

Cambridge Waste Water Treatment Plant Relocation Project
Anglian Water Services Limited

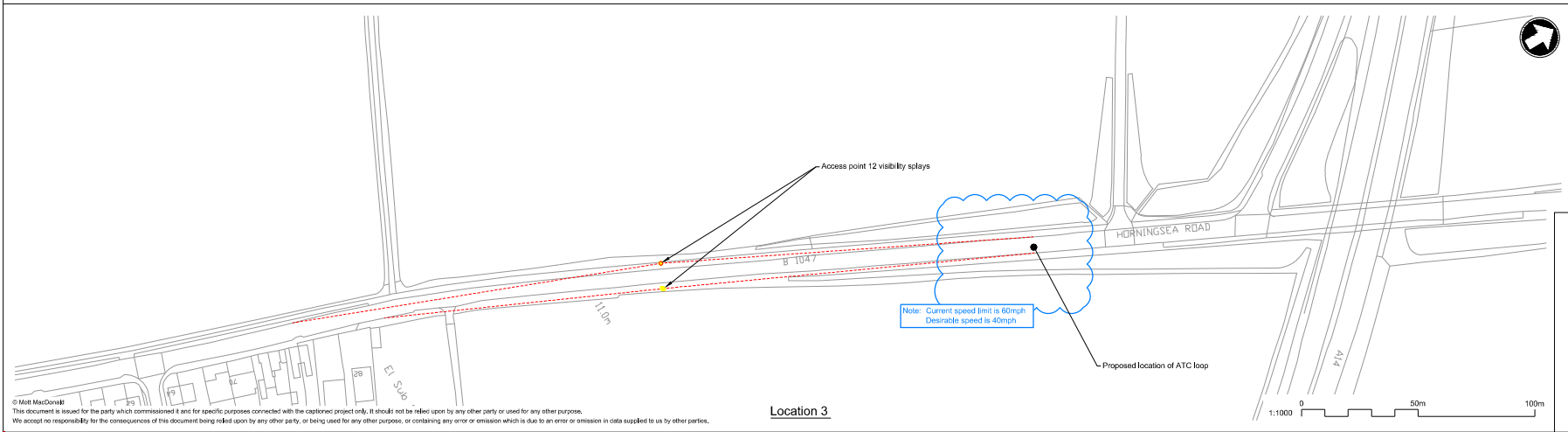
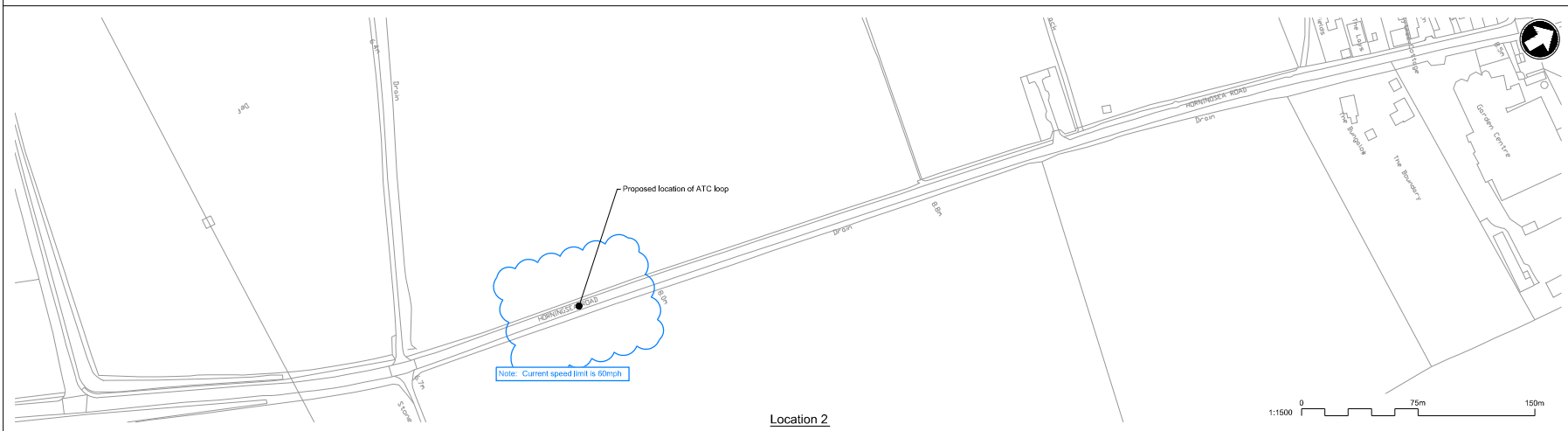
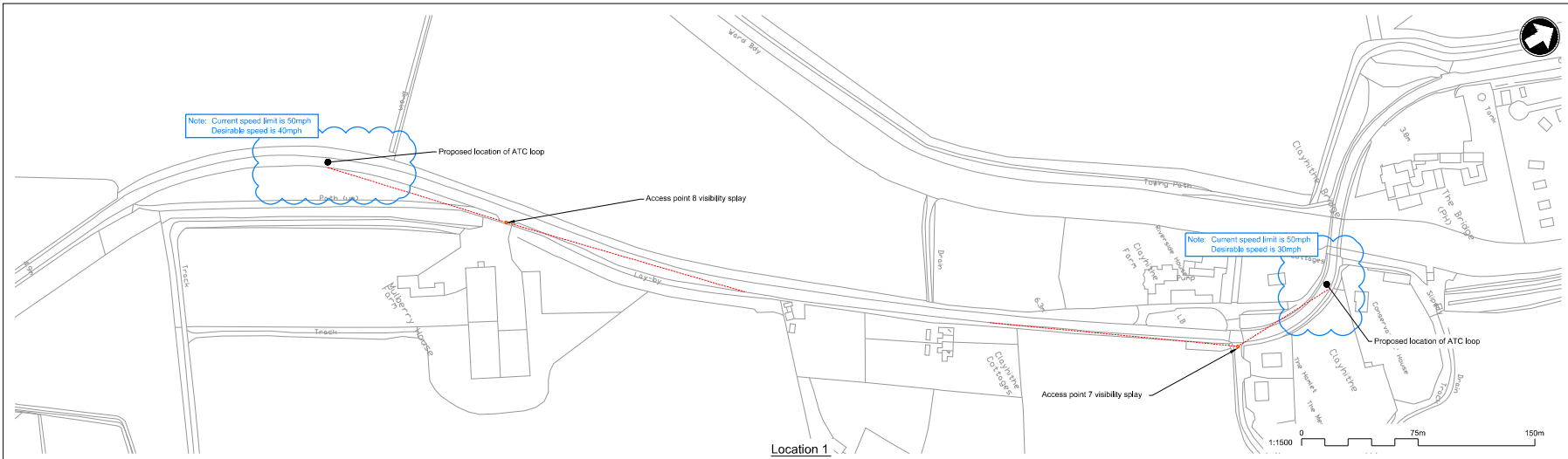
Appendix 19.3: Transport Assessment Part 3

Application Document Reference: 5.4.19.3
PINS Project Reference: WW010003
APFP Regulation No. 5(2)a

Cambridge Waste Water Treatment Relocation Project
Transport Assessment



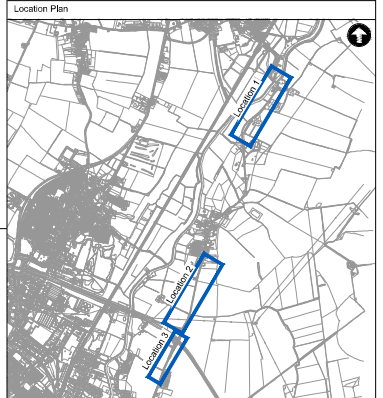
Appendix L: ATC Speed / Count Surveys



Notes

1. Do not scale from this drawing.
2. All dimensions are in metres unless otherwise shown. All levels are in metres above Ordnance Datum (AOD). All dimensions & levels should be checked on site.
3. Any drawing errors or discrepancies should be brought to the attention of Matt MacDonald at the address shown in the title block.
4. **DRAWING MUST BE READ IN COLOUR**

Key to Symbols



| | | | | |
|-----|------|--------------------------------|-------------|---------------|
| P1 | ADC | Draft for Discussion / Review. | AMR | AMR |
| Rev | Date | Drawn | Description | CHK'd / App'd |



Title
Cambridge Waste Water Treatment Works Relocation
Temporary Access Junctions
ATC Speed Count Surveys
Proposed Locations

| | | | | | |
|-----------|-------------|-----|--------------|--------------|-----|
| Designed | A.D.Castles | ADC | Eng check | E.Case | EC |
| Drawn | A.D.Castles | ADC | Coordination | E.Case | EC |
| Dwg check | - | - | Approved | A.M.Rawlings | AMR |

Scale at A1
As Shown

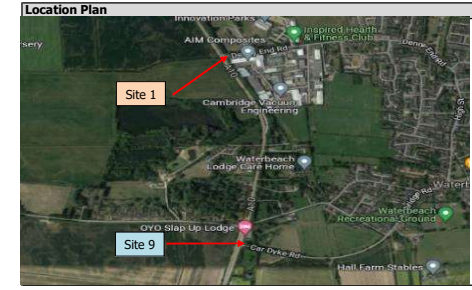
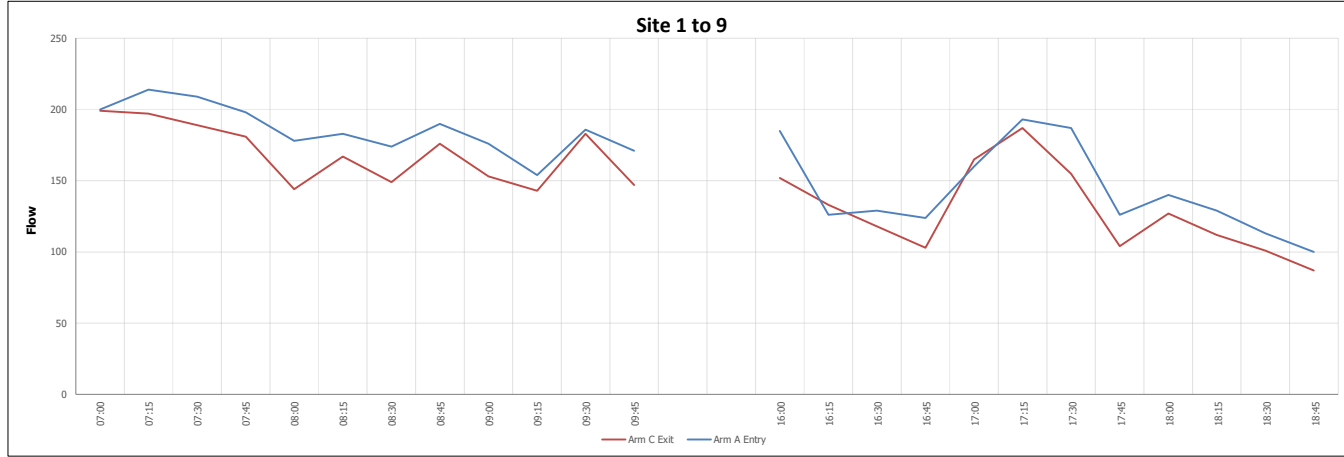
| | | | | | |
|--------|-----|-----|----|----------|-----|
| Status | PRE | Rev | P1 | Security | STD |
|--------|-----|-----|----|----------|-----|

Drawing Number
102375-MMD-01-XX-DR-C-DRAFT

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Site Comparison: Site 1 to 9
 Date of Survey: 07.12.2021



Additional Comments
 Junction and access roads between sites.

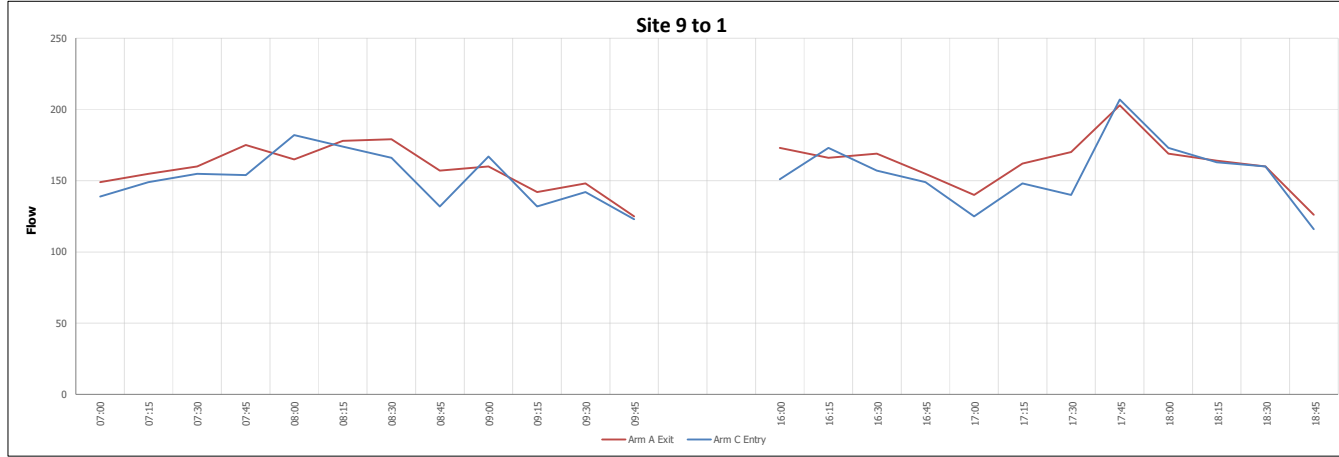
| Time | Site 1 | | | | | | | | Site 9 | | | | | | | | Difference (Entry minus Exit) | | | | | | | Graph Data | | | |
|--------------|-------------|------------|-----------|------------|----------|-----------|-----------|-------------|-------------|------------|-----------|------------|----------|-----------|----------|-------------|-------------------------------|-----------|------------|-----------|------------|------------|-------------|------------|-------|------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Time | Exit | Entry |
| 07:00 | 125 | 59 | 4 | 9 | 1 | 1 | 0 | 199 | 128 | 58 | 4 | 9 | 0 | 1 | 0 | 200 | 3 | -1 | 0 | 0 | -1 | 0 | 0 | 1 | 07:00 | 199 | 200 |
| 07:15 | 143 | 43 | 4 | 6 | 1 | 0 | 0 | 197 | 157 | 44 | 5 | 6 | 1 | 1 | 0 | 214 | 14 | 1 | 1 | 0 | 0 | 1 | 0 | 17 | 07:15 | 197 | 214 |
| 07:30 | 137 | 41 | 0 | 11 | 0 | 0 | 0 | 189 | 153 | 44 | 0 | 11 | 1 | 0 | 0 | 209 | 16 | 3 | 0 | 0 | 1 | 0 | 0 | 20 | 07:30 | 189 | 209 |
| 07:45 | 123 | 48 | 2 | 7 | 0 | 1 | 0 | 181 | 137 | 51 | 3 | 7 | 0 | 0 | 0 | 198 | 14 | 3 | 1 | 0 | 0 | -1 | 0 | 17 | 07:45 | 181 | 198 |
| 08:00 | 99 | 31 | 4 | 8 | 1 | 1 | 0 | 144 | 123 | 37 | 4 | 11 | 0 | 2 | 1 | 178 | 24 | 6 | 0 | 3 | -1 | 1 | 1 | 34 | 08:00 | 144 | 178 |
| 08:15 | 121 | 27 | 7 | 10 | 0 | 2 | 0 | 167 | 141 | 24 | 6 | 10 | 0 | 2 | 0 | 183 | 20 | -3 | -1 | 2 | 1 | 1 | 2 | 14 | 08:15 | 167 | 183 |
| 08:30 | 119 | 18 | 3 | 8 | 0 | 1 | 0 | 149 | 141 | 21 | 5 | 6 | 0 | 1 | 0 | 174 | 22 | 3 | 2 | -2 | 0 | 0 | 0 | 25 | 08:30 | 149 | 174 |
| 08:45 | 123 | 36 | 8 | 8 | 0 | 1 | 0 | 176 | 129 | 39 | 7 | 10 | 1 | 2 | 2 | 190 | 6 | 3 | -1 | 2 | 1 | 1 | 2 | 14 | 08:45 | 176 | 190 |
| 09:00 | 104 | 28 | 8 | 12 | 1 | 0 | 0 | 153 | 131 | 26 | 7 | 12 | 0 | 0 | 0 | 176 | 27 | -2 | -1 | 0 | -1 | 0 | 0 | 23 | 09:00 | 153 | 176 |
| 09:15 | 104 | 17 | 8 | 10 | 3 | 1 | 0 | 143 | 111 | 20 | 10 | 9 | 4 | 0 | 0 | 154 | 7 | 3 | 2 | -1 | 1 | -1 | 0 | 11 | 09:15 | 143 | 154 |
| 09:30 | 123 | 37 | 6 | 16 | 1 | 0 | 0 | 183 | 124 | 38 | 5 | 16 | 2 | 1 | 0 | 186 | 1 | 1 | -1 | 0 | 1 | 1 | 0 | 3 | 09:30 | 183 | 186 |
| 09:45 | 97 | 28 | 9 | 11 | 0 | 2 | 0 | 147 | 117 | 31 | 9 | 12 | 0 | 2 | 0 | 171 | 20 | 3 | 0 | 1 | 0 | 0 | 0 | 24 | 09:45 | 147 | 171 |
| Total | 1418 | 413 | 63 | 116 | 8 | 10 | 0 | 2028 | 1592 | 433 | 65 | 119 | 9 | 12 | 3 | 2233 | 174 | 20 | 2 | 3 | 1 | 2 | 3 | 205 | | | |
| | | | | | | | | | | | | | | | | | 12% | 5% | 3% | 3% | 13% | 20% | 0% | 10% | | | |
| 16:00 | 122 | 20 | 2 | 7 | 0 | 0 | 1 | 152 | 144 | 29 | 2 | 8 | 0 | 1 | 1 | 185 | 22 | 9 | 0 | 1 | 0 | 1 | 0 | 33 | 16:00 | 152 | 185 |
| 16:15 | 96 | 31 | 0 | 5 | 1 | 0 | 0 | 133 | 94 | 24 | 1 | 5 | 2 | 0 | 0 | 126 | -2 | -7 | 1 | 0 | 1 | 0 | 0 | -7 | 16:15 | 133 | 126 |
| 16:30 | 95 | 17 | 0 | 5 | 0 | 0 | 1 | 118 | 97 | 24 | 1 | 6 | 0 | 0 | 1 | 129 | 2 | 7 | 1 | 1 | 0 | 0 | 0 | 11 | 16:30 | 118 | 129 |
| 16:45 | 77 | 10 | 1 | 13 | 0 | 2 | 0 | 103 | 101 | 13 | 1 | 8 | 0 | 1 | 0 | 124 | 24 | 3 | 0 | -5 | 0 | -1 | 0 | 21 | 16:45 | 103 | 124 |
| 17:00 | 135 | 17 | 0 | 9 | 0 | 2 | 2 | 165 | 131 | 14 | 0 | 13 | 0 | 1 | 1 | 160 | -4 | -3 | 0 | 4 | 0 | -1 | -1 | -5 | 17:00 | 165 | 160 |
| 17:15 | 159 | 17 | 2 | 7 | 0 | 1 | 1 | 187 | 167 | 13 | 1 | 8 | 1 | 1 | 2 | 193 | 8 | -4 | -1 | 1 | 1 | 0 | 1 | 6 | 17:15 | 187 | 193 |
| 17:30 | 130 | 19 | 1 | 2 | 1 | 1 | 1 | 155 | 159 | 20 | 2 | 3 | 1 | 2 | 0 | 187 | 29 | 1 | 1 | 1 | 0 | 1 | -1 | 32 | 17:30 | 155 | 187 |
| 17:45 | 94 | 7 | 2 | 1 | 0 | 0 | 0 | 104 | 114 | 9 | 2 | 0 | 0 | 1 | 0 | 126 | 20 | 2 | 0 | -1 | 0 | 1 | 0 | 22 | 17:45 | 104 | 126 |
| 18:00 | 116 | 6 | 0 | 3 | 0 | 1 | 1 | 127 | 125 | 8 | 0 | 4 | 1 | 1 | 1 | 140 | 9 | 2 | 0 | 1 | 1 | 0 | 0 | 13 | 18:00 | 127 | 140 |
| 18:15 | 90 | 14 | 2 | 1 | 1 | 2 | 2 | 112 | 111 | 10 | 2 | 1 | 1 | 3 | 1 | 129 | 21 | -4 | 0 | 0 | 0 | 1 | -1 | 17 | 18:15 | 112 | 129 |
| 18:30 | 86 | 13 | 0 | 1 | 1 | 0 | 0 | 101 | 91 | 19 | 0 | 1 | 1 | 0 | 1 | 113 | 5 | 6 | 0 | 0 | 0 | 0 | 1 | 12 | 18:30 | 101 | 113 |
| 18:45 | 73 | 7 | 2 | 2 | 1 | 0 | 2 | 87 | 88 | 7 | 2 | 2 | 1 | 0 | 0 | 100 | 15 | 0 | 0 | 0 | 0 | 0 | -2 | 13 | 18:45 | 87 | 100 |
| Total | 1273 | 178 | 12 | 56 | 5 | 9 | 11 | 1544 | 1422 | 190 | 14 | 59 | 8 | 11 | 8 | 1712 | 149 | 12 | 2 | 3 | 3 | 2 | -3 | 168 | | | |
| | | | | | | | | | | | | | | | | | 12% | 7% | 17% | 5% | 60% | 22% | -27% | 11% | | | |

Please note: A positive value above indicates that there is a gain in vehicles between the sites

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Site Comparison: Site 9 to 1
 Date of Survey: 07.12.2021



Additional Comments
 Junction and access roads between sites.

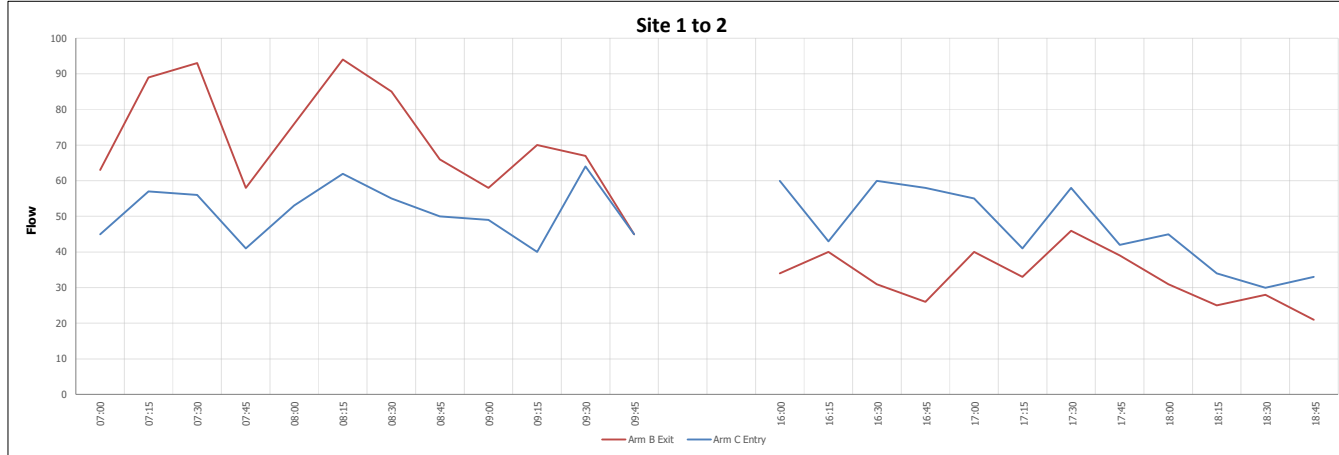
| Time | Site 9 Arm A Exit | | | | | | | | Site 1 Arm C Entry | | | | | | | | Difference (Entry minus Exit) | | | | | | | | Graph Data | | |
|--------------|----------------------|------------|-----------|------------|----------|----------|----------|-------------|-----------------------|------------|-----------|------------|----------|----------|-----------|-------------|-------------------------------|------------|------------|-----------|-------------|-------------|--------------|------------|------------|------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Time | Exit | Entry |
| 07:00 | 92 | 39 | 6 | 12 | 0 | 0 | 0 | 149 | 83 | 34 | 6 | 15 | 1 | 0 | 0 | 139 | -9 | -5 | 0 | 3 | 1 | 0 | 0 | -10 | 07:00 | 149 | 139 |
| 07:15 | 98 | 41 | 2 | 11 | 1 | 2 | 0 | 155 | 95 | 40 | 2 | 12 | 0 | 0 | 0 | 149 | -3 | -1 | 0 | 1 | -1 | -2 | 0 | -6 | 07:15 | 155 | 149 |
| 07:30 | 102 | 43 | 6 | 9 | 0 | 0 | 0 | 160 | 100 | 39 | 4 | 10 | 0 | 1 | 1 | 155 | -2 | -4 | -2 | 1 | 0 | 1 | 1 | -5 | 07:30 | 160 | 155 |
| 07:45 | 118 | 38 | 5 | 11 | 1 | 2 | 0 | 175 | 107 | 32 | 5 | 9 | 0 | 1 | 0 | 154 | -11 | -6 | 0 | -2 | -1 | -1 | 0 | -21 | 07:45 | 175 | 154 |
| 08:00 | 120 | 32 | 1 | 12 | 0 | 0 | 0 | 165 | 120 | 39 | 5 | 14 | 0 | 0 | 4 | 182 | 0 | 7 | 4 | 2 | 0 | 0 | 4 | 17 | 08:00 | 165 | 182 |
| 08:15 | 128 | 28 | 4 | 10 | 4 | 3 | 1 | 178 | 129 | 28 | 3 | 9 | 1 | 3 | 1 | 174 | 1 | 0 | -1 | -1 | -3 | 0 | 0 | -4 | 08:15 | 178 | 174 |
| 08:30 | 126 | 29 | 6 | 16 | 0 | 2 | 0 | 179 | 114 | 28 | 6 | 14 | 2 | 2 | 0 | 166 | -12 | -1 | 0 | -2 | 2 | 0 | 0 | -13 | 08:30 | 179 | 166 |
| 08:45 | 122 | 20 | 4 | 9 | 2 | 0 | 0 | 157 | 95 | 21 | 5 | 11 | 0 | 0 | 0 | 132 | -27 | 1 | 1 | 2 | -2 | 0 | 0 | -25 | 08:45 | 157 | 132 |
| 09:00 | 109 | 35 | 5 | 11 | 0 | 0 | 0 | 160 | 109 | 36 | 4 | 13 | 2 | 0 | 3 | 167 | 0 | 1 | -1 | 2 | 2 | 0 | 3 | 7 | 09:00 | 160 | 167 |
| 09:15 | 101 | 26 | 5 | 10 | 0 | 0 | 0 | 142 | 96 | 22 | 5 | 9 | 0 | 0 | 0 | 132 | -5 | -4 | 0 | -1 | 0 | 0 | 0 | -10 | 09:15 | 142 | 132 |
| 09:30 | 98 | 30 | 8 | 11 | 1 | 0 | 0 | 148 | 96 | 27 | 7 | 9 | 2 | 0 | 1 | 142 | -2 | -3 | -1 | -2 | 1 | 0 | 1 | -6 | 09:30 | 148 | 142 |
| 09:45 | 73 | 26 | 11 | 15 | 0 | 0 | 0 | 125 | 77 | 24 | 9 | 13 | 0 | 0 | 0 | 123 | 4 | -2 | -2 | -2 | 0 | 0 | 0 | -2 | 09:45 | 125 | 123 |
| Total | 1287 | 387 | 63 | 137 | 9 | 9 | 1 | 1893 | 1221 | 370 | 61 | 138 | 8 | 7 | 10 | 1815 | -66 | -17 | -2 | 1 | -1 | -2 | 9 | -78 | | | |
| | | | | | | | | | | | | | | | | | -5% | -4% | -3% | 1% | -11% | -22% | 900% | -4% | | | |
| 16:00 | 122 | 39 | 5 | 6 | 0 | 0 | 1 | 173 | 103 | 36 | 5 | 7 | 0 | 0 | 0 | 151 | -19 | -3 | 0 | 1 | 0 | 0 | -1 | -22 | 16:00 | 173 | 151 |
| 16:15 | 121 | 20 | 9 | 15 | 0 | 1 | 0 | 166 | 124 | 24 | 8 | 16 | 0 | 1 | 0 | 173 | 3 | 4 | -1 | 1 | 0 | 0 | 0 | 7 | 16:15 | 166 | 173 |
| 16:30 | 127 | 30 | 4 | 7 | 1 | 0 | 0 | 169 | 122 | 22 | 5 | 7 | 1 | 0 | 0 | 157 | -5 | -8 | 1 | 0 | 0 | 0 | 0 | -12 | 16:30 | 169 | 157 |
| 16:45 | 129 | 18 | 2 | 6 | 0 | 0 | 0 | 155 | 123 | 18 | 3 | 5 | 0 | 0 | 0 | 149 | -6 | 0 | 1 | -1 | 0 | 0 | 0 | -6 | 16:45 | 155 | 149 |
| 17:00 | 108 | 25 | 2 | 5 | 0 | 0 | 0 | 140 | 98 | 20 | 2 | 5 | 0 | 0 | 0 | 125 | -10 | -5 | 0 | 0 | 0 | 0 | 0 | -15 | 17:00 | 140 | 125 |
| 17:15 | 139 | 18 | 1 | 4 | 0 | 0 | 0 | 162 | 125 | 17 | 1 | 5 | 0 | 0 | 0 | 148 | -14 | -1 | 0 | 1 | 0 | 0 | 0 | -14 | 17:15 | 162 | 148 |
| 17:30 | 141 | 23 | 1 | 3 | 1 | 1 | 0 | 170 | 114 | 22 | 1 | 1 | 1 | 1 | 0 | 140 | -27 | -1 | 0 | -2 | 0 | 0 | 0 | -30 | 17:30 | 170 | 140 |
| 17:45 | 172 | 24 | 1 | 5 | 0 | 0 | 1 | 203 | 182 | 17 | 1 | 7 | 0 | 0 | 0 | 207 | 10 | -7 | 0 | 2 | 0 | 0 | -1 | 4 | 17:45 | 203 | 207 |
| 18:00 | 147 | 15 | 0 | 4 | 1 | 1 | 1 | 169 | 148 | 20 | 1 | 3 | 1 | 0 | 0 | 173 | 1 | 5 | 1 | -1 | 0 | -1 | -1 | 4 | 18:00 | 169 | 173 |
| 18:15 | 139 | 14 | 2 | 7 | 1 | 1 | 0 | 164 | 137 | 18 | 1 | 6 | 1 | 0 | 0 | 163 | -2 | 4 | -1 | -1 | 0 | -1 | 0 | -1 | 18:15 | 164 | 163 |
| 18:30 | 133 | 18 | 1 | 4 | 3 | 1 | 0 | 160 | 138 | 12 | 2 | 5 | 2 | 1 | 0 | 160 | 5 | -6 | 1 | 1 | -1 | 0 | 0 | 0 | 18:30 | 160 | 160 |
| 18:45 | 107 | 9 | 0 | 8 | 1 | 1 | 0 | 126 | 97 | 9 | 0 | 7 | 1 | 2 | 0 | 116 | -10 | 0 | 0 | -1 | 0 | 1 | 0 | -10 | 18:45 | 126 | 116 |
| Total | 1585 | 253 | 28 | 74 | 8 | 6 | 3 | 1957 | 1511 | 235 | 30 | 74 | 7 | 5 | 0 | 1862 | -74 | -18 | 2 | 0 | -1 | -1 | -3 | -95 | | | |
| | | | | | | | | | | | | | | | | | -5% | -7% | 7% | 0% | -13% | -17% | -100% | -5% | | | |

Please note: A positive value above indicates that there is a gain in vehicles between the sites

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Site Comparison: Site 1 to 2
 Date of Survey: 07.12.2021



Additional Comments
 Industrial and residential access roads between sites.

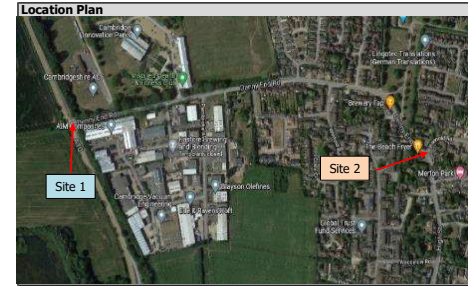
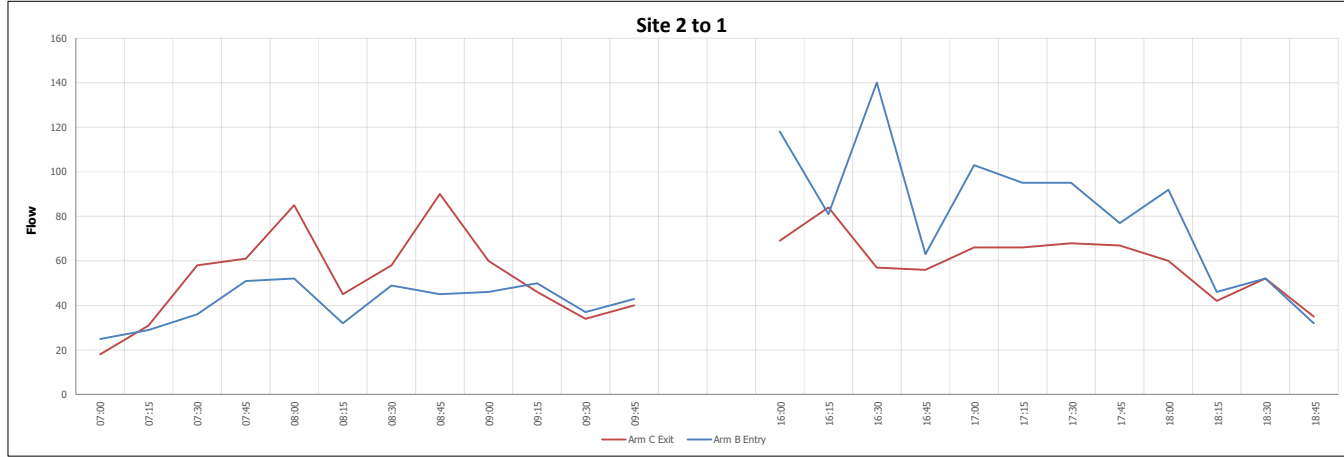
| Time | Site 1 | | | | | | | | Site 2 | | | | | | | | Difference (Entry minus Exit) | | | | | | | | Graph Data | | |
|--------------|------------|------------|-----------|-----------|-----------|----------|-----------|------------|------------|------------|----------|----------|----------|----------|-----------|------------|-------------------------------|-------------|--------------|-------------|-------------|-------------|--------------|-------------|------------|------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Time | Exit | Entry |
| 07:00 | 50 | 11 | 0 | 1 | 1 | 0 | 0 | 63 | 37 | 6 | 1 | 0 | 1 | 0 | 0 | 45 | -13 | -5 | 1 | -1 | 0 | 0 | 0 | -18 | 07:00 | 63 | 45 |
| 07:15 | 69 | 18 | 0 | 1 | 1 | 0 | 0 | 89 | 44 | 12 | 0 | 0 | 1 | 0 | 0 | 57 | -25 | -6 | 0 | -1 | 0 | 0 | 0 | -32 | 07:15 | 89 | 57 |
| 07:30 | 75 | 11 | 1 | 2 | 1 | 1 | 2 | 93 | 43 | 9 | 1 | 1 | 0 | 1 | 1 | 56 | -32 | -2 | 0 | -1 | -1 | 0 | -1 | -37 | 07:30 | 93 | 56 |
| 07:45 | 49 | 7 | 0 | 2 | 0 | 0 | 0 | 58 | 30 | 10 | 0 | 0 | 1 | 0 | 0 | 41 | -19 | 3 | 0 | -2 | 1 | 0 | 0 | -17 | 07:45 | 58 | 41 |
| 08:00 | 55 | 13 | 0 | 2 | 1 | 0 | 5 | 76 | 43 | 8 | 0 | 1 | 1 | 0 | 0 | 53 | -12 | -5 | 0 | -1 | 0 | 0 | -5 | -23 | 08:00 | 76 | 53 |
| 08:15 | 70 | 18 | 2 | 0 | 2 | 1 | 1 | 94 | 44 | 10 | 1 | 1 | 2 | 0 | 4 | 62 | -26 | -8 | -1 | 1 | 0 | -1 | 3 | -32 | 08:15 | 94 | 62 |
| 08:30 | 70 | 10 | 2 | 1 | 2 | 0 | 0 | 85 | 46 | 8 | 0 | 0 | 1 | 0 | 0 | 55 | -24 | -2 | -2 | -1 | -1 | 0 | 0 | -30 | 08:30 | 85 | 55 |
| 08:45 | 54 | 12 | 0 | 0 | 0 | 0 | 0 | 66 | 34 | 11 | 0 | 0 | 0 | 0 | 5 | 50 | -20 | -1 | 0 | 0 | 0 | 0 | 5 | -16 | 08:45 | 66 | 50 |
| 09:00 | 45 | 7 | 1 | 2 | 0 | 0 | 3 | 58 | 39 | 10 | 0 | 0 | 0 | 0 | 0 | 49 | -6 | 3 | -1 | -2 | 0 | 0 | -3 | -9 | 09:00 | 58 | 49 |
| 09:15 | 62 | 7 | 1 | 0 | 0 | 0 | 0 | 70 | 35 | 4 | 0 | 0 | 0 | 0 | 1 | 40 | -27 | -3 | -1 | 0 | 0 | 0 | 1 | -30 | 09:15 | 70 | 40 |
| 09:30 | 54 | 9 | 2 | 0 | 1 | 0 | 1 | 67 | 52 | 11 | 0 | 0 | 1 | 0 | 0 | 64 | -2 | 2 | -2 | 0 | 0 | 0 | -1 | -3 | 09:30 | 67 | 64 |
| 09:45 | 33 | 1 | 0 | 0 | 1 | 0 | 0 | 45 | 36 | 7 | 0 | 0 | 1 | 0 | 1 | 45 | 3 | -3 | -1 | 0 | 0 | 0 | 1 | 0 | 09:45 | 45 | 45 |
| Total | 686 | 133 | 10 | 11 | 10 | 2 | 12 | 864 | 483 | 106 | 3 | 3 | 9 | 1 | 12 | 617 | -203 | -27 | -7 | -8 | -1 | -1 | 0 | -247 | | | |
| | | | | | | | | | | | | | | | | | -30% | -20% | -70% | -73% | -10% | -50% | 0% | -29% | | | |
| 16:00 | 28 | 4 | 1 | 0 | 0 | 0 | 1 | 34 | 44 | 5 | 0 | 0 | 0 | 1 | 10 | 60 | 16 | 1 | -1 | 0 | 0 | 1 | 9 | 26 | 16:00 | 34 | 60 |
| 16:15 | 26 | 11 | 2 | 0 | 0 | 0 | 1 | 40 | 31 | 11 | 0 | 0 | 0 | 0 | 1 | 43 | 5 | 0 | -2 | 0 | 0 | 0 | 0 | 3 | 16:15 | 40 | 43 |
| 16:30 | 25 | 5 | 1 | 0 | 0 | 0 | 0 | 31 | 47 | 8 | 0 | 0 | 0 | 2 | 3 | 60 | 22 | 3 | -1 | 0 | 0 | 2 | 3 | 29 | 16:30 | 31 | 60 |
| 16:45 | 22 | 3 | 0 | 0 | 1 | 0 | 0 | 26 | 51 | 6 | 0 | 0 | 0 | 1 | 0 | 58 | 29 | 3 | 0 | 0 | -1 | 1 | 0 | 32 | 16:45 | 26 | 58 |
| 17:00 | 35 | 4 | 0 | 0 | 1 | 0 | 0 | 40 | 49 | 2 | 0 | 0 | 1 | 2 | 55 | 14 | -2 | 0 | 0 | 0 | 1 | 2 | 2 | 15 | 17:00 | 40 | 55 |
| 17:15 | 27 | 6 | 0 | 0 | 0 | 0 | 0 | 33 | 34 | 6 | 0 | 0 | 0 | 0 | 1 | 41 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 17:15 | 33 | 41 |
| 17:30 | 34 | 12 | 0 | 0 | 0 | 0 | 0 | 46 | 47 | 9 | 0 | 0 | 0 | 0 | 2 | 58 | 13 | -3 | 0 | 0 | 0 | 0 | 2 | 12 | 17:30 | 46 | 58 |
| 17:45 | 34 | 4 | 0 | 0 | 1 | 0 | 0 | 39 | 37 | 1 | 0 | 0 | 1 | 1 | 2 | 42 | 3 | -3 | 0 | 0 | 0 | 1 | 2 | 3 | 17:45 | 39 | 42 |
| 18:00 | 29 | 2 | 0 | 0 | 0 | 0 | 0 | 31 | 39 | 4 | 0 | 0 | 0 | 0 | 2 | 45 | 10 | 2 | 0 | 0 | 0 | 0 | 2 | 14 | 18:00 | 31 | 45 |
| 18:15 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 25 | 29 | 3 | 0 | 0 | 0 | 0 | 2 | 34 | 5 | 2 | 0 | 0 | 0 | 0 | 2 | 9 | 18:15 | 25 | 34 |
| 18:30 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 28 | 27 | 2 | 0 | 0 | 0 | 0 | 1 | 30 | 2 | -1 | 0 | 0 | 0 | 0 | 1 | 2 | 18:30 | 28 | 30 |
| 18:45 | 19 | 1 | 0 | 0 | 1 | 0 | 0 | 21 | 26 | 4 | 0 | 0 | 1 | 0 | 2 | 33 | 7 | 3 | 0 | 0 | 0 | 0 | 2 | 12 | 18:45 | 21 | 33 |
| Total | 328 | 56 | 4 | 0 | 4 | 0 | 2 | 394 | 461 | 61 | 0 | 0 | 3 | 6 | 28 | 559 | 133 | 5 | -4 | 0 | -1 | 6 | 26 | 165 | | | |
| | | | | | | | | | | | | | | | | | 41% | 9% | -100% | 0% | -25% | 0% | 1300% | 42% | | | |

Please note: A positive value above indicates that there is a gain in vehicles between the sites

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Site Comparison: Site 2 to 1
 Date of Survey: 07.12.2021



Additional Comments
 Industrial and residential access roads between sites.

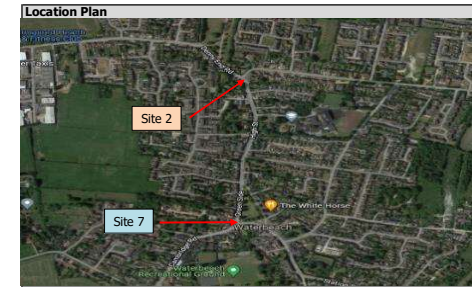
| Time | Site 2 | | | | | | | | Site 1 | | | | | | | | Difference (Entry minus Exit) | | | | | | | | Graph Data | | |
|--------------|------------|-----------|----------|----------|----------|----------|-----------|------------|------------|------------|-----------|-----------|----------|----------|-----------|------------|-------------------------------|------------|-------------|-------------|-----------|-------------|-------------|-------------|------------|------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Time | Exit | Entry |
| 07:00 | 11 | 7 | 0 | 0 | 0 | 0 | 0 | 18 | 18 | 7 | 0 | 0 | 0 | 0 | 0 | 25 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 07:00 | 18 | 25 |
| 07:15 | 25 | 5 | 0 | 0 | 0 | 1 | 0 | 31 | 21 | 7 | 1 | 0 | 0 | 0 | 0 | 29 | -4 | 2 | 1 | 0 | 0 | -1 | 0 | -2 | 07:15 | 31 | 29 |
| 07:30 | 42 | 12 | 1 | 0 | 0 | 2 | 1 | 58 | 27 | 7 | 1 | 0 | 0 | 1 | 0 | 36 | -15 | -5 | 0 | 0 | 0 | -1 | -1 | -22 | 07:30 | 58 | 36 |
| 07:45 | 49 | 5 | 1 | 0 | 1 | 1 | 4 | 61 | 37 | 11 | 0 | 2 | 0 | 0 | 1 | 51 | -12 | 6 | -1 | 2 | -1 | -1 | -3 | -10 | 07:45 | 61 | 51 |
| 08:00 | 69 | 12 | 0 | 1 | 0 | 1 | 2 | 85 | 39 | 10 | 1 | 1 | 1 | 0 | 0 | 52 | -30 | -2 | 1 | 0 | 1 | -1 | -2 | -33 | 08:00 | 85 | 52 |
| 08:15 | 32 | 8 | 1 | 1 | 1 | 0 | 2 | 45 | 23 | 6 | 0 | 2 | 1 | 0 | 0 | 32 | -9 | -2 | -1 | 1 | 0 | 0 | -2 | -13 | 08:15 | 45 | 32 |
| 08:30 | 50 | 6 | 0 | 0 | 1 | 0 | 1 | 58 | 39 | 8 | 1 | 0 | 1 | 0 | 0 | 49 | -11 | 2 | 1 | 0 | 0 | 0 | -1 | -9 | 08:30 | 58 | 49 |
| 08:45 | 71 | 9 | 1 | 0 | 0 | 1 | 8 | 90 | 36 | 7 | 2 | 0 | 0 | 0 | 0 | 45 | -35 | -2 | 1 | 0 | 0 | -1 | -8 | -45 | 08:45 | 90 | 45 |
| 09:00 | 49 | 8 | 1 | 1 | 0 | 1 | 0 | 60 | 33 | 8 | 2 | 3 | 0 | 0 | 0 | 46 | -16 | 0 | 1 | 2 | 0 | -1 | 0 | -14 | 09:00 | 60 | 46 |
| 09:15 | 39 | 5 | 0 | 0 | 0 | 0 | 2 | 46 | 39 | 7 | 2 | 1 | 0 | 0 | 1 | 50 | 0 | 2 | 2 | 1 | 0 | 0 | -1 | 4 | 09:15 | 46 | 50 |
| 09:30 | 26 | 7 | 0 | 1 | 0 | 0 | 0 | 34 | 26 | 7 | 2 | 2 | 0 | 0 | 0 | 37 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3 | 09:30 | 34 | 37 |
| 09:45 | 28 | 10 | 1 | 0 | 1 | 0 | 0 | 40 | 28 | 10 | 3 | 0 | 1 | 0 | 0 | 43 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 3 | 09:45 | 40 | 43 |
| Total | 491 | 94 | 6 | 4 | 4 | 7 | 20 | 626 | 366 | 95 | 15 | 11 | 4 | 2 | 2 | 495 | -125 | 1 | 9 | 7 | 0 | -5 | -18 | -131 | | | |
| | | | | | | | | | | | | | | | | | -25% | 1% | 150% | 175% | 0% | -71% | -90% | -21% | | | |
| 16:00 | 60 | 7 | 1 | 0 | 1 | 0 | 0 | 69 | 99 | 13 | 2 | 1 | 1 | 1 | 1 | 118 | 39 | 6 | 1 | 1 | 0 | 1 | 1 | 49 | 16:00 | 69 | 118 |
| 16:15 | 63 | 17 | 1 | 0 | 1 | 0 | 2 | 84 | 61 | 19 | 1 | 0 | 0 | 0 | 0 | 81 | -2 | 2 | 0 | 0 | -1 | 0 | -2 | -3 | 16:15 | 84 | 81 |
| 16:30 | 45 | 9 | 0 | 0 | 1 | 0 | 2 | 57 | 115 | 21 | 1 | 0 | 1 | 1 | 1 | 140 | 70 | 12 | 1 | 0 | 0 | 1 | -1 | 83 | 16:30 | 57 | 140 |
| 16:45 | 47 | 6 | 0 | 0 | 1 | 2 | 0 | 56 | 57 | 5 | 0 | 0 | 0 | 1 | 0 | 63 | 10 | -1 | 0 | 0 | -1 | -1 | 0 | 7 | 16:45 | 56 | 63 |
| 17:00 | 58 | 6 | 0 | 0 | 0 | 0 | 2 | 66 | 92 | 6 | 0 | 0 | 2 | 1 | 2 | 103 | 34 | 0 | 0 | 0 | 2 | 1 | 0 | 37 | 17:00 | 66 | 103 |
| 17:15 | 58 | 8 | 0 | 0 | 0 | 0 | 0 | 66 | 85 | 7 | 1 | 0 | 0 | 1 | 1 | 95 | 27 | -1 | 1 | 0 | 0 | 1 | 1 | 29 | 17:15 | 66 | 95 |
| 17:30 | 59 | 8 | 0 | 0 | 1 | 0 | 0 | 68 | 82 | 11 | 0 | 0 | 1 | 0 | 1 | 95 | 23 | 3 | 0 | 0 | 0 | 0 | 1 | 27 | 17:30 | 68 | 95 |
| 17:45 | 55 | 10 | 0 | 0 | 0 | 0 | 2 | 67 | 68 | 9 | 0 | 0 | 0 | 0 | 0 | 77 | 13 | -1 | 0 | 0 | 0 | 0 | -2 | 10 | 17:45 | 67 | 77 |
| 18:00 | 54 | 5 | 0 | 0 | 0 | 0 | 1 | 60 | 86 | 5 | 0 | 0 | 0 | 0 | 1 | 92 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 18:00 | 60 | 92 |
| 18:15 | 36 | 4 | 0 | 0 | 1 | 0 | 1 | 42 | 39 | 5 | 0 | 0 | 1 | 0 | 1 | 46 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 18:15 | 42 | 46 |
| 18:30 | 47 | 2 | 0 | 0 | 2 | 0 | 1 | 52 | 46 | 4 | 0 | 0 | 2 | 0 | 0 | 52 | -1 | 2 | 0 | 0 | 0 | 0 | -1 | 0 | 18:30 | 52 | 52 |
| 18:45 | 29 | 5 | 0 | 0 | 1 | 0 | 0 | 35 | 26 | 3 | 0 | 0 | 1 | 0 | 2 | 32 | -3 | -2 | 0 | 0 | 0 | 0 | 2 | -3 | 18:45 | 35 | 32 |
| Total | 611 | 87 | 2 | 0 | 9 | 2 | 11 | 722 | 856 | 108 | 5 | 1 | 9 | 5 | 10 | 994 | 245 | 21 | 3 | 1 | 0 | 3 | -1 | 272 | | | |
| | | | | | | | | | | | | | | | | | 40% | 24% | 150% | 0% | 0% | 150% | -9% | 38% | | | |

Please note: A positive value above indicates that there is a gain in vehicles between the sites

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Site Comparison: Site 2 to 7
 Date of Survey: 07.12.2021



Additional Comments
 Multiple side roads and access roads between sites.

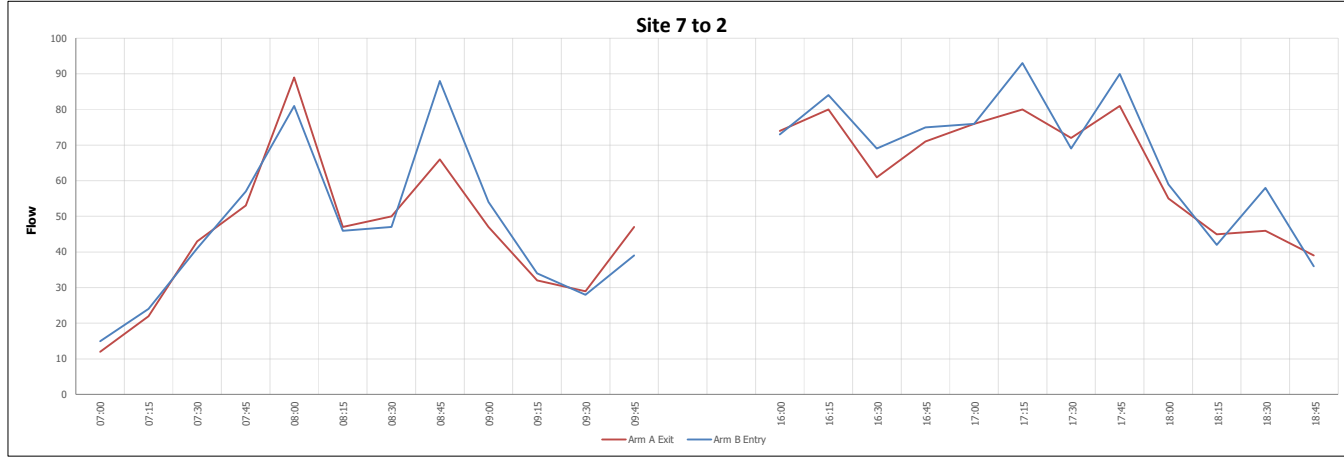
| Time | Site 2 | | | | | | | | Site 7 | | | | | | | | Difference (Entry minus Exit) | | | | | | | | Graph Data | | | |
|--------------|------------|------------|----------|----------|----------|----------|-----------|------------|------------|-----------|----------|----------|----------|----------|-----------|------------|-------------------------------|-------------|-------------|-----------|-----------|-----------|-------------|-------------|-------------|------|-------|--|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Time | Exit | Entry | |
| 07:00 | 46 | 8 | 1 | 0 | 1 | 0 | 1 | 57 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 20 | -30 | -4 | -1 | 0 | 0 | 0 | 0 | -37 | 07:00 | 57 | 20 | |
| 07:15 | 58 | 14 | 0 | 0 | 1 | 0 | 1 | 74 | 25 | 5 | 0 | 0 | 2 | 0 | 0 | 32 | -33 | -9 | 0 | 0 | 1 | 0 | -1 | -42 | 07:15 | 74 | 32 | |
| 07:30 | 65 | 11 | 0 | 0 | 0 | 1 | 2 | 79 | 33 | 7 | 0 | 0 | 0 | 0 | 0 | 40 | -32 | -4 | 0 | 0 | 0 | -1 | -2 | -39 | 07:30 | 79 | 40 | |
| 07:45 | 60 | 11 | 0 | 0 | 1 | 0 | 0 | 72 | 27 | 7 | 0 | 0 | 1 | 0 | 0 | 35 | -33 | -4 | 0 | 0 | 0 | 0 | 0 | -37 | 07:45 | 72 | 35 | |
| 08:00 | 54 | 8 | 0 | 0 | 2 | 1 | 0 | 65 | 27 | 3 | 0 | 0 | 1 | 1 | 0 | 32 | -27 | -5 | 0 | 0 | -1 | 0 | 0 | -33 | 08:00 | 65 | 32 | |
| 08:15 | 52 | 12 | 1 | 0 | 1 | 0 | 5 | 71 | 20 | 9 | 0 | 0 | 2 | 1 | 2 | 34 | -32 | -3 | -1 | 0 | 1 | 1 | -3 | -37 | 08:15 | 71 | 34 | |
| 08:30 | 68 | 10 | 0 | 0 | 1 | 0 | 2 | 81 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 29 | -41 | -8 | 0 | 0 | -1 | 0 | -2 | -52 | 08:30 | 81 | 29 | |
| 08:45 | 49 | 10 | 0 | 0 | 0 | 0 | 6 | 65 | 33 | 2 | 0 | 1 | 1 | 0 | 5 | 42 | -16 | -8 | 0 | 1 | 1 | 0 | -1 | -23 | 08:45 | 65 | 42 | |
| 09:00 | 38 | 8 | 0 | 1 | 0 | 0 | 1 | 48 | 18 | 3 | 0 | 0 | 0 | 0 | 1 | 22 | -20 | -5 | 0 | -1 | 0 | 0 | 0 | -26 | 09:00 | 48 | 22 | |
| 09:15 | 37 | 5 | 0 | 0 | 0 | 0 | 2 | 44 | 23 | 5 | 1 | 0 | 0 | 0 | 1 | 30 | -14 | 0 | 1 | 0 | 0 | 0 | -1 | -14 | 09:15 | 44 | 30 | |
| 09:30 | 54 | 13 | 0 | 0 | 1 | 0 | 1 | 69 | 19 | 5 | 0 | 0 | 0 | 0 | 1 | 25 | -35 | -8 | 0 | 0 | -1 | 0 | 0 | -44 | 09:30 | 69 | 25 | |
| 09:45 | 40 | 8 | 0 | 0 | 1 | 0 | 0 | 49 | 24 | 8 | 0 | 0 | 2 | 0 | 0 | 34 | -16 | 0 | 0 | 0 | 1 | 0 | 0 | -15 | 09:45 | 49 | 34 | |
| Total | 621 | 118 | 2 | 1 | 9 | 2 | 21 | 774 | 292 | 60 | 1 | 1 | 9 | 2 | 10 | 375 | -329 | -58 | -1 | 0 | 0 | 0 | -11 | -399 | | | | |
| | | | | | | | | | | | | | | | | | -53% | -49% | -50% | 0% | 0% | 0% | 0% | -52% | -52% | | | |
| 16:00 | 45 | 5 | 0 | 0 | 0 | 0 | 10 | 60 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | -29 | -4 | 0 | 0 | 0 | 0 | -10 | -43 | 16:00 | 60 | 17 | |
| 16:15 | 32 | 11 | 0 | 0 | 0 | 0 | 1 | 44 | 16 | 2 | 1 | 0 | 0 | 0 | 0 | 19 | -16 | -9 | 1 | 0 | 0 | 0 | -1 | -25 | 16:15 | 44 | 19 | |
| 16:30 | 57 | 11 | 0 | 0 | 0 | 2 | 2 | 72 | 37 | 8 | 0 | 0 | 0 | 0 | 0 | 45 | -20 | -3 | 0 | 0 | 0 | -2 | -2 | -27 | 16:30 | 72 | 45 | |
| 16:45 | 48 | 6 | 0 | 0 | 0 | 1 | 2 | 57 | 31 | 3 | 0 | 0 | 0 | 1 | 0 | 35 | -17 | -3 | 0 | 0 | 0 | 0 | -2 | -22 | 16:45 | 57 | 35 | |
| 17:00 | 55 | 4 | 0 | 0 | 1 | 1 | 2 | 63 | 34 | 3 | 0 | 0 | 1 | 1 | 0 | 39 | -21 | -1 | 0 | 0 | 0 | 0 | -2 | -24 | 17:00 | 63 | 39 | |
| 17:15 | 47 | 11 | 0 | 0 | 0 | 0 | 2 | 60 | 24 | 6 | 0 | 0 | 0 | 0 | 1 | 31 | -23 | -5 | 0 | 0 | 0 | 0 | -1 | -29 | 17:15 | 60 | 31 | |
| 17:30 | 57 | 8 | 0 | 0 | 0 | 0 | 2 | 67 | 39 | 10 | 0 | 0 | 0 | 0 | 0 | 49 | -18 | 2 | 0 | 0 | 0 | 0 | -2 | -18 | 17:30 | 67 | 49 | |
| 17:45 | 38 | 2 | 0 | 0 | 1 | 1 | 2 | 44 | 23 | 3 | 0 | 0 | 1 | 0 | 1 | 28 | -15 | 1 | 0 | 0 | 0 | -1 | -1 | -16 | 17:45 | 44 | 28 | |
| 18:00 | 39 | 5 | 0 | 0 | 0 | 0 | 3 | 47 | 27 | 6 | 0 | 0 | 0 | 0 | 0 | 33 | -12 | 1 | 0 | 0 | 0 | 0 | -3 | -14 | 18:00 | 47 | 33 | |
| 18:15 | 22 | 3 | 0 | 0 | 0 | 0 | 2 | 27 | 10 | 1 | 0 | 0 | 0 | 0 | 2 | 13 | -12 | -2 | 0 | 0 | 0 | 0 | 0 | -14 | 18:15 | 27 | 13 | |
| 18:30 | 27 | 1 | 0 | 0 | 0 | 0 | 1 | 29 | 18 | 2 | 0 | 0 | 0 | 0 | 1 | 21 | -9 | 1 | 0 | 0 | 0 | 0 | 0 | -8 | 18:30 | 29 | 21 | |
| 18:45 | 22 | 2 | 0 | 0 | 1 | 0 | 1 | 26 | 16 | 2 | 0 | 0 | 1 | 0 | 0 | 19 | -6 | 0 | 0 | 0 | 0 | 0 | -1 | -7 | 18:45 | 26 | 19 | |
| Total | 489 | 69 | 0 | 0 | 3 | 5 | 30 | 596 | 291 | 47 | 1 | 0 | 3 | 2 | 5 | 349 | -198 | -22 | 1 | 0 | 0 | -3 | -25 | -247 | | | | |
| | | | | | | | | | | | | | | | | | -40% | -32% | 0% | 0% | 0% | 0% | -60% | -83% | -41% | | | |

Please note: A positive value above indicates that there is a gain in vehicles between the sites

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Site Comparison: Site 7 to 2
 Date of Survey: 07.12.2021



Additional Comments
 Multiple side roads and access roads between sites.

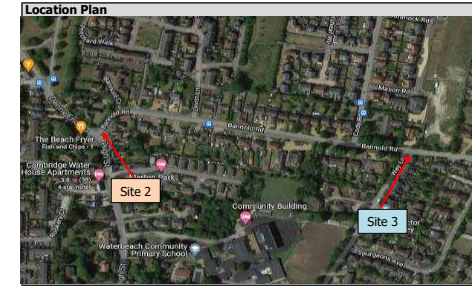
| Time | Site 7 | | | | | | | | Site 2 | | | | | | | | Difference (Entry minus Exit) | | | | | | | | Graph Data | | |
|--------------|------------|-----------|----------|----------|----------|----------|----------|------------|------------|-----------|----------|----------|-----------|----------|-----------|------------|-------------------------------|-----------|-----------|-------------|------------|-------------|-------------|-----------|------------|------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Time | Exit | Entry |
| 07:00 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 12 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 15 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 07:00 | 12 | 15 |
| 07:15 | 15 | 6 | 0 | 0 | 0 | 1 | 0 | 22 | 17 | 6 | 0 | 0 | 0 | 1 | 0 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 07:15 | 22 | 24 |
| 07:30 | 33 | 7 | 1 | 0 | 0 | 2 | 0 | 43 | 28 | 9 | 1 | 0 | 0 | 2 | 1 | 41 | -5 | 2 | 0 | 0 | 0 | 0 | 1 | -2 | 07:30 | 43 | 41 |
| 07:45 | 45 | 6 | 1 | 0 | 1 | 0 | 0 | 53 | 46 | 5 | 1 | 0 | 1 | 0 | 4 | 57 | 1 | -1 | 0 | 0 | 0 | 0 | 4 | 4 | 07:45 | 53 | 57 |
| 08:00 | 73 | 14 | 0 | 0 | 0 | 1 | 1 | 89 | 68 | 11 | 0 | 0 | 0 | 1 | 1 | 81 | -5 | -3 | 0 | 0 | 0 | 0 | 0 | -8 | 08:00 | 89 | 81 |
| 08:15 | 36 | 7 | 2 | 0 | 0 | 1 | 1 | 47 | 36 | 6 | 2 | 0 | 0 | 0 | 2 | 46 | 0 | -1 | 0 | 0 | 0 | -1 | 1 | -1 | 08:15 | 47 | 46 |
| 08:30 | 38 | 6 | 1 | 0 | 1 | 0 | 4 | 50 | 36 | 7 | 0 | 0 | 1 | 1 | 2 | 47 | -2 | 1 | -1 | 0 | 0 | 1 | -2 | -3 | 08:30 | 50 | 47 |
| 08:45 | 55 | 9 | 1 | 0 | 0 | 0 | 1 | 66 | 66 | 11 | 2 | 0 | 0 | 1 | 8 | 88 | 11 | 2 | 1 | 0 | 0 | 1 | 7 | 22 | 08:45 | 66 | 88 |
| 09:00 | 36 | 9 | 0 | 1 | 0 | 0 | 1 | 47 | 44 | 8 | 0 | 0 | 0 | 1 | 1 | 54 | 8 | -1 | 0 | -1 | 0 | 1 | 0 | 7 | 09:00 | 47 | 54 |
| 09:15 | 23 | 8 | 0 | 0 | 0 | 0 | 1 | 32 | 28 | 4 | 0 | 0 | 0 | 0 | 2 | 34 | 5 | -4 | 0 | 0 | 0 | 0 | 1 | 2 | 09:15 | 32 | 34 |
| 09:30 | 24 | 4 | 0 | 1 | 0 | 0 | 0 | 29 | 20 | 7 | 0 | 1 | 0 | 0 | 0 | 28 | -4 | 3 | 0 | 0 | 0 | 0 | 0 | -1 | 09:30 | 29 | 28 |
| 09:45 | 36 | 9 | 1 | 0 | 1 | 0 | 0 | 47 | 26 | 11 | 1 | 0 | 1 | 0 | 0 | 39 | -10 | 2 | 0 | 0 | 0 | 0 | 0 | -8 | 09:45 | 47 | 39 |
| Total | 423 | 88 | 7 | 2 | 3 | 5 | 9 | 537 | 426 | 89 | 7 | 1 | 3 | 7 | 21 | 554 | 3 | 1 | 0 | -1 | 0 | 2 | 12 | 17 | | | |
| | | | | | | | | | | | | | | | | | 1% | 1% | 0% | -50% | 0% | 40% | 133% | 3% | | | |
| 16:00 | 64 | 8 | 1 | 0 | 1 | 0 | 0 | 74 | 63 | 7 | 1 | 0 | 2 | 0 | 0 | 73 | -1 | -1 | 0 | 0 | 1 | 0 | 0 | -1 | 16:00 | 74 | 73 |
| 16:15 | 62 | 15 | 1 | 0 | 0 | 0 | 2 | 80 | 65 | 14 | 1 | 0 | 1 | 0 | 3 | 84 | 3 | -1 | 0 | 0 | 1 | 0 | 1 | 4 | 16:15 | 80 | 84 |
| 16:30 | 51 | 8 | 0 | 0 | 1 | 0 | 1 | 61 | 56 | 10 | 0 | 0 | 1 | 0 | 2 | 69 | 5 | 2 | 0 | 0 | 0 | 0 | 1 | 8 | 16:30 | 61 | 69 |
| 16:45 | 57 | 8 | 0 | 0 | 1 | 4 | 1 | 71 | 63 | 8 | 0 | 0 | 1 | 2 | 1 | 75 | 6 | 0 | 0 | 0 | 0 | -2 | 0 | 4 | 16:45 | 71 | 75 |
| 17:00 | 63 | 13 | 0 | 0 | 0 | 0 | 0 | 76 | 63 | 11 | 0 | 0 | 0 | 0 | 2 | 76 | 0 | -2 | 0 | 0 | 0 | 0 | 2 | 0 | 17:00 | 76 | 76 |
| 17:15 | 69 | 9 | 0 | 0 | 1 | 1 | 0 | 80 | 79 | 14 | 0 | 0 | 0 | 0 | 0 | 93 | 10 | 5 | 0 | 0 | -1 | -1 | 0 | 13 | 17:15 | 80 | 93 |
| 17:30 | 60 | 11 | 0 | 0 | 0 | 0 | 1 | 72 | 59 | 9 | 0 | 0 | 1 | 0 | 0 | 69 | -1 | -2 | 0 | 0 | 1 | 0 | -1 | -3 | 17:30 | 72 | 69 |
| 17:45 | 68 | 12 | 0 | 0 | 0 | 0 | 1 | 81 | 77 | 12 | 0 | 0 | 0 | 0 | 1 | 90 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 17:45 | 81 | 90 |
| 18:00 | 52 | 2 | 0 | 0 | 1 | 0 | 0 | 55 | 56 | 3 | 0 | 0 | 0 | 0 | 0 | 59 | 4 | 1 | 0 | 0 | -1 | 0 | 0 | 4 | 18:00 | 55 | 59 |
| 18:15 | 43 | 2 | 0 | 0 | 0 | 0 | 0 | 45 | 36 | 5 | 0 | 0 | 1 | 0 | 0 | 42 | -7 | 3 | 0 | 0 | 1 | 0 | 0 | -3 | 18:15 | 45 | 42 |
| 18:30 | 41 | 3 | 0 | 0 | 2 | 0 | 0 | 46 | 52 | 3 | 0 | 0 | 2 | 0 | 1 | 58 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 18:30 | 46 | 58 |
| 18:45 | 33 | 4 | 0 | 0 | 1 | 0 | 1 | 39 | 32 | 3 | 0 | 0 | 1 | 0 | 0 | 36 | -1 | -1 | 0 | 0 | 0 | 0 | -1 | -3 | 18:45 | 39 | 36 |
| Total | 663 | 95 | 2 | 0 | 8 | 5 | 7 | 780 | 701 | 99 | 2 | 0 | 10 | 2 | 10 | 824 | 38 | 4 | 0 | 0 | 2 | -3 | 3 | 44 | | | |
| | | | | | | | | | | | | | | | | | 6% | 4% | 0% | 0% | 25% | -60% | 43% | 6% | | | |

Please note: A positive value above indicates that there is a gain in vehicles between the sites

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Site Comparison: Site 2 to 3
 Date of Survey: 07.12.2021



Additional Comments
 Residential areas between sites.

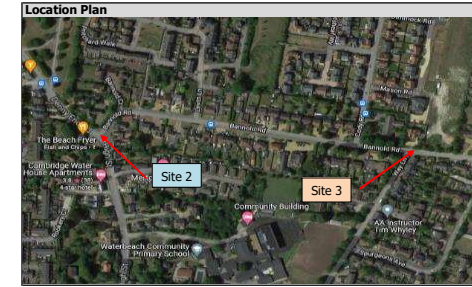
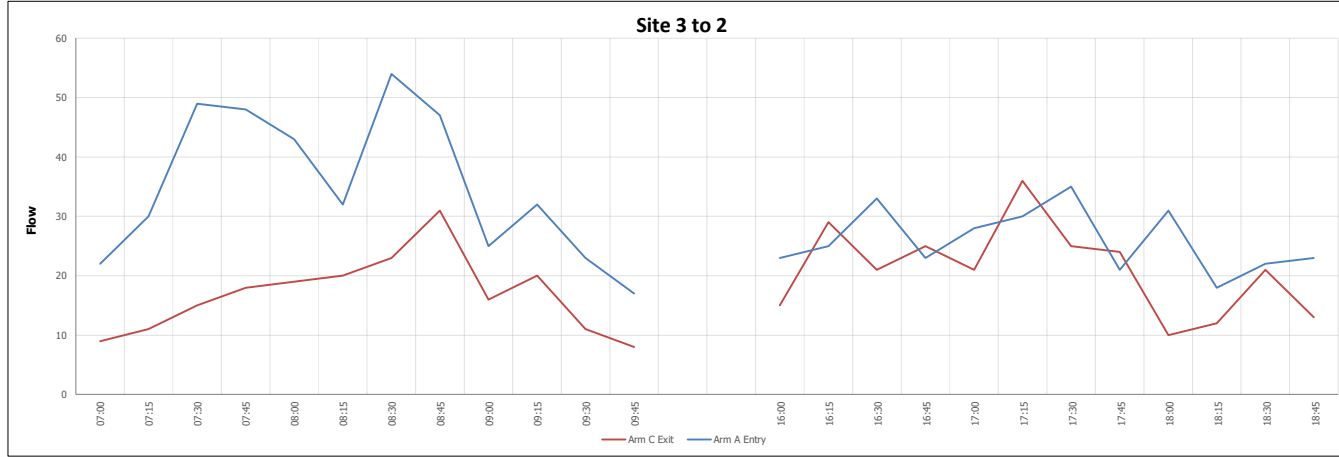
| Time | Site 2 | | | | | | | | Site 3 | | | | | | | | Difference (Entry minus Exit) | | | | | | | | Graph Data | | |
|--------------|------------|-----------|----------|----------|----------|----------|----------|------------|------------|-----------|----------|----------|----------|----------|-----------|------------|-------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|------------|------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Time | Exit | Entry |
| 07:00 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 7 | 8 | 1 | 0 | 0 | 0 | 1 | 0 | 10 | 3 | 0 | 0 | 0 | -1 | 1 | 0 | 3 | 07:00 | 7 | 10 |
| 07:15 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 6 | 7 | 1 | 0 | 0 | 0 | 0 | 2 | 10 | 4 | -2 | 0 | 0 | 0 | 0 | 2 | 4 | 07:15 | 6 | 10 |
| 07:30 | 6 | 1 | 1 | 1 | 0 | 0 | 0 | 9 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 14 | 5 | 1 | 0 | -1 | 0 | 0 | 0 | 5 | 07:30 | 9 | 14 |
| 07:45 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13 | 12 | 3 | 0 | 0 | 0 | 0 | 2 | 17 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 4 | 07:45 | 13 | 17 |
| 08:00 | 20 | 5 | 0 | 1 | 1 | 0 | 0 | 27 | 17 | 5 | 0 | 0 | 1 | 0 | 3 | 26 | -3 | 0 | 0 | -1 | 0 | 0 | 3 | -1 | 08:00 | 27 | 26 |
| 08:15 | 20 | 0 | 1 | 1 | 1 | 0 | 1 | 24 | 18 | 0 | 1 | 1 | 1 | 0 | 1 | 22 | -2 | 0 | 0 | 0 | 0 | 0 | 0 | -2 | 08:15 | 24 | 22 |
| 08:30 | 14 | 1 | 0 | 0 | 0 | 1 | 1 | 17 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 23 | 6 | 2 | 0 | 0 | 0 | -1 | -1 | 6 | 08:30 | 17 | 23 |
| 08:45 | 22 | 7 | 1 | 0 | 0 | 0 | 0 | 30 | 15 | 5 | 0 | 0 | 0 | 0 | 1 | 21 | -7 | -2 | -1 | 0 | 0 | 0 | 1 | -9 | 08:45 | 30 | 21 |
| 09:00 | 15 | 4 | 0 | 0 | 0 | 0 | 1 | 20 | 9 | 3 | 0 | 0 | 0 | 0 | 1 | 13 | -6 | -1 | 0 | 0 | 0 | 0 | 0 | -7 | 09:00 | 20 | 13 |
| 09:15 | 12 | 3 | 0 | 0 | 0 | 0 | 1 | 16 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | -1 | -2 | 09:15 | 16 | 18 |
| 09:30 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 12 | 5 | 2 | 0 | 1 | 0 | 0 | 1 | 9 | -5 | 1 | 0 | 0 | 0 | 0 | 1 | -3 | 09:30 | 12 | 9 |
| 09:45 | 9 | 2 | 0 | 0 | 0 | 0 | 1 | 12 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | -1 | 0 | 0 | 0 | 0 | -1 | -2 | 09:45 | 12 | 10 |
| Total | 147 | 30 | 3 | 4 | 3 | 1 | 5 | 193 | 146 | 29 | 2 | 2 | 2 | 1 | 11 | 205 | -1 | -3 | -1 | -2 | -1 | 0 | 6 | | | | |
| | | | | | | | | | | | | | | | | | -1% | -3% | -33% | -50% | -33% | 0% | 120% | 0% | | | |
| 16:00 | 22 | 3 | 0 | 0 | 1 | 1 | 0 | 27 | 14 | 2 | 0 | 0 | 1 | 1 | 0 | 18 | -8 | -1 | 0 | 0 | 0 | 0 | 0 | -9 | 16:00 | 27 | 18 |
| 16:15 | 20 | 3 | 0 | 0 | 0 | 0 | 1 | 24 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 18 | -3 | -2 | 0 | 0 | 0 | 0 | -1 | -6 | 16:15 | 24 | 18 |
| 16:30 | 27 | 5 | 0 | 0 | 0 | 0 | 1 | 33 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 17 | -13 | -2 | 0 | 0 | 0 | 0 | -1 | -16 | 16:30 | 33 | 17 |
| 16:45 | 36 | 6 | 0 | 0 | 0 | 0 | 1 | 43 | 14 | 3 | 1 | 0 | 0 | 0 | 0 | 18 | -22 | -3 | 1 | 0 | 0 | 0 | -1 | -25 | 16:45 | 43 | 18 |
| 17:00 | 24 | 6 | 0 | 0 | 0 | 0 | 0 | 30 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 18 | -9 | -3 | 0 | 0 | 0 | 0 | 0 | -12 | 17:00 | 30 | 18 |
| 17:15 | 32 | 6 | 0 | 0 | 0 | 0 | 0 | 38 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 18 | -18 | -2 | 0 | 0 | 0 | 0 | 0 | -20 | 17:15 | 38 | 18 |
| 17:30 | 21 | 6 | 0 | 0 | 0 | 0 | 0 | 27 | 12 | 3 | 0 | 0 | 0 | 0 | 1 | 16 | -9 | -3 | 0 | 0 | 0 | 0 | 1 | -11 | 17:30 | 27 | 16 |
| 17:45 | 40 | 2 | 0 | 0 | 0 | 0 | 0 | 42 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 20 | -22 | 0 | 0 | 0 | 0 | 0 | 0 | -22 | 17:45 | 42 | 20 |
| 18:00 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 28 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | -10 | -1 | 0 | 0 | 0 | 0 | 0 | -11 | 18:00 | 28 | 17 |
| 18:15 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 25 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | -11 | -2 | 0 | 0 | 0 | 0 | 0 | -13 | 18:15 | 25 | 12 |
| 18:30 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 29 | 15 | 1 | 0 | 0 | 0 | 1 | 1 | 18 | -12 | -1 | 0 | 0 | 0 | 1 | 1 | -11 | 18:30 | 29 | 18 |
| 18:45 | 27 | 3 | 0 | 0 | 0 | 0 | 1 | 31 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 15 | -13 | -3 | 0 | 0 | 0 | 0 | 0 | -16 | 18:45 | 31 | 15 |
| Total | 326 | 45 | 0 | 0 | 1 | 1 | 4 | 377 | 176 | 22 | 1 | 0 | 1 | 2 | 3 | 205 | -150 | -23 | 1 | 0 | 0 | 1 | -1 | -172 | | | |
| | | | | | | | | | | | | | | | | | -46% | -51% | 0% | 0% | 0% | 100% | -25% | -46% | | | |

Please note: A positive value above indicates that there is a gain in vehicles between the sites

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Site Comparison: Site 3 to 2
 Date of Survey: 07.12.2021



Additional Comments
 Residential areas between sites.

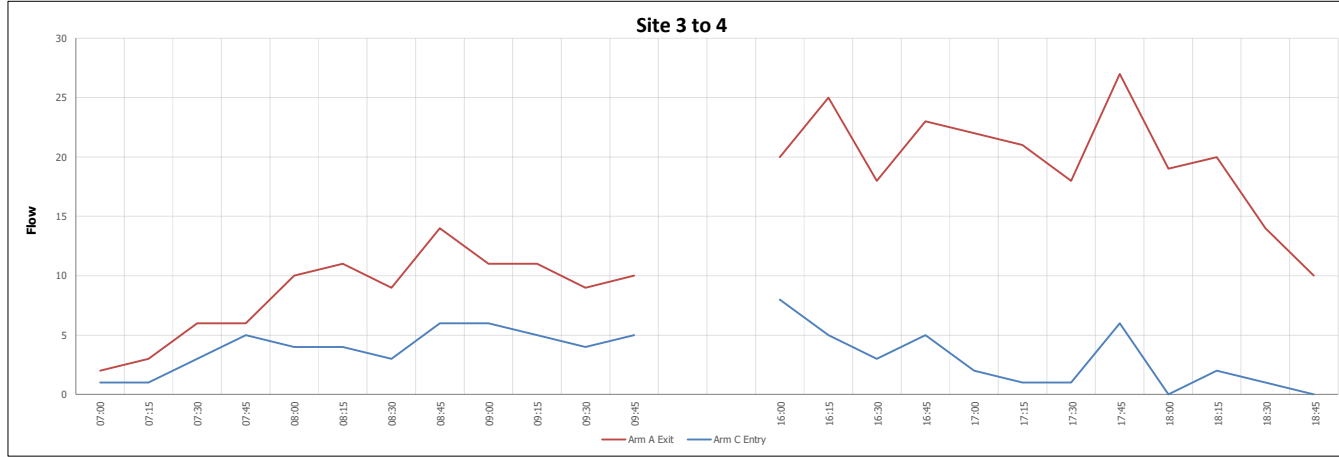
| Time | Site 3 | | | | | | | | Site 2 | | | | | | | | Difference (Entry minus Exit) | | | | | | | | Graph Data | | |
|--------------|------------|-----------|----------|----------|----------|----------|-----------|------------|------------|-----------|----------|----------|----------|----------|-----------|------------|-------------------------------|------------|-----------|-------------|-------------|--------------|-------------|-------------|------------|------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Time | Exit | Entry |
| 07:00 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 9 | 14 | 6 | 0 | 0 | 1 | 0 | 0 | 22 | 9 | 2 | 0 | 0 | 0 | 0 | 1 | 13 | 07:00 | 9 | 22 |
| 07:15 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 25 | 4 | 0 | 0 | 0 | 0 | 1 | 30 | 15 | 3 | 0 | 0 | 0 | 0 | 1 | 19 | 07:15 | 11 | 30 |
| 07:30 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 15 | 42 | 6 | 0 | 0 | 0 | 0 | 1 | 49 | 31 | 2 | 0 | 0 | 0 | 0 | 1 | 34 | 07:30 | 15 | 49 |
| 07:45 | 16 | 1 | 0 | 0 | 0 | 1 | 0 | 18 | 44 | 3 | 0 | 0 | 0 | 1 | 0 | 48 | 28 | 2 | 0 | 0 | 0 | 0 | 0 | 30 | 07:45 | 18 | 48 |
| 08:00 | 15 | 2 | 0 | 0 | 1 | 0 | 1 | 19 | 32 | 6 | 0 | 1 | 2 | 1 | 1 | 43 | 17 | 4 | 0 | 1 | 1 | 1 | 0 | 24 | 08:00 | 19 | 43 |
| 08:15 | 15 | 3 | 0 | 0 | 1 | 0 | 1 | 20 | 24 | 4 | 0 | 1 | 1 | 0 | 2 | 32 | 9 | 1 | 0 | 1 | 0 | 0 | 1 | 12 | 08:15 | 20 | 32 |
| 08:30 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 23 | 50 | 2 | 0 | 0 | 0 | 0 | 2 | 54 | 28 | 1 | 0 | 0 | 0 | 0 | 2 | 31 | 08:30 | 23 | 54 |
| 08:45 | 26 | 5 | 0 | 0 | 0 | 0 | 0 | 31 | 42 | 4 | 0 | 0 | 0 | 0 | 1 | 47 | 16 | -1 | 0 | 0 | 0 | 0 | 1 | 16 | 08:45 | 31 | 47 |
| 09:00 | 9 | 3 | 0 | 2 | 0 | 0 | 2 | 16 | 19 | 2 | 1 | 2 | 0 | 0 | 1 | 25 | 10 | -1 | 1 | 0 | 0 | 0 | -1 | 9 | 09:00 | 16 | 25 |
| 09:15 | 15 | 4 | 0 | 0 | 0 | 0 | 1 | 20 | 25 | 5 | 0 | 0 | 0 | 0 | 2 | 32 | 10 | 1 | 0 | 0 | 0 | 0 | 1 | 12 | 09:15 | 20 | 32 |
| 09:30 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 11 | 18 | 3 | 0 | 1 | 0 | 0 | 1 | 23 | 11 | -1 | 0 | 1 | 0 | 0 | 1 | 12 | 09:30 | 11 | 23 |
| 09:45 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 17 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 09:45 | 8 | 17 |
| Total | 157 | 34 | 0 | 2 | 2 | 1 | 5 | 201 | 350 | 47 | 1 | 5 | 4 | 2 | 13 | 422 | 193 | 13 | 1 | 3 | 2 | 1 | 8 | 221 | | | |
| | | | | | | | | | | | | | | | | | 123% | 38% | 0% | 150% | 100% | 100% | 160% | 110% | | | |
| 16:00 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 23 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 16:00 | 15 | 23 |
| 16:15 | 25 | 3 | 0 | 0 | 0 | 0 | 1 | 29 | 19 | 6 | 0 | 0 | 0 | 0 | 0 | 25 | -6 | 3 | 0 | 0 | 0 | 0 | -1 | -4 | 16:15 | 29 | 25 |
| 16:30 | 14 | 5 | 0 | 0 | 0 | 0 | 2 | 21 | 26 | 7 | 0 | 0 | 0 | 0 | 0 | 33 | 12 | 2 | 0 | 0 | 0 | 0 | -2 | 12 | 16:30 | 21 | 33 |
| 16:45 | 18 | 6 | 0 | 0 | 0 | 0 | 1 | 25 | 17 | 4 | 0 | 0 | 0 | 0 | 2 | 23 | -1 | -2 | 0 | 0 | 0 | 0 | 1 | -2 | 16:45 | 25 | 23 |
| 17:00 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 21 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 28 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 17:00 | 21 | 28 |
| 17:15 | 30 | 5 | 0 | 0 | 0 | 0 | 1 | 36 | 24 | 5 | 0 | 0 | 0 | 0 | 1 | 30 | -6 | 0 | 0 | 0 | 0 | 0 | 0 | -6 | 17:15 | 36 | 30 |
| 17:30 | 21 | 2 | 0 | 0 | 0 | 0 | 2 | 25 | 31 | 4 | 0 | 0 | 0 | 0 | 0 | 35 | 10 | 2 | 0 | 0 | 0 | 0 | -2 | 10 | 17:30 | 25 | 35 |
| 17:45 | 22 | 0 | 0 | 0 | 0 | 0 | 2 | 24 | 19 | 1 | 0 | 0 | 0 | 0 | 1 | 21 | -3 | 1 | 0 | 0 | 0 | 0 | -1 | -3 | 17:45 | 24 | 21 |
| 18:00 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 25 | 4 | 0 | 0 | 0 | 0 | 2 | 31 | 16 | 3 | 0 | 0 | 0 | 0 | 2 | 21 | 18:00 | 10 | 31 |
| 18:15 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 16 | 1 | 0 | 0 | 0 | 0 | 1 | 18 | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 6 | 18:15 | 12 | 18 |
| 18:30 | 19 | 0 | 0 | 0 | 0 | 1 | 1 | 21 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 3 | 0 | 0 | 0 | 0 | -1 | -1 | 1 | 18:30 | 21 | 22 |
| 18:45 | 11 | 1 | 0 | 0 | 0 | 0 | 1 | 13 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 23 | 9 | 2 | 0 | 0 | 0 | 0 | -1 | 10 | 18:45 | 13 | 23 |
| Total | 213 | 27 | 0 | 0 | 0 | 1 | 11 | 252 | 264 | 41 | 0 | 0 | 0 | 0 | 7 | 312 | 51 | 14 | 0 | 0 | 0 | -1 | -4 | 60 | | | |
| | | | | | | | | | | | | | | | | | 24% | 52% | 0% | 0% | 0% | -100% | -36% | 24% | | | |

Please note: A positive value above indicates that there is a gain in vehicles between the sites

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Site Comparison: Site 3 to 4
 Date of Survey: 07.12.2021



Additional Comments
 Residential areas between sites.

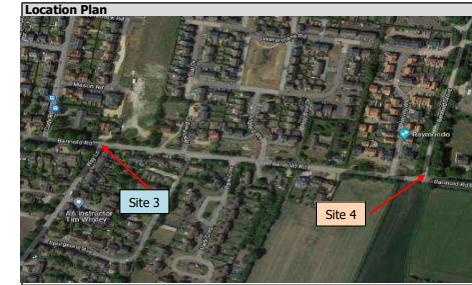
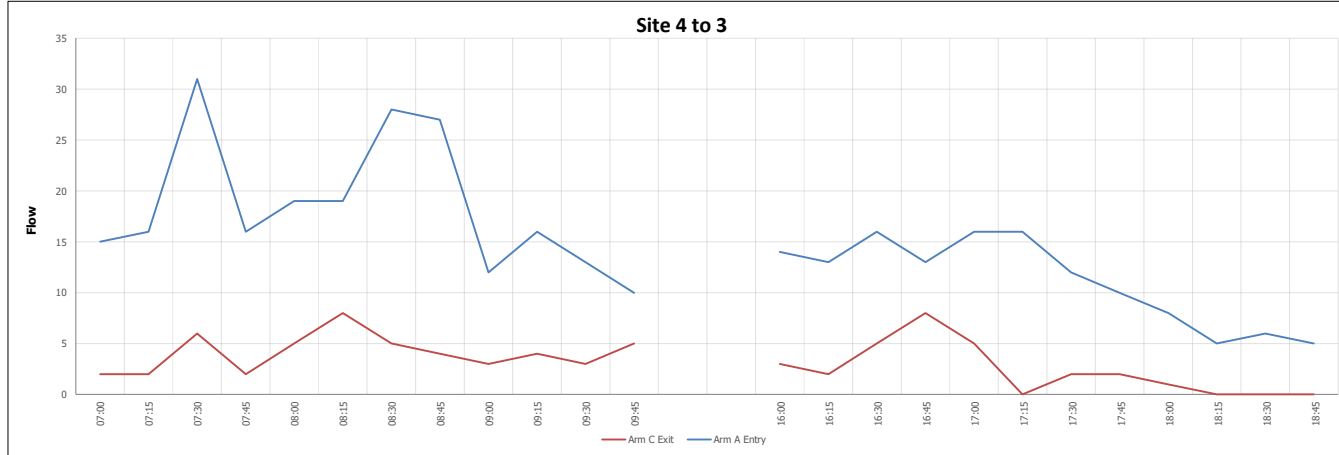
| Time | Site 3 | | | | | | | | Site 4 | | | | | | | | Difference (Entry minus Exit) | | | | | | | | Graph Data | | | | |
|--------------|------------|-----------|----------|----------|----------|----------|----------|------------|-----------|-----------|----------|----------|----------|----------|----------|-----------|-------------------------------|-------------|-------------|--------------|-----------|-----------|-----------|-------------|-------------|-------------|-------|---|--|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Time | Exit | Entry | | |
| 07:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | -2 | 0 | 0 | 0 | 0 | 1 | -1 | 07:00 | 2 | 1 | |
| 07:15 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | -1 | 0 | 0 | 0 | 0 | -2 | 07:15 | 3 | 1 | |
| 07:30 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -2 | -1 | 0 | 0 | 0 | -3 | 07:30 | 6 | 3 | |
| 07:45 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -2 | 1 | 0 | 0 | 0 | 0 | -1 | 07:45 | 6 | 5 | |
| 08:00 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -4 | -2 | 0 | 0 | 0 | 0 | -6 | 08:00 | 10 | 4 | |
| 08:15 | 5 | 3 | 1 | 1 | 0 | 0 | 1 | 11 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | -5 | -1 | -1 | 0 | 0 | 0 | -7 | 08:15 | 11 | 4 | |
| 08:30 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | -5 | -2 | 0 | 0 | 0 | 0 | 1 | -6 | 08:30 | 9 | 3 | |
| 08:45 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 14 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -7 | -1 | 0 | 0 | 0 | 0 | 0 | -8 | 08:45 | 14 | 6 | |
| 09:00 | 8 | 2 | 0 | 0 | 0 | 0 | 1 | 11 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 | 0 | 0 | -1 | -5 | 09:00 | 11 | 6 | |
| 09:15 | 8 | 2 | 0 | 1 | 0 | 0 | 0 | 11 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | -6 | 0 | 0 | 0 | 0 | 0 | 0 | -6 | 09:15 | 11 | 5 | |
| 09:30 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 9 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | -4 | -1 | 0 | 0 | 0 | 0 | 0 | -5 | 09:30 | 9 | 4 | |
| 09:45 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -6 | 1 | 0 | 0 | 0 | 0 | 0 | -5 | 09:45 | 10 | 5 | |
| Total | 69 | 26 | 2 | 3 | 0 | 0 | 2 | 102 | 23 | 18 | 0 | 3 | 0 | 0 | 0 | 3 | 47 | -46 | -8 | -2 | 0 | 0 | 0 | 1 | -55 | | | | |
| | | | | | | | | | | | | | | | | | | -67% | -31% | -100% | 0% | 0% | 0% | 50% | -54% | | | | |
| 16:00 | 15 | 2 | 0 | 0 | 0 | 1 | 2 | 20 | 4 | 2 | 0 | 0 | 0 | 1 | 1 | 8 | -11 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | -12 | 16:00 | 20 | 8 | |
| 16:15 | 21 | 3 | 1 | 0 | 0 | 0 | 0 | 25 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 5 | -18 | -2 | 0 | 0 | 0 | 0 | 0 | 0 | -20 | 16:15 | 25 | 5 | |
| 16:30 | 13 | 4 | 0 | 0 | 0 | 0 | 1 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | -10 | -4 | 0 | 0 | 0 | 0 | -1 | -15 | 16:30 | 18 | 3 | | |
| 16:45 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 23 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | -15 | -3 | 0 | 0 | 0 | 0 | 0 | 0 | -18 | 16:45 | 23 | 5 | |
| 17:00 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | -16 | -4 | 0 | 0 | 0 | 0 | 0 | 0 | -20 | 17:00 | 22 | 2 | |
| 17:15 | 18 | 2 | 0 | 0 | 0 | 0 | 1 | 21 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | -18 | -1 | 0 | 0 | 0 | 0 | -1 | -20 | 17:15 | 21 | 1 | | |
| 17:30 | 15 | 2 | 0 | 0 | 0 | 1 | 0 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | -15 | -1 | 0 | 0 | 0 | -1 | 0 | -17 | 17:30 | 18 | 1 | | |
| 17:45 | 23 | 3 | 0 | 0 | 0 | 0 | 1 | 27 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | -19 | -1 | 0 | 0 | 0 | 0 | -1 | -21 | 17:45 | 27 | 6 | | |
| 18:00 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -17 | -2 | 0 | 0 | 0 | 0 | 0 | 0 | -19 | 18:00 | 19 | 0 | |
| 18:15 | 19 | 0 | 0 | 0 | 0 | 0 | 1 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | -17 | 0 | 0 | 0 | 0 | 0 | -1 | -18 | 18:15 | 20 | 2 | | |
| 18:30 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | -13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -13 | 18:30 | 14 | 1 | |
| 18:45 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -9 | 0 | 0 | 0 | 0 | 0 | -1 | -10 | 18:45 | 10 | 0 | | |
| Total | 200 | 27 | 1 | 0 | 0 | 2 | 7 | 237 | 22 | 9 | 1 | 0 | 0 | 1 | 1 | 34 | -178 | -18 | 0 | 0 | 0 | 0 | -1 | -6 | -203 | | | | |
| | | | | | | | | | | | | | | | | | | -89% | -67% | 0% | 0% | 0% | 0% | -50% | -86% | -86% | | | |

Please note: A positive value above indicates that there is a gain in vehicles between the sites

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Site Comparison: Site 4 to 3
 Date of Survey: 07.12.2021



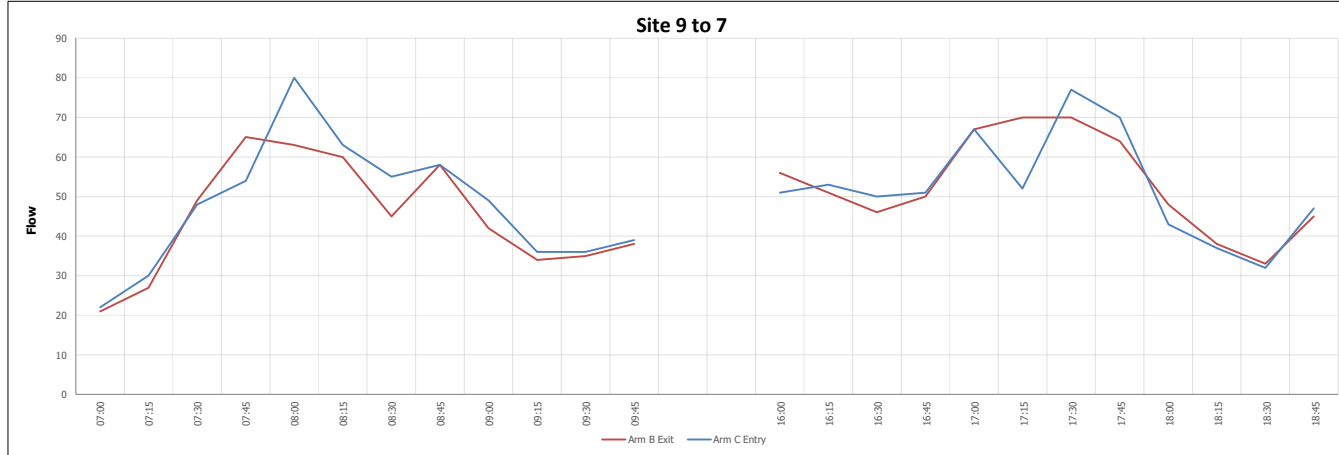
Additional Comments
 Residential areas between sites.

| Time | Site 4 Arm C Exit | | | | | | | | Site 3 Arm A Entry | | | | | | | | Difference (Entry minus Exit) | | | | | | | | Graph Data | | |
|--------------|----------------------|----------|----------|----------|----------|----------|----------|-----------|-----------------------|-----------|----------|----------|----------|----------|----------|------------|-------------------------------|-------------|-----------|-----------|-----------|-----------|-------------|-------------|------------|------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Time | Exit | Entry |
| 07:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 15 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 13 | 07:00 | 2 | 15 |
| 07:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14 | 07:15 | 2 | 16 |
| 07:30 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 26 | 5 | 0 | 0 | 0 | 0 | 0 | 31 | 20 | 5 | 0 | 0 | 0 | 0 | 0 | 25 | 07:30 | 6 | 31 |
| 07:45 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 13 | 2 | 0 | 0 | 0 | 1 | 0 | 16 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 07:45 | 2 | 16 |
| 08:00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 19 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 08:00 | 5 | 19 |
| 08:15 | 6 | 1 | 0 | 0 | 0 | 0 | 1 | 8 | 12 | 2 | 0 | 0 | 0 | 0 | 5 | 19 | 6 | 1 | 0 | 0 | 0 | 0 | 4 | 11 | 08:15 | 8 | 19 |
| 08:30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 28 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 23 | 08:30 | 5 | 28 |
| 08:45 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 27 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 23 | 08:45 | 4 | 27 |
| 09:00 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 3 | 6 | 2 | 0 | 2 | 0 | 0 | 2 | 12 | 6 | 2 | 0 | 0 | 0 | 0 | 1 | 9 | 09:00 | 3 | 12 |
| 09:15 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 4 | 12 | 2 | 0 | 0 | 0 | 0 | 2 | 16 | 10 | 1 | 0 | 0 | 0 | 0 | 1 | 12 | 09:15 | 4 | 16 |
| 09:30 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 13 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 09:30 | 3 | 13 |
| 09:45 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 09:45 | 5 | 10 |
| Total | 34 | 9 | 0 | 2 | 0 | 1 | 3 | 49 | 178 | 32 | 0 | 2 | 0 | 1 | 9 | 222 | 424% | 256% | 0% | 0% | 0% | 0% | 200% | 353% | | | |
| 16:00 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 12 | 1 | 0 | 0 | 0 | 0 | 1 | 14 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 16:00 | 3 | 14 |
| 16:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 13 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11 | 16:15 | 2 | 13 |
| 16:30 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 16 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11 | 16:30 | 5 | 16 |
| 16:45 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 13 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 16:45 | 8 | 13 |
| 17:00 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 16 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11 | 17:00 | 5 | 16 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 16 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 16 | 17:15 | 0 | 16 |
| 17:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 1 | 0 | 0 | 0 | 0 | 1 | 12 | 8 | 1 | 0 | 0 | 0 | 0 | 1 | 10 | 17:30 | 2 | 12 |
| 17:45 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 17:45 | 2 | 10 |
| 18:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 18:00 | 1 | 8 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 18:15 | 0 | 5 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 18:30 | 0 | 6 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 18:45 | 0 | 5 |
| Total | 19 | 7 | 0 | 0 | 0 | 0 | 2 | 28 | 108 | 22 | 0 | 0 | 0 | 0 | 4 | 134 | 468% | 214% | 0% | 0% | 0% | 0% | 100% | 379% | | | |

Please note: A positive value above indicates that there is a gain in vehicles between the sites

Intelligent Data Collection Limited

Client: Mott McDonald
 Project Number: ID06180
 Site Comparison: Site 9 to 7
 Date of Survey: 07.12.2021



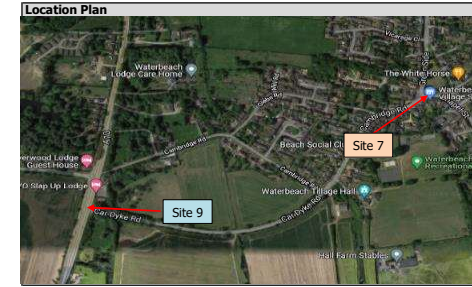
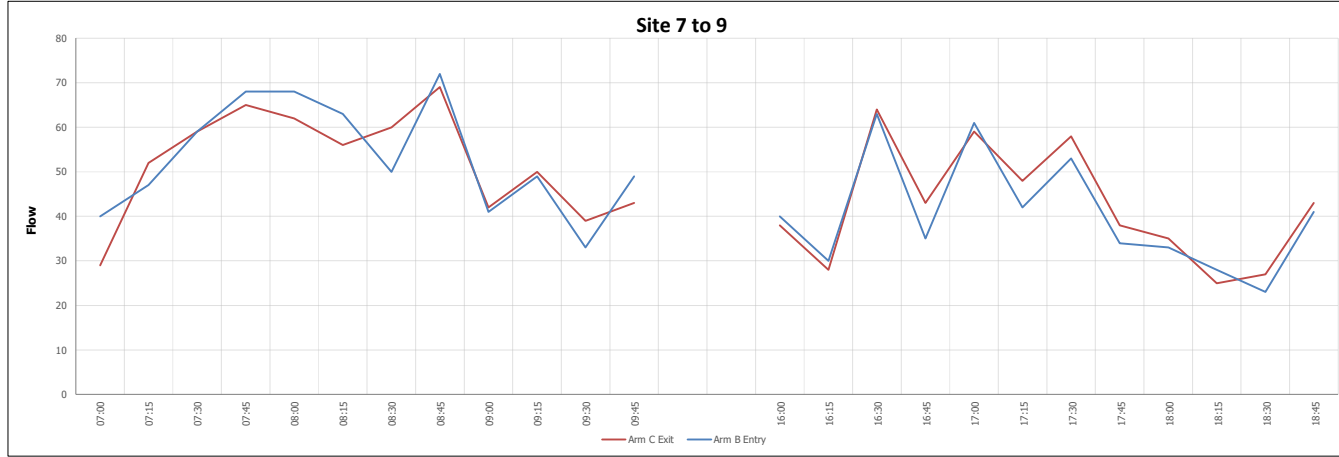
Additional Comments
 Residential area between sites.

| Time | Site 9 Arm B Exit | | | | | | | | Site 7 Arm C Entry | | | | | | | | Difference (Entry minus Exit) | | | | | | | | Graph Data | | |
|--------------|----------------------|-----------|----------|----------|----------|----------|----------|------------|-----------------------|------------|----------|----------|----------|----------|-----------|------------|-------------------------------|------------|-----------|-----------|-----------|-----------|-------------|--------------|------------|------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Time | Exit | Entry |
| 07:00 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 21 | 15 | 6 | 0 | 0 | 0 | 0 | 1 | 22 | -1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 21 | 22 |
| 07:15 | 19 | 7 | 0 | 0 | 0 | 1 | 0 | 27 | 21 | 7 | 0 | 0 | 0 | 1 | 1 | 30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 27 | 30 |
| 07:30 | 37 | 11 | 0 | 0 | 0 | 1 | 0 | 49 | 38 | 9 | 0 | 0 | 0 | 1 | 0 | 48 | 1 | -2 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | 49 | 48 |
| 07:45 | 51 | 11 | 1 | 0 | 2 | 0 | 0 | 65 | 44 | 8 | 1 | 0 | 1 | 0 | 0 | 54 | -7 | -3 | 0 | 0 | -1 | 0 | 0 | 0 | -11 | 65 | 54 |
| 08:00 | 52 | 8 | 2 | 0 | 1 | 0 | 0 | 63 | 64 | 12 | 2 | 0 | 2 | 0 | 0 | 80 | 12 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 17 | 63 | 80 |
| 08:15 | 45 | 12 | 2 | 0 | 0 | 1 | 0 | 60 | 47 | 11 | 2 | 0 | 0 | 1 | 2 | 63 | 2 | -1 | 0 | 0 | 0 | 0 | 2 | 3 | 60 | 63 | |
| 08:30 | 40 | 4 | 0 | 0 | 1 | 0 | 0 | 45 | 42 | 7 | 0 | 0 | 1 | 0 | 5 | 55 | 2 | 3 | 0 | 0 | 0 | 0 | 5 | 10 | 45 | 55 | |
| 08:45 | 48 | 8 | 1 | 0 | 0 | 0 | 1 | 58 | 47 | 8 | 1 | 0 | 0 | 0 | 2 | 58 | -1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 58 | 58 | |
| 09:00 | 31 | 10 | 0 | 1 | 0 | 0 | 0 | 42 | 36 | 11 | 0 | 1 | 0 | 0 | 1 | 49 | 5 | 1 | 0 | 0 | 0 | 0 | 1 | 7 | 42 | 49 | |
| 09:15 | 26 | 8 | 0 | 0 | 0 | 0 | 0 | 34 | 27 | 9 | 0 | 0 | 0 | 0 | 0 | 36 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 34 | 36 |
| 09:30 | 24 | 9 | 1 | 1 | 0 | 0 | 0 | 35 | 25 | 8 | 1 | 1 | 0 | 0 | 1 | 36 | 1 | -1 | 0 | 0 | 0 | 0 | 1 | 1 | 35 | 36 | |
| 09:45 | 32 | 5 | 0 | 0 | 1 | 0 | 0 | 38 | 33 | 5 | 0 | 0 | 1 | 0 | 0 | 39 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 38 | 39 |
| Total | 421 | 98 | 7 | 2 | 5 | 3 | 1 | 537 | 439 | 101 | 7 | 2 | 5 | 3 | 13 | 570 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 12 | 33 | | |
| | | | | | | | | | | | | | | | | | 4% | 3% | 0% | 0% | 0% | 0% | 0% | 1200% | 6% | | |
| 16:00 | 45 | 9 | 1 | 0 | 1 | 0 | 0 | 56 | 42 | 7 | 1 | 0 | 1 | 0 | 0 | 51 | -3 | -2 | 0 | 0 | 0 | 0 | 0 | 0 | -5 | 56 | 51 |
| 16:15 | 39 | 9 | 1 | 0 | 2 | 0 | 0 | 51 | 43 | 6 | 1 | 0 | 0 | 0 | 3 | 53 | 4 | -3 | 0 | 0 | -2 | 0 | 3 | 2 | 51 | 53 | |
| 16:30 | 41 | 5 | 0 | 0 | 0 | 0 | 0 | 46 | 40 | 7 | 0 | 0 | 2 | 0 | 1 | 50 | -1 | 2 | 0 | 0 | 2 | 0 | 1 | 4 | 46 | 50 | |
| 16:45 | 43 | 6 | 0 | 0 | 1 | 0 | 0 | 50 | 42 | 5 | 0 | 0 | 1 | 0 | 3 | 51 | -1 | -1 | 0 | 0 | 0 | 0 | 3 | 1 | 50 | 51 | |
| 17:00 | 59 | 8 | 0 | 0 | 0 | 0 | 0 | 67 | 58 | 8 | 0 | 0 | 0 | 0 | 1 | 67 | -1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 67 | 67 | |
| 17:15 | 54 | 14 | 0 | 0 | 1 | 1 | 0 | 70 | 43 | 7 | 0 | 0 | 1 | 1 | 0 | 52 | -11 | -7 | 0 | 0 | 0 | 0 | 0 | -18 | 70 | 52 | |
| 17:30 | 63 | 6 | 0 | 0 | 0 | 1 | 0 | 70 | 64 | 10 | 0 | 0 | 0 | 0 | 3 | 77 | 1 | 4 | 0 | 0 | 0 | -1 | 3 | 7 | 70 | 77 | |
| 17:45 | 59 | 5 | 0 | 0 | 0 | 0 | 0 | 64 | 59 | 9 | 0 | 0 | 0 | 0 | 2 | 70 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 6 | 64 | 70 | |
| 18:00 | 44 | 3 | 0 | 0 | 1 | 0 | 0 | 48 | 38 | 3 | 0 | 0 | 1 | 0 | 1 | 43 | -6 | 0 | 0 | 0 | 0 | 0 | 1 | -5 | 48 | 43 | |
| 18:15 | 37 | 1 | 0 | 0 | 0 | 0 | 0 | 38 | 36 | 0 | 0 | 0 | 0 | 0 | 1 | 37 | -1 | -1 | 0 | 0 | 0 | 0 | 1 | -1 | 38 | 37 | |
| 18:30 | 31 | 1 | 0 | 0 | 1 | 0 | 0 | 33 | 29 | 1 | 0 | 1 | 0 | 1 | 1 | 32 | -2 | 0 | 0 | 0 | 0 | 0 | 1 | -1 | 33 | 32 | |
| 18:45 | 41 | 1 | 0 | 0 | 1 | 2 | 0 | 45 | 43 | 2 | 0 | 0 | 1 | 1 | 0 | 47 | 2 | 1 | 0 | 0 | -1 | 0 | 0 | 2 | 45 | 47 | |
| Total | 556 | 68 | 2 | 0 | 8 | 4 | 0 | 638 | 537 | 65 | 2 | 0 | 8 | 2 | 16 | 470 | -19 | -3 | 0 | 0 | 0 | -2 | 16 | -8 | | | |
| | | | | | | | | | | | | | | | | | -3% | -4% | 0% | 0% | 0% | 0% | -50% | 0% | -1% | | |

Please note: A positive value above indicates that there is a gain in vehicles between the sites

Intelligent Data Collection Limited

Client: Mott McDonald
 Project Number: ID06180
 Site Comparison: Site 7 to 9
 Date of Survey: 07.12.2021



Additional Comments
 Residential area between sites.

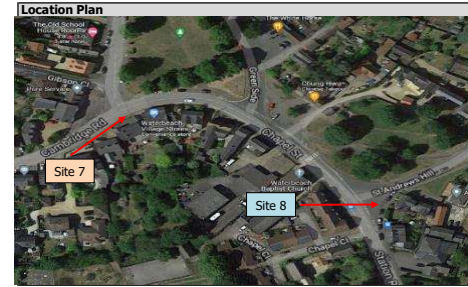
| Time | Site 7 | | | | | | | | Site 9 | | | | | | | | Difference (Entry minus Exit) | | | | | | | | Graph Data | | | |
|--------------|------------|-----------|----------|----------|----------|----------|-----------|------------|------------|-----------|----------|----------|----------|----------|----------|------------|-------------------------------|------------|-----------|-----------|-----------|-------------|-------------|------------|------------|-------|-------|----|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Time | Exit | Entry | |
| 07:00 | 22 | 7 | 0 | 0 | 0 | 0 | 0 | 29 | 32 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 40 | 10 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 07:00 | 29 | 40 |
| 07:15 | 43 | 7 | 0 | 0 | 1 | 0 | 1 | 52 | 39 | 7 | 0 | 0 | 1 | 0 | 0 | 47 | -4 | 0 | 0 | 0 | 0 | 0 | -1 | -5 | 07:15 | 52 | 47 | |
| 07:30 | 51 | 8 | 0 | 0 | 0 | 0 | 0 | 59 | 50 | 9 | 0 | 0 | 0 | 0 | 0 | 59 | -1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 07:30 | 59 | 59 |
| 07:45 | 51 | 11 | 0 | 0 | 1 | 0 | 2 | 65 | 53 | 14 | 0 | 0 | 1 | 0 | 0 | 68 | 2 | 3 | 0 | 0 | 0 | 0 | -2 | 3 | 07:45 | 65 | 68 | |
| 08:00 | 50 | 6 | 0 | 0 | 2 | 1 | 3 | 62 | 63 | 3 | 0 | 0 | 1 | 1 | 0 | 68 | 13 | -3 | 0 | 0 | -1 | 0 | -3 | 6 | 08:00 | 62 | 68 | |
| 08:15 | 36 | 11 | 0 | 0 | 2 | 1 | 6 | 56 | 47 | 10 | 0 | 0 | 3 | 1 | 2 | 63 | 11 | -1 | 0 | 0 | 1 | 0 | -4 | 7 | 08:15 | 56 | 63 | |
| 08:30 | 53 | 6 | 0 | 0 | 0 | 0 | 1 | 60 | 42 | 7 | 0 | 0 | 0 | 0 | 1 | 50 | -11 | 1 | 0 | 0 | 0 | 0 | 0 | -10 | 08:30 | 60 | 50 | |
| 08:45 | 52 | 6 | 0 | 1 | 1 | 0 | 9 | 69 | 59 | 9 | 0 | 1 | 1 | 1 | 1 | 72 | 7 | 3 | 0 | 0 | 0 | 1 | -8 | 3 | 08:45 | 69 | 72 | |
| 09:00 | 32 | 5 | 0 | 0 | 0 | 0 | 5 | 42 | 37 | 3 | 0 | 0 | 0 | 0 | 1 | 41 | 5 | -2 | 0 | 0 | 0 | 0 | -4 | -1 | 09:00 | 42 | 41 | |
| 09:15 | 40 | 7 | 2 | 0 | 0 | 0 | 1 | 50 | 38 | 9 | 2 | 0 | 0 | 0 | 0 | 49 | -2 | 2 | 0 | 0 | 0 | 0 | -1 | -1 | 09:15 | 50 | 49 | |
| 09:30 | 31 | 6 | 0 | 1 | 0 | 0 | 1 | 39 | 26 | 6 | 0 | 1 | 0 | 0 | 0 | 33 | -5 | 0 | 0 | 0 | 0 | 0 | -1 | -6 | 09:30 | 39 | 33 | |
| 09:45 | 32 | 10 | 0 | 0 | 1 | 0 | 0 | 43 | 38 | 10 | 0 | 0 | 1 | 0 | 0 | 49 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 09:45 | 43 | 49 | |
| Total | 493 | 90 | 2 | 2 | 8 | 2 | 29 | 626 | 524 | 94 | 2 | 2 | 8 | 4 | 5 | 639 | 31 | 4 | 0 | 0 | 0 | 2 | -24 | 13 | | | | |
| | | | | | | | | | | | | | | | | | 6% | 4% | 0% | 0% | 0% | 100% | -83% | 2% | | | | |
| 16:00 | 34 | 3 | 0 | 0 | 1 | 0 | 0 | 38 | 35 | 4 | 0 | 0 | 0 | 0 | 1 | 40 | 1 | 1 | 0 | 0 | -1 | 0 | 1 | 2 | 16:00 | 38 | 40 | |
| 16:15 | 23 | 5 | 0 | 0 | 0 | 0 | 0 | 28 | 22 | 7 | 0 | 0 | 1 | 0 | 0 | 30 | -1 | 2 | 0 | 0 | 1 | 0 | 0 | 2 | 16:15 | 28 | 30 | |
| 16:30 | 50 | 11 | 0 | 0 | 1 | 0 | 2 | 64 | 50 | 12 | 0 | 0 | 1 | 0 | 0 | 63 | 0 | 1 | 0 | 0 | 0 | 0 | -2 | -1 | 16:30 | 64 | 63 | |
| 16:45 | 37 | 5 | 0 | 0 | 0 | 0 | 1 | 43 | 30 | 4 | 0 | 0 | 0 | 1 | 0 | 35 | -7 | -1 | 0 | 0 | 0 | 0 | 0 | -8 | 16:45 | 43 | 35 | |
| 17:00 | 53 | 4 | 0 | 1 | 1 | 0 | 0 | 59 | 53 | 6 | 0 | 1 | 1 | 0 | 0 | 61 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 17:00 | 59 | 61 | |
| 17:15 | 35 | 11 | 0 | 0 | 0 | 0 | 2 | 48 | 34 | 8 | 0 | 0 | 0 | 0 | 0 | 42 | -1 | -3 | 0 | 0 | 0 | 0 | -2 | -6 | 17:15 | 48 | 42 | |
| 17:30 | 49 | 9 | 0 | 0 | 0 | 0 | 0 | 58 | 44 | 9 | 0 | 0 | 0 | 0 | 0 | 53 | -5 | 0 | 0 | 0 | 0 | 0 | 0 | -5 | 17:30 | 58 | 53 | |
| 17:45 | 33 | 2 | 0 | 0 | 1 | 0 | 2 | 38 | 29 | 3 | 0 | 0 | 1 | 0 | 1 | 34 | -4 | 1 | 0 | 0 | 0 | 0 | -1 | -4 | 17:45 | 38 | 34 | |
| 18:00 | 30 | 5 | 0 | 0 | 0 | 0 | 0 | 35 | 27 | 5 | 0 | 0 | 0 | 0 | 1 | 33 | -3 | 0 | 0 | 0 | 0 | 0 | 1 | -2 | 18:00 | 35 | 33 | |
| 18:15 | 21 | 2 | 0 | 0 | 0 | 0 | 2 | 25 | 25 | 2 | 0 | 0 | 0 | 0 | 1 | 28 | 4 | 0 | 0 | 0 | 0 | 0 | -1 | 3 | 18:15 | 25 | 28 | |
| 18:30 | 23 | 2 | 0 | 0 | 0 | 0 | 2 | 27 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | -2 | 0 | 0 | 0 | 0 | -2 | -4 | 18:30 | 27 | 23 | |
| 18:45 | 36 | 6 | 0 | 0 | 1 | 0 | 0 | 43 | 37 | 3 | 0 | 0 | 1 | 0 | 0 | 41 | 1 | -3 | 0 | 0 | 0 | 0 | 0 | -2 | 18:45 | 43 | 41 | |
| Total | 424 | 65 | 0 | 1 | 5 | 1 | 10 | 506 | 409 | 63 | 0 | 1 | 5 | 1 | 4 | 483 | -15 | -2 | 0 | 0 | 0 | 0 | -6 | -23 | | | | |
| | | | | | | | | | | | | | | | | | -4% | -3% | 0% | 0% | 0% | 0% | -60% | -5% | | | | |

Please note: A positive value above indicates that there is a gain in vehicles between the sites

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Site Comparison: Site 7 to 8
 Date of Survey: 07.12.2021



Additional Comments
 Side road with through access and access road between sites.

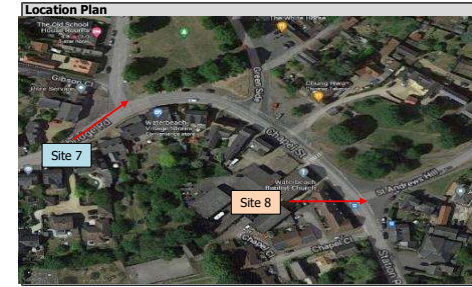
| Time | Site 7 | | | | | | | | Site 8 | | | | | | | | Difference (Entry minus Exit) | | | | | | | | Graph Data | | |
|--------------|------------|-----------|----------|----------|----------|----------|-----------|------------|------------|------------|----------|----------|----------|----------|-----------|------------|-------------------------------|------------|-------------|-----------|-----------|-------------|-------------|-------------|------------|------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Time | Exit | Entry |
| 07:00 | 14 | 5 | 0 | 0 | 0 | 0 | 1 | 20 | 41 | 9 | 0 | 0 | 0 | 0 | 0 | 50 | 27 | 4 | 0 | 0 | 0 | 0 | -1 | 30 | 07:00 | 20 | 50 |
| 07:15 | 13 | 5 | 0 | 0 | 0 | 1 | 0 | 20 | 61 | 12 | 0 | 0 | 0 | 1 | 0 | 76 | 48 | 7 | 0 | 0 | 0 | 0 | 1 | 56 | 07:15 | 20 | 76 |
| 07:30 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 24 | 52 | 10 | 0 | 0 | 0 | 0 | 1 | 63 | 33 | 5 | 0 | 0 | 0 | 1 | 0 | 39 | 07:30 | 24 | 63 |
| 07:45 | 18 | 8 | 0 | 0 | 0 | 0 | 0 | 26 | 44 | 11 | 0 | 0 | 0 | 0 | 2 | 57 | 26 | 3 | 0 | 0 | 0 | 0 | 2 | 31 | 07:45 | 26 | 57 |
| 08:00 | 15 | 2 | 2 | 0 | 2 | 0 | 0 | 21 | 48 | 7 | 1 | 0 | 2 | 0 | 0 | 58 | 33 | 5 | -1 | 0 | 0 | 0 | 0 | 37 | 08:00 | 21 | 58 |
| 08:15 | 32 | 7 | 0 | 0 | 0 | 0 | 2 | 41 | 54 | 12 | 0 | 0 | 0 | 0 | 2 | 68 | 22 | 5 | 0 | 0 | 0 | 0 | 0 | 27 | 08:15 | 41 | 68 |
| 08:30 | 26 | 6 | 0 | 0 | 0 | 0 | 1 | 33 | 50 | 13 | 1 | 0 | 0 | 0 | 2 | 66 | 24 | 7 | 1 | 0 | 0 | 0 | 1 | 33 | 08:30 | 33 | 66 |
| 08:45 | 16 | 3 | 0 | 0 | 0 | 0 | 1 | 20 | 37 | 6 | 0 | 0 | 0 | 0 | 2 | 45 | 21 | 3 | 0 | 0 | 0 | 0 | 1 | 25 | 08:45 | 20 | 45 |
| 09:00 | 19 | 7 | 0 | 0 | 0 | 0 | 0 | 26 | 40 | 11 | 1 | 0 | 0 | 0 | 1 | 53 | 21 | 4 | 1 | 0 | 0 | 0 | 1 | 27 | 09:00 | 26 | 53 |
| 09:15 | 16 | 6 | 1 | 0 | 0 | 0 | 0 | 23 | 40 | 7 | 1 | 1 | 0 | 0 | 1 | 50 | 24 | 1 | 0 | 1 | 0 | 0 | 1 | 27 | 09:15 | 23 | 50 |
| 09:30 | 19 | 6 | 1 | 0 | 0 | 0 | 1 | 27 | 54 | 11 | 1 | 0 | 0 | 1 | 0 | 67 | 35 | 5 | 0 | 0 | 0 | 1 | -1 | 40 | 09:30 | 27 | 67 |
| 09:45 | 23 | 1 | 0 | 0 | 1 | 0 | 0 | 25 | 40 | 4 | 0 | 0 | 1 | 0 | 2 | 47 | 17 | 3 | 0 | 0 | 0 | 0 | 2 | 22 | 09:45 | 25 | 47 |
| Total | 230 | 61 | 4 | 0 | 4 | 0 | 7 | 306 | 561 | 113 | 5 | 1 | 4 | 2 | 14 | 700 | 331 | 52 | 1 | 1 | 0 | 2 | 7 | 394 | | | |
| | | | | | | | | | | | | | | | | | 144% | 85% | 25% | 0% | 0% | 0% | 100% | 129% | | | |
| 16:00 | 23 | 5 | 0 | 0 | 0 | 0 | 0 | 28 | 46 | 8 | 0 | 0 | 0 | 0 | 7 | 61 | 23 | 3 | 0 | 0 | 0 | 0 | 7 | 33 | 16:00 | 28 | 61 |
| 16:15 | 29 | 3 | 2 | 0 | 0 | 0 | 1 | 35 | 42 | 4 | 1 | 0 | 0 | 0 | 3 | 50 | 13 | 1 | -1 | 0 | 0 | 0 | 2 | 15 | 16:15 | 35 | 50 |
| 16:30 | 27 | 5 | 0 | 0 | 1 | 0 | 0 | 33 | 44 | 8 | 0 | 0 | 1 | 1 | 1 | 55 | 17 | 3 | 0 | 0 | 0 | 1 | 1 | 22 | 16:30 | 33 | 55 |
| 16:45 | 32 | 3 | 0 | 0 | 0 | 0 | 2 | 37 | 48 | 5 | 0 | 0 | 0 | 1 | 1 | 55 | 16 | 2 | 0 | 0 | 0 | 1 | -1 | 18 | 16:45 | 37 | 55 |
| 17:00 | 31 | 4 | 0 | 0 | 0 | 1 | 1 | 37 | 49 | 3 | 0 | 0 | 0 | 1 | 1 | 54 | 18 | -1 | 0 | 0 | 0 | 0 | 0 | 17 | 17:00 | 37 | 54 |
| 17:15 | 20 | 4 | 0 | 0 | 0 | 0 | 0 | 24 | 45 | 5 | 0 | 0 | 0 | 0 | 2 | 52 | 25 | 1 | 0 | 0 | 0 | 0 | 2 | 28 | 17:15 | 24 | 52 |
| 17:30 | 47 | 5 | 0 | 0 | 0 | 0 | 2 | 54 | 68 | 5 | 0 | 0 | 0 | 1 | 4 | 78 | 21 | 0 | 0 | 0 | 0 | 1 | 2 | 24 | 17:30 | 54 | 78 |
| 17:45 | 38 | 2 | 0 | 0 | 0 | 0 | 1 | 41 | 59 | 2 | 0 | 0 | 0 | 1 | 1 | 63 | 21 | 0 | 0 | 0 | 0 | 1 | 0 | 22 | 17:45 | 41 | 63 |
| 18:00 | 27 | 2 | 0 | 0 | 0 | 0 | 1 | 30 | 44 | 4 | 0 | 0 | 0 | 0 | 3 | 51 | 17 | 2 | 0 | 0 | 0 | 0 | 2 | 21 | 18:00 | 30 | 51 |
| 18:15 | 19 | 0 | 0 | 0 | 0 | 0 | 1 | 20 | 33 | 2 | 0 | 0 | 0 | 1 | 0 | 36 | 14 | 2 | 0 | 0 | 0 | 1 | -1 | 16 | 18:15 | 20 | 36 |
| 18:30 | 19 | 2 | 0 | 0 | 0 | 0 | 1 | 22 | 29 | 1 | 0 | 0 | 0 | 1 | 3 | 34 | 10 | -1 | 0 | 0 | 0 | 1 | 2 | 12 | 18:30 | 22 | 34 |
| 18:45 | 22 | 2 | 0 | 0 | 0 | 1 | 0 | 25 | 25 | 2 | 0 | 0 | 0 | 1 | 0 | 28 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 18:45 | 25 | 28 |
| Total | 334 | 37 | 2 | 0 | 1 | 2 | 10 | 386 | 532 | 49 | 1 | 0 | 1 | 8 | 26 | 617 | 198 | 12 | -1 | 0 | 0 | 6 | 16 | 231 | | | |
| | | | | | | | | | | | | | | | | | 59% | 32% | -50% | 0% | 0% | 300% | 160% | 60% | | | |

Please note: A positive value above indicates that there is a gain in vehicles between the sites

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Site Comparison: Site 8 to 7
 Date of Survey: 07.12.2021



Additional Comments
 Side road with through access and access road between sites.

| Time | Site 8 | | | | | | | | Site 7 | | | | | | | | Difference (Entry minus Exit) | | | | | | | | Graph Data | | | |
|--------------|------------|-----------|----------|----------|----------|----------|-----------|------------|------------|-----------|----------|----------|----------|----------|-----------|------------|-------------------------------|-----------|-----------|----------|----------|-----------|-----------|------------|------------|-------|-------|----|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Time | Exit | Entry | |
| 07:00 | 14 | 8 | 0 | 0 | 0 | 0 | 0 | 22 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | -3 | 0 | 0 | 0 | 0 | 0 | -3 | 07:00 | 22 | 19 | |
| 07:15 | 25 | 2 | 1 | 0 | 0 | 0 | 2 | 30 | 25 | 6 | 0 | 0 | 0 | 0 | 1 | 32 | 0 | 4 | -1 | 0 | 0 | 0 | -1 | 2 | 07:15 | 30 | 32 | |
| 07:30 | 28 | 7 | 0 | 0 | 0 | 1 | 0 | 36 | 32 | 4 | 1 | 0 | 0 | 1 | 0 | 38 | 4 | -3 | 1 | 0 | 0 | 0 | 0 | 2 | 07:30 | 36 | 38 | |
| 07:45 | 42 | 10 | 0 | 0 | 0 | 0 | 5 | 57 | 43 | 10 | 0 | 0 | 0 | 0 | 2 | 55 | 1 | 0 | 0 | 0 | 0 | 0 | -3 | -2 | 07:45 | 57 | 55 | |
| 08:00 | 53 | 6 | 0 | 0 | 1 | 1 | 4 | 65 | 47 | 7 | 0 | 0 | 1 | 1 | 4 | 60 | -6 | 1 | 0 | 0 | 0 | 0 | 0 | -5 | 08:00 | 65 | 60 | |
| 08:15 | 31 | 5 | 1 | 0 | 0 | 0 | 4 | 41 | 37 | 5 | 0 | 0 | 0 | 0 | 5 | 47 | 6 | 0 | -1 | 0 | 0 | 0 | 1 | 6 | 08:15 | 41 | 47 | |
| 08:30 | 46 | 8 | 0 | 0 | 0 | 0 | 2 | 56 | 48 | 9 | 1 | 0 | 0 | 0 | 1 | 59 | 2 | 1 | 1 | 0 | 0 | 0 | -1 | 3 | 08:30 | 56 | 59 | |
| 08:45 | 47 | 9 | 0 | 0 | 0 | 2 | 9 | 67 | 43 | 8 | 0 | 0 | 0 | 0 | 4 | 55 | -4 | -1 | 0 | 0 | 0 | -2 | -5 | -12 | 08:45 | 67 | 55 | |
| 09:00 | 34 | 6 | 0 | 0 | 0 | 0 | 4 | 44 | 33 | 7 | 0 | 0 | 0 | 0 | 4 | 44 | -1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 09:00 | 44 | 44 |
| 09:15 | 36 | 5 | 2 | 0 | 0 | 0 | 1 | 44 | 29 | 7 | 2 | 0 | 0 | 0 | 1 | 39 | -7 | 2 | 0 | 0 | 0 | 0 | 0 | -5 | 09:15 | 44 | 39 | |
| 09:30 | 32 | 5 | 0 | 0 | 0 | 0 | 0 | 37 | 30 | 3 | 0 | 1 | 0 | 0 | 0 | 34 | -2 | -2 | 0 | 1 | 0 | 0 | 0 | -3 | 09:30 | 37 | 34 | |
| 09:45 | 29 | 7 | 1 | 0 | 0 | 0 | 0 | 37 | 34 | 7 | 1 | 0 | 0 | 0 | 0 | 42 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 09:45 | 37 | 42 | |
| Total | 417 | 78 | 5 | 0 | 1 | 4 | 31 | 536 | 415 | 78 | 5 | 1 | 1 | 2 | 22 | 524 | -2 | 0 | 0 | 1 | 0 | -2 | -9 | -12 | | | | |
| | | | | | | | | | | | | | | | | | 0% | 0% | 0% | 0% | 0% | 0% | -50% | -29% | -2% | | | |
| 16:00 | 60 | 8 | 0 | 0 | 1 | 0 | 1 | 70 | 63 | 8 | 0 | 0 | 1 | 0 | 0 | 72 | 3 | 0 | 0 | 0 | 0 | 0 | -1 | 2 | 16:00 | 70 | 72 | |
| 16:15 | 61 | 19 | 1 | 0 | 0 | 0 | 0 | 81 | 55 | 15 | 1 | 0 | 0 | 0 | 0 | 71 | -6 | -4 | 0 | 0 | 0 | 0 | 0 | -10 | 16:15 | 81 | 71 | |
| 16:30 | 48 | 7 | 0 | 0 | 1 | 0 | 1 | 57 | 51 | 9 | 0 | 0 | 1 | 0 | 2 | 63 | 3 | 2 | 0 | 0 | 0 | 0 | 1 | 6 | 16:30 | 57 | 63 | |
| 16:45 | 58 | 8 | 0 | 0 | 0 | 4 | 1 | 71 | 53 | 8 | 0 | 0 | 0 | 4 | 0 | 65 | -5 | 0 | 0 | 0 | 0 | 0 | -1 | -6 | 16:45 | 71 | 65 | |
| 17:00 | 50 | 9 | 0 | 1 | 0 | 0 | 1 | 61 | 55 | 10 | 0 | 1 | 0 | 0 | 0 | 66 | 5 | 1 | 0 | 0 | 0 | 0 | -1 | 5 | 17:00 | 61 | 66 | |
| 17:15 | 62 | 8 | 0 | 0 | 0 | 0 | 0 | 70 | 57 | 11 | 0 | 0 | 0 | 0 | 1 | 69 | -5 | 3 | 0 | 0 | 0 | 0 | 1 | -1 | 17:15 | 70 | 69 | |
| 17:30 | 58 | 5 | 1 | 0 | 0 | 0 | 1 | 65 | 53 | 5 | 0 | 0 | 0 | 0 | 0 | 58 | -5 | 0 | -1 | 0 | 0 | 0 | -1 | -7 | 17:30 | 65 | 58 | |
| 17:45 | 64 | 6 | 0 | 0 | 0 | 1 | 0 | 71 | 57 | 4 | 0 | 0 | 0 | 0 | 1 | 62 | -7 | -2 | 0 | 0 | 0 | -1 | -1 | -9 | 17:45 | 71 | 62 | |
| 18:00 | 42 | 3 | 0 | 0 | 0 | 0 | 1 | 46 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 2 | -3 | 0 | 0 | 0 | 0 | -1 | -2 | 18:00 | 46 | 44 | |
| 18:15 | 40 | 4 | 0 | 0 | 0 | 0 | 0 | 44 | 37 | 3 | 0 | 0 | 0 | 0 | 0 | 40 | -3 | -1 | 0 | 0 | 0 | 0 | 0 | -4 | 18:15 | 44 | 40 | |
| 18:30 | 38 | 4 | 0 | 0 | 1 | 1 | 1 | 45 | 36 | 4 | 0 | 0 | 1 | 0 | 1 | 42 | -2 | 0 | 0 | 0 | 0 | -1 | 0 | -3 | 18:30 | 45 | 42 | |
| 18:45 | 33 | 7 | 0 | 0 | 0 | 0 | 1 | 41 | 32 | 8 | 0 | 0 | 0 | 0 | 1 | 41 | -1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18:45 | 41 | 41 |
| Total | 614 | 88 | 2 | 1 | 3 | 6 | 8 | 722 | 593 | 85 | 1 | 1 | 3 | 4 | 6 | 693 | -21 | -3 | -1 | 0 | 0 | -2 | -2 | -29 | | | | |
| | | | | | | | | | | | | | | | | | -3% | -3% | -50% | 0% | 0% | 0% | -33% | -25% | -4% | | | |

Please note: A positive value above indicates that there is a gain in vehicles between the sites

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Site Comparison: Site 8 to 10
 Date of Survey: 07.12.2021



Additional Comments
 Residential access roads between sites.

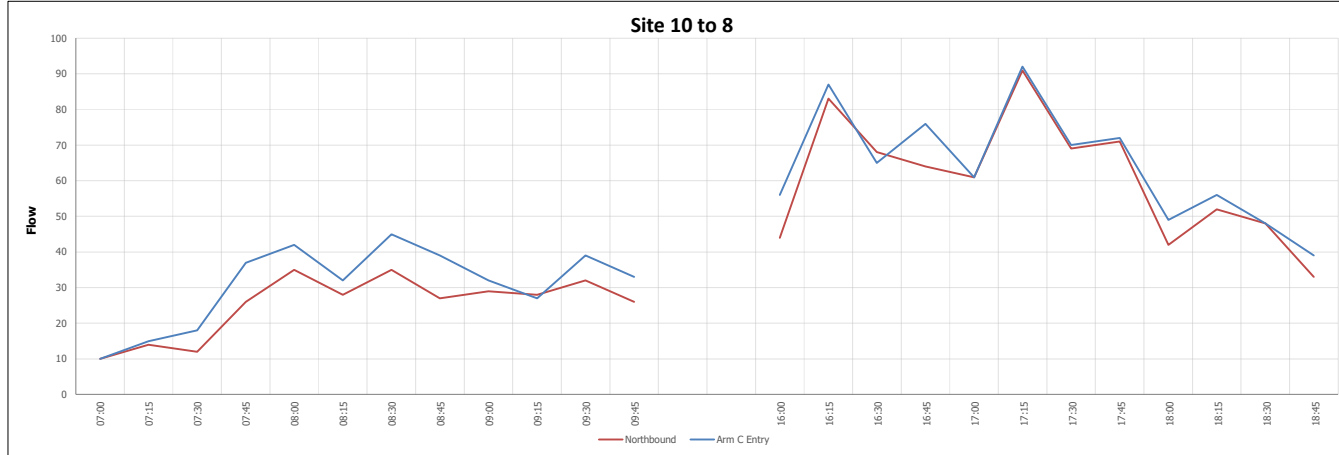
| Time | Site 8 | | | | | | | Site 10 | | | | | | | Difference (Entry minus Exit) | | | | | | | Graph Data | | | | | |
|--------------|------------|-----------|----------|----------|----------|----------|-----------|------------|------------|-----------|----------|----------|----------|----------|-------------------------------|------------|-------------|-------------|-----------|-----------|--------------|------------|-------------|-------------|-------|------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Time | Exit | Entry |
| 07:00 | 49 | 10 | 0 | 0 | 0 | 1 | 2 | 62 | 49 | 9 | 0 | 0 | 0 | 1 | 2 | 61 | 0 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | 07:00 | 62 | 61 |
| 07:15 | 70 | 14 | 0 | 0 | 1 | 0 | 4 | 89 | 69 | 16 | 0 | 0 | 0 | 1 | 4 | 91 | -1 | 2 | 0 | 0 | 0 | 1 | 0 | 2 | 07:15 | 89 | 91 |
| 07:30 | 74 | 10 | 0 | 0 | 0 | 1 | 2 | 87 | 75 | 10 | 0 | 0 | 0 | 1 | 3 | 89 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 07:30 | 87 | 89 |
| 07:45 | 55 | 11 | 0 | 0 | 0 | 0 | 6 | 72 | 55 | 11 | 0 | 0 | 0 | 0 | 7 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 07:45 | 72 | 73 |
| 08:00 | 53 | 8 | 1 | 0 | 0 | 0 | 2 | 64 | 52 | 7 | 1 | 0 | 0 | 0 | 4 | 64 | -1 | -1 | 0 | 0 | 0 | 0 | 2 | 0 | 08:00 | 64 | 64 |
| 08:15 | 57 | 12 | 0 | 0 | 0 | 1 | 5 | 75 | 57 | 11 | 0 | 0 | 0 | 1 | 1 | 70 | 0 | -1 | 0 | 0 | 0 | 0 | -4 | -5 | 08:15 | 75 | 70 |
| 08:30 | 62 | 8 | 1 | 0 | 0 | 0 | 3 | 74 | 61 | 8 | 1 | 0 | 0 | 0 | 3 | 73 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | 08:30 | 74 | 73 |
| 08:45 | 40 | 6 | 0 | 0 | 0 | 0 | 5 | 51 | 43 | 8 | 0 | 0 | 0 | 0 | 1 | 52 | 3 | 2 | 0 | 0 | 0 | 0 | -4 | 1 | 08:45 | 51 | 52 |
| 09:00 | 39 | 9 | 0 | 0 | 0 | 0 | 1 | 49 | 40 | 7 | 0 | 0 | 0 | 0 | 0 | 47 | 1 | -2 | 0 | 0 | 0 | 0 | -1 | -2 | 09:00 | 49 | 47 |
| 09:15 | 38 | 3 | 0 | 0 | 0 | 0 | 1 | 42 | 35 | 2 | 0 | 0 | 0 | 0 | 2 | 39 | -3 | -1 | 0 | 0 | 0 | 0 | 1 | -3 | 09:15 | 42 | 39 |
| 09:30 | 59 | 5 | 1 | 0 | 0 | 1 | 1 | 67 | 53 | 5 | 1 | 0 | 0 | 1 | 0 | 60 | -6 | 0 | 0 | 0 | 0 | 0 | -1 | -7 | 09:30 | 67 | 60 |
| 09:45 | 40 | 3 | 0 | 0 | 1 | 0 | 3 | 47 | 40 | 3 | 0 | 0 | 1 | 0 | 2 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | -1 | 09:45 | 47 | 46 |
| Total | 636 | 99 | 3 | 0 | 2 | 4 | 35 | 779 | 629 | 97 | 3 | 0 | 2 | 5 | 29 | 765 | -7 | -2 | 0 | 0 | 0 | 1 | -6 | -14 | | | |
| | | | | | | | | | | | | | | | | | -1% | -2% | 0% | 0% | 0% | 25% | -17% | -2% | | | |
| 16:00 | 34 | 5 | 0 | 0 | 0 | 0 | 7 | 46 | 27 | 5 | 0 | 0 | 0 | 4 | 36 | -7 | 0 | 0 | 0 | 0 | 0 | 0 | -3 | -10 | 16:00 | 46 | 36 |
| 16:15 | 34 | 3 | 0 | 0 | 0 | 0 | 3 | 40 | 24 | 3 | 0 | 0 | 0 | 2 | 29 | -10 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | -11 | 16:15 | 40 | 29 |
| 16:30 | 35 | 7 | 0 | 0 | 1 | 1 | 1 | 45 | 33 | 8 | 0 | 0 | 0 | 1 | 0 | 42 | -2 | 1 | 0 | 0 | -1 | 0 | -1 | -3 | 16:30 | 45 | 42 |
| 16:45 | 35 | 2 | 0 | 0 | 0 | 1 | 0 | 38 | 28 | 1 | 0 | 0 | 0 | 0 | 29 | -7 | -1 | 0 | 0 | 0 | -1 | 0 | -9 | 16:45 | 38 | 29 | |
| 17:00 | 35 | 3 | 0 | 0 | 0 | 1 | 1 | 40 | 27 | 3 | 0 | 0 | 0 | 2 | 1 | 33 | -8 | 0 | 0 | 0 | 0 | 1 | 0 | -7 | 17:00 | 40 | 33 |
| 17:15 | 31 | 3 | 0 | 0 | 0 | 0 | 2 | 36 | 30 | 3 | 0 | 0 | 0 | 0 | 2 | 35 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | 17:15 | 36 | 35 |
| 17:30 | 39 | 6 | 0 | 0 | 0 | 0 | 4 | 49 | 32 | 4 | 0 | 0 | 0 | 1 | 37 | -7 | -2 | 0 | 0 | 0 | 0 | -3 | -12 | 17:30 | 49 | 37 | |
| 17:45 | 37 | 2 | 0 | 0 | 0 | 1 | 2 | 42 | 36 | 2 | 0 | 0 | 0 | 2 | 0 | 40 | -1 | 0 | 0 | 0 | 0 | 1 | -2 | -2 | 17:45 | 42 | 40 |
| 18:00 | 34 | 2 | 0 | 0 | 0 | 0 | 3 | 39 | 30 | 1 | 0 | 0 | 0 | 2 | 33 | -4 | -1 | 0 | 0 | 0 | 0 | -1 | -6 | 18:00 | 39 | 33 | |
| 18:15 | 21 | 2 | 0 | 0 | 0 | 0 | 1 | 24 | 19 | 1 | 0 | 0 | 0 | 1 | 21 | -2 | -1 | 0 | 0 | 0 | 0 | 0 | -3 | -18:15 | 24 | 21 | |
| 18:30 | 24 | 2 | 0 | 0 | 0 | 1 | 2 | 29 | 23 | 2 | 0 | 0 | 0 | 1 | 2 | 28 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | 18:30 | 29 | 28 |
| 18:45 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18:45 | 12 | 12 |
| Total | 370 | 38 | 0 | 0 | 1 | 5 | 26 | 440 | 321 | 33 | 0 | 0 | 0 | 6 | 15 | 375 | -49 | -5 | 0 | 0 | -1 | 1 | -11 | -65 | | | |
| | | | | | | | | | | | | | | | | | -13% | -13% | 0% | 0% | -100% | 20% | -42% | -15% | | | |

Please note: A positive value above indicates that there is a gain in vehicles between the sites

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Site Comparison: Site 10 to 8
 Date of Survey: 07.12.2021



Additional Comments
 Residential access roads between sites.

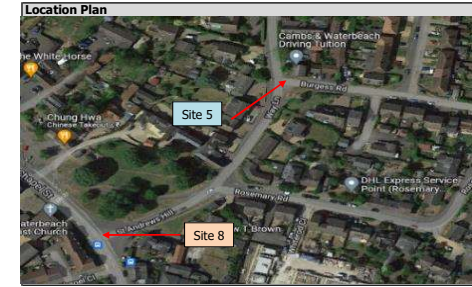
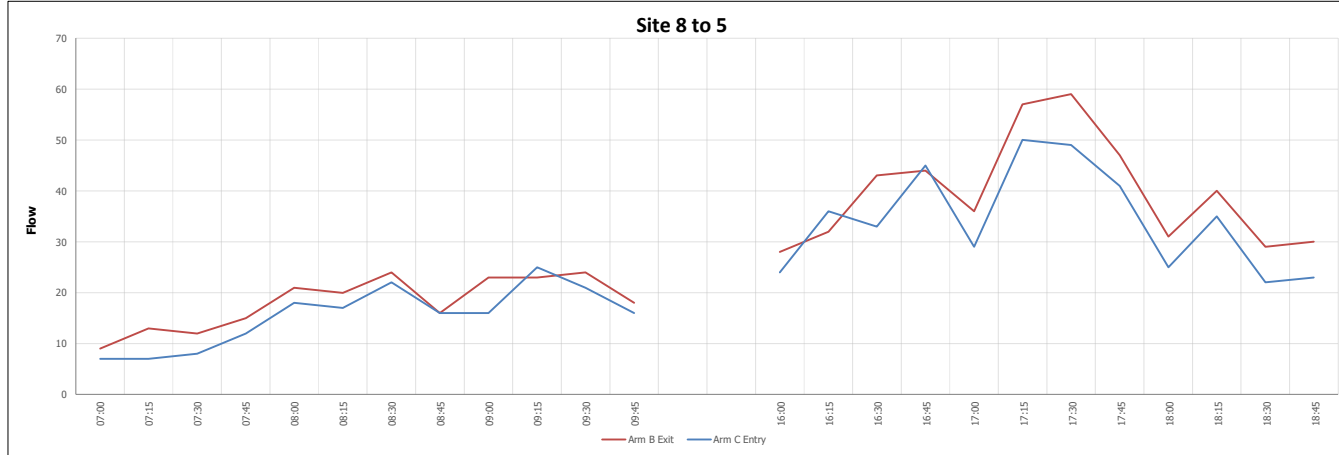
| Time | Site 10 | | | | | | | | Site 8 | | | | | | | | Difference (Entry minus Exit) | | | | | | | | Graph Data | | | |
|--------------|------------|-----------|----------|----------|----------|----------|----------|------------|------------|-----------|----------|----------|----------|----------|-----------|------------|-------------------------------|-----------|-----------|-----------|-------------|------------|-------------|------------|------------|-------|-------|----|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Time | Exit | Entry | |
| 07:00 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 10 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 10 | -1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 07:00 | 10 | 10 | |
| 07:15 | 12 | 1 | 0 | 0 | 0 | 0 | 1 | 14 | 12 | 1 | 0 | 0 | 0 | 0 | 2 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 07:15 | 14 | 15 | |
| 07:30 | 9 | 2 | 0 | 0 | 0 | 1 | 0 | 12 | 13 | 4 | 0 | 0 | 0 | 1 | 0 | 18 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 07:30 | 12 | 18 | |
| 07:45 | 21 | 4 | 0 | 0 | 0 | 0 | 1 | 26 | 27 | 5 | 0 | 0 | 0 | 0 | 5 | 37 | 6 | 1 | 0 | 0 | 0 | 0 | 4 | 11 | 07:45 | 26 | 37 | |
| 08:00 | 28 | 4 | 0 | 0 | 0 | 1 | 2 | 35 | 31 | 6 | 0 | 0 | 0 | 1 | 4 | 42 | 3 | 2 | 0 | 0 | 0 | 0 | 2 | 7 | 08:00 | 35 | 42 | |
| 08:15 | 23 | 4 | 1 | 0 | 0 | 0 | 0 | 28 | 24 | 5 | 1 | 0 | 0 | 0 | 2 | 32 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 4 | 08:15 | 28 | 32 | |
| 08:30 | 26 | 7 | 0 | 0 | 0 | 0 | 2 | 35 | 34 | 6 | 0 | 0 | 0 | 0 | 5 | 45 | 8 | -1 | 0 | 0 | 0 | 0 | 3 | 10 | 08:30 | 35 | 45 | |
| 08:45 | 19 | 5 | 0 | 0 | 0 | 2 | 1 | 27 | 24 | 7 | 0 | 0 | 0 | 2 | 6 | 39 | 5 | 2 | 0 | 0 | 0 | 0 | 5 | 12 | 08:45 | 27 | 39 | |
| 09:00 | 22 | 6 | 0 | 0 | 0 | 0 | 1 | 29 | 27 | 4 | 0 | 0 | 0 | 0 | 1 | 32 | 5 | -2 | 0 | 0 | 0 | 0 | 0 | 3 | 09:00 | 29 | 32 | |
| 09:15 | 23 | 2 | 2 | 0 | 0 | 0 | 1 | 28 | 22 | 2 | 2 | 0 | 0 | 0 | 1 | 27 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | 09:15 | 28 | 27 | |
| 09:30 | 24 | 8 | 0 | 0 | 0 | 0 | 0 | 32 | 32 | 7 | 0 | 0 | 0 | 0 | 0 | 39 | 8 | -1 | 0 | 0 | 0 | 0 | 0 | 7 | 09:30 | 32 | 39 | |
| 09:45 | 20 | 5 | 1 | 0 | 0 | 0 | 0 | 26 | 25 | 7 | 1 | 0 | 0 | 0 | 0 | 33 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 09:45 | 26 | 33 | |
| Total | 233 | 52 | 4 | 0 | 0 | 4 | 9 | 302 | 276 | 59 | 4 | 0 | 0 | 4 | 26 | 369 | 43% | 7% | 0% | 0% | 0% | 0% | 0% | 17% | | | | |
| 16:00 | 37 | 7 | 0 | 0 | 0 | 0 | 0 | 44 | 47 | 7 | 0 | 0 | 0 | 0 | 2 | 56 | 10 | 0 | 0 | 0 | 0 | 0 | 2 | 12 | 16:00 | 44 | 56 | |
| 16:15 | 65 | 17 | 1 | 0 | 0 | 0 | 0 | 83 | 67 | 19 | 1 | 0 | 0 | 0 | 0 | 87 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 16:15 | 83 | 87 | |
| 16:30 | 55 | 10 | 0 | 0 | 0 | 0 | 3 | 68 | 53 | 8 | 0 | 0 | 1 | 0 | 3 | 65 | -2 | -2 | 0 | 0 | 1 | 0 | 0 | -3 | 16:30 | 68 | 65 | |
| 16:45 | 55 | 5 | 0 | 0 | 0 | 4 | 0 | 64 | 64 | 7 | 0 | 0 | 0 | 4 | 1 | 76 | 9 | 2 | 0 | 0 | 0 | 0 | 1 | 12 | 16:45 | 64 | 76 | |
| 17:00 | 51 | 9 | 0 | 1 | 0 | 0 | 0 | 61 | 51 | 9 | 0 | 1 | 0 | 0 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17:00 | 61 | 61 |
| 17:15 | 84 | 6 | 0 | 0 | 0 | 0 | 1 | 91 | 83 | 6 | 0 | 0 | 0 | 0 | 3 | 92 | -1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 17:15 | 91 | 92 | |
| 17:30 | 63 | 5 | 0 | 0 | 0 | 0 | 1 | 69 | 61 | 5 | 0 | 0 | 0 | 1 | 3 | 70 | -2 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 17:30 | 69 | 70 | |
| 17:45 | 65 | 5 | 0 | 0 | 0 | 0 | 1 | 71 | 66 | 5 | 0 | 0 | 0 | 1 | 0 | 72 | 1 | 0 | 0 | 0 | 0 | 1 | -1 | 1 | 17:45 | 71 | 72 | |
| 18:00 | 38 | 3 | 0 | 0 | 0 | 0 | 0 | 42 | 44 | 3 | 0 | 0 | 0 | 0 | 2 | 49 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 18:00 | 42 | 49 | |
| 18:15 | 46 | 4 | 0 | 0 | 0 | 1 | 1 | 52 | 48 | 5 | 0 | 0 | 0 | 1 | 2 | 56 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 4 | 18:15 | 52 | 56 | |
| 18:30 | 44 | 3 | 0 | 0 | 1 | 0 | 0 | 48 | 43 | 3 | 0 | 0 | 1 | 0 | 1 | 48 | -1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 18:30 | 48 | 48 | |
| 18:45 | 28 | 5 | 0 | 0 | 0 | 0 | 0 | 33 | 31 | 6 | 0 | 0 | 0 | 0 | 2 | 39 | 3 | 1 | 0 | 0 | 0 | 0 | 2 | 6 | 18:45 | 33 | 39 | |
| Total | 631 | 79 | 1 | 1 | 1 | 5 | 8 | 726 | 658 | 83 | 1 | 1 | 2 | 7 | 19 | 771 | 4% | 5% | 0% | 0% | 100% | 40% | 138% | 6% | | | | |

Please note: A positive value above indicates that there is a gain in vehicles between the sites

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Site Comparison: Site 8 to 5
 Date of Survey: 07.12.2021



Additional Comments
 Side road with through access between sites.

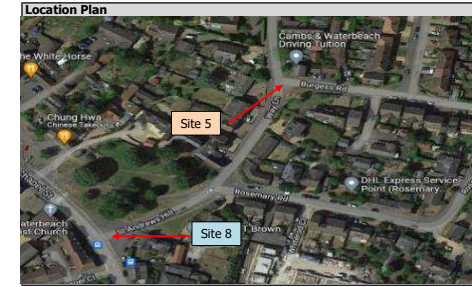
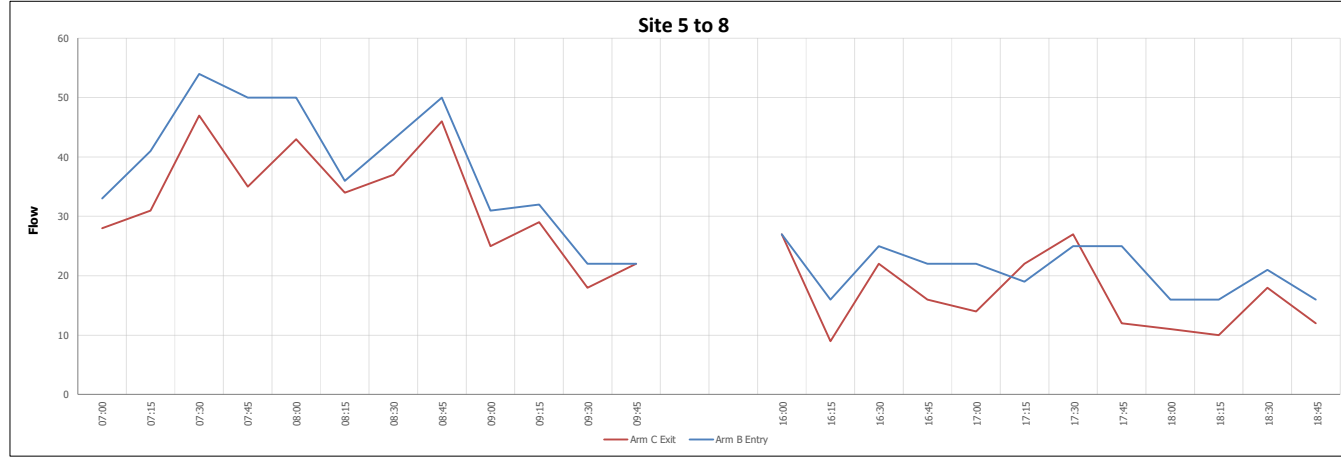
| Time | Site 8 | | | | | | | | Site 5 | | | | | | | | Difference (Entry minus Exit) | | | | | | | | Graph Data | | |
|--------------|------------|-----------|----------|----------|----------|----------|-----------|------------|------------|-----------|----------|----------|----------|----------|-----------|------------|-------------------------------|-------------|-----------|-----------|-----------|-------------|-------------|-------------|------------|------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Time | Exit | Entry |
| 07:00 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | -1 | -2 | 0 | 0 | 0 | 0 | 0 | -2 | 07:00 | 9 | 7 |
| 07:15 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | -6 | 1 | 0 | 0 | 0 | 0 | -1 | -6 | 07:15 | 13 | 7 |
| 07:30 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 12 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | -4 | 0 | 0 | 0 | 0 | 0 | -4 | 07:30 | 12 | 8 |
| 07:45 | 10 | 4 | 0 | 0 | 0 | 0 | 1 | 15 | 7 | 3 | 0 | 0 | 0 | 0 | 2 | 12 | -3 | -1 | 0 | 0 | 0 | 0 | 1 | -3 | 07:45 | 15 | 12 |
| 08:00 | 15 | 2 | 0 | 0 | 2 | 0 | 2 | 21 | 14 | 1 | 0 | 0 | 2 | 0 | 1 | 18 | -1 | -1 | 0 | 0 | 0 | 0 | -1 | -3 | 08:00 | 21 | 18 |
| 08:15 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 20 | 14 | 2 | 0 | 0 | 0 | 0 | 1 | 17 | -3 | -1 | 0 | 0 | 0 | 0 | 1 | -3 | 08:15 | 20 | 17 |
| 08:30 | 15 | 6 | 0 | 0 | 0 | 0 | 3 | 24 | 15 | 4 | 0 | 0 | 0 | 0 | 3 | 22 | 0 | -2 | 0 | 0 | 0 | 0 | 0 | -2 | 08:30 | 24 | 22 |
| 08:45 | 14 | 1 | 0 | 0 | 0 | 0 | 1 | 16 | 12 | 1 | 0 | 0 | 0 | 0 | 3 | 16 | -2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 08:45 | 16 | 16 |
| 09:00 | 17 | 5 | 1 | 0 | 0 | 0 | 0 | 23 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 16 | -4 | -2 | -1 | 0 | 0 | 0 | 0 | -7 | 09:00 | 23 | 16 |
| 09:15 | 17 | 4 | 1 | 1 | 0 | 0 | 0 | 23 | 17 | 5 | 1 | 1 | 0 | 0 | 1 | 25 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 09:15 | 23 | 25 |
| 09:30 | 15 | 9 | 0 | 0 | 0 | 0 | 0 | 24 | 13 | 8 | 0 | 0 | 0 | 0 | 0 | 21 | -2 | -1 | 0 | 0 | 0 | 0 | 0 | -3 | 09:30 | 24 | 21 |
| 09:45 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 18 | 12 | 3 | 0 | 0 | 0 | 0 | 1 | 16 | -3 | 0 | 0 | 0 | 0 | 0 | 1 | -2 | 09:45 | 18 | 16 |
| Total | 161 | 44 | 2 | 1 | 2 | 0 | 8 | 218 | 136 | 32 | 2 | 1 | 2 | 0 | 12 | 185 | -25 | -12 | 0 | 0 | 0 | 0 | 4 | -33 | | | |
| | | | | | | | | | | | | | | | | | -16% | -27% | 0% | 0% | 0% | 0% | 50% | -15% | | | |
| 16:00 | 22 | 5 | 0 | 0 | 0 | 0 | 1 | 28 | 19 | 4 | 0 | 0 | 0 | 0 | 1 | 24 | -3 | -1 | 0 | 0 | 0 | 0 | 0 | -4 | 16:00 | 28 | 24 |
| 16:15 | 28 | 3 | 1 | 0 | 0 | 0 | 0 | 32 | 31 | 3 | 1 | 0 | 0 | 0 | 1 | 36 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 16:15 | 32 | 36 |
| 16:30 | 35 | 6 | 0 | 0 | 0 | 0 | 2 | 43 | 27 | 4 | 0 | 0 | 0 | 0 | 2 | 33 | -8 | -2 | 0 | 0 | 0 | 0 | 0 | -10 | 16:30 | 43 | 33 |
| 16:45 | 40 | 3 | 0 | 0 | 0 | 0 | 1 | 44 | 43 | 1 | 0 | 0 | 0 | 0 | 1 | 45 | 3 | -2 | 0 | 0 | 0 | 0 | 0 | 1 | 16:45 | 44 | 45 |
| 17:00 | 33 | 3 | 0 | 0 | 0 | 0 | 0 | 36 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 29 | -6 | -1 | 0 | 0 | 0 | 0 | 0 | -7 | 17:00 | 36 | 29 |
| 17:15 | 50 | 4 | 0 | 0 | 0 | 0 | 3 | 57 | 45 | 4 | 0 | 0 | 0 | 0 | 1 | 50 | -5 | 0 | 0 | 0 | 0 | 0 | -2 | -7 | 17:15 | 57 | 50 |
| 17:30 | 52 | 2 | 0 | 0 | 0 | 2 | 3 | 59 | 42 | 4 | 0 | 0 | 0 | 1 | 2 | 49 | -10 | 2 | 0 | 0 | 0 | -1 | -1 | -10 | 17:30 | 59 | 49 |
| 17:45 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 39 | 2 | 0 | 0 | 0 | 0 | 0 | 41 | -8 | 2 | 0 | 0 | 0 | 0 | 0 | -6 | 17:45 | 47 | 41 |
| 18:00 | 27 | 3 | 0 | 0 | 0 | 0 | 1 | 31 | 22 | 2 | 0 | 0 | 0 | 0 | 1 | 25 | -5 | -1 | 0 | 0 | 0 | 0 | 0 | -6 | 18:00 | 31 | 25 |
| 18:15 | 35 | 1 | 0 | 0 | 0 | 2 | 2 | 40 | 31 | 1 | 0 | 0 | 0 | 1 | 2 | 35 | -4 | 0 | 0 | 0 | 0 | -1 | 0 | -5 | 18:15 | 40 | 35 |
| 18:30 | 28 | 0 | 0 | 0 | 0 | 0 | 1 | 29 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | -6 | 0 | 0 | 0 | 0 | 0 | -1 | -7 | 18:30 | 29 | 22 |
| 18:45 | 26 | 2 | 0 | 0 | 0 | 1 | 1 | 30 | 21 | 1 | 0 | 0 | 0 | 0 | 1 | 23 | -5 | -1 | 0 | 0 | -1 | 0 | 0 | -7 | 18:45 | 30 | 23 |
| Total | 423 | 32 | 1 | 0 | 0 | 5 | 15 | 476 | 369 | 28 | 1 | 0 | 0 | 2 | 12 | 412 | -54 | -4 | 0 | 0 | 0 | -3 | -3 | -64 | | | |
| | | | | | | | | | | | | | | | | | -13% | -13% | 0% | 0% | 0% | -60% | -20% | -13% | | | |

Please note: A positive value above indicates that there is a gain in vehicles between the sites

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Site Comparison: Site 5 to 8
 Date of Survey: 07.12.2021



Additional Comments
 Side road with through access between sites.

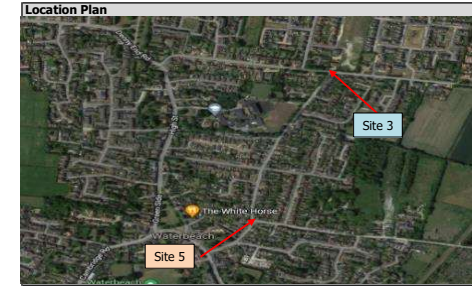
| Time | Site 5 | | | | | | | | Site 8 | | | | | | | | Difference (Entry minus Exit) | | | | | | | | Graph Data | | |
|--------------|------------|-----------|----------|----------|----------|----------|-----------|------------|------------|-----------|----------|----------|----------|----------|-----------|------------|-------------------------------|------------|-----------|-----------|-----------|-----------|-------------|------------|------------|------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Time | Exit | Entry |
| 07:00 | 21 | 4 | 0 | 0 | 0 | 1 | 2 | 28 | 24 | 6 | 0 | 0 | 0 | 1 | 2 | 33 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 07:00 | 28 | 33 |
| 07:15 | 26 | 2 | 1 | 0 | 0 | 0 | 2 | 31 | 34 | 3 | 1 | 0 | 0 | 0 | 3 | 41 | 8 | 1 | 0 | 0 | 0 | 0 | 1 | 10 | 07:15 | 31 | 41 |
| 07:30 | 40 | 6 | 0 | 0 | 0 | 0 | 1 | 47 | 44 | 8 | 0 | 0 | 0 | 0 | 2 | 54 | 4 | 2 | 0 | 0 | 0 | 0 | 2 | 7 | 07:30 | 47 | 54 |
| 07:45 | 26 | 6 | 0 | 0 | 0 | 0 | 3 | 35 | 36 | 9 | 0 | 0 | 0 | 0 | 5 | 50 | 10 | 3 | 0 | 0 | 0 | 0 | 2 | 15 | 07:45 | 35 | 50 |
| 08:00 | 35 | 2 | 0 | 0 | 1 | 0 | 5 | 43 | 42 | 3 | 0 | 0 | 1 | 0 | 4 | 50 | 7 | 1 | 0 | 0 | 0 | 0 | -1 | 7 | 08:00 | 43 | 50 |
| 08:15 | 26 | 3 | 0 | 0 | 0 | 1 | 4 | 34 | 27 | 3 | 0 | 0 | 0 | 1 | 5 | 36 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 08:15 | 34 | 36 |
| 08:30 | 33 | 3 | 0 | 0 | 0 | 0 | 1 | 37 | 39 | 3 | 0 | 0 | 0 | 0 | 1 | 43 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 08:30 | 37 | 43 |
| 08:45 | 39 | 1 | 0 | 0 | 0 | 0 | 6 | 46 | 40 | 3 | 0 | 0 | 0 | 0 | 7 | 50 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 4 | 08:45 | 46 | 50 |
| 09:00 | 18 | 4 | 0 | 0 | 0 | 0 | 3 | 25 | 23 | 5 | 0 | 0 | 0 | 0 | 3 | 31 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 09:00 | 25 | 31 |
| 09:15 | 26 | 2 | 0 | 0 | 0 | 0 | 1 | 29 | 29 | 3 | 0 | 0 | 0 | 0 | 0 | 32 | 3 | 1 | 0 | 0 | 0 | 0 | -1 | 3 | 09:15 | 29 | 32 |
| 09:30 | 15 | 1 | 0 | 0 | 0 | 0 | 2 | 18 | 20 | 1 | 0 | 0 | 0 | 0 | 1 | 22 | 5 | 0 | 0 | 0 | 0 | 0 | -1 | 4 | 09:30 | 18 | 22 |
| 09:45 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 22 | 19 | 2 | 0 | 0 | 0 | 0 | 1 | 22 | 0 | -1 | 0 | 0 | 0 | 0 | 1 | 0 | 09:45 | 22 | 22 |
| Total | 324 | 37 | 1 | 0 | 1 | 2 | 30 | 395 | 377 | 49 | 1 | 0 | 1 | 2 | 34 | 464 | 53 | 12 | 0 | 0 | 0 | 0 | 4 | 69 | | | |
| | | | | | | | | | | | | | | | | | 16% | 32% | 0% | 0% | 0% | 0% | 13% | 17% | | | |
| 16:00 | 22 | 3 | 0 | 0 | 1 | 0 | 1 | 27 | 23 | 3 | 0 | 0 | 1 | 0 | 0 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 16:00 | 27 | 27 |
| 16:15 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 16:15 | 9 | 16 |
| 16:30 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 22 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 25 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 16:30 | 22 | 25 |
| 16:45 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 22 | 7 | -1 | 0 | 0 | 0 | 0 | 0 | 6 | 16:45 | 16 | 22 |
| 17:00 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 18 | 3 | 0 | 0 | 0 | 0 | 1 | 22 | 5 | 2 | 0 | 0 | 0 | 0 | 1 | 8 | 17:00 | 14 | 22 |
| 17:15 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 22 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 19 | -3 | 0 | 0 | 0 | 0 | 0 | 0 | -3 | 17:15 | 22 | 19 |
| 17:30 | 21 | 3 | 1 | 0 | 0 | 0 | 2 | 27 | 20 | 3 | 1 | 0 | 0 | 0 | 1 | 25 | -1 | 0 | 0 | 0 | 0 | 0 | -1 | -2 | 17:30 | 27 | 25 |
| 17:45 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 23 | 1 | 0 | 0 | 0 | 0 | 1 | 25 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 17:45 | 12 | 25 |
| 18:00 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 18:00 | 11 | 16 |
| 18:15 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | 16 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 18:15 | 10 | 16 |
| 18:30 | 15 | 1 | 0 | 0 | 0 | 1 | 1 | 18 | 18 | 2 | 0 | 0 | 0 | 1 | 0 | 21 | 3 | 1 | 0 | 0 | 0 | 0 | -1 | 3 | 18:30 | 18 | 21 |
| 18:45 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 18:45 | 12 | 16 |
| Total | 173 | 19 | 1 | 0 | 1 | 1 | 5 | 200 | 217 | 26 | 1 | 0 | 1 | 1 | 4 | 250 | 44 | 7 | 0 | 0 | 0 | 0 | -1 | 50 | | | |
| | | | | | | | | | | | | | | | | | 25% | 37% | 0% | 0% | 0% | 0% | -20% | 25% | | | |

Please note: A positive value above indicates that there is a gain in vehicles between the sites

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Site Comparison: Site 5 to 3
 Date of Survey: 07.12.2021



Additional Comments
 Side roads with through access and access roads between sites.

| Time | Site 5 | | | | | | | | Site 3 | | | | | | | | Difference (Entry minus Exit) | | | | | | | | Graph Data | | |
|--------------|------------|-----------|----------|----------|----------|----------|-----------|------------|------------|-----------|----------|----------|----------|----------|-----------|------------|-------------------------------|-------------|--------------|-----------|-----------|-----------|-------------|-------------|------------|------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Time | Exit | Entry |
| 07:00 | 3 | 1 | 1 | 0 | 0 | 0 | 1 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | -2 | 0 | -1 | 0 | 0 | 0 | -1 | -4 | 07:00 | 6 | 2 |
| 07:15 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | -1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 07:15 | 8 | 8 |
| 07:30 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 6 | -3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 07:30 | 6 | 6 |
| 07:45 | 6 | 2 | 0 | 0 | 0 | 0 | 1 | 9 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 3 | -1 | 0 | 0 | 0 | 0 | -1 | 1 | 07:45 | 9 | 10 |
| 08:00 | 13 | 1 | 0 | 0 | 2 | 0 | 1 | 17 | 11 | 1 | 0 | 0 | 1 | 0 | 14 | -2 | 0 | 0 | 0 | -1 | 0 | 0 | -3 | -3 | 08:00 | 17 | 14 |
| 08:15 | 11 | 3 | 0 | 0 | 0 | 0 | 1 | 15 | 14 | 4 | 0 | 0 | 1 | 0 | 20 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 5 | 5 | 08:15 | 15 | 20 |
| 08:30 | 13 | 2 | 0 | 0 | 0 | 0 | 3 | 18 | 9 | 0 | 0 | 0 | 0 | 0 | 9 | -4 | -2 | 0 | 0 | 0 | 0 | -3 | -9 | -9 | 08:30 | 18 | 9 |
| 08:45 | 8 | 1 | 0 | 0 | 0 | 0 | 3 | 12 | 16 | 3 | 0 | 0 | 0 | 0 | 19 | 8 | 2 | 0 | 0 | 0 | 0 | -3 | 7 | 7 | 08:45 | 12 | 19 |
| 09:00 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14 | 12 | 1 | 0 | 0 | 0 | 0 | 15 | 0 | -1 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 09:00 | 14 | 15 |
| 09:15 | 15 | 4 | 1 | 1 | 0 | 0 | 0 | 21 | 11 | 3 | 0 | 1 | 0 | 0 | 15 | -4 | -1 | -1 | 0 | 0 | 0 | 0 | -6 | -6 | 09:15 | 21 | 15 |
| 09:30 | 13 | 7 | 0 | 0 | 0 | 0 | 0 | 20 | 7 | 4 | 0 | 0 | 0 | 0 | 11 | -6 | -3 | 0 | 0 | 0 | 0 | 0 | -9 | -9 | 09:30 | 20 | 11 |
| 09:45 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 14 | 9 | 1 | 0 | 0 | 0 | 0 | 10 | -2 | -2 | 0 | 0 | 0 | 0 | 0 | -4 | -4 | 09:45 | 14 | 10 |
| Total | 118 | 27 | 2 | 1 | 2 | 0 | 10 | 160 | 108 | 24 | 0 | 1 | 2 | 0 | 4 | 139 | -10 | -3 | -2 | 0 | 0 | 0 | -6 | -21 | | | |
| | | | | | | | | | | | | | | | | | -8% | -11% | -100% | 0% | 0% | 0% | -60% | -13% | | | |
| 16:00 | 17 | 4 | 0 | 0 | 0 | 0 | 1 | 22 | 13 | 3 | 0 | 0 | 0 | 0 | 18 | -4 | -1 | 0 | 0 | 0 | 0 | 1 | -4 | -4 | 16:00 | 22 | 18 |
| 16:15 | 30 | 2 | 1 | 0 | 0 | 0 | 1 | 34 | 30 | 4 | 1 | 0 | 0 | 1 | 36 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 16:15 | 34 | 36 |
| 16:30 | 23 | 4 | 0 | 0 | 0 | 0 | 2 | 29 | 15 | 6 | 0 | 0 | 0 | 3 | 24 | -8 | 2 | 0 | 0 | 0 | 0 | 1 | -5 | -5 | 16:30 | 29 | 24 |
| 16:45 | 38 | 2 | 0 | 0 | 0 | 0 | 1 | 41 | 21 | 5 | 0 | 0 | 0 | 1 | 27 | -17 | 3 | 0 | 0 | 0 | 0 | 0 | -14 | -14 | 16:45 | 41 | 27 |
| 17:00 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 24 | 14 | 4 | 0 | 0 | 0 | 0 | 18 | -8 | 2 | 0 | 0 | 0 | 0 | 0 | -6 | -6 | 17:00 | 24 | 18 |
| 17:15 | 40 | 3 | 0 | 0 | 0 | 0 | 1 | 44 | 33 | 3 | 0 | 0 | 0 | 2 | 38 | -7 | 0 | 0 | 0 | 0 | 0 | 1 | -6 | -6 | 17:15 | 44 | 38 |
| 17:30 | 36 | 4 | 0 | 0 | 0 | 1 | 2 | 43 | 25 | 2 | 0 | 0 | 0 | 1 | 30 | -11 | -2 | 0 | 0 | 0 | 0 | 0 | -13 | -13 | 17:30 | 43 | 30 |
| 17:45 | 36 | 3 | 0 | 0 | 0 | 0 | 0 | 39 | 26 | 1 | 0 | 0 | 0 | 2 | 29 | -10 | -2 | 0 | 0 | 0 | 0 | 2 | -10 | -10 | 17:45 | 39 | 29 |
| 18:00 | 18 | 2 | 0 | 0 | 0 | 0 | 1 | 21 | 15 | 2 | 0 | 0 | 0 | 0 | 17 | -3 | 0 | 0 | 0 | 0 | 0 | -1 | -4 | -4 | 18:00 | 21 | 17 |
| 18:15 | 26 | 1 | 0 | 0 | 0 | 1 | 2 | 30 | 20 | 0 | 0 | 0 | 0 | 1 | 21 | -6 | -1 | 0 | 0 | 0 | -1 | -1 | -9 | -9 | 18:15 | 30 | 21 |
| 18:30 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 23 | 0 | 0 | 0 | 0 | 1 | 25 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 5 | 18:30 | 20 | 25 |
| 18:45 | 20 | 1 | 0 | 0 | 0 | 0 | 1 | 22 | 14 | 0 | 0 | 0 | 0 | 1 | 15 | -6 | -1 | 0 | 0 | 0 | 0 | 0 | -7 | -7 | 18:45 | 22 | 15 |
| Total | 326 | 28 | 1 | 0 | 0 | 2 | 12 | 369 | 249 | 30 | 1 | 0 | 0 | 2 | 16 | 298 | -77 | 2 | 0 | 0 | 0 | 4 | -71 | | | | |
| | | | | | | | | | | | | | | | | | -24% | 7% | 0% | 0% | 0% | 0% | 33% | -19% | | | |

Please note: A positive value above indicates that there is a gain in vehicles between the sites

Intelligent Data Collection Limited

Client: Mott McDonald
 Project Number: ID06180
 Site Comparison: Site 3 to 5
 Date of Survey: 07.12.2021



Additional Comments
 Side roads with through access and access roads between sites.

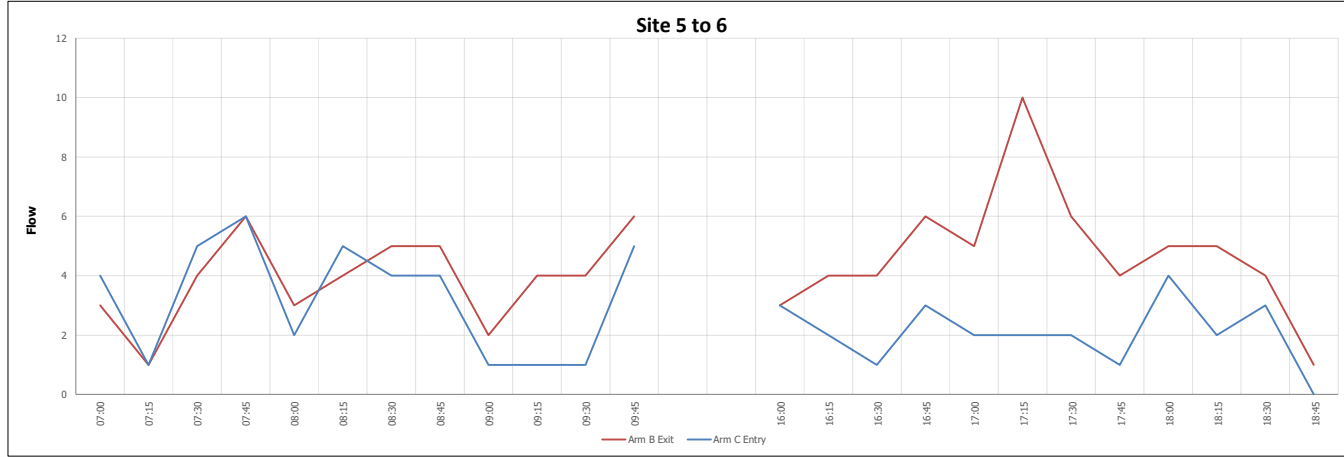
| Time | Site 3 | | | | | | | | Site 5 | | | | | | | | Difference (Entry minus Exit) | | | | | | | | Graph Data | | | |
|--------------|------------|-----------|----------|----------|----------|----------|-----------|------------|------------|-----------|----------|----------|----------|----------|-----------|------------|-------------------------------|-------------|-----------|-----------|-------------|-------------|------------|------------|------------|-------|-------|----|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Time | Exit | Entry | |
| 07:00 | 12 | 3 | 0 | 0 | 0 | 1 | 0 | 16 | 20 | 4 | 0 | 0 | 0 | 1 | 2 | 27 | 8 | 1 | 0 | 0 | 0 | 0 | 2 | 11 | 07:00 | 16 | 27 | |
| 07:15 | 15 | 3 | 0 | 0 | 0 | 0 | 2 | 20 | 27 | 2 | 1 | 0 | 0 | 0 | 2 | 32 | 12 | -1 | 1 | 0 | 0 | 0 | 0 | 12 | 07:15 | 20 | 32 | |
| 07:30 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 30 | 38 | 3 | 0 | 0 | 0 | 0 | 1 | 42 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 07:30 | 30 | 42 | |
| 07:45 | 13 | 4 | 0 | 0 | 0 | 0 | 2 | 19 | 25 | 5 | 0 | 0 | 0 | 0 | 3 | 33 | 12 | 1 | 0 | 0 | 0 | 0 | 1 | 14 | 07:45 | 19 | 33 | |
| 08:00 | 24 | 2 | 0 | 0 | 1 | 0 | 3 | 30 | 34 | 2 | 0 | 0 | 1 | 0 | 5 | 42 | 10 | 0 | 0 | 0 | 0 | 0 | 2 | 12 | 08:00 | 30 | 42 | |
| 08:15 | 24 | 0 | 0 | 0 | 1 | 0 | 5 | 30 | 25 | 3 | 0 | 0 | 0 | 1 | 4 | 33 | 1 | 3 | 0 | 0 | -1 | 1 | -1 | 3 | 08:15 | 30 | 33 | |
| 08:30 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 28 | 27 | 2 | 0 | 0 | 0 | 0 | 1 | 30 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 08:30 | 28 | 30 | |
| 08:45 | 18 | 3 | 0 | 0 | 0 | 0 | 1 | 22 | 35 | 1 | 0 | 0 | 0 | 0 | 5 | 41 | 17 | -2 | 0 | 0 | 0 | 0 | 4 | 19 | 08:45 | 22 | 41 | |
| 09:00 | 10 | 1 | 0 | 0 | 0 | 0 | 2 | 13 | 16 | 3 | 0 | 0 | 0 | 0 | 2 | 21 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 09:00 | 13 | 21 | |
| 09:15 | 15 | 2 | 0 | 0 | 0 | 0 | 1 | 18 | 24 | 2 | 0 | 0 | 0 | 0 | 1 | 27 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 09:15 | 18 | 27 | |
| 09:30 | 10 | 2 | 0 | 0 | 0 | 0 | 1 | 13 | 14 | 2 | 0 | 0 | 0 | 0 | 1 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 09:30 | 13 | 17 | |
| 09:45 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 19 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 09:45 | 12 | 19 | |
| Total | 206 | 25 | 0 | 0 | 2 | 1 | 17 | 251 | 302 | 31 | 1 | 0 | 1 | 2 | 27 | 364 | 96 | 6 | 1 | 0 | -1 | 1 | 10 | 113 | | | | |
| | | | | | | | | | | | | | | | | | 47% | 24% | 0% | 0% | -50% | 100% | 59% | 45% | | | | |
| 16:00 | 10 | 3 | 0 | 0 | 1 | 0 | 1 | 15 | 17 | 2 | 0 | 0 | 1 | 0 | 1 | 21 | 7 | -1 | 0 | 0 | 0 | 0 | 0 | 6 | 16:00 | 15 | 21 | |
| 16:15 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 13 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | -1 | -2 | 0 | 0 | 0 | 0 | 0 | -3 | 16:15 | 13 | 10 | |
| 16:30 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 18 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 20 | 3 | -1 | 0 | 0 | 0 | 0 | 0 | 2 | 16:30 | 18 | 20 | |
| 16:45 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 10 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14 | 3 | 2 | -1 | 0 | 0 | 0 | 0 | 4 | 16:45 | 10 | 14 | |
| 17:00 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 9 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 4 | -2 | 0 | 0 | 0 | 0 | 0 | 2 | 17:00 | 9 | 11 | |
| 17:15 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 15 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 18 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 17:15 | 15 | 18 | |
| 17:30 | 11 | 2 | 0 | 0 | 0 | 0 | 2 | 15 | 19 | 2 | 1 | 0 | 0 | 0 | 2 | 24 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 9 | 17:30 | 15 | 24 | |
| 17:45 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 17:45 | 8 | 10 | |
| 18:00 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | 18:00 | 13 | 12 | |
| 18:15 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 18:15 | 6 | 9 | |
| 18:30 | 11 | 1 | 0 | 0 | 0 | 1 | 1 | 14 | 14 | 1 | 0 | 0 | 0 | 1 | 1 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 18:30 | 14 | 17 | |
| 18:45 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18:45 | 12 | 12 |
| Total | 120 | 20 | 1 | 0 | 1 | 1 | 5 | 148 | 152 | 18 | 1 | 0 | 1 | 1 | 5 | 178 | 32 | -2 | 0 | 0 | 0 | 0 | 0 | 30 | | | | |
| | | | | | | | | | | | | | | | | | 27% | -10% | 0% | 0% | 0% | 0% | 0% | 20% | | | | |

Please note: A positive value above indicates that there is a gain in vehicles between the sites

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Site Comparison: Site 5 to 6
 Date of Survey: 07.12.2021



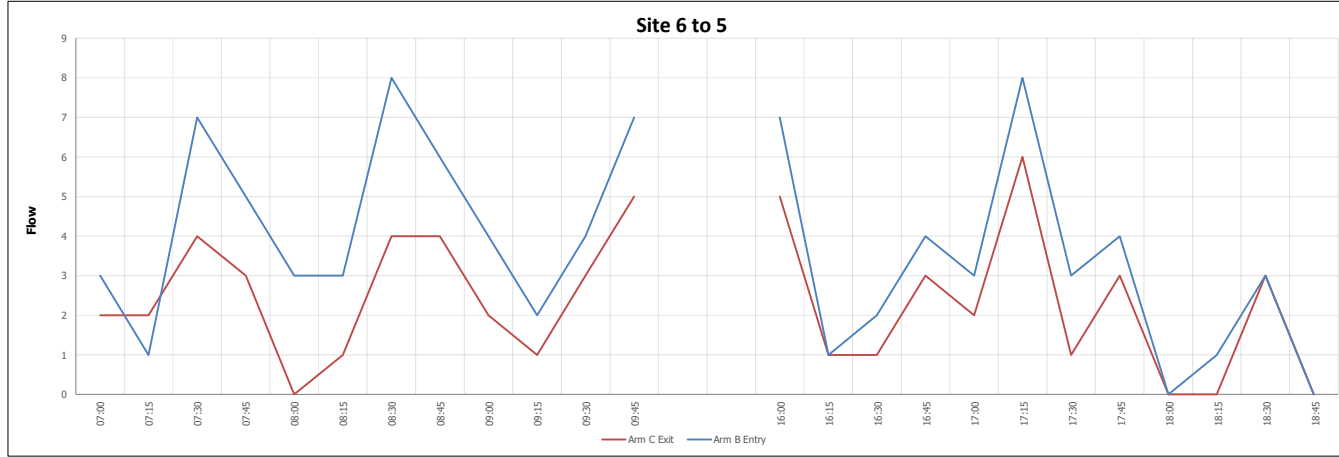
Additional Comments
 Side road with through access and access roads between sites.

| Time | Site 5 Arm B Exit | | | | | | | | Site 6 Arm C Entry | | | | | | | | Difference (Entry minus Exit) | | | | | | | | Graph Data | | | |
|--------------|----------------------|-----------|----------|----------|----------|----------|----------|-----------|-----------------------|-----------|----------|----------|----------|----------|----------|-----------|-------------------------------|-------------|-----------|-----------|-----------|-----------|-----------|--------------|-------------|------|-------|--|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Time | Exit | Entry | |
| 07:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 07:00 | 3 | 4 | |
| 07:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 07:15 | 1 | 1 | |
| 07:30 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 07:30 | 4 | 5 | |
| 07:45 | 3 | 2 | 0 | 0 | 0 | 0 | 1 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 07:45 | 6 | 6 | |
| 08:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | 08:00 | 3 | 2 | |
| 08:15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 08:15 | 4 | 5 | |
| 08:30 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | 08:30 | 5 | 4 | |
| 08:45 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | 08:45 | 5 | 4 | |
| 09:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | -1 | 0 | 0 | 0 | 0 | 0 | -1 | 09:00 | 2 | 1 | |
| 09:15 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | -2 | 0 | 0 | 0 | 0 | 0 | -1 | -3 | 09:15 | 4 | 1 | |
| 09:30 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | -1 | -2 | 0 | 0 | 0 | 0 | 0 | -3 | 09:30 | 4 | 1 | |
| 09:45 | 3 | 2 | 0 | 0 | 0 | 0 | 1 | 6 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | -2 | 2 | 0 | 0 | 0 | 0 | -1 | -1 | 09:45 | 6 | 5 | |
| Total | 33 | 11 | 0 | 0 | 0 | 0 | 3 | 47 | 28 | 11 | 0 | 0 | 0 | 0 | 0 | 39 | -5 | 0 | 0 | 0 | 0 | 0 | -3 | -8 | | | | |
| | | | | | | | | | | | | | | | | | -15% | 0% | 0% | 0% | 0% | 0% | 0% | -100% | -17% | | | |
| 16:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16:00 | 3 | 3 | |
| 16:15 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | -2 | 0 | 0 | 0 | 0 | 0 | 0 | -2 | 16:15 | 4 | 2 | |
| 16:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | -3 | 0 | 0 | 0 | 0 | 0 | 0 | -3 | 16:30 | 4 | 1 | |
| 16:45 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | -3 | 0 | 0 | 0 | 0 | 0 | 0 | -3 | 16:45 | 6 | 3 | |
| 17:00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | -3 | 0 | 0 | 0 | 0 | 0 | 0 | -3 | 17:00 | 5 | 2 | |
| 17:15 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | -7 | -1 | 0 | 0 | 0 | 0 | 0 | -8 | 17:15 | 10 | 2 | |
| 17:30 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | -4 | 0 | 0 | 0 | 0 | 0 | 0 | -4 | 17:30 | 6 | 2 | |
| 17:45 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | -3 | 0 | 0 | 0 | 0 | 0 | 0 | -3 | 17:45 | 4 | 1 | |
| 18:00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | 18:00 | 5 | 4 | |
| 18:15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | -3 | 0 | 0 | 0 | 0 | 0 | 0 | -3 | 18:15 | 5 | 2 | |
| 18:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | 18:30 | 4 | 3 | |
| 18:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | 18:45 | 1 | 0 | |
| Total | 53 | 4 | 0 | 0 | 0 | 0 | 0 | 57 | 22 | 3 | 0 | 0 | 0 | 0 | 0 | 25 | -31 | -1 | 0 | 0 | 0 | 0 | 0 | -32 | | | | |
| | | | | | | | | | | | | | | | | | -58% | -25% | 0% | 0% | 0% | 0% | 0% | 0% | -56% | | | |

Please note: A positive value above indicates that there is a gain in vehicles between the sites

Intelligent Data Collection Limited

Client: Mott McDonald
 Project Number: ID06180
 Site Comparison: Site 6 to 5
 Date of Survey: 07.12.2021



Additional Comments
 Side road with through access and access roads between sites.

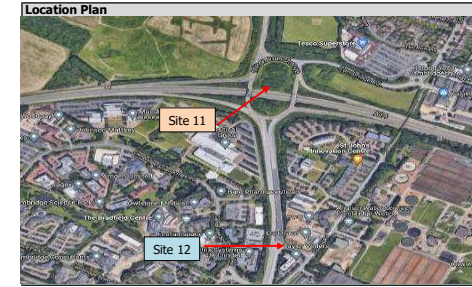
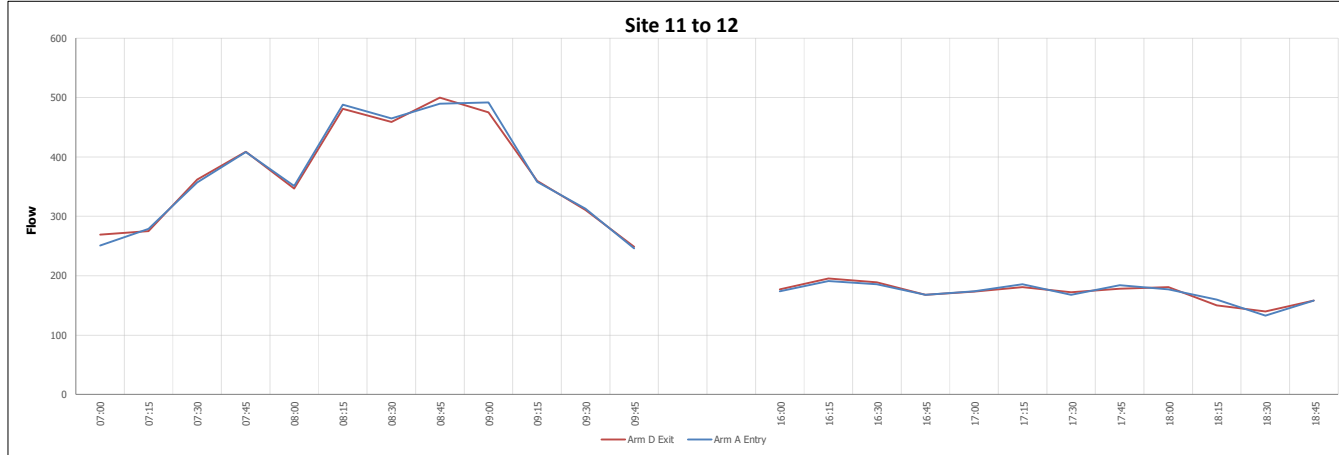
| Time | Site 6 | | | | | | | | Site 5 | | | | | | | | Difference (Entry minus Exit) | | | | | | | | Graph Data | | | |
|--------------|-----------|-----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|----------|----------|----------|----------|----------|-----------|-------------------------------|------------|-----------|-----------|-----------|-----------|-----------|-----------|------------|-------|-------|---|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Time | Exit | Entry | |
| 07:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 07:00 | 2 | 3 | |
| 07:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | 07:15 | 2 | 1 | |
| 07:30 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 07:30 | 4 | 7 | |
| 07:45 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 07:45 | 3 | 5 | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 08:00 | 0 | 3 | |
| 08:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 08:15 | 1 | 3 | |
| 08:30 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 08:30 | 4 | 8 | |
| 08:45 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 08:45 | 4 | 6 | |
| 09:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 09:00 | 2 | 4 | |
| 09:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 09:15 | 1 | 2 | |
| 09:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 09:30 | 3 | 4 | |
| 09:45 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 3 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 09:45 | 5 | 7 | | |
| Total | 21 | 10 | 0 | 0 | 0 | 0 | 0 | 31 | 37 | 12 | 0 | 0 | 0 | 0 | 4 | 53 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 22 | | | |
| | | | | | | | | | | | | | | | | | 76% | 20% | 0% | 0% | 0% | 0% | 0% | 0% | 71% | | | |
| 16:00 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | -1 | 0 | 0 | 0 | 0 | 0 | 2 | 16:00 | 5 | 7 | |
| 16:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16:15 | 1 | 1 |
| 16:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16:30 | 1 | 2 | |
| 16:45 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16:45 | 3 | 4 | |
| 17:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17:00 | 2 | 3 | |
| 17:15 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 3 | -1 | 0 | 0 | 0 | 0 | 0 | 2 | 17:15 | 6 | 8 | |
| 17:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 17:30 | 1 | 3 | |
| 17:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 17:45 | 3 | 4 | |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18:00 | 0 | 0 | |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18:15 | 0 | 1 | |
| 18:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18:30 | 3 | 3 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18:45 | 0 | 0 |
| Total | 20 | 5 | 0 | 0 | 0 | 0 | 0 | 25 | 31 | 5 | 0 | 0 | 0 | 0 | 0 | 36 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | | | | |
| | | | | | | | | | | | | | | | | | 55% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 44% | | | |

Please note: A positive value above indicates that there is a gain in vehicles between the sites

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Site Comparison: Site 11 to 12
 Date of Survey: 07.12.2021



Additional Comments
 Sites adjacent.

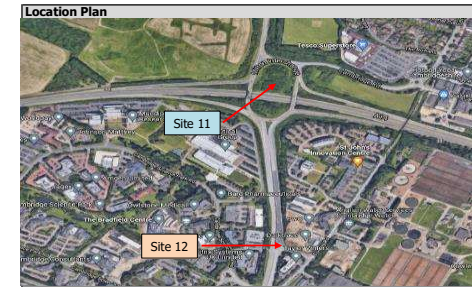
| Site 11 | | | | | | | | Site 12 | | | | | | | | Difference (Entry minus Exit) | | | | | | | Graph Data | | | |
|--------------|-------------|------------|-----------|-----------|-----------|-----------|----------|-------------|-------------|------------|-----------|-----------|-----------|-----------|----------|-------------------------------|-----------|-----------|-----------|----------|----------|-----------|------------|-------|------|-------|
| Arm D Exit | | | | | | | | Arm A Entry | | | | | | | | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Time | Exit | Entry |
| 07:00 | 187 | 65 | 3 | 10 | 3 | 1 | 0 | 269 | 175 | 59 | 3 | 10 | 3 | 1 | 0 | 251 | -12 | -6 | 0 | 0 | 0 | 0 | 0 | 07:00 | 269 | 251 |
| 07:15 | 198 | 66 | 6 | 0 | 3 | 2 | 0 | 275 | 199 | 66 | 7 | 2 | 3 | 2 | 0 | 279 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 07:15 | 275 | 279 |
| 07:30 | 265 | 80 | 5 | 7 | 3 | 2 | 0 | 362 | 261 | 80 | 5 | 6 | 3 | 2 | 0 | 357 | -4 | 0 | 0 | -1 | 0 | 0 | 0 | 07:30 | 362 | 357 |
| 07:45 | 316 | 73 | 5 | 12 | 1 | 2 | 0 | 409 | 316 | 76 | 4 | 10 | 1 | 1 | 0 | 408 | 0 | 3 | -1 | -2 | 0 | -1 | 0 | 07:45 | 409 | 408 |
| 08:00 | 274 | 61 | 5 | 3 | 3 | 1 | 0 | 347 | 278 | 60 | 5 | 4 | 2 | 2 | 0 | 351 | 4 | -1 | 0 | 1 | -1 | 1 | 0 | 08:00 | 347 | 351 |
| 08:15 | 406 | 57 | 7 | 6 | 3 | 2 | 0 | 481 | 415 | 53 | 8 | 6 | 4 | 2 | 0 | 488 | 9 | -4 | 1 | 0 | 1 | 0 | 0 | 08:15 | 481 | 488 |
| 08:30 | 395 | 48 | 6 | 7 | 2 | 1 | 0 | 459 | 395 | 53 | 6 | 9 | 2 | 0 | 0 | 465 | 0 | 5 | 0 | 2 | 0 | -1 | 0 | 08:30 | 459 | 465 |
| 08:45 | 430 | 52 | 9 | 3 | 3 | 3 | 0 | 500 | 422 | 53 | 9 | 2 | 3 | 1 | 0 | 490 | -8 | 1 | 0 | -1 | 0 | -2 | 0 | 08:45 | 500 | 490 |
| 09:00 | 409 | 56 | 5 | 3 | 2 | 0 | 0 | 475 | 426 | 54 | 5 | 3 | 2 | 2 | 0 | 492 | 17 | -2 | 0 | 0 | 0 | 2 | 0 | 09:00 | 475 | 492 |
| 09:15 | 299 | 41 | 7 | 8 | 3 | 2 | 0 | 360 | 292 | 46 | 6 | 8 | 3 | 3 | 0 | 358 | -7 | 5 | -1 | 0 | 0 | 1 | 0 | 09:15 | 360 | 358 |
| 09:30 | 237 | 51 | 12 | 9 | 0 | 2 | 0 | 311 | 242 | 50 | 13 | 5 | 1 | 2 | 0 | 313 | 5 | -1 | 1 | -4 | 1 | 0 | 0 | 09:30 | 311 | 313 |
| 09:45 | 191 | 36 | 8 | 7 | 2 | 5 | 0 | 249 | 186 | 37 | 7 | 10 | 2 | 4 | 0 | 246 | -5 | 1 | -1 | 3 | 0 | -1 | 0 | 09:45 | 249 | 246 |
| Total | 3607 | 686 | 78 | 75 | 28 | 23 | 0 | 4497 | 3607 | 687 | 78 | 75 | 29 | 22 | 0 | 4498 | 0 | 1 | 0 | 0 | 1 | -1 | 0 | | | |
| | | | | | | | | | | | | | | | | 0% | 0% | 0% | 0% | 4% | -4% | 0% | 0% | | | |
| 16:00 | 138 | 30 | 3 | 3 | 3 | 0 | 0 | 177 | 135 | 30 | 3 | 3 | 3 | 0 | 0 | 174 | -3 | 0 | 0 | 0 | 0 | 0 | 0 | 16:00 | 177 | 174 |
| 16:15 | 151 | 39 | 2 | 2 | 1 | 0 | 0 | 195 | 152 | 34 | 2 | 2 | 1 | 0 | 0 | 191 | 1 | -5 | 0 | 0 | 0 | 0 | 0 | 16:15 | 195 | 191 |
| 16:30 | 148 | 35 | 1 | 4 | 1 | 0 | 0 | 189 | 143 | 37 | 1 | 4 | 1 | 0 | 0 | 186 | -5 | 2 | 0 | 0 | 0 | 0 | 0 | 16:30 | 189 | 186 |
| 16:45 | 134 | 29 | 0 | 2 | 1 | 2 | 0 | 168 | 133 | 30 | 0 | 2 | 1 | 2 | 0 | 168 | -1 | 1 | 0 | 0 | 0 | 0 | 0 | 16:45 | 168 | 168 |
| 17:00 | 144 | 22 | 1 | 4 | 1 | 1 | 0 | 173 | 148 | 19 | 1 | 4 | 1 | 1 | 0 | 174 | 4 | -3 | 0 | 0 | 0 | 0 | 0 | 17:00 | 173 | 174 |
| 17:15 | 150 | 19 | 2 | 4 | 2 | 4 | 0 | 181 | 153 | 23 | 2 | 3 | 2 | 3 | 0 | 186 | 3 | 4 | 0 | -1 | 0 | -1 | 0 | 17:15 | 181 | 186 |
| 17:30 | 141 | 24 | 1 | 4 | 1 | 1 | 0 | 172 | 138 | 22 | 1 | 4 | 1 | 2 | 0 | 168 | -3 | -2 | 0 | 0 | 0 | 1 | 0 | 17:30 | 172 | 168 |
| 17:45 | 150 | 14 | 2 | 7 | 3 | 1 | 1 | 178 | 155 | 16 | 1 | 8 | 3 | 0 | 1 | 184 | 5 | 2 | -1 | 1 | 0 | -1 | 0 | 17:45 | 178 | 184 |
| 18:00 | 161 | 11 | 0 | 4 | 3 | 2 | 0 | 181 | 155 | 13 | 1 | 3 | 3 | 2 | 0 | 177 | -6 | 2 | 1 | -1 | 0 | 0 | 0 | 18:00 | 181 | 177 |
| 18:15 | 131 | 12 | 1 | 2 | 2 | 2 | 0 | 150 | 138 | 14 | 1 | 2 | 2 | 2 | 1 | 160 | 7 | 2 | 0 | 0 | 0 | 0 | 1 | 18:15 | 150 | 160 |
| 18:30 | 118 | 15 | 0 | 0 | 4 | 1 | 2 | 140 | 111 | 12 | 0 | 2 | 3 | 2 | 3 | 133 | -7 | -3 | 0 | 2 | -1 | 1 | 1 | 18:30 | 140 | 133 |
| 18:45 | 133 | 18 | 1 | 1 | 5 | 0 | 0 | 158 | 135 | 16 | 0 | 1 | 6 | 0 | 0 | 158 | 2 | -2 | -1 | 0 | 1 | 0 | 0 | 18:45 | 158 | 158 |
| Total | 1699 | 268 | 14 | 37 | 27 | 14 | 3 | 2062 | 1696 | 266 | 13 | 38 | 27 | 14 | 5 | 2059 | -3 | -2 | -1 | 1 | 0 | 0 | 2 | | | |
| | | | | | | | | | | | | | | | | 0% | -1% | -7% | 3% | 0% | 0% | 67% | 0% | | | |

Please note: A positive value above indicates that there is a gain in vehicles between the sites

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Site Comparison: Site 12 to 11
 Date of Survey: 07.12.2021



Additional Comments
 Sites adjacent.

| Time | Site 12 | | | | | | | | Site 11 | | | | | | | | Difference (Entry minus Exit) | | | | | | | | Graph Data | | | |
|--------------|-------------|------------|-----------|-----------|-----------|-----------|----------|-------------|-------------|------------|-----------|-----------|-----------|-----------|----------|-------------|-------------------------------|----------|-----------|----------|-----------|----------|-----------|-----------|------------|------|-------|--|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Time | Exit | Entry | |
| 07:00 | 66 | 22 | 5 | 6 | 3 | 0 | 2 | 104 | 67 | 24 | 4 | 5 | 3 | 0 | 3 | 106 | 1 | 2 | -1 | -1 | 0 | 0 | 1 | 2 | 07:00 | 104 | 106 | |
| 07:15 | 92 | 42 | 4 | 11 | 2 | 1 | 0 | 152 | 91 | 37 | 4 | 13 | 2 | 1 | 0 | 148 | -1 | -5 | 0 | 2 | 0 | 0 | 0 | -4 | 07:15 | 152 | 148 | |
| 07:30 | 97 | 42 | 6 | 5 | 1 | 1 | 0 | 152 | 96 | 48 | 8 | 5 | 1 | 2 | 0 | 160 | -1 | 6 | 2 | 0 | 0 | 1 | 0 | 8 | 07:30 | 152 | 160 | |
| 07:45 | 135 | 39 | 10 | 6 | 4 | 1 | 0 | 195 | 128 | 38 | 10 | 6 | 3 | 0 | 0 | 185 | -7 | -1 | 0 | 0 | -1 | -1 | 0 | -10 | 07:45 | 195 | 185 | |
| 08:00 | 127 | 51 | 7 | 6 | 2 | 1 | 0 | 194 | 128 | 50 | 6 | 6 | 3 | 1 | 0 | 194 | 1 | -1 | -1 | 0 | 1 | 0 | 0 | 0 | 08:00 | 194 | 194 | |
| 08:15 | 157 | 31 | 6 | 8 | 6 | 0 | 0 | 208 | 153 | 36 | 7 | 6 | 6 | 0 | 0 | 208 | -4 | 5 | 1 | -2 | 0 | 0 | 0 | 0 | 08:15 | 208 | 208 | |
| 08:30 | 151 | 33 | 10 | 5 | 3 | 0 | 0 | 202 | 153 | 28 | 8 | 6 | 3 | 0 | 0 | 198 | 2 | -5 | -2 | 1 | 0 | 0 | 0 | -4 | 08:30 | 202 | 198 | |
| 08:45 | 133 | 36 | 5 | 6 | 1 | 0 | 1 | 182 | 145 | 34 | 8 | 6 | 1 | 0 | 0 | 194 | 12 | -2 | 3 | 0 | 0 | 0 | -1 | 12 | 08:45 | 182 | 194 | |
| 09:00 | 145 | 42 | 11 | 7 | 2 | 0 | 1 | 208 | 132 | 42 | 10 | 6 | 2 | 0 | 0 | 192 | -13 | 0 | -1 | -1 | 0 | 0 | -1 | -16 | 09:00 | 208 | 192 | |
| 09:15 | 114 | 44 | 7 | 4 | 3 | 1 | 0 | 173 | 124 | 43 | 7 | 5 | 3 | 1 | 0 | 183 | 10 | -1 | 0 | 1 | 0 | 0 | 0 | 10 | 09:15 | 173 | 183 | |
| 09:30 | 108 | 38 | 9 | 7 | 3 | 0 | 0 | 165 | 102 | 40 | 9 | 4 | 3 | 0 | 0 | 158 | -6 | 2 | 0 | -3 | 0 | 0 | 0 | -7 | 09:30 | 165 | 158 | |
| 09:45 | 103 | 35 | 7 | 5 | 1 | 1 | 0 | 152 | 104 | 35 | 6 | 8 | 1 | 1 | 0 | 155 | 1 | 0 | -1 | 3 | 0 | 0 | 0 | 3 | 09:45 | 152 | 155 | |
| Total | 1428 | 455 | 87 | 76 | 31 | 6 | 4 | 2087 | 1423 | 455 | 87 | 76 | 31 | 6 | 3 | 2081 | -5 | 0 | 0 | 0 | 0 | 0 | -1 | -6 | | | | |
| | | | | | | | | | | | | | | | | | 0% | 0% | 0% | 0% | 0% | 0% | 0% | -25% | 0% | | | |
| 16:00 | 355 | 55 | 5 | 2 | 2 | 1 | 0 | 420 | 351 | 53 | 4 | 3 | 2 | 1 | 0 | 414 | -4 | -2 | -1 | 1 | 0 | 0 | 0 | -6 | 16:00 | 420 | 414 | |
| 16:15 | 280 | 50 | 4 | 4 | 3 | 1 | 1 | 343 | 299 | 50 | 4 | 4 | 3 | 2 | 1 | 363 | 19 | 0 | 0 | 0 | 0 | 1 | 0 | 20 | 16:15 | 343 | 363 | |
| 16:30 | 330 | 39 | 2 | 0 | 4 | 1 | 0 | 376 | 303 | 37 | 3 | 0 | 4 | 0 | 0 | 347 | -27 | -2 | 1 | 0 | 0 | -1 | 0 | -29 | 16:30 | 376 | 347 | |
| 16:45 | 315 | 50 | 4 | 1 | 0 | 0 | 0 | 370 | 305 | 50 | 4 | 0 | 0 | 1 | 0 | 360 | -10 | 0 | 0 | -1 | 0 | 1 | 0 | -10 | 16:45 | 370 | 360 | |
| 17:00 | 368 | 39 | 1 | 0 | 2 | 2 | 0 | 412 | 380 | 41 | 0 | 0 | 0 | 1 | 0 | 423 | 12 | 2 | -1 | 0 | -1 | -1 | 0 | 11 | 17:00 | 412 | 423 | |
| 17:15 | 346 | 25 | 1 | 3 | 2 | 4 | 0 | 381 | 369 | 23 | 1 | 3 | 2 | 2 | 0 | 400 | 23 | -2 | 0 | 0 | 0 | -2 | 0 | 19 | 17:15 | 381 | 400 | |
| 17:30 | 351 | 31 | 1 | 0 | 1 | 3 | 0 | 387 | 346 | 30 | 1 | 0 | 1 | 3 | 0 | 381 | -5 | -1 | 0 | 0 | 0 | 0 | 0 | -6 | 17:30 | 387 | 381 | |
| 17:45 | 264 | 21 | 0 | 0 | 3 | 1 | 0 | 289 | 259 | 21 | 0 | 0 | 1 | 1 | 0 | 282 | -5 | 0 | 0 | 0 | -2 | 0 | 0 | -7 | 17:45 | 289 | 282 | |
| 18:00 | 272 | 17 | 1 | 1 | 1 | 2 | 0 | 294 | 277 | 16 | 1 | 1 | 3 | 3 | 0 | 301 | 5 | -1 | 0 | 0 | 2 | 1 | 0 | 7 | 18:00 | 294 | 301 | |
| 18:15 | 252 | 10 | 0 | 1 | 3 | 1 | 0 | 267 | 248 | 11 | 1 | 0 | 3 | 1 | 0 | 264 | -4 | 1 | 1 | -1 | 0 | 0 | 0 | -3 | 18:15 | 267 | 264 | |
| 18:30 | 192 | 9 | 1 | 1 | 3 | 2 | 0 | 208 | 199 | 14 | 0 | 1 | 3 | 3 | 0 | 220 | 7 | 5 | -1 | 0 | 0 | 1 | 0 | 12 | 18:30 | 208 | 220 | |
| 18:45 | 157 | 11 | 0 | 1 | 0 | 0 | 0 | 169 | 151 | 11 | 0 | 2 | 0 | 1 | 0 | 165 | -6 | 0 | 0 | 1 | 0 | 1 | 0 | -4 | 18:45 | 169 | 165 | |
| Total | 3482 | 357 | 20 | 14 | 24 | 18 | 1 | 3916 | 3487 | 357 | 19 | 14 | 23 | 19 | 1 | 3920 | 5 | 0 | -1 | 0 | -1 | 1 | 0 | 4 | | | | |
| | | | | | | | | | | | | | | | | | 0% | 0% | -5% | 0% | -4% | 6% | 0% | 0% | | | | |

Please note: A positive value above indicates that there is a gain in vehicles between the sites

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Site Comparison: Site 12 to 13
 Date of Survey: 07.12.2021



Additional Comments
 Sites adjacent.

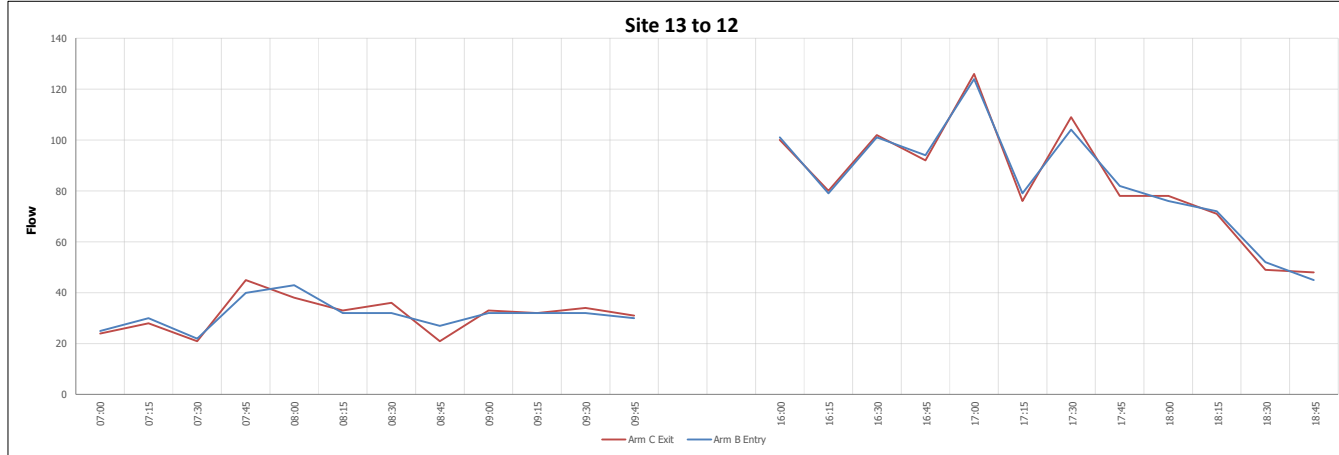
| Time | Site 12 Arm B Exit | | | | | | | | Site 13 Arm C Entry | | | | | | | | Difference (Entry minus Exit) | | | | | | | | Graph Data | | | | |
|--------------|-----------------------|------------|-----------|-----------|-----------|----------|----------|-------------|------------------------|------------|-----------|-----------|-----------|----------|----------|-------------|-------------------------------|----------|----------|----------|----------|----------|-----------|----------|------------|-------|-------|-----|----|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Time | Exit | Entry | | |
| 07:00 | 44 | 18 | 2 | 6 | 0 | 0 | 0 | 70 | 43 | 18 | 2 | 6 | 0 | 0 | 0 | 69 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | 07:00 | 70 | 69 | |
| 07:15 | 56 | 21 | 5 | 2 | 2 | 2 | 0 | 88 | 56 | 23 | 5 | 2 | 2 | 2 | 0 | 90 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 07:15 | 88 | 90 | |
| 07:30 | 60 | 20 | 5 | 5 | 2 | 1 | 0 | 93 | 61 | 20 | 5 | 5 | 2 | 1 | 0 | 94 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 07:30 | 93 | 94 | |
| 07:45 | 83 | 12 | 5 | 8 | 1 | 0 | 0 | 109 | 81 | 13 | 5 | 8 | 1 | 0 | 0 | 108 | -2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | 07:45 | 109 | 108 | |
| 08:00 | 72 | 19 | 4 | 3 | 1 | 0 | 0 | 99 | 74 | 17 | 4 | 3 | 1 | 0 | 0 | 99 | 2 | -2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 08:00 | 99 | 99 | |
| 08:15 | 112 | 14 | 5 | 4 | 1 | 0 | 1 | 137 | 111 | 15 | 5 | 4 | 1 | 0 | 1 | 137 | -1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 08:15 | 137 | 137 | |
| 08:30 | 118 | 12 | 3 | 2 | 1 | 0 | 0 | 136 | 118 | 12 | 3 | 2 | 1 | 0 | 0 | 136 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 08:30 | 136 | 136 | |
| 08:45 | 133 | 11 | 7 | 2 | 2 | 0 | 2 | 157 | 129 | 11 | 7 | 2 | 2 | 0 | 2 | 153 | -4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -4 | 08:45 | 157 | 153 | |
| 09:00 | 116 | 15 | 4 | 3 | 2 | 0 | 0 | 140 | 120 | 15 | 4 | 3 | 2 | 0 | 0 | 144 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 09:00 | 140 | 144 | |
| 09:15 | 73 | 10 | 9 | 8 | 4 | 1 | 0 | 105 | 74 | 11 | 9 | 8 | 4 | 2 | 0 | 108 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 09:15 | 105 | 108 | |
| 09:30 | 52 | 27 | 5 | 3 | 1 | 1 | 0 | 89 | 51 | 26 | 5 | 3 | 1 | 1 | 0 | 87 | -1 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | -2 | 09:30 | 89 | 87 | |
| 09:45 | 38 | 13 | 4 | 5 | 2 | 1 | 0 | 63 | 38 | 12 | 4 | 5 | 2 | 1 | 0 | 62 | 0 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | 09:45 | 63 | 62 | |
| Total | 957 | 192 | 58 | 51 | 19 | 6 | 3 | 1286 | 956 | 193 | 58 | 51 | 19 | 7 | 3 | 1287 | -1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | | | | |
| | | | | | | | | | | | | | | | | | 0% | 1% | 0% | 0% | 0% | 17% | 0% | 0% | | | | | |
| 16:00 | 29 | 13 | 4 | 3 | 0 | 0 | 0 | 49 | 31 | 11 | 4 | 3 | 0 | 0 | 0 | 49 | 2 | -2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16:00 | 49 | 49 |
| 16:15 | 32 | 6 | 1 | 2 | 4 | 0 | 0 | 45 | 31 | 9 | 1 | 2 | 4 | 0 | 0 | 47 | -1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16:15 | 45 | 47 | |
| 16:30 | 40 | 8 | 2 | 2 | 1 | 0 | 0 | 53 | 39 | 8 | 2 | 2 | 1 | 0 | 0 | 52 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | 16:30 | 53 | 52 | |
| 16:45 | 28 | 8 | 1 | 2 | 0 | 1 | 0 | 40 | 29 | 7 | 1 | 2 | 0 | 1 | 0 | 40 | 1 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16:45 | 40 | 40 |
| 17:00 | 31 | 2 | 0 | 5 | 1 | 1 | 1 | 41 | 30 | 2 | 0 | 5 | 1 | 2 | 0 | 40 | -1 | 0 | 0 | 0 | 0 | 1 | -1 | 0 | -1 | 17:00 | 41 | 40 | |
| 17:15 | 29 | 4 | 2 | 3 | 2 | 0 | 0 | 40 | 29 | 4 | 2 | 3 | 2 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17:15 | 40 | 40 |
| 17:30 | 23 | 3 | 0 | 3 | 1 | 0 | 1 | 31 | 23 | 4 | 0 | 3 | 0 | 0 | 1 | 31 | 0 | 1 | 0 | 0 | -1 | 0 | 0 | 0 | 0 | 0 | 17:30 | 31 | 31 |
| 17:45 | 19 | 2 | 1 | 5 | 2 | 0 | 0 | 29 | 18 | 2 | 1 | 5 | 3 | 0 | 0 | 29 | -1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 17:45 | 29 | 29 | |
| 18:00 | 26 | 4 | 0 | 2 | 2 | 0 | 1 | 35 | 28 | 4 | 0 | 1 | 1 | 0 | 1 | 35 | 2 | 0 | 0 | -1 | -1 | 0 | 0 | 0 | 0 | 18:00 | 35 | 35 | |
| 18:15 | 21 | 3 | 1 | 0 | 3 | 0 | 0 | 28 | 21 | 2 | 1 | 1 | 4 | 0 | 0 | 29 | 0 | -1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 18:15 | 28 | 29 | |
| 18:30 | 26 | 1 | 0 | 1 | 5 | 1 | 0 | 34 | 25 | 1 | 0 | 1 | 5 | 1 | 0 | 33 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | 18:30 | 34 | 33 | |
| 18:45 | 17 | 3 | 0 | 0 | 8 | 0 | 0 | 28 | 19 | 3 | 0 | 0 | 8 | 0 | 0 | 30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 18:45 | 28 | 30 | |
| Total | 321 | 57 | 12 | 28 | 29 | 3 | 3 | 453 | 323 | 57 | 12 | 28 | 29 | 4 | 2 | 455 | 2 | 0 | 0 | 0 | 0 | 1 | -1 | 2 | | | | | |
| | | | | | | | | | | | | | | | | | 1% | 0% | 0% | 0% | 0% | 33% | -33% | 0% | | | | | |

Please note: A positive value above indicates that there is a gain in vehicles between the sites

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Site Comparison: Site 13 to 12
 Date of Survey: 07.12.2021



Additional Comments
 Sites adjacent.

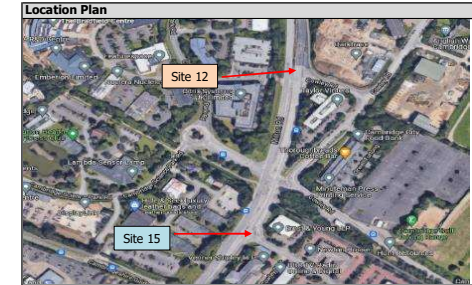
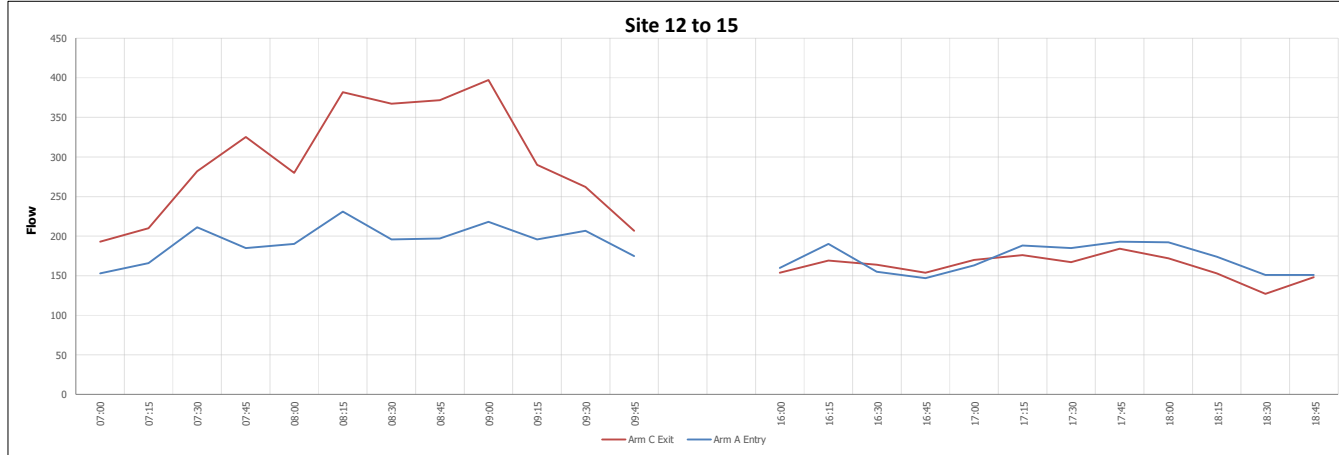
| Site 13 | | | | | | | | | Site 12 | | | | | | | Difference (Entry minus Exit) | | | | | | | Graph Data | | | | | | | | |
|--------------|------------|-----------|-----------|-----------|----------|----------|----------|-------------|-------------|-----------|-----------|-----------|----------|----------|----------|-------------------------------|------------|-----------|-----------|-----------|-----------|------------|------------|-----------|-----------|-----------|-----------|-----------|-------|-----|----|
| Time | Arm C Exit | | | | | | | | Arm B Entry | | | | | | | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Time | Exit | Entry | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | | | | | | | | | | | | Total | | | | |
| 07:00 | 8 | 7 | 4 | 2 | 3 | 0 | 0 | 0 | 24 | 8 | 8 | 4 | 2 | 3 | 0 | 0 | 0 | 25 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 07:00 | 24 | 25 |
| 07:15 | 11 | 7 | 4 | 5 | 1 | 0 | 0 | 0 | 28 | 14 | 6 | 4 | 5 | 1 | 0 | 0 | 0 | 30 | 3 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 07:15 | 28 | 30 |
| 07:30 | 11 | 4 | 2 | 4 | 0 | 0 | 0 | 0 | 21 | 11 | 4 | 3 | 4 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 07:30 | 21 | 22 |
| 07:45 | 21 | 10 | 7 | 5 | 2 | 0 | 0 | 0 | 45 | 17 | 9 | 7 | 5 | 2 | 0 | 0 | 0 | 40 | -4 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | -5 | 07:45 | 45 | 40 | |
| 08:00 | 15 | 13 | 6 | 4 | 0 | 0 | 0 | 0 | 38 | 18 | 16 | 5 | 4 | 0 | 0 | 0 | 0 | 43 | 3 | 3 | -1 | 0 | 0 | 0 | 0 | 0 | 5 | 08:00 | 38 | 43 | |
| 08:15 | 13 | 7 | 7 | 6 | 0 | 0 | 0 | 0 | 33 | 14 | 5 | 7 | 6 | 0 | 0 | 0 | 0 | 32 | 1 | -2 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | 08:15 | 33 | 32 | |
| 08:30 | 20 | 7 | 6 | 3 | 0 | 0 | 0 | 0 | 36 | 16 | 6 | 7 | 3 | 0 | 0 | 0 | 0 | 32 | -4 | -1 | 1 | 0 | 0 | 0 | 0 | 0 | -4 | 08:30 | 36 | 32 | |
| 08:45 | 12 | 4 | 1 | 4 | 0 | 0 | 0 | 0 | 21 | 16 | 6 | 1 | 4 | 0 | 0 | 0 | 0 | 27 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 08:45 | 21 | 27 | |
| 09:00 | 17 | 7 | 5 | 4 | 0 | 0 | 0 | 0 | 33 | 18 | 5 | 5 | 4 | 0 | 0 | 0 | 0 | 32 | 1 | -2 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | 09:00 | 33 | 32 | |
| 09:15 | 14 | 9 | 6 | 2 | 0 | 1 | 0 | 0 | 32 | 14 | 10 | 5 | 2 | 0 | 1 | 0 | 0 | 32 | 0 | 1 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 09:15 | 32 | 32 |
| 09:30 | 8 | 11 | 9 | 6 | 0 | 0 | 0 | 0 | 34 | 7 | 10 | 9 | 6 | 0 | 0 | 0 | 0 | 32 | -1 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | -2 | 09:30 | 34 | 32 | |
| 09:45 | 15 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 31 | 13 | 10 | 7 | 0 | 0 | 0 | 0 | 0 | 30 | -2 | 2 | 0 | -1 | 0 | 0 | 0 | 0 | -1 | 09:45 | 31 | 30 | |
| Total | 165 | 94 | 64 | 46 | 6 | 1 | 0 | 377 | 166 | 95 | 64 | 45 | 6 | 1 | 0 | 0 | 377 | 1 | 1 | 0 | -1 | 0 | 0 | 0 | 0 | 0 | 1 | | | | |
| | | | | | | | | | | | | | | | | | | | 1% | 1% | 0% | -2% | 0% | 0% | 0% | 0% | 0% | 0% | | | |
| 16:00 | 82 | 13 | 3 | 1 | 0 | 1 | 0 | 100 | 84 | 13 | 3 | 0 | 0 | 1 | 0 | 0 | 101 | 2 | 0 | 0 | -1 | 0 | 0 | 0 | 0 | 0 | 1 | 16:00 | 100 | 101 | |
| 16:15 | 58 | 16 | 4 | 2 | 0 | 0 | 0 | 80 | 56 | 16 | 4 | 3 | 0 | 0 | 0 | 0 | 79 | -2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | -1 | 16:15 | 80 | 79 | |
| 16:30 | 88 | 11 | 1 | 0 | 2 | 0 | 0 | 102 | 87 | 11 | 1 | 0 | 2 | 0 | 0 | 0 | 101 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | 16:30 | 102 | 101 | |
| 16:45 | 80 | 10 | 1 | 0 | 0 | 0 | 1 | 92 | 82 | 10 | 1 | 0 | 0 | 0 | 1 | 0 | 94 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16:45 | 92 | 94 | |
| 17:00 | 116 | 9 | 0 | 0 | 0 | 1 | 0 | 126 | 114 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 124 | -2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -2 | 17:00 | 126 | 124 | |
| 17:15 | 71 | 3 | 0 | 2 | 0 | 0 | 0 | 76 | 73 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 79 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 17:15 | 76 | 79 | |
| 17:30 | 99 | 9 | 1 | 0 | 0 | 0 | 0 | 109 | 95 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 104 | -4 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -5 | 17:30 | 109 | 104 | |
| 17:45 | 70 | 7 | 0 | 0 | 1 | 0 | 0 | 78 | 73 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 82 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 17:45 | 78 | 82 | |
| 18:00 | 73 | 4 | 0 | 1 | 0 | 0 | 0 | 78 | 71 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 76 | -2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -2 | 18:00 | 78 | 76 | |
| 18:15 | 66 | 2 | 0 | 1 | 0 | 2 | 0 | 71 | 67 | 2 | 0 | 1 | 0 | 2 | 0 | 0 | 72 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18:15 | 71 | 72 | | |
| 18:30 | 47 | 0 | 0 | 1 | 0 | 1 | 0 | 49 | 50 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 52 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 18:30 | 49 | 52 | | |
| 18:45 | 44 | 3 | 0 | 1 | 0 | 0 | 0 | 48 | 41 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 45 | -3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -3 | 18:45 | 48 | 45 | |
| Total | 894 | 87 | 10 | 9 | 3 | 5 | 1 | 1009 | 893 | 88 | 10 | 9 | 3 | 5 | 1 | 1009 | -1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| | | | | | | | | | | | | | | | | | | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | |

Please note: A positive value above indicates that there is a gain in vehicles between the sites

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Site Comparison: Site 12 to 15
 Date of Survey: 07.12.2021



Additional Comments
 Junction between sites.

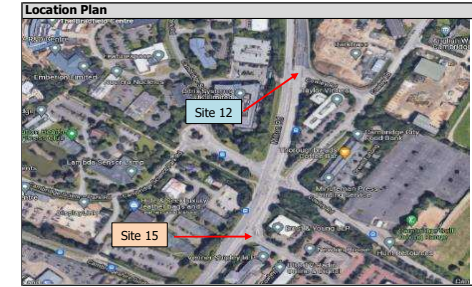
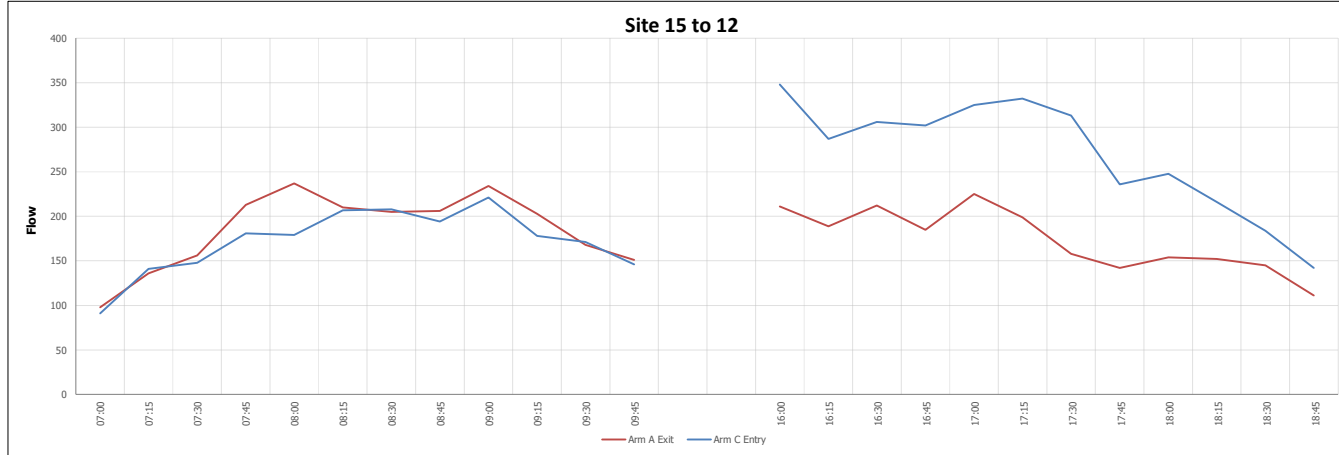
| Time | Site 12 | | | | | | | | Site 15 | | | | | | | | Difference (Entry minus Exit) | | | | | | | | Graph Data | | | |
|--------------|-------------|------------|-----------|-----------|-----------|-----------|----------|-------------|-------------|------------|-----------|-----------|-----------|-----------|-----------|-------------|-------------------------------|-------------|-------------|-------------|------------|------------|-------------|--------------|-------------|------|-------|--|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Time | Exit | Entry | |
| 07:00 | 139 | 45 | 1 | 4 | 3 | 1 | 0 | 193 | 92 | 44 | 3 | 3 | 10 | 1 | 0 | 153 | -47 | -1 | 2 | -1 | 7 | 0 | 0 | -40 | 07:00 | 193 | 153 | |
| 07:15 | 157 | 47 | 3 | 0 | 2 | 1 | 0 | 210 | 106 | 45 | 6 | 3 | 4 | 1 | 1 | 166 | -51 | -2 | 3 | 3 | 2 | 0 | 1 | -44 | 07:15 | 210 | 166 | |
| 07:30 | 213 | 62 | 2 | 1 | 3 | 1 | 0 | 282 | 150 | 54 | 2 | 0 | 4 | 1 | 0 | 211 | -63 | -8 | 0 | -1 | 1 | 0 | 0 | -71 | 07:30 | 282 | 211 | |
| 07:45 | 249 | 66 | 5 | 3 | 1 | 1 | 0 | 325 | 133 | 45 | 3 | 2 | 2 | 0 | 0 | 185 | -116 | -21 | -2 | -1 | 1 | -1 | 0 | -140 | 07:45 | 325 | 185 | |
| 08:00 | 224 | 48 | 3 | 1 | 2 | 2 | 0 | 280 | 122 | 56 | 5 | 2 | 4 | 1 | 0 | 190 | -102 | 8 | 2 | 1 | 2 | -1 | 0 | -90 | 08:00 | 280 | 190 | |
| 08:15 | 321 | 46 | 7 | 2 | 4 | 2 | 0 | 382 | 179 | 42 | 5 | 2 | 3 | 0 | 0 | 231 | -142 | -4 | -2 | 0 | -1 | -2 | 0 | -151 | 08:15 | 382 | 231 | |
| 08:30 | 309 | 44 | 5 | 7 | 2 | 2 | 0 | 367 | 144 | 37 | 4 | 4 | 5 | 1 | 1 | 196 | -165 | -7 | -1 | -3 | 3 | 1 | 1 | -171 | 08:30 | 367 | 196 | |
| 08:45 | 319 | 46 | 5 | 0 | 1 | 1 | 0 | 372 | 151 | 37 | 4 | 0 | 2 | 0 | 3 | 197 | -168 | -9 | -1 | 0 | 1 | -1 | 3 | -175 | 08:45 | 372 | 197 | |
| 09:00 | 346 | 42 | 5 | 0 | 2 | 2 | 0 | 397 | 178 | 32 | 3 | 1 | 3 | 0 | 1 | 218 | -168 | -10 | -2 | 1 | 1 | -2 | 1 | -179 | 09:00 | 397 | 218 | |
| 09:15 | 242 | 41 | 2 | 0 | 3 | 2 | 0 | 290 | 149 | 39 | 4 | 0 | 4 | 0 | 0 | 196 | -93 | -2 | 2 | 0 | 1 | -2 | 0 | -94 | 09:15 | 290 | 196 | |
| 09:30 | 204 | 39 | 15 | 2 | 1 | 1 | 0 | 262 | 155 | 35 | 11 | 2 | 3 | 1 | 0 | 207 | -49 | -4 | -4 | 0 | 2 | 0 | 0 | -55 | 09:30 | 262 | 207 | |
| 09:45 | 162 | 29 | 6 | 5 | 1 | 4 | 0 | 207 | 126 | 30 | 6 | 6 | 4 | 3 | 0 | 175 | -36 | 1 | 0 | 1 | 3 | -1 | 0 | -32 | 09:45 | 207 | 175 | |
| Total | 2885 | 555 | 59 | 25 | 25 | 18 | 0 | 3567 | 1685 | 496 | 56 | 25 | 48 | 9 | 6 | 2325 | -1200 | -59 | -3 | 0 | 23 | -9 | 6 | -1242 | | | | |
| | | | | | | | | | | | | | | | | | | -42% | -11% | -5% | 0% | 92% | -50% | 0% | -35% | | | |
| 16:00 | 126 | 25 | 0 | 0 | 3 | 0 | 0 | 154 | 130 | 23 | 1 | 0 | 3 | 0 | 3 | 160 | 4 | -2 | 1 | 0 | 0 | 0 | 3 | 6 | 16:00 | 154 | 160 | |
| 16:15 | 137 | 31 | 1 | 0 | 0 | 0 | 0 | 169 | 157 | 30 | 0 | 0 | 2 | 1 | 0 | 190 | 20 | -1 | -1 | 0 | 2 | 1 | 0 | 21 | 16:15 | 169 | 190 | |
| 16:30 | 128 | 33 | 0 | 2 | 1 | 0 | 0 | 164 | 122 | 27 | 0 | 1 | 3 | 0 | 2 | 155 | -6 | -6 | 0 | -1 | 2 | 0 | 2 | -9 | 16:30 | 164 | 155 | |
| 16:45 | 127 | 23 | 0 | 0 | 1 | 2 | 1 | 154 | 120 | 21 | 0 | 0 | 1 | 2 | 3 | 147 | -7 | -2 | 0 | 0 | 0 | 0 | 2 | -7 | 16:45 | 154 | 147 | |
| 17:00 | 149 | 19 | 1 | 0 | 1 | 1 | 0 | 170 | 135 | 23 | 0 | 0 | 2 | 1 | 2 | 163 | -14 | 4 | -1 | 0 | 1 | 1 | 2 | -7 | 17:00 | 170 | 163 | |
| 17:15 | 151 | 20 | 0 | 0 | 2 | 3 | 0 | 176 | 157 | 20 | 0 | 1 | 4 | 2 | 4 | 188 | 6 | 0 | 0 | 1 | 2 | -1 | 4 | 12 | 17:15 | 176 | 188 | |
| 17:30 | 141 | 21 | 1 | 1 | 1 | 2 | 0 | 167 | 154 | 21 | 1 | 0 | 1 | 3 | 5 | 185 | 13 | 0 | 0 | -1 | 0 | 1 | 5 | 18 | 17:30 | 167 | 185 | |
| 17:45 | 162 | 16 | 0 | 3 | 2 | 0 | 1 | 184 | 165 | 17 | 1 | 2 | 5 | 0 | 3 | 193 | 3 | 1 | 1 | -1 | 3 | 0 | 2 | 9 | 17:45 | 184 | 193 | |
| 18:00 | 156 | 10 | 1 | 1 | 2 | 2 | 0 | 172 | 164 | 15 | 0 | 1 | 3 | 2 | 7 | 192 | 8 | 5 | -1 | 0 | 1 | 0 | 7 | 20 | 18:00 | 172 | 192 | |
| 18:15 | 132 | 13 | 1 | 2 | 1 | 3 | 1 | 153 | 152 | 12 | 1 | 2 | 1 | 3 | 3 | 174 | 20 | -1 | 0 | 0 | 0 | 0 | 2 | 21 | 18:15 | 153 | 174 | |
| 18:30 | 111 | 11 | 0 | 1 | 0 | 1 | 3 | 127 | 128 | 12 | 0 | 0 | 4 | 2 | 5 | 151 | 17 | 1 | 0 | -1 | 4 | 1 | 2 | 24 | 18:30 | 127 | 151 | |
| 18:45 | 131 | 14 | 0 | 1 | 2 | 0 | 0 | 148 | 132 | 14 | 0 | 1 | 1 | 0 | 3 | 151 | 1 | 0 | 0 | 0 | -1 | 0 | 3 | 3 | 18:45 | 148 | 151 | |
| Total | 1651 | 236 | 5 | 11 | 16 | 13 | 6 | 1938 | 1716 | 235 | 4 | 8 | 30 | 16 | 40 | 2049 | 65 | -1 | -1 | -3 | 14 | 3 | 34 | 11 | | | | |
| | | | | | | | | | | | | | | | | | 4% | 0% | -20% | -27% | 88% | 23% | 567% | 6% | | | | |

Please note: A positive value above indicates that there is a gain in vehicles between the sites

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Site Comparison: Site 15 to 12
 Date of Survey: 07.12.2021



Additional Comments
 Junction between sites.

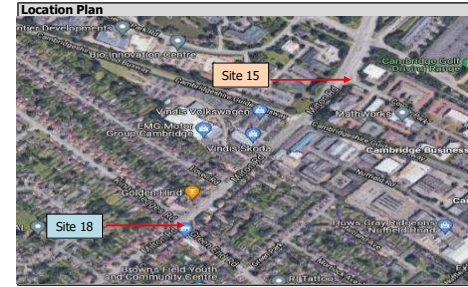
| Time | Site 15 | | | | | | | | Site 12 | | | | | | | | Difference (Entry minus Exit) | | | | | | | | Graph Data | | |
|--------------|-------------|------------|-----------|-----------|-----------|-----------|-----------|-------------|-------------|------------|-----------|-----------|-----------|-----------|----------|-------------|-------------------------------|------------|-----------|------------|------------|-------------|-------------|-------------|------------|------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Time | Exit | Entry |
| 07:00 | 73 | 17 | 1 | 1 | 1 | 0 | 5 | 98 | 66 | 18 | 1 | 4 | 0 | 0 | 2 | 91 | -7 | 1 | 0 | 3 | -1 | 0 | -3 | -7 | 07:00 | 98 | 91 |
| 07:15 | 90 | 37 | 2 | 3 | 2 | 2 | 0 | 136 | 92 | 38 | 1 | 6 | 2 | 2 | 0 | 141 | 2 | 1 | -1 | 3 | 0 | 0 | 0 | 5 | 07:15 | 136 | 141 |
| 07:30 | 93 | 43 | 8 | 5 | 3 | 3 | 1 | 156 | 98 | 40 | 5 | 1 | 3 | 1 | 0 | 148 | 5 | -3 | -3 | -4 | 0 | -2 | -1 | -8 | 07:30 | 156 | 148 |
| 07:45 | 154 | 39 | 9 | 2 | 4 | 0 | 5 | 213 | 134 | 32 | 9 | 2 | 3 | 1 | 0 | 181 | -20 | -7 | 0 | 0 | -1 | 1 | -5 | -32 | 07:45 | 213 | 181 |
| 08:00 | 165 | 50 | 6 | 5 | 4 | 2 | 5 | 237 | 127 | 42 | 4 | 2 | 3 | 1 | 0 | 179 | -38 | -8 | -2 | -3 | -1 | -1 | -5 | -58 | 08:00 | 237 | 179 |
| 08:15 | 162 | 34 | 2 | 2 | 5 | 1 | 4 | 210 | 161 | 33 | 3 | 2 | 7 | 0 | 1 | 207 | -1 | -1 | 1 | 0 | 2 | -1 | -3 | -3 | 08:15 | 210 | 207 |
| 08:30 | 163 | 28 | 4 | 0 | 4 | 0 | 6 | 205 | 167 | 30 | 5 | 2 | 4 | 0 | 0 | 208 | 4 | 2 | 1 | 2 | 0 | 0 | -6 | 3 | 08:30 | 205 | 208 |
| 08:45 | 148 | 33 | 8 | 2 | 0 | 0 | 15 | 206 | 147 | 34 | 7 | 2 | 1 | 0 | 3 | 194 | -1 | 1 | -1 | 0 | 1 | 0 | -12 | -12 | 08:45 | 206 | 194 |
| 09:00 | 163 | 39 | 8 | 4 | 4 | 0 | 16 | 234 | 163 | 40 | 10 | 3 | 4 | 0 | 1 | 221 | 0 | 1 | 2 | -1 | 0 | 0 | -15 | -13 | 09:00 | 234 | 221 |
| 09:15 | 142 | 40 | 6 | 4 | 8 | 1 | 2 | 203 | 123 | 39 | 7 | 2 | 7 | 0 | 0 | 178 | -19 | -1 | 1 | -2 | -1 | -1 | -2 | -25 | 09:15 | 203 | 178 |
| 09:30 | 118 | 40 | 4 | 1 | 3 | 0 | 2 | 168 | 115 | 44 | 7 | 1 | 4 | 0 | 0 | 171 | -3 | 4 | 3 | 0 | 1 | 0 | -2 | 3 | 09:30 | 168 | 171 |
| 09:45 | 107 | 31 | 4 | 2 | 3 | 2 | 2 | 151 | 104 | 30 | 3 | 5 | 2 | 2 | 0 | 146 | -3 | -1 | -1 | 3 | -1 | 0 | -2 | -5 | 09:45 | 151 | 146 |
| Total | 1578 | 431 | 62 | 31 | 41 | 11 | 63 | 2217 | 1497 | 420 | 62 | 32 | 40 | 7 | 7 | 2065 | -81 | -11 | 0 | 1 | -1 | -4 | -56 | -152 | | | |
| | | | | | | | | | | | | | | | | | -5% | -3% | 0% | 3% | -2% | -36% | -89% | -7% | | | |
| 16:00 | 166 | 37 | 2 | 3 | 2 | 0 | 1 | 211 | 291 | 50 | 3 | 2 | 2 | 0 | 0 | 348 | 125 | 13 | 1 | -1 | 0 | 0 | -1 | 137 | 16:00 | 211 | 348 |
| 16:15 | 152 | 32 | 0 | 0 | 4 | 1 | 0 | 189 | 241 | 37 | 0 | 1 | 6 | 1 | 1 | 287 | 89 | 5 | 0 | 1 | 2 | 0 | 1 | 98 | 16:15 | 189 | 287 |
| 16:30 | 172 | 33 | 4 | 0 | 3 | 0 | 0 | 212 | 268 | 32 | 2 | 0 | 3 | 1 | 0 | 306 | 96 | -1 | -2 | 0 | 0 | 1 | 0 | 94 | 16:30 | 212 | 306 |
| 16:45 | 138 | 38 | 3 | 1 | 2 | 3 | 0 | 185 | 255 | 41 | 4 | 1 | 0 | 1 | 0 | 302 | 117 | 3 | 1 | 0 | -2 | -2 | 0 | 117 | 16:45 | 185 | 302 |
| 17:00 | 189 | 28 | 2 | 0 | 3 | 2 | 1 | 225 | 286 | 32 | 1 | 1 | 3 | 1 | 1 | 325 | 97 | 4 | -1 | 1 | 0 | -1 | 0 | 100 | 17:00 | 225 | 325 |
| 17:15 | 173 | 19 | 0 | 0 | 3 | 1 | 3 | 199 | 300 | 22 | 1 | 1 | 4 | 4 | 0 | 332 | 127 | 3 | 1 | 1 | 1 | 3 | -3 | 133 | 17:15 | 199 | 332 |
| 17:30 | 132 | 20 | 0 | 0 | 2 | 2 | 2 | 158 | 282 | 25 | 0 | 0 | 2 | 3 | 1 | 313 | 150 | 5 | 0 | 0 | 0 | 1 | -1 | 155 | 17:30 | 158 | 313 |
| 17:45 | 126 | 11 | 0 | 0 | 3 | 1 | 1 | 142 | 217 | 15 | 0 | 0 | 3 | 1 | 0 | 236 | 91 | 4 | 0 | 0 | 0 | 0 | -1 | 94 | 17:45 | 142 | 236 |
| 18:00 | 144 | 6 | 1 | 0 | 2 | 0 | 1 | 154 | 228 | 14 | 1 | 0 | 2 | 2 | 1 | 248 | 84 | 8 | 0 | 0 | 0 | 2 | 0 | 94 | 18:00 | 154 | 248 |
| 18:15 | 137 | 9 | 1 | 0 | 5 | 0 | 0 | 152 | 200 | 10 | 1 | 0 | 5 | 0 | 0 | 216 | 63 | 1 | 0 | 0 | 0 | 0 | 0 | 64 | 18:15 | 152 | 216 |
| 18:30 | 125 | 9 | 0 | 1 | 5 | 5 | 0 | 145 | 168 | 9 | 1 | 0 | 5 | 1 | 0 | 184 | 43 | 0 | 1 | -1 | 0 | -4 | 0 | 39 | 18:30 | 145 | 184 |
| 18:45 | 96 | 9 | 0 | 0 | 4 | 1 | 1 | 111 | 129 | 9 | 0 | 0 | 4 | 0 | 0 | 142 | 33 | 0 | 0 | 0 | 0 | -1 | -1 | 31 | 18:45 | 111 | 142 |
| Total | 1750 | 251 | 13 | 5 | 38 | 16 | 10 | 2083 | 2865 | 296 | 14 | 6 | 39 | 15 | 4 | 3239 | 1115 | 45 | 1 | 1 | 1 | -1 | -6 | 1156 | | | |
| | | | | | | | | | | | | | | | | | 64% | 18% | 8% | 20% | 3% | -6% | -60% | 55% | | | |

Please note: A positive value above indicates that there is a gain in vehicles between the sites

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Site Comparison: Site 15 to 18
 Date of Survey: 07.12.2021



Additional Comments
 Junction, side road and access roads between sites.

| Time | Site 15 | | | | | | | | Site 18 | | | | | | | | Difference (Entry minus Exit) | | | | | | | | Graph Data | | | |
|--------------|-------------|------------|-----------|-----------|-----------|-----------|-----------|-------------|-------------|------------|-----------|-----------|-----------|-----------|------------|-------------|-------------------------------|------------|------------|-------------|-------------|------------|------------|--------------|------------|------|-------|--|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Time | Exit | Entry | |
| 07:00 | 89 | 43 | 3 | 3 | 10 | 1 | 0 | 149 | 89 | 41 | 2 | 2 | 9 | 1 | 5 | 149 | 0 | -2 | -1 | -1 | -1 | 0 | 5 | 0 | 07:00 | 149 | 149 | |
| 07:15 | 95 | 45 | 6 | 3 | 4 | 1 | 1 | 155 | 85 | 44 | 4 | 4 | 6 | 1 | 4 | 148 | -10 | -1 | -2 | 1 | 2 | 0 | 3 | -7 | 07:15 | 155 | 148 | |
| 07:30 | 145 | 52 | 2 | 0 | 4 | 1 | 0 | 204 | 139 | 55 | 3 | 0 | 5 | 1 | 6 | 209 | -6 | 3 | 1 | 0 | 1 | 0 | 6 | 5 | 07:30 | 204 | 209 | |
| 07:45 | 127 | 45 | 3 | 2 | 2 | 0 | 0 | 179 | 120 | 51 | 4 | 3 | 5 | 1 | 8 | 192 | -7 | 6 | 1 | 1 | 3 | 1 | 8 | 13 | 07:45 | 179 | 192 | |
| 08:00 | 110 | 54 | 5 | 2 | 4 | 1 | 0 | 176 | 99 | 40 | 7 | 2 | 5 | 1 | 6 | 160 | -11 | -14 | 2 | 0 | 1 | 0 | 6 | -16 | 08:00 | 176 | 160 | |
| 08:15 | 141 | 40 | 5 | 2 | 3 | 0 | 0 | 191 | 155 | 50 | 5 | 3 | 6 | 1 | 8 | 228 | 14 | 10 | 0 | 1 | 3 | 1 | 8 | 37 | 08:15 | 191 | 228 | |
| 08:30 | 115 | 37 | 4 | 4 | 5 | 1 | 1 | 167 | 112 | 35 | 3 | 3 | 6 | 1 | 13 | 173 | -3 | -2 | -1 | -1 | 1 | 0 | 12 | 6 | 08:30 | 167 | 173 | |
| 08:45 | 119 | 36 | 4 | 0 | 2 | 0 | 3 | 164 | 116 | 35 | 4 | 0 | 2 | 1 | 11 | 169 | -3 | -1 | 0 | 0 | 0 | 1 | 8 | 5 | 08:45 | 164 | 169 | |
| 09:00 | 148 | 32 | 3 | 1 | 3 | 0 | 1 | 188 | 136 | 31 | 2 | 1 | 4 | 0 | 3 | 177 | -12 | -1 | -1 | 0 | 1 | 0 | 2 | -11 | 09:00 | 188 | 177 | |
| 09:15 | 128 | 41 | 4 | 0 | 4 | 0 | 0 | 177 | 122 | 34 | 4 | 0 | 4 | 0 | 5 | 169 | -6 | -7 | 0 | 0 | 0 | 0 | 5 | -8 | 09:15 | 177 | 169 | |
| 09:30 | 142 | 34 | 11 | 2 | 3 | 1 | 0 | 193 | 127 | 36 | 8 | 3 | 5 | 1 | 6 | 186 | -15 | 2 | -3 | 1 | 2 | 0 | 6 | -7 | 09:30 | 193 | 186 | |
| 09:45 | 117 | 30 | 6 | 6 | 4 | 3 | 0 | 166 | 139 | 32 | 8 | 5 | 4 | 2 | 3 | 193 | 22 | 2 | 2 | -1 | 0 | -1 | 3 | 27 | 09:45 | 166 | 193 | |
| Total | 1476 | 489 | 56 | 25 | 48 | 9 | 6 | 2109 | 1439 | 484 | 54 | 26 | 61 | 11 | 78 | 2153 | -37 | -5 | -2 | 1 | 13 | 2 | 72 | 44 | | | | |
| | | | | | | | | | | | | | | | | | | -3% | -1% | -4% | 4% | 27% | 22% | 1200% | 2% | | | |
| 16:00 | 135 | 23 | 1 | 0 | 3 | 0 | 3 | 165 | 129 | 22 | 0 | 0 | 3 | 0 | 6 | 160 | -6 | -1 | -1 | 0 | 0 | 0 | 3 | -5 | 16:00 | 165 | 160 | |
| 16:15 | 158 | 29 | 0 | 0 | 2 | 1 | 1 | 191 | 142 | 24 | 1 | 0 | 3 | 0 | 6 | 176 | -16 | -5 | 1 | 0 | 1 | -1 | 5 | -15 | 16:15 | 191 | 176 | |
| 16:30 | 122 | 27 | 0 | 1 | 3 | 0 | 2 | 155 | 138 | 25 | 0 | 1 | 3 | 0 | 12 | 179 | 16 | -2 | 0 | 0 | 0 | 0 | 10 | 24 | 16:30 | 155 | 179 | |
| 16:45 | 124 | 21 | 0 | 0 | 1 | 2 | 2 | 150 | 127 | 19 | 0 | 0 | 5 | 2 | 0 | 153 | 3 | -2 | 0 | 0 | 4 | 0 | -2 | 3 | 16:45 | 150 | 153 | |
| 17:00 | 136 | 22 | 0 | 0 | 2 | 1 | 4 | 165 | 131 | 23 | 0 | 0 | 2 | 1 | 12 | 169 | -5 | 1 | 0 | 0 | 0 | 0 | 8 | 4 | 17:00 | 165 | 169 | |
| 17:15 | 166 | 20 | 0 | 1 | 4 | 2 | 4 | 197 | 161 | 19 | 0 | 0 | 3 | 2 | 19 | 204 | -5 | -1 | 0 | -1 | -1 | 0 | 15 | 7 | 17:15 | 197 | 204 | |
| 17:30 | 152 | 21 | 1 | 0 | 1 | 3 | 6 | 184 | 152 | 18 | 0 | 1 | 3 | 2 | 19 | 195 | 0 | -3 | -1 | 1 | 2 | -1 | 13 | 11 | 17:30 | 184 | 195 | |
| 17:45 | 168 | 17 | 1 | 2 | 5 | 0 | 7 | 200 | 168 | 21 | 1 | 1 | 6 | 0 | 17 | 214 | 0 | 4 | 0 | -1 | 1 | 0 | 10 | 14 | 17:45 | 200 | 214 | |
| 18:00 | 171 | 15 | 0 | 1 | 3 | 2 | 7 | 199 | 165 | 15 | 0 | 1 | 3 | 2 | 26 | 212 | -6 | 0 | 0 | 0 | 0 | 0 | 19 | 13 | 18:00 | 199 | 212 | |
| 18:15 | 153 | 13 | 1 | 2 | 1 | 3 | 3 | 176 | 146 | 13 | 1 | 2 | 3 | 4 | 15 | 184 | -7 | 0 | 0 | 0 | 2 | 1 | 12 | 8 | 18:15 | 176 | 184 | |
| 18:30 | 128 | 12 | 0 | 0 | 4 | 2 | 8 | 154 | 133 | 14 | 0 | 0 | 5 | 2 | 17 | 171 | 5 | 2 | 0 | 0 | 1 | 0 | 9 | 17 | 18:30 | 154 | 171 | |
| 18:45 | 136 | 14 | 0 | 1 | 1 | 0 | 3 | 155 | 133 | 16 | 0 | 1 | 1 | 0 | 7 | 158 | -3 | 2 | 0 | 0 | 0 | 0 | 4 | 3 | 18:45 | 155 | 158 | |
| Total | 1749 | 234 | 4 | 8 | 30 | 16 | 50 | 2091 | 1725 | 229 | 3 | 7 | 40 | 15 | 156 | 2175 | -24 | -5 | -1 | -1 | 10 | -1 | 106 | 84 | | | | |
| | | | | | | | | | | | | | | | | | | -1% | -2% | -25% | -13% | 33% | -6% | 212% | 4% | | | |

Please note: A positive value above indicates that there is a gain in vehicles between the sites

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Site Comparison: Site 18 to 15
 Date of Survey: 07.12.2021



Additional Comments
 Junction, side road and access roads between sites.

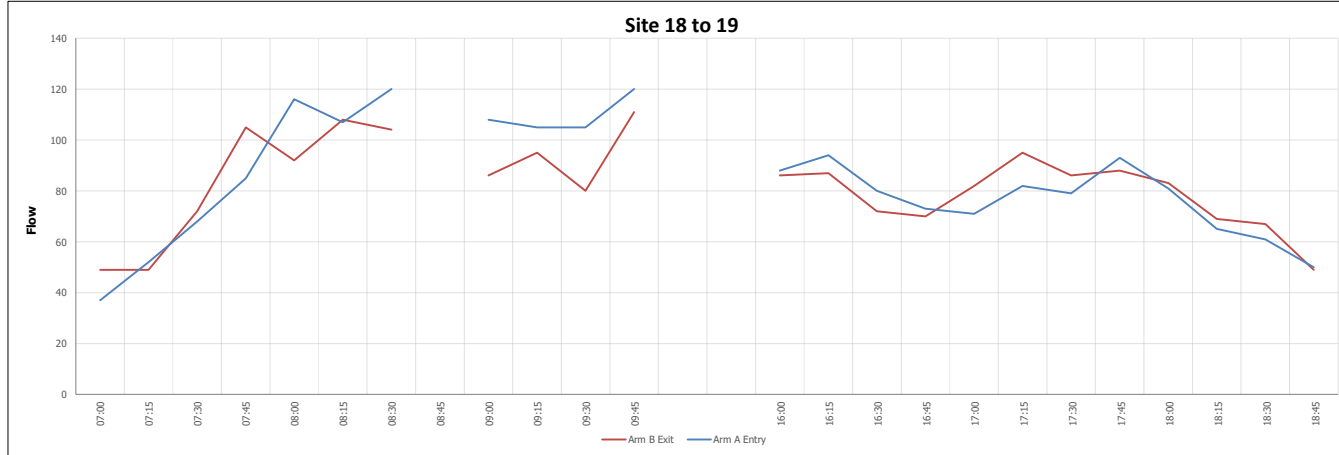
| Time | Site 18 Arm A Exit | | | | | | | | Site 15 Arm C Entry | | | | | | | | Difference (Entry minus Exit) | | | | | | | Graph Data | | | |
|--------------|-----------------------|------------|-----------|-----------|-----------|-----------|------------|-------------|------------------------|------------|-----------|-----------|-----------|-----------|-----------|-------------|-------------------------------|-----------|------------|------------|-------------|------------|-------------|------------|-------|------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Time | Exit | Entry |
| 07:00 | 63 | 18 | 1 | 1 | 3 | 0 | 1 | 87 | 71 | 17 | 1 | 1 | 1 | 0 | 5 | 96 | 8 | -1 | 0 | 0 | -2 | 0 | 4 | 9 | 07:00 | 87 | 96 |
| 07:15 | 107 | 35 | 2 | 1 | 1 | 3 | 2 | 151 | 92 | 37 | 3 | 3 | 2 | 2 | 0 | 139 | -15 | 2 | 1 | 2 | 1 | -1 | -2 | -12 | 07:15 | 151 | 139 |
| 07:30 | 93 | 41 | 8 | 4 | 5 | 2 | 1 | 154 | 93 | 43 | 8 | 5 | 3 | 3 | 1 | 156 | 0 | 2 | 0 | 1 | -2 | 1 | 0 | 2 | 07:30 | 154 | 156 |
| 07:45 | 119 | 34 | 7 | 1 | 4 | 0 | 15 | 180 | 153 | 38 | 8 | 2 | 4 | 0 | 5 | 210 | 34 | 4 | 1 | 1 | 0 | 0 | -10 | 30 | 07:45 | 180 | 210 |
| 08:00 | 131 | 42 | 5 | 4 | 5 | 0 | 9 | 196 | 166 | 50 | 6 | 5 | 4 | 2 | 6 | 239 | 35 | 8 | 1 | 1 | -1 | 2 | -3 | 43 | 08:00 | 196 | 239 |
| 08:15 | 147 | 30 | 2 | 2 | 4 | 1 | 17 | 203 | 164 | 33 | 2 | 2 | 5 | 1 | 4 | 211 | 17 | 3 | 0 | 0 | 1 | 0 | -13 | 8 | 08:15 | 203 | 211 |
| 08:30 | 168 | 28 | 4 | 0 | 5 | 1 | 24 | 230 | 169 | 28 | 4 | 0 | 4 | 0 | 11 | 216 | 1 | 0 | 0 | 0 | -1 | -1 | -13 | -14 | 08:30 | 230 | 216 |
| 08:45 | 148 | 36 | 8 | 4 | 2 | 1 | 34 | 233 | 152 | 35 | 8 | 2 | 0 | 0 | 21 | 218 | 4 | -1 | 0 | -2 | -2 | -1 | -13 | -15 | 08:45 | 233 | 218 |
| 09:00 | 162 | 38 | 6 | 2 | 4 | 0 | 47 | 259 | 164 | 38 | 8 | 4 | 4 | 0 | 21 | 239 | 2 | 0 | 2 | 2 | 0 | 0 | -26 | -20 | 09:00 | 259 | 239 |
| 09:15 | 140 | 37 | 5 | 3 | 9 | 1 | 13 | 208 | 150 | 40 | 6 | 4 | 8 | 1 | 2 | 211 | 10 | 3 | 1 | 1 | -1 | 0 | -11 | 3 | 09:15 | 208 | 211 |
| 09:30 | 126 | 37 | 4 | 0 | 5 | 0 | 8 | 180 | 118 | 40 | 4 | 1 | 3 | 0 | 5 | 171 | -8 | 3 | 0 | 1 | -2 | 0 | -3 | -9 | 09:30 | 180 | 171 |
| 09:45 | 113 | 30 | 5 | 2 | 4 | 3 | 11 | 168 | 109 | 30 | 4 | 2 | 3 | 2 | 4 | 154 | -4 | 0 | -1 | 0 | -1 | -1 | -7 | -14 | 09:45 | 168 | 154 |
| Total | 1517 | 406 | 57 | 24 | 51 | 12 | 182 | 2249 | 1601 | 429 | 62 | 31 | 41 | 11 | 85 | 2260 | 84 | 23 | 5 | 7 | -10 | -1 | -97 | 11 | | | |
| | | | | | | | | | | | | | | | | | 6% | 6% | 9% | 29% | -20% | -8% | -53% | 0% | | | |
| 16:00 | 148 | 37 | 4 | 1 | 4 | 1 | 5 | 200 | 158 | 37 | 2 | 3 | 2 | 0 | 1 | 203 | 10 | 0 | -2 | 2 | -2 | -1 | -4 | 3 | 16:00 | 200 | 203 |
| 16:15 | 136 | 27 | 0 | 0 | 4 | 1 | 3 | 171 | 137 | 31 | 0 | 0 | 4 | 1 | 1 | 174 | 1 | 4 | 0 | 0 | 0 | 0 | -2 | 3 | 16:15 | 171 | 174 |
| 16:30 | 145 | 29 | 4 | 0 | 4 | 0 | 0 | 182 | 162 | 31 | 4 | 0 | 3 | 0 | 0 | 200 | 17 | 2 | 0 | 0 | -1 | 0 | 0 | 18 | 16:30 | 182 | 200 |
| 16:45 | 134 | 34 | 1 | 1 | 4 | 2 | 1 | 177 | 127 | 37 | 3 | 1 | 2 | 3 | 0 | 173 | -7 | 3 | 2 | 0 | -2 | 1 | -1 | -4 | 16:45 | 177 | 173 |
| 17:00 | 169 | 24 | 0 | 1 | 3 | 1 | 5 | 203 | 163 | 28 | 2 | 0 | 3 | 2 | 1 | 199 | -6 | 4 | 2 | -1 | 0 | 1 | -4 | -4 | 17:00 | 203 | 199 |
| 17:15 | 152 | 21 | 0 | 0 | 4 | 0 | 3 | 180 | 150 | 19 | 0 | 0 | 3 | 1 | 3 | 176 | -2 | -2 | 0 | 0 | -1 | 1 | 0 | -4 | 17:15 | 180 | 176 |
| 17:30 | 123 | 16 | 0 | 0 | 4 | 2 | 6 | 151 | 120 | 20 | 0 | 0 | 2 | 2 | 2 | 146 | -3 | 4 | 0 | 0 | -2 | 0 | -4 | -5 | 17:30 | 151 | 146 |
| 17:45 | 109 | 12 | 0 | 0 | 4 | 2 | 2 | 129 | 112 | 11 | 0 | 0 | 3 | 1 | 1 | 128 | 3 | -1 | 0 | 0 | -1 | -1 | -1 | -1 | 17:45 | 129 | 128 |
| 18:00 | 123 | 9 | 0 | 0 | 2 | 1 | 2 | 137 | 127 | 6 | 1 | 0 | 2 | 0 | 1 | 137 | 4 | -3 | 1 | 0 | 0 | -1 | -1 | 0 | 18:00 | 137 | 137 |
| 18:15 | 128 | 8 | 1 | 0 | 8 | 0 | 1 | 146 | 125 | 9 | 1 | 0 | 5 | 0 | 0 | 140 | -3 | 1 | 0 | 0 | -3 | 0 | -1 | -6 | 18:15 | 146 | 140 |
| 18:30 | 111 | 14 | 0 | 0 | 6 | 2 | 2 | 135 | 122 | 9 | 0 | 1 | 5 | 5 | 0 | 142 | 11 | -5 | 0 | 1 | -1 | 3 | -2 | 7 | 18:30 | 135 | 142 |
| 18:45 | 88 | 8 | 0 | 0 | 5 | 1 | 3 | 105 | 85 | 9 | 0 | 0 | 4 | 1 | 1 | 100 | -3 | 1 | 0 | 0 | -1 | 0 | -2 | -5 | 18:45 | 105 | 100 |
| Total | 1566 | 239 | 10 | 3 | 52 | 13 | 33 | 1916 | 1588 | 247 | 13 | 5 | 38 | 16 | 11 | 1918 | 22 | 8 | 3 | 2 | -14 | 3 | -22 | 2 | | | |
| | | | | | | | | | | | | | | | | | 1% | 3% | 30% | 67% | -27% | 23% | -67% | 0% | | | |

Please note: A positive value above indicates that there is a gain in vehicles between the sites

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Site Comparison: Site 18 to 19
 Date of Survey: 07.12.2021



Additional Comments
 Multiple side roads with through access between sites.

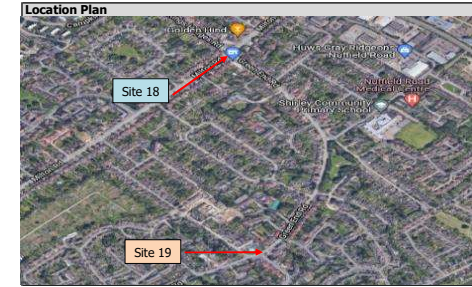
| Time | Site 18 Arm B Exit | | | | | | | | Site 19 Arm A Entry | | | | | | | | Difference (Entry minus Exit) | | | | | | | Graph Data | | | |
|--------------|-----------------------|------------|-----------|-----------|-----------|----------|-----------|------------|------------------------|------------|----------|----------|-----------|-----------|------------|-------------|-------------------------------|-------------|-------------|--------------|------------|-------------|-------------|------------|-------|------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Time | Exit | Entry |
| 07:00 | 30 | 14 | 1 | 1 | 0 | 1 | 2 | 49 | 24 | 6 | 0 | 1 | 1 | 1 | 4 | 37 | -6 | -8 | -1 | 0 | 1 | 0 | 2 | -12 | 07:00 | 49 | 37 |
| 07:15 | 27 | 20 | 0 | 0 | 2 | 0 | 0 | 49 | 25 | 19 | 0 | 0 | 1 | 0 | 7 | 52 | -2 | -1 | 0 | 0 | -1 | 0 | 7 | 3 | 07:15 | 49 | 52 |
| 07:30 | 45 | 22 | 1 | 0 | 1 | 0 | 3 | 72 | 37 | 20 | 0 | 0 | 1 | 0 | 10 | 68 | -8 | -2 | -1 | 0 | 0 | 0 | 7 | -4 | 07:30 | 72 | 68 |
| 07:45 | 72 | 26 | 1 | 1 | 0 | 0 | 5 | 105 | 40 | 26 | 1 | 0 | 1 | 0 | 17 | 85 | -32 | 0 | 0 | -1 | 1 | 0 | 12 | -20 | 07:45 | 105 | 85 |
| 08:00 | 66 | 22 | 1 | 0 | 1 | 2 | 0 | 92 | 67 | 26 | 0 | 0 | 1 | 0 | 22 | 116 | 1 | 4 | -1 | 0 | 0 | -2 | 22 | 24 | 08:00 | 92 | 116 |
| 08:15 | 69 | 24 | 5 | 1 | 1 | 1 | 7 | 108 | 57 | 26 | 3 | 0 | 1 | 1 | 19 | 107 | -12 | 2 | -2 | -1 | 0 | 0 | 12 | -1 | 08:15 | 108 | 107 |
| 08:30 | 73 | 24 | 0 | 1 | 2 | 0 | 4 | 104 | 61 | 23 | 0 | 2 | 1 | 0 | 33 | 120 | -12 | -1 | 0 | 1 | -1 | 0 | 29 | 16 | 08:30 | 104 | 120 |
| 08:45 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 09:00 | 64 | 16 | 1 | 1 | 1 | 0 | 3 | 86 | 70 | 19 | 1 | 0 | 0 | 0 | 18 | 108 | 6 | 3 | 0 | -1 | -1 | 0 | 15 | 22 | 09:00 | 86 | 108 |
| 09:15 | 71 | 20 | 1 | 1 | 1 | 0 | 1 | 95 | 65 | 17 | 1 | 0 | 2 | 1 | 19 | 105 | -6 | -3 | 0 | -1 | 1 | 1 | 18 | 10 | 09:15 | 95 | 105 |
| 09:30 | 52 | 24 | 2 | 0 | 1 | 1 | 0 | 80 | 66 | 20 | 0 | 1 | 0 | 1 | 17 | 105 | 14 | -4 | -2 | 1 | -1 | 0 | 17 | 25 | 09:30 | 80 | 105 |
| 09:45 | 75 | 25 | 4 | 4 | 1 | 0 | 2 | 111 | 67 | 21 | 0 | 0 | 1 | 0 | 31 | 120 | -8 | -4 | -4 | -4 | 0 | 0 | 29 | 9 | 09:45 | 111 | 120 |
| Total | 644 | 237 | 17 | 10 | 11 | 5 | 27 | 951 | 579 | 223 | 6 | 4 | 10 | 4 | 197 | 1023 | -65 | -14 | -11 | -6 | -1 | -1 | 170 | 72 | | | |
| | | | | | | | | | | | | | | | | | -10% | -6% | -65% | -60% | -9% | -20% | 630% | 8% | | | |
| 16:00 | 61 | 21 | 0 | 0 | 1 | 2 | 1 | 86 | 60 | 14 | 0 | 0 | 1 | 4 | 9 | 88 | -1 | -7 | 0 | 0 | 0 | 2 | 8 | 2 | 16:00 | 86 | 88 |
| 16:15 | 68 | 13 | 2 | 0 | 1 | 0 | 3 | 87 | 69 | 14 | 1 | 0 | 0 | 1 | 9 | 94 | 1 | 1 | -1 | 0 | -1 | 1 | 6 | 7 | 16:15 | 87 | 94 |
| 16:30 | 51 | 15 | 0 | 0 | 1 | 0 | 5 | 72 | 54 | 11 | 1 | 0 | 2 | 0 | 12 | 80 | 3 | -4 | 1 | 0 | 1 | 0 | 7 | 8 | 16:30 | 72 | 80 |
| 16:45 | 61 | 7 | 1 | 0 | 1 | 0 | 0 | 70 | 58 | 9 | 0 | 0 | 1 | 0 | 5 | 73 | -3 | 2 | -1 | 0 | 0 | 0 | 5 | 3 | 16:45 | 70 | 73 |
| 17:00 | 60 | 12 | 0 | 0 | 1 | 0 | 9 | 82 | 53 | 10 | 0 | 0 | 1 | 0 | 7 | 71 | -7 | -2 | 0 | 0 | 0 | 0 | -2 | -11 | 17:00 | 82 | 71 |
| 17:15 | 69 | 14 | 0 | 0 | 1 | 1 | 10 | 95 | 61 | 13 | 0 | 0 | 0 | 1 | 7 | 82 | -8 | -1 | 0 | 0 | -1 | 0 | -3 | -13 | 17:15 | 95 | 82 |
| 17:30 | 72 | 8 | 0 | 1 | 1 | 1 | 3 | 86 | 58 | 6 | 0 | 0 | 2 | 2 | 11 | 79 | -14 | -2 | 0 | -1 | 1 | 1 | 8 | -7 | 17:30 | 86 | 79 |
| 17:45 | 68 | 10 | 1 | 1 | 1 | 1 | 6 | 88 | 73 | 6 | 1 | 0 | 1 | 2 | 10 | 93 | 5 | -4 | 0 | -1 | 0 | 1 | 4 | 5 | 17:45 | 88 | 93 |
| 18:00 | 68 | 7 | 0 | 1 | 1 | 0 | 6 | 83 | 59 | 7 | 0 | 0 | 1 | 0 | 14 | 81 | -9 | 0 | 0 | -1 | 0 | 0 | 8 | -2 | 18:00 | 83 | 81 |
| 18:15 | 56 | 6 | 1 | 1 | 1 | 0 | 4 | 69 | 47 | 9 | 0 | 0 | 1 | 0 | 8 | 65 | -9 | 3 | -1 | -1 | 0 | 0 | 4 | -4 | 18:15 | 69 | 65 |
| 18:30 | 57 | 5 | 0 | 0 | 1 | 0 | 4 | 67 | 42 | 5 | 0 | 0 | 1 | 1 | 12 | 61 | -15 | 0 | 0 | 0 | 0 | 1 | 8 | -6 | 18:30 | 67 | 61 |
| 18:45 | 37 | 7 | 0 | 1 | 0 | 0 | 4 | 49 | 35 | 7 | 0 | 0 | 0 | 0 | 8 | 50 | -2 | 0 | 0 | -1 | 0 | 0 | 4 | 1 | 18:45 | 49 | 50 |
| Total | 728 | 125 | 5 | 5 | 11 | 5 | 55 | 934 | 669 | 111 | 3 | 0 | 11 | 11 | 112 | 917 | -59 | -14 | -2 | -5 | 0 | 6 | 57 | -17 | | | |
| | | | | | | | | | | | | | | | | | -8% | -11% | -40% | -100% | 0% | 120% | 104% | -2% | | | |

Please note: A positive value above indicates that there is a gain in vehicles between the sites

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Site Comparison: Site 19 to 18
 Date of Survey: 07.12.2021



Additional Comments
 Multiple side roads with through access between sites.

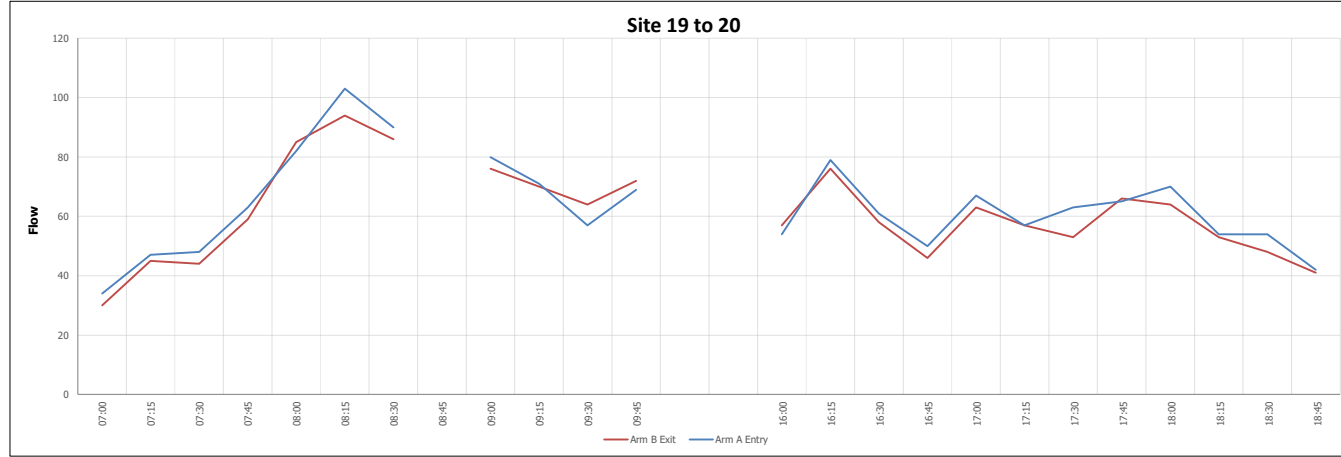
| Time | Site 19 | | | | | | | | Site 18 | | | | | | | | Difference (Entry minus Exit) | | | | | | | Graph Data | | | | |
|--------------|------------|------------|-----------|----------|-----------|----------|------------|------------|------------|------------|-----------|-----------|-----------|----------|-----------|------------|-------------------------------|------------|-------------|-------------|-------------|------------|-------------|------------|-------|-------|-------|--|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Time | Exit | Entry | |
| 07:00 | 25 | 13 | 0 | 0 | 1 | 1 | 4 | 43 | 27 | 13 | 0 | 0 | 1 | 0 | 0 | 41 | 2 | 0 | 0 | 0 | 0 | 0 | -4 | -2 | 07:00 | 43 | 41 | |
| 07:15 | 30 | 18 | 1 | 1 | 1 | 1 | 2 | 54 | 43 | 19 | 0 | 1 | 0 | 2 | 4 | 69 | 13 | 1 | -1 | 0 | -1 | 1 | 2 | 15 | 07:15 | 54 | 69 | |
| 07:30 | 30 | 21 | 4 | 1 | 1 | 1 | 4 | 62 | 38 | 22 | 3 | 2 | 1 | 2 | 2 | 70 | 8 | 1 | -1 | 1 | 0 | 1 | -2 | 8 | 07:30 | 62 | 70 | |
| 07:45 | 32 | 23 | 1 | 0 | 1 | 0 | 13 | 70 | 61 | 20 | 5 | 1 | 1 | 0 | 14 | 102 | 29 | -3 | 4 | 1 | 0 | 0 | 1 | 32 | 07:45 | 70 | 102 | |
| 08:00 | 31 | 18 | 0 | 0 | 0 | 0 | 16 | 65 | 43 | 22 | 1 | 1 | 1 | 0 | 4 | 72 | 12 | 4 | 1 | 1 | 1 | 0 | -12 | 7 | 08:00 | 65 | 72 | |
| 08:15 | 59 | 19 | 0 | 0 | 2 | 0 | 5 | 85 | 68 | 21 | 1 | 1 | 2 | 0 | 5 | 98 | 9 | 2 | 1 | 1 | 0 | 0 | 0 | 13 | 08:15 | 85 | 98 | |
| 08:30 | 82 | 11 | 1 | 0 | 1 | 0 | 37 | 132 | 77 | 19 | 4 | 1 | 1 | 0 | 6 | 108 | -5 | 8 | 3 | 1 | 0 | 0 | -31 | -24 | 08:30 | 132 | 108 | |
| 08:45 | | | | | | | | | | | | | | | | | | | | | | | | | | 08:45 | | |
| 09:00 | 31 | 20 | 1 | 1 | 1 | 0 | 21 | 75 | 50 | 16 | 3 | 0 | 1 | 0 | 7 | 77 | 19 | -4 | 2 | -1 | 0 | 0 | -14 | 2 | 09:00 | 75 | 77 | |
| 09:15 | 58 | 22 | 2 | 0 | 2 | 1 | 8 | 93 | 56 | 21 | 2 | 1 | 2 | 0 | 3 | 85 | -2 | -1 | 0 | 1 | 0 | -1 | -5 | -8 | 09:15 | 93 | 85 | |
| 09:30 | 73 | 11 | 0 | 0 | 1 | 0 | 30 | 115 | 48 | 15 | 1 | 0 | 1 | 0 | 2 | 67 | -25 | 4 | 1 | 0 | 0 | 0 | -28 | -48 | 09:30 | 115 | 67 | |
| 09:45 | 56 | 19 | 2 | 0 | 0 | 1 | 3 | 81 | 49 | 19 | 1 | 2 | 1 | 0 | 7 | 73 | -7 | 0 | -1 | 2 | 1 | 0 | -3 | -8 | 09:45 | 81 | 73 | |
| Total | 507 | 195 | 12 | 3 | 11 | 4 | 143 | 875 | 560 | 207 | 21 | 10 | 12 | 5 | 47 | 862 | 53 | 12 | 9 | 7 | 1 | 1 | -96 | -13 | | | | |
| | | | | | | | | | | | | | | | | | 10% | 6% | 75% | 233% | 9% | 25% | -67% | -1% | | | | |
| 16:00 | 56 | 20 | 1 | 0 | 1 | 2 | 16 | 96 | 73 | 22 | 1 | 0 | 0 | 0 | 0 | 96 | 17 | 2 | 0 | 0 | -1 | -2 | -16 | 0 | 16:00 | 96 | 96 | |
| 16:15 | 47 | 13 | 2 | 0 | 1 | 0 | 15 | 78 | 47 | 16 | 0 | 0 | 2 | 0 | 3 | 68 | 0 | 3 | -2 | 0 | 1 | 0 | -12 | -10 | 16:15 | 78 | 68 | |
| 16:30 | 61 | 18 | 0 | 0 | 1 | 0 | 9 | 89 | 71 | 14 | 1 | 0 | 1 | 0 | 0 | 87 | 10 | -4 | 1 | 0 | 0 | 0 | -9 | -2 | 16:30 | 89 | 87 | |
| 16:45 | 51 | 14 | 0 | 0 | 1 | 0 | 8 | 74 | 63 | 14 | 0 | 0 | 1 | 0 | 1 | 79 | 12 | 0 | 0 | 0 | 0 | 0 | -7 | 5 | 16:45 | 74 | 79 | |
| 17:00 | 61 | 5 | 0 | 0 | 2 | 1 | 14 | 83 | 72 | 12 | 1 | 0 | 0 | 0 | 0 | 85 | 11 | 7 | 1 | 0 | -2 | -1 | -14 | 2 | 17:00 | 83 | 85 | |
| 17:15 | 48 | 6 | 0 | 0 | 0 | 0 | 7 | 61 | 61 | 10 | 0 | 0 | 2 | 0 | 0 | 73 | 13 | 4 | 0 | 0 | 2 | 0 | -7 | 12 | 17:15 | 61 | 73 | |
| 17:30 | 52 | 8 | 0 | 0 | 1 | 0 | 14 | 75 | 56 | 10 | 0 | 0 | 1 | 2 | 1 | 70 | 4 | 2 | 0 | 0 | 0 | 2 | -13 | -5 | 17:30 | 75 | 70 | |
| 17:45 | 47 | 9 | 1 | 0 | 1 | 1 | 8 | 67 | 42 | 10 | 0 | 0 | 0 | 1 | 2 | 55 | -5 | 1 | -1 | 0 | -1 | 0 | -6 | -12 | 17:45 | 67 | 55 | |
| 18:00 | 39 | 2 | 0 | 0 | 1 | 0 | 15 | 57 | 53 | 4 | 0 | 0 | 1 | 2 | 0 | 60 | 14 | 2 | 0 | 0 | 0 | 2 | -15 | 3 | 18:00 | 57 | 60 | |
| 18:15 | 39 | 7 | 0 | 0 | 1 | 0 | 10 | 57 | 46 | 3 | 0 | 0 | 1 | 0 | 1 | 51 | 7 | -4 | 0 | 0 | 0 | 0 | -9 | -6 | 18:15 | 57 | 51 | |
| 18:30 | 40 | 5 | 0 | 0 | 2 | 0 | 11 | 58 | 43 | 9 | 0 | 0 | 1 | 1 | 2 | 56 | 3 | 4 | 0 | 0 | -1 | 1 | -9 | -2 | 18:30 | 58 | 56 | |
| 18:45 | 39 | 3 | 0 | 0 | 1 | 2 | 11 | 56 | 55 | 3 | 0 | 0 | 1 | 3 | 1 | 63 | 16 | 0 | 0 | 0 | 0 | 1 | -10 | 7 | 18:45 | 56 | 63 | |
| Total | 580 | 110 | 4 | 0 | 13 | 6 | 138 | 851 | 682 | 127 | 3 | 0 | 11 | 9 | 11 | 843 | 102 | 17 | -1 | 0 | -2 | 3 | -127 | -8 | | | | |
| | | | | | | | | | | | | | | | | | 18% | 15% | -25% | 0% | -15% | 50% | -92% | -1% | | | | |

Please note: A positive value above indicates that there is a gain in vehicles between the sites

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Site Comparison: Site 19 to 20
 Date of Survey: 07.12.2021



Additional Comments
 Residential and on-street parking between sites.

| Time | Site 19 Arm B Exit | | | | | | | | Site 20 Arm A Entry | | | | | | | | Difference (Entry minus Exit) | | | | | | | Graph Data | | | | |
|--------------|--------------------|------------|----------|----------|-----------|----------|------------|------------|---------------------|------------|----------|----------|-----------|----------|------------|------------|-------------------------------|-----------|-----------|-----------|-----------|-----------|-------------|------------|-----------|------|-------|--|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Time | Exit | Entry | |
| 07:00 | 20 | 5 | 0 | 1 | 1 | 0 | 3 | 30 | 20 | 6 | 0 | 1 | 1 | 0 | 6 | 34 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 4 | 07:00 | 30 | 34 | |
| 07:15 | 20 | 16 | 1 | 0 | 1 | 0 | 7 | 45 | 21 | 16 | 1 | 0 | 1 | 0 | 8 | 47 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 07:15 | 45 | 47 | |
| 07:30 | 23 | 13 | 0 | 0 | 1 | 0 | 7 | 44 | 25 | 13 | 0 | 0 | 1 | 0 | 9 | 48 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 07:30 | 44 | 48 | |
| 07:45 | 22 | 20 | 1 | 0 | 1 | 0 | 15 | 59 | 25 | 19 | 1 | 0 | 1 | 0 | 17 | 63 | 3 | -1 | 0 | 0 | 0 | 0 | 2 | 4 | 07:45 | 59 | 63 | |
| 08:00 | 44 | 20 | 0 | 0 | 1 | 0 | 20 | 85 | 43 | 21 | 0 | 0 | 1 | 0 | 17 | 82 | -1 | 1 | 0 | 0 | 0 | 0 | -3 | -3 | 08:00 | 85 | 82 | |
| 08:15 | 48 | 24 | 3 | 0 | 1 | 1 | 17 | 94 | 49 | 23 | 3 | 0 | 1 | 1 | 26 | 103 | 1 | -1 | 0 | 0 | 0 | 0 | 9 | 9 | 08:15 | 94 | 103 | |
| 08:30 | 41 | 17 | 0 | 2 | 1 | 0 | 25 | 86 | 41 | 19 | 0 | 2 | 1 | 0 | 27 | 90 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 4 | 08:30 | 86 | 90 | |
| 08:45 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 09:00 | 46 | 12 | 1 | 0 | 0 | 0 | 17 | 76 | 48 | 14 | 1 | 0 | 0 | 0 | 17 | 80 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 09:00 | 76 | 80 | |
| 09:15 | 46 | 15 | 0 | 0 | 2 | 1 | 6 | 70 | 46 | 15 | 0 | 0 | 1 | 0 | 9 | 71 | 0 | 0 | 0 | 0 | -1 | -1 | 3 | 1 | 09:15 | 70 | 71 | |
| 09:30 | 40 | 14 | 0 | 1 | 0 | 0 | 9 | 64 | 36 | 12 | 0 | 0 | 1 | 0 | 8 | 57 | -4 | -2 | 0 | -1 | 1 | 0 | -1 | -7 | 09:30 | 64 | 57 | |
| 09:45 | 41 | 12 | 0 | 0 | 1 | 0 | 18 | 72 | 45 | 12 | 0 | 1 | 1 | 0 | 10 | 69 | 4 | 0 | 0 | 1 | 0 | 0 | -8 | -3 | 09:45 | 72 | 69 | |
| Total | 391 | 168 | 6 | 4 | 10 | 2 | 144 | 725 | 399 | 170 | 6 | 4 | 10 | 1 | 154 | 744 | 8 | 2 | 0 | 0 | 0 | -1 | 10 | 19 | | | | |
| | | | | | | | | | | | | | | | | | 2% | 1% | 0% | 0% | 0% | 0% | -50% | 7% | 3% | | | |
| 16:00 | 37 | 9 | 0 | 0 | 1 | 3 | 7 | 57 | 37 | 7 | 0 | 0 | 1 | 2 | 7 | 54 | 0 | -2 | 0 | 0 | 0 | -1 | 0 | -3 | 16:00 | 57 | 54 | |
| 16:15 | 56 | 9 | 1 | 0 | 0 | 1 | 9 | 76 | 53 | 11 | 0 | 0 | 0 | 2 | 13 | 79 | -3 | 2 | -1 | 0 | 0 | 1 | 4 | 3 | 16:15 | 76 | 79 | |
| 16:30 | 40 | 8 | 1 | 0 | 2 | 0 | 7 | 58 | 40 | 7 | 2 | 0 | 2 | 0 | 10 | 61 | 0 | -1 | 1 | 0 | 0 | 0 | 3 | 3 | 16:30 | 58 | 61 | |
| 16:45 | 35 | 6 | 1 | 0 | 1 | 0 | 3 | 46 | 37 | 8 | 1 | 0 | 1 | 0 | 3 | 50 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 16:45 | 46 | 50 | |
| 17:00 | 45 | 10 | 0 | 0 | 1 | 0 | 7 | 63 | 47 | 9 | 0 | 0 | 1 | 0 | 10 | 67 | 2 | -1 | 0 | 0 | 0 | 0 | 3 | 4 | 17:00 | 63 | 67 | |
| 17:15 | 40 | 9 | 0 | 0 | 0 | 0 | 8 | 57 | 38 | 6 | 0 | 0 | 0 | 0 | 13 | 57 | -2 | -3 | 0 | 0 | 0 | 0 | 5 | 0 | 17:15 | 57 | 57 | |
| 17:30 | 38 | 4 | 0 | 0 | 2 | 0 | 9 | 53 | 40 | 7 | 0 | 0 | 2 | 0 | 14 | 63 | 2 | 3 | 0 | 0 | 0 | 0 | 5 | 10 | 17:30 | 53 | 63 | |
| 17:45 | 50 | 4 | 1 | 0 | 1 | 1 | 9 | 66 | 47 | 4 | 1 | 0 | 1 | 1 | 11 | 65 | -3 | 0 | 0 | 0 | 0 | 0 | 2 | -1 | 17:45 | 66 | 65 | |
| 18:00 | 42 | 6 | 0 | 0 | 1 | 1 | 14 | 64 | 47 | 7 | 0 | 0 | 1 | 1 | 14 | 70 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 18:00 | 64 | 70 | |
| 18:15 | 38 | 8 | 0 | 0 | 1 | 0 | 6 | 53 | 39 | 8 | 0 | 0 | 1 | 0 | 6 | 54 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18:15 | 53 | 54 | |
| 18:30 | 29 | 4 | 0 | 0 | 1 | 1 | 13 | 48 | 31 | 4 | 0 | 0 | 1 | 1 | 17 | 54 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 18:30 | 48 | 54 | |
| 18:45 | 29 | 6 | 0 | 0 | 0 | 0 | 6 | 41 | 29 | 6 | 0 | 0 | 0 | 0 | 7 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 18:45 | 41 | 42 | |
| Total | 479 | 83 | 4 | 0 | 11 | 7 | 98 | 682 | 485 | 84 | 4 | 0 | 11 | 7 | 125 | 716 | 6 | 1 | 0 | 0 | 0 | 0 | 27 | 34 | | | | |
| | | | | | | | | | | | | | | | | | 1% | 1% | 0% | 0% | 0% | 0% | 28% | 5% | | | | |

Please note: A positive value above indicates that there is a gain in vehicles between the sites

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Site Comparison: Site 20 to 19
 Date of Survey: 07.12.2021



Additional Comments
 Residential and on-street parking between sites.

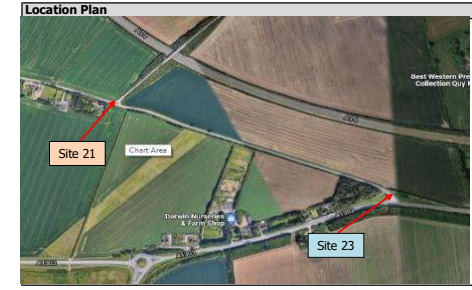
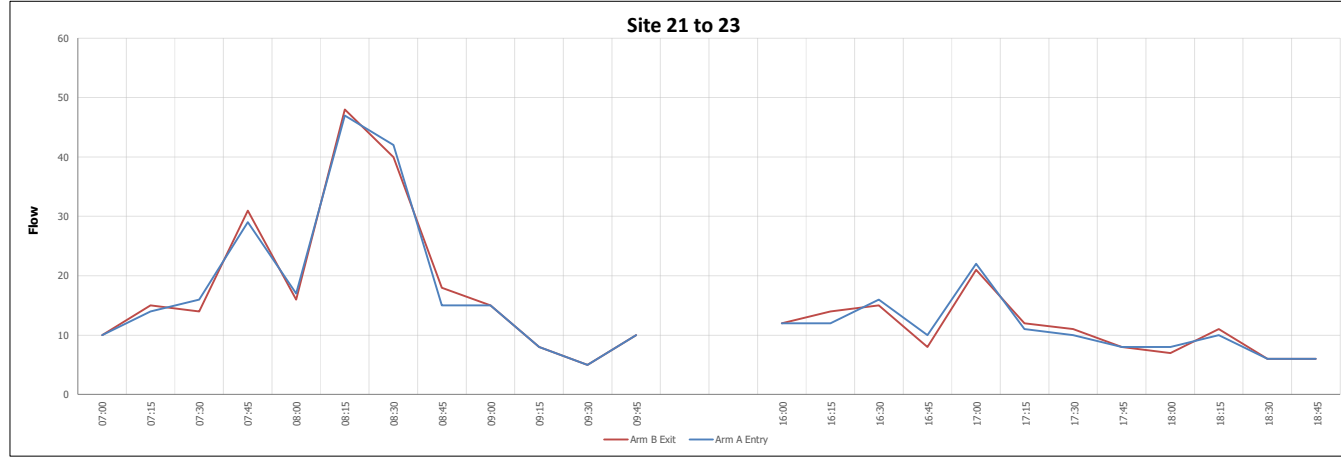
| Time | Site 20 | | | | | | | | Site 19 | | | | | | | | Difference (Entry minus Exit) | | | | | | | Graph Data | | | |
|--------------|------------|------------|-----------|----------|-----------|----------|------------|------------|------------|------------|-----------|----------|-----------|----------|------------|------------|-------------------------------|------------|-----------|-----------|-----------|-------------|-------------|------------|-------|------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Time | Exit | Entry |
| 07:00 | 19 | 9 | 0 | 0 | 1 | 0 | 1 | 30 | 21 | 10 | 0 | 0 | 1 | 0 | 3 | 35 | 2 | 1 | 0 | 0 | 0 | 0 | 2 | 5 | 07:00 | 30 | 35 |
| 07:15 | 23 | 14 | 1 | 1 | 1 | 2 | 5 | 47 | 22 | 13 | 1 | 1 | 1 | 1 | 2 | 41 | -1 | -1 | 0 | 0 | 0 | -1 | -3 | -6 | 07:15 | 47 | 41 |
| 07:30 | 19 | 14 | 4 | 1 | 1 | 0 | 1 | 40 | 19 | 15 | 4 | 1 | 1 | 1 | 4 | 45 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 5 | 07:30 | 40 | 45 |
| 07:45 | 21 | 17 | 3 | 0 | 1 | 0 | 9 | 51 | 20 | 18 | 2 | 0 | 1 | 0 | 10 | 51 | -1 | 1 | -1 | 0 | 0 | 0 | 1 | 0 | 07:45 | 51 | 51 |
| 08:00 | 29 | 15 | 0 | 0 | 0 | 0 | 7 | 51 | 24 | 14 | 0 | 0 | 0 | 0 | 8 | 46 | -5 | -1 | 0 | 0 | 0 | 0 | 1 | -5 | 08:00 | 51 | 46 |
| 08:15 | 46 | 12 | 0 | 0 | 2 | 0 | 10 | 70 | 49 | 13 | 0 | 0 | 2 | 0 | 2 | 66 | 3 | 1 | 0 | 0 | 0 | 0 | -8 | -4 | 08:15 | 70 | 66 |
| 08:30 | 51 | 10 | 0 | 0 | 1 | 0 | 22 | 84 | 49 | 10 | 1 | 0 | 1 | 0 | 24 | 85 | -2 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 08:30 | 84 | 85 |
| 08:45 | | | | | | | | | | | | | | | | | | | | | | | | | 08:45 | | |
| 09:00 | 25 | 15 | 2 | 1 | 1 | 1 | 10 | 55 | 22 | 15 | 1 | 1 | 1 | 0 | 10 | 50 | -3 | 0 | -1 | 0 | 0 | -1 | 0 | -5 | 09:00 | 55 | 50 |
| 09:15 | 36 | 15 | 1 | 0 | 2 | 0 | 10 | 64 | 38 | 13 | 2 | 0 | 2 | 0 | 4 | 59 | 2 | -2 | 1 | 0 | 0 | 0 | -6 | -5 | 09:15 | 64 | 59 |
| 09:30 | 41 | 9 | 1 | 0 | 1 | 2 | 8 | 62 | 42 | 9 | 0 | 0 | 1 | 0 | 23 | 75 | 1 | 0 | -1 | 0 | 0 | -2 | 15 | 13 | 09:30 | 62 | 75 |
| 09:45 | 41 | 16 | 1 | 0 | 0 | 0 | 3 | 61 | 38 | 16 | 2 | 0 | 0 | 1 | 3 | 60 | -3 | 0 | 1 | 0 | 0 | 1 | 0 | -1 | 09:45 | 61 | 60 |
| Total | 351 | 146 | 13 | 3 | 11 | 5 | 86 | 615 | 344 | 146 | 13 | 3 | 11 | 3 | 93 | 613 | -7 | 0 | 0 | 0 | 0 | -2 | 7 | -2 | | | |
| | | | | | | | | | | | | | | | | | -2% | 0% | 0% | 0% | 0% | -40% | 8% | 0% | | | |
| 16:00 | 36 | 19 | 1 | 0 | 1 | 1 | 12 | 70 | 39 | 17 | 1 | 0 | 1 | 1 | 12 | 71 | 3 | -2 | 0 | 0 | 0 | 0 | 0 | 1 | 16:00 | 70 | 71 |
| 16:15 | 40 | 8 | 2 | 0 | 1 | 0 | 13 | 64 | 36 | 9 | 2 | 0 | 1 | 1 | 12 | 61 | -4 | 1 | 0 | 0 | 0 | 1 | -1 | -3 | 16:15 | 64 | 61 |
| 16:30 | 49 | 12 | 0 | 0 | 1 | 0 | 10 | 72 | 45 | 13 | 0 | 0 | 1 | 0 | 9 | 68 | -4 | 1 | 0 | 0 | 0 | 0 | -1 | -4 | 16:30 | 72 | 68 |
| 16:45 | 34 | 10 | 1 | 0 | 1 | 0 | 11 | 57 | 34 | 10 | 0 | 0 | 1 | 0 | 6 | 51 | 0 | 0 | -1 | 0 | 0 | 0 | -5 | -6 | 16:45 | 57 | 51 |
| 17:00 | 33 | 5 | 0 | 0 | 2 | 0 | 14 | 54 | 37 | 6 | 0 | 0 | 2 | 0 | 13 | 58 | 4 | 1 | 0 | 0 | 0 | 0 | -1 | 4 | 17:00 | 54 | 58 |
| 17:15 | 33 | 8 | 0 | 0 | 0 | 0 | 9 | 50 | 33 | 6 | 0 | 0 | 0 | 0 | 6 | 45 | 0 | -2 | 0 | 0 | 0 | 0 | -3 | -5 | 17:15 | 50 | 45 |
| 17:30 | 33 | 7 | 0 | 0 | 1 | 0 | 13 | 54 | 30 | 7 | 1 | 0 | 1 | 0 | 13 | 52 | -3 | 0 | 1 | 0 | 0 | 0 | 0 | -2 | 17:30 | 54 | 52 |
| 17:45 | 34 | 8 | 0 | 0 | 1 | 0 | 10 | 53 | 36 | 8 | 0 | 0 | 1 | 0 | 8 | 53 | 2 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 17:45 | 53 | 53 |
| 18:00 | 34 | 3 | 0 | 0 | 1 | 0 | 15 | 53 | 31 | 3 | 0 | 0 | 1 | 0 | 16 | 51 | -3 | 0 | 0 | 0 | 0 | 0 | 1 | -2 | 18:00 | 53 | 51 |
| 18:15 | 30 | 7 | 0 | 0 | 1 | 1 | 12 | 51 | 31 | 8 | 0 | 0 | 1 | 0 | 9 | 49 | 1 | 1 | 0 | 0 | 0 | -1 | -3 | -2 | 18:15 | 51 | 49 |
| 18:30 | 32 | 7 | 1 | 0 | 2 | 1 | 10 | 53 | 29 | 5 | 1 | 0 | 2 | 0 | 9 | 46 | -3 | -2 | 0 | 0 | 0 | -1 | -1 | -7 | 18:30 | 53 | 46 |
| 18:45 | 28 | 2 | 0 | 0 | 1 | 1 | 10 | 42 | 28 | 3 | 0 | 0 | 1 | 1 | 10 | 43 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 18:45 | 42 | 43 |
| Total | 416 | 96 | 5 | 0 | 13 | 4 | 139 | 673 | 409 | 95 | 5 | 0 | 13 | 3 | 123 | 648 | -7 | -1 | 0 | 0 | 0 | -1 | -16 | -25 | | | |
| | | | | | | | | | | | | | | | | | -2% | -1% | 0% | 0% | 0% | -25% | -12% | -4% | | | |

Please note: A positive value above indicates that there is a gain in vehicles between the sites

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Site Comparison: Site 21 to 23
 Date of Survey: 07.12.2021



Additional Comments
 Sites adjacent.

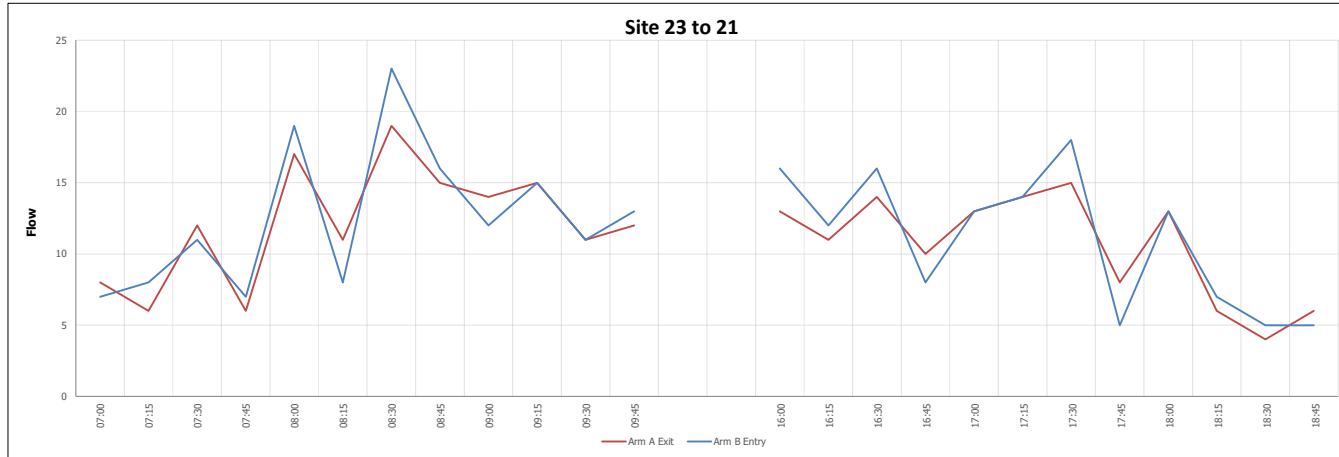
| Time | Site 21 Arm B Exit | | | | | | | | Site 23 Arm A Entry | | | | | | | | Difference (Entry minus Exit) | | | | | | | | Graph Data | | | |
|--------------|-----------------------|-----------|----------|----------|----------|----------|----------|------------|------------------------|-----------|----------|----------|----------|----------|----------|------------|-------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|------------|-------|-------|----|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Time | Exit | Entry | |
| 07:00 | 8 | 1 | 0 | 0 | 0 | 0 | 1 | 10 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 07:00 | 10 | 10 | |
| 07:15 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 15 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 14 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | 07:15 | 15 | 14 | |
| 07:30 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 14 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 07:30 | 14 | 16 | |
| 07:45 | 20 | 10 | 0 | 0 | 0 | 0 | 1 | 31 | 20 | 9 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | -1 | 0 | 0 | 0 | 0 | -1 | -2 | 07:45 | 31 | 29 | |
| 08:00 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 08:00 | 16 | 17 | |
| 08:15 | 44 | 4 | 0 | 0 | 0 | 0 | 0 | 48 | 42 | 5 | 0 | 0 | 0 | 0 | 0 | 47 | -2 | 1 | 0 | 0 | 0 | 0 | 0 | -1 | 08:15 | 48 | 47 | |
| 08:30 | 35 | 5 | 0 | 0 | 0 | 0 | 0 | 40 | 36 | 6 | 0 | 0 | 0 | 0 | 0 | 42 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 08:30 | 40 | 42 | |
| 08:45 | 13 | 3 | 0 | 0 | 0 | 0 | 2 | 18 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 15 | -1 | 0 | 0 | 0 | 0 | 0 | -2 | -3 | 08:45 | 18 | 15 | |
| 09:00 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 15 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 09:00 | 15 | 15 |
| 09:15 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 09:15 | 8 | 8 |
| 09:30 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 09:30 | 5 | 5 |
| 09:45 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 09:45 | 10 | 10 |
| Total | 189 | 37 | 0 | 0 | 0 | 0 | 4 | 230 | 191 | 37 | 0 | 0 | 0 | 0 | 0 | 228 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | -4 | -2 | | | |
| | | | | | | | | | | | | | | | | | 1% | 0% | 0% | 0% | 0% | 0% | 0% | -100% | -1% | | | |
| 16:00 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 12 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16:00 | 12 | 12 |
| 16:15 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 14 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | -2 | 0 | 0 | 0 | 0 | 0 | 0 | -2 | 16:15 | 14 | 12 |
| 16:30 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 15 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16:30 | 15 | 16 |
| 16:45 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16:45 | 8 | 10 |
| 17:00 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17:00 | 21 | 22 |
| 17:15 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | -1 | 17:15 | 12 | 11 | |
| 17:30 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | 17:30 | 11 | 10 |
| 17:45 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17:45 | 8 | 8 |
| 18:00 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18:00 | 7 | 8 |
| 18:15 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | -1 | 18:15 | 11 | 10 |
| 18:30 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18:30 | 6 | 6 |
| 18:45 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18:45 | 6 | 6 |
| Total | 118 | 12 | 0 | 0 | 0 | 0 | 1 | 131 | 118 | 13 | 0 | 0 | 0 | 0 | 0 | 131 | 0 | 1 | 0 | 0 | 0 | 0 | -1 | 0 | | | | |
| | | | | | | | | | | | | | | | | | 0% | 8% | 0% | 0% | 0% | 0% | 0% | -100% | 0% | | | |

Please note: A positive value above indicates that there is a gain in vehicles between the sites

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Site Comparison: Site 23 to 21
 Date of Survey: 07.12.2021



Additional Comments
 Sites adjacent.

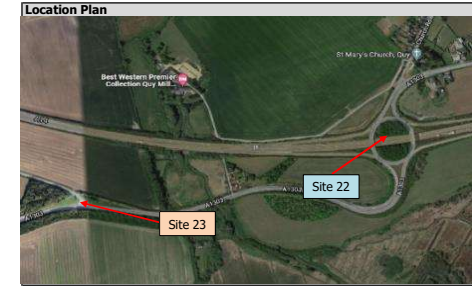
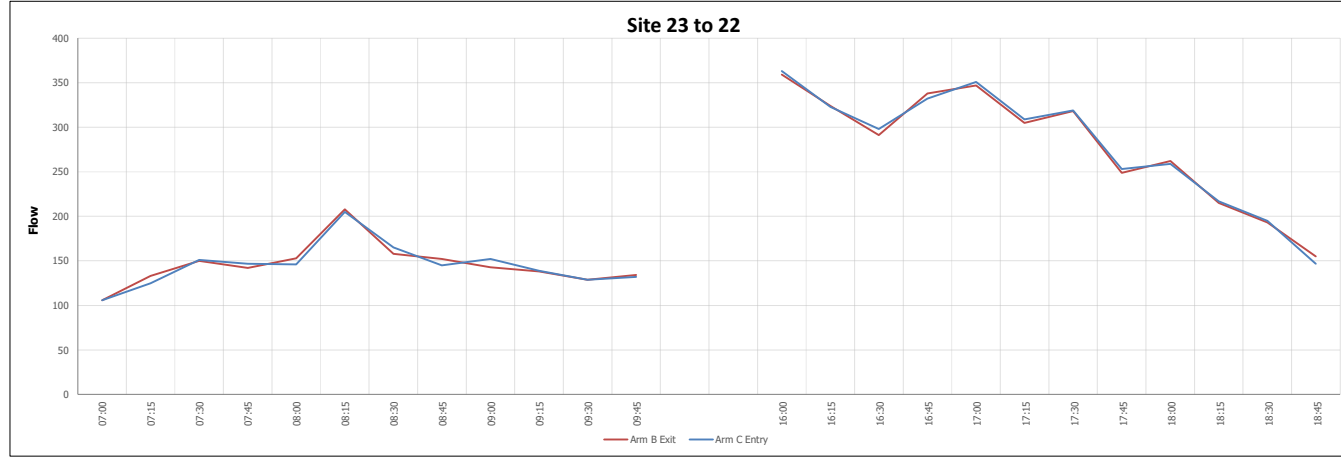
| Time | Site 23 | | | | | | | | Site 21 | | | | | | | | Difference (Entry minus Exit) | | | | | | | | Graph Data | | | |
|--------------|------------|-----------|----------|----------|----------|----------|----------|------------|------------|-----------|----------|----------|----------|----------|----------|------------|-------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|-------|-------|----|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Time | Exit | Entry | |
| 07:00 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | 07:00 | 8 | 7 | |
| 07:15 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 5 | 2 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 07:15 | 6 | 8 | |
| 07:30 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | 07:30 | 12 | 11 | |
| 07:45 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 07:45 | 6 | 7 | |
| 08:00 | 10 | 7 | 0 | 0 | 0 | 0 | 0 | 17 | 11 | 6 | 0 | 0 | 0 | 0 | 2 | 19 | 1 | -1 | 0 | 0 | 0 | 0 | 2 | 2 | 08:00 | 17 | 19 | |
| 08:15 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | -2 | -1 | 0 | 0 | 0 | 0 | 0 | -3 | 08:15 | 11 | 8 | |
| 08:30 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 19 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 23 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 08:30 | 19 | 23 | |
| 08:45 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 15 | 13 | 2 | 0 | 0 | 0 | 0 | 1 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 08:45 | 15 | 16 | |
| 09:00 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | -1 | -1 | 0 | 0 | 0 | 0 | 0 | -2 | 09:00 | 14 | 12 | |
| 09:15 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 15 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 15 | -1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 09:15 | 15 | 15 |
| 09:30 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 11 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 11 | 1 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 09:30 | 11 | 11 |
| 09:45 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 12 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 09:45 | 12 | 13 | |
| Total | 114 | 31 | 1 | 0 | 0 | 0 | 0 | 146 | 113 | 31 | 1 | 0 | 0 | 0 | 5 | 150 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | | | |
| | | | | | | | | | | | | | | | | | -1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 3% | | | |
| 16:00 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13 | 11 | 4 | 0 | 0 | 0 | 0 | 1 | 16 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 3 | 16:00 | 13 | 16 | |
| 16:15 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 11 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16:15 | 11 | 12 | |
| 16:30 | 12 | 1 | 0 | 0 | 0 | 1 | 0 | 14 | 15 | 0 | 0 | 0 | 0 | 1 | 0 | 16 | 3 | -1 | 0 | 0 | 0 | 0 | 0 | 2 | 16:30 | 14 | 16 | |
| 16:45 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | -3 | 0 | 0 | 0 | 0 | 0 | 1 | -2 | 16:45 | 10 | 8 | |
| 17:00 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17:00 | 13 | 13 |
| 17:15 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 2 | -2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17:15 | 14 | 14 |
| 17:30 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 17 | 0 | 0 | 0 | 0 | 0 | 1 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 17:30 | 15 | 18 | |
| 17:45 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | -3 | 0 | 0 | 0 | 0 | 0 | 0 | -3 | 17:45 | 8 | 5 | |
| 18:00 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 13 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18:00 | 13 | 13 |
| 18:15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 18:15 | 6 | 7 | |
| 18:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18:30 | 4 | 5 | |
| 18:45 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | 18:45 | 6 | 5 | |
| Total | 112 | 14 | 0 | 0 | 0 | 1 | 0 | 127 | 114 | 14 | 0 | 0 | 0 | 1 | 3 | 132 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | | | | |
| | | | | | | | | | | | | | | | | | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 4% | | | | |

Please note: A positive value above indicates that there is a gain in vehicles between the sites

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Site Comparison: Site 23 to 22
 Date of Survey: 07.12.2021



Additional Comments
 Layby and minor access road between sites.

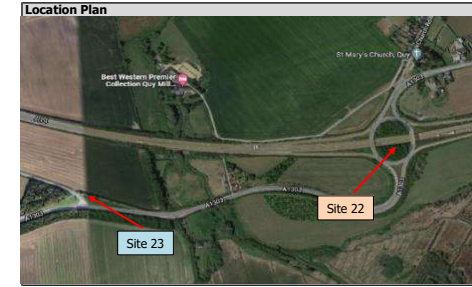
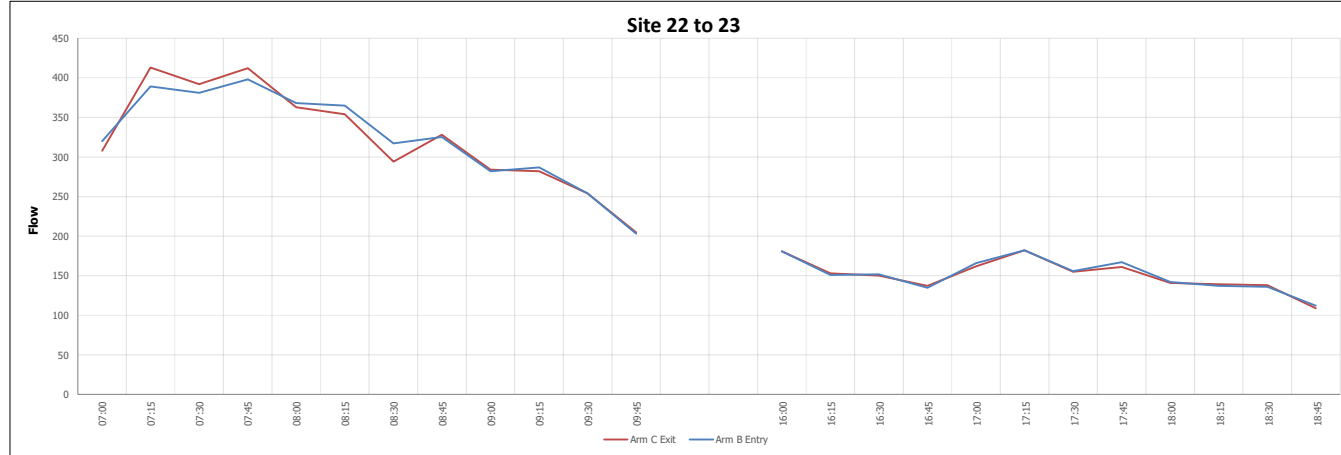
| Time | Site 23 Arm B Exit | | | | | | | | Site 22 Arm C Entry | | | | | | | | Difference (Entry minus Exit) | | | | | | | | Graph Data | | |
|--------------|-----------------------|------------|-----------|-----------|-----------|-----------|----------|-------------|------------------------|------------|-----------|-----------|-----------|-----------|----------|-------------|-------------------------------|----------|-----------|----------|----------|----------|----------|-----------|------------|------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Time | Exit | Entry |
| 07:00 | 87 | 13 | 2 | 2 | 2 | 0 | 0 | 106 | 85 | 15 | 3 | 1 | 2 | 0 | 0 | 106 | -2 | 2 | 1 | -1 | 0 | 0 | 0 | 0 | 07:00 | 106 | 106 |
| 07:15 | 107 | 21 | 1 | 3 | 0 | 1 | 0 | 133 | 101 | 20 | 1 | 2 | 0 | 1 | 0 | 125 | -6 | -1 | 0 | -1 | 0 | 0 | 0 | 0 | 07:15 | 133 | 125 |
| 07:30 | 121 | 21 | 4 | 2 | 1 | 1 | 0 | 150 | 120 | 22 | 4 | 3 | 1 | 1 | 0 | 151 | -1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 07:30 | 150 | 151 |
| 07:45 | 116 | 22 | 2 | 1 | 0 | 1 | 0 | 142 | 122 | 22 | 2 | 0 | 0 | 1 | 0 | 147 | 6 | 0 | 0 | -1 | 0 | 0 | 0 | 0 | 07:45 | 142 | 147 |
| 08:00 | 133 | 15 | 1 | 0 | 3 | 1 | 0 | 153 | 127 | 14 | 1 | 0 | 3 | 1 | 0 | 146 | -6 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | 08:00 | 153 | 146 |
| 08:15 | 177 | 25 | 2 | 3 | 0 | 1 | 0 | 208 | 175 | 24 | 3 | 2 | 0 | 1 | 0 | 205 | -2 | -1 | 1 | -1 | 0 | 0 | 0 | 0 | 08:15 | 208 | 205 |
| 08:30 | 134 | 20 | 3 | 1 | 0 | 0 | 0 | 158 | 140 | 20 | 2 | 3 | 0 | 0 | 0 | 165 | 6 | 0 | -1 | 2 | 0 | 0 | 0 | 0 | 08:30 | 158 | 165 |
| 08:45 | 123 | 24 | 2 | 1 | 2 | 0 | 0 | 152 | 116 | 25 | 2 | 0 | 2 | 0 | 0 | 145 | -7 | 1 | 0 | -1 | 0 | 0 | 0 | 0 | 08:45 | 152 | 145 |
| 09:00 | 123 | 17 | 2 | 0 | 1 | 0 | 0 | 143 | 132 | 16 | 2 | 1 | 1 | 0 | 0 | 152 | 9 | -1 | 0 | 1 | 0 | 0 | 0 | 0 | 09:00 | 143 | 152 |
| 09:15 | 106 | 28 | 1 | 1 | 1 | 1 | 0 | 138 | 104 | 29 | 2 | 1 | 1 | 1 | 1 | 139 | -2 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 09:15 | 138 | 139 |
| 09:30 | 88 | 33 | 3 | 3 | 1 | 1 | 0 | 129 | 90 | 33 | 3 | 1 | 1 | 1 | 0 | 129 | 2 | 0 | 0 | -2 | 0 | 0 | 0 | 0 | 09:30 | 129 | 129 |
| 09:45 | 100 | 30 | 2 | 1 | 1 | 0 | 0 | 134 | 96 | 30 | 1 | 4 | 1 | 0 | 0 | 132 | -4 | 0 | -1 | 3 | 0 | 0 | 0 | 0 | 09:45 | 134 | 132 |
| Total | 1415 | 269 | 25 | 18 | 12 | 7 | 0 | 1746 | 1408 | 270 | 26 | 18 | 12 | 7 | 1 | 1742 | -7 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | | | |
| | | | | | | | | | | | | | | | | | 0% | 0% | 4% | 0% | 0% | 0% | 0% | 0% | | | |
| 16:00 | 271 | 79 | 5 | 1 | 2 | 1 | 0 | 359 | 276 | 78 | 4 | 1 | 2 | 2 | 0 | 363 | 5 | -1 | -1 | 0 | 0 | 1 | 0 | 4 | 16:00 | 359 | 363 |
| 16:15 | 267 | 56 | 1 | 0 | 0 | 0 | 0 | 324 | 265 | 56 | 1 | 1 | 0 | 0 | 0 | 323 | -2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 16:15 | 324 | 323 |
| 16:30 | 246 | 41 | 0 | 2 | 1 | 1 | 0 | 291 | 251 | 42 | 0 | 2 | 1 | 2 | 0 | 298 | 5 | 1 | 0 | 0 | 0 | 1 | 0 | 7 | 16:30 | 291 | 298 |
| 16:45 | 298 | 32 | 3 | 1 | 1 | 3 | 0 | 338 | 292 | 32 | 3 | 1 | 1 | 3 | 0 | 332 | -6 | 0 | 0 | 0 | 0 | 0 | 0 | -6 | 16:45 | 338 | 332 |
| 17:00 | 311 | 33 | 1 | 0 | 2 | 0 | 0 | 347 | 315 | 33 | 1 | 0 | 1 | 1 | 0 | 351 | 4 | 0 | 0 | 0 | -1 | 1 | 0 | 4 | 17:00 | 347 | 351 |
| 17:15 | 280 | 22 | 1 | 2 | 0 | 0 | 0 | 305 | 285 | 22 | 0 | 1 | 1 | 0 | 0 | 309 | 5 | 0 | -1 | -1 | 1 | 0 | 0 | 4 | 17:15 | 305 | 309 |
| 17:30 | 290 | 25 | 0 | 0 | 1 | 2 | 0 | 318 | 288 | 26 | 1 | 0 | 1 | 2 | 1 | 319 | -2 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 17:30 | 318 | 319 |
| 17:45 | 227 | 20 | 0 | 0 | 1 | 1 | 0 | 249 | 230 | 21 | 0 | 0 | 1 | 1 | 0 | 253 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 17:45 | 249 | 253 |
| 18:00 | 250 | 11 | 0 | 0 | 0 | 1 | 0 | 262 | 246 | 11 | 0 | 0 | 0 | 2 | 0 | 259 | -4 | 0 | 0 | 0 | 0 | 1 | 0 | -3 | 18:00 | 262 | 259 |
| 18:15 | 204 | 10 | 0 | 0 | 1 | 0 | 0 | 215 | 207 | 9 | 0 | 0 | 1 | 0 | 0 | 217 | 3 | -1 | 0 | 0 | 0 | 0 | 0 | 2 | 18:15 | 215 | 217 |
| 18:30 | 168 | 18 | 0 | 2 | 3 | 2 | 0 | 193 | 169 | 19 | 0 | 2 | 3 | 2 | 0 | 195 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 18:30 | 193 | 195 |
| 18:45 | 140 | 13 | 0 | 0 | 2 | 0 | 0 | 155 | 133 | 12 | 0 | 0 | 2 | 0 | 0 | 147 | -7 | -1 | 0 | 0 | 0 | 0 | 0 | -8 | 18:45 | 155 | 147 |
| Total | 2952 | 360 | 11 | 8 | 14 | 11 | 0 | 3356 | 2957 | 361 | 10 | 8 | 14 | 15 | 1 | 3366 | 5 | 1 | -1 | 0 | 0 | 4 | 1 | 10 | | | |
| | | | | | | | | | | | | | | | | | 0% | 0% | -9% | 0% | 0% | 36% | 0% | 0% | | | |

Please note: A positive value above indicates that there is a gain in vehicles between the sites

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Site Comparison: Site 22 to 23
 Date of Survey: 07.12.2021



Additional Comments
 Layby and minor access road between sites.

| Site 22 | | | | | | | | | | | | | | | Site 23 | | | | | | | | | | | | | | | Difference (Entry minus Exit) | | | | | | | Graph Data | | |
|--------------|-------------|------------|-----------|-----------|-----------|-----------|----------|-------------|-------------|------------|-----------|-----------|-----------|-----------|-------------|-------------|----------|-----------|----------|----------|----------|-----------|----------|----------|----------|-------|-------|-----|-------|-------------------------------|------|------|-------|--|--|--|------------|--|--|
| Arm C Exit | | | | | | | | Arm B Entry | | | | | | | Arm B Entry | | | | | | | | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Time | Exit | Entry | | | | | | |
| Time | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Time | Exit | Entry | | | | | | | | | | | | |
| 07:00 | 232 | 72 | 2 | 1 | 1 | 0 | 0 | 308 | 244 | 71 | 3 | 1 | 1 | 1 | 0 | 320 | 12 | -1 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 07:00 | 308 | 320 | | | | | | | | | | | |
| 07:15 | 296 | 100 | 5 | 4 | 3 | 4 | 1 | 413 | 280 | 94 | 4 | 4 | 2 | 4 | 1 | 389 | -16 | -6 | -1 | 0 | -1 | 0 | 0 | 0 | -24 | 07:15 | 413 | 389 | | | | | | | | | | | |
| 07:30 | 298 | 82 | 4 | 2 | 2 | 4 | 0 | 392 | 290 | 80 | 4 | 2 | 2 | 3 | 0 | 381 | -8 | -2 | 0 | 0 | 0 | -1 | 0 | 0 | -11 | 07:30 | 392 | 381 | | | | | | | | | | | |
| 07:45 | 333 | 73 | 4 | 0 | 2 | 0 | 0 | 412 | 319 | 72 | 5 | 0 | 2 | 0 | 0 | 398 | -14 | -1 | 1 | 0 | 0 | 0 | 0 | 0 | -14 | 07:45 | 412 | 398 | | | | | | | | | | | |
| 08:00 | 300 | 60 | 1 | 0 | 2 | 0 | 0 | 363 | 306 | 58 | 2 | 0 | 2 | 0 | 0 | 368 | 6 | -2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 08:00 | 363 | 368 | | | | | | | | | | | |
| 08:15 | 293 | 49 | 5 | 4 | 1 | 2 | 0 | 354 | 302 | 52 | 4 | 4 | 1 | 2 | 0 | 365 | 9 | 3 | -1 | 0 | 0 | 0 | 0 | 11 | 08:15 | 354 | 365 | | | | | | | | | | | | |
| 08:30 | 233 | 50 | 6 | 4 | 1 | 0 | 0 | 294 | 247 | 57 | 7 | 4 | 2 | 0 | 0 | 317 | 14 | 7 | 1 | 0 | 1 | 0 | 0 | 23 | 08:30 | 294 | 317 | | | | | | | | | | | | |
| 08:45 | 271 | 49 | 4 | 3 | 0 | 1 | 0 | 328 | 268 | 49 | 4 | 3 | 0 | 1 | 0 | 325 | -3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -3 | 08:45 | 328 | 325 | | | | | | | | | | | |
| 09:00 | 229 | 41 | 8 | 2 | 1 | 3 | 0 | 284 | 228 | 40 | 8 | 2 | 1 | 3 | 0 | 282 | -1 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | -2 | 09:00 | 284 | 282 | | | | | | | | | | | |
| 09:15 | 239 | 33 | 6 | 2 | 1 | 1 | 0 | 282 | 244 | 34 | 5 | 2 | 1 | 1 | 0 | 287 | 5 | 1 | -1 | 0 | 0 | 0 | 0 | 5 | 09:15 | 282 | 287 | | | | | | | | | | | | |
| 09:30 | 201 | 41 | 5 | 3 | 4 | 0 | 0 | 254 | 200 | 42 | 5 | 3 | 4 | 0 | 0 | 254 | -1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 09:30 | 254 | 254 | | | | | | | | | | | |
| 09:45 | 174 | 20 | 5 | 4 | 2 | 0 | 0 | 205 | 171 | 21 | 5 | 4 | 2 | 0 | 0 | 203 | -3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | -2 | 09:45 | 205 | 203 | | | | | | | | | | | |
| Total | 3099 | 670 | 55 | 29 | 20 | 15 | 1 | 3889 | 3099 | 670 | 56 | 29 | 20 | 14 | 1 | 3889 | 0 | 0 | 1 | 0 | 0 | -1 | 0 | 0 | 0 | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | 0% | 0% | 2% | 0% | 0% | -7% | 0% | 0% | | | | | | | | | | | | | | | |
| 16:00 | 146 | 31 | 0 | 3 | 1 | 0 | 0 | 181 | 142 | 33 | 0 | 4 | 1 | 1 | 0 | 181 | -4 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 16:00 | 181 | 181 | | | | | | | | | | | |
| 16:15 | 120 | 31 | 1 | 0 | 1 | 0 | 0 | 153 | 119 | 28 | 1 | 0 | 1 | 2 | 0 | 151 | -1 | -3 | 0 | 0 | 0 | 2 | 0 | 0 | -2 | 16:15 | 153 | 151 | | | | | | | | | | | |
| 16:30 | 124 | 24 | 1 | 1 | 0 | 0 | 0 | 150 | 126 | 24 | 1 | 1 | 0 | 0 | 0 | 152 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16:30 | 150 | 152 | | | | | | | | | | | |
| 16:45 | 114 | 21 | 0 | 1 | 1 | 0 | 0 | 137 | 112 | 21 | 0 | 1 | 1 | 0 | 0 | 135 | -2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -2 | 16:45 | 137 | 135 | | | | | | | | | | | |
| 17:00 | 144 | 17 | 0 | 0 | 1 | 0 | 0 | 162 | 146 | 19 | 0 | 0 | 1 | 0 | 0 | 166 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 17:00 | 162 | 166 | | | | | | | | | | | |
| 17:15 | 164 | 17 | 0 | 0 | 0 | 1 | 0 | 182 | 166 | 16 | 0 | 0 | 0 | 0 | 0 | 182 | 2 | -1 | 0 | 0 | 0 | -1 | 0 | 0 | 0 | 17:15 | 182 | 182 | | | | | | | | | | | |
| 17:30 | 140 | 14 | 0 | 1 | 0 | 0 | 0 | 155 | 141 | 14 | 0 | 1 | 0 | 0 | 0 | 156 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17:30 | 155 | 156 | | | | | | | | | | | |
| 17:45 | 142 | 19 | 0 | 0 | 0 | 0 | 0 | 161 | 149 | 18 | 0 | 0 | 0 | 0 | 0 | 167 | 7 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 17:45 | 161 | 167 | | | | | | | | | | | |
| 18:00 | 125 | 10 | 0 | 2 | 2 | 2 | 0 | 141 | 126 | 11 | 0 | 2 | 2 | 1 | 0 | 142 | 1 | 1 | 0 | 0 | 0 | -1 | 0 | 1 | 18:00 | 141 | 142 | | | | | | | | | | | | |
| 18:15 | 129 | 8 | 1 | 0 | 1 | 0 | 0 | 139 | 127 | 8 | 1 | 0 | 1 | 0 | 0 | 137 | -2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -2 | 18:15 | 139 | 137 | | | | | | | | | | | |
| 18:30 | 130 | 7 | 0 | 0 | 1 | 0 | 0 | 138 | 129 | 6 | 0 | 0 | 1 | 0 | 0 | 136 | -1 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | -2 | 18:30 | 138 | 136 | | | | | | | | | | | |
| 18:45 | 98 | 10 | 0 | 0 | 1 | 0 | 0 | 109 | 101 | 10 | 0 | 0 | 1 | 0 | 0 | 112 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 18:45 | 109 | 112 | | | | | | | | | | | | |
| Total | 1576 | 209 | 3 | 8 | 9 | 3 | 0 | 1808 | 1584 | 208 | 3 | 9 | 9 | 4 | 0 | 1817 | 8 | -1 | 0 | 1 | 0 | 1 | 0 | 9 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | 1% | 0% | 0% | 13% | 0% | 33% | 0% | 0% | | | | | | | | | | | | | | | |

Please note: A positive value above indicates that there is a gain in vehicles between the sites

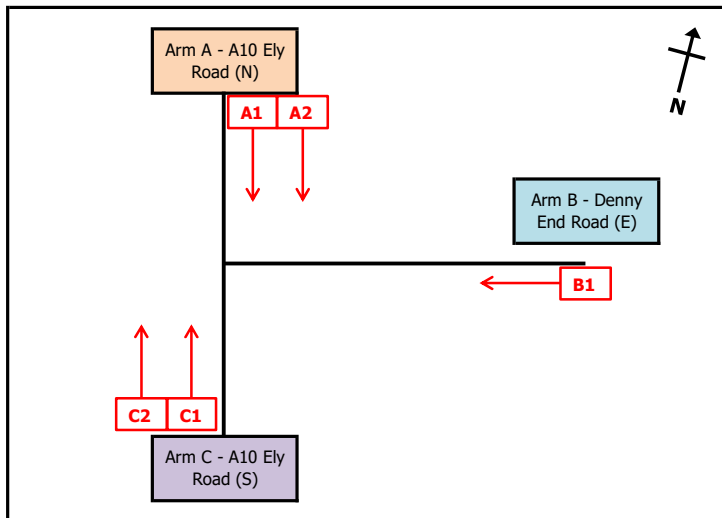
Intelligent Data Collection Limited



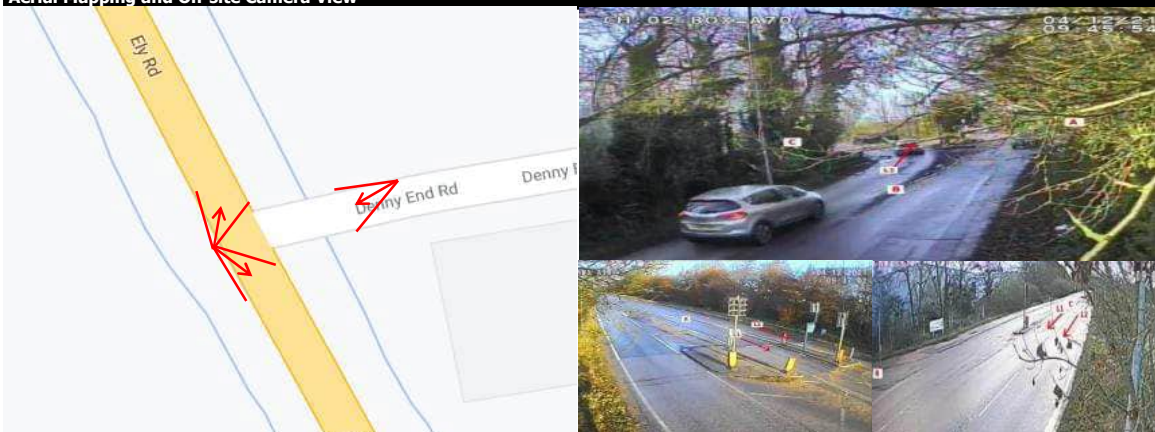
Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A10 Ely Road / Denny End Road
 Junction Number: Site 1 Junction Type: T-Junction

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------------|--------------------|----------------------------|
| 52.271288 | 0.178051 | Click Here |
| AM Peak Conditions | PM Peak Conditions | |
| Clear | Showers | |

Junction Layout

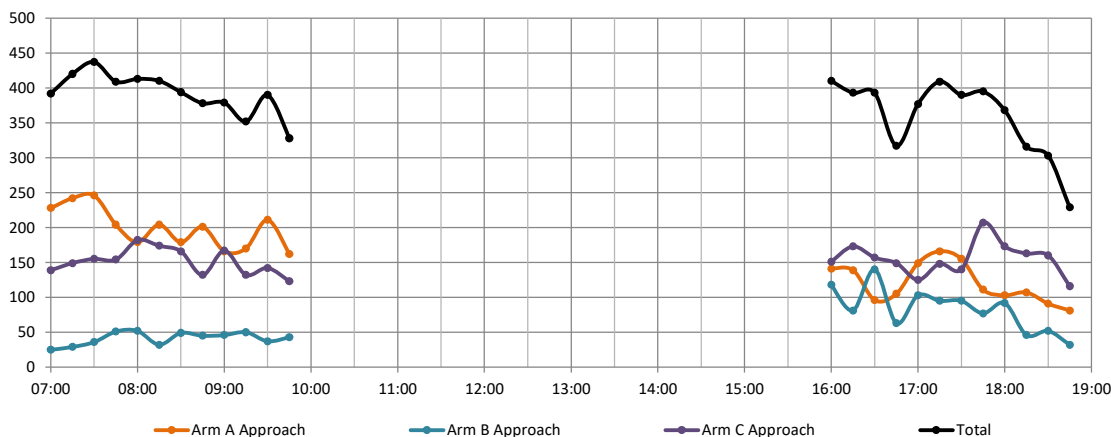


Aerial Mapping and On-site Camera View



Junction Flow Profile

Arm Approach Flows (All Vehicles)



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

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A10 Ely Road / Denny End Road Arm A: A10 Ely Road (N)
 Junction Number: Site 1 Junction Type: T-Junction Arm B: Denny End Road (E) Arm C: A10 Ely Road (S)

| Time | A1 to A | | | | | | | | A1 to C | | | | | | | | A1 to B | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 56 | 4 | 9 | 1 | 1 | 0 | 187 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 40 | 3 | 6 | 1 | 0 | 0 | 181 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 | 37 | 0 | 11 | 0 | 0 | 0 | 177 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 41 | 2 | 7 | 0 | 1 | 0 | 161 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 30 | 3 | 8 | 1 | 1 | 0 | 131 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 25 | 7 | 10 | 0 | 2 | 0 | 159 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 15 | 3 | 8 | 0 | 1 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 32 | 6 | 8 | 0 | 1 | 0 | 155 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 25 | 6 | 10 | 1 | 0 | 0 | 135 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 16 | 7 | 10 | 3 | 1 | 0 | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 35 | 5 | 14 | 1 | 0 | 0 | 165 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 25 | 7 | 11 | 0 | 2 | 0 | 133 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 17 | 0 | 7 | 0 | 0 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 26 | 0 | 5 | 1 | 0 | 0 | 109 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 9 | 0 | 5 | 0 | 0 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 9 | 1 | 13 | 0 | 2 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 15 | 0 | 9 | 0 | 2 | 0 | 119 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 16 | 1 | 7 | 0 | 0 | 0 | 139 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 15 | 1 | 2 | 1 | 1 | 0 | 121 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 7 | 2 | 1 | 0 | 0 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 4 | 0 | 3 | 0 | 1 | 0 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 12 | 2 | 1 | 1 | 2 | 1 | 90 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 11 | 0 | 1 | 0 | 0 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 7 | 2 | 2 | 1 | 0 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 486 | 174 | 9 | 33 | 2 | 2 | 0 | 706 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 458 | 148 | 8 | 32 | 2 | 2 | 0 | 650 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 442 | 133 | 12 | 36 | 1 | 4 | 0 | 628 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 418 | 111 | 15 | 33 | 1 | 5 | 0 | 583 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 416 | 102 | 19 | 34 | 1 | 5 | 0 | 577 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 421 | 97 | 22 | 36 | 1 | 4 | 0 | 581 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 395 | 88 | 22 | 36 | 4 | 3 | 0 | 548 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 400 | 108 | 24 | 42 | 5 | 2 | 0 | 581 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 380 | 101 | 25 | 45 | 5 | 3 | 0 | 559 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 286 | 61 | 1 | 30 | 1 | 2 | 0 | 381 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 288 | 59 | 1 | 32 | 1 | 4 | 0 | 385 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 326 | 49 | 2 | 34 | 0 | 4 | 0 | 415 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 368 | 55 | 3 | 31 | 1 | 5 | 0 | 463 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 390 | 53 | 4 | 19 | 1 | 3 | 0 | 470 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 376 | 42 | 4 | 13 | 1 | 2 | 0 | 438 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 332 | 38 | 5 | 7 | 2 | 4 | 1 | 389 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 300 | 34 | 4 | 6 | 1 | 3 | 1 | 349 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 279 | 34 | 4 | 7 | 2 | 3 | 1 | 330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A10 Ely Road / Denny End Road Arm A: A10 Ely Road (N)
 Junction Number: Site 1 Junction Type: T-Junction Arm B: Denny End Road (E) Arm C: A10 Ely Road (S)

| Time | A2 to A | | | | | | | | A2 to C | | | | | | | | A2 to B | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 6 | 0 | 1 | 0 | 0 | 0 | 41 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 8 | 0 | 0 | 1 | 0 | 0 | 61 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 9 | 1 | 0 | 1 | 1 | 1 | 69 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 6 | 0 | 1 | 0 | 0 | 0 | 43 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 7 | 0 | 0 | 1 | 0 | 1 | 48 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 9 | 1 | 0 | 2 | 0 | 0 | 45 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 7 | 2 | 0 | 0 | 0 | 0 | 47 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 11 | 0 | 0 | 0 | 0 | 0 | 46 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 5 | 0 | 1 | 0 | 0 | 0 | 31 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 4 | 0 | 0 | 0 | 0 | 0 | 44 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 5 | 1 | 0 | 0 | 0 | 0 | 46 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 8 | 1 | 0 | 1 | 0 | 0 | 29 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 3 | 0 | 0 | 0 | 0 | 1 | 26 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 11 | 1 | 0 | 0 | 0 | 1 | 30 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 23 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 2 | 0 | 0 | 1 | 0 | 0 | 21 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 3 | 0 | 0 | 1 | 0 | 0 | 30 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 5 | 0 | 0 | 0 | 0 | 0 | 27 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 7 | 0 | 0 | 0 | 0 | 0 | 34 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 2 | 0 | 0 | 1 | 0 | 0 | 20 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 9 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 178 | 29 | 1 | 2 | 2 | 1 | 1 | 214 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 183 | 30 | 1 | 1 | 3 | 1 | 2 | 221 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 164 | 31 | 2 | 1 | 4 | 1 | 2 | 205 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146 | 29 | 3 | 1 | 3 | 0 | 1 | 183 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 | 34 | 3 | 0 | 3 | 0 | 1 | 186 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 32 | 3 | 1 | 2 | 0 | 0 | 169 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 | 27 | 2 | 1 | 0 | 0 | 0 | 168 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 | 25 | 1 | 1 | 0 | 0 | 0 | 167 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 22 | 2 | 1 | 1 | 0 | 0 | 150 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 20 | 1 | 0 | 1 | 0 | 2 | 100 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 20 | 1 | 0 | 2 | 0 | 1 | 104 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 14 | 0 | 0 | 2 | 0 | 0 | 101 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 17 | 0 | 0 | 2 | 0 | 0 | 112 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 17 | 0 | 0 | 2 | 0 | 0 | 111 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 16 | 0 | 0 | 1 | 0 | 0 | 97 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 12 | 0 | 0 | 1 | 0 | 0 | 87 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 6 | 0 | 0 | 1 | 0 | 0 | 63 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 4 | 0 | 0 | 1 | 0 | 0 | 52 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 1
 Date of Survey: 07.12.2021
 Junction Name: A10 Ely Road / Denny End Road
 Junction Type: T-Junction

Arm A: A10 Ely Road (N)
 Arm B: Denny End Road (E)
 Arm C: A10 Ely Road (S)

| Time | B1 to B | | | | | | | | B1 to A | | | | | | | | B1 to C | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | | | | | | | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 13 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 07:15 | | | | | | | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 13 | 12 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 07:30 | | | | | | | 0 | 19 | 3 | 1 | 0 | 0 | 1 | 0 | 24 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 07:45 | | | | | | | 0 | 24 | 4 | 0 | 2 | 0 | 0 | 1 | 31 | 13 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 08:00 | | | | | | | 0 | 28 | 9 | 0 | 1 | 1 | 0 | 0 | 39 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 08:15 | | | | | | | 0 | 17 | 4 | 0 | 2 | 1 | 0 | 0 | 24 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 08:30 | | | | | | | 0 | 25 | 5 | 1 | 0 | 1 | 0 | 0 | 32 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 08:45 | | | | | | | 0 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 24 | 15 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 21 |
| 09:00 | | | | | | | 0 | 22 | 5 | 0 | 1 | 0 | 0 | 0 | 28 | 11 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 18 |
| 09:15 | | | | | | | 0 | 24 | 6 | 1 | 1 | 0 | 0 | 1 | 33 | 15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 09:30 | | | | | | | 0 | 13 | 5 | 1 | 0 | 0 | 0 | 0 | 19 | 13 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 18 |
| 09:45 | | | | | | | 0 | 19 | 7 | 1 | 0 | 1 | 1 | 0 | 29 | 9 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 14 |
| 16:00 | | | | | | | 0 | 68 | 10 | 0 | 1 | 1 | 1 | 0 | 81 | 31 | 3 | 2 | 0 | 0 | 0 | 0 | 1 | 37 |
| 16:15 | | | | | | | 0 | 42 | 14 | 1 | 0 | 0 | 0 | 0 | 57 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 16:30 | | | | | | | 0 | 79 | 13 | 1 | 0 | 1 | 1 | 0 | 95 | 36 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 45 |
| 16:45 | | | | | | | 0 | 39 | 4 | 0 | 0 | 0 | 1 | 0 | 44 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 17:00 | | | | | | | 0 | 50 | 4 | 0 | 0 | 2 | 1 | 0 | 57 | 42 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 46 |
| 17:15 | | | | | | | 0 | 41 | 6 | 0 | 0 | 0 | 0 | 0 | 47 | 44 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 48 |
| 17:30 | | | | | | | 0 | 53 | 7 | 0 | 0 | 1 | 0 | 0 | 61 | 29 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 34 |
| 17:45 | | | | | | | 0 | 55 | 9 | 0 | 0 | 0 | 0 | 0 | 64 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:00 | | | | | | | 0 | 49 | 3 | 0 | 0 | 0 | 0 | 0 | 52 | 37 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 40 |
| 18:15 | | | | | | | 0 | 20 | 3 | 0 | 0 | 1 | 0 | 0 | 24 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 22 |
| 18:30 | | | | | | | 0 | 29 | 2 | 0 | 0 | 1 | 0 | 0 | 32 | 17 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 20 |
| 18:45 | | | | | | | 0 | 13 | 3 | 0 | 0 | 1 | 0 | 0 | 17 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 15 | 1 | 2 | 0 | 1 | 1 | 81 | 42 | 17 | 1 | 0 | 0 | 0 | 0 | 60 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 20 | 1 | 3 | 1 | 1 | 1 | 107 | 44 | 15 | 2 | 0 | 0 | 0 | 0 | 61 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 20 | 1 | 5 | 2 | 1 | 1 | 118 | 38 | 14 | 1 | 0 | 0 | 0 | 0 | 53 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 22 | 1 | 5 | 3 | 0 | 1 | 126 | 44 | 13 | 1 | 0 | 0 | 0 | 0 | 58 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 21 | 1 | 3 | 3 | 0 | 0 | 119 | 46 | 10 | 3 | 0 | 0 | 0 | 0 | 59 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 17 | 1 | 3 | 2 | 0 | 0 | 108 | 46 | 12 | 4 | 2 | 0 | 0 | 0 | 64 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 19 | 2 | 2 | 1 | 0 | 1 | 117 | 55 | 11 | 5 | 2 | 0 | 0 | 0 | 73 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 19 | 2 | 2 | 0 | 0 | 1 | 104 | 54 | 10 | 6 | 4 | 0 | 0 | 0 | 74 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 23 | 3 | 2 | 1 | 1 | 1 | 109 | 48 | 9 | 6 | 4 | 0 | 0 | 0 | 67 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 228 | 41 | 2 | 1 | 2 | 3 | 0 | 277 | 104 | 17 | 2 | 0 | 0 | 0 | 2 | 125 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 210 | 35 | 2 | 0 | 3 | 3 | 0 | 253 | 115 | 16 | 0 | 0 | 0 | 0 | 3 | 134 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 209 | 27 | 1 | 0 | 3 | 3 | 0 | 243 | 140 | 12 | 1 | 0 | 0 | 1 | 4 | 158 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 183 | 21 | 0 | 0 | 3 | 2 | 0 | 209 | 133 | 8 | 1 | 0 | 0 | 1 | 4 | 147 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 26 | 0 | 0 | 3 | 1 | 0 | 229 | 128 | 7 | 1 | 0 | 0 | 1 | 4 | 141 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 198 | 25 | 0 | 0 | 1 | 0 | 0 | 224 | 123 | 7 | 1 | 0 | 0 | 1 | 3 | 135 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 177 | 22 | 0 | 0 | 2 | 0 | 0 | 201 | 98 | 8 | 0 | 0 | 0 | 0 | 3 | 109 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 | 17 | 0 | 0 | 2 | 0 | 0 | 172 | 86 | 6 | 0 | 0 | 1 | 0 | 2 | 95 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 11 | 0 | 0 | 3 | 0 | 0 | 125 | 86 | 6 | 0 | 0 | 1 | 0 | 4 | 97 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 1

Date of Survey: 07.12.2021
 Junction Name: A10 Ely Road / Denny End Road
 Junction Type: T-Junction

Arm A: A10 Ely Road (N)
 Arm B: Denny End Road (E)

Arm C: A10 Ely Road (S)

| Time | C1 to C | | | | | | | | C1 to B | | | | | | | | C1 to A | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | | | | | | | | 0 | 16 | 5 | 0 | 0 | 1 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | | | | | | | | 0 | 17 | 10 | 0 | 1 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | | | | | | | | 0 | 19 | 2 | 0 | 2 | 0 | 0 | 1 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | | | | | | | | 0 | 13 | 1 | 0 | 1 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | | | | | | | | 0 | 16 | 6 | 0 | 2 | 0 | 0 | 4 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | | | | | | | | 0 | 37 | 9 | 1 | 0 | 0 | 1 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | | | | | | | | 0 | 32 | 3 | 0 | 1 | 2 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | | | | | | | | 0 | 19 | 1 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | | | | | | | | 0 | 20 | 2 | 1 | 1 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | | | | | | | | 0 | 22 | 3 | 1 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | | | | | | | | 0 | 14 | 4 | 1 | 0 | 1 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | | | | | | | | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | | | | | | | | 0 | 6 | 1 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | | | | | | | | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | | | | | | | | 0 | 6 | 1 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | | | | | | | | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | | | | | | | | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | | | | | | | | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | | | | | | | | 0 | 7 | 5 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | | | | | | | | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | | | | | | | | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | | | | | | | | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | | | | | | | | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | | | | | | | | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 18 | 0 | 4 | 1 | 0 | 1 | 89 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 19 | 0 | 6 | 0 | 0 | 5 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 18 | 1 | 5 | 0 | 1 | 6 | 116 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 19 | 1 | 4 | 2 | 1 | 5 | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 19 | 1 | 3 | 2 | 1 | 5 | 135 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 15 | 2 | 2 | 2 | 1 | 4 | 134 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 9 | 2 | 2 | 2 | 0 | 3 | 111 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 10 | 3 | 1 | 1 | 0 | 4 | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 11 | 3 | 1 | 1 | 0 | 4 | 90 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 3 | 3 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 3 | 2 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 4 | 1 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 8 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 9 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 8 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 7 | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 4 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 3 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A10 Ely Road / Denny End Road Arm A: A10 Ely Road (N)
 Junction Number: Site 1 Junction Type: T-Junction Arm B: Denny End Road (E) Arm C: A10 Ely Road (S)

| Time | C2 to C | | | | | | | C2 to B | | | | | | | C2 to A | | | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|---------|--------------|-----|------|------|-------|-----|---------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 29 | 6 | 15 | 0 | 0 | 0 | 117 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 30 | 2 | 11 | 0 | 0 | 0 | 121 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 37 | 4 | 8 | 0 | 1 | 0 | 131 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 31 | 5 | 8 | 0 | 1 | 0 | 139 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 33 | 5 | 12 | 0 | 0 | 0 | 154 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 19 | 2 | 9 | 1 | 2 | 0 | 125 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 25 | 6 | 13 | 0 | 2 | 0 | 128 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 20 | 5 | 11 | 0 | 0 | 0 | 112 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 34 | 3 | 12 | 2 | 0 | 0 | 140 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 19 | 4 | 9 | 0 | 0 | 0 | 106 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 23 | 6 | 9 | 1 | 0 | 0 | 121 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 22 | 9 | 13 | 0 | 0 | 0 | 107 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 35 | 4 | 7 | 0 | 0 | 0 | 143 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 24 | 7 | 16 | 0 | 1 | 0 | 163 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 21 | 4 | 7 | 1 | 0 | 0 | 149 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 17 | 3 | 5 | 0 | 0 | 0 | 144 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 19 | 2 | 5 | 0 | 0 | 0 | 115 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 16 | 1 | 5 | 0 | 0 | 0 | 142 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 17 | 1 | 1 | 1 | 1 | 0 | 128 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 | 15 | 1 | 7 | 0 | 0 | 0 | 188 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 | 20 | 1 | 3 | 1 | 0 | 0 | 158 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 | 18 | 1 | 6 | 1 | 0 | 0 | 155 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 10 | 2 | 5 | 2 | 1 | 0 | 142 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 8 | 0 | 7 | 1 | 2 | 0 | 104 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 320 | 127 | 17 | 42 | 0 | 2 | 0 | 508 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 357 | 131 | 16 | 39 | 0 | 2 | 0 | 545 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 371 | 120 | 16 | 37 | 1 | 4 | 0 | 549 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 372 | 108 | 18 | 42 | 1 | 5 | 0 | 546 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 354 | 97 | 18 | 45 | 1 | 4 | 0 | 519 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 339 | 98 | 16 | 45 | 3 | 4 | 0 | 505 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 321 | 98 | 18 | 45 | 2 | 2 | 0 | 486 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 321 | 96 | 18 | 41 | 3 | 0 | 0 | 479 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 308 | 98 | 22 | 43 | 3 | 0 | 0 | 474 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 447 | 97 | 18 | 35 | 1 | 1 | 0 | 599 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 439 | 81 | 16 | 33 | 1 | 1 | 0 | 571 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 444 | 73 | 10 | 22 | 1 | 0 | 0 | 550 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 435 | 69 | 7 | 16 | 1 | 1 | 0 | 529 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 481 | 67 | 5 | 18 | 1 | 1 | 0 | 573 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 525 | 68 | 4 | 16 | 2 | 1 | 0 | 616 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 534 | 70 | 4 | 17 | 3 | 1 | 0 | 629 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 549 | 63 | 5 | 21 | 4 | 1 | 0 | 643 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 470 | 56 | 4 | 21 | 5 | 3 | 0 | 559 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A10 Ely Road / Denny End Road
 Junction Number: Site 1 Junction Type: T-Junction

| Time | Arm A Approach | | | | | | | | Arm A Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 150 | 62 | 4 | 10 | 1 | 1 | 0 | 228 | 76 | 33 | 6 | 15 | 0 | 0 | 0 | 130 | | |
| 07:15 | 183 | 48 | 3 | 6 | 2 | 0 | 0 | 242 | 87 | 34 | 2 | 11 | 0 | 0 | 0 | 134 | | |
| 07:30 | 185 | 46 | 1 | 11 | 1 | 1 | 1 | 246 | 100 | 40 | 5 | 8 | 0 | 2 | 0 | 155 | | |
| 07:45 | 146 | 47 | 2 | 8 | 0 | 1 | 0 | 204 | 118 | 35 | 5 | 10 | 0 | 1 | 1 | 170 | | |
| 08:00 | 127 | 37 | 3 | 8 | 2 | 1 | 1 | 179 | 132 | 42 | 5 | 13 | 1 | 0 | 0 | 193 | | |
| 08:15 | 148 | 34 | 8 | 10 | 2 | 2 | 0 | 204 | 109 | 23 | 2 | 11 | 2 | 2 | 0 | 149 | | |
| 08:30 | 143 | 22 | 5 | 8 | 0 | 1 | 0 | 179 | 107 | 30 | 7 | 13 | 1 | 2 | 0 | 160 | | |
| 08:45 | 143 | 43 | 6 | 8 | 0 | 1 | 0 | 201 | 97 | 23 | 5 | 11 | 0 | 0 | 0 | 136 | | |
| 09:00 | 118 | 30 | 6 | 11 | 1 | 0 | 0 | 166 | 111 | 39 | 3 | 13 | 2 | 0 | 0 | 168 | | |
| 09:15 | 129 | 20 | 7 | 10 | 3 | 1 | 0 | 170 | 98 | 25 | 5 | 10 | 0 | 0 | 1 | 139 | | |
| 09:30 | 150 | 40 | 6 | 14 | 1 | 0 | 0 | 211 | 95 | 28 | 7 | 9 | 1 | 0 | 0 | 140 | | |
| 09:45 | 107 | 33 | 8 | 11 | 1 | 2 | 0 | 162 | 82 | 29 | 10 | 13 | 1 | 1 | 0 | 136 | | |
| 16:00 | 113 | 20 | 0 | 7 | 0 | 0 | 1 | 141 | 165 | 45 | 4 | 8 | 1 | 1 | 0 | 224 | | |
| 16:15 | 94 | 37 | 1 | 5 | 1 | 0 | 1 | 139 | 157 | 38 | 8 | 16 | 0 | 1 | 0 | 220 | | |
| 16:30 | 78 | 13 | 0 | 5 | 0 | 0 | 0 | 96 | 195 | 34 | 5 | 7 | 2 | 1 | 0 | 244 | | |
| 16:45 | 77 | 11 | 1 | 13 | 1 | 2 | 0 | 105 | 158 | 21 | 3 | 5 | 0 | 1 | 0 | 188 | | |
| 17:00 | 119 | 18 | 0 | 9 | 1 | 2 | 0 | 149 | 139 | 23 | 2 | 5 | 2 | 1 | 0 | 172 | | |
| 17:15 | 137 | 21 | 1 | 7 | 0 | 0 | 0 | 166 | 161 | 22 | 1 | 5 | 0 | 0 | 0 | 189 | | |
| 17:30 | 128 | 22 | 1 | 2 | 1 | 1 | 0 | 155 | 160 | 24 | 1 | 1 | 2 | 1 | 0 | 189 | | |
| 17:45 | 98 | 9 | 2 | 1 | 1 | 0 | 0 | 111 | 220 | 24 | 1 | 7 | 0 | 0 | 0 | 252 | | |
| 18:00 | 93 | 6 | 0 | 3 | 0 | 1 | 0 | 103 | 182 | 23 | 1 | 3 | 1 | 0 | 0 | 210 | | |
| 18:15 | 87 | 13 | 2 | 1 | 1 | 2 | 1 | 107 | 149 | 21 | 1 | 6 | 2 | 0 | 0 | 179 | | |
| 18:30 | 78 | 12 | 0 | 1 | 0 | 0 | 0 | 91 | 151 | 12 | 2 | 5 | 3 | 1 | 0 | 174 | | |
| 18:45 | 68 | 7 | 2 | 2 | 2 | 0 | 0 | 81 | 99 | 11 | 0 | 7 | 2 | 2 | 0 | 121 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 664 | 203 | 10 | 35 | 4 | 3 | 1 | 920 | 381 | 142 | 18 | 44 | 0 | 3 | 1 | 589 | | |
| 07:15 | 641 | 178 | 9 | 33 | 5 | 3 | 2 | 871 | 437 | 151 | 17 | 42 | 1 | 3 | 1 | 652 | | |
| 07:30 | 606 | 164 | 14 | 37 | 5 | 5 | 2 | 833 | 459 | 140 | 17 | 42 | 3 | 5 | 1 | 667 | | |
| 07:45 | 564 | 140 | 18 | 34 | 4 | 5 | 1 | 766 | 466 | 130 | 19 | 47 | 4 | 5 | 1 | 672 | | |
| 08:00 | 561 | 136 | 22 | 34 | 4 | 5 | 1 | 763 | 445 | 118 | 19 | 48 | 4 | 4 | 0 | 638 | | |
| 08:15 | 552 | 129 | 25 | 37 | 3 | 4 | 0 | 750 | 424 | 115 | 17 | 48 | 5 | 4 | 0 | 613 | | |
| 08:30 | 533 | 115 | 24 | 37 | 4 | 3 | 0 | 716 | 413 | 117 | 20 | 47 | 3 | 2 | 1 | 603 | | |
| 08:45 | 540 | 133 | 25 | 43 | 5 | 2 | 0 | 748 | 401 | 115 | 20 | 43 | 3 | 0 | 1 | 583 | | |
| 09:00 | 504 | 123 | 27 | 46 | 6 | 3 | 0 | 709 | 386 | 121 | 25 | 45 | 4 | 1 | 1 | 583 | | |
| 16:00 | 362 | 81 | 2 | 30 | 2 | 2 | 2 | 481 | 675 | 138 | 20 | 36 | 3 | 4 | 0 | 876 | | |
| 16:15 | 368 | 79 | 2 | 32 | 3 | 4 | 1 | 489 | 649 | 116 | 18 | 33 | 4 | 4 | 0 | 824 | | |
| 16:30 | 411 | 63 | 2 | 34 | 2 | 4 | 0 | 516 | 653 | 100 | 11 | 22 | 4 | 3 | 0 | 793 | | |
| 16:45 | 461 | 72 | 3 | 31 | 3 | 5 | 0 | 575 | 618 | 90 | 7 | 16 | 4 | 3 | 0 | 738 | | |
| 17:00 | 482 | 70 | 4 | 19 | 3 | 3 | 0 | 581 | 680 | 93 | 5 | 18 | 4 | 2 | 0 | 802 | | |
| 17:15 | 456 | 58 | 4 | 13 | 2 | 2 | 0 | 535 | 723 | 93 | 4 | 16 | 3 | 1 | 0 | 840 | | |
| 17:30 | 406 | 50 | 5 | 7 | 3 | 4 | 1 | 476 | 711 | 92 | 4 | 17 | 5 | 1 | 0 | 830 | | |
| 17:45 | 356 | 40 | 4 | 6 | 2 | 3 | 1 | 412 | 702 | 80 | 5 | 21 | 6 | 1 | 0 | 815 | | |
| 18:00 | 326 | 38 | 4 | 7 | 3 | 3 | 1 | 382 | 581 | 67 | 4 | 21 | 8 | 3 | 0 | 684 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A10 Ely Road / Denny End Road
 Junction Number: Site 1 Junction Type: T-Junction

| Time | Arm B Approach | | | | | | | | Arm B Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 18 | 7 | 0 | 0 | 0 | 0 | 0 | 25 | 50 | 11 | 0 | 1 | 1 | 0 | 0 | 63 | | |
| 07:15 | 21 | 7 | 1 | 0 | 0 | 0 | 0 | 29 | 69 | 18 | 0 | 1 | 1 | 0 | 0 | 89 | | |
| 07:30 | 27 | 7 | 1 | 0 | 0 | 1 | 0 | 36 | 75 | 11 | 1 | 2 | 1 | 1 | 2 | 93 | | |
| 07:45 | 37 | 11 | 0 | 2 | 0 | 0 | 1 | 51 | 49 | 7 | 0 | 2 | 0 | 0 | 0 | 58 | | |
| 08:00 | 39 | 10 | 1 | 1 | 1 | 0 | 0 | 52 | 55 | 13 | 0 | 2 | 1 | 0 | 5 | 76 | | |
| 08:15 | 23 | 6 | 0 | 2 | 1 | 0 | 0 | 32 | 70 | 18 | 2 | 0 | 2 | 1 | 1 | 94 | | |
| 08:30 | 39 | 8 | 1 | 0 | 1 | 0 | 0 | 49 | 70 | 10 | 2 | 1 | 2 | 0 | 0 | 85 | | |
| 08:45 | 36 | 7 | 2 | 0 | 0 | 0 | 0 | 45 | 54 | 12 | 0 | 0 | 0 | 0 | 0 | 66 | | |
| 09:00 | 33 | 8 | 2 | 3 | 0 | 0 | 0 | 46 | 45 | 7 | 1 | 2 | 0 | 0 | 3 | 58 | | |
| 09:15 | 39 | 7 | 2 | 1 | 0 | 0 | 1 | 50 | 62 | 7 | 1 | 0 | 0 | 0 | 0 | 70 | | |
| 09:30 | 26 | 7 | 2 | 2 | 0 | 0 | 0 | 37 | 54 | 9 | 2 | 0 | 1 | 0 | 1 | 67 | | |
| 09:45 | 28 | 10 | 3 | 0 | 1 | 1 | 0 | 43 | 33 | 10 | 1 | 0 | 1 | 0 | 0 | 45 | | |
| 16:00 | 99 | 13 | 2 | 1 | 1 | 1 | 1 | 118 | 28 | 4 | 1 | 0 | 0 | 0 | 1 | 34 | | |
| 16:15 | 61 | 19 | 1 | 0 | 0 | 0 | 0 | 81 | 26 | 11 | 2 | 0 | 0 | 0 | 1 | 40 | | |
| 16:30 | 115 | 21 | 1 | 0 | 1 | 1 | 1 | 140 | 25 | 5 | 1 | 0 | 0 | 0 | 0 | 31 | | |
| 16:45 | 57 | 5 | 0 | 0 | 0 | 1 | 0 | 63 | 22 | 3 | 0 | 0 | 1 | 0 | 0 | 26 | | |
| 17:00 | 92 | 6 | 0 | 0 | 2 | 1 | 2 | 103 | 35 | 4 | 0 | 0 | 1 | 0 | 0 | 40 | | |
| 17:15 | 85 | 7 | 1 | 0 | 0 | 1 | 1 | 95 | 27 | 6 | 0 | 0 | 0 | 0 | 0 | 33 | | |
| 17:30 | 82 | 11 | 0 | 0 | 1 | 0 | 1 | 95 | 34 | 12 | 0 | 0 | 0 | 0 | 0 | 46 | | |
| 17:45 | 68 | 9 | 0 | 0 | 0 | 0 | 0 | 77 | 34 | 4 | 0 | 0 | 1 | 0 | 0 | 39 | | |
| 18:00 | 86 | 5 | 0 | 0 | 0 | 0 | 1 | 92 | 29 | 2 | 0 | 0 | 0 | 0 | 0 | 31 | | |
| 18:15 | 39 | 5 | 0 | 0 | 1 | 0 | 1 | 46 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 25 | | |
| 18:30 | 46 | 4 | 0 | 0 | 2 | 0 | 0 | 52 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 28 | | |
| 18:45 | 26 | 3 | 0 | 0 | 1 | 0 | 2 | 32 | 19 | 1 | 0 | 0 | 1 | 0 | 0 | 21 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 103 | 32 | 2 | 2 | 0 | 1 | 1 | 141 | 243 | 47 | 1 | 6 | 3 | 1 | 2 | 303 | | |
| 07:15 | 124 | 35 | 3 | 3 | 1 | 1 | 1 | 168 | 248 | 49 | 1 | 7 | 3 | 1 | 7 | 316 | | |
| 07:30 | 126 | 34 | 2 | 5 | 2 | 1 | 1 | 171 | 249 | 49 | 3 | 6 | 4 | 2 | 8 | 321 | | |
| 07:45 | 138 | 35 | 2 | 5 | 3 | 0 | 1 | 184 | 244 | 48 | 4 | 5 | 5 | 1 | 6 | 313 | | |
| 08:00 | 137 | 31 | 4 | 3 | 3 | 0 | 0 | 178 | 249 | 53 | 4 | 3 | 5 | 1 | 6 | 321 | | |
| 08:15 | 131 | 29 | 5 | 5 | 2 | 0 | 0 | 172 | 239 | 47 | 5 | 3 | 4 | 1 | 4 | 303 | | |
| 08:30 | 147 | 30 | 7 | 4 | 1 | 0 | 1 | 190 | 231 | 36 | 4 | 3 | 2 | 0 | 3 | 279 | | |
| 08:45 | 134 | 29 | 8 | 6 | 0 | 0 | 1 | 178 | 215 | 35 | 4 | 2 | 1 | 0 | 4 | 261 | | |
| 09:00 | 126 | 32 | 9 | 6 | 1 | 1 | 1 | 176 | 194 | 33 | 5 | 2 | 2 | 0 | 4 | 240 | | |
| 16:00 | 332 | 58 | 4 | 1 | 2 | 3 | 2 | 402 | 101 | 23 | 4 | 0 | 1 | 0 | 2 | 131 | | |
| 16:15 | 325 | 51 | 2 | 0 | 3 | 3 | 3 | 387 | 108 | 23 | 3 | 0 | 2 | 0 | 1 | 137 | | |
| 16:30 | 349 | 39 | 2 | 0 | 3 | 4 | 4 | 401 | 109 | 18 | 1 | 0 | 2 | 0 | 0 | 130 | | |
| 16:45 | 316 | 29 | 1 | 0 | 3 | 3 | 4 | 356 | 118 | 25 | 0 | 0 | 2 | 0 | 0 | 145 | | |
| 17:00 | 327 | 33 | 1 | 0 | 3 | 2 | 4 | 370 | 130 | 26 | 0 | 0 | 2 | 0 | 0 | 158 | | |
| 17:15 | 321 | 32 | 1 | 0 | 1 | 1 | 3 | 359 | 124 | 24 | 0 | 0 | 1 | 0 | 0 | 149 | | |
| 17:30 | 275 | 30 | 0 | 0 | 2 | 0 | 3 | 310 | 121 | 19 | 0 | 0 | 1 | 0 | 0 | 141 | | |
| 17:45 | 239 | 23 | 0 | 0 | 3 | 0 | 2 | 267 | 112 | 10 | 0 | 0 | 1 | 0 | 0 | 123 | | |
| 18:00 | 197 | 17 | 0 | 0 | 4 | 0 | 4 | 222 | 97 | 7 | 0 | 0 | 1 | 0 | 0 | 105 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A10 Ely Road / Denny End Road
 Junction Number: Site 1 Junction Type: T-Junction

| Time | Arm C Approach | | | | | | | | Arm C Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 83 | 34 | 6 | 15 | 1 | 0 | 0 | 139 | 125 | 59 | 4 | 9 | 1 | 1 | 0 | 199 | | |
| 07:15 | 95 | 40 | 2 | 12 | 0 | 0 | 0 | 149 | 143 | 43 | 4 | 6 | 1 | 0 | 0 | 197 | | |
| 07:30 | 100 | 39 | 4 | 10 | 0 | 1 | 1 | 155 | 137 | 41 | 0 | 11 | 0 | 0 | 0 | 189 | | |
| 07:45 | 107 | 32 | 5 | 9 | 0 | 1 | 0 | 154 | 123 | 48 | 2 | 7 | 0 | 1 | 0 | 181 | | |
| 08:00 | 120 | 39 | 5 | 14 | 0 | 0 | 4 | 182 | 99 | 31 | 4 | 8 | 1 | 1 | 0 | 144 | | |
| 08:15 | 129 | 28 | 3 | 9 | 1 | 3 | 1 | 174 | 121 | 27 | 7 | 10 | 0 | 2 | 0 | 167 | | |
| 08:30 | 114 | 28 | 6 | 14 | 2 | 2 | 0 | 166 | 119 | 18 | 3 | 8 | 0 | 1 | 0 | 149 | | |
| 08:45 | 95 | 21 | 5 | 11 | 0 | 0 | 0 | 132 | 123 | 36 | 8 | 8 | 0 | 1 | 0 | 176 | | |
| 09:00 | 109 | 36 | 4 | 13 | 2 | 0 | 3 | 167 | 104 | 28 | 8 | 12 | 1 | 0 | 0 | 153 | | |
| 09:15 | 96 | 22 | 5 | 9 | 0 | 0 | 0 | 132 | 104 | 17 | 8 | 10 | 3 | 1 | 0 | 143 | | |
| 09:30 | 96 | 27 | 7 | 9 | 2 | 0 | 1 | 142 | 123 | 37 | 6 | 16 | 1 | 0 | 0 | 183 | | |
| 09:45 | 77 | 24 | 9 | 13 | 0 | 0 | 0 | 123 | 97 | 28 | 9 | 11 | 0 | 2 | 0 | 147 | | |
| 16:00 | 103 | 36 | 5 | 7 | 0 | 0 | 0 | 151 | 122 | 20 | 2 | 7 | 0 | 0 | 1 | 152 | | |
| 16:15 | 124 | 24 | 8 | 16 | 0 | 1 | 0 | 173 | 96 | 31 | 0 | 5 | 1 | 0 | 0 | 133 | | |
| 16:30 | 122 | 22 | 5 | 7 | 1 | 0 | 0 | 157 | 95 | 17 | 0 | 5 | 0 | 0 | 1 | 118 | | |
| 16:45 | 123 | 18 | 3 | 5 | 0 | 0 | 0 | 149 | 77 | 10 | 1 | 13 | 0 | 2 | 0 | 103 | | |
| 17:00 | 98 | 20 | 2 | 5 | 0 | 0 | 0 | 125 | 135 | 17 | 0 | 9 | 0 | 2 | 2 | 165 | | |
| 17:15 | 125 | 17 | 1 | 5 | 0 | 0 | 0 | 148 | 159 | 17 | 2 | 7 | 0 | 1 | 1 | 187 | | |
| 17:30 | 114 | 22 | 1 | 1 | 1 | 1 | 0 | 140 | 130 | 19 | 1 | 2 | 1 | 1 | 1 | 155 | | |
| 17:45 | 182 | 17 | 1 | 7 | 0 | 0 | 0 | 207 | 94 | 7 | 2 | 1 | 0 | 0 | 0 | 104 | | |
| 18:00 | 148 | 20 | 1 | 3 | 1 | 0 | 0 | 173 | 116 | 6 | 0 | 3 | 0 | 1 | 1 | 127 | | |
| 18:15 | 137 | 18 | 1 | 6 | 1 | 0 | 0 | 163 | 90 | 14 | 2 | 1 | 1 | 2 | 2 | 112 | | |
| 18:30 | 138 | 12 | 2 | 5 | 2 | 1 | 0 | 160 | 86 | 13 | 0 | 1 | 1 | 0 | 0 | 101 | | |
| 18:45 | 97 | 9 | 0 | 7 | 1 | 2 | 0 | 116 | 73 | 7 | 2 | 2 | 1 | 0 | 2 | 87 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 385 | 145 | 17 | 46 | 1 | 2 | 1 | 597 | 528 | 191 | 10 | 33 | 2 | 2 | 0 | 766 | | |
| 07:15 | 422 | 150 | 16 | 45 | 0 | 2 | 5 | 640 | 502 | 163 | 10 | 32 | 2 | 2 | 0 | 711 | | |
| 07:30 | 456 | 138 | 17 | 42 | 1 | 5 | 6 | 665 | 480 | 147 | 13 | 36 | 1 | 4 | 0 | 681 | | |
| 07:45 | 470 | 127 | 19 | 46 | 3 | 6 | 5 | 676 | 462 | 124 | 16 | 33 | 1 | 5 | 0 | 641 | | |
| 08:00 | 458 | 116 | 19 | 48 | 3 | 5 | 5 | 654 | 462 | 112 | 22 | 34 | 1 | 5 | 0 | 636 | | |
| 08:15 | 447 | 113 | 18 | 47 | 5 | 5 | 4 | 639 | 467 | 109 | 26 | 38 | 1 | 4 | 0 | 645 | | |
| 08:30 | 414 | 107 | 20 | 47 | 4 | 2 | 3 | 597 | 450 | 99 | 27 | 38 | 4 | 3 | 0 | 621 | | |
| 08:45 | 396 | 106 | 21 | 42 | 4 | 0 | 4 | 573 | 454 | 118 | 30 | 46 | 5 | 2 | 0 | 655 | | |
| 09:00 | 378 | 109 | 25 | 44 | 4 | 0 | 4 | 564 | 428 | 110 | 31 | 49 | 5 | 3 | 0 | 626 | | |
| 16:00 | 472 | 100 | 21 | 35 | 1 | 1 | 0 | 630 | 390 | 78 | 3 | 30 | 1 | 2 | 2 | 506 | | |
| 16:15 | 467 | 84 | 18 | 33 | 1 | 1 | 0 | 604 | 403 | 75 | 1 | 32 | 1 | 4 | 3 | 519 | | |
| 16:30 | 468 | 77 | 11 | 22 | 1 | 0 | 0 | 579 | 466 | 61 | 3 | 34 | 0 | 5 | 4 | 573 | | |
| 16:45 | 460 | 77 | 7 | 16 | 1 | 1 | 0 | 562 | 501 | 63 | 4 | 31 | 1 | 6 | 4 | 610 | | |
| 17:00 | 519 | 76 | 5 | 18 | 1 | 1 | 0 | 620 | 518 | 60 | 5 | 19 | 1 | 4 | 4 | 611 | | |
| 17:15 | 569 | 76 | 4 | 16 | 2 | 1 | 0 | 668 | 499 | 49 | 5 | 13 | 1 | 3 | 3 | 573 | | |
| 17:30 | 581 | 77 | 4 | 17 | 3 | 1 | 0 | 683 | 430 | 46 | 5 | 7 | 2 | 4 | 4 | 498 | | |
| 17:45 | 605 | 67 | 5 | 21 | 4 | 1 | 0 | 703 | 386 | 40 | 4 | 6 | 2 | 3 | 3 | 444 | | |
| 18:00 | 520 | 59 | 4 | 21 | 5 | 3 | 0 | 612 | 365 | 40 | 4 | 7 | 3 | 3 | 5 | 427 | | |

Intelligent Data Collection Limited



Client: Mott McDonald **Date of Survey:** 07.12.2021
Project Number: ID06180 **Junction Name:** A10 Ely Road / Denny End Road
Junction Number: Site 1 **Junction Type:** T-Junction

| Total Junction Flow | | | | | | | | |
|---------------------|--------------|-----|------|------|-------|-----|-------|-------|
| Time | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 251 | 103 | 10 | 25 | 2 | 1 | 0 | 392 |
| 07:15 | 299 | 95 | 6 | 18 | 2 | 0 | 0 | 420 |
| 07:30 | 312 | 92 | 6 | 21 | 1 | 3 | 2 | 437 |
| 07:45 | 290 | 90 | 7 | 19 | 0 | 2 | 1 | 409 |
| 08:00 | 286 | 86 | 9 | 23 | 3 | 1 | 5 | 413 |
| 08:15 | 300 | 68 | 11 | 21 | 4 | 5 | 1 | 410 |
| 08:30 | 296 | 58 | 12 | 22 | 3 | 3 | 0 | 394 |
| 08:45 | 274 | 71 | 13 | 19 | 0 | 1 | 0 | 378 |
| 09:00 | 260 | 74 | 12 | 27 | 3 | 0 | 3 | 379 |
| 09:15 | 264 | 49 | 14 | 20 | 3 | 1 | 1 | 352 |
| 09:30 | 272 | 74 | 15 | 25 | 3 | 0 | 1 | 390 |
| 09:45 | 212 | 67 | 20 | 24 | 2 | 3 | 0 | 328 |
| 16:00 | 315 | 69 | 7 | 15 | 1 | 1 | 2 | 410 |
| 16:15 | 279 | 80 | 10 | 21 | 1 | 1 | 1 | 393 |
| 16:30 | 315 | 56 | 6 | 12 | 2 | 1 | 1 | 393 |
| 16:45 | 257 | 34 | 4 | 18 | 1 | 3 | 0 | 317 |
| 17:00 | 309 | 44 | 2 | 14 | 3 | 3 | 2 | 377 |
| 17:15 | 347 | 45 | 3 | 12 | 0 | 1 | 1 | 409 |
| 17:30 | 324 | 55 | 2 | 3 | 3 | 2 | 1 | 390 |
| 17:45 | 348 | 35 | 3 | 8 | 1 | 0 | 0 | 395 |
| 18:00 | 327 | 31 | 1 | 6 | 1 | 1 | 1 | 368 |
| 18:15 | 263 | 36 | 3 | 7 | 3 | 2 | 2 | 316 |
| 18:30 | 262 | 28 | 2 | 6 | 4 | 1 | 0 | 303 |
| 18:45 | 191 | 19 | 2 | 9 | 4 | 2 | 2 | 229 |
| Start Time | Rolling Hour | | | | | | | Total |
| 07:00 | 1152 | 380 | 29 | 83 | 5 | 6 | 3 | 1658 |
| 07:15 | 1187 | 363 | 28 | 81 | 6 | 6 | 8 | 1679 |
| 07:30 | 1188 | 336 | 33 | 84 | 8 | 11 | 9 | 1669 |
| 07:45 | 1172 | 302 | 39 | 85 | 10 | 11 | 7 | 1626 |
| 08:00 | 1156 | 283 | 45 | 85 | 10 | 10 | 6 | 1595 |
| 08:15 | 1130 | 271 | 48 | 89 | 10 | 9 | 4 | 1561 |
| 08:30 | 1094 | 252 | 51 | 88 | 9 | 5 | 4 | 1503 |
| 08:45 | 1070 | 268 | 54 | 91 | 9 | 2 | 5 | 1499 |
| 09:00 | 1008 | 264 | 61 | 96 | 11 | 4 | 5 | 1449 |
| 16:00 | 1166 | 239 | 27 | 66 | 5 | 6 | 4 | 1513 |
| 16:15 | 1160 | 214 | 22 | 65 | 7 | 8 | 4 | 1480 |
| 16:30 | 1228 | 179 | 15 | 56 | 6 | 8 | 4 | 1496 |
| 16:45 | 1237 | 178 | 11 | 47 | 7 | 9 | 4 | 1493 |
| 17:00 | 1328 | 179 | 10 | 37 | 7 | 6 | 4 | 1571 |
| 17:15 | 1346 | 166 | 9 | 29 | 5 | 4 | 3 | 1562 |
| 17:30 | 1262 | 157 | 9 | 24 | 8 | 5 | 4 | 1469 |
| 17:45 | 1200 | 130 | 9 | 27 | 9 | 4 | 3 | 1382 |
| 18:00 | 1043 | 114 | 8 | 28 | 12 | 6 | 5 | 1216 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 1

Date of Survey: 07.12.2021
 Junction Name: A10 Ely Road / Denny End Road
 Junction Type: T-Junction

Arm A: A10 Ely Road (N)
 Arm B: Denny End Road (E)

Arm C: A10 Ely Road (S)

| PCU Summary | | | | | | | | | | | | | | | |
|-------------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Time | A1 to A | A1 to C | A1 to B | A2 to A | A2 to C | A2 to B | B1 to B | B1 to A | B1 to C | C1 to C | C1 to B | C1 to A | C2 to C | C2 to B | C2 to A |
| 07:00 | 0 | 201 | 0 | 0 | 0 | 42 | 0 | 13 | 12 | 0 | 23 | 0 | 0 | 0 | 140 |
| 07:15 | 0 | 191 | 0 | 0 | 0 | 62 | 0 | 13 | 17 | 0 | 29 | 0 | 0 | 0 | 136 |
| 07:30 | 0 | 191 | 0 | 0 | 0 | 69 | 0 | 24 | 12 | 0 | 26 | 0 | 0 | 0 | 143 |
| 07:45 | 0 | 171 | 0 | 0 | 0 | 44 | 0 | 33 | 20 | 0 | 16 | 0 | 0 | 0 | 151 |
| 08:00 | 0 | 143 | 0 | 0 | 0 | 48 | 0 | 41 | 14 | 0 | 27 | 0 | 0 | 0 | 172 |
| 08:15 | 0 | 174 | 0 | 0 | 0 | 48 | 0 | 28 | 8 | 0 | 48 | 0 | 0 | 0 | 138 |
| 08:30 | 0 | 143 | 0 | 0 | 0 | 48 | 0 | 34 | 17 | 0 | 41 | 0 | 0 | 0 | 147 |
| 08:45 | 0 | 168 | 0 | 0 | 0 | 46 | 0 | 24 | 22 | 0 | 20 | 0 | 0 | 0 | 129 |
| 09:00 | 0 | 152 | 0 | 0 | 0 | 32 | 0 | 29 | 22 | 0 | 26 | 0 | 0 | 0 | 159 |
| 09:15 | 0 | 145 | 0 | 0 | 0 | 44 | 0 | 34 | 18 | 0 | 27 | 0 | 0 | 0 | 120 |
| 09:30 | 0 | 187 | 0 | 0 | 0 | 47 | 0 | 20 | 21 | 0 | 22 | 0 | 0 | 0 | 137 |
| 09:45 | 0 | 150 | 0 | 0 | 0 | 31 | 0 | 30 | 15 | 0 | 16 | 0 | 0 | 0 | 128 |
| 16:00 | 0 | 124 | 0 | 0 | 0 | 25 | 0 | 83 | 37 | 0 | 9 | 0 | 0 | 0 | 154 |
| 16:15 | 0 | 117 | 0 | 0 | 0 | 30 | 0 | 58 | 24 | 0 | 11 | 0 | 0 | 0 | 187 |
| 16:30 | 0 | 80 | 0 | 0 | 0 | 23 | 0 | 96 | 44 | 0 | 9 | 0 | 0 | 0 | 161 |
| 16:45 | 0 | 100 | 0 | 0 | 0 | 22 | 0 | 43 | 19 | 0 | 5 | 0 | 0 | 0 | 152 |
| 17:00 | 0 | 130 | 0 | 0 | 0 | 31 | 0 | 58 | 44 | 0 | 10 | 0 | 0 | 0 | 123 |
| 17:15 | 0 | 149 | 0 | 0 | 0 | 27 | 0 | 47 | 47 | 0 | 6 | 0 | 0 | 0 | 149 |
| 17:30 | 0 | 125 | 0 | 0 | 0 | 34 | 0 | 62 | 33 | 0 | 12 | 0 | 0 | 0 | 130 |
| 17:45 | 0 | 93 | 0 | 0 | 0 | 21 | 0 | 64 | 13 | 0 | 19 | 0 | 0 | 0 | 198 |
| 18:00 | 0 | 90 | 0 | 0 | 0 | 16 | 0 | 52 | 39 | 0 | 15 | 0 | 0 | 0 | 163 |
| 18:15 | 0 | 91 | 0 | 0 | 0 | 17 | 0 | 25 | 21 | 0 | 8 | 0 | 0 | 0 | 164 |
| 18:30 | 0 | 82 | 0 | 0 | 0 | 10 | 0 | 33 | 21 | 0 | 18 | 0 | 0 | 0 | 151 |
| 18:45 | 0 | 77 | 0 | 0 | 0 | 10 | 0 | 18 | 13 | 0 | 12 | 0 | 0 | 0 | 113 |
| Start Time | Rolling Hour | | | | | | | | | | | | | | |
| 07:00 | 0 | 754 | 0 | 0 | 0 | 218 | 0 | 83 | 61 | 0 | 94 | 0 | 0 | 0 | 570 |
| 07:15 | 0 | 696 | 0 | 0 | 0 | 224 | 0 | 111 | 62 | 0 | 99 | 0 | 0 | 0 | 603 |
| 07:30 | 0 | 679 | 0 | 0 | 0 | 209 | 0 | 126 | 54 | 0 | 118 | 0 | 0 | 0 | 604 |
| 07:45 | 0 | 631 | 0 | 0 | 0 | 188 | 0 | 135 | 59 | 0 | 133 | 0 | 0 | 0 | 608 |
| 08:00 | 0 | 629 | 0 | 0 | 0 | 190 | 0 | 126 | 61 | 0 | 137 | 0 | 0 | 0 | 585 |
| 08:15 | 0 | 637 | 0 | 0 | 0 | 174 | 0 | 114 | 69 | 0 | 136 | 0 | 0 | 0 | 572 |
| 08:30 | 0 | 608 | 0 | 0 | 0 | 170 | 0 | 121 | 78 | 0 | 114 | 0 | 0 | 0 | 554 |
| 08:45 | 0 | 651 | 0 | 0 | 0 | 169 | 0 | 107 | 82 | 0 | 95 | 0 | 0 | 0 | 544 |
| 09:00 | 0 | 633 | 0 | 0 | 0 | 153 | 0 | 113 | 75 | 0 | 91 | 0 | 0 | 0 | 544 |
| 16:00 | 0 | 420 | 0 | 0 | 0 | 100 | 0 | 280 | 124 | 0 | 33 | 0 | 0 | 0 | 654 |
| 16:15 | 0 | 426 | 0 | 0 | 0 | 106 | 0 | 255 | 132 | 0 | 34 | 0 | 0 | 0 | 622 |
| 16:30 | 0 | 458 | 0 | 0 | 0 | 103 | 0 | 245 | 155 | 0 | 30 | 0 | 0 | 0 | 585 |
| 16:45 | 0 | 503 | 0 | 0 | 0 | 114 | 0 | 211 | 144 | 0 | 33 | 0 | 0 | 0 | 554 |
| 17:00 | 0 | 496 | 0 | 0 | 0 | 113 | 0 | 231 | 138 | 0 | 47 | 0 | 0 | 0 | 599 |
| 17:15 | 0 | 457 | 0 | 0 | 0 | 98 | 0 | 225 | 133 | 0 | 52 | 0 | 0 | 0 | 640 |
| 17:30 | 0 | 399 | 0 | 0 | 0 | 88 | 0 | 203 | 107 | 0 | 54 | 0 | 0 | 0 | 656 |
| 17:45 | 0 | 357 | 0 | 0 | 0 | 64 | 0 | 174 | 94 | 0 | 60 | 0 | 0 | 0 | 676 |
| 18:00 | 0 | 341 | 0 | 0 | 0 | 53 | 0 | 128 | 95 | 0 | 53 | 0 | 0 | 0 | 592 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 1
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Junction Name: A10 Ely Road / Denny End Road
Survey Type: Queue Length Survey

| | | |
|---------------------|---------------------|----------------------------|
| X Coordinate | Y Coordinate | Google Maps Link |
| 52.271294 | 0.178039 | Click Here |

Junction Layout



Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

| Lights | Heavies |
|--------|---------|
| 6 | 15 |

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

Any shaded entries indicate where queues reach the extent of the camera view.

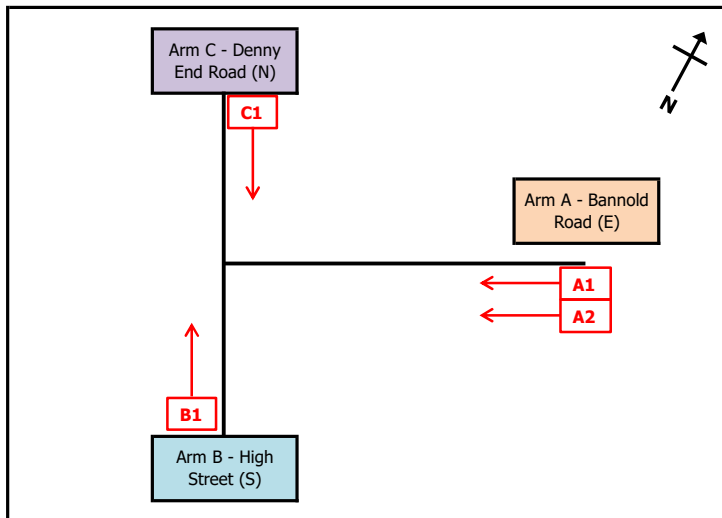
Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Denny End Road / Bannold Road / High Street
 Junction Number: Site 2 Junction Type: T-Junction

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------------|--------------------|----------------------------|
| 52.270755 | 0.190234 | Click Here |
| AM Peak Conditions | PM Peak Conditions | |
| Clear | Showers | |

Junction Layout

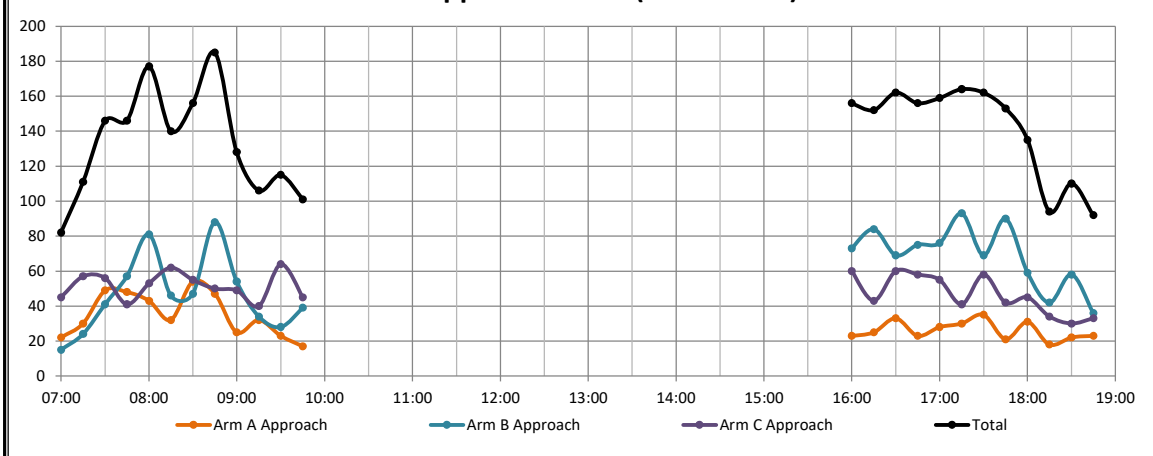


Aerial Mapping and On-site Camera View



Junction Flow Profile

Arm Approach Flows (All Vehicles)



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

Intelligent Data Collection Limited



Client: Mott MacDonald **Date of Survey:** 07.12.2021
Project Number: ID06180 **Junction Name:** Denny End Road / Bannold Road / High Street
Junction Number: Site 2 **Junction Type:** T-Junction **Arm A:** Bannold Road (E) **Arm B:** High Street (S) **Arm C:** Denny End Road (N)

| Time | A1 to A | | | | | | | | A1 to C | | | | | | | | A1 to B | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 1 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 4 | 0 | 1 | 0 | 0 | 1 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 0 | 1 | 1 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 25 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 2 | 1 | 1 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 1 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 1 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 8 | 0 | 0 | 0 | 1 | 0 | 52 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 9 | 0 | 1 | 0 | 1 | 1 | 68 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 10 | 0 | 2 | 1 | 1 | 1 | 70 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 7 | 0 | 2 | 1 | 1 | 1 | 67 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 7 | 0 | 2 | 1 | 0 | 1 | 79 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 5 | 1 | 2 | 1 | 0 | 0 | 71 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 5 | 1 | 1 | 0 | 0 | 1 | 76 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 6 | 1 | 2 | 0 | 0 | 1 | 69 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 5 | 1 | 2 | 0 | 0 | 1 | 50 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 11 | 0 | 0 | 0 | 0 | 0 | 42 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 6 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 9 | 0 | 0 | 0 | 0 | 0 | 43 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 5 | 0 | 0 | 0 | 0 | 0 | 39 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 7 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 5 | 0 | 0 | 0 | 0 | 0 | 47 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 3 | 0 | 0 | 0 | 0 | 1 | 50 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 6 | 0 | 0 | 0 | 0 | 1 | 55 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 9 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 7 | 0 | 0 | 0 | 0 | 2 | 57 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 7 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 4 | 0 | 0 | 0 | 0 | 2 | 50 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 9 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 6 | 0 | 0 | 0 | 0 | 1 | 51 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 8 |

Intelligent Data Collection Limited



Client: Mott McDonald **Date of Survey:** 07.12.2021
Project Number: ID06180 **Junction Name:** Denny End Road / Bannold Road / High Street
Junction Number: Site 2 **Junction Type:** T-Junction **Arm A:** Bannold Road (E) **Arm B:** High Street (S) **Arm C:** Denny End Road (N)

| Time | A2 to A | | | | | | | | A2 to C | | | | | | | | A2 to B | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 3 | 0 | 0 | 1 | 0 | 1 | 15 | |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 1 | 19 | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 3 | 0 | 0 | 0 | 0 | 1 | 26 | |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 2 | 0 | 0 | 0 | 0 | 0 | 33 | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 2 | 0 | 0 | 2 | 1 | 0 | 21 | |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 1 | 18 | |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 2 | 0 | 0 | 0 | 0 | 2 | 33 | |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 3 | 0 | 0 | 0 | 0 | 1 | 21 | |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 1 | 0 | 0 | 1 | 11 | |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 1 | 13 | |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 1 | 9 | |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11 | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 21 | |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 1 | 14 | |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 15 | |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 5 | 0 | 0 | 0 | 0 | 1 | 18 | |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| Start Time | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 11 | 0 | 0 | 1 | 0 | 3 | 93 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 10 | 0 | 0 | 2 | 1 | 2 | 99 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 9 | 0 | 0 | 2 | 1 | 2 | 98 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 8 | 0 | 0 | 2 | 1 | 3 | 105 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 9 | 0 | 0 | 2 | 1 | 4 | 93 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 7 | 0 | 1 | 0 | 0 | 5 | 83 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 8 | 0 | 1 | 0 | 0 | 5 | 78 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 8 | 0 | 1 | 0 | 0 | 4 | 54 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 7 | 0 | 1 | 0 | 0 | 3 | 43 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 9 | 0 | 0 | 0 | 0 | 1 | 56 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 11 | 0 | 0 | 0 | 0 | 1 | 61 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 14 | 0 | 0 | 0 | 0 | 2 | 68 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 11 | 0 | 0 | 0 | 0 | 2 | 64 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 10 | 0 | 0 | 0 | 0 | 1 | 58 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 43 | 8 | 0 | 0 | 0 | 0 | 1 | 52 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 37 | 3 | 0 | 0 | 0 | 0 | 0 | 40 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 30 | 2 | 0 | 0 | 0 | 0 | 0 | 32 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 32 | 2 | 0 | 0 | 0 | 0 | 0 | 34 |

Intelligent Data Collection Limited


Client: Mott MacDonald
 Project Number: ID06180
 Junction Number: Site 2

Date of Survey: 07.12.2021
 Junction Name: Denny End Road / Bannold Road / High Street
 Junction Type: T-Junction

Arm A: Bannold Road (E)
 Arm B: High Street (S)

Arm C: Denny End Road (N)

| Time | B1 to B | | | | | | | | B1 to A | | | | | | | | B1 to C | | | | | | | | | | |
|-------------------|---------------------|-----|------|------|-------|-----|-------|-------|--------------|---------------------|------|------|-------|-----|-------|-------|---------|--------------|---------------------|------|-------|-----|-------|-------|--|--|--------------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 12 | | | |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 15 | 4 | 0 | 0 | 0 | 1 | 0 | 20 | | | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 23 | 9 | 1 | 0 | 0 | 2 | 1 | 36 | | | |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 38 | 4 | 1 | 0 | 1 | 0 | 4 | 48 | | | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 18 | 53 | 8 | 0 | 0 | 0 | 1 | 1 | 63 | | | |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 14 | 23 | 6 | 1 | 0 | 0 | 0 | 2 | 32 | | | |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 1 | 1 | 8 | 31 | 6 | 0 | 0 | 1 | 0 | 1 | 39 | | | |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 3 | 1 | 0 | 0 | 0 | 0 | 23 | 47 | 8 | 1 | 0 | 0 | 1 | 8 | 65 | | | |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 1 | 8 | 39 | 6 | 0 | 0 | 0 | 1 | 0 | 46 | | | |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 6 | 24 | 3 | 0 | 0 | 0 | 0 | 1 | 28 | | | |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 6 | 16 | 6 | 0 | 0 | 0 | 0 | 0 | 22 | | | |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 22 | 10 | 1 | 0 | 1 | 0 | 0 | 34 | | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 2 | 0 | 0 | 1 | 0 | 0 | 15 | 51 | 5 | 1 | 0 | 1 | 0 | 0 | 58 | | | |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 1 | 13 | 54 | 13 | 1 | 0 | 1 | 0 | 2 | 71 | | | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 22 | 38 | 6 | 0 | 0 | 1 | 0 | 2 | 47 | | | |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 4 | 0 | 0 | 0 | 0 | 1 | 27 | 41 | 4 | 0 | 0 | 1 | 2 | 0 | 48 | | | |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 22 | 46 | 6 | 0 | 0 | 0 | 0 | 2 | 54 | | | |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 6 | 0 | 0 | 0 | 0 | 0 | 36 | 49 | 8 | 0 | 0 | 0 | 0 | 0 | 57 | | | |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 19 | 44 | 5 | 0 | 0 | 1 | 0 | 0 | 50 | | | |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 2 | 0 | 0 | 0 | 0 | 0 | 34 | 45 | 10 | 0 | 0 | 0 | 0 | 1 | 56 | | | |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | 40 | 2 | 0 | 0 | 0 | 0 | 0 | 42 | | | |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11 | 27 | 3 | 0 | 0 | 1 | 0 | 0 | 31 | | | |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | 36 | 2 | 0 | 0 | 2 | 0 | 1 | 41 | | | |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 19 | 3 | 0 | 0 | 1 | 0 | 0 | 23 | | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 21 | 84 | 21 | 2 | 0 | 1 | 3 | 5 | 116 | | | |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 6 | 0 | 0 | 0 | 0 | 0 | 36 | 129 | 25 | 2 | 0 | 1 | 4 | 6 | 167 | | | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 4 | 1 | 0 | 0 | 0 | 0 | 46 | 137 | 27 | 3 | 0 | 1 | 3 | 8 | 179 | | | |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 5 | 1 | 0 | 0 | 1 | 1 | 49 | 145 | 24 | 2 | 0 | 2 | 1 | 8 | 182 | | | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 7 | 2 | 0 | 0 | 1 | 1 | 63 | 154 | 28 | 2 | 0 | 1 | 2 | 12 | 199 | | | |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 6 | 2 | 0 | 0 | 1 | 2 | 53 | 140 | 26 | 2 | 0 | 1 | 2 | 11 | 182 | | | |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 7 | 1 | 0 | 0 | 1 | 3 | 45 | 141 | 23 | 1 | 0 | 1 | 2 | 10 | 178 | | | |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 7 | 1 | 1 | 0 | 0 | 2 | 43 | 126 | 23 | 1 | 0 | 0 | 2 | 9 | 161 | | | |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 5 | 0 | 1 | 0 | 0 | 2 | 25 | 101 | 25 | 1 | 0 | 1 | 1 | 1 | 130 | | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 11 | 0 | 0 | 1 | 0 | 2 | 77 | 184 | 28 | 2 | 0 | 4 | 2 | 4 | 224 | | | |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 14 | 0 | 0 | 0 | 0 | 2 | 84 | 179 | 29 | 1 | 0 | 3 | 2 | 6 | 220 | | | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 19 | 0 | 0 | 0 | 0 | 1 | 107 | 174 | 24 | 0 | 0 | 2 | 2 | 4 | 206 | | | |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 19 | 0 | 0 | 0 | 0 | 1 | 104 | 180 | 23 | 0 | 0 | 2 | 2 | 2 | 209 | | | |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 17 | 0 | 0 | 0 | 0 | 0 | 111 | 184 | 29 | 0 | 0 | 1 | 0 | 3 | 217 | | | |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 13 | 0 | 0 | 0 | 0 | 0 | 106 | 178 | 25 | 0 | 0 | 1 | 0 | 1 | 205 | | | |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 9 | 0 | 0 | 0 | 0 | 0 | 81 | 156 | 20 | 0 | 0 | 2 | 0 | 1 | 179 | | | |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 6 | 0 | 0 | 0 | 0 | 0 | 79 | 148 | 17 | 0 | 0 | 3 | 0 | 2 | 170 | | | |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 4 | 0 | 0 | 0 | 0 | 0 | 58 | 122 | 10 | 0 | 0 | 4 | 0 | 1 | 137 | | | |

Intelligent Data Collection Limited

Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 2

Date of Survey: 07.12.2021
 Junction Name: Denny End Road / Bannold Road / High Street
 Junction Type: T-Junction

Arm A: Bannold Road (E)
 Arm B: High Street (S)

Arm C: Denny End Road (N)



| Time | C1 to C | | | | | | | | C1 to B | | | | | | | | C1 to A | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 5 | 1 | 0 | 0 | 0 | 0 | 41 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 4 | |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 11 | 0 | 0 | 1 | 0 | 0 | 55 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 8 | 0 | 0 | 0 | 1 | 1 | 52 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 4 | |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 9 | 0 | 0 | 1 | 0 | 0 | 37 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 6 | 0 | 0 | 0 | 0 | 0 | 44 | 5 | 2 | 0 | 1 | 1 | 0 | 0 | 9 | |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 10 | 1 | 0 | 1 | 0 | 3 | 52 | 7 | 0 | 0 | 1 | 1 | 0 | 1 | 10 | |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 8 | 0 | 0 | 1 | 0 | 0 | 46 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 7 | 0 | 0 | 0 | 0 | 5 | 43 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 7 | |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 8 | 0 | 0 | 0 | 0 | 0 | 37 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 2 | 0 | 0 | 0 | 0 | 1 | 30 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 11 | 0 | 0 | 1 | 0 | 0 | 58 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 6 | 0 | 0 | 1 | 0 | 0 | 38 | 5 | 1 | 0 | 0 | 0 | 0 | 1 | 7 | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 4 | 0 | 0 | 0 | 0 | 10 | 48 | 10 | 1 | 0 | 0 | 0 | 1 | 0 | 12 | |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 9 | 0 | 0 | 0 | 0 | 1 | 32 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11 | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 7 | 0 | 0 | 0 | 2 | 2 | 49 | 9 | 1 | 0 | 0 | 0 | 0 | 1 | 11 | |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 4 | 0 | 0 | 0 | 1 | 0 | 42 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16 | |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 1 | 0 | 0 | 1 | 1 | 2 | 47 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 6 | 0 | 0 | 0 | 0 | 1 | 39 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 7 | 0 | 0 | 0 | 0 | 2 | 50 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 1 | 0 | 0 | 1 | 1 | 2 | 34 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 4 | 0 | 0 | 0 | 0 | 2 | 34 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 2 | 20 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 1 | 18 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 0 | 1 | 0 | 1 | 15 | 14 | 3 | 0 | 0 | 0 | 0 | 1 | 18 | |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 | 33 | 1 | 0 | 2 | 1 | 1 | 185 | 7 | 4 | 1 | 1 | 1 | 0 | 0 | 14 | |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 34 | 0 | 0 | 2 | 1 | 1 | 188 | 10 | 5 | 1 | 2 | 1 | 0 | 0 | 19 | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 33 | 1 | 0 | 2 | 1 | 4 | 185 | 16 | 4 | 1 | 3 | 2 | 0 | 1 | 27 | |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 | 33 | 1 | 0 | 3 | 0 | 3 | 179 | 24 | 3 | 0 | 2 | 2 | 0 | 1 | 32 | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 | 31 | 1 | 0 | 2 | 0 | 8 | 185 | 24 | 6 | 0 | 2 | 2 | 0 | 1 | 35 | |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 33 | 1 | 0 | 2 | 0 | 8 | 178 | 29 | 6 | 0 | 1 | 1 | 0 | 1 | 38 | |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 25 | 0 | 0 | 1 | 0 | 6 | 156 | 30 | 8 | 0 | 0 | 0 | 0 | 0 | 38 | |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 | 28 | 0 | 0 | 1 | 0 | 6 | 168 | 27 | 8 | 0 | 0 | 0 | 0 | 0 | 35 | |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 | 27 | 0 | 0 | 2 | 0 | 1 | 163 | 29 | 5 | 0 | 0 | 0 | 0 | 1 | 35 | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 24 | 0 | 0 | 0 | 3 | 13 | 171 | 42 | 6 | 0 | 0 | 0 | 1 | 1 | 50 | |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 | 21 | 0 | 0 | 1 | 4 | 5 | 170 | 39 | 6 | 0 | 0 | 0 | 0 | 1 | 46 | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 18 | 0 | 0 | 1 | 4 | 5 | 177 | 32 | 4 | 0 | 0 | 0 | 0 | 1 | 37 | |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 152 | 18 | 0 | 0 | 1 | 2 | 5 | 178 | 29 | 5 | 0 | 0 | 0 | 0 | 0 | 34 | |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 15 | 0 | 0 | 2 | 2 | 7 | 170 | 23 | 3 | 0 | 0 | 0 | 0 | 0 | 26 | |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 | 18 | 0 | 0 | 1 | 1 | 7 | 157 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 29 | |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 15 | 0 | 0 | 1 | 1 | 8 | 138 | 39 | 2 | 0 | 0 | 0 | 0 | 0 | 41 | |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 9 | 0 | 0 | 1 | 1 | 7 | 106 | 44 | 1 | 0 | 0 | 0 | 0 | 0 | 45 | |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 9 | 0 | 0 | 1 | 0 | 6 | 87 | 50 | 4 | 0 | 0 | 0 | 0 | 1 | 55 | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Denny End Road / Bannold Road / High Street
 Junction Number: Site 2 Junction Type: T-Junction

| Time | Arm A Approach | | | | | | | | Arm A Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 14 | 6 | 0 | 0 | 1 | 0 | 1 | 22 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 7 | | |
| 07:15 | 25 | 4 | 0 | 0 | 0 | 0 | 1 | 30 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 6 | | |
| 07:30 | 42 | 6 | 0 | 0 | 0 | 0 | 1 | 49 | 6 | 1 | 1 | 1 | 0 | 0 | 0 | 9 | | |
| 07:45 | 44 | 3 | 0 | 0 | 0 | 1 | 0 | 48 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13 | | |
| 08:00 | 32 | 6 | 0 | 1 | 2 | 1 | 1 | 43 | 20 | 5 | 0 | 1 | 1 | 0 | 0 | 27 | | |
| 08:15 | 24 | 4 | 0 | 1 | 1 | 0 | 2 | 32 | 20 | 0 | 1 | 1 | 1 | 0 | 1 | 24 | | |
| 08:30 | 50 | 2 | 0 | 0 | 0 | 0 | 2 | 54 | 14 | 1 | 0 | 0 | 0 | 1 | 1 | 17 | | |
| 08:45 | 42 | 4 | 0 | 0 | 0 | 0 | 1 | 47 | 22 | 7 | 1 | 0 | 0 | 0 | 0 | 30 | | |
| 09:00 | 19 | 2 | 1 | 2 | 0 | 0 | 1 | 25 | 15 | 4 | 0 | 0 | 0 | 0 | 1 | 20 | | |
| 09:15 | 25 | 5 | 0 | 0 | 0 | 0 | 2 | 32 | 12 | 3 | 0 | 0 | 0 | 0 | 1 | 16 | | |
| 09:30 | 18 | 3 | 0 | 1 | 0 | 0 | 1 | 23 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 12 | | |
| 09:45 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 17 | 9 | 2 | 0 | 0 | 0 | 0 | 1 | 12 | | |
| 16:00 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 23 | 22 | 3 | 0 | 0 | 1 | 1 | 0 | 27 | | |
| 16:15 | 19 | 6 | 0 | 0 | 0 | 0 | 0 | 25 | 20 | 3 | 0 | 0 | 0 | 0 | 1 | 24 | | |
| 16:30 | 26 | 7 | 0 | 0 | 0 | 0 | 0 | 33 | 27 | 5 | 0 | 0 | 0 | 0 | 1 | 33 | | |
| 16:45 | 17 | 4 | 0 | 0 | 0 | 0 | 2 | 23 | 36 | 6 | 0 | 0 | 0 | 0 | 1 | 43 | | |
| 17:00 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 28 | 24 | 6 | 0 | 0 | 0 | 0 | 0 | 30 | | |
| 17:15 | 24 | 5 | 0 | 0 | 0 | 0 | 1 | 30 | 32 | 6 | 0 | 0 | 0 | 0 | 0 | 38 | | |
| 17:30 | 31 | 4 | 0 | 0 | 0 | 0 | 0 | 35 | 21 | 6 | 0 | 0 | 0 | 0 | 0 | 27 | | |
| 17:45 | 19 | 1 | 0 | 0 | 0 | 0 | 1 | 21 | 40 | 2 | 0 | 0 | 0 | 0 | 0 | 42 | | |
| 18:00 | 25 | 4 | 0 | 0 | 0 | 0 | 2 | 31 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 28 | | |
| 18:15 | 16 | 1 | 0 | 0 | 0 | 0 | 1 | 18 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 25 | | |
| 18:30 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 29 | | |
| 18:45 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 23 | 27 | 3 | 0 | 0 | 0 | 0 | 1 | 31 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 125 | 19 | 0 | 0 | 1 | 1 | 3 | 149 | 25 | 7 | 1 | 1 | 1 | 0 | 0 | 35 | | |
| 07:15 | 143 | 19 | 0 | 1 | 2 | 2 | 3 | 170 | 40 | 11 | 1 | 2 | 1 | 0 | 0 | 55 | | |
| 07:30 | 142 | 19 | 0 | 2 | 3 | 2 | 4 | 172 | 57 | 8 | 2 | 3 | 2 | 0 | 1 | 73 | | |
| 07:45 | 150 | 15 | 0 | 2 | 3 | 2 | 5 | 177 | 65 | 8 | 1 | 2 | 2 | 1 | 2 | 81 | | |
| 08:00 | 148 | 16 | 0 | 2 | 3 | 1 | 6 | 176 | 76 | 13 | 2 | 2 | 2 | 1 | 2 | 98 | | |
| 08:15 | 135 | 12 | 1 | 3 | 1 | 0 | 6 | 158 | 71 | 12 | 2 | 1 | 1 | 1 | 3 | 91 | | |
| 08:30 | 136 | 13 | 1 | 2 | 0 | 0 | 6 | 158 | 63 | 15 | 1 | 0 | 0 | 1 | 3 | 83 | | |
| 08:45 | 104 | 14 | 1 | 3 | 0 | 0 | 5 | 127 | 59 | 15 | 1 | 1 | 0 | 0 | 2 | 78 | | |
| 09:00 | 77 | 12 | 1 | 3 | 0 | 0 | 4 | 97 | 46 | 10 | 0 | 1 | 0 | 0 | 3 | 60 | | |
| 16:00 | 82 | 20 | 0 | 0 | 0 | 0 | 2 | 104 | 105 | 17 | 0 | 0 | 1 | 1 | 3 | 127 | | |
| 16:15 | 87 | 20 | 0 | 0 | 0 | 0 | 2 | 109 | 107 | 20 | 0 | 0 | 0 | 0 | 3 | 130 | | |
| 16:30 | 92 | 19 | 0 | 0 | 0 | 0 | 3 | 114 | 119 | 23 | 0 | 0 | 0 | 0 | 2 | 144 | | |
| 16:45 | 97 | 16 | 0 | 0 | 0 | 0 | 3 | 116 | 113 | 24 | 0 | 0 | 0 | 0 | 1 | 138 | | |
| 17:00 | 99 | 13 | 0 | 0 | 0 | 0 | 2 | 114 | 117 | 20 | 0 | 0 | 0 | 0 | 0 | 137 | | |
| 17:15 | 99 | 14 | 0 | 0 | 0 | 0 | 4 | 117 | 120 | 15 | 0 | 0 | 0 | 0 | 0 | 135 | | |
| 17:30 | 91 | 10 | 0 | 0 | 0 | 0 | 4 | 105 | 111 | 11 | 0 | 0 | 0 | 0 | 0 | 122 | | |
| 17:45 | 82 | 6 | 0 | 0 | 0 | 0 | 4 | 92 | 117 | 7 | 0 | 0 | 0 | 0 | 0 | 124 | | |
| 18:00 | 83 | 8 | 0 | 0 | 0 | 0 | 3 | 94 | 104 | 8 | 0 | 0 | 0 | 0 | 1 | 113 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Denny End Road / Bannold Road / High Street
 Junction Number: Site 2 Junction Type: T-Junction

| Time | Arm B Approach | | | | | | | | Arm B Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 15 | 46 | 8 | 1 | 0 | 1 | 0 | 1 | 57 | | |
| 07:15 | 17 | 6 | 0 | 0 | 0 | 1 | 0 | 24 | 58 | 14 | 0 | 0 | 1 | 0 | 1 | 74 | | |
| 07:30 | 28 | 9 | 1 | 0 | 0 | 2 | 1 | 41 | 65 | 11 | 0 | 0 | 0 | 1 | 2 | 79 | | |
| 07:45 | 46 | 5 | 1 | 0 | 1 | 0 | 4 | 57 | 60 | 11 | 0 | 0 | 1 | 0 | 0 | 72 | | |
| 08:00 | 68 | 11 | 0 | 0 | 0 | 1 | 1 | 81 | 54 | 8 | 0 | 0 | 2 | 1 | 0 | 65 | | |
| 08:15 | 36 | 6 | 2 | 0 | 0 | 0 | 2 | 46 | 52 | 12 | 1 | 0 | 1 | 0 | 5 | 71 | | |
| 08:30 | 36 | 7 | 0 | 0 | 1 | 1 | 2 | 47 | 68 | 10 | 0 | 0 | 1 | 0 | 2 | 81 | | |
| 08:45 | 66 | 11 | 2 | 0 | 0 | 1 | 8 | 88 | 49 | 10 | 0 | 0 | 0 | 0 | 6 | 65 | | |
| 09:00 | 44 | 8 | 0 | 0 | 0 | 1 | 1 | 54 | 38 | 8 | 0 | 1 | 0 | 0 | 1 | 48 | | |
| 09:15 | 28 | 4 | 0 | 0 | 0 | 0 | 2 | 34 | 37 | 5 | 0 | 0 | 0 | 0 | 2 | 44 | | |
| 09:30 | 20 | 7 | 0 | 1 | 0 | 0 | 0 | 28 | 54 | 13 | 0 | 0 | 1 | 0 | 1 | 69 | | |
| 09:45 | 26 | 11 | 1 | 0 | 1 | 0 | 0 | 39 | 40 | 8 | 0 | 0 | 1 | 0 | 0 | 49 | | |
| 16:00 | 63 | 7 | 1 | 0 | 2 | 0 | 0 | 73 | 45 | 5 | 0 | 0 | 0 | 0 | 10 | 60 | | |
| 16:15 | 65 | 14 | 1 | 0 | 1 | 0 | 3 | 84 | 32 | 11 | 0 | 0 | 0 | 0 | 1 | 44 | | |
| 16:30 | 56 | 10 | 0 | 0 | 1 | 0 | 2 | 69 | 57 | 11 | 0 | 0 | 0 | 2 | 2 | 72 | | |
| 16:45 | 63 | 8 | 0 | 0 | 1 | 2 | 1 | 75 | 48 | 6 | 0 | 0 | 0 | 1 | 2 | 57 | | |
| 17:00 | 63 | 11 | 0 | 0 | 0 | 0 | 2 | 76 | 55 | 4 | 0 | 0 | 1 | 1 | 2 | 63 | | |
| 17:15 | 79 | 14 | 0 | 0 | 0 | 0 | 0 | 93 | 47 | 11 | 0 | 0 | 0 | 0 | 2 | 60 | | |
| 17:30 | 59 | 9 | 0 | 0 | 1 | 0 | 0 | 69 | 57 | 8 | 0 | 0 | 0 | 0 | 2 | 67 | | |
| 17:45 | 77 | 12 | 0 | 0 | 0 | 0 | 1 | 90 | 38 | 2 | 0 | 0 | 1 | 1 | 2 | 44 | | |
| 18:00 | 56 | 3 | 0 | 0 | 0 | 0 | 0 | 59 | 39 | 5 | 0 | 0 | 0 | 0 | 3 | 47 | | |
| 18:15 | 36 | 5 | 0 | 0 | 1 | 0 | 0 | 42 | 22 | 3 | 0 | 0 | 0 | 0 | 2 | 27 | | |
| 18:30 | 52 | 3 | 0 | 0 | 2 | 0 | 1 | 58 | 27 | 1 | 0 | 0 | 0 | 0 | 1 | 29 | | |
| 18:45 | 32 | 3 | 0 | 0 | 1 | 0 | 0 | 36 | 22 | 2 | 0 | 0 | 1 | 0 | 1 | 26 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 102 | 24 | 2 | 0 | 1 | 3 | 5 | 137 | 229 | 44 | 1 | 0 | 3 | 1 | 4 | 282 | | |
| 07:15 | 159 | 31 | 2 | 0 | 1 | 4 | 6 | 203 | 237 | 44 | 0 | 0 | 4 | 2 | 3 | 290 | | |
| 07:30 | 178 | 31 | 4 | 0 | 1 | 3 | 8 | 225 | 231 | 42 | 1 | 0 | 4 | 2 | 7 | 287 | | |
| 07:45 | 186 | 29 | 3 | 0 | 2 | 2 | 9 | 231 | 234 | 41 | 1 | 0 | 5 | 1 | 7 | 289 | | |
| 08:00 | 206 | 35 | 4 | 0 | 1 | 3 | 13 | 262 | 223 | 40 | 1 | 0 | 4 | 1 | 13 | 282 | | |
| 08:15 | 182 | 32 | 4 | 0 | 1 | 3 | 13 | 235 | 207 | 40 | 1 | 1 | 2 | 0 | 14 | 265 | | |
| 08:30 | 174 | 30 | 2 | 0 | 1 | 3 | 13 | 223 | 192 | 33 | 0 | 1 | 1 | 0 | 11 | 238 | | |
| 08:45 | 158 | 30 | 2 | 1 | 0 | 2 | 11 | 204 | 178 | 36 | 0 | 1 | 1 | 0 | 10 | 226 | | |
| 09:00 | 118 | 30 | 1 | 1 | 1 | 1 | 3 | 155 | 169 | 34 | 0 | 1 | 2 | 0 | 4 | 210 | | |
| 16:00 | 247 | 39 | 2 | 0 | 5 | 2 | 6 | 301 | 182 | 33 | 0 | 0 | 0 | 3 | 15 | 233 | | |
| 16:15 | 247 | 43 | 1 | 0 | 3 | 2 | 8 | 304 | 192 | 32 | 0 | 0 | 1 | 4 | 7 | 236 | | |
| 16:30 | 261 | 43 | 0 | 0 | 2 | 2 | 5 | 313 | 207 | 32 | 0 | 0 | 1 | 4 | 8 | 252 | | |
| 16:45 | 264 | 42 | 0 | 0 | 2 | 2 | 3 | 313 | 207 | 29 | 0 | 0 | 1 | 2 | 8 | 247 | | |
| 17:00 | 278 | 46 | 0 | 0 | 1 | 0 | 3 | 328 | 197 | 25 | 0 | 0 | 2 | 2 | 8 | 234 | | |
| 17:15 | 271 | 38 | 0 | 0 | 1 | 0 | 1 | 311 | 181 | 26 | 0 | 0 | 1 | 1 | 9 | 218 | | |
| 17:30 | 228 | 29 | 0 | 0 | 2 | 0 | 1 | 260 | 156 | 18 | 0 | 0 | 1 | 1 | 9 | 185 | | |
| 17:45 | 221 | 23 | 0 | 0 | 3 | 0 | 2 | 249 | 126 | 11 | 0 | 0 | 1 | 1 | 8 | 147 | | |
| 18:00 | 176 | 14 | 0 | 0 | 4 | 0 | 1 | 195 | 110 | 11 | 0 | 0 | 1 | 0 | 7 | 129 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Denny End Road / Bannold Road / High Street
 Junction Number: Site 2 Junction Type: T-Junction

| Time | Arm C Approach | | | | | | | | Arm C Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 37 | 6 | 1 | 0 | 1 | 0 | 0 | 45 | 11 | 7 | 0 | 0 | 0 | 0 | 0 | 18 | | |
| 07:15 | 44 | 12 | 0 | 0 | 1 | 0 | 0 | 57 | 25 | 5 | 0 | 0 | 0 | 1 | 0 | 31 | | |
| 07:30 | 43 | 9 | 1 | 1 | 0 | 1 | 1 | 56 | 42 | 12 | 1 | 0 | 0 | 2 | 1 | 58 | | |
| 07:45 | 30 | 10 | 0 | 0 | 1 | 0 | 0 | 41 | 49 | 5 | 1 | 0 | 1 | 1 | 4 | 61 | | |
| 08:00 | 43 | 8 | 0 | 1 | 1 | 0 | 0 | 53 | 69 | 12 | 0 | 1 | 0 | 1 | 2 | 85 | | |
| 08:15 | 44 | 10 | 1 | 1 | 2 | 0 | 4 | 62 | 32 | 8 | 1 | 1 | 1 | 0 | 2 | 45 | | |
| 08:30 | 46 | 8 | 0 | 0 | 1 | 0 | 0 | 55 | 50 | 6 | 0 | 0 | 1 | 0 | 1 | 58 | | |
| 08:45 | 34 | 11 | 0 | 0 | 0 | 0 | 5 | 50 | 71 | 9 | 1 | 0 | 0 | 1 | 8 | 90 | | |
| 09:00 | 39 | 10 | 0 | 0 | 0 | 0 | 0 | 49 | 49 | 8 | 1 | 1 | 0 | 1 | 0 | 60 | | |
| 09:15 | 35 | 4 | 0 | 0 | 0 | 0 | 1 | 40 | 39 | 5 | 0 | 0 | 0 | 0 | 2 | 46 | | |
| 09:30 | 52 | 11 | 0 | 0 | 1 | 0 | 0 | 64 | 26 | 7 | 0 | 1 | 0 | 0 | 0 | 34 | | |
| 09:45 | 36 | 7 | 0 | 0 | 1 | 0 | 1 | 45 | 28 | 10 | 1 | 0 | 1 | 0 | 0 | 40 | | |
| 16:00 | 44 | 5 | 0 | 0 | 0 | 1 | 10 | 60 | 60 | 7 | 1 | 0 | 1 | 0 | 0 | 69 | | |
| 16:15 | 31 | 11 | 0 | 0 | 0 | 0 | 1 | 43 | 63 | 17 | 1 | 0 | 1 | 0 | 2 | 84 | | |
| 16:30 | 47 | 8 | 0 | 0 | 0 | 2 | 3 | 60 | 45 | 9 | 0 | 0 | 1 | 0 | 2 | 57 | | |
| 16:45 | 51 | 6 | 0 | 0 | 0 | 1 | 0 | 58 | 47 | 6 | 0 | 0 | 1 | 2 | 0 | 56 | | |
| 17:00 | 49 | 2 | 0 | 0 | 1 | 1 | 2 | 55 | 58 | 6 | 0 | 0 | 0 | 0 | 2 | 66 | | |
| 17:15 | 34 | 6 | 0 | 0 | 0 | 0 | 1 | 41 | 58 | 8 | 0 | 0 | 0 | 0 | 0 | 66 | | |
| 17:30 | 47 | 9 | 0 | 0 | 0 | 0 | 2 | 58 | 59 | 8 | 0 | 0 | 1 | 0 | 0 | 68 | | |
| 17:45 | 37 | 1 | 0 | 0 | 1 | 1 | 2 | 42 | 55 | 10 | 0 | 0 | 0 | 0 | 2 | 67 | | |
| 18:00 | 39 | 4 | 0 | 0 | 0 | 0 | 2 | 45 | 54 | 5 | 0 | 0 | 0 | 0 | 1 | 60 | | |
| 18:15 | 29 | 3 | 0 | 0 | 0 | 0 | 2 | 34 | 36 | 4 | 0 | 0 | 1 | 0 | 1 | 42 | | |
| 18:30 | 27 | 2 | 0 | 0 | 0 | 0 | 1 | 30 | 47 | 2 | 0 | 0 | 2 | 0 | 1 | 52 | | |
| 18:45 | 26 | 4 | 0 | 0 | 1 | 0 | 2 | 33 | 29 | 5 | 0 | 0 | 1 | 0 | 0 | 35 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 154 | 37 | 2 | 1 | 3 | 1 | 1 | 199 | 127 | 29 | 2 | 0 | 1 | 4 | 5 | 168 | | |
| 07:15 | 160 | 39 | 1 | 2 | 3 | 1 | 1 | 207 | 185 | 34 | 2 | 1 | 1 | 5 | 7 | 235 | | |
| 07:30 | 160 | 37 | 2 | 3 | 4 | 1 | 5 | 212 | 192 | 37 | 3 | 2 | 2 | 4 | 9 | 249 | | |
| 07:45 | 163 | 36 | 1 | 2 | 5 | 0 | 4 | 211 | 200 | 31 | 2 | 2 | 3 | 2 | 9 | 249 | | |
| 08:00 | 167 | 37 | 1 | 2 | 4 | 0 | 9 | 220 | 222 | 35 | 2 | 2 | 2 | 2 | 13 | 278 | | |
| 08:15 | 163 | 39 | 1 | 1 | 3 | 0 | 9 | 216 | 202 | 31 | 3 | 2 | 2 | 2 | 11 | 253 | | |
| 08:30 | 154 | 33 | 0 | 0 | 1 | 0 | 6 | 194 | 209 | 28 | 2 | 1 | 1 | 2 | 11 | 254 | | |
| 08:45 | 160 | 36 | 0 | 0 | 1 | 0 | 6 | 203 | 185 | 29 | 2 | 2 | 0 | 2 | 10 | 230 | | |
| 09:00 | 162 | 32 | 0 | 0 | 2 | 0 | 2 | 198 | 142 | 30 | 2 | 2 | 1 | 1 | 2 | 180 | | |
| 16:00 | 173 | 30 | 0 | 0 | 0 | 4 | 14 | 221 | 215 | 39 | 2 | 0 | 4 | 2 | 4 | 266 | | |
| 16:15 | 178 | 27 | 0 | 0 | 1 | 4 | 6 | 216 | 213 | 38 | 1 | 0 | 3 | 2 | 6 | 263 | | |
| 16:30 | 181 | 22 | 0 | 0 | 1 | 4 | 6 | 214 | 208 | 29 | 0 | 0 | 2 | 2 | 4 | 245 | | |
| 16:45 | 181 | 23 | 0 | 0 | 1 | 2 | 5 | 212 | 222 | 28 | 0 | 0 | 2 | 2 | 2 | 256 | | |
| 17:00 | 167 | 18 | 0 | 0 | 2 | 2 | 7 | 196 | 230 | 32 | 0 | 0 | 1 | 0 | 4 | 267 | | |
| 17:15 | 157 | 20 | 0 | 0 | 1 | 1 | 7 | 186 | 226 | 31 | 0 | 0 | 1 | 0 | 3 | 261 | | |
| 17:30 | 152 | 17 | 0 | 0 | 1 | 1 | 8 | 179 | 204 | 27 | 0 | 0 | 2 | 0 | 4 | 237 | | |
| 17:45 | 132 | 10 | 0 | 0 | 1 | 1 | 7 | 151 | 192 | 21 | 0 | 0 | 3 | 0 | 5 | 221 | | |
| 18:00 | 121 | 13 | 0 | 0 | 1 | 0 | 7 | 142 | 166 | 16 | 0 | 0 | 4 | 0 | 3 | 189 | | |

Intelligent Data Collection Limited



Client: Mott McDonald **Date of Survey:** 07.12.2021
Project Number: ID06180 **Junction Name:** Denny End Road / Bannold Road / High Street
Junction Number: Site 2 **Junction Type:** T-Junction

| Total Junction Flow | | | | | | | | |
|---------------------|--------------|-----|------|------|-------|-----|-------|-------|
| Time | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 62 | 16 | 1 | 0 | 2 | 0 | 1 | 82 |
| 07:15 | 86 | 22 | 0 | 0 | 1 | 1 | 1 | 111 |
| 07:30 | 113 | 24 | 2 | 1 | 0 | 3 | 3 | 146 |
| 07:45 | 120 | 18 | 1 | 0 | 2 | 1 | 4 | 146 |
| 08:00 | 143 | 25 | 0 | 2 | 3 | 2 | 2 | 177 |
| 08:15 | 104 | 20 | 3 | 2 | 3 | 0 | 8 | 140 |
| 08:30 | 132 | 17 | 0 | 0 | 2 | 1 | 4 | 156 |
| 08:45 | 142 | 26 | 2 | 0 | 0 | 1 | 14 | 185 |
| 09:00 | 102 | 20 | 1 | 2 | 0 | 1 | 2 | 128 |
| 09:15 | 88 | 13 | 0 | 0 | 0 | 0 | 5 | 106 |
| 09:30 | 90 | 21 | 0 | 2 | 1 | 0 | 1 | 115 |
| 09:45 | 77 | 20 | 1 | 0 | 2 | 0 | 1 | 101 |
| 16:00 | 127 | 15 | 1 | 0 | 2 | 1 | 10 | 156 |
| 16:15 | 115 | 31 | 1 | 0 | 1 | 0 | 4 | 152 |
| 16:30 | 129 | 25 | 0 | 0 | 1 | 2 | 5 | 162 |
| 16:45 | 131 | 18 | 0 | 0 | 1 | 3 | 3 | 156 |
| 17:00 | 137 | 16 | 0 | 0 | 1 | 1 | 4 | 159 |
| 17:15 | 137 | 25 | 0 | 0 | 0 | 0 | 2 | 164 |
| 17:30 | 137 | 22 | 0 | 0 | 1 | 0 | 2 | 162 |
| 17:45 | 133 | 14 | 0 | 0 | 1 | 1 | 4 | 153 |
| 18:00 | 120 | 11 | 0 | 0 | 0 | 0 | 4 | 135 |
| 18:15 | 81 | 9 | 0 | 0 | 1 | 0 | 3 | 94 |
| 18:30 | 101 | 5 | 0 | 0 | 2 | 0 | 2 | 110 |
| 18:45 | 78 | 10 | 0 | 0 | 2 | 0 | 2 | 92 |
| Start Time | Rolling Hour | | | | | | | Total |
| 07:00 | 381 | 80 | 4 | 1 | 5 | 5 | 9 | 485 |
| 07:15 | 462 | 89 | 3 | 3 | 6 | 7 | 10 | 580 |
| 07:30 | 480 | 87 | 6 | 5 | 8 | 6 | 17 | 609 |
| 07:45 | 499 | 80 | 4 | 4 | 10 | 4 | 18 | 619 |
| 08:00 | 521 | 88 | 5 | 4 | 8 | 4 | 28 | 658 |
| 08:15 | 480 | 83 | 6 | 4 | 5 | 3 | 28 | 609 |
| 08:30 | 464 | 76 | 3 | 2 | 2 | 3 | 25 | 575 |
| 08:45 | 422 | 80 | 3 | 4 | 1 | 2 | 22 | 534 |
| 09:00 | 357 | 74 | 2 | 4 | 3 | 1 | 9 | 450 |
| 16:00 | 502 | 89 | 2 | 0 | 5 | 6 | 22 | 626 |
| 16:15 | 512 | 90 | 1 | 0 | 4 | 6 | 16 | 629 |
| 16:30 | 534 | 84 | 0 | 0 | 3 | 6 | 14 | 641 |
| 16:45 | 542 | 81 | 0 | 0 | 3 | 4 | 11 | 641 |
| 17:00 | 544 | 77 | 0 | 0 | 3 | 2 | 12 | 638 |
| 17:15 | 527 | 72 | 0 | 0 | 2 | 1 | 12 | 614 |
| 17:30 | 471 | 56 | 0 | 0 | 3 | 1 | 13 | 544 |
| 17:45 | 435 | 39 | 0 | 0 | 4 | 1 | 13 | 492 |
| 18:00 | 380 | 35 | 0 | 0 | 5 | 0 | 11 | 431 |

Intelligent Data Collection Limited



Client: Mott McDonald
Project Number: ID06180
Junction Number: Site 2

Date of Survey: 07.12.2021
Junction Name: Denny End Road / Bannold Road / High Street
Junction Type: T-Junction

Arm A: Bannold Road (E)
Arm B: High Street (S)
Arm C: Denny End Road (N)

| PCU Summary | | | | | | | | | | | | |
|-------------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Time | A1 to A | A1 to C | A1 to B | A2 to A | A2 to C | A2 to B | B1 to B | B1 to A | B1 to C | C1 to C | C1 to B | C1 to A |
| 07:00 | 0 | 6 | 1 | 0 | 0 | 15 | 0 | 3 | 12 | 0 | 42 | 5 |
| 07:15 | 0 | 11 | 0 | 0 | 0 | 18 | 0 | 4 | 19 | 0 | 56 | 2 |
| 07:30 | 0 | 22 | 1 | 0 | 0 | 25 | 0 | 5 | 35 | 0 | 51 | 6 |
| 07:45 | 0 | 12 | 2 | 0 | 0 | 33 | 0 | 9 | 46 | 0 | 38 | 4 |
| 08:00 | 0 | 23 | 0 | 0 | 0 | 22 | 0 | 18 | 62 | 0 | 44 | 11 |
| 08:15 | 0 | 15 | 0 | 0 | 0 | 17 | 0 | 15 | 31 | 0 | 51 | 12 |
| 08:30 | 0 | 19 | 2 | 0 | 0 | 31 | 0 | 7 | 39 | 0 | 47 | 9 |
| 08:45 | 0 | 25 | 1 | 0 | 0 | 20 | 0 | 24 | 59 | 0 | 39 | 7 |
| 09:00 | 0 | 16 | 0 | 0 | 0 | 12 | 0 | 7 | 45 | 0 | 37 | 12 |
| 09:15 | 0 | 17 | 1 | 0 | 0 | 12 | 0 | 5 | 27 | 0 | 29 | 10 |
| 09:30 | 0 | 13 | 2 | 0 | 0 | 8 | 0 | 7 | 22 | 0 | 59 | 6 |
| 09:45 | 0 | 6 | 1 | 0 | 0 | 10 | 0 | 5 | 36 | 0 | 39 | 6 |
| 16:00 | 0 | 11 | 2 | 0 | 0 | 10 | 0 | 16 | 60 | 0 | 40 | 11 |
| 16:15 | 0 | 13 | 1 | 0 | 0 | 11 | 0 | 12 | 71 | 0 | 31 | 11 |
| 16:30 | 0 | 10 | 2 | 0 | 0 | 21 | 0 | 22 | 46 | 0 | 46 | 10 |
| 16:45 | 0 | 8 | 0 | 0 | 0 | 13 | 0 | 26 | 48 | 0 | 41 | 16 |
| 17:00 | 0 | 12 | 1 | 0 | 0 | 15 | 0 | 22 | 52 | 0 | 46 | 8 |
| 17:15 | 0 | 9 | 3 | 0 | 0 | 17 | 0 | 36 | 57 | 0 | 38 | 2 |
| 17:30 | 0 | 18 | 0 | 0 | 0 | 17 | 0 | 19 | 51 | 0 | 48 | 8 |
| 17:45 | 0 | 10 | 2 | 0 | 0 | 8 | 0 | 34 | 55 | 0 | 33 | 8 |
| 18:00 | 0 | 17 | 3 | 0 | 0 | 9 | 0 | 17 | 42 | 0 | 32 | 11 |
| 18:15 | 0 | 10 | 1 | 0 | 0 | 6 | 0 | 11 | 32 | 0 | 18 | 14 |
| 18:30 | 0 | 11 | 2 | 0 | 0 | 9 | 0 | 17 | 42 | 0 | 17 | 12 |
| 18:45 | 0 | 12 | 1 | 0 | 0 | 10 | 0 | 13 | 24 | 0 | 15 | 17 |
| Start Time | Rolling Hour | | | | | | | | | | | |
| 07:00 | 0 | 51 | 4 | 0 | 0 | 92 | 0 | 21 | 112 | 0 | 186 | 17 |
| 07:15 | 0 | 68 | 3 | 0 | 0 | 99 | 0 | 36 | 162 | 0 | 189 | 23 |
| 07:30 | 0 | 72 | 3 | 0 | 0 | 98 | 0 | 47 | 173 | 0 | 184 | 33 |
| 07:45 | 0 | 69 | 4 | 0 | 0 | 104 | 0 | 48 | 178 | 0 | 180 | 36 |
| 08:00 | 0 | 82 | 3 | 0 | 0 | 91 | 0 | 63 | 190 | 0 | 181 | 39 |
| 08:15 | 0 | 75 | 3 | 0 | 0 | 80 | 0 | 52 | 174 | 0 | 174 | 40 |
| 08:30 | 0 | 77 | 4 | 0 | 0 | 75 | 0 | 43 | 170 | 0 | 152 | 38 |
| 08:45 | 0 | 71 | 4 | 0 | 0 | 52 | 0 | 43 | 153 | 0 | 164 | 35 |
| 09:00 | 0 | 52 | 4 | 0 | 0 | 42 | 0 | 25 | 130 | 0 | 164 | 34 |
| 16:00 | 0 | 42 | 5 | 0 | 0 | 55 | 0 | 76 | 225 | 0 | 159 | 49 |
| 16:15 | 0 | 43 | 4 | 0 | 0 | 60 | 0 | 82 | 218 | 0 | 165 | 45 |
| 16:30 | 0 | 39 | 6 | 0 | 0 | 66 | 0 | 106 | 204 | 0 | 172 | 36 |
| 16:45 | 0 | 47 | 4 | 0 | 0 | 62 | 0 | 103 | 208 | 0 | 174 | 34 |
| 17:00 | 0 | 49 | 6 | 0 | 0 | 57 | 0 | 111 | 216 | 0 | 165 | 26 |
| 17:15 | 0 | 54 | 8 | 0 | 0 | 51 | 0 | 106 | 205 | 0 | 152 | 29 |
| 17:30 | 0 | 55 | 6 | 0 | 0 | 40 | 0 | 81 | 180 | 0 | 132 | 41 |
| 17:45 | 0 | 48 | 8 | 0 | 0 | 32 | 0 | 79 | 171 | 0 | 101 | 45 |
| 18:00 | 0 | 50 | 7 | 0 | 0 | 34 | 0 | 58 | 140 | 0 | 83 | 54 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 2
Site Name: Bannold Road
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Survey Type: Pedestrian & Cycle Count

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------|--------------|----------------------------|
| 52.270862 | 0.190367 | Click Here |

Site Layout



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

The yellow shaded area represents the crossing area analysed.

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 2
Site Name: Bannold Road
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Survey Type: Pedestrian & Cycle Count

AM Peak Totals

| Date | Movement 1 | | | Movement 2 | | |
|------------|------------|----------|----------|------------|----------|----------|
| | Peds | Cyclists | Total | Peds | Cyclists | Total |
| 07.12.2021 | 7 | 0 | 7 | 6 | 0 | 6 |
| 08.12.2021 | 9 | 0 | 9 | 7 | 0 | 7 |

PM Peak Totals

| Date | Movement 1 | | | Movement 2 | | |
|------------|------------|----------|-----------|------------|----------|-----------|
| | Peds | Cyclists | Total | Peds | Cyclists | Total |
| 04.12.2021 | 14 | 0 | 14 | 11 | 0 | 11 |
| 07.12.2021 | 7 | 0 | 7 | 9 | 0 | 9 |
| 08.12.2021 | 19 | 0 | 19 | 23 | 0 | 23 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 2
Site Name: Bannold Road
Date of Survey: 07.12.2021
Survey Type: Pedestrian & Cycle Count

Input by:
Checked by:

| Time | Movement 1 | | | Movement 2 | | |
|--------------------------|------------|----------|----------|------------|----------|----------|
| | Peds | Cyclists | Total | Peds | Cyclists | Total |
| 07:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 07:15 | 1 | 0 | 1 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 1 | 0 | 1 |
| 08:45 | 3 | 0 | 3 | 1 | 0 | 1 |
| 09:00 | 0 | 0 | 0 | 1 | 0 | 1 |
| 09:15 | 2 | 0 | 2 | 3 | 0 | 3 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00-10:00 Total | 7 | 0 | 7 | 6 | 0 | 6 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 2 | 0 | 2 |
| 16:30 | 2 | 0 | 2 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 1 | 0 | 1 |
| 17:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 2 | 0 | 2 |
| 17:30 | 1 | 0 | 1 | 1 | 0 | 1 |
| 17:45 | 0 | 0 | 0 | 1 | 0 | 1 |
| 18:00 | 2 | 0 | 2 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 2 | 0 | 2 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 1 | 0 | 1 | 0 | 0 | 0 |
| 16:00-19:00 Total | 7 | 0 | 7 | 9 | 0 | 9 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 2
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Junction Name: Denny End Road / Bannold Road / High Street
Survey Type: Queue Length Survey

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------|--------------|----------------------------|
| 52.270768 | 0.190256 | Click Here |

Junction Layout



Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

| Lights | Heavies |
|--------|---------|
| 6 | 15 |

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

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 2
Date of Survey: 07.12.2021
Junction Name: Denny End Road / Bannold Road / High Street
Survey Type: Queue Length Survey

AM Peak Period:

| Time | Lane A1 | | | | Lane A2 | | | |
|-------|---------|---------|-------|------------|---------|---------|-------|------------|
| | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) |
| 07:00 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 07:05 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 07:10 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 07:15 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 07:20 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 07:25 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 07:30 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 07:35 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 07:40 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 07:45 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 07:50 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 07:55 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 08:00 | 3 | 1 | 4 | 33 | 0 | 0 | 0 | 0 |
| 08:05 | 3 | 0 | 3 | 18 | 1 | 0 | 1 | 6 |
| 08:10 | 1 | 1 | 2 | 21 | 0 | 0 | 0 | 0 |
| 08:15 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 08:20 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 08:25 | 3 | 0 | 3 | 18 | 1 | 0 | 1 | 6 |
| 08:30 | 3 | 0 | 3 | 18 | 0 | 0 | 0 | 0 |
| 08:35 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 08:40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 4 | 0 | 4 | 24 | 2 | 0 | 2 | 12 |
| 08:50 | 2 | 0 | 2 | 12 | 1 | 0 | 1 | 6 |
| 08:55 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:05 | 1 | 1 | 2 | 21 | 0 | 0 | 0 | 0 |
| 09:10 | 0 | 1 | 1 | 15 | 0 | 0 | 0 | 0 |
| 09:15 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 09:20 | 2 | 0 | 2 | 12 | 1 | 0 | 1 | 6 |
| 09:25 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 09:30 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 09:35 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 09:40 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| 09:50 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 09:55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

PM Peak Period:

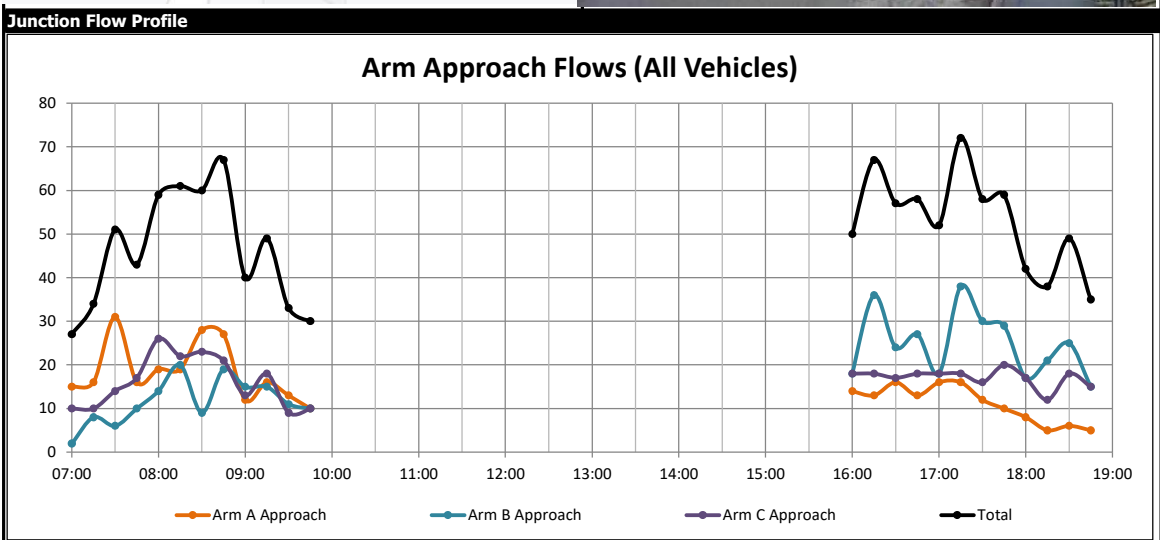
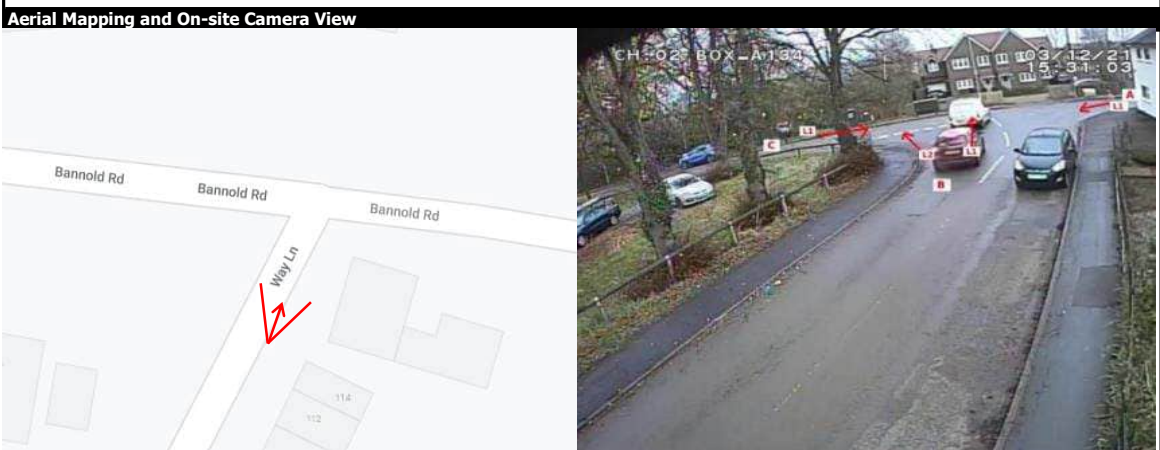
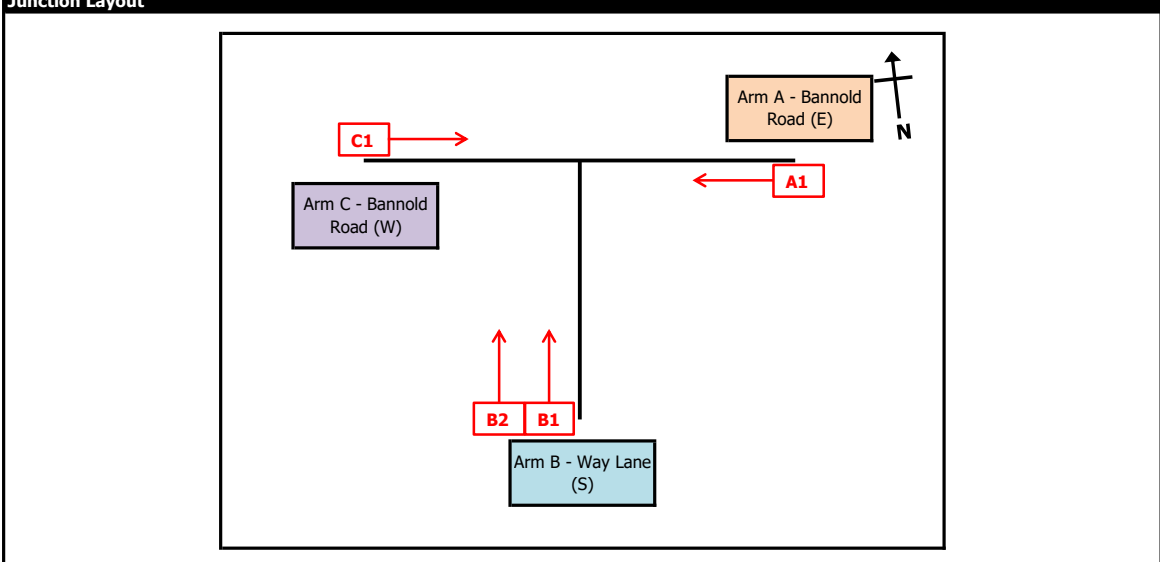
| Time | Lane A1 | | | | Lane A2 | | | |
|-------|---------|---------|-------|------------|---------|---------|-------|------------|
| | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) |
| 16:00 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 16:05 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 16:10 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 16:15 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 16:20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:25 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 16:30 | 4 | 0 | 4 | 24 | 1 | 0 | 1 | 6 |
| 16:35 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 16:40 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:50 | 2 | 0 | 2 | 12 | 1 | 0 | 1 | 6 |
| 16:55 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 17:00 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 17:05 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 17:10 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 17:15 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 17:20 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 17:25 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 17:30 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 17:35 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 17:40 | 2 | 0 | 2 | 12 | 1 | 0 | 1 | 6 |
| 17:45 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 17:50 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 17:55 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 18:00 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 18:05 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 18:10 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 18:15 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 18:20 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 18:25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:35 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 18:40 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:50 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 18:55 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited

Client: Mott McDonald
Project Number: ID06180
Junction Number: Site 3

Date of Survey: 07.12.2021
Junction Name: Bannold Road / Way Lane
Junction Type: T-Junction

| X Coordinate | Y Coordinate | Google Maps Link | |
|--------------------|--------------------|----------------------------|--|
| 52.270559 | 0.195836 | Click Here | |
| AM Peak Conditions | PM Peak Conditions | | |
| Clear | Showers | | |



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

Intelligent Data Collection Limited



Client: Mott MacDonald
 Project Number: ID06180
 Junction Number: Site 3

Date of Survey: 07.12.2021
 Junction Name: Bannold Road / Way Lane
 Junction Type: T-Junction

Arm A: Bannold Road (E)
 Arm B: Way Lane (S)

Arm C: Bannold Road (W)

| Time | A1 to A | | | | | | | Total | A1 to C | | | | | | | Total | A1 to B | | | | | | | Total | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|----|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 8 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 13 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 1 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 10 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 16 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 1 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 1 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 8 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 6 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 6 | 0 | 0 | 0 | 1 | 0 | 38 | 32 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 4 | 0 | 0 | 0 | 1 | 0 | 37 | 39 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 6 | 0 | 0 | 0 | 1 | 1 | 40 | 37 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 45 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 4 | 0 | 0 | 0 | 1 | 1 | 43 | 32 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 39 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 6 | 0 | 0 | 0 | 0 | 1 | 48 | 39 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 45 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 7 | 0 | 2 | 0 | 0 | 2 | 48 | 31 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 38 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 7 | 0 | 2 | 0 | 0 | 2 | 49 | 30 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 34 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 8 | 0 | 2 | 0 | 0 | 2 | 38 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 30 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 8 | 0 | 2 | 0 | 0 | 2 | 27 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 24 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 7 | 0 | 0 | 0 | 0 | 0 | 31 | 20 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 25 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 8 | 0 | 0 | 0 | 0 | 0 | 37 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 8 | 0 | 0 | 0 | 0 | 0 | 38 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 6 | 0 | 0 | 0 | 0 | 0 | 37 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 20 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 3 | 0 | 0 | 0 | 0 | 1 | 35 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 19 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 3 | 0 | 0 | 0 | 0 | 1 | 27 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 19 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 1 | 20 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 15 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 1 | 17 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 12 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 11 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 3

Date of Survey: 07.12.2021
 Junction Name: Bannold Road / Way Lane
 Junction Type: T-Junction

Arm A: Bannold Road (E)
 Arm B: Way Lane (S)

Arm C: Bannold Road (W)

| Time | B1 to B | | | | | | | | B1 to A | | | | | | | | B1 to C | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 1 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 3 | 1 | 0 | 0 | 0 | 16 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 1 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 5 | 0 | 0 | 0 | 0 | 1 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 1 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 1 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 3 | 0 | 0 | 0 | 0 | 2 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 0 | 1 | 0 | 0 | 1 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 3 | 0 | 1 | 0 | 0 | 1 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 4 | 0 | 1 | 0 | 0 | 1 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 10 | 1 | 0 | 0 | 0 | 3 | 46 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 10 | 1 | 0 | 0 | 0 | 1 | 46 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 7 | 0 | 0 | 0 | 0 | 2 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 4 | 0 | 0 | 0 | 1 | 1 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 3 | 0 | 0 | 0 | 1 | 2 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 3 | 0 | 0 | 0 | 1 | 2 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 3 | 0 | 0 | 0 | 1 | 2 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 3 | 0 | 0 | 0 | 0 | 2 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 2 | 0 | 0 | 0 | 0 | 1 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 3

Date of Survey: 07.12.2021
 Junction Name: Bannold Road / Way Lane
 Junction Type: T-Junction

Arm A: Bannold Road (E)
 Arm B: Way Lane (S)

Arm C: Bannold Road (W)

| Time | B2 to B | | | | | | | | B2 to A | | | | | | | | B2 to C | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 1 | 0 | 1 | 12 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 1 | 0 | 0 | 10 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 15 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 1 | 8 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 1 | 19 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 2 | 14 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 1 | 16 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 3 | 0 | 0 | 0 | 0 | 1 | 26 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 2 | 19 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 1 | 17 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 1 | 1 | 18 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 10 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 14 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 4 | 0 | 0 | 1 | 0 | 1 | 25 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 4 | 0 | 0 | 2 | 0 | 1 | 30 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 3 | 0 | 0 | 2 | 0 | 1 | 35 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 5 | 0 | 0 | 2 | 0 | 1 | 44 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 5 | 0 | 0 | 1 | 0 | 1 | 40 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 6 | 0 | 0 | 0 | 0 | 1 | 40 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 8 | 0 | 0 | 0 | 0 | 1 | 39 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 5 | 0 | 0 | 0 | 0 | 1 | 27 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 8 | 0 | 0 | 0 | 0 | 4 | 58 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 9 | 0 | 0 | 0 | 0 | 4 | 58 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 11 | 0 | 0 | 0 | 0 | 4 | 65 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 10 | 0 | 0 | 0 | 0 | 4 | 70 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 7 | 0 | 0 | 0 | 0 | 4 | 71 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 5 | 0 | 0 | 0 | 0 | 4 | 68 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 2 | 0 | 0 | 0 | 0 | 3 | 51 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 1 | 2 | 50 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 1 | 2 | 43 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 3

Date of Survey: 07.12.2021
 Junction Name: Bannold Road / Way Lane
 Junction Type: T-Junction

Arm A: Bannold Road (E)
 Arm B: Way Lane (S)

Arm C: Bannold Road (W)

| Time | C1 to C | | | | | | | | C1 to B | | | | | | | | C1 to A | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 1 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 2 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 12 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 2 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 2 | 0 | 0 | 1 | 0 | 3 | 18 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 8 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 1 | 0 | 1 | 20 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 16 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 11 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 1 | 8 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 12 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 5 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 4 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 1 | 0 | 7 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 9 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 6 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 5 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 9 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 1 | 9 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 9 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 1 | 11 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 5 | 0 | 0 | 0 | 1 | 4 | 45 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 6 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 6 | 0 | 0 | 1 | 0 | 7 | 54 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 13 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 5 | 0 | 0 | 2 | 0 | 6 | 64 | 7 | 5 | 2 | 1 | 0 | 0 | 0 | 15 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 4 | 0 | 0 | 2 | 0 | 6 | 68 | 11 | 7 | 1 | 1 | 0 | 0 | 0 | 20 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 4 | 0 | 0 | 2 | 0 | 5 | 65 | 16 | 9 | 1 | 1 | 0 | 0 | 0 | 27 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 3 | 0 | 0 | 1 | 0 | 3 | 55 | 14 | 8 | 1 | 1 | 0 | 0 | 0 | 24 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 5 | 0 | 0 | 0 | 0 | 2 | 47 | 19 | 9 | 0 | 0 | 0 | 0 | 0 | 28 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 6 | 0 | 0 | 0 | 0 | 3 | 36 | 17 | 7 | 0 | 1 | 0 | 0 | 0 | 25 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 4 | 0 | 0 | 0 | 0 | 2 | 32 | 12 | 5 | 0 | 1 | 0 | 0 | 0 | 18 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 5 | 1 | 0 | 1 | 0 | 0 | 31 | 35 | 4 | 0 | 0 | 0 | 1 | 0 | 40 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 4 | 1 | 0 | 0 | 0 | 0 | 29 | 36 | 6 | 0 | 0 | 0 | 0 | 0 | 42 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 5 | 1 | 0 | 0 | 0 | 0 | 29 | 34 | 8 | 0 | 0 | 0 | 0 | 0 | 42 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 4 | 1 | 0 | 0 | 0 | 1 | 29 | 32 | 9 | 0 | 0 | 0 | 0 | 0 | 41 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 4 | 0 | 0 | 0 | 0 | 1 | 28 | 36 | 8 | 0 | 0 | 0 | 0 | 0 | 44 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 3 | 0 | 0 | 0 | 0 | 1 | 32 | 33 | 6 | 0 | 0 | 0 | 0 | 0 | 39 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 1 | 0 | 0 | 0 | 0 | 1 | 27 | 34 | 4 | 0 | 0 | 0 | 0 | 0 | 38 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 1 | 0 | 0 | 0 | 1 | 1 | 29 | 36 | 2 | 0 | 0 | 0 | 0 | 0 | 38 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 1 | 0 | 0 | 0 | 1 | 1 | 34 | 27 | 0 | 0 | 0 | 0 | 0 | 1 | 28 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Bannold Road / Way Lane
 Junction Number: Site 3 Junction Type: T-Junction

| Time | Arm A Approach | | | | | | | | Arm A Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 07:15 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | | |
| 07:30 | 26 | 5 | 0 | 0 | 0 | 0 | 0 | 31 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 6 | | |
| 07:45 | 13 | 2 | 0 | 0 | 0 | 1 | 0 | 16 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | | |
| 08:00 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 19 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 10 | | |
| 08:15 | 12 | 2 | 0 | 0 | 0 | 0 | 5 | 19 | 5 | 3 | 1 | 1 | 0 | 0 | 1 | 11 | | |
| 08:30 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 28 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 9 | | |
| 08:45 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 27 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 14 | | |
| 09:00 | 6 | 2 | 0 | 2 | 0 | 0 | 2 | 12 | 8 | 2 | 0 | 0 | 0 | 0 | 1 | 11 | | |
| 09:15 | 12 | 2 | 0 | 0 | 0 | 0 | 2 | 16 | 8 | 2 | 0 | 1 | 0 | 0 | 0 | 11 | | |
| 09:30 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 13 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 9 | | |
| 09:45 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 10 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | | |
| 16:00 | 12 | 1 | 0 | 0 | 0 | 0 | 1 | 14 | 15 | 2 | 0 | 0 | 0 | 1 | 2 | 20 | | |
| 16:15 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 13 | 21 | 3 | 1 | 0 | 0 | 0 | 0 | 25 | | |
| 16:30 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 16 | 13 | 4 | 0 | 0 | 0 | 0 | 1 | 18 | | |
| 16:45 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 13 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 23 | | |
| 17:00 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 16 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 22 | | |
| 17:15 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 16 | 18 | 2 | 0 | 0 | 0 | 0 | 1 | 21 | | |
| 17:30 | 10 | 1 | 0 | 0 | 0 | 0 | 1 | 12 | 15 | 2 | 0 | 0 | 0 | 1 | 0 | 18 | | |
| 17:45 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 23 | 3 | 0 | 0 | 0 | 0 | 1 | 27 | | |
| 18:00 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 19 | | |
| 18:15 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 19 | 0 | 0 | 0 | 0 | 0 | 1 | 20 | | |
| 18:30 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | | |
| 18:45 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 63 | 14 | 0 | 0 | 0 | 1 | 0 | 78 | 11 | 5 | 1 | 0 | 0 | 0 | 0 | 17 | | |
| 07:15 | 71 | 10 | 0 | 0 | 0 | 1 | 0 | 82 | 16 | 8 | 1 | 0 | 0 | 0 | 0 | 25 | | |
| 07:30 | 69 | 10 | 0 | 0 | 0 | 1 | 5 | 85 | 19 | 10 | 2 | 1 | 0 | 0 | 1 | 33 | | |
| 07:45 | 69 | 7 | 0 | 0 | 0 | 1 | 5 | 82 | 23 | 10 | 1 | 1 | 0 | 0 | 1 | 36 | | |
| 08:00 | 80 | 8 | 0 | 0 | 0 | 0 | 5 | 93 | 29 | 12 | 1 | 1 | 0 | 0 | 1 | 44 | | |
| 08:15 | 68 | 9 | 0 | 2 | 0 | 0 | 7 | 86 | 30 | 11 | 1 | 1 | 0 | 0 | 2 | 45 | | |
| 08:30 | 68 | 9 | 0 | 2 | 0 | 0 | 4 | 83 | 33 | 10 | 0 | 1 | 0 | 0 | 1 | 45 | | |
| 08:45 | 52 | 10 | 0 | 2 | 0 | 0 | 4 | 68 | 32 | 10 | 0 | 2 | 0 | 0 | 1 | 45 | | |
| 09:00 | 35 | 10 | 0 | 2 | 0 | 0 | 4 | 51 | 29 | 9 | 0 | 2 | 0 | 0 | 1 | 41 | | |
| 16:00 | 44 | 11 | 0 | 0 | 0 | 0 | 1 | 56 | 67 | 14 | 1 | 0 | 0 | 1 | 3 | 86 | | |
| 16:15 | 45 | 13 | 0 | 0 | 0 | 0 | 0 | 58 | 70 | 16 | 1 | 0 | 0 | 0 | 1 | 88 | | |
| 16:30 | 49 | 12 | 0 | 0 | 0 | 0 | 0 | 61 | 67 | 15 | 0 | 0 | 0 | 0 | 2 | 84 | | |
| 16:45 | 46 | 10 | 0 | 0 | 0 | 0 | 1 | 57 | 69 | 13 | 0 | 0 | 0 | 1 | 1 | 84 | | |
| 17:00 | 45 | 7 | 0 | 0 | 0 | 0 | 2 | 54 | 74 | 11 | 0 | 0 | 0 | 1 | 2 | 88 | | |
| 17:15 | 38 | 6 | 0 | 0 | 0 | 0 | 2 | 46 | 73 | 9 | 0 | 0 | 0 | 1 | 2 | 85 | | |
| 17:30 | 29 | 3 | 0 | 0 | 0 | 0 | 3 | 35 | 74 | 7 | 0 | 0 | 0 | 1 | 2 | 84 | | |
| 17:45 | 25 | 2 | 0 | 0 | 0 | 0 | 2 | 29 | 73 | 5 | 0 | 0 | 0 | 0 | 2 | 80 | | |
| 18:00 | 19 | 4 | 0 | 0 | 0 | 0 | 1 | 24 | 59 | 2 | 0 | 0 | 0 | 0 | 2 | 63 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Bannold Road / Way Lane
 Junction Number: Site 3 Junction Type: T-Junction

| Time | Arm B Approach | | | | | | | | Arm B Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 12 | 3 | 0 | 0 | 0 | 1 | 0 | 16 | | |
| 07:15 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 15 | 3 | 0 | 0 | 0 | 0 | 2 | 20 | | |
| 07:30 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 6 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 30 | | |
| 07:45 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 13 | 4 | 0 | 0 | 0 | 0 | 2 | 19 | | |
| 08:00 | 11 | 1 | 0 | 0 | 1 | 0 | 1 | 14 | 24 | 2 | 0 | 0 | 1 | 0 | 3 | 30 | | |
| 08:15 | 14 | 4 | 0 | 0 | 1 | 0 | 1 | 20 | 24 | 0 | 0 | 0 | 1 | 0 | 5 | 30 | | |
| 08:30 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 28 | | |
| 08:45 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 19 | 18 | 3 | 0 | 0 | 0 | 0 | 1 | 22 | | |
| 09:00 | 12 | 1 | 0 | 0 | 0 | 0 | 2 | 15 | 10 | 1 | 0 | 0 | 0 | 0 | 2 | 13 | | |
| 09:15 | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 15 | 15 | 2 | 0 | 0 | 0 | 0 | 1 | 18 | | |
| 09:30 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 11 | 10 | 2 | 0 | 0 | 0 | 0 | 1 | 13 | | |
| 09:45 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | | |
| 16:00 | 13 | 3 | 0 | 0 | 0 | 0 | 2 | 18 | 10 | 3 | 0 | 0 | 1 | 0 | 1 | 15 | | |
| 16:15 | 30 | 4 | 1 | 0 | 0 | 0 | 1 | 36 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 13 | | |
| 16:30 | 15 | 6 | 0 | 0 | 0 | 0 | 3 | 24 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 18 | | |
| 16:45 | 21 | 5 | 0 | 0 | 0 | 0 | 1 | 27 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 10 | | |
| 17:00 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 18 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 9 | | |
| 17:15 | 33 | 3 | 0 | 0 | 0 | 0 | 2 | 38 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 15 | | |
| 17:30 | 25 | 2 | 0 | 0 | 0 | 1 | 2 | 30 | 11 | 2 | 0 | 0 | 0 | 0 | 2 | 15 | | |
| 17:45 | 26 | 1 | 0 | 0 | 0 | 0 | 2 | 29 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | | |
| 18:00 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 17 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | | |
| 18:15 | 20 | 0 | 0 | 0 | 0 | 0 | 1 | 21 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | | |
| 18:30 | 23 | 0 | 0 | 0 | 0 | 1 | 1 | 25 | 11 | 1 | 0 | 0 | 0 | 1 | 1 | 14 | | |
| 18:45 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 15 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 19 | 7 | 0 | 0 | 0 | 0 | 0 | 26 | 67 | 13 | 0 | 0 | 0 | 1 | 4 | 85 | | |
| 07:15 | 29 | 7 | 0 | 0 | 1 | 0 | 1 | 38 | 79 | 12 | 0 | 0 | 1 | 0 | 7 | 99 | | |
| 07:30 | 37 | 9 | 0 | 0 | 2 | 0 | 2 | 50 | 88 | 9 | 0 | 0 | 2 | 0 | 10 | 109 | | |
| 07:45 | 43 | 6 | 0 | 0 | 2 | 0 | 2 | 53 | 88 | 7 | 0 | 0 | 2 | 0 | 10 | 107 | | |
| 08:00 | 50 | 8 | 0 | 0 | 2 | 0 | 2 | 62 | 93 | 6 | 0 | 0 | 2 | 0 | 9 | 110 | | |
| 08:15 | 51 | 8 | 0 | 0 | 1 | 0 | 3 | 63 | 79 | 5 | 0 | 0 | 1 | 0 | 8 | 93 | | |
| 08:30 | 48 | 7 | 0 | 1 | 0 | 0 | 2 | 58 | 70 | 7 | 0 | 0 | 0 | 0 | 4 | 81 | | |
| 08:45 | 46 | 11 | 0 | 1 | 0 | 0 | 2 | 60 | 53 | 8 | 0 | 0 | 0 | 0 | 5 | 66 | | |
| 09:00 | 39 | 9 | 0 | 1 | 0 | 0 | 2 | 51 | 46 | 6 | 0 | 0 | 0 | 0 | 4 | 56 | | |
| 16:00 | 79 | 18 | 1 | 0 | 0 | 0 | 7 | 105 | 44 | 9 | 1 | 0 | 1 | 0 | 1 | 56 | | |
| 16:15 | 80 | 19 | 1 | 0 | 0 | 0 | 5 | 105 | 40 | 9 | 1 | 0 | 0 | 0 | 0 | 50 | | |
| 16:30 | 83 | 18 | 0 | 0 | 0 | 0 | 6 | 107 | 42 | 9 | 1 | 0 | 0 | 0 | 0 | 52 | | |
| 16:45 | 93 | 14 | 0 | 0 | 0 | 1 | 5 | 113 | 38 | 8 | 1 | 0 | 0 | 0 | 2 | 49 | | |
| 17:00 | 98 | 10 | 0 | 0 | 0 | 1 | 6 | 115 | 37 | 8 | 0 | 0 | 0 | 0 | 2 | 47 | | |
| 17:15 | 99 | 8 | 0 | 0 | 0 | 1 | 6 | 114 | 43 | 6 | 0 | 0 | 0 | 0 | 2 | 51 | | |
| 17:30 | 86 | 5 | 0 | 0 | 0 | 1 | 5 | 97 | 36 | 3 | 0 | 0 | 0 | 0 | 3 | 42 | | |
| 17:45 | 84 | 3 | 0 | 0 | 0 | 1 | 4 | 92 | 36 | 2 | 0 | 0 | 0 | 1 | 2 | 41 | | |
| 18:00 | 72 | 2 | 0 | 0 | 0 | 1 | 3 | 78 | 39 | 3 | 0 | 0 | 0 | 1 | 2 | 45 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Bannold Road / Way Lane
 Junction Number: Site 3 Junction Type: T-Junction

| Time | Arm C Approach | | | | | | | | Arm C Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 8 | 1 | 0 | 0 | 0 | 1 | 0 | 10 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 9 | | |
| 07:15 | 7 | 1 | 0 | 0 | 0 | 0 | 2 | 10 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | | |
| 07:30 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 14 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 15 | | |
| 07:45 | 12 | 3 | 0 | 0 | 0 | 0 | 2 | 17 | 16 | 1 | 0 | 0 | 0 | 1 | 0 | 18 | | |
| 08:00 | 17 | 5 | 0 | 0 | 1 | 0 | 3 | 26 | 15 | 2 | 0 | 0 | 1 | 0 | 1 | 19 | | |
| 08:15 | 18 | 0 | 1 | 1 | 1 | 0 | 1 | 22 | 15 | 3 | 0 | 0 | 1 | 0 | 1 | 20 | | |
| 08:30 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 23 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 23 | | |
| 08:45 | 15 | 5 | 0 | 0 | 0 | 0 | 1 | 21 | 26 | 5 | 0 | 0 | 0 | 0 | 0 | 31 | | |
| 09:00 | 9 | 3 | 0 | 0 | 0 | 0 | 1 | 13 | 9 | 3 | 0 | 2 | 0 | 0 | 2 | 16 | | |
| 09:15 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 18 | 15 | 4 | 0 | 0 | 0 | 0 | 1 | 20 | | |
| 09:30 | 5 | 2 | 0 | 1 | 0 | 0 | 1 | 9 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 11 | | |
| 09:45 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | | |
| 16:00 | 14 | 2 | 0 | 0 | 1 | 1 | 0 | 18 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15 | | |
| 16:15 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 18 | 25 | 3 | 0 | 0 | 0 | 0 | 1 | 29 | | |
| 16:30 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 17 | 14 | 5 | 0 | 0 | 0 | 0 | 2 | 21 | | |
| 16:45 | 14 | 3 | 1 | 0 | 0 | 0 | 0 | 18 | 18 | 6 | 0 | 0 | 0 | 0 | 1 | 25 | | |
| 17:00 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 18 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 21 | | |
| 17:15 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 18 | 30 | 5 | 0 | 0 | 0 | 0 | 1 | 36 | | |
| 17:30 | 12 | 3 | 0 | 0 | 0 | 0 | 1 | 16 | 21 | 2 | 0 | 0 | 0 | 0 | 2 | 25 | | |
| 17:45 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 20 | 22 | 0 | 0 | 0 | 0 | 0 | 2 | 24 | | |
| 18:00 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | | |
| 18:15 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | | |
| 18:30 | 15 | 1 | 0 | 0 | 0 | 1 | 1 | 18 | 19 | 0 | 0 | 0 | 0 | 1 | 1 | 21 | | |
| 18:45 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 15 | 11 | 1 | 0 | 0 | 0 | 0 | 1 | 13 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 38 | 7 | 1 | 0 | 0 | 1 | 4 | 51 | 42 | 10 | 0 | 0 | 0 | 1 | 0 | 53 | | |
| 07:15 | 47 | 11 | 1 | 0 | 1 | 0 | 7 | 67 | 52 | 8 | 0 | 0 | 1 | 1 | 1 | 63 | | |
| 07:30 | 58 | 10 | 2 | 1 | 2 | 0 | 6 | 79 | 57 | 10 | 0 | 0 | 2 | 1 | 2 | 72 | | |
| 07:45 | 67 | 11 | 1 | 1 | 2 | 0 | 6 | 88 | 68 | 7 | 0 | 0 | 2 | 1 | 2 | 80 | | |
| 08:00 | 70 | 13 | 1 | 1 | 2 | 0 | 5 | 92 | 78 | 11 | 0 | 0 | 2 | 0 | 2 | 93 | | |
| 08:15 | 62 | 11 | 1 | 1 | 1 | 0 | 3 | 79 | 72 | 12 | 0 | 2 | 1 | 0 | 3 | 90 | | |
| 08:30 | 59 | 14 | 0 | 0 | 0 | 0 | 2 | 75 | 72 | 13 | 0 | 2 | 0 | 0 | 3 | 90 | | |
| 08:45 | 44 | 13 | 0 | 1 | 0 | 0 | 3 | 61 | 57 | 16 | 0 | 2 | 0 | 0 | 3 | 78 | | |
| 09:00 | 38 | 9 | 0 | 1 | 0 | 0 | 2 | 50 | 37 | 13 | 0 | 2 | 0 | 0 | 3 | 55 | | |
| 16:00 | 59 | 9 | 1 | 0 | 1 | 1 | 0 | 71 | 71 | 15 | 0 | 0 | 0 | 0 | 4 | 90 | | |
| 16:15 | 60 | 10 | 1 | 0 | 0 | 0 | 0 | 71 | 75 | 17 | 0 | 0 | 0 | 0 | 4 | 96 | | |
| 16:30 | 57 | 13 | 1 | 0 | 0 | 0 | 0 | 71 | 80 | 19 | 0 | 0 | 0 | 0 | 4 | 103 | | |
| 16:45 | 55 | 13 | 1 | 0 | 0 | 0 | 1 | 70 | 87 | 16 | 0 | 0 | 0 | 0 | 4 | 107 | | |
| 17:00 | 59 | 12 | 0 | 0 | 0 | 0 | 1 | 72 | 91 | 10 | 0 | 0 | 0 | 0 | 5 | 106 | | |
| 17:15 | 61 | 9 | 0 | 0 | 0 | 0 | 1 | 71 | 82 | 8 | 0 | 0 | 0 | 0 | 5 | 95 | | |
| 17:30 | 59 | 5 | 0 | 0 | 0 | 0 | 1 | 65 | 64 | 3 | 0 | 0 | 0 | 0 | 4 | 71 | | |
| 17:45 | 62 | 3 | 0 | 0 | 0 | 1 | 1 | 67 | 62 | 1 | 0 | 0 | 0 | 1 | 3 | 67 | | |
| 18:00 | 58 | 1 | 0 | 0 | 0 | 1 | 2 | 62 | 51 | 2 | 0 | 0 | 0 | 1 | 2 | 56 | | |

Intelligent Data Collection Limited



Client: Mott McDonald **Date of Survey:** 07.12.2021
Project Number: ID06180 **Junction Name:** Bannold Road / Way Lane
Junction Number: Site 3 **Junction Type:** T-Junction

| Total Junction Flow | | | | | | | | |
|---------------------|--------------|-----|------|------|-------|-----|-------|-------|
| Time | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 19 | 7 | 0 | 0 | 0 | 1 | 0 | 27 |
| 07:15 | 27 | 5 | 0 | 0 | 0 | 0 | 2 | 34 |
| 07:30 | 40 | 10 | 1 | 0 | 0 | 0 | 0 | 51 |
| 07:45 | 34 | 6 | 0 | 0 | 0 | 1 | 2 | 43 |
| 08:00 | 46 | 7 | 0 | 0 | 2 | 0 | 4 | 59 |
| 08:15 | 44 | 6 | 1 | 1 | 2 | 0 | 7 | 61 |
| 08:30 | 55 | 5 | 0 | 0 | 0 | 0 | 0 | 60 |
| 08:45 | 55 | 11 | 0 | 0 | 0 | 0 | 1 | 67 |
| 09:00 | 27 | 6 | 0 | 2 | 0 | 0 | 5 | 40 |
| 09:15 | 38 | 8 | 0 | 1 | 0 | 0 | 2 | 49 |
| 09:30 | 22 | 9 | 0 | 1 | 0 | 0 | 1 | 33 |
| 09:45 | 25 | 5 | 0 | 0 | 0 | 0 | 0 | 30 |
| 16:00 | 39 | 6 | 0 | 0 | 1 | 1 | 3 | 50 |
| 16:15 | 56 | 9 | 1 | 0 | 0 | 0 | 1 | 67 |
| 16:30 | 42 | 12 | 0 | 0 | 0 | 0 | 3 | 57 |
| 16:45 | 45 | 11 | 1 | 0 | 0 | 0 | 1 | 58 |
| 17:00 | 42 | 10 | 0 | 0 | 0 | 0 | 0 | 52 |
| 17:15 | 60 | 10 | 0 | 0 | 0 | 0 | 2 | 72 |
| 17:30 | 47 | 6 | 0 | 0 | 0 | 1 | 4 | 58 |
| 17:45 | 53 | 3 | 0 | 0 | 0 | 0 | 3 | 59 |
| 18:00 | 38 | 4 | 0 | 0 | 0 | 0 | 0 | 42 |
| 18:15 | 36 | 0 | 0 | 0 | 0 | 0 | 2 | 38 |
| 18:30 | 44 | 1 | 0 | 0 | 0 | 2 | 2 | 49 |
| 18:45 | 31 | 2 | 0 | 0 | 0 | 0 | 2 | 35 |
| Start Time | Rolling Hour | | | | | | | Total |
| 07:00 | 120 | 28 | 1 | 0 | 0 | 2 | 4 | 155 |
| 07:15 | 147 | 28 | 1 | 0 | 2 | 1 | 8 | 187 |
| 07:30 | 164 | 29 | 2 | 1 | 4 | 1 | 13 | 214 |
| 07:45 | 179 | 24 | 1 | 1 | 4 | 1 | 13 | 223 |
| 08:00 | 200 | 29 | 1 | 1 | 4 | 0 | 12 | 247 |
| 08:15 | 181 | 28 | 1 | 3 | 2 | 0 | 13 | 228 |
| 08:30 | 175 | 30 | 0 | 3 | 0 | 0 | 8 | 216 |
| 08:45 | 142 | 34 | 0 | 4 | 0 | 0 | 9 | 189 |
| 09:00 | 112 | 28 | 0 | 4 | 0 | 0 | 8 | 152 |
| 16:00 | 182 | 38 | 2 | 0 | 1 | 1 | 8 | 232 |
| 16:15 | 185 | 42 | 2 | 0 | 0 | 0 | 5 | 234 |
| 16:30 | 189 | 43 | 1 | 0 | 0 | 0 | 6 | 239 |
| 16:45 | 194 | 37 | 1 | 0 | 0 | 1 | 7 | 240 |
| 17:00 | 202 | 29 | 0 | 0 | 0 | 1 | 9 | 241 |
| 17:15 | 198 | 23 | 0 | 0 | 0 | 1 | 9 | 231 |
| 17:30 | 174 | 13 | 0 | 0 | 0 | 1 | 9 | 197 |
| 17:45 | 171 | 8 | 0 | 0 | 0 | 2 | 7 | 188 |
| 18:00 | 149 | 7 | 0 | 0 | 0 | 2 | 6 | 164 |

Intelligent Data Collection Limited



Client: Mott McDonald
Project Number: ID06180
Junction Number: Site 3

Date of Survey: 07.12.2021
Junction Name: Bannold Road / Way Lane
Junction Type: T-Junction

Arm A: Bannold Road (E)
Arm B: Way Lane (S)

Arm C: Bannold Road (W)

| PCU Summary | | | | | | | | | | | | |
|-------------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Time | A1 to A | A1 to C | A1 to B | B1 to B | B1 to A | B1 to C | B2 to B | B2 to A | B2 to C | C1 to C | C1 to B | C1 to A |
| 07:00 | 0 | 8 | 7 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 8 | 1 |
| 07:15 | 0 | 6 | 10 | 0 | 3 | 0 | 0 | 0 | 5 | 0 | 8 | 0 |
| 07:30 | 0 | 13 | 18 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 12 | 3 |
| 07:45 | 0 | 10 | 5 | 0 | 3 | 1 | 0 | 0 | 6 | 0 | 12 | 3 |
| 08:00 | 0 | 7 | 12 | 0 | 2 | 0 | 0 | 0 | 12 | 0 | 17 | 8 |
| 08:15 | 0 | 8 | 7 | 0 | 8 | 1 | 0 | 0 | 11 | 0 | 20 | 4 |
| 08:30 | 0 | 16 | 12 | 0 | 2 | 0 | 0 | 0 | 7 | 0 | 16 | 7 |
| 08:45 | 0 | 16 | 11 | 0 | 4 | 0 | 0 | 0 | 15 | 0 | 10 | 10 |
| 09:00 | 0 | 9 | 4 | 0 | 5 | 1 | 0 | 0 | 7 | 0 | 7 | 5 |
| 09:15 | 0 | 9 | 5 | 0 | 6 | 0 | 0 | 0 | 10 | 0 | 12 | 6 |
| 09:30 | 0 | 5 | 8 | 0 | 5 | 0 | 0 | 0 | 6 | 0 | 4 | 5 |
| 09:45 | 0 | 5 | 5 | 0 | 7 | 0 | 0 | 0 | 3 | 0 | 7 | 3 |
| 16:00 | 0 | 6 | 7 | 0 | 7 | 0 | 0 | 0 | 9 | 0 | 8 | 10 |
| 16:15 | 0 | 9 | 4 | 0 | 17 | 1 | 0 | 0 | 18 | 0 | 9 | 9 |
| 16:30 | 0 | 7 | 9 | 0 | 9 | 0 | 0 | 0 | 12 | 0 | 9 | 8 |
| 16:45 | 0 | 9 | 4 | 0 | 11 | 0 | 0 | 0 | 15 | 0 | 7 | 12 |
| 17:00 | 0 | 12 | 4 | 0 | 9 | 0 | 0 | 0 | 9 | 0 | 5 | 13 |
| 17:15 | 0 | 10 | 6 | 0 | 11 | 0 | 0 | 0 | 25 | 0 | 9 | 9 |
| 17:30 | 0 | 6 | 5 | 0 | 10 | 0 | 0 | 0 | 17 | 0 | 8 | 7 |
| 17:45 | 0 | 6 | 3 | 0 | 11 | 0 | 0 | 0 | 16 | 0 | 5 | 15 |
| 18:00 | 0 | 4 | 4 | 0 | 11 | 0 | 0 | 0 | 6 | 0 | 9 | 8 |
| 18:15 | 0 | 3 | 1 | 0 | 11 | 0 | 0 | 0 | 9 | 0 | 4 | 8 |
| 18:30 | 0 | 3 | 3 | 0 | 7 | 0 | 0 | 0 | 17 | 0 | 10 | 7 |
| 18:45 | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 0 | 9 | 0 | 10 | 4 |
| Start Time | Rolling Hour | | | | | | | | | | | |
| 07:00 | 0 | 37 | 40 | 0 | 11 | 1 | 0 | 0 | 14 | 0 | 41 | 7 |
| 07:15 | 0 | 36 | 45 | 0 | 12 | 1 | 0 | 0 | 25 | 0 | 49 | 14 |
| 07:30 | 0 | 39 | 42 | 0 | 17 | 2 | 0 | 0 | 31 | 0 | 61 | 17 |
| 07:45 | 0 | 42 | 36 | 0 | 15 | 2 | 0 | 0 | 36 | 0 | 65 | 22 |
| 08:00 | 0 | 47 | 42 | 0 | 16 | 1 | 0 | 0 | 45 | 0 | 63 | 29 |
| 08:15 | 0 | 49 | 34 | 0 | 19 | 2 | 0 | 0 | 40 | 0 | 54 | 26 |
| 08:30 | 0 | 50 | 32 | 0 | 18 | 1 | 0 | 0 | 39 | 0 | 45 | 28 |
| 08:45 | 0 | 39 | 28 | 0 | 21 | 1 | 0 | 0 | 38 | 0 | 34 | 26 |
| 09:00 | 0 | 28 | 22 | 0 | 24 | 1 | 0 | 0 | 26 | 0 | 30 | 19 |
| 16:00 | 0 | 31 | 24 | 0 | 44 | 1 | 0 | 0 | 55 | 0 | 33 | 39 |
| 16:15 | 0 | 37 | 21 | 0 | 46 | 1 | 0 | 0 | 55 | 0 | 30 | 42 |
| 16:30 | 0 | 38 | 23 | 0 | 40 | 0 | 0 | 0 | 62 | 0 | 30 | 42 |
| 16:45 | 0 | 37 | 19 | 0 | 42 | 0 | 0 | 0 | 67 | 0 | 29 | 41 |
| 17:00 | 0 | 34 | 18 | 0 | 42 | 0 | 0 | 0 | 68 | 0 | 27 | 44 |
| 17:15 | 0 | 26 | 18 | 0 | 44 | 0 | 0 | 0 | 65 | 0 | 31 | 39 |
| 17:30 | 0 | 19 | 13 | 0 | 44 | 0 | 0 | 0 | 49 | 0 | 26 | 38 |
| 17:45 | 0 | 16 | 11 | 0 | 40 | 0 | 0 | 0 | 48 | 0 | 28 | 38 |
| 18:00 | 0 | 13 | 10 | 0 | 34 | 0 | 0 | 0 | 41 | 0 | 33 | 27 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 3
Site Name: Way Lane
Dates of Survey: 07.12.2021 and 08.12.2021
Survey Type: Pedestrian & Cycle Count

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------|--------------|----------------------------|
| 52.270504 | 0.19579 | Click Here |

Site Layout



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

The yellow shaded area represents the crossing area analysed.

Data is not available for 4th December.

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 3
Site Name: Way Lane
Dates of Survey: 07.12.2021 and 08.12.2021
Survey Type: Pedestrian & Cycle Count

AM Peak Totals

| Date | Movement 1 | | | Movement 2 | | |
|------------|------------|----------|-----------|------------|----------|-----------|
| | Peds | Cyclists | Total | Peds | Cyclists | Total |
| 07.12.2021 | 10 | 0 | 10 | 23 | 2 | 25 |
| 08.12.2021 | 14 | 1 | 15 | 15 | 1 | 16 |

PM Peak Totals

| Date | Movement 1 | | | Movement 2 | | |
|------------|------------|----------|----------|------------|----------|----------|
| | Peds | Cyclists | Total | Peds | Cyclists | Total |
| 04.12.2021 | | | | | | |
| 07.12.2021 | 1 | 0 | 1 | 5 | 0 | 5 |
| 08.12.2021 | 5 | 1 | 6 | 3 | 0 | 3 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 3
Site Name: Way Lane
Date of Survey: 07.12.2021
Survey Type: Pedestrian & Cycle Count

Input by:
Checked by:

| Time | Movement 1 | | | Movement 2 | | |
|--------------------------|------------|----------|-----------|------------|----------|-----------|
| | Peds | Cyclists | Total | Peds | Cyclists | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 1 | 0 | 1 | 0 | 0 | 0 |
| 07:30 | 1 | 0 | 1 | 0 | 0 | 0 |
| 07:45 | 1 | 0 | 1 | 2 | 0 | 2 |
| 08:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 2 | 1 | 3 |
| 08:30 | 1 | 0 | 1 | 17 | 0 | 17 |
| 08:45 | 4 | 0 | 4 | 1 | 0 | 1 |
| 09:00 | 0 | 0 | 0 | 1 | 0 | 1 |
| 09:15 | 0 | 0 | 0 | 0 | 1 | 1 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 1 | 0 | 1 | 0 | 0 | 0 |
| 07:00-10:00 Total | 10 | 0 | 10 | 23 | 2 | 25 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 3 | 0 | 3 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 1 | 0 | 1 |
| 18:15 | 0 | 0 | 0 | 1 | 0 | 1 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 1 | 0 | 1 | 0 | 0 | 0 |
| 16:00-19:00 Total | 1 | 0 | 1 | 5 | 0 | 5 |

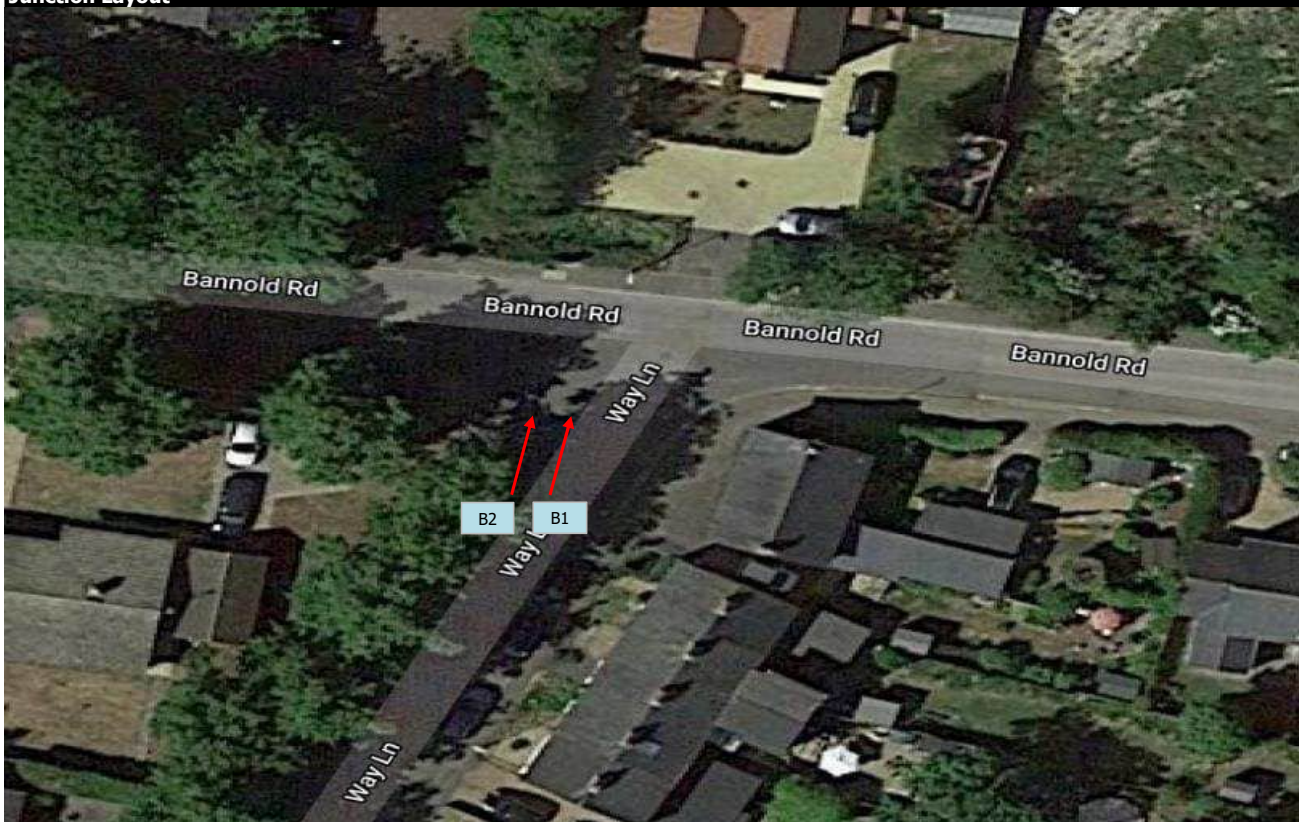
Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 3
Dates of Survey: 07.12.2021 and 08.12.2021
Junction Name: Bannold Road / Way Lane
Survey Type: Queue Length Survey

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------|--------------|----------------------------|
| 52.270551 | 0.195828 | Click Here |

Junction Layout



Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

| Lights | Heavies |
|--------|---------|
| 6 | 15 |

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

No data is available for December 4th.

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 3
Date of Survey: 07.12.2021
Junction Name: Bannold Road / Way Lane
Survey Type: Queue Length Survey

AM Peak Period:

| Time | Lane B1 | | | | Lane B2 | | | |
|-------|---------|---------|-------|------------|---------|---------|-------|------------|
| | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) |
| 07:00 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 07:05 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:20 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| 07:25 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:35 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 07:40 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 07:45 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 07:50 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| 07:55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 08:05 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:10 | 1 | 0 | 1 | 6 | 0 | 1 | 1 | 15 |
| 08:15 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 08:20 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 08:25 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 08:30 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 12 |
| 08:35 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| 08:40 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 08:45 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 08:50 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 08:55 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 09:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| 09:05 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 09:10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:25 | 0 | 1 | 1 | 15 | 1 | 0 | 1 | 6 |
| 09:30 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 09:35 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 09:40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 09:50 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 09:55 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |

PM Peak Period:

| Time | Lane B1 | | | | Lane B2 | | | |
|-------|---------|---------|-------|------------|---------|---------|-------|------------|
| | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) |
| 16:00 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 16:05 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 16:10 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 16:15 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 16:20 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 16:25 | 2 | 0 | 2 | 12 | 3 | 0 | 3 | 18 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:35 | 3 | 0 | 3 | 18 | 1 | 0 | 1 | 6 |
| 16:40 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 16:45 | 2 | 0 | 2 | 12 | 2 | 0 | 2 | 12 |
| 16:50 | 1 | 0 | 1 | 6 | 2 | 0 | 2 | 12 |
| 16:55 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 17:00 | 1 | 0 | 1 | 6 | 2 | 0 | 2 | 12 |
| 17:05 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 17:10 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 17:15 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 17:20 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 17:25 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 17:30 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 17:35 | 2 | 0 | 2 | 12 | 1 | 0 | 1 | 6 |
| 17:40 | 1 | 0 | 1 | 6 | 2 | 0 | 2 | 12 |
| 17:45 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 17:50 | 3 | 0 | 3 | 18 | 0 | 0 | 0 | 0 |
| 17:55 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 18:00 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 18:05 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 18:10 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 18:15 | 2 | 0 | 2 | 12 | 1 | 0 | 1 | 6 |
| 18:20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:25 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 18:30 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 18:35 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 18:40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 18:50 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 18:55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited

Client: Mott McDonald

Project Number: ID06180

Junction Number: Site 4

Date of Survey: 07.12.2021

Junction Name: Bannold Road / Bannold Drive

Junction Type: T-Junction

| X Coordinate | Y Coordinate | Google Maps Link | |
|--------------------|--------------------|----------------------------|--|
| 52.270083 | 0.201203 | Click Here | |
| AM Peak Conditions | PM Peak Conditions | | |
| Clear | Showers | | |

Junction Layout

Aerial Mapping and On-site Camera View

Junction Flow Profile

Arm Approach Flows (All Vehicles)

| Time | Arm A Approach | Arm B Approach | Arm C Approach | Total |
|-------|----------------|----------------|----------------|-------|
| 07:00 | 0 | 2 | 1 | 3 |
| 08:00 | 0 | 4 | 5 | 9 |
| 09:00 | 1 | 6 | 6 | 13 |
| 10:00 | 0 | 4 | 5 | 9 |
| 11:00 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 |
| 16:00 | 1 | 3 | 8 | 12 |
| 17:00 | 2 | 6 | 6 | 14 |
| 18:00 | 0 | 2 | 6 | 8 |
| 19:00 | 0 | 0 | 0 | 0 |

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

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Bannold Road / Bannold Drive
 Junction Number: Site 4 Junction Type: T-Junction

| Time | Arm A Approach | | | | | | | | Arm A Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|---|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 08:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 09:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 09:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 09:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 16:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 16:30 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 16:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 17:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 07:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | |
| 07:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | |
| 08:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | |
| 08:15 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | |
| 08:30 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | |
| 08:45 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | |
| 09:00 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 4 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | |
| 16:00 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | |
| 16:15 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 16:30 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 16:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 17:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Bannold Road / Bannold Drive
 Junction Number: Site 4 Junction Type: T-Junction

| Time | Arm B Approach | | | | | | | | Arm B Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 07:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 07:30 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | | |
| 07:45 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | | |
| 08:00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | | |
| 08:15 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | | |
| 08:30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 3 | | |
| 08:45 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | | |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | | |
| 09:15 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | | |
| 09:30 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 3 | | |
| 09:45 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | | |
| 16:00 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 2 | 0 | 0 | 0 | 1 | 1 | 8 | | |
| 16:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | | |
| 16:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | |
| 16:45 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | | |
| 17:00 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 17:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 17:45 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | | |
| 18:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 9 | 2 | 0 | 0 | 0 | 1 | 0 | 12 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | | |
| 07:15 | 13 | 1 | 0 | 0 | 0 | 1 | 0 | 15 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 11 | | |
| 07:30 | 17 | 1 | 0 | 0 | 0 | 1 | 1 | 20 | 7 | 4 | 0 | 0 | 0 | 0 | 1 | 12 | | |
| 07:45 | 16 | 1 | 0 | 0 | 0 | 1 | 1 | 19 | 6 | 4 | 0 | 0 | 0 | 0 | 2 | 12 | | |
| 08:00 | 19 | 1 | 0 | 0 | 0 | 0 | 1 | 21 | 7 | 5 | 0 | 0 | 0 | 0 | 2 | 14 | | |
| 08:15 | 14 | 1 | 0 | 0 | 0 | 0 | 2 | 17 | 9 | 5 | 0 | 0 | 0 | 0 | 2 | 16 | | |
| 08:30 | 9 | 2 | 0 | 0 | 0 | 0 | 2 | 13 | 11 | 6 | 0 | 0 | 0 | 0 | 1 | 18 | | |
| 08:45 | 6 | 3 | 0 | 0 | 0 | 0 | 2 | 11 | 11 | 6 | 0 | 1 | 0 | 0 | 0 | 18 | | |
| 09:00 | 5 | 4 | 0 | 0 | 0 | 0 | 2 | 11 | 8 | 6 | 0 | 1 | 0 | 0 | 0 | 15 | | |
| 16:00 | 9 | 5 | 0 | 0 | 0 | 0 | 1 | 15 | 13 | 4 | 0 | 0 | 0 | 1 | 1 | 19 | | |
| 16:15 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 16 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13 | | |
| 16:30 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 13 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | | |
| 16:45 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 12 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | | |
| 17:00 | 6 | 1 | 0 | 0 | 0 | 0 | 1 | 8 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 9 | | |
| 17:15 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 5 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 7 | | |
| 17:30 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 5 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | | |
| 17:45 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | | |
| 18:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Bannold Road / Bannold Drive
 Junction Number: Site 4 Junction Type: T-Junction

| Time | Arm C Approach | | | | | | | | Arm C Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 07:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 07:30 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | | |
| 07:45 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | | |
| 08:00 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | | |
| 08:15 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 1 | 8 | | |
| 08:30 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | | |
| 08:45 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | | |
| 09:00 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 3 | | |
| 09:15 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 4 | | |
| 09:30 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | | |
| 09:45 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | | |
| 16:00 | 4 | 2 | 0 | 0 | 0 | 1 | 1 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | | |
| 16:15 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 16:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | | |
| 16:45 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | | |
| 17:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | | |
| 17:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 17:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 17:45 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | | |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 18:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 18:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 6 | 3 | 0 | 0 | 0 | 0 | 1 | 10 | 9 | 2 | 0 | 0 | 0 | 1 | 0 | 12 | | |
| 07:15 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 13 | 13 | 1 | 0 | 0 | 0 | 1 | 0 | 15 | | |
| 07:30 | 8 | 6 | 0 | 1 | 0 | 0 | 1 | 16 | 17 | 2 | 0 | 0 | 0 | 1 | 1 | 21 | | |
| 07:45 | 7 | 6 | 0 | 1 | 0 | 0 | 2 | 16 | 16 | 2 | 0 | 0 | 0 | 1 | 1 | 20 | | |
| 08:00 | 8 | 6 | 0 | 1 | 0 | 0 | 2 | 17 | 19 | 2 | 0 | 0 | 0 | 0 | 1 | 22 | | |
| 08:15 | 9 | 7 | 0 | 1 | 0 | 0 | 2 | 19 | 14 | 2 | 0 | 2 | 0 | 0 | 2 | 20 | | |
| 08:30 | 11 | 7 | 0 | 1 | 0 | 0 | 1 | 20 | 10 | 2 | 0 | 2 | 0 | 0 | 2 | 16 | | |
| 08:45 | 11 | 8 | 0 | 2 | 0 | 0 | 0 | 21 | 7 | 3 | 0 | 2 | 0 | 0 | 2 | 14 | | |
| 09:00 | 9 | 9 | 0 | 2 | 0 | 0 | 0 | 20 | 6 | 5 | 0 | 2 | 0 | 0 | 2 | 15 | | |
| 16:00 | 13 | 5 | 1 | 0 | 0 | 1 | 1 | 21 | 12 | 5 | 0 | 0 | 0 | 0 | 1 | 18 | | |
| 16:15 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 15 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 20 | | |
| 16:30 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 11 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 18 | | |
| 16:45 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 9 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 15 | | |
| 17:00 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 10 | 7 | 1 | 0 | 0 | 0 | 0 | 1 | 9 | | |
| 17:15 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 5 | | |
| 17:30 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 5 | | |
| 17:45 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 3 | | |
| 18:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | | |

Intelligent Data Collection Limited



Client: Mott McDonald **Date of Survey:** 07.12.2021
Project Number: ID06180 **Junction Name:** Bannold Road / Bannold Drive
Junction Number: Site 4 **Junction Type:** T-Junction

| Total Junction Flow | | | | | | | | |
|---------------------|--------------|-----|------|------|-------|-----|-------|-------|
| Time | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 3 |
| 07:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:30 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 07:45 | 3 | 3 | 0 | 0 | 0 | 1 | 0 | 7 |
| 08:00 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 08:15 | 6 | 3 | 0 | 1 | 0 | 0 | 2 | 12 |
| 08:30 | 6 | 1 | 0 | 0 | 0 | 0 | 1 | 8 |
| 08:45 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 10 |
| 09:00 | 4 | 2 | 0 | 2 | 0 | 0 | 1 | 9 |
| 09:15 | 4 | 3 | 0 | 1 | 0 | 0 | 1 | 9 |
| 09:30 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 7 |
| 09:45 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:00 | 6 | 3 | 0 | 0 | 0 | 1 | 2 | 12 |
| 16:15 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 8 |
| 16:30 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:45 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:00 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:30 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:45 | 5 | 2 | 0 | 0 | 0 | 0 | 1 | 8 |
| 18:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | Total |
| 07:00 | 15 | 5 | 0 | 0 | 0 | 1 | 1 | 22 |
| 07:15 | 22 | 5 | 0 | 0 | 0 | 1 | 0 | 28 |
| 07:30 | 25 | 8 | 0 | 1 | 0 | 1 | 2 | 37 |
| 07:45 | 23 | 8 | 0 | 1 | 0 | 1 | 3 | 36 |
| 08:00 | 27 | 8 | 0 | 1 | 0 | 0 | 3 | 39 |
| 08:15 | 23 | 9 | 0 | 3 | 0 | 0 | 4 | 39 |
| 08:30 | 21 | 9 | 0 | 3 | 0 | 0 | 3 | 36 |
| 08:45 | 18 | 11 | 0 | 4 | 0 | 0 | 2 | 35 |
| 09:00 | 15 | 14 | 0 | 4 | 0 | 0 | 2 | 35 |
| 16:00 | 25 | 12 | 1 | 0 | 0 | 1 | 2 | 41 |
| 16:15 | 25 | 10 | 1 | 0 | 0 | 0 | 0 | 36 |
| 16:30 | 22 | 7 | 0 | 0 | 0 | 0 | 0 | 29 |
| 16:45 | 17 | 7 | 0 | 0 | 0 | 0 | 0 | 24 |
| 17:00 | 13 | 5 | 0 | 0 | 0 | 0 | 1 | 19 |
| 17:15 | 7 | 5 | 0 | 0 | 0 | 0 | 1 | 13 |
| 17:30 | 9 | 4 | 0 | 0 | 0 | 0 | 1 | 14 |
| 17:45 | 8 | 3 | 0 | 0 | 0 | 0 | 1 | 12 |
| 18:00 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Bannold Road / Bannold Drive Arm A: Bannold Drive (N)
 Junction Number: Site 4 Junction Type: T-Junction Arm B: Bannold Road (E) Arm C: Bannold Road (W)

| Time | A1 to A | | | | | | | | A1 to C | | | | | | | | A1 to B | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Bannold Road / Bannold Drive Arm A: Bannold Drive (N)
 Junction Number: Site 4 Junction Type: T-Junction Arm B: Bannold Road (E) Arm C: Bannold Road (W)

| Time | B1 to B | | | | | | | | B1 to A | | | | | | | | B1 to C | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 7 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 3 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 16:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 0 | 0 | 0 | 1 | 0 | 12 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 1 | 0 | 15 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 1 | 0 | 0 | 0 | 1 | 1 | 20 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 1 | 1 | 19 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 1 | 0 | 0 | 0 | 0 | 1 | 21 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 2 | 17 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 2 | 13 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 2 | 11 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 2 | 11 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 4 | 0 | 0 | 0 | 0 | 1 | 14 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 13 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 1 | 8 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 5 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 5 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 3 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Bannold Road / Bannold Drive Arm A: Bannold Drive (N)
 Junction Number: Site 4 Junction Type: T-Junction Arm B: Bannold Road (E) Arm C: Bannold Road (W)

| Time | C1 to C | | | | | | | | C1 to B | | | | | | | | C1 to A | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 1 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 1 | 12 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 4 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 2 | 12 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 4 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 5 | 0 | 0 | 0 | 0 | 2 | 14 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 3 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 5 | 0 | 0 | 0 | 0 | 2 | 16 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 6 | 0 | 0 | 0 | 0 | 1 | 18 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 6 | 0 | 1 | 0 | 0 | 0 | 18 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 6 | 0 | 1 | 0 | 0 | 0 | 15 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 5 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 3 | 0 | 0 | 0 | 1 | 1 | 18 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 3 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald
Project Number: ID06180
Junction Number: Site 4

Date of Survey: 07.12.2021
Junction Name: Bannold Road / Bannold Drive
Junction Type: T-Junction

Arm A: Bannold Drive (N)
Arm B: Bannold Road (E)
Arm C: Bannold Road (W)

| PCU Summary | | | | | | | | | |
|-------------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|
| Time | A1 to A | A1 to C | A1 to B | B1 to B | B1 to A | B1 to C | C1 to C | C1 to B | C1 to A |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 3 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 1 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 1 |
| 08:15 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 1 | 3 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 0 |
| 09:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 1 |
| 09:15 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 4 | 2 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 1 |
| 09:45 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 3 | 2 |
| | | | | | | | | | |
| 16:00 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 6 | 1 |
| 16:15 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 4 | 2 |
| 16:30 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 3 | 0 |
| 16:45 | 0 | 2 | 0 | 0 | 0 | 6 | 0 | 4 | 1 |
| 17:00 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 2 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 8 | 1 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 11 | 2 |
| 07:30 | 0 | 1 | 0 | 0 | 0 | 19 | 0 | 11 | 5 |
| 07:45 | 0 | 1 | 0 | 0 | 0 | 18 | 0 | 10 | 5 |
| 08:00 | 0 | 1 | 0 | 0 | 0 | 20 | 0 | 12 | 4 |
| 08:15 | 0 | 6 | 0 | 0 | 0 | 15 | 0 | 14 | 4 |
| 08:30 | 0 | 6 | 0 | 0 | 0 | 11 | 0 | 17 | 3 |
| 08:45 | 0 | 6 | 0 | 0 | 0 | 9 | 0 | 19 | 4 |
| 09:00 | 0 | 7 | 0 | 0 | 0 | 9 | 0 | 16 | 6 |
| | | | | | | | | | |
| 16:00 | 0 | 4 | 1 | 0 | 1 | 13 | 0 | 17 | 4 |
| 16:15 | 0 | 5 | 0 | 0 | 1 | 15 | 0 | 13 | 3 |
| 16:30 | 0 | 5 | 0 | 0 | 0 | 13 | 0 | 10 | 1 |
| 16:45 | 0 | 3 | 0 | 0 | 0 | 12 | 0 | 7 | 2 |
| 17:00 | 0 | 1 | 0 | 0 | 0 | 7 | 0 | 9 | 1 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 7 | 1 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 8 | 1 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 9 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 4
Site Name: Bannold Drive / Bannold Road
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Survey Type: Pedestrian & Cycle Count

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------|--------------|----------------------------|
| 52.270084 | 0.201203 | Click Here |

Site Layout



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

Footage is missing from 18:45 to 19:00 (07.12.2021).

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 4
Site Name: Bannold Drove / Bannold Road
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Survey Type: Pedestrian & Cycle Count

AM Peak Totals

| Date | Movement 1 | | | Movement 2 | | | Movement 3 | | | Movement 4 | | |
|------------|------------|----------|-----------|------------|----------|-----------|------------|----------|-----------|------------|----------|-----------|
| | Peds | Cyclists | Total | Peds | Cyclists | Total | Peds | Cyclists | Total | Peds | Cyclists | Total |
| 07.12.2021 | 8 | 0 | 8 | 11 | 0 | 11 | 21 | 2 | 23 | 23 | 3 | 26 |
| 08.12.2021 | 13 | 0 | 13 | 3 | 0 | 3 | 19 | 1 | 20 | 22 | 2 | 24 |

PM Peak Totals

| Date | Movement 1 | | | Movement 2 | | | Movement 3 | | | Movement 6 | | |
|------------|------------|----------|----------|------------|----------|-----------|------------|----------|-----------|------------|----------|-----------|
| | Peds | Cyclists | Total | Peds | Cyclists | Total | Peds | Cyclists | Total | Peds | Cyclists | Total |
| 04.12.2021 | 8 | 0 | 8 | 10 | 0 | 10 | 47 | 1 | 48 | 42 | 1 | 43 |
| 07.12.2021 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 1 | 2 | 3 |
| 08.12.2021 | 1 | 0 | 1 | 2 | 0 | 2 | 0 | 2 | 2 | 3 | 0 | 3 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 4
Site Name: Bannold Drove / Bannold Road
Date of Survey: 07.12.2021
Survey Type: Pedestrian & Cycle Count

Input by:
Checked by:

| Time | Movement 1 | | | Movement 2 | | | Movement 3 | | | Movement 4 | | |
|--------------------------|------------|----------|----------|------------|----------|-----------|------------|----------|-----------|------------|----------|-----------|
| | Peds | Cyclists | Total | Peds | Cyclists | Total | Peds | Cyclists | Total | Peds | Cyclists | Total |
| 07:00 | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 2 | 2 | 0 | 2 |
| 07:15 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 0 | 4 | 1 | 0 | 1 |
| 07:30 | 1 | 0 | 1 | 2 | 0 | 2 | 4 | 0 | 4 | 0 | 0 | 0 |
| 07:45 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| 08:00 | 1 | 0 | 1 | 2 | 0 | 2 | 2 | 0 | 2 | 1 | 0 | 1 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 5 | 1 | 6 |
| 08:30 | 1 | 0 | 1 | 5 | 0 | 5 | 3 | 1 | 4 | 3 | 0 | 3 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 1 |
| 09:00 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 1 | 4 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 1 | 5 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| 07:00-10:00 Total | 8 | 0 | 8 | 11 | 0 | 11 | 21 | 2 | 23 | 23 | 3 | 26 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 1 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00-19:00 Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 1 | 2 | 3 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 4
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Junction Name: Bannold Road / Bannold Drove
Survey Type: Queue Length Survey

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------|--------------|----------------------------|
| 52.27009 | 0.201207 | Click Here |

Junction Layout



Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

| Lights | Heavies |
|--------|---------|
| 6 | 15 |

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

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 4
Date of Survey: 07.12.2021
Junction Name: Bannold Road / Bannold Drove
Survey Type: Queue Length Survey

AM Peak Period:

| Lane A1 | | | | |
|---------|--------|---------|-------|------------|
| Time | Lights | Heavies | Total | Length (m) |
| 07:00 | 0 | 0 | 0 | 0 |
| 07:05 | 0 | 0 | 0 | 0 |
| 07:10 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 |
| 07:20 | 0 | 0 | 0 | 0 |
| 07:25 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 |
| 07:35 | 0 | 0 | 0 | 0 |
| 07:40 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 |
| 07:50 | 0 | 0 | 0 | 0 |
| 07:55 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 |
| 08:05 | 0 | 0 | 0 | 0 |
| 08:10 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 |
| 08:20 | 0 | 0 | 0 | 0 |
| 08:25 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 |
| 08:35 | 0 | 0 | 0 | 0 |
| 08:40 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 |
| 08:50 | 0 | 0 | 0 | 0 |
| 08:55 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 |
| 09:05 | 0 | 0 | 0 | 0 |
| 09:10 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 |
| 09:20 | 0 | 0 | 0 | 0 |
| 09:25 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 |
| 09:35 | 0 | 0 | 0 | 0 |
| 09:40 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 |
| 09:50 | 0 | 0 | 0 | 0 |
| 09:55 | 0 | 0 | 0 | 0 |

PM Peak Period:

| Lane A1 | | | | |
|---------|--------|---------|-------|------------|
| Time | Lights | Heavies | Total | Length (m) |
| 16:00 | 0 | 0 | 0 | 0 |
| 16:05 | 0 | 0 | 0 | 0 |
| 16:10 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 |
| 16:20 | 0 | 0 | 0 | 0 |
| 16:25 | 0 | 0 | 0 | 0 |
| 16:30 | 1 | 0 | 1 | 6 |
| 16:35 | 0 | 0 | 0 | 0 |
| 16:40 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 |
| 16:50 | 0 | 0 | 0 | 0 |
| 16:55 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 |
| 17:05 | 0 | 0 | 0 | 0 |
| 17:10 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 |
| 17:20 | 0 | 0 | 0 | 0 |
| 17:25 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 |
| 17:35 | 0 | 0 | 0 | 0 |
| 17:40 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 |
| 17:50 | 0 | 0 | 0 | 0 |
| 17:55 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 |
| 18:05 | 0 | 0 | 0 | 0 |
| 18:10 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 |
| 18:20 | 0 | 0 | 0 | 0 |
| 18:25 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 |
| 18:35 | 0 | 0 | 0 | 0 |
| 18:40 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 |
| 18:50 | 0 | 0 | 0 | 0 |
| 18:55 | 0 | 0 | 0 | 0 |

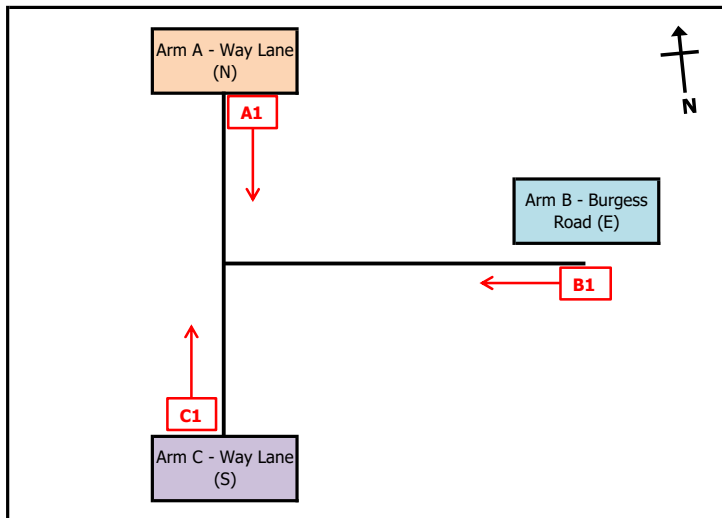
Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Way Lane / Burgess Road
 Junction Number: Site 5 Junction Type: T-Junction

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------------|--------------------|----------------------------|
| 52.266052 | 0.193259 | Click Here |
| AM Peak Conditions | PM Peak Conditions | |
| Clear | Showers | |

Junction Layout

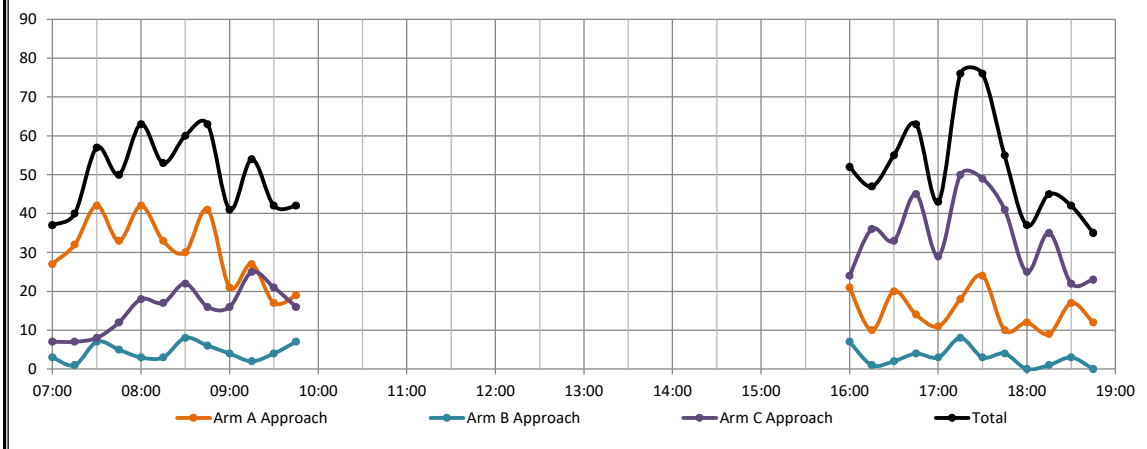


Aerial Mapping and On-site Camera View



Junction Flow Profile

Arm Approach Flows (All Vehicles)



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

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Way Lane / Burgess Road
 Junction Number: Site 5 Junction Type: T-Junction

| Time | Arm A Approach | | | | | | | | Arm A Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 20 | 4 | 0 | 0 | 0 | 1 | 2 | 27 | 3 | 1 | 1 | 0 | 0 | 0 | 1 | 6 | | |
| 07:15 | 27 | 2 | 1 | 0 | 0 | 0 | 2 | 32 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | | |
| 07:30 | 38 | 3 | 0 | 0 | 0 | 0 | 1 | 42 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | | |
| 07:45 | 25 | 5 | 0 | 0 | 0 | 0 | 3 | 33 | 6 | 2 | 0 | 0 | 0 | 0 | 1 | 9 | | |
| 08:00 | 34 | 2 | 0 | 0 | 1 | 0 | 5 | 42 | 13 | 1 | 0 | 0 | 2 | 0 | 1 | 17 | | |
| 08:15 | 25 | 3 | 0 | 0 | 0 | 1 | 4 | 33 | 11 | 3 | 0 | 0 | 0 | 0 | 1 | 15 | | |
| 08:30 | 27 | 2 | 0 | 0 | 0 | 0 | 1 | 30 | 13 | 2 | 0 | 0 | 0 | 0 | 3 | 18 | | |
| 08:45 | 35 | 1 | 0 | 0 | 0 | 0 | 5 | 41 | 8 | 1 | 0 | 0 | 0 | 0 | 3 | 12 | | |
| 09:00 | 16 | 3 | 0 | 0 | 0 | 0 | 2 | 21 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14 | | |
| 09:15 | 24 | 2 | 0 | 0 | 0 | 0 | 1 | 27 | 15 | 4 | 1 | 1 | 0 | 0 | 0 | 21 | | |
| 09:30 | 14 | 2 | 0 | 0 | 0 | 0 | 1 | 17 | 13 | 7 | 0 | 0 | 0 | 0 | 0 | 20 | | |
| 09:45 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 19 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 14 | | |
| 16:00 | 17 | 2 | 0 | 0 | 1 | 0 | 1 | 21 | 17 | 4 | 0 | 0 | 0 | 0 | 1 | 22 | | |
| 16:15 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 30 | 2 | 1 | 0 | 0 | 0 | 1 | 34 | | |
| 16:30 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 20 | 23 | 4 | 0 | 0 | 0 | 0 | 2 | 29 | | |
| 16:45 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14 | 38 | 2 | 0 | 0 | 0 | 0 | 1 | 41 | | |
| 17:00 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 24 | | |
| 17:15 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 18 | 40 | 3 | 0 | 0 | 0 | 0 | 1 | 44 | | |
| 17:30 | 19 | 2 | 1 | 0 | 0 | 0 | 2 | 24 | 36 | 4 | 0 | 0 | 0 | 1 | 2 | 43 | | |
| 17:45 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 36 | 3 | 0 | 0 | 0 | 0 | 0 | 39 | | |
| 18:00 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 18 | 2 | 0 | 0 | 0 | 0 | 1 | 21 | | |
| 18:15 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 26 | 1 | 0 | 0 | 0 | 1 | 2 | 30 | | |
| 18:30 | 14 | 1 | 0 | 0 | 0 | 1 | 1 | 17 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | | |
| 18:45 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 20 | 1 | 0 | 0 | 0 | 0 | 1 | 22 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 110 | 14 | 1 | 0 | 0 | 1 | 8 | 134 | 22 | 4 | 1 | 0 | 0 | 0 | 2 | 29 | | |
| 07:15 | 124 | 12 | 1 | 0 | 1 | 0 | 11 | 149 | 32 | 4 | 0 | 0 | 2 | 0 | 2 | 40 | | |
| 07:30 | 122 | 13 | 0 | 0 | 1 | 1 | 13 | 150 | 36 | 6 | 0 | 0 | 2 | 0 | 3 | 47 | | |
| 07:45 | 111 | 12 | 0 | 0 | 1 | 1 | 13 | 138 | 43 | 8 | 0 | 0 | 2 | 0 | 6 | 59 | | |
| 08:00 | 121 | 8 | 0 | 0 | 1 | 1 | 15 | 146 | 45 | 7 | 0 | 0 | 2 | 0 | 8 | 62 | | |
| 08:15 | 103 | 9 | 0 | 0 | 0 | 1 | 12 | 125 | 44 | 8 | 0 | 0 | 0 | 0 | 7 | 59 | | |
| 08:30 | 102 | 8 | 0 | 0 | 0 | 0 | 9 | 119 | 48 | 9 | 1 | 1 | 0 | 0 | 6 | 65 | | |
| 08:45 | 89 | 8 | 0 | 0 | 0 | 0 | 9 | 106 | 48 | 14 | 1 | 1 | 0 | 0 | 3 | 67 | | |
| 09:00 | 71 | 9 | 0 | 0 | 0 | 0 | 4 | 84 | 51 | 16 | 1 | 1 | 0 | 0 | 0 | 69 | | |
| 16:00 | 56 | 7 | 0 | 0 | 1 | 0 | 1 | 65 | 108 | 12 | 1 | 0 | 0 | 0 | 5 | 126 | | |
| 16:15 | 49 | 6 | 0 | 0 | 0 | 0 | 0 | 55 | 113 | 10 | 1 | 0 | 0 | 0 | 4 | 128 | | |
| 16:30 | 54 | 9 | 0 | 0 | 0 | 0 | 0 | 63 | 123 | 11 | 0 | 0 | 0 | 0 | 4 | 138 | | |
| 16:45 | 55 | 9 | 1 | 0 | 0 | 0 | 2 | 67 | 136 | 11 | 0 | 0 | 0 | 1 | 4 | 152 | | |
| 17:00 | 52 | 8 | 1 | 0 | 0 | 0 | 2 | 63 | 134 | 12 | 0 | 0 | 0 | 1 | 3 | 150 | | |
| 17:15 | 53 | 8 | 1 | 0 | 0 | 0 | 2 | 64 | 130 | 12 | 0 | 0 | 0 | 1 | 4 | 147 | | |
| 17:30 | 47 | 4 | 1 | 0 | 0 | 0 | 3 | 55 | 116 | 10 | 0 | 0 | 0 | 2 | 5 | 133 | | |
| 17:45 | 42 | 3 | 0 | 0 | 0 | 1 | 2 | 48 | 100 | 6 | 0 | 0 | 0 | 1 | 3 | 110 | | |
| 18:00 | 44 | 3 | 0 | 0 | 0 | 1 | 2 | 50 | 84 | 4 | 0 | 0 | 0 | 1 | 4 | 93 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Way Lane / Burgess Road
 Junction Number: Site 5 Junction Type: T-Junction

| Time | Arm B Approach | | | | | | | | Arm B Exit | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:30 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 4 | |
| 07:45 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 2 | 0 | 0 | 0 | 1 | 6 | |
| 08:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 08:15 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | |
| 08:30 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 3 | 2 | 0 | 0 | 0 | 0 | 5 | |
| 08:45 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | |
| 09:00 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | |
| 09:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 1 | 4 | |
| 09:30 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 4 | |
| 09:45 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 2 | 0 | 0 | 0 | 1 | 6 | |
| 16:00 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 16:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 4 | |
| 16:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | |
| 16:45 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | |
| 17:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | |
| 17:15 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 2 | 0 | 0 | 0 | 0 | 10 | |
| 17:30 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | |
| 17:45 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | |
| 18:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | |
| 18:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 9 | 6 | 0 | 0 | 0 | 0 | 1 | 16 | 10 | 3 | 0 | 0 | 0 | 0 | 1 | 14 |
| 07:15 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 16 | 10 | 3 | 0 | 0 | 0 | 0 | 1 | 14 |
| 07:30 | 12 | 6 | 0 | 0 | 0 | 0 | 0 | 18 | 13 | 3 | 0 | 0 | 0 | 0 | 1 | 17 |
| 07:45 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 19 | 13 | 4 | 0 | 0 | 0 | 0 | 1 | 18 |
| 08:00 | 17 | 2 | 0 | 0 | 0 | 0 | 1 | 20 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 17 |
| 08:15 | 16 | 3 | 0 | 0 | 0 | 0 | 2 | 21 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 16 |
| 08:30 | 16 | 2 | 0 | 0 | 0 | 0 | 2 | 20 | 11 | 4 | 0 | 0 | 0 | 0 | 1 | 16 |
| 08:45 | 12 | 1 | 0 | 0 | 0 | 0 | 3 | 16 | 10 | 4 | 0 | 0 | 0 | 0 | 1 | 15 |
| 09:00 | 11 | 4 | 0 | 0 | 0 | 0 | 2 | 17 | 8 | 6 | 0 | 0 | 0 | 0 | 2 | 16 |
| 16:00 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:15 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 19 |
| 16:30 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 17 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 25 |
| 16:45 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 18 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 27 |
| 17:00 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 18 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 25 |
| 17:15 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 15 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 25 |
| 17:30 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 17:45 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 18:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Way Lane / Burgess Road
 Junction Number: Site 5 Junction Type: T-Junction

| Time | Arm C Approach | | | | | | | | Arm C Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 21 | 4 | 0 | 0 | 0 | 1 | 2 | 28 | | |
| 07:15 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 26 | 2 | 1 | 0 | 0 | 0 | 2 | 31 | | |
| 07:30 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 40 | 6 | 0 | 0 | 0 | 0 | 1 | 47 | | |
| 07:45 | 7 | 3 | 0 | 0 | 0 | 0 | 2 | 12 | 26 | 6 | 0 | 0 | 0 | 0 | 3 | 35 | | |
| 08:00 | 14 | 1 | 0 | 0 | 2 | 0 | 1 | 18 | 35 | 2 | 0 | 0 | 1 | 0 | 5 | 43 | | |
| 08:15 | 14 | 2 | 0 | 0 | 0 | 0 | 1 | 17 | 26 | 3 | 0 | 0 | 0 | 1 | 4 | 34 | | |
| 08:30 | 15 | 4 | 0 | 0 | 0 | 0 | 3 | 22 | 33 | 3 | 0 | 0 | 0 | 0 | 1 | 37 | | |
| 08:45 | 12 | 1 | 0 | 0 | 0 | 0 | 3 | 16 | 39 | 1 | 0 | 0 | 0 | 0 | 6 | 46 | | |
| 09:00 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 16 | 18 | 4 | 0 | 0 | 0 | 0 | 3 | 25 | | |
| 09:15 | 17 | 5 | 1 | 1 | 0 | 0 | 1 | 25 | 26 | 2 | 0 | 0 | 0 | 0 | 1 | 29 | | |
| 09:30 | 13 | 8 | 0 | 0 | 0 | 0 | 0 | 21 | 15 | 1 | 0 | 0 | 0 | 0 | 2 | 18 | | |
| 09:45 | 12 | 3 | 0 | 0 | 0 | 0 | 1 | 16 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 22 | | |
| 16:00 | 19 | 4 | 0 | 0 | 0 | 0 | 1 | 24 | 22 | 3 | 0 | 0 | 1 | 0 | 1 | 27 | | |
| 16:15 | 31 | 3 | 1 | 0 | 0 | 0 | 1 | 36 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | | |
| 16:30 | 27 | 4 | 0 | 0 | 0 | 0 | 2 | 33 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 22 | | |
| 16:45 | 43 | 1 | 0 | 0 | 0 | 0 | 1 | 45 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16 | | |
| 17:00 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 29 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | | |
| 17:15 | 45 | 4 | 0 | 0 | 0 | 0 | 1 | 50 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 22 | | |
| 17:30 | 42 | 4 | 0 | 0 | 0 | 1 | 2 | 49 | 21 | 3 | 1 | 0 | 0 | 0 | 2 | 27 | | |
| 17:45 | 39 | 2 | 0 | 0 | 0 | 0 | 0 | 41 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | | |
| 18:00 | 22 | 2 | 0 | 0 | 0 | 0 | 1 | 25 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | | |
| 18:15 | 31 | 1 | 0 | 0 | 0 | 1 | 2 | 35 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | | |
| 18:30 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 15 | 1 | 0 | 0 | 0 | 1 | 1 | 18 | | |
| 18:45 | 21 | 1 | 0 | 0 | 0 | 0 | 1 | 23 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 26 | 5 | 1 | 0 | 0 | 0 | 2 | 34 | 113 | 18 | 1 | 0 | 0 | 1 | 8 | 141 | | |
| 07:15 | 34 | 6 | 0 | 0 | 2 | 0 | 3 | 45 | 127 | 16 | 1 | 0 | 1 | 0 | 11 | 156 | | |
| 07:30 | 42 | 7 | 0 | 0 | 2 | 0 | 4 | 55 | 127 | 17 | 0 | 0 | 1 | 1 | 13 | 159 | | |
| 07:45 | 50 | 10 | 0 | 0 | 2 | 0 | 7 | 69 | 120 | 14 | 0 | 0 | 1 | 1 | 13 | 149 | | |
| 08:00 | 55 | 8 | 0 | 0 | 2 | 0 | 8 | 73 | 133 | 9 | 0 | 0 | 1 | 1 | 16 | 160 | | |
| 08:15 | 54 | 10 | 0 | 0 | 0 | 0 | 7 | 71 | 116 | 11 | 0 | 0 | 0 | 1 | 14 | 142 | | |
| 08:30 | 57 | 13 | 1 | 1 | 0 | 0 | 7 | 79 | 116 | 10 | 0 | 0 | 0 | 0 | 11 | 137 | | |
| 08:45 | 55 | 17 | 1 | 1 | 0 | 0 | 4 | 78 | 98 | 8 | 0 | 0 | 0 | 0 | 12 | 118 | | |
| 09:00 | 55 | 19 | 1 | 1 | 0 | 0 | 2 | 78 | 78 | 10 | 0 | 0 | 0 | 0 | 6 | 94 | | |
| 16:00 | 120 | 12 | 1 | 0 | 0 | 0 | 5 | 138 | 65 | 7 | 0 | 0 | 1 | 0 | 1 | 74 | | |
| 16:15 | 128 | 10 | 1 | 0 | 0 | 0 | 4 | 143 | 56 | 5 | 0 | 0 | 0 | 0 | 0 | 61 | | |
| 16:30 | 142 | 11 | 0 | 0 | 0 | 0 | 4 | 157 | 65 | 9 | 0 | 0 | 0 | 0 | 0 | 74 | | |
| 16:45 | 157 | 11 | 0 | 0 | 0 | 1 | 4 | 173 | 66 | 10 | 1 | 0 | 0 | 0 | 2 | 79 | | |
| 17:00 | 153 | 12 | 0 | 0 | 0 | 1 | 3 | 169 | 63 | 9 | 1 | 0 | 0 | 0 | 2 | 75 | | |
| 17:15 | 148 | 12 | 0 | 0 | 0 | 1 | 4 | 165 | 60 | 9 | 1 | 0 | 0 | 0 | 2 | 72 | | |
| 17:30 | 134 | 9 | 0 | 0 | 0 | 2 | 5 | 150 | 51 | 5 | 1 | 0 | 0 | 0 | 3 | 60 | | |
| 17:45 | 114 | 5 | 0 | 0 | 0 | 1 | 3 | 123 | 45 | 3 | 0 | 0 | 0 | 1 | 2 | 51 | | |
| 18:00 | 96 | 4 | 0 | 0 | 0 | 1 | 4 | 105 | 45 | 3 | 0 | 0 | 0 | 1 | 2 | 51 | | |

Intelligent Data Collection Limited



Client: Mott McDonald **Date of Survey:** 07.12.2021
Project Number: ID06180 **Junction Name:** Way Lane / Burgess Road
Junction Number: Site 5 **Junction Type:** T-Junction

| Total Junction Flow | | | | | | | | |
|---------------------|--------------|-----|------|------|-------|-----|-------|-------|
| Time | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 27 | 5 | 1 | 0 | 0 | 1 | 3 | 37 |
| 07:15 | 34 | 3 | 1 | 0 | 0 | 0 | 2 | 40 |
| 07:30 | 49 | 7 | 0 | 0 | 0 | 0 | 1 | 57 |
| 07:45 | 35 | 10 | 0 | 0 | 0 | 0 | 5 | 50 |
| 08:00 | 51 | 3 | 0 | 0 | 3 | 0 | 6 | 63 |
| 08:15 | 41 | 6 | 0 | 0 | 0 | 1 | 5 | 53 |
| 08:30 | 49 | 7 | 0 | 0 | 0 | 0 | 4 | 60 |
| 08:45 | 52 | 2 | 0 | 0 | 0 | 0 | 9 | 63 |
| 09:00 | 31 | 7 | 0 | 0 | 0 | 0 | 3 | 41 |
| 09:15 | 43 | 7 | 1 | 1 | 0 | 0 | 2 | 54 |
| 09:30 | 30 | 10 | 0 | 0 | 0 | 0 | 2 | 42 |
| 09:45 | 33 | 8 | 0 | 0 | 0 | 0 | 1 | 42 |
| 16:00 | 42 | 7 | 0 | 0 | 1 | 0 | 2 | 52 |
| 16:15 | 41 | 4 | 1 | 0 | 0 | 0 | 1 | 47 |
| 16:30 | 47 | 6 | 0 | 0 | 0 | 0 | 2 | 55 |
| 16:45 | 58 | 4 | 0 | 0 | 0 | 0 | 1 | 63 |
| 17:00 | 40 | 3 | 0 | 0 | 0 | 0 | 0 | 43 |
| 17:15 | 66 | 9 | 0 | 0 | 0 | 0 | 1 | 76 |
| 17:30 | 63 | 7 | 1 | 0 | 0 | 1 | 4 | 76 |
| 17:45 | 51 | 4 | 0 | 0 | 0 | 0 | 0 | 55 |
| 18:00 | 33 | 3 | 0 | 0 | 0 | 0 | 1 | 37 |
| 18:15 | 40 | 1 | 0 | 0 | 0 | 1 | 3 | 45 |
| 18:30 | 39 | 1 | 0 | 0 | 0 | 1 | 1 | 42 |
| 18:45 | 32 | 2 | 0 | 0 | 0 | 0 | 1 | 35 |
| Start Time | Rolling Hour | | | | | | | Total |
| 07:00 | 145 | 25 | 2 | 0 | 0 | 1 | 11 | 184 |
| 07:15 | 169 | 23 | 1 | 0 | 3 | 0 | 14 | 210 |
| 07:30 | 176 | 26 | 0 | 0 | 3 | 1 | 17 | 223 |
| 07:45 | 176 | 26 | 0 | 0 | 3 | 1 | 20 | 226 |
| 08:00 | 193 | 18 | 0 | 0 | 3 | 1 | 24 | 239 |
| 08:15 | 173 | 22 | 0 | 0 | 0 | 1 | 21 | 217 |
| 08:30 | 175 | 23 | 1 | 1 | 0 | 0 | 18 | 218 |
| 08:45 | 156 | 26 | 1 | 1 | 0 | 0 | 16 | 200 |
| 09:00 | 137 | 32 | 1 | 1 | 0 | 0 | 8 | 179 |
| 16:00 | 188 | 21 | 1 | 0 | 1 | 0 | 6 | 217 |
| 16:15 | 186 | 17 | 1 | 0 | 0 | 0 | 4 | 208 |
| 16:30 | 211 | 22 | 0 | 0 | 0 | 0 | 4 | 237 |
| 16:45 | 227 | 23 | 1 | 0 | 0 | 1 | 6 | 258 |
| 17:00 | 220 | 23 | 1 | 0 | 0 | 1 | 5 | 250 |
| 17:15 | 213 | 23 | 1 | 0 | 0 | 1 | 6 | 244 |
| 17:30 | 187 | 15 | 1 | 0 | 0 | 2 | 8 | 213 |
| 17:45 | 163 | 9 | 0 | 0 | 0 | 2 | 5 | 179 |
| 18:00 | 144 | 7 | 0 | 0 | 0 | 2 | 6 | 159 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 5
 Date of Survey: 07.12.2021
 Junction Name: Way Lane / Burgess Road
 Junction Type: T-Junction

Arm A: Way Lane (N)
 Arm B: Burgess Road (E)
 Arm C: Way Lane (S)

| Time | A1 to A | | | | | | | | A1 to C | | | | | | | | A1 to B | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 4 | 0 | 0 | 0 | 0 | 1 | 2 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 2 | 1 | 0 | 0 | 0 | 0 | 2 | 31 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 41 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 32 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 2 | 0 | 0 | 1 | 0 | 0 | 5 | 40 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 3 | 0 | 0 | 0 | 1 | 4 | 32 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 2 | 0 | 0 | 0 | 0 | 1 | 29 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 1 | 0 | 0 | 0 | 0 | 5 | 40 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 3 | 0 | 0 | 0 | 0 | 2 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 2 | 0 | 0 | 0 | 0 | 1 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 1 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 2 | 0 | 0 | 1 | 0 | 1 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 15 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 2 | 1 | 0 | 0 | 0 | 2 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 1 | 1 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 14 | 1 | 0 | 0 | 1 | 8 | 131 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 12 | 1 | 0 | 1 | 0 | 11 | 144 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 13 | 0 | 0 | 1 | 1 | 13 | 145 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 12 | 0 | 0 | 1 | 1 | 13 | 133 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 8 | 0 | 0 | 1 | 1 | 15 | 141 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 9 | 0 | 0 | 0 | 1 | 12 | 122 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 8 | 0 | 0 | 0 | 0 | 9 | 117 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 7 | 0 | 0 | 0 | 0 | 9 | 104 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 7 | 0 | 0 | 0 | 0 | 4 | 81 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 6 | 0 | 0 | 1 | 0 | 1 | 63 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 5 | 0 | 0 | 0 | 0 | 0 | 53 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 8 | 0 | 0 | 0 | 0 | 0 | 59 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 8 | 1 | 0 | 0 | 0 | 2 | 63 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 7 | 1 | 0 | 0 | 0 | 2 | 59 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 7 | 1 | 0 | 0 | 0 | 2 | 59 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 4 | 1 | 0 | 0 | 0 | 3 | 53 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 3 | 0 | 0 | 0 | 1 | 2 | 45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 3 | 0 | 0 | 0 | 1 | 2 | 48 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 5
 Date of Survey: 07.12.2021
 Junction Name: Way Lane / Burgess Road
 Junction Type: T-Junction

Arm A: Way Lane (N)
 Arm B: Burgess Road (E)
 Arm C: Way Lane (S)

| Time | B1 to B | | | | | | | | B1 to A | | | | | | | | B1 to C | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 6 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 6 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 4 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 1 | 6 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 10 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 12 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 14 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 17 | 1 | 0 | 0 | 0 | 0 | 1 | 19 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 16 | 2 | 0 | 0 | 0 | 0 | 2 | 20 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 2 | 20 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 1 | 0 | 0 | 0 | 0 | 3 | 14 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 8 | 3 | 0 | 0 | 0 | 0 | 2 | 13 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 5
 Date of Survey: 07.12.2021
 Junction Name: Way Lane / Burgess Road
 Junction Type: T-Junction

Arm A: Way Lane (N)
 Arm B: Burgess Road (E)
 Arm C: Way Lane (S)

| Time | C1 to C | | | | | | | | C1 to B | | | | | | | | C1 to A | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 1 | 7 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 1 | 0 | 0 | 2 | 0 | 1 | 17 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11 | 2 | 0 | 0 | 0 | 0 | 1 | 14 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 13 | 2 | 0 | 0 | 0 | 0 | 3 | 18 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 8 | 1 | 0 | 0 | 0 | 0 | 3 | 12 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 15 | 4 | 1 | 1 | 0 | 0 | 0 | 21 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11 | 7 | 0 | 0 | 0 | 0 | 0 | 18 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16 | 4 | 0 | 0 | 0 | 0 | 1 | 21 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 29 | 2 | 1 | 0 | 0 | 0 | 1 | 33 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 23 | 4 | 0 | 0 | 0 | 0 | 2 | 29 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 38 | 1 | 0 | 0 | 0 | 0 | 1 | 40 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 24 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 39 | 3 | 0 | 0 | 0 | 0 | 1 | 43 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 36 | 4 | 0 | 0 | 0 | 1 | 2 | 43 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 36 | 2 | 0 | 0 | 0 | 0 | 0 | 38 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 18 | 2 | 0 | 0 | 0 | 0 | 1 | 21 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 26 | 1 | 0 | 0 | 0 | 1 | 2 | 30 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20 | 1 | 0 | 0 | 0 | 0 | 1 | 22 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 1 | 11 | 19 | 2 | 1 | 0 | 0 | 0 | 1 | 23 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 1 | 9 | 29 | 3 | 0 | 0 | 2 | 0 | 2 | 36 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 1 | 12 | 34 | 4 | 0 | 0 | 2 | 0 | 3 | 43 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 1 | 13 | 42 | 6 | 0 | 0 | 2 | 0 | 6 | 56 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | 45 | 6 | 0 | 0 | 2 | 0 | 8 | 61 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 13 | 44 | 7 | 0 | 0 | 0 | 0 | 7 | 58 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 1 | 14 | 48 | 9 | 1 | 1 | 0 | 0 | 6 | 65 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 1 | 13 | 46 | 14 | 1 | 1 | 0 | 0 | 3 | 65 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 2 | 13 | 48 | 15 | 1 | 1 | 0 | 0 | 0 | 65 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15 | 106 | 11 | 1 | 0 | 0 | 0 | 5 | 123 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | 112 | 9 | 1 | 0 | 0 | 0 | 4 | 126 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 21 | 122 | 10 | 0 | 0 | 0 | 0 | 4 | 136 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 23 | 135 | 10 | 0 | 0 | 0 | 1 | 4 | 150 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 21 | 133 | 11 | 0 | 0 | 0 | 1 | 3 | 148 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 20 | 129 | 11 | 0 | 0 | 0 | 1 | 4 | 145 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 116 | 9 | 0 | 0 | 0 | 2 | 5 | 132 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 99 | 5 | 0 | 0 | 0 | 1 | 3 | 108 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 83 | 4 | 0 | 0 | 0 | 1 | 4 | 92 |

Intelligent Data Collection Limited



Client: Mott McDonald
Project Number: ID06180
Junction Number: Site 5

Date of Survey: 07.12.2021
Junction Name: Way Lane / Burgess Road
Junction Type: T-Junction

Arm A: Way Lane (N)
Arm B: Burgess Road (E)
Arm C: Way Lane (S)

| PCU Summary | | | | | | | | | |
|-------------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|
| Time | A1 to A | A1 to C | A1 to B | B1 to B | B1 to A | B1 to C | C1 to C | C1 to B | C1 to A |
| 07:00 | 0 | 25 | 0 | 0 | 1 | 1 | 0 | 3 | 5 |
| 07:15 | 0 | 30 | 1 | 0 | 1 | 0 | 0 | 0 | 7 |
| 07:30 | 0 | 40 | 1 | 0 | 1 | 6 | 0 | 3 | 5 |
| 07:45 | 0 | 30 | 1 | 0 | 2 | 3 | 0 | 4 | 6 |
| 08:00 | 0 | 37 | 2 | 0 | 0 | 3 | 0 | 1 | 18 |
| 08:15 | 0 | 28 | 1 | 0 | 1 | 2 | 0 | 3 | 13 |
| 08:30 | 0 | 28 | 1 | 0 | 0 | 8 | 0 | 4 | 16 |
| 08:45 | 0 | 36 | 1 | 0 | 0 | 5 | 0 | 4 | 10 |
| 09:00 | 0 | 19 | 0 | 0 | 0 | 3 | 0 | 2 | 14 |
| 09:15 | 0 | 26 | 0 | 0 | 0 | 2 | 0 | 3 | 23 |
| 09:30 | 0 | 15 | 1 | 0 | 2 | 1 | 0 | 3 | 18 |
| 09:45 | 0 | 17 | 2 | 0 | 2 | 5 | 0 | 3 | 12 |
| 16:00 | 0 | 21 | 0 | 0 | 1 | 6 | 0 | 3 | 20 |
| 16:15 | 0 | 9 | 1 | 0 | 1 | 0 | 0 | 3 | 33 |
| 16:30 | 0 | 20 | 0 | 0 | 0 | 2 | 0 | 4 | 27 |
| 16:45 | 0 | 13 | 1 | 0 | 1 | 3 | 0 | 5 | 39 |
| 17:00 | 0 | 11 | 0 | 0 | 0 | 3 | 0 | 5 | 24 |
| 17:15 | 0 | 15 | 3 | 0 | 1 | 7 | 0 | 7 | 42 |
| 17:30 | 0 | 23 | 0 | 0 | 0 | 3 | 0 | 6 | 41 |
| 17:45 | 0 | 9 | 1 | 0 | 1 | 3 | 0 | 3 | 38 |
| 18:00 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 4 | 20 |
| 18:15 | 0 | 8 | 0 | 0 | 0 | 1 | 0 | 5 | 28 |
| 18:30 | 0 | 15 | 1 | 0 | 1 | 2 | 0 | 3 | 19 |
| 18:45 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 21 |
| Start Time | Rolling Hour | | | | | | | | |
| 07:00 | 0 | 125 | 3 | 0 | 5 | 10 | 0 | 10 | 23 |
| 07:15 | 0 | 137 | 5 | 0 | 4 | 12 | 0 | 8 | 36 |
| 07:30 | 0 | 135 | 5 | 0 | 4 | 14 | 0 | 11 | 43 |
| 07:45 | 0 | 123 | 5 | 0 | 3 | 16 | 0 | 12 | 53 |
| 08:00 | 0 | 129 | 5 | 0 | 1 | 18 | 0 | 12 | 57 |
| 08:15 | 0 | 112 | 3 | 0 | 1 | 18 | 0 | 13 | 52 |
| 08:30 | 0 | 110 | 2 | 0 | 0 | 18 | 0 | 13 | 62 |
| 08:45 | 0 | 97 | 2 | 0 | 2 | 12 | 0 | 12 | 64 |
| 09:00 | 0 | 78 | 3 | 0 | 4 | 11 | 0 | 11 | 67 |
| 16:00 | 0 | 63 | 2 | 0 | 3 | 11 | 0 | 15 | 120 |
| 16:15 | 0 | 53 | 2 | 0 | 2 | 8 | 0 | 17 | 123 |
| 16:30 | 0 | 59 | 4 | 0 | 2 | 15 | 0 | 21 | 133 |
| 16:45 | 0 | 62 | 4 | 0 | 2 | 16 | 0 | 23 | 146 |
| 17:00 | 0 | 58 | 4 | 0 | 2 | 16 | 0 | 21 | 145 |
| 17:15 | 0 | 58 | 5 | 0 | 2 | 13 | 0 | 20 | 141 |
| 17:30 | 0 | 51 | 2 | 0 | 1 | 7 | 0 | 18 | 127 |
| 17:45 | 0 | 43 | 3 | 0 | 2 | 6 | 0 | 15 | 105 |
| 18:00 | 0 | 46 | 2 | 0 | 1 | 3 | 0 | 13 | 88 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 5
Site Name: Burgess Road
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Survey Type: Pedestrian & Cycle Count

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------|--------------|----------------------------|
| 52.266044 | 0.193364 | Click Here |

Site Layout



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

The yellow shaded area represents the crossing area analysed.

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 5
Site Name: Burgess Road
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Survey Type: Pedestrian & Cycle Count

AM Peak Totals

| Date | Movement 1 | | | Movement 2 | | |
|------------|------------|----------|-------|------------|----------|-------|
| | Peds | Cyclists | Total | Peds | Cyclists | Total |
| 07.12.2021 | 7 | 0 | 7 | 10 | 0 | 10 |
| 08.12.2021 | 43 | 1 | 44 | 51 | 0 | 51 |

PM Peak Totals

| Date | Movement 1 | | | Movement 2 | | |
|------------|------------|----------|-------|------------|----------|-------|
| | Peds | Cyclists | Total | Peds | Cyclists | Total |
| 04.12.2021 | 4 | 0 | 4 | 5 | 0 | 5 |
| 07.12.2021 | 2 | 0 | 2 | 0 | 0 | 0 |
| 08.12.2021 | 2 | 0 | 2 | 1 | 0 | 1 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 5
Site Name: Burgess Road
Date of Survey: 07.12.2021
Survey Type: Pedestrian & Cycle Count

Input by: _____
Checked by: _____

| Time | Movement 1 | | | Movement 2 | | |
|--------------------------|------------|----------|----------|------------|----------|-----------|
| | Peds | Cyclists | Total | Peds | Cyclists | Total |
| 07:00 | 0 | 0 | 0 | 1 | 0 | 1 |
| 07:15 | 0 | 0 | 0 | 1 | 0 | 1 |
| 07:30 | 0 | 0 | 0 | 1 | 0 | 1 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 08:15 | 1 | 0 | 1 | 2 | 0 | 2 |
| 08:30 | 5 | 0 | 5 | 1 | 0 | 1 |
| 08:45 | 0 | 0 | 0 | 1 | 0 | 1 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 1 | 0 | 1 |
| 09:30 | 0 | 0 | 0 | 1 | 0 | 1 |
| 09:45 | 0 | 0 | 0 | 1 | 0 | 1 |
| 07:00-10:00 Total | 7 | 0 | 7 | 10 | 0 | 10 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 1 | 0 | 1 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00-19:00 Total | 2 | 0 | 2 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 5
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Junction Name: Way Lane / Burgess Road
Survey Type: Queue Length Survey

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------|--------------|----------------------------|
| 52.266051 | 0.19328 | Click Here |

Junction Layout



Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

| Lights | Heavies |
|--------|---------|
| 6 | 15 |

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

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 5
Date of Survey: 07.12.2021
Junction Name: Way Lane / Burgess Road
Survey Type: Queue Length Survey

AM Peak Period:

| Lane B1 | | | | |
|---------|--------|---------|-------|------------|
| Time | Lights | Heavies | Total | Length (m) |
| 07:00 | 0 | 0 | 0 | 0 |
| 07:05 | 0 | 0 | 0 | 0 |
| 07:10 | 1 | 0 | 1 | 6 |
| 07:15 | 0 | 0 | 0 | 0 |
| 07:20 | 1 | 0 | 1 | 6 |
| 07:25 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 |
| 07:35 | 0 | 0 | 0 | 0 |
| 07:40 | 1 | 0 | 1 | 6 |
| 07:45 | 0 | 0 | 0 | 0 |
| 07:50 | 1 | 0 | 1 | 6 |
| 07:55 | 0 | 0 | 0 | 0 |
| 08:00 | 1 | 0 | 1 | 6 |
| 08:05 | 0 | 0 | 0 | 0 |
| 08:10 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 |
| 08:20 | 1 | 0 | 1 | 6 |
| 08:25 | 1 | 0 | 1 | 6 |
| 08:30 | 1 | 0 | 1 | 6 |
| 08:35 | 0 | 0 | 0 | 0 |
| 08:40 | 0 | 0 | 0 | 0 |
| 08:45 | 1 | 0 | 1 | 6 |
| 08:50 | 1 | 0 | 1 | 6 |
| 08:55 | 1 | 0 | 1 | 6 |
| 09:00 | 1 | 0 | 1 | 6 |
| 09:05 | 0 | 0 | 0 | 0 |
| 09:10 | 1 | 0 | 1 | 6 |
| 09:15 | 1 | 0 | 1 | 6 |
| 09:20 | 0 | 0 | 0 | 0 |
| 09:25 | 0 | 0 | 0 | 0 |
| 09:30 | 1 | 0 | 1 | 6 |
| 09:35 | 1 | 0 | 1 | 6 |
| 09:40 | 0 | 0 | 0 | 0 |
| 09:45 | 1 | 0 | 1 | 6 |
| 09:50 | 1 | 0 | 1 | 6 |
| 09:55 | 1 | 0 | 1 | 6 |

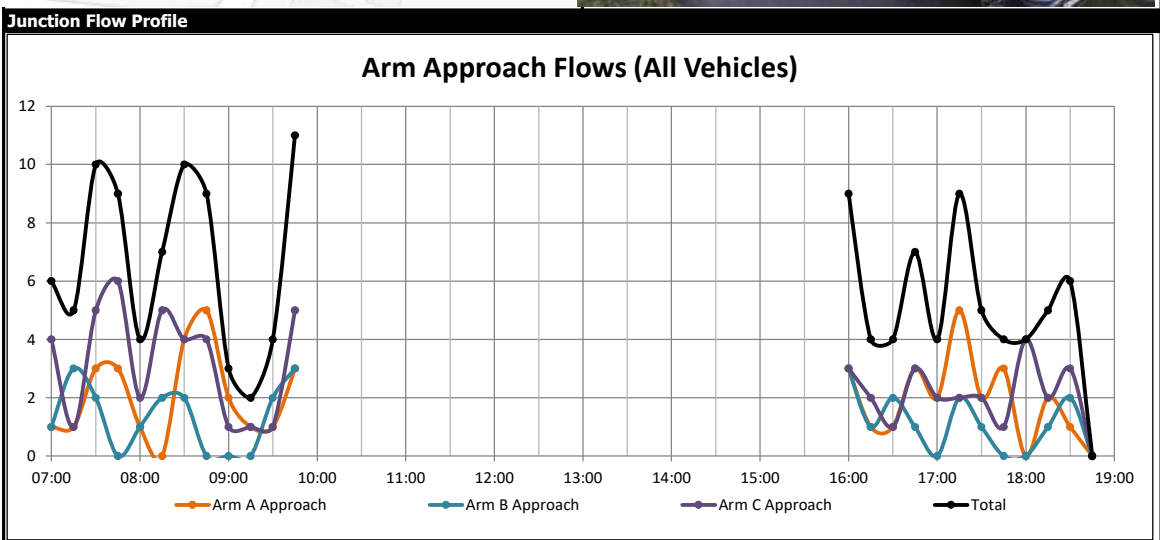
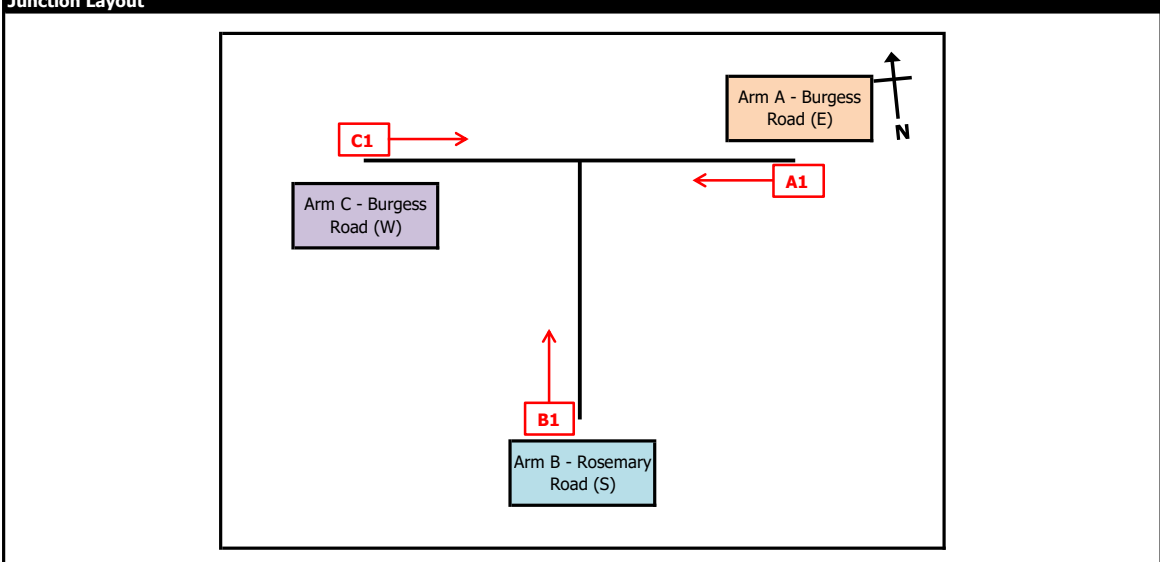
PM Peak Period:

| Lane B1 | | | | |
|---------|--------|---------|-------|------------|
| Time | Lights | Heavies | Total | Length (m) |
| 16:00 | 1 | 0 | 1 | 6 |
| 16:05 | 1 | 0 | 1 | 6 |
| 16:10 | 1 | 0 | 1 | 6 |
| 16:15 | 1 | 0 | 1 | 6 |
| 16:20 | 0 | 0 | 0 | 0 |
| 16:25 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 |
| 16:35 | 0 | 0 | 0 | 0 |
| 16:40 | 0 | 0 | 0 | 0 |
| 16:45 | 1 | 0 | 1 | 6 |
| 16:50 | 0 | 0 | 0 | 0 |
| 16:55 | 1 | 0 | 1 | 6 |
| 17:00 | 1 | 0 | 1 | 6 |
| 17:05 | 0 | 0 | 0 | 0 |
| 17:10 | 0 | 0 | 0 | 0 |
| 17:15 | 1 | 0 | 1 | 6 |
| 17:20 | 1 | 0 | 1 | 6 |
| 17:25 | 1 | 0 | 1 | 6 |
| 17:30 | 0 | 0 | 0 | 0 |
| 17:35 | 1 | 0 | 1 | 6 |
| 17:40 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 |
| 17:50 | 1 | 0 | 1 | 6 |
| 17:55 | 1 | 0 | 1 | 6 |
| 18:00 | 0 | 0 | 0 | 0 |
| 18:05 | 0 | 0 | 0 | 0 |
| 18:10 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 |
| 18:20 | 1 | 0 | 1 | 6 |
| 18:25 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 |
| 18:35 | 0 | 0 | 0 | 0 |
| 18:40 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 |
| 18:50 | 0 | 0 | 0 | 0 |
| 18:55 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited 

| | | | |
|-------------------------|---------------|------------------------|------------------------------|
| Client: | Mott McDonald | Date of Survey: | 07.12.2021 |
| Project Number: | ID06180 | Junction Name: | Burgess Road / Rosemary Road |
| Junction Number: | Site 6 | Junction Type: | T-Junction |

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------------|--------------------|----------------------------|
| 52.265587 | 0.196721 | Click Here |
| AM Peak Conditions | PM Peak Conditions | |
| Clear | Showers | |



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

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Burgess Road / Rosemary Road
 Junction Number: Site 6 Junction Type: T-Junction

| Time | Arm A Approach | | | | | | | | Arm A Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 07:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 07:30 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 07:45 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | | |
| 08:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | | |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | | |
| 08:30 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | | |
| 08:45 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | |
| 09:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 09:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 09:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 09:45 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | | |
| 16:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 16:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 16:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | |
| 16:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 17:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 17:15 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 17:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | |
| 17:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 18:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | |
| 18:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 4 | 3 | 0 | 0 | 0 | 0 | 1 | 8 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 9 | | |
| 07:15 | 4 | 3 | 0 | 0 | 0 | 0 | 1 | 8 | 4 | 4 | 0 | 0 | 0 | 0 | 1 | 9 | | |
| 07:30 | 3 | 3 | 0 | 0 | 0 | 0 | 1 | 7 | 6 | 4 | 0 | 0 | 0 | 0 | 1 | 11 | | |
| 07:45 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 8 | 9 | 4 | 0 | 0 | 0 | 0 | 1 | 14 | | |
| 08:00 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 11 | 2 | 0 | 0 | 0 | 0 | 1 | 14 | | |
| 08:15 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 11 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13 | | |
| 08:30 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 12 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 10 | | |
| 08:45 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | | |
| 09:00 | 3 | 3 | 0 | 0 | 0 | 0 | 1 | 7 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 7 | | |
| 16:00 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | | |
| 16:15 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | | |
| 16:30 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | | |
| 16:45 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | | |
| 17:00 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | | |
| 17:15 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | | |
| 17:30 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | | |
| 17:45 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | | |
| 18:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Burgess Road / Rosemary Road
 Junction Number: Site 6 Junction Type: T-Junction

| Time | Arm B Approach | | | | | | | | Arm B Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 07:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 07:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | | |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 08:15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 08:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 09:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 09:45 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | | |
| 16:00 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | |
| 16:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 16:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 16:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 17:15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 17:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | | |
| 18:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 18:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | | |
| 07:15 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | | |
| 07:30 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 5 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | | |
| 07:45 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 5 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | | |
| 08:00 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 5 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | | |
| 08:15 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | | |
| 08:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | | |
| 08:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 09:00 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | | |
| 16:00 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 7 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | | |
| 16:15 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | | |
| 16:30 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | | |
| 16:45 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | | |
| 17:00 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | | |
| 17:15 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | | |
| 17:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | | |
| 17:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | | |
| 18:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Burgess Road / Rosemary Road
 Junction Number: Site 6 Junction Type: T-Junction

| Time | Arm C Approach | | | | | | | | Arm C Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 07:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 07:30 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | | |
| 07:45 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | | |
| 08:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 08:15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 08:30 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | | |
| 08:45 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | | |
| 09:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 09:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 09:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | |
| 09:45 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | | |
| 16:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | | |
| 16:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 16:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 16:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | | |
| 17:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 17:15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | | |
| 17:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 17:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | |
| 18:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 18:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 18:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 16 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 11 | | |
| 07:15 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 14 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 9 | | |
| 07:30 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 18 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 8 | | |
| 07:45 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 17 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 8 | | |
| 08:00 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 15 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | | |
| 08:15 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 11 | | |
| 08:30 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 10 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11 | | |
| 08:45 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | | |
| 09:00 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 8 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 11 | | |
| 16:00 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 10 | | |
| 16:15 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | | |
| 16:30 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 12 | | |
| 16:45 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 12 | | |
| 17:00 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | | |
| 17:15 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | | |
| 17:30 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | | |
| 17:45 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | | |
| 18:00 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | |

Intelligent Data Collection Limited



Client: Mott McDonald **Date of Survey:** 07.12.2021
Project Number: ID06180 **Junction Name:** Burgess Road / Rosemary Road
Junction Number: Site 6 **Junction Type:** T-Junction

| Total Junction Flow | | | | | | | | |
|---------------------|--------------|-----|------|------|-------|-----|-------|-------|
| Time | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 07:15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:30 | 6 | 3 | 0 | 0 | 0 | 0 | 1 | 10 |
| 07:45 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 9 |
| 08:00 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| 08:15 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 08:30 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 10 |
| 08:45 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 09:00 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 09:15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 09:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 09:45 | 3 | 7 | 0 | 0 | 0 | 0 | 1 | 11 |
| 16:00 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:15 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:45 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:15 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:45 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:30 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | Total |
| 07:00 | 21 | 8 | 0 | 0 | 0 | 0 | 1 | 30 |
| 07:15 | 19 | 7 | 0 | 0 | 0 | 0 | 2 | 28 |
| 07:30 | 20 | 8 | 0 | 0 | 0 | 0 | 2 | 30 |
| 07:45 | 21 | 8 | 0 | 0 | 0 | 0 | 1 | 30 |
| 08:00 | 24 | 5 | 0 | 0 | 0 | 0 | 1 | 30 |
| 08:15 | 23 | 6 | 0 | 0 | 0 | 0 | 0 | 29 |
| 08:30 | 18 | 6 | 0 | 0 | 0 | 0 | 0 | 24 |
| 08:45 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 18 |
| 09:00 | 10 | 9 | 0 | 0 | 0 | 0 | 1 | 20 |
| 16:00 | 18 | 6 | 0 | 0 | 0 | 0 | 0 | 24 |
| 16:15 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 19 |
| 16:30 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 24 |
| 16:45 | 20 | 5 | 0 | 0 | 0 | 0 | 0 | 25 |
| 17:00 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 22 |
| 17:15 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 22 |
| 17:30 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 17:45 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 18:00 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 6
 Date of Survey: 07.12.2021
 Junction Name: Burgess Road / Rosemary Road
 Junction Type: T-Junction

Arm A: Burgess Road (E)
 Arm B: Rosemary Road (S)
 Arm C: Burgess Road (W)

| Time | A1 to A | | | | | | | | A1 to C | | | | | | | | A1 to B | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 6
 Date of Survey: 07.12.2021
 Junction Name: Burgess Road / Rosemary Road
 Junction Type: T-Junction

Arm A: Burgess Road (E)
 Arm B: Rosemary Road (S)
 Arm C: Burgess Road (W)

| Time | B1 to B | | | | | | | | B1 to A | | | | | | | | B1 to C | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 6
 Date of Survey: 07.12.2021
 Junction Name: Burgess Road / Rosemary Road
 Junction Type: T-Junction

Arm A: Burgess Road (E)
 Arm B: Rosemary Road (S)
 Arm C: Burgess Road (W)

| Time | C1 to C | | | | | | | C1 to B | | | | | | | C1 to A | | | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|---------|--------------|-----|------|------|-------|-----|---------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | | | | | | | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:15 | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:30 | | | | | | | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:45 | | | | | | | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:00 | | | | | | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 | | | | | | | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:30 | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 08:45 | | | | | | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 09:00 | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:15 | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:30 | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:45 | | | | | | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:00 | | | | | | | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:15 | | | | | | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:30 | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 | | | | | | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:00 | | | | | | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:15 | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:30 | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:45 | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:00 | | | | | | | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:30 | | | | | | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:45 | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 4 | 4 | 0 | 0 | 0 | 0 | 8 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 4 | 0 | 0 | 0 | 0 | 7 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 5 | 4 | 0 | 0 | 0 | 0 | 9 | |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 7 | 4 | 0 | 0 | 0 | 0 | 11 | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 9 | 2 | 0 | 0 | 0 | 0 | 11 | |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 9 | 2 | 0 | 0 | 0 | 0 | 11 | |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 3 | 0 | 0 | 0 | 0 | 9 | |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 6 | |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 0 | 0 | 0 | 0 | 7 | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 5 | |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 5 | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 6 | |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 7 | |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 6 | |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 5 | |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | |

Intelligent Data Collection Limited



Client: Mott McDonald
Project Number: ID06180
Junction Number: Site 6

Date of Survey: 07.12.2021
Junction Name: Burgess Road / Rosemary Road
Junction Type: T-Junction

Arm A: Burgess Road (E)
Arm B: Rosemary Road (S)
Arm C: Burgess Road (W)

| PCU Summary | | | | | | | | | |
|-------------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|
| Time | A1 to A | A1 to C | A1 to B | B1 to B | B1 to A | B1 to C | C1 to C | C1 to B | C1 to A |
| 07:00 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 2 |
| 07:15 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 1 |
| 07:30 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 3 | 2 |
| 07:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 08:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| 08:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 3 |
| 08:30 | 0 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 4 |
| 08:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 3 |
| 09:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:30 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 |
| 09:45 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 1 | 4 |
| 16:00 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 2 | 1 |
| 16:15 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 |
| 16:30 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 |
| 16:45 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 1 | 2 |
| 17:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 17:15 | 0 | 4 | 1 | 0 | 0 | 2 | 0 | 0 | 2 |
| 17:30 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 2 |
| 17:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| 18:15 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 2 |
| 18:30 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 2 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | |
| 07:00 | 0 | 6 | 1 | 0 | 1 | 5 | 0 | 8 | 8 |
| 07:15 | 0 | 5 | 2 | 0 | 1 | 4 | 0 | 7 | 7 |
| 07:30 | 0 | 5 | 1 | 0 | 1 | 3 | 0 | 9 | 9 |
| 07:45 | 0 | 6 | 2 | 0 | 2 | 2 | 0 | 6 | 11 |
| 08:00 | 0 | 7 | 3 | 0 | 2 | 2 | 0 | 4 | 11 |
| 08:15 | 0 | 9 | 2 | 0 | 2 | 2 | 0 | 3 | 11 |
| 08:30 | 0 | 10 | 2 | 0 | 1 | 1 | 0 | 1 | 9 |
| 08:45 | 0 | 8 | 1 | 0 | 0 | 2 | 0 | 1 | 6 |
| 09:00 | 0 | 6 | 0 | 0 | 0 | 5 | 0 | 1 | 7 |
| 16:00 | 0 | 5 | 3 | 0 | 2 | 5 | 0 | 4 | 5 |
| 16:15 | 0 | 5 | 2 | 0 | 2 | 2 | 0 | 3 | 5 |
| 16:30 | 0 | 9 | 2 | 0 | 2 | 3 | 0 | 2 | 6 |
| 16:45 | 0 | 9 | 3 | 0 | 1 | 3 | 0 | 2 | 7 |
| 17:00 | 0 | 10 | 2 | 0 | 1 | 2 | 0 | 1 | 6 |
| 17:15 | 0 | 8 | 2 | 0 | 1 | 2 | 0 | 4 | 5 |
| 17:30 | 0 | 4 | 3 | 0 | 2 | 0 | 0 | 4 | 5 |
| 17:45 | 0 | 4 | 2 | 0 | 1 | 2 | 0 | 5 | 5 |
| 18:00 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 5 | 4 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 6
Site Name: Burgess Road / Rosemary Road
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Survey Type: Pedestrian & Cycle Count

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------|--------------|----------------------------|
| 52.265591 | 0.196723 | Click Here |

Site Layout



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

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 6
Site Name: Burgess Road / Rosemary Road
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Survey Type: Pedestrian & Cycle Count

AM Peak Totals

| Date | Movement 1 | | | Movement 2 | | | Movement 3 | | | Movement 4 | | |
|------------|------------|----------|-------|------------|----------|-------|------------|----------|-------|------------|----------|-------|
| | Peds | Cyclists | Total | Peds | Cyclists | Total | Peds | Cyclists | Total | Peds | Cyclists | Total |
| 07.12.2021 | 8 | 0 | 8 | 13 | 0 | 13 | 18 | 2 | 20 | 13 | 1 | 14 |
| 08.12.2021 | 2 | 0 | 2 | 5 | 0 | 5 | 18 | 1 | 19 | 14 | 4 | 18 |

PM Peak Totals

| Date | Movement 1 | | | Movement 2 | | | Movement 3 | | | Movement 6 | | |
|------------|------------|----------|-------|------------|----------|-------|------------|----------|-------|------------|----------|-------|
| | Peds | Cyclists | Total | Peds | Cyclists | Total | Peds | Cyclists | Total | Peds | Cyclists | Total |
| 04.12.2021 | 18 | 0 | 18 | 29 | 0 | 29 | 23 | 2 | 25 | 11 | 0 | 11 |
| 07.12.2021 | 2 | 0 | 2 | 4 | 0 | 4 | 7 | 0 | 7 | 6 | 0 | 6 |
| 08.12.2021 | 4 | 1 | 5 | 7 | 1 | 8 | 8 | 1 | 9 | 7 | 0 | 7 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 6
Site Name: Burgess Road / Rosemary Road
Date of Survey: 07.12.2021
Survey Type: Pedestrian & Cycle Count

Input by:
Checked by:

| Time | Movement 1 | | | Movement 2 | | | Movement 3 | | | Movement 4 | | |
|--------------------------|------------|----------|----------|------------|----------|-----------|------------|----------|-----------|------------|----------|-----------|
| | Peds | Cyclists | Total | Peds | Cyclists | Total | Peds | Cyclists | Total | Peds | Cyclists | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 3 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 1 |
| 07:30 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 1 | 2 | 1 | 3 |
| 07:45 | 1 | 0 | 1 | 3 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 1 |
| 08:00 | 2 | 0 | 2 | 1 | 0 | 1 | 3 | 1 | 4 | 1 | 0 | 1 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 2 | 0 | 2 |
| 08:30 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 1 | 4 | 1 | 0 | 1 |
| 08:45 | 2 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 2 |
| 09:00 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 1 | 2 | 0 | 2 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| 07:00-10:00 Total | 8 | 0 | 8 | 13 | 0 | 13 | 18 | 2 | 20 | 13 | 1 | 14 |
| 16:00 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 2 | 2 | 0 | 2 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| 16:00-19:00 Total | 2 | 0 | 2 | 4 | 0 | 4 | 7 | 0 | 7 | 6 | 0 | 6 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 6
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Junction Name: Burgess Road / Rosemary Road
Survey Type: Queue Length Survey

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------|--------------|----------------------------|
| 52.26558 | 0.196718 | Click Here |

Junction Layout



Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

| Lights | Heavies |
|--------|---------|
| 6 | 15 |

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

Any shaded entries indicate where queues reach the extent of the camera view.

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 6
Date of Survey: 07.12.2021
Junction Name: Burgess Road / Rosemary Road
Survey Type: Queue Length Survey

AM Peak Period:

| Lane B1 | | | | |
|---------|--------|---------|-------|------------|
| Time | Lights | Heavies | Total | Length (m) |
| 07:00 | 0 | 0 | 0 | 0 |
| 07:05 | 0 | 0 | 0 | 0 |
| 07:10 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 |
| 07:20 | 0 | 0 | 0 | 0 |
| 07:25 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 |
| 07:35 | 0 | 0 | 0 | 0 |
| 07:40 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 |
| 07:50 | 0 | 0 | 0 | 0 |
| 07:55 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 |
| 08:05 | 0 | 0 | 0 | 0 |
| 08:10 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 |
| 08:20 | 0 | 0 | 0 | 0 |
| 08:25 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 |
| 08:35 | 0 | 0 | 0 | 0 |
| 08:40 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 |
| 08:50 | 0 | 0 | 0 | 0 |
| 08:55 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 |
| 09:05 | 0 | 0 | 0 | 0 |
| 09:10 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 |
| 09:20 | 0 | 0 | 0 | 0 |
| 09:25 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 |
| 09:35 | 0 | 0 | 0 | 0 |
| 09:40 | 1 | 0 | 1 | 6 |
| 09:45 | 0 | 0 | 0 | 0 |
| 09:50 | 1 | 0 | 1 | 6 |
| 09:55 | 1 | 0 | 1 | 6 |

PM Peak Period:

| Lane B1 | | | | |
|---------|--------|---------|-------|------------|
| Time | Lights | Heavies | Total | Length (m) |
| 16:00 | 0 | 0 | 0 | 0 |
| 16:05 | 0 | 0 | 0 | 0 |
| 16:10 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 |
| 16:20 | 0 | 0 | 0 | 0 |
| 16:25 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 |
| 16:35 | 0 | 0 | 0 | 0 |
| 16:40 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 |
| 16:50 | 0 | 0 | 0 | 0 |
| 16:55 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 |
| 17:05 | 0 | 0 | 0 | 0 |
| 17:10 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 |
| 17:20 | 1 | 0 | 1 | 6 |
| 17:25 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 |
| 17:35 | 0 | 0 | 0 | 0 |
| 17:40 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 |
| 17:50 | 0 | 0 | 0 | 0 |
| 17:55 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 |
| 18:05 | 0 | 0 | 0 | 0 |
| 18:10 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 |
| 18:20 | 0 | 0 | 0 | 0 |
| 18:25 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 |
| 18:35 | 0 | 0 | 0 | 0 |
| 18:40 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 |
| 18:50 | 0 | 0 | 0 | 0 |
| 18:55 | 0 | 0 | 0 | 0 |

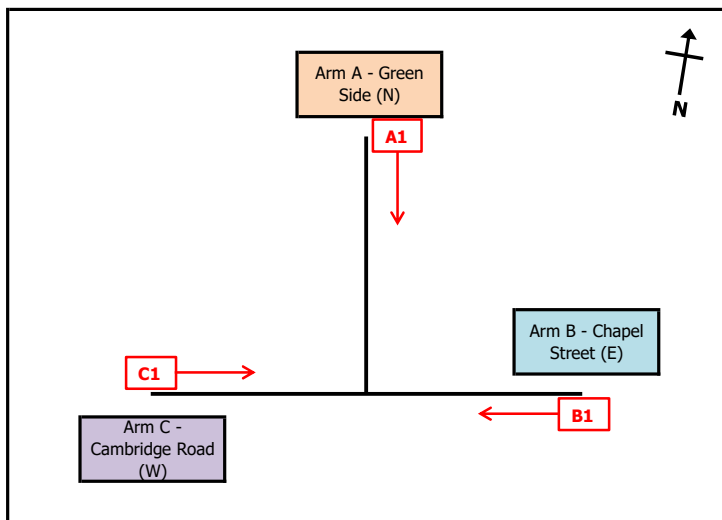
Intelligent Data Collection Limited



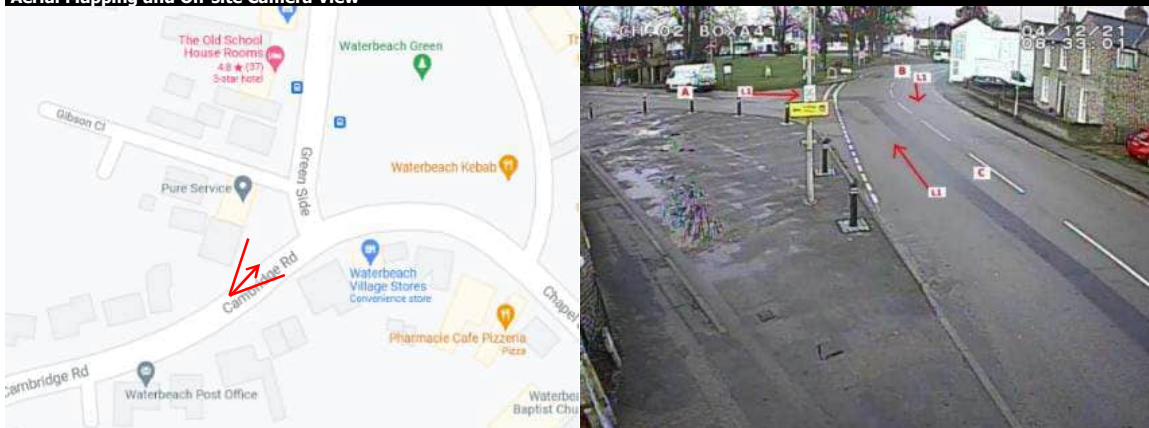
Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Cambridge Road / Chapel Street / Green Side
 Junction Number: Site 7 Junction Type: T-Junction

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------------|--------------------|----------------------------|
| 52.265699 | 0.190116 | Click Here |
| AM Peak Conditions | PM Peak Conditions | |
| Clear | Showers | |

Junction Layout

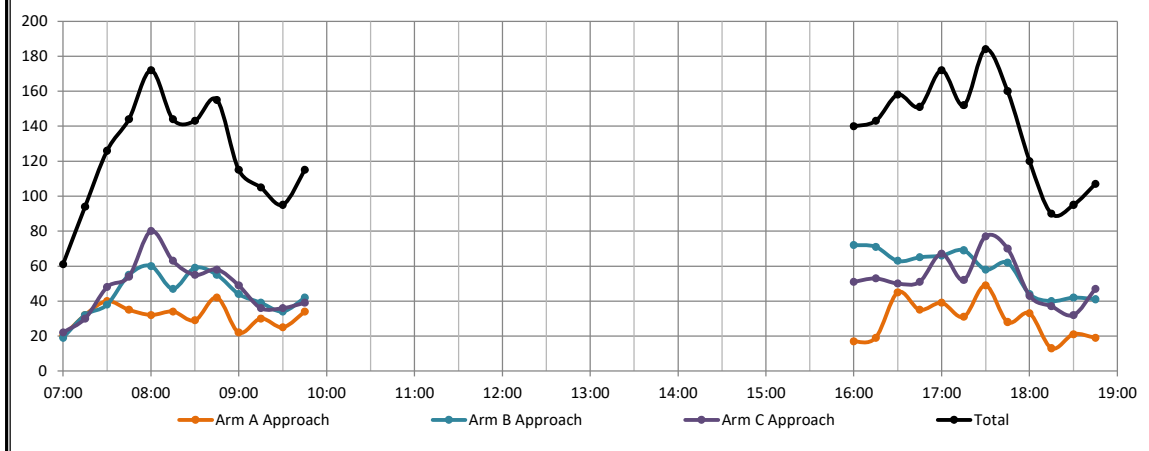


Aerial Mapping and On-site Camera View



Junction Flow Profile

Arm Approach Flows (All Vehicles)



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

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Cambridge Road / Chapel Street / Green Side
 Junction Number: Site 7 Junction Type: T-Junction

| Time | Arm A Approach | | | | | | | | Arm A Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 20 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 12 | | |
| 07:15 | 25 | 5 | 0 | 0 | 2 | 0 | 0 | 32 | 15 | 6 | 0 | 0 | 0 | 1 | 0 | 22 | | |
| 07:30 | 33 | 7 | 0 | 0 | 0 | 0 | 0 | 40 | 33 | 7 | 1 | 0 | 0 | 2 | 0 | 43 | | |
| 07:45 | 27 | 7 | 0 | 0 | 1 | 0 | 0 | 35 | 45 | 6 | 1 | 0 | 1 | 0 | 0 | 53 | | |
| 08:00 | 27 | 3 | 0 | 0 | 1 | 1 | 0 | 32 | 73 | 14 | 0 | 0 | 0 | 1 | 1 | 89 | | |
| 08:15 | 20 | 9 | 0 | 0 | 2 | 1 | 2 | 34 | 36 | 7 | 2 | 0 | 0 | 1 | 1 | 47 | | |
| 08:30 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 29 | 38 | 6 | 1 | 0 | 1 | 0 | 4 | 50 | | |
| 08:45 | 33 | 2 | 0 | 1 | 1 | 0 | 5 | 42 | 55 | 9 | 1 | 0 | 0 | 0 | 1 | 66 | | |
| 09:00 | 18 | 3 | 0 | 0 | 0 | 0 | 1 | 22 | 36 | 9 | 0 | 1 | 0 | 0 | 1 | 47 | | |
| 09:15 | 23 | 5 | 1 | 0 | 0 | 0 | 1 | 30 | 23 | 8 | 0 | 0 | 0 | 0 | 1 | 32 | | |
| 09:30 | 19 | 5 | 0 | 0 | 0 | 0 | 1 | 25 | 24 | 4 | 0 | 1 | 0 | 0 | 0 | 29 | | |
| 09:45 | 24 | 8 | 0 | 0 | 2 | 0 | 0 | 34 | 36 | 9 | 1 | 0 | 1 | 0 | 0 | 47 | | |
| 16:00 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | 64 | 8 | 1 | 0 | 1 | 0 | 0 | 74 | | |
| 16:15 | 16 | 2 | 1 | 0 | 0 | 0 | 0 | 19 | 62 | 15 | 1 | 0 | 0 | 0 | 2 | 80 | | |
| 16:30 | 37 | 8 | 0 | 0 | 0 | 0 | 0 | 45 | 51 | 8 | 0 | 0 | 1 | 0 | 1 | 61 | | |
| 16:45 | 31 | 3 | 0 | 0 | 0 | 1 | 0 | 35 | 57 | 8 | 0 | 0 | 1 | 4 | 1 | 71 | | |
| 17:00 | 34 | 3 | 0 | 0 | 1 | 1 | 0 | 39 | 63 | 13 | 0 | 0 | 0 | 0 | 0 | 76 | | |
| 17:15 | 24 | 6 | 0 | 0 | 0 | 0 | 1 | 31 | 69 | 9 | 0 | 0 | 1 | 1 | 0 | 80 | | |
| 17:30 | 39 | 10 | 0 | 0 | 0 | 0 | 0 | 49 | 60 | 11 | 0 | 0 | 0 | 0 | 1 | 72 | | |
| 17:45 | 23 | 3 | 0 | 0 | 1 | 0 | 1 | 28 | 68 | 12 | 0 | 0 | 0 | 0 | 1 | 81 | | |
| 18:00 | 27 | 6 | 0 | 0 | 0 | 0 | 0 | 33 | 52 | 2 | 0 | 0 | 1 | 0 | 0 | 55 | | |
| 18:15 | 10 | 1 | 0 | 0 | 0 | 0 | 2 | 13 | 43 | 2 | 0 | 0 | 0 | 0 | 0 | 45 | | |
| 18:30 | 18 | 2 | 0 | 0 | 0 | 0 | 1 | 21 | 41 | 3 | 0 | 0 | 2 | 0 | 0 | 46 | | |
| 18:45 | 16 | 2 | 0 | 0 | 1 | 0 | 0 | 19 | 33 | 4 | 0 | 0 | 1 | 0 | 1 | 39 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 101 | 23 | 0 | 0 | 3 | 0 | 0 | 127 | 102 | 22 | 2 | 0 | 1 | 3 | 0 | 130 | | |
| 07:15 | 112 | 22 | 0 | 0 | 4 | 1 | 0 | 139 | 166 | 33 | 2 | 0 | 1 | 4 | 1 | 207 | | |
| 07:30 | 107 | 26 | 0 | 0 | 4 | 2 | 2 | 141 | 187 | 34 | 4 | 0 | 1 | 4 | 2 | 232 | | |
| 07:45 | 101 | 21 | 0 | 0 | 4 | 2 | 2 | 130 | 192 | 33 | 4 | 0 | 2 | 2 | 6 | 239 | | |
| 08:00 | 107 | 16 | 0 | 1 | 4 | 2 | 7 | 137 | 202 | 36 | 4 | 0 | 1 | 2 | 7 | 252 | | |
| 08:15 | 98 | 16 | 0 | 1 | 3 | 1 | 8 | 127 | 165 | 31 | 4 | 1 | 1 | 1 | 7 | 210 | | |
| 08:30 | 101 | 12 | 1 | 1 | 1 | 0 | 7 | 123 | 152 | 32 | 2 | 1 | 1 | 0 | 7 | 195 | | |
| 08:45 | 93 | 15 | 1 | 1 | 1 | 0 | 8 | 119 | 138 | 30 | 1 | 2 | 0 | 0 | 3 | 174 | | |
| 09:00 | 84 | 21 | 1 | 0 | 2 | 0 | 3 | 111 | 119 | 30 | 1 | 2 | 1 | 0 | 2 | 155 | | |
| 16:00 | 100 | 14 | 1 | 0 | 0 | 1 | 0 | 116 | 234 | 39 | 2 | 0 | 3 | 4 | 4 | 286 | | |
| 16:15 | 118 | 16 | 1 | 0 | 1 | 2 | 0 | 138 | 233 | 44 | 1 | 0 | 2 | 4 | 4 | 288 | | |
| 16:30 | 126 | 20 | 0 | 0 | 1 | 2 | 1 | 150 | 240 | 38 | 0 | 0 | 3 | 5 | 2 | 288 | | |
| 16:45 | 128 | 22 | 0 | 0 | 1 | 2 | 1 | 154 | 249 | 41 | 0 | 0 | 2 | 5 | 2 | 299 | | |
| 17:00 | 120 | 22 | 0 | 0 | 2 | 1 | 2 | 147 | 260 | 45 | 0 | 0 | 1 | 1 | 2 | 309 | | |
| 17:15 | 113 | 25 | 0 | 0 | 1 | 0 | 2 | 141 | 249 | 34 | 0 | 0 | 2 | 1 | 2 | 288 | | |
| 17:30 | 99 | 20 | 0 | 0 | 1 | 0 | 3 | 123 | 223 | 27 | 0 | 0 | 1 | 0 | 2 | 253 | | |
| 17:45 | 78 | 12 | 0 | 0 | 1 | 0 | 4 | 95 | 204 | 19 | 0 | 0 | 3 | 0 | 1 | 227 | | |
| 18:00 | 71 | 11 | 0 | 0 | 1 | 0 | 3 | 86 | 169 | 11 | 0 | 0 | 4 | 0 | 1 | 185 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Cambridge Road / Chapel Street / Green Side
 Junction Number: Site 7 Junction Type: T-Junction

| Time | Arm B Approach | | | | | | | | Arm B Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 19 | 14 | 5 | 0 | 0 | 0 | 0 | 1 | 20 | | |
| 07:15 | 25 | 6 | 0 | 0 | 0 | 0 | 1 | 32 | 13 | 5 | 0 | 0 | 1 | 0 | 1 | 20 | | |
| 07:30 | 32 | 4 | 1 | 0 | 0 | 1 | 0 | 38 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 24 | | |
| 07:45 | 43 | 10 | 0 | 0 | 0 | 0 | 2 | 55 | 18 | 8 | 0 | 0 | 0 | 0 | 0 | 26 | | |
| 08:00 | 47 | 7 | 0 | 0 | 1 | 1 | 4 | 60 | 15 | 2 | 2 | 0 | 2 | 0 | 0 | 21 | | |
| 08:15 | 37 | 5 | 0 | 0 | 0 | 0 | 5 | 47 | 32 | 7 | 0 | 0 | 0 | 0 | 2 | 41 | | |
| 08:30 | 48 | 9 | 1 | 0 | 0 | 0 | 1 | 59 | 26 | 6 | 0 | 0 | 0 | 0 | 1 | 33 | | |
| 08:45 | 43 | 8 | 0 | 0 | 0 | 0 | 4 | 55 | 16 | 3 | 0 | 0 | 0 | 0 | 1 | 20 | | |
| 09:00 | 33 | 7 | 0 | 0 | 0 | 0 | 4 | 44 | 19 | 7 | 0 | 0 | 0 | 0 | 0 | 26 | | |
| 09:15 | 29 | 7 | 2 | 0 | 0 | 0 | 1 | 39 | 16 | 6 | 1 | 0 | 0 | 0 | 0 | 23 | | |
| 09:30 | 30 | 3 | 0 | 1 | 0 | 0 | 0 | 34 | 19 | 6 | 1 | 0 | 0 | 0 | 1 | 27 | | |
| 09:45 | 34 | 7 | 1 | 0 | 0 | 0 | 0 | 42 | 23 | 1 | 0 | 0 | 1 | 0 | 0 | 25 | | |
| 16:00 | 63 | 8 | 0 | 0 | 1 | 0 | 0 | 72 | 23 | 5 | 0 | 0 | 0 | 0 | 0 | 28 | | |
| 16:15 | 55 | 15 | 1 | 0 | 0 | 0 | 0 | 71 | 29 | 3 | 2 | 0 | 0 | 0 | 1 | 35 | | |
| 16:30 | 51 | 9 | 0 | 0 | 1 | 0 | 2 | 63 | 27 | 5 | 0 | 0 | 1 | 0 | 0 | 33 | | |
| 16:45 | 53 | 8 | 0 | 0 | 0 | 4 | 0 | 65 | 32 | 3 | 0 | 0 | 0 | 0 | 2 | 37 | | |
| 17:00 | 55 | 10 | 0 | 1 | 0 | 0 | 0 | 66 | 31 | 4 | 0 | 0 | 0 | 1 | 1 | 37 | | |
| 17:15 | 57 | 11 | 0 | 0 | 0 | 0 | 1 | 69 | 20 | 4 | 0 | 0 | 0 | 0 | 0 | 24 | | |
| 17:30 | 53 | 5 | 0 | 0 | 0 | 0 | 0 | 58 | 47 | 5 | 0 | 0 | 0 | 0 | 2 | 54 | | |
| 17:45 | 57 | 4 | 0 | 0 | 0 | 0 | 1 | 62 | 38 | 2 | 0 | 0 | 0 | 0 | 1 | 41 | | |
| 18:00 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 27 | 2 | 0 | 0 | 0 | 0 | 1 | 30 | | |
| 18:15 | 37 | 3 | 0 | 0 | 0 | 0 | 0 | 40 | 19 | 0 | 0 | 0 | 0 | 0 | 1 | 20 | | |
| 18:30 | 36 | 4 | 0 | 0 | 1 | 0 | 1 | 42 | 19 | 2 | 0 | 0 | 0 | 0 | 1 | 22 | | |
| 18:45 | 32 | 8 | 0 | 0 | 0 | 0 | 1 | 41 | 22 | 2 | 0 | 0 | 0 | 1 | 0 | 25 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 114 | 25 | 1 | 0 | 0 | 1 | 3 | 144 | 64 | 23 | 0 | 0 | 1 | 0 | 2 | 90 | | |
| 07:15 | 147 | 27 | 1 | 0 | 1 | 2 | 7 | 185 | 65 | 20 | 2 | 0 | 3 | 0 | 1 | 91 | | |
| 07:30 | 159 | 26 | 1 | 0 | 1 | 2 | 11 | 200 | 84 | 22 | 2 | 0 | 2 | 0 | 2 | 112 | | |
| 07:45 | 175 | 31 | 1 | 0 | 1 | 1 | 12 | 221 | 91 | 23 | 2 | 0 | 2 | 0 | 3 | 121 | | |
| 08:00 | 175 | 29 | 1 | 0 | 1 | 1 | 14 | 221 | 89 | 18 | 2 | 0 | 2 | 0 | 4 | 115 | | |
| 08:15 | 161 | 29 | 1 | 0 | 0 | 0 | 14 | 205 | 93 | 23 | 0 | 0 | 0 | 0 | 4 | 120 | | |
| 08:30 | 153 | 31 | 3 | 0 | 0 | 0 | 10 | 197 | 77 | 22 | 1 | 0 | 0 | 0 | 2 | 102 | | |
| 08:45 | 135 | 25 | 2 | 1 | 0 | 0 | 9 | 172 | 70 | 22 | 2 | 0 | 0 | 0 | 2 | 96 | | |
| 09:00 | 126 | 24 | 3 | 1 | 0 | 0 | 5 | 159 | 77 | 20 | 2 | 0 | 1 | 0 | 1 | 101 | | |
| 16:00 | 222 | 40 | 1 | 0 | 2 | 4 | 2 | 271 | 111 | 16 | 2 | 0 | 1 | 0 | 3 | 133 | | |
| 16:15 | 214 | 42 | 1 | 1 | 1 | 4 | 2 | 265 | 119 | 15 | 2 | 0 | 1 | 1 | 4 | 142 | | |
| 16:30 | 216 | 38 | 0 | 1 | 1 | 4 | 3 | 263 | 110 | 16 | 0 | 0 | 1 | 1 | 3 | 131 | | |
| 16:45 | 218 | 34 | 0 | 1 | 0 | 4 | 1 | 258 | 130 | 16 | 0 | 0 | 0 | 1 | 5 | 152 | | |
| 17:00 | 222 | 30 | 0 | 1 | 0 | 0 | 2 | 255 | 136 | 15 | 0 | 0 | 0 | 1 | 4 | 156 | | |
| 17:15 | 211 | 20 | 0 | 0 | 0 | 0 | 2 | 233 | 132 | 13 | 0 | 0 | 0 | 0 | 4 | 149 | | |
| 17:30 | 191 | 12 | 0 | 0 | 0 | 0 | 1 | 204 | 131 | 9 | 0 | 0 | 0 | 0 | 5 | 145 | | |
| 17:45 | 174 | 11 | 0 | 0 | 1 | 0 | 2 | 188 | 103 | 6 | 0 | 0 | 0 | 0 | 4 | 113 | | |
| 18:00 | 149 | 15 | 0 | 0 | 1 | 0 | 2 | 167 | 87 | 6 | 0 | 0 | 0 | 1 | 3 | 97 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Cambridge Road / Chapel Street / Green Side
 Junction Number: Site 7 Junction Type: T-Junction

| Time | Arm C Approach | | | | | | | | Arm C Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 15 | 6 | 0 | 0 | 0 | 0 | 1 | 22 | 22 | 7 | 0 | 0 | 0 | 0 | 0 | 29 | | |
| 07:15 | 21 | 7 | 0 | 0 | 0 | 1 | 1 | 30 | 43 | 7 | 0 | 0 | 1 | 0 | 1 | 52 | | |
| 07:30 | 38 | 9 | 0 | 0 | 0 | 1 | 0 | 48 | 51 | 8 | 0 | 0 | 0 | 0 | 0 | 59 | | |
| 07:45 | 44 | 8 | 1 | 0 | 1 | 0 | 0 | 54 | 51 | 11 | 0 | 0 | 1 | 0 | 2 | 65 | | |
| 08:00 | 64 | 12 | 2 | 0 | 2 | 0 | 0 | 80 | 50 | 6 | 0 | 0 | 2 | 1 | 3 | 62 | | |
| 08:15 | 47 | 11 | 2 | 0 | 0 | 1 | 2 | 63 | 36 | 11 | 0 | 0 | 2 | 1 | 6 | 56 | | |
| 08:30 | 42 | 7 | 0 | 0 | 1 | 0 | 5 | 55 | 53 | 6 | 0 | 0 | 0 | 0 | 1 | 60 | | |
| 08:45 | 47 | 8 | 1 | 0 | 0 | 0 | 2 | 58 | 52 | 6 | 0 | 1 | 1 | 0 | 9 | 69 | | |
| 09:00 | 36 | 11 | 0 | 1 | 0 | 0 | 1 | 49 | 32 | 5 | 0 | 0 | 0 | 0 | 5 | 42 | | |
| 09:15 | 27 | 9 | 0 | 0 | 0 | 0 | 0 | 36 | 40 | 7 | 2 | 0 | 0 | 0 | 1 | 50 | | |
| 09:30 | 25 | 8 | 1 | 1 | 0 | 0 | 1 | 36 | 31 | 6 | 0 | 1 | 0 | 0 | 1 | 39 | | |
| 09:45 | 33 | 5 | 0 | 0 | 1 | 0 | 0 | 39 | 32 | 10 | 0 | 0 | 1 | 0 | 0 | 43 | | |
| 16:00 | 42 | 7 | 1 | 0 | 1 | 0 | 0 | 51 | 34 | 3 | 0 | 0 | 1 | 0 | 0 | 38 | | |
| 16:15 | 43 | 6 | 1 | 0 | 0 | 0 | 3 | 53 | 23 | 5 | 0 | 0 | 0 | 0 | 0 | 28 | | |
| 16:30 | 40 | 7 | 0 | 0 | 2 | 0 | 1 | 50 | 50 | 11 | 0 | 0 | 1 | 0 | 2 | 64 | | |
| 16:45 | 42 | 5 | 0 | 0 | 1 | 0 | 3 | 51 | 37 | 5 | 0 | 0 | 0 | 1 | 0 | 43 | | |
| 17:00 | 58 | 8 | 0 | 0 | 0 | 0 | 1 | 67 | 53 | 4 | 0 | 1 | 1 | 0 | 0 | 59 | | |
| 17:15 | 43 | 7 | 0 | 0 | 1 | 1 | 0 | 52 | 35 | 11 | 0 | 0 | 0 | 0 | 2 | 48 | | |
| 17:30 | 64 | 10 | 0 | 0 | 0 | 0 | 3 | 77 | 49 | 9 | 0 | 0 | 0 | 0 | 0 | 58 | | |
| 17:45 | 59 | 9 | 0 | 0 | 0 | 0 | 2 | 70 | 33 | 2 | 0 | 0 | 1 | 0 | 2 | 38 | | |
| 18:00 | 38 | 3 | 0 | 0 | 1 | 0 | 1 | 43 | 30 | 5 | 0 | 0 | 0 | 0 | 0 | 35 | | |
| 18:15 | 36 | 0 | 0 | 0 | 0 | 0 | 1 | 37 | 21 | 2 | 0 | 0 | 0 | 0 | 2 | 25 | | |
| 18:30 | 29 | 1 | 0 | 0 | 1 | 0 | 1 | 32 | 23 | 2 | 0 | 0 | 0 | 0 | 2 | 27 | | |
| 18:45 | 43 | 2 | 0 | 0 | 1 | 1 | 0 | 47 | 36 | 6 | 0 | 0 | 1 | 0 | 0 | 43 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 118 | 30 | 1 | 0 | 1 | 2 | 2 | 154 | 167 | 33 | 0 | 0 | 2 | 0 | 3 | 205 | | |
| 07:15 | 167 | 36 | 3 | 0 | 3 | 2 | 1 | 212 | 195 | 32 | 0 | 0 | 4 | 1 | 6 | 238 | | |
| 07:30 | 193 | 40 | 5 | 0 | 3 | 2 | 2 | 245 | 188 | 36 | 0 | 0 | 5 | 2 | 11 | 242 | | |
| 07:45 | 197 | 38 | 5 | 0 | 4 | 1 | 7 | 252 | 190 | 34 | 0 | 0 | 5 | 2 | 12 | 243 | | |
| 08:00 | 200 | 38 | 5 | 0 | 3 | 1 | 9 | 256 | 191 | 29 | 0 | 1 | 5 | 2 | 19 | 247 | | |
| 08:15 | 172 | 37 | 3 | 1 | 1 | 1 | 10 | 225 | 173 | 28 | 0 | 1 | 3 | 1 | 21 | 227 | | |
| 08:30 | 152 | 35 | 1 | 1 | 1 | 0 | 8 | 198 | 177 | 24 | 2 | 1 | 1 | 0 | 16 | 221 | | |
| 08:45 | 135 | 36 | 2 | 2 | 0 | 0 | 4 | 179 | 155 | 24 | 2 | 2 | 1 | 0 | 16 | 200 | | |
| 09:00 | 121 | 33 | 1 | 2 | 1 | 0 | 2 | 160 | 135 | 28 | 2 | 1 | 1 | 0 | 7 | 174 | | |
| 16:00 | 167 | 25 | 2 | 0 | 4 | 0 | 7 | 205 | 144 | 24 | 0 | 0 | 2 | 1 | 2 | 173 | | |
| 16:15 | 183 | 26 | 1 | 0 | 3 | 0 | 8 | 221 | 163 | 25 | 0 | 1 | 2 | 1 | 2 | 194 | | |
| 16:30 | 183 | 27 | 0 | 0 | 4 | 1 | 5 | 220 | 175 | 31 | 0 | 1 | 2 | 1 | 4 | 214 | | |
| 16:45 | 207 | 30 | 0 | 0 | 2 | 1 | 7 | 247 | 174 | 29 | 0 | 1 | 1 | 1 | 2 | 208 | | |
| 17:00 | 224 | 34 | 0 | 0 | 1 | 1 | 6 | 266 | 170 | 26 | 0 | 1 | 2 | 0 | 4 | 203 | | |
| 17:15 | 204 | 29 | 0 | 0 | 2 | 1 | 6 | 242 | 147 | 27 | 0 | 0 | 1 | 0 | 4 | 179 | | |
| 17:30 | 197 | 22 | 0 | 0 | 1 | 0 | 7 | 227 | 133 | 18 | 0 | 0 | 1 | 0 | 4 | 156 | | |
| 17:45 | 162 | 13 | 0 | 0 | 2 | 0 | 5 | 182 | 107 | 11 | 0 | 0 | 1 | 0 | 6 | 125 | | |
| 18:00 | 146 | 6 | 0 | 0 | 3 | 1 | 3 | 159 | 110 | 15 | 0 | 0 | 1 | 0 | 4 | 130 | | |

Intelligent Data Collection Limited



Client: Mott McDonald **Date of Survey:** 07.12.2021
Project Number: ID06180 **Junction Name:** Cambridge Road / Chapel Street / Green Side
Junction Number: Site 7 **Junction Type:** T-Junction

| Total Junction Flow | | | | | | | | |
|---------------------|--------------|-----|------|------|-------|-----|-------|-------|
| Time | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 45 | 15 | 0 | 0 | 0 | 0 | 1 | 61 |
| 07:15 | 71 | 18 | 0 | 0 | 2 | 1 | 2 | 94 |
| 07:30 | 103 | 20 | 1 | 0 | 0 | 2 | 0 | 126 |
| 07:45 | 114 | 25 | 1 | 0 | 2 | 0 | 2 | 144 |
| 08:00 | 138 | 22 | 2 | 0 | 4 | 2 | 4 | 172 |
| 08:15 | 104 | 25 | 2 | 0 | 2 | 2 | 9 | 144 |
| 08:30 | 117 | 18 | 1 | 0 | 1 | 0 | 6 | 143 |
| 08:45 | 123 | 18 | 1 | 1 | 1 | 0 | 11 | 155 |
| 09:00 | 87 | 21 | 0 | 1 | 0 | 0 | 6 | 115 |
| 09:15 | 79 | 21 | 3 | 0 | 0 | 0 | 2 | 105 |
| 09:30 | 74 | 16 | 1 | 2 | 0 | 0 | 2 | 95 |
| 09:45 | 91 | 20 | 1 | 0 | 3 | 0 | 0 | 115 |
| 16:00 | 121 | 16 | 1 | 0 | 2 | 0 | 0 | 140 |
| 16:15 | 114 | 23 | 3 | 0 | 0 | 0 | 3 | 143 |
| 16:30 | 128 | 24 | 0 | 0 | 3 | 0 | 3 | 158 |
| 16:45 | 126 | 16 | 0 | 0 | 1 | 5 | 3 | 151 |
| 17:00 | 147 | 21 | 0 | 1 | 1 | 1 | 1 | 172 |
| 17:15 | 124 | 24 | 0 | 0 | 1 | 1 | 2 | 152 |
| 17:30 | 156 | 25 | 0 | 0 | 0 | 0 | 3 | 184 |
| 17:45 | 139 | 16 | 0 | 0 | 1 | 0 | 4 | 160 |
| 18:00 | 109 | 9 | 0 | 0 | 1 | 0 | 1 | 120 |
| 18:15 | 83 | 4 | 0 | 0 | 0 | 0 | 3 | 90 |
| 18:30 | 83 | 7 | 0 | 0 | 2 | 0 | 3 | 95 |
| 18:45 | 91 | 12 | 0 | 0 | 2 | 1 | 1 | 107 |
| Start Time | Rolling Hour | | | | | | | Total |
| 07:00 | 333 | 78 | 2 | 0 | 4 | 3 | 5 | 425 |
| 07:15 | 426 | 85 | 4 | 0 | 8 | 5 | 8 | 536 |
| 07:30 | 459 | 92 | 6 | 0 | 8 | 6 | 15 | 586 |
| 07:45 | 473 | 90 | 6 | 0 | 9 | 4 | 21 | 603 |
| 08:00 | 482 | 83 | 6 | 1 | 8 | 4 | 30 | 614 |
| 08:15 | 431 | 82 | 4 | 2 | 4 | 2 | 32 | 557 |
| 08:30 | 406 | 78 | 5 | 2 | 2 | 0 | 25 | 518 |
| 08:45 | 363 | 76 | 5 | 4 | 1 | 0 | 21 | 470 |
| 09:00 | 331 | 78 | 5 | 3 | 3 | 0 | 10 | 430 |
| 16:00 | 489 | 79 | 4 | 0 | 6 | 5 | 9 | 592 |
| 16:15 | 515 | 84 | 3 | 1 | 5 | 6 | 10 | 624 |
| 16:30 | 525 | 85 | 0 | 1 | 6 | 7 | 9 | 633 |
| 16:45 | 553 | 86 | 0 | 1 | 3 | 7 | 9 | 659 |
| 17:00 | 566 | 86 | 0 | 1 | 3 | 2 | 10 | 668 |
| 17:15 | 528 | 74 | 0 | 0 | 3 | 1 | 10 | 616 |
| 17:30 | 487 | 54 | 0 | 0 | 2 | 0 | 11 | 554 |
| 17:45 | 414 | 36 | 0 | 0 | 4 | 0 | 11 | 465 |
| 18:00 | 366 | 32 | 0 | 0 | 5 | 1 | 8 | 412 |

Intelligent Data Collection Limited



Client: Mott MacDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Cambridge Road / Chapel Street / Green Side Arm A: Green Side (N)
 Junction Number: Site 7 Junction Type: T-Junction Arm B: Chapel Street (E) Arm C: Cambridge Road (W)

| Time | A1 to A | | | | | | | | A1 to C | | | | | | | | A1 to B | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 14 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 3 | 0 | 0 | 1 | 0 | 0 | 28 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 4 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 7 | 0 | 0 | 0 | 0 | 0 | 34 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 5 | 0 | 0 | 1 | 0 | 0 | 30 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 3 | 0 | 0 | 1 | 1 | 0 | 31 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 6 | 0 | 0 | 2 | 1 | 2 | 24 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 10 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 28 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 1 | 0 | 1 | 1 | 0 | 5 | 36 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 1 | 18 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 5 | 0 | 0 | 0 | 0 | 1 | 27 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 4 | 0 | 0 | 0 | 0 | 1 | 21 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 8 | 0 | 0 | 1 | 0 | 0 | 29 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 5 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 7 | 0 | 0 | 0 | 0 | 0 | 41 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 3 | 0 | 0 | 0 | 1 | 0 | 26 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 2 | 0 | 0 | 1 | 0 | 0 | 33 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 6 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 6 | 0 | 0 | 0 | 0 | 1 | 26 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 8 | 0 | 0 | 0 | 0 | 0 | 39 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 2 | 0 | 0 | 1 | 0 | 1 | 19 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 5 | 0 | 0 | 0 | 0 | 0 | 25 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 2 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 1 | 15 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 0 | 0 | 1 | 0 | 0 | 16 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 18 | 0 | 0 | 2 | 0 | 0 | 106 | 15 | 5 | 0 | 0 | 1 | 0 | 0 | 21 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 18 | 0 | 0 | 3 | 1 | 0 | 123 | 11 | 4 | 0 | 0 | 1 | 0 | 0 | 16 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 21 | 0 | 0 | 4 | 2 | 2 | 119 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 22 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 16 | 0 | 0 | 4 | 2 | 2 | 113 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 17 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 12 | 0 | 1 | 4 | 2 | 7 | 119 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 18 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 11 | 0 | 1 | 3 | 1 | 8 | 106 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 21 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 10 | 0 | 1 | 1 | 0 | 7 | 109 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 14 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 12 | 0 | 1 | 1 | 0 | 8 | 102 | 13 | 3 | 1 | 0 | 0 | 0 | 0 | 17 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 19 | 0 | 0 | 1 | 0 | 3 | 95 | 12 | 2 | 1 | 0 | 1 | 0 | 0 | 16 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 12 | 0 | 0 | 0 | 1 | 0 | 91 | 22 | 2 | 1 | 0 | 0 | 0 | 0 | 25 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 14 | 0 | 0 | 1 | 1 | 0 | 112 | 22 | 2 | 1 | 0 | 0 | 1 | 0 | 26 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 18 | 0 | 0 | 1 | 1 | 1 | 126 | 21 | 2 | 0 | 0 | 0 | 1 | 0 | 24 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 19 | 0 | 0 | 1 | 1 | 1 | 124 | 26 | 3 | 0 | 0 | 0 | 1 | 0 | 30 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 18 | 0 | 0 | 2 | 0 | 2 | 117 | 25 | 4 | 0 | 0 | 0 | 1 | 0 | 30 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 21 | 0 | 0 | 1 | 0 | 2 | 109 | 28 | 4 | 0 | 0 | 0 | 0 | 0 | 32 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 16 | 0 | 0 | 1 | 0 | 3 | 93 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 30 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 9 | 0 | 0 | 1 | 0 | 4 | 69 | 23 | 3 | 0 | 0 | 0 | 0 | 0 | 26 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 8 | 0 | 0 | 1 | 0 | 3 | 66 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 20 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Cambridge Road / Chapel Street / Green Side Arm A: Green Side (N)
 Junction Number: Site 7 Junction Type: T-Junction Arm B: Chapel Street (E) Arm C: Cambridge Road (W)

| Time | B1 to B | | | | | | | | B1 to A | | | | | | | | B1 to C | | | | | | | |
|-------------------|---------------------|-----|------|------|-------|-----|-------|-------|---------------------|-----|------|------|-------|-----|-------|-------|---------------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 15 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 19 | 4 | 0 | 0 | 0 | 0 | 1 | 24 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 3 | 1 | 0 | 0 | 1 | 0 | 13 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 25 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 20 | 27 | 6 | 0 | 0 | 0 | 0 | 2 | 35 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 4 | 0 | 0 | 0 | 1 | 1 | 29 | 24 | 3 | 0 | 0 | 1 | 0 | 3 | 31 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 15 | 23 | 5 | 0 | 0 | 0 | 0 | 4 | 32 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 5 | 1 | 0 | 0 | 0 | 0 | 27 | 27 | 4 | 0 | 0 | 0 | 0 | 1 | 32 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 22 | 24 | 5 | 0 | 0 | 0 | 0 | 4 | 33 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 20 | 17 | 3 | 0 | 0 | 0 | 0 | 4 | 24 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 5 | 0 | 0 | 0 | 0 | 1 | 16 | 19 | 2 | 2 | 0 | 0 | 0 | 0 | 23 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 16 | 15 | 2 | 0 | 1 | 0 | 0 | 0 | 18 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 5 | 1 | 0 | 0 | 0 | 0 | 28 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 5 | 0 | 0 | 0 | 0 | 0 | 46 | 22 | 3 | 0 | 0 | 1 | 0 | 0 | 26 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 12 | 1 | 0 | 0 | 0 | 0 | 55 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 5 | 0 | 0 | 0 | 0 | 0 | 40 | 16 | 4 | 0 | 0 | 1 | 0 | 2 | 23 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 6 | 0 | 0 | 0 | 4 | 0 | 48 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 17 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 8 | 0 | 0 | 0 | 0 | 0 | 40 | 23 | 2 | 0 | 1 | 0 | 0 | 0 | 26 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 6 | 0 | 0 | 0 | 0 | 0 | 47 | 16 | 5 | 0 | 0 | 0 | 0 | 1 | 22 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 4 | 0 | 0 | 0 | 0 | 0 | 39 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 4 | 0 | 0 | 0 | 0 | 0 | 43 | 18 | 0 | 0 | 0 | 0 | 0 | 1 | 19 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 25 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 3 | 0 | 0 | 1 | 0 | 0 | 30 | 10 | 1 | 0 | 0 | 0 | 0 | 1 | 12 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 1 | 14 | 22 | 5 | 0 | 0 | 0 | 0 | 0 | 27 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| Total | Total | | | | | | | | Total | | | | | | | | Total | | | | | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 10 | 1 | 0 | 0 | 1 | 0 | 45 | 81 | 15 | 0 | 0 | 0 | 0 | 3 | 99 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 13 | 1 | 0 | 0 | 2 | 1 | 70 | 94 | 14 | 0 | 0 | 1 | 0 | 6 | 115 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 11 | 1 | 0 | 0 | 2 | 2 | 77 | 98 | 15 | 0 | 0 | 1 | 0 | 9 | 123 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 13 | 1 | 0 | 0 | 1 | 2 | 91 | 101 | 18 | 0 | 0 | 1 | 0 | 10 | 130 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 12 | 1 | 0 | 0 | 1 | 2 | 93 | 98 | 17 | 0 | 0 | 1 | 0 | 12 | 128 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 12 | 1 | 0 | 0 | 0 | 1 | 84 | 91 | 17 | 0 | 0 | 0 | 0 | 13 | 121 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 17 | 1 | 0 | 0 | 0 | 1 | 85 | 87 | 14 | 2 | 0 | 0 | 0 | 9 | 112 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 13 | 0 | 0 | 0 | 0 | 1 | 74 | 75 | 12 | 2 | 1 | 0 | 0 | 8 | 98 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 15 | 1 | 0 | 0 | 0 | 1 | 80 | 63 | 9 | 2 | 1 | 0 | 0 | 4 | 79 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 156 | 28 | 1 | 0 | 0 | 4 | 0 | 189 | 66 | 12 | 0 | 0 | 2 | 0 | 2 | 82 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 | 31 | 1 | 0 | 0 | 4 | 0 | 183 | 67 | 11 | 0 | 1 | 1 | 0 | 2 | 82 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146 | 25 | 0 | 0 | 0 | 4 | 0 | 175 | 70 | 13 | 0 | 1 | 1 | 0 | 3 | 88 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146 | 24 | 0 | 0 | 0 | 4 | 0 | 174 | 72 | 10 | 0 | 1 | 0 | 0 | 1 | 84 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 | 22 | 0 | 0 | 0 | 0 | 0 | 169 | 75 | 8 | 0 | 1 | 0 | 0 | 2 | 86 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 14 | 0 | 0 | 0 | 0 | 0 | 163 | 62 | 6 | 0 | 0 | 0 | 0 | 2 | 70 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 10 | 0 | 0 | 0 | 0 | 0 | 141 | 60 | 2 | 0 | 0 | 0 | 0 | 1 | 63 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 9 | 0 | 0 | 1 | 0 | 0 | 132 | 52 | 2 | 0 | 0 | 0 | 0 | 2 | 56 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 8 | 0 | 0 | 1 | 0 | 1 | 103 | 56 | 7 | 0 | 0 | 0 | 0 | 1 | 64 |

Intelligent Data Collection Limited

Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 7

Date of Survey: 07.12.2021
 Junction Name: Cambridge Road / Chapel Street / Green Side
 Junction Type: T-Junction

Arm A: Green Side (N)
 Arm B: Chapel Street (E)
 Arm C: Cambridge Road (W)



| Time | C1 to C | | | | | | | C1 to B | | | | | | | C1 to A | | | | | | | | | |
|-------------------|---------------------|-----|------|------|-------|-----|-------|--------------|---------------------|-----|------|------|-------|-----|---------|--------------|---------------------|-----|------|------|-------|-----|-------|--------------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | | | | | | | | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 1 | 14 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 07:15 | | | | | | | | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 1 | 16 | 9 | 4 | 0 | 0 | 0 | 1 | 0 | 14 |
| 07:30 | | | | | | | | 0 | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 18 | 25 | 4 | 0 | 0 | 0 | 1 | 0 | 30 |
| 07:45 | | | | | | | | 0 | 15 | 6 | 0 | 0 | 0 | 0 | 0 | 21 | 29 | 2 | 1 | 0 | 1 | 0 | 0 | 33 |
| 08:00 | | | | | | | | 0 | 14 | 2 | 2 | 0 | 2 | 0 | 0 | 20 | 50 | 10 | 0 | 0 | 0 | 0 | 0 | 60 |
| 08:15 | | | | | | | | 0 | 25 | 4 | 0 | 0 | 0 | 0 | 2 | 31 | 22 | 7 | 2 | 0 | 0 | 1 | 0 | 32 |
| 08:30 | | | | | | | | 0 | 25 | 6 | 0 | 0 | 0 | 0 | 1 | 32 | 17 | 1 | 0 | 0 | 1 | 0 | 4 | 23 |
| 08:45 | | | | | | | | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 1 | 14 | 36 | 6 | 1 | 0 | 0 | 0 | 1 | 44 |
| 09:00 | | | | | | | | 0 | 16 | 6 | 0 | 0 | 0 | 0 | 0 | 22 | 20 | 5 | 0 | 1 | 0 | 0 | 1 | 27 |
| 09:15 | | | | | | | | 0 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 20 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 16 |
| 09:30 | | | | | | | | 0 | 16 | 5 | 1 | 0 | 0 | 0 | 1 | 23 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 13 |
| 09:45 | | | | | | | | 0 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 20 | 14 | 4 | 0 | 0 | 1 | 0 | 0 | 19 |
| 16:00 | | | | | | | | 0 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 23 | 23 | 3 | 1 | 0 | 1 | 0 | 0 | 28 |
| 16:15 | | | | | | | | 0 | 23 | 3 | 1 | 0 | 0 | 0 | 1 | 28 | 20 | 3 | 0 | 0 | 0 | 0 | 2 | 25 |
| 16:30 | | | | | | | | 0 | 24 | 4 | 0 | 0 | 1 | 0 | 0 | 29 | 16 | 3 | 0 | 0 | 1 | 0 | 1 | 21 |
| 16:45 | | | | | | | | 0 | 23 | 3 | 0 | 0 | 0 | 0 | 2 | 28 | 19 | 2 | 0 | 0 | 1 | 0 | 1 | 23 |
| 17:00 | | | | | | | | 0 | 27 | 3 | 0 | 0 | 0 | 0 | 1 | 31 | 31 | 5 | 0 | 0 | 0 | 0 | 0 | 36 |
| 17:15 | | | | | | | | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 19 | 28 | 3 | 0 | 0 | 1 | 1 | 0 | 33 |
| 17:30 | | | | | | | | 0 | 39 | 3 | 0 | 0 | 0 | 0 | 2 | 44 | 25 | 7 | 0 | 0 | 0 | 0 | 1 | 33 |
| 17:45 | | | | | | | | 0 | 30 | 1 | 0 | 0 | 0 | 0 | 1 | 32 | 29 | 8 | 0 | 0 | 0 | 0 | 1 | 38 |
| 18:00 | | | | | | | | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 1 | 22 | 18 | 2 | 0 | 0 | 1 | 0 | 0 | 21 |
| 18:15 | | | | | | | | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 1 | 17 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 18:30 | | | | | | | | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 1 | 16 | 15 | 0 | 0 | 0 | 1 | 0 | 0 | 16 |
| 18:45 | | | | | | | | 0 | 20 | 1 | 0 | 0 | 0 | 1 | 22 | 23 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 25 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 18 | 0 | 0 | 0 | 0 | 2 | 69 | 69 | 12 | 1 | 0 | 1 | 2 | 0 | 85 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 16 | 2 | 0 | 2 | 0 | 1 | 75 | 113 | 20 | 1 | 0 | 1 | 2 | 0 | 137 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 17 | 2 | 0 | 2 | 0 | 2 | 90 | 126 | 23 | 3 | 0 | 1 | 2 | 0 | 155 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 18 | 2 | 0 | 2 | 0 | 3 | 104 | 118 | 20 | 3 | 0 | 2 | 1 | 4 | 148 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 14 | 2 | 0 | 2 | 0 | 4 | 97 | 125 | 24 | 3 | 0 | 1 | 1 | 5 | 159 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 18 | 0 | 0 | 0 | 0 | 4 | 99 | 95 | 19 | 3 | 1 | 1 | 1 | 6 | 126 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 20 | 0 | 0 | 0 | 0 | 2 | 88 | 86 | 15 | 1 | 1 | 1 | 0 | 6 | 110 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 19 | 1 | 0 | 0 | 0 | 2 | 79 | 78 | 17 | 1 | 2 | 0 | 0 | 2 | 100 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 18 | 1 | 0 | 0 | 0 | 1 | 85 | 56 | 15 | 0 | 2 | 1 | 0 | 1 | 75 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 14 | 1 | 0 | 1 | 0 | 3 | 108 | 78 | 11 | 1 | 0 | 3 | 0 | 4 | 97 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 13 | 1 | 0 | 1 | 0 | 4 | 116 | 86 | 13 | 0 | 0 | 2 | 0 | 4 | 105 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 14 | 0 | 0 | 1 | 0 | 3 | 107 | 94 | 13 | 0 | 0 | 3 | 1 | 2 | 113 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 13 | 0 | 0 | 0 | 0 | 5 | 122 | 103 | 17 | 0 | 0 | 2 | 1 | 2 | 125 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 11 | 0 | 0 | 0 | 0 | 4 | 126 | 113 | 23 | 0 | 0 | 1 | 1 | 2 | 140 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 9 | 0 | 0 | 0 | 0 | 4 | 117 | 100 | 20 | 0 | 0 | 2 | 1 | 2 | 125 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 5 | 0 | 0 | 0 | 0 | 5 | 115 | 92 | 17 | 0 | 0 | 1 | 0 | 2 | 112 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 3 | 0 | 0 | 0 | 0 | 4 | 87 | 82 | 10 | 0 | 0 | 2 | 0 | 1 | 95 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 3 | 0 | 0 | 0 | 1 | 3 | 77 | 76 | 3 | 0 | 0 | 3 | 0 | 0 | 82 |

Intelligent Data Collection Limited



Client: Mott McDonald
Project Number: ID06180
Junction Number: Site 7

Date of Survey: 07.12.2021
Junction Name: Cambridge Road / Chapel Street / Green Side
Junction Type: T-Junction

Arm A: Green Side (N)
Arm B: Chapel Street (E)
Arm C: Cambridge Road (W)

| PCU Summary | | | | | | | | | |
|-------------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|
| Time | A1 to A | A1 to C | A1 to B | B1 to B | B1 to A | B1 to C | C1 to C | C1 to B | C1 to A |
| 07:00 | 0 | 14 | 6 | 0 | 4 | 15 | 0 | 13 | 8 |
| 07:15 | 0 | 29 | 5 | 0 | 8 | 23 | 0 | 15 | 13 |
| 07:30 | 0 | 34 | 6 | 0 | 13 | 25 | 0 | 18 | 29 |
| 07:45 | 0 | 31 | 5 | 0 | 20 | 33 | 0 | 21 | 35 |
| 08:00 | 0 | 31 | 1 | 0 | 28 | 30 | 0 | 23 | 60 |
| 08:15 | 0 | 24 | 10 | 0 | 14 | 29 | 0 | 29 | 32 |
| 08:30 | 0 | 28 | 1 | 0 | 28 | 31 | 0 | 31 | 21 |
| 08:45 | 0 | 34 | 6 | 0 | 22 | 30 | 0 | 13 | 44 |
| 09:00 | 0 | 17 | 4 | 0 | 20 | 21 | 0 | 22 | 28 |
| 09:15 | 0 | 26 | 4 | 0 | 15 | 24 | 0 | 20 | 16 |
| 09:30 | 0 | 20 | 4 | 0 | 16 | 19 | 0 | 23 | 14 |
| 09:45 | 0 | 30 | 6 | 0 | 29 | 14 | 0 | 20 | 20 |
| 16:00 | 0 | 12 | 5 | 0 | 46 | 27 | 0 | 23 | 30 |
| 16:15 | 0 | 12 | 8 | 0 | 56 | 16 | 0 | 28 | 23 |
| 16:30 | 0 | 41 | 4 | 0 | 40 | 22 | 0 | 30 | 21 |
| 16:45 | 0 | 25 | 9 | 0 | 46 | 17 | 0 | 26 | 23 |
| 17:00 | 0 | 34 | 5 | 0 | 40 | 27 | 0 | 30 | 36 |
| 17:15 | 0 | 25 | 5 | 0 | 47 | 21 | 0 | 19 | 33 |
| 17:30 | 0 | 39 | 10 | 0 | 39 | 19 | 0 | 42 | 32 |
| 17:45 | 0 | 19 | 9 | 0 | 43 | 18 | 0 | 31 | 37 |
| 18:00 | 0 | 25 | 8 | 0 | 34 | 10 | 0 | 21 | 22 |
| 18:15 | 0 | 8 | 3 | 0 | 25 | 15 | 0 | 16 | 20 |
| 18:30 | 0 | 14 | 6 | 0 | 31 | 11 | 0 | 15 | 17 |
| 18:45 | 0 | 17 | 3 | 0 | 13 | 27 | 0 | 21 | 26 |
| Start Time | Rolling Hour | | | | | | | | |
| 07:00 | 0 | 108 | 22 | 0 | 45 | 97 | 0 | 67 | 85 |
| 07:15 | 0 | 125 | 17 | 0 | 69 | 111 | 0 | 77 | 137 |
| 07:30 | 0 | 120 | 22 | 0 | 75 | 117 | 0 | 91 | 156 |
| 07:45 | 0 | 114 | 17 | 0 | 89 | 123 | 0 | 105 | 148 |
| 08:00 | 0 | 118 | 18 | 0 | 91 | 119 | 0 | 97 | 157 |
| 08:15 | 0 | 103 | 21 | 0 | 84 | 111 | 0 | 96 | 124 |
| 08:30 | 0 | 106 | 15 | 0 | 85 | 106 | 0 | 86 | 108 |
| 08:45 | 0 | 98 | 18 | 0 | 73 | 94 | 0 | 78 | 102 |
| 09:00 | 0 | 94 | 18 | 0 | 80 | 78 | 0 | 85 | 78 |
| 16:00 | 0 | 90 | 26 | 0 | 187 | 82 | 0 | 107 | 97 |
| 16:15 | 0 | 112 | 26 | 0 | 181 | 83 | 0 | 114 | 104 |
| 16:30 | 0 | 126 | 23 | 0 | 173 | 88 | 0 | 106 | 114 |
| 16:45 | 0 | 124 | 29 | 0 | 172 | 85 | 0 | 118 | 125 |
| 17:00 | 0 | 117 | 29 | 0 | 169 | 86 | 0 | 123 | 139 |
| 17:15 | 0 | 108 | 32 | 0 | 163 | 68 | 0 | 114 | 125 |
| 17:30 | 0 | 92 | 30 | 0 | 141 | 62 | 0 | 111 | 111 |
| 17:45 | 0 | 67 | 26 | 0 | 133 | 54 | 0 | 84 | 96 |
| 18:00 | 0 | 65 | 20 | 0 | 103 | 63 | 0 | 74 | 85 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 7
Site Name: Green Side / Chapel Street
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Survey Type: Pedestrian & Cycle Count

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------|--------------|----------------------------|
| 52.26571 | 0.190153 | Click Here |

Site Layout



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

The yellow shaded area represents the crossing area analysed.

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 7
Site Name: Green Side / Chapel Street
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Survey Type: Pedestrian & Cycle Count

AM Peak Totals

| Date | Movement 1 | | | Movement 2 | | | Movement 3 | | | Movement 4 | | |
|------------|------------|----------|-------|------------|----------|-------|------------|----------|-------|------------|----------|-------|
| | Peds | Cyclists | Total | Peds | Cyclists | Total | Peds | Cyclists | Total | Peds | Cyclists | Total |
| 07.12.2021 | 23 | 1 | 24 | 22 | 0 | 22 | 17 | 0 | 17 | 18 | 0 | 18 |
| 08.12.2021 | 22 | 0 | 22 | 12 | 0 | 12 | 15 | 0 | 15 | 10 | 0 | 10 |

PM Peak Totals

| Date | Movement 1 | | | Movement 2 | | | Movement 3 | | | Movement 6 | | |
|------------|------------|----------|-------|------------|----------|-------|------------|----------|-------|------------|----------|-------|
| | Peds | Cyclists | Total | Peds | Cyclists | Total | Peds | Cyclists | Total | Peds | Cyclists | Total |
| 04.12.2021 | 21 | 1 | 22 | 16 | 1 | 17 | 49 | 0 | 49 | 52 | 0 | 52 |
| 07.12.2021 | 16 | 0 | 16 | 8 | 2 | 10 | 20 | 0 | 20 | 25 | 0 | 25 |
| 08.12.2021 | 26 | 0 | 26 | 21 | 1 | 22 | 33 | 0 | 33 | 30 | 0 | 30 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 7
Site Name: Green Side / Chapel Street
Date of Survey: 07.12.2021
Survey Type: Pedestrian & Cycle Count

Input by: _____
Checked by: _____

| Time | Movement 1 | | | Movement 2 | | | Movement 3 | | | Movement 4 | | |
|--------------------------|------------|----------|-----------|------------|----------|-----------|------------|----------|-----------|------------|----------|-----------|
| | Peds | Cyclists | Total | Peds | Cyclists | Total | Peds | Cyclists | Total | Peds | Cyclists | Total |
| 07:00 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| 08:00 | 7 | 0 | 7 | 1 | 0 | 1 | 5 | 0 | 5 | 3 | 0 | 3 |
| 08:15 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| 08:30 | 2 | 0 | 2 | 2 | 0 | 2 | 1 | 0 | 1 | 3 | 0 | 3 |
| 08:45 | 0 | 0 | 0 | 5 | 0 | 5 | 2 | 0 | 2 | 1 | 0 | 1 |
| 09:00 | 2 | 0 | 2 | 2 | 0 | 2 | 3 | 0 | 3 | 0 | 0 | 0 |
| 09:15 | 4 | 0 | 4 | 3 | 0 | 3 | 1 | 0 | 1 | 3 | 0 | 3 |
| 09:30 | 3 | 0 | 3 | 3 | 0 | 3 | 3 | 0 | 3 | 3 | 0 | 3 |
| 09:45 | 1 | 1 | 2 | 3 | 0 | 3 | 2 | 0 | 2 | 2 | 0 | 2 |
| 07:00-10:00 Total | 23 | 1 | 24 | 22 | 0 | 22 | 17 | 0 | 17 | 18 | 0 | 18 |
| 16:00 | 3 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 3 | 4 | 0 | 4 |
| 16:15 | 0 | 0 | 0 | 3 | 0 | 3 | 3 | 0 | 3 | 1 | 0 | 1 |
| 16:30 | 1 | 0 | 1 | 1 | 1 | 2 | 3 | 0 | 3 | 3 | 0 | 3 |
| 16:45 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 |
| 17:00 | 3 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 |
| 17:15 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 2 |
| 17:45 | 1 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 3 | 6 | 0 | 6 |
| 18:00 | 3 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 2 | 3 | 0 | 3 |
| 18:15 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 3 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 0 | 4 |
| 18:45 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 |
| 16:00-19:00 Total | 16 | 0 | 16 | 8 | 2 | 10 | 20 | 0 | 20 | 25 | 0 | 25 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 7
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Junction Name: Cambridge Road / Chapel Street / Green Side
Survey Type: Queue Length Survey

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------|--------------|----------------------------|
| 52.265714 | 0.190108 | Click Here |

Junction Layout



Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

| Lights | Heavies |
|--------|---------|
| 6 | 15 |

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

Any shaded entries indicate where queues reach the extent of the camera view.

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 7
Date of Survey: 07.12.2021
Junction Name: Cambridge Road / Chapel Street / Green Side
Survey Type: Queue Length Survey

AM Peak Period:

| Time | Lane A1 | | | | Lane A2 | | | |
|-------|---------|---------|-------|------------|---------|---------|-------|------------|
| | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) |
| 07:00 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 07:05 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 07:20 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 07:25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 07:35 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 07:40 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 07:45 | 3 | 0 | 3 | 18 | 0 | 0 | 0 | 0 |
| 07:50 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 07:55 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 08:00 | 4 | 0 | 4 | 24 | 0 | 0 | 0 | 0 |
| 08:05 | 1 | 1 | 2 | 21 | 0 | 0 | 0 | 0 |
| 08:10 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 08:15 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 08:20 | 3 | 0 | 3 | 18 | 0 | 0 | 0 | 0 |
| 08:25 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 08:30 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 08:35 | 3 | 0 | 3 | 18 | 0 | 0 | 0 | 0 |
| 08:40 | 3 | 0 | 3 | 18 | 0 | 0 | 0 | 0 |
| 08:45 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 08:50 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 08:55 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 09:00 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 09:05 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 09:10 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 09:15 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 09:20 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 09:25 | 2 | 0 | 2 | 12 | 1 | 0 | 1 | 6 |
| 09:30 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 09:35 | 4 | 0 | 4 | 24 | 0 | 0 | 0 | 0 |
| 09:40 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 09:45 | 1 | 1 | 2 | 21 | 0 | 0 | 0 | 0 |
| 09:50 | 2 | 1 | 3 | 27 | 0 | 0 | 0 | 0 |
| 09:55 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |

PM Peak Period:

| Time | Lane A1 | | | | Lane A2 | | | |
|-------|---------|---------|-------|------------|---------|---------|-------|------------|
| | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) |
| 16:00 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 16:05 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 16:10 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 16:15 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 16:20 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 16:25 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 16:30 | 5 | 0 | 5 | 30 | 1 | 0 | 1 | 6 |
| 16:35 | 5 | 0 | 5 | 30 | 0 | 0 | 0 | 0 |
| 16:40 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 16:45 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 16:50 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 16:55 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 17:00 | 3 | 0 | 3 | 18 | 0 | 0 | 0 | 0 |
| 17:05 | 1 | 1 | 2 | 21 | 0 | 0 | 0 | 0 |
| 17:10 | 3 | 0 | 3 | 18 | 0 | 0 | 0 | 0 |
| 17:15 | 2 | 0 | 2 | 12 | 1 | 0 | 1 | 6 |
| 17:20 | 2 | 0 | 2 | 12 | 1 | 0 | 1 | 6 |
| 17:25 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 17:30 | 5 | 0 | 5 | 30 | 1 | 0 | 1 | 6 |
| 17:35 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 17:40 | 3 | 0 | 3 | 18 | 2 | 0 | 2 | 12 |
| 17:45 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 17:50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:55 | 2 | 0 | 2 | 12 | 1 | 0 | 1 | 6 |
| 18:00 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 18:05 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 18:10 | 5 | 0 | 5 | 30 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:20 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 18:25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 18:35 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 18:40 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 18:45 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 18:50 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 18:55 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |

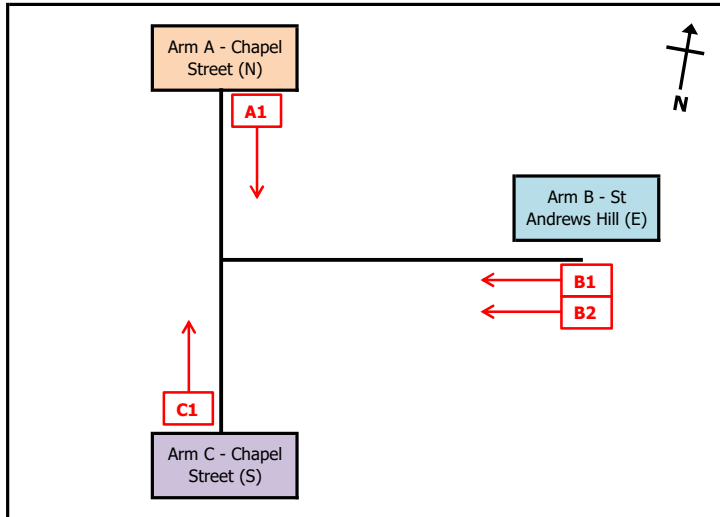
Intelligent Data Collection Limited



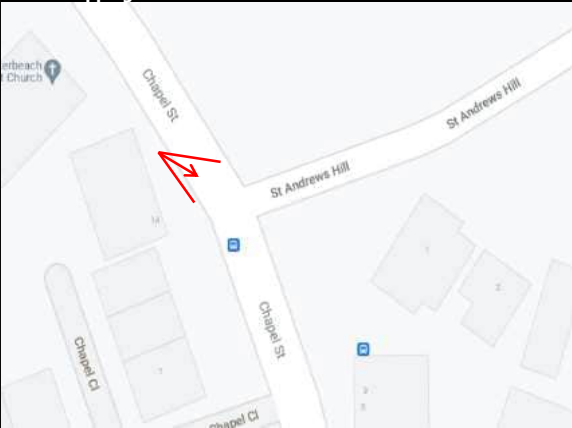
Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Chapel Street / St Andrews Hill
 Junction Number: Site 8 Junction Type: T-Junction

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------------|--------------------|----------------------------|
| 52.265095 | 0.191730 | Click Here |
| AM Peak Conditions | PM Peak Conditions | |
| Clear | Showers | |

Junction Layout

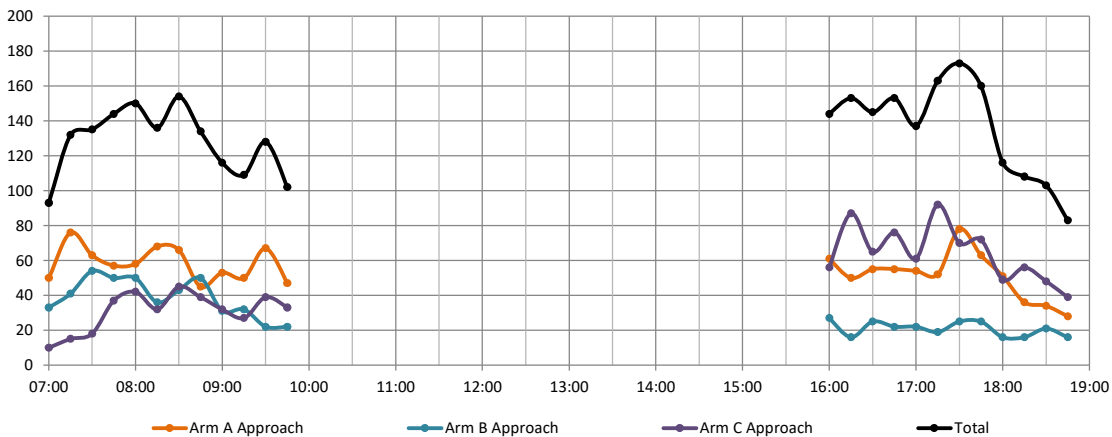


Aerial Mapping and On-site Camera View



Junction Flow Profile

Arm Approach Flows (All Vehicles)



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

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 8

Date of Survey: 07.12.2021
 Junction Name: Chapel Street / St Andrews Hill
 Junction Type: T-Junction

Arm A: Chapel Street (N)
 Arm B: St Andrews Hill (E)

Arm C: Chapel Street (S)

| Time | A1 to A | | | | | | | Total | A1 to C | | | | | | | Total | A1 to B | | | | | | | Total |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 8 | 0 | 0 | 0 | 0 | 0 | 43 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 12 | 0 | 0 | 1 | 0 | 2 | 67 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 5 | 0 | 0 | 0 | 1 | 0 | 52 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 11 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 7 | 0 | 0 | 0 | 0 | 2 | 50 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 7 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 7 | 1 | 0 | 0 | 0 | 0 | 45 | 11 | 0 | 0 | 0 | 2 | 0 | 0 | 13 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 10 | 0 | 0 | 0 | 0 | 2 | 55 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 7 | 1 | 0 | 0 | 0 | 2 | 51 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 15 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 5 | 0 | 0 | 0 | 0 | 1 | 33 | 10 | 1 | 0 | 0 | 0 | 0 | 1 | 12 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 7 | 0 | 0 | 0 | 0 | 1 | 35 | 13 | 4 | 1 | 0 | 0 | 0 | 0 | 18 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 3 | 0 | 0 | 0 | 0 | 1 | 34 | 10 | 4 | 1 | 1 | 0 | 0 | 0 | 16 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 5 | 1 | 0 | 0 | 1 | 0 | 52 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 15 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 2 | 0 | 0 | 1 | 0 | 2 | 35 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 4 | 0 | 0 | 0 | 0 | 7 | 41 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 20 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 3 | 0 | 0 | 0 | 0 | 3 | 37 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 13 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 5 | 0 | 0 | 1 | 1 | 1 | 34 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 21 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 2 | 0 | 0 | 0 | 1 | 0 | 31 | 20 | 3 | 0 | 0 | 0 | 0 | 1 | 24 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 1 | 0 | 0 | 0 | 1 | 1 | 30 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 24 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 3 | 0 | 0 | 0 | 0 | 2 | 31 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 21 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 5 | 0 | 0 | 0 | 0 | 3 | 40 | 36 | 0 | 0 | 0 | 0 | 1 | 1 | 38 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 2 | 0 | 0 | 0 | 1 | 1 | 35 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 2 | 0 | 0 | 0 | 0 | 3 | 32 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 19 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 18 | 17 | 0 | 0 | 0 | 0 | 1 | 0 | 18 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 1 | 2 | 17 | 16 | 0 | 0 | 0 | 0 | 0 | 1 | 17 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 17 | 1 | 0 | 0 | 0 | 1 | 0 | 19 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 174 | 32 | 0 | 0 | 1 | 1 | 4 | 212 | 24 | 10 | 0 | 0 | 0 | 0 | 0 | 34 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 176 | 31 | 1 | 0 | 1 | 1 | 4 | 214 | 29 | 9 | 0 | 0 | 2 | 0 | 0 | 40 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 167 | 29 | 1 | 0 | 0 | 1 | 4 | 202 | 31 | 11 | 0 | 0 | 2 | 0 | 0 | 44 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 162 | 31 | 2 | 0 | 0 | 0 | 6 | 201 | 34 | 12 | 0 | 0 | 2 | 0 | 0 | 48 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 | 29 | 2 | 0 | 0 | 0 | 5 | 184 | 41 | 9 | 0 | 0 | 2 | 0 | 1 | 53 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 | 29 | 1 | 0 | 0 | 0 | 6 | 174 | 43 | 13 | 1 | 0 | 0 | 0 | 1 | 58 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 22 | 1 | 0 | 0 | 0 | 5 | 153 | 42 | 15 | 2 | 1 | 0 | 0 | 1 | 61 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 | 20 | 1 | 0 | 0 | 1 | 3 | 154 | 42 | 15 | 2 | 1 | 0 | 0 | 1 | 61 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 17 | 1 | 0 | 1 | 1 | 4 | 156 | 42 | 16 | 2 | 1 | 0 | 0 | 0 | 61 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 14 | 0 | 0 | 1 | 2 | 11 | 143 | 65 | 11 | 1 | 0 | 0 | 0 | 1 | 78 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 11 | 0 | 0 | 1 | 3 | 5 | 132 | 71 | 9 | 1 | 0 | 0 | 0 | 1 | 82 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 11 | 0 | 0 | 1 | 3 | 4 | 126 | 79 | 10 | 0 | 0 | 0 | 0 | 1 | 90 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 11 | 0 | 0 | 0 | 2 | 6 | 132 | 97 | 7 | 0 | 0 | 0 | 1 | 2 | 107 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 11 | 0 | 0 | 0 | 2 | 7 | 136 | 105 | 4 | 0 | 0 | 0 | 1 | 1 | 111 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 12 | 0 | 0 | 0 | 1 | 9 | 138 | 100 | 4 | 0 | 0 | 0 | 1 | 1 | 106 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 11 | 0 | 0 | 0 | 1 | 7 | 125 | 98 | 2 | 0 | 0 | 0 | 2 | 1 | 103 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 7 | 0 | 0 | 0 | 2 | 6 | 102 | 78 | 2 | 0 | 0 | 0 | 1 | 1 | 82 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 6 | 0 | 0 | 0 | 1 | 5 | 76 | 67 | 3 | 0 | 0 | 0 | 2 | 1 | 73 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 8

Date of Survey: 07.12.2021
 Junction Name: Chapel Street / St Andrews Hill
 Junction Type: T-Junction

Arm A: Chapel Street (N)
 Arm B: St Andrews Hill (E)

Arm C: Chapel Street (S)

| Time | B1 to B | | | | | | | | B1 to A | | | | | | | | B1 to C | | | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|-------|---|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 2 | 0 | 0 | 1 | 0 | 0 | 2 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Total | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 13 | 1 | 0 | 0 | 0 | 2 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 11 | 1 | 0 | 1 | 0 | 4 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 11 | 0 | 0 | 1 | 0 | 5 | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 10 | 0 | 0 | 1 | 0 | 5 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 7 | 0 | 0 | 1 | 0 | 7 | 99 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 8 | 0 | 0 | 0 | 0 | 8 | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 10 | 0 | 0 | 0 | 0 | 6 | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 9 | 0 | 0 | 0 | 0 | 6 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 8 | 0 | 0 | 0 | 0 | 3 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 7 | 0 | 0 | 1 | 0 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 6 | 0 | 0 | 0 | 0 | 1 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 8 | 0 | 0 | 0 | 0 | 1 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 8 | 1 | 0 | 0 | 0 | 1 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 8 | 1 | 0 | 0 | 0 | 1 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 8 | 1 | 0 | 0 | 0 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 4 | 1 | 0 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 3 | 0 | 0 | 0 | 1 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 4 | 0 | 0 | 0 | 1 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 8

Date of Survey: 07.12.2021
 Junction Name: Chapel Street / St Andrews Hill
 Junction Type: T-Junction

Arm A: Chapel Street (N)
 Arm B: St Andrews Hill (E)

Arm C: Chapel Street (S)

| Time | B2 to B | | | | | | | | B2 to A | | | | | | | | B2 to C | | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|----|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 1 | 2 | 19 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 2 | 0 | 0 | 0 | 0 | 2 | 2 | 22 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 35 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 4 | 0 | 0 | 0 | 0 | 4 | 4 | 22 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 2 | 2 | 19 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 2 | 0 | 0 | 0 | 1 | 3 | 20 | |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 23 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 4 | 4 | 18 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 15 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 12 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 9 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 7 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 6 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 13 | 0 | 0 | 0 | 1 | 10 | 98 | |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 12 | 0 | 0 | 0 | 0 | 10 | 98 | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 12 | 0 | 0 | 0 | 1 | 11 | 96 | |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 8 | 0 | 0 | 0 | 1 | 10 | 84 | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 5 | 0 | 0 | 0 | 1 | 10 | 80 | |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 6 | 0 | 0 | 0 | 1 | 8 | 75 | |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 4 | 0 | 0 | 0 | 0 | 5 | 63 | |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 3 | 0 | 0 | 0 | 0 | 5 | 55 | |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 3 | 0 | 0 | 0 | 0 | 2 | 49 | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 31 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 3 | 0 | 0 | 0 | 0 | 2 | 2 | 31 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 1 | 0 | 0 | 0 | 0 | 2 | 2 | 28 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 1 | 0 | 0 | 0 | 0 | 3 | 3 | 29 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 1 | 0 | 0 | 0 | 0 | 2 | 2 | 32 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 28 |

Intelligent Data Collection Limited

Client: Mott McDonald
Project Number: ID06180
Junction Number: Site 8

Date of Survey: 07.12.2021
Junction Name: Chapel Street / St Andrews Hill
Junction Type: T-Junction

Arm A: Chapel Street (N)
Arm B: St Andrews Hill (E)

Arm C: Chapel Street (S)



Table with columns for Time, C1 to C (Cars, LGV, OGV1, OGV2, Buses, M/C, Cycle, Total), C1 to B (Cars, LGV, OGV1, OGV2, Buses, M/C, Cycle, Total), C1 to A (Cars, LGV, OGV1, OGV2, Buses, M/C, Cycle, Total), and Rolling Hour (Start Time, Rolling Hour, Total). Rows include time intervals from 07:00 to 18:45.

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Chapel Street / St Andrews Hill
 Junction Number: Site 8 Junction Type: T-Junction

| Time | Arm A Approach | | | | | | | | Arm A Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 41 | 9 | 0 | 0 | 0 | 0 | 0 | 50 | 14 | 8 | 0 | 0 | 0 | 0 | 0 | 22 | | |
| 07:15 | 61 | 12 | 0 | 0 | 1 | 0 | 2 | 76 | 25 | 2 | 1 | 0 | 0 | 0 | 2 | 30 | | |
| 07:30 | 52 | 10 | 0 | 0 | 0 | 1 | 0 | 63 | 28 | 7 | 0 | 0 | 0 | 1 | 0 | 36 | | |
| 07:45 | 44 | 11 | 0 | 0 | 0 | 0 | 2 | 57 | 42 | 10 | 0 | 0 | 0 | 0 | 5 | 57 | | |
| 08:00 | 48 | 7 | 1 | 0 | 2 | 0 | 0 | 58 | 53 | 6 | 0 | 0 | 1 | 1 | 4 | 65 | | |
| 08:15 | 54 | 12 | 0 | 0 | 0 | 0 | 2 | 68 | 31 | 5 | 1 | 0 | 0 | 0 | 4 | 41 | | |
| 08:30 | 50 | 13 | 1 | 0 | 0 | 0 | 2 | 66 | 46 | 8 | 0 | 0 | 0 | 0 | 2 | 56 | | |
| 08:45 | 37 | 6 | 0 | 0 | 0 | 0 | 2 | 45 | 47 | 9 | 0 | 0 | 0 | 2 | 9 | 67 | | |
| 09:00 | 40 | 11 | 1 | 0 | 0 | 0 | 1 | 53 | 34 | 6 | 0 | 0 | 0 | 0 | 4 | 44 | | |
| 09:15 | 40 | 7 | 1 | 1 | 0 | 0 | 1 | 50 | 36 | 5 | 2 | 0 | 0 | 0 | 1 | 44 | | |
| 09:30 | 54 | 11 | 1 | 0 | 0 | 1 | 0 | 67 | 32 | 5 | 0 | 0 | 0 | 0 | 0 | 37 | | |
| 09:45 | 40 | 4 | 0 | 0 | 1 | 0 | 2 | 47 | 29 | 7 | 1 | 0 | 0 | 0 | 0 | 37 | | |
| 16:00 | 46 | 8 | 0 | 0 | 0 | 0 | 7 | 61 | 60 | 8 | 0 | 0 | 1 | 0 | 1 | 70 | | |
| 16:15 | 42 | 4 | 1 | 0 | 0 | 0 | 3 | 50 | 61 | 19 | 1 | 0 | 0 | 0 | 0 | 81 | | |
| 16:30 | 44 | 8 | 0 | 0 | 1 | 1 | 1 | 55 | 48 | 7 | 0 | 0 | 1 | 0 | 1 | 57 | | |
| 16:45 | 48 | 5 | 0 | 0 | 0 | 1 | 1 | 55 | 58 | 8 | 0 | 0 | 0 | 4 | 1 | 71 | | |
| 17:00 | 49 | 3 | 0 | 0 | 0 | 1 | 1 | 54 | 50 | 9 | 0 | 1 | 0 | 0 | 1 | 61 | | |
| 17:15 | 45 | 5 | 0 | 0 | 0 | 0 | 2 | 52 | 62 | 8 | 0 | 0 | 0 | 0 | 0 | 70 | | |
| 17:30 | 68 | 5 | 0 | 0 | 0 | 1 | 4 | 78 | 58 | 5 | 1 | 0 | 0 | 0 | 1 | 65 | | |
| 17:45 | 59 | 2 | 0 | 0 | 0 | 1 | 1 | 63 | 64 | 6 | 0 | 0 | 0 | 1 | 0 | 71 | | |
| 18:00 | 44 | 4 | 0 | 0 | 0 | 0 | 3 | 51 | 42 | 3 | 0 | 0 | 0 | 0 | 1 | 46 | | |
| 18:15 | 33 | 2 | 0 | 0 | 0 | 1 | 0 | 36 | 40 | 4 | 0 | 0 | 0 | 0 | 0 | 44 | | |
| 18:30 | 29 | 1 | 0 | 0 | 0 | 1 | 3 | 34 | 38 | 4 | 0 | 0 | 1 | 1 | 1 | 45 | | |
| 18:45 | 25 | 2 | 0 | 0 | 0 | 1 | 0 | 28 | 33 | 7 | 0 | 0 | 0 | 0 | 1 | 41 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 198 | 42 | 0 | 0 | 1 | 1 | 4 | 246 | 109 | 27 | 1 | 0 | 0 | 1 | 7 | 145 | | |
| 07:15 | 205 | 40 | 1 | 0 | 3 | 1 | 4 | 254 | 148 | 25 | 1 | 0 | 1 | 2 | 11 | 188 | | |
| 07:30 | 198 | 40 | 1 | 0 | 2 | 1 | 4 | 246 | 154 | 28 | 1 | 0 | 1 | 2 | 13 | 199 | | |
| 07:45 | 196 | 43 | 2 | 0 | 2 | 0 | 6 | 249 | 172 | 29 | 1 | 0 | 1 | 1 | 15 | 219 | | |
| 08:00 | 189 | 38 | 2 | 0 | 2 | 0 | 6 | 237 | 177 | 28 | 1 | 0 | 1 | 3 | 19 | 229 | | |
| 08:15 | 181 | 42 | 2 | 0 | 0 | 0 | 7 | 232 | 158 | 28 | 1 | 0 | 0 | 2 | 19 | 208 | | |
| 08:30 | 167 | 37 | 3 | 1 | 0 | 0 | 6 | 214 | 163 | 28 | 2 | 0 | 0 | 2 | 16 | 211 | | |
| 08:45 | 171 | 35 | 3 | 1 | 0 | 1 | 4 | 215 | 149 | 25 | 2 | 0 | 0 | 2 | 14 | 192 | | |
| 09:00 | 174 | 33 | 3 | 1 | 1 | 1 | 4 | 217 | 131 | 23 | 3 | 0 | 0 | 0 | 5 | 162 | | |
| 16:00 | 180 | 25 | 1 | 0 | 1 | 2 | 12 | 221 | 227 | 42 | 1 | 0 | 2 | 4 | 3 | 279 | | |
| 16:15 | 183 | 20 | 1 | 0 | 1 | 3 | 6 | 214 | 217 | 43 | 1 | 1 | 1 | 4 | 3 | 270 | | |
| 16:30 | 186 | 21 | 0 | 0 | 1 | 3 | 5 | 216 | 218 | 32 | 0 | 1 | 1 | 4 | 3 | 259 | | |
| 16:45 | 210 | 18 | 0 | 0 | 0 | 3 | 8 | 239 | 228 | 30 | 1 | 1 | 0 | 4 | 3 | 267 | | |
| 17:00 | 221 | 15 | 0 | 0 | 0 | 3 | 8 | 247 | 234 | 28 | 1 | 1 | 0 | 1 | 2 | 267 | | |
| 17:15 | 216 | 16 | 0 | 0 | 0 | 2 | 10 | 244 | 226 | 22 | 1 | 0 | 0 | 1 | 2 | 252 | | |
| 17:30 | 204 | 13 | 0 | 0 | 0 | 3 | 8 | 228 | 204 | 18 | 1 | 0 | 0 | 1 | 2 | 226 | | |
| 17:45 | 165 | 9 | 0 | 0 | 0 | 3 | 7 | 184 | 184 | 17 | 0 | 0 | 1 | 2 | 2 | 206 | | |
| 18:00 | 131 | 9 | 0 | 0 | 0 | 3 | 6 | 149 | 153 | 18 | 0 | 0 | 1 | 1 | 3 | 176 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Chapel Street / St Andrews Hill
 Junction Number: Site 8 Junction Type: T-Junction

| Time | Arm B Approach | | | | | | | | Arm B Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 24 | 6 | 0 | 0 | 0 | 1 | 2 | 33 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | | |
| 07:15 | 34 | 3 | 1 | 0 | 0 | 0 | 3 | 41 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | | |
| 07:30 | 44 | 8 | 0 | 0 | 0 | 0 | 2 | 54 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 12 | | |
| 07:45 | 36 | 9 | 0 | 0 | 0 | 0 | 5 | 50 | 10 | 4 | 0 | 0 | 0 | 0 | 1 | 15 | | |
| 08:00 | 42 | 3 | 0 | 0 | 1 | 0 | 4 | 50 | 15 | 2 | 0 | 0 | 2 | 0 | 2 | 21 | | |
| 08:15 | 27 | 3 | 0 | 0 | 0 | 1 | 5 | 36 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 20 | | |
| 08:30 | 39 | 3 | 0 | 0 | 0 | 0 | 1 | 43 | 15 | 6 | 0 | 0 | 0 | 0 | 3 | 24 | | |
| 08:45 | 40 | 3 | 0 | 0 | 0 | 0 | 7 | 50 | 14 | 1 | 0 | 0 | 0 | 0 | 1 | 16 | | |
| 09:00 | 23 | 5 | 0 | 0 | 0 | 0 | 3 | 31 | 17 | 5 | 1 | 0 | 0 | 0 | 0 | 23 | | |
| 09:15 | 29 | 3 | 0 | 0 | 0 | 0 | 0 | 32 | 17 | 4 | 1 | 1 | 0 | 0 | 0 | 23 | | |
| 09:30 | 20 | 1 | 0 | 0 | 0 | 0 | 1 | 22 | 15 | 9 | 0 | 0 | 0 | 0 | 0 | 24 | | |
| 09:45 | 19 | 2 | 0 | 0 | 0 | 0 | 1 | 22 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 18 | | |
| 16:00 | 23 | 3 | 0 | 0 | 1 | 0 | 0 | 27 | 22 | 5 | 0 | 0 | 0 | 0 | 1 | 28 | | |
| 16:15 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16 | 28 | 3 | 1 | 0 | 0 | 0 | 0 | 32 | | |
| 16:30 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 25 | 35 | 6 | 0 | 0 | 0 | 0 | 2 | 43 | | |
| 16:45 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 22 | 40 | 3 | 0 | 0 | 0 | 0 | 1 | 44 | | |
| 17:00 | 18 | 3 | 0 | 0 | 0 | 0 | 1 | 22 | 33 | 3 | 0 | 0 | 0 | 0 | 0 | 36 | | |
| 17:15 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 19 | 50 | 4 | 0 | 0 | 0 | 0 | 3 | 57 | | |
| 17:30 | 20 | 3 | 1 | 0 | 0 | 0 | 1 | 25 | 52 | 2 | 0 | 0 | 0 | 2 | 3 | 59 | | |
| 17:45 | 23 | 1 | 0 | 0 | 0 | 0 | 1 | 25 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | | |
| 18:00 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 16 | 27 | 3 | 0 | 0 | 0 | 0 | 1 | 31 | | |
| 18:15 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | 16 | 35 | 1 | 0 | 0 | 0 | 2 | 2 | 40 | | |
| 18:30 | 18 | 2 | 0 | 0 | 0 | 1 | 0 | 21 | 28 | 0 | 0 | 0 | 0 | 0 | 1 | 29 | | |
| 18:45 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16 | 26 | 2 | 0 | 0 | 0 | 1 | 1 | 30 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 138 | 26 | 1 | 0 | 0 | 1 | 12 | 178 | 36 | 11 | 0 | 0 | 0 | 0 | 2 | 49 | | |
| 07:15 | 156 | 23 | 1 | 0 | 1 | 0 | 14 | 195 | 44 | 11 | 0 | 0 | 2 | 0 | 4 | 61 | | |
| 07:30 | 149 | 23 | 0 | 0 | 1 | 1 | 16 | 190 | 49 | 14 | 0 | 0 | 2 | 0 | 3 | 68 | | |
| 07:45 | 144 | 18 | 0 | 0 | 1 | 1 | 15 | 179 | 57 | 15 | 0 | 0 | 2 | 0 | 6 | 80 | | |
| 08:00 | 148 | 12 | 0 | 0 | 1 | 1 | 17 | 179 | 61 | 12 | 0 | 0 | 2 | 0 | 6 | 81 | | |
| 08:15 | 129 | 14 | 0 | 0 | 0 | 1 | 16 | 160 | 63 | 15 | 1 | 0 | 0 | 0 | 4 | 83 | | |
| 08:30 | 131 | 14 | 0 | 0 | 0 | 0 | 11 | 156 | 63 | 16 | 2 | 1 | 0 | 0 | 4 | 86 | | |
| 08:45 | 112 | 12 | 0 | 0 | 0 | 0 | 11 | 135 | 63 | 19 | 2 | 1 | 0 | 0 | 1 | 86 | | |
| 09:00 | 91 | 11 | 0 | 0 | 0 | 0 | 5 | 107 | 64 | 21 | 2 | 1 | 0 | 0 | 0 | 88 | | |
| 16:00 | 79 | 10 | 0 | 0 | 1 | 0 | 0 | 90 | 125 | 17 | 1 | 0 | 0 | 0 | 4 | 147 | | |
| 16:15 | 74 | 10 | 0 | 0 | 0 | 0 | 1 | 85 | 136 | 15 | 1 | 0 | 0 | 0 | 3 | 155 | | |
| 16:30 | 75 | 12 | 0 | 0 | 0 | 0 | 1 | 88 | 158 | 16 | 0 | 0 | 0 | 0 | 6 | 180 | | |
| 16:45 | 74 | 11 | 1 | 0 | 0 | 0 | 2 | 88 | 175 | 12 | 0 | 0 | 0 | 2 | 7 | 196 | | |
| 17:00 | 76 | 11 | 1 | 0 | 0 | 0 | 3 | 91 | 182 | 9 | 0 | 0 | 0 | 2 | 6 | 199 | | |
| 17:15 | 73 | 9 | 1 | 0 | 0 | 0 | 2 | 85 | 176 | 9 | 0 | 0 | 0 | 2 | 7 | 194 | | |
| 17:30 | 73 | 5 | 1 | 0 | 0 | 0 | 3 | 82 | 161 | 6 | 0 | 0 | 0 | 4 | 6 | 177 | | |
| 17:45 | 71 | 4 | 0 | 0 | 0 | 1 | 2 | 78 | 137 | 4 | 0 | 0 | 0 | 2 | 4 | 147 | | |
| 18:00 | 62 | 5 | 0 | 0 | 0 | 1 | 1 | 69 | 116 | 6 | 0 | 0 | 0 | 3 | 5 | 130 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Chapel Street / St Andrews Hill
 Junction Number: Site 8 Junction Type: T-Junction

| Time | Arm C Approach | | | | | | | | Arm C Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 10 | 49 | 10 | 0 | 0 | 0 | 1 | 2 | 62 | | |
| 07:15 | 12 | 1 | 0 | 0 | 0 | 0 | 2 | 15 | 70 | 14 | 0 | 0 | 1 | 0 | 4 | 89 | | |
| 07:30 | 13 | 4 | 0 | 0 | 0 | 1 | 0 | 18 | 74 | 10 | 0 | 0 | 0 | 1 | 2 | 87 | | |
| 07:45 | 27 | 5 | 0 | 0 | 0 | 0 | 5 | 37 | 55 | 11 | 0 | 0 | 0 | 0 | 6 | 72 | | |
| 08:00 | 31 | 6 | 0 | 0 | 0 | 1 | 4 | 42 | 53 | 8 | 1 | 0 | 0 | 0 | 2 | 64 | | |
| 08:15 | 24 | 5 | 1 | 0 | 0 | 0 | 2 | 32 | 57 | 12 | 0 | 0 | 0 | 1 | 5 | 75 | | |
| 08:30 | 34 | 6 | 0 | 0 | 0 | 0 | 5 | 45 | 62 | 8 | 1 | 0 | 0 | 0 | 3 | 74 | | |
| 08:45 | 24 | 7 | 0 | 0 | 0 | 2 | 6 | 39 | 40 | 6 | 0 | 0 | 0 | 0 | 5 | 51 | | |
| 09:00 | 27 | 4 | 0 | 0 | 0 | 0 | 1 | 32 | 39 | 9 | 0 | 0 | 0 | 0 | 1 | 49 | | |
| 09:15 | 22 | 2 | 2 | 0 | 0 | 0 | 1 | 27 | 38 | 3 | 0 | 0 | 0 | 0 | 1 | 42 | | |
| 09:30 | 32 | 7 | 0 | 0 | 0 | 0 | 0 | 39 | 59 | 5 | 1 | 0 | 0 | 1 | 1 | 67 | | |
| 09:45 | 25 | 7 | 1 | 0 | 0 | 0 | 0 | 33 | 40 | 3 | 0 | 0 | 1 | 0 | 3 | 47 | | |
| 16:00 | 47 | 7 | 0 | 0 | 0 | 0 | 2 | 56 | 34 | 5 | 0 | 0 | 0 | 0 | 7 | 46 | | |
| 16:15 | 67 | 19 | 1 | 0 | 0 | 0 | 0 | 87 | 34 | 3 | 0 | 0 | 0 | 0 | 3 | 40 | | |
| 16:30 | 53 | 8 | 0 | 0 | 1 | 0 | 3 | 65 | 35 | 7 | 0 | 0 | 1 | 1 | 1 | 45 | | |
| 16:45 | 64 | 7 | 0 | 0 | 0 | 4 | 1 | 76 | 35 | 2 | 0 | 0 | 0 | 1 | 0 | 38 | | |
| 17:00 | 51 | 9 | 0 | 1 | 0 | 0 | 0 | 61 | 35 | 3 | 0 | 0 | 0 | 1 | 1 | 40 | | |
| 17:15 | 83 | 6 | 0 | 0 | 0 | 0 | 3 | 92 | 31 | 3 | 0 | 0 | 0 | 0 | 2 | 36 | | |
| 17:30 | 61 | 5 | 0 | 0 | 0 | 1 | 3 | 70 | 39 | 6 | 0 | 0 | 0 | 0 | 4 | 49 | | |
| 17:45 | 66 | 5 | 0 | 0 | 0 | 1 | 0 | 72 | 37 | 2 | 0 | 0 | 0 | 1 | 2 | 42 | | |
| 18:00 | 44 | 3 | 0 | 0 | 0 | 0 | 2 | 49 | 34 | 2 | 0 | 0 | 0 | 0 | 3 | 39 | | |
| 18:15 | 48 | 5 | 0 | 0 | 0 | 1 | 2 | 56 | 21 | 2 | 0 | 0 | 0 | 0 | 1 | 24 | | |
| 18:30 | 43 | 3 | 0 | 0 | 1 | 0 | 1 | 48 | 24 | 2 | 0 | 0 | 0 | 1 | 2 | 29 | | |
| 18:45 | 31 | 6 | 0 | 0 | 0 | 0 | 2 | 39 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 57 | 15 | 0 | 0 | 0 | 1 | 7 | 80 | 248 | 45 | 0 | 0 | 1 | 2 | 14 | 310 | | |
| 07:15 | 83 | 16 | 0 | 0 | 0 | 2 | 11 | 112 | 252 | 43 | 1 | 0 | 1 | 1 | 14 | 312 | | |
| 07:30 | 95 | 20 | 1 | 0 | 0 | 2 | 11 | 129 | 239 | 41 | 1 | 0 | 0 | 2 | 15 | 298 | | |
| 07:45 | 116 | 22 | 1 | 0 | 0 | 1 | 16 | 156 | 227 | 39 | 2 | 0 | 0 | 1 | 16 | 285 | | |
| 08:00 | 113 | 24 | 1 | 0 | 0 | 3 | 17 | 158 | 212 | 34 | 2 | 0 | 0 | 1 | 15 | 264 | | |
| 08:15 | 109 | 22 | 1 | 0 | 0 | 2 | 14 | 148 | 198 | 35 | 1 | 0 | 0 | 1 | 14 | 249 | | |
| 08:30 | 107 | 19 | 2 | 0 | 0 | 2 | 13 | 143 | 179 | 26 | 1 | 0 | 0 | 0 | 10 | 216 | | |
| 08:45 | 105 | 20 | 2 | 0 | 0 | 2 | 8 | 137 | 176 | 23 | 1 | 0 | 0 | 1 | 8 | 209 | | |
| 09:00 | 106 | 20 | 3 | 0 | 0 | 0 | 2 | 131 | 176 | 20 | 1 | 0 | 1 | 1 | 6 | 205 | | |
| 16:00 | 231 | 41 | 1 | 0 | 1 | 4 | 6 | 284 | 138 | 17 | 0 | 0 | 1 | 2 | 11 | 169 | | |
| 16:15 | 235 | 43 | 1 | 1 | 1 | 4 | 4 | 289 | 139 | 15 | 0 | 0 | 1 | 3 | 5 | 163 | | |
| 16:30 | 251 | 30 | 0 | 1 | 1 | 4 | 7 | 294 | 136 | 15 | 0 | 0 | 1 | 3 | 4 | 159 | | |
| 16:45 | 259 | 27 | 0 | 1 | 0 | 5 | 7 | 299 | 140 | 14 | 0 | 0 | 0 | 2 | 7 | 163 | | |
| 17:00 | 261 | 25 | 0 | 1 | 0 | 2 | 6 | 295 | 142 | 14 | 0 | 0 | 0 | 2 | 9 | 167 | | |
| 17:15 | 254 | 19 | 0 | 0 | 0 | 2 | 8 | 283 | 141 | 13 | 0 | 0 | 0 | 1 | 11 | 166 | | |
| 17:30 | 219 | 18 | 0 | 0 | 0 | 3 | 7 | 247 | 131 | 12 | 0 | 0 | 0 | 1 | 10 | 154 | | |
| 17:45 | 201 | 16 | 0 | 0 | 1 | 2 | 5 | 225 | 116 | 8 | 0 | 0 | 0 | 2 | 8 | 134 | | |
| 18:00 | 166 | 17 | 0 | 0 | 1 | 1 | 7 | 192 | 90 | 7 | 0 | 0 | 0 | 1 | 6 | 104 | | |

Intelligent Data Collection Limited



Client: Mott McDonald **Date of Survey:** 07.12.2021
Project Number: ID06180 **Junction Name:** Chapel Street / St Andrews Hill
Junction Number: Site 8 **Junction Type:** T-Junction

| Total Junction Flow | | | | | | | | |
|---------------------|--------------|-----|------|------|-------|-----|-------|-------|
| Time | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 70 | 20 | 0 | 0 | 0 | 1 | 2 | 93 |
| 07:15 | 107 | 16 | 1 | 0 | 1 | 0 | 7 | 132 |
| 07:30 | 109 | 22 | 0 | 0 | 0 | 2 | 2 | 135 |
| 07:45 | 107 | 25 | 0 | 0 | 0 | 0 | 12 | 144 |
| 08:00 | 121 | 16 | 1 | 0 | 3 | 1 | 8 | 150 |
| 08:15 | 105 | 20 | 1 | 0 | 0 | 1 | 9 | 136 |
| 08:30 | 123 | 22 | 1 | 0 | 0 | 0 | 8 | 154 |
| 08:45 | 101 | 16 | 0 | 0 | 0 | 2 | 15 | 134 |
| 09:00 | 90 | 20 | 1 | 0 | 0 | 0 | 5 | 116 |
| 09:15 | 91 | 12 | 3 | 1 | 0 | 0 | 2 | 109 |
| 09:30 | 106 | 19 | 1 | 0 | 0 | 1 | 1 | 128 |
| 09:45 | 84 | 13 | 1 | 0 | 1 | 0 | 3 | 102 |
| | | | | | | | | |
| 16:00 | 116 | 18 | 0 | 0 | 1 | 0 | 9 | 144 |
| 16:15 | 123 | 25 | 2 | 0 | 0 | 0 | 3 | 153 |
| 16:30 | 118 | 20 | 0 | 0 | 2 | 1 | 4 | 145 |
| 16:45 | 133 | 13 | 0 | 0 | 0 | 5 | 2 | 153 |
| 17:00 | 118 | 15 | 0 | 1 | 0 | 1 | 2 | 137 |
| 17:15 | 143 | 15 | 0 | 0 | 0 | 0 | 5 | 163 |
| 17:30 | 149 | 13 | 1 | 0 | 0 | 2 | 8 | 173 |
| 17:45 | 148 | 8 | 0 | 0 | 0 | 2 | 2 | 160 |
| 18:00 | 103 | 8 | 0 | 0 | 0 | 0 | 5 | 116 |
| 18:15 | 96 | 7 | 0 | 0 | 0 | 2 | 3 | 108 |
| 18:30 | 90 | 6 | 0 | 0 | 1 | 2 | 4 | 103 |
| 18:45 | 70 | 10 | 0 | 0 | 0 | 1 | 2 | 83 |
| Start Time | Rolling Hour | | | | | | | Total |
| 07:00 | 393 | 83 | 1 | 0 | 1 | 3 | 23 | 504 |
| 07:15 | 444 | 79 | 2 | 0 | 4 | 3 | 29 | 561 |
| 07:30 | 442 | 83 | 2 | 0 | 3 | 4 | 31 | 565 |
| 07:45 | 456 | 83 | 3 | 0 | 3 | 2 | 37 | 584 |
| 08:00 | 450 | 74 | 3 | 0 | 3 | 4 | 40 | 574 |
| 08:15 | 419 | 78 | 3 | 0 | 0 | 3 | 37 | 540 |
| 08:30 | 405 | 70 | 5 | 1 | 0 | 2 | 30 | 513 |
| 08:45 | 388 | 67 | 5 | 1 | 0 | 3 | 23 | 487 |
| 09:00 | 371 | 64 | 6 | 1 | 1 | 1 | 11 | 455 |
| | | | | | | | | |
| 16:00 | 490 | 76 | 2 | 0 | 3 | 6 | 18 | 595 |
| 16:15 | 492 | 73 | 2 | 1 | 2 | 7 | 11 | 588 |
| 16:30 | 512 | 63 | 0 | 1 | 2 | 7 | 13 | 598 |
| 16:45 | 543 | 56 | 1 | 1 | 0 | 8 | 17 | 626 |
| 17:00 | 558 | 51 | 1 | 1 | 0 | 5 | 17 | 633 |
| 17:15 | 543 | 44 | 1 | 0 | 0 | 4 | 20 | 612 |
| 17:30 | 496 | 36 | 1 | 0 | 0 | 6 | 18 | 557 |
| 17:45 | 437 | 29 | 0 | 0 | 1 | 6 | 14 | 487 |
| 18:00 | 359 | 31 | 0 | 0 | 1 | 5 | 14 | 410 |

Intelligent Data Collection Limited



Client: Mott McDonald
Project Number: ID06180
Junction Number: Site 8

Date of Survey: 07.12.2021
Junction Name: Chapel Street / St Andrews Hill
Junction Type: T-Junction

Arm A: Chapel Street (N)
Arm B: St Andrews Hill (E)

Arm C: Chapel Street (S)

| PCU Summary | | | | | | | | | | | | |
|-------------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Time | A1 to A | A1 to C | A1 to B | B1 to B | B1 to A | B1 to C | B2 to B | B2 to A | B2 to C | C1 to C | C1 to B | C1 to A |
| 07:00 | 0 | 43 | 7 | 0 | 14 | 0 | 0 | 0 | 17 | 0 | 2 | 8 |
| 07:15 | 0 | 66 | 9 | 0 | 19 | 0 | 0 | 0 | 20 | 0 | 3 | 10 |
| 07:30 | 0 | 51 | 11 | 0 | 19 | 0 | 0 | 0 | 33 | 0 | 1 | 16 |
| 07:45 | 0 | 48 | 7 | 0 | 27 | 0 | 0 | 0 | 19 | 0 | 7 | 26 |
| 08:00 | 0 | 46 | 15 | 0 | 30 | 0 | 0 | 0 | 17 | 0 | 6 | 32 |
| 08:15 | 0 | 53 | 13 | 0 | 14 | 0 | 0 | 0 | 17 | 0 | 7 | 24 |
| 08:30 | 0 | 50 | 15 | 0 | 20 | 0 | 0 | 0 | 22 | 0 | 7 | 34 |
| 08:45 | 0 | 32 | 11 | 0 | 30 | 0 | 0 | 0 | 15 | 0 | 4 | 29 |
| 09:00 | 0 | 34 | 19 | 0 | 15 | 0 | 0 | 0 | 14 | 0 | 5 | 26 |
| 09:15 | 0 | 33 | 18 | 0 | 24 | 0 | 0 | 0 | 8 | 0 | 7 | 20 |
| 09:30 | 0 | 52 | 15 | 0 | 7 | 0 | 0 | 0 | 14 | 0 | 9 | 30 |
| 09:45 | 0 | 34 | 12 | 0 | 10 | 0 | 0 | 0 | 11 | 0 | 6 | 28 |
| 16:00 | 0 | 35 | 20 | 0 | 23 | 0 | 0 | 0 | 5 | 0 | 7 | 47 |
| 16:15 | 0 | 35 | 14 | 0 | 13 | 0 | 0 | 0 | 3 | 0 | 19 | 69 |
| 16:30 | 0 | 34 | 21 | 0 | 14 | 0 | 0 | 0 | 11 | 0 | 20 | 43 |
| 16:45 | 0 | 30 | 23 | 0 | 15 | 0 | 0 | 0 | 7 | 0 | 20 | 53 |
| 17:00 | 0 | 29 | 24 | 0 | 11 | 0 | 0 | 0 | 10 | 0 | 12 | 50 |
| 17:15 | 0 | 29 | 21 | 0 | 14 | 0 | 0 | 0 | 5 | 0 | 34 | 56 |
| 17:30 | 0 | 38 | 37 | 0 | 17 | 0 | 0 | 0 | 8 | 0 | 19 | 48 |
| 17:45 | 0 | 34 | 28 | 0 | 18 | 0 | 0 | 0 | 6 | 0 | 19 | 52 |
| 18:00 | 0 | 30 | 19 | 0 | 9 | 0 | 0 | 0 | 7 | 0 | 11 | 36 |
| 18:15 | 0 | 18 | 17 | 0 | 10 | 0 | 0 | 0 | 5 | 0 | 20 | 34 |
| 18:30 | 0 | 15 | 16 | 0 | 8 | 0 | 0 | 0 | 12 | 0 | 12 | 36 |
| 18:45 | 0 | 9 | 18 | 0 | 13 | 0 | 0 | 0 | 3 | 0 | 10 | 27 |
| Start Time | Rolling Hour | | | | | | | | | | | |
| 07:00 | 0 | 209 | 34 | 0 | 79 | 0 | 0 | 0 | 89 | 0 | 13 | 60 |
| 07:15 | 0 | 212 | 42 | 0 | 95 | 0 | 0 | 0 | 90 | 0 | 18 | 84 |
| 07:30 | 0 | 199 | 46 | 0 | 91 | 0 | 0 | 0 | 87 | 0 | 22 | 98 |
| 07:45 | 0 | 197 | 50 | 0 | 92 | 0 | 0 | 0 | 75 | 0 | 27 | 116 |
| 08:00 | 0 | 181 | 54 | 0 | 94 | 0 | 0 | 0 | 71 | 0 | 24 | 119 |
| 08:15 | 0 | 170 | 58 | 0 | 79 | 0 | 0 | 0 | 68 | 0 | 23 | 114 |
| 08:30 | 0 | 150 | 63 | 0 | 88 | 0 | 0 | 0 | 59 | 0 | 23 | 110 |
| 08:45 | 0 | 152 | 63 | 0 | 75 | 0 | 0 | 0 | 51 | 0 | 25 | 105 |
| 09:00 | 0 | 154 | 63 | 0 | 56 | 0 | 0 | 0 | 47 | 0 | 27 | 104 |
| 16:00 | 0 | 134 | 78 | 0 | 65 | 0 | 0 | 0 | 26 | 0 | 67 | 212 |
| 16:15 | 0 | 127 | 82 | 0 | 53 | 0 | 0 | 0 | 31 | 0 | 71 | 215 |
| 16:30 | 0 | 122 | 89 | 0 | 54 | 0 | 0 | 0 | 33 | 0 | 86 | 202 |
| 16:45 | 0 | 126 | 105 | 0 | 57 | 0 | 0 | 0 | 30 | 0 | 84 | 207 |
| 17:00 | 0 | 129 | 110 | 0 | 60 | 0 | 0 | 0 | 29 | 0 | 83 | 207 |
| 17:15 | 0 | 130 | 105 | 0 | 58 | 0 | 0 | 0 | 26 | 0 | 83 | 193 |
| 17:30 | 0 | 119 | 101 | 0 | 54 | 0 | 0 | 0 | 27 | 0 | 69 | 171 |
| 17:45 | 0 | 96 | 81 | 0 | 45 | 0 | 0 | 0 | 30 | 0 | 62 | 159 |
| 18:00 | 0 | 71 | 71 | 0 | 40 | 0 | 0 | 0 | 27 | 0 | 53 | 134 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 8
Site Name: St Andrews Hill / Chapel Street
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Survey Type: Pedestrian & Cycle Count

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------|--------------|----------------------------|
| 52.265102 | 0.191737 | Click Here |



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

The yellow shaded area represents the crossing area analysed.

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 8
Site Name: St Andrews Hill / Chapel Street
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Survey Type: Pedestrian & Cycle Count

AM Peak Totals

| Date | Movement 1 | | | Movement 2 | | | Movement 3 | | | Movement 4 | | |
|------------|------------|----------|-----------|------------|----------|-----------|------------|----------|-----------|------------|----------|-----------|
| | Peds | Cyclists | Total | Peds | Cyclists | Total | Peds | Cyclists | Total | Peds | Cyclists | Total |
| 07.12.2021 | 22 | 0 | 22 | 37 | 0 | 37 | 49 | 1 | 50 | 34 | 1 | 35 |
| 08.12.2021 | 26 | 2 | 28 | 17 | 0 | 17 | 52 | 2 | 54 | 42 | 0 | 42 |

PM Peak Totals

| Date | Movement 1 | | | Movement 2 | | | Movement 3 | | | Movement 6 | | |
|------------|------------|----------|-----------|------------|----------|-----------|------------|----------|-----------|------------|----------|-----------|
| | Peds | Cyclists | Total | Peds | Cyclists | Total | Peds | Cyclists | Total | Peds | Cyclists | Total |
| 04.12.2021 | 60 | 3 | 63 | 55 | 1 | 56 | 37 | 0 | 37 | 52 | 0 | 52 |
| 07.12.2021 | 20 | 0 | 20 | 7 | 0 | 7 | 41 | 0 | 41 | 20 | 1 | 21 |
| 08.12.2021 | 28 | 0 | 28 | 18 | 1 | 19 | 47 | 0 | 47 | 29 | 1 | 30 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 8
Site Name: St Andrews Hill / Chapel Street
Date of Survey: 07.12.2021
Survey Type: Pedestrian & Cycle Count

Input by: _____
Checked by: _____

| Time | Movement 1 | | | Movement 2 | | | Movement 3 | | | Movement 4 | | |
|--------------------------|------------|----------|-----------|------------|----------|-----------|------------|----------|-----------|------------|----------|-----------|
| | Peds | Cyclists | Total | Peds | Cyclists | Total | Peds | Cyclists | Total | Peds | Cyclists | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 7 | 0 | 7 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 |
| 07:30 | 0 | 0 | 0 | 3 | 0 | 3 | 2 | 1 | 3 | 3 | 1 | 4 |
| 07:45 | 0 | 0 | 0 | 3 | 0 | 3 | 5 | 0 | 5 | 5 | 0 | 5 |
| 08:00 | 1 | 0 | 1 | 10 | 0 | 10 | 5 | 0 | 5 | 5 | 0 | 5 |
| 08:15 | 3 | 0 | 3 | 2 | 0 | 2 | 4 | 0 | 4 | 4 | 0 | 4 |
| 08:30 | 7 | 0 | 7 | 0 | 0 | 0 | 24 | 0 | 24 | 2 | 0 | 2 |
| 08:45 | 1 | 0 | 1 | 3 | 0 | 3 | 3 | 0 | 3 | 0 | 0 | 0 |
| 09:00 | 1 | 0 | 1 | 6 | 0 | 6 | 0 | 0 | 0 | 3 | 0 | 3 |
| 09:15 | 3 | 0 | 3 | 6 | 0 | 6 | 1 | 0 | 1 | 2 | 0 | 2 |
| 09:30 | 3 | 0 | 3 | 1 | 0 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |
| 09:45 | 3 | 0 | 3 | 3 | 0 | 3 | 1 | 0 | 1 | 1 | 0 | 1 |
| 07:00-10:00 Total | 22 | 0 | 22 | 37 | 0 | 37 | 49 | 1 | 50 | 34 | 1 | 35 |
| 16:00 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |
| 16:15 | 2 | 0 | 2 | 0 | 0 | 0 | 11 | 0 | 11 | 4 | 0 | 4 |
| 16:30 | 1 | 0 | 1 | 2 | 0 | 2 | 1 | 0 | 1 | 1 | 0 | 1 |
| 16:45 | 2 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 1 |
| 17:00 | 1 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 1 | 2 |
| 17:15 | 1 | 0 | 1 | 2 | 0 | 2 | 7 | 0 | 7 | 3 | 0 | 3 |
| 17:30 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| 17:45 | 2 | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 |
| 18:00 | 2 | 0 | 2 | 1 | 0 | 1 | 2 | 0 | 2 | 1 | 0 | 1 |
| 18:15 | 5 | 0 | 5 | 1 | 0 | 1 | 5 | 0 | 5 | 2 | 0 | 2 |
| 18:30 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 2 | 0 | 2 |
| 16:00-19:00 Total | 20 | 0 | 20 | 7 | 0 | 7 | 41 | 0 | 41 | 20 | 1 | 21 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 8
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Junction Name: Chapel Street / St Andrews Hill
Survey Type: Queue Length Survey

| | | |
|---------------------|---------------------|----------------------------|
| X Coordinate | Y Coordinate | Google Maps Link |
| 52.265099 | 0.19176 | Click Here |

Junction Layout



Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

| Lights | Heavies |
|--------|---------|
| 6 | 15 |

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

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 8
Date of Survey: 07.12.2021
Junction Name: Chapel Street / St Andrews Hill
Survey Type: Queue Length Survey

AM Peak Period:

| Time | Lane B1 | | | | Lane B2 | | | |
|-------|---------|---------|-------|------------|---------|---------|-------|------------|
| | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:05 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 07:10 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:20 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 07:25 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 07:30 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 07:35 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 07:40 | 2 | 0 | 2 | 12 | 1 | 0 | 1 | 6 |
| 07:45 | 2 | 0 | 2 | 12 | 1 | 0 | 1 | 6 |
| 07:50 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 07:55 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 08:00 | 2 | 0 | 2 | 12 | 1 | 0 | 1 | 6 |
| 08:05 | 2 | 0 | 2 | 12 | 1 | 0 | 1 | 6 |
| 08:10 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 08:15 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 08:20 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 08:25 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 08:30 | 1 | 0 | 1 | 6 | 2 | 0 | 2 | 12 |
| 08:35 | 2 | 0 | 2 | 12 | 1 | 0 | 1 | 6 |
| 08:40 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 08:45 | 2 | 0 | 2 | 12 | 1 | 0 | 1 | 6 |
| 08:50 | 4 | 0 | 4 | 24 | 0 | 0 | 0 | 0 |
| 08:55 | 3 | 0 | 3 | 18 | 0 | 0 | 0 | 0 |
| 09:00 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 09:05 | 2 | 0 | 2 | 12 | 1 | 0 | 1 | 6 |
| 09:10 | 2 | 0 | 2 | 12 | 1 | 0 | 1 | 6 |
| 09:15 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 09:20 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 09:25 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 09:30 | 1 | 0 | 1 | 6 | 2 | 0 | 2 | 12 |
| 09:35 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 09:40 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 09:45 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 09:50 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 09:55 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |

PM Peak Period:

| Time | Lane B1 | | | | Lane B2 | | | |
|-------|---------|---------|-------|------------|---------|---------|-------|------------|
| | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) |
| 16:00 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 16:05 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 16:10 | 0 | 1 | 1 | 15 | 0 | 0 | 0 | 0 |
| 16:15 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 16:20 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 16:25 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 16:30 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 16:35 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 16:40 | 3 | 0 | 3 | 18 | 0 | 0 | 0 | 0 |
| 16:45 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 16:50 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 16:55 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 17:00 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 17:05 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 17:10 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 17:15 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 17:20 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 17:25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 17:35 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 17:40 | 3 | 0 | 3 | 18 | 0 | 0 | 0 | 0 |
| 17:45 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 17:50 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 17:55 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:05 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 18:10 | 2 | 0 | 2 | 12 | 1 | 0 | 1 | 6 |
| 18:15 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 18:20 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 18:25 | 2 | 0 | 2 | 12 | 1 | 0 | 1 | 6 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:35 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 18:40 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 18:45 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 18:50 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 18:55 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |

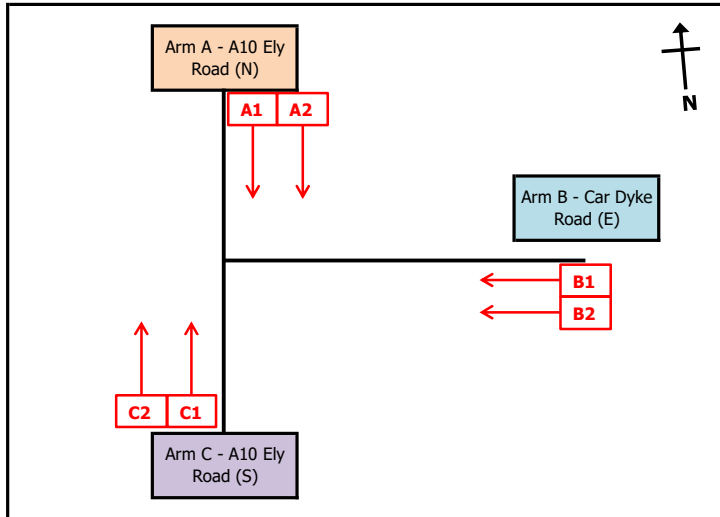
Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A10 Ely Road / Car Dyke Road
 Junction Number: Site 9 Junction Type: T-Junction

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------------|--------------------|----------------------------|
| 52.262910 | 0.178947 | Click Here |
| AM Peak Conditions | PM Peak Conditions | |
| Clear | Showers | |

Junction Layout

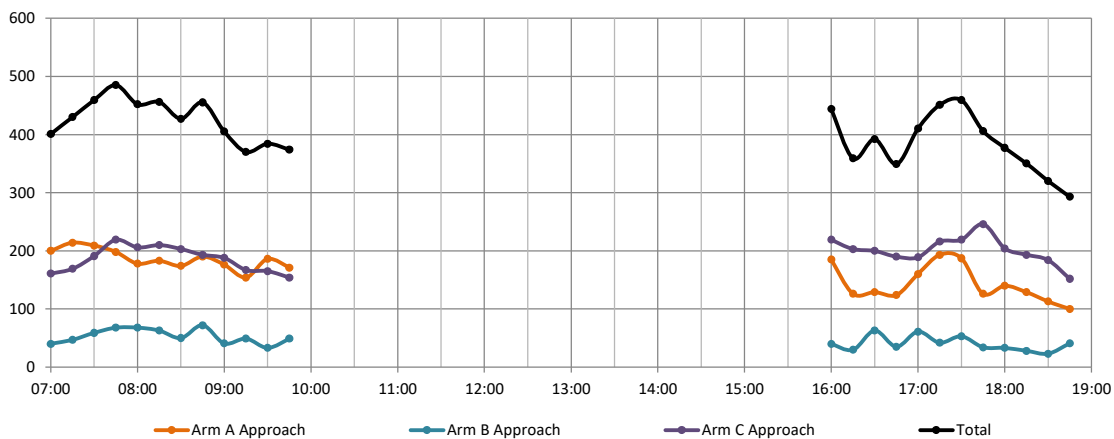


Aerial Mapping and On-site Camera View



Junction Flow Profile

Arm Approach Flows (All Vehicles)



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

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A10 Ely Road / Car Dyke Road Arm A: A10 Ely Road (N)
 Junction Number: Site 9 Junction Type: T-Junction Arm B: Car Dyke Road (E) Arm C: A10 Ely Road (S)

| Time | A1 to A | | | | | | | | A1 to C | | | | | | | | A1 to B | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 57 | 4 | 9 | 0 | 1 | 0 | 196 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 43 | 5 | 6 | 1 | 1 | 0 | 205 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 | 41 | 0 | 11 | 1 | 0 | 0 | 195 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 47 | 3 | 7 | 0 | 0 | 0 | 181 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 35 | 4 | 11 | 0 | 2 | 1 | 159 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 23 | 6 | 10 | 0 | 2 | 0 | 164 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 19 | 5 | 6 | 0 | 1 | 0 | 156 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 39 | 6 | 10 | 1 | 2 | 1 | 175 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127 | 25 | 7 | 12 | 0 | 0 | 0 | 171 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 19 | 10 | 9 | 4 | 0 | 0 | 149 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 35 | 4 | 15 | 2 | 1 | 0 | 171 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 31 | 9 | 12 | 0 | 2 | 0 | 164 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 | 29 | 2 | 8 | 0 | 1 | 1 | 180 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 22 | 1 | 5 | 1 | 0 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 24 | 1 | 6 | 0 | 0 | 1 | 122 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 10 | 1 | 8 | 0 | 1 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 14 | 0 | 13 | 0 | 1 | 1 | 152 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 163 | 12 | 1 | 8 | 0 | 1 | 2 | 187 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 | 20 | 2 | 3 | 1 | 2 | 0 | 175 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 8 | 2 | 0 | 0 | 1 | 0 | 113 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 6 | 0 | 4 | 0 | 1 | 1 | 132 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 10 | 2 | 1 | 1 | 3 | 1 | 125 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 19 | 0 | 1 | 0 | 0 | 1 | 105 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 7 | 2 | 2 | 0 | 0 | 0 | 92 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 540 | 188 | 12 | 33 | 2 | 2 | 0 | 777 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 521 | 166 | 12 | 35 | 2 | 3 | 1 | 740 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 495 | 146 | 13 | 39 | 1 | 4 | 1 | 699 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 478 | 124 | 18 | 34 | 0 | 5 | 1 | 660 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 470 | 116 | 21 | 37 | 1 | 7 | 2 | 654 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 491 | 106 | 24 | 38 | 1 | 5 | 1 | 666 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 475 | 102 | 28 | 37 | 5 | 3 | 1 | 651 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 464 | 118 | 27 | 46 | 7 | 3 | 1 | 666 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 458 | 110 | 30 | 48 | 6 | 3 | 0 | 655 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 410 | 85 | 5 | 27 | 1 | 2 | 2 | 532 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 394 | 70 | 3 | 32 | 1 | 2 | 2 | 504 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 471 | 60 | 3 | 35 | 0 | 3 | 4 | 576 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 528 | 56 | 4 | 32 | 1 | 5 | 3 | 629 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 535 | 54 | 5 | 24 | 1 | 5 | 3 | 627 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 532 | 46 | 5 | 15 | 1 | 5 | 3 | 607 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 476 | 44 | 6 | 8 | 2 | 7 | 2 | 545 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 413 | 43 | 4 | 6 | 1 | 5 | 3 | 475 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 392 | 42 | 4 | 8 | 1 | 4 | 3 | 454 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A10 Ely Road / Car Dyke Road Arm A: A10 Ely Road (N)
 Junction Number: Site 9 Junction Type: T-Junction Arm B: Car Dyke Road (E) Arm C: A10 Ely Road (S)

| Time | A2 to A | | | | | | | | A2 to C | | | | | | | | A2 to B | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 14 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 17 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 19 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 18 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 1 | 0 | 0 | 0 | 1 | 15 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 3 | 1 | 1 | 0 | 0 | 0 | 15 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 0 | 0 | 1 | 0 | 0 | 11 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 6 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 0 | 0 | 8 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 8 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 8 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 9 | 0 | 0 | 0 | 0 | 0 | 44 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 10 | 0 | 0 | 0 | 0 | 0 | 59 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 10 | 0 | 0 | 0 | 0 | 0 | 69 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 9 | 0 | 0 | 0 | 0 | 0 | 73 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 5 | 1 | 0 | 0 | 0 | 1 | 71 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 4 | 1 | 0 | 0 | 0 | 1 | 57 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 4 | 1 | 0 | 0 | 0 | 1 | 43 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 5 | 2 | 1 | 0 | 0 | 1 | 40 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 5 | 1 | 1 | 0 | 0 | 0 | 32 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 5 | 0 | 0 | 1 | 0 | 0 | 32 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 5 | 0 | 0 | 1 | 0 | 0 | 35 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 4 | 0 | 0 | 1 | 0 | 0 | 30 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 4 | 0 | 0 | 1 | 0 | 0 | 35 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 2 | 0 | 0 | 1 | 0 | 0 | 39 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 4 | 0 | 0 | 2 | 0 | 0 | 39 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 3 | 0 | 0 | 1 | 0 | 0 | 37 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 3 | 0 | 0 | 2 | 0 | 0 | 33 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 2 | 0 | 0 | 3 | 0 | 0 | 28 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A10 Ely Road / Car Dyke Road Arm A: A10 Ely Road (N)
 Junction Number: Site 9 Junction Type: T-Junction Arm B: Car Dyke Road (E) Arm C: A10 Ely Road (S)

| Time | B1 to B | | | | | | | | B1 to A | | | | | | | | B1 to C | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 3 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 0 | 0 | 2 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 0 | 2 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 2 | 0 | 0 | 4 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 0 | 0 | 4 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 3 | 0 | 0 | 3 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 5 | 0 | 0 | 3 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 6 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 7 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 5 | 0 | 0 | 1 | 0 | 1 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 5 | 0 | 0 | 1 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 5 | 0 | 0 | 1 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 3 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 2 | 0 | 0 | 0 | 0 | 1 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 2 | 0 | 0 | 0 | 0 | 2 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 2 | 0 | 0 | 0 | 0 | 2 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 2 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 3 | 0 | 0 | 0 | 0 | 1 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A10 Ely Road / Car Dyke Road Arm A: A10 Ely Road (N)
 Junction Number: Site 9 Junction Type: T-Junction Arm B: Car Dyke Road (E) Arm C: A10 Ely Road (S)

| Time | B2 to B | | | | | | | | B2 to A | | | | | | | | B2 to C | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 7 | 0 | 0 | 0 | 1 | 0 | 35 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 7 | 0 | 0 | 0 | 0 | 0 | 43 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 8 | 0 | 0 | 0 | 0 | 0 | 55 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 14 | 0 | 0 | 0 | 0 | 0 | 64 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 3 | 0 | 0 | 1 | 1 | 0 | 65 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 9 | 0 | 0 | 0 | 1 | 2 | 54 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 7 | 0 | 0 | 0 | 0 | 1 | 47 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 7 | 0 | 1 | 1 | 1 | 1 | 65 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 1 | 0 | 0 | 0 | 0 | 1 | 32 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 7 | 2 | 0 | 0 | 0 | 0 | 45 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 5 | 0 | 1 | 0 | 0 | 0 | 30 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 10 | 0 | 0 | 1 | 0 | 0 | 47 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 3 | 0 | 0 | 0 | 0 | 0 | 35 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 6 | 0 | 0 | 1 | 0 | 0 | 27 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 10 | 0 | 0 | 0 | 0 | 0 | 55 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 3 | 0 | 0 | 0 | 1 | 0 | 29 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 5 | 0 | 1 | 1 | 0 | 0 | 51 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 7 | 0 | 0 | 0 | 0 | 0 | 32 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 9 | 0 | 0 | 0 | 0 | 0 | 44 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 3 | 0 | 0 | 1 | 0 | 0 | 26 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 28 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 1 | 0 | 0 | 0 | 0 | 1 | 23 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 2 | 0 | 0 | 1 | 0 | 0 | 30 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 160 | 36 | 0 | 0 | 0 | 1 | 0 | 197 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 193 | 32 | 0 | 0 | 1 | 1 | 0 | 227 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 34 | 0 | 0 | 1 | 2 | 2 | 238 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 191 | 33 | 0 | 0 | 1 | 2 | 3 | 230 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 195 | 26 | 0 | 1 | 2 | 3 | 4 | 231 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 | 24 | 0 | 1 | 1 | 2 | 5 | 198 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 159 | 22 | 2 | 1 | 1 | 1 | 3 | 189 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 20 | 2 | 2 | 1 | 1 | 2 | 172 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 23 | 2 | 1 | 1 | 0 | 1 | 154 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 22 | 0 | 0 | 1 | 1 | 0 | 146 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 24 | 0 | 1 | 2 | 1 | 0 | 162 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 | 25 | 0 | 1 | 1 | 1 | 0 | 167 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 | 24 | 0 | 1 | 1 | 1 | 0 | 156 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 24 | 0 | 1 | 2 | 0 | 0 | 153 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 23 | 0 | 0 | 1 | 0 | 0 | 130 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 17 | 0 | 0 | 1 | 0 | 1 | 121 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 8 | 0 | 0 | 1 | 0 | 1 | 99 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 7 | 0 | 0 | 1 | 0 | 1 | 103 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A10 Ely Road / Car Dyke Road Arm A: A10 Ely Road (N)
 Junction Number: Site 9 Junction Type: T-Junction Arm B: Car Dyke Road (E) Arm C: A10 Ely Road (S)

| Time | C1 to C | | | | | | | | C1 to B | | | | | | | | C1 to A | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | | | | | | | | 0 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | | | | | | | | 0 | 11 | 6 | 0 | 0 | 0 | 1 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | | | | | | | | 0 | 26 | 8 | 0 | 0 | 0 | 1 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | | | | | | | | 0 | 38 | 7 | 1 | 0 | 2 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | | | | | | | | 0 | 35 | 6 | 2 | 0 | 1 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | | | | | | | | 0 | 27 | 11 | 2 | 0 | 0 | 1 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | | | | | | | | 0 | 24 | 2 | 0 | 0 | 1 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | | | | | | | | 0 | 35 | 8 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | | | | | | | | 0 | 27 | 9 | 0 | 1 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | | | | | | | | 0 | 22 | 7 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | | | | | | | | 0 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | | | | | | | | 0 | 25 | 5 | 0 | 0 | 1 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | | | | | | | | 0 | 40 | 9 | 1 | 0 | 1 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | | | | | | | | 0 | 31 | 7 | 1 | 0 | 1 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | | | | | | | | 0 | 34 | 5 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | | | | | | | | 0 | 37 | 3 | 0 | 0 | 1 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | | | | | | | | 0 | 51 | 8 | 0 | 0 | 0 | 0 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | | | | | | | | 0 | 50 | 13 | 0 | 0 | 0 | 1 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | | | | | | | | 0 | 51 | 6 | 0 | 0 | 0 | 1 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | | | | | | | | 0 | 47 | 4 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | | | | | | | | 0 | 39 | 1 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | | | | | | | | 0 | 33 | 1 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | | | | | | | | 0 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | | | | | | | | 0 | 34 | 1 | 0 | 0 | 0 | 2 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 25 | 1 | 0 | 2 | 2 | 0 | 118 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 27 | 3 | 0 | 3 | 2 | 0 | 145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 32 | 5 | 0 | 3 | 2 | 0 | 168 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 26 | 5 | 0 | 4 | 1 | 0 | 160 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 27 | 4 | 0 | 2 | 1 | 0 | 155 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 30 | 2 | 1 | 1 | 1 | 0 | 148 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 26 | 0 | 1 | 1 | 0 | 0 | 136 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 30 | 0 | 1 | 0 | 0 | 0 | 129 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 27 | 0 | 1 | 1 | 0 | 0 | 117 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 | 24 | 2 | 0 | 3 | 0 | 0 | 171 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 | 23 | 1 | 0 | 2 | 0 | 0 | 179 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 172 | 29 | 0 | 0 | 1 | 1 | 0 | 203 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 189 | 30 | 0 | 0 | 1 | 2 | 0 | 222 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 31 | 0 | 0 | 0 | 2 | 0 | 232 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 187 | 24 | 0 | 0 | 0 | 2 | 0 | 213 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 170 | 12 | 0 | 0 | 0 | 1 | 0 | 183 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 | 7 | 0 | 0 | 0 | 0 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 | 4 | 0 | 0 | 0 | 2 | 0 | 136 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited

Client: Mott McDonald **Date of Survey:** 07.12.2021
Project Number: ID06180 **Junction Name:** A10 Ely Road / Car Dyke Road
Junction Number: Site 9 **Junction Type:** T-Junction

Arm A: A10 Ely Road (N)
Arm B: Car Dyke Road (E)

Arm C: A10 Ely Road (S)

| Time | C2 to C | | | | | | | | C2 to B | | | | | | | | C2 to A | | | | | | | |
|-------------------|---------------------|-----|------|------|-------|-----|-------|--------------|---------------------|-----|------|------|-------|-----|-------|--------------|---------------------|-----|------|------|-------|-----|-------|--------------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 39 | 6 | 12 | 0 | 0 | 0 | 144 | |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 41 | 2 | 11 | 0 | 2 | 0 | 151 | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 42 | 6 | 9 | 0 | 0 | 0 | 156 | |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 38 | 5 | 11 | 0 | 2 | 0 | 171 | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 32 | 1 | 12 | 0 | 0 | 0 | 162 | |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 27 | 4 | 10 | 1 | 3 | 1 | 169 | |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 29 | 6 | 16 | 0 | 2 | 0 | 176 | |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 18 | 4 | 9 | 2 | 0 | 0 | 150 | |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 33 | 5 | 11 | 0 | 0 | 0 | 151 | |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 24 | 5 | 10 | 0 | 0 | 0 | 138 | |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 29 | 8 | 11 | 1 | 0 | 0 | 145 | |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 26 | 11 | 15 | 0 | 0 | 0 | 123 | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 38 | 5 | 6 | 0 | 0 | 0 | 168 | |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 19 | 9 | 15 | 0 | 1 | 0 | 163 | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 28 | 4 | 7 | 0 | 0 | 0 | 161 | |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 17 | 2 | 6 | 0 | 0 | 0 | 149 | |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 24 | 2 | 5 | 0 | 0 | 0 | 130 | |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 | 17 | 1 | 4 | 0 | 0 | 0 | 152 | |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 23 | 1 | 3 | 1 | 1 | 0 | 161 | |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 | 24 | 1 | 5 | 0 | 0 | 0 | 195 | |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 14 | 0 | 4 | 1 | 1 | 0 | 164 | |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 | 13 | 2 | 7 | 1 | 1 | 0 | 159 | |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 18 | 1 | 4 | 3 | 1 | 0 | 159 | |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 8 | 0 | 8 | 1 | 1 | 0 | 115 | |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 396 | 160 | 19 | 43 | 0 | 4 | 0 | 622 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 426 | 153 | 14 | 43 | 0 | 4 | 0 | 640 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 454 | 139 | 16 | 42 | 1 | 5 | 1 | 658 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 478 | 126 | 16 | 49 | 1 | 7 | 1 | 678 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 480 | 106 | 15 | 47 | 3 | 5 | 1 | 657 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 465 | 107 | 19 | 46 | 3 | 5 | 1 | 646 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 441 | 104 | 20 | 46 | 2 | 2 | 0 | 615 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 414 | 104 | 22 | 41 | 3 | 0 | 0 | 584 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 368 | 112 | 29 | 47 | 1 | 0 | 0 | 557 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 484 | 102 | 20 | 34 | 0 | 1 | 0 | 641 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 464 | 88 | 17 | 33 | 0 | 1 | 0 | 603 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 475 | 86 | 9 | 22 | 0 | 0 | 0 | 592 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 485 | 81 | 6 | 18 | 1 | 1 | 0 | 592 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 526 | 88 | 5 | 17 | 1 | 1 | 0 | 638 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 571 | 78 | 3 | 16 | 2 | 2 | 0 | 672 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 576 | 74 | 4 | 19 | 3 | 3 | 0 | 679 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 576 | 69 | 4 | 20 | 5 | 3 | 0 | 677 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 508 | 53 | 3 | 23 | 6 | 4 | 0 | 597 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A10 Ely Road / Car Dyke Road
 Junction Number: Site 9 Junction Type: T-Junction

| Time | Arm A Approach | | | | | | | | Arm A Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 128 | 58 | 4 | 9 | 0 | 1 | 0 | 200 | 92 | 39 | 6 | 12 | 0 | 0 | 0 | 149 | | |
| 07:15 | 157 | 44 | 5 | 6 | 1 | 1 | 0 | 214 | 98 | 41 | 2 | 11 | 1 | 2 | 0 | 155 | | |
| 07:30 | 153 | 44 | 0 | 11 | 1 | 0 | 0 | 209 | 102 | 43 | 6 | 9 | 0 | 0 | 0 | 160 | | |
| 07:45 | 137 | 51 | 3 | 7 | 0 | 0 | 0 | 198 | 118 | 38 | 5 | 11 | 1 | 2 | 0 | 175 | | |
| 08:00 | 123 | 37 | 4 | 11 | 0 | 2 | 1 | 178 | 120 | 32 | 1 | 12 | 0 | 0 | 0 | 165 | | |
| 08:15 | 141 | 24 | 6 | 10 | 0 | 2 | 0 | 183 | 128 | 28 | 4 | 10 | 4 | 3 | 1 | 178 | | |
| 08:30 | 141 | 21 | 5 | 6 | 0 | 1 | 0 | 174 | 126 | 29 | 6 | 16 | 0 | 2 | 0 | 179 | | |
| 08:45 | 129 | 39 | 7 | 10 | 1 | 2 | 2 | 190 | 122 | 20 | 4 | 9 | 2 | 0 | 0 | 157 | | |
| 09:00 | 131 | 26 | 7 | 12 | 0 | 0 | 0 | 176 | 109 | 35 | 5 | 11 | 0 | 0 | 0 | 160 | | |
| 09:15 | 111 | 20 | 10 | 9 | 4 | 0 | 0 | 154 | 101 | 26 | 5 | 10 | 0 | 0 | 0 | 142 | | |
| 09:30 | 124 | 38 | 5 | 16 | 2 | 1 | 0 | 186 | 98 | 30 | 8 | 11 | 1 | 0 | 0 | 148 | | |
| 09:45 | 117 | 31 | 9 | 12 | 0 | 2 | 0 | 171 | 73 | 26 | 11 | 15 | 0 | 0 | 0 | 125 | | |
| 16:00 | 144 | 29 | 2 | 8 | 0 | 1 | 1 | 185 | 122 | 39 | 5 | 6 | 0 | 0 | 1 | 173 | | |
| 16:15 | 94 | 24 | 1 | 5 | 2 | 0 | 0 | 126 | 121 | 20 | 9 | 15 | 0 | 1 | 0 | 166 | | |
| 16:30 | 97 | 24 | 1 | 6 | 0 | 0 | 1 | 129 | 127 | 30 | 4 | 7 | 1 | 0 | 0 | 169 | | |
| 16:45 | 101 | 13 | 1 | 8 | 0 | 1 | 0 | 124 | 129 | 18 | 2 | 6 | 0 | 0 | 0 | 155 | | |
| 17:00 | 131 | 14 | 0 | 13 | 0 | 1 | 1 | 160 | 108 | 25 | 2 | 5 | 0 | 0 | 0 | 140 | | |
| 17:15 | 167 | 13 | 1 | 8 | 1 | 1 | 2 | 193 | 139 | 18 | 1 | 4 | 0 | 0 | 0 | 162 | | |
| 17:30 | 159 | 20 | 2 | 3 | 1 | 2 | 0 | 187 | 141 | 23 | 1 | 3 | 1 | 1 | 0 | 170 | | |
| 17:45 | 114 | 9 | 2 | 0 | 0 | 1 | 0 | 126 | 172 | 24 | 1 | 5 | 0 | 0 | 1 | 203 | | |
| 18:00 | 125 | 8 | 0 | 4 | 1 | 1 | 1 | 140 | 147 | 15 | 0 | 4 | 1 | 1 | 1 | 169 | | |
| 18:15 | 111 | 10 | 2 | 1 | 1 | 3 | 1 | 129 | 139 | 14 | 2 | 7 | 1 | 1 | 0 | 164 | | |
| 18:30 | 91 | 19 | 0 | 1 | 1 | 0 | 1 | 113 | 133 | 18 | 1 | 4 | 3 | 1 | 0 | 160 | | |
| 18:45 | 88 | 7 | 2 | 2 | 1 | 0 | 0 | 100 | 107 | 9 | 0 | 8 | 1 | 1 | 0 | 126 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 575 | 197 | 12 | 33 | 2 | 2 | 0 | 821 | 410 | 161 | 19 | 43 | 2 | 4 | 0 | 639 | | |
| 07:15 | 570 | 176 | 12 | 35 | 2 | 3 | 1 | 799 | 438 | 154 | 14 | 43 | 2 | 4 | 0 | 655 | | |
| 07:30 | 554 | 156 | 13 | 39 | 1 | 4 | 1 | 768 | 468 | 141 | 16 | 42 | 5 | 5 | 1 | 678 | | |
| 07:45 | 542 | 133 | 18 | 34 | 0 | 5 | 1 | 733 | 492 | 127 | 16 | 49 | 5 | 7 | 1 | 697 | | |
| 08:00 | 534 | 121 | 22 | 37 | 1 | 7 | 3 | 725 | 496 | 109 | 15 | 47 | 6 | 5 | 1 | 679 | | |
| 08:15 | 542 | 110 | 25 | 38 | 1 | 5 | 2 | 723 | 485 | 112 | 19 | 46 | 6 | 5 | 1 | 674 | | |
| 08:30 | 512 | 106 | 29 | 37 | 5 | 3 | 2 | 694 | 458 | 110 | 20 | 46 | 2 | 2 | 0 | 638 | | |
| 08:45 | 495 | 123 | 29 | 47 | 7 | 3 | 2 | 706 | 430 | 111 | 22 | 41 | 3 | 0 | 0 | 607 | | |
| 09:00 | 483 | 115 | 31 | 49 | 6 | 3 | 0 | 687 | 381 | 117 | 29 | 47 | 1 | 0 | 0 | 575 | | |
| 16:00 | 436 | 90 | 5 | 27 | 2 | 2 | 2 | 564 | 499 | 107 | 20 | 34 | 1 | 1 | 1 | 663 | | |
| 16:15 | 423 | 75 | 3 | 32 | 2 | 2 | 2 | 539 | 485 | 93 | 17 | 33 | 1 | 1 | 0 | 630 | | |
| 16:30 | 496 | 64 | 3 | 35 | 1 | 3 | 4 | 606 | 503 | 91 | 9 | 22 | 1 | 0 | 0 | 626 | | |
| 16:45 | 558 | 60 | 4 | 32 | 2 | 5 | 3 | 664 | 517 | 84 | 6 | 18 | 1 | 1 | 0 | 627 | | |
| 17:00 | 571 | 56 | 5 | 24 | 2 | 5 | 3 | 666 | 560 | 90 | 5 | 17 | 1 | 1 | 1 | 675 | | |
| 17:15 | 565 | 50 | 5 | 15 | 3 | 5 | 3 | 646 | 599 | 80 | 3 | 16 | 2 | 2 | 2 | 704 | | |
| 17:30 | 509 | 47 | 6 | 8 | 3 | 7 | 2 | 582 | 599 | 76 | 4 | 19 | 3 | 3 | 2 | 706 | | |
| 17:45 | 441 | 46 | 4 | 6 | 3 | 5 | 3 | 508 | 591 | 71 | 4 | 20 | 5 | 3 | 2 | 696 | | |
| 18:00 | 415 | 44 | 4 | 8 | 4 | 4 | 3 | 482 | 526 | 56 | 3 | 23 | 6 | 4 | 1 | 619 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A10 Ely Road / Car Dyke Road
 Junction Number: Site 9 Junction Type: T-Junction

| Time | Arm B Approach | | | | | | | | Arm B Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 32 | 7 | 0 | 0 | 0 | 1 | 0 | 40 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 21 | | |
| 07:15 | 39 | 7 | 0 | 0 | 1 | 0 | 0 | 47 | 19 | 7 | 0 | 0 | 0 | 1 | 0 | 27 | | |
| 07:30 | 50 | 9 | 0 | 0 | 0 | 0 | 0 | 59 | 37 | 11 | 0 | 0 | 0 | 1 | 0 | 49 | | |
| 07:45 | 53 | 14 | 0 | 0 | 1 | 0 | 0 | 68 | 51 | 11 | 1 | 0 | 2 | 0 | 0 | 65 | | |
| 08:00 | 63 | 3 | 0 | 0 | 1 | 1 | 0 | 68 | 52 | 8 | 2 | 0 | 1 | 0 | 0 | 63 | | |
| 08:15 | 47 | 10 | 0 | 0 | 3 | 1 | 2 | 63 | 45 | 12 | 2 | 0 | 0 | 1 | 0 | 60 | | |
| 08:30 | 42 | 7 | 0 | 0 | 0 | 0 | 1 | 50 | 40 | 4 | 0 | 0 | 1 | 0 | 0 | 45 | | |
| 08:45 | 59 | 9 | 0 | 1 | 1 | 1 | 1 | 72 | 48 | 8 | 1 | 0 | 0 | 0 | 1 | 58 | | |
| 09:00 | 37 | 3 | 0 | 0 | 0 | 0 | 1 | 41 | 31 | 10 | 0 | 1 | 0 | 0 | 0 | 42 | | |
| 09:15 | 38 | 9 | 2 | 0 | 0 | 0 | 0 | 49 | 26 | 8 | 0 | 0 | 0 | 0 | 0 | 34 | | |
| 09:30 | 26 | 6 | 0 | 1 | 0 | 0 | 0 | 33 | 24 | 9 | 1 | 1 | 0 | 0 | 0 | 35 | | |
| 09:45 | 38 | 10 | 0 | 0 | 1 | 0 | 0 | 49 | 32 | 5 | 0 | 0 | 1 | 0 | 0 | 38 | | |
| 16:00 | 35 | 4 | 0 | 0 | 0 | 0 | 1 | 40 | 45 | 9 | 1 | 0 | 1 | 0 | 0 | 56 | | |
| 16:15 | 22 | 7 | 0 | 0 | 1 | 0 | 0 | 30 | 39 | 9 | 1 | 0 | 2 | 0 | 0 | 51 | | |
| 16:30 | 50 | 12 | 0 | 0 | 1 | 0 | 0 | 63 | 41 | 5 | 0 | 0 | 0 | 0 | 0 | 46 | | |
| 16:45 | 30 | 4 | 0 | 0 | 0 | 1 | 0 | 35 | 43 | 6 | 0 | 0 | 1 | 0 | 0 | 50 | | |
| 17:00 | 53 | 6 | 0 | 1 | 1 | 0 | 0 | 61 | 59 | 8 | 0 | 0 | 0 | 0 | 0 | 67 | | |
| 17:15 | 34 | 8 | 0 | 0 | 0 | 0 | 0 | 42 | 54 | 14 | 0 | 0 | 1 | 1 | 0 | 70 | | |
| 17:30 | 44 | 9 | 0 | 0 | 0 | 0 | 0 | 53 | 63 | 6 | 0 | 0 | 0 | 1 | 0 | 70 | | |
| 17:45 | 29 | 3 | 0 | 0 | 1 | 0 | 1 | 34 | 59 | 5 | 0 | 0 | 0 | 0 | 0 | 64 | | |
| 18:00 | 27 | 5 | 0 | 0 | 0 | 0 | 1 | 33 | 44 | 3 | 0 | 0 | 1 | 0 | 0 | 48 | | |
| 18:15 | 25 | 2 | 0 | 0 | 0 | 0 | 1 | 28 | 37 | 1 | 0 | 0 | 0 | 0 | 0 | 38 | | |
| 18:30 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 31 | 1 | 0 | 0 | 1 | 0 | 0 | 33 | | |
| 18:45 | 37 | 3 | 0 | 0 | 1 | 0 | 0 | 41 | 41 | 1 | 0 | 0 | 1 | 2 | 0 | 45 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 174 | 37 | 0 | 0 | 2 | 1 | 0 | 214 | 123 | 34 | 1 | 0 | 2 | 2 | 0 | 162 | | |
| 07:15 | 205 | 33 | 0 | 0 | 3 | 1 | 0 | 242 | 159 | 37 | 3 | 0 | 3 | 2 | 0 | 204 | | |
| 07:30 | 213 | 36 | 0 | 0 | 5 | 2 | 2 | 258 | 185 | 42 | 5 | 0 | 3 | 2 | 0 | 237 | | |
| 07:45 | 205 | 34 | 0 | 0 | 5 | 2 | 3 | 249 | 188 | 35 | 5 | 0 | 4 | 1 | 0 | 233 | | |
| 08:00 | 211 | 29 | 0 | 1 | 5 | 3 | 4 | 253 | 185 | 32 | 5 | 0 | 2 | 1 | 1 | 226 | | |
| 08:15 | 185 | 29 | 0 | 1 | 4 | 2 | 5 | 226 | 164 | 34 | 3 | 1 | 1 | 1 | 1 | 205 | | |
| 08:30 | 176 | 28 | 2 | 1 | 1 | 1 | 3 | 212 | 145 | 30 | 1 | 1 | 1 | 0 | 1 | 179 | | |
| 08:45 | 160 | 27 | 2 | 2 | 1 | 1 | 2 | 195 | 129 | 35 | 2 | 2 | 0 | 0 | 1 | 169 | | |
| 09:00 | 139 | 28 | 2 | 1 | 1 | 0 | 1 | 172 | 113 | 32 | 1 | 2 | 1 | 0 | 0 | 149 | | |
| 16:00 | 137 | 27 | 0 | 0 | 2 | 1 | 1 | 168 | 168 | 29 | 2 | 0 | 4 | 0 | 0 | 203 | | |
| 16:15 | 155 | 29 | 0 | 1 | 3 | 1 | 0 | 189 | 182 | 28 | 1 | 0 | 3 | 0 | 0 | 214 | | |
| 16:30 | 167 | 30 | 0 | 1 | 2 | 1 | 0 | 201 | 197 | 33 | 0 | 0 | 2 | 1 | 0 | 233 | | |
| 16:45 | 161 | 27 | 0 | 1 | 1 | 1 | 0 | 191 | 219 | 34 | 0 | 0 | 2 | 2 | 0 | 257 | | |
| 17:00 | 160 | 26 | 0 | 1 | 2 | 0 | 1 | 190 | 235 | 33 | 0 | 0 | 1 | 2 | 0 | 271 | | |
| 17:15 | 134 | 25 | 0 | 0 | 1 | 0 | 2 | 162 | 220 | 28 | 0 | 0 | 2 | 2 | 0 | 252 | | |
| 17:30 | 125 | 19 | 0 | 0 | 1 | 0 | 3 | 148 | 203 | 15 | 0 | 0 | 1 | 1 | 0 | 220 | | |
| 17:45 | 104 | 10 | 0 | 0 | 1 | 0 | 3 | 118 | 171 | 10 | 0 | 0 | 2 | 0 | 0 | 183 | | |
| 18:00 | 112 | 10 | 0 | 0 | 1 | 0 | 2 | 125 | 153 | 6 | 0 | 0 | 3 | 2 | 0 | 164 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A10 Ely Road / Car Dyke Road
 Junction Number: Site 9 Junction Type: T-Junction

| Time | Arm C Approach | | | | | | | Arm C Exit | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|------------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 100 | 43 | 6 | 12 | 0 | 0 | 0 | 161 | 152 | 64 | 4 | 9 | 0 | 2 | 0 | 231 |
| 07:15 | 106 | 47 | 2 | 11 | 0 | 3 | 0 | 169 | 185 | 50 | 5 | 6 | 1 | 1 | 0 | 248 |
| 07:30 | 125 | 50 | 6 | 9 | 0 | 1 | 0 | 191 | 189 | 49 | 0 | 11 | 1 | 0 | 0 | 250 |
| 07:45 | 153 | 45 | 6 | 11 | 2 | 2 | 0 | 219 | 174 | 61 | 3 | 7 | 0 | 0 | 0 | 245 |
| 08:00 | 152 | 38 | 3 | 12 | 1 | 0 | 0 | 206 | 166 | 38 | 4 | 11 | 1 | 3 | 1 | 224 |
| 08:15 | 150 | 38 | 6 | 10 | 1 | 4 | 1 | 210 | 165 | 32 | 6 | 10 | 0 | 3 | 2 | 218 |
| 08:30 | 147 | 31 | 6 | 16 | 1 | 2 | 0 | 203 | 164 | 26 | 5 | 6 | 0 | 1 | 1 | 203 |
| 08:45 | 152 | 26 | 4 | 9 | 2 | 0 | 0 | 193 | 170 | 46 | 6 | 11 | 2 | 3 | 2 | 240 |
| 09:00 | 129 | 42 | 5 | 12 | 0 | 0 | 0 | 188 | 157 | 26 | 7 | 12 | 0 | 0 | 1 | 203 |
| 09:15 | 121 | 31 | 5 | 10 | 0 | 0 | 0 | 167 | 143 | 26 | 12 | 9 | 4 | 0 | 0 | 194 |
| 09:30 | 110 | 35 | 8 | 11 | 1 | 0 | 0 | 165 | 138 | 40 | 4 | 16 | 2 | 1 | 0 | 201 |
| 09:45 | 96 | 31 | 11 | 15 | 1 | 0 | 0 | 154 | 146 | 41 | 9 | 12 | 1 | 2 | 0 | 211 |
| 16:00 | 159 | 47 | 6 | 6 | 1 | 0 | 0 | 219 | 171 | 32 | 2 | 8 | 0 | 1 | 1 | 215 |
| 16:15 | 150 | 26 | 10 | 15 | 1 | 1 | 0 | 203 | 106 | 28 | 1 | 5 | 2 | 0 | 0 | 142 |
| 16:30 | 156 | 33 | 4 | 7 | 0 | 0 | 0 | 200 | 135 | 34 | 1 | 6 | 0 | 0 | 1 | 177 |
| 16:45 | 161 | 20 | 2 | 6 | 1 | 0 | 0 | 190 | 120 | 13 | 1 | 8 | 0 | 2 | 0 | 144 |
| 17:00 | 150 | 32 | 2 | 5 | 0 | 0 | 0 | 189 | 167 | 19 | 0 | 14 | 1 | 1 | 1 | 203 |
| 17:15 | 180 | 30 | 1 | 4 | 0 | 1 | 0 | 216 | 188 | 19 | 1 | 8 | 0 | 1 | 2 | 219 |
| 17:30 | 183 | 29 | 1 | 3 | 1 | 2 | 0 | 219 | 182 | 29 | 2 | 3 | 1 | 2 | 0 | 219 |
| 17:45 | 212 | 28 | 1 | 5 | 0 | 0 | 0 | 246 | 124 | 11 | 2 | 0 | 1 | 1 | 0 | 139 |
| 18:00 | 183 | 15 | 0 | 4 | 1 | 1 | 0 | 204 | 144 | 10 | 0 | 4 | 0 | 1 | 1 | 160 |
| 18:15 | 168 | 14 | 2 | 7 | 1 | 1 | 0 | 193 | 128 | 11 | 2 | 1 | 1 | 3 | 2 | 148 |
| 18:30 | 156 | 19 | 1 | 4 | 3 | 1 | 0 | 184 | 106 | 19 | 0 | 1 | 0 | 0 | 1 | 127 |
| 18:45 | 131 | 9 | 0 | 8 | 1 | 3 | 0 | 152 | 108 | 9 | 2 | 2 | 1 | 0 | 0 | 122 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 484 | 185 | 20 | 43 | 2 | 6 | 0 | 740 | 700 | 224 | 12 | 33 | 2 | 3 | 0 | 974 |
| 07:15 | 536 | 180 | 17 | 43 | 3 | 6 | 0 | 785 | 714 | 198 | 12 | 35 | 3 | 4 | 1 | 967 |
| 07:30 | 580 | 171 | 21 | 42 | 4 | 7 | 1 | 826 | 694 | 180 | 13 | 39 | 2 | 6 | 3 | 937 |
| 07:45 | 602 | 152 | 21 | 49 | 5 | 8 | 1 | 838 | 669 | 157 | 18 | 34 | 1 | 7 | 4 | 890 |
| 08:00 | 601 | 133 | 19 | 47 | 5 | 6 | 1 | 812 | 665 | 142 | 21 | 38 | 3 | 10 | 6 | 885 |
| 08:15 | 578 | 137 | 21 | 47 | 4 | 6 | 1 | 794 | 656 | 130 | 24 | 39 | 2 | 7 | 6 | 864 |
| 08:30 | 549 | 130 | 20 | 47 | 3 | 2 | 0 | 751 | 634 | 124 | 30 | 38 | 6 | 4 | 4 | 840 |
| 08:45 | 512 | 134 | 22 | 42 | 3 | 0 | 0 | 713 | 608 | 138 | 29 | 48 | 8 | 4 | 3 | 838 |
| 09:00 | 456 | 139 | 29 | 48 | 2 | 0 | 0 | 674 | 584 | 133 | 32 | 49 | 7 | 3 | 1 | 809 |
| 16:00 | 626 | 126 | 22 | 34 | 3 | 1 | 0 | 812 | 532 | 107 | 5 | 27 | 2 | 3 | 2 | 678 |
| 16:15 | 617 | 111 | 18 | 33 | 2 | 1 | 0 | 782 | 528 | 94 | 3 | 33 | 3 | 3 | 2 | 666 |
| 16:30 | 647 | 115 | 9 | 22 | 1 | 1 | 0 | 795 | 610 | 85 | 3 | 36 | 1 | 4 | 4 | 743 |
| 16:45 | 674 | 111 | 6 | 18 | 2 | 3 | 0 | 814 | 657 | 80 | 4 | 33 | 2 | 6 | 3 | 785 |
| 17:00 | 725 | 119 | 5 | 17 | 1 | 3 | 0 | 870 | 661 | 78 | 5 | 25 | 3 | 5 | 3 | 780 |
| 17:15 | 758 | 102 | 3 | 16 | 2 | 4 | 0 | 885 | 638 | 69 | 5 | 15 | 2 | 5 | 3 | 737 |
| 17:30 | 746 | 86 | 4 | 19 | 3 | 4 | 0 | 862 | 578 | 61 | 6 | 8 | 3 | 7 | 3 | 666 |
| 17:45 | 719 | 76 | 4 | 20 | 5 | 3 | 0 | 827 | 502 | 51 | 4 | 6 | 2 | 5 | 4 | 574 |
| 18:00 | 638 | 57 | 3 | 23 | 6 | 6 | 0 | 733 | 486 | 49 | 4 | 8 | 2 | 4 | 4 | 557 |

Intelligent Data Collection Limited



Client: Mott McDonald **Date of Survey:** 07.12.2021
Project Number: ID06180 **Junction Name:** A10 Ely Road / Car Dyke Road
Junction Number: Site 9 **Junction Type:** T-Junction

| Total Junction Flow | | | | | | | | |
|---------------------|------|-----|------|------|-------|-----|-------|-------|
| Time | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 260 | 108 | 10 | 21 | 0 | 2 | 0 | 401 |
| 07:15 | 302 | 98 | 7 | 17 | 2 | 4 | 0 | 430 |
| 07:30 | 328 | 103 | 6 | 20 | 1 | 1 | 0 | 459 |
| 07:45 | 343 | 110 | 9 | 18 | 3 | 2 | 0 | 485 |
| 08:00 | 338 | 78 | 7 | 23 | 2 | 3 | 1 | 452 |
| 08:15 | 338 | 72 | 12 | 20 | 4 | 7 | 3 | 456 |
| 08:30 | 330 | 59 | 11 | 22 | 1 | 3 | 1 | 427 |
| 08:45 | 340 | 74 | 11 | 20 | 4 | 3 | 3 | 455 |
| 09:00 | 297 | 71 | 12 | 24 | 0 | 0 | 1 | 405 |
| 09:15 | 270 | 60 | 17 | 19 | 4 | 0 | 0 | 370 |
| 09:30 | 260 | 79 | 13 | 28 | 3 | 1 | 0 | 384 |
| 09:45 | 251 | 72 | 20 | 27 | 2 | 2 | 0 | 374 |
| Rolling Hour | | | | | | | | |
| 16:00 | 338 | 80 | 8 | 14 | 1 | 1 | 2 | 444 |
| 16:15 | 266 | 57 | 11 | 20 | 4 | 1 | 0 | 359 |
| 16:30 | 303 | 69 | 5 | 13 | 1 | 0 | 1 | 392 |
| 16:45 | 292 | 37 | 3 | 14 | 1 | 2 | 0 | 349 |
| 17:00 | 334 | 52 | 2 | 19 | 1 | 1 | 1 | 410 |
| 17:15 | 381 | 51 | 2 | 12 | 1 | 2 | 2 | 451 |
| 17:30 | 386 | 58 | 3 | 6 | 2 | 4 | 0 | 459 |
| 17:45 | 355 | 40 | 3 | 5 | 1 | 1 | 1 | 406 |
| 18:00 | 335 | 28 | 0 | 8 | 2 | 2 | 2 | 377 |
| 18:15 | 304 | 26 | 4 | 8 | 2 | 4 | 2 | 350 |
| 18:30 | 270 | 38 | 1 | 5 | 4 | 1 | 1 | 320 |
| 18:45 | 256 | 19 | 2 | 10 | 3 | 3 | 0 | 293 |
| Start Time | | | | | | | | |
| 07:00 | 1233 | 419 | 32 | 76 | 6 | 9 | 0 | 1775 |
| 07:15 | 1311 | 389 | 29 | 78 | 8 | 10 | 1 | 1826 |
| 07:30 | 1347 | 363 | 34 | 81 | 10 | 13 | 4 | 1852 |
| 07:45 | 1349 | 319 | 39 | 83 | 10 | 15 | 5 | 1820 |
| 08:00 | 1346 | 283 | 41 | 85 | 11 | 16 | 8 | 1790 |
| 08:15 | 1305 | 276 | 46 | 86 | 9 | 13 | 8 | 1743 |
| 08:30 | 1237 | 264 | 51 | 85 | 9 | 6 | 5 | 1657 |
| 08:45 | 1167 | 284 | 53 | 91 | 11 | 4 | 4 | 1614 |
| 09:00 | 1078 | 282 | 62 | 98 | 9 | 3 | 1 | 1533 |
| Rolling Hour | | | | | | | | |
| 16:00 | 1199 | 243 | 27 | 61 | 7 | 4 | 3 | 1544 |
| 16:15 | 1195 | 215 | 21 | 66 | 7 | 4 | 2 | 1510 |
| 16:30 | 1310 | 209 | 12 | 58 | 4 | 5 | 4 | 1602 |
| 16:45 | 1393 | 198 | 10 | 51 | 5 | 9 | 3 | 1669 |
| 17:00 | 1456 | 201 | 10 | 42 | 5 | 8 | 4 | 1726 |
| 17:15 | 1457 | 177 | 8 | 31 | 6 | 9 | 5 | 1693 |
| 17:30 | 1380 | 152 | 10 | 27 | 7 | 11 | 5 | 1592 |
| 17:45 | 1264 | 132 | 8 | 26 | 9 | 8 | 6 | 1453 |
| 18:00 | 1165 | 111 | 7 | 31 | 11 | 10 | 5 | 1340 |

Intelligent Data Collection Limited



Client: Mott McDonald **Date of Survey:** 07.12.2021
Project Number: ID06180 **Junction Name:** A10 Ely Road / Car Dyke Road **Arm A:** A10 Ely Road (N)
Junction Number: Site 9 **Junction Type:** T-Junction **Arm B:** Car Dyke Road (E) **Arm C:** A10 Ely Road (S)

| PCU Summary | | | | | | | | | | | | | | | | | | |
|-------------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Time | A1 to A | A1 to C | A1 to B | A2 to A | A2 to C | A2 to B | B1 to B | B1 to A | B1 to C | B2 to B | B2 to A | B2 to C | C1 to C | C1 to B | C1 to A | C2 to C | C2 to B | C2 to A |
| 07:00 | 0 | 209 | 0 | 0 | 0 | 4 | 0 | 5 | 0 | 0 | 0 | 34 | 0 | 17 | 0 | 0 | 0 | 163 |
| 07:15 | 0 | 216 | 0 | 0 | 0 | 9 | 0 | 5 | 0 | 0 | 0 | 43 | 0 | 17 | 0 | 0 | 0 | 165 |
| 07:30 | 0 | 210 | 0 | 0 | 0 | 14 | 0 | 4 | 0 | 0 | 0 | 55 | 0 | 34 | 0 | 0 | 0 | 171 |
| 07:45 | 0 | 192 | 0 | 0 | 0 | 17 | 0 | 5 | 0 | 0 | 0 | 64 | 0 | 51 | 0 | 0 | 0 | 187 |
| 08:00 | 0 | 173 | 0 | 0 | 0 | 19 | 0 | 3 | 0 | 0 | 0 | 65 | 0 | 46 | 0 | 0 | 0 | 178 |
| 08:15 | 0 | 179 | 0 | 0 | 0 | 19 | 0 | 12 | 0 | 0 | 0 | 52 | 0 | 41 | 0 | 0 | 0 | 182 |
| 08:30 | 0 | 166 | 0 | 0 | 0 | 18 | 0 | 3 | 0 | 0 | 0 | 46 | 0 | 28 | 0 | 0 | 0 | 199 |
| 08:45 | 0 | 190 | 0 | 0 | 0 | 15 | 0 | 7 | 0 | 0 | 0 | 66 | 0 | 43 | 0 | 0 | 0 | 166 |
| 09:00 | 0 | 190 | 0 | 0 | 0 | 5 | 0 | 9 | 0 | 0 | 0 | 31 | 0 | 38 | 0 | 0 | 0 | 168 |
| 09:15 | 0 | 170 | 0 | 0 | 0 | 5 | 0 | 4 | 0 | 0 | 0 | 46 | 0 | 29 | 0 | 0 | 0 | 154 |
| 09:30 | 0 | 194 | 0 | 0 | 0 | 17 | 0 | 3 | 0 | 0 | 0 | 31 | 0 | 20 | 0 | 0 | 0 | 164 |
| 09:45 | 0 | 183 | 0 | 0 | 0 | 7 | 0 | 2 | 0 | 0 | 0 | 48 | 0 | 32 | 0 | 0 | 0 | 148 |
| 16:00 | 0 | 190 | 0 | 0 | 0 | 5 | 0 | 4 | 0 | 0 | 0 | 35 | 0 | 53 | 0 | 0 | 0 | 178 |
| 16:15 | 0 | 123 | 0 | 0 | 0 | 12 | 0 | 3 | 0 | 0 | 0 | 28 | 0 | 42 | 0 | 0 | 0 | 186 |
| 16:30 | 0 | 130 | 0 | 0 | 0 | 7 | 0 | 9 | 0 | 0 | 0 | 55 | 0 | 39 | 0 | 0 | 0 | 172 |
| 16:45 | 0 | 125 | 0 | 0 | 0 | 9 | 0 | 6 | 0 | 0 | 0 | 28 | 0 | 42 | 0 | 0 | 0 | 158 |
| 17:00 | 0 | 168 | 0 | 0 | 0 | 8 | 0 | 10 | 0 | 0 | 0 | 53 | 0 | 59 | 0 | 0 | 0 | 138 |
| 17:15 | 0 | 196 | 0 | 0 | 0 | 7 | 0 | 10 | 0 | 0 | 0 | 32 | 0 | 63 | 0 | 0 | 0 | 158 |
| 17:30 | 0 | 180 | 0 | 0 | 0 | 12 | 0 | 9 | 0 | 0 | 0 | 44 | 0 | 57 | 0 | 0 | 0 | 166 |
| 17:45 | 0 | 113 | 0 | 0 | 0 | 13 | 0 | 7 | 0 | 0 | 0 | 27 | 0 | 51 | 0 | 0 | 0 | 202 |
| 18:00 | 0 | 136 | 0 | 0 | 0 | 9 | 0 | 4 | 0 | 0 | 0 | 28 | 0 | 40 | 0 | 0 | 0 | 170 |
| 18:15 | 0 | 126 | 0 | 0 | 0 | 4 | 0 | 5 | 0 | 0 | 0 | 22 | 0 | 34 | 0 | 0 | 0 | 170 |
| 18:30 | 0 | 106 | 0 | 0 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 22 | 0 | 25 | 0 | 0 | 0 | 167 |
| 18:45 | 0 | 96 | 0 | 0 | 0 | 9 | 0 | 11 | 0 | 0 | 0 | 31 | 0 | 36 | 0 | 0 | 0 | 126 |
| Start Time | Rolling Hour | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 827 | 0 | 0 | 0 | 44 | 0 | 19 | 0 | 0 | 0 | 196 | 0 | 119 | 0 | 0 | 0 | 685 |
| 07:15 | 0 | 791 | 0 | 0 | 0 | 59 | 0 | 17 | 0 | 0 | 0 | 227 | 0 | 148 | 0 | 0 | 0 | 701 |
| 07:30 | 0 | 754 | 0 | 0 | 0 | 69 | 0 | 24 | 0 | 0 | 0 | 236 | 0 | 172 | 0 | 0 | 0 | 718 |
| 07:45 | 0 | 709 | 0 | 0 | 0 | 73 | 0 | 23 | 0 | 0 | 0 | 227 | 0 | 166 | 0 | 0 | 0 | 746 |
| 08:00 | 0 | 708 | 0 | 0 | 0 | 71 | 0 | 25 | 0 | 0 | 0 | 229 | 0 | 158 | 0 | 0 | 0 | 725 |
| 08:15 | 0 | 725 | 0 | 0 | 0 | 57 | 0 | 31 | 0 | 0 | 0 | 195 | 0 | 151 | 0 | 0 | 0 | 715 |
| 08:30 | 0 | 716 | 0 | 0 | 0 | 43 | 0 | 23 | 0 | 0 | 0 | 189 | 0 | 138 | 0 | 0 | 0 | 686 |
| 08:45 | 0 | 744 | 0 | 0 | 0 | 42 | 0 | 23 | 0 | 0 | 0 | 174 | 0 | 130 | 0 | 0 | 0 | 651 |
| 09:00 | 0 | 737 | 0 | 0 | 0 | 34 | 0 | 18 | 0 | 0 | 0 | 157 | 0 | 119 | 0 | 0 | 0 | 634 |
| 16:00 | 0 | 568 | 0 | 0 | 0 | 33 | 0 | 22 | 0 | 0 | 0 | 146 | 0 | 175 | 0 | 0 | 0 | 695 |
| 16:15 | 0 | 545 | 0 | 0 | 0 | 36 | 0 | 28 | 0 | 0 | 0 | 165 | 0 | 182 | 0 | 0 | 0 | 654 |
| 16:30 | 0 | 618 | 0 | 0 | 0 | 31 | 0 | 35 | 0 | 0 | 0 | 169 | 0 | 203 | 0 | 0 | 0 | 625 |
| 16:45 | 0 | 668 | 0 | 0 | 0 | 36 | 0 | 35 | 0 | 0 | 0 | 158 | 0 | 222 | 0 | 0 | 0 | 619 |
| 17:00 | 0 | 656 | 0 | 0 | 0 | 40 | 0 | 36 | 0 | 0 | 0 | 156 | 0 | 231 | 0 | 0 | 0 | 663 |
| 17:15 | 0 | 625 | 0 | 0 | 0 | 41 | 0 | 30 | 0 | 0 | 0 | 131 | 0 | 212 | 0 | 0 | 0 | 695 |
| 17:30 | 0 | 555 | 0 | 0 | 0 | 38 | 0 | 25 | 0 | 0 | 0 | 121 | 0 | 182 | 0 | 0 | 0 | 707 |
| 17:45 | 0 | 480 | 0 | 0 | 0 | 35 | 0 | 17 | 0 | 0 | 0 | 99 | 0 | 150 | 0 | 0 | 0 | 708 |
| 18:00 | 0 | 463 | 0 | 0 | 0 | 31 | 0 | 21 | 0 | 0 | 0 | 103 | 0 | 135 | 0 | 0 | 0 | 632 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 9
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Junction Name: A10 Ely Road / Car Dyke Road
Survey Type: Queue Length Survey

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------|--------------|----------------------------|
| 52.262875 | 0.17907 | Click Here |

Junction Layout



Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

| Lights | Heavies |
|--------|---------|
| 6 | 15 |

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

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 9
Date of Survey: 07.12.2021
Junction Name: A10 Ely Road / Car Dyke Road
Survey Type: Queue Length Survey

AM Peak Period:

| Time | Lane B1 | | | | Lane B2 | | | |
|-------|---------|---------|-------|------------|---------|---------|-------|------------|
| | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) |
| 07:00 | 1 | 0 | 1 | 6 | 10 | 0 | 10 | 60 |
| 07:05 | 1 | 0 | 1 | 6 | 4 | 0 | 4 | 24 |
| 07:10 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 30 |
| 07:15 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 24 |
| 07:20 | 1 | 0 | 1 | 6 | 5 | 0 | 5 | 30 |
| 07:25 | 1 | 1 | 2 | 21 | 3 | 0 | 3 | 18 |
| 07:30 | 2 | 0 | 2 | 12 | 6 | 0 | 6 | 36 |
| 07:35 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 30 |
| 07:40 | 1 | 0 | 1 | 6 | 8 | 0 | 8 | 48 |
| 07:45 | 0 | 1 | 1 | 15 | 10 | 0 | 10 | 60 |
| 07:50 | 1 | 0 | 1 | 6 | 8 | 0 | 8 | 48 |
| 07:55 | 1 | 0 | 1 | 6 | 8 | 0 | 8 | 48 |
| 08:00 | 1 | 0 | 1 | 6 | 7 | 0 | 7 | 42 |
| 08:05 | 1 | 0 | 1 | 6 | 8 | 0 | 8 | 48 |
| 08:10 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 30 |
| 08:15 | 5 | 1 | 6 | 45 | 7 | 0 | 7 | 42 |
| 08:20 | 1 | 0 | 1 | 6 | 8 | 0 | 8 | 48 |
| 08:25 | 0 | 1 | 1 | 15 | 3 | 0 | 3 | 18 |
| 08:30 | 1 | 0 | 1 | 6 | 3 | 0 | 3 | 18 |
| 08:35 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 48 |
| 08:40 | 1 | 0 | 1 | 6 | 4 | 0 | 4 | 24 |
| 08:45 | 1 | 0 | 1 | 6 | 14 | 0 | 14 | 84 |
| 08:50 | 1 | 0 | 1 | 6 | 9 | 0 | 9 | 54 |
| 08:55 | 1 | 0 | 1 | 6 | 4 | 0 | 4 | 24 |
| 09:00 | 1 | 0 | 1 | 6 | 5 | 0 | 5 | 30 |
| 09:05 | 1 | 0 | 1 | 6 | 5 | 0 | 5 | 30 |
| 09:10 | 1 | 0 | 1 | 6 | 8 | 0 | 8 | 48 |
| 09:15 | 1 | 0 | 1 | 6 | 2 | 0 | 2 | 12 |
| 09:20 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 48 |
| 09:25 | 1 | 0 | 1 | 6 | 6 | 0 | 6 | 36 |
| 09:30 | 1 | 0 | 1 | 6 | 2 | 1 | 3 | 27 |
| 09:35 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 24 |
| 09:40 | 1 | 0 | 1 | 6 | 2 | 0 | 2 | 12 |
| 09:45 | 1 | 0 | 1 | 6 | 5 | 0 | 5 | 30 |
| 09:50 | 0 | 0 | 0 | 0 | 4 | 1 | 5 | 39 |
| 09:55 | 0 | 0 | 0 | 0 | 7 | 1 | 8 | 57 |

PM Peak Period:

| Time | Lane B1 | | | | Lane B2 | | | |
|-------|---------|---------|-------|------------|---------|---------|-------|------------|
| | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) |
| 16:00 | 2 | 0 | 2 | 12 | 2 | 0 | 2 | 12 |
| 16:05 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 18 |
| 16:10 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 21 |
| 16:15 | 1 | 0 | 1 | 6 | 4 | 0 | 4 | 24 |
| 16:20 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 12 |
| 16:25 | 1 | 0 | 1 | 6 | 5 | 0 | 5 | 30 |
| 16:30 | 1 | 0 | 1 | 6 | 8 | 0 | 8 | 48 |
| 16:35 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 16:40 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 16:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| 16:50 | 2 | 0 | 2 | 12 | 2 | 0 | 2 | 12 |
| 16:55 | 2 | 0 | 2 | 12 | 2 | 0 | 2 | 12 |
| 17:00 | 1 | 0 | 1 | 6 | 5 | 0 | 5 | 30 |
| 17:05 | 1 | 0 | 1 | 6 | 5 | 0 | 5 | 30 |
| 17:10 | 5 | 0 | 5 | 30 | 4 | 0 | 4 | 24 |
| 17:15 | 5 | 0 | 5 | 30 | 7 | 0 | 7 | 42 |
| 17:20 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 17:25 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 17:30 | 4 | 0 | 4 | 24 | 3 | 0 | 3 | 18 |
| 17:35 | 3 | 0 | 3 | 18 | 8 | 0 | 8 | 48 |
| 17:40 | 1 | 0 | 1 | 6 | 4 | 0 | 4 | 24 |
| 17:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| 17:50 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 17:55 | 2 | 0 | 2 | 12 | 3 | 0 | 3 | 18 |
| 18:00 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 12 |
| 18:05 | 2 | 0 | 2 | 12 | 4 | 0 | 4 | 24 |
| 18:10 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 18:15 | 2 | 0 | 2 | 12 | 4 | 0 | 4 | 24 |
| 18:20 | 1 | 0 | 1 | 6 | 2 | 0 | 2 | 12 |
| 18:25 | 1 | 0 | 1 | 6 | 2 | 0 | 2 | 12 |
| 18:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| 18:35 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 12 |
| 18:40 | 1 | 0 | 1 | 6 | 2 | 0 | 2 | 12 |
| 18:45 | 1 | 0 | 1 | 6 | 3 | 0 | 3 | 18 |
| 18:50 | 1 | 0 | 1 | 6 | 3 | 0 | 3 | 18 |
| 18:55 | 3 | 0 | 3 | 18 | 1 | 0 | 1 | 6 |

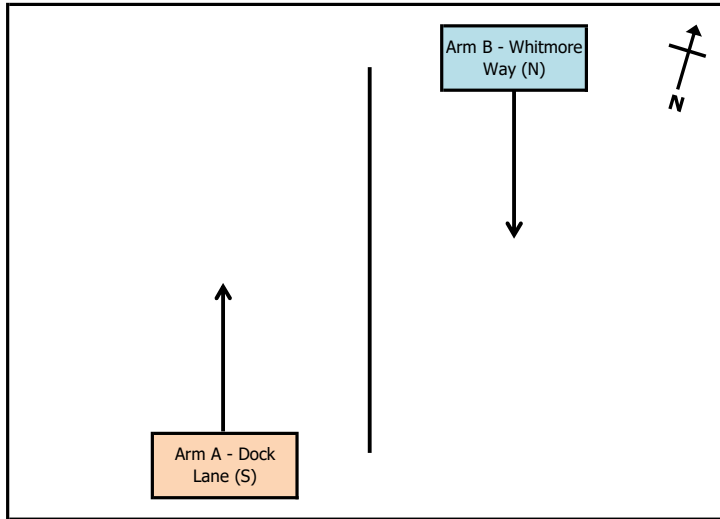
Intelligent Data Collection Limited



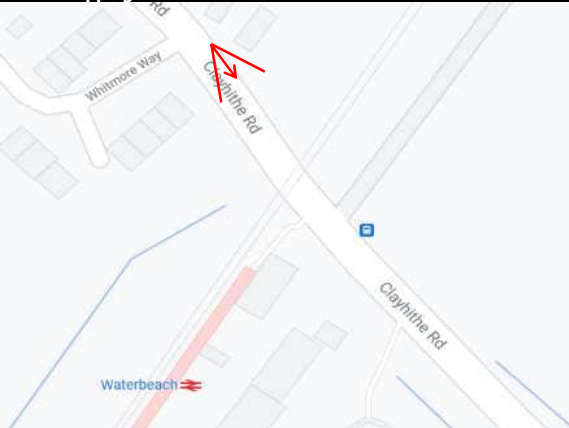
Client: Mott McDonald
Project Number: ID06180
Site Number: Site 10
Date of Survey: 07.12.2021
Site Name: Clayhithe Road Level Crossing
Survey Type: Two-way Link Count

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------------|--------------------|----------------------------|
| 52.262333 | 0.196797 | Click Here |
| AM Peak Conditions | PM Peak Conditions | |
| Clear | Showers | |

Junction Layout

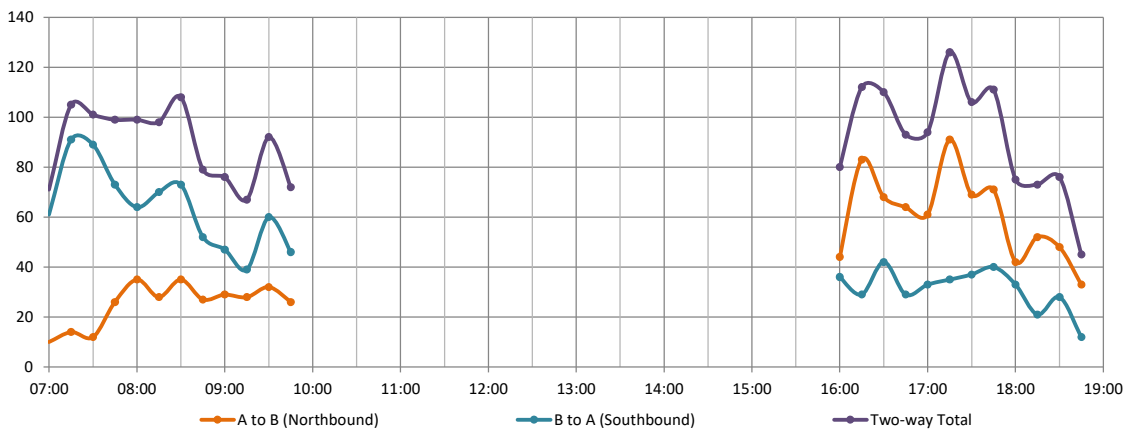


Aerial Mapping and On-site Camera View



Junction Flow Profile

Arm Approach Flows (All Vehicles)



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

Intelligent Data Collection Limited

Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Site Name: Claythorpe Road Level Crossing
 Site Number: Site 10 Survey Type: Two-way Link Count

Arm A: Dock Lane (S)
 Arm B: Whitmore Way (N)



| Time | A to B (Northbound) | | | | | | | | B to A (Southbound) | | | | | | | | Two-way Total | | | | | | | |
|------------|---------------------|-----|------|------|-------|-----|-------|-------|---------------------|-----|------|------|-------|-----|-------|-------|---------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 10 | 49 | 9 | 0 | 0 | 0 | 1 | 2 | 61 | 55 | 13 | 0 | 0 | 0 | 1 | 2 | 71 |
| 07:15 | 12 | 1 | 0 | 0 | 0 | 0 | 1 | 14 | 69 | 16 | 0 | 0 | 1 | 4 | 91 | 81 | 17 | 0 | 0 | 1 | 1 | 5 | 105 | |
| 07:30 | 9 | 2 | 0 | 0 | 0 | 1 | 0 | 12 | 75 | 10 | 0 | 0 | 0 | 1 | 3 | 89 | 84 | 12 | 0 | 0 | 0 | 2 | 3 | 101 |
| 07:45 | 21 | 4 | 0 | 0 | 0 | 0 | 1 | 26 | 55 | 11 | 0 | 0 | 0 | 0 | 7 | 73 | 76 | 15 | 0 | 0 | 0 | 0 | 8 | 99 |
| 08:00 | 28 | 4 | 0 | 0 | 0 | 1 | 2 | 35 | 52 | 7 | 1 | 0 | 0 | 0 | 4 | 64 | 80 | 11 | 1 | 0 | 0 | 1 | 6 | 99 |
| 08:15 | 23 | 4 | 1 | 0 | 0 | 0 | 0 | 28 | 57 | 11 | 0 | 0 | 0 | 1 | 1 | 70 | 80 | 15 | 1 | 0 | 0 | 1 | 1 | 98 |
| 08:30 | 26 | 7 | 0 | 0 | 0 | 0 | 2 | 35 | 61 | 8 | 1 | 0 | 0 | 0 | 3 | 73 | 87 | 15 | 1 | 0 | 0 | 0 | 5 | 108 |
| 08:45 | 19 | 5 | 0 | 0 | 0 | 2 | 1 | 27 | 43 | 8 | 0 | 0 | 0 | 0 | 1 | 52 | 62 | 13 | 0 | 0 | 0 | 2 | 2 | 79 |
| 09:00 | 22 | 6 | 0 | 0 | 0 | 0 | 1 | 29 | 40 | 7 | 0 | 0 | 0 | 0 | 0 | 47 | 62 | 13 | 0 | 0 | 0 | 0 | 1 | 76 |
| 09:15 | 23 | 2 | 2 | 0 | 0 | 0 | 1 | 28 | 35 | 2 | 0 | 0 | 0 | 0 | 2 | 39 | 58 | 4 | 2 | 0 | 0 | 0 | 3 | 67 |
| 09:30 | 24 | 8 | 0 | 0 | 0 | 0 | 0 | 32 | 53 | 5 | 1 | 0 | 0 | 1 | 0 | 60 | 77 | 13 | 1 | 0 | 0 | 1 | 0 | 92 |
| 09:45 | 20 | 5 | 1 | 0 | 0 | 0 | 0 | 26 | 40 | 3 | 0 | 0 | 1 | 0 | 2 | 46 | 60 | 8 | 1 | 0 | 1 | 0 | 2 | 72 |
| 16:00 | 37 | 7 | 0 | 0 | 0 | 0 | 0 | 44 | 27 | 5 | 0 | 0 | 0 | 0 | 4 | 36 | 64 | 12 | 0 | 0 | 0 | 0 | 4 | 80 |
| 16:15 | 65 | 17 | 1 | 0 | 0 | 0 | 0 | 83 | 24 | 3 | 0 | 0 | 0 | 0 | 2 | 29 | 89 | 20 | 1 | 0 | 0 | 0 | 2 | 112 |
| 16:30 | 55 | 10 | 0 | 0 | 0 | 0 | 3 | 68 | 33 | 8 | 0 | 0 | 0 | 1 | 0 | 42 | 88 | 18 | 0 | 0 | 0 | 1 | 3 | 110 |
| 16:45 | 55 | 5 | 0 | 0 | 0 | 4 | 0 | 64 | 28 | 1 | 0 | 0 | 0 | 0 | 0 | 29 | 83 | 6 | 0 | 0 | 0 | 4 | 0 | 93 |
| 17:00 | 51 | 9 | 0 | 1 | 0 | 0 | 0 | 61 | 27 | 3 | 0 | 0 | 0 | 2 | 1 | 33 | 78 | 12 | 0 | 1 | 0 | 2 | 1 | 94 |
| 17:15 | 84 | 6 | 0 | 0 | 0 | 0 | 1 | 91 | 30 | 3 | 0 | 0 | 0 | 0 | 2 | 35 | 114 | 9 | 0 | 0 | 0 | 0 | 3 | 126 |
| 17:30 | 63 | 5 | 0 | 0 | 0 | 0 | 1 | 69 | 32 | 4 | 0 | 0 | 0 | 0 | 1 | 37 | 95 | 9 | 0 | 0 | 0 | 0 | 2 | 106 |
| 17:45 | 65 | 5 | 0 | 0 | 0 | 0 | 1 | 71 | 36 | 2 | 0 | 0 | 0 | 2 | 0 | 40 | 101 | 7 | 0 | 0 | 0 | 2 | 1 | 111 |
| 18:00 | 38 | 3 | 0 | 0 | 0 | 0 | 1 | 42 | 30 | 1 | 0 | 0 | 0 | 0 | 2 | 33 | 68 | 4 | 0 | 0 | 0 | 0 | 3 | 75 |
| 18:15 | 46 | 4 | 0 | 0 | 0 | 1 | 1 | 52 | 19 | 1 | 0 | 0 | 0 | 0 | 1 | 21 | 65 | 5 | 0 | 0 | 0 | 1 | 2 | 73 |
| 18:30 | 44 | 3 | 0 | 0 | 1 | 0 | 0 | 48 | 23 | 2 | 0 | 0 | 0 | 1 | 2 | 28 | 67 | 5 | 0 | 0 | 1 | 1 | 2 | 76 |
| 18:45 | 28 | 5 | 0 | 0 | 0 | 0 | 0 | 33 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 40 | 5 | 0 | 0 | 0 | 0 | 0 | 45 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 48 | 11 | 0 | 0 | 0 | 1 | 2 | 62 | 248 | 46 | 0 | 0 | 1 | 3 | 16 | 314 | 296 | 57 | 0 | 0 | 1 | 4 | 18 | 376 |
| 07:15 | 70 | 11 | 0 | 0 | 0 | 2 | 4 | 87 | 251 | 44 | 1 | 0 | 1 | 2 | 18 | 317 | 321 | 55 | 1 | 0 | 1 | 4 | 22 | 404 |
| 07:30 | 81 | 14 | 1 | 0 | 0 | 2 | 3 | 101 | 239 | 39 | 1 | 0 | 0 | 2 | 15 | 296 | 320 | 53 | 2 | 0 | 0 | 4 | 18 | 397 |
| 07:45 | 98 | 19 | 1 | 0 | 0 | 1 | 5 | 124 | 225 | 37 | 2 | 0 | 0 | 1 | 15 | 280 | 323 | 56 | 3 | 0 | 0 | 2 | 20 | 404 |
| 08:00 | 96 | 20 | 1 | 0 | 0 | 3 | 5 | 125 | 213 | 34 | 2 | 0 | 0 | 1 | 9 | 259 | 309 | 54 | 3 | 0 | 0 | 4 | 14 | 384 |
| 08:15 | 90 | 22 | 1 | 0 | 0 | 2 | 4 | 119 | 201 | 34 | 1 | 0 | 0 | 1 | 5 | 242 | 291 | 56 | 2 | 0 | 0 | 3 | 9 | 361 |
| 08:30 | 90 | 20 | 2 | 0 | 0 | 2 | 5 | 119 | 179 | 25 | 1 | 0 | 0 | 0 | 6 | 211 | 269 | 45 | 3 | 0 | 0 | 2 | 11 | 330 |
| 08:45 | 88 | 21 | 2 | 0 | 0 | 2 | 3 | 116 | 171 | 22 | 1 | 0 | 0 | 1 | 3 | 198 | 259 | 43 | 3 | 0 | 0 | 3 | 6 | 314 |
| 09:00 | 89 | 21 | 3 | 0 | 0 | 0 | 2 | 115 | 168 | 17 | 1 | 0 | 1 | 1 | 4 | 192 | 257 | 38 | 4 | 0 | 1 | 1 | 6 | 307 |
| 16:00 | 212 | 39 | 1 | 0 | 0 | 4 | 3 | 259 | 112 | 17 | 0 | 0 | 0 | 1 | 6 | 136 | 324 | 56 | 1 | 0 | 0 | 5 | 9 | 395 |
| 16:15 | 226 | 41 | 1 | 1 | 0 | 4 | 3 | 276 | 112 | 15 | 0 | 0 | 0 | 3 | 3 | 133 | 338 | 56 | 1 | 1 | 0 | 7 | 6 | 409 |
| 16:30 | 245 | 30 | 0 | 1 | 0 | 4 | 4 | 284 | 118 | 15 | 0 | 0 | 0 | 3 | 3 | 139 | 363 | 45 | 0 | 1 | 0 | 7 | 7 | 423 |
| 16:45 | 253 | 25 | 0 | 1 | 0 | 4 | 2 | 285 | 117 | 11 | 0 | 0 | 0 | 2 | 4 | 134 | 370 | 36 | 0 | 1 | 0 | 6 | 6 | 419 |
| 17:00 | 263 | 25 | 0 | 1 | 0 | 0 | 3 | 292 | 125 | 12 | 0 | 0 | 0 | 4 | 4 | 145 | 388 | 37 | 0 | 1 | 0 | 4 | 7 | 437 |
| 17:15 | 250 | 19 | 0 | 0 | 0 | 0 | 4 | 273 | 128 | 10 | 0 | 0 | 0 | 2 | 5 | 145 | 378 | 29 | 0 | 0 | 0 | 2 | 9 | 418 |
| 17:30 | 212 | 17 | 0 | 0 | 0 | 1 | 4 | 234 | 117 | 8 | 0 | 0 | 0 | 2 | 4 | 131 | 329 | 25 | 0 | 0 | 0 | 3 | 8 | 365 |
| 17:45 | 193 | 15 | 0 | 0 | 1 | 1 | 3 | 213 | 108 | 6 | 0 | 0 | 0 | 3 | 5 | 122 | 301 | 21 | 0 | 0 | 1 | 4 | 8 | 335 |
| 18:00 | 156 | 15 | 0 | 0 | 1 | 1 | 2 | 175 | 84 | 4 | 0 | 0 | 0 | 1 | 5 | 94 | 240 | 19 | 0 | 0 | 1 | 2 | 7 | 269 |

Intelligent Data Collection Limited



Client: Mott McDonald
Project Number: ID06180
Site Number: Site 10

Date of Survey: 07.12.2021
Site Name: Clayhithe Road Level Crossing
Survey Type: Two-way Link Count

Arm A: Dock Lane (S)
Arm B: Whitmore Way (N)

| Time | PCU Summary | |
|------------|--------------|--------|
| | A to B | B to A |
| 07:00 | 10 | 59 |
| 07:15 | 13 | 88 |
| 07:30 | 11 | 86 |
| 07:45 | 25 | 67 |
| 08:00 | 33 | 61 |
| 08:15 | 29 | 69 |
| 08:30 | 33 | 71 |
| 08:45 | 25 | 51 |
| 09:00 | 28 | 47 |
| 09:15 | 28 | 37 |
| 09:30 | 32 | 60 |
| 09:45 | 27 | 45 |
| | | |
| 16:00 | 44 | 33 |
| 16:15 | 84 | 27 |
| 16:30 | 66 | 41 |
| 16:45 | 62 | 29 |
| 17:00 | 62 | 31 |
| 17:15 | 90 | 33 |
| 17:30 | 68 | 36 |
| 17:45 | 70 | 39 |
| 18:00 | 41 | 31 |
| 18:15 | 51 | 20 |
| 18:30 | 49 | 26 |
| 18:45 | 33 | 12 |
| Start Time | Rolling Hour | |
| 07:00 | 60 | 300 |
| 07:15 | 83 | 303 |
| 07:30 | 98 | 283 |
| 07:45 | 120 | 268 |
| 08:00 | 120 | 252 |
| 08:15 | 115 | 238 |
| 08:30 | 115 | 207 |
| 08:45 | 113 | 196 |
| 09:00 | 115 | 190 |
| | | |
| 16:00 | 255 | 131 |
| 16:15 | 273 | 129 |
| 16:30 | 280 | 135 |
| 16:45 | 282 | 130 |
| 17:00 | 291 | 139 |
| 17:15 | 270 | 140 |
| 17:30 | 230 | 127 |
| 17:45 | 211 | 116 |
| 18:00 | 174 | 89 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 10
Date of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Junction Name: Clayhithe Road Level Crossing
Survey Type: Queue Length Survey

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------|--------------|----------------------------|
| 52.262317 | 0.196824 | Click Here |

Junction Layout



Queue Length Methodology

The maximum queue length, in vehicles, is reported for each time the level crossing barrier raises.

These are broken down fully into the standard seven user classes, and then presented in Total Vehicles and also Total PCUs.

The PCU assumptions used can be updated by the user.

PCU Assumptions

| Car | LGV | OGV1 | OGV2 | Bus | M/C | Cycle |
|-----|-----|------|------|-----|-----|-------|
| 1.0 | 1.0 | 1.5 | 2.3 | 2.0 | 0.4 | 0.2 |

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

Any shaded entries indicate where queues reach the extent of the camera view.

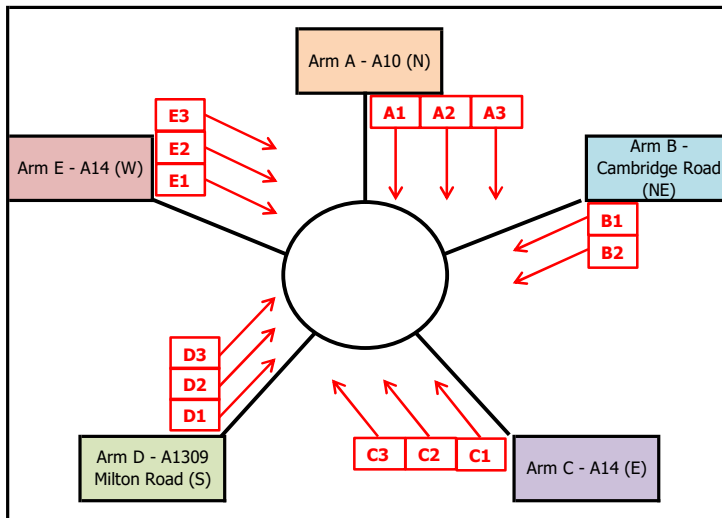
Intelligent Data Collection Limited



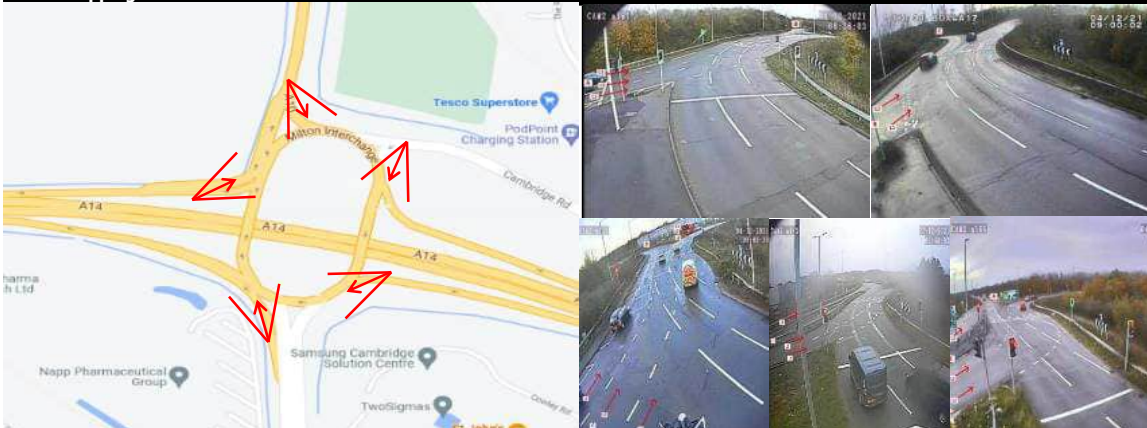
Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A14 Milton Interchange
 Junction Number: Site 11 Junction Type: 5-arm Roundabout

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------------|--------------------|----------------------------|
| 52.237925 | 0.150925 | Click Here |
| AM Peak Conditions | PM Peak Conditions | |
| Clear | Showers | |

Junction Layout

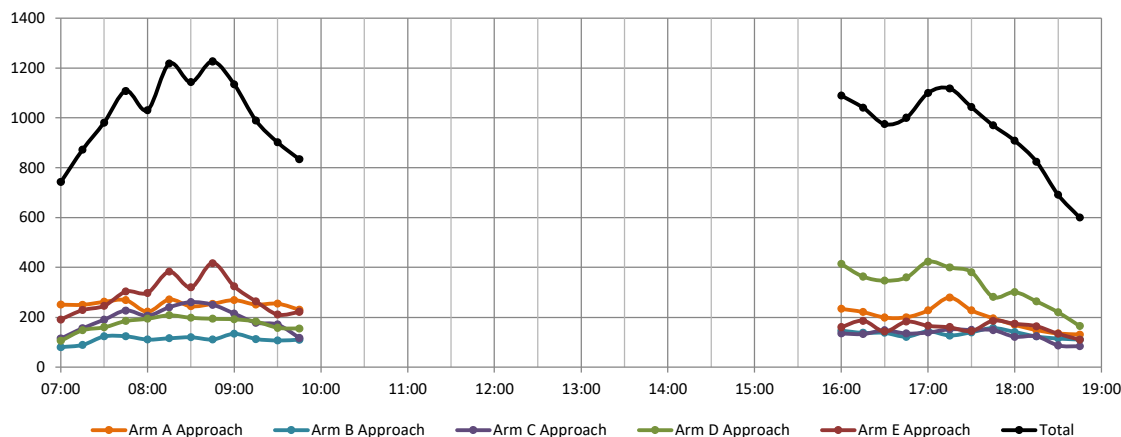


Aerial Mapping and On-site Camera View



Junction Flow Profile

Arm Approach Flows (All Vehicles)



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

Intelligent Data Collection Limited



Client: Mott McDonald **Date of Survey:** 07.12.2021
Project Number: ID06180 **Junction Name:** A14 Milton Interchange **Arm A:** A10 (N) **Arm C:** A14 (E)
Junction Number: Site 11 **Junction Type:** 5-arm Roundabout **Arm B:** Cambridge Road (NE) **Arm D:** A1309 Milton Road (S) **Arm E:** A14 (W)

| Time | A1 to A | | | | | | | | A1 to E | | | | | | | | A1 to D | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 15 | 1 | 8 | 0 | 0 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 18 | 2 | 4 | 0 | 0 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 17 | 0 | 6 | 0 | 0 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 61 | 21 | 1 | 5 | 0 | 0 | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 18 | 2 | 8 | 1 | 2 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 48 | 17 | 2 | 7 | 0 | 0 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 11 | 3 | 5 | 0 | 0 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 13 | 2 | 8 | 0 | 0 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 11 | 5 | 4 | 0 | 0 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 15 | 3 | 9 | 3 | 0 | 0 | 79 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 16 | 2 | 8 | 2 | 0 | 0 | 89 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 15 | 3 | 10 | 0 | 0 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 23 | 0 | 7 | 0 | 1 | 0 | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 59 | 17 | 1 | 4 | 0 | 0 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 7 | 1 | 1 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 11 | 0 | 3 | 0 | 0 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 9 | 1 | 8 | 0 | 0 | 0 | 82 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 7 | 0 | 7 | 0 | 0 | 0 | 107 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 11 | 1 | 0 | 0 | 1 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 5 | 1 | 0 | 0 | 0 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 4 | 1 | 3 | 0 | 0 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 5 | 1 | 0 | 1 | 0 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 5 | 0 | 2 | 1 | 1 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 4 | 0 | 1 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 227 | 71 | 4 | 23 | 0 | 0 | 0 | 325 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 217 | 74 | 5 | 23 | 1 | 2 | 0 | 322 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 206 | 73 | 5 | 26 | 1 | 2 | 0 | 313 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 198 | 67 | 8 | 25 | 1 | 2 | 0 | 301 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 188 | 59 | 9 | 28 | 1 | 2 | 0 | 287 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 187 | 52 | 12 | 24 | 0 | 0 | 0 | 275 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 188 | 50 | 13 | 26 | 3 | 0 | 0 | 280 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 206 | 55 | 12 | 29 | 5 | 0 | 0 | 307 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 201 | 57 | 13 | 31 | 5 | 0 | 0 | 307 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 222 | 58 | 2 | 15 | 0 | 1 | 0 | 298 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 224 | 44 | 3 | 16 | 0 | 0 | 0 | 287 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 258 | 34 | 2 | 19 | 0 | 0 | 0 | 313 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 275 | 38 | 2 | 18 | 0 | 1 | 0 | 334 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 291 | 32 | 3 | 15 | 0 | 1 | 0 | 342 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 279 | 27 | 3 | 10 | 0 | 1 | 0 | 320 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 236 | 25 | 4 | 3 | 1 | 1 | 0 | 270 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 212 | 19 | 3 | 5 | 2 | 1 | 0 | 242 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 158 | 18 | 2 | 6 | 2 | 1 | 0 | 187 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 11

Date of Survey: 07.12.2021
 Junction Name: A14 Milton Interchange
 Junction Type: 5-arm Roundabout

Arm A: A10 (N)
 Arm B: Cambridge Road (NE)

Arm C: A14 (E)
 Arm D: A1309 Milton Road (S)

Arm E: A14 (W)

| Time | A1 to C | | | | | | | | A1 to B | | | | | | | | A2 to A | | | | | | | |
|-------------------|---------------------|-----|------|------|-------|-----|-------|--------------|---------------------|-----|------|------|-------|-----|-------|--------------|---------------------|-----|------|------|-------|-----|-------|--------------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited

Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A14 Milton Interchange
 Junction Number: Site 11 Junction Type: 5-arm Roundabout
 Arm A: A10 (N) Arm C: A14 (E)
 Arm B: Cambridge Road (NE) Arm D: A1309 Milton Road (S) Arm E: A14 (W)



| Time | A2 to E | | | | | | | | A2 to D | | | | | | | | A2 to C | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 11 | 20 | 7 | 0 | 0 | 1 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 10 | 20 | 11 | 1 | 0 | 1 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 9 | 34 | 6 | 0 | 0 | 1 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 10 | 27 | 4 | 0 | 0 | 0 | 1 | 0 | 32 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:00 | 12 | 2 | 0 | 2 | 0 | 0 | 0 | 16 | 22 | 5 | 1 | 0 | 1 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 18 | 3 | 1 | 3 | 0 | 0 | 0 | 25 | 39 | 5 | 0 | 0 | 1 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 14 | 41 | 12 | 0 | 0 | 1 | 1 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 12 | 40 | 10 | 1 | 0 | 1 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 10 | 1 | 1 | 3 | 0 | 0 | 0 | 15 | 45 | 6 | 0 | 0 | 1 | 0 | 0 | 52 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:15 | 7 | 2 | 1 | 2 | 0 | 0 | 0 | 12 | 30 | 4 | 0 | 0 | 1 | 0 | 0 | 35 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:30 | 8 | 4 | 1 | 1 | 0 | 0 | 0 | 14 | 30 | 7 | 3 | 1 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 10 | 5 | 0 | 2 | 0 | 0 | 0 | 17 | 20 | 3 | 0 | 2 | 1 | 2 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 15 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 9 | 5 | 0 | 2 | 0 | 0 | 0 | 16 | 26 | 2 | 0 | 0 | 1 | 0 | 0 | 29 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 13 | 7 | 0 | 3 | 0 | 0 | 0 | 23 | 20 | 6 | 0 | 1 | 0 | 0 | 0 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 | 10 | 3 | 0 | 1 | 0 | 0 | 0 | 14 | 28 | 2 | 0 | 1 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13 | 24 | 6 | 0 | 0 | 1 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 17 | 5 | 0 | 3 | 0 | 0 | 0 | 25 | 21 | 4 | 0 | 1 | 0 | 1 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 26 | 2 | 0 | 2 | 0 | 0 | 0 | 30 | 27 | 3 | 0 | 0 | 0 | 1 | 0 | 31 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:45 | 6 | 2 | 0 | 1 | 0 | 1 | 0 | 10 | 17 | 1 | 0 | 0 | 2 | 0 | 1 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 24 | 1 | 0 | 0 | 0 | 1 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 19 | 4 | 0 | 0 | 1 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 23 | 17 | 0 | 0 | 0 | 0 | 0 | 40 | 101 | 28 | 1 | 0 | 3 | 1 | 0 | 134 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:15 | 31 | 12 | 0 | 2 | 0 | 0 | 0 | 45 | 103 | 26 | 2 | 0 | 3 | 1 | 0 | 135 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:30 | 43 | 11 | 1 | 5 | 0 | 0 | 0 | 60 | 122 | 20 | 1 | 0 | 3 | 1 | 0 | 147 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:45 | 48 | 11 | 1 | 5 | 0 | 0 | 0 | 65 | 129 | 26 | 1 | 0 | 3 | 2 | 0 | 161 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:00 | 50 | 11 | 1 | 5 | 0 | 0 | 0 | 67 | 142 | 32 | 2 | 0 | 4 | 1 | 0 | 181 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 48 | 10 | 2 | 6 | 0 | 0 | 0 | 66 | 165 | 33 | 1 | 0 | 4 | 1 | 0 | 204 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:30 | 37 | 9 | 2 | 5 | 0 | 0 | 0 | 53 | 156 | 32 | 1 | 0 | 4 | 1 | 0 | 194 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:45 | 34 | 10 | 3 | 6 | 0 | 0 | 0 | 53 | 145 | 27 | 4 | 1 | 3 | 0 | 0 | 180 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 09:00 | 35 | 12 | 3 | 8 | 0 | 0 | 0 | 58 | 125 | 20 | 3 | 3 | 3 | 2 | 0 | 156 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:00 | 44 | 18 | 0 | 6 | 0 | 0 | 0 | 68 | 91 | 14 | 0 | 2 | 1 | 0 | 0 | 108 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:15 | 43 | 17 | 0 | 6 | 0 | 0 | 0 | 66 | 98 | 16 | 0 | 2 | 2 | 0 | 0 | 118 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:30 | 51 | 17 | 0 | 7 | 0 | 0 | 0 | 75 | 93 | 18 | 0 | 3 | 1 | 1 | 0 | 116 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 | 64 | 12 | 0 | 6 | 0 | 0 | 0 | 82 | 100 | 15 | 0 | 2 | 1 | 2 | 0 | 120 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:00 | 60 | 11 | 0 | 6 | 0 | 1 | 0 | 78 | 89 | 14 | 0 | 1 | 3 | 2 | 1 | 110 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:15 | 57 | 10 | 0 | 6 | 0 | 1 | 0 | 74 | 89 | 9 | 0 | 1 | 2 | 3 | 1 | 105 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:30 | 46 | 6 | 0 | 3 | 0 | 1 | 0 | 56 | 87 | 9 | 0 | 0 | 3 | 2 | 1 | 102 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:45 | 27 | 6 | 0 | 1 | 0 | 1 | 0 | 35 | 80 | 9 | 0 | 0 | 3 | 1 | 1 | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 32 | 4 | 0 | 0 | 0 | 0 | 0 | 36 | 82 | 10 | 0 | 0 | 1 | 1 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald **Date of Survey:** 07.12.2021
Project Number: ID06180 **Junction Name:** A14 Milton Interchange
Junction Number: Site 11 **Junction Type:** 5-arm Roundabout
Arm A: A10 (N) **Arm C:** A14 (E)
Arm B: Cambridge Road (NE) **Arm D:** A1309 Milton Road (S) **Arm E:** A14 (W)

| Time | A2 to B | | | | | | | | A3 to A | | | | | | | | A3 to E | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited

Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A14 Milton Interchange Arm A: A10 (N) Arm C: A14 (E)
 Junction Number: Site 11 Junction Type: 5-arm Roundabout Arm B: Cambridge Road (NE) Arm D: A1309 Milton Road (S) Arm E: A14 (W)



| Time | A3 to D | | | | | | | | A3 to C | | | | | | | | A3 to B | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 55 | 18 | 1 | 3 | 1 | 1 | 0 | 79 | 42 | 4 | 0 | 0 | 0 | 0 | 0 | 46 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 07:15 | 44 | 14 | 0 | 0 | 1 | 0 | 0 | 59 | 38 | 18 | 3 | 1 | 0 | 0 | 0 | 60 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:30 | 60 | 17 | 2 | 0 | 1 | 1 | 0 | 81 | 41 | 11 | 0 | 0 | 0 | 0 | 0 | 52 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:45 | 55 | 9 | 0 | 5 | 1 | 0 | 0 | 70 | 47 | 16 | 0 | 0 | 0 | 0 | 0 | 63 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 08:00 | 35 | 8 | 1 | 0 | 0 | 0 | 0 | 44 | 43 | 7 | 3 | 0 | 0 | 0 | 0 | 53 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:15 | 49 | 8 | 3 | 0 | 0 | 1 | 0 | 61 | 44 | 13 | 0 | 0 | 0 | 0 | 0 | 57 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 8 |
| 08:30 | 47 | 7 | 1 | 2 | 0 | 0 | 0 | 57 | 40 | 4 | 1 | 0 | 0 | 0 | 0 | 45 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 08:45 | 42 | 5 | 2 | 0 | 0 | 1 | 0 | 50 | 38 | 12 | 0 | 0 | 0 | 0 | 0 | 50 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 09:00 | 54 | 9 | 2 | 0 | 0 | 0 | 0 | 65 | 38 | 10 | 1 | 2 | 0 | 1 | 0 | 52 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 19 |
| 09:15 | 43 | 7 | 3 | 0 | 1 | 0 | 0 | 54 | 37 | 12 | 4 | 0 | 0 | 0 | 0 | 53 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16 |
| 09:30 | 43 | 6 | 0 | 3 | 0 | 1 | 0 | 53 | 32 | 14 | 0 | 0 | 0 | 0 | 0 | 46 | 11 | 0 | 0 | 0 | 0 | 1 | 0 | 12 |
| 09:45 | 38 | 7 | 2 | 3 | 0 | 1 | 0 | 51 | 34 | 5 | 0 | 2 | 0 | 0 | 0 | 41 | 13 | 5 | 0 | 0 | 0 | 1 | 0 | 19 |
| 16:00 | 26 | 5 | 0 | 0 | 1 | 0 | 0 | 32 | 49 | 14 | 0 | 0 | 0 | 0 | 0 | 63 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:15 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 23 | 43 | 6 | 1 | 1 | 1 | 1 | 0 | 53 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:30 | 22 | 14 | 0 | 0 | 1 | 0 | 0 | 37 | 44 | 6 | 1 | 0 | 0 | 0 | 0 | 51 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:45 | 23 | 8 | 0 | 0 | 1 | 1 | 0 | 33 | 36 | 4 | 0 | 1 | 0 | 1 | 0 | 42 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:00 | 22 | 6 | 0 | 3 | 0 | 0 | 0 | 31 | 50 | 5 | 0 | 1 | 0 | 1 | 0 | 57 | 9 | 2 | 0 | 1 | 0 | 0 | 0 | 12 |
| 17:15 | 25 | 3 | 1 | 1 | 1 | 1 | 0 | 32 | 59 | 11 | 0 | 0 | 0 | 0 | 0 | 70 | 15 | 2 | 0 | 0 | 0 | 1 | 0 | 18 |
| 17:30 | 20 | 1 | 0 | 2 | 1 | 0 | 0 | 24 | 47 | 4 | 0 | 0 | 0 | 0 | 0 | 51 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 17 |
| 17:45 | 24 | 2 | 0 | 1 | 1 | 1 | 0 | 29 | 43 | 1 | 1 | 0 | 0 | 0 | 0 | 45 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18:00 | 23 | 2 | 0 | 0 | 2 | 0 | 0 | 27 | 35 | 2 | 0 | 0 | 0 | 0 | 0 | 37 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:15 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 20 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 26 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:30 | 8 | 1 | 0 | 0 | 1 | 0 | 2 | 12 | 29 | 4 | 0 | 0 | 0 | 2 | 0 | 35 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:45 | 29 | 5 | 1 | 0 | 1 | 0 | 0 | 36 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 28 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 214 | 58 | 3 | 8 | 4 | 2 | 0 | 289 | 168 | 49 | 3 | 1 | 0 | 0 | 0 | 221 | 15 | 6 | 0 | 0 | 0 | 0 | 0 | 21 |
| 07:15 | 194 | 48 | 3 | 5 | 3 | 1 | 0 | 254 | 169 | 52 | 6 | 1 | 0 | 0 | 0 | 228 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 17 |
| 07:30 | 199 | 42 | 6 | 5 | 2 | 2 | 0 | 256 | 175 | 47 | 3 | 0 | 0 | 0 | 0 | 225 | 17 | 2 | 0 | 0 | 0 | 1 | 0 | 20 |
| 07:45 | 186 | 32 | 5 | 7 | 1 | 1 | 0 | 232 | 174 | 40 | 4 | 0 | 0 | 0 | 0 | 218 | 23 | 2 | 0 | 0 | 0 | 1 | 0 | 26 |
| 08:00 | 173 | 28 | 7 | 2 | 0 | 2 | 0 | 212 | 165 | 36 | 4 | 0 | 0 | 0 | 0 | 205 | 36 | 1 | 0 | 0 | 0 | 1 | 0 | 38 |
| 08:15 | 192 | 29 | 8 | 2 | 0 | 2 | 0 | 233 | 160 | 39 | 2 | 2 | 0 | 1 | 0 | 204 | 50 | 3 | 0 | 0 | 0 | 1 | 0 | 54 |
| 08:30 | 186 | 28 | 8 | 2 | 1 | 1 | 0 | 226 | 153 | 38 | 6 | 2 | 0 | 1 | 0 | 200 | 57 | 5 | 0 | 0 | 0 | 0 | 0 | 62 |
| 08:45 | 182 | 27 | 7 | 3 | 1 | 2 | 0 | 222 | 145 | 48 | 5 | 2 | 0 | 1 | 0 | 201 | 58 | 4 | 0 | 0 | 0 | 1 | 0 | 63 |
| 09:00 | 178 | 29 | 7 | 6 | 1 | 2 | 0 | 223 | 141 | 41 | 5 | 4 | 0 | 1 | 0 | 192 | 55 | 9 | 0 | 0 | 0 | 2 | 0 | 66 |
| 16:00 | 89 | 32 | 0 | 0 | 3 | 1 | 0 | 125 | 172 | 30 | 2 | 2 | 1 | 2 | 0 | 209 | 40 | 2 | 0 | 0 | 0 | 0 | 0 | 42 |
| 16:15 | 85 | 33 | 0 | 3 | 2 | 1 | 0 | 124 | 173 | 21 | 2 | 3 | 1 | 3 | 0 | 203 | 40 | 3 | 0 | 1 | 0 | 0 | 0 | 44 |
| 16:30 | 92 | 31 | 1 | 4 | 3 | 2 | 0 | 133 | 189 | 26 | 1 | 2 | 0 | 2 | 0 | 220 | 40 | 4 | 0 | 1 | 0 | 1 | 0 | 46 |
| 16:45 | 90 | 18 | 1 | 6 | 3 | 2 | 0 | 120 | 192 | 24 | 0 | 2 | 0 | 2 | 0 | 220 | 48 | 6 | 0 | 1 | 0 | 1 | 0 | 56 |
| 17:00 | 91 | 12 | 1 | 7 | 3 | 2 | 0 | 116 | 199 | 21 | 1 | 1 | 0 | 1 | 0 | 223 | 50 | 7 | 0 | 1 | 0 | 1 | 0 | 59 |
| 17:15 | 92 | 8 | 1 | 4 | 5 | 2 | 0 | 112 | 184 | 18 | 1 | 0 | 0 | 0 | 0 | 203 | 52 | 5 | 0 | 0 | 0 | 1 | 0 | 58 |
| 17:30 | 86 | 6 | 0 | 3 | 4 | 1 | 0 | 100 | 149 | 9 | 1 | 0 | 0 | 0 | 0 | 159 | 52 | 3 | 0 | 0 | 0 | 0 | 0 | 55 |
| 17:45 | 74 | 6 | 0 | 1 | 4 | 1 | 2 | 88 | 131 | 9 | 1 | 0 | 0 | 2 | 0 | 143 | 47 | 1 | 0 | 0 | 0 | 0 | 0 | 48 |
| 18:00 | 79 | 9 | 1 | 0 | 4 | 0 | 2 | 95 | 114 | 10 | 0 | 0 | 0 | 2 | 0 | 126 | 46 | 1 | 0 | 0 | 0 | 0 | 0 | 47 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A14 Milton Interchange
 Junction Number: Site 11 Junction Type: 5-arm Roundabout
 Arm A: A10 (N) Arm C: A14 (E)
 Arm B: Cambridge Road (NE) Arm D: A1309 Milton Road (S)
 Arm E: A14 (W)

| Time | B1 to B | | | | | | | | B1 to A | | | | | | | | B1 to E | | | | | | | | |
|-------------------|---------------------|-----|------|------|-------|-----|-------|-------|---------------------|-----|------|------|-------|-----|-------|-------|---------------------|-----|------|------|-------|-----|-------|-------|--------------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | |
| 07:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 20 | 3 | 0 | 0 | 1 | 0 | 0 | 24 | |
| 07:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 15 | 6 | 1 | 0 | 3 | 0 | 0 | 25 | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 31 | 6 | 0 | 0 | 0 | 0 | 0 | 37 | |
| 07:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 23 | 12 | 3 | 1 | 0 | 0 | 0 | 39 | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 23 | 12 | 0 | 1 | 0 | 0 | 0 | 36 | |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 5 | 17 | 12 | 0 | 0 | 0 | 0 | 0 | 29 | |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 28 | 6 | 0 | 0 | 1 | 0 | 0 | 35 | |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 29 | 9 | 0 | 0 | 0 | 0 | 0 | 38 | |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 22 | 9 | 0 | 0 | 0 | 0 | 0 | 31 | |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 28 | 5 | 1 | 0 | 0 | 0 | 0 | 34 | |
| 09:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 28 | 4 | 1 | 0 | 0 | 0 | 0 | 33 | |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 27 | 12 | 0 | 1 | 0 | 0 | 0 | 40 | |
| <hr/> | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 38 | 6 | 0 | 0 | 0 | 0 | 0 | 44 | |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 34 | 7 | 0 | 0 | 0 | 0 | 0 | 41 | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 36 | 3 | 0 | 1 | 0 | 0 | 0 | 40 | |
| 16:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 42 | 6 | 1 | 0 | 0 | 0 | 0 | 49 | |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 57 | 3 | 0 | 0 | 0 | 0 | 0 | 60 | |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 35 | 4 | 0 | 0 | 0 | 0 | 0 | 39 | |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 47 | 8 | 0 | 0 | 0 | 0 | 0 | 55 | |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 58 | 3 | 0 | 0 | 0 | 0 | 0 | 61 | |
| 18:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 39 | 4 | 0 | 1 | 0 | 0 | 0 | 44 | |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 38 | 4 | 0 | 0 | 0 | 0 | 0 | 42 | |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 33 | 2 | 0 | 0 | 0 | 0 | 0 | 35 | |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 25 | 1 | 1 | 0 | 0 | 0 | 0 | 27 | |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Total |
| 07:00 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 23 | 4 | 0 | 0 | 0 | 0 | 0 | 27 | 89 | 27 | 4 | 1 | 4 | 0 | 0 | 125 | |
| 07:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 23 | 3 | 0 | 0 | 0 | 0 | 0 | 26 | 92 | 36 | 4 | 2 | 3 | 0 | 0 | 137 | |
| 07:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19 | 3 | 0 | 0 | 0 | 1 | 0 | 23 | 94 | 42 | 3 | 2 | 0 | 0 | 0 | 141 | |
| 07:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 | 2 | 0 | 0 | 0 | 2 | 0 | 21 | 91 | 42 | 3 | 2 | 1 | 0 | 0 | 139 | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 2 | 0 | 0 | 0 | 2 | 0 | 23 | 97 | 39 | 0 | 1 | 1 | 0 | 0 | 138 | |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 4 | 0 | 0 | 0 | 2 | 0 | 25 | 96 | 36 | 0 | 0 | 1 | 0 | 0 | 133 | |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 3 | 0 | 0 | 0 | 1 | 0 | 22 | 107 | 29 | 1 | 0 | 1 | 0 | 0 | 138 | |
| 08:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 16 | 107 | 27 | 2 | 0 | 0 | 0 | 0 | 136 | |
| 09:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 12 | 105 | 30 | 2 | 1 | 0 | 0 | 0 | 138 | |
| <hr/> | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16 | 150 | 22 | 1 | 1 | 0 | 0 | 0 | 174 | |
| 16:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16 | 169 | 19 | 1 | 1 | 0 | 0 | 0 | 190 | |
| 16:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 16 | 170 | 16 | 1 | 1 | 0 | 0 | 0 | 188 | |
| 16:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 | 1 | 0 | 0 | 0 | 1 | 0 | 19 | 181 | 21 | 1 | 0 | 0 | 0 | 0 | 203 | |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 1 | 0 | 18 | 197 | 18 | 0 | 0 | 0 | 0 | 0 | 215 | |
| 17:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 21 | 1 | 0 | 0 | 0 | 1 | 0 | 23 | 179 | 19 | 0 | 1 | 0 | 0 | 0 | 199 | |
| 17:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 24 | 1 | 0 | 0 | 0 | 1 | 0 | 26 | 182 | 19 | 0 | 1 | 0 | 0 | 0 | 202 | |
| 17:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 24 | 168 | 13 | 0 | 1 | 0 | 0 | 0 | 182 | |
| 18:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 135 | 11 | 1 | 1 | 0 | 0 | 0 | 148 | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A14 Milton Interchange Arm A: A10 (N) Arm C: A14 (E)
 Junction Number: Site 11 Junction Type: 5-arm Roundabout Arm B: Cambridge Road (NE) Arm D: A1309 Milton Road (S) Arm E: A14 (W)

| Time | B1 to D | | | | | | | | B1 to C | | | | | | | | B2 to B | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 5 | 3 | 0 | 0 | 0 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 6 | 3 | 0 | 0 | 0 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 12 | 3 | 0 | 0 | 0 | 1 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 12 | 3 | 0 | 0 | 0 | 1 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 13 | 4 | 1 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 15 | 3 | 1 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald
Project Number: ID06180
Junction Number: Site 11
Date of Survey: 07.12.2021
Junction Name: A14 Milton Interchange
Junction Type: 5-arm Roundabout

Arm A: A10 (N)
Arm B: Cambridge Road (NE)
Arm C: A14 (E)
Arm D: A1309 Milton Road (S)
Arm E: A14 (W)

| Time | B2 to A | | | | | | | | B2 to E | | | | | | | | B2 to D | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 24 | 6 | 0 | 1 | 1 | 0 | 0 | 32 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 22 | 5 | 0 | 0 | 0 | 1 | 0 | 28 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 32 | 9 | 1 | 0 | 1 | 0 | 0 | 43 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 38 | 12 | 0 | 0 | 0 | 1 | 0 | 51 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 20 | 5 | 0 | 0 | 1 | 0 | 0 | 26 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 27 | 8 | 0 | 0 | 1 | 0 | 0 | 36 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 5 | 1 | 0 | 1 | 0 | 0 | 36 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 33 | 4 | 1 | 0 | 0 | 0 | 0 | 38 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 7 | 0 | 0 | 0 | 0 | 0 | 44 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 28 | 9 | 0 | 0 | 0 | 0 | 0 | 37 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 6 | 0 | 1 | 0 | 0 | 0 | 44 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 6 | 0 | 0 | 0 | 0 | 0 | 36 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 37 | 5 | 0 | 0 | 1 | 0 | 0 | 43 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 33 | 8 | 0 | 0 | 0 | 0 | 0 | 41 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 43 | 2 | 0 | 0 | 0 | 0 | 0 | 45 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19 | 2 | 0 | 0 | 0 | 1 | 0 | 22 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 30 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 33 | 4 | 0 | 0 | 1 | 1 | 0 | 39 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 38 | 5 | 0 | 0 | 0 | 0 | 0 | 43 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 28 | 2 | 0 | 0 | 0 | 0 | 0 | 30 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 4 | 0 | 1 | 1 | 0 | 0 | 46 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 31 | 4 | 0 | 0 | 0 | 0 | 0 | 35 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 4 | 0 | 0 | 0 | 1 | 0 | 34 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 40 | 4 | 0 | 0 | 1 | 0 | 0 | 45 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 1 | 0 | 0 | 8 | 116 | 32 | 1 | 1 | 2 | 2 | 0 | 154 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 9 | 112 | 31 | 1 | 0 | 2 | 2 | 0 | 148 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 10 | 117 | 34 | 1 | 0 | 3 | 1 | 0 | 156 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 8 | 114 | 30 | 1 | 0 | 3 | 1 | 0 | 149 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 9 | 109 | 22 | 2 | 0 | 3 | 0 | 0 | 136 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 126 | 24 | 2 | 0 | 2 | 0 | 0 | 154 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 127 | 25 | 2 | 0 | 1 | 0 | 0 | 155 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 135 | 26 | 1 | 1 | 0 | 0 | 0 | 163 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 132 | 28 | 0 | 1 | 0 | 0 | 0 | 161 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 132 | 17 | 0 | 0 | 1 | 1 | 0 | 151 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 121 | 16 | 0 | 0 | 0 | 1 | 0 | 138 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 121 | 12 | 0 | 0 | 1 | 2 | 0 | 136 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 116 | 15 | 0 | 0 | 1 | 2 | 0 | 134 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 125 | 15 | 0 | 0 | 1 | 1 | 0 | 142 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 139 | 15 | 0 | 1 | 2 | 1 | 0 | 158 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 137 | 15 | 0 | 1 | 1 | 0 | 0 | 154 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 128 | 14 | 0 | 1 | 1 | 1 | 0 | 145 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 140 | 16 | 0 | 1 | 2 | 1 | 0 | 160 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 11

Date of Survey: 07.12.2021
 Junction Name: A14 Milton Interchange
 Junction Type: 5-arm Roundabout

Arm A: A10 (N)
 Arm B: Cambridge Road (NE)

Arm C: A14 (E)
 Arm D: A1309 Milton Road (S)

Arm E: A14 (W)

| Time | B2 to C | | | | | | | | C1 to C | | | | | | | | C1 to B | | | | | | | |
|------------|--------------|-------|-------|-------|-------|-------|-------|-------|--------------|-------|-------|-------|-------|-------|-------|-------|--------------|-------|-------|-------|-------|-------|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 07:15 | 15 | 7 | 1 | 0 | 1 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 12 | 0 | 0 | 0 | 0 | 0 | 27 |
| 07:30 | 23 | 4 | 0 | 0 | 2 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 9 | 0 | 0 | 0 | 0 | 0 | 29 |
| 07:45 | 18 | 7 | 0 | 0 | 0 | 0 | 0 | 25 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 30 | 11 | 0 | 0 | 0 | 0 | 0 | 41 |
| 08:00 | 32 | 6 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 8 | 0 | 0 | 0 | 0 | 0 | 22 |
| 08:15 | 31 | 9 | 0 | 1 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 5 | 0 | 0 | 0 | 0 | 0 | 20 |
| 08:30 | 27 | 5 | 1 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 2 | 0 | 0 | 1 | 0 | 0 | 32 |
| 08:45 | 17 | 7 | 0 | 0 | 0 | 0 | 0 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 17 | 8 | 0 | 0 | 1 | 0 | 0 | 26 |
| 09:00 | 42 | 9 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 5 | 0 | 0 | 1 | 0 | 0 | 20 |
| 09:15 | 30 | 7 | 1 | 0 | 0 | 0 | 0 | 38 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 5 | 1 | 0 | 0 | 0 | 0 | 19 |
| 09:30 | 21 | 4 | 2 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 16 |
| 09:45 | 22 | 8 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 13 |
| 16:00 | 42 | 10 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 4 | 0 | 0 | 1 | 0 | 0 | 24 |
| 16:15 | 38 | 5 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 3 | 0 | 1 | 0 | 0 | 0 | 26 |
| 16:30 | 32 | 10 | 0 | 0 | 0 | 1 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 6 | 0 | 1 | 0 | 0 | 0 | 35 |
| 16:45 | 36 | 2 | 0 | 0 | 0 | 0 | 0 | 38 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 23 | 4 | 0 | 0 | 0 | 0 | 0 | 27 |
| 17:00 | 43 | 5 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 29 |
| 17:15 | 38 | 1 | 0 | 1 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 4 | 0 | 0 | 1 | 0 | 0 | 39 |
| 17:30 | 29 | 4 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 30 |
| 17:45 | 50 | 4 | 0 | 1 | 0 | 0 | 0 | 55 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 35 | 4 | 0 | 0 | 0 | 0 | 0 | 39 |
| 18:00 | 39 | 1 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 29 |
| 18:15 | 32 | 1 | 0 | 0 | 0 | 1 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 1 | 0 | 0 | 0 | 0 | 0 | 35 |
| 18:30 | 38 | 2 | 0 | 0 | 0 | 0 | 0 | 40 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:45 | 20 | 1 | 0 | 1 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Total | Total | Total | Total | Total | Total | Total | Total | Total | Total | Total | Total | Total | Total | Total | Total | Total | Total | Total | Total | Total | Total | Total | Total |
| 07:00 | 70 | 19 | 1 | 0 | 3 | 0 | 0 | 93 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 73 | 34 | 0 | 0 | 0 | 0 | 0 | 107 |
| 07:15 | 88 | 24 | 1 | 0 | 3 | 0 | 0 | 116 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 79 | 40 | 0 | 0 | 0 | 0 | 0 | 119 |
| 07:30 | 104 | 26 | 0 | 1 | 2 | 0 | 0 | 133 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 79 | 33 | 0 | 0 | 0 | 0 | 0 | 112 |
| 07:45 | 108 | 27 | 1 | 1 | 0 | 0 | 0 | 137 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 88 | 26 | 0 | 0 | 1 | 0 | 0 | 115 |
| 08:00 | 107 | 27 | 1 | 1 | 0 | 0 | 0 | 136 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 23 | 0 | 0 | 2 | 0 | 0 | 100 |
| 08:15 | 117 | 30 | 1 | 1 | 0 | 0 | 0 | 149 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 20 | 0 | 0 | 3 | 0 | 0 | 98 |
| 08:30 | 116 | 28 | 2 | 0 | 0 | 0 | 0 | 146 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 73 | 20 | 1 | 0 | 3 | 0 | 0 | 97 |
| 08:45 | 110 | 27 | 3 | 0 | 0 | 0 | 0 | 140 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 57 | 20 | 2 | 0 | 2 | 0 | 0 | 81 |
| 09:00 | 115 | 28 | 3 | 0 | 0 | 0 | 0 | 146 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 50 | 15 | 2 | 0 | 1 | 0 | 0 | 68 |
| 16:00 | 148 | 27 | 0 | 0 | 0 | 1 | 0 | 176 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 92 | 17 | 0 | 2 | 1 | 0 | 0 | 112 |
| 16:15 | 149 | 22 | 0 | 0 | 0 | 1 | 0 | 172 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 15 | 0 | 2 | 0 | 0 | 0 | 117 |
| 16:30 | 149 | 18 | 0 | 1 | 0 | 1 | 0 | 169 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 112 | 16 | 0 | 1 | 1 | 0 | 0 | 130 |
| 16:45 | 146 | 12 | 0 | 1 | 0 | 0 | 0 | 159 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 110 | 14 | 0 | 0 | 1 | 0 | 0 | 125 |
| 17:00 | 160 | 14 | 0 | 2 | 0 | 0 | 0 | 176 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 122 | 14 | 0 | 0 | 1 | 0 | 0 | 137 |
| 17:15 | 156 | 10 | 0 | 2 | 0 | 0 | 0 | 168 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 122 | 14 | 0 | 0 | 1 | 0 | 0 | 137 |
| 17:30 | 150 | 10 | 0 | 1 | 0 | 1 | 0 | 162 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 122 | 11 | 0 | 0 | 0 | 0 | 0 | 133 |
| 17:45 | 159 | 8 | 0 | 1 | 0 | 1 | 0 | 169 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 109 | 7 | 0 | 0 | 0 | 0 | 0 | 116 |
| 18:00 | 129 | 5 | 0 | 1 | 0 | 1 | 0 | 136 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 94 | 4 | 0 | 0 | 0 | 0 | 0 | 98 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A14 Milton Interchange
 Junction Number: Site 11 Junction Type: 5-arm Roundabout
 Arm A: A10 (N) Arm C: A14 (E)
 Arm B: Cambridge Road (NE) Arm D: A1309 Milton Road (S)
 Arm E: A14 (W)

| Time | C1 to A | | | | | | | | C1 to E | | | | | | | | C1 to D | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 25 | 11 | 1 | 0 | 0 | 1 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 43 | 9 | 0 | 3 | 0 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 45 | 9 | 3 | 1 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 47 | 7 | 0 | 1 | 0 | 1 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 63 | 4 | 3 | 0 | 0 | 0 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 58 | 4 | 1 | 0 | 0 | 1 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 53 | 10 | 3 | 1 | 0 | 1 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 51 | 8 | 2 | 1 | 0 | 0 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 48 | 6 | 1 | 1 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 33 | 8 | 1 | 1 | 0 | 1 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 41 | 7 | 1 | 2 | 1 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 34 | 9 | 2 | 1 | 0 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 49 | 10 | 2 | 0 | 0 | 0 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 34 | 7 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 48 | 9 | 0 | 1 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 44 | 6 | 2 | 0 | 0 | 1 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 53 | 8 | 1 | 0 | 0 | 0 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 46 | 7 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 56 | 6 | 1 | 0 | 0 | 0 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 47 | 5 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 48 | 5 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 34 | 4 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 31 | 4 | 0 | 0 | 0 | 1 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 28 | 2 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 160 | 36 | 4 | 5 | 0 | 2 | 0 | 207 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 198 | 29 | 6 | 5 | 0 | 1 | 0 | 239 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 213 | 24 | 7 | 2 | 0 | 2 | 0 | 248 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 221 | 25 | 7 | 2 | 0 | 3 | 0 | 258 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 225 | 26 | 9 | 2 | 0 | 2 | 0 | 264 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 210 | 28 | 7 | 3 | 0 | 2 | 0 | 250 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 185 | 32 | 7 | 4 | 0 | 2 | 0 | 230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 173 | 29 | 5 | 5 | 1 | 1 | 0 | 214 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 156 | 30 | 5 | 5 | 1 | 1 | 0 | 198 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 175 | 32 | 4 | 1 | 0 | 1 | 0 | 213 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 179 | 30 | 3 | 1 | 0 | 1 | 0 | 214 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 191 | 30 | 3 | 1 | 0 | 1 | 0 | 226 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 199 | 27 | 4 | 0 | 0 | 1 | 0 | 231 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 202 | 26 | 2 | 0 | 0 | 0 | 0 | 230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 197 | 23 | 1 | 0 | 0 | 0 | 0 | 221 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 185 | 20 | 1 | 0 | 0 | 0 | 0 | 206 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 160 | 18 | 0 | 0 | 0 | 1 | 0 | 179 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 141 | 15 | 0 | 0 | 0 | 1 | 0 | 157 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald
Project Number: ID06180
Junction Number: Site 11

Date of Survey: 07.12.2021
Junction Name: A14 Milton Interchange
Junction Type: 5-arm Roundabout

Arm A: A10 (N)
Arm B: Cambridge Road (NE)

Arm C: A14 (E)
Arm D: A1309 Milton Road (S)

Arm E: A14 (W)

| Time | C2 to C | | | | | | | | C2 to B | | | | | | | | C2 to A | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 4 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 7 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 9 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 11 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 0 | 0 | 0 | 1 | 0 | 14 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 4 | 0 | 0 | 0 | 1 | 0 | 18 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16 | 3 | 0 | 0 | 0 | 1 | 0 | 20 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16 | 2 | 0 | 0 | 0 | 1 | 0 | 19 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 17 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 2 | 0 | 0 | 1 | 0 | 0 | 11 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 3 | 0 | 0 | 0 | 1 | 0 | 15 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 3 | 0 | 0 | 0 | 1 | 0 | 17 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 1 | 0 | 18 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18 | 3 | 0 | 0 | 0 | 1 | 0 | 22 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 19 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 16 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 15 | 5 | 0 | 0 | 0 | 0 | 0 | 20 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 1 | 0 | 0 | 0 | 1 | 0 | 11 |

Intelligent Data Collection Limited

Client: Mott McDonald
Project Number: ID06180
Junction Number: Site 11

Date of Survey: 07.12.2021
Junction Name: A14 Milton Interchange
Junction Type: 5-arm Roundabout

Arm A: A10 (N)
Arm B: Cambridge Road (NE)

Arm C: A14 (E)
Arm D: A1309 Milton Road (S)

Arm E: A14 (W)



| Time | C2 to E | | | | | | | | C2 to D | | | | | | | | C3 to C | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 5 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 4 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 6 | 0 | 0 | 1 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 8 | 0 | 0 | 1 | 0 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 3 | 1 | 1 | 0 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 6 | 0 | 0 | 0 | 0 | 0 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 4 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 2 | 0 | 0 | 0 | 1 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 1 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 1 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| <hr/> | | | | | | | | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 2 | 0 | 0 | 1 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| <hr/> | | | | | | | | | | | | | | | | | | | | | | | | |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 14 | 0 | 0 | 0 | 0 | 0 | 131 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 19 | 0 | 0 | 1 | 0 | 0 | 156 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 169 | 23 | 0 | 0 | 2 | 0 | 0 | 194 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 217 | 21 | 1 | 1 | 2 | 0 | 0 | 236 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 237 | 23 | 1 | 1 | 2 | 0 | 0 | 264 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 255 | 21 | 1 | 1 | 1 | 0 | 0 | 279 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 233 | 15 | 1 | 1 | 0 | 1 | 0 | 251 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 194 | 13 | 0 | 0 | 0 | 1 | 0 | 208 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 | 8 | 0 | 0 | 0 | 2 | 0 | 149 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| <hr/> | | | | | | | | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 4 | 0 | 0 | 1 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 2 | 1 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 2 | 1 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 1 | 1 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 1 | 1 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 11

Date of Survey: 07.12.2021
 Junction Name: A14 Milton Interchange
 Junction Type: 5-arm Roundabout

Arm A: A10 (N)
 Arm B: Cambridge Road (NE)

Arm C: A14 (E)
 Arm D: A1309 Milton Road (S)

Arm E: A14 (W)

| Time | C3 to B | | | | | | | | C3 to A | | | | | | | | C3 to E | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



| | | | |
|--------------------------|---------------------------------------|----------------------------|------------------------------|
| Client: Mott McDonald | Date of Survey: 07.12.2021 | Arm A: A10 (N) | Arm C: A14 (E) |
| Project Number: ID06180 | Junction Name: A14 Milton Interchange | Arm B: Cambridge Road (NE) | Arm D: A1309 Milton Road (S) |
| Junction Number: Site 11 | Junction Type: 5-arm Roundabout | | Arm E: A14 (W) |

| Time | C3 to D | | | | | | | | D1 to D | | | | | | | | D1 to C | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 27 | 15 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 9 | 1 | 0 | 1 | 0 | 0 | 35 |
| 07:15 | 27 | 13 | 1 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 8 | 0 | 2 | 1 | 0 | 0 | 40 |
| 07:30 | 41 | 24 | 1 | 2 | 0 | 0 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 7 | 2 | 0 | 0 | 0 | 0 | 30 |
| 07:45 | 55 | 19 | 2 | 1 | 0 | 0 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 11 | 4 | 2 | 1 | 0 | 0 | 52 |
| 08:00 | 47 | 18 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 20 | 2 | 1 | 0 | 0 | 0 | 57 |
| 08:15 | 72 | 11 | 0 | 1 | 0 | 0 | 0 | 84 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 51 | 13 | 2 | 0 | 1 | 0 | 0 | 67 |
| 08:30 | 65 | 13 | 1 | 0 | 0 | 0 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 5 | 2 | 3 | 0 | 0 | 0 | 46 |
| 08:45 | 70 | 6 | 0 | 1 | 0 | 0 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 9 | 1 | 1 | 0 | 0 | 0 | 54 |
| 09:00 | 65 | 10 | 0 | 0 | 1 | 0 | 0 | 76 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 34 | 7 | 4 | 0 | 0 | 0 | 0 | 45 |
| 09:15 | 58 | 8 | 2 | 3 | 1 | 0 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 4 | 2 | 1 | 0 | 0 | 0 | 35 |
| 09:30 | 40 | 19 | 3 | 2 | 0 | 1 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 4 | 1 | 3 | 1 | 0 | 0 | 31 |
| 09:45 | 32 | 6 | 2 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 14 | 3 | 4 | 0 | 0 | 0 | 44 |
| 16:00 | 25 | 6 | 2 | 2 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 17 | 0 | 0 | 1 | 0 | 0 | 98 |
| 16:15 | 42 | 12 | 1 | 1 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 15 | 0 | 1 | 2 | 1 | 0 | 97 |
| 16:30 | 35 | 6 | 1 | 2 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 10 | 1 | 0 | 0 | 0 | 0 | 93 |
| 16:45 | 27 | 11 | 0 | 0 | 0 | 0 | 0 | 38 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 85 | 13 | 1 | 0 | 0 | 0 | 0 | 99 |
| 17:00 | 33 | 3 | 0 | 0 | 0 | 1 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 7 | 0 | 0 | 0 | 0 | 0 | 106 |
| 17:15 | 38 | 7 | 1 | 1 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 10 | 0 | 1 | 1 | 1 | 0 | 103 |
| 17:30 | 32 | 6 | 1 | 2 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 8 | 0 | 0 | 0 | 1 | 0 | 91 |
| 17:45 | 43 | 2 | 1 | 0 | 0 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 9 | 0 | 0 | 0 | 0 | 0 | 80 |
| 18:00 | 28 | 2 | 0 | 2 | 0 | 1 | 0 | 33 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 57 | 4 | 1 | 0 | 0 | 1 | 0 | 63 |
| 18:15 | 38 | 1 | 0 | 0 | 0 | 1 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 4 | 0 | 0 | 0 | 0 | 0 | 56 |
| 18:30 | 24 | 1 | 0 | 0 | 2 | 0 | 0 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 42 | 2 | 0 | 0 | 0 | 0 | 0 | 44 |
| 18:45 | 22 | 3 | 0 | 1 | 3 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 1 | 0 | 0 | 0 | 42 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 150 | 71 | 4 | 3 | 0 | 0 | 0 | 228 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 35 | 7 | 4 | 3 | 0 | 0 | 157 |
| 07:15 | 170 | 74 | 4 | 3 | 0 | 0 | 0 | 251 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 46 | 8 | 5 | 2 | 0 | 0 | 179 |
| 07:30 | 215 | 72 | 3 | 4 | 0 | 0 | 0 | 294 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 140 | 51 | 10 | 3 | 2 | 0 | 0 | 206 |
| 07:45 | 239 | 61 | 3 | 2 | 0 | 0 | 0 | 305 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 155 | 49 | 10 | 6 | 2 | 0 | 0 | 222 |
| 08:00 | 254 | 48 | 1 | 2 | 0 | 0 | 0 | 305 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 164 | 47 | 7 | 5 | 1 | 0 | 0 | 224 |
| 08:15 | 272 | 40 | 1 | 2 | 1 | 0 | 0 | 316 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 164 | 34 | 9 | 4 | 1 | 0 | 0 | 212 |
| 08:30 | 258 | 37 | 3 | 4 | 2 | 0 | 0 | 304 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 141 | 25 | 9 | 5 | 0 | 0 | 0 | 180 |
| 08:45 | 233 | 43 | 5 | 6 | 2 | 1 | 0 | 290 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 127 | 24 | 8 | 5 | 1 | 0 | 0 | 165 |
| 09:00 | 195 | 43 | 7 | 5 | 2 | 1 | 0 | 253 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 107 | 29 | 10 | 8 | 1 | 0 | 0 | 155 |
| 16:00 | 129 | 35 | 4 | 5 | 0 | 0 | 0 | 173 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 325 | 55 | 2 | 1 | 3 | 1 | 0 | 387 |
| 16:15 | 137 | 32 | 2 | 3 | 0 | 1 | 0 | 175 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 344 | 45 | 2 | 1 | 2 | 1 | 0 | 395 |
| 16:30 | 133 | 27 | 2 | 3 | 0 | 1 | 0 | 166 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 356 | 40 | 2 | 1 | 1 | 1 | 0 | 401 |
| 16:45 | 130 | 27 | 2 | 3 | 0 | 1 | 0 | 163 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 356 | 38 | 1 | 1 | 1 | 2 | 0 | 399 |
| 17:00 | 146 | 18 | 3 | 3 | 0 | 1 | 0 | 171 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 342 | 34 | 0 | 1 | 1 | 2 | 0 | 380 |
| 17:15 | 141 | 17 | 3 | 5 | 0 | 1 | 0 | 167 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 300 | 31 | 1 | 1 | 1 | 3 | 0 | 337 |
| 17:30 | 141 | 11 | 2 | 4 | 0 | 2 | 0 | 160 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 262 | 25 | 1 | 0 | 0 | 2 | 0 | 290 |
| 17:45 | 133 | 6 | 1 | 2 | 2 | 2 | 0 | 146 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 222 | 19 | 1 | 0 | 0 | 1 | 0 | 243 |
| 18:00 | 112 | 7 | 0 | 3 | 5 | 2 | 0 | 129 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 192 | 10 | 1 | 1 | 0 | 1 | 0 | 205 |

Intelligent Data Collection Limited



Client: Mott McDonald **Date of Survey:** 07.12.2021
Project Number: ID06180 **Junction Name:** A14 Milton Interchange **Arm A:** A10 (N) **Arm C:** A14 (E)
Junction Number: Site 11 **Junction Type:** 5-arm Roundabout **Arm B:** Cambridge Road (NE) **Arm D:** A1309 Milton Road (S) **Arm E:** A14 (W)

| Time | D1 to B | | | | | | | | D1 to A | | | | | | | | D1 to E | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 11 | 7 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 9 | 7 | 1 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 14 | 4 | 0 | 0 | 1 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 17 | 7 | 1 | 0 | 1 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 23 | 6 | 1 | 0 | 3 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 28 | 7 | 1 | 0 | 2 | 0 | 0 | 38 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 39 | 9 | 2 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 27 | 7 | 0 | 0 | 1 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 32 | 10 | 0 | 0 | 1 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 29 | 5 | 0 | 0 | 0 | 1 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 43 | 3 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 44 | 6 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 31 | 3 | 0 | 0 | 1 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 50 | 6 | 0 | 0 | 0 | 1 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 49 | 3 | 0 | 0 | 0 | 1 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 49 | 5 | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 50 | 4 | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 37 | 3 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 54 | 2 | 0 | 0 | 1 | 0 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 37 | 3 | 0 | 0 | 1 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 31 | 5 | 0 | 0 | 1 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 43 | 23 | 1 | 0 | 1 | 0 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 49 | 23 | 2 | 0 | 2 | 0 | 0 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 63 | 24 | 3 | 0 | 5 | 0 | 0 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 82 | 24 | 3 | 0 | 7 | 0 | 0 | 116 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 91 | 22 | 3 | 0 | 6 | 0 | 0 | 122 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 113 | 24 | 4 | 0 | 5 | 0 | 0 | 146 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 117 | 25 | 3 | 0 | 3 | 0 | 0 | 148 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 121 | 28 | 2 | 0 | 2 | 0 | 0 | 153 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 127 | 31 | 2 | 0 | 2 | 1 | 0 | 163 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 168 | 18 | 0 | 0 | 1 | 1 | 0 | 188 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 174 | 18 | 0 | 0 | 1 | 2 | 0 | 195 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 179 | 17 | 0 | 0 | 1 | 2 | 0 | 199 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 198 | 18 | 0 | 0 | 0 | 2 | 0 | 218 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 185 | 15 | 0 | 0 | 0 | 1 | 0 | 201 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 190 | 14 | 0 | 0 | 1 | 0 | 0 | 205 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 178 | 12 | 0 | 0 | 2 | 0 | 0 | 192 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 159 | 13 | 0 | 0 | 3 | 0 | 0 | 175 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 148 | 12 | 0 | 0 | 3 | 0 | 0 | 163 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 11

Date of Survey: 07.12.2021
 Junction Name: A14 Milton Interchange
 Junction Type: 5-arm Roundabout

Arm A: A10 (N)
 Arm B: Cambridge Road (NE)

Arm C: A14 (E)
 Arm D: A1309 Milton Road (S)

Arm E: A14 (W)

| Time | D2 to D | | | | | | | | D2 to C | | | | | | | | D2 to B | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| Total | Total | | | | | | | | Total | | | | | | | | Total | | | | | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 3 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 3 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Name: A14 Milton Interchange
 Date of Survey: 07.12.2021
 Junction Type: 5-arm Roundabout

Arm A: A10 (N)
 Arm B: Cambridge Road (NE)

Arm C: A14 (E)
 Arm D: A1309 Milton Road (S)

Arm E: A14 (W)

| Time | D2 to A | | | | | | | | D2 to E | | | | | | | | D3 to D | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 14 | 2 | 1 | 2 | 1 | 0 | 3 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 26 | 11 | 2 | 2 | 1 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 34 | 17 | 2 | 0 | 1 | 2 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 43 | 13 | 0 | 2 | 1 | 0 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 40 | 9 | 1 | 0 | 2 | 1 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 41 | 9 | 1 | 1 | 2 | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 54 | 8 | 2 | 2 | 1 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 54 | 9 | 2 | 1 | 1 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 30 | 16 | 1 | 1 | 2 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 39 | 14 | 2 | 2 | 2 | 1 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 30 | 13 | 4 | 0 | 1 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 29 | 7 | 1 | 1 | 1 | 0 | 0 | 39 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 98 | 17 | 2 | 1 | 1 | 0 | 0 | 119 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 87 | 17 | 3 | 1 | 1 | 0 | 0 | 109 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 82 | 13 | 1 | 0 | 2 | 0 | 0 | 98 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 65 | 15 | 1 | 0 | 0 | 0 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 89 | 17 | 0 | 0 | 1 | 0 | 0 | 107 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 109 | 6 | 0 | 0 | 1 | 1 | 0 | 117 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 88 | 11 | 0 | 0 | 1 | 0 | 0 | 100 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 60 | 6 | 0 | 0 | 1 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 64 | 4 | 0 | 0 | 1 | 0 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 75 | 2 | 0 | 0 | 2 | 0 | 0 | 79 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 63 | 3 | 0 | 0 | 2 | 1 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 38 | 6 | 0 | 0 | 0 | 1 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 117 | 43 | 5 | 6 | 4 | 2 | 3 | 180 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 143 | 50 | 5 | 4 | 5 | 3 | 0 | 210 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 158 | 48 | 4 | 3 | 6 | 3 | 0 | 222 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 178 | 39 | 4 | 5 | 6 | 1 | 0 | 233 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 189 | 35 | 6 | 4 | 6 | 1 | 0 | 241 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 179 | 42 | 6 | 5 | 6 | 0 | 0 | 238 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 177 | 47 | 7 | 6 | 6 | 1 | 0 | 244 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 153 | 52 | 9 | 4 | 6 | 1 | 0 | 225 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 128 | 50 | 8 | 4 | 6 | 1 | 0 | 197 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 332 | 62 | 7 | 2 | 4 | 0 | 0 | 407 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 323 | 62 | 5 | 1 | 4 | 0 | 0 | 395 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 345 | 51 | 2 | 0 | 4 | 1 | 0 | 403 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 351 | 49 | 1 | 0 | 3 | 1 | 0 | 405 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 346 | 40 | 0 | 0 | 4 | 1 | 0 | 391 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 321 | 27 | 0 | 0 | 4 | 1 | 0 | 353 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 287 | 23 | 0 | 0 | 5 | 0 | 0 | 315 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 262 | 15 | 0 | 0 | 6 | 1 | 0 | 284 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 240 | 15 | 0 | 0 | 5 | 2 | 0 | 262 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



| | | | | |
|--------------------------|---------------------------------------|----------------------------|------------------------------|----------------|
| Client: Mott McDonald | Date of Survey: 07.12.2021 | Arm A: A10 (N) | Arm C: A14 (E) | |
| Project Number: ID06180 | Junction Name: A14 Milton Interchange | Arm B: Cambridge Road (NE) | Arm D: A1309 Milton Road (S) | Arm E: A14 (W) |
| Junction Number: Site 11 | Junction Type: 5-arm Roundabout | | | |

| Time | D3 to C | | | | | | | | D3 to B | | | | | | | | D3 to A | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
Project Number: ID06180 Junction Name: A14 Milton Interchange
Junction Number: Site 11 Junction Type: 5-arm Roundabout

Arm A: A10 (N) Arm C: A14 (E)
Arm B: Cambridge Road (NE) Arm D: A1309 Milton Road (S) Arm E: A14 (W)

| Time | D3 to E | | | | | | | | E1 to E | | | | | | | | E1 to D | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 18 | 6 | 2 | 3 | 1 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 15 | 1 | 3 | 0 | 0 | 0 | 59 |
| 07:15 | 27 | 13 | 2 | 9 | 0 | 1 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 18 | 1 | 0 | 1 | 1 | 0 | 73 |
| 07:30 | 32 | 16 | 3 | 5 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 18 | 1 | 3 | 0 | 1 | 0 | 83 |
| 07:45 | 36 | 10 | 6 | 2 | 0 | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 19 | 3 | 3 | 0 | 0 | 0 | 110 |
| 08:00 | 37 | 12 | 2 | 5 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 14 | 0 | 1 | 0 | 0 | 0 | 121 |
| 08:15 | 37 | 8 | 3 | 5 | 0 | 0 | 0 | 53 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 143 | 10 | 3 | 3 | 0 | 1 | 0 | 160 |
| 08:30 | 35 | 7 | 3 | 1 | 0 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 6 | 1 | 1 | 0 | 0 | 0 | 120 |
| 08:45 | 25 | 14 | 5 | 4 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 | 17 | 2 | 1 | 1 | 2 | 0 | 176 |
| 09:00 | 28 | 10 | 3 | 5 | 0 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 18 | 3 | 2 | 0 | 0 | 0 | 154 |
| 09:15 | 28 | 18 | 3 | 2 | 0 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 9 | 2 | 3 | 0 | 1 | 0 | 109 |
| 09:30 | 18 | 13 | 4 | 1 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 12 | 5 | 1 | 0 | 0 | 0 | 66 |
| 09:45 | 22 | 8 | 2 | 3 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 13 | 3 | 1 | 0 | 1 | 0 | 69 |
| 16:00 | 128 | 15 | 2 | 2 | 0 | 1 | 0 | 148 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 7 | 1 | 0 | 0 | 0 | 0 | 30 |
| 16:15 | 90 | 12 | 1 | 2 | 0 | 1 | 0 | 106 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 19 | 10 | 0 | 0 | 0 | 0 | 0 | 29 |
| 16:30 | 107 | 11 | 1 | 0 | 1 | 0 | 0 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 22 |
| 16:45 | 104 | 16 | 2 | 0 | 0 | 0 | 0 | 122 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 4 | 0 | 1 | 0 | 0 | 0 | 29 |
| 17:00 | 143 | 13 | 0 | 0 | 0 | 0 | 0 | 156 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 3 | 0 | 1 | 0 | 0 | 0 | 31 |
| 17:15 | 120 | 2 | 1 | 2 | 0 | 0 | 0 | 125 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 24 |
| 17:30 | 125 | 7 | 1 | 0 | 0 | 2 | 0 | 135 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 20 |
| 17:45 | 91 | 3 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 5 | 1 | 4 | 0 | 0 | 0 | 38 |
| 18:00 | 101 | 5 | 0 | 1 | 1 | 2 | 0 | 110 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 1 | 0 | 0 | 0 | 0 | 0 | 37 |
| 18:15 | 83 | 2 | 1 | 0 | 0 | 1 | 0 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 2 | 1 | 1 | 1 | 1 | 0 | 25 |
| 18:30 | 62 | 4 | 0 | 1 | 0 | 1 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 3 | 0 | 0 | 1 | 0 | 0 | 34 |
| 18:45 | 46 | 3 | 0 | 1 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 21 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 113 | 45 | 13 | 19 | 1 | 1 | 0 | 192 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 237 | 70 | 6 | 9 | 1 | 2 | 0 | 325 |
| 07:15 | 132 | 51 | 13 | 21 | 0 | 1 | 0 | 218 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 303 | 69 | 5 | 7 | 1 | 2 | 0 | 387 |
| 07:30 | 142 | 46 | 14 | 17 | 0 | 0 | 0 | 219 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 394 | 61 | 7 | 10 | 0 | 2 | 0 | 474 |
| 07:45 | 145 | 37 | 14 | 13 | 0 | 0 | 0 | 209 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 446 | 49 | 7 | 8 | 0 | 1 | 0 | 511 |
| 08:00 | 134 | 41 | 13 | 15 | 0 | 0 | 0 | 203 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 514 | 47 | 6 | 6 | 1 | 3 | 0 | 577 |
| 08:15 | 125 | 39 | 14 | 15 | 0 | 0 | 0 | 193 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 539 | 51 | 9 | 7 | 1 | 3 | 0 | 610 |
| 08:30 | 116 | 49 | 14 | 12 | 0 | 0 | 0 | 191 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 490 | 50 | 8 | 7 | 1 | 3 | 0 | 559 |
| 08:45 | 99 | 55 | 15 | 12 | 0 | 0 | 0 | 181 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 426 | 56 | 12 | 7 | 1 | 3 | 0 | 505 |
| 09:00 | 96 | 49 | 12 | 11 | 0 | 0 | 0 | 168 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 324 | 52 | 13 | 7 | 0 | 2 | 0 | 398 |
| 16:00 | 429 | 54 | 6 | 4 | 1 | 2 | 0 | 496 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 83 | 25 | 1 | 1 | 0 | 0 | 0 | 110 |
| 16:15 | 444 | 52 | 4 | 2 | 1 | 1 | 0 | 504 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 88 | 21 | 0 | 2 | 0 | 0 | 0 | 111 |
| 16:30 | 474 | 42 | 4 | 2 | 1 | 0 | 0 | 523 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 12 | 0 | 2 | 0 | 0 | 0 | 106 |
| 16:45 | 492 | 38 | 4 | 2 | 0 | 2 | 0 | 538 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 14 | 0 | 2 | 0 | 0 | 0 | 104 |
| 17:00 | 479 | 25 | 2 | 2 | 0 | 2 | 0 | 510 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 15 | 1 | 5 | 0 | 0 | 0 | 113 |
| 17:15 | 437 | 17 | 2 | 3 | 1 | 4 | 0 | 464 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 13 | 1 | 4 | 0 | 0 | 0 | 119 |
| 17:30 | 400 | 17 | 2 | 1 | 1 | 5 | 0 | 426 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 14 | 2 | 5 | 1 | 1 | 0 | 120 |
| 17:45 | 337 | 14 | 1 | 2 | 1 | 4 | 0 | 359 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 11 | 2 | 5 | 2 | 1 | 0 | 134 |
| 18:00 | 292 | 14 | 1 | 3 | 1 | 4 | 0 | 315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 10 | 1 | 1 | 2 | 1 | 0 | 117 |

Intelligent Data Collection Limited



Client: Mott McDonald **Date of Survey:** 07.12.2021
Project Number: ID06180 **Junction Name:** A14 Milton Interchange
Junction Number: Site 11 **Junction Type:** 5-arm Roundabout
Arm A: A10 (N) **Arm C:** A14 (E)
Arm B: Cambridge Road (NE) **Arm D:** A1309 Milton Road (S) **Arm E:** A14 (W)

| Time | E1 to C | | | | | | | | E1 to B | | | | | | | | E1 to A | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A14 Milton Interchange Arm A: A10 (N) Arm C: A14 (E)
 Junction Number: Site 11 Junction Type: 5-arm Roundabout Arm B: Cambridge Road (NE) Arm D: A1309 Milton Road (S) Arm E: A14 (W)

| Time | E2 to E | | | | | | | | E2 to D | | | | | | | | E2 to C | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 3 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 3 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 2 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 5 | 0 | 3 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 3 | 2 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 7 | 1 | 2 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 2 | 1 | 3 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 3 | 3 | 1 | 1 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 2 | 0 | 1 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 0 | 2 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 1 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 10 | 4 | 8 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 10 | 6 | 7 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 16 | 4 | 9 | 0 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 17 | 5 | 10 | 0 | 0 | 0 | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 15 | 8 | 8 | 1 | 0 | 0 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 14 | 5 | 7 | 1 | 0 | 0 | 102 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 9 | 4 | 7 | 1 | 0 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 7 | 4 | 5 | 1 | 0 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 4 | 2 | 5 | 1 | 0 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 3 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 2 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 1 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 0 | 1 | 0 | 1 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 3 | 0 | 1 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 0 | 4 | 0 | 1 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 4 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 11
 Date of Survey: 07.12.2021
 Junction Name: A14 Milton Interchange
 Junction Type: 5-arm Roundabout

Arm A: A10 (N)
 Arm B: Cambridge Road (NE)
 Arm C: A14 (E)
 Arm D: A1309 Milton Road (S)
 Arm E: A14 (W)

| Time | E2 to B | | | | | | | | E2 to A | | | | | | | | E3 to E | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 23 | 9 | 1 | 0 | 0 | 0 | 0 | 33 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 20 | 8 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 24 | 13 | 0 | 1 | 0 | 0 | 0 | 38 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 24 | 8 | 0 | 0 | 0 | 1 | 0 | 33 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 42 | 6 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 38 | 5 | 1 | 0 | 1 | 0 | 0 | 45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 37 | 9 | 1 | 0 | 1 | 0 | 0 | 48 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 35 | 10 | 1 | 1 | 1 | 0 | 0 | 48 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 37 | 7 | 0 | 1 | 0 | 0 | 0 | 45 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 25 | 6 | 0 | 1 | 0 | 0 | 0 | 32 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 36 | 9 | 0 | 0 | 0 | 0 | 0 | 45 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 32 | 9 | 2 | 0 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 39 | 2 | 0 | 0 | 1 | 0 | 0 | 42 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 26 | 3 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 48 | 7 | 0 | 2 | 0 | 0 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 38 | 4 | 0 | 0 | 0 | 0 | 0 | 42 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 34 | 6 | 1 | 0 | 1 | 0 | 0 | 42 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 30 | 4 | 0 | 3 | 0 | 0 | 0 | 37 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 41 | 3 | 0 | 1 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 36 | 0 | 0 | 1 | 0 | 0 | 0 | 37 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 36 | 2 | 0 | 1 | 0 | 0 | 0 | 39 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 28 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 21 | 3 | 1 | 0 | 0 | 0 | 0 | 25 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 83 | 32 | 1 | 1 | 0 | 0 | 0 | 117 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 91 | 38 | 1 | 1 | 0 | 1 | 0 | 132 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 110 | 35 | 0 | 1 | 0 | 1 | 0 | 147 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 128 | 32 | 1 | 1 | 1 | 1 | 0 | 164 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 141 | 28 | 2 | 0 | 2 | 1 | 0 | 174 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 152 | 30 | 3 | 1 | 3 | 0 | 0 | 189 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 147 | 31 | 3 | 2 | 3 | 0 | 0 | 186 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 134 | 32 | 2 | 3 | 2 | 0 | 0 | 173 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 133 | 32 | 1 | 3 | 1 | 0 | 0 | 170 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 145 | 21 | 2 | 2 | 1 | 0 | 0 | 171 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 151 | 16 | 0 | 2 | 1 | 0 | 0 | 170 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 146 | 20 | 1 | 2 | 1 | 0 | 0 | 170 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 150 | 21 | 1 | 5 | 1 | 0 | 0 | 178 | 7 | 0 | 0 | 2 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 143 | 17 | 1 | 4 | 1 | 0 | 0 | 166 | 7 | 0 | 0 | 2 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 141 | 13 | 1 | 5 | 1 | 0 | 0 | 161 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 143 | 9 | 0 | 6 | 0 | 0 | 0 | 158 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 140 | 6 | 0 | 3 | 0 | 0 | 0 | 149 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 120 | 6 | 1 | 2 | 0 | 0 | 0 | 129 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 11

Date of Survey: 07.12.2021
 Junction Name: A14 Milton Interchange
 Junction Type: 5-arm Roundabout

Arm A: A10 (N)
 Arm B: Cambridge Road (NE)

Arm C: A14 (E)
 Arm D: A1309 Milton Road (S)

Arm E: A14 (W)

| Time | E3 to D | | | | | | | | E3 to C | | | | | | | | E3 to B | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited

Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A14 Milton Interchange
 Junction Number: Site 11 Junction Type: 5-arm Roundabout

Arm A: A10 (N)
 Arm B: Cambridge Road (NE)

Arm C: A14 (E)
 Arm D: A1309 Milton Road (S)

Arm E: A14 (W)



| E3 to A | | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|
| Time | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 62 | 29 | 1 | 12 | 0 | 0 | 0 | 104 |
| 07:15 | 69 | 31 | 2 | 6 | 0 | 2 | 0 | 110 |
| 07:30 | 81 | 31 | 2 | 10 | 0 | 0 | 0 | 124 |
| 07:45 | 93 | 28 | 4 | 8 | 0 | 0 | 0 | 133 |
| 08:00 | 91 | 29 | 0 | 8 | 0 | 1 | 0 | 129 |
| 08:15 | 105 | 24 | 5 | 14 | 0 | 0 | 0 | 148 |
| 08:30 | 92 | 21 | 3 | 8 | 0 | 0 | 0 | 124 |
| 08:45 | 124 | 23 | 0 | 12 | 0 | 1 | 0 | 160 |
| 09:00 | 68 | 21 | 2 | 6 | 0 | 0 | 0 | 97 |
| 09:15 | 69 | 15 | 5 | 7 | 0 | 0 | 0 | 96 |
| 09:30 | 67 | 21 | 2 | 10 | 0 | 0 | 0 | 100 |
| 09:45 | 55 | 21 | 9 | 12 | 0 | 1 | 0 | 98 |
| 16:00 | 60 | 16 | 2 | 8 | 0 | 0 | 0 | 86 |
| 16:15 | 71 | 23 | 5 | 9 | 0 | 1 | 0 | 109 |
| 16:30 | 62 | 19 | 3 | 7 | 0 | 0 | 0 | 91 |
| 16:45 | 71 | 16 | 2 | 6 | 0 | 0 | 0 | 95 |
| 17:00 | 65 | 19 | 0 | 3 | 0 | 0 | 0 | 87 |
| 17:15 | 69 | 15 | 1 | 3 | 0 | 0 | 0 | 88 |
| 17:30 | 64 | 12 | 0 | 3 | 1 | 0 | 0 | 80 |
| 17:45 | 84 | 12 | 1 | 3 | 0 | 0 | 0 | 100 |
| 18:00 | 75 | 12 | 0 | 6 | 1 | 0 | 0 | 94 |
| 18:15 | 78 | 10 | 2 | 7 | 1 | 0 | 0 | 98 |
| 18:30 | 60 | 6 | 0 | 3 | 1 | 0 | 0 | 70 |
| 18:45 | 47 | 9 | 1 | 4 | 0 | 0 | 0 | 61 |
| Start Time | Rolling Hour | | | | | | | Total |
| 07:00 | 305 | 119 | 9 | 36 | 0 | 2 | 0 | 471 |
| 07:15 | 334 | 119 | 8 | 32 | 0 | 3 | 0 | 496 |
| 07:30 | 370 | 112 | 11 | 40 | 0 | 1 | 0 | 534 |
| 07:45 | 381 | 102 | 12 | 38 | 0 | 1 | 0 | 534 |
| 08:00 | 412 | 97 | 8 | 42 | 0 | 2 | 0 | 561 |
| 08:15 | 389 | 89 | 10 | 40 | 0 | 1 | 0 | 529 |
| 08:30 | 353 | 80 | 10 | 33 | 0 | 1 | 0 | 477 |
| 08:45 | 328 | 80 | 9 | 35 | 0 | 1 | 0 | 453 |
| 09:00 | 259 | 78 | 18 | 35 | 0 | 1 | 0 | 391 |
| 16:00 | 264 | 74 | 12 | 30 | 0 | 1 | 0 | 381 |
| 16:15 | 269 | 77 | 10 | 25 | 0 | 1 | 0 | 382 |
| 16:30 | 267 | 69 | 6 | 19 | 0 | 0 | 0 | 361 |
| 16:45 | 269 | 62 | 3 | 15 | 1 | 0 | 0 | 350 |
| 17:00 | 282 | 58 | 2 | 12 | 1 | 0 | 0 | 355 |
| 17:15 | 292 | 51 | 2 | 15 | 2 | 0 | 0 | 362 |
| 17:30 | 301 | 46 | 3 | 19 | 3 | 0 | 0 | 372 |
| 17:45 | 297 | 40 | 3 | 19 | 3 | 0 | 0 | 362 |
| 18:00 | 260 | 37 | 3 | 20 | 3 | 0 | 0 | 323 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A14 Milton Interchange
 Junction Number: Site 11 Junction Type: 5-arm Roundabout

| Time | Arm A Approach | | | | | | | | Arm A Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 182 | 53 | 2 | 11 | 2 | 1 | 0 | 251 | 107 | 45 | 3 | 14 | 1 | 1 | 3 | 174 | | |
| 07:15 | 170 | 67 | 6 | 5 | 2 | 0 | 0 | 250 | 145 | 55 | 4 | 11 | 1 | 2 | 0 | 218 | | |
| 07:30 | 196 | 55 | 2 | 6 | 2 | 1 | 0 | 262 | 171 | 58 | 7 | 11 | 1 | 2 | 0 | 250 | | |
| 07:45 | 200 | 56 | 1 | 10 | 1 | 1 | 0 | 269 | 189 | 53 | 4 | 11 | 1 | 1 | 0 | 259 | | |
| 08:00 | 161 | 40 | 7 | 10 | 2 | 2 | 0 | 222 | 202 | 43 | 4 | 8 | 2 | 2 | 0 | 261 | | |
| 08:15 | 206 | 46 | 6 | 10 | 1 | 2 | 0 | 271 | 211 | 38 | 7 | 15 | 2 | 3 | 0 | 276 | | |
| 08:30 | 192 | 38 | 5 | 7 | 1 | 1 | 0 | 244 | 211 | 42 | 8 | 11 | 1 | 2 | 0 | 275 | | |
| 08:45 | 196 | 43 | 5 | 8 | 1 | 1 | 0 | 254 | 243 | 41 | 4 | 14 | 1 | 1 | 0 | 304 | | |
| 09:00 | 210 | 39 | 9 | 9 | 1 | 1 | 0 | 269 | 156 | 46 | 4 | 8 | 2 | 0 | 0 | 216 | | |
| 09:15 | 181 | 43 | 11 | 11 | 5 | 0 | 0 | 251 | 145 | 39 | 8 | 10 | 2 | 2 | 0 | 206 | | |
| 09:30 | 185 | 47 | 6 | 13 | 2 | 2 | 0 | 255 | 146 | 42 | 7 | 12 | 2 | 0 | 0 | 209 | | |
| 09:45 | 161 | 40 | 5 | 19 | 1 | 4 | 0 | 230 | 121 | 40 | 12 | 14 | 2 | 1 | 0 | 190 | | |
| 16:00 | 175 | 50 | 0 | 7 | 1 | 1 | 0 | 234 | 211 | 43 | 6 | 9 | 1 | 0 | 0 | 270 | | |
| 16:15 | 172 | 37 | 2 | 7 | 2 | 1 | 0 | 221 | 197 | 51 | 8 | 10 | 1 | 1 | 0 | 268 | | |
| 16:30 | 151 | 40 | 2 | 5 | 1 | 0 | 0 | 199 | 197 | 42 | 4 | 8 | 2 | 0 | 0 | 253 | | |
| 16:45 | 163 | 28 | 0 | 6 | 1 | 2 | 0 | 200 | 192 | 38 | 5 | 6 | 0 | 2 | 0 | 243 | | |
| 17:00 | 182 | 30 | 1 | 13 | 1 | 1 | 0 | 228 | 214 | 44 | 1 | 5 | 1 | 0 | 0 | 265 | | |
| 17:15 | 230 | 32 | 1 | 12 | 1 | 3 | 0 | 279 | 237 | 28 | 1 | 3 | 1 | 1 | 0 | 271 | | |
| 17:30 | 197 | 23 | 1 | 4 | 1 | 2 | 0 | 228 | 221 | 32 | 1 | 3 | 2 | 1 | 0 | 260 | | |
| 17:45 | 174 | 12 | 2 | 2 | 3 | 2 | 1 | 196 | 199 | 25 | 1 | 3 | 1 | 0 | 0 | 229 | | |
| 18:00 | 153 | 10 | 1 | 3 | 2 | 1 | 0 | 170 | 196 | 21 | 0 | 6 | 2 | 0 | 0 | 225 | | |
| 18:15 | 133 | 13 | 1 | 0 | 2 | 0 | 0 | 149 | 202 | 17 | 2 | 7 | 3 | 0 | 0 | 231 | | |
| 18:30 | 111 | 15 | 0 | 2 | 2 | 3 | 2 | 135 | 161 | 13 | 0 | 3 | 3 | 2 | 0 | 182 | | |
| 18:45 | 114 | 14 | 1 | 1 | 1 | 0 | 0 | 131 | 126 | 18 | 1 | 4 | 0 | 2 | 0 | 151 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 748 | 231 | 11 | 32 | 7 | 3 | 0 | 1032 | 612 | 211 | 18 | 47 | 4 | 6 | 3 | 901 | | |
| 07:15 | 727 | 218 | 16 | 31 | 7 | 4 | 0 | 1003 | 707 | 209 | 19 | 41 | 5 | 7 | 0 | 988 | | |
| 07:30 | 763 | 197 | 16 | 36 | 6 | 6 | 0 | 1024 | 773 | 192 | 22 | 45 | 6 | 8 | 0 | 1046 | | |
| 07:45 | 759 | 180 | 19 | 37 | 5 | 6 | 0 | 1006 | 813 | 176 | 23 | 45 | 6 | 8 | 0 | 1071 | | |
| 08:00 | 755 | 167 | 23 | 35 | 5 | 6 | 0 | 991 | 867 | 164 | 23 | 48 | 6 | 8 | 0 | 1116 | | |
| 08:15 | 804 | 166 | 25 | 34 | 4 | 5 | 0 | 1038 | 821 | 167 | 23 | 48 | 6 | 6 | 0 | 1071 | | |
| 08:30 | 779 | 163 | 30 | 35 | 8 | 3 | 0 | 1018 | 755 | 168 | 24 | 43 | 6 | 5 | 0 | 1001 | | |
| 08:45 | 772 | 172 | 31 | 41 | 9 | 4 | 0 | 1029 | 690 | 168 | 23 | 44 | 7 | 3 | 0 | 935 | | |
| 09:00 | 737 | 169 | 31 | 52 | 9 | 7 | 0 | 1005 | 568 | 167 | 31 | 44 | 8 | 3 | 0 | 821 | | |
| 16:00 | 661 | 155 | 4 | 25 | 5 | 4 | 0 | 854 | 797 | 174 | 23 | 33 | 4 | 3 | 0 | 1034 | | |
| 16:15 | 668 | 135 | 5 | 31 | 5 | 4 | 0 | 848 | 800 | 175 | 18 | 29 | 4 | 3 | 0 | 1029 | | |
| 16:30 | 726 | 130 | 4 | 36 | 4 | 6 | 0 | 906 | 840 | 152 | 11 | 22 | 4 | 3 | 0 | 1032 | | |
| 16:45 | 772 | 113 | 3 | 35 | 4 | 8 | 0 | 935 | 864 | 142 | 8 | 17 | 4 | 4 | 0 | 1039 | | |
| 17:00 | 783 | 97 | 5 | 31 | 6 | 8 | 1 | 931 | 871 | 129 | 4 | 14 | 5 | 2 | 0 | 1025 | | |
| 17:15 | 754 | 77 | 5 | 21 | 7 | 8 | 1 | 873 | 853 | 106 | 3 | 15 | 6 | 2 | 0 | 985 | | |
| 17:30 | 657 | 58 | 5 | 9 | 8 | 5 | 1 | 743 | 818 | 95 | 4 | 19 | 8 | 1 | 0 | 945 | | |
| 17:45 | 571 | 50 | 4 | 7 | 9 | 6 | 3 | 650 | 758 | 76 | 3 | 19 | 9 | 2 | 0 | 867 | | |
| 18:00 | 511 | 52 | 3 | 6 | 7 | 4 | 2 | 585 | 685 | 69 | 3 | 20 | 8 | 4 | 0 | 789 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A14 Milton Interchange
 Junction Number: Site 11 Junction Type: 5-arm Roundabout

| Time | Arm B Approach | | | | | | | | Arm B Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 63 | 13 | 0 | 1 | 3 | 0 | 0 | 80 | 41 | 14 | 0 | 0 | 0 | 0 | 0 | 55 | | |
| 07:15 | 62 | 20 | 2 | 0 | 4 | 1 | 0 | 89 | 53 | 29 | 1 | 0 | 0 | 0 | 0 | 83 | | |
| 07:30 | 98 | 21 | 1 | 0 | 3 | 0 | 0 | 123 | 53 | 26 | 1 | 0 | 0 | 0 | 0 | 80 | | |
| 07:45 | 86 | 33 | 3 | 1 | 0 | 1 | 0 | 124 | 75 | 29 | 0 | 1 | 1 | 0 | 0 | 106 | | |
| 08:00 | 81 | 27 | 0 | 1 | 1 | 1 | 0 | 111 | 58 | 25 | 1 | 0 | 1 | 1 | 0 | 86 | | |
| 08:15 | 82 | 31 | 0 | 1 | 1 | 1 | 0 | 116 | 88 | 17 | 1 | 0 | 3 | 1 | 0 | 110 | | |
| 08:30 | 99 | 16 | 2 | 0 | 2 | 1 | 0 | 120 | 106 | 15 | 2 | 0 | 4 | 0 | 0 | 127 | | |
| 08:45 | 88 | 22 | 1 | 0 | 0 | 0 | 0 | 111 | 95 | 19 | 1 | 0 | 2 | 0 | 0 | 117 | | |
| 09:00 | 107 | 27 | 0 | 0 | 0 | 0 | 0 | 134 | 105 | 26 | 3 | 1 | 2 | 0 | 0 | 137 | | |
| 09:15 | 89 | 22 | 2 | 0 | 0 | 0 | 0 | 113 | 93 | 21 | 1 | 1 | 1 | 0 | 0 | 117 | | |
| 09:30 | 89 | 14 | 3 | 1 | 0 | 0 | 0 | 107 | 84 | 18 | 1 | 1 | 1 | 1 | 0 | 106 | | |
| 09:45 | 82 | 27 | 0 | 1 | 0 | 0 | 0 | 110 | 88 | 22 | 0 | 0 | 0 | 2 | 0 | 112 | | |
| 16:00 | 123 | 22 | 0 | 0 | 1 | 0 | 0 | 146 | 104 | 19 | 2 | 0 | 1 | 0 | 0 | 126 | | |
| 16:15 | 114 | 23 | 1 | 0 | 0 | 0 | 0 | 138 | 120 | 12 | 0 | 1 | 1 | 0 | 1 | 135 | | |
| 16:30 | 119 | 17 | 0 | 1 | 0 | 1 | 0 | 138 | 92 | 12 | 0 | 1 | 1 | 0 | 0 | 106 | | |
| 16:45 | 108 | 12 | 1 | 0 | 0 | 1 | 0 | 122 | 131 | 17 | 0 | 2 | 0 | 1 | 0 | 151 | | |
| 17:00 | 132 | 12 | 0 | 0 | 0 | 0 | 0 | 144 | 124 | 11 | 0 | 1 | 0 | 1 | 0 | 137 | | |
| 17:15 | 115 | 9 | 0 | 1 | 1 | 1 | 0 | 127 | 133 | 17 | 1 | 0 | 2 | 1 | 0 | 154 | | |
| 17:30 | 122 | 17 | 0 | 0 | 0 | 1 | 0 | 140 | 122 | 14 | 0 | 3 | 0 | 0 | 0 | 139 | | |
| 17:45 | 144 | 12 | 0 | 1 | 0 | 0 | 0 | 157 | 124 | 11 | 0 | 1 | 0 | 1 | 0 | 137 | | |
| 18:00 | 128 | 10 | 0 | 2 | 1 | 0 | 0 | 141 | 132 | 5 | 0 | 1 | 1 | 0 | 0 | 139 | | |
| 18:15 | 113 | 9 | 0 | 0 | 0 | 1 | 0 | 123 | 122 | 6 | 0 | 1 | 1 | 0 | 0 | 130 | | |
| 18:30 | 104 | 10 | 0 | 0 | 0 | 1 | 0 | 115 | 81 | 6 | 0 | 0 | 1 | 1 | 0 | 89 | | |
| 18:45 | 100 | 7 | 1 | 1 | 1 | 0 | 0 | 110 | 77 | 7 | 1 | 0 | 0 | 0 | 0 | 85 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 309 | 87 | 6 | 2 | 10 | 2 | 0 | 416 | 222 | 98 | 2 | 1 | 1 | 0 | 0 | 324 | | |
| 07:15 | 327 | 101 | 6 | 2 | 8 | 3 | 0 | 447 | 239 | 109 | 3 | 1 | 2 | 1 | 0 | 355 | | |
| 07:30 | 347 | 112 | 4 | 3 | 5 | 3 | 0 | 474 | 274 | 97 | 3 | 1 | 5 | 2 | 0 | 382 | | |
| 07:45 | 348 | 107 | 5 | 3 | 4 | 4 | 0 | 471 | 327 | 86 | 4 | 1 | 9 | 2 | 0 | 429 | | |
| 08:00 | 350 | 96 | 3 | 2 | 4 | 3 | 0 | 458 | 347 | 76 | 5 | 0 | 10 | 2 | 0 | 440 | | |
| 08:15 | 376 | 96 | 3 | 1 | 3 | 2 | 0 | 481 | 394 | 77 | 7 | 1 | 11 | 1 | 0 | 491 | | |
| 08:30 | 383 | 87 | 5 | 0 | 2 | 1 | 0 | 478 | 399 | 81 | 7 | 2 | 9 | 0 | 0 | 498 | | |
| 08:45 | 373 | 85 | 6 | 1 | 0 | 0 | 0 | 465 | 377 | 84 | 6 | 3 | 6 | 1 | 0 | 477 | | |
| 09:00 | 367 | 90 | 5 | 2 | 0 | 0 | 0 | 464 | 370 | 87 | 5 | 3 | 4 | 3 | 0 | 472 | | |
| 16:00 | 464 | 74 | 2 | 1 | 1 | 2 | 0 | 544 | 447 | 60 | 2 | 4 | 3 | 1 | 1 | 518 | | |
| 16:15 | 473 | 64 | 2 | 1 | 0 | 2 | 0 | 542 | 467 | 52 | 0 | 5 | 2 | 2 | 1 | 529 | | |
| 16:30 | 474 | 50 | 1 | 2 | 1 | 3 | 0 | 531 | 480 | 57 | 1 | 4 | 3 | 3 | 0 | 548 | | |
| 16:45 | 477 | 50 | 1 | 1 | 1 | 3 | 0 | 533 | 510 | 59 | 1 | 6 | 2 | 3 | 0 | 581 | | |
| 17:00 | 513 | 50 | 0 | 2 | 1 | 2 | 0 | 568 | 503 | 53 | 1 | 5 | 2 | 3 | 0 | 567 | | |
| 17:15 | 509 | 48 | 0 | 4 | 2 | 2 | 0 | 565 | 511 | 47 | 1 | 5 | 3 | 2 | 0 | 569 | | |
| 17:30 | 507 | 48 | 0 | 3 | 1 | 2 | 0 | 561 | 500 | 36 | 0 | 6 | 2 | 1 | 0 | 545 | | |
| 17:45 | 489 | 41 | 0 | 3 | 1 | 2 | 0 | 536 | 459 | 28 | 0 | 3 | 3 | 2 | 0 | 495 | | |
| 18:00 | 445 | 36 | 1 | 3 | 2 | 2 | 0 | 489 | 412 | 24 | 1 | 2 | 3 | 1 | 0 | 443 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A14 Milton Interchange
 Junction Number: Site 11 Junction Type: 5-arm Roundabout

| Time | Arm C Approach | | | | | | | Arm C Exit | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|------------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 82 | 31 | 1 | 0 | 0 | 1 | 0 | 115 | 81 | 14 | 1 | 0 | 1 | 0 | 0 | 97 |
| 07:15 | 112 | 40 | 1 | 3 | 0 | 0 | 0 | 156 | 82 | 33 | 4 | 3 | 2 | 0 | 0 | 124 |
| 07:30 | 136 | 47 | 4 | 3 | 0 | 0 | 0 | 190 | 85 | 22 | 2 | 0 | 2 | 0 | 0 | 111 |
| 07:45 | 180 | 42 | 2 | 2 | 0 | 1 | 0 | 227 | 100 | 35 | 4 | 2 | 1 | 0 | 0 | 142 |
| 08:00 | 165 | 37 | 3 | 0 | 1 | 0 | 0 | 206 | 109 | 33 | 5 | 1 | 0 | 0 | 0 | 148 |
| 08:15 | 207 | 28 | 1 | 1 | 1 | 2 | 0 | 240 | 127 | 35 | 2 | 1 | 1 | 0 | 0 | 166 |
| 08:30 | 222 | 30 | 5 | 2 | 1 | 1 | 0 | 261 | 103 | 15 | 4 | 3 | 0 | 0 | 0 | 125 |
| 08:45 | 217 | 28 | 2 | 2 | 1 | 0 | 0 | 250 | 101 | 28 | 1 | 1 | 0 | 0 | 0 | 131 |
| 09:00 | 186 | 25 | 1 | 1 | 2 | 0 | 0 | 215 | 115 | 26 | 5 | 2 | 0 | 1 | 0 | 149 |
| 09:15 | 143 | 24 | 4 | 4 | 1 | 2 | 0 | 178 | 96 | 24 | 7 | 1 | 0 | 0 | 0 | 128 |
| 09:30 | 130 | 30 | 5 | 4 | 1 | 1 | 0 | 171 | 75 | 22 | 3 | 3 | 1 | 0 | 0 | 104 |
| 09:45 | 91 | 19 | 4 | 1 | 1 | 1 | 0 | 117 | 79 | 28 | 3 | 6 | 0 | 0 | 0 | 116 |
| 16:00 | 104 | 23 | 4 | 2 | 2 | 0 | 0 | 135 | 171 | 41 | 0 | 0 | 1 | 0 | 0 | 213 |
| 16:15 | 106 | 24 | 1 | 2 | 0 | 0 | 0 | 133 | 161 | 26 | 1 | 2 | 3 | 2 | 0 | 195 |
| 16:30 | 120 | 23 | 1 | 4 | 0 | 0 | 0 | 148 | 159 | 26 | 2 | 0 | 0 | 1 | 0 | 188 |
| 16:45 | 109 | 22 | 2 | 0 | 0 | 2 | 0 | 135 | 159 | 19 | 1 | 1 | 0 | 1 | 0 | 181 |
| 17:00 | 123 | 13 | 2 | 0 | 0 | 1 | 0 | 139 | 194 | 17 | 0 | 1 | 0 | 1 | 0 | 213 |
| 17:15 | 131 | 18 | 1 | 1 | 1 | 0 | 0 | 152 | 187 | 22 | 0 | 2 | 1 | 1 | 0 | 213 |
| 17:30 | 126 | 19 | 2 | 2 | 0 | 0 | 0 | 149 | 159 | 16 | 0 | 0 | 0 | 1 | 0 | 176 |
| 17:45 | 135 | 13 | 1 | 0 | 0 | 0 | 0 | 149 | 165 | 14 | 1 | 1 | 0 | 0 | 0 | 181 |
| 18:00 | 110 | 9 | 0 | 2 | 0 | 1 | 0 | 122 | 131 | 7 | 1 | 0 | 0 | 1 | 0 | 140 |
| 18:15 | 116 | 7 | 0 | 0 | 0 | 1 | 0 | 124 | 108 | 7 | 0 | 0 | 0 | 1 | 0 | 116 |
| 18:30 | 76 | 8 | 0 | 0 | 2 | 1 | 0 | 87 | 110 | 10 | 0 | 0 | 0 | 2 | 0 | 122 |
| 18:45 | 73 | 6 | 0 | 1 | 3 | 1 | 0 | 84 | 87 | 3 | 0 | 2 | 0 | 0 | 0 | 92 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 510 | 160 | 8 | 8 | 0 | 2 | 0 | 688 | 348 | 104 | 11 | 5 | 6 | 0 | 0 | 474 |
| 07:15 | 593 | 166 | 10 | 8 | 1 | 1 | 0 | 779 | 376 | 123 | 15 | 6 | 5 | 0 | 0 | 525 |
| 07:30 | 688 | 154 | 10 | 6 | 2 | 3 | 0 | 863 | 421 | 125 | 13 | 4 | 4 | 0 | 0 | 567 |
| 07:45 | 774 | 137 | 11 | 5 | 3 | 4 | 0 | 934 | 439 | 118 | 15 | 7 | 2 | 0 | 0 | 581 |
| 08:00 | 811 | 123 | 11 | 5 | 4 | 3 | 0 | 957 | 440 | 111 | 12 | 6 | 1 | 0 | 0 | 570 |
| 08:15 | 832 | 111 | 9 | 6 | 5 | 3 | 0 | 966 | 446 | 104 | 12 | 7 | 1 | 1 | 0 | 571 |
| 08:30 | 768 | 107 | 12 | 9 | 5 | 3 | 0 | 904 | 415 | 93 | 17 | 7 | 0 | 1 | 0 | 533 |
| 08:45 | 676 | 107 | 12 | 11 | 5 | 3 | 0 | 814 | 387 | 100 | 16 | 7 | 1 | 1 | 0 | 512 |
| 09:00 | 550 | 98 | 14 | 10 | 5 | 4 | 0 | 681 | 365 | 100 | 18 | 12 | 1 | 1 | 0 | 497 |
| 16:00 | 439 | 92 | 8 | 8 | 2 | 2 | 0 | 551 | 650 | 112 | 4 | 3 | 4 | 4 | 0 | 777 |
| 16:15 | 458 | 82 | 6 | 6 | 0 | 3 | 0 | 555 | 673 | 88 | 4 | 4 | 3 | 5 | 0 | 777 |
| 16:30 | 483 | 76 | 6 | 5 | 1 | 3 | 0 | 574 | 699 | 84 | 3 | 4 | 1 | 4 | 0 | 795 |
| 16:45 | 489 | 72 | 7 | 3 | 1 | 3 | 0 | 575 | 699 | 74 | 1 | 4 | 1 | 4 | 0 | 783 |
| 17:00 | 515 | 63 | 6 | 3 | 1 | 1 | 0 | 589 | 705 | 69 | 1 | 4 | 1 | 3 | 0 | 783 |
| 17:15 | 502 | 59 | 4 | 5 | 1 | 1 | 0 | 572 | 642 | 59 | 2 | 3 | 1 | 3 | 0 | 710 |
| 17:30 | 487 | 48 | 3 | 4 | 0 | 2 | 0 | 544 | 563 | 44 | 2 | 1 | 0 | 3 | 0 | 613 |
| 17:45 | 437 | 37 | 1 | 2 | 2 | 3 | 0 | 482 | 514 | 38 | 2 | 1 | 0 | 4 | 0 | 559 |
| 18:00 | 375 | 30 | 0 | 3 | 5 | 4 | 0 | 417 | 436 | 27 | 1 | 2 | 0 | 4 | 0 | 470 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A14 Milton Interchange
 Junction Number: Site 11 Junction Type: 5-arm Roundabout

| Time | Arm D Approach | | | | | | | | Arm D Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 67 | 24 | 4 | 5 | 3 | 0 | 3 | 106 | 187 | 65 | 3 | 10 | 3 | 1 | 0 | 269 | | |
| 07:15 | 91 | 37 | 4 | 13 | 2 | 1 | 0 | 148 | 198 | 66 | 6 | 0 | 3 | 2 | 0 | 275 | | |
| 07:30 | 96 | 48 | 8 | 5 | 1 | 2 | 0 | 160 | 265 | 80 | 5 | 7 | 3 | 2 | 0 | 362 | | |
| 07:45 | 128 | 38 | 10 | 6 | 3 | 0 | 0 | 185 | 316 | 73 | 5 | 12 | 1 | 2 | 0 | 409 | | |
| 08:00 | 128 | 50 | 6 | 6 | 3 | 1 | 0 | 194 | 274 | 61 | 5 | 3 | 3 | 1 | 0 | 347 | | |
| 08:15 | 153 | 36 | 7 | 6 | 6 | 0 | 0 | 208 | 406 | 57 | 7 | 6 | 3 | 2 | 0 | 481 | | |
| 08:30 | 153 | 28 | 8 | 6 | 3 | 0 | 0 | 198 | 395 | 48 | 6 | 7 | 2 | 1 | 0 | 459 | | |
| 08:45 | 145 | 34 | 8 | 6 | 1 | 0 | 0 | 194 | 430 | 52 | 9 | 3 | 3 | 3 | 0 | 500 | | |
| 09:00 | 132 | 42 | 10 | 6 | 2 | 0 | 0 | 192 | 409 | 56 | 5 | 3 | 2 | 0 | 0 | 475 | | |
| 09:15 | 124 | 43 | 7 | 5 | 3 | 1 | 0 | 183 | 299 | 41 | 7 | 8 | 3 | 2 | 0 | 360 | | |
| 09:30 | 102 | 40 | 9 | 4 | 3 | 0 | 0 | 158 | 237 | 51 | 12 | 9 | 0 | 2 | 0 | 311 | | |
| 09:45 | 104 | 35 | 6 | 8 | 1 | 1 | 0 | 155 | 191 | 36 | 8 | 7 | 2 | 5 | 0 | 249 | | |
| 16:00 | 351 | 53 | 4 | 3 | 2 | 1 | 0 | 414 | 138 | 30 | 3 | 3 | 3 | 0 | 0 | 177 | | |
| 16:15 | 299 | 50 | 4 | 4 | 3 | 2 | 1 | 363 | 151 | 39 | 2 | 2 | 1 | 0 | 0 | 195 | | |
| 16:30 | 303 | 37 | 3 | 0 | 4 | 0 | 0 | 347 | 148 | 35 | 1 | 4 | 1 | 0 | 0 | 189 | | |
| 16:45 | 305 | 50 | 4 | 0 | 0 | 1 | 0 | 360 | 134 | 29 | 0 | 2 | 1 | 2 | 0 | 168 | | |
| 17:00 | 380 | 41 | 0 | 0 | 1 | 1 | 0 | 423 | 144 | 22 | 1 | 4 | 1 | 1 | 0 | 173 | | |
| 17:15 | 369 | 23 | 1 | 3 | 2 | 2 | 0 | 400 | 150 | 19 | 2 | 4 | 2 | 4 | 0 | 181 | | |
| 17:30 | 346 | 30 | 1 | 0 | 1 | 3 | 0 | 381 | 141 | 24 | 1 | 4 | 1 | 1 | 0 | 172 | | |
| 17:45 | 259 | 21 | 0 | 0 | 1 | 1 | 0 | 282 | 150 | 14 | 2 | 7 | 3 | 1 | 1 | 178 | | |
| 18:00 | 277 | 16 | 1 | 1 | 3 | 3 | 0 | 301 | 161 | 11 | 0 | 4 | 3 | 2 | 0 | 181 | | |
| 18:15 | 248 | 11 | 1 | 0 | 3 | 1 | 0 | 264 | 131 | 12 | 1 | 2 | 2 | 2 | 0 | 150 | | |
| 18:30 | 199 | 14 | 0 | 1 | 3 | 3 | 0 | 220 | 118 | 15 | 0 | 0 | 4 | 1 | 2 | 140 | | |
| 18:45 | 151 | 11 | 0 | 2 | 0 | 1 | 0 | 165 | 133 | 18 | 1 | 1 | 5 | 0 | 0 | 158 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 382 | 147 | 26 | 29 | 9 | 3 | 3 | 599 | 966 | 284 | 19 | 29 | 10 | 7 | 0 | 1315 | | |
| 07:15 | 443 | 173 | 28 | 30 | 9 | 4 | 0 | 687 | 1053 | 280 | 21 | 22 | 10 | 7 | 0 | 1393 | | |
| 07:30 | 505 | 172 | 31 | 23 | 13 | 3 | 0 | 747 | 1261 | 271 | 22 | 28 | 10 | 7 | 0 | 1599 | | |
| 07:45 | 562 | 152 | 31 | 24 | 15 | 1 | 0 | 785 | 1391 | 239 | 23 | 28 | 9 | 6 | 0 | 1696 | | |
| 08:00 | 579 | 148 | 29 | 24 | 13 | 1 | 0 | 794 | 1505 | 218 | 27 | 19 | 11 | 7 | 0 | 1787 | | |
| 08:15 | 583 | 140 | 33 | 24 | 12 | 0 | 0 | 792 | 1640 | 213 | 27 | 19 | 10 | 6 | 0 | 1915 | | |
| 08:30 | 554 | 147 | 33 | 23 | 9 | 1 | 0 | 767 | 1533 | 197 | 27 | 21 | 10 | 6 | 0 | 1794 | | |
| 08:45 | 503 | 159 | 34 | 21 | 9 | 1 | 0 | 727 | 1375 | 200 | 33 | 23 | 8 | 7 | 0 | 1646 | | |
| 09:00 | 462 | 160 | 32 | 23 | 9 | 2 | 0 | 688 | 1136 | 184 | 32 | 27 | 7 | 9 | 0 | 1395 | | |
| 16:00 | 1258 | 190 | 15 | 7 | 9 | 4 | 1 | 1484 | 571 | 133 | 6 | 11 | 6 | 2 | 0 | 729 | | |
| 16:15 | 1287 | 178 | 11 | 4 | 8 | 4 | 1 | 1493 | 577 | 125 | 4 | 12 | 4 | 3 | 0 | 725 | | |
| 16:30 | 1357 | 151 | 8 | 3 | 7 | 4 | 0 | 1530 | 576 | 105 | 4 | 14 | 5 | 7 | 0 | 711 | | |
| 16:45 | 1400 | 144 | 6 | 3 | 4 | 7 | 0 | 1564 | 569 | 94 | 4 | 14 | 5 | 8 | 0 | 694 | | |
| 17:00 | 1354 | 115 | 2 | 3 | 5 | 7 | 0 | 1486 | 585 | 79 | 6 | 19 | 7 | 7 | 1 | 704 | | |
| 17:15 | 1251 | 90 | 3 | 4 | 7 | 9 | 0 | 1364 | 602 | 68 | 5 | 19 | 9 | 8 | 1 | 712 | | |
| 17:30 | 1130 | 78 | 3 | 1 | 8 | 8 | 0 | 1228 | 583 | 61 | 4 | 17 | 9 | 6 | 1 | 681 | | |
| 17:45 | 983 | 62 | 2 | 2 | 10 | 8 | 0 | 1067 | 560 | 52 | 3 | 13 | 12 | 6 | 3 | 649 | | |
| 18:00 | 875 | 52 | 2 | 4 | 9 | 8 | 0 | 950 | 543 | 56 | 2 | 7 | 14 | 5 | 2 | 629 | | |

Intelligent Data Collection Limited

Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A14 Milton Interchange
 Junction Number: Site 11 Junction Type: 5-arm Roundabout



| Time | Arm E Approach | | | | | | | Arm E Exit | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|------------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 121 | 49 | 3 | 18 | 0 | 0 | 0 | 191 | 99 | 32 | 3 | 11 | 3 | 0 | 0 | 148 |
| 07:15 | 151 | 61 | 7 | 6 | 1 | 3 | 0 | 229 | 108 | 42 | 5 | 13 | 3 | 1 | 0 | 172 |
| 07:30 | 169 | 58 | 3 | 15 | 0 | 1 | 0 | 246 | 121 | 43 | 3 | 11 | 0 | 0 | 0 | 178 |
| 07:45 | 214 | 67 | 7 | 15 | 0 | 0 | 0 | 303 | 128 | 46 | 10 | 8 | 0 | 0 | 0 | 192 |
| 08:00 | 228 | 54 | 3 | 11 | 0 | 2 | 0 | 298 | 120 | 46 | 4 | 16 | 1 | 2 | 0 | 189 |
| 08:15 | 307 | 47 | 9 | 19 | 0 | 1 | 0 | 383 | 123 | 41 | 6 | 15 | 0 | 0 | 0 | 185 |
| 08:30 | 266 | 35 | 6 | 12 | 1 | 0 | 0 | 320 | 117 | 27 | 6 | 6 | 1 | 0 | 0 | 157 |
| 08:45 | 339 | 52 | 6 | 14 | 3 | 3 | 0 | 417 | 116 | 39 | 7 | 12 | 0 | 0 | 0 | 174 |
| 09:00 | 255 | 52 | 6 | 10 | 1 | 0 | 0 | 324 | 105 | 31 | 9 | 12 | 0 | 0 | 0 | 157 |
| 09:15 | 209 | 34 | 7 | 13 | 0 | 1 | 0 | 264 | 113 | 41 | 8 | 13 | 3 | 0 | 0 | 178 |
| 09:30 | 151 | 39 | 8 | 13 | 0 | 0 | 0 | 211 | 115 | 37 | 8 | 10 | 2 | 0 | 0 | 172 |
| 09:45 | 147 | 45 | 13 | 14 | 1 | 2 | 0 | 222 | 106 | 40 | 5 | 16 | 0 | 0 | 0 | 167 |
| 16:00 | 114 | 32 | 5 | 9 | 0 | 0 | 0 | 160 | 243 | 47 | 2 | 9 | 0 | 2 | 0 | 303 |
| 16:15 | 131 | 38 | 5 | 10 | 1 | 1 | 0 | 186 | 193 | 44 | 2 | 8 | 0 | 1 | 0 | 248 |
| 16:30 | 106 | 26 | 3 | 8 | 0 | 0 | 0 | 143 | 203 | 28 | 2 | 5 | 1 | 0 | 0 | 239 |
| 16:45 | 145 | 27 | 2 | 9 | 0 | 0 | 0 | 183 | 214 | 36 | 3 | 4 | 0 | 0 | 0 | 257 |
| 17:00 | 134 | 26 | 0 | 6 | 0 | 0 | 0 | 166 | 275 | 28 | 1 | 8 | 0 | 0 | 0 | 312 |
| 17:15 | 130 | 22 | 2 | 4 | 1 | 1 | 0 | 160 | 268 | 18 | 1 | 12 | 0 | 0 | 0 | 299 |
| 17:30 | 113 | 25 | 0 | 6 | 1 | 0 | 0 | 145 | 261 | 28 | 2 | 2 | 0 | 3 | 0 | 296 |
| 17:45 | 154 | 20 | 2 | 10 | 0 | 0 | 0 | 186 | 228 | 14 | 1 | 1 | 0 | 1 | 0 | 245 |
| 18:00 | 152 | 13 | 0 | 8 | 1 | 0 | 0 | 174 | 200 | 14 | 1 | 5 | 1 | 2 | 0 | 223 |
| 18:15 | 134 | 14 | 3 | 10 | 2 | 1 | 0 | 164 | 181 | 12 | 2 | 0 | 1 | 1 | 0 | 197 |
| 18:30 | 119 | 10 | 0 | 3 | 2 | 0 | 0 | 134 | 139 | 13 | 0 | 3 | 1 | 2 | 0 | 158 |
| 18:45 | 87 | 17 | 2 | 4 | 0 | 0 | 0 | 110 | 102 | 9 | 1 | 2 | 0 | 0 | 0 | 114 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 655 | 235 | 20 | 54 | 1 | 4 | 0 | 969 | 456 | 163 | 21 | 43 | 6 | 1 | 0 | 690 |
| 07:15 | 762 | 240 | 20 | 47 | 1 | 6 | 0 | 1076 | 477 | 177 | 22 | 48 | 4 | 3 | 0 | 731 |
| 07:30 | 918 | 226 | 22 | 60 | 0 | 4 | 0 | 1230 | 492 | 176 | 23 | 50 | 1 | 2 | 0 | 744 |
| 07:45 | 1015 | 203 | 25 | 57 | 1 | 3 | 0 | 1304 | 488 | 160 | 26 | 45 | 2 | 2 | 0 | 723 |
| 08:00 | 1140 | 188 | 24 | 56 | 4 | 6 | 0 | 1418 | 476 | 153 | 23 | 49 | 2 | 2 | 0 | 705 |
| 08:15 | 1167 | 186 | 27 | 55 | 5 | 4 | 0 | 1444 | 461 | 138 | 28 | 45 | 1 | 0 | 0 | 673 |
| 08:30 | 1069 | 173 | 25 | 49 | 5 | 4 | 0 | 1325 | 451 | 138 | 30 | 43 | 4 | 0 | 0 | 666 |
| 08:45 | 954 | 177 | 27 | 50 | 4 | 4 | 0 | 1216 | 449 | 148 | 32 | 47 | 5 | 0 | 0 | 681 |
| 09:00 | 762 | 170 | 34 | 50 | 2 | 3 | 0 | 1021 | 439 | 149 | 30 | 51 | 5 | 0 | 0 | 674 |
| 16:00 | 496 | 123 | 15 | 36 | 1 | 1 | 0 | 672 | 853 | 155 | 9 | 26 | 1 | 3 | 0 | 1047 |
| 16:15 | 516 | 117 | 10 | 33 | 1 | 1 | 0 | 678 | 885 | 136 | 8 | 25 | 1 | 1 | 0 | 1056 |
| 16:30 | 515 | 101 | 7 | 27 | 1 | 1 | 0 | 652 | 960 | 110 | 7 | 29 | 1 | 0 | 0 | 1107 |
| 16:45 | 522 | 100 | 4 | 25 | 2 | 1 | 0 | 654 | 1018 | 110 | 7 | 26 | 0 | 3 | 0 | 1164 |
| 17:00 | 531 | 93 | 4 | 26 | 2 | 1 | 0 | 657 | 1032 | 88 | 5 | 23 | 0 | 4 | 0 | 1152 |
| 17:15 | 549 | 80 | 4 | 28 | 3 | 1 | 0 | 665 | 957 | 74 | 5 | 20 | 1 | 6 | 0 | 1063 |
| 17:30 | 553 | 72 | 5 | 34 | 4 | 1 | 0 | 669 | 870 | 68 | 6 | 8 | 2 | 7 | 0 | 961 |
| 17:45 | 559 | 57 | 5 | 31 | 5 | 1 | 0 | 658 | 748 | 53 | 4 | 9 | 3 | 6 | 0 | 823 |
| 18:00 | 492 | 54 | 5 | 25 | 5 | 1 | 0 | 582 | 622 | 48 | 4 | 10 | 3 | 5 | 0 | 692 |

Intelligent Data Collection Limited



Client: Mott McDonald **Date of Survey:** 07.12.2021
Project Number: ID06180 **Junction Name:** A14 Milton Interchange
Junction Number: Site 11 **Junction Type:** 5-arm Roundabout

| Total Junction Flow | | | | | | | | |
|---------------------|--------------|-----|------|------|-------|-----|-------|-------|
| Time | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 515 | 170 | 10 | 35 | 8 | 2 | 3 | 743 |
| 07:15 | 586 | 225 | 20 | 27 | 9 | 5 | 0 | 872 |
| 07:30 | 695 | 229 | 18 | 29 | 6 | 4 | 0 | 981 |
| 07:45 | 808 | 236 | 23 | 34 | 4 | 3 | 0 | 1108 |
| 08:00 | 763 | 208 | 19 | 28 | 7 | 6 | 0 | 1031 |
| 08:15 | 955 | 188 | 23 | 37 | 9 | 6 | 0 | 1218 |
| 08:30 | 932 | 147 | 26 | 27 | 8 | 3 | 0 | 1143 |
| 08:45 | 985 | 179 | 22 | 30 | 6 | 4 | 0 | 1226 |
| 09:00 | 890 | 185 | 26 | 26 | 6 | 1 | 0 | 1134 |
| 09:15 | 746 | 166 | 31 | 33 | 9 | 4 | 0 | 989 |
| 09:30 | 657 | 170 | 31 | 35 | 6 | 3 | 0 | 902 |
| 09:45 | 585 | 166 | 28 | 43 | 4 | 8 | 0 | 834 |
| 16:00 | 867 | 180 | 13 | 21 | 6 | 2 | 0 | 1089 |
| 16:15 | 822 | 172 | 13 | 23 | 6 | 4 | 1 | 1041 |
| 16:30 | 799 | 143 | 9 | 18 | 5 | 1 | 0 | 975 |
| 16:45 | 830 | 139 | 9 | 15 | 1 | 6 | 0 | 1000 |
| 17:00 | 951 | 122 | 3 | 19 | 2 | 3 | 0 | 1100 |
| 17:15 | 975 | 104 | 5 | 21 | 6 | 7 | 0 | 1118 |
| 17:30 | 904 | 114 | 4 | 12 | 3 | 6 | 0 | 1043 |
| 17:45 | 866 | 78 | 5 | 13 | 4 | 3 | 1 | 970 |
| 18:00 | 820 | 58 | 2 | 16 | 7 | 5 | 0 | 908 |
| 18:15 | 744 | 54 | 5 | 10 | 7 | 4 | 0 | 824 |
| 18:30 | 609 | 57 | 0 | 6 | 9 | 8 | 2 | 691 |
| 18:45 | 525 | 55 | 4 | 9 | 5 | 2 | 0 | 600 |
| Start Time | Rolling Hour | | | | | | | Total |
| 07:00 | 2604 | 860 | 71 | 125 | 27 | 14 | 3 | 3704 |
| 07:15 | 2852 | 898 | 80 | 118 | 26 | 18 | 0 | 3992 |
| 07:30 | 3221 | 861 | 83 | 128 | 26 | 19 | 0 | 4338 |
| 07:45 | 3458 | 779 | 91 | 126 | 28 | 18 | 0 | 4500 |
| 08:00 | 3635 | 722 | 90 | 122 | 30 | 19 | 0 | 4618 |
| 08:15 | 3762 | 699 | 97 | 120 | 29 | 14 | 0 | 4721 |
| 08:30 | 3553 | 677 | 105 | 116 | 29 | 12 | 0 | 4492 |
| 08:45 | 3278 | 700 | 110 | 124 | 27 | 12 | 0 | 4251 |
| 09:00 | 2878 | 687 | 116 | 137 | 25 | 16 | 0 | 3859 |
| 16:00 | 3318 | 634 | 44 | 77 | 18 | 13 | 1 | 4105 |
| 16:15 | 3402 | 576 | 34 | 75 | 14 | 14 | 1 | 4116 |
| 16:30 | 3555 | 508 | 26 | 73 | 14 | 17 | 0 | 4193 |
| 16:45 | 3660 | 479 | 21 | 67 | 12 | 22 | 0 | 4261 |
| 17:00 | 3696 | 418 | 17 | 65 | 15 | 19 | 1 | 4231 |
| 17:15 | 3565 | 354 | 16 | 62 | 20 | 21 | 1 | 4039 |
| 17:30 | 3334 | 304 | 16 | 51 | 21 | 18 | 1 | 3745 |
| 17:45 | 3039 | 247 | 12 | 45 | 27 | 20 | 3 | 3393 |
| 18:00 | 2698 | 224 | 11 | 41 | 28 | 19 | 2 | 3023 |

Intelligent Data Collection Limited



Client: Mott McDonald
Project Number: ID06180
Junction Number: Site 11

Date of Survey: 07.12.2021
Junction Name: A14 Milton Interchange
Junction Type: 5-arm Roundabout

Arm A: A10 (N)
Arm B: Cambridge Road (NE)
Arm C: A14 (E)

Arm D: A1309 Milton Road (S)
Arm E: A14 (W)

| PCU Summary | | | | | | | | | | | | | | | | | | |
|-------------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Time | A1 to A | A1 to E | A1 to D | A1 to C | A1 to B | A2 to A | A2 to E | A2 to D | A2 to C | A2 to B | A3 to A | A3 to E | A3 to D | A3 to C | A3 to B | B1 to B | B1 to A | B1 to E |
| 07:00 | 0 | 91 | 0 | 0 | 0 | 0 | 11 | 29 | 0 | 0 | 0 | 0 | 84 | 46 | 7 | 1 | 5 | 25 |
| 07:15 | 0 | 89 | 0 | 0 | 0 | 0 | 10 | 35 | 0 | 0 | 0 | 0 | 60 | 63 | 5 | 1 | 8 | 29 |
| 07:30 | 0 | 82 | 0 | 0 | 0 | 0 | 9 | 42 | 0 | 0 | 0 | 0 | 82 | 52 | 5 | 0 | 10 | 37 |
| 07:45 | 1 | 95 | 0 | 0 | 0 | 0 | 10 | 31 | 1 | 0 | 0 | 0 | 78 | 63 | 4 | 1 | 4 | 42 |
| 08:00 | 0 | 88 | 0 | 0 | 0 | 0 | 19 | 31 | 0 | 0 | 0 | 0 | 45 | 55 | 3 | 0 | 4 | 37 |
| 08:15 | 1 | 84 | 0 | 0 | 0 | 0 | 29 | 46 | 0 | 0 | 0 | 0 | 62 | 57 | 7 | 0 | 4 | 29 |
| 08:30 | 0 | 70 | 0 | 0 | 0 | 0 | 14 | 55 | 0 | 0 | 0 | 0 | 60 | 46 | 11 | 0 | 7 | 36 |
| 08:45 | 0 | 85 | 0 | 0 | 0 | 0 | 12 | 54 | 0 | 0 | 0 | 0 | 50 | 50 | 16 | 0 | 6 | 38 |
| 09:00 | 0 | 73 | 0 | 0 | 0 | 0 | 19 | 53 | 1 | 0 | 0 | 0 | 66 | 55 | 19 | 0 | 6 | 31 |
| 09:15 | 0 | 95 | 1 | 0 | 0 | 0 | 15 | 36 | 1 | 0 | 0 | 0 | 57 | 55 | 16 | 0 | 2 | 35 |
| 09:30 | 0 | 102 | 0 | 0 | 0 | 0 | 16 | 44 | 0 | 0 | 0 | 0 | 56 | 46 | 11 | 1 | 2 | 34 |
| 09:45 | 0 | 89 | 0 | 0 | 0 | 0 | 20 | 30 | 0 | 0 | 0 | 0 | 55 | 44 | 18 | 0 | 2 | 41 |
| 16:00 | 0 | 102 | 0 | 0 | 0 | 0 | 15 | 21 | 0 | 0 | 0 | 0 | 33 | 63 | 10 | 0 | 3 | 44 |
| 16:15 | 1 | 87 | 0 | 0 | 0 | 0 | 19 | 30 | 2 | 0 | 0 | 0 | 23 | 55 | 16 | 0 | 4 | 41 |
| 16:30 | 0 | 55 | 0 | 0 | 0 | 0 | 27 | 28 | 1 | 0 | 0 | 0 | 38 | 52 | 7 | 0 | 2 | 41 |
| 16:45 | 0 | 75 | 0 | 0 | 0 | 0 | 15 | 32 | 0 | 0 | 0 | 0 | 33 | 43 | 9 | 1 | 7 | 50 |
| 17:00 | 0 | 93 | 1 | 1 | 0 | 0 | 13 | 32 | 0 | 0 | 0 | 0 | 35 | 58 | 13 | 0 | 3 | 60 |
| 17:15 | 0 | 116 | 0 | 0 | 0 | 0 | 29 | 28 | 0 | 0 | 0 | 0 | 34 | 70 | 17 | 0 | 4 | 39 |
| 17:30 | 0 | 74 | 0 | 0 | 0 | 0 | 33 | 30 | 1 | 0 | 0 | 0 | 28 | 51 | 17 | 0 | 4 | 55 |
| 17:45 | 0 | 80 | 0 | 0 | 0 | 0 | 11 | 22 | 0 | 0 | 0 | 0 | 31 | 46 | 12 | 0 | 6 | 61 |
| 18:00 | 0 | 64 | 0 | 0 | 0 | 0 | 9 | 25 | 0 | 0 | 0 | 0 | 29 | 37 | 11 | 1 | 8 | 45 |
| 18:15 | 0 | 59 | 0 | 0 | 0 | 0 | 7 | 25 | 0 | 0 | 0 | 0 | 20 | 26 | 15 | 0 | 7 | 42 |
| 18:30 | 0 | 49 | 0 | 0 | 0 | 0 | 9 | 23 | 0 | 0 | 0 | 0 | 11 | 34 | 10 | 0 | 3 | 35 |
| 18:45 | 0 | 25 | 0 | 0 | 0 | 0 | 11 | 21 | 0 | 0 | 0 | 0 | 38 | 28 | 11 | 0 | 12 | 28 |
| Start Time | Rolling Hour | | | | | | | | | | | | | | | | | |
| 07:00 | 1 | 357 | 0 | 0 | 0 | 0 | 40 | 137 | 1 | 0 | 0 | 0 | 304 | 224 | 21 | 3 | 27 | 132 |
| 07:15 | 1 | 354 | 0 | 0 | 0 | 0 | 48 | 138 | 1 | 0 | 0 | 0 | 264 | 232 | 17 | 2 | 26 | 145 |
| 07:30 | 2 | 349 | 0 | 0 | 0 | 0 | 67 | 150 | 1 | 0 | 0 | 0 | 266 | 227 | 19 | 1 | 22 | 145 |
| 07:45 | 2 | 337 | 0 | 0 | 0 | 0 | 72 | 163 | 1 | 0 | 0 | 0 | 244 | 220 | 25 | 1 | 20 | 144 |
| 08:00 | 1 | 328 | 0 | 0 | 0 | 0 | 74 | 185 | 0 | 0 | 0 | 0 | 217 | 207 | 37 | 0 | 22 | 140 |
| 08:15 | 1 | 312 | 0 | 0 | 0 | 0 | 75 | 208 | 1 | 0 | 0 | 0 | 238 | 207 | 53 | 0 | 24 | 134 |
| 08:30 | 0 | 323 | 1 | 0 | 0 | 0 | 61 | 198 | 2 | 0 | 0 | 0 | 233 | 205 | 62 | 0 | 21 | 140 |
| 08:45 | 0 | 356 | 1 | 0 | 0 | 0 | 62 | 186 | 2 | 0 | 0 | 0 | 229 | 206 | 62 | 1 | 16 | 137 |
| 09:00 | 0 | 359 | 1 | 0 | 0 | 0 | 70 | 163 | 2 | 0 | 0 | 0 | 234 | 199 | 65 | 1 | 12 | 140 |
| 16:00 | 1 | 318 | 0 | 0 | 0 | 0 | 76 | 112 | 3 | 0 | 0 | 0 | 127 | 212 | 42 | 1 | 16 | 176 |
| 16:15 | 1 | 309 | 1 | 1 | 0 | 0 | 74 | 123 | 3 | 0 | 0 | 0 | 129 | 207 | 45 | 1 | 16 | 192 |
| 16:30 | 0 | 339 | 1 | 1 | 0 | 0 | 84 | 120 | 1 | 0 | 0 | 0 | 141 | 222 | 47 | 1 | 16 | 190 |
| 16:45 | 0 | 358 | 1 | 1 | 0 | 0 | 90 | 122 | 1 | 0 | 0 | 0 | 130 | 221 | 57 | 1 | 18 | 204 |
| 17:00 | 0 | 362 | 1 | 1 | 0 | 0 | 85 | 112 | 1 | 0 | 0 | 0 | 127 | 224 | 60 | 0 | 17 | 215 |
| 17:15 | 0 | 334 | 0 | 0 | 0 | 0 | 81 | 106 | 1 | 0 | 0 | 0 | 122 | 204 | 57 | 1 | 22 | 200 |
| 17:30 | 0 | 276 | 0 | 0 | 0 | 0 | 59 | 103 | 1 | 0 | 0 | 0 | 107 | 160 | 55 | 1 | 25 | 203 |
| 17:45 | 0 | 251 | 0 | 0 | 0 | 0 | 36 | 96 | 0 | 0 | 0 | 0 | 91 | 142 | 48 | 1 | 24 | 183 |
| 18:00 | 0 | 197 | 0 | 0 | 0 | 0 | 36 | 94 | 0 | 0 | 0 | 0 | 98 | 125 | 47 | 1 | 30 | 150 |

Intelligent Data Collection Limited



Client: Mott McDonald
Project Number: ID06180
Junction Number: Site 11

Date of Survey: 07.12.2021
Junction Name: A14 Milton Interchange
Junction Type: 5-arm Roundabout

Arm A: A10 (N)
Arm B: Cambridge Road (NE)
Arm C: A14 (E)

Arm D: A1309 Milton Road (S)
Arm E: A14 (W)

| PCU Summary | | | | | | | | | | | | | | | | | | |
|-------------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Time | B1 to D | B1 to C | B2 to B | B2 to A | B2 to E | B2 to D | B2 to C | C1 to C | C1 to B | C1 to A | C1 to E | C1 to D | C2 to C | C2 to B | C2 to A | C2 to E | C2 to D | C3 to C |
| 07:00 | 0 | 0 | 0 | 0 | 4 | 34 | 15 | 1 | 10 | 38 | 0 | 0 | 0 | 1 | 2 | 0 | 20 | 0 |
| 07:15 | 1 | 0 | 0 | 0 | 2 | 27 | 26 | 0 | 27 | 59 | 0 | 0 | 0 | 2 | 1 | 0 | 30 | 0 |
| 07:30 | 2 | 0 | 0 | 0 | 2 | 45 | 31 | 0 | 29 | 61 | 0 | 0 | 0 | 0 | 2 | 0 | 33 | 0 |
| 07:45 | 3 | 0 | 0 | 0 | 1 | 50 | 25 | 1 | 41 | 57 | 0 | 0 | 0 | 0 | 4 | 0 | 48 | 0 |
| 08:00 | 2 | 0 | 0 | 0 | 4 | 27 | 38 | 0 | 22 | 72 | 0 | 0 | 0 | 0 | 4 | 0 | 46 | 0 |
| 08:15 | 2 | 0 | 0 | 0 | 3 | 37 | 42 | 0 | 20 | 64 | 0 | 0 | 0 | 0 | 3 | 0 | 69 | 0 |
| 08:30 | 8 | 0 | 0 | 0 | 0 | 38 | 34 | 0 | 33 | 70 | 0 | 0 | 0 | 1 | 6 | 0 | 77 | 0 |
| 08:45 | 3 | 0 | 0 | 0 | 2 | 39 | 24 | 2 | 27 | 64 | 0 | 0 | 0 | 1 | 6 | 0 | 76 | 0 |
| 09:00 | 2 | 0 | 0 | 0 | 0 | 44 | 51 | 0 | 21 | 58 | 0 | 0 | 0 | 0 | 3 | 0 | 60 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 2 | 37 | 39 | 1 | 20 | 45 | 0 | 0 | 0 | 0 | 2 | 0 | 39 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 45 | 28 | 0 | 17 | 56 | 0 | 0 | 0 | 1 | 5 | 0 | 32 | 0 |
| 09:45 | 2 | 0 | 0 | 0 | 0 | 36 | 30 | 0 | 13 | 48 | 0 | 0 | 0 | 0 | 2 | 0 | 16 | 0 |
| 16:00 | 2 | 0 | 0 | 0 | 2 | 44 | 52 | 0 | 25 | 62 | 0 | 0 | 0 | 1 | 1 | 0 | 14 | 0 |
| 16:15 | 7 | 0 | 0 | 0 | 3 | 41 | 43 | 0 | 27 | 41 | 0 | 0 | 0 | 0 | 3 | 0 | 7 | 0 |
| 16:30 | 6 | 0 | 0 | 0 | 2 | 45 | 42 | 0 | 36 | 59 | 0 | 0 | 0 | 0 | 4 | 0 | 7 | 0 |
| 16:45 | 4 | 0 | 0 | 0 | 1 | 21 | 38 | 2 | 27 | 53 | 0 | 0 | 0 | 0 | 6 | 0 | 8 | 0 |
| 17:00 | 3 | 0 | 0 | 0 | 0 | 30 | 48 | 0 | 29 | 63 | 0 | 0 | 0 | 0 | 3 | 0 | 9 | 0 |
| 17:15 | 2 | 0 | 0 | 0 | 3 | 39 | 41 | 0 | 40 | 53 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 0 |
| 17:30 | 3 | 0 | 0 | 0 | 1 | 43 | 33 | 0 | 30 | 64 | 0 | 0 | 0 | 1 | 8 | 0 | 6 | 0 |
| 17:45 | 4 | 0 | 0 | 0 | 1 | 30 | 56 | 1 | 39 | 52 | 0 | 0 | 0 | 0 | 4 | 0 | 7 | 0 |
| 18:00 | 2 | 0 | 0 | 0 | 0 | 48 | 40 | 0 | 29 | 53 | 0 | 0 | 0 | 2 | 0 | 0 | 5 | 0 |
| 18:15 | 2 | 0 | 0 | 0 | 3 | 35 | 33 | 0 | 35 | 38 | 0 | 0 | 0 | 0 | 8 | 0 | 3 | 0 |
| 18:30 | 3 | 0 | 0 | 0 | 0 | 33 | 40 | 3 | 13 | 35 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 0 |
| 18:45 | 2 | 0 | 0 | 0 | 2 | 46 | 23 | 0 | 21 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| Start Time | Rolling Hour | | | | | | | | | | | | | | | | | |
| 07:00 | 6 | 0 | 0 | 0 | 9 | 157 | 97 | 2 | 107 | 214 | 0 | 0 | 0 | 3 | 9 | 0 | 131 | 0 |
| 07:15 | 8 | 0 | 0 | 0 | 9 | 149 | 120 | 1 | 119 | 248 | 0 | 0 | 0 | 2 | 11 | 0 | 157 | 0 |
| 07:30 | 9 | 0 | 0 | 0 | 10 | 159 | 136 | 1 | 112 | 253 | 0 | 0 | 0 | 0 | 13 | 0 | 196 | 0 |
| 07:45 | 15 | 0 | 0 | 0 | 8 | 152 | 139 | 1 | 116 | 262 | 0 | 0 | 0 | 1 | 17 | 0 | 240 | 0 |
| 08:00 | 15 | 0 | 0 | 0 | 9 | 140 | 138 | 2 | 102 | 270 | 0 | 0 | 0 | 2 | 19 | 0 | 268 | 0 |
| 08:15 | 15 | 0 | 0 | 0 | 5 | 157 | 151 | 2 | 101 | 256 | 0 | 0 | 0 | 2 | 18 | 0 | 282 | 0 |
| 08:30 | 13 | 0 | 0 | 0 | 4 | 157 | 147 | 3 | 101 | 238 | 0 | 0 | 0 | 2 | 17 | 0 | 252 | 0 |
| 08:45 | 5 | 0 | 0 | 0 | 4 | 165 | 142 | 3 | 84 | 223 | 0 | 0 | 0 | 2 | 16 | 0 | 207 | 0 |
| 09:00 | 4 | 0 | 0 | 0 | 2 | 162 | 148 | 1 | 70 | 207 | 0 | 0 | 0 | 1 | 12 | 0 | 148 | 0 |
| 16:00 | 19 | 0 | 0 | 0 | 8 | 151 | 175 | 2 | 116 | 216 | 0 | 0 | 0 | 1 | 14 | 0 | 36 | 0 |
| 16:15 | 20 | 0 | 0 | 0 | 6 | 137 | 171 | 2 | 120 | 216 | 0 | 0 | 0 | 0 | 16 | 0 | 31 | 0 |
| 16:30 | 15 | 0 | 0 | 0 | 6 | 136 | 170 | 2 | 132 | 228 | 0 | 0 | 0 | 0 | 17 | 0 | 30 | 0 |
| 16:45 | 12 | 0 | 0 | 0 | 5 | 134 | 160 | 2 | 126 | 232 | 0 | 0 | 0 | 1 | 21 | 0 | 29 | 0 |
| 17:00 | 12 | 0 | 0 | 0 | 5 | 142 | 179 | 1 | 138 | 231 | 0 | 0 | 0 | 1 | 19 | 0 | 28 | 0 |
| 17:15 | 11 | 0 | 0 | 0 | 5 | 161 | 171 | 1 | 138 | 222 | 0 | 0 | 0 | 3 | 16 | 0 | 24 | 0 |
| 17:30 | 11 | 0 | 0 | 0 | 5 | 156 | 163 | 1 | 133 | 207 | 0 | 0 | 0 | 3 | 20 | 0 | 21 | 0 |
| 17:45 | 11 | 0 | 0 | 0 | 4 | 147 | 170 | 4 | 116 | 178 | 0 | 0 | 0 | 2 | 14 | 0 | 21 | 0 |
| 18:00 | 9 | 0 | 0 | 0 | 5 | 163 | 137 | 3 | 98 | 156 | 0 | 0 | 0 | 2 | 10 | 0 | 17 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald
Project Number: ID06180
Junction Number: Site 11

Date of Survey: 07.12.2021
Junction Name: A14 Milton Interchange
Junction Type: 5-arm Roundabout

Arm A: A10 (N)
Arm B: Cambridge Road (NE)
Arm C: A14 (E)

Arm D: A1309 Milton Road (S)
Arm E: A14 (W)

| PCU Summary | | | | | | | | | | | | | | | | | | |
|-------------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Time | C3 to B | C3 to A | C3 to E | C3 to D | D1 to D | D1 to C | D1 to B | D1 to A | D1 to E | D2 to D | D2 to C | D2 to B | D2 to A | D2 to E | D3 to D | D3 to C | D3 to B | D3 to A |
| 07:00 | 0 | 1 | 0 | 42 | 0 | 37 | 18 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 42 | 0 | 44 | 14 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 71 | 0 | 31 | 18 | 0 | 0 | 0 | 0 | 1 | 57 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 79 | 0 | 58 | 20 | 0 | 0 | 0 | 0 | 1 | 63 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 65 | 0 | 59 | 28 | 0 | 0 | 0 | 0 | 2 | 55 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 85 | 1 | 69 | 37 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 80 | 0 | 51 | 41 | 1 | 0 | 0 | 0 | 0 | 72 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 78 | 0 | 56 | 25 | 0 | 0 | 0 | 0 | 0 | 70 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 77 | 1 | 47 | 51 | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 78 | 0 | 37 | 36 | 0 | 0 | 0 | 0 | 2 | 65 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 69 | 0 | 36 | 44 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 41 | 0 | 51 | 34 | 0 | 0 | 0 | 1 | 0 | 42 | 1 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 39 | 0 | 99 | 46 | 0 | 0 | 0 | 0 | 2 | 122 | 1 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 58 | 0 | 100 | 50 | 0 | 0 | 0 | 0 | 0 | 113 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 47 | 0 | 94 | 36 | 0 | 0 | 0 | 0 | 0 | 101 | 1 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 38 | 1 | 100 | 56 | 0 | 0 | 0 | 0 | 0 | 82 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 36 | 0 | 106 | 52 | 0 | 0 | 0 | 0 | 0 | 108 | 1 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 3 | 0 | 49 | 0 | 105 | 54 | 0 | 0 | 0 | 0 | 1 | 117 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 44 | 0 | 90 | 54 | 0 | 0 | 0 | 0 | 0 | 101 | 1 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 47 | 0 | 80 | 40 | 0 | 0 | 0 | 0 | 0 | 68 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 35 | 1 | 63 | 58 | 0 | 0 | 0 | 0 | 1 | 70 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 39 | 0 | 56 | 42 | 0 | 0 | 0 | 0 | 0 | 81 | 1 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 29 | 1 | 44 | 38 | 0 | 0 | 0 | 0 | 0 | 70 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 33 | 0 | 43 | 28 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 1 | 0 | 234 | 0 | 169 | 70 | 0 | 0 | 0 | 0 | 2 | 191 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 257 | 0 | 192 | 79 | 0 | 0 | 0 | 0 | 4 | 221 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 301 | 1 | 217 | 102 | 0 | 0 | 0 | 0 | 4 | 232 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 309 | 1 | 237 | 125 | 1 | 0 | 0 | 0 | 3 | 247 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 308 | 1 | 235 | 130 | 1 | 0 | 0 | 0 | 2 | 255 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 320 | 2 | 223 | 153 | 1 | 0 | 0 | 0 | 0 | 254 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 313 | 1 | 191 | 153 | 1 | 0 | 0 | 0 | 2 | 261 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 302 | 1 | 177 | 156 | 0 | 0 | 0 | 0 | 2 | 240 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 264 | 1 | 171 | 165 | 0 | 0 | 0 | 1 | 2 | 212 | 1 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 182 | 1 | 392 | 188 | 0 | 0 | 0 | 0 | 2 | 417 | 2 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 179 | 1 | 399 | 195 | 0 | 0 | 0 | 0 | 0 | 403 | 2 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 3 | 0 | 170 | 1 | 404 | 199 | 0 | 0 | 0 | 0 | 1 | 407 | 2 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 3 | 0 | 167 | 1 | 401 | 217 | 0 | 0 | 0 | 0 | 1 | 408 | 2 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 3 | 0 | 176 | 0 | 381 | 200 | 0 | 0 | 0 | 0 | 1 | 394 | 2 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 3 | 0 | 174 | 1 | 338 | 206 | 0 | 0 | 0 | 0 | 2 | 356 | 1 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 165 | 1 | 289 | 194 | 0 | 0 | 0 | 0 | 1 | 320 | 2 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 150 | 2 | 243 | 178 | 0 | 0 | 0 | 0 | 2 | 289 | 1 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 137 | 2 | 206 | 166 | 0 | 0 | 0 | 0 | 1 | 266 | 1 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald
Project Number: ID06180
Junction Number: Site 11

Date of Survey: 07.12.2021
Junction Name: A14 Milton Interchange
Junction Type: 5-arm Roundabout

Arm A: A10 (N)
Arm B: Cambridge Road (NE)
Arm C: A14 (E)

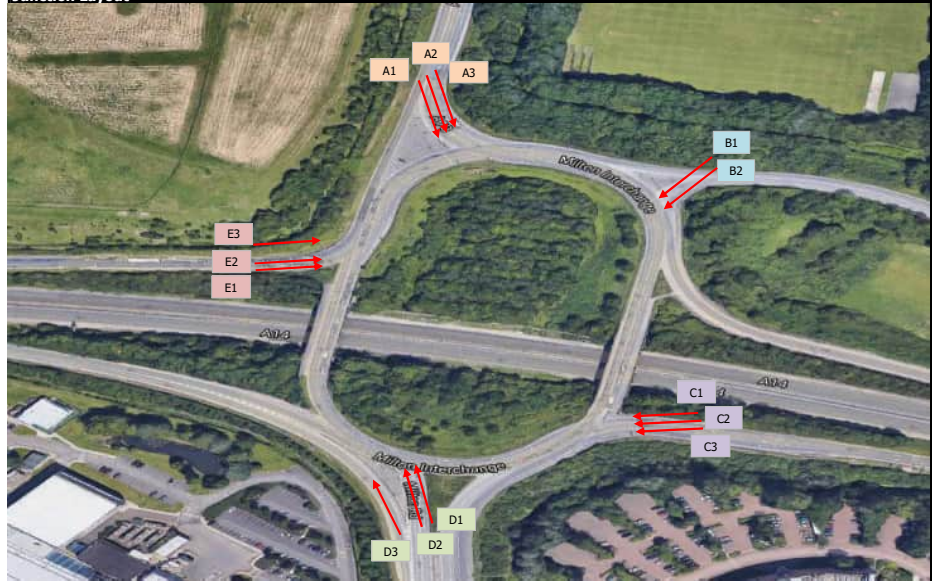
Arm D: A1309 Milton Road (S)
Arm E: A14 (W)

| PCU Summary | | | | | | | | | | | | | | | | |
|-------------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Time | D3 to E | E1 to E | E1 to D | E1 to C | E1 to B | E1 to A | E2 to E | E2 to D | E2 to C | E2 to B | E2 to A | E3 to E | E3 to D | E3 to C | E3 to B | E3 to A |
| 07:00 | 36 | 0 | 63 | 0 | 0 | 0 | 0 | 13 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 120 |
| 07:15 | 64 | 0 | 74 | 0 | 1 | 0 | 0 | 12 | 0 | 34 | 2 | 0 | 0 | 0 | 0 | 118 |
| 07:30 | 64 | 0 | 87 | 0 | 0 | 0 | 0 | 14 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 138 |
| 07:45 | 60 | 0 | 115 | 0 | 2 | 0 | 0 | 22 | 0 | 39 | 2 | 0 | 0 | 0 | 0 | 145 |
| 08:00 | 64 | 0 | 122 | 0 | 0 | 0 | 0 | 18 | 0 | 32 | 1 | 0 | 0 | 0 | 0 | 139 |
| 08:15 | 61 | 1 | 165 | 1 | 1 | 0 | 0 | 27 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 169 |
| 08:30 | 49 | 0 | 122 | 1 | 0 | 0 | 0 | 33 | 0 | 47 | 1 | 0 | 0 | 0 | 0 | 136 |
| 08:45 | 56 | 0 | 178 | 1 | 1 | 0 | 0 | 32 | 0 | 50 | 3 | 0 | 0 | 0 | 0 | 175 |
| 09:00 | 54 | 0 | 158 | 0 | 0 | 0 | 0 | 22 | 0 | 51 | 4 | 0 | 0 | 0 | 0 | 106 |
| 09:15 | 55 | 0 | 113 | 0 | 0 | 0 | 0 | 15 | 0 | 46 | 2 | 0 | 0 | 0 | 0 | 108 |
| 09:30 | 39 | 0 | 70 | 0 | 1 | 0 | 0 | 12 | 0 | 33 | 2 | 0 | 0 | 0 | 0 | 114 |
| 09:45 | 40 | 0 | 71 | 0 | 0 | 0 | 0 | 9 | 0 | 45 | 4 | 0 | 0 | 0 | 0 | 118 |
| 16:00 | 151 | 0 | 31 | 0 | 0 | 0 | 0 | 2 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 97 |
| 16:15 | 109 | 1 | 29 | 0 | 0 | 0 | 0 | 5 | 0 | 43 | 1 | 0 | 0 | 0 | 0 | 123 |
| 16:30 | 122 | 0 | 22 | 0 | 0 | 0 | 0 | 2 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 102 |
| 16:45 | 123 | 0 | 30 | 0 | 0 | 0 | 0 | 2 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 104 |
| 17:00 | 156 | 0 | 32 | 0 | 1 | 0 | 0 | 1 | 1 | 42 | 6 | 0 | 0 | 0 | 0 | 91 |
| 17:15 | 128 | 0 | 24 | 0 | 0 | 0 | 0 | 5 | 0 | 44 | 2 | 0 | 0 | 0 | 0 | 92 |
| 17:30 | 134 | 0 | 20 | 0 | 0 | 0 | 0 | 4 | 0 | 41 | 4 | 0 | 0 | 0 | 0 | 85 |
| 17:45 | 94 | 0 | 44 | 0 | 0 | 0 | 0 | 6 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 104 |
| 18:00 | 111 | 0 | 37 | 0 | 1 | 0 | 0 | 5 | 0 | 38 | 1 | 0 | 0 | 0 | 0 | 103 |
| 18:15 | 87 | 0 | 27 | 0 | 0 | 0 | 0 | 2 | 0 | 40 | 1 | 0 | 0 | 0 | 0 | 109 |
| 18:30 | 69 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 2 | 0 | 0 | 0 | 0 | 75 |
| 18:45 | 51 | 0 | 21 | 0 | 0 | 1 | 0 | 1 | 0 | 26 | 1 | 0 | 0 | 0 | 0 | 67 |
| Start Time | Rolling Hour | | | | | | | | | | | | | | | |
| 07:00 | 224 | 0 | 340 | 0 | 3 | 0 | 0 | 60 | 0 | 119 | 5 | 0 | 0 | 0 | 0 | 521 |
| 07:15 | 251 | 0 | 398 | 0 | 3 | 0 | 0 | 65 | 0 | 133 | 5 | 0 | 0 | 0 | 0 | 540 |
| 07:30 | 248 | 1 | 489 | 1 | 3 | 0 | 0 | 81 | 0 | 148 | 3 | 0 | 0 | 0 | 0 | 591 |
| 07:45 | 233 | 1 | 524 | 2 | 3 | 0 | 0 | 101 | 0 | 166 | 4 | 0 | 0 | 0 | 0 | 589 |
| 08:00 | 229 | 1 | 587 | 3 | 2 | 0 | 0 | 110 | 0 | 176 | 5 | 0 | 0 | 0 | 0 | 618 |
| 08:15 | 220 | 1 | 623 | 3 | 2 | 0 | 0 | 115 | 0 | 195 | 8 | 0 | 0 | 0 | 0 | 585 |
| 08:30 | 214 | 0 | 571 | 2 | 1 | 0 | 0 | 102 | 0 | 193 | 10 | 0 | 0 | 0 | 0 | 524 |
| 08:45 | 204 | 0 | 519 | 1 | 2 | 0 | 0 | 81 | 0 | 180 | 11 | 0 | 0 | 0 | 0 | 502 |
| 09:00 | 188 | 0 | 412 | 0 | 1 | 0 | 0 | 58 | 0 | 175 | 12 | 0 | 0 | 0 | 0 | 445 |
| 16:00 | 504 | 1 | 112 | 0 | 0 | 0 | 0 | 12 | 0 | 176 | 1 | 0 | 0 | 0 | 0 | 425 |
| 16:15 | 509 | 1 | 114 | 0 | 1 | 0 | 0 | 11 | 1 | 174 | 7 | 0 | 0 | 0 | 0 | 419 |
| 16:30 | 529 | 0 | 109 | 0 | 1 | 0 | 0 | 10 | 1 | 174 | 8 | 0 | 0 | 0 | 0 | 389 |
| 16:45 | 541 | 0 | 107 | 0 | 1 | 0 | 0 | 12 | 1 | 186 | 12 | 0 | 0 | 0 | 0 | 372 |
| 17:00 | 512 | 0 | 120 | 0 | 1 | 0 | 0 | 15 | 1 | 173 | 12 | 0 | 0 | 0 | 0 | 373 |
| 17:15 | 468 | 0 | 125 | 0 | 1 | 0 | 0 | 20 | 0 | 169 | 7 | 0 | 0 | 0 | 0 | 385 |
| 17:30 | 426 | 0 | 128 | 0 | 1 | 0 | 0 | 17 | 0 | 166 | 6 | 0 | 0 | 0 | 0 | 401 |
| 17:45 | 361 | 0 | 143 | 0 | 1 | 0 | 0 | 13 | 0 | 153 | 4 | 0 | 0 | 0 | 0 | 391 |
| 18:00 | 318 | 0 | 120 | 0 | 1 | 1 | 0 | 9 | 0 | 132 | 5 | 0 | 0 | 0 | 0 | 354 |

Intelligent Data Collection Limited 

Client: Mott MacDonald
 Project Number: ID06180
 Site Number: Site 11
 Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
 Junction Name: A14 Milton Interchange
 Survey Type: Queue Length Survey

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------|--------------|----------------------------|
| 52.237894 | 0.150885 | Click Here |



Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

| Lights | Heavies |
|--------|---------|
| 6 | 15 |

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

Any shaded entries indicate where queues reach the extent of the camera view.

Lanes D3 and E3 are dedicated left turn lanes so have no queues to analyse.

Intelligent Data Collection Limited

Client: Matt Macdonald
Project Number: ID06180
Site Number: Site 11
Date of Survey: 07.12.2023
 Junction Name: A14 Milton Interchange
 Survey Type: Queue Length Survey



AM Peak Period: Table with columns for Time, Lane A1, Lane A2, Lane A3, Lane B1, Lane B2, Lane C1, Lane C2, Lane C3, Lane D1, Lane D2, Lane E1, Lane E2. Each lane has sub-columns for Lights, Heavies, Total, and Length (m).

PM Peak Period: Table with columns for Time, Lane A1, Lane A2, Lane A3, Lane B1, Lane B2, Lane C1, Lane C2, Lane C3, Lane D1, Lane D2, Lane E1, Lane E2. Each lane has sub-columns for Lights, Heavies, Total, and Length (m).

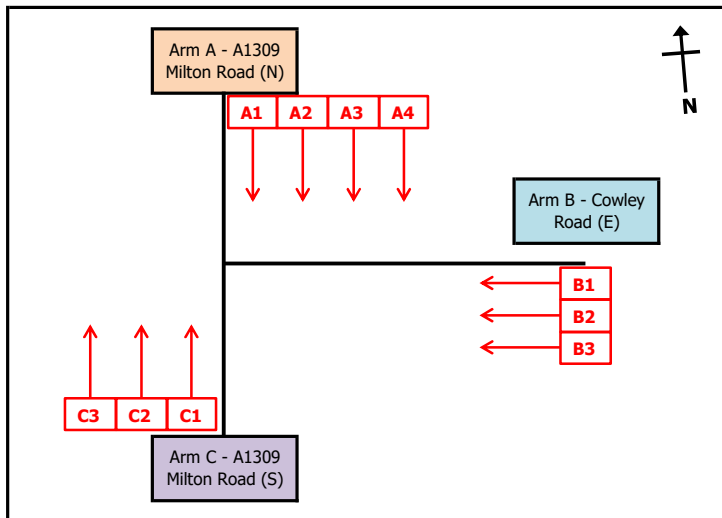
Intelligent Data Collection Limited



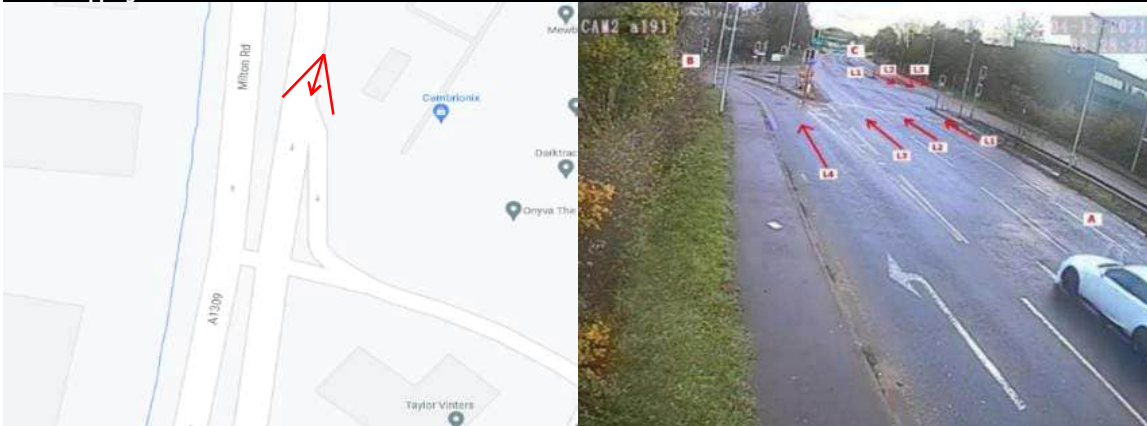
Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A1309 Milton Road / Cowley Road
 Junction Number: Site 12 Junction Type: T-Junction

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------------|--------------------|----------------------------|
| 52.232796 | 0.150635 | Click Here |
| AM Peak Conditions | PM Peak Conditions | |
| Clear | Showers | |

Junction Layout

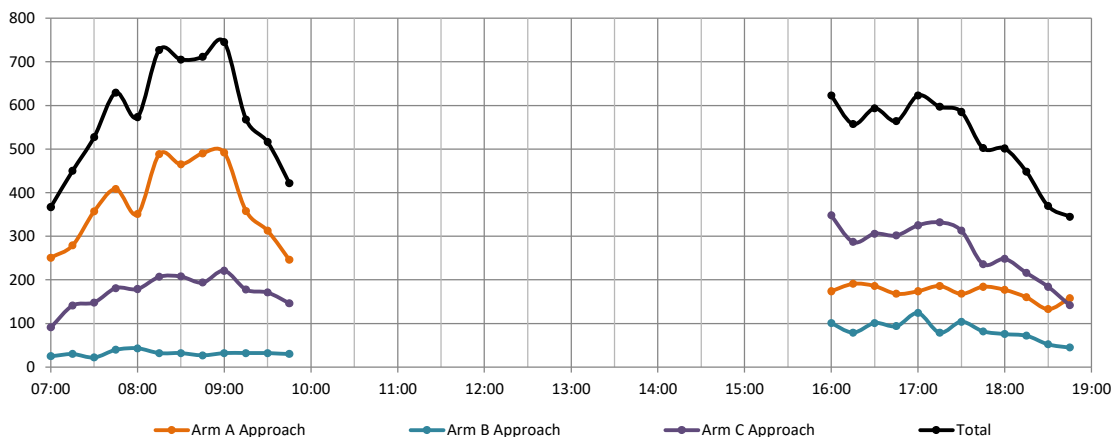


Aerial Mapping and On-site Camera View



Junction Flow Profile

Arm Approach Flows (All Vehicles)



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

Due to significant headlight glare, the accuracy of the lane designation of the C-A movements may be affected between 07:00 and 07:45. During the PM Peak, lane designation is not possible so all C-A movements have been assigned to Lane C3.

Intelligent Data Collection Limited



Client: Mott McDonald
Project Number: ID06180
Junction Number: Site 12
Date of Survey: 07.12.2021
Junction Name: A1309 Milton Road / Cowley Road
Junction Type: T-Junction

Arm A: A1309 Milton Road (N)
Arm B: Cowley Road (E)
Arm C: A1309 Milton Road (S)

| Time | A1 to A | | | | | | | A1 to C | | | | | | | A1 to B | | | | | | | | | |
|-------------------|---------------------|-----|------|------|-------|-----|-------|--------------|---------------------|-----|------|------|-------|-----|---------|--------------|---------------------|-----|------|------|-------|-----|-------|--------------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 3 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 3 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 7 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 5 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 7 | 1 | 0 | 1 | 0 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 4 | 1 | 2 | 0 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 5 | 0 | 0 | 0 | 1 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 4 | 0 | 0 | 0 | 0 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 5 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 1 | 2 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 1 | 0 | 0 | 1 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 1 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 0 | 0 | 1 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 15 | 0 | 0 | 0 | 0 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 157 | 17 | 0 | 0 | 0 | 0 | 0 | 174 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 189 | 22 | 1 | 0 | 1 | 0 | 0 | 213 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 231 | 23 | 2 | 2 | 1 | 0 | 0 | 259 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 248 | 21 | 2 | 2 | 1 | 1 | 0 | 275 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 263 | 20 | 2 | 2 | 1 | 1 | 0 | 289 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 247 | 18 | 1 | 2 | 0 | 1 | 0 | 269 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 205 | 15 | 2 | 0 | 0 | 1 | 0 | 223 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 | 11 | 3 | 0 | 0 | 1 | 0 | 168 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 4 | 0 | 1 | 1 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 4 | 1 | 1 | 1 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 5 | 1 | 1 | 1 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 1 | 1 | 0 | 2 | 1 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 3 | 1 | 0 | 2 | 1 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 3 | 0 | 0 | 2 | 1 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 3 | 0 | 0 | 2 | 1 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 4 | 0 | 0 | 1 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited

Client: Mott McDonald **Date of Survey:** 07.12.2021
Project Number: ID06180 **Junction Name:** A1309 Milton Road / Cowley Road
Junction Number: Site 12 **Junction Type:** T-Junction

Arm A: A1309 Milton Road (N)
Arm B: Cowley Road (E)

Arm C: A1309 Milton Road (S)



| Time | A2 to A | | | | | | | | A2 to C | | | | | | | | A2 to B | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 8 | 0 | 0 | 1 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 11 | 0 | 0 | 1 | 1 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 5 | 0 | 1 | 1 | 0 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 6 | 1 | 0 | 1 | 0 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 4 | 0 | 0 | 1 | 1 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 5 | 1 | 0 | 2 | 1 | 0 | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 7 | 0 | 1 | 1 | 0 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 7 | 1 | 0 | 1 | 0 | 0 | 128 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 8 | 0 | 0 | 1 | 1 | 0 | 111 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 7 | 0 | 0 | 1 | 2 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 4 | 2 | 0 | 1 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 4 | 0 | 0 | 1 | 1 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 0 | 0 | 2 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 2 | 0 | 0 | 1 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 2 | 0 | 0 | 1 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 1 | 0 | 0 | 1 | 2 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 0 | 1 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 171 | 30 | 1 | 1 | 4 | 1 | 0 | 208 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 204 | 26 | 1 | 1 | 4 | 2 | 0 | 238 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 257 | 20 | 2 | 1 | 5 | 2 | 0 | 287 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 309 | 22 | 2 | 1 | 5 | 2 | 0 | 341 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 367 | 23 | 2 | 1 | 5 | 2 | 0 | 400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 409 | 27 | 2 | 1 | 5 | 2 | 0 | 446 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 385 | 29 | 1 | 1 | 4 | 3 | 0 | 423 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 315 | 26 | 3 | 0 | 4 | 3 | 0 | 351 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 239 | 23 | 2 | 0 | 4 | 4 | 0 | 272 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 4 | 0 | 0 | 3 | 1 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 5 | 0 | 0 | 2 | 1 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 5 | 0 | 0 | 3 | 3 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 4 | 0 | 0 | 2 | 3 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 5 | 0 | 0 | 2 | 2 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 3 | 1 | 0 | 2 | 2 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 2 | 1 | 0 | 1 | 2 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 1 | 1 | 0 | 1 | 2 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 1 | 0 | 2 | 2 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A1309 Milton Road / Cowley Road
 Junction Number: Site 12 Junction Type: T-Junction

Arm A: A1309 Milton Road (N)
 Arm B: Cowley Road (E)

Arm C: A1309 Milton Road (S)

| Time | A3 to A | | | | | | | | A3 to C | | | | | | | | A3 to B | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 32 | 1 | 4 | 2 | 1 | 0 | 129 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 34 | 2 | 0 | 1 | 0 | 0 | 133 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 | 54 | 1 | 0 | 2 | 1 | 0 | 191 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 | 52 | 1 | 2 | 0 | 1 | 0 | 194 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 38 | 1 | 1 | 1 | 1 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 174 | 32 | 4 | 2 | 1 | 1 | 0 | 214 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 | 33 | 3 | 4 | 1 | 0 | 0 | 169 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127 | 33 | 4 | 0 | 0 | 0 | 0 | 164 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 170 | 29 | 3 | 0 | 1 | 1 | 0 | 204 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 28 | 1 | 0 | 2 | 0 | 0 | 167 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 | 32 | 7 | 2 | 0 | 1 | 0 | 184 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 23 | 3 | 5 | 0 | 2 | 0 | 133 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 23 | 0 | 0 | 1 | 0 | 0 | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 29 | 1 | 0 | 0 | 0 | 0 | 142 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 26 | 0 | 1 | 0 | 0 | 0 | 133 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 23 | 0 | 0 | 0 | 1 | 0 | 125 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 16 | 0 | 0 | 0 | 0 | 0 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 18 | 0 | 0 | 1 | 1 | 0 | 134 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 19 | 1 | 1 | 0 | 1 | 0 | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 12 | 0 | 3 | 1 | 0 | 1 | 134 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 | 10 | 0 | 1 | 1 | 2 | 0 | 142 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 12 | 1 | 2 | 1 | 0 | 1 | 131 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 10 | 0 | 1 | 0 | 1 | 3 | 102 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 13 | 0 | 1 | 1 | 0 | 0 | 129 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 456 | 172 | 5 | 6 | 5 | 3 | 0 | 647 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 475 | 178 | 5 | 3 | 4 | 3 | 0 | 668 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 553 | 176 | 7 | 5 | 4 | 4 | 0 | 749 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 548 | 155 | 9 | 9 | 3 | 3 | 0 | 727 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 537 | 136 | 12 | 7 | 3 | 2 | 0 | 697 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 599 | 127 | 14 | 6 | 3 | 2 | 0 | 751 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 561 | 123 | 11 | 4 | 4 | 1 | 0 | 704 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 575 | 122 | 15 | 2 | 3 | 2 | 0 | 719 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 548 | 112 | 14 | 7 | 3 | 4 | 0 | 688 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 421 | 101 | 1 | 1 | 1 | 1 | 0 | 526 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 423 | 94 | 1 | 1 | 0 | 1 | 0 | 520 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 425 | 83 | 0 | 1 | 1 | 2 | 0 | 512 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 427 | 76 | 1 | 1 | 1 | 3 | 0 | 509 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 443 | 65 | 1 | 4 | 2 | 2 | 1 | 518 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 467 | 59 | 1 | 5 | 3 | 4 | 1 | 540 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 467 | 53 | 2 | 7 | 3 | 3 | 2 | 537 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 446 | 44 | 1 | 7 | 3 | 3 | 5 | 509 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 443 | 45 | 1 | 5 | 3 | 3 | 4 | 504 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald **Date of Survey:** 07.12.2021
Project Number: ID06180 **Junction Name:** A1309 Milton Road / Cowley Road **Arm A:** A1309 Milton Road (N)
Junction Number: Site 12 **Junction Type:** T-Junction **Arm B:** Cowley Road (E) **Arm C:** A1309 Milton Road (S)

| Time | A4 to A | | | | | | | | A4 to C | | | | | | | | A4 to B | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 16 | 2 | 6 | 0 | 0 | 0 | 61 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 19 | 5 | 2 | 1 | 1 | 0 | 73 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 18 | 4 | 5 | 0 | 1 | 0 | 77 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 11 | 2 | 8 | 0 | 0 | 0 | 89 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 13 | 4 | 3 | 0 | 0 | 0 | 76 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 9 | 2 | 4 | 0 | 0 | 0 | 113 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 9 | 2 | 2 | 0 | 0 | 0 | 107 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 8 | 4 | 2 | 2 | 0 | 0 | 126 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 13 | 2 | 3 | 0 | 0 | 0 | 103 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 6 | 5 | 8 | 0 | 1 | 0 | 73 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 13 | 2 | 3 | 0 | 1 | 0 | 58 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 9 | 3 | 5 | 1 | 0 | 0 | 47 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 6 | 3 | 3 | 0 | 0 | 0 | 31 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 4 | 1 | 2 | 1 | 0 | 0 | 31 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 5 | 1 | 2 | 0 | 0 | 0 | 29 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 7 | 0 | 2 | 0 | 0 | 0 | 24 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 0 | 4 | 0 | 1 | 0 | 20 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 3 | 2 | 3 | 0 | 0 | 0 | 20 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 2 | 0 | 3 | 0 | 0 | 0 | 17 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 1 | 5 | 1 | 0 | 0 | 19 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 3 | 0 | 2 | 1 | 0 | 0 | 19 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 0 | 0 | 1 | 0 | 0 | 18 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 1 | 3 | 1 | 0 | 17 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 0 | 0 | 4 | 0 | 0 | 15 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 64 | 13 | 21 | 1 | 2 | 0 | 300 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 218 | 61 | 15 | 18 | 1 | 2 | 0 | 315 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 271 | 51 | 12 | 20 | 0 | 1 | 0 | 355 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 316 | 42 | 10 | 17 | 0 | 0 | 0 | 385 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 358 | 39 | 12 | 11 | 2 | 0 | 0 | 422 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 387 | 39 | 10 | 11 | 2 | 0 | 0 | 449 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 342 | 36 | 13 | 15 | 2 | 1 | 0 | 409 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 287 | 40 | 13 | 16 | 2 | 2 | 0 | 360 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 206 | 41 | 12 | 19 | 1 | 2 | 0 | 281 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 22 | 5 | 9 | 1 | 0 | 0 | 115 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 17 | 2 | 10 | 1 | 1 | 0 | 104 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 16 | 3 | 11 | 0 | 1 | 0 | 93 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 13 | 2 | 12 | 0 | 1 | 0 | 81 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 7 | 3 | 15 | 1 | 1 | 0 | 76 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 9 | 3 | 13 | 2 | 0 | 0 | 75 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 7 | 1 | 10 | 3 | 0 | 0 | 73 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 6 | 1 | 8 | 6 | 1 | 0 | 73 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 7 | 0 | 3 | 9 | 1 | 0 | 69 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 12
 Date of Survey: 07.12.2021
 Junction Name: A1309 Milton Road / Cowley Road
 Junction Type: T-Junction
 Arm A: A1309 Milton Road (N)
 Arm B: Cowley Road (E)
 Arm C: A1309 Milton Road (S)

| Time | B1 to B | | | | | | | | B1 to A | | | | | | | | B1 to C | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 1 | 0 | 1 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 4 | 0 | 1 | 1 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 4 | 1 | 2 | 1 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 12 | 1 | 1 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 2 | 2 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 2 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 2 | 1 | 0 | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 1 | 2 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 4 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 5 | 1 | 0 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 3 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 3 | 1 | 0 | 0 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 2 | 1 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 1 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 3 | 0 | 1 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 3 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 4 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 13 | 2 | 3 | 3 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 22 | 2 | 4 | 2 | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 20 | 4 | 5 | 1 | 0 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 21 | 7 | 7 | 1 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 17 | 6 | 6 | 0 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 7 | 7 | 5 | 0 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 6 | 7 | 4 | 0 | 1 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 8 | 5 | 4 | 0 | 1 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 14 | 9 | 3 | 0 | 1 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 | 13 | 3 | 0 | 0 | 0 | 0 | 144 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 | 9 | 2 | 0 | 0 | 0 | 0 | 149 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 9 | 2 | 1 | 0 | 0 | 0 | 156 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 9 | 1 | 1 | 0 | 0 | 0 | 147 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 11 | 0 | 1 | 0 | 0 | 0 | 148 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 12 | 0 | 1 | 0 | 0 | 0 | 133 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 11 | 0 | 0 | 0 | 0 | 0 | 127 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 8 | 0 | 0 | 0 | 0 | 0 | 105 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 5 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 12

Date of Survey: 07.12.2021
 Junction Name: A1309 Milton Road / Cowley Road
 Junction Type: T-Junction

Arm A: A1309 Milton Road (N)
 Arm B: Cowley Road (E)

Arm C: A1309 Milton Road (S)

| Time | B2 to B | | | | | | | | B2 to A | | | | | | | | B2 to C | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 2 | 2 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 3 | 4 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 2 | 4 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 4 | 3 | 2 | 1 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 3 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 4 | 4 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 3 | 1 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 1 | 3 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 1 | 4 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 2 | 1 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 4 | 4 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 7 | 2 | 0 | 0 | 1 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 12 | 4 | 3 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 7 | 0 | 0 | 2 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 8 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 7 | 0 | 0 | 0 | 1 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 1 | 0 | 1 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 4 | 1 | 0 | 0 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 3 | 0 | 0 | 1 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 2 | 0 | 1 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 1 | 0 | 1 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 1 | 0 | 1 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 2 | 0 | 1 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| Total | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 11 | 11 | 12 | 3 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 11 | 10 | 13 | 1 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 10 | 11 | 13 | 1 | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 11 | 12 | 10 | 1 | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 12 | 10 | 11 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 11 | 9 | 12 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 18 | 7 | 9 | 0 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 18 | 8 | 12 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 16 | 8 | 9 | 0 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 | 34 | 6 | 3 | 2 | 1 | 0 | 194 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 163 | 34 | 4 | 3 | 2 | 1 | 0 | 207 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 172 | 23 | 0 | 1 | 2 | 1 | 0 | 199 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 179 | 20 | 1 | 1 | 0 | 1 | 0 | 202 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 161 | 15 | 1 | 1 | 1 | 1 | 0 | 180 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 | 10 | 1 | 2 | 1 | 0 | 0 | 149 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 | 9 | 1 | 2 | 1 | 1 | 0 | 147 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 5 | 0 | 3 | 1 | 2 | 0 | 122 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 4 | 0 | 4 | 0 | 2 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited

Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 12

Date of Survey: 07.12.2021
 Junction Name: A1309 Milton Road / Cowley Road
 Junction Type: T-Junction

Arm A: A1309 Milton Road (N)
 Arm B: Cowley Road (E)

Arm C: A1309 Milton Road (S)



| Time | B3 to B | | | | | | | | B3 to A | | | | | | | | B3 to C | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 6 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 5 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 7 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 9 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 8 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 5 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 7 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 8 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 10 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 1 | 0 | 11 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 5 | 1 | 0 | 0 | 0 | 15 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 7 | 1 | 0 | 0 | 0 | 17 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 4 | 7 | 1 | 0 | 0 | 0 | 20 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 4 | 7 | 1 | 0 | 0 | 0 | 27 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 4 | 4 | 0 | 0 | 0 | 0 | 29 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 4 | 4 | 0 | 0 | 0 | 0 | 32 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 3 | 4 | 0 | 0 | 0 | 0 | 30 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 5 | 7 | 0 | 0 | 0 | 0 | 28 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 5 | 9 | 0 | 0 | 0 | 0 | 28 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 3 | 0 | 0 | 0 | 0 | 1 | 37 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 3 | 0 | 0 | 0 | 0 | 1 | 42 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 2 | 0 | 0 | 0 | 0 | 1 | 43 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 2 | 0 | 0 | 0 | 0 | 1 | 52 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 3 | 0 | 0 | 0 | 0 | 0 | 61 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 2 | 0 | 0 | 0 | 0 | 0 | 59 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 2 | 0 | 0 | 0 | 1 | 0 | 60 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 1 | 0 | 0 | 0 | 1 | 0 | 55 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 1 | 0 | 41 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021 Arm A: A1309 Milton Road (N)
 Project Number: ID06180 Junction Name: A1309 Milton Road / Cowley Road Arm B: Cowley Road (E)
 Junction Number: Site 12 Junction Type: T-Junction Arm C: A1309 Milton Road (S)

| Time | C1 to C | | | | | | | C1 to B | | | | | | | C1 to A | | | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|---------|--------------|-----|------|------|-------|-----|---------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 0 | 0 | 1 | 1 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 1 | 0 | 2 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 3 | 0 | 1 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 6 | 0 | 0 | 1 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 5 | 3 | 0 | 1 | 0 | 1 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 3 | 1 | 0 | 1 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 3 | 3 | 0 | 0 | 0 | 2 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 2 | 2 | 0 | 2 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 4 | 4 | 0 | 4 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 14 | 3 | 0 | 1 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 4 | 1 | 0 | 1 | 1 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 7 | 1 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 0 | 0 | 3 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 3 | 1 | 0 | 1 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 1 | 0 | 0 | 1 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 1 | 0 | 1 | 1 | 0 | 1 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 1 | 0 | 0 | 2 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 0 | 1 | 0 | 1 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 0 | 0 | 1 | 0 | 1 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 1 | 0 | 2 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 2 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 4 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 7 | 4 | 0 | 4 | 1 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 11 | 4 | 0 | 5 | 1 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 14 | 7 | 0 | 5 | 0 | 1 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 15 | 7 | 0 | 4 | 0 | 1 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 17 | 7 | 0 | 3 | 0 | 3 | 107 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 13 | 9 | 0 | 4 | 0 | 3 | 121 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 12 | 10 | 0 | 7 | 0 | 2 | 129 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 23 | 12 | 0 | 7 | 0 | 2 | 131 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 24 | 10 | 0 | 8 | 1 | 0 | 116 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 13 | 3 | 0 | 4 | 1 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 7 | 2 | 1 | 5 | 1 | 1 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 6 | 2 | 1 | 4 | 1 | 1 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 4 | 1 | 1 | 4 | 1 | 2 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 4 | 0 | 1 | 5 | 0 | 2 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 4 | 0 | 0 | 5 | 0 | 2 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 5 | 1 | 0 | 5 | 0 | 2 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 4 | 1 | 0 | 6 | 0 | 1 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 4 | 1 | 0 | 9 | 0 | 1 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 12
 Date of Survey: 07.12.2021
 Junction Name: A1309 Milton Road / Cowley Road
 Junction Type: T-Junction

Arm A: A1309 Milton Road (N)
 Arm B: Cowley Road (E)
 Arm C: A1309 Milton Road (S)

| Time | C2 to C | | | | | | | C2 to B | | | | | | | C2 to A | | | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|---------|--------------|-----|------|------|-------|-----|---------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | | | | | | | | 0 | | | | | | | | 0 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 22 |
| 07:15 | | | | | | | | 0 | | | | | | | | 0 | 24 | 6 | 0 | 0 | 0 | 0 | 0 | 30 |
| 07:30 | | | | | | | | 0 | | | | | | | | 0 | 27 | 8 | 0 | 0 | 0 | 0 | 0 | 35 |
| 07:45 | | | | | | | | 0 | | | | | | | | 0 | 44 | 13 | 2 | 0 | 1 | 1 | 0 | 61 |
| 08:00 | | | | | | | | 0 | | | | | | | | 0 | 45 | 20 | 1 | 0 | 1 | 0 | 0 | 67 |
| 08:15 | | | | | | | | 0 | | | | | | | | 0 | 77 | 13 | 0 | 0 | 4 | 0 | 0 | 94 |
| 08:30 | | | | | | | | 0 | | | | | | | | 0 | 60 | 16 | 2 | 0 | 2 | 0 | 0 | 80 |
| 08:45 | | | | | | | | 0 | | | | | | | | 0 | 59 | 15 | 2 | 0 | 0 | 0 | 0 | 76 |
| 09:00 | | | | | | | | 0 | | | | | | | | 0 | 77 | 17 | 3 | 0 | 0 | 0 | 0 | 97 |
| 09:15 | | | | | | | | 0 | | | | | | | | 0 | 50 | 15 | 1 | 0 | 0 | 0 | 0 | 66 |
| 09:30 | | | | | | | | 0 | | | | | | | | 0 | 60 | 19 | 1 | 0 | 2 | 0 | 0 | 82 |
| 09:45 | | | | | | | | 0 | | | | | | | | 0 | 56 | 15 | 0 | 1 | 0 | 0 | 0 | 72 |
| 16:00 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 0 |
| 16:15 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 0 |
| 16:30 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 0 |
| 16:45 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 0 |
| 17:00 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 0 |
| 17:15 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 0 |
| 17:30 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 0 |
| 17:45 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 0 |
| 18:00 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 0 |
| 18:15 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 0 |
| 18:30 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 0 |
| 18:45 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 0 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 31 | 2 | 0 | 1 | 1 | 0 | 148 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 | 47 | 3 | 0 | 2 | 1 | 0 | 193 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 193 | 54 | 3 | 0 | 6 | 1 | 0 | 257 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 226 | 62 | 5 | 0 | 8 | 1 | 0 | 302 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 241 | 64 | 5 | 0 | 7 | 0 | 0 | 317 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 273 | 61 | 7 | 0 | 6 | 0 | 0 | 347 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 246 | 63 | 8 | 0 | 2 | 0 | 0 | 319 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 246 | 66 | 7 | 0 | 2 | 0 | 0 | 321 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 243 | 66 | 5 | 1 | 2 | 0 | 0 | 317 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A1309 Milton Road / Cowley Road Arm A: A1309 Milton Road (N)
 Junction Number: Site 12 Junction Type: T-Junction Arm B: Cowley Road (E) Arm C: A1309 Milton Road (S)

| Time | C3 to C | | | | | | | | C3 to B | | | | | | | | C3 to A | | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 12 | 1 | 4 | 0 | 0 | 2 | 60 | |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 30 | 1 | 6 | 1 | 1 | 0 | 96 | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 30 | 4 | 1 | 1 | 1 | 0 | 97 | |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 18 | 4 | 2 | 1 | 0 | 0 | 100 | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 16 | 3 | 2 | 1 | 1 | 0 | 89 | |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 15 | 0 | 2 | 2 | 0 | 0 | 89 | |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 11 | 2 | 2 | 1 | 0 | 0 | 99 | |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 16 | 2 | 2 | 1 | 0 | 1 | 87 | |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 21 | 5 | 3 | 2 | 0 | 1 | 87 | |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 20 | 2 | 2 | 3 | 0 | 0 | 80 | |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 11 | 3 | 1 | 1 | 0 | 0 | 58 | |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 11 | 2 | 4 | 1 | 1 | 0 | 58 | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 281 | 43 | 2 | 2 | 2 | 0 | 0 | 330 | |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 232 | 35 | 0 | 1 | 3 | 1 | 1 | 273 | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 249 | 29 | 1 | 0 | 2 | 1 | 0 | 282 | |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 242 | 40 | 3 | 1 | 0 | 0 | 0 | 286 | |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 269 | 31 | 1 | 0 | 2 | 1 | 0 | 304 | |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 283 | 21 | 1 | 1 | 2 | 4 | 0 | 312 | |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 271 | 24 | 0 | 0 | 1 | 3 | 0 | 299 | |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 209 | 14 | 0 | 0 | 2 | 1 | 0 | 226 | |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 215 | 13 | 1 | 0 | 1 | 2 | 0 | 232 | |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 195 | 8 | 0 | 0 | 3 | 0 | 0 | 206 | |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 | 9 | 1 | 0 | 3 | 1 | 0 | 167 | |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 8 | 0 | 0 | 0 | 0 | 0 | 129 | |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 233 | 90 | 10 | 13 | 3 | 2 | 2 | 353 | |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 258 | 94 | 12 | 11 | 4 | 3 | 0 | 382 | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 271 | 79 | 11 | 7 | 5 | 2 | 0 | 375 | |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 294 | 60 | 9 | 8 | 5 | 1 | 0 | 377 | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 284 | 58 | 7 | 8 | 5 | 1 | 1 | 364 | |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 273 | 63 | 9 | 9 | 6 | 0 | 2 | 362 | |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 256 | 68 | 11 | 9 | 7 | 0 | 2 | 353 | |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 215 | 68 | 12 | 8 | 7 | 0 | 2 | 312 | |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 189 | 63 | 12 | 10 | 7 | 1 | 1 | 283 | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1004 | 147 | 6 | 4 | 7 | 2 | 1 | 1171 | |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 992 | 135 | 5 | 2 | 7 | 3 | 1 | 1145 | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1043 | 121 | 6 | 2 | 6 | 6 | 0 | 1184 | |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1065 | 116 | 5 | 2 | 5 | 8 | 0 | 1201 | |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1032 | 90 | 2 | 1 | 7 | 9 | 0 | 1141 | |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 978 | 72 | 2 | 1 | 6 | 10 | 0 | 1069 | |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 890 | 59 | 1 | 0 | 7 | 6 | 0 | 963 | |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 772 | 44 | 2 | 0 | 9 | 4 | 0 | 831 | |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 684 | 38 | 2 | 0 | 7 | 3 | 0 | 734 | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A1309 Milton Road / Cowley Road
 Junction Number: Site 12 Junction Type: T-Junction

| Time | Arm A Approach | | | | | | | Arm A Exit | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|------------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 175 | 59 | 3 | 10 | 3 | 1 | 0 | 251 | 66 | 22 | 5 | 6 | 3 | 0 | 2 | 104 |
| 07:15 | 199 | 66 | 7 | 2 | 3 | 2 | 0 | 279 | 92 | 42 | 4 | 11 | 2 | 1 | 0 | 152 |
| 07:30 | 261 | 80 | 5 | 6 | 3 | 2 | 0 | 357 | 97 | 42 | 6 | 5 | 1 | 1 | 0 | 152 |
| 07:45 | 316 | 76 | 4 | 10 | 1 | 1 | 0 | 408 | 135 | 39 | 10 | 6 | 4 | 1 | 0 | 195 |
| 08:00 | 278 | 60 | 5 | 4 | 2 | 2 | 0 | 351 | 127 | 51 | 7 | 6 | 2 | 1 | 0 | 194 |
| 08:15 | 415 | 53 | 8 | 6 | 4 | 2 | 0 | 488 | 157 | 31 | 6 | 8 | 6 | 0 | 0 | 208 |
| 08:30 | 395 | 53 | 6 | 9 | 2 | 0 | 0 | 465 | 151 | 33 | 10 | 5 | 3 | 0 | 0 | 202 |
| 08:45 | 422 | 53 | 9 | 2 | 3 | 1 | 0 | 490 | 133 | 36 | 5 | 6 | 1 | 0 | 1 | 182 |
| 09:00 | 426 | 54 | 5 | 3 | 2 | 2 | 0 | 492 | 145 | 42 | 11 | 7 | 2 | 0 | 1 | 208 |
| 09:15 | 292 | 46 | 6 | 8 | 3 | 3 | 0 | 358 | 114 | 44 | 7 | 4 | 3 | 1 | 0 | 173 |
| 09:30 | 242 | 50 | 13 | 5 | 1 | 2 | 0 | 313 | 108 | 38 | 9 | 7 | 3 | 0 | 0 | 165 |
| 09:45 | 186 | 37 | 7 | 10 | 2 | 4 | 0 | 246 | 103 | 35 | 7 | 5 | 1 | 1 | 0 | 152 |
| 16:00 | 135 | 30 | 3 | 3 | 3 | 0 | 0 | 174 | 355 | 55 | 5 | 2 | 2 | 1 | 0 | 420 |
| 16:15 | 152 | 34 | 2 | 2 | 1 | 0 | 0 | 191 | 280 | 50 | 4 | 4 | 3 | 1 | 1 | 343 |
| 16:30 | 143 | 37 | 1 | 4 | 1 | 0 | 0 | 186 | 330 | 39 | 2 | 0 | 4 | 1 | 0 | 376 |
| 16:45 | 133 | 30 | 0 | 2 | 1 | 2 | 0 | 168 | 315 | 50 | 4 | 1 | 0 | 0 | 0 | 370 |
| 17:00 | 148 | 19 | 1 | 4 | 1 | 1 | 0 | 174 | 368 | 39 | 1 | 0 | 2 | 2 | 0 | 412 |
| 17:15 | 153 | 23 | 2 | 3 | 2 | 3 | 0 | 186 | 346 | 25 | 1 | 3 | 2 | 4 | 0 | 381 |
| 17:30 | 138 | 22 | 1 | 4 | 1 | 2 | 0 | 168 | 351 | 31 | 1 | 0 | 1 | 3 | 0 | 387 |
| 17:45 | 155 | 16 | 1 | 8 | 3 | 0 | 1 | 184 | 264 | 21 | 0 | 0 | 3 | 1 | 0 | 289 |
| 18:00 | 155 | 13 | 1 | 3 | 3 | 2 | 0 | 177 | 272 | 17 | 1 | 1 | 1 | 2 | 0 | 294 |
| 18:15 | 138 | 14 | 1 | 2 | 2 | 2 | 1 | 160 | 252 | 10 | 0 | 1 | 3 | 1 | 0 | 267 |
| 18:30 | 111 | 12 | 0 | 2 | 3 | 2 | 3 | 133 | 192 | 9 | 1 | 1 | 3 | 2 | 0 | 208 |
| 18:45 | 135 | 16 | 0 | 1 | 6 | 0 | 0 | 158 | 157 | 11 | 0 | 1 | 0 | 0 | 0 | 169 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 951 | 281 | 19 | 28 | 10 | 6 | 0 | 1295 | 390 | 145 | 25 | 28 | 10 | 3 | 2 | 603 |
| 07:15 | 1054 | 282 | 21 | 22 | 9 | 7 | 0 | 1395 | 451 | 174 | 27 | 28 | 9 | 4 | 0 | 693 |
| 07:30 | 1270 | 269 | 22 | 26 | 10 | 7 | 0 | 1604 | 516 | 163 | 29 | 25 | 13 | 3 | 0 | 749 |
| 07:45 | 1404 | 242 | 23 | 29 | 9 | 5 | 0 | 1712 | 570 | 154 | 33 | 25 | 15 | 2 | 0 | 799 |
| 08:00 | 1510 | 219 | 28 | 21 | 11 | 5 | 0 | 1794 | 568 | 151 | 28 | 25 | 12 | 1 | 1 | 786 |
| 08:15 | 1658 | 213 | 28 | 20 | 11 | 5 | 0 | 1935 | 586 | 142 | 32 | 26 | 12 | 0 | 2 | 800 |
| 08:30 | 1535 | 206 | 26 | 22 | 10 | 6 | 0 | 1805 | 543 | 155 | 33 | 22 | 9 | 1 | 2 | 765 |
| 08:45 | 1382 | 203 | 33 | 18 | 9 | 8 | 0 | 1653 | 500 | 160 | 32 | 24 | 9 | 1 | 2 | 728 |
| 09:00 | 1146 | 187 | 31 | 26 | 8 | 11 | 0 | 1409 | 470 | 159 | 34 | 23 | 9 | 2 | 1 | 698 |
| 16:00 | 563 | 131 | 6 | 11 | 6 | 2 | 0 | 719 | 1280 | 194 | 15 | 7 | 9 | 3 | 1 | 1509 |
| 16:15 | 576 | 120 | 4 | 12 | 4 | 3 | 0 | 719 | 1293 | 178 | 11 | 5 | 9 | 4 | 1 | 1501 |
| 16:30 | 577 | 109 | 4 | 13 | 5 | 6 | 0 | 714 | 1359 | 153 | 8 | 4 | 8 | 7 | 0 | 1539 |
| 16:45 | 572 | 94 | 4 | 13 | 5 | 8 | 0 | 696 | 1380 | 145 | 7 | 4 | 5 | 9 | 0 | 1550 |
| 17:00 | 594 | 80 | 5 | 19 | 7 | 6 | 1 | 712 | 1329 | 116 | 3 | 3 | 8 | 10 | 0 | 1469 |
| 17:15 | 601 | 74 | 5 | 18 | 9 | 7 | 1 | 715 | 1233 | 94 | 3 | 4 | 7 | 10 | 0 | 1351 |
| 17:30 | 586 | 65 | 4 | 17 | 9 | 6 | 2 | 689 | 1139 | 79 | 2 | 2 | 8 | 7 | 0 | 1237 |
| 17:45 | 559 | 55 | 3 | 15 | 11 | 6 | 5 | 654 | 980 | 57 | 2 | 3 | 10 | 6 | 0 | 1058 |
| 18:00 | 539 | 55 | 2 | 8 | 14 | 6 | 4 | 628 | 873 | 47 | 2 | 4 | 7 | 5 | 0 | 938 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A1309 Milton Road / Cowley Road
 Junction Number: Site 12 Junction Type: T-Junction

| Time | Arm B Approach | | | | | | | | Arm B Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 8 | 8 | 4 | 2 | 3 | 0 | 0 | 25 | 44 | 18 | 2 | 6 | 0 | 0 | 0 | 70 | | |
| 07:15 | 14 | 6 | 4 | 5 | 1 | 0 | 0 | 30 | 56 | 21 | 5 | 2 | 2 | 2 | 0 | 88 | | |
| 07:30 | 11 | 4 | 3 | 4 | 0 | 0 | 0 | 22 | 60 | 20 | 5 | 5 | 2 | 1 | 0 | 93 | | |
| 07:45 | 17 | 9 | 7 | 5 | 2 | 0 | 0 | 40 | 83 | 12 | 5 | 8 | 1 | 0 | 0 | 109 | | |
| 08:00 | 18 | 16 | 5 | 4 | 0 | 0 | 0 | 43 | 72 | 19 | 4 | 3 | 1 | 0 | 0 | 99 | | |
| 08:15 | 14 | 5 | 7 | 6 | 0 | 0 | 0 | 32 | 112 | 14 | 5 | 4 | 1 | 0 | 1 | 137 | | |
| 08:30 | 16 | 6 | 7 | 3 | 0 | 0 | 0 | 32 | 118 | 12 | 3 | 2 | 1 | 0 | 0 | 136 | | |
| 08:45 | 16 | 6 | 1 | 4 | 0 | 0 | 0 | 27 | 133 | 11 | 7 | 2 | 2 | 0 | 2 | 157 | | |
| 09:00 | 18 | 5 | 5 | 4 | 0 | 0 | 0 | 32 | 116 | 15 | 4 | 3 | 2 | 0 | 0 | 140 | | |
| 09:15 | 14 | 10 | 5 | 2 | 0 | 1 | 0 | 32 | 73 | 10 | 9 | 8 | 4 | 1 | 0 | 105 | | |
| 09:30 | 7 | 10 | 9 | 6 | 0 | 0 | 0 | 32 | 52 | 27 | 5 | 3 | 1 | 1 | 0 | 89 | | |
| 09:45 | 13 | 10 | 7 | 0 | 0 | 0 | 0 | 30 | 38 | 13 | 4 | 5 | 2 | 1 | 0 | 63 | | |
| 16:00 | 84 | 13 | 3 | 0 | 0 | 1 | 0 | 101 | 29 | 13 | 4 | 3 | 0 | 0 | 0 | 49 | | |
| 16:15 | 56 | 16 | 4 | 3 | 0 | 0 | 0 | 79 | 32 | 6 | 1 | 2 | 4 | 0 | 0 | 45 | | |
| 16:30 | 87 | 11 | 1 | 0 | 2 | 0 | 0 | 101 | 40 | 8 | 2 | 2 | 1 | 0 | 0 | 53 | | |
| 16:45 | 82 | 10 | 1 | 0 | 0 | 0 | 1 | 94 | 28 | 8 | 1 | 2 | 0 | 1 | 0 | 40 | | |
| 17:00 | 114 | 9 | 0 | 0 | 0 | 1 | 0 | 124 | 31 | 2 | 0 | 5 | 1 | 1 | 1 | 41 | | |
| 17:15 | 73 | 4 | 0 | 2 | 0 | 0 | 0 | 79 | 29 | 4 | 2 | 3 | 2 | 0 | 0 | 40 | | |
| 17:30 | 95 | 8 | 1 | 0 | 0 | 0 | 0 | 104 | 23 | 3 | 0 | 3 | 1 | 0 | 1 | 31 | | |
| 17:45 | 73 | 8 | 0 | 0 | 1 | 0 | 0 | 82 | 19 | 2 | 1 | 5 | 2 | 0 | 0 | 29 | | |
| 18:00 | 71 | 4 | 0 | 1 | 0 | 0 | 0 | 76 | 26 | 4 | 0 | 2 | 2 | 0 | 1 | 35 | | |
| 18:15 | 67 | 2 | 0 | 1 | 0 | 2 | 0 | 72 | 21 | 3 | 1 | 0 | 3 | 0 | 0 | 28 | | |
| 18:30 | 50 | 0 | 0 | 1 | 0 | 1 | 0 | 52 | 26 | 1 | 0 | 1 | 5 | 1 | 0 | 34 | | |
| 18:45 | 41 | 3 | 0 | 1 | 0 | 0 | 0 | 45 | 17 | 3 | 0 | 0 | 8 | 0 | 0 | 28 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 50 | 27 | 18 | 16 | 6 | 0 | 0 | 117 | 243 | 71 | 17 | 21 | 5 | 3 | 0 | 360 | | |
| 07:15 | 60 | 35 | 19 | 18 | 3 | 0 | 0 | 135 | 271 | 72 | 19 | 18 | 6 | 3 | 0 | 389 | | |
| 07:30 | 60 | 34 | 22 | 19 | 2 | 0 | 0 | 137 | 327 | 65 | 19 | 20 | 5 | 1 | 1 | 438 | | |
| 07:45 | 65 | 36 | 26 | 18 | 2 | 0 | 0 | 147 | 385 | 57 | 17 | 17 | 4 | 0 | 1 | 481 | | |
| 08:00 | 64 | 33 | 20 | 17 | 0 | 0 | 0 | 134 | 435 | 56 | 19 | 11 | 5 | 0 | 3 | 529 | | |
| 08:15 | 64 | 22 | 20 | 17 | 0 | 0 | 0 | 123 | 479 | 52 | 19 | 11 | 6 | 0 | 3 | 570 | | |
| 08:30 | 64 | 27 | 18 | 13 | 0 | 1 | 0 | 123 | 440 | 48 | 23 | 15 | 9 | 1 | 2 | 538 | | |
| 08:45 | 55 | 31 | 20 | 16 | 0 | 1 | 0 | 123 | 374 | 63 | 25 | 16 | 9 | 2 | 2 | 491 | | |
| 09:00 | 52 | 35 | 26 | 12 | 0 | 1 | 0 | 126 | 279 | 65 | 22 | 19 | 9 | 3 | 0 | 397 | | |
| 16:00 | 309 | 50 | 9 | 3 | 2 | 1 | 1 | 375 | 129 | 35 | 8 | 9 | 5 | 1 | 0 | 187 | | |
| 16:15 | 339 | 46 | 6 | 3 | 2 | 1 | 1 | 398 | 131 | 24 | 4 | 11 | 6 | 2 | 1 | 179 | | |
| 16:30 | 356 | 34 | 2 | 2 | 2 | 1 | 1 | 398 | 128 | 22 | 5 | 12 | 4 | 2 | 1 | 174 | | |
| 16:45 | 364 | 31 | 2 | 2 | 0 | 1 | 1 | 401 | 111 | 17 | 3 | 13 | 4 | 2 | 2 | 152 | | |
| 17:00 | 355 | 29 | 1 | 2 | 1 | 1 | 0 | 389 | 102 | 11 | 3 | 16 | 6 | 1 | 2 | 141 | | |
| 17:15 | 312 | 24 | 1 | 3 | 1 | 0 | 0 | 341 | 97 | 13 | 3 | 13 | 7 | 0 | 2 | 135 | | |
| 17:30 | 306 | 22 | 1 | 2 | 1 | 2 | 0 | 334 | 89 | 12 | 2 | 10 | 8 | 0 | 2 | 123 | | |
| 17:45 | 261 | 14 | 0 | 3 | 1 | 3 | 0 | 282 | 92 | 10 | 2 | 8 | 12 | 1 | 1 | 126 | | |
| 18:00 | 229 | 9 | 0 | 4 | 0 | 3 | 0 | 245 | 90 | 11 | 1 | 3 | 18 | 1 | 1 | 125 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A1309 Milton Road / Cowley Road
 Junction Number: Site 12 Junction Type: T-Junction

| Time | Arm C Approach | | | | | | | | Arm C Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 66 | 18 | 1 | 4 | 0 | 0 | 2 | 91 | 139 | 45 | 1 | 4 | 3 | 1 | 0 | 193 | | |
| 07:15 | 92 | 38 | 1 | 6 | 2 | 2 | 0 | 141 | 157 | 47 | 3 | 0 | 2 | 1 | 0 | 210 | | |
| 07:30 | 98 | 40 | 5 | 1 | 3 | 1 | 0 | 148 | 213 | 62 | 2 | 1 | 3 | 1 | 0 | 282 | | |
| 07:45 | 134 | 32 | 9 | 2 | 3 | 1 | 0 | 181 | 249 | 66 | 5 | 3 | 1 | 1 | 0 | 325 | | |
| 08:00 | 127 | 42 | 4 | 2 | 3 | 1 | 0 | 179 | 224 | 48 | 3 | 1 | 2 | 2 | 0 | 280 | | |
| 08:15 | 161 | 33 | 3 | 2 | 7 | 0 | 1 | 207 | 321 | 46 | 7 | 2 | 4 | 2 | 0 | 382 | | |
| 08:30 | 167 | 30 | 5 | 2 | 4 | 0 | 0 | 208 | 309 | 44 | 5 | 7 | 2 | 0 | 0 | 367 | | |
| 08:45 | 147 | 34 | 7 | 2 | 1 | 0 | 3 | 194 | 319 | 46 | 5 | 0 | 1 | 1 | 0 | 372 | | |
| 09:00 | 163 | 40 | 10 | 3 | 4 | 0 | 1 | 221 | 346 | 42 | 5 | 0 | 2 | 2 | 0 | 397 | | |
| 09:15 | 123 | 39 | 7 | 2 | 7 | 0 | 0 | 178 | 242 | 41 | 2 | 0 | 3 | 2 | 0 | 290 | | |
| 09:30 | 115 | 44 | 7 | 1 | 4 | 0 | 0 | 171 | 204 | 39 | 15 | 2 | 1 | 1 | 0 | 262 | | |
| 09:45 | 104 | 30 | 3 | 5 | 2 | 2 | 0 | 146 | 162 | 29 | 6 | 5 | 1 | 4 | 0 | 207 | | |
| 16:00 | 291 | 50 | 3 | 2 | 2 | 0 | 0 | 348 | 126 | 25 | 0 | 0 | 3 | 0 | 0 | 154 | | |
| 16:15 | 241 | 37 | 0 | 1 | 6 | 1 | 1 | 287 | 137 | 31 | 1 | 0 | 0 | 0 | 0 | 169 | | |
| 16:30 | 268 | 32 | 2 | 0 | 3 | 1 | 0 | 306 | 128 | 33 | 0 | 2 | 1 | 0 | 0 | 164 | | |
| 16:45 | 255 | 41 | 4 | 1 | 0 | 1 | 0 | 302 | 127 | 23 | 0 | 0 | 1 | 2 | 1 | 154 | | |
| 17:00 | 286 | 32 | 1 | 1 | 3 | 1 | 1 | 325 | 149 | 19 | 1 | 0 | 1 | 0 | 0 | 170 | | |
| 17:15 | 300 | 22 | 1 | 1 | 4 | 4 | 0 | 332 | 151 | 20 | 0 | 0 | 2 | 3 | 0 | 176 | | |
| 17:30 | 282 | 25 | 0 | 0 | 2 | 3 | 1 | 313 | 141 | 21 | 1 | 1 | 1 | 2 | 0 | 167 | | |
| 17:45 | 217 | 15 | 0 | 0 | 3 | 1 | 0 | 236 | 162 | 16 | 0 | 3 | 2 | 0 | 1 | 184 | | |
| 18:00 | 228 | 14 | 1 | 0 | 2 | 2 | 1 | 248 | 156 | 10 | 1 | 1 | 2 | 2 | 0 | 172 | | |
| 18:15 | 200 | 10 | 1 | 0 | 5 | 0 | 0 | 216 | 132 | 13 | 1 | 2 | 1 | 3 | 1 | 153 | | |
| 18:30 | 168 | 9 | 1 | 0 | 5 | 1 | 0 | 184 | 111 | 11 | 0 | 1 | 0 | 1 | 3 | 127 | | |
| 18:45 | 129 | 9 | 0 | 0 | 4 | 0 | 0 | 142 | 131 | 14 | 0 | 1 | 2 | 0 | 0 | 148 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 390 | 128 | 16 | 13 | 8 | 4 | 2 | 561 | 758 | 220 | 11 | 8 | 9 | 4 | 0 | 1010 | | |
| 07:15 | 451 | 152 | 19 | 11 | 11 | 5 | 0 | 649 | 843 | 223 | 13 | 5 | 8 | 5 | 0 | 1097 | | |
| 07:30 | 520 | 147 | 21 | 7 | 16 | 3 | 1 | 715 | 1007 | 222 | 17 | 7 | 10 | 6 | 0 | 1269 | | |
| 07:45 | 589 | 137 | 21 | 8 | 17 | 2 | 1 | 775 | 1103 | 204 | 20 | 13 | 9 | 5 | 0 | 1354 | | |
| 08:00 | 602 | 139 | 19 | 8 | 15 | 1 | 4 | 788 | 1173 | 184 | 20 | 10 | 9 | 5 | 0 | 1401 | | |
| 08:15 | 638 | 137 | 25 | 9 | 16 | 0 | 5 | 830 | 1295 | 178 | 22 | 9 | 9 | 5 | 0 | 1518 | | |
| 08:30 | 600 | 143 | 29 | 9 | 16 | 0 | 4 | 801 | 1216 | 173 | 17 | 7 | 8 | 5 | 0 | 1426 | | |
| 08:45 | 548 | 157 | 31 | 8 | 16 | 0 | 4 | 764 | 1111 | 168 | 27 | 2 | 7 | 6 | 0 | 1321 | | |
| 09:00 | 505 | 153 | 27 | 11 | 17 | 2 | 1 | 716 | 954 | 151 | 28 | 7 | 7 | 9 | 0 | 1156 | | |
| 16:00 | 1055 | 160 | 9 | 4 | 11 | 3 | 1 | 1243 | 518 | 112 | 1 | 2 | 5 | 2 | 1 | 641 | | |
| 16:15 | 1050 | 142 | 7 | 3 | 12 | 4 | 2 | 1220 | 541 | 106 | 2 | 2 | 3 | 2 | 1 | 657 | | |
| 16:30 | 1109 | 127 | 8 | 3 | 10 | 7 | 1 | 1265 | 555 | 95 | 1 | 2 | 5 | 5 | 1 | 664 | | |
| 16:45 | 1123 | 120 | 6 | 3 | 9 | 9 | 2 | 1272 | 568 | 83 | 2 | 1 | 5 | 7 | 1 | 667 | | |
| 17:00 | 1085 | 94 | 2 | 2 | 12 | 9 | 2 | 1206 | 603 | 76 | 2 | 4 | 6 | 5 | 1 | 697 | | |
| 17:15 | 1027 | 76 | 2 | 1 | 11 | 10 | 2 | 1129 | 610 | 67 | 2 | 5 | 7 | 7 | 1 | 699 | | |
| 17:30 | 927 | 64 | 2 | 0 | 12 | 6 | 2 | 1013 | 591 | 60 | 3 | 7 | 6 | 7 | 2 | 676 | | |
| 17:45 | 813 | 48 | 3 | 0 | 15 | 4 | 1 | 884 | 561 | 50 | 2 | 7 | 5 | 6 | 5 | 636 | | |
| 18:00 | 725 | 42 | 3 | 0 | 16 | 3 | 1 | 790 | 530 | 48 | 2 | 5 | 5 | 6 | 4 | 600 | | |

Intelligent Data Collection Limited



Client: Mott McDonald **Date of Survey:** 07.12.2021
Project Number: ID06180 **Junction Name:** A1309 Milton Road / Cowley Road
Junction Number: Site 12 **Junction Type:** T-Junction

| Total Junction Flow | | | | | | | | |
|---------------------|--------------|-----|------|------|-------|-----|-------|-------|
| Time | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 249 | 85 | 8 | 16 | 6 | 1 | 2 | 367 |
| 07:15 | 305 | 110 | 12 | 13 | 6 | 4 | 0 | 450 |
| 07:30 | 370 | 124 | 13 | 11 | 6 | 3 | 0 | 527 |
| 07:45 | 467 | 117 | 20 | 17 | 6 | 2 | 0 | 629 |
| 08:00 | 423 | 118 | 14 | 10 | 5 | 3 | 0 | 573 |
| 08:15 | 590 | 91 | 18 | 14 | 11 | 2 | 1 | 727 |
| 08:30 | 578 | 89 | 18 | 14 | 6 | 0 | 0 | 705 |
| 08:45 | 585 | 93 | 17 | 8 | 4 | 1 | 3 | 711 |
| 09:00 | 607 | 99 | 20 | 10 | 6 | 2 | 1 | 745 |
| 09:15 | 429 | 95 | 18 | 12 | 10 | 4 | 0 | 568 |
| 09:30 | 364 | 104 | 29 | 12 | 5 | 2 | 0 | 516 |
| 09:45 | 303 | 77 | 17 | 15 | 4 | 6 | 0 | 422 |
| 16:00 | 510 | 93 | 9 | 5 | 5 | 1 | 0 | 623 |
| 16:15 | 449 | 87 | 6 | 6 | 7 | 1 | 1 | 557 |
| 16:30 | 498 | 80 | 4 | 4 | 6 | 1 | 0 | 593 |
| 16:45 | 470 | 81 | 5 | 3 | 1 | 3 | 1 | 564 |
| 17:00 | 548 | 60 | 2 | 5 | 4 | 3 | 1 | 623 |
| 17:15 | 526 | 49 | 3 | 6 | 6 | 7 | 0 | 597 |
| 17:30 | 515 | 55 | 2 | 4 | 3 | 5 | 1 | 585 |
| 17:45 | 445 | 39 | 1 | 8 | 7 | 1 | 1 | 502 |
| 18:00 | 454 | 31 | 2 | 4 | 5 | 4 | 1 | 501 |
| 18:15 | 405 | 26 | 2 | 3 | 7 | 4 | 1 | 448 |
| 18:30 | 329 | 21 | 1 | 3 | 8 | 4 | 3 | 369 |
| 18:45 | 305 | 28 | 0 | 2 | 10 | 0 | 0 | 345 |
| Start Time | Rolling Hour | | | | | | | Total |
| 07:00 | 1391 | 436 | 53 | 57 | 24 | 10 | 2 | 1973 |
| 07:15 | 1565 | 469 | 59 | 51 | 23 | 12 | 0 | 2179 |
| 07:30 | 1850 | 450 | 65 | 52 | 28 | 10 | 1 | 2456 |
| 07:45 | 2058 | 415 | 70 | 55 | 28 | 7 | 1 | 2634 |
| 08:00 | 2176 | 391 | 67 | 46 | 26 | 6 | 4 | 2716 |
| 08:15 | 2360 | 372 | 73 | 46 | 27 | 5 | 5 | 2888 |
| 08:30 | 2199 | 376 | 73 | 44 | 26 | 7 | 4 | 2729 |
| 08:45 | 1985 | 391 | 84 | 42 | 25 | 9 | 4 | 2540 |
| 09:00 | 1703 | 375 | 84 | 49 | 25 | 14 | 1 | 2251 |
| 16:00 | 1927 | 341 | 24 | 18 | 19 | 6 | 2 | 2337 |
| 16:15 | 1965 | 308 | 17 | 18 | 18 | 8 | 3 | 2337 |
| 16:30 | 2042 | 270 | 14 | 18 | 17 | 14 | 2 | 2377 |
| 16:45 | 2059 | 245 | 12 | 18 | 14 | 18 | 3 | 2369 |
| 17:00 | 2034 | 203 | 8 | 23 | 20 | 16 | 3 | 2307 |
| 17:15 | 1940 | 174 | 8 | 22 | 21 | 17 | 3 | 2185 |
| 17:30 | 1819 | 151 | 7 | 19 | 22 | 14 | 4 | 2036 |
| 17:45 | 1633 | 117 | 6 | 18 | 27 | 13 | 6 | 1820 |
| 18:00 | 1493 | 106 | 5 | 12 | 30 | 12 | 5 | 1663 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 12

Date of Survey: 07.12.2021
 Junction Name: A1309 Milton Road / Cowley Road
 Junction Type: T-Junction

Arm A: A1309 Milton Road (N)
 Arm B: Cowley Road (E)

Arm C: A1309 Milton Road (S)

| PCU Summary | | | | | | | | | | | | | | | | |
|-------------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Time | A1 to A | A1 to C | A1 to B | A2 to A | A2 to C | A2 to B | A3 to A | A3 to C | A3 to B | A4 to A | A4 to C | A4 to B | B1 to B | B1 to A | B1 to C | B2 to B |
| 07:00 | 0 | 26 | 0 | 0 | 36 | 0 | 0 | 136 | 0 | 0 | 0 | 70 | 0 | 11 | 0 | 0 |
| 07:15 | 0 | 29 | 0 | 0 | 44 | 0 | 0 | 135 | 0 | 0 | 0 | 79 | 0 | 16 | 0 | 0 |
| 07:30 | 0 | 29 | 0 | 0 | 62 | 0 | 0 | 193 | 0 | 0 | 0 | 85 | 0 | 6 | 0 | 0 |
| 07:45 | 0 | 56 | 0 | 0 | 71 | 0 | 0 | 197 | 0 | 0 | 0 | 100 | 0 | 22 | 0 | 0 |
| 08:00 | 0 | 60 | 0 | 0 | 65 | 0 | 0 | 152 | 0 | 0 | 0 | 82 | 0 | 30 | 0 | 0 |
| 08:15 | 0 | 70 | 0 | 0 | 95 | 0 | 0 | 219 | 0 | 0 | 0 | 119 | 0 | 15 | 0 | 0 |
| 08:30 | 0 | 78 | 0 | 0 | 116 | 0 | 0 | 177 | 0 | 0 | 0 | 111 | 0 | 14 | 0 | 0 |
| 08:45 | 0 | 71 | 0 | 0 | 130 | 0 | 0 | 166 | 0 | 0 | 0 | 133 | 0 | 7 | 0 | 0 |
| 09:00 | 0 | 74 | 0 | 0 | 111 | 0 | 0 | 206 | 0 | 0 | 0 | 108 | 0 | 12 | 0 | 0 |
| 09:15 | 0 | 48 | 0 | 0 | 70 | 0 | 0 | 170 | 0 | 0 | 0 | 85 | 0 | 16 | 0 | 0 |
| 09:30 | 0 | 30 | 0 | 0 | 44 | 0 | 0 | 190 | 0 | 0 | 0 | 62 | 0 | 14 | 0 | 0 |
| 09:45 | 0 | 17 | 0 | 0 | 49 | 0 | 0 | 140 | 0 | 0 | 0 | 56 | 0 | 18 | 0 | 0 |
| 16:00 | 0 | 1 | 0 | 0 | 18 | 0 | 0 | 127 | 0 | 0 | 0 | 36 | 0 | 40 | 0 | 0 |
| 16:15 | 0 | 5 | 0 | 0 | 13 | 0 | 0 | 143 | 0 | 0 | 0 | 35 | 0 | 25 | 0 | 0 |
| 16:30 | 0 | 10 | 0 | 0 | 16 | 0 | 0 | 134 | 0 | 0 | 0 | 32 | 0 | 47 | 0 | 0 |
| 16:45 | 0 | 9 | 0 | 0 | 10 | 0 | 0 | 124 | 0 | 0 | 0 | 27 | 0 | 35 | 0 | 0 |
| 17:00 | 0 | 14 | 0 | 0 | 22 | 0 | 0 | 120 | 0 | 0 | 0 | 25 | 0 | 44 | 0 | 0 |
| 17:15 | 0 | 10 | 0 | 0 | 22 | 0 | 0 | 134 | 0 | 0 | 0 | 25 | 0 | 33 | 0 | 0 |
| 17:30 | 0 | 11 | 0 | 0 | 10 | 0 | 0 | 131 | 0 | 0 | 0 | 21 | 0 | 37 | 0 | 0 |
| 17:45 | 0 | 12 | 0 | 0 | 20 | 0 | 0 | 138 | 0 | 0 | 0 | 27 | 0 | 35 | 0 | 0 |
| 18:00 | 0 | 7 | 0 | 0 | 11 | 0 | 0 | 143 | 0 | 0 | 0 | 23 | 0 | 29 | 0 | 0 |
| 18:15 | 0 | 2 | 0 | 0 | 8 | 0 | 0 | 134 | 0 | 0 | 0 | 19 | 0 | 26 | 0 | 0 |
| 18:30 | 0 | 3 | 0 | 0 | 11 | 0 | 0 | 100 | 0 | 0 | 0 | 21 | 0 | 15 | 0 | 0 |
| 18:45 | 0 | 10 | 0 | 0 | 5 | 0 | 0 | 131 | 0 | 0 | 0 | 19 | 0 | 20 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | | | | | | | | |
| 07:00 | 0 | 140 | 0 | 0 | 213 | 0 | 0 | 661 | 0 | 0 | 0 | 334 | 0 | 55 | 0 | 0 |
| 07:15 | 0 | 174 | 0 | 0 | 243 | 0 | 0 | 677 | 0 | 0 | 0 | 346 | 0 | 74 | 0 | 0 |
| 07:30 | 0 | 215 | 0 | 0 | 293 | 0 | 0 | 761 | 0 | 0 | 0 | 386 | 0 | 73 | 0 | 0 |
| 07:45 | 0 | 264 | 0 | 0 | 347 | 0 | 0 | 744 | 0 | 0 | 0 | 412 | 0 | 81 | 0 | 0 |
| 08:00 | 0 | 279 | 0 | 0 | 406 | 0 | 0 | 714 | 0 | 0 | 0 | 444 | 0 | 66 | 0 | 0 |
| 08:15 | 0 | 293 | 0 | 0 | 452 | 0 | 0 | 768 | 0 | 0 | 0 | 470 | 0 | 48 | 0 | 0 |
| 08:30 | 0 | 272 | 0 | 0 | 427 | 0 | 0 | 718 | 0 | 0 | 0 | 436 | 0 | 49 | 0 | 0 |
| 08:45 | 0 | 223 | 0 | 0 | 355 | 0 | 0 | 731 | 0 | 0 | 0 | 388 | 0 | 49 | 0 | 0 |
| 09:00 | 0 | 169 | 0 | 0 | 275 | 0 | 0 | 705 | 0 | 0 | 0 | 312 | 0 | 60 | 0 | 0 |
| 16:00 | 0 | 25 | 0 | 0 | 57 | 0 | 0 | 528 | 0 | 0 | 0 | 130 | 0 | 146 | 0 | 0 |
| 16:15 | 0 | 38 | 0 | 0 | 61 | 0 | 0 | 521 | 0 | 0 | 0 | 118 | 0 | 150 | 0 | 0 |
| 16:30 | 0 | 43 | 0 | 0 | 70 | 0 | 0 | 513 | 0 | 0 | 0 | 108 | 0 | 158 | 0 | 0 |
| 16:45 | 0 | 44 | 0 | 0 | 64 | 0 | 0 | 510 | 0 | 0 | 0 | 97 | 0 | 149 | 0 | 0 |
| 17:00 | 0 | 47 | 0 | 0 | 74 | 0 | 0 | 524 | 0 | 0 | 0 | 97 | 0 | 149 | 0 | 0 |
| 17:15 | 0 | 40 | 0 | 0 | 62 | 0 | 0 | 547 | 0 | 0 | 0 | 95 | 0 | 134 | 0 | 0 |
| 17:30 | 0 | 32 | 0 | 0 | 48 | 0 | 0 | 547 | 0 | 0 | 0 | 90 | 0 | 127 | 0 | 0 |
| 17:45 | 0 | 24 | 0 | 0 | 49 | 0 | 0 | 516 | 0 | 0 | 0 | 89 | 0 | 105 | 0 | 0 |
| 18:00 | 0 | 22 | 0 | 0 | 34 | 0 | 0 | 509 | 0 | 0 | 0 | 81 | 0 | 90 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 12

Date of Survey: 07.12.2021
 Junction Name: A1309 Milton Road / Cowley Road
 Junction Type: T-Junction

Arm A: A1309 Milton Road (N)
 Arm B: Cowley Road (E)

Arm C: A1309 Milton Road (S)

| PCU Summary | | | | | | | | | | | | | | |
|-------------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Time | B2 to A | B2 to C | B3 to B | B3 to A | B3 to C | C1 to C | C1 to B | C1 to A | C2 to C | C2 to B | C2 to A | C3 to C | C3 to B | C3 to A |
| 07:00 | 19 | 0 | 0 | 0 | 3 | 0 | 9 | 0 | 0 | 0 | 22 | 0 | 0 | 64 |
| 07:15 | 19 | 0 | 0 | 0 | 5 | 0 | 15 | 0 | 0 | 0 | 30 | 0 | 0 | 105 |
| 07:30 | 20 | 0 | 0 | 0 | 3 | 0 | 19 | 0 | 0 | 0 | 35 | 0 | 0 | 101 |
| 07:45 | 21 | 0 | 0 | 0 | 9 | 0 | 23 | 0 | 0 | 0 | 62 | 0 | 0 | 106 |
| 08:00 | 15 | 0 | 0 | 0 | 6 | 0 | 24 | 0 | 0 | 0 | 69 | 0 | 0 | 94 |
| 08:15 | 21 | 0 | 0 | 0 | 8 | 0 | 26 | 0 | 0 | 0 | 98 | 0 | 0 | 94 |
| 08:30 | 16 | 0 | 0 | 0 | 10 | 0 | 31 | 0 | 0 | 0 | 83 | 0 | 0 | 104 |
| 08:45 | 17 | 0 | 0 | 0 | 8 | 0 | 31 | 0 | 0 | 0 | 77 | 0 | 0 | 91 |
| 09:00 | 19 | 0 | 0 | 0 | 9 | 0 | 40 | 0 | 0 | 0 | 99 | 0 | 0 | 95 |
| 09:15 | 15 | 0 | 0 | 0 | 6 | 0 | 38 | 0 | 0 | 0 | 67 | 0 | 0 | 87 |
| 09:30 | 21 | 0 | 0 | 0 | 9 | 0 | 34 | 0 | 0 | 0 | 85 | 0 | 0 | 62 |
| 09:45 | 7 | 0 | 0 | 0 | 9 | 0 | 17 | 0 | 0 | 0 | 73 | 0 | 0 | 65 |
| 16:00 | 51 | 0 | 0 | 0 | 11 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 336 |
| 16:15 | 51 | 0 | 0 | 0 | 9 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 276 |
| 16:30 | 50 | 0 | 0 | 0 | 7 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 284 |
| 16:45 | 50 | 0 | 0 | 0 | 9 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 289 |
| 17:00 | 63 | 0 | 0 | 0 | 16 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 306 |
| 17:15 | 38 | 0 | 0 | 0 | 10 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 313 |
| 17:30 | 52 | 0 | 0 | 0 | 16 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 298 |
| 17:45 | 29 | 0 | 0 | 0 | 19 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 227 |
| 18:00 | 34 | 0 | 0 | 0 | 14 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 232 |
| 18:15 | 36 | 0 | 0 | 0 | 10 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 209 |
| 18:30 | 27 | 0 | 0 | 0 | 11 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 170 |
| 18:45 | 21 | 0 | 0 | 0 | 5 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 129 |
| Start Time | Rolling Hour | | | | | | | | | | | | | |
| 07:00 | 79 | 0 | 0 | 0 | 19 | 0 | 65 | 0 | 0 | 0 | 149 | 0 | 0 | 375 |
| 07:15 | 75 | 0 | 0 | 0 | 22 | 0 | 80 | 0 | 0 | 0 | 196 | 0 | 0 | 405 |
| 07:30 | 77 | 0 | 0 | 0 | 25 | 0 | 91 | 0 | 0 | 0 | 264 | 0 | 0 | 393 |
| 07:45 | 73 | 0 | 0 | 0 | 32 | 0 | 103 | 0 | 0 | 0 | 312 | 0 | 0 | 396 |
| 08:00 | 69 | 0 | 0 | 0 | 31 | 0 | 111 | 0 | 0 | 0 | 327 | 0 | 0 | 382 |
| 08:15 | 73 | 0 | 0 | 0 | 34 | 0 | 127 | 0 | 0 | 0 | 357 | 0 | 0 | 383 |
| 08:30 | 67 | 0 | 0 | 0 | 32 | 0 | 139 | 0 | 0 | 0 | 325 | 0 | 0 | 376 |
| 08:45 | 73 | 0 | 0 | 0 | 32 | 0 | 142 | 0 | 0 | 0 | 327 | 0 | 0 | 334 |
| 09:00 | 62 | 0 | 0 | 0 | 33 | 0 | 128 | 0 | 0 | 0 | 323 | 0 | 0 | 308 |
| 16:00 | 202 | 0 | 0 | 0 | 36 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 0 | 1184 |
| 16:15 | 214 | 0 | 0 | 0 | 41 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 1155 |
| 16:30 | 202 | 0 | 0 | 0 | 42 | 0 | 86 | 0 | 0 | 0 | 0 | 0 | 0 | 1192 |
| 16:45 | 203 | 0 | 0 | 0 | 51 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 1206 |
| 17:00 | 182 | 0 | 0 | 0 | 61 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 1145 |
| 17:15 | 153 | 0 | 0 | 0 | 59 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 1071 |
| 17:30 | 151 | 0 | 0 | 0 | 59 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 967 |
| 17:45 | 126 | 0 | 0 | 0 | 54 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 839 |
| 18:00 | 118 | 0 | 0 | 0 | 40 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 740 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 12
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Junction Name: A1309 Milton Road / Cowley Road
Survey Type: Queue Length Survey

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------|--------------|----------------------------|
| 52.232796 | 0.150627 | Click Here |



Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

| Lights | Heavies |
|--------|---------|
| 6 | 15 |

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

Due to heavy sunlight and headlight glare, queues for Arm C may not be accurate during the first 45 minutes of the AM Peak on the 7th and 8th, and throughout the survey on the 4th. The PM Peak on December 7th and 8th were unable to be analysed.

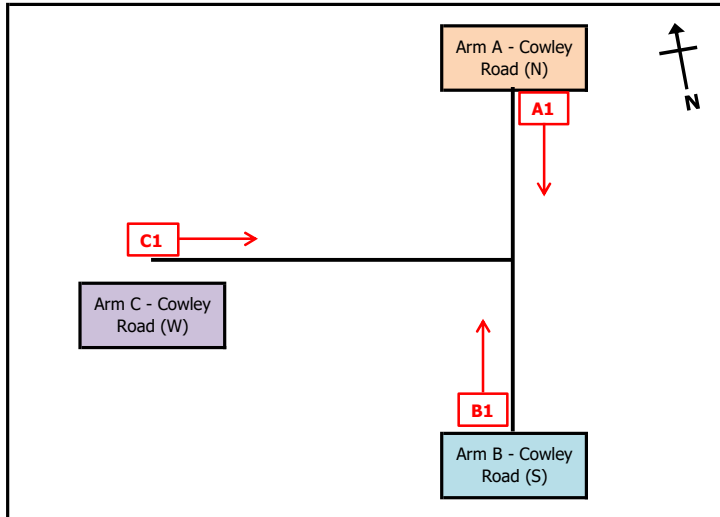
Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Cowley Road
 Junction Number: Site 13 Junction Type: T-Junction

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------------|--------------------|----------------------------|
| 52.232433 | 0.151923 | Click Here |
| AM Peak Conditions | PM Peak Conditions | |
| Clear | Showers | |

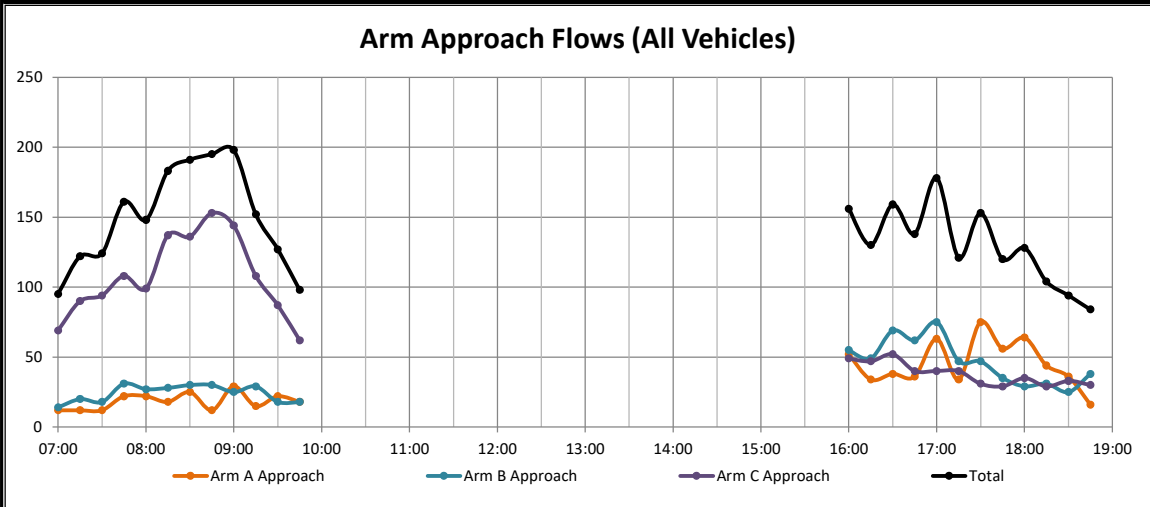
Junction Layout



Aerial Mapping and On-site Camera View



Junction Flow Profile



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

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Cowley Road
 Junction Number: Site 13 Junction Type: T-Junction

| Time | Arm A Approach | | | | | | | | Arm A Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 3 | 3 | 3 | 2 | 0 | 0 | 1 | 12 | 12 | 3 | 1 | 2 | 0 | 0 | 0 | 18 | | |
| 07:15 | 3 | 0 | 2 | 4 | 0 | 0 | 3 | 12 | 10 | 3 | 4 | 2 | 0 | 0 | 0 | 19 | | |
| 07:30 | 2 | 0 | 3 | 1 | 0 | 0 | 6 | 12 | 18 | 4 | 4 | 4 | 0 | 0 | 0 | 30 | | |
| 07:45 | 8 | 1 | 5 | 4 | 0 | 0 | 4 | 22 | 32 | 2 | 4 | 5 | 0 | 0 | 2 | 45 | | |
| 08:00 | 6 | 3 | 4 | 4 | 0 | 0 | 5 | 22 | 39 | 5 | 3 | 3 | 0 | 0 | 2 | 52 | | |
| 08:15 | 3 | 1 | 5 | 1 | 0 | 0 | 8 | 18 | 54 | 5 | 2 | 2 | 0 | 0 | 5 | 68 | | |
| 08:30 | 8 | 2 | 3 | 2 | 0 | 0 | 10 | 25 | 65 | 4 | 3 | 1 | 0 | 0 | 7 | 80 | | |
| 08:45 | 1 | 1 | 0 | 2 | 0 | 0 | 8 | 12 | 70 | 1 | 4 | 1 | 0 | 0 | 13 | 89 | | |
| 09:00 | 10 | 2 | 3 | 2 | 0 | 0 | 12 | 29 | 75 | 7 | 2 | 3 | 0 | 0 | 6 | 93 | | |
| 09:15 | 7 | 1 | 2 | 0 | 0 | 0 | 5 | 15 | 46 | 6 | 6 | 6 | 0 | 1 | 5 | 70 | | |
| 09:30 | 2 | 6 | 9 | 4 | 0 | 0 | 1 | 22 | 29 | 8 | 5 | 3 | 0 | 0 | 2 | 47 | | |
| 09:45 | 7 | 3 | 7 | 1 | 0 | 0 | 0 | 18 | 16 | 2 | 3 | 4 | 0 | 1 | 0 | 26 | | |
| 16:00 | 38 | 5 | 3 | 2 | 0 | 0 | 4 | 52 | 2 | 3 | 2 | 3 | 0 | 0 | 0 | 10 | | |
| 16:15 | 23 | 6 | 3 | 1 | 0 | 0 | 1 | 34 | 4 | 2 | 1 | 3 | 0 | 0 | 0 | 10 | | |
| 16:30 | 32 | 3 | 0 | 0 | 0 | 0 | 3 | 38 | 5 | 1 | 2 | 2 | 0 | 0 | 0 | 10 | | |
| 16:45 | 31 | 1 | 1 | 0 | 0 | 0 | 3 | 36 | 11 | 1 | 1 | 2 | 0 | 0 | 0 | 15 | | |
| 17:00 | 55 | 5 | 0 | 0 | 0 | 1 | 2 | 63 | 8 | 1 | 0 | 4 | 0 | 0 | 3 | 16 | | |
| 17:15 | 27 | 0 | 0 | 2 | 0 | 0 | 5 | 34 | 3 | 0 | 2 | 3 | 0 | 0 | 0 | 8 | | |
| 17:30 | 64 | 2 | 1 | 0 | 0 | 0 | 8 | 75 | 8 | 2 | 0 | 2 | 0 | 0 | 3 | 15 | | |
| 17:45 | 41 | 4 | 0 | 0 | 0 | 0 | 11 | 56 | 5 | 1 | 0 | 5 | 0 | 0 | 2 | 13 | | |
| 18:00 | 54 | 2 | 0 | 1 | 0 | 0 | 7 | 64 | 6 | 1 | 0 | 1 | 0 | 0 | 3 | 11 | | |
| 18:15 | 37 | 1 | 0 | 1 | 0 | 2 | 3 | 44 | 7 | 0 | 0 | 1 | 0 | 0 | 1 | 9 | | |
| 18:30 | 29 | 0 | 0 | 1 | 0 | 0 | 6 | 36 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 4 | | |
| 18:45 | 11 | 0 | 0 | 1 | 0 | 0 | 4 | 16 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 16 | 4 | 13 | 11 | 0 | 0 | 14 | 58 | 72 | 12 | 13 | 13 | 0 | 0 | 2 | 112 | | |
| 07:15 | 19 | 4 | 14 | 13 | 0 | 0 | 18 | 68 | 99 | 14 | 15 | 14 | 0 | 0 | 4 | 146 | | |
| 07:30 | 19 | 5 | 17 | 10 | 0 | 0 | 23 | 74 | 143 | 16 | 13 | 14 | 0 | 0 | 9 | 195 | | |
| 07:45 | 25 | 7 | 17 | 11 | 0 | 0 | 27 | 87 | 190 | 16 | 12 | 11 | 0 | 0 | 16 | 245 | | |
| 08:00 | 18 | 7 | 12 | 9 | 0 | 0 | 31 | 77 | 228 | 15 | 12 | 7 | 0 | 0 | 27 | 289 | | |
| 08:15 | 22 | 6 | 11 | 7 | 0 | 0 | 38 | 84 | 264 | 17 | 11 | 7 | 0 | 0 | 31 | 330 | | |
| 08:30 | 26 | 6 | 8 | 6 | 0 | 0 | 35 | 81 | 256 | 18 | 15 | 11 | 0 | 1 | 31 | 332 | | |
| 08:45 | 20 | 10 | 14 | 8 | 0 | 0 | 26 | 78 | 220 | 22 | 17 | 13 | 0 | 1 | 26 | 299 | | |
| 09:00 | 26 | 12 | 21 | 7 | 0 | 0 | 18 | 84 | 166 | 23 | 16 | 16 | 0 | 2 | 13 | 236 | | |
| 16:00 | 124 | 15 | 7 | 3 | 0 | 0 | 11 | 160 | 22 | 7 | 6 | 10 | 0 | 0 | 0 | 45 | | |
| 16:15 | 141 | 15 | 4 | 1 | 0 | 1 | 9 | 171 | 28 | 5 | 4 | 11 | 0 | 0 | 3 | 51 | | |
| 16:30 | 145 | 9 | 1 | 2 | 0 | 1 | 13 | 171 | 27 | 3 | 5 | 11 | 0 | 0 | 3 | 49 | | |
| 16:45 | 177 | 8 | 2 | 2 | 0 | 1 | 18 | 208 | 30 | 4 | 3 | 11 | 0 | 0 | 6 | 54 | | |
| 17:00 | 187 | 11 | 1 | 2 | 0 | 1 | 26 | 228 | 24 | 4 | 2 | 14 | 0 | 0 | 8 | 52 | | |
| 17:15 | 186 | 8 | 1 | 3 | 0 | 0 | 31 | 229 | 22 | 4 | 2 | 11 | 0 | 0 | 8 | 47 | | |
| 17:30 | 196 | 9 | 1 | 2 | 0 | 2 | 29 | 239 | 26 | 4 | 0 | 9 | 0 | 0 | 9 | 48 | | |
| 17:45 | 161 | 7 | 0 | 3 | 0 | 2 | 27 | 200 | 20 | 2 | 0 | 8 | 0 | 0 | 7 | 37 | | |
| 18:00 | 131 | 3 | 0 | 4 | 0 | 2 | 20 | 160 | 21 | 2 | 0 | 3 | 0 | 0 | 5 | 31 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Cowley Road
 Junction Number: Site 13 Junction Type: T-Junction

| Time | Arm B Approach | | | | | | | | Arm B Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 5 | 4 | 1 | 1 | 3 | 0 | 0 | 14 | 31 | 15 | 1 | 5 | 0 | 0 | 1 | 53 | | |
| 07:15 | 8 | 7 | 2 | 2 | 1 | 0 | 0 | 20 | 46 | 20 | 1 | 1 | 2 | 2 | 3 | 75 | | |
| 07:30 | 10 | 4 | 0 | 4 | 0 | 0 | 0 | 18 | 44 | 16 | 2 | 2 | 2 | 1 | 6 | 73 | | |
| 07:45 | 14 | 9 | 2 | 2 | 2 | 0 | 2 | 31 | 50 | 11 | 1 | 4 | 1 | 0 | 4 | 71 | | |
| 08:00 | 11 | 10 | 2 | 2 | 0 | 0 | 2 | 27 | 37 | 12 | 1 | 2 | 1 | 0 | 5 | 58 | | |
| 08:15 | 10 | 6 | 2 | 6 | 0 | 0 | 4 | 28 | 57 | 10 | 3 | 3 | 1 | 0 | 8 | 82 | | |
| 08:30 | 12 | 6 | 3 | 2 | 0 | 0 | 7 | 30 | 53 | 9 | 0 | 2 | 1 | 0 | 10 | 75 | | |
| 08:45 | 12 | 3 | 1 | 3 | 0 | 0 | 11 | 30 | 60 | 10 | 3 | 2 | 2 | 0 | 8 | 85 | | |
| 09:00 | 9 | 5 | 2 | 3 | 0 | 0 | 6 | 25 | 47 | 8 | 2 | 1 | 2 | 0 | 12 | 72 | | |
| 09:15 | 7 | 9 | 4 | 3 | 0 | 1 | 5 | 29 | 28 | 6 | 3 | 3 | 4 | 1 | 5 | 50 | | |
| 09:30 | 6 | 6 | 0 | 4 | 0 | 0 | 2 | 18 | 22 | 19 | 0 | 2 | 1 | 1 | 1 | 46 | | |
| 09:45 | 11 | 6 | 0 | 1 | 0 | 0 | 0 | 18 | 25 | 11 | 1 | 2 | 2 | 0 | 0 | 41 | | |
| 16:00 | 45 | 9 | 0 | 0 | 0 | 1 | 0 | 55 | 30 | 9 | 2 | 1 | 0 | 0 | 4 | 46 | | |
| 16:15 | 36 | 10 | 1 | 2 | 0 | 0 | 0 | 49 | 28 | 7 | 0 | 0 | 4 | 0 | 1 | 40 | | |
| 16:30 | 58 | 8 | 1 | 0 | 2 | 0 | 0 | 69 | 36 | 7 | 0 | 0 | 1 | 0 | 3 | 47 | | |
| 16:45 | 53 | 9 | 0 | 0 | 0 | 0 | 0 | 62 | 22 | 6 | 0 | 0 | 0 | 1 | 2 | 31 | | |
| 17:00 | 65 | 7 | 0 | 0 | 0 | 0 | 3 | 75 | 26 | 4 | 0 | 1 | 1 | 2 | 2 | 36 | | |
| 17:15 | 44 | 3 | 0 | 0 | 0 | 0 | 0 | 47 | 26 | 4 | 0 | 0 | 2 | 0 | 5 | 37 | | |
| 17:30 | 38 | 7 | 0 | 0 | 0 | 0 | 2 | 47 | 18 | 2 | 0 | 1 | 0 | 0 | 8 | 29 | | |
| 17:45 | 29 | 3 | 0 | 0 | 1 | 0 | 2 | 35 | 13 | 1 | 1 | 0 | 3 | 0 | 11 | 29 | | |
| 18:00 | 25 | 2 | 0 | 0 | 0 | 0 | 2 | 29 | 28 | 3 | 0 | 0 | 1 | 0 | 7 | 39 | | |
| 18:15 | 29 | 1 | 0 | 0 | 0 | 0 | 1 | 31 | 14 | 2 | 1 | 0 | 4 | 0 | 3 | 24 | | |
| 18:30 | 23 | 0 | 0 | 0 | 0 | 1 | 1 | 25 | 28 | 1 | 0 | 0 | 5 | 1 | 6 | 41 | | |
| 18:45 | 35 | 3 | 0 | 0 | 0 | 0 | 0 | 38 | 15 | 2 | 0 | 0 | 8 | 0 | 4 | 29 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 37 | 24 | 5 | 9 | 6 | 0 | 2 | 83 | 171 | 62 | 5 | 12 | 5 | 3 | 14 | 272 | | |
| 07:15 | 43 | 30 | 6 | 10 | 3 | 0 | 4 | 96 | 177 | 59 | 5 | 9 | 6 | 3 | 18 | 277 | | |
| 07:30 | 45 | 29 | 6 | 14 | 2 | 0 | 8 | 104 | 188 | 49 | 7 | 11 | 5 | 1 | 23 | 284 | | |
| 07:45 | 47 | 31 | 9 | 12 | 2 | 0 | 15 | 116 | 197 | 42 | 5 | 11 | 4 | 0 | 27 | 286 | | |
| 08:00 | 45 | 25 | 8 | 13 | 0 | 0 | 24 | 115 | 207 | 41 | 7 | 9 | 5 | 0 | 31 | 300 | | |
| 08:15 | 43 | 20 | 8 | 14 | 0 | 0 | 28 | 113 | 217 | 37 | 8 | 8 | 6 | 0 | 38 | 314 | | |
| 08:30 | 40 | 23 | 10 | 11 | 0 | 1 | 29 | 114 | 188 | 33 | 8 | 8 | 9 | 1 | 35 | 282 | | |
| 08:45 | 34 | 23 | 7 | 13 | 0 | 1 | 24 | 102 | 157 | 43 | 8 | 8 | 9 | 2 | 26 | 253 | | |
| 09:00 | 33 | 26 | 6 | 11 | 0 | 1 | 13 | 90 | 122 | 44 | 6 | 8 | 9 | 2 | 18 | 209 | | |
| 16:00 | 192 | 36 | 2 | 2 | 2 | 1 | 0 | 235 | 116 | 29 | 2 | 1 | 5 | 1 | 10 | 164 | | |
| 16:15 | 212 | 34 | 2 | 2 | 2 | 0 | 3 | 255 | 112 | 24 | 0 | 1 | 6 | 3 | 8 | 154 | | |
| 16:30 | 220 | 27 | 1 | 0 | 2 | 0 | 3 | 253 | 110 | 21 | 0 | 1 | 4 | 3 | 12 | 151 | | |
| 16:45 | 200 | 26 | 0 | 0 | 0 | 0 | 5 | 231 | 92 | 16 | 0 | 2 | 3 | 3 | 17 | 133 | | |
| 17:00 | 176 | 20 | 0 | 0 | 1 | 0 | 7 | 204 | 83 | 11 | 1 | 2 | 6 | 2 | 26 | 131 | | |
| 17:15 | 136 | 15 | 0 | 0 | 1 | 0 | 6 | 158 | 85 | 10 | 1 | 1 | 6 | 0 | 31 | 134 | | |
| 17:30 | 121 | 13 | 0 | 0 | 1 | 0 | 7 | 142 | 73 | 8 | 2 | 1 | 8 | 0 | 29 | 121 | | |
| 17:45 | 106 | 6 | 0 | 0 | 1 | 1 | 6 | 120 | 83 | 7 | 2 | 0 | 13 | 1 | 27 | 133 | | |
| 18:00 | 112 | 6 | 0 | 0 | 0 | 1 | 4 | 123 | 85 | 8 | 1 | 0 | 18 | 1 | 20 | 133 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Cowley Road
 Junction Number: Site 13 Junction Type: T-Junction

| Time | Arm C Approach | | | | | | | | Arm C Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 43 | 18 | 2 | 6 | 0 | 0 | 0 | 69 | 8 | 7 | 4 | 2 | 3 | 0 | 0 | 24 | | |
| 07:15 | 56 | 23 | 5 | 2 | 2 | 2 | 0 | 90 | 11 | 7 | 4 | 5 | 1 | 0 | 0 | 28 | | |
| 07:30 | 61 | 20 | 5 | 5 | 2 | 1 | 0 | 94 | 11 | 4 | 2 | 4 | 0 | 0 | 0 | 21 | | |
| 07:45 | 81 | 13 | 5 | 8 | 1 | 0 | 0 | 108 | 21 | 10 | 7 | 5 | 2 | 0 | 0 | 45 | | |
| 08:00 | 74 | 17 | 4 | 3 | 1 | 0 | 0 | 99 | 15 | 13 | 6 | 4 | 0 | 0 | 0 | 38 | | |
| 08:15 | 111 | 15 | 5 | 4 | 1 | 0 | 1 | 137 | 13 | 7 | 7 | 6 | 0 | 0 | 0 | 33 | | |
| 08:30 | 118 | 12 | 3 | 2 | 1 | 0 | 0 | 136 | 20 | 7 | 6 | 3 | 0 | 0 | 0 | 36 | | |
| 08:45 | 129 | 11 | 7 | 2 | 2 | 0 | 2 | 153 | 12 | 4 | 1 | 4 | 0 | 0 | 0 | 21 | | |
| 09:00 | 120 | 15 | 4 | 3 | 2 | 0 | 0 | 144 | 17 | 7 | 5 | 4 | 0 | 0 | 0 | 33 | | |
| 09:15 | 74 | 11 | 9 | 8 | 4 | 2 | 0 | 108 | 14 | 9 | 6 | 2 | 0 | 1 | 0 | 32 | | |
| 09:30 | 51 | 26 | 5 | 3 | 1 | 1 | 0 | 87 | 8 | 11 | 9 | 6 | 0 | 0 | 0 | 34 | | |
| 09:45 | 38 | 12 | 4 | 5 | 2 | 1 | 0 | 62 | 15 | 8 | 7 | 1 | 0 | 0 | 0 | 31 | | |
| 16:00 | 31 | 11 | 4 | 3 | 0 | 0 | 0 | 49 | 82 | 13 | 3 | 1 | 0 | 1 | 0 | 100 | | |
| 16:15 | 31 | 9 | 1 | 2 | 4 | 0 | 0 | 47 | 58 | 16 | 4 | 2 | 0 | 0 | 0 | 80 | | |
| 16:30 | 39 | 8 | 2 | 2 | 1 | 0 | 0 | 52 | 88 | 11 | 1 | 0 | 2 | 0 | 0 | 102 | | |
| 16:45 | 29 | 7 | 1 | 2 | 0 | 1 | 0 | 40 | 80 | 10 | 1 | 0 | 0 | 0 | 1 | 92 | | |
| 17:00 | 30 | 2 | 0 | 5 | 1 | 2 | 0 | 40 | 116 | 9 | 0 | 0 | 0 | 1 | 0 | 126 | | |
| 17:15 | 29 | 4 | 2 | 3 | 2 | 0 | 0 | 40 | 71 | 3 | 0 | 2 | 0 | 0 | 0 | 76 | | |
| 17:30 | 23 | 4 | 0 | 3 | 0 | 0 | 1 | 31 | 99 | 9 | 1 | 0 | 0 | 0 | 0 | 109 | | |
| 17:45 | 18 | 2 | 1 | 5 | 3 | 0 | 0 | 29 | 70 | 7 | 0 | 0 | 1 | 0 | 0 | 78 | | |
| 18:00 | 28 | 4 | 0 | 1 | 1 | 0 | 1 | 35 | 73 | 4 | 0 | 1 | 0 | 0 | 0 | 78 | | |
| 18:15 | 21 | 2 | 1 | 1 | 4 | 0 | 0 | 29 | 66 | 2 | 0 | 1 | 0 | 2 | 0 | 71 | | |
| 18:30 | 25 | 1 | 0 | 1 | 5 | 1 | 0 | 33 | 47 | 0 | 0 | 1 | 0 | 1 | 0 | 49 | | |
| 18:45 | 19 | 3 | 0 | 0 | 8 | 0 | 0 | 30 | 44 | 3 | 0 | 1 | 0 | 0 | 0 | 48 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 241 | 74 | 17 | 21 | 5 | 3 | 0 | 361 | 51 | 28 | 17 | 16 | 6 | 0 | 0 | 118 | | |
| 07:15 | 272 | 73 | 19 | 18 | 6 | 3 | 0 | 391 | 58 | 34 | 19 | 18 | 3 | 0 | 0 | 132 | | |
| 07:30 | 327 | 65 | 19 | 20 | 5 | 1 | 1 | 438 | 60 | 34 | 22 | 19 | 2 | 0 | 0 | 137 | | |
| 07:45 | 384 | 57 | 17 | 17 | 4 | 0 | 1 | 480 | 69 | 37 | 26 | 18 | 2 | 0 | 0 | 152 | | |
| 08:00 | 432 | 55 | 19 | 11 | 5 | 0 | 3 | 525 | 60 | 31 | 20 | 17 | 0 | 0 | 0 | 128 | | |
| 08:15 | 478 | 53 | 19 | 11 | 6 | 0 | 3 | 570 | 62 | 25 | 19 | 17 | 0 | 0 | 0 | 123 | | |
| 08:30 | 441 | 49 | 23 | 15 | 9 | 2 | 2 | 541 | 63 | 27 | 18 | 13 | 0 | 1 | 0 | 122 | | |
| 08:45 | 374 | 63 | 25 | 16 | 9 | 3 | 2 | 492 | 51 | 31 | 21 | 16 | 0 | 1 | 0 | 120 | | |
| 09:00 | 283 | 64 | 22 | 19 | 9 | 4 | 0 | 401 | 54 | 35 | 27 | 13 | 0 | 1 | 0 | 130 | | |
| 16:00 | 130 | 35 | 8 | 9 | 5 | 1 | 0 | 188 | 308 | 50 | 9 | 3 | 2 | 1 | 1 | 374 | | |
| 16:15 | 129 | 26 | 4 | 11 | 6 | 3 | 0 | 179 | 342 | 46 | 6 | 2 | 2 | 1 | 1 | 400 | | |
| 16:30 | 127 | 21 | 5 | 12 | 4 | 3 | 0 | 172 | 355 | 33 | 2 | 2 | 2 | 1 | 1 | 396 | | |
| 16:45 | 111 | 17 | 3 | 13 | 3 | 3 | 1 | 151 | 366 | 31 | 2 | 2 | 0 | 1 | 1 | 403 | | |
| 17:00 | 100 | 12 | 3 | 16 | 6 | 2 | 1 | 140 | 356 | 28 | 1 | 2 | 1 | 1 | 0 | 389 | | |
| 17:15 | 98 | 14 | 3 | 12 | 6 | 0 | 2 | 135 | 313 | 23 | 1 | 3 | 1 | 0 | 0 | 341 | | |
| 17:30 | 90 | 12 | 2 | 10 | 8 | 0 | 2 | 124 | 308 | 22 | 1 | 2 | 1 | 2 | 0 | 336 | | |
| 17:45 | 92 | 9 | 2 | 8 | 13 | 1 | 1 | 126 | 256 | 13 | 0 | 3 | 1 | 3 | 0 | 276 | | |
| 18:00 | 93 | 10 | 1 | 3 | 18 | 1 | 1 | 127 | 230 | 9 | 0 | 4 | 0 | 3 | 0 | 246 | | |

Intelligent Data Collection Limited



Client: Mott McDonald **Date of Survey:** 07.12.2021
Project Number: ID06180 **Junction Name:** Cowley Road
Junction Number: Site 13 **Junction Type:** T-Junction

| Total Junction Flow | | | | | | | | |
|---------------------|--------------|-----|------|------|-------|-----|-------|-------|
| Time | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 51 | 25 | 6 | 9 | 3 | 0 | 1 | 95 |
| 07:15 | 67 | 30 | 9 | 8 | 3 | 2 | 3 | 122 |
| 07:30 | 73 | 24 | 8 | 10 | 2 | 1 | 6 | 124 |
| 07:45 | 103 | 23 | 12 | 14 | 3 | 0 | 6 | 161 |
| 08:00 | 91 | 30 | 10 | 9 | 1 | 0 | 7 | 148 |
| 08:15 | 124 | 22 | 12 | 11 | 1 | 0 | 13 | 183 |
| 08:30 | 138 | 20 | 9 | 6 | 1 | 0 | 17 | 191 |
| 08:45 | 142 | 15 | 8 | 7 | 2 | 0 | 21 | 195 |
| 09:00 | 139 | 22 | 9 | 8 | 2 | 0 | 18 | 198 |
| 09:15 | 88 | 21 | 15 | 11 | 4 | 3 | 10 | 152 |
| 09:30 | 59 | 38 | 14 | 11 | 1 | 1 | 3 | 127 |
| 09:45 | 56 | 21 | 11 | 7 | 2 | 1 | 0 | 98 |
| 16:00 | 114 | 25 | 7 | 5 | 0 | 1 | 4 | 156 |
| 16:15 | 90 | 25 | 5 | 5 | 4 | 0 | 1 | 130 |
| 16:30 | 129 | 19 | 3 | 2 | 3 | 0 | 3 | 159 |
| 16:45 | 113 | 17 | 2 | 2 | 0 | 1 | 3 | 138 |
| 17:00 | 150 | 14 | 0 | 5 | 1 | 3 | 5 | 178 |
| 17:15 | 100 | 7 | 2 | 5 | 2 | 0 | 5 | 121 |
| 17:30 | 125 | 13 | 1 | 3 | 0 | 0 | 11 | 153 |
| 17:45 | 88 | 9 | 1 | 5 | 4 | 0 | 13 | 120 |
| 18:00 | 107 | 8 | 0 | 2 | 1 | 0 | 10 | 128 |
| 18:15 | 87 | 4 | 1 | 2 | 4 | 2 | 4 | 104 |
| 18:30 | 77 | 1 | 0 | 2 | 5 | 2 | 7 | 94 |
| 18:45 | 65 | 6 | 0 | 1 | 8 | 0 | 4 | 84 |
| Start Time | Rolling Hour | | | | | | | Total |
| 07:00 | 294 | 102 | 35 | 41 | 11 | 3 | 16 | 502 |
| 07:15 | 334 | 107 | 39 | 41 | 9 | 3 | 22 | 555 |
| 07:30 | 391 | 99 | 42 | 44 | 7 | 1 | 32 | 616 |
| 07:45 | 456 | 95 | 43 | 40 | 6 | 0 | 43 | 683 |
| 08:00 | 495 | 87 | 39 | 33 | 5 | 0 | 58 | 717 |
| 08:15 | 543 | 79 | 38 | 32 | 6 | 0 | 69 | 767 |
| 08:30 | 507 | 78 | 41 | 32 | 9 | 3 | 66 | 736 |
| 08:45 | 428 | 96 | 46 | 37 | 9 | 4 | 52 | 672 |
| 09:00 | 342 | 102 | 49 | 37 | 9 | 5 | 31 | 575 |
| 16:00 | 446 | 86 | 17 | 14 | 7 | 2 | 11 | 583 |
| 16:15 | 482 | 75 | 10 | 14 | 8 | 4 | 12 | 605 |
| 16:30 | 492 | 57 | 7 | 14 | 6 | 4 | 16 | 596 |
| 16:45 | 488 | 51 | 5 | 15 | 3 | 4 | 24 | 590 |
| 17:00 | 463 | 43 | 4 | 18 | 7 | 3 | 34 | 572 |
| 17:15 | 420 | 37 | 4 | 15 | 7 | 0 | 39 | 522 |
| 17:30 | 407 | 34 | 3 | 12 | 9 | 2 | 38 | 505 |
| 17:45 | 359 | 22 | 2 | 11 | 14 | 4 | 34 | 446 |
| 18:00 | 336 | 19 | 1 | 7 | 18 | 4 | 25 | 410 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Cowley Road
 Junction Number: Site 13 Junction Type: T-Junction
 Arm A: Cowley Road (N) Arm B: Cowley Road (S) Arm C: Cowley Road (W)

| Time | A1 to A | | | | | | | A1 to C | | | | | | | A1 to B | | | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|---------|--------------|-----|------|------|-------|-----|---------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 2 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 3 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 4 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 7 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 5 | 3 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 5 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 4 | 3 | 0 | 0 | 0 | 15 | 1 | 0 | 0 | 1 | 0 | 0 | 5 | 7 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 5 | 1 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 3 | 1 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 1 | 0 | 0 | 10 | 11 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 3 | 1 | 0 | 0 | 0 | 15 | 1 | 0 | 0 | 1 | 0 | 0 | 12 | 14 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 9 | 3 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 7 | 0 | 0 | 0 | 0 | 14 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 4 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 4 | 3 | 1 | 0 | 0 | 0 | 45 | 1 | 1 | 0 | 1 | 0 | 0 | 4 | 7 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 6 | 3 | 1 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 3 | 0 | 0 | 0 | 0 | 0 | 33 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 5 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 1 | 1 | 0 | 0 | 0 | 1 | 30 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 6 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 3 | 0 | 0 | 0 | 1 | 0 | 55 | 4 | 2 | 0 | 0 | 0 | 0 | 2 | 8 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 2 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 2 | 1 | 0 | 0 | 0 | 0 | 64 | 3 | 0 | 0 | 0 | 0 | 0 | 8 | 11 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 4 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 11 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 2 | 0 | 1 | 0 | 0 | 0 | 52 | 5 | 0 | 0 | 0 | 0 | 0 | 7 | 12 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 1 | 0 | 1 | 0 | 2 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 1 | 0 | 0 | 0 | 25 | 5 | 0 | 0 | 0 | 0 | 0 | 6 | 11 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 6 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 4 | 12 | 9 | 0 | 0 | 0 | 41 | 0 | 0 | 1 | 2 | 0 | 0 | 14 | 17 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 4 | 13 | 10 | 0 | 0 | 0 | 45 | 1 | 0 | 1 | 3 | 0 | 0 | 18 | 23 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 5 | 16 | 8 | 0 | 0 | 0 | 47 | 1 | 0 | 1 | 2 | 0 | 0 | 23 | 27 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 7 | 17 | 8 | 0 | 0 | 0 | 56 | 1 | 0 | 0 | 3 | 0 | 0 | 27 | 31 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 7 | 12 | 7 | 0 | 0 | 0 | 43 | 1 | 0 | 0 | 2 | 0 | 0 | 31 | 34 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 6 | 11 | 5 | 0 | 0 | 0 | 43 | 1 | 0 | 0 | 2 | 0 | 0 | 38 | 41 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 6 | 8 | 4 | 0 | 0 | 0 | 43 | 1 | 0 | 0 | 2 | 0 | 0 | 35 | 38 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 10 | 14 | 6 | 0 | 0 | 0 | 49 | 1 | 0 | 0 | 2 | 0 | 0 | 26 | 29 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 11 | 21 | 4 | 0 | 0 | 0 | 59 | 3 | 1 | 0 | 3 | 0 | 0 | 18 | 25 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 14 | 7 | 2 | 0 | 0 | 1 | 141 | 7 | 1 | 0 | 1 | 0 | 0 | 10 | 19 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 13 | 4 | 1 | 0 | 1 | 1 | 151 | 10 | 2 | 0 | 0 | 0 | 0 | 8 | 20 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 | 7 | 1 | 2 | 0 | 1 | 1 | 147 | 10 | 2 | 0 | 0 | 0 | 0 | 12 | 24 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 166 | 6 | 2 | 2 | 0 | 1 | 1 | 178 | 11 | 2 | 0 | 0 | 0 | 0 | 17 | 30 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180 | 9 | 1 | 2 | 0 | 1 | 0 | 193 | 7 | 2 | 0 | 0 | 0 | 0 | 26 | 35 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 178 | 8 | 1 | 3 | 0 | 0 | 0 | 190 | 8 | 0 | 0 | 0 | 0 | 0 | 31 | 39 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 188 | 9 | 1 | 2 | 0 | 2 | 0 | 202 | 8 | 0 | 0 | 0 | 0 | 0 | 29 | 37 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 151 | 7 | 0 | 3 | 0 | 2 | 0 | 163 | 10 | 0 | 0 | 0 | 0 | 0 | 27 | 37 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 3 | 0 | 4 | 0 | 2 | 0 | 128 | 12 | 0 | 0 | 0 | 0 | 0 | 20 | 32 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 13
 Date of Survey: 07.12.2021
 Junction Name: Cowley Road
 Junction Type: T-Junction

Arm A: Cowley Road (N)
 Arm B: Cowley Road (S)
 Arm C: Cowley Road (W)

| Time | B1 to B | | | | | | | | B1 to A | | | | | | | | B1 to C | | | | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|---------|--------------|------|------|-------|-----|-------|-------|---------|-------|--------------|------|-------|-----|-------|-------|--|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 5 | 4 | 1 | 0 | 3 | 0 | 0 | 13 | | | |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 7 | 2 | 2 | 1 | 0 | 0 | 20 | | | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 9 | 4 | 0 | 3 | 0 | 0 | 0 | 16 | | | |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 13 | 9 | 2 | 2 | 2 | 0 | 0 | 28 | | | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 4 | 10 | 10 | 2 | 1 | 0 | 0 | 0 | 23 | | | |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 5 | 10 | 6 | 2 | 5 | 0 | 0 | 0 | 23 | | | |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 8 | 12 | 5 | 3 | 2 | 0 | 0 | 0 | 22 | | | |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 11 | 13 | 11 | 3 | 1 | 2 | 0 | 0 | 0 | 17 | | | |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 7 | 8 | 5 | 2 | 3 | 0 | 0 | 0 | 18 | | | |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 5 | 7 | 7 | 8 | 4 | 2 | 0 | 1 | 0 | 22 | | | |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 4 | 6 | 5 | 0 | 3 | 0 | 0 | 0 | 14 | | | |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 6 | 0 | 1 | 0 | 0 | 0 | 17 | | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 9 | 0 | 0 | 0 | 1 | 0 | 55 | | | |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 35 | 10 | 1 | 1 | 0 | 0 | 0 | 47 | | | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 8 | 1 | 0 | 2 | 0 | 0 | 69 | | | |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 9 | 0 | 0 | 0 | 0 | 0 | 62 | | | |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 65 | 6 | 0 | 0 | 0 | 0 | 0 | 71 | | | |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 3 | 0 | 0 | 0 | 0 | 0 | 47 | | | |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 38 | 7 | 0 | 0 | 0 | 0 | 0 | 45 | | | |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 29 | 3 | 0 | 0 | 1 | 0 | 0 | 33 | | | |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 26 | | | |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 29 | 1 | 0 | 0 | 0 | 0 | 0 | 30 | | | |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 23 | 0 | 0 | 0 | 0 | 1 | 0 | 24 | | | |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 35 | 3 | 0 | 0 | 0 | 0 | 0 | 38 | | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 6 | 35 | 24 | 5 | 7 | 6 | 0 | 0 | 77 | | | |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 4 | 9 | 40 | 30 | 6 | 8 | 3 | 0 | 0 | 87 | | | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 8 | 14 | 42 | 29 | 6 | 11 | 2 | 0 | 0 | 90 | | | |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 15 | 20 | 45 | 30 | 9 | 10 | 2 | 0 | 0 | 96 | | | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 24 | 30 | 43 | 24 | 8 | 10 | 0 | 0 | 0 | 85 | | | |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 28 | 33 | 41 | 19 | 8 | 12 | 0 | 0 | 0 | 80 | | | |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 29 | 35 | 38 | 21 | 10 | 9 | 0 | 1 | 0 | 79 | | | |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 3 | 0 | 0 | 24 | 31 | 32 | 21 | 7 | 10 | 0 | 1 | 0 | 71 | | | |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 13 | 19 | 31 | 24 | 6 | 9 | 0 | 1 | 0 | 71 | | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 191 | 36 | 2 | 1 | 2 | 1 | 0 | 233 | | | |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 3 | 6 | 211 | 33 | 2 | 1 | 2 | 0 | 0 | 249 | | | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 4 | 220 | 26 | 1 | 0 | 2 | 0 | 0 | 249 | | | |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 6 | 200 | 25 | 0 | 0 | 0 | 0 | 0 | 225 | | | |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 8 | 176 | 19 | 0 | 0 | 1 | 0 | 0 | 196 | | | |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 7 | 135 | 15 | 0 | 0 | 1 | 0 | 0 | 151 | | | |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 8 | 120 | 13 | 0 | 0 | 1 | 0 | 0 | 134 | | | |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 7 | 105 | 6 | 0 | 0 | 1 | 1 | 0 | 113 | | | |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 111 | 6 | 0 | 0 | 0 | 1 | 0 | 118 | | | |

Intelligent Data Collection Limited

Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Cowley Road
 Junction Number: Site 13 Junction Type: T-Junction

Arm A: Cowley Road (N)
 Arm B: Cowley Road (S)
 Arm C: Cowley Road (W)



| Time | C1 to C | | | | | | | | C1 to B | | | | | | | | C1 to A | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 15 | 1 | 5 | 0 | 0 | 0 | 52 | 12 | 3 | 1 | 1 | 0 | 0 | 0 | 17 | |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 20 | 1 | 0 | 2 | 2 | 0 | 71 | 10 | 3 | 4 | 2 | 0 | 0 | 0 | 19 | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 16 | 1 | 2 | 2 | 1 | 0 | 66 | 17 | 4 | 4 | 3 | 0 | 0 | 0 | 28 | |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 11 | 1 | 3 | 1 | 0 | 0 | 66 | 31 | 2 | 4 | 5 | 0 | 0 | 0 | 42 | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 12 | 1 | 1 | 1 | 0 | 0 | 51 | 38 | 5 | 3 | 2 | 0 | 0 | 0 | 48 | |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 10 | 3 | 3 | 1 | 0 | 0 | 74 | 54 | 5 | 2 | 1 | 0 | 0 | 1 | 63 | |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 9 | 0 | 1 | 1 | 0 | 0 | 64 | 65 | 3 | 3 | 1 | 0 | 0 | 0 | 72 | |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 10 | 3 | 2 | 2 | 0 | 0 | 77 | 69 | 1 | 4 | 0 | 0 | 0 | 2 | 76 | |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 8 | 2 | 0 | 2 | 0 | 0 | 58 | 74 | 7 | 2 | 3 | 0 | 0 | 0 | 86 | |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 6 | 3 | 3 | 4 | 1 | 0 | 45 | 46 | 5 | 6 | 5 | 0 | 1 | 0 | 63 | |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 19 | 0 | 1 | 1 | 1 | 0 | 44 | 29 | 7 | 5 | 2 | 0 | 0 | 0 | 43 | |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 10 | 1 | 1 | 2 | 0 | 0 | 37 | 15 | 2 | 3 | 4 | 0 | 1 | 0 | 25 | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 8 | 2 | 0 | 0 | 0 | 0 | 39 | 2 | 3 | 2 | 3 | 0 | 0 | 0 | 10 | |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 7 | 0 | 0 | 4 | 0 | 0 | 39 | 3 | 2 | 1 | 2 | 0 | 0 | 0 | 8 | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 7 | 0 | 0 | 1 | 0 | 0 | 42 | 5 | 1 | 2 | 2 | 0 | 0 | 0 | 10 | |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 6 | 0 | 0 | 0 | 1 | 0 | 25 | 11 | 1 | 1 | 2 | 0 | 0 | 0 | 15 | |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 2 | 0 | 1 | 1 | 2 | 0 | 28 | 8 | 0 | 0 | 4 | 0 | 0 | 0 | 12 | |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 4 | 0 | 0 | 2 | 0 | 0 | 32 | 3 | 0 | 2 | 3 | 0 | 0 | 0 | 8 | |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 2 | 0 | 1 | 0 | 0 | 0 | 18 | 8 | 2 | 0 | 2 | 0 | 0 | 1 | 13 | |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 1 | 0 | 3 | 0 | 0 | 18 | 5 | 1 | 0 | 5 | 0 | 0 | 0 | 11 | |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 3 | 0 | 0 | 1 | 0 | 0 | 27 | 5 | 1 | 0 | 1 | 0 | 0 | 1 | 8 | |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 2 | 1 | 0 | 4 | 0 | 0 | 21 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 8 | |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 1 | 0 | 0 | 5 | 1 | 0 | 30 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 2 | 0 | 0 | 8 | 0 | 0 | 23 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 171 | 62 | 4 | 10 | 5 | 3 | 0 | 255 | 70 | 12 | 13 | 11 | 0 | 0 | 0 | 106 | |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 176 | 59 | 4 | 6 | 6 | 3 | 0 | 254 | 96 | 14 | 15 | 12 | 0 | 0 | 0 | 137 | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 187 | 49 | 6 | 9 | 5 | 1 | 0 | 257 | 140 | 16 | 13 | 11 | 0 | 0 | 1 | 181 | |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 196 | 42 | 5 | 8 | 4 | 0 | 0 | 255 | 188 | 15 | 12 | 9 | 0 | 0 | 1 | 225 | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 206 | 41 | 7 | 7 | 5 | 0 | 0 | 266 | 226 | 14 | 12 | 4 | 0 | 0 | 3 | 259 | |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 216 | 37 | 8 | 6 | 6 | 0 | 0 | 273 | 262 | 16 | 11 | 5 | 0 | 0 | 3 | 297 | |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 187 | 33 | 8 | 6 | 9 | 1 | 0 | 244 | 254 | 16 | 15 | 9 | 0 | 1 | 2 | 297 | |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 156 | 43 | 8 | 6 | 9 | 2 | 0 | 224 | 218 | 20 | 17 | 10 | 0 | 1 | 2 | 268 | |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 43 | 6 | 5 | 9 | 2 | 0 | 184 | 164 | 21 | 16 | 14 | 0 | 2 | 0 | 217 | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 28 | 2 | 0 | 5 | 1 | 0 | 145 | 21 | 7 | 6 | 9 | 0 | 0 | 0 | 43 | |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 22 | 0 | 1 | 6 | 3 | 0 | 134 | 27 | 4 | 4 | 10 | 0 | 0 | 0 | 45 | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 19 | 0 | 1 | 4 | 3 | 0 | 127 | 27 | 2 | 5 | 11 | 0 | 0 | 0 | 45 | |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 14 | 0 | 2 | 3 | 3 | 0 | 103 | 30 | 3 | 3 | 11 | 0 | 0 | 1 | 48 | |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 9 | 1 | 2 | 6 | 2 | 0 | 96 | 24 | 3 | 2 | 14 | 0 | 0 | 1 | 44 | |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 10 | 1 | 1 | 6 | 0 | 0 | 95 | 21 | 4 | 2 | 11 | 0 | 0 | 2 | 40 | |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 8 | 2 | 1 | 8 | 0 | 0 | 84 | 25 | 4 | 0 | 9 | 0 | 0 | 2 | 40 | |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 7 | 2 | 0 | 13 | 1 | 0 | 96 | 19 | 2 | 0 | 8 | 0 | 0 | 1 | 30 | |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 8 | 1 | 0 | 18 | 1 | 0 | 101 | 20 | 2 | 0 | 3 | 0 | 0 | 1 | 26 | |

Intelligent Data Collection Limited



Client: Mott McDonald
Project Number: ID06180
Junction Number: Site 13

Date of Survey: 07.12.2021
Junction Name: Cowley Road
Junction Type: T-Junction

Arm A: Cowley Road (N)
Arm B: Cowley Road (S)
Arm C: Cowley Road (W)

| PCU Summary | | | | | | | | | |
|-------------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|
| Time | A1 to A | A1 to C | A1 to B | B1 to B | B1 to A | B1 to C | C1 to C | C1 to B | C1 to A |
| 07:00 | 0 | 15 | 0 | 0 | 2 | 17 | 0 | 59 | 19 |
| 07:15 | 0 | 13 | 3 | 0 | 0 | 25 | 0 | 72 | 24 |
| 07:30 | 0 | 7 | 3 | 0 | 3 | 20 | 0 | 71 | 34 |
| 07:45 | 0 | 23 | 3 | 0 | 1 | 34 | 0 | 71 | 51 |
| 08:00 | 0 | 21 | 4 | 0 | 4 | 25 | 0 | 54 | 52 |
| 08:15 | 0 | 14 | 2 | 0 | 3 | 31 | 0 | 80 | 65 |
| 08:30 | 0 | 17 | 4 | 0 | 2 | 26 | 0 | 66 | 75 |
| 08:45 | 0 | 7 | 2 | 0 | 6 | 20 | 0 | 83 | 76 |
| 09:00 | 0 | 18 | 6 | 0 | 2 | 23 | 0 | 61 | 91 |
| 09:15 | 0 | 11 | 1 | 0 | 4 | 26 | 0 | 54 | 72 |
| 09:30 | 0 | 28 | 3 | 0 | 4 | 18 | 0 | 46 | 48 |
| 09:45 | 0 | 18 | 5 | 0 | 1 | 18 | 0 | 41 | 31 |
| 16:00 | 0 | 48 | 5 | 0 | 0 | 54 | 0 | 40 | 15 |
| 16:15 | 0 | 36 | 0 | 0 | 3 | 49 | 0 | 43 | 11 |
| 16:30 | 0 | 33 | 3 | 0 | 0 | 72 | 0 | 43 | 14 |
| 16:45 | 0 | 30 | 4 | 0 | 0 | 62 | 0 | 24 | 18 |
| 17:00 | 0 | 54 | 6 | 0 | 2 | 71 | 0 | 29 | 17 |
| 17:15 | 0 | 32 | 1 | 0 | 0 | 47 | 0 | 34 | 13 |
| 17:30 | 0 | 65 | 5 | 0 | 0 | 45 | 0 | 19 | 15 |
| 17:45 | 0 | 45 | 2 | 0 | 0 | 34 | 0 | 22 | 18 |
| 18:00 | 0 | 53 | 6 | 0 | 1 | 26 | 0 | 28 | 9 |
| 18:15 | 0 | 41 | 1 | 0 | 0 | 30 | 0 | 26 | 9 |
| 18:30 | 0 | 26 | 6 | 0 | 0 | 23 | 0 | 34 | 4 |
| 18:45 | 0 | 11 | 3 | 0 | 0 | 38 | 0 | 31 | 7 |
| Start Time | Rolling Hour | | | | | | | | |
| 07:00 | 0 | 59 | 9 | 0 | 7 | 95 | 0 | 273 | 127 |
| 07:15 | 0 | 65 | 13 | 0 | 8 | 103 | 0 | 268 | 160 |
| 07:30 | 0 | 65 | 12 | 0 | 12 | 109 | 0 | 276 | 201 |
| 07:45 | 0 | 75 | 13 | 0 | 11 | 116 | 0 | 272 | 242 |
| 08:00 | 0 | 58 | 12 | 0 | 15 | 102 | 0 | 284 | 268 |
| 08:15 | 0 | 55 | 13 | 0 | 13 | 100 | 0 | 291 | 307 |
| 08:30 | 0 | 52 | 13 | 0 | 14 | 95 | 0 | 264 | 314 |
| 08:45 | 0 | 64 | 11 | 0 | 16 | 87 | 0 | 244 | 287 |
| 09:00 | 0 | 75 | 15 | 0 | 11 | 85 | 0 | 201 | 242 |
| 16:00 | 0 | 146 | 12 | 0 | 3 | 237 | 0 | 150 | 58 |
| 16:15 | 0 | 153 | 14 | 0 | 5 | 253 | 0 | 140 | 60 |
| 16:30 | 0 | 149 | 14 | 0 | 2 | 252 | 0 | 131 | 62 |
| 16:45 | 0 | 180 | 16 | 0 | 2 | 225 | 0 | 107 | 63 |
| 17:00 | 0 | 196 | 14 | 0 | 2 | 197 | 0 | 104 | 62 |
| 17:15 | 0 | 194 | 14 | 0 | 2 | 152 | 0 | 103 | 54 |
| 17:30 | 0 | 204 | 14 | 0 | 2 | 135 | 0 | 94 | 50 |
| 17:45 | 0 | 166 | 15 | 0 | 2 | 113 | 0 | 109 | 40 |
| 18:00 | 0 | 132 | 16 | 0 | 2 | 117 | 0 | 119 | 29 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 13
Site Name: Cowley Road
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Survey Type: Pedestrian & Cycle Count

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------|--------------|----------------------------|
| 52.232519 | 0.152029 | Click Here |

Site Layout



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

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 13
Site Name: Cowley Road
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Survey Type: Pedestrian & Cycle Count

AM Peak Totals

| Date | Movement 1 | | | Movement 2 | | |
|------------|------------|----------|-------|------------|----------|-------|
| | Peds | Cyclists | Total | Peds | Cyclists | Total |
| 07.12.2021 | 0 | 0 | 0 | 1 | 0 | 1 |
| 08.12.2021 | 0 | 0 | 0 | 0 | 0 | 0 |

PM Peak Totals

| Date | Movement 1 | | | Movement 2 | | |
|------------|------------|----------|-------|------------|----------|-------|
| | Peds | Cyclists | Total | Peds | Cyclists | Total |
| 04.12.2021 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07.12.2021 | 0 | 0 | 0 | 1 | 0 | 1 |
| 08.12.2021 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 13
Site Name: Cowley Road
Date of Survey: 07.12.2021
Survey Type: Pedestrian & Cycle Count

Input by: _____
Checked by: _____

| Time | Movement 1 | | | Movement 2 | | |
|--------------------------|------------|----------|----------|------------|----------|----------|
| | Peds | Cyclists | Total | Peds | Cyclists | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 1 | 0 | 1 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00-10:00 Total | 0 | 0 | 0 | 1 | 0 | 1 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 1 | 0 | 1 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00-19:00 Total | 0 | 0 | 0 | 1 | 0 | 1 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 13
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Junction Name: Cowley Road
Survey Type: Queue Length Survey

| | | |
|---------------------|---------------------|----------------------------|
| X Coordinate | Y Coordinate | Google Maps Link |
| 52.232445 | 0.151933 | Click Here |

Junction Layout



Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

| Lights | Heavies |
|--------|---------|
| 6 | 15 |

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

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 13
Date of Survey: 07.12.2021
Junction Name: Cowley Road
Survey Type: Queue Length Survey

AM Peak Period:

| Lane A1 | | | | |
|---------|--------|---------|-------|------------|
| Time | Lights | Heavies | Total | Length (m) |
| 07:00 | 0 | 1 | 1 | 15 |
| 07:05 | 0 | 0 | 0 | 0 |
| 07:10 | 2 | 1 | 3 | 27 |
| 07:15 | 1 | 0 | 1 | 6 |
| 07:20 | 1 | 1 | 2 | 21 |
| 07:25 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 1 | 1 | 15 |
| 07:35 | 1 | 1 | 2 | 21 |
| 07:40 | 1 | 0 | 1 | 6 |
| 07:45 | 0 | 0 | 0 | 0 |
| 07:50 | 0 | 1 | 1 | 15 |
| 07:55 | 3 | 1 | 4 | 33 |
| 08:00 | 0 | 1 | 1 | 15 |
| 08:05 | 0 | 1 | 1 | 15 |
| 08:10 | 1 | 0 | 1 | 6 |
| 08:15 | 0 | 2 | 2 | 30 |
| 08:20 | 0 | 1 | 1 | 15 |
| 08:25 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 |
| 08:35 | 0 | 1 | 1 | 15 |
| 08:40 | 0 | 1 | 1 | 15 |
| 08:45 | 1 | 0 | 1 | 6 |
| 08:50 | 0 | 1 | 1 | 15 |
| 08:55 | 1 | 0 | 1 | 6 |
| 09:00 | 0 | 0 | 0 | 0 |
| 09:05 | 0 | 1 | 1 | 15 |
| 09:10 | 0 | 0 | 0 | 0 |
| 09:15 | 1 | 0 | 1 | 6 |
| 09:20 | 0 | 0 | 0 | 0 |
| 09:25 | 0 | 1 | 1 | 15 |
| 09:30 | 0 | 0 | 0 | 0 |
| 09:35 | 1 | 1 | 2 | 21 |
| 09:40 | 0 | 1 | 1 | 15 |
| 09:45 | 0 | 1 | 1 | 15 |
| 09:50 | 1 | 0 | 1 | 6 |
| 09:55 | 0 | 0 | 0 | 0 |

PM Peak Period:

| Lane A1 | | | | |
|---------|--------|---------|-------|------------|
| Time | Lights | Heavies | Total | Length (m) |
| 16:00 | 2 | 0 | 2 | 12 |
| 16:05 | 1 | 1 | 2 | 21 |
| 16:10 | 4 | 1 | 5 | 39 |
| 16:15 | 0 | 1 | 1 | 15 |
| 16:20 | 1 | 0 | 1 | 6 |
| 16:25 | 0 | 0 | 0 | 0 |
| 16:30 | 2 | 0 | 2 | 12 |
| 16:35 | 1 | 0 | 1 | 6 |
| 16:40 | 1 | 0 | 1 | 6 |
| 16:45 | 0 | 1 | 1 | 15 |
| 16:50 | 2 | 0 | 2 | 12 |
| 16:55 | 2 | 0 | 2 | 12 |
| 17:00 | 3 | 0 | 3 | 18 |
| 17:05 | 2 | 0 | 2 | 12 |
| 17:10 | 6 | 0 | 6 | 36 |
| 17:15 | 3 | 0 | 3 | 18 |
| 17:20 | 1 | 0 | 1 | 6 |
| 17:25 | 1 | 0 | 1 | 6 |
| 17:30 | 1 | 0 | 1 | 6 |
| 17:35 | 4 | 0 | 4 | 24 |
| 17:40 | 2 | 0 | 2 | 12 |
| 17:45 | 1 | 0 | 1 | 6 |
| 17:50 | 3 | 0 | 3 | 18 |
| 17:55 | 2 | 0 | 2 | 12 |
| 18:00 | 3 | 0 | 3 | 18 |
| 18:05 | 2 | 0 | 2 | 12 |
| 18:10 | 3 | 0 | 3 | 18 |
| 18:15 | 3 | 0 | 3 | 18 |
| 18:20 | 0 | 1 | 1 | 15 |
| 18:25 | 1 | 0 | 1 | 6 |
| 18:30 | 1 | 0 | 1 | 6 |
| 18:35 | 1 | 0 | 1 | 6 |
| 18:40 | 1 | 0 | 1 | 6 |
| 18:45 | 0 | 0 | 0 | 0 |
| 18:50 | 1 | 0 | 1 | 6 |
| 18:55 | 0 | 0 | 0 | 0 |

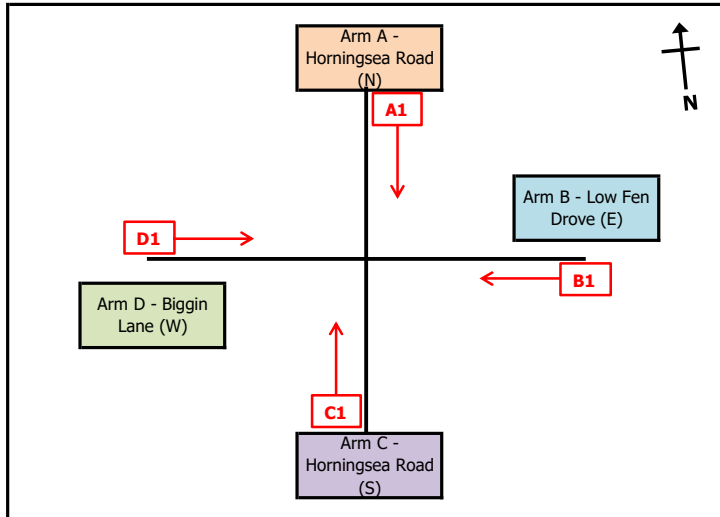
Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Horningsea Road / Low Fen Drive / Biggin Lane
 Junction Number: Site 14 Junction Type: Crossroads

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------------|--------------------|----------------------------|
| 52.231868 | 0.181977 | Click Here |
| AM Peak Conditions | PM Peak Conditions | |
| Clear | Showers | |

Junction Layout

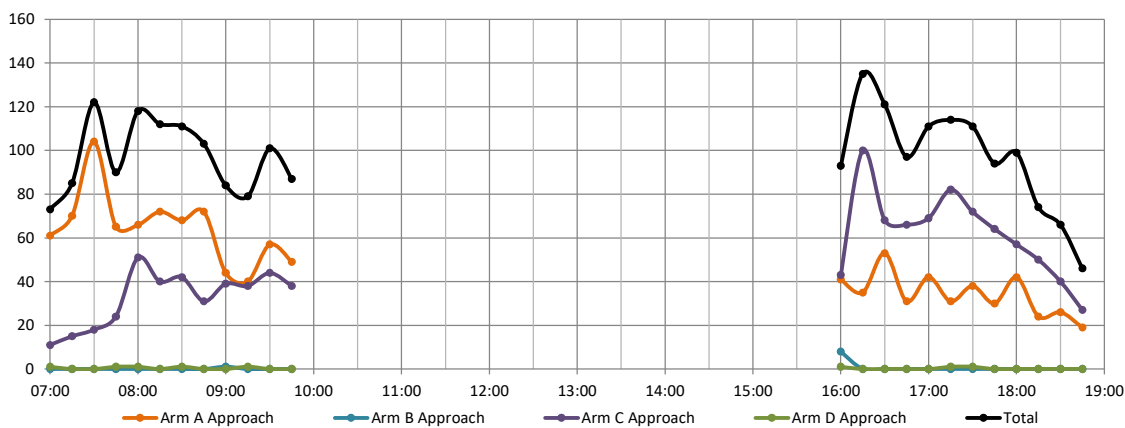


Aerial Mapping and On-site Camera View



Junction Flow Profile

Arm Approach Flows (All Vehicles)



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

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Horningsea Road / Low Fen Drive / Biggin Lane Arm A: Horningsea Road (N)
 Junction Number: Site 14 Junction Type: Crossroads Arm B: Low Fen Drive (E) Arm C: Horningsea Road (S)
 Arm D: Biggin Lane (W)

| Time | A1 to A | | | | | | | | A1 to D | | | | | | | | A1 to C | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 6 | 0 | 0 | 0 | 1 | 0 | 61 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 12 | 0 | 0 | 1 | 1 | 0 | 70 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 16 | 0 | 0 | 1 | 1 | 0 | 104 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 12 | 0 | 0 | 0 | 0 | 0 | 65 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 11 | 0 | 0 | 0 | 0 | 0 | 66 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 12 | 0 | 0 | 0 | 1 | 0 | 72 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 7 | 2 | 0 | 0 | 0 | 0 | 68 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 9 | 0 | 0 | 0 | 0 | 0 | 72 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 8 | 0 | 0 | 0 | 0 | 0 | 44 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 6 | 0 | 0 | 0 | 0 | 0 | 40 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 4 | 0 | 0 | 0 | 1 | 0 | 57 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 3 | 0 | 1 | 1 | 0 | 0 | 49 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 4 | 0 | 0 | 0 | 0 | 0 | 41 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 7 | 0 | 0 | 0 | 0 | 0 | 35 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 7 | 0 | 0 | 0 | 1 | 0 | 53 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 3 | 0 | 0 | 0 | 0 | 0 | 31 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 2 | 0 | 0 | 0 | 0 | 0 | 42 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 4 | 0 | 0 | 0 | 1 | 0 | 31 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 3 | 0 | 0 | 0 | 0 | 0 | 38 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 4 | 0 | 0 | 0 | 1 | 0 | 30 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 1 | 0 | 42 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 24 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 1 | 0 | 0 | 0 | 0 | 0 | 26 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 19 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 249 | 46 | 0 | 0 | 2 | 3 | 0 | 300 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 250 | 51 | 0 | 0 | 2 | 2 | 0 | 305 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 253 | 51 | 0 | 0 | 1 | 2 | 0 | 307 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 226 | 42 | 2 | 0 | 0 | 1 | 0 | 271 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 236 | 39 | 2 | 0 | 0 | 1 | 0 | 278 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 217 | 36 | 2 | 0 | 0 | 1 | 0 | 256 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 192 | 30 | 2 | 0 | 0 | 0 | 0 | 224 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 185 | 27 | 0 | 0 | 0 | 1 | 0 | 213 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 166 | 21 | 0 | 1 | 1 | 1 | 0 | 190 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 | 21 | 0 | 0 | 0 | 1 | 0 | 160 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 | 19 | 0 | 0 | 0 | 1 | 0 | 161 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 | 16 | 0 | 0 | 0 | 2 | 0 | 157 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 | 12 | 0 | 0 | 0 | 1 | 0 | 142 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 13 | 0 | 0 | 0 | 2 | 0 | 141 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127 | 11 | 0 | 0 | 0 | 3 | 0 | 141 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 9 | 0 | 0 | 0 | 2 | 0 | 134 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 7 | 0 | 0 | 0 | 2 | 0 | 122 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 5 | 0 | 0 | 0 | 1 | 0 | 111 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Horningsea Road / Low Fen Drive / Biggin Lane
 Junction Number: Site 14 Junction Type: Crossroads
 Arm A: Horningsea Road (N) Arm C: Horningsea Road (S)
 Arm B: Low Fen Drive (E) Arm D: Biggin Lane (W)

| Time | A1 to B | | | | | | | | B1 to B | | | | | | | | B1 to A | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 14

Date of Survey: 07.12.2021
 Junction Name: Horningsea Road / Low Fen Drive / Biggin Lane
 Junction Type: Crossroads

Arm A: Horningsea Road (N)
 Arm B: Low Fen Drive (E)

Arm C: Horningsea Road (S)
 Arm D: Biggin Lane (W)

| Time | B1 to D | | | | | | | | B1 to C | | | | | | | | C1 to C | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | | | | | | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | | | | | | | | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Horningsea Road / Low Fen Drive / Biggin Lane Arm A: Horningsea Road (N) Arm C: Horningsea Road (S)
 Junction Number: Site 14 Junction Type: Crossroads Arm B: Low Fen Drive (E) Arm D: Biggin Lane (W)

| Time | C1 to B | | | | | | | | C1 to A | | | | | | | | C1 to D | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 4 | 0 | 0 | 1 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 4 | 0 | 0 | 0 | 1 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 7 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:00 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 30 | 10 | 1 | 0 | 0 | 1 | 0 | 42 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 31 | 7 | 1 | 0 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 8 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 19 | 7 | 1 | 1 | 0 | 2 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 6 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 6 | 0 | 0 | 1 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 9 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 31 | 5 | 1 | 0 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 9 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 19 | 1 | 0 | 0 | 0 | 0 | 99 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 8 | 0 | 0 | 0 | 2 | 0 | 67 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 3 | 0 | 0 | 0 | 1 | 0 | 65 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 10 | 1 | 1 | 0 | 1 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 7 | 0 | 0 | 0 | 0 | 0 | 81 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 5 | 0 | 0 | 0 | 1 | 0 | 71 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 6 | 0 | 0 | 0 | 0 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 7 | 0 | 0 | 0 | 0 | 0 | 56 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 2 | 0 | 0 | 1 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 2 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 1 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 18 | 0 | 0 | 1 | 1 | 0 | 67 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:15 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 69 | 25 | 1 | 0 | 1 | 2 | 0 | 98 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:30 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 90 | 28 | 2 | 0 | 0 | 2 | 0 | 122 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:45 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 111 | 32 | 2 | 0 | 0 | 1 | 0 | 146 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:00 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 10 | 114 | 32 | 3 | 1 | 0 | 3 | 0 | 153 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 117 | 28 | 2 | 1 | 0 | 2 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 117 | 27 | 1 | 1 | 1 | 2 | 0 | 149 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 118 | 28 | 1 | 1 | 1 | 2 | 0 | 151 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 130 | 26 | 1 | 0 | 1 | 0 | 0 | 158 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 231 | 39 | 1 | 0 | 0 | 3 | 0 | 274 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 253 | 40 | 2 | 1 | 0 | 4 | 0 | 300 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 248 | 28 | 1 | 1 | 0 | 4 | 0 | 282 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 256 | 25 | 1 | 1 | 0 | 3 | 0 | 286 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 253 | 28 | 1 | 1 | 0 | 2 | 0 | 285 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 246 | 25 | 0 | 0 | 0 | 1 | 0 | 272 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 219 | 20 | 0 | 0 | 1 | 1 | 0 | 241 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 192 | 17 | 0 | 0 | 1 | 0 | 0 | 210 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 160 | 12 | 0 | 0 | 1 | 0 | 0 | 173 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 14

Date of Survey: 07.12.2021
 Junction Name: Horningsea Road / Low Fen Drive / Biggin Lane
 Junction Type: Crossroads

Arm A: Horningsea Road (N)
 Arm B: Low Fen Drive (E)
 Arm C: Horningsea Road (S)
 Arm D: Biggin Lane (W)

| Time | D1 to D | | | | | | | | D1 to C | | | | | | | | D1 to B | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 14

Date of Survey: 07.12.2021
 Junction Name: Horningsea Road / Low Fen Drove / Biggin Lane
 Junction Type: Crossroads

Arm A: Horningsea Road (N)
 Arm B: Low Fen Drove (E)

Arm C: Horningsea Road (S)
 Arm D: Biggin Lane (W)

| D1 to A | | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|
| Time | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Horningsea Road / Low Fen Drove / Biggin Lane
 Junction Number: Site 14 Junction Type: Crossroads

| Time | Arm A Approach | | | | | | | Arm A Exit | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|------------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 54 | 6 | 0 | 0 | 0 | 1 | 0 | 61 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 11 |
| 07:15 | 56 | 12 | 0 | 0 | 1 | 1 | 0 | 70 | 10 | 4 | 0 | 0 | 1 | 0 | 0 | 15 |
| 07:30 | 86 | 16 | 0 | 0 | 1 | 1 | 0 | 104 | 13 | 4 | 0 | 0 | 0 | 1 | 0 | 18 |
| 07:45 | 53 | 12 | 0 | 0 | 0 | 0 | 0 | 65 | 16 | 7 | 0 | 0 | 0 | 0 | 0 | 23 |
| 08:00 | 55 | 11 | 0 | 0 | 0 | 0 | 0 | 66 | 30 | 10 | 1 | 0 | 0 | 1 | 0 | 42 |
| 08:15 | 59 | 12 | 0 | 0 | 0 | 1 | 0 | 72 | 31 | 7 | 1 | 0 | 0 | 0 | 0 | 39 |
| 08:30 | 59 | 7 | 2 | 0 | 0 | 0 | 0 | 68 | 34 | 9 | 0 | 0 | 0 | 0 | 0 | 43 |
| 08:45 | 63 | 9 | 0 | 0 | 0 | 0 | 0 | 72 | 19 | 7 | 1 | 1 | 0 | 2 | 0 | 30 |
| 09:00 | 36 | 8 | 0 | 0 | 0 | 0 | 0 | 44 | 33 | 6 | 0 | 0 | 0 | 0 | 0 | 39 |
| 09:15 | 34 | 6 | 0 | 0 | 0 | 0 | 0 | 40 | 31 | 6 | 0 | 0 | 1 | 0 | 0 | 38 |
| 09:30 | 52 | 4 | 0 | 0 | 0 | 1 | 0 | 57 | 35 | 9 | 0 | 0 | 0 | 0 | 0 | 44 |
| 09:45 | 44 | 3 | 0 | 1 | 1 | 0 | 0 | 49 | 31 | 5 | 1 | 0 | 0 | 0 | 0 | 37 |
| 16:00 | 37 | 4 | 0 | 0 | 0 | 0 | 0 | 41 | 34 | 9 | 0 | 0 | 0 | 0 | 0 | 43 |
| 16:15 | 28 | 7 | 0 | 0 | 0 | 0 | 0 | 35 | 79 | 19 | 1 | 0 | 0 | 0 | 0 | 99 |
| 16:30 | 45 | 7 | 0 | 0 | 0 | 1 | 0 | 53 | 57 | 8 | 0 | 0 | 0 | 2 | 0 | 67 |
| 16:45 | 28 | 3 | 0 | 0 | 0 | 0 | 0 | 31 | 61 | 3 | 0 | 0 | 0 | 1 | 0 | 65 |
| 17:00 | 40 | 2 | 0 | 0 | 0 | 0 | 0 | 42 | 56 | 10 | 1 | 1 | 0 | 1 | 0 | 69 |
| 17:15 | 26 | 4 | 0 | 0 | 0 | 1 | 0 | 31 | 74 | 7 | 0 | 0 | 0 | 0 | 0 | 81 |
| 17:30 | 35 | 3 | 0 | 0 | 0 | 0 | 0 | 38 | 65 | 5 | 0 | 0 | 0 | 1 | 0 | 71 |
| 17:45 | 25 | 4 | 0 | 0 | 0 | 1 | 0 | 30 | 58 | 6 | 0 | 0 | 0 | 0 | 0 | 64 |
| 18:00 | 41 | 0 | 0 | 0 | 0 | 1 | 0 | 42 | 49 | 7 | 0 | 0 | 0 | 0 | 0 | 56 |
| 18:15 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 24 | 47 | 2 | 0 | 0 | 1 | 0 | 0 | 50 |
| 18:30 | 25 | 1 | 0 | 0 | 0 | 0 | 0 | 26 | 38 | 2 | 0 | 0 | 0 | 0 | 0 | 40 |
| 18:45 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 19 | 26 | 1 | 0 | 0 | 0 | 0 | 0 | 27 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 249 | 46 | 0 | 0 | 2 | 3 | 0 | 300 | 47 | 18 | 0 | 0 | 1 | 1 | 0 | 67 |
| 07:15 | 250 | 51 | 0 | 0 | 2 | 2 | 0 | 305 | 69 | 25 | 1 | 0 | 1 | 2 | 0 | 98 |
| 07:30 | 253 | 51 | 0 | 0 | 1 | 2 | 0 | 307 | 90 | 28 | 2 | 0 | 0 | 2 | 0 | 122 |
| 07:45 | 226 | 42 | 2 | 0 | 0 | 1 | 0 | 271 | 111 | 33 | 2 | 0 | 0 | 1 | 0 | 147 |
| 08:00 | 236 | 39 | 2 | 0 | 0 | 1 | 0 | 278 | 114 | 33 | 3 | 1 | 0 | 3 | 0 | 154 |
| 08:15 | 217 | 36 | 2 | 0 | 0 | 1 | 0 | 256 | 117 | 29 | 2 | 1 | 0 | 2 | 0 | 151 |
| 08:30 | 192 | 30 | 2 | 0 | 0 | 0 | 0 | 224 | 117 | 28 | 1 | 1 | 1 | 2 | 0 | 150 |
| 08:45 | 185 | 27 | 0 | 0 | 0 | 1 | 0 | 213 | 118 | 28 | 1 | 1 | 1 | 2 | 0 | 151 |
| 09:00 | 166 | 21 | 0 | 1 | 1 | 1 | 0 | 190 | 130 | 26 | 1 | 0 | 1 | 0 | 0 | 158 |
| 16:00 | 138 | 21 | 0 | 0 | 0 | 1 | 0 | 160 | 231 | 39 | 1 | 0 | 0 | 3 | 0 | 274 |
| 16:15 | 141 | 19 | 0 | 0 | 0 | 1 | 0 | 161 | 253 | 40 | 2 | 1 | 0 | 4 | 0 | 300 |
| 16:30 | 139 | 16 | 0 | 0 | 0 | 2 | 0 | 157 | 248 | 28 | 1 | 1 | 0 | 4 | 0 | 282 |
| 16:45 | 129 | 12 | 0 | 0 | 0 | 1 | 0 | 142 | 256 | 25 | 1 | 1 | 0 | 3 | 0 | 286 |
| 17:00 | 126 | 13 | 0 | 0 | 0 | 2 | 0 | 141 | 253 | 28 | 1 | 1 | 0 | 2 | 0 | 285 |
| 17:15 | 127 | 11 | 0 | 0 | 0 | 3 | 0 | 141 | 246 | 25 | 0 | 0 | 0 | 1 | 0 | 272 |
| 17:30 | 123 | 9 | 0 | 0 | 0 | 2 | 0 | 134 | 219 | 20 | 0 | 0 | 1 | 1 | 0 | 241 |
| 17:45 | 113 | 7 | 0 | 0 | 0 | 2 | 0 | 122 | 192 | 17 | 0 | 0 | 1 | 0 | 0 | 210 |
| 18:00 | 105 | 5 | 0 | 0 | 0 | 1 | 0 | 111 | 160 | 12 | 0 | 0 | 1 | 0 | 0 | 173 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Horningsea Road / Low Fen Drove / Biggin Lane
 Junction Number: Site 14 Junction Type: Crossroads

| Time | Arm B Approach | | | | | | | | Arm B Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | | |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | | |
| 09:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 16:00 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | | |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 10 | | |
| 08:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | | |
| 08:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | | |
| 08:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | | |
| 09:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 16:00 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Horningsea Road / Low Fen Drove / Biggin Lane
 Junction Number: Site 14 Junction Type: Crossroads

| Time | Arm C Approach | | | | | | | | Arm C Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 11 | 55 | 6 | 0 | 0 | 0 | 1 | 0 | 62 | | |
| 07:15 | 10 | 4 | 0 | 0 | 1 | 0 | 0 | 15 | 56 | 12 | 0 | 0 | 1 | 1 | 0 | 70 | | |
| 07:30 | 13 | 4 | 0 | 0 | 0 | 1 | 0 | 18 | 86 | 16 | 0 | 0 | 1 | 1 | 0 | 104 | | |
| 07:45 | 16 | 8 | 0 | 0 | 0 | 0 | 0 | 24 | 54 | 12 | 0 | 0 | 0 | 0 | 0 | 66 | | |
| 08:00 | 37 | 12 | 1 | 0 | 0 | 1 | 0 | 51 | 56 | 11 | 0 | 0 | 0 | 0 | 0 | 67 | | |
| 08:15 | 32 | 7 | 1 | 0 | 0 | 0 | 0 | 40 | 59 | 12 | 0 | 0 | 0 | 1 | 0 | 72 | | |
| 08:30 | 34 | 8 | 0 | 0 | 0 | 0 | 0 | 42 | 59 | 7 | 2 | 0 | 0 | 0 | 0 | 68 | | |
| 08:45 | 19 | 7 | 1 | 2 | 0 | 2 | 0 | 31 | 63 | 9 | 0 | 0 | 0 | 0 | 0 | 72 | | |
| 09:00 | 33 | 6 | 0 | 0 | 0 | 0 | 0 | 39 | 37 | 8 | 0 | 0 | 0 | 0 | 0 | 45 | | |
| 09:15 | 31 | 6 | 0 | 0 | 1 | 0 | 0 | 38 | 35 | 6 | 0 | 0 | 0 | 0 | 0 | 41 | | |
| 09:30 | 35 | 9 | 0 | 0 | 0 | 0 | 0 | 44 | 52 | 4 | 0 | 0 | 0 | 1 | 0 | 57 | | |
| 09:45 | 31 | 6 | 1 | 0 | 0 | 0 | 0 | 38 | 44 | 3 | 0 | 1 | 1 | 0 | 0 | 49 | | |
| 16:00 | 34 | 9 | 0 | 0 | 0 | 0 | 0 | 43 | 43 | 7 | 0 | 0 | 0 | 0 | 0 | 50 | | |
| 16:15 | 80 | 19 | 1 | 0 | 0 | 0 | 0 | 100 | 28 | 7 | 0 | 0 | 0 | 0 | 0 | 35 | | |
| 16:30 | 58 | 8 | 0 | 0 | 0 | 2 | 0 | 68 | 45 | 7 | 0 | 0 | 0 | 1 | 0 | 53 | | |
| 16:45 | 62 | 3 | 0 | 0 | 0 | 1 | 0 | 66 | 28 | 3 | 0 | 0 | 0 | 0 | 0 | 31 | | |
| 17:00 | 56 | 10 | 1 | 1 | 0 | 1 | 0 | 69 | 40 | 2 | 0 | 0 | 0 | 0 | 0 | 42 | | |
| 17:15 | 75 | 7 | 0 | 0 | 0 | 0 | 0 | 82 | 26 | 4 | 0 | 0 | 0 | 1 | 1 | 32 | | |
| 17:30 | 66 | 5 | 0 | 0 | 0 | 1 | 0 | 72 | 36 | 3 | 0 | 0 | 0 | 0 | 0 | 39 | | |
| 17:45 | 58 | 6 | 0 | 0 | 0 | 0 | 0 | 64 | 25 | 4 | 0 | 0 | 0 | 1 | 0 | 30 | | |
| 18:00 | 50 | 7 | 0 | 0 | 0 | 0 | 0 | 57 | 41 | 0 | 0 | 0 | 0 | 1 | 0 | 42 | | |
| 18:15 | 47 | 2 | 0 | 0 | 1 | 0 | 0 | 50 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 24 | | |
| 18:30 | 38 | 2 | 0 | 0 | 0 | 0 | 0 | 40 | 25 | 1 | 0 | 0 | 0 | 0 | 0 | 26 | | |
| 18:45 | 26 | 1 | 0 | 0 | 0 | 0 | 0 | 27 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 19 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 47 | 19 | 0 | 0 | 1 | 1 | 0 | 68 | 251 | 46 | 0 | 0 | 2 | 3 | 0 | 302 | | |
| 07:15 | 76 | 28 | 1 | 0 | 1 | 2 | 0 | 108 | 252 | 51 | 0 | 0 | 2 | 2 | 0 | 307 | | |
| 07:30 | 98 | 31 | 2 | 0 | 0 | 2 | 0 | 133 | 255 | 51 | 0 | 0 | 1 | 2 | 0 | 309 | | |
| 07:45 | 119 | 35 | 2 | 0 | 0 | 1 | 0 | 157 | 228 | 42 | 2 | 0 | 0 | 1 | 0 | 273 | | |
| 08:00 | 122 | 34 | 3 | 2 | 0 | 3 | 0 | 164 | 237 | 39 | 2 | 0 | 0 | 1 | 0 | 279 | | |
| 08:15 | 118 | 28 | 2 | 2 | 0 | 2 | 0 | 152 | 218 | 36 | 2 | 0 | 0 | 1 | 0 | 257 | | |
| 08:30 | 117 | 27 | 1 | 2 | 1 | 2 | 0 | 150 | 194 | 30 | 2 | 0 | 0 | 0 | 0 | 226 | | |
| 08:45 | 118 | 28 | 1 | 2 | 1 | 2 | 0 | 152 | 187 | 27 | 0 | 0 | 0 | 1 | 0 | 215 | | |
| 09:00 | 130 | 27 | 1 | 0 | 1 | 0 | 0 | 159 | 168 | 21 | 0 | 1 | 1 | 1 | 0 | 192 | | |
| 16:00 | 234 | 39 | 1 | 0 | 0 | 3 | 0 | 277 | 144 | 24 | 0 | 0 | 0 | 1 | 0 | 169 | | |
| 16:15 | 256 | 40 | 2 | 1 | 0 | 4 | 0 | 303 | 141 | 19 | 0 | 0 | 0 | 1 | 0 | 161 | | |
| 16:30 | 251 | 28 | 1 | 1 | 0 | 4 | 0 | 285 | 139 | 16 | 0 | 0 | 0 | 2 | 1 | 158 | | |
| 16:45 | 259 | 25 | 1 | 1 | 0 | 3 | 0 | 289 | 130 | 12 | 0 | 0 | 0 | 1 | 1 | 144 | | |
| 17:00 | 255 | 28 | 1 | 1 | 0 | 2 | 0 | 287 | 127 | 13 | 0 | 0 | 0 | 2 | 1 | 143 | | |
| 17:15 | 249 | 25 | 0 | 0 | 0 | 1 | 0 | 275 | 128 | 11 | 0 | 0 | 0 | 3 | 1 | 143 | | |
| 17:30 | 221 | 20 | 0 | 0 | 1 | 1 | 0 | 243 | 124 | 9 | 0 | 0 | 0 | 2 | 0 | 135 | | |
| 17:45 | 193 | 17 | 0 | 0 | 1 | 0 | 0 | 211 | 113 | 7 | 0 | 0 | 0 | 2 | 0 | 122 | | |
| 18:00 | 161 | 12 | 0 | 0 | 1 | 0 | 0 | 174 | 105 | 5 | 0 | 0 | 0 | 1 | 0 | 111 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Horningsea Road / Low Fen Drove / Biggin Lane
 Junction Number: Site 14 Junction Type: Crossroads

| Time | Arm D Approach | | | | | | | | Arm D Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 07:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 08:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 08:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 09:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 16:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 17:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 07:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 07:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 07:45 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 08:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 08:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 08:30 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 08:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 09:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 16:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | |
| 16:45 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | |
| 17:00 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 17:15 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | |
| 17:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |

Intelligent Data Collection Limited



Client: Mott McDonald **Date of Survey:** 07.12.2021
Project Number: ID06180 **Junction Name:** Horningsea Road / Low Fen Drove / Biggin Lane
Junction Number: Site 14 **Junction Type:** Crossroads

| Total Junction Flow | | | | | | | | |
|---------------------|--------------|-----|------|------|-------|-----|-------|-------|
| Time | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 63 | 9 | 0 | 0 | 0 | 1 | 0 | 73 |
| 07:15 | 66 | 16 | 0 | 0 | 2 | 1 | 0 | 85 |
| 07:30 | 99 | 20 | 0 | 0 | 1 | 2 | 0 | 122 |
| 07:45 | 70 | 20 | 0 | 0 | 0 | 0 | 0 | 90 |
| 08:00 | 93 | 23 | 1 | 0 | 0 | 1 | 0 | 118 |
| 08:15 | 91 | 19 | 1 | 0 | 0 | 1 | 0 | 112 |
| 08:30 | 93 | 16 | 2 | 0 | 0 | 0 | 0 | 111 |
| 08:45 | 82 | 16 | 1 | 2 | 0 | 2 | 0 | 103 |
| 09:00 | 70 | 14 | 0 | 0 | 0 | 0 | 0 | 84 |
| 09:15 | 66 | 12 | 0 | 0 | 1 | 0 | 0 | 79 |
| 09:30 | 87 | 13 | 0 | 0 | 0 | 1 | 0 | 101 |
| 09:45 | 75 | 9 | 1 | 1 | 1 | 0 | 0 | 87 |
| 16:00 | 77 | 16 | 0 | 0 | 0 | 0 | 0 | 93 |
| 16:15 | 108 | 26 | 1 | 0 | 0 | 0 | 0 | 135 |
| 16:30 | 103 | 15 | 0 | 0 | 0 | 3 | 0 | 121 |
| 16:45 | 90 | 6 | 0 | 0 | 0 | 1 | 0 | 97 |
| 17:00 | 96 | 12 | 1 | 1 | 0 | 1 | 0 | 111 |
| 17:15 | 101 | 11 | 0 | 0 | 0 | 1 | 1 | 114 |
| 17:30 | 102 | 8 | 0 | 0 | 0 | 1 | 0 | 111 |
| 17:45 | 83 | 10 | 0 | 0 | 0 | 1 | 0 | 94 |
| 18:00 | 91 | 7 | 0 | 0 | 0 | 1 | 0 | 99 |
| 18:15 | 69 | 4 | 0 | 0 | 1 | 0 | 0 | 74 |
| 18:30 | 63 | 3 | 0 | 0 | 0 | 0 | 0 | 66 |
| 18:45 | 43 | 3 | 0 | 0 | 0 | 0 | 0 | 46 |
| Start Time | Rolling Hour | | | | | | | Total |
| 07:00 | 298 | 65 | 0 | 0 | 3 | 4 | 0 | 370 |
| 07:15 | 328 | 79 | 1 | 0 | 3 | 4 | 0 | 415 |
| 07:30 | 353 | 82 | 2 | 0 | 1 | 4 | 0 | 442 |
| 07:45 | 347 | 78 | 4 | 0 | 0 | 2 | 0 | 431 |
| 08:00 | 359 | 74 | 5 | 2 | 0 | 4 | 0 | 444 |
| 08:15 | 336 | 65 | 4 | 2 | 0 | 3 | 0 | 410 |
| 08:30 | 311 | 58 | 3 | 2 | 1 | 2 | 0 | 377 |
| 08:45 | 305 | 55 | 1 | 2 | 1 | 3 | 0 | 367 |
| 09:00 | 298 | 48 | 1 | 1 | 2 | 1 | 0 | 351 |
| 16:00 | 378 | 63 | 1 | 0 | 0 | 4 | 0 | 446 |
| 16:15 | 397 | 59 | 2 | 1 | 0 | 5 | 0 | 464 |
| 16:30 | 390 | 44 | 1 | 1 | 0 | 6 | 1 | 443 |
| 16:45 | 389 | 37 | 1 | 1 | 0 | 4 | 1 | 433 |
| 17:00 | 382 | 41 | 1 | 1 | 0 | 4 | 1 | 430 |
| 17:15 | 377 | 36 | 0 | 0 | 0 | 4 | 1 | 418 |
| 17:30 | 345 | 29 | 0 | 0 | 1 | 3 | 0 | 378 |
| 17:45 | 306 | 24 | 0 | 0 | 1 | 2 | 0 | 333 |
| 18:00 | 266 | 17 | 0 | 0 | 1 | 1 | 0 | 285 |

Intelligent Data Collection Limited



Client: Mott McDonald
Project Number: ID06180
Junction Number: Site 14

Date of Survey: 07.12.2021
Junction Name: Horningsea Road / Low Fen Drive / Biggin Lane
Junction Type: Crossroads
Arm A: Horningsea Road (N)
Arm B: Low Fen Drive (E)

Arm C: Horningsea Road (S)
Arm D: Biggin Lane (W)

| PCU Summary | | | | | | | | | | | | | | | | |
|-------------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Time | A1 to A | A1 to D | A1 to C | A1 to B | B1 to B | B1 to A | B1 to D | B1 to C | C1 to C | C1 to B | C1 to A | C1 to D | D1 to D | D1 to C | D1 to B | D1 to A |
| 07:00 | 0 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 1 | 0 | 0 |
| 07:15 | 0 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 105 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 1 | 0 | 1 | 0 | 0 |
| 08:00 | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 42 | 1 | 0 | 1 | 0 | 0 |
| 08:15 | 0 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 40 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 1 |
| 08:45 | 0 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 32 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 1 | 0 | 0 |
| 09:30 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 38 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 43 | 0 | 0 | 1 | 0 | 0 |
| 16:15 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 1 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 1 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 1 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 1 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 1 | 0 | 1 | 0 | 0 |
| 17:45 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 1 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 301 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 1 | 0 | 2 | 0 | 0 |
| 07:15 | 0 | 0 | 307 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 99 | 2 | 0 | 2 | 0 | 0 |
| 07:30 | 0 | 0 | 307 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 123 | 2 | 0 | 2 | 0 | 0 |
| 07:45 | 0 | 0 | 272 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 147 | 2 | 0 | 2 | 0 | 1 |
| 08:00 | 0 | 0 | 279 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 156 | 1 | 0 | 1 | 0 | 1 |
| 08:15 | 0 | 0 | 257 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 153 | 0 | 0 | 0 | 0 | 1 |
| 08:30 | 0 | 0 | 226 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 152 | 0 | 0 | 1 | 0 | 1 |
| 08:45 | 0 | 0 | 212 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 154 | 0 | 0 | 1 | 0 | 0 |
| 09:00 | 0 | 0 | 193 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 160 | 0 | 0 | 1 | 0 | 0 |
| 16:00 | 0 | 0 | 159 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 273 | 3 | 0 | 1 | 0 | 0 |
| 16:15 | 0 | 0 | 160 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 301 | 3 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 156 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 282 | 3 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 141 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 287 | 3 | 0 | 1 | 0 | 0 |
| 17:00 | 0 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 287 | 2 | 0 | 1 | 0 | 0 |
| 17:15 | 0 | 0 | 139 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 271 | 3 | 0 | 1 | 0 | 0 |
| 17:30 | 0 | 0 | 133 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 242 | 2 | 0 | 1 | 0 | 0 |
| 17:45 | 0 | 0 | 121 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 212 | 1 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 110 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 175 | 1 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 14
Site Name: Horningsea Road / Low Fen Drove / Biggin Lane
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Survey Type: Pedestrian & Cycle Count

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------|--------------|----------------------------|
| 52.231868 | 0.181977 | Click Here |

Site Layout



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

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 14
Site Name: Horningsea Road / Low Fen Drive / Biggin Lane
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Survey Type: Pedestrian & Cycle Count

AM Peak Totals

| Date | Movement 1 | | | | Movement 2 | | | | Movement 3 | | | | Movement 4 | | | |
|------------|------------|----------|------------|-------|------------|----------|------------|-------|------------|----------|------------|-------|------------|----------|------------|-------|
| | Peds | Cyclists | Equestrian | Total | Peds | Cyclists | Equestrian | Total | Peds | Cyclists | Equestrian | Total | Peds | Cyclists | Equestrian | Total |
| 07.12.2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08.12.2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 |

PM Peak Totals

| Date | Movement 1 | | | | Movement 2 | | | | Movement 3 | | | | Movement 4 | | | |
|------------|------------|----------|------------|-------|------------|----------|------------|-------|------------|----------|------------|-------|------------|----------|------------|-------|
| | Peds | Cyclists | Equestrian | Total | Peds | Cyclists | Equestrian | Total | Peds | Cyclists | Equestrian | Total | Peds | Cyclists | Equestrian | Total |
| 04.12.2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 5 | 0 | 0 | 5 |
| 07.12.2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 |
| 08.12.2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 14
Site Name: Horningsea Road / Low Fen Drove / Biggin Lane
Date of Survey: 07.12.2021
Survey Type: Pedestrian & Cycle Count

Input by:
Checked by:

| Time | Movement 1 | | | | Movement 2 | | | | Movement 3 | | | | Movement 4 | | | |
|--------------------------|------------|----------|------------|----------|------------|----------|------------|----------|------------|----------|------------|----------|------------|----------|------------|----------|
| | Peds | Cyclists | Equestrian | Total | Peds | Cyclists | Equestrian | Total | Peds | Cyclists | Equestrian | Total | Peds | Cyclists | Equestrian | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00-10:00 Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00-19:00 Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 |

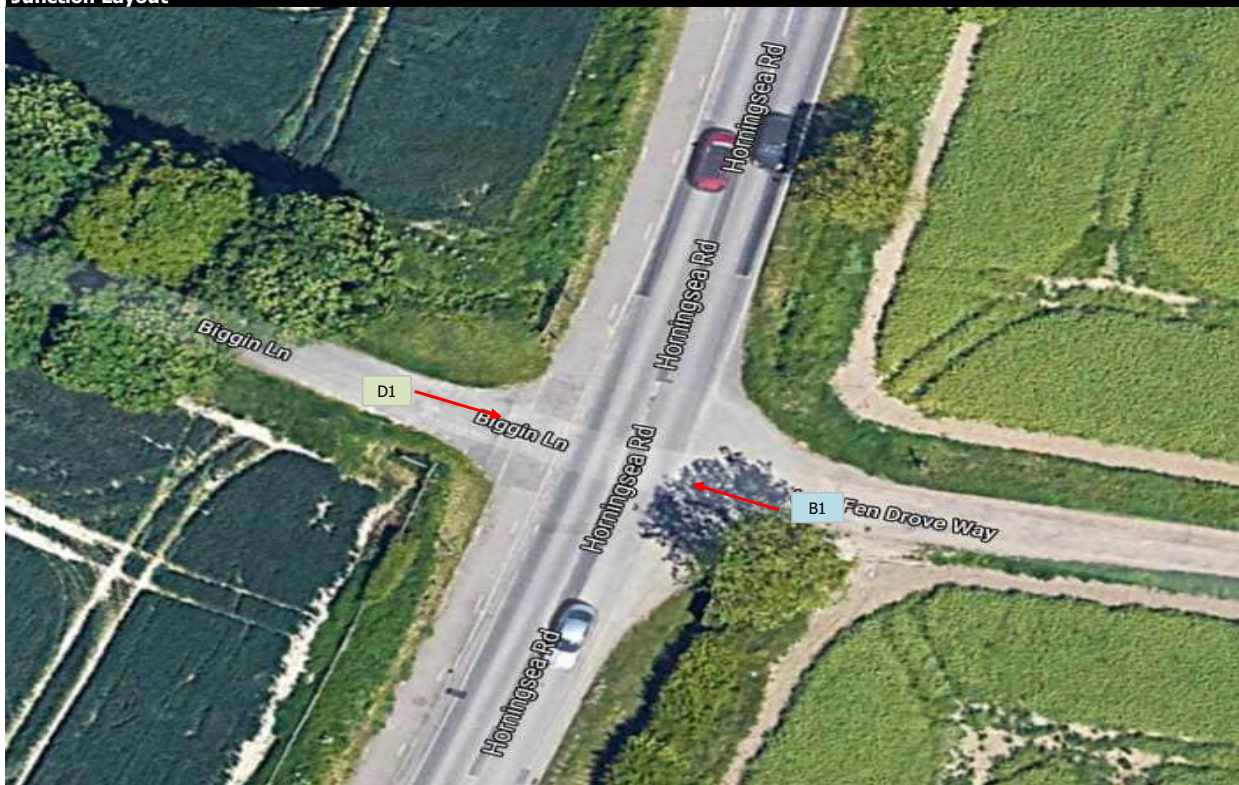
Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 14
Date of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Junction Name: Horningsea Road / Low Fen Drove / Biggin Lane
Survey Type: Queue Length Survey

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------|--------------|----------------------------|
| 52.231868 | 0.181977 | Click Here |

Junction Layout



Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

| Lights | Heavies |
|--------|---------|
| 6 | 15 |

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

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 14
Date of Survey: 07.12.2021
Junction Name: Horningsea Road / Low Fen Drove / Biggin Lane
Survey Type: Queue Length Survey

AM Peak Period:

| Time | Lane B1 | | | | Lane D1 | | | |
|-------|---------|---------|-------|------------|---------|---------|-------|------------|
| | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:05 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:55 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:05 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:35 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| 08:40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:05 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

PM Peak Period:

| Time | Lane B1 | | | | Lane D1 | | | |
|-------|---------|---------|-------|------------|---------|---------|-------|------------|
| | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) |
| 16:00 | 2 | 0 | 2 | 12 | 1 | 0 | 1 | 6 |
| 16:05 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| 16:10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:05 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:05 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

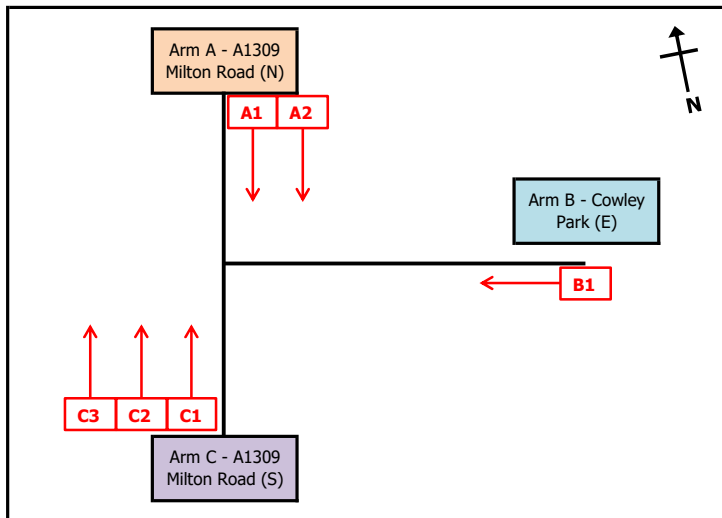
Intelligent Data Collection Limited



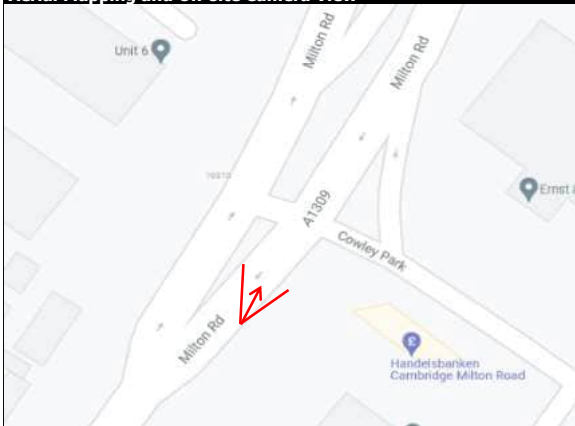
Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A1309 Milton Road / Cowley Park
 Junction Number: Site 15 Junction Type: T-Junction

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------------|--------------------|----------------------------|
| 52.230468 | 0.149523 | Click Here |
| AM Peak Conditions | PM Peak Conditions | |
| Clear | Showers | |

Junction Layout

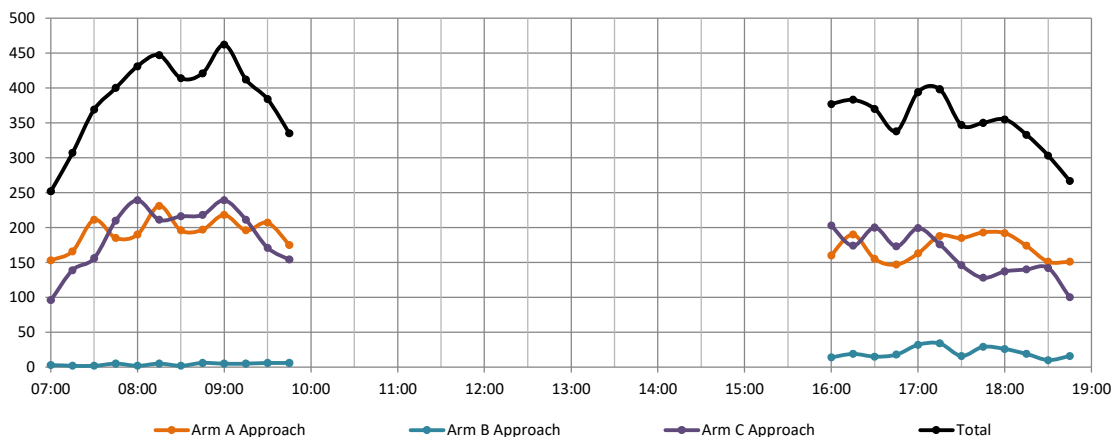


Aerial Mapping and On-site Camera View



Junction Flow Profile

Arm Approach Flows (All Vehicles)



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

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A1309 Milton Road / Cowley Park Arm A: A1309 Milton Road (N)
 Junction Number: Site 15 Junction Type: T-Junction Arm B: Cowley Park (E) Arm C: A1309 Milton Road (S)

| Time | A1 to A | | | | | | | | A1 to C | | | | | | | | A1 to B | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 42 | 3 | 3 | 10 | 1 | 0 | 148 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 45 | 6 | 3 | 4 | 1 | 1 | 154 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 52 | 2 | 0 | 4 | 1 | 0 | 203 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 45 | 3 | 2 | 2 | 0 | 0 | 178 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 53 | 5 | 2 | 4 | 1 | 0 | 175 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 | 39 | 5 | 2 | 3 | 0 | 0 | 188 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 37 | 4 | 4 | 5 | 1 | 1 | 166 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 36 | 4 | 0 | 2 | 0 | 3 | 162 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146 | 32 | 3 | 1 | 3 | 0 | 1 | 186 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127 | 39 | 4 | 0 | 4 | 0 | 0 | 174 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 | 34 | 11 | 2 | 3 | 1 | 0 | 190 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 28 | 6 | 6 | 4 | 3 | 0 | 163 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 | 23 | 1 | 0 | 3 | 0 | 3 | 160 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 156 | 29 | 0 | 0 | 2 | 1 | 0 | 188 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 27 | 0 | 1 | 3 | 0 | 2 | 153 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 21 | 0 | 0 | 1 | 2 | 2 | 145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 22 | 0 | 0 | 2 | 1 | 2 | 159 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 155 | 20 | 0 | 1 | 4 | 2 | 4 | 186 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 152 | 21 | 1 | 0 | 1 | 3 | 3 | 181 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 161 | 17 | 1 | 2 | 5 | 0 | 3 | 189 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 163 | 15 | 0 | 1 | 3 | 2 | 6 | 190 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 12 | 1 | 2 | 1 | 3 | 2 | 171 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 12 | 0 | 0 | 4 | 2 | 5 | 147 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 14 | 0 | 1 | 1 | 0 | 3 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 453 | 184 | 14 | 8 | 20 | 3 | 1 | 683 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 474 | 195 | 16 | 7 | 14 | 3 | 1 | 710 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 519 | 189 | 15 | 6 | 13 | 2 | 0 | 744 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 489 | 174 | 17 | 10 | 14 | 2 | 1 | 707 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 480 | 165 | 18 | 8 | 14 | 2 | 4 | 691 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 516 | 144 | 16 | 7 | 13 | 1 | 5 | 702 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 504 | 144 | 15 | 5 | 14 | 1 | 5 | 688 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 529 | 141 | 22 | 3 | 12 | 1 | 4 | 712 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 528 | 133 | 24 | 9 | 14 | 4 | 1 | 713 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 525 | 100 | 1 | 1 | 9 | 3 | 7 | 646 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 527 | 99 | 0 | 1 | 8 | 4 | 6 | 645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 526 | 90 | 0 | 2 | 10 | 5 | 10 | 643 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 558 | 84 | 1 | 1 | 8 | 8 | 11 | 671 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 600 | 80 | 2 | 3 | 12 | 6 | 12 | 715 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 631 | 73 | 2 | 4 | 13 | 7 | 16 | 746 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 626 | 65 | 3 | 5 | 10 | 8 | 14 | 731 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 598 | 56 | 2 | 5 | 13 | 7 | 16 | 697 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 568 | 53 | 1 | 4 | 9 | 7 | 16 | 658 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited

Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 15

Date of Survey: 07.12.2021
 Junction Name: A1309 Milton Road / Cowley Park
 Junction Type: T-Junction

Arm A: A1309 Milton Road (N)
 Arm B: Cowley Park (E)

Arm C: A1309 Milton Road (S)



| Time | A2 to A | | | | | | | | A2 to C | | | | | | | | A2 to B | | | | | | | | | | |
|-------------------|---------------------|-----|------|------|-------|-----|-------|-------|--------------|---------------------|------|------|-------|-----|-------|-------|---------|--------------|---------------------|------|-------|-----|-------|-------|--|--|--------------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | | | |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | | | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | | | |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | | | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 15 | | | |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 3 | 0 | 0 | 0 | 0 | 0 | 43 | | | |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | | | |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 1 | 0 | 0 | 0 | 0 | 0 | 35 | | | |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | | | |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | | | |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | | | |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | | | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | | |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | | | |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | | | |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | | |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | | | |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | | | |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | | | |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | | | |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | | | |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 4 | 0 | 0 | 0 | 0 | 0 | 32 | | | |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 5 | 0 | 0 | 0 | 0 | 0 | 42 | | | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 8 | 0 | 0 | 0 | 0 | 0 | 73 | | | |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 6 | 0 | 0 | 0 | 0 | 0 | 95 | | | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 7 | 0 | 0 | 0 | 0 | 0 | 123 | | | |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 4 | 0 | 0 | 0 | 0 | 0 | 140 | | | |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 1 | 0 | 0 | 0 | 0 | 0 | 119 | | | |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 2 | 0 | 0 | 0 | 0 | 0 | 106 | | | |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 3 | 0 | 0 | 0 | 0 | 0 | 83 | | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 6 | | | |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 1 | 10 | | | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 1 | 10 | | | |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 2 | 11 | | | |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 1 | 13 | | | |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | | | |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 3 | 12 | | | |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | | | |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A1309 Milton Road / Cowley Park Arm A: A1309 Milton Road (N)
 Junction Number: Site 15 Junction Type: T-Junction Arm B: Cowley Park (E) Arm C: A1309 Milton Road (S)

| Time | B1 to B | | | | | | | | B1 to A | | | | | | | | B1 to C | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 6 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 7 | 0 | 0 | 0 | 0 | 0 | 4 | 11 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 9 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 5 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 7 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 8 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 8 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 11 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 4 | 0 | 0 | 0 | 0 | 0 | 51 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 15 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 4 | 0 | 0 | 0 | 0 | 0 | 68 | 13 | 0 | 0 | 0 | 0 | 0 | 3 | 16 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 3 | 0 | 0 | 0 | 0 | 0 | 75 | 22 | 0 | 0 | 0 | 0 | 0 | 2 | 24 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 1 | 0 | 0 | 0 | 0 | 0 | 75 | 20 | 0 | 0 | 0 | 0 | 0 | 5 | 25 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 22 | 0 | 0 | 0 | 0 | 0 | 9 | 31 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 26 | 0 | 0 | 0 | 0 | 0 | 8 | 34 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 18 | 1 | 0 | 0 | 0 | 0 | 9 | 28 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 22 | 1 | 0 | 0 | 0 | 0 | 9 | 32 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 20 | 1 | 0 | 0 | 0 | 0 | 5 | 26 |

Intelligent Data Collection Limited



Client: Mott McDonald
Project Number: ID06180
Junction Number: Site 15

Date of Survey: 07.12.2021
Junction Name: A1309 Milton Road / Cowley Park
Junction Type: T-Junction

Arm A: A1309 Milton Road (N)
Arm B: Cowley Park (E)

Arm C: A1309 Milton Road (S)

| Time | C1 to C | | | | | | | | C1 to B | | | | | | | | C1 to A | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 16 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 16 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 3 | 0 | 0 | 0 | 0 | 0 | 14 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald
Project Number: ID06180
Junction Number: Site 15

Date of Survey: 07.12.2021
Junction Name: A1309 Milton Road / Cowley Park
Junction Type: T-Junction

Arm A: A1309 Milton Road (N)
Arm B: Cowley Park (E)

Arm C: A1309 Milton Road (S)

| Time | C2 to C | | | | | | | | C2 to B | | | | | | | | C2 to A | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 12 | 0 | 0 | 0 | 0 | 0 | 53 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 19 | 1 | 0 | 1 | 2 | 0 | 68 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 21 | 5 | 2 | 2 | 0 | 0 | 67 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 17 | 3 | 1 | 1 | 0 | 3 | 85 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 32 | 3 | 0 | 0 | 2 | 0 | 112 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 21 | 2 | 0 | 3 | 0 | 3 | 110 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 17 | 3 | 0 | 2 | 0 | 4 | 101 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 17 | 4 | 0 | 0 | 0 | 3 | 97 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 21 | 5 | 1 | 2 | 0 | 5 | 125 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 20 | 4 | 1 | 4 | 0 | 0 | 94 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 28 | 2 | 0 | 2 | 0 | 1 | 99 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 20 | 1 | 1 | 2 | 1 | 1 | 93 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 25 | 1 | 1 | 0 | 0 | 0 | 103 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 12 | 0 | 0 | 2 | 1 | 0 | 91 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 18 | 3 | 0 | 1 | 0 | 0 | 116 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 18 | 2 | 0 | 1 | 3 | 0 | 93 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 11 | 1 | 0 | 1 | 1 | 0 | 109 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 13 | 0 | 0 | 2 | 1 | 1 | 97 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 15 | 0 | 0 | 1 | 1 | 1 | 83 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 6 | 0 | 0 | 1 | 0 | 0 | 58 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 4 | 1 | 0 | 1 | 0 | 1 | 67 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 6 | 1 | 0 | 3 | 0 | 0 | 65 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 6 | 0 | 1 | 3 | 3 | 0 | 81 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 5 | 0 | 0 | 4 | 1 | 1 | 61 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 183 | 69 | 9 | 3 | 4 | 2 | 3 | 273 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 217 | 89 | 12 | 3 | 4 | 4 | 3 | 332 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 253 | 91 | 13 | 3 | 6 | 2 | 6 | 374 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 291 | 87 | 11 | 1 | 6 | 2 | 10 | 408 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 304 | 87 | 12 | 0 | 5 | 2 | 10 | 420 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 320 | 76 | 14 | 1 | 7 | 0 | 15 | 433 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 304 | 75 | 16 | 2 | 8 | 0 | 12 | 417 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 295 | 86 | 15 | 2 | 8 | 0 | 9 | 415 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 289 | 89 | 12 | 3 | 10 | 1 | 7 | 411 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 315 | 73 | 6 | 1 | 4 | 4 | 0 | 403 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 334 | 59 | 6 | 0 | 5 | 5 | 0 | 409 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 338 | 60 | 6 | 0 | 5 | 5 | 1 | 415 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 309 | 57 | 3 | 0 | 5 | 6 | 2 | 382 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 291 | 45 | 1 | 0 | 5 | 3 | 2 | 347 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 256 | 38 | 1 | 0 | 5 | 2 | 3 | 305 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 231 | 31 | 2 | 0 | 6 | 1 | 2 | 273 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 234 | 22 | 2 | 1 | 8 | 3 | 1 | 271 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 233 | 21 | 2 | 1 | 11 | 4 | 2 | 274 |

Intelligent Data Collection Limited

Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 15

Date of Survey: 07.12.2021
 Junction Name: A1309 Milton Road / Cowley Park
 Junction Type: T-Junction

Arm A: A1309 Milton Road (N)
 Arm B: Cowley Park (E)

Arm C: A1309 Milton Road (S)



| Time | C3 to C | | | | | | | C3 to B | | | | | | | C3 to A | | | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|---------|--------------|-----|------|------|-------|-----|---------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 5 | 1 | 1 | 1 | 0 | 3 | 41 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 18 | 1 | 3 | 1 | 0 | 0 | 67 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 22 | 3 | 3 | 1 | 3 | 0 | 87 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 21 | 4 | 1 | 3 | 0 | 2 | 124 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 18 | 3 | 5 | 4 | 0 | 5 | 124 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 12 | 0 | 2 | 2 | 1 | 1 | 98 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 11 | 1 | 0 | 2 | 0 | 0 | 101 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 16 | 4 | 2 | 0 | 0 | 11 | 104 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 17 | 3 | 3 | 2 | 0 | 10 | 105 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 19 | 2 | 3 | 4 | 1 | 2 | 107 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 12 | 2 | 1 | 1 | 0 | 1 | 66 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 10 | 3 | 1 | 1 | 1 | 1 | 55 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 12 | 1 | 2 | 2 | 0 | 1 | 99 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 19 | 0 | 0 | 2 | 0 | 0 | 82 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 13 | 1 | 0 | 2 | 0 | 0 | 83 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 19 | 1 | 1 | 1 | 0 | 0 | 79 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 17 | 1 | 0 | 2 | 1 | 0 | 89 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 6 | 0 | 0 | 1 | 0 | 2 | 79 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 5 | 0 | 0 | 1 | 1 | 1 | 62 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 5 | 0 | 0 | 2 | 1 | 0 | 65 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 2 | 0 | 0 | 1 | 0 | 0 | 70 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 3 | 0 | 0 | 2 | 0 | 0 | 73 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 3 | 0 | 0 | 2 | 2 | 0 | 61 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 4 | 0 | 0 | 0 | 0 | 0 | 39 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 222 | 66 | 9 | 8 | 6 | 3 | 5 | 319 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 281 | 79 | 11 | 12 | 9 | 3 | 7 | 402 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 317 | 73 | 10 | 11 | 10 | 4 | 8 | 433 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 349 | 62 | 8 | 8 | 11 | 1 | 8 | 447 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 327 | 57 | 8 | 9 | 8 | 1 | 17 | 427 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 308 | 56 | 8 | 7 | 6 | 1 | 22 | 408 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 304 | 63 | 10 | 8 | 8 | 1 | 23 | 417 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 266 | 64 | 11 | 9 | 7 | 1 | 24 | 382 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 233 | 58 | 10 | 8 | 8 | 2 | 14 | 333 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 266 | 63 | 3 | 3 | 7 | 0 | 1 | 343 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 253 | 68 | 3 | 1 | 7 | 1 | 0 | 333 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 262 | 55 | 3 | 1 | 6 | 1 | 2 | 330 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 249 | 47 | 2 | 1 | 5 | 2 | 3 | 309 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 249 | 33 | 1 | 0 | 6 | 3 | 3 | 295 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 248 | 18 | 0 | 0 | 5 | 2 | 3 | 276 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 246 | 15 | 0 | 0 | 6 | 2 | 1 | 270 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 246 | 13 | 0 | 0 | 7 | 3 | 0 | 269 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 224 | 12 | 0 | 0 | 5 | 2 | 0 | 243 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A1309 Milton Road / Cowley Park
 Junction Number: Site 15 Junction Type: T-Junction

| Time | Arm A Approach | | | | | | | | Arm A Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 92 | 44 | 3 | 3 | 10 | 1 | 0 | 153 | 73 | 17 | 1 | 1 | 1 | 0 | 5 | 98 | | |
| 07:15 | 106 | 45 | 6 | 3 | 4 | 1 | 1 | 166 | 90 | 37 | 2 | 3 | 2 | 2 | 0 | 136 | | |
| 07:30 | 150 | 54 | 2 | 0 | 4 | 1 | 0 | 211 | 93 | 43 | 8 | 5 | 3 | 3 | 1 | 156 | | |
| 07:45 | 133 | 45 | 3 | 2 | 2 | 0 | 0 | 185 | 154 | 39 | 9 | 2 | 4 | 0 | 5 | 213 | | |
| 08:00 | 122 | 56 | 5 | 2 | 4 | 1 | 0 | 190 | 165 | 50 | 6 | 5 | 4 | 2 | 5 | 237 | | |
| 08:15 | 179 | 42 | 5 | 2 | 3 | 0 | 0 | 231 | 162 | 34 | 2 | 2 | 5 | 1 | 4 | 210 | | |
| 08:30 | 144 | 37 | 4 | 4 | 5 | 1 | 1 | 196 | 163 | 28 | 4 | 0 | 4 | 0 | 6 | 205 | | |
| 08:45 | 151 | 37 | 4 | 0 | 2 | 0 | 3 | 197 | 148 | 33 | 8 | 2 | 0 | 0 | 15 | 206 | | |
| 09:00 | 178 | 32 | 3 | 1 | 3 | 0 | 1 | 218 | 163 | 39 | 8 | 4 | 4 | 0 | 16 | 234 | | |
| 09:15 | 149 | 39 | 4 | 0 | 4 | 0 | 0 | 196 | 142 | 40 | 6 | 4 | 8 | 1 | 2 | 203 | | |
| 09:30 | 155 | 35 | 11 | 2 | 3 | 1 | 0 | 207 | 118 | 40 | 4 | 1 | 3 | 0 | 2 | 168 | | |
| 09:45 | 126 | 30 | 6 | 6 | 4 | 3 | 0 | 175 | 107 | 31 | 4 | 2 | 3 | 2 | 2 | 151 | | |
| 16:00 | 130 | 23 | 1 | 0 | 3 | 0 | 3 | 160 | 166 | 37 | 2 | 3 | 2 | 0 | 1 | 211 | | |
| 16:15 | 157 | 30 | 0 | 0 | 2 | 1 | 0 | 190 | 152 | 32 | 0 | 0 | 4 | 1 | 0 | 189 | | |
| 16:30 | 122 | 27 | 0 | 1 | 3 | 0 | 2 | 155 | 172 | 33 | 4 | 0 | 3 | 0 | 0 | 212 | | |
| 16:45 | 120 | 21 | 0 | 0 | 1 | 2 | 3 | 147 | 138 | 38 | 3 | 1 | 2 | 3 | 0 | 185 | | |
| 17:00 | 135 | 23 | 0 | 0 | 2 | 1 | 2 | 163 | 189 | 28 | 2 | 0 | 3 | 2 | 1 | 225 | | |
| 17:15 | 157 | 20 | 0 | 1 | 4 | 2 | 4 | 188 | 173 | 19 | 0 | 0 | 3 | 1 | 3 | 199 | | |
| 17:30 | 154 | 21 | 1 | 0 | 1 | 3 | 5 | 185 | 132 | 20 | 0 | 0 | 2 | 2 | 2 | 158 | | |
| 17:45 | 165 | 17 | 1 | 2 | 5 | 0 | 3 | 193 | 126 | 11 | 0 | 0 | 3 | 1 | 1 | 142 | | |
| 18:00 | 164 | 15 | 0 | 1 | 3 | 2 | 7 | 192 | 144 | 6 | 1 | 0 | 2 | 0 | 1 | 154 | | |
| 18:15 | 152 | 12 | 1 | 2 | 1 | 3 | 3 | 174 | 137 | 9 | 1 | 0 | 5 | 0 | 0 | 152 | | |
| 18:30 | 128 | 12 | 0 | 0 | 4 | 2 | 5 | 151 | 125 | 9 | 0 | 1 | 5 | 5 | 0 | 145 | | |
| 18:45 | 132 | 14 | 0 | 1 | 1 | 0 | 3 | 151 | 96 | 9 | 0 | 0 | 4 | 1 | 1 | 111 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 481 | 188 | 14 | 8 | 20 | 3 | 1 | 715 | 410 | 136 | 20 | 11 | 10 | 5 | 11 | 603 | | |
| 07:15 | 511 | 200 | 16 | 7 | 14 | 3 | 1 | 752 | 502 | 169 | 25 | 15 | 13 | 7 | 11 | 742 | | |
| 07:30 | 584 | 197 | 15 | 6 | 13 | 2 | 0 | 817 | 574 | 166 | 25 | 14 | 16 | 6 | 15 | 816 | | |
| 07:45 | 578 | 180 | 17 | 10 | 14 | 2 | 1 | 802 | 644 | 151 | 21 | 9 | 17 | 3 | 20 | 865 | | |
| 08:00 | 596 | 172 | 18 | 8 | 14 | 2 | 4 | 814 | 638 | 145 | 20 | 9 | 13 | 3 | 30 | 858 | | |
| 08:15 | 652 | 148 | 16 | 7 | 13 | 1 | 5 | 842 | 636 | 134 | 22 | 8 | 13 | 1 | 41 | 855 | | |
| 08:30 | 622 | 145 | 15 | 5 | 14 | 1 | 5 | 807 | 616 | 140 | 26 | 10 | 16 | 1 | 39 | 848 | | |
| 08:45 | 633 | 143 | 22 | 3 | 12 | 1 | 4 | 818 | 571 | 152 | 26 | 11 | 15 | 1 | 35 | 811 | | |
| 09:00 | 608 | 136 | 24 | 9 | 14 | 4 | 1 | 796 | 530 | 150 | 22 | 11 | 18 | 3 | 22 | 756 | | |
| 16:00 | 529 | 101 | 1 | 1 | 9 | 3 | 8 | 652 | 628 | 140 | 9 | 4 | 11 | 4 | 1 | 797 | | |
| 16:15 | 534 | 101 | 0 | 1 | 8 | 4 | 7 | 655 | 651 | 131 | 9 | 1 | 12 | 6 | 1 | 811 | | |
| 16:30 | 534 | 91 | 0 | 2 | 10 | 5 | 11 | 653 | 672 | 118 | 9 | 1 | 11 | 6 | 4 | 821 | | |
| 16:45 | 566 | 85 | 1 | 1 | 8 | 8 | 14 | 683 | 632 | 105 | 5 | 1 | 10 | 8 | 6 | 767 | | |
| 17:00 | 611 | 81 | 2 | 3 | 12 | 6 | 14 | 729 | 620 | 78 | 2 | 0 | 11 | 6 | 7 | 724 | | |
| 17:15 | 640 | 73 | 2 | 4 | 13 | 7 | 19 | 758 | 575 | 56 | 1 | 0 | 10 | 4 | 7 | 653 | | |
| 17:30 | 635 | 65 | 3 | 5 | 10 | 8 | 18 | 744 | 539 | 46 | 2 | 0 | 12 | 3 | 4 | 606 | | |
| 17:45 | 609 | 56 | 2 | 5 | 13 | 7 | 18 | 710 | 532 | 35 | 2 | 1 | 15 | 6 | 2 | 593 | | |
| 18:00 | 576 | 53 | 1 | 4 | 9 | 7 | 18 | 668 | 502 | 33 | 2 | 1 | 16 | 6 | 2 | 562 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A1309 Milton Road / Cowley Park
 Junction Number: Site 15 Junction Type: T-Junction

| Time | Arm B Approach | | | | | | | | Arm B Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | | |
| 07:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 16 | | |
| 07:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | | |
| 07:45 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 5 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 8 | | |
| 08:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 3 | 0 | 0 | 0 | 0 | 1 | 18 | | |
| 08:15 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 43 | 3 | 0 | 0 | 0 | 0 | 0 | 46 | | |
| 08:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 37 | 0 | 0 | 0 | 0 | 0 | 5 | 42 | | |
| 08:45 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 42 | 3 | 0 | 0 | 0 | 0 | 6 | 51 | | |
| 09:00 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 35 | 0 | 0 | 0 | 0 | 0 | 5 | 40 | | |
| 09:15 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 31 | 1 | 0 | 0 | 0 | 0 | 0 | 32 | | |
| 09:30 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 19 | 1 | 0 | 0 | 0 | 0 | 3 | 23 | | |
| 09:45 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 6 | 14 | 2 | 0 | 0 | 0 | 0 | 2 | 18 | | |
| 16:00 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 16:15 | 17 | 1 | 0 | 0 | 0 | 0 | 1 | 19 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 3 | | |
| 16:30 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | |
| 16:45 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | | |
| 17:00 | 30 | 0 | 0 | 0 | 0 | 0 | 2 | 32 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | | |
| 17:15 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 17:30 | 13 | 0 | 0 | 0 | 0 | 0 | 3 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | | |
| 17:45 | 25 | 0 | 0 | 0 | 0 | 0 | 4 | 29 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | | |
| 18:00 | 25 | 0 | 0 | 0 | 0 | 0 | 1 | 26 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | | |
| 18:15 | 17 | 1 | 0 | 0 | 0 | 0 | 1 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | | |
| 18:30 | 7 | 0 | 0 | 0 | 0 | 0 | 3 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | | |
| 18:45 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 8 | 2 | 2 | 0 | 0 | 0 | 0 | 12 | 32 | 4 | 2 | 0 | 0 | 0 | 0 | 38 | | |
| 07:15 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 11 | 43 | 5 | 2 | 0 | 0 | 0 | 1 | 51 | | |
| 07:30 | 8 | 4 | 2 | 0 | 0 | 0 | 0 | 14 | 71 | 8 | 1 | 0 | 0 | 0 | 1 | 81 | | |
| 07:45 | 8 | 4 | 2 | 0 | 0 | 0 | 0 | 14 | 101 | 6 | 1 | 0 | 0 | 0 | 6 | 114 | | |
| 08:00 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 15 | 136 | 9 | 0 | 0 | 0 | 0 | 12 | 157 | | |
| 08:15 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 18 | 157 | 6 | 0 | 0 | 0 | 0 | 16 | 179 | | |
| 08:30 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 18 | 145 | 4 | 0 | 0 | 0 | 0 | 16 | 165 | | |
| 08:45 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 22 | 127 | 5 | 0 | 0 | 0 | 0 | 14 | 146 | | |
| 09:00 | 15 | 7 | 0 | 0 | 0 | 0 | 0 | 22 | 99 | 4 | 0 | 0 | 0 | 0 | 10 | 113 | | |
| 16:00 | 61 | 4 | 0 | 0 | 0 | 0 | 1 | 66 | 7 | 1 | 0 | 0 | 0 | 0 | 2 | 10 | | |
| 16:15 | 77 | 4 | 0 | 0 | 0 | 0 | 3 | 84 | 9 | 2 | 0 | 0 | 0 | 0 | 2 | 13 | | |
| 16:30 | 94 | 3 | 0 | 0 | 0 | 0 | 2 | 99 | 10 | 1 | 0 | 0 | 0 | 0 | 1 | 12 | | |
| 16:45 | 94 | 1 | 0 | 0 | 0 | 0 | 5 | 100 | 10 | 1 | 0 | 0 | 0 | 0 | 3 | 14 | | |
| 17:00 | 102 | 0 | 0 | 0 | 0 | 0 | 9 | 111 | 16 | 1 | 0 | 0 | 0 | 0 | 2 | 19 | | |
| 17:15 | 97 | 0 | 0 | 0 | 0 | 0 | 8 | 105 | 14 | 0 | 0 | 0 | 0 | 0 | 3 | 17 | | |
| 17:30 | 80 | 1 | 0 | 0 | 0 | 0 | 9 | 90 | 16 | 0 | 0 | 0 | 0 | 0 | 4 | 20 | | |
| 17:45 | 74 | 1 | 0 | 0 | 0 | 0 | 9 | 84 | 17 | 0 | 0 | 0 | 0 | 0 | 2 | 19 | | |
| 18:00 | 65 | 1 | 0 | 0 | 0 | 0 | 5 | 71 | 10 | 0 | 0 | 0 | 0 | 0 | 2 | 12 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A1309 Milton Road / Cowley Park
 Junction Number: Site 15 Junction Type: T-Junction

| Time | Arm C Approach | | | | | | | | Arm C Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 71 | 17 | 1 | 1 | 1 | 0 | 5 | 96 | 89 | 43 | 3 | 3 | 10 | 1 | 0 | 149 | | |
| 07:15 | 92 | 37 | 3 | 3 | 2 | 2 | 0 | 139 | 95 | 45 | 6 | 3 | 4 | 1 | 1 | 155 | | |
| 07:30 | 93 | 43 | 8 | 5 | 3 | 3 | 1 | 156 | 145 | 52 | 2 | 0 | 4 | 1 | 0 | 204 | | |
| 07:45 | 153 | 38 | 8 | 2 | 4 | 0 | 5 | 210 | 127 | 45 | 3 | 2 | 2 | 0 | 0 | 179 | | |
| 08:00 | 166 | 50 | 6 | 5 | 4 | 2 | 6 | 239 | 110 | 54 | 5 | 2 | 4 | 1 | 0 | 176 | | |
| 08:15 | 164 | 33 | 2 | 2 | 5 | 1 | 4 | 211 | 141 | 40 | 5 | 2 | 3 | 0 | 0 | 191 | | |
| 08:30 | 169 | 28 | 4 | 0 | 4 | 0 | 11 | 216 | 115 | 37 | 4 | 4 | 5 | 1 | 1 | 167 | | |
| 08:45 | 152 | 35 | 8 | 2 | 0 | 0 | 21 | 218 | 119 | 36 | 4 | 0 | 2 | 0 | 3 | 164 | | |
| 09:00 | 164 | 38 | 8 | 4 | 4 | 0 | 21 | 239 | 148 | 32 | 3 | 1 | 3 | 0 | 1 | 188 | | |
| 09:15 | 150 | 40 | 6 | 4 | 8 | 1 | 2 | 211 | 128 | 41 | 4 | 0 | 4 | 0 | 0 | 177 | | |
| 09:30 | 118 | 40 | 4 | 1 | 3 | 0 | 5 | 171 | 142 | 34 | 11 | 2 | 3 | 1 | 0 | 193 | | |
| 09:45 | 109 | 30 | 4 | 2 | 3 | 2 | 4 | 154 | 117 | 30 | 6 | 6 | 4 | 3 | 0 | 166 | | |
| 16:00 | 158 | 37 | 2 | 3 | 2 | 0 | 1 | 203 | 135 | 23 | 1 | 0 | 3 | 0 | 3 | 165 | | |
| 16:15 | 137 | 31 | 0 | 0 | 4 | 1 | 1 | 174 | 158 | 29 | 0 | 0 | 2 | 1 | 1 | 191 | | |
| 16:30 | 162 | 31 | 4 | 0 | 3 | 0 | 0 | 200 | 122 | 27 | 0 | 1 | 3 | 0 | 2 | 155 | | |
| 16:45 | 127 | 37 | 3 | 1 | 2 | 3 | 0 | 173 | 124 | 21 | 0 | 0 | 1 | 2 | 2 | 150 | | |
| 17:00 | 163 | 28 | 2 | 0 | 3 | 2 | 1 | 199 | 136 | 22 | 0 | 0 | 2 | 1 | 4 | 165 | | |
| 17:15 | 150 | 19 | 0 | 0 | 3 | 1 | 3 | 176 | 166 | 20 | 0 | 1 | 4 | 2 | 4 | 197 | | |
| 17:30 | 120 | 20 | 0 | 0 | 2 | 2 | 2 | 146 | 152 | 21 | 1 | 0 | 1 | 3 | 6 | 184 | | |
| 17:45 | 112 | 11 | 0 | 0 | 3 | 1 | 1 | 128 | 168 | 17 | 1 | 2 | 5 | 0 | 7 | 200 | | |
| 18:00 | 127 | 6 | 1 | 0 | 2 | 0 | 1 | 137 | 171 | 15 | 0 | 1 | 3 | 2 | 7 | 199 | | |
| 18:15 | 125 | 9 | 1 | 0 | 5 | 0 | 0 | 140 | 153 | 13 | 1 | 2 | 1 | 3 | 3 | 176 | | |
| 18:30 | 122 | 9 | 0 | 1 | 5 | 5 | 0 | 142 | 128 | 12 | 0 | 0 | 4 | 2 | 8 | 154 | | |
| 18:45 | 85 | 9 | 0 | 0 | 4 | 1 | 1 | 100 | 136 | 14 | 0 | 1 | 1 | 0 | 3 | 155 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 409 | 135 | 20 | 11 | 10 | 5 | 11 | 601 | 456 | 185 | 14 | 8 | 20 | 3 | 1 | 687 | | |
| 07:15 | 504 | 168 | 25 | 15 | 13 | 7 | 12 | 744 | 477 | 196 | 16 | 7 | 14 | 3 | 1 | 714 | | |
| 07:30 | 576 | 164 | 24 | 14 | 16 | 6 | 16 | 816 | 523 | 191 | 15 | 6 | 13 | 2 | 0 | 750 | | |
| 07:45 | 652 | 149 | 20 | 9 | 17 | 3 | 26 | 876 | 493 | 176 | 17 | 10 | 14 | 2 | 1 | 713 | | |
| 08:00 | 651 | 146 | 20 | 9 | 13 | 3 | 42 | 884 | 485 | 167 | 18 | 8 | 14 | 2 | 4 | 698 | | |
| 08:15 | 649 | 134 | 22 | 8 | 13 | 1 | 57 | 884 | 523 | 145 | 16 | 7 | 13 | 1 | 5 | 710 | | |
| 08:30 | 635 | 141 | 26 | 10 | 16 | 1 | 55 | 884 | 510 | 146 | 15 | 5 | 14 | 1 | 5 | 696 | | |
| 08:45 | 584 | 153 | 26 | 11 | 15 | 1 | 49 | 839 | 537 | 143 | 22 | 3 | 12 | 1 | 4 | 722 | | |
| 09:00 | 541 | 148 | 22 | 11 | 18 | 3 | 32 | 775 | 535 | 137 | 24 | 9 | 14 | 4 | 1 | 724 | | |
| 16:00 | 584 | 136 | 9 | 4 | 11 | 4 | 2 | 750 | 539 | 100 | 1 | 1 | 9 | 3 | 8 | 661 | | |
| 16:15 | 589 | 127 | 9 | 1 | 12 | 6 | 2 | 746 | 540 | 99 | 0 | 1 | 8 | 4 | 9 | 661 | | |
| 16:30 | 602 | 115 | 9 | 1 | 11 | 6 | 4 | 748 | 548 | 90 | 0 | 2 | 10 | 5 | 12 | 667 | | |
| 16:45 | 560 | 104 | 5 | 1 | 10 | 8 | 6 | 694 | 578 | 84 | 1 | 1 | 8 | 8 | 16 | 696 | | |
| 17:00 | 545 | 78 | 2 | 0 | 11 | 6 | 7 | 649 | 622 | 80 | 2 | 3 | 12 | 6 | 21 | 746 | | |
| 17:15 | 509 | 56 | 1 | 0 | 10 | 4 | 7 | 587 | 657 | 73 | 2 | 4 | 13 | 7 | 24 | 780 | | |
| 17:30 | 484 | 46 | 2 | 0 | 12 | 3 | 4 | 551 | 644 | 66 | 3 | 5 | 10 | 8 | 23 | 759 | | |
| 17:45 | 486 | 35 | 2 | 1 | 15 | 6 | 2 | 547 | 620 | 57 | 2 | 5 | 13 | 7 | 25 | 729 | | |
| 18:00 | 459 | 33 | 2 | 1 | 16 | 6 | 2 | 519 | 588 | 54 | 1 | 4 | 9 | 7 | 21 | 684 | | |

Intelligent Data Collection Limited



Client: Mott McDonald **Date of Survey:** 07.12.2021
Project Number: ID06180 **Junction Name:** A1309 Milton Road / Cowley Park
Junction Number: Site 15 **Junction Type:** T-Junction

| Total Junction Flow | | | | | | | | |
|---------------------|--------------|-----|------|------|-------|-----|-------|-------|
| Time | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 165 | 62 | 4 | 4 | 11 | 1 | 5 | 252 |
| 07:15 | 200 | 82 | 9 | 6 | 6 | 3 | 1 | 307 |
| 07:30 | 245 | 97 | 10 | 5 | 7 | 4 | 1 | 369 |
| 07:45 | 288 | 84 | 13 | 4 | 6 | 0 | 5 | 400 |
| 08:00 | 289 | 107 | 11 | 7 | 8 | 3 | 6 | 431 |
| 08:15 | 346 | 77 | 7 | 4 | 8 | 1 | 4 | 447 |
| 08:30 | 315 | 65 | 8 | 4 | 9 | 1 | 12 | 414 |
| 08:45 | 309 | 72 | 12 | 2 | 2 | 0 | 24 | 421 |
| 09:00 | 346 | 71 | 11 | 5 | 7 | 0 | 22 | 462 |
| 09:15 | 301 | 82 | 10 | 4 | 12 | 1 | 2 | 412 |
| 09:30 | 279 | 75 | 15 | 3 | 6 | 1 | 5 | 384 |
| 09:45 | 238 | 63 | 10 | 8 | 7 | 5 | 4 | 335 |
| 16:00 | 302 | 60 | 3 | 3 | 5 | 0 | 4 | 377 |
| 16:15 | 311 | 62 | 0 | 0 | 6 | 2 | 2 | 383 |
| 16:30 | 297 | 60 | 4 | 1 | 6 | 0 | 2 | 370 |
| 16:45 | 264 | 59 | 3 | 1 | 3 | 5 | 3 | 338 |
| 17:00 | 328 | 51 | 2 | 0 | 5 | 3 | 5 | 394 |
| 17:15 | 341 | 39 | 0 | 1 | 7 | 3 | 7 | 398 |
| 17:30 | 287 | 41 | 1 | 0 | 3 | 5 | 10 | 347 |
| 17:45 | 302 | 28 | 1 | 2 | 8 | 1 | 8 | 350 |
| 18:00 | 316 | 21 | 1 | 1 | 5 | 2 | 9 | 355 |
| 18:15 | 294 | 22 | 2 | 2 | 6 | 3 | 4 | 333 |
| 18:30 | 257 | 21 | 0 | 1 | 9 | 7 | 8 | 303 |
| 18:45 | 233 | 23 | 0 | 1 | 5 | 1 | 4 | 267 |
| Start Time | Rolling Hour | | | | | | | Total |
| 07:00 | 898 | 325 | 36 | 19 | 30 | 8 | 12 | 1328 |
| 07:15 | 1022 | 370 | 43 | 22 | 27 | 10 | 13 | 1507 |
| 07:30 | 1168 | 365 | 41 | 20 | 29 | 8 | 16 | 1647 |
| 07:45 | 1238 | 333 | 39 | 19 | 31 | 5 | 27 | 1692 |
| 08:00 | 1259 | 321 | 38 | 17 | 27 | 5 | 46 | 1713 |
| 08:15 | 1316 | 285 | 38 | 15 | 26 | 2 | 62 | 1744 |
| 08:30 | 1271 | 290 | 41 | 15 | 30 | 2 | 60 | 1709 |
| 08:45 | 1235 | 300 | 48 | 14 | 27 | 2 | 53 | 1679 |
| 09:00 | 1164 | 291 | 46 | 20 | 32 | 7 | 33 | 1593 |
| 16:00 | 1174 | 241 | 10 | 5 | 20 | 7 | 11 | 1468 |
| 16:15 | 1200 | 232 | 9 | 2 | 20 | 10 | 12 | 1485 |
| 16:30 | 1230 | 209 | 9 | 3 | 21 | 11 | 17 | 1500 |
| 16:45 | 1220 | 190 | 6 | 2 | 18 | 16 | 25 | 1477 |
| 17:00 | 1258 | 159 | 4 | 3 | 23 | 12 | 30 | 1489 |
| 17:15 | 1246 | 129 | 3 | 4 | 23 | 11 | 34 | 1450 |
| 17:30 | 1199 | 112 | 5 | 5 | 22 | 11 | 31 | 1385 |
| 17:45 | 1169 | 92 | 4 | 6 | 28 | 13 | 29 | 1341 |
| 18:00 | 1100 | 87 | 3 | 5 | 25 | 13 | 25 | 1258 |

Intelligent Data Collection Limited



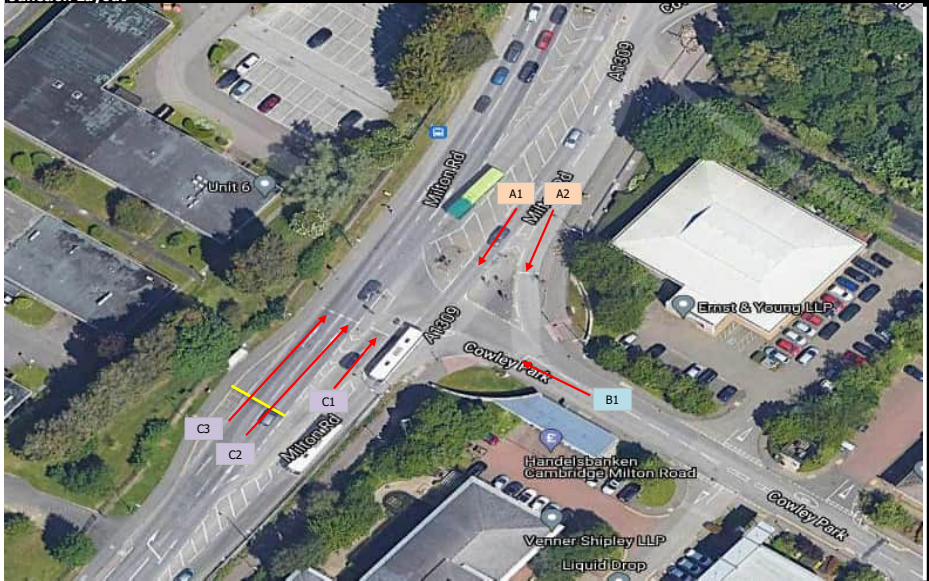
Client: Mott McDonald **Date of Survey:** 07.12.2021
Project Number: ID06180 **Junction Name:** A1309 Milton Road / Cowley Park **Arm A:** A1309 Milton Road (N)
Junction Number: Site 15 **Junction Type:** T-Junction **Arm B:** Cowley Park (E) **Arm C:** A1309 Milton Road (S)

| PCU Summary | | | | | | | | | | | | | | | | | | |
|-------------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Time | A1 to A | A1 to C | A1 to B | A2 to A | A2 to C | A2 to B | B1 to B | B1 to A | B1 to C | C1 to C | C1 to B | C1 to A | C2 to C | C2 to B | C2 to A | C3 to C | C3 to B | C3 to A |
| 07:00 | 0 | 163 | 0 | 0 | 0 | 5 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 0 | 41 |
| 07:15 | 0 | 164 | 0 | 0 | 0 | 12 | 0 | 1 | 1 | 0 | 5 | 0 | 0 | 0 | 68 | 0 | 0 | 72 |
| 07:30 | 0 | 207 | 0 | 0 | 0 | 8 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 74 | 0 | 0 | 92 |
| 07:45 | 0 | 184 | 0 | 0 | 0 | 7 | 0 | 5 | 1 | 0 | 2 | 0 | 0 | 0 | 86 | 0 | 0 | 129 |
| 08:00 | 0 | 184 | 0 | 0 | 0 | 15 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 112 | 0 | 0 | 132 |
| 08:15 | 0 | 196 | 0 | 0 | 0 | 43 | 0 | 2 | 3 | 0 | 3 | 0 | 0 | 0 | 112 | 0 | 0 | 101 |
| 08:30 | 0 | 177 | 0 | 0 | 0 | 30 | 0 | 1 | 1 | 0 | 8 | 0 | 0 | 0 | 101 | 0 | 0 | 104 |
| 08:45 | 0 | 164 | 0 | 0 | 0 | 35 | 0 | 4 | 2 | 0 | 11 | 0 | 0 | 0 | 97 | 0 | 0 | 100 |
| 09:00 | 0 | 191 | 0 | 0 | 0 | 32 | 0 | 3 | 2 | 0 | 4 | 0 | 0 | 0 | 127 | 0 | 0 | 104 |
| 09:15 | 0 | 180 | 0 | 0 | 0 | 22 | 0 | 2 | 3 | 0 | 10 | 0 | 0 | 0 | 101 | 0 | 0 | 114 |
| 09:30 | 0 | 201 | 0 | 0 | 0 | 17 | 0 | 3 | 3 | 0 | 4 | 0 | 0 | 0 | 101 | 0 | 0 | 69 |
| 09:45 | 0 | 176 | 0 | 0 | 0 | 12 | 0 | 3 | 3 | 0 | 4 | 0 | 0 | 0 | 95 | 0 | 0 | 57 |
| 16:00 | 0 | 161 | 0 | 0 | 0 | 0 | 0 | 9 | 5 | 0 | 1 | 0 | 0 | 0 | 105 | 0 | 0 | 103 |
| 16:15 | 0 | 189 | 0 | 0 | 0 | 2 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 92 | 0 | 0 | 84 |
| 16:30 | 0 | 156 | 0 | 0 | 0 | 2 | 0 | 13 | 2 | 0 | 1 | 0 | 0 | 0 | 119 | 0 | 0 | 86 |
| 16:45 | 0 | 143 | 0 | 0 | 0 | 1 | 0 | 13 | 5 | 0 | 1 | 0 | 0 | 0 | 93 | 0 | 0 | 82 |
| 17:00 | 0 | 159 | 0 | 0 | 0 | 4 | 0 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 110 | 0 | 0 | 91 |
| 17:15 | 0 | 187 | 0 | 0 | 0 | 2 | 0 | 23 | 11 | 0 | 0 | 0 | 0 | 0 | 98 | 0 | 0 | 78 |
| 17:30 | 0 | 178 | 0 | 0 | 0 | 2 | 0 | 13 | 1 | 0 | 1 | 0 | 0 | 0 | 83 | 0 | 0 | 62 |
| 17:45 | 0 | 195 | 0 | 0 | 0 | 4 | 0 | 18 | 8 | 0 | 4 | 0 | 0 | 0 | 59 | 0 | 0 | 66 |
| 18:00 | 0 | 188 | 0 | 0 | 0 | 1 | 0 | 17 | 8 | 0 | 0 | 0 | 0 | 0 | 68 | 0 | 0 | 71 |
| 18:15 | 0 | 172 | 0 | 0 | 0 | 2 | 0 | 14 | 4 | 0 | 2 | 0 | 0 | 0 | 69 | 0 | 0 | 75 |
| 18:30 | 0 | 146 | 0 | 0 | 0 | 4 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 84 | 0 | 0 | 62 |
| 18:45 | 0 | 150 | 0 | 0 | 0 | 1 | 0 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 64 | 0 | 0 | 39 |
| Start Time | Rolling Hour | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 718 | 0 | 0 | 0 | 32 | 0 | 9 | 4 | 0 | 7 | 1 | 0 | 0 | 282 | 0 | 0 | 334 |
| 07:15 | 0 | 739 | 0 | 0 | 0 | 42 | 0 | 8 | 4 | 0 | 9 | 0 | 0 | 0 | 341 | 0 | 0 | 425 |
| 07:30 | 0 | 771 | 0 | 0 | 0 | 73 | 0 | 9 | 6 | 0 | 8 | 0 | 0 | 0 | 384 | 0 | 0 | 454 |
| 07:45 | 0 | 741 | 0 | 0 | 0 | 95 | 0 | 9 | 6 | 0 | 15 | 0 | 0 | 0 | 412 | 0 | 0 | 465 |
| 08:00 | 0 | 720 | 0 | 0 | 0 | 123 | 0 | 8 | 7 | 0 | 24 | 1 | 0 | 0 | 422 | 0 | 0 | 437 |
| 08:15 | 0 | 728 | 0 | 0 | 0 | 140 | 0 | 10 | 8 | 0 | 26 | 1 | 0 | 0 | 436 | 0 | 0 | 409 |
| 08:30 | 0 | 711 | 0 | 0 | 0 | 119 | 0 | 10 | 8 | 0 | 33 | 1 | 0 | 0 | 426 | 0 | 0 | 421 |
| 08:45 | 0 | 735 | 0 | 0 | 0 | 106 | 0 | 12 | 10 | 0 | 29 | 0 | 0 | 0 | 426 | 0 | 0 | 386 |
| 09:00 | 0 | 748 | 0 | 0 | 0 | 83 | 0 | 11 | 11 | 0 | 22 | 0 | 0 | 0 | 425 | 0 | 0 | 344 |
| 16:00 | 0 | 649 | 0 | 0 | 0 | 5 | 0 | 51 | 14 | 0 | 3 | 0 | 0 | 0 | 409 | 0 | 0 | 355 |
| 16:15 | 0 | 647 | 0 | 0 | 0 | 9 | 0 | 68 | 14 | 0 | 2 | 0 | 0 | 0 | 414 | 0 | 0 | 342 |
| 16:30 | 0 | 645 | 0 | 0 | 0 | 9 | 0 | 75 | 22 | 0 | 2 | 0 | 0 | 0 | 419 | 0 | 0 | 337 |
| 16:45 | 0 | 667 | 0 | 0 | 0 | 9 | 0 | 75 | 21 | 0 | 2 | 0 | 0 | 0 | 383 | 0 | 0 | 313 |
| 17:00 | 0 | 719 | 0 | 0 | 0 | 12 | 0 | 80 | 24 | 0 | 5 | 0 | 0 | 0 | 349 | 0 | 0 | 297 |
| 17:15 | 0 | 748 | 0 | 0 | 0 | 9 | 0 | 71 | 28 | 0 | 5 | 0 | 0 | 0 | 307 | 0 | 0 | 277 |
| 17:30 | 0 | 733 | 0 | 0 | 0 | 10 | 0 | 62 | 21 | 0 | 7 | 0 | 0 | 0 | 278 | 0 | 0 | 274 |
| 17:45 | 0 | 701 | 0 | 0 | 0 | 11 | 0 | 52 | 25 | 0 | 6 | 0 | 0 | 0 | 279 | 0 | 0 | 274 |
| 18:00 | 0 | 656 | 0 | 0 | 0 | 8 | 0 | 45 | 22 | 0 | 2 | 0 | 0 | 0 | 283 | 0 | 0 | 247 |

Intelligent Data Collection Limited

Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 15
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Junction Name: A1309 Milton Road / Cowley Park
Survey Type: Queue Length Survey

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------|--------------|----------------------------|
| 52.230467 | 0.149534 | Click Here |



Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

| Lights | Heavies |
|--------|---------|
| 6 | 15 |

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

Any shaded entries for Arm A indicate where queues reach back to the upstream signalised junction (Cambridge Science Park Road / Milton Road).

Arm A footage is not available from 07:55 to 08:10 (07.12.2021). Arm B footage is not available from 07:00 to 07:50 (07.12.2021).

For Lanes C2 and C3, as the stopline was not visible, only queues that reach past the yellow line marked above are visible. Once queues reach back to this point, an alternative view is available to determine how many cars are in front of them as they enter the junction. Any queues of two vehicles or less are not able to be recorded.

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 15
Date of Survey: 07.12.2021
Junction Name: A1309 Milton Road / Cowley Park
Survey Type: Queue Length Survey

AM Peak Period:

Table with columns for Time, Lane A1, Lane A2, Lane B1, Lane C1, Lane C2, Lane C3. Each lane has sub-columns for Lights, Heavies, Total, and Length (m). Rows represent time intervals from 07:00 to 09:55.

PM Peak Period:

Table with columns for Time, Lane A1, Lane A2, Lane B1, Lane C1, Lane C2, Lane C3. Each lane has sub-columns for Lights, Heavies, Total, and Length (m). Rows represent time intervals from 16:00 to 18:55.

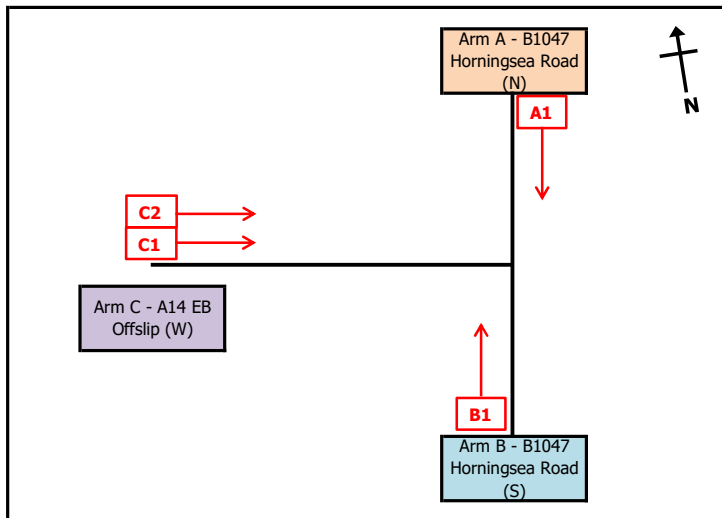
Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: B1047 Horningsea Road / A14
 Junction Number: Site 16 Junction Type: T-Junction

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------------|--------------------|----------------------------|
| 52.230146 | 0.180602 | Click Here |
| AM Peak Conditions | PM Peak Conditions | |
| Clear | Showers | |

Junction Layout

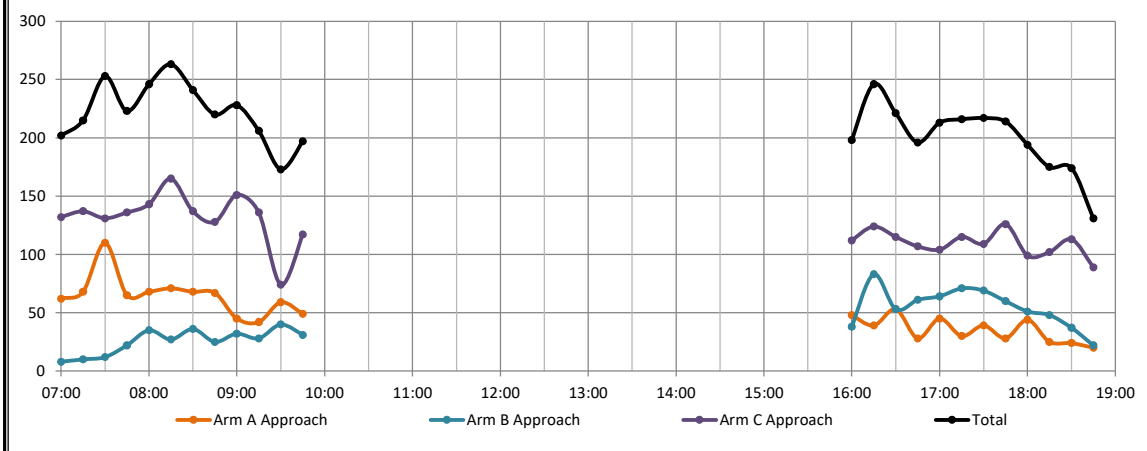


Aerial Mapping and On-site Camera View



Junction Flow Profile

Arm Approach Flows (All Vehicles)



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

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: B1047 Horningsea Road / A14 Arm A: B1047 Horningsea Road (N)
 Junction Number: Site 16 Junction Type: T-Junction Arm B: B1047 Horningsea Road (S) Arm C: A14 EB Offslip (W)

| Time | A1 to A | | | | | | | | A1 to C | | | | | | | | A1 to B | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 6 | 0 | 0 | 0 | 1 | 0 | 62 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 12 | 0 | 0 | 1 | 1 | 0 | 68 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 16 | 0 | 0 | 1 | 1 | 0 | 110 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 12 | 0 | 0 | 0 | 0 | 0 | 65 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 12 | 0 | 0 | 0 | 0 | 0 | 68 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 11 | 0 | 0 | 0 | 1 | 0 | 71 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 8 | 2 | 0 | 0 | 0 | 0 | 68 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 8 | 0 | 0 | 0 | 0 | 0 | 67 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 9 | 0 | 0 | 0 | 0 | 0 | 45 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 6 | 0 | 0 | 0 | 0 | 0 | 42 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 4 | 0 | 0 | 0 | 1 | 0 | 59 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 3 | 0 | 1 | 1 | 0 | 0 | 49 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 7 | 0 | 0 | 0 | 0 | 0 | 48 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 7 | 0 | 0 | 0 | 0 | 0 | 39 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 5 | 0 | 0 | 0 | 1 | 0 | 53 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 28 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 3 | 0 | 0 | 0 | 0 | 0 | 45 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 4 | 0 | 0 | 0 | 1 | 0 | 30 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 3 | 0 | 0 | 0 | 0 | 0 | 39 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 4 | 0 | 0 | 0 | 1 | 0 | 28 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 1 | 0 | 44 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 25 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 24 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 20 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 254 | 46 | 0 | 0 | 2 | 3 | 0 | 305 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 255 | 52 | 0 | 0 | 2 | 2 | 0 | 311 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 260 | 51 | 0 | 0 | 1 | 2 | 0 | 314 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 226 | 43 | 2 | 0 | 0 | 1 | 0 | 272 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 232 | 39 | 2 | 0 | 0 | 1 | 0 | 274 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 212 | 36 | 2 | 0 | 0 | 1 | 0 | 251 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 189 | 31 | 2 | 0 | 0 | 0 | 0 | 222 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 185 | 27 | 0 | 0 | 0 | 1 | 0 | 213 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 170 | 22 | 0 | 1 | 1 | 1 | 0 | 195 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 23 | 0 | 0 | 0 | 1 | 0 | 168 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 | 19 | 0 | 0 | 0 | 1 | 0 | 165 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 | 16 | 0 | 0 | 0 | 2 | 0 | 156 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127 | 14 | 0 | 0 | 0 | 1 | 0 | 142 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 14 | 0 | 0 | 0 | 2 | 0 | 142 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127 | 11 | 0 | 0 | 0 | 3 | 0 | 141 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 9 | 0 | 0 | 0 | 2 | 0 | 136 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 7 | 0 | 0 | 0 | 2 | 0 | 121 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 5 | 0 | 0 | 0 | 1 | 0 | 113 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: B1047 Horningsea Road / A14 Arm A: B1047 Horningsea Road (N)
 Junction Number: Site 16 Junction Type: T-Junction Arm B: B1047 Horningsea Road (S) Arm C: A14 EB Offslip (W)

| Time | B1 to B | | | | | | | | B1 to A | | | | | | | | B1 to C | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 0 | 0 | 0 | 1 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 6 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 9 | 1 | 0 | 0 | 1 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 4 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 7 | 0 | 0 | 0 | 0 | 1 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 7 | 1 | 1 | 0 | 2 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 6 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 8 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 4 | 1 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 7 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 21 | 1 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 6 | 0 | 0 | 0 | 2 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 2 | 0 | 0 | 0 | 2 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 12 | 0 | 1 | 0 | 0 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 4 | 0 | 0 | 0 | 1 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 4 | 0 | 0 | 0 | 0 | 1 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 6 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 7 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 1 | 0 | 0 | 1 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 1 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 13 | 0 | 0 | 0 | 1 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 19 | 1 | 0 | 0 | 2 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 21 | 1 | 0 | 0 | 2 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 26 | 1 | 0 | 0 | 1 | 1 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 27 | 2 | 1 | 0 | 3 | 1 | 123 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 24 | 1 | 1 | 0 | 2 | 1 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 24 | 1 | 1 | 0 | 2 | 1 | 121 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 25 | 1 | 1 | 0 | 2 | 0 | 125 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 22 | 1 | 0 | 0 | 0 | 0 | 131 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 194 | 36 | 1 | 0 | 0 | 4 | 0 | 235 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 214 | 41 | 1 | 1 | 0 | 4 | 0 | 261 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 219 | 24 | 0 | 1 | 0 | 5 | 0 | 249 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 238 | 22 | 0 | 1 | 0 | 3 | 1 | 265 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 235 | 26 | 0 | 1 | 0 | 1 | 1 | 264 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 228 | 21 | 0 | 0 | 0 | 1 | 1 | 251 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 208 | 18 | 0 | 0 | 1 | 0 | 1 | 228 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180 | 15 | 0 | 0 | 1 | 0 | 0 | 196 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 | 10 | 0 | 0 | 1 | 0 | 0 | 158 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited

Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 16

Date of Survey: 07.12.2021
 Junction Name: B1047 Horningsea Road / A14
 Junction Type: T-Junction

Arm A: B1047 Horningsea Road (N)
 Arm B: B1047 Horningsea Road (S)

Arm C: A14 EB Offslip (W)



| Time | C1 to C | | | | | | | | C1 to B | | | | | | | | C1 to A | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 20 | 0 | 0 | 1 | 0 | 0 | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 26 | 1 | 0 | 0 | 0 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 29 | 1 | 0 | 1 | 0 | 0 | 125 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 38 | 0 | 0 | 0 | 0 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 26 | 2 | 0 | 0 | 1 | 0 | 127 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 30 | 1 | 1 | 0 | 1 | 0 | 152 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 20 | 1 | 0 | 0 | 1 | 0 | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 18 | 0 | 0 | 0 | 0 | 0 | 123 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 30 | 1 | 0 | 0 | 1 | 0 | 143 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 29 | 3 | 0 | 0 | 0 | 0 | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 12 | 1 | 0 | 0 | 0 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 30 | 2 | 0 | 0 | 0 | 0 | 109 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 18 | 0 | 0 | 0 | 1 | 0 | 103 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 20 | 0 | 0 | 0 | 0 | 0 | 107 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 13 | 0 | 1 | 0 | 1 | 0 | 105 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 12 | 0 | 0 | 0 | 0 | 0 | 102 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 8 | 1 | 0 | 0 | 0 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 12 | 0 | 0 | 0 | 0 | 0 | 107 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 8 | 0 | 0 | 0 | 1 | 0 | 106 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 10 | 0 | 0 | 0 | 0 | 0 | 122 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 6 | 0 | 0 | 0 | 0 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 9 | 0 | 1 | 0 | 0 | 0 | 99 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 8 | 0 | 0 | 0 | 0 | 0 | 107 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 11 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 402 | 113 | 2 | 0 | 2 | 0 | 0 | 519 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 391 | 119 | 4 | 0 | 1 | 1 | 0 | 516 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 405 | 123 | 4 | 1 | 1 | 2 | 0 | 536 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 419 | 114 | 4 | 1 | 0 | 3 | 0 | 541 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 430 | 94 | 4 | 1 | 0 | 3 | 0 | 532 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 443 | 98 | 3 | 1 | 0 | 3 | 0 | 548 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 418 | 97 | 5 | 0 | 0 | 2 | 0 | 522 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 368 | 89 | 5 | 0 | 0 | 1 | 0 | 463 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 340 | 101 | 7 | 0 | 0 | 1 | 0 | 449 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 351 | 63 | 0 | 1 | 0 | 2 | 0 | 417 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 355 | 53 | 1 | 1 | 0 | 1 | 0 | 411 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 363 | 45 | 1 | 1 | 0 | 1 | 0 | 411 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 370 | 40 | 1 | 0 | 0 | 1 | 0 | 412 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 392 | 38 | 1 | 0 | 0 | 1 | 0 | 432 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 389 | 36 | 0 | 0 | 0 | 1 | 0 | 426 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 383 | 33 | 0 | 1 | 0 | 1 | 0 | 418 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 385 | 33 | 0 | 1 | 0 | 0 | 0 | 419 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 349 | 34 | 0 | 1 | 0 | 0 | 0 | 384 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: B1047 Horningsea Road / A14
 Junction Number: Site 16 Junction Type: T-Junction

Arm A: B1047 Horningsea Road (N)
 Arm B: B1047 Horningsea Road (S)
 Arm C: A14 EB Offslip (W)

| Time | C2 to C | | | | | | | | C2 to B | | | | | | | | C2 to A | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 5 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 16 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 13 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 5 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 0 | 1 | 0 | 0 | 10 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 7 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 5 | 0 | 0 | 1 | 0 | 0 | 17 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 8 | 0 | 0 | 1 | 0 | 0 | 31 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 11 | 1 | 0 | 0 | 0 | 0 | 39 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 10 | 1 | 0 | 0 | 0 | 0 | 40 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 9 | 1 | 1 | 0 | 0 | 0 | 41 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 6 | 1 | 1 | 0 | 0 | 0 | 33 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 4 | 0 | 1 | 1 | 0 | 0 | 30 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 3 | 0 | 1 | 1 | 0 | 0 | 26 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 5 | 0 | 0 | 1 | 0 | 0 | 29 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 3 | 0 | 0 | 0 | 0 | 0 | 41 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 2 | 1 | 0 | 0 | 0 | 0 | 39 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 1 | 1 | 0 | 0 | 0 | 0 | 30 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 1 | 1 | 0 | 0 | 0 | 0 | 23 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 1 | 1 | 0 | 0 | 0 | 0 | 22 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 23 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 18 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 21 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 19 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: B1047 Horningsea Road / A14
 Junction Number: Site 16 Junction Type: T-Junction

| Time | Arm A Approach | | | | | | | | Arm A Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 55 | 6 | 0 | 0 | 0 | 1 | 0 | 62 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 10 | | |
| 07:15 | 54 | 12 | 0 | 0 | 1 | 1 | 0 | 68 | 11 | 3 | 0 | 0 | 1 | 0 | 0 | 15 | | |
| 07:30 | 92 | 16 | 0 | 0 | 1 | 1 | 0 | 110 | 13 | 4 | 0 | 0 | 0 | 1 | 0 | 18 | | |
| 07:45 | 53 | 12 | 0 | 0 | 0 | 0 | 0 | 65 | 19 | 7 | 0 | 0 | 0 | 0 | 0 | 26 | | |
| 08:00 | 56 | 12 | 0 | 0 | 0 | 0 | 0 | 68 | 36 | 13 | 1 | 0 | 0 | 1 | 0 | 51 | | |
| 08:15 | 59 | 11 | 0 | 0 | 0 | 1 | 0 | 71 | 31 | 8 | 1 | 0 | 0 | 0 | 0 | 40 | | |
| 08:30 | 58 | 8 | 2 | 0 | 0 | 0 | 0 | 68 | 34 | 8 | 0 | 0 | 0 | 0 | 1 | 43 | | |
| 08:45 | 59 | 8 | 0 | 0 | 0 | 0 | 0 | 67 | 18 | 7 | 1 | 2 | 0 | 2 | 0 | 30 | | |
| 09:00 | 36 | 9 | 0 | 0 | 0 | 0 | 0 | 45 | 33 | 7 | 0 | 0 | 0 | 0 | 0 | 40 | | |
| 09:15 | 36 | 6 | 0 | 0 | 0 | 0 | 0 | 42 | 31 | 6 | 0 | 0 | 1 | 0 | 0 | 38 | | |
| 09:30 | 54 | 4 | 0 | 0 | 0 | 1 | 0 | 59 | 35 | 8 | 0 | 0 | 0 | 0 | 0 | 43 | | |
| 09:45 | 44 | 3 | 0 | 1 | 1 | 0 | 0 | 49 | 32 | 6 | 1 | 0 | 0 | 0 | 0 | 39 | | |
| 16:00 | 41 | 7 | 0 | 0 | 0 | 0 | 0 | 48 | 38 | 9 | 0 | 0 | 0 | 0 | 0 | 47 | | |
| 16:15 | 32 | 7 | 0 | 0 | 0 | 0 | 0 | 39 | 77 | 22 | 1 | 0 | 0 | 0 | 0 | 100 | | |
| 16:30 | 47 | 5 | 0 | 0 | 0 | 1 | 0 | 53 | 55 | 6 | 0 | 0 | 0 | 2 | 0 | 63 | | |
| 16:45 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 28 | 62 | 2 | 0 | 0 | 0 | 2 | 0 | 66 | | |
| 17:00 | 42 | 3 | 0 | 0 | 0 | 0 | 0 | 45 | 56 | 13 | 1 | 1 | 0 | 0 | 0 | 71 | | |
| 17:15 | 25 | 4 | 0 | 0 | 0 | 1 | 0 | 30 | 74 | 4 | 0 | 0 | 0 | 1 | 0 | 79 | | |
| 17:30 | 36 | 3 | 0 | 0 | 0 | 0 | 0 | 39 | 67 | 4 | 0 | 0 | 0 | 0 | 1 | 72 | | |
| 17:45 | 23 | 4 | 0 | 0 | 0 | 1 | 0 | 28 | 58 | 6 | 0 | 0 | 0 | 0 | 0 | 64 | | |
| 18:00 | 43 | 0 | 0 | 0 | 0 | 1 | 0 | 44 | 51 | 8 | 0 | 0 | 0 | 0 | 0 | 59 | | |
| 18:15 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 25 | 48 | 2 | 0 | 0 | 1 | 0 | 0 | 51 | | |
| 18:30 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 24 | 41 | 2 | 0 | 0 | 0 | 0 | 0 | 43 | | |
| 18:45 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 20 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 24 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 254 | 46 | 0 | 0 | 2 | 3 | 0 | 305 | 49 | 18 | 0 | 0 | 1 | 1 | 0 | 69 | | |
| 07:15 | 255 | 52 | 0 | 0 | 2 | 2 | 0 | 311 | 79 | 27 | 1 | 0 | 1 | 2 | 0 | 110 | | |
| 07:30 | 260 | 51 | 0 | 0 | 1 | 2 | 0 | 314 | 99 | 32 | 2 | 0 | 0 | 2 | 0 | 135 | | |
| 07:45 | 226 | 43 | 2 | 0 | 0 | 1 | 0 | 272 | 120 | 36 | 2 | 0 | 0 | 1 | 1 | 160 | | |
| 08:00 | 232 | 39 | 2 | 0 | 0 | 1 | 0 | 274 | 119 | 36 | 3 | 2 | 0 | 3 | 1 | 164 | | |
| 08:15 | 212 | 36 | 2 | 0 | 0 | 1 | 0 | 251 | 116 | 30 | 2 | 2 | 0 | 2 | 1 | 153 | | |
| 08:30 | 189 | 31 | 2 | 0 | 0 | 0 | 0 | 222 | 116 | 28 | 1 | 2 | 1 | 2 | 1 | 151 | | |
| 08:45 | 185 | 27 | 0 | 0 | 0 | 1 | 0 | 213 | 117 | 28 | 1 | 2 | 1 | 2 | 0 | 151 | | |
| 09:00 | 170 | 22 | 0 | 1 | 1 | 1 | 0 | 195 | 131 | 27 | 1 | 0 | 1 | 0 | 0 | 160 | | |
| 16:00 | 144 | 23 | 0 | 0 | 0 | 1 | 0 | 168 | 232 | 39 | 1 | 0 | 0 | 4 | 0 | 276 | | |
| 16:15 | 145 | 19 | 0 | 0 | 0 | 1 | 0 | 165 | 250 | 43 | 2 | 1 | 0 | 4 | 0 | 300 | | |
| 16:30 | 138 | 16 | 0 | 0 | 0 | 2 | 0 | 156 | 247 | 25 | 1 | 1 | 0 | 5 | 0 | 279 | | |
| 16:45 | 127 | 14 | 0 | 0 | 0 | 1 | 0 | 142 | 259 | 23 | 1 | 1 | 0 | 3 | 1 | 288 | | |
| 17:00 | 126 | 14 | 0 | 0 | 0 | 2 | 0 | 142 | 255 | 27 | 1 | 1 | 0 | 1 | 1 | 286 | | |
| 17:15 | 127 | 11 | 0 | 0 | 0 | 3 | 0 | 141 | 250 | 22 | 0 | 0 | 0 | 1 | 1 | 274 | | |
| 17:30 | 125 | 9 | 0 | 0 | 0 | 2 | 0 | 136 | 224 | 20 | 0 | 0 | 1 | 0 | 1 | 246 | | |
| 17:45 | 112 | 7 | 0 | 0 | 0 | 2 | 0 | 121 | 198 | 18 | 0 | 0 | 1 | 0 | 0 | 217 | | |
| 18:00 | 107 | 5 | 0 | 0 | 0 | 1 | 0 | 113 | 163 | 13 | 0 | 0 | 1 | 0 | 0 | 177 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: B1047 Horningsea Road / A14
 Junction Number: Site 16 Junction Type: T-Junction

| Time | Arm B Approach | | | | | | | Arm B Exit | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|------------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 8 | 164 | 26 | 0 | 0 | 1 | 1 | 0 | 192 |
| 07:15 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 159 | 38 | 1 | 0 | 1 | 1 | 0 | 200 |
| 07:30 | 9 | 2 | 0 | 0 | 0 | 1 | 0 | 12 | 186 | 45 | 1 | 0 | 2 | 1 | 0 | 235 |
| 07:45 | 16 | 6 | 0 | 0 | 0 | 0 | 0 | 22 | 147 | 50 | 0 | 0 | 0 | 0 | 0 | 197 |
| 08:00 | 24 | 9 | 1 | 0 | 0 | 1 | 0 | 35 | 154 | 38 | 2 | 0 | 0 | 1 | 0 | 195 |
| 08:15 | 23 | 4 | 0 | 0 | 0 | 0 | 0 | 27 | 178 | 41 | 1 | 1 | 0 | 2 | 0 | 223 |
| 08:30 | 28 | 7 | 0 | 0 | 0 | 0 | 1 | 36 | 166 | 28 | 3 | 0 | 0 | 1 | 0 | 198 |
| 08:45 | 14 | 7 | 1 | 1 | 0 | 2 | 0 | 25 | 164 | 26 | 0 | 0 | 0 | 0 | 0 | 190 |
| 09:00 | 26 | 6 | 0 | 0 | 0 | 0 | 0 | 32 | 147 | 39 | 1 | 0 | 0 | 1 | 0 | 188 |
| 09:15 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 28 | 130 | 35 | 3 | 0 | 0 | 0 | 0 | 168 |
| 09:30 | 32 | 8 | 0 | 0 | 0 | 0 | 0 | 40 | 112 | 16 | 1 | 0 | 0 | 1 | 0 | 130 |
| 09:45 | 26 | 4 | 1 | 0 | 0 | 0 | 0 | 31 | 121 | 33 | 2 | 1 | 1 | 0 | 0 | 158 |
| 16:00 | 31 | 7 | 0 | 0 | 0 | 0 | 0 | 38 | 125 | 25 | 0 | 0 | 0 | 1 | 0 | 151 |
| 16:15 | 61 | 21 | 1 | 0 | 0 | 0 | 0 | 83 | 119 | 27 | 0 | 0 | 0 | 0 | 0 | 146 |
| 16:30 | 45 | 6 | 0 | 0 | 0 | 2 | 0 | 53 | 137 | 18 | 0 | 1 | 0 | 2 | 0 | 158 |
| 16:45 | 57 | 2 | 0 | 0 | 0 | 2 | 0 | 61 | 114 | 16 | 0 | 0 | 0 | 0 | 0 | 130 |
| 17:00 | 51 | 12 | 0 | 1 | 0 | 0 | 0 | 64 | 130 | 11 | 1 | 0 | 0 | 0 | 0 | 142 |
| 17:15 | 66 | 4 | 0 | 0 | 0 | 1 | 0 | 71 | 120 | 16 | 0 | 0 | 0 | 1 | 0 | 137 |
| 17:30 | 64 | 4 | 0 | 0 | 0 | 0 | 1 | 69 | 133 | 11 | 0 | 0 | 0 | 1 | 0 | 145 |
| 17:45 | 54 | 6 | 0 | 0 | 0 | 0 | 0 | 60 | 135 | 14 | 0 | 0 | 0 | 1 | 0 | 150 |
| 18:00 | 44 | 7 | 0 | 0 | 0 | 0 | 0 | 51 | 128 | 6 | 0 | 0 | 0 | 1 | 0 | 135 |
| 18:15 | 46 | 1 | 0 | 0 | 1 | 0 | 0 | 48 | 112 | 11 | 0 | 1 | 0 | 0 | 0 | 124 |
| 18:30 | 36 | 1 | 0 | 0 | 0 | 0 | 0 | 37 | 122 | 9 | 0 | 0 | 0 | 0 | 0 | 131 |
| 18:45 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 22 | 94 | 13 | 0 | 0 | 0 | 0 | 0 | 107 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 38 | 13 | 0 | 0 | 0 | 1 | 0 | 52 | 656 | 159 | 2 | 0 | 4 | 3 | 0 | 824 |
| 07:15 | 57 | 19 | 1 | 0 | 0 | 2 | 0 | 79 | 646 | 171 | 4 | 0 | 3 | 3 | 0 | 827 |
| 07:30 | 72 | 21 | 1 | 0 | 0 | 2 | 0 | 96 | 665 | 174 | 4 | 1 | 2 | 4 | 0 | 850 |
| 07:45 | 91 | 26 | 1 | 0 | 0 | 1 | 1 | 120 | 645 | 157 | 6 | 1 | 0 | 4 | 0 | 813 |
| 08:00 | 89 | 27 | 2 | 1 | 0 | 3 | 1 | 123 | 662 | 133 | 6 | 1 | 0 | 4 | 0 | 806 |
| 08:15 | 91 | 24 | 1 | 1 | 0 | 2 | 1 | 120 | 655 | 134 | 5 | 1 | 0 | 4 | 0 | 799 |
| 08:30 | 92 | 24 | 1 | 1 | 0 | 2 | 1 | 121 | 607 | 128 | 7 | 0 | 0 | 2 | 0 | 744 |
| 08:45 | 96 | 25 | 1 | 1 | 0 | 2 | 0 | 125 | 553 | 116 | 5 | 0 | 0 | 2 | 0 | 676 |
| 09:00 | 108 | 22 | 1 | 0 | 0 | 0 | 0 | 131 | 510 | 123 | 7 | 1 | 1 | 2 | 0 | 644 |
| 16:00 | 194 | 36 | 1 | 0 | 0 | 4 | 0 | 235 | 495 | 86 | 0 | 1 | 0 | 3 | 0 | 585 |
| 16:15 | 214 | 41 | 1 | 1 | 0 | 4 | 0 | 261 | 500 | 72 | 1 | 1 | 0 | 2 | 0 | 576 |
| 16:30 | 219 | 24 | 0 | 1 | 0 | 5 | 0 | 249 | 501 | 61 | 1 | 1 | 0 | 3 | 0 | 567 |
| 16:45 | 238 | 22 | 0 | 1 | 0 | 3 | 1 | 265 | 497 | 54 | 1 | 0 | 0 | 2 | 0 | 554 |
| 17:00 | 235 | 26 | 0 | 1 | 0 | 1 | 1 | 264 | 518 | 52 | 1 | 0 | 0 | 3 | 0 | 574 |
| 17:15 | 228 | 21 | 0 | 0 | 0 | 1 | 1 | 251 | 516 | 47 | 0 | 0 | 0 | 4 | 0 | 567 |
| 17:30 | 208 | 18 | 0 | 0 | 1 | 0 | 1 | 228 | 508 | 42 | 0 | 1 | 0 | 3 | 0 | 554 |
| 17:45 | 180 | 15 | 0 | 0 | 1 | 0 | 0 | 196 | 497 | 40 | 0 | 1 | 0 | 2 | 0 | 540 |
| 18:00 | 147 | 10 | 0 | 0 | 1 | 0 | 0 | 158 | 456 | 39 | 0 | 1 | 0 | 1 | 0 | 497 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: B1047 Horningsea Road / A14
 Junction Number: Site 16 Junction Type: T-Junction

| Time | Arm C Approach | | | | | | | | Arm C Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 110 | 21 | 0 | 0 | 1 | 0 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 07:15 | 108 | 27 | 1 | 0 | 1 | 0 | 0 | 137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 07:30 | 98 | 31 | 1 | 0 | 1 | 0 | 0 | 131 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 07:45 | 97 | 39 | 0 | 0 | 0 | 0 | 0 | 136 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 08:00 | 110 | 30 | 2 | 0 | 0 | 1 | 0 | 143 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 08:15 | 127 | 34 | 2 | 1 | 0 | 1 | 0 | 165 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 08:30 | 114 | 21 | 1 | 0 | 0 | 1 | 0 | 137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 08:45 | 109 | 18 | 0 | 1 | 0 | 0 | 0 | 128 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 09:00 | 118 | 31 | 1 | 0 | 0 | 1 | 0 | 151 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 09:15 | 101 | 31 | 3 | 0 | 1 | 0 | 0 | 136 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 09:30 | 61 | 12 | 1 | 0 | 0 | 0 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 09:45 | 83 | 32 | 2 | 0 | 0 | 0 | 0 | 117 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 16:00 | 91 | 20 | 0 | 0 | 0 | 1 | 0 | 112 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 16:15 | 103 | 21 | 0 | 0 | 0 | 0 | 0 | 124 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 16:30 | 100 | 13 | 0 | 1 | 0 | 1 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 16:45 | 95 | 12 | 0 | 0 | 0 | 0 | 0 | 107 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 17:00 | 93 | 9 | 2 | 0 | 0 | 0 | 0 | 104 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 17:15 | 103 | 12 | 0 | 0 | 0 | 0 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 17:30 | 100 | 8 | 0 | 0 | 0 | 1 | 0 | 109 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 17:45 | 116 | 10 | 0 | 0 | 0 | 0 | 0 | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 18:00 | 92 | 7 | 0 | 0 | 0 | 0 | 0 | 99 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 18:15 | 91 | 10 | 0 | 1 | 0 | 0 | 0 | 102 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 18:30 | 104 | 9 | 0 | 0 | 0 | 0 | 0 | 113 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 18:45 | 78 | 11 | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 413 | 118 | 2 | 0 | 3 | 0 | 0 | 536 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 07:15 | 413 | 127 | 4 | 0 | 2 | 1 | 0 | 547 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 07:30 | 432 | 134 | 5 | 1 | 1 | 2 | 0 | 575 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 07:45 | 448 | 124 | 5 | 1 | 0 | 3 | 0 | 581 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 08:00 | 460 | 103 | 5 | 2 | 0 | 3 | 0 | 573 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 08:15 | 468 | 104 | 4 | 2 | 0 | 3 | 0 | 581 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 08:30 | 442 | 101 | 5 | 1 | 1 | 2 | 0 | 552 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 08:45 | 389 | 92 | 5 | 1 | 1 | 1 | 0 | 489 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 09:00 | 363 | 106 | 7 | 0 | 1 | 1 | 0 | 478 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 16:00 | 389 | 66 | 0 | 1 | 0 | 2 | 0 | 458 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 16:15 | 391 | 55 | 2 | 1 | 0 | 1 | 0 | 450 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 16:30 | 391 | 46 | 2 | 1 | 0 | 1 | 0 | 441 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 16:45 | 391 | 41 | 2 | 0 | 0 | 1 | 0 | 435 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 17:00 | 412 | 39 | 2 | 0 | 0 | 1 | 0 | 454 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 17:15 | 411 | 37 | 0 | 0 | 0 | 1 | 0 | 449 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 17:30 | 399 | 35 | 0 | 1 | 0 | 1 | 0 | 436 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 17:45 | 403 | 36 | 0 | 1 | 0 | 0 | 0 | 440 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 18:00 | 365 | 37 | 0 | 1 | 0 | 0 | 0 | 403 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |

Intelligent Data Collection Limited



Client: Mott McDonald **Date of Survey:** 07.12.2021
Project Number: ID06180 **Junction Name:** B1047 Horningsea Road / A14
Junction Number: Site 16 **Junction Type:** T-Junction

| Total Junction Flow | | | | | | | | |
|---------------------|--------------|-----|------|------|-------|-----|-------|-------|
| Time | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 170 | 30 | 0 | 0 | 1 | 1 | 0 | 202 |
| 07:15 | 170 | 41 | 1 | 0 | 2 | 1 | 0 | 215 |
| 07:30 | 199 | 49 | 1 | 0 | 2 | 2 | 0 | 253 |
| 07:45 | 166 | 57 | 0 | 0 | 0 | 0 | 0 | 223 |
| 08:00 | 190 | 51 | 3 | 0 | 0 | 2 | 0 | 246 |
| 08:15 | 209 | 49 | 2 | 1 | 0 | 2 | 0 | 263 |
| 08:30 | 200 | 36 | 3 | 0 | 0 | 1 | 1 | 241 |
| 08:45 | 182 | 33 | 1 | 2 | 0 | 2 | 0 | 220 |
| 09:00 | 180 | 46 | 1 | 0 | 0 | 1 | 0 | 228 |
| 09:15 | 161 | 41 | 3 | 0 | 1 | 0 | 0 | 206 |
| 09:30 | 147 | 24 | 1 | 0 | 0 | 1 | 0 | 173 |
| 09:45 | 153 | 39 | 3 | 1 | 1 | 0 | 0 | 197 |
| 16:00 | 163 | 34 | 0 | 0 | 0 | 1 | 0 | 198 |
| 16:15 | 196 | 49 | 1 | 0 | 0 | 0 | 0 | 246 |
| 16:30 | 192 | 24 | 0 | 1 | 0 | 4 | 0 | 221 |
| 16:45 | 176 | 18 | 0 | 0 | 0 | 2 | 0 | 196 |
| 17:00 | 186 | 24 | 2 | 1 | 0 | 0 | 0 | 213 |
| 17:15 | 194 | 20 | 0 | 0 | 0 | 2 | 0 | 216 |
| 17:30 | 200 | 15 | 0 | 0 | 0 | 1 | 1 | 217 |
| 17:45 | 193 | 20 | 0 | 0 | 0 | 1 | 0 | 214 |
| 18:00 | 179 | 14 | 0 | 0 | 0 | 1 | 0 | 194 |
| 18:15 | 160 | 13 | 0 | 1 | 1 | 0 | 0 | 175 |
| 18:30 | 163 | 11 | 0 | 0 | 0 | 0 | 0 | 174 |
| 18:45 | 117 | 14 | 0 | 0 | 0 | 0 | 0 | 131 |
| Start Time | Rolling Hour | | | | | | | Total |
| 07:00 | 705 | 177 | 2 | 0 | 5 | 4 | 0 | 893 |
| 07:15 | 725 | 198 | 5 | 0 | 4 | 5 | 0 | 937 |
| 07:30 | 764 | 206 | 6 | 1 | 2 | 6 | 0 | 985 |
| 07:45 | 765 | 193 | 8 | 1 | 0 | 5 | 1 | 973 |
| 08:00 | 781 | 169 | 9 | 3 | 0 | 7 | 1 | 970 |
| 08:15 | 771 | 164 | 7 | 3 | 0 | 6 | 1 | 952 |
| 08:30 | 723 | 156 | 8 | 2 | 1 | 4 | 1 | 895 |
| 08:45 | 670 | 144 | 6 | 2 | 1 | 4 | 0 | 827 |
| 09:00 | 641 | 150 | 8 | 1 | 2 | 2 | 0 | 804 |
| 16:00 | 727 | 125 | 1 | 1 | 0 | 7 | 0 | 861 |
| 16:15 | 750 | 115 | 3 | 2 | 0 | 6 | 0 | 876 |
| 16:30 | 748 | 86 | 2 | 2 | 0 | 8 | 0 | 846 |
| 16:45 | 756 | 77 | 2 | 1 | 0 | 5 | 1 | 842 |
| 17:00 | 773 | 79 | 2 | 1 | 0 | 4 | 1 | 860 |
| 17:15 | 766 | 69 | 0 | 0 | 0 | 5 | 1 | 841 |
| 17:30 | 732 | 62 | 0 | 1 | 1 | 3 | 1 | 800 |
| 17:45 | 695 | 58 | 0 | 1 | 1 | 2 | 0 | 757 |
| 18:00 | 619 | 52 | 0 | 1 | 1 | 1 | 0 | 674 |

Intelligent Data Collection Limited



Client: Mott McDonald
Project Number: ID06180
Junction Number: Site 16

Date of Survey: 07.12.2021
Junction Name: B1047 Horningsea Road / A14
Junction Type: T-Junction

Arm A: B1047 Horningsea Road (N)
Arm B: B1047 Horningsea Road (S)
Arm C: A14 EB Offslip (W)

| PCU Summary | | | | | | | | | | | | |
|-------------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Time | A1 to A | A1 to C | A1 to B | B1 to B | B1 to A | B1 to C | C1 to C | C1 to B | C1 to A | C2 to C | C2 to B | C2 to A |
| 07:00 | 0 | 0 | 61 | 0 | 8 | 0 | 0 | 132 | 0 | 0 | 0 | 2 |
| 07:15 | 0 | 0 | 69 | 0 | 10 | 0 | 0 | 133 | 0 | 0 | 0 | 7 |
| 07:30 | 0 | 0 | 111 | 0 | 11 | 0 | 0 | 127 | 0 | 0 | 0 | 6 |
| 07:45 | 0 | 0 | 65 | 0 | 22 | 0 | 0 | 132 | 0 | 0 | 0 | 4 |
| 08:00 | 0 | 0 | 68 | 0 | 35 | 0 | 0 | 128 | 0 | 0 | 0 | 16 |
| 08:15 | 0 | 0 | 70 | 0 | 27 | 0 | 0 | 154 | 0 | 0 | 0 | 14 |
| 08:30 | 0 | 0 | 70 | 0 | 35 | 0 | 0 | 130 | 0 | 0 | 0 | 7 |
| 08:45 | 0 | 0 | 67 | 0 | 27 | 0 | 0 | 123 | 0 | 0 | 0 | 7 |
| 09:00 | 0 | 0 | 45 | 0 | 32 | 0 | 0 | 143 | 0 | 0 | 0 | 8 |
| 09:15 | 0 | 0 | 42 | 0 | 28 | 0 | 0 | 129 | 0 | 0 | 0 | 12 |
| 09:30 | 0 | 0 | 58 | 0 | 40 | 0 | 0 | 72 | 0 | 0 | 0 | 3 |
| 09:45 | 0 | 0 | 52 | 0 | 32 | 0 | 0 | 111 | 0 | 0 | 0 | 8 |
| 16:00 | 0 | 0 | 48 | 0 | 38 | 0 | 0 | 102 | 0 | 0 | 0 | 9 |
| 16:15 | 0 | 0 | 39 | 0 | 84 | 0 | 0 | 107 | 0 | 0 | 0 | 17 |
| 16:30 | 0 | 0 | 52 | 0 | 52 | 0 | 0 | 106 | 0 | 0 | 0 | 10 |
| 16:45 | 0 | 0 | 28 | 0 | 60 | 0 | 0 | 102 | 0 | 0 | 0 | 5 |
| 17:00 | 0 | 0 | 45 | 0 | 66 | 0 | 0 | 98 | 0 | 0 | 0 | 8 |
| 17:15 | 0 | 0 | 29 | 0 | 70 | 0 | 0 | 107 | 0 | 0 | 0 | 8 |
| 17:30 | 0 | 0 | 39 | 0 | 68 | 0 | 0 | 105 | 0 | 0 | 0 | 3 |
| 17:45 | 0 | 0 | 27 | 0 | 60 | 0 | 0 | 122 | 0 | 0 | 0 | 4 |
| 18:00 | 0 | 0 | 43 | 0 | 51 | 0 | 0 | 91 | 0 | 0 | 0 | 8 |
| 18:15 | 0 | 0 | 25 | 0 | 50 | 0 | 0 | 101 | 0 | 0 | 0 | 3 |
| 18:30 | 0 | 0 | 24 | 0 | 37 | 0 | 0 | 107 | 0 | 0 | 0 | 6 |
| 18:45 | 0 | 0 | 20 | 0 | 22 | 0 | 0 | 87 | 0 | 0 | 0 | 2 |
| Start Time | Rolling Hour | | | | | | | | | | | |
| 07:00 | 0 | 0 | 306 | 0 | 51 | 0 | 0 | 524 | 0 | 0 | 0 | 19 |
| 07:15 | 0 | 0 | 313 | 0 | 79 | 0 | 0 | 521 | 0 | 0 | 0 | 33 |
| 07:30 | 0 | 0 | 314 | 0 | 96 | 0 | 0 | 542 | 0 | 0 | 0 | 40 |
| 07:45 | 0 | 0 | 273 | 0 | 120 | 0 | 0 | 545 | 0 | 0 | 0 | 41 |
| 08:00 | 0 | 0 | 275 | 0 | 124 | 0 | 0 | 536 | 0 | 0 | 0 | 44 |
| 08:15 | 0 | 0 | 252 | 0 | 121 | 0 | 0 | 551 | 0 | 0 | 0 | 36 |
| 08:30 | 0 | 0 | 224 | 0 | 122 | 0 | 0 | 525 | 0 | 0 | 0 | 33 |
| 08:45 | 0 | 0 | 212 | 0 | 127 | 0 | 0 | 467 | 0 | 0 | 0 | 29 |
| 09:00 | 0 | 0 | 198 | 0 | 132 | 0 | 0 | 455 | 0 | 0 | 0 | 31 |
| 16:00 | 0 | 0 | 167 | 0 | 234 | 0 | 0 | 418 | 0 | 0 | 0 | 41 |
| 16:15 | 0 | 0 | 164 | 0 | 261 | 0 | 0 | 413 | 0 | 0 | 0 | 40 |
| 16:30 | 0 | 0 | 155 | 0 | 248 | 0 | 0 | 413 | 0 | 0 | 0 | 31 |
| 16:45 | 0 | 0 | 141 | 0 | 264 | 0 | 0 | 412 | 0 | 0 | 0 | 24 |
| 17:00 | 0 | 0 | 141 | 0 | 265 | 0 | 0 | 432 | 0 | 0 | 0 | 23 |
| 17:15 | 0 | 0 | 139 | 0 | 250 | 0 | 0 | 425 | 0 | 0 | 0 | 23 |
| 17:30 | 0 | 0 | 135 | 0 | 229 | 0 | 0 | 419 | 0 | 0 | 0 | 18 |
| 17:45 | 0 | 0 | 120 | 0 | 198 | 0 | 0 | 421 | 0 | 0 | 0 | 21 |
| 18:00 | 0 | 0 | 112 | 0 | 160 | 0 | 0 | 386 | 0 | 0 | 0 | 19 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 16
Site Name: B1047 Horningsea Road / A14
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Survey Type: Pedestrian & Cycle Count

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------|--------------|----------------------------|
| 52.230146 | 0.180602 | Click Here |

Site Layout



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

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 16
Site Name: B1047 Horningsea Road / A14
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Survey Type: Pedestrian & Cycle Count

AM Peak Totals

| Date | Movement 1 | | | Movement 2 | | |
|------------|------------|----------|-----------|------------|----------|-----------|
| | Peds | Cyclists | Total | Peds | Cyclists | Total |
| 07.12.2021 | 4 | 4 | 8 | 1 | 17 | 18 |
| 08.12.2021 | 2 | 8 | 10 | 3 | 18 | 21 |

PM Peak Totals

| Date | Movement 1 | | | Movement 2 | | |
|------------|------------|----------|-----------|------------|----------|-----------|
| | Peds | Cyclists | Total | Peds | Cyclists | Total |
| 04.12.2021 | 4 | 14 | 18 | 0 | 14 | 14 |
| 07.12.2021 | 2 | 11 | 13 | 2 | 3 | 5 |
| 08.12.2021 | 1 | 14 | 15 | 1 | 5 | 6 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 16
Site Name: B1047 Horningsea Road / A14
Date of Survey: 07.12.2021
Survey Type: Pedestrian & Cycle Count

Input by:
Checked by:

| Time | Movement 1 | | | Movement 2 | | |
|--------------------------|------------|-----------|-----------|------------|-----------|-----------|
| | Peds | Cyclists | Total | Peds | Cyclists | Total |
| 07:00 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:15 | 0 | 0 | 0 | 0 | 2 | 2 |
| 07:30 | 0 | 0 | 0 | 0 | 2 | 2 |
| 07:45 | 0 | 1 | 1 | 0 | 3 | 3 |
| 08:00 | 1 | 0 | 1 | 0 | 1 | 1 |
| 08:15 | 0 | 1 | 1 | 0 | 4 | 4 |
| 08:30 | 0 | 1 | 1 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 2 | 2 |
| 09:00 | 2 | 0 | 2 | 1 | 1 | 2 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 1 | 1 | 0 | 0 | 0 |
| 09:45 | 1 | 0 | 1 | 0 | 1 | 1 |
| 07:00-10:00 Total | 4 | 4 | 8 | 1 | 17 | 18 |
| 16:00 | 1 | 0 | 1 | 0 | 0 | 0 |
| 16:15 | 0 | 1 | 1 | 1 | 0 | 1 |
| 16:30 | 0 | 1 | 1 | 0 | 0 | 0 |
| 16:45 | 0 | 1 | 1 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 2 | 2 | 0 | 2 | 2 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 1 | 1 | 2 | 0 | 0 | 0 |
| 18:00 | 0 | 1 | 1 | 1 | 1 | 2 |
| 18:15 | 0 | 1 | 1 | 0 | 0 | 0 |
| 18:30 | 0 | 1 | 1 | 0 | 0 | 0 |
| 18:45 | 0 | 2 | 2 | 0 | 0 | 0 |
| 16:00-19:00 Total | 2 | 11 | 13 | 2 | 3 | 5 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 16
Date of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Junction Name: B1047 Horningsea Road / A14
Survey Type: Queue Length Survey

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------|--------------|----------------------------|
| 52.230146 | 0.180602 | Click Here |

Junction Layout



Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

| Lights | Heavies |
|--------|---------|
| 6 | 15 |

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

Intelligent Data Collection Limited



Client: Mott MacDonald
 Project Number: ID06180
 Site Number: Site 16
 Date of Survey: 07.12.2021
 Junction Name: B1047 Horningsea Road / A14
 Survey Type: Queue Length Survey

AM Peak Period:

| Time | Lane A1 | | | | Lane B1 | | | | Lane C1 | | | | Lane C2 | | | |
|-------|---------|---------|-------|------------|---------|---------|-------|------------|---------|---------|-------|------------|---------|---------|-------|------------|
| | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) |
| 07:00 | 9 | 0 | 9 | 54 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 30 | 0 | 0 | 0 | 0 |
| 07:05 | 4 | 0 | 4 | 24 | 2 | 0 | 2 | 12 | 5 | 0 | 5 | 30 | 0 | 0 | 0 | 0 |
| 07:10 | 8 | 0 | 8 | 48 | 2 | 0 | 2 | 12 | 8 | 0 | 8 | 48 | 1 | 0 | 1 | 6 |
| 07:15 | 6 | 0 | 6 | 36 | 3 | 0 | 3 | 18 | 8 | 0 | 8 | 48 | 0 | 0 | 0 | 0 |
| 07:20 | 10 | 0 | 10 | 60 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 30 | 0 | 1 | 1 | 15 |
| 07:25 | 7 | 0 | 7 | 42 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 33 | 1 | 0 | 1 | 6 |
| 07:30 | 6 | 0 | 6 | 36 | 2 | 0 | 2 | 12 | 9 | 0 | 9 | 54 | 1 | 0 | 1 | 6 |
| 07:35 | 12 | 0 | 12 | 72 | 1 | 0 | 1 | 6 | 5 | 1 | 6 | 45 | 1 | 0 | 1 | 6 |
| 07:40 | 10 | 0 | 10 | 60 | 2 | 0 | 2 | 12 | 6 | 0 | 6 | 36 | 0 | 0 | 0 | 0 |
| 07:45 | 9 | 0 | 9 | 54 | 1 | 0 | 1 | 6 | 10 | 0 | 10 | 60 | 0 | 0 | 0 | 0 |
| 07:50 | 11 | 0 | 11 | 66 | 3 | 0 | 3 | 18 | 9 | 0 | 9 | 54 | 0 | 0 | 0 | 0 |
| 07:55 | 5 | 0 | 5 | 30 | 2 | 0 | 2 | 12 | 9 | 0 | 9 | 54 | 0 | 0 | 0 | 0 |
| 08:00 | 8 | 0 | 8 | 48 | 3 | 0 | 3 | 18 | 7 | 0 | 7 | 42 | 1 | 0 | 1 | 6 |
| 08:05 | 7 | 0 | 7 | 42 | 5 | 0 | 5 | 30 | 4 | 0 | 4 | 24 | 1 | 0 | 1 | 6 |
| 08:10 | 10 | 0 | 10 | 60 | 7 | 0 | 7 | 42 | 12 | 0 | 12 | 72 | 1 | 0 | 1 | 6 |
| 08:15 | 11 | 0 | 11 | 66 | 2 | 0 | 2 | 12 | 4 | 0 | 4 | 24 | 1 | 0 | 1 | 6 |
| 08:20 | 9 | 0 | 9 | 54 | 4 | 0 | 4 | 24 | 10 | 0 | 10 | 60 | 0 | 0 | 0 | 0 |
| 08:25 | 10 | 0 | 10 | 60 | 6 | 0 | 6 | 36 | 9 | 0 | 9 | 54 | 1 | 0 | 1 | 6 |
| 08:30 | 5 | 0 | 5 | 30 | 2 | 0 | 2 | 12 | 6 | 0 | 6 | 36 | 1 | 0 | 1 | 6 |
| 08:35 | 8 | 1 | 9 | 63 | 3 | 0 | 3 | 18 | 3 | 1 | 4 | 33 | 1 | 0 | 1 | 6 |
| 08:40 | 6 | 0 | 6 | 36 | 4 | 0 | 4 | 24 | 8 | 0 | 8 | 48 | 1 | 0 | 1 | 6 |
| 08:45 | 5 | 0 | 5 | 30 | 0 | 1 | 1 | 15 | 5 | 0 | 5 | 30 | 1 | 1 | 2 | 21 |
| 08:50 | 9 | 0 | 9 | 54 | 3 | 0 | 3 | 18 | 10 | 0 | 10 | 60 | 0 | 0 | 0 | 0 |
| 08:55 | 5 | 0 | 5 | 30 | 2 | 0 | 2 | 12 | 6 | 0 | 6 | 36 | 0 | 0 | 0 | 0 |
| 09:00 | 5 | 0 | 5 | 30 | 3 | 0 | 3 | 18 | 6 | 0 | 6 | 36 | 0 | 0 | 0 | 0 |
| 09:05 | 6 | 0 | 6 | 36 | 4 | 0 | 4 | 24 | 8 | 0 | 8 | 48 | 0 | 0 | 0 | 0 |
| 09:10 | 4 | 0 | 4 | 24 | 2 | 0 | 2 | 12 | 12 | 0 | 12 | 72 | 1 | 0 | 1 | 6 |
| 09:15 | 5 | 0 | 5 | 30 | 4 | 0 | 4 | 24 | 8 | 1 | 9 | 63 | 0 | 0 | 0 | 0 |
| 09:20 | 4 | 0 | 4 | 24 | 3 | 0 | 3 | 18 | 6 | 0 | 6 | 36 | 0 | 0 | 0 | 0 |
| 09:25 | 4 | 0 | 4 | 24 | 3 | 0 | 3 | 18 | 4 | 0 | 4 | 24 | 0 | 0 | 0 | 0 |
| 09:30 | 7 | 0 | 7 | 42 | 2 | 0 | 2 | 12 | 7 | 0 | 7 | 42 | 1 | 0 | 1 | 6 |
| 09:35 | 6 | 0 | 6 | 36 | 5 | 0 | 5 | 30 | 3 | 0 | 3 | 18 | 0 | 0 | 0 | 0 |
| 09:40 | 4 | 0 | 4 | 24 | 4 | 0 | 4 | 24 | 4 | 0 | 4 | 24 | 0 | 0 | 0 | 0 |
| 09:45 | 3 | 0 | 3 | 18 | 2 | 0 | 2 | 12 | 5 | 0 | 5 | 30 | 1 | 0 | 1 | 6 |
| 09:50 | 2 | 0 | 2 | 12 | 2 | 0 | 2 | 12 | 4 | 0 | 4 | 24 | 1 | 0 | 1 | 6 |
| 09:55 | 3 | 0 | 3 | 18 | 3 | 0 | 3 | 18 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 24 |

PM Peak Period:

| Time | Lane A1 | | | | Lane B1 | | | | Lane C1 | | | | Lane C2 | | | |
|-------|---------|---------|-------|------------|---------|---------|-------|------------|---------|---------|-------|------------|---------|---------|-------|------------|
| | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) |
| 16:00 | 6 | 0 | 6 | 36 | 5 | 0 | 5 | 30 | 9 | 0 | 9 | 54 | 0 | 0 | 0 | 0 |
| 16:05 | 5 | 0 | 5 | 30 | 2 | 0 | 2 | 12 | 8 | 0 | 8 | 48 | 0 | 0 | 0 | 0 |
| 16:10 | 8 | 0 | 8 | 48 | 4 | 0 | 4 | 24 | 5 | 0 | 5 | 30 | 1 | 0 | 1 | 6 |
| 16:15 | 3 | 0 | 3 | 18 | 6 | 0 | 6 | 36 | 12 | 0 | 12 | 72 | 2 | 0 | 2 | 12 |
| 16:20 | 8 | 0 | 8 | 48 | 3 | 0 | 3 | 18 | 4 | 0 | 4 | 24 | 2 | 0 | 2 | 12 |
| 16:25 | 3 | 0 | 3 | 18 | 4 | 0 | 4 | 24 | 3 | 0 | 3 | 18 | 1 | 0 | 1 | 6 |
| 16:30 | 5 | 0 | 5 | 30 | 5 | 0 | 5 | 30 | 5 | 0 | 5 | 30 | 1 | 0 | 1 | 6 |
| 16:35 | 5 | 0 | 5 | 30 | 5 | 0 | 5 | 30 | 5 | 0 | 5 | 30 | 1 | 0 | 1 | 6 |
| 16:40 | 5 | 0 | 5 | 30 | 4 | 0 | 4 | 24 | 9 | 0 | 9 | 54 | 1 | 0 | 1 | 6 |
| 16:45 | 3 | 0 | 3 | 18 | 8 | 0 | 8 | 48 | 8 | 0 | 8 | 48 | 1 | 0 | 1 | 6 |
| 16:50 | 2 | 0 | 2 | 12 | 8 | 0 | 8 | 48 | 5 | 0 | 5 | 30 | 0 | 0 | 0 | 0 |
| 16:55 | 3 | 0 | 3 | 18 | 9 | 0 | 9 | 54 | 10 | 0 | 10 | 60 | 2 | 0 | 2 | 12 |
| 17:00 | 4 | 0 | 4 | 24 | 4 | 0 | 4 | 24 | 4 | 0 | 4 | 24 | 1 | 0 | 1 | 6 |
| 17:05 | 3 | 0 | 3 | 18 | 5 | 0 | 5 | 30 | 4 | 0 | 4 | 24 | 1 | 0 | 1 | 6 |
| 17:10 | 3 | 0 | 3 | 18 | 9 | 0 | 9 | 54 | 5 | 0 | 5 | 30 | 1 | 0 | 1 | 6 |
| 17:15 | 3 | 0 | 3 | 18 | 10 | 0 | 10 | 60 | 9 | 0 | 9 | 54 | 1 | 0 | 1 | 6 |
| 17:20 | 2 | 0 | 2 | 12 | 6 | 0 | 6 | 36 | 4 | 0 | 4 | 24 | 0 | 0 | 0 | 0 |
| 17:25 | 2 | 0 | 2 | 12 | 5 | 0 | 5 | 30 | 5 | 0 | 5 | 30 | 0 | 0 | 0 | 0 |
| 17:30 | 4 | 0 | 4 | 24 | 4 | 0 | 4 | 24 | 5 | 0 | 5 | 30 | 1 | 0 | 1 | 6 |
| 17:35 | 3 | 0 | 3 | 18 | 9 | 0 | 9 | 54 | 7 | 0 | 7 | 42 | 0 | 0 | 0 | 0 |
| 17:40 | 4 | 0 | 4 | 24 | 5 | 0 | 5 | 30 | 4 | 0 | 4 | 24 | 0 | 0 | 0 | 0 |
| 17:45 | 3 | 0 | 3 | 18 | 7 | 0 | 7 | 42 | 7 | 0 | 7 | 42 | 0 | 0 | 0 | 0 |
| 17:50 | 9 | 0 | 9 | 54 | 7 | 0 | 7 | 42 | 10 | 0 | 10 | 60 | 0 | 0 | 0 | 0 |
| 17:55 | 2 | 0 | 2 | 12 | 9 | 0 | 9 | 54 | 5 | 0 | 5 | 30 | 1 | 0 | 1 | 6 |
| 18:00 | 2 | 0 | 2 | 12 | 2 | 0 | 2 | 12 | 3 | 0 | 3 | 18 | 1 | 0 | 1 | 6 |
| 18:05 | 6 | 0 | 6 | 36 | 4 | 0 | 4 | 24 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 18:10 | 4 | 0 | 4 | 24 | 6 | 0 | 6 | 36 | 4 | 0 | 4 | 24 | 1 | 0 | 1 | 6 |
| 18:15 | 4 | 0 | 4 | 24 | 3 | 0 | 3 | 18 | 4 | 0 | 4 | 24 | 1 | 0 | 1 | 6 |
| 18:20 | 4 | 0 | 4 | 24 | 3 | 1 | 4 | 33 | 4 | 0 | 4 | 24 | 1 | 0 | 1 | 6 |
| 18:25 | 2 | 0 | 2 | 12 | 6 | 0 | 6 | 36 | 4 | 0 | 4 | 24 | 1 | 0 | 1 | 6 |
| 18:30 | 1 | 0 | 1 | 6 | 4 | 0 | 4 | 24 | 4 | 0 | 4 | 24 | 0 | 0 | 0 | 0 |
| 18:35 | 2 | 0 | 2 | 12 | 4 | 0 | 4 | 24 | 4 | 1 | 5 | 39 | 3 | 0 | 3 | 18 |
| 18:40 | 2 | 0 | 2 | 12 | 2 | 0 | 2 | 12 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 18:45 | 3 | 0 | 3 | 18 | 3 | 0 | 3 | 18 | 8 | 0 | 8 | 48 | 0 | 0 | 0 | 0 |
| 18:50 | 2 | 0 | 2 | 12 | 2 | 0 | 2 | 12 | 4 | 0 | 4 | 24 | 0 | 0 | 0 | 0 |
| 18:55 | 2 | 0 | 2 | 12 | 2 | 0 | 2 | 12 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |

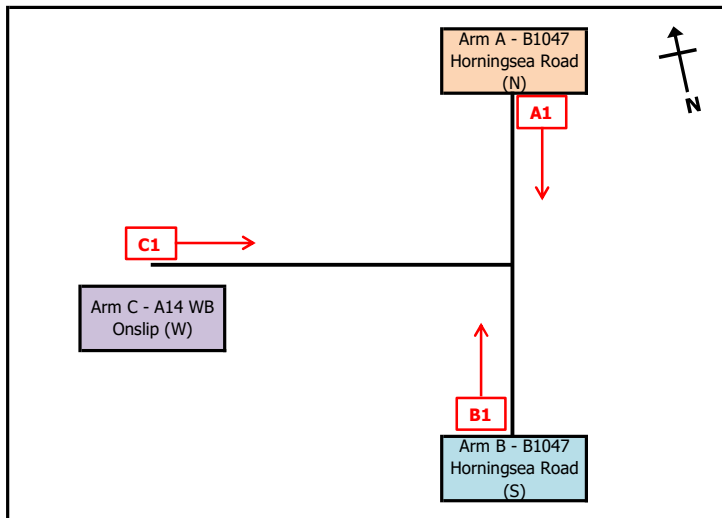
Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: B1047 Horningsea Road / A14
 Junction Number: Site 17 Junction Type: T-Junction

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------------|--------------------|----------------------------|
| 52.228587 | 0.179269 | Click Here |
| AM Peak Conditions | PM Peak Conditions | |
| Clear | Showers | |

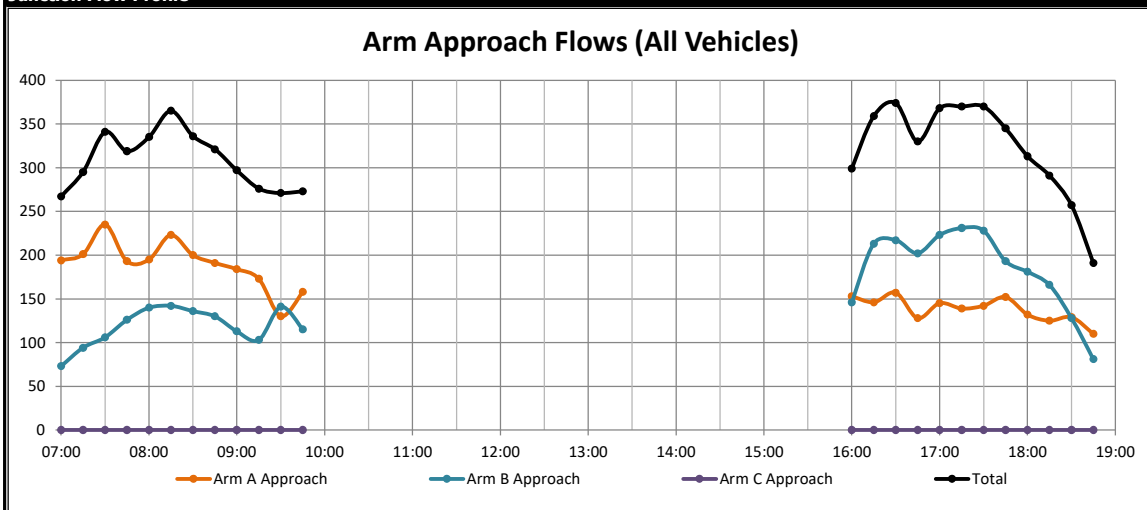
Junction Layout



Aerial Mapping and On-site Camera View



Junction Flow Profile



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

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: B1047 Horningsea Road / A14
 Junction Number: Site 17 Junction Type: T-Junction

| Time | Arm A Approach | | | | | | | | Arm A Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 164 | 27 | 0 | 0 | 1 | 2 | 0 | 194 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 8 | | |
| 07:15 | 160 | 38 | 1 | 0 | 1 | 1 | 0 | 201 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | | |
| 07:30 | 185 | 46 | 1 | 0 | 2 | 1 | 0 | 235 | 10 | 2 | 0 | 0 | 0 | 1 | 0 | 13 | | |
| 07:45 | 145 | 48 | 0 | 0 | 0 | 0 | 0 | 193 | 15 | 6 | 0 | 0 | 0 | 0 | 0 | 21 | | |
| 08:00 | 153 | 39 | 2 | 0 | 0 | 1 | 0 | 195 | 24 | 8 | 1 | 0 | 0 | 1 | 0 | 34 | | |
| 08:15 | 178 | 41 | 1 | 1 | 0 | 2 | 0 | 223 | 23 | 4 | 0 | 0 | 0 | 0 | 0 | 27 | | |
| 08:30 | 168 | 28 | 3 | 0 | 0 | 1 | 0 | 200 | 28 | 7 | 0 | 0 | 0 | 0 | 1 | 36 | | |
| 08:45 | 164 | 27 | 0 | 0 | 0 | 0 | 0 | 191 | 14 | 7 | 1 | 1 | 0 | 2 | 0 | 25 | | |
| 09:00 | 143 | 39 | 1 | 0 | 0 | 1 | 0 | 184 | 28 | 6 | 0 | 0 | 0 | 0 | 0 | 34 | | |
| 09:15 | 135 | 35 | 3 | 0 | 0 | 0 | 0 | 173 | 22 | 5 | 0 | 0 | 0 | 0 | 0 | 27 | | |
| 09:30 | 112 | 16 | 1 | 0 | 0 | 1 | 0 | 130 | 34 | 7 | 0 | 0 | 0 | 0 | 0 | 41 | | |
| 09:45 | 122 | 32 | 2 | 1 | 1 | 0 | 0 | 158 | 24 | 5 | 1 | 0 | 0 | 0 | 0 | 30 | | |
| 16:00 | 127 | 25 | 0 | 0 | 0 | 1 | 0 | 153 | 31 | 6 | 0 | 0 | 0 | 0 | 0 | 37 | | |
| 16:15 | 120 | 26 | 0 | 0 | 0 | 0 | 0 | 146 | 59 | 21 | 1 | 0 | 0 | 0 | 0 | 81 | | |
| 16:30 | 134 | 20 | 0 | 1 | 0 | 2 | 0 | 157 | 49 | 8 | 0 | 0 | 0 | 3 | 0 | 60 | | |
| 16:45 | 113 | 15 | 0 | 0 | 0 | 0 | 0 | 128 | 51 | 3 | 0 | 0 | 0 | 1 | 0 | 55 | | |
| 17:00 | 132 | 12 | 1 | 0 | 0 | 0 | 0 | 145 | 57 | 11 | 0 | 1 | 0 | 0 | 0 | 69 | | |
| 17:15 | 122 | 16 | 0 | 0 | 0 | 1 | 0 | 139 | 63 | 4 | 0 | 0 | 0 | 1 | 0 | 68 | | |
| 17:30 | 130 | 11 | 0 | 0 | 0 | 1 | 0 | 142 | 63 | 3 | 0 | 0 | 0 | 0 | 1 | 67 | | |
| 17:45 | 137 | 14 | 0 | 0 | 0 | 1 | 0 | 152 | 55 | 6 | 0 | 0 | 0 | 0 | 0 | 61 | | |
| 18:00 | 125 | 6 | 0 | 0 | 0 | 1 | 0 | 132 | 44 | 7 | 0 | 0 | 0 | 0 | 0 | 51 | | |
| 18:15 | 114 | 10 | 0 | 1 | 0 | 0 | 0 | 125 | 46 | 1 | 0 | 0 | 1 | 0 | 0 | 48 | | |
| 18:30 | 119 | 10 | 0 | 0 | 0 | 0 | 0 | 129 | 36 | 1 | 0 | 0 | 0 | 0 | 0 | 37 | | |
| 18:45 | 98 | 12 | 0 | 0 | 0 | 0 | 0 | 110 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 22 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 654 | 159 | 2 | 0 | 4 | 4 | 0 | 823 | 38 | 13 | 0 | 0 | 0 | 1 | 0 | 52 | | |
| 07:15 | 643 | 171 | 4 | 0 | 3 | 3 | 0 | 824 | 57 | 18 | 1 | 0 | 0 | 2 | 0 | 78 | | |
| 07:30 | 661 | 174 | 4 | 1 | 2 | 4 | 0 | 846 | 72 | 20 | 1 | 0 | 0 | 2 | 0 | 95 | | |
| 07:45 | 644 | 156 | 6 | 1 | 0 | 4 | 0 | 811 | 90 | 25 | 1 | 0 | 0 | 1 | 1 | 118 | | |
| 08:00 | 663 | 135 | 6 | 1 | 0 | 4 | 0 | 809 | 89 | 26 | 2 | 1 | 0 | 3 | 1 | 122 | | |
| 08:15 | 653 | 135 | 5 | 1 | 0 | 4 | 0 | 798 | 93 | 24 | 1 | 1 | 0 | 2 | 1 | 122 | | |
| 08:30 | 610 | 129 | 7 | 0 | 0 | 2 | 0 | 748 | 92 | 25 | 1 | 1 | 0 | 2 | 1 | 122 | | |
| 08:45 | 554 | 117 | 5 | 0 | 0 | 2 | 0 | 678 | 98 | 25 | 1 | 1 | 0 | 2 | 0 | 127 | | |
| 09:00 | 512 | 122 | 7 | 1 | 1 | 2 | 0 | 645 | 108 | 23 | 1 | 0 | 0 | 0 | 0 | 132 | | |
| 16:00 | 494 | 86 | 0 | 1 | 0 | 3 | 0 | 584 | 190 | 38 | 1 | 0 | 0 | 4 | 0 | 233 | | |
| 16:15 | 499 | 73 | 1 | 1 | 0 | 2 | 0 | 576 | 216 | 43 | 1 | 1 | 0 | 4 | 0 | 265 | | |
| 16:30 | 501 | 63 | 1 | 1 | 0 | 3 | 0 | 569 | 220 | 26 | 0 | 1 | 0 | 5 | 0 | 252 | | |
| 16:45 | 497 | 54 | 1 | 0 | 0 | 2 | 0 | 554 | 234 | 21 | 0 | 1 | 0 | 2 | 1 | 259 | | |
| 17:00 | 521 | 53 | 1 | 0 | 0 | 3 | 0 | 578 | 238 | 24 | 0 | 1 | 0 | 1 | 1 | 265 | | |
| 17:15 | 514 | 47 | 0 | 0 | 0 | 4 | 0 | 565 | 225 | 20 | 0 | 0 | 0 | 1 | 1 | 247 | | |
| 17:30 | 506 | 41 | 0 | 1 | 0 | 3 | 0 | 551 | 208 | 17 | 0 | 0 | 1 | 0 | 1 | 227 | | |
| 17:45 | 495 | 40 | 0 | 1 | 0 | 2 | 0 | 538 | 181 | 15 | 0 | 0 | 1 | 0 | 0 | 197 | | |
| 18:00 | 456 | 38 | 0 | 1 | 0 | 1 | 0 | 496 | 146 | 11 | 0 | 0 | 1 | 0 | 0 | 158 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: B1047 Horningsea Road / A14
 Junction Number: Site 17 Junction Type: T-Junction

| Time | Arm B Approach | | | | | | | | Arm B Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 49 | 21 | 2 | 0 | 0 | 1 | 0 | 73 | 160 | 27 | 0 | 0 | 1 | 1 | 0 | 189 | | |
| 07:15 | 75 | 17 | 1 | 1 | 0 | 0 | 0 | 94 | 153 | 37 | 1 | 0 | 1 | 1 | 0 | 193 | | |
| 07:30 | 83 | 22 | 0 | 0 | 0 | 1 | 0 | 106 | 179 | 45 | 1 | 0 | 2 | 1 | 0 | 228 | | |
| 07:45 | 101 | 25 | 0 | 0 | 0 | 0 | 0 | 126 | 136 | 47 | 0 | 0 | 0 | 0 | 0 | 183 | | |
| 08:00 | 115 | 22 | 2 | 0 | 0 | 1 | 0 | 140 | 148 | 35 | 2 | 0 | 0 | 1 | 0 | 186 | | |
| 08:15 | 122 | 19 | 0 | 0 | 0 | 1 | 0 | 142 | 166 | 37 | 1 | 1 | 0 | 2 | 0 | 207 | | |
| 08:30 | 110 | 25 | 0 | 0 | 0 | 0 | 1 | 136 | 165 | 28 | 2 | 0 | 0 | 1 | 0 | 196 | | |
| 08:45 | 105 | 21 | 1 | 1 | 0 | 2 | 0 | 130 | 153 | 24 | 0 | 0 | 0 | 0 | 0 | 177 | | |
| 09:00 | 91 | 22 | 0 | 0 | 0 | 0 | 0 | 113 | 137 | 36 | 1 | 0 | 0 | 1 | 0 | 175 | | |
| 09:15 | 83 | 19 | 1 | 0 | 0 | 0 | 0 | 103 | 130 | 34 | 3 | 0 | 0 | 0 | 0 | 167 | | |
| 09:30 | 111 | 26 | 3 | 0 | 0 | 1 | 0 | 141 | 106 | 15 | 1 | 0 | 0 | 1 | 0 | 123 | | |
| 09:45 | 77 | 31 | 6 | 1 | 0 | 0 | 0 | 115 | 120 | 32 | 2 | 1 | 1 | 0 | 0 | 156 | | |
| 16:00 | 126 | 20 | 0 | 0 | 0 | 0 | 0 | 146 | 110 | 21 | 0 | 0 | 0 | 1 | 0 | 132 | | |
| 16:15 | 167 | 43 | 3 | 0 | 0 | 0 | 0 | 213 | 115 | 26 | 0 | 0 | 0 | 0 | 0 | 141 | | |
| 16:30 | 173 | 39 | 1 | 0 | 0 | 4 | 0 | 217 | 121 | 18 | 0 | 1 | 0 | 2 | 0 | 142 | | |
| 16:45 | 180 | 20 | 0 | 0 | 0 | 2 | 0 | 202 | 111 | 15 | 0 | 0 | 0 | 0 | 0 | 126 | | |
| 17:00 | 193 | 28 | 0 | 1 | 0 | 1 | 0 | 223 | 124 | 11 | 1 | 0 | 0 | 0 | 0 | 136 | | |
| 17:15 | 204 | 26 | 0 | 0 | 0 | 1 | 0 | 231 | 117 | 15 | 0 | 0 | 0 | 1 | 0 | 133 | | |
| 17:30 | 210 | 17 | 0 | 0 | 0 | 0 | 1 | 228 | 128 | 11 | 0 | 0 | 0 | 1 | 0 | 140 | | |
| 17:45 | 178 | 15 | 0 | 0 | 0 | 0 | 0 | 193 | 136 | 14 | 0 | 0 | 0 | 1 | 0 | 151 | | |
| 18:00 | 167 | 13 | 0 | 0 | 0 | 1 | 0 | 181 | 120 | 5 | 0 | 0 | 0 | 1 | 0 | 126 | | |
| 18:15 | 152 | 12 | 0 | 0 | 1 | 1 | 0 | 166 | 108 | 10 | 0 | 1 | 0 | 0 | 0 | 119 | | |
| 18:30 | 119 | 7 | 0 | 0 | 1 | 1 | 0 | 128 | 116 | 10 | 0 | 0 | 0 | 0 | 0 | 126 | | |
| 18:45 | 70 | 9 | 0 | 0 | 1 | 1 | 0 | 81 | 92 | 12 | 0 | 0 | 0 | 0 | 0 | 104 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 308 | 85 | 3 | 1 | 0 | 2 | 0 | 399 | 628 | 156 | 2 | 0 | 4 | 3 | 0 | 793 | | |
| 07:15 | 374 | 86 | 3 | 1 | 0 | 2 | 0 | 466 | 616 | 164 | 4 | 0 | 3 | 3 | 0 | 790 | | |
| 07:30 | 421 | 88 | 2 | 0 | 0 | 3 | 0 | 514 | 629 | 164 | 4 | 1 | 2 | 4 | 0 | 804 | | |
| 07:45 | 448 | 91 | 2 | 0 | 0 | 2 | 1 | 544 | 615 | 147 | 5 | 1 | 0 | 4 | 0 | 772 | | |
| 08:00 | 452 | 87 | 3 | 1 | 0 | 4 | 1 | 548 | 632 | 124 | 5 | 1 | 0 | 4 | 0 | 766 | | |
| 08:15 | 428 | 87 | 1 | 1 | 0 | 3 | 1 | 521 | 621 | 125 | 4 | 1 | 0 | 4 | 0 | 755 | | |
| 08:30 | 389 | 87 | 2 | 1 | 0 | 2 | 1 | 482 | 585 | 122 | 6 | 0 | 0 | 2 | 0 | 715 | | |
| 08:45 | 390 | 88 | 5 | 1 | 0 | 3 | 0 | 487 | 526 | 109 | 5 | 0 | 0 | 2 | 0 | 642 | | |
| 09:00 | 362 | 98 | 10 | 1 | 0 | 1 | 0 | 472 | 493 | 117 | 7 | 1 | 1 | 2 | 0 | 621 | | |
| 16:00 | 646 | 122 | 4 | 0 | 0 | 6 | 0 | 778 | 457 | 80 | 0 | 1 | 0 | 3 | 0 | 541 | | |
| 16:15 | 713 | 130 | 4 | 1 | 0 | 7 | 0 | 855 | 471 | 70 | 1 | 1 | 0 | 2 | 0 | 545 | | |
| 16:30 | 750 | 113 | 1 | 1 | 0 | 8 | 0 | 873 | 473 | 59 | 1 | 1 | 0 | 3 | 0 | 537 | | |
| 16:45 | 787 | 91 | 0 | 1 | 0 | 4 | 1 | 884 | 480 | 52 | 1 | 0 | 0 | 2 | 0 | 535 | | |
| 17:00 | 785 | 86 | 0 | 1 | 0 | 2 | 1 | 875 | 505 | 51 | 1 | 0 | 0 | 3 | 0 | 560 | | |
| 17:15 | 759 | 71 | 0 | 0 | 0 | 2 | 1 | 833 | 501 | 45 | 0 | 0 | 0 | 4 | 0 | 550 | | |
| 17:30 | 707 | 57 | 0 | 0 | 1 | 2 | 1 | 768 | 492 | 40 | 0 | 1 | 0 | 3 | 0 | 536 | | |
| 17:45 | 616 | 47 | 0 | 0 | 2 | 3 | 0 | 668 | 480 | 39 | 0 | 1 | 0 | 2 | 0 | 522 | | |
| 18:00 | 508 | 41 | 0 | 0 | 3 | 4 | 0 | 556 | 436 | 37 | 0 | 1 | 0 | 1 | 0 | 475 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: B1047 Horningsea Road / A14
 Junction Number: Site 17 Junction Type: T-Junction

| Time | Arm C Approach | | | | | | | | Arm C Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 18 | 2 | 0 | 0 | 2 | 0 | 70 | | |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 16 | 1 | 1 | 0 | 0 | 0 | 92 | | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 21 | 0 | 0 | 0 | 0 | 0 | 100 | | |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 20 | 0 | 0 | 0 | 0 | 0 | 115 | | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 18 | 1 | 0 | 0 | 0 | 0 | 115 | | |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 19 | 0 | 0 | 0 | 1 | 0 | 131 | | |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 18 | 1 | 0 | 0 | 0 | 0 | 104 | | |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 17 | 0 | 0 | 0 | 0 | 0 | 119 | | |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 19 | 0 | 0 | 0 | 0 | 0 | 88 | | |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 15 | 1 | 0 | 0 | 0 | 0 | 82 | | |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 20 | 3 | 0 | 0 | 1 | 0 | 107 | | |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 26 | 5 | 1 | 0 | 0 | 0 | 87 | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 18 | 0 | 0 | 0 | 0 | 0 | 130 | | |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 22 | 2 | 0 | 0 | 0 | 0 | 137 | | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 33 | 1 | 0 | 0 | 1 | 0 | 172 | | |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 17 | 0 | 0 | 0 | 1 | 0 | 149 | | |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 18 | 0 | 0 | 0 | 1 | 0 | 163 | | |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146 | 23 | 0 | 0 | 0 | 0 | 0 | 169 | | |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 14 | 0 | 0 | 0 | 0 | 0 | 163 | | |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 9 | 0 | 0 | 0 | 0 | 0 | 133 | | |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 | 7 | 0 | 0 | 0 | 1 | 0 | 136 | | |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 11 | 0 | 0 | 0 | 1 | 0 | 124 | | |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 6 | 0 | 0 | 1 | 1 | 0 | 94 | | |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 7 | 0 | 0 | 1 | 1 | 0 | 65 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 296 | 75 | 3 | 1 | 0 | 2 | 0 | 377 | | |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 344 | 75 | 2 | 1 | 0 | 0 | 0 | 422 | | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 381 | 78 | 1 | 0 | 0 | 1 | 0 | 461 | | |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 387 | 75 | 2 | 0 | 0 | 1 | 0 | 465 | | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 394 | 72 | 2 | 0 | 0 | 1 | 0 | 469 | | |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 367 | 73 | 1 | 0 | 0 | 1 | 0 | 442 | | |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 322 | 69 | 2 | 0 | 0 | 0 | 0 | 393 | | |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 320 | 71 | 4 | 0 | 0 | 1 | 0 | 396 | | |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 273 | 80 | 9 | 1 | 0 | 1 | 0 | 364 | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 493 | 90 | 3 | 0 | 0 | 2 | 0 | 588 | | |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 525 | 90 | 3 | 0 | 0 | 3 | 0 | 621 | | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 558 | 91 | 1 | 0 | 0 | 3 | 0 | 653 | | |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 570 | 72 | 0 | 0 | 0 | 2 | 0 | 644 | | |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 563 | 64 | 0 | 0 | 0 | 1 | 0 | 628 | | |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 547 | 53 | 0 | 0 | 0 | 1 | 0 | 601 | | |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 513 | 41 | 0 | 0 | 0 | 2 | 0 | 556 | | |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 450 | 33 | 0 | 0 | 1 | 3 | 0 | 487 | | |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 382 | 31 | 0 | 0 | 2 | 4 | 0 | 419 | | |

Intelligent Data Collection Limited



Client: Mott McDonald **Date of Survey:** 07.12.2021
Project Number: ID06180 **Junction Name:** B1047 Horningsea Road / A14
Junction Number: Site 17 **Junction Type:** T-Junction

| Total Junction Flow | | | | | | | | |
|---------------------|--------------|-----|------|------|-------|-----|-------|-------|
| Time | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 213 | 48 | 2 | 0 | 1 | 3 | 0 | 267 |
| 07:15 | 235 | 55 | 2 | 1 | 1 | 1 | 0 | 295 |
| 07:30 | 268 | 68 | 1 | 0 | 2 | 2 | 0 | 341 |
| 07:45 | 246 | 73 | 0 | 0 | 0 | 0 | 0 | 319 |
| 08:00 | 268 | 61 | 4 | 0 | 0 | 2 | 0 | 335 |
| 08:15 | 300 | 60 | 1 | 1 | 0 | 3 | 0 | 365 |
| 08:30 | 278 | 53 | 3 | 0 | 0 | 1 | 1 | 336 |
| 08:45 | 269 | 48 | 1 | 1 | 0 | 2 | 0 | 321 |
| 09:00 | 234 | 61 | 1 | 0 | 0 | 1 | 0 | 297 |
| 09:15 | 218 | 54 | 4 | 0 | 0 | 0 | 0 | 276 |
| 09:30 | 223 | 42 | 4 | 0 | 0 | 2 | 0 | 271 |
| 09:45 | 199 | 63 | 8 | 2 | 1 | 0 | 0 | 273 |
| 16:00 | 253 | 45 | 0 | 0 | 0 | 1 | 0 | 299 |
| 16:15 | 287 | 69 | 3 | 0 | 0 | 0 | 0 | 359 |
| 16:30 | 307 | 59 | 1 | 1 | 0 | 6 | 0 | 374 |
| 16:45 | 293 | 35 | 0 | 0 | 0 | 2 | 0 | 330 |
| 17:00 | 325 | 40 | 1 | 1 | 0 | 1 | 0 | 368 |
| 17:15 | 326 | 42 | 0 | 0 | 0 | 2 | 0 | 370 |
| 17:30 | 340 | 28 | 0 | 0 | 0 | 1 | 1 | 370 |
| 17:45 | 315 | 29 | 0 | 0 | 0 | 1 | 0 | 345 |
| 18:00 | 292 | 19 | 0 | 0 | 0 | 2 | 0 | 313 |
| 18:15 | 266 | 22 | 0 | 1 | 1 | 1 | 0 | 291 |
| 18:30 | 238 | 17 | 0 | 0 | 1 | 1 | 0 | 257 |
| 18:45 | 168 | 21 | 0 | 0 | 1 | 1 | 0 | 191 |
| Start Time | Rolling Hour | | | | | | | Total |
| 07:00 | 962 | 244 | 5 | 1 | 4 | 6 | 0 | 1222 |
| 07:15 | 1017 | 257 | 7 | 1 | 3 | 5 | 0 | 1290 |
| 07:30 | 1082 | 262 | 6 | 1 | 2 | 7 | 0 | 1360 |
| 07:45 | 1092 | 247 | 8 | 1 | 0 | 6 | 1 | 1355 |
| 08:00 | 1115 | 222 | 9 | 2 | 0 | 8 | 1 | 1357 |
| 08:15 | 1081 | 222 | 6 | 2 | 0 | 7 | 1 | 1319 |
| 08:30 | 999 | 216 | 9 | 1 | 0 | 4 | 1 | 1230 |
| 08:45 | 944 | 205 | 10 | 1 | 0 | 5 | 0 | 1165 |
| 09:00 | 874 | 220 | 17 | 2 | 1 | 3 | 0 | 1117 |
| 16:00 | 1140 | 208 | 4 | 1 | 0 | 9 | 0 | 1362 |
| 16:15 | 1212 | 203 | 5 | 2 | 0 | 9 | 0 | 1431 |
| 16:30 | 1251 | 176 | 2 | 2 | 0 | 11 | 0 | 1442 |
| 16:45 | 1284 | 145 | 1 | 1 | 0 | 6 | 1 | 1438 |
| 17:00 | 1306 | 139 | 1 | 1 | 0 | 5 | 1 | 1453 |
| 17:15 | 1273 | 118 | 0 | 0 | 0 | 6 | 1 | 1398 |
| 17:30 | 1213 | 98 | 0 | 1 | 1 | 5 | 1 | 1319 |
| 17:45 | 1111 | 87 | 0 | 1 | 2 | 5 | 0 | 1206 |
| 18:00 | 964 | 79 | 0 | 1 | 3 | 5 | 0 | 1052 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: B1047 Horningsea Road / A14 Arm A: B1047 Horningsea Road (N)
 Junction Number: Site 17 Junction Type: T-Junction Arm B: B1047 Horningsea Road (S) Arm C: A14 WB Onslip (W)

| Time | A1 to A | | | | | | | A1 to C | | | | | | | A1 to B | | | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|---------|--------------|-----|------|------|-------|-----|---------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 160 | 27 | 0 | 0 | 1 | 1 | 0 | 189 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 153 | 37 | 1 | 0 | 1 | 1 | 0 | 193 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 179 | 45 | 1 | 0 | 2 | 1 | 0 | 228 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 136 | 47 | 0 | 0 | 0 | 0 | 0 | 183 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 9 | 148 | 35 | 2 | 0 | 0 | 1 | 0 | 186 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 16 | 166 | 37 | 1 | 1 | 0 | 2 | 0 | 207 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 165 | 28 | 2 | 0 | 0 | 1 | 0 | 196 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 14 | 153 | 24 | 0 | 0 | 0 | 0 | 0 | 177 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 9 | 137 | 36 | 1 | 0 | 0 | 1 | 0 | 175 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 130 | 34 | 3 | 0 | 0 | 0 | 0 | 167 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 106 | 15 | 1 | 0 | 0 | 1 | 0 | 123 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 120 | 32 | 2 | 1 | 1 | 0 | 0 | 156 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 21 | 110 | 21 | 0 | 0 | 0 | 1 | 0 | 132 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 115 | 26 | 0 | 0 | 0 | 0 | 0 | 141 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 15 | 121 | 18 | 0 | 1 | 0 | 2 | 0 | 142 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 111 | 15 | 0 | 0 | 0 | 0 | 0 | 126 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 124 | 11 | 1 | 0 | 0 | 0 | 0 | 136 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 117 | 15 | 0 | 0 | 0 | 1 | 0 | 133 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 128 | 11 | 0 | 0 | 0 | 1 | 0 | 140 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 136 | 14 | 0 | 0 | 0 | 1 | 0 | 151 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 120 | 5 | 0 | 0 | 0 | 1 | 0 | 126 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 108 | 10 | 0 | 1 | 0 | 0 | 0 | 119 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 116 | 10 | 0 | 0 | 0 | 0 | 0 | 126 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 92 | 12 | 0 | 0 | 0 | 0 | 0 | 104 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 3 | 0 | 0 | 0 | 1 | 0 | 30 | 628 | 156 | 2 | 0 | 4 | 3 | 0 | 793 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 7 | 0 | 0 | 0 | 0 | 0 | 34 | 616 | 164 | 4 | 0 | 3 | 3 | 0 | 790 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 10 | 0 | 0 | 0 | 0 | 0 | 42 | 629 | 164 | 4 | 1 | 2 | 4 | 0 | 804 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 9 | 1 | 0 | 0 | 0 | 0 | 39 | 615 | 147 | 5 | 1 | 0 | 4 | 0 | 772 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 11 | 1 | 0 | 0 | 0 | 0 | 43 | 632 | 124 | 5 | 1 | 0 | 4 | 0 | 766 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 10 | 1 | 0 | 0 | 0 | 0 | 43 | 621 | 125 | 4 | 1 | 0 | 4 | 0 | 755 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 7 | 1 | 0 | 0 | 0 | 0 | 33 | 585 | 122 | 6 | 0 | 0 | 2 | 0 | 715 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 8 | 0 | 0 | 0 | 0 | 0 | 36 | 526 | 109 | 5 | 0 | 0 | 2 | 0 | 642 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 24 | 493 | 117 | 7 | 1 | 1 | 2 | 0 | 621 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 6 | 0 | 0 | 0 | 0 | 0 | 43 | 457 | 80 | 0 | 1 | 0 | 3 | 0 | 541 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 3 | 0 | 0 | 0 | 0 | 0 | 31 | 471 | 70 | 1 | 1 | 0 | 2 | 0 | 545 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 4 | 0 | 0 | 0 | 0 | 0 | 32 | 473 | 59 | 1 | 1 | 0 | 3 | 0 | 537 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 19 | 480 | 52 | 1 | 0 | 0 | 2 | 0 | 535 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 18 | 505 | 51 | 1 | 0 | 0 | 3 | 0 | 560 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 15 | 501 | 45 | 0 | 0 | 0 | 4 | 0 | 550 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15 | 492 | 40 | 0 | 1 | 0 | 3 | 0 | 536 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 16 | 480 | 39 | 0 | 1 | 0 | 2 | 0 | 522 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 21 | 436 | 37 | 0 | 1 | 0 | 1 | 0 | 475 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: B1047 Horningsea Road / A14
 Junction Number: Site 17 Junction Type: T-Junction Arm A: B1047 Horningsea Road (N)
 Arm B: B1047 Horningsea Road (S) Arm C: A14 WB Onslip (W)

| Time | B1 to B | | | | | | | | B1 to A | | | | | | | | B1 to C | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | | | | | | | | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 8 | 44 | 18 | 2 | 0 | 0 | 1 | 0 | 65 |
| 07:15 | | | | | | | | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 67 | 15 | 1 | 1 | 0 | 0 | 0 | 84 |
| 07:30 | | | | | | | | 0 | 10 | 2 | 0 | 0 | 0 | 1 | 0 | 13 | 73 | 20 | 0 | 0 | 0 | 0 | 0 | 93 |
| 07:45 | | | | | | | | 0 | 15 | 6 | 0 | 0 | 0 | 0 | 0 | 21 | 86 | 19 | 0 | 0 | 0 | 0 | 0 | 105 |
| 08:00 | | | | | | | | 0 | 24 | 8 | 1 | 0 | 0 | 1 | 0 | 34 | 91 | 14 | 1 | 0 | 0 | 0 | 0 | 106 |
| 08:15 | | | | | | | | 0 | 23 | 4 | 0 | 0 | 0 | 0 | 0 | 27 | 99 | 15 | 0 | 0 | 0 | 1 | 0 | 115 |
| 08:30 | | | | | | | | 0 | 28 | 7 | 0 | 0 | 0 | 0 | 1 | 36 | 82 | 18 | 0 | 0 | 0 | 0 | 0 | 100 |
| 08:45 | | | | | | | | 0 | 14 | 7 | 1 | 1 | 0 | 2 | 0 | 25 | 91 | 14 | 0 | 0 | 0 | 0 | 0 | 105 |
| 09:00 | | | | | | | | 0 | 28 | 6 | 0 | 0 | 0 | 0 | 0 | 34 | 63 | 16 | 0 | 0 | 0 | 0 | 0 | 79 |
| 09:15 | | | | | | | | 0 | 22 | 5 | 0 | 0 | 0 | 0 | 0 | 27 | 61 | 14 | 1 | 0 | 0 | 0 | 0 | 76 |
| 09:30 | | | | | | | | 0 | 34 | 7 | 0 | 0 | 0 | 0 | 0 | 41 | 77 | 19 | 3 | 0 | 0 | 1 | 0 | 100 |
| 09:45 | | | | | | | | 0 | 24 | 5 | 1 | 0 | 0 | 0 | 0 | 30 | 53 | 26 | 5 | 1 | 0 | 0 | 0 | 85 |
| 16:00 | | | | | | | | 0 | 31 | 6 | 0 | 0 | 0 | 0 | 0 | 37 | 95 | 14 | 0 | 0 | 0 | 0 | 0 | 109 |
| 16:15 | | | | | | | | 0 | 59 | 21 | 1 | 0 | 0 | 0 | 0 | 81 | 108 | 22 | 2 | 0 | 0 | 0 | 0 | 132 |
| 16:30 | | | | | | | | 0 | 49 | 8 | 0 | 0 | 0 | 3 | 0 | 60 | 124 | 31 | 1 | 0 | 0 | 1 | 0 | 157 |
| 16:45 | | | | | | | | 0 | 51 | 3 | 0 | 0 | 0 | 1 | 0 | 55 | 129 | 17 | 0 | 0 | 0 | 1 | 0 | 147 |
| 17:00 | | | | | | | | 0 | 57 | 11 | 0 | 1 | 0 | 0 | 0 | 69 | 136 | 17 | 0 | 0 | 0 | 1 | 0 | 154 |
| 17:15 | | | | | | | | 0 | 63 | 4 | 0 | 0 | 0 | 1 | 0 | 68 | 141 | 22 | 0 | 0 | 0 | 0 | 0 | 163 |
| 17:30 | | | | | | | | 0 | 63 | 3 | 0 | 0 | 0 | 0 | 1 | 67 | 147 | 14 | 0 | 0 | 0 | 0 | 0 | 161 |
| 17:45 | | | | | | | | 0 | 55 | 6 | 0 | 0 | 0 | 0 | 0 | 61 | 123 | 9 | 0 | 0 | 0 | 0 | 0 | 132 |
| 18:00 | | | | | | | | 0 | 44 | 7 | 0 | 0 | 0 | 0 | 0 | 51 | 123 | 6 | 0 | 0 | 0 | 1 | 0 | 130 |
| 18:15 | | | | | | | | 0 | 46 | 1 | 0 | 0 | 1 | 0 | 0 | 48 | 106 | 11 | 0 | 0 | 0 | 1 | 0 | 118 |
| 18:30 | | | | | | | | 0 | 36 | 1 | 0 | 0 | 0 | 0 | 0 | 37 | 83 | 6 | 0 | 0 | 1 | 1 | 0 | 91 |
| 18:45 | | | | | | | | 0 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 22 | 50 | 7 | 0 | 0 | 1 | 1 | 0 | 59 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 13 | 0 | 0 | 0 | 1 | 0 | 52 | 270 | 72 | 3 | 1 | 0 | 1 | 0 | 347 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 18 | 1 | 0 | 0 | 2 | 0 | 78 | 317 | 68 | 2 | 1 | 0 | 0 | 0 | 388 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 20 | 1 | 0 | 0 | 2 | 0 | 95 | 349 | 68 | 1 | 0 | 0 | 1 | 0 | 419 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 25 | 1 | 0 | 0 | 1 | 1 | 118 | 358 | 66 | 1 | 0 | 0 | 1 | 0 | 426 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 26 | 2 | 1 | 0 | 3 | 1 | 122 | 363 | 61 | 1 | 0 | 0 | 1 | 0 | 426 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 24 | 1 | 1 | 0 | 2 | 1 | 122 | 335 | 63 | 0 | 0 | 0 | 1 | 0 | 399 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 25 | 1 | 1 | 0 | 2 | 1 | 122 | 297 | 62 | 1 | 0 | 0 | 0 | 0 | 360 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 25 | 1 | 1 | 0 | 2 | 0 | 127 | 292 | 63 | 4 | 0 | 0 | 1 | 0 | 360 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 23 | 1 | 0 | 0 | 0 | 0 | 132 | 254 | 75 | 9 | 1 | 0 | 1 | 0 | 340 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 190 | 38 | 1 | 0 | 0 | 4 | 0 | 233 | 456 | 84 | 3 | 0 | 0 | 2 | 0 | 545 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 216 | 43 | 1 | 1 | 0 | 4 | 0 | 265 | 497 | 87 | 3 | 0 | 0 | 3 | 0 | 590 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 220 | 26 | 0 | 1 | 0 | 5 | 0 | 252 | 530 | 87 | 1 | 0 | 0 | 3 | 0 | 621 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 234 | 21 | 0 | 1 | 0 | 2 | 1 | 259 | 553 | 70 | 0 | 0 | 0 | 2 | 0 | 625 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 238 | 24 | 0 | 1 | 0 | 1 | 1 | 265 | 547 | 62 | 0 | 0 | 0 | 1 | 0 | 610 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 225 | 20 | 0 | 0 | 0 | 1 | 1 | 247 | 534 | 51 | 0 | 0 | 0 | 1 | 0 | 586 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 208 | 17 | 0 | 0 | 1 | 0 | 1 | 227 | 499 | 40 | 0 | 0 | 0 | 2 | 0 | 541 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 181 | 15 | 0 | 0 | 1 | 0 | 0 | 197 | 435 | 32 | 0 | 0 | 1 | 3 | 0 | 471 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146 | 11 | 0 | 0 | 1 | 0 | 0 | 158 | 362 | 30 | 0 | 0 | 2 | 4 | 0 | 398 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 17

Date of Survey: 07.12.2021
 Junction Name: B1047 Horningsea Road / A14
 Junction Type: T-Junction

Arm A: B1047 Horningsea Road (N)
 Arm B: B1047 Horningsea Road (S)
 Arm C: A14 WB Onslip (W)

| Time | C1 to C | | | | | | | | C1 to B | | | | | | | | C1 to A | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited

Client: Mott McDonald
Project Number: ID06180
Junction Number: Site 17

Date of Survey: 07.12.2021
Junction Name: B1047 Horningsea Road / A14
Junction Type: T-Junction

Arm A: B1047 Horningsea Road (N)
Arm B: B1047 Horningsea Road (S)
Arm C: A14 WB Onslip (W)



| PCU Summary | | | | | | | | | |
|-------------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|
| Time | A1 to A | A1 to C | A1 to B | B1 to B | B1 to A | B1 to C | C1 to C | C1 to B | C1 to A |
| 07:00 | 0 | 4 | 190 | 0 | 8 | 66 | 0 | 0 | 0 |
| 07:15 | 0 | 8 | 195 | 0 | 10 | 87 | 0 | 0 | 0 |
| 07:30 | 0 | 7 | 231 | 0 | 12 | 93 | 0 | 0 | 0 |
| 07:45 | 0 | 10 | 183 | 0 | 21 | 105 | 0 | 0 | 0 |
| 08:00 | 0 | 9 | 187 | 0 | 34 | 107 | 0 | 0 | 0 |
| 08:15 | 0 | 16 | 209 | 0 | 27 | 114 | 0 | 0 | 0 |
| 08:30 | 0 | 5 | 197 | 0 | 35 | 100 | 0 | 0 | 0 |
| 08:45 | 0 | 14 | 177 | 0 | 27 | 105 | 0 | 0 | 0 |
| 09:00 | 0 | 9 | 175 | 0 | 34 | 79 | 0 | 0 | 0 |
| 09:15 | 0 | 6 | 170 | 0 | 27 | 77 | 0 | 0 | 0 |
| 09:30 | 0 | 7 | 123 | 0 | 41 | 102 | 0 | 0 | 0 |
| 09:45 | 0 | 2 | 161 | 0 | 31 | 91 | 0 | 0 | 0 |
| 16:00 | 0 | 21 | 131 | 0 | 37 | 109 | 0 | 0 | 0 |
| 16:15 | 0 | 5 | 141 | 0 | 82 | 134 | 0 | 0 | 0 |
| 16:30 | 0 | 15 | 143 | 0 | 58 | 157 | 0 | 0 | 0 |
| 16:45 | 0 | 2 | 126 | 0 | 54 | 146 | 0 | 0 | 0 |
| 17:00 | 0 | 9 | 137 | 0 | 71 | 153 | 0 | 0 | 0 |
| 17:15 | 0 | 6 | 132 | 0 | 67 | 163 | 0 | 0 | 0 |
| 17:30 | 0 | 2 | 139 | 0 | 66 | 161 | 0 | 0 | 0 |
| 17:45 | 0 | 1 | 150 | 0 | 61 | 132 | 0 | 0 | 0 |
| 18:00 | 0 | 6 | 125 | 0 | 51 | 129 | 0 | 0 | 0 |
| 18:15 | 0 | 6 | 121 | 0 | 50 | 117 | 0 | 0 | 0 |
| 18:30 | 0 | 3 | 126 | 0 | 37 | 92 | 0 | 0 | 0 |
| 18:45 | 0 | 6 | 104 | 0 | 22 | 60 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | |
| 07:00 | 0 | 29 | 799 | 0 | 51 | 351 | 0 | 0 | 0 |
| 07:15 | 0 | 34 | 796 | 0 | 78 | 392 | 0 | 0 | 0 |
| 07:30 | 0 | 42 | 810 | 0 | 95 | 419 | 0 | 0 | 0 |
| 07:45 | 0 | 40 | 776 | 0 | 118 | 426 | 0 | 0 | 0 |
| 08:00 | 0 | 44 | 770 | 0 | 123 | 426 | 0 | 0 | 0 |
| 08:15 | 0 | 44 | 758 | 0 | 123 | 398 | 0 | 0 | 0 |
| 08:30 | 0 | 34 | 719 | 0 | 123 | 361 | 0 | 0 | 0 |
| 08:45 | 0 | 36 | 645 | 0 | 129 | 363 | 0 | 0 | 0 |
| 09:00 | 0 | 24 | 630 | 0 | 133 | 349 | 0 | 0 | 0 |
| 16:00 | 0 | 43 | 541 | 0 | 232 | 547 | 0 | 0 | 0 |
| 16:15 | 0 | 31 | 547 | 0 | 265 | 591 | 0 | 0 | 0 |
| 16:30 | 0 | 32 | 538 | 0 | 251 | 620 | 0 | 0 | 0 |
| 16:45 | 0 | 19 | 535 | 0 | 259 | 624 | 0 | 0 | 0 |
| 17:00 | 0 | 18 | 559 | 0 | 266 | 609 | 0 | 0 | 0 |
| 17:15 | 0 | 15 | 548 | 0 | 246 | 585 | 0 | 0 | 0 |
| 17:30 | 0 | 15 | 536 | 0 | 228 | 540 | 0 | 0 | 0 |
| 17:45 | 0 | 16 | 523 | 0 | 199 | 471 | 0 | 0 | 0 |
| 18:00 | 0 | 21 | 476 | 0 | 160 | 399 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Junction Number: Site 17
Date of Survey: 07.12.2021
Junction Name: B1047 Horningsea Road / A14
Survey Type: Saturation Flows

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------------|--------------------|----------------------------|
| 52.228587 | 0.179269 | Click Here |
| AM Peak Conditions | PM Peak Conditions | |
| Clear | Showers | |

Location Plan



Saturation Flow Methodology

Analysis of full demand starts from the third vehicle to cross the stop line. Full demand applies when at least 6 PCUs cross the stop line with a maximum gap of three seconds between vehicles.

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

Some lanes have limited or no instances of full demand, due to short green times or low flows.

Intelligent Data Collection Limited

Client: Mott MacDonald
 Project Number: ID05180
 Junction Number: Site 17
 Date of Survey: 07.12.2021
 Junction Name: B1047 Horningsea Road / A14
 Lane Number: Lane A1

| | | | | | |
|------------------|-------------|-------------|------------|-------------------|--------------------|
| Car / LGV 1.0 | OGV1 1.9 | OGV2 2.9 | PSV 2.0 | Motorcycle 0.4 | Pedal Cycle 0.2 |
|------------------|-------------|-------------|------------|-------------------|--------------------|

Assessment Period: 07:00 - 10:00

| Time at Start of Red/Amber (hh:mm:ss) | Vehicle Classifications During Red/Amber | | | | | | | PCUs | Start of Green Phase (hh:mm:ss) | Vehicle Classifications Between Start of Green and Time of Full Demand* | | | | | | | PCUs | Time at Start of Full Demand* (hh:mm:ss) | Vehicle Classifications During Full Demand* | | | | | |
|---------------------------------------|--|------|------|-----|------------|-------------|-----------|----------|---------------------------------|---|------|-----|------------|-------------|-----------|----------|------|--|---|-----|------------|-------------|--|--|
| | Car / LGV | OGV1 | OGV2 | PSV | Motorcycle | Pedal Cycle | Car / LGV | | | OGV1 | OGV2 | PSV | Motorcycle | Pedal Cycle | Car / LGV | OGV1 | | | OGV2 | PSV | Motorcycle | Pedal Cycle | | |
| 1 07:31:27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 07:31:29 | 112 | 1 | 0 | 1 | 0 | 0 | 116 | 07:54:27 | 11 | 0 | 0 | 0 | 0 | 0 | | |
| 2 07:54:19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 07:54:21 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 08:12:05 | 8 | 0 | 0 | 0 | 0 | 0 | | |
| 3 08:12:05 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 08:12:07 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 08:27:04 | 6 | 0 | 0 | 0 | 0 | 0 | | |
| 4 08:27:04 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 08:27:06 | 1 | 0 | 1 | 0 | 0 | 0 | 4 | 08:50:11 | 8 | 0 | 0 | 0 | 0 | 0 | | |
| 5 08:50:11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 08:50:13 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 09:01:36 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 6 09:01:36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 09:01:38 | 33 | 1 | 0 | 0 | 1 | 0 | 35 | 09:04:01 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 7 09:04:01 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 09:04:03 | 300 | 0 | 0 | 0 | 0 | 0 | 100 | 09:13:27 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 8 09:13:27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 09:13:29 | 226 | 4 | 0 | 0 | 0 | 0 | 234 | 09:34:29 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 9 09:34:29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 09:34:31 | 128 | 1 | 1 | 0 | 1 | 0 | 130 | 09:48:22 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 10 09:48:22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 09:48:24 | 246 | 2 | 2 | 1 | 1 | 0 | 258 | | | | | | | | | |

* Full Demand = 6 or more vehicles crossing the stopline in a saturated state after the second vehicle has passed
 † End of Full Demand = when there is more than a 3 second gap between vehicles

Assessment Period: 16:00 - 19:00

| Time at Start of Red/Amber (hh:mm:ss) | Vehicle Classifications During Red/Amber | | | | | | | PCUs | Start of Green Phase (hh:mm:ss) | Vehicle Classifications Between Start of Green and Time of Full Demand* | | | | | | | PCUs | Time at Start of Full Demand* (hh:mm:ss) | Vehicle Classifications During Full Demand* | | | | | |
|---------------------------------------|--|------|------|-----|------------|-------------|-----------|----------|---------------------------------|---|------|-----|------------|-------------|-----------|----------|------|--|---|-----|------------|-------------|--|--|
| | Car / LGV | OGV1 | OGV2 | PSV | Motorcycle | Pedal Cycle | Car / LGV | | | OGV1 | OGV2 | PSV | Motorcycle | Pedal Cycle | Car / LGV | OGV1 | | | OGV2 | PSV | Motorcycle | Pedal Cycle | | |
| 1 16:01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16:01:32 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 16:01:38 | 6 | 0 | 0 | 0 | 0 | 0 | | |
| 2 16:07:42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16:07:44 | 211 | 0 | 0 | 0 | 1 | 0 | 211 | | | | | | | | | |
| 3 16:29:24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16:29:26 | 87 | 0 | 1 | 0 | 0 | 0 | 90 | | | | | | | | | |
| 4 16:38:03 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16:38:05 | 75 | 0 | 0 | 0 | 0 | 0 | 75 | | | | | | | | | |
| 5 16:45:35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16:45:37 | 15 | 0 | 0 | 0 | 0 | 0 | 15 | | | | | | | | | |
| 6 17:23:07 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17:23:09 | 22 | 0 | 0 | 0 | 0 | 0 | 22 | | | | | | | | | |
| 7 17:24:53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17:24:55 | 34 | 0 | 0 | 0 | 0 | 0 | 34 | | | | | | | | | |
| 8 17:28:50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17:28:52 | 150 | 0 | 0 | 0 | 1 | 0 | 150 | | | | | | | | | |
| 9 17:53:38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17:53:40 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 17:53:48 | 8 | 0 | 0 | 0 | 0 | 0 | | |
| 10 18:55:26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18:55:28 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | | | | | | | | | |

* Full Demand = 6 or more vehicles crossing the stopline in a saturated state after the second vehicle has passed
 † End of Full Demand = when there is more than a 3 second gap between vehicles

AM Peak Period Saturation Flow Summary

| 07:00 - 10:00 | PCUs During Full Demand | Green Time During Full Demand | Total Saturation Flow (PCUs) | Average |
|---------------|-------------------------|-------------------------------|------------------------------|---------|
| | 0 | 00:00:00 | 0 | |
| | 11 | 00:00:24 | 1650 | |
| | 8 | 00:00:18 | 1600 | |
| | 6 | 00:00:12 | 1800 | |
| | 8 | 00:00:12 | 2400 | |
| | 0 | 00:00:00 | 0 | |
| | 0 | 00:00:00 | 0 | |
| | 0 | 00:00:00 | 0 | |
| | 0 | 00:00:00 | 0 | |
| | 8 | 00:00:00 | 0 | |
| | 0 | 00:00:00 | 0 | 1863 |

PM Peak Period Saturation Flow Summary

| 16:00 - 19:00 | PCUs During Full Demand | Total Green Time During Full Demand Period | Total Saturation Flow (PCUs) | Average |
|---------------|-------------------------|--|------------------------------|---------|
| | 6 | 00:00:13 | 1662 | |
| | 0 | 00:00:00 | 0 | |
| | 0 | 00:00:00 | 0 | |
| | 0 | 00:00:00 | 0 | |
| | 0 | 00:00:00 | 0 | |
| | 0 | 00:00:00 | 0 | |
| | 0 | 00:00:00 | 0 | |
| | 0 | 00:00:00 | 0 | |
| | 8 | 00:00:17 | 1694 | |
| | 0 | 00:00:00 | 0 | 1678 |

AM Peak Period Degree of Saturation Summary

| 07:00 - 10:00 | Saturation Flow (PCUs) | Total Green Time | Total PCUs | Degree of Saturation | Average |
|---------------|------------------------|------------------|------------|----------------------|---------|
| | 1863 | 417 | 118 | 54.68% | |
| | 1863 | 911 | 196 | 41.57% | |
| | 1863 | 274 | 57 | 40.20% | |
| | 1863 | 63 | 28 | 85.88% | |
| | 1863 | 35 | 10 | 55.21% | |
| | 1863 | 126 | 36 | 55.21% | |
| | 1863 | 499 | 101 | 39.11% | |
| | 1863 | 1242 | 234 | 36.41% | |
| | 1863 | 814 | 131 | 31.10% | |
| | 1863 | 1532 | 258 | 32.54% | 47.19% |

PM Peak Period Degree of Saturation Summary

| 16:00 - 19:00 | Saturation Flow (PCUs) | Total Green Time | Total PCUs | Degree of Saturation | Average |
|---------------|------------------------|------------------|------------|----------------------|---------|
| | 1678 | 353 | 71 | 43.15% | |
| | 1678 | 1282 | 211 | 35.31% | |
| | 1678 | 498 | 92 | 39.63% | |
| | 1678 | 428 | 77 | 38.60% | |
| | 1678 | 87 | 15 | 36.99% | |
| | 1678 | 85 | 22 | 55.53% | |
| | 1678 | 217 | 34 | 33.61% | |
| | 1678 | 966 | 150 | 33.31% | |
| | 1678 | 545 | 78 | 30.70% | |
| | 1678 | 10 | 3 | 64.36% | 41.12% |



| | | | | | |
|-----------|------|------|-----|------------|-------------|
| Car / LGV | OGV1 | OGV2 | PSV | Motorcycle | Pedal Cycle |
| 1.0 | 1.9 | 2.9 | 2.0 | 0.4 | 0.2 |

| Time at End of Full Demand† (hh:mm:ss) | Vehicle Classifications After Full Demand Ends | | | | | | PCUs | Time at End of Green (hh:mm:ss) | Vehicle Classifications During Amber | | | | | | PCUs | Time at End of Amber (hh:mm:ss) | |
|--|--|------|------|-----|------------|-------------|------|---------------------------------|--------------------------------------|------|------|-----|------------|-------------|------|---------------------------------|----------|
| | Car / LGV | OGV1 | OGV2 | PSV | Motorcycle | Pedal Cycle | | | Car / LGV | OGV1 | OGV2 | PSV | Motorcycle | Pedal Cycle | | | |
| | | | | | | | 0 | 07:38:26 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 07:38:29 |
| 07:54:51 | 183 | 0 | 0 | 0 | 1 | 0 | 183 | 08:09:32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 08:09:35 |
| 08:12:30 | 44 | 1 | 0 | 0 | 0 | 0 | 46 | 08:16:41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 08:16:44 |
| 08:27:26 | 17 | 0 | 0 | 0 | 0 | 0 | 17 | 08:28:09 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 08:28:12 |
| 08:50:33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 08:50:48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 08:50:51 |
| | | | | | | | 0 | 09:03:44 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 09:03:47 |
| | | | | | | | 0 | 09:12:22 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 09:12:25 |
| | | | | | | | 0 | 09:34:11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 09:34:14 |
| | | | | | | | 0 | 09:48:05 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 09:48:08 |
| | | | | | | | 0 | 10:13:56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10:13:59 |

| Time at End of Full Demand† (hh:mm:ss) | Vehicle Classifications After Full Demand Ends | | | | | | PCUs | Time at End of Green (hh:mm:ss) | Vehicle Classifications During Amber | | | | | | PCUs | Time at End of Amber (hh:mm:ss) | |
|--|--|------|------|-----|------------|-------------|------|---------------------------------|--------------------------------------|------|------|-----|------------|-------------|------|---------------------------------|----------|
| | Car / LGV | OGV1 | OGV2 | PSV | Motorcycle | Pedal Cycle | | | Car / LGV | OGV1 | OGV2 | PSV | Motorcycle | Pedal Cycle | | | |
| 16:01:51 | 63 | 0 | 0 | 0 | 0 | 0 | 63 | 16:07:25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16:07:28 |
| | | | | | | | 0 | 16:29:06 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16:29:09 |
| | | | | | | | 0 | 16:37:44 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 16:37:47 |
| | | | | | | | 0 | 16:45:13 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 16:45:16 |
| | | | | | | | 0 | 16:47:04 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16:47:07 |
| | | | | | | | 0 | 17:24:34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17:24:37 |
| | | | | | | | 0 | 17:28:32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17:28:35 |
| | | | | | | | 0 | 17:44:58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17:45:01 |
| 17:54:05 | 67 | 0 | 0 | 0 | 1 | 0 | 67 | 18:02:45 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 18:02:48 |
| | | | | | | | 0 | 18:55:38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18:55:41 |



| | | | | | |
|-----------|------|------|-----|------------|-------------|
| Car / LGV | OGV1 | OGV2 | PSV | Motorcycle | Pedal Cycle |
| 1.0 | 1.9 | 2.9 | 2.0 | 0.4 | 0.2 |

| Vehicle Classifications During Red | | | | | | PCUs | Time at End of Red (hh:mm:ss) | Full Cycle Time (hh:mm:ss) |
|------------------------------------|------|------|-----|------------|-------------|------|-------------------------------|----------------------------|
| Car / LGV | OGV1 | OGV2 | PSV | Motorcycle | Pedal Cycle | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 07:38:43 | 00:07:16 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 08:09:49 | 00:15:30 |
| 1 | 0 | 0 | 0 | 0 | 0 | 1 | 08:16:58 | 00:04:53 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 08:28:26 | 00:01:22 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 08:51:06 | 00:00:55 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 09:04:01 | 00:02:25 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 09:12:39 | 00:08:38 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 09:34:29 | 00:21:02 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 09:48:22 | 00:13:53 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10:14:13 | 00:25:51 |

| Vehicle Classifications During Red | | | | | | PCUs | Time at End of Red (hh:mm:ss) | Full Cycle Time (hh:mm:ss) |
|------------------------------------|------|------|-----|------------|-------------|------|-------------------------------|----------------------------|
| Car / LGV | OGV1 | OGV2 | PSV | Motorcycle | Pedal Cycle | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16:07:42 | 00:06:12 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16:29:24 | 00:21:42 |
| 1 | 0 | 0 | 0 | 0 | 0 | 1 | 16:38:03 | 00:08:39 |
| 1 | 0 | 0 | 0 | 0 | 0 | 1 | 16:45:35 | 00:07:32 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16:47:21 | 00:01:46 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17:24:53 | 00:01:46 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17:28:50 | 00:03:57 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17:45:17 | 00:16:27 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18:03:02 | 00:09:24 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18:55:55 | 00:00:29 |

Intelligent Data Collection Limited

Client: Mott MacDonald
 Project Number: ID06180
 Junction Number: Site 17
 Date of Survey: 07.12.2021
 Junction Name: B1047 Horningsea Road / A14
 Lane Number: Lane B1

Assessment Period: 07:00 - 10:00

| | | | | | |
|-----------|------|------|-----|------------|-------------|
| Car / LGV | OGV1 | OGV2 | PSV | Motorcycle | Pedal Cycle |
| 1.0 | 1.9 | 2.9 | 2.0 | 0.4 | 0.2 |

| Time at Start of Red/Amber (hh:mm:ss) | Vehicle Classifications During Red/Amber | | | | | | | PCUs | Start of Green Phase (hh:mm:ss) | Vehicle Classifications Between Start of Green and Time of Full Demand* | | | | | | | PCUs | Time at Start of Full Demand* (hh:mm:ss) | Vehicle Classifications During Full Demand* | | | | | | | PCU |
|---------------------------------------|--|------|------|-----|------------|-------------|-----------|----------|---------------------------------|---|------|-----|------------|-------------|-----------|----------|------|--|---|-----|------------|-------------|----|--|--|-----|
| | Car / LGV | OGV1 | OGV2 | PSV | Motorcycle | Pedal Cycle | Car / LGV | | | OGV1 | OGV2 | PSV | Motorcycle | Pedal Cycle | Car / LGV | OGV1 | | | OGV2 | PSV | Motorcycle | Pedal Cycle | | | | |
| 1 07:06:16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 07:06:18 | 79 | 2 | 0 | 0 | 1 | 0 | 83 | | | | | | | | 0 | | | |
| 2 07:18:39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 07:18:41 | 25 | 0 | 1 | 0 | 0 | 0 | 28 | | | | | | | | 0 | | | |
| 3 07:31:26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 07:31:28 | 51 | 0 | 0 | 0 | 1 | 0 | 51 | | | | | | | | 0 | | | |
| 4 07:38:41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 07:38:43 | 53 | 0 | 0 | 0 | 0 | 0 | 53 | | | | | | | | 0 | | | |
| 5 08:09:47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 08:09:49 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 08:09:55 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | | | |
| 6 08:12:03 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 08:12:05 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 08:12:14 | 10 | 0 | 0 | 0 | 0 | 0 | 10 | | | |
| 7 08:28:27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 08:28:29 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 08:28:33 | 8 | 1 | 0 | 0 | 0 | 0 | 10 | | | |
| 8 09:12:37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 09:12:39 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | | | | | | | | 0 | | | |
| 9 09:34:27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 09:34:29 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 09:34:35 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | | | |
| 10 09:48:21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 09:48:23 | 159 | 8 | 1 | 0 | 0 | 0 | 177 | | | | | | | | 0 | | | |

* Full Demand = 6 or more vehicles crossing the stopline in a saturated state after the second vehicle has passed

† End of Full Demand = when there is more than a 3 second gap between vehicles

Assessment Period: 16:00 - 19:00

| Time at Start of Red/Amber (hh:mm:ss) | Vehicle Classifications During Red/Amber | | | | | | | PCUs | Start of Green Phase (hh:mm:ss) | Vehicle Classifications Between Start of Green and Time of Full Demand* | | | | | | | PCUs | Time at Start of Full Demand* (hh:mm:ss) | Vehicle Classifications During Full Demand* | | | | | | | PCU |
|---------------------------------------|--|------|------|-----|------------|-------------|-----------|----------|---------------------------------|---|------|-----|------------|-------------|-----------|----------|------|--|---|-----|------------|-------------|----|--|--|-----|
| | Car / LGV | OGV1 | OGV2 | PSV | Motorcycle | Pedal Cycle | Car / LGV | | | OGV1 | OGV2 | PSV | Motorcycle | Pedal Cycle | Car / LGV | OGV1 | | | OGV2 | PSV | Motorcycle | Pedal Cycle | | | | |
| 1 16:01:28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16:01:30 | 50 | 0 | 0 | 0 | 0 | 0 | 50 | | | | | | | | 0 | | | |
| 2 16:07:40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16:07:42 | 271 | 4 | 0 | 0 | 0 | 0 | 279 | | | | | | | | 0 | | | |
| 3 16:29:22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16:29:24 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 16:29:30 | 18 | 0 | 0 | 0 | 0 | 0 | 18 | | | |
| 4 16:38:01 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16:38:03 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 16:38:11 | 16 | 0 | 0 | 0 | 0 | 0 | 16 | | | |
| 5 17:23:05 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17:23:07 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 17:23:13 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | | | |
| 6 17:24:51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17:24:53 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 17:25:01 | 14 | 0 | 0 | 0 | 1 | 0 | 14 | | | |
| 7 17:53:36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17:53:38 | 115 | 0 | 0 | 0 | 0 | 0 | 115 | | | | | | | | 0 | | | |
| 8 18:03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18:03:02 | 60 | 0 | 0 | 0 | 0 | 0 | 60 | | | | | | | | 0 | | | |
| 9 18:15:56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18:15:58 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 18:16:08 | 10 | 0 | 0 | 0 | 0 | 0 | 10 | | | |
| 10 18:29:46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18:29:48 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 18:29:56 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | | | |

* Full Demand = 6 or more vehicles crossing the stopline in a saturated state after the second vehicle has passed

† End of Full Demand = when there is more than a 3 second gap between vehicles

AM Peak Period Saturation Flow Summary

| 07:00 - 10:00 | PCUs During Full Demand | Green Time During Full Demand | Total Saturation Flow (PCUs) |
|---------------|-------------------------|-------------------------------|------------------------------|
| 0 | 00:00:00 | 0 | 0 |
| 0 | 00:00:00 | 0 | 0 |
| 0 | 00:00:00 | 0 | 0 |
| 0 | 00:00:00 | 0 | 0 |
| 8 | 00:00:16 | 1800 | |
| 10 | 00:00:17 | 2118 | |
| 10 | 00:00:19 | 1895 | |
| 0 | 00:00:00 | 0 | |
| 6 | 00:00:12 | 1800 | Average |
| 0 | 00:00:00 | 0 | 1903 |

PM Peak Period Saturation Flow Summary

| 16:00 - 19:00 | PCUs During Full Demand | Total Green Time During Full Demand Period | Total Saturation Flow (PCUs) |
|---------------|-------------------------|--|------------------------------|
| 0 | 00:00:00 | 0 | 0 |
| 0 | 00:00:00 | 0 | 0 |
| 18 | 00:00:40 | 1620 | |
| 16 | 00:00:38 | 1516 | |
| 7 | 00:00:12 | 2100 | |
| 14 | 00:00:32 | 1575 | |
| 0 | 00:00:00 | 0 | |
| 0 | 00:00:00 | 0 | |
| 10 | 00:00:21 | 1714 | Average |
| 6 | 00:00:10 | 2160 | 1781 |

AM Peak Period Degree of Saturation Summary

| 07:00 - 10:00 | Saturation Flow (PCUs) | Total Green Time | Total PCUs | Degree of Saturation |
|---------------|------------------------|------------------|------------|----------------------|
| 1903 | 722 | 83 | 21.75% | |
| 1903 | 229 | 28 | 23.13% | |
| 1903 | 414 | 51 | 23.30% | |
| 1903 | 437 | 54 | 23.38% | |
| 1903 | 115 | 26 | 42.77% | |
| 1903 | 272 | 35 | 24.34% | |
| 1903 | 763 | 125 | 30.99% | |
| 1903 | 25 | 3 | 22.70% | |
| 1903 | 812 | 126 | 29.35% | |
| 1903 | 1529 | 178 | 22.02% | |
| | | | Average | 26.37% |

PM Peak Period Degree of Saturation Summary

| 16:00 - 19:00 | Saturation Flow (PCUs) | Total Green Time | Total PCUs | Degree of Saturation |
|---------------|------------------------|------------------|------------|----------------------|
| 1781 | 351 | 50 | 28.79% | |
| 1781 | 1281 | 279 | 44.02% | |
| 1781 | 496 | 134 | 54.61% | |
| 1781 | 428 | 99 | 46.76% | |
| 1781 | 85 | 30 | 71.34% | |
| 1781 | 217 | 58 | 54.03% | |
| 1781 | 545 | 115 | 42.65% | |
| 1781 | 357 | 60 | 33.97% | |
| 1781 | 811 | 158 | 39.38% | |
| 1781 | 1519 | 202 | 26.88% | |
| | | | Average | 44.24% |



| | | | | | |
|-----------|------|------|-----|------------|-------------|
| Car / LGV | OGV1 | OGV2 | PSV | Motorcycle | Pedal Cycle |
| 1.0 | 1.9 | 2.9 | 2.0 | 0.4 | 0.2 |

| Time at End of Full Demand† (hh:mm:ss) | Vehicle Classifications After Full Demand Ends | | | | | | PCUs | Time at End of Green (hh:mm:ss) | Vehicle Classifications During Amber | | | | | | PCUs | Time at End of Amber (hh:mm:ss) | |
|--|--|------|------|-----|------------|-------------|------|---------------------------------|--------------------------------------|------|------|-----|------------|-------------|------|---------------------------------|----------|
| | Car / LGV | OGV1 | OGV2 | PSV | Motorcycle | Pedal Cycle | | | Car / LGV | OGV1 | OGV2 | PSV | Motorcycle | Pedal Cycle | | | |
| | | | | | | | 0 | 07:18:20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 07:18:23 |
| | | | | | | | 0 | 07:22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 07:22:33 |
| | | | | | | | 0 | 07:38:22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 07:38:25 |
| | | | | | | | 0 | 07:46:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 07:46:03 |
| 08:10:11 | 15 | 0 | 0 | 0 | 0 | 0 | 15 | 08:11:44 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 08:11:47 | |
| 08:12:31 | 22 | 0 | 0 | 0 | 1 | 0 | 22 | 08:16:37 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 08:16:40 | |
| 08:28:52 | 113 | 0 | 0 | 0 | 0 | 1 | 113 | 08:41:12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 08:41:15 | |
| | | | | | | | 0 | 09:13:04 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 09:13:07 | |
| 09:34:47 | 111 | 2 | 1 | 0 | 1 | 0 | 118 | 09:48:01 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 09:48:04 | |
| | | | | | | | 0 | 10:13:52 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 10:13:55 | |

| Time at End of Full Demand† (hh:mm:ss) | Vehicle Classifications After Full Demand Ends | | | | | | PCUs | Time at End of Green (hh:mm:ss) | Vehicle Classifications During Amber | | | | | | PCUs | Time at End of Amber (hh:mm:ss) | |
|--|--|------|------|-----|------------|-------------|------|---------------------------------|--------------------------------------|------|------|-----|------------|-------------|------|---------------------------------|----------|
| | Car / LGV | OGV1 | OGV2 | PSV | Motorcycle | Pedal Cycle | | | Car / LGV | OGV1 | OGV2 | PSV | Motorcycle | Pedal Cycle | | | |
| | | | | | | | 0 | 16:07:21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16:07:24 |
| | | | | | | | 0 | 16:29:03 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16:29:06 |
| 16:30:10 | 111 | 1 | 0 | 0 | 0 | 0 | 113 | 16:37:40 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 16:37:43 | |
| 16:38:49 | 80 | 0 | 0 | 0 | 3 | 0 | 81 | 16:45:11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16:45:14 | |
| 17:23:25 | 21 | 0 | 0 | 0 | 0 | 0 | 21 | 17:24:32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17:24:35 | |
| 17:25:33 | 42 | 0 | 0 | 0 | 0 | 0 | 42 | 17:28:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17:28:33 | |
| | | | | | | | 0 | 18:02:43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18:02:46 |
| | | | | | | | 0 | 18:08:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18:09:02 |
| 18:16:29 | 144 | 0 | 0 | 1 | 0 | 0 | 146 | 18:29:29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18:29:32 |
| 18:30:06 | 188 | 0 | 0 | 2 | 2 | 0 | 193 | 18:55:07 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 18:55:10 | |



| | | | | | |
|-----------|------|------|-----|------------|-------------|
| Car / LGV | OGV1 | OGV2 | PSV | Motorcycle | Pedal Cycle |
| 1.0 | 1.9 | 2.9 | 2.0 | 0.4 | 0.2 |

| Vehicle Classifications During Red | | | | | | PCUs | Time at End of Red (hh:mm:ss) | Full Cycle Time (hh:mm:ss) |
|------------------------------------|------|------|-----|------------|-------------|------|-------------------------------|----------------------------|
| Car / LGV | OGV1 | OGV2 | PSV | Motorcycle | Pedal Cycle | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 07:18:39 | 00:12:23 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 07:22:49 | 00:04:10 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 07:38:41 | 00:07:15 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 07:46:19 | 00:07:38 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 08:12:03 | 00:02:16 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 08:16:56 | 00:04:53 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 08:41:31 | 00:13:04 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 09:13:24 | 00:00:47 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 09:48:21 | 00:13:54 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10:14:11 | 00:25:50 |

| Vehicle Classifications During Red | | | | | | PCUs | Time at End of Red (hh:mm:ss) | Full Cycle Time (hh:mm:ss) |
|------------------------------------|------|------|-----|------------|-------------|------|-------------------------------|----------------------------|
| Car / LGV | OGV1 | OGV2 | PSV | Motorcycle | Pedal Cycle | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16:07:40 | 00:06:12 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16:29:22 | 00:21:42 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16:38:01 | 00:08:39 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16:45:32 | 00:07:31 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17:24:51 | 00:01:46 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17:28:48 | 00:03:57 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18:03:00 | 00:09:24 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18:09:16 | 00:06:16 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18:29:46 | 00:13:50 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18:55:25 | 00:25:39 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 17
Site Name: B1047 Horningsea Road / A14
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Survey Type: Pedestrian & Cycle Count

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------|--------------|----------------------------|
| 52.228587 | 0.179269 | Click Here |

Site Layout



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

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 17
Site Name: B1047 Horningsea Road / A14
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Survey Type: Pedestrian & Cycle Count

AM Peak Totals

| Date | Movement 1 | | | Movement 2 | | |
|------------|------------|----------|-----------|------------|----------|-----------|
| | Peds | Cyclists | Total | Peds | Cyclists | Total |
| 07.12.2021 | 4 | 4 | 8 | 1 | 17 | 18 |
| 08.12.2021 | 3 | 8 | 11 | 2 | 20 | 22 |

PM Peak Totals

| Date | Movement 1 | | | Movement 2 | | |
|------------|------------|----------|-----------|------------|----------|-----------|
| | Peds | Cyclists | Total | Peds | Cyclists | Total |
| 04.12.2021 | 5 | 14 | 19 | 1 | 13 | 14 |
| 07.12.2021 | 2 | 12 | 14 | 3 | 3 | 6 |
| 08.12.2021 | 1 | 13 | 14 | 1 | 4 | 5 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 17
Site Name: B1047 Horningsea Road / A14
Date of Survey: 07.12.2021
Survey Type: Pedestrian & Cycle Count

Input by:
Checked by:

| Time | Movement 1 | | | Movement 2 | | |
|--------------------------|------------|-----------|-----------|------------|-----------|-----------|
| | Peds | Cyclists | Total | Peds | Cyclists | Total |
| 07:00 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:15 | 0 | 0 | 0 | 0 | 2 | 2 |
| 07:30 | 0 | 0 | 0 | 0 | 2 | 2 |
| 07:45 | 0 | 1 | 1 | 0 | 3 | 3 |
| 08:00 | 1 | 0 | 1 | 0 | 1 | 1 |
| 08:15 | 0 | 1 | 1 | 0 | 4 | 4 |
| 08:30 | 0 | 1 | 1 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 2 | 2 |
| 09:00 | 2 | 0 | 2 | 1 | 1 | 2 |
| 09:15 | 0 | 1 | 1 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 1 | 0 | 1 | 0 | 1 | 1 |
| 07:00-10:00 Total | 4 | 4 | 8 | 1 | 17 | 18 |
| 16:00 | 1 | 0 | 1 | 1 | 0 | 1 |
| 16:15 | 0 | 1 | 1 | 1 | 0 | 1 |
| 16:30 | 0 | 1 | 1 | 0 | 0 | 0 |
| 16:45 | 0 | 2 | 2 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 2 | 2 | 0 | 2 | 2 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 1 | 1 | 2 | 0 | 0 | 0 |
| 18:00 | 0 | 1 | 1 | 1 | 1 | 2 |
| 18:15 | 0 | 2 | 2 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 2 | 2 | 0 | 0 | 0 |
| 16:00-19:00 Total | 2 | 12 | 14 | 3 | 3 | 6 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 17
Date of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Junction Name: B1047 Horningsea Road / A14
Survey Type: Queue Length Survey

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------|--------------|----------------------------|
| 52.228587 | 0.179269 | Click Here |

Junction Layout



Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

| Lights | Heavies |
|--------|---------|
| 6 | 15 |

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

Any shaded entries indicate where queues reach the extent of the camera view.

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 17
Date of Survey: 07.12.2021
Junction Name: B1047 Horningsea Road / A14
Survey Type: Queue Length Survey

AM Peak Period:

| Time | Lane A1 | | | | Lane B1 | | | |
|-------|---------|---------|-------|------------|---------|---------|-------|------------|
| | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) |
| 07:00 | 12 | 0 | 12 | 72 | 0 | 0 | 0 | 0 |
| 07:05 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| 07:10 | 8 | 0 | 8 | 48 | 0 | 0 | 0 | 0 |
| 07:15 | 4 | 0 | 4 | 24 | 0 | 0 | 0 | 0 |
| 07:20 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 07:25 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:35 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 30 |
| 07:40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 07:50 | 19 | 0 | 19 | 114 | 3 | 0 | 3 | 18 |
| 07:55 | 3 | 0 | 3 | 18 | 0 | 0 | 0 | 0 |
| 08:00 | 3 | 0 | 3 | 18 | 0 | 0 | 0 | 0 |
| 08:05 | 3 | 1 | 4 | 33 | 4 | 0 | 4 | 24 |
| 08:10 | 2 | 0 | 2 | 12 | 12 | 0 | 12 | 72 |
| 08:15 | 7 | 0 | 7 | 42 | 2 | 0 | 2 | 12 |
| 08:20 | 3 | 0 | 3 | 18 | 3 | 0 | 3 | 18 |
| 08:25 | 15 | 1 | 16 | 105 | 7 | 0 | 7 | 42 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:35 | 0 | 1 | 1 | 15 | 0 | 0 | 0 | 0 |
| 08:40 | 2 | 0 | 2 | 12 | 6 | 0 | 6 | 36 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:50 | 14 | 0 | 14 | 84 | 5 | 0 | 5 | 30 |
| 08:55 | 17 | 0 | 17 | 102 | 0 | 0 | 0 | 0 |
| 09:00 | 5 | 0 | 5 | 30 | 1 | 0 | 1 | 6 |
| 09:05 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:10 | 12 | 0 | 12 | 72 | 1 | 0 | 1 | 6 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:20 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 09:25 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 09:30 | 2 | 0 | 2 | 12 | 6 | 0 | 6 | 36 |
| 09:35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:40 | 4 | 0 | 4 | 24 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 18 |
| 09:50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

PM Peak Period:

| Time | Lane A1 | | | | Lane B1 | | | |
|-------|---------|---------|-------|------------|---------|---------|-------|------------|
| | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) |
| 16:00 | 5 | 0 | 5 | 30 | 0 | 0 | 0 | 0 |
| 16:05 | 2 | 0 | 2 | 12 | 4 | 0 | 4 | 24 |
| 16:10 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 16:15 | 6 | 0 | 6 | 36 | 0 | 0 | 0 | 0 |
| 16:20 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 16:25 | 4 | 0 | 4 | 24 | 13 | 0 | 13 | 78 |
| 16:30 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 16:35 | 6 | 0 | 6 | 36 | 5 | 0 | 5 | 30 |
| 16:40 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 16:45 | 3 | 0 | 3 | 18 | 12 | 0 | 12 | 72 |
| 16:50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:55 | 3 | 0 | 3 | 18 | 0 | 0 | 0 | 0 |
| 17:00 | 4 | 0 | 4 | 24 | 0 | 0 | 0 | 0 |
| 17:05 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 17:10 | 4 | 0 | 4 | 24 | 0 | 0 | 0 | 0 |
| 17:15 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 17:20 | 3 | 0 | 3 | 18 | 8 | 0 | 8 | 48 |
| 17:25 | 2 | 0 | 2 | 12 | 1 | 0 | 1 | 6 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 5 | 0 | 5 | 30 | 3 | 0 | 3 | 18 |
| 17:50 | 10 | 0 | 10 | 60 | 0 | 0 | 0 | 0 |
| 17:55 | 13 | 0 | 13 | 78 | 0 | 0 | 0 | 0 |
| 18:00 | 1 | 0 | 1 | 6 | 3 | 0 | 3 | 18 |
| 18:05 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 18 |
| 18:10 | 9 | 0 | 9 | 54 | 0 | 0 | 0 | 0 |
| 18:15 | 3 | 0 | 3 | 18 | 1 | 0 | 1 | 6 |
| 18:20 | 12 | 0 | 12 | 72 | 0 | 0 | 0 | 0 |
| 18:25 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 30 |
| 18:30 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 18:35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 4 | 0 | 4 | 24 | 0 | 0 | 0 | 0 |
| 18:50 | 2 | 0 | 2 | 12 | 2 | 0 | 2 | 12 |
| 18:55 | 2 | 0 | 2 | 12 | 6 | 0 | 6 | 36 |

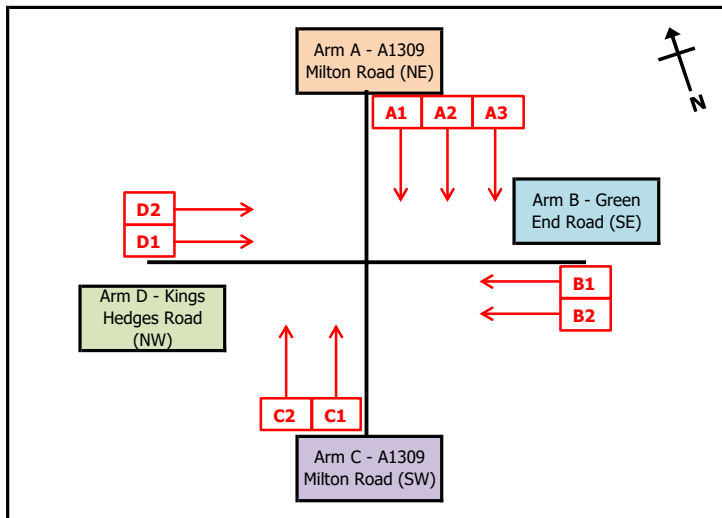
Intelligent Data Collection Limited



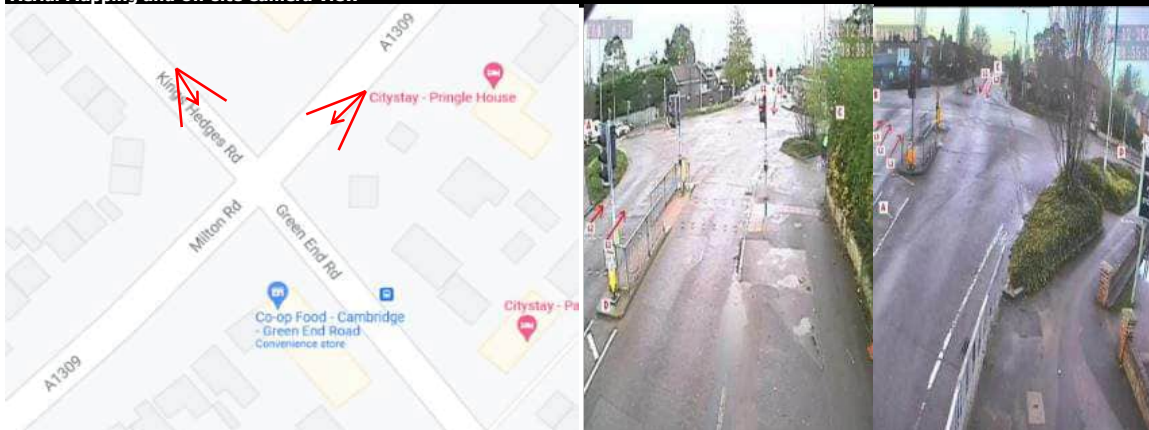
Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A1309 Milton Road / Green End Road / Kings Hedges Road
 Junction Number: Site 18 Junction Type: Crossroads

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------------|--------------------|----------------------------|
| 52.227428 | 0.145433 | Click Here |
| AM Peak Conditions | PM Peak Conditions | |
| Clear | Showers | |

Junction Layout

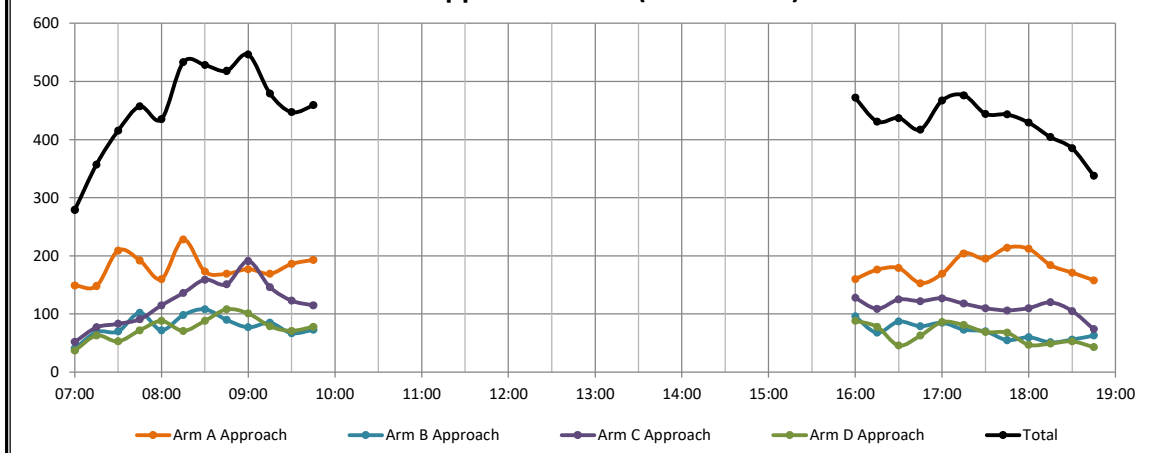


Aerial Mapping and On-site Camera View



Junction Flow Profile

Arm Approach Flows (All Vehicles)



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

Intelligent Data Collection Limited

Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 18

Date of Survey: 07.12.2021
 Junction Name: A1309 Milton Road / Green End Road / Kings Hedges Road
 Junction Type: Crossroads

Arm A: A1309 Milton Road (NE)
 Arm B: Green End Road (SE)

Arm C: A1309 Milton Road (SW)
 Arm D: Kings Hedges Road (NW)



| Time | A1 to A | | | | | | | A1 to D | | | | | | | A1 to C | | | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|---------|--------------|-----|------|------|-------|-----|---------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 5 | 0 | 0 | 1 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 7 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 10 | 0 | 0 | 0 | 0 | 1 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 8 | 2 | 1 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 17 | 0 | 2 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 7 | 0 | 0 | 0 | 0 | 1 | 30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 7 | 0 | 0 | 0 | 0 | 1 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 5 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 7 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 5 | 0 | 1 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 7 | 0 | 0 | 0 | 0 | 0 | 31 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 5 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 3 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 3 | 0 | 0 | 0 | 0 | 1 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 6 | 0 | 0 | 0 | 1 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 2 | 0 | 0 | 0 | 0 | 1 | 29 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 4 | 0 | 1 | 0 | 1 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 2 | 0 | 0 | 0 | 1 | 1 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 2 | 0 | 0 | 0 | 0 | 2 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 3 | 0 | 0 | 0 | 0 | 2 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 26 | 0 | 0 | 1 | 0 | 1 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 29 | 2 | 1 | 0 | 0 | 1 | 79 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 42 | 2 | 3 | 0 | 0 | 1 | 113 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 42 | 2 | 3 | 0 | 0 | 2 | 123 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 39 | 2 | 3 | 0 | 0 | 2 | 129 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 36 | 0 | 2 | 0 | 0 | 2 | 139 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 26 | 0 | 0 | 0 | 0 | 2 | 121 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 24 | 0 | 1 | 0 | 0 | 1 | 119 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 24 | 0 | 1 | 0 | 0 | 0 | 121 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 17 | 0 | 0 | 0 | 1 | 1 | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 14 | 0 | 0 | 0 | 1 | 1 | 121 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 13 | 0 | 0 | 0 | 1 | 2 | 121 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 14 | 0 | 1 | 0 | 2 | 1 | 107 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 10 | 0 | 1 | 0 | 1 | 1 | 102 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 10 | 0 | 1 | 0 | 2 | 2 | 108 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 10 | 0 | 1 | 0 | 2 | 3 | 106 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 9 | 0 | 0 | 0 | 1 | 5 | 101 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 9 | 0 | 0 | 0 | 1 | 5 | 101 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

Intelligent Data Collection Limited



Client: Mott McDonald
Project Number: ID06180
Junction Number: Site 18

Date of Survey: 07.12.2021
Junction Name: A1309 Milton Road / Green End Road / Kings Hedges Road
Junction Type: Crossroads

Arm A: A1309 Milton Road (NE)
Arm B: Green End Road (SE)

Arm C: A1309 Milton Road (SW)
Arm D: Kings Hedges Road (NW)

| Time | A1 to B | | | | | | | | A2 to A | | | | | | | | A2 to D | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited

Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 18

Date of Survey: 07.12.2021
 Junction Name: A1309 Milton Road / Green End Road / Kings Hedges Road
 Junction Type: Crossroads

Arm A: A1309 Milton Road (NE)
 Arm B: Green End Road (SE)

Arm C: A1309 Milton Road (SW)
 Arm D: Kings Hedges Road (NW)



| Time | A2 to C | | | | | | | | A2 to B | | | | | | | | A3 to A | | | | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|-------|---|---|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | | |
| 07:00 | 63 | 26 | 1 | 1 | 8 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | | |
| 07:15 | 62 | 26 | 4 | 4 | 4 | 1 | 0 | 101 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | | |
| 07:30 | 89 | 32 | 3 | 0 | 4 | 1 | 0 | 129 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | | |
| 07:45 | 62 | 22 | 4 | 2 | 5 | 1 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | | |
| 08:00 | 52 | 21 | 4 | 1 | 4 | 1 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | | |
| 08:15 | 69 | 15 | 1 | 0 | 5 | 1 | 2 | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | | |
| 08:30 | 51 | 15 | 3 | 2 | 4 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | | |
| 08:45 | 52 | 15 | 1 | 0 | 2 | 1 | 1 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | | |
| 09:00 | 71 | 16 | 1 | 0 | 3 | 0 | 0 | 91 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | | |
| 09:15 | 54 | 15 | 3 | 0 | 3 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | | |
| 09:30 | 68 | 15 | 6 | 2 | 4 | 0 | 3 | 98 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | | |
| 09:45 | 74 | 10 | 4 | 1 | 3 | 2 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | | |
| 16:00 | 68 | 9 | 0 | 0 | 2 | 0 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | | |
| 16:15 | 68 | 13 | 0 | 0 | 2 | 0 | 2 | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | | |
| 16:30 | 66 | 12 | 0 | 1 | 2 | 0 | 1 | 82 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | | |
| 16:45 | 68 | 10 | 0 | 0 | 4 | 1 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | | |
| 17:00 | 77 | 13 | 0 | 0 | 1 | 1 | 0 | 92 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | | |
| 17:15 | 90 | 8 | 0 | 0 | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | | |
| 17:30 | 87 | 9 | 0 | 0 | 2 | 0 | 1 | 99 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | | |
| 17:45 | 105 | 11 | 0 | 0 | 5 | 0 | 0 | 121 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | | |
| 18:00 | 95 | 6 | 0 | 0 | 2 | 1 | 2 | 106 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | | |
| 18:15 | 86 | 6 | 0 | 1 | 2 | 4 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | | |
| 18:30 | 80 | 8 | 0 | 0 | 4 | 1 | 0 | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | | |
| 18:45 | 86 | 7 | 0 | 0 | 1 | 0 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | | |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Total | | |
| 07:00 | 276 | 106 | 12 | 7 | 21 | 4 | 0 | 426 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 265 | 101 | 15 | 7 | 17 | 4 | 0 | 409 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 272 | 90 | 12 | 3 | 18 | 4 | 2 | 401 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 234 | 73 | 12 | 5 | 18 | 3 | 2 | 347 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 224 | 66 | 9 | 3 | 15 | 3 | 3 | 323 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 243 | 61 | 6 | 2 | 14 | 2 | 3 | 331 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 228 | 61 | 8 | 2 | 12 | 1 | 1 | 313 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 245 | 61 | 11 | 2 | 12 | 1 | 4 | 336 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 267 | 56 | 14 | 3 | 13 | 2 | 3 | 358 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 270 | 44 | 0 | 1 | 10 | 1 | 3 | 329 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 279 | 48 | 0 | 1 | 9 | 2 | 3 | 342 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 301 | 43 | 0 | 1 | 9 | 2 | 1 | 357 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 322 | 40 | 0 | 0 | 9 | 2 | 1 | 374 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 359 | 41 | 0 | 0 | 10 | 1 | 1 | 412 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 377 | 34 | 0 | 0 | 11 | 1 | 3 | 426 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 373 | 32 | 0 | 1 | 11 | 5 | 4 | 426 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 366 | 31 | 0 | 1 | 13 | 6 | 3 | 420 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 347 | 27 | 0 | 1 | 9 | 6 | 3 | 393 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 18

Date of Survey: 07.12.2021
 Junction Name: A1309 Milton Road / Green End Road / Kings Hedges Road
 Junction Type: Crossroads

Arm A: A1309 Milton Road (NE)
 Arm B: Green End Road (SE)

Arm C: A1309 Milton Road (SW)
 Arm D: Kings Hedges Road (NW)

| Time | A3 to D | | | | | | | | A3 to C | | | | | | | | A3 to B | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 17 | 10 | 1 | 1 | 0 | 0 | 2 | 31 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 13 | 14 | 0 | 0 | 2 | 0 | 0 | 29 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 37 | 16 | 0 | 0 | 1 | 0 | 3 | 57 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 46 | 19 | 0 | 1 | 0 | 0 | 3 | 69 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 36 | 11 | 1 | 0 | 1 | 0 | 0 | 49 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 57 | 18 | 4 | 1 | 1 | 0 | 3 | 84 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 39 | 13 | 0 | 1 | 2 | 0 | 4 | 59 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 43 | 13 | 3 | 0 | 0 | 0 | 2 | 61 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 36 | 10 | 1 | 1 | 1 | 0 | 1 | 50 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 45 | 12 | 1 | 0 | 1 | 0 | 0 | 59 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 36 | 16 | 2 | 0 | 1 | 1 | 0 | 56 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 40 | 15 | 4 | 4 | 1 | 0 | 2 | 66 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 38 | 8 | 0 | 0 | 1 | 0 | 0 | 47 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 48 | 8 | 1 | 0 | 1 | 0 | 1 | 59 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 35 | 10 | 0 | 0 | 1 | 0 | 5 | 51 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 3 | 0 | 0 | 1 | 0 | 0 | 42 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 32 | 8 | 0 | 0 | 1 | 0 | 5 | 46 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 11 | 45 | 9 | 0 | 0 | 1 | 1 | 7 | 63 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 16 | 44 | 5 | 0 | 0 | 1 | 1 | 2 | 53 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 14 | 42 | 8 | 1 | 1 | 1 | 0 | 2 | 55 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 18 | 45 | 7 | 0 | 0 | 1 | 0 | 5 | 58 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 37 | 5 | 1 | 1 | 1 | 0 | 4 | 49 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 12 | 36 | 3 | 0 | 0 | 1 | 0 | 4 | 44 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 25 | 7 | 0 | 1 | 0 | 0 | 1 | 34 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 14 | 113 | 59 | 1 | 2 | 3 | 0 | 8 | 186 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 17 | 132 | 60 | 1 | 1 | 4 | 0 | 6 | 204 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 16 | 176 | 64 | 5 | 2 | 3 | 0 | 9 | 259 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 21 | 178 | 61 | 5 | 3 | 4 | 0 | 10 | 261 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 24 | 175 | 55 | 8 | 2 | 4 | 0 | 9 | 253 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 20 | 175 | 54 | 8 | 3 | 4 | 0 | 10 | 254 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 22 | 163 | 48 | 5 | 2 | 4 | 0 | 7 | 229 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 17 | 160 | 51 | 7 | 1 | 3 | 1 | 3 | 226 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 11 | 157 | 53 | 8 | 5 | 4 | 1 | 3 | 231 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 12 | 159 | 29 | 1 | 0 | 4 | 0 | 6 | 199 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 14 | 153 | 29 | 1 | 0 | 4 | 0 | 11 | 198 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 22 | 150 | 30 | 0 | 0 | 4 | 1 | 17 | 202 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 34 | 159 | 25 | 0 | 0 | 4 | 2 | 14 | 204 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 48 | 163 | 30 | 1 | 1 | 4 | 2 | 16 | 217 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 59 | 176 | 29 | 1 | 1 | 4 | 2 | 16 | 229 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 56 | 168 | 25 | 2 | 2 | 4 | 1 | 13 | 215 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 51 | 52 | 160 | 23 | 2 | 2 | 4 | 0 | 15 | 206 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 43 | 44 | 143 | 22 | 1 | 2 | 3 | 0 | 14 | 185 |

Intelligent Data Collection Limited



Client: Mott McDonald
Project Number: ID06180
Junction Number: Site 18

Date of Survey: 07.12.2021
Junction Name: A1309 Milton Road / Green End Road / Kings Hedges Road
Junction Type: Crossroads

Arm A: A1309 Milton Road (NE)
Arm B: Green End Road (SE)

Arm C: A1309 Milton Road (SW)
Arm D: Kings Hedges Road (NW)

| Time | B1 to B | | | | | | | B1 to A | | | | | | | B1 to D | | | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|---------|--------------|-----|------|------|-------|-----|---------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | | | | | | | 0 | 21 | 10 | 0 | 0 | 1 | 0 | 0 | 32 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 07:15 | | | | | | | 0 | 32 | 16 | 0 | 1 | 0 | 2 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 07:30 | | | | | | | 0 | 31 | 17 | 2 | 2 | 1 | 1 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 07:45 | | | | | | | 0 | 48 | 15 | 4 | 1 | 1 | 0 | 6 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 08:00 | | | | | | | 0 | 38 | 20 | 0 | 1 | 1 | 0 | 2 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 08:15 | | | | | | | 0 | 49 | 12 | 0 | 1 | 1 | 0 | 2 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 08:30 | | | | | | | 0 | 47 | 13 | 2 | 0 | 1 | 0 | 3 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 08:45 | | | | | | | 0 | 24 | 17 | 3 | 2 | 0 | 0 | 5 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 09:00 | | | | | | | 0 | 30 | 12 | 2 | 0 | 1 | 0 | 6 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 09:15 | | | | | | | 0 | 38 | 15 | 0 | 1 | 2 | 0 | 1 | 57 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 09:30 | | | | | | | 0 | 28 | 10 | 1 | 0 | 1 | 0 | 1 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 09:45 | | | | | | | 0 | 33 | 13 | 1 | 2 | 1 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 16:00 | | | | | | | 0 | 46 | 17 | 1 | 0 | 0 | 0 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 16:15 | | | | | | | 0 | 33 | 14 | 0 | 0 | 2 | 0 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 16:30 | | | | | | | 0 | 49 | 11 | 1 | 0 | 1 | 0 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 16:45 | | | | | | | 0 | 40 | 13 | 0 | 0 | 1 | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 17:00 | | | | | | | 0 | 51 | 10 | 0 | 0 | 0 | 0 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 17:15 | | | | | | | 0 | 39 | 5 | 0 | 0 | 2 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 17:30 | | | | | | | 0 | 36 | 5 | 0 | 0 | 1 | 1 | 1 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 17:45 | | | | | | | 0 | 23 | 6 | 0 | 0 | 0 | 1 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 18:00 | | | | | | | 0 | 28 | 2 | 0 | 0 | 1 | 1 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 18:15 | | | | | | | 0 | 34 | 3 | 0 | 0 | 1 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 18:30 | | | | | | | 0 | 30 | 8 | 0 | 0 | 1 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 18:45 | | | | | | | 0 | 29 | 1 | 0 | 0 | 1 | 1 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 58 | 6 | 4 | 3 | 3 | 6 | 212 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 68 | 6 | 5 | 3 | 3 | 8 | 242 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 166 | 64 | 6 | 5 | 4 | 1 | 10 | 256 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 182 | 60 | 6 | 3 | 4 | 0 | 13 | 268 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 158 | 62 | 5 | 4 | 3 | 0 | 12 | 244 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 54 | 7 | 3 | 3 | 0 | 16 | 233 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 | 57 | 7 | 3 | 4 | 0 | 15 | 225 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 54 | 6 | 3 | 4 | 0 | 13 | 200 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 | 50 | 4 | 3 | 5 | 0 | 8 | 199 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 168 | 55 | 2 | 0 | 4 | 0 | 0 | 229 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 173 | 48 | 1 | 0 | 4 | 0 | 0 | 226 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 179 | 39 | 1 | 0 | 4 | 0 | 0 | 223 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 166 | 33 | 0 | 0 | 4 | 1 | 1 | 205 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 26 | 0 | 0 | 3 | 2 | 1 | 181 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 18 | 0 | 0 | 4 | 3 | 1 | 152 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 16 | 0 | 0 | 3 | 3 | 1 | 144 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 19 | 0 | 0 | 3 | 2 | 0 | 139 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 14 | 0 | 0 | 4 | 2 | 0 | 141 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 18

Date of Survey: 07.12.2021
 Junction Name: A1309 Milton Road / Green End Road / Kings Hedges Road
 Junction Type: Crossroads

Arm A: A1309 Milton Road (NE)
 Arm B: Green End Road (SE)

Arm C: A1309 Milton Road (SW)
 Arm D: Kings Hedges Road (NW)

| Time | B1 to C | | | | | | | | B2 to B | | | | | | | | B2 to A | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald
Project Number: ID06180
Junction Number: Site 18

Date of Survey: 07.12.2021
Junction Name: A1309 Milton Road / Green End Road / Kings Hedges Road
Junction Type: Crossroads

Arm A: A1309 Milton Road (NE)
Arm B: Green End Road (SE)

Arm C: A1309 Milton Road (SW)
Arm D: Kings Hedges Road (NW)

| Time | B2 to D | | | | | | | | B2 to C | | | | | | | | C1 to C | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | | | | | | | | 0 |
| 07:15 | 9 | 1 | 0 | 0 | 0 | 0 | 2 | 12 | 2 | 2 | 0 | 0 | 0 | 0 | 2 | 6 | | | | | | | | 0 |
| 07:30 | 6 | 2 | 0 | 0 | 0 | 1 | 1 | 10 | 1 | 3 | 1 | 0 | 0 | 0 | 1 | 6 | | | | | | | | 0 |
| 07:45 | 12 | 5 | 0 | 0 | 0 | 0 | 7 | 24 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | | | | | | | | 0 |
| 08:00 | 5 | 2 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | | | | | | | | 0 |
| 08:15 | 18 | 7 | 0 | 0 | 1 | 0 | 3 | 29 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 4 | | | | | | | | 0 |
| 08:30 | 28 | 3 | 1 | 1 | 0 | 0 | 3 | 36 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 6 | | | | | | | | 0 |
| 08:45 | 23 | 3 | 0 | 0 | 0 | 0 | 4 | 30 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 9 | | | | | | | | 0 |
| 09:00 | 19 | 3 | 1 | 0 | 0 | 0 | 1 | 24 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | | | | | | | | 0 |
| 09:15 | 16 | 5 | 1 | 0 | 0 | 0 | 2 | 24 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | | | | | | | | 0 |
| 09:30 | 17 | 5 | 0 | 0 | 0 | 0 | 1 | 23 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | | | | | | | 0 |
| 09:45 | 12 | 3 | 0 | 0 | 0 | 1 | 0 | 16 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 7 | | | | | | | | 0 |
| 16:00 | 26 | 5 | 0 | 0 | 0 | 0 | 0 | 31 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | | | | | | 0 |
| 16:15 | 10 | 1 | 0 | 0 | 0 | 0 | 3 | 14 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | | | | | | | | 0 |
| 16:30 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | | | | | | | | 0 |
| 16:45 | 21 | 1 | 0 | 0 | 0 | 0 | 1 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | | | | | | | 0 |
| 17:00 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 20 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | | | | | | | | 0 |
| 17:15 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 21 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | | | | | | | | 0 |
| 17:30 | 16 | 3 | 0 | 0 | 0 | 1 | 0 | 20 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | | | | | | | | 0 |
| 17:45 | 16 | 4 | 0 | 0 | 0 | 0 | 2 | 22 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | | | | | | | 0 |
| 18:00 | 20 | 0 | 0 | 0 | 0 | 1 | 0 | 21 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | | | | | | | | 0 |
| 18:15 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | | | | | | | | 0 |
| 18:30 | 7 | 1 | 0 | 0 | 0 | 1 | 1 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | | | | | | | | 0 |
| 18:45 | 16 | 2 | 0 | 0 | 0 | 2 | 1 | 21 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | | | | | | | | 0 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 31 | 9 | 0 | 0 | 0 | 1 | 10 | 51 | 5 | 7 | 2 | 0 | 0 | 0 | 4 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 32 | 10 | 0 | 0 | 0 | 1 | 11 | 54 | 4 | 5 | 3 | 0 | 0 | 0 | 5 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 41 | 16 | 0 | 0 | 1 | 1 | 12 | 71 | 3 | 5 | 4 | 0 | 0 | 0 | 3 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 63 | 17 | 1 | 1 | 1 | 0 | 14 | 97 | 4 | 5 | 4 | 0 | 0 | 0 | 2 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 74 | 15 | 1 | 1 | 1 | 0 | 11 | 103 | 10 | 6 | 4 | 0 | 0 | 0 | 1 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 88 | 16 | 2 | 1 | 1 | 0 | 11 | 119 | 11 | 7 | 3 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 86 | 14 | 3 | 1 | 0 | 0 | 10 | 114 | 11 | 6 | 3 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 75 | 16 | 2 | 0 | 0 | 0 | 8 | 101 | 12 | 3 | 2 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 64 | 16 | 2 | 0 | 0 | 1 | 4 | 87 | 9 | 5 | 1 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 75 | 10 | 0 | 0 | 0 | 0 | 4 | 89 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 67 | 7 | 0 | 0 | 0 | 0 | 4 | 78 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 75 | 9 | 0 | 0 | 0 | 0 | 1 | 85 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 73 | 9 | 0 | 0 | 0 | 1 | 1 | 84 | 13 | 4 | 1 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 68 | 12 | 0 | 0 | 0 | 1 | 2 | 83 | 14 | 4 | 1 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 70 | 10 | 0 | 0 | 0 | 2 | 2 | 84 | 16 | 6 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 58 | 7 | 0 | 0 | 0 | 2 | 3 | 70 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 49 | 5 | 0 | 0 | 0 | 2 | 4 | 60 | 20 | 2 | 0 | 0 | 0 | 0 | 1 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 49 | 3 | 0 | 0 | 0 | 4 | 3 | 59 | 27 | 2 | 0 | 0 | 0 | 0 | 1 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 18

Date of Survey: 07.12.2021
 Junction Name: A1309 Milton Road / Green End Road / Kings Hedges Road
 Junction Type: Crossroads

Arm A: A1309 Milton Road (NE)
 Arm B: Green End Road (SE)

Arm C: A1309 Milton Road (SW)
 Arm D: Kings Hedges Road (NW)

| Time | C1 to B | | | | | | | | C1 to A | | | | | | | | C1 to D | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 32 | 5 | 1 | 1 | 2 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 51 | 13 | 2 | 0 | 1 | 0 | 1 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 44 | 16 | 3 | 2 | 3 | 0 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 49 | 13 | 2 | 0 | 3 | 0 | 6 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 70 | 15 | 5 | 3 | 4 | 0 | 3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 68 | 14 | 2 | 1 | 3 | 1 | 8 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 95 | 9 | 2 | 0 | 4 | 1 | 10 | 121 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 90 | 13 | 5 | 2 | 2 | 1 | 16 | 129 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 99 | 21 | 3 | 1 | 3 | 0 | 23 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 7 | 75 | 18 | 5 | 2 | 7 | 1 | 4 | 112 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 72 | 19 | 3 | 0 | 3 | 0 | 2 | 99 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 12 | 55 | 8 | 4 | 0 | 3 | 1 | 3 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 8 | 75 | 16 | 3 | 1 | 4 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 76 | 9 | 0 | 0 | 2 | 1 | 3 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 6 | 82 | 14 | 2 | 0 | 3 | 0 | 0 | 101 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 77 | 15 | 0 | 1 | 3 | 1 | 1 | 98 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 87 | 9 | 0 | 1 | 3 | 1 | 4 | 105 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 85 | 14 | 0 | 0 | 2 | 0 | 3 | 104 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 72 | 9 | 0 | 0 | 3 | 0 | 4 | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 69 | 4 | 0 | 0 | 3 | 1 | 2 | 79 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 77 | 4 | 0 | 0 | 1 | 0 | 2 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 83 | 4 | 1 | 0 | 6 | 0 | 1 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 65 | 4 | 0 | 0 | 4 | 2 | 2 | 77 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 44 | 5 | 0 | 0 | 3 | 0 | 3 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 12 | 176 | 47 | 8 | 3 | 9 | 0 | 7 | 250 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 5 | 5 | 1 | 0 | 0 | 1 | 0 | 12 | 214 | 57 | 12 | 5 | 11 | 0 | 10 | 309 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 5 | 3 | 1 | 0 | 0 | 1 | 0 | 10 | 231 | 58 | 12 | 6 | 13 | 1 | 17 | 338 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 12 | 4 | 0 | 0 | 0 | 1 | 0 | 17 | 282 | 51 | 11 | 4 | 14 | 2 | 27 | 391 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 13 | 3 | 0 | 0 | 0 | 1 | 0 | 17 | 323 | 51 | 14 | 6 | 13 | 3 | 37 | 447 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16 | 352 | 57 | 12 | 4 | 12 | 3 | 57 | 497 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 17 | 3 | 0 | 1 | 0 | 0 | 0 | 21 | 359 | 61 | 15 | 5 | 16 | 3 | 53 | 512 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 12 | 2 | 0 | 1 | 0 | 0 | 0 | 15 | 336 | 71 | 16 | 5 | 15 | 2 | 45 | 490 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 18 | 6 | 0 | 1 | 0 | 0 | 0 | 25 | 301 | 66 | 15 | 3 | 16 | 2 | 32 | 435 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 9 | 11 | 0 | 0 | 0 | 0 | 0 | 20 | 310 | 54 | 5 | 2 | 12 | 2 | 5 | 390 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 12 | 6 | 0 | 0 | 0 | 0 | 0 | 18 | 322 | 47 | 2 | 2 | 11 | 3 | 8 | 395 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 12 | 6 | 0 | 0 | 0 | 0 | 0 | 18 | 331 | 52 | 2 | 2 | 11 | 2 | 8 | 408 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 16 | 321 | 47 | 0 | 2 | 11 | 2 | 12 | 395 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 14 | 2 | 0 | 0 | 0 | 1 | 0 | 17 | 313 | 36 | 0 | 1 | 11 | 2 | 13 | 376 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 16 | 2 | 0 | 0 | 0 | 1 | 0 | 19 | 303 | 31 | 0 | 0 | 9 | 1 | 11 | 355 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 17 | 1 | 0 | 0 | 0 | 1 | 0 | 19 | 301 | 21 | 1 | 0 | 13 | 1 | 9 | 346 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 22 | 1 | 0 | 0 | 0 | 1 | 0 | 24 | 294 | 16 | 1 | 0 | 14 | 3 | 7 | 335 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 23 | 1 | 0 | 0 | 0 | 0 | 1 | 25 | 269 | 17 | 1 | 0 | 14 | 2 | 8 | 311 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald
Project Number: ID06180
Junction Number: Site 18

Date of Survey: 07.12.2021
Junction Name: A1309 Milton Road / Green End Road / Kings Hedges Road
Junction Type: Crossroads

Arm A: A1309 Milton Road (NE)
Arm B: Green End Road (SE)

Arm C: A1309 Milton Road (SW)
Arm D: Kings Hedges Road (NW)

| Time | C2 to C | | | | | | | C2 to B | | | | | | | C2 to A | | | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|---------|--------------|-----|------|------|-------|-----|---------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 3 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 8 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 11 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 19 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 8 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 10 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 6 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 9 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 13 | 14 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 19 | 21 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 28 | 29 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 44 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 43 | 46 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 41 | 43 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 2 | 0 | 37 | 42 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A1309 Milton Road / Green End Road / Kings Hedges Road Arm A: A1309 Milton Road (NE)
 Junction Number: Site 18 Junction Type: Crossroads Arm B: Green End Road (SE) Arm C: A1309 Milton Road (SW)
 Arm D: Kings Hedges Road (NW)

| Time | C2 to D | | | | | | | | D1 to D | | | | | | | | D1 to C | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | | | | | | | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 07:15 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 4 | | | | | | | 0 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 07:30 | 6 | 4 | 0 | 0 | 0 | 1 | 1 | 12 | | | | | | | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 9 |
| 07:45 | 11 | 0 | 0 | 0 | 1 | 0 | 1 | 13 | | | | | | | 0 | 7 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 9 |
| 08:00 | 5 | 1 | 0 | 0 | 0 | 0 | 1 | 7 | | | | | | | 0 | 12 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 19 |
| 08:15 | 23 | 6 | 0 | 0 | 0 | 0 | 2 | 31 | | | | | | | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 08:30 | 19 | 1 | 1 | 0 | 0 | 0 | 0 | 21 | | | | | | | 0 | 8 | 6 | 0 | 0 | 1 | 0 | 0 | 2 | 17 |
| 08:45 | 7 | 1 | 0 | 0 | 0 | 0 | 1 | 9 | | | | | | | 0 | 20 | 4 | 0 | 0 | 0 | 1 | 1 | 1 | 26 |
| 09:00 | 13 | 3 | 0 | 0 | 0 | 1 | 2 | 19 | | | | | | | 0 | 21 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 09:15 | 15 | 1 | 1 | 0 | 0 | 0 | 2 | 19 | | | | | | | 0 | 14 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 19 |
| 09:30 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16 | | | | | | | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 09:45 | 14 | 3 | 1 | 0 | 0 | 1 | 0 | 19 | | | | | | | 0 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:00 | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 18 | | | | | | | 0 | 18 | 2 | 1 | 0 | 0 | 1 | 1 | 1 | 23 |
| 16:15 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16 | | | | | | | 0 | 16 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 21 |
| 16:30 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 18 | | | | | | | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:45 | 18 | 0 | 0 | 0 | 0 | 2 | 0 | 20 | | | | | | | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:00 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 16 | | | | | | | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 17:15 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | | | | | | | 0 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 21 |
| 17:30 | 14 | 1 | 0 | 0 | 1 | 1 | 1 | 18 | | | | | | | 0 | 16 | 1 | 0 | 0 | 0 | 2 | 2 | 2 | 21 |
| 17:45 | 18 | 0 | 0 | 0 | 0 | 2 | 2 | 22 | | | | | | | 0 | 17 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 20 |
| 18:00 | 16 | 0 | 0 | 0 | 1 | 1 | 0 | 18 | | | | | | | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:15 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 23 | | | | | | | 0 | 16 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 18 |
| 18:30 | 15 | 1 | 0 | 0 | 0 | 2 | 1 | 19 | | | | | | | 0 | 17 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 20 |
| 18:45 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | | | | | | | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 23 | 7 | 1 | 0 | 1 | 1 | 2 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 11 | 0 | 0 | 1 | 0 | 1 | 44 |
| 07:15 | 23 | 7 | 1 | 0 | 1 | 1 | 3 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 16 | 0 | 0 | 2 | 0 | 1 | 53 |
| 07:30 | 45 | 11 | 0 | 0 | 1 | 1 | 5 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 13 | 0 | 0 | 2 | 0 | 1 | 51 |
| 07:45 | 58 | 8 | 1 | 0 | 1 | 0 | 4 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 16 | 0 | 0 | 3 | 0 | 2 | 59 |
| 08:00 | 54 | 9 | 1 | 0 | 0 | 0 | 4 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 19 | 0 | 0 | 2 | 1 | 3 | 76 |
| 08:15 | 62 | 11 | 1 | 0 | 0 | 1 | 5 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 22 | 0 | 0 | 1 | 1 | 3 | 87 |
| 08:30 | 54 | 6 | 2 | 0 | 0 | 1 | 5 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 22 | 2 | 0 | 1 | 1 | 3 | 92 |
| 08:45 | 49 | 7 | 1 | 0 | 0 | 1 | 5 | 63 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 19 | 2 | 0 | 0 | 1 | 1 | 91 |
| 09:00 | 56 | 9 | 2 | 0 | 0 | 2 | 4 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 19 | 3 | 0 | 0 | 0 | 0 | 76 |
| 16:00 | 60 | 10 | 0 | 0 | 0 | 2 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 8 | 1 | 0 | 0 | 1 | 2 | 70 |
| 16:15 | 62 | 6 | 0 | 0 | 0 | 2 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 8 | 0 | 0 | 0 | 0 | 1 | 66 |
| 16:30 | 59 | 5 | 0 | 0 | 0 | 2 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 5 | 0 | 0 | 0 | 0 | 1 | 66 |
| 16:45 | 58 | 3 | 0 | 0 | 1 | 3 | 1 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 5 | 0 | 0 | 0 | 2 | 3 | 75 |
| 17:00 | 58 | 3 | 0 | 0 | 1 | 3 | 3 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 5 | 0 | 0 | 0 | 3 | 4 | 81 |
| 17:15 | 59 | 2 | 0 | 0 | 2 | 4 | 3 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 3 | 1 | 0 | 0 | 3 | 4 | 72 |
| 17:30 | 69 | 3 | 0 | 0 | 2 | 4 | 3 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 2 | 1 | 0 | 0 | 4 | 4 | 69 |
| 17:45 | 70 | 3 | 0 | 0 | 1 | 5 | 3 | 82 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 2 | 1 | 0 | 0 | 4 | 2 | 68 |
| 18:00 | 64 | 3 | 0 | 0 | 1 | 3 | 2 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 2 | 1 | 0 | 0 | 3 | 1 | 64 |

Intelligent Data Collection Limited



Client: Mott McDonald
Project Number: ID06180
Junction Number: Site 18

Date of Survey: 07.12.2021
Junction Name: A1309 Milton Road / Green End Road / Kings Hedges Road
Junction Type: Crossroads

Arm A: A1309 Milton Road (NE)
Arm B: Green End Road (SE)

Arm C: A1309 Milton Road (SW)
Arm D: Kings Hedges Road (NW)

| Time | D1 to B | | | | | | | | D1 to A | | | | | | | | D2 to D | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 10 | 3 | 0 | 0 | 0 | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 25 | 6 | 1 | 0 | 0 | 0 | 2 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 28 | 10 | 0 | 0 | 0 | 1 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 10 | 6 | 1 | 0 | 0 | 1 | 3 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 27 | 8 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 32 | 5 | 1 | 0 | 0 | 0 | 2 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 24 | 6 | 0 | 0 | 0 | 0 | 1 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 21 | 7 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 13 | 7 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 27 | 5 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 20 | 8 | 0 | 0 | 0 | 2 | 1 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 19 | 4 | 1 | 0 | 0 | 0 | 1 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 21 | 2 | 1 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 22 | 4 | 0 | 0 | 0 | 0 | 2 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 23 | 4 | 0 | 0 | 0 | 0 | 3 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 25 | 2 | 0 | 1 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 22 | 2 | 0 | 0 | 0 | 0 | 2 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 55 | 18 | 1 | 0 | 0 | 1 | 2 | 77 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 73 | 25 | 1 | 0 | 0 | 1 | 2 | 102 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 71 | 27 | 2 | 0 | 0 | 2 | 5 | 107 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 90 | 30 | 2 | 0 | 0 | 2 | 5 | 129 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 97 | 29 | 2 | 0 | 0 | 2 | 5 | 135 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 93 | 25 | 2 | 0 | 0 | 1 | 6 | 127 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 104 | 26 | 1 | 0 | 0 | 0 | 3 | 134 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 90 | 25 | 1 | 0 | 0 | 0 | 3 | 119 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 85 | 25 | 0 | 0 | 0 | 0 | 1 | 111 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 73 | 16 | 2 | 0 | 0 | 2 | 2 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 75 | 12 | 2 | 0 | 0 | 0 | 3 | 92 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 79 | 12 | 1 | 0 | 0 | 0 | 5 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 91 | 12 | 1 | 1 | 0 | 0 | 5 | 110 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 92 | 12 | 0 | 1 | 0 | 0 | 7 | 112 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 85 | 8 | 0 | 1 | 0 | 0 | 6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 79 | 5 | 0 | 1 | 0 | 0 | 3 | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 67 | 4 | 0 | 0 | 0 | 0 | 3 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 52 | 2 | 0 | 0 | 0 | 0 | 1 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald
Project Number: ID06180
Junction Number: Site 18

Date of Survey: 07.12.2021
Junction Name: A1309 Milton Road / Green End Road / Kings Hedges Road
Junction Type: Crossroads

Arm A: A1309 Milton Road (NE)
Arm B: Green End Road (SE)

Arm C: A1309 Milton Road (SW)
Arm D: Kings Hedges Road (NW)

| Time | D2 to C | | | | | | | | D2 to B | | | | | | | | D2 to A | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 13 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 6 | 0 | 0 | 0 | 1 | 0 | 31 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 8 | 3 | 0 | 1 | 1 | 0 | 31 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 6 | 1 | 0 | 0 | 0 | 1 | 29 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 7 | 0 | 0 | 0 | 0 | 0 | 30 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 30 | 4 | 0 | 0 | 0 | 0 | 1 | 35 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 25 | 6 | 0 | 0 | 0 | 0 | 4 | 35 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 6 | 0 | 0 | 0 | 0 | 2 | 42 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 32 | 5 | 1 | 1 | 0 | 0 | 0 | 39 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 27 | 3 | 0 | 0 | 0 | 0 | 1 | 31 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 8 | 0 | 0 | 1 | 0 | 0 | 35 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 24 | 9 | 0 | 0 | 0 | 0 | 1 | 34 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 4 | 0 | 0 | 0 | 0 | 3 | 34 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 27 | 4 | 0 | 0 | 0 | 0 | 0 | 31 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 4 | 1 | 0 | 0 | 0 | 0 | 19 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 6 | 1 | 0 | 0 | 1 | 0 | 25 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 31 | 5 | 0 | 0 | 0 | 0 | 1 | 37 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 2 | 0 | 0 | 0 | 0 | 0 | 30 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 15 | 2 | 0 | 0 | 0 | 1 | 1 | 19 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 17 | 2 | 0 | 0 | 1 | 0 | 0 | 20 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 21 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 0 | 1 | 0 | 0 | 13 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 2 | 0 | 0 | 1 | 0 | 0 | 19 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 15 | 2 | 0 | 0 | 1 | 0 | 0 | 18 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 23 | 4 | 0 | 1 | 2 | 1 | 104 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 27 | 4 | 0 | 1 | 2 | 1 | 121 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 92 | 25 | 4 | 0 | 1 | 1 | 2 | 125 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 99 | 23 | 1 | 0 | 0 | 0 | 6 | 129 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 112 | 23 | 0 | 0 | 0 | 0 | 7 | 142 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 3 | 121 | 21 | 1 | 1 | 0 | 0 | 7 | 151 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 3 | 118 | 20 | 1 | 1 | 0 | 0 | 7 | 147 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 119 | 22 | 1 | 1 | 1 | 0 | 3 | 147 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 3 | 109 | 25 | 1 | 1 | 1 | 0 | 2 | 139 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 85 | 18 | 2 | 0 | 0 | 1 | 3 | 109 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 89 | 19 | 2 | 0 | 0 | 1 | 1 | 112 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 90 | 17 | 2 | 0 | 0 | 1 | 1 | 111 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 91 | 15 | 1 | 0 | 0 | 2 | 2 | 111 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 91 | 11 | 0 | 0 | 1 | 1 | 2 | 106 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 78 | 9 | 0 | 0 | 1 | 1 | 1 | 90 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 61 | 8 | 0 | 0 | 2 | 1 | 1 | 73 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 62 | 8 | 0 | 0 | 3 | 0 | 0 | 73 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 60 | 8 | 0 | 0 | 3 | 0 | 0 | 71 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A1309 Milton Road / Green End Road / Kings Hedges Road
 Junction Number: Site 18 Junction Type: Crossroads

| Time | Arm A Approach | | | | | | | | Arm A Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 89 | 41 | 2 | 2 | 9 | 1 | 5 | 149 | 63 | 18 | 1 | 1 | 3 | 0 | 1 | 87 | | |
| 07:15 | 85 | 44 | 4 | 4 | 6 | 1 | 4 | 148 | 107 | 35 | 2 | 1 | 1 | 3 | 2 | 151 | | |
| 07:30 | 139 | 55 | 3 | 0 | 5 | 1 | 6 | 209 | 93 | 41 | 8 | 4 | 5 | 2 | 1 | 154 | | |
| 07:45 | 120 | 51 | 4 | 3 | 5 | 1 | 8 | 192 | 119 | 34 | 7 | 1 | 4 | 0 | 15 | 180 | | |
| 08:00 | 99 | 40 | 7 | 2 | 5 | 1 | 6 | 160 | 131 | 42 | 5 | 4 | 5 | 0 | 9 | 196 | | |
| 08:15 | 155 | 50 | 5 | 3 | 6 | 1 | 8 | 228 | 147 | 30 | 2 | 2 | 4 | 1 | 17 | 203 | | |
| 08:30 | 112 | 35 | 3 | 3 | 6 | 1 | 13 | 173 | 168 | 28 | 4 | 0 | 5 | 1 | 24 | 230 | | |
| 08:45 | 116 | 35 | 4 | 0 | 2 | 1 | 11 | 169 | 148 | 36 | 8 | 4 | 2 | 1 | 34 | 233 | | |
| 09:00 | 136 | 31 | 2 | 1 | 4 | 0 | 3 | 177 | 162 | 38 | 6 | 2 | 4 | 0 | 47 | 259 | | |
| 09:15 | 122 | 34 | 4 | 0 | 4 | 0 | 5 | 169 | 140 | 37 | 5 | 3 | 9 | 1 | 13 | 208 | | |
| 09:30 | 127 | 36 | 8 | 3 | 5 | 1 | 6 | 186 | 126 | 37 | 4 | 0 | 5 | 0 | 8 | 180 | | |
| 09:45 | 139 | 32 | 8 | 5 | 4 | 2 | 3 | 193 | 113 | 30 | 5 | 2 | 4 | 3 | 11 | 168 | | |
| 16:00 | 129 | 22 | 0 | 0 | 3 | 0 | 6 | 160 | 148 | 37 | 4 | 1 | 4 | 1 | 5 | 200 | | |
| 16:15 | 142 | 24 | 1 | 0 | 3 | 0 | 6 | 176 | 136 | 27 | 0 | 0 | 4 | 1 | 3 | 171 | | |
| 16:30 | 138 | 25 | 0 | 1 | 3 | 0 | 12 | 179 | 145 | 29 | 4 | 0 | 4 | 0 | 0 | 182 | | |
| 16:45 | 127 | 19 | 0 | 0 | 5 | 2 | 0 | 153 | 134 | 34 | 1 | 1 | 4 | 2 | 1 | 177 | | |
| 17:00 | 131 | 23 | 0 | 0 | 2 | 1 | 12 | 169 | 169 | 24 | 0 | 1 | 3 | 1 | 5 | 203 | | |
| 17:15 | 161 | 19 | 0 | 0 | 3 | 2 | 19 | 204 | 152 | 21 | 0 | 0 | 4 | 0 | 3 | 180 | | |
| 17:30 | 152 | 18 | 0 | 1 | 3 | 2 | 19 | 195 | 123 | 16 | 0 | 0 | 4 | 2 | 6 | 151 | | |
| 17:45 | 168 | 21 | 1 | 1 | 6 | 0 | 17 | 214 | 109 | 12 | 0 | 0 | 4 | 2 | 2 | 129 | | |
| 18:00 | 165 | 15 | 0 | 1 | 3 | 2 | 26 | 212 | 123 | 9 | 0 | 0 | 2 | 1 | 2 | 137 | | |
| 18:15 | 146 | 13 | 1 | 2 | 3 | 4 | 15 | 184 | 128 | 8 | 1 | 0 | 8 | 0 | 1 | 146 | | |
| 18:30 | 133 | 14 | 0 | 0 | 5 | 2 | 17 | 171 | 111 | 14 | 0 | 0 | 6 | 2 | 2 | 135 | | |
| 18:45 | 133 | 16 | 0 | 1 | 1 | 0 | 7 | 158 | 88 | 8 | 0 | 0 | 5 | 1 | 3 | 105 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 433 | 191 | 13 | 9 | 25 | 4 | 23 | 698 | 382 | 128 | 18 | 7 | 13 | 5 | 19 | 572 | | |
| 07:15 | 443 | 190 | 18 | 9 | 21 | 4 | 24 | 709 | 450 | 152 | 22 | 10 | 15 | 5 | 27 | 681 | | |
| 07:30 | 513 | 196 | 19 | 8 | 21 | 4 | 28 | 789 | 490 | 147 | 22 | 11 | 18 | 3 | 42 | 733 | | |
| 07:45 | 486 | 176 | 19 | 11 | 22 | 4 | 35 | 753 | 565 | 134 | 18 | 7 | 18 | 2 | 65 | 809 | | |
| 08:00 | 482 | 160 | 19 | 8 | 19 | 4 | 38 | 730 | 594 | 136 | 19 | 10 | 16 | 3 | 84 | 862 | | |
| 08:15 | 519 | 151 | 14 | 7 | 18 | 3 | 35 | 747 | 625 | 132 | 20 | 8 | 15 | 3 | 122 | 925 | | |
| 08:30 | 486 | 135 | 13 | 4 | 16 | 2 | 32 | 688 | 618 | 139 | 23 | 9 | 20 | 3 | 118 | 930 | | |
| 08:45 | 501 | 136 | 18 | 4 | 15 | 2 | 25 | 701 | 576 | 148 | 23 | 9 | 20 | 2 | 102 | 880 | | |
| 09:00 | 524 | 133 | 22 | 9 | 17 | 3 | 17 | 725 | 541 | 142 | 20 | 7 | 22 | 4 | 79 | 815 | | |
| 16:00 | 536 | 90 | 1 | 1 | 14 | 2 | 24 | 668 | 563 | 127 | 9 | 2 | 16 | 4 | 9 | 730 | | |
| 16:15 | 538 | 91 | 1 | 1 | 13 | 3 | 30 | 677 | 584 | 114 | 5 | 2 | 15 | 4 | 9 | 733 | | |
| 16:30 | 557 | 86 | 0 | 1 | 13 | 5 | 43 | 705 | 600 | 108 | 5 | 2 | 15 | 3 | 9 | 742 | | |
| 16:45 | 571 | 79 | 0 | 1 | 13 | 7 | 50 | 721 | 578 | 95 | 1 | 2 | 15 | 5 | 15 | 711 | | |
| 17:00 | 612 | 81 | 1 | 2 | 14 | 5 | 67 | 782 | 553 | 73 | 0 | 1 | 15 | 5 | 16 | 663 | | |
| 17:15 | 646 | 73 | 1 | 3 | 15 | 6 | 81 | 825 | 507 | 58 | 0 | 0 | 14 | 5 | 13 | 597 | | |
| 17:30 | 631 | 67 | 2 | 5 | 15 | 8 | 77 | 805 | 483 | 45 | 1 | 0 | 18 | 5 | 11 | 563 | | |
| 17:45 | 612 | 63 | 2 | 4 | 17 | 8 | 75 | 781 | 471 | 43 | 1 | 0 | 20 | 5 | 7 | 547 | | |
| 18:00 | 577 | 58 | 1 | 4 | 12 | 8 | 65 | 725 | 450 | 39 | 1 | 0 | 21 | 4 | 8 | 523 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A1309 Milton Road / Green End Road / Kings Hedges Road
 Junction Number: Site 18 Junction Type: Crossroads

| Time | Arm B Approach | | | | | | | | Arm B Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 27 | 13 | 0 | 0 | 1 | 0 | 0 | 41 | 30 | 14 | 1 | 1 | 0 | 1 | 2 | 49 | | |
| 07:15 | 43 | 19 | 0 | 1 | 0 | 2 | 4 | 69 | 27 | 20 | 0 | 0 | 2 | 0 | 0 | 49 | | |
| 07:30 | 38 | 22 | 3 | 2 | 1 | 2 | 2 | 70 | 45 | 22 | 1 | 0 | 1 | 0 | 3 | 72 | | |
| 07:45 | 61 | 20 | 5 | 1 | 1 | 0 | 14 | 102 | 72 | 26 | 1 | 1 | 0 | 0 | 5 | 105 | | |
| 08:00 | 43 | 22 | 1 | 1 | 1 | 0 | 4 | 72 | 66 | 22 | 1 | 0 | 1 | 2 | 0 | 92 | | |
| 08:15 | 68 | 21 | 1 | 1 | 2 | 0 | 5 | 98 | 69 | 24 | 5 | 1 | 1 | 1 | 7 | 108 | | |
| 08:30 | 77 | 19 | 4 | 1 | 1 | 0 | 6 | 108 | 73 | 24 | 0 | 1 | 2 | 0 | 4 | 104 | | |
| 08:45 | 54 | 21 | 4 | 2 | 0 | 0 | 9 | 90 | 77 | 18 | 4 | 0 | 0 | 0 | 4 | 103 | | |
| 09:00 | 50 | 16 | 3 | 0 | 1 | 0 | 7 | 77 | 64 | 16 | 1 | 1 | 1 | 0 | 3 | 86 | | |
| 09:15 | 56 | 21 | 2 | 1 | 2 | 0 | 3 | 85 | 71 | 20 | 1 | 1 | 1 | 0 | 1 | 95 | | |
| 09:30 | 48 | 15 | 1 | 0 | 1 | 0 | 2 | 67 | 52 | 24 | 2 | 0 | 1 | 1 | 0 | 80 | | |
| 09:45 | 49 | 19 | 1 | 2 | 1 | 1 | 0 | 73 | 75 | 25 | 4 | 4 | 1 | 0 | 2 | 111 | | |
| 16:00 | 73 | 22 | 1 | 0 | 0 | 0 | 0 | 96 | 61 | 21 | 0 | 0 | 1 | 2 | 1 | 86 | | |
| 16:15 | 47 | 16 | 0 | 0 | 2 | 0 | 3 | 68 | 68 | 13 | 2 | 0 | 1 | 0 | 3 | 87 | | |
| 16:30 | 71 | 14 | 1 | 0 | 1 | 0 | 0 | 87 | 51 | 15 | 0 | 0 | 1 | 0 | 5 | 72 | | |
| 16:45 | 63 | 14 | 0 | 0 | 1 | 0 | 1 | 79 | 61 | 7 | 1 | 0 | 1 | 0 | 0 | 70 | | |
| 17:00 | 72 | 12 | 1 | 0 | 0 | 0 | 0 | 85 | 60 | 12 | 0 | 0 | 1 | 0 | 9 | 82 | | |
| 17:15 | 61 | 10 | 0 | 0 | 2 | 0 | 0 | 73 | 69 | 14 | 0 | 0 | 1 | 1 | 10 | 95 | | |
| 17:30 | 56 | 10 | 0 | 0 | 1 | 2 | 1 | 70 | 72 | 8 | 0 | 1 | 1 | 1 | 3 | 86 | | |
| 17:45 | 42 | 10 | 0 | 0 | 0 | 1 | 2 | 55 | 68 | 10 | 1 | 1 | 1 | 1 | 6 | 88 | | |
| 18:00 | 53 | 4 | 0 | 0 | 1 | 2 | 0 | 60 | 68 | 7 | 0 | 1 | 1 | 0 | 6 | 83 | | |
| 18:15 | 46 | 3 | 0 | 0 | 1 | 0 | 1 | 51 | 56 | 6 | 1 | 1 | 1 | 0 | 4 | 69 | | |
| 18:30 | 43 | 9 | 0 | 0 | 1 | 1 | 2 | 56 | 57 | 5 | 0 | 0 | 1 | 0 | 4 | 67 | | |
| 18:45 | 55 | 3 | 0 | 0 | 1 | 3 | 1 | 63 | 37 | 7 | 0 | 1 | 0 | 0 | 4 | 49 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 169 | 74 | 8 | 4 | 3 | 4 | 20 | 282 | 174 | 82 | 3 | 2 | 3 | 1 | 10 | 275 | | |
| 07:15 | 185 | 83 | 9 | 5 | 3 | 4 | 24 | 313 | 210 | 90 | 3 | 1 | 4 | 2 | 8 | 318 | | |
| 07:30 | 210 | 85 | 10 | 5 | 5 | 2 | 25 | 342 | 252 | 94 | 8 | 2 | 3 | 3 | 15 | 377 | | |
| 07:45 | 249 | 82 | 11 | 4 | 5 | 0 | 29 | 380 | 280 | 96 | 7 | 3 | 4 | 3 | 16 | 409 | | |
| 08:00 | 242 | 83 | 10 | 5 | 4 | 0 | 24 | 368 | 285 | 88 | 10 | 2 | 4 | 3 | 15 | 407 | | |
| 08:15 | 249 | 77 | 12 | 4 | 4 | 0 | 27 | 373 | 283 | 82 | 10 | 3 | 4 | 1 | 18 | 401 | | |
| 08:30 | 237 | 77 | 13 | 4 | 4 | 0 | 25 | 360 | 285 | 78 | 6 | 3 | 4 | 0 | 12 | 388 | | |
| 08:45 | 208 | 73 | 10 | 3 | 4 | 0 | 21 | 319 | 264 | 78 | 8 | 2 | 3 | 1 | 8 | 364 | | |
| 09:00 | 203 | 71 | 7 | 3 | 5 | 1 | 12 | 302 | 262 | 85 | 8 | 6 | 4 | 1 | 6 | 372 | | |
| 16:00 | 254 | 66 | 2 | 0 | 4 | 0 | 4 | 330 | 241 | 56 | 3 | 0 | 4 | 2 | 9 | 315 | | |
| 16:15 | 253 | 56 | 2 | 0 | 4 | 0 | 4 | 319 | 240 | 47 | 3 | 0 | 4 | 0 | 17 | 311 | | |
| 16:30 | 267 | 50 | 2 | 0 | 4 | 0 | 1 | 324 | 241 | 48 | 1 | 0 | 4 | 1 | 24 | 319 | | |
| 16:45 | 252 | 46 | 1 | 0 | 4 | 2 | 2 | 307 | 262 | 41 | 1 | 1 | 4 | 2 | 22 | 333 | | |
| 17:00 | 231 | 42 | 1 | 0 | 3 | 3 | 3 | 283 | 269 | 44 | 1 | 2 | 4 | 3 | 28 | 351 | | |
| 17:15 | 212 | 34 | 0 | 0 | 4 | 5 | 3 | 258 | 277 | 39 | 1 | 3 | 4 | 3 | 25 | 352 | | |
| 17:30 | 197 | 27 | 0 | 0 | 3 | 5 | 4 | 236 | 264 | 31 | 2 | 4 | 4 | 2 | 19 | 326 | | |
| 17:45 | 184 | 26 | 0 | 0 | 3 | 4 | 5 | 222 | 249 | 28 | 2 | 3 | 4 | 1 | 20 | 307 | | |
| 18:00 | 197 | 19 | 0 | 0 | 4 | 6 | 4 | 230 | 218 | 25 | 1 | 3 | 3 | 0 | 18 | 268 | | |

Intelligent Data Collection Limited



Client: Mott McDonald **Date of Survey:** 07.12.2021
Project Number: ID06180 **Junction Name:** A1309 Milton Road / Green End Road / Kings Hedges Road
Junction Number: Site 18 **Junction Type:** Crossroads

| Time | Arm C Approach | | | | | | | | Arm C Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 40 | 7 | 1 | 1 | 2 | 0 | 1 | 52 | 73 | 29 | 1 | 1 | 8 | 1 | 3 | 116 | | |
| 07:15 | 54 | 17 | 3 | 0 | 1 | 0 | 2 | 77 | 74 | 34 | 4 | 4 | 4 | 1 | 6 | 127 | | |
| 07:30 | 50 | 21 | 4 | 2 | 3 | 1 | 2 | 83 | 95 | 38 | 4 | 0 | 4 | 1 | 5 | 147 | | |
| 07:45 | 62 | 14 | 2 | 0 | 4 | 0 | 9 | 91 | 70 | 23 | 5 | 2 | 6 | 1 | 5 | 112 | | |
| 08:00 | 77 | 17 | 5 | 3 | 4 | 1 | 8 | 115 | 64 | 27 | 5 | 1 | 5 | 1 | 7 | 110 | | |
| 08:15 | 93 | 20 | 2 | 1 | 3 | 1 | 16 | 136 | 81 | 20 | 2 | 0 | 5 | 1 | 5 | 114 | | |
| 08:30 | 122 | 12 | 3 | 0 | 4 | 1 | 17 | 159 | 61 | 24 | 4 | 2 | 5 | 1 | 10 | 107 | | |
| 08:45 | 99 | 14 | 5 | 2 | 2 | 1 | 28 | 151 | 79 | 20 | 2 | 0 | 2 | 2 | 9 | 114 | | |
| 09:00 | 116 | 24 | 3 | 1 | 3 | 1 | 43 | 191 | 93 | 26 | 1 | 0 | 3 | 0 | 2 | 125 | | |
| 09:15 | 95 | 21 | 6 | 3 | 7 | 1 | 13 | 146 | 69 | 19 | 6 | 0 | 3 | 0 | 5 | 102 | | |
| 09:30 | 88 | 22 | 3 | 0 | 3 | 0 | 7 | 123 | 84 | 18 | 6 | 2 | 4 | 0 | 6 | 120 | | |
| 09:45 | 78 | 15 | 5 | 0 | 3 | 4 | 10 | 115 | 85 | 17 | 5 | 1 | 3 | 2 | 1 | 114 | | |
| 16:00 | 91 | 26 | 3 | 1 | 4 | 1 | 2 | 128 | 87 | 11 | 1 | 0 | 2 | 1 | 6 | 108 | | |
| 16:15 | 91 | 12 | 0 | 0 | 2 | 1 | 3 | 109 | 88 | 18 | 0 | 0 | 2 | 0 | 6 | 114 | | |
| 16:30 | 100 | 20 | 2 | 0 | 3 | 0 | 0 | 125 | 81 | 13 | 0 | 1 | 2 | 0 | 5 | 102 | | |
| 16:45 | 97 | 17 | 0 | 1 | 3 | 3 | 1 | 122 | 83 | 11 | 0 | 0 | 4 | 1 | 0 | 99 | | |
| 17:00 | 108 | 10 | 0 | 1 | 3 | 1 | 4 | 127 | 97 | 15 | 1 | 0 | 1 | 1 | 7 | 122 | | |
| 17:15 | 97 | 16 | 0 | 0 | 2 | 0 | 3 | 118 | 113 | 11 | 0 | 0 | 2 | 1 | 12 | 139 | | |
| 17:30 | 89 | 11 | 0 | 0 | 4 | 1 | 5 | 110 | 107 | 12 | 0 | 0 | 2 | 2 | 19 | 142 | | |
| 17:45 | 91 | 4 | 0 | 0 | 3 | 4 | 4 | 106 | 125 | 12 | 0 | 0 | 5 | 1 | 16 | 159 | | |
| 18:00 | 101 | 4 | 0 | 0 | 2 | 1 | 2 | 110 | 109 | 8 | 1 | 0 | 2 | 1 | 20 | 141 | | |
| 18:15 | 106 | 6 | 1 | 0 | 6 | 0 | 1 | 120 | 108 | 6 | 0 | 1 | 2 | 5 | 10 | 132 | | |
| 18:30 | 88 | 6 | 0 | 0 | 4 | 4 | 3 | 105 | 103 | 9 | 0 | 0 | 4 | 4 | 12 | 132 | | |
| 18:45 | 61 | 5 | 0 | 0 | 3 | 0 | 5 | 74 | 112 | 8 | 0 | 0 | 1 | 0 | 6 | 127 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 206 | 59 | 10 | 3 | 10 | 1 | 14 | 303 | 312 | 124 | 14 | 7 | 22 | 4 | 19 | 502 | | |
| 07:15 | 243 | 69 | 14 | 5 | 12 | 2 | 21 | 366 | 303 | 122 | 18 | 7 | 19 | 4 | 23 | 496 | | |
| 07:30 | 282 | 72 | 13 | 6 | 14 | 3 | 35 | 425 | 310 | 108 | 16 | 3 | 20 | 4 | 22 | 483 | | |
| 07:45 | 354 | 63 | 12 | 4 | 15 | 3 | 50 | 501 | 276 | 94 | 16 | 5 | 21 | 4 | 27 | 443 | | |
| 08:00 | 391 | 63 | 15 | 6 | 13 | 4 | 69 | 561 | 285 | 91 | 13 | 3 | 17 | 5 | 31 | 445 | | |
| 08:15 | 430 | 70 | 13 | 4 | 12 | 4 | 104 | 637 | 314 | 90 | 9 | 2 | 15 | 4 | 26 | 460 | | |
| 08:30 | 432 | 71 | 17 | 6 | 16 | 4 | 101 | 647 | 302 | 89 | 13 | 2 | 13 | 3 | 26 | 448 | | |
| 08:45 | 398 | 81 | 17 | 6 | 15 | 3 | 91 | 611 | 325 | 83 | 15 | 2 | 12 | 2 | 22 | 461 | | |
| 09:00 | 377 | 82 | 17 | 4 | 16 | 6 | 73 | 575 | 331 | 80 | 18 | 3 | 13 | 2 | 14 | 461 | | |
| 16:00 | 379 | 75 | 5 | 2 | 12 | 5 | 6 | 484 | 339 | 53 | 1 | 1 | 10 | 2 | 17 | 423 | | |
| 16:15 | 396 | 59 | 2 | 2 | 11 | 5 | 8 | 483 | 349 | 57 | 1 | 1 | 9 | 2 | 18 | 437 | | |
| 16:30 | 402 | 63 | 2 | 2 | 11 | 4 | 8 | 492 | 374 | 50 | 1 | 1 | 9 | 3 | 24 | 462 | | |
| 16:45 | 391 | 54 | 0 | 2 | 12 | 5 | 13 | 477 | 400 | 49 | 1 | 0 | 9 | 5 | 38 | 502 | | |
| 17:00 | 385 | 41 | 0 | 1 | 12 | 6 | 16 | 461 | 442 | 50 | 1 | 0 | 10 | 5 | 54 | 562 | | |
| 17:15 | 378 | 35 | 0 | 0 | 11 | 6 | 14 | 444 | 454 | 43 | 1 | 0 | 11 | 5 | 67 | 581 | | |
| 17:30 | 387 | 25 | 1 | 0 | 15 | 6 | 12 | 446 | 449 | 38 | 1 | 1 | 11 | 9 | 65 | 574 | | |
| 17:45 | 386 | 20 | 1 | 0 | 15 | 9 | 10 | 441 | 445 | 35 | 1 | 1 | 13 | 11 | 58 | 564 | | |
| 18:00 | 356 | 21 | 1 | 0 | 15 | 5 | 11 | 409 | 432 | 31 | 1 | 1 | 9 | 10 | 48 | 532 | | |

Intelligent Data Collection Limited



Client: Mott McDonald **Date of Survey:** 07.12.2021
Project Number: ID06180 **Junction Name:** A1309 Milton Road / Green End Road / Kings Hedges Road
Junction Number: Site 18 **Junction Type:** Crossroads

| Time | Arm D Approach | | | | | | | | Arm D Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 29 | 7 | 0 | 0 | 0 | 1 | 0 | 37 | 19 | 7 | 0 | 0 | 1 | 0 | 0 | 27 | | |
| 07:15 | 46 | 16 | 0 | 0 | 0 | 1 | 0 | 63 | 20 | 7 | 1 | 0 | 0 | 0 | 2 | 30 | | |
| 07:30 | 31 | 16 | 3 | 0 | 1 | 1 | 1 | 53 | 25 | 13 | 0 | 0 | 0 | 2 | 42 | | | |
| 07:45 | 53 | 13 | 2 | 0 | 1 | 0 | 3 | 72 | 35 | 15 | 0 | 0 | 1 | 0 | 9 | 60 | | |
| 08:00 | 63 | 23 | 0 | 0 | 1 | 1 | 0 | 88 | 21 | 11 | 2 | 1 | 0 | 0 | 2 | 37 | | |
| 08:15 | 51 | 13 | 1 | 0 | 0 | 1 | 5 | 71 | 70 | 30 | 0 | 2 | 1 | 0 | 5 | 108 | | |
| 08:30 | 60 | 21 | 0 | 0 | 1 | 0 | 6 | 88 | 69 | 11 | 2 | 1 | 0 | 0 | 4 | 87 | | |
| 08:45 | 86 | 15 | 1 | 0 | 0 | 1 | 5 | 108 | 51 | 11 | 0 | 0 | 0 | 0 | 6 | 68 | | |
| 09:00 | 77 | 20 | 1 | 1 | 0 | 0 | 2 | 101 | 60 | 11 | 1 | 0 | 0 | 1 | 3 | 76 | | |
| 09:15 | 62 | 13 | 2 | 0 | 0 | 0 | 2 | 79 | 55 | 13 | 2 | 0 | 0 | 0 | 4 | 74 | | |
| 09:30 | 52 | 18 | 0 | 0 | 1 | 0 | 0 | 71 | 53 | 12 | 0 | 1 | 0 | 0 | 1 | 67 | | |
| 09:45 | 57 | 19 | 1 | 0 | 0 | 0 | 1 | 78 | 50 | 13 | 1 | 0 | 0 | 2 | 0 | 66 | | |
| 16:00 | 65 | 14 | 1 | 0 | 0 | 3 | 5 | 88 | 62 | 15 | 0 | 0 | 0 | 0 | 1 | 78 | | |
| 16:15 | 62 | 12 | 1 | 0 | 0 | 0 | 3 | 78 | 50 | 6 | 0 | 0 | 0 | 0 | 3 | 59 | | |
| 16:30 | 38 | 7 | 1 | 0 | 0 | 0 | 0 | 46 | 70 | 9 | 0 | 0 | 0 | 0 | 2 | 81 | | |
| 16:45 | 51 | 9 | 2 | 0 | 0 | 1 | 0 | 63 | 60 | 7 | 0 | 0 | 0 | 3 | 1 | 71 | | |
| 17:00 | 70 | 11 | 0 | 0 | 0 | 0 | 5 | 86 | 55 | 5 | 0 | 0 | 0 | 0 | 0 | 60 | | |
| 17:15 | 70 | 7 | 0 | 0 | 0 | 0 | 4 | 81 | 55 | 6 | 0 | 0 | 0 | 0 | 1 | 62 | | |
| 17:30 | 56 | 5 | 0 | 1 | 0 | 3 | 4 | 69 | 51 | 8 | 0 | 1 | 1 | 3 | 1 | 65 | | |
| 17:45 | 56 | 5 | 0 | 0 | 1 | 1 | 5 | 68 | 55 | 6 | 0 | 0 | 0 | 2 | 4 | 67 | | |
| 18:00 | 42 | 3 | 1 | 0 | 0 | 0 | 1 | 47 | 61 | 2 | 0 | 0 | 1 | 3 | 1 | 68 | | |
| 18:15 | 44 | 2 | 0 | 0 | 1 | 1 | 1 | 49 | 50 | 4 | 0 | 0 | 0 | 0 | 3 | 57 | | |
| 18:30 | 46 | 4 | 0 | 0 | 1 | 2 | 0 | 53 | 39 | 5 | 0 | 0 | 0 | 3 | 4 | 51 | | |
| 18:45 | 37 | 3 | 0 | 0 | 1 | 0 | 2 | 43 | 49 | 4 | 0 | 0 | 0 | 2 | 2 | 57 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 159 | 52 | 5 | 0 | 2 | 3 | 4 | 225 | 99 | 42 | 1 | 0 | 2 | 2 | 13 | 159 | | |
| 07:15 | 193 | 68 | 5 | 0 | 3 | 3 | 4 | 276 | 101 | 46 | 3 | 1 | 1 | 2 | 15 | 169 | | |
| 07:30 | 198 | 65 | 6 | 0 | 3 | 3 | 9 | 284 | 151 | 69 | 2 | 3 | 2 | 2 | 18 | 247 | | |
| 07:45 | 227 | 70 | 3 | 0 | 3 | 2 | 14 | 319 | 195 | 67 | 4 | 4 | 2 | 0 | 20 | 292 | | |
| 08:00 | 260 | 72 | 2 | 0 | 2 | 3 | 16 | 355 | 211 | 63 | 4 | 4 | 1 | 0 | 17 | 300 | | |
| 08:15 | 274 | 69 | 3 | 1 | 1 | 2 | 18 | 368 | 250 | 63 | 3 | 3 | 1 | 1 | 18 | 339 | | |
| 08:30 | 285 | 69 | 4 | 1 | 1 | 1 | 15 | 376 | 235 | 46 | 5 | 1 | 0 | 1 | 17 | 305 | | |
| 08:45 | 277 | 66 | 4 | 1 | 1 | 1 | 9 | 359 | 219 | 47 | 3 | 1 | 0 | 1 | 14 | 285 | | |
| 09:00 | 248 | 70 | 4 | 1 | 1 | 0 | 5 | 329 | 218 | 49 | 4 | 1 | 0 | 3 | 8 | 283 | | |
| 16:00 | 216 | 42 | 5 | 0 | 0 | 4 | 8 | 275 | 242 | 37 | 0 | 0 | 0 | 3 | 7 | 289 | | |
| 16:15 | 221 | 39 | 4 | 0 | 0 | 1 | 8 | 273 | 235 | 27 | 0 | 0 | 0 | 3 | 6 | 271 | | |
| 16:30 | 229 | 34 | 3 | 0 | 0 | 1 | 9 | 276 | 240 | 27 | 0 | 0 | 0 | 3 | 4 | 274 | | |
| 16:45 | 247 | 32 | 2 | 1 | 0 | 4 | 13 | 299 | 221 | 26 | 0 | 1 | 1 | 6 | 3 | 258 | | |
| 17:00 | 252 | 28 | 0 | 1 | 1 | 4 | 18 | 304 | 216 | 25 | 0 | 1 | 1 | 5 | 6 | 254 | | |
| 17:15 | 224 | 20 | 1 | 1 | 1 | 4 | 14 | 265 | 222 | 22 | 0 | 1 | 2 | 8 | 7 | 262 | | |
| 17:30 | 198 | 15 | 1 | 1 | 2 | 5 | 11 | 233 | 217 | 20 | 0 | 1 | 2 | 8 | 9 | 257 | | |
| 17:45 | 188 | 14 | 1 | 0 | 3 | 4 | 7 | 217 | 205 | 17 | 0 | 0 | 1 | 8 | 12 | 243 | | |
| 18:00 | 169 | 12 | 1 | 0 | 3 | 3 | 4 | 192 | 199 | 15 | 0 | 0 | 1 | 8 | 10 | 233 | | |

Intelligent Data Collection Limited



Client: Mott McDonald **Date of Survey:** 07.12.2021
Project Number: ID06180 **Junction Name:** A1309 Milton Road / Green End Road / Kings Hedges Road
Junction Number: Site 18 **Junction Type:** Crossroads

| Total Junction Flow | | | | | | | | |
|---------------------|--------------|-----|------|------|-------|-----|-------|-------|
| Time | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 185 | 68 | 3 | 3 | 12 | 2 | 6 | 279 |
| 07:15 | 228 | 96 | 7 | 5 | 7 | 4 | 10 | 357 |
| 07:30 | 258 | 114 | 13 | 4 | 10 | 5 | 11 | 415 |
| 07:45 | 296 | 98 | 13 | 4 | 11 | 1 | 34 | 457 |
| 08:00 | 282 | 102 | 13 | 6 | 11 | 3 | 18 | 435 |
| 08:15 | 367 | 104 | 9 | 5 | 11 | 3 | 34 | 533 |
| 08:30 | 371 | 87 | 10 | 4 | 12 | 2 | 42 | 528 |
| 08:45 | 355 | 85 | 14 | 4 | 4 | 3 | 53 | 518 |
| 09:00 | 379 | 91 | 9 | 3 | 8 | 1 | 55 | 546 |
| 09:15 | 335 | 89 | 14 | 4 | 13 | 1 | 23 | 479 |
| 09:30 | 315 | 91 | 12 | 3 | 10 | 1 | 15 | 447 |
| 09:45 | 323 | 85 | 15 | 7 | 8 | 7 | 14 | 459 |
| 16:00 | 358 | 84 | 5 | 1 | 7 | 4 | 13 | 472 |
| 16:15 | 342 | 64 | 2 | 0 | 7 | 1 | 15 | 431 |
| 16:30 | 347 | 66 | 4 | 1 | 7 | 0 | 12 | 437 |
| 16:45 | 338 | 59 | 2 | 1 | 9 | 6 | 2 | 417 |
| 17:00 | 381 | 56 | 1 | 1 | 5 | 2 | 21 | 467 |
| 17:15 | 389 | 52 | 0 | 0 | 7 | 2 | 26 | 476 |
| 17:30 | 353 | 44 | 0 | 2 | 8 | 8 | 29 | 444 |
| 17:45 | 357 | 40 | 1 | 1 | 10 | 6 | 28 | 443 |
| 18:00 | 361 | 26 | 1 | 1 | 6 | 5 | 29 | 429 |
| 18:15 | 342 | 24 | 2 | 2 | 11 | 5 | 18 | 404 |
| 18:30 | 310 | 33 | 0 | 0 | 11 | 9 | 22 | 385 |
| 18:45 | 286 | 27 | 0 | 1 | 6 | 3 | 15 | 338 |
| Start Time | Rolling Hour | | | | | | | Total |
| 07:00 | 967 | 376 | 36 | 16 | 40 | 12 | 61 | 1508 |
| 07:15 | 1064 | 410 | 46 | 19 | 39 | 13 | 73 | 1664 |
| 07:30 | 1203 | 418 | 48 | 19 | 43 | 12 | 97 | 1840 |
| 07:45 | 1316 | 391 | 45 | 19 | 45 | 9 | 128 | 1953 |
| 08:00 | 1375 | 378 | 46 | 19 | 38 | 11 | 147 | 2014 |
| 08:15 | 1472 | 367 | 42 | 16 | 35 | 9 | 184 | 2125 |
| 08:30 | 1440 | 352 | 47 | 15 | 37 | 7 | 173 | 2071 |
| 08:45 | 1384 | 356 | 49 | 14 | 35 | 6 | 146 | 1990 |
| 09:00 | 1352 | 356 | 50 | 17 | 39 | 10 | 107 | 1931 |
| 16:00 | 1385 | 273 | 13 | 3 | 30 | 11 | 42 | 1757 |
| 16:15 | 1408 | 245 | 9 | 3 | 28 | 9 | 50 | 1752 |
| 16:30 | 1455 | 233 | 7 | 3 | 28 | 10 | 61 | 1797 |
| 16:45 | 1461 | 211 | 3 | 4 | 29 | 18 | 78 | 1804 |
| 17:00 | 1480 | 192 | 2 | 4 | 30 | 18 | 104 | 1830 |
| 17:15 | 1460 | 162 | 2 | 4 | 31 | 21 | 112 | 1792 |
| 17:30 | 1413 | 134 | 4 | 6 | 35 | 24 | 104 | 1720 |
| 17:45 | 1370 | 123 | 4 | 4 | 38 | 25 | 97 | 1661 |
| 18:00 | 1299 | 110 | 3 | 4 | 34 | 22 | 84 | 1556 |

Intelligent Data Collection Limited



Client: Mott McDonald
Project Number: ID06180
Junction Number: Site 18

Date of Survey: 07.12.2021
Junction Name: A1309 Milton Road / Green End Road / Kings H
Junction Type: Crossroads

Arm A: A1309 Milton Road (NE)
Arm B: Green End Road (SE)

Arm C: A1309 Milton Road (SW)
Arm D: Kings Hedges Road (NW)

| PCU Summary | | | | | | | | | | | | | | | | | | |
|-------------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Time | A1 to A | A1 to D | A1 to C | A1 to B | A2 to A | A2 to D | A2 to C | A2 to B | A3 to A | A3 to D | A3 to C | A3 to B | B1 to B | B1 to A | B1 to D | B1 to C | B2 to B | B2 to A |
| 07:00 | 0 | 16 | 0 | 0 | 0 | 0 | 109 | 0 | 0 | 0 | 1 | 31 | 0 | 33 | 1 | 0 | 0 | 0 |
| 07:15 | 0 | 14 | 0 | 0 | 0 | 0 | 112 | 0 | 0 | 0 | 1 | 31 | 0 | 51 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 20 | 0 | 0 | 0 | 0 | 134 | 0 | 0 | 0 | 1 | 56 | 0 | 58 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 22 | 0 | 0 | 0 | 0 | 105 | 0 | 0 | 0 | 1 | 68 | 0 | 75 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 24 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 0 | 1 | 51 | 0 | 63 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 51 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 0 | 1 | 86 | 0 | 66 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 29 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 0 | 2 | 59 | 0 | 66 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 28 | 0 | 0 | 0 | 0 | 73 | 0 | 0 | 0 | 1 | 61 | 0 | 51 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 32 | 0 | 0 | 0 | 1 | 95 | 1 | 0 | 0 | 0 | 52 | 0 | 48 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 30 | 0 | 0 | 0 | 0 | 80 | 0 | 0 | 0 | 1 | 61 | 0 | 60 | 1 | 0 | 0 | 0 |
| 09:30 | 0 | 29 | 0 | 0 | 0 | 0 | 105 | 1 | 0 | 0 | 1 | 57 | 0 | 42 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 31 | 1 | 0 | 0 | 0 | 99 | 0 | 0 | 0 | 0 | 73 | 0 | 54 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 28 | 0 | 0 | 0 | 0 | 81 | 0 | 0 | 0 | 1 | 48 | 0 | 65 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 29 | 0 | 0 | 0 | 0 | 85 | 0 | 0 | 0 | 1 | 60 | 0 | 51 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 40 | 0 | 0 | 0 | 0 | 85 | 0 | 0 | 0 | 1 | 48 | 0 | 64 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 27 | 0 | 0 | 0 | 0 | 86 | 0 | 0 | 0 | 0 | 43 | 0 | 55 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 23 | 0 | 0 | 0 | 1 | 92 | 0 | 0 | 0 | 1 | 43 | 0 | 61 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 28 | 0 | 0 | 0 | 0 | 102 | 0 | 0 | 0 | 2 | 58 | 0 | 48 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 28 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 3 | 52 | 0 | 44 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 23 | 0 | 0 | 0 | 0 | 126 | 0 | 0 | 0 | 3 | 56 | 0 | 29 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 28 | 0 | 0 | 0 | 0 | 106 | 2 | 0 | 0 | 4 | 55 | 0 | 32 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 25 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 2 | 49 | 0 | 39 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 20 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 0 | 3 | 42 | 0 | 40 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 23 | 1 | 0 | 0 | 0 | 95 | 0 | 0 | 0 | 1 | 35 | 0 | 32 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 72 | 0 | 0 | 0 | 0 | 460 | 0 | 0 | 0 | 3 | 186 | 0 | 217 | 1 | 0 | 0 | 0 |
| 07:15 | 0 | 81 | 0 | 0 | 0 | 0 | 440 | 0 | 0 | 0 | 3 | 205 | 0 | 246 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 117 | 0 | 0 | 0 | 0 | 425 | 0 | 0 | 0 | 3 | 260 | 0 | 261 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 126 | 0 | 0 | 0 | 0 | 374 | 0 | 0 | 0 | 4 | 263 | 0 | 269 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 132 | 0 | 0 | 0 | 0 | 342 | 0 | 0 | 0 | 5 | 256 | 0 | 245 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 140 | 0 | 0 | 0 | 1 | 347 | 1 | 0 | 0 | 4 | 258 | 0 | 231 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 119 | 0 | 0 | 0 | 1 | 330 | 1 | 0 | 0 | 4 | 233 | 0 | 224 | 1 | 0 | 0 | 0 |
| 08:45 | 0 | 120 | 0 | 0 | 0 | 1 | 352 | 2 | 0 | 0 | 3 | 231 | 0 | 201 | 1 | 0 | 0 | 0 |
| 09:00 | 0 | 122 | 1 | 0 | 0 | 1 | 378 | 2 | 0 | 0 | 2 | 243 | 0 | 204 | 1 | 0 | 0 | 0 |
| 16:00 | 0 | 125 | 0 | 0 | 0 | 0 | 337 | 0 | 0 | 0 | 2 | 199 | 0 | 234 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 120 | 0 | 0 | 0 | 1 | 349 | 0 | 0 | 0 | 3 | 194 | 0 | 231 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 119 | 0 | 0 | 0 | 1 | 365 | 0 | 0 | 0 | 4 | 192 | 0 | 228 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 106 | 0 | 0 | 0 | 1 | 381 | 0 | 0 | 0 | 7 | 196 | 0 | 208 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 102 | 1 | 0 | 0 | 1 | 421 | 0 | 0 | 0 | 10 | 209 | 0 | 182 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 107 | 1 | 0 | 0 | 0 | 434 | 2 | 0 | 0 | 12 | 221 | 0 | 153 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 104 | 0 | 0 | 0 | 0 | 432 | 2 | 0 | 0 | 11 | 212 | 0 | 144 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 96 | 0 | 0 | 0 | 0 | 428 | 2 | 0 | 0 | 11 | 202 | 0 | 141 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 96 | 1 | 0 | 0 | 0 | 397 | 2 | 0 | 0 | 9 | 180 | 0 | 144 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 18

Date of Survey: 07.12.2021
 Junction Name: A1309 Milton Road / Green End Road / Kings H
 Junction Type: Crossroads

Arm A: A1309 Milton Road (NE)
 Arm B: Green End Road (SE)

Arm C: A1309 Milton Road (SW)
 Arm D: Kings Hedges Road (NW)

| PCU Summary | | | | | | | | | | | | | | | | | | |
|-------------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Time | B2 to D | B2 to C | C1 to C | C1 to B | C1 to A | C1 to D | C2 to C | C2 to B | C2 to A | C2 to D | D1 to D | D1 to C | D1 to B | D1 to A | D2 to D | D2 to C | D2 to B | D2 to A |
| 07:00 | 5 | 3 | 0 | 4 | 45 | 0 | 0 | 0 | 0 | 6 | 0 | 10 | 13 | 0 | 0 | 0 | 0 | 13 |
| 07:15 | 10 | 4 | 0 | 4 | 69 | 0 | 0 | 0 | 0 | 5 | 0 | 16 | 16 | 0 | 0 | 0 | 0 | 30 |
| 07:30 | 9 | 6 | 0 | 3 | 75 | 0 | 0 | 0 | 0 | 11 | 0 | 8 | 13 | 0 | 0 | 0 | 0 | 33 |
| 07:45 | 18 | 3 | 0 | 2 | 72 | 0 | 0 | 0 | 1 | 13 | 0 | 10 | 33 | 0 | 0 | 0 | 0 | 29 |
| 08:00 | 7 | 2 | 0 | 3 | 108 | 0 | 0 | 0 | 1 | 6 | 0 | 20 | 38 | 0 | 0 | 0 | 0 | 30 |
| 08:15 | 28 | 5 | 0 | 2 | 95 | 0 | 0 | 0 | 1 | 29 | 0 | 14 | 19 | 0 | 0 | 0 | 0 | 34 |
| 08:30 | 35 | 7 | 0 | 9 | 117 | 0 | 0 | 0 | 2 | 22 | 0 | 16 | 35 | 0 | 0 | 0 | 1 | 32 |
| 08:45 | 27 | 10 | 0 | 2 | 123 | 0 | 0 | 0 | 2 | 8 | 0 | 25 | 39 | 0 | 0 | 0 | 0 | 40 |
| 09:00 | 24 | 2 | 0 | 3 | 137 | 0 | 0 | 0 | 5 | 17 | 0 | 30 | 30 | 0 | 0 | 0 | 0 | 41 |
| 09:15 | 23 | 4 | 0 | 8 | 120 | 0 | 0 | 0 | 2 | 18 | 0 | 20 | 28 | 0 | 0 | 0 | 0 | 30 |
| 09:30 | 22 | 3 | 0 | 3 | 102 | 0 | 0 | 0 | 1 | 16 | 0 | 16 | 20 | 0 | 0 | 0 | 0 | 36 |
| 09:45 | 15 | 7 | 0 | 12 | 76 | 0 | 0 | 0 | 3 | 19 | 0 | 12 | 32 | 0 | 0 | 0 | 1 | 33 |
| 16:00 | 31 | 1 | 0 | 8 | 106 | 0 | 0 | 0 | 1 | 18 | 0 | 22 | 29 | 0 | 0 | 0 | 0 | 32 |
| 16:15 | 12 | 5 | 0 | 2 | 90 | 0 | 0 | 0 | 0 | 16 | 0 | 20 | 25 | 0 | 0 | 0 | 0 | 31 |
| 16:30 | 21 | 4 | 0 | 6 | 105 | 0 | 0 | 0 | 0 | 18 | 0 | 12 | 15 | 0 | 0 | 0 | 0 | 20 |
| 16:45 | 22 | 2 | 0 | 4 | 101 | 0 | 0 | 0 | 0 | 19 | 0 | 14 | 25 | 0 | 0 | 0 | 0 | 25 |
| 17:00 | 20 | 5 | 0 | 6 | 106 | 0 | 0 | 0 | 0 | 16 | 0 | 19 | 26 | 0 | 0 | 0 | 0 | 36 |
| 17:15 | 21 | 6 | 0 | 2 | 104 | 0 | 0 | 0 | 0 | 12 | 0 | 20 | 28 | 0 | 0 | 0 | 0 | 30 |
| 17:30 | 19 | 6 | 0 | 4 | 88 | 0 | 0 | 0 | 0 | 18 | 0 | 18 | 29 | 0 | 0 | 0 | 0 | 18 |
| 17:45 | 20 | 3 | 0 | 4 | 80 | 0 | 0 | 0 | 0 | 19 | 0 | 19 | 24 | 0 | 0 | 0 | 0 | 21 |
| 18:00 | 20 | 7 | 0 | 8 | 83 | 0 | 0 | 0 | 0 | 18 | 0 | 11 | 15 | 0 | 0 | 0 | 0 | 21 |
| 18:15 | 6 | 6 | 0 | 2 | 101 | 0 | 0 | 0 | 0 | 23 | 0 | 17 | 18 | 0 | 0 | 0 | 0 | 14 |
| 18:30 | 9 | 6 | 0 | 9 | 78 | 0 | 0 | 0 | 0 | 17 | 0 | 19 | 14 | 0 | 0 | 0 | 0 | 20 |
| 18:45 | 19 | 10 | 0 | 5 | 56 | 0 | 0 | 0 | 0 | 12 | 0 | 16 | 7 | 0 | 0 | 0 | 0 | 19 |
| Start Time | Rolling Hour | | | | | | | | | | | | | | | | | |
| 07:00 | 42 | 16 | 0 | 13 | 261 | 0 | 0 | 0 | 2 | 34 | 0 | 44 | 75 | 0 | 0 | 0 | 0 | 105 |
| 07:15 | 45 | 15 | 0 | 12 | 325 | 0 | 0 | 0 | 3 | 35 | 0 | 54 | 100 | 0 | 0 | 0 | 0 | 122 |
| 07:30 | 62 | 15 | 0 | 10 | 351 | 0 | 0 | 0 | 4 | 59 | 0 | 52 | 103 | 0 | 0 | 0 | 0 | 126 |
| 07:45 | 89 | 15 | 0 | 16 | 393 | 0 | 0 | 0 | 6 | 70 | 0 | 60 | 125 | 0 | 0 | 0 | 1 | 125 |
| 08:00 | 97 | 22 | 0 | 16 | 443 | 0 | 0 | 0 | 7 | 65 | 0 | 75 | 131 | 0 | 0 | 0 | 1 | 136 |
| 08:15 | 114 | 23 | 0 | 16 | 473 | 0 | 0 | 0 | 10 | 76 | 0 | 85 | 123 | 0 | 0 | 0 | 1 | 147 |
| 08:30 | 109 | 22 | 0 | 22 | 498 | 0 | 0 | 0 | 12 | 64 | 0 | 91 | 132 | 0 | 0 | 0 | 1 | 143 |
| 08:45 | 96 | 18 | 0 | 16 | 482 | 0 | 0 | 0 | 10 | 59 | 0 | 91 | 117 | 0 | 0 | 0 | 0 | 147 |
| 09:00 | 84 | 16 | 0 | 26 | 436 | 0 | 0 | 0 | 11 | 70 | 0 | 78 | 110 | 0 | 0 | 0 | 1 | 140 |
| 16:00 | 86 | 12 | 0 | 20 | 402 | 0 | 0 | 0 | 1 | 71 | 0 | 68 | 93 | 0 | 0 | 0 | 0 | 107 |
| 16:15 | 75 | 16 | 0 | 18 | 401 | 0 | 0 | 0 | 0 | 69 | 0 | 65 | 91 | 0 | 0 | 0 | 1 | 112 |
| 16:30 | 84 | 17 | 0 | 18 | 415 | 0 | 0 | 0 | 0 | 65 | 0 | 65 | 94 | 0 | 0 | 0 | 0 | 111 |
| 16:45 | 83 | 19 | 0 | 16 | 398 | 0 | 0 | 0 | 0 | 64 | 0 | 71 | 108 | 0 | 0 | 0 | 1 | 109 |
| 17:00 | 81 | 20 | 0 | 16 | 377 | 0 | 0 | 0 | 0 | 65 | 0 | 76 | 108 | 0 | 0 | 0 | 1 | 105 |
| 17:15 | 81 | 22 | 0 | 18 | 355 | 0 | 0 | 0 | 0 | 67 | 0 | 68 | 97 | 0 | 0 | 0 | 1 | 90 |
| 17:30 | 66 | 22 | 0 | 18 | 352 | 0 | 0 | 0 | 0 | 78 | 0 | 64 | 87 | 0 | 0 | 0 | 1 | 74 |
| 17:45 | 56 | 22 | 0 | 23 | 342 | 0 | 0 | 0 | 0 | 78 | 0 | 65 | 72 | 0 | 0 | 0 | 0 | 76 |
| 18:00 | 54 | 29 | 0 | 24 | 318 | 0 | 0 | 0 | 0 | 71 | 0 | 62 | 54 | 0 | 0 | 0 | 0 | 74 |

Intelligent Data Collection Limited

Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 18
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Junction Name: A1309 Milton Road / Green End Road / Kings Hedges Road
Survey Type: Queue Length Survey

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------|--------------|----------------------------|
| 52.227428 | 0.145436 | Click Here |



Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

| Lights | Heavies |
|--------|---------|
| 6 | 15 |

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

Any shaded entries indicate where queues reach the extent of the camera view.

Due to a camera being moved, no queue data is available for Arm C after 08:20 on December 8th.

Intelligent Data Collection Limited



Client: Mott MacDonald
 Project Number: ID06180
 Site Number: Site 18
 Date of Survey: 07.12.2021
 Junction Name: A1309 Milton Road / Green End Road / Kings Hedges Road
 Survey Type: Queue Length Survey

AM Peak Period:

| Time | Lane A1 | | | | Lane A2 | | | | Lane A3 | | | | Lane B1 | | | | Lane B2 | | | | Lane C1 | | | | Lane C2 | | | | Lane D1 | | | | Lane D2 | | | |
|-------|---------|---------|-------|------------|---------|---------|-------|------------|---------|---------|-------|------------|---------|---------|-------|------------|---------|---------|-------|------------|---------|---------|-------|------------|---------|---------|-------|------------|---------|---------|-------|------------|---------|---------|-------|------------|
| | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) |
| 07:00 | 1 | 0 | 1 | 6 | 6 | 4 | 10 | 96 | 2 | 1 | 3 | 27 | 6 | 0 | 6 | 36 | 0 | 0 | 0 | 6 | 1 | 7 | 51 | 2 | 0 | 2 | 12 | 1 | 0 | 1 | 6 | 4 | 0 | 4 | 24 | |
| 09:55 | 5 | 0 | 5 | 30 | 22 | 1 | 23 | 147 | 4 | 1 | 5 | 39 | 9 | 0 | 9 | 54 | 4 | 0 | 4 | 24 | 12 | 0 | 12 | 72 | 1 | 0 | 1 | 6 | 5 | 0 | 5 | 30 | 3 | 0 | 3 | 18 |

PM Peak Period:

| Time | Lane A1 | | | | Lane A2 | | | | Lane A3 | | | | Lane B1 | | | | Lane B2 | | | | Lane C1 | | | | Lane C2 | | | | Lane D1 | | | | Lane D2 | | | |
|-------|---------|---------|-------|------------|---------|---------|-------|------------|---------|---------|-------|------------|---------|---------|-------|------------|---------|---------|-------|------------|---------|---------|-------|------------|---------|---------|-------|------------|---------|---------|-------|------------|---------|---------|-------|------------|
| | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) |
| 16:00 | 6 | 0 | 6 | 36 | 15 | 1 | 16 | 105 | 4 | 0 | 4 | 24 | 10 | 0 | 10 | 60 | 6 | 0 | 6 | 36 | 20 | 1 | 21 | 135 | 2 | 0 | 2 | 12 | 20 | 0 | 20 | 120 | 7 | 0 | 7 | 42 |
| 18:55 | 5 | 0 | 5 | 30 | 8 | 0 | 8 | 48 | 3 | 0 | 3 | 18 | 2 | 0 | 2 | 12 | 6 | 0 | 6 | 36 | 12 | 0 | 12 | 72 | 1 | 0 | 1 | 6 | 3 | 0 | 3 | 18 | 4 | 0 | 4 | 24 |

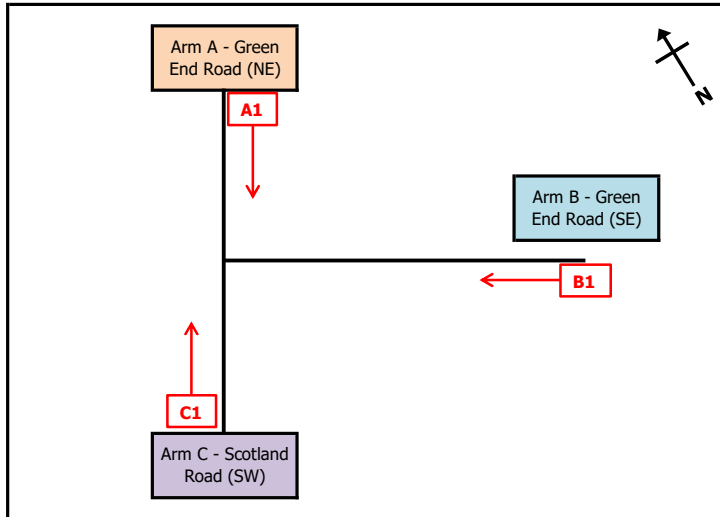
Intelligent Data Collection Limited



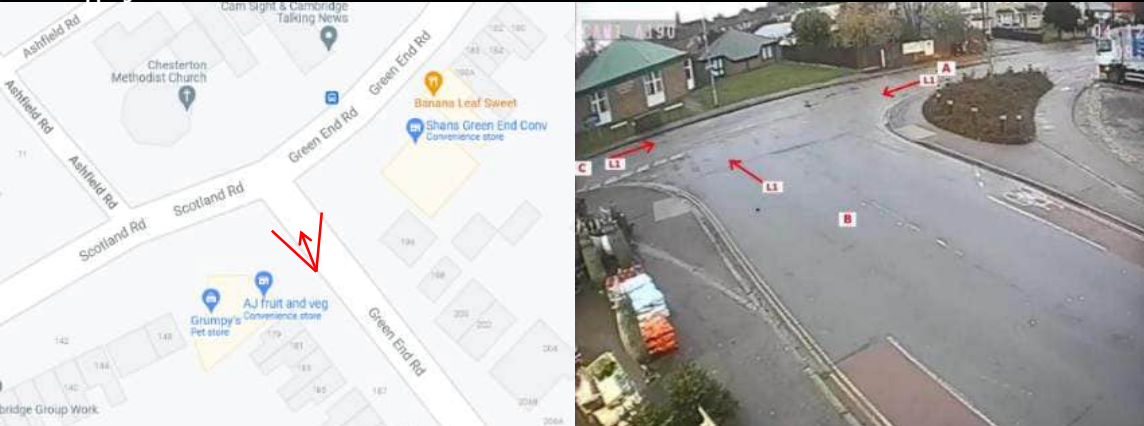
Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Scotland Road / Green End Road
 Junction Number: Site 19 Junction Type: T-Junction

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------------|--------------------|----------------------------|
| 52.220499 | 0.146026 | Click Here |
| AM Peak Conditions | PM Peak Conditions | |
| Clear | Showers | |

Junction Layout

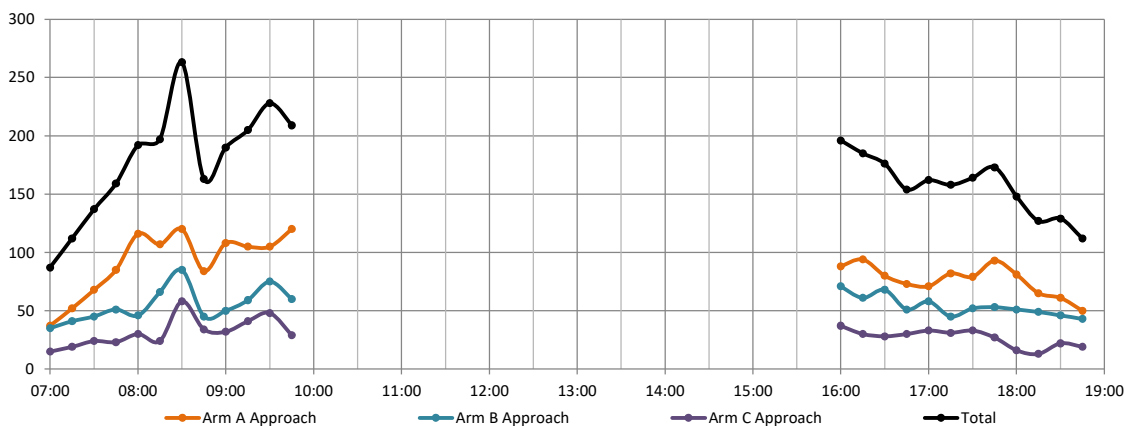


Aerial Mapping and On-site Camera View



Junction Flow Profile

Arm Approach Flows (All Vehicles)



Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events):
 Footage is missing from 08:58:40 to 09:00:00.

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Scotland Road / Green End Road
 Junction Number: Site 19 Junction Type: T-Junction

| Time | Arm A Approach | | | | | | | | Arm A Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 24 | 6 | 0 | 1 | 1 | 1 | 4 | 37 | 25 | 13 | 0 | 0 | 1 | 0 | 4 | 43 | | |
| 07:15 | 25 | 19 | 0 | 0 | 1 | 0 | 7 | 52 | 30 | 18 | 1 | 1 | 1 | 1 | 2 | 54 | | |
| 07:30 | 37 | 20 | 0 | 0 | 1 | 0 | 10 | 68 | 30 | 21 | 4 | 1 | 1 | 1 | 4 | 62 | | |
| 07:45 | 40 | 26 | 1 | 0 | 1 | 0 | 17 | 85 | 32 | 23 | 1 | 0 | 1 | 0 | 13 | 70 | | |
| 08:00 | 67 | 26 | 0 | 0 | 1 | 0 | 22 | 116 | 31 | 18 | 0 | 0 | 0 | 0 | 16 | 65 | | |
| 08:15 | 57 | 26 | 3 | 0 | 1 | 1 | 19 | 107 | 59 | 19 | 0 | 0 | 2 | 0 | 5 | 85 | | |
| 08:30 | 61 | 23 | 0 | 2 | 1 | 0 | 33 | 120 | 82 | 11 | 1 | 0 | 1 | 0 | 37 | 132 | | |
| 08:45 | 49 | 14 | 0 | 0 | 1 | 0 | 20 | 84 | 43 | 11 | 2 | 1 | 1 | 0 | 15 | 73 | | |
| 09:00 | 70 | 19 | 1 | 0 | 0 | 0 | 18 | 108 | 31 | 20 | 1 | 1 | 1 | 0 | 21 | 75 | | |
| 09:15 | 65 | 17 | 1 | 0 | 2 | 1 | 19 | 105 | 58 | 22 | 2 | 0 | 2 | 1 | 8 | 93 | | |
| 09:30 | 66 | 20 | 0 | 1 | 0 | 1 | 17 | 105 | 73 | 11 | 0 | 0 | 1 | 0 | 30 | 115 | | |
| 09:45 | 67 | 21 | 0 | 0 | 1 | 0 | 31 | 120 | 56 | 19 | 2 | 0 | 0 | 1 | 3 | 81 | | |
| 16:00 | 60 | 14 | 0 | 0 | 1 | 4 | 9 | 88 | 56 | 20 | 1 | 0 | 1 | 2 | 16 | 96 | | |
| 16:15 | 69 | 14 | 1 | 0 | 0 | 1 | 9 | 94 | 47 | 13 | 2 | 0 | 1 | 0 | 15 | 78 | | |
| 16:30 | 54 | 11 | 1 | 0 | 2 | 0 | 12 | 80 | 61 | 18 | 0 | 0 | 1 | 0 | 9 | 89 | | |
| 16:45 | 58 | 9 | 0 | 0 | 1 | 0 | 5 | 73 | 51 | 14 | 0 | 0 | 1 | 0 | 8 | 74 | | |
| 17:00 | 53 | 10 | 0 | 0 | 1 | 0 | 7 | 71 | 61 | 5 | 0 | 0 | 2 | 1 | 14 | 83 | | |
| 17:15 | 61 | 13 | 0 | 0 | 0 | 1 | 7 | 82 | 48 | 6 | 0 | 0 | 0 | 0 | 7 | 61 | | |
| 17:30 | 58 | 6 | 0 | 0 | 2 | 2 | 11 | 79 | 52 | 8 | 0 | 0 | 1 | 0 | 14 | 75 | | |
| 17:45 | 73 | 6 | 1 | 0 | 1 | 2 | 10 | 93 | 47 | 9 | 1 | 0 | 1 | 1 | 8 | 67 | | |
| 18:00 | 59 | 7 | 0 | 0 | 1 | 0 | 14 | 81 | 39 | 2 | 0 | 0 | 1 | 0 | 15 | 57 | | |
| 18:15 | 47 | 9 | 0 | 0 | 1 | 0 | 8 | 65 | 39 | 7 | 0 | 0 | 1 | 0 | 10 | 57 | | |
| 18:30 | 42 | 5 | 0 | 0 | 1 | 1 | 12 | 61 | 40 | 5 | 0 | 0 | 2 | 0 | 11 | 58 | | |
| 18:45 | 35 | 7 | 0 | 0 | 0 | 0 | 8 | 50 | 39 | 3 | 0 | 0 | 1 | 2 | 11 | 56 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 126 | 71 | 1 | 1 | 4 | 1 | 38 | 242 | 117 | 75 | 6 | 2 | 4 | 2 | 23 | 229 | | |
| 07:15 | 169 | 91 | 1 | 0 | 4 | 0 | 56 | 321 | 123 | 80 | 6 | 2 | 3 | 2 | 35 | 251 | | |
| 07:30 | 201 | 98 | 4 | 0 | 4 | 1 | 68 | 376 | 152 | 81 | 5 | 1 | 4 | 1 | 38 | 282 | | |
| 07:45 | 225 | 101 | 4 | 2 | 4 | 1 | 91 | 428 | 204 | 71 | 2 | 0 | 4 | 0 | 71 | 352 | | |
| 08:00 | 234 | 89 | 3 | 2 | 4 | 1 | 94 | 427 | 215 | 59 | 3 | 1 | 4 | 0 | 73 | 355 | | |
| 08:15 | 237 | 82 | 4 | 2 | 3 | 1 | 90 | 419 | 215 | 61 | 4 | 2 | 5 | 0 | 78 | 365 | | |
| 08:30 | 245 | 73 | 2 | 2 | 4 | 1 | 90 | 417 | 214 | 64 | 6 | 2 | 5 | 1 | 81 | 373 | | |
| 08:45 | 250 | 70 | 2 | 1 | 3 | 2 | 74 | 402 | 205 | 64 | 5 | 2 | 5 | 1 | 74 | 356 | | |
| 09:00 | 268 | 77 | 2 | 1 | 3 | 2 | 85 | 438 | 218 | 72 | 5 | 1 | 4 | 2 | 62 | 364 | | |
| 16:00 | 241 | 48 | 2 | 0 | 4 | 5 | 35 | 335 | 215 | 65 | 3 | 0 | 4 | 2 | 48 | 337 | | |
| 16:15 | 234 | 44 | 2 | 0 | 4 | 1 | 33 | 318 | 220 | 50 | 2 | 0 | 5 | 1 | 46 | 324 | | |
| 16:30 | 226 | 43 | 1 | 0 | 4 | 1 | 31 | 306 | 221 | 43 | 0 | 0 | 4 | 1 | 38 | 307 | | |
| 16:45 | 230 | 38 | 0 | 0 | 4 | 3 | 30 | 305 | 212 | 33 | 0 | 0 | 4 | 1 | 43 | 293 | | |
| 17:00 | 245 | 35 | 1 | 0 | 4 | 5 | 35 | 325 | 208 | 28 | 1 | 0 | 4 | 2 | 43 | 286 | | |
| 17:15 | 251 | 32 | 1 | 0 | 4 | 5 | 42 | 335 | 186 | 25 | 1 | 0 | 3 | 1 | 44 | 260 | | |
| 17:30 | 237 | 28 | 1 | 0 | 5 | 4 | 43 | 318 | 177 | 26 | 1 | 0 | 4 | 1 | 47 | 256 | | |
| 17:45 | 221 | 27 | 1 | 0 | 4 | 3 | 44 | 300 | 165 | 23 | 1 | 0 | 5 | 1 | 44 | 239 | | |
| 18:00 | 183 | 28 | 0 | 0 | 3 | 1 | 42 | 257 | 157 | 17 | 0 | 0 | 5 | 2 | 47 | 228 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Scotland Road / Green End Road
 Junction Number: Site 19 Junction Type: T-Junction

| Time | Arm B Approach | | | | | | | | Arm B Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 21 | 10 | 0 | 0 | 1 | 0 | 3 | 35 | 20 | 5 | 0 | 1 | 1 | 0 | 3 | 30 | | |
| 07:15 | 22 | 13 | 1 | 1 | 1 | 1 | 2 | 41 | 20 | 16 | 1 | 0 | 1 | 0 | 7 | 45 | | |
| 07:30 | 19 | 15 | 4 | 1 | 1 | 1 | 4 | 45 | 23 | 13 | 0 | 0 | 1 | 0 | 7 | 44 | | |
| 07:45 | 20 | 18 | 2 | 0 | 1 | 0 | 10 | 51 | 22 | 20 | 1 | 0 | 1 | 0 | 15 | 59 | | |
| 08:00 | 24 | 14 | 0 | 0 | 0 | 0 | 8 | 46 | 44 | 20 | 0 | 0 | 1 | 0 | 20 | 85 | | |
| 08:15 | 49 | 13 | 0 | 0 | 2 | 0 | 2 | 66 | 48 | 24 | 3 | 0 | 1 | 1 | 17 | 94 | | |
| 08:30 | 49 | 10 | 1 | 0 | 1 | 0 | 24 | 85 | 41 | 17 | 0 | 2 | 1 | 0 | 25 | 86 | | |
| 08:45 | 24 | 8 | 2 | 1 | 1 | 0 | 9 | 45 | 42 | 12 | 0 | 0 | 1 | 0 | 12 | 67 | | |
| 09:00 | 22 | 15 | 1 | 1 | 1 | 0 | 10 | 50 | 46 | 12 | 1 | 0 | 0 | 0 | 17 | 76 | | |
| 09:15 | 38 | 13 | 2 | 0 | 2 | 0 | 4 | 59 | 46 | 15 | 0 | 0 | 2 | 1 | 6 | 70 | | |
| 09:30 | 42 | 9 | 0 | 0 | 1 | 0 | 23 | 75 | 40 | 14 | 0 | 1 | 0 | 0 | 9 | 64 | | |
| 09:45 | 38 | 16 | 2 | 0 | 0 | 1 | 3 | 60 | 41 | 12 | 0 | 0 | 1 | 0 | 18 | 72 | | |
| 16:00 | 39 | 17 | 1 | 0 | 1 | 1 | 12 | 71 | 37 | 9 | 0 | 0 | 1 | 3 | 7 | 57 | | |
| 16:15 | 36 | 9 | 2 | 0 | 1 | 1 | 12 | 61 | 56 | 9 | 1 | 0 | 0 | 1 | 9 | 76 | | |
| 16:30 | 45 | 13 | 0 | 0 | 1 | 0 | 9 | 68 | 40 | 8 | 1 | 0 | 2 | 0 | 7 | 58 | | |
| 16:45 | 34 | 10 | 0 | 0 | 1 | 0 | 6 | 51 | 35 | 6 | 1 | 0 | 1 | 0 | 3 | 46 | | |
| 17:00 | 37 | 6 | 0 | 0 | 2 | 0 | 13 | 58 | 45 | 10 | 0 | 0 | 1 | 0 | 7 | 63 | | |
| 17:15 | 33 | 6 | 0 | 0 | 0 | 0 | 6 | 45 | 40 | 9 | 0 | 0 | 0 | 0 | 8 | 57 | | |
| 17:30 | 30 | 7 | 1 | 0 | 1 | 0 | 13 | 52 | 38 | 4 | 0 | 0 | 2 | 0 | 9 | 53 | | |
| 17:45 | 36 | 8 | 0 | 0 | 1 | 0 | 8 | 53 | 50 | 4 | 1 | 0 | 1 | 1 | 9 | 66 | | |
| 18:00 | 31 | 3 | 0 | 0 | 1 | 0 | 16 | 51 | 42 | 6 | 0 | 0 | 1 | 1 | 14 | 64 | | |
| 18:15 | 31 | 8 | 0 | 0 | 1 | 0 | 9 | 49 | 38 | 8 | 0 | 0 | 1 | 0 | 6 | 53 | | |
| 18:30 | 29 | 5 | 1 | 0 | 2 | 0 | 9 | 46 | 29 | 4 | 0 | 0 | 1 | 1 | 13 | 48 | | |
| 18:45 | 28 | 3 | 0 | 0 | 1 | 1 | 10 | 43 | 29 | 6 | 0 | 0 | 0 | 0 | 6 | 41 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 82 | 56 | 7 | 2 | 4 | 2 | 19 | 172 | 85 | 54 | 2 | 1 | 4 | 0 | 32 | 178 | | |
| 07:15 | 85 | 60 | 7 | 2 | 3 | 2 | 24 | 183 | 109 | 69 | 2 | 0 | 4 | 0 | 49 | 233 | | |
| 07:30 | 112 | 60 | 6 | 1 | 4 | 1 | 24 | 208 | 137 | 77 | 4 | 0 | 4 | 1 | 59 | 282 | | |
| 07:45 | 142 | 55 | 3 | 0 | 4 | 0 | 44 | 248 | 155 | 81 | 4 | 2 | 4 | 1 | 77 | 324 | | |
| 08:00 | 146 | 45 | 3 | 1 | 4 | 0 | 43 | 242 | 175 | 73 | 3 | 2 | 4 | 1 | 74 | 332 | | |
| 08:15 | 144 | 46 | 4 | 2 | 5 | 0 | 45 | 246 | 177 | 65 | 4 | 2 | 3 | 1 | 71 | 323 | | |
| 08:30 | 133 | 46 | 6 | 2 | 5 | 0 | 47 | 239 | 175 | 56 | 1 | 2 | 4 | 1 | 60 | 299 | | |
| 08:45 | 126 | 45 | 5 | 2 | 5 | 0 | 46 | 229 | 174 | 53 | 1 | 1 | 3 | 1 | 44 | 277 | | |
| 09:00 | 140 | 53 | 5 | 1 | 4 | 1 | 40 | 244 | 173 | 53 | 1 | 1 | 3 | 1 | 50 | 282 | | |
| 16:00 | 154 | 49 | 3 | 0 | 4 | 2 | 39 | 251 | 168 | 32 | 3 | 0 | 4 | 4 | 26 | 237 | | |
| 16:15 | 152 | 38 | 2 | 0 | 5 | 1 | 40 | 238 | 176 | 33 | 3 | 0 | 4 | 1 | 26 | 243 | | |
| 16:30 | 149 | 35 | 0 | 0 | 4 | 0 | 34 | 222 | 160 | 33 | 2 | 0 | 4 | 0 | 25 | 224 | | |
| 16:45 | 134 | 29 | 1 | 0 | 4 | 0 | 38 | 206 | 158 | 29 | 1 | 0 | 4 | 0 | 27 | 219 | | |
| 17:00 | 136 | 27 | 1 | 0 | 4 | 0 | 40 | 208 | 173 | 27 | 1 | 0 | 4 | 1 | 33 | 239 | | |
| 17:15 | 130 | 24 | 1 | 0 | 3 | 0 | 43 | 201 | 170 | 23 | 1 | 0 | 4 | 2 | 40 | 240 | | |
| 17:30 | 128 | 26 | 1 | 0 | 4 | 0 | 46 | 205 | 168 | 22 | 1 | 0 | 5 | 2 | 38 | 236 | | |
| 17:45 | 127 | 24 | 1 | 0 | 5 | 0 | 42 | 199 | 159 | 22 | 1 | 0 | 4 | 3 | 42 | 231 | | |
| 18:00 | 119 | 19 | 1 | 0 | 5 | 1 | 44 | 189 | 138 | 24 | 0 | 0 | 3 | 2 | 39 | 206 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Scotland Road / Green End Road
 Junction Number: Site 19 Junction Type: T-Junction

| Time | Arm C Approach | | | | | | | | Arm C Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 10 | 4 | 0 | 0 | 0 | 0 | 1 | 15 | 10 | 2 | 0 | 0 | 0 | 1 | 1 | 14 | | |
| 07:15 | 10 | 7 | 1 | 0 | 0 | 0 | 1 | 19 | 7 | 5 | 0 | 0 | 0 | 0 | 1 | 13 | | |
| 07:30 | 15 | 7 | 0 | 0 | 0 | 0 | 2 | 24 | 18 | 8 | 0 | 0 | 0 | 0 | 5 | 31 | | |
| 07:45 | 14 | 6 | 0 | 0 | 0 | 0 | 3 | 23 | 20 | 7 | 1 | 0 | 0 | 0 | 2 | 30 | | |
| 08:00 | 13 | 7 | 0 | 0 | 0 | 0 | 10 | 30 | 29 | 9 | 0 | 0 | 0 | 0 | 4 | 42 | | |
| 08:15 | 14 | 6 | 0 | 0 | 0 | 0 | 4 | 24 | 13 | 2 | 0 | 0 | 0 | 0 | 3 | 18 | | |
| 08:30 | 36 | 4 | 0 | 0 | 0 | 0 | 18 | 58 | 23 | 9 | 0 | 0 | 0 | 0 | 13 | 45 | | |
| 08:45 | 23 | 4 | 0 | 0 | 0 | 0 | 7 | 34 | 11 | 3 | 0 | 0 | 0 | 0 | 9 | 23 | | |
| 09:00 | 14 | 6 | 0 | 0 | 0 | 0 | 12 | 32 | 29 | 8 | 0 | 0 | 0 | 0 | 2 | 39 | | |
| 09:15 | 25 | 9 | 0 | 0 | 0 | 1 | 6 | 41 | 24 | 2 | 1 | 0 | 0 | 0 | 15 | 42 | | |
| 09:30 | 33 | 4 | 0 | 0 | 0 | 0 | 11 | 48 | 28 | 8 | 0 | 0 | 0 | 1 | 12 | 49 | | |
| 09:45 | 25 | 4 | 0 | 0 | 0 | 0 | 0 | 29 | 33 | 10 | 0 | 0 | 0 | 0 | 13 | 56 | | |
| 16:00 | 24 | 6 | 0 | 0 | 0 | 1 | 6 | 37 | 30 | 8 | 0 | 0 | 0 | 1 | 4 | 43 | | |
| 16:15 | 18 | 6 | 0 | 0 | 0 | 0 | 6 | 30 | 20 | 7 | 0 | 0 | 0 | 1 | 3 | 31 | | |
| 16:30 | 22 | 5 | 0 | 0 | 0 | 0 | 1 | 28 | 20 | 3 | 0 | 0 | 0 | 0 | 6 | 29 | | |
| 16:45 | 22 | 4 | 1 | 0 | 0 | 0 | 3 | 30 | 28 | 3 | 0 | 0 | 0 | 0 | 3 | 34 | | |
| 17:00 | 27 | 1 | 0 | 0 | 0 | 1 | 4 | 33 | 11 | 2 | 0 | 0 | 0 | 0 | 3 | 16 | | |
| 17:15 | 25 | 3 | 0 | 0 | 0 | 0 | 3 | 31 | 31 | 7 | 0 | 0 | 0 | 1 | 1 | 40 | | |
| 17:30 | 27 | 2 | 0 | 0 | 0 | 0 | 4 | 33 | 25 | 3 | 1 | 0 | 0 | 2 | 5 | 36 | | |
| 17:45 | 21 | 4 | 1 | 0 | 0 | 1 | 0 | 27 | 33 | 5 | 0 | 0 | 0 | 1 | 1 | 40 | | |
| 18:00 | 12 | 1 | 0 | 0 | 0 | 1 | 2 | 16 | 21 | 3 | 0 | 0 | 0 | 0 | 3 | 27 | | |
| 18:15 | 10 | 1 | 0 | 0 | 0 | 0 | 2 | 13 | 11 | 3 | 0 | 0 | 0 | 0 | 3 | 17 | | |
| 18:30 | 15 | 1 | 0 | 0 | 0 | 0 | 6 | 22 | 17 | 2 | 1 | 0 | 0 | 0 | 3 | 23 | | |
| 18:45 | 15 | 0 | 0 | 0 | 0 | 1 | 3 | 19 | 10 | 1 | 0 | 0 | 0 | 0 | 4 | 15 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 49 | 24 | 1 | 0 | 0 | 0 | 7 | 81 | 55 | 22 | 1 | 0 | 0 | 1 | 9 | 88 | | |
| 07:15 | 52 | 27 | 1 | 0 | 0 | 0 | 16 | 96 | 74 | 29 | 1 | 0 | 0 | 0 | 12 | 116 | | |
| 07:30 | 56 | 26 | 0 | 0 | 0 | 0 | 19 | 101 | 80 | 26 | 1 | 0 | 0 | 0 | 14 | 121 | | |
| 07:45 | 77 | 23 | 0 | 0 | 0 | 0 | 35 | 135 | 85 | 27 | 1 | 0 | 0 | 0 | 22 | 135 | | |
| 08:00 | 86 | 21 | 0 | 0 | 0 | 0 | 39 | 146 | 76 | 23 | 0 | 0 | 0 | 0 | 29 | 128 | | |
| 08:15 | 87 | 20 | 0 | 0 | 0 | 0 | 41 | 148 | 76 | 22 | 0 | 0 | 0 | 0 | 27 | 125 | | |
| 08:30 | 98 | 23 | 0 | 0 | 0 | 1 | 43 | 165 | 87 | 22 | 1 | 0 | 0 | 0 | 39 | 149 | | |
| 08:45 | 95 | 23 | 0 | 0 | 0 | 1 | 36 | 155 | 92 | 21 | 1 | 0 | 0 | 1 | 38 | 153 | | |
| 09:00 | 97 | 23 | 0 | 0 | 0 | 1 | 29 | 150 | 114 | 28 | 1 | 0 | 0 | 1 | 42 | 186 | | |
| 16:00 | 86 | 21 | 1 | 0 | 0 | 1 | 16 | 125 | 98 | 21 | 0 | 0 | 0 | 2 | 16 | 137 | | |
| 16:15 | 89 | 16 | 1 | 0 | 0 | 1 | 14 | 121 | 79 | 15 | 0 | 0 | 0 | 1 | 15 | 110 | | |
| 16:30 | 96 | 13 | 1 | 0 | 0 | 1 | 11 | 122 | 90 | 15 | 0 | 0 | 0 | 1 | 13 | 119 | | |
| 16:45 | 101 | 10 | 1 | 0 | 0 | 1 | 14 | 127 | 95 | 15 | 1 | 0 | 0 | 3 | 12 | 126 | | |
| 17:00 | 100 | 10 | 1 | 0 | 0 | 2 | 11 | 124 | 100 | 17 | 1 | 0 | 0 | 4 | 10 | 132 | | |
| 17:15 | 85 | 10 | 1 | 0 | 0 | 2 | 9 | 107 | 110 | 18 | 1 | 0 | 0 | 4 | 10 | 143 | | |
| 17:30 | 70 | 8 | 1 | 0 | 0 | 2 | 8 | 89 | 90 | 14 | 1 | 0 | 0 | 3 | 12 | 120 | | |
| 17:45 | 58 | 7 | 1 | 0 | 0 | 2 | 10 | 78 | 82 | 13 | 1 | 0 | 0 | 1 | 10 | 107 | | |
| 18:00 | 52 | 3 | 0 | 0 | 0 | 2 | 13 | 70 | 59 | 9 | 1 | 0 | 0 | 0 | 13 | 82 | | |

Intelligent Data Collection Limited



Client: Mott McDonald **Date of Survey:** 07.12.2021
Project Number: ID06180 **Junction Name:** Scotland Road / Green End Road
Junction Number: Site 19 **Junction Type:** T-Junction

| Total Junction Flow | | | | | | | | |
|---------------------|--------------|-----|------|------|-------|-----|-------|-------|
| Time | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 55 | 20 | 0 | 1 | 2 | 1 | 8 | 87 |
| 07:15 | 57 | 39 | 2 | 1 | 2 | 1 | 10 | 112 |
| 07:30 | 71 | 42 | 4 | 1 | 2 | 1 | 16 | 137 |
| 07:45 | 74 | 50 | 3 | 0 | 2 | 0 | 30 | 159 |
| 08:00 | 104 | 47 | 0 | 0 | 1 | 0 | 40 | 192 |
| 08:15 | 120 | 45 | 3 | 0 | 3 | 1 | 25 | 197 |
| 08:30 | 146 | 37 | 1 | 2 | 2 | 0 | 75 | 263 |
| 08:45 | 96 | 26 | 2 | 1 | 2 | 0 | 36 | 163 |
| 09:00 | 106 | 40 | 2 | 1 | 1 | 0 | 40 | 190 |
| 09:15 | 128 | 39 | 3 | 0 | 4 | 2 | 29 | 205 |
| 09:30 | 141 | 33 | 0 | 1 | 1 | 1 | 51 | 228 |
| 09:45 | 130 | 41 | 2 | 0 | 1 | 1 | 34 | 209 |
| 16:00 | 123 | 37 | 1 | 0 | 2 | 6 | 27 | 196 |
| 16:15 | 123 | 29 | 3 | 0 | 1 | 2 | 27 | 185 |
| 16:30 | 121 | 29 | 1 | 0 | 3 | 0 | 22 | 176 |
| 16:45 | 114 | 23 | 1 | 0 | 2 | 0 | 14 | 154 |
| 17:00 | 117 | 17 | 0 | 0 | 3 | 1 | 24 | 162 |
| 17:15 | 119 | 22 | 0 | 0 | 0 | 1 | 16 | 158 |
| 17:30 | 115 | 15 | 1 | 0 | 3 | 2 | 28 | 164 |
| 17:45 | 130 | 18 | 2 | 0 | 2 | 3 | 18 | 173 |
| 18:00 | 102 | 11 | 0 | 0 | 2 | 1 | 32 | 148 |
| 18:15 | 88 | 18 | 0 | 0 | 2 | 0 | 19 | 127 |
| 18:30 | 86 | 11 | 1 | 0 | 3 | 1 | 27 | 129 |
| 18:45 | 78 | 10 | 0 | 0 | 1 | 2 | 21 | 112 |
| Start Time | Rolling Hour | | | | | | | Total |
| 07:00 | 257 | 151 | 9 | 3 | 8 | 3 | 64 | 495 |
| 07:15 | 306 | 178 | 9 | 2 | 7 | 2 | 96 | 600 |
| 07:30 | 369 | 184 | 10 | 1 | 8 | 2 | 111 | 685 |
| 07:45 | 444 | 179 | 7 | 2 | 8 | 1 | 170 | 811 |
| 08:00 | 466 | 155 | 6 | 3 | 8 | 1 | 176 | 815 |
| 08:15 | 468 | 148 | 8 | 4 | 8 | 1 | 176 | 813 |
| 08:30 | 476 | 142 | 8 | 4 | 9 | 2 | 180 | 821 |
| 08:45 | 471 | 138 | 7 | 3 | 8 | 3 | 156 | 786 |
| 09:00 | 505 | 153 | 7 | 2 | 7 | 4 | 154 | 832 |
| 16:00 | 481 | 118 | 6 | 0 | 8 | 8 | 90 | 711 |
| 16:15 | 475 | 98 | 5 | 0 | 9 | 3 | 87 | 677 |
| 16:30 | 471 | 91 | 2 | 0 | 8 | 2 | 76 | 650 |
| 16:45 | 465 | 77 | 2 | 0 | 8 | 4 | 82 | 638 |
| 17:00 | 481 | 72 | 3 | 0 | 8 | 7 | 86 | 657 |
| 17:15 | 466 | 66 | 3 | 0 | 7 | 7 | 94 | 643 |
| 17:30 | 435 | 62 | 3 | 0 | 9 | 6 | 97 | 612 |
| 17:45 | 406 | 58 | 3 | 0 | 9 | 5 | 96 | 577 |
| 18:00 | 354 | 50 | 1 | 0 | 8 | 4 | 99 | 516 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 19
 Date of Survey: 07.12.2021
 Junction Name: Scotland Road / Green End Road
 Junction Type: T-Junction

Arm A: Green End Road (NE)
 Arm B: Green End Road (SE)
 Arm C: Scotland Road (SW)

| Time | A1 to A | | | | | | | | A1 to C | | | | | | | | A1 to B | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 1 | 1 | 11 | 17 | 4 | 0 | 1 | 1 | 0 | 3 | 26 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 1 | 11 | 19 | 15 | 0 | 0 | 1 | 0 | 6 | 41 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 8 | 0 | 0 | 0 | 0 | 4 | 30 | 19 | 12 | 0 | 0 | 1 | 0 | 6 | 38 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 7 | 0 | 0 | 0 | 0 | 2 | 28 | 21 | 19 | 1 | 0 | 1 | 0 | 15 | 57 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 8 | 0 | 0 | 0 | 0 | 3 | 37 | 41 | 18 | 0 | 0 | 1 | 0 | 19 | 79 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 3 | 14 | 48 | 24 | 3 | 0 | 1 | 1 | 16 | 93 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 7 | 0 | 0 | 0 | 0 | 12 | 40 | 40 | 16 | 0 | 2 | 1 | 0 | 21 | 80 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 9 | 22 | 38 | 12 | 0 | 0 | 1 | 0 | 11 | 62 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 8 | 0 | 0 | 0 | 0 | 1 | 37 | 42 | 11 | 1 | 0 | 0 | 0 | 17 | 71 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 2 | 1 | 0 | 0 | 0 | 15 | 40 | 43 | 15 | 0 | 0 | 2 | 1 | 4 | 65 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 8 | 0 | 0 | 0 | 1 | 12 | 48 | 39 | 12 | 0 | 1 | 0 | 0 | 5 | 57 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 9 | 0 | 0 | 0 | 0 | 13 | 53 | 36 | 12 | 0 | 0 | 1 | 0 | 18 | 67 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 6 | 0 | 0 | 0 | 1 | 2 | 39 | 30 | 8 | 0 | 0 | 1 | 3 | 7 | 49 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 5 | 0 | 0 | 0 | 0 | 2 | 25 | 51 | 9 | 1 | 0 | 0 | 1 | 7 | 69 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 3 | 0 | 0 | 0 | 0 | 5 | 25 | 37 | 8 | 1 | 0 | 2 | 0 | 7 | 55 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 3 | 0 | 0 | 0 | 0 | 2 | 28 | 35 | 6 | 0 | 0 | 1 | 0 | 3 | 45 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 1 | 13 | 42 | 9 | 0 | 0 | 1 | 0 | 6 | 58 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 6 | 0 | 0 | 0 | 1 | 0 | 33 | 35 | 7 | 0 | 0 | 0 | 0 | 7 | 49 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 2 | 0 | 0 | 0 | 2 | 2 | 28 | 36 | 4 | 0 | 0 | 2 | 0 | 9 | 51 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 3 | 0 | 0 | 0 | 1 | 1 | 32 | 46 | 3 | 1 | 0 | 1 | 1 | 9 | 61 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 1 | 0 | 0 | 0 | 0 | 1 | 21 | 40 | 6 | 0 | 0 | 1 | 0 | 13 | 60 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 2 | 15 | 36 | 7 | 0 | 0 | 1 | 0 | 6 | 50 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 1 | 18 | 26 | 4 | 0 | 0 | 1 | 1 | 11 | 43 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 2 | 10 | 28 | 6 | 0 | 0 | 0 | 0 | 6 | 40 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 21 | 0 | 0 | 0 | 1 | 8 | 80 | 76 | 50 | 1 | 1 | 4 | 0 | 30 | 162 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 27 | 0 | 0 | 0 | 0 | 10 | 106 | 100 | 64 | 1 | 0 | 4 | 0 | 46 | 215 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 25 | 0 | 0 | 0 | 0 | 12 | 109 | 129 | 73 | 4 | 0 | 4 | 1 | 56 | 267 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 24 | 0 | 0 | 0 | 0 | 20 | 119 | 150 | 77 | 4 | 2 | 4 | 1 | 71 | 309 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 19 | 0 | 0 | 0 | 0 | 27 | 113 | 167 | 70 | 3 | 2 | 4 | 1 | 67 | 314 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 19 | 0 | 0 | 0 | 0 | 25 | 113 | 168 | 63 | 4 | 2 | 3 | 1 | 65 | 306 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 19 | 1 | 0 | 0 | 0 | 37 | 139 | 163 | 54 | 1 | 2 | 4 | 1 | 53 | 278 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 20 | 1 | 0 | 0 | 1 | 37 | 147 | 162 | 50 | 1 | 1 | 3 | 1 | 37 | 255 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 27 | 1 | 0 | 0 | 1 | 41 | 178 | 160 | 50 | 1 | 1 | 3 | 1 | 44 | 260 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 17 | 0 | 0 | 0 | 1 | 11 | 117 | 153 | 31 | 2 | 0 | 4 | 4 | 24 | 218 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 12 | 0 | 0 | 0 | 0 | 10 | 91 | 165 | 32 | 2 | 0 | 4 | 1 | 23 | 227 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 13 | 0 | 0 | 0 | 1 | 8 | 99 | 149 | 30 | 1 | 0 | 4 | 0 | 23 | 207 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 12 | 0 | 0 | 0 | 3 | 5 | 102 | 148 | 26 | 0 | 0 | 4 | 0 | 25 | 203 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 12 | 0 | 0 | 0 | 4 | 4 | 106 | 159 | 23 | 1 | 0 | 4 | 1 | 31 | 219 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 12 | 0 | 0 | 0 | 4 | 4 | 114 | 157 | 20 | 1 | 0 | 4 | 1 | 38 | 221 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 8 | 0 | 0 | 0 | 3 | 6 | 96 | 158 | 20 | 1 | 0 | 5 | 1 | 37 | 222 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 7 | 0 | 0 | 0 | 1 | 5 | 86 | 148 | 20 | 1 | 0 | 4 | 2 | 39 | 214 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 5 | 0 | 0 | 0 | 0 | 6 | 64 | 130 | 23 | 0 | 0 | 3 | 1 | 36 | 193 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 19
 Date of Survey: 07.12.2021
 Junction Name: Scotland Road / Green End Road
 Junction Type: T-Junction

Arm A: Green End Road (NE)
 Arm B: Green End Road (SE)
 Arm C: Scotland Road (SW)

| Time | B1 to B | | | | | | | | B1 to A | | | | | | | | B1 to C | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 10 | 0 | 0 | 1 | 0 | 3 | 32 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 12 | 1 | 1 | 1 | 1 | 2 | 39 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 15 | 4 | 1 | 1 | 1 | 3 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 18 | 1 | 0 | 1 | 0 | 10 | 49 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 13 | 0 | 0 | 0 | 0 | 7 | 41 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 5 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 13 | 0 | 0 | 2 | 0 | 2 | 62 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 8 | 1 | 0 | 1 | 0 | 23 | 80 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 5 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 7 | 2 | 1 | 1 | 0 | 9 | 44 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 15 | 1 | 1 | 1 | 0 | 9 | 48 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 13 | 2 | 0 | 2 | 0 | 4 | 57 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 9 | 0 | 0 | 1 | 0 | 23 | 74 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 15 | 2 | 0 | 0 | 1 | 3 | 57 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 15 | 1 | 0 | 1 | 1 | 10 | 67 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 4 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 7 | 2 | 0 | 1 | 0 | 11 | 55 | 2 | 2 | 0 | 0 | 0 | 1 | 1 | 6 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 13 | 0 | 0 | 1 | 0 | 8 | 64 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 10 | 0 | 0 | 1 | 0 | 5 | 45 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 6 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 5 | 0 | 0 | 2 | 0 | 11 | 55 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 3 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 5 | 0 | 0 | 0 | 0 | 5 | 38 | 5 | 1 | 0 | 0 | 0 | 0 | 1 | 7 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 6 | 0 | 0 | 1 | 0 | 10 | 44 | 3 | 1 | 1 | 0 | 0 | 0 | 3 | 8 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 6 | 0 | 0 | 1 | 0 | 8 | 45 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 1 | 0 | 0 | 1 | 0 | 14 | 45 | 2 | 2 | 0 | 0 | 0 | 0 | 2 | 6 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 7 | 0 | 0 | 1 | 0 | 8 | 47 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 4 | 0 | 0 | 2 | 0 | 7 | 41 | 1 | 1 | 1 | 0 | 0 | 0 | 2 | 5 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 3 | 0 | 0 | 1 | 1 | 8 | 38 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 5 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 55 | 6 | 2 | 4 | 2 | 18 | 164 | 5 | 1 | 1 | 0 | 0 | 0 | 1 | 8 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 58 | 6 | 2 | 3 | 2 | 22 | 173 | 5 | 2 | 1 | 0 | 0 | 0 | 2 | 10 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 59 | 5 | 1 | 4 | 1 | 22 | 196 | 8 | 1 | 1 | 0 | 0 | 0 | 2 | 12 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 52 | 2 | 0 | 4 | 0 | 42 | 232 | 10 | 3 | 1 | 0 | 0 | 0 | 2 | 16 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 41 | 3 | 1 | 4 | 0 | 41 | 227 | 9 | 4 | 0 | 0 | 0 | 0 | 2 | 15 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 43 | 4 | 2 | 5 | 0 | 43 | 234 | 7 | 3 | 0 | 0 | 0 | 0 | 2 | 12 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 | 43 | 6 | 2 | 5 | 0 | 45 | 229 | 5 | 3 | 0 | 0 | 0 | 0 | 2 | 10 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 44 | 5 | 2 | 5 | 0 | 45 | 223 | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 6 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 52 | 5 | 1 | 4 | 1 | 39 | 236 | 6 | 1 | 0 | 0 | 0 | 0 | 1 | 8 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 45 | 3 | 0 | 4 | 1 | 34 | 231 | 10 | 4 | 0 | 0 | 0 | 1 | 5 | 20 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 | 35 | 2 | 0 | 5 | 0 | 35 | 219 | 10 | 3 | 0 | 0 | 0 | 1 | 5 | 19 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 33 | 0 | 0 | 4 | 0 | 29 | 202 | 13 | 2 | 0 | 0 | 0 | 0 | 5 | 20 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 26 | 0 | 0 | 4 | 0 | 31 | 182 | 13 | 3 | 1 | 0 | 0 | 0 | 7 | 24 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 22 | 0 | 0 | 4 | 0 | 34 | 182 | 14 | 5 | 1 | 0 | 0 | 0 | 6 | 26 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 18 | 0 | 0 | 3 | 0 | 37 | 172 | 16 | 6 | 1 | 0 | 0 | 0 | 6 | 29 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 20 | 0 | 0 | 4 | 0 | 40 | 181 | 11 | 6 | 1 | 0 | 0 | 0 | 6 | 24 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 18 | 0 | 0 | 5 | 0 | 37 | 178 | 9 | 6 | 1 | 0 | 0 | 0 | 5 | 21 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 15 | 0 | 0 | 5 | 1 | 37 | 171 | 6 | 4 | 1 | 0 | 0 | 0 | 7 | 18 |

Intelligent Data Collection Limited



Client: Mott McDonald
Project Number: ID06180
Junction Number: Site 19
Date of Survey: 07.12.2021
Junction Name: Scotland Road / Green End Road
Junction Type: T-Junction

Arm A: Green End Road (NE)
Arm B: Green End Road (SE)
Arm C: Scotland Road (SW)

| Time | C1 to C | | | | | | | | C1 to B | | | | | | | | C1 to A | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 7 | 3 | 0 | 0 | 0 | 0 | 1 | 11 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 4 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 15 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 6 | 11 | 6 | 0 | 0 | 0 | 0 | 1 | 18 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 5 | 0 | 0 | 0 | 0 | 3 | 21 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 1 | 6 | 10 | 5 | 0 | 0 | 0 | 0 | 9 | 24 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 14 | 6 | 0 | 0 | 0 | 0 | 3 | 23 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 4 | 6 | 35 | 3 | 0 | 0 | 0 | 0 | 14 | 52 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 19 | 4 | 0 | 0 | 0 | 0 | 6 | 29 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 10 | 5 | 0 | 0 | 0 | 0 | 12 | 27 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 22 | 9 | 0 | 0 | 0 | 1 | 4 | 36 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 4 | 7 | 32 | 2 | 0 | 0 | 0 | 0 | 7 | 41 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 20 | 4 | 0 | 0 | 0 | 0 | 0 | 24 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 17 | 5 | 0 | 0 | 0 | 1 | 6 | 29 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 13 | 6 | 0 | 0 | 0 | 0 | 4 | 23 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 19 | 5 | 0 | 0 | 0 | 0 | 1 | 25 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 22 | 4 | 0 | 0 | 0 | 0 | 3 | 29 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 5 | 24 | 0 | 0 | 0 | 0 | 1 | 3 | 28 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 1 | 8 | 20 | 1 | 0 | 0 | 0 | 0 | 2 | 23 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 25 | 2 | 0 | 0 | 0 | 0 | 4 | 31 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 17 | 3 | 1 | 0 | 0 | 1 | 0 | 22 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 10 | 1 | 0 | 0 | 0 | 0 | 1 | 12 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 10 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 12 | 1 | 0 | 0 | 0 | 0 | 4 | 17 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 0 | 0 | 0 | 0 | 1 | 3 | 18 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 4 | 1 | 0 | 0 | 0 | 2 | 16 | 40 | 20 | 0 | 0 | 0 | 0 | 5 | 65 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 5 | 1 | 0 | 0 | 0 | 3 | 18 | 43 | 22 | 0 | 0 | 0 | 0 | 13 | 78 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 3 | 15 | 48 | 22 | 0 | 0 | 0 | 0 | 16 | 86 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 6 | 15 | 72 | 19 | 0 | 0 | 0 | 0 | 29 | 120 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 7 | 18 | 78 | 18 | 0 | 0 | 0 | 0 | 32 | 128 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 6 | 17 | 78 | 18 | 0 | 0 | 0 | 0 | 35 | 131 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 7 | 21 | 86 | 21 | 0 | 0 | 0 | 1 | 36 | 144 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 7 | 22 | 83 | 20 | 0 | 0 | 0 | 1 | 29 | 133 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 6 | 22 | 84 | 20 | 0 | 0 | 0 | 1 | 23 | 128 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 1 | 0 | 0 | 0 | 2 | 19 | 71 | 20 | 0 | 0 | 0 | 1 | 14 | 106 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 1 | 0 | 0 | 0 | 3 | 16 | 78 | 15 | 0 | 0 | 0 | 1 | 11 | 105 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 3 | 1 | 0 | 0 | 0 | 2 | 17 | 85 | 10 | 0 | 0 | 0 | 1 | 9 | 105 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 3 | 1 | 0 | 0 | 0 | 2 | 16 | 91 | 7 | 0 | 0 | 0 | 1 | 12 | 111 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 4 | 0 | 0 | 0 | 0 | 2 | 20 | 86 | 6 | 1 | 0 | 0 | 2 | 9 | 104 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 3 | 0 | 0 | 0 | 1 | 2 | 19 | 72 | 7 | 1 | 0 | 0 | 1 | 7 | 88 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 2 | 0 | 0 | 0 | 1 | 1 | 14 | 60 | 6 | 1 | 0 | 0 | 1 | 7 | 75 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 0 | 0 | 0 | 1 | 3 | 17 | 47 | 5 | 1 | 0 | 0 | 1 | 7 | 61 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 1 | 3 | 13 | 44 | 2 | 0 | 0 | 0 | 1 | 10 | 57 |

Intelligent Data Collection Limited



Client: Mott McDonald
Project Number: ID06180
Junction Number: Site 19

Date of Survey: 07.12.2021
Junction Name: Scotland Road / Green End Road
Junction Type: T-Junction

Arm A: Green End Road (NE)
Arm B: Green End Road (SE)
Arm C: Scotland Road (SW)

| PCU Summary | | | | | | | | | |
|-------------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|
| Time | A1 to A | A1 to C | A1 to B | B1 to B | B1 to A | B1 to C | C1 to C | C1 to B | C1 to A |
| 07:00 | 0 | 10 | 26 | 0 | 31 | 3 | 0 | 4 | 10 |
| 07:15 | 0 | 10 | 37 | 0 | 40 | 2 | 0 | 4 | 15 |
| 07:30 | 0 | 27 | 34 | 0 | 45 | 0 | 0 | 5 | 17 |
| 07:45 | 0 | 26 | 47 | 0 | 43 | 3 | 0 | 2 | 19 |
| 08:00 | 0 | 35 | 65 | 0 | 35 | 4 | 0 | 5 | 17 |
| 08:15 | 0 | 12 | 82 | 0 | 62 | 4 | 0 | 0 | 21 |
| 08:30 | 0 | 30 | 67 | 0 | 63 | 4 | 0 | 3 | 41 |
| 08:45 | 0 | 15 | 54 | 0 | 40 | 1 | 0 | 4 | 24 |
| 09:00 | 0 | 36 | 58 | 0 | 44 | 1 | 0 | 5 | 17 |
| 09:15 | 0 | 29 | 63 | 0 | 57 | 2 | 0 | 3 | 32 |
| 09:30 | 0 | 38 | 54 | 0 | 57 | 1 | 0 | 4 | 35 |
| 09:45 | 0 | 43 | 54 | 0 | 55 | 3 | 0 | 5 | 24 |
| 16:00 | 0 | 37 | 43 | 0 | 60 | 2 | 0 | 8 | 24 |
| 16:15 | 0 | 23 | 63 | 0 | 48 | 5 | 0 | 5 | 20 |
| 16:30 | 0 | 21 | 52 | 0 | 59 | 3 | 0 | 3 | 24 |
| 16:45 | 0 | 26 | 44 | 0 | 42 | 5 | 0 | 2 | 27 |
| 17:00 | 0 | 12 | 54 | 0 | 48 | 1 | 0 | 4 | 25 |
| 17:15 | 0 | 32 | 43 | 0 | 34 | 6 | 0 | 7 | 21 |
| 17:30 | 0 | 25 | 46 | 0 | 37 | 6 | 0 | 2 | 28 |
| 17:45 | 0 | 31 | 55 | 0 | 40 | 8 | 0 | 5 | 22 |
| 18:00 | 0 | 20 | 51 | 0 | 35 | 4 | 0 | 3 | 11 |
| 18:15 | 0 | 13 | 46 | 0 | 42 | 1 | 0 | 3 | 8 |
| 18:30 | 0 | 17 | 35 | 0 | 37 | 4 | 0 | 3 | 14 |
| 18:45 | 0 | 8 | 35 | 0 | 32 | 3 | 0 | 1 | 15 |
| Start Time | Rolling Hour | | | | | | | | |
| 07:00 | 0 | 73 | 144 | 0 | 158 | 8 | 0 | 15 | 61 |
| 07:15 | 0 | 98 | 183 | 0 | 163 | 9 | 0 | 16 | 68 |
| 07:30 | 0 | 99 | 228 | 0 | 186 | 11 | 0 | 13 | 73 |
| 07:45 | 0 | 103 | 260 | 0 | 203 | 15 | 0 | 10 | 97 |
| 08:00 | 0 | 91 | 268 | 0 | 201 | 13 | 0 | 12 | 102 |
| 08:15 | 0 | 93 | 261 | 0 | 209 | 10 | 0 | 12 | 103 |
| 08:30 | 0 | 110 | 242 | 0 | 204 | 8 | 0 | 15 | 115 |
| 08:45 | 0 | 117 | 230 | 0 | 197 | 5 | 0 | 16 | 109 |
| 09:00 | 0 | 145 | 229 | 0 | 212 | 7 | 0 | 17 | 109 |
| 16:00 | 0 | 108 | 201 | 0 | 209 | 15 | 0 | 18 | 94 |
| 16:15 | 0 | 83 | 213 | 0 | 197 | 14 | 0 | 14 | 96 |
| 16:30 | 0 | 92 | 193 | 0 | 183 | 16 | 0 | 16 | 97 |
| 16:45 | 0 | 96 | 187 | 0 | 161 | 19 | 0 | 15 | 101 |
| 17:00 | 0 | 100 | 198 | 0 | 159 | 22 | 0 | 18 | 96 |
| 17:15 | 0 | 108 | 195 | 0 | 145 | 25 | 0 | 17 | 82 |
| 17:30 | 0 | 89 | 197 | 0 | 153 | 20 | 0 | 13 | 69 |
| 17:45 | 0 | 81 | 186 | 0 | 153 | 18 | 0 | 14 | 55 |
| 18:00 | 0 | 59 | 167 | 0 | 146 | 13 | 0 | 10 | 48 |

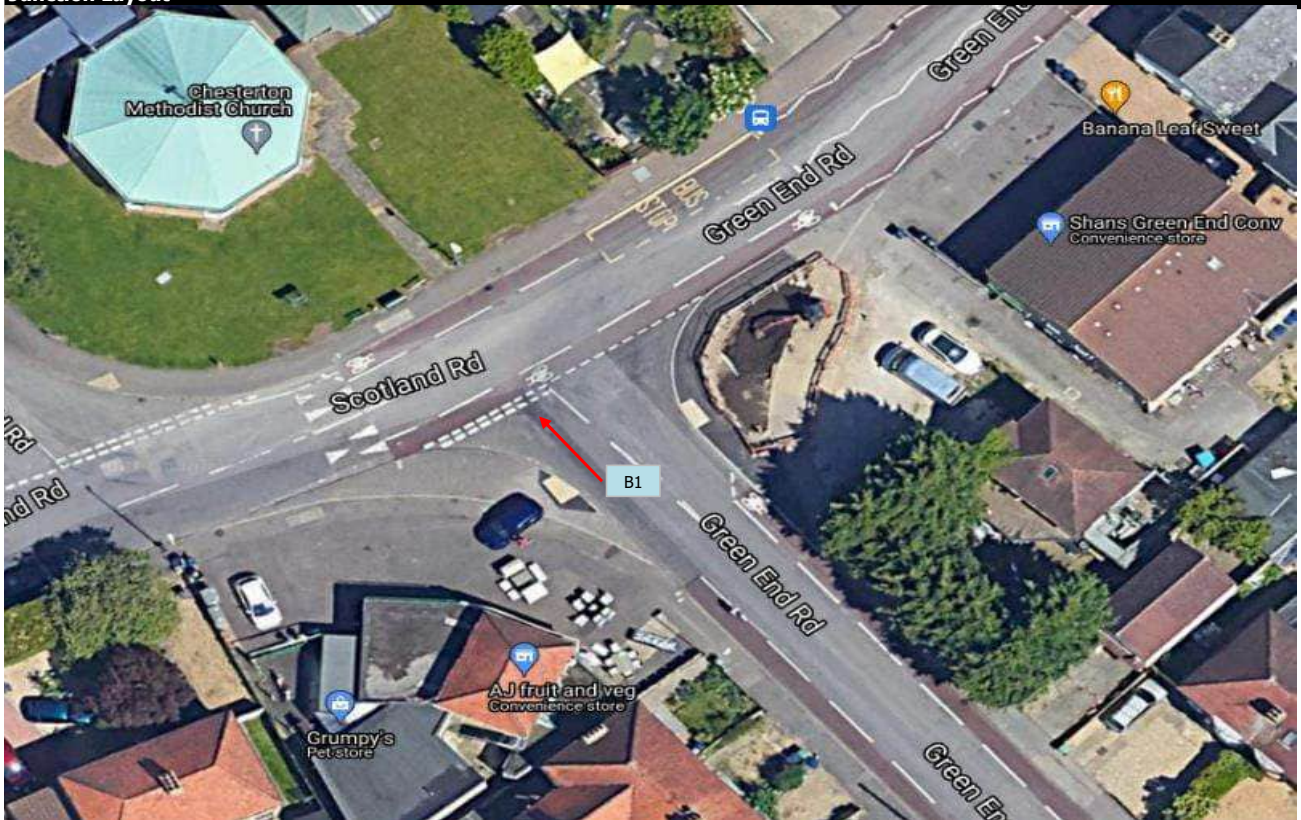
Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 19
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Junction Name: Scotland Road / Green End Road
Survey Type: Queue Length Survey

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------|--------------|----------------------------|
| 52.22049 | 0.146014 | Click Here |

Junction Layout



Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

| Lights | Heavies |
|--------|---------|
| 6 | 15 |

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

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 19
Date of Survey: 07.12.2021
Junction Name: Scotland Road / Green End Road
Survey Type: Queue Length Survey

AM Peak Period:

| Time | Lane B1 | | | Length (m) |
|-------|---------|---------|-------|------------|
| | Lights | Heavies | Total | |
| 07:00 | 2 | 0 | 2 | 12 |
| 07:05 | 1 | 0 | 1 | 6 |
| 07:10 | 1 | 0 | 1 | 6 |
| 07:15 | 0 | 1 | 1 | 15 |
| 07:20 | 3 | 0 | 3 | 18 |
| 07:25 | 1 | 0 | 1 | 6 |
| 07:30 | 1 | 0 | 1 | 6 |
| 07:35 | 1 | 0 | 1 | 6 |
| 07:40 | 2 | 0 | 2 | 12 |
| 07:45 | 1 | 0 | 1 | 6 |
| 07:50 | 3 | 0 | 3 | 18 |
| 07:55 | 2 | 1 | 3 | 27 |
| 08:00 | 3 | 0 | 3 | 18 |
| 08:05 | 3 | 0 | 3 | 18 |
| 08:10 | 2 | 0 | 2 | 12 |
| 08:15 | 6 | 0 | 6 | 36 |
| 08:20 | 6 | 0 | 6 | 36 |
| 08:25 | 5 | 0 | 5 | 30 |
| 08:30 | 4 | 0 | 4 | 24 |
| 08:35 | 1 | 0 | 1 | 6 |
| 08:40 | 10 | 0 | 10 | 60 |
| 08:45 | 14 | 3 | 17 | 129 |
| 08:50 | 9 | 1 | 10 | 69 |
| 08:55 | 2 | 0 | 2 | 12 |
| 09:00 | 1 | 1 | 2 | 21 |
| 09:05 | 1 | 0 | 1 | 6 |
| 09:10 | 0 | 1 | 1 | 15 |
| 09:15 | 2 | 2 | 4 | 42 |
| 09:20 | 2 | 0 | 2 | 12 |
| 09:25 | 2 | 0 | 2 | 12 |
| 09:30 | 1 | 0 | 1 | 6 |
| 09:35 | 5 | 0 | 5 | 30 |
| 09:40 | 3 | 0 | 3 | 18 |
| 09:45 | 3 | 0 | 3 | 18 |
| 09:50 | 3 | 0 | 3 | 18 |
| 09:55 | 8 | 0 | 8 | 48 |

PM Peak Period:

| Time | Lane B1 | | | Length (m) |
|-------|---------|---------|-------|------------|
| | Lights | Heavies | Total | |
| 16:00 | 8 | 0 | 8 | 48 |
| 16:05 | 3 | 0 | 3 | 18 |
| 16:10 | 2 | 0 | 2 | 12 |
| 16:15 | 3 | 0 | 3 | 18 |
| 16:20 | 0 | 1 | 1 | 15 |
| 16:25 | 3 | 0 | 3 | 18 |
| 16:30 | 3 | 0 | 3 | 18 |
| 16:35 | 3 | 0 | 3 | 18 |
| 16:40 | 8 | 1 | 9 | 63 |
| 16:45 | 2 | 0 | 2 | 12 |
| 16:50 | 2 | 0 | 2 | 12 |
| 16:55 | 2 | 0 | 2 | 12 |
| 17:00 | 3 | 0 | 3 | 18 |
| 17:05 | 4 | 0 | 4 | 24 |
| 17:10 | 2 | 1 | 3 | 27 |
| 17:15 | 2 | 0 | 2 | 12 |
| 17:20 | 6 | 0 | 6 | 36 |
| 17:25 | 4 | 0 | 4 | 24 |
| 17:30 | 1 | 0 | 1 | 6 |
| 17:35 | 2 | 0 | 2 | 12 |
| 17:40 | 4 | 0 | 4 | 24 |
| 17:45 | 2 | 0 | 2 | 12 |
| 17:50 | 3 | 0 | 3 | 18 |
| 17:55 | 3 | 0 | 3 | 18 |
| 18:00 | 1 | 1 | 2 | 21 |
| 18:05 | 4 | 0 | 4 | 24 |
| 18:10 | 1 | 0 | 1 | 6 |
| 18:15 | 6 | 0 | 6 | 36 |
| 18:20 | 2 | 0 | 2 | 12 |
| 18:25 | 2 | 0 | 2 | 12 |
| 18:30 | 1 | 0 | 1 | 6 |
| 18:35 | 1 | 0 | 1 | 6 |
| 18:40 | 3 | 0 | 3 | 18 |
| 18:45 | 4 | 0 | 4 | 24 |
| 18:50 | 3 | 0 | 3 | 18 |
| 18:55 | 2 | 0 | 2 | 12 |

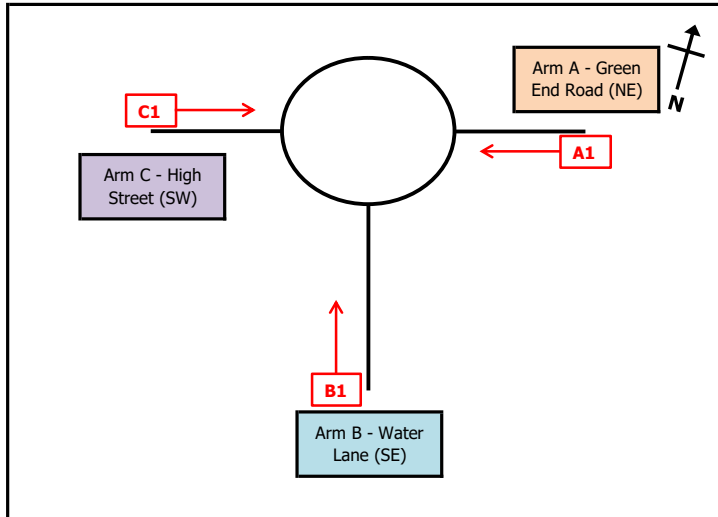
Intelligent Data Collection Limited



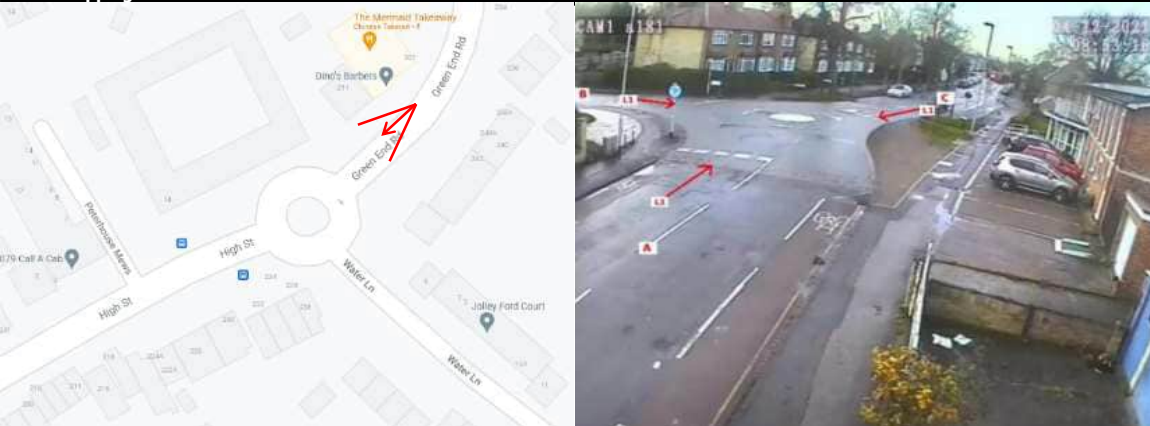
Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Green End Road / High Street / Water Lane
 Junction Number: Site 20 Junction Type: 3-arm Roundabout

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------------|--------------------|----------------------------|
| 52.219177 | 0.146356 | Click Here |
| AM Peak Conditions | PM Peak Conditions | |
| Clear | Showers | |

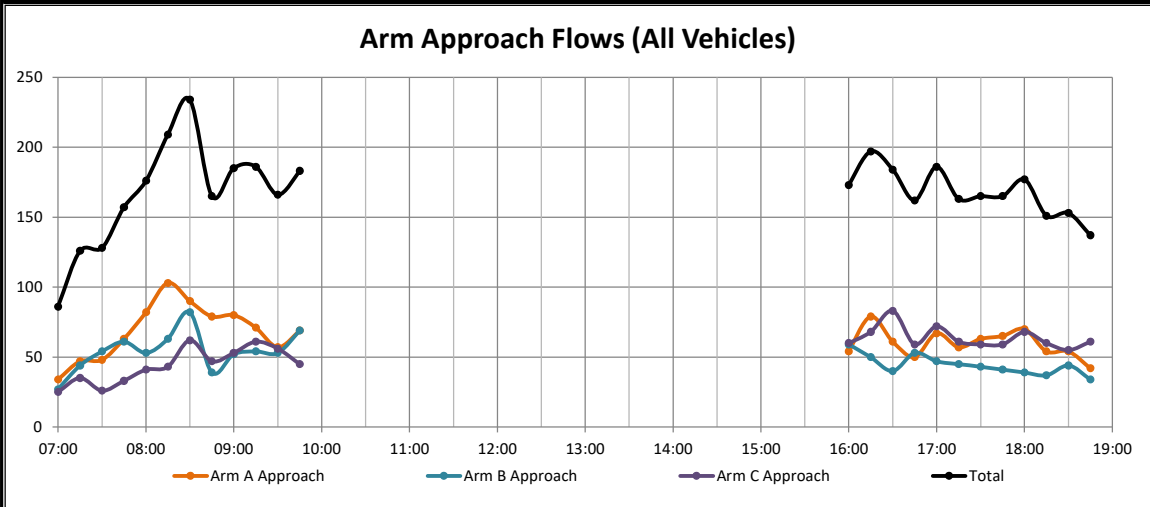
Junction Layout



Aerial Mapping and On-site Camera View



Junction Flow Profile



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

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Green End Road / High Street / Water Lane
 Junction Number: Site 20 Junction Type: 3-arm Roundabout

| Time | Arm A Approach | | | | | | | | Arm A Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 20 | 6 | 0 | 1 | 1 | 0 | 6 | 34 | 19 | 9 | 0 | 0 | 1 | 0 | 1 | 30 | | |
| 07:15 | 21 | 16 | 1 | 0 | 1 | 0 | 8 | 47 | 23 | 14 | 1 | 1 | 1 | 2 | 5 | 47 | | |
| 07:30 | 25 | 13 | 0 | 0 | 1 | 0 | 9 | 48 | 19 | 14 | 4 | 1 | 1 | 0 | 1 | 40 | | |
| 07:45 | 25 | 19 | 1 | 0 | 1 | 0 | 17 | 63 | 21 | 17 | 3 | 0 | 1 | 0 | 9 | 51 | | |
| 08:00 | 43 | 21 | 0 | 0 | 1 | 0 | 17 | 82 | 29 | 15 | 0 | 0 | 0 | 0 | 7 | 51 | | |
| 08:15 | 49 | 23 | 3 | 0 | 1 | 1 | 26 | 103 | 46 | 12 | 0 | 0 | 2 | 0 | 10 | 70 | | |
| 08:30 | 41 | 19 | 0 | 2 | 1 | 0 | 27 | 90 | 51 | 10 | 0 | 0 | 1 | 0 | 22 | 84 | | |
| 08:45 | 46 | 9 | 0 | 0 | 0 | 0 | 24 | 79 | 28 | 7 | 3 | 1 | 1 | 0 | 12 | 52 | | |
| 09:00 | 48 | 14 | 1 | 0 | 0 | 0 | 17 | 80 | 25 | 15 | 2 | 1 | 1 | 1 | 10 | 55 | | |
| 09:15 | 46 | 15 | 0 | 0 | 1 | 0 | 9 | 71 | 36 | 15 | 1 | 0 | 2 | 0 | 10 | 64 | | |
| 09:30 | 36 | 12 | 0 | 0 | 1 | 0 | 8 | 57 | 41 | 9 | 1 | 0 | 1 | 2 | 8 | 62 | | |
| 09:45 | 45 | 12 | 0 | 1 | 1 | 0 | 10 | 69 | 41 | 16 | 1 | 0 | 0 | 0 | 3 | 61 | | |
| 16:00 | 37 | 7 | 0 | 0 | 1 | 2 | 7 | 54 | 36 | 19 | 1 | 0 | 1 | 1 | 12 | 70 | | |
| 16:15 | 53 | 11 | 0 | 0 | 0 | 2 | 13 | 79 | 40 | 8 | 2 | 0 | 1 | 0 | 13 | 64 | | |
| 16:30 | 40 | 7 | 2 | 0 | 2 | 0 | 10 | 61 | 49 | 12 | 0 | 0 | 1 | 0 | 10 | 72 | | |
| 16:45 | 37 | 8 | 1 | 0 | 1 | 0 | 3 | 50 | 34 | 10 | 1 | 0 | 1 | 0 | 11 | 57 | | |
| 17:00 | 47 | 9 | 0 | 0 | 1 | 0 | 10 | 67 | 33 | 5 | 0 | 0 | 2 | 0 | 14 | 54 | | |
| 17:15 | 38 | 6 | 0 | 0 | 0 | 0 | 13 | 57 | 33 | 8 | 0 | 0 | 0 | 0 | 9 | 50 | | |
| 17:30 | 40 | 7 | 0 | 0 | 2 | 0 | 14 | 63 | 33 | 7 | 0 | 0 | 1 | 0 | 13 | 54 | | |
| 17:45 | 47 | 4 | 1 | 0 | 1 | 1 | 11 | 65 | 34 | 8 | 0 | 0 | 1 | 0 | 10 | 53 | | |
| 18:00 | 47 | 7 | 0 | 0 | 1 | 1 | 14 | 70 | 34 | 3 | 0 | 0 | 1 | 0 | 15 | 53 | | |
| 18:15 | 39 | 8 | 0 | 0 | 1 | 0 | 6 | 54 | 30 | 7 | 0 | 0 | 1 | 1 | 12 | 51 | | |
| 18:30 | 31 | 4 | 0 | 0 | 1 | 1 | 17 | 54 | 32 | 7 | 1 | 0 | 2 | 1 | 10 | 53 | | |
| 18:45 | 29 | 6 | 0 | 0 | 0 | 0 | 7 | 42 | 28 | 2 | 0 | 0 | 1 | 1 | 10 | 42 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 91 | 54 | 2 | 1 | 4 | 0 | 40 | 192 | 82 | 54 | 8 | 2 | 4 | 2 | 16 | 168 | | |
| 07:15 | 114 | 69 | 2 | 0 | 4 | 0 | 51 | 240 | 92 | 60 | 8 | 2 | 3 | 2 | 22 | 189 | | |
| 07:30 | 142 | 76 | 4 | 0 | 4 | 1 | 69 | 296 | 115 | 58 | 7 | 1 | 4 | 0 | 27 | 212 | | |
| 07:45 | 158 | 82 | 4 | 2 | 4 | 1 | 87 | 338 | 147 | 54 | 3 | 0 | 4 | 0 | 48 | 256 | | |
| 08:00 | 179 | 72 | 3 | 2 | 3 | 1 | 94 | 354 | 154 | 44 | 3 | 1 | 4 | 0 | 51 | 257 | | |
| 08:15 | 184 | 65 | 4 | 2 | 2 | 1 | 94 | 352 | 150 | 44 | 5 | 2 | 5 | 1 | 54 | 261 | | |
| 08:30 | 181 | 57 | 1 | 2 | 2 | 0 | 77 | 320 | 140 | 47 | 6 | 2 | 5 | 1 | 54 | 255 | | |
| 08:45 | 176 | 50 | 1 | 0 | 2 | 0 | 58 | 287 | 130 | 46 | 7 | 2 | 5 | 3 | 40 | 233 | | |
| 09:00 | 175 | 53 | 1 | 1 | 3 | 0 | 44 | 277 | 143 | 55 | 5 | 1 | 4 | 3 | 31 | 242 | | |
| 16:00 | 167 | 33 | 3 | 0 | 4 | 4 | 33 | 244 | 159 | 49 | 4 | 0 | 4 | 1 | 46 | 263 | | |
| 16:15 | 177 | 35 | 3 | 0 | 4 | 2 | 36 | 257 | 156 | 35 | 3 | 0 | 5 | 0 | 48 | 247 | | |
| 16:30 | 162 | 30 | 3 | 0 | 4 | 0 | 36 | 235 | 149 | 35 | 1 | 0 | 4 | 0 | 44 | 233 | | |
| 16:45 | 162 | 30 | 1 | 0 | 4 | 0 | 40 | 237 | 133 | 30 | 1 | 0 | 4 | 0 | 47 | 215 | | |
| 17:00 | 172 | 26 | 1 | 0 | 4 | 1 | 48 | 252 | 133 | 28 | 0 | 0 | 4 | 0 | 46 | 211 | | |
| 17:15 | 172 | 24 | 1 | 0 | 4 | 2 | 52 | 255 | 134 | 26 | 0 | 0 | 3 | 0 | 47 | 210 | | |
| 17:30 | 173 | 26 | 1 | 0 | 5 | 2 | 45 | 252 | 131 | 25 | 0 | 0 | 4 | 1 | 50 | 211 | | |
| 17:45 | 164 | 23 | 1 | 0 | 4 | 3 | 48 | 243 | 130 | 25 | 1 | 0 | 5 | 2 | 47 | 210 | | |
| 18:00 | 146 | 25 | 0 | 0 | 3 | 2 | 44 | 220 | 124 | 19 | 1 | 0 | 5 | 3 | 47 | 199 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Green End Road / High Street / Water Lane
 Junction Number: Site 20 Junction Type: 3-arm Roundabout

| Time | Arm B Approach | | | | | | | | Arm B Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 15 | 7 | 1 | 0 | 0 | 0 | 4 | 27 | 8 | 3 | 0 | 1 | 0 | 0 | 3 | 15 | | |
| 07:15 | 21 | 14 | 2 | 2 | 0 | 3 | 2 | 44 | 14 | 2 | 0 | 0 | 0 | 0 | 6 | 22 | | |
| 07:30 | 34 | 16 | 2 | 1 | 0 | 0 | 1 | 54 | 11 | 2 | 3 | 0 | 0 | 0 | 5 | 21 | | |
| 07:45 | 38 | 15 | 4 | 1 | 0 | 0 | 3 | 61 | 10 | 5 | 2 | 0 | 0 | 0 | 10 | 27 | | |
| 08:00 | 32 | 11 | 1 | 0 | 0 | 0 | 9 | 53 | 16 | 12 | 0 | 0 | 0 | 0 | 9 | 37 | | |
| 08:15 | 44 | 11 | 0 | 0 | 0 | 1 | 7 | 63 | 15 | 10 | 4 | 0 | 0 | 0 | 18 | 47 | | |
| 08:30 | 50 | 11 | 1 | 0 | 0 | 0 | 20 | 82 | 29 | 11 | 0 | 2 | 0 | 0 | 24 | 66 | | |
| 08:45 | 20 | 8 | 3 | 1 | 0 | 1 | 6 | 39 | 27 | 6 | 0 | 0 | 1 | 0 | 16 | 50 | | |
| 09:00 | 30 | 9 | 1 | 1 | 0 | 1 | 10 | 52 | 38 | 5 | 1 | 0 | 0 | 0 | 16 | 60 | | |
| 09:15 | 37 | 9 | 1 | 0 | 0 | 0 | 7 | 54 | 38 | 12 | 0 | 0 | 0 | 0 | 5 | 55 | | |
| 09:30 | 38 | 6 | 1 | 0 | 0 | 0 | 8 | 53 | 27 | 9 | 1 | 0 | 0 | 1 | 4 | 42 | | |
| 09:45 | 49 | 14 | 1 | 0 | 1 | 1 | 3 | 69 | 26 | 9 | 1 | 0 | 0 | 0 | 6 | 42 | | |
| 16:00 | 32 | 13 | 1 | 0 | 0 | 0 | 13 | 59 | 37 | 7 | 0 | 0 | 0 | 0 | 6 | 50 | | |
| 16:15 | 34 | 7 | 1 | 0 | 0 | 0 | 8 | 50 | 44 | 14 | 1 | 0 | 0 | 2 | 6 | 67 | | |
| 16:30 | 24 | 10 | 0 | 0 | 0 | 1 | 5 | 40 | 33 | 9 | 2 | 0 | 0 | 0 | 4 | 48 | | |
| 16:45 | 37 | 9 | 0 | 0 | 0 | 0 | 7 | 53 | 35 | 11 | 0 | 0 | 0 | 0 | 1 | 47 | | |
| 17:00 | 36 | 7 | 0 | 0 | 0 | 1 | 3 | 47 | 50 | 12 | 0 | 0 | 0 | 0 | 6 | 68 | | |
| 17:15 | 30 | 9 | 0 | 0 | 0 | 1 | 5 | 45 | 36 | 6 | 0 | 0 | 0 | 2 | 10 | 54 | | |
| 17:30 | 28 | 9 | 0 | 0 | 0 | 1 | 5 | 43 | 36 | 6 | 0 | 0 | 0 | 1 | 7 | 50 | | |
| 17:45 | 31 | 5 | 0 | 0 | 0 | 1 | 4 | 41 | 38 | 4 | 1 | 0 | 0 | 1 | 8 | 52 | | |
| 18:00 | 26 | 2 | 0 | 0 | 0 | 2 | 9 | 39 | 35 | 8 | 0 | 0 | 0 | 6 | 11 | 60 | | |
| 18:15 | 24 | 6 | 0 | 0 | 0 | 2 | 5 | 37 | 43 | 5 | 0 | 0 | 0 | 0 | 6 | 54 | | |
| 18:30 | 32 | 6 | 0 | 0 | 0 | 3 | 3 | 44 | 34 | 5 | 0 | 0 | 0 | 0 | 12 | 51 | | |
| 18:45 | 27 | 1 | 0 | 0 | 0 | 0 | 6 | 34 | 34 | 9 | 0 | 0 | 0 | 1 | 6 | 50 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 108 | 52 | 9 | 4 | 0 | 3 | 10 | 186 | 43 | 12 | 5 | 1 | 0 | 0 | 24 | 85 | | |
| 07:15 | 125 | 56 | 9 | 4 | 0 | 3 | 15 | 212 | 51 | 21 | 5 | 0 | 0 | 0 | 30 | 107 | | |
| 07:30 | 148 | 53 | 7 | 2 | 0 | 1 | 20 | 231 | 52 | 29 | 9 | 0 | 0 | 0 | 42 | 132 | | |
| 07:45 | 164 | 48 | 6 | 1 | 0 | 1 | 39 | 259 | 70 | 38 | 6 | 2 | 0 | 0 | 61 | 177 | | |
| 08:00 | 146 | 41 | 5 | 1 | 0 | 2 | 42 | 237 | 87 | 39 | 4 | 2 | 1 | 0 | 67 | 200 | | |
| 08:15 | 144 | 39 | 5 | 2 | 0 | 3 | 43 | 236 | 109 | 32 | 5 | 2 | 1 | 0 | 74 | 223 | | |
| 08:30 | 137 | 37 | 6 | 2 | 0 | 2 | 43 | 227 | 132 | 34 | 1 | 2 | 1 | 0 | 61 | 231 | | |
| 08:45 | 125 | 32 | 6 | 2 | 0 | 2 | 31 | 198 | 130 | 32 | 2 | 0 | 1 | 1 | 41 | 207 | | |
| 09:00 | 154 | 38 | 4 | 1 | 1 | 2 | 28 | 228 | 129 | 35 | 3 | 0 | 0 | 1 | 31 | 199 | | |
| 16:00 | 127 | 39 | 2 | 0 | 0 | 1 | 33 | 202 | 149 | 41 | 3 | 0 | 0 | 2 | 17 | 212 | | |
| 16:15 | 131 | 33 | 1 | 0 | 0 | 2 | 23 | 190 | 162 | 46 | 3 | 0 | 0 | 2 | 17 | 230 | | |
| 16:30 | 127 | 35 | 0 | 0 | 0 | 3 | 20 | 185 | 154 | 38 | 2 | 0 | 0 | 2 | 21 | 217 | | |
| 16:45 | 131 | 34 | 0 | 0 | 0 | 3 | 20 | 188 | 157 | 35 | 0 | 0 | 0 | 3 | 24 | 219 | | |
| 17:00 | 125 | 30 | 0 | 0 | 0 | 4 | 17 | 176 | 160 | 28 | 1 | 0 | 0 | 4 | 31 | 224 | | |
| 17:15 | 115 | 25 | 0 | 0 | 0 | 5 | 23 | 168 | 145 | 24 | 1 | 0 | 0 | 10 | 36 | 216 | | |
| 17:30 | 109 | 22 | 0 | 0 | 0 | 6 | 23 | 160 | 152 | 23 | 1 | 0 | 0 | 8 | 32 | 216 | | |
| 17:45 | 113 | 19 | 0 | 0 | 0 | 8 | 21 | 161 | 150 | 22 | 1 | 0 | 0 | 7 | 37 | 217 | | |
| 18:00 | 109 | 15 | 0 | 0 | 0 | 7 | 23 | 154 | 146 | 27 | 0 | 0 | 0 | 7 | 35 | 215 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Green End Road / High Street / Water Lane
 Junction Number: Site 20 Junction Type: 3-arm Roundabout

| Time | Arm C Approach | | | | | | | | Arm C Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 18 | 6 | 0 | 0 | 1 | 0 | 0 | 25 | 26 | 7 | 1 | 0 | 1 | 0 | 6 | 41 | | |
| 07:15 | 22 | 7 | 0 | 0 | 1 | 0 | 5 | 35 | 27 | 21 | 2 | 1 | 1 | 1 | 4 | 57 | | |
| 07:30 | 12 | 7 | 5 | 0 | 1 | 0 | 1 | 26 | 41 | 20 | 0 | 0 | 1 | 0 | 5 | 67 | | |
| 07:45 | 12 | 10 | 2 | 0 | 1 | 0 | 8 | 33 | 44 | 22 | 2 | 1 | 1 | 0 | 9 | 79 | | |
| 08:00 | 26 | 10 | 0 | 0 | 0 | 0 | 5 | 41 | 56 | 15 | 1 | 0 | 1 | 0 | 15 | 88 | | |
| 08:15 | 28 | 6 | 1 | 0 | 2 | 0 | 6 | 43 | 60 | 18 | 0 | 0 | 1 | 2 | 11 | 92 | | |
| 08:30 | 40 | 8 | 0 | 0 | 1 | 0 | 13 | 62 | 51 | 17 | 1 | 0 | 1 | 0 | 14 | 84 | | |
| 08:45 | 27 | 6 | 1 | 0 | 2 | 0 | 11 | 47 | 38 | 10 | 1 | 0 | 0 | 1 | 13 | 63 | | |
| 09:00 | 34 | 6 | 1 | 0 | 1 | 1 | 10 | 53 | 49 | 9 | 0 | 0 | 0 | 1 | 11 | 70 | | |
| 09:15 | 37 | 15 | 0 | 0 | 2 | 0 | 7 | 61 | 46 | 12 | 0 | 0 | 1 | 0 | 8 | 67 | | |
| 09:30 | 34 | 9 | 1 | 0 | 1 | 3 | 8 | 56 | 40 | 9 | 0 | 0 | 1 | 0 | 12 | 62 | | |
| 09:45 | 31 | 11 | 2 | 0 | 0 | 0 | 1 | 45 | 58 | 12 | 1 | 1 | 2 | 1 | 5 | 80 | | |
| 16:00 | 44 | 12 | 0 | 0 | 1 | 1 | 2 | 60 | 40 | 6 | 0 | 0 | 1 | 2 | 4 | 53 | | |
| 16:15 | 46 | 11 | 3 | 0 | 1 | 1 | 6 | 68 | 49 | 7 | 1 | 0 | 0 | 1 | 8 | 66 | | |
| 16:30 | 63 | 13 | 0 | 0 | 1 | 0 | 6 | 83 | 45 | 9 | 0 | 0 | 2 | 1 | 7 | 64 | | |
| 16:45 | 44 | 9 | 0 | 0 | 1 | 0 | 5 | 59 | 49 | 5 | 0 | 0 | 1 | 0 | 3 | 58 | | |
| 17:00 | 49 | 7 | 0 | 0 | 2 | 0 | 14 | 72 | 49 | 6 | 0 | 0 | 1 | 1 | 7 | 64 | | |
| 17:15 | 43 | 5 | 0 | 0 | 0 | 2 | 11 | 61 | 42 | 6 | 0 | 0 | 0 | 1 | 10 | 59 | | |
| 17:30 | 43 | 4 | 0 | 0 | 1 | 1 | 10 | 59 | 42 | 7 | 0 | 0 | 2 | 1 | 9 | 61 | | |
| 17:45 | 40 | 7 | 0 | 0 | 1 | 1 | 10 | 59 | 46 | 4 | 0 | 0 | 1 | 2 | 7 | 60 | | |
| 18:00 | 46 | 5 | 0 | 0 | 1 | 5 | 11 | 68 | 50 | 3 | 0 | 0 | 1 | 2 | 8 | 64 | | |
| 18:15 | 44 | 4 | 0 | 0 | 1 | 1 | 10 | 60 | 34 | 6 | 0 | 0 | 1 | 2 | 3 | 46 | | |
| 18:30 | 38 | 6 | 1 | 0 | 2 | 0 | 8 | 55 | 35 | 4 | 0 | 0 | 1 | 3 | 6 | 49 | | |
| 18:45 | 43 | 6 | 0 | 0 | 1 | 2 | 9 | 61 | 37 | 2 | 0 | 0 | 0 | 0 | 6 | 45 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 64 | 30 | 7 | 0 | 4 | 0 | 14 | 119 | 138 | 70 | 5 | 2 | 4 | 1 | 24 | 244 | | |
| 07:15 | 72 | 34 | 7 | 0 | 3 | 0 | 19 | 135 | 168 | 78 | 5 | 2 | 4 | 1 | 33 | 291 | | |
| 07:30 | 78 | 33 | 8 | 0 | 4 | 0 | 20 | 143 | 201 | 75 | 3 | 1 | 4 | 2 | 40 | 326 | | |
| 07:45 | 106 | 34 | 3 | 0 | 4 | 0 | 32 | 179 | 211 | 72 | 4 | 1 | 4 | 2 | 49 | 343 | | |
| 08:00 | 121 | 30 | 2 | 0 | 5 | 0 | 35 | 193 | 205 | 60 | 3 | 0 | 3 | 3 | 53 | 327 | | |
| 08:15 | 129 | 26 | 3 | 0 | 6 | 1 | 40 | 205 | 198 | 54 | 2 | 0 | 2 | 4 | 49 | 309 | | |
| 08:30 | 138 | 35 | 2 | 0 | 6 | 1 | 41 | 223 | 184 | 48 | 2 | 0 | 2 | 2 | 46 | 284 | | |
| 08:45 | 132 | 36 | 3 | 0 | 6 | 4 | 36 | 217 | 173 | 40 | 1 | 0 | 2 | 2 | 44 | 262 | | |
| 09:00 | 136 | 41 | 4 | 0 | 4 | 4 | 26 | 215 | 193 | 42 | 1 | 1 | 4 | 2 | 36 | 279 | | |
| 16:00 | 197 | 45 | 3 | 0 | 4 | 2 | 19 | 270 | 183 | 27 | 1 | 0 | 4 | 4 | 22 | 241 | | |
| 16:15 | 202 | 40 | 3 | 0 | 5 | 1 | 31 | 282 | 192 | 27 | 1 | 0 | 4 | 3 | 25 | 252 | | |
| 16:30 | 199 | 34 | 0 | 0 | 4 | 2 | 36 | 275 | 185 | 26 | 0 | 0 | 4 | 3 | 27 | 245 | | |
| 16:45 | 179 | 25 | 0 | 0 | 4 | 3 | 40 | 251 | 182 | 24 | 0 | 0 | 4 | 3 | 29 | 242 | | |
| 17:00 | 175 | 23 | 0 | 0 | 4 | 4 | 45 | 251 | 179 | 23 | 0 | 0 | 4 | 5 | 33 | 244 | | |
| 17:15 | 172 | 21 | 0 | 0 | 3 | 9 | 42 | 247 | 180 | 20 | 0 | 0 | 4 | 6 | 34 | 244 | | |
| 17:30 | 173 | 20 | 0 | 0 | 4 | 8 | 41 | 246 | 172 | 20 | 0 | 0 | 5 | 7 | 27 | 231 | | |
| 17:45 | 168 | 22 | 1 | 0 | 5 | 7 | 39 | 242 | 165 | 17 | 0 | 0 | 4 | 9 | 24 | 219 | | |
| 18:00 | 171 | 21 | 1 | 0 | 5 | 8 | 38 | 244 | 156 | 15 | 0 | 0 | 3 | 7 | 23 | 204 | | |

Intelligent Data Collection Limited



Client: Mott McDonald **Date of Survey:** 07.12.2021
Project Number: ID06180 **Junction Name:** Green End Road / High Street / Water Lane
Junction Number: Site 20 **Junction Type:** 3-arm Roundabout

| Total Junction Flow | | | | | | | | |
|---------------------|--------------|-----|------|------|-------|-----|-------|-------|
| Time | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 53 | 19 | 1 | 1 | 2 | 0 | 10 | 86 |
| 07:15 | 64 | 37 | 3 | 2 | 2 | 3 | 15 | 126 |
| 07:30 | 71 | 36 | 7 | 1 | 2 | 0 | 11 | 128 |
| 07:45 | 75 | 44 | 7 | 1 | 2 | 0 | 28 | 157 |
| 08:00 | 101 | 42 | 1 | 0 | 1 | 0 | 31 | 176 |
| 08:15 | 121 | 40 | 4 | 0 | 3 | 2 | 39 | 209 |
| 08:30 | 131 | 38 | 1 | 2 | 2 | 0 | 60 | 234 |
| 08:45 | 93 | 23 | 4 | 1 | 2 | 1 | 41 | 165 |
| 09:00 | 112 | 29 | 3 | 1 | 1 | 2 | 37 | 185 |
| 09:15 | 120 | 39 | 1 | 0 | 3 | 0 | 23 | 186 |
| 09:30 | 108 | 27 | 2 | 0 | 2 | 3 | 24 | 166 |
| 09:45 | 125 | 37 | 3 | 1 | 2 | 1 | 14 | 183 |
| 16:00 | 113 | 32 | 1 | 0 | 2 | 3 | 22 | 173 |
| 16:15 | 133 | 29 | 4 | 0 | 1 | 3 | 27 | 197 |
| 16:30 | 127 | 30 | 2 | 0 | 3 | 1 | 21 | 184 |
| 16:45 | 118 | 26 | 1 | 0 | 2 | 0 | 15 | 162 |
| 17:00 | 132 | 23 | 0 | 0 | 3 | 1 | 27 | 186 |
| 17:15 | 111 | 20 | 0 | 0 | 0 | 3 | 29 | 163 |
| 17:30 | 111 | 20 | 0 | 0 | 3 | 2 | 29 | 165 |
| 17:45 | 118 | 16 | 1 | 0 | 2 | 3 | 25 | 165 |
| 18:00 | 119 | 14 | 0 | 0 | 2 | 8 | 34 | 177 |
| 18:15 | 107 | 18 | 0 | 0 | 2 | 3 | 21 | 151 |
| 18:30 | 101 | 16 | 1 | 0 | 3 | 4 | 28 | 153 |
| 18:45 | 99 | 13 | 0 | 0 | 1 | 2 | 22 | 137 |
| Start Time | Rolling Hour | | | | | | | Total |
| 07:00 | 263 | 136 | 18 | 5 | 8 | 3 | 64 | 497 |
| 07:15 | 311 | 159 | 18 | 4 | 7 | 3 | 85 | 587 |
| 07:30 | 368 | 162 | 19 | 2 | 8 | 2 | 109 | 670 |
| 07:45 | 428 | 164 | 13 | 3 | 8 | 2 | 158 | 776 |
| 08:00 | 446 | 143 | 10 | 3 | 8 | 3 | 171 | 784 |
| 08:15 | 457 | 130 | 12 | 4 | 8 | 5 | 177 | 793 |
| 08:30 | 456 | 129 | 9 | 4 | 8 | 3 | 161 | 770 |
| 08:45 | 433 | 118 | 10 | 2 | 8 | 6 | 125 | 702 |
| 09:00 | 465 | 132 | 9 | 2 | 8 | 6 | 98 | 720 |
| 16:00 | 491 | 117 | 8 | 0 | 8 | 7 | 85 | 716 |
| 16:15 | 510 | 108 | 7 | 0 | 9 | 5 | 90 | 729 |
| 16:30 | 488 | 99 | 3 | 0 | 8 | 5 | 92 | 695 |
| 16:45 | 472 | 89 | 1 | 0 | 8 | 6 | 100 | 676 |
| 17:00 | 472 | 79 | 1 | 0 | 8 | 9 | 110 | 679 |
| 17:15 | 459 | 70 | 1 | 0 | 7 | 16 | 117 | 670 |
| 17:30 | 455 | 68 | 1 | 0 | 9 | 16 | 109 | 658 |
| 17:45 | 445 | 64 | 2 | 0 | 9 | 18 | 108 | 646 |
| 18:00 | 426 | 61 | 1 | 0 | 8 | 17 | 105 | 618 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Green End Road / High Street / Water Lane Arm A: Green End Road (NE)
 Junction Number: Site 20 Junction Type: 3-arm Roundabout Arm B: Water Lane (SE) Arm C: High Street (SW)

| Time | A1 to A | | | | | | | | A1 to C | | | | | | | | A1 to B | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 4 | 0 | 0 | 1 | 0 | 3 | 22 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 12 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 16 | 1 | 0 | 1 | 0 | 4 | 37 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 10 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 12 | 0 | 0 | 1 | 0 | 4 | 38 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 10 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 14 | 0 | 0 | 1 | 0 | 8 | 43 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 9 | 20 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 14 | 0 | 0 | 1 | 0 | 10 | 59 | 9 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 23 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 14 | 0 | 0 | 1 | 1 | 9 | 65 | 9 | 9 | 3 | 0 | 0 | 0 | 0 | 17 | 38 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 12 | 0 | 0 | 1 | 0 | 7 | 51 | 10 | 7 | 0 | 2 | 0 | 0 | 0 | 20 | 39 |
| 08:45 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 28 | 6 | 0 | 0 | 0 | 0 | 11 | 45 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 13 | 33 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 9 | 0 | 0 | 0 | 0 | 6 | 46 | 17 | 5 | 1 | 0 | 0 | 0 | 0 | 11 | 34 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 8 | 0 | 0 | 1 | 0 | 4 | 40 | 19 | 7 | 0 | 0 | 0 | 0 | 0 | 5 | 31 |
| 09:30 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 19 | 8 | 0 | 0 | 1 | 0 | 5 | 33 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 23 |
| 09:45 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 32 | 8 | 0 | 1 | 1 | 0 | 4 | 46 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 6 | 22 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 2 | 0 | 0 | 1 | 2 | 1 | 28 | 15 | 5 | 0 | 0 | 0 | 0 | 0 | 6 | 26 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 3 | 0 | 0 | 0 | 1 | 7 | 37 | 27 | 8 | 0 | 0 | 0 | 1 | 6 | 42 | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 4 | 0 | 0 | 2 | 0 | 6 | 45 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 4 | 16 |
| 16:45 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 23 | 2 | 0 | 0 | 1 | 0 | 2 | 28 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 21 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 2 | 0 | 0 | 1 | 0 | 6 | 40 | 16 | 7 | 0 | 0 | 0 | 0 | 0 | 4 | 27 |
| 17:15 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 24 | 2 | 0 | 0 | 0 | 0 | 7 | 33 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 6 | 23 |
| 17:30 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 24 | 3 | 0 | 0 | 2 | 0 | 8 | 37 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 6 | 25 |
| 17:45 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 27 | 2 | 0 | 0 | 1 | 1 | 6 | 37 | 19 | 2 | 1 | 0 | 0 | 0 | 0 | 5 | 27 |
| 18:00 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 31 | 2 | 0 | 0 | 1 | 0 | 6 | 40 | 15 | 4 | 0 | 0 | 0 | 1 | 8 | 28 | |
| 18:15 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 18 | 4 | 0 | 0 | 1 | 0 | 3 | 26 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 27 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 2 | 0 | 0 | 1 | 1 | 6 | 23 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 11 | 31 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 3 | 24 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 4 | 18 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 46 | 1 | 0 | 4 | 0 | 19 | 140 | 21 | 8 | 1 | 1 | 0 | 0 | 0 | 21 | 52 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 56 | 1 | 0 | 4 | 0 | 26 | 177 | 24 | 13 | 1 | 0 | 0 | 0 | 0 | 25 | 63 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 54 | 0 | 0 | 4 | 1 | 31 | 205 | 27 | 22 | 4 | 0 | 0 | 0 | 0 | 38 | 91 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 54 | 0 | 0 | 4 | 1 | 34 | 218 | 33 | 28 | 4 | 2 | 0 | 0 | 0 | 53 | 120 |
| 08:00 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 133 | 46 | 0 | 0 | 3 | 1 | 37 | 220 | 45 | 26 | 3 | 2 | 0 | 0 | 0 | 57 | 133 |
| 08:15 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 130 | 41 | 0 | 0 | 2 | 1 | 33 | 207 | 53 | 24 | 4 | 2 | 0 | 0 | 0 | 61 | 144 |
| 08:30 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 117 | 35 | 0 | 0 | 2 | 0 | 28 | 182 | 63 | 22 | 1 | 2 | 0 | 0 | 0 | 49 | 137 |
| 08:45 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 105 | 31 | 0 | 0 | 2 | 0 | 26 | 164 | 69 | 19 | 1 | 0 | 0 | 0 | 0 | 32 | 121 |
| 09:00 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 109 | 33 | 0 | 1 | 3 | 0 | 19 | 165 | 64 | 20 | 1 | 0 | 0 | 0 | 0 | 25 | 110 |
| 16:00 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 104 | 11 | 0 | 0 | 4 | 3 | 16 | 138 | 63 | 22 | 2 | 0 | 0 | 1 | 17 | 105 | |
| 16:15 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 113 | 11 | 0 | 0 | 4 | 1 | 21 | 150 | 64 | 24 | 2 | 0 | 0 | 1 | 15 | 106 | |
| 16:30 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 111 | 10 | 0 | 0 | 4 | 0 | 21 | 146 | 50 | 20 | 2 | 0 | 0 | 0 | 0 | 15 | 87 |
| 16:45 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 102 | 9 | 0 | 0 | 4 | 0 | 23 | 138 | 58 | 21 | 0 | 0 | 0 | 0 | 0 | 17 | 96 |
| 17:00 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 106 | 9 | 0 | 0 | 4 | 1 | 27 | 147 | 63 | 17 | 1 | 0 | 0 | 0 | 0 | 21 | 102 |
| 17:15 | 4 | 1 | 0 | 0 | 0 | 0 | 5 | 106 | 9 | 0 | 0 | 4 | 1 | 27 | 147 | 62 | 14 | 1 | 0 | 0 | 1 | 25 | 103 | |
| 17:30 | 3 | 2 | 0 | 0 | 0 | 0 | 5 | 100 | 11 | 0 | 0 | 5 | 1 | 23 | 140 | 70 | 13 | 1 | 0 | 0 | 1 | 22 | 107 | |
| 17:45 | 2 | 2 | 0 | 0 | 0 | 0 | 4 | 89 | 10 | 0 | 0 | 4 | 2 | 21 | 126 | 73 | 11 | 1 | 0 | 0 | 1 | 27 | 113 | |
| 18:00 | 1 | 2 | 0 | 0 | 0 | 0 | 3 | 82 | 9 | 0 | 0 | 3 | 1 | 18 | 113 | 63 | 14 | 0 | 0 | 0 | 1 | 26 | 104 | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Green End Road / High Street / Water Lane Arm A: Green End Road (NE)
 Junction Number: Site 20 Junction Type: 3-arm Roundabout Arm B: Water Lane (SE) Arm C: High Street (SW)

| Time | B1 to B | | | | | | | | B1 to A | | | | | | | | B1 to C | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 1 | 8 | 12 | 3 | 1 | 0 | 0 | 0 | 3 | 19 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 10 | 1 | 1 | 0 | 2 | 2 | 25 | 12 | 4 | 1 | 1 | 0 | 1 | 0 | 19 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 8 | 2 | 1 | 0 | 0 | 0 | 25 | 20 | 8 | 0 | 0 | 0 | 0 | 1 | 29 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 7 | 2 | 0 | 0 | 0 | 2 | 26 | 23 | 8 | 2 | 1 | 0 | 0 | 1 | 35 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 | 4 | 24 | 22 | 1 | 1 | 0 | 0 | 0 | 5 | 29 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 7 | 0 | 0 | 0 | 0 | 5 | 36 | 20 | 4 | 0 | 0 | 0 | 1 | 2 | 27 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 6 | 0 | 0 | 0 | 0 | 13 | 49 | 20 | 5 | 1 | 0 | 0 | 0 | 7 | 33 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 4 | 2 | 1 | 0 | 0 | 4 | 21 | 10 | 4 | 1 | 0 | 0 | 1 | 2 | 18 |
| 09:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 9 | 1 | 1 | 0 | 0 | 5 | 27 | 18 | 0 | 0 | 0 | 0 | 1 | 5 | 24 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 5 | 1 | 0 | 0 | 0 | 3 | 27 | 19 | 4 | 0 | 0 | 0 | 0 | 4 | 27 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 5 | 1 | 0 | 0 | 0 | 1 | 24 | 21 | 1 | 0 | 0 | 0 | 0 | 7 | 29 |
| 09:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 22 | 10 | 0 | 0 | 0 | 0 | 2 | 34 | 26 | 4 | 1 | 0 | 1 | 1 | 1 | 34 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 9 | 1 | 0 | 0 | 0 | 10 | 34 | 18 | 4 | 0 | 0 | 0 | 0 | 3 | 25 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 7 | 22 | 22 | 4 | 1 | 0 | 0 | 0 | 1 | 28 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 5 | 0 | 0 | 0 | 0 | 4 | 21 | 12 | 5 | 0 | 0 | 0 | 1 | 1 | 19 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 6 | 0 | 0 | 0 | 0 | 6 | 23 | 26 | 3 | 0 | 0 | 0 | 0 | 1 | 30 |
| 17:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18 | 3 | 0 | 0 | 0 | 0 | 2 | 23 | 17 | 4 | 0 | 0 | 0 | 1 | 1 | 23 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 5 | 0 | 0 | 0 | 0 | 2 | 19 | 18 | 4 | 0 | 0 | 0 | 1 | 3 | 26 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 5 | 0 | 0 | 0 | 0 | 4 | 19 | 18 | 4 | 0 | 0 | 0 | 1 | 1 | 24 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 3 | 18 | 19 | 2 | 0 | 0 | 0 | 1 | 1 | 23 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 7 | 15 | 19 | 1 | 0 | 0 | 0 | 2 | 2 | 24 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 5 | 18 | 15 | 2 | 0 | 0 | 0 | 2 | 0 | 19 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 4 | 0 | 0 | 0 | 1 | 3 | 18 | 22 | 2 | 0 | 0 | 0 | 2 | 0 | 26 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 3 | 13 | 17 | 1 | 0 | 0 | 0 | 0 | 3 | 21 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 29 | 5 | 2 | 0 | 2 | 5 | 84 | 67 | 23 | 4 | 2 | 0 | 1 | 5 | 102 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 35 | 5 | 2 | 0 | 2 | 8 | 100 | 77 | 21 | 4 | 2 | 0 | 1 | 7 | 112 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 32 | 4 | 1 | 0 | 0 | 11 | 111 | 85 | 21 | 3 | 1 | 0 | 1 | 9 | 120 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 30 | 2 | 0 | 0 | 0 | 24 | 135 | 85 | 18 | 4 | 1 | 0 | 1 | 15 | 124 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 27 | 2 | 1 | 0 | 0 | 26 | 130 | 72 | 14 | 3 | 0 | 0 | 2 | 16 | 107 |
| 08:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 26 | 3 | 2 | 0 | 0 | 27 | 133 | 68 | 13 | 2 | 0 | 0 | 3 | 16 | 102 |
| 08:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 69 | 24 | 4 | 2 | 0 | 0 | 25 | 124 | 67 | 13 | 2 | 0 | 0 | 2 | 18 | 102 |
| 08:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 56 | 23 | 5 | 2 | 0 | 0 | 13 | 99 | 68 | 9 | 1 | 0 | 0 | 2 | 18 | 98 |
| 09:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 68 | 29 | 3 | 1 | 0 | 0 | 11 | 112 | 84 | 9 | 1 | 0 | 1 | 2 | 17 | 114 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 23 | 1 | 0 | 0 | 0 | 27 | 100 | 78 | 16 | 1 | 0 | 0 | 1 | 6 | 102 |
| 16:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 53 | 17 | 0 | 0 | 0 | 0 | 19 | 89 | 77 | 16 | 1 | 0 | 0 | 2 | 4 | 100 |
| 16:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 53 | 19 | 0 | 0 | 0 | 0 | 14 | 86 | 73 | 16 | 0 | 0 | 0 | 3 | 6 | 98 |
| 16:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 51 | 19 | 0 | 0 | 0 | 0 | 14 | 84 | 79 | 15 | 0 | 0 | 0 | 3 | 6 | 103 |
| 17:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 52 | 16 | 0 | 0 | 0 | 0 | 11 | 79 | 72 | 14 | 0 | 0 | 0 | 4 | 6 | 96 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 14 | 0 | 0 | 0 | 0 | 16 | 71 | 74 | 11 | 0 | 0 | 0 | 5 | 7 | 97 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 13 | 0 | 0 | 0 | 0 | 19 | 70 | 71 | 9 | 0 | 0 | 0 | 6 | 4 | 90 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 12 | 0 | 0 | 0 | 1 | 18 | 69 | 75 | 7 | 0 | 0 | 0 | 7 | 3 | 92 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 9 | 0 | 0 | 0 | 1 | 18 | 64 | 73 | 6 | 0 | 0 | 0 | 6 | 5 | 90 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: Green End Road / High Street / Water Lane Arm A: Green End Road (NE)
 Junction Number: Site 20 Junction Type: 3-arm Roundabout Arm B: Water Lane (SE) Arm C: High Street (SW)

| Time | C1 to C | | | | | | | | C1 to B | | | | | | | | C1 to A | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 16 | 5 | 0 | 0 | 1 | 0 | 0 | 22 |
| 07:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 2 | 0 | 0 | 0 | 0 | 2 | 12 | 14 | 4 | 0 | 0 | 1 | 0 | 3 | 22 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 3 | 0 | 0 | 0 | 0 | 11 | 5 | 6 | 2 | 0 | 1 | 0 | 1 | 15 |
| 07:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 1 | 0 | 0 | 0 | 1 | 7 | 6 | 10 | 1 | 0 | 1 | 0 | 7 | 25 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 5 | 0 | 0 | 0 | 0 | 2 | 14 | 19 | 5 | 0 | 0 | 0 | 0 | 3 | 27 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 1 | 0 | 0 | 0 | 1 | 9 | 22 | 5 | 0 | 0 | 2 | 0 | 5 | 34 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 4 | 0 | 0 | 0 | 0 | 4 | 27 | 21 | 4 | 0 | 0 | 1 | 0 | 9 | 35 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 3 | 0 | 0 | 1 | 0 | 3 | 17 | 17 | 3 | 1 | 0 | 1 | 0 | 8 | 30 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 5 | 25 | 14 | 6 | 1 | 0 | 1 | 1 | 5 | 28 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 24 | 18 | 10 | 0 | 0 | 2 | 0 | 7 | 37 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 5 | 1 | 0 | 0 | 1 | 1 | 19 | 23 | 4 | 0 | 0 | 1 | 2 | 7 | 37 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 5 | 1 | 0 | 0 | 0 | 0 | 19 | 18 | 6 | 1 | 0 | 0 | 0 | 1 | 26 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 24 | 22 | 10 | 0 | 0 | 1 | 1 | 2 | 36 |
| 16:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 | 6 | 1 | 0 | 0 | 1 | 0 | 25 | 28 | 5 | 2 | 0 | 1 | 0 | 6 | 42 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 6 | 0 | 0 | 0 | 0 | 0 | 32 | 37 | 7 | 0 | 0 | 1 | 0 | 6 | 51 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 5 | 0 | 0 | 0 | 0 | 0 | 26 | 23 | 4 | 0 | 0 | 1 | 0 | 5 | 33 |
| 17:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 33 | 5 | 0 | 0 | 0 | 0 | 2 | 40 | 15 | 2 | 0 | 0 | 2 | 0 | 12 | 31 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 2 | 0 | 0 | 0 | 2 | 4 | 31 | 20 | 3 | 0 | 0 | 0 | 0 | 7 | 30 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 2 | 0 | 0 | 0 | 1 | 1 | 25 | 22 | 2 | 0 | 0 | 1 | 0 | 9 | 34 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 2 | 0 | 0 | 0 | 1 | 3 | 25 | 21 | 5 | 0 | 0 | 1 | 0 | 7 | 34 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 4 | 0 | 0 | 0 | 5 | 3 | 32 | 26 | 1 | 0 | 0 | 1 | 0 | 8 | 36 |
| 18:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 22 | 2 | 0 | 0 | 0 | 0 | 3 | 27 | 21 | 2 | 0 | 0 | 1 | 1 | 7 | 32 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 3 | 0 | 0 | 0 | 0 | 1 | 20 | 22 | 3 | 1 | 0 | 2 | 0 | 7 | 35 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 4 | 0 | 0 | 0 | 1 | 2 | 32 | 18 | 2 | 0 | 0 | 1 | 1 | 7 | 29 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 22 | 4 | 4 | 0 | 0 | 0 | 3 | 33 | 41 | 25 | 3 | 0 | 4 | 0 | 11 | 84 |
| 07:15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 27 | 8 | 4 | 0 | 0 | 0 | 5 | 44 | 44 | 25 | 3 | 0 | 3 | 0 | 14 | 89 |
| 07:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 25 | 7 | 5 | 0 | 0 | 0 | 4 | 41 | 52 | 26 | 3 | 0 | 4 | 0 | 16 | 101 |
| 07:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 37 | 10 | 2 | 0 | 0 | 0 | 8 | 57 | 68 | 24 | 1 | 0 | 4 | 0 | 24 | 121 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 13 | 1 | 0 | 1 | 0 | 10 | 67 | 79 | 17 | 1 | 0 | 4 | 0 | 25 | 126 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 8 | 1 | 0 | 1 | 0 | 13 | 78 | 74 | 18 | 2 | 0 | 5 | 1 | 27 | 127 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 12 | 0 | 0 | 1 | 0 | 12 | 93 | 70 | 23 | 2 | 0 | 5 | 1 | 29 | 130 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 13 | 1 | 0 | 1 | 1 | 9 | 85 | 72 | 23 | 2 | 0 | 5 | 3 | 27 | 132 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 15 | 2 | 0 | 0 | 1 | 6 | 87 | 73 | 26 | 2 | 0 | 4 | 3 | 20 | 128 |
| 16:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 86 | 19 | 1 | 0 | 0 | 1 | 0 | 107 | 110 | 26 | 2 | 0 | 4 | 1 | 19 | 162 |
| 16:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 97 | 22 | 1 | 0 | 0 | 1 | 2 | 123 | 103 | 18 | 2 | 0 | 5 | 0 | 29 | 157 |
| 16:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 103 | 18 | 0 | 0 | 0 | 2 | 6 | 129 | 95 | 16 | 0 | 0 | 4 | 0 | 30 | 145 |
| 16:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 98 | 14 | 0 | 0 | 0 | 3 | 7 | 122 | 80 | 11 | 0 | 0 | 4 | 0 | 33 | 128 |
| 17:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 96 | 11 | 0 | 0 | 0 | 4 | 10 | 121 | 78 | 12 | 0 | 0 | 4 | 0 | 35 | 129 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 10 | 0 | 0 | 0 | 9 | 11 | 113 | 89 | 11 | 0 | 0 | 3 | 0 | 31 | 134 |
| 17:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 82 | 10 | 0 | 0 | 0 | 7 | 10 | 109 | 90 | 10 | 0 | 0 | 4 | 1 | 31 | 136 |
| 17:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 77 | 11 | 0 | 0 | 0 | 6 | 10 | 104 | 90 | 11 | 1 | 0 | 5 | 1 | 29 | 137 |
| 18:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 83 | 13 | 0 | 0 | 0 | 6 | 9 | 111 | 87 | 8 | 1 | 0 | 5 | 2 | 29 | 132 |

Intelligent Data Collection Limited



Client: Mott McDonald
Project Number: ID06180
Junction Number: Site 20

Date of Survey: 07.12.2021
Junction Name: Green End Road / High Street / Water Lane
Junction Type: 3-arm Roundabout

Arm A: Green End Road (NE)
Arm B: Water Lane (SE)
Arm C: High Street (SW)

| PCU Summary | | | | | | | | | |
|-------------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|
| Time | A1 to A | A1 to C | A1 to B | B1 to B | B1 to A | B1 to C | C1 to C | C1 to B | C1 to A |
| 07:00 | 0 | 21 | 11 | 0 | 7 | 17 | 0 | 3 | 23 |
| 07:15 | 0 | 35 | 7 | 0 | 24 | 20 | 1 | 10 | 21 |
| 07:30 | 0 | 36 | 6 | 0 | 27 | 28 | 0 | 13 | 16 |
| 07:45 | 0 | 38 | 13 | 0 | 25 | 37 | 1 | 7 | 21 |
| 08:00 | 0 | 52 | 17 | 0 | 21 | 26 | 0 | 12 | 25 |
| 08:15 | 0 | 58 | 26 | 0 | 32 | 25 | 0 | 9 | 32 |
| 08:30 | 0 | 46 | 26 | 0 | 39 | 28 | 0 | 24 | 29 |
| 08:45 | 1 | 36 | 23 | 0 | 20 | 16 | 0 | 16 | 25 |
| 09:00 | 0 | 41 | 26 | 1 | 25 | 19 | 0 | 21 | 25 |
| 09:15 | 0 | 38 | 27 | 0 | 25 | 24 | 0 | 24 | 33 |
| 09:30 | 1 | 30 | 21 | 0 | 24 | 23 | 0 | 18 | 31 |
| 09:45 | 1 | 45 | 17 | 1 | 32 | 34 | 0 | 20 | 26 |
| 16:00 | 0 | 27 | 21 | 0 | 27 | 23 | 0 | 24 | 35 |
| 16:15 | 0 | 31 | 37 | 0 | 16 | 28 | 1 | 25 | 39 |
| 16:30 | 0 | 42 | 14 | 0 | 18 | 18 | 0 | 32 | 47 |
| 16:45 | 2 | 27 | 20 | 0 | 18 | 29 | 0 | 26 | 30 |
| 17:00 | 0 | 36 | 24 | 1 | 21 | 22 | 1 | 38 | 23 |
| 17:15 | 1 | 27 | 18 | 0 | 17 | 23 | 0 | 27 | 24 |
| 17:30 | 1 | 33 | 20 | 0 | 16 | 23 | 0 | 24 | 28 |
| 17:45 | 1 | 33 | 24 | 0 | 16 | 22 | 0 | 22 | 29 |
| 18:00 | 2 | 36 | 21 | 0 | 9 | 21 | 0 | 27 | 31 |
| 18:15 | 1 | 25 | 25 | 0 | 14 | 18 | 1 | 25 | 27 |
| 18:30 | 0 | 19 | 22 | 0 | 15 | 25 | 0 | 19 | 32 |
| 18:45 | 0 | 22 | 15 | 0 | 11 | 19 | 0 | 30 | 24 |
| Start Time | Rolling Hour | | | | | | | | |
| 07:00 | 0 | 129 | 37 | 0 | 84 | 102 | 2 | 33 | 81 |
| 07:15 | 0 | 161 | 44 | 0 | 98 | 110 | 2 | 42 | 82 |
| 07:30 | 0 | 184 | 63 | 0 | 106 | 115 | 1 | 40 | 94 |
| 07:45 | 0 | 194 | 82 | 0 | 117 | 115 | 1 | 52 | 106 |
| 08:00 | 1 | 193 | 92 | 0 | 112 | 95 | 0 | 61 | 111 |
| 08:15 | 1 | 182 | 100 | 1 | 116 | 88 | 0 | 69 | 111 |
| 08:30 | 1 | 162 | 101 | 1 | 109 | 87 | 0 | 84 | 112 |
| 08:45 | 2 | 145 | 96 | 1 | 94 | 83 | 0 | 79 | 115 |
| 09:00 | 2 | 154 | 91 | 2 | 106 | 101 | 0 | 83 | 115 |
| 16:00 | 2 | 127 | 92 | 0 | 79 | 97 | 1 | 107 | 151 |
| 16:15 | 2 | 137 | 94 | 1 | 74 | 96 | 2 | 121 | 140 |
| 16:30 | 3 | 133 | 76 | 1 | 75 | 91 | 1 | 123 | 125 |
| 16:45 | 4 | 124 | 82 | 1 | 73 | 96 | 1 | 115 | 106 |
| 17:00 | 3 | 129 | 86 | 1 | 70 | 89 | 1 | 111 | 105 |
| 17:15 | 5 | 129 | 83 | 0 | 58 | 88 | 0 | 99 | 112 |
| 17:30 | 5 | 126 | 89 | 0 | 55 | 83 | 1 | 97 | 115 |
| 17:45 | 4 | 112 | 91 | 0 | 54 | 85 | 1 | 92 | 119 |
| 18:00 | 3 | 101 | 83 | 0 | 49 | 82 | 1 | 100 | 113 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 20
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Junction Name: Green End Road / High Street / Water Lane
Survey Type: Queue Length Survey

| | | |
|---------------------|---------------------|----------------------------|
| X Coordinate | Y Coordinate | Google Maps Link |
| 52.219175 | 0.146358 | Click Here |

Junction Layout



Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

| Lights | Heavies |
|--------|---------|
| 6 | 15 |

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

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 20
Date of Survey: 07.12.2021
Junction Name: Green End Road / High Street / Water Lane
Survey Type: Queue Length Survey

AM Peak Period:

| Time | Lane A1 | | | | Lane B1 | | | | Lane C1 | | | |
|-------|---------|---------|-------|------------|---------|---------|-------|------------|---------|---------|-------|------------|
| | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) |
| 07:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 07:05 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 07:10 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 15 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 15 | 1 | 0 | 1 | 6 |
| 07:20 | 2 | 0 | 2 | 12 | 2 | 0 | 2 | 12 | 3 | 0 | 3 | 18 |
| 07:25 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 18 | 0 | 0 | 0 | 0 |
| 07:35 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 27 | 0 | 0 | 0 | 0 |
| 07:40 | 1 | 0 | 1 | 6 | 2 | 0 | 2 | 12 | 3 | 0 | 3 | 18 |
| 07:45 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 18 | 0 | 0 | 0 | 0 |
| 07:50 | 1 | 0 | 1 | 6 | 4 | 0 | 4 | 24 | 0 | 0 | 0 | 0 |
| 07:55 | 2 | 0 | 2 | 12 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 08:00 | 2 | 0 | 2 | 12 | 3 | 1 | 4 | 33 | 1 | 0 | 1 | 6 |
| 08:05 | 1 | 0 | 1 | 6 | 2 | 0 | 2 | 12 | 1 | 0 | 1 | 6 |
| 08:10 | 1 | 0 | 1 | 6 | 5 | 0 | 5 | 30 | 2 | 0 | 2 | 12 |
| 08:15 | 2 | 0 | 2 | 12 | 3 | 0 | 3 | 18 | 0 | 0 | 0 | 0 |
| 08:20 | 1 | 1 | 2 | 21 | 4 | 0 | 4 | 24 | 5 | 0 | 5 | 30 |
| 08:25 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 18 | 0 | 0 | 0 | 0 |
| 08:30 | 2 | 0 | 2 | 12 | 3 | 1 | 4 | 33 | 2 | 0 | 2 | 12 |
| 08:35 | 1 | 0 | 1 | 6 | 2 | 0 | 2 | 12 | 2 | 0 | 2 | 12 |
| 08:40 | 0 | 1 | 1 | 15 | 4 | 0 | 4 | 24 | 3 | 0 | 3 | 18 |
| 08:45 | 1 | 1 | 2 | 21 | 11 | 2 | 13 | 96 | 3 | 0 | 3 | 18 |
| 08:50 | 5 | 0 | 5 | 30 | 3 | 0 | 3 | 18 | 2 | 1 | 3 | 27 |
| 08:55 | 1 | 0 | 1 | 6 | 2 | 0 | 2 | 12 | 1 | 1 | 2 | 21 |
| 09:00 | 4 | 0 | 4 | 24 | 4 | 0 | 4 | 24 | 1 | 0 | 1 | 6 |
| 09:05 | 4 | 0 | 4 | 24 | 2 | 0 | 2 | 12 | 2 | 0 | 2 | 12 |
| 09:10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 15 |
| 09:15 | 2 | 1 | 3 | 27 | 2 | 0 | 2 | 12 | 1 | 0 | 1 | 6 |
| 09:20 | 2 | 0 | 2 | 12 | 3 | 0 | 3 | 18 | 2 | 0 | 2 | 12 |
| 09:25 | 3 | 0 | 3 | 18 | 2 | 0 | 2 | 12 | 2 | 0 | 2 | 12 |
| 09:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 09:35 | 2 | 0 | 2 | 12 | 5 | 0 | 5 | 30 | 2 | 0 | 2 | 12 |
| 09:40 | 2 | 0 | 2 | 12 | 5 | 0 | 5 | 30 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 42 | 0 | 0 | 0 | 0 |
| 09:50 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 09:55 | 1 | 0 | 1 | 6 | 5 | 0 | 5 | 30 | 3 | 0 | 3 | 18 |

PM Peak Period:

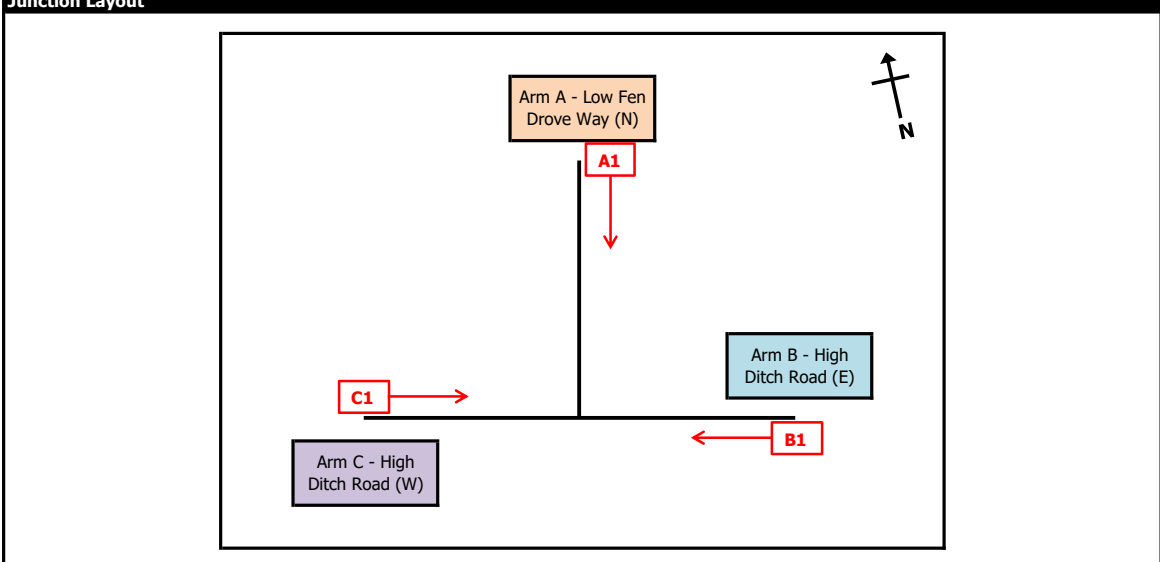
| Time | Lane A1 | | | | Lane B1 | | | | Lane C1 | | | |
|-------|---------|---------|-------|------------|---------|---------|-------|------------|---------|---------|-------|------------|
| | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) |
| 16:00 | 1 | 0 | 1 | 6 | 3 | 0 | 3 | 18 | 4 | 0 | 4 | 24 |
| 16:05 | 3 | 0 | 3 | 18 | 1 | 0 | 1 | 6 | 3 | 0 | 3 | 18 |
| 16:10 | 3 | 0 | 3 | 18 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 16:15 | 3 | 0 | 3 | 18 | 2 | 0 | 2 | 12 | 3 | 0 | 3 | 18 |
| 16:20 | 2 | 0 | 2 | 12 | 5 | 0 | 5 | 30 | 0 | 0 | 0 | 0 |
| 16:25 | 2 | 0 | 2 | 12 | 3 | 0 | 3 | 18 | 0 | 0 | 0 | 0 |
| 16:30 | 3 | 1 | 4 | 33 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 16:35 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 | 3 | 0 | 3 | 18 |
| 16:40 | 2 | 0 | 2 | 12 | 5 | 0 | 5 | 30 | 5 | 1 | 6 | 45 |
| 16:45 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 | 4 | 0 | 4 | 24 |
| 16:50 | 2 | 0 | 2 | 12 | 1 | 0 | 1 | 6 | 3 | 0 | 3 | 18 |
| 16:55 | 1 | 0 | 1 | 6 | 4 | 0 | 4 | 24 | 1 | 0 | 1 | 6 |
| 17:00 | 2 | 0 | 2 | 12 | 4 | 0 | 4 | 24 | 1 | 0 | 1 | 6 |
| 17:05 | 2 | 0 | 2 | 12 | 2 | 0 | 2 | 12 | 4 | 0 | 4 | 24 |
| 17:10 | 2 | 0 | 2 | 12 | 1 | 0 | 1 | 6 | 3 | 0 | 3 | 18 |
| 17:15 | 2 | 0 | 2 | 12 | 5 | 0 | 5 | 30 | 3 | 0 | 3 | 18 |
| 17:20 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 18 |
| 17:25 | 1 | 0 | 1 | 6 | 2 | 0 | 2 | 12 | 1 | 0 | 1 | 6 |
| 17:30 | 1 | 0 | 1 | 6 | 2 | 0 | 2 | 12 | 1 | 0 | 1 | 6 |
| 17:35 | 1 | 0 | 1 | 6 | 2 | 0 | 2 | 12 | 4 | 0 | 4 | 24 |
| 17:40 | 3 | 0 | 3 | 18 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 17:45 | 4 | 0 | 4 | 24 | 2 | 0 | 2 | 12 | 2 | 0 | 2 | 12 |
| 17:50 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 17:55 | 2 | 0 | 2 | 12 | 4 | 0 | 4 | 24 | 0 | 0 | 0 | 0 |
| 18:00 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 | 3 | 0 | 3 | 18 |
| 18:05 | 2 | 0 | 2 | 12 | 2 | 0 | 2 | 12 | 4 | 0 | 4 | 24 |
| 18:10 | 3 | 0 | 3 | 18 | 3 | 0 | 3 | 18 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 18:20 | 3 | 0 | 3 | 18 | 2 | 0 | 2 | 12 | 1 | 0 | 1 | 6 |
| 18:25 | 1 | 0 | 1 | 6 | 2 | 0 | 2 | 12 | 1 | 0 | 1 | 6 |
| 18:30 | 1 | 0 | 1 | 6 | 2 | 0 | 2 | 12 | 1 | 0 | 1 | 6 |
| 18:35 | 1 | 0 | 1 | 6 | 3 | 0 | 3 | 18 | 3 | 0 | 3 | 18 |
| 18:40 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 18:45 | 1 | 0 | 1 | 6 | 5 | 0 | 5 | 30 | 2 | 0 | 2 | 12 |
| 18:50 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 12 | 5 | 0 | 5 | 30 |
| 18:55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |

Intelligent Data Collection Limited

| | | | |
|-------------------------|---------------|------------------------|-------------------------------------|
| Client: | Mott McDonald | Date of Survey: | 07.12.2021 |
| Project Number: | ID06180 | Junction Name: | High Ditch Road / Low Fen Drove Way |
| Junction Number: | Site 21 | Junction Type: | T-Junction |



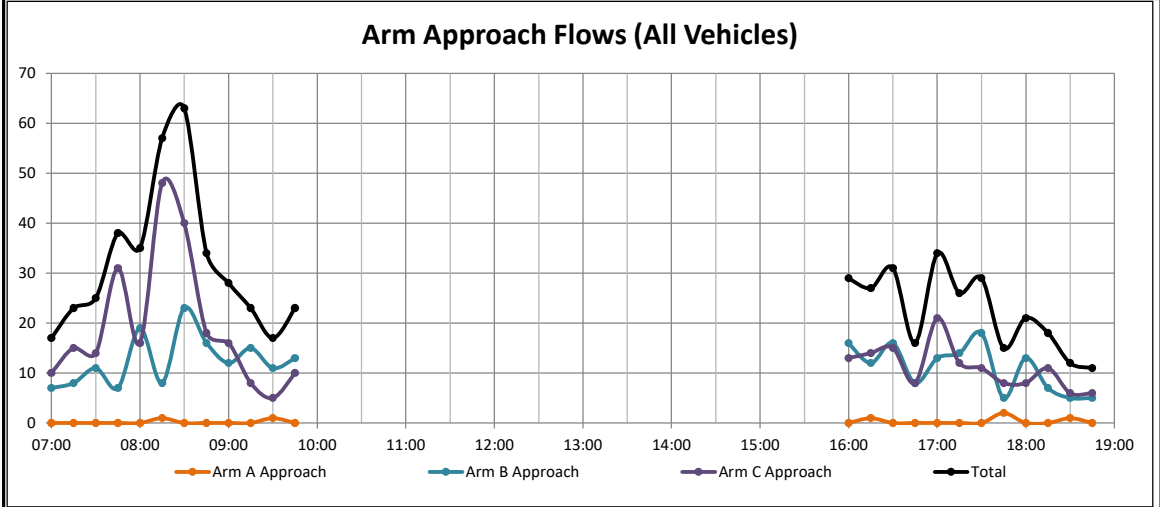
| X Coordinate | Y Coordinate | Google Maps Link |
|--------------------|--------------------|----------------------------|
| 52.215979 | 0.190989 | Click Here |
| AM Peak Conditions | PM Peak Conditions | |
| Clear | Showers | |



Aerial Mapping and On-site Camera View



Junction Flow Profile



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

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: High Ditch Road / Low Fen Drove Way
 Junction Number: Site 21 Junction Type: T-Junction

| Time | Arm A Approach | | | | | | | | Arm A Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 08:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 09:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 16:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 17:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 18:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 07:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 07:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 08:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 08:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 08:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 09:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 16:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 16:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 17:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 17:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | |
| 17:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | |
| 17:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 18:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: High Ditch Road / Low Fen Drove Way
 Junction Number: Site 21 Junction Type: T-Junction

| Time | Arm B Approach | | | | | | | | Arm B Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 8 | 1 | 0 | 0 | 0 | 0 | 1 | 10 | | |
| 07:15 | 5 | 2 | 0 | 0 | 0 | 0 | 1 | 8 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 15 | | |
| 07:30 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 14 | | |
| 07:45 | 4 | 2 | 0 | 0 | 0 | 0 | 1 | 7 | 20 | 10 | 0 | 0 | 0 | 0 | 1 | 31 | | |
| 08:00 | 11 | 6 | 0 | 0 | 0 | 0 | 2 | 19 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16 | | |
| 08:15 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 44 | 4 | 0 | 0 | 0 | 0 | 0 | 48 | | |
| 08:30 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 23 | 35 | 5 | 0 | 0 | 0 | 0 | 0 | 40 | | |
| 08:45 | 13 | 2 | 0 | 0 | 0 | 0 | 1 | 16 | 13 | 3 | 0 | 0 | 0 | 0 | 2 | 18 | | |
| 09:00 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 15 | | |
| 09:15 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 15 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | | |
| 09:30 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 11 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | | |
| 09:45 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 13 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | | |
| 16:00 | 11 | 4 | 0 | 0 | 0 | 0 | 1 | 16 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 12 | | |
| 16:15 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 12 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 14 | | |
| 16:30 | 15 | 0 | 0 | 0 | 0 | 1 | 0 | 16 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 15 | | |
| 16:45 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | | |
| 17:00 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | | |
| 17:15 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | | |
| 17:30 | 17 | 0 | 0 | 0 | 0 | 0 | 1 | 18 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | | |
| 17:45 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | | |
| 18:00 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 13 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | | |
| 18:15 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | | |
| 18:30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | | |
| 18:45 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 24 | 7 | 0 | 0 | 0 | 0 | 2 | 33 | 50 | 18 | 0 | 0 | 0 | 0 | 2 | 70 | | |
| 07:15 | 29 | 12 | 0 | 0 | 0 | 0 | 4 | 45 | 56 | 19 | 0 | 0 | 0 | 0 | 1 | 76 | | |
| 07:30 | 32 | 10 | 0 | 0 | 0 | 0 | 3 | 45 | 89 | 19 | 0 | 0 | 0 | 0 | 1 | 109 | | |
| 07:45 | 41 | 13 | 0 | 0 | 0 | 0 | 3 | 57 | 113 | 21 | 0 | 0 | 0 | 0 | 1 | 135 | | |
| 08:00 | 50 | 13 | 0 | 0 | 0 | 0 | 3 | 66 | 106 | 14 | 0 | 0 | 0 | 0 | 2 | 122 | | |
| 08:15 | 50 | 8 | 0 | 0 | 0 | 0 | 1 | 59 | 105 | 14 | 0 | 0 | 0 | 0 | 2 | 121 | | |
| 08:30 | 53 | 12 | 0 | 0 | 0 | 0 | 1 | 66 | 69 | 10 | 0 | 0 | 0 | 0 | 2 | 81 | | |
| 08:45 | 43 | 9 | 1 | 0 | 0 | 0 | 1 | 54 | 37 | 7 | 0 | 0 | 0 | 0 | 2 | 46 | | |
| 09:00 | 39 | 11 | 1 | 0 | 0 | 0 | 0 | 51 | 33 | 5 | 0 | 0 | 0 | 0 | 0 | 38 | | |
| 16:00 | 40 | 9 | 0 | 0 | 0 | 1 | 2 | 52 | 39 | 10 | 0 | 0 | 0 | 0 | 0 | 49 | | |
| 16:15 | 42 | 5 | 0 | 0 | 0 | 1 | 1 | 49 | 52 | 6 | 0 | 0 | 0 | 0 | 0 | 58 | | |
| 16:30 | 49 | 0 | 0 | 0 | 0 | 1 | 1 | 51 | 53 | 2 | 0 | 0 | 0 | 0 | 1 | 56 | | |
| 16:45 | 51 | 0 | 0 | 0 | 0 | 0 | 2 | 53 | 50 | 1 | 0 | 0 | 0 | 0 | 1 | 52 | | |
| 17:00 | 49 | 0 | 0 | 0 | 0 | 0 | 1 | 50 | 50 | 1 | 0 | 0 | 0 | 0 | 1 | 52 | | |
| 17:15 | 46 | 3 | 0 | 0 | 0 | 0 | 1 | 50 | 36 | 1 | 0 | 0 | 0 | 0 | 1 | 38 | | |
| 17:30 | 38 | 4 | 0 | 0 | 0 | 0 | 1 | 43 | 36 | 1 | 0 | 0 | 0 | 0 | 0 | 37 | | |
| 17:45 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 30 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | | |
| 18:00 | 25 | 5 | 0 | 0 | 0 | 0 | 0 | 30 | 29 | 1 | 0 | 0 | 0 | 0 | 0 | 30 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: High Ditch Road / Low Fen Drove Way
 Junction Number: Site 21 Junction Type: T-Junction

| Time | Arm C Approach | | | | | | | | Arm C Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 8 | 1 | 0 | 0 | 0 | 0 | 1 | 10 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | | |
| 07:15 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 15 | 5 | 2 | 0 | 0 | 0 | 0 | 1 | 8 | | |
| 07:30 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 14 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11 | | |
| 07:45 | 20 | 10 | 0 | 0 | 0 | 0 | 1 | 31 | 4 | 2 | 0 | 0 | 0 | 0 | 1 | 7 | | |
| 08:00 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16 | 11 | 6 | 0 | 0 | 0 | 0 | 2 | 19 | | |
| 08:15 | 44 | 4 | 0 | 0 | 0 | 0 | 0 | 48 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | | |
| 08:30 | 35 | 5 | 0 | 0 | 0 | 0 | 0 | 40 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 23 | | |
| 08:45 | 13 | 3 | 0 | 0 | 0 | 0 | 2 | 18 | 13 | 2 | 0 | 0 | 0 | 0 | 1 | 16 | | |
| 09:00 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | | |
| 09:15 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 15 | | |
| 09:30 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 12 | | |
| 09:45 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 13 | | |
| 16:00 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 13 | 11 | 4 | 0 | 0 | 0 | 0 | 1 | 16 | | |
| 16:15 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 14 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 13 | | |
| 16:30 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 15 | 15 | 0 | 0 | 0 | 0 | 1 | 0 | 16 | | |
| 16:45 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | | |
| 17:00 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | | |
| 17:15 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | | |
| 17:30 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | 16 | | |
| 17:45 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | | |
| 18:00 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 13 | | |
| 18:15 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | | |
| 18:30 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | | |
| 18:45 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 50 | 18 | 0 | 0 | 0 | 0 | 2 | 70 | 24 | 7 | 0 | 0 | 0 | 0 | 2 | 33 | | |
| 07:15 | 56 | 19 | 0 | 0 | 0 | 0 | 1 | 76 | 29 | 12 | 0 | 0 | 0 | 0 | 4 | 45 | | |
| 07:30 | 89 | 19 | 0 | 0 | 0 | 0 | 1 | 109 | 32 | 10 | 0 | 0 | 0 | 0 | 3 | 45 | | |
| 07:45 | 113 | 21 | 0 | 0 | 0 | 0 | 1 | 135 | 41 | 13 | 0 | 0 | 0 | 0 | 3 | 57 | | |
| 08:00 | 106 | 14 | 0 | 0 | 0 | 0 | 2 | 122 | 50 | 13 | 0 | 0 | 0 | 0 | 3 | 66 | | |
| 08:15 | 106 | 14 | 0 | 0 | 0 | 0 | 2 | 122 | 50 | 8 | 0 | 0 | 0 | 0 | 1 | 59 | | |
| 08:30 | 70 | 10 | 0 | 0 | 0 | 0 | 2 | 82 | 53 | 12 | 0 | 0 | 0 | 0 | 1 | 66 | | |
| 08:45 | 38 | 7 | 0 | 0 | 0 | 0 | 2 | 47 | 44 | 9 | 1 | 0 | 0 | 0 | 1 | 55 | | |
| 09:00 | 34 | 5 | 0 | 0 | 0 | 0 | 0 | 39 | 40 | 11 | 1 | 0 | 0 | 0 | 0 | 52 | | |
| 16:00 | 40 | 10 | 0 | 0 | 0 | 0 | 0 | 50 | 40 | 10 | 0 | 0 | 0 | 1 | 2 | 53 | | |
| 16:15 | 52 | 6 | 0 | 0 | 0 | 0 | 0 | 58 | 42 | 6 | 0 | 0 | 0 | 1 | 1 | 50 | | |
| 16:30 | 53 | 2 | 0 | 0 | 0 | 0 | 1 | 56 | 49 | 0 | 0 | 0 | 0 | 1 | 1 | 51 | | |
| 16:45 | 50 | 1 | 0 | 0 | 0 | 0 | 1 | 52 | 49 | 0 | 0 | 0 | 0 | 0 | 2 | 51 | | |
| 17:00 | 50 | 1 | 0 | 0 | 0 | 0 | 1 | 52 | 49 | 0 | 0 | 0 | 0 | 0 | 1 | 50 | | |
| 17:15 | 37 | 1 | 0 | 0 | 0 | 0 | 1 | 39 | 46 | 3 | 0 | 0 | 0 | 0 | 1 | 50 | | |
| 17:30 | 37 | 1 | 0 | 0 | 0 | 0 | 0 | 38 | 38 | 4 | 0 | 0 | 0 | 0 | 1 | 43 | | |
| 17:45 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 28 | 4 | 0 | 0 | 0 | 0 | 0 | 32 | | |
| 18:00 | 30 | 1 | 0 | 0 | 0 | 0 | 0 | 31 | 25 | 5 | 0 | 0 | 0 | 0 | 0 | 30 | | |

Intelligent Data Collection Limited



Client: Mott McDonald **Date of Survey:** 07.12.2021
Project Number: ID06180 **Junction Name:** High Ditch Road / Low Fen Drove Way
Junction Number: Site 21 **Junction Type:** T-Junction

| Total Junction Flow | | | | | | | | |
|---------------------|--------------|-----|------|------|-------|-----|-------|-------|
| Time | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 14 | 2 | 0 | 0 | 0 | 0 | 1 | 17 |
| 07:15 | 16 | 6 | 0 | 0 | 0 | 0 | 1 | 23 |
| 07:30 | 20 | 5 | 0 | 0 | 0 | 0 | 0 | 25 |
| 07:45 | 24 | 12 | 0 | 0 | 0 | 0 | 2 | 38 |
| 08:00 | 25 | 8 | 0 | 0 | 0 | 0 | 2 | 35 |
| 08:15 | 53 | 4 | 0 | 0 | 0 | 0 | 0 | 57 |
| 08:30 | 53 | 10 | 0 | 0 | 0 | 0 | 0 | 63 |
| 08:45 | 26 | 5 | 0 | 0 | 0 | 0 | 3 | 34 |
| 09:00 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 28 |
| 09:15 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 23 |
| 09:30 | 12 | 4 | 1 | 0 | 0 | 0 | 0 | 17 |
| 09:45 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 23 |
| | | | | | | | | |
| 16:00 | 20 | 8 | 0 | 0 | 0 | 0 | 1 | 29 |
| 16:15 | 17 | 10 | 0 | 0 | 0 | 0 | 0 | 27 |
| 16:30 | 28 | 2 | 0 | 0 | 0 | 1 | 0 | 31 |
| 16:45 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | 16 |
| 17:00 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 17:15 | 25 | 0 | 0 | 0 | 0 | 0 | 1 | 26 |
| 17:30 | 27 | 1 | 0 | 0 | 0 | 0 | 1 | 29 |
| 17:45 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:00 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 21 |
| 18:15 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| 18:30 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18:45 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11 |
| Start Time | Rolling Hour | | | | | | | Total |
| 07:00 | 74 | 25 | 0 | 0 | 0 | 0 | 4 | 103 |
| 07:15 | 85 | 31 | 0 | 0 | 0 | 0 | 5 | 121 |
| 07:30 | 122 | 29 | 0 | 0 | 0 | 0 | 4 | 155 |
| 07:45 | 155 | 34 | 0 | 0 | 0 | 0 | 4 | 193 |
| 08:00 | 157 | 27 | 0 | 0 | 0 | 0 | 5 | 189 |
| 08:15 | 157 | 22 | 0 | 0 | 0 | 0 | 3 | 182 |
| 08:30 | 123 | 22 | 0 | 0 | 0 | 0 | 3 | 148 |
| 08:45 | 82 | 16 | 1 | 0 | 0 | 0 | 3 | 102 |
| 09:00 | 74 | 16 | 1 | 0 | 0 | 0 | 0 | 91 |
| | | | | | | | | |
| 16:00 | 80 | 20 | 0 | 0 | 0 | 1 | 2 | 103 |
| 16:15 | 94 | 12 | 0 | 0 | 0 | 1 | 1 | 108 |
| 16:30 | 102 | 2 | 0 | 0 | 0 | 1 | 2 | 107 |
| 16:45 | 101 | 1 | 0 | 0 | 0 | 0 | 3 | 105 |
| 17:00 | 101 | 1 | 0 | 0 | 0 | 0 | 2 | 104 |
| 17:15 | 85 | 4 | 0 | 0 | 0 | 0 | 2 | 91 |
| 17:30 | 77 | 5 | 0 | 0 | 0 | 0 | 1 | 83 |
| 17:45 | 62 | 4 | 0 | 0 | 0 | 0 | 0 | 66 |
| 18:00 | 56 | 6 | 0 | 0 | 0 | 0 | 0 | 62 |

Intelligent Data Collection Limited



Client: Mott McDonald
Project Number: ID06180
Junction Number: Site 21

Date of Survey: 07.12.2021
Junction Name: High Ditch Road / Low Fen Drove Way
Junction Type: T-Junction

Arm A: Low Fen Drove Way (N)
Arm B: High Ditch Road (E)
Arm C: High Ditch Road (W)

| Time | A1 to A | | | | | | | A1 to C | | | | | | | A1 to B | | | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|---------|--------------|-----|------|------|-------|-----|---------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | | | | | | | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | | | | | | | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | | | | | | | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | | | | | | | | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | | | | | | | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: High Ditch Road / Low Fen Drove Way Arm A: Low Fen Drove Way (N)
 Junction Number: Site 21 Junction Type: T-Junction Arm B: High Ditch Road (E) Arm C: High Ditch Road (W)

| Time | B1 to B | | | | | | | | B1 to A | | | | | | | | B1 to C | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 07:15 | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 1 | 8 |
| 07:30 | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11 |
| 07:45 | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 1 | 7 |
| 08:00 | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 6 | 0 | 0 | 0 | 0 | 2 | 19 |
| 08:15 | | | | | | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | |
| 08:30 | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 23 |
| 08:45 | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 1 | 16 |
| 09:00 | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 09:15 | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 15 |
| 09:30 | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 11 |
| 09:45 | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 13 |
| <hr/> | | | | | | | | | | | | | | | | | | | | | | | | |
| 16:00 | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 1 | 16 |
| 16:15 | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:30 | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 1 | 0 | 16 |
| 16:45 | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 8 |
| 17:00 | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:15 | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:30 | | | | | | | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | 16 |
| 17:45 | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:00 | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:15 | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:30 | | | | | | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 18:45 | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| <hr/> | | | | | | | | | | | | | | | | | | | | | | | | |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 7 | 0 | 0 | 0 | 0 | 2 | 33 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 12 | 0 | 0 | 0 | 0 | 4 | 45 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 31 | 10 | 0 | 0 | 0 | 0 | 3 | 44 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 40 | 13 | 0 | 0 | 0 | 0 | 3 | 56 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 49 | 13 | 0 | 0 | 0 | 0 | 3 | 65 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 49 | 8 | 0 | 0 | 0 | 0 | 1 | 58 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 12 | 0 | 0 | 0 | 0 | 1 | 66 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 9 | 1 | 0 | 0 | 0 | 1 | 54 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 11 | 1 | 0 | 0 | 0 | 0 | 51 |
| <hr/> | | | | | | | | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 9 | 0 | 0 | 0 | 1 | 2 | 52 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 5 | 0 | 0 | 0 | 1 | 1 | 49 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 0 | 1 | 1 | 51 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 49 | 0 | 0 | 0 | 0 | 0 | 2 | 51 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 47 | 0 | 0 | 0 | 0 | 0 | 1 | 48 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 44 | 3 | 0 | 0 | 0 | 0 | 1 | 48 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 36 | 4 | 0 | 0 | 0 | 0 | 1 | 41 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 25 | 4 | 0 | 0 | 0 | 0 | 0 | 29 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24 | 5 | 0 | 0 | 0 | 0 | 0 | 29 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: High Ditch Road / Low Fen Drove Way Arm A: Low Fen Drove Way (N)
 Junction Number: Site 21 Junction Type: T-Junction Arm B: High Ditch Road (E) Arm C: High Ditch Road (W)

| Time | C1 to C | | | | | | | | C1 to B | | | | | | | | C1 to A | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | | | | | | | | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | | | | | | | | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | | | | | | | | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | | | | | | | | 0 | 20 | 10 | 0 | 0 | 0 | 0 | 1 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | | | | | | | | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | | | | | | | | 0 | 44 | 4 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | | | | | | | | 0 | 35 | 5 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | | | | | | | | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 2 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | | | | | | | | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:15 | | | | | | | | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | | | | | | | | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | | | | | | | | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | | | | | | | | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:15 | | | | | | | | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | | | | | | | | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | | | | | | | | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | | | | | | | | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | | | | | | | | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | | | | | | | | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | | | | | | | | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | | | | | | | | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:15 | | | | | | | | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | | | | | | | | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | | | | | | | | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 18 | 0 | 0 | 0 | 0 | 2 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 19 | 0 | 0 | 0 | 0 | 1 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 19 | 0 | 0 | 0 | 0 | 1 | 109 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 21 | 0 | 0 | 0 | 0 | 1 | 135 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 14 | 0 | 0 | 0 | 0 | 2 | 122 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 14 | 0 | 0 | 0 | 0 | 2 | 121 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 10 | 0 | 0 | 0 | 0 | 2 | 81 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 7 | 0 | 0 | 0 | 0 | 2 | 46 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 5 | 0 | 0 | 0 | 0 | 0 | 38 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 10 | 0 | 0 | 0 | 0 | 0 | 49 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 6 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 2 | 0 | 0 | 0 | 0 | 1 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 1 | 0 | 0 | 0 | 0 | 1 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 1 | 0 | 0 | 0 | 0 | 1 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 1 | 0 | 0 | 0 | 0 | 1 | 38 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 1 | 0 | 0 | 0 | 0 | 0 | 37 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 1 | 0 | 0 | 0 | 0 | 0 | 30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

Intelligent Data Collection Limited



Client: Mott McDonald
Project Number: ID06180
Junction Number: Site 21

Date of Survey: 07.12.2021
Junction Name: High Ditch Road / Low Fen Drove Way
Junction Type: T-Junction

Arm A: Low Fen Drove Way (N)
Arm B: High Ditch Road (E)
Arm C: High Ditch Road (W)

| PCU Summary | | | | | | | | | |
|-------------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|
| Time | A1 to A | A1 to C | A1 to B | B1 to B | B1 to A | B1 to C | C1 to C | C1 to B | C1 to A |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 9 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 15 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 14 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 30 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 16 | 0 |
| 08:15 | 0 | 1 | 0 | 0 | 1 | 7 | 0 | 48 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 40 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 16 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 15 | 1 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 8 | 0 |
| 09:30 | 0 | 1 | 0 | 0 | 0 | 12 | 0 | 5 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 10 | 0 |
| | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 12 | 1 |
| 16:15 | 0 | 1 | 0 | 0 | 0 | 12 | 0 | 14 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 15 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 8 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 21 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 11 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 2 | 15 | 0 | 11 | 0 |
| 17:45 | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 8 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 7 | 1 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 11 | 0 |
| 18:30 | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 6 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 6 | 0 |
| Start Time | Rolling Hour | | | | | | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 68 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 75 | 0 |
| 07:30 | 0 | 1 | 0 | 0 | 1 | 42 | 0 | 108 | 0 |
| 07:45 | 0 | 1 | 0 | 0 | 1 | 54 | 0 | 134 | 0 |
| 08:00 | 0 | 1 | 0 | 0 | 1 | 63 | 0 | 120 | 0 |
| 08:15 | 0 | 1 | 0 | 0 | 1 | 57 | 0 | 119 | 1 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 79 | 1 |
| 08:45 | 0 | 1 | 0 | 0 | 0 | 54 | 0 | 44 | 1 |
| 09:00 | 0 | 1 | 0 | 0 | 0 | 52 | 0 | 38 | 1 |
| | | | | | | | | | |
| 16:00 | 0 | 1 | 0 | 0 | 0 | 50 | 0 | 49 | 1 |
| 16:15 | 0 | 1 | 0 | 0 | 0 | 48 | 0 | 58 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 55 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 2 | 49 | 0 | 51 | 0 |
| 17:00 | 0 | 2 | 0 | 0 | 2 | 47 | 0 | 51 | 0 |
| 17:15 | 0 | 2 | 0 | 0 | 2 | 47 | 0 | 37 | 1 |
| 17:30 | 0 | 2 | 0 | 0 | 2 | 40 | 0 | 37 | 1 |
| 17:45 | 0 | 3 | 0 | 0 | 1 | 29 | 0 | 32 | 1 |
| 18:00 | 0 | 1 | 0 | 0 | 1 | 29 | 0 | 30 | 1 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 21
Site Name: Low Fen Drove Way
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Survey Type: Pedestrian & Cycle Count

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------|--------------|----------------------------|
| 52.216095 | 0.191158 | Click Here |

Site Layout



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

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 21
Site Name: Low Fen Drove Way
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Survey Type: Pedestrian & Cycle Count

AM Peak Totals

| Date | Movement 1 | | | | Movement 2 | | | | Movement 3 | | | | Movement 4 | | | |
|------------|------------|----------|------------|-------|------------|----------|------------|-------|------------|----------|------------|-------|------------|----------|------------|-------|
| | Peds | Cyclists | Equestrian | Total | Peds | Cyclists | Equestrian | Total | Peds | Cyclists | Equestrian | Total | Peds | Cyclists | Equestrian | Total |
| 07.12.2021 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08.12.2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 |

PM Peak Totals

| Date | Movement 1 | | | | Movement 2 | | | | Movement 3 | | | | Movement 4 | | | |
|------------|------------|----------|------------|-------|------------|----------|------------|-------|------------|----------|------------|-------|------------|----------|------------|-------|
| | Peds | Cyclists | Equestrian | Total | Peds | Cyclists | Equestrian | Total | Peds | Cyclists | Equestrian | Total | Peds | Cyclists | Equestrian | Total |
| 04.12.2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 2 | 1 | 0 | 3 |
| 07.12.2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08.12.2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |

Intelligent Data Collection Limited



Client: Mott MacDonald
 Project Number: ID06180
 Site Number: Site 21
 Site Name: Low Fen Drive Way
 Date of Survey: 07.12.2021
 Survey Type: Pedestrian & Cycle Count

Input by:
 Checked by:

| Time | Movement 1 | | | | Movement 2 | | | | Movement 3 | | | | Movement 4 | | | |
|--------------------------|------------|----------|------------|----------|------------|----------|------------|----------|------------|----------|------------|----------|------------|----------|------------|----------|
| | Peds | Cyclists | Equestrian | Total | Peds | Cyclists | Equestrian | Total | Peds | Cyclists | Equestrian | Total | Peds | Cyclists | Equestrian | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00-10:00 Total | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00-19:00 Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 21
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Junction Name: High Ditch Road / Low Fen Drove Way
Survey Type: Queue Length Survey

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------|--------------|----------------------------|
| 52.215958 | 0.191131 | Click Here |

Junction Layout



Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

| Lights | Heavies |
|--------|---------|
| 6 | 15 |

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

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 21
Date of Survey: 07.12.2021
Junction Name: High Ditch Road / Low Fen Drove Way
Survey Type: Queue Length Survey

AM Peak Period:

| Lane A1 | | | | |
|---------|--------|---------|-------|------------|
| Time | Lights | Heavies | Total | Length (m) |
| 07:00 | 0 | 0 | 0 | 0 |
| 07:05 | 0 | 0 | 0 | 0 |
| 07:10 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 |
| 07:20 | 0 | 0 | 0 | 0 |
| 07:25 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 |
| 07:35 | 0 | 0 | 0 | 0 |
| 07:40 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 |
| 07:50 | 0 | 0 | 0 | 0 |
| 07:55 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 |
| 08:05 | 0 | 0 | 0 | 0 |
| 08:10 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 |
| 08:20 | 0 | 0 | 0 | 0 |
| 08:25 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 |
| 08:35 | 0 | 0 | 0 | 0 |
| 08:40 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 |
| 08:50 | 0 | 0 | 0 | 0 |
| 08:55 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 |
| 09:05 | 0 | 0 | 0 | 0 |
| 09:10 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 |
| 09:20 | 0 | 0 | 0 | 0 |
| 09:25 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 |
| 09:35 | 0 | 0 | 0 | 0 |
| 09:40 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 |
| 09:50 | 0 | 0 | 0 | 0 |
| 09:55 | 0 | 0 | 0 | 0 |

PM Peak Period:

| Lane A1 | | | | |
|---------|--------|---------|-------|------------|
| Time | Lights | Heavies | Total | Length (m) |
| 16:00 | 0 | 0 | 0 | 0 |
| 16:05 | 0 | 0 | 0 | 0 |
| 16:10 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 |
| 16:20 | 0 | 0 | 0 | 0 |
| 16:25 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 |
| 16:35 | 0 | 0 | 0 | 0 |
| 16:40 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 |
| 16:50 | 0 | 0 | 0 | 0 |
| 16:55 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 |
| 17:05 | 0 | 0 | 0 | 0 |
| 17:10 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 |
| 17:20 | 0 | 0 | 0 | 0 |
| 17:25 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 |
| 17:35 | 0 | 0 | 0 | 0 |
| 17:40 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 |
| 17:50 | 0 | 0 | 0 | 0 |
| 17:55 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 |
| 18:05 | 0 | 0 | 0 | 0 |
| 18:10 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 |
| 18:20 | 0 | 0 | 0 | 0 |
| 18:25 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 |
| 18:35 | 0 | 0 | 0 | 0 |
| 18:40 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 |
| 18:50 | 0 | 0 | 0 | 0 |
| 18:55 | 0 | 0 | 0 | 0 |

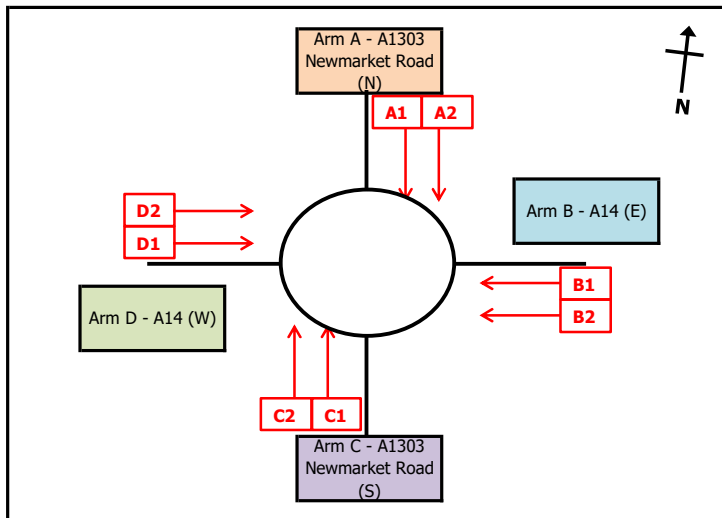
Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A14 J35
 Junction Number: Site 22 Junction Type: 4-arm Roundabout

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------------|--------------------|----------------------------|
| 52.214207 | 0.216069 | Click Here |
| AM Peak Conditions | PM Peak Conditions | |
| Clear | Showers | |

Junction Layout

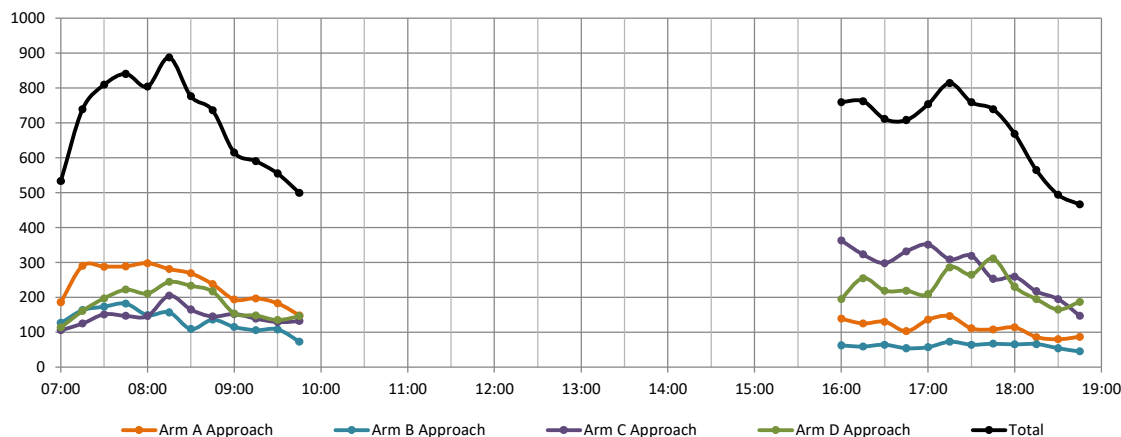


Aerial Mapping and On-site Camera View



Junction Flow Profile

Arm Approach Flows (All Vehicles)



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

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 22
 Date of Survey: 07.12.2021
 Junction Name: A14 J35
 Junction Type: 4-arm Roundabout

Arm A: A1303 Newmarket Road (N)
 Arm B: A14 (E)
 Arm C: A1303 Newmarket Road (S)
 Arm D: A14 (W)

| Time | A1 to A | | | | | | | | A1 to D | | | | | | | | A1 to C | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 16 | 1 | 0 | 0 | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 38 | 0 | 2 | 0 | 1 | 0 | 113 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 26 | 0 | 3 | 1 | 0 | 0 | 135 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 28 | 2 | 1 | 1 | 0 | 0 | 148 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 127 | 20 | 1 | 1 | 1 | 1 | 0 | 151 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 | 18 | 1 | 2 | 2 | 0 | 0 | 158 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 25 | 0 | 1 | 1 | 1 | 0 | 149 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 98 | 17 | 2 | 2 | 1 | 0 | 0 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 76 | 11 | 2 | 2 | 1 | 0 | 0 | 92 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 10 | 2 | 3 | 1 | 0 | 0 | 86 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 15 | 2 | 1 | 0 | 0 | 0 | 86 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 54 | 8 | 0 | 0 | 1 | 0 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 14 | 0 | 0 | 1 | 0 | 0 | 55 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 8 | 1 | 1 | 0 | 0 | 0 | 64 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 10 | 1 | 0 | 0 | 0 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 51 | 7 | 0 | 1 | 0 | 0 | 0 | 59 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 9 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 4 | 1 | 0 | 0 | 0 | 0 | 69 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 5 | 0 | 0 | 2 | 0 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 8 | 0 | 1 | 0 | 0 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 53 | 4 | 0 | 0 | 0 | 0 | 0 | 57 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 7 | 0 | 0 | 0 | 1 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 5 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 6 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 342 | 108 | 3 | 6 | 2 | 1 | 0 | 462 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 3 |
| 07:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 420 | 112 | 3 | 7 | 3 | 2 | 0 | 547 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 4 |
| 07:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 483 | 92 | 4 | 7 | 5 | 1 | 0 | 592 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 499 | 91 | 4 | 5 | 5 | 2 | 0 | 606 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 08:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 481 | 80 | 4 | 6 | 5 | 2 | 0 | 578 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 430 | 71 | 5 | 7 | 5 | 1 | 0 | 519 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:30 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 365 | 63 | 6 | 8 | 4 | 1 | 0 | 447 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 3 |
| 08:45 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 312 | 53 | 8 | 8 | 3 | 0 | 0 | 384 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 3 |
| 09:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 268 | 44 | 6 | 6 | 3 | 0 | 0 | 327 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 3 |
| 16:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 202 | 39 | 2 | 2 | 1 | 0 | 0 | 246 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 218 | 34 | 2 | 2 | 0 | 0 | 0 | 256 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 228 | 30 | 2 | 1 | 0 | 0 | 0 | 261 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 227 | 25 | 1 | 1 | 2 | 0 | 0 | 256 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 229 | 26 | 1 | 1 | 2 | 0 | 0 | 259 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 226 | 21 | 1 | 1 | 2 | 0 | 0 | 251 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 198 | 24 | 0 | 1 | 2 | 1 | 0 | 226 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 168 | 24 | 0 | 1 | 0 | 1 | 0 | 194 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 152 | 22 | 0 | 0 | 0 | 1 | 0 | 175 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 22
 Date of Survey: 07.12.2021
 Junction Name: A14 J35
 Junction Type: 4-arm Roundabout

Arm A: A1303 Newmarket Road (N)
 Arm B: A14 (E)
 Arm C: A1303 Newmarket Road (S)
 Arm D: A14 (W)

| Time | A1 to B | | | | | | | | A2 to A | | | | | | | | A2 to D | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| Total | Total | | | | | | | | Total | | | | | | | | Total | | | | | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A14 J35
 Junction Number: Site 22 Junction Type: 4-arm Roundabout

Arm A: A1303 Newmarket Road (N)
 Arm B: A14 (E)

Arm C: A1303 Newmarket Road (S)
 Arm D: A14 (W)

| Time | A2 to C | | | | | | | | A2 to B | | | | | | | | B1 to B | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 96 | 22 | 0 | 1 | 1 | 0 | 0 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 135 | 29 | 0 | 0 | 2 | 3 | 1 | 170 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:30 | 125 | 19 | 1 | 0 | 1 | 3 | 0 | 149 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 114 | 22 | 0 | 0 | 0 | 0 | 0 | 136 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 125 | 13 | 0 | 0 | 2 | 0 | 0 | 140 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 | 108 | 9 | 1 | 0 | 0 | 2 | 0 | 120 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:30 | 97 | 17 | 1 | 0 | 1 | 0 | 0 | 116 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 101 | 10 | 3 | 0 | 0 | 1 | 0 | 115 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 91 | 5 | 2 | 0 | 0 | 1 | 0 | 99 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 96 | 12 | 1 | 0 | 0 | 0 | 0 | 109 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 79 | 12 | 2 | 0 | 2 | 0 | 0 | 95 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 74 | 7 | 0 | 0 | 1 | 0 | 0 | 82 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 67 | 9 | 0 | 0 | 0 | 0 | 0 | 76 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 39 | 13 | 1 | 0 | 1 | 0 | 0 | 54 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 48 | 9 | 1 | 0 | 0 | 0 | 0 | 58 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 33 | 7 | 0 | 0 | 1 | 0 | 0 | 41 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 59 | 4 | 0 | 0 | 1 | 0 | 0 | 64 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 17:15 | 67 | 5 | 0 | 0 | 0 | 1 | 0 | 73 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:30 | 43 | 5 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:45 | 36 | 8 | 0 | 0 | 0 | 0 | 0 | 44 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 48 | 3 | 0 | 0 | 2 | 0 | 0 | 53 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 38 | 2 | 0 | 0 | 1 | 0 | 0 | 41 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 45 | 2 | 0 | 0 | 1 | 0 | 0 | 48 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 38 | 2 | 0 | 0 | 1 | 0 | 0 | 41 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 470 | 92 | 1 | 1 | 4 | 6 | 1 | 575 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:15 | 499 | 83 | 1 | 0 | 5 | 6 | 1 | 595 | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:30 | 472 | 63 | 2 | 0 | 3 | 5 | 0 | 545 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:45 | 444 | 61 | 2 | 0 | 3 | 2 | 0 | 512 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 14 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:00 | 431 | 49 | 5 | 0 | 3 | 3 | 0 | 491 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 11 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:15 | 397 | 41 | 7 | 0 | 1 | 4 | 0 | 450 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:30 | 385 | 44 | 7 | 0 | 1 | 2 | 0 | 439 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 367 | 39 | 8 | 0 | 2 | 2 | 0 | 418 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 340 | 36 | 5 | 0 | 3 | 1 | 0 | 385 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 187 | 38 | 2 | 0 | 2 | 0 | 0 | 229 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 179 | 33 | 2 | 0 | 3 | 0 | 0 | 217 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 16:30 | 207 | 25 | 1 | 0 | 2 | 1 | 0 | 236 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 |
| 16:45 | 202 | 21 | 0 | 0 | 2 | 1 | 0 | 226 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 |
| 17:00 | 205 | 22 | 0 | 0 | 1 | 1 | 0 | 229 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 |
| 17:15 | 194 | 21 | 0 | 0 | 2 | 1 | 0 | 218 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:30 | 165 | 18 | 0 | 0 | 3 | 0 | 0 | 186 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:45 | 167 | 15 | 0 | 0 | 4 | 0 | 0 | 186 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 169 | 9 | 0 | 0 | 5 | 0 | 0 | 183 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 22
 Date of Survey: 07.12.2021
 Junction Name: A14 J35
 Junction Type: 4-arm Roundabout

Arm A: A1303 Newmarket Road (N)
 Arm B: A14 (E)
 Arm C: A1303 Newmarket Road (S)
 Arm D: A14 (W)

| Time | B1 to A | | | | | | | | B1 to D | | | | | | | | B1 to C | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:30 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 15 | 2 | 1 | 0 | 0 | 0 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:45 | 18 | 3 | 1 | 0 | 0 | 0 | 0 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:00 | 18 | 5 | 1 | 0 | 0 | 0 | 0 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 | 20 | 6 | 1 | 0 | 0 | 0 | 0 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:30 | 16 | 4 | 1 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 12 | 4 | 1 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:15 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:30 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:45 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:00 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 22
 Date of Survey: 07.12.2021
 Junction Name: A14 J35
 Junction Type: 4-arm Roundabout

Arm A: A1303 Newmarket Road (N)
 Arm B: A14 (E)
 Arm C: A1303 Newmarket Road (S)
 Arm D: A14 (W)

| Time | B2 to B | | | | | | | | B2 to A | | | | | | | | B2 to D | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:45 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:00 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A14 J35
 Junction Number: Site 22 Junction Type: 4-arm Roundabout

Arm A: A1303 Newmarket Road (N) Arm C: A1303 Newmarket Road (S)
 Arm B: A14 (E) Arm D: A14 (W)

| Time | B2 to C | | | | | | | | C1 to C | | | | | | | | C1 to B | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 89 | 36 | 1 | 0 | 0 | 0 | 0 | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 5 | 0 | 0 | 0 | 0 | 0 | 39 |
| 07:15 | 106 | 47 | 5 | 2 | 0 | 0 | 0 | 160 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 7 | 1 | 2 | 0 | 0 | 0 | 58 |
| 07:30 | 125 | 41 | 1 | 1 | 1 | 1 | 0 | 170 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 5 | 2 | 0 | 0 | 0 | 0 | 49 |
| 07:45 | 144 | 30 | 3 | 0 | 0 | 0 | 0 | 177 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 7 | 0 | 0 | 0 | 0 | 0 | 41 |
| 08:00 | 117 | 30 | 0 | 0 | 0 | 0 | 0 | 147 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 3 | 0 | 0 | 0 | 0 | 0 | 40 |
| 08:15 | 109 | 28 | 4 | 2 | 0 | 0 | 0 | 143 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 32 | 5 | 0 | 1 | 0 | 0 | 0 | 38 |
| 08:30 | 77 | 21 | 3 | 1 | 0 | 0 | 0 | 102 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 2 | 0 | 2 | 0 | 0 | 0 | 31 |
| 08:45 | 101 | 25 | 1 | 3 | 0 | 0 | 0 | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 4 | 0 | 0 | 0 | 0 | 0 | 33 |
| 09:00 | 80 | 26 | 4 | 0 | 0 | 1 | 0 | 111 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 17 |
| 09:15 | 86 | 15 | 1 | 0 | 0 | 0 | 0 | 102 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 7 | 0 | 1 | 0 | 0 | 0 | 28 |
| 09:30 | 82 | 16 | 2 | 2 | 1 | 0 | 0 | 103 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 10 | 0 | 0 | 0 | 0 | 0 | 33 |
| 09:45 | 63 | 5 | 3 | 0 | 0 | 0 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 13 | 0 | 1 | 0 | 0 | 0 | 35 |
| 16:00 | 43 | 11 | 0 | 3 | 0 | 0 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 24 | 0 | 0 | 1 | 0 | 0 | 91 |
| 16:15 | 47 | 8 | 0 | 0 | 0 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 14 | 0 | 0 | 0 | 0 | 0 | 87 |
| 16:30 | 51 | 8 | 0 | 1 | 0 | 0 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 11 | 0 | 0 | 0 | 0 | 0 | 73 |
| 16:45 | 41 | 8 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 7 | 1 | 0 | 0 | 1 | 0 | 80 |
| 17:00 | 47 | 5 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 8 | 1 | 0 | 0 | 0 | 0 | 87 |
| 17:15 | 61 | 5 | 0 | 0 | 0 | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 6 | 0 | 0 | 1 | 0 | 0 | 64 |
| 17:30 | 57 | 1 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 5 | 0 | 0 | 0 | 0 | 0 | 58 |
| 17:45 | 57 | 6 | 0 | 0 | 0 | 0 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 7 | 0 | 0 | 0 | 0 | 0 | 52 |
| 18:00 | 54 | 4 | 0 | 1 | 0 | 1 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 3 | 0 | 0 | 0 | 0 | 0 | 55 |
| 18:15 | 57 | 4 | 1 | 0 | 0 | 0 | 0 | 62 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 37 | 2 | 0 | 0 | 0 | 0 | 0 | 39 |
| 18:30 | 50 | 2 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 8 | 0 | 0 | 0 | 0 | 0 | 36 |
| 18:45 | 37 | 5 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 2 | 0 | 0 | 0 | 0 | 0 | 30 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 464 | 154 | 10 | 3 | 1 | 1 | 0 | 633 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 158 | 24 | 3 | 2 | 0 | 0 | 0 | 187 |
| 07:15 | 492 | 148 | 9 | 3 | 1 | 1 | 0 | 654 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 161 | 22 | 3 | 2 | 0 | 0 | 0 | 188 |
| 07:30 | 495 | 129 | 8 | 3 | 1 | 1 | 0 | 637 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 145 | 20 | 2 | 1 | 0 | 0 | 0 | 168 |
| 07:45 | 447 | 109 | 10 | 3 | 0 | 0 | 0 | 569 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 130 | 17 | 0 | 3 | 0 | 0 | 0 | 150 |
| 08:00 | 404 | 104 | 8 | 6 | 0 | 0 | 0 | 522 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 125 | 14 | 0 | 3 | 0 | 0 | 0 | 142 |
| 08:15 | 367 | 100 | 12 | 6 | 0 | 1 | 0 | 486 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 102 | 14 | 0 | 3 | 0 | 0 | 0 | 119 |
| 08:30 | 344 | 87 | 9 | 4 | 0 | 1 | 0 | 445 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 16 | 0 | 3 | 0 | 0 | 0 | 109 |
| 08:45 | 349 | 82 | 8 | 5 | 1 | 1 | 0 | 446 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 24 | 0 | 1 | 0 | 0 | 0 | 111 |
| 09:00 | 311 | 62 | 10 | 2 | 1 | 1 | 0 | 387 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 33 | 0 | 2 | 0 | 0 | 0 | 113 |
| 16:00 | 182 | 35 | 0 | 4 | 0 | 0 | 0 | 221 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 272 | 56 | 1 | 0 | 1 | 1 | 0 | 331 |
| 16:15 | 186 | 29 | 0 | 1 | 0 | 0 | 0 | 216 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 284 | 40 | 2 | 0 | 0 | 1 | 0 | 327 |
| 16:30 | 200 | 26 | 0 | 1 | 0 | 0 | 0 | 227 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 268 | 32 | 2 | 0 | 1 | 1 | 0 | 304 |
| 16:45 | 206 | 19 | 0 | 0 | 0 | 0 | 0 | 225 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 259 | 26 | 2 | 0 | 1 | 1 | 0 | 289 |
| 17:00 | 222 | 17 | 0 | 0 | 0 | 0 | 0 | 239 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 233 | 26 | 1 | 0 | 1 | 0 | 0 | 261 |
| 17:15 | 229 | 16 | 0 | 1 | 0 | 1 | 0 | 247 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 207 | 21 | 0 | 0 | 1 | 0 | 0 | 229 |
| 17:30 | 225 | 15 | 1 | 1 | 0 | 1 | 0 | 243 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 187 | 17 | 0 | 0 | 0 | 0 | 0 | 204 |
| 17:45 | 218 | 16 | 1 | 1 | 0 | 1 | 0 | 237 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 162 | 20 | 0 | 0 | 0 | 0 | 0 | 182 |
| 18:00 | 198 | 15 | 1 | 1 | 0 | 1 | 0 | 216 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 145 | 15 | 0 | 0 | 0 | 0 | 0 | 160 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A14 J35
 Junction Number: Site 22 Junction Type: 4-arm Roundabout

Arm A: A1303 Newmarket Road (N) Arm C: A1303 Newmarket Road (S)
 Arm B: A14 (E) Arm D: A14 (W)

| Time | C1 to A | | | | | | | | C1 to D | | | | | | | | C2 to C | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 17 | 0 | 0 | 0 | 1 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 23 | 5 | 0 | 0 | 1 | 1 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 23 | 4 | 0 | 0 | 0 | 1 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 30 | 1 | 0 | 0 | 2 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 48 | 7 | 0 | 0 | 0 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 33 | 5 | 0 | 1 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 22 | 2 | 2 | 0 | 2 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 33 | 2 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 20 | 5 | 1 | 0 | 1 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 31 | 7 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 65 | 10 | 1 | 0 | 0 | 1 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 66 | 14 | 0 | 0 | 0 | 0 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 50 | 8 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 81 | 9 | 1 | 0 | 1 | 1 | 0 | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 81 | 9 | 0 | 0 | 0 | 1 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 68 | 7 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 78 | 5 | 0 | 0 | 0 | 1 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 71 | 1 | 0 | 0 | 1 | 1 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 70 | 3 | 0 | 0 | 0 | 0 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 62 | 2 | 0 | 0 | 1 | 0 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 49 | 1 | 0 | 0 | 1 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 43 | 4 | 0 | 0 | 1 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 79 | 13 | 0 | 0 | 2 | 2 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 92 | 14 | 0 | 0 | 3 | 2 | 0 | 111 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 124 | 17 | 0 | 0 | 3 | 2 | 0 | 146 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 134 | 17 | 0 | 1 | 2 | 1 | 0 | 155 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 133 | 15 | 2 | 1 | 4 | 0 | 0 | 155 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 130 | 17 | 2 | 1 | 2 | 0 | 0 | 152 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 115 | 12 | 2 | 1 | 2 | 0 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 102 | 12 | 3 | 0 | 3 | 0 | 0 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 111 | 17 | 1 | 0 | 1 | 0 | 0 | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 262 | 41 | 2 | 0 | 1 | 2 | 0 | 308 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 278 | 40 | 1 | 0 | 1 | 2 | 0 | 322 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 280 | 33 | 1 | 0 | 1 | 2 | 0 | 317 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 308 | 30 | 1 | 0 | 1 | 3 | 0 | 343 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 298 | 22 | 0 | 0 | 1 | 3 | 0 | 324 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 287 | 16 | 0 | 0 | 1 | 2 | 0 | 306 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 281 | 11 | 0 | 0 | 2 | 2 | 0 | 296 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 252 | 7 | 0 | 0 | 3 | 1 | 0 | 263 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 224 | 10 | 0 | 0 | 3 | 0 | 0 | 237 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 22
 Date of Survey: 07.12.2021
 Junction Name: A14 J35
 Junction Type: 4-arm Roundabout

Arm A: A1303 Newmarket Road (N)
 Arm B: A14 (E)
 Arm C: A1303 Newmarket Road (S)
 Arm D: A14 (W)

| Time | C2 to B | | | | | | | | C2 to A | | | | | | | | C2 to D | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 8 | 6 | 2 | 0 | 1 | 0 | 0 | 17 | 26 | 4 | 1 | 0 | 0 | 0 | 0 | 31 |
| 07:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 3 | 0 | 0 | 0 | 1 | 0 | 12 | 29 | 5 | 0 | 0 | 0 | 0 | 0 | 34 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 6 | 0 | 0 | 0 | 0 | 0 | 18 | 43 | 6 | 2 | 3 | 0 | 0 | 0 | 54 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 19 | 50 | 7 | 2 | 0 | 0 | 0 | 0 | 59 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 2 | 0 | 0 | 1 | 0 | 0 | 20 | 43 | 8 | 1 | 0 | 0 | 1 | 0 | 53 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 6 | 2 | 0 | 0 | 0 | 0 | 48 | 55 | 5 | 1 | 1 | 0 | 1 | 0 | 63 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 5 | 0 | 0 | 0 | 0 | 0 | 29 | 56 | 8 | 2 | 0 | 0 | 0 | 0 | 66 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 10 | 0 | 0 | 0 | 0 | 0 | 32 | 43 | 9 | 0 | 0 | 0 | 0 | 0 | 52 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 6 | 0 | 0 | 1 | 0 | 0 | 46 | 52 | 4 | 2 | 1 | 0 | 0 | 0 | 59 |
| 09:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 19 | 3 | 2 | 0 | 0 | 1 | 0 | 25 | 32 | 16 | 0 | 0 | 1 | 0 | 1 | 50 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 3 | 0 | 0 | 0 | 0 | 0 | 26 | 24 | 15 | 2 | 1 | 0 | 1 | 0 | 43 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 3 | 1 | 1 | 0 | 0 | 0 | 26 | 23 | 7 | 0 | 2 | 1 | 0 | 0 | 33 |
| 16:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 71 | 18 | 1 | 1 | 1 | 1 | 0 | 93 | 73 | 26 | 2 | 0 | 0 | 0 | 0 | 101 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 15 | 0 | 0 | 0 | 0 | 0 | 81 | 60 | 13 | 1 | 1 | 0 | 0 | 0 | 75 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 9 | 0 | 0 | 0 | 2 | 0 | 104 | 46 | 14 | 0 | 2 | 1 | 0 | 0 | 63 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 11 | 0 | 0 | 0 | 1 | 0 | 107 | 45 | 5 | 1 | 1 | 0 | 0 | 0 | 52 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 7 | 0 | 0 | 0 | 0 | 0 | 105 | 58 | 9 | 0 | 0 | 1 | 0 | 0 | 68 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 6 | 0 | 0 | 0 | 0 | 0 | 95 | 71 | 3 | 0 | 1 | 0 | 0 | 0 | 75 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 5 | 0 | 0 | 1 | 1 | 1 | 103 | 62 | 11 | 1 | 0 | 0 | 0 | 0 | 74 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 6 | 0 | 0 | 0 | 0 | 0 | 72 | 48 | 7 | 0 | 0 | 0 | 0 | 0 | 55 |
| 18:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 1 | 0 | 0 | 0 | 2 | 0 | 78 | 48 | 4 | 0 | 0 | 0 | 0 | 0 | 52 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 2 | 0 | 0 | 0 | 0 | 0 | 65 | 44 | 3 | 0 | 0 | 0 | 0 | 0 | 47 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 4 | 0 | 1 | 1 | 2 | 0 | 68 | 32 | 6 | 0 | 1 | 1 | 0 | 0 | 40 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 4 | 0 | 0 | 0 | 0 | 0 | 42 | 24 | 2 | 0 | 0 | 1 | 0 | 0 | 27 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 43 | 19 | 2 | 0 | 1 | 1 | 0 | 66 | 148 | 22 | 5 | 3 | 0 | 0 | 0 | 178 |
| 07:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 52 | 15 | 0 | 0 | 1 | 1 | 0 | 69 | 165 | 26 | 5 | 3 | 0 | 1 | 0 | 200 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 18 | 2 | 0 | 1 | 0 | 0 | 105 | 191 | 26 | 6 | 4 | 0 | 2 | 0 | 229 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 17 | 2 | 0 | 1 | 0 | 0 | 116 | 204 | 28 | 6 | 1 | 0 | 2 | 0 | 241 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 | 23 | 2 | 0 | 1 | 0 | 0 | 129 | 197 | 30 | 4 | 1 | 0 | 2 | 0 | 234 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 27 | 2 | 0 | 1 | 0 | 0 | 155 | 206 | 26 | 5 | 2 | 0 | 1 | 0 | 240 |
| 08:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 104 | 24 | 2 | 0 | 1 | 1 | 0 | 132 | 183 | 37 | 4 | 1 | 1 | 0 | 1 | 227 |
| 08:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 103 | 22 | 2 | 0 | 1 | 1 | 0 | 129 | 151 | 44 | 4 | 2 | 1 | 1 | 1 | 204 |
| 09:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 102 | 15 | 3 | 1 | 1 | 1 | 0 | 123 | 131 | 42 | 4 | 4 | 2 | 1 | 1 | 185 |
| 16:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 325 | 53 | 1 | 1 | 1 | 4 | 0 | 385 | 224 | 58 | 4 | 4 | 1 | 0 | 0 | 291 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 352 | 42 | 0 | 0 | 0 | 3 | 0 | 397 | 209 | 41 | 2 | 4 | 2 | 0 | 0 | 258 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 375 | 33 | 0 | 0 | 0 | 3 | 0 | 411 | 220 | 31 | 1 | 4 | 2 | 0 | 0 | 258 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 377 | 29 | 0 | 0 | 1 | 2 | 1 | 410 | 236 | 28 | 2 | 2 | 1 | 0 | 0 | 269 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 348 | 24 | 0 | 0 | 1 | 1 | 1 | 375 | 239 | 30 | 1 | 1 | 1 | 0 | 0 | 272 |
| 17:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 325 | 18 | 0 | 0 | 1 | 3 | 1 | 348 | 229 | 25 | 1 | 1 | 0 | 0 | 0 | 256 |
| 17:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 299 | 14 | 0 | 0 | 1 | 3 | 1 | 318 | 202 | 25 | 1 | 0 | 0 | 0 | 0 | 228 |
| 17:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 264 | 13 | 0 | 1 | 1 | 4 | 0 | 283 | 172 | 20 | 0 | 1 | 1 | 0 | 0 | 194 |
| 18:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 236 | 11 | 0 | 1 | 1 | 4 | 0 | 253 | 148 | 15 | 0 | 1 | 2 | 0 | 0 | 166 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 22
 Date of Survey: 07.12.2021
 Junction Name: A14 J35
 Junction Type: 4-arm Roundabout

Arm A: A1303 Newmarket Road (N)
 Arm B: A14 (E)
 Arm C: A1303 Newmarket Road (S)
 Arm D: A14 (W)

| Time | D1 to D | | | | | | | | D1 to C | | | | | | | | D1 to B | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 14 | 1 | 0 | 0 | 0 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 24 | 0 | 2 | 1 | 0 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 22 | 2 | 1 | 0 | 0 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 20 | 1 | 0 | 2 | 0 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 16 | 1 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 10 | 0 | 2 | 1 | 0 | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 58 | 11 | 2 | 3 | 0 | 0 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 14 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 9 | 2 | 2 | 1 | 1 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 6 | 4 | 2 | 1 | 0 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 13 | 1 | 1 | 1 | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 8 | 2 | 4 | 1 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 11 | 0 | 0 | 1 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 33 | 8 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 7 | 0 | 0 | 0 | 0 | 0 | 32 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 6 | 0 | 1 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 7 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 7 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 7 | 0 | 1 | 0 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 5 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 3 | 0 | 1 | 0 | 1 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 1 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 3 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 223 | 80 | 4 | 3 | 3 | 0 | 0 | 313 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 234 | 82 | 4 | 3 | 3 | 0 | 0 | 326 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 255 | 68 | 4 | 3 | 3 | 0 | 0 | 333 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 265 | 57 | 4 | 5 | 3 | 0 | 0 | 334 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 260 | 51 | 3 | 5 | 1 | 0 | 0 | 320 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 260 | 44 | 4 | 7 | 2 | 1 | 0 | 318 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 240 | 40 | 8 | 7 | 2 | 1 | 0 | 298 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 220 | 42 | 7 | 5 | 3 | 1 | 0 | 278 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 188 | 36 | 9 | 9 | 4 | 1 | 0 | 247 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 131 | 32 | 0 | 1 | 1 | 0 | 0 | 165 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 134 | 28 | 0 | 1 | 0 | 0 | 0 | 163 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 | 27 | 0 | 1 | 0 | 0 | 0 | 163 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 | 27 | 0 | 2 | 0 | 0 | 0 | 177 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 158 | 26 | 0 | 1 | 0 | 0 | 0 | 185 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 | 22 | 0 | 2 | 0 | 1 | 0 | 166 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 | 16 | 0 | 2 | 0 | 1 | 0 | 159 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 12 | 0 | 1 | 0 | 1 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 9 | 0 | 1 | 0 | 1 | 0 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 22
 Date of Survey: 07.12.2021
 Junction Name: A14 J35
 Junction Type: 4-arm Roundabout

Arm A: A1303 Newmarket Road (N)
 Arm B: A14 (E)
 Arm C: A1303 Newmarket Road (S)
 Arm D: A14 (W)

| Time | D1 to A | | | | | | | | D2 to D | | | | | | | | D2 to C | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 27 | 4 | 0 | 1 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 37 | 15 | 3 | 0 | 0 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 77 | 15 | 1 | 0 | 0 | 0 | 0 | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 54 | 23 | 3 | 1 | 0 | 0 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:00 | 78 | 19 | 2 | 0 | 0 | 0 | 0 | 99 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 73 | 15 | 1 | 2 | 1 | 0 | 0 | 92 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 83 | 15 | 0 | 1 | 1 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 | 68 | 14 | 1 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 27 | 9 | 4 | 0 | 1 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 32 | 8 | 0 | 1 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 09:30 | 29 | 10 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:45 | 30 | 15 | 1 | 1 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 54 | 20 | 0 | 0 | 0 | 0 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 88 | 15 | 1 | 1 | 0 | 0 | 0 | 105 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:30 | 78 | 24 | 0 | 1 | 1 | 0 | 0 | 104 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 64 | 12 | 0 | 0 | 0 | 1 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:00 | 59 | 10 | 1 | 1 | 0 | 0 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 95 | 7 | 1 | 0 | 0 | 0 | 0 | 103 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 71 | 9 | 0 | 2 | 0 | 1 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:45 | 105 | 9 | 1 | 2 | 0 | 0 | 0 | 117 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 106 | 9 | 0 | 2 | 0 | 0 | 0 | 117 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:15 | 62 | 6 | 0 | 4 | 0 | 0 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:30 | 56 | 6 | 0 | 8 | 0 | 1 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:45 | 70 | 5 | 0 | 6 | 0 | 0 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 195 | 57 | 7 | 2 | 0 | 0 | 0 | 261 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:15 | 246 | 72 | 9 | 1 | 0 | 0 | 0 | 328 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:30 | 282 | 72 | 7 | 3 | 1 | 0 | 0 | 365 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:45 | 288 | 72 | 6 | 4 | 2 | 0 | 0 | 372 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:00 | 302 | 63 | 4 | 3 | 2 | 0 | 0 | 374 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 | 251 | 53 | 6 | 3 | 3 | 0 | 0 | 316 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:30 | 210 | 46 | 5 | 2 | 2 | 0 | 0 | 265 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:45 | 156 | 41 | 5 | 1 | 1 | 0 | 0 | 204 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 09:00 | 118 | 42 | 5 | 2 | 1 | 0 | 0 | 168 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:00 | 284 | 71 | 1 | 2 | 1 | 1 | 0 | 360 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:15 | 289 | 61 | 2 | 3 | 1 | 1 | 0 | 357 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 296 | 53 | 2 | 2 | 1 | 1 | 0 | 355 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 | 289 | 38 | 2 | 3 | 0 | 2 | 0 | 334 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:00 | 330 | 35 | 3 | 5 | 0 | 1 | 0 | 374 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:15 | 377 | 34 | 2 | 6 | 0 | 1 | 0 | 420 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:30 | 344 | 33 | 1 | 10 | 0 | 1 | 0 | 389 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:45 | 329 | 30 | 1 | 16 | 0 | 1 | 0 | 377 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:00 | 294 | 26 | 0 | 20 | 0 | 1 | 0 | 341 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 22
 Date of Survey: 07.12.2021
 Junction Name: A14 J35
 Junction Type: 4-arm Roundabout

Arm A: A1303 Newmarket Road (N)
 Arm B: A14 (E)
 Arm C: A1303 Newmarket Road (S)
 Arm D: A14 (W)

| Time | D2 to B | | | | | | | | D2 to A | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 4 | 0 | 1 | 0 | 0 | 0 | 20 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 12 | 0 | 1 | 0 | 0 | 0 | 25 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 8 | 1 | 2 | 0 | 0 | 0 | 31 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 16 | 2 | 1 | 0 | 0 | 0 | 43 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 12 | 1 | 1 | 0 | 0 | 0 | 37 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 17 | 0 | 0 | 0 | 0 | 0 | 64 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 15 | 1 | 0 | 0 | 0 | 0 | 57 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 18 | 1 | 1 | 0 | 0 | 0 | 51 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 7 | 1 | 0 | 0 | 0 | 0 | 40 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 7 | 3 | 0 | 0 | 0 | 0 | 37 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 14 | 0 | 1 | 0 | 0 | 0 | 41 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 8 | 3 | 0 | 0 | 0 | 0 | 47 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 22 | 0 | 1 | 0 | 1 | 0 | 74 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 27 | 0 | 0 | 1 | 0 | 0 | 107 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 20 | 1 | 1 | 0 | 1 | 0 | 81 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 24 | 0 | 2 | 0 | 0 | 0 | 96 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 25 | 0 | 0 | 0 | 0 | 0 | 93 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 18 | 0 | 0 | 1 | 1 | 0 | 142 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 20 | 0 | 10 | 0 | 1 | 0 | 133 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 14 | 3 | 5 | 0 | 0 | 0 | 141 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 8 | 1 | 5 | 0 | 0 | 0 | 86 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 9 | 0 | 6 | 0 | 0 | 0 | 88 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 11 | 0 | 5 | 0 | 1 | 0 | 56 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 15 | 1 | 6 | 0 | 0 | 0 | 81 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 40 | 3 | 5 | 0 | 0 | 0 | 119 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 48 | 4 | 5 | 0 | 0 | 0 | 136 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 53 | 4 | 4 | 0 | 0 | 0 | 175 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 | 60 | 4 | 2 | 0 | 0 | 0 | 201 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 | 62 | 3 | 2 | 0 | 0 | 0 | 209 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 151 | 57 | 3 | 1 | 0 | 0 | 0 | 212 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 47 | 6 | 1 | 0 | 0 | 0 | 185 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 46 | 5 | 2 | 0 | 0 | 0 | 169 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 36 | 7 | 1 | 0 | 0 | 0 | 165 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 257 | 93 | 1 | 4 | 1 | 2 | 0 | 358 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 275 | 96 | 1 | 3 | 1 | 1 | 0 | 377 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 318 | 87 | 1 | 3 | 1 | 2 | 0 | 412 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 362 | 87 | 0 | 12 | 1 | 2 | 0 | 464 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 411 | 77 | 3 | 15 | 1 | 2 | 0 | 509 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 415 | 60 | 4 | 20 | 1 | 2 | 0 | 502 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 366 | 51 | 4 | 26 | 0 | 1 | 0 | 448 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 303 | 42 | 4 | 21 | 0 | 1 | 0 | 371 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 243 | 43 | 2 | 22 | 0 | 1 | 0 | 311 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A14 J35
 Junction Number: Site 22 Junction Type: 4-arm Roundabout

| Time | Arm A Approach | | | | | | | Arm A Exit | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|------------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 145 | 38 | 1 | 1 | 1 | 0 | 0 | 186 | 67 | 14 | 2 | 2 | 2 | 0 | 0 | 87 |
| 07:15 | 210 | 70 | 0 | 2 | 2 | 5 | 1 | 290 | 75 | 34 | 3 | 1 | 0 | 1 | 0 | 114 |
| 07:30 | 234 | 45 | 1 | 3 | 2 | 3 | 0 | 288 | 135 | 34 | 2 | 2 | 1 | 1 | 0 | 175 |
| 07:45 | 233 | 52 | 2 | 1 | 1 | 0 | 0 | 289 | 119 | 47 | 6 | 2 | 0 | 1 | 0 | 175 |
| 08:00 | 257 | 35 | 1 | 1 | 3 | 1 | 0 | 298 | 150 | 34 | 3 | 1 | 3 | 0 | 0 | 191 |
| 08:15 | 246 | 27 | 2 | 2 | 2 | 2 | 0 | 281 | 216 | 47 | 3 | 2 | 1 | 0 | 0 | 269 |
| 08:30 | 221 | 42 | 2 | 1 | 2 | 1 | 0 | 269 | 187 | 41 | 1 | 2 | 1 | 0 | 0 | 232 |
| 08:45 | 201 | 28 | 5 | 2 | 1 | 1 | 0 | 238 | 146 | 47 | 5 | 1 | 2 | 0 | 0 | 201 |
| 09:00 | 169 | 17 | 4 | 2 | 1 | 1 | 0 | 194 | 129 | 26 | 5 | 0 | 2 | 0 | 0 | 162 |
| 09:15 | 166 | 23 | 3 | 3 | 1 | 1 | 0 | 197 | 115 | 20 | 5 | 1 | 0 | 1 | 0 | 142 |
| 09:30 | 149 | 27 | 4 | 1 | 2 | 0 | 0 | 183 | 100 | 33 | 1 | 1 | 1 | 0 | 0 | 136 |
| 09:45 | 131 | 15 | 0 | 0 | 2 | 0 | 0 | 148 | 120 | 34 | 5 | 2 | 0 | 0 | 0 | 161 |
| 16:00 | 113 | 25 | 0 | 0 | 1 | 0 | 0 | 139 | 242 | 72 | 2 | 2 | 1 | 3 | 0 | 322 |
| 16:15 | 97 | 24 | 2 | 1 | 1 | 0 | 0 | 125 | 301 | 73 | 1 | 1 | 1 | 0 | 0 | 377 |
| 16:30 | 106 | 22 | 2 | 0 | 0 | 0 | 0 | 130 | 282 | 62 | 1 | 2 | 1 | 3 | 0 | 351 |
| 16:45 | 87 | 14 | 0 | 1 | 1 | 0 | 0 | 103 | 316 | 56 | 1 | 2 | 1 | 3 | 0 | 379 |
| 17:00 | 120 | 15 | 0 | 0 | 1 | 0 | 0 | 136 | 309 | 52 | 1 | 1 | 0 | 1 | 0 | 364 |
| 17:15 | 135 | 9 | 1 | 0 | 0 | 1 | 0 | 146 | 379 | 39 | 1 | 0 | 1 | 1 | 0 | 421 |
| 17:30 | 99 | 10 | 0 | 0 | 2 | 0 | 0 | 111 | 351 | 39 | 0 | 12 | 1 | 4 | 1 | 408 |
| 17:45 | 91 | 16 | 0 | 1 | 0 | 0 | 0 | 108 | 364 | 30 | 4 | 7 | 1 | 1 | 0 | 407 |
| 18:00 | 105 | 7 | 0 | 0 | 2 | 0 | 0 | 114 | 328 | 21 | 1 | 7 | 0 | 2 | 0 | 359 |
| 18:15 | 75 | 9 | 0 | 0 | 1 | 1 | 0 | 86 | 263 | 19 | 0 | 10 | 1 | 0 | 0 | 293 |
| 18:30 | 72 | 7 | 0 | 0 | 1 | 0 | 0 | 80 | 206 | 22 | 0 | 14 | 2 | 4 | 0 | 248 |
| 18:45 | 76 | 10 | 0 | 0 | 1 | 0 | 0 | 87 | 212 | 28 | 1 | 12 | 1 | 0 | 0 | 254 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 822 | 205 | 4 | 7 | 6 | 8 | 1 | 1053 | 396 | 129 | 13 | 7 | 3 | 3 | 0 | 551 |
| 07:15 | 934 | 202 | 4 | 7 | 8 | 9 | 1 | 1165 | 479 | 149 | 14 | 6 | 4 | 3 | 0 | 655 |
| 07:30 | 970 | 159 | 6 | 7 | 8 | 6 | 0 | 1156 | 620 | 162 | 14 | 7 | 5 | 2 | 0 | 810 |
| 07:45 | 957 | 156 | 7 | 5 | 8 | 4 | 0 | 1137 | 672 | 169 | 13 | 7 | 5 | 1 | 0 | 867 |
| 08:00 | 925 | 132 | 10 | 6 | 8 | 5 | 0 | 1086 | 699 | 169 | 12 | 6 | 7 | 0 | 0 | 893 |
| 08:15 | 837 | 114 | 13 | 7 | 6 | 5 | 0 | 982 | 678 | 161 | 14 | 5 | 6 | 0 | 0 | 864 |
| 08:30 | 757 | 110 | 14 | 8 | 5 | 4 | 0 | 898 | 577 | 134 | 16 | 4 | 5 | 1 | 0 | 737 |
| 08:45 | 685 | 95 | 16 | 8 | 5 | 3 | 0 | 812 | 490 | 126 | 16 | 3 | 5 | 1 | 0 | 641 |
| 09:00 | 615 | 82 | 11 | 6 | 6 | 2 | 0 | 722 | 464 | 113 | 16 | 4 | 3 | 1 | 0 | 601 |
| 16:00 | 403 | 85 | 4 | 2 | 3 | 0 | 0 | 497 | 1141 | 263 | 5 | 7 | 4 | 9 | 0 | 1429 |
| 16:15 | 410 | 75 | 4 | 2 | 3 | 0 | 0 | 494 | 1208 | 243 | 4 | 6 | 3 | 7 | 0 | 1471 |
| 16:30 | 448 | 60 | 3 | 1 | 2 | 1 | 0 | 515 | 1286 | 209 | 4 | 5 | 3 | 8 | 0 | 1515 |
| 16:45 | 441 | 48 | 1 | 1 | 4 | 1 | 0 | 496 | 1355 | 186 | 3 | 15 | 3 | 9 | 1 | 1572 |
| 17:00 | 445 | 50 | 1 | 1 | 3 | 1 | 0 | 501 | 1403 | 160 | 6 | 20 | 3 | 7 | 1 | 1600 |
| 17:15 | 430 | 42 | 1 | 1 | 4 | 1 | 0 | 479 | 1422 | 129 | 6 | 26 | 3 | 8 | 1 | 1595 |
| 17:30 | 370 | 42 | 0 | 1 | 5 | 1 | 0 | 419 | 1306 | 109 | 5 | 36 | 3 | 7 | 1 | 1467 |
| 17:45 | 343 | 39 | 0 | 1 | 4 | 1 | 0 | 388 | 1161 | 92 | 5 | 38 | 4 | 7 | 0 | 1307 |
| 18:00 | 328 | 33 | 0 | 0 | 5 | 1 | 0 | 367 | 1009 | 90 | 2 | 43 | 4 | 6 | 0 | 1154 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A14 J35
 Junction Number: Site 22 Junction Type: 4-arm Roundabout

| Time | Arm B Approach | | | | | | | Arm B Exit | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|------------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 90 | 36 | 1 | 0 | 0 | 0 | 0 | 127 | 34 | 5 | 0 | 1 | 0 | 0 | 0 | 40 |
| 07:15 | 108 | 48 | 5 | 2 | 0 | 0 | 0 | 163 | 50 | 12 | 1 | 2 | 0 | 0 | 0 | 65 |
| 07:30 | 128 | 41 | 1 | 1 | 1 | 1 | 0 | 173 | 46 | 5 | 2 | 0 | 0 | 0 | 0 | 53 |
| 07:45 | 148 | 30 | 4 | 0 | 0 | 0 | 0 | 182 | 37 | 8 | 0 | 0 | 0 | 0 | 0 | 45 |
| 08:00 | 118 | 31 | 0 | 0 | 0 | 0 | 0 | 149 | 41 | 5 | 0 | 0 | 0 | 0 | 0 | 46 |
| 08:15 | 119 | 32 | 4 | 2 | 0 | 0 | 0 | 157 | 35 | 6 | 0 | 1 | 0 | 0 | 0 | 42 |
| 08:30 | 83 | 22 | 3 | 1 | 0 | 0 | 0 | 109 | 29 | 2 | 1 | 2 | 0 | 0 | 0 | 34 |
| 08:45 | 104 | 27 | 2 | 3 | 0 | 0 | 0 | 136 | 30 | 4 | 0 | 0 | 0 | 0 | 0 | 34 |
| 09:00 | 83 | 27 | 4 | 0 | 0 | 1 | 0 | 115 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 18 |
| 09:15 | 90 | 15 | 1 | 0 | 0 | 0 | 0 | 106 | 20 | 9 | 0 | 1 | 0 | 0 | 0 | 30 |
| 09:30 | 85 | 18 | 2 | 2 | 1 | 0 | 0 | 108 | 24 | 10 | 0 | 0 | 0 | 0 | 0 | 34 |
| 09:45 | 64 | 6 | 3 | 0 | 0 | 0 | 0 | 73 | 23 | 13 | 0 | 1 | 0 | 0 | 0 | 37 |
| 16:00 | 46 | 13 | 0 | 3 | 0 | 0 | 0 | 62 | 71 | 26 | 0 | 0 | 1 | 0 | 0 | 98 |
| 16:15 | 49 | 10 | 0 | 0 | 0 | 0 | 0 | 59 | 77 | 15 | 0 | 0 | 0 | 0 | 0 | 92 |
| 16:30 | 54 | 9 | 0 | 1 | 0 | 0 | 0 | 64 | 65 | 13 | 0 | 0 | 0 | 0 | 0 | 78 |
| 16:45 | 46 | 8 | 0 | 0 | 0 | 0 | 0 | 54 | 72 | 7 | 1 | 0 | 0 | 1 | 0 | 81 |
| 17:00 | 50 | 6 | 0 | 1 | 0 | 0 | 0 | 57 | 82 | 8 | 1 | 1 | 0 | 0 | 0 | 92 |
| 17:15 | 66 | 7 | 0 | 0 | 0 | 0 | 0 | 73 | 59 | 7 | 0 | 0 | 1 | 0 | 0 | 67 |
| 17:30 | 62 | 2 | 0 | 0 | 0 | 0 | 0 | 64 | 53 | 6 | 0 | 0 | 0 | 0 | 0 | 59 |
| 17:45 | 61 | 6 | 0 | 0 | 0 | 0 | 0 | 67 | 47 | 7 | 0 | 0 | 0 | 0 | 0 | 54 |
| 18:00 | 59 | 4 | 0 | 1 | 0 | 1 | 0 | 65 | 55 | 3 | 0 | 0 | 0 | 0 | 0 | 58 |
| 18:15 | 61 | 4 | 1 | 0 | 0 | 0 | 0 | 66 | 38 | 2 | 0 | 0 | 0 | 0 | 0 | 40 |
| 18:30 | 52 | 2 | 0 | 0 | 0 | 0 | 0 | 54 | 29 | 8 | 0 | 0 | 0 | 0 | 0 | 37 |
| 18:45 | 40 | 5 | 0 | 0 | 0 | 0 | 0 | 45 | 29 | 2 | 0 | 0 | 0 | 0 | 0 | 31 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 474 | 155 | 11 | 3 | 1 | 1 | 0 | 645 | 167 | 30 | 3 | 3 | 0 | 0 | 0 | 203 |
| 07:15 | 502 | 150 | 10 | 3 | 1 | 1 | 0 | 667 | 174 | 30 | 3 | 2 | 0 | 0 | 0 | 209 |
| 07:30 | 513 | 134 | 9 | 3 | 1 | 1 | 0 | 661 | 159 | 24 | 2 | 1 | 0 | 0 | 0 | 186 |
| 07:45 | 468 | 115 | 11 | 3 | 0 | 0 | 0 | 597 | 142 | 21 | 1 | 3 | 0 | 0 | 0 | 167 |
| 08:00 | 424 | 112 | 9 | 6 | 0 | 0 | 0 | 551 | 135 | 17 | 1 | 3 | 0 | 0 | 0 | 156 |
| 08:15 | 389 | 108 | 13 | 6 | 0 | 1 | 0 | 517 | 109 | 15 | 1 | 3 | 0 | 0 | 0 | 128 |
| 08:30 | 360 | 91 | 10 | 4 | 0 | 1 | 0 | 466 | 94 | 18 | 1 | 3 | 0 | 0 | 0 | 116 |
| 08:45 | 362 | 87 | 9 | 5 | 1 | 1 | 0 | 465 | 89 | 26 | 0 | 1 | 0 | 0 | 0 | 116 |
| 09:00 | 322 | 66 | 10 | 2 | 1 | 1 | 0 | 402 | 82 | 35 | 0 | 2 | 0 | 0 | 0 | 119 |
| 16:00 | 195 | 40 | 0 | 4 | 0 | 0 | 0 | 239 | 285 | 61 | 1 | 0 | 1 | 1 | 0 | 349 |
| 16:15 | 199 | 33 | 0 | 2 | 0 | 0 | 0 | 234 | 296 | 43 | 2 | 1 | 0 | 1 | 0 | 343 |
| 16:30 | 216 | 30 | 0 | 2 | 0 | 0 | 0 | 248 | 278 | 35 | 2 | 1 | 1 | 1 | 0 | 318 |
| 16:45 | 224 | 23 | 0 | 1 | 0 | 0 | 0 | 248 | 266 | 28 | 2 | 1 | 1 | 1 | 0 | 299 |
| 17:00 | 239 | 21 | 0 | 1 | 0 | 0 | 0 | 261 | 241 | 28 | 1 | 1 | 1 | 0 | 0 | 272 |
| 17:15 | 248 | 19 | 0 | 1 | 0 | 1 | 0 | 269 | 214 | 23 | 0 | 0 | 1 | 0 | 0 | 238 |
| 17:30 | 243 | 16 | 1 | 1 | 0 | 1 | 0 | 262 | 193 | 18 | 0 | 0 | 0 | 0 | 0 | 211 |
| 17:45 | 233 | 16 | 1 | 1 | 0 | 1 | 0 | 252 | 169 | 20 | 0 | 0 | 0 | 0 | 0 | 189 |
| 18:00 | 212 | 15 | 1 | 1 | 0 | 1 | 0 | 230 | 151 | 15 | 0 | 0 | 0 | 0 | 0 | 166 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A14 J35
 Junction Number: Site 22 Junction Type: 4-arm Roundabout

| Time | Arm C Approach | | | | | | | | Arm C Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 85 | 15 | 3 | 1 | 2 | 0 | 0 | 106 | 232 | 72 | 2 | 1 | 1 | 0 | 0 | 308 | | |
| 07:15 | 101 | 20 | 1 | 2 | 0 | 1 | 0 | 125 | 296 | 100 | 5 | 4 | 3 | 4 | 1 | 413 | | |
| 07:30 | 120 | 22 | 4 | 3 | 1 | 1 | 0 | 151 | 298 | 82 | 4 | 2 | 2 | 4 | 0 | 392 | | |
| 07:45 | 122 | 22 | 2 | 0 | 0 | 1 | 0 | 147 | 333 | 73 | 4 | 0 | 2 | 0 | 0 | 412 | | |
| 08:00 | 127 | 14 | 1 | 0 | 3 | 1 | 0 | 146 | 300 | 60 | 1 | 0 | 2 | 0 | 0 | 363 | | |
| 08:15 | 175 | 24 | 3 | 2 | 0 | 1 | 0 | 205 | 293 | 49 | 5 | 4 | 1 | 2 | 0 | 354 | | |
| 08:30 | 140 | 20 | 2 | 3 | 0 | 0 | 0 | 165 | 233 | 50 | 6 | 4 | 1 | 0 | 0 | 294 | | |
| 08:45 | 116 | 25 | 2 | 0 | 2 | 0 | 0 | 145 | 271 | 49 | 4 | 3 | 0 | 1 | 0 | 328 | | |
| 09:00 | 132 | 16 | 2 | 1 | 1 | 0 | 0 | 152 | 229 | 41 | 8 | 2 | 1 | 3 | 0 | 284 | | |
| 09:15 | 104 | 29 | 2 | 1 | 1 | 1 | 1 | 139 | 239 | 33 | 6 | 2 | 1 | 1 | 0 | 282 | | |
| 09:30 | 90 | 33 | 3 | 1 | 1 | 1 | 0 | 129 | 201 | 41 | 5 | 3 | 4 | 0 | 0 | 254 | | |
| 09:45 | 96 | 30 | 1 | 4 | 1 | 0 | 0 | 132 | 174 | 20 | 5 | 4 | 2 | 0 | 0 | 205 | | |
| 16:00 | 276 | 78 | 4 | 1 | 2 | 2 | 0 | 363 | 146 | 31 | 0 | 3 | 1 | 0 | 0 | 181 | | |
| 16:15 | 265 | 56 | 1 | 1 | 0 | 0 | 0 | 323 | 120 | 31 | 1 | 0 | 1 | 0 | 0 | 153 | | |
| 16:30 | 251 | 42 | 0 | 2 | 1 | 2 | 0 | 298 | 124 | 24 | 1 | 1 | 0 | 0 | 0 | 150 | | |
| 16:45 | 292 | 32 | 3 | 1 | 1 | 3 | 0 | 332 | 114 | 21 | 0 | 1 | 1 | 0 | 0 | 137 | | |
| 17:00 | 315 | 33 | 1 | 0 | 1 | 1 | 0 | 351 | 144 | 17 | 0 | 0 | 1 | 0 | 0 | 162 | | |
| 17:15 | 285 | 22 | 0 | 1 | 1 | 0 | 0 | 309 | 164 | 17 | 0 | 0 | 0 | 1 | 0 | 182 | | |
| 17:30 | 288 | 26 | 1 | 0 | 1 | 2 | 1 | 319 | 140 | 14 | 0 | 1 | 0 | 0 | 0 | 155 | | |
| 17:45 | 230 | 21 | 0 | 0 | 1 | 1 | 0 | 253 | 142 | 19 | 0 | 0 | 0 | 0 | 0 | 161 | | |
| 18:00 | 246 | 11 | 0 | 0 | 0 | 2 | 0 | 259 | 125 | 10 | 0 | 2 | 2 | 2 | 0 | 141 | | |
| 18:15 | 207 | 9 | 0 | 0 | 1 | 0 | 0 | 217 | 129 | 8 | 1 | 0 | 1 | 0 | 0 | 139 | | |
| 18:30 | 169 | 19 | 0 | 2 | 3 | 2 | 0 | 195 | 130 | 7 | 0 | 0 | 1 | 0 | 0 | 138 | | |
| 18:45 | 133 | 12 | 0 | 0 | 2 | 0 | 0 | 147 | 98 | 10 | 0 | 0 | 1 | 0 | 0 | 109 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 428 | 79 | 10 | 6 | 3 | 3 | 0 | 529 | 1159 | 327 | 15 | 7 | 8 | 8 | 1 | 1525 | | |
| 07:15 | 470 | 78 | 8 | 5 | 4 | 4 | 0 | 569 | 1227 | 315 | 14 | 6 | 9 | 8 | 1 | 1580 | | |
| 07:30 | 544 | 82 | 10 | 5 | 4 | 4 | 0 | 649 | 1224 | 264 | 14 | 6 | 7 | 6 | 0 | 1521 | | |
| 07:45 | 564 | 80 | 8 | 5 | 3 | 3 | 0 | 663 | 1159 | 232 | 16 | 8 | 6 | 2 | 0 | 1423 | | |
| 08:00 | 558 | 83 | 8 | 5 | 5 | 2 | 0 | 661 | 1097 | 208 | 16 | 11 | 4 | 3 | 0 | 1339 | | |
| 08:15 | 563 | 85 | 9 | 6 | 3 | 1 | 0 | 667 | 1026 | 189 | 23 | 13 | 3 | 6 | 0 | 1260 | | |
| 08:30 | 492 | 90 | 8 | 5 | 4 | 1 | 1 | 601 | 972 | 173 | 24 | 11 | 3 | 5 | 0 | 1188 | | |
| 08:45 | 442 | 103 | 9 | 3 | 5 | 2 | 1 | 565 | 940 | 164 | 23 | 10 | 6 | 5 | 0 | 1148 | | |
| 09:00 | 422 | 108 | 8 | 7 | 4 | 2 | 1 | 552 | 843 | 135 | 24 | 11 | 8 | 4 | 0 | 1025 | | |
| 16:00 | 1084 | 208 | 8 | 5 | 4 | 7 | 0 | 1316 | 504 | 107 | 2 | 5 | 3 | 0 | 0 | 621 | | |
| 16:15 | 1123 | 163 | 5 | 4 | 3 | 6 | 0 | 1304 | 502 | 93 | 2 | 2 | 3 | 0 | 0 | 602 | | |
| 16:30 | 1143 | 129 | 4 | 4 | 4 | 6 | 0 | 1290 | 546 | 79 | 1 | 2 | 2 | 1 | 0 | 631 | | |
| 16:45 | 1180 | 113 | 5 | 2 | 4 | 6 | 1 | 1311 | 562 | 69 | 0 | 2 | 2 | 1 | 0 | 636 | | |
| 17:00 | 1118 | 102 | 2 | 1 | 4 | 4 | 1 | 1232 | 590 | 67 | 0 | 1 | 1 | 1 | 0 | 660 | | |
| 17:15 | 1049 | 80 | 1 | 1 | 3 | 5 | 1 | 1140 | 571 | 60 | 0 | 3 | 2 | 3 | 0 | 639 | | |
| 17:30 | 971 | 67 | 1 | 0 | 3 | 5 | 1 | 1048 | 536 | 51 | 1 | 3 | 3 | 2 | 0 | 596 | | |
| 17:45 | 852 | 60 | 0 | 2 | 5 | 5 | 0 | 924 | 526 | 44 | 1 | 2 | 4 | 2 | 0 | 579 | | |
| 18:00 | 755 | 51 | 0 | 2 | 6 | 4 | 0 | 818 | 482 | 35 | 1 | 2 | 5 | 2 | 0 | 527 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A14 J35
 Junction Number: Site 22 Junction Type: 4-arm Roundabout

| Time | Arm D Approach | | | | | | | | Arm D Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 89 | 22 | 1 | 2 | 0 | 0 | 0 | 114 | 76 | 20 | 2 | 0 | 0 | 0 | 0 | 98 | | |
| 07:15 | 103 | 51 | 3 | 3 | 1 | 0 | 0 | 161 | 101 | 43 | 0 | 2 | 0 | 1 | 0 | 147 | | |
| 07:30 | 145 | 45 | 4 | 3 | 0 | 0 | 0 | 197 | 148 | 32 | 2 | 6 | 1 | 0 | 0 | 189 | | |
| 07:45 | 153 | 59 | 6 | 2 | 2 | 0 | 0 | 222 | 167 | 35 | 4 | 1 | 1 | 0 | 0 | 208 | | |
| 08:00 | 159 | 47 | 4 | 1 | 0 | 0 | 0 | 211 | 170 | 28 | 2 | 1 | 1 | 2 | 0 | 204 | | |
| 08:15 | 195 | 42 | 1 | 4 | 2 | 0 | 0 | 244 | 191 | 23 | 2 | 3 | 2 | 1 | 0 | 222 | | |
| 08:30 | 183 | 42 | 3 | 4 | 1 | 0 | 0 | 233 | 178 | 33 | 2 | 1 | 1 | 1 | 0 | 216 | | |
| 08:45 | 168 | 46 | 2 | 1 | 0 | 0 | 0 | 217 | 142 | 26 | 2 | 2 | 1 | 0 | 0 | 173 | | |
| 09:00 | 117 | 25 | 7 | 2 | 2 | 1 | 0 | 154 | 128 | 15 | 4 | 3 | 1 | 0 | 0 | 151 | | |
| 09:15 | 116 | 21 | 7 | 3 | 1 | 0 | 0 | 148 | 102 | 26 | 2 | 3 | 2 | 0 | 1 | 136 | | |
| 09:30 | 94 | 37 | 1 | 2 | 1 | 0 | 0 | 135 | 93 | 31 | 4 | 2 | 0 | 1 | 0 | 131 | | |
| 09:45 | 103 | 31 | 6 | 5 | 1 | 0 | 0 | 146 | 77 | 15 | 0 | 2 | 2 | 0 | 0 | 96 | | |
| 16:00 | 139 | 53 | 0 | 1 | 1 | 1 | 0 | 195 | 115 | 40 | 2 | 0 | 1 | 0 | 0 | 158 | | |
| 16:15 | 201 | 51 | 1 | 1 | 1 | 0 | 0 | 255 | 114 | 22 | 2 | 2 | 0 | 0 | 0 | 140 | | |
| 16:30 | 163 | 51 | 1 | 2 | 1 | 1 | 0 | 219 | 103 | 25 | 1 | 2 | 1 | 0 | 0 | 132 | | |
| 16:45 | 173 | 42 | 0 | 3 | 0 | 1 | 0 | 219 | 96 | 12 | 1 | 2 | 0 | 0 | 0 | 111 | | |
| 17:00 | 165 | 42 | 1 | 1 | 0 | 0 | 0 | 209 | 115 | 19 | 0 | 0 | 1 | 0 | 0 | 135 | | |
| 17:15 | 251 | 32 | 1 | 0 | 1 | 1 | 0 | 286 | 135 | 7 | 1 | 1 | 0 | 0 | 0 | 144 | | |
| 17:30 | 213 | 37 | 0 | 13 | 0 | 2 | 0 | 265 | 118 | 16 | 1 | 0 | 2 | 0 | 0 | 137 | | |
| 17:45 | 272 | 28 | 4 | 7 | 0 | 0 | 0 | 311 | 101 | 15 | 0 | 1 | 0 | 0 | 0 | 117 | | |
| 18:00 | 200 | 20 | 1 | 8 | 0 | 1 | 0 | 230 | 102 | 8 | 0 | 0 | 0 | 0 | 0 | 110 | | |
| 18:15 | 168 | 17 | 0 | 10 | 0 | 0 | 0 | 195 | 81 | 10 | 0 | 0 | 0 | 1 | 0 | 92 | | |
| 18:30 | 130 | 20 | 0 | 13 | 0 | 2 | 0 | 165 | 58 | 11 | 0 | 1 | 1 | 0 | 0 | 71 | | |
| 18:45 | 152 | 22 | 1 | 12 | 0 | 0 | 0 | 187 | 62 | 9 | 0 | 0 | 1 | 0 | 0 | 72 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 490 | 177 | 14 | 10 | 3 | 0 | 0 | 694 | 492 | 130 | 8 | 9 | 2 | 1 | 0 | 642 | | |
| 07:15 | 560 | 202 | 17 | 9 | 3 | 0 | 0 | 791 | 586 | 138 | 8 | 10 | 3 | 3 | 0 | 748 | | |
| 07:30 | 652 | 193 | 15 | 10 | 4 | 0 | 0 | 874 | 676 | 118 | 10 | 11 | 5 | 3 | 0 | 823 | | |
| 07:45 | 690 | 190 | 14 | 11 | 5 | 0 | 0 | 910 | 706 | 119 | 10 | 6 | 5 | 4 | 0 | 850 | | |
| 08:00 | 705 | 177 | 10 | 10 | 3 | 0 | 0 | 905 | 681 | 110 | 8 | 7 | 5 | 4 | 0 | 815 | | |
| 08:15 | 663 | 155 | 13 | 11 | 5 | 1 | 0 | 848 | 639 | 97 | 10 | 9 | 5 | 2 | 0 | 762 | | |
| 08:30 | 584 | 134 | 19 | 10 | 4 | 1 | 0 | 752 | 550 | 100 | 10 | 9 | 5 | 1 | 1 | 676 | | |
| 08:45 | 495 | 129 | 17 | 8 | 4 | 1 | 0 | 654 | 465 | 98 | 12 | 10 | 4 | 1 | 1 | 591 | | |
| 09:00 | 430 | 114 | 21 | 12 | 5 | 1 | 0 | 583 | 400 | 87 | 10 | 10 | 5 | 1 | 1 | 514 | | |
| 16:00 | 676 | 197 | 2 | 7 | 3 | 3 | 0 | 888 | 428 | 99 | 6 | 6 | 2 | 0 | 0 | 541 | | |
| 16:15 | 702 | 186 | 3 | 7 | 2 | 2 | 0 | 902 | 428 | 78 | 4 | 6 | 2 | 0 | 0 | 518 | | |
| 16:30 | 752 | 167 | 3 | 6 | 2 | 3 | 0 | 933 | 449 | 63 | 3 | 5 | 2 | 0 | 0 | 522 | | |
| 16:45 | 802 | 153 | 2 | 17 | 1 | 4 | 0 | 979 | 464 | 54 | 3 | 3 | 3 | 0 | 0 | 527 | | |
| 17:00 | 901 | 139 | 6 | 21 | 1 | 3 | 0 | 1071 | 469 | 57 | 2 | 2 | 3 | 0 | 0 | 533 | | |
| 17:15 | 936 | 117 | 6 | 28 | 1 | 4 | 0 | 1092 | 456 | 46 | 2 | 2 | 2 | 0 | 0 | 508 | | |
| 17:30 | 853 | 102 | 5 | 38 | 0 | 3 | 0 | 1001 | 402 | 49 | 1 | 1 | 2 | 1 | 0 | 456 | | |
| 17:45 | 770 | 85 | 5 | 38 | 0 | 3 | 0 | 901 | 342 | 44 | 0 | 2 | 1 | 1 | 0 | 390 | | |
| 18:00 | 650 | 79 | 2 | 43 | 0 | 3 | 0 | 777 | 303 | 38 | 0 | 1 | 2 | 1 | 0 | 345 | | |

Intelligent Data Collection Limited



Client: Mott McDonald **Date of Survey:** 07.12.2021
Project Number: ID06180 **Junction Name:** A14 J35
Junction Number: Site 22 **Junction Type:** 4-arm Roundabout

| Total Junction Flow | | | | | | | | |
|---------------------|--------------|-----|------|------|-------|-----|-------|-------|
| Time | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 409 | 111 | 6 | 4 | 3 | 0 | 0 | 533 |
| 07:15 | 522 | 189 | 9 | 9 | 3 | 6 | 1 | 739 |
| 07:30 | 627 | 153 | 10 | 10 | 4 | 5 | 0 | 809 |
| 07:45 | 656 | 163 | 14 | 3 | 3 | 1 | 0 | 840 |
| 08:00 | 661 | 127 | 6 | 2 | 6 | 2 | 0 | 804 |
| 08:15 | 735 | 125 | 10 | 10 | 4 | 3 | 0 | 887 |
| 08:30 | 627 | 126 | 10 | 9 | 3 | 1 | 0 | 776 |
| 08:45 | 589 | 126 | 11 | 6 | 3 | 1 | 0 | 736 |
| 09:00 | 501 | 85 | 17 | 5 | 4 | 3 | 0 | 615 |
| 09:15 | 476 | 88 | 13 | 7 | 3 | 2 | 1 | 590 |
| 09:30 | 418 | 115 | 10 | 6 | 5 | 1 | 0 | 555 |
| 09:45 | 394 | 82 | 10 | 9 | 4 | 0 | 0 | 499 |
| 16:00 | 574 | 169 | 4 | 5 | 4 | 3 | 0 | 759 |
| 16:15 | 612 | 141 | 4 | 3 | 2 | 0 | 0 | 762 |
| 16:30 | 574 | 124 | 3 | 5 | 2 | 3 | 0 | 711 |
| 16:45 | 598 | 96 | 3 | 5 | 2 | 4 | 0 | 708 |
| 17:00 | 650 | 96 | 2 | 2 | 2 | 1 | 0 | 753 |
| 17:15 | 737 | 70 | 2 | 1 | 2 | 2 | 0 | 814 |
| 17:30 | 662 | 75 | 1 | 13 | 3 | 4 | 1 | 759 |
| 17:45 | 654 | 71 | 4 | 8 | 1 | 1 | 0 | 739 |
| 18:00 | 610 | 42 | 1 | 9 | 2 | 4 | 0 | 668 |
| 18:15 | 511 | 39 | 1 | 10 | 2 | 1 | 0 | 564 |
| 18:30 | 423 | 48 | 0 | 15 | 4 | 4 | 0 | 494 |
| 18:45 | 401 | 49 | 1 | 12 | 3 | 0 | 0 | 466 |
| Start Time | Rolling Hour | | | | | | | Total |
| 07:00 | 2214 | 616 | 39 | 26 | 13 | 12 | 1 | 2921 |
| 07:15 | 2466 | 632 | 39 | 24 | 16 | 14 | 1 | 3192 |
| 07:30 | 2679 | 568 | 40 | 25 | 17 | 11 | 0 | 3340 |
| 07:45 | 2679 | 541 | 40 | 24 | 16 | 7 | 0 | 3307 |
| 08:00 | 2612 | 504 | 37 | 27 | 16 | 7 | 0 | 3203 |
| 08:15 | 2452 | 462 | 48 | 30 | 14 | 8 | 0 | 3014 |
| 08:30 | 2193 | 425 | 51 | 27 | 13 | 7 | 1 | 2717 |
| 08:45 | 1984 | 414 | 51 | 24 | 15 | 7 | 1 | 2496 |
| 09:00 | 1789 | 370 | 50 | 27 | 16 | 6 | 1 | 2259 |
| 16:00 | 2358 | 530 | 14 | 18 | 10 | 10 | 0 | 2940 |
| 16:15 | 2434 | 457 | 12 | 15 | 8 | 8 | 0 | 2934 |
| 16:30 | 2559 | 386 | 10 | 13 | 8 | 10 | 0 | 2986 |
| 16:45 | 2647 | 337 | 8 | 21 | 9 | 11 | 1 | 3034 |
| 17:00 | 2703 | 312 | 9 | 24 | 8 | 8 | 1 | 3065 |
| 17:15 | 2663 | 258 | 8 | 31 | 8 | 11 | 1 | 2980 |
| 17:30 | 2437 | 227 | 7 | 40 | 8 | 10 | 1 | 2730 |
| 17:45 | 2198 | 200 | 6 | 42 | 9 | 10 | 0 | 2465 |
| 18:00 | 1945 | 178 | 3 | 46 | 11 | 9 | 0 | 2192 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 22

Date of Survey: 07.12.2021
 Junction Name: A14 J35
 Junction Type: 4-arm Roundabout

Arm A: A1303 Newmarket Road (N)
 Arm B: A14 (E)

Arm C: A1303 Newmarket Road (S)
 Arm D: A14 (W)

| PCU Summary | | | | | | | | | | | | | | | | |
|-------------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Time | A1 to A | A1 to D | A1 to C | A1 to B | A2 to A | A2 to D | A2 to C | A2 to B | B1 to B | B1 to A | B1 to D | B1 to C | B2 to B | B2 to A | B2 to D | B2 to C |
| 07:00 | 0 | 67 | 0 | 0 | 0 | 0 | 122 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 127 |
| 07:15 | 0 | 115 | 1 | 0 | 0 | 0 | 169 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 165 |
| 07:30 | 0 | 140 | 0 | 0 | 0 | 0 | 149 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 172 |
| 07:45 | 0 | 151 | 1 | 0 | 0 | 0 | 136 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 179 |
| 08:00 | 1 | 153 | 1 | 0 | 0 | 0 | 142 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 147 |
| 08:15 | 0 | 163 | 1 | 0 | 0 | 0 | 119 | 2 | 2 | 10 | 1 | 1 | 0 | 0 | 0 | 148 |
| 08:30 | 0 | 151 | 1 | 0 | 0 | 0 | 118 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 105 |
| 08:45 | 1 | 125 | 0 | 0 | 0 | 1 | 116 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 134 |
| 09:00 | 1 | 97 | 1 | 0 | 0 | 0 | 99 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 112 |
| 09:15 | 0 | 92 | 0 | 0 | 0 | 0 | 110 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 103 |
| 09:30 | 0 | 88 | 1 | 0 | 0 | 0 | 98 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 108 |
| 09:45 | 1 | 64 | 0 | 0 | 0 | 0 | 83 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 73 |
| 16:00 | 0 | 56 | 1 | 0 | 0 | 1 | 76 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 61 |
| 16:15 | 0 | 66 | 2 | 0 | 0 | 0 | 56 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 55 |
| 16:30 | 0 | 69 | 0 | 0 | 0 | 1 | 59 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 61 |
| 16:45 | 1 | 60 | 1 | 0 | 0 | 0 | 42 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 49 |
| 17:00 | 0 | 65 | 1 | 0 | 0 | 2 | 65 | 4 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 52 |
| 17:15 | 0 | 70 | 2 | 0 | 0 | 0 | 72 | 2 | 1 | 5 | 0 | 0 | 0 | 1 | 0 | 66 |
| 17:30 | 0 | 65 | 0 | 0 | 0 | 0 | 48 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 58 |
| 17:45 | 0 | 63 | 0 | 0 | 0 | 0 | 44 | 2 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 63 |
| 18:00 | 1 | 57 | 1 | 0 | 0 | 1 | 55 | 1 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 61 |
| 18:15 | 0 | 43 | 0 | 0 | 0 | 0 | 42 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 63 |
| 18:30 | 0 | 31 | 0 | 0 | 0 | 0 | 49 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 52 |
| 18:45 | 0 | 43 | 1 | 0 | 0 | 1 | 42 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 42 |
| Start Time | Rolling Hour | | | | | | | | | | | | | | | |
| 07:00 | 0 | 473 | 2 | 0 | 0 | 0 | 576 | 13 | 1 | 10 | 1 | 0 | 0 | 0 | 1 | 642 |
| 07:15 | 1 | 559 | 3 | 0 | 0 | 0 | 596 | 18 | 2 | 11 | 0 | 0 | 0 | 0 | 1 | 663 |
| 07:30 | 1 | 608 | 3 | 0 | 0 | 0 | 546 | 15 | 3 | 19 | 1 | 1 | 0 | 0 | 1 | 645 |
| 07:45 | 1 | 618 | 4 | 0 | 0 | 0 | 515 | 15 | 3 | 23 | 1 | 1 | 0 | 0 | 1 | 578 |
| 08:00 | 2 | 592 | 3 | 0 | 0 | 1 | 495 | 12 | 3 | 25 | 1 | 1 | 0 | 0 | 0 | 534 |
| 08:15 | 2 | 535 | 3 | 0 | 0 | 1 | 452 | 8 | 2 | 28 | 1 | 1 | 0 | 0 | 0 | 499 |
| 08:30 | 2 | 464 | 2 | 0 | 0 | 1 | 442 | 7 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 454 |
| 08:45 | 2 | 401 | 2 | 0 | 0 | 1 | 423 | 4 | 0 | 18 | 0 | 0 | 0 | 0 | 2 | 457 |
| 09:00 | 2 | 341 | 2 | 0 | 0 | 0 | 390 | 5 | 0 | 13 | 0 | 0 | 0 | 0 | 2 | 395 |
| 16:00 | 1 | 251 | 4 | 0 | 0 | 2 | 232 | 15 | 0 | 17 | 0 | 0 | 0 | 0 | 1 | 226 |
| 16:15 | 1 | 260 | 4 | 0 | 0 | 3 | 221 | 13 | 2 | 17 | 0 | 0 | 0 | 0 | 0 | 217 |
| 16:30 | 1 | 263 | 4 | 0 | 0 | 3 | 238 | 10 | 3 | 18 | 0 | 0 | 0 | 1 | 0 | 228 |
| 16:45 | 1 | 260 | 4 | 0 | 0 | 2 | 227 | 7 | 4 | 19 | 0 | 0 | 0 | 1 | 0 | 225 |
| 17:00 | 0 | 263 | 3 | 0 | 0 | 2 | 229 | 8 | 4 | 17 | 0 | 1 | 0 | 1 | 0 | 239 |
| 17:15 | 1 | 255 | 3 | 0 | 0 | 1 | 219 | 5 | 2 | 17 | 0 | 1 | 1 | 1 | 0 | 248 |
| 17:30 | 1 | 229 | 1 | 0 | 0 | 1 | 189 | 4 | 1 | 15 | 0 | 1 | 1 | 0 | 1 | 244 |
| 17:45 | 1 | 195 | 1 | 0 | 0 | 1 | 190 | 5 | 0 | 12 | 0 | 1 | 1 | 0 | 1 | 238 |
| 18:00 | 1 | 174 | 2 | 0 | 0 | 2 | 188 | 4 | 0 | 11 | 1 | 0 | 1 | 0 | 1 | 217 |

Intelligent Data Collection Limited

Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 22

Date of Survey: 07.12.2021
 Junction Name: A14 J35
 Junction Type: 4-arm Roundabout

Arm A: A1303 Newmarket Road (N)
 Arm B: A14 (E)

Arm C: A1303 Newmarket Road (S)
 Arm D: A14 (W)

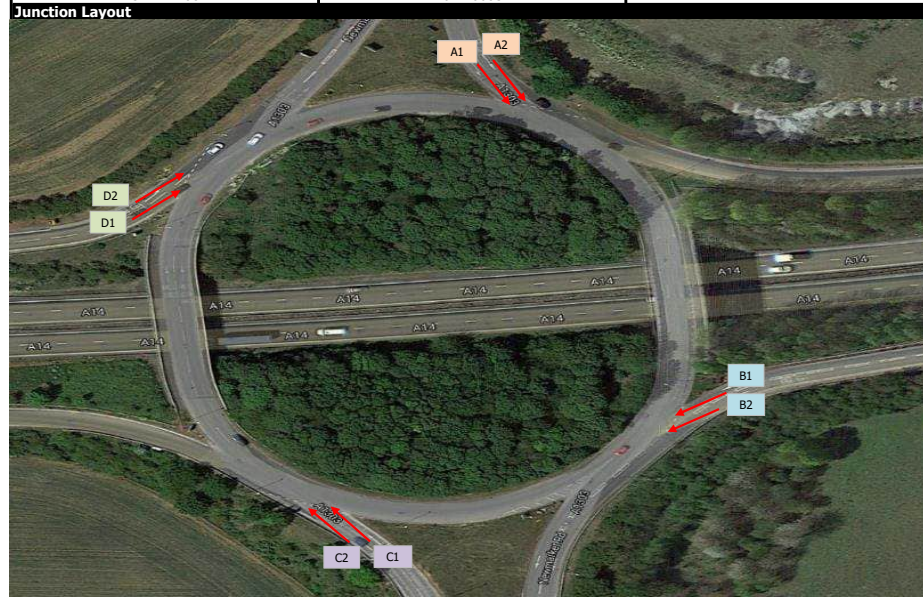


| PCU Summary | | | | | | | | | | | | | | | | |
|-------------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Time | C1 to C | C1 to B | C1 to A | C1 to D | C2 to C | C2 to B | C2 to A | C2 to D | D1 to D | D1 to C | D1 to B | D1 to A | D2 to D | D2 to C | D2 to B | D2 to A |
| 07:00 | 0 | 39 | 19 | 0 | 0 | 2 | 19 | 32 | 0 | 63 | 0 | 33 | 0 | 0 | 0 | 21 |
| 07:15 | 0 | 61 | 20 | 0 | 0 | 1 | 11 | 34 | 0 | 85 | 0 | 57 | 0 | 0 | 0 | 26 |
| 07:30 | 0 | 50 | 30 | 0 | 0 | 0 | 18 | 59 | 0 | 75 | 0 | 94 | 0 | 0 | 0 | 34 |
| 07:45 | 0 | 41 | 27 | 0 | 0 | 0 | 19 | 60 | 0 | 100 | 0 | 84 | 0 | 1 | 0 | 45 |
| 08:00 | 0 | 40 | 35 | 0 | 0 | 0 | 21 | 53 | 0 | 76 | 0 | 100 | 0 | 0 | 0 | 39 |
| 08:15 | 1 | 39 | 55 | 0 | 0 | 0 | 49 | 64 | 0 | 92 | 0 | 96 | 0 | 0 | 0 | 64 |
| 08:30 | 0 | 34 | 40 | 0 | 0 | 0 | 29 | 67 | 1 | 79 | 0 | 102 | 0 | 1 | 0 | 58 |
| 08:45 | 0 | 33 | 31 | 0 | 0 | 0 | 32 | 52 | 0 | 83 | 0 | 84 | 0 | 0 | 0 | 53 |
| 09:00 | 0 | 17 | 30 | 0 | 0 | 0 | 47 | 61 | 0 | 77 | 0 | 44 | 0 | 0 | 0 | 41 |
| 09:15 | 0 | 29 | 35 | 0 | 0 | 1 | 25 | 50 | 0 | 74 | 0 | 42 | 0 | 2 | 0 | 39 |
| 09:30 | 0 | 33 | 29 | 0 | 0 | 0 | 26 | 45 | 0 | 57 | 0 | 39 | 0 | 1 | 0 | 42 |
| 09:45 | 0 | 36 | 38 | 0 | 0 | 0 | 28 | 37 | 0 | 59 | 0 | 49 | 0 | 0 | 0 | 49 |
| 16:00 | 0 | 92 | 77 | 0 | 0 | 1 | 95 | 102 | 0 | 48 | 0 | 74 | 0 | 0 | 0 | 75 |
| 16:15 | 0 | 87 | 80 | 0 | 0 | 0 | 81 | 77 | 1 | 41 | 0 | 107 | 0 | 1 | 0 | 108 |
| 16:30 | 0 | 73 | 58 | 0 | 0 | 0 | 103 | 67 | 0 | 32 | 2 | 106 | 0 | 0 | 0 | 82 |
| 16:45 | 0 | 80 | 94 | 0 | 0 | 0 | 106 | 54 | 0 | 46 | 0 | 76 | 0 | 1 | 0 | 99 |
| 17:00 | 0 | 88 | 90 | 0 | 0 | 0 | 105 | 69 | 0 | 45 | 0 | 73 | 0 | 0 | 0 | 93 |
| 17:15 | 0 | 65 | 75 | 0 | 0 | 0 | 95 | 76 | 0 | 41 | 0 | 104 | 0 | 0 | 0 | 142 |
| 17:30 | 0 | 58 | 83 | 0 | 0 | 0 | 103 | 75 | 0 | 47 | 0 | 85 | 0 | 3 | 0 | 145 |
| 17:45 | 0 | 52 | 74 | 0 | 0 | 0 | 72 | 55 | 0 | 53 | 0 | 120 | 0 | 0 | 0 | 149 |
| 18:00 | 0 | 55 | 73 | 0 | 0 | 1 | 77 | 52 | 0 | 27 | 0 | 120 | 0 | 1 | 0 | 93 |
| 18:15 | 1 | 39 | 66 | 0 | 0 | 0 | 65 | 47 | 0 | 34 | 0 | 77 | 0 | 1 | 0 | 96 |
| 18:30 | 0 | 36 | 52 | 0 | 0 | 0 | 69 | 42 | 0 | 37 | 0 | 81 | 0 | 1 | 0 | 62 |
| 18:45 | 0 | 30 | 49 | 0 | 0 | 0 | 42 | 28 | 0 | 23 | 0 | 89 | 0 | 2 | 0 | 89 |
| Start Time | Rolling Hour | | | | | | | | | | | | | | | |
| 07:00 | 0 | 191 | 97 | 0 | 0 | 3 | 67 | 184 | 0 | 322 | 0 | 267 | 0 | 1 | 0 | 127 |
| 07:15 | 0 | 192 | 113 | 0 | 0 | 1 | 69 | 206 | 0 | 335 | 0 | 334 | 0 | 1 | 0 | 145 |
| 07:30 | 1 | 170 | 148 | 0 | 0 | 0 | 107 | 236 | 0 | 342 | 0 | 373 | 0 | 1 | 0 | 182 |
| 07:45 | 1 | 154 | 158 | 0 | 0 | 0 | 118 | 244 | 1 | 346 | 0 | 382 | 0 | 2 | 0 | 206 |
| 08:00 | 1 | 146 | 161 | 0 | 0 | 0 | 131 | 236 | 1 | 329 | 0 | 382 | 0 | 1 | 0 | 213 |
| 08:15 | 1 | 123 | 156 | 0 | 0 | 0 | 157 | 245 | 1 | 331 | 0 | 326 | 0 | 1 | 0 | 215 |
| 08:30 | 0 | 113 | 136 | 0 | 0 | 1 | 133 | 231 | 1 | 313 | 0 | 272 | 0 | 3 | 0 | 189 |
| 08:45 | 0 | 112 | 125 | 0 | 0 | 1 | 130 | 208 | 0 | 290 | 0 | 209 | 0 | 3 | 0 | 174 |
| 09:00 | 0 | 116 | 132 | 0 | 0 | 1 | 126 | 193 | 0 | 267 | 0 | 174 | 0 | 3 | 0 | 170 |
| 16:00 | 0 | 332 | 309 | 0 | 0 | 1 | 385 | 299 | 1 | 167 | 2 | 364 | 0 | 2 | 0 | 364 |
| 16:15 | 0 | 327 | 322 | 0 | 0 | 0 | 395 | 266 | 1 | 164 | 2 | 362 | 0 | 2 | 0 | 382 |
| 16:30 | 0 | 305 | 317 | 0 | 0 | 0 | 409 | 266 | 0 | 164 | 2 | 359 | 0 | 1 | 0 | 416 |
| 16:45 | 0 | 290 | 343 | 0 | 0 | 0 | 409 | 274 | 0 | 180 | 0 | 338 | 0 | 4 | 0 | 479 |
| 17:00 | 0 | 263 | 323 | 0 | 0 | 0 | 375 | 275 | 0 | 186 | 0 | 381 | 0 | 3 | 0 | 530 |
| 17:15 | 0 | 230 | 306 | 0 | 0 | 1 | 346 | 258 | 0 | 168 | 0 | 428 | 0 | 4 | 0 | 530 |
| 17:30 | 1 | 204 | 297 | 0 | 0 | 1 | 316 | 229 | 0 | 161 | 0 | 402 | 0 | 5 | 0 | 483 |
| 17:45 | 1 | 182 | 265 | 0 | 0 | 1 | 283 | 196 | 0 | 151 | 0 | 398 | 0 | 3 | 0 | 400 |
| 18:00 | 1 | 160 | 240 | 0 | 0 | 1 | 253 | 169 | 0 | 121 | 0 | 366 | 0 | 5 | 0 | 340 |

Intelligent Data Collection Limited 

Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 22
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Junction Name: A1303 Newmarket Road / A14
Survey Type: Queue Length Survey

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------|--------------|----------------------------|
| 52.214208 | 0.216083 | Click Here |



Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

| Lights | Heavies |
|--------|---------|
| 6 | 15 |

Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)
 Any shaded entries indicate where queues reach the extent of the camera view.

Due to headlight glare, the views for Arm D are slightly reduced in the PM Peak on December 7th and 8th.

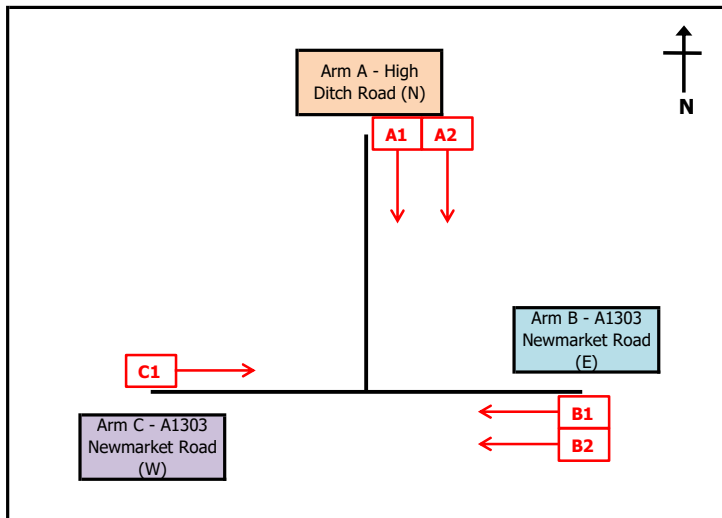
Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A1303 Newmarket Road / High Ditch Road
 Junction Number: Site 23 Junction Type: T-Junction

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------------|--------------------|----------------------------|
| 52.212682 | 0.202671 | Click Here |
| AM Peak Conditions | PM Peak Conditions | |
| Clear | Showers | |

Junction Layout

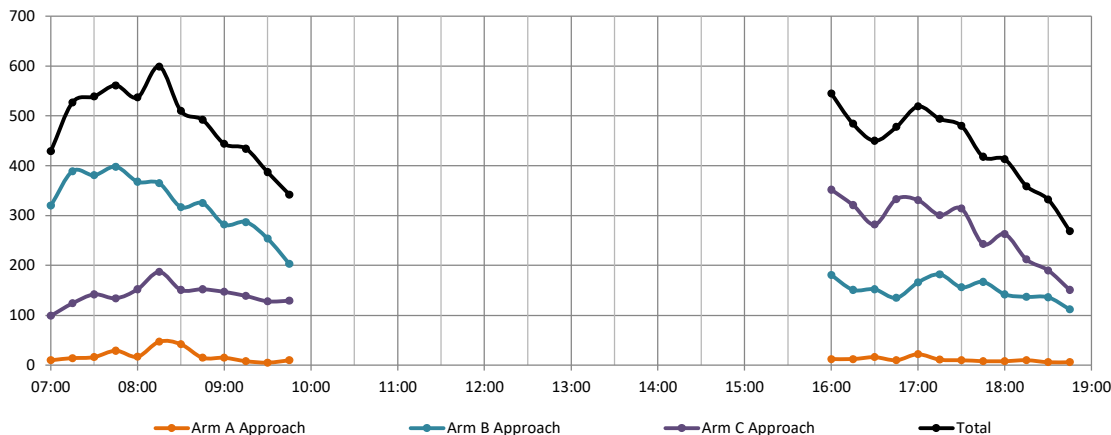


Aerial Mapping and On-site Camera View



Junction Flow Profile

Arm Approach Flows (All Vehicles)



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

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Junction Number: Site 23
Date of Survey: 07.12.2021
Junction Name: A1303 Newmarket Road / High Ditch Road
Junction Type: T-Junction

Arm A: High Ditch Road (N)
Arm B: A1303 Newmarket Road (E)
Arm C: A1303 Newmarket Road (W)

Table with columns for Time, A1 to A (Cars, LGV, OGV1, OGV2, Buses, M/C, Cycle, Total), A1 to C (Cars, LGV, OGV1, OGV2, Buses, M/C, Cycle, Total), and A1 to B (Cars, LGV, OGV1, OGV2, Buses, M/C, Cycle, Total). Includes summary rows for Rolling Hour and Total.

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A1303 Newmarket Road / High Ditch Road Arm A: High Ditch Road (N)
 Junction Number: Site 23 Junction Type: T-Junction Arm B: A1303 Newmarket Road (E) Arm C: A1303 Newmarket Road (W)

| Time | A2 to A | | | | | | | | A2 to C | | | | | | | | A2 to B | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 11 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11 |
| 07:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 11 |
| 08:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 3 | 0 | 0 | 0 | 0 | 0 | 25 |
| 08:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 6 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 32 | 10 | 0 | 0 | 0 | 0 | 42 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 29 | 9 | 0 | 0 | 0 | 0 | 0 | 38 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 3 | 44 | 8 | 0 | 0 | 0 | 0 | 0 | 52 | |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 5 | 46 | 8 | 0 | 0 | 0 | 0 | 0 | 54 | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 3 | 41 | 8 | 0 | 0 | 0 | 0 | 0 | 49 | |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 41 | 8 | 0 | 0 | 0 | 0 | 0 | 49 | |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 24 | 5 | 0 | 0 | 0 | 0 | 0 | 29 | |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 21 | |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 22 | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 9 | 0 | 0 | 0 | 0 | 46 | |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 6 | 0 | 0 | 0 | 0 | 56 | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 4 | 0 | 0 | 0 | 0 | 55 | |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 3 | 0 | 0 | 0 | 0 | 50 | |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 2 | 0 | 0 | 0 | 0 | 47 | |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 31 | 1 | 0 | 0 | 0 | 0 | 0 | 32 | |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 30 | 1 | 0 | 0 | 0 | 0 | 0 | 31 | |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A1303 Newmarket Road / High Ditch Road
 Junction Number: Site 23 Junction Type: T-Junction Arm A: High Ditch Road (N) Arm B: A1303 Newmarket Road (E) Arm C: A1303 Newmarket Road (W)

| Time | B1 to B | | | | | | | | B1 to A | | | | | | | | B1 to C | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | | | | | | | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | | | | | | | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | | | | | | | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 07:45 | | | | | | | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | | | | | | | 0 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | | | | | | | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | | | | | | | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | | | | | | | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | | | | | | | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | | | | | | | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | | | | | | | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | | | | | | | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | | | | | | | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | | | | | | | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 16:30 | | | | | | | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | | | | | | | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | | | | | | | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | | | | | | | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | | | | | | | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | | | | | | | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | | | | | | | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | | | | | | | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | | | | | | | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 8 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 9 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 9 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 10 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 5 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 6 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 6 | 1 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 6 | 1 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 5 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 3 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 1 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 2 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 2 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 23

Date of Survey: 07.12.2021
 Junction Name: A1303 Newmarket Road / High Ditch Road
 Junction Type: T-Junction

Arm A: High Ditch Road (N)
 Arm B: A1303 Newmarket Road (E)
 Arm C: A1303 Newmarket Road (W)

| Time | B2 to B | | | | | | | | B2 to A | | | | | | | | B2 to C | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 239 | 70 | 3 | 1 | 1 | 0 | 0 | 314 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 276 | 94 | 4 | 4 | 2 | 4 | 1 | 385 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 283 | 78 | 4 | 2 | 2 | 2 | 0 | 371 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 317 | 71 | 5 | 0 | 2 | 0 | 0 | 395 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 298 | 53 | 2 | 0 | 2 | 0 | 0 | 355 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 296 | 51 | 4 | 4 | 1 | 2 | 0 | 358 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 236 | 55 | 7 | 4 | 2 | 0 | 0 | 304 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 261 | 47 | 4 | 3 | 0 | 1 | 0 | 316 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 223 | 40 | 8 | 2 | 1 | 3 | 0 | 277 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 237 | 32 | 5 | 2 | 1 | 1 | 0 | 278 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 196 | 40 | 4 | 3 | 4 | 0 | 0 | 247 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 163 | 19 | 5 | 4 | 2 | 0 | 0 | 193 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 31 | 0 | 4 | 1 | 1 | 0 | 171 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 26 | 1 | 0 | 1 | 1 | 0 | 147 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 23 | 1 | 1 | 0 | 0 | 0 | 144 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 21 | 0 | 1 | 1 | 0 | 0 | 130 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 19 | 0 | 0 | 1 | 0 | 0 | 157 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 158 | 16 | 0 | 0 | 0 | 0 | 0 | 174 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 14 | 0 | 1 | 0 | 0 | 0 | 147 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 | 18 | 0 | 0 | 0 | 0 | 0 | 160 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 9 | 0 | 2 | 2 | 1 | 0 | 135 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127 | 8 | 1 | 0 | 1 | 0 | 0 | 137 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 6 | 0 | 0 | 1 | 0 | 0 | 133 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 9 | 0 | 0 | 1 | 0 | 0 | 107 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1115 | 313 | 16 | 7 | 7 | 6 | 1 | 1465 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1174 | 296 | 15 | 6 | 8 | 6 | 1 | 1506 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1194 | 253 | 15 | 6 | 7 | 4 | 0 | 1479 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1147 | 230 | 18 | 8 | 7 | 2 | 0 | 1412 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1091 | 206 | 17 | 11 | 5 | 3 | 0 | 1333 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1016 | 193 | 23 | 13 | 4 | 6 | 0 | 1255 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 957 | 174 | 24 | 11 | 4 | 5 | 0 | 1175 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 917 | 159 | 21 | 10 | 6 | 5 | 0 | 1118 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 819 | 131 | 22 | 11 | 8 | 4 | 0 | 995 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 478 | 101 | 2 | 6 | 3 | 2 | 0 | 592 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 481 | 89 | 2 | 2 | 3 | 1 | 0 | 578 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 521 | 79 | 1 | 2 | 2 | 0 | 0 | 605 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 534 | 70 | 0 | 2 | 2 | 0 | 0 | 608 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 569 | 67 | 0 | 1 | 1 | 0 | 0 | 638 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 553 | 57 | 0 | 3 | 2 | 1 | 0 | 616 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 522 | 49 | 1 | 3 | 3 | 1 | 0 | 579 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 516 | 41 | 1 | 2 | 4 | 1 | 0 | 565 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 471 | 32 | 1 | 2 | 5 | 1 | 0 | 512 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 23

Date of Survey: 07.12.2021
 Junction Name: A1303 Newmarket Road / High Ditch Road
 Junction Type: T-Junction

Arm A: High Ditch Road (N)
 Arm B: A1303 Newmarket Road (E)
 Arm C: A1303 Newmarket Road (W)

| Time | C1 to C | | | | | | | C1 to B | | | | | | | C1 to A | | | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|---------|--------------|-----|------|------|-------|-----|---------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | | | | | | | | 0 | 79 | 12 | 2 | 2 | 2 | 0 | 0 | 97 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:15 | | | | | | | | 0 | 100 | 17 | 1 | 3 | 0 | 1 | 0 | 122 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:30 | | | | | | | | 0 | 112 | 19 | 4 | 2 | 1 | 1 | 0 | 139 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:45 | | | | | | | | 0 | 108 | 19 | 2 | 1 | 0 | 1 | 0 | 131 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:00 | | | | | | | | 0 | 128 | 15 | 1 | 0 | 3 | 1 | 0 | 148 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 08:15 | | | | | | | | 0 | 155 | 22 | 2 | 3 | 0 | 1 | 0 | 183 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 08:30 | | | | | | | | 0 | 123 | 18 | 3 | 1 | 0 | 0 | 0 | 145 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 08:45 | | | | | | | | 0 | 120 | 21 | 2 | 1 | 2 | 0 | 0 | 146 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 09:00 | | | | | | | | 0 | 118 | 17 | 2 | 0 | 1 | 0 | 0 | 138 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| 09:15 | | | | | | | | 0 | 101 | 28 | 1 | 1 | 1 | 1 | 0 | 133 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 09:30 | | | | | | | | 0 | 84 | 32 | 3 | 3 | 1 | 1 | 0 | 124 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 09:45 | | | | | | | | 0 | 93 | 30 | 2 | 1 | 1 | 0 | 0 | 127 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:00 | | | | | | | | 0 | 265 | 75 | 5 | 1 | 2 | 1 | 0 | 349 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:15 | | | | | | | | 0 | 258 | 54 | 1 | 0 | 0 | 0 | 0 | 313 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:30 | | | | | | | | 0 | 233 | 39 | 0 | 2 | 1 | 1 | 0 | 276 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 6 |
| 16:45 | | | | | | | | 0 | 289 | 31 | 3 | 1 | 1 | 3 | 0 | 328 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:00 | | | | | | | | 0 | 292 | 32 | 1 | 0 | 2 | 0 | 0 | 327 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:15 | | | | | | | | 0 | 270 | 22 | 1 | 2 | 0 | 0 | 0 | 295 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:30 | | | | | | | | 0 | 281 | 24 | 0 | 0 | 1 | 2 | 0 | 308 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:45 | | | | | | | | 0 | 220 | 20 | 0 | 0 | 1 | 1 | 0 | 242 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:00 | | | | | | | | 0 | 245 | 11 | 0 | 0 | 0 | 1 | 0 | 257 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:15 | | | | | | | | 0 | 195 | 10 | 0 | 0 | 1 | 0 | 0 | 206 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:30 | | | | | | | | 0 | 164 | 18 | 0 | 2 | 3 | 2 | 0 | 189 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:45 | | | | | | | | 0 | 135 | 13 | 0 | 0 | 2 | 0 | 0 | 150 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 399 | 67 | 9 | 8 | 3 | 3 | 0 | 489 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 448 | 70 | 8 | 6 | 4 | 4 | 0 | 540 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 12 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 503 | 75 | 9 | 6 | 4 | 4 | 0 | 601 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 14 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 514 | 74 | 8 | 5 | 3 | 3 | 0 | 607 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 17 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 526 | 76 | 8 | 5 | 5 | 2 | 0 | 622 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 20 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 516 | 78 | 9 | 5 | 3 | 1 | 0 | 612 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 25 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 462 | 84 | 8 | 3 | 4 | 1 | 0 | 562 | 22 | 5 | 0 | 0 | 0 | 0 | 0 | 27 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 423 | 98 | 8 | 5 | 5 | 2 | 0 | 541 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 25 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 396 | 107 | 8 | 5 | 4 | 2 | 0 | 522 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 21 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1045 | 199 | 9 | 4 | 4 | 5 | 0 | 1266 | 18 | 3 | 0 | 0 | 0 | 1 | 0 | 22 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1072 | 156 | 5 | 3 | 4 | 4 | 0 | 1244 | 19 | 3 | 0 | 0 | 0 | 1 | 0 | 23 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1084 | 124 | 5 | 5 | 4 | 4 | 0 | 1226 | 18 | 2 | 0 | 0 | 0 | 1 | 0 | 21 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1132 | 109 | 5 | 3 | 4 | 5 | 0 | 1258 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 21 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1063 | 98 | 2 | 2 | 4 | 3 | 0 | 1172 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 17 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1016 | 77 | 1 | 2 | 2 | 4 | 0 | 1102 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 19 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 941 | 65 | 0 | 0 | 3 | 4 | 0 | 1013 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 824 | 59 | 0 | 2 | 5 | 4 | 0 | 894 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 739 | 52 | 0 | 2 | 6 | 3 | 0 | 802 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A1303 Newmarket Road / High Ditch Road
 Junction Number: Site 23 Junction Type: T-Junction

| Time | Arm A Approach | | | | | | | | Arm A Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | | |
| 07:15 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 14 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | | |
| 07:30 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 16 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | | |
| 07:45 | 20 | 9 | 0 | 0 | 0 | 0 | 0 | 29 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | | |
| 08:00 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 17 | 10 | 7 | 0 | 0 | 0 | 0 | 0 | 17 | | |
| 08:15 | 42 | 5 | 0 | 0 | 0 | 0 | 0 | 47 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | | |
| 08:30 | 36 | 6 | 0 | 0 | 0 | 0 | 0 | 42 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 19 | | |
| 08:45 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 15 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 15 | | |
| 09:00 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 15 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14 | | |
| 09:15 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 15 | | |
| 09:30 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 11 | | |
| 09:45 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 12 | | |
| 16:00 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 12 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13 | | |
| 16:15 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 11 | | |
| 16:30 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 16 | 12 | 1 | 0 | 0 | 0 | 1 | 0 | 14 | | |
| 16:45 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | | |
| 17:00 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 22 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | | |
| 17:15 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14 | | |
| 17:30 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | | |
| 17:45 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | | |
| 18:00 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 13 | | |
| 18:15 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | | |
| 18:30 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | | |
| 18:45 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 52 | 17 | 0 | 0 | 0 | 0 | 0 | 69 | 26 | 6 | 0 | 0 | 0 | 0 | 0 | 32 | | |
| 07:15 | 58 | 18 | 0 | 0 | 0 | 0 | 0 | 76 | 29 | 12 | 0 | 0 | 0 | 0 | 0 | 41 | | |
| 07:30 | 90 | 19 | 0 | 0 | 0 | 0 | 0 | 109 | 34 | 12 | 0 | 0 | 0 | 0 | 0 | 46 | | |
| 07:45 | 113 | 22 | 0 | 0 | 0 | 0 | 0 | 135 | 39 | 14 | 0 | 0 | 0 | 0 | 0 | 53 | | |
| 08:00 | 105 | 16 | 0 | 0 | 0 | 0 | 0 | 121 | 48 | 14 | 0 | 0 | 0 | 0 | 0 | 62 | | |
| 08:15 | 103 | 16 | 0 | 0 | 0 | 0 | 0 | 119 | 50 | 9 | 0 | 0 | 0 | 0 | 0 | 59 | | |
| 08:30 | 69 | 11 | 0 | 0 | 0 | 0 | 0 | 80 | 52 | 11 | 0 | 0 | 0 | 0 | 0 | 63 | | |
| 08:45 | 37 | 6 | 0 | 0 | 0 | 0 | 0 | 43 | 44 | 10 | 1 | 0 | 0 | 0 | 0 | 55 | | |
| 09:00 | 34 | 4 | 0 | 0 | 0 | 0 | 0 | 38 | 40 | 11 | 1 | 0 | 0 | 0 | 0 | 52 | | |
| 16:00 | 40 | 10 | 0 | 0 | 0 | 0 | 0 | 50 | 39 | 8 | 0 | 0 | 0 | 1 | 0 | 48 | | |
| 16:15 | 53 | 7 | 0 | 0 | 0 | 0 | 0 | 60 | 41 | 6 | 0 | 0 | 0 | 1 | 0 | 48 | | |
| 16:30 | 54 | 5 | 0 | 0 | 0 | 0 | 0 | 59 | 47 | 3 | 0 | 0 | 0 | 1 | 0 | 51 | | |
| 16:45 | 50 | 3 | 0 | 0 | 0 | 0 | 0 | 53 | 50 | 2 | 0 | 0 | 0 | 0 | 0 | 52 | | |
| 17:00 | 49 | 2 | 0 | 0 | 0 | 0 | 0 | 51 | 48 | 2 | 0 | 0 | 0 | 0 | 0 | 50 | | |
| 17:15 | 36 | 1 | 0 | 0 | 0 | 0 | 0 | 37 | 45 | 5 | 0 | 0 | 0 | 0 | 0 | 50 | | |
| 17:30 | 35 | 1 | 0 | 0 | 0 | 0 | 0 | 36 | 39 | 3 | 0 | 0 | 0 | 0 | 0 | 42 | | |
| 17:45 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 28 | 3 | 0 | 0 | 0 | 0 | 0 | 31 | | |
| 18:00 | 29 | 1 | 0 | 0 | 0 | 0 | 0 | 30 | 25 | 4 | 0 | 0 | 0 | 0 | 0 | 29 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A1303 Newmarket Road / High Ditch Road
 Junction Number: Site 23 Junction Type: T-Junction

| Time | Arm B Approach | | | | | | | Arm B Exit | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|------------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 244 | 71 | 3 | 1 | 1 | 0 | 0 | 320 | 87 | 13 | 2 | 2 | 2 | 0 | 0 | 106 |
| 07:15 | 280 | 94 | 4 | 4 | 2 | 4 | 1 | 389 | 107 | 21 | 1 | 3 | 0 | 1 | 0 | 133 |
| 07:30 | 290 | 80 | 4 | 2 | 2 | 3 | 0 | 381 | 121 | 21 | 4 | 2 | 1 | 1 | 0 | 150 |
| 07:45 | 319 | 72 | 5 | 0 | 2 | 0 | 0 | 398 | 116 | 22 | 2 | 1 | 0 | 1 | 0 | 142 |
| 08:00 | 306 | 58 | 2 | 0 | 2 | 0 | 0 | 368 | 133 | 15 | 1 | 0 | 3 | 1 | 0 | 153 |
| 08:15 | 302 | 52 | 4 | 4 | 1 | 2 | 0 | 365 | 177 | 25 | 2 | 3 | 0 | 1 | 0 | 208 |
| 08:30 | 247 | 57 | 7 | 4 | 2 | 0 | 0 | 317 | 134 | 20 | 3 | 1 | 0 | 0 | 0 | 158 |
| 08:45 | 268 | 49 | 4 | 3 | 0 | 1 | 0 | 325 | 123 | 24 | 2 | 1 | 2 | 0 | 0 | 152 |
| 09:00 | 228 | 40 | 8 | 2 | 1 | 3 | 0 | 282 | 123 | 17 | 2 | 0 | 1 | 0 | 0 | 143 |
| 09:15 | 244 | 34 | 5 | 2 | 1 | 1 | 0 | 287 | 106 | 28 | 1 | 1 | 1 | 1 | 0 | 138 |
| 09:30 | 200 | 42 | 5 | 3 | 4 | 0 | 0 | 254 | 88 | 33 | 3 | 3 | 1 | 1 | 0 | 129 |
| 09:45 | 171 | 21 | 5 | 4 | 2 | 0 | 0 | 203 | 100 | 30 | 2 | 1 | 1 | 0 | 0 | 134 |
| 16:00 | 142 | 33 | 0 | 4 | 1 | 1 | 0 | 181 | 271 | 79 | 5 | 1 | 2 | 1 | 0 | 359 |
| 16:15 | 119 | 28 | 1 | 0 | 1 | 2 | 0 | 151 | 267 | 56 | 1 | 0 | 0 | 0 | 0 | 324 |
| 16:30 | 126 | 24 | 1 | 1 | 0 | 0 | 0 | 152 | 246 | 41 | 0 | 2 | 1 | 1 | 0 | 291 |
| 16:45 | 112 | 21 | 0 | 1 | 1 | 0 | 0 | 135 | 298 | 32 | 3 | 1 | 1 | 3 | 0 | 338 |
| 17:00 | 146 | 19 | 0 | 0 | 1 | 0 | 0 | 166 | 311 | 33 | 1 | 0 | 2 | 0 | 0 | 347 |
| 17:15 | 166 | 16 | 0 | 0 | 0 | 0 | 0 | 182 | 280 | 22 | 1 | 2 | 0 | 0 | 0 | 305 |
| 17:30 | 141 | 14 | 0 | 1 | 0 | 0 | 0 | 156 | 290 | 25 | 0 | 0 | 1 | 2 | 0 | 318 |
| 17:45 | 149 | 18 | 0 | 0 | 0 | 0 | 0 | 167 | 227 | 20 | 0 | 0 | 1 | 1 | 0 | 249 |
| 18:00 | 126 | 11 | 0 | 2 | 2 | 1 | 0 | 142 | 250 | 11 | 0 | 0 | 0 | 1 | 0 | 262 |
| 18:15 | 127 | 8 | 1 | 0 | 1 | 0 | 0 | 137 | 204 | 10 | 0 | 0 | 1 | 0 | 0 | 215 |
| 18:30 | 129 | 6 | 0 | 0 | 1 | 0 | 0 | 136 | 168 | 18 | 0 | 2 | 3 | 2 | 0 | 193 |
| 18:45 | 101 | 10 | 0 | 0 | 1 | 0 | 0 | 112 | 140 | 13 | 0 | 0 | 2 | 0 | 0 | 155 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 1133 | 317 | 16 | 7 | 7 | 7 | 1 | 1488 | 431 | 77 | 9 | 8 | 3 | 3 | 0 | 531 |
| 07:15 | 1195 | 304 | 15 | 6 | 8 | 7 | 1 | 1536 | 477 | 79 | 8 | 6 | 4 | 4 | 0 | 578 |
| 07:30 | 1217 | 262 | 15 | 6 | 7 | 5 | 0 | 1512 | 547 | 83 | 9 | 6 | 4 | 4 | 0 | 653 |
| 07:45 | 1174 | 239 | 18 | 8 | 7 | 2 | 0 | 1448 | 560 | 82 | 8 | 5 | 3 | 3 | 0 | 661 |
| 08:00 | 1123 | 216 | 17 | 11 | 5 | 3 | 0 | 1375 | 567 | 84 | 8 | 5 | 5 | 2 | 0 | 671 |
| 08:15 | 1045 | 198 | 23 | 13 | 4 | 6 | 0 | 1289 | 557 | 86 | 9 | 5 | 3 | 1 | 0 | 661 |
| 08:30 | 987 | 180 | 24 | 11 | 4 | 5 | 0 | 1211 | 486 | 89 | 8 | 3 | 4 | 1 | 0 | 591 |
| 08:45 | 940 | 165 | 22 | 10 | 6 | 5 | 0 | 1148 | 440 | 102 | 8 | 5 | 5 | 2 | 0 | 562 |
| 09:00 | 843 | 137 | 23 | 11 | 8 | 4 | 0 | 1026 | 417 | 108 | 8 | 5 | 4 | 2 | 0 | 544 |
| 16:00 | 499 | 106 | 2 | 6 | 3 | 3 | 0 | 619 | 1082 | 208 | 9 | 4 | 4 | 5 | 0 | 1312 |
| 16:15 | 503 | 92 | 2 | 2 | 3 | 2 | 0 | 604 | 1122 | 162 | 5 | 3 | 4 | 4 | 0 | 1300 |
| 16:30 | 550 | 80 | 1 | 2 | 2 | 0 | 0 | 635 | 1135 | 128 | 5 | 5 | 4 | 4 | 0 | 1281 |
| 16:45 | 565 | 70 | 0 | 2 | 2 | 0 | 0 | 639 | 1179 | 112 | 5 | 3 | 4 | 5 | 0 | 1308 |
| 17:00 | 602 | 67 | 0 | 1 | 1 | 0 | 0 | 671 | 1108 | 100 | 2 | 2 | 4 | 3 | 0 | 1219 |
| 17:15 | 582 | 59 | 0 | 3 | 2 | 1 | 0 | 647 | 1047 | 78 | 1 | 2 | 2 | 4 | 0 | 1134 |
| 17:30 | 543 | 51 | 1 | 3 | 3 | 1 | 0 | 602 | 971 | 66 | 0 | 0 | 3 | 4 | 0 | 1044 |
| 17:45 | 531 | 43 | 1 | 2 | 4 | 1 | 0 | 582 | 849 | 59 | 0 | 2 | 5 | 4 | 0 | 919 |
| 18:00 | 483 | 35 | 1 | 2 | 5 | 1 | 0 | 527 | 762 | 52 | 0 | 2 | 6 | 3 | 0 | 825 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 07.12.2021
 Project Number: ID06180 Junction Name: A1303 Newmarket Road / High Ditch Road
 Junction Number: Site 23 Junction Type: T-Junction

| Time | Arm C Approach | | | | | | | | Arm C Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 81 | 12 | 2 | 2 | 2 | 0 | 0 | 99 | 240 | 70 | 3 | 1 | 1 | 0 | 0 | 315 | | |
| 07:15 | 101 | 18 | 1 | 3 | 0 | 1 | 0 | 124 | 279 | 94 | 4 | 4 | 2 | 4 | 1 | 388 | | |
| 07:30 | 115 | 19 | 4 | 2 | 1 | 1 | 0 | 142 | 287 | 79 | 4 | 2 | 2 | 3 | 0 | 377 | | |
| 07:45 | 110 | 20 | 2 | 1 | 0 | 1 | 0 | 134 | 329 | 77 | 5 | 0 | 2 | 0 | 0 | 413 | | |
| 08:00 | 130 | 17 | 1 | 0 | 3 | 1 | 0 | 152 | 308 | 55 | 2 | 0 | 2 | 0 | 0 | 367 | | |
| 08:15 | 159 | 22 | 2 | 3 | 0 | 1 | 0 | 187 | 316 | 53 | 4 | 4 | 1 | 2 | 0 | 380 | | |
| 08:30 | 127 | 20 | 3 | 1 | 0 | 0 | 0 | 151 | 261 | 59 | 7 | 4 | 2 | 0 | 0 | 333 | | |
| 08:45 | 126 | 21 | 2 | 1 | 2 | 0 | 0 | 152 | 270 | 47 | 4 | 3 | 0 | 1 | 0 | 325 | | |
| 09:00 | 125 | 19 | 2 | 0 | 1 | 0 | 0 | 147 | 231 | 42 | 8 | 2 | 1 | 3 | 0 | 287 | | |
| 09:15 | 106 | 29 | 1 | 1 | 1 | 1 | 0 | 139 | 240 | 32 | 5 | 2 | 1 | 1 | 0 | 281 | | |
| 09:30 | 87 | 33 | 3 | 3 | 1 | 1 | 0 | 128 | 196 | 40 | 4 | 3 | 4 | 0 | 0 | 247 | | |
| 09:45 | 94 | 31 | 2 | 1 | 1 | 0 | 0 | 129 | 165 | 20 | 5 | 4 | 2 | 0 | 0 | 196 | | |
| 16:00 | 268 | 75 | 5 | 1 | 2 | 1 | 0 | 352 | 136 | 31 | 0 | 4 | 1 | 1 | 0 | 173 | | |
| 16:15 | 263 | 57 | 1 | 0 | 0 | 0 | 0 | 321 | 119 | 26 | 1 | 0 | 1 | 2 | 0 | 149 | | |
| 16:30 | 238 | 39 | 0 | 2 | 1 | 2 | 0 | 282 | 119 | 24 | 1 | 1 | 0 | 0 | 0 | 145 | | |
| 16:45 | 294 | 31 | 3 | 1 | 1 | 3 | 0 | 333 | 107 | 21 | 0 | 1 | 1 | 0 | 0 | 130 | | |
| 17:00 | 296 | 32 | 1 | 0 | 2 | 0 | 0 | 331 | 139 | 19 | 0 | 0 | 1 | 0 | 0 | 159 | | |
| 17:15 | 274 | 24 | 1 | 2 | 0 | 0 | 0 | 301 | 159 | 16 | 0 | 0 | 0 | 0 | 0 | 175 | | |
| 17:30 | 287 | 24 | 0 | 0 | 1 | 2 | 0 | 314 | 132 | 14 | 0 | 1 | 0 | 0 | 0 | 147 | | |
| 17:45 | 221 | 20 | 0 | 0 | 1 | 1 | 0 | 243 | 143 | 18 | 0 | 0 | 0 | 0 | 0 | 161 | | |
| 18:00 | 250 | 12 | 0 | 0 | 0 | 1 | 0 | 263 | 124 | 9 | 0 | 2 | 2 | 1 | 0 | 138 | | |
| 18:15 | 201 | 10 | 0 | 0 | 1 | 0 | 0 | 212 | 128 | 8 | 1 | 0 | 1 | 0 | 0 | 138 | | |
| 18:30 | 165 | 18 | 0 | 2 | 3 | 2 | 0 | 190 | 128 | 6 | 0 | 0 | 1 | 0 | 0 | 135 | | |
| 18:45 | 136 | 13 | 0 | 0 | 2 | 0 | 0 | 151 | 97 | 10 | 0 | 0 | 1 | 0 | 0 | 108 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 407 | 69 | 9 | 8 | 3 | 3 | 0 | 499 | 1135 | 320 | 16 | 7 | 7 | 7 | 1 | 1493 | | |
| 07:15 | 456 | 74 | 8 | 6 | 4 | 4 | 0 | 552 | 1203 | 305 | 15 | 6 | 8 | 7 | 1 | 1545 | | |
| 07:30 | 514 | 78 | 9 | 6 | 4 | 4 | 0 | 615 | 1240 | 264 | 15 | 6 | 7 | 5 | 0 | 1537 | | |
| 07:45 | 526 | 79 | 8 | 5 | 3 | 3 | 0 | 624 | 1214 | 244 | 18 | 8 | 7 | 2 | 0 | 1493 | | |
| 08:00 | 542 | 80 | 8 | 5 | 5 | 2 | 0 | 642 | 1155 | 214 | 17 | 11 | 5 | 3 | 0 | 1405 | | |
| 08:15 | 537 | 82 | 9 | 5 | 3 | 1 | 0 | 637 | 1078 | 201 | 23 | 13 | 4 | 6 | 0 | 1325 | | |
| 08:30 | 484 | 89 | 8 | 3 | 4 | 1 | 0 | 589 | 1002 | 180 | 24 | 11 | 4 | 5 | 0 | 1226 | | |
| 08:45 | 444 | 102 | 8 | 5 | 5 | 2 | 0 | 566 | 937 | 161 | 21 | 10 | 6 | 5 | 0 | 1140 | | |
| 09:00 | 412 | 112 | 8 | 5 | 4 | 2 | 0 | 543 | 832 | 134 | 22 | 11 | 8 | 4 | 0 | 1011 | | |
| 16:00 | 1063 | 202 | 9 | 4 | 4 | 6 | 0 | 1288 | 481 | 102 | 2 | 6 | 3 | 3 | 0 | 597 | | |
| 16:15 | 1091 | 159 | 5 | 3 | 4 | 5 | 0 | 1267 | 484 | 90 | 2 | 2 | 3 | 2 | 0 | 583 | | |
| 16:30 | 1102 | 126 | 5 | 5 | 4 | 5 | 0 | 1247 | 524 | 80 | 1 | 2 | 2 | 0 | 0 | 609 | | |
| 16:45 | 1151 | 111 | 5 | 3 | 4 | 5 | 0 | 1279 | 537 | 70 | 0 | 2 | 2 | 0 | 0 | 611 | | |
| 17:00 | 1078 | 100 | 2 | 2 | 4 | 3 | 0 | 1189 | 573 | 67 | 0 | 1 | 1 | 0 | 0 | 642 | | |
| 17:15 | 1032 | 80 | 1 | 2 | 2 | 4 | 0 | 1121 | 558 | 57 | 0 | 3 | 2 | 1 | 0 | 621 | | |
| 17:30 | 959 | 66 | 0 | 0 | 3 | 4 | 0 | 1032 | 527 | 49 | 1 | 3 | 3 | 1 | 0 | 584 | | |
| 17:45 | 837 | 60 | 0 | 2 | 5 | 4 | 0 | 908 | 523 | 41 | 1 | 2 | 4 | 1 | 0 | 572 | | |
| 18:00 | 752 | 53 | 0 | 2 | 6 | 3 | 0 | 816 | 477 | 33 | 1 | 2 | 5 | 1 | 0 | 519 | | |

Intelligent Data Collection Limited



Client: Mott McDonald **Date of Survey:** 07.12.2021
Project Number: ID06180 **Junction Name:** A1303 Newmarket Road / High Ditch Road
Junction Number: Site 23 **Junction Type:** T-Junction

| Total Junction Flow | | | | | | | | |
|---------------------|--------------|-----|------|------|-------|-----|-------|-------|
| Time | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 334 | 84 | 5 | 3 | 3 | 0 | 0 | 429 |
| 07:15 | 391 | 116 | 5 | 7 | 2 | 5 | 1 | 527 |
| 07:30 | 418 | 102 | 8 | 4 | 3 | 4 | 0 | 539 |
| 07:45 | 449 | 101 | 7 | 1 | 2 | 1 | 0 | 561 |
| 08:00 | 451 | 77 | 3 | 0 | 5 | 1 | 0 | 537 |
| 08:15 | 503 | 79 | 6 | 7 | 1 | 3 | 0 | 599 |
| 08:30 | 410 | 83 | 10 | 5 | 2 | 0 | 0 | 510 |
| 08:45 | 406 | 73 | 6 | 4 | 2 | 1 | 0 | 492 |
| 09:00 | 366 | 61 | 10 | 2 | 2 | 3 | 0 | 444 |
| 09:15 | 358 | 63 | 6 | 3 | 2 | 2 | 0 | 434 |
| 09:30 | 291 | 76 | 8 | 6 | 5 | 1 | 0 | 387 |
| 09:45 | 274 | 53 | 7 | 5 | 3 | 0 | 0 | 342 |
| 16:00 | 418 | 112 | 5 | 5 | 3 | 2 | 0 | 545 |
| 16:15 | 392 | 87 | 2 | 0 | 1 | 2 | 0 | 484 |
| 16:30 | 377 | 66 | 1 | 3 | 1 | 2 | 0 | 450 |
| 16:45 | 415 | 53 | 3 | 2 | 2 | 3 | 0 | 478 |
| 17:00 | 463 | 52 | 1 | 0 | 3 | 0 | 0 | 519 |
| 17:15 | 451 | 40 | 1 | 2 | 0 | 0 | 0 | 494 |
| 17:30 | 437 | 39 | 0 | 1 | 1 | 2 | 0 | 480 |
| 17:45 | 378 | 38 | 0 | 0 | 1 | 1 | 0 | 418 |
| 18:00 | 384 | 23 | 0 | 2 | 2 | 2 | 0 | 413 |
| 18:15 | 338 | 18 | 1 | 0 | 2 | 0 | 0 | 359 |
| 18:30 | 300 | 24 | 0 | 2 | 4 | 2 | 0 | 332 |
| 18:45 | 242 | 24 | 0 | 0 | 3 | 0 | 0 | 269 |
| Start Time | Rolling Hour | | | | | | | Total |
| 07:00 | 1592 | 403 | 25 | 15 | 10 | 10 | 1 | 2056 |
| 07:15 | 1709 | 396 | 23 | 12 | 12 | 11 | 1 | 2164 |
| 07:30 | 1821 | 359 | 24 | 12 | 11 | 9 | 0 | 2236 |
| 07:45 | 1813 | 340 | 26 | 13 | 10 | 5 | 0 | 2207 |
| 08:00 | 1770 | 312 | 25 | 16 | 10 | 5 | 0 | 2138 |
| 08:15 | 1685 | 296 | 32 | 18 | 7 | 7 | 0 | 2045 |
| 08:30 | 1540 | 280 | 32 | 14 | 8 | 6 | 0 | 1880 |
| 08:45 | 1421 | 273 | 30 | 15 | 11 | 7 | 0 | 1757 |
| 09:00 | 1289 | 253 | 31 | 16 | 12 | 6 | 0 | 1607 |
| 16:00 | 1602 | 318 | 11 | 10 | 7 | 9 | 0 | 1957 |
| 16:15 | 1647 | 258 | 7 | 5 | 7 | 7 | 0 | 1931 |
| 16:30 | 1706 | 211 | 6 | 7 | 6 | 5 | 0 | 1941 |
| 16:45 | 1766 | 184 | 5 | 5 | 6 | 5 | 0 | 1971 |
| 17:00 | 1729 | 169 | 2 | 3 | 5 | 3 | 0 | 1911 |
| 17:15 | 1650 | 140 | 1 | 5 | 4 | 5 | 0 | 1805 |
| 17:30 | 1537 | 118 | 1 | 3 | 6 | 5 | 0 | 1670 |
| 17:45 | 1400 | 103 | 1 | 4 | 9 | 5 | 0 | 1522 |
| 18:00 | 1264 | 89 | 1 | 4 | 11 | 4 | 0 | 1373 |

Intelligent Data Collection Limited



Client: Mott McDonald
Project Number: ID06180
Junction Number: Site 23

Date of Survey: 07.12.2021
Junction Name: A1303 Newmarket Road / High Ditch Road
Junction Type: T-Junction

Arm A: High Ditch Road (N)
Arm B: A1303 Newmarket Road (E)

Arm C: A1303 Newmarket Road (W)

| PCU Summary | | | | | | | | | | | | | | | |
|-------------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Time | A1 to A | A1 to C | A1 to B | A2 to A | A2 to C | A2 to B | B1 to B | B1 to A | B1 to C | B2 to B | B2 to A | B2 to C | C1 to C | C1 to B | C1 to A |
| 07:00 | 0 | 1 | 0 | 0 | 0 | 9 | 0 | 6 | 0 | 0 | 0 | 318 | 0 | 103 | 2 |
| 07:15 | 0 | 3 | 0 | 0 | 0 | 11 | 0 | 4 | 0 | 0 | 0 | 391 | 0 | 126 | 2 |
| 07:30 | 0 | 5 | 0 | 0 | 0 | 11 | 0 | 9 | 0 | 0 | 0 | 376 | 0 | 144 | 3 |
| 07:45 | 0 | 16 | 0 | 0 | 2 | 11 | 0 | 3 | 0 | 0 | 0 | 400 | 0 | 133 | 3 |
| 08:00 | 0 | 11 | 0 | 0 | 1 | 5 | 0 | 13 | 0 | 0 | 0 | 358 | 0 | 151 | 4 |
| 08:15 | 0 | 22 | 0 | 0 | 0 | 25 | 0 | 7 | 0 | 0 | 0 | 365 | 0 | 187 | 4 |
| 08:30 | 0 | 27 | 0 | 0 | 2 | 13 | 0 | 13 | 0 | 0 | 0 | 315 | 0 | 148 | 6 |
| 08:45 | 0 | 9 | 0 | 0 | 0 | 6 | 0 | 9 | 0 | 0 | 0 | 321 | 0 | 150 | 6 |
| 09:00 | 0 | 10 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 283 | 0 | 140 | 9 |
| 09:15 | 0 | 3 | 0 | 0 | 0 | 5 | 0 | 9 | 0 | 0 | 0 | 284 | 0 | 135 | 6 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 8 | 0 | 0 | 0 | 257 | 0 | 130 | 4 |
| 09:45 | 0 | 3 | 0 | 0 | 0 | 7 | 0 | 10 | 0 | 0 | 0 | 203 | 0 | 130 | 2 |
| 16:00 | 0 | 2 | 0 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 177 | 0 | 354 | 3 |
| 16:15 | 0 | 1 | 0 | 0 | 0 | 11 | 0 | 3 | 0 | 0 | 0 | 148 | 0 | 314 | 8 |
| 16:30 | 0 | 1 | 0 | 0 | 0 | 15 | 0 | 8 | 0 | 0 | 0 | 146 | 0 | 279 | 5 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 5 | 0 | 0 | 0 | 132 | 0 | 330 | 5 |
| 17:00 | 0 | 2 | 0 | 0 | 0 | 20 | 0 | 9 | 0 | 0 | 0 | 158 | 0 | 330 | 4 |
| 17:15 | 0 | 1 | 0 | 0 | 0 | 10 | 0 | 8 | 0 | 0 | 0 | 174 | 0 | 298 | 6 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 9 | 0 | 0 | 0 | 148 | 0 | 308 | 6 |
| 17:45 | 0 | 1 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 160 | 0 | 242 | 1 |
| 18:00 | 0 | 2 | 0 | 0 | 1 | 5 | 0 | 7 | 0 | 0 | 0 | 139 | 0 | 256 | 6 |
| 18:15 | 0 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 139 | 0 | 207 | 6 |
| 18:30 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 0 | 134 | 0 | 193 | 1 |
| 18:45 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 108 | 0 | 152 | 1 |
| Start Time | Rolling Hour | | | | | | | | | | | | | | |
| 07:00 | 0 | 25 | 0 | 0 | 2 | 42 | 0 | 22 | 0 | 0 | 0 | 1485 | 0 | 505 | 10 |
| 07:15 | 0 | 35 | 0 | 0 | 3 | 38 | 0 | 29 | 0 | 0 | 0 | 1525 | 0 | 553 | 12 |
| 07:30 | 0 | 54 | 0 | 0 | 3 | 52 | 0 | 32 | 0 | 0 | 0 | 1499 | 0 | 615 | 14 |
| 07:45 | 0 | 76 | 0 | 0 | 5 | 54 | 0 | 36 | 0 | 0 | 0 | 1437 | 0 | 619 | 17 |
| 08:00 | 0 | 69 | 0 | 0 | 3 | 49 | 0 | 42 | 0 | 0 | 0 | 1359 | 0 | 636 | 20 |
| 08:15 | 0 | 68 | 0 | 0 | 2 | 49 | 0 | 34 | 0 | 0 | 0 | 1284 | 0 | 625 | 25 |
| 08:30 | 0 | 49 | 0 | 0 | 2 | 29 | 0 | 36 | 0 | 0 | 0 | 1202 | 0 | 573 | 27 |
| 08:45 | 0 | 22 | 0 | 0 | 0 | 21 | 0 | 31 | 0 | 0 | 0 | 1145 | 0 | 555 | 25 |
| 09:00 | 0 | 16 | 0 | 0 | 0 | 22 | 0 | 32 | 0 | 0 | 0 | 1026 | 0 | 535 | 21 |
| 16:00 | 0 | 4 | 0 | 0 | 0 | 46 | 0 | 26 | 0 | 0 | 0 | 603 | 0 | 1277 | 21 |
| 16:15 | 0 | 4 | 0 | 0 | 0 | 56 | 0 | 25 | 0 | 0 | 0 | 584 | 0 | 1252 | 22 |
| 16:30 | 0 | 4 | 0 | 0 | 0 | 55 | 0 | 30 | 0 | 0 | 0 | 610 | 0 | 1237 | 20 |
| 16:45 | 0 | 3 | 0 | 0 | 0 | 50 | 0 | 31 | 0 | 0 | 0 | 613 | 0 | 1265 | 21 |
| 17:00 | 0 | 4 | 0 | 0 | 0 | 47 | 0 | 33 | 0 | 0 | 0 | 640 | 0 | 1178 | 17 |
| 17:15 | 0 | 4 | 0 | 0 | 1 | 32 | 0 | 31 | 0 | 0 | 0 | 621 | 0 | 1105 | 19 |
| 17:30 | 0 | 4 | 0 | 0 | 1 | 31 | 0 | 23 | 0 | 0 | 0 | 586 | 0 | 1014 | 19 |
| 17:45 | 0 | 6 | 0 | 0 | 1 | 25 | 0 | 17 | 0 | 0 | 0 | 572 | 0 | 899 | 14 |
| 18:00 | 0 | 6 | 0 | 0 | 1 | 23 | 0 | 15 | 0 | 0 | 0 | 520 | 0 | 809 | 14 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 23
Site Name: High Ditch Road
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Survey Type: Pedestrian & Cycle Count

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------|--------------|----------------------------|
| 52.213018 | 0.202377 | Click Here |

Site Layout



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

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 23
Site Name: High Ditch Road
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Survey Type: Pedestrian & Cycle Count

AM Peak Totals

| Date | Movement 1 | | | Movement 2 | | |
|------------|------------|----------|-----------|------------|----------|-----------|
| | Peds | Cyclists | Total | Peds | Cyclists | Total |
| 07.12.2021 | 0 | 13 | 13 | 0 | 35 | 35 |
| 08.12.2021 | 3 | 18 | 21 | 2 | 30 | 32 |

PM Peak Totals

| Date | Movement 1 | | | Movement 2 | | |
|------------|------------|----------|-----------|------------|----------|-----------|
| | Peds | Cyclists | Total | Peds | Cyclists | Total |
| 04.12.2021 | 3 | 25 | 28 | 4 | 15 | 19 |
| 07.12.2021 | 0 | 24 | 24 | 1 | 2 | 3 |
| 08.12.2021 | 0 | 28 | 28 | 0 | 6 | 6 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 23
Site Name: High Ditch Road
Date of Survey: 07.12.2021
Survey Type: Pedestrian & Cycle Count

Input by:
Checked by:

| Time | Movement 1 | | | Movement 2 | | |
|--------------------------|------------|-----------|-----------|------------|-----------|-----------|
| | Peds | Cyclists | Total | Peds | Cyclists | Total |
| 07:00 | 0 | 1 | 1 | 0 | 2 | 2 |
| 07:15 | 0 | 1 | 1 | 0 | 2 | 2 |
| 07:30 | 0 | 1 | 1 | 0 | 1 | 1 |
| 07:45 | 0 | 1 | 1 | 0 | 3 | 3 |
| 08:00 | 0 | 3 | 3 | 0 | 5 | 5 |
| 08:15 | 0 | 3 | 3 | 0 | 5 | 5 |
| 08:30 | 0 | 1 | 1 | 0 | 7 | 7 |
| 08:45 | 0 | 0 | 0 | 0 | 4 | 4 |
| 09:00 | 0 | 1 | 1 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 3 | 3 |
| 09:30 | 0 | 1 | 1 | 0 | 2 | 2 |
| 09:45 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:00-10:00 Total | 0 | 13 | 13 | 0 | 35 | 35 |
| 16:00 | 0 | 0 | 0 | 0 | 1 | 1 |
| 16:15 | 0 | 2 | 2 | 0 | 0 | 0 |
| 16:30 | 0 | 2 | 2 | 0 | 0 | 0 |
| 16:45 | 0 | 2 | 2 | 0 | 0 | 0 |
| 17:00 | 0 | 1 | 1 | 0 | 0 | 0 |
| 17:15 | 0 | 1 | 1 | 0 | 0 | 0 |
| 17:30 | 0 | 3 | 3 | 0 | 0 | 0 |
| 17:45 | 0 | 3 | 3 | 1 | 0 | 1 |
| 18:00 | 0 | 1 | 1 | 0 | 0 | 0 |
| 18:15 | 0 | 5 | 5 | 0 | 1 | 1 |
| 18:30 | 0 | 2 | 2 | 0 | 0 | 0 |
| 18:45 | 0 | 2 | 2 | 0 | 0 | 0 |
| 16:00-19:00 Total | 0 | 24 | 24 | 1 | 2 | 3 |

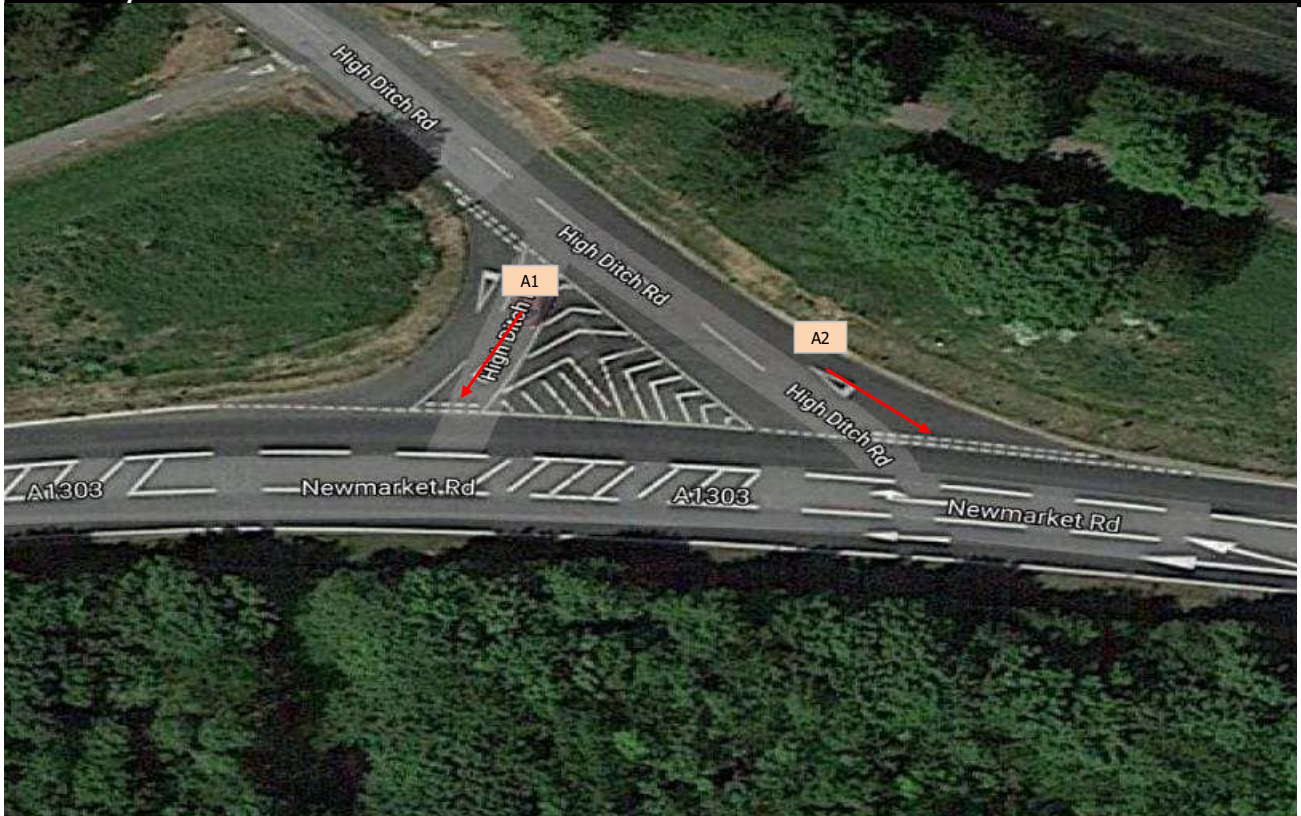
Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 23
Dates of Survey: 04.12.2021, 07.12.2021 and 08.12.2021
Junction Name: A1303 Newmarket Road / High Ditch Road
Survey Type: Queue Length Survey

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------|--------------|----------------------------|
| 52.212682 | 0.202671 | Click Here |

Junction Layout



Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

| Lights | Heavies |
|--------|---------|
| 6 | 15 |

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

Any shaded entries indicate where queues reach the extent of the camera view.

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 23
Date of Survey: 07.12.2021
Junction Name: A1303 Newmarket Road / High Ditch Road
Survey Type: Queue Length Survey

AM Peak Period:

| Time | Lane A1 | | | | Lane A2 | | | |
|-------|---------|---------|-------|------------|---------|---------|-------|------------|
| | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) |
| 07:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| 07:05 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 07:10 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| 07:15 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 07:20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:25 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 07:30 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 07:35 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 07:40 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 07:45 | 1 | 0 | 1 | 6 | 2 | 0 | 2 | 12 |
| 07:50 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 07:55 | 9 | 0 | 9 | 54 | 2 | 0 | 2 | 12 |
| 08:00 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 08:05 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 08:10 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 08:15 | 6 | 0 | 6 | 36 | 2 | 0 | 2 | 12 |
| 08:20 | 5 | 0 | 5 | 30 | 3 | 0 | 3 | 18 |
| 08:25 | 5 | 0 | 5 | 30 | 2 | 0 | 2 | 12 |
| 08:30 | 6 | 0 | 6 | 36 | 2 | 0 | 2 | 12 |
| 08:35 | 7 | 0 | 7 | 42 | 1 | 0 | 1 | 6 |
| 08:40 | 7 | 0 | 7 | 42 | 3 | 0 | 3 | 18 |
| 08:45 | 2 | 0 | 2 | 12 | 1 | 0 | 1 | 6 |
| 08:50 | 2 | 0 | 2 | 12 | 1 | 0 | 1 | 6 |
| 08:55 | 2 | 0 | 2 | 12 | 1 | 0 | 1 | 6 |
| 09:00 | 2 | 0 | 2 | 12 | 1 | 0 | 1 | 6 |
| 09:05 | 1 | 0 | 1 | 6 | 2 | 0 | 2 | 12 |
| 09:10 | 2 | 0 | 2 | 12 | 1 | 0 | 1 | 6 |
| 09:15 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 09:20 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 09:25 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:40 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 12 |
| 09:45 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 09:50 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 12 |
| 09:55 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |

PM Peak Period:

| Time | Lane A1 | | | | Lane A2 | | | |
|-------|---------|---------|-------|------------|---------|---------|-------|------------|
| | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) |
| 16:00 | 1 | 0 | 1 | 6 | 4 | 0 | 4 | 24 |
| 16:05 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 12 |
| 16:10 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 12 |
| 16:15 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 12 |
| 16:20 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| 16:25 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 16:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| 16:35 | 1 | 0 | 1 | 6 | 3 | 0 | 3 | 18 |
| 16:40 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 24 |
| 16:45 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 24 |
| 16:50 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| 16:55 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 24 |
| 17:00 | 2 | 0 | 2 | 12 | 2 | 0 | 2 | 12 |
| 17:05 | 2 | 0 | 2 | 12 | 2 | 0 | 2 | 12 |
| 17:10 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 30 |
| 17:15 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 17:20 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 12 |
| 17:25 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| 17:30 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 12 |
| 17:35 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 12 |
| 17:40 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 12 |
| 17:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| 17:50 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| 17:55 | 1 | 0 | 1 | 6 | 2 | 0 | 2 | 12 |
| 18:00 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 18:05 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 18:10 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| 18:15 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 12 |
| 18:20 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| 18:25 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 18:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| 18:35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:40 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 18:45 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 12 |
| 18:50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:55 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |

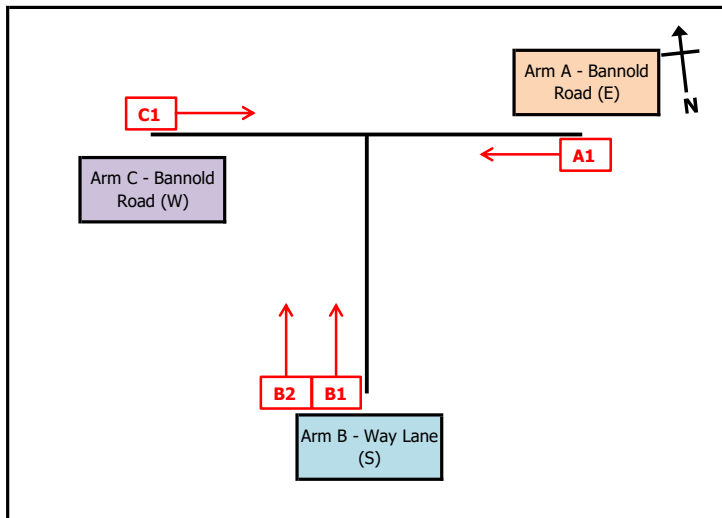
Intelligent Data Collection Limited



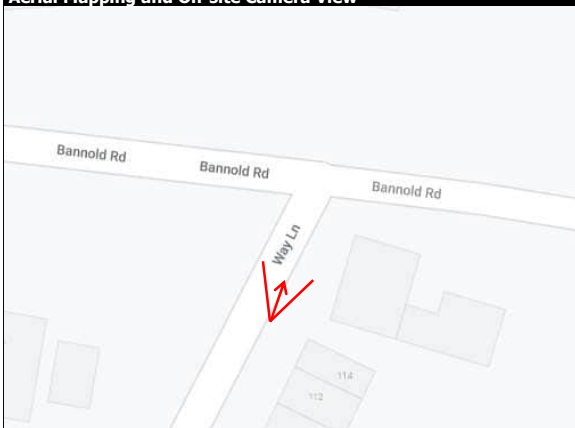
Client: Mott McDonald Date of Survey: 12.02.2022
 Project Number: ID06180 Junction Name: Bannold Road / Way Lane
 Junction Number: Site 3 Junction Type: T-Junction

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------------|--------------|----------------------------|
| 52.270559 | 0.195836 | Click Here |
| Weather Conditions | | |
| Sunny Intervals | | |

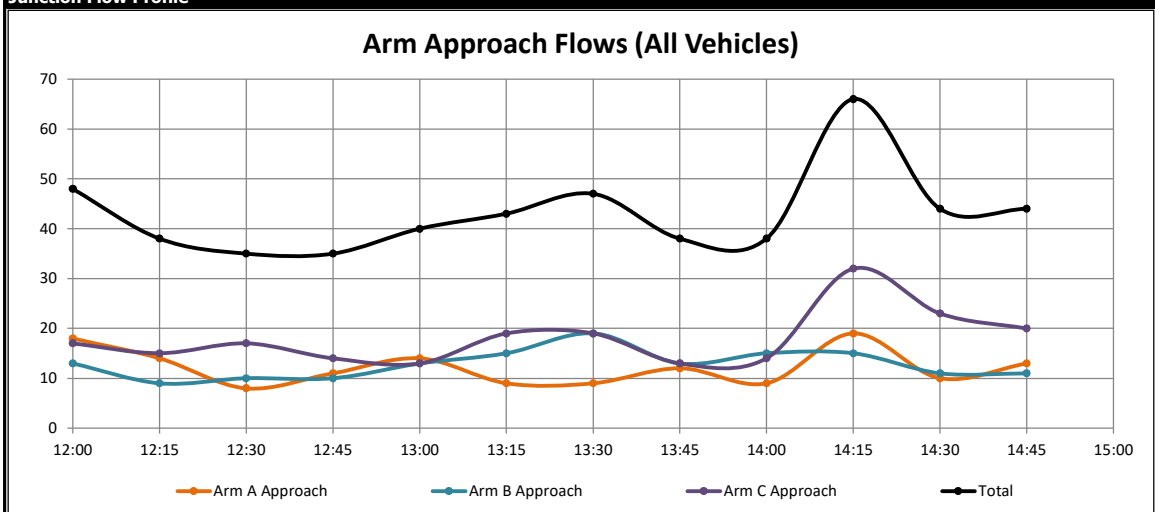
Junction Layout



Aerial Mapping and On-site Camera View



Junction Flow Profile



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

Intelligent Data Collection Limited



Client: Mott MacDonald
 Project Number: ID06180
 Junction Number: Site 3

Date of Survey: 12.02.2022
 Junction Name: Bannold Road / Way Lane
 Junction Type: T-Junction

Arm A: Bannold Road (E)
 Arm B: Way Lane (S)

Arm C: Bannold Road (W)

| Time | A1 to A | | | | | | | | A1 to C | | | | | | | | A1 to B | | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|----|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 1 | 0 | 10 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 1 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 1 | 10 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 9 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 2 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 3 | 0 | 0 | 0 | 1 | 1 | 34 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 17 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 3 | 0 | 0 | 0 | 0 | 1 | 32 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 1 | 0 | 0 | 0 | 0 | 0 | 29 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 3 | 0 | 0 | 0 | 0 | 0 | 31 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 2 | 0 | 0 | 0 | 0 | 1 | 32 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 2 | 0 | 0 | 0 | 0 | 1 | 32 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 3 | 0 | 0 | 0 | 0 | 2 | 35 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 14 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 2 | 0 | 0 | 0 | 0 | 4 | 36 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 14 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 5 | 0 | 0 | 0 | 0 | 3 | 35 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 16 |

| Time | B1 to B | | | | | | | | B1 to A | | | | | | | | B1 to C | | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|---|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 2 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 2 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 1 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 3 | 0 | 0 | 0 | 0 | 2 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 5 | 0 | 0 | 0 | 0 | 3 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 4 | 0 | 0 | 0 | 0 | 3 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott MacDonald
 Project Number: ID06180
 Junction Name: Site 3
 Date of Survey: 12.02.2022
 Junction Name: Bannold Road / Way Lane
 Junction Type: T-Junction

Arm A: Bannold Road (E)
 Arm B: Way Lane (S)
 Arm C: Bannold Road (W)

| Time | B2 to B | | | | | | | | B2 to A | | | | | | | | B2 to C | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 13 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 8 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 7 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 5 | 0 | 0 | 0 | 0 | 0 | 26 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 4 | 0 | 0 | 0 | 0 | 0 | 26 | |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 5 | 0 | 0 | 0 | 0 | 0 | 34 | |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 5 | 0 | 0 | 0 | 0 | 1 | 41 | |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 1 | 0 | 0 | 0 | 0 | 1 | 41 | |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 1 | 0 | 0 | 0 | 0 | 2 | 42 | |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 3 | 35 | |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 2 | 28 | |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 1 | 0 | 0 | 0 | 0 | 2 | 25 | |

| Time | C1 to C | | | | | | | | C1 to B | | | | | | | | C1 to A | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 1 | 7 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 1 | 9 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 2 | 17 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 17 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 3 | 0 | 0 | 0 | 0 | 1 | 24 | 33 | 6 | 0 | 0 | 0 | 0 | 0 | 39 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 4 | 0 | 0 | 0 | 0 | 1 | 22 | 32 | 5 | 0 | 0 | 0 | 0 | 0 | 37 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 4 | 0 | 0 | 0 | 0 | 2 | 27 | 30 | 6 | 0 | 0 | 0 | 0 | 0 | 36 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 4 | 0 | 0 | 0 | 0 | 1 | 29 | 32 | 4 | 0 | 0 | 0 | 0 | 0 | 36 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 5 | 0 | 0 | 0 | 0 | 1 | 31 | 29 | 4 | 0 | 0 | 0 | 0 | 0 | 33 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 4 | 0 | 0 | 0 | 0 | 1 | 30 | 31 | 4 | 0 | 0 | 0 | 0 | 0 | 35 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 5 | 0 | 0 | 0 | 0 | 2 | 38 | 36 | 4 | 0 | 0 | 0 | 0 | 0 | 40 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 6 | 0 | 0 | 0 | 0 | 2 | 37 | 38 | 7 | 0 | 0 | 0 | 0 | 0 | 45 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 4 | 0 | 0 | 0 | 0 | 2 | 32 | 49 | 8 | 0 | 0 | 0 | 0 | 0 | 57 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 12.02.2022
 Project Number: ID06180 Junction Name: Bannold Road / Way Lane
 Junction Number: Site 3 Junction Type: T-Junction

| Arm A Approach | | | | | | | | | Arm A Exit | | | | | | | |
|----------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| Time | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 12:00 | 16 | 0 | 0 | 0 | 0 | 1 | 1 | 18 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:15 | 11 | 2 | 0 | 0 | 0 | 0 | 1 | 14 | 11 | 1 | 0 | 0 | 0 | 0 | 2 | 14 |
| 12:30 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:45 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:00 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 13:15 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:30 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 13:45 | 10 | 1 | 0 | 0 | 0 | 0 | 1 | 12 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 11 |
| 14:00 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 15 | 1 | 0 | 0 | 0 | 0 | 1 | 17 |
| 14:15 | 14 | 2 | 0 | 0 | 0 | 0 | 3 | 19 | 19 | 3 | 0 | 0 | 0 | 0 | 1 | 23 |
| 14:30 | 7 | 1 | 0 | 0 | 0 | 0 | 2 | 10 | 14 | 5 | 0 | 0 | 0 | 0 | 1 | 20 |
| 14:45 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 13 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 24 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 12:00 | 43 | 5 | 0 | 0 | 0 | 1 | 2 | 51 | 44 | 9 | 0 | 0 | 0 | 0 | 2 | 55 |
| 12:15 | 40 | 6 | 0 | 0 | 0 | 0 | 1 | 47 | 44 | 7 | 0 | 0 | 0 | 0 | 2 | 53 |
| 12:30 | 38 | 4 | 0 | 0 | 0 | 0 | 0 | 42 | 42 | 8 | 0 | 0 | 0 | 0 | 0 | 50 |
| 12:45 | 38 | 5 | 0 | 0 | 0 | 0 | 0 | 43 | 46 | 6 | 0 | 0 | 0 | 0 | 0 | 52 |
| 13:00 | 39 | 4 | 0 | 0 | 0 | 0 | 1 | 44 | 46 | 6 | 0 | 0 | 0 | 0 | 0 | 52 |
| 13:15 | 35 | 3 | 0 | 0 | 0 | 0 | 1 | 39 | 48 | 6 | 0 | 0 | 0 | 0 | 1 | 55 |
| 13:30 | 40 | 5 | 0 | 0 | 0 | 0 | 4 | 49 | 58 | 7 | 0 | 0 | 0 | 0 | 2 | 67 |
| 13:45 | 40 | 4 | 0 | 0 | 0 | 0 | 6 | 50 | 56 | 12 | 0 | 0 | 0 | 0 | 3 | 71 |
| 14:00 | 40 | 6 | 0 | 0 | 0 | 0 | 5 | 51 | 69 | 12 | 0 | 0 | 0 | 0 | 3 | 84 |

| Arm B Approach | | | | | | | | | Arm B Exit | | | | | | | |
|----------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| Time | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 12:00 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 15 |
| 12:15 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:30 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 7 | 2 | 0 | 0 | 0 | 0 | 1 | 10 |
| 12:45 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 10 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 13:00 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:15 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15 | 9 | 1 | 0 | 0 | 0 | 0 | 1 | 11 |
| 13:30 | 18 | 0 | 0 | 0 | 0 | 0 | 1 | 19 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:45 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:00 | 13 | 0 | 0 | 0 | 0 | 0 | 2 | 15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 14:15 | 12 | 1 | 0 | 0 | 0 | 0 | 2 | 15 | 19 | 3 | 0 | 0 | 0 | 0 | 4 | 26 |
| 14:30 | 8 | 2 | 0 | 0 | 0 | 0 | 1 | 11 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:45 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 12:00 | 32 | 8 | 0 | 0 | 0 | 0 | 2 | 42 | 34 | 5 | 0 | 0 | 0 | 0 | 2 | 41 |
| 12:15 | 34 | 6 | 0 | 0 | 0 | 0 | 2 | 42 | 29 | 7 | 0 | 0 | 0 | 0 | 1 | 37 |
| 12:30 | 41 | 7 | 0 | 0 | 0 | 0 | 0 | 48 | 31 | 7 | 0 | 0 | 0 | 0 | 2 | 40 |
| 12:45 | 49 | 7 | 0 | 0 | 0 | 0 | 1 | 57 | 34 | 6 | 0 | 0 | 0 | 0 | 1 | 41 |
| 13:00 | 56 | 3 | 0 | 0 | 0 | 0 | 1 | 60 | 35 | 7 | 0 | 0 | 0 | 0 | 1 | 43 |
| 13:15 | 56 | 3 | 0 | 0 | 0 | 0 | 3 | 62 | 31 | 5 | 0 | 0 | 0 | 0 | 1 | 37 |
| 13:30 | 54 | 3 | 0 | 0 | 0 | 0 | 5 | 62 | 41 | 7 | 0 | 0 | 0 | 0 | 4 | 52 |
| 13:45 | 44 | 5 | 0 | 0 | 0 | 0 | 5 | 54 | 39 | 8 | 0 | 0 | 0 | 0 | 4 | 51 |
| 14:00 | 42 | 5 | 0 | 0 | 0 | 0 | 5 | 52 | 39 | 5 | 0 | 0 | 0 | 0 | 4 | 48 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 12.02.2022
 Project Number: ID06180 Junction Name: Bannold Road / Way Lane
 Junction Number: Site 3 Junction Type: T-Junction

| Arm C Approach | | | | | | | | | Arm C Exit | | | | | | | |
|----------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| Time | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 12:00 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 17 | 15 | 1 | 0 | 0 | 0 | 1 | 0 | 17 |
| 12:15 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 15 | 13 | 2 | 0 | 0 | 0 | 0 | 1 | 16 |
| 12:30 | 13 | 3 | 0 | 0 | 0 | 0 | 1 | 17 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:45 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 16 |
| 13:00 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:15 | 15 | 3 | 0 | 0 | 0 | 0 | 1 | 19 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 13:30 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 19 | 17 | 2 | 0 | 0 | 0 | 0 | 1 | 20 |
| 13:45 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 13 | 16 | 0 | 0 | 0 | 0 | 0 | 1 | 17 |
| 14:00 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | 16 |
| 14:15 | 26 | 4 | 0 | 0 | 0 | 0 | 2 | 32 | 14 | 1 | 0 | 0 | 0 | 0 | 2 | 17 |
| 14:30 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 23 | 11 | 1 | 0 | 0 | 0 | 0 | 2 | 14 |
| 14:45 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 20 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 13 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 12:00 | 53 | 9 | 0 | 0 | 0 | 0 | 1 | 63 | 50 | 8 | 0 | 0 | 0 | 1 | 1 | 60 |
| 12:15 | 49 | 9 | 0 | 0 | 0 | 0 | 1 | 59 | 50 | 7 | 0 | 0 | 0 | 0 | 1 | 58 |
| 12:30 | 51 | 10 | 0 | 0 | 0 | 0 | 2 | 63 | 57 | 6 | 0 | 0 | 0 | 0 | 0 | 63 |
| 12:45 | 56 | 8 | 0 | 0 | 0 | 0 | 1 | 65 | 63 | 8 | 0 | 0 | 0 | 0 | 1 | 72 |
| 13:00 | 54 | 9 | 0 | 0 | 0 | 0 | 1 | 64 | 68 | 3 | 0 | 0 | 0 | 0 | 2 | 73 |
| 13:15 | 56 | 8 | 0 | 0 | 0 | 0 | 1 | 65 | 68 | 3 | 0 | 0 | 0 | 0 | 3 | 74 |
| 13:30 | 67 | 9 | 0 | 0 | 0 | 0 | 2 | 78 | 62 | 3 | 0 | 0 | 0 | 0 | 5 | 70 |
| 13:45 | 67 | 13 | 0 | 0 | 0 | 0 | 2 | 82 | 56 | 2 | 0 | 0 | 0 | 0 | 6 | 64 |
| 14:00 | 75 | 12 | 0 | 0 | 0 | 0 | 2 | 89 | 49 | 6 | 0 | 0 | 0 | 0 | 5 | 60 |

| Total Junction Flow | | | | | | | | |
|---------------------|--------------|-----|------|------|-------|-----|-------|-------|
| Time | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 12:00 | 42 | 4 | 0 | 0 | 0 | 1 | 1 | 48 |
| 12:15 | 31 | 4 | 0 | 0 | 0 | 0 | 3 | 38 |
| 12:30 | 30 | 4 | 0 | 0 | 0 | 0 | 1 | 35 |
| 12:45 | 25 | 10 | 0 | 0 | 0 | 0 | 0 | 35 |
| 13:00 | 37 | 3 | 0 | 0 | 0 | 0 | 0 | 40 |
| 13:15 | 38 | 4 | 0 | 0 | 0 | 0 | 1 | 43 |
| 13:30 | 43 | 3 | 0 | 0 | 0 | 0 | 1 | 47 |
| 13:45 | 31 | 6 | 0 | 0 | 0 | 0 | 1 | 38 |
| 14:00 | 35 | 1 | 0 | 0 | 0 | 0 | 2 | 38 |
| 14:15 | 52 | 7 | 0 | 0 | 0 | 0 | 7 | 66 |
| 14:30 | 33 | 8 | 0 | 0 | 0 | 0 | 3 | 44 |
| 14:45 | 37 | 7 | 0 | 0 | 0 | 0 | 0 | 44 |
| Start Time | Rolling Hour | | | | | | | Total |
| 12:00 | 128 | 22 | 0 | 0 | 0 | 1 | 5 | 156 |
| 12:15 | 123 | 21 | 0 | 0 | 0 | 0 | 4 | 148 |
| 12:30 | 130 | 21 | 0 | 0 | 0 | 0 | 2 | 153 |
| 12:45 | 143 | 20 | 0 | 0 | 0 | 0 | 2 | 165 |
| 13:00 | 149 | 16 | 0 | 0 | 0 | 0 | 3 | 168 |
| 13:15 | 147 | 14 | 0 | 0 | 0 | 0 | 5 | 166 |
| 13:30 | 161 | 17 | 0 | 0 | 0 | 0 | 11 | 189 |
| 13:45 | 151 | 22 | 0 | 0 | 0 | 0 | 13 | 186 |
| 14:00 | 157 | 23 | 0 | 0 | 0 | 0 | 12 | 192 |

Intelligent Data Collection Limited



Client: Mott McDonald
Project Number: ID06180
Junction Number: Site 3

Date of Survey: 12.02.2022
Junction Name: Bannold Road / Way Lane
Junction Type: T-Junction

Arm A: Bannold Road (E)
Arm B: Way Lane (S)

Arm C: Bannold Road (W)

| PCU Summary | | | | | | | | | | | | |
|-------------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Time | A1 to A | A1 to C | A1 to B | B1 to B | B1 to A | B1 to C | B2 to B | B2 to A | B2 to C | C1 to C | C1 to B | C1 to A |
| 12:00 | 0 | 9 | 7 | 0 | 6 | 0 | 0 | 0 | 7 | 0 | 7 | 10 |
| 12:15 | 0 | 9 | 4 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 4 | 11 |
| 12:30 | 0 | 5 | 3 | 0 | 4 | 0 | 0 | 0 | 6 | 0 | 6 | 10 |
| 12:45 | 0 | 9 | 2 | 0 | 3 | 0 | 0 | 0 | 7 | 0 | 6 | 8 |
| 13:00 | 0 | 8 | 6 | 0 | 6 | 0 | 0 | 0 | 7 | 0 | 5 | 8 |
| 13:15 | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 14 | 0 | 8 | 10 |
| 13:30 | 0 | 7 | 2 | 0 | 6 | 0 | 0 | 0 | 12 | 0 | 9 | 10 |
| 13:45 | 0 | 9 | 2 | 0 | 6 | 0 | 0 | 0 | 7 | 0 | 8 | 5 |
| 14:00 | 0 | 8 | 1 | 0 | 6 | 0 | 0 | 0 | 7 | 0 | 4 | 10 |
| 14:15 | 0 | 9 | 7 | 0 | 7 | 0 | 0 | 0 | 6 | 0 | 15 | 15 |
| 14:30 | 0 | 6 | 2 | 0 | 4 | 0 | 0 | 0 | 6 | 0 | 8 | 15 |
| 14:45 | 0 | 9 | 4 | 0 | 7 | 0 | 0 | 0 | 4 | 0 | 3 | 17 |
| Start Time | Rolling Hour | | | | | | | | | | | |
| 12:00 | 0 | 33 | 16 | 0 | 14 | 0 | 0 | 0 | 26 | 0 | 23 | 39 |
| 12:15 | 0 | 31 | 15 | 0 | 14 | 0 | 0 | 0 | 26 | 0 | 21 | 37 |
| 12:30 | 0 | 29 | 13 | 0 | 14 | 0 | 0 | 0 | 34 | 0 | 25 | 36 |
| 12:45 | 0 | 31 | 12 | 0 | 16 | 0 | 0 | 0 | 40 | 0 | 28 | 36 |
| 13:00 | 0 | 31 | 12 | 0 | 19 | 0 | 0 | 0 | 40 | 0 | 30 | 33 |
| 13:15 | 0 | 31 | 7 | 0 | 19 | 0 | 0 | 0 | 40 | 0 | 29 | 35 |
| 13:30 | 0 | 33 | 12 | 0 | 25 | 0 | 0 | 0 | 33 | 0 | 36 | 40 |
| 13:45 | 0 | 33 | 12 | 0 | 24 | 0 | 0 | 0 | 26 | 0 | 35 | 45 |
| 14:00 | 0 | 33 | 14 | 0 | 25 | 0 | 0 | 0 | 23 | 0 | 30 | 57 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 3
Dates of Survey: 12.02.2022
Junction Name: Bannold Road / Way Lane
Survey Type: Queue Length Survey

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------------|--------------|----------------------------|
| 52.270551 | 0.195828 | Click Here |
| Weather Conditions | | |
| Sunny Intervals | | |

Junction Layout



Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

| Lights | Heavies |
|--------|---------|
| 6 | 15 |

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

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 3
Date of Survey: 12.02.2022
Junction Name: Bannold Road / Way Lane
Survey Type: Queue Length Survey

| Time | Lane B1 | | | | Lane B2 | | | |
|-------|---------|---------|-------|------------|---------|---------|-------|------------|
| | Lights | Heavies | Total | Length (m) | Lights | Heavies | Total | Length (m) |
| 12:00 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 12:05 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| 12:10 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:35 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 12:40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 12:50 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 12:55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 13:05 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 13:10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:20 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| 13:25 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| 13:30 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 13:35 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 13:40 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:50 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 13:55 | 1 | 0 | 1 | 6 | 2 | 0 | 2 | 12 |
| 14:00 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 14:05 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 18 |
| 14:10 | 2 | 0 | 2 | 12 | 1 | 0 | 1 | 6 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:25 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| 14:35 | 2 | 0 | 2 | 12 | 1 | 0 | 1 | 6 |
| 14:40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 6 |
| 14:50 | 2 | 0 | 2 | 12 | 0 | 0 | 0 | 0 |
| 14:55 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |

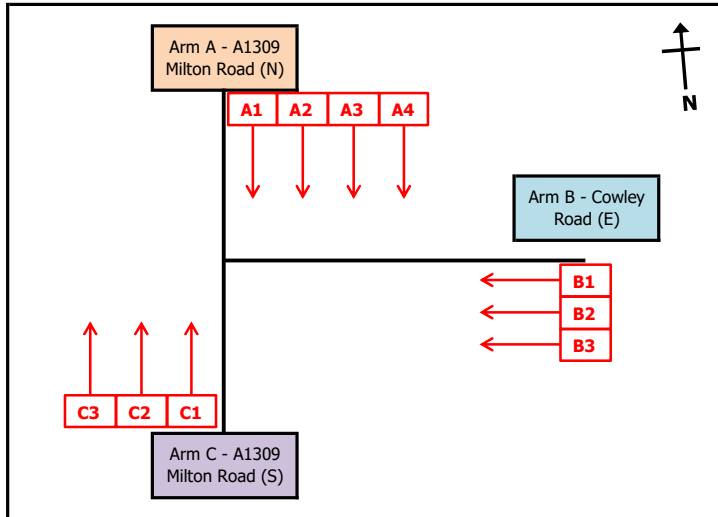
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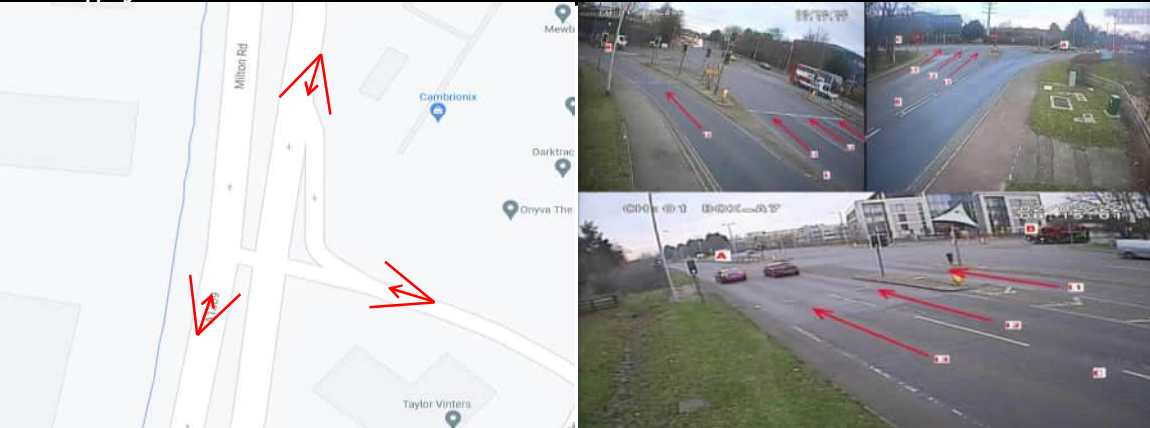
Client: Mott McDonald Date of Survey: 02.02.2022
 Project Number: ID06180 Junction Name: A1309 Milton Road / Cowley Road
 Junction Number: Site 12 Junction Type: T-Junction

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------------|--------------------|----------------------------|
| 52.232796 | 0.150635 | Click Here |
| AM Peak Conditions | PM Peak Conditions | |
| Clear | Clear | |

Junction Layout

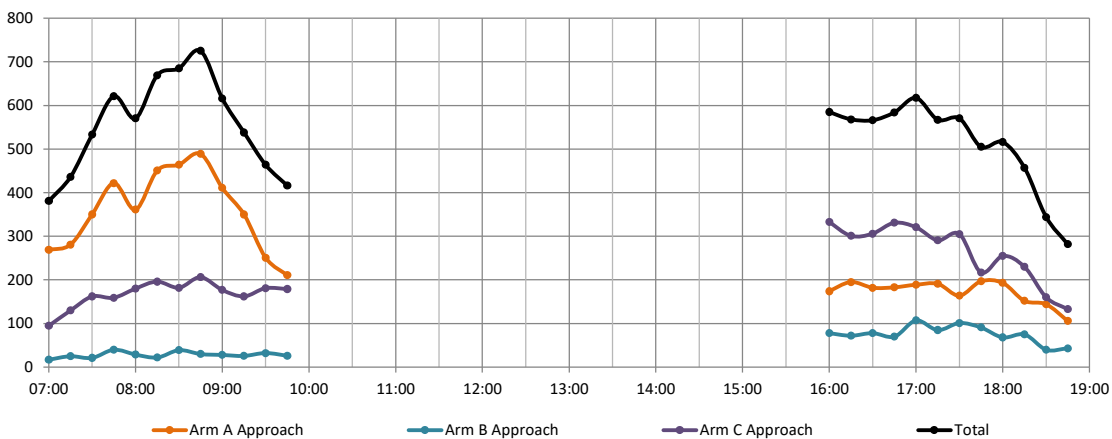


Aerial Mapping and On-site Camera View



Junction Flow Profile

Arm Approach Flows (All Vehicles)



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

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Client: Mott McDonald
Project Number: ID06180
Junction Number: Site 12

Date of Survey: 02.02.2022
Junction Name: A1309 Milton Road / Cowley Road
Junction Type: T-Junction

Arm A: A1309 Milton Road (N)
Arm B: Cowley Road (E)

Arm C: A1309 Milton Road (S)

| Time | A1 to A | | | | | | | | A1 to C | | | | | | | | A1 to B | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 1 | 0 | 1 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 4 | 1 | 0 | 1 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 3 | 0 | 0 | 0 | 1 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 6 | 0 | 0 | 0 | 1 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 1 | 0 | 0 | 1 | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 2 | 0 | 0 | 1 | 4 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 3 | 0 | 0 | 0 | 1 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 5 | 0 | 1 | 1 | 0 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 1 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 3 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 4 | 0 | 0 | 1 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| Total | Total | | | | | | | | Total | | | | | | | | Total | | | | | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 14 | 1 | 1 | 1 | 2 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 158 | 14 | 1 | 0 | 2 | 2 | 0 | 177 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 | 12 | 0 | 0 | 2 | 6 | 0 | 220 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 239 | 12 | 0 | 0 | 2 | 6 | 0 | 259 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 265 | 11 | 0 | 1 | 3 | 5 | 0 | 285 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 262 | 11 | 0 | 1 | 2 | 5 | 0 | 281 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 241 | 12 | 0 | 1 | 1 | 1 | 0 | 256 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 192 | 13 | 0 | 1 | 2 | 0 | 0 | 208 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 10 | 0 | 0 | 1 | 0 | 0 | 145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 3 | 1 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 1 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 1 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited

Client: Mott McDonald Date of Survey: 02.02.2022
 Project Number: ID06180 Junction Name: A1309 Milton Road / Cowley Road
 Junction Number: Site 12 Junction Type: T-Junction

Arm A: A1309 Milton Road (N)
 Arm B: Cowley Road (E)

Arm C: A1309 Milton Road (S)



| Time | A2 to A | | | | | | | | A2 to C | | | | | | | | A2 to B | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 10 | 0 | 0 | 1 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 10 | 1 | 0 | 0 | 1 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 5 | 2 | 0 | 1 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 8 | 2 | 0 | 1 | 4 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 5 | 0 | 1 | 1 | 1 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 6 | 0 | 0 | 1 | 0 | 0 | 105 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 | 6 | 0 | 0 | 1 | 0 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 4 | 0 | 0 | 0 | 0 | 0 | 122 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 10 | 1 | 0 | 1 | 1 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 5 | 0 | 0 | 1 | 0 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 1 | 0 | 1 | 0 | 2 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 3 | 0 | 0 | 1 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 0 | 0 | 1 | 1 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 4 | 0 | 0 | 1 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 0 | 0 | 1 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 1 | 0 | 0 | 1 | 2 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 1 | 1 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 2 | 0 | 0 | 1 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 1 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 1 | 0 | 0 | 1 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 1 | 0 | 0 | 1 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 173 | 33 | 5 | 0 | 3 | 5 | 0 | 219 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 212 | 28 | 5 | 1 | 3 | 6 | 0 | 255 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 278 | 24 | 4 | 1 | 4 | 5 | 0 | 316 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 375 | 25 | 2 | 1 | 4 | 5 | 0 | 412 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 411 | 21 | 0 | 1 | 3 | 1 | 0 | 437 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 430 | 26 | 1 | 0 | 3 | 1 | 0 | 461 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 397 | 25 | 1 | 0 | 3 | 1 | 0 | 427 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 295 | 20 | 1 | 1 | 2 | 3 | 0 | 322 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 207 | 19 | 1 | 1 | 3 | 3 | 0 | 234 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 11 | 0 | 0 | 4 | 3 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 7 | 0 | 0 | 4 | 3 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 5 | 0 | 0 | 4 | 3 | 0 | 82 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 3 | 0 | 0 | 4 | 3 | 0 | 86 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 3 | 0 | 0 | 4 | 1 | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 4 | 0 | 0 | 4 | 0 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 2 | 0 | 0 | 3 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 2 | 0 | 0 | 3 | 0 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 2 | 0 | 0 | 2 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 02.02.2022
 Project Number: ID06180 Junction Name: A1309 Milton Road / Cowley Road
 Junction Number: Site 12 Junction Type: T-Junction

Arm A: A1309 Milton Road (N)
 Arm B: Cowley Road (E)
 Arm C: A1309 Milton Road (S)

| Time | A3 to A | | | | | | | | A3 to C | | | | | | | | A3 to B | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 45 | 4 | 4 | 1 | 4 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 38 | 3 | 1 | 0 | 0 | 0 | 141 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 | 54 | 0 | 1 | 2 | 0 | 0 | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 53 | 6 | 3 | 1 | 0 | 0 | 180 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 46 | 1 | 0 | 1 | 0 | 0 | 161 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 38 | 7 | 1 | 1 | 1 | 0 | 185 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 25 | 5 | 0 | 1 | 1 | 0 | 154 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 26 | 3 | 2 | 0 | 3 | 0 | 168 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 | 39 | 5 | 1 | 2 | 0 | 0 | 185 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 29 | 6 | 2 | 0 | 2 | 0 | 149 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 36 | 3 | 1 | 0 | 0 | 0 | 128 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 23 | 2 | 3 | 1 | 1 | 0 | 125 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 16 | 0 | 1 | 2 | 2 | 0 | 133 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 20 | 1 | 0 | 0 | 2 | 0 | 144 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 21 | 0 | 1 | 0 | 2 | 0 | 136 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 24 | 1 | 0 | 0 | 2 | 0 | 134 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 11 | 0 | 0 | 1 | 0 | 0 | 136 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 14 | 1 | 1 | 0 | 2 | 0 | 142 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 15 | 0 | 0 | 1 | 1 | 0 | 124 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 | 13 | 0 | 1 | 1 | 2 | 1 | 146 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 | 8 | 2 | 0 | 1 | 1 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 12 | 0 | 2 | 0 | 1 | 0 | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 6 | 0 | 1 | 0 | 2 | 3 | 119 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 5 | 0 | 0 | 1 | 2 | 0 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 451 | 190 | 13 | 9 | 4 | 4 | 0 | 671 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 472 | 191 | 10 | 5 | 4 | 0 | 0 | 682 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 510 | 191 | 14 | 5 | 5 | 1 | 0 | 726 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 489 | 162 | 19 | 4 | 4 | 2 | 0 | 680 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 506 | 135 | 16 | 3 | 3 | 5 | 0 | 668 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 531 | 128 | 20 | 4 | 4 | 5 | 0 | 692 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 504 | 119 | 19 | 5 | 3 | 6 | 0 | 656 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 470 | 130 | 17 | 6 | 2 | 5 | 0 | 630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 431 | 127 | 16 | 7 | 3 | 3 | 0 | 587 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 452 | 81 | 2 | 2 | 2 | 8 | 0 | 547 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 464 | 76 | 2 | 1 | 1 | 6 | 0 | 550 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 467 | 70 | 2 | 2 | 1 | 6 | 0 | 548 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 462 | 64 | 2 | 1 | 2 | 5 | 0 | 536 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 483 | 53 | 1 | 2 | 3 | 5 | 1 | 548 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 487 | 50 | 3 | 2 | 3 | 6 | 1 | 552 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 474 | 48 | 2 | 3 | 3 | 5 | 1 | 536 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 474 | 39 | 2 | 4 | 2 | 6 | 4 | 531 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 416 | 31 | 2 | 3 | 2 | 6 | 3 | 463 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited

Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 12

Date of Survey: 02.02.2022
 Junction Name: A1309 Milton Road / Cowley Road
 Junction Type: T-Junction

Arm A: A1309 Milton Road (N)
 Arm B: Cowley Road (E)

Arm C: A1309 Milton Road (S)



| Time | A4 to A | | | | | | | | A4 to C | | | | | | | | A4 to B | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 20 | 1 | 1 | 0 | 0 | 0 | 59 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 14 | 4 | 1 | 0 | 0 | 0 | 67 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 12 | 3 | 4 | 1 | 1 | 0 | 68 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 13 | 6 | 2 | 1 | 0 | 0 | 88 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 15 | 1 | 1 | 0 | 1 | 0 | 77 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 12 | 5 | 2 | 0 | 0 | 0 | 89 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 8 | 3 | 3 | 1 | 0 | 0 | 93 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 14 | 5 | 2 | 2 | 0 | 0 | 116 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 8 | 1 | 5 | 0 | 0 | 0 | 83 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 8 | 5 | 6 | 0 | 0 | 0 | 83 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 8 | 2 | 3 | 1 | 0 | 0 | 59 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 6 | 1 | 5 | 0 | 0 | 0 | 32 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 2 | 2 | 5 | 0 | 0 | 0 | 25 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 6 | 0 | 1 | 0 | 0 | 0 | 29 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 4 | 3 | 7 | 0 | 0 | 0 | 29 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 4 | 0 | 2 | 0 | 0 | 0 | 14 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 4 | 0 | 1 | 0 | 0 | 0 | 18 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 8 | 2 | 4 | 0 | 0 | 0 | 28 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 4 | 0 | 4 | 0 | 0 | 0 | 18 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 0 | 4 | 1 | 0 | 0 | 18 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 3 | 1 | 3 | 1 | 0 | 0 | 26 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 5 | 1 | 0 | 0 | 14 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 4 | 0 | 2 | 0 | 14 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 2 | 0 | 0 | 4 | 1 | 0 | 17 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 198 | 59 | 14 | 8 | 2 | 1 | 0 | 282 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 220 | 54 | 14 | 8 | 2 | 2 | 0 | 300 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 242 | 52 | 15 | 9 | 2 | 2 | 0 | 322 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 273 | 48 | 15 | 8 | 2 | 1 | 0 | 347 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 300 | 49 | 14 | 8 | 3 | 1 | 0 | 375 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 310 | 42 | 14 | 12 | 3 | 0 | 0 | 381 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 304 | 38 | 14 | 16 | 3 | 0 | 0 | 375 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 271 | 38 | 13 | 16 | 3 | 0 | 0 | 341 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 198 | 30 | 9 | 19 | 1 | 0 | 0 | 257 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 16 | 5 | 15 | 0 | 0 | 0 | 97 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 18 | 3 | 11 | 0 | 0 | 0 | 90 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 20 | 5 | 14 | 0 | 0 | 0 | 89 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 20 | 2 | 11 | 0 | 0 | 0 | 78 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 18 | 2 | 13 | 1 | 0 | 0 | 82 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 17 | 3 | 15 | 2 | 0 | 0 | 90 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 10 | 1 | 16 | 3 | 0 | 0 | 76 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 7 | 1 | 16 | 3 | 2 | 0 | 72 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 7 | 1 | 12 | 6 | 3 | 0 | 71 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 12
 Date of Survey: 02.02.2022
 Junction Name: A1309 Milton Road / Cowley Road
 Junction Type: T-Junction

Arm A: A1309 Milton Road (N)
 Arm B: Cowley Road (E)
 Arm C: A1309 Milton Road (S)

| Time | B1 to B | | | | | | | | B1 to A | | | | | | | | B1 to C | | | | | | | |
|-------------------|---------------------|-----|------|------|-------|-----|-------|--------------|---------------------|-----|------|------|-------|-----|-------|--------------|---------------------|-----|------|------|-------|-----|-------|--------------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | | | | | | | 0 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | | | | | | | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | | | | | | | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | | | | | | | 0 | 7 | 3 | 3 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | | | | | | | 0 | 11 | 7 | 0 | 1 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | | | | | | | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | | | | | | | 0 | 8 | 3 | 2 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | | | | | | | 0 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | | | | | | | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | | | | | | | 0 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | | | | | | | 0 | 4 | 5 | 2 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | | | | | | | 0 | 6 | 2 | 2 | 1 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | | | | | | | 0 | 32 | 3 | 1 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | | | | | | | 0 | 22 | 8 | 0 | 0 | 0 | 1 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | | | | | | | 0 | 26 | 5 | 0 | 1 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | | | | | | | 0 | 25 | 5 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | | | | | | | 0 | 38 | 3 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | | | | | | | 0 | 21 | 5 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | | | | | | | 0 | 32 | 7 | 0 | 1 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | | | | | | | 0 | 31 | 4 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | | | | | | | 0 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | | | | | | | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | | | | | | | 0 | 13 | 0 | 0 | 0 | 0 | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | | | | | | | 0 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 7 | 3 | 1 | 1 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 12 | 3 | 2 | 0 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 12 | 3 | 2 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 13 | 5 | 1 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 14 | 4 | 1 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 13 | 4 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 19 | 5 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 21 | 5 | 0 | 0 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 19 | 5 | 1 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 21 | 1 | 1 | 0 | 1 | 0 | 129 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 21 | 0 | 1 | 0 | 1 | 0 | 134 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 18 | 0 | 1 | 0 | 0 | 0 | 129 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 20 | 0 | 1 | 0 | 0 | 0 | 137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 19 | 0 | 1 | 0 | 0 | 0 | 142 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 20 | 0 | 1 | 0 | 0 | 0 | 123 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 15 | 0 | 1 | 0 | 0 | 0 | 127 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 1 | 0 | 101 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 5 | 0 | 0 | 0 | 1 | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 02.02.2022
 Project Number: ID06180 Junction Name: A1309 Milton Road / Cowley Road
 Junction Number: Site 12 Junction Type: T-Junction Arm A: A1309 Milton Road (N)
 Arm B: Cowley Road (E) Arm C: A1309 Milton Road (S)

| Time | B2 to B | | | | | | | | B2 to A | | | | | | | | B2 to C | | | | | | | |
|-------------------|---------------------|-----|------|------|-------|-----|-------|--------------|---------------------|-----|------|------|-------|-----|-------|--------------|---------------------|-----|------|------|-------|-----|-------|--------------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | | | | | | | | 0 | 3 | 0 | 1 | 3 | 3 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | | | | | | | | 0 | 6 | 2 | 3 | 3 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | | | | | | | | 0 | 9 | 0 | 2 | 1 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | | | | | | | | 0 | 8 | 3 | 0 | 6 | 2 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | | | | | | | | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | | | | | | | | 0 | 3 | 1 | 3 | 4 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | | | | | | | | 0 | 3 | 11 | 1 | 1 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | | | | | | | | 0 | 2 | 2 | 4 | 5 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | | | | | | | | 0 | 0 | 5 | 1 | 2 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | | | | | | | | 0 | 2 | 3 | 4 | 1 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | | | | | | | | 0 | 4 | 4 | 2 | 2 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | | | | | | | | 0 | 3 | 2 | 1 | 4 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | | | | | | | | 0 | 28 | 6 | 1 | 2 | 0 | 1 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | | | | | | | | 0 | 28 | 4 | 4 | 1 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | | | | | | | | 0 | 33 | 7 | 0 | 2 | 1 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | | | | | | | | 0 | 23 | 6 | 1 | 1 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | | | | | | | | 0 | 49 | 5 | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | | | | | | | | 0 | 37 | 7 | 1 | 0 | 1 | 1 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | | | | | | | | 0 | 45 | 3 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | | | | | | | | 0 | 41 | 1 | 1 | 1 | 0 | 0 | 0 | 44 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:00 | | | | | | | | 0 | 28 | 2 | 1 | 1 | 1 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | | | | | | | | 0 | 32 | 1 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | | | | | | | | 0 | 15 | 4 | 1 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | | | | | | | | 0 | 16 | 2 | 0 | 0 | 0 | 1 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | | | | | | | | Total | | | | | | | | Total | | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 5 | 6 | 13 | 5 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 8 | 7 | 10 | 2 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 7 | 7 | 11 | 2 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 18 | 6 | 11 | 2 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 17 | 10 | 10 | 0 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 19 | 9 | 12 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 21 | 10 | 9 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 14 | 11 | 10 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 14 | 8 | 9 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 23 | 6 | 6 | 1 | 1 | 0 | 149 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 | 22 | 5 | 4 | 1 | 0 | 0 | 165 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 | 25 | 2 | 3 | 2 | 1 | 0 | 175 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 154 | 21 | 2 | 1 | 1 | 1 | 0 | 180 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 172 | 16 | 2 | 1 | 1 | 1 | 0 | 193 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 151 | 13 | 3 | 2 | 2 | 1 | 0 | 172 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146 | 7 | 2 | 2 | 1 | 0 | 0 | 158 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 8 | 3 | 2 | 1 | 0 | 0 | 130 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 9 | 2 | 1 | 1 | 1 | 0 | 105 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Name: A1309 Milton Road / Cowley Road
 Junction Type: T-Junction

Arm A: A1309 Milton Road (N)
 Arm B: Cowley Road (E)

Arm C: A1309 Milton Road (S)

| Time | B3 to B | | | | | | | | B3 to A | | | | | | | | B3 to C | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 8 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 6 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 10 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 7 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 2 | 1 | 0 | 0 | 0 | 8 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 9 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 12 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 1 | 1 | 12 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 13 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 1 | 0 | 11 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 6 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 3 | 4 | 0 | 0 | 0 | 0 | 16 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 3 | 5 | 0 | 0 | 0 | 0 | 18 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 4 | 7 | 0 | 0 | 0 | 0 | 21 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 7 | 6 | 0 | 0 | 0 | 0 | 28 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 5 | 6 | 0 | 0 | 0 | 0 | 27 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 7 | 7 | 1 | 0 | 0 | 0 | 31 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 6 | 5 | 1 | 0 | 0 | 0 | 28 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 6 | 7 | 1 | 0 | 0 | 0 | 27 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 6 | 5 | 1 | 0 | 0 | 0 | 25 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 20 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 1 | 1 | 0 | 0 | 0 | 0 | 28 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 1 | 0 | 0 | 1 | 1 | 36 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 1 | 0 | 0 | 1 | 2 | 46 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 1 | 1 | 0 | 0 | 2 | 2 | 48 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 1 | 0 | 0 | 0 | 2 | 2 | 49 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 1 | 0 | 0 | 0 | 1 | 1 | 49 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 1 | 0 | 0 | 0 | 1 | 1 | 42 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 1 | 33 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 12
 Date of Survey: 02.02.2022
 Junction Name: A1309 Milton Road / Cowley Road
 Junction Type: T-Junction

Arm A: A1309 Milton Road (N)
 Arm B: Cowley Road (E)
 Arm C: A1309 Milton Road (S)

| Time | C1 to C | | | | | | | C1 to B | | | | | | | C1 to A | | | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|---------|--------------|-----|------|------|-------|-----|---------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 3 | 1 | 0 | 1 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 2 | 0 | 1 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 3 | 1 | 0 | 0 | 0 | 1 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 3 | 2 | 0 | 1 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 6 | 0 | 1 | 1 | 0 | 1 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 2 | 2 | 0 | 1 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 3 | 4 | 1 | 0 | 1 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 5 | 2 | 0 | 0 | 0 | 1 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 6 | 2 | 0 | 3 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 6 | 2 | 0 | 1 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 7 | 3 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 1 | 0 | 1 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 1 | 0 | 4 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 3 | 0 | 2 | 1 | 1 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 4 | 1 | 0 | 1 | 1 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 0 | 0 | 1 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 1 | 0 | 1 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 0 | 1 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 2 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 10 | 4 | 0 | 2 | 0 | 1 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 11 | 6 | 0 | 3 | 0 | 1 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 14 | 5 | 1 | 3 | 0 | 2 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 14 | 5 | 1 | 3 | 0 | 2 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 14 | 8 | 2 | 3 | 1 | 1 | 103 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 16 | 8 | 2 | 2 | 1 | 2 | 114 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 16 | 10 | 1 | 4 | 1 | 1 | 115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 20 | 10 | 1 | 4 | 1 | 1 | 123 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 24 | 9 | 0 | 4 | 0 | 1 | 114 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 10 | 3 | 2 | 6 | 1 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 10 | 3 | 2 | 6 | 2 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 10 | 2 | 2 | 3 | 2 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 9 | 1 | 2 | 3 | 2 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 6 | 2 | 0 | 3 | 1 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 3 | 1 | 0 | 3 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 1 | 1 | 0 | 2 | 0 | 1 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 3 | 1 | 0 | 4 | 0 | 1 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 4 | 0 | 0 | 4 | 0 | 1 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Name: A1309 Milton Road / Cowley Road
 Junction Type: T-Junction

Arm A: A1309 Milton Road (N)
 Arm B: Cowley Road (E)

Arm C: A1309 Milton Road (S)

| Time | C2 to C | | | | | | | C2 to B | | | | | | | C2 to A | | | | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|---------|--------------|-----|------|------|-------|-----|---------|-------|--------------|-----|------|------|-------|-----|-------|-------|-----|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 25 | 2 | 1 | 1 | 2 | 0 | 0 | 71 | |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 18 | 3 | 1 | 0 | 1 | 0 | 0 | 69 | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 78 | |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 11 | 2 | 0 | 4 | 0 | 0 | 0 | 77 | |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 3 | 2 | 0 | 4 | 2 | 0 | 0 | 73 | |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 15 | 0 | 1 | 0 | 1 | 0 | 0 | 82 | |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 73 | |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 69 | |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 18 | 1 | 0 | 1 | 0 | 0 | 0 | 85 | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 14 | 2 | 0 | 1 | 4 | 0 | 0 | 135 | |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 25 | 0 | 0 | 2 | 6 | 0 | 0 | 126 | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 15 | 0 | 0 | 1 | 4 | 0 | 0 | 118 | |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 21 | 0 | 0 | 0 | 2 | 0 | 0 | 133 | |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 8 | 0 | 0 | 1 | 3 | 0 | 0 | 143 | |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 138 | |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 3 | 1 | 0 | 0 | 3 | 0 | 0 | 92 | |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 4 | 1 | 0 | 1 | 3 | 0 | 0 | 116 | |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 97 | |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 3 | 0 | 0 | 1 | 2 | 0 | 0 | 69 | |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 160 | 66 | 5 | 2 | 1 | 3 | 0 | 0 | 237 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 190 | 67 | 7 | 2 | 1 | 3 | 0 | 0 | 270 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 208 | 68 | 9 | 2 | 5 | 3 | 0 | 0 | 295 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 230 | 46 | 9 | 1 | 8 | 3 | 0 | 0 | 297 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 249 | 43 | 6 | 1 | 8 | 3 | 0 | 0 | 310 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 246 | 42 | 4 | 2 | 8 | 3 | 0 | 0 | 305 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 238 | 47 | 2 | 2 | 4 | 3 | 0 | 0 | 296 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 229 | 57 | 3 | 2 | 0 | 1 | 0 | 0 | 292 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 229 | 60 | 4 | 1 | 1 | 0 | 0 | 0 | 295 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 415 | 75 | 2 | 0 | 4 | 16 | 0 | 0 | 512 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 432 | 69 | 0 | 0 | 4 | 15 | 0 | 0 | 520 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 437 | 54 | 0 | 0 | 2 | 9 | 0 | 0 | 502 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 469 | 46 | 0 | 0 | 2 | 5 | 0 | 0 | 522 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 444 | 28 | 1 | 0 | 2 | 6 | 0 | 0 | 481 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 420 | 24 | 2 | 0 | 2 | 6 | 0 | 0 | 454 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 412 | 20 | 2 | 0 | 2 | 7 | 0 | 0 | 443 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 345 | 16 | 2 | 0 | 2 | 9 | 0 | 0 | 374 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 311 | 15 | 1 | 0 | 2 | 6 | 0 | 0 | 335 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 12
 Date of Survey: 02.02.2022
 Junction Name: A1309 Milton Road / Cowley Road
 Junction Type: T-Junction

Arm A: A1309 Milton Road (N)
 Arm B: Cowley Road (E)
 Arm C: A1309 Milton Road (S)

| Time | C3 to C | | | | | | | C3 to B | | | | | | | C3 to A | | | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|---------|--------------|-----|------|------|-------|-----|---------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 9 | 1 | 1 | 0 | 0 | 2 | 40 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 17 | 2 | 1 | 1 | 0 | 0 | 64 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 15 | 1 | 1 | 1 | 2 | 0 | 75 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 13 | 2 | 1 | 1 | 0 | 0 | 74 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 26 | 2 | 0 | 2 | 0 | 0 | 84 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 20 | 0 | 0 | 1 | 1 | 0 | 93 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 13 | 0 | 2 | 1 | 0 | 1 | 86 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 13 | 2 | 1 | 1 | 0 | 0 | 88 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 17 | 2 | 3 | 1 | 1 | 0 | 75 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 47 | 16 | 1 | 0 | 2 | 0 | 0 | 66 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 21 | 6 | 1 | 2 | 4 | 0 | 81 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 19 | 2 | 1 | 1 | 0 | 0 | 67 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 152 | 31 | 1 | 1 | 2 | 0 | 0 | 187 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 18 | 0 | 1 | 1 | 1 | 0 | 157 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 | 19 | 1 | 0 | 1 | 2 | 0 | 176 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 | 27 | 1 | 0 | 3 | 3 | 0 | 177 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 | 8 | 0 | 0 | 1 | 1 | 0 | 157 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 154 | 14 | 0 | 0 | 2 | 2 | 0 | 172 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 | 15 | 0 | 0 | 1 | 2 | 0 | 161 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 | 8 | 0 | 0 | 1 | 0 | 0 | 112 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 4 | 0 | 0 | 1 | 2 | 0 | 126 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 11 | 0 | 0 | 2 | 2 | 0 | 121 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 3 | 0 | 0 | 2 | 1 | 0 | 81 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 5 | 0 | 0 | 1 | 0 | 0 | 76 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 182 | 54 | 6 | 4 | 3 | 2 | 2 | 253 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 209 | 71 | 7 | 3 | 5 | 2 | 0 | 297 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 237 | 74 | 5 | 2 | 5 | 3 | 0 | 326 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 251 | 72 | 4 | 3 | 5 | 1 | 1 | 337 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 265 | 72 | 4 | 3 | 5 | 1 | 1 | 351 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 262 | 63 | 4 | 6 | 4 | 2 | 1 | 342 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 238 | 59 | 5 | 6 | 5 | 1 | 1 | 315 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 216 | 67 | 11 | 5 | 6 | 5 | 0 | 310 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 189 | 73 | 11 | 5 | 6 | 5 | 0 | 289 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 584 | 95 | 3 | 2 | 7 | 6 | 0 | 697 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 579 | 72 | 2 | 1 | 6 | 7 | 0 | 667 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 597 | 68 | 2 | 0 | 7 | 8 | 0 | 682 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 587 | 64 | 1 | 0 | 7 | 8 | 0 | 667 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 547 | 45 | 0 | 0 | 5 | 5 | 0 | 602 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 519 | 41 | 0 | 0 | 5 | 6 | 0 | 571 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 471 | 38 | 0 | 0 | 5 | 6 | 0 | 520 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 403 | 26 | 0 | 0 | 6 | 5 | 0 | 440 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 370 | 23 | 0 | 0 | 6 | 5 | 0 | 404 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 02.02.2022
 Project Number: ID06180 Junction Name: A1309 Milton Road / Cowley Road
 Junction Number: Site 12 Junction Type: T-Junction

| Time | Arm A Approach | | | | | | | | Arm A Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 176 | 76 | 5 | 6 | 2 | 4 | 0 | 269 | 64 | 24 | 2 | 4 | 4 | 0 | 2 | 100 | | |
| 07:15 | 202 | 66 | 9 | 2 | 1 | 1 | 0 | 281 | 99 | 29 | 5 | 4 | 1 | 0 | 0 | 138 | | |
| 07:30 | 260 | 74 | 5 | 5 | 4 | 2 | 0 | 350 | 107 | 42 | 5 | 4 | 2 | 4 | 0 | 164 | | |
| 07:45 | 315 | 80 | 14 | 5 | 3 | 5 | 0 | 422 | 118 | 37 | 8 | 8 | 3 | 1 | 0 | 175 | | |
| 08:00 | 285 | 67 | 2 | 2 | 3 | 2 | 0 | 361 | 128 | 50 | 6 | 1 | 2 | 0 | 0 | 187 | | |
| 08:15 | 370 | 58 | 12 | 3 | 3 | 5 | 0 | 451 | 139 | 32 | 5 | 4 | 5 | 1 | 0 | 186 | | |
| 08:30 | 406 | 42 | 8 | 3 | 3 | 2 | 0 | 464 | 142 | 30 | 5 | 3 | 5 | 2 | 1 | 188 | | |
| 08:45 | 421 | 49 | 8 | 5 | 3 | 3 | 0 | 489 | 142 | 34 | 8 | 7 | 1 | 1 | 0 | 193 | | |
| 09:00 | 336 | 58 | 7 | 6 | 3 | 1 | 0 | 411 | 116 | 41 | 3 | 6 | 1 | 1 | 0 | 168 | | |
| 09:15 | 283 | 45 | 11 | 8 | 1 | 2 | 0 | 350 | 107 | 41 | 6 | 1 | 2 | 0 | 0 | 157 | | |
| 09:30 | 188 | 49 | 5 | 5 | 2 | 2 | 0 | 251 | 108 | 43 | 13 | 3 | 2 | 4 | 0 | 173 | | |
| 09:45 | 163 | 34 | 3 | 8 | 2 | 1 | 0 | 211 | 118 | 41 | 6 | 6 | 2 | 0 | 0 | 173 | | |
| 16:00 | 135 | 24 | 3 | 6 | 3 | 3 | 0 | 174 | 326 | 54 | 5 | 3 | 3 | 5 | 0 | 396 | | |
| 16:15 | 160 | 30 | 1 | 1 | 1 | 2 | 0 | 195 | 279 | 55 | 4 | 2 | 3 | 8 | 0 | 351 | | |
| 16:30 | 140 | 28 | 3 | 8 | 1 | 2 | 0 | 182 | 310 | 46 | 1 | 3 | 3 | 6 | 0 | 369 | | |
| 16:45 | 146 | 29 | 1 | 2 | 1 | 4 | 0 | 183 | 301 | 59 | 2 | 1 | 3 | 5 | 0 | 371 | | |
| 17:00 | 170 | 15 | 0 | 1 | 2 | 1 | 0 | 189 | 365 | 24 | 0 | 0 | 2 | 4 | 0 | 395 | | |
| 17:15 | 156 | 24 | 3 | 5 | 1 | 2 | 0 | 191 | 310 | 36 | 1 | 0 | 3 | 3 | 0 | 353 | | |
| 17:30 | 138 | 19 | 0 | 4 | 2 | 1 | 0 | 164 | 350 | 32 | 0 | 1 | 2 | 2 | 0 | 387 | | |
| 17:45 | 170 | 16 | 0 | 5 | 3 | 2 | 1 | 197 | 260 | 16 | 2 | 1 | 1 | 3 | 0 | 283 | | |
| 18:00 | 171 | 12 | 3 | 3 | 3 | 1 | 0 | 193 | 272 | 14 | 2 | 1 | 3 | 5 | 0 | 297 | | |
| 18:15 | 130 | 13 | 0 | 7 | 1 | 1 | 0 | 152 | 258 | 18 | 0 | 0 | 2 | 3 | 0 | 281 | | |
| 18:30 | 124 | 7 | 0 | 5 | 1 | 4 | 3 | 144 | 166 | 10 | 1 | 0 | 3 | 4 | 0 | 184 | | |
| 18:45 | 90 | 8 | 0 | 0 | 5 | 3 | 0 | 106 | 158 | 10 | 0 | 0 | 1 | 1 | 0 | 170 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 953 | 296 | 33 | 18 | 10 | 12 | 0 | 1322 | 388 | 132 | 20 | 20 | 10 | 5 | 2 | 577 | | |
| 07:15 | 1062 | 287 | 30 | 14 | 11 | 10 | 0 | 1414 | 452 | 158 | 24 | 17 | 8 | 5 | 0 | 664 | | |
| 07:30 | 1230 | 279 | 33 | 15 | 13 | 14 | 0 | 1584 | 492 | 161 | 24 | 17 | 12 | 6 | 0 | 712 | | |
| 07:45 | 1376 | 247 | 36 | 13 | 12 | 14 | 0 | 1698 | 527 | 149 | 24 | 16 | 15 | 4 | 1 | 736 | | |
| 08:00 | 1482 | 216 | 30 | 13 | 12 | 12 | 0 | 1765 | 551 | 146 | 24 | 15 | 13 | 4 | 1 | 754 | | |
| 08:15 | 1533 | 207 | 35 | 17 | 12 | 11 | 0 | 1815 | 539 | 137 | 21 | 20 | 12 | 5 | 1 | 735 | | |
| 08:30 | 1446 | 194 | 34 | 22 | 10 | 8 | 0 | 1714 | 507 | 146 | 22 | 17 | 9 | 4 | 1 | 706 | | |
| 08:45 | 1228 | 201 | 31 | 24 | 9 | 8 | 0 | 1501 | 473 | 159 | 30 | 17 | 6 | 6 | 0 | 691 | | |
| 09:00 | 970 | 186 | 26 | 27 | 8 | 6 | 0 | 1223 | 449 | 166 | 28 | 16 | 7 | 5 | 0 | 671 | | |
| 16:00 | 581 | 111 | 8 | 17 | 6 | 11 | 0 | 734 | 1216 | 214 | 12 | 9 | 12 | 24 | 0 | 1487 | | |
| 16:15 | 616 | 102 | 5 | 12 | 5 | 9 | 0 | 749 | 1255 | 184 | 7 | 6 | 11 | 23 | 0 | 1486 | | |
| 16:30 | 612 | 96 | 7 | 16 | 5 | 9 | 0 | 745 | 1286 | 165 | 4 | 4 | 11 | 18 | 0 | 1488 | | |
| 16:45 | 610 | 87 | 4 | 12 | 6 | 8 | 0 | 727 | 1326 | 151 | 3 | 2 | 10 | 14 | 0 | 1506 | | |
| 17:00 | 634 | 74 | 3 | 15 | 8 | 6 | 1 | 741 | 1285 | 108 | 3 | 2 | 8 | 12 | 0 | 1418 | | |
| 17:15 | 635 | 71 | 6 | 17 | 9 | 6 | 1 | 745 | 1192 | 98 | 5 | 3 | 9 | 13 | 0 | 1320 | | |
| 17:30 | 609 | 60 | 3 | 19 | 9 | 5 | 1 | 706 | 1140 | 80 | 4 | 3 | 8 | 13 | 0 | 1248 | | |
| 17:45 | 595 | 48 | 3 | 20 | 8 | 8 | 4 | 686 | 956 | 58 | 5 | 2 | 9 | 15 | 0 | 1045 | | |
| 18:00 | 515 | 40 | 3 | 15 | 10 | 9 | 3 | 595 | 854 | 52 | 3 | 1 | 9 | 13 | 0 | 932 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 02.02.2022
 Project Number: ID06180 Junction Name: A1309 Milton Road / Cowley Road
 Junction Number: Site 12 Junction Type: T-Junction

| Time | Arm B Approach | | | | | | | | Arm B Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 7 | 2 | 1 | 3 | 4 | 0 | 0 | 17 | 45 | 22 | 1 | 1 | 0 | 0 | 0 | 69 | | |
| 07:15 | 17 | 2 | 3 | 3 | 0 | 0 | 0 | 25 | 57 | 17 | 5 | 1 | 1 | 0 | 0 | 81 | | |
| 07:30 | 13 | 2 | 4 | 2 | 0 | 0 | 0 | 21 | 58 | 14 | 5 | 4 | 2 | 1 | 0 | 84 | | |
| 07:45 | 18 | 9 | 5 | 6 | 2 | 0 | 0 | 40 | 77 | 16 | 7 | 2 | 1 | 0 | 1 | 104 | | |
| 08:00 | 15 | 10 | 3 | 1 | 0 | 0 | 0 | 29 | 71 | 18 | 3 | 1 | 1 | 1 | 0 | 95 | | |
| 08:15 | 11 | 2 | 5 | 4 | 0 | 0 | 0 | 22 | 87 | 18 | 5 | 3 | 1 | 0 | 1 | 115 | | |
| 08:30 | 17 | 17 | 4 | 1 | 0 | 0 | 0 | 39 | 96 | 10 | 5 | 3 | 2 | 0 | 0 | 116 | | |
| 08:45 | 10 | 7 | 8 | 5 | 0 | 0 | 0 | 30 | 120 | 17 | 9 | 3 | 2 | 1 | 0 | 152 | | |
| 09:00 | 9 | 13 | 3 | 3 | 0 | 0 | 0 | 28 | 90 | 13 | 3 | 5 | 0 | 0 | 1 | 112 | | |
| 09:15 | 11 | 9 | 5 | 1 | 0 | 0 | 0 | 26 | 80 | 14 | 7 | 6 | 3 | 0 | 1 | 111 | | |
| 09:30 | 11 | 12 | 7 | 2 | 0 | 0 | 0 | 32 | 67 | 14 | 4 | 3 | 2 | 0 | 0 | 90 | | |
| 09:45 | 13 | 5 | 3 | 5 | 0 | 0 | 0 | 26 | 37 | 13 | 4 | 5 | 0 | 0 | 0 | 59 | | |
| 16:00 | 63 | 10 | 2 | 2 | 0 | 1 | 0 | 78 | 21 | 6 | 3 | 5 | 1 | 0 | 0 | 36 | | |
| 16:15 | 53 | 13 | 4 | 1 | 0 | 1 | 0 | 72 | 33 | 8 | 1 | 1 | 4 | 0 | 0 | 47 | | |
| 16:30 | 62 | 12 | 0 | 3 | 1 | 0 | 0 | 78 | 25 | 5 | 4 | 7 | 0 | 0 | 0 | 41 | | |
| 16:45 | 57 | 11 | 1 | 1 | 0 | 0 | 0 | 70 | 22 | 7 | 0 | 4 | 1 | 1 | 0 | 35 | | |
| 17:00 | 98 | 8 | 1 | 0 | 0 | 0 | 0 | 107 | 27 | 8 | 1 | 1 | 1 | 1 | 0 | 39 | | |
| 17:15 | 68 | 12 | 1 | 0 | 1 | 2 | 1 | 85 | 22 | 10 | 2 | 4 | 1 | 0 | 0 | 39 | | |
| 17:30 | 89 | 10 | 0 | 1 | 0 | 0 | 1 | 101 | 16 | 4 | 0 | 4 | 0 | 0 | 0 | 24 | | |
| 17:45 | 81 | 7 | 1 | 1 | 0 | 1 | 0 | 91 | 22 | 2 | 1 | 4 | 2 | 0 | 0 | 31 | | |
| 18:00 | 59 | 6 | 1 | 1 | 1 | 0 | 0 | 68 | 29 | 4 | 1 | 3 | 2 | 0 | 0 | 39 | | |
| 18:15 | 74 | 1 | 0 | 0 | 0 | 0 | 0 | 75 | 18 | 1 | 0 | 5 | 1 | 0 | 1 | 26 | | |
| 18:30 | 33 | 4 | 1 | 0 | 0 | 1 | 1 | 40 | 13 | 3 | 0 | 4 | 2 | 2 | 0 | 24 | | |
| 18:45 | 39 | 3 | 0 | 0 | 0 | 1 | 0 | 43 | 12 | 3 | 0 | 0 | 5 | 1 | 0 | 21 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 55 | 15 | 13 | 14 | 6 | 0 | 0 | 103 | 237 | 69 | 18 | 8 | 4 | 1 | 1 | 338 | | |
| 07:15 | 63 | 23 | 15 | 12 | 2 | 0 | 0 | 115 | 263 | 65 | 20 | 8 | 5 | 2 | 1 | 364 | | |
| 07:30 | 57 | 23 | 17 | 13 | 2 | 0 | 0 | 112 | 293 | 66 | 20 | 10 | 5 | 2 | 2 | 398 | | |
| 07:45 | 61 | 38 | 17 | 12 | 2 | 0 | 0 | 130 | 331 | 62 | 20 | 9 | 5 | 1 | 2 | 430 | | |
| 08:00 | 53 | 36 | 20 | 11 | 0 | 0 | 0 | 120 | 374 | 63 | 22 | 10 | 6 | 2 | 1 | 478 | | |
| 08:15 | 47 | 39 | 20 | 13 | 0 | 0 | 0 | 119 | 393 | 58 | 22 | 14 | 5 | 1 | 2 | 495 | | |
| 08:30 | 47 | 46 | 20 | 10 | 0 | 0 | 0 | 123 | 386 | 54 | 24 | 17 | 7 | 1 | 2 | 491 | | |
| 08:45 | 41 | 41 | 23 | 11 | 0 | 0 | 0 | 116 | 357 | 58 | 23 | 17 | 7 | 1 | 2 | 465 | | |
| 09:00 | 44 | 39 | 18 | 11 | 0 | 0 | 0 | 112 | 274 | 54 | 18 | 19 | 5 | 0 | 2 | 372 | | |
| 16:00 | 235 | 46 | 7 | 7 | 1 | 2 | 0 | 298 | 101 | 26 | 8 | 17 | 6 | 1 | 0 | 159 | | |
| 16:15 | 270 | 44 | 6 | 5 | 1 | 1 | 0 | 327 | 107 | 28 | 6 | 13 | 6 | 2 | 0 | 162 | | |
| 16:30 | 285 | 43 | 3 | 4 | 2 | 2 | 1 | 340 | 96 | 30 | 7 | 16 | 3 | 2 | 0 | 154 | | |
| 16:45 | 312 | 41 | 3 | 2 | 1 | 2 | 2 | 363 | 87 | 29 | 3 | 13 | 3 | 2 | 0 | 137 | | |
| 17:00 | 336 | 37 | 3 | 2 | 1 | 3 | 2 | 384 | 87 | 24 | 4 | 13 | 4 | 1 | 0 | 133 | | |
| 17:15 | 297 | 35 | 3 | 3 | 2 | 3 | 2 | 345 | 89 | 20 | 4 | 15 | 5 | 0 | 0 | 133 | | |
| 17:30 | 303 | 24 | 2 | 3 | 1 | 1 | 1 | 335 | 85 | 11 | 2 | 16 | 5 | 0 | 1 | 120 | | |
| 17:45 | 247 | 18 | 3 | 2 | 1 | 2 | 1 | 274 | 82 | 10 | 2 | 16 | 7 | 2 | 1 | 120 | | |
| 18:00 | 205 | 14 | 2 | 1 | 1 | 2 | 1 | 226 | 72 | 11 | 1 | 12 | 10 | 3 | 1 | 110 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 02.02.2022
 Project Number: ID06180 Junction Name: A1309 Milton Road / Cowley Road
 Junction Number: Site 12 Junction Type: T-Junction

| Time | Arm C Approach | | | | | | | | Arm C Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 67 | 24 | 1 | 1 | 0 | 0 | 2 | 95 | 141 | 56 | 4 | 5 | 2 | 4 | 0 | 212 | | |
| 07:15 | 94 | 30 | 3 | 1 | 2 | 0 | 0 | 130 | 157 | 52 | 5 | 1 | 1 | 1 | 0 | 217 | | |
| 07:30 | 106 | 42 | 5 | 2 | 3 | 4 | 0 | 162 | 214 | 62 | 4 | 1 | 3 | 1 | 0 | 285 | | |
| 07:45 | 114 | 34 | 6 | 2 | 1 | 1 | 1 | 159 | 252 | 70 | 10 | 3 | 2 | 5 | 0 | 342 | | |
| 08:00 | 128 | 43 | 6 | 0 | 3 | 0 | 0 | 180 | 229 | 52 | 2 | 1 | 3 | 1 | 0 | 288 | | |
| 08:15 | 148 | 37 | 2 | 1 | 6 | 1 | 1 | 196 | 303 | 47 | 9 | 1 | 3 | 5 | 0 | 368 | | |
| 08:30 | 149 | 18 | 4 | 2 | 6 | 2 | 1 | 182 | 334 | 37 | 6 | 0 | 2 | 2 | 0 | 381 | | |
| 08:45 | 163 | 31 | 6 | 3 | 1 | 2 | 0 | 206 | 332 | 36 | 5 | 3 | 1 | 3 | 0 | 380 | | |
| 09:00 | 131 | 35 | 4 | 4 | 1 | 1 | 1 | 177 | 270 | 52 | 8 | 2 | 3 | 1 | 0 | 336 | | |
| 09:15 | 115 | 38 | 3 | 0 | 5 | 0 | 1 | 162 | 222 | 37 | 6 | 2 | 1 | 2 | 0 | 270 | | |
| 09:30 | 122 | 40 | 11 | 1 | 3 | 4 | 0 | 181 | 146 | 44 | 6 | 2 | 1 | 2 | 0 | 201 | | |
| 09:45 | 126 | 44 | 6 | 1 | 2 | 0 | 0 | 179 | 147 | 29 | 2 | 3 | 2 | 1 | 0 | 184 | | |
| 16:00 | 271 | 49 | 4 | 1 | 4 | 4 | 0 | 333 | 122 | 23 | 1 | 1 | 3 | 3 | 0 | 153 | | |
| 16:15 | 240 | 45 | 1 | 1 | 7 | 7 | 0 | 301 | 141 | 25 | 1 | 0 | 1 | 2 | 0 | 170 | | |
| 16:30 | 261 | 35 | 2 | 0 | 2 | 6 | 0 | 306 | 128 | 24 | 0 | 1 | 1 | 2 | 0 | 156 | | |
| 16:45 | 267 | 51 | 1 | 2 | 4 | 6 | 0 | 331 | 147 | 25 | 1 | 0 | 1 | 4 | 0 | 178 | | |
| 17:00 | 292 | 20 | 1 | 0 | 3 | 5 | 0 | 321 | 168 | 11 | 1 | 0 | 2 | 1 | 0 | 183 | | |
| 17:15 | 260 | 26 | 0 | 0 | 3 | 2 | 0 | 291 | 152 | 16 | 1 | 1 | 1 | 3 | 1 | 175 | | |
| 17:30 | 279 | 22 | 0 | 0 | 2 | 2 | 0 | 305 | 140 | 15 | 0 | 0 | 2 | 1 | 1 | 159 | | |
| 17:45 | 199 | 11 | 2 | 0 | 2 | 3 | 0 | 217 | 168 | 16 | 0 | 1 | 2 | 3 | 1 | 191 | | |
| 18:00 | 237 | 9 | 1 | 0 | 3 | 5 | 0 | 255 | 166 | 9 | 2 | 0 | 2 | 1 | 0 | 180 | | |
| 18:15 | 207 | 17 | 0 | 0 | 2 | 3 | 1 | 230 | 135 | 12 | 0 | 2 | 0 | 1 | 0 | 150 | | |
| 18:30 | 144 | 8 | 0 | 0 | 5 | 3 | 0 | 160 | 122 | 6 | 0 | 1 | 1 | 2 | 4 | 136 | | |
| 18:45 | 123 | 8 | 0 | 0 | 2 | 0 | 0 | 133 | 82 | 6 | 0 | 0 | 1 | 2 | 0 | 91 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 381 | 130 | 15 | 6 | 6 | 5 | 3 | 546 | 764 | 240 | 23 | 10 | 8 | 11 | 0 | 1056 | | |
| 07:15 | 442 | 149 | 20 | 5 | 9 | 5 | 1 | 631 | 852 | 236 | 21 | 6 | 9 | 8 | 0 | 1132 | | |
| 07:30 | 496 | 156 | 19 | 5 | 13 | 6 | 2 | 697 | 998 | 231 | 25 | 6 | 11 | 12 | 0 | 1283 | | |
| 07:45 | 539 | 132 | 18 | 5 | 16 | 4 | 3 | 717 | 1118 | 206 | 27 | 5 | 10 | 13 | 0 | 1379 | | |
| 08:00 | 588 | 129 | 18 | 6 | 16 | 5 | 2 | 764 | 1198 | 172 | 22 | 5 | 9 | 11 | 0 | 1417 | | |
| 08:15 | 591 | 121 | 16 | 10 | 14 | 6 | 3 | 761 | 1239 | 172 | 28 | 6 | 9 | 11 | 0 | 1465 | | |
| 08:30 | 558 | 122 | 17 | 9 | 13 | 5 | 3 | 727 | 1158 | 162 | 25 | 7 | 7 | 8 | 0 | 1367 | | |
| 08:45 | 531 | 144 | 24 | 8 | 10 | 7 | 2 | 726 | 970 | 169 | 25 | 9 | 6 | 8 | 0 | 1187 | | |
| 09:00 | 494 | 157 | 24 | 6 | 11 | 5 | 2 | 699 | 785 | 162 | 22 | 9 | 7 | 6 | 0 | 991 | | |
| 16:00 | 1039 | 180 | 8 | 4 | 17 | 23 | 0 | 1271 | 538 | 97 | 3 | 2 | 6 | 11 | 0 | 657 | | |
| 16:15 | 1060 | 151 | 5 | 3 | 16 | 24 | 0 | 1259 | 584 | 85 | 3 | 1 | 5 | 9 | 0 | 687 | | |
| 16:30 | 1080 | 132 | 4 | 2 | 12 | 19 | 0 | 1249 | 595 | 76 | 3 | 2 | 5 | 10 | 1 | 692 | | |
| 16:45 | 1098 | 119 | 2 | 2 | 12 | 15 | 0 | 1248 | 607 | 67 | 3 | 1 | 6 | 9 | 2 | 695 | | |
| 17:00 | 1030 | 79 | 3 | 0 | 10 | 12 | 0 | 1134 | 628 | 58 | 2 | 2 | 7 | 8 | 3 | 708 | | |
| 17:15 | 975 | 68 | 3 | 0 | 10 | 12 | 0 | 1068 | 626 | 56 | 3 | 2 | 7 | 8 | 3 | 705 | | |
| 17:30 | 922 | 59 | 3 | 0 | 9 | 13 | 1 | 1007 | 609 | 52 | 2 | 3 | 6 | 6 | 2 | 680 | | |
| 17:45 | 787 | 45 | 3 | 0 | 12 | 14 | 1 | 862 | 591 | 43 | 2 | 4 | 5 | 7 | 5 | 657 | | |
| 18:00 | 711 | 42 | 1 | 0 | 12 | 11 | 1 | 778 | 505 | 33 | 2 | 3 | 4 | 6 | 4 | 557 | | |

Intelligent Data Collection Limited



Client: Mott McDonald **Date of Survey:** 02.02.2022
Project Number: ID06180 **Junction Name:** A1309 Milton Road / Cowley Road
Junction Number: Site 12 **Junction Type:** T-Junction

| Total Junction Flow | | | | | | | | |
|---------------------|--------------|-----|------|------|-------|-----|-------|-------|
| Time | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 250 | 102 | 7 | 10 | 6 | 4 | 2 | 381 |
| 07:15 | 313 | 98 | 15 | 6 | 3 | 1 | 0 | 436 |
| 07:30 | 379 | 118 | 14 | 9 | 7 | 6 | 0 | 533 |
| 07:45 | 447 | 123 | 25 | 13 | 6 | 6 | 1 | 621 |
| 08:00 | 428 | 120 | 11 | 3 | 6 | 2 | 0 | 570 |
| 08:15 | 529 | 97 | 19 | 8 | 9 | 6 | 1 | 669 |
| 08:30 | 572 | 77 | 16 | 6 | 9 | 4 | 1 | 685 |
| 08:45 | 594 | 87 | 22 | 13 | 4 | 5 | 0 | 725 |
| 09:00 | 476 | 106 | 14 | 13 | 4 | 2 | 1 | 616 |
| 09:15 | 409 | 92 | 19 | 9 | 6 | 2 | 1 | 538 |
| 09:30 | 321 | 101 | 23 | 8 | 5 | 6 | 0 | 464 |
| 09:45 | 302 | 83 | 12 | 14 | 4 | 1 | 0 | 416 |
| 16:00 | 469 | 83 | 9 | 9 | 7 | 8 | 0 | 585 |
| 16:15 | 453 | 88 | 6 | 3 | 8 | 10 | 0 | 568 |
| 16:30 | 463 | 75 | 5 | 11 | 4 | 8 | 0 | 566 |
| 16:45 | 470 | 91 | 3 | 5 | 5 | 10 | 0 | 584 |
| 17:00 | 560 | 43 | 2 | 1 | 5 | 6 | 0 | 617 |
| 17:15 | 484 | 62 | 4 | 5 | 5 | 6 | 1 | 567 |
| 17:30 | 506 | 51 | 0 | 5 | 4 | 3 | 1 | 570 |
| 17:45 | 450 | 34 | 3 | 6 | 5 | 6 | 1 | 505 |
| 18:00 | 467 | 27 | 5 | 4 | 7 | 6 | 0 | 516 |
| 18:15 | 411 | 31 | 0 | 7 | 3 | 4 | 1 | 457 |
| 18:30 | 301 | 19 | 1 | 5 | 6 | 8 | 4 | 344 |
| 18:45 | 252 | 19 | 0 | 0 | 7 | 4 | 0 | 282 |
| Start Time | Rolling Hour | | | | | | | Total |
| 07:00 | 1389 | 441 | 61 | 38 | 22 | 17 | 3 | 1971 |
| 07:15 | 1567 | 459 | 65 | 31 | 22 | 15 | 1 | 2160 |
| 07:30 | 1783 | 458 | 69 | 33 | 28 | 20 | 2 | 2393 |
| 07:45 | 1976 | 417 | 71 | 30 | 30 | 18 | 3 | 2545 |
| 08:00 | 2123 | 381 | 68 | 30 | 28 | 17 | 2 | 2649 |
| 08:15 | 2171 | 367 | 71 | 40 | 26 | 17 | 3 | 2695 |
| 08:30 | 2051 | 362 | 71 | 41 | 23 | 13 | 3 | 2564 |
| 08:45 | 1800 | 386 | 78 | 43 | 19 | 15 | 2 | 2343 |
| 09:00 | 1508 | 382 | 68 | 44 | 19 | 11 | 2 | 2034 |
| 16:00 | 1855 | 337 | 23 | 28 | 24 | 36 | 0 | 2303 |
| 16:15 | 1946 | 297 | 16 | 20 | 22 | 34 | 0 | 2335 |
| 16:30 | 1977 | 271 | 14 | 22 | 19 | 30 | 1 | 2334 |
| 16:45 | 2020 | 247 | 9 | 16 | 19 | 25 | 2 | 2338 |
| 17:00 | 2000 | 190 | 9 | 17 | 19 | 21 | 3 | 2259 |
| 17:15 | 1907 | 174 | 12 | 20 | 21 | 21 | 3 | 2158 |
| 17:30 | 1834 | 143 | 8 | 22 | 19 | 19 | 3 | 2048 |
| 17:45 | 1629 | 111 | 9 | 22 | 21 | 24 | 6 | 1822 |
| 18:00 | 1431 | 96 | 6 | 16 | 23 | 22 | 5 | 1599 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 12

Date of Survey: 02.02.2022
 Junction Name: A1309 Milton Road / Cowley Road
 Junction Type: T-Junction

Arm A: A1309 Milton Road (N)
 Arm B: Cowley Road (E)

Arm C: A1309 Milton Road (S)

| PCU Summary | | | | | | | | | | | | | | | | |
|-------------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Time | A1 to A | A1 to C | A1 to B | A2 to A | A2 to C | A2 to B | A3 to A | A3 to C | A3 to B | A4 to A | A4 to C | A4 to B | B1 to B | B1 to A | B1 to C | B2 to B |
| 07:00 | 0 | 27 | 0 | 0 | 35 | 0 | 0 | 156 | 0 | 0 | 0 | 61 | 0 | 6 | 0 | 0 |
| 07:15 | 0 | 31 | 0 | 0 | 44 | 0 | 0 | 144 | 0 | 0 | 0 | 70 | 0 | 8 | 0 | 0 |
| 07:30 | 0 | 37 | 0 | 0 | 46 | 0 | 0 | 203 | 0 | 0 | 0 | 75 | 0 | 7 | 0 | 0 |
| 07:45 | 0 | 56 | 0 | 0 | 97 | 0 | 0 | 188 | 0 | 0 | 0 | 95 | 0 | 15 | 0 | 0 |
| 08:00 | 0 | 54 | 0 | 0 | 72 | 0 | 0 | 163 | 0 | 0 | 0 | 78 | 0 | 20 | 0 | 0 |
| 08:15 | 0 | 71 | 0 | 0 | 106 | 0 | 0 | 190 | 0 | 0 | 0 | 94 | 0 | 5 | 0 | 0 |
| 08:30 | 0 | 76 | 0 | 0 | 141 | 0 | 0 | 157 | 0 | 0 | 0 | 99 | 0 | 14 | 0 | 0 |
| 08:45 | 0 | 85 | 0 | 0 | 122 | 0 | 0 | 170 | 0 | 0 | 0 | 123 | 0 | 11 | 0 | 0 |
| 09:00 | 0 | 49 | 0 | 0 | 95 | 0 | 0 | 191 | 0 | 0 | 0 | 90 | 0 | 12 | 0 | 0 |
| 09:15 | 0 | 47 | 0 | 0 | 72 | 0 | 0 | 153 | 0 | 0 | 0 | 93 | 0 | 14 | 0 | 0 |
| 09:30 | 0 | 30 | 0 | 0 | 35 | 0 | 0 | 131 | 0 | 0 | 0 | 65 | 0 | 12 | 0 | 0 |
| 09:45 | 0 | 20 | 0 | 0 | 35 | 0 | 0 | 130 | 0 | 0 | 0 | 39 | 0 | 13 | 0 | 0 |
| 16:00 | 0 | 6 | 0 | 0 | 11 | 0 | 0 | 135 | 0 | 0 | 0 | 33 | 0 | 37 | 0 | 0 |
| 16:15 | 0 | 3 | 0 | 0 | 20 | 0 | 0 | 143 | 0 | 0 | 0 | 30 | 0 | 30 | 0 | 0 |
| 16:30 | 0 | 3 | 0 | 0 | 15 | 0 | 0 | 136 | 0 | 0 | 0 | 40 | 0 | 33 | 0 | 0 |
| 16:45 | 0 | 11 | 0 | 0 | 24 | 0 | 0 | 133 | 0 | 0 | 0 | 17 | 0 | 30 | 0 | 0 |
| 17:00 | 0 | 9 | 0 | 0 | 26 | 0 | 0 | 137 | 0 | 0 | 0 | 19 | 0 | 41 | 0 | 0 |
| 17:15 | 0 | 3 | 0 | 0 | 19 | 0 | 0 | 143 | 0 | 0 | 0 | 34 | 0 | 26 | 0 | 0 |
| 17:30 | 0 | 4 | 0 | 0 | 19 | 0 | 0 | 124 | 0 | 0 | 0 | 23 | 0 | 41 | 0 | 0 |
| 17:45 | 0 | 7 | 0 | 0 | 27 | 0 | 0 | 146 | 0 | 0 | 0 | 24 | 0 | 35 | 0 | 0 |
| 18:00 | 0 | 5 | 0 | 0 | 23 | 0 | 0 | 141 | 0 | 0 | 0 | 31 | 0 | 22 | 0 | 0 |
| 18:15 | 0 | 3 | 0 | 0 | 9 | 0 | 0 | 128 | 0 | 0 | 0 | 22 | 0 | 30 | 0 | 0 |
| 18:30 | 0 | 3 | 0 | 0 | 9 | 0 | 0 | 117 | 0 | 0 | 0 | 18 | 0 | 13 | 0 | 0 |
| 18:45 | 0 | 4 | 0 | 0 | 7 | 0 | 0 | 78 | 0 | 0 | 0 | 20 | 0 | 22 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | | | | | | | | |
| 07:00 | 0 | 152 | 0 | 0 | 222 | 0 | 0 | 691 | 0 | 0 | 0 | 301 | 0 | 36 | 0 | 0 |
| 07:15 | 0 | 178 | 0 | 0 | 258 | 0 | 0 | 698 | 0 | 0 | 0 | 318 | 0 | 50 | 0 | 0 |
| 07:30 | 0 | 218 | 0 | 0 | 320 | 0 | 0 | 744 | 0 | 0 | 0 | 342 | 0 | 47 | 0 | 0 |
| 07:45 | 0 | 257 | 0 | 0 | 415 | 0 | 0 | 698 | 0 | 0 | 0 | 366 | 0 | 54 | 0 | 0 |
| 08:00 | 0 | 286 | 0 | 0 | 441 | 0 | 0 | 680 | 0 | 0 | 0 | 395 | 0 | 50 | 0 | 0 |
| 08:15 | 0 | 281 | 0 | 0 | 464 | 0 | 0 | 708 | 0 | 0 | 0 | 407 | 0 | 42 | 0 | 0 |
| 08:30 | 0 | 258 | 0 | 0 | 430 | 0 | 0 | 671 | 0 | 0 | 0 | 406 | 0 | 51 | 0 | 0 |
| 08:45 | 0 | 211 | 0 | 0 | 324 | 0 | 0 | 645 | 0 | 0 | 0 | 371 | 0 | 49 | 0 | 0 |
| 09:00 | 0 | 146 | 0 | 0 | 237 | 0 | 0 | 605 | 0 | 0 | 0 | 287 | 0 | 51 | 0 | 0 |
| 16:00 | 0 | 23 | 0 | 0 | 70 | 0 | 0 | 548 | 0 | 0 | 0 | 119 | 0 | 130 | 0 | 0 |
| 16:15 | 0 | 26 | 0 | 0 | 85 | 0 | 0 | 550 | 0 | 0 | 0 | 106 | 0 | 135 | 0 | 0 |
| 16:30 | 0 | 26 | 0 | 0 | 84 | 0 | 0 | 549 | 0 | 0 | 0 | 110 | 0 | 130 | 0 | 0 |
| 16:45 | 0 | 27 | 0 | 0 | 88 | 0 | 0 | 537 | 0 | 0 | 0 | 93 | 0 | 138 | 0 | 0 |
| 17:00 | 0 | 23 | 0 | 0 | 91 | 0 | 0 | 550 | 0 | 0 | 0 | 101 | 0 | 143 | 0 | 0 |
| 17:15 | 0 | 19 | 0 | 0 | 88 | 0 | 0 | 555 | 0 | 0 | 0 | 113 | 0 | 124 | 0 | 0 |
| 17:30 | 0 | 19 | 0 | 0 | 78 | 0 | 0 | 540 | 0 | 0 | 0 | 100 | 0 | 128 | 0 | 0 |
| 17:45 | 0 | 18 | 0 | 0 | 68 | 0 | 0 | 532 | 0 | 0 | 0 | 95 | 0 | 100 | 0 | 0 |
| 18:00 | 0 | 15 | 0 | 0 | 48 | 0 | 0 | 464 | 0 | 0 | 0 | 91 | 0 | 87 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 12

Date of Survey: 02.02.2022
 Junction Name: A1309 Milton Road / Cowley Road
 Junction Type: T-Junction

Arm A: A1309 Milton Road (N)
 Arm B: Cowley Road (E)

Arm C: A1309 Milton Road (S)

| PCU Summary | | | | | | | | | | | | | | |
|-------------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Time | B2 to A | B2 to C | B3 to B | B3 to A | B3 to C | C1 to C | C1 to B | C1 to A | C2 to C | C2 to B | C2 to A | C3 to C | C3 to B | C3 to A |
| 07:00 | 17 | 0 | 0 | 0 | 2 | 0 | 10 | 0 | 0 | 0 | 45 | 0 | 0 | 40 |
| 07:15 | 19 | 0 | 0 | 0 | 3 | 0 | 16 | 0 | 0 | 0 | 52 | 0 | 0 | 67 |
| 07:30 | 14 | 0 | 0 | 0 | 4 | 0 | 18 | 0 | 0 | 0 | 73 | 0 | 0 | 77 |
| 07:45 | 29 | 0 | 0 | 0 | 9 | 0 | 16 | 0 | 0 | 0 | 71 | 0 | 0 | 77 |
| 08:00 | 7 | 0 | 0 | 0 | 5 | 0 | 20 | 0 | 0 | 0 | 79 | 0 | 0 | 87 |
| 08:15 | 18 | 0 | 0 | 0 | 7 | 0 | 28 | 0 | 0 | 0 | 82 | 0 | 0 | 93 |
| 08:30 | 18 | 0 | 0 | 0 | 11 | 0 | 25 | 0 | 0 | 0 | 77 | 0 | 0 | 89 |
| 08:45 | 22 | 0 | 0 | 0 | 8 | 0 | 39 | 0 | 0 | 0 | 83 | 0 | 0 | 91 |
| 09:00 | 11 | 0 | 0 | 0 | 10 | 0 | 29 | 0 | 0 | 0 | 74 | 0 | 0 | 80 |
| 09:15 | 13 | 0 | 0 | 0 | 3 | 0 | 31 | 0 | 0 | 0 | 68 | 0 | 0 | 69 |
| 09:30 | 16 | 0 | 0 | 0 | 11 | 0 | 33 | 0 | 0 | 0 | 71 | 0 | 0 | 85 |
| 09:45 | 16 | 0 | 0 | 0 | 5 | 0 | 29 | 0 | 0 | 0 | 87 | 0 | 0 | 70 |
| 16:00 | 41 | 0 | 0 | 0 | 4 | 0 | 13 | 0 | 0 | 0 | 135 | 0 | 0 | 191 |
| 16:15 | 40 | 0 | 0 | 0 | 4 | 0 | 23 | 0 | 0 | 0 | 124 | 0 | 0 | 159 |
| 16:30 | 47 | 0 | 0 | 0 | 3 | 0 | 13 | 0 | 0 | 0 | 117 | 0 | 0 | 176 |
| 16:45 | 33 | 0 | 0 | 0 | 9 | 0 | 24 | 0 | 0 | 0 | 132 | 0 | 0 | 179 |
| 17:00 | 54 | 0 | 0 | 0 | 13 | 0 | 22 | 0 | 0 | 0 | 142 | 0 | 0 | 157 |
| 17:15 | 48 | 0 | 0 | 0 | 11 | 0 | 12 | 0 | 0 | 0 | 108 | 0 | 0 | 173 |
| 17:30 | 48 | 0 | 0 | 0 | 12 | 0 | 6 | 0 | 0 | 0 | 139 | 0 | 0 | 161 |
| 17:45 | 46 | 1 | 0 | 0 | 10 | 0 | 15 | 0 | 0 | 0 | 91 | 0 | 0 | 113 |
| 18:00 | 36 | 0 | 0 | 0 | 13 | 0 | 14 | 0 | 0 | 0 | 116 | 0 | 0 | 126 |
| 18:15 | 33 | 0 | 0 | 0 | 12 | 0 | 11 | 0 | 0 | 0 | 96 | 0 | 0 | 122 |
| 18:30 | 21 | 0 | 0 | 0 | 5 | 0 | 12 | 0 | 0 | 0 | 69 | 0 | 0 | 82 |
| 18:45 | 18 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 0 | 0 | 53 | 0 | 0 | 77 |
| Start Time | Rolling Hour | | | | | | | | | | | | | |
| 07:00 | 80 | 0 | 0 | 0 | 18 | 0 | 59 | 0 | 0 | 0 | 241 | 0 | 0 | 261 |
| 07:15 | 70 | 0 | 0 | 0 | 21 | 0 | 69 | 0 | 0 | 0 | 275 | 0 | 0 | 308 |
| 07:30 | 68 | 0 | 0 | 0 | 25 | 0 | 81 | 0 | 0 | 0 | 305 | 0 | 0 | 334 |
| 07:45 | 71 | 0 | 0 | 0 | 31 | 0 | 88 | 0 | 0 | 0 | 309 | 0 | 0 | 347 |
| 08:00 | 64 | 0 | 0 | 0 | 30 | 0 | 111 | 0 | 0 | 0 | 321 | 0 | 0 | 361 |
| 08:15 | 68 | 0 | 0 | 0 | 36 | 0 | 120 | 0 | 0 | 0 | 316 | 0 | 0 | 354 |
| 08:30 | 64 | 0 | 0 | 0 | 32 | 0 | 124 | 0 | 0 | 0 | 302 | 0 | 0 | 329 |
| 08:45 | 62 | 0 | 0 | 0 | 32 | 0 | 132 | 0 | 0 | 0 | 296 | 0 | 0 | 325 |
| 09:00 | 56 | 0 | 0 | 0 | 29 | 0 | 122 | 0 | 0 | 0 | 299 | 0 | 0 | 304 |
| 16:00 | 160 | 0 | 0 | 0 | 20 | 0 | 72 | 0 | 0 | 0 | 507 | 0 | 0 | 705 |
| 16:15 | 174 | 0 | 0 | 0 | 29 | 0 | 81 | 0 | 0 | 0 | 515 | 0 | 0 | 671 |
| 16:30 | 181 | 0 | 0 | 0 | 35 | 0 | 70 | 0 | 0 | 0 | 499 | 0 | 0 | 685 |
| 16:45 | 183 | 0 | 0 | 0 | 44 | 0 | 64 | 0 | 0 | 0 | 521 | 0 | 0 | 670 |
| 17:00 | 196 | 1 | 0 | 0 | 46 | 0 | 54 | 0 | 0 | 0 | 480 | 0 | 0 | 604 |
| 17:15 | 178 | 1 | 0 | 0 | 46 | 0 | 47 | 0 | 0 | 0 | 453 | 0 | 0 | 572 |
| 17:30 | 163 | 1 | 0 | 0 | 48 | 0 | 46 | 0 | 0 | 0 | 442 | 0 | 0 | 521 |
| 17:45 | 135 | 1 | 0 | 0 | 41 | 0 | 52 | 0 | 0 | 0 | 372 | 0 | 0 | 443 |
| 18:00 | 108 | 0 | 0 | 0 | 32 | 0 | 42 | 0 | 0 | 0 | 334 | 0 | 0 | 407 |

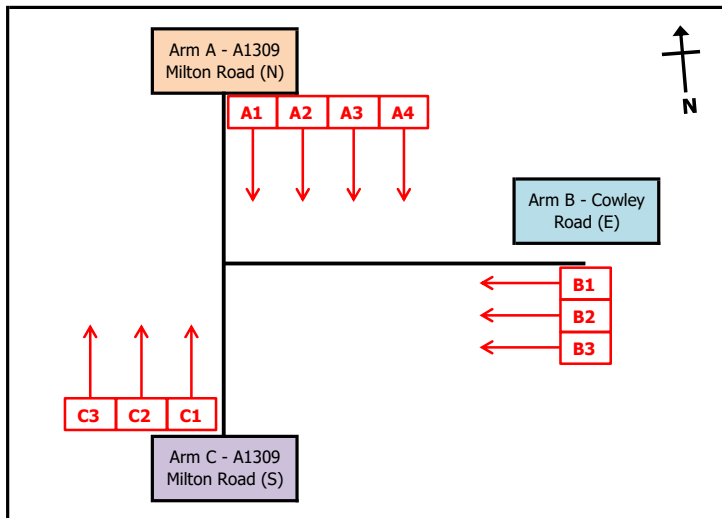
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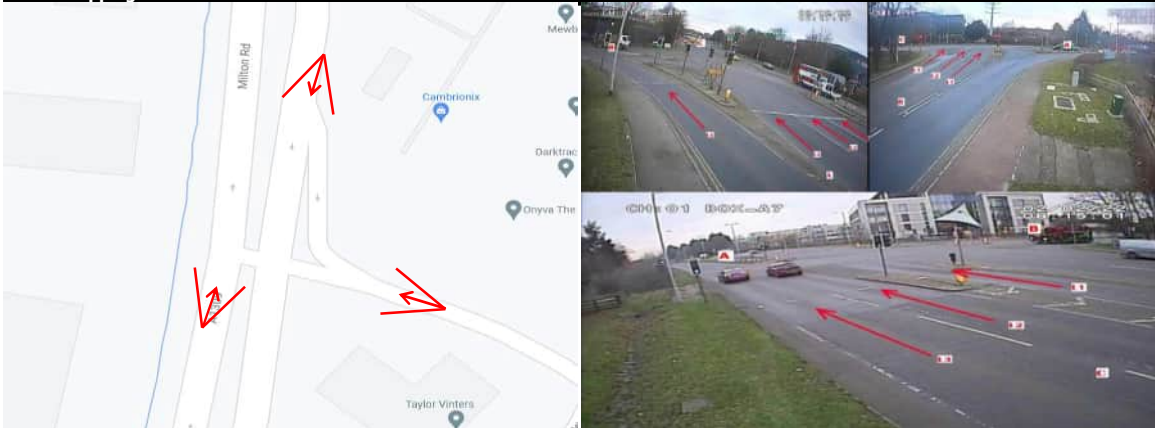
Client: Mott McDonald Date of Survey: 03.02.2022
 Project Number: ID06180 Junction Name: A1309 Milton Road / Cowley Road
 Junction Number: Site 12 Junction Type: T-Junction

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------------|--------------------|----------------------------|
| 52.232796 | 0.150635 | Click Here |
| AM Peak Conditions | PM Peak Conditions | |
| Clear | Clear | |

Junction Layout

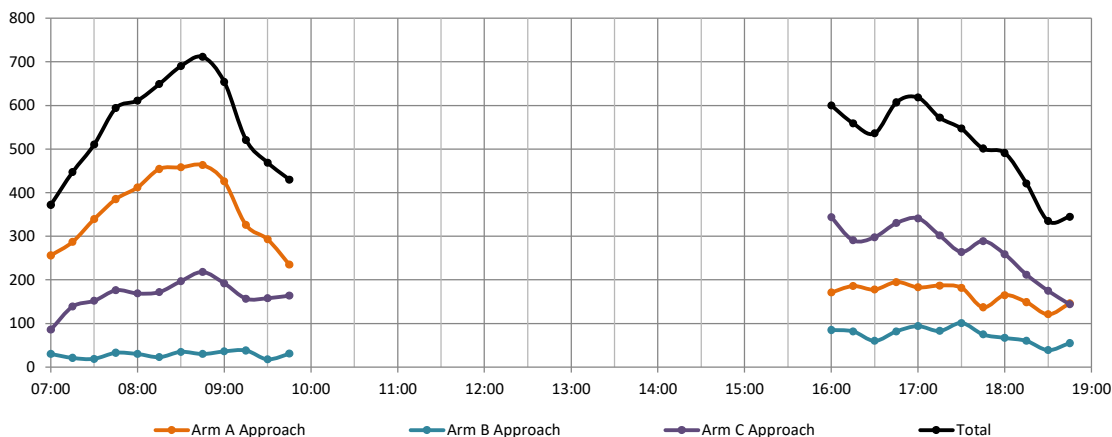


Aerial Mapping and On-site Camera View



Junction Flow Profile

Arm Approach Flows (All Vehicles)



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

Intelligent Data Collection Limited



Client: Mott McDonald **Date of Survey:** 03.02.2022
Project Number: ID06180 **Junction Name:** A1309 Milton Road / Cowley Road
Junction Number: Site 12 **Junction Type:** T-Junction

Arm A: A1309 Milton Road (N) **Arm B:** Cowley Road (E) **Arm C:** A1309 Milton Road (S)

| Time | A1 to A | | | | | | | | A1 to C | | | | | | | | A1 to B | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | | | | | | 0 | 34 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | | | | | | 0 | 31 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | | | | | | 0 | 27 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | | | | | | 0 | 55 | 1 | 0 | 0 | 0 | 1 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | | | | | | 0 | 57 | 8 | 2 | 1 | 0 | 0 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | | | | | | 0 | 72 | 4 | 0 | 0 | 1 | 1 | 0 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | | | | | | 0 | 83 | 6 | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | | | | | | 0 | 85 | 3 | 3 | 0 | 0 | 3 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | | | | | | 0 | 55 | 2 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | | | | | | 0 | 37 | 2 | 0 | 0 | 0 | 1 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | | | | | | 0 | 29 | 4 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | | | | | | 0 | 20 | 3 | 1 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | | | | | | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | | | | | | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | | | | | | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | | | | | | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | | | | | | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | | | | | | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | | | | | | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | | | | | | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | | | | | | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | | | | | | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | | | | | | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | | | | | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 | 16 | 0 | 1 | 0 | 1 | 0 | 165 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 170 | 19 | 2 | 2 | 0 | 1 | 0 | 194 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 211 | 19 | 2 | 1 | 1 | 2 | 0 | 236 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 267 | 19 | 2 | 1 | 1 | 2 | 0 | 292 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 297 | 21 | 5 | 1 | 1 | 4 | 0 | 329 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 295 | 15 | 3 | 0 | 1 | 4 | 0 | 318 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 260 | 13 | 3 | 0 | 0 | 4 | 0 | 280 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 206 | 11 | 3 | 0 | 0 | 4 | 0 | 224 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 | 11 | 1 | 0 | 0 | 1 | 0 | 154 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 3 | 0 | 0 | 1 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 2 | 0 | 0 | 1 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 1 | 0 | 0 | 1 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 2 | 0 | 0 | 1 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 0 | 0 | 1 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 0 | 0 | 1 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 0 | 1 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 12

Date of Survey: 03.02.2022
 Junction Name: A1309 Milton Road / Cowley Road
 Junction Type: T-Junction

Arm A: A1309 Milton Road (N)
 Arm B: Cowley Road (E)

Arm C: A1309 Milton Road (S)

| Time | A2 to A | | | | | | | | A2 to C | | | | | | | | A2 to B | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 5 | 1 | 0 | 1 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 7 | 2 | 0 | 1 | 0 | 1 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 7 | 1 | 0 | 1 | 2 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 9 | 0 | 0 | 1 | 2 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 7 | 0 | 0 | 2 | 0 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 5 | 0 | 0 | 1 | 2 | 0 | 106 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 3 | 1 | 1 | 1 | 0 | 0 | 125 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 2 | 2 | 0 | 1 | 2 | 0 | 105 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 7 | 1 | 0 | 1 | 1 | 0 | 102 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 3 | 0 | 0 | 1 | 0 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 3 | 0 | 1 | 1 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 5 | 0 | 1 | 1 | 1 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 0 | 0 | 1 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 2 | 0 | 0 | 1 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 5 | 0 | 0 | 1 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 2 | 0 | 0 | 1 | 3 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 1 | 0 | 0 | 1 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 0 | 1 | 1 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 1 | 1 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 1 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 161 | 28 | 4 | 0 | 4 | 4 | 1 | 202 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 210 | 30 | 3 | 0 | 5 | 4 | 1 | 253 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 279 | 28 | 1 | 0 | 5 | 6 | 0 | 319 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 353 | 24 | 1 | 1 | 5 | 4 | 0 | 388 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 390 | 17 | 3 | 1 | 5 | 4 | 0 | 420 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 407 | 17 | 4 | 1 | 4 | 5 | 0 | 438 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 362 | 15 | 4 | 1 | 4 | 3 | 0 | 389 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 280 | 15 | 3 | 1 | 4 | 3 | 0 | 306 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 206 | 18 | 1 | 2 | 4 | 2 | 0 | 233 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 11 | 0 | 0 | 3 | 0 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 11 | 0 | 0 | 3 | 3 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 10 | 0 | 0 | 3 | 3 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 9 | 0 | 0 | 4 | 4 | 0 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 4 | 0 | 0 | 4 | 5 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 3 | 0 | 0 | 3 | 2 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 2 | 0 | 0 | 3 | 2 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 3 | 0 | 0 | 3 | 1 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 3 | 0 | 0 | 2 | 1 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 03.02.2022
 Project Number: ID06180 Junction Name: A1309 Milton Road / Cowley Road
 Junction Number: Site 12 Junction Type: T-Junction

Arm A: A1309 Milton Road (N)
 Arm B: Cowley Road (E)
 Arm C: A1309 Milton Road (S)

| Time | A3 to A | | | | | | | | A3 to C | | | | | | | | A3 to B | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 41 | 3 | 1 | 2 | 1 | 0 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 37 | 2 | 1 | 0 | 0 | 0 | 136 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 | 45 | 2 | 0 | 2 | 0 | 0 | 178 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 41 | 0 | 3 | 0 | 0 | 0 | 164 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 44 | 2 | 2 | 1 | 2 | 0 | 177 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 47 | 1 | 1 | 1 | 1 | 0 | 188 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 24 | 2 | 1 | 1 | 1 | 0 | 152 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 26 | 5 | 0 | 0 | 1 | 0 | 168 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 22 | 9 | 1 | 0 | 1 | 0 | 170 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 27 | 6 | 2 | 0 | 1 | 0 | 145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 32 | 10 | 1 | 0 | 3 | 0 | 163 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 23 | 1 | 1 | 0 | 2 | 1 | 132 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 23 | 1 | 0 | 3 | 1 | 0 | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 23 | 2 | 0 | 0 | 1 | 0 | 134 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 28 | 0 | 0 | 0 | 1 | 0 | 138 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 29 | 0 | 0 | 0 | 3 | 0 | 147 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 20 | 1 | 0 | 1 | 0 | 0 | 142 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 14 | 0 | 0 | 0 | 0 | 0 | 121 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 13 | 0 | 0 | 1 | 1 | 0 | 149 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 12 | 0 | 0 | 0 | 3 | 0 | 108 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 11 | 0 | 0 | 1 | 1 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 10 | 0 | 0 | 0 | 0 | 0 | 124 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 4 | 0 | 1 | 0 | 0 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 9 | 0 | 1 | 1 | 1 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 417 | 164 | 7 | 5 | 4 | 1 | 0 | 598 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 471 | 167 | 6 | 6 | 3 | 2 | 0 | 655 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 512 | 177 | 5 | 6 | 4 | 3 | 0 | 707 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 506 | 156 | 5 | 7 | 3 | 4 | 0 | 681 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 522 | 141 | 10 | 4 | 3 | 5 | 0 | 685 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 533 | 119 | 17 | 3 | 2 | 4 | 0 | 678 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 505 | 99 | 22 | 4 | 1 | 4 | 0 | 635 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 499 | 107 | 30 | 4 | 0 | 6 | 0 | 646 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 467 | 104 | 26 | 5 | 0 | 7 | 1 | 610 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 434 | 103 | 3 | 0 | 3 | 6 | 0 | 549 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 452 | 100 | 3 | 0 | 1 | 5 | 0 | 561 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 451 | 91 | 1 | 0 | 1 | 4 | 0 | 548 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 476 | 76 | 1 | 0 | 2 | 4 | 0 | 559 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 454 | 59 | 1 | 0 | 2 | 4 | 0 | 520 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 453 | 50 | 0 | 0 | 2 | 5 | 0 | 510 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 460 | 46 | 0 | 0 | 2 | 5 | 0 | 513 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 415 | 37 | 0 | 1 | 1 | 4 | 0 | 458 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 424 | 34 | 0 | 2 | 2 | 2 | 0 | 464 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 03.02.2022
 Project Number: ID06180 Junction Name: A1309 Milton Road / Cowley Road
 Junction Number: Site 12 Junction Type: T-Junction

Arm A: A1309 Milton Road (N)
 Arm B: Cowley Road (E) Arm C: A1309 Milton Road (S)

| Time | A4 to A | | | | | | | | A4 to C | | | | | | | | A4 to B | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 16 | 2 | 1 | 0 | 0 | 0 | 64 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 18 | 1 | 1 | 0 | 0 | 0 | 75 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 14 | 3 | 1 | 1 | 3 | 0 | 72 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 11 | 5 | 4 | 0 | 0 | 0 | 91 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 8 | 2 | 3 | 0 | 0 | 0 | 83 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 9 | 2 | 5 | 1 | 0 | 0 | 82 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 14 | 1 | 4 | 0 | 1 | 0 | 92 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 11 | 2 | 5 | 2 | 0 | 0 | 96 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 9 | 2 | 5 | 0 | 1 | 0 | 97 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 7 | 2 | 5 | 0 | 0 | 0 | 84 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 10 | 4 | 8 | 0 | 0 | 0 | 55 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 12 | 3 | 4 | 0 | 0 | 0 | 47 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 5 | 1 | 3 | 0 | 0 | 0 | 24 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 8 | 1 | 4 | 0 | 0 | 0 | 33 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 4 | 0 | 3 | 0 | 0 | 0 | 22 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 3 | 1 | 3 | 0 | 0 | 0 | 22 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 3 | 1 | 1 | 0 | 0 | 0 | 15 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 8 | 0 | 3 | 0 | 0 | 0 | 43 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 1 | 2 | 0 | 0 | 0 | 14 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 0 | 1 | 1 | 0 | 0 | 11 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 4 | 1 | 1 | 1 | 0 | 0 | 18 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 10 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 0 | 1 | 1 | 0 | 14 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 3 | 0 | 0 | 4 | 1 | 0 | 20 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 221 | 59 | 11 | 7 | 1 | 3 | 0 | 302 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 246 | 51 | 11 | 9 | 1 | 3 | 0 | 321 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 256 | 42 | 12 | 13 | 2 | 3 | 0 | 328 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 278 | 42 | 10 | 16 | 1 | 1 | 0 | 348 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 283 | 42 | 7 | 17 | 3 | 1 | 0 | 353 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 293 | 43 | 7 | 19 | 3 | 2 | 0 | 367 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 298 | 41 | 7 | 19 | 2 | 2 | 0 | 369 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 259 | 37 | 10 | 23 | 2 | 1 | 0 | 332 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 211 | 38 | 11 | 22 | 0 | 1 | 0 | 283 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 20 | 3 | 13 | 0 | 0 | 0 | 101 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 18 | 3 | 11 | 0 | 0 | 0 | 92 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 18 | 2 | 10 | 0 | 0 | 0 | 102 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 16 | 3 | 9 | 0 | 0 | 0 | 94 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 16 | 2 | 7 | 1 | 0 | 0 | 83 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 17 | 2 | 7 | 2 | 0 | 0 | 86 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 12 | 2 | 5 | 2 | 0 | 0 | 53 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 11 | 1 | 3 | 3 | 1 | 0 | 53 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 11 | 1 | 2 | 6 | 2 | 0 | 62 |

Intelligent Data Collection Limited

Client: Mott McDonald Date of Survey: 03.02.2022
 Project Number: ID06180 Junction Name: A1309 Milton Road / Cowley Road
 Junction Number: Site 12 Junction Type: T-Junction

Arm A: A1309 Milton Road (N)
 Arm B: Cowley Road (E) Arm C: A1309 Milton Road (S)



| Time | B1 to B | | | | | | | | B1 to A | | | | | | | | B1 to C | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | | | | | | | | 0 | 5 | 4 | 1 | 1 | 1 | 0 | 0 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:15 | | | | | | | | 0 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | | | | | | | | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | | | | | | | | 0 | 8 | 3 | 4 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | | | | | | | | 0 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | | | | | | | | 0 | 8 | 4 | 1 | 1 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | | | | | | | | 0 | 7 | 6 | 1 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | | | | | | | | 0 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | | | | | | | | 0 | 6 | 7 | 1 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | | | | | | | | 0 | 8 | 8 | 1 | 2 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | | | | | | | | 0 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | | | | | | | | 0 | 1 | 5 | 1 | 2 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | | | | | | | | 0 | 25 | 4 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | | | | | | | | 0 | 32 | 6 | 1 | 2 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | | | | | | | | 0 | 23 | 6 | 0 | 0 | 0 | 1 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | | | | | | | | 0 | 27 | 5 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | | | | | | | | 0 | 31 | 2 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | | | | | | | | 0 | 26 | 5 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | | | | | | | | 0 | 32 | 3 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | | | | | | | | 0 | 26 | 3 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | | | | | | | | 0 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | | | | | | | | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | | | | | | | | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | | | | | | | | 0 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 14 | 7 | 1 | 1 | 0 | 0 | 43 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 14 | 7 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 14 | 7 | 1 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 17 | 7 | 1 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 20 | 3 | 1 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 23 | 3 | 1 | 0 | 0 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 27 | 3 | 2 | 0 | 0 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 23 | 3 | 2 | 0 | 0 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 22 | 4 | 4 | 0 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 21 | 1 | 2 | 0 | 1 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 19 | 1 | 2 | 0 | 1 | 0 | 136 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 18 | 0 | 0 | 0 | 1 | 0 | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 15 | 0 | 0 | 0 | 0 | 0 | 131 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 13 | 0 | 0 | 0 | 0 | 0 | 128 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 13 | 0 | 0 | 0 | 0 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 8 | 0 | 0 | 0 | 0 | 0 | 106 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 6 | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 4 | 0 | 0 | 0 | 0 | 0 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 12
 Date of Survey: 03.02.2022
 Junction Name: A1309 Milton Road / Cowley Road
 Junction Type: T-Junction

Arm A: A1309 Milton Road (N)
 Arm B: Cowley Road (E)
 Arm C: A1309 Milton Road (S)

| Time | B2 to B | | | | | | | | B2 to A | | | | | | | | B2 to C | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 1 | 5 | 3 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 2 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 4 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 3 | 1 | 3 | 1 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 3 | 1 | 1 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 0 | 6 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 6 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 2 | 3 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 4 | 1 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 5 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 8 | 1 | 4 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 8 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 8 | 1 | 1 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 5 | 0 | 1 | 1 | 2 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 6 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 4 | 2 | 0 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 6 | 1 | 0 | 0 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 3 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 5 | 1 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 3 | 0 | 0 | 1 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 2 | 1 | 1 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 3 | 0 | 0 | 0 | 1 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 6 | 3 | 14 | 4 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 7 | 5 | 10 | 2 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 6 | 5 | 8 | 2 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 11 | 4 | 10 | 2 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 8 | 5 | 13 | 1 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 7 | 4 | 15 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 11 | 8 | 16 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 7 | 9 | 15 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 15 | 8 | 13 | 0 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 27 | 1 | 2 | 1 | 2 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 23 | 3 | 2 | 1 | 2 | 0 | 154 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 | 21 | 3 | 1 | 1 | 2 | 0 | 166 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 166 | 19 | 3 | 0 | 0 | 0 | 0 | 188 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 167 | 18 | 4 | 0 | 0 | 0 | 0 | 189 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 152 | 17 | 2 | 0 | 1 | 0 | 0 | 172 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 | 13 | 2 | 1 | 1 | 0 | 0 | 157 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 12 | 2 | 1 | 1 | 0 | 0 | 127 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 10 | 1 | 1 | 1 | 1 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 03.02.2022 Arm A: A1309 Milton Road (N)
 Project Number: ID06180 Junction Name: A1309 Milton Road / Cowley Road Arm B: Cowley Road (E)
 Junction Number: Site 12 Junction Type: T-Junction Arm C: A1309 Milton Road (S)

| Time | B3 to B | | | | | | | B3 to A | | | | | | | B3 to C | | | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|---------|--------------|-----|------|------|-------|-----|---------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:15 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| 07:30 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 07:45 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:00 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 8 |
| 08:15 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 08:30 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 6 |
| 08:45 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 4 |
| 09:00 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 3 | 0 | 0 | 0 | 0 | 10 |
| 09:15 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 7 |
| 09:30 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:45 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 3 |
| 16:00 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:15 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:30 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:45 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:00 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:15 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:30 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | 16 |
| 17:45 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:00 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:15 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:30 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| 18:45 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 6 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 3 | 0 | 0 | 0 | 0 | 9 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 5 | 0 | 0 | 0 | 0 | 16 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 2 | 4 | 0 | 0 | 0 | 0 | 16 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 4 | 4 | 0 | 0 | 0 | 0 | 20 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 4 | 6 | 0 | 0 | 0 | 0 | 22 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 4 | 7 | 0 | 0 | 0 | 0 | 24 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 4 | 8 | 0 | 0 | 0 | 0 | 27 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 2 | 7 | 0 | 0 | 0 | 0 | 22 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 2 | 6 | 0 | 0 | 0 | 0 | 21 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 1 | 0 | 0 | 0 | 0 | 0 | 27 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 28 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 1 | 0 | 0 | 0 | 0 | 0 | 27 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 1 | 0 | 0 | 0 | 0 | 1 | 41 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 1 | 0 | 0 | 0 | 0 | 1 | 36 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 1 | 39 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 1 | 40 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 1 | 29 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 1 | 1 | 29 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 12
 Date of Survey: 03.02.2022
 Junction Name: A1309 Milton Road / Cowley Road
 Junction Type: T-Junction

Arm A: A1309 Milton Road (N)
 Arm B: Cowley Road (E)
 Arm C: A1309 Milton Road (S)

| Time | C1 to C | | | | | | | C1 to B | | | | | | | C1 to A | | | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|---------|--------------|-----|------|------|-------|-----|---------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 1 | 0 | 1 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 3 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 4 | 2 | 0 | 1 | 0 | 1 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 5 | 1 | 0 | 1 | 0 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 4 | 0 | 0 | 3 | 0 | 1 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 3 | 1 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 2 | 3 | 0 | 1 | 0 | 1 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 9 | 2 | 1 | 1 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 4 | 0 | 1 | 2 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 8 | 2 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 7 | 3 | 1 | 3 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 3 | 1 | 0 | 1 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 3 | 0 | 0 | 2 | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 3 | 0 | 0 | 1 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 5 | 0 | 0 | 1 | 1 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 0 | 1 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 0 | 0 | 1 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 0 | 1 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 0 | 1 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 4 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 6 | 7 | 0 | 2 | 0 | 1 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 10 | 7 | 0 | 3 | 0 | 2 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 13 | 6 | 0 | 5 | 0 | 3 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 16 | 4 | 0 | 5 | 0 | 3 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 14 | 5 | 0 | 5 | 0 | 3 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 18 | 6 | 1 | 5 | 0 | 2 | 107 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 18 | 6 | 2 | 4 | 0 | 1 | 124 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 23 | 7 | 2 | 4 | 0 | 1 | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 28 | 7 | 3 | 6 | 0 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 14 | 1 | 0 | 5 | 2 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 12 | 0 | 0 | 5 | 2 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 9 | 0 | 0 | 3 | 1 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 9 | 0 | 0 | 3 | 1 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 5 | 0 | 0 | 3 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 4 | 1 | 0 | 3 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 4 | 1 | 0 | 4 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 2 | 1 | 0 | 3 | 1 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 2 | 1 | 0 | 6 | 1 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 12
 Date of Survey: 03.02.2022
 Junction Name: A1309 Milton Road / Cowley Road
 Junction Type: T-Junction

Arm A: A1309 Milton Road (N)
 Arm B: Cowley Road (E)
 Arm C: A1309 Milton Road (S)

| Time | C2 to C | | | | | | | C2 to B | | | | | | | C2 to A | | | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|---------|--------------|-----|------|------|-------|-----|---------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 13 | 0 | 0 | 0 | 0 | 0 | 41 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 12 | 0 | 0 | 0 | 1 | 0 | 54 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 17 | 3 | 1 | 0 | 1 | 0 | 56 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 13 | 2 | 1 | 1 | 0 | 0 | 75 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 17 | 1 | 0 | 0 | 0 | 0 | 79 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 6 | 1 | 0 | 5 | 0 | 0 | 66 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 9 | 1 | 1 | 3 | 0 | 0 | 71 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 17 | 1 | 0 | 0 | 1 | 0 | 88 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 13 | 0 | 1 | 0 | 0 | 0 | 75 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 9 | 1 | 0 | 0 | 0 | 0 | 54 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 20 | 2 | 0 | 1 | 1 | 0 | 70 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 15 | 0 | 3 | 0 | 0 | 0 | 79 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 32 | 2 | 0 | 1 | 2 | 0 | 148 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 18 | 0 | 1 | 2 | 3 | 0 | 118 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 17 | 0 | 0 | 0 | 1 | 0 | 123 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 19 | 0 | 0 | 0 | 2 | 0 | 133 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 | 17 | 0 | 0 | 1 | 2 | 0 | 149 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 | 6 | 0 | 0 | 0 | 0 | 0 | 139 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 8 | 0 | 0 | 0 | 1 | 0 | 106 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 7 | 0 | 0 | 1 | 1 | 0 | 122 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 10 | 1 | 0 | 0 | 1 | 0 | 106 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 7 | 0 | 0 | 2 | 0 | 0 | 86 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 2 | 0 | 0 | 1 | 0 | 0 | 73 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 4 | 0 | 0 | 0 | 0 | 0 | 61 |
| Start Time | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total | Rolling Hour | | | | | | | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 161 | 55 | 5 | 2 | 1 | 2 | 0 | 226 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 194 | 59 | 6 | 2 | 1 | 2 | 0 | 264 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 207 | 53 | 7 | 2 | 6 | 1 | 0 | 276 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 230 | 45 | 5 | 2 | 9 | 0 | 0 | 291 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 241 | 49 | 4 | 1 | 8 | 1 | 0 | 304 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 241 | 45 | 3 | 2 | 8 | 1 | 0 | 300 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 231 | 48 | 3 | 2 | 3 | 1 | 0 | 288 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 220 | 59 | 4 | 1 | 1 | 2 | 0 | 287 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 212 | 57 | 3 | 4 | 1 | 1 | 0 | 278 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 422 | 86 | 2 | 1 | 3 | 8 | 0 | 522 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 440 | 71 | 0 | 1 | 3 | 8 | 0 | 523 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 479 | 59 | 0 | 0 | 1 | 5 | 0 | 544 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 471 | 50 | 0 | 0 | 1 | 5 | 0 | 527 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 472 | 38 | 0 | 0 | 2 | 4 | 0 | 516 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 437 | 31 | 1 | 0 | 1 | 3 | 0 | 473 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 381 | 32 | 1 | 0 | 3 | 3 | 0 | 420 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 354 | 26 | 1 | 0 | 4 | 2 | 0 | 387 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 298 | 23 | 1 | 0 | 3 | 1 | 0 | 326 |

Intelligent Data Collection Limited



Client: Mott McDonald
Project Number: ID06180
Junction Number: Site 12
Date of Survey: 03.02.2022
Junction Name: A1309 Milton Road / Cowley Road
Junction Type: T-Junction

Arm A: A1309 Milton Road (N)
Arm B: Cowley Road (E)
Arm C: A1309 Milton Road (S)

| Time | C3 to C | | | | | | | | C3 to B | | | | | | | | C3 to A | | | | | | | |
|------------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|--------------|-----|------|------|-------|-----|-------|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 7 | 1 | 0 | 0 | 0 | 0 | 36 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 19 | 2 | 0 | 1 | 0 | 0 | 70 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 12 | 3 | 1 | 1 | 1 | 0 | 79 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 17 | 3 | 1 | 1 | 0 | 0 | 82 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 18 | 1 | 2 | 1 | 1 | 0 | 75 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 19 | 0 | 0 | 1 | 0 | 0 | 86 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 17 | 6 | 1 | 1 | 3 | 0 | 107 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 17 | 1 | 2 | 1 | 1 | 0 | 100 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 21 | 5 | 1 | 1 | 1 | 0 | 79 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 14 | 3 | 3 | 2 | 0 | 0 | 66 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 13 | 4 | 0 | 1 | 2 | 0 | 67 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 18 | 7 | 0 | 1 | 0 | 0 | 66 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 152 | 28 | 0 | 0 | 1 | 0 | 0 | 181 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 28 | 4 | 2 | 2 | 1 | 0 | 159 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 20 | 0 | 0 | 2 | 4 | 1 | 158 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 154 | 19 | 2 | 1 | 1 | 0 | 1 | 178 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 161 | 14 | 1 | 0 | 1 | 3 | 0 | 180 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 | 11 | 0 | 0 | 1 | 3 | 0 | 150 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 | 7 | 0 | 0 | 1 | 1 | 0 | 147 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 10 | 0 | 0 | 1 | 0 | 0 | 155 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 10 | 1 | 0 | 1 | 0 | 0 | 144 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 11 | 0 | 0 | 1 | 2 | 0 | 120 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 6 | 0 | 0 | 2 | 0 | 0 | 98 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 6 | 0 | 0 | 1 | 0 | 0 | 73 |
| Start Time | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | | Rolling Hour | | | | | | | |
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 197 | 55 | 9 | 2 | 3 | 1 | 0 | 267 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 221 | 66 | 9 | 4 | 4 | 2 | 0 | 306 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 239 | 66 | 7 | 4 | 4 | 2 | 0 | 322 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 257 | 71 | 10 | 4 | 4 | 4 | 0 | 350 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 275 | 71 | 8 | 5 | 4 | 5 | 0 | 368 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 273 | 74 | 12 | 4 | 4 | 5 | 0 | 372 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 251 | 69 | 15 | 7 | 5 | 5 | 0 | 352 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 219 | 65 | 13 | 6 | 5 | 4 | 0 | 312 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 181 | 66 | 19 | 4 | 5 | 3 | 0 | 278 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 559 | 95 | 6 | 3 | 6 | 5 | 2 | 676 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 568 | 81 | 7 | 3 | 6 | 8 | 2 | 675 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 581 | 64 | 3 | 1 | 5 | 10 | 2 | 666 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 588 | 51 | 3 | 1 | 4 | 7 | 1 | 655 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 578 | 42 | 1 | 0 | 4 | 7 | 0 | 632 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 549 | 38 | 1 | 0 | 4 | 4 | 0 | 596 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 520 | 38 | 1 | 0 | 4 | 3 | 0 | 566 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 472 | 37 | 1 | 0 | 5 | 2 | 0 | 517 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 394 | 33 | 1 | 0 | 5 | 2 | 0 | 435 |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 03.02.2022
 Project Number: ID06180 Junction Name: A1309 Milton Road / Cowley Road
 Junction Number: Site 12 Junction Type: T-Junction

| Time | Arm A Approach | | | | | | | | Arm A Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 177 | 67 | 6 | 2 | 3 | 1 | 0 | 256 | 67 | 25 | 3 | 6 | 4 | 0 | 0 | 105 | | |
| 07:15 | 211 | 66 | 5 | 3 | 1 | 0 | 1 | 287 | 97 | 37 | 3 | 2 | 1 | 1 | 0 | 141 | | |
| 07:30 | 251 | 72 | 6 | 1 | 4 | 5 | 0 | 339 | 103 | 32 | 8 | 6 | 1 | 2 | 0 | 152 | | |
| 07:45 | 307 | 62 | 5 | 7 | 1 | 3 | 0 | 385 | 134 | 36 | 10 | 5 | 3 | 0 | 0 | 188 | | |
| 08:00 | 328 | 67 | 6 | 6 | 3 | 2 | 0 | 412 | 123 | 41 | 6 | 3 | 2 | 1 | 0 | 176 | | |
| 08:15 | 372 | 65 | 3 | 6 | 4 | 4 | 0 | 454 | 132 | 30 | 2 | 1 | 6 | 0 | 0 | 171 | | |
| 08:30 | 397 | 47 | 4 | 6 | 2 | 2 | 0 | 458 | 147 | 37 | 8 | 8 | 4 | 3 | 0 | 207 | | |
| 08:45 | 395 | 42 | 12 | 5 | 3 | 6 | 0 | 463 | 159 | 40 | 4 | 8 | 1 | 2 | 0 | 214 | | |
| 09:00 | 364 | 40 | 12 | 6 | 1 | 3 | 0 | 426 | 123 | 42 | 8 | 5 | 1 | 1 | 0 | 180 | | |
| 09:15 | 269 | 39 | 8 | 7 | 1 | 2 | 0 | 326 | 98 | 36 | 9 | 6 | 2 | 0 | 0 | 151 | | |
| 09:30 | 216 | 49 | 14 | 10 | 1 | 3 | 0 | 293 | 100 | 36 | 8 | 5 | 2 | 3 | 0 | 154 | | |
| 09:45 | 176 | 43 | 5 | 6 | 1 | 3 | 1 | 235 | 108 | 46 | 9 | 9 | 1 | 0 | 0 | 173 | | |
| 16:00 | 130 | 31 | 2 | 3 | 4 | 1 | 0 | 171 | 329 | 72 | 2 | 0 | 2 | 2 | 0 | 407 | | |
| 16:15 | 142 | 35 | 3 | 4 | 1 | 1 | 0 | 186 | 272 | 60 | 6 | 6 | 4 | 4 | 0 | 352 | | |
| 16:30 | 139 | 34 | 0 | 3 | 1 | 1 | 0 | 178 | 278 | 48 | 0 | 1 | 3 | 8 | 1 | 339 | | |
| 16:45 | 150 | 37 | 1 | 3 | 1 | 3 | 0 | 195 | 326 | 49 | 2 | 1 | 1 | 2 | 1 | 382 | | |
| 17:00 | 150 | 25 | 2 | 1 | 2 | 3 | 0 | 183 | 368 | 37 | 3 | 0 | 2 | 5 | 0 | 415 | | |
| 17:15 | 159 | 24 | 0 | 3 | 1 | 0 | 0 | 187 | 333 | 28 | 1 | 0 | 1 | 3 | 0 | 366 | | |
| 17:30 | 159 | 16 | 1 | 2 | 2 | 2 | 0 | 182 | 314 | 21 | 0 | 0 | 1 | 2 | 0 | 338 | | |
| 17:45 | 115 | 15 | 0 | 1 | 2 | 4 | 0 | 137 | 317 | 25 | 1 | 0 | 2 | 1 | 0 | 346 | | |
| 18:00 | 142 | 17 | 1 | 1 | 3 | 1 | 0 | 165 | 276 | 25 | 2 | 0 | 2 | 1 | 0 | 306 | | |
| 18:15 | 134 | 13 | 0 | 1 | 1 | 0 | 0 | 149 | 232 | 20 | 1 | 1 | 3 | 2 | 0 | 259 | | |
| 18:30 | 110 | 7 | 0 | 1 | 2 | 1 | 0 | 121 | 191 | 11 | 0 | 0 | 3 | 0 | 0 | 205 | | |
| 18:45 | 125 | 12 | 0 | 1 | 5 | 3 | 0 | 146 | 167 | 14 | 0 | 0 | 1 | 1 | 0 | 183 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 946 | 267 | 22 | 13 | 9 | 9 | 1 | 1267 | 401 | 130 | 24 | 19 | 9 | 3 | 0 | 586 | | |
| 07:15 | 1097 | 267 | 22 | 17 | 9 | 10 | 1 | 1423 | 457 | 146 | 27 | 16 | 7 | 4 | 0 | 657 | | |
| 07:30 | 1258 | 266 | 20 | 20 | 12 | 14 | 0 | 1590 | 492 | 139 | 26 | 15 | 12 | 3 | 0 | 687 | | |
| 07:45 | 1404 | 241 | 18 | 25 | 10 | 11 | 0 | 1709 | 536 | 144 | 26 | 17 | 15 | 4 | 0 | 742 | | |
| 08:00 | 1492 | 221 | 25 | 23 | 12 | 14 | 0 | 1787 | 561 | 148 | 20 | 20 | 13 | 6 | 0 | 768 | | |
| 08:15 | 1528 | 194 | 31 | 23 | 10 | 15 | 0 | 1801 | 561 | 149 | 22 | 22 | 12 | 6 | 0 | 772 | | |
| 08:30 | 1425 | 168 | 36 | 24 | 7 | 13 | 0 | 1673 | 527 | 155 | 29 | 27 | 8 | 6 | 0 | 752 | | |
| 08:45 | 1244 | 170 | 46 | 28 | 6 | 14 | 0 | 1508 | 480 | 154 | 29 | 24 | 6 | 6 | 0 | 699 | | |
| 09:00 | 1025 | 171 | 39 | 29 | 4 | 11 | 1 | 1280 | 429 | 160 | 34 | 25 | 6 | 4 | 0 | 658 | | |
| 16:00 | 561 | 137 | 6 | 13 | 7 | 6 | 0 | 730 | 1205 | 229 | 10 | 8 | 10 | 16 | 2 | 1480 | | |
| 16:15 | 581 | 131 | 6 | 11 | 5 | 8 | 0 | 742 | 1244 | 194 | 11 | 8 | 10 | 19 | 2 | 1488 | | |
| 16:30 | 598 | 120 | 3 | 10 | 5 | 7 | 0 | 743 | 1305 | 162 | 6 | 2 | 7 | 18 | 2 | 1502 | | |
| 16:45 | 618 | 102 | 4 | 9 | 6 | 8 | 0 | 747 | 1341 | 135 | 6 | 1 | 5 | 12 | 1 | 1501 | | |
| 17:00 | 583 | 80 | 3 | 7 | 7 | 9 | 0 | 689 | 1332 | 111 | 5 | 0 | 6 | 11 | 0 | 1465 | | |
| 17:15 | 575 | 72 | 2 | 7 | 8 | 7 | 0 | 671 | 1240 | 99 | 4 | 0 | 6 | 7 | 0 | 1356 | | |
| 17:30 | 550 | 61 | 2 | 5 | 8 | 7 | 0 | 633 | 1139 | 91 | 4 | 1 | 8 | 6 | 0 | 1249 | | |
| 17:45 | 501 | 52 | 1 | 4 | 8 | 6 | 0 | 572 | 1016 | 81 | 4 | 1 | 10 | 4 | 0 | 1116 | | |
| 18:00 | 511 | 49 | 1 | 4 | 11 | 5 | 0 | 581 | 866 | 70 | 3 | 1 | 9 | 4 | 0 | 953 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 03.02.2022
 Project Number: ID06180 Junction Name: A1309 Milton Road / Cowley Road
 Junction Number: Site 12 Junction Type: T-Junction

| Time | Arm B Approach | | | | | | | | Arm B Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 12 | 6 | 2 | 6 | 4 | 0 | 0 | 30 | 52 | 17 | 3 | 1 | 0 | 0 | 0 | 73 | | |
| 07:15 | 10 | 6 | 3 | 2 | 0 | 0 | 0 | 21 | 67 | 19 | 2 | 1 | 1 | 0 | 0 | 90 | | |
| 07:30 | 9 | 3 | 3 | 4 | 0 | 0 | 0 | 19 | 64 | 14 | 6 | 1 | 1 | 3 | 0 | 89 | | |
| 07:45 | 17 | 7 | 5 | 3 | 1 | 0 | 0 | 33 | 82 | 15 | 7 | 4 | 1 | 0 | 1 | 110 | | |
| 08:00 | 15 | 7 | 6 | 1 | 1 | 0 | 0 | 30 | 77 | 13 | 3 | 3 | 1 | 0 | 1 | 98 | | |
| 08:15 | 15 | 5 | 2 | 1 | 0 | 0 | 0 | 23 | 77 | 13 | 2 | 5 | 4 | 0 | 1 | 102 | | |
| 08:30 | 14 | 13 | 2 | 6 | 0 | 0 | 0 | 35 | 87 | 17 | 2 | 4 | 0 | 1 | 0 | 111 | | |
| 08:45 | 13 | 7 | 4 | 6 | 0 | 0 | 0 | 30 | 99 | 13 | 5 | 5 | 3 | 0 | 1 | 126 | | |
| 09:00 | 18 | 9 | 6 | 3 | 0 | 0 | 0 | 36 | 105 | 18 | 4 | 6 | 1 | 1 | 0 | 135 | | |
| 09:15 | 15 | 13 | 7 | 3 | 0 | 0 | 0 | 38 | 100 | 11 | 2 | 6 | 2 | 0 | 0 | 121 | | |
| 09:30 | 8 | 3 | 2 | 5 | 0 | 0 | 0 | 18 | 44 | 18 | 6 | 8 | 0 | 0 | 0 | 76 | | |
| 09:45 | 8 | 14 | 3 | 6 | 0 | 0 | 0 | 31 | 33 | 19 | 6 | 5 | 3 | 0 | 0 | 66 | | |
| 16:00 | 73 | 12 | 0 | 0 | 0 | 0 | 0 | 85 | 25 | 8 | 2 | 3 | 1 | 0 | 0 | 39 | | |
| 16:15 | 62 | 15 | 2 | 3 | 0 | 0 | 0 | 82 | 28 | 11 | 1 | 4 | 2 | 1 | 0 | 47 | | |
| 16:30 | 44 | 11 | 0 | 1 | 1 | 3 | 0 | 60 | 28 | 7 | 0 | 3 | 1 | 0 | 0 | 39 | | |
| 16:45 | 71 | 11 | 0 | 0 | 0 | 0 | 0 | 82 | 27 | 8 | 1 | 3 | 1 | 1 | 0 | 41 | | |
| 17:00 | 85 | 7 | 2 | 0 | 0 | 0 | 0 | 94 | 20 | 4 | 1 | 1 | 1 | 0 | 0 | 27 | | |
| 17:15 | 71 | 11 | 1 | 0 | 0 | 0 | 0 | 83 | 45 | 8 | 0 | 3 | 0 | 0 | 0 | 56 | | |
| 17:30 | 94 | 6 | 0 | 0 | 0 | 0 | 1 | 101 | 16 | 5 | 1 | 2 | 1 | 0 | 0 | 25 | | |
| 17:45 | 66 | 8 | 1 | 0 | 0 | 0 | 0 | 75 | 16 | 4 | 0 | 1 | 2 | 0 | 0 | 23 | | |
| 18:00 | 61 | 5 | 0 | 0 | 1 | 0 | 0 | 67 | 18 | 4 | 2 | 1 | 2 | 0 | 0 | 27 | | |
| 18:15 | 56 | 2 | 1 | 1 | 0 | 0 | 0 | 60 | 11 | 3 | 0 | 1 | 1 | 0 | 0 | 16 | | |
| 18:30 | 35 | 3 | 0 | 0 | 0 | 0 | 1 | 39 | 13 | 2 | 0 | 0 | 1 | 2 | 0 | 18 | | |
| 18:45 | 49 | 4 | 0 | 0 | 0 | 2 | 0 | 55 | 17 | 4 | 0 | 0 | 8 | 1 | 0 | 30 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 48 | 22 | 13 | 15 | 5 | 0 | 0 | 103 | 265 | 65 | 18 | 7 | 3 | 3 | 1 | 362 | | |
| 07:15 | 51 | 23 | 17 | 10 | 2 | 0 | 0 | 103 | 290 | 61 | 18 | 9 | 4 | 3 | 2 | 387 | | |
| 07:30 | 56 | 22 | 16 | 9 | 2 | 0 | 0 | 105 | 300 | 55 | 18 | 13 | 7 | 3 | 3 | 399 | | |
| 07:45 | 61 | 32 | 15 | 11 | 2 | 0 | 0 | 121 | 323 | 58 | 14 | 16 | 6 | 1 | 3 | 421 | | |
| 08:00 | 57 | 32 | 14 | 14 | 1 | 0 | 0 | 118 | 340 | 56 | 12 | 17 | 8 | 1 | 3 | 437 | | |
| 08:15 | 60 | 34 | 14 | 16 | 0 | 0 | 0 | 124 | 368 | 61 | 13 | 20 | 8 | 2 | 2 | 474 | | |
| 08:30 | 60 | 42 | 19 | 18 | 0 | 0 | 0 | 139 | 391 | 59 | 13 | 21 | 6 | 2 | 1 | 493 | | |
| 08:45 | 54 | 32 | 19 | 17 | 0 | 0 | 0 | 122 | 348 | 60 | 17 | 25 | 6 | 1 | 1 | 458 | | |
| 09:00 | 49 | 39 | 18 | 17 | 0 | 0 | 0 | 123 | 282 | 66 | 18 | 25 | 6 | 1 | 0 | 398 | | |
| 16:00 | 250 | 49 | 2 | 4 | 1 | 3 | 0 | 309 | 108 | 34 | 4 | 13 | 5 | 2 | 0 | 166 | | |
| 16:15 | 262 | 44 | 4 | 4 | 1 | 3 | 0 | 318 | 103 | 30 | 3 | 11 | 5 | 2 | 0 | 154 | | |
| 16:30 | 271 | 40 | 3 | 1 | 1 | 3 | 0 | 319 | 120 | 27 | 2 | 10 | 3 | 1 | 0 | 163 | | |
| 16:45 | 321 | 35 | 3 | 0 | 0 | 0 | 1 | 360 | 108 | 25 | 3 | 9 | 3 | 1 | 0 | 149 | | |
| 17:00 | 316 | 32 | 4 | 0 | 0 | 0 | 1 | 353 | 97 | 21 | 2 | 7 | 4 | 0 | 0 | 131 | | |
| 17:15 | 292 | 30 | 2 | 0 | 1 | 0 | 1 | 326 | 95 | 21 | 3 | 7 | 5 | 0 | 0 | 131 | | |
| 17:30 | 277 | 21 | 2 | 1 | 1 | 0 | 1 | 303 | 61 | 16 | 3 | 5 | 6 | 0 | 0 | 91 | | |
| 17:45 | 218 | 18 | 2 | 1 | 1 | 0 | 1 | 241 | 58 | 13 | 2 | 3 | 6 | 2 | 0 | 84 | | |
| 18:00 | 201 | 14 | 1 | 1 | 1 | 2 | 1 | 221 | 59 | 13 | 2 | 2 | 12 | 3 | 0 | 91 | | |

Intelligent Data Collection Limited



Client: Mott McDonald Date of Survey: 03.02.2022
 Project Number: ID06180 Junction Name: A1309 Milton Road / Cowley Road
 Junction Number: Site 12 Junction Type: T-Junction

| Time | Arm C Approach | | | | | | | | Arm C Exit | | | | | | | | | |
|------------|----------------|-----|------|------|-------|-----|-------|-------|------------|--------------|------|------|-------|-----|-------|-------|--|-------|
| | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total | | |
| 07:00 | 63 | 21 | 2 | 0 | 0 | 0 | 0 | 86 | 133 | 52 | 4 | 1 | 3 | 1 | 0 | 194 | | |
| 07:15 | 101 | 32 | 3 | 0 | 2 | 1 | 0 | 139 | 158 | 48 | 6 | 2 | 1 | 0 | 1 | 216 | | |
| 07:30 | 109 | 29 | 9 | 2 | 1 | 2 | 0 | 152 | 202 | 58 | 4 | 0 | 3 | 2 | 0 | 269 | | |
| 07:45 | 129 | 34 | 7 | 2 | 3 | 0 | 1 | 176 | 237 | 52 | 0 | 3 | 1 | 3 | 0 | 296 | | |
| 08:00 | 120 | 40 | 3 | 2 | 2 | 1 | 1 | 169 | 263 | 60 | 6 | 3 | 3 | 2 | 0 | 337 | | |
| 08:15 | 132 | 29 | 1 | 0 | 9 | 0 | 1 | 172 | 310 | 56 | 2 | 1 | 3 | 4 | 0 | 376 | | |
| 08:30 | 151 | 29 | 8 | 2 | 4 | 3 | 0 | 197 | 328 | 35 | 4 | 2 | 2 | 1 | 0 | 372 | | |
| 08:45 | 170 | 36 | 5 | 2 | 2 | 2 | 1 | 218 | 320 | 32 | 12 | 0 | 1 | 6 | 0 | 371 | | |
| 09:00 | 136 | 43 | 7 | 3 | 2 | 1 | 0 | 192 | 290 | 32 | 13 | 1 | 1 | 2 | 0 | 339 | | |
| 09:15 | 118 | 27 | 4 | 4 | 4 | 0 | 0 | 157 | 204 | 32 | 8 | 2 | 1 | 2 | 0 | 249 | | |
| 09:30 | 104 | 41 | 8 | 0 | 2 | 3 | 0 | 158 | 184 | 39 | 10 | 2 | 1 | 3 | 0 | 239 | | |
| 09:45 | 106 | 40 | 10 | 4 | 4 | 0 | 0 | 164 | 149 | 32 | 3 | 2 | 1 | 3 | 1 | 191 | | |
| 16:00 | 273 | 63 | 3 | 0 | 3 | 2 | 0 | 344 | 122 | 26 | 1 | 0 | 4 | 1 | 0 | 154 | | |
| 16:15 | 224 | 49 | 4 | 3 | 6 | 5 | 0 | 291 | 128 | 28 | 2 | 0 | 1 | 1 | 0 | 160 | | |
| 16:30 | 249 | 40 | 0 | 0 | 3 | 5 | 1 | 298 | 126 | 30 | 0 | 0 | 1 | 1 | 0 | 158 | | |
| 16:45 | 278 | 43 | 2 | 1 | 2 | 3 | 1 | 330 | 146 | 34 | 0 | 0 | 1 | 3 | 0 | 184 | | |
| 17:00 | 300 | 32 | 1 | 0 | 3 | 5 | 0 | 341 | 147 | 23 | 1 | 0 | 2 | 3 | 0 | 176 | | |
| 17:15 | 281 | 17 | 0 | 0 | 1 | 3 | 0 | 302 | 133 | 16 | 0 | 0 | 1 | 0 | 0 | 150 | | |
| 17:30 | 242 | 18 | 0 | 0 | 2 | 2 | 0 | 264 | 165 | 14 | 0 | 0 | 2 | 2 | 1 | 184 | | |
| 17:45 | 267 | 18 | 0 | 0 | 3 | 1 | 0 | 289 | 115 | 12 | 0 | 0 | 1 | 4 | 0 | 132 | | |
| 18:00 | 233 | 20 | 3 | 0 | 2 | 1 | 0 | 259 | 142 | 13 | 0 | 0 | 2 | 1 | 0 | 158 | | |
| 18:15 | 188 | 18 | 0 | 0 | 4 | 2 | 0 | 212 | 135 | 10 | 0 | 0 | 1 | 0 | 0 | 146 | | |
| 18:30 | 162 | 9 | 0 | 0 | 3 | 1 | 0 | 175 | 103 | 6 | 0 | 1 | 1 | 0 | 1 | 112 | | |
| 18:45 | 128 | 11 | 0 | 0 | 5 | 0 | 0 | 144 | 118 | 9 | 0 | 1 | 1 | 3 | 0 | 132 | | |
| Start Time | Rolling Hour | | | | | | | | Total | Rolling Hour | | | | | | | | Total |
| 07:00 | 402 | 116 | 21 | 4 | 6 | 3 | 1 | 553 | 730 | 210 | 14 | 6 | 8 | 6 | 1 | 975 | | |
| 07:15 | 459 | 135 | 22 | 6 | 8 | 4 | 2 | 636 | 860 | 218 | 16 | 8 | 8 | 7 | 1 | 1118 | | |
| 07:30 | 490 | 132 | 20 | 6 | 15 | 3 | 3 | 669 | 1012 | 226 | 12 | 7 | 10 | 11 | 0 | 1278 | | |
| 07:45 | 532 | 132 | 19 | 6 | 18 | 4 | 3 | 714 | 1138 | 203 | 12 | 9 | 9 | 10 | 0 | 1381 | | |
| 08:00 | 573 | 134 | 17 | 6 | 17 | 6 | 3 | 756 | 1221 | 183 | 24 | 6 | 9 | 13 | 0 | 1456 | | |
| 08:15 | 589 | 137 | 21 | 7 | 17 | 6 | 2 | 779 | 1248 | 155 | 31 | 4 | 7 | 13 | 0 | 1458 | | |
| 08:30 | 575 | 135 | 24 | 11 | 12 | 6 | 1 | 764 | 1142 | 131 | 37 | 5 | 5 | 11 | 0 | 1331 | | |
| 08:45 | 528 | 147 | 24 | 9 | 10 | 6 | 1 | 725 | 998 | 135 | 43 | 5 | 4 | 13 | 0 | 1198 | | |
| 09:00 | 464 | 151 | 29 | 11 | 12 | 4 | 0 | 671 | 827 | 135 | 34 | 7 | 4 | 10 | 1 | 1018 | | |
| 16:00 | 1024 | 195 | 9 | 4 | 14 | 15 | 2 | 1263 | 522 | 118 | 3 | 0 | 7 | 6 | 0 | 656 | | |
| 16:15 | 1051 | 164 | 7 | 4 | 14 | 18 | 2 | 1260 | 547 | 115 | 3 | 0 | 5 | 8 | 0 | 678 | | |
| 16:30 | 1108 | 132 | 3 | 1 | 9 | 16 | 2 | 1271 | 552 | 103 | 1 | 0 | 5 | 7 | 0 | 668 | | |
| 16:45 | 1101 | 110 | 3 | 1 | 8 | 13 | 1 | 1237 | 591 | 87 | 1 | 0 | 6 | 8 | 1 | 694 | | |
| 17:00 | 1090 | 85 | 1 | 0 | 9 | 11 | 0 | 1196 | 560 | 65 | 1 | 0 | 6 | 9 | 1 | 642 | | |
| 17:15 | 1023 | 73 | 3 | 0 | 8 | 7 | 0 | 1114 | 555 | 55 | 0 | 0 | 6 | 7 | 1 | 624 | | |
| 17:30 | 930 | 74 | 3 | 0 | 11 | 6 | 0 | 1024 | 557 | 49 | 0 | 0 | 6 | 7 | 1 | 620 | | |
| 17:45 | 850 | 65 | 3 | 0 | 12 | 5 | 0 | 935 | 495 | 41 | 0 | 1 | 5 | 5 | 1 | 548 | | |
| 18:00 | 711 | 58 | 3 | 0 | 14 | 4 | 0 | 790 | 498 | 38 | 0 | 2 | 5 | 4 | 1 | 548 | | |

Intelligent Data Collection Limited



Client: Mott McDonald **Date of Survey:** 03.02.2022
Project Number: ID06180 **Junction Name:** A1309 Milton Road / Cowley Road
Junction Number: Site 12 **Junction Type:** T-Junction

| Total Junction Flow | | | | | | | | |
|---------------------|--------------|-----|------|------|-------|-----|-------|-------|
| Time | Cars | LGV | OGV1 | OGV2 | Buses | M/C | Cycle | Total |
| 07:00 | 252 | 94 | 10 | 8 | 7 | 1 | 0 | 372 |
| 07:15 | 322 | 104 | 11 | 5 | 3 | 1 | 1 | 447 |
| 07:30 | 369 | 104 | 18 | 7 | 5 | 7 | 0 | 510 |
| 07:45 | 453 | 103 | 17 | 12 | 5 | 3 | 1 | 594 |
| 08:00 | 463 | 114 | 15 | 9 | 6 | 3 | 1 | 611 |
| 08:15 | 519 | 99 | 6 | 7 | 13 | 4 | 1 | 649 |
| 08:30 | 562 | 89 | 14 | 14 | 6 | 5 | 0 | 690 |
| 08:45 | 578 | 85 | 21 | 13 | 5 | 8 | 1 | 711 |
| 09:00 | 518 | 92 | 25 | 12 | 3 | 4 | 0 | 654 |
| 09:15 | 402 | 79 | 19 | 14 | 5 | 2 | 0 | 521 |
| 09:30 | 328 | 93 | 24 | 15 | 3 | 6 | 0 | 469 |
| 09:45 | 290 | 97 | 18 | 16 | 5 | 3 | 1 | 430 |
| 16:00 | 476 | 106 | 5 | 3 | 7 | 3 | 0 | 600 |
| 16:15 | 428 | 99 | 9 | 10 | 7 | 6 | 0 | 559 |
| 16:30 | 432 | 85 | 0 | 4 | 5 | 9 | 1 | 536 |
| 16:45 | 499 | 91 | 3 | 4 | 3 | 6 | 1 | 607 |
| 17:00 | 535 | 64 | 5 | 1 | 5 | 8 | 0 | 618 |
| 17:15 | 511 | 52 | 1 | 3 | 2 | 3 | 0 | 572 |
| 17:30 | 495 | 40 | 1 | 2 | 4 | 4 | 1 | 547 |
| 17:45 | 448 | 41 | 1 | 1 | 5 | 5 | 0 | 501 |
| 18:00 | 436 | 42 | 4 | 1 | 6 | 2 | 0 | 491 |
| 18:15 | 378 | 33 | 1 | 2 | 5 | 2 | 0 | 421 |
| 18:30 | 307 | 19 | 0 | 1 | 5 | 2 | 1 | 335 |
| 18:45 | 302 | 27 | 0 | 1 | 10 | 5 | 0 | 345 |
| Start Time | Rolling Hour | | | | | | | Total |
| 07:00 | 1396 | 405 | 56 | 32 | 20 | 12 | 2 | 1923 |
| 07:15 | 1607 | 425 | 61 | 33 | 19 | 14 | 3 | 2162 |
| 07:30 | 1804 | 420 | 56 | 35 | 29 | 17 | 3 | 2364 |
| 07:45 | 1997 | 405 | 52 | 42 | 30 | 15 | 3 | 2544 |
| 08:00 | 2122 | 387 | 56 | 43 | 30 | 20 | 3 | 2661 |
| 08:15 | 2177 | 365 | 66 | 46 | 27 | 21 | 2 | 2704 |
| 08:30 | 2060 | 345 | 79 | 53 | 19 | 19 | 1 | 2576 |
| 08:45 | 1826 | 349 | 89 | 54 | 16 | 20 | 1 | 2355 |
| 09:00 | 1538 | 361 | 86 | 57 | 16 | 15 | 1 | 2074 |
| 16:00 | 1835 | 381 | 17 | 21 | 22 | 24 | 2 | 2302 |
| 16:15 | 1894 | 339 | 17 | 19 | 20 | 29 | 2 | 2320 |
| 16:30 | 1977 | 292 | 9 | 12 | 15 | 26 | 2 | 2333 |
| 16:45 | 2040 | 247 | 10 | 10 | 14 | 21 | 2 | 2344 |
| 17:00 | 1989 | 197 | 8 | 7 | 16 | 20 | 1 | 2238 |
| 17:15 | 1890 | 175 | 7 | 7 | 17 | 14 | 1 | 2111 |
| 17:30 | 1757 | 156 | 7 | 6 | 20 | 13 | 1 | 1960 |
| 17:45 | 1569 | 135 | 6 | 5 | 21 | 11 | 1 | 1748 |
| 18:00 | 1423 | 121 | 5 | 5 | 26 | 11 | 1 | 1592 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 12

Date of Survey: 03.02.2022
 Junction Name: A1309 Milton Road / Cowley Road
 Junction Type: T-Junction

Arm A: A1309 Milton Road (N)
 Arm B: Cowley Road (E)

Arm C: A1309 Milton Road (S)

| PCU Summary | | | | | | | | | | | | | | | | |
|-------------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Time | A1 to A | A1 to C | A1 to B | A2 to A | A2 to C | A2 to B | A3 to A | A3 to C | A3 to B | A4 to A | A4 to C | A4 to B | B1 to B | B1 to A | B1 to C | B2 to B |
| 07:00 | 0 | 39 | 0 | 0 | 35 | 0 | 0 | 124 | 0 | 0 | 0 | 66 | 0 | 15 | 1 | 0 |
| 07:15 | 0 | 37 | 0 | 0 | 41 | 0 | 0 | 138 | 0 | 0 | 0 | 77 | 0 | 11 | 0 | 0 |
| 07:30 | 0 | 33 | 0 | 0 | 56 | 0 | 0 | 181 | 0 | 0 | 0 | 74 | 0 | 7 | 0 | 0 |
| 07:45 | 0 | 56 | 0 | 0 | 73 | 0 | 0 | 168 | 0 | 0 | 0 | 99 | 0 | 17 | 0 | 0 |
| 08:00 | 0 | 70 | 0 | 0 | 86 | 0 | 0 | 180 | 0 | 0 | 0 | 88 | 0 | 11 | 0 | 0 |
| 08:15 | 0 | 78 | 0 | 0 | 106 | 0 | 0 | 190 | 0 | 0 | 0 | 91 | 0 | 16 | 0 | 0 |
| 08:30 | 0 | 89 | 0 | 0 | 128 | 0 | 0 | 155 | 0 | 0 | 0 | 97 | 0 | 15 | 0 | 0 |
| 08:45 | 0 | 94 | 0 | 0 | 106 | 0 | 0 | 170 | 0 | 0 | 0 | 106 | 0 | 15 | 0 | 0 |
| 09:00 | 0 | 57 | 0 | 0 | 103 | 0 | 0 | 175 | 0 | 0 | 0 | 104 | 0 | 15 | 0 | 0 |
| 09:15 | 0 | 39 | 0 | 0 | 58 | 0 | 0 | 150 | 0 | 0 | 0 | 92 | 0 | 22 | 0 | 0 |
| 09:30 | 0 | 33 | 0 | 0 | 44 | 0 | 0 | 168 | 0 | 0 | 0 | 67 | 0 | 10 | 0 | 0 |
| 09:45 | 0 | 25 | 0 | 0 | 34 | 0 | 0 | 132 | 0 | 0 | 0 | 54 | 0 | 12 | 0 | 0 |
| 16:00 | 0 | 5 | 0 | 0 | 13 | 0 | 0 | 133 | 0 | 0 | 0 | 28 | 0 | 29 | 0 | 0 |
| 16:15 | 0 | 6 | 0 | 0 | 14 | 0 | 0 | 134 | 0 | 0 | 0 | 39 | 0 | 44 | 0 | 0 |
| 16:30 | 0 | 6 | 0 | 0 | 13 | 0 | 0 | 137 | 0 | 0 | 0 | 26 | 0 | 29 | 0 | 0 |
| 16:45 | 0 | 7 | 0 | 0 | 20 | 0 | 0 | 145 | 0 | 0 | 0 | 26 | 0 | 32 | 0 | 0 |
| 17:00 | 0 | 3 | 0 | 0 | 22 | 0 | 0 | 144 | 0 | 0 | 0 | 17 | 0 | 33 | 0 | 0 |
| 17:15 | 0 | 4 | 0 | 0 | 20 | 0 | 0 | 121 | 0 | 0 | 0 | 47 | 0 | 31 | 0 | 0 |
| 17:30 | 0 | 4 | 0 | 0 | 15 | 0 | 0 | 149 | 0 | 0 | 0 | 17 | 0 | 35 | 0 | 0 |
| 17:45 | 0 | 3 | 0 | 0 | 15 | 0 | 0 | 106 | 0 | 0 | 0 | 13 | 0 | 29 | 0 | 0 |
| 18:00 | 0 | 7 | 0 | 0 | 9 | 0 | 0 | 132 | 0 | 0 | 0 | 21 | 0 | 20 | 0 | 0 |
| 18:15 | 0 | 2 | 0 | 0 | 14 | 0 | 0 | 124 | 0 | 0 | 0 | 11 | 0 | 22 | 0 | 0 |
| 18:30 | 0 | 5 | 0 | 0 | 9 | 0 | 0 | 95 | 0 | 0 | 0 | 14 | 0 | 14 | 0 | 0 |
| 18:45 | 0 | 1 | 0 | 0 | 10 | 0 | 0 | 116 | 0 | 0 | 0 | 23 | 0 | 22 | 0 | 0 |
| Start Time | Rolling Hour | | | | | | | | | | | | | | | |
| 07:00 | 0 | 166 | 0 | 0 | 205 | 0 | 0 | 611 | 0 | 0 | 0 | 316 | 0 | 49 | 1 | 0 |
| 07:15 | 0 | 197 | 0 | 0 | 256 | 0 | 0 | 668 | 0 | 0 | 0 | 337 | 0 | 45 | 0 | 0 |
| 07:30 | 0 | 238 | 0 | 0 | 321 | 0 | 0 | 720 | 0 | 0 | 0 | 351 | 0 | 50 | 0 | 0 |
| 07:45 | 0 | 294 | 0 | 0 | 392 | 0 | 0 | 693 | 0 | 0 | 0 | 374 | 0 | 58 | 0 | 0 |
| 08:00 | 0 | 331 | 0 | 0 | 425 | 0 | 0 | 695 | 0 | 0 | 0 | 381 | 0 | 56 | 0 | 0 |
| 08:15 | 0 | 318 | 0 | 0 | 442 | 0 | 0 | 690 | 0 | 0 | 0 | 397 | 0 | 60 | 0 | 0 |
| 08:30 | 0 | 279 | 0 | 0 | 395 | 0 | 0 | 650 | 0 | 0 | 0 | 398 | 0 | 66 | 0 | 0 |
| 08:45 | 0 | 223 | 0 | 0 | 311 | 0 | 0 | 663 | 0 | 0 | 0 | 368 | 0 | 61 | 0 | 0 |
| 09:00 | 0 | 154 | 0 | 0 | 239 | 0 | 0 | 625 | 0 | 0 | 0 | 317 | 0 | 58 | 0 | 0 |
| 16:00 | 0 | 24 | 0 | 0 | 60 | 0 | 0 | 550 | 0 | 0 | 0 | 119 | 0 | 135 | 0 | 0 |
| 16:15 | 0 | 22 | 0 | 0 | 69 | 0 | 0 | 561 | 0 | 0 | 0 | 108 | 0 | 139 | 0 | 0 |
| 16:30 | 0 | 20 | 0 | 0 | 75 | 0 | 0 | 547 | 0 | 0 | 0 | 116 | 0 | 125 | 0 | 0 |
| 16:45 | 0 | 18 | 0 | 0 | 78 | 0 | 0 | 559 | 0 | 0 | 0 | 107 | 0 | 131 | 0 | 0 |
| 17:00 | 0 | 14 | 0 | 0 | 73 | 0 | 0 | 520 | 0 | 0 | 0 | 94 | 0 | 128 | 0 | 0 |
| 17:15 | 0 | 18 | 0 | 0 | 60 | 0 | 0 | 509 | 0 | 0 | 0 | 98 | 0 | 115 | 0 | 0 |
| 17:30 | 0 | 16 | 0 | 0 | 54 | 0 | 0 | 512 | 0 | 0 | 0 | 63 | 0 | 106 | 0 | 0 |
| 17:45 | 0 | 17 | 0 | 0 | 47 | 0 | 0 | 458 | 0 | 0 | 0 | 60 | 0 | 85 | 0 | 0 |
| 18:00 | 0 | 15 | 0 | 0 | 42 | 0 | 0 | 467 | 0 | 0 | 0 | 70 | 0 | 78 | 0 | 0 |

Intelligent Data Collection Limited



Client: Mott McDonald
 Project Number: ID06180
 Junction Number: Site 12

Date of Survey: 03.02.2022
 Junction Name: A1309 Milton Road / Cowley Road
 Junction Type: T-Junction

Arm A: A1309 Milton Road (N)
 Arm B: Cowley Road (E)

Arm C: A1309 Milton Road (S)

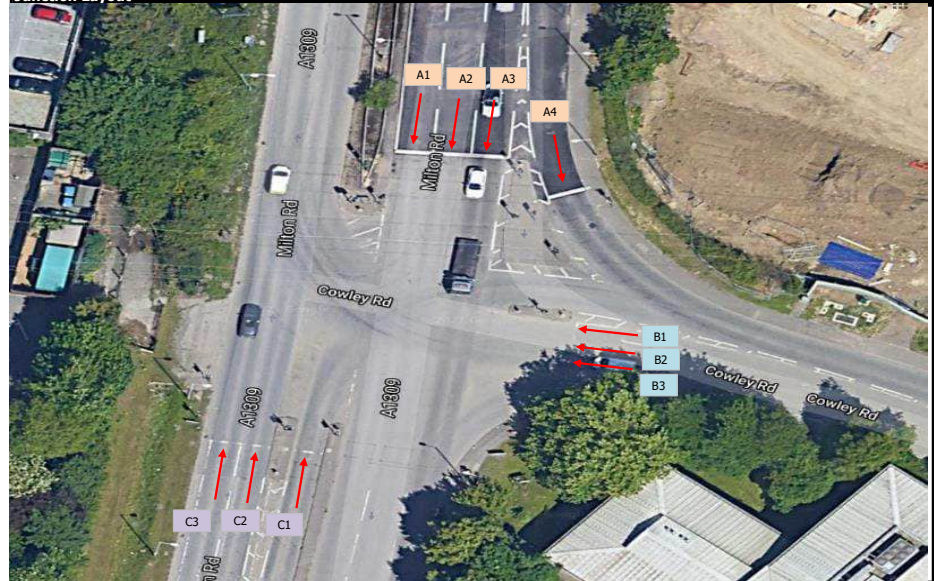
| PCU Summary | | | | | | | | | | | | | | |
|-------------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Time | B2 to A | B2 to C | B3 to B | B3 to A | B3 to C | C1 to C | C1 to B | C1 to A | C2 to C | C2 to B | C2 to A | C3 to C | C3 to B | C3 to A |
| 07:00 | 26 | 0 | 0 | 0 | 1 | 0 | 10 | 0 | 0 | 0 | 41 | 0 | 0 | 37 |
| 07:15 | 10 | 0 | 0 | 0 | 5 | 0 | 17 | 0 | 0 | 0 | 53 | 0 | 0 | 72 |
| 07:30 | 17 | 0 | 0 | 0 | 3 | 0 | 19 | 0 | 0 | 0 | 58 | 0 | 0 | 82 |
| 07:45 | 21 | 0 | 0 | 0 | 2 | 0 | 20 | 0 | 0 | 0 | 78 | 0 | 0 | 86 |
| 08:00 | 16 | 0 | 0 | 0 | 9 | 0 | 16 | 0 | 0 | 0 | 80 | 0 | 0 | 79 |
| 08:15 | 5 | 0 | 0 | 0 | 5 | 0 | 22 | 0 | 0 | 0 | 72 | 0 | 0 | 87 |
| 08:30 | 23 | 0 | 0 | 0 | 7 | 0 | 20 | 0 | 0 | 0 | 76 | 0 | 0 | 111 |
| 08:45 | 20 | 0 | 0 | 0 | 5 | 0 | 32 | 0 | 0 | 0 | 88 | 0 | 0 | 104 |
| 09:00 | 17 | 0 | 0 | 0 | 12 | 0 | 41 | 0 | 0 | 0 | 76 | 0 | 0 | 83 |
| 09:15 | 15 | 0 | 0 | 0 | 8 | 0 | 40 | 0 | 0 | 0 | 55 | 0 | 0 | 73 |
| 09:30 | 15 | 0 | 0 | 0 | 1 | 0 | 22 | 0 | 0 | 0 | 71 | 0 | 0 | 69 |
| 09:45 | 25 | 0 | 0 | 0 | 4 | 0 | 25 | 0 | 0 | 0 | 83 | 0 | 0 | 71 |
| 16:00 | 49 | 0 | 0 | 0 | 7 | 0 | 17 | 0 | 0 | 0 | 149 | 0 | 0 | 182 |
| 16:15 | 36 | 0 | 0 | 0 | 7 | 0 | 15 | 0 | 0 | 0 | 120 | 0 | 0 | 165 |
| 16:30 | 29 | 0 | 0 | 0 | 2 | 0 | 18 | 0 | 0 | 0 | 122 | 0 | 0 | 157 |
| 16:45 | 39 | 0 | 0 | 0 | 11 | 0 | 19 | 0 | 0 | 0 | 132 | 0 | 0 | 181 |
| 17:00 | 54 | 0 | 0 | 0 | 8 | 0 | 13 | 0 | 0 | 0 | 149 | 0 | 0 | 180 |
| 17:15 | 47 | 0 | 0 | 0 | 6 | 0 | 13 | 0 | 0 | 0 | 139 | 0 | 0 | 149 |
| 17:30 | 50 | 0 | 0 | 0 | 15 | 0 | 12 | 0 | 0 | 0 | 105 | 0 | 0 | 147 |
| 17:45 | 41 | 0 | 0 | 0 | 6 | 0 | 13 | 0 | 0 | 0 | 122 | 0 | 0 | 156 |
| 18:00 | 37 | 0 | 0 | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 106 | 0 | 0 | 146 |
| 18:15 | 33 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 88 | 0 | 0 | 120 |
| 18:30 | 20 | 0 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 0 | 74 | 0 | 0 | 100 |
| 18:45 | 26 | 0 | 0 | 0 | 5 | 0 | 14 | 0 | 0 | 0 | 61 | 0 | 0 | 74 |
| Start Time | Rolling Hour | | | | | | | | | | | | | |
| 07:00 | 74 | 0 | 0 | 0 | 11 | 0 | 65 | 0 | 0 | 0 | 231 | 0 | 0 | 277 |
| 07:15 | 64 | 0 | 0 | 0 | 19 | 0 | 71 | 0 | 0 | 0 | 269 | 0 | 0 | 319 |
| 07:30 | 59 | 0 | 0 | 0 | 18 | 0 | 77 | 0 | 0 | 0 | 288 | 0 | 0 | 334 |
| 07:45 | 65 | 0 | 0 | 0 | 22 | 0 | 78 | 0 | 0 | 0 | 305 | 0 | 0 | 362 |
| 08:00 | 63 | 0 | 0 | 0 | 25 | 0 | 89 | 0 | 0 | 0 | 315 | 0 | 0 | 380 |
| 08:15 | 65 | 0 | 0 | 0 | 28 | 0 | 115 | 0 | 0 | 0 | 312 | 0 | 0 | 384 |
| 08:30 | 75 | 0 | 0 | 0 | 31 | 0 | 133 | 0 | 0 | 0 | 295 | 0 | 0 | 371 |
| 08:45 | 67 | 0 | 0 | 0 | 26 | 0 | 135 | 0 | 0 | 0 | 290 | 0 | 0 | 329 |
| 09:00 | 72 | 0 | 0 | 0 | 24 | 0 | 128 | 0 | 0 | 0 | 285 | 0 | 0 | 296 |
| 16:00 | 153 | 0 | 0 | 0 | 27 | 0 | 69 | 0 | 0 | 0 | 523 | 0 | 0 | 684 |
| 16:15 | 158 | 0 | 0 | 0 | 28 | 0 | 66 | 0 | 0 | 0 | 523 | 0 | 0 | 682 |
| 16:30 | 169 | 0 | 0 | 0 | 27 | 0 | 63 | 0 | 0 | 0 | 542 | 0 | 0 | 666 |
| 16:45 | 190 | 0 | 0 | 0 | 40 | 0 | 57 | 0 | 0 | 0 | 525 | 0 | 0 | 657 |
| 17:00 | 191 | 0 | 0 | 0 | 35 | 0 | 51 | 0 | 0 | 0 | 516 | 0 | 0 | 632 |
| 17:15 | 174 | 0 | 0 | 0 | 38 | 0 | 49 | 0 | 0 | 0 | 473 | 0 | 0 | 598 |
| 17:30 | 160 | 0 | 0 | 0 | 39 | 0 | 43 | 0 | 0 | 0 | 422 | 0 | 0 | 569 |
| 17:45 | 130 | 0 | 0 | 0 | 28 | 0 | 34 | 0 | 0 | 0 | 390 | 0 | 0 | 521 |
| 18:00 | 116 | 0 | 0 | 0 | 28 | 0 | 35 | 0 | 0 | 0 | 329 | 0 | 0 | 439 |

Intelligent Data Collection Limited



Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 12
Dates of Survey: 02.02.2022 and 03.02.2022
Junction Name: A1309 Milton Road / Cowley Road
Survey Type: Queue Length Survey

| X Coordinate | Y Coordinate | Google Maps Link |
|--------------|--------------|----------------------------|
| 52.232796 | 0.150627 | Click Here |



Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

| Lights | Heavies |
|--------|---------|
| 6 | 15 |

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

Intelligent Data Collection Limited

Client: Mott MacDonald
Project Number: ID06180
Site Number: Site 12
Date of Survey: 02.02.2022
Function Names: A1300 Milton Road / Cowley Road
Survey Type: Queue Length Survey



AM Peak Period:

Table with columns for Time, Lane A1, Lane A2, Lane A3, Lane A4, Lane B1, Lane B2, Lane B3, Lane C1, Lane C2, Lane C3. Each lane has sub-columns for Lights, Heavies, Total, and Length (m).

PM Peak Period:

Table with columns for Time, Lane A1, Lane A2, Lane A3, Lane A4, Lane B1, Lane B2, Lane B3, Lane C1, Lane C2, Lane C3. Each lane has sub-columns for Lights, Heavies, Total, and Length (m).

Cambridge Waste Water Treatment Relocation Project
Transport Assessment



Appendix M: NPSWW Traffic and Transport Compliance

Document Control

| | |
|-----------------------------------|---|
| Document title | Appendix M - National Policy Statement for Waste Water Traffic and Transport Compliance |
| Version No. | 02 |
| Date Approved | |
| Date 1st Issued | 18 December 2023 |

Version History

| Version | Date | Author | Description of change |
|----------------|------------------|---------------|---|
| 01 | 18.12.23 | - | Issued in response to EXA1 question |
| <u>02</u> | <u>15/02/24-</u> | <u>--</u> | <u>Removal of references to junction modelling in the hour before the AM (07:00 – 08:00) and PM (16:00-17:00) peak hour –</u> |



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| 1.2 National Policy Statement for Waste Water (NPSWW) requirements..... | 1 |

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1 Introduction

1.1 Purpose of this Transport Assessment addendum.

1.1.1 The following addendum sets out how the aims of the National Policy Statement for Waste Water (NPSWW) have been considered in relation to the traffic and transport impacts of the Proposed Development.

1.2 National Policy Statement for Waste Water (NPSWW) requirements

1.2.1 National Policy Statement for Waste Water (NPSWW) sets out Government policy for the provision of major waste water infrastructure.

1.2.2 [Error! Reference source not found. Table 1-1](#) sets out how the Transport Assessment for the Proposed Development complies with NPSWW section 4.13 (Traffic and transport impacts) requirements.

Table 1-1 – Transport Assessment NPSWW Compliance

| NPSWW requirement | Compliance of Transport Assessment with NPSWW requirements |
|--|---|
| <p>Paragraph 4.13.3 states that if a project is likely to have significant transport implications, the applicant's ES should include a transport assessment, using the NATA/WebTAG methodology stipulated in Department for Transport guidance, or any successor to such methodology. Applicants should consult the Highways Agency and/or the relevant highway authority, as appropriate, on the assessment and on mitigation measures. The assessment should distinguish between the construction, operation, and decommissioning project stages as appropriate.</p> | <ul style="list-style-type: none"> ● A Transport Assessment has been produced as ES Appendix 19.3 (App Doc Ref 5.4.19.3). This has been produced in accordance with the Department for Transport's Web-based Transport Analysis Guidance (WebTAG). ● The Applicant has consulted with the relevant stakeholders, including Cambridgeshire County Council (CCoC), National Highways, and Network Rail. ● The Transport Assessment assesses the construction of the Proposed Development (construction year 3, 2026), the decommissioning of the existing WWTP (construction year 5, 2028), and the operation of the Proposed Development (future operation year 1 + 5 – 2033, and future operation year 1 + 10, 2038). The methodology for the assessment years is set out in Chapter 9 section 9.2 of the Transport Assessment (App Doc Ref 5.4.19.3). <p>The above points demonstrate that the requirements set out in paragraph 4.13.3 of the NPSWW have been met as part of the Transport Assessment.</p> |
| <p>Paragraph 4.13.4 states that, where appropriate, the applicant should prepare a travel plan including demand management measures to mitigate transport impacts. The applicant should also provide details of proposed measures to improve access by public transport, walking and cycling,</p> | <ul style="list-style-type: none"> ● An Operational Workers Travel Plan can be found in Appendix 19.8 of the ES Volume 4 Chapter 19 (Document Reference 5.4.19.8). |

NPSWW requirement

to reduce the need for parking associated with the proposal and to mitigate transport impacts.

Paragraph 4.13.5 states that if additional transport infrastructure is proposed, applicants should discuss with network providers the possibility of co-funding by Government for any third-party benefits.

Paragraph 4.13.8 states that where mitigation is needed, possible demand management measures must be considered and, if feasible and operationally reasonable, required, before considering requirements for the provision of new inland transport infrastructure to deal with remaining transport impacts.

Compliance of Transport Assessment with NPSWW requirements

- A Construction Workers Travel Plan can be found in Appendix 19.9 of the ES Volume 4 Chapter 19 (Document Reference 5.4.19.9).

These travel plans provide details of proposed measures to improve access by public transport, walking and cycling, and measures to minimise journeys by private vehicles. This includes future mode shift targets in either phase of the Proposed Development. Approaches to Travel Plan monitoring is also included in both Travel Plans.

The travel plans have been developed following Policy TI/2 of the South Cambs Local Plan, with particular reference to TI/2 (5) which requires travel plans to have measurable outputs and to be related to the aims and objectives contained within the Local Transport Plan.

Additional transport infrastructure is proposed such as the proposed site access from Junction 34 of the A14 to the proposed WWTP. This would however not require co-funding by Government.

- The Construction Traffic Management Plan (CTMP) (App Doc Ref 5.4.19.7) sets out demand management measures during the construction phase. This includes restrictions on construction vehicles accessing and egressing from the site during the AM peak (08:00-09:00) and PM peak (17:00-18:00) hours, and restrictions on construction vehicles travelling through

NPSWW requirement

Compliance of Transport Assessment with NPSWW requirements

Horningsea and Fen Ditton. The impacts of construction traffic on Junction 34 of the A14 during both the AM and PM peak hour (08:00-09:00 and 17:00-18:00), ~~and the hour before the AM and PM peak hour (07:00-08:00 and 16:00-17:00)~~ has been assessed in Chapter 9 of the Transport Assessment (App Doc Ref 5.4.19.3).

- The outline Operational Logistics Traffic Plan (OLTP) (App Doc Ref 5.4.19.10) sets out demand management measures during the operational phase. This includes restrictions on operational vehicles accessing and egressing from the site during the AM peak (08:00-09:00) and PM peak (17:00-18:00) hours, and restrictions on operational vehicles travelling through Horningsea and Fen Ditton. The impacts of operational traffic on Junction 34 of the A14 during both the AM and PM peak hour (08:00-09:00 and 17:00-18:00), ~~and the hour before the AM and PM peak hour (07:00-08:00 and 16:00-17:00)~~ (for year 1 + 10 operation, 2038) has been assessed in Chapter 9 of the Transport Assessment (App Doc Ref 5.4.19.3).

The above points demonstrate how demand management measures will be implemented as part of the CTMP and OLTP, to mitigate transport impacts during the construction and operational phases of the Proposed Development.

Paragraph 4.13.9 states that the decision maker should have regard to the cost-effectiveness of demand management measures compared to new transport infrastructure, as well

- Chapter 2, section 2.7 of the Transport Assessment (App Doc Ref 5.4.19.3) sets out mitigation measures to encourage sustainable patterns of travel, including

NPSWW requirement

as the aim to secure more sustainable patterns of transport development when considering mitigation measures.

Compliance of Transport Assessment with NPSWW requirements

pedestrian, cycling, equestrian, and public transport measures. It also sets out measures to minimise journeys by private vehicles.

- Additional organisational initiatives and awareness raising measures to encourage construction and operational staff to travel to the Proposed Development using sustainable transport are also set out in the Construction Workers Travel Plan (Document Reference 5.4.19.9) and the Operational Workers Travel Plan (Document Reference 5.4.19.8).

The above points demonstrate how the more sustainable patterns of transport development will be secured during both the construction and operational phases of the Proposed Development.

Paragraph 4.13.10 states that, where there is likely to be substantial HGV traffic, applicants should look to:

- control numbers of HGV movements to and from the site in a specified period during its construction and possibly on the routing of such movements;
- make sufficient provision for HGV parking, either on the site or at dedicated facilities elsewhere, to avoid 'overspill' parking on public roads, prolonged queuing on approach roads and uncontrolled on-street HGV parking in normal operating conditions; and
- ensure satisfactory arrangements for reasonably foreseeable abnormal disruption, in consultation

- The Construction Traffic Management Plan (CTMP) (App Doc Ref 5.4.19.7) sets out measures to reduce the impact of HGV traffic on the surrounding transport network during construction. This includes restrictions on construction vehicles accessing the egressing from the site during the AM peak (08:00-09:00) and PM peak (17:00-18:00) hours, and restrictions on construction vehicles travelling through Horningsea and Fen Ditton. There will be sufficient provision for HGV parking on-site during the construction phase.
- The outline Operational Logistics Traffic Plan (OLTP) (App Doc Ref 5.4.19.10) sets out measures to reduce the impact of HGV traffic on the surrounding transport

Get in touch

You can contact us by:



Emailing at info@cwwtpr.com



Calling our Freephone information line on **0808 196 1661**



Writing to us at **Freepost: CWWTPR**

You can view all our DCO application documents and updates on the application on The Planning Inspectorate website:

<https://infrastructure.planninginspectorate.gov.uk/projects/eastern/cambridge-waste-water-treatment-plant-relocation/>

NPSWW requirement

with network providers and the responsible police force.

Compliance of Transport Assessment with NPSWW requirements

network during operation. This includes restrictions on operational vehicles accessing the egressing from the site during the AM peak (08:00-09:00) and PM peak (17:00-18:00) hours, and restrictions on operational vehicles travelling through Horningsea and Fen Ditton. There will be sufficient provision for HGV parking on-site during the operational phase.

The above measures will ensure that the impacts of HGV traffic on the surrounding highway network will be suitably mitigated during the construction and operational phases of the Proposed Development.