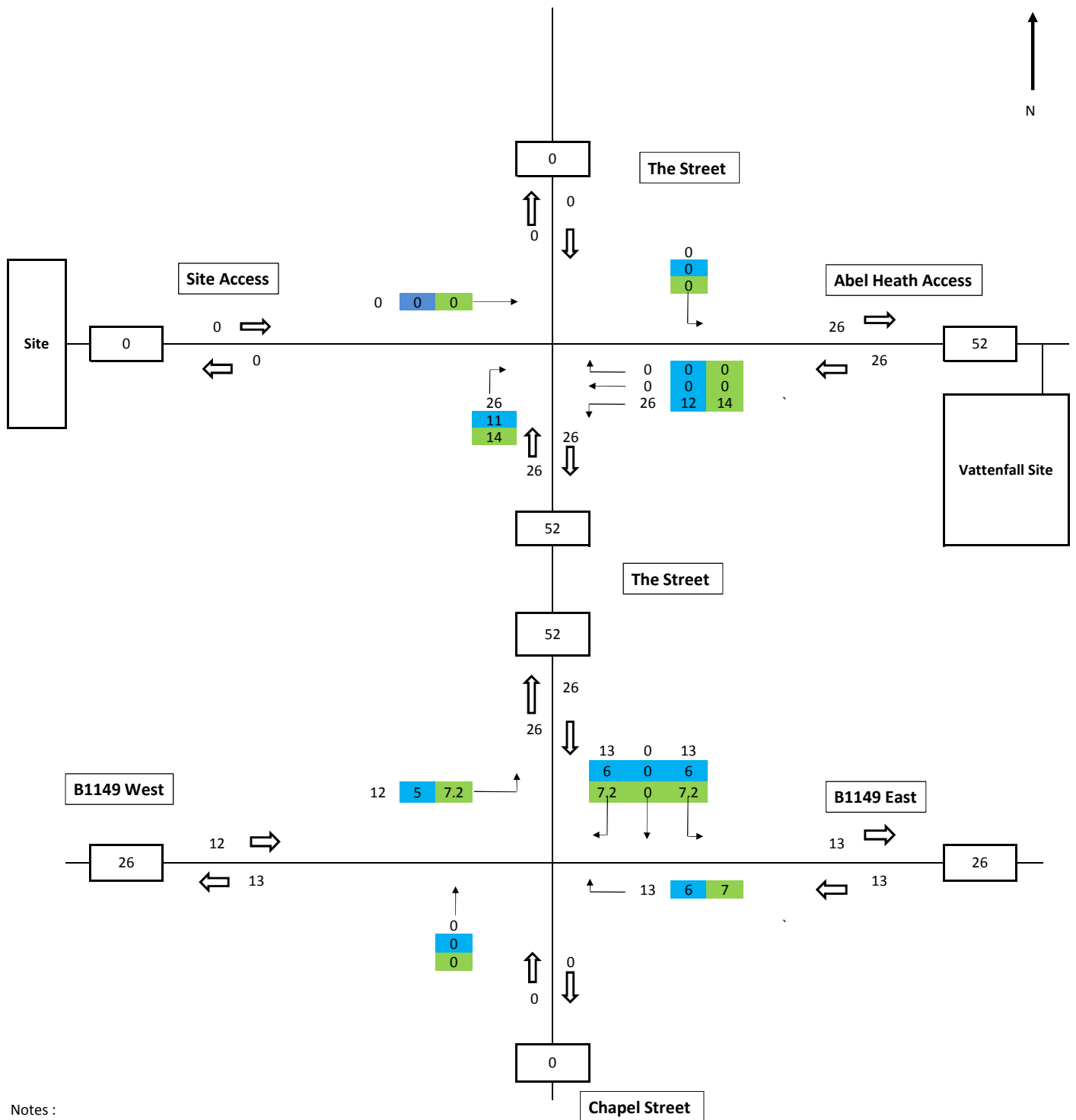
Key:
 Totals 0
 Cars/LGV's 0
 HGV's/OGV2 0



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Title - Vattenfall Traffic - AM Peak



Notes :

Daily maximum two-way traffic movements as outlined in Create main compound access strategy issued in September 2018

HGV's/OGV 2 = 96
 Staff = 80
 Assumed maximum peak hour HGV traffic

30% of daily traffic

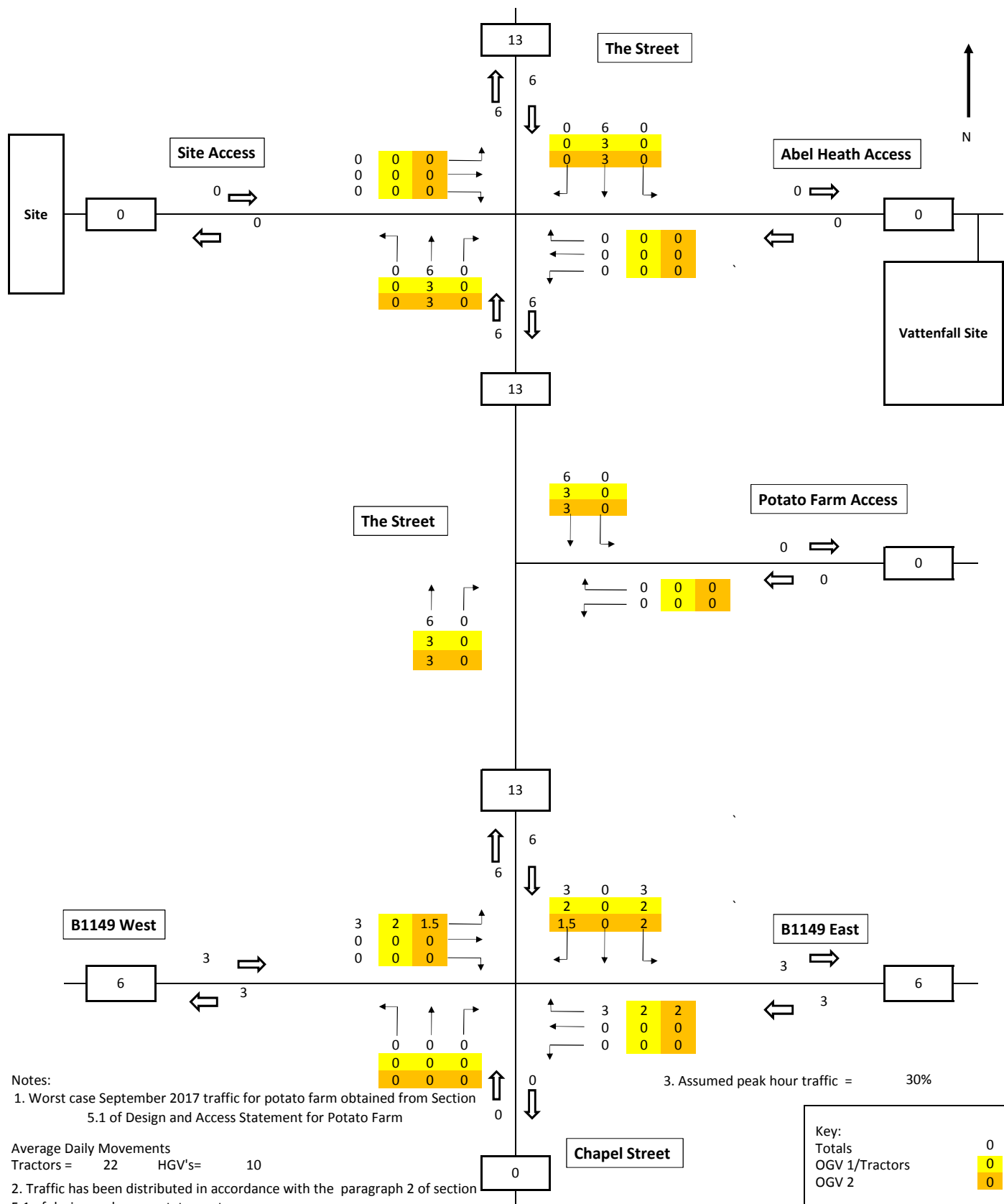
Key:
 Totals
 Cars/LGV's
 HGV's/OGV 2 =



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Project - Hornsea Project Three Offshore Wind Farm

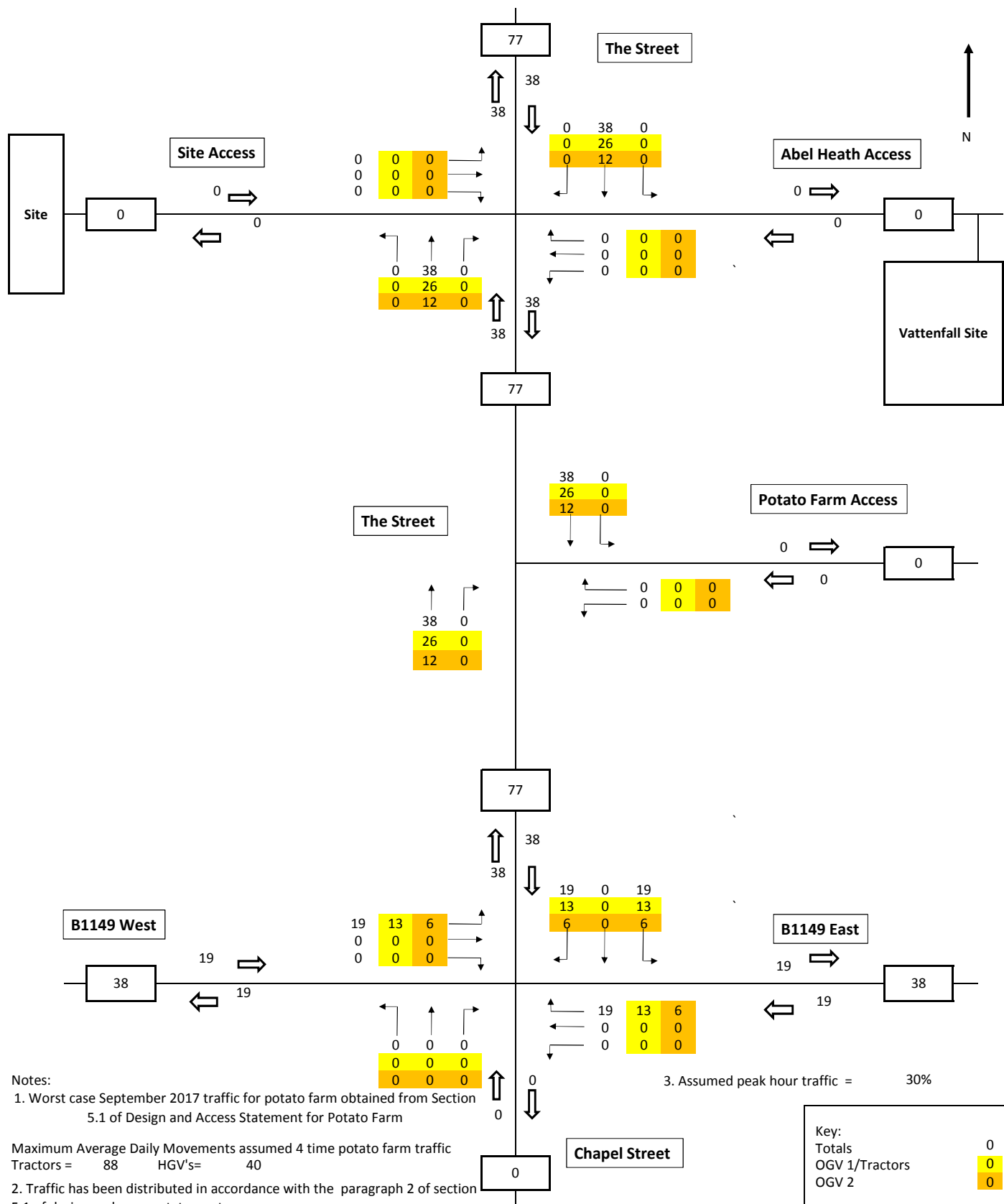
Title - Vattenfall Traffic - PM Peak



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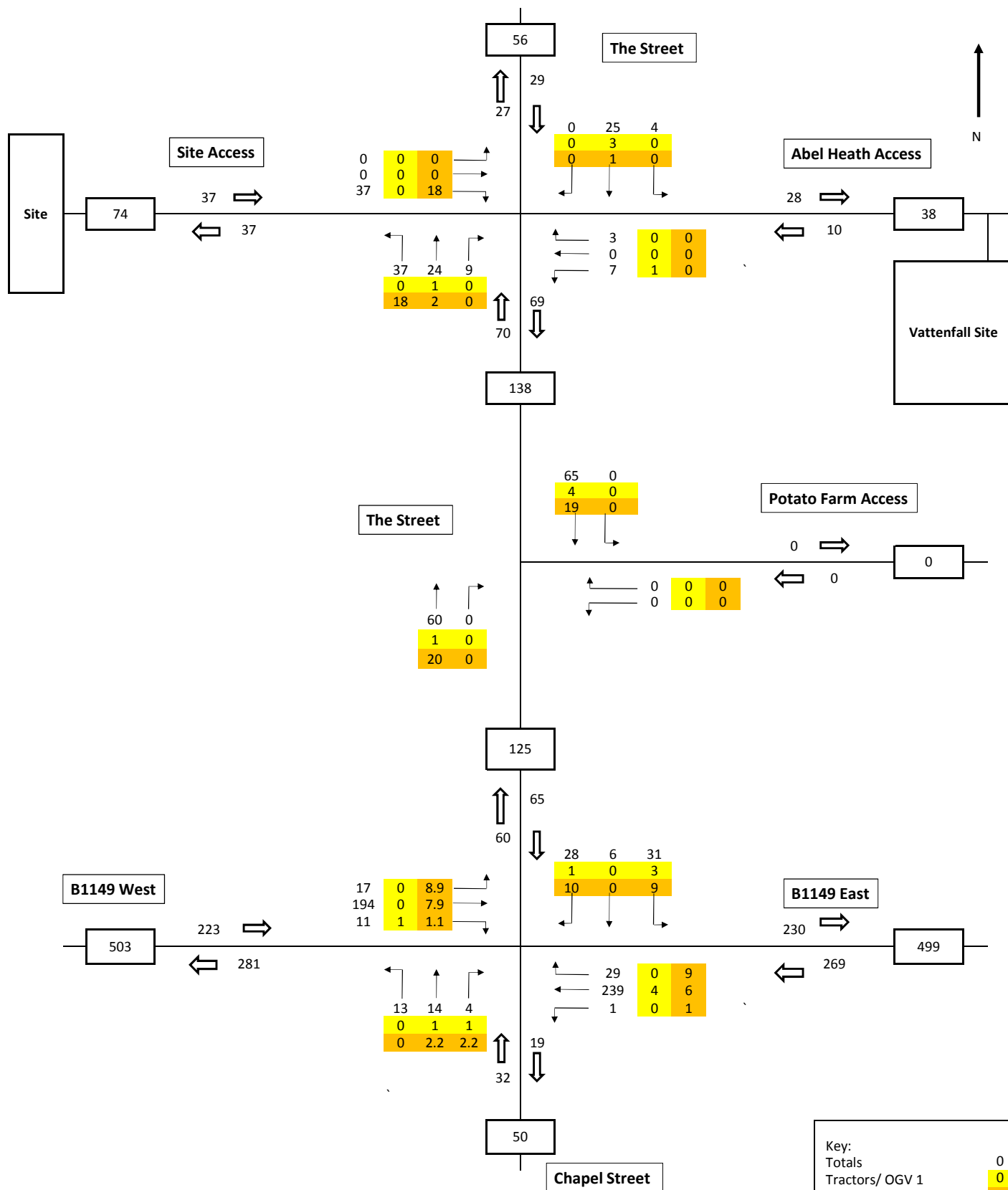
Title - Potato Farm traffic - AM/PM Peak



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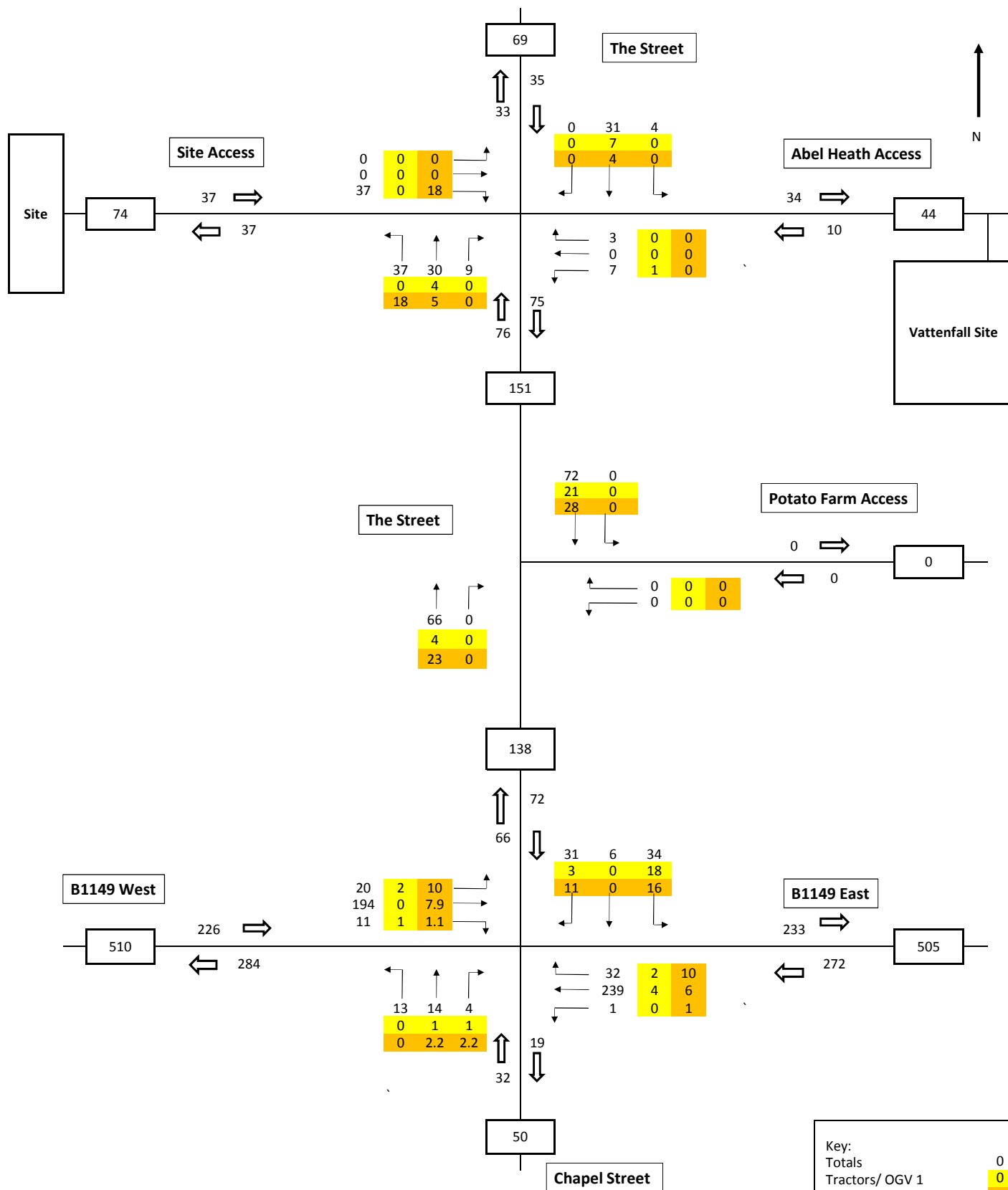
Title - Increased Agricultural Activity traffic - AM/PM
 Peak



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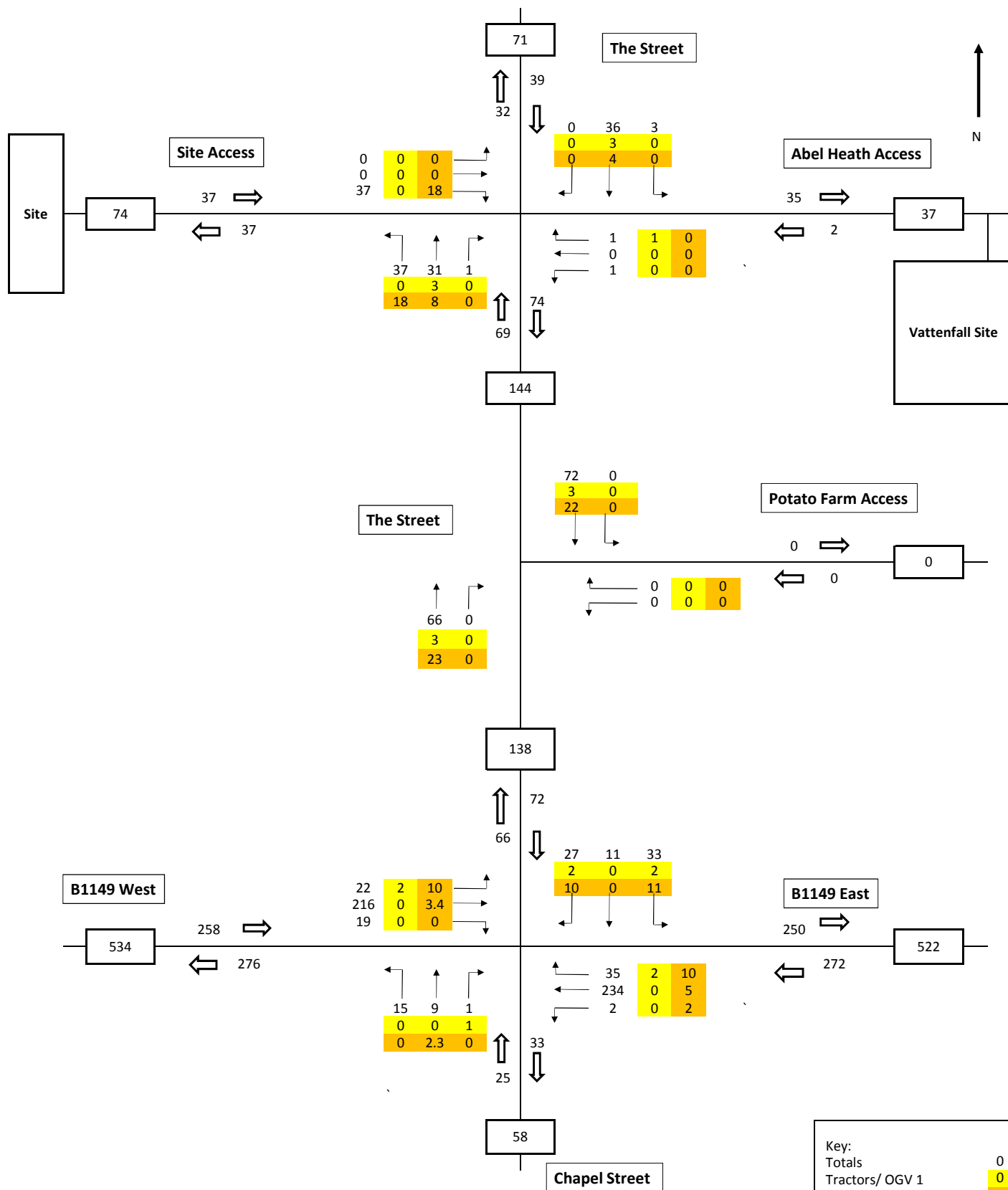
Title - 2028 Base + Hornsea Traffic - AM Peak - 07:45-08:45



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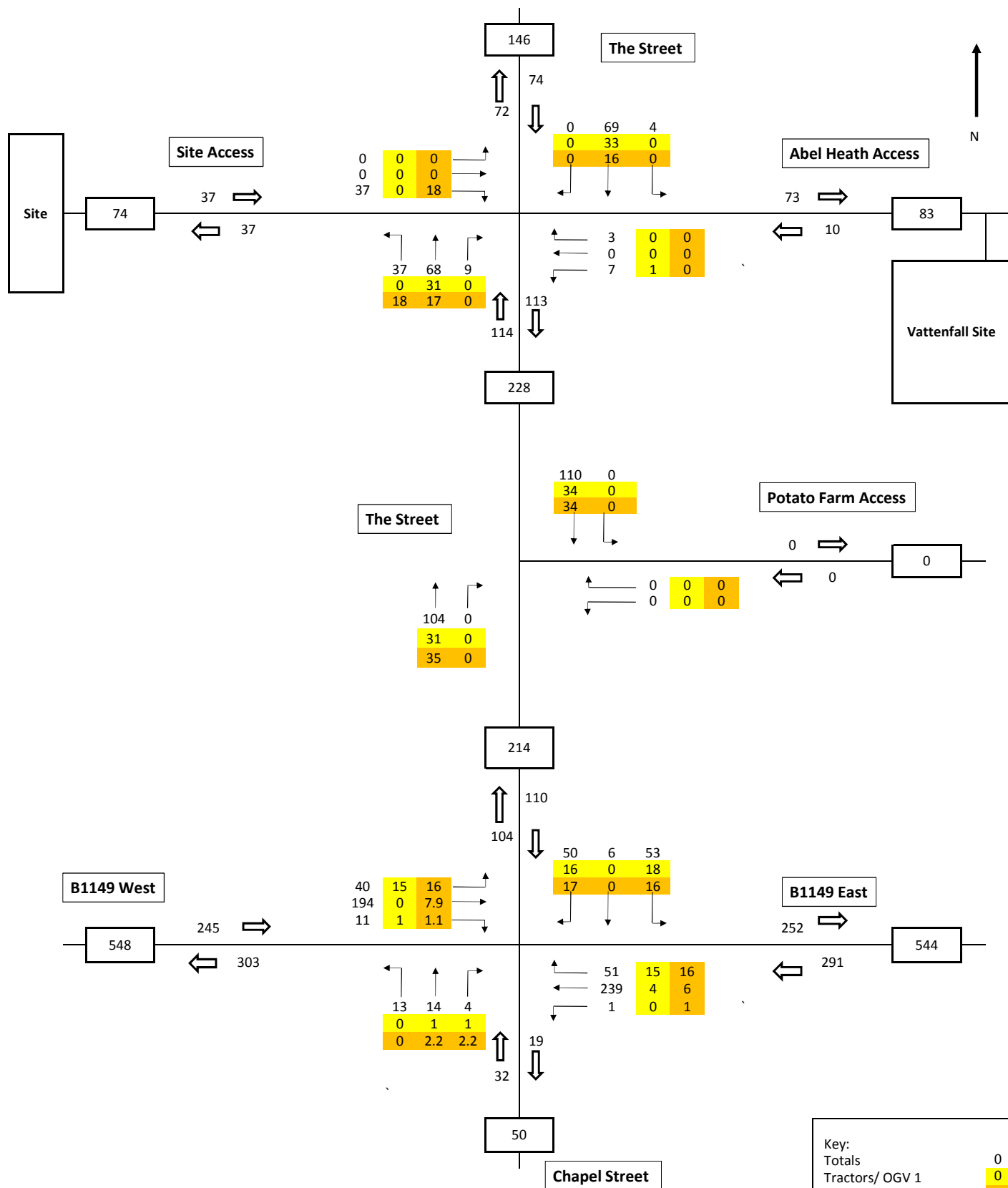
Title - 2028 Base + Hornsea + Potato Farm Traffic - AM
Peak - 07:45-08:45



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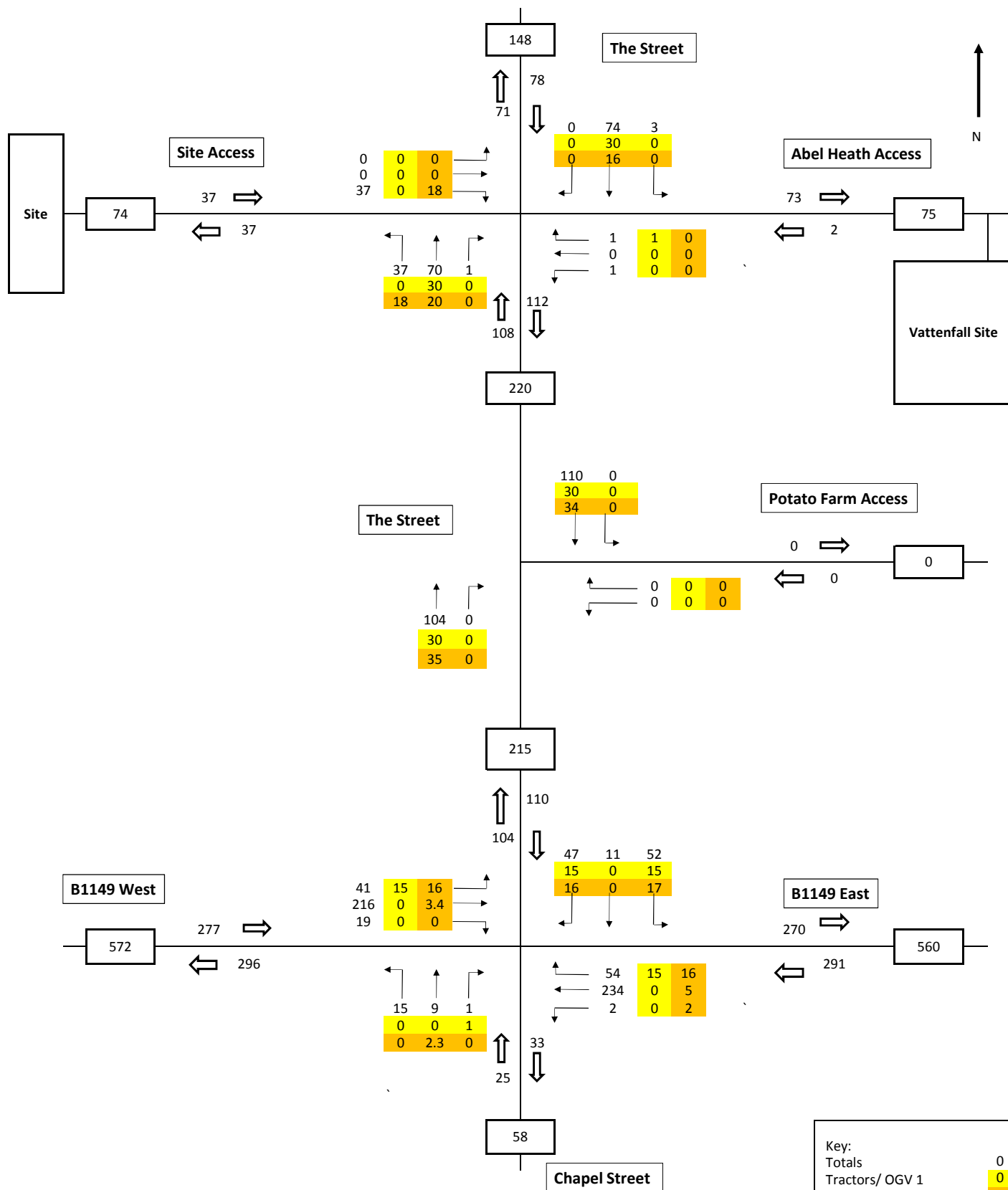
Title - 2028 Base + Hornsea + Potato Farm Traffic - PM
Peak - 17:15-18:15



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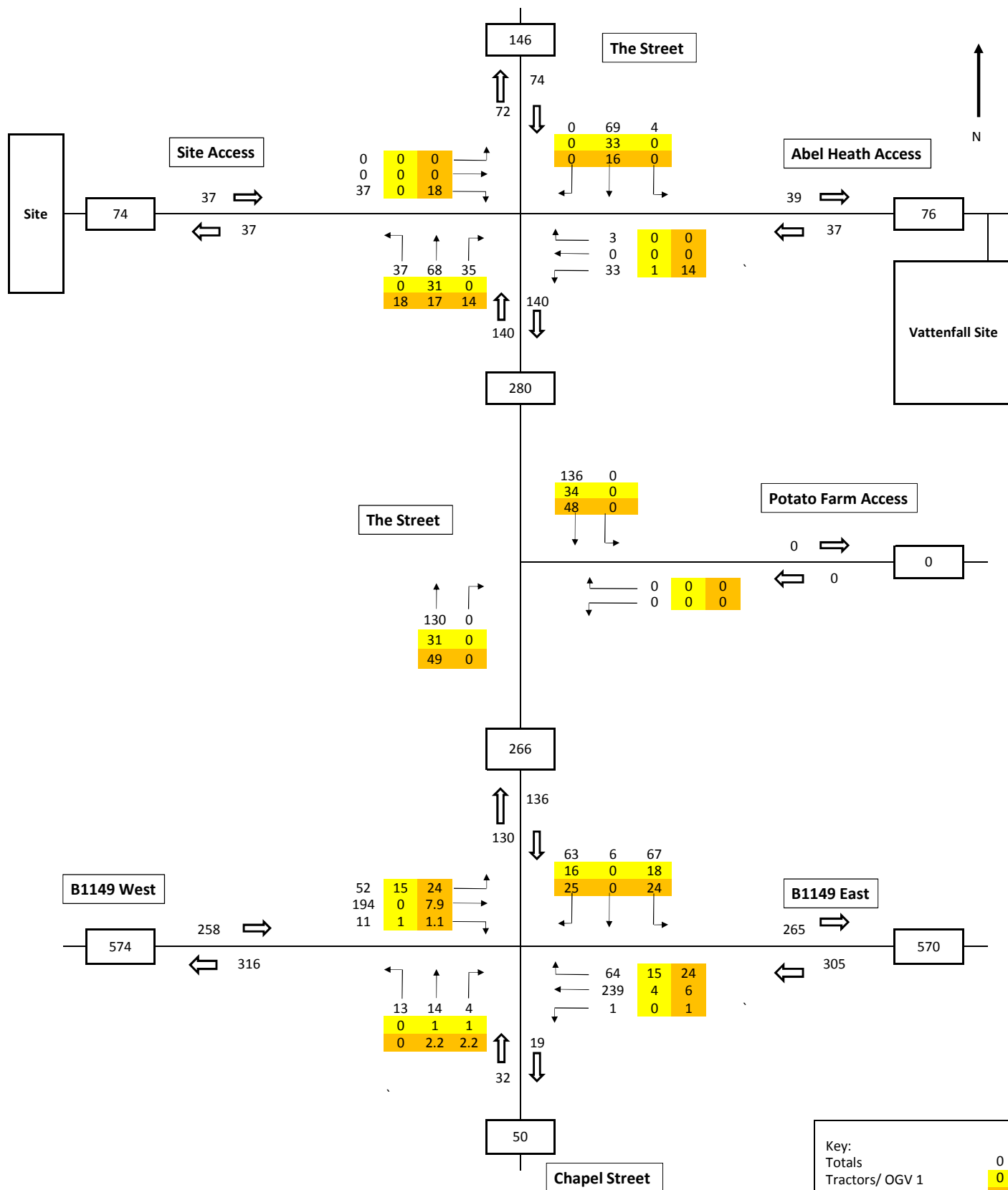
Title - 2028 Base + Hornsea + Potato Farm +
Agricultural Activity Traffic - AM Peak - 07:45-08:45



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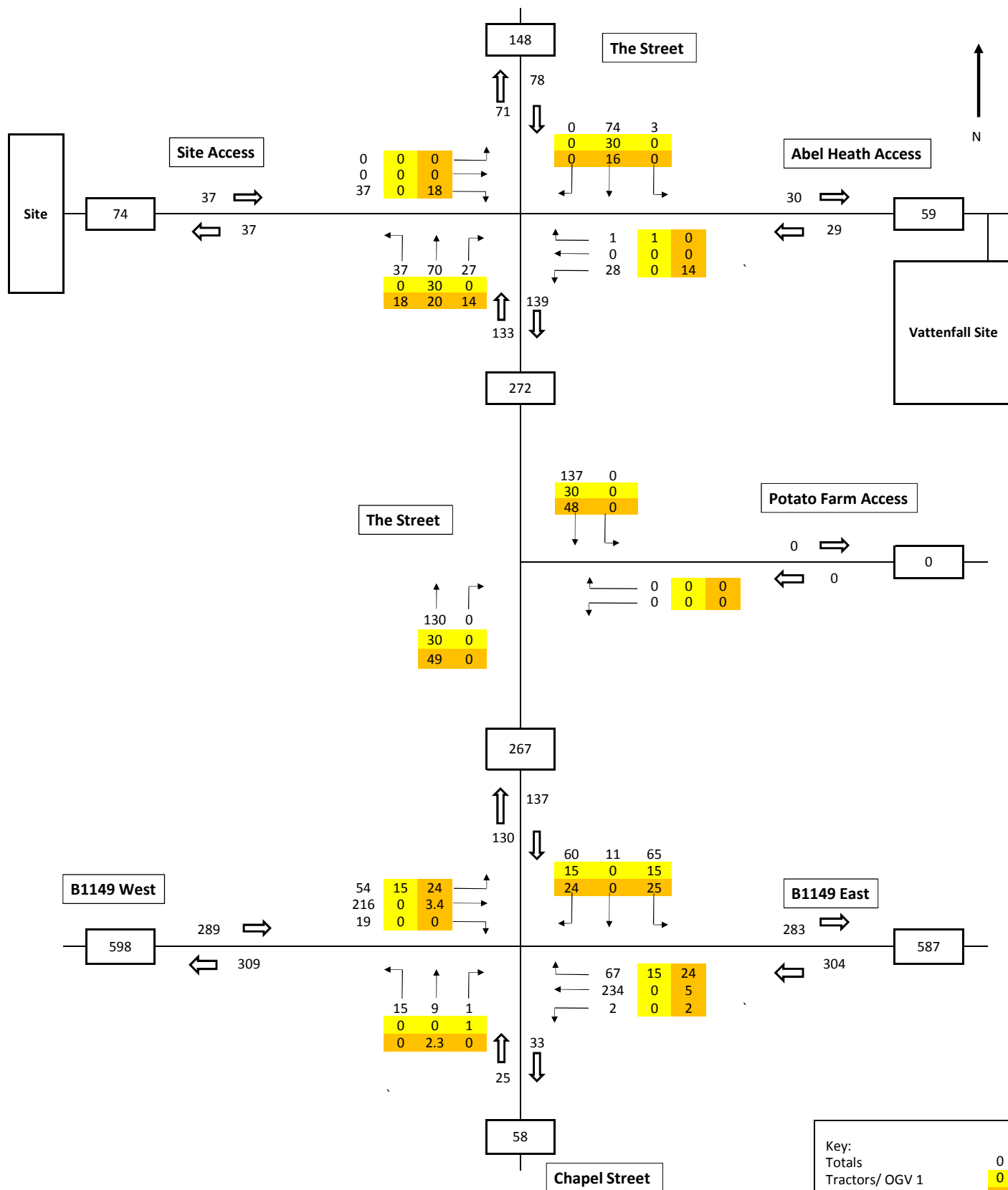
Title - 2028 Base + Hornsea + Potato Farm + Agricultural
Activity Traffic - PM Peak - 17:15-18:15



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Title - 2028 Base + Hornsea + Potato Farm +
 Agricultural Activity + Vattenfall + Traffic - AM Peak -
 07:45-08:45



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Project - Hornsea Project Three Offshore Wind Farm

Title - 2028 Base + Hornsea + Potato Farm + Agricultural
Activity + Vattenfall Traffic - PM Peak - 17:15-18:15