# Appendix G2

**Construction Traffic Management Plan** 



## Statkraft UK Limited

# EAST CLAYDON - GREENER GRID PARK

Construction Traffic Management Plan





### Statkraft UK Limited

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## Construction Traffic Management Plan

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#### 1 INTRODUCTION

#### 1.1 BACKGROUND AND SCOPE

- 1.1.1. WSP has been commissioned by Statkraft UK Limited to prepare a Construction Traffic Management Plan (CTMP) in relation to a full planning application for the construction of a Greener Grid Park comprising energy storage and grid balancing equipment and associated infrastructure including access, drainage, landscaping and other incidental works on East Claydon Road, East Claydon, Buckinghamshire.
- 1.1.2. The proposed 'Greener Grid Park' at East Claydon is one of a number of development sites across the UK that Statkraft are working on to support the UK's transition to Net Zero by 2050. The proposed 'Greener Grid Park' is located adjacent to the existing East Claydon substation, and as such will be connected to the UK National Power Grid, where it will export energy from the grid where excess energy is available, and import energy back to the grid during times of high demand.
- 1.1.3. It should be noted that this CTMP takes into account the discussions that have been undertaken with Andrew Cooper (Highways Development Management Officer) at Buckinghamshire Council (BC) in October 2024 in relation to the movement of construction vehicles on the surrounding highway network associated with the construction of the proposed development. All relevant correspondence with BC are enclosed in Appendix A.
- 1.1.4. This CTMP provides an overview of the management of construction traffic during the construction of the proposed development, and should be read in conjunction with the Transport Statement (TS) and the Abnormal Indivisible Load (AIL) assessment that have been prepared separately for the proposed development. It is intended that a final detailed version of the CTMP including any additional requested details from BC and the agreed mitigation measures would be prepared once a contractor has been formally appointed. The submission and approval of the final detailed version of the CTMP prior to the commencement of development would be secured by condition as part of the planning permission.

#### 1.2 AIMS AND OBJECTIVES

- 1.2.1. The aim of this CTMP is to provide a framework to manage the vehicle movements associated with the construction of the proposed 'Greener Grid Park' at East Claydon. It is aimed at minimising, where possible, the effects of construction activity and the associated movement of vehicles on the surrounding highway network and ensuring the safety of vehicular traffic and other road users within the vicinity of the site. This will be obtained by achieving the following objectives:
  - 1. Ensure that the movements of people and construction materials are achieved in a safe, efficient and timely manner;
  - 2. Ensure construction traffic levels do not exceed an acceptable level during peak periods on the surrounding highway network;
  - 3. Minimise and control construction vehicle trips where practical to do so;
  - 4. Ensure strategies, mitigation and management measures are implemented and adhered to through continued monitoring, review and improvement of the CTMP;
  - 5. Limit the impacts of construction traffic on the surrounding highway network and local communities within close proximity to the site; and



- 6. Ensure that safe access and egress to the site is maintained during construction for all users on the surrounding highway network.
- 1.2.2. It should be noted that the above objectives provide a framework to assess the impacts of, and the mitigation against, construction traffic associated with the proposed 'Greener Grid Park' at East Claydon on the surrounding highway network.

#### 1.3 STRUCTURE

- 1.3.1. The remainder of this CTMP is structured as follows:
  - Chapter 2 Site and Construction Context: Describes the proposals with a specific emphasis
    on existing traffic flows, road safety, public rights of way, as well as the development proposals
    themselves including construction access, period and working hours;
  - Chapter 3 Consultation and Engagement: Provides a summary of the consultation and engagement undertaken in the surrounding area in relation to the proposed development;
  - Chapter 4 Construction Traffic: Sets out the number and type of HGV movements by phase that are predicted to be generated by the proposed development during construction;
  - Chapter 5 Construction Traffic Management and Mitigation: Outlines the proposed construction vehicular access route and the proposed construction traffic mitigation;
  - Chapter 6 Monitoring and Compliance: Sets out the monitoring and associated enforcement procedures of the CTMP; and
  - Chapter 7 Summary and Conclusion: Summarises and concludes the CTMP.



#### 2 SITE AND CONSTRUCTION CONTEXT

#### 2.1 INTRODUCTION

2.1.1. This section of the CTMP outlines the proposals, with specific emphasis on existing traffic flows, road safety, public rights of way, as well as the development proposals themselves including construction access, period and working hours.

#### 2.2 SITE LOCATION AND DESCRIPTION

2.2.1. The proposed development is located on the north side of East Claydon Road, East Claydon, Buckinghamshire, north of the existing East Claydon substation which is located on the south side of the East Claydon Road. The site is located approximately 1.2km east of the village of East Claydon, between Winslow approximately 2.5km to the north east and Granborough approximately 1.8km to the south east. The site is approximately 45.3 hectares in size and is bounded to the north, east and west by agricultural fields and to the south by East Claydon Road. A location plan is enclosed in Figure 2-1, and a wider site location plan is enclosed in Figure 2-2.

Figure 2-1 – Site Location Plan

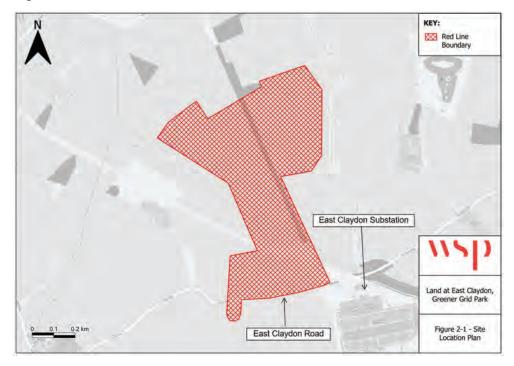




Figure 2-2 - Wider Site Location Plan



#### 2.3 HIGHWAY NETWORK

2.3.1. The following section provides information in relation to the surrounding highway network covering the proposed construction access route (as outlined in **Section 5**) to the north of the proposed development along East Claydon Road, Granborough Road, Burleys Road, Vicarage Road, the A413 High Street, Buckingham Road and London Road to the junction of the A421 on the south side of Buckingham. It will include information on the existing traffic flows, road safety data and public rights of way along the proposed construction access route.

#### **EXISTING TRAFFIC FLOWS**

2.3.2. A number of traffic surveys were undertaken along the proposed construction access route (as outlined in **Section 5.2**) to the north of the proposed development to determine the existing and number and type of vehicles on the surrounding highway network. As part of these traffic surveys Automatic Traffic Count Surveys (ATC) were undertaken between Monday 16<sup>th</sup> to Sunday 29<sup>th</sup> September 2024. The location of these traffic surveys where the traffic flow data was collected is shown in **Figure 2-3**.



REY:

Red Line
Boundary

ATC Locations

A413

Winslow

Vicarage Road

Vicarage Road

Land at East Claydon,
Greener Grid Park

Figure 2-3 - Traffic
Survey Locations

Figure 2-3 - Traffic Survey Location Plan

#### **Average Daily Traffic Flows**

2.3.3. The traffic flow data that was collected as part of the ATC's is enclosed on **Appendix B** and a summary of the total daily traffic flows collected at each location is shown in **Table 2-1** below.

Table 2-1 – Total Daily Traffic Flows (Two-Way Flows)

Site	Location	Cars	Motorcycles	LGV	HGV	Cycles	Total
1	East Claydon Road	1105	10	264	59	8	1446
2	Granborough Road	2113	20	636	149	18	2936
3	A413 Buckingham Road	5173	38	1489	395	3	7099
4	A413 London Road	7385	47	1985	410	9	9836

Source: Intelligent Data Collection (September 2024)

2.3.4. As can be seen between 07:00 – 19:00 there was a total daily two-way flow of 1446 vehicles on East Claydon Road of which 1105 were cars (76%), 10 were motorcycles (1%), 264 were LGV's (18%) and 59 were HGV's (4%), and based on these vehicle flows it is considered to be lightly trafficked. It should be noted that with only 8 cyclists the number of cyclists that were recorded is not significant. In addition, it can be seen that on Granborough Road between 07:00 – 19:00 there was a total daily two-way flow of 2936 vehicles of which 2113 were cars (76%), 20 were motorcycles (1%), 636 were LGV's (22%) and 149 were HGV's (5%), and based on these traffic flows it is considered to be moderately trafficked. It should be noted that with only 18 cyclists the number of cyclists that were recorded is not significant.



- 2.3.5. It can also be seen that between 07:00 – 19:00 there was a total daily two-way flow of 9836 vehicles on the A413 on London Road of which 7385 were cars (75%), 47 were motorcycles (1%), 1985 were LGV's (20%) and 410 were HGV's (4%), and based on these traffic flows it is considered to be heavily trafficked. It should be noted that with only 9 cyclists the number of cyclists that were recorded is not significant.
- 2.3.6. In order to provide information on traffic flows on the A421 to the east and west of the junction of the A413 on the south side of Buckingham the Department for Trasport (DfT) 'Road Traffic Statistics' website was used with traffic flow data obtained from a number of count sites in this location. The traffic flow data that was obtained from the website is enclosed on Appendix B and a summary of the average daily traffic flows collected at count site is shown in Table 2-2 below.

Table 2-2 – Total Daily Traffic Flows (Two-Way Flows)

Site	Location	Cars	Motorcycles	LGV	HGV	Cycles	Total
7929	A421 (east of A413)	17196	120	3144	1585	11	22056
57154	A421 (east of A413)	16197	68	3270	1563	0	21098
28038	A421 (west of A413)	10951	73	2080	1384	5	14493
70366	A421 (west of A413)	6495	32	1380	1271	1	9179

Source: DfT Road Traffic Statistics (September 2024)

- 2.3.7. As can be seen between 07:00 – 19:00 there was a total daily two-way flow of 22056 vehicles on the A421 (east of the A413) of which 17196 were cars (78%), 120 were motorcycles (1%), 3144 were LGV's (14%) and 1585 were HGV's (7%), and based on these vehicle flows it is considered to be heavily trafficked. It should be noted that with only 11 cyclists the number of cyclists that were recorded is not significant.
- 2.3.8. It can also be seen that between 07:00 – 19:00 there was a total daily two-way flow of 14493 vehicles on the A413 (west of the A413) of which 10951 were cars (76%), 73 were motorcycles (1%), 2080 were LGV's (14%), 1384 were HGV's (10%), and based on these traffic flows it is considered to be heavily trafficked. It should be noted that with only 5 cyclists the number of cyclists that were recorded is not significant.
- 2.3.9. Overall, the traffic flow data that was collected from the ATC surveys and from the DfT count sites (as outlined above) demonstrates that:
  - East Claydon Road within the vicinity of the proposed development is lightly trafficked;
  - Granborough Road and Vicarage Road are currently moderately trafficked and used by the same type of vehicles as the construction vehicles (as outlined in Section 4) that will access and egress the proposed development;
  - A413 Buckingham Road and London Road and the A421 are heavily trafficked and used by the same type of vehicles as the construction vehicles (as outlined in **Section 4**) that will access and egress proposed development; and
  - The number of cyclists on East Claydon Road and along the proposed construction vehicular access route (as outlined in Section 5) to the north of the proposed development is considered negligible.



2.3.10. It should be noted that the traffic flow data that was collected from the ATC surveys and from the DfT count sites (as outlined above) is also supported by site observations that were undertaken in September and October 2024 where traffic flows and types of vehicles on East Claydon Road within the vicinity of the proposed construction vehicular access and along the proposed construction vehicular access route (as outlined in **Section 5**) to the north of the proposed development were observed to be similar to those of the collected traffic flow data.

#### **HIGHWAY SAFETY**

2.3.11. Road safety data was obtained from Crashmap for the latest 5-year period (2018 – 2022) along the proposed construction access route (as outlined in **Section 5**) to the north of the proposed development. The locations of the accidents recorded along the proposed construction access route are shown in **Figure 2-4** below. The results are summarised in **Table 2-3** below and enclosed in **Appendix C**.

Buckingham

A421

Buckingham

Buckingham

A413

A413

A413

Winslow

Vicarage Road

Land at East Claydon, Greener Grid Park

Figure 2-4 - Accident Location Plan

Table 2-3 - Accidents by Location and Severity

Road	Description	Accident Severity			
		Slight	Serious	Fatal	Total
A413 London Road	Between the A421 and Needlepin Way	3	0	0	3
A413 London Road	Between Needlepin Way and Lenborough Road	1	2	0	3

East Claydon Road

Figure 2-4 - Accident Location Plan



Road	Description		Accident	Severity	
		Slight	Serious	Fatal	Total
A413 Buckingham Road	Between Main Street and Lower Way	2	0	0	2
A413 Buckingham Road	Between Springfields and Main Street	0	1	0	1
A413 Buckingham Road	Between Main Street and Hanover Farm	1	1	0	2
A413 Buckingham Road	Junction with Furze Lane	1	0	0	1
A413 Buckingham Road	Junction of Great Horwood Road	1	0	0	1
A413 High Street	High Street Between Mill Close and Swan Court		1	0	3
Vicarage Road	Between the A413 High Street and St Alban's Road	1	0	0	1
Granborough Road	Junction of East Claydon Road	0	1	0	1
	Total	12	6	0	18

Source: Crashmap (September 2024)

- 2.3.12. As can be seen from this road safety data obtained along the proposed construction access route (as outlined in Section 5) to the north of the proposed development that there were no accidents recorded on East Claydon Road within the vicinity of the proposed construction vehicular access. The nearest accident to the proposed development was a serious accident that was recorded at the junction of East Claydon Road and Granborough Road approximately 1.7km to the east of the proposed development. In addition, 1 slight accident was recorded on Vicarage Road in Winslow, 3 accidents (2 slight and 1 serious) were recorded on the A413 High Street in Winslow, and 7 accidents were recorded on the A413 Buckingham Road (5 slight and 2 serious) between Winslow and Buckingham. There were also 6 accidents (4 slight and 2 serious) recorded on the A413 London Road in Buckingham.
- 2.3.13. The road safety data that was obtained demonstrates that there are no road safety issues on East Claydon Road within the vicinity of the proposed development, Granborough Road, Vicarage Road, and on the A413 between Vicarage Road in Winslow, and the A421 in Buckingham along the proposed temporary construction vehicular access route to the north of the proposed development (as outlined above). Therefore, based on the existing traffic flows on these roads (as outlined above) along with the predicted number and type of HGV movements (as outlined in **Section 4**) there is no reason to suggest that this will change during the construction of the proposed development.

#### **PUBLIC RIGHTS OF WAY**

2.3.14. There are a number of Public Rights of Way (PRoW) that are within the vicinity of the proposed construction vehicular access on East Claydon Road. There are also a number of PRoW that



intersect with the proposed construction access route (as outlined in **Section 5**) to the north of the proposed development. The location of these PRoW are shown in **Figure 2-5**, and are summarised in **Table 2-4** below.

Figure 2-5 – Public Rights of Way

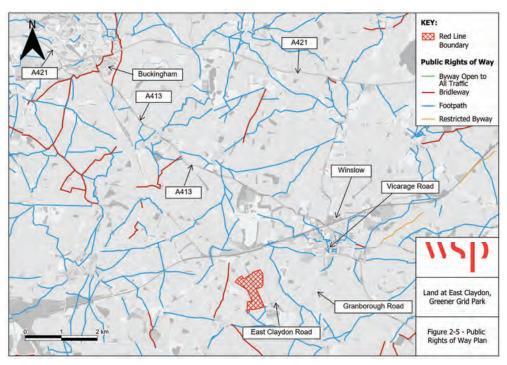


Table 2-4 - Public Rights of Way along the proposed construction access route

Number	Public Right of Way	Description
1	East Claydon ECL/3A/1 (Footpath)	Situated on the south side of East Claydon Road approximately 260m east of the proposed construction access to the site, and partially through the redline boundary where is extends south of East Claydon Road.
2	Winslow WLS/1/1 and WLS/1/2 (Footpath)	Situated on the north and south sides of East Claydon Road approximately 650m east of the vehicular access to East Claydon substation.
3	Winslow WLS/2/2 (Footpath)	Situated on the east side of Granborough Road opposite the junction with East Claydon Road.
4	Winslow WLS/5/2 (Footpath)	Situated on the south side Vicarage Road approximately 10m east of the junction of Verney Road / Burley's Road.
5	Winslow WLS/6/6 and WLS/6/7 (Footpath)	Situated on the north and south sides of Vicarage Road at the junction with Byford Way.
6	Winslow WLS/7/1 (Footpath)	Situated on the east side of the A413 High Street approximately 55m south of Elmsfields Gate.
7	Winslow WLS/8/1 (Footpath)	Situated on the east side of the A413 High Street at the junction with Station Road



Number	Public Right of Way	Description
8	Winslow WLS/6/1 (Footpath)	Situated on the south side of the road approximately 290m west of Furze Lane.
9	Addington ADD/10/1 (Footpath)	Situated on the north side of the road approximately 235m west of Hanover Farm.
10	Adstock ADS/7/1 (Footpath)	Situated on the north side of the A413 Buckingham Road approximately 582m east of Main Street.
11	Adstock ADS/5/1 and ADS/6/1 (Footpath)	Situated on the north and south sides of the A413 Buckingham Road approximately 240m east of Main Street.
12	Adstock ADS/2/1 (Footpath)	Situated on the north side of the A413 Buckingham Road approximately 240m west of Main Street.
13	Padbury PAD/8/4 (Footpath)	Situated on the south side of the A413 Buckingham Road approximately 440m south of Springfields.
14	Padbury PAD/9/3 (Bridleway)	Situated on the south side of the A413 Buckingham Road approximately 400m south of Springfields.
15	Padbury PAD/7/1 (Footpath)	Situated on the north side of the A413 Buckingham Road approximately 270m south of Springfields
16	Padbury PAD/1/2 (Footpath)	Situated on the south side of the A413 Buckingham Road approximately 40m north of Thornborough Road.
17	Padbury PAD/2/1 (Footpath)	Situated on the south side of the A413 Buckingham Road approximately 430m north of Thornborough Road.
18	Gawcott GAW/20/1 (Footpath)	Situated on the south side of the A413 Buckingham Road approximately 230m south of Lenborough Road.
19	Buckingham BUC/22/1 and BUC/21/2 (Bridleway and Footpath)	Situated on the north and south sides of the A413 London Road approximately 550m south of Needlepin Way.
20	Buckingham BUC/13/1 and BUC/14/4 (Bridleway)	Situated on the east and west sides of the A413 London Road between the Needlepin Way loop road.

Source: Buckinghamshire Council (September 2024)

- 2.3.15. As can be seen in **Table 2-4** there are a number of PRoW on East Claydon Road within close proximity of the proposed construction vehicular access, and as such a number of mitigation measures are proposed at these locations (as outlined in **Section 5**) to take into account the impact of the predicted number and type of HGV movements (as outlined in **Section 4**) associated with the construction of the proposed development.
- 2.3.16. It should also be noted that there are a number of PRoW that also intersect with the proposed construction access route (as outlined in **Section 5**) to the north of East Claydon Road, but as the majority of these roads already have HGV's travelling along them (as outlined above), and that the predicted number and type of HGV movements (as outlined in **Section 4**) associated with the construction of the proposed development will not be significant it is not deemed necessary to provide mtigation at these locations.



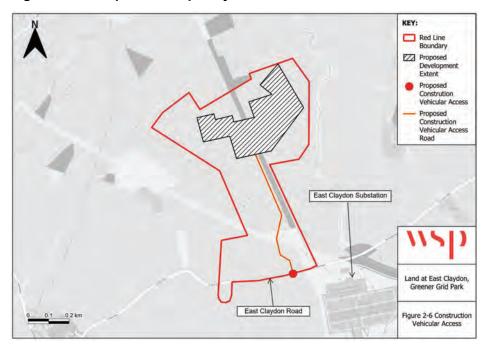
#### 2.4 DEVELOPMENT PROPOSALS

2.4.1. The proposed development will involve the construction of a Greener Grid Park comprising energy storage and grid balancing equipment and associated infrastructure including access, drainage, landscaping and other incidental works on East Claydon Road, East Claydon, Buckinghamshire. The proposed 'Greener Grid Park' at East Claydon will support the UK's transition to Net Zero by 2050 by supporting this transition to a low carbon energy network.

#### **CONSTRUCTION ACCESS**

2.4.2. It is proposed that a temporary construction vehicular access will be provided on the north side of East Claydon Road approximately 260m west of the existing vehicular access to the East Claydon substation opposite an existing field access on the south side of the road. This will be the subject of minor works and laying of consolidated material to ensure it is suitable for construction traffic. It should be noted that access for emergency services during construction will be provided via the proposed temporary construction vehicular access on East Claydon Road, with emergency services being notified of the location of the emergency access to the proposed development before construction work commences. The location of the proposed construction vehicular access on East Claydon Road is shown in Figure 2-6.

Figure 2-6 – Proposed Temporary Construction Vehicular Access



2.4.3. A temporary construction vehicular access road will also be provided from the temporary proposed construction vehicular access on East Claydon Road to where the 'Greener Grid Park' will be constructed approximately 670m north of East Claydon Road. It will be 6.0m wide for its entire length, but due to its meandering nature there will be widening on the bends between 8.0 – 8.8m to allow for the movement of two-way vehicles along the temporary construction vehicular access road at the same time where appropriate and if required. It should be noted that the proposed temporary construction vehicular access road will be made up of a consolidated material for the first 20.0m so



- that debris and loose material is not taken onto East Claydon Road. The location of the proposed temporary construction vehicular access road is shown in Figure 2-6.
- 2.4.4. It is proposed that all contractors, staff and visitors will access the site using the construction vehicular access on East Claydon Road via the proposed temporary construction vehicular access road, and will park in the car parks on the site adjacent to the compound areas (with appropriate signage being provided) where they will be able to access the construction site. The general access arrangements of the proposed temporary construction vehicular access on East Claydon Road is shown in Drawing 0029773-WSP-ZZ-ZZ-SK-TP-007-P06 enclosed in Appendix D.
- 2.4.5. In order to improve visibility at the proposed temporary construction vehicular access on East Claydon Road a limited amount of vegetation will need to be cut back as necessary which can be achieved within the highway boundary along the north side of East Claydon Road. In addition, traffic will be managed and controlled at the temporary construction vehicular access on East Claydon Road by a trained banksman, which will minimise traffic conflicts and protect pedestrians and cyclists on East Claydon Road, and will protect all road users and maintain road safety at the proposed construction vehicular access.
- 2.4.6. Swept path analysis has been undertaken at the proposed temporary construction vehicular access on East Claydon Road as well as along the proposed temporary construction vehicular access road for the construction vehicles that will access and egress the site including a 7.5m box van, a 16.5m articulated vehicle and a 26.5m articulated heavy load vehicle. The swept path analysis demonstrates that the proposed temporary construction vehicular access on East Claydon Road and the proposed temporary construction vehicular access road can satisfactorily accommodate the movement of a 7.5m box van, a 16.5m articulated vehicle and a 26.5m articulated heavy load vehicle on East Claydon Road as shown in Drawing 0029773-WSP-ZZ-ZK-TP-008-P06 and Drawing 0029773-WSP-ZZ-ZK-TP-009-P06 and Drawing 0029773-WSP-ZZ-ZK-TP-020-P04 enclosed in **Appendix D**.

#### **CONSTRUCTION PERIOD**

2.4.7. In terms of the construction period depending on the relevant approvals being obtained within the statutory timeframes, construction activities are expected to last approximately 24 months. It should be noted that this construction programme of works has been provided by the Statkfraft UK Limited who have extensive knowledge and experience of constructing similar sites to that of the proposed development, and that there is some overlap between the phases and the works to be undertaken during these phases. An indicative construction programme of works in enclosed in Appendix E and outlined in Table 2-5 below.

Table 2-5 – Indicative Construction Programme of Works

Phase	Month	Description	Works	Details
1	1-5	Preparation	Battery Foundations and General Works	<ul> <li>Mobilisation;</li> <li>Topsoil stripping (to be reused on site);</li> <li>Access and access road and platform;</li> <li>Foundation steel;</li> <li>Foundation concrete;</li> <li>Ducting; and.</li> <li>Drainage.</li> </ul>



Phase	Month	Description	Works	Details
2	6-18	Preparation and Construction	Battery Foundations, HV Yard Works and General Works	<ul> <li>Access and access road and platform;</li> <li>Drainage;</li> <li>Foundation steel,</li> <li>Foundation concrete; and</li> <li>Ducting.</li> <li>Cabling sand;</li> <li>Cabling;</li> <li>Batteries;</li> <li>Mobilisation;</li> <li>Geotextile;</li> <li>AIS Foundation Steel;</li> <li>AIS Foundation Concrete;</li> <li>AIS Support steelwork;</li> <li>Transformer foundation.</li> <li>Transformer equipment;</li> <li>EV Switchgear;</li> <li>Drainage;</li> <li>Buildings; and</li> <li>Fencing.</li> </ul>
3	19-24	Construction and Clearance	HV Yard Works and General Works	<ul><li>Transformer equipment;</li><li>EV Switchgear;</li><li>Fencing; and</li><li>Landscaping / ecology works.</li></ul>

Source: Statkraft UK Limited (September 2024)

- 2.4.8. As can be seen in **Table 2-5** the construction period is expected to last approximately 24 months with the preparation of the site expected to take place between Months 1 and 9 (Phase 1 and 2). It should be noted that the construction of the proposed temporary construction vehicular access and the proposed temporary construction vehicular access road, turning and compound areas on the site is expected to take place between Months 2 and 7 (Phases 1 and 2) of the programme of works.
- 2.4.9. The construction of the proposed development is expected to take place between Months 6 and 18 (Phase 2) of the programme of works, and the clearance of the site is expected to take place between Months 19 and 24 (Phase 3) of the programme of works. It should be noted that fencing will take place between Months 19 and 20 (Phase 3) and landscaping will take place between Months 21 and 24 (Phase 3) after construction has been completed.

#### **CONSTRUCTION WORKING HOURS**

2.4.10. It should be noted that deliveries will take place between 08:00 – 17:00 Monday to Friday and between 08:00 – 13:00 on Saturdays with peak periods on the surrounding highway network being avoided where possible. No construction works will be undertaken outside these hours or on Sundays or Bank Holidays. Any construction works outside of these hours will be limited to emergency works. Delivery hours during construction can be controlled through a suitably worded planning condition. In terms of construction on site this will take place between 07:00 – 18:00 Monday to Friday and between 07:00 – 14:00 on Saturdays.

#### 2.5 OTHER DEVELOPMENT PROPOSALS

2.5.1. The following section provides information in relation to other development proposals in the surrounding area along with the status of the planning applications of these development proposals,



with the ES Transport Chapter setting out cumulative impacts of these development proposals. It should be noted that the information outlined below sets out the number of construction movements that have been obtained from relevant planning documents for each development that are readily available. Where this information is not readily available assumptions have been made in relation to the number of construction movements in order to undertake a robust assessment.

#### **TUCKEY FARM SOLAR FARM**

- 2.5.2. A planning application (Planning Reference: 19/00983/APP) was submitted in March 2019 for the construction and operation of a Solar Farm and associated infrastructure on land at Tuckey Farm, Winslow. The site lies approximately 20m to the east of the proposed development, and approximately 140m north of East Claydon substation with access provided via accesses on the north and south sides of East Claydon Road. The application was approved in April 2021.
- 2.5.3. The CTMP that was submitted in November 2021 discharged the condition (Planning Reference: 21/04255/APP) attached to the planning permission. The CTMP that was submitted and approved forecasts 10 HGV two-way daily movements and 50 LGV and staff two-way daily movements associated with the construction of the proposed Solar Farm which is expected to take up to 4 months to complete. It also proposes a construction route via East Claydon Road, St Mary's Road, Orchard Way, Werner Terrace, Perry Hill, Buckingham Road, Grendon Road, Edgcott Road, Broadway and the A41, and then onward to the strategic highway network. The application was approved in November 2022.

#### **ROOKERY FARM BESS**

- 2.5.4. A planning application (Planning Reference: 23/03875/APP) was submitted in December 2023 for the construction and operation of a BESS and associated infrastructure on land at Rookery Farm, Granborough. The site lies approximately 750m to the south of the proposed development, and approximately 400m south of East Claydon substation with access provided via an access road on Hogshaw Road.
- 2.5.5. The CTMP that was submitted as part of the planning application forecasts 48 HGV two-way daily movements and 70 LGV and staff two-way daily movements associated with the construction of the proposed BESS which is expected to take up to 18 months to complete. It also proposes a construction route via Hogshaw Road, East Claydon Road, Granborough Road, Burleys Road, Vicarage Road, the A413 High Street, Buckingham Road and London Road and the A241 (east and west), and then onwards to the strategic highway network. The application was refused in December 2024, and the applicant has since lodged an appeal in relation this decision.

#### **FOX COVERT SOLAR FARM**

- 2.5.6. A planning application (Planning Reference: 20/02582/APP) was submitted in August 2020 for the construction and operation of a Solar Farm and associated infrastructure on land at Fox Covert, Great Horwood. The site lies approximately 2.6km to the north east of the proposed development, with access provided via an access road from the A413 Buckingham Road. The application was approved in June 2021.
- 2.5.7. The CTMP that was submitted in October 2022 discharged the condition (Planning Reference: 20/C2582/DIS) attached to the planning permission. The CTMP that was submitted and approved forecasts 11 HGV two-way daily movements and 40 LGV and staff two-way daily movements associated with the construction of the proposed Solar Farm which is expected to take up to 8



months to complete. It also proposes a construction route via the B4033 Nash Road, High Street, Winslow Road and Great Horwood Road, the A413 Buckingham Road and London Road and the A421 (east and west), and then onwards to the strategic highway network. The application was approved in February 2023.

#### **WINGS FARM SOLAR FARM**

2.5.8. An Environmental Impact Assessment (EIA) Screening Opinion (Planning Reference: 23/01939/SO) was submitted in June 2023 for the construction and operation of a Solar Farm and associated infrastructure on land at Wings Farm, Granborough. The site lies approximately 2.4km to the south of the proposed development. The EIA Scoping Opinion that was issued stated that an EIA was not required. A full application for the proposed development has yet to be submitted.

#### **ROSEFIELD SOLAR FARM**

2.5.9. A proposed solar farm and battery storage and associated infrastructure on land to the south of East Claydon substation. The site lies approximately 400m to the south of the proposed development. A Development Consent Order (DCO) application is expected to be submitted to the Planning Inspectorate (PI) in the early part of 2025. It should be noted that information was obtained on HGV and LGV and staff movements from the preliminary information that that was prepared as part of the proposed development, which forecasts 144 HGV two-way daily movements and 218 LGV and staff two-way daily movements associated with the construction of the proposed development. It is expected to take up to 30 months to compete, and proposes a constriction route via Claydon Road, Lee Road, Station Road, and then onward to the strategic highway network.

#### **EAST WEST RAIL**

2.5.10. The railway line is located approximately 1.3km to the north of the proposed development, with an operational construction compound (Compound B3) located on Furze Lane approximately 2.1km to north east of the proposed development, and an operational construction compound (Compound B2) located to the east of Sandhill Road at Verney Junction approximately 1.6km north west of the proposed development. As there is no current date for the submission of a DCO application there is no information available on construction movements for the wider construction of EWR. However, the existing construction movements to and from the two operational construction compounds have been taken into account as part of the traffic surveys that we have undertaken as part of this CTMP.

#### **OLD BRICKYARD FARM RESIDENTIAL DEVELOPMENT**

- 2.5.11. A planning application (Planning Reference: 19/03482/AOP) was submitted in September 2019 for the construction of 120 residential dwellings and associated infrastructure on land on the east side of Great Horwood Road. The site lies approximately 2.2km to the north east of the proposed development, with access provided via two access roads on the east side of Great Horwood Road. The application was approved in July 2021.
- 2.5.12. The CTMP that was submitted in July 2022 discharged the condition (Planning Reference: 19/J3482/DIS) attached to the planning permission. There was limited information provided in the CTMP in relation to construction traffic, and as such the construction numbers have been obtained from a similar sized residential development with assumptions being made, with 15 HGV two-way movements and 30 LGV and staff two-way movements associated with the construction of the proposed residential development over a period of 36 months. It also proposes a construction route via Great Horwood Road, the A413 Buckingham Road and London Road and the A421 (east and



west), and then onwards to the strategic highway network. The application was approved in October 2022.

#### GREAT HORWOOD ROAD RESIDENTIAL DEVELOPMENT

- 2.5.13. A planning application (Planning Reference: 18/03422/AOP) was submitted in October 2018 for the construction of 215 residential dwellings and associated infrastructure on land on the east side of Great Horwood Road. The site lies approximately 2.5km to the north east of the proposed development, with access provided via two access roads on the east side of Great Horwood Road. The application was approved in January 2022.
- 2.5.14. The CTMP that was submitted in February 2023 discharged the condition (Planning Reference: 18/B3422/DIS) attached to the planning permission. There is limited information provided in the CTMP in relation to construction traffic, and as such the construction numbers have been obtained from a similar sized residential development with assumptions being made, with 21 HGV two-way movements and 40 LGV and staff two-way movements associated with the construction of the proposed residential development over a period of 36 months. It also proposes a construction route via Great Horwoord Road, the A413 Buckingham Road and London Road and the A421 (east and west), and then onwards to the strategic highway network. The application was approved in March 2024.

#### **HOGSHAW ROAD BESS**

- 2.5.15. A planning application (Planning Reference: 24/03262/APP) in October 2024 for the construction and operation of a BESS and associated infrastructure on land at south of Hogshaw Road, Granborough. The site lies approximately 2.2km to the south east of the proposed development, with access provided via an access road on Hogshaw Road.
- 2.5.16. The CTMP that was submitted with the planning application forecasts 23 HGV two-way daily movements and 25 LGV and staff two-way daily movements associated with the construction of the proposed BESS which is expected to take up to 9 months to complete. It also proposes a construction route via Hogshaw Road, Granborough Road, Burleys Road, Vicarage Road, the A413 High Street, Buckingham Road and London Road and the A241 (east and west), and then onwards to the strategic highway network. The application is to be determined by March 2025.



#### 3 CONSULTATION AND ENGAGEMENT

#### 3.1 INTRODUCTION

3.1.1. This section of the CTMP provides a summary of the consultation and engagement that has been undertaken in the surrounding area in relation to the planning application of the proposed development.

#### LOCAL COMMUNITY

- 3.1.2. A public consultation exhibition event was held on Wednesday 19<sup>th</sup> March 2025 which included a preview session with local parish councils, followed by a general session open to all members of the public. A number of exhibition boards were prepared and presented at this consultation event, along with a 3D model showing the scheme, cumulative developments and the wider surrounding area.
- 3.1.3. A number of concerns were raised with regard to the impact of the development proposals on the surrounding highway network during the construction period. It should be noted that comments received during these consultations have been taken on board in the preparation of this CTMP.

#### **FUTURE CONSULTATION AND ENGAGEMENT**

- 3.1.4. It is intended that the final detailed version of the CTMP and compliance with it would be secured as a planning condition. It will be prepared following appointment of the Contractor and in consultation with BC. The final detailed version of the CTMP will adhere to the principles established within this CTMP and include the full extent of information required by BC.
- 3.1.5. Statkraft seeks to establish a Community Liaison Group (CLG) to facilitate dialogue between communities and the project team, for its construction sites. The CLG operates throughout the construction phase. The purpose is for Statkraft and its contractors to provide updates on construction, minimise disruption and enable community representatives to ask questions and raise any issues. This would include any potential issues with construction traffic.



#### 4 CONSTRUCTION TRAFFIC MOVEMENTS

#### 4.1 INTRODUCTION

4.1.1. This section of the CTMP sets out the predicted number of construction vehicular movements that are predicted to be generated by the proposed development during the construction period.

#### 4.2 CONSTRUCTION DELIVERIES AND MOVEMENTS

- 4.2.1. The vehicular movements predicted to be generated by the proposed development during the construction period will include the delivery of materials by HGVs, as well as travel associated with contractors, staff and visitors that will be required on the site. The type of HGV's that will be used during the construction period is likely include a 7.5m, 8.0m, 9.0m (LGV) vehicles and 12.0m, 16.5m and 26.5m (HGV) vehicles that will be used for the delivery of materials to the site. It should be noted that confirmation of the type of HGV's that will be used during the construction period will be included in the final detailed version of the CTMP that would be prepared once a contractor has been formally appointed (as outlined in **Section 1.1**).
- 4.2.2. There will also be contractor vehicles which will include a 4.5m vehicle (Car) and a 6.5m vehicle (LGV) that will be used by contractors, staff and visitors to access the site. It should be noted that there will be the potential for car sharing to reduce the number of contractor, staff and visitor movements during the construction of the proposed development.
- 4.2.3. As outlined in Section 2.4 the construction period is expected to last approximately 24 months with the number of LGV and HGV movements accessing and egressing the site varying across the construction period as outlined in the indicative construction programme of works enclosed in Appendix E. Specific details related to the number LGV and HGV movements accessing and egressing the site during the construction period is outlined below.

#### PREDICTED AVERAGE DAILY AND WEEKLY LGV AND HGV MOVEMENTS

4.2.4. From the information provided by Statkraft UK Limited based on their extensive knowledge and experience of other similar of constructing similar sites to that of the proposed development (as outlined in **Section 2.4**) it has been possible to calculate the predicted average daily and weekly construction LGV and HGV movements by construction phase that will be generated by the proposed development during the construction period as outlined below.

#### Average Predicted Daily LGV and HGV Movements by Stage

4.2.5. **Table 4-1** below outlines the average number of daily LGV and HGV two-way movements that are predicted to be generated by the proposed development during the construction period. It should be noted that the HGV arrivals and departures associated with the delivery of materials, are expected to be distributed throughout the delivery hours, which will help minimise the impact of vehicle movements on the surrounding highway network.

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Table 4-1 – Average Predicted Daily LGV and HGV Movements by Stage (Two-Way Flows)

	Phase			
Vehicle Class	1	2	3	
LGV	32	45	44	
HGV	70	26	6	
Total	101	73	50	

Source: Statkraft UK Limited (September 2024)

4.2.6. As can be seen in **Table 4-1** it is predicted that the construction of the proposed development will generate an average of 101 two-way daily movements between Weeks 1 to 5 (Phase 1) with an average of 32 LGV two-way daily movements and 70 HGV two-way daily movements. In addition, the proposed development is predicted to generate an average of 73 two-way daily movements between Weeks 6 to 18 (Phase 2) with an average of 45 LGV two-way daily movements and 26 HGV two-way daily movements. It is also predicted that the proposed development will generate an average of 50 two-way daily movements between Weeks 19 to 24 (Phase 3) with an average of 44 LGV two-way daily movements and 6 HGV two-way daily movements. Overall, these predicted construction movements are not significant, in the context of the existing traffic flows on the surrounding highway network, and taking into account the proposed mitigation (as outlined in **Section 5**), which will limit the impact on the surrounding highway network.

#### Average Predicted Weekly LGV and HGV Movements by Stage

4.2.7. **Table 4-2** below outlines the average number of weekly LGV and HGV two-way movements that are predicted to be generated by the proposed development during the construction period. It should be noted that the HGV arrivals and departures associated with the delivery of materials, are expected to be distributed throughout the delivery hours, which will minimise the impact of vehicle movements on the surrounding highway network.

Table 4-2 – Average Predicted Weekly LGV and HGV Movements by Stage (Two-Way Flows

	Phase						
Vehicle Class	1	2	3				
LGV	189	279	264				
HGV	420	158	36				
Total	609	437	300				

Source: Statkraft UK Limited (September 2024)

4.2.8. As can be seen in **Table 4-2** it is predicted that the construction of the proposed development will generate an average of 609 two-way weekly movements between Weeks 1 to 5 (Phase 1) with an average of 189 LGV two-way weekly movements and 420 HGV two-way weekly movements. In addition, the proposed development is predicted to generate an average of 437 two-way weekly movements between Weeks 6 to 18 (Phase 2) with an average of 279 LGV two-way weekly



movements and 158 HGV two-way weekly movements. It is also predicted that the proposed development will generate an average of 300 two-way weekly movements between Weeks 19 to 24 (Phase 3) with an average of 264 LGV two-way weekly movements and 36 HGV two-way weekly movements. Overall, these predicted construction movements are not significant, in the context of the existing traffic flows on the surrounding highway network, and taking into account the proposed mitigation (as outlined in Section 5), which will limit the impact on the surrounding highway network.

#### PREDICTED MAXIMUM DAILY AND WEEKLY LGV AND HGV MOVEMENTS

4.2.9. From the information provided by Statkraft UK Limited based on their extensive knowledge and experience of other similar of constructing similar sites to that of the proposed development (as outlined in **Section 2.4**) it has been possible to calculate the predicted maximum daily and weekly construction LGV and HGV movements by construction phase that will be generated by the proposed development during the construction period as outlined below.

#### Maximum Predicted Daily LGV and HGV Movements by Stage

4.2.10. Table 4-3 below outlines the maximum number of daily LGV and HGV two-way movements that are predicted to be generated by the proposed development during the construction period. It should be noted that the HGV arrivals and departures associated with the delivery of materials, are expected to be distributed throughout the delivery hours, which will help minimise the impact of vehicle movements on the surrounding highway network.

Table 4-3 – Maximum Predicted Daily LGV and HGV Movements by Stage (Two-Way Flows)

	Phase						
Vehicle Class	1	2	3				
LGV	44	58	55				
HGV	97	61	70				
Total	141	119	125				

Source: Statkraft UK Limited (September 2024)

4.2.11. As can be seen in **Table 4-3** it is predicted that the construction of the proposed development will generate a maximum of 141 two-way daily movements between Weeks 1 to 5 (Phase 1) with a maximum of 44 LGV two-way daily movements and 97 HGV two-way daily movements. In addition, the proposed development is predicted to generate a maximum of 119 two-way daily movements between Weeks 6 to 18 (Phase 2) with a maximum of 58 LGV two-way daily movements and 61 HGV two-way daily movements. It is also predicted that the proposed development will generate a maximum of 125 two-way daily movements between Weeks 19 to 24 (Phase 3) with a maximum of 55 LGV two-way daily movements and 70 HGV two-way daily movements. Overall, these predicted construction movements are not significant, in the context of the existing traffic flows on the surrounding highway network, and taking into account the proposed mitigation (as outlined in Section 5), which will limit the impact on the surrounding highway network.

#### Maximum Predicted Weekly LGV and HGV Movements by Stage

4.2.12. **Table 4-4** below outlines the maximum number of weekly LGV and HGV two-way movements that are predicted to be generated by the proposed development during the construction period. It should



be noted that the HGV arrivals and departures associated with the delivery of materials, are expected to be distributed throughout the delivery hours, which will help minimise the impact of vehicle movements on the surrounding highway network.

Table 4-4 – Maximum Predicted Weekly LGV and HGV Movements by Stage (Two-Way Flows)

	Phase						
Vehicle Class	1	2	3				
LGV	582	368	144				
HGV	263	347	327				
Total	845	715	371				

Source: Statkraft UK Limited (September 2024)

4.2.13. As can be seen in **Table 4-4** it is predicted that the construction of the proposed development will generate a maximum of 845 two-way weekly movements between Weeks 1 to 5 (Phase 1) with a maximum of 582 LGV two-way weekly movements and 263 HGV two-way weekly movements. In addition, the proposed development is predicted to generate a maximum of 715 two-way weekly movements between Weeks 6 to 18 (Phase 2) with a maximum of 368 LGV two-way weekly movements and 347 HGV two-way weekly movements. It is also predicted that the proposed development will generate a maximum of 371 two-way weekly movements between Weeks 19 to 24 (Phase 3) with a maximum of 144 LGV two-way weekly movements and 327 HGV two-way weekly movements. Overall, these predicted construction movements are not significant, in the context of the existing traffic flows on the surrounding highway network, and taking into account the proposed mitigation (as outlined in Section 5), which will limit the impact on the surrounding highway network.

#### 4.3 CUMULATIVE IMPACT

4.3.1. The proposed development is expected to be completed by the end of 2029. As such, it is not envisaged that construction would commence until 2028. The other developments referred to above (as outlined in **Section 2.5**) have different implementation timescales and as such it is not anticipated that there should be any significant overlap in the construction period for the proposed development and the other developments. As a result, there would be no significant cumulative impacts in terms of construction traffic on the surrounding highway network. Nonetheless, any changes to this position can be captured within the final detailed CTMP to be secured by planning condition.



#### CONSTRUCTION TRAFFIC MANAGEMENT AND MITIGATION 5

#### 5.1 INTRODUCTION

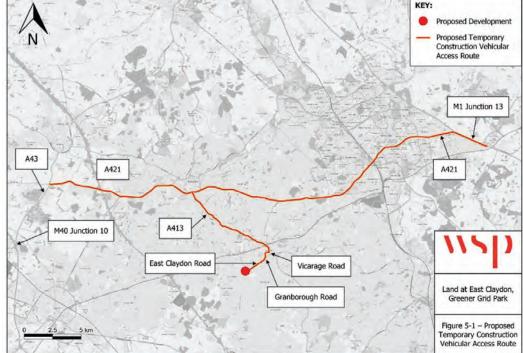
5.1.1. This section of the CTMP sets out the proposed temporary construction vehicular access route to the north of the proposed development that will be used to access and egress the proposed development, along with the proposed construction traffic mitigation measures that will be provided.

#### 5.2 PROPOSED TEMPORARY CONSTRUCTION VEHICULAR ACCESS ROUTE

5.2.1. The construction vehicles will access and egress the site via the proposed temporary construction vehicular access on the north side of East Claydon Road, and will travel to and from this point via the proposed temporary construction vehicular access route to the north. The proposed temporary vehicular construction route to the north of the proposed development will be used by all construction traffic to access and egress and will consist of East Claydon Road, Granborough Road, Burleys Road, Vicarage Road, the A413 High Street, Buckingham Road and London Road and the A241 (east and west), and then onwards to the strategic highway network. A plan showing the proposed temporary vehicular construction route to the north of the proposed development is shown in Figure 5-1.

KEY:

Figure 5-1 - Proposed Temporary Construction Vehicular Access Route



5.2.2. The proposed temporary construction vehicular access route to the north of the proposed development was selected following discussions with highways officers at BC, and the analysis of the results of an assessment that was undertaken of the proposed temporary construction vehicular access route to north of the proposed development, the details of which are outlined below.



# 5.3 PROPOSED TEMPORARY CONSTRUCTION VEHICULAR ACCESS ROUTE ASSESSMENT

5.3.1. An assessment of the proposed temporary construction vehicular access route to the north of the proposed development (between the proposed temporary construction vehicular access on East Claydon Road and the junction of the A413 London Road and the A421 on the south side of Buckingham) was undertaken, with detailed information being gathered on the roads that comprise this proposed temporary construction vehicular access route to the north of the proposed development. This included information on road markings, HGV restrictions, speed limits, width restrictions, on-street parking, public rights of way, footways and road safety (all of which could impact pedestrians and cyclists) and the movement of HGV at specific junctions along each section of the proposed temporary construction vehicular access route to the north of the proposed development as outlined in Table 5-1. It should be noted that in order to assist with the assessment of the proposed temporary construction vehicular access route to the north of the proposed development it has been divided into sections based on the different roads along the proposed temporary construction vehicular access route to the north of the proposed development.



#### Table 5-1 – Assessment of the Proposed Temporary Construction Vehicular Access Route

Section	Road	Description	Speed Limit	Width	On-Street Parking	Public Rights of Way / Pedestrians and Cyclists	Footways	Road Safety	Assessment of Section
A	East Claydon Road (between the proposed temporary construction vehicular access and the junction of Granborough Road)	Marked single carriageway road	60mph speed limit	Between 5.2m – 5.4m with no width restrictions	No on-street parking observed	FP East Claydon ECL/3A/1 and FP Winslow WLS/1/1 and FP Winslow WLS/1/2 with potential conflict identified with PROW, and a slight potential impact on the movement of pedestrians and cyclists	No footways present	No accidents recorded within the latest 5 year period	No width constraints, no on-street parking observed and a good safety record. There is adequate room with mitigation to cater for the largest size HGV construction vehicles of 16.5m articulated vehicle and a 26.5m articulated heavy load vehicle at specific junctions that will be using the proposed temporary vehicular construction route as shown in Drawings 0029773-WSP-ZZ-ZZ-SK-TP-0010-P01 and 0029773-WSP-ZZ-ZZ-SK-TP-0011-P01 enclosed in Appendix F. There will be specific measures implemented at the junction of the proposed temporary vehicular construction access with East Claydon Road to cater for the safe movements of vehicles, pedestrians and cyclists at this location as outline in Table 5-2 below. A number of general measures will be also implemented along the proposed temporary vehicular construction route as outlined in Table 5-2 below.
В	Granborough Road (between junction of East Claydon Road and junction of Burleys Road / Horn Street)	Marked single carriageway road with speed rumble strips on northbound carriageway on entering Winslow	60mph speed limit and 30mph speed limit on entering Winslow	Between 5.2m – 5.9m with no width restrictions	Some on- street parking observed on the west side of the road (between junction of Chiltem Court and junction of Burleys Road / Horn Street)	FP Winslow WLS/2/2 with no conflict identified with PRoW, and a slight potential impact on the movement of pedestrians and cyclists	Footways present on both sides of the road within Winslow	One slight accident at the junction of East Claydon Road	No width constraints, some on-street parking observed and a good safety record. There is adequate room to cater for the largest size HGV construction vehicles of 16.5m articulated vehicle and a 26.5m articulated heavy load vehicle at specific junctions that will be using the proposed temporary vehicular construction route as shown in Drawings 0029773-WSP-ZZ-ZZ-SK-TP-0012-P01 and 0029773-WSP-ZZ-ZZ-SK-TP-0019-enclosed in Appendix F. No specific measures proposed, but a number of general measures wil be implemented along the proposed temporary vehicular construction route as outlined in Table 5-2 below.

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Section	Road	Description	Speed Limit	Width	On-Street Parking	Public Rights of Way / Pedestrians and Cyclists	Footways	Road Safety	Assessment of Section
С	Burleys Road (between junction of Granborough Road / Burleys Road / Horn Road and junction of Verney Road / Vicarage Road)	Marked single carriageway road (but heavily worn in places)	30 mph speed limit	Between 5.0m – 5.4m with no width restrictions	Some on- street parking observed on the east side of the road (between junction of Missenden Road and the junction of Verney Road / Vicarage Road)	No PRoW present	Footways present on both sides of the road	No accidents recorded within the latest 5 year period	No width constraints, some on-street parking observed and a good safety record. There is adequate room with mitigation to cater for the largest size HGV construction vehicles of 16.5m articulated vehicle and a 26.5m articulated heavy load vehicle at specific junctions that will be using the proposed temporary vehicular construction route as shown in Drawings 0029773-WSP-ZZ-ZZ-SK-TP-0001-P02 and 0029773-WSP-ZZ-ZZ-SK-TP-0002-P02 enclosed in Appendix F. There will be specific measures implemented at the junction of Verney Road / Vicarage Road / Burleys Road to cater for the safe movements of vehicles, pedestrians and cyclists at this location as shown in the above mentioned drawings. A number of general measures will be implemented along the proposed temporary vehicular construction route as outlined in Table 5-2 below.
D	Vicarage Road (between junction of Verney Road / Burleys Road and junction of A413 High Street)	Marked single carriageway road (but heavily worn in places) with refuge islands	30 mph speed limit	Between 5.2m – 7.1m with no width restrictions	Some on- street parking observed on the south side of the road (between junction of A413 High Street and St Albans Road)	FP Winslow WLS/5/2, FP Winslow WLS/6/6 and FP WLS/6/7 with no conflict identified with PRoW, and a slight potential impact on the movement of pedestrians and cyclists	Footways present on both sides of the road	One slight accident between junction of A413 High Street and St Albans Road	No width constraints, some on-street parking observed and a good safety record. There is adequate room with mitigation to cater for the largest size HGV construction vehicles of 16.5m articulated vehicle and a 26.5m articulated heavy load vehicle at specific junctions that will be using the proposed temporary vehicular construction route as shown in Drawings 0029773-WSP-ZZ-ZZ-SK-TP-0003-P02 and 0029773-WSP-ZZ-ZZ-SK-TP-0004-P02 enclosed in Appendix F. There will be specific measures implemented at the junction of Vicarage Road / High Street to cater for the safe movements of vehicles, pedestrians and cyclists at this location as shown in the above mentioned drawings. A number of general measures will be implemented along the proposed

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Section	Road	Description	Speed Limit	Width	On-Street Parking	Public Rights of Way / Pedestrians and Cyclists	Footways	Road Safety	Assessment of Section
									temporary vehicular construction route as outlined in <b>Table 5-2</b> below.
E	A413 High Street (between junction of Vicarage Road and junction of Furze Lane)	Marked single carriageway road with a pelican crossing, zebra crossings and refuge islands	30 mph speed limit	Between 5.8m – 6.1m with no width restrictions	On-street parking observed on the east side of the road (between Avenue Road and Swan Court) but in dedicated parking bay	FP Winslow WLS/7/1, FP Winslow WLS/8/1 and FP WLS/6/1 with no conflict identified with PROW, and a slight potential impact on the movement of pedestrians and cyclists	Footways present on both sides of the road with a shared footway / cycleway being provided in some sections on both sides of the road	One slight accident between junction Mill Close and Swan Court, one slight accident recorded at the junction of Great Horwood Road, and one slight accident at the junction of Furze Lane	No width constraints, some on-street parking observed and a good safety record. There is adequate room to cater for the largest size HGV construction vehicles of 16.5m articulated vehicle and a 26.5m articulated heavy load vehicle that will be using the proposed temporary vehicular construction route. No specific measures proposed, but a number of general measures will be implemented along the proposed temporary vehicular construction route as outlined in Table 5-2 below.
F	A413 Buckingham Road (between junction of Furze Road approximately 120m south of Springfields)	Marked single carriageway road	60mph speed limit	Between 6.6m – 9.2m with no width restrictions	No on-street parking observed	FP Addington ADD/10/1, FP Adstock ADS/7/1, FP Adstock ADS/5/1, FP ADS/6/1 and FP Adstock ADS/2/1 with no conflict identified with PRoW, and a slight potential impact on the movement of pedestrians and cyclists	A shared footway / cycleway on the north side of the road for the entire length	One slight and one serious accident between Main Street and Hanover Farm, and one serious accident between Springfields and Main Street	No width constraints, on-street parking observed and a good safety record. There is adequate room to cater for the largest size HGV construction vehicles of 16.5m articulated vehicle and a 26.5m articulated heavy load vehicle that will be using the proposed temporary vehicular construction route. No specific measures proposed, but a number of general measures will be implemented along the proposed temporary vehicular construction route as outlined in Table 5-2 below.



Section	Road	Description	Speed Limit	Width	On-Street Parking	Public Rights of Way / Pedestrians and Cyclists	Footways	Road Safety	Assessment of Section
G	A413 Buckingham Road (between approximately 120m south of Springfields and junction of Thornborough Road)	Marked single carriageway road	30 mph speed limit	Between 6.0m – 6.9m with no width restrictions	No on-street parking observed	FP Padbury PAD/8/4, BW Padbury PAD/9/3, FP Padbury PAD/7/1, FP Padbury PAD/1/2 and FP Padbury PAD/2/1 with no conflict identified with PROW, and a slight potential impact on the movement of pedestrians and cyclists	Footways present on both sides of the road with a shared footway / cycleway being provided in some sections on both sides of the road	Two slight accidents between Main Street and Lower Way	No width constraints, on-street parking observed and a good safety record. There is adequate room to cater for the largest size HGV construction vehicles of 16.5m articulated vehicle and a 26.5m articulated heavy load vehicle that will be using the proposed temporary vehicular construction route. No specific measures proposed, but a number of general measures will be implemented along the proposed temporary vehicular construction route as outlined in Table 5-2 below.
Н	A413 Buckingham Road (between junction of Thornborough Road and approximately 130m south of Needlepin Way)	Marked single carriageway road	60mph speed limit	Between 5.9m – 6.8m with no width restrictions	No on-street parking observed	FP Gawcott GAW/20/1, BW Buckingham BUC/22/1 and FP BUC/21/2 with no conflict identified with PRoW, and a slight potential impact on the movement of pedestrians and cyclists	A shared footway / cycleway on the north side of the road for the entire length	One Slight and two serious accidents between Needlepin Way and Lenborough Road	No width constraints, on-street parking observed and a good safety record. There is adequate room to cater for the largest size HGV construction vehicles of 16.5m articulated vehicle and a 26.5m articulated heavy load vehicle that will be using the proposed temporary vehicular construction route. No specific measures proposed, but a number of general measures will be implemented along the proposed temporary vehicular construction route as outlined in Table 5-2 below.
ı	A413 London Road (between approximately 130m south of Needlepin	Marked single carriageway road with two controlled	40mph speed limit	Between 6.6m – 8.9m with no width restrictions	No on-street parking observed	BW Buckingham BUC/13/1 and BW BUC/14/4 with no conflict identified with PRoW, and a slight potential	A shared footway / cycleway on the east side of the road for the entire	Three slight accidents between the A421 and Needlepin Way	No width constraints, on-street parking observed and a good safety record. There is adequate room to cater for the largest size HGV construction vehicles of 16.5m articulated vehicle and a 26.5m articulated heavy load vehicle at specific junctions that will be using the proposed temporary

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Section	Road	Description	Speed Limit	Width	On-Street Parking	Public Rights of Way / Pedestrians and Cyclists	Footways	Road Safety	Assessment of Section
	Way and the junction of A421)	pedestrian crossings				impact on the movement of pedestrians and cyclists	length with a footway on the west side of the road between junction of A421 and junction of Needlepin Way		vehicular construction route as shown in Drawings 0029773-WSP-ZZ-ZZ-SK-TP-0014-P01, 0029773-WSP-ZZ-ZZ-SK-TP-0015-P01, 0029773-WSP-ZZ-ZZ-SK-TP-0016-P01, 0029773-WSP-ZZ-ZZ-SK-TP-0017-P01, 0029773-WSP-ZZ-ZZ-SK-TP-0019-P01 and 0029773-WSP-ZZ-ZZ-SK-TP-0019-P01 enclosed in <b>Appendix</b> F. No specific measures proposed, but a number of general measures will be implemented along the proposed temporary vehicular construction route as outlined in <b>Table</b> 5-2 below.



5.3.2. In order to ensure that it is safe and that construction vehicles can access and egress the site in a safe manner ensuring road safety (protecting particularly pedestrians and cyclists) is maintained at all times a comprehensive package of proposed mitigation and management measures will be implemented along the proposed temporary construction vehicular access route to the north of the proposed development as outlined as follows.

#### 5.4 CONSTRUCTION TRAFFIC MITIGATION

5.4.1. This section of the CTMP provides information on the proposed mitigation measures that are designed to minimise the impact of the construction of the proposed development along the proposed temporary construction vehicular access route to the north of the proposed development.

#### 5.5 PROPOSED MITIGATION MEASURES

- 5.5.1. In order to ensure that road safety is maintained within the vicinity of the proposed temporary construction access on East Claydon Road, and along the proposed temporary construction vehicular access route to the north of the proposed development during the construction period, and that construction vehicles can access and egress the site in a safe manner a comprehensive package of proposed mitigation and management measures will be implemented.
- 5.5.2. Specific details of the proposed mitigation and management measures that will be implemented on East Claydon Road, and along the proposed temporary construction vehicular access route to the north of the proposed development are summarised in **Table 5-2.** These are crossed referenced against the relevant objectives (as outlined in Section 1.2) and the numbers allocated to each of the proposed mitigation and management measures outlined in **Table 5.2** below.

**Table 5-2 – Proposed Mitigation and Management Measures** 

Number	Proposed Mitigation and Management Measures	Objective
1 – Traffic Control	<ul> <li>Traffic will be managed and controlled at the temporary construction vehicular access on East Claydon Road by a trained banksman, which will minimise traffic conflicts and protect pedestrians and cyclists on East Claydon Road, and will protect all road users and maintain road safety at the proposed construction vehicular access;</li> </ul>	1/3/5/6
	A trained banksmen will be also provided at the compound areas and they will be able to communicate with the trained banksman at the proposed temporary construction vehicular access on East Claydon Road to ensure that there are no conflicts with lorries travelling along the proposed temporary construction vehicular access road when entering and exiting the site;	
	<ul> <li>Warning signs will be located on approaches to the proposed construction vehicular access on East Claydon Road, and at the PRoW that are within close proximity of the proposed construction vehicular access, so that all road users are aware that controls are in place;</li> </ul>	
	When the construction vehicles access and egress the proposed construction vehicular access on East Claydon Road the trained banksman present will direct the construction vehicles so that they can manoeuvre in a safe manner ensuring road safety is maintained at all times;	
	<ul> <li>A temporary holding area will be provided adjacent to the proposed construction vehicular access on East Claydon Road, which will ensure that no conflicts arise between lorries if they enter and exit the site at the same time;</li> </ul>	



Number	Proposed Mitigation and Management Measures	Objective
	The proposed temporary construction vehicular access road will be made up of a consolidated material for the first 20.0m so that debris and loose material is not taken onto East Claydon Road;	
	Construction drivers will be made aware of the fact that pedestrians and cyclists may be using East Claydon Road and they are to stop and give way to other road users when needed and required upon entering and exiting the site as directed by the trained banksman present. They will also be made aware of pedestrians may be crossing the proposed temporary construction vehicular access road and they are to stop and give way to pedestrians when needed and required as directed by the trained banksman;	
	<ul> <li>There will be a strict speed limit of 5mph enforced along the proposed temporary construction vehicular access road which will be enforced by the site manager;</li> </ul>	
	The site will be locked at the proposed construction vehicular access on East Claydon Road when the site is closed (Sundays / Bank Holidays and outside construction and delivery hours). A security gate will form a physical barrier to prevent unauthorised personnel from gaining access into the site during these times;	
	All vehicles entering the site will need to sign in with the site manager before entering the main construction area of the site. The site manager or his deputy will be responsible for supervising, controlling and monitoring of all vehicle movements entering and exiting the site, as well as when vehicles are unloading within the compound areas;	
	It is a requirement that all site personnel, operatives, delivery drivers, staff and visitors to register their presence on site with the site manager or his deputy within the site compound (site office building), before entering the main construction areas of the site. The signing in procedure will be strictly enforced and regularly monitored;	
	There will be two construction compound areas provided along the proposed temporary construction vehicular access road which will be used for lorry turning and a set down area during construction. All welfare and temporary office accommodation will also be located here;	
	Operatives and site personnel vehicles will be parked in a designated area connected to the site welfare area via a safe pedestrian access route. They will not be allowed to park on East Claydon Road adjacent to the adjacent to the proposed construction vehicular access. Precise details of the layout of the construction compound areas will be provided at a later stage once the site has got planning consent;	
	<ul> <li>All plant, delivery / collection vehicles and cranes will be supervised by a trained banksman when manoeuvring within the site; and</li> </ul>	
	The main construction area within the site will be locked when the site is closed (Sundays / Bank Holidays and outside construction and delivery hours) with a similar security gate to that provided at the proposed construction vehicular access on East Claydon Road to prevent unauthorised personnel from gaining access into the site during these times.	
2 – Access Information	<ul> <li>Direction signage will be provided to assist in guiding construction vehicles along East Claydon Road and the proposed temporary construction vehicular access route to the north of the proposed development.</li> </ul>	1/3/5/
<ul><li>Construction</li><li>Period</li></ul>	The construction period will be scheduled so that the local harvesting period between July and September is avoided to minimise the impact of construction traffic on the surrounding highway network.	1/2/3/
4 – Booking System	<ul> <li>Construction vehicular movements will be scheduled using a booking system which will be implemented to minimise traffic conflicts and protect pedestrians and cyclists on East</li> </ul>	1/2/3/



Number	Proposed Mitigation and Management Measures	Objective
	<ul> <li>Claydon Road and along the proposed temporary construction vehicular access route to the north of the proposed development;</li> <li>All deliveries will be scheduled by a site logistics co-ordinator with no unscheduled deliveries being allowed, and all suppliers will be notified in advance of how to access the site and where deliveries will need to be made on the site; and</li> <li>Direction and access point maps, along with information on proposed mitigation measures along East Claydon Road and the proposed temporary construction vehicular access route to the north of the proposed development, and site delivery rules and times will be sent out with each order, so that drivers are aware of delivery protocols as they access and egress the site.</li> </ul>	
5 – Support Vehicles	All deliveries made by a 16.5m articulated vehicle and a 26.5m articulated heavy load vehicle will need to be escorted by a support vehicle that will travel with the construction vehicle and guide it along the proposed temporary construction vehicular access route to the north of the proposed development where appropriate. This will reduce the impact of the construction vehicular movements of the proposed development on the surrounding highway network.	1/3/5/6
6 – Engagement Manager	<ul> <li>Information will be provided to local residents and businesses on construction vehicular movements along the proposed temporary construction vehicular access route to the north of the proposed development so that they will know when construction vehicles will be accessing and egressing the site as well as the type of vehicle that will be used;</li> <li>Information will also be provided to local residents and businesses on the proposed mitigation and management measures that will be implemented along East Claydon Road and the proposed temporary construction vehicular access route to the north of the proposed development so that they are aware of the proposed mitigation measures; and</li> <li>A Community Liaison representative will be appointed by the Contractor and their contact details will be provided to local residents and businesses to respond to any queries or complaints.</li> </ul>	1/3/5/6
7 – Delivery and Construction Times	<ul> <li>The movement of construction vehicles along East Claydon and the proposed temporary construction vehicular access route to the north of the proposed development will take place between 08:00 – 17:00 Monday to Friday and between 08:00 – 13:00 on Saturdays with peak periods on the surrounding highway network being avoided wherever possible; and</li> <li>No construction works will be undertaken outside these hours or on Sundays or Bank Holidays. Any construction works outside of these hours will be limited to emergency works. Delivery hours during construction can be controlled through a planning condition. In terms of construction on site this will take place between 07:00 – 18:00 Monday to Friday and between 07:00 – 14:00 on Saturdays.</li> </ul>	1/2/3/5/6
8 – Visual Wheel Inspection	<ul> <li>Construction vehicles will be subject to a visual wheel inspection to ensure all vehicles leave in a clean and safe condition. Construction vehicles will travel along East Claydon Road and the proposed construction vehicular access route which are already constructed of hardstanding materials which will prevent picking up additional debris; and</li> <li>Should any mud or debris be deposited on the surrounding highway network as a direct result from construction activities, a professional road sweeping company will be hired to keep the carriageway clear if necessary.</li> </ul>	1/3/5/6



Number	Proposed Mitigation and Management Measures	Objective
9 – Dust Control	<ul> <li>Any dust arising from site activities will be minimised. Construction site managers will be made aware of the potential human health and ecological effects of dust particulates and ensure that basic remedial action is taken to limit particle pollution;</li> <li>It is expected that the construction activities will generate dust during extended periods of dry weather. This dust will be suppressed by water bowsers damping down the proposed construction vehicular access road on East Claydon Road, as well as the proposed construction vehicular access road that will connect East Claydon Road to the construction site, and any other working areas; and</li> <li>Other techniques that could be adopted to control dust during the construction phase include cleaning the wheels and chassis of vehicles to avoid the spread of mud, debris and dust, ensuring that HGVs carrying debris or waste are properly covered and not overloaded, and providing dust bags and water suppression where disk cutters are being used.</li> </ul>	1/3/5/6
10 – Existing Condition Survey	Prior to commencement of any construction work being undertaken and construction vehicles accessing and egressing the site, surveys will be undertaken of the condition of the highway surrounding the proposed development. These surveys will be carried out by the contractor on the roads that will make up the proposed construction access on Eat Claydon Road and the proposed construction traffic route to the proposed development. Any damage caused directly as result of the construction works will be remediated upon completion of the works.	1/2/4/5/6
11 – Monitoring and Compliance	<ul> <li>The contractor will be responsible for implementing and monitoring obligations with regard to the CTMP, liaising with and reporting to BC about mitigation measures and any remedial measures if required, updating the CTMP if required, and resolving issues and problems through liaison with relevant stakeholders;</li> <li>The contractor will be responsible for undertaking monitoring to ensure compliance with the requirements of the CTMP which will include the maintenance of delivery records and the implementation of mitigation measures;</li> <li>The contractor will have to ensure that a suitable, qualified member of staff is employed to conduct surveys and monitor the movement of construction vehicles at specific locations along East Claydon Road and the proposed temporary vehicular access route to the north of the proposed development to ensure adherence to the CTMP; and.</li> <li>A series of mechanisms will be established to provide a clear understanding of the enforcement procedures that will be applied if the requirements outlined in the CTMP are not achieved. These mechanisms will include Risk Assessment Method Statement (RAMS) procedures, contractual conditions and actions of commitments of the CTMP are not met.</li> </ul>	

5.5.3. As can be seen in **Table 5-3** a comprehensive package of proposed mitigation and management measures will be implemented along East Claydon Road within the vicinity of the proposed temporary construction access on East Claydon Road, and along the proposed temporary construction vehicular access route to the north of the proposed development during the construction period. These measures will ensure that safety is maintained along East Claydon Road within the vicinity of the proposed temporary construction access, and along the proposed temporary construction vehicular access route to the north of the proposed development during the construction period, and that construction vehicles can access and egress the site in a safe manner. As a result, the proposed measures will ensure that road safety is maintained at all times so that the objectives of the CTMP are met.



## MONITORING AND COMPLIANCE 6

### 6.1 INTRODUCTION

6.1.1. This section of the CTMP sets out the monitoring of the CTMP and the compliance mechanisms that will be established to ensure that the commitments and objectives are met, and to provide a clear understanding of enforcement procedures in the event of any issues arising.

## 6.2 MONITORING

- 6.2.1. It is intended that the final detailed version of the CTMP and compliance with it would be secured as a planning condition, requiring submission and approval of the CTMP prior to the commencement of any development. It will be prepared in consultation with highway officers at BC and local parish councils. The final CTMP will adhere to the principles established within this CTMP and include the full extent of information required by BC.
- 6.2.2. In order to ensure that the objectives and mitigation measures which are set out in the CTMP are met and managed, the applicant would ensure that a CTMP Management Group are in place prior to and during the construction of the site. A CTMP Management Group would have the following responsibilities:
  - Communicate and monitor the CTMP and its mitigation measures;
  - Ensure records of HGV movements are maintained and reported;
  - Install CCTV cameras at the entrance to the construction access to ensure compliance with HGV access and egress departure procedures;
  - Be the first point of contact for the public, stakeholders and the project contractors;
  - Hold regular update meetings as required with BC and relevant stakeholders through the Community Liaison Group;
  - Record near misses, incidents, hazards and resolve issues as informed by the contractors and the public; and
  - Monitor, review and improve, where necessary the CTMP and associated mitigation measures.
- 6.2.3. The applicant would continue liaising with stakeholders throughout the construction of the proposed development. Regular contact would help to inform the levels of CTMP monitoring, review and improvement as necessary.

### 6.3 COMPLIANCE

- 6.3.1. Senior management of the site operators and the appointed contractor are to ensure that the CTMP is complied with by all staff, sub-contractors and deliveries to the site.
- 6.3.2. Compliance with safety rules and the provisions of this CTMP are to be monitored and positive action taken if they are breached. Results of the monitoring shall be documented in the monthly progress reports prepared for progress meetings. Sub-contractors' drivers are to follow the provisions of this plan.
- 6.3.3. Ensuring all personnel (workers) receive site inductions covering the use of vehicles, traffic rules on site, traffic routes and speed restrictions. A record of inductees and attendees will be held on site.
- Where practicable, vehicles should be fitted with trackers to demonstrate compliance with the CTMP 6.3.4. and access and egress of HGV movements at the construction access will be monitored using



CCTV where appropriate. Where construction vehicles fail to adhere to the CTMP, there will be a two-strike / red card policy, and after two-strikes, the contractor will be removed from site.

6.3.5. It is the responsibility of drivers to ensure loose soil is removed from wheels prior to exit onto public highway. Access roads and public highways will be kept clean of any excess mud or dirt (using a mechanical road sweeper or similar). Roads should be inspected on a daily basis for compliance.



## SUMMARY AND CONCLUSION 7

## 7.1 **SUMMARY**

- 7.1.1. WSP has been commissioned by Statkraft UK Limited to prepare a Construction Traffic Management Plan (CTMP) in relation to a full planning application for the construction of a Greener Grid Park comprising energy storage and grid balancing equipment and associated infrastructure including access, drainage, landscaping and other incidental works on East Claydon Road, East Claydon, Buckinghamshire.
- 7.1.2. The proposed 'Greener Grid Park' at East Claydon is one of a number of development sites across the UK that Statkraft are working on to support the UK's transition to Net Zero by 2050. The proposed 'Greener Grid Park' is located adjacent to the existing East Claydon substation, and as such will be connected to the UK National Power Grid, where it will export energy from the grid where excess energy is available, and import energy back to the grid during times of high demand.
- 7.1.3. It should be noted that this CTMP takes into account the discussions that have been undertaken with Andrew Cooper (Highways Development Management Officer) at Buckinghamshire Council (BC) in October 2024 in relation to the movement of construction vehicles on the surrounding highway network associated with the construction of the proposed development.
- 7.1.4. The aim of this CTMP is to provide a framework to manage the vehicle movements associated with the construction of the proposed 'Greener Grid Park' at East Claydon. It is aimed at minimising, where possible, the effects of construction activity and the associated movement of vehicles on the surrounding highway network and ensuring the safety of vehicular traffic and other road users within the vicinity of the site.

## **CONSTRUCTION VEHICULAR ACCESS**

7.1.5. It is proposed that a temporary construction vehicular access will be provided on the north side of East Claydon Road approximately 260m west of the existing vehicular access to the East Claydon substation opposite an existing field access on the south side of the road. This will be the subject of minor works and laying of consolidated material to ensure it is suitable for construction traffic. It should be noted that access for emergency services during construction will be provided via the proposed temporary construction vehicular access on East Claydon Road, with emergency services being notified of the location of the emergency access to the proposed development before construction work commences.

## CONSTRUCTION VEHICULAR ACCESS ROUTES

- 7.1.6. The construction vehicles will access and egress the site via the proposed temporary construction vehicular access on the north side of East Claydon Road, and will travel to and from this point via the proposed temporary construction vehicular access route to the north of the proposed development.
- 7.1.7. The proposed temporary vehicular construction route to the north of the proposed development will be used by all construction traffic to access and egress and will consist of East Claydon Road, Granborough Road, Burleys Road, Vicarage Road, the A413 High Street, Buckingham Road and London Road and the A241 (east and west), and then onwards to the strategic highway network. It



- should be noted that the proposed temporary vehicular construction route to the north of the proposed development was selected following discussions with highways officers at BC.
- 7.1.8. As part of the assessment that was undertaken detailed information being gathered on the roads that comprise the proposed temporary construction vehicular access route to the north of the proposed development, and included information on road markings, HGV restrictions, speed limits, width restrictions, on-street parking, public rights of way, footways and road safety and the movement of HGV at specific junctions along each section of the proposed temporary construction vehicular access route to the north of the proposed development.

## **EXISTING TRAFFIC FLOWS**

- 7.1.9. Traffic flow data that was collected as part of the ATC surveys that were undertaken to determine the number and type of vehicles on the surrounding highway network showed that there was a total daily two-way flow of 1446 vehicles on East Claydon Road, and based on these vehicle flows it is considered to be lightly trafficked. In addition, the traffic flow data collected showed that on Granborough Road there was a total daily two-way flow of 2936 vehicles, and based on these traffic flows it is considered to be moderately trafficked. It can also be seen that there was a total daily twoway flow of 9836 vehicles on the A413 on London Road, and based on these traffic flows it is considered to be heavily trafficked.
- 7.1.10. Overall, the traffic flow data that was collected from the ATC surveys demonstrates that East Claydon Road within the vicinity of the proposed development is lightly trafficked, Granborough Road and Vicarage Road are currently moderately trafficked and are used by the same type of vehicles as the construction vehicles that will access and egress proposed development. In addition, the A413 Buckingham Road and London Road and the A421 are heavily trafficked and used by the same type of vehicles as the construction vehicles that will access and egress proposed development.

## **ROAD SAFETY DATA**

7.1.11. The road safety data that was obtained demonstrates that there are no road safety issues on East Claydon Road within the vicinity of the proposed development, Granborough Road, Vicarage Road, and on the A413 between Vicarage Road in Winslow, and the A421 in Buckingham along the proposed temporary construction vehicular access route to the north of the proposed development. Based on the existing traffic flows on these roads along with the predicted number and type of HGV movements there is no reason to suggest that this will change during the construction of the proposed development.

## CONSTRUCTION DELIVERIES AND MOVEMENTS

- 7.1.12. It is predicted that the construction of the proposed development will generate an average of 101 two-way daily movements between Weeks 1 to 5 (Phase 1) with an average of 32 LGV two-way daily movements and 70 HGV two-way daily movements. In addition, it is predicted to generate an average of 73 two-way daily movements between Weeks 6 to 18 (Phase 2) with an average of 45 LGV two-way daily movements and 26 HGV two-way daily movements. It is also predicted to generate an average of 50 two-way daily movements between Weeks 19 to 24 (Phase 3) with an average of 44 LGV two-way daily movements and 6 HGV two-way daily movements.
- 7.1.13. It is also predicted that the construction of the proposed development will generate a maximum of 141 two-way daily movements between Weeks 1 to 5 (Phase 1) with a maximum of 44 LGV two-way



daily movements and 97 HGV two-way daily movements. In addition, it is predicted to generate a maximum of 119 two-way daily movements between Weeks 6 to 18 (Phase 2) with a maximum of 58 LGV two-way daily movements and 61 HGV two-way daily movements. It is also predicted to generate a maximum of 125 two-way daily movements between Weeks 19 to 24 (Phase 3) with a maximum of 55 LGV two-way daily movements and 70 HGV two-way daily movements. Overall, these predicted construction movements are not significant, in the context of the existing traffic flows on the surrounding highway network, and taking into account the proposed mitigation, which will limit the impact on the surrounding highway network.

## PROPOSED CONSTRUCTION TRAFFIC MITIGATION

7.1.14. A comprehensive package of proposed mitigation and management measures will be implemented along East Claydon and the proposed temporary construction vehicular access route to the north of the proposed development during the construction period. These proposed mitigation and management measures will ensure that construction vehicles can access and egress the site in a safe manner ensuring road safety is maintained at all times. The main proposed temporary mitigation and management measures are outlined under the following categories as follows:

## **Traffic Control**

- Traffic will be managed and controlled at the proposed construction vehicular access on East Claydon Road by a trained banksman;
- A trained banksmen will be also provided at the compound areas;
- Warning signs will be located on approaches to the traffic control signage; and
- A trained banksman will direct the construction vehicles into and out of the proposed construction vehicular access on East Claydon Road.

## **Access Information**

 Direction signage will be provided along East Claydon Road and the proposed temporary construction vehicular access route to the north of the proposed development.

## **Construction Period**

- The construction period will be scheduled so that the local harvesting period between July and September;
- Construction vehicular movements will be scheduled using a booking system; and
- Direction and access point maps, along with information on restrictions and constraints and proposed mitigation measures, and site delivery rules and times will be sent out with each order.

## **Support Vehicles**

All deliveries made by a 16.5m articulated vehicle and a 26.5m articulated heavy load vehicle will need to be escorted by a support vehicle that will travel with the construction vehicle and guide it along the proposed temporary construction vehicular access route to the north of the proposed development where appropriate.

## **Engagement Manager**

 Information will be provided to local residents and businesses on construction vehicular movements along East Claydon Road the proposed temporary construction vehicular access route to the north of the proposed development.



## **Delivery and Construction Times**

- The movement of construction vehicles along East Claydon Road and the proposed temporary construction vehicular access route to the north of the proposed development will take place between 08:00 – 17:00 Monday to Friday and between 08:00 – 13:00 on Saturdays; and
- Construction on site this will take place between 07:00 18:00 Monday to Friday and between 07:00 14:00 on Saturdays.

## **Visual Wheel Inspection**

 Construction vehicles will be subject to a visual wheel inspection to ensure all vehicles leave in a clean and safe condition.

## **Dust Control**

Any dust arising from site activities will be minimised and suppressed by water bowsers damping
down the proposed construction vehicular access road on East Claydon Road, as well as the
proposed temporary construction vehicular access road any other working areas.

## **Existing Condition Survey**

 Prior to construction work surveys will be undertaken of the condition of the highway surrounding the proposed development, with any construction damage being repaired.

## **Monitoring and Compliance**

- The contractor will be responsible for implementing and monitoring obligations with regard to the CTMP, updating the CTMP if required, and resolving issues and problems through liaison with relevant stakeholders; and
- A series of mechanisms will be established to provide a clear understanding of the enforcement procedures that will be applied if the requirements outlined in the CTMP are not achieved.

# 7.2 CONCLUSION

- 7.2.1. It can be concluded that the traffic flow data that was collected demonstrates that East Claydon Road within the vicinity of the proposed development is lightly trafficked and is currently used by the same type of vehicles as the construction vehicles that will access and egress the site. In addition, the number of cyclists along East Claydon Road and the proposed temporary construction vehicular access route to the north of the proposed development is negligible. It is also predicted that the number and type of HGV deliveries and movements that will access and egress the site during the construction period will not be significant.
- 7.2.2. The road safety data that was obtained demonstrates that there are no road safety issues on East Claydon Road within the vicinity of the proposed development, Granborough Road, Vicarage Road, and on the A413 between Vicarage Road in Winslow, and the A421 in Buckingham along the proposed temporary construction vehicular access route to the north of the proposed development. Based on the existing traffic flows on these roads along with the predicted number and type of HGV movements there is no reason to suggest that this will change during the construction of the proposed development.
- 7.2.3. The construction vehicles will access and egress the site via the proposed temporary construction vehicular access on the north side of East Claydon Road, and will travel to and from this point via the proposed temporary construction vehicular access route to the north. The proposed temporary



vehicular construction route to the north of the proposed development will be used by all construction traffic to access and egress and will consist of East Claydon Road, Granborough Road, Burleys Road, Vicarage Road, the A413 High Street, Buckingham Road and London Road and the A241 (east and west), and then onwards to the strategic highway network.

- 7.2.4. In order to ensure that safety is maintained along the proposed temporary construction vehicular access route to the north of the proposed development during the construction period, and that construction vehicles can access and egress the site, a comprehensive package of proposed mitigation and management measures will be implemented along East Claydon Road and the proposed temporary construction vehicular access route to the north of the proposed development.
- 7.2.5. Based on the information outlined above and subject to these being secured through compliance with a suitably worded planning condition there should be no unacceptable impact on highway safety as a result of the proposed development on East Claydon Road, East Claydon. The proposed development will therefore be compliant with the requirements of National Planning Policy Framework (NPPF) Paragraph 116 in that there will not be an unacceptable impact on highway safety. It will also be compliant with requirements of Policies T4 and T5 of the Vale of Aylesbury Local Plan, and Policy 3 of BC's Local Transport Plan (LTP4) which will ensure that the impacts of new developments are mitigated against, and as such limit the impact of the proposed development on the surrounding highway network.



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Appendix A – Buckinghamshire Council Correspondence

# Kirby, Lee

From: Kirby, Lee

**Sent:** 18 October 2024 15:44

**To:** andrew.cooper@buckinghamshire.gov.uk

**Cc:** Shojaee, Sina; Gibbs, Hattie

Subject: Land North of East Claydon Substation, East Claydon Road, East Claydon -

Transport and Highways - 18.10.24

**Attachments:** 24\_02556\_SO-HIGHWAYS\_COMMENT-3300532.pdf

Follow Up Flag: Follow up Flag Status: Flagged

## Hi Andrew

I am not sure if you remember me but we worked together briefly at Intelligent Data Collection back in 2011? Hope you and your family are well?

I was wondering if you could assist me. I am currently working on the Transport and Highways side of things in relation to the above mentioned proposed planning application for a 'Greener Grid Park' including a Battery Energy Storage System. I see that you have recently responded in relation to the EIA Scoping Opinion for the development (see attached 24\_02556\_SO-HIGHWAYS\_COMMENT-3300532.pdf) which includes some really useful information that we will take on board. I see that you have also noted that a Transport Statement (Access Statement), Construction Traffic Management Plan and an Abnormal Indivisible Load Assessment will be submitted. In relation to our assessment work I just wanted to highlight a few things for your information as follows:

## **Traffic Surveys / Traffic Flow Data**

In order to support our assessment work as outlined above we are in the process of undertaking ATC's (2 week period) along the proposed construction access route (see details below) at the following locations:



There are also a number of DfT count sites along the proposed construction access route (see details below) which we have obtained traffic flow data from and will use in combination with our collected traffic flow data as part of our assessment work.

# **Proposed Construction Access Route**

The proposed construction access route from the proposed development is along East Claydon Road, Granborough Road, Vicarage Road, the A413 and the A241 (east and west) as shown in the plan below, which I note that you have no in-principle objection to as per your EIA Scoping Opinion response. As you have stated this is the most direct route to and from the site and utilities classified roads.

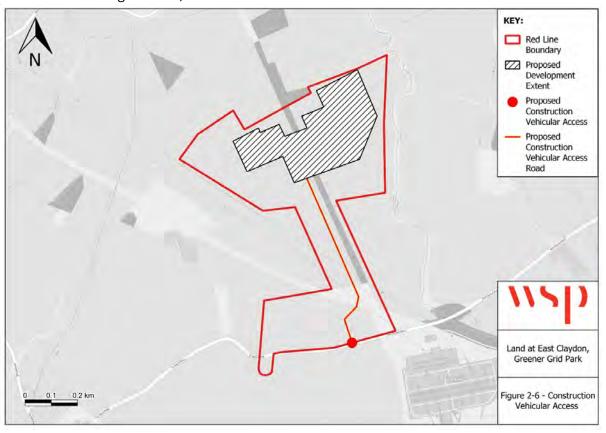


In terms of our assessment work and associated reports these are outlined as follows:

# **Construction Traffic Management Plan**

As part of our assessment work for this we will cover the following elements:

- Set out background and scope of work;
- Aims and objectives;
- Site location and description;
- Highway network existing traffic flows (as outlined above), highway safety and public rights of way) along the proposed construction access route;
- Development proposals construction access (as shown below) on the north side of East Claydon
  Road including access drawings showing visibility splays (based on traffic survey data collected) and
  swept path analysis undertaken for the construction vehicles (see below) that will access and egress
  the site, construction period, construction working hours, other development proposals in the
  surrounding area etc;



- Consultation and engagement outlining the consultation and engagement that has been undertaken in the surrounding area in relation to the proposed development;
- Construction traffic traffic movements during the construction period (by numbers / vehicle types etc) and cumulative impact (taking into account the construction periods of other developments and their proposed construction routes) as per your EIA Scoping Opinion response;
- Construction traffic management and mitigation assessment of proposed construction vehicular
  access route (as outlined above) broken down into sections which will look at speeds, visibility, onstreet parking, public rights of way, footways, road safety and an overall assessment etc;
- Construction traffic mitigation setting out a comprehensive package of proposed mitigation and
  management measures that will be designed to minimise the impact of the construction of the
  proposed development along the proposed construction vehicular access route (as outlined above)
  and cross-referencing with the aims and objectives of the Construction Traffic Management Plan (as
  outlined above;
- Monitoring and compliance setting out monitoring and the compliance mechanisms that will be established to ensure that the commitments and objectives are met; and
- Summary and conclusions.

As part of our assessment work for this we will cover the following elements:

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- Operational vehicular access operational vehicular access on the north side of East Claydon Road
  including access drawings showing visibility splays (based on traffic survey data collected) and swept
  path analysis undertaken for the operational vehicles (see above) that will access and egress the site,
  along with any required mitigation that may be required; and
- Summary and conclusions.

## **Abnormal Indivisible Load Assessment**

As part of our assessment work for this we will cover the following elements:

- · Set out background and scope of work;
- Site location and description;
- Highway network existing traffic flows (as outlined above), highway safety and public rights of way);
   and
- As per the elements of the assessment outlined above (where appropriate) in relation to the
  Construction Traffic Management Plan but taking into account abnormal load vehicles and the
  proposed wider construction route (i.e. from port of origin into the UK) including height, weight and
  width restriction assessment (e.g. bridge heights and capacities etc), and associated mitigation for
  abnormal load construction vehicles.

I think that covers everything? If you can have any queries please do not hesitiate to contact me.

Have a nice weekend.

Kind regads.

Lee.



## Lee Kirby

Associate Director BSc (Hons) CTPP MCIHT MTPS Pronouns he/him



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WSP 62-64 Hills Road Cambridge CB2 1LA

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# Kirby, Lee

From: Andrew Cooper < andrew.cooper@buckinghamshire.gov.uk>

**Sent:** 22 October 2024 08:55

To: Kirby, Lee

**Cc:** Shojaee, Sina; Gibbs, Hattie

Subject: RE: [EXTERNAL] Land North of East Claydon Substation, East Claydon Road, East

Claydon - Transport and Highways - 18.10.24

Hi Lee,

This is a comprehensive approach and I think you have covered everything.

From my experience, one of the key elements is the assessment of the proposed construction vehicular access route 'broken down into sections which will look at speeds, visibility, on-street parking, public rights of way, footways, road safety and an overall assessment etc;' and evidence of site visits.

It looks like you have the traffic surveys covered, however if you require further survey data, you could contact Simon Vale via <a href="mailto:simon.vale@buckinghamshire.gov.uk">simon.vale@buckinghamshire.gov.uk</a>

I trust this is of assistance.

**Thanks** 

**Andrew** 

## **Andrew Cooper**

Principal Highways Development Management Officer Directorate for Planning Growth & Sustainability Buckinghamshire Council

Tel: 01296 531255

Andrew.Cooper@buckinghamshire.gov.uk

Walton Street Offices, Walton Street, Aylesbury, Buckinghamshire, HP20 1UA

From: Kirby, Lee <Lee.Kirby@wsp.com>

Sent: 18 October 2024 15:44

To: Andrew Cooper <andrew.cooper@buckinghamshire.gov.uk>

Cc: Shojaee, Sina <Sina.Shojaee@wsp.com>; Gibbs, Hattie <Hattie.Gibbs@wsp.com>

Subject: [EXTERNAL] Land North of East Claydon Substation, East Claydon Road, East Claydon - Transport and

Highways - 18.10.24

You don't often get email from <a href="mailto:lee.kirby@wsp.com">lee.kirby@wsp.com</a>. <a href="mailto:Learn why this is important">Learn why this is important</a>

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Hi Andrew

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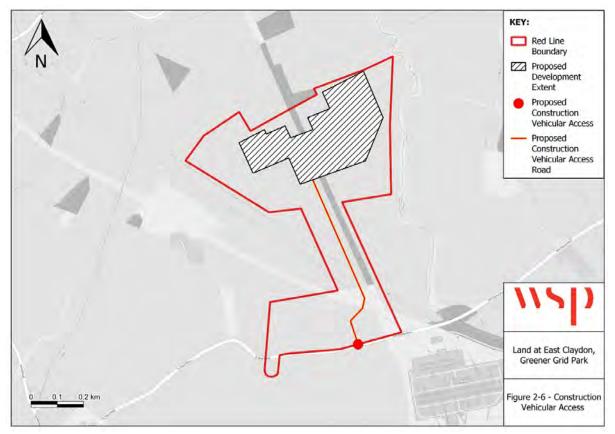


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  outlined above;
- Monitoring and compliance setting out monitoring and the compliance mechanisms that will be established to ensure that the commitments and objectives are met; and
- Summary and conclusions.

## **Transport Statement (Access Statement)**

As part of our assessment work for this we will cover the following elements:

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## **Abnormal Indivisible Load Assessment**

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Lee.



## Lee Kirby

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-LAEmHhHzdJzBITWfa

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Appendix B – Traffic Flow and Speed Data



# Intelligent Data Collection Limited East Claydon

Client: WSP

**Project Number:** ID-0824-0109

**Site Number:** Site 1

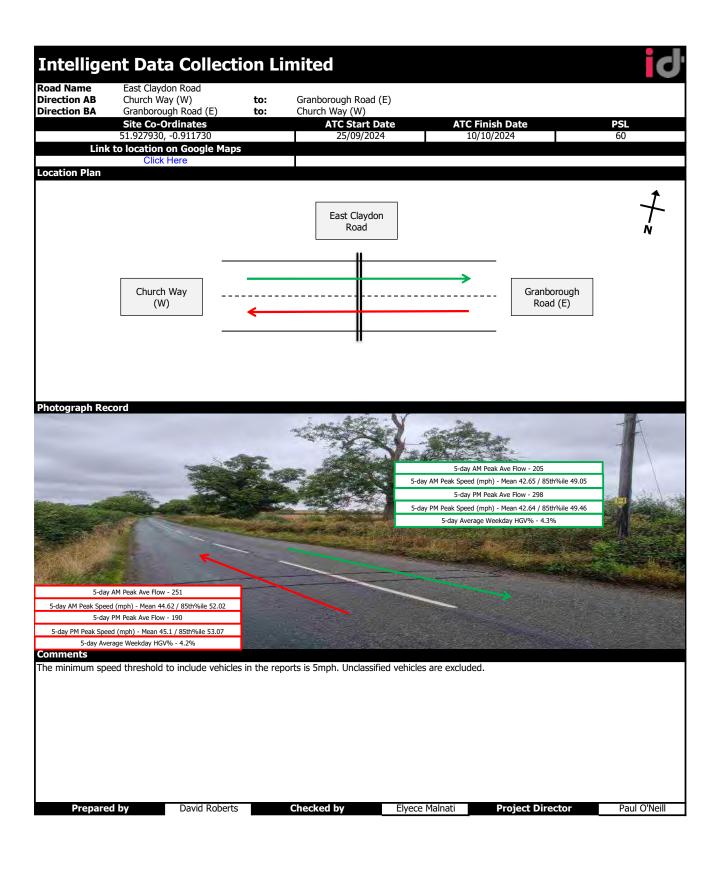
Week Commencing: 23/09/2024

**Road Name:** East Claydon Road

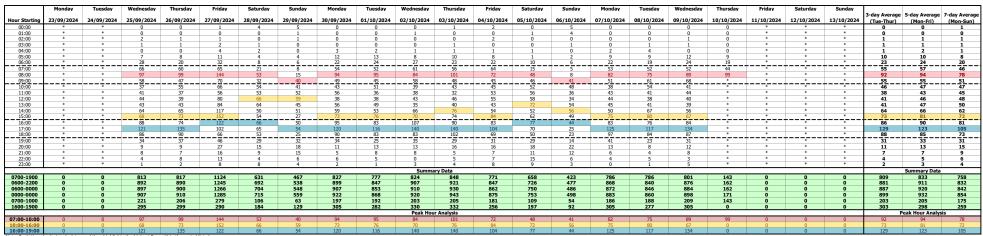
Survey Type: ATC

Direction AB Flow from Church Way (W)
Direction BA Flow from Granborough Road (E)

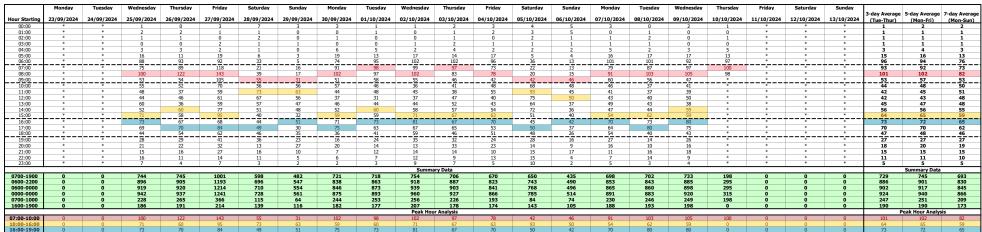
**to** Granborough Road (E) **to** Church Way (W)



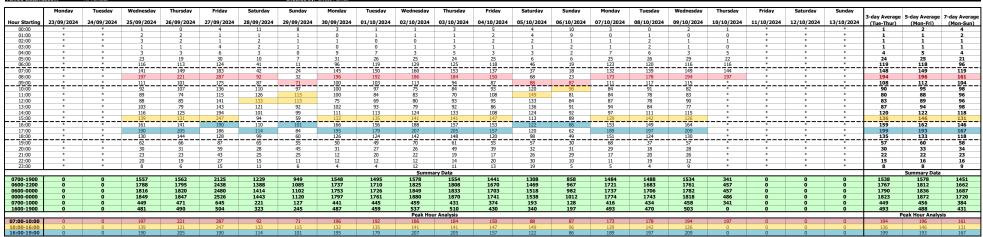
to: Granborough Road (E)



to: Church Way (W)







Client: Project Number: WSP ID-0824-010

Site Number: Site 1

Church Way (W)

Granborough Road (E)



#### 5-day Summary

											peeds (Mpl										
Time	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Mean	85th %ile
00:00	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	36.80	- 1
01:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	45.50	
02:00	0	1	0	0	0	0	2	1	2	1	0	0	0	0	0	0	0	0	0	43.06	- 1
03:00	0	0	1	0	1	2	0	0	1	0	0	2	0	0	0	0	0	0	0	35.25	- 1
04:00	0	0	2	3	1	2	2	2	3	0	2	1	0	0	0	0	0	0	0	42.42	
05:00	0	0	8	6	2	19	19	17	12	10	11	10	1	1	0	0	0	0	0	42.43	
06:00	0	4	18	11	9	28	44	57	58	34	10	3	4	1	1	0	0	0	0	41.70	22.60
07:00	1	7	22	22	16	24	85	181	178	115	21	7	0	0	0	0	0	0	0	43.35	50.22
08:00	0	5	57	71	28	35	159	316	286	128	38	7	1	0	0	0	0	0	0	42.60	48.83
09:00	0	6	27	31	10	39	111	176	155	56	21	9	0	0	0	0	0	0	0	42.00	48.12
10:00	0	1	26	29	16	33	110	143	105	38	8	3	0	0	0	0	0	0	0	40.56	46.26
11:00	0	7	26	23	9	39	91	136	77	42	22	2	2	1	0	0	0	0	0	40.83	46.83
12:00	0	4	34	39	11	31	74	125	97	73	15	2	0	0	0	0	0	0	0	41.76	46.89
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18:00	0	1	4	9	12	68	166	306	228	98	30	8	4	3	0	0	0	0	0	43.18	50.12
19:00	0	0	0	6	13	44	84	88	82	31	8	5	4	1	0	0	0	0	0	42.24	49.10
20:00	0	0	0	1	4	22	23	35	37	17	4	3	1	0	0	0	0	0	0	43.01	- 1
21:00	0	0	1	2	3	8	18	19	14	10	5	2	0	0	0	0	0	0	0	43.11	-
22:00	0	0	1	6	2	4	15	14	13	5	0	0	0	0	0	0	0	0	0	41.24	- 1
23:00	0	0	0	1	1	6	8	9	6	3	1	0	0	0	0	0	0	0	0	41.59	-
07:00 - 19:00	1	42	374	479	293	589	1556	2558	2056	1005	311	68	15	7	3	1	0	0	0	42.02	48.69
06:00 - 22:00	1	46	393	499	322	691	1725	2757	2247	1097	338	81	24	9	4	1	0	0	0	42.08	48.89
06:00 - 00:00	1	46	394	506	325	701	1748	2780	2266	1105	339	81	24	9	4	1	0	0	0	42.08	48.98
00:00 - 00:00	1	48	405	515	329	724	1771	2801	2287	1116	352	94	25	10	4	1	0	0	0	42.08	49.02

## 7-day Summary

7-day Summary											peeds (Mp	h)									-
Time	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Mean	85th %ile
00:00	0	1	0	0	0	1	5	3	5	0	1	2	0	0	0	0	0	0	0	45.31	- 1
01:00	0	0	0	0	0	0	2	1	2	1	1	0	0	0	0	0	0	0	0	45.26	
02:00	0	1	0	0	0	0	2	1	2	1	1	0	0	0	0	0	0	0	0	43.33	-
03:00	0	0	1	0	1	2	2	0	1	0	0	2	0	0	0	0	0	0	0	32.39	-
04:00	0	0	2	3	1	3	4	2	3	0	2	1	0	0	0	0	0	0	0	40.71	- 1
05:00	0	0	8	6	2	21	21	21	14	10	11	11	1	1	0	0	0	0	0	42.38	-
06:00	0	4	18	11	10	32	52	59	64	40	11	4	4	1	2	0	0	0	0	42.43	22.60
07:00	1	7	22	22	16	25	98	192	196	120	22	7	0	0	0	0	0	0	0	43.60	50.22
08:00	0	5	59	74	31	37	177	341	325	150	43	11	2	0	0	0	0	0	0	43.26	49.25
09:00	0	6	28	33	10	44	134	226	193	86	29	11	0	0	0	0	0	0	0	43.00	48.46
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11:00	0	7	29	30	12	48	132	194	121	61	32	3	4	1	0	0	0	0	0	41.37	48.22
12:00	0	4	35	49	16	44	117	174	155	99	24	5	0	0	0	0	0	0	0	41.97	48.27
13:00	0	4	38	45	21	57	152	217	117	66	30	5	1	0	0	0	0	0	0	41.23	47.22
14:00	0	4	52	55	35	63	179	243	192	78	25	8	1	0	1	0	0	0	0	41.30	47.88
15:00	0	2	52	78	60	77	177	301	198	95	32	9	1	2	0	0	0	0	0	41.43	48.05
16:00	0	1	34	56	49	94	209	332	260	123	44	14	5	1	0	0	0	0	0	42.41	49.78
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18:00	0	1	4	9	14	87	193	341	262	119	36	13	5	3	0	1	0	0	0	43.40	50.39
19:00	0	0	0	7	13	56	109	112	103	40	16	- 8	4	2	0	0	0	0	0	42.65	49.06
20:00	0	0	0	1	7	25	41	53	57	22	8	4	1	1	0	0	0	0	0	43.14	-
21:00	0	0	1	3	5	14	25	35	21	15	6	4	0	0	0	0	0	0	0	43.22	
22:00	0	0	1	6	2	6	19	23	18	12	3	1	0	0	0	0	0	0	0	43.33	
23:00	0	0	0	1	4	/	12	14	11	/	1	2		0	0	0	0	0	0	42.83	اسنسا
07:00 - 19:00	1	43	392	512	330	727	1981	3167	2570	1264	400	108	26	10	4	2	0	0	0	42.40	49.26
06:00 - 22:00	1	47	411	534	365	854	2208	3426	2815	1381	441	128	35	14	6	2	0	0	0	42.46	49.46
06:00 - 00:00	1	47	412	541	369	867	2239	3463	2844	1400	445	131	37	14	6	2	0	0	0	42.47	49.52
00:00 - 00:00	1	49	423	550	373	894	2275	3491	2871	1412	461	147	38	15	6	2	0	0	<u> </u>	42.48	49.58

Client: Project Number: WSP ID-0824-0109

Flow from: Granborough Road (E

Church Way (W)



#### 5-day Summary

										S	peeds (Mph	1)									
Time	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Mean	85th %ile
00:00	0	0	1	0	2	1	1	7	5	3	0	0	0	0	0	0	0	0	0	42.03	- 1
01:00	0	0	0	0	1	0	0	1	5	2	1	0	0	0	0	0	0	0	0	45.46	-
02:00	0	0	0	0	0	0	0	2	1	5	0	0	0	0	0	0	0	0	0	50.84	-
03:00	0	0	0	0	2	0	0	1	2	2	1	0	0	0	0	0	0	0	0	43.11	- 1
04:00	0	0	1	0	0	4	4	10	15	4	3	1	0	0	0	0	0	0	0	41.38	-
05:00	3	2	6	2	6	14	24	42	51	22	7	5	4	1	0	0	0	0	0	43.74	-
06:00	5	12	32	19	21	30	138	286	348	156	46	27	7	4	1	1	0	0	0	44.41	50.04
07:00	3	10	33	49	16	26	71	217	303	234	108	21	7	4	0	1	0	0	0	46.11	53.44
08:00	22	28	36	31	26	58	128	250	309	198	90	36	4	6	2	0	0	0	0	44.72	52.43
09:00	6	25	28	29	23	33	87	152	149	101	25	15	2	3	2	0	0	0	0	43.02	50.19
10:00	5	19	24	19	14	36	87	131	102	56	24	7	4	1	0	0	0	0	0	41.33	49.05
11:00	4	17	14	19	10	22	73	110	100	65	36	15	5	1	0	0	0	0	0	43.51	51.32
12:00	4	14	26	12	6	28	55	132	98	63	28	5	4	1	0	0	0	0	0	42.73	48.19
13:00	2	13	24	16	11	27	74	117	125	70	24	9	1	1	0	0	0	0	0	42.53	49.45
14:00	7	21	43	12	27	32	90	144	130	68	34	9	2	1	0	0	0	0	0	41.50	49.49
15:00	5	15	18	39	26	47	94	158	166	99	34	11	5	1	0	0	0	0	0	42.60	50.13
16:00	0	4	5	16	29	56	100	171	205	141	41	19	5	1	0	0	0	0	0	44.30	51.15
17:00	1	3	13	17	19	43	101	158	194	125	55	25	5	2	1	1	1	1	0	45.35	53.88
18:00	0	1	2	8	9	27	82	115	141	86	37	13	3	3	1	1	0	1	0	45.64	54.19
19:00	0	1	2	0	11	20	51	72	66	40	15	10	5	1	1	1	0	0	0	45.15	52.07
20:00	0	0	0	3	7	19	42	65	47	23	5	8	1	0	0	0	0	0	0	43.18	51.75
21:00	0	0	0	4	10	15	24	35	45	15	7	5	0	0	0	0	0	0	0	43.99	-
22:00	0	0	0	2	3	14	27	36	20	5	6	4	1	0	0	0	0	0	0	42.95	-
23:00	0	0	0	0	2	3	10	19	12	5	3	2	. 0	0	0	0	0	0	0	44.83	
07:00 - 19:00	59	170	266	267	216	435	1042	1855	2022	1306	536	185	47	25	6	3	1	2	0	43.98	51.68
06:00 - 22:00	64	183	300	293	265	519	1297	2313	2528	1540	609	235	60	30	- 8	5	1	2	0	44.03	51.78
06:00 - 00:00	64	183	300	295	270	536	1334	2368	2560	1550	618	241	61	30	8	5	1	2	0	44.03	51.80
00:00 - 00:00	67	185	308	297	281	555	1363	2431	2639	1588	630	247	65	31	8	5	1	2	0	44.03	51.78

#### 7-day Summary

										S	peeds (Mp	1)									
Time	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Mean	85th %ile
00:00	0	0	1	0	3	2	6	10	12	3	2	0	0	0	0	0	0	0	0	42.12	-
01:00	0	0	0	0	2	0	1	3	6	5	2	0	0	0	0	0	0	0	0	46.44	-
02:00	0	0	0	0	0	0	0	3	2	6	2	0	0	0	0	0	0	0	0	50.67	-
03:00	0	0	0	0	2	0	1	1	3	3	2	0	0	0	0	0	0	0	0	43.83	- 1
04:00	0	0	1	0	0	4	5	10	16	5	5	1	0	0	0	0	0	0	0	42.16	-
05:00	3	2	6	3	6	17	28	47	51	27	7	5	4	1	0	0	0	0	0	43.20	-
06:00	5	12	32	19	21	32	146	304	373	177	51	32	9	5	1	1	0	0	0	45.10	50.68
07:00	3	10	33	49	16	26	75	233	320	253	116	25	11	4	0	1	0	0	0	46.98	53.44
08:00	22	28	38	32	26	64	142	274	329	211	95	40	5	7	2	0	0	0	0	44.89	52.56
09:00	6	27	33	29	23	44	108	203	195	127	34	15	4	4	2	0	0	0	0	43.37	50.87
10:00	5	25	26	20	16	43	126	194	154	88	44	11	4	1	0	0	0	0	0	42.20	50.66
11:00	4	19	17	20	11	34	122	189	170	100	48	23	6	2	0	0	0	0	0	43.79	51.43
12:00	4	17	26	14	8	36	96	208	148	108	41	11	5	2	0	0	0	0	0	43.45	50.29
13:00	2	14	26	16	12	44	110	170	165	99	42	13	2	2	1	1	0	0	0	43.14	50.72
14:00	7	22	48	12	28	39	113	201	186	105	45	13	3	3	1	1	0	0	0	42.75	50.32
15:00	5	15	18	39	26	55	109	202	210	130	42	20	8	2	0	0	0	0	0	43.81	50.93
16:00	0	4	5	17	31	65	122	215	252	177	53	24	8	2	0	0	0	0	0	44.84	51.78
17:00	1	3	14	18	20	52	123	199	231	154	67	32	9	4	1	1	1	1	0	45.69	54.10
18:00	0	1	3	8	10	37	105	156	185	102	48	17	6	4	1	1	0	1	0	45.57	54.21
19:00	0	1	2	0	15	29	73	97	87	51	22	13	5	2	1	1	0	0	0	44.78	53.04
20:00	0	0	0	3	7	26	54	88	59	28	7	9	1	0	1	0	0	0	0	43.40	49.90
21:00	0	0	0	4	11	19	34	48	56	26	10	9	1	0	0	0	0	0	0	44.48	-
22:00	0	0	0	2	3	16	34	48	25	9	7	7	2	0	0	0	0	0	0	43.34	-
23:00	0	0	0	0	2	3	13	22	16	- 8	3	4	2	0	0	0	0	0	0	46.38	-
07:00 - 19:00	59	185	287	274	227	539	1351	2444	2545	1654	675	244	71	37	8	5	1	2	0	44.38	52.11
06:00 - 22:00	64	198	321	300	281	645	1658	2981	3120	1936	765	307	87	44	11	7	1	2	0	44.42	52.19
06:00 - 00:00	64	198	321	302	286	664	1705	3051	3161	1953	775	318	91	44	11	7	1	2	0	44.41	52.22
00:00 - 00:00	67	200	329	305	299	687	1746	3125	3251	2002	795	324	95	45	11	7	11	2	0	44.41	52.21

Client: Project Number: Site Number:

ID-0824-0109 Site 1



#### 5-day Summary

										S	peeds (Mp	1)									
Time	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Mean	85th %ile
00:00	0	1	1	0	2	1	1	8	7	3	0	0	0	0	0	0	0	0	0	41.35	
01:00	0	0	0	0	1	0	0	1	6	2	1	0	0	0	0	0	0	0	0	45.47	-
02:00	0	1	0	0	0	0	2	3	3	6	0	0	0	0	0	0	0	0	0	46.42	-
03:00	0	0	1	0	3	2	0	1	3	2	1	2	0	0	0	0	0	0	0	39.90	- 1
04:00	0	0	3	3	1	6	6	12	18	4	5	2	0	0	0	0	0	0	0	42.01	-
05:00	3	2	14	8	8	33	43	59	63	32	18	15	5	2	0	0	0	0	0	43.12	-
06:00	5	16	50	30	30	58	182	343	406	190	56	30	11	5	2	1	0	0	0	43.05	49.29
07:00	4	17	55	71	32	50	156	398	481	349	129	28	7	4	0	1	0	0	0	44.73	52.03
08:00	22	33	93	102	54	93	287	566	595	326	128	43	5	6	2	0	0	0	0	43.66	50.63
09:00	6	31	55	60	33	72	198	328	304	157	46	24	2	3	2	0	0	0	0	42.51	49.24
10:00	5	20	50	48	30	69	197	274	207	94	32	10	4	1	0	0	0	0	0	40.95	47.79
11:00	4	24	40	42	19	61	164	246	177	107	58	17	7	2	0	0	0	0	0	42.17	48.70
12:00	4	18	60	51	17	59	129	257	195	136	43	7	4	1	0	0	0	0	0	42.25	47.55
13:00	2	17	59	53	27	67	175	264	202	110	42	12	1	1	0	0	0	0	0	41.64	47.57
14:00	7	25	91	67	60	83	227	316	269	127	55	15	3	1	1	0	0	0	0	41.14	48.35
15:00	5	17	69	117	85	103	223	401	329	174	60	18	6	3	0	0	0	0	0	41.80	48.78
16:00	0	5	38	71	73	139	259	434	421	231	77	22	7	1	0	0	0	0	0	42.91	49.76
17:00	1	3	24	47	58	133	335	508	529	316	110	36	9	3	3	2	1	1	0	44.28	51.80
18:00	0	2	6	17	21	95	248	421	369	184	67	21	7	6	1	1	0	1	0	44.41	51.85
19:00	0	1	2	6	24	64	135	160	148	71	23	15	9	2	1	1	0	0	0	43.66	49.51
20:00	0	0	0	4	11	41	65	100	84	40	9	11	2	0	0	0	0	0	0	43.09	51.75
21:00	0	0	1	6	13	23	42	54	59	25	12	7	0	0	0	0	0	0	0	43.55	-
22:00	0	0	1	8	5	18	42	50	33	10	6	4	1	0	0	0	0	0	0	42.20	-
23:00	0	0	0	11	3	9	18	28	18	8	4	2	0	0	0	0	0	0	0	43.12	- 1
07:00 - 19:00	60	212	640	746	509	1024	2598	4413	4078	2311	847	253	62	32	9	4	1	2	0	43.00	50.18
06:00 - 22:00	65	229	693	792	587	1210	3022	5070	4775	2637	947	316	84	39	12	6	1	2	0	43.05	50.33
06:00 - 00:00	65	229	694	801	595	1237	3082	5148	4826	2655	957	322	85	39	12	6	1	2	0	43.05	50.39
00:00 - 00:00	68	233	713	812	610	1279	3134	5232	4926	2704	982	341	90	41	12	6	1	2	0	43.05	50.40

## 7-day Summary

7-day Summary											peeds (Mp	h)									
Time	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Mean	85th %ile
00:00	0	1	1	0	3	3	11	13	17	3	3	2	0	0	0	0	0	0	0	42.78	-
01:00	0	0	0	0	2	0	3	4	8	6	3	0	0	0	0	0	0	0	0	46.09	-
02:00	0	1	0	0	0	0	2	4	4	7	3	0	0	0	0	0	0	0	0	47.17	-
03:00	0	0	1	0	3	2	3	1	4	3	2	2	0	0	0	0	0	0	0	39.04	-
04:00	0	0	3	3	1	7	9	12	19	5	7	2	0	0	0	0	0	0	0	42.13	-
05:00	3	2	14	9	8	38	49	68	65	37	18	16	5	2	0	0	0	0	0	42.81	-
06:00	5	16	50	30	31	64	198	363	437	217	62	36	13	6	3	1	0	0	0	43.76	50.01
07:00	4	17	55	71	32	51	173	425	516	373	138	32	11	4	0	1	0	0	0	45.32	52.03
08:00	22	33	97	106	57	101	319	615	654	361	138	51	7	7	2	0	0	0	0	44.07	50.83
09:00	6	33	61	62	33	88	242	429	388	213	63	26	4	4	2	0	0	0	0	43.19	49.72
10:00	5	27	54	50	36	89	269	389	316	142	59	19	6	3	0	0	0	0	0	41.81	49.48
11:00	4	26	46	50	23	82	254	383	291	161	80	26	10	3	0	0	0	0	0	42.58	49.78
12:00	4	21	61	63	24	80	213	382	303	207	65	16	5	2	0	0	0	0	0	42.71	49.26
13:00	2	18	64	61	33	101	262	387	282	165	72	18	3	2	1	1	0	0	0	42.18	49.16
14:00	7	26	100	67	63	102	292	444	378	183	70	21	4	3	2	1	0	0	0	42.02	48.91
15:00	5	17	70	117	86	132	286	503	408	225	74	29	9	4	0	0	0	0	0	42.62	49.38
16:00	0	5	39	73	80	159	331	547	512	300	97	38	13	3	0	0	0	0	0	43.63	50.76
17:00	1	3	25	49	66	157	393	610	620	367	135	46	14	5	4	2	1	1	0	44.67	52.12
18:00	0	2	7	17	24	124	298	497	447	221	84	30	11	7	1	2	0	1	0	44.49	52.01
19:00	0	1	2	7	28	85	182	209	190	91	38	21	9	4	1	1	0	0	0	43.70	50.87
20:00	0	0	0	4	14	51	95	141	116	50	15	13	2	1	1	0	0	0	0	43.26	49.90
21:00	0	0	1	7	16	33	59	83	77	41	16	13	1	0	0	0	0	0	0	43.84	-
22:00	0	0	1	8	5	22	53	71	43	21	10	- 8	2	0	0	0	0	0	0	43.37	
23:00	0	0	0	1	4	10	25	36	27	15	4	6	4	0	0	0	0	0	0	44.60	
07:00 - 19:00	60	228	679	786	557	1266	3332	5611	5115	2918	1075	352	97	47	12	7	1	2	0	43.39	50.68
06:00 - 22:00	65	245	732	834	646	1499	3866	6407	5935	3317	1206	435	122	58	17	9	1	2	0	43.44	50.83
06:00 - 00:00	65	245	733	843	655	1531	3944	6514	6005	3353	1220	449	128	58	17	9	1	2	0	43.44	50.87
00:00 - 00:00	68	249	752	855	672	1581	4021	6616	6122	3414	1256	471	133	60	17	9	11	2	0	43.44	50.89



# **Intelligent Data Collection Limited East Claydon**

Client: **WSP** 

**Project Number:** ID-0824-0109

Site Number: Site 2 Week Commencing:

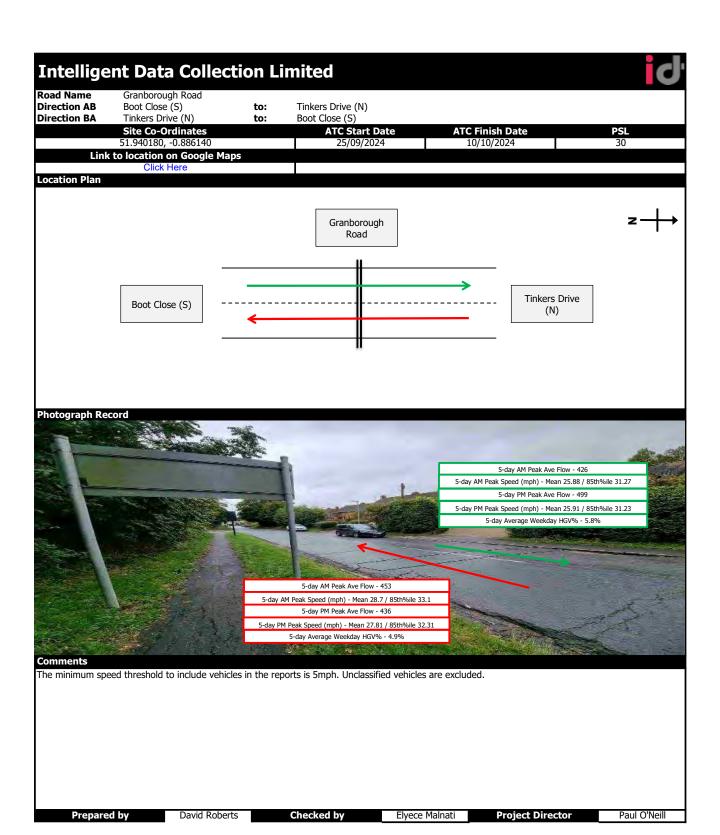
23/09/2024

**Road Name:** Granborough Road

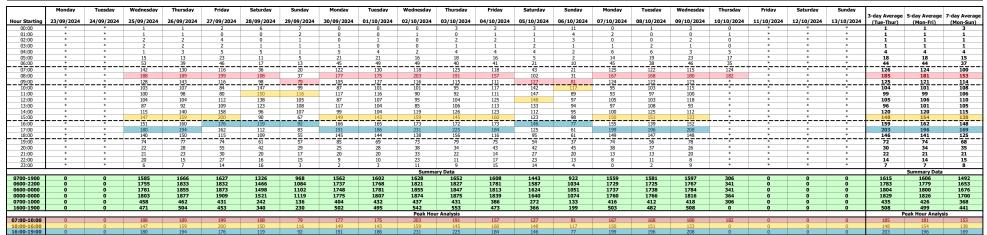
**Survey Type:** ATC

**Direction AB** Flow from Boot Close (S) **Direction BA** Tinkers Drive (N) Flow from

to Tinkers Drive (N) to Boot Close (S)



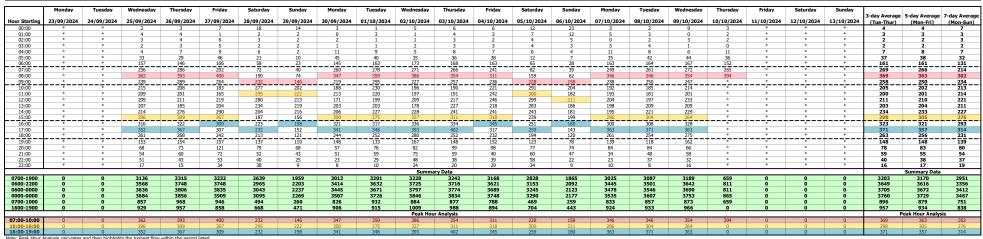
to: Tinkers Drive (N)



Prepared by: David Roberts Checked by: Elyece Malnati to: Boot Close (S)

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
lour Starting	23/09/2024	24/09/2024	25/09/2024	26/09/2024	27/09/2024	28/09/2024	29/09/2024	30/09/2024	01/10/2024	02/10/2024	03/10/2024	04/10/2024	05/10/2024	06/10/2024	07/10/2024	09/10/2024	09/10/2024	10/10/2024	11/10/2024	12/10/2024	13/10/2024	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Averag
00:00	*	*	23/09/2024	20/03/2024	27/03/2024	12	29/09/2024	30/03/2024	01/10/2024	02/10/2024	03/10/2024	4	03/10/2024	12	07/10/2024	1	6	10/10/2024	*	*	13/10/2024	(Tue-Inur)	(MON-FII)	(Mon-Sun)
01:00	*	*	2	2	1	12	0	0	2	0	3	2	6	0	3	2	0	1	*	*	*	1 3	- 3	
02:00	*	*	1	2	2	3	1	2	0	1	1	n	3	2	0	2	1	2	*	*	*	1 1	î	1
03:00	*	*	0	1	3	1	i	0	1	2	2	2	2	2	2	2	0	0	*	*	*	i	ī	1
04:00	*	*	3	4	4	1	1	6	5	3	4	3	2	2	5	2	3	6	*	*	*	4	4	3
05:00	*	*	18	16	23	10	5	24	19	19	18	22	7	5	21	23	21	19	*	*	*	19	20	17
06:00	*	*	104	107	120	41	10	100	114	124	128	122	44	18	118	126	121	117	*	*	*	118	117	95
07:00			114	156	176	36	20	138	148	153	141	123	39	18	124	139	157	141		**		144	143	114
08:00	*	*	174	204	201	82	37	170	184	183	163	154	57	31	179	178	174	212	*	*	*	184	181	149
09:00	*	*	111	146	138	134	67	114	168	111	142	125	101	77	114	128	124	*	*	*	*	133	129	120
10:00			112	101	99	130	103	101	129	95	95	104	149	87	97	82	99	*				102	101	106
11:00	*	*	109	103	85	145	106	96	104	107	99	131	153	93	100	84	101	*	*	*	*	101	102	108
12:00	*	*	105	107	107	142	108	84	92	114	113	121	151	114	99	94	115	*	*	*	*	106	105	111
13:00	*	*	120	93	95	111	111	86	99	93	121	105	150	92	101	101	116	*	*	*	*	106	103	106
14:00	*	*	99	136	132	108	109	107	123	109	115	118	131	86	95	96	117	*	*	*	*	114	113	112
15:00	*	*	149	150	167	97	89	151	132	168	166	158	116	101	136	153	131	*	*	*	*	150	151	138
16:00	*	*	165	162	133	104	106	155	152	163	162	172	105	103	145	169	176	*	*	*	*	164	159	145
17:00	*	*	172	173	145 127	120	69	150	160	162	177	133	134	82	164	175	155 127	*	*	*	*	168	161	145
18:00	<del>:</del>		121	118	12/	104		99	108	142	96	116	99	59	112	10/	12/					117	116	107
19:00		*	/9	//	83	/6	53	63	64	94	69	- //	69	41	65	62	84	•	*	•		76	74	70
20:00	*	*	46	45	66	3/	39	32	48	44	65	55	35	29	46 21	4/	40	*	*		*	48	49	45
21:00	*	*	33	3/	42	32	26	31	39	42	27	26	33	2/	21	35	38	*	*		*	3/	35 23	33 22
22:00 23:00	*	*	31	28	26	24	- 10	- 14	7	12	11	14	35	9	10	26	7	*	*	*	*	26	10	11
25.00			- 11		20	- 22			,	Summ:	ary Data	17	20	, ,	10								Summary Data	
0700-1900	0	n	1551	1649	1605	1313	991	1451	1599	1600	1590	1560	1385	943	1466	1506	1592	353	n	0	0	1587	1563	1459
0600-2200	Ö	Ö	1813	1915	1916	1499	1119	1677	1864	1904	1889	1840	1566	1058	1716	1776	1875	470	Ö	Ö	Ö	1866	1838	1703
0600-0000	0	0	1855	1951	1962	1545	1135	1697	1890	1942	1927	1876	1621	1072	1741	1808	1906	470	0	0	0	1901	1871	1736
0000-0000	0	0	1881	1979	2000	1574	1150	1732	1919	1972	1959	1909	1650	1103	1775	1841	1937	501	0	0	0	1931	1903	1766
0700-1000	0	0	399	506	515	252	124	422	500	447	446	402	197	126	417	445	455	353	0	0	0	460	453	383
1600-1900	0	0	458	453	405	328	241	404	420	467	435	421	338	244	421	451	458	0	0	0	0	449	436	396
										Peak Hou	ur Analysis											F	eak Hour Analy	sis
07:00-10:00	0	0	174	204	201	134	67	170	184	183	163	154	101	77	179	178	174	212	0	0	0	184	181	149
10:00-16:00	0	0	149	150	167	145	111	151	132	168	166	158	153	114	136	153	131	0	0	0	0	150	151	138
16:00-19:00			172	173	145	120					177	172	134	103	164	175	176					169	161	145







										S	peeds (Mpl	1)									
Time	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Mean	85th %ile
00:00	0	1	0	2	1	7	1	0	1	0	0	0	0	0	0	0	0	0	0	32.08	- 1
01:00	0	0	0	1	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	35.10	-
02:00	0	0	0	3	5	3	4	0	0	0	0	0	0	0	0	0	0	0	0	30.88	-
03:00	0	0	1	2	3	1	2	4	0	0	0	0	0	0	0	0	0	0	0	33.18	-
04:00	0	0	0	10	17	10	8	3	0	0	0	0	0	0	0	0	0	0	0	30.40	-
05:00	1	1	12	32	71	59	30	9	0	1	0	0	0	0	0	0	0	0	0	29.01	32.60
06:00	1	9	43	107	169	154	35	5	3	0	0	0	0	0	0	0	0	0	0	27.79	34.04
07:00	6	57	166	363	581	249	56	8	1	0	0	0	0	0	0	0	0	0	0	26.02	31.60
08:00	17	89	251	513	906	354	40	6	0	0	0	0	0	0	0	0	0	0	0	25.49	30.79
09:00	2	34	160	343	566	271	45	5	1	1	0	0	0	0	0	0	0	0	0	26.13	31.42
10:00	9	20	109	210	467	247	42	4	0	0	0	0	0	0	0	0	0	0	0	26.68	32.02
11:00	5	30	90	222	466	244	33	3	1	0	0	0	0	0	0	0	0	0	0	26.68	31.68
12:00	6	24	94	226	469	278	57	9	1	0	0	0	0	0	0	0	0	0	0	27.08	32.58
13:00	5	33	83	213	490	231	46	6	4	0	0	0	0	0	0	0	0	0	0	26.88	32.13
14:00	4	34	113	252	529	303	69	13	2	2	0	0	0	0	0	0	0	0	0	27.25	32.39
15:00	8	40	205	424	655	309	48	7	0	0	0	0	0	0	0	0	0	0	0	25.94	31.29
16:00	5	55	192	497	662	322	42	4	3	0	0	0	0	0	0	0	0	0	0	25.74	31.04
17:00	12	88	246	585	780	369	67	9	0	0	0	0	0	0	0	0	0	0	0	25.53	31.10
18:00	4	36	113	408	628	303	47	8	1	0	0	0	0	0	0	0	0	0	0	26.47	31.55
19:00	3	15	52	246	339	123	31	3	1	1	0	0	0	0	0	0	0	0	0	26.19	31.21
20:00	0	4	24	79	150	91	22	4	0	0	0	0	0	0	0	0	0	0	0	27.53	33.70
21:00	2	2	17	50	81	52	18	4	2	0	1	0	0	0	0	0	0	0	0	27.75	30.90
22:00	0	1	2	32	66	43	9	3	2	1	0	0	0	0	0	0	0	0	0	28.51	-
23:00	0	0	5	17	20	20	11	4	1	0	0	0	0	0	0	0	0	0	0	29.89	-
07:00 - 19:00	83	540	1822	4256	7199	3480	592	82	14	3	0	0	0	0	0	0	0	0	0	26.10	31.34
06:00 - 22:00	89	570	1958	4738	7938	3900	698	98	20	4	1	0	0	0	0	0	0	0	0	26.20	31.46
06:00 - 00:00	89	571	1965	4787	8024	3963	718	105	23	5	1	0	0	0	0	0	0	0	0	26.22	31.48
00:00 - 00:00	90	573	1978	4837	8123	4044	764	122	25	6	1	0	0	0	0	0	0	0	0	26.28	31.56

lay Summary										5	peeds (Mp	1)									
Time	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Mean	85th 9
00:00	0	1	2	2	12	15	5	2	1	0	0	0	0	0	0	0	0	0	0	31.33	-
01:00	0	0	0	1	6	2	3	1	1	0	0	0	0	0	0	0	0	0	0	32.68	-
02:00	0	0	0	3	5	5	5	2	0	0	0	0	0	0	0	0	0	0	0	31.95	-
03:00	0	0	1	2	8	1	2	4	0	0	0	0	0	0	0	0	0	0	0	30.55	-
04:00	0	0	0	11	23	15	8	3	0	0	0	0	0	0	0	0	0	0	0	30.41	-
05:00	1	1	12	33	77	68	36	10	0	1	0	0	0	0	0	0	0	0	0	29.60	32.
06:00	3	9	45	116	193	168	44	5	4	0	0	0	0	0	0	0	0	0	0	27.88	34.
07:00	7	57	171	384	637	273	68	9	1	0	0	0	0	0	0	0	0	0	0	26.54	31.
08:00	20	98	267	562	1028	419	52	7	1	0	0	0	0	0	0	0	0	0	0	26.06	31.
09:00	5	44	185	424	729	347	66	9	3	1	0	0	0	0	0	0	0	0	0	26.44	31.
10:00	19	41	153	316	699	321	57	7	0	0	0	0	0	0	0	0	0	0	0	26.41	31.
11:00	13	67	123	341	659	337	49	6	1	0	0	0	0	0	0	0	0	0	0	26.45	31.
12:00	14	56	137	359	634	368	70	13	1	0	0	0	0	0	0	0	0	0	0	26.65	32.
13:00	12	62	110	322	676	316	60	6	4	0	0	0	1	0	0	0	0	0	0	26.61	31.
14:00	8	45	139	330	706	401	85	13	2	2	0	0	0	0	0	0	0	0	0	27.17	32.
15:00	11	51	217	514	825	386	61	8	1	0	0	0	0	0	0	0	0	0	0	26.18	31.
16:00	8	66	219	577	857	417	62	6	3	0	0	0	1	0	0	0	0	0	0	26.13	31.
17:00	14	96	276	672	944	441	82	11	1	0	0	0	0	0	0	0	0	0	0	25.92	31.
18:00	4	41	132	487	753	382	60	8	1	0	0	0	0	0	0	0	0	0	0	26.71	31.
19:00	3	20	70	289	421	170	41	6	2	1	0	0	0	0	0	0	0	0	0	26.40	31.
20:00	0	5	34	111	224	124	27	6	1	0	0	0	0	0	0	0	0	0	0	27.48	32.
21:00	2	3	19	71	113	73	23	5	2	1	1	0	0	0	0	0	0	0	0	27.96	30.
22:00	1	2	2	52	89	57	13	6	2	2	0	0	0	0	0	0	0	0	0	28.63	31.
23:00	0	0	5	24	34	30	15	5	2	0	0	0	0	0	0	0	0	0	0	29.92	-
07:00 - 19:00	135	724	2129	5288	9147	4408	772	103	19	3	0	0	2	0	0	0	0	0	0	26.21	31.
06:00 - 22:00	143	761	2297	5875	10098	4943	907	125	28	5	1	0	2	0	0	0	0	0	0	26.31	31.
06:00 - 00:00	144	763	2304	5951	10221	5030	935	136	32	7	1	0	2	0	0	0	0	0	0	26.33	31.
00:00 - 00:00	145	765	2319	6003	10352	5136	994	158	34	8	1	0	2	0	0	0	0	0	0	26.39	31.

Client: Project Number: WSP

lumber: Site 2

Boot Close (S)



#### 5-day Summary

										S	peeds (Mph	1)									
Time	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Mean	85th %ile
00:00	0	0	1	0	17	12	5	2	0	0	0	0	0	0	0	0	0	0	0	29.67	-
01:00	0	0	1	2	9	6	4	1	0	0	0	0	0	0	0	0	0	0	0	28.66	-
02:00	0	0	0	0	4	6	4	0	0	0	0	0	0	0	0	0	0	0	0	33.18	-
03:00	0	0	1	2	4	5	3	0	0	0	0	0	0	0	0	0	0	0	0	29.89	- 1
04:00	0	0	1	2	24	15	3	3	0	0	0	0	0	0	0	0	0	0	0	29.99	-
05:00	0	1	5	26	73	89	38	11	0	0	0	0	0	0	0	0	0	0	0	31.01	34.40
06:00	0	2	15	99	527	521	200	27	5	1	0	2	0	0	2	0	0	0	0	30.80	35.73
07:00	2	6	54	310	702	479	133	15	8	1	0	0	0	0	0	0	0	0	0	28.74	33.54
08:00	2	12	46	304	982	679	131	16	3	1	0	0	0	0	0	0	0	0	0	28.87	32.95
09:00	1	9	38	226	688	443	87	8	2	0	0	0	0	0	0	0	0	0	0	28.50	32.83
10:00	2	3	33	172	532	299	67	6	0	0	0	0	0	0	0	0	0	0	0	28.47	33.08
11:00	0	6	29	162	489	365	58	8	1	1	0	0	0	0	0	0	0	0	0	28.79	33.12
12:00	3	0	28	147	573	326	69	3	0	0	2	0	0	0	0	0	0	0	0	28.72	32.99
13:00	0	4	27	182	461	377	65	7	7	0	0	0	0	0	0	0	0	0	0	28.95	33.61
14:00	0	6	19	156	566	403	85	9	2	0	0	1	0	0	0	0	0	0	0	29.17	33.80
15:00	0	7	42	273	753	492	86	7	1	0	0	0	0	0	0	0	0	0	0	28.48	32.65
16:00	1	9	65	333	770	489	77	8	1	0	1	0	0	0	0	0	0	0	0	28.07	32.67
17:00	0	2	84	350	814	424	83	9	0	0	0	0	0	0	0	0	0	0	0	27.77	32.15
18:00	0	9	62	245	628	274	46	7	2	0	0	0	0	0	0	0	0	0	0	27.60	32.11
19:00	0	6	35	172	367	191	40	5	1	0	0	0	0	0	0	0	0	0	0	27.82	32.68
20:00	0	2	11	103	254	125	28	9	2	0	0	0	0	0	0	0	0	0	0	28.16	32.95
21:00	0	3	18	71	175	85	23	4	2	0	0	0	0	0	0	0	0	0	0	28.20	32.95
22:00	0	0	5	33	132	72	12	3	0	0	0	0	0	0	0	0	0	0	0	28.98	35.10
23:00	0	0	11	19	50	31	8	4	0	0	0	0	0	0	0	0	0	0	0	29.23	
07:00 - 19:00	11	73	527	2860	7958	5050	987	103	27	3	3	1	0	0	0	0	0	0	0	28.43	32.68
06:00 - 22:00	11	86	606	3305	9281	5972	1278	148	37	4	3	3	0	0	2	0	0	0	0	28.55	32.89
06:00 - 00:00	11	86	612	3357	9463	6075	1298	155	37	4	3	3	0	0	2	0	0	0	0	28.55	32.88
00:00 - 00:00	11	87	621	3389	9594	6208	1355	172	37	4	3	3	0	0	2	0	0	0	0	28.59	32.93

7-day Summary										S	peeds (Mp	h)									
Time	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Mean	85th %ile
00:00	0	0	1	6	37	20	10	3	0	0	0	0	0	0	0	0	0	0	0	29,31	- 1
01:00	0	0	2	4	13	11	6	2	0	1	0	0	0	0	0	0	0	0	0	30,47	-
02:00	0	0	0	0	7	10	4	2	0	0	0	0	0	0	0	0	0	0	0	33.21	-
03:00	0	0	1	2	5	9	4	0	0	0	0	0	0	0	0	0	0	0	0	30.20	- 1
04:00	0	0	1	2	26	17	3	4	1	0	0	0	0	0	0	0	0	0	0	30.33	-
05:00	0	1	6	30	82	101	39	11	0	0	0	0	0	0	0	0	0	0	0	30.41	34.40
06:00	0	2	19	101	566	564	217	33	6	2	0	2	0	0	2	0	0	0	0	30.87	35.85
07:00	2	6	54	318	747	522	146	18	9	1	0	0	0	0	0	0	0	0	0	29.36	33.71
08:00	2	12	49	337	1072	742	147	18	3	1	0	0	0	0	0	0	0	0	0	28.84	33.08
09:00	1	11	51	299	856	545	106	10	2	0	0	0	0	0	0	0	0	0	0	28.42	32.72
10:00	2	6	63	279	736	400	85	11	0	0	0	0	1	0	0	0	0	0	0	28.19	32.83
11:00	1	8	50	266	721	471	82	13	2	1	1	0	0	0	0	0	0	0	0	28.50	32.99
12:00	3	0	52	253	787	475	89	5	0	0	2	0	0	0	0	0	0	0	0	28.54	32.97
13:00	0	6	43	264	681	495	89	8	8	0	0	0	0	0	0	0	0	0	0	28.73	33.31
14:00	0	12	32	218	734	549	114	15	6	0	0	1	0	0	0	0	0	0	0	29.16	33.78
15:00	0	8	50	328	936	621	107	10	4	0	0	0	0	0	0	0	0	0	0	28.60	32.90
16:00	1	12	78	400	965	606	99	9	1	0	1	0	0	0	0	0	0	0	0	28.13	32.63
17:00	3	4	95	429	985	543	103	9	0	0	0	0	0	0	0	0	0	0	0	27.86	32.37
18:00	0	13	77	313	762	349	70	13	3	1	0	0	0	0	0	0	0	0	0	27.73	32.52
19:00	1	8	45	217	468	251	55	10	1	0	0	0	0	0	0	0	0	0	0	27.81	32.97
20:00	0	2	13	128	319	165	34	11	2	0	0	0	0	0	0	0	0	0	0	28.25	32.89
21:00	0	5	19	92	224	119	34	4	2	0	0	0	0	0	0	0	0	0	0	28.46	33.17
22:00	0	0	8	45	163	94	21	4	0	0	0	0	0	0	0	0	0	0	0	29.11	34.05
23:00	0	0	1	27	68	54	11	5	0	0	0	0	0	0	0	0	0	0	0	29.19	
07:00 - 19:00	15	98	694	3704	9982	6318	1237	139	38	4	4	1	1	0	0	0	0	0	0	28.39	32.67
06:00 - 22:00	16	115	790	4242	11559	7417	1577	197	49	6	4	3	1	0	2	0	0	0	0	28.49	32.86
06:00 - 00:00	16	115	799	4314	11790	7565	1609	206	49	6	4	3	1	0	2	0	0	0	0	28.50	32.86
00:00 - 00:00	16	116	810	4358	11960	7733	1675	228	50	7	4	3	1	0	2	0	0	0	0	28.54	32.91

Client: Project Number: Site Number:

WSP ID-0824-0109 Site 2



#### 5-day Summary

										S	peeds (Mpl	1)									
Time	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Mean	85th %ile
00:00	0	1	1	2	18	19	6	2	1	0	0	0	0	0	0	0	0	0	0	30.17	-
01:00	0	0	1	3	11	7	5	2	1	0	0	0	0	0	0	0	0	0	0	30.86	-
02:00	0	0	0	3	9	9	8	0	0	0	0	0	0	0	0	0	0	0	0	32.01	-
03:00	0	0	2	4	7	6	5	4	0	0	0	0	0	0	0	0	0	0	0	30.71	-
04:00	0	0	1	12	41	25	11	6	0	0	0	0	0	0	0	0	0	0	0	30.16	-
05:00	1	2	17	58	144	148	68	20	0	1	0	0	0	0	0	0	0	0	0	30.03	33.50
06:00	1	11	58	206	696	675	235	32	8	1	0	2	0	0	2	0	0	0	0	29.29	35.21
07:00	8	63	220	673	1283	728	189	23	9	1	0	0	0	0	0	0	0	0	0	27.38	32.57
08:00	19	101	297	817	1888	1033	171	22	3	1	0	0	0	0	0	0	0	0	0	27.18	31.87
09:00	3	43	198	569	1254	714	132	13	3	1	0	0	0	0	0	0	0	0	0	27.32	32.12
10:00	11	23	142	382	999	546	109	10	0	0	0	0	0	0	0	0	0	0	0	27.57	32.55
11:00	5	36	119	384	955	609	91	11	2	1	0	0	0	0	0	0	0	0	0	27.74	32.40
12:00	9	24	122	373	1042	604	126	12	1	0	2	0	0	0	0	0	0	0	0	27.90	32.78
13:00	5	37	110	395	951	608	111	13	11	0	0	0	0	0	0	0	0	0	0	27.92	32.87
14:00	4	40	132	408	1095	706	154	22	4	2	0	1	0	0	0	0	0	0	0	28.21	33.09
15:00	8	47	247	697	1408	801	134	14	1	0	0	0	0	0	0	0	0	0	0	27.21	31.97
16:00	6	64	257	830	1432	811	119	12	4	0	1	0	0	0	0	0	0	0	0	26.91	31.85
17:00	12	90	330	935	1594	793	150	18	0	0	0	0	0	0	0	0	0	0	0	26.65	31.63
18:00	4	45	175	653	1256	577	93	15	3	0	0	0	0	0	0	0	0	0	0	27.03	31.83
19:00	3	21	87	418	706	314	71	8	2	1	0	0	0	0	0	0	0	0	0	27.00	31.98
20:00	0	6	35	182	404	216	50	13	2	0	0	0	0	0	0	0	0	0	0	27.84	33.16
21:00	2	5	35	121	256	137	41	8	4	0	1	0	0	0	0	0	0	0	0	27.98	32.94
22:00	0	1	7	65	198	115	21	6	2	1	0	0	0	0	0	0	0	0	0	28.75	35.10
23:00	0	0	6	36	70	51	19	8	1	0	0	0	0	0	0	0	0	0	0	29.46	-
07:00 - 19:00	94	613	2349	7116	15157	8530	1579	185	41	6	3	1	0	0	0	0	0	0	0	27.26	32.01
06:00 - 22:00	100	656	2564	8043	17219	9872	1976	246	57	- 8	4	3	0	0	2	0	0	0	0	27.38	32.18
06:00 - 00:00	100	657	2577	8144	17487	10038	2016	260	60	9	4	3	0	0	2	0	0	0	0	27.38	32.18
00:00 - 00:00	101	660	2599	8226	17717	10252	2119	294	62	10	4	3	0	0	2	0	0	0	0	27.44	32.25

7-day Summary										S	peeds (Mp	h)									
Time	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Mean	85th %ile
00:00	0	1	3	8	49	35	15	5	1	0	0	0	0	0	0	0	0	0	0	29.89	- 1
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# Intelligent Data Collection Limited East Claydon

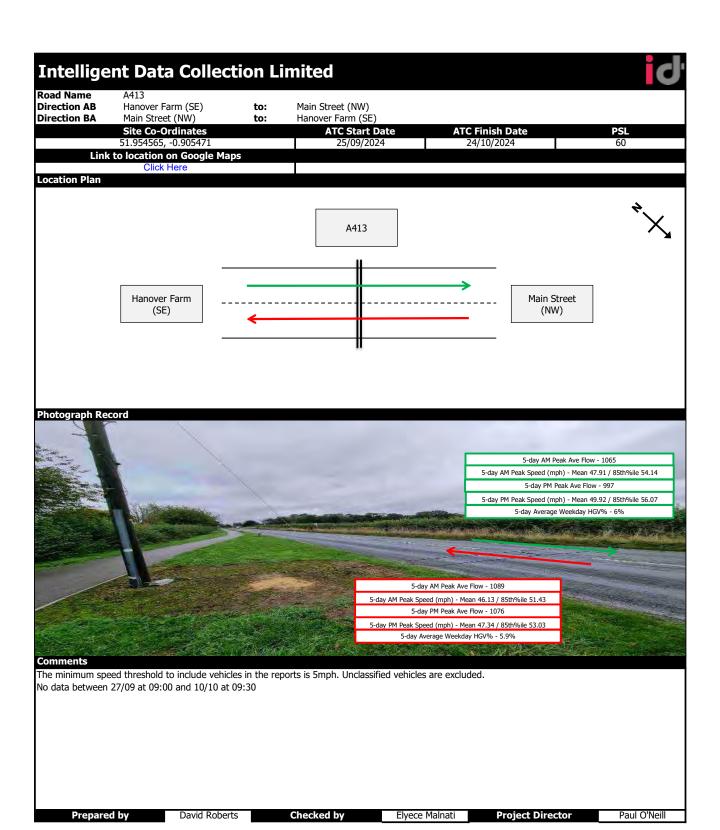
Client: WSP

**Project Number:** ID-0824-0109

Site Number: Site 3
Week Commencing: 23/09/2024

**Road Name:** A413 **Survey Type:** ATC

Direction ABFlow from Direction BAFlow from Flow from Main Street (NW)Hanover Farm (SE)to Main Street (NW)Direction BAFlow from Main Street (NW)to Hanover Farm (SE)



Intellige Road Name: Elms from Vehicle Classi		Collection 23/09/20124 /CIT All Vahicles		wr Main Growt	- menn			er David Drham c Divece Halnati																																					iď
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Intelligent Dat  Parted Communication Road Name: A413 Elms Form: Main Great Vehicle Classification:	23/02/2024 23/02/2024 23/02/2024 All Vehicles		r Hannar fam f	gn.			er David Dobum ic Elvico Halnati																																										d
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28 '	700 7064 0 0 0 0 0 0 0 0 0 0 0 0 2507 2710 2
28	700
288 * 4 6 8 * * * * * * * * * * * * * * * * * *	765 9033 0 0 0 0 0 0 0 0 0 0 0 8684 8654 8654 8659 800 900 0 0 0 8687 8654 8654 8651 800 900 900 0 0 8657 8600 2025
250 '	765 9031 0 0 0 0 0 0 0 0 0 0 0 0 884 8654 8651 8651 8652 8650 0 0 0 0 0 0 0 0 8857 8651 8225
288 * 4 6 8 * * * * * * * * * * * * * * * * * *	765 9033 0 0 0 0 0 0 0 0 0 0 0 8684 8654 8654 8659 800 900 0 0 0 8687 8654 8654 8651 800 900 900 0 0 8657 8600 2025
20	765 9631 0 0 0 0 0 0 0 0 0 0 0 0 9 9 9 9 8634 8634 8635 8653 8650 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
250	765 9033 0 0 0 0 0 0 0 0 0 0 8684 8654 8654 8053 800 920 0 0 0 0 0 0 8867 8603 8053 8050 920 0 0 0 0 0 0 0 0 0 867 8603 8053
20	765 9631 0 0 0 0 0 0 0 0 0 0 0 0 9 9 9 9 8634 8634 8635 8653 8650 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Client: Project Number: WSP ID-0824-01

ID-0824-010

low from: Hanover Farm (SE)

Main Street (NW)

# d'

#### 5-day Summary

											peeds (Mpl										
Time	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Mean	85th %ile
00:00	0	0	0	3	4	5	13	23	28	34	27	15	6	5	2	0	0	0	0	52.77	-
01:00	0	1	0	1	1	2	6	10	13	27	12	2	1	3	0	0	0	1	0	53.47	-
02:00	0	0	0	0	1	3	9	11	22	21	8	2	1	0	1	0	0	0	0	48.39	-
03:00	0	0	0	0	0	4	6	7	17	26	15	2	3	0	0	0	0	1	0	51.20	-
04:00	0	0	0	1	6	3	8	14	41	42	33	18	5	0	1	0	0	0	0	53.04	-
05:00	0	0	0	7	15	24	35	95	157	176	113	70	18	7	2	0	0	0	0	50.40	58.77
06:00	0	1	10	16	56	67	154	300	578	571	265	86	27	5	4	0	0	0	0	48.82	55.47
07:00	10	13	46	65	91	152	275	599	1314	1267	560	134	35	14	1	2	1	0	0	47.75	53.86
08:00	8	27	93	106	115	161	294	738	1641	1549	714	160	46	8	4	2	0	0	0	47.71	53.85
09:00	4	13	22	64	89	97	151	448	984	940	434	169	30	5	5	2	0	0	0	48.28	54.70
10:00	5	22	62	66	129	162	152	430	850	893	478	126	30	13	6	1	2	0	0	47.64	53.99
11:00	2	12	31	81	170	149	133	330	891	944	482	172	42	13	6	2	1	1	0	48.10	54.29
12:00	0	15	28	55	104	150	175	359	733	915	494	183	45	9	3	4	1	1	0	48.37	55.22
13:00	1	4	20	72	123	134	111	324	776	918	542	183	63	24	9	3	1	0	0	49.13	55.75
14:00	3	16	44	85	135	142	157	376	899	1004	565	184	46	16	2	5	1	0	0	48.36	55.00
15:00	16	84	88	160	203	190	210	470	1180	1441	813	222	61	13	5	3	3	2	0	47.93	54.25
16:00	11	38	36	85	94	89	107	410	1165	1530	967	339	68	16	4	3	5	0	0	50.38	56.45
17:00	3	17	36	55	82	120	141	373	948	1409	945	337	80	25	0	2	0	0	2	50.73	57.10
18:00	0	6	16	40	41	90	174	542	1007	856	450	144	31	9	5	4	1	0	0	48.65	54.67
19:00	2	4	8	22	46	67	199	390	574	484	242	82	32	8	3	0	1	0	0	47.76	54.60
20:00	0	5	9	7	24	32	86	204	337	328	181	75	22	8	5	7	0	0	0	49.23	56.64
21:00	0	1	4	13	16	30	62	163	227	234	131	59	22	6	1	3	0	0	0	49.30	56.52
22:00	0	0	1	6	13	34	50	121	172	136	110	48	13	3	2	0	0	0	0	49.22	55.26
23:00	0	0	0	0	2	22	26	32	82	86	38	13	11	3	4	1	1	0	0	49.41	56.49
07:00 - 19:00	63	267	522	934	1376	1636	2080	5399	12388	13666	7444	2353	577	165	50	33	16	4	2	48.34	55.25
06:00 - 22:00	65	278	553	992	1518	1832	2581	6456	14104	15283	8263	2655	680	192	63	43	17	4	2	48.29	55.32
06:00 - 00:00	65	278	554	998	1533	1888	2657	6609	14358	15505	8411	2716	704	198	69	44	18	4	2	48.28	55.38
00:00 - 00:00	65	279	554	1010	1560	1929	2734	6769	14636	15831	8619	2825	738	213	75	44	18	6	2	48.32	55.43

7-day Summary											peeds (Mp	h)									1
Time	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Mean	85th %ile
00:00	0	0	0	3	4	5	19	31	47	54	48	21	9	5	3	00 03	03.30	0	0	52.64	69.30
01:00	0	1	0	1	-	2	7	12	22	36	22	6	6	3	0	1	l ů	1	n	53.65	
02:00	0	0	0	0	1	4	9	13	33	28	13	3	3	1	2	0	l ů	0	0	49.58	
03:00	0	n	0	0	0	4	6	8	20	30	23	4	5	i i	1	ň	ň	1	ň	52.59	
04:00	0	n	0	1	6	3	a a	15	53	45	42	22	6	0	1	ň	0	0	0	53.11	
05:00	0	n	0	9	19	24	45	108	176	190	126	76	20	7	3	ň	ň	0	0	49.96	58.74
06:00	0	1	10	16	56	69	167	332	629	628	286	98	34	9	5	0	0	0	0	49.46	55.63
07:00	10	13	46	65	92	174	322	689	1437	1386	621	166	47	16	5	2	1	0	0	48.14	54.81
08:00	8	27	93	106	116	163	334	853	1837	1772	838	198	64	10	7	4	0	1	0	48,47	54.96
09:00	4	13	22	64	90	100	186	594	1256	1218	580	225	39	8	5	2	1	1	0	48.83	55.34
10:00	5	22	62	67	132	169	197	568	1207	1262	657	175	48	17	9	2	3	0	ō	48.39	54.70
11:00	2	12	31	81	173	166	175	451	1211	1345	662	225	59	14	7	2	2	1	1	48.72	54.80
12:00	0	15	28	56	106	154	224	479	1041	1267	691	256	63	18	5	4	3	1	0	49.06	55.80
13:00	1	4	21	72	126	137	122	449	1051	1272	739	261	79	29	11	3	1	0	1	49.80	56.21
14:00	3	16	44	86	136	150	170	494	1134	1338	759	236	57	20	3	6	2	0	0	49.11	55.63
15:00	16	84	88	160	203	203	241	576	1379	1719	980	278	77	21	7	4	5	2	0	48.77	55.22
16:00	11	38	37	85	94	98	124	485	1362	1781	1129	390	89	24	6	3	5	1	0	50.79	56.81
17:00	3	17	36	55	83	121	167	466	1155	1691	1113	394	96	31	3	3	0	0	2	51.04	57.42
18:00	0	6	16	40	43	98	187	595	1198	1044	569	187	46	13	7	5	1	0	0	49.31	55.41
19:00	2	4	8	22	51	68	220	489	715	619	310	113	44	10	5	0	1	0	0	48.26	55.15
20:00	0	5	9	9	24	34	92	255	431	420	231	91	29	11	6	9	1	0	0	49.65	57.10
21:00	0	1	4	13	17	35	68	190	289	287	181	85	31	9	2	4	0	1	0	50.16	57.43
22:00	0	0	1	6	13	34	55	157	219	182	141	65	18	5	2	0	0	0	0	49.89	55.83
23:00	0	0	0	0	2	23	30	40	114	116	55	25	19	4	4	1	1	0	0	50.28	58.18
07:00 - 19:00	63	267	524	937	1394	1733	2449	6699	15268	17095	9338	2991	764	221	75	40	24	7	4	49.01	55.79
06:00 - 22:00	65	278	555	997	1542	1939	2996	7965	17332	19049	10346	3378	902	260	93	53	26	8	4	48.96	55.86
06:00 - 00:00	65	278	556	1003	1557	1996	3081	8162	17665	19347	10542	3468	939	269	99	54	27	8	4	48.96	55.92
00:00 - 00:00	65	279	556	1017	1588	2038	3176	8349	18016	19730	10816	3600	988	285	109	55	27	10	4	48.99	55.96

Client: Project Number: WSP ID-0824-01

Site 3

Main Street (NW) to: Hanover Farm



#### 5-day Summary

										S	peeds (Mph	1)									
Time	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Mean	85th %ile
00:00	0	0	0	1	0	4	17	44	45	39	21	8	1	3	1	0	0	0	0	48.22	
01:00	0	0	0	0	1	3	7	19	19	29	9	5	2	1	0	0	0	0	0	48.99	-
02:00	0	0	0	2	1	3	7	9	15	18	7	1	1	0	0	0	0	0	0	47.13	-
03:00	0	0	0	0	3	6	2	8	17	17	22	5	1	0	0	1	0	0	0	49.67	-
04:00	0	1	0	1	0	3	7	22	44	42	43	12	6	0	0	0	0	0	0	50.87	-
05:00	0	0	0	0	7	19	47	100	189	159	105	39	13	9	1	2	0	0	0	49.74	58.32
06:00	0	1	0	5	20	86	174	409	596	440	177	39	17	3	5	0	0	0	0	47.52	53.57
07:00	0	4	8	8	27	185	557	1130	1500	906	250	55	8	4	0	2	0	0	0	45.99	51.47
08:00	0	0	1	6	62	301	726	1487	1960	982	210	47	6	2	1	1	0	0	0	45.28	50.54
09:00	0	0	1	1	5	89	376	778	1246	751	207	63	15	8	3	2	0	1	0	47.13	52.28
10:00	0	0	0	2	13	90	337	671	983	644	211	54	9	2	1	0	1	0	0	46.99	52.64
11:00	1	0	0	6	16	122	323	664	1108	702	246	81	16	7	5	0	1	0	0	47.32	52.87
12:00	0	0	0	0	5	104	384	777	1121	728	253	63	15	5	3	0	3	1	1	47.11	52.66
13:00	0	1	1	2	8	77	339	774	1009	763	270	81	16	5	1	4	0	2	1	47.36	53.08
14:00	0	1	9	5	40	187	473	861	1225	809	256	64	23	6	6	2	1	0	0	46.48	52.22
15:00	0	1	0	6	56	173	493	930	1529	967	300	64	9	7	4	1	3	1	0	46.61	52.11
16:00	0	2	0	1	60	154	412	957	1793	1306	412	82	17	8	2	1	1	0	0	47.60	52.95
17:00	0	1	2	0	23	80	392	914	1668	1332	433	105	19	8	2	3	1	0	1	48.25	53.76
18:00	0	0	2	11	74	147	424	938	1149	712	244	62	11	9	1	3	1	3	1	46.16	52.38
19:00	0	0	1	0	15	92	348	624	624	366	131	38	20	7	1	3	2	0	0	46.10	52.25
20:00	0	0	0	0	1	54	175	318	441	280	116	31	15	5	3	0	1	1	1	47.30	53.77
21:00	0	0	0	1	3	36	101	250	318	205	100	30	12	1	0	1	0	0	0	47.60	54.15
22:00	0	0	0	0	3	21	74	162	194	157	89	29	15	1	0	0	1	0	0	49.01	55.46
23:00	0	0	0	1	2	19	40	73	90	93	54	26	12	2	3	0	0	11	0	49.81	55.57
07:00 - 19:00	1	10	24	48	389	1709	5236	10881	16291	10602	3292	821	164	71	29	19	12	8	4	46.71	52.48
06:00 - 22:00	1	11	25	54	428	1977	6034	12482	18270	11893	3816	959	228	87	38	23	15	9	5	46.71	52.60
06:00 - 00:00	1	11	25	55	433	2017	6148	12717	18554	12143	3959	1014	255	90	41	23	16	10	5	46.75	52.67
00:00 - 00:00	1	12	25	59	445	2055	6235	12919	18883	12447	4166	1084	279	103	43	26	16	10	5	46.82	52.77

7-uay Sullillal y										S	peeds (Mpl	h)									
Time	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Mean	85th %ile
00:00	0	0	0	1	0	4	19	53	60	70	42	18	5	3	2	0	0	0	0	49.55	-
01:00	0	0	0	0	1	4	7	25	31	43	19	6	3	5	1	0	0	0	0	49.99	-
02:00	0	0	0	2	1	3	8	15	30	26	11	3	2	0	0	0	0	0	0	48.06	-
03:00	0	0	0	0	3	6	6	10	25	24	28	5	1	0	0	1	0	0	0	49.86	-
04:00	0	1	0	1	0	4	7	27	50	45	46	13	6	0	0	0	0	0	0	50.41	-
05:00	0	0	0	0	7	20	54	115	200	182	111	49	14	10	1	2	0	0	0	49.93	58.32
06:00	0	1	0	5	20	86	180	422	647	469	191	43	18	6	5	0	0	0	0	48.23	53.78
07:00	0	4	8	8	27	187	569	1190	1585	965	289	75	15	7	2	4	0	0	0	47.48	52.92
08:00	0	0	2	7	63	307	745	1581	2084	1137	284	60	12	6	2	2	0	0	0	46.59	52.12
09:00	0	0	1	1	5	93	398	902	1458	924	305	83	21	10	4	3	1	1	0	47.79	53.23
10:00	0	0	1	2	13	103	395	786	1278	927	338	80	15	4	3	1	1	0	0	47.61	53.40
11:00	1	0	1	6	17	144	383	873	1482	997	362	111	23	7	7	0	3	1	0	47.68	53.29
12:00	0	0	0	0	17	135	455	1011	1476	1058	367	85	21	6	4	0	3	1	2	47.35	53.01
13:00	0	1	1	3	19	97	408	1004	1386	1117	410	111	27	9	5	5	0	2	1	47.73	53.56
14:00	0	1	9	6	46	226	542	1004	1592	1105	379	94	38	12	8	4	1	0	1	47.06	52.88
15:00	0	1	0	6	56	188	551	1096	1859	1283	432	96	13	10	7	2	3	1	0	47.29	52.91
16:00	0	2	0	2	62	177	476	1131	2136	1595	563	125	27	16	5	4	3	0	0	48.12	53.79
17:00	0	1	2	0	26	95	436	1053	1985	1653	558	128	34	16	6	5	2	0	1	48.65	54.25
18:00	0	0	2	11	74	169	474	1109	1402	897	312	78	21	16	2	4	1	3	1	46.68	52.95
19:00	0	0	1	0	16	116	424	783	803	471	185	57	27	10	2	3	2	0	0	46.34	52.70
20:00	0	0	0	0	1	62	202	380	553	375	169	49	20	9	4	0	1	1	1	47.87	54.49
21:00	0	0	0	1	3	38	116	308	410	299	146	54	22	2	0	2	0	0	0	48.39	55.03
22:00	0	0	0	0	3	26	85	206	250	225	129	44	23	2	3	3	1	0	0	49.67	55.69
23:00	0	0	0	1	2	29	44	95	136	143	76	36	15	5	4	0	0	11	0	50.25	55.64
07:00 - 19:00	1	10	27	52	425	1921	5832	12740	19723	13658	4599	1126	267	119	55	34	18	9	6	47.30	53.16
06:00 - 22:00	1	11	28	58	465	2223	6754	14633	22136	15272	5290	1329	354	146	66	39	21	10	7	47.28	53.27
06:00 - 00:00	1	11	28	59	470	2278	6883	14934	22522	15640	5495	1409	392	153	73	42	22	11	7	47.34	53.34
00:00 - 00:00	1	12	28	63	482	2319	6984	15179	22918	16030	5752	1503	423	171	77	45	22	11	7	47.39	53.44

Client: Project Number: Site Number:

ID-0824-0109 Site 3 Two-way Total



#### 5-day Summary

										S	peeds (Mpl	h)									
Time	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Mean	85th %ile
00:00	0	0	0	4	4	9	30	67	73	73	48	23	7	8	3	0	0	0	0	50.52	- 1
01:00	0	1	0	1	2	5	13	29	32	56	21	7	3	4	0	0	0	1	0	50.65	-
02:00	0	0	0	2	2	6	16	20	37	39	15	3	2	0	1	0	0	0	0	47.51	-
03:00	0	0	0	0	3	10	8	15	34	43	37	7	4	0	0	1	0	1	0	50.41	-
04:00	0	1	0	2	6	6	15	36	85	84	76	30	11	0	1	0	0	0	0	51.89	-
05:00	0	0	0	7	22	43	82	195	346	335	218	109	31	16	3	2	0	0	0	50.07	58.59
06:00	0	2	10	21	76	153	328	709	1174	1011	442	125	44	8	9	0	0	0	0	48.17	54.52
07:00	10	17	54	73	118	337	832	1729	2814	2173	810	189	43	18	1	4	1	0	0	46.87	52.67
08:00	8	27	94	112	177	462	1020	2225	3601	2531	924	207	52	10	5	3	0	0	0	46.49	52.19
09:00	4	13	23	65	94	186	527	1226	2230	1691	641	232	45	13	8	4	0	1	0	47.70	53.49
10:00	5	22	62	68	142	252	489	1101	1833	1537	689	180	39	15	7	1	3	0	0	47.32	53.32
11:00	3	12	31	87	186	271	456	994	1999	1646	728	253	58	20	11	2	2	1	0	47.71	53.58
12:00	0	15	28	55	109	254	559	1136	1854	1643	747	246	60	14	6	4	4	2	1	47.74	53.94
13:00	1	5	21	74	131	211	450	1098	1785	1681	812	264	79	29	10	7	1	2	1	48.24	54.41
14:00	3	17	53	90	175	329	630	1237	2124	1813	821	248	69	22	8	7	2	0	0	47.42	53.61
15:00	16	85	88	166	259	363	703	1400	2709	2408	1113	286	70	20	9	4	6	3	0	47.27	53.18
16:00	11	40	36	86	154	243	519	1367	2958	2836	1379	421	85	24	6	4	6	0	0	48.99	54.70
17:00	3	18	38	55	105	200	533	1287	2616	2741	1378	442	99	33	2	5	1	0	3	49.49	55.43
18:00	0	6	18	51	115	237	598	1480	2156	1568	694	206	42	18	6	7	2	3	1	47.40	53.53
19:00	2	4	9	22	61	159	547	1014	1198	850	373	120	52	15	4	3	3	0	0	46.93	53.42
20:00	0	5	9	7	25	86	261	522	778	608	297	106	37	13	8	7	1	1	1	48.26	55.21
21:00	0	1	4	14	19	66	163	413	545	439	231	89	34	7	1	4	0	0	0	48.45	55.30
22:00	0	0	1	6	16	55	124	283	366	293	199	77	28	4	2	0	1	0	0	49.12	55.33
23:00	0	0	0	11	4	41	66	105	172	179	92	39	23	5	7	11	11	1	0	49.61	55.79
07:00 - 19:00	64	277	546	982	1765	3345	7316	16280	28679	24268	10736	3174	741	236	79	52	28	12	6	47.52	53.87
06:00 - 22:00	66	289	578	1046	1946	3809	8615	18938	32374	27176	12079	3614	908	279	101	66	32	13	7	47.50	53.96
06:00 - 00:00	66	289	579	1053	1966	3905	8805	19326	32912	27648	12370	3730	959	288	110	67	34	14	7	47.52	54.03
00:00 - 00:00	66	291	579	1069	2005	3984	8969	19688	33519	28278	12785	3909	1017	316	118	70	34	16	7	47.57	54.10

-day Summary										S	peeds (Mpl	1)									
Time	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Mean	85th %ile
00:00	0	0	0	4	4	9	38	84	107	124	90	39	14	- 8	5	0	0	0	0	51.10	69.30
01:00	0	1	0	1	2	6	14	37	53	79	41	12	9	8	1	1	0	1	0	51.60	-
02:00	0	0	0	2	2	7	17	28	63	54	24	6	5	1	2	0	0	0	0	48.66	-
03:00	0	0	0	0	3	10	12	18	45	54	51	9	6	0	1	1	0	1	0	51.23	-
04:00	0	1	0	2	6	7	16	42	103	90	88	35	12	0	1	0	0	0	0	51.76	-
05:00	0	0	0	9	26	44	99	223	376	372	237	125	34	17	4	2	0	0	0	49.94	58.56
06:00	0	2	10	21	76	155	347	754	1276	1097	477	141	52	15	10	0	0	0	0	48.85	54.74
07:00	10	17	54	73	119	361	891	1879	3022	2351	910	241	62	23	7	6	1	0	0	47.81	53.90
08:00	8	27	95	113	179	470	1079	2434	3921	2909	1122	258	76	16	9	6	0	1	0	47.53	53.55
09:00	4	13	23	65	95	193	584	1496	2714	2142	885	308	60	18	9	5	2	2	0	48.31	54.28
10:00	5	22	63	69	145	272	592	1354	2485	2189	995	255	63	21	12	3	4	0	0	48.00	54.05
11:00	3	12	32	87	190	310	558	1324	2693	2342	1024	336	82	21	14	2	5	2	1	48.20	54.05
12:00	0	15	28	56	123	289	679	1490	2517	2325	1058	341	84	24	9	4	6	2	2	48.21	54.40
13:00	1	5	22	75	145	234	530	1453	2437	2389	1149	372	106	38	16	8	1	2	2	48.76	54.88
14:00	3	17	53	92	182	376	712	1498	2726	2443	1138	330	95	32	11	10	3	0	1	48.08	54.25
15:00	16	85	88	166	259	391	792	1672	3238	3002	1412	374	90	31	14	6	- 8	3	0	48.03	54.06
16:00	11	40	37	87	156	275	600	1616	3498	3376	1692	515	116	40	11	7	- 8	1	0	49.45	55.30
17:00	3	18	38	55	109	216	603	1519	3140	3344	1671	522	130	47	9	8	2	0	3	49.85	55.84
18:00	0	6	18	51	117	267	661	1704	2600	1941	881	265	67	29	9	9	2	3	1	48.00	54.18
19:00	2	4	9	22	67	184	644	1272	1518	1090	495	170	71	20	7	3	3	0	0	47.30	53.92
20:00	0	5	9	9	25	96	294	635	984	795	400	140	49	20	10	9	2	1	1	48.76	55.80
21:00	0	1	4	14	20	73	184	498	699	586	327	139	53	11	2	6	0	1	0	49.28	56.21
22:00	0	0	1	6	16	60	140	363	469	407	270	109	41	7	5	3	1	0	0	49.78	55.80
23:00	0	0	0	1	4	52	74	135	250	259	131	61	34	9	- 8	1	1	1	0	50.26	56.30
07:00 - 19:00	64	277	551	989	1819	3654	8281	19439	34991	30753	13937	4117	1031	340	130	74	42	16	10	48.16	54.48
06:00 - 22:00	66	289	583	1055	2007	4162	9750	22598	39468	34321	15636	4707	1256	406	159	92	47	18	11	48.12	54.57
06:00 - 00:00	66	289	584	1062	2027	4274	9964	23096	40187	34987	16037	4877	1331	422	172	96	49	19	11	48.15	54.63
00:00 - 00:00	66	291	584	1080	2070	4357	10160	23528	40934	35760	16568	5103	1411	456	186	100	49	21	11	48.19	54.70



# Intelligent Data Collection Limited East Claydon

Client: WSP

**Project Number:** ID-0824-0109

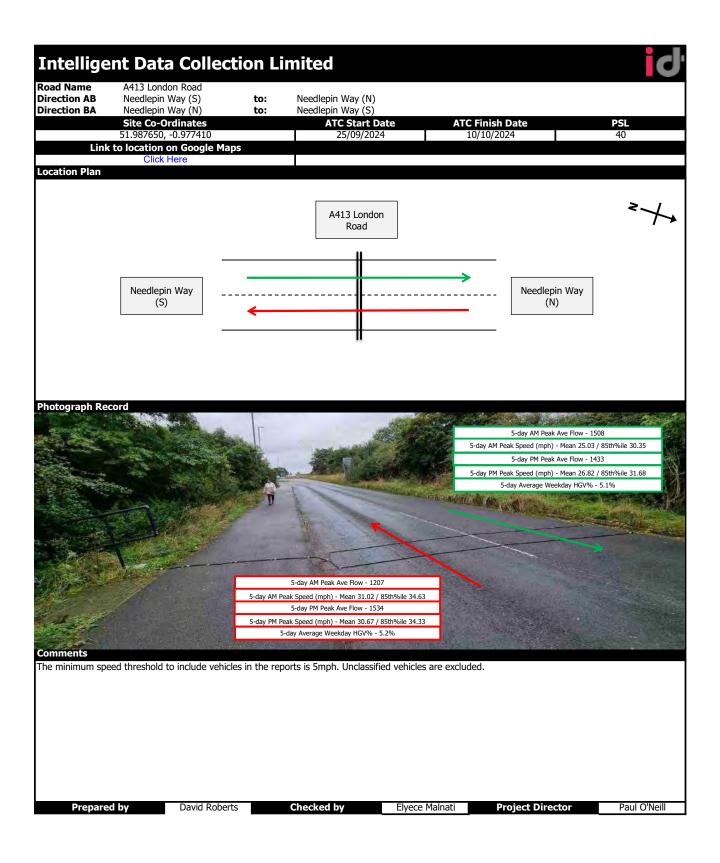
**Site Number:** Site 4

Week Commencing: 23/09/2024

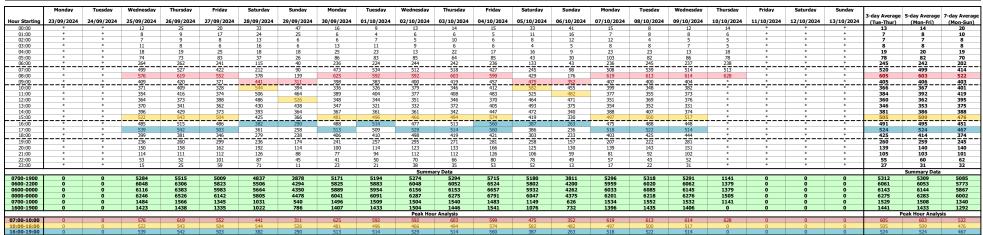
Road Name: A413 London Road

**Survey Type:** ATC

Direction ABFlow from Direction BAFlow from Flow from Needlepin Way (S)Needlepin Way (S)to Needlepin Way (N)Direction BAFlow from Needlepin Way (N)to Needlepin Way (S)



to: Needlepin Way (N)



Period Commencing: 23/09/2024

Flow from: Needlepin Way (N)

nicle Classification: All Vehicles Checked by: Elyece Ma

Prepared by: David Roberts Checked by: Elvece Malnati

Hour Starting	Monday 23/09/2024	Tuesday 24/09/2024	Wednesday 25/09/2024	Thursday 26/09/2024	Friday 27/09/2024	Saturday 28/09/2024	Sunday 29/09/2024	Monday 30/09/2024	Tuesday 01/10/2024	Wednesday 02/10/2024	Thursday 03/10/2024	Friday 04/10/2024	Saturday 05/10/2024	Sunday 06/10/2024	Monday 07/10/2024	Tuesday 08/10/2024	Wednesday 09/10/2024	Thursday 10/10/2024	Friday 11/10/2024	Saturday 12/10/2024	Sunday 13/10/2024	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	*	*	20	21	30	42	46	20	14	26	34	18	37	49	21	15	17	20	*	*	*	21	21	27
01:00	*	*	7	9	12	22	25	6	2	8	15	13	25	18	10	7	9	5	*	*	*	8	9	12
02:00	*	*	10	7	17	20	16	6	5	4	5	3	22	15	6	4	2	4	*	*	*	5	6	9
03:00	*	*	12	12	9	12	12	8	10	12	12	11	4	8	4	8	12	6	*	*	*	11	10	10
04:00	*	*	18	13	20	8	11	19	13	18	17	12	11	11	15	18	13	14	*	*	*	16	16	14
05:00	*	*	68	63	70	27	11	58	64	58	60	59	24	11	62	64	62	61	*	*	*	63	62	51
06:00	*	*	203	198	187	62	35	190	205	214	226	188	75	39	209	222	207	210	*	*	*	211	205	167
07:00			372	409	345	126	75	440	400	398	362	394	109	90	407	407	428	392		**		396	396	322
08:00	*	*	494	415	426	188	153	442	490	467	510	452	290	114	429	510	520	436	*	*	*	480	466	396
09:00	*	*	404	330	321	371	228	373	330	305	337	302	310	219	366	371	357	*	*	*	*	348	345	328
10:00			286	319	309	433	332	270	282	319	308	372	394	396	303	310	307					304	308	329
11:00	*	*	330	387	338	455	465	362	364	334	338	384	484	418	364	299	335	*	*	*	*	341	349	377
12:00	*	*	371	417	385	519	438	396	369	381	377	400	524	440	373	377	389	*	*	*	*	383	385	410
13:00	*	*	357	392	318	494	461	384	348	369	364	414	543	425	344	341	355	*	*	*	*	361	362	394
14:00	*	*	435	439	386	432	427	364	411	416	450	466	454	421	383	421	417	*	*	*	*	427	417	421
15:00	*	*	435	446	381	410	406	463	424	443	433	497	462	392	461	426	443	*	*	*	*	436	441	435
16:00			606	584	503	442	382	549	506	557	518	587	509	329	559	557	526					551	550	514
17:00	*	*	576	542	468	433	253	545	513	566	521	518	483	305	559	553	537	*	*	*	*	544	536	491
18:00	*	*	451	444	444	370	258	414	401	474	436	491	391	222	433	451	483	*	*	*	*	449	447	411
19:00			298	292	298	222	190	251	279	335	322	308	234	152	278	279	323					304	297	271
20:00	*	*	167	193	155	165	129	156	201	196	208	164	156	133	180	166	196	*	*	*	*	190	180	171
21:00	*	*	119	150	134	149	92	111	131	134	163	123	114	78	106	140	142	*	*	*	*	140	132	126
22:00	*	*	89	99	99	115	42	74	70	75	81	137	87	36	59	62	95	*	*	*	*	82	85	81
23:00	*	*	38	46	63	90	28	33	42	39	34	72	79	23	24	22	38	*	*	*	*	37	41	45
										Summa	ary Data												Summary Data	
0700-1900	0	0	5117	5124	4624	4673	3878	5002	4838	5029	4954	5277	4953	3771	4981	5023	5097	828	0	0	0	5019	5003	4830
0600-2200	0	0	5904	5957	5398	5271	4324	5710	5654	5908	5873	6060	5532	4173	5754	5830	5965	1038	0	0	0	5863	5817	5564
0600-0000	0	0	6031	6102	5560	5476	4394	5817	5766	6022	5988	6269	5698	4232	5837	5914	6098	1038	0	0	0	5982	5943	5690
0000-0000	0	0	6166	6227	5718	5607	4515	5934	5874	6148	6131	6385	5821	4344	5955	6030	6213	1148	0	0	0	6104	6067	5814
0700-1000	0	0	1270	1154	1092	685	456	1255	1220	1170	1209	1148	709	423	1202	1288	1305	828	0	0	0	1224	1207	1046
1600-1900	0	0	1633	1570	1415	1245	893	1508	1420	1597	1475	1596	1383	856	1551	1561	1546	0	0	0	0	1543	1534	1417
										Peak Hou	ur Analysis												eak Hour Analys	is
07:00-10:00	0	0	494	415	426	371	228	442	490	467	510	452	310	219	429	510	520	436	0	0	0	480	466	396
10:00-16:00	0	0	435	446	386	519	465	463	424	443	450	497	543	440	461	426	443	0	0	0	0	436	441	435
16:00-19:00	0	0	606	584	503	442	382	549	513	566	521	587	509	329	559	557	537	0	0	0	0	551	550	514

Note: Peak Hour Analysis calculates and then highlights the highest flow within the period listed





	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
	l																						5-day Average	
Hour Starting	23/09/2024	24/09/2024	25/09/2024	26/09/2024	27/09/2024	28/09/2024	29/09/2024	30/09/2024	01/10/2024	02/10/2024	03/10/2024	04/10/2024	05/10/2024	06/10/2024	07/10/2024	08/10/2024	09/10/2024	10/10/2024	11/10/2024	12/10/2024	13/10/2024	(Tue-Thur)	(Mon-Fri)	(Mon-Sun)
00:00	*	*	32	46	50	75	93	36	23	39	48	33	70	90	36	23	29	34	*	*	*	34	36	47
01:00	*	*	15	18	29	46	50	12	6	14	21	18	36	34	17	15	17	11	*	*	*	15	16	22
02:00	*	*	17	16	25	33	22	12	12	9	15	9	30	27	18	8	7	9	*	*	*	12	13	17
03:00	*	*	23	20	15	28	18	21	21	21	18	17	8	13	12	16	19	11	*	*	*	19	18	18
04:00	*	*	36	32	45	26	29	44	36	31	39	29	27	20	38	41	26	32	*	*	*	34	36	33
05:00	*	*	142	136	153	64	37	144	147	143	124	144	67	41	165	146	148	139	*	*	*	141	144	121
06:00	*	*	467	460	428	177	75	426	429	458	468	424	208	82	445	467	444	448	*	*	*	455	447	369
07:00	*	*	871	936	767	338	165	913	934	910	880	821	354	188	915	946	942	905	*	*	*	916	895	737
08:00	*	*	1070	1034	978	566	292	1067	1082	1059	1113	1051	719	290	1048	1123	1134	1064	*	*	*	1085	1069	918
09:00	*	*	813	750	692	812	539	771	713	705	756	759	785	571	773	771	761	*	*	*	*	753	751	731
10:00	*	*	657	728	637	977	726	606	608	698	654	784	976	851	702	658	689	*	*	*	*	670	675	730
11:00	*	*	684	803	712	961	929	751	768	711	746	867	1009	900	741	654	708	*	*	*	*	725	740	796
12:00	*	*	735	790	773	1005	964	744	713	732	723	770	988	911	724	746	765	*	*	*	*	743	747	806
13:00	*	*	727	733	680	924	899	731	669	701	736	819	1036	800	698	693	686	*	*	*	*	706	716	769
14:00	*	*	831	868	759	825	791	731	772	777	792	913	926	761	771	828	791	*	*	*	*	808	803	809
15:00	*	*	957	989	885	835	772	944	920	909	927	1071	881	722	958	926	960	*	*	*	*	941	950	910
16:00			1091	1099	989	824	672	1037	1020	1034	1031	1147	896	592	1034	1045	974			**		1042	1046	966
17:00	*	*	1115	1084	971	794	511	1058	1022	1095	1035	1078	869	541	1077	1075	1051	*	*	*	*	1068	1060	958
18:00	*	*	850	825	790	649	496	820	811	972	855	912	694	455	836	876	927	*	*	*	*	874	861	785
19:00			534	552	597	458	364	492	536	630	593	589	492	309	485	501	604			*		564	556	516
20:00	*	*	317	351	317	357	243	256	315	319	341	330	281	263	319	309	347	*	*	*	*	328	320	311
21:00	*	*	233	261	246	275	180	188	225	246	275	249	220	137	187	232	244	*	*	*	*	245	235	227
22:00	*	*	142	151	200	202	87	115	120	145	147	217	165	85	116	105	147	*	*	*	*	137	146	143
23:00	*	*	53	71	122	161	39	56	63	77	69	125	131	36	41	44	69	*	*	*	*	64	72	77
										Summ	ary Data												Summary Data	a
0700-1900	0	0	10401	10639	9633	9510	7756	10173	10032	10303	10248	10992	10133	7582	10277	10341	10388	1969	0	0	0	10332	10312	9915
0600-2200	0	0	11952	12263	11221	10777	8618	11535	11537	11956	11925	12584	11334	8373	11713	11850	12027	2417	0	0	0	11925	11870	11337
0600-0000	0	0	12147	12485	11543	11140	8744	11706	11720	12178	12141	12926	11630	8494	11870	11999	12243	2417	0	0	0	12125	12088	11557
0000-0000	0	0	12412	12753	11860	11412	8993	11975	11965	12435	12406	13176	11868	8719	12156	12248	12489	2653	0	0	0	12379	12350	11816
0700-1000	0	0	2754	2720	2437	1716	996	2751	2729	2674	2749	2631	1858	1049	2736	2840	2837	1969	0	0	0	2753	2715	2386
1600-1900	0	0	3056	3008	2750	2267	1679	2915	2853	3101	2921	3137	2459	1588	2947	2996	2952	0	0	0	0	2984	2967	2709
										Peak Ho	ur Analysis												Peak Hour Analy	ysis
07:00-10:00	0	0	1070	1034	978	812	539	1067	1082	1059	1113	1051	785	571	1048	1123	1134	1064	0	0	0	1085	1069	918
10:00-16:00	0	0	957	989	885	1005	964	944	920	909	927	1071	1036	911	958	926	960	0	0	0	0	941	950	910
16:00-19:00	0	0	1115	1099	090	824	672	1058	1022	1095	1035	1147	896	592	1077	1075	1051	0	0	0	0	1068	1060	966

Client: Project Number: WSP ID-0824-010

iite Number: Site 4

Needlepin Way (N)



5 day Sammary										S	peeds (Mpl	1)									
Time	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Mean	85th %ile
00:00	0	0	0	18	39	62	41	8	4	0	0	1	0	0	0	0	0	0	0	32.48	<u> </u>
01:00	0	0	1	2	22	37	14	8	1	4	1	0	0	0	0	0	0	0	0	33.81	-
02:00	0	0	0	3	15	42	16	6	1	0	1	0	0	0	0	0	0	0	0	33.92	-
03:00	0	0	0	2	16	27	30	14	6	2	1	0	0	0	0	0	0	0	0	36.12	-
04:00	0	0	0	1	51	79	86	20	2	0	0	0	0	0	0	0	0	0	0	33.94	40.10
05:00	0	0	1	27	319	395	186	47	7	0	0	0	0	0	0	0	0	0	0	32.35	37.78
06:00	0	4	28	290	1066	1189	279	41	7	1	0	0	0	0	0	0	0	0	0	30.68	34.87
07:00	234	343	391	1008	2296	1423	261	25	5	0	0	0	0	0	0	0	0	0	0	26.67	31.39
08:00	1208	1023	608	1442	2062	796	84	6	1	2	0	0	0	0	0	0	0	0	0	20.93	27.38
09:00	55	126	198	728	1970	1191	192	18	3	0	0	0	0	0	0	0	0	0	0	27.48	32.27
10:00	13	81	116	549	1895	1193	173	15	1	0	0	0	0	0	0	0	0	0	0	28.20	32.33
11:00	34	66	174	749	1899	1201	168	17	2	0	0	0	0	0	0	0	0	0	0	27.79	32.16
12:00	20	67	128	567	1814	1211	164	9	0	0	0	0	0	0	0	0	0	0	0	28.16	32.42
13:00	30	27	125	457	1776	1234	221	16	1	0	0	0	0	0	0	0	0	0	0	28.58	32.99
14:00	25	72	139	686	2031	1097	181	10	3	1	0	0	0	0	0	0	0	0	0	27.92	32.24
15:00	564	638	516	1081	1875	791	118	10	1	0	0	0	0	0	0	0	0	0	0	23.36	29.43
16:00	87	192	315	1048	2347	1240	193	25	2	0	0	0	0	0	0	0	0	0	0	26.85	31.66
17:00	183	279	382	984	2366	1343	208	16	1	1	0	0	0	0	0	0	0	0	0	26.28	31.48
18:00	56	117	204	843	2011	1118	189	13	1	0	0	0	0	0	0	0	0	0	0	27.34	31.91
19:00	0	27	48	484	1389	764	115	19	4	0	0	0	0	0	0	0	0	0	0	28.35	32.23
20:00	3	4	11	147	656	551	138	21	7	0	0	1	0	0	0	0	0	0	0	29.95	34.20
21:00	0	0	9	140	422	417	117	22	2	3	1	0	0	0	0	0	0	0	0	30.25	34.63
22:00	0	0	2	41	241	260	88	24	6	3	0	0	0	0	0	0	0	0	0	31.54	36.20
23:00	0	0	0	17	98	142	60	17	2	2	1	0	0	0	0	0	0	0	0	32.72	36.34
07:00 - 19:00	2509	3031	3296	10142	24342	13838	2152	180	21	4	0	0	0	0	0	0	0	0	0	25.82	31.65
06:00 - 22:00	2512	3066	3392	11203	27875	16759	2801	283	41	8	1	1	0	0	0	0	0	0	0	26.30	31.98
06:00 - 00:00	2512	3066	3394	11261	28214	17161	2949	324	49	13	2	1	0	0	0	0	0	0	0	26.38	32.04
00:00 - 00:00	2512	3066	3396	11314	28676	17803	3322	427	70	19	5	2	0	0	0	0	0	0	0	26.57	32.22

										S	peeds (Mpi	1)									
Time	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Mean	85th %ile
00:00	0	0	0	23	88	125	68	15	7	0	0	1	0	0	0	0	0	0	0	32.41	38.57
01:00	0	0	1	5	38	67	35	11	4	4	1	0	0	0	0	0	0	0	0	33.62	-
02:00	0	0	0	5	22	59	23	11	2	0	1	0	0	0	0	0	0	0	0	33.35	-
03:00	0	0	0	4	25	36	38	16	7	2	1	0	0	0	0	0	0	0	0	35.49	-
04:00	0	1	0	1	59	104	107	24	4	0	0	0	0	0	0	0	0	0	0	34.20	40.10
05:00	0	0	2	27	352	449	220	58	8	1	1	0	0	0	0	0	0	0	0	32.62	37.89
06:00	0	4	29	305	1149	1357	324	56	10	2	0	0	0	0	0	0	0	0	0	31.18	35.28
07:00	234	343	393	1035	2532	1683	355	40	14	1	0	0	1	0	0	0	0	0	0	28.00	32.69
08:00	1209	1028	618	1517	2500	1239	211	22	5	5	0	0	0	0	0	0	0	0	0	23.47	29.36
09:00	64	161	241	899	2646	1726	287	28	5	1	0	1	1	0	0	0	0	0	0	27.84	32.53
10:00	49	155	242	937	2764	1613	230	19	2	0	0	0	0	0	0	0	0	0	0	27.76	32.02
11:00	65	151	312	1102	2755	1654	221	24	3	0	0	0	0	0	0	0	0	0	0	27.45	31.96
12:00	62	170	306	1047	2600	1518	209	14	1	0	0	0	0	0	0	0	0	0	0	27.40	31.95
13:00	49	82	241	791	2465	1678	294	22	1	0	0	0	0	0	0	0	0	0	0	28.20	32.77
14:00	35	94	208	914	2699	1580	263	16	4	1	0	0	0	0	0	0	0	0	0	28.02	32.39
15:00	574	657	571	1331	2580	1212	184	19	4	2	0	0	0	0	0	0	0	0	0	24.64	30.26
16:00	87	201	346	1209	2910	1696	284	34	3	0	0	1	0	0	0	0	0	0	0	27.48	32.11
17:00	193	295	421	1127	2835	1790	304	34	2	3	0	0	0	0	0	0	0	0	0	27.14	32.12
18:00	63	119	233	1005	2392	1498	266	28	1	0	0	0	0	0	0	0	0	0	0	27.86	32.37
19:00	1	34	64	543	1740	1082	171	32	- 8	0	0	0	0	0	0	0	0	0	0	28.76	32.75
20:00	3	4	18	205	860	783	190	28	- 8	0	0	1	0	0	0	0	0	0	0	30.02	34.30
21:00	0	0	9	173	547	566	172	37	3	4	1	0	0	0	0	0	0	0	0	30.51	34.97
22:00	0	0	2	48	337	366	124	33	10	4	0	0	0	0	0	0	0	0	0	31.69	36.33
23:00	0	0	0	29	137	205	86	22	2	3	2	0	0	0	0	0	0	0	0	32.70	36.31
07:00 - 19:00	2684	3456	4132	12914	31678	18887	3108	300	45	13	0	2	2	0	0	0	0	0	0	26.34	31.94
06:00 - 22:00	2688	3498	4252	14140	35974	22675	3965	453	74	19	1	3	2	0	0	0	0	0	0	26.76	32.23
06:00 - 00:00	2688	3498	4254	14217	36448	23246	4175	508	86	26	3	3	2	0	0	0	0	0	0	26.84	32.29
00:00 - 00:00	2688	3499	4257	14282	37032	24086	4666	643	118	33	7	4	2	0	0	0		0	0	27.01	32.47

Client: Project Number: WSP ID-0824-01

ID-0824-0109 Site 4

Needlepin Way (N)

Needlenin Way (S)



#### 5-day Summary

											peeds (Mph										
Time	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Mean	85th %ile
00:00	0	0	0	10	38	129	64	10	4	1	0	0	0	0	0	0	0	0	0	33.33	38.83
01:00	0	0	0	2	13	48	33	4	2	1	0	0	0	0	0	0	0	0	0	33.82	- 1
02:00	0	0	0	6	20	24	22	1	0	0	0	0	0	0	0	0	0	0	0	32.55	-
03:00	0	0	0	4	20	43	32	11	4	2	0	0	0	0	0	0	0	0	0	33.84	- 1
04:00	0	0	1	2	20	89	64	14	0	0	0	0	0	0	0	0	0	0	0	34.06	-
05:00	0	0	0	10	117	326	240	51	3	2	0	0	0	0	0	0	0	0	0	34.10	38.33
06:00	2	0	2	29	503	1220	599	96	8	0	0	0	0	0	0	0	0	0	0	33.16	37.29
07:00	3	0	7	137	1526	2377	628	66	8	1	1	0	0	0	0	0	0	0	0	31.46	34.97
08:00	15	2	19	307	2419	2342	442	43	2	0	0	0	0	0	0	0	0	0	0	30.18	33.73
09:00	2	1	- 8	123	1174	1895	547	51	7	0	0	0	0	0	0	0	0	0	0	31.41	35.18
10:00	0	2	13	117	1117	1627	445	58	2	4	0	0	0	0	0	0	0	0	0	31.31	35.04
11:00	2	0	3	180	1525	1641	434	40	10	0	0	0	0	0	0	0	0	0	0	30.77	34.51
12:00	3	6	31	185	1542	1896	518	45	9	0	0	0	0	0	0	0	0	0	0	30.89	34.74
13:00	2	1	6	142	1370	1875	510	73	6	0	1	0	0	0	0	0	0	0	0	31.24	35.07
14:00	3	2	1	153	1672	2096	587	68	6	0	0	0	0	0	0	0	0	0	0	31.21	34.98
15:00	9	3	30	268	2056	1985	441	48	8	2	2	0	0	0	0	0	0	0	0	30.23	33.98
16:00	6	1	20	293	2476	2624	560	64	6	2	0	0	0	0	0	0	0	0	0	30.51	34.18
17:00	6	0	11	285	2248	2618	661	59	9	1	0	0	0	0	0	0	0	0	0	30.76	34.41
18:00	5	5	13	224	1895	2197	521	51	9	1	0	0	1	0	0	0	0	0	0	30.75	34.40
19:00	1	1	12	161	1276	1359	364	74	13	1	1	0	0	0	0	0	0	0	0	30.90	34.93
20:00	1	2	4	49	635	931	308	44	6	1	1	0	0	0	0	0	0	0	0	31.75	35.82
21:00	1	0	7	40	488	638	220	54	4	1	0	0	0	0	0	0	0	0	0	31.64	36.03
22:00	0	0	4	22	256	432	163	46	15	2	0	0	0	0	0	0	0	0	0	32.91	37.71
23:00	0	0	2	14	94	207	103	26	4	1	0	0	0	0	0	0	0	0	0	33.04	38.17
07:00 - 19:00	56	23	162	2414	21020	25173	6294	666	82	11	4	0	1	0	0	0	0	0	0	30.80	34.48
06:00 - 22:00	61	26	187	2693	23922	29321	7785	934	113	14	6	0	1	0	0	0	0	0	0	30.95	34.70
06:00 - 00:00	61	26	193	2729	24272	29960	8051	1006	132	17	6	0	1	0	0	0	0	0	0	30.99	34.75
00:00 - 00:00	61	26	194	2763	24500	30619	8506	1097	145	23	6	0	1	0	0	0	0	0	0	31.06	34.88

7-day Summary										5	Speeds (Mp	1)									
Time	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Mean	85th %ile
00:00	0	0	0	13	73	211	109	17	5	2	0	0	0	0	0	0	0	0	0	33.36	38.36
01:00	0	0	0	3	30	85	62	9	3	1	0	0	0	0	0	0	0	0	0	33.87	37.20
02:00	0	0	0	6	34	60	38	6	2	0	0	0	0	0	0	0	0	0	0	32.70	-
03:00	0	0	0	4	30	56	41	14	5	2	0	0	0	0	0	0	0	0	0	33.93	-
04:00	0	0	1	5	30	108	71	15	0	1	0	0	0	0	0	0	0	0	0	33.77	-
05:00	0	0	0	14	130	362	257	54	3	2	0	0	0	0	0	0	0	0	0	33.74	38.25
06:00	2	0	4	36	546	1305	656	110	11	0	0	0	0	0	0	0	0	0	0	33.15	37.52
07:00	3	0	9	152	1616	2544	724	91	11	2	2	0	0	0	0	0	0	0	0	31.88	35.77
08:00	15	3	36	340	2569	2670	631	69	2	0	1	0	0	0	0	0	0	0	0	30.76	34.64
09:00	3	3	8	151	1485	2457	734	85	10	0	0	0	0	0	0	0	0	0	0	31.55	35.36
10:00	0	2	19	189	1650	2357	642	73	4	4	0	0	0	0	0	0	0	0	0	31.24	35.02
11:00	7	4	4	270	2182	2472	637	61	18	2	0	0	0	0	0	0	0	0	0	30.78	34.55
12:00	7	7	36	267	2262	2725	768	69	13	2	0	0	0	0	0	0	0	0	0	30.89	34.79
13:00	4	5	16	234	2070	2736	724	106	12	0	1	1	0	0	0	0	0	0	0	31.12	34.93
14:00	5	2	2	251	2257	2877	817	98	10	2	1	0	0	0	0	0	0	0	0	31.19	35.02
15:00	11	3	32	346	2662	2727	646	76	14	3	2	0	0	0	0	0	0	0	0	30.43	34.18
16:00	6	1	22	361	3029	3410	783	93	7	2	0	0	0	0	0	0	0	0	0	30.77	34.47
17:00	6	0	18	330	2660	3352	893	97	14	2	0	0	0	0	0	0	0	0	0	31.10	34.74
18:00	6	5	13	261	2264	2786	735	76	15	1	0	0	1	0	0	0	0	0	0	31.08	34.85
19:00	1	1	12	181	1533	1733	479	101	16	2	1	1	0	0	0	0	0	0	0	31.14	35.19
20:00	1	2	6	61	820	1203	405	57	8	1	1	0	0	0	0	0	0	0	0	31.78	35.80
21:00	1	0	7	49	607	838	291	83	8	2	0	0	0	0	0	0	0	0	0	31.89	36.44
22:00	0	0	4	28	340	541	228	62	15	2	0	0	0	0	0	0	0	0	0	32.88	37.61
23:00	0	0	2	19	145	322	143	34	5	11	0	0	0	0	0	0	0	0	0	33.05	37.24
07:00 - 19:00	73	35	215	3152	26706	33113	8734	994	130	20	7	1	1	0	0	0	0	0	0	30.93	34.68
06:00 - 22:00	78	38	244	3479	30212	38192	10565	1345	173	25	9	2	1	0	0	0	0	0	0	31.06	34.86
06:00 - 00:00	78	38	250	3526	30697	39055	10936	1441	193	28	9	2	1	0	0	0	0	0	0	31.09	34.92
00:00 - 00:00	78	38	251	3571	31024	39937	11514	1556	211	36	9	2	1	0	0	0	0		0	31.16	35.03

Client: Project Number: Site Number:

ID-0824-0109 Site 4 Two-way Total



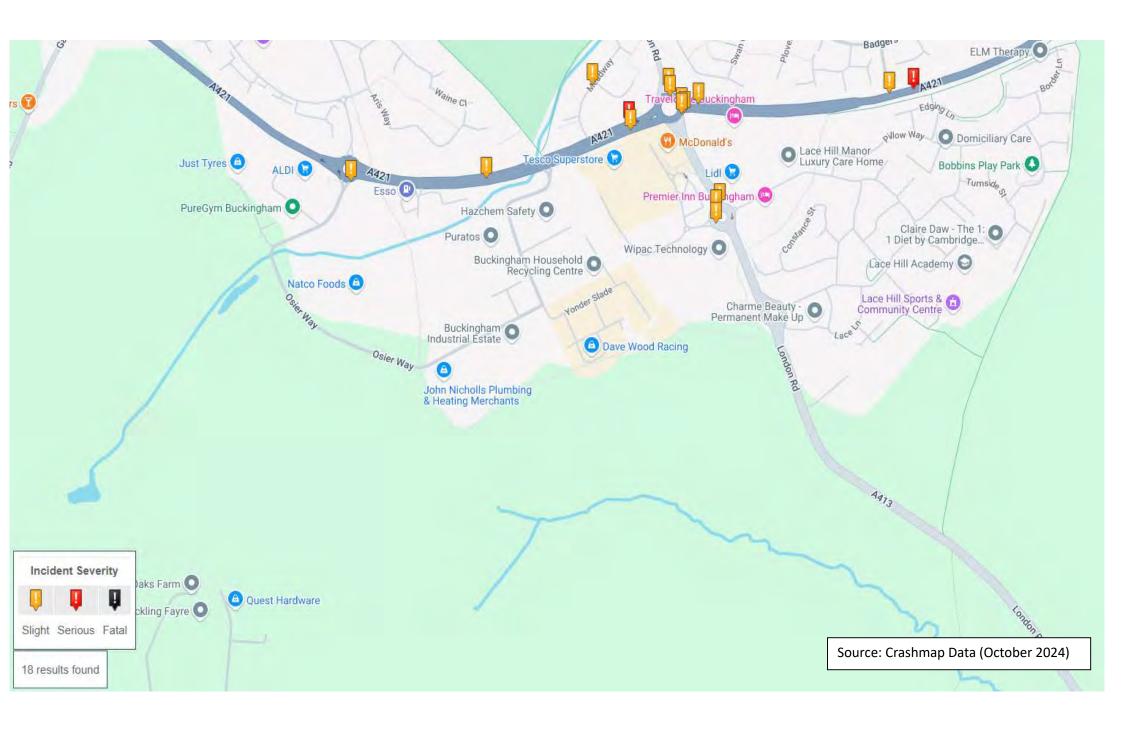
#### 5-day Summary

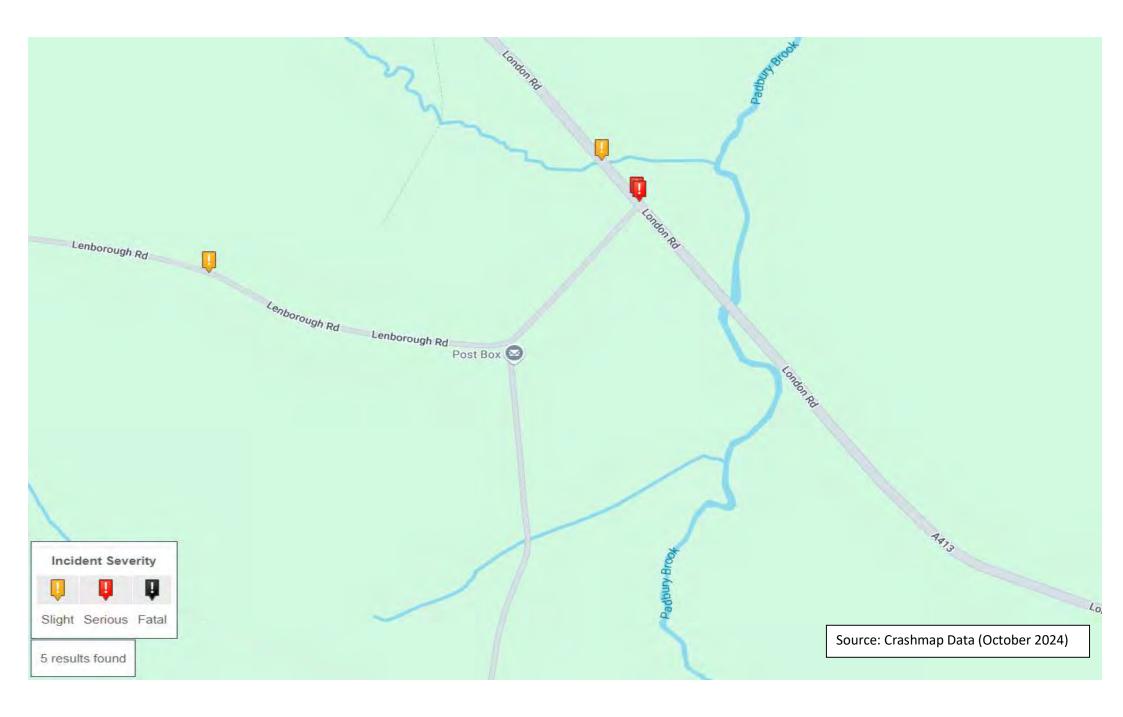
										S	peeds (Mpl	1)									
Time	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Mean	85th %ile
00:00	0	0	0	28	77	191	105	18	8	1	0	1	0	0	0	0	0	0	0	32.90	38.83
01:00	0	0	1	4	35	85	47	12	3	5	1	0	0	0	0	0	0	0	0	33.82	-
02:00	0	0	0	9	35	66	38	7	1	0	1	0	0	0	0	0	0	0	0	33.18	-
03:00	0	0	0	6	36	70	62	25	10	4	1	0	0	0	0	0	0	0	0	35.07	-
04:00	0	0	1	3	71	168	150	34	2	0	0	0	0	0	0	0	0	0	0	34.00	40.10
05:00	0	0	1	37	436	721	426	98	10	2	0	0	0	0	0	0	0	0	0	33.22	38.04
06:00	2	4	30	319	1569	2409	878	137	15	1	0	0	0	0	0	0	0	0	0	31.92	36.08
07:00	237	343	398	1145	3822	3800	889	91	13	1	1	0	0	0	0	0	0	0	0	29.07	33.18
08:00	1223	1025	627	1749	4481	3138	526	49	3	2	0	0	0	0	0	0	0	0	0	25.56	30.56
09:00	57	127	206	851	3144	3086	739	69	10	0	0	0	0	0	0	0	0	0	0	29.45	33.73
10:00	13	83	129	666	3012	2820	618	73	3	4	0	0	0	0	0	0	0	0	0	29.76	33.68
11:00	36	66	177	929	3424	2842	602	57	12	0	0	0	0	0	0	0	0	0	0	29.28	33.34
12:00	23	73	159	752	3356	3107	682	54	9	0	0	0	0	0	0	0	0	0	0	29.53	33.58
13:00	32	28	131	599	3146	3109	731	89	7	0	1	0	0	0	0	0	0	0	0	29.91	34.03
14:00	28	74	140	839	3703	3193	768	78	9	1	0	0	0	0	0	0	0	0	0	29.56	33.61
15:00	573	641	546	1349	3931	2776	559	58	9	2	2	0	0	0	0	0	0	0	0	26.80	31.70
16:00	93	193	335	1341	4823	3864	753	89	8	2	0	0	0	0	0	0	0	0	0	28.68	32.92
17:00	189	279	393	1269	4614	3961	869	75	10	2	0	0	0	0	0	0	0	0	0	28.52	32.95
18:00	61	122	217	1067	3906	3315	710	64	10	1	0	0	1	0	0	0	0	0	0	29.05	33.16
19:00	1	28	60	645	2665	2123	479	93	17	1	1	0	0	0	0	0	0	0	0	29.63	33.58
20:00	4	6	15	196	1291	1482	446	65	13	1	1	1	0	0	0	0	0	0	0	30.85	35.01
21:00	1	0	16	180	910	1055	337	76	6	4	1	0	0	0	0	0	0	0	0	30.95	35.35
22:00	0	0	6	63	497	692	251	70	21	5	0	0	0	0	0	0	0	0	0	32.23	36.99
23:00	0	0	2	31	192	349	163	43	6	3	1	0	0	0	0	0	0	0	0	32.88	37.41
07:00 - 19:00	2565	3054	3458	12556	45362	39011	8446	846	103	15	4	0	1	0	0	0	0	0	0	28.31	33.07
06:00 - 22:00	2573	3092	3579	13896	51797	46080	10586	1217	154	22	7	1	1	0	0	0	0	0	0	28.63	33.34
06:00 - 00:00	2573	3092	3587	13990	52486	47121	11000	1330	181	30	8	1	1	0	0	0	0	0	0	28.69	33.40
00:00 - 00:00	2573	3092	3590	14077	53176	48422	11828	1524	215	42	11	2	1	0	0	0	0	0	0	28.81	33.55

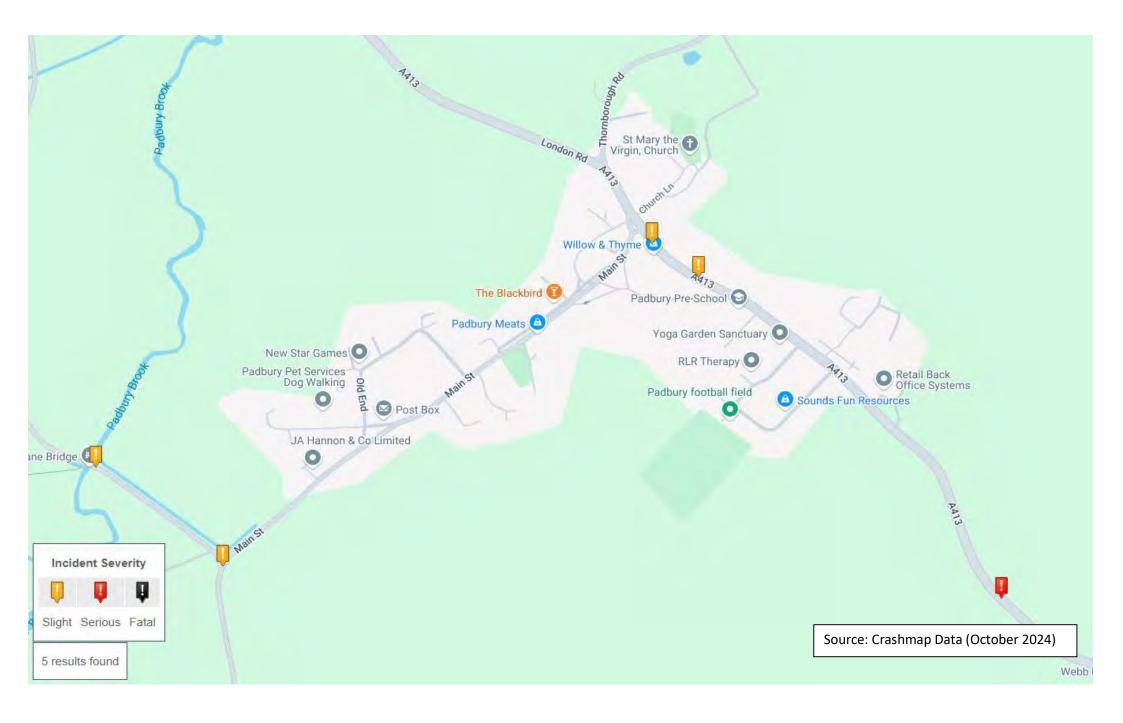
-day Summary										S	peeds (Mpl	1)									
Time	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Mean	85th %ile
00:00	0	0	0	36	161	336	177	32	12	2	0	1	0	0	0	0	0	0	0	32.89	38.81
01:00	0	0	1	8	68	152	97	20	7	5	1	0	0	0	0	0	0	0	0	33.76	37.20
02:00	0	0	0	11	56	119	61	17	4	0	1	0	0	0	0	0	0	0	0	33.02	-
03:00	0	0	0	8	55	92	79	30	12	4	1	0	0	0	0	0	0	0	0	34.74	-
04:00	0	1	1	6	89	212	178	39	4	1	0	0	0	0	0	0	0	0	0	33.98	40.10
05:00	0	0	2	41	482	811	477	112	11	3	1	0	0	0	0	0	0	0	0	33.17	38.04
06:00	2	4	33	341	1695	2662	980	166	21	2	0	0	0	0	0	0	0	0	0	32.16	36.40
07:00	237	343	402	1187	4148	4227	1079	131	25	3	2	0	1	0	0	0	0	0	0	29.94	34.23
08:00	1224	1031	654	1857	5069	3909	842	91	7	5	1	0	0	0	0	0	0	0	0	27.12	32.00
09:00	67	164	249	1050	4131	4183	1021	113	15	1	0	1	1	0	0	0	0	0	0	29.69	33.94
10:00	49	157	261	1126	4414	3970	872	92	6	4	0	0	0	0	0	0	0	0	0	29.50	33.52
11:00	72	155	316	1372	4937	4126	858	85	21	2	0	0	0	0	0	0	0	0	0	29.12	33.25
12:00	69	177	342	1314	4862	4243	977	83	14	2	0	0	0	0	0	0	0	0	0	29.15	33.37
13:00	53	87	257	1025	4535	4414	1018	128	13	0	1	1	0	0	0	0	0	0	0	29.66	33.85
14:00	40	96	210	1165	4956	4457	1080	114	14	3	1	0	0	0	0	0	0	0	0	29.60	33.71
15:00	585	660	603	1677	5242	3939	830	95	18	5	2	0	0	0	0	0	0	0	0	27.53	32.22
16:00	93	202	368	1570	5939	5106	1067	127	10	2	0	1	0	0	0	0	0	0	0	29.12	33.29
17:00	199	295	439	1457	5495	5142	1197	131	16	5	0	0	0	0	0	0	0	0	0	29.12	33.43
18:00	69	124	246	1266	4656	4284	1001	104	16	1	0	0	1	0	0	0	0	0	0	29.47	33.61
19:00	2	35	76	724	3273	2815	650	133	24	2	1	1	0	0	0	0	0	0	0	29.95	33.97
20:00	4	6	24	266	1680	1986	595	85	16	1	1	1	0	0	0	0	0	0	0	30.90	35.05
21:00	1	0	16	222	1154	1404	463	120	11	6	1	0	0	0	0	0	0	0	0	31.20	35.73
22:00	0	0	6	76	677	907	352	95	25	6	0	0	0	0	0	0	0	0	0	32.29	37.00
23:00	0	0	2	48	282	527	229	56	7	4	2	0	0	0	0	0	0	0	0	32.87	36.91
07:00 - 19:00	2757	3491	4347	16066	58384	52000	11842	1294	175	33	7	3	3	0	0	0	0	0	0	28.63	33.31
06:00 - 22:00	2766	3536	4496	17619	66186	60867	14530	1798	247	44	10	5	3	0	0	0	0	0	0	28.91	33.55
06:00 - 00:00	2766	3536	4504	17743	67145	62301	15111	1949	279	54	12	5	3	0	0	0	0	0	0	28.97	33.61
00:00 - 00:00	2766	3537	4508	17853	68056	64023	16180	2199	329	69	16	6	3	0	0	0	0	0	0	29.09	33.75

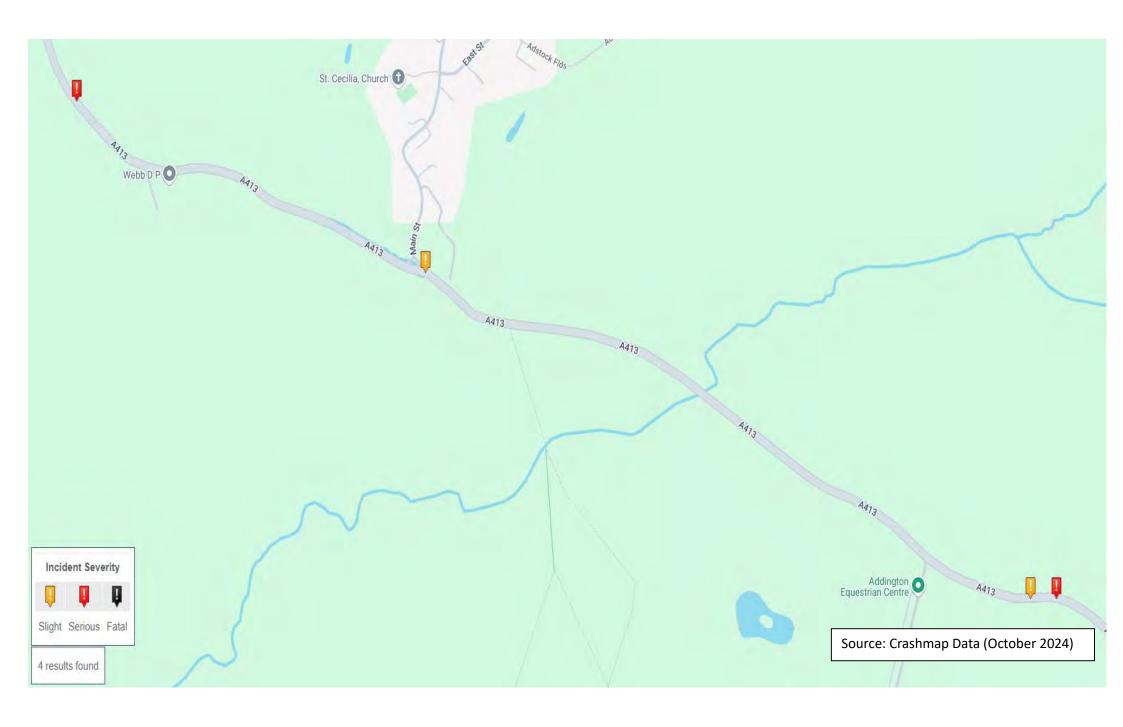
Cost point of directions of granted year count date hour region, at region, are region, at region,	
Court_point_id decidion_of_treed year court_date hour region_id region_name local_sulfronty_ide local_ambroty_tame read_type start_jection_read_name end_type start_j	Two Way 1718 133 344 155 11 2066 9  too _wheeled_motor_vehicles
Court porti_15 direction_of_travel_year court_date hour region_ide region_ide region_ide local_authority_ide boal_authority_ide read_read_read_read_read_read_read_read_	Case
Cost_post_6 direction_of_travel year court_date from region_of region_of_reg	Cost Modesynthesis Care, whichis Care, and Line Services and Care Services Cost No. wherease, motor whichis Care, and Line Services Care, and Line Ser

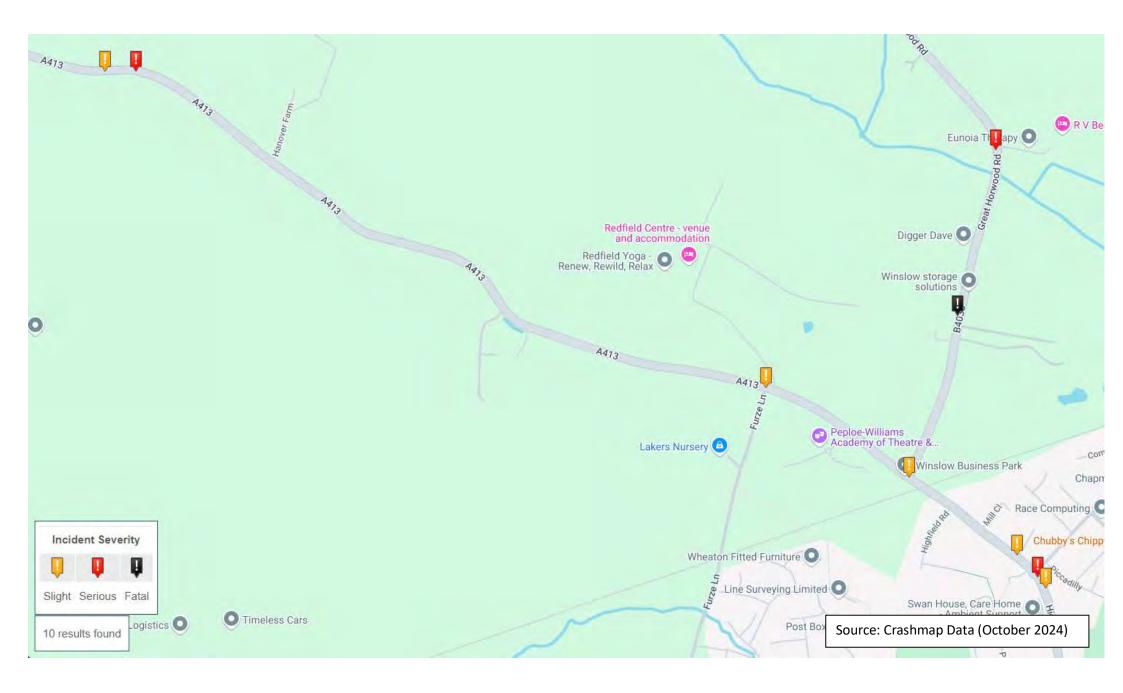
Appendix C – Crashmap Road Safety Data

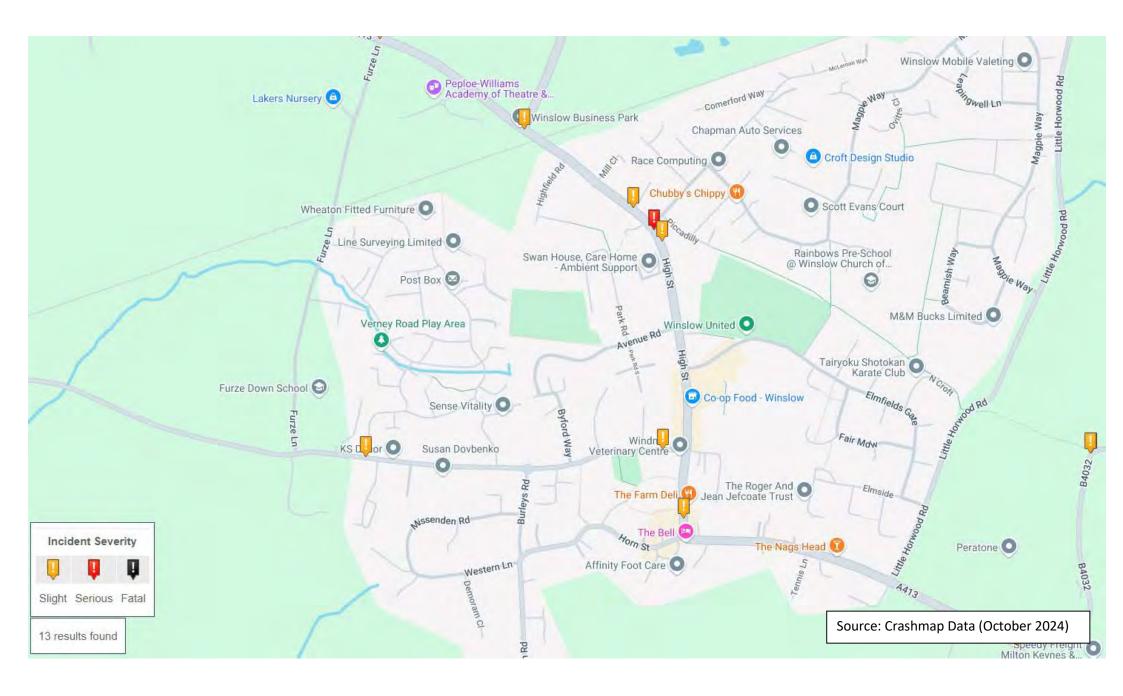


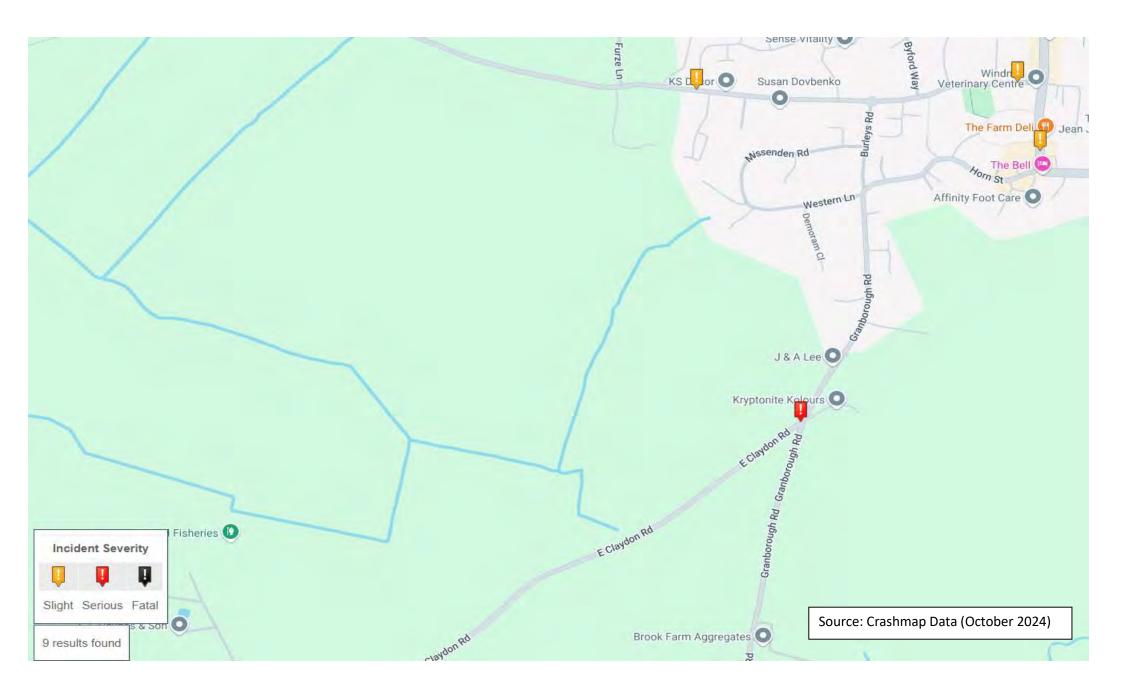


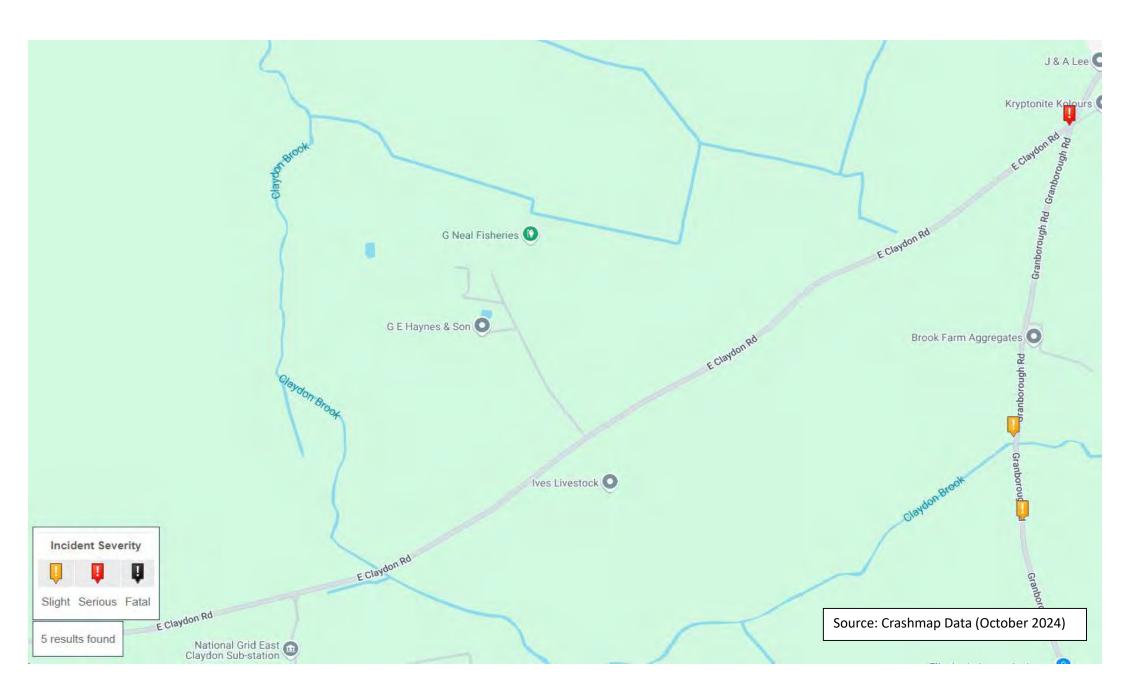




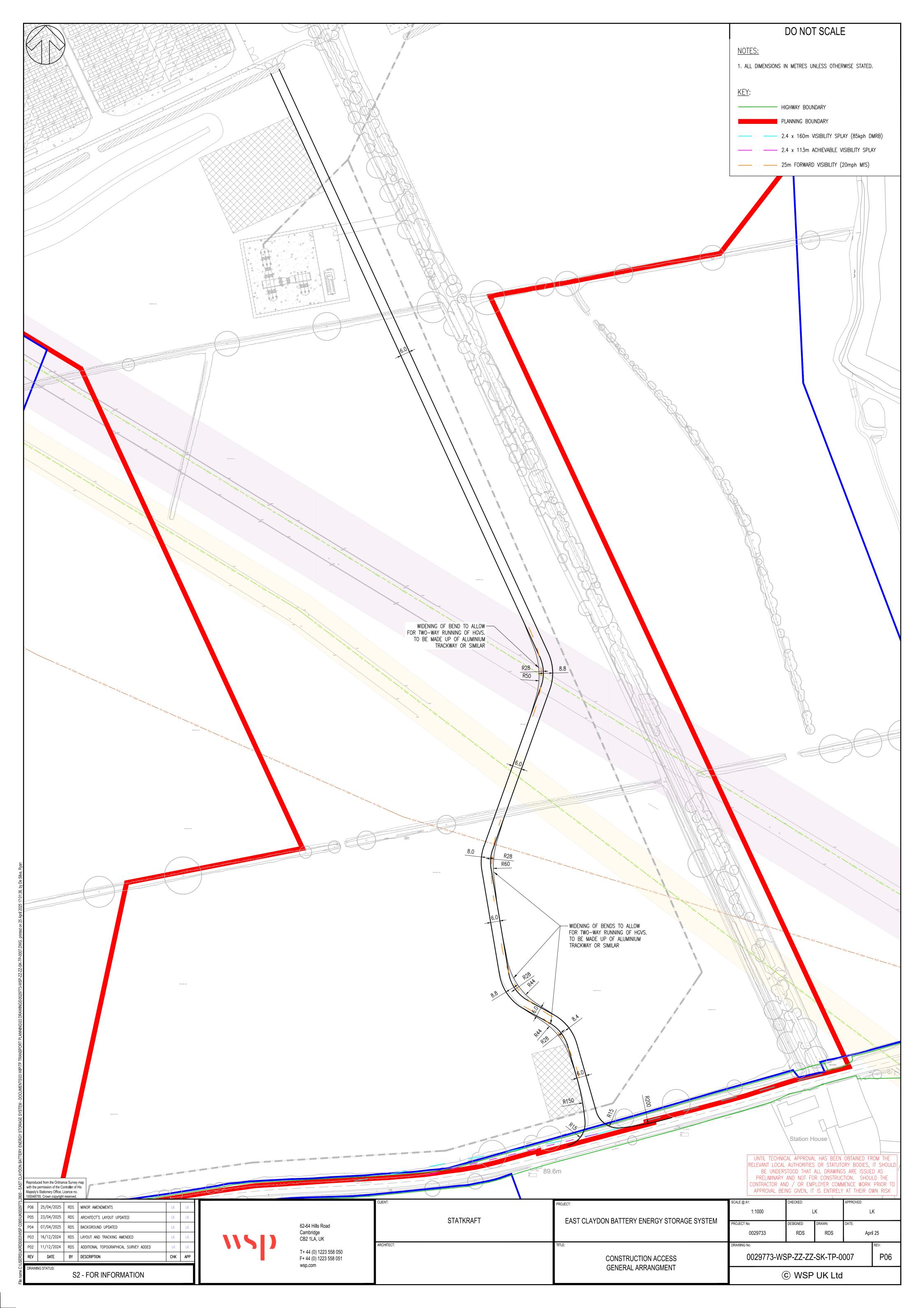




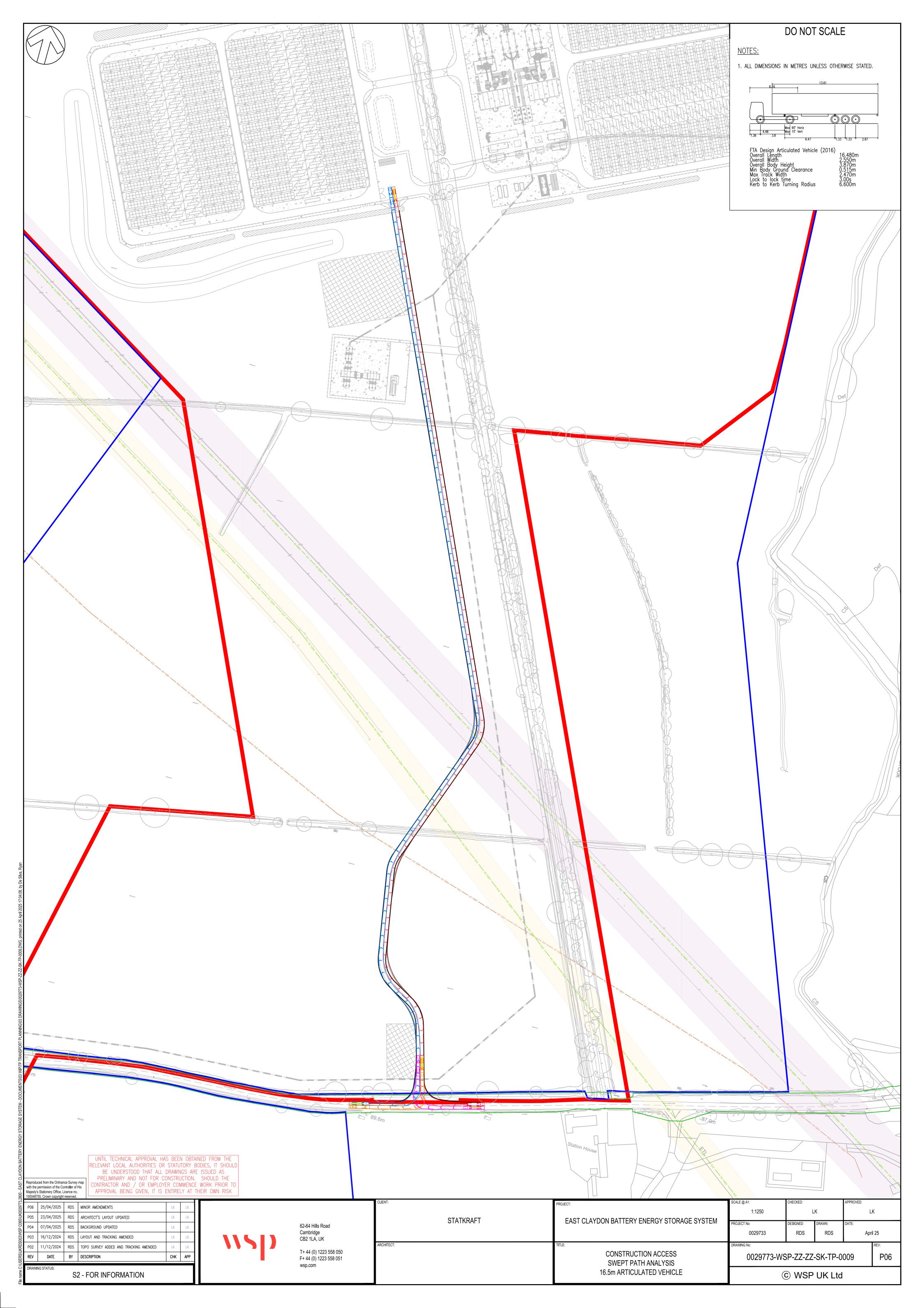




Appendix D – Construction Vehicular Access and Swept Path Analysis









Appendix E – Indicative Construction Programme

### EAST CLAYDON INDICATIVE CONSTRUCTION PROGRAMME

	Phase 1					Phase 2												Phase 3						
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
	Jan-28	Feb-28		Apr-28			Jul-28	Aug-28			Nov-28	Dec-28		Feb-29			May-29		Jul-29	Aug-29	Sep-29	Oct-29		
HGV Movements								<u> </u>								i .				<u> </u>	T .			<del>                                     </del>
General Deliverie	s 40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Scholar Berreit	10	1.0	1.0	1.0	10	1.0	1.0	1.0		1.0	1.0	1.0	10	1.0	1.0	1.0		-10	0	1.0	1.0	1.0	1.0	+.0
		1																						+
Battery foundations and deliveries		1									_			<del>                                     </del>								<del>                                     </del>		+
Mobilisatio	n 56										+			1								1		+
Topsoil strip and export		130	239	204	225						1									1	1	1		+
Access track and Platforn		420	780	770	630	390	210				+				_					-	-	-		+
Foundation Stee		420	780	12	20	24	16	-			+			-								-		+
		1	00	+	+			404	70		1	1		1							-	1		+
Foundation Concret		_	26	72	184	200	200	184	72		-		-				-							+
Ductin				18	16	24	12	12		1												-		
Cabling san										40	60	40												—
Cablin	_									24	36	24												—
Invertor					ļ				72	72											1		ļ	<del></del>
Batterie	s		1	1				<u> </u>		1	1	<u> </u>	168	216	252	240	240	36			1			
HV Yard works																								
Mobilisatio	n					40																		
Geotextil	е					6																		
Ductin	g						24																	
AIS Foundation Stee	el						12	12																
AIS Foundation Concret							64	72	124	56														1
AIS Support steelwor										10	12	8												+
Cable san										1	2	2	2											+
Cablin		<del>                                     </del>									<del>-</del>	10	10	10										+
Transformer foundation		<del>                                     </del>									24	122	10	10										+
Transformer equipment		<del>                                     </del>						<del>                                     </del>			12-4	122							12	12				+
EV Switchgear											+			<del> </del>					15	15	15	15		+
LV Switchiges	"	+	_	_							+			_	_				15	15	15	15		+
O - m - m - l W - m - m			-	-							+			-	-							-		+
General Works	_	10	0.4	40	40	10																		+
Drainag		40	64	48	42	12									١.									+
Building							22	26	12						4	6								—
Fencin																		20	20	20				<del>                                     </del>
Landscaping / Ecology Work	S																				20	20	20	10
LGV & Car Movements																								
Construction Sta	ff 176	352	420	420	525	525	525	525	525	525	525	525	525	525	525	525	525	525	420	420	352	352	176	176
AIL Escort	S																		24	24				
Commissionin	g															124	124	168	168	210	210	210	210	210
HGV Total per Mont	h 96	630	1149	1164	1157	736	600	346	320	242	174	246	220	266	296	286	280	96	87	87	75	75	60	50
LGV Total per Mont		352	420	420	525	525	525	525	525	525	525	525	525	525	525	649	649	693	612	654	562	562	386	386
Total Traffic per Mont		982	1569	1584	1682	1261	1125	871	845	767	699	771	745	791	821	935	929	789	699	741	637	637	446	436
											1													1
HGV Total per Wee	k 24	158	287	291	289	184	150	87	80	61	44	62	55	67	74	72	70	24	22	22	19	19	15	13
LGV Total per Week 44		88	105	105	131	131	131	131	131	131	131	131	131	131	131	162	162	173	153	164	141	141	97	97
Total Traffic per wee		246	392	396	421	315	281	218	211	192	175	193	186	198	205	234	232	197	175	185	159	159	112	109
Total Hamo per wee		12.75	302	555		1323	1201			102	+	100	100	1200	1200				1,0	100	100	100		+100
HGV Total per Da	v 4	26	48	49	48	31	25	14	13	10	7	10	9	11	12	12	12	1	4	1	2	3	3	2
LGV Total per Da	-	15	18	18	22	22	22	22	22	22	22	22	22	22	22	27	27	29	26	27	23	23	16	16
			65			53	47			32											27			
Total Traffic per Da	A I I I	41	05	66	70	ეკ	4/	36	35	32	29	32	31	33	34	39	39	33	29	31	27	27	19	18

Summary	Phase 1		Ph	ase 2							Phase 3			
Average Monthly HGV	839		310	6							72			
Average Monthly LGV	379		55	7							527			
Average Weekly HGV	210		79								18			
Average Weekly LGV	95		139	9							132			
Total	304		21	8							150			
Average Daily HGV	35		13								3			
Average Daily LGV	16		23								22			
Total	51		36								25			
Average Weekly HGV (2-Way)	420		15	8							36			
Average Weekly LGV (2-Way)	189		279	9							264			
Total (2-Way)	609		43	7							300			
Average Daily HGV (2-Way)	70		26								6			
Average Daily LGV (2-Way)	32		45								44			
Total (2-Way)	101		73								50			
		 •						•					•	
Maximum Weekly HGV	291		184	4							22			
Maximum Weekly LGV	131		173	3							164			
Total	422		35	7							185			
Maximum Daily HGV	49		31								4			
Maximum Daily LGV	22		29								27			
Total	70		60								31			
Maximum Weekly HGV (2-Way)	582		36	8							44			
Maximum Weekly LGV (2-Way)	263		34	7							327			
Total	845		71	5							371			
Maximum Daily HGV (2-Way)	97		61								7			
Maximum Daily LGV (2-Way)	44		58								55			
Total	141		119	9							62			

Appendix F – Proposed Temporary
Construction Vehicular Access Route
Assessment

