Appendix G3

Transport Statement





DATE: 23 April 2025 CONFIDENTIALITY: Public

SUBJECT: Land at East Claydon – Green Grid Park – Transport Statement

PROJECT: UK0029773.2800 AUTHOR: UKLJK001

CHECKED: UKLJK001 APPROVED: UKGSM002

INTRODUCTION

WSP has been commissioned by Statkraft UK Limited to prepare a Transport Statement (TS) 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.

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.

It should be noted that this TS 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 operation vehicles on the surrounding highway network associated with the operation of the proposed development. All relevant correspondence with BC are enclosed in **Appendix A**.

This TS provides an overview of the movement of operation vehicles associated with the proposed development once it has been constructed and any likely impact on the surrounding highway network. It should be read in conjunction with the Construction Traffic Management Plan (CTMP) and the Abnormal Indivisible Load (AIL) assessment that have been prepared separately for the proposed development.

EXISTING CONDITIONS

This section of the TS outlines the context of the study area of the proposed development, as well as specific details in relation to the existing conditions including traffic flows, road safety and public rights of way on the surrounding highway network.

SITE LOCATION AND DESCRIPTION

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 1**, and a wider site location plan is enclosed in **Figure 2**.



Figure 1 – Site Location Plan

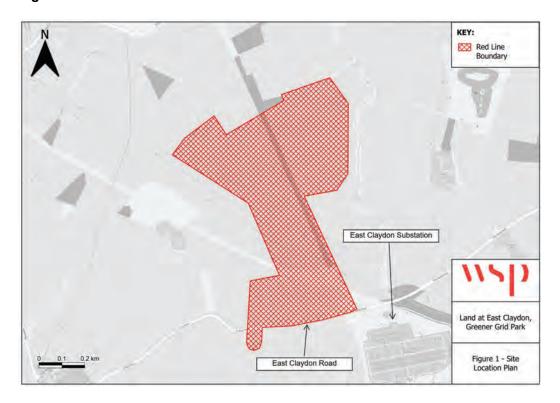
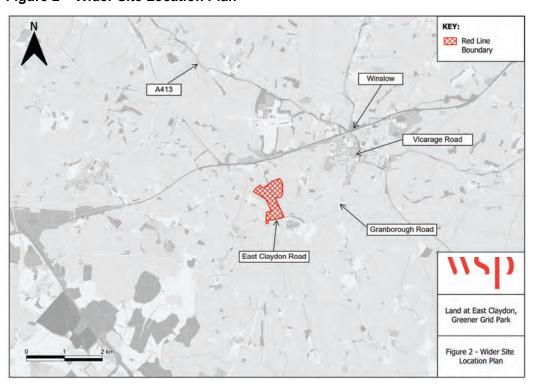


Figure 2 – Wider Site Location Plan





HIGHWAY NETWORK

The following section provides information in relation to the surrounding highway network covering the proposed operation vehicular access route that will be used by HGV 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 operation vehicular access route.

EXISTING TRAFFIC FLOWS

A number of traffic surveys were undertaken along the proposed operation vehicular access route that will be used by HGV 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 16th to Sunday 29th September 2024. The location of these traffic surveys where the traffic flow data was collected is shown in **Figure 3**.

Red Line Boundary
ATC Locations

A413

A413

Winslow

Granborough Road

Land at East Claydon, Greener Grid Park

Figure 3 - Traffic Survey Locations

Figure 3 - Traffic Survey Location Plan

Average Daily Traffic Flows

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 1** below.



Table 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)

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.

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.

Overall, the traffic flow data that was collected from the ATC surveys 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 operation vehicles (as outlined below) that will access and egress proposed
 development; and
- A413 Buckingham Road and London Road are heavily trafficked and used by the same type of vehicles as the operation vehicles (as outlined below) that will access and egress the proposed development.

It should be noted that the traffic flow data that was collected from the ATC (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 operation vehicular access and along the proposed operation vehicular access route that will be used by HGV to the north of the proposed development were observed to be similar to those of the collected traffic flow data.

HIGHWAY SAFETY

Road safety data was obtained from Crashmap for the latest 5-year period (2018 – 2022) along the proposed operation vehicular access route that will be used by HGV to the north of the proposed development. The locations of the accidents recorded along the proposed operation vehicular access route are shown in **Figure 4** below. The results are summarised in **Table 2** below and enclosed in **Appendix C**.



Figure 4 – Accident Location Plan

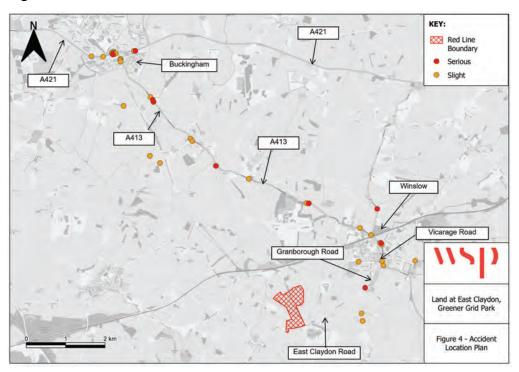


Table 2 - Accidents by Location and Severity

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
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	Between Mill Close and Swan Court	2	1	0	3



Road	Description		Accident	Severity	
		Slight	Serious	Fatal	Total
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)

As can be seen from this road safety data obtained along the proposed operation vehicular access route that will be used by HGV to the north of the proposed development that there were no accidents recorded on East Claydon Road within the vicinity of the proposed operation 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.

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 operation vehicular access route that will be used by HGV 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 operation movements (as outlined below) associated with the proposed development there is no reason to suggest that this will change during the operation of the proposed development.

PUBLIC RIGHTS OF WAY

There are a number of Public Rights of Way (PRoW) that are within the vicinity of the proposed operation vehicular access on East Claydon Road. There are also a number of PRoW that intersect with the proposed operation vehicular access route that will be used by HGV to the north of the proposed development. The location of these PRoW are shown in **Figure 5**, and are summarised in **Table 3** below.



Figure 5 - Public Rights of Way

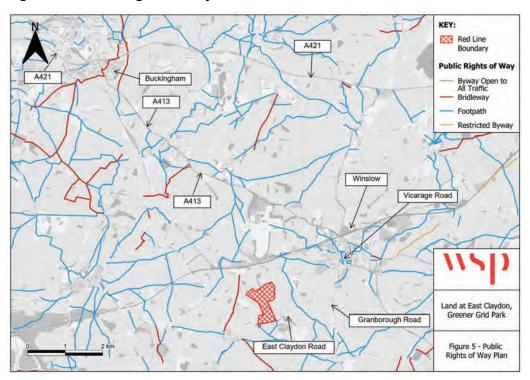


Table 3 – Public Rights of Way along the proposed operation vehicular access route

Number	Public Right of Way	Description
1	East Claydon ECL/3A/1 (Footpath)	Situated on the south side of East Claydon Road approximately 58.5m east of the proposed operation vehicular access to the site, and partially through the redline boundary where it 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
8	Winslow WLS/6/1 (Footpath)	Situated on the south side of the road approximately 290m west of Furze Lane.



Number	Public Right of Way	Description
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)

As can be seen in **Table 3** there are a number of PRoW on East Claydon Road within close proximity of the proposed operational vehicular access, as well as a number of PRoW that intersect with the proposed operation vehicular access route that will be used by HGV to the proposed development. However, as the majority of these roads already have HGV's travelling along them (as outlined above), and that the predicted number and type of operation movements (as outlined below) associated with the proposed development will not be significant it is not deemed necessary to provide mitigation at these locations.

DEVELOPMENT PROPOSALS

The proposed development 'Greener Grid Park' will involve the construction of 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.

OPERATION VEHICULAR ACCESS

It is proposed that an operation vehicular access will be provided on the north side of East Claydon Road via an existing agricultural field access approximately 58.5m west of the existing vehicular access to the East Claydon substation, which is used by farm traffic and has been operating safely for many years. This will be the subject of minor works and laying of consolidated material to ensure it is suitable for operation traffic. The location of the proposed operation vehicular access on East Claydon Road is shown in **Figure 6** below.

REY:

Red Line
Boundary

Proposed
Development
Extent
Proposed
Operational
Vehicular Access
Proposed
Vehicular Access
Road

REY:

Red Line
Boundary
Proposed
Development
Extent
Proposed
Operational
Vehicular Access
Road

Rest Claydon Substation

Land at East Claydon,
Greener Grid Park

Figure 6 - Operational
Vehicular Access

Figure 6 - Proposed Operation Vehicular Access

The existing vehicular access road which follows the alignment of an old railway line will be utilised from the proposed operation vehicular access on East Claydon Road to the 'Greener Grid Park' approximately 670m north of East Claydon Road. It will be 3.7m wide for its entire length with two passing bays being provided on the east side of the vehicular access road, located approximately 82.5m and 489.5m north of the proposed operation vehicular access on East Claydon Road. The location of the proposed operation vehicular access road is shown in **Figure 6**. The general access arrangements of the proposed operation vehicular access on East Claydon Road is shown in Drawing 0029773-WSP-ZZ-ZZ-SK-TP-005-P07 enclosed in **Appendix D**.

Swept path analysis has been undertaken at the proposed operation vehicular access on East Claydon Road as well as along the proposed operation vehicular access road for the operation vehicles that will access and egress the site including a 7.5m box van and 16.5m articulated vehicle. It should be noted that in order to improve visibility at the proposed temporary operation 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. The swept path analysis demonstrates that the proposed operation vehicular access on East Claydon Road and the proposed operation vehicular access road can satisfactorily accommodate the movement of a 7.5m box van and a 16.5m articulated vehicle on East Claydon Road as shown in Drawing 0029773-WSP-ZZ-ZZ-SK-TP-006-P07 enclosed in **Appendix D**.

OPERATION VEHICULAR MOVEMENTS

During the operation of the proposed development the number of vehicles that will access and egress the site will not be significant, with an average of 4 LGV two-way movements over a period of approximately a month. These movements will be made by a 7.5m box van outside of the AM and PM peak hours and will be used for the purposes of servicing and maintenance of the site, and will be able to access the site via any permitted operation vehicular access route.

There will also be an average of 4 HGV two-way movements over a period of approximately a year. These movements will be made by a 16.5 articulated vehicle outside of the AM and PM peak hours and will be used for the purposes of replacing the batteries on site as and when required, and will be able to access the site via the proposed operation vehicular access route that will be used by HGV to the north of the proposed development. It should be noted that this information has been provided by Statkfraft UK Limited who have extensive knowledge and experience of the number and type of vehicles that access and egress similar sites to that of the proposed development.

SUMMARY AND CONCLUSION

This TS provides an overview of the movement of operation vehicles associated with the proposed development once it has been constructed and any likely impact on the surrounding highway network. A summary of the analysis of the assessment undertaken is outlined as follows:

- The traffic flow data that was collected 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 operation vehicle, and that the A413 Buckingham Road and London Road are heavily trafficked and used by the same type of vehicles as the operation vehicles that will access and egress proposed development;
- The road safety data 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 operation
 vehicular access route that will be used by HGV to the north of the proposed development;
- There are a number of PRoW on East Claydon Road within close proximity of the proposed operational
 vehicular access, and a number that intersect with the proposed operation vehicular access route that
 will be used by HGV to the north of the proposed development. As the majority of these roads already
 have HGV's travelling along them, and that the predicted number and type of HGV movements
 associated with the operation of the proposed development will not be significant it is not deemed
 necessary to provide mitigation at these locations;
- It is proposed that an operation vehicular access will be provided on the north side of East Claydon
 Road via an existing agricultural field access approximately 58.5m west of the existing vehicular
 access to the East Claydon substation, which is used by farm traffic that has been operating safely for
 many years;



- Swept path analysis has been undertaken at the proposed operation vehicular access on East Claydon Road as well as along the proposed operation vehicular access road for a 7.5m box van and 16.5m articulated vehicle, and demonstrates that the proposed operation vehicular access on East Claydon Road and the proposed operation vehicular access road can satisfactorily accommodate the movement of these vehicles; and
- During the operation of the proposed development the number of vehicles that will access and egress the site will not be significant, with an average of 4 LGV two-way movements over a period of approximately a month that will be made by a 7.5m box van, and an average of 4 HGV two-way movements over a period of approximately a year that will be made by a 16.5 articulated vehicle.

Based on the above information it can be concluded that the proposed operation vehicular access on East Claydon Road is safe and suitable to serve the proposed development onto the public highway during its operation in accordance with Paragraph 116 of the National Planning Policy Framework (NPPF), in that there will not be an unacceptable impact on highway safety. It will also be compliant with requirements of 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 which will not be significant.



ATTACHMENTS

Appendices

Appendix A – Buckinghamshire Council Scoping Correspondence

Appendix B – Traffic Flow and Speed Data

Appendix C - Crashmap Road Safety Data

Appendix D - Proposed Operation Vehicular Access and Swept Path Analysis



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.

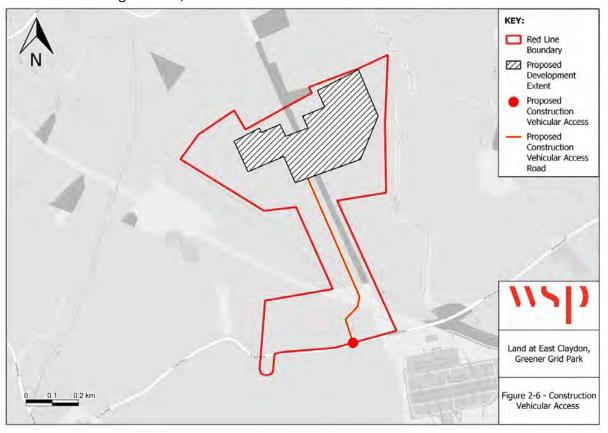


In terms of our assessment work and associated reports these are outlined as follows:

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:

- 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);
- Operational vehicles operational traffic movements (by numbers / vehicle types etc);
- 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



T+ 44 01223 342122 M+ 44 0799 0733196

WSP 62-64 Hills Road Cambridge CB2 1LA

wsp.com

Confidentia

This message, including any document or file attached, is intended only for the addressee and may contain privileged and/or confidential information. Any other person is strictly prohibited from reading, using, disclosing or copying this message. If you have received this message in error, please notify the sender and delete the message. Thank you. WSP UK Limited, a limited conyr registered in England & Wales with registered number 01383511. Registered office: WSP House, 70 Chancery Lane, London, WC2A 1AF.

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 simon.vale@buckinghamshire.gov.uk

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 lee.kirby@wsp.com. Learn why this is important

[Please note this has been sent from an **external source** - treat with caution and **do not open** attachments / use links until you are sure this is a trusted communication see intranet/IT for advice.]

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.

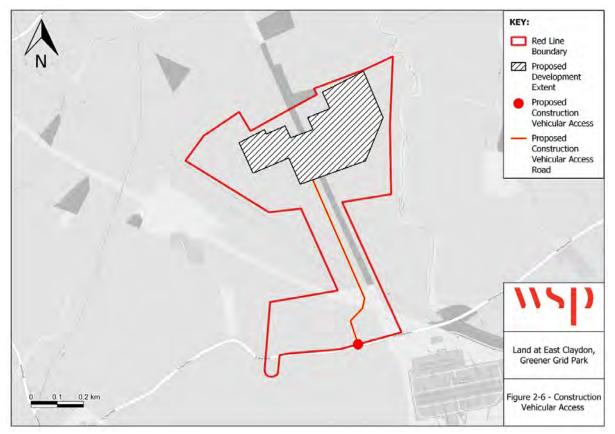


In terms of our assessment work and associated reports these are outlined as follows:

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.

Transport Statement (Access Statement)

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);
- Operational vehicles operational traffic movements (by numbers / vehicle types etc);
- 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);
- 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



T+ 44 01223 342122 M+ 44 0799 0733196

WSP 62-64 Hills Road Cambridge CB2 1LA

wsp.com

Confidential

This message, including any document or file attached, is intended only for the addressee and may contain privileged and/or confidential information. Any other person is strictly prohibited from reading, using, disclosing or copying this message. If you have received this message in error, please notify the sender and delete the message. Thank you. WSP UK Limited, a limited conyr registered in England & Wales with registered number 01383511. Registered office: WSP House, 70 Chancery Lane, London, WC2A 1AF.

NOTICE: This communication and any attachments ("this message") may contain information which is privileged, confidential, proprietary or otherwise subject to restricted disclosure under applicable law. This message is for the sole use of the intended recipient(s). Any unauthorized use, disclosure, viewing, copying, alteration, dissemination or distribution of, or reliance on, this message is strictly prohibited. If you have received this message in error, or you are not an authorized or intended recipient, please notify the sender immediately by replying to this message, delete this message and all copies from your e-mail system and destroy any printed copies.

-LAEmHhHzdJzBITWfa4Hgs7pbk



DISCLAIMER FOR BUCKINGHAMSHIRE COUNCIL

Any views expressed in this email are those of the individual sender and are not necessarily those of Buckinghamshire Council unless explicitly stated.

This email and any attachments may contain confidential or privileged information and is intended solely for the use of the individual or entity to whom it is addressed. Any confidential, sensitive or protectively marked material must be handled accordingly.

If you are not the intended recipient you must not disclose, distribute, copy, print or rely on any of the information contained in the email or attachments, and all copies must be deleted immediately. If you do receive this email in error please notify the sender immediately and note that confidentiality or privilege is not waived or lost.

Buckinghamshire Council may monitor the contents of emails sent and received via its network for the purposes of ensuring compliance with relevant legislation and the Council's policies and procedures. All such monitoring will take place in accordance with relevant legislation including privacy and data protection legislation. For details of how Buckinghamshire Council uses personal information please see the Council's website.

Buckinghamshire Council has scanned this email and attachments for viruses but does not accept any responsibilities for viruses once this email has been transmitted. You should therefore carry out your own anti-virus checks before opening any documents.

Appendix B – Traffic Flow and Speed Data



Intelligent Data Collection Limited East Claydon

Client: WSP

Project Number: ID-0824-0109

Site Number: Site 1

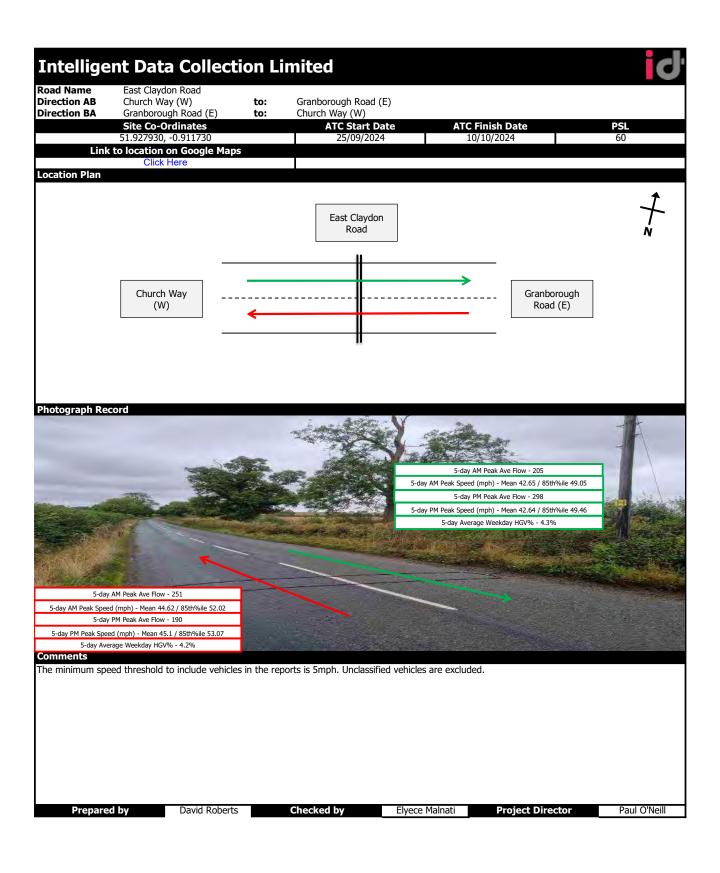
Week Commencing: 23/09/2024

Road Name: East Claydon Road

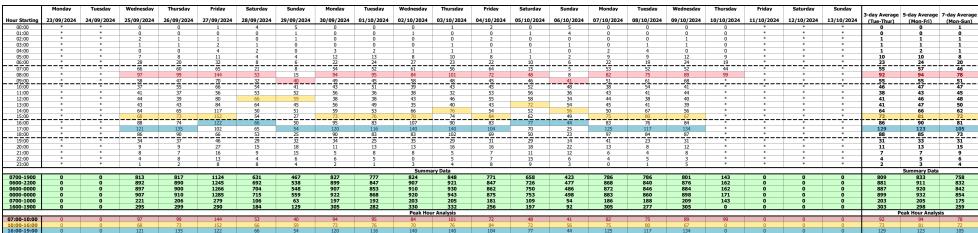
Survey Type: ATC

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

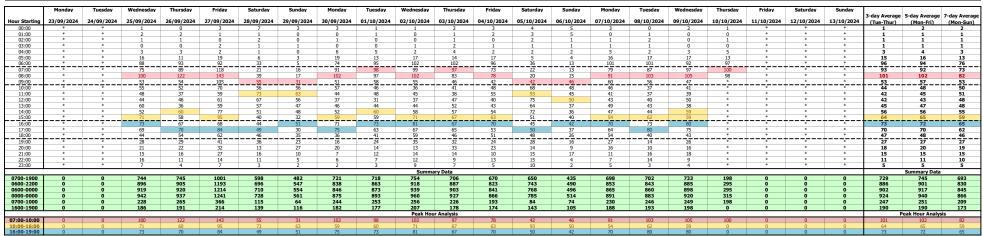
to Granborough Road (E) **to** Church Way (W)



to: Granborough Road (E)



to: Church Way (W)



Prepared by: David Roberts Checked by: Elyece Malnati



	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
																						3-day Average		
our 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	*	*	1	0	4	11	8	3	1	1	3	5	4	10	3	0	2	1	*	*	*	1	2	4
01:00	*	*	2	2	1	1	1	0	1	1	1	2	4	9	0	1	0	0	*	*	*	1	1	2
02:00	*	*	3	2	1	2	1	1	0	0	1	2	2	1	1	2	1	1	*	*	*	1	1	1
03:00	*	*	1	1	4	2	1	0	0	1	3	1	1	2	1	2	1	0	*	*	*	1	1	1
04:00	*	*	3	3	6	3	0	9	7	3	5	3	3	2	7	6	3	5	*	*	*	4	5	4
05:00	*	*	23	19	30	10	7	31	26	25	24	25	6	6	25	26	29	22	*	*	*	24	25	21
06:00	*	*	116	113	124	41	11	96	119	129	125	118	46	19	123	120	116	116	*	*	*	119	118	96
07:00	*	*	141	149	183	42	24	145	150	160	153	137	37	18	132	139	149	144	*	*	*	148	149	119
08:00	*	*	197	221	287	92	32	196	192	186	184	150	68	23	173	178	194	197	*	*	*	194	196	161
09:00	*	*	111	101	175	87	71	100	103	113	94	87	88	87	111	117	115		*	*	*	108	112	104
10:00	*	*	92	107	136	110	97	100	97	75	84	93	120	96	84	91	82	*	*	*	*	90	95	98
11:00	*	*	89	74	115	126	115	100	84	83	70	108	149	81	84	78	83	*	*	*	*	80	88	96
12:00	*	*	88	85	141	133	115	75	69	80	93	95	133	84	87	78	90	*	*	*	*	83	89	96
13:00	*	*	103	79	143	121	92	102	93	79	92	86	136	91	94	84	77	*	*	*	*	87	94	98
14:00	*	*	116	125	194	101	99	111	113	124	133	108	124	92	97	111	115	*	*	*	*	120	122	118
15:00	*	*	139	131	247	94	59	132	135	141	141	147	113	89	129	142	126	*	*	*	*	136	146	131
16:00	*	*	161	141	190	110	101	166	156	188	157	153	122	86	153	149	164	*	*	*	*	159	162	146
17:00	*	*	190	205	186	114	84	195	179	207	205	157	120	62	189	197	209	*	*	*	*	199	193	167
18:00	*	*	130	144	128	99	60	126	124	142	148	120	98	49	151	124	130	*	*	*	*	135	133	118
19:00	*	*	62	66	87	65	55	50	49	70	61	55	57	30	68	37	57	*	*	*	*	57	60	58
20:00	*	*	30	31	59	28	45	31	27	26	49	39	32	31	29	18	28	*	*	*	*	30	33	34
21:00	*	*	23	23	43	25	25	12	20	22	19	17	26	29	17	20	26	*	*	*	*	22	22	23
22:00	*	*	20	19	27	15	11	12	12	12	14	20	30	10	11	19	12	*	*	*	*	15	16	16
23:00	*	*	8	6	15	11	6	4	4	12	11	13	19	5	5	4	9	*	*	*	*	8	8	9
											ary Data												Summary Data	
0700-1900	0	0	1557	1562	2125	1229	949	1548	1495	1578	1554	1441	1308	858	1484	1488	1534	341	0	0	0	1538	1578	1451
0600-2200	0	0	1788	1795	2438	1388	1085	1737	1710	1825	1808	1670	1469	967	1721	1683	1761	457	0	0	0	1767	1812	1662
0600-0000	0	0	1816	1820	2480	1414	1102	1753	1726	1849	1833	1703	1518	982	1737	1706	1782	457	0	0	0	1790	1836	1687
0000-0000	0	0	1849	1847	2526	1443	1120	1797	1761	1880	1870	1741	1538	1012	1774	1743	1818	486	0	0	0	1823	1872	1720
0700-1000	0	0	449	471	645	221	127	441	445	459	431	374	193	128	416	434	458	341	0	0	0	449	456	384
1600-1900	0	0	481	490	504	323	245	487	459	537	510	430	340	197	493	470	503	0	0	0	0	493	488	431
										Peak Ho	ır Analysis											_ P	eak Hour Analy	
7:00-10:00	0	0	197	221	287	92	71	196	192	186	184	150	88	87	173	178	194	197	0	0	0	194	196	161
0:00-16:00	0	0	139	131	247	133	115	132	135	141	141	147	149	96	129	142	126	0	0	0	0	136	146	131
6:00-19:00	0	0	190	205	190	114	101	195	179	207	205	157	122	86	189	197	209	0	0	0	0	199	193	167

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



5-day	Summar
-------	--------

											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	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	36.80	
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	-
03:00	0	0	1	0	1	2	0	0	1	0	0	2	0	0	0	0	0	0	0	35.25	-
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
13:00	0	4	35	37	16	40	101	147	77	40	18	3	0	0	0	0	0	0	0	40.75	44.97
14:00	0	4	48	55	33	51	137	172	139	59	21	6	1	0	1	0	0	0	0	40.77	47.41
15:00	0	2	51	78	59	56	129	243	163	75	26	7	1	2	0	0	0	0	0	41.00	47.62
16:00	0	1	33	55	44	83	159	263	216	90	36	3	2	0	0	0	0	0	0	41.53	48.39
17:00	0	0	11	30	39	90	234	350	335	191	55	11	4	1	2	1	0	0	0	43.20	49.87
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	-
23:00	0	0	0	1	1	- 6	8	9	6	3	1	0	0	0	0	0	0	0	0	41.59	- 1
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)									$\overline{}$
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	-
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	-
05:00	0	0	8	6	2	21	21	21	14	10	11	11	1	1	0	0	0	0	0	42.38	- 1
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
10:00	0	2	28	30	20	46	143	195	162	54	15	8	2	2	0	0	0	0	0	41.43	48.22
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
17:00	0	0	11	31	46	105	270	411	389	213	68	14	5	1	3	1	0	0	0	43.65	50.33
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	2	7	12	14	11	7	1	2	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	11	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-0824-01

Number: Site 1

Church Wa



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	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	- 1
02:00	0	0	0	0	0	0	0	2	1	5	0	0	0	0	0	0	0	0	0	50.84	- 1
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	- 1
05:00	3	2	6	2	6	14	24	42	51	22	7	5	4	1	0	0	0	0	0	43.74	- 1
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

7-day Summary										9	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	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	-
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	1	2	0	44.41	52.21

Client: Project Number: Site Number:

ID-0824-0109 Site 1 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	1	1	0	2	1	1	8	7	3	0	0	0	0	0	0	0	0	0	41.35	- 1
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	-
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	-
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										S	peeds (Mp	h)									$\overline{}$
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	- 1
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	- 1
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	1	2	0	43.44	50.89



Intelligent Data Collection Limited East Claydon

Client: WSP

Project Number: ID-0824-0109

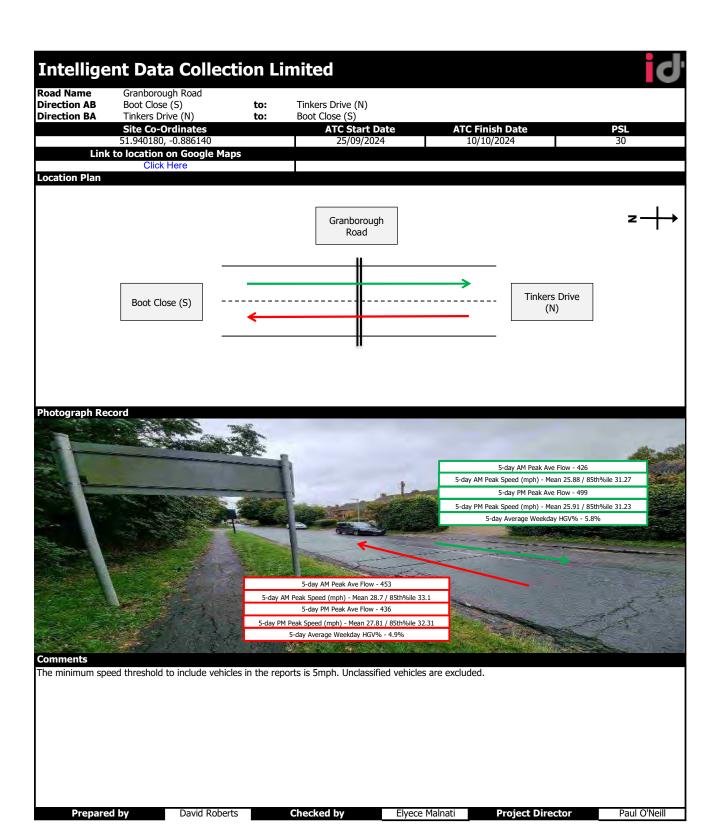
Site Number: Site 2
Week Commencing: 23/09/2024

Road Name: Granborough Road

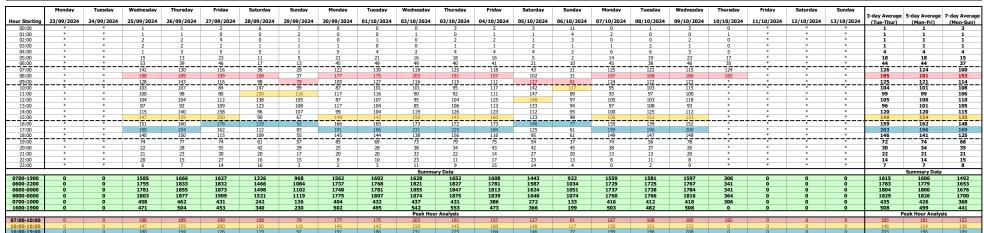
Survey Type: ATC

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

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



to: Tinkers Drive (N)



Period Commencing: 23/09/2024 Road Name: Granborough Road

Road mane: Grandorough Road

Flow from : Tinkers Drive (N)

Prepared by: David Roberts

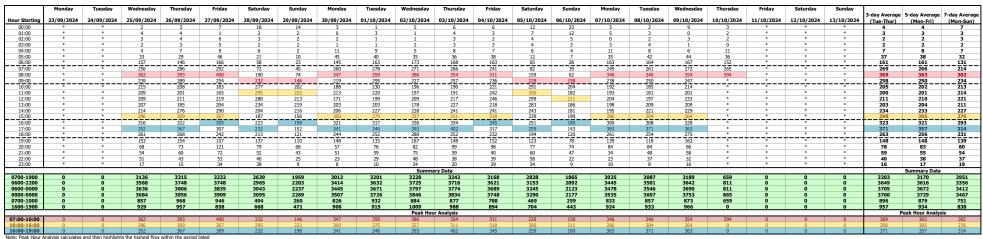
Vehicle Classification: All Vehicles

Checked by: Elyece Mainati

id'

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	l		
our 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	3-day Average (Tue-Thur)	(Mon-Fri)	(Mon-Sur
00:00	*	*	1	2	5	12	7	3	1	5	3	4	9	12	3	1	6	3	*	*	*	3	3	5
01:00	*	*	3	3	1	2	0	0	3	0	4	2	6	8	3	3	0	1	*	*	*	2	2	2
02:00	*	*	1	2	2	3	1	2	0	1	1	0	3	2	0	2	1	2	*	*	*	1	1	1
03:00	*	*	0	1	3	1	1	0	1	2	2	2	2	2	2	2	0	0	*	*	*	1	1	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	120	69	150	160	162	177	133	134	82	164	175	155	*	*	*	*	168	161	145
18:00	*	*	121	118	127	104	66	99	108	142	96	116	99	59	112	107	127	*	*	*	*	117	116	107
19:00	*	*	79	77	83	76	53	63	64	94	69	77	69	41	65	62	84	*	*	*	*	76	74	70
20:00	*	*	46	45	66	37	39	32	48	44	65	55	35	29	46	47	40	*	*	*	*	48	49	45
21:00	*	*	33	37	42	32	26	31	39	42	37	26	33	27	21	35	38	*	*	*	*	37	35	33
22:00	*	*	31	28	26	24	10	14	19	25	27	22	35	9	15	26	24	*	*	*	*	26	23	22
23:00	*	*	11	8	20	22	6	6	7	13	11	14	20	5	10	6	7	*	*	*	*	9	10	11
											ary Data												Summary Data	
0700-1900	0	0	1551	1649	1605	1313	991	1451	1599	1600	1590	1560	1385	943	1466	1506	1592	353	0	0	0	1587	1563	1459
0600-2200	0	0	1813	1915	1916	1499	1119	1677	1864	1904	1889	1840	1566	1058	1716	1776	1875	470	0	0	0	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	447 467	446	402	197	126	417	445	455	353	0	0	0	460	453	383
1600-1900		0	458	453	405	328	241	404	420		435	421	338	244	421	451	458	0	0	0	0	449	436	396
											ur Analysis												eak Hour Analy	
7:00-10:00	0	0	174	204	201	134	67	170	184	183	163	154	101	77	179	178	174	212	0	0	0	184	181	149
0:00-16:00	0	0	149	150	167	145	111	151	132	168	166	158	153	114	136	153	131	0	0	0	0	150	151	138
L6:00-19:00	0	and then highlight	172	173	145	120	106	155	160	163	177	172	134	103	164	175	176	0	0	0	0	168	161	145





Client: Project Number: WSP ID-0824-010

Site Number: 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	0	2	1	7	1	0	1	0	0	0	0	0	0	0	0	0	0	32.08	
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	- 1
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

7-day Summary										5	peeds (Mp	h)									$\overline{}$
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	2	2	12	15	5	2	1	0	0	0	0	0	0	0	0	0	0	31.33	- 1
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	- 1
03:00	0	0	1	2	8	1	2	4	0	0	0	0	0	0	0	0	0	0	0	30.55	- 1
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	32.60
06:00	3	9	45	116	193	168	44	5	4	0	0	0	0	0	0	0	0	0	0	27.88	34.04
07:00	7	57	171	384	637	273	68	9	1	0	0	0	0	0	0	0	0	0	0	26.54	31.82
08:00	20	98	267	562	1028	419	52	7	1	0	0	0	0	0	0	0	0	0	0	26.06	31.12
09:00	5	44	185	424	729	347	66	9	3	1	0	0	0	0	0	0	0	0	0	26.44	31.77
10:00	19	41	153	316	699	321	57	7	0	0	0	0	0	0	0	0	0	0	0	26.41	31.67
11:00	13	67	123	341	659	337	49	6	1	0	0	0	0	0	0	0	0	0	0	26.45	31.66
12:00	14	56	137	359	634	368	70	13	1	0	0	0	0	0	0	0	0	0	0	26.65	32.29
13:00	12	62	110	322	676	316	60	6	4	0	0	0	1	0	0	0	0	0	0	26.61	31.89
14:00	8	45	139	330	706	401	85	13	2	2	0	0	0	0	0	0	0	0	0	27.17	32.32
15:00	11	51	217	514	825	386	61	8	1	0	0	0	0	0	0	0	0	0	0	26.18	31.44
16:00	8	66	219	577	857	417	62	6	3	0	0	0	1	0	0	0	0	0	0	26.13	31.36
17:00	14	96	276	672	944	441	82	11	1	0	0	0	0	0	0	0	0	0	0	25.92	31.45
18:00	4	41	132	487	753	382	60	8	1	0	0	0	0	0	0	0	0	0	0	26.71	31.70
19:00	3	20	70	289	421	170	41	6	2	1	0	0	0	0	0	0	0	0	0	26.40	31.62
20:00	0	5	34	111	224	124	27	6	1	0	0	0	0	0	0	0	0	0	0	27.48	32.68
21:00	2	3	19	71	113	73	23	5	2	1	1	0	0	0	0	0	0	0	0	27.96	30.90
22:00	1	2	2	52	89	57	13	6	2	2	0	0	0	0	0	0	0	0	0	28.63	31.40
23:00	0	0	5	24	34	30	15	5	2	0	0	0	0	0	0	0	0	0	0	29.92	- 1
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	31.44
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	31.56
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	31.58
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	31.64

Client: Project Number:

WSP ID-0824-010

Flow from: Tinkers Drive (N) to: Boot Clo



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	1	0	17	12	5	2	0	0	0	0	0	0	0	0	0	0	0	29.67	- 1
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	1	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	1)									$\overline{}$
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	T -
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	-
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 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	1	1	2	18	19	6	2	1	0	0	0	0	0	0	0	0	0	0	30.17	- 1
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

, au, summar,										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	1	3	8	49	35	15	5	1	0	0	0	0	0	0	0	0	0	0	29.89	-
01:00	0	0	2	5	19	13	9	3	1	1	0	0	0	0	0	0	0	0	0	31.00	-
02:00	0	0	0	3	12	15	9	4	0	0	0	0	0	0	0	0	0	0	0	32.65	-
03:00	0	0	2	4	13	10	6	4	0	0	0	0	0	0	0	0	0	0	0	30.34	-
04:00	0	0	1	13	49	32	11	7	1	0	0	0	0	0	0	0	0	0	0	30.39	-
05:00	1	2	18	63	159	169	75	21	0	1	0	0	0	0	0	0	0	0	0	30.05	33.50
06:00	3	11	64	217	759	732	261	38	10	2	0	2	0	0	2	0	0	0	0	29.37	35.30
07:00	9	63	225	702	1384	795	214	27	10	1	0	0	0	0	0	0	0	0	0	27.95	32.79
08:00	22	110	316	899	2100	1161	199	25	4	1	0	0	0	0	0	0	0	0	0	27.45	32.08
09:00	6	55	236	723	1585	892	172	19	5	1	0	0	0	0	0	0	0	0	0	27.43	32.25
10:00	21	47	216	595	1435	721	142	18	0	0	0	0	1	0	0	0	0	0	0	27.30	32.25
11:00	14	75	173	607	1380	808	131	19	3	1	1	0	0	0	0	0	0	0	0	27.47	32.32
12:00	17	56	189	612	1421	843	159	18	1	0	2	0	0	0	0	0	0	0	0	27.59	32.63
13:00	12	68	153	586	1357	811	149	14	12	0	0	0	1	0	0	0	0	0	0	27.67	32.60
14:00	8	57	171	548	1440	950	199	28	8	2	0	1	0	0	0	0	0	0	0	28.16	33.05
15:00	11	59	267	842	1761	1007	168	18	5	0	0	0	0	0	0	0	0	0	0	27.39	32.17
16:00	9	78	297	977	1822	1023	161	15	4	0	1	0	1	0	0	0	0	0	0	27.13	31.99
17:00	17	100	371	1101	1929	984	185	20	1	0	0	0	0	0	0	0	0	0	0	26.89	31.91
18:00	4	54	209	800	1515	731	130	21	4	1	0	0	0	0	0	0	0	0	0	27.22	32.12
19:00	4	28	115	506	889	421	96	16	3	1	0	0	0	0	0	0	0	0	0	27.11	32.34
20:00	0	7	47	239	543	289	61	17	3	0	0	0	0	0	0	0	0	0	0	27.87	32.88
21:00	2	8	38	163	337	192	57	9	4	1	1	0	0	0	0	0	0	0	0	28.21	33.15
22:00	1	2	10	97	252	151	34	10	2	2	0	0	0	0	0	0	0	0	0	28.87	33.17
23:00	0	0	6	51	102	84	26	10	2	0	0	0	0	0	0	0	0	0	0	29.47	- 1
07:00 - 19:00	150	822	2823	8992	19129	10726	2009	242	57	7	4	1	3	0	0	0	0	0	0	27.30	32.05
06:00 - 22:00	159	876	3087	10117	21657	12360	2484	322	77	11	5	3	3	0	2	0	0	0	0	27.40	32.21
06:00 - 00:00	160	878	3103	10265	22011	12595	2544	342	81	13	5	3	3	0	2	0	0	0	0	27.41	32.22
00:00 - 00:00	161	881	3129	10361	22312	12869	2669	386	84	15	5	3	3	0	2	0	0	0	0	27.47	32.28



Intelligent Data Collection Limited East Claydon

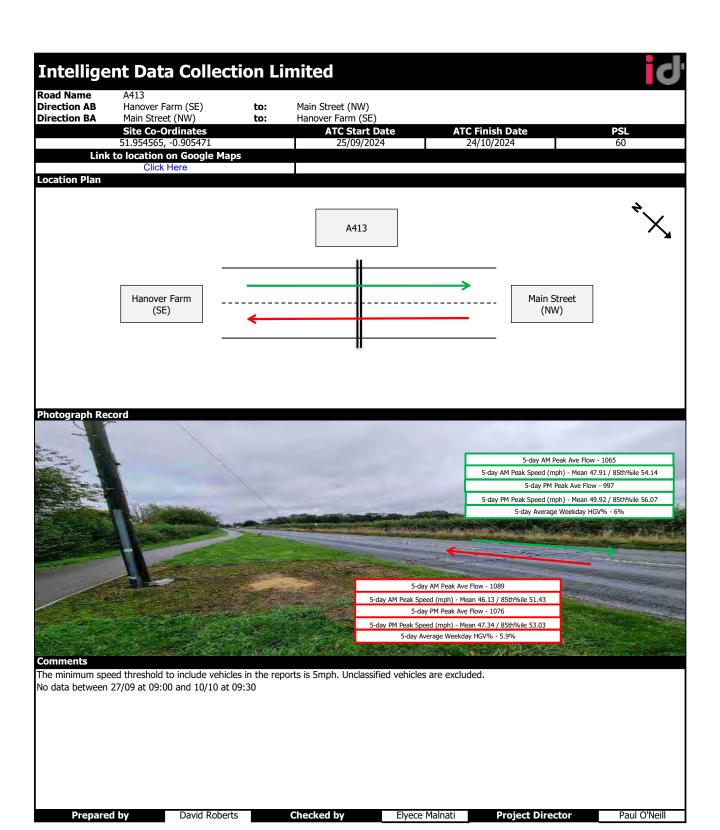
Client: WSP

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)



Intellig Barled Famm Road Name: Elses from - Vehicle Class	A413 Hennur Form / Ication:	All Vehicles	n Limited	er Main Orusa	r-0000			wither final and by: Disc																																																		id
	Monday	Tuesday	Wednesday	Thursd	dav Friday	Saturo	lav Sun	dav	Monday	Tuesda	w Wed	dneeday	Thursday	Frid	av s	aturday	Sunday	Me	ndav	Tuesday	Wednes	day TI	hursday	Friday	Saturd	av S	Gundav	Monday	Tueso	day W	Vedresday	Thursday	Fris	dav	Saturday	Sunday	/ Mc	ondav	Tuesday	Wednesd	lav Th	unday	Friday	Saturda	av Sc	indav	Monday	Tuesda	av Wer	ednesday	Thursday	Friday	v s	Saturday	Sunday	3-day	5-6	day 7-day
Hour Startin	23/09/2024	24/09/2024	25/09/2024	26/09/2	024 27/09/202	4 28/09/2	024 29/09/	2024 30	/09/2024	01/10/20	24 02/1	0/2024	03/10/203	4 04/10/	2024 05	/10/2024	06/10/202	4 07/1	/2024 0	0/10/2024	09/10/2	024 10/	10/2024	11/10/2024	12/10/2	24 13/	10/2024	14/10/2024	15/10/2	2024 16	/10/2024	17/10/202	4 18/10	/2024 1	9/10/2024	20/10/202	24 21/10	0/2024	2/10/2024	23/10/20	24 24/1	0/2024	25/10/2024	26/10/20	27/1	0/2024	28/10/2024	29/10/20	.024 30/	10/2024	31/10/2024	01/11/26	024 02/	/11/2024	03/11/2024	Average (Tu	Average Fr	(I) Sun)
00-00			12	71	17																			20	74		15		0		11	10	1	K.	22	23		11	7	16																12		13 15
01:00 02:00						- :	-				_				_	-		_			-	_		_	12	_			1 1	_	- 6		_	6	7	14	_	1	- 6	7	_	9			_				\rightarrow				_			- 6		. 7
02:00	- :		- 0	- 5		- :			-		_			- :	_	-		_			- :	_			- 3	_	7		- "	_	-	- :	_				_		- 1		_	:		- :	_				\rightarrow	-		+ :	_	-		+ :		: :
01:00 04:00		-	- 4		11	- :		_			_			-				_			+ :	_		19	1 6	_		- 11	15		22	-	-	6	10	- 6	_	12	11	12	_	15			_				\rightarrow			+ +	_			1 11	1 7	1 12
05-00			66	62	98																			69	27		10	- 54	43		60	67	- 6	11	70	- 6		55	50	46		57														53	- 6	
06:00			185	193								-												177			-30	109	160	0	_151	160	;	26		2		154	152	162		147									:_					165	- V	65120
			415	133	100																			150	1.44		G1	151	700	0	387	375	19	CV.	185	01		154	347	117		707						-								167		(C) 386
05:00			444	4%	154	-					_			- :	_			_			- :	_	-	456	241	_	140	440	421	3	458	400	- 4	65	262	122		430	413	4%	_	459			_				\rightarrow	-		+-:	_			440	- 5	26 37B
09:00	+ <u>:</u>	+ <u>:</u>	280	250			+		<u>-</u> +	<u>-</u> -							- -	-+					700	2/0	2/1		224			÷	200			/V	234			329	337	+		201	÷				:	+	+		÷							267
11.00			240	260		-				-			-	-	_		-			-			222	202	205		226	245	200		353	225		61	227	262		205	282	224		267	-				-		-		-	-	_		-	766	- 3	K6 277
11:00			250	249			-	_					-										207	291	311		265	206	234	4	225	249	2	77	301	250		242	272	279		279							-						-	251	2	52 259
13-80			263	221																			229	275	266		226	263	216	6	258	241	2		294	211		272	243	260		271														247	21	154 258
14-00			301	136																			397	764	254		317	744	704	4	798	271	74	50	395	106	-	760	7/69	385		73B														767	24	63 274
15:00			294	411						i-													418	457	224		236	383	335	2	404	278		0.7	258	151		396	383	403		365	<u>-</u>					+								391		97 355
15:00 17:00			349	276	-	- :					_			- :	_			_			- :		415	162	192	_	204	165	420	6	130	401	- 4	00	245	154		199	399	150	_	385			_			-	\rightarrow	-		+-:	_			260		.2 339
18:00			272	247		-	-	_		-	_		-	-	_		-	_		-		_	254	264	100		173	244	200	o l	221	207		27	201	120		262	246	261		202	-		_		-		-		-	-	_		-	201	- 3	-53 230
19-00		+		160																			200	165	131		100	174				151			150			122	177			100						+								173	10	65 150
20:00			99	110			-						-										107	109	55		72	104	94		103	119	9	17	99	69		63	90	103		113					•		-						-	104	10	
21:00			90	80																			92	69	82		45	70	69		65	91	- 6	17	72	46		64	68	75		71														78	7	-5 72
22-00			47	45	- :						_							_					63	41	77	_	70	47	60		67	66.		14	45	16	_	11	- 64	63	_	54			_				_							66		cc c1
21:00	_		14	19							_				_			_			-		20	41	47	_	19	16	22		22	29		4	34	13		19	22	21	_	32			_				\rightarrow							23		5 26
0700-1900										_			_		_	-	_	_								Sum	many Data						-								_				_				$\overline{}$			_		-		3226		ary Data
0500 2200			4274	4333	420	- 0			-				-				- 0				- 0		7000	1076	2200		2224	4054	144		4247	4778	- 0	***	3630	2742	- 1	1731	4100	4240		1433		- 0				- 0	_							4206	13	70 1011
0600-0000		i o	4435	4401	831		- ŏ		ě	ŏ		0		- ŏ		ŏ	ŏ			ŏ			3203	4590	3422		2799	4122	424	10	4336	4373	44	76	3718	2570	- 4	1251	4262	4424		1508	ŏ	i o		ě l	ŏ				ě			o l		4279	48	165 4073
0000-0000			4532	4514	6 947							0									0		3203	4717	3500		2666	4206	433	17	4446	4461	45	286	1797	2631	- 4	1774	4147	4577		1000										0		0		4475	- 4	465 4167
0700-1000			1139	1092	2 665	0			0	0		0		0		0	0		0	0	0		0	1076	656		445	1071	101	5	1105	1017	11	00	701	427	1	1113	1067	1070		1033		0		0	0	0		0	0	0		0		1067	35	.65 945
1600-1900			907	957								0				0	0						1037	956	603		500	244	105	7	966	1035	90	59	730	440		960	983	1001		1063					۰							0		1010	- 20	7 897
07:00-10:00				-		_			-	_	_			_	_			_				_			-		lour Analysi						_				_				_				_				$\overline{}$				_	-			Peak Hou	
10:00-16:00	-		444	455	256	- 0			-	- 0		9		- 0		-				-	- 0		-	+56	271		224	440	421		400	400	- 4	50	494	212		430	413	455		107		- 0				- 0	_	-				0		440		35 379
16-00-12-00			706	277	-	- 0				0		0	-	- 0	_	0	- 0			0	1 0		415	267	227		204	707	170		347	400	-	000	277	363		700	780	222		704	- 0	- 0			- 0	- 0	-		- 0	1		0		701		100
			inhts this highwat fi																																																							

Intelligent Dat Resid Communities Road Name: A413 East Roam: Min Street Vehicle Classification:	a Collecti 23.092/2020 All Vahidas		er Hannar Earn	ron			ur David Dobusta VC Elvece Halnati																																						id
Mond	v Tuesda	v Wednesda	v Thursday	Friday	Saturday	Sunday	Monday	Tuesday	w Wedne	eday Thursdo	Sav Fei	day Sat	turday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturd	v Sund	ıv Mo	onday To	uesday !	Wednesday	Thursday	Friday	Saturday	Sunday	Monda	v Tuesday	Wednes	day Thursd	av Friday	Saturda	Sunday	Monday	Tuesday	Wednesda	Thursday	Friday	Saturday	v Sundav	3-day	S-day 7-day
Hour Starting 23/09/2	24/09/2	25/09/202	4 26/09/2024	4 27/09/2020	28/09/2024	29/89/202	4 30/09/2024	01/10/20	24 02/10/	2024 03/10/20	934 04/10	/2024 05/10	0/2024 06	/10/2024	07/10/2024	08/10/2024	09/10/2024	10/10/2024	11/10/20	24 12/10/2	24 13/10/2	034 14/10	0/2024 15/	10/2024 1	16/10/2024	17/10/2024	18/10/2024	19/10/202	30/10/202	21/10/20	22/10/202	23/10/2	24/10/2	25/10/2	26/10/20	4 27/10/2024	4 28/10/202	4 29/10/202	4 30/10/202	31/10/2024	01/11/2024	02/11/202	03/11/202	Average (Tu	a- Average (Mon-Average (*
00-00 *		13	12	14				-		-			*	*	*	*	*		16	24	21		10	11	15	16	17	21	23	12	11	21	14					-			*	-		14	14 16
01:00 *		4	12	11															12	15	12		6	4	6	7	5	4	19	12	4	5	7											6	7 9
02:00		7	6						-			_			-				0	- 6	10		1	7	2	7		11	10	1	7	5	2											5	5 6
01:00 *				7			-				_				-				7	4	7	_		6	7	- 1	7	-		7	- 1	- 4	4	- :	-	-		-	-		-	-	-		4 4
04:00	-	- 14	12	- 5	+ :			-					-	-	- 1		+ :		18				Li .	D .	10	-41	- 11	1 2	1 5	15		15	17			-				+ :		+ :	-	15	51 45
	- :	146	161	121	- :		- :	- :		- :				-	-:		- :	-	147	16	19		145	154	154	174	126	16	76	162	162	150	162	- :	- :	-	- :	- :	- :	- :	- :	- :	-	159	152 123 167 246
07:00																			176				162	797	125	155	741	105	45	750	750	774	176					-+	-+					360	357 290
05:00 * 05:00 *		507	479	355															413	161	75		476	404	475	452	377	199	65	429	440	452	445											460	446 370
09:00 *		340	279													•			294	195	151		321	293	297	279	283	190	127	275	262	272	244											292	296 256
									-											271									174																
11-00 *		216	367						-									166	746	125	341		160	216	211	212	764	797	355	700	222	365	26.1											748	254 260
12:00 *		271	250				-			-	_							244	290	301	296	_	239	261	245	270	276	313	258	297	255	263	299								-		-	262	266 273
11-00 *		241	366	-	-	-		-			_						-	222	760	385	166	_	168	26.1	715	766	774	175	106	767	274	146	167	-		-	-	-	-	-	-	-		365	258 271 205 266
	- :	196	365	-	- :		- :	- :		- :				-	-:		- :	201	160	261	255		203	341	353	336	301	303	240	160	361	165	176	-	- :	-	- :	- :	- :	- :	- :	- :	-		
16:00	+	724	420			-+;	-+											406	404	704	260		150	707	205	700	169	322	221	416		400	450											407	401 322
17:00		429	362															399	355	286	233		363	355	273	369	397	295	202	372	175	296	429											306	303 353
18:00		280	- 281															217	311	228	183		244	311	297	224	335	247	122	240	255	282	317											296	292 269
		147	185															166	161	154	134		117	157	164	719	170	180	165	161	161	164	170											179	
20:00 *		106	115						-									102	101	80	87		114	103	105	127	120	124	94	103	111	110	112											112	111 107
21:00 *	- :	72	- 90	-			-			-	_							91	99	90	- 64	_	6	63	84	62	82	131	59	- 6	80	56	90	- :	-	-	-	-	-		-	-	-	- 84	81 82 57 59
22-00 8	- :	60	- 6	- :	- :	- :	- :	- :		- :	_		:	-	-:-		- :	77	- 61	67	13	_	21	20	65	70	77	67	17	47	93	22	- 4	- :	- :	- :	- :	- :	- :	- :	- :	- :	- :	- 64	23 24
22.00	_						_	_	_		_		_				_				C	Date	-	-			- 44										_					_	_		Summary Data
0700-1900 0		2931	3661	650		0							0	0			0	2644	3639	2994	254		668	1295	1796	1016	3950	3202	2220	1001	1261	1674	4068		0			0			0	0		3854	3879 3574
0600-2200 0	0	4424	4432	791	0	0		0					0	0			0	3025	4351	3356	294	4	127	4292	4304	4427	4377	3675	2608	4385	4277	4421	4611	. 0	0		0	0		0	0	0		4250	4340 4050
0600-0000 0	0	4515	4533	791	0	0		0	0				0	0			0	3133	4456	3512	290	4	102	4274	4306	4518	4510	3835	2663	4450	4355	4500	4701	. 0	0		0	0		0	0	0		4479	4437 4151
0000.0000 0		4670	4636	664									0					3133	4554	3500	262		774	4414	4467	4623	4657	3917	2736	4004	4447	ACC	4701											4036	4517 4745
0700-1000 0 1600-1900 0		1200	1114	650							_		0	0					1043	455	266	- 1	159	1160	1147	1096	1001	497	217	1064	1068	1090	1067											1118	1009 916
1600-1900 0		1111	10/2										0	0				1122	1070	919	Peak Hour		120	1053	1046	1093	1101	891	222	1025	1921	1000	1205		0			0				0		1009	Peak Hour Analysis
07:00-10:00		507	430	300									0						417	100	reak Hour	· · · · · · · · · · · · · · · · · · ·	479	40.4	437	453	277	100	177	420	440	413	445												Peak Hour Anarysis 446 270
10:00-10:00		307	377	355	- 0	0	-	0	-				0	0	-	0	0	201	913	199	131		202	241	353	226	2//	199	127	929	3/1	402	945	0	0	-		0	-		0	- 0	-	740	770 270
16-00-19-00	0	429	420		0	0		0					0	0		0	0	406	404	304	260		161	397	385	100	197	122	221	416	721	400	450	0	0		0	0		0	0	0		407	401 377
Note: Deal Hour Anabale reli	olates and then hi	hilinda ibu hinbust f	low within the neri	God Status																																									

Intelligen Road Name: A Bloom from: T Vehicle Cassifica	y 7 3 Come Total	llection	n Limited					of hor Donald D. of byc Discort																																											id [.]
	Monday	Tuesday	Wednesda	v Thursday	Friday	Saturda	v Sund	av Mos	ndav T	uesday	Wednesday	Thursda	lav F	Friday	Saturday	Sunda	v Mos	ndav T	uesday	Wednesday	Thursday	Friday	Saturo	av Sun	lav M	londay Tr	Tuesday	Wednesday	Thursday	Friday	Saturda	v Sunda	v Mono	fav Tuest	lav Wed	nesdav T	hursday	Friday	Saturday	Sunday	Monda	v Tue	eday W	ednesday	Thursday	Friday	Saturday	Sunday	3-day	5-day	7-day
Hour Starting	/09/2024	14/109/2024	25/09/202	4 26/09/202	4 27/09/202	4 28/09/200	24 29/89/3	10/09	01/2024	10/2024	02/10/2024	03/10/20	034 04/1	(10/2024	05/10/2024	06/10/20	07/10	1/2024 00/	10/2024	09/10/2024	10/10/2024	11/10/202	24 12/10/2	024 17/10/	2024 140	10/2024 15/	/10/2024	16/10/2024	17/10/2024	18/10/202	19/10/20	20/10/2	21/10/	2024 22/10/2	1024 23/1	1/2024 241	10/2024	25/10/2024	26/10/2024	27/10/20	26/10/20	124 29/10	1/2024 30	/10/2024 7	31/10/2024	01/11/2024	02/11/202/	03/11/2024	Average (Tu	ac- Average (M	ton- Average (Mon-
00-00			37	27	71									,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,								34	45	20,000		10	20	7	36	22	45		22	100		30.	10												36	27	21
01:00			10	21	20																-	20	27	20		9	7	12	12	11	11	11	15	10		12	16					_							13	13	16
01:00 02:00			13	14	16																		15	2		0	15	- 0	10	13	19	13	7	9		13	6												11	11	12
			17	10	16																	15		14		11	12	12	7	13	12	15	15			11	10												12	13	12
04:00			22	21	16																	37	13	12		24	20	38	30	27	12	10	27	22		27	32												25	27	24
05-00			124	110	115																	114	61	100		106	110	111	106	105	CE.	10	110	0 107		20	GIS .												107	105	67
07:00				154	289									*								319	192			114	322	205		284	109	63	231	6116		21	209												224	316	261
07-00			766	736	617																	686	242	17		71€	767	362	600	697	291	116	71	4 709		711	675												775	700	590
06:00			951	935	711																	869	422	21	5	916	907	933	862	842	461	197	857	9 853		106	904												908	001	740
09:00			620	545																	:	564	457	36	5	599	506	557	551	562	444	339	60	4 566		49	521												552	562	523
				472																	495	581	599	52	2	457	431	499	495	549	595	407	523	7 470		51	555														
11-00			456	197																	537	516	620		4	507	406	454	50.3	545	622	513		5 500		139	546					_							514	536	517
12:00			531	509									_								451	581	612	56		447	495	476	529	553	614	528	539	9 527		142	567												513	518	532
11-00			506	487									_								451	636	551	5.0		536	497	491	500	661	660	539	53	0 517		ine .	ccs												507	517	576
14-00			600	431									_								CEI	610	512		4	406	SIM	401	550	585	600	416	600	2 552		147	557												504	COS	577
15:00			750															i			298	825	485			0.4	676	257	714	760	551	421	75	4		(4)	773	<u>i</u>											741	747_	645
16:00			743	805									_								821	766	495	47	3	744	613	716	791	769	5/67	175	913	5 780		158	854												797	793	711
17:00			795	696	-	-	-	_				-	_	•		-	_			-	763	685	523	46		OK.	717	738	726	759	573	276	69	0 723		166	805		-	-	-	_					-	- :	748	735	673
18:00														'							272	575			~	490	500	24	66	562	451	252		21 20		G	_509					+							26	555_	500
19-00			347	154																-:-	136	146	285	21	4	271	171	144	400	151	110	267	707	1 298		MASS.	174					_						-	161	341	176
20:00 21:00	-		207	225			-	_				-	_	-			_			-	209	210	168	15	,	216	197	209	255	217	222	163	161	6 201		113	225			-	-	_		-	-		-	- :	216	213	205
21:00			163	170	- :	+ :	-	_		-			_	-		+ :	_		-		163	157	172	- 10		133	152	149	172	149	203	104	139	146	-	153	194		- :	+ :		_		-				- :	162	156	154
22-00 23-00	-		100.	154			-	_				-	_	-			_			-	166	101	174	- 6	_	ar.	177	174	176	176	156	70	78	104	_	111	104			-	-	_		-	-		-		118	1117	117
23:30	-	_	49	61		_	_							-						-	- 60	- 93	100	Summar		-	42	-6	- 5/	95	101		- 1/	- 20		24	- 00		-	_				-	•		-	_	- 24	Summary D	- 60
0200,1900		_																						Summa															_											Summary D	7105
0600-2200	-		7100	7666	1101		- 0		-	-			_	-		- 0		-	-		****	7616	667			· ^	****	744	7611	7747	ZZZ	2017	766	766		A	Anna .			-			-	-					7410		
0600-0000	-	- 0	9759	9759	1612	- 0	0		-	0	- 0				- 0	- 0		-	0	0	6115	0036	693	56	0	0204	0450	8301	8705	8795	7214	5127	893	9 946		750	9033		0		- 0	_	0						9594	9634	8225
0000-0000	-		9161	8934	1612	- 0	- 0		•		-		_		-						W.36	9036	69.3	3/1	-			-,22	9094	9156	/553	5233	8/3	6 676		127	9209		-		-		-		-	-			9857	9002	8412
0700-1000			2220	2204	1222		- 0						_									21.00	111	71		2224	2175	2252	2102	2101	1100	C64	217	212		100	2100											-	3105	3153	1001
1600-1900			2000	2029		0	0			0				0		0			0	0	2159	2026	147	111	1	1930	2110	2012	2121	2020	1021	1003	200	8 200	1 3	007	2268		0		0		0		o o		0		2000	2072	1591
				2029						•												2022		Peak Hou	Analysis					2010		1003												_					2000	Peak Hour An	
07:00-10:00 10:00-16:00		-	991	935	711	-	- 0			0	- 0			0	- 0	0			0			869	467	36		916	907	933	862	842	461	329	85	9 851		108	904		0				0	0			0		900	991	746



5-uay Sullillal y										9	peeds (Mpl	1)									$\overline{}$
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	- 1
02:00	0	0	0	0	1	3	9	11	22	21	8	2	1	0	1	0	0	0	0	48.39	- 1
03:00	0	0	0	0	0	4	6	7	17	26	15	2	3	0	0	0	0	1	0	51.20	- 1
04:00	0	0	0	1	6	3	8	14	41	42	33	18	5	0	1	0	0	0	0	53.04	- 1
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	U	0	0	0		22	26	32	82	86	38	13	11		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

/-day Summar	1	١
--------------	---	---

7-day Summary										5	peeds (Mpi	1)									$\overline{}$
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	0	0	0	0	52.64	69.30
01:00	0	1	0	1	1	2	7	12	22	36	22	6	6	3	0	1	0	1	0	53.65	- 1
02:00	0	0	0	0	1	4	9	13	33	28	13	3	3	1	2	0	0	0	0	49.58	-
03:00	0	0	0	0	0	4	6	8	20	30	23	4	5	0	1	0	0	1	0	52.59	-
04:00	0	0	0	1	6	3	9	15	53	45	42	22	6	0	1	0	0	0	0	53.11	- 1
05:00	0	0	0	9	19	24	45	108	176	190	126	76	20	7	3	0	0	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	0	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: Hanov



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	1	0	4	17	44	45	39	21	8	1	3	1	0	0	0	0	48.22	- 1
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	1	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-day Summary										5	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	0	1	0	4	19	53	60	70	42	18	5	3	2	0	0	0	0	49.55	- 1
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	- 1
03:00	0	0	0	0	3	6	6	10	25	24	28	5	1	0	0	1	0	0	0	49.86	- 1
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: WSP ID-0824-0109 Site 3



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	1	4	41	66	105	172	179	92	39	23	5	7	1	11	11	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

, aay sammary										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	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	11	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

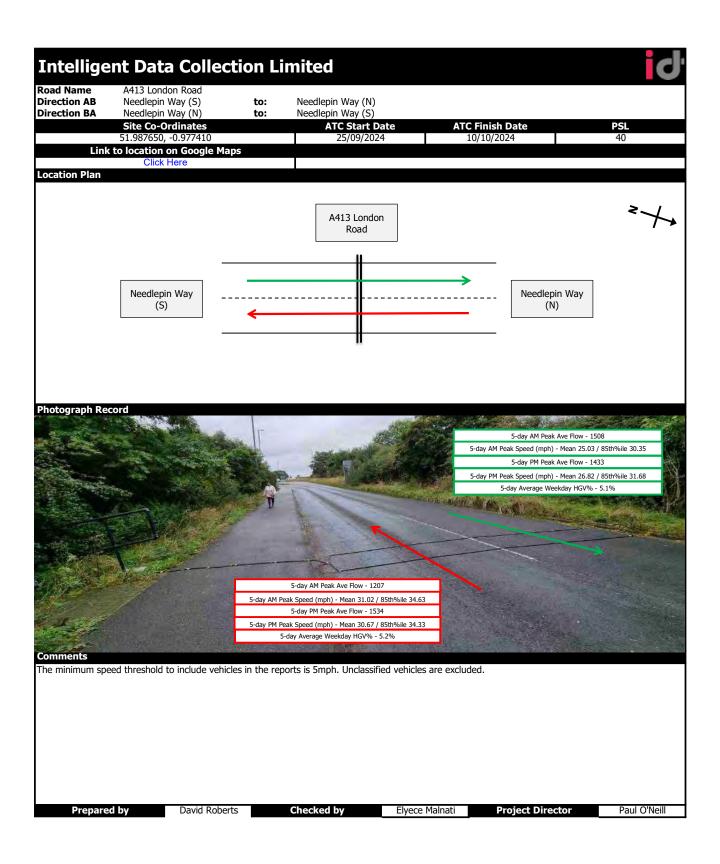
Road Name: A413 London Road

Survey Type: ATC

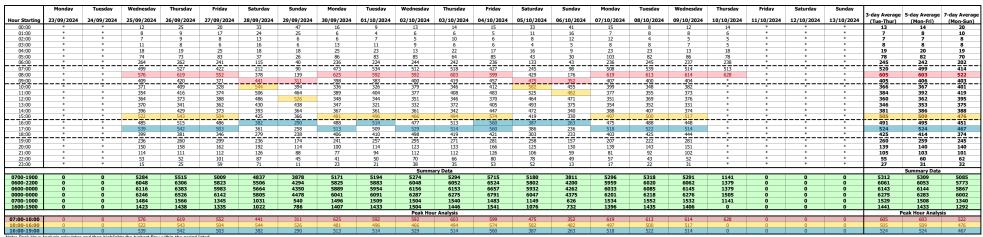
Direction AB Flow from Needlepin Way (S)
Direction BA Flow from Needlepin Way (N)

to Needlepin Way (N)

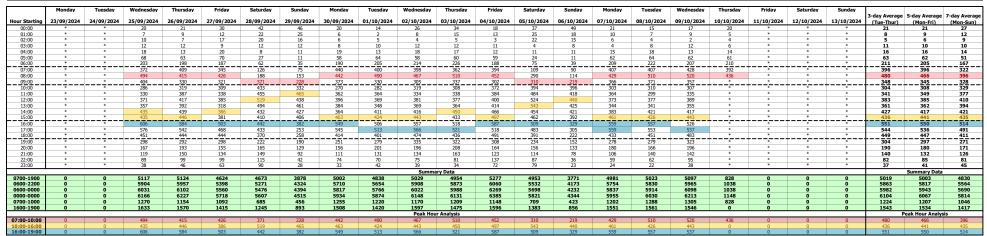
to Needlepin Way (S)



to: Needlepin Way (N)

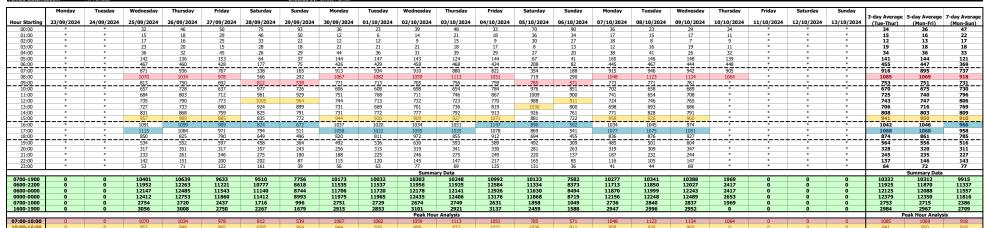


to: Needlepin Way (S)



Period Commencing: 23/09/2024 Road Name: A413 London Road





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

Client: Project Number: WSP ID-0824-010

t Number: ID-0824-0109

Needlepin Way (S) to: Needlepin W



										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	18	39	62	41	8	4	0	0	1	0	0	0	0	0	0	0	32.48	
01:00	0	0	1	2	22	37	14	8	1	4	1	0	0	0	0	0	0	0	0	33.81	- 1
02:00	0	0	0	3	15	42	16	6	1	0	1	0	0	0	0	0	0	0	0	33.92	- 1
03:00	0	0	0	2	16	27	30	14	6	2	1	0	0	0	0	0	0	0	0	36.12	- 1
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

, any summary										5	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	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	0	27.01	32.47

Client: Project Number: WSP

ID-0824-0109

low from: Needlepin Way (N)

Needlenin Way (S)

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	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	-
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	-
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-uay 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	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	1	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	0	31.16	35.03

Client: Project Number: Site Number:

WSP ID-0824-0109 Site 4

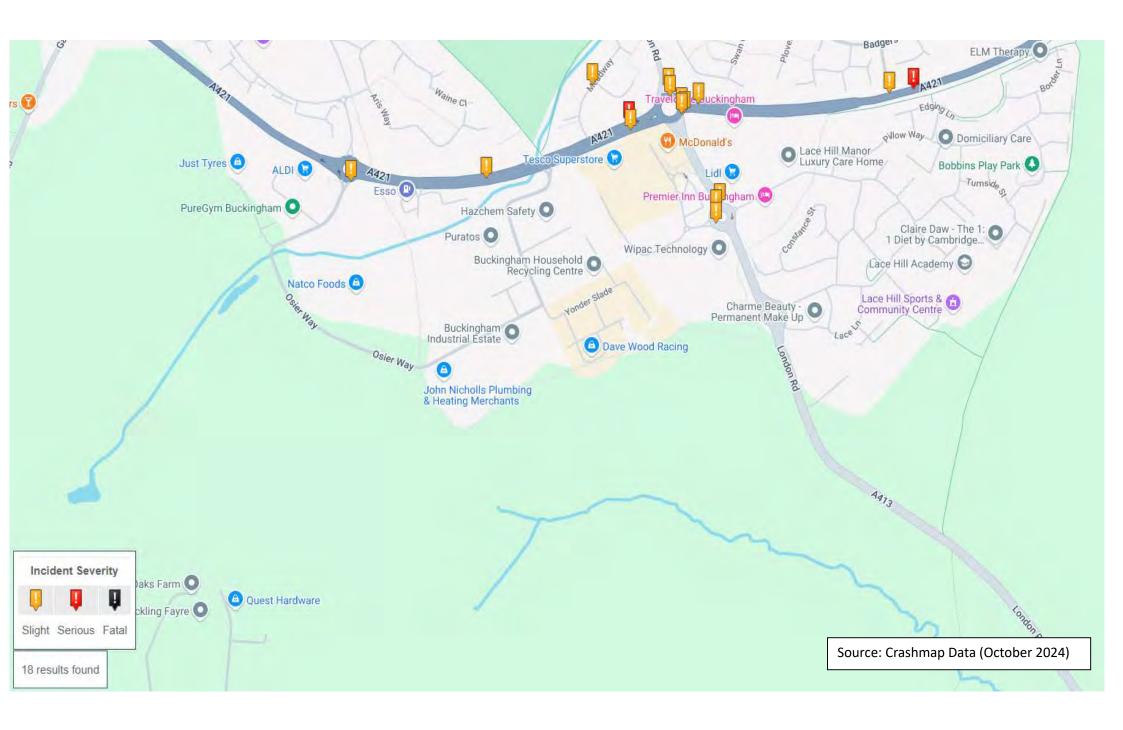


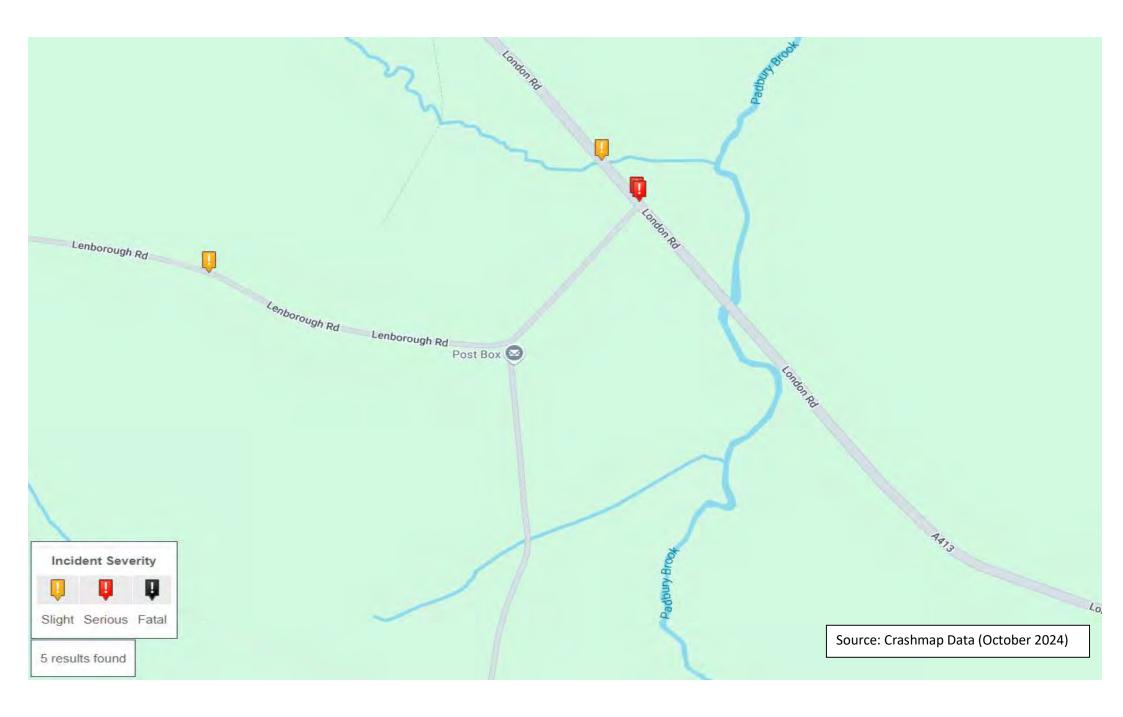
5-day Summary

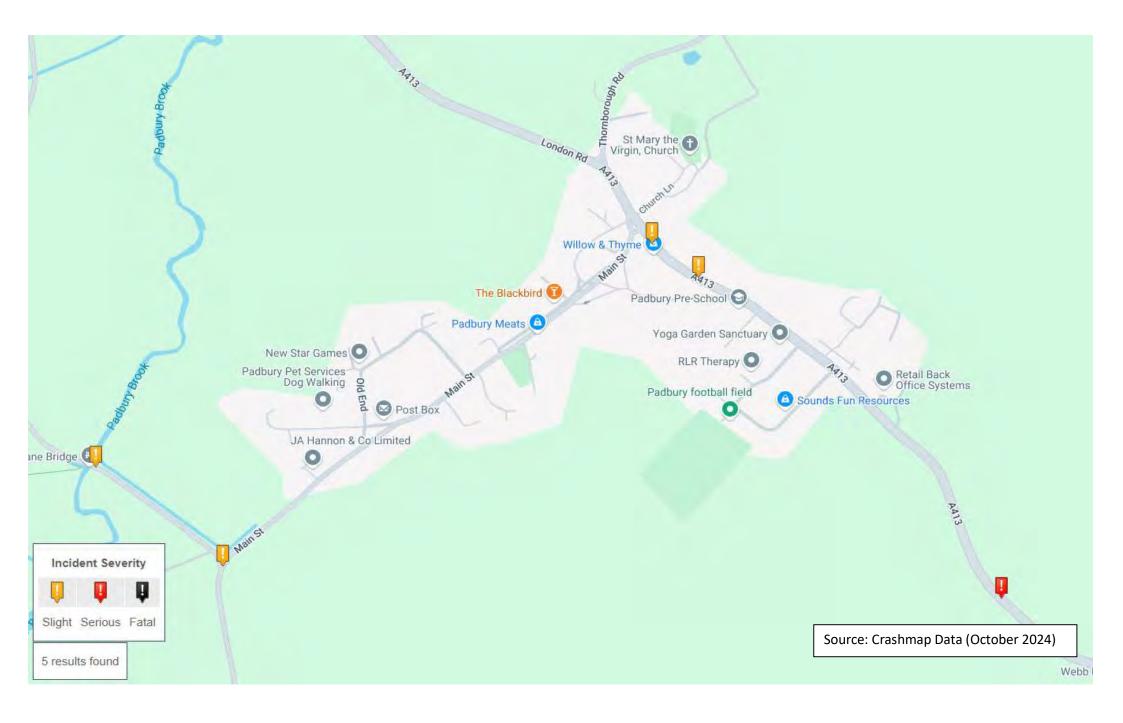
										S	peeds (Mpl	1)									
Time	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Mean	85th %ile
00:00	0	0	0	28	77	191	105	18	8	1	0	1	0	0	0	0	0	0	0	32.90	38.83
01:00	0	0	1	4	35	85	47	12	3	5	1	0	0	0	0	0	0	0	0	33.82	- 1
02:00	0	0	0	9	35	66	38	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	- 1
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	11	0	0	0	0	0	0	28.81	33.55

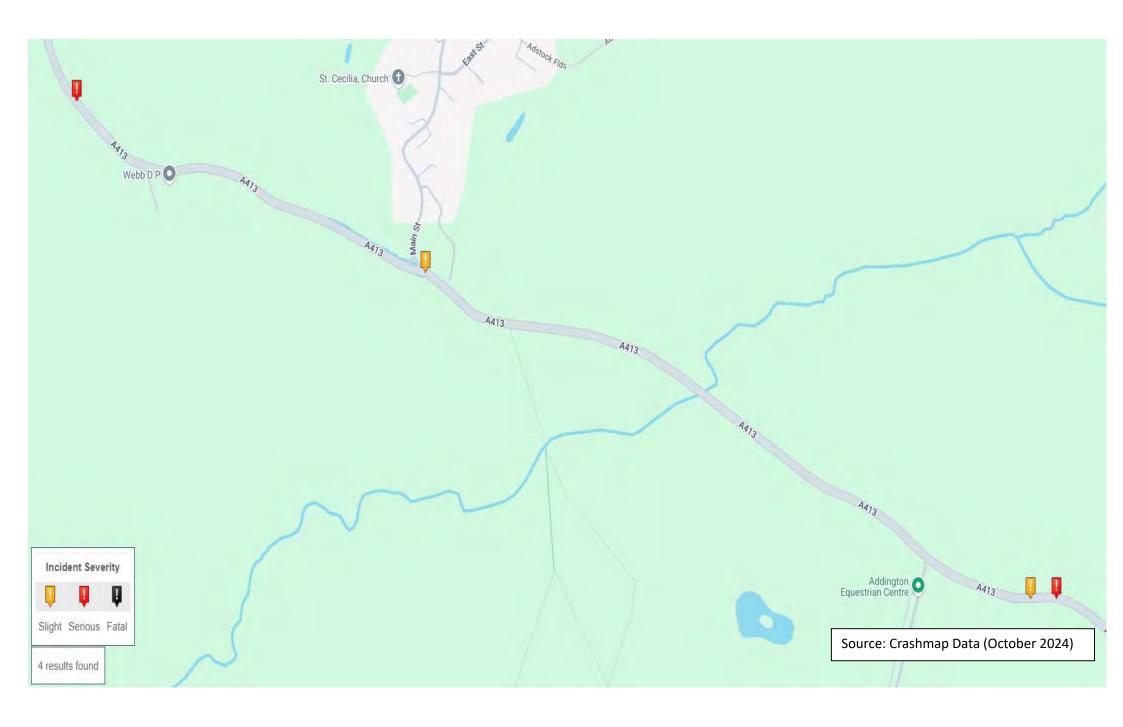
7-uay Summary										S	peeds (Mpl	1)									
Time	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Mean	85th %ile
00:00	0	0	0	36	161	336	177	32	12	2	0	1	0	0	0	0	0	0	0	32.89	38.81
01:00	0	0	1	8	68	152	97	20	7	5	1	0	0	0	0	0	0	0	0	33.76	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

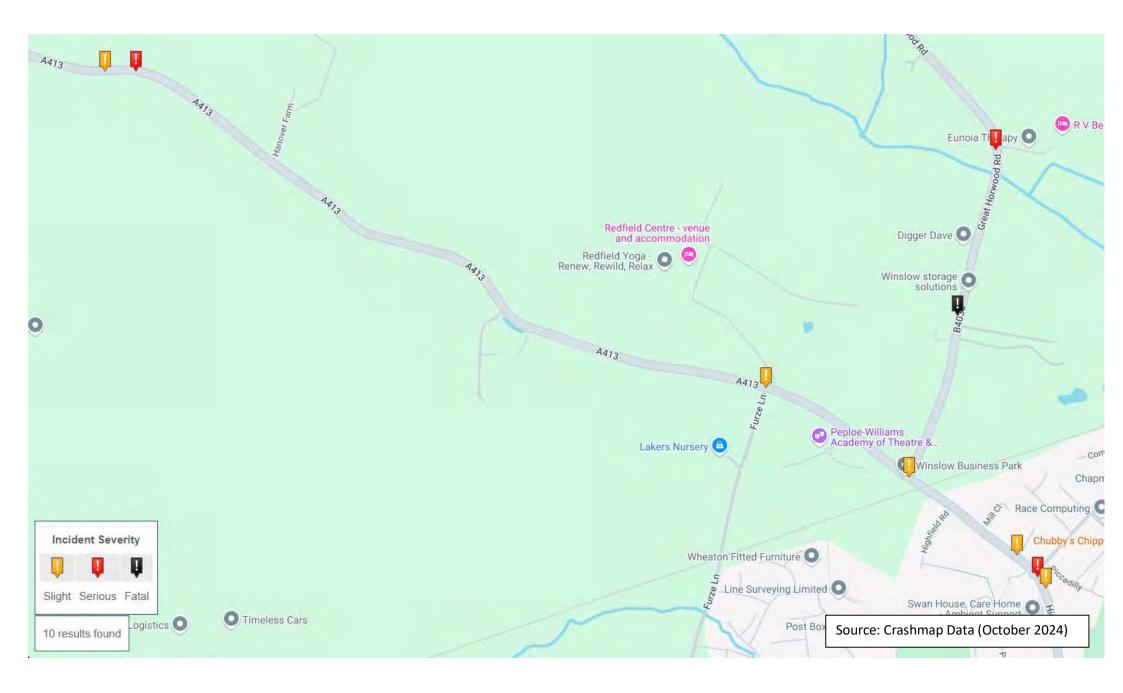
Appendix C – Crashmap Road Safety Data

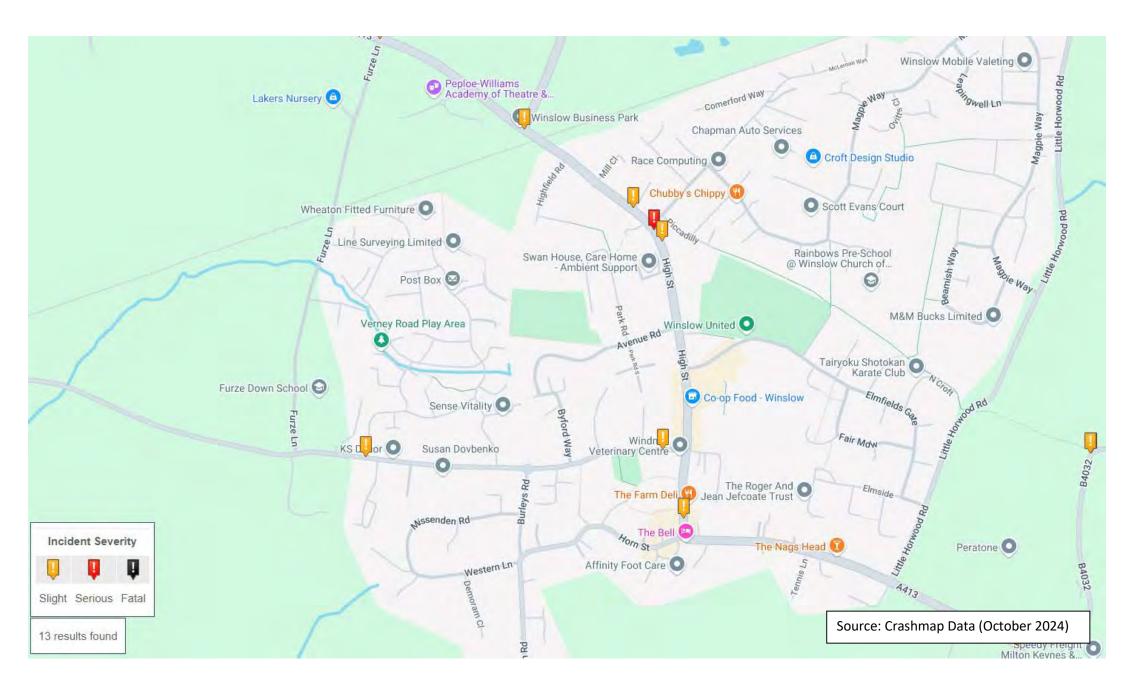


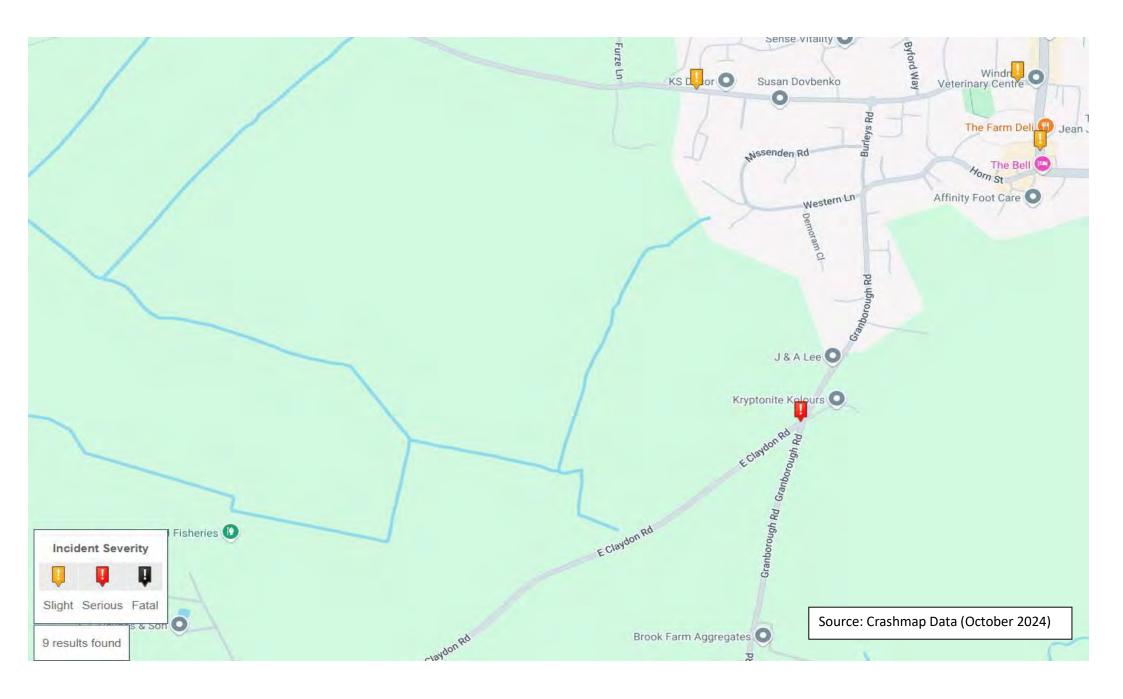


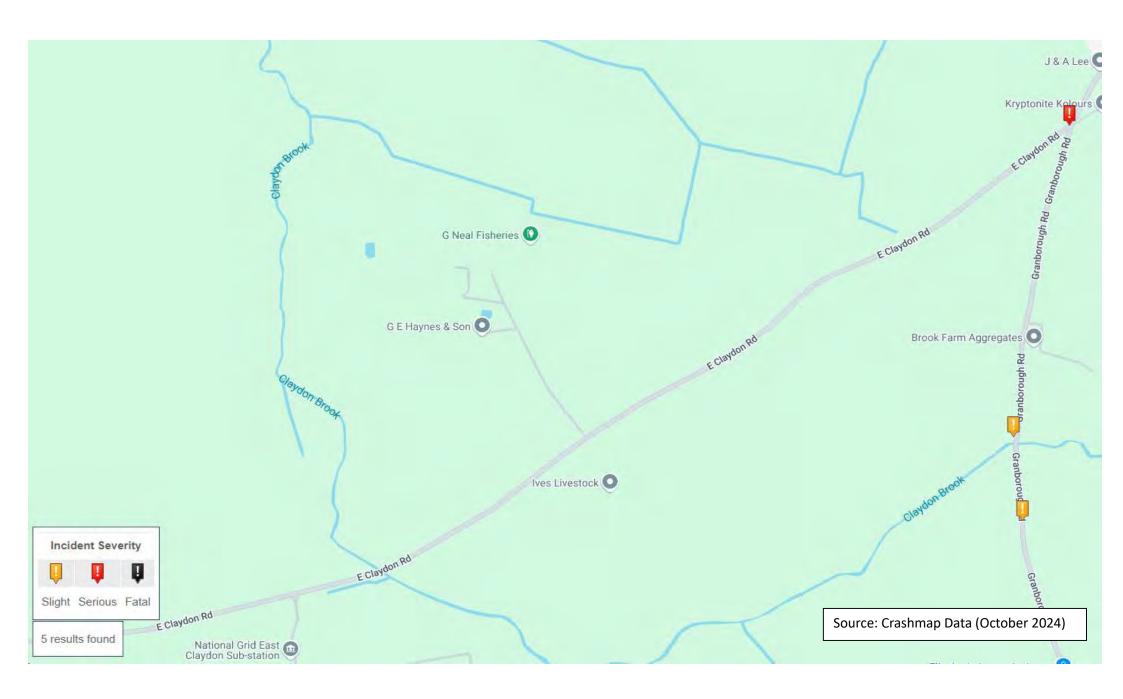












Appendix D – Operational Vehicular Access and Swept Path Analysis

