ATKINS

Oakfields and Goodmayes

High Level Transport Study

London Borough of Redbridge

02 October 2015

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Executive Summary

Atkins Transportation (Atkins) has been appointed by The London Borough of Redbridge (LBR) to provide transport planning consultancy services to support a review and feasibility study of two sites for potential Local Plan Allocation. A key part of the draft Plan is the need for some 16,845 new homes to be completed over the 15 year period to 2030 (1,123 new homes per annum). Two key opportunity sites have been identified by LBR's Planning and Regeneration department – Oakfields Playing Fields (Site One) to the north of Barkingside Town Centre and land in and around King George and Goodmayes Hospitals, including the Ford Sports Ground (Site Two). Early-stage indicative site assessments show that the two opportunity sites could yield between 1,474 and 2,849 new homes (between 614 – 899 for Site One depending on Site Development Yield, and between 860 and 1950 for Site Two depending on Yield) with supporting community infrastructure such as new schools also provided.

To demonstrate that these two opportunity sites can be delivered, LBR has asked Atkins to produce a High Level Transport Study (TS) Report as evidence to support the draft Local Plan. This TS is intended as a review of the two proposed sites in the context of the need for, and provision of, new housing and school places in Redbridge, with a view to establishing what levels of development on each site is deliverable and can be accommodated on the highway network over the plan period of 15 years.

The TS reviews existing traffic and transport conditions including base traffic volumes in the locality of each site to identify any key areas of congestion and relate back to the master plans produced by the borough, as well as site access constraints. In order to assess the impact of development at the two sites, likely vehicular trips generated by the sites were secured from the TRICS database (http://www.trics.org/) and cross-referenced with committed developments in the vicinity of the two opportunity sites. These trips were then distributed onto the local road network in the vicinity of each site utilising data secured from 2001 Census data for LBR. Once these trips have been distributed via a spreadsheet trip generation and distribution model, the TS assesses the likely impact of the varying development yield at each site upon the local road network by assessing traffic flows and road link capacity utilisation.

The existing traffic flows were factored using data from the TEMPRO database in order to consider the likely impact of each development yield at each site in the Local Plan Year 2030 and draw together initial views as to any likely mitigation measures that, in accordance with the National Planning Policy Framework 2012 (NPPF), would be necessary to make the development acceptable in planning terms - to address with sustainable access the traffic impact for each site.

An assessment of the predicted impact of development at Site One, across all development yield options – Low Yield, Medium Yield and High Yield for the year 2030 – indicates that all yield options would push one road (Forest Road) over theoretical capacity during the PM Peak, and would see the A123 north of Fulwell Cross move closer to practical capacity – mitigation measures will therefore be required as part of any new development. The roads in the immediate vicinity of Site One were processed through a Significance Matrix, the overall development impact by road is as follows (irrespective of development yield):

- Forest Road: Major Impact;
- New North Road: Minor Impact;
- A123 (N) Fencepiece Road: Minor Impact; and
- A123 (S): Minor Impact.

Reflecting the spatial scope of assessment, it is reasonable to consider that whilst the links assessed in this High Level TS can largely accommodate traffic forecasts in each development scenario, the following junctions would need to be reviewed to ascertain whether mitigation will be required: Fulwell Cross Roundabout, the A123 Fencepiece Road / New North Road junction, the A123 / A12 junction; the A123 Fencepiece Road / Tomswood Hill junction, and the Forest Road / A1112 Romford Road junction.

An assessment of the predicted impact of development at Site Two, across all development yield options – low, medium and high yield for the year 2030 –indicates all yield options would push one road - the A118 High Road - over capacity during the AM Peak, and would see the same road approaching capacity during the PM Peak in the High Yield scenario – mitigation measures will therefore be required as part of any new

development. The roads in the immediate vicinity of Site Two were processed through a Significance Matrix, the overall development impact by road is as follows (irrespective of development yield):

- A118 High Road: Major Impact;
- B177 North: Moderate Impact;
- B177 South: Moderate Impact; and
- Aldborough Road South: Moderate Impact.

Reflecting the spatial scope of assessment, it is reasonable to consider that whilst the links assessed in this High Level TS can largely accommodate traffic forecasts in each development scenario, the following junctions would need to be reviewed to ascertain whether mitigation will be required: the A12 / Aldborough Road South junction, the Aldborough Road South / A118 High Road junction, the A12 / B177 Barley Lane junction; and the B177 Barley Lane / A118 High Road junction.

It's important to note that, whilst the majority of the roads (with the exception of Forest Road for Site One and the A118 for Site Two) in the immediate vicinity of the two sites remain within both practical and theoretical capacity, these roads are primarily residential, and that therefore without mitigation some potential loss of amenity and increased severance for residents may be anticipated based upon the volume of traffic flow increases. Further, some roads within the vicinity of both sites cater for bus routes which would potentially be impacted by the volume of increase in traffic flows on these roads in terms of bus service delay and increased journey times. Additionally, some roads within the vicinity of both sites make existing provision for cycle infrastructure on-road which may potentially be impacted by the volume of increase in private vehicle traffic flows in terms of road safety, perceived danger, and cyclist amenity – this would require careful consideration at detailed design stage and potential mitigation measures.

Both sites are in a sustainable location – located in the Urban Fringe, with good access to sustainable transport provision, and good access to local services notably for site one located adjacent to Barkingside District Centre and in proximity to Fairlop and Hainault LUL stations.

It is recommended that to take any development scenario for either site to planning, a detailed modelling exercise will be required to consider the impact of development proposals in terms of highway network capacity with localised junction capacity assessments covering an agreed spatial extent to arrive at necessary interventions to mitigate the traffic impact of development. The assessment would need to refine background traffic growth forecasts and agreed trip rates to reflect the confirmed land use schedules and the transport / access strategy.

The planning process can be used to ensure the introduction of a range of travel demand management measures that can supress the volume of single occupancy vehicles generated by the developments. The assessment in this report has assumed an un-restrained approach to car park provision, however the implementation of parking provision at or below policy requirements and a 'lining and signage' road marking strategy across the development to limit availability of on-street parking would inherently reduce the vehicle trip forecasts. Further reductions in single occupancy car trips can be achieved through a range of measure including those that can be delivered and monitored through School and Residential Travel Plans imposed as a planning condition, and including provision of car club spaces, car sharing and enticements to use alternative active travel modes and public transport.

With both sites 'unlocked,' accessibility to local services and public transport on foot and bicycle will be enhanced, for example improved access to Fairlop LUL Station for existing residents with pedestrian infrastructure through Site One; it is noted that the future capacity of the Central Line would need to be reviewed as part of any development at Site One. As part of the transport strategy the opportunity to improve public transport including penetration by bus - notably for Site Two that could improve the PTAL rating of the site - subject to sufficient yields justifying diversion or provision of a new service, should be considered for discussion with bus operators.

Given the scale of development, it may be appropriate to draw upon traffic data from (as available) the latest strategic traffic model for the area, currently TfL's Saturn based ELHAM Strategic Highway Assignment Model. The other technical assessments should also be refined, including a PTAL assessment to confirm the information sourced from WebCAT, accident analysis with data from the local highway authority and an assessment of impact on all modes including public transport.

High Level Transport Study

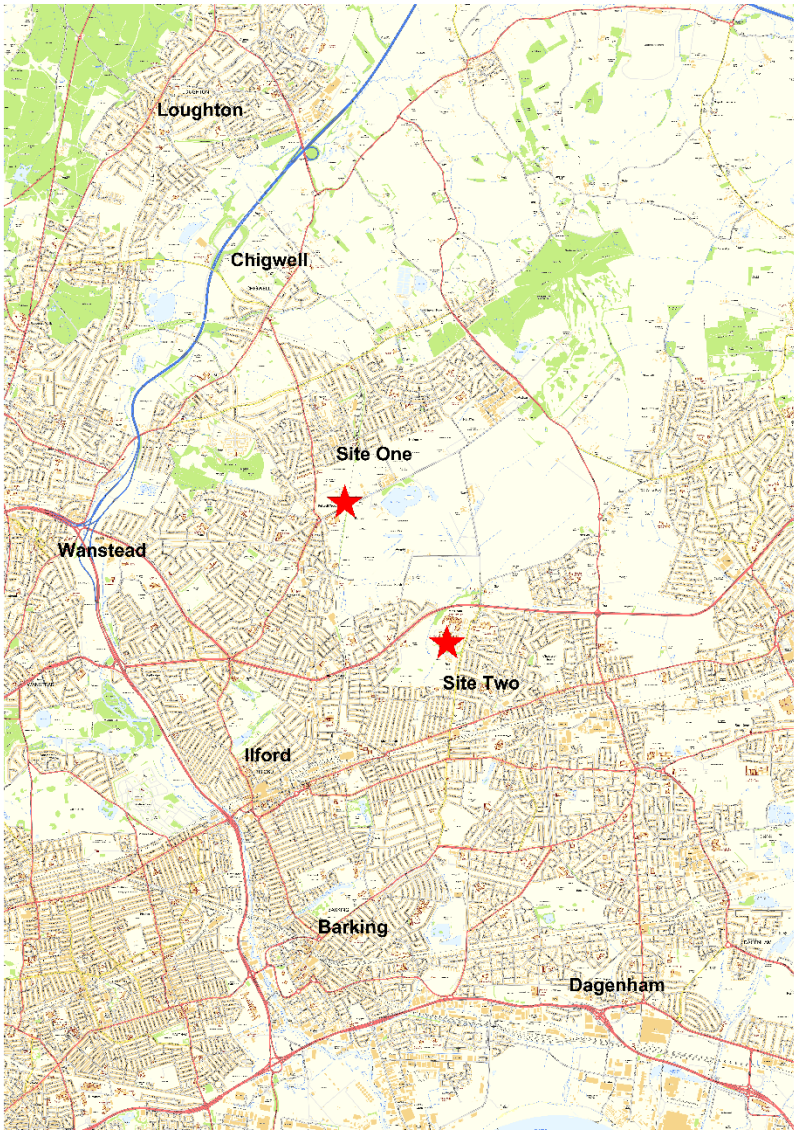
1. Introduction

1.1. Background

Atkins Transportation (Atkins) has been appointed by The London Borough of Redbridge (LBR) to provide transport planning consultancy services to support a review and feasibility study of two sites for potential Local Plan Allocation.

A key part of the draft Plan is the need for some 16,845 new homes to be completed over the 15 year period to 2030 (1,123 new homes per annum). Two key opportunity sites have been identified by LBR's Planning and Regeneration department – Oakfields Playing Fields to the north of Barkingside Town Centre and land in and around King George and Goodmayes Hospitals, including the Ford Sports Ground (Figure 1-1). As the Local Plan is a strategic document it does not set out in detail specific development requirements for each opportunity site. However, given the significance of the two opportunity sites, an assessment of each site has been prepared by the Council's Planning & Regeneration Service to establish the likely level of development. These assessments show that the two opportunity sites could yield between 1,474 and 2,849 new homes (between 614 – 899 for Site One depending on Yield, and between 860 and 1950 for Site Two depending on Yield) with supporting community infrastructure such as new schools also provided.

Figure 1-1 Site One: Oakfields and Site Two: Goodmayes - Spatial Context



To demonstrate that these two opportunity sites can be delivered, LBR has asked Atkins to produce a High Level Transport Study (TS) Report as evidence to support the draft Local Plan. This TS is intended as a review of the two proposed sites in the context of the need for, and provision of, new housing and school places in Redbridge, with a view to establishing what levels of development on each site is deliverable and can be accommodated on the highway network over the plan period of 15 years.

Specifically, the TS sets to review existing traffic and transport conditions including base traffic volumes in the locality of each site and identify any key areas of congestion and relate back to the master plans produced by the borough, as well as site access constraints. It considers the cumulative impact of development of the borough and, via a spreadsheet trip generation and distribution model, assesses the likely additional number of vehicular movements generated by development at each site in order to consider the likely impact that additional vehicular movements generated by development of the broad scale and type proposed would have, reflecting the location of the two sites and their existing transport networks.

This has been used to consider the likely impact of each development yield in Local Plan Year 2030 and draw together initial views as to any likely mitigation measures that, in accordance with the National Planning Policy Framework 2012 (NPPF), would be necessary to make the development acceptable in planning terms - to address with sustainable access the traffic impact for each site.

This document is a High-Level Transport Study intended to provide a transport evidence base to support LBR's Local Plan and has therefore given due consideration to NPPF and, as practicable, specifically touched on key issues highlighted in the accompanying Planning Practice Guidance Note *'Transport Evidence Base in Plan Making.'*

As a High Level Transport Study document, it has also been developed in broad accordance with the methodology outlined in the Department for Transport (DfT) document 'Guidance on Transport Assessments' (GTA). With the emergence of the National Planning Policy Framework, GTA was archived in October 2014 however, it is still widely referred to and is considered to provide best practice guidance in producing Transport Statements and Transport Assessments. Reflecting the spatial scope and scale of development, it has been produced cognisant of principles set out within TfL's Best Practice Guidance (online update 2014).

1.2. Report Structure

The scope of assessment has been agreed with LBR Highways and the following sections of this report describe the work that was undertaken during the study in response to the brief. The report is structured as follows:

- Section 2 – Existing Conditions;
- Section 3 – Site One: Oakfields;
- Section 4 – Site Two: Goodmayes;
- Section 5 – Trip Generation Assessment;
- Section 6 – Impact Assessment; and
- Section 7 – Conclusions and Recommendations

2. Existing Conditions

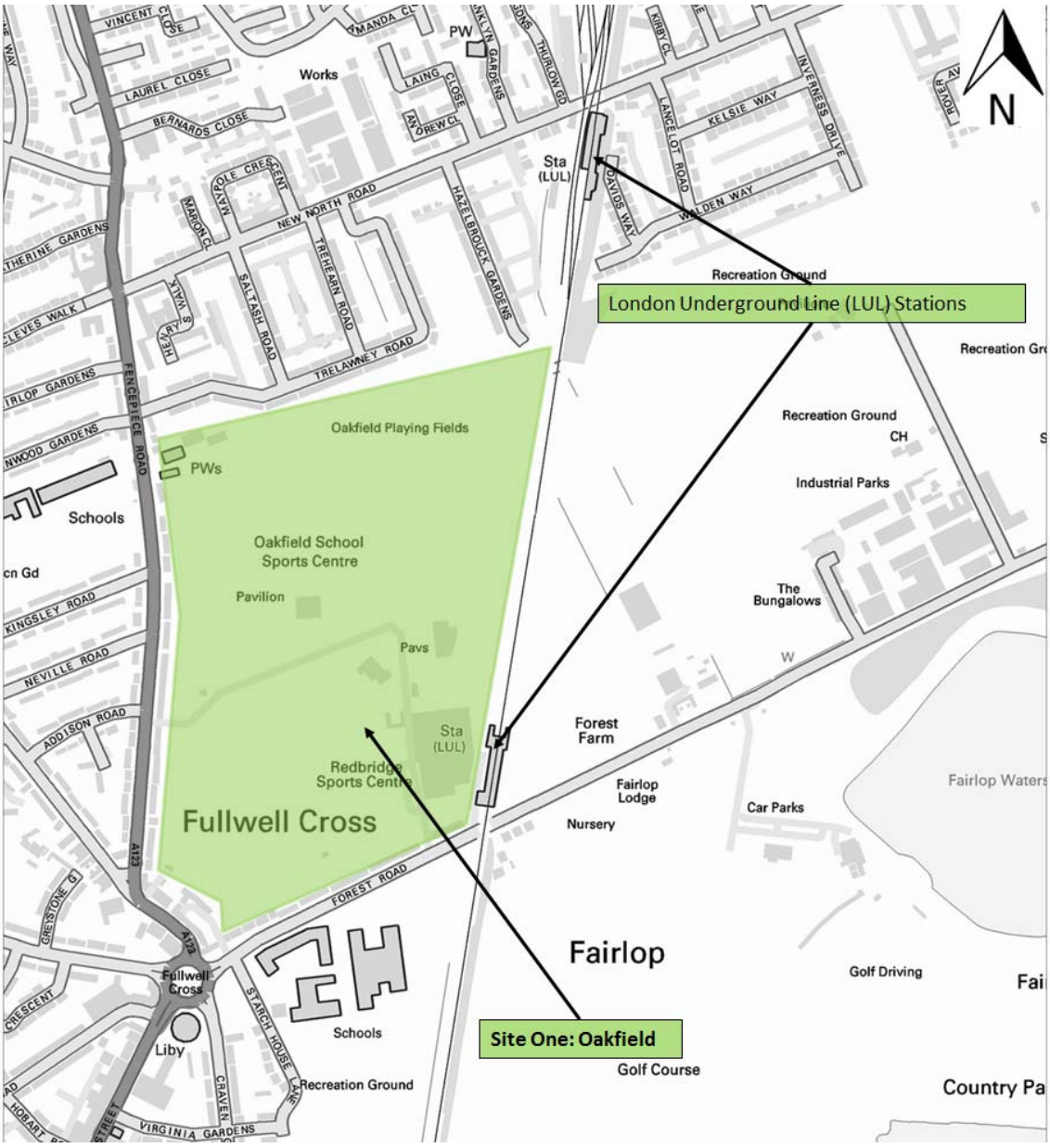
2.1. Site Locations

2.1.1. Site One – Oakfields

The Oakfields site falls within the Barkingside Investment Area. It is located to the immediate north of Barkingside District Centre; surrounded by suburban housing on three sides and a raised railway embankment to the west.

Redbridge Sports and Leisure Centre sits at the eastern end of the site; Frenford sports pitches in the north of the site and old Parkonians sports pitches in the south of the site. Fairlop tube station lies adjacent to the south-east corner of the site, whilst Hainault tube station lies just to the north of the site. Figure 2-1 presents the location of the Oakfields site.

Figure 2-1 Site One - Oakfields: Location



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2.1.2. Site Two – Goodmayes

Site two comprises the land in and around King George and Goodmayes Hospitals, including the Ford Sports Ground; it falls within the Crossrail Corridor Investment Area. It is bordered by the B177 Barley Lane to the east, suburban housing to the west, north-west and the south. Figure 2-2 presents the location of the Goodmayes site.

Figure 2-2 Site Two - Goodmayes: Location

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2.2. Pedestrian Network and Facilities

Planning guidance highlights the emphasis being placed on the integration of land use, transport and planning decisions. In order to achieve good integration, developments should be located within easy accessibility to local facilities and public transport. Guidance by the Chartered Institution of Highways and Transportation (CIHT) in their publication 'Guidelines for Providing for Journeys on Foot' (2000), suggests that in terms of commuting, walking to school and recreational journeys, walk distances of up to 2,000m can be considered, with the desirable and acceptable distances being 500m and 1,000m, respectively. These are shown in Table 2-1.

Table 2-1 CIHT Walk Journey Distance and Time Threshold

CIHT Standard	Distance (m)		Walk Time (mins)	
	Commuting, walking to school & recreation	Other non-commuting journeys	Commuting, walking to school & recreation	Other non-commuting journeys
Desirable	500	400	06.15	05.00
Acceptable	1,000	800	12.30	10.00
Considered	2,000	1,200	25.00	15.00

Existing pedestrian facilities have been identified with the review of the existing local highway network, Section 2.5.

2.2.1. Site One - Oakfields

Site One is well situated for pedestrian access, with tarmacked footways located on both sides of all roads in the immediate vicinity of the site. The roads are well lit based on site observations and comprise a mixture of residential and commercial land uses, thus also providing natural surveillance.

Pedestrian accessibility to the wider area is good and, as shown in Section 2.6, the local centre and numerous local amenities and facilities including medical, schools, shops and banks are located within an acceptable walking distance from the site. The site is located in close proximity to public transport services, having a number of bus stops in the immediate vicinity, alongside Fairlop London Underground Line (LUL) Station and Hainault London Underground Line (LUL) Station. Fairlop Station is located to the immediate south east of the site, and can be accessed via pedestrian movement through the site.

2.2.2. Site Two - Goodmayes

Site Two is also well located for pedestrian access. Whilst not as close to rail services as Site One it is located within 1.5km of both Newbury Park and Goodmayes Stations and has a number of bus stops in close proximity.

The site is well served by a good standard of footway provision along both sides of all roads in the immediate vicinity. Based on site observations these roads are well lit and are predominately residential in nature, thus providing natural surveillance.

Pedestrian accessibility to the wider area is reasonable and, as shown in Section 2.6, numerous local amenities and facilities including medical, schools, shops and banks are located within a considered (east) and acceptable (west) walking distance from the site according to CIHT standards.

Figure 2-3 Site One - Oakfields - Walking Distance Isochrone

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Figure 2-4 Site Two - Goodmayes: Walking Distance Isochrone

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2.3. Cycling Network and Facilities

As detailed in Department for Communities and Local Government (DCLG) Planning Policy Guidance 13 (PPG13) (2011), an acceptable cycle distance is considered to be up to 5km, which approximately equates to a 20 minute cycle ride (based on an average cycling speed of 16kph as per London Cycle Design Standards – Chapter 4, Paragraph 4.4.15). Whilst PPG13 is superseded it is still regarded as a suitable benchmark for determining acceptable cycle/walk distances.

2.3.1. Site One: Oakfields

The study area is well served by cycle routes, comprising:

- Signed Routes – marked in blue;
- Quieter Roads: recommended by other cyclists – marked in yellow;
- Adjacent but separated from the road – marked in brown;
- Greenways: shared use routes – marked in green; and
- Pedestrian Only Routes: cyclists must dismount – marked in purple.

The extent of the local cycle network in the study area is shown in Figure 2-5 with a 5km isochrone map for the site is shown in Figure 2-6 which identified that many surrounding services, amenities and other settlement areas can safely be accessed by cycle within a 0-15 minute journey time.

Figure 2-5 Cycle Route Map - Site One: Oakfields

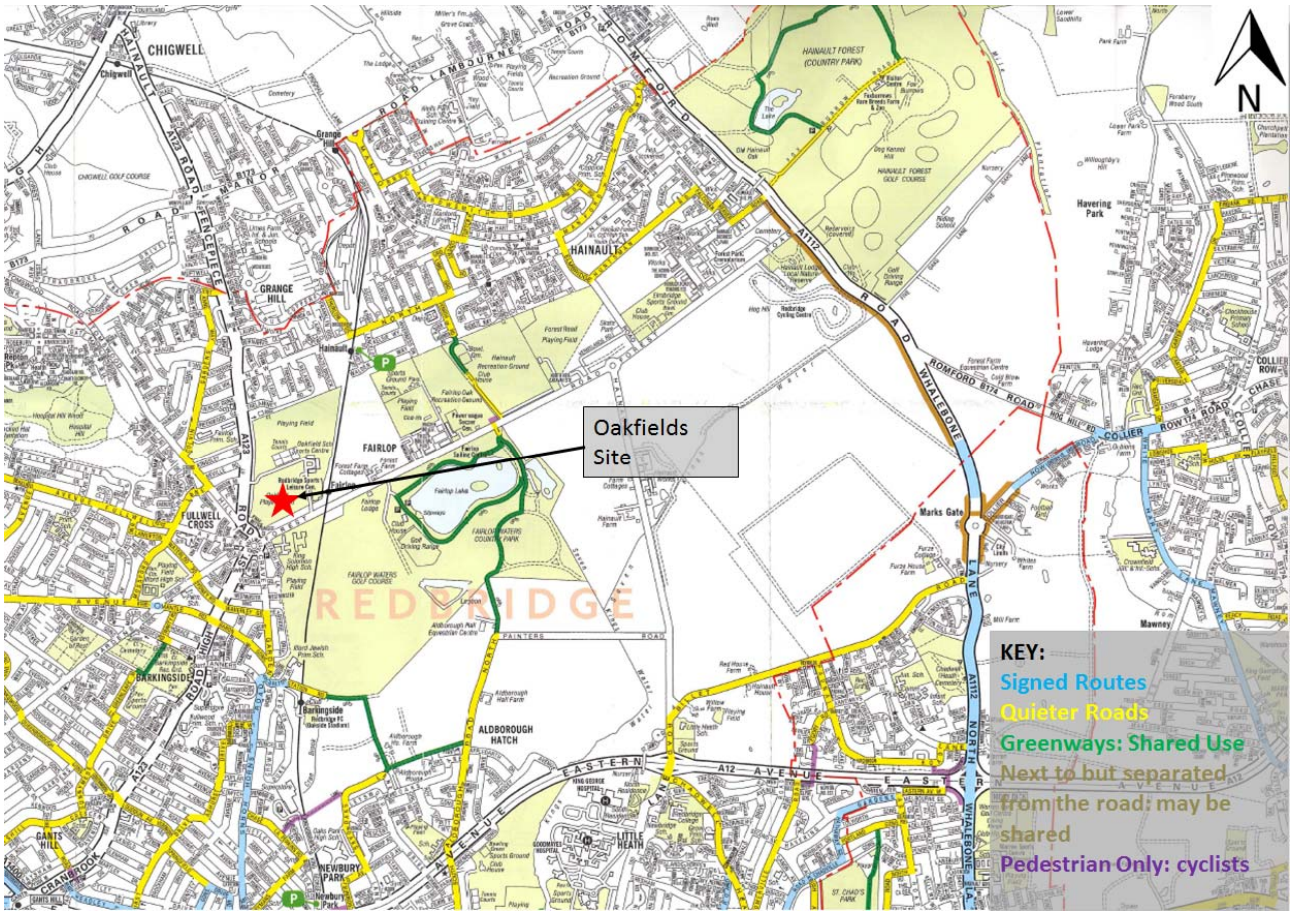
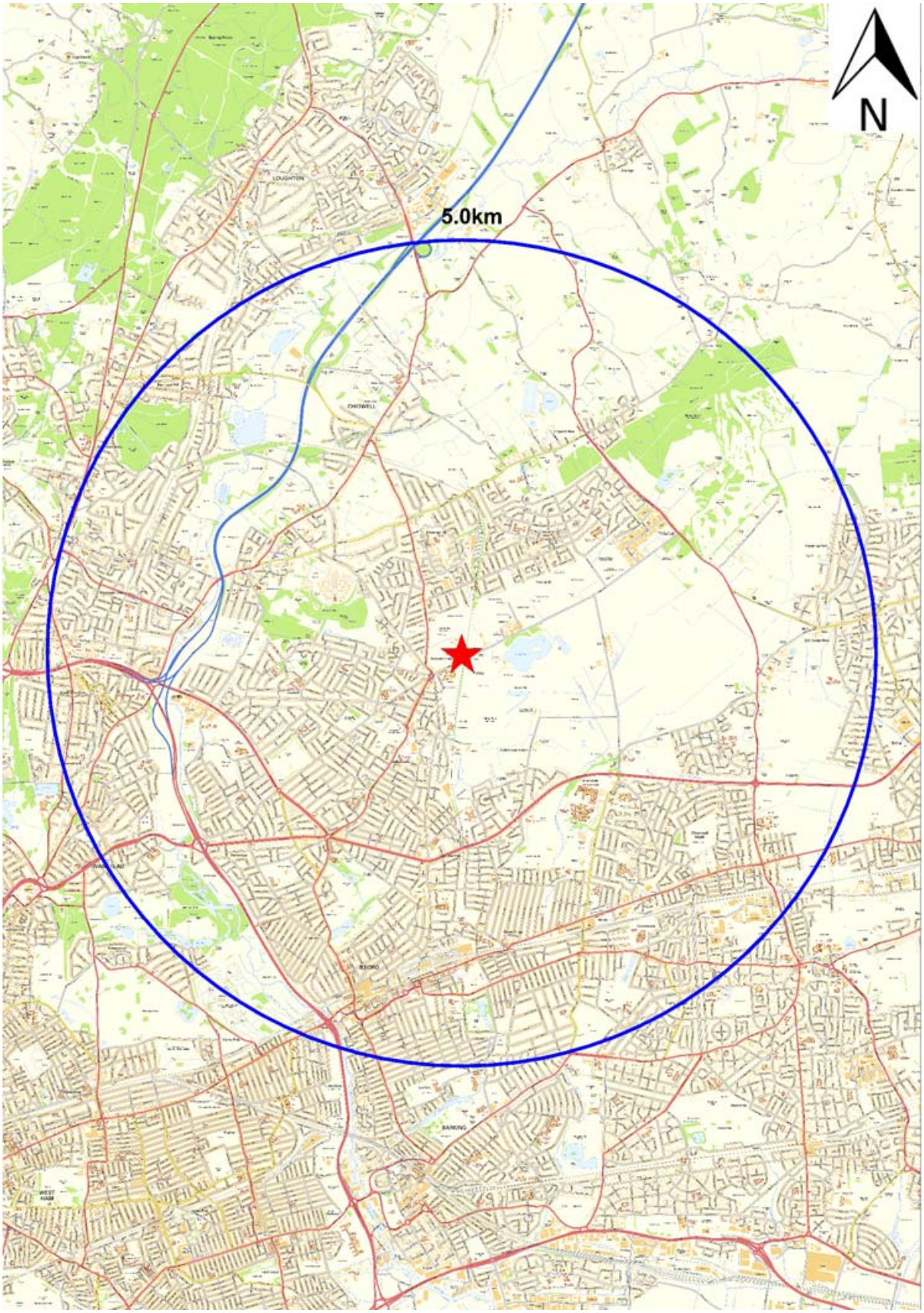


Figure 2-6 Site One - Oakfields: Cycle Distance Isochrone



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2.3.2. Site Two: Goodmayes

The study area is well served by cycle routes, comprising:

- Signed Routes – marked in blue;
- Quieter Roads: recommended by other cyclists – marked in yellow;
- Adjacent but separated from the road – marked in brown;
- Greenways: shared use routes – marked in green; and
- Pedestrian Only Routes: cyclists must dismount – marked in purple.

The extent of the local cycle network in the study area is shown in Figure 2-7, a 5km isochrone map for the site is shown in Figure 2-8 which identified that many surrounding services, amenities and other settlement areas can safely be accessed by cycle within a 0-15 minute journey time.

Figure 2-7 Cycle Route Map - Site Two: Goodmayes

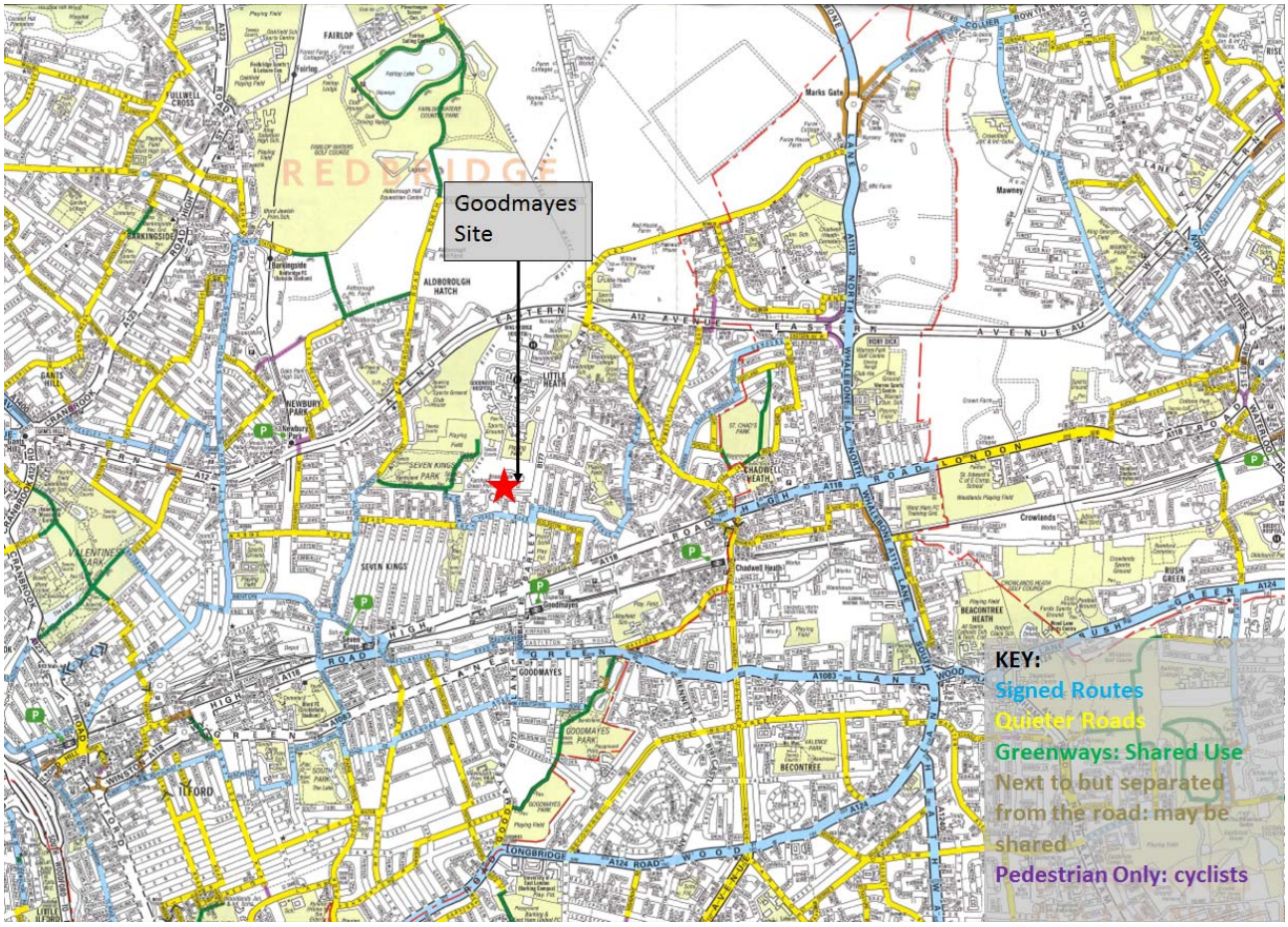
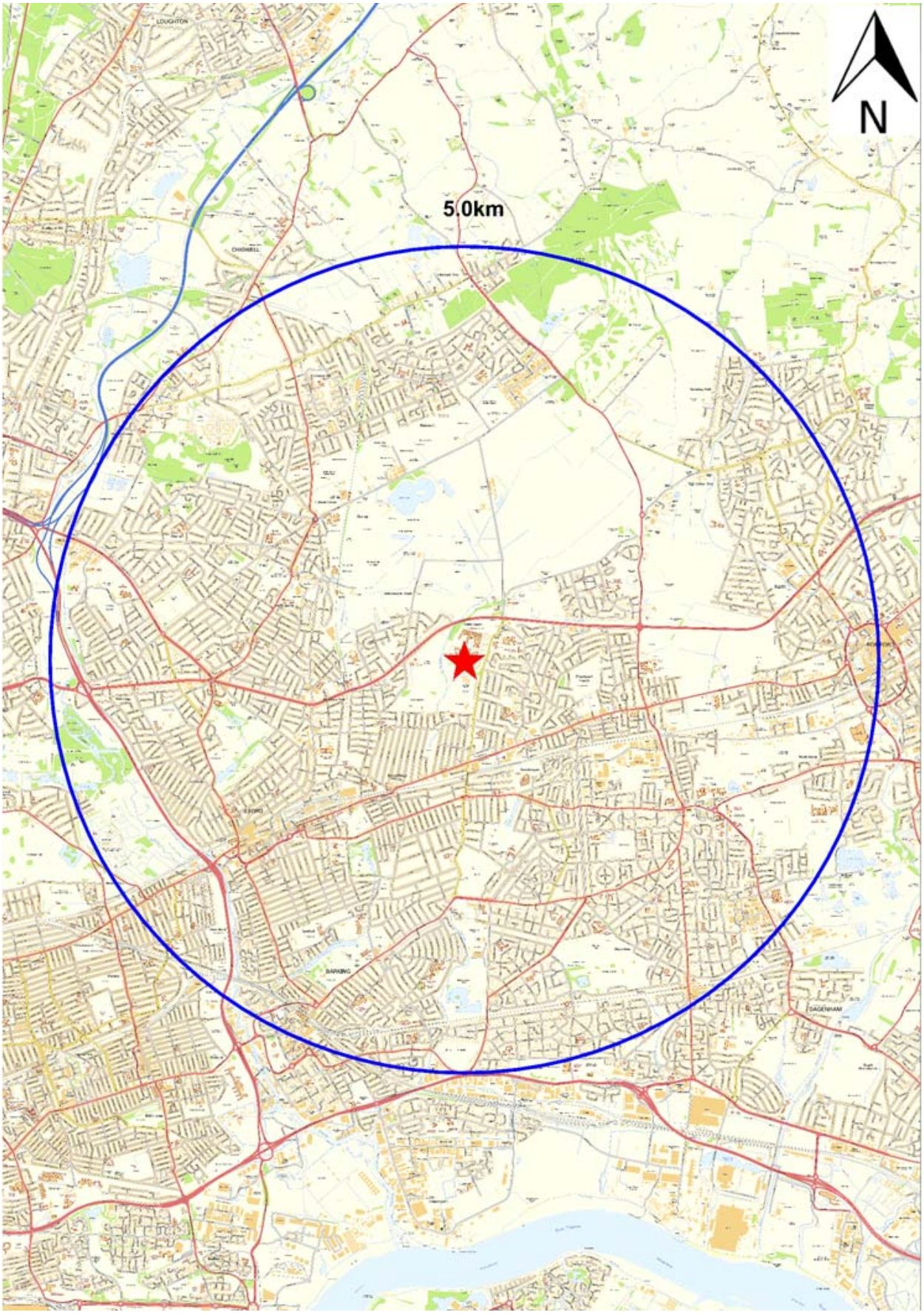


Figure 2-8 Site Two - Goodmayes: Cycle Distance Isochrone



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2.3.3. Cycling Improvements

It is important to note that LBR will benefit from the introduction of London Quietways Route Number 6, which will run from Aldgate to Hainault; Phase One of this route will run from Victoria Park to Hainault. This route is explored in further detail in Section 3.1.2.

2.4. Public Transport

Public Transport services and frequencies are described, by mode, for each of the two opportunity sites below.

2.4.1. Mainline and Suburban Rail Services

Section 2.4 outlines the mainline and suburban rail services in the immediate vicinity of both sites, including destination and average peak service frequency per hour. The services illustrated below connect the sites to Essex and central London. It is important to note that Crossrail services will be delivered in Redbridge – improving public transport access and reducing journey times – these services are further explored in Section 3.1.1.

2.4.1.1. Site One

The nearest mainline Overground Railway Station to Site One is Seven Kings, approximately 3.5km southeast of the site. Services are operated by TfL Rail with average destinations and peak service frequencies show in Table 2-2.

Table 2-2 Seven Kings Station Services

Destination	Average Peak Frequency (per hour)
London Liverpool Street	13
Shenfield	6

2.4.1.2. Site Two

The nearest mainline Overground Railway Station to Site Two is Goodmayes, approximately 0.9km south of the site (a 12.5 minute walk). Services are operated by TfL Rail with average destinations and peak service frequencies shown in Table 2.3.

Table 2-3 Goodmayes Station Services

Destination	Average Peak Frequency (per hour)
London Liverpool Street	13
Shenfield	6

2.4.2. Underground Rail Services

Both Site One and Site Two are served by the London Underground network, with both sites accessible via Central Line services.

2.4.2.1. Site One

The nearest Underground Station to Site One is Fairlop, approximately 250 metres from the site; Central Line services operate from Fairlop approximately 11 times per hour during peak. Hainault LUL Station is located 600m north of Site One, and like Fairlop, Central Line services operate from this station approximately 11 times per hour during peak.

2.4.2.2. Site Two

The nearest Underground Station to Site Two is Newbury Park, approximately 0.7km from the site (a 10 minute walk); Central Line Services operate from Newbury Park approximately 14 times per hour during peak.

2.4.3. Bus Network

Section 2.4.3 outlines the bus network services in the immediate vicinity of both sites, including origin and destination, nearest stop, and average peak service frequency.

2.4.3.1. Site One

Site One is well served by the bus network, nine bus routes operate within a 640 metre walking distance of the site. Bus service routes and average peak frequencies are shown in Table 2.4.

Table 2-4 Bus Routes - Site One

Route	Origin	Destination	Nearest Stop	Average Peak Frequency
150	Beacontree Heath	Chigwell Row	Fulwell Cross, Tomswood Hill Stop	5 per hour
167	Debden	Ilford	Fulwell Cross, Stop D	3 per hour
462	Ilford	Hainault	Fulwell Cross, Tomswood Hill Stop	4 per hour
667	Chigwell	Ilford	Fulwell Cross, Tomswood Hill Stop	4 per day (school days only)
128	Romford	Claybury	Barkingside, Freemantle Road	4 per hour
169	Clayhill	Barking	Fulwell Cross, Stop D	5 per hour
247	Barkingside	Romford	Fulwell Cross, Tomswood Hill Stop	5 per hour
275	Walthamstow	Barkingside	Fulwell Cross, Fencepiece Road Stop	6 per hour
N8	Tottenham Court Road	Hainault	Fulwell Cross, Tomswood Hill Stop	4 per hour (night bus)

2.4.3.2. Site Two

Site Two is well served by the bus network, seven bus routes operate within a 640 metre walking distance of the site. Bus service routes and average peak frequencies are shown in Table 2-5.

Table 2-5 Bus Routes - Site Two

Route	Origin	Destination	Nearest Stop	Average Peak Frequency
66	Leytonstone	Romford	Aldborough Hatch, Aldborough Road S	5 per hour
173	Beckton	King George Hospital	Little Heath, King George Hospital	5 per hour
296	Ilford	Romford	Little Heath, Barley Lane	3 per hour
362	Grange Hill	King George Hospital	Little Heath, King George Hospital	3 per hour
364	Ilford	Dagenham East	Goodmayes, Percy Road / Eastwood Road	6 per hour
387	Little Heath	Barking Reach	Little Heath, King George Hospital	5 per hour
396	King George Hospital	Ilford	Little Heath, King George Hospital	3 per hour

As this identified, there are a multitude of frequent bus services accessible to both sites. At Oakfields, a number of bus services route through Fullwell Cross to the south-west of the Opportunity Site. Services 462, 169, 150 247 all route along Fencepiece Road on the western edge of the site with Services 150 and 247 continuing along New North Road to the northern boundary of the Opportunity Site.

At Goodmayes, a number of bus services route past the Opportunity Site. Services 66 and 296 route on the A12 to the north, with the 364 and 387 and route on the B117 Barley Lane on the eastern boundary and 364 continuing along Percy Road / Meads Lane immediately to the south.

The bus routes for the two sites, and the nearest bus stops to each site are depicted in Figure 2-9 and Figure 2-10.

TfL bus service maps which present the bus routes that currently serve the two site locations in their wide spatial context are presented below (Figure 2-11 through Figure 2-14).

Figure 2-9 Bus Routes in the vicinity of Site One – Oakfields (Nearest Bus Stops – Red Circles)

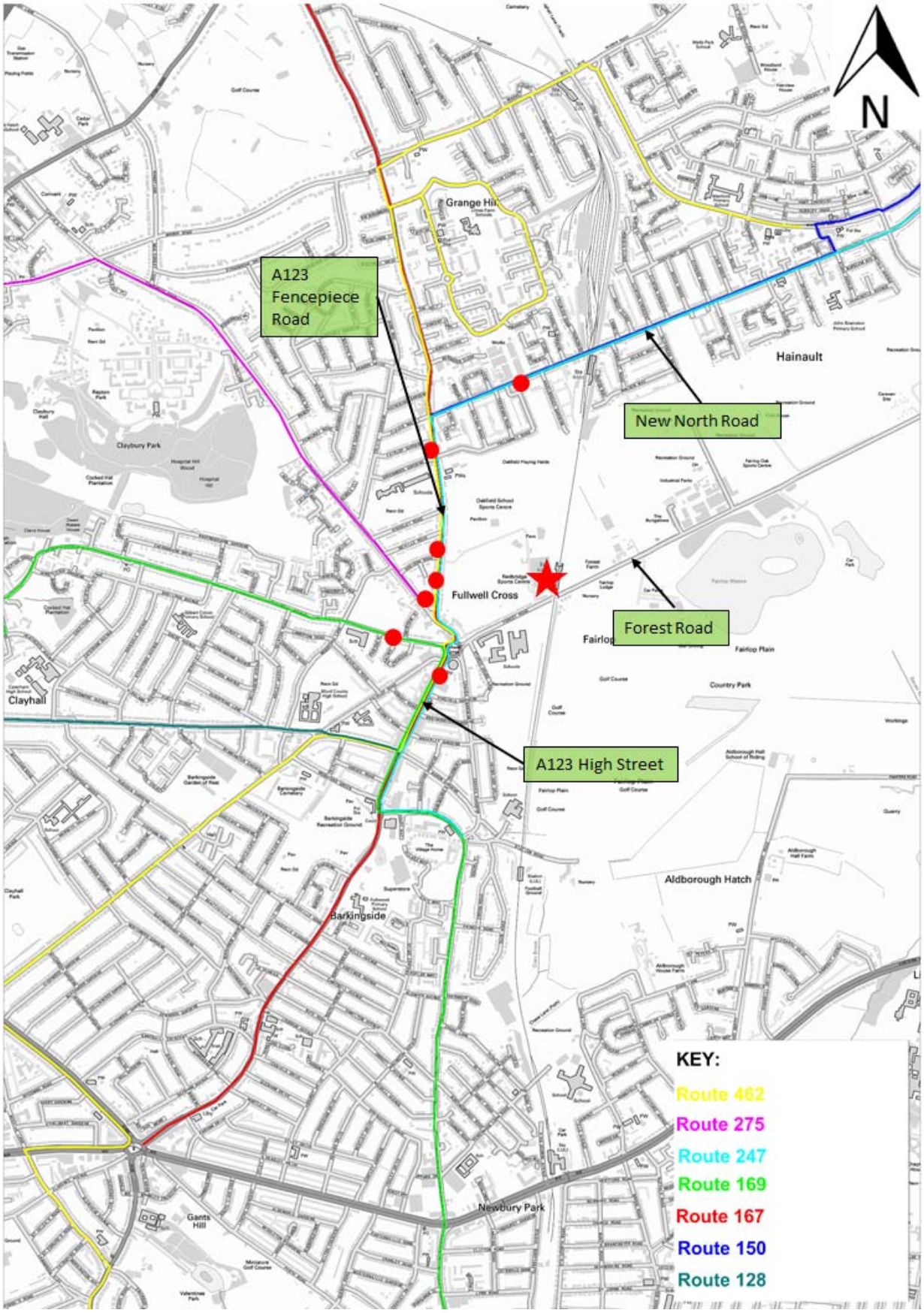

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Figure 2-10 Bus Routes in the vicinity of Site Two – Goodmayes (Nearest Bus Stops – Red Circles)

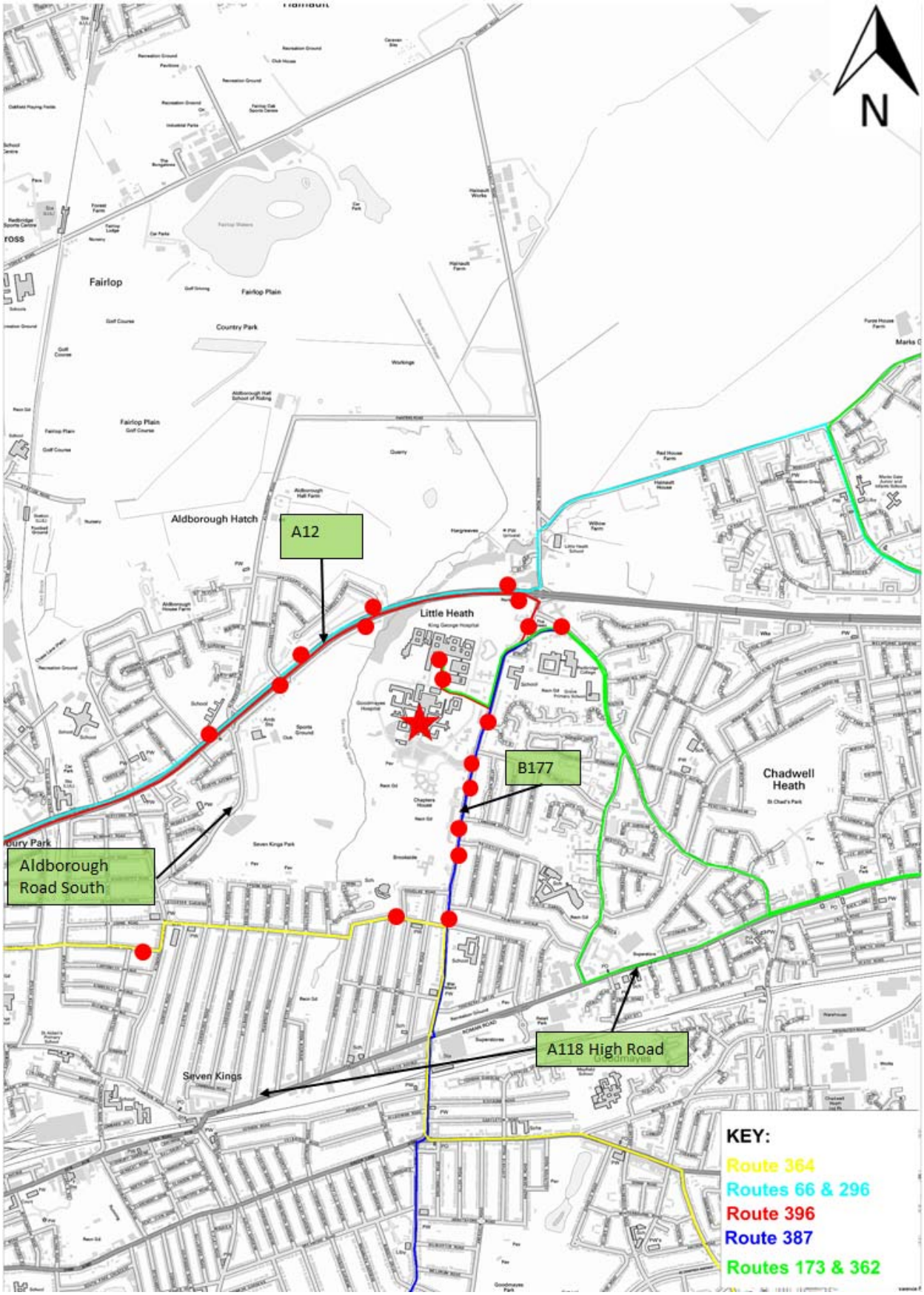

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Figure 2-11 TfL Bus Service Map - Site One: Routes 150, 167, 169, 247, 275, 462, N8

Buses from Fairlop and Fullwell Cross

Where to buy your tickets

You can pay for fares using your Oyster Card or contactless payment card.
You can top-up your Oyster card at any participating shop, station or online.

Key

- Connections with London Underground
- Connections with London Overground
- Connections with National Rail
- Connections with Docklands Light Railway

Red discs show the bus stop you need for your chosen bus service. The disc Ⓐ appears on the top of the bus stop in the street (see map of town centre in centre of diagram).

H&R1 Route 462 operates as Hail and Ride on the sections of roads marked H&R1 on the map. Buses stop at any safe point along the road.
There are no bus stops at these locations, but please indicate clearly to the driver when you wish to board or alight.

Route finder

Day buses

Bus route	Towards	Bus stops
150	Becontree Heath	D K X
	Chigwell Row	A P Q
167	Debden	A P Q
	Ilford	D K X
169	Barking	D F H
	Clayhall	A E G
247	Barkingside	D K X
	Romford	A P Q
275	Barkingside	C D L
	Walthamstow	A B H
462	Hainault The Lowe	A P Q
	Ilford	D K X

Night buses

Bus route	Towards	Bus stops
N8	Hainault The Lowe	A P Q
	Oxford Circus	D K X

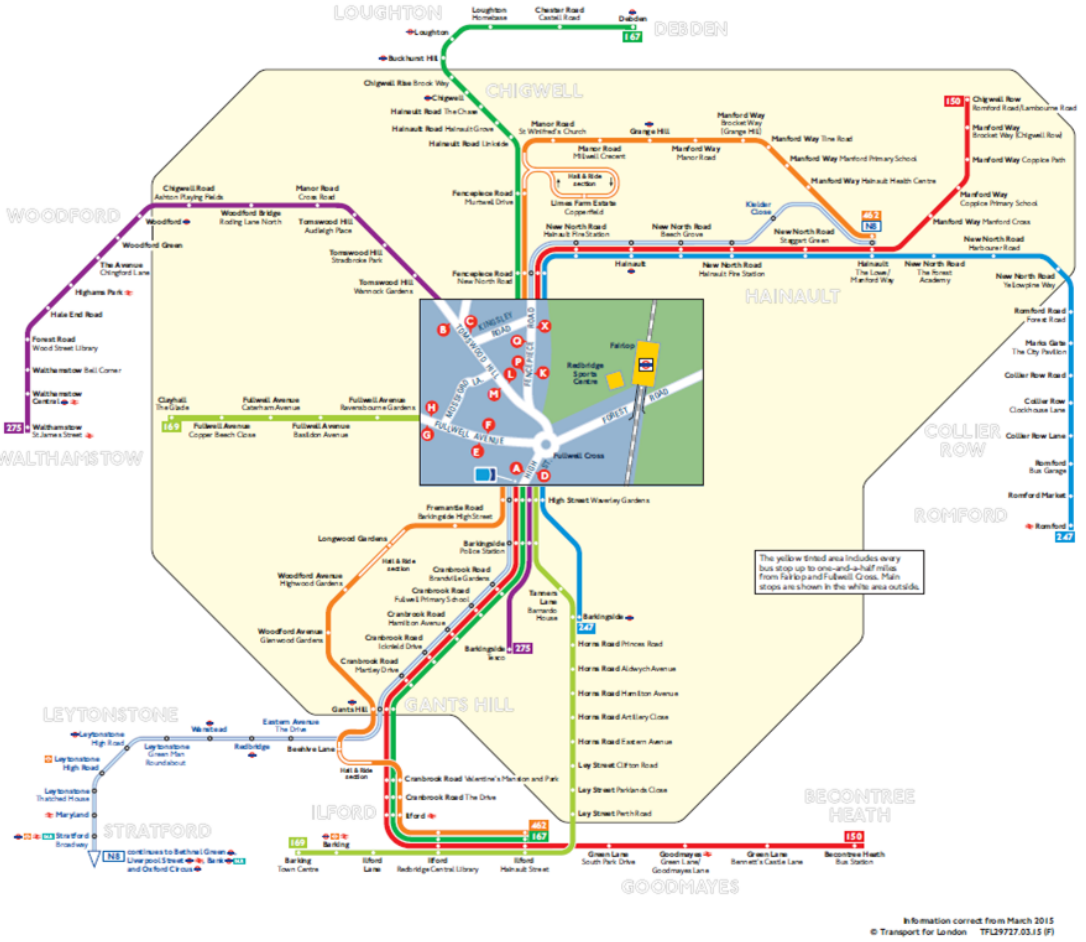


Figure 2-12 TfL Bus Service Map - Site One: Routes 120, 150

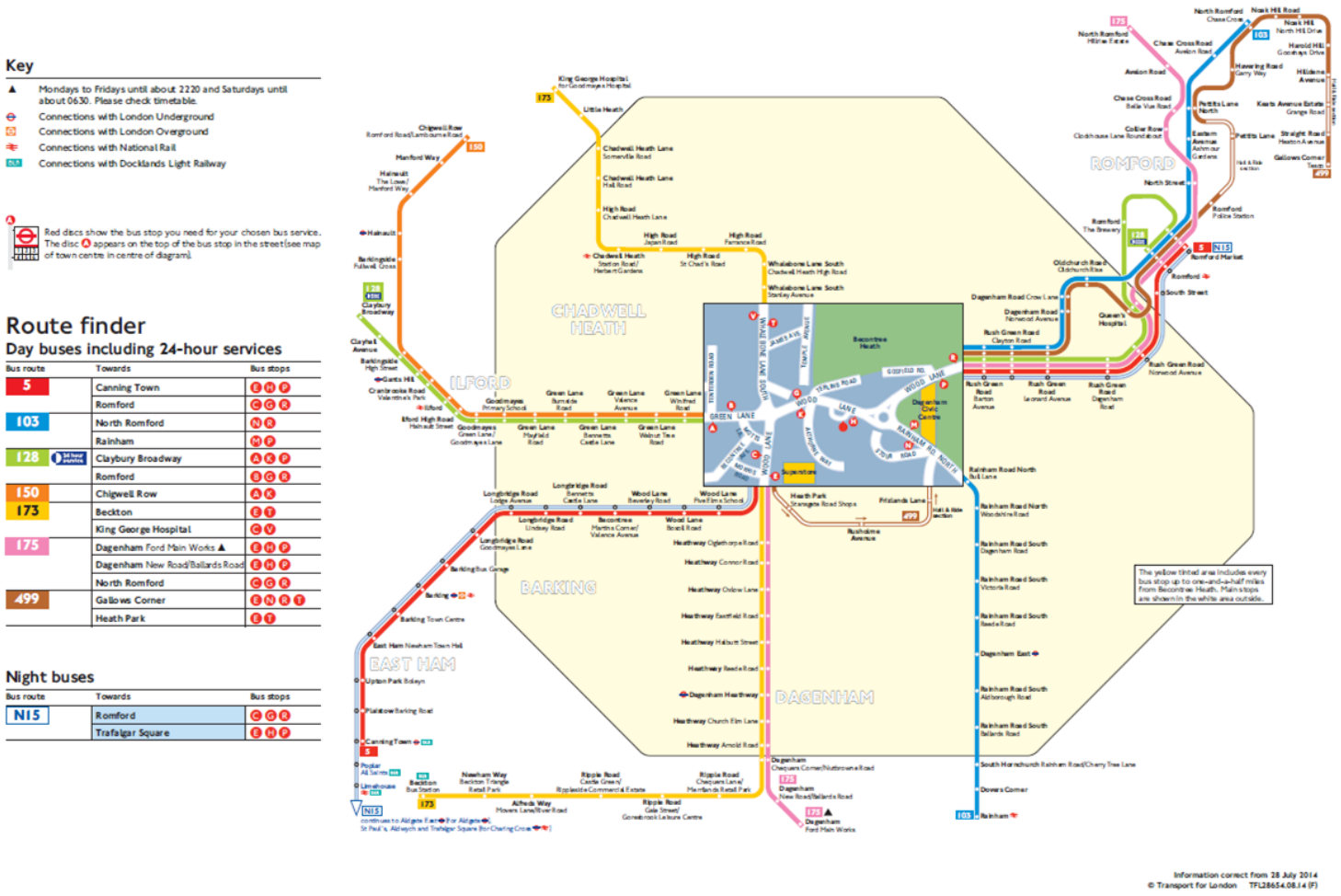


Figure 2-13 TfL Bus Service Map - Site Two: Routes 66, 173, 296, 362, 387, 396

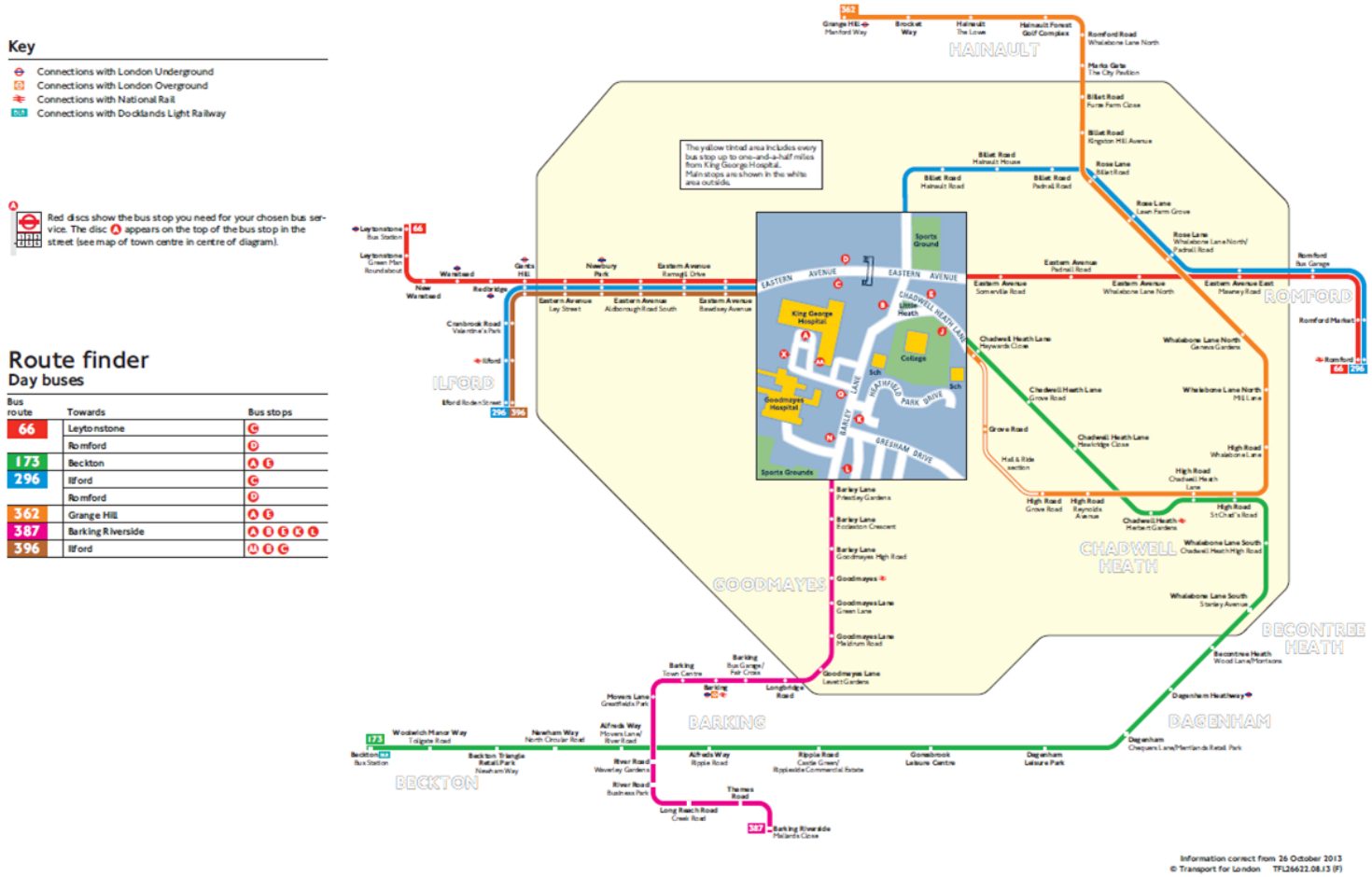
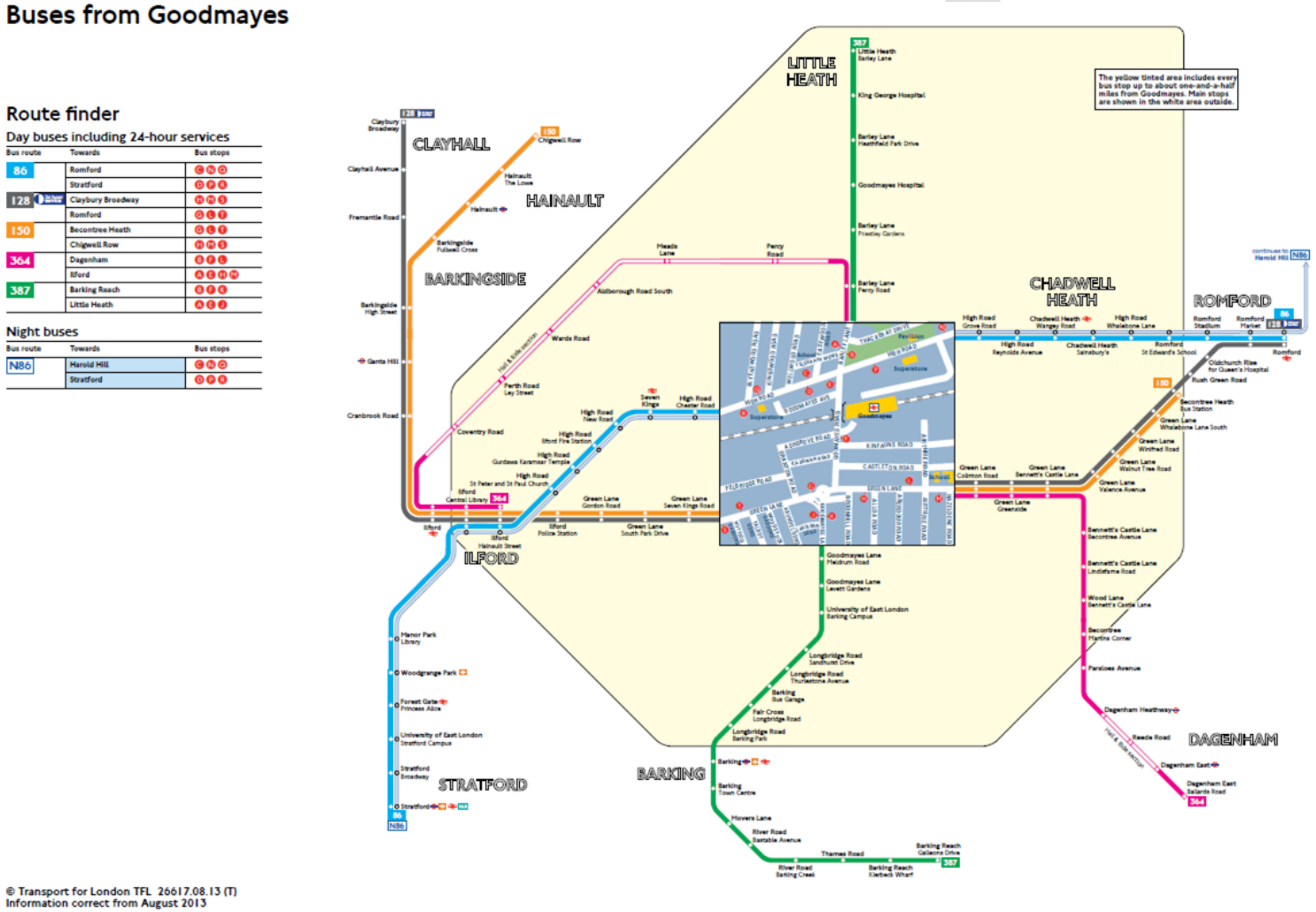


Figure 2-14 TfL Bus Service Map - Site Two: Route 387



2.4.4. Public Transport Accessibility Level (PTAL)

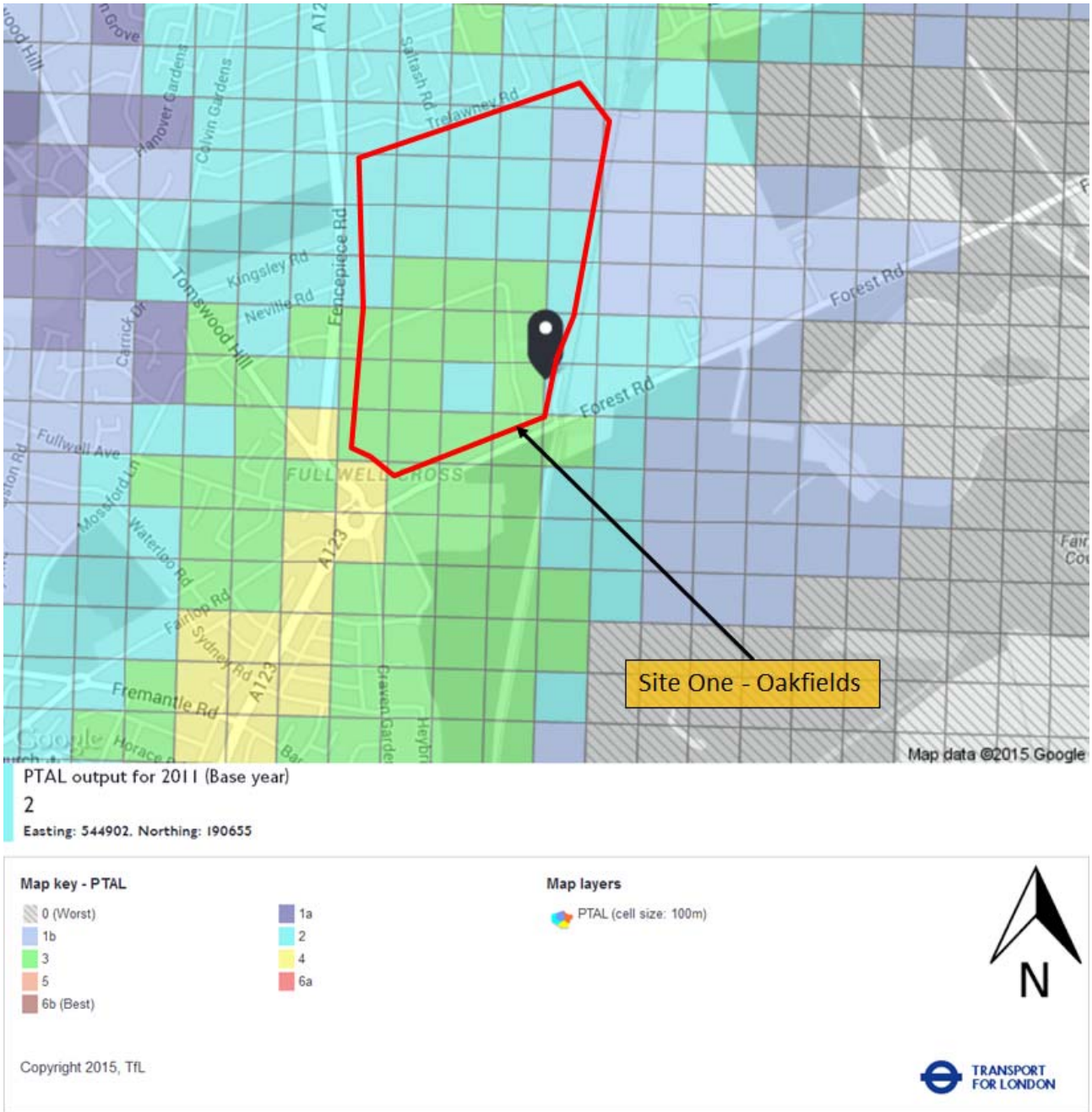
Public Transport Accessibility Levels (PTAL) have been calculated for the two sites utilising TfL's WebCAT tool (https://tfl.gov.uk/webcat). Public Transport Accessibility Level (PTAL) refers to the level of accessibility of a site for non-car modes within London. All bus routes within 640 metres and rail routes within 960 metres walking distance are taken into consideration. The PTAL range starts at 1a as the lowest and rises to 6b as the highest level and reflects:

- Walking time from the point-of interest to the public transport access points;
- The reliability of the service modes and number of services available within the catchment; and
- The level of service at the public transport access points - i.e. average waiting time.

2.4.4.1. Public Transport Accessibility Level – Site 1

Figure 2-15 depicts the existing PTAL for Site 1.

Figure 2-15 Site 1 - Oakfields - 2011 PTAL Map (existing)

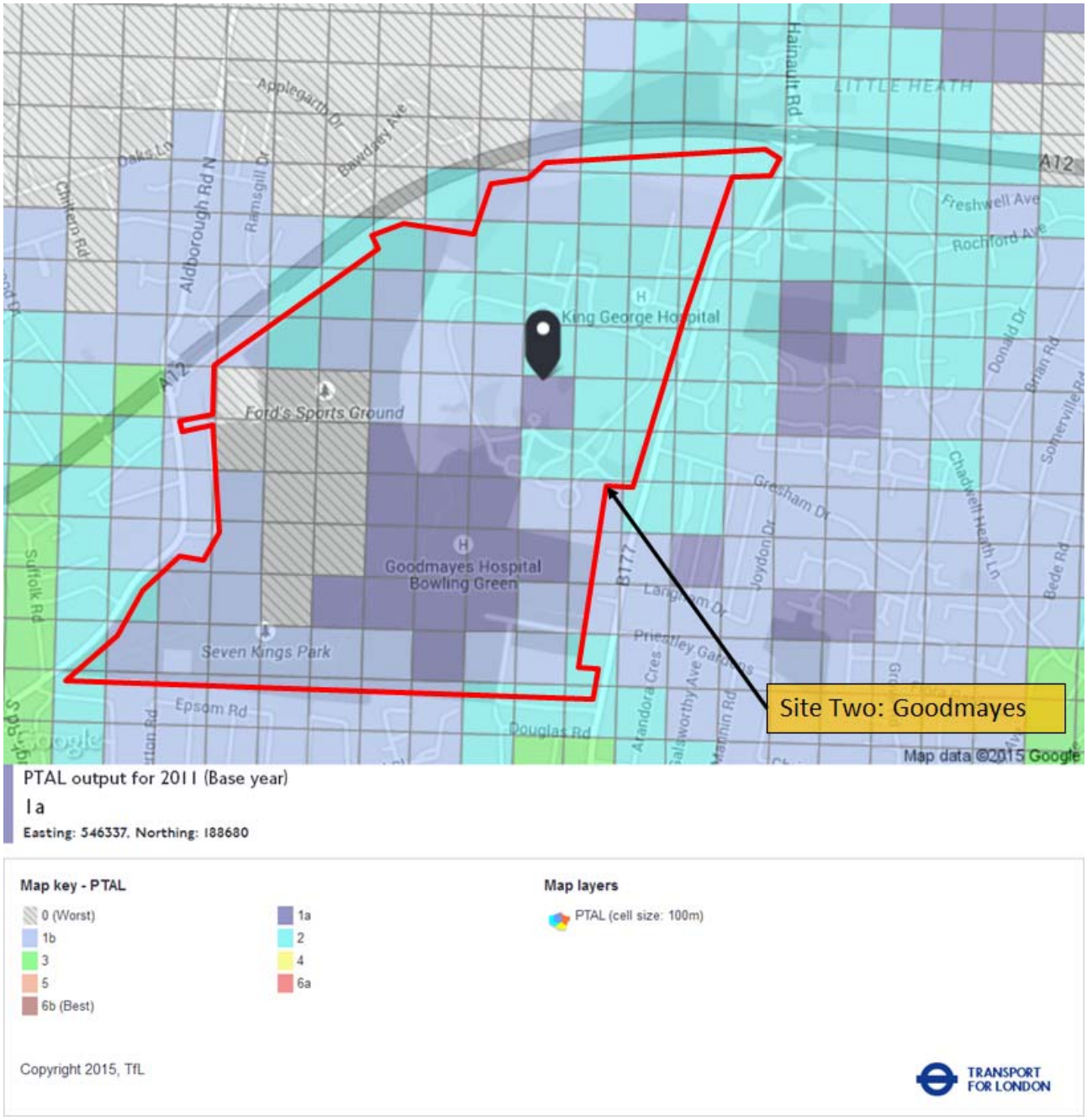


As depicted in Figure 2-15 Site One straddles PTAL 2 and 3 which, according to TfL's PTAL guidance document, indicates low levels of access to public transport to the north moving to moderate to the south where Fairlop LUL Station is located.

2.4.4.2. Public Transport Accessibility Level – Site 2

Figure 2-16 depicts the existing PTAL for Site 2.

Figure 2-16 Site 2 - Goodmayes - existing PTAL Map



As depicted in Figure 2-16 Site Two straddles PTAL 0/1a to 2 ranging from very poor to the east of the site to poor further west. This reflects limited access to rail services across the site, however there are a number of buses routing along the A12 and to / from King George Hospital.

In both instances, it must be noted that the PTAL score is a competitive assessment covering the whole of London. Therefore, although a useful indicator, it should be considered in the context of the site locations and one would realistically expect, as is evidenced in WebCAT, that the further out from Central London the lower

the PTAL scores that are generally achieved. The PTAL scores are likely to improve, especially for Site Two, once bus penetration is delivered and pedestrian permeability across, and within, the sites is improved.

2.5. Local Highway Network

This section of the report identifies the existing local highway network in the immediate vicinity of both sites.

2.5.1. Site One - Oakfields

2.5.1.1. Forest Road

Forest Road is characterised by residential use to the west of Fairlop Station and, from approximately 500 metres east of Fairlop Station, a mixture of commercial and recreational use. Forest Road is well lit by a continuous network of street lights. Fairlop LUL Station is located on Forest Road.

The road is subject to a 30mph speed limit, from the Fulwell Cross roundabout to approximately 300 metres east of the Fairlop Waters junction, thereafter it is subject to a 40mph speed limit.

Zebra Crossings, with dropped kerbs, tactile paving and guard railing, are present on the approach to Fulwell Cross roundabout, and approximately 130 metres east of Fairlop Railway Station.

Informal / uncontrolled crossings are facilitated by the numerous dropped kerbs present to facilitate vehicular access to residential properties.

Single yellow lines are present along the length of the road to the west of Fairlop Station, double-yellow lines are present east of Fairlop Station, with double-yellow lines present at junctions along the length of the road. ‘School Keep Clear’ zig-zags outside entrance to Wohl Ilford Jewish Primary School. Speed humps are present for 165 metres to the east of Fairlop Railway Station. No Stopping is permitted at any time from the junction with Hainault Road west to Fairlop Station.

2.5.1.2. A123 Fencepiece Road

The A123 Fencepiece Road (Figure 2-17) is characterised primarily by residential land use, is subject to a 30mph speed limit, and varies in width between 10 and 11 metres. Footways, approximately two metres in width, are present along both sides of the road for the entirely of the road’s length. Footways are generally in a good state of repair.

Figure 2-17 A123 Fencepiece Road

The road is well lit by a continuous network of street lights and an intermittent cycle lane is present. Formal crossing points include a signalised pedestrian crossing comprising dropped kerbs, tactile paving, and guard railing, a pedestrian refuge island located immediately to the north of the primary entrance to New Rush Hall School, and a signalised pedestrian crossing to the north of Tudor Crescent.

Informal crossings comprising a pedestrian refuge island, dropped kerbs, and tactile paving are located to the north of the junction with Tomswood Hill, just south of the junction with Kingsley Road, and both north and south of Aragon Drive.

Double-yellow lines are present at junctions along the length of Fencepiece Road. 'School Keep Clear' zig-zags, preventing stopping between 0900-0930 hours and 1400-1600 hours, are located by the primary vehicular and pedestrian access for New Rush Hall School.

2.5.1.3. New North Road

New North Road is a residential road approximately eight metres wide. The road is well lit by continuous network of street lights. Hainault LUL Station is located on New North Road.

New North Road sits within a TfL Low Emission Zone. No 18T Lorries are permitted between 0000-0700 hours and 0900-000 hours Monday-Friday, on Saturday between 0000-0700 hours and 1300-0000 hours, or on Sunday at any time, except permit holders.

Footways, approximately two to two and a half metres in width, are present on both sides of the road along the entirety of its length. Footways are in a good condition.

Pedestrian crossings are facilitated by a mixture of signalised crossings, zebra crossings, and uncontrolled crossings via dropped kerbs. A signalised crossing is present at the junction with the A123 Fencepiece Road comprising dropped kerbs, tactile paving, and a pedestrian refuge island. Further signalised pedestrian crossings comprising dropped kerbs, tactile paving and guard railing are located to the east of Hainault Station, to the west of Bramston Close, at the junction with Elmbridge Road, to the west of Regarder Road, and at the junction with the A1112 Romford Road.

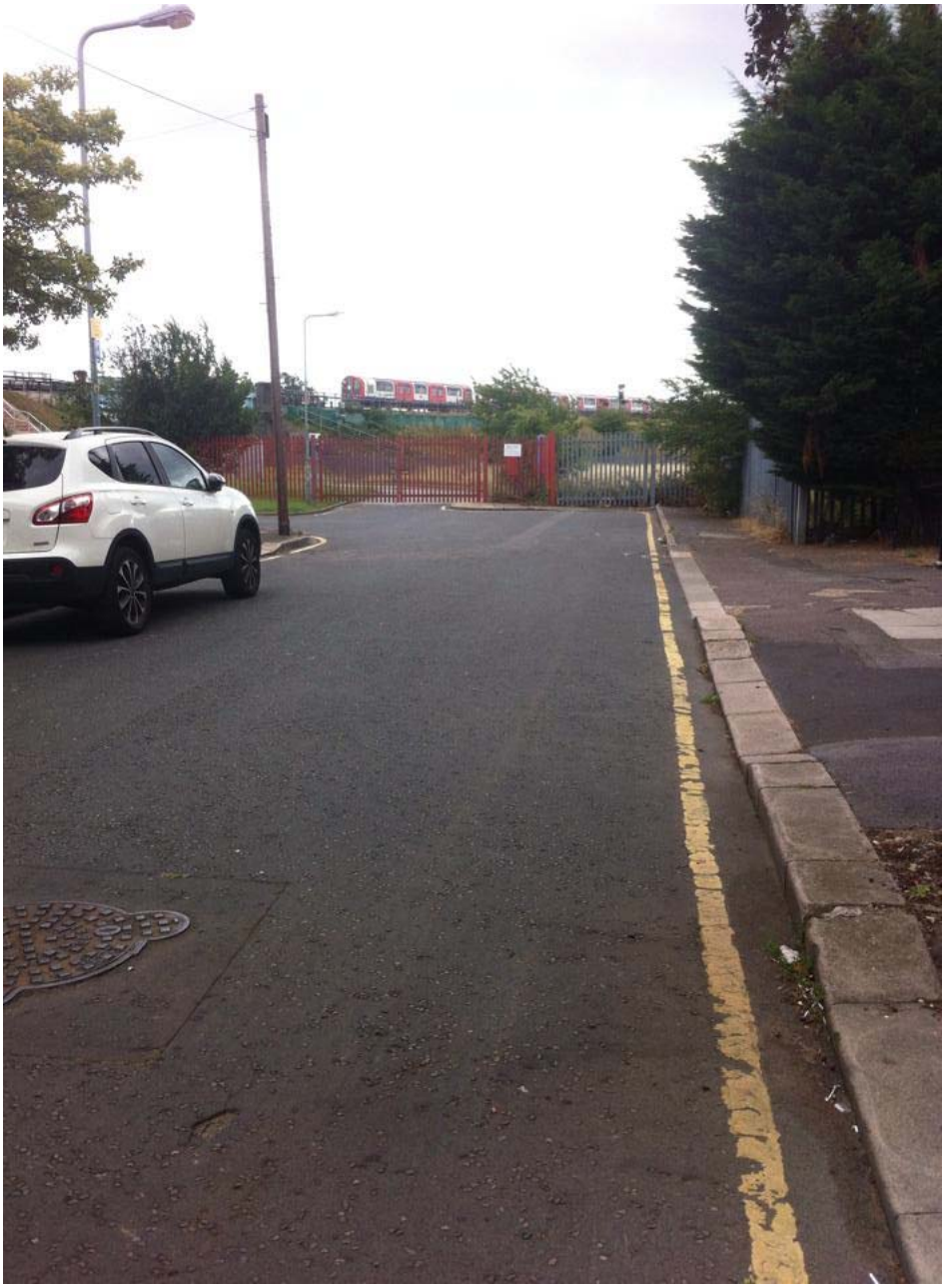
Zebra Crossings are located between Trehearn Road and Trelawney Road, and to the west of Stoke Avenue. Single yellow lines run the length of New North Road.

2.5.1.4. Hazelbrouck Gardens

Hazelbrouck Gardens (Figure 2-18) is a residential cul-de-sac approximately six to six and a half metres wide. The road is well lit by continuous network of street lights. A potential site access is located at the southern end of Hazelbrouck Gardens.

Footways, approximately two metres wide, run along both sides of the road for the entirety of its length. Single-yellow lines are continuous on both sides of the road. No Stopping is allowed between 1130-1230 hours Monday to Friday, at other times and on the weekend parking, including on kerbs, is permitted. No 5 T lorries, or buses, are permitted between 0000-0800 hours and between 1830-0000 hours.

Figure 2-18 Hazelbrouck Gardens



2.5.2. Site Two - Goodmayes

2.5.2.1. A12 Eastern Avenue

The A12 Eastern Avenue (Figure 2-19) is a dual carriageway approximately 20 metres in width with two lanes in each direction, and is subject to a 50mph speed limit, dropping to a 40 mph speed limit approximately 70 metres east of the junction with Bawdsey Avenue.

Figure 2-19 A12 Eastern Avenue

Footways approximately two to three metres in width, sometimes separated from the carriageway by a grass verge. The A12 is well lit by continuous network of street lights.

The A12 Eastern Avenue is a Red Route Clearway – with no stopping permitted at any time. Speed management and control is present, with fixed speed enforcement cameras located approximately 60 metres east of Ramsgill Drive, and approximately 70 metres east of Aldborough Road South.

Pedestrian crossings are facilitated by signalised crossings, a pedestrian flyover bridge and subways. A signalised pedestrian crossing, with dropped kerbs but with no tactile paving provision, is located at the junction with the B177 Barley Lane. A further signalised staggered crossing with dropped kerbs, tactile paving and guard railing is situated at the junction with Aldborough Road South, to the east of Aldborough Road South. Pedestrian subways are located to the west of Aldborough Road South and to the north of Hertford Road, the latter leading to Newbury Park Railway Station.

A flyover pedestrian bridge is situated approximately 75 metres to the west of the junction with the B177 Barley Lane.

2.5.2.2. B177 Barley Lane

The B177 Barley Lane (Figure 2-20) is approximately 10 metres wide, is subject to 30mph speed limit and is well lit by a continuous network of street lighting.

Figure 2-20 B177 Barley Lane

Footways of a good condition, approximately two metres wide, are present on both sides of the road along the entirety of its length.

No 18T Lorries are permitted between 0000-0700 hours and 2100-0000 hours Monday-Friday, on Saturday between 0000-0700 hours and 1300-0000 hours, or on Sunday at any time, except permit holders.

A cycle lane is present on Barley Lane, from the junction with Little Heath south, however vehicles are frequently parked in the cycle lane, requiring cyclists to regularly re-join vehicular traffic.

Double-yellow lines are present southbound from Little Heath. On the northbound footway, adjacent to Hospital, signs advise that No Stopping is permitted Monday to Friday 0800-1820 hours, 'Loading Only' 0800-1720 hours, with a 20 minute maximum stopping period and no return within two hours.

'School Keep Clear' zig-zags are located outside of the main vehicular entrance to Newbridge School and 'School Keep Clear' zig-zags, operating 0800-0930 hours and 1430-1600 hours are located outside the pedestrian entrance to Barley Lane Primary School, to the south of the junction with Eccleston Crescent.

A signalised crossing is situated to the south of Newbridge School, with tactile paving and guard railing, and a further signalised crossing is present at the junction of the B177 and the A118, with tactile paving and guard railing.

Zebra Crossings are located to the north of the junction with Gresham Drive, to the north of the junction with Douglas Road, and to the north of the junction with Atholl Road. Pedestrian refuge islands are situated to the south of the junction with Gresham Drive, to the south of the junction with Douglas Road, and to the south of the junction with Atholl Road.

The junctions with adjoining roads possess dropped kerbs and / or raised surfacing and tactile paving, facilitating uncontrolled crossing where controlled crossing sites are not present.

2.5.2.3. Aldborough Road South

Aldborough Road South is approximately 10 metres in width, is primarily residential until south of the junction with Downshall Avenue; thereafter it comprises a mix of residential and retail land use.

The road is subject to a 30mph speed limit from junction with A12 Eastern Avenue to just north of the junction with Downshall Avenue; from Downshall Avenue south the road is subject to a 20mph speed limit, reverting to a 30mph speed limit at the junction with Ladysmith Avenue.

Footways approximately two to two and a half metres in width are present on both sides of the road along the entirety of its length; the footways are in a good condition. Aldborough Road South is well lit by a continuous network of street lights.

No 18T lorries are permitted between 0000-0700 hours and 2100-0000 hours, on Saturday between 0000-0700 hours and 1300-0000 hours, or on Sunday at any time, except permit holders. No 7.5 T lorries are permitted except for loading.

A signalised crossing with tactile surfacing material and dropped kerbs is situated at the junction with the A12 Eastern Avenue. A Zebra Crossing is located to the north of St Johns Road. A pedestrian refuge island is situated at the pedestrian entrance to Seven Kings Park, to the south of the Ford Sports and Social Club, with a further pedestrian refuge island to the south of the junction with Selwyn Avenue.

A fixed speed enforcement camera is located to the south of the junction with Selwyn Avenue. 'School Keep Clear' zig-zags, operating 0800-0930 hours, and 1430-1600 hours, are located outside the pedestrian entrance to Downshall Primary School, to the north of the junction with Wards Road. Single yellow lines extend for 60 metres from the junction with the A12 Eastern Avenue.

2.6. Local Infrastructure Access

Both sites – Oakfields and Goodmayes – are well situated, with access to a diverse array of local infrastructure. The local infrastructure availability is listed, and depicted visually, in Sections 2.6.1 and 2.6.2.

2.6.1. Site One - Oakfields

Site One – Oakfields is located to the immediate north of the Barkingside District Centre and is therefore in close proximity to an array of shops, financial, medical and transport services; those closest in proximity to the site are described below:

- Hospital – King George, approximately 2.5km southwest of the site;
- GP's Practice – Fulwell Cross, approximately 250 metres south west of the site;
- Bus Stop – Fencepiece Road, Tomswood Hill Stop, approximately 200 metres from the site;
- Train Station – Fairlop Underground Station, approximately 250 metres east of the site;
- Shop – 123 High Street, approximately 350 metres south west of the site;
- Supermarket – A123 Fencepiece Road, approximately 720 metres north west of the site;
- Bank – A123 High Street, approximately 400 metres south west of the site;
- Nearest extant Primary School – Fairlop Primary School, approximately 500 metres to the north west of the site; and
- Nearest extant Secondary School – King Solomon High, approximately 175 metres south of the site.

The above referenced site services are depicted in Figure 2-21.

2.6.2. Site Two - Goodmayes

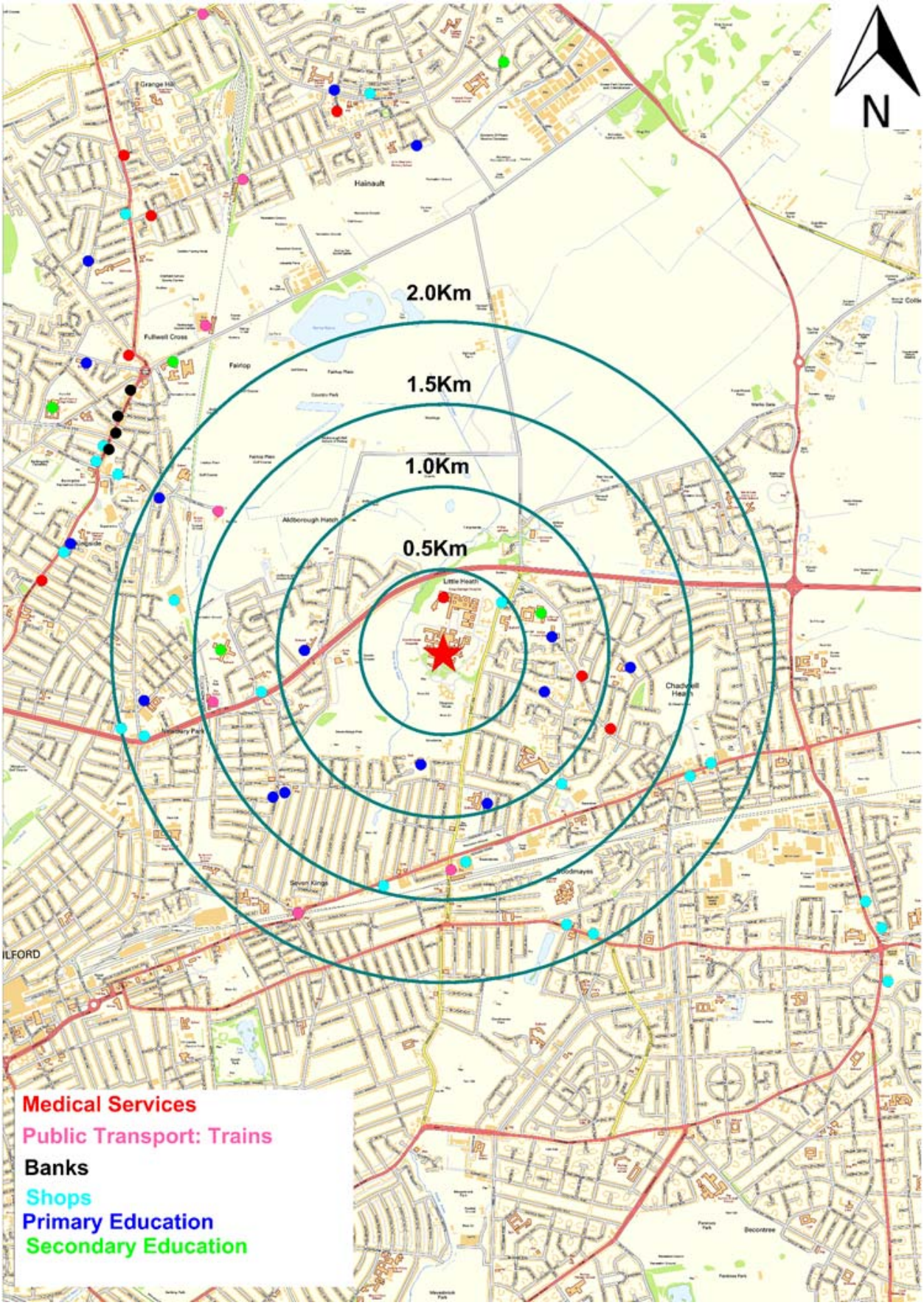
Site Two – Goodmayes is located approximately 800m north of Goodmayes Local Centre, consisting of a range of small independent shops, a major supermarket and a home improvement store. It is located approximately 2.5km from the District Centre of Gants Hill consisting of a variety of specialist shops, as well as a good selection of restaurants, bars and leisure facilities. Those services closest in proximity to the site are described below:

- Hospital – King George, approximately 400 metres north / north east of the site;
- GP's Practice – Chadwell Heath Lane, approximately 850 metres north east of the site;
- Bus Stop –Goodmayes Hospital, approximately 150 metres east of the site;
- Train Station –Goodmayes Station, approximately 0.9km south of the site;
- Shop – A12 Eastern Avenue, approximately 850 metres north west of the site;
- Supermarket – A118 High Road, approximately 900 metres south of the site;
- Bank – A118 High Road, approximately 1.3km south east of the site;
- Nearest extant Primary School –Royal Close, approximately 350 metres south of the site; and
- Nearest extant Secondary School – Priestly Gardens, approximately 500 metres south east of the site.

The above referenced site services are depicted in Figure 2-22.

Figure 2-21 Site One - Oakfields: Local Services

Figure 2-22 Site Two - Goodmayes: Local Services



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2.7. Accident Analysis

Standard practice dictates that the recent accident history associated with the local highway network is considered. In the absence of data from local sources, Atkins has reviewed Crashmap. Crashmap uses data collected by the police about road traffic collisions occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year. This site uses data obtained directly from official sources but compiled in to an easy to use format showing each incident on a map. It is the only up-to-date online map of the UK crash database and contains over a million incidents. It doesn't present the level of detail from locally held databases, however it provides an indication of the status of accidents in the local area for identifying trends appropriate for this high level study.

Collision data for the three most recent years available on Crashmap (http://www.crashmap.co.uk/): 2012, 2013 and 2014 is presented in Table 2-2.

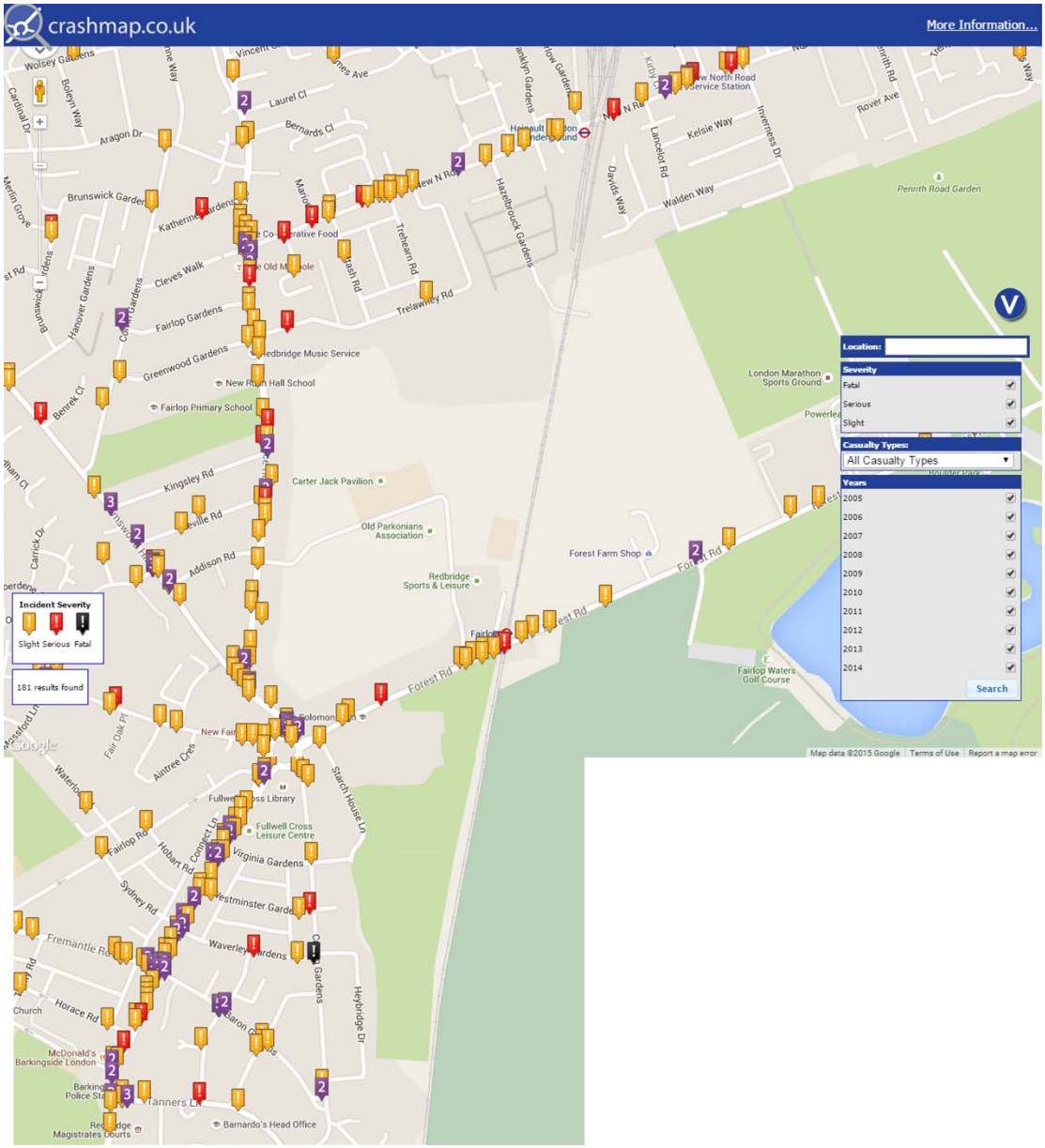
Table 2-2 Collision Data

Site No	Road	Total No of Collisions	No of Slight Injury	No of Serious Injury	No of Fatal Injury
1	New North Road (entirety)	18	17	1	0
	Forest Road (entirety)	14	13	1	0
	A123 S (Fulwell Cross – A12 Junction)	42	40	2	0
	A123 N (Fulwell Cross – A113 Junction)	41	38	3	0
2	Aldborough Road South (entirety)	10	7	3	0
	B177 Barley Lane (A12 – A118)	34	32	2	0
	A188 High Road (B177 – Cameron Road junction)	35	34	1	0

This data illustrates that whilst there are a number of incidents recorded over the most recently available three year period covering 2012-2014 inclusive, there were no fatal injuries recorded and only 6.7% arising in serious injury. As such, is can be considered that there are no safety sensitive roads or junctions in the immediate vicinity that would be impacted by additional trips associated with potential development of the Opportunity Sites.

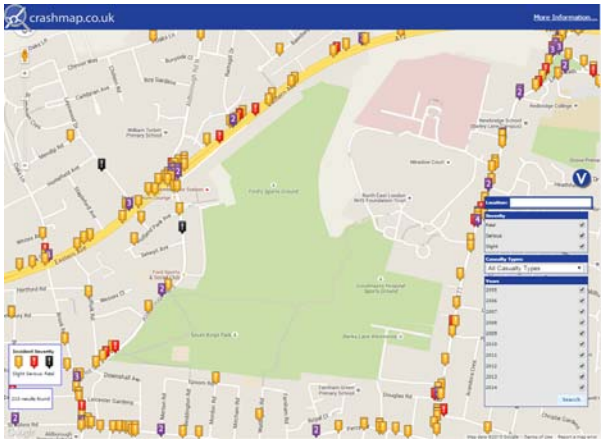
Information extracted from Crashmap is depicted in Figure 2-23 through Figure 2-25.

Figure 2-23 Crashmap: Site One - Oakfields



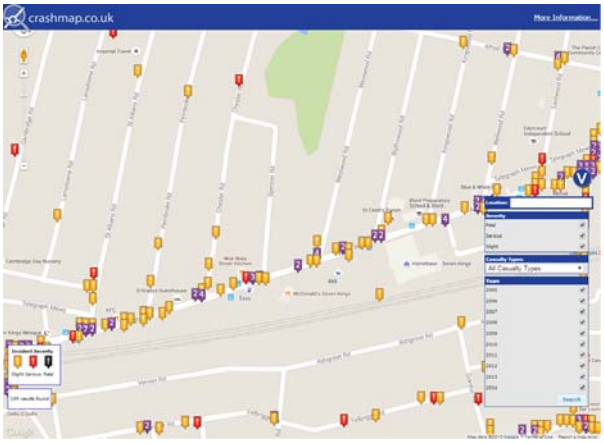
Contains Crashmap information © Crashmap.co.uk 2015

Figure 2-24 Crashmap: Site Two - Goodmayes North



Contains Crashmap information © Crashmap.co.uk 2015

Figure 2-25 Crashmap: Site Two - Goodmayes South



Contains Crashmap information © Crashmap.co.uk 2015

It should be noted that improvement initiatives have been delivered by LBR along the A123 Fencepiece Road to improve road safety through the introduction of highway design, infrastructure and signage improvements.

2.8. Existing Traffic Conditions

In order to gain an understanding of how the current local highway network in the vicinity of the two sites operates traffic surveys have been commissioned following scoping liaison via with Peter Foley at LBR In undertaking the surveys a number of factors are considered prior to the collection of data. General conditions considered specific to traffic data being commissioned include:

- Checking that there are no significant road works in the vicinity;
- Whether there are any outside factors influencing sustainable travel, such as rail or bus strikes; and
- Ensuring that data is not collected during a school or public holiday period.

All of these parameters were checked prior to the commissioning of the traffic surveys, as there was a tube strike on the Thursday 9th of July data for this day has been excluded from the assessment.

Following receipt of the traffic data the actual conditions were then checked, including weather conditions. The check did not highlight any 'abnormal' conditions.

2.8.1. Automatic Traffic Counts

Traffic data was collected over the period from Thursday 9th July to Sunday 19th July 2015 upon agreement of dates and site locations with LBR using Automatic Traffic Count (ATC) Surveys placed on:

Site One:

- New North Road (between Franklyn Gardens and Thurlow Gardens);
- Forest Road (between Starch House Lane and Fairlop Station);
- The A123 south of Fulwell Cross (between Virginia Gardens and Fairlop Road); and
- The A123 north of Fulwell Cross (between Fairlop Gardens and Cleves Walk).

Site Two:

- The A118 High Road (between Spencer Road and Blythswood Road);
- The B177 Barley Lane (between King's Road Hospital and Little Neath);
- The B177 Barley Lane (between Atholl Road and Percy Road); and
- Aldborough Road South (between the A12 Eastern Avenue and Holland Park Avenue).

The ATCs counted the number of vehicles using these road each hour over this period. The full survey results are presented in Appendix A. The flows recorded at a specific point, in proximity to the ATC, with an unobstructed clear-way, may not be an assessment of the road as a whole or junctions.

The recorded number of vehicles identified by the ATC counters was then converted into the number of Passenger Car Units (PCUs) as per recognised industry best practice. The conversion factors are applied to different vehicle types such as private cars, vans, buses, and heavy goods vehicles, to give a single number reflecting road space occupation. A single car has a value of 1 PCU and this rises to 2.9 for a large heavy goods vehicle (Department for Transport: Transport Analysis Guidance (TAG) TAG Unit A5.4, 2014).

In order to consider a worst case scenario, the day with the highest traffic flows will be considered as part of this assessment. This was identified as being Friday 10th July 2015.

Table 2-3 summarises the peak period traffic flows along the surveyed roads for New North Road, Forest Road, and the A123 for Site One. Initial high-level survey results analysis indicated that network Peak Hours occur between 0800-0900 hours (AM) and 1700 -1800 hours (PM).

Table 2-3 Site One Existing Hourly Base Traffic Flows (PCUSs) AM and PM Peak Periods

Period	New North Road		Forest Road		A123 North		A123 South		Total
	Direction	PCU Count	Direction	PCU Count	Direction	PCU Count	Direction	PCU Count	
07:00-08:00	Eastbound	247	Eastbound	880	Northbound	734	Northbound	713	
	Westbound	405	Westbound	521	Southbound	369	Southbound	302	**4171**
Total	**Combined**	**652**	**Combined**	**1402**	**Combined**	**1103**	**Combined**	**1014**	
08:00-09:00	Eastbound	398	Eastbound	768	Northbound	695	Northbound	812	
	Westbound	538	Westbound	561	Southbound	451	Southbound	523	**4745**
Total	**Combined**	**936**	**Combined**	**1329**	**Combined**	**1146**	**Combined**	**1334**	
09:00-10:00	Eastbound	369	Eastbound	663	Northbound	567	Northbound	816	
	Westbound	401	Westbound	639	Southbound	349	Southbound	509	**4312**
Total	**Combined**	**770**	**Combined**	**1302**	**Combined**	**915**	**Combined**	**1325**	
15:00-16:00	Eastbound	455	Eastbound	645	Northbound	512	Northbound	628	
	Westbound	506	Westbound	716	Southbound	462	Southbound	717	**4641**
Total	**Combined**	**961**	**Combined**	**1361**	**Combined**	**974**	**Combined**	**1345**	
16:00-17:00	Eastbound	573	Eastbound	698	Northbound	552	Northbound	608	
	Westbound	430	Westbound	908	Southbound	446	Southbound	735	**4948**
Total	**Combined**	**1002**	**Combined**	**1606**	**Combined**	**997**	**Combined**	**1343**	
17:00-18:00	Eastbound	459	Eastbound	762	Northbound	613	Northbound	553	
	Westbound	395	Westbound	919	Southbound	510	Southbound	770	**4981**
Total	**Combined**	**854**	**Combined**	**1681**	**Combined**	**1123**	**Combined**	**1323**	

**Figures may not add up due to rounding of numbers*

Table 2-4 summarises the peak period traffic flows along the surveyed roads for the A118, the B177 and Aldborough Road South for Site Two. Initial high-level survey results analysis indicated that network Peak Hours occur between 0800-0900 hours (AM) and 1700 -1800 hours (PM), with an earlier peak during 1500-1600 hours potentially reflecting the presence of employment land uses (as origins) and the hospital in this location. For consistency, and as the development peak will reflect the more typical network 1700-1800 hours, this has been used in the assessment.

Table 2-4 Site Two Existing Hourly Base Traffic Flows (PCUs) AM and PM Peak Periods

Period	A118 High Road		B177 Barley Lane		B177 Barley Lane		Aldborough Road S		Total
	Direction	PCU Count	Direction	PCU Count	Direction	PCU Count	Direction	PCU Count	
07:00-08:00	Eastbound	301	Northbound	347	Northbound	436	Northbound	257	
	Westbound	754	Southbound	657	Southbound	337	Southbound	194	**3383**
Total	**Combined**	**1055**	**Combined**	**1104**	**Combined**	**773**	**Combined**	**451**	
08:00-09:00	Eastbound	575	Northbound	409	Northbound	395	Northbound	473	
	Westbound	733	Southbound	761	Southbound	498	Southbound	299	**4143**
Total	**Combined**	**1308**	**Combined**	**1170**	**Combined**	**893**	**Combined**	**772**	
09:00-10:00	Eastbound	**521**	Northbound	**433**	Northbound	**453**	Northbound	**354**	
	Westbound	**585**	Southbound	**664**	Southbound	**399**	Southbound	**222**	**3631**
Total	**Combined**	**1106**	**Combined**	**1097**	**Combined**	**852**	**Combined**	**576**	
15:00-16:00	Eastbound	**540**	Northbound	**434**	Northbound	**415**	Northbound	**344**	
	Westbound	**657**	Southbound	**498**	Southbound	**501**	Southbound	**404**	**3792**
Total	**Combined**	**1196**	**Combined**	**932**	**Combined**	**916**	**Combined**	**748**	
16:00-17:00	Eastbound	563	Northbound	260	Northbound	495	Northbound	274	
	Westbound	668	Southbound	436	Southbound	400	Southbound	390	**3485**
Total	**Combined**	**1231**	**Combined**	**696**	**Combined**	**894**	**Combined**	**664**	
17:00-18:00	Eastbound	530	Northbound	415	Northbound	366	Northbound	310	
	Westbound	644	Southbound	532	Southbound	422	Southbound	387	**3565**
Total	**Combined**	**1174**	**Combined**	**947**	**Combined**	**747**	**Combined**	**697**	

**Figures may not add up due to rounding of numbers*

2.8.2. Link Capacity

A link capacity assessment of the existing situation on the key roads within the vicinity of the two sites has been undertaken using the methodology set out in DMRB TA 79/99. The traffic volumes are based on a 60/40 directional split in the flow, based on these guidelines, and have been compared against theoretical lane capacities to estimate if the roads are currently operating under, at, or over capacity.

It is important to note that link capacity assessments only assess traffic flows in the immediate vicinity of the ATC site location, and assume unobstructed clear-way, they are not therefore necessarily an assessment of the operation of the entire road, or of junctions that may impact conditions on the road links during peak hours.

In order to classify the roads, the road width, type of carriageway, and speed limit has been used, as per the DMRB methodology, where practicable.

2.8.2.1. Site One - Oakfields

The roads for Site One have been classified as:

- New North Road: “UAP3” with a width of approximately 7 metres;
- Forest Road: “UAP3” with a width of approximately 7.8 metres;
- A123 (South): “UAP4” with a width of approximately 10 metres (excluding the parking bays present on this stretch of the 123); and
- A123 (North): “UAP3” with a width of approximately 8.7 metres.

DfT guidance states that a ratio of flow to capacity of below 0.85 means that the link operates satisfactorily, above 0.85 it is approaching capacity, and beyond 1.00 it is over capacity and queues and delays may result. One-way flows are represented using the busiest flow 60 percent figure of the link in the AM and PM Peak Hours, with the results for Site One summarised in Table 2-5 below.

Table 2-5 Existing Site One AM and PM Peak Hour Link Flow Analysis

Period	Location	Traffic Flow	Lanes / Direction	Theoretical Capacity	Ratio of Flow to Capacity
AM Peak Hour 08:00-09:00	New North Road	562	1	1110	0.51
	Forest Road	797	1	1300	0.61
	A123 (South)	687	1	1410	0.49
	A123 (North)	801	1	1300	0.62
PM Peak Hour 17:00-18:00	New North Road	512	1	1110	0.46
	Forest Road	1008	1	1300	0.78
	A123 (South)	674	1	1410	0.48
	A123 (North)	794	1	1300	0.61

**Figures may not add up due to rounding of numbers*

The above traffic flow and link capacity table indicates that all of the assessed roads in the immediate vicinity of Site One are currently operating under capacity, with the highest flow to capacity ratio being 0.78 on Forest Road during the PM Peak Hour. As such, existing link capacity is not considered to be an issue in the vicinity of the site.

2.8.2.2. Site Two – Goodmayes

The roads for Site Two have been classified as:

- A118 High Road: "UAP4" with a width of approximately 7.7 metres;
- B177 Barley Lane (North): "UAP3" with a width of approximately 9.7 metres;
- B177 Barley Lane (South): "UAP3" with a width of approximately 10.6 metres; and
- Aldborough Road South: "UAP3" with a width of approximately 10.7 metres.

DfT guidance states that a ratio of flow to capacity of below 0.85 means that the link operates satisfactorily, above 0.85 it is approaching capacity, and beyond 1.00 it is over capacity and queues and delays may result. One-way flows are represented using the busiest flow 60 percent figure of the link in the AM and PM Peak Hours, with the results for Site Two summarised in Table 2-6.

Table 2-6 Site Two Existing AM and PM Peak Hour Link Flow Analysis

Period	Location	Traffic Flow	Lanes / Direction	Theoretical Capacity	Ratio of Flow to Capacity
AM Peak Hour 08:00-09:00	A118 High Road	785	1	1140	0.69
	B177 (North)	702	1	1530	0.46
	B177 (South)	536	1	1620	0.33
	Aldborough Road South	463	1	1620	0.29
PM Peak Hour 17:00-18:00	A118 High Road	704	1	1140	0.62
	B177 (North)	568	1	1530	0.37
	B177 (South)	471	1	1620	0.29
	Aldborough Road South	418	1	1620	0.26

**Figures may not add up due to rounding of numbers*

The above traffic flow and link capacity table indicates that all of the assessed roads in the immediate vicinity of Site Two are currently operating under capacity, with the highest flow to capacity ratio being 0.69 on the A118 High Road during the AM Peak Hour. As such, existing link capacity is not considered to be an issue in the vicinity of the site.

2.8.3. Speed Data

2.8.3.1. Site One Speed Data

Vehicle speeds for Site One, measured by the ATCs and summarised for all vehicles recorded over the surveyed period are shown in Table 2-7.

Table 2-7 Site One Traffic Speeds (all recordings) on surrounding roads during survey periods

Location	Direction	85th Percentile Speed Band
New North Road	Eastbound	30 – 35mph
	Westbound	30 – 35mph
Forest Road	Eastbound	30 – 35mph
	Westbound	30 – 35mph
A123 (South)	Northbound	25 – 30mph
	Southbound	25 – 30mph
A123 (North)	Northbound	25 – 30mph
	Southbound	25 – 30mph

**Figures may not add up due to rounding of numbers*

The recorded 85th percentile traffic speeds for 50 percent of the roads in the study area were observed to be within the 30mph speed limit, however the recorded 85th percentile speeds across remaining 50 percent of roads were in excess of the posted speed limit. It should be noted that speeds are collected 24 hours a day for a week long period and therefore capture speeds that may not be representative of those observed during either AM or PM Peak Hour Periods.

On the basis of the above, excessive vehicle speeds may be a potential issue on the surrounding road network in the vicinity of Site One. It also provides an indication of residual design capacity on these roads during network Peak Hours, as vehicles are unable to travel at greater speeds during congested conditions.

The full speed data captured as part of the surveys conducted for both sites is available in Appendix B. Analysis of the speeds recorded over a seven day period reveals the following information:

2.8.3.1.1. New North Road

- Between 0700-1900 hours the average 85th percentile speed was 30.18mph, and the mean speed 25.76mph;
- The highest average hourly 85th percentile speed (34.23mph) occurred between 0500-0600 hours;
- During the AM Peak Period (0800-0900 hours) the average 85th percentile speed was 30.15mph and the mean speed was 26.26mph; and
- During the PM Peak Period (1700-1800 hours) the average 85th percentile speed was 29.35mph and the mean speed was 25.03mph

The data indicates that the majority of vehicles recorded in excess of the posted speed limit on New North Road occurred between 2300-0700 hours, with speeds falling between 0700-1900 hours. The data reveals that speeds do not fall dramatically during either the AM or PM Peak Hours, indicating that congestion was not substantially reducing vehicle speed. This data corroborates the findings of the link capacity utilisation analysis, which indicates that there is reserve capacity on New North Road.

2.8.3.1.2. Forest Road

- Between 0700- 1900 hours the average 85th percentile speed is 31.14mph, and the mean speed 26.23mph;
- The highest average hourly 85th percentile speed (42.82mph) occurred between 0300- 0400 hours;
- During the AM Peak Period (0800-0900 hours) the average 85th percentile speed is 30.05mph and the mean speed is 25.38mph; and
- During the PM Peak Period (1700-1800 hours) the average 85th percentile speed is 30.57mph and the mean speed is 26.66mph

The data indicates that the majority of vehicles recorded in excess of the posted speed limit on Forest Road occurs between 1900-0700 hours, with speeds falling between 0700-1900 hours. The data reveals that the average 85th percentile speeds do not fall below the posted speed limit, even during the AM and PM Peak Hours, indicating that congestion does not reduce vehicle speed on Forest Road. Whilst the data does reveal a consistently high 85th percentile speed on Forest Road, it also highlights reserve capacity on the road.

2.8.3.1.3. A123 High Street

- Between 0700-1900 hours the average 85th percentile speed was 22.56mph, and the mean speed 16.75mph;
- The highest average hourly 85th percentile speed (35.14mph) occurred between 0500-0600 hours;
- During the AM Peak Period (0800-0900 hours) the average 85th percentile speed was 25.41mph and the mean speed was 20.78mph; and
- During the PM Peak Period (1700-1800 hours) the average 85th percentile speed was 21.17mph and the mean speed was 16.61mph

The data indicates that the majority of vehicles recorded in excess of the posted speed limit on the A123 High Street occurred between 0000-0700 hours, with speeds falling from 0700-1700 hours. The data reveals that whilst speeds do fall during the AM Peak that this is part of an overall trend from 0700 through to 1700 hours when speeds increase. The lowest hourly average 85th percentile speed on the A123 High Street occurs between 1200-1300 hours. The data indicates that whilst congestion may reduce vehicle speeds that this reduction in speed occurs throughout the day – potentially due to its land use characteristics (predominately retail), and the resulting number of pedestrians and bus movements – there is no substantial reduction in speed during the AM or PM Peak Periods compared with preceding and subsequent hours.

2.8.3.1.4. A123 Fencepiece Road

- Between 0700-1900 hours the average 85th percentile speed was 26.67mph, and the mean speed 21.46mph;
- The highest average hourly 85th percentile speed (33.52mph) occurred between 0200-0300 hours;
- During the AM Peak Period (0800-0900 hours) the average 85th percentile speed was 27.17mph and the mean speed was 22.21mph; and
- During the PM Peak Period (1700-1800 hours) the average 85th percentile speed was 25.47mph and the mean speed was 20.66mph

The data indicates that, similar to the A123 High Street, the majority of vehicles recorded exceeding the posted speed limit on the A123 Fencepiece Road occurred between 2300-0700 hours, with speeds falling until 1800 hours. The Peak Periods do not see a substantial reduction in average 85th percentile speed (the AM Peak reduces by approximately 6mph and the PM Peak by approximately 8mph compared to the highest average hourly 85th percentile speed recorded). This indicates that whilst there is some impact on speeds due to congestion that capacity remains on Fencepiece Road, which corroborates the findings of the link capacity utilisation analysis.

2.8.3.2. Site Two Speed Data

Vehicle speeds for Site Two, measured by the ATCs and summarised for all vehicles recorded over the surveyed period are shown in Table 2-8.

Table 2-8 Site Two Traffic Speeds (all recordings) on surrounding roads during survey periods

Location	Direction	85th Percentile Speed Band
A118 High Road	Eastbound	25 – 30mph
	Westbound	25 – 30mph
B177 (North)	Northbound	30 – 35mph
	Southbound	30 – 35mph
B177 (South)	Northbound	30 – 35mph
	Southbound	30 – 35mph
Aldborough Road South	Northbound	25 – 30mph
	Southbound	25 – 30mph

The recorded 85th percentile traffic speeds for 50 percent of the roads in the study area were observed to be within the 30mph speed limit, however the recorded 85th percentile speeds across remaining 50 percent of roads were in excess of the posted speed limit. It should be noted that speeds are collected 24 hours a day for a week long period and therefore capture speeds that may not be representative of those observed during either AM or PM Peak Hour Periods.

On the basis of the above, excessive vehicle speeds may be a potential issue on the surrounding road network in the vicinity of Site Two. It also provides an indication of residual design capacity on these roads during network Peak Hours, as vehicles are unable to travel at greater speeds during congested conditions.

2.8.3.2.1. A118 High Road

- Between 0700-1900 hours the average 85th percentile speed was 23.14mph, and the mean speed 17.69mph;
- The highest average hourly 85th percentile speed (34.91mph) occurred between 0400-0500 hours;
- During the AM Peak Period (0800-0900 hours) the average 85th percentile speed was 26.77mph and the mean speed was 21.86mph; and
- During the PM Peak Period (1700-1800 hours) the average 85th percentile speed was 20.97mph and the mean speed was 16.29mph

The speed data indicates that the majority of vehicles recorded in excess of the posted speed limit occurred between 0100-0600 hours, with average 85th percentile speed limits reducing from 0600-1800 hours. The lowest hourly 85th percentile speed occurred between 1200-1300 hours rather than during the AM or PM Peak Period, although the PM Peak Hour did see a 1-2mph drop in 85th percentile speed compared with the preceding and subsequent hours. That average 85th percentile speeds are fairly consistent between 0700-1900 hours indicates reserve capacity on the A118 High Road.

2.8.3.2.2. B177 Barley Lane (North)

- Between 0700-1900 hours the average 85th percentile speed was 29.73mph, and the mean speed 24.61mph;
- The highest average hourly 85th percentile speed (35.33mph) occurred between 0500-0600 hours;
- During the AM Peak Period (0800-0900 hours) the average 85th percentile speed was 29.83mph and the mean speed was 25.56mph; and
- During the PM Peak Period (1700-1800 hours) the average 85th percentile speed was 25.35mph and the mean speed was 21.09mph

The speed data indicates that the majority of vehicles recorded in excess of the posted speed limit occurred between 2000-0800 hours, with average 85th percentile speeds falling from 0800 to 2000. The lowest 85th percentile speed occurred between 1600 1700 hours, an hour before the PM Peak Period. With average hourly 85th percentile speeds remaining fairly consistent between 0800-2000 hours this indicates that there is

reserve capacity on the northern section of the B177 as congestion has not substantially reduced vehicle speeds during the busiest periods of the network.

2.8.3.2.3. B177 Barley Lane (South)

- Between 0700-1900 hours the average 85th percentile speed was 30.65mph, and the mean speed 24.64mph;
- The highest average hourly 85th percentile speed (38.66mph) occurred between 0500-0600 hours;
- During the AM Peak Period (0800-0900 hours) the average 85th percentile speed was 29.51mph and the mean speed was 24.25mph; and
- During the PM Peak Period (1700-1800 hours) the average 5th percentile speed was 28.05mph and the mean speed was 22.77mph

Speed data indicates that the majority of vehicles recorded in excess of the posted speed limit occurred between 1900-0800 hours. Average 85th percentile speeds began to fall from 0600, the AM Peak Hour saw 85th percentile speeds fall below the posted speed limit. The lowest hourly average 85th percentile speed was recorded between 1500-1600 hours before speeds started to rise from 1600 hours onwards.

As average 85th percentile speeds remained fairly high across the course of the week this suggests that congestion does not play a substantial role in reducing speeds on this section of the B177, which may indicate potential reserve capacity.

2.8.3.2.4. Aldborough Road South

- Between 0700 and 1900 the average 85th percentile speed was 27.16mph, and the mean speed 22.44mph;
- The highest average hourly 85th percentile speed (29.80mph) occurred between 0500 and 0600 hours;
- During the AM Peak Period (0800-0900) the average 85th percentile speed was 28.03mph and the mean speed was 23.47mph; and
- During the PM Peak Period (1700-1800) the average 85th percentile speed was 26.72mph and the mean speed was 22.30mph

Aldborough Road South does not suffer the same excess speeds as the other roads within the study area, with the average 85th percentile speed remaining below the posted speed limit over the course of the week. The peak average speed was observed between 0500 and 0600 hours, whilst the two lowest average speed hours were observed to be 1700 to 1800 and 1800 to 1900 hours, indicating that the PM Peak does suffer from congestion linked speed reduction.

3. Future Year Conditions

As these two sites are being considered for Local Plan allocation for the period 2015 to 2030, a future year baseline of 2030, reflecting the end year of the impending Local Plan, has been selected to reflect future baseline conditions.

3.1. 2030 Committed Transport Schemes

3.1.1. Crossrail

The London Borough of Redbridge will be further connected to Central London and Home Counties to the west of the City as a result of Crossrail, which will have a phased introduction schedule as follows:

- Liverpool Street to Shenfield: due to open May 2017;
- Paddington to Shenfield: due to open in May 2019; and
- Full through service (out to Reading at its westernmost extent): due to open in December 2019.

Four stations within LBR will form part of the Crossrail route:

- Ilford
- Seven Kings
- Goodmayes; and
- Chadwell Heath

Crossrail will see new trains introduced to the line – at 200m in length these will be capable of carrying up to 1,500 passengers – new station facilities - all stations will also be step-free to improve accessibility - and Public Realm improvement works.

Goodmayes Station and surrounding area improvements include:

- A new public space converted from the lay-by on the west side of Goodmayes Road;
- Three new lifts to facilitate step-free access to platforms;
- A bigger and upgraded station forecourt;
- New cycle parking;
- New tree planting
- Lighting improvements; and
- A new zebra crossing across Goodmayes Road near Ashgrove Road.

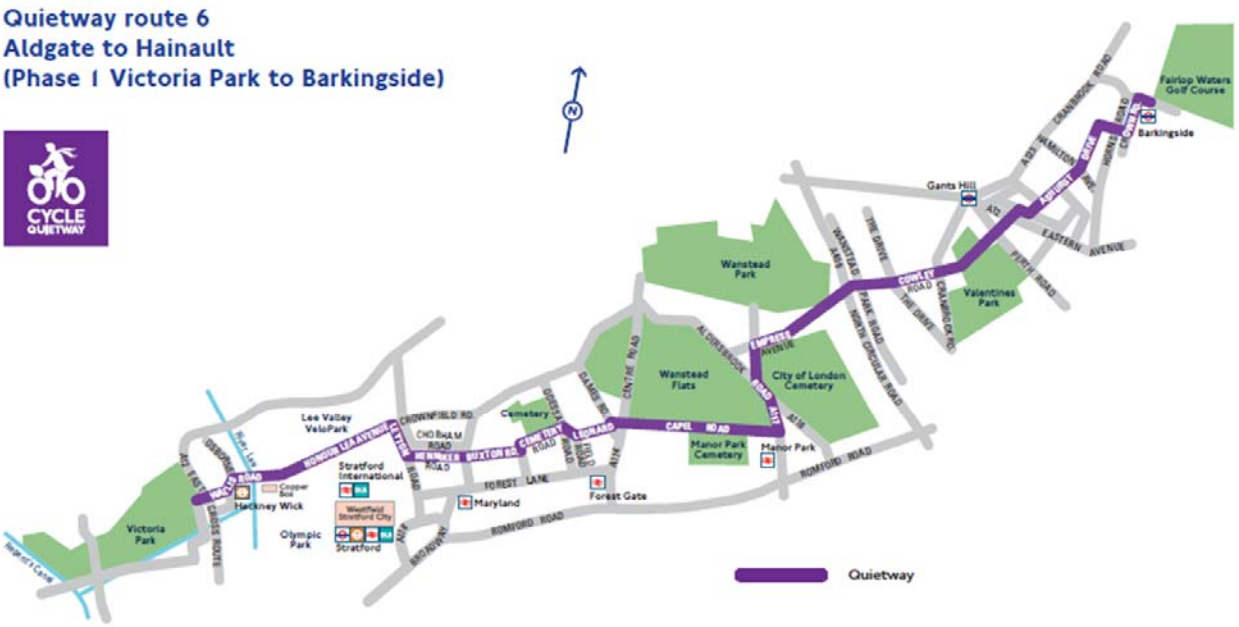
All stations on the Crossrail route will make provision for step free access to improve accessibility for all.

3.1.2. London Quietways

London Quietways, together with the Central London Grid, Cycle Superhighways and Mini Holland programmes are providing safe and direct cycle infrastructure as part of the Mayor of London's vision for cycling.

LBR will benefit from the introduction of London Quietways Route Number 6, running from Aldgate to Hainault (once completed). Phase 1 of this route will run from Victoria Park to Barkingside; this phase of Route 6 is depicted in Figure 3-1, and is displayed in the context of the other six routes in Figure 3-2.

Figure 3-1 London Quietway Route 6: Phase 1

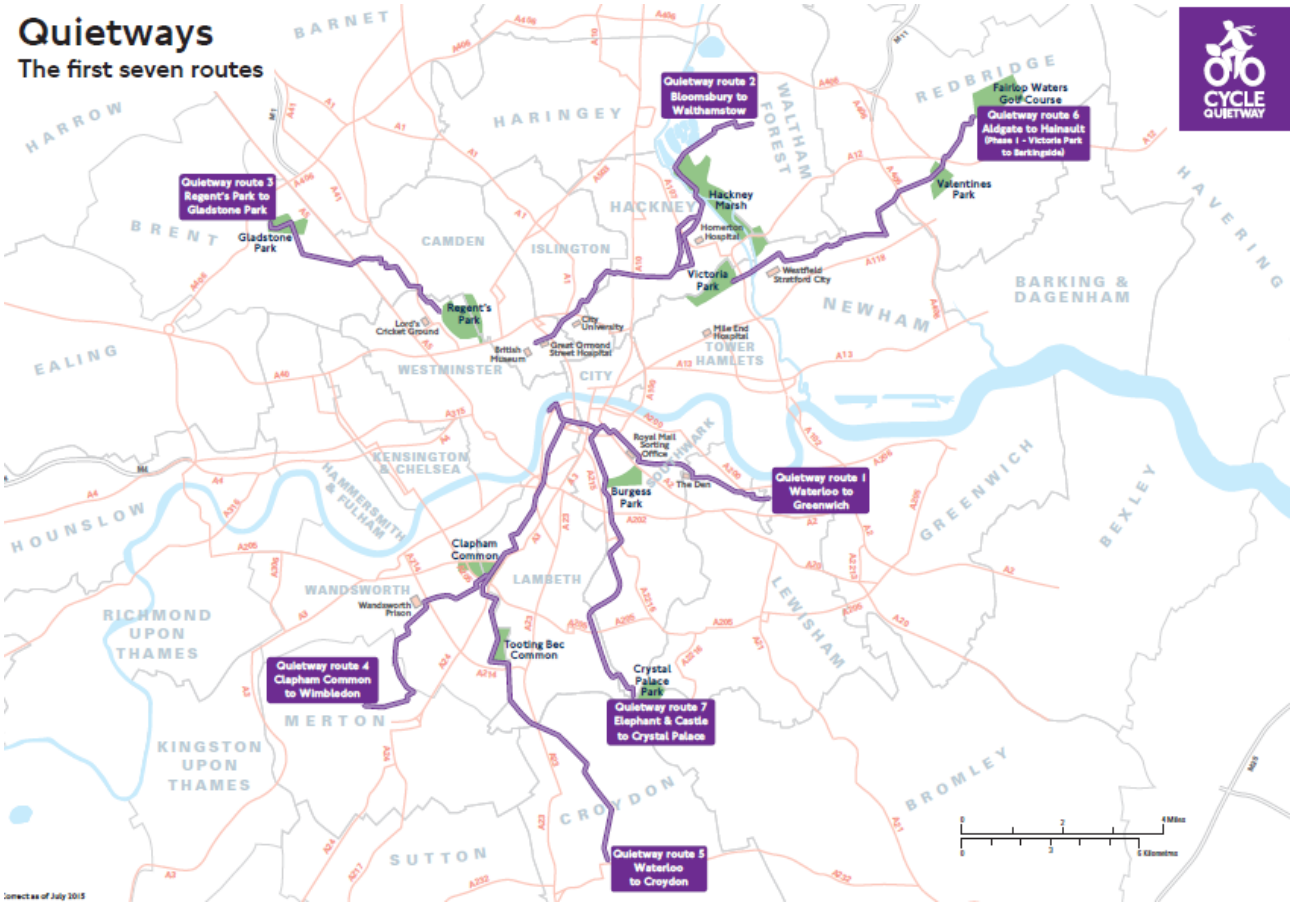


MAYOR OF LONDON

TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

TfL, working in collaboration with London Boroughs and partners such as Sustrans, are delivering seven Quietway routes by mid-2016. These routes will overcome barriers to cycling, targeting less confident cyclists who want to use low-traffic routes, while also providing for existing cyclists who want to travel at a gentler pace. To develop the new continuous cycle routes new wayfinding, surface and junction improvements will be introduced and barriers, such as chicanes, will be removed.

Figure 3-2 London Quietways: The First Seven Routes



3.1.3. Changes in Public Transport Accessibility

In order to contextualise the potential options for the Opportunity Sites, and the impact of development of the site alongside extant consented development in the vicinity, PTAL reports for future years have been run to ascertain future public transport accessibility levels with committed transport schemes.

As a proxy for 2030 Plan Year, the 2031 Forecast Year includes committed and funded National Rail, London Overground, Tube and Bus service improvements (bus services based on Base Year plus a 3% service frequency uplift), and Crossrail 1. Crossrail 2 is not included in the 2031 forecast year as it is not yet fully funded.

Figure 3-3 illustrates the forecasted PTAL values for the site and its immediate vicinity for the year 2031 at Site One, and Figure 3-4 at Site Two. It is noted that whilst these Opportunity Sites are located within the Crossrail growth corridor, here is no change in PTAL levels forecast for either site as a result.

It is however important to note that WebCAT cannot take into account potential revisions to pedestrian accesses, paths, or bus penetration for sites that have not been allocated or consented for development. The Future Year PTAL values are therefore likely to improve as a result of these site alterations.

Figure 3-3 Site One - Oakfields: Future Forecasted PTAL 2031

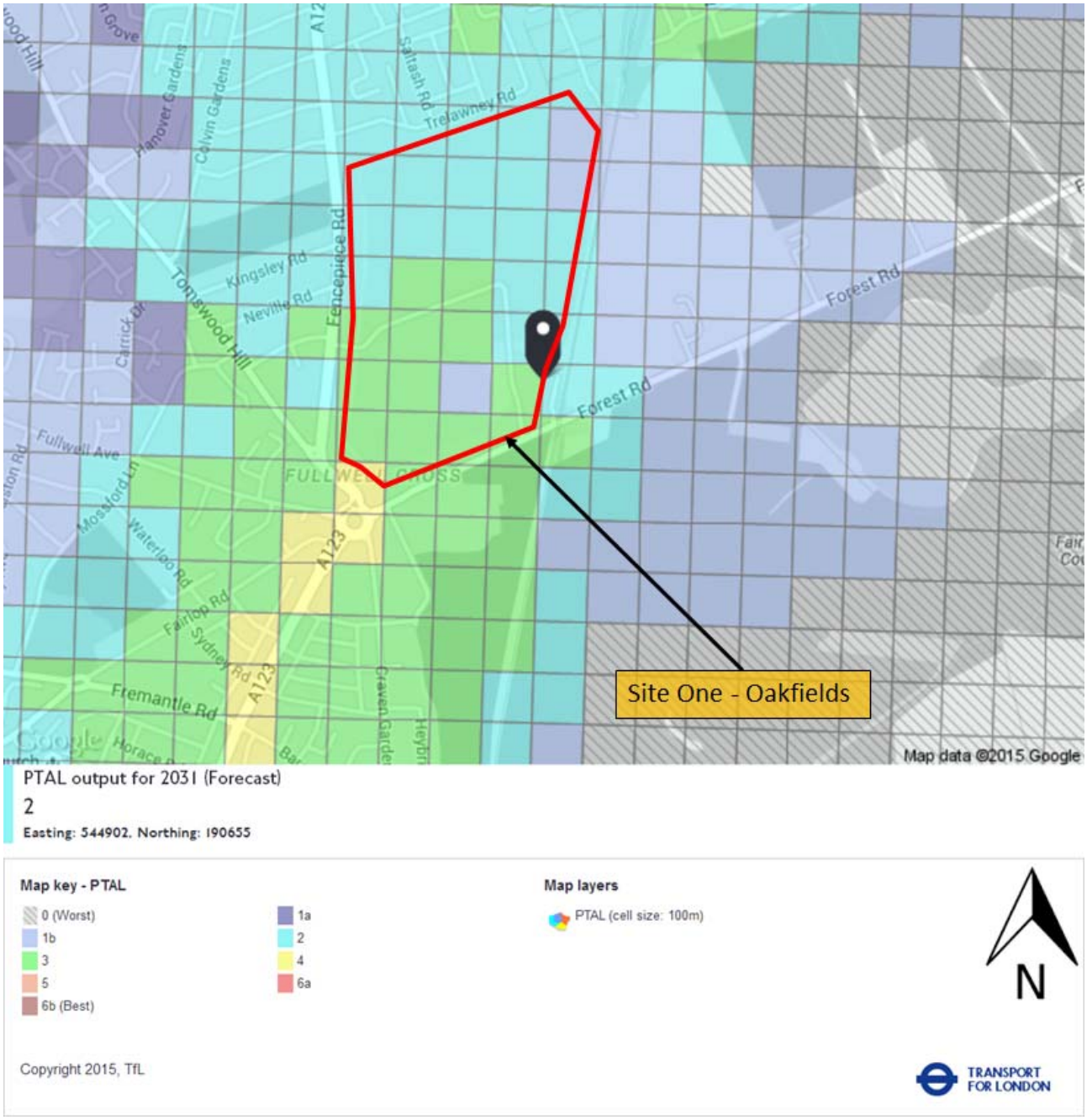
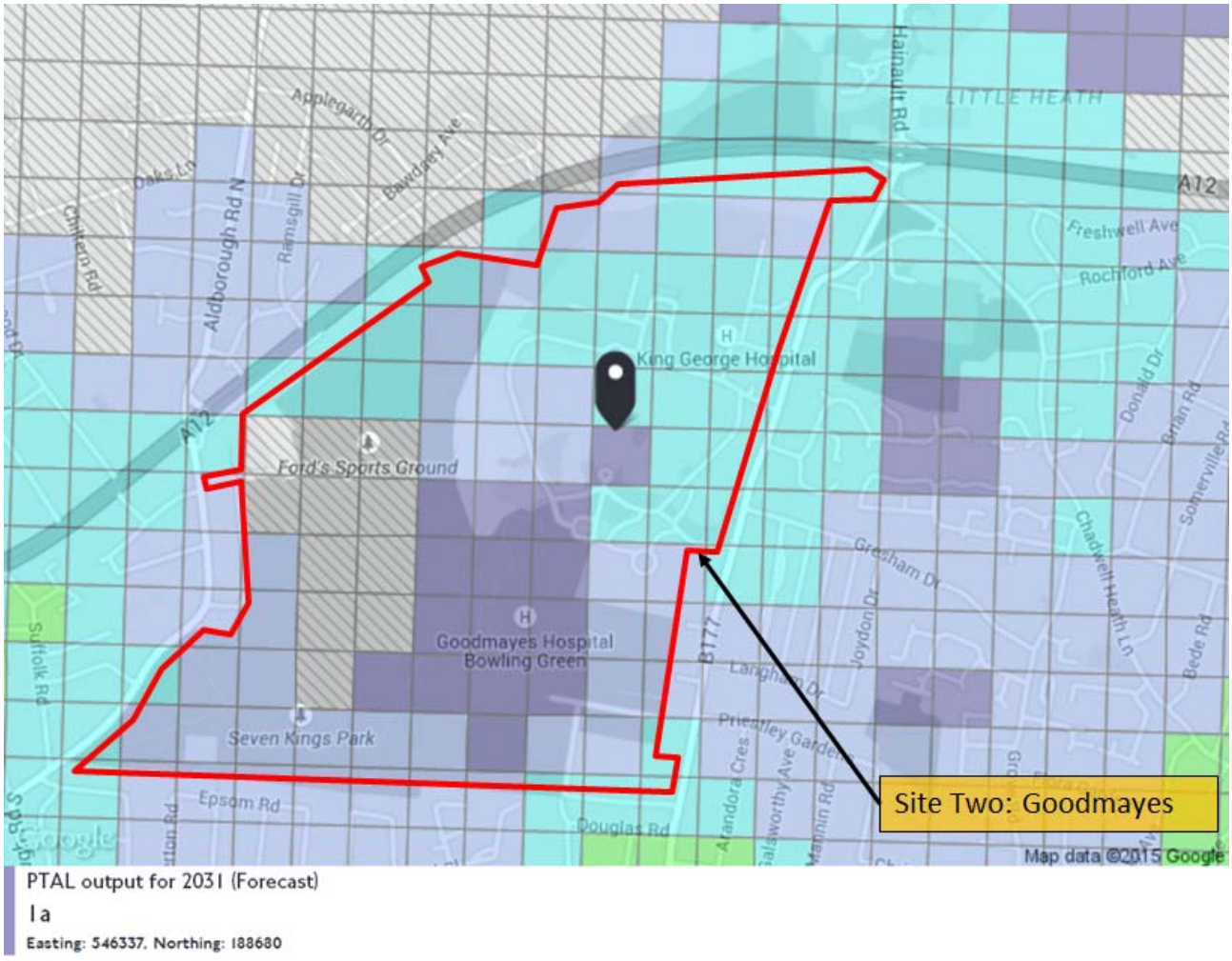


Figure 3-4 Site Two - Goodmayes: Future Forecasted PTAL 2031



PTAL output for 2031 (Forecast)
1a
Easting: 546337, Northing: 188680

3.2. 2030 Baseline Highway Network Capacity Assessment

3.2.1. TEMPRO Growth

As these two sites are being considered for Local Plan allocation for the period 2015 to 2030, traffic flow data secured from the ATC surveys has been factored using TEMPRO growth figures to provide predicted traffic flows for 2030 – the end year of the impending Local Plan.

Since 2008, it has generally been considered that traffic growth in London remains fairly stagnant, reflecting both economic health and in the context of investment in public transport. However, reflecting a plan year to 2030, and significant levels of growth in the area expected not least from the Crossrail Growth Corridor, and to be robust TEMPRO growth factors have been applied to the 2015 existing traffic count data.

Table 3-1 presents the growth figures secured from TEMPRO for LBR for the period 2015 – 2030. It illustrates that traffic volumes are predicted to increase by 22.9% in the AM Peak and 22.7% in the PM Peak within Redbridge between 2015 and 2030.

Table 3-1 TEMPRO Growth Factors

Peak	2015 - 2030
AM Peak	1.229
PM Peak	1.227

A bespoke set of assessment criteria have been developed in order to consider the effect of the development yield scenarios for each site on the key links within the local highway network. This considers 2030 baseline - reflecting the Local Plan horizon derived from TEMPRO growth (NTM adjusted), with and without development, as a cumulative impact assessment. At this stage, no discounting has been made to reflect potential account for these sites within the TEMPRO database, which is considered robust.

3.2.2. Committed Developments

The committed developments within the vicinity of the Oakfields and Goodmayes sites which are considered as part of this report and included in the 2030 Baseline assessment are summarised below.

The committed developments have been accounted for within the analysis of this TA commensurate to their spatial scope.

3.2.2.1. Hainault Reservoir Site

The former Hainault Reservoir site is located on New North Road near to the Romford Road junction; Romford Road is to the east of the site and is a main arterial route. The site is surrounded by Hannards Way to the west and Yellowpine Way to the east, is approximately 1.66 hectares in size, enclosed on three sides with housing, and is currently vacant.

Fairview New Homes Ltd propose to provide 99 new dwellings with associated car and cycle parking and open amenity space on the site. The 99 dwellings, totalling approximately 8,662 sqm (6562.5 sqm houses, 2099.5 sqm flats) are apportioned as follows:

- 10 No one bedroom two person wheelchair accessible flats;
- One No one bedroom two person flats;
- 20 No two bedroom three person flats;
- Three No two bedroom four person flats;
- 15 No two bedroom four person houses;
- 34 No three bedroom five person houses; and
- 16 No four bedroom seven person houses.

Vehicular access to the site is proposed from New North Road, this will operate as the sole entrance to the site for both vehicles and pedestrians.

3.2.2.2. Kelvin Hughes Site

The former Kelvin Hughes site is located on New North Road near the Maypole Crescent junction. The site is surrounded by Maypole Crescent to the west, Laing Close to the east and Limes Avenue to the north, is approximately 2.53 hectares in size, enclosed on three sides with housing, and is currently vacant.

The proposal by Taylor Wimpey comprises a residential-led, mixed-use regeneration development including 1071 sqm of flexible employment space, and 183 homes (89 houses and 94 flats), of which 10% are affordable. The 183 homes are apportioned as follows:

- 49 No one bedroom two person flats, of which nine are wheelchair accessible and five are affordable;
- 14 No two bedroom three person flats, of which three are wheelchair accessible and five are affordable;
- 31 No two bedroom four person flats, of which two are wheelchair accessible and four are affordable;
- Three No two bedroom three person houses;
- 20 No two bedroom four person houses, of which four are wheelchair accessible and three are affordable;
- 12 No three bedroom four person houses;
- Six No three bedroom five person houses; and
- 48 No four bedroom six person houses, of which two are affordable.

Principal vehicular and pedestrian access to the development will be via New North Road; the scheme also proposes a new pedestrian and cycle link between New North Road and Limes Avenue to the north.

The development will provide a total of 141 car parking spaces, of which 131 are for residential users, and 10 are for commercial users, and 272 cycle parking spaces, of which 178 are for the uses of residents of the houses, and 94 are for residents of the flats.

3.2.3. 2030 Future Year Volumes

Table 3-2 presents the forecasted traffic flow figures for Site One once the TEMPRO growth figures from Table 3-1 have been applied to the ATC survey data.

It is important to note that New North Road has had the cumulative trip generation figures for the Hainault Reservoir and Kelvin Hughes committed developments added on top of the TEMPRO growth factor to ensure robustness, hence the higher PCU and percentage increases. New North Road is therefore predicted to see the highest increase - 375 in the AM Peak Period.

Without these additional trips from committed developments on New North Road the largest increase in PCUs is predicted to be 382 – on the A123 north of Fulwell Cross.

Table 3-2 2015 Site One Base vs. 2030 Site One Base Traffic Flow Analysis

Period	Location	2015 Base Traffic Flow	2030 Base Traffic Flow	Increase	
				PCU	%
AM Peak Hour 08:00-09:00	New North Road	936	1311	375	40.1%
	Forest Road	1329	1633	304	22.9%
	A123 (South)	1146	1408	262	22.9%
	A123 (North)	1334	1640	306	22.9%
PM Peak Hour 17:00-18:00	New North Road	854	1209	355	41.6%
	Forest Road	1681	2063	382	22.7%
	A123 (South)	1123	1378	255	22.7%
	A123 (North)	1323	1624	301	22.7%

**Figures may not add up due to rounding of numbers*

Table 3-3 presents the forecasted traffic flow figures for Site Two once the TEMPRO growth figures from Table 3-1 have been applied to the ATC survey data. This indicates that the A118 High Road is predicted to see the largest increases in PCUs between 2015 and 2030 – 300 additional PCUs during the AM Peak and 267 additional PCUs during the PM Peak Period.

Table 3-3 2015 Site Two Base vs. 2030 Site Two Base Traffic Flow Analysis

Period	Location	2015 Base Traffic Flow	2030 Base Traffic Flow	Increase	
				PCU	%
AM Peak Hour 08:00-09:00	A118 High Road	1308	1608	300	22.9%
	B177 (North)	1170	1438	268	22.9%
	B177 (South)	893	1098	205	22.9%
	Aldborough Road South	772	949	177	22.9%
PM Peak Hour 17:00-18:00	A118 High Road	1174	1441	267	22.7%
	B177 (North)	947	1163	216	22.7%
	B177 (South)	784	963	179	22.7%
	Aldborough Road South	697	856	159	22.7%

**Figures may not add up due to rounding of numbers*

3.2.3.1. 2030 Link Capacity Utilisation

Table 3-4 presents the 2015 link flow capacity utilisation data from Table 3-2 alongside the TEMPRO adjusted ratio of flow to capacity to enable a comparison of base link capacity utilisation without development over the duration of the Local Plan. This illustrates that, whilst the majority of roads within the immediate vicinity of Site One are predicted to continue to operate within capacity, that Forest Road is forecasted to reach a ratio of flow to capacity of 0.95 which is approaching theoretical capacity for the road, and is over practical capacity (0.85).

Table 3-4 2015 Site One Base vs. 2030 Site One Base Link Capacity Utilisation Analysis

Period	Location	Lanes / Direction	Theoretical Capacity	2015 Base Ratio of Flow to Capacity	2030 Base Ratio of Flow to Capacity	Increase	
						V/C	%
AM Peak Hour 08:00-09:00	New North Road	1	1110	0.51	0.71	0.20	39.2%
	Forest Road	1	1300	0.61	0.75	0.14	22.9%
	A123 (South)	1	1410	0.49	0.60	0.11	22.4%
	A123 (North)	1	1300	0.62	0.76	0.14	22.5%
PM Peak Hour 17:00-18:00	New North Road	1	1110	0.46	0.65	0.19	41.3%
	Forest Road	1	1300	0.78	0.95	0.17	21.8%
	A123 (South)	1	1410	0.48	0.59	0.11	22.9%
	A123 (North)	1	1300	0.61	0.75	0.14	22.9%

**Figures may not add up due to rounding of numbers*

Table 3-5 presents the 2015 link flow capacity utilisation data from Table 3-3 alongside the TEMPRO adjusted ratio of flow to capacity to enable a comparison of base link capacity utilisation without development over the duration of the Local Plan. Table 3-5 indicates that all of the roads within the immediate vicinity of Site Two are predicted to operate within capacity in the year 2030 with TEMPRO factored traffic flow increases added to the road network. It is important to note however that the A118 High Road is predicted to operate with a ratio of flow to capacity of 0.85 – which is the figure above which roads are judged to be approaching theoretical capacity.

It is important to note that link capacity assessments only assess traffic flows in the immediate vicinity of the ATC site location, and assume unobstructed clear-way, they are not therefore necessarily an assessment of the operation of the entire road, or of junctions.

Table 3-5 2015 Site Two Base vs. 2030 Site Two Base Link Capacity Utilisation Analysis

Period	Location	Lanes / Direction	Theoretical Capacity	2015 Base Ratio of Flow to Capacity	2030 Base Ratio of Flow to Capacity	Increase	
						V/C	%
AM Peak Hour 08:00-09:00	A118 High Road	1	1140	0.69	0.85	0.16	23.2%
	B177 (North)	1	1530	0.46	0.56	0.10	21.8%
	B177 (South)	1	1620	0.33	0.41	0.08	24.2%
	Aldborough Road South	1	1620	0.29	0.35	0.06	20.7%
PM Peak Hour 17:00-18:00	A118 High Road	1	1140	0.62	0.76	0.14	22.6%
	B177 (North)	1	1530	0.37	0.46	0.09	24.3%
	B177 (South)	1	1620	0.29	0.36	0.07	24.1%
	Aldborough Road South	1	1620	0.26	0.32	0.06	23.1%

**Figures may not add up due to rounding of numbers*

4. Development Scenarios

4.1. Site One – Oakfields

Three scenarios are being explored for Site One – Oakfields: Low Yield, Medium Yield, and a High Yield scenario. Details of the proposed scenarios are presented in Sections 4.1.1 and 4.1.2.

For the purpose of facilitating impact assessment the site has had a quantum of development apportioned to areas within the site boundary based upon the location and viability of existing, and potential, access points, and the geographic constraints of the site. This approach has been applied consistently to each Yield Scenario.

4.1.1. Low Yield Scenario

The Low Yield Scenario for Site One comprises approximately 600 new homes with an overall mix of 57% flats and 43% houses.

- Potential Access Point A – housing – accessed via Fencepiece Road;
- Potential Access Point B – housing – accessed via Hazelbrouck Gardens;
- Potential Access Point C – housing – accessed via Fencepiece Road; and
- Potential Access Point D – housing plus a new 4FE Primary School – accessed via Forest Road.

4.1.2. Medium Yield Scenario

The Medium Yield Scenario for Site One comprises approximately 900 new homes with an approximate overall mix of 85% flats and 15% houses.

- Potential Access Point A – housing – accessed via Fencepiece Road;
- Potential Access Point B – housing – accessed via Hazelbrouck Gardens;
- Potential Access Point C– housing –accessed via Fencepiece Road; and
- Potential Access Point D – housing plus a new 4FE Primary School – accessed via Forest Road.

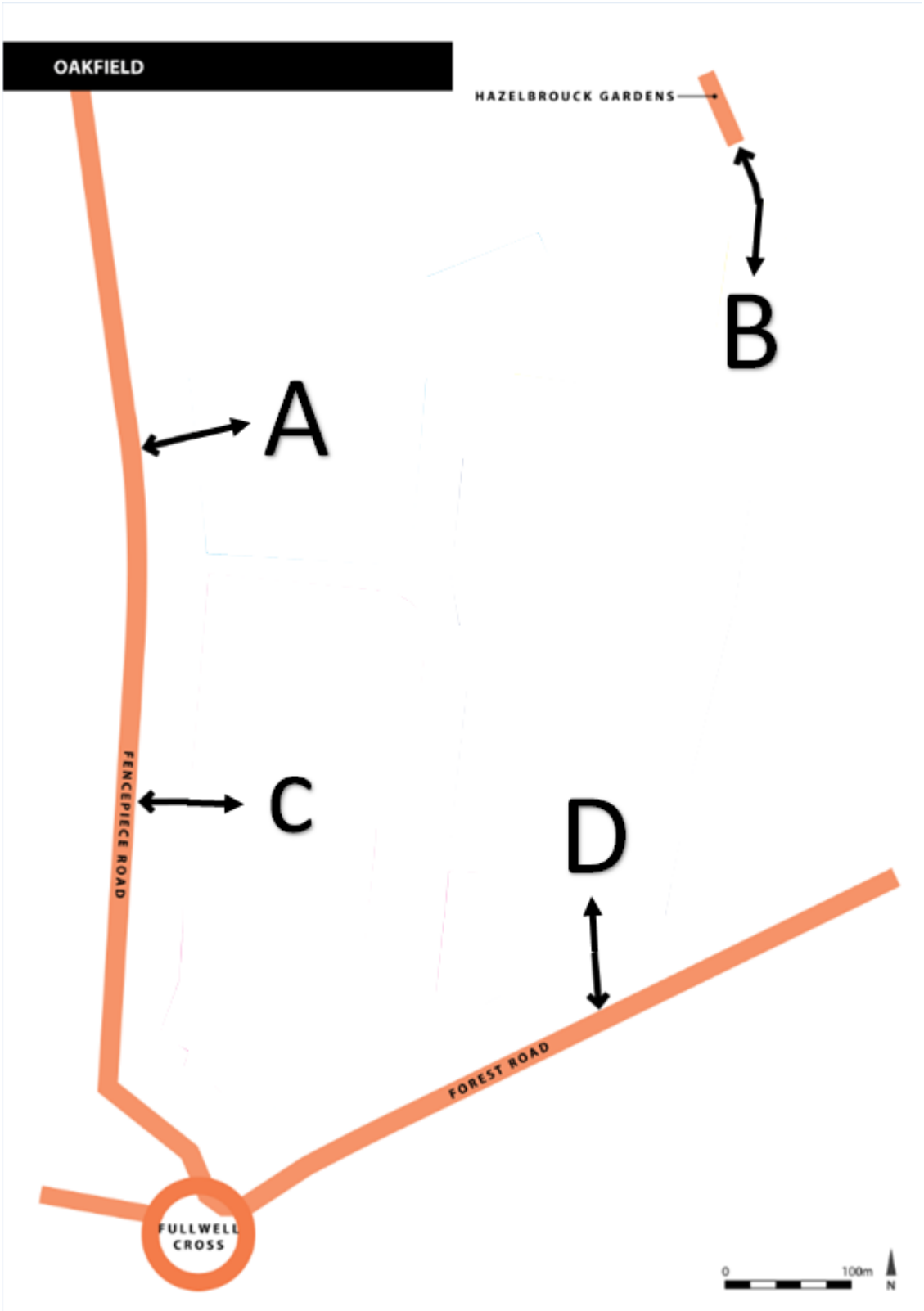
4.1.3. High Yield Scenario

The High Yield Scenario for Site One comprises approximately 1,200 new homes with an approximate overall mix of 85% flats and 15% houses.

- Potential Access Point A – housing – accessed via Fencepiece Road;
- Potential Access Point B – housing – accessed via Hazelbrouck Gardens;
- Potential Access Point C – housing – accessed via Fencepiece Road; and
- Potential Access Point D – housing plus a new 4FE Primary School – accessed via Forest Road.

Figure 4-1 depicts the spatial context of Site One – Oakfields.

Figure 4-1 Site One - Oakfields



4.1.4. Site Access

Site One has two existing active points of access for all modes, located off of Forest Road immediately to the west of the vehicular entrance to Fairlop Underground Station, Figure 4-5, and off of the A123 Fencepiece Road (opposite Addison Road), Figure 4-6. These currently provide access and servicing for Redbridge Sports and Leisure, the Carter Jack Pavilion and Old Parkonians Association and offer potential points of access for Site One.

4.1.4.1. Site One – Potential Access Point A

The A123 Fencepiece Road is listed within the Oakfields site assessment as making potential provision for an access to Site One (Figure 4-2).

Figure 4-2 Site One Potential Access Point A: A123 Fencepiece Road

The potential access point depicted in Figure 4-2 is approximately 10 metres wide (maximum); it is therefore possible to accommodate two footways for pedestrian access at approximately 1.5 metres width, as well as a two-way flow vehicular access road approximately six metres in width.

Fencepiece Road is relatively straight at this point, with good visibility to the north and south. It is important to note that two schools are in close proximity to this potential access point – New Rush Hall School and Fairlop Primary School – both located approximately 40-50 metres to the north of this potential access point.

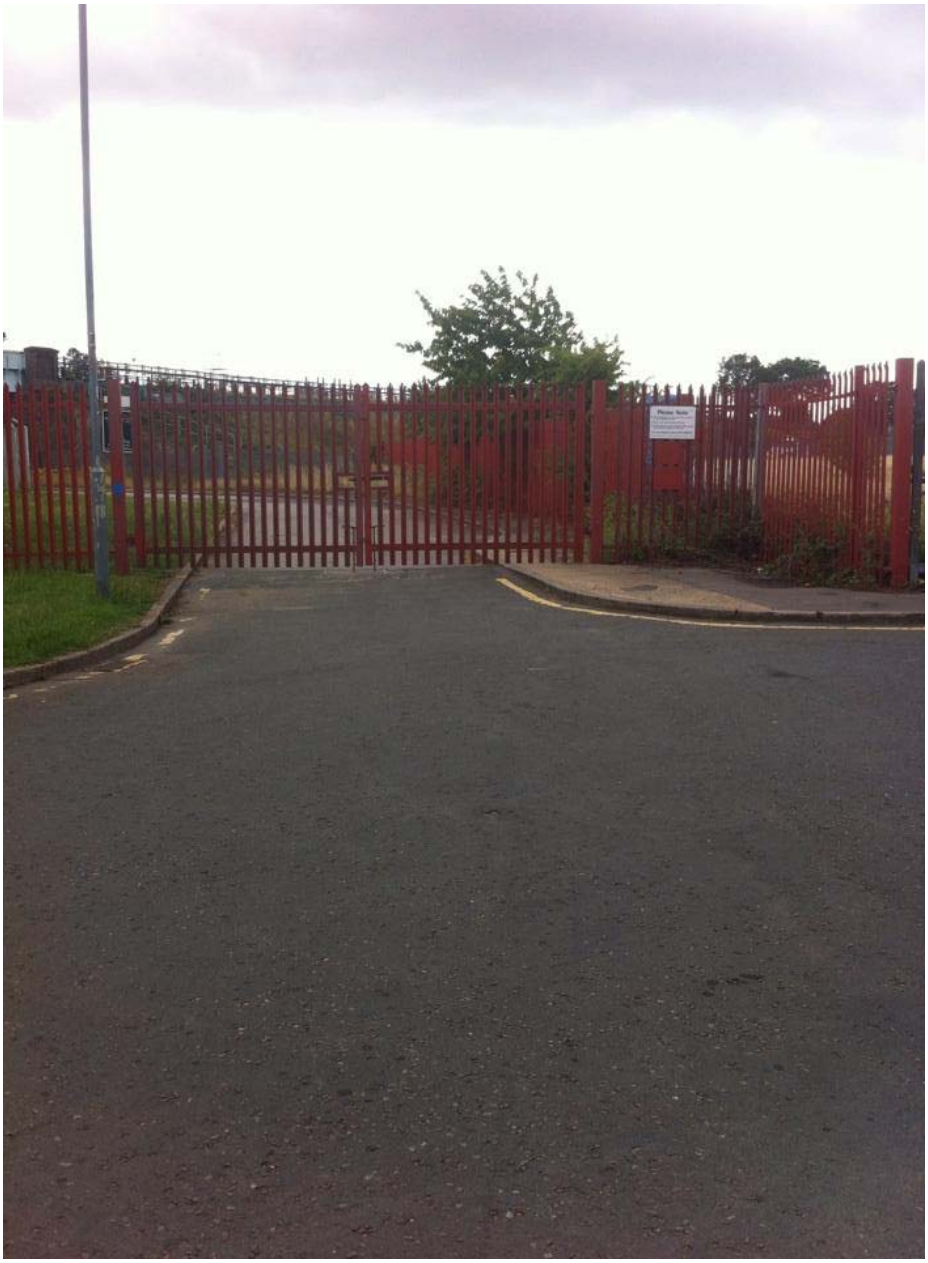
As such, and subject to additional highway works to form a suitably designed priority junction, it is considered that this would provide a viable point of multi-modal access to a limited number of residential units.

4.1.4.2. Site One – Potential Access Point B

Site One has a service road off a gated access from the southern end of Hazelbrouck Gardens, connecting to New North Road. Beyond the gated access, the service road is approximately 3.8 metres wide, as is the access road – which currently leads under the railway lines.

Accordingly, the highway infrastructure is in place to viably access Site One, however widening of the existing access point (Figure 4-3) is likely required in order to facilitate provision of footways and a two-way access road as two-way flow has limited extant scope unless land is acquired and improvement initiatives are delivered.

Figure 4-3 Site One Potential Access Point B: Hazelbrouck Gardens



It is also noted that Hazelbrouck Gardens is limited to approximately six metres width for the majority of its length and has on-street residential parking, there are inherent limitations to the quantum of development that can be accommodated without upgrading Hazelbrouck Gardens.

4.1.4.3. Site One – Potential Access Point C

An existing access located off of the A123 Fencepiece Road (Figure 4-4) varies in width between 4 and 5.6 metres and is therefore too narrow for full two-way working. Due to the entrance being situated between residential properties any proposed widening of this access point would require land acquisition.

Exploring options and further assessment for access to the northern site boundary for the site is recommended, to ensure permeability and ease of access for pedestrians to Hainault LUL Station for existing and future residents.

Figure 4-4 Site One Potential Access Point C: A123 Fencepiece Road

4.1.4.4. Site One – Potential Access Point D

The extant access road off of Forest Road (Figure 4-5) is wider than the existing access on the A123, the Forest Road access is approximately five metres in width, and is thus able to operate two-way working along its length to provide simultaneous vehicular ingress and egress.

There is minimal current scope for pedestrian access if two-way vehicular working is enacted as the access is approximately five metres in width: with approximately 2.4 metres per lane required the extant access point is likely too narrow to provide suitable pedestrian access.

Improvement initiatives are likely to be required, these improvements may require land acquisition, in order to provide a safe and adequate level of access to the site at this location.

Figure 4-5 Site One Potential Access Point D: Forest Road

4.1.5. Site Access Summary: Opportunity Site One - Oakfields

Potential Access Point A – the potential access off of the A123 Fencepiece Road is approximately 10 metres wide (maximum) – it is therefore possible to accommodate two footways for pedestrian access at approximately 1.5 metres width each as well as a two-way flow vehicular access road approximately six metres in width.

The A123 Fencepiece Road at this point is relatively straight, with good visibility to the north and south. Subject to additional highway works to form a suitable designated priority junction it is considered that this potential access could prove viable for multi-modal access to a limited number of residential units.

Potential Access Point B – the potential access point off of Hazelbrouck Gardens is currently restricted by the width of the access gate – at approximately 3.8 metres in width it is currently of insufficient width to provide both two-way vehicular access and pedestrian access. However, subject to reaching agreement with landowners, infrastructure is in place to viably access Site One at this location – by both vehicular and pedestrian modes.

Potential Access Point C – an existing access road located off of the A123 Fencepiece Road varies in width between four and five and a half metres – it is therefore too narrow in its extant state to facilitate both two-way vehicular access and provision for pedestrians. Due to the existing access entrance being situated between residential properties any potential widening of this access point would require land acquisition. Exploring options and further assessment for access to the northern site boundary from this area of the site is recommended, to ensure permeability and ease of access for pedestrians to Hainault LUL Station.

Potential Access Point D – an existing access road off of Forest Road is approximately five metres in width with extant provision for pedestrian access on the western side of the road. The road is of sufficient width to enable two-way vehicular working along its length. There is however currently minimal scope for pedestrian access if two-way vehicular working is enacted as the access is approximately five metres in width – therefore with approximately 2.4 metres per lane required for vehicular access the extant access point is likely to narrow to provide suitable pedestrian access. Further design work and potential land acquisition would be required to facilitate suitable pedestrian access at this location.

For pedestrian access it should be noted that firstly, due to the proximity of the site to the District Centre that a pedestrian desire line from the south west quarter of the site would likely arise as pedestrians seek the shortest route to access local facilities – exploring further options to deliver a pedestrian desire line access point is therefore recommended: delivery of this route may require CPO to facilitate. Secondly, it is important to ensure that pedestrian routes exist within the site boundaries to ensure permeability for pedestrians and accessibility of local services.

4.1.6. Pedestrian Desire Line

It should be noted that, due to the proximity of Site One to the District Centre, that a pedestrian desire line from the site (likely from the south west quarter) will arise as pedestrians seek the shortest route from residential and educational land uses towards local facilities.

Exploring options to deliver a desire line access point for pedestrians from the south west of the site is therefore recommended. Delivery of this route may require CPO to facilitate.

4.1.7. Pedestrian Permeability

Ensuring that pedestrian routes exist within the site boundaries, at a minimum across north-south and east-west axis' will ensure permeability for pedestrians and increase the accessibility of local services.

4.2. Site Two – Goodmayes

Three scenarios are being explored for Site Two –Goodmayes: a Low Yield, a Medium Yield, and a High Yield scenario. Details of the proposed scenarios are presented below.

For the purpose of facilitating impact assessment the site has had a quantum of development apportioned to areas within the site boundary based upon the location and viability of existing, and potential, access points, and the geographic constraints of the site. This approach has been applied consistently to each Yield Scenario.

4.2.1. Site Two – Goodmayes: Low Yield Scenario

The Low Yield Scenario for Site Two comprises approximately 900 new homes with an overall mix of 41% flats and 59% houses.

- Potential Access Point A - housing plus a new 4FE Primary School and a new 10FE Secondary School - accessed via Aldborough Road South;
- Potential Access Point B – housing – accessed via the A12 Eastern Avenue and the B177 Barley Lane;
- Potential Access Point C – housing – accessed via the B177 Barley Lane; and
- Potential Access Point D – housing – accessed via the B177 Barley Lane.

4.2.2. Site Two – Goodmayes: Medium Yield Scenario

The Medium Yield Scenario for Site Two comprises approximately 1,100 new homes with an overall mix of 49% flats and 51% houses.

- Potential Access Point A - housing plus a new 4FE Primary School and a new 10FE Secondary School - accessed via Aldborough Road South;
- Potential Access Point B – housing – accessed via the A12 Eastern Avenue and the B177 Barley Lane;
- Potential Access Point C – housing – accessed via the B177 Barley Lane; and
- Potential Access Point D – housing – accessed via the B177 Barley Lane.

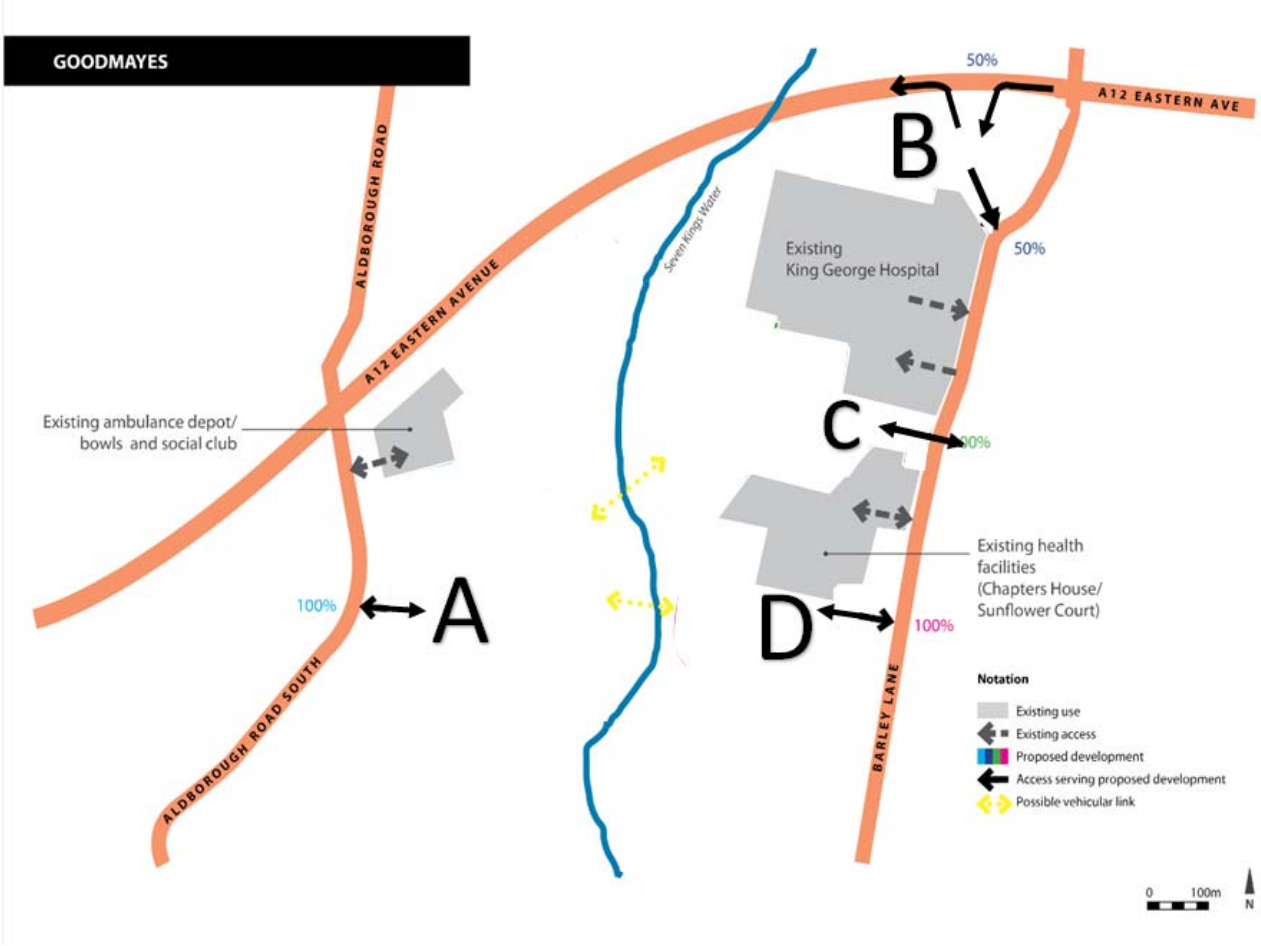
4.2.3. Site Two – Goodmayes: High Yield Scenario

The High Yield Scenario for Site Two comprises approximately 2,000 new homes with an overall mix of 77% flats and 23% houses.

- Potential Access Point A - housing plus a new 4FE Primary School and a new 10FE Secondary School - accessed via Aldborough Road South;
- Potential Access Point B – housing – accessed via the A12 Eastern Avenue and the B177 Barley Lane;
- Potential Access Point C – housing – accessed via the B177 Barley Lane; and
- Potential Access Point D – housing plus a new 4FE Primary School – accessed via the B177 Barley Lane.

Figure 4-6 depicts the spatial context of Site Two – Goodmayes.

Figure 4-6 Site Two - Goodmayes



4.2.4. Site Access

Site Two has one existing access point available (Figure 4-7) located off of Aldborough Road South, which currently provides access to the Ford Sports and Social Club. As detailed in the Goodmayes Hospital site assessment, this sole extant access point is located to the west of Seven Kings Water. As the site would require development to both the west and the east of Seven Kings Water three further new access points would be required.

4.2.4.1. Site Two – Potential Access Point A

The extant access road located off of Aldborough Road South is approximately three and a half metres wide, and is therefore too narrow to offer full two-way access for this part of Site Two as indicated in the Goodmayes Hospital site assessment. This access point currently makes no provision for formal segregated footways for pedestrians, they currently have to walk in the carriageway or on the grass verge.

Figure 4-7 Site Two Potential Access Point A: Extant Access Road off of Aldborough Road South

This access road is however bordered by grass verge which could be tarmacked to provide the additional requisite road width to facilitate two-way ingress and egress to the site, alongside provision of a formal segregated pedestrian footway.

Due to the level of development at the site and the proximity of the potential access to the junction with the A12 it may prove difficult for vehicles turning right on exit from the site – if so, alternative access (es) further away from the junction would need to be explored – this is likely to require some land acquisition.

4.2.4.2. Site Two – Potential Access Point B

The Goodmayes Hospital site assessment presents three access points for the north-eastern most section of Site Two, including a left-in only access point and a left-out egress point on the A12 Eastern Avenue - a TLRN Red Route for which TfL is the Highway Authority - that could present a significant obstacle to the formation of a new access.

As illustrated in Figure 4-8 the approximate egress point depicted in the Goodmayes Hospital site assessment for left-turns onto the A12 Eastern Avenue is located approximately to the west of the pedestrian overpass;

this structure reduces sight-lines and visibility looking east, which if implemented as a proposed exit could present road safety issues.

The proposed vehicular access-only point off of the A12 is located approximately to the east of the pedestrian overpass, between the overpass and the junction with the B177. This may pose constraints regarding access as there is minimal space available for an access slip, this issue may be compounded as vehicles will likely either be travelling at speed or accelerating away from the signalised junction.

Reflecting the proximity to the junction with the B177 and the pedestrian overpass, discussions will be required with TfL as the Highway Authority in order to understand if suitable access can be provided along this section of the A12.

Figure 4-8 Site Two: A12 Eastern Avenue Proposed Left Only Egress Point – Looking East

There is an existing pedestrian access point for this section of Site Two located off of the A12 Eastern Avenue (depicted in Figure 4-9). This access is situated approximately 180 metres to the west of the junction with the B177 Barley Lane.

Figure 4-9 Site Two: Existing Pedestrian Access Point

This pedestrian access point does however possess problems regarding segregation as there are few crossing points for pedestrians on the A12, located 115 metres east of the access gate is the pedestrian footbridge. 1.5km to the west there is a signalised crossing at the junction of the A12 with Aldborough Road South.

A second point of access is proposed for this section of Site Two, located off of the B177 Barley Lane. This would likely require CPO of property / properties abutting the proposed access point on the west side of Barley Lane, this access point also presents poor sight lines and visibility.

4.2.4.3. Site Two – Potential Access Point C

This potential access point within the Goodmayes Hospital site assessment is located on the B177 Barley Lane, a suitable junction for two-way vehicular flow, plus pedestrian and cycle access would need to be identified and provided. Subject to highway works to form a suitably designed priority junction, and provided segregated pedestrian footways are provided, it is considered that this approximate location could provide a viable point of multi-modal access to a limited number of residential units.

4.2.4.4. Site Two – Potential Access Point D

Medici Close (Figure 4-10), located off of the B177 Barley Lane, is at the approximate location indicated in the Goodmayes Hospital site assessment as potential access point D for Site Two. It is of a suitable width (approximately six metres) to facilitate two-way flow for vehicular ingress and egress. The site makes existing provision for pedestrian access.

Subject to discussion and agreement with all parties this location could provide a viable access point.

Figure 4-10 Site Two: Potential Access Point D via Medici Close

4.2.5. Site Access Summary: Opportunity Site Two - Goodmayes

Potential Access Point A – an existing access road located off of Aldborough Road South is approximately three and a half metres wide and is therefore too narrow to offer full two-way vehicular ingress and egress for Site Two at this location. This access point currently makes no provision for formal segregated footways for pedestrian access – they currently have to walk either in the carriageway or on the grass verges.

The access road is bordered both sides by grass verge which could be tarmacked to provide the additional requisite width to facilitate two-way vehicular access alongside provision of a formal segregated pedestrian footway, should agreement with landowner(s) be possible.

Due to the level of development at the site and the proximity of the potential access point to the junction with the A12 it may prove difficult for vehicles turning right on exit from the site – if so, alternative access(es) further away from the junction would need to be explored to mitigate.

Potential Access Point B – there are no extant access points for Site Two at this location. The Goodmayes Hospital site assessment presents three access points for this are of the site – a left-in only and left-out only on the A12 and a two-way access off of the B177. The proposed vehicular access-only point for Site Two off of the A12 is located approximately to the east of the pedestrian overpass, between the overpass and the junction with the B177. This may pose constraints regarding access as there is minimal space available for an access slip, this issue may be compounded as vehicles will likely either be travelling at speed or accelerating away from the signalised junction.

The left-in access is unlikely to prove viable due to the proximity to the junction with the B177; the left-out egress may prove viable but would need to be located at the most westerly point possible to increase distance from the junction and the pedestrian bridge which can obscure visibility for drivers exiting the site.

The second proposed point of access for Site Two off of the B177 Barley Lane would likely require CPO of property / properties abutting the proposed access point on the west side of Barley Lane. This access point also presents poor sight lines and visibility.

With regards to accesses, those proposed for Site Two off of the A12 and the northern section of the northernmost section of the B177 are potentially problematic from a road safety standpoint.

Potential Access Point C – there is no existing access point for Site Two between King George Hospital and Chapters House. The access proposed located off of the B177 has viable visibility and sight-lines. It would require CPO of land to facilitate. Subject to sufficient highway works to form a suitably designed priority junction, and provided segregated pedestrian footways are provided, it is considered that this site could provide a viable point of multi-modal access to a limited number of residential units.

Proposed Access Point D – the proposed access for Site Two south of Chapters House currently provides access to residential properties located on Medici Close. Providing an access at this location would require land acquisition. The extant access road is approximately six metres in width – sufficient to provide two-way vehicular access. There is also existing provision for pedestrian access at this location. Subject to discussion and agreement with all parties this location could provide a viable access point for all modes.

As the plans for each site evolve, it is worth identifying the importance of connectivity across and within the site to ensure permeability for all modes, assist opportunities for penetration by public transport and to provide secondary points of vehicular access, particularly where development plots exceed 200 units.

Specifically with regard to Site Two – Goodmayes - given the size of the site, it is especially important to ensure connectivity and permeability. Ensuring that the sections of the site are interconnected within the site boundaries would encourage bus penetration within, and through, the site, which would have additional benefits regarding PTAL and a potential associated reduction in private vehicle reliance.

4.2.6. Pedestrian Permeability

Ensuring that pedestrian routes exist within the site boundaries, at a minimum across north-south and east-west axis' will ensure permeability for pedestrians and increase the accessibility of local services.

4.3. Access Overview

As the design and quantum of development at each site evolves, further study will be required to examine the optimum location of access points to each of the two sites. It is likely that improvements to current access points to each site, as well as land acquisition, will be required in order to facilitate the necessary number of safe vehicular, pedestrian, and cycle access points into each of the two sites.

5. Trip Generation Assessment

5.1. Trip Rates

The TRICS 2015(b) v 7.2.1 database has been interrogated in order to identify trip rates for both the residential and educational elements of the proposed developments for both sites. TRICS is the UK and Ireland's national system of trip generation analysis containing in excess of 2,600 sites across over 100 types of land use and development. The programme includes a database of sites classified by size and land use that have been surveyed for trip generation information.

Sites with similar characteristics to the proposed developments can be selected from the database and used to predict the number of trips that will be generated. The full details of TRICS site selections and outputs for the residential and educational land uses are presented in Appendix C. This method is endorsed by the DfT.

Regarding parking provision for those sites selected within the TRICS database, TRICS does not provide data on what parking restrictions, if any, have been applied at the individual sites surveyed. This TA assumes that parking will be provided at both proposed development sites in line with LBR parking standards, though at this stage no view has been taken on the level of parking restraint to be applied to each respective site.

5.1.1. Residential Sites

The selection of sites for the residential elements of these two potential sites was based on land use (private housing and private flats, Land Use 03, Categories A and C respectively), location type (primarily Suburban and Edge of Town) and comparable PTAL values to the proposed development sites. It is believed that these parameters present a robust assessment for the two development sites.

5.1.2. Educational Sites

The selection of sites for the educational elements of these two potential sites was based on land use (education - Land Use 04, and Categories A – Primary and B - Secondary), location type (primarily Suburban and Edge of Town) and comparable PTAL values to the proposed development sites. It is believed that these parameters present a robust assessment for the two development sites.

5.1.3. Trip Rate by Land Use

For the purposes of this assessment it has been assumed that the AM Peak Hour and PM Peak Hour are 0800-0900 and 1700-1800 hours respectively, other than the PM Peak Hour for the school, which is assumed to be 1500-1600 hours. In order to assess a worst-case impact upon the surrounding highway network the school PM Peak in terms of trips generated by the school has been added to the network PM Peak Hour. This produces the vehicular trip rates outlined in Table 5-1 through Table 5-4.

Table 5-1 TRICS Residential (Houses) Trip Rates

Period	Arrivals	Departures	Total
AM Peak Hour	0.105	0.207	0.312
PM Peak Hour	0.256	0.173	0.429
Daily	**2.28**	**2.344**	**4.624**

Table 5-2 TRICS Residential (Flats) Trip Rates

Period	Arrivals	Departures	Total
AM Peak Hour	0.043	0.101	0.144
PM Peak Hour	0.104	0.066	0.17
Daily	**0.783**	**0.828**	**1.611**

Table 5-3 TRICS Educational (Primary School) Trip Rates

Period	Arrivals	Departures	Total
AM Peak Hour	0.144	0.089	0.233
PM Peak Hour	0.086	0.134	0.22
Daily	**0.391**	**0.391**	**0.782**

Table 5-4 TRICS Educational (Secondary School) Trip Rates

Period	Arrivals	Departures	Total
AM Peak Hour	0.132	0.076	0.208
PM Peak Hour	0.047	0.081	0.128
Daily	**0.358**	**0.366**	**0.724**

The trip rates extracted from TRICS for this TA were compared and cross-referenced with committed developments in the immediate vicinity of the two opportunity sites and are considered robust.

5.2. Mode Share

Using data from the 2011 Census, it is possible to derive a mode share for trips made by residents of Redbridge, as summarised in Table 5-5.

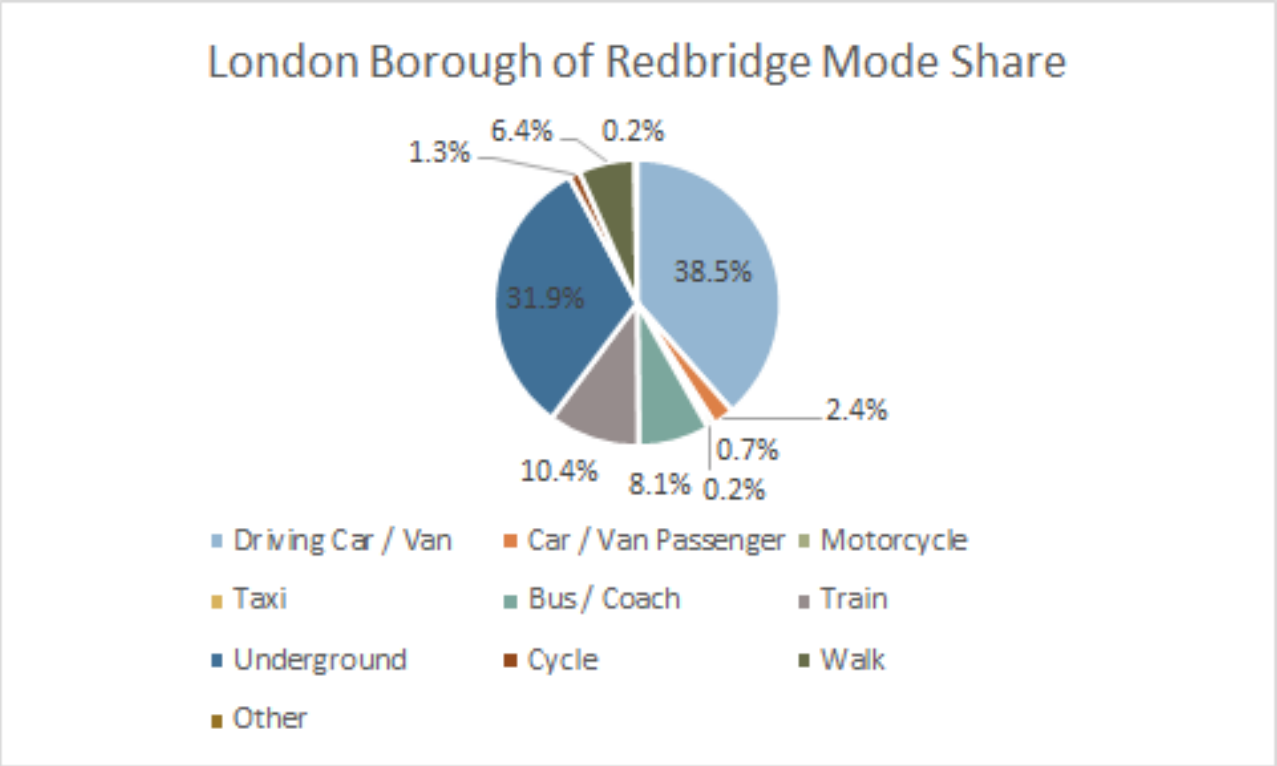
Table 5-5 2011 Census Mode Share

Mode	Percentage of Redbridge Residents
Driving a private vehicle	38.5%
Passenger in a private vehicle	2.4%
Motorcycle	0.7%
Taxi	0.2%
Bus / Coach	8.1%
Train	10.4%
Underground	31.9%
Bicycle	1.3%
Walk	6.4%
Other	0.2%

The data from the 2011 Census indicates that a total of 40.9% of daily trips are undertaken by car. In total 49.9% of trips are vehicular (including taxis, motorcycles, buses and coaches). 50% of trips are predicted to be made by sustainable modes.

Given that the proposed sites are located in areas with relatively low PTAL values – Site One varies between PTAL 2 and 3 and Site Two varies between PTAL 0 and 2 – these trip rates are considered representative and reflect the potential level of trips by both vehicular and sustainable modes that would be generated by the sizes and uses of developments proposed at these locations.

Figure 5-1 London Borough of Redbridge Mode Share



5.3. Internalisation of Trips

In order to ascertain the number of internal trips within the developments from the planned residential dwellings to the planned educational facilities Cognisant Research's *Pupil Forecasting Study,* commissioned by LBR, has been utilised. Cognisant's research study revealed that the following Pupil Product Ratio - the number of school places generated, and therefore required per new dwelling built – is applicable across LBR.

Table 5-6 LBR Pupil Product Ratio

Education Level	Pupil Product Ratio
Primary School	0.26
Secondary School	0.07

Table 5-6's PPR figure provides the factor to be applied to the number of trips generated from the TRICS database for the educational land uses within the two sites. Cognisant's research highlights that for every 100 new dwellings built within Redbridge 26 Primary School and seven Secondary School pupil places are required.

This Transport Study has therefore applied a factor of 0.74 and 0.93 to Primary School and Secondary School generated trips respectively, to remove those internal trips anticipated to occur should the two sites progress.

5.4. Vehicular Trip Generation

5.4.1. Site One – Oakfields

As outlined in Section 4, development proposals for Site One comprise three yield scenarios: Low, Medium, and High. The Low Yield comprises approximately 600 homes, spread across four sections within the site, each with its own ingress / egress point, and a 4FE Primary School with capacity for 840 pupils.

The Medium Yield comprises approximately 900 homes, again spread across four sections within the site with independent access points, and a 4FE Primary School.

The High Yield comprises approximately 1200 homes, again spread across four sections within the site with independent access points, and a 4FE Primary School.

5.4.1.1. Site One – Oakfields: Low Yield Trip Generation

As outlined in Section 4, the Low Yield scenario for Site One comprises approximately 600 houses plus a new 4FE Primary School, with capacity for 840 pupils.

Table 5-7 depicts the vehicular trips generated by Site One in the proposed Low Yield scenario, across all land uses (residential flats, residential houses and primary school). The Pupil Product Ratio has been applied to the below trips to remove anticipated internal trips from dwellings to educational facilities within the site.

Table 5-7 Site One - Oakfields: Low Yield Trip Generation

Potential Access Point	Mode	AM Peak Hour	PM Peak Hour	Daily
Potential Access A	Vehicle	35	46	485
Potential Access B	Vehicle	12	16	169
Potential Access C	Vehicle	66	86	888
Potential Access D	Vehicle	164	161	720
All Potential Accesses	**Vehicle**	**277**	**309**	**2262**

As shown in Table 5-7 a worst-case of 309 vehicular trips would be generated during the PM Peak Hour, whilst 277 vehicular trips would be generated in the AM Peak.

5.4.1.2. Site One – Oakfields: Medium Yield Trip Generation

As outlined in Section 4, the Medium Yield scenario for Site One comprises approximately 900 homes, plus a new 4FE Primary School, with capacity for 840 pupils.

Table 5-8 depicts the vehicular trips generated by Site One in the proposed Low Yield scenario, across all land uses (residential flats, residential houses and primary school). The Pupil Product Ratio outlined in Section 5.3 has been applied to the below trips to remove anticipated internal trips from dwellings to educational facilities within the site.

Table 5-8 Site One - Oakfields: Medium Yield Trip Generation

Potential Access Point	Mode	AM Peak Hour	PM Peak Hour	Daily
Potential Access A	Vehicle	35	46	485
Potential Access B	Vehicle	12	16	169
Potential Access C	Vehicle	77	93	891
Potential Access D	Vehicle	173	170	802
All Potential Accesses	**Vehicle**	**297**	**325**	**2,347**

The Pupil Product Ratio outlined in 5.3 has been applied to the below trips to remove anticipated internal trips from dwellings to educational facilities within the site.

Table 5-10 depicts a worst-case of 325 vehicular trips would be generated during the PM Peak Hour, whilst 297 vehicular trips would be generated in the AM Peak.

5.4.1.3. Site One – Oakfields: High Yield Trip Generation

As outlined in Section 4, the Medium Yield scenario for Site One comprises approximately 900 homes, plus a new 4FE Primary School, with capacity for 840 pupils.

Table 5-9 depicts the vehicular trips generated by Site One in the proposed Low Yield scenario, across all land uses (residential flats, residential houses and primary school). The Pupil Product Ratio outlined in Section 5.3 has been applied to the below trips to remove anticipated internal trips from dwellings to educational facilities within the site.

Table 5-9 Site One - Oakfields: High Yield Trip Generation

Potential Access Point	Mode	AM Peak Hour	PM Peak Hour	Daily
Potential Access A	Vehicle	47	62	650
Potential Access B	Vehicle	16	21	224
Potential Access C	Vehicle	103	124	1188
Potential Access D	Vehicle	183	181	908
All Potential Accesses	**Vehicle**	**349**	**388**	**2,970**

The Pupil Product Ratio outlined in 5.3 has been applied to the below trips to remove anticipated internal trips from dwellings to educational facilities within the site.

Table 5-9 depicts a worst-case of 388 vehicular trips would be generated during the PM Peak Hour, whilst 349 vehicular trips would be generated in the AM Peak.

Table 5-10 summarises the total trips, across both Peak Periods, and Total Daily Trips, across all potential access points for Site One.

Table 5-10 Site One - Oakfields Trip Generation: All Potential Accesses

	Site One: Low Yield	Site One: Medium Yield	Site One: High Yield
Total Daily Trips	2,262	2,347	2,970
Total AM Peak Trips	277	297	349
Total PM Peak Trips	309	325	388

5.4.2. Site Two – Goodmayes

As outlined in Section 4, development proposals for Site Two comprise three yield scenarios: Low, Medium and High.

The Low Yield comprises approximately 900 new homes, a 4FE Primary School with capacity for 840 pupils and a 10FE Secondary School with capacity for 1,500 pupils.

The Medium Yield comprises approximately 1100 new homes, a 4FE Primary School with capacity for 840 pupils and a 10FE Secondary School with capacity for 1,500 pupils.

The High Yield comprises approximately 2000 new homes, two No 4FE Primary Schools with a combined capacity for 1,680 pupils and a 10FE Secondary School with capacity for 1,500 pupils.

5.4.2.1. Site Two – Goodmayes: Low Yield Trip Generation

As outlined in Section 4, the Low Yield scenario for Site Two comprises approximately 900 homes, a 4FE Primary School with capacity for 840 pupils and a 10FE Secondary School with capacity for 1,500 pupils.

Table 5-11 depicts the vehicular trips generated by Site Two in the proposed Low Yield scenario, across all land uses (residential flats, residential houses, primary and secondary school). The Pupil Product Ratio outlined in Section 5.3 has been applied to the below trips to remove anticipated internal trips from dwellings to educational facilities within the site.

Table 5-11 Site Two - Goodmayes: Low Yield Trip Generation

Potential Access Point	Mode	AM Peak Hour	PM Peak Hour	Daily
Potential Access A	Vehicle	503	408	2,481
Potential Access B	Vehicle	66	88	923
Potential Access C	Vehicle	38	48	492
Potential Access D	Vehicle	37	49	513
All Potential Accesses	**Vehicle**	**644**	**593**	**4,409**

As shown in Table 5-11 a worst-case of 644 vehicular trips would be generated during the AM Peak Hour, whilst 593 vehicular trips would be generated in the PM Peak.

5.4.2.2. Site Two – Goodmayes: Medium Yield Trip Generation

As outlined in Section 4.2.2 the Medium Yield scenario for Site Two comprises approximately 1100 homes plus a new 4FE Primary School and a new 10FE Secondary School.

Table 5-12 depicts the vehicular trips generated by Site Two in the proposed Medium Yield scenario, across all land uses (residential flats, residential houses, primary and secondary school). The Pupil Product Ratio outlined in Section 5.3 has been applied to the below trips to remove anticipated internal trips from dwellings to educational facilities within the site.

Table 5-12 Site Two - Goodmayes: Medium Yield Trip Generation

Potential Access Point	Mode	AM Peak Hour	PM Peak Hour	Daily
Potential Access A	Vehicle	535	449	2,898
Potential Access B	Vehicle	66	88	923
Potential Access C	Vehicle	38	48	492
Potential Access D	Vehicle	37	48	494
All Potential Accesses	**Vehicle**	**677**	**633**	**4,807**

As shown in Table 5-12 a worst-case of 677 vehicular trips during the AM Peak Hour, whilst 633 vehicular trips would be generated in the PM Peak.

5.4.2.3. Site Two – Goodmayes: High Yield Trip Generation

As outlined in Section 4, the High Yield scenario for Site Two comprises approximately 2000 homes, a new 4FE Primary School and a new 10FE Secondary School.

Table 5-13 depicts the vehicular trips generated by Site Two in the proposed High Yield scenario, across all land uses (residential flats, residential houses, primary and secondary school). The Pupil Product Ratio has been applied to the below trips to remove anticipated internal trips from dwellings to educational facilities within the site.

Table 5-13 Site Two - Goodmayes: High Yield Trip Generation

Potential Access Point	Mode	AM Peak Hour	PM Peak Hour	Daily
Potential Access A	Vehicle	584	502	3,355
Potential Access B	Vehicle	67	85	851
Potential Access C	Vehicle	110	139	1,396
Potential Access D	Vehicle	175	174	864
All Potential Accesses	**Vehicle**	**936**	**899**	**6,467**

Table 5-13 depicts a worst-case of 936 vehicular trips during the AM Peak Hour, whilst 899 vehicular trips would be generated in the PM Peak.

Table 5-14 summarises the total trips, across both Peak Periods, and Total Daily Trips, across all potential access points for Site Two.

Table 5-14 Site Two - Goodmayes Trip Generation: All Potential Access Points

	Site Two: Low Yield	Site Two: Medium Yield	Site Two: High Yield
Total Daily Trips	4,656	5,054	6,885
Total AM Peak Trips	717	749	1,059
Total PM Peak Trips	654	695	1,009

5.5. Vehicular Trip Distribution and Assignment

5.5.1. Distribution Principles

In order to distribute the Trip Generation figures secured from TRICS Census Data was utilised. As 2011 Census Data at a Ward level for the Origin and Destination of workplace and residence by transport mode is currently unavailable, data from the 2001 Census at a Ward level was secured and sensitivity tested against the 2011 Borough level Origin and Destination of workplace and residence covering London Borough Redbridge.

A comparison of the core employment regions across the 2001 Census data at Ward and Borough levels, and the 2011 Census data at Borough level is presented in Table 5-15. As Site Two – Goodmayes includes land within both the Newbury and Seven Kings Wards an average of the two has been included for comparison purposes.

As shown in Table 5-15 overall the difference between Wards is not significant enough to warrant utilisation of older data from the 2001 Census, therefore more recent Origin Destination information from the 2011 Census at a Borough level has been utilised for assessment purposes within the scope of this study.

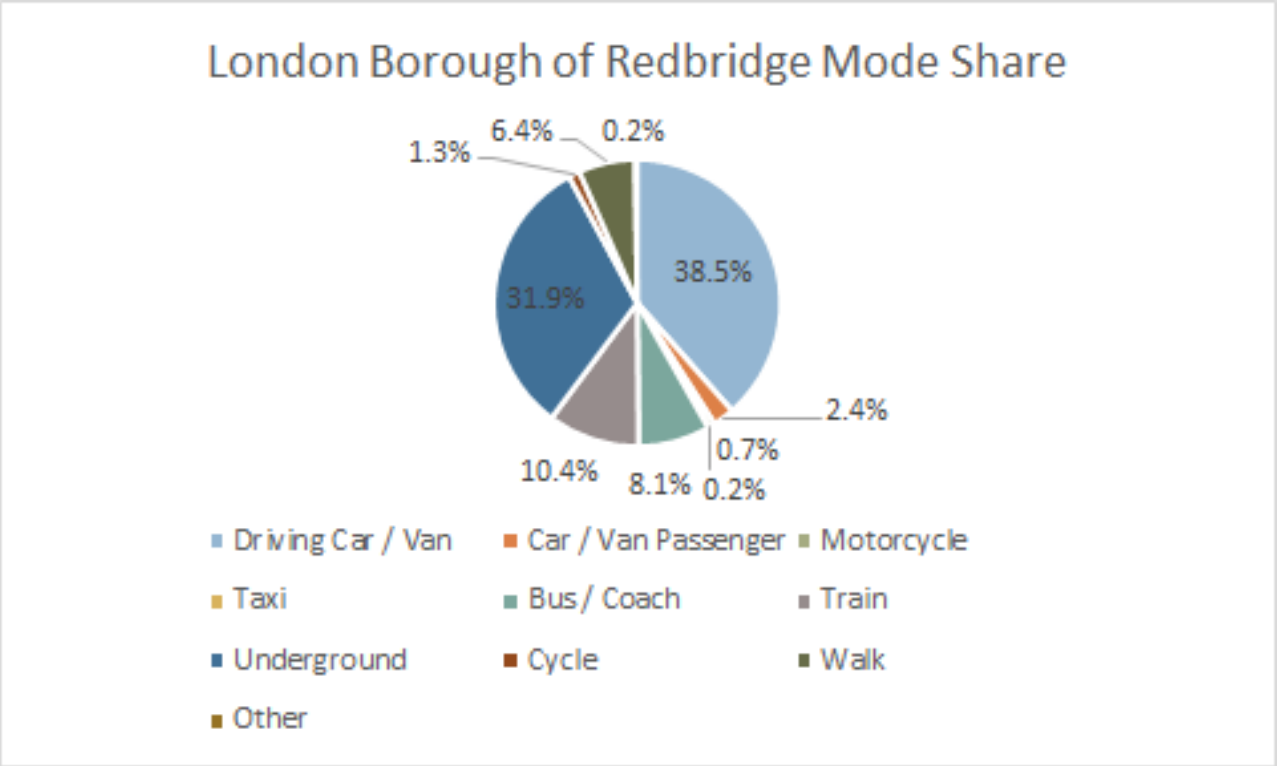
Table 5-15 Census Data Comparison

Residence Region	Employment Region	Fairlop Ward 2001 Census	Newbury Ward 2001 Census	Seven Kings Ward 2001 Census	Site Two Ward Average 2001 Census	Redbridge Borough 2001 Census	Redbridge Borough 2011 Census
Redbridge	Redbridge	20.5%	17.1%	19.9%	18.4%	16.7%	13.3%
Redbridge	London	43.4%	45.8%	46.0%	45.9%	44.0%	42.1%
Redbridge	South East	0.2%	0.5%	0.7%	0.6%	0.8%	0.9%
Redbridge	East	6.2%	3.6%	3.1%	3.4%	5.1%	6.8%

5.5.2. Assignment

Based on 2011 Census information for London Borough of Redbridge, mode share information for travelling to work can be extracted, this information is presented in Figure 5-2.

Figure 5-2 2011 Census Mode Share: LBR



As Origin Destination data at a Ward level is not available for 2011 Census data at the time of this High Level Transport Study, trips from the 2011 Census that occur within the London Borough of Redbridge (either within or between wards) have been distributed evenly across the selected distribution roads.

Vehicle movements between boroughs have been assigned to the higher order road network based on the quickest route; the primary routes that these vehicular movements utilise are:

- The M25;
- The M11;
- The A408;
- The A12; and
- The A13.

As the sites are geographically remote enough from one another to warrant assessment independently, and due to the selected methodology of assigning vehicular trips based on quickest routes, the two sites have been distributed independently from one.

5.5.3. Site One – Oakfields

Vehicular trips generated by Site One have been allocated to the following local distributor roads, at the following percentages, depending on which road provides the quickest route to the higher order road network roads:

- New North Road Eastbound – 12.225%;
- Forest Road Eastbound – 12.225%;
- A12 Eastbound – 5.31%;
- A123 Northbound – 17.31%;
- A123 Southbound – 33.35%; and
- Clayhall Avenue Westbound – 19.57%.

5.5.4. Site Two – Goodmayes

Vehicular trips generated by Site Two have been allocated to the following local distributor roads, at the following percentages, depending on which road provides the quickest route to the higher order road network roads:

- A118 Eastbound – 10.95%;
- A118 Westbound – 16.50%;
- A12 Eastbound – 9.25%;
- A12 Westbound – 37.56%; and
- B177 Southbound – 25.74%.

6. Impact Assessment

This section outlined the impact assessment of the proposed sites, and their myriad yield scenarios. As these sites are being considered for potential land allocation for LBR's 2015 – 2030 Local Plan this chapter will assess the impact of the two sites both for 2030 – the end year of the impending Local Plan - in order to assess long-term impact and potential viability of the proposed sites.

As the sites are being assessed separately Section 6.1 will assess the impact of Site One – Oakfields, whilst Section 6.3 will assess the impact of Site Two – Goodmayes.

6.1. Assessment Methodology

6.1.1. Prediction of Impacts

Whilst this report has largely followed the structure and content of a TA, the transport evidence base in plan making PPG accompanying NPPF places emphasis on consideration of transport-related environmental impacts and including accessibility, congestion, mobility and safety. As such, whilst not explicitly required an approach to dealing with the traffic data has been adopted to include an Environmental Impact Assessment criteria approach to better understand the likely impacts on the development not only in terms of indicative highway capacity, but also in terms of severity of impact and how this might impact on local communities.

The likely changes on the road network with development scenarios has been assessed using a set of criteria developed for the study. The criteria used for the identification and assessment of potentially significant impacts is summarised below and follows in approach considerations for traffic & transport assessment under EIA as informed by DMRB Volume 11 *'Environmental Assessment'* (1993 and updates), Institute of Environmental Assessment (IEA) *'Guidelines for the Environmental Assessment of Road Traffic'* (1993), and professional judgement as relevant for assessing traffic flow changes where a significant increase reflects:

- An increase in traffic flows (i.e. HGV or all vehicles) where the increase is greater than 40 vehicles per day in urban areas; and
- Where a significant change in delay relating to congestion resulting from the development scenarios on key links as agreed with the Local Highway Authority and measured as a ratio of flow to capacity, or Volume/Capacity (V/C).

Based on the IEA Guidance, during operational phase of development a significant impact in traffic levels (i.e. HGVs and all vehicles) and driver and passenger delay is defined as a 10% increase in Peak Hour two-way traffic flows and / or increases in traffic flows that cause the design capacity to be exceeded, on links that would not otherwise be congested.

The assessment criteria for percentage increase has been set in this context, and further in terms of capacity in accordance with DfT Guidance where 85% means that the link operates satisfactorily, above 85% it is approaching capacity, and beyond 100% it is over capacity. These are summarised in Table 6-1.

Table 6-1 Assessment Thresholds

% Increase	V/C	Impact
<5%	<85%	**Low**
5-10%	85-100%	**Medium**
>10%	>100%	**High**

6.1.2. Evaluation and Assessment of Significance of Impacts

Typically, such criteria are developed from a matrix approach comprising the value / sensitivity of the resource on one axis and the magnitude of the predicted effect on the other. As such, to assess the likely magnitude of impact arising from the predicted increase in traffic volumes, this has been aligned against a review of the

forecast V/C of links assessed as spatial scope agreed with LB Redbridge Highways for the AM and PM network Peak Hours. The Impact Significance Matrix is summarised in Table 6-2.

Table 6-2 Traffic Impact Significance Matrix

		Magnitude of Impact		
V/C	% Increase	<5%	5-10%	>10%
<85%		Minor	Minor	Moderate
85-100%		Moderate	Moderate	Major
>100%		Major	Major	Major

For each scenario, the links considered in this assessment have been categorised in accordance with the above matrix in order to identify where impacts are likely to be considered moderate requiring some level of mitigation and major that are likely to require more significant levels of intervention to accommodate the development proposals. At this stage, no assessment has been undertaken of residual impacts.

6.2. Site One – Oakfields

6.2.1. Vehicular Impact

6.2.1.1. Traffic Volume Increases

Table 6-3 to Table 6-5 present the 2030 TEMPRO-adjusted base traffic flow information in PCUs to enable assessment of the likely impact of the development yield scenarios for Site One.

Table 6-3 2030 Site One Low Yield Development Traffic Flow Analysis

Period	Location	2030 Base Traffic Flow	2030 Development Traffic Flow	Increase	
				PCU	%
AM Peak Hour 0800-0900	New North Road	1311	1321	10	0.8%
	Forest Road	1633	1767	134	8.2%
	A123 (South)	1408	1506	98	6.9%
	A123 (North)	1640	1690	50	3.0%
PM Peak Hour 1700-1800	New North Road	1209	1226	17	1.4%
	Forest Road	2063	2196	133	6.4%
	A123 (South)	1378	1488	110	7.9%
	A123 (North)	1624	1678	54	3.3%

**Figures may not add up due to rounding of numbers*

Table 6-3 indicates that the largest PCU increase – 134 - is predicted to occur on Forest Road during the AM Peak (an 8.2% increase). This lower increase – 8.2% for 2030 compared with 10.0% in 2015 is due to the higher base traffic flow forecasted for 2030.

Table 6-4 2030 Site One Medium Yield Development Traffic Flow Analysis

Period	Location	2030 Base Traffic Flow	2030 Development Traffic Flow	Increase	
				PCU	%
AM Peak Hour 0800-0900	New North Road	1311	1321	10	0.8%
	Forest Road	1633	1775	142	8.7%
	A123 (South)	1408	1514	106	7.5%
	A123 (North)	1640	1694	54	3.3%
PM Peak Hour 1700-1800	New North Road	1209	1230	21	1.7%
	Forest Road	2063	2207	144	6.9%
	A123 (South)	1378	1505	127	9..2%
	A123 (North)	1624	1689	65	4.0%

**Figures may not add up due to rounding of numbers*

Table 6-4 outlines that Forest Road is predicted to have the largest increase in PCUs – 144 during the PM Peak Hour (a 6.9% increase).

Table 6-5 2030 Site One High Yield Development Traffic Flow Analysis

Period	Location	2030 Base Traffic Flow	2030 Development Traffic Flow	Increase	
				PCU	%
AM Peak Hour 0800-0900	New North Road	1311	1326	15	1.1%
	Forest Road	1633	1789	156	9.6%
	A123 (South)	1408	1533	125	8.9%
	A123 (North)	1640	1706	66	4.0%
PM Peak Hour 1700-1800	New North Road	1209	1236	27	2.2%
	Forest Road	2063	2224	161	7.8%
	A123 (South)	1378	1532	154	11.2%
	A123 (North)	1624	1708	84	5.2%

**Figures may not add up due to rounding of numbers*

Table 6-5 outlines that, similar to the Medium Yield scenario that Forest Road is predicted to have the largest increase in PCUs – 161 in the PM Peak Hour (a 7.8% increase). However, unlike the Medium Yield scenario one of the roads will see a significant percentage increase (based on the criteria from Table 6-1) – the A123 South, which sees an 11.2% increase.

6.2.1.2. Link Capacity Assessment

Table 6-6 and Table 6-7 present the forecasted 2030 base ratio of flow to capacity in comparison with the predicted impact of the development yield scenarios on the local highway network.

Table 6-6 2030 Site One Low Yield Development Link Capacity Utilisation Analysis

Period	Location	Lanes / Direction	Theoretical Capacity	2030 Base Ratio of Flow to Capacity	2030 Low Yield Ratio of Flow to Capacity	Increase	
						V/C	%
AM Peak Hour 0800-0900	New North Road	1	1110	0.62	0.63	0.01	1.6%
	Forest Road	1	1300	0.75	0.82	0.07	9.3%
	A123 (South)	1	1410	0.60	0.64	0.04	6.6%
	A123 (North)	1	1300	0.76	0.78	0.02	2.6%
PM Peak Hour 1700-1800	New North Road	1	1110	0.57	0.58	0.01	1.8%
	Forest Road	1	1300	0.95	1.01	0.06	6.3%
	A123 (South)	1	1410	0.59	0.63	0.04	6.3%
	A123 (North)	1	1300	0.75	0.77	0.02	2.6%

**Figures may not add up due to rounding of numbers*

Table 6-6 highlights that Forest Road is predicted to be over theoretical capacity during the PM Peak Hour once Low Yield development trips have been added to the network. It is important to note that the increase on Forest Road during the PM Peak caused by development is 6.3%, lower than the highest increase within the network – 9.3% on Forest Road during the AM Peak – however due to the high baseline traffic flow predicted in 2030 the development trips push the road over capacity.

Table 6-7 2030 Site One Medium Yield Development Link Capacity Utilisation Analysis

Period	Location	Lanes / Direction	Theoretical Capacity	2030 Base Ratio of Flow to Capacity	2030 Mid Yield Ratio of Flow to Capacity	Increase	
						V/C	%
AM Peak Hour 0800-09:00	New North Road	1	1110	0.62	0.63	0.01	1.6%
	Forest Road	1	1300	0.75	0.82	0.07	8.5%
	A123 (South)	1	1410	0.60	0.64	0.04	6.6%
	A123 (North)	1	1300	0.76	0.78	0.02	2.6%
PM Peak Hour 1700-1800	New North Road	1	1110	0.57	0.58	0.01	1.8%
	Forest Road	1	1300	0.95	1.02	0.07	7.4%
	A123 (South)	1	1410	0.59	0.64	0.05	8.5%
	A123 (North)	1	1300	0.75	0.78	0.03	4.0%

**Figures may not add up due to rounding of numbers*

Similar to the Low Yield link capacity utilisation assessment, Table 6-7 highlights that Forest Road during the PM Peak Hour is forecast to be over-capacity. The remainder of the study roads in the vicinity of Sit One are predicted to operate within capacity.

It is again important to note that the increase resulting from development is low – a maximum increase of 0.07 is predicted – therefore potential development at the site cannot be said to be the main factor causing Forest Road to exceed theoretical capacity. Rather it is the predicted increase in background traffic flows for LBR between 2015 and 2030 that constitutes the largest increase – 382 PCU from background traffic growth compared to 144 PCU from development generated trips on Forest Road.

Table 6-8 2030 Site One High Yield Development Link Capacity Utilisation Analysis

Period	Location	Lanes / Direction	Theoretical Capacity	2030 Base Ratio of Flow to Capacity	2030 High Yield Ratio of Flow to Capacity	Increase	
						V/C	%
AM Peak Hour 0800-09:00	New North Road	1	1110	0.62	0.63	0.01	1.6%
	Forest Road	1	1300	0.75	0.83	0.08	10.6%
	A123 (South)	1	1410	0.60	0.65	0.05	8.3%
	A123 (North)	1	1300	0.76	0.79	0.03	3.9%
PM Peak Hour 1700-1800	New North Road	1	1110	0.57	0.58	0.01	1.8%
	Forest Road	1	1300	0.95	1.03	0.08	8.4%
	A123 (South)	1	1410	0.59	0.65	0.06	10.2%
	A123 (North)	1	1300	0.75	0.79	0.04	5.3%

**Figures may not add up due to rounding of numbers*

Similar to the Low Yield link capacity utilisation assessment, Table 6-8 highlights that Forest Road during the PM Peak Hour is forecast to be over-capacity. The remainder of the study roads in the vicinity of Sit One are predicted to operate within capacity.

It is again important to note that the increase resulting from development is low – a maximum increase of 0.08 is predicted – therefore potential development at the site cannot be said to be the main factor causing Forest Road to exceed theoretical capacity. Rather it is the predicted increase in background traffic flows for LBR between 2015 and 2030 that constitutes the largest increase – 382 PCU from background traffic growth compared to 161 PCU from development generated trips on Forest Road.

It is important to note that link capacity assessments only assess traffic flows in the immediate vicinity of the ATC site location, and assume unobstructed clear-way, they are not therefore necessarily an assessment of the operation of the entire road, or of junctions.

6.2.2. Multi-Modal Impact

Applying the mode share information derived from the 2011 Census information on LBR residents' method of travel to work (Section 0) to the trip generation information extracted from the TRICS database (Section 5.1) generates the following indicative multi-modal daily trips for Site One by development yield, shown in Table 6-9.

Table 6-9 Site One: Multi-Modal Daily Trips

Mode	Development Yield		
	Low	Medium	High
Public Transport	2787	2893	3661
Walk	354	367	465
Cycle	72	75	94
Total	**3212**	**3335**	**4220**

**Figures may not add up due to rounding of numbers*

Site One is well situated for the above travel modes – Fairlop LUL Station is located immediately to the east of the site and, dependent on the form of later-stages of master planning for the site, it can reasonably be expected that the majority of trips from development at Site One would utilise routes within the development to reach this station rather than using Forest Road or Fencepiece Road.

The majority of bus stops within the immediate vicinity of Site One are located on the A123 – both Fencepiece Road to the north of Fulwell Cross and the High Street to the south. It can be reasonably expected that trips from Potential Access Points C and D (the majority of dwellings) would use bus stops on these roads.

New North Road is also served by a number of bus routes, it can reasonably be expected that trips from Potential Access Points A and B would utilise bus stops situated on this road.

Pedestrians utilising the A123 and / or New North Road to reach bus stops, stations, or to continue on foot are well provided for in terms of extant footways and crossing points.

The A123 possesses a zebra crossing situated just to the north of Fulwell Cross roundabout, along with signalised crossings situated to both the north and south of New North Road, and to the south of Fulwell Cross roundabout.

New North Road makes provision for north-south pedestrian crossings through a signalised crossing located to the east of the junction with the A123 Fencepiece Road, and a zebra crossing located to the east of the junction with Trehearn Road.

6.2.3. Impact Summary – Site One

An assessment of the predicted impact of development at Site One, across all development yield options – Low Yield, Medium Yield and High Yield for the year 2030 – indicates that all yield options would push one road (Forest Road) over theoretical capacity during the PM Peak, and would see the A123 north of Fulwell Cross move closer to practical capacity.

Once the roads in the immediate vicinity of Site One have been processed through the Significance Matrix the overall development impact by road is as follows (irrespective of development yield):

- Forest Road: Major Impact (High V/C and Medium % Increase);
- New North Road: Minor Impact (Low V/C and Low % Increase);
- A123 (N) Fencepiece Road: Minor Impact (Low V/C and Low % Increase);
- A123 (S): Minor Impact (Low V/C and Medium % Increase);

Reflecting the spatial scope of assessment, it is reasonable to consider that whilst the links assessed in this High Level TA can largely accommodate traffic forecasts in each development scenario, the following junctions would need to be reviewed to ascertain whether mitigation will be required:

- Fulwell Cross Roundabout;
- A123 Fencepiece Road/New North Road/
- A123/A12;
- A123 Fencepiece Road/Tomswood Hill; and
- Forest Road/A1112 Romford Road.

It's important to note that, whilst the majority of the roads (with the exception of the Forest Road) in the immediate vicinity of Site One remain within both practical and theoretical capacity, that as these roads are primarily residential in nature that without mitigation some potential loss of amenity for residents and increased severance may be anticipated based upon the volume of traffic increase.

Further, the A123 (both north and south of Fulwell Cross), and New North Road cater for bus routes which would potentially be impacted by the volume of increase in private vehicle traffic flows on these roads in terms of bus service delay and increased journey times.

Within the vicinity of Site One New North Road (to the east of Hazelbrouck Gardens) makes existing provision for cycle infrastructure on-road which may potentially be impacted by the volume of increase in private vehicle traffic flows in terms of road safety, perceived danger and cyclist amenity.

6.3. Site Two – Goodmayes

6.3.1. Vehicular Impact

6.3.1.1. Traffic Volume Increases

Table 6-10 through Table 6-12 presents the 2030 TEMPRO-adjusted base traffic flow information in PCUs to enable assessment of the likely impact of the Low Yield development scenario for Site Two.

Table 6-10 2030 Site Two Low Yield Development Traffic Flow Analysis

Period	Location	2030 Base Traffic Flow	2030 Low Yield Traffic Flow	Increase	
				PCU	%
AM Peak Hour 08:00-09:00	A118 High Road	1608	2029	421	26.2%
	B177 (North)	1438	1862	424	29.5%
	B177 (South)	1098	1394	296	26.9%
	Aldborough Road South	949	1533	584	61.5%
PM Peak Hour 17:00-18:00	A118 High Road	1441	1806	365	25.3%
	B177 (North)	1163	1566	403	34.7%
	B177 (South)	963	1248	285	29.6%
	Aldborough Road South	856	1348	492	57.4%

**Figures may not add up due to rounding of numbers*

Table 6-10 shows that Aldborough Road South is predicted to experience the biggest increase in traffic flows – an additional 584 and 492 PCUs are forecast in the AM and PM Peak Periods respectively.

Table 6-11 2030 Site Two Medium Yield Development Traffic Flow Analysis

Period	Location	2030 Base Traffic Flow	2030 Medium Yield Traffic Flow	Increase	
				PCU	%
AM Peak Hour 08:00-09:00	A118 High Road	1608	2032	424	26.4%
	B177 (North)	1438	1865	427	29.7%
	B177 (South)	1098	1394	296	26.9%
	Aldborough Road South	949	1556	607	64.0%
PM Peak Hour 17:00-18:00	A118 High Road	1441	1808	367	25.5%
	B177 (North)	1163	1572	409	35.2%
	B177 (South)	963	1248	285	29.6%
	Aldborough Road South	856	1378	522	61.0%

**Figures may not add up due to rounding of numbers*

Table 6-11 shows that Aldborough Road South is predicted to experience the largest increase in traffic flows – an additional 607 and 522 PCUs are forecast in the AM and PM Peak Periods respectively.

Table 6-12 2030 Site Two High Yield Development Traffic Flow Analysis

Period	Location	2030 Base Traffic Flow	2030 High Yield Traffic Flow	Increase	
				PCU	%
AM Peak Hour 08:00-09:00	A118 High Road	1608	2070	462	28.7%
	B177 (North)	1438	1980	542	37.7%
	B177 (South)	1098	1506	408	37.2%
	Aldborough Road South	949	1592	643	67.8%
PM Peak Hour 17:00-18:00	A118 High Road	1441	1846	405	28.1%
	B177 (North)	1163	1695	532	45.7%
	B177 (South)	963	1362	399	41.4%
	Aldborough Road South	856	1416	560	65.4%

**Figures may not add up due to rounding of numbers*

Table 6-12 shows that Aldborough Road South is, similar to the low and Medium Yield scenarios, predicted to experience the largest increase in traffic flows. In the High Yield scenario an additional 643 and 532 PCUs are forecast in the AM and PM Peak Periods respectively.

6.3.1.2. Link Capacity Assessment

Table 6-13 through Table 6-15 present the forecasts 2030 base ratio of flow to capacity in comparison with the predicted impact of the development yield scenarios on the local highway network.

Table 6-13 2030 Site Two Low Yield Development Link Capacity Utilisation Analysis

Period	Location	Lanes / Direction	Theoretical Capacity	2030 Base Ratio of Flow to Capacity	2030 Low Yield Ratio of Flow to Capacity	Increase	
						V/C	%
AM Peak Hour 08:00-09:00	A118 High Road	1	1140	0.85	0.87	0.02	2.4%
	B177 (North)	1	1530	0.56	0.60	0.04	7.1%
	B177 (South)	1	1620	0.41	0.42	0.01	2.4%
	Aldborough Road South	1	1620	0.35	0.49	0.14	40.0%
PM Peak Hour 17:00-18:00	A118 High Road	1	1140	0.76	0.78	0.02	2.6%
	B177 (North)	1	1530	0.46	0.51	0.05	10.9%
	B177 (South)	1	1620	0.36	0.38	0.02	5.6%
	Aldborough Road South	1	1620	0.32	0.43	0.11	34.4%

**Figures may not add up due to rounding of numbers*

Table 6-13 indicates that, with Low Yield development generated trips included in the network for 2030, that all roads with the exception of the A118 High Road in the AM Peak Period are forecast to operate within capacity. The A118 High Road is predicted to have a ratio of flow to capacity of 0.87 during the AM Peak Period which is approaching theoretical capacity.

Table 6-14 presents the link capacity utilisation analysis for Medium Yield development on top of 2030 TEMPRO-derived base traffic flows.

Table 6-14 2030 Site Two Medium Yield Development Link Capacity Utilisation Analysis

Period	Location	Lanes / Direction	Theoretical Capacity	2030 Base Ratio of Flow to Capacity	2030 Medium Yield Ratio of Flow to Capacity	Increase	
						V/C	%
AM Peak Hour 08:00-09:00	A118 High Road	1	1140	0.85	0.88	0.03	3.5%
	B177 (North)	1	1530	0.56	0.60	0.04	7.1%
	B177 (South)	1	1620	0.41	0.42	0.01	2.4%
	Aldborough Road South	1	1620	0.35	0.50	0.15	42.9%
PM Peak Hour 17:00-18:00	A118 High Road	1	1140	0.76	0.78	0.02	2.6%
	B177 (North)	1	1530	0.46	0.51	0.05	10.9%
	B177 (South)	1	1620	0.36	0.38	0.02	5.6%
	Aldborough Road South	1	1620	0.32	0.44	0.12	37.5%

**Figures may not add up due to rounding of numbers*

Table 6-14 indicates that, similar to the Low Yield scenario in 2030, the Medium Yield development scenario sees all roads with the exception of the A118 High Road forecasted to operate within capacity. The highest ratio of flow to capacity is predicted to be 0.88 on the A118 High Road in the AM Peak Period.

Table 6-15 presents the link capacity utilisation analysis for High Yield development on top of 2030 TEMPRO-derived base traffic flows.

Table 6-15 2030 Site Two High Yield Development Link Capacity Utilisation Analysis

Period	Location	Lanes / Direction	Theoretical Capacity	2030 Base Ratio of Flow to Capacity	2030 High Yield Ratio of Flow to Capacity	Increase	
						V/C	%
AM Peak Hour 08:00-09:00	A118 High Road	1	1140	0.85	0.90	0.05	5.9%
	B177 (North)	1	1530	0.56	0.65	0.09	16.1%
	B177 (South)	1	1620	0.41	0.46	0.05	12.2%
	Aldborough Road South	1	1620	0.35	0.51	0.16	45.7%
PM Peak Hour 17:00-18:00	A118 High Road	1	1140	0.76	0.80	0.04	5.3%
	B177 (North)	1	1530	0.46	0.56	0.10	21.7%
	B177 (South)	1	1620	0.36	0.42	0.06	16.7%
	Aldborough Road South	1	1620	0.32	0.45	0.13	40.6%

**Figures may not add up due to rounding of numbers*

Table 6-15 indicates that the High Yield development scenario presents a similar profile impact on the road network to the low and Medium Yield development options, just to a higher degree. The A118 High Road in the AM Peak Period operates above practical capacity – at a ratio of flow to capacity of 0.90. The remainder of the roads in the study area are predicted to operate within capacity.

It is important to note that link capacity assessments only assess traffic flows in the immediate vicinity of the ATC site location, and assume unobstructed clear-way, they are not therefore necessarily an assessment of the operation of the entire road, or of junctions.

6.3.2. Multi-Modal Impact

Applying the mode share information derived from the 2011 Census information on LBR residents' method of travel to work (Section 0) to the trip generation information extracted from the TRICS database (Section 5.1) generates the following indicative multi-modal daily trips for Site Two by development yield, shown in Table 6-16.

Table 6-16 Site Two: Multi-Modal Daily Trips

Mode	Development Yield		
	Low	Medium	High
Public Transport	5432	5923	7969
Walk	690	752	1012
Cycle	140	153	206
Total	**6262**	**6828**	**9187**

**Figures may not add up due to rounding of numbers*

Whilst Site Two is not as well located for public transport users when compared to Site One, it is nevertheless within 0.7Km of Newbury Park LUL Station (a 10 minute walk) and within 0.9Km of Goodmayes Station (a 12.5 minute walk).

The majority of bus stops in the immediate vicinity of Site Two are situated on the A12 Eastern Avenue and the B177 Barley Lane.

Pedestrians utilising the B117 or the A12 to reach bus stops, stations, or to continue on foot are well provided for in terms of extant footways and crossing points. The A12 suffers more segregation than the B177, this is to be expected based on its character as a dual-carriageway

The A12 makes provision for north-west pedestrian crossings via an overpass bridge to the west of the junction with the B177, a signalised junction with dropped kerbs but no tactile material or railings situated to the east of the same junction, and a staggered signalised junction to the east of the junction with Aldborough Road South possessing dropped kerbs, tactile paving material and guard railing.

The A118 High Road possesses signalised crossings with dropped kerbs, tactile paving material and guard railing at the junctions with the B177 and Cameron Road, facilitating north-west pedestrian movements.

Aldborough Road South possesses a number of pedestrian refuge islands with dropped kerbs and tactile paving, along with a zebra crossing whilst the B177 makes similar provision for east-west pedestrian crossings with the addition of a signalised pedestrian crossing with dropped kerbs, tactile paving material and railings.

6.3.3. Impact Summary – Site Two

An assessment of the predicted impact of development at Site Two, across all development yield options – low, medium and high yield for the year 2030 –indicates all yield options would push one road - the A118 High Road - over its practical capacity during the AM Peak, and would see the same road approaching its theoretical capacity during the PM Peak in the High Yield scenario (operating at a ratio of flow to capacity of 0.80).

Once the roads in the immediate vicinity of Site Two have been processed through the Significance Matrix the overall development impact by road is as follows (irrespective of development yield):

- A118 High Road: Major Impact (Medium V/C and High % Impact);
- B177 North: Moderate Impact (Low V/C and High % Increase);
- B177 South: Moderate Impact (Low V/C and High % Increase); and
- Aldborough Road South: Moderate Impact (Low V/C and High % Increase).

Reflecting the spatial scope of assessment, it is reasonable to consider that whilst the links assessed in this High Level TA can largely accommodate traffic forecasts in each development scenario, the following junctions would need to be reviewed to ascertain whether mitigation will be required:

- A12/Aldborough Road South;
- Aldborough Road South/A118 High Road;
- A12/B177 Barley Lane; and
- B177 Barley Lane/A118 High Road.

It's important to note that, whilst the majority of the roads (with the exception of the A118) in the immediate vicinity of Site Two remain within both practical and theoretical capacity, these roads are primarily residential, and that therefore without mitigation some potential loss of amenity and increased severance for residents may be anticipated based upon the volume of traffic flow increases.

Further, the A12, the B177 and the A118 High Road cater for bus routes which would potentially be impacted by the volume of increase in private vehicle traffic flows on these roads in terms of bus service delay and increased journey times.

Within the vicinity of Site Two Aldborough Road South and the A118 High Road make existing provision for cycle infrastructure on-road which may potentially be impacted by the volume of increase in private vehicle traffic flows in terms of road safety, perceived danger, and cyclist amenity.

6.4. Impact Overview

From the impact assessments undertaken for the two sites it is evident that there will be a need to carry out more detailed multi-modal trip generation, link and junction capacity analysis and modelling, and public transport patronage impact assessments once the development scenarios and access points for the two sites have been progressed to a more refined planning and detailed design stage.

7. Conclusions and Recommendations

Atkins has been appointed by The London Borough of Redbridge (LBR) to provide transport planning consultancy services to support a review and feasibility study of two sites for potential Local Plan Allocation.

A key part of the draft Plan is the need for some 16,845 new homes to be completed over the period to 2030 (1,123 new homes per annum). Two key opportunity sites have been identified – Oakfields Playing Fields to the north of Barkingside Town Centre and land in and around King George and Goodmayes Hospitals, including the Ford Sports Ground.

To demonstrate that these two opportunity sites can be delivered, LBR has asked Atkins to produce a High Level TA as evidence to supporting the draft Local Plan. This TA is intended as a review of the two proposed sites in the context of the need for, and provision of, housing and school places in Redbridge, with a view to establishing what levels of development on each site is deliverable and can be accommodated on the highway network over the plan period of 15 years.

Both sites are arguably in a sustainable location – located in the Urban Fringe, with good access to sustainable transport provision, and good access to local services. There are however constraints to development at the sites.

7.1. Site One - Oakfields

7.1.1. Multi-Modal Access

Reflecting the urban setting, there are a range of local amenities and services within an acceptable walking distance. The existing surrounding pedestrian footways are in general, in a good state of repair, with footways of a suitable width supported by informal and formal signalised crossings, dropped kerbs and tactile paving.

Pedestrian accessibility to the wider area is good with the local centre and numerous local amenities and facilities including medical, schools, shops and banks located within an acceptable walking distance from the site. Many surrounding services, amenities and other settlement areas can safely be accessed by cycle from both sites within a 0-15 minute journey time.

Site One is approximately 250-300m from a train station and approximately 300m from the nearest bus stop. When assessed against existing and future PTAL (incorporating Crossrail) Site One has low PTAL levels, however this reflects the edge of London location and a review of public transport networks reveals both bus stops and rail stations within acceptable walking and cycling distance. It is also important to highlight that the WebCAT tool cannot take account of potential improvements (for pedestrians or public transport access) for sites that have not yet been allocated or consented for development – it is therefore likely that the PTAL Future Year values for the site would improve once should the site be approved and these improvement are initiatives implemented.

It is therefore considered that with suitable provision of infrastructure to access the sites, the proposed site offer the opportunity to deliver development that is sustainable in transport terms in accordance with NPPF.

7.1.2. Impact Assessment

The assessment has identified that in Plan Year 2030, irrespective of yield, development at Site One is likely to have a Major Impact on Forest Road and a Minor Impact on the A123.

Whilst the majority of the roads (with the exception of Forest Road) in the immediate vicinity of Site One remain within both practical and theoretical capacity, that as these roads are primarily residential in nature that without mitigation some potential loss of amenity for residents and increased severance may be anticipated based upon the volume of traffic increase. Further, the A123 (both north and south of Fulwell Cross), and New North Road cater for bus routes which would potentially be impacted by the volume of increase in private vehicle traffic flows on these roads in terms of bus service delay and increased journey times.

7.1.3. Potential Access Points

As the design and quantum of development at Site One evolves further study will be required to examine the optimum location of access points to each site. It is likely that improvements to current access point, as well as land acquisition – both adjacent to extant access points and to facilitate the creation of new access points – will be required in order to facilitate the necessary number of safe vehicular, pedestrian, and cycle access points into Site One.

7.1.4. Potential Mitigation

Reflecting the spatial scope of assessment, it is reasonable to consider that whilst the links assessed in this High Level TA can largely accommodate traffic forecasts in each development scenario, the following junctions would need to be reviewed to ascertain whether mitigation will be required:

- Forest Road / Fulwell Cross roundabout;
- New North Road / Fencepiece Road;
- Fencepiece Road / Fulwell Cross roundabout; and
- A123 High Street / Fulwell Cross roundabout.

7.2. Site Two – Goodmayes

7.2.1. Multi-Modal Access

Reflecting the urban setting, there are a range of local amenities and services within an acceptable walking distance. The existing surrounding pedestrian footways are in general, in a good state of repair, with footways of a suitable width supported by informal and formal signalised crossings, dropped kerbs and tactile paving.

When assessed against existing and future PTAL (incorporating Crossrail) both sites have low PTAL values, however this reflects the edge of London location and a review of public transport networks reveals both bus stops and rail stations within acceptable cycling distance from the centroid of both sites, and acceptable walking distance for Oakfields. Reflecting the urban setting, there are a range of local amenities and services within an acceptable walking distance of both opportunity sites. It is also important to highlight that the WebCAT tool cannot take account of potential improvements (for pedestrians or public transport access) for sites that have not yet been allocated or consented for development – it is therefore likely that the PTAL Future Year values for the site would improve once should the site be approved and these improvement are initiatives implemented.

Site Two is also well located for pedestrian access. Whilst not as close to rail services as Site One it is located within 1.5km of both Newbury Park and Goodmayes Stations and has a number of bus stops in close proximity. Pedestrian accessibility to the wider area is reasonable and numerous local amenities and facilities including medical, schools, shops and banks located within a considered (east) and acceptable (west) walking distance from the site. Many surrounding services, amenities and other settlement areas can safely be accessed by cycle from both sites within a 0-15 minute journey time.

It is therefore considered that with suitable provision of infrastructure to access the sites, the proposed site offer the opportunity to deliver development that is sustainable in transport terms in accordance with NPPF.

7.2.2. Impact Assessment

The assessment has identified that in Plan Year 2030, irrespective of yield development at Site One is likely to have will have a Major Impact on the A118 High Road and Moderate Impacts on the B117 and Aldborough Road South.

Whilst the majority of the roads (with the exception of the A118) in the immediate vicinity of Site Two remain within both practical and theoretical capacity, these roads are primarily residential, and that therefore without mitigation some potential loss of amenity and increased severance for residents may be anticipated based upon the volume of traffic flow increases. Further, the A12, the B177 and the A118 High Road cater for bus routes which would potentially be impacted by the volume of increase in private vehicle traffic flows on these roads in terms of bus service delay and increased journey times.

7.2.3. Potential Access Points

As the design and quantum of development at Site Two evolves further study will be required to examine the optimum location of access points to each site. It is likely that improvements to current access point, as well as land acquisition – both adjacent to extant access points and to facilitate the creation of new access points – will be required in order to facilitate the necessary number of safe vehicular, pedestrian, and cycle access points into Site Two.

7.2.4. Potential Mitigation

Reflecting the spatial scope of assessment, it is reasonable to consider that whilst the links assessed in this High Level TA can largely accommodate traffic forecasts in each development scenario, the following junctions would need to be reviewed to ascertain whether mitigation will be required:

- A12 / Aldborough Road South;
- Aldborough Road South / A118 High Road;
- A12 / B177 Barley Lane; and
- B177 Barley Lane / A118 High Road.

7.3. Recommendations

This Transport Study has been drawn together as a 'High Level TA' from which the likely impacts of the scheme, and suitability of existing infrastructure has been considered.

It is recommended that to take any development scenario for either site to planning, a detailed modelling exercise will be required to consider the impact of development proposals in terms of highway network capacity with localised junction capacity assessments covering an agreed spatial extent to arrive at necessary interventions to mitigate the traffic impact of development. The assessment would need to refine background traffic growth forecasts and agreed trip rates to reflect the confirmed land use schedules and transport/access strategy has been developed.

The planning process can be used to ensure the introduction a range of travel demand management measures that can supress the volume of single occupancy vehicles generated by the developments. The assessment in this report has assumed an un-restrained approach to car park provision, however the implementation of parking provision at or below policy requirements and a 'lining and signage' road marking strategy across the development to limit availability of on-street parking would inherently reduce the vehicle trip forecasts. Further reductions in single occupancy car trips can be achieved through a range of measure including those that can be delivered and monitored through Residential Travel Plans imposed as a planning condition, and including provision of car club spaces, car sharing and enticements to use alternative active travel modes and public transport.

With both sites 'unlocked,' accessibility to local services and public transport on foot and bicycle will be enhanced, for example improved access to Fairlop LUL Station for existing residents with pedestrian infrastructure through Site One. It is noted that the future capacity of the Central Line would need to be reviewed as part of any development at Site One. As part of the transport strategy the opportunity to improve public transport including penetration by bus - notably for Site Two that could improve the PTAL rating of the site - subject to sufficient yields justifying diversion or provision of a new service, should be considered for discussion with bus operators.

Given the scale of development, it may be appropriate to draw upon traffic data from (as available) the latest strategic traffic model for the area, currently TfL's Saturn based ELHAM Strategic Highway Assignment Model.

The other technical assessments should also be refined, including a PTAL assessment to confirm the information sourced from WebCAT, accident analysis with data from the local highway authority and an assessment of impact on all modes including public transport.

Appendices

Appendix A. Traffic Survey Results

Intelligent Data Collection Limited
Redbridge

Client:	Atkins		
Project Number:	ID02396		
Period Commencing:	06/07/2015		
Site Number:	Site 1-1		
Road Name:	New North Road		
Survey Type:	ATC		
Direction AB:	**Flow from:** Franklyn Gardens (W)	**to:**	Thurlow Gardens (E)
Direction BA:	**Flow from:** Thurlow Gardens (E)	**to:**	Franklyn Gardens (W)

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	21.07.2015			
Prepared by	Vicky Tween			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID02396			
File Ref	ID02396 Redbridge - ATC Site 1-1			

Issue Sheet

Issued to	Date			
	22.07.2015			
Rachael Fisher	E-mail			

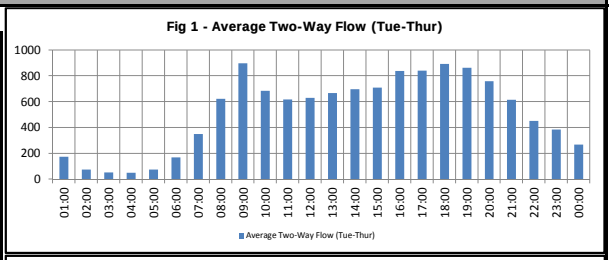
Intelligent Data - Automatic Traffic Count Output

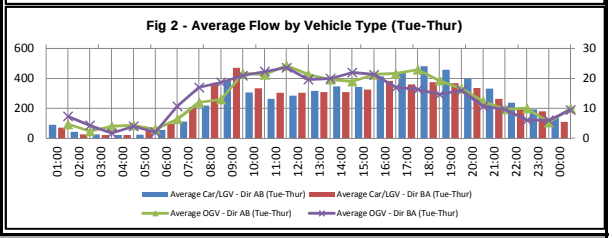
Atkins
Redbridge

Flow Reporting

Table 1 - Two Way Flow Analysis

Hour Ending	Average Car/LGV - Dir AB (Tue-Thur)	Average Car/LGV - Dir BA (Tue-Thur)	Average OGV - Dir AB (Tue-Thur)	Average OGV - Dir BA (Tue-Thur)	Average Two-Way Flow (Tue-Thur)
01:00	91	71	5	7	173
02:00	42	26	2	4	75
03:00	26	21	4	2	53
04:00	20	21	4	4	50
05:00	22	49	3	2	76
06:00	55	97	6	11	169
07:00	111	209	12	17	349
08:00	218	372	13	19	622
09:00	383	472	22	21	898
10:00	306	336	21	22	685
11:00	265	304	24	24	617
12:00	284	304	21	20	630
13:00	317	310	20	20	666
14:00	347	308	19	22	696
15:00	342	325	21	21	710
16:00	415	384	22	17	837
17:00	442	360	23	16	841
18:00	483	375	19	15	891
19:00	460	370	17	16	863
20:00	400	336	12	11	759
21:00	332	264	10	10	615
22:00	238	196	10	6	450
23:00	193	181	5	6	385
00:00	140	110	10	10	269





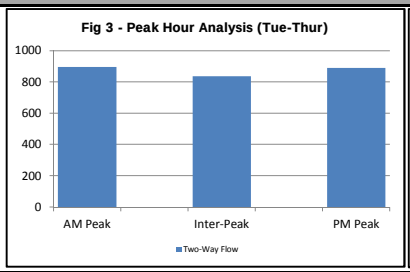
Peak Hour Analysis

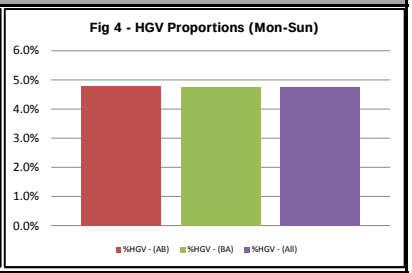
Table 2 - Peak Hour Analysis (Tue-Thur)

Peak	Time From	Time To	Two-Way Flow
AM Peak	08:00:00	09:00:00	898
Inter-Peak	15:00:00	16:00:00	837
PM Peak	17:00:00	18:00:00	891

Table 3 - HGV Proportions (Mon-Sun)

Category	%HGV - (AB)	%HGV - (BA)	%HGV - (All)
All	4.8%	4.7%	4.8%





Speed Analysis

Table 4 - Cumulative Speed by Direction (Mon-Sun)

Speed From	Speed to	Speed Dir AB	Speed Dir BA
0	5	0.02%	0.04%
5	10	0.42%	0.45%
10	15	2.38%	1.91%
15	20	11.44%	10.46%
20	25	42.57%	42.79%
25	30	83.76%	81.50%
30	35	96.76%	96.00%
35	40	99.24%	98.93%
40	45	99.77%	99.70%
45	50	99.94%	99.95%
50	55	100.00%	100.00%
55	60	100.00%	100.00%
60	65	100.00%	100.00%
65	70	100.00%	100.00%
70	75	100.00%	100.00%
75	80	100.00%	100.00%
80	85	100.00%	100.00%
85	90	100.00%	100.00%
90	95	100.00%	100.00%
95	100	100.00%	100.00%

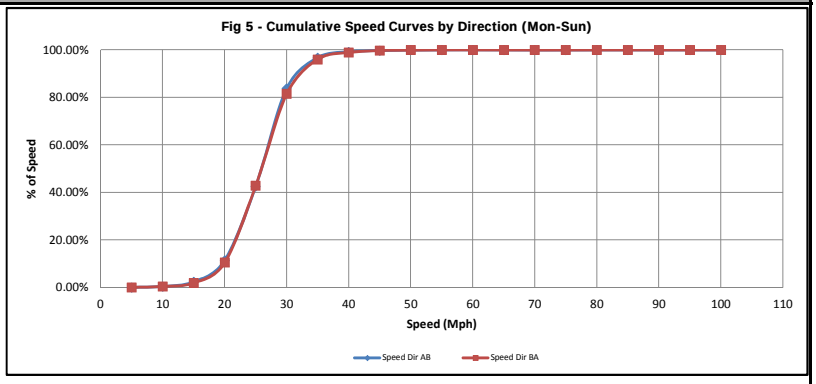
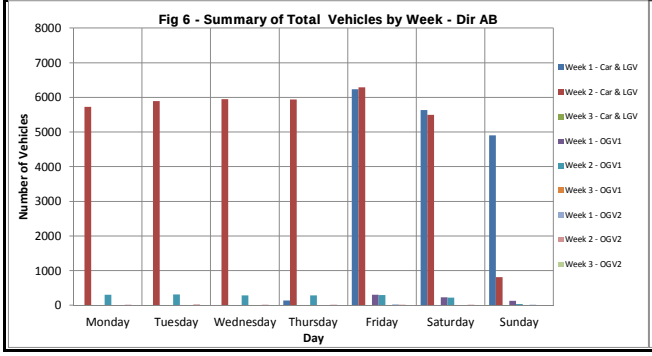
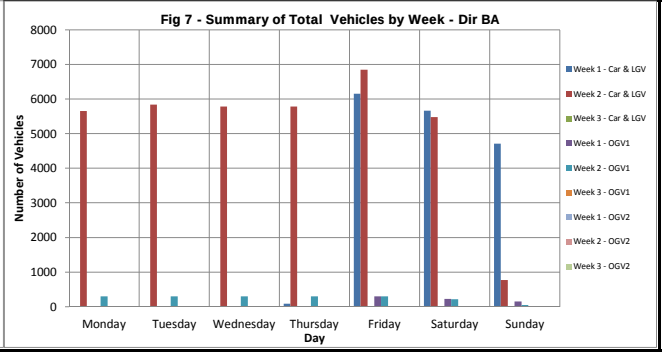


Table 5 - Average and 85%ile Speeds by Direction (Mon-Sun)

Direction	Ave Speed	85%ile Speed
AB	25.7	30.5
BA	25.9	31.2

Week on Week Variation Analysis by Direction





Intelligent Data - Automatic Traffic Count Output

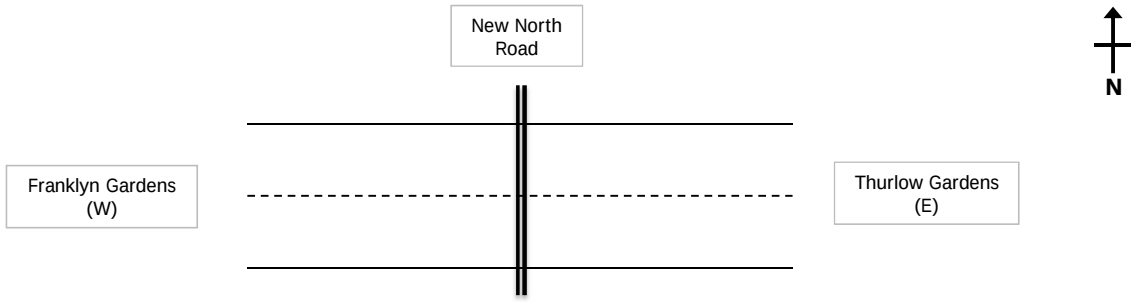
Road Name: New North Road
Direction AB: **From:** Franklyn Gardens (W) **to:** Thurlow Gardens (E)
Direction BA: **From:** Thurlow Gardens (E) **to:** Franklyn Gardens (W)

X Co-Ordinate	Y Co-Ordinate	ATC Start Date	ATC Finish Date	Posted Speed Limit
51.603725	0.092397	09/07/2015	19/07/2015	30

Link to location on Google Maps

http://maps.google.co.uk/maps?hl=en&safe=off&q=51.603725,0.092397&cr=countryUK|countryGB&um=1&ie=UTF-8&sa=N&tab=wl

Site Layout



Comments

Prepared by	Vicky Tween	Checked by	Luke Martin	Project Director	Paul O'Neill

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: New North Road
Flow from: Franklyn Gardens (W) **to:** Thurlow Gardens (E)
Vehicle Classification: Car & LGV

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	92	137	173	81	87	87	98	97	161	126	*	*	*	*	*	*	*	**91**	**90**	**114**
02:00	*	*	*	*	50	88	90	37	40	43	43	59	95	105	*	*	*	*	*	*	*	**42**	**45**	**65**
03:00	*	*	*	*	31	52	59	22	29	21	29	28	56	56	*	*	*	*	*	*	*	**26**	**27**	**38**
04:00	*	*	*	*	26	40	39	16	20	19	22	26	36	47	*	*	*	*	*	*	*	**20**	**22**	**29**
05:00	*	*	*	*	21	34	30	16	22	24	21	23	37	32	*	*	*	*	*	*	*	**22**	**21**	**26**
06:00	*	*	*	*	47	45	48	44	64	49	52	52	48	42	*	*	*	*	*	*	*	**55**	**51**	**49**
07:00	*	*	*	*	113	64	58	102	108	113	112	89	60	51	*	*	*	*	*	*	*	**111**	**106**	**87**
08:00	*	*	*	*	225	96	72	225	222	227	206	230	85	80	*	*	*	*	*	*	*	**218**	**223**	**167**
09:00	*	*	*	*	352	190	86	372	427	364	359	312	196	96	*	*	*	*	*	*	*	**383**	**364**	**275**
10:00	*	*	*	*	328	286	201	306	320	278	319	330	280	177	*	*	*	*	*	*	*	**306**	**314**	**283**
11:00	*	*	*	*	300	343	248	273	286	242	266	306	355	*	*	*	*	*	*	*	*	**265**	**279**	**291**
12:00	*	*	*	*	283	356	321	297	296	261	296	359	374	*	*	*	*	*	*	*	*	**284**	**299**	**316**
13:00	*	*	*	*	318	385	382	321	336	323	292	425	432	*	*	*	*	*	*	*	*	**317**	**336**	**357**
14:00	*	*	*	*	354	409	415	349	344	358	339	431	401	*	*	*	*	*	*	*	*	**347**	**363**	**378**
15:00	*	*	*	*	350	377	366	314	301	390	336	368	365	*	*	*	*	*	*	*	*	**342**	**343**	**352**
16:00	*	*	*	*	424	374	353	427	395	437	412	389	329	*	*	*	*	*	*	*	*	**415**	**414**	**393**
17:00	*	*	*	*	509	377	315	473	438	469	419	412	344	*	*	*	*	*	*	*	*	**442**	**453**	**417**
18:00	*	*	*	*	456	396	311	432	496	471	481	453	271	*	*	*	*	*	*	*	*	**483**	**465**	**419**
19:00	*	*	*	*	488	350	289	480	470	442	468	469	320	*	*	*	*	*	*	*	*	**460**	**470**	**420**
20:00	*	*	*	*	430	325	307	382	387	409	404	415	356	*	*	*	*	*	*	*	*	**400**	**405**	**379**
21:00	*	*	*	*	346	296	266	285	294	354	348	347	285	*	*	*	*	*	*	*	*	**332**	**329**	**313**
22:00	*	*	*	*	276	209	214	206	209	245	260	265	243	*	*	*	*	*	*	*	*	**238**	**244**	**236**
23:00	*	*	*	*	222	201	142	165	174	191	213	244	203	*	*	*	*	*	*	*	*	**193**	**202**	**195**
00:00	*	*	*	141	193	206	123	105	131	138	148	161	169	*	*	*	*	*	*	*	*	**140**	**145**	**152**
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**4387**	**3939**	**3359**	**4269**	**4331**	**4262**	**4193**	**4484**	**3752**	**353**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4262**	**4321**	**4067**
0600-2200	**0**	**0**	**0**	**0**	**5552**	**4833**	**4204**	**5244**	**5329**	**5383**	**5317**	**5600**	**4696**	**404**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5343**	**5404**	**5083**
0600-0000	**0**	**0**	**0**	**141**	**5967**	**5240**	**4469**	**5514**	**5634**	**5712**	**5678**	**6005**	**5068**	**404**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5675**	**5751**	**5430**
0000-0000	**0**	**0**	**0**	**141**	**6234**	**5636**	**4908**	**5730**	**5896**	**5955**	**5943**	**6290**	**5501**	**812**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5932**	**6007**	**5751**
0700-1000	**0**	**0**	**0**	**0**	**905**	**572**	**359**	**903**	**969**	**869**	**884**	**872**	**561**	**353**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**907**	**900**	**725**
1600-1900	**0**	**0**	**0**	**0**	**1453**	**1123**	**915**	**1385**	**1404**	**1382**	**1368**	**1334**	**935**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1385**	**1388**	**1255**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: New North Road
Flow from: Franklyn Gardens (W) **to:** Thurlow Gardens (E)
Vehicle Classification: OGV1

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	10	8	5	5	4	5	5	6	7	5	*	*	*	*	*	*	*	5	6	6
02:00	*	*	*	*	2	4	0	0	2	3	2	2	3	0	*	*	*	*	*	*	*	2	2	2
03:00	*	*	*	*	0	5	1	0	2	3	4	4	4	0	*	*	*	*	*	*	*	3	2	2
04:00	*	*	*	*	3	1	0	0	4	5	4	3	2	2	*	*	*	*	*	*	*	4	3	2
05:00	*	*	*	*	6	2	2	1	4	3	2	5	1	0	*	*	*	*	*	*	*	3	4	3
06:00	*	*	*	*	6	8	2	5	7	6	6	7	4	0	*	*	*	*	*	*	*	6	6	5
07:00	*	*	*	*	11	7	5	10	12	11	12	10	9	6	*	*	*	*	*	*	*	12	11	9
08:00	*	*	*	*	10	13	8	12	17	11	8	18	12	12	*	*	*	*	*	*	*	12	13	12
09:00	*	*	*	*	21	17	6	19	22	21	16	14	11	4	*	*	*	*	*	*	*	20	19	15
10:00	*	*	*	*	20	15	10	25	23	17	18	19	16	10	*	*	*	*	*	*	*	19	20	17
11:00	*	*	*	*	22	14	6	22	21	23	26	24	17	*	*	*	*	*	*	*	*	23	23	19
12:00	*	*	*	*	19	13	7	23	21	19	22	19	19	*	*	*	*	*	*	*	*	21	21	18
13:00	*	*	*	*	22	18	8	20	15	24	16	14	15	*	*	*	*	*	*	*	*	18	19	17
14:00	*	*	*	*	23	15	9	21	18	14	18	27	19	*	*	*	*	*	*	*	*	17	20	18
15:00	*	*	*	*	18	15	4	18	20	19	18	14	10	*	*	*	*	*	*	*	*	19	18	15
16:00	*	*	*	*	13	10	6	22	19	16	24	20	14	*	*	*	*	*	*	*	*	20	19	16
17:00	*	*	*	*	20	8	10	27	22	21	22	24	13	*	*	*	*	*	*	*	*	22	23	19
18:00	*	*	*	*	14	11	13	19	22	11	18	11	8	*	*	*	*	*	*	*	*	17	16	14
19:00	*	*	*	*	19	14	7	11	14	15	14	14	11	*	*	*	*	*	*	*	*	14	15	13
20:00	*	*	*	*	13	9	4	15	13	10	9	8	5	*	*	*	*	*	*	*	*	11	11	10
21:00	*	*	*	*	9	8	7	9	8	11	7	9	7	*	*	*	*	*	*	*	*	9	9	8
22:00	*	*	*	*	8	7	4	9	10	10	8	10	8	*	*	*	*	*	*	*	*	9	9	8
23:00	*	*	*	*	9	8	5	6	6	7	2	8	8	*	*	*	*	*	*	*	*	5	6	7
00:00	*	*	*	10	8	5	6	8	12	7	9	12	3	*	*	*	*	*	*	*	*	10	9	8
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**221**	**163**	**94**	**239**	**234**	**211**	**220**	**218**	**165**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**222**	**224**	**194**
0600-2200	**0**	**0**	**0**	**0**	**262**	**194**	**114**	**282**	**277**	**253**	**256**	**255**	**194**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**262**	**264**	**229**
0600-0000	**0**	**0**	**0**	**10**	**279**	**207**	**125**	**296**	**295**	**267**	**267**	**275**	**205**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**277**	**280**	**244**
0000-0000	**0**	**0**	**0**	**10**	**306**	**235**	**135**	**307**	**318**	**292**	**290**	**302**	**226**	**39**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**300**	**303**	**264**
0700-1000	**0**	**0**	**0**	**0**	**51**	**45**	**24**	**56**	**62**	**49**	**42**	**51**	**39**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**51**	**52**	**45**
1600-1900	**0**	**0**	**0**	**0**	**53**	**33**	**30**	**57**	**58**	**47**	**54**	**49**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**53**	**53**	**46**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: New North Road
Flow from: Franklyn Gardens (W) **to:** Thurlow Gardens (E)
Vehicle Classification: OGV2

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	0	2	0	0	0	0	0	0	1	0	*	*	*	*	*	*	*	0	0	0
02:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	*	*	*	*	*	*	*	0	0	0
03:00	*	*	*	*	1	0	1	1	1	0	2	0	0	0	*	*	*	*	*	*	*	1	1	1
04:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	*	*	*	*	*	*	*	0	0	0
05:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	*	*	*	*	*	*	*	0	0	0
06:00	*	*	*	*	0	0	0	0	0	0	0	0	1	0	*	*	*	*	*	*	*	0	0	0
07:00	*	*	*	*	1	0	0	0	1	0	0	0	0	0	*	*	*	*	*	*	*	0	0	0
08:00	*	*	*	*	1	1	0	0	2	0	1	1	1	0	*	*	*	*	*	*	*	1	1	1
09:00	*	*	*	*	2	0	0	1	2	2	2	1	2	0	*	*	*	*	*	*	*	2	2	1
10:00	*	*	*	*	1	1	2	1	2	2	2	3	0	0	*	*	*	*	*	*	*	2	2	1
11:00	*	*	*	*	1	1	0	2	0	1	2	1	1	*	*	*	*	*	*	*	*	1	1	1
12:00	*	*	*	*	1	1	0	0	2	0	0	1	1	*	*	*	*	*	*	*	*	1	1	1
13:00	*	*	*	*	2	0	0	4	2	2	0	2	2	*	*	*	*	*	*	*	*	1	2	2
14:00	*	*	*	*	4	1	1	0	0	4	3	1	1	*	*	*	*	*	*	*	*	2	2	2
15:00	*	*	*	*	2	1	2	0	3	1	3	0	1	*	*	*	*	*	*	*	*	2	2	1
16:00	*	*	*	*	2	1	0	0	0	3	3	2	2	*	*	*	*	*	*	*	*	2	2	1
17:00	*	*	*	*	2	3	5	0	2	2	0	1	0	*	*	*	*	*	*	*	*	1	1	2
18:00	*	*	*	*	1	0	0	1	4	2	1	1	1	*	*	*	*	*	*	*	*	2	2	1
19:00	*	*	*	*	4	1	2	5	2	4	1	3	2	*	*	*	*	*	*	*	*	2	3	3
20:00	*	*	*	*	2	1	1	1	4	0	1	3	0	*	*	*	*	*	*	*	*	2	2	1
21:00	*	*	*	*	1	1	2	1	1	1	1	2	0	*	*	*	*	*	*	*	*	1	1	1
22:00	*	*	*	*	1	0	1	1	0	1	1	0	0	*	*	*	*	*	*	*	*	1	1	1
23:00	*	*	*	*	0	0	0	1	1	0	0	0	0	*	*	*	*	*	*	*	*	0	0	0
00:00	*	*	*	1	2	1	0	0	1	0	0	0	1	*	*	*	*	*	*	*	*	1	1	1
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**23**	**11**	**12**	**14**	**21**	**23**	**18**	**17**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**19**	**17**
0600-2200	**0**	**0**	**0**	**0**	**28**	**13**	**16**	**17**	**27**	**25**	**21**	**22**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**23**	**20**
0600-0000	**0**	**0**	**0**	**1**	**30**	**14**	**16**	**18**	**29**	**25**	**21**	**22**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**24**	**21**
0000-0000	**0**	**0**	**0**	**1**	**31**	**16**	**17**	**19**	**30**	**25**	**23**	**22**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**25**	**22**
0700-1000	**0**	**0**	**0**	**0**	**4**	**2**	**2**	**2**	**6**	**4**	**5**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**4**	**3**
1600-1900	**0**	**0**	**0**	**0**	**7**	**4**	**7**	**6**	**8**	**8**	**2**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**6**	**6**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: New North Road
Flow from: Franklyn Gardens (W) **to:** Thurlow Gardens (E)
Vehicle Classification: All Vehicles

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	102	147	178	86	91	92	103	103	169	131	*	*	*	*	*	*	*	95	96	120
02:00	*	*	*	*	52	92	90	37	42	46	45	61	98	105	*	*	*	*	*	*	*	44	47	67
03:00	*	*	*	*	32	57	61	23	32	24	35	32	60	56	*	*	*	*	*	*	*	30	30	41
04:00	*	*	*	*	29	41	39	16	24	24	26	29	38	49	*	*	*	*	*	*	*	25	25	32
05:00	*	*	*	*	27	36	32	17	26	27	23	28	38	32	*	*	*	*	*	*	*	25	25	29
06:00	*	*	*	*	53	53	50	49	71	55	58	59	53	42	*	*	*	*	*	*	*	61	58	54
07:00	*	*	*	*	125	71	63	112	121	124	124	99	69	57	*	*	*	*	*	*	*	123	118	97
08:00	*	*	*	*	236	110	80	237	241	238	215	249	98	92	*	*	*	*	*	*	*	231	236	160
09:00	*	*	*	*	375	207	92	392	451	387	377	327	209	100	*	*	*	*	*	*	*	405	385	292
10:00	*	*	*	*	349	302	213	332	345	297	339	352	296	187	*	*	*	*	*	*	*	327	336	301
11:00	*	*	*	*	323	358	254	297	307	266	294	331	373	*	*	*	*	*	*	*	*	289	303	311
12:00	*	*	*	*	303	370	328	320	319	280	318	379	394	*	*	*	*	*	*	*	*	306	320	335
13:00	*	*	*	*	342	403	390	345	353	349	308	441	449	*	*	*	*	*	*	*	*	337	356	376
14:00	*	*	*	*	381	425	425	370	362	376	360	459	421	*	*	*	*	*	*	*	*	366	385	398
15:00	*	*	*	*	370	393	372	332	324	410	357	382	376	*	*	*	*	*	*	*	*	364	363	368
16:00	*	*	*	*	439	385	359	449	414	456	439	411	345	*	*	*	*	*	*	*	*	436	435	411
17:00	*	*	*	*	531	388	330	500	462	492	441	437	357	*	*	*	*	*	*	*	*	465	477	438
18:00	*	*	*	*	471	407	324	452	522	484	500	465	280	*	*	*	*	*	*	*	*	502	482	434
19:00	*	*	*	*	511	365	298	496	486	461	483	486	333	*	*	*	*	*	*	*	*	477	487	435
20:00	*	*	*	*	445	335	312	398	404	419	414	426	361	*	*	*	*	*	*	*	*	412	418	390
21:00	*	*	*	*	356	305	275	295	303	366	356	358	292	*	*	*	*	*	*	*	*	342	339	323
22:00	*	*	*	*	285	216	219	216	219	256	269	275	251	*	*	*	*	*	*	*	*	248	253	245
23:00	*	*	*	*	231	209	147	172	181	198	215	252	211	*	*	*	*	*	*	*	*	198	208	202
00:00	*	*	*	152	203	212	129	113	144	145	157	173	173	*	*	*	*	*	*	*	*	150	155	160
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**4631**	**4113**	**3465**	**4522**	**4586**	**4496**	**4431**	**4719**	**3931**	**379**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4504**	**4564**	**4278**
0600-2200	**0**	**0**	**0**	**0**	**5842**	**5040**	**4334**	**5543**	**5633**	**5661**	**5594**	**5877**	**4904**	**436**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5629**	**5692**	**5333**
0600-0000	**0**	**0**	**0**	**152**	**6276**	**5461**	**4610**	**5828**	**5958**	**6004**	**5966**	**6302**	**5288**	**436**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5977**	**6055**	**5695**
0000-0000	**0**	**0**	**0**	**152**	**6571**	**5887**	**5060**	**6056**	**6244**	**6272**	**6256**	**6614**	**5744**	**851**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6258**	**6335**	**6037**
0700-1000	**0**	**0**	**0**	**0**	**960**	**619**	**385**	**961**	**1037**	**922**	**931**	**928**	**603**	**379**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**963**	**957**	**773**
1600-1900	**0**	**0**	**0**	**0**	**1513**	**1160**	**952**	**1448**	**1470**	**1437**	**1424**	**1388**	**970**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1444**	**1447**	**1307**
Peak Hour Analysis																								
07:00-10:00	0	0	0	0	375	302	213	392	451	387	377	352	296	187	0	0	0	0	0	0	0	405	385	301
10:00-16:00	0	0	0	0	439	425	425	449	414	456	439	459	449	0	0	0	0	0	0	0	0	436	435	411
16:00-19:00	0	0	0	0	531	407	330	500	522	492	500	486	357	0	0	0	0	0	0	0	0	502	487	438

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

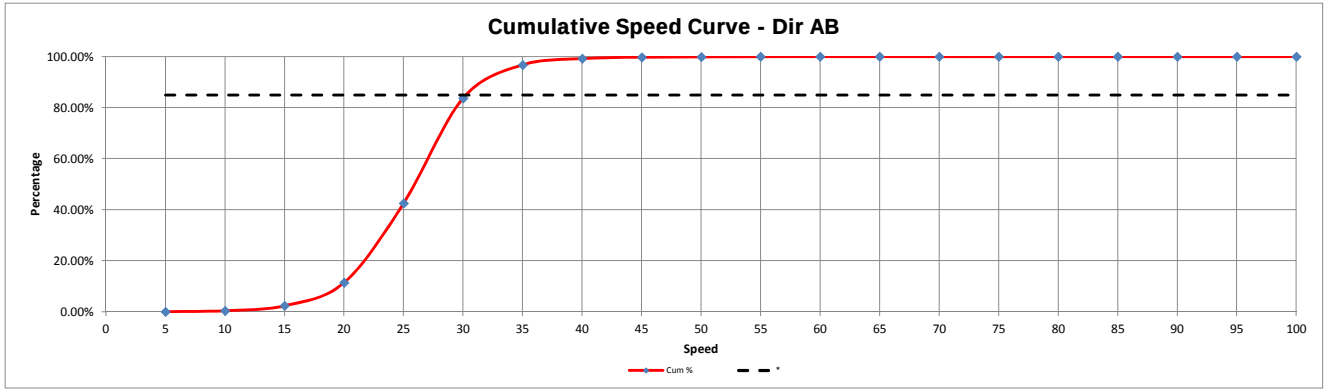
Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: New North Road
Flow from: Franklyn Gardens (W) **to:** Thurlow Gardens (E)

Prepared by: Vicky Tween
Checked by: Luke Martin

Speed From (mph)		Speed To (mph)	Cycle	Motorcycle	Car	LGV	Rigid 2 Axle	Rigid 3 Axle	Rigid 4 Axle	Artic 3	Artic 4	Artic 5+	Bus	Other	Totals	Percentage	Cumulative Percentage
0	-	5	.	2	4	5	1	.	.	.	.	.	.	1	13	0.02%	0.02%
5	-	10	21	18	103	69	5	.	1	1	.	.	1	12	231	0.40%	0.42%
10	-	15	57	95	422	462	26	3	4	6	1	6	10	33	1125	1.96%	2.38%
15	-	20	71	64	2105	2522	250	9	7	48	.	5	33	84	5198	9.05%	11.44%
20	-	25	6	95	6305	10182	911	17	3	64	.	5	226	64	17878	31.14%	42.57%
25	-	30	.	158	8661	13590	957	14	1	37	3	6	195	26	23648	41.18%	83.76%
30	-	35	.	80	2841	4253	241	3	.	1	.	1	39	4	7463	13.00%	96.76%
35	-	40	.	32	476	887	26	.	.	.	.	.	3	.	1424	2.48%	99.24%
40	-	45	.	21	98	181	7	.	.	.	.	.	.	.	307	0.53%	99.77%
45	-	50	.	9	28	61	.	.	.	.	.	.	.	.	98	0.17%	99.94%
50	-	55	.	7	9	18	.	.	.	.	.	.	.	.	34	0.06%	100.00%
55	-	60	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
60	-	65	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
65	-	70	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
70	-	75	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
75	-	80	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
80	-	85	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
85	-	90	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
90	-	95	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
95	-	100	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%

Speed to	Cum %	*
5	0.02%	0.85
10	0.42%	0.85
15	2.38%	0.85
20	11.44%	0.85
25	42.57%	0.85
30	83.76%	0.85
35	96.76%	0.85
40	99.24%	0.85
45	99.77%	0.85
50	99.94%	0.85
55	100.00%	0.85
60	100.00%	0.85
65	100.00%	0.85
70	100.00%	0.85
75	100.00%	0.85
80	100.00%	0.85
85	100.00%	0.85
90	100.00%	0.85
95	100.00%	0.85
100	100.00%	0.85



Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: New North Road
Flow from: Thurlow Gardens (E) **to:** Franklyn Gardens (W)
Vehicle Classification: Car & LGV

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	64	148	133	59	66	67	79	101	143	103	*	*	*	*	*	*	*	**71**	**73**	**96**
02:00	*	*	*	*	34	63	68	26	24	21	34	33	75	68	*	*	*	*	*	*	*	**26**	**29**	**45**
03:00	*	*	*	*	18	48	41	18	22	16	25	26	42	44	*	*	*	*	*	*	*	**21**	**21**	**30**
04:00	*	*	*	*	24	51	29	12	21	23	20	23	41	34	*	*	*	*	*	*	*	**21**	**21**	**28**
05:00	*	*	*	*	42	32	17	31	48	59	39	44	42	36	*	*	*	*	*	*	*	**49**	**44**	**39**
06:00	*	*	*	*	121	69	40	80	94	97	101	102	63	35	*	*	*	*	*	*	*	**97**	**99**	**80**
07:00	*	*	*	*	224	91	55	219	224	201	202	230	97	48	*	*	*	*	*	*	*	**209**	**217**	**159**
08:00	*	*	*	*	368	136	85	364	372	360	384	342	135	76	*	*	*	*	*	*	*	**372**	**365**	**262**
09:00	*	*	*	*	486	256	122	499	495	444	476	465	236	120	*	*	*	*	*	*	*	**472**	**478**	**360**
10:00	*	*	*	*	350	322	211	334	357	341	309	405	314	208	*	*	*	*	*	*	*	**336**	**349**	**315**
11:00	*	*	*	*	312	357	304	309	323	293	297	438	400	*	*	*	*	*	*	*	*	**304**	**329**	**337**
12:00	*	*	*	*	303	387	331	323	290	321	302	516	399	*	*	*	*	*	*	*	*	**304**	**343**	**352**
13:00	*	*	*	*	312	367	413	322	281	332	316	531	373	*	*	*	*	*	*	*	*	**310**	**349**	**361**
14:00	*	*	*	*	283	353	386	263	320	292	313	351	361	*	*	*	*	*	*	*	*	**308**	**304**	**325**
15:00	*	*	*	*	348	369	328	347	321	345	309	407	353	*	*	*	*	*	*	*	*	**325**	**346**	**347**
16:00	*	*	*	*	470	307	320	408	390	366	395	449	338	*	*	*	*	*	*	*	*	**384**	**413**	**383**
17:00	*	*	*	*	401	373	330	335	374	358	347	378	337	*	*	*	*	*	*	*	*	**360**	**366**	**359**
18:00	*	*	*	*	374	364	275	415	384	364	376	397	267	*	*	*	*	*	*	*	*	**375**	**385**	**357**
19:00	*	*	*	*	403	377	264	357	354	387	369	395	317	*	*	*	*	*	*	*	*	**370**	**378**	**358**
20:00	*	*	*	*	350	322	281	287	346	337	326	349	305	*	*	*	*	*	*	*	*	**336**	**333**	**323**
21:00	*	*	*	*	285	309	229	227	261	267	264	285	267	*	*	*	*	*	*	*	*	**264**	**265**	**266**
22:00	*	*	*	*	211	203	163	169	190	201	198	218	230	*	*	*	*	*	*	*	*	**196**	**198**	**198**
23:00	*	*	*	*	232	193	189	163	185	186	171	221	186	*	*	*	*	*	*	*	*	**181**	**193**	**192**
00:00	*	*	*	95	139	172	100	92	101	111	132	145	157	*	*	*	*	*	*	*	*	**110**	**116**	**124**
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**4410**	**3968**	**3369**	**4276**	**4261**	**4203**	**4193**	**5074**	**3830**	**404**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4219**	**4403**	**4117**
0600-2200	**0**	**0**	**0**	**0**	**5480**	**4893**	**4097**	**5178**	**5282**	**5209**	**5183**	**6156**	**4729**	**452**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5225**	**5415**	**5063**
0600-0000	**0**	**0**	**0**	**95**	**5851**	**5258**	**4386**	**5433**	**5568**	**5506**	**5486**	**6522**	**5072**	**452**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5515**	**5724**	**5379**
0000-0000	**0**	**0**	**0**	**95**	**6154**	**5669**	**4714**	**5659**	**5843**	**5789**	**5784**	**6851**	**5478**	**772**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5800**	**6010**	**5697**
0700-1000	**0**	**0**	**0**	**0**	**1204**	**714**	**418**	**1197**	**1224**	**1145**	**1169**	**1212**	**685**	**404**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1179**	**1192**	**937**
1600-1900	**0**	**0**	**0**	**0**	**1178**	**1114**	**869**	**1107**	**1112**	**1109**	**1092**	**1170**	**921**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1104**	**1128**	**1075**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: New North Road
Flow from: Thurlow Gardens (E) **to:** Franklyn Gardens (W)
Vehicle Classification: OGV1

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	12	8	4	5	8	7	7	7	8	4	*	*	*	*	*	*	*	7	8	7
02:00	*	*	*	*	2	4	4	3	3	5	3	1	2	5	*	*	*	*	*	*	*	4	3	3
03:00	*	*	*	*	3	3	2	2	2	1	2	2	2	2	*	*	*	*	*	*	*	2	2	2
04:00	*	*	*	*	8	2	1	5	4	4	4	5	4	2	*	*	*	*	*	*	*	4	5	4
05:00	*	*	*	*	5	7	4	2	2	2	2	3	2	2	*	*	*	*	*	*	*	2	3	3
06:00	*	*	*	*	2	3	5	9	12	8	12	9	4	4	*	*	*	*	*	*	*	11	9	7
07:00	*	*	*	*	16	18	6	18	18	17	16	18	14	8	*	*	*	*	*	*	*	17	17	15
08:00	*	*	*	*	18	11	9	20	18	16	21	23	12	13	*	*	*	*	*	*	*	18	19	16
09:00	*	*	*	*	26	18	9	23	18	24	16	21	16	7	*	*	*	*	*	*	*	19	21	18
10:00	*	*	*	*	24	14	9	20	23	20	21	17	13	6	*	*	*	*	*	*	*	21	21	17
11:00	*	*	*	*	18	11	10	22	21	24	23	20	13	*	*	*	*	*	*	*	*	23	21	18
12:00	*	*	*	*	18	12	12	20	18	14	24	20	13	*	*	*	*	*	*	*	*	19	19	17
13:00	*	*	*	*	18	10	6	13	18	23	14	21	14	*	*	*	*	*	*	*	*	18	18	15
14:00	*	*	*	*	17	15	9	19	21	21	20	13	15	*	*	*	*	*	*	*	*	21	19	17
15:00	*	*	*	*	19	13	8	25	18	18	17	26	17	*	*	*	*	*	*	*	*	18	21	18
16:00	*	*	*	*	16	18	5	18	16	17	16	20	15	*	*	*	*	*	*	*	*	16	17	16
17:00	*	*	*	*	15	6	8	14	15	16	17	17	14	*	*	*	*	*	*	*	*	16	16	14
18:00	*	*	*	*	8	11	6	12	14	14	12	7	5	*	*	*	*	*	*	*	*	13	11	10
19:00	*	*	*	*	12	11	5	12	13	12	18	10	3	*	*	*	*	*	*	*	*	14	13	11
20:00	*	*	*	*	11	10	7	9	7	11	10	11	7	*	*	*	*	*	*	*	*	9	10	9
21:00	*	*	*	*	6	5	7	8	9	7	9	7	8	*	*	*	*	*	*	*	*	8	8	7
22:00	*	*	*	*	8	7	5	8	6	7	4	5	6	*	*	*	*	*	*	*	*	6	6	6
23:00	*	*	*	*	9	8	6	5	7	7	4	6	8	*	*	*	*	*	*	*	*	6	6	7
00:00	*	*	*	8	11	6	7	9	9	10	11	13	7	*	*	*	*	*	*	*	*	10	10	9
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**209**	**150**	**96**	**218**	**213**	**219**	**219**	**215**	**150**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**217**	**216**	**185**
0600-2200	**0**	**0**	**0**	**0**	**250**	**190**	**121**	**261**	**253**	**261**	**258**	**256**	**185**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**257**	**257**	**223**
0600-0000	**0**	**0**	**0**	**8**	**270**	**204**	**134**	**275**	**269**	**278**	**273**	**275**	**200**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**273**	**273**	**238**
0000-0000	**0**	**0**	**0**	**8**	**302**	**231**	**154**	**301**	**300**	**305**	**303**	**302**	**222**	**53**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**302**	**302**	**264**
0700-1000	**0**	**0**	**0**	**0**	**68**	**43**	**27**	**63**	**59**	**60**	**58**	**61**	**41**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**59**	**62**	**51**
1600-1900	**0**	**0**	**0**	**0**	**35**	**28**	**19**	**38**	**42**	**42**	**47**	**34**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**44**	**40**	**34**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: New North Road
Flow from: Thurlow Gardens (E) **to:** Franklyn Gardens (W)
Vehicle Classification: OGV2

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	0	0	2	0	0	0	0	0	1	0	*	*	*	*	*	*	*	0	0	0
02:00	*	*	*	*	0	0	0	0	1	0	1	0	0	0	*	*	*	*	*	*	*	1	0	0
03:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	*	*	*	*	*	*	*	0	0	0
04:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	*	*	*	*	*	*	*	0	0	0
05:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	*	*	*	*	*	*	*	0	0	0
06:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	*	*	*	*	*	*	*	0	0	0
07:00	*	*	*	*	0	0	0	1	0	0	0	1	0	0	*	*	*	*	*	*	*	0	0	0
08:00	*	*	*	*	1	0	0	0	0	0	1	1	0	0	*	*	*	*	*	*	*	0	1	0
09:00	*	*	*	*	1	0	0	4	2	3	0	2	1	0	*	*	*	*	*	*	*	2	2	1
10:00	*	*	*	*	2	2	0	0	1	2	0	0	0	1	*	*	*	*	*	*	*	1	1	1
11:00	*	*	*	*	0	3	0	0	1	0	2	0	1	0	*	*	*	*	*	*	*	1	1	1
12:00	*	*	*	*	1	3	0	3	1	2	0	1	0	*	*	*	*	*	*	*	*	1	1	1
13:00	*	*	*	*	2	2	1	2	3	1	1	3	1	*	*	*	*	*	*	*	*	2	2	2
14:00	*	*	*	*	0	1	1	0	1	3	0	2	3	*	*	*	*	*	*	*	*	1	1	1
15:00	*	*	*	*	0	0	1	1	5	2	4	0	1	*	*	*	*	*	*	*	*	4	2	2
16:00	*	*	*	*	2	0	1	0	0	0	2	2	0	*	*	*	*	*	*	*	*	1	1	1
17:00	*	*	*	*	0	0	0	0	0	0	1	0	0	*	*	*	*	*	*	*	*	0	0	0
18:00	*	*	*	*	2	3	0	1	1	2	1	2	1	*	*	*	*	*	*	*	*	1	2	1
19:00	*	*	*	*	0	0	2	2	2	1	2	1	1	*	*	*	*	*	*	*	*	2	1	1
20:00	*	*	*	*	2	0	0	0	1	1	2	2	1	*	*	*	*	*	*	*	*	1	1	1
21:00	*	*	*	*	3	0	1	1	2	0	2	0	0	*	*	*	*	*	*	*	*	1	1	1
22:00	*	*	*	*	1	1	0	0	0	0	1	0	0	*	*	*	*	*	*	*	*	0	0	0
23:00	*	*	*	0	2	0	1	0	0	0	0	0	0	*	*	*	*	*	*	*	*	0	0	0
00:00	*	*	*	0	0	1	0	0	0	0	0	2	0	*	*	*	*	*	*	*	*	0	0	0
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**11**	**14**	**6**	**13**	**17**	**16**	**14**	**14**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**14**	**12**
0600-2200	**0**	**0**	**0**	**0**	**17**	**15**	**7**	**15**	**20**	**17**	**19**	**17**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**18**	**15**
0600-0000	**0**	**0**	**0**	**0**	**19**	**16**	**8**	**15**	**20**	**17**	**19**	**19**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**18**	**16**
0000-0000	**0**	**0**	**0**	**0**	**19**	**16**	**10**	**15**	**21**	**17**	**20**	**19**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**18**	**16**
0700-1000	**0**	**0**	**0**	**0**	**4**	**2**	**0**	**4**	**3**	**5**	**1**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**2**
1600-1900	**0**	**0**	**0**	**0**	**2**	**3**	**2**	**3**	**3**	**3**	**4**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**3**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: New North Road
Flow from: Thurlow Gardens (E) **to:** Franklyn Gardens (W)
Vehicle Classification: All Vehicles

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	76	156	139	64	74	74	86	108	152	107	*	*	*	*	*	*	*	78	80	104
02:00	*	*	*	*	36	67	72	29	28	26	38	34	77	73	*	*	*	*	*	*	*	31	32	48
03:00	*	*	*	*	21	51	43	20	24	17	27	28	44	46	*	*	*	*	*	*	*	23	23	32
04:00	*	*	*	*	32	53	30	17	25	27	24	28	45	36	*	*	*	*	*	*	*	25	26	32
05:00	*	*	*	*	47	39	21	33	50	61	41	47	44	38	*	*	*	*	*	*	*	51	47	42
06:00	*	*	*	*	123	72	45	89	106	105	113	111	67	39	*	*	*	*	*	*	*	108	108	87
07:00	*	*	*	*	240	109	61	238	242	218	218	249	111	56	*	*	*	*	*	*	*	226	234	174
08:00	*	*	*	*	387	147	94	384	390	376	406	366	147	89	*	*	*	*	*	*	*	391	385	279
09:00	*	*	*	*	513	274	131	526	515	471	492	488	253	127	*	*	*	*	*	*	*	493	501	379
10:00	*	*	*	*	376	338	220	354	381	363	330	422	327	215	*	*	*	*	*	*	*	358	371	333
11:00	*	*	*	*	330	371	314	331	345	317	322	458	414	*	*	*	*	*	*	*	*	328	351	356
12:00	*	*	*	*	322	402	343	346	309	337	326	537	412	*	*	*	*	*	*	*	*	324	363	370
13:00	*	*	*	*	332	379	420	337	302	356	331	555	388	*	*	*	*	*	*	*	*	330	369	378
14:00	*	*	*	*	300	369	396	282	342	316	333	366	379	*	*	*	*	*	*	*	*	330	323	343
15:00	*	*	*	*	367	382	337	373	344	365	330	433	371	*	*	*	*	*	*	*	*	346	369	367
16:00	*	*	*	*	488	325	326	428	406	383	413	471	353	*	*	*	*	*	*	*	*	401	431	399
17:00	*	*	*	*	416	379	338	349	389	374	365	395	351	*	*	*	*	*	*	*	*	376	381	373
18:00	*	*	*	*	384	378	281	428	399	380	389	406	273	*	*	*	*	*	*	*	*	389	398	369
19:00	*	*	*	*	415	388	271	371	369	400	389	406	321	*	*	*	*	*	*	*	*	386	392	370
20:00	*	*	*	*	363	332	288	296	354	349	338	362	313	*	*	*	*	*	*	*	*	347	344	333
21:00	*	*	*	*	294	314	237	236	272	274	275	292	275	*	*	*	*	*	*	*	*	274	274	274
22:00	*	*	*	*	220	211	168	177	196	208	203	223	236	*	*	*	*	*	*	*	*	202	205	205
23:00	*	*	*	*	243	201	196	168	192	193	175	227	194	*	*	*	*	*	*	*	*	187	200	199
00:00	*	*	*	103	150	179	107	101	110	121	143	160	164	*	*	*	*	*	*	*	*	119	127	134
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**4630**	**4132**	**3471**	**4507**	**4491**	**4438**	**4426**	**5303**	**3989**	**431**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4452**	**4633**	**4314**
0600-2200	**0**	**0**	**0**	**0**	**5747**	**5098**	**4225**	**5454**	**5555**	**5487**	**5460**	**6429**	**4924**	**487**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5501**	**5689**	**5300**
0600-0000	**0**	**0**	**0**	**103**	**6140**	**5478**	**4528**	**5723**	**5857**	**5801**	**5778**	**6816**	**5282**	**487**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5807**	**6015**	**5633**
0000-0000	**0**	**0**	**0**	**103**	**6475**	**5916**	**4878**	**5975**	**6164**	**6111**	**6107**	**7172**	**5711**	**826**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6122**	**6330**	**5977**
0700-1000	**0**	**0**	**0**	**0**	**1276**	**759**	**445**	**1264**	**1286**	**1210**	**1228**	**1276**	**727**	**431**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1241**	**1257**	**990**
1600-1900	**0**	**0**	**0**	**0**	**1215**	**1145**	**890**	**1148**	**1157**	**1154**	**1143**	**1207**	**945**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1151**	**1171**	**1112**
Peak Hour Analysis																								
07:00-10:00	0	0	0	0	513	338	220	526	515	471	492	488	327	215	0	0	0	0	0	0	0	**493**	**501**	**379**
10:00-16:00	0	0	0	0	488	402	420	426	406	383	413	555	414	0	0	0	0	0	0	0	0	**401**	**431**	**399**
16:00-19:00	0	0	0	0	416	388	338	428	399	400	389	406	351	0	0	0	0	0	0	0	0	**389**	**398**	**373**

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

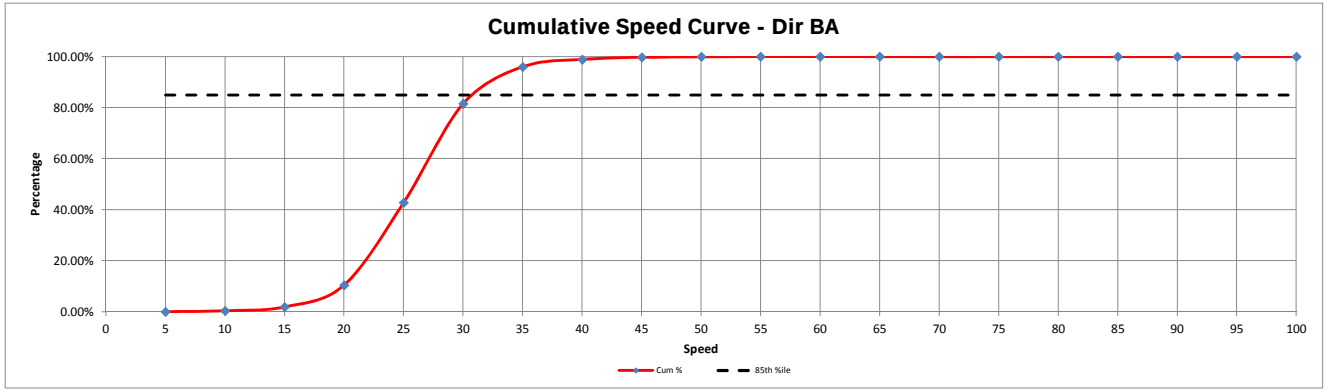
Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: New North Road
Flow from: Thurlow Gardens (E) **to:** Franklyn Gardens (W)

Prepared by: Vicky Tween
Checked by: Luke Martin

Speed From (mph)		Speed To (mph)	Cycle	Motorcycle	Car	LGV	Rigid 2 Axle	Rigid 3 Axle	Rigid 4 Axle	Artic 3	Artic 4	Artic 5+	Bus	Other	Totals	Percentage	Cumulative Percentage
0	-	5	11	5	5	.	.	.	.	.	.	.	.	1	22	0.04%	0.04%
5	-	10	65	18	102	23	8	1	1	2	.	.	2	11	233	0.41%	0.45%
10	-	15	125	40	344	232	43	5	5	2	.	2	.	34	832	1.47%	1.91%
15	-	20	54	28	2174	2085	373	14	6	14	.	8	12	80	4848	8.54%	10.46%
20	-	25	1	83	8893	8018	1159	17	10	47	1	10	37	82	18358	32.34%	42.79%
25	-	30	.	164	11081	9958	686	3	5	24	2	5	32	14	21974	38.71%	81.50%
30	-	35	.	84	3873	4116	143	1	.	4	.	.	5	1	8227	14.49%	96.00%
35	-	40	.	29	667	940	27	.	.	.	.	.	1	.	1664	2.93%	98.93%
40	-	45	.	21	184	227	7	.	.	.	.	.	.	1	440	0.78%	99.70%
45	-	50	.	17	43	71	7	.	.	.	.	.	.	.	138	0.24%	99.95%
50	-	55	.	4	16	10	.	.	.	.	.	.	.	.	30	0.05%	100.00%
55	-	60	.	.	.	1	.	.	.	.	.	.	.	.	1	0.00%	100.00%
60	-	65	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
65	-	70	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
70	-	75	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
75	-	80	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
80	-	85	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
85	-	90	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
90	-	95	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
95	-	100	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%

Speed to	Cum %	85th %ile
5	0.04%	0.85
10	0.45%	0.85
15	1.91%	0.85
20	10.46%	0.85
25	42.79%	0.85
30	81.50%	0.85
35	96.00%	0.85
40	98.93%	0.85
45	99.70%	0.85
50	99.95%	0.85
55	100.00%	0.85
60	100.00%	0.85
65	100.00%	0.85
70	100.00%	0.85
75	100.00%	0.85
80	100.00%	0.85
85	100.00%	0.85
90	100.00%	0.85
95	100.00%	0.85
100	100.00%	0.85



Intelligent Data Collection Limited
Redbridge

Client:	Atkins		
Project Number:	ID02396		
Period Commencing:	06/07/2015		
Site Number:	Site 1-2		
Road Name:	Forest Road		
Survey Type:	ATC		
Direction AB:	**Flow from:** Starch House Lane (W)	**to:**	Fairlop Station (E)
Direction BA:	**Flow from:** Fairlop Station (E)	**to:**	Starch House Lane (W)

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	21.07.2015			
Prepared by	Vicky Tween			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID02396			
File Ref	ID02396 Redbridge - ATC Site 1-2			

Issue Sheet

Issued to	Date			
	22.07.2015			
Rachael Fisher	E-mail			

Intelligent Data - Automatic Traffic Count Output

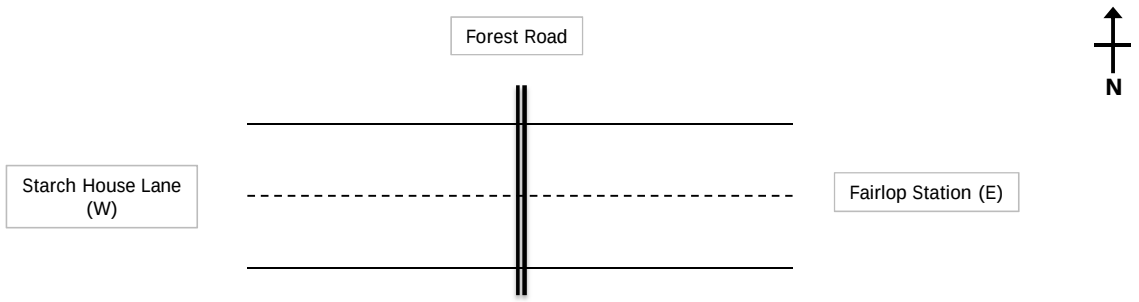
Road Name: Forest Road
Direction AB: **From:** Starch House Lane (W) **to:** Fairlop Station (E)
Direction BA: **From:** Fairlop Station (E) **to:** Starch House Lane (W)

X Co-Ordinate	Y Co-Ordinate	ATC Start Date	ATC Finish Date	Posted Speed Limit
51.594736	0.088694	10/07/2015	19/07/2015	30

Link to location on Google Maps

http://maps.google.co.uk/maps?hl=en&safe=off&q=51.594736,0.088694&cr=countryUK|countryGB&um=1&ie=UTF-8&sa=N&tab=wl

Site Layout



Comments

Prepared by	Vicky Tween	Checked by	Luke Martin	Project Director	Paul O'Neill

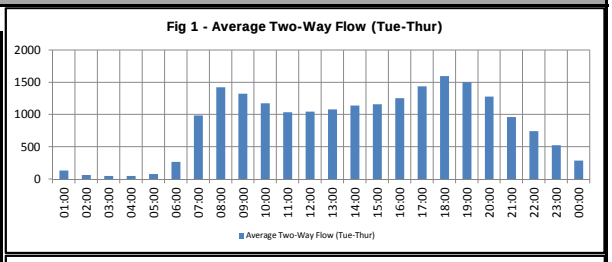
Intelligent Data - Automatic Traffic Count Output

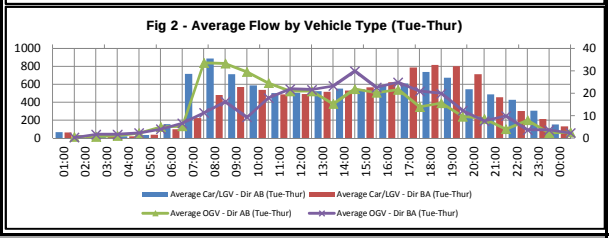
Atkins
Redbridge

Flow Reporting

Table 1 - Two Way Flow Analysis

Hour Ending	Average Car/LGV - Dir AB (Tue-Thur)	Average Car/LGV - Dir BA (Tue-Thur)	Average OGV - Dir AB (Tue-Thur)	Average OGV - Dir BA (Tue-Thur)	Average Two-Way Flow (Tue-Thur)
01:00	69	64	1	0	134
02:00	36	27	1	2	65
03:00	25	23	1	2	50
04:00	22	22	2	2	49
05:00	36	38	5	4	83
06:00	157	101	5	7	270
07:00	719	225	34	11	989
08:00	889	484	33	16	1423
09:00	714	572	30	9	1326
10:00	590	541	25	18	1174
11:00	505	488	21	22	1036
12:00	508	494	21	22	1045
13:00	526	519	15	23	1084
14:00	552	534	22	30	1139
15:00	546	570	20	23	1159
16:00	585	625	22	25	1257
17:00	613	791	14	21	1439
18:00	742	820	16	20	1598
19:00	676	803	10	12	1501
20:00	549	714	9	8	1279
21:00	491	457	4	10	962
22:00	427	304	8	4	743
23:00	307	214	2	4	527
00:00	152	133	3	2	290





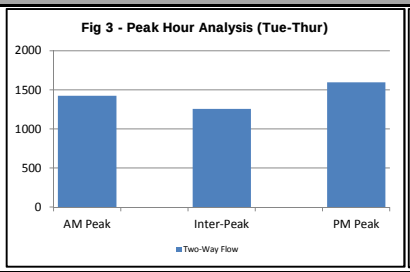
Peak Hour Analysis

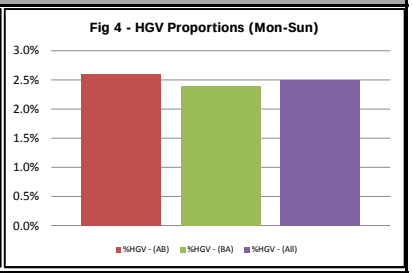
Table 2 - Peak Hour Analysis (Tue-Thur)

Peak	Time From	Time To	Two-Way Flow
AM Peak	07:00:00	08:00:00	1423
Inter-Peak	15:00:00	16:00:00	1257
PM Peak	17:00:00	18:00:00	1598

Table 3 - HGV Proportions (Mon-Sun)

Category	%HGV - (AB)	%HGV - (BA)	%HGV - (All)
All	2.6%	2.4%	2.5%





Speed Analysis

Table 4 - Cumulative Speed by Direction (Mon-Sun)

Speed From	Speed to	Speed Dir AB	Speed Dir BA
0	5	0.11%	0.07%
5	10	2.10%	0.43%
10	15	4.81%	1.54%
15	20	9.94%	5.36%
20	25	30.88%	24.62%
25	30	72.39%	65.99%
30	35	93.47%	90.64%
35	40	98.36%	97.53%
40	45	99.52%	99.32%
45	50	99.82%	99.82%
50	55	99.95%	99.96%
55	60	100.00%	100.00%
60	65	100.00%	100.00%
65	70	100.00%	100.00%
70	75	100.00%	100.00%
75	80	100.00%	100.00%
80	85	100.00%	100.00%
85	90	100.00%	100.00%
90	95	100.00%	100.00%
95	100	100.00%	100.00%

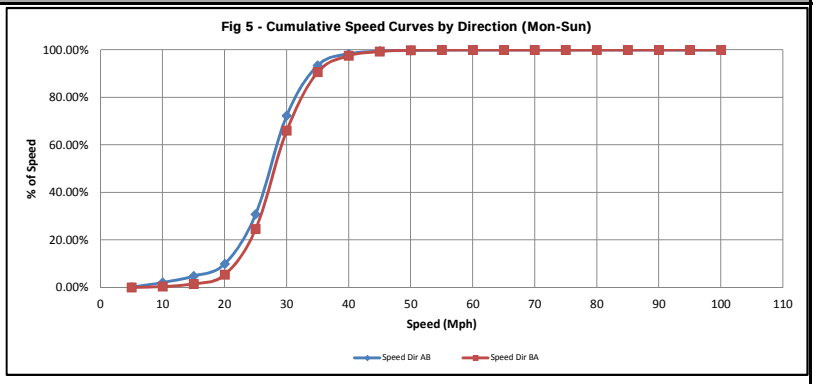
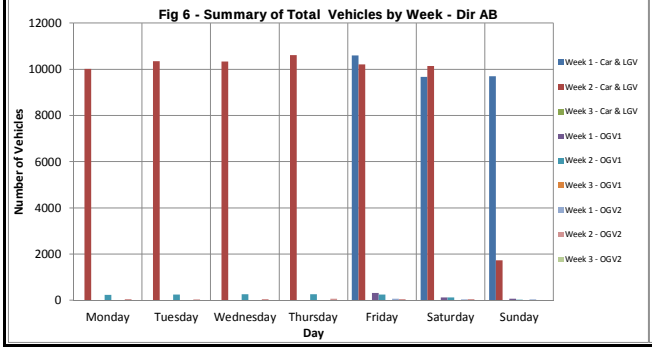
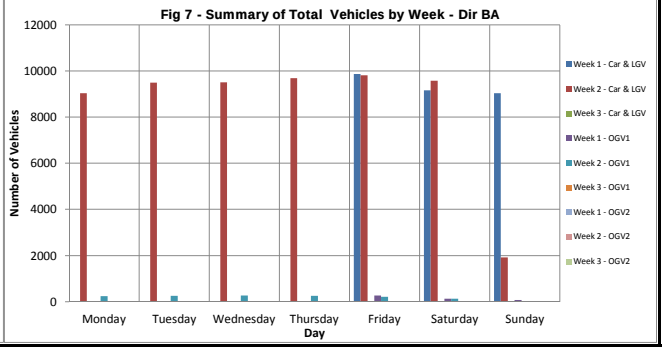


Table 5 - Average and 85%ile Speeds by Direction (Mon-Sun)

Direction	Ave Speed	85%ile Speed
AB	26.9	33.0
BA	28.2	33.9

Week on Week Variation Analysis by Direction





Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: Forest Road
Flow from: Starch House Lane (W) **to:** Fairlop Station (E)
Vehicle Classification: Car & LGV

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	78	162	259	71	83	61	62	71	162	170	*	*	*	*	*	*	*	**69**	**71**	**118**
02:00	*	*	*	*	39	70	152	44	32	40	36	41	95	121	*	*	*	*	*	*	*	**36**	**39**	**67**
03:00	*	*	*	*	29	52	61	20	27	22	25	28	65	88	*	*	*	*	*	*	*	**25**	**25**	**42**
04:00	*	*	*	*	27	29	28	17	21	24	21	23	41	40	*	*	*	*	*	*	*	**22**	**22**	**27**
05:00	*	*	*	*	46	36	18	27	33	37	38	39	52	32	*	*	*	*	*	*	*	**36**	**37**	**36**
06:00	*	*	*	*	169	67	35	142	160	153	158	176	112	45	*	*	*	*	*	*	*	**157**	**160**	**122**
07:00	*	*	*	*	659	172	72	659	742	690	725	675	172	68	*	*	*	*	*	*	*	**719**	**692**	**463**
08:00	*	*	*	*	803	264	129	877	882	907	879	780	268	129	*	*	*	*	*	*	*	**889**	**855**	**592**
09:00	*	*	*	*	697	406	188	718	766	681	696	669	439	171	*	*	*	*	*	*	*	**714**	**705**	**543**
10:00	*	*	*	*	602	507	383	559	609	559	603	662	522	356	*	*	*	*	*	*	*	**590**	**599**	**536**
11:00	*	*	*	*	507	619	578	477	538	472	504	547	619	516	*	*	*	*	*	*	*	**505**	**508**	**538**
12:00	*	*	*	*	558	681	663	553	528	473	523	585	676	*	*	*	*	*	*	*	*	**508**	**537**	**582**
13:00	*	*	*	*	546	800	753	533	525	510	542	649	738	*	*	*	*	*	*	*	*	**526**	**551**	**622**
14:00	*	*	*	*	584	630	729	470	553	515	589	619	728	*	*	*	*	*	*	*	*	**552**	**555**	**602**
15:00	*	*	*	*	567	667	621	507	520	496	621	566	694	*	*	*	*	*	*	*	*	**546**	**546**	**584**
16:00	*	*	*	*	606	618	657	591	568	586	600	640	680	*	*	*	*	*	*	*	*	**585**	**599**	**616**
17:00	*	*	*	*	661	672	694	631	615	627	597	611	696	*	*	*	*	*	*	*	*	**613**	**624**	**645**
18:00	*	*	*	*	730	627	658	697	715	803	707	768	733	*	*	*	*	*	*	*	*	**742**	**737**	**715**
19:00	*	*	*	*	708	628	638	633	650	647	731	290	686	*	*	*	*	*	*	*	*	**676**	**610**	**623**
20:00	*	*	*	*	586	566	688	541	529	555	562	391	664	*	*	*	*	*	*	*	*	**549**	**527**	**565**
21:00	*	*	*	*	443	485	684	469	451	522	501	450	437	*	*	*	*	*	*	*	*	**491**	**473**	**494**
22:00	*	*	*	*	414	314	595	392	393	477	412	397	349	*	*	*	*	*	*	*	*	**427**	**414**	**416**
23:00	*	*	*	*	328	295	269	271	263	314	344	287	283	*	*	*	*	*	*	*	*	**307**	**301**	**295**
00:00	*	*	*	*	220	310	147	121	152	164	141	250	242	*	*	*	*	*	*	*	*	**152**	**175**	**194**
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**7569**	**7119**	**6691**	**7246**	**7469**	**7276**	**7592**	**7386**	**7479**	**1172**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7446**	**7423**	**7199**
0600-2200	**0**	**0**	**0**	**0**	**9671**	**8656**	**8730**	**9307**	**9584**	**9520**	**9792**	**9299**	**9101**	**1240**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9632**	**9529**	**9136**
0600-0000	**0**	**0**	**0**	**0**	**10219**	**9261**	**9146**	**9699**	**9999**	**9998**	**10277**	**9836**	**9626**	**1240**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10091**	**10005**	**9625**
0000-0000	**0**	**0**	**0**	**0**	**10607**	**9677**	**9699**	**10020**	**10355**	**10335**	**10617**	**10214**	**10153**	**1736**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10436**	**10358**	**10037**
0700-1000	**0**	**0**	**0**	**0**	**2102**	**1177**	**700**	**2154**	**2257**	**2147**	**2178**	**2111**	**1229**	**656**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2194**	**2158**	**1671**
1600-1900	**0**	**0**	**0**	**0**	**2099**	**1927**	**1990**	**1961**	**1980**	**2077**	**2035**	**1669**	**2115**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2031**	**1970**	**1984**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: Forest Road
Flow from: Starch House Lane (W) **to:** Fairlop Station (E)
Vehicle Classification: OGV1

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	2	2	4	1	0	1	1	2	2	1	*	*	*	*	*	*	*	1	1	2
02:00	*	*	*	*	1	0	5	1	1	1	0	2	1	2	*	*	*	*	*	*	*	1	1	1
03:00	*	*	*	*	2	2	0	1	1	1	1	0	2	1	*	*	*	*	*	*	*	1	1	1
04:00	*	*	*	*	0	1	1	1	2	2	1	2	1	1	*	*	*	*	*	*	*	2	1	1
05:00	*	*	*	*	4	1	0	2	4	6	4	4	3	0	*	*	*	*	*	*	*	5	4	3
06:00	*	*	*	*	10	6	3	7	3	3	6	5	7	0	*	*	*	*	*	*	*	4	6	5
07:00	*	*	*	*	34	4	0	23	30	31	28	38	5	2	*	*	*	*	*	*	*	30	31	20
08:00	*	*	*	*	27	19	6	25	22	28	26	30	7	8	*	*	*	*	*	*	*	25	26	20
09:00	*	*	*	*	28	13	3	25	26	23	19	17	9	4	*	*	*	*	*	*	*	23	23	17
10:00	*	*	*	*	26	9	3	20	17	16	17	18	11	4	*	*	*	*	*	*	*	17	19	14
11:00	*	*	*	*	23	6	1	17	18	21	18	20	9	4	*	*	*	*	*	*	*	19	20	14
12:00	*	*	*	*	24	11	3	19	18	19	19	18	15	*	*	*	*	*	*	*	*	19	20	16
13:00	*	*	*	*	25	10	6	9	13	14	14	15	10	*	*	*	*	*	*	*	*	14	15	13
14:00	*	*	*	*	23	5	4	11	19	23	15	18	7	*	*	*	*	*	*	*	*	19	18	14
15:00	*	*	*	*	22	4	6	22	17	19	17	12	10	*	*	*	*	*	*	*	*	18	18	14
16:00	*	*	*	*	16	5	4	13	14	20	21	19	6	*	*	*	*	*	*	*	*	18	17	13
17:00	*	*	*	*	18	4	5	12	7	12	14	12	3	*	*	*	*	*	*	*	*	11	13	10
18:00	*	*	*	*	12	2	2	11	11	12	10	7	10	*	*	*	*	*	*	*	*	11	11	9
19:00	*	*	*	*	12	6	5	9	11	3	7	4	3	*	*	*	*	*	*	*	*	7	8	7
20:00	*	*	*	*	10	9	2	5	3	7	9	0	3	*	*	*	*	*	*	*	*	6	6	5
21:00	*	*	*	*	3	5	1	1	3	3	5	5	2	*	*	*	*	*	*	*	*	4	3	3
22:00	*	*	*	*	2	2	3	2	4	8	4	6	2	*	*	*	*	*	*	*	*	5	4	4
23:00	*	*	*	*	2	3	5	3	1	0	2	4	2	*	*	*	*	*	*	*	*	1	2	2
00:00	*	*	*	*	1	3	2	1	3	0	3	0	0	*	*	*	*	*	*	*	*	2	1	1
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**256**	**94**	**48**	**193**	**193**	**210**	**197**	**190**	**100**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**200**	**207**	**160**
0600-2200	**0**	**0**	**0**	**0**	**305**	**114**	**54**	**224**	**233**	**259**	**243**	**239**	**112**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**245**	**251**	**191**
0600-0000	**0**	**0**	**0**	**0**	**308**	**120**	**61**	**228**	**237**	**259**	**248**	**243**	**114**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**248**	**254**	**195**
0000-0000	**0**	**0**	**0**	**0**	**327**	**132**	**74**	**241**	**248**	**273**	**261**	**258**	**130**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**261**	**268**	**208**
0700-1000	**0**	**0**	**0**	**0**	**81**	**41**	**12**	**70**	**65**	**67**	**62**	**65**	**27**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**65**	**68**	**51**
1600-1900	**0**	**0**	**0**	**0**	**42**	**12**	**12**	**32**	**29**	**27**	**31**	**23**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**31**	**25**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: Forest Road
Flow from: Starch House Lane (W) **to:** Fairlop Station (E)
Vehicle Classification: OGV2

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	*	*	*	*	*	*	*	0	0	0
02:00	*	*	*	*	0	0	0	0	0	0	0	1	0	0	*	*	*	*	*	*	*	0	0	0
03:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	*	*	*	*	*	*	*	0	0	0
04:00	*	*	*	*	0	0	0	0	1	1	0	0	0	0	*	*	*	*	*	*	*	1	0	0
05:00	*	*	*	*	0	0	0	1	0	0	1	0	0	0	*	*	*	*	*	*	*	0	0	0
06:00	*	*	*	*	1	0	1	2	2	1	1	0	0	0	*	*	*	*	*	*	*	1	1	1
07:00	*	*	*	*	7	0	0	7	4	3	5	1	2	2	*	*	*	*	*	*	*	4	5	3
08:00	*	*	*	*	9	1	1	7	7	9	8	5	1	0	*	*	*	*	*	*	*	8	8	5
09:00	*	*	*	*	6	3	0	8	10	5	6	7	0	0	*	*	*	*	*	*	*	7	7	5
10:00	*	*	*	*	4	1	0	1	6	4	14	2	4	1	*	*	*	*	*	*	*	8	5	4
11:00	*	*	*	*	2	3	2	4	2	0	4	3	8	3	*	*	*	*	*	*	*	2	3	3
12:00	*	*	*	*	5	3	0	6	2	2	3	3	3	*	*	*	*	*	*	*	*	2	4	3
13:00	*	*	*	*	4	4	7	1	0	1	4	6	6	*	*	*	*	*	*	*	*	2	3	4
14:00	*	*	*	*	7	1	3	2	3	3	3	9	6	*	*	*	*	*	*	*	*	3	5	4
15:00	*	*	*	*	6	4	6	1	2	4	2	3	4	*	*	*	*	*	*	*	*	3	3	4
16:00	*	*	*	*	3	1	5	5	0	6	4	3	4	*	*	*	*	*	*	*	*	3	4	3
17:00	*	*	*	*	1	1	3	4	3	3	3	10	6	*	*	*	*	*	*	*	*	3	4	4
18:00	*	*	*	*	3	4	4	3	2	6	6	1	2	*	*	*	*	*	*	*	*	5	4	3
19:00	*	*	*	*	6	3	4	2	3	2	3	1	4	*	*	*	*	*	*	*	*	3	3	3
20:00	*	*	*	*	4	4	5	2	2	1	4	1	0	*	*	*	*	*	*	*	*	2	2	3
21:00	*	*	*	*	0	2	4	2	1	0	0	1	4	*	*	*	*	*	*	*	*	0	1	2
22:00	*	*	*	*	2	3	1	1	1	5	2	2	1	*	*	*	*	*	*	*	*	3	2	2
23:00	*	*	*	*	1	0	2	2	0	1	3	0	0	*	*	*	*	*	*	*	*	1	1	1
00:00	*	*	*	*	0	0	0	0	0	1	1	0	0	*	*	*	*	*	*	*	*	1	0	0
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**56**	**29**	**35**	**44**	**40**	**45**	**60**	**53**	**48**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**48**	**50**	**44**
0600-2200	**0**	**0**	**0**	**0**	**69**	**38**	**45**	**56**	**48**	**54**	**71**	**58**	**55**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**58**	**59**	**53**
0600-0000	**0**	**0**	**0**	**0**	**70**	**38**	**47**	**58**	**48**	**56**	**75**	**58**	**55**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**60**	**61**	**55**
0000-0000	**0**	**0**	**0**	**0**	**71**	**38**	**48**	**61**	**51**	**58**	**77**	**59**	**55**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**62**	**63**	**56**
0700-1000	**0**	**0**	**0**	**0**	**19**	**5**	**1**	**16**	**23**	**18**	**28**	**14**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**20**	**13**
1600-1900	**0**	**0**	**0**	**0**	**10**	**8**	**11**	**9**	**8**	**11**	**12**	**12**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**10**	**10**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: Forest Road
Flow from: Starch House Lane (W) **to:** Fairlop Station (E)
Vehicle Classification: All Vehicles
Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	80	164	263	72	83	62	63	73	164	171	*	*	*	*	*	*	*	69	72	120
02:00	*	*	*	*	40	70	157	45	33	41	36	44	96	123	*	*	*	*	*	*	*	37	40	69
03:00	*	*	*	*	31	54	61	21	28	23	26	28	67	89	*	*	*	*	*	*	*	26	26	43
04:00	*	*	*	*	27	30	29	18	24	27	22	25	42	41	*	*	*	*	*	*	*	24	24	29
05:00	*	*	*	*	50	37	18	30	37	43	43	43	55	32	*	*	*	*	*	*	*	41	41	39
06:00	*	*	*	*	180	73	39	151	165	157	165	181	119	45	*	*	*	*	*	*	*	162	167	128
07:00	*	*	*	*	700	176	72	689	776	724	758	714	179	72	*	*	*	*	*	*	*	753	727	486
08:00	*	*	*	*	839	284	136	909	911	944	913	815	276	137	*	*	*	*	*	*	*	923	889	616
09:00	*	*	*	*	731	422	191	751	802	709	721	693	448	175	*	*	*	*	*	*	*	744	735	564
10:00	*	*	*	*	632	517	386	580	632	579	634	682	537	361	*	*	*	*	*	*	*	615	623	554
11:00	*	*	*	*	532	628	581	498	558	493	526	570	636	523	*	*	*	*	*	*	*	526	530	555
12:00	*	*	*	*	587	695	666	578	548	494	545	606	694	*	*	*	*	*	*	*	*	529	560	601
13:00	*	*	*	*	575	814	766	543	538	525	560	670	754	*	*	*	*	*	*	*	*	541	569	638
14:00	*	*	*	*	614	636	736	483	575	541	607	646	741	*	*	*	*	*	*	*	*	574	578	620
15:00	*	*	*	*	595	675	633	530	539	519	640	581	708	*	*	*	*	*	*	*	*	566	567	602
16:00	*	*	*	*	625	624	666	609	582	612	625	662	690	*	*	*	*	*	*	*	*	606	619	633
17:00	*	*	*	*	680	677	702	647	625	642	614	633	705	*	*	*	*	*	*	*	*	627	640	658
18:00	*	*	*	*	745	633	664	711	728	821	723	776	745	*	*	*	*	*	*	*	*	757	751	727
19:00	*	*	*	*	726	637	647	644	664	652	741	295	693	*	*	*	*	*	*	*	*	686	620	633
20:00	*	*	*	*	600	579	695	548	534	563	575	392	667	*	*	*	*	*	*	*	*	557	535	573
21:00	*	*	*	*	446	492	689	472	455	525	506	456	443	*	*	*	*	*	*	*	*	495	477	498
22:00	*	*	*	*	418	319	599	395	398	490	418	405	352	*	*	*	*	*	*	*	*	435	421	422
23:00	*	*	*	*	331	298	276	276	264	315	349	291	285	*	*	*	*	*	*	*	*	309	304	298
00:00	*	*	*	*	221	313	149	122	155	165	145	250	242	*	*	*	*	*	*	*	*	155	176	196
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**7881**	**7242**	**6774**	**7483**	**7702**	**7531**	**7849**	**7629**	**7627**	**1196**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7694**	**7679**	**7403**
0600-2200	**0**	**0**	**0**	**0**	**10045**	**8808**	**8829**	**9587**	**9865**	**9833**	**10106**	**9596**	**9268**	**1268**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9935**	**9839**	**9381**
0600-0000	**0**	**0**	**0**	**0**	**10597**	**9419**	**9254**	**9985**	**10284**	**10313**	**10600**	**10137**	**9795**	**1268**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10399**	**10319**	**9875**
0000-0000	**0**	**0**	**0**	**0**	**11005**	**9847**	**9821**	**10322**	**10654**	**10666**	**10955**	**10531**	**10338**	**1769**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10758**	**10689**	**10301**
0700-1000	**0**	**0**	**0**	**0**	**2202**	**1223**	**713**	**2240**	**2345**	**2232**	**2268**	**2190**	**1261**	**673**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2282**	**2246**	**1735**
1600-1900	**0**	**0**	**0**	**0**	**2151**	**1947**	**2013**	**2002**	**2017**	**2115**	**2078**	**1704**	**2143**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2070**	**2011**	**2019**
Peak Hour Analysis																								
07:00-10:00	0	0	0	0	839	517	386	909	911	944	913	815	537	361	0	0	0	0	0	0	0	**923**	**889**	**616**
10:00-16:00	0	0	0	0	625	814	766	609	582	612	640	670	754	523	0	0	0	0	0	0	0	**606**	**619**	**638**
16:00-19:00	0	0	0	0	745	677	702	711	728	821	741	776	745	0	0	0	0	0	0	0	0	**757**	**751**	**727**

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

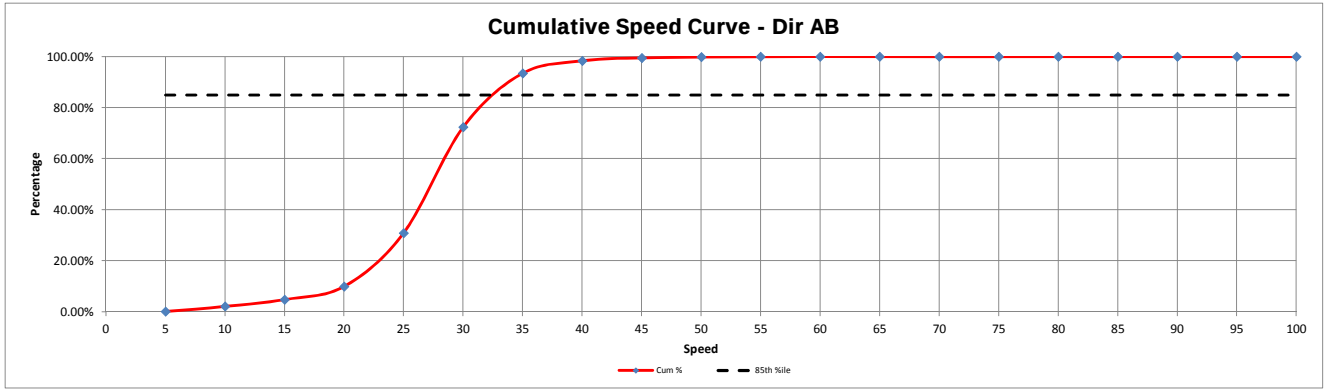
Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: Forest Road
Flow from: Starch House Lane (W) **to:** Fairlop Station (E)

Prepared by: Vicky Tween
Checked by: Luke Martin

Speed From (mph)		Speed To (mph)	Cycle	Motorcycle	Car	LGV	Rigid 2 Axle	Rigid 3 Axle	Rigid 4 Axle	Artic 3	Artic 4	Artic 5+	Bus	Other	Totals	Percentage	Cumulative Percentage
0	-	5	1	1	66	17	7	5	1	.	.	.	4	3	105	0.11%	0.11%
5	-	10	11	7	1504	317	39	5	2	7	.	7	21	33	1953	2.00%	2.10%
10	-	15	106	24	1717	592	55	6	5	21	.	14	3	100	2643	2.70%	4.81%
15	-	20	80	28	3031	1493	93	15	13	84	1	8	4	171	5021	5.13%	9.94%
20	-	25	26	76	12518	7106	372	31	7	144	.	7	9	192	20488	20.94%	30.88%
25	-	30	.	234	24594	14738	734	32	15	125	.	7	19	100	40598	41.50%	72.39%
30	-	35	.	138	11706	8277	419	9	7	32	.	6	13	14	20621	21.08%	93.47%
35	-	40	.	56	2415	2191	107	.	2	7	.	1	4	2	4785	4.89%	98.36%
40	-	45	.	37	503	544	45	.	.	2	.	2	.	.	1133	1.16%	99.52%
45	-	50	.	26	115	146	12	.	.	.	.	.	.	1	300	0.31%	99.82%
50	-	55	.	12	58	48	2	.	.	.	.	.	.	.	120	0.12%	99.95%
55	-	60	.	2	24	22	2	.	.	.	.	.	.	.	50	0.05%	100.00%
60	-	65	.	.	2	.	.	.	.	.	.	.	.	.	2	0.00%	100.00%
65	-	70	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
70	-	75	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
75	-	80	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
80	-	85	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
85	-	90	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
90	-	95	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
95	-	100	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%

Speed to	Cum %	85th %ile
5	0.11%	0.85
10	2.10%	0.85
15	4.81%	0.85
20	9.94%	0.85
25	30.88%	0.85
30	72.39%	0.85
35	93.47%	0.85
40	98.36%	0.85
45	99.52%	0.85
50	99.82%	0.85
55	99.95%	0.85
60	100.00%	0.85
65	100.00%	0.85
70	100.00%	0.85
75	100.00%	0.85
80	100.00%	0.85
85	100.00%	0.85
90	100.00%	0.85
95	100.00%	0.85
100	100.00%	0.85



Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: Forest Road
Flow from: Fairlop Station (E) **to:** Starch House Lane (W)
Vehicle Classification: Car & LGV

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	77	138	196	62	68	64	60	94	140	174	*	*	*	*	*	*	*	**64**	**71**	**107**
02:00	*	*	*	*	34	60	105	18	25	26	30	41	86	104	*	*	*	*	*	*	*	**27**	**29**	**53**
03:00	*	*	*	*	25	51	48	21	22	23	23	22	64	63	*	*	*	*	*	*	*	**23**	**23**	**36**
04:00	*	*	*	*	25	31	32	16	24	19	23	15	35	43	*	*	*	*	*	*	*	**22**	**20**	**26**
05:00	*	*	*	*	25	24	22	27	42	33	38	33	26	26	*	*	*	*	*	*	*	**38**	**33**	**30**
06:00	*	*	*	*	81	67	56	72	127	78	98	77	56	51	*	*	*	*	*	*	*	**101**	**89**	**76**
07:00	*	*	*	*	178	92	93	200	261	211	202	234	115	58	*	*	*	*	*	*	*	**225**	**214**	**164**
08:00	*	*	*	*	487	185	158	492	517	495	441	474	212	115	*	*	*	*	*	*	*	**484**	**484**	**358**
09:00	*	*	*	*	529	412	485	506	582	594	541	565	412	253	*	*	*	*	*	*	*	**572**	**553**	**488**
10:00	*	*	*	*	595	565	701	547	578	516	530	644	609	438	*	*	*	*	*	*	*	**541**	**568**	**572**
11:00	*	*	*	*	574	709	619	485	486	489	490	613	723	598	*	*	*	*	*	*	*	**488**	**523**	**579**
12:00	*	*	*	*	540	685	701	472	478	478	527	625	772	*	*	*	*	*	*	*	*	**494**	**520**	**586**
13:00	*	*	*	*	548	762	720	528	518	483	557	582	853	*	*	*	*	*	*	*	*	**519**	**536**	**617**
14:00	*	*	*	*	559	741	844	479	538	523	542	646	814	*	*	*	*	*	*	*	*	**534**	**548**	**632**
15:00	*	*	*	*	652	654	689	568	590	548	572	591	711	*	*	*	*	*	*	*	*	**570**	**587**	**619**
16:00	*	*	*	*	678	569	667	610	612	638	626	741	641	*	*	*	*	*	*	*	*	**625**	**651**	**642**
17:00	*	*	*	*	848	656	606	749	785	786	802	861	597	*	*	*	*	*	*	*	*	**791**	**805**	**743**
18:00	*	*	*	*	881	584	532	820	799	822	840	855	607	*	*	*	*	*	*	*	*	**820**	**836**	**749**
19:00	*	*	*	*	752	469	461	759	791	781	838	363	595	*	*	*	*	*	*	*	*	**803**	**714**	**645**
20:00	*	*	*	*	601	504	379	598	670	735	737	480	427	*	*	*	*	*	*	*	*	**714**	**637**	**570**
21:00	*	*	*	*	449	369	365	490	403	495	472	436	336	*	*	*	*	*	*	*	*	**457**	**458**	**424**
22:00	*	*	*	*	306	317	277	254	265	330	318	347	318	*	*	*	*	*	*	*	*	**304**	**303**	**304**
23:00	*	*	*	*	229	281	161	166	185	216	240	276	226	*	*	*	*	*	*	*	*	**214**	**219**	**220**
00:00	*	*	*	*	199	245	127	104	133	122	144	207	210	*	*	*	*	*	*	*	*	**133**	**152**	**166**
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**7643**	**6991**	**7183**	**7015**	**7274**	**7153**	**7306**	**7560**	**7546**	**1404**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7244**	**7325**	**7231**
0600-2200	**0**	**0**	**0**	**0**	**9177**	**8273**	**8297**	**8557**	**8873**	**8924**	**9035**	**9057**	**8742**	**1462**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8944**	**8937**	**8693**
0600-0000	**0**	**0**	**0**	**0**	**9605**	**8799**	**8585**	**8827**	**9191**	**9262**	**9419**	**9540**	**9178**	**1462**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9291**	**9307**	**9079**
0000-0000	**0**	**0**	**0**	**0**	**9872**	**9170**	**9044**	**9043**	**9499**	**9505**	**9691**	**9822**	**9585**	**1923**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9565**	**9572**	**9407**
0700-1000	**0**	**0**	**0**	**0**	**1611**	**1162**	**1344**	**1545**	**1677**	**1605**	**1512**	**1683**	**1233**	**806**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1598**	**1606**	**1418**
1600-1900	**0**	**0**	**0**	**0**	**2481**	**1709**	**1599**	**2328**	**2375**	**2389**	**2480**	**2079**	**1799**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2415**	**2355**	**2138**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: Forest Road
Flow from: Fairlop Station (E) **to:** Starch House Lane (W)
Vehicle Classification: OGV1

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	0	2	1	0	1	0	0	2	6	2	*	*	*	*	*	*	*	0	1	1
02:00	*	*	*	*	0	0	0	3	1	1	2	3	0	0	*	*	*	*	*	*	*	1	2	1
03:00	*	*	*	*	1	2	1	0	4	0	1	0	0	0	*	*	*	*	*	*	*	2	1	1
04:00	*	*	*	*	1	1	0	0	2	1	4	1	1	0	*	*	*	*	*	*	*	2	2	1
05:00	*	*	*	*	4	2	1	3	7	2	3	2	3	1	*	*	*	*	*	*	*	4	4	3
06:00	*	*	*	*	7	3	1	4	7	4	6	8	2	1	*	*	*	*	*	*	*	6	6	4
07:00	*	*	*	*	14	5	3	9	10	13	10	10	5	6	*	*	*	*	*	*	*	11	11	9
08:00	*	*	*	*	18	7	5	15	13	16	18	15	11	3	*	*	*	*	*	*	*	16	16	12
09:00	*	*	*	*	17	12	12	17	9	9	8	12	14	2	*	*	*	*	*	*	*	9	12	11
10:00	*	*	*	*	23	14	5	15	20	17	15	16	8	6	*	*	*	*	*	*	*	17	18	14
11:00	*	*	*	*	16	13	5	19	17	22	23	17	15	4	*	*	*	*	*	*	*	21	19	15
12:00	*	*	*	*	20	10	5	16	19	21	19	16	12	*	*	*	*	*	*	*	*	20	19	15
13:00	*	*	*	*	23	15	8	20	19	29	16	22	11	*	*	*	*	*	*	*	*	21	22	18
14:00	*	*	*	*	32	8	6	23	25	32	25	20	5	*	*	*	*	*	*	*	*	27	26	20
15:00	*	*	*	*	19	6	4	25	21	20	23	14	13	*	*	*	*	*	*	*	*	21	20	16
16:00	*	*	*	*	17	5	4	19	19	19	27	14	8	*	*	*	*	*	*	*	*	22	19	15
17:00	*	*	*	*	27	7	3	9	20	15	18	18	3	*	*	*	*	*	*	*	*	18	18	13
18:00	*	*	*	*	17	4	6	18	18	19	19	20	3	*	*	*	*	*	*	*	*	19	19	14
19:00	*	*	*	*	4	7	2	10	10	9	10	5	4	*	*	*	*	*	*	*	*	10	8	7
20:00	*	*	*	*	9	7	2	4	6	7	6	3	3	*	*	*	*	*	*	*	*	6	6	5
21:00	*	*	*	*	3	2	2	4	9	12	6	3	4	*	*	*	*	*	*	*	*	9	6	5
22:00	*	*	*	*	2	1	2	3	2	5	4	1	5	*	*	*	*	*	*	*	*	4	3	3
23:00	*	*	*	*	1	2	4	2	2	5	3	2	1	*	*	*	*	*	*	*	*	3	3	2
00:00	*	*	*	*	1	6	0	4	1	3	2	1	2	*	*	*	*	*	*	*	*	2	2	2
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**233**	**108**	**65**	**206**	**210**	**228**	**221**	**189**	**107**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**220**	**215**	**170**
0600-2200	**0**	**0**	**0**	**0**	**261**	**123**	**74**	**226**	**237**	**265**	**247**	**206**	**124**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**250**	**240**	**191**
0600-0000	**0**	**0**	**0**	**0**	**263**	**131**	**78**	**232**	**240**	**273**	**252**	**209**	**127**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**255**	**245**	**196**
0000-0000	**0**	**0**	**0**	**0**	**276**	**141**	**82**	**242**	**262**	**281**	**268**	**225**	**139**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**270**	**259**	**208**
0700-1000	**0**	**0**	**0**	**0**	**58**	**33**	**22**	**47**	**42**	**42**	**41**	**43**	**33**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**42**	**46**	**37**
1600-1900	**0**	**0**	**0**	**0**	**48**	**18**	**11**	**37**	**48**	**43**	**47**	**43**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**46**	**44**	**34**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: Forest Road
Flow from: Fairlop Station (E) **to:** Starch House Lane (W)
Vehicle Classification: OGV2

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	0	0	1	0	0	0	0	0	0	0	*	*	*	*	*	*	*	0	0	0
02:00	*	*	*	*	0	0	0	0	1	0	0	0	0	0	*	*	*	*	*	*	*	0	0	0
03:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	*	*	*	*	*	*	*	0	0	0
04:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	*	*	*	*	*	*	*	0	0	0
05:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	*	*	*	*	*	*	*	0	0	0
06:00	*	*	*	*	0	1	0	1	1	1	1	0	0	1	*	*	*	*	*	*	*	1	1	1
07:00	*	*	*	*	0	1	0	3	0	0	1	1	0	1	*	*	*	*	*	*	*	0	1	1
08:00	*	*	*	*	0	0	0	0	0	1	1	2	0	0	*	*	*	*	*	*	*	1	1	0
09:00	*	*	*	*	0	2	3	1	2	0	0	3	1	1	*	*	*	*	*	*	*	1	1	1
10:00	*	*	*	*	0	0	1	0	0	1	1	1	0	1	*	*	*	*	*	*	*	1	1	1
11:00	*	*	*	*	1	2	1	3	0	1	3	4	2	1	*	*	*	*	*	*	*	1	2	2
12:00	*	*	*	*	3	2	0	2	2	3	1	2	0	*	*	*	*	*	*	*	*	2	2	2
13:00	*	*	*	*	0	1	0	2	1	3	2	1	2	*	*	*	*	*	*	*	*	2	2	1
14:00	*	*	*	*	1	1	4	3	3	2	3	2	0	*	*	*	*	*	*	*	*	3	2	2
15:00	*	*	*	*	0	1	0	2	2	1	1	3	0	*	*	*	*	*	*	*	*	1	2	1
16:00	*	*	*	*	2	3	2	0	6	3	1	3	1	*	*	*	*	*	*	*	*	3	3	2
17:00	*	*	*	*	3	1	3	1	4	4	2	2	1	*	*	*	*	*	*	*	*	3	3	2
18:00	*	*	*	*	2	0	0	2	2	2	0	3	2	*	*	*	*	*	*	*	*	1	2	1
19:00	*	*	*	*	0	0	1	3	1	5	2	1	0	*	*	*	*	*	*	*	*	3	2	1
20:00	*	*	*	*	2	0	0	0	0	1	3	0	2	*	*	*	*	*	*	*	*	1	1	1
21:00	*	*	*	*	2	0	1	3	0	2	1	1	1	*	*	*	*	*	*	*	*	1	2	1
22:00	*	*	*	*	0	0	0	0	0	0	0	1	0	*	*	*	*	*	*	*	*	0	0	0
23:00	*	*	*	*	1	0	0	0	0	0	1	0	0	*	*	*	*	*	*	*	*	0	0	0
00:00	*	*	*	*	0	0	0	0	0	1	0	1	0	*	*	*	*	*	*	*	*	0	0	0
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**12**	**13**	**15**	**19**	**23**	**26**	**17**	**27**	**9**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**21**	**18**
0600-2200	**0**	**0**	**0**	**0**	**16**	**14**	**16**	**25**	**23**	**29**	**22**	**30**	**12**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**24**	**21**
0600-0000	**0**	**0**	**0**	**0**	**17**	**14**	**16**	**25**	**23**	**30**	**23**	**31**	**12**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**25**	**21**
0000-0000	**0**	**0**	**0**	**0**	**17**	**15**	**17**	**26**	**25**	**31**	**24**	**31**	**12**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**26**	**22**
0700-1000	**0**	**0**	**0**	**0**	**0**	**2**	**4**	**1**	**2**	**2**	**2**	**6**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**2**
1600-1900	**0**	**0**	**0**	**0**	**5**	**1**	**4**	**6**	**7**	**11**	**4**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**7**	**5**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: Forest Road
Flow from: Fairlop Station (E) **to:** Starch House Lane (W)
Vehicle Classification: All Vehicles
Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	77	140	198	62	69	64	60	96	146	176	*	*	*	*	*	*	*	64	71	109
02:00	*	*	*	*	34	60	105	21	27	27	32	44	86	104	*	*	*	*	*	*	*	29	31	54
03:00	*	*	*	*	26	53	49	21	26	23	24	22	64	63	*	*	*	*	*	*	*	24	24	37
04:00	*	*	*	*	26	32	32	16	26	20	27	16	36	43	*	*	*	*	*	*	*	24	22	27
05:00	*	*	*	*	29	26	23	30	49	35	41	35	29	27	*	*	*	*	*	*	*	42	37	32
06:00	*	*	*	*	88	71	57	77	135	83	105	85	58	53	*	*	*	*	*	*	*	108	96	81
07:00	*	*	*	*	192	98	96	212	271	224	213	245	120	65	*	*	*	*	*	*	*	236	226	174
08:00	*	*	*	*	505	192	163	507	530	512	460	491	223	118	*	*	*	*	*	*	*	501	501	370
09:00	*	*	*	*	546	426	500	524	593	603	549	580	427	256	*	*	*	*	*	*	*	582	566	500
10:00	*	*	*	*	618	579	707	562	598	534	546	661	617	445	*	*	*	*	*	*	*	559	587	587
11:00	*	*	*	*	591	724	625	507	503	512	516	634	740	603	*	*	*	*	*	*	*	510	544	596
12:00	*	*	*	*	563	697	706	490	499	502	547	643	784	*	*	*	*	*	*	*	*	516	541	603
13:00	*	*	*	*	571	778	728	550	538	515	575	605	866	*	*	*	*	*	*	*	*	543	559	636
14:00	*	*	*	*	592	750	854	505	566	557	570	668	819	*	*	*	*	*	*	*	*	564	576	653
15:00	*	*	*	*	671	661	693	595	613	569	596	608	724	*	*	*	*	*	*	*	*	593	609	637
16:00	*	*	*	*	697	577	673	629	637	660	654	758	650	*	*	*	*	*	*	*	*	650	673	659
17:00	*	*	*	*	878	664	612	759	809	805	822	881	601	*	*	*	*	*	*	*	*	812	826	759
18:00	*	*	*	*	900	588	538	840	819	843	859	878	612	*	*	*	*	*	*	*	*	840	857	764
19:00	*	*	*	*	756	476	464	772	802	795	850	369	599	*	*	*	*	*	*	*	*	816	724	654
20:00	*	*	*	*	612	511	381	602	676	743	746	483	432	*	*	*	*	*	*	*	*	722	644	576
21:00	*	*	*	*	454	371	368	497	412	509	479	440	341	*	*	*	*	*	*	*	*	467	465	430
22:00	*	*	*	*	308	318	279	257	267	335	322	349	323	*	*	*	*	*	*	*	*	308	306	306
23:00	*	*	*	*	231	283	165	168	187	221	244	278	227	*	*	*	*	*	*	*	*	217	222	223
00:00	*	*	*	*	200	251	127	108	134	126	146	209	212	*	*	*	*	*	*	*	*	135	154	168
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**7888**	**7112**	**7263**	**7240**	**7507**	**7407**	**7544**	**7776**	**7662**	**1422**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7486**	**7560**	**7419**
0600-2200	**0**	**0**	**0**	**0**	**9454**	**8410**	**8387**	**8808**	**9133**	**9218**	**9304**	**9293**	**8878**	**1487**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9218**	**9202**	**8905**
0600-0000	**0**	**0**	**0**	**0**	**9885**	**8944**	**8679**	**9084**	**9454**	**9565**	**9694**	**9780**	**9317**	**1487**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9571**	**9577**	**9296**
0000-0000	**0**	**0**	**0**	**0**	**10165**	**9326**	**9143**	**9311**	**9786**	**9817**	**9983**	**10078**	**9736**	**1953**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9862**	**9857**	**9637**
0700-1000	**0**	**0**	**0**	**0**	**1669**	**1197**	**1370**	**1593**	**1721**	**1649**	**1555**	**1732**	**1267**	**819**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1642**	**1653**	**1457**
1600-1900	**0**	**0**	**0**	**0**	**2534**	**1728**	**1614**	**2371**	**2430**	**2443**	**2531**	**2128**	**1812**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2468**	**2406**	**2177**
Peak Hour Analysis																								
07:00-10:00	0	0	0	0	618	579	707	562	598	603	549	661	617	445	0	0	0	0	0	0	0	**582**	**587**	**587**
10:00-16:00	0	0	0	0	697	778	854	629	637	660	654	758	866	603	0	0	0	0	0	0	0	**650**	**673**	**659**
16:00-19:00	0	0	0	0	900	664	612	840	819	843	859	881	612	0	0	0	0	0	0	0	0	**840**	**857**	**764**

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

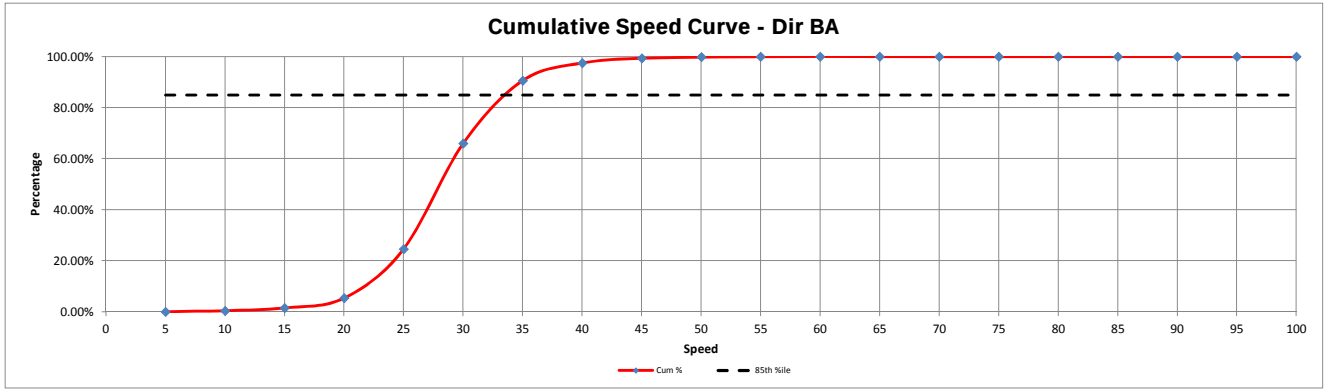
Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: Forest Road
Flow from: Fairlop Station (E) **to:** Starch House Lane (W)

Prepared by: Vicky Tween
Checked by: Luke Martin

Speed From (mph)		Speed To (mph)	Cycle	Motorcycle	Car	LGV	Rigid 2 Axle	Rigid 3 Axle	Rigid 4 Axle	Artic 3	Artic 4	Artic 5+	Bus	Other	Totals	Percentage	Cumulative Percentage
0	-	5	33	7	12	6	.	.	.	.	.	.	.	3	61	0.07%	0.07%
5	-	10	52	5	188	69	3	2	2	.	.	1	1	8	331	0.36%	0.43%
10	-	15	176	11	535	209	22	6	4	1	.	5	2	38	1009	1.11%	1.54%
15	-	20	126	21	1981	1122	63	12	7	3	1	7	2	120	3465	3.82%	5.36%
20	-	25	16	78	10327	6458	361	22	13	39	8	10	9	147	17488	19.26%	24.62%
25	-	30	.	195	22063	14388	737	17	12	47	3	9	21	70	37562	41.37%	65.99%
30	-	35	.	159	12324	9341	492	13	3	12	1	8	8	16	22377	24.65%	90.64%
35	-	40	.	86	3002	3033	127	.	2	3	.	.	4	.	6257	6.89%	97.53%
40	-	45	.	40	715	822	47	.	.	1	.	.	.	.	1625	1.79%	99.32%
45	-	50	.	19	172	255	12	.	.	.	.	.	.	.	458	0.50%	99.82%
50	-	55	.	7	41	71	4	.	.	.	.	.	.	.	123	0.14%	99.96%
55	-	60	.	2	13	24	1	.	.	.	.	.	.	.	40	0.04%	100.00%
60	-	65	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
65	-	70	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
70	-	75	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
75	-	80	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
80	-	85	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
85	-	90	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
90	-	95	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
95	-	100	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%

Speed to	Cum %	85th %ile
5	0.07%	0.85
10	0.43%	0.85
15	1.54%	0.85
20	5.36%	0.85
25	24.62%	0.85
30	65.99%	0.85
35	90.64%	0.85
40	97.53%	0.85
45	99.32%	0.85
50	99.82%	0.85
55	99.96%	0.85
60	100.00%	0.85
65	100.00%	0.85
70	100.00%	0.85
75	100.00%	0.85
80	100.00%	0.85
85	100.00%	0.85
90	100.00%	0.85
95	100.00%	0.85
100	100.00%	0.85



Intelligent Data Collection Limited
Redbridge

Client:	Atkins		
Project Number:	ID02396		
Period Commencing:	06/07/2015		
Site Number:	Site 1-3		
Road Name:	A123 High Street		
Survey Type:	ATC		
Direction AB:	**Flow from:** Virginia Gardens (S)	**to:** Fairlop Road (N)	
Direction BA:	**Flow from:** Fairlop Road (N)	**to:** Virginia Gardens (S)	

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	21.07.2015			
Prepared by	Vicky Tween			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID02396			
File Ref	ID02396 Redbridge - ATC Site 1-3			

Issue Sheet

Issued to	Date			
	22.07.2015			
Rachael Fisher	E-mail			

Intelligent Data - Automatic Traffic Count Output

Road Name: A123 High Street
Direction AB: **From:** Virginia Gardens (S) **to:** Fairlop Road (N)
Direction BA: **From:** Fairlop Road (N) **to:** Virginia Gardens (S)

X Co-Ordinate	Y Co-Ordinate	ATC Start Date	ATC Finish Date	Posted Speed Limit
51.592297	0.083791	10/07/2015	19/07/2015	30

Link to location on Google Maps

http://maps.google.co.uk/maps?hl=en&safe=off&q=51.592297,0.083791&cr=countryUK|countryGB&um=1&ie=UTF-8&sa=N&tab=wl

Site Layout

Comments

Prepared by	Vicky Tween	Checked by	Luke Martin	Project Director	Paul O'Neill

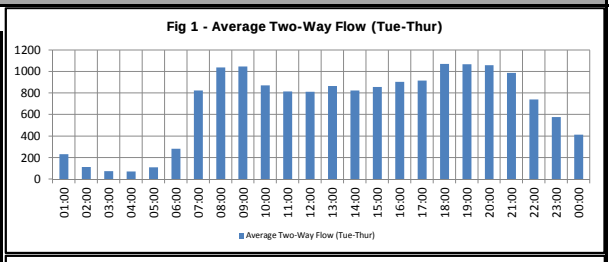
Intelligent Data - Automatic Traffic Count Output

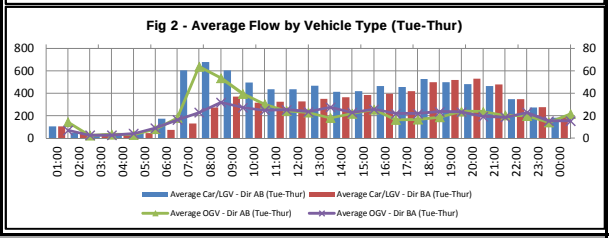
Atkins
Redbridge

Flow Reporting

Table 1 - Two Way Flow Analysis

Hour Ending	Average Car/LGV - Dir AB (Tue-Thur)	Average Car/LGV - Dir BA (Tue-Thur)	Average OGV - Dir AB (Tue-Thur)	Average OGV - Dir BA (Tue-Thur)	Average Two-Way Flow (Tue-Thur)
01:00	105	107	14	7	233
02:00	47	60	2	3	112
03:00	31	39	3	3	76
04:00	31	34	3	4	72
05:00	49	46	8	9	111
06:00	176	74	18	16	284
07:00	607	130	64	23	824
08:00	680	273	54	32	1038
09:00	607	372	40	27	1046
10:00	498	319	30	25	872
11:00	439	327	24	25	816
12:00	436	328	23	24	811
13:00	468	352	18	28	866
14:00	413	365	22	23	824
15:00	419	385	26	26	856
16:00	467	399	16	22	904
17:00	458	420	17	22	917
18:00	529	501	19	24	1072
19:00	502	520	24	23	1069
20:00	484	533	24	19	1059
21:00	467	482	20	19	988
22:00	348	349	20	23	740
23:00	273	276	14	15	579
00:00	182	194	22	15	413





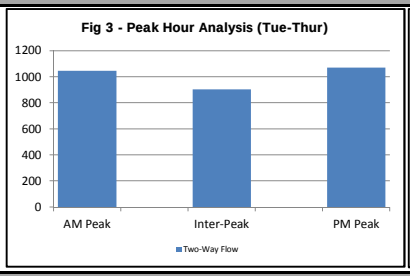
Peak Hour Analysis

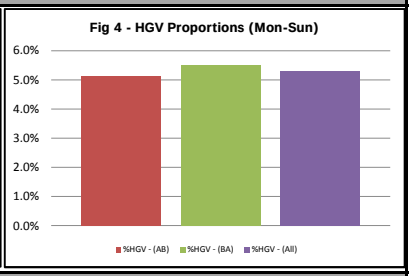
Table 2 - Peak Hour Analysis (Tue-Thur)

Peak	Time From	Time To	Two-Way Flow
AM Peak	08:00:00	09:00:00	1046
Inter-Peak	15:00:00	16:00:00	904
PM Peak	17:00:00	18:00:00	1072

Table 3 - HGV Proportions (Mon-Sun)

Category	%HGV - (AB)	%HGV - (BA)	%HGV - (All)
All	5.1%	5.5%	5.3%





Speed Analysis

Table 4 - Cumulative Speed by Direction (Mon-Sun)

Speed From	Speed to	Speed Dir AB	Speed Dir BA
0	5	0.78%	0.85%
5	10	17.82%	4.86%
10	15	44.04%	23.89%
15	20	63.99%	56.20%
20	25	82.05%	81.60%
25	30	93.47%	94.60%
30	35	98.23%	98.58%
35	40	99.57%	99.63%
40	45	99.90%	99.89%
45	50	99.97%	99.97%
50	55	100.00%	100.00%
55	60	100.00%	100.00%
60	65	100.00%	100.00%
65	70	100.00%	100.00%
70	75	100.00%	100.00%
75	80	100.00%	100.00%
80	85	100.00%	100.00%
85	90	100.00%	100.00%
90	95	100.00%	100.00%
95	100	100.00%	100.00%

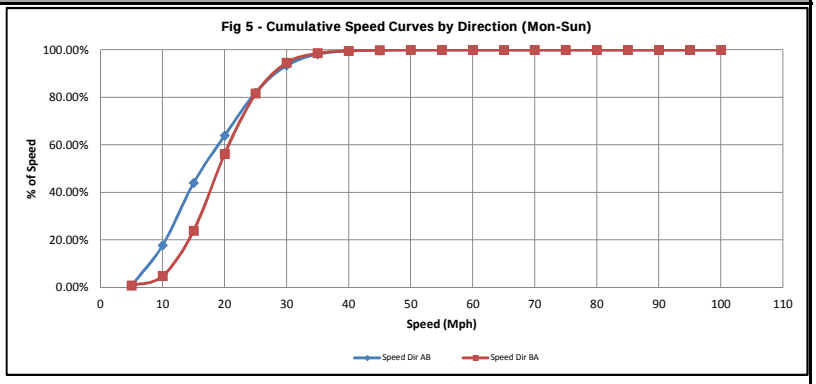
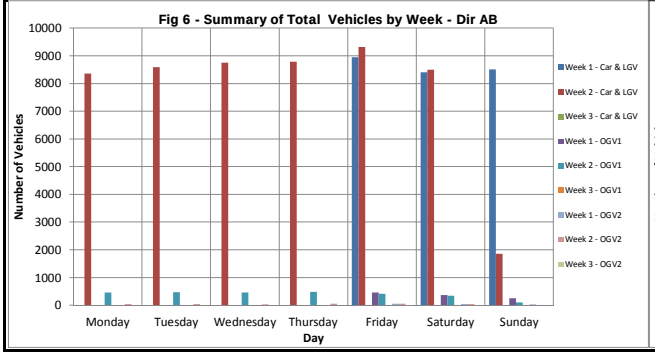
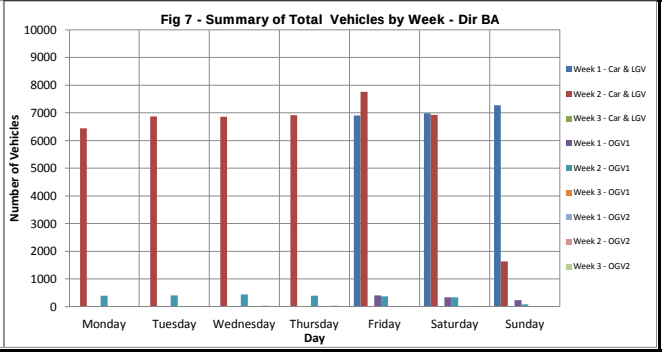


Table 5 - Average and 85%ile Speeds by Direction (Mon-Sun)

Direction	Ave Speed	85%ile Speed
AB	17.5	26.3
BA	19.5	26.3

Week on Week Variation Analysis by Direction





Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: A123 High Street
Flow from: Virginia Gardens (S) **to:** Fairlop Road (N)
Vehicle Classification: Car & LGV

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	194	264	79	103	101	111	109	188	173	*	*	*	*	*	*	*	**105**	**101**	**147**
02:00	*	*	*	*	*	108	148	51	50	39	52	62	134	130	*	*	*	*	*	*	*	**47**	**51**	**86**
03:00	*	*	*	*	34	67	99	23	34	30	28	43	88	94	*	*	*	*	*	*	*	**31**	**32**	**54**
04:00	*	*	*	*	28	48	55	23	26	29	39	34	55	54	*	*	*	*	*	*	*	**31**	**30**	**39**
05:00	*	*	*	*	46	56	35	36	45	56	45	68	61	51	*	*	*	*	*	*	*	**49**	**49**	**50**
06:00	*	*	*	*	206	75	60	155	181	169	177	189	103	61	*	*	*	*	*	*	*	**176**	**180**	**138**
07:00	*	*	*	*	572	174	84	581	626	579	616	561	180	71	*	*	*	*	*	*	*	**607**	**589**	**404**
08:00	*	*	*	*	634	230	126	683	679	717	643	595	263	138	*	*	*	*	*	*	*	**680**	**659**	**471**
09:00	*	*	*	*	603	411	222	597	622	606	594	581	378	197	*	*	*	*	*	*	*	**607**	**601**	**481**
10:00	*	*	*	*	519	510	386	490	490	507	496	572	487	350	*	*	*	*	*	*	*	**498**	**512**	**481**
11:00	*	*	*	*	450	462	529	440	455	421	440	449	485	544	*	*	*	*	*	*	*	**439**	**443**	**468**
12:00	*	*	*	*	450	430	497	464	421	441	447	492	410	*	*	*	*	*	*	*	*	**436**	**453**	**450**
13:00	*	*	*	*	464	428	573	452	452	459	494	472	469	*	*	*	*	*	*	*	*	**468**	**466**	**474**
14:00	*	*	*	*	448	532	583	400	440	381	419	451	538	*	*	*	*	*	*	*	*	**413**	**423**	**466**
15:00	*	*	*	*	459	525	541	449	394	432	431	454	502	*	*	*	*	*	*	*	*	**419**	**437**	**465**
16:00	*	*	*	*	481	480	522	495	468	481	452	559	515	*	*	*	*	*	*	*	*	**467**	**489**	**495**
17:00	*	*	*	*	509	539	540	451	503	424	447	499	551	*	*	*	*	*	*	*	*	**458**	**472**	**496**
18:00	*	*	*	*	574	542	514	503	484	538	565	540	529	*	*	*	*	*	*	*	*	**529**	**534**	**532**
19:00	*	*	*	*	500	545	590	427	449	534	522	570	575	*	*	*	*	*	*	*	*	**502**	**500**	**524**
20:00	*	*	*	*	536	555	593	409	464	508	479	530	583	*	*	*	*	*	*	*	*	**484**	**488**	**517**
21:00	*	*	*	*	485	540	570	440	452	483	466	492	465	*	*	*	*	*	*	*	*	**467**	**470**	**488**
22:00	*	*	*	*	350	315	547	326	322	357	366	394	366	*	*	*	*	*	*	*	*	**348**	**353**	**371**
23:00	*	*	*	*	336	300	227	243	251	293	275	317	309	*	*	*	*	*	*	*	*	**273**	**286**	**283**
00:00	*	*	*	*	272	340	204	146	181	174	191	288	268	*	*	*	*	*	*	*	*	**182**	**209**	**229**
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**6091**	**5634**	**5623**	**5851**	**5857**	**5941**	**5950**	**6234**	**5702**	**1229**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5916**	**5987**	**5801**
0600-2200	**0**	**0**	**0**	**0**	**8034**	**7218**	**7417**	**7607**	**7721**	**7868**	**7877**	**8211**	**7296**	**1300**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7822**	**7886**	**7583**
0600-0000	**0**	**0**	**0**	**0**	**8642**	**7858**	**7848**	**7996**	**8153**	**8335**	**8343**	**8816**	**7873**	**1300**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8277**	**8381**	**8096**
0000-0000	**0**	**0**	**0**	**0**	**8956**	**8406**	**8509**	**8363**	**8592**	**8759**	**8795**	**9321**	**8502**	**1863**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8715**	**8823**	**8609**
0700-1000	**0**	**0**	**0**	**0**	**1756**	**1151**	**734**	**1770**	**1791**	**1830**	**1733**	**1748**	**1128**	**685**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1785**	**1771**	**1433**
1600-1900	**0**	**0**	**0**	**0**	**1583**	**1626**	**1644**	**1381**	**1436**	**1496**	**1534**	**1609**	**1655**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1489**	**1507**	**1552**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: A123 High Street
Flow from: Virginia Gardens (S) **to:** Fairlop Road (N)
Vehicle Classification: OGV1

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	15	10	10	12	17	13	15	14	10	*	*	*	*	*	*	*	**14**	**13**	**13**
02:00	*	*	*	*	*	3	6	3	1	1	5	1	2	4	*	*	*	*	*	*	*	**2**	**2**	**3**
03:00	*	*	*	*	4	2	0	3	4	3	3	1	3	1	*	*	*	*	*	*	*	**3**	**3**	**2**
04:00	*	*	*	*	3	1	1	0	2	3	1	4	4	1	*	*	*	*	*	*	*	**2**	**2**	**2**
05:00	*	*	*	*	6	5	4	13	10	6	6	12	5	2	*	*	*	*	*	*	*	**7**	**9**	**7**
06:00	*	*	*	*	19	12	6	17	13	17	20	19	12	5	*	*	*	*	*	*	*	**17**	**18**	**14**
07:00	*	*	*	*	73	30	9	52	55	64	60	65	35	13	*	*	*	*	*	*	*	**60**	**62**	**46**
08:00	*	*	*	*	45	40	10	57	45	45	55	40	32	20	*	*	*	*	*	*	*	**48**	**48**	**39**
09:00	*	*	*	*	44	34	17	41	43	28	42	35	32	25	*	*	*	*	*	*	*	**38**	**39**	**34**
10:00	*	*	*	*	22	22	17	24	24	23	33	14	29	23	*	*	*	*	*	*	*	**27**	**23**	**23**
11:00	*	*	*	*	26	16	15	20	21	20	20	12	12	8	*	*	*	*	*	*	*	**20**	**20**	**17**
12:00	*	*	*	*	23	13	12	23	19	26	15	17	8	*	*	*	*	*	*	*	*	**20**	**21**	**17**
13:00	*	*	*	*	21	7	10	12	16	16	17	8	11	*	*	*	*	*	*	*	*	**16**	**15**	**13**
14:00	*	*	*	*	11	9	11	26	19	26	16	15	8	*	*	*	*	*	*	*	*	**20**	**19**	**16**
15:00	*	*	*	*	15	10	8	14	24	17	25	13	15	*	*	*	*	*	*	*	*	**22**	**18**	**16**
16:00	*	*	*	*	13	23	8	11	16	10	16	14	16	*	*	*	*	*	*	*	*	**14**	**13**	**14**
17:00	*	*	*	*	18	10	12	16	14	15	18	13	13	*	*	*	*	*	*	*	*	**16**	**16**	**14**
18:00	*	*	*	*	16	19	12	19	14	16	15	15	16	*	*	*	*	*	*	*	*	**15**	**16**	**16**
19:00	*	*	*	*	17	20	9	22	27	20	20	21	13	*	*	*	*	*	*	*	*	**22**	**21**	**19**
20:00	*	*	*	*	18	17	16	19	21	22	17	17	17	*	*	*	*	*	*	*	*	**20**	**19**	**18**
21:00	*	*	*	*	16	15	8	19	22	15	16	15	9	*	*	*	*	*	*	*	*	**18**	**17**	**15**
22:00	*	*	*	*	16	16	18	16	18	20	19	17	18	*	*	*	*	*	*	*	*	**19**	**18**	**18**
23:00	*	*	*	*	16	19	19	14	14	14	12	17	13	*	*	*	*	*	*	*	*	**13**	**15**	**15**
00:00	*	*	*	*	19	14	14	19	19	22	23	20	14	*	*	*	*	*	*	*	*	**21**	**20**	**18**
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**271**	**223**	**141**	**285**	**282**	**262**	**292**	**217**	**205**	**76**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**279**	**268**	**238**
0600-2200	**0**	**0**	**0**	**0**	**394**	**301**	**192**	**391**	**398**	**383**	**404**	**331**	**284**	**89**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**395**	**384**	**334**
0600-0000	**0**	**0**	**0**	**0**	**429**	**334**	**225**	**424**	**431**	**419**	**439**	**368**	**311**	**89**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**430**	**418**	**368**
0000-0000	**0**	**0**	**0**	**0**	**461**	**372**	**252**	**470**	**473**	**466**	**487**	**420**	**351**	**112**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**475**	**465**	**409**
0700-1000	**0**	**0**	**0**	**0**	**111**	**96**	**44**	**122**	**112**	**96**	**130**	**89**	**93**	**68**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**113**	**110**	**96**
1600-1900	**0**	**0**	**0**	**0**	**51**	**49**	**33**	**57**	**55**	**51**	**53**	**49**	**42**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**53**	**53**	**49**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: A123 High Street
Flow from: Virginia Gardens (S) **to:** Fairlop Road (N)
Vehicle Classification: OGV2

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	0	1	2	1	0	0	1	0	0	*	*	*	*	*	*	*	0	1	1
02:00	*	*	*	*	*	0	0	1	0	0	0	0	0	0	*	*	*	*	*	*	*	0	0	0
03:00	*	*	*	*	0	0	1	0	0	0	0	0	1	0	*	*	*	*	*	*	*	0	0	0
04:00	*	*	*	*	0	1	0	0	1	2	0	0	0	1	*	*	*	*	*	*	*	1	1	1
05:00	*	*	*	*	0	0	0	1	1	0	1	1	0	0	*	*	*	*	*	*	*	1	1	0
06:00	*	*	*	*	2	0	0	2	1	1	2	1	0	0	*	*	*	*	*	*	*	1	2	1
07:00	*	*	*	*	6	0	0	7	3	3	7	3	1	2	*	*	*	*	*	*	*	4	5	3
08:00	*	*	*	*	5	0	0	7	7	6	3	3	2	0	*	*	*	*	*	*	*	5	5	3
09:00	*	*	*	*	3	1	3	1	1	2	3	6	4	1	*	*	*	*	*	*	*	2	3	3
10:00	*	*	*	*	2	4	1	0	5	2	4	4	3	1	*	*	*	*	*	*	*	4	3	3
11:00	*	*	*	*	3	5	2	3	5	2	5	4	4	3	*	*	*	*	*	*	*	4	4	4
12:00	*	*	*	*	3	2	1	2	2	5	2	2	6	*	*	*	*	*	*	*	*	3	3	3
13:00	*	*	*	*	3	2	3	4	3	2	0	3	3	*	*	*	*	*	*	*	*	2	3	3
14:00	*	*	*	*	5	1	6	4	1	2	2	5	5	*	*	*	*	*	*	*	*	2	3	3
15:00	*	*	*	*	4	1	2	9	2	2	7	2	4	*	*	*	*	*	*	*	*	4	4	4
16:00	*	*	*	*	2	2	4	1	0	2	5	4	2	*	*	*	*	*	*	*	*	2	2	2
17:00	*	*	*	*	3	2	1	3	1	0	2	1	1	*	*	*	*	*	*	*	*	1	2	2
18:00	*	*	*	*	3	1	1	0	6	5	0	2	3	*	*	*	*	*	*	*	*	4	3	2
19:00	*	*	*	*	6	9	3	2	1	2	2	5	4	*	*	*	*	*	*	*	*	2	3	4
20:00	*	*	*	*	6	5	4	0	4	3	4	5	1	*	*	*	*	*	*	*	*	4	4	4
21:00	*	*	*	*	0	3	4	1	2	0	6	2	1	*	*	*	*	*	*	*	*	3	2	2
22:00	*	*	*	*	1	2	3	1	0	0	3	0	2	*	*	*	*	*	*	*	*	1	1	1
23:00	*	*	*	*	1	3	3	0	1	1	0	3	1	*	*	*	*	*	*	*	*	1	1	1
00:00	*	*	*	*	0	0	0	0	0	1	0	0	2	*	*	*	*	*	*	*	*	0	0	0
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**42**	**30**	**27**	**36**	**34**	**32**	**35**	**41**	**41**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**37**	**35**
0600-2200	**0**	**0**	**0**	**0**	**55**	**40**	**38**	**45**	**43**	**38**	**55**	**51**	**46**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**45**	**48**	**45**
0600-0000	**0**	**0**	**0**	**0**	**56**	**43**	**41**	**45**	**44**	**40**	**55**	**54**	**49**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**46**	**49**	**47**
0000-0000	**0**	**0**	**0**	**0**	**58**	**44**	**43**	**51**	**48**	**43**	**58**	**57**	**50**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**50**	**53**	**49**
0700-1000	**0**	**0**	**0**	**0**	**10**	**5**	**4**	**8**	**13**	**10**	**10**	**13**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**11**	**8**
1600-1900	**0**	**0**	**0**	**0**	**12**	**12**	**5**	**5**	**8**	**7**	**4**	**8**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**7**	**8**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: A123 High Street
Flow from: Virginia Gardens (S) **to:** Fairlop Road (N)
Vehicle Classification: All Vehicles

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	209	275	91	116	118	124	125	202	183	*	*	*	*	*	*	*	119	115	160
02:00	*	*	*	*	*	111	154	55	51	40	57	63	136	134	*	*	*	*	*	*	*	49	53	89
03:00	*	*	*	*	38	69	100	26	38	33	31	44	92	95	*	*	*	*	*	*	*	34	35	57
04:00	*	*	*	*	31	50	56	23	29	34	40	38	59	56	*	*	*	*	*	*	*	34	33	42
05:00	*	*	*	*	52	61	39	50	56	62	52	81	66	53	*	*	*	*	*	*	*	57	59	57
06:00	*	*	*	*	227	87	66	174	195	187	199	209	115	66	*	*	*	*	*	*	*	194	199	153
07:00	*	*	*	*	651	204	93	640	684	646	683	629	216	86	*	*	*	*	*	*	*	671	656	453
08:00	*	*	*	*	684	270	136	747	731	768	701	638	297	158	*	*	*	*	*	*	*	733	712	513
09:00	*	*	*	*	650	446	242	639	666	636	639	622	414	223	*	*	*	*	*	*	*	647	642	518
10:00	*	*	*	*	543	536	404	514	519	532	533	590	519	374	*	*	*	*	*	*	*	528	539	506
11:00	*	*	*	*	479	483	546	463	481	443	465	465	501	555	*	*	*	*	*	*	*	463	466	488
12:00	*	*	*	*	476	445	510	489	442	472	464	511	424	*	*	*	*	*	*	*	*	459	476	470
13:00	*	*	*	*	488	437	586	468	471	477	511	483	483	*	*	*	*	*	*	*	*	486	483	489
14:00	*	*	*	*	464	542	600	430	460	409	437	471	551	*	*	*	*	*	*	*	*	435	445	485
15:00	*	*	*	*	478	536	551	472	420	451	463	469	521	*	*	*	*	*	*	*	*	445	459	485
16:00	*	*	*	*	496	505	534	507	484	493	473	577	533	*	*	*	*	*	*	*	*	483	505	511
17:00	*	*	*	*	530	551	553	470	518	439	467	513	565	*	*	*	*	*	*	*	*	475	490	512
18:00	*	*	*	*	593	562	527	522	504	559	580	557	548	*	*	*	*	*	*	*	*	548	553	550
19:00	*	*	*	*	523	574	602	451	477	556	544	596	592	*	*	*	*	*	*	*	*	526	525	546
20:00	*	*	*	*	560	577	613	428	489	533	500	552	601	*	*	*	*	*	*	*	*	507	510	539
21:00	*	*	*	*	501	558	582	460	476	498	488	509	475	*	*	*	*	*	*	*	*	487	489	505
22:00	*	*	*	*	367	333	568	343	340	377	388	411	386	*	*	*	*	*	*	*	*	368	371	390
23:00	*	*	*	*	353	322	249	257	266	308	287	337	323	*	*	*	*	*	*	*	*	287	301	300
00:00	*	*	*	*	291	354	218	165	200	197	214	308	284	*	*	*	*	*	*	*	*	204	229	248
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**6404**	**5887**	**5791**	**6172**	**6173**	**6235**	**6277**	**6492**	**5948**	**1310**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6228**	**6292**	**6074**
0600-2200	**0**	**0**	**0**	**0**	**8483**	**7559**	**7647**	**8043**	**8162**	**8289**	**8336**	**8593**	**7626**	**1396**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8262**	**8318**	**7962**
0600-0000	**0**	**0**	**0**	**0**	**9127**	**8235**	**8114**	**8465**	**8628**	**8794**	**8837**	**9238**	**8233**	**1396**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8753**	**8848**	**8510**
0000-0000	**0**	**0**	**0**	**0**	**9475**	**8822**	**8804**	**8884**	**9113**	**9268**	**9340**	**9798**	**8903**	**1983**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9240**	**9341**	**9067**
0700-1000	**0**	**0**	**0**	**0**	**1877**	**1252**	**782**	**1900**	**1916**	**1936**	**1873**	**1850**	**1230**	**755**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1908**	**1892**	**1537**
1600-1900	**0**	**0**	**0**	**0**	**1646**	**1687**	**1682**	**1443**	**1499**	**1554**	**1591**	**1666**	**1705**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1548**	**1567**	**1608**
Peak Hour Analysis																								
07:00-10:00	0	0	0	0	684	536	404	747	731	768	701	638	519	374	0	0	0	0	0	0	0	**733**	**712**	**518**
10:00-16:00	0	0	0	0	496	542	600	507	484	493	511	577	551	555	0	0	0	0	0	0	0	**486**	**505**	**511**
16:00-19:00	0	0	0	0	593	574	602	522	518	559	580	596	592	0	0	0	0	0	0	0	0	**548**	**553**	**550**

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

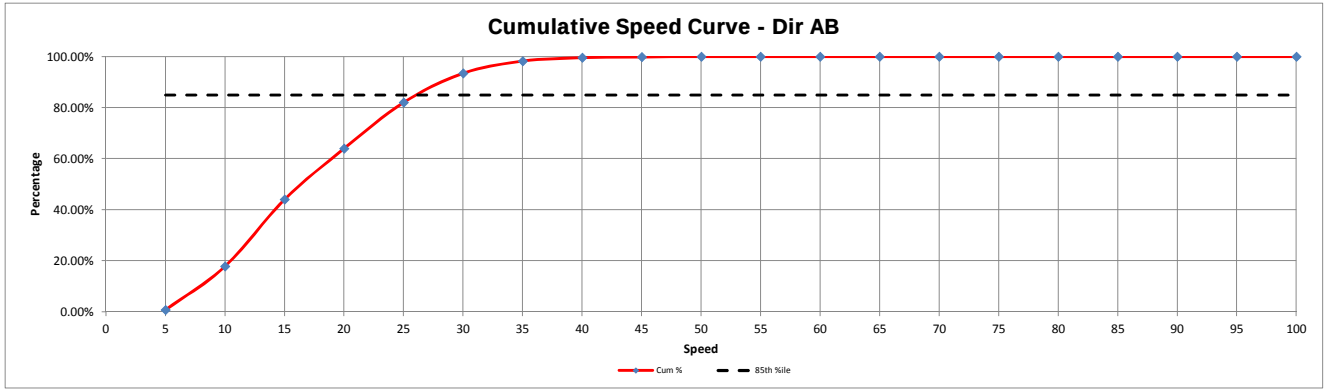
Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: A123 High Street
Flow from: Virginia Gardens (S) **to:** Fairlop Road (N)

Prepared by: Vicky Tween
Checked by: Luke Martin

Speed From (mph)		Speed To (mph)	Cycle	Motorcycle	Car	LGV	Rigid 2 Axle	Rigid 3 Axle	Rigid 4 Axle	Artic 3	Artic 4	Artic 5+	Bus	Other	Totals	Percentage	Cumulative Percentage
0	-	5	20	13	298	188	30	5	3	1	.	.	34	113	705	0.78%	0.78%
5	-	10	64	64	10824	2771	317	91	29	62	.	15	197	864	15298	17.03%	17.82%
10	-	15	68	121	15356	6194	615	78	27	83	1	25	42	946	23556	26.23%	44.04%
15	-	20	49	98	9500	6714	1146	29	5	87	3	14	45	229	17919	19.95%	63.99%
20	-	25	7	102	7446	7566	887	11	4	45	.	9	95	49	16221	18.06%	82.05%
25	-	30	.	130	3749	5811	419	11	3	31	.	7	88	4	10253	11.41%	93.47%
30	-	35	.	74	1275	2661	221	.	2	10	.	2	31	3	4279	4.76%	98.23%
35	-	40	.	33	292	803	77	.	.	.	.	.	.	.	1205	1.34%	99.57%
40	-	45	.	19	77	190	7	.	.	.	.	.	.	.	293	0.33%	99.90%
45	-	50	.	4	18	43	3	.	.	.	.	.	.	.	68	0.08%	99.97%
50	-	55	.	.	11	12	1	.	.	.	.	.	.	.	24	0.03%	100.00%
55	-	60	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
60	-	65	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
65	-	70	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
70	-	75	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
75	-	80	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
80	-	85	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
85	-	90	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
90	-	95	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
95	-	100	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%

Speed to	Cum %	85th %ile
5	0.78%	0.85
10	17.82%	0.85
15	44.04%	0.85
20	63.99%	0.85
25	82.05%	0.85
30	93.47%	0.85
35	98.23%	0.85
40	99.57%	0.85
45	99.90%	0.85
50	99.97%	0.85
55	100.00%	0.85
60	100.00%	0.85
65	100.00%	0.85
70	100.00%	0.85
75	100.00%	0.85
80	100.00%	0.85
85	100.00%	0.85
90	100.00%	0.85
95	100.00%	0.85
100	100.00%	0.85



Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: A123 High Street
Flow from: Fairlop Road (N) **to:** Virginia Gardens (S)
Vehicle Classification: Car & LGV

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	164	246	109	98	117	105	128	205	200	*	*	*	*	*	*	*	**107**	**111**	**152**
02:00	*	*	*	*	*	138	155	66	57	67	57	112	156	153	*	*	*	*	*	*	*	**60**	**72**	**107**
03:00	*	*	*	*	39	73	99	40	42	33	43	52	99	115	*	*	*	*	*	*	*	**39**	**42**	**64**
04:00	*	*	*	*	31	56	66	27	38	31	32	30	51	77	*	*	*	*	*	*	*	**34**	**32**	**44**
05:00	*	*	*	*	44	34	41	32	45	48	44	49	53	57	*	*	*	*	*	*	*	**46**	**44**	**45**
06:00	*	*	*	*	65	61	60	53	99	60	62	67	55	50	*	*	*	*	*	*	*	**74**	**68**	**63**
07:00	*	*	*	*	118	82	70	108	144	123	124	147	84	68	*	*	*	*	*	*	*	**130**	**127**	**107**
08:00	*	*	*	*	311	128	124	245	266	287	266	324	153	102	*	*	*	*	*	*	*	**273**	**283**	**221**
09:00	*	*	*	*	409	259	305	303	396	360	360	382	263	170	*	*	*	*	*	*	*	**372**	**368**	**321**
10:00	*	*	*	*	317	338	402	325	334	293	329	345	317	260	*	*	*	*	*	*	*	**319**	**324**	**326**
11:00	*	*	*	*	300	340	386	301	333	335	314	322	354	382	*	*	*	*	*	*	*	**327**	**318**	**337**
12:00	*	*	*	*	353	341	408	301	318	321	345	364	341	*	*	*	*	*	*	*	*	**328**	**334**	**344**
13:00	*	*	*	*	372	404	494	349	330	393	334	380	397	*	*	*	*	*	*	*	*	**352**	**360**	**384**
14:00	*	*	*	*	357	417	524	338	341	403	352	436	385	*	*	*	*	*	*	*	*	**365**	**371**	**395**
15:00	*	*	*	*	390	400	487	357	390	392	374	445	442	*	*	*	*	*	*	*	*	**385**	**391**	**409**
16:00	*	*	*	*	432	415	494	421	379	417	400	435	371	*	*	*	*	*	*	*	*	**399**	**414**	**418**
17:00	*	*	*	*	426	459	502	445	439	401	421	503	446	*	*	*	*	*	*	*	*	**420**	**439**	**449**
18:00	*	*	*	*	475	479	482	513	514	495	494	548	477	*	*	*	*	*	*	*	*	**501**	**507**	**497**
19:00	*	*	*	*	486	425	417	519	551	482	526	556	459	*	*	*	*	*	*	*	*	**520**	**520**	**491**
20:00	*	*	*	*	512	519	364	536	531	532	535	566	423	*	*	*	*	*	*	*	*	**533**	**535**	**502**
21:00	*	*	*	*	525	437	395	418	448	488	509	475	430	*	*	*	*	*	*	*	*	**482**	**477**	**458**
22:00	*	*	*	*	340	380	304	296	348	353	346	415	357	*	*	*	*	*	*	*	*	**349**	**350**	**349**
23:00	*	*	*	*	330	338	259	202	240	268	321	397	335	*	*	*	*	*	*	*	*	**276**	**293**	**299**
00:00	*	*	*	*	275	308	196	145	192	168	222	283	278	*	*	*	*	*	*	*	*	**194**	**214**	**230**
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**4628**	**4405**	**5025**	**4417**	**4591**	**4579**	**4515**	**5040**	**4405**	**914**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4562**	**4628**	**4591**
0600-2200	**0**	**0**	**0**	**0**	**6123**	**5823**	**6158**	**5775**	**6062**	**6075**	**6029**	**6643**	**5699**	**982**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6055**	**6118**	**6006**
0600-0000	**0**	**0**	**0**	**0**	**6728**	**6469**	**6613**	**6122**	**6494**	**6511**	**6572**	**7323**	**6312**	**982**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6526**	**6625**	**6535**
0000-0000	**0**	**0**	**0**	**0**	**6907**	**6995**	**7280**	**6449**	**6873**	**6867**	**6915**	**7761**	**6931**	**1634**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6885**	**6993**	**7010**
0700-1000	**0**	**0**	**0**	**0**	**1037**	**725**	**831**	**873**	**996**	**940**	**955**	**1051**	**733**	**532**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**964**	**975**	**867**
1600-1900	**0**	**0**	**0**	**0**	**1387**	**1363**	**1401**	**1477**	**1504**	**1378**	**1441**	**1607**	**1382**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1441**	**1466**	**1438**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: A123 High Street
Flow from: Fairlop Road (N) **to:** Virginia Gardens (S)
Vehicle Classification: OGV1

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	8	11	7	8	6	7	5	9	6	*	*	*	*	*	*	*	7	7	7
02:00	*	*	*	*	*	3	1	4	3	2	3	3	0	3	*	*	*	*	*	*	*	3	3	2
03:00	*	*	*	*	4	4	1	0	3	1	4	0	4	2	*	*	*	*	*	*	*	3	2	2
04:00	*	*	*	*	5	3	2	1	2	5	4	7	5	0	*	*	*	*	*	*	*	4	4	3
05:00	*	*	*	*	11	5	1	5	10	8	8	6	4	2	*	*	*	*	*	*	*	9	8	6
06:00	*	*	*	*	20	15	3	15	17	14	15	18	15	1	*	*	*	*	*	*	*	15	17	13
07:00	*	*	*	*	29	22	12	23	22	21	24	24	21	13	*	*	*	*	*	*	*	22	24	21
08:00	*	*	*	*	36	24	13	33	32	31	31	37	20	12	*	*	*	*	*	*	*	31	33	27
09:00	*	*	*	*	25	30	26	23	28	19	29	20	28	22	*	*	*	*	*	*	*	25	24	25
10:00	*	*	*	*	21	27	18	22	17	32	20	20	23	19	*	*	*	*	*	*	*	23	22	22
11:00	*	*	*	*	19	8	15	20	21	24	26	15	13	13	*	*	*	*	*	*	*	24	21	17
12:00	*	*	*	*	27	14	6	26	21	31	14	14	9	*	*	*	*	*	*	*	*	22	22	18
13:00	*	*	*	*	22	11	8	17	23	28	21	18	12	*	*	*	*	*	*	*	*	24	22	18
14:00	*	*	*	*	18	19	6	25	18	25	22	17	13	*	*	*	*	*	*	*	*	22	21	18
15:00	*	*	*	*	15	13	10	20	19	26	22	18	19	*	*	*	*	*	*	*	*	22	20	18
16:00	*	*	*	*	20	17	10	17	19	20	21	22	22	*	*	*	*	*	*	*	*	20	20	19
17:00	*	*	*	*	13	12	9	17	23	18	16	18	18	*	*	*	*	*	*	*	*	19	18	16
18:00	*	*	*	*	19	26	14	21	22	18	21	22	14	*	*	*	*	*	*	*	*	20	21	20
19:00	*	*	*	*	24	11	17	25	23	22	16	18	18	*	*	*	*	*	*	*	*	20	21	19
20:00	*	*	*	*	20	14	11	19	21	14	18	20	16	*	*	*	*	*	*	*	*	18	19	17
21:00	*	*	*	*	16	13	8	17	14	23	16	13	15	*	*	*	*	*	*	*	*	18	17	15
22:00	*	*	*	*	19	18	13	13	21	24	17	18	16	*	*	*	*	*	*	*	*	21	19	18
23:00	*	*	*	*	18	14	15	16	16	17	11	11	17	*	*	*	*	*	*	*	*	15	15	15
00:00	*	*	*	*	15	14	14	20	16	17	13	16	15	*	*	*	*	*	*	*	*	15	16	16
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**259**	**212**	**152**	**266**	**266**	**294**	**259**	**239**	**209**	**66**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**273**	**264**	**237**
0600-2200	**0**	**0**	**0**	**0**	**343**	**279**	**196**	**338**	**344**	**376**	**334**	**314**	**277**	**79**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**351**	**342**	**308**
0600-0000	**0**	**0**	**0**	**0**	**376**	**307**	**225**	**374**	**376**	**410**	**358**	**341**	**309**	**79**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**381**	**373**	**338**
0000-0000	**0**	**0**	**0**	**0**	**416**	**345**	**244**	**406**	**419**	**446**	**399**	**380**	**346**	**93**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**421**	**413**	**373**
0700-1000	**0**	**0**	**0**	**0**	**82**	**81**	**57**	**78**	**77**	**82**	**80**	**77**	**71**	**53**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**80**	**79**	**74**
1600-1900	**0**	**0**	**0**	**0**	**56**	**49**	**40**	**63**	**68**	**58**	**53**	**58**	**50**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**60**	**59**	**55**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: A123 High Street
Flow from: Fairlop Road (N) **to:** Virginia Gardens (S)
Vehicle Classification: OGV2

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	0	0	0	0	0	0	0	0	0	*	*	*	*	*	*	*	0	0	0
02:00	*	*	*	*	*	0	0	0	0	0	0	1	0	1	*	*	*	*	*	*	*	0	0	0
03:00	*	*	*	*	0	0	1	1	0	0	0	0	0	0	*	*	*	*	*	*	*	0	0	0
04:00	*	*	*	*	0	1	0	0	0	1	0	0	0	1	*	*	*	*	*	*	*	0	0	0
05:00	*	*	*	*	0	0	0	0	1	0	0	0	0	0	*	*	*	*	*	*	*	0	0	0
06:00	*	*	*	*	0	1	0	1	0	1	2	0	0	0	*	*	*	*	*	*	*	1	1	1
07:00	*	*	*	*	0	0	0	1	0	1	1	0	0	0	*	*	*	*	*	*	*	1	1	0
08:00	*	*	*	*	2	0	0	1	0	1	1	2	0	0	*	*	*	*	*	*	*	1	1	1
09:00	*	*	*	*	2	0	0	0	3	1	2	3	1	1	*	*	*	*	*	*	*	2	2	1
10:00	*	*	*	*	0	1	2	0	0	4	2	2	1	1	*	*	*	*	*	*	*	2	1	1
11:00	*	*	*	*	0	0	1	1	1	2	2	0	1	4	*	*	*	*	*	*	*	2	1	1
12:00	*	*	*	*	2	1	1	2	2	0	3	2	3	*	*	*	*	*	*	*	*	2	2	2
13:00	*	*	*	*	0	2	1	2	2	5	4	3	1	*	*	*	*	*	*	*	*	4	3	2
14:00	*	*	*	*	4	1	1	0	1	1	2	2	2	*	*	*	*	*	*	*	*	1	2	2
15:00	*	*	*	*	0	3	0	4	4	4	3	1	0	*	*	*	*	*	*	*	*	4	3	2
16:00	*	*	*	*	0	5	2	0	0	4	2	3	1	*	*	*	*	*	*	*	*	2	2	2
17:00	*	*	*	*	0	1	1	1	1	6	2	2	2	*	*	*	*	*	*	*	*	3	2	2
18:00	*	*	*	*	3	3	1	1	2	3	5	3	2	*	*	*	*	*	*	*	*	3	3	3
19:00	*	*	*	*	4	1	0	3	4	2	3	3	4	*	*	*	*	*	*	*	*	3	3	3
20:00	*	*	*	*	1	2	1	1	0	2	3	2	3	*	*	*	*	*	*	*	*	2	2	2
21:00	*	*	*	*	2	2	1	3	1	0	2	0	2	*	*	*	*	*	*	*	*	1	1	1
22:00	*	*	*	*	1	1	0	0	3	1	3	2	0	*	*	*	*	*	*	*	*	2	2	1
23:00	*	*	*	*	2	1	2	0	1	0	1	3	1	*	*	*	*	*	*	*	*	1	1	1
00:00	*	*	*	*	1	3	0	0	0	0	0	1	0	*	*	*	*	*	*	*	*	0	0	1
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**17**	**18**	**10**	**15**	**20**	**33**	**31**	**26**	**18**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**24**	**21**
0600-2200	**0**	**0**	**0**	**0**	**21**	**23**	**12**	**20**	**24**	**37**	**40**	**30**	**23**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**29**	**26**
0600-0000	**0**	**0**	**0**	**0**	**24**	**27**	**14**	**20**	**25**	**37**	**41**	**34**	**24**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**30**	**27**
0000-0000	**0**	**0**	**0**	**0**	**24**	**29**	**15**	**22**	**26**	**39**	**43**	**35**	**24**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36**	**32**	**29**
0700-1000	**0**	**0**	**0**	**0**	**4**	**1**	**2**	**1**	**3**	**6**	**5**	**7**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**4**	**3**
1600-1900	**0**	**0**	**0**	**0**	**7**	**5**	**2**	**5**	**7**	**11**	**10**	**8**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**8**	**7**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: A123 High Street
Flow from: Fairlop Road (N) **to:** Virginia Gardens (S)
Vehicle Classification: All Vehicles
Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	172	257	116	106	123	112	133	214	206	*	*	*	*	*	*	*	114	118	160
02:00	*	*	*	*	*	141	156	70	60	69	60	116	156	157	*	*	*	*	*	*	*	63	75	109
03:00	*	*	*	*	43	77	101	41	45	34	47	52	103	117	*	*	*	*	*	*	*	42	44	66
04:00	*	*	*	*	36	60	68	28	40	37	36	37	56	78	*	*	*	*	*	*	*	38	36	48
05:00	*	*	*	*	55	39	42	37	56	56	52	55	57	59	*	*	*	*	*	*	*	55	52	51
06:00	*	*	*	*	85	77	63	69	116	75	79	85	70	51	*	*	*	*	*	*	*	90	85	77
07:00	*	*	*	*	147	104	82	132	166	145	149	171	105	81	*	*	*	*	*	*	*	153	152	128
08:00	*	*	*	*	349	152	137	279	298	319	298	363	173	114	*	*	*	*	*	*	*	305	318	248
09:00	*	*	*	*	436	289	331	326	427	380	391	405	292	193	*	*	*	*	*	*	*	399	394	347
10:00	*	*	*	*	338	366	422	347	351	329	351	367	341	280	*	*	*	*	*	*	*	344	347	349
11:00	*	*	*	*	319	348	402	322	355	361	342	337	368	399	*	*	*	*	*	*	*	353	339	355
12:00	*	*	*	*	382	356	415	329	341	352	362	380	353	*	*	*	*	*	*	*	*	352	358	363
13:00	*	*	*	*	394	417	503	368	355	426	359	401	410	*	*	*	*	*	*	*	*	380	384	404
14:00	*	*	*	*	379	437	531	363	360	429	376	455	400	*	*	*	*	*	*	*	*	388	394	414
15:00	*	*	*	*	405	416	497	381	413	422	399	464	461	*	*	*	*	*	*	*	*	411	414	429
16:00	*	*	*	*	452	437	506	438	398	441	423	460	394	*	*	*	*	*	*	*	*	421	435	439
17:00	*	*	*	*	439	472	512	463	463	425	439	523	466	*	*	*	*	*	*	*	*	442	459	467
18:00	*	*	*	*	497	508	497	535	538	516	520	573	493	*	*	*	*	*	*	*	*	525	530	520
19:00	*	*	*	*	514	437	434	547	578	506	545	577	481	*	*	*	*	*	*	*	*	543	545	513
20:00	*	*	*	*	533	535	376	556	552	548	556	588	442	*	*	*	*	*	*	*	*	552	556	521
21:00	*	*	*	*	543	452	404	438	463	511	527	488	447	*	*	*	*	*	*	*	*	500	495	475
22:00	*	*	*	*	360	399	317	309	372	378	366	435	373	*	*	*	*	*	*	*	*	372	370	368
23:00	*	*	*	*	350	353	276	218	257	285	333	411	353	*	*	*	*	*	*	*	*	292	309	315
00:00	*	*	*	*	291	325	210	165	208	185	235	300	293	*	*	*	*	*	*	*	*	209	231	246
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**4904**	**4635**	**5187**	**4698**	**4877**	**4906**	**4805**	**5305**	**4632**	**986**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4863**	**4916**	**4848**
0600-2200	**0**	**0**	**0**	**0**	**6487**	**6125**	**6366**	**6133**	**6430**	**6488**	**6403**	**6987**	**5999**	**1067**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6440**	**6488**	**6340**
0600-0000	**0**	**0**	**0**	**0**	**7128**	**6803**	**6852**	**6516**	**6895**	**6958**	**6971**	**7698**	**6645**	**1067**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6941**	**7028**	**6901**
0000-0000	**0**	**0**	**0**	**0**	**7347**	**7369**	**7539**	**6877**	**7318**	**7352**	**7357**	**8176**	**7301**	**1735**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7342**	**7437**	**7411**
0700-1000	**0**	**0**	**0**	**0**	**1123**	**807**	**890**	**952**	**1076**	**1028**	**1040**	**1135**	**806**	**587**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1048**	**1059**	**944**
1600-1900	**0**	**0**	**0**	**0**	**1450**	**1417**	**1443**	**1545**	**1579**	**1447**	**1504**	**1673**	**1440**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1510**	**1533**	**1500**
Peak Hour Analysis																								
07:00-10:00	0	0	0	0	436	366	422	347	427	380	391	405	341	280	0	0	0	0	0	0	0	**399**	**394**	**349**
10:00-16:00	0	0	0	0	452	437	531	438	413	441	423	464	461	399	0	0	0	0	0	0	0	**421**	**435**	**439**
16:00-19:00	0	0	0	0	514	508	512	547	578	516	545	577	493	0	0	0	0	0	0	0	0	**543**	**545**	**520**

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

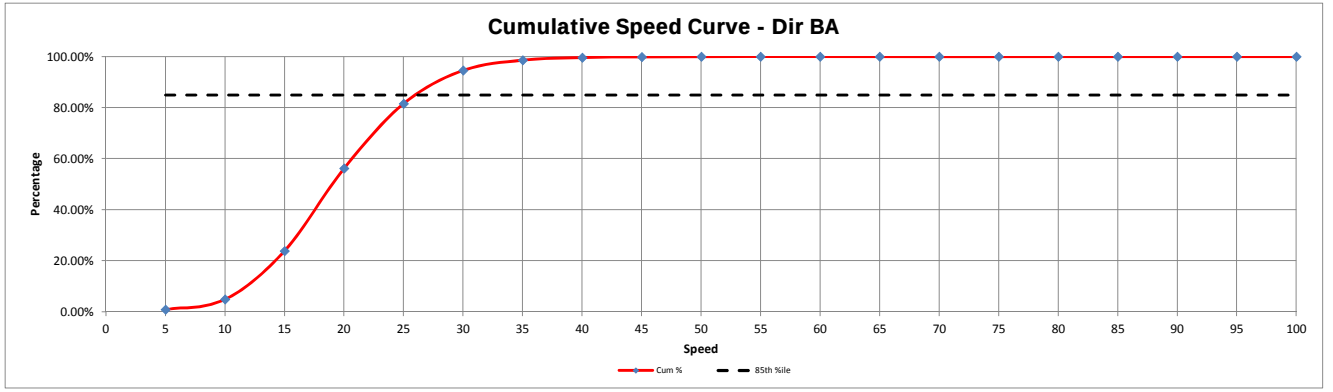
Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: A123 High Street
Flow from: Fairlop Road (N) **to:** Virginia Gardens (S)

Prepared by: Vicky Tween
Checked by: Luke Martin

Speed From (mph)		Speed To (mph)	Cycle	Motorcycle	Car	LGV	Rigid 2 Axle	Rigid 3 Axle	Rigid 4 Axle	Artic 3	Artic 4	Artic 5+	Bus	Other	Totals	Percentage	Cumulative Percentage
0	-	5	273	127	148	39	6	.	.	.	.	.	2	9	604	0.85%	0.85%
5	-	10	50	42	1960	548	43	20	3	22	2	8	23	114	2835	4.00%	4.86%
10	-	15	83	84	9526	2969	461	56	13	23	2	31	21	216	13485	19.04%	23.89%
15	-	20	61	112	14403	6814	1166	31	16	46	4	31	24	175	22883	32.31%	56.20%
20	-	25	4	114	9628	6994	1064	6	5	24	1	8	89	52	17989	25.40%	81.60%
25	-	30	.	84	4228	4304	483	12	.	12	.	9	65	11	9208	13.00%	94.60%
30	-	35	.	47	1062	1564	115	2	1	2	.	1	21	2	2817	3.98%	98.58%
35	-	40	.	13	231	465	29	.	1	.	.	.	1	1	741	1.05%	99.63%
40	-	45	.	9	59	106	14	.	.	.	.	.	.	.	188	0.27%	99.89%
45	-	50	.	5	19	28	2	.	.	.	.	.	.	1	55	0.08%	99.97%
50	-	55	.	6	8	6	.	.	.	.	.	.	.	.	20	0.03%	100.00%
55	-	60	.	.	.	2	.	.	.	.	.	.	.	.	2	0.00%	100.00%
60	-	65	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
65	-	70	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
70	-	75	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
75	-	80	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
80	-	85	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
85	-	90	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
90	-	95	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
95	-	100	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%

Speed to	Cum %	85th %ile
5	0.85%	0.85
10	4.86%	0.85
15	23.89%	0.85
20	56.20%	0.85
25	81.60%	0.85
30	94.60%	0.85
35	98.58%	0.85
40	99.63%	0.85
45	99.89%	0.85
50	99.97%	0.85
55	100.00%	0.85
60	100.00%	0.85
65	100.00%	0.85
70	100.00%	0.85
75	100.00%	0.85
80	100.00%	0.85
85	100.00%	0.85
90	100.00%	0.85
95	100.00%	0.85
100	100.00%	0.85



Intelligent Data Collection Limited
Redbridge

Client:	Atkins		
Project Number:	ID02396		
Period Commencing:	06/07/2015		
Site Number:	Site 1-4		
Road Name:	Fencepiece Road		
Survey Type:	ATC		
Direction AB:	**Flow from:** Fairlop Gardens (S)	**to:**	Cleves Walk (N)
Direction BA:	**Flow from:** Cleves Walk (N)	**to:**	Fairlop Gardens (S)

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	21.07.2015			
Prepared by	Vicky Tween			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID02396			
File Ref	ID02396 Redbridge - ATC Site 1-4			

Issue Sheet

Issued to	Date			
	22.07.2015			
Rachael Fisher	E-mail			

Intelligent Data - Automatic Traffic Count Output

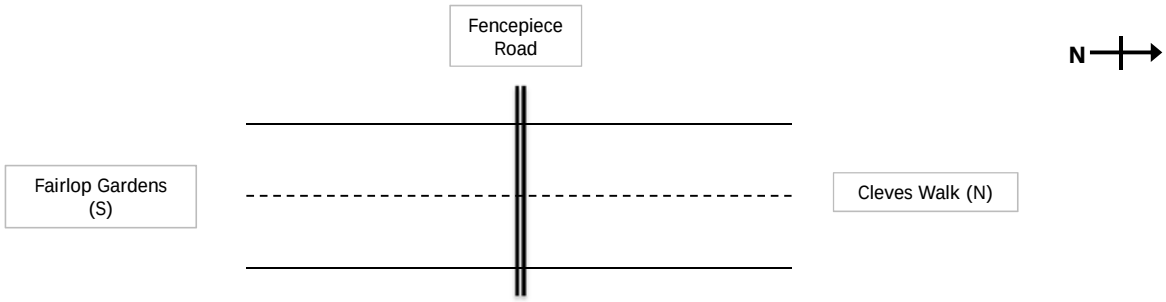
Road Name: Fencepiece Road
Direction AB: **From:** Fairlop Gardens (S) **to:** Cleves Walk (N)
Direction BA: **From:** Cleves Walk (N) **to:** Fairlop Gardens (S)

X Co-Ordinate	Y Co-Ordinate	ATC Start Date	ATC Finish Date	Posted Speed Limit
51.601186	0.084308	10/07/2015	19/07/2015	30

Link to location on Google Maps

http://maps.google.co.uk/maps?hl=en&safe=off&q=51.601186,0.084308&cr=countryUK|countryGB&um=1&ie=UTF-8&sa=N&tab=wl

Site Layout



Comments

Prepared by	Vicky Tween	Checked by	Luke Martin	Project Director	Paul O'Neill

Intelligent Data - Automatic Traffic Count Output

Atkins
Redbridge

Flow Reporting

Table 1 - Two Way Flow Analysis

Hour Ending	Average Car/LGV - Dir AB (Tue-Thur)	Average Car/LGV - Dir BA (Tue-Thur)	Average OGV - Dir AB (Tue-Thur)	Average OGV - Dir BA (Tue-Thur)	Average Two-Way Flow (Tue-Thur)
01:00	92	145	6	3	245
02:00	47	62	2	2	113
03:00	34	39	2	2	77
04:00	25	35	5	2	67
05:00	46	31	5	4	86
06:00	115	67	12	3	198
07:00	260	131	18	8	416
08:00	611	286	29	10	936
09:00	717	460	29	8	1215
10:00	616	461	28	16	1121
11:00	537	429	30	19	1015
12:00	533	470	27	16	1046
13:00	543	550	25	13	1131
14:00	500	544	30	13	1087
15:00	522	546	25	17	1110
16:00	579	612	23	11	1224
17:00	519	702	18	12	1252
18:00	579	718	19	13	1330
19:00	561	697	17	9	1285
20:00	553	647	15	10	1224
21:00	429	557	14	8	1008
22:00	309	404	11	7	731
23:00	291	292	10	3	596
00:00	189	206	12	7	415

Fig 1 - Average Two-Way Flow (Tue-Thur)

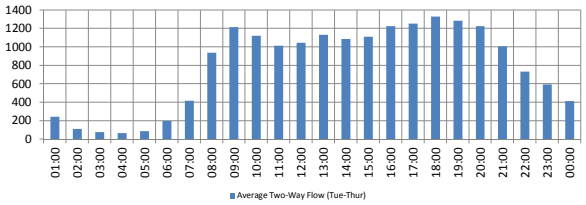
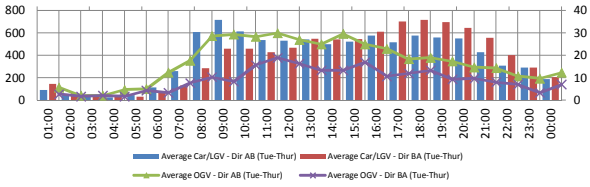


Fig 2 - Average Flow by Vehicle Type (Tue-Thur)



Peak Hour Analysis

Table 2 - Peak Hour Analysis (Tue-Thur)

Peak	Time From	Time To	Two-Way Flow
AM Peak	08:00:00	09:00:00	1215
Inter-Peak	15:00:00	16:00:00	1224
PM Peak	17:00:00	18:00:00	1330

Table 3 - HGV Proportions (Mon-Sun)

Category	%HGV - (AB)	%HGV - (BA)	%HGV - (All)
All	3.8%	2.2%	3.0%

Fig 3 - Peak Hour Analysis (Tue-Thur)

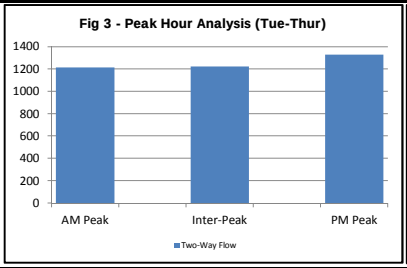
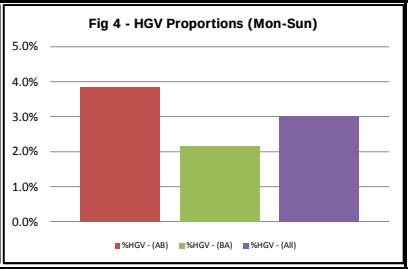


Fig 4 - HGV Proportions (Mon-Sun)



Speed Analysis

Table 4 - Cumulative Speed by Direction (Mon-Sun)

Speed From	Speed to	Speed Dir AB	Speed Dir BA
0	5	0.05%	0.32%
5	10	0.81%	4.51%
10	15	5.53%	19.58%
15	20	24.43%	43.56%
20	25	62.34%	73.76%
25	30	91.10%	93.27%
30	35	98.20%	98.67%
35	40	99.60%	99.68%
40	45	99.88%	99.92%
45	50	99.98%	99.98%
50	55	100.00%	99.99%
55	60	100.00%	100.00%
60	65	100.00%	100.00%
65	70	100.00%	100.00%
70	75	100.00%	100.00%
75	80	100.00%	100.00%
80	85	100.00%	100.00%
85	90	100.00%	100.00%
90	95	100.00%	100.00%
95	100	100.00%	100.00%

Fig 5 - Cumulative Speed Curves by Direction (Mon-Sun)

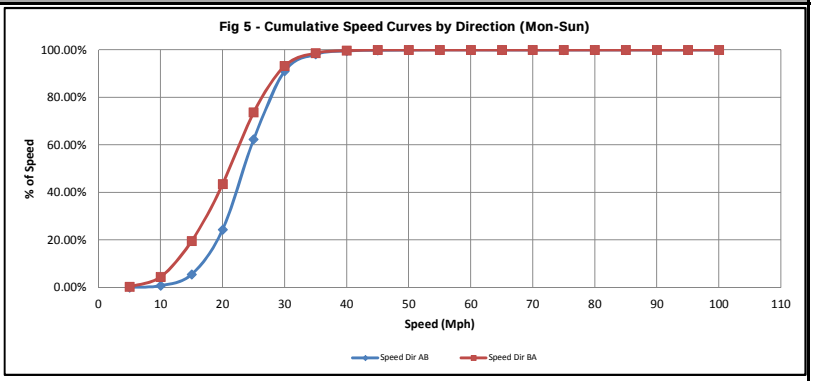


Table 5 - Average and 85%ile Speeds by Direction (Mon-Sun)

Direction	Ave Speed	85%ile Speed
AB	23.4	28.9
BA	20.8	27.9

Week on Week Variation Analysis by Direction

Fig 6 - Summary of Total Vehicles by Week - Dir AB

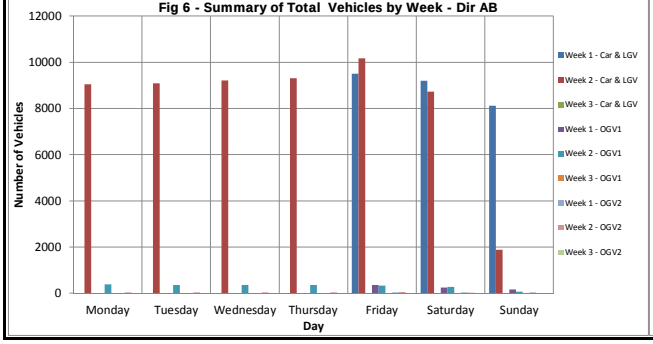
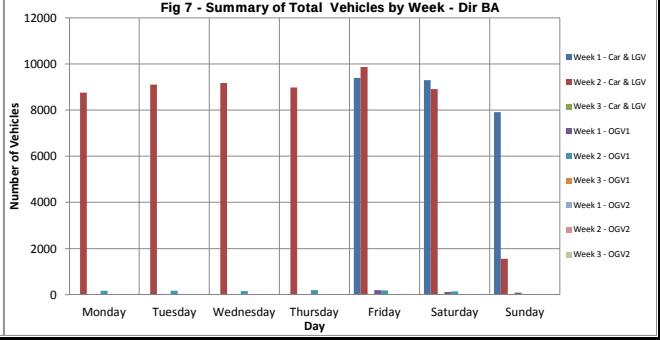


Fig 7 - Summary of Total Vehicles by Week - Dir BA



Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: Fencepiece Road
Flow from: Fairlop Gardens (S) **to:** Cleves Walk (N)
Vehicle Classification: Car & LGV

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	179	240	73	88	98	90	111	210	181	*	*	*	*	*	*	*	**92**	**92**	**141**
02:00	*	*	*	*	*	98	129	45	42	39	60	54	122	103	*	*	*	*	*	*	*	**47**	**48**	**77**
03:00	*	*	*	*	*	80	91	24	33	36	33	32	73	96	*	*	*	*	*	*	*	**34**	**32**	**55**
04:00	*	*	*	*	29	58	67	28	28	20	28	27	62	44	*	*	*	*	*	*	*	**25**	**27**	**39**
05:00	*	*	*	*	31	51	43	23	43	54	40	49	47	53	*	*	*	*	*	*	*	**46**	**40**	**43**
06:00	*	*	*	*	140	72	64	119	111	117	117	103	71	58	*	*	*	*	*	*	*	**115**	**118**	**97**
07:00	*	*	*	*	255	118	65	228	286	263	230	287	121	69	*	*	*	*	*	*	*	**260**	**258**	**192**
08:00	*	*	*	*	645	234	128	671	619	583	630	599	217	106	*	*	*	*	*	*	*	**611**	**625**	**443**
09:00	*	*	*	*	766	464	238	724	657	740	755	778	423	189	*	*	*	*	*	*	*	**717**	**737**	**573**
10:00	*	*	*	*	742	588	438	628	624	610	613	665	578	401	*	*	*	*	*	*	*	**616**	**647**	**589**
11:00	*	*	*	*	537	598	575	558	537	528	545	647	631	586	*	*	*	*	*	*	*	**537**	**559**	**574**
12:00	*	*	*	*	584	658	645	555	535	532	531	731	675	*	*	*	*	*	*	*	*	**533**	**578**	**605**
13:00	*	*	*	*	548	637	668	506	523	547	558	667	620	*	*	*	*	*	*	*	*	**543**	**558**	**586**
14:00	*	*	*	*	515	686	654	477	506	499	496	626	578	*	*	*	*	*	*	*	*	**500**	**520**	**560**
15:00	*	*	*	*	506	617	583	544	516	523	528	581	578	*	*	*	*	*	*	*	*	**522**	**533**	**553**
16:00	*	*	*	*	591	564	507	663	534	606	597	627	510	*	*	*	*	*	*	*	*	**579**	**603**	**578**
17:00	*	*	*	*	573	546	492	481	518	517	522	553	510	*	*	*	*	*	*	*	*	**519**	**527**	**524**
18:00	*	*	*	*	534	585	415	550	552	595	590	575	416	*	*	*	*	*	*	*	*	**579**	**566**	**535**
19:00	*	*	*	*	543	509	520	488	565	545	574	554	481	*	*	*	*	*	*	*	*	**561**	**545**	**531**
20:00	*	*	*	*	579	497	446	522	575	555	528	514	479	*	*	*	*	*	*	*	*	**553**	**546**	**522**
21:00	*	*	*	*	487	436	427	435	411	430	445	453	461	*	*	*	*	*	*	*	*	**429**	**444**	**443**
22:00	*	*	*	*	299	321	257	267	330	291	307	346	331	*	*	*	*	*	*	*	*	**309**	**307**	**305**
23:00	*	*	*	*	391	332	262	304	271	312	290	318	285	*	*	*	*	*	*	*	*	**291**	**314**	**307**
00:00	*	*	*	*	209	278	164	137	192	174	202	272	259	*	*	*	*	*	*	*	*	**189**	**198**	**210**
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**7084**	**6686**	**5863**	**6845**	**6686**	**6825**	**6939**	**7603**	**6217**	**1282**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6817**	**6997**	**6650**
0600-2200	**0**	**0**	**0**	**0**	**8704**	**8058**	**7058**	**8297**	**8288**	**8364**	**8449**	**9203**	**7609**	**1351**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8367**	**8551**	**8112**
0600-0000	**0**	**0**	**0**	**0**	**9304**	**8668**	**7484**	**8738**	**8751**	**8850**	**8941**	**9793**	**8153**	**1351**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8847**	**9063**	**8629**
0000-0000	**0**	**0**	**0**	**0**	**9504**	**9206**	**8118**	**9050**	**9096**	**9214**	**9309**	**10169**	**8738**	**1886**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9206**	**9419**	**9082**
0700-1000	**0**	**0**	**0**	**0**	**2153**	**1286**	**804**	**2023**	**1900**	**1933**	**1998**	**2042**	**1218**	**696**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1944**	**2008**	**1605**
1600-1900	**0**	**0**	**0**	**0**	**1650**	**1640**	**1427**	**1519**	**1635**	**1657**	**1686**	**1682**	**1407**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1659**	**1638**	**1589**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: Fencepiece Road
Flow from: Fairlop Gardens (S) **to:** Cleves Walk (N)
Vehicle Classification: OGV1

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	6	4	8	6	7	3	5	5	5	*	*	*	*	*	*	*	5	6	5
02:00	*	*	*	*	*	4	3	4	2	2	2	3	3	4	*	*	*	*	*	*	*	2	3	3
03:00	*	*	*	*	*	2	2	2	1	2	2	2	2	2	*	*	*	*	*	*	*	2	2	2
04:00	*	*	*	*	5	0	1	5	4	4	6	5	5	3	*	*	*	*	*	*	*	5	5	4
05:00	*	*	*	*	6	6	1	5	5	5	4	3	4	3	*	*	*	*	*	*	*	5	5	4
06:00	*	*	*	*	10	8	3	14	12	10	15	12	8	5	*	*	*	*	*	*	*	12	12	10
07:00	*	*	*	*	20	18	9	20	15	19	18	21	18	7	*	*	*	*	*	*	*	17	19	17
08:00	*	*	*	*	28	13	9	27	31	22	27	24	16	13	*	*	*	*	*	*	*	27	27	21
09:00	*	*	*	*	18	11	12	29	20	28	25	30	14	13	*	*	*	*	*	*	*	24	25	20
10:00	*	*	*	*	33	19	14	30	30	25	21	24	21	12	*	*	*	*	*	*	*	25	27	23
11:00	*	*	*	*	23	16	6	28	31	22	26	22	19	12	*	*	*	*	*	*	*	26	25	21
12:00	*	*	*	*	28	17	8	24	22	22	29	23	15	*	*	*	*	*	*	*	*	24	25	21
13:00	*	*	*	*	31	10	8	18	21	23	20	23	19	*	*	*	*	*	*	*	*	21	23	19
14:00	*	*	*	*	26	14	9	28	26	30	22	21	15	*	*	*	*	*	*	*	*	26	26	21
15:00	*	*	*	*	15	17	13	25	18	22	23	22	19	*	*	*	*	*	*	*	*	21	21	19
16:00	*	*	*	*	15	14	8	13	21	18	19	19	15	*	*	*	*	*	*	*	*	19	18	16
17:00	*	*	*	*	14	11	7	23	13	18	19	12	11	*	*	*	*	*	*	*	*	17	17	14
18:00	*	*	*	*	7	16	13	14	15	16	20	10	8	*	*	*	*	*	*	*	*	17	14	13
19:00	*	*	*	*	11	11	6	13	14	13	17	11	11	*	*	*	*	*	*	*	*	15	13	12
20:00	*	*	*	*	12	9	10	16	12	12	12	8	13	*	*	*	*	*	*	*	*	12	12	12
21:00	*	*	*	*	16	6	11	9	13	16	10	7	11	*	*	*	*	*	*	*	*	13	12	11
22:00	*	*	*	*	14	11	6	9	7	10	9	7	8	*	*	*	*	*	*	*	*	9	9	9
23:00	*	*	*	*	13	11	4	11	12	10	6	10	6	*	*	*	*	*	*	*	*	9	10	9
00:00	*	*	*	*	15	5	7	11	13	11	11	14	12	*	*	*	*	*	*	*	*	12	13	11
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**249**	**169**	**113**	**272**	**262**	**259**	**268**	**241**	**183**	**50**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**263**	**259**	**220**
0600-2200	**0**	**0**	**0**	**0**	**311**	**213**	**149**	**326**	**309**	**316**	**317**	**284**	**233**	**57**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**314**	**311**	**268**
0600-0000	**0**	**0**	**0**	**0**	**339**	**229**	**160**	**348**	**334**	**337**	**334**	**308**	**251**	**57**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**335**	**333**	**288**
0000-0000	**0**	**0**	**0**	**0**	**360**	**255**	**174**	**386**	**364**	**367**	**366**	**338**	**278**	**79**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**366**	**365**	**316**
0700-1000	**0**	**0**	**0**	**0**	**79**	**43**	**35**	**86**	**81**	**75**	**73**	**78**	**51**	**38**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**76**	**79**	**64**
1600-1900	**0**	**0**	**0**	**0**	**32**	**38**	**26**	**50**	**42**	**47**	**56**	**33**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**48**	**43**	**39**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: Fencepiece Road
Flow from: Fairlop Gardens (S) **to:** Cleves Walk (N)
Vehicle Classification: OGV2

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	0	0	0	0	1	0	0	0	0	*	*	*	*	*	*	*	0	0	0
02:00	*	*	*	*	*	0	0	0	0	0	0	0	1	0	*	*	*	*	*	*	*	0	0	0
03:00	*	*	*	*	*	0	0	0	0	0	1	0	0	0	*	*	*	*	*	*	*	0	0	0
04:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	*	*	*	*	*	*	*	0	0	0
05:00	*	*	*	*	0	0	0	0	1	0	0	0	0	0	*	*	*	*	*	*	*	0	0	0
06:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	*	*	*	*	*	*	*	0	0	0
07:00	*	*	*	*	0	0	0	2	0	1	0	2	1	0	*	*	*	*	*	*	*	0	1	1
08:00	*	*	*	*	5	0	0	2	3	2	1	3	0	1	*	*	*	*	*	*	*	2	3	2
09:00	*	*	*	*	4	3	1	10	5	5	5	6	1	0	*	*	*	*	*	*	*	5	6	4
10:00	*	*	*	*	4	2	1	2	3	3	3	3	3	2	*	*	*	*	*	*	*	3	3	3
11:00	*	*	*	*	4	3	2	1	3	6	2	4	2	2	*	*	*	*	*	*	*	4	3	3
12:00	*	*	*	*	1	4	2	2	3	3	2	1	5	*	*	*	*	*	*	*	*	3	2	3
13:00	*	*	*	*	3	5	7	1	4	3	4	5	2	*	*	*	*	*	*	*	*	4	3	4
14:00	*	*	*	*	1	3	2	2	3	5	3	4	3	*	*	*	*	*	*	*	*	4	3	3
15:00	*	*	*	*	3	2	4	4	7	2	3	4	4	*	*	*	*	*	*	*	*	4	4	4
16:00	*	*	*	*	3	2	5	4	2	5	4	9	2	*	*	*	*	*	*	*	*	4	5	4
17:00	*	*	*	*	3	5	2	2	3	2	0	3	0	*	*	*	*	*	*	*	*	2	2	2
18:00	*	*	*	*	2	1	2	2	2	2	2	2	3	*	*	*	*	*	*	*	*	2	2	2
19:00	*	*	*	*	4	2	3	3	3	2	3	1	2	*	*	*	*	*	*	*	*	3	3	3
20:00	*	*	*	*	0	0	0	4	1	2	5	5	4	*	*	*	*	*	*	*	*	3	3	2
21:00	*	*	*	*	3	3	3	1	2	0	2	2	2	*	*	*	*	*	*	*	*	1	2	2
22:00	*	*	*	*	2	1	2	0	4	1	1	0	0	*	*	*	*	*	*	*	*	2	1	1
23:00	*	*	*	*	1	1	0	0	1	0	0	2	1	*	*	*	*	*	*	*	*	0	1	1
00:00	*	*	*	*	0	1	2	0	1	0	1	0	0	*	*	*	*	*	*	*	*	1	0	1
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**37**	**32**	**31**	**35**	**41**	**40**	**32**	**45**	**27**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38**	**38**	**35**
0600-2200	**0**	**0**	**0**	**0**	**42**	**36**	**36**	**42**	**48**	**44**	**40**	**54**	**34**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**44**	**45**	**41**
0600-0000	**0**	**0**	**0**	**0**	**43**	**38**	**38**	**42**	**50**	**44**	**41**	**56**	**35**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**45**	**46**	**42**
0000-0000	**0**	**0**	**0**	**0**	**43**	**38**	**38**	**42**	**51**	**45**	**42**	**56**	**36**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**46**	**47**	**43**
0700-1000	**0**	**0**	**0**	**0**	**13**	**5**	**2**	**14**	**11**	**10**	**9**	**12**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**12**	**8**
1600-1900	**0**	**0**	**0**	**0**	**9**	**8**	**7**	**7**	**8**	**6**	**5**	**6**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**7**	**7**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: Fencepiece Road
Flow from: Fairlop Gardens (S) **to:** Cleves Walk (N)
Vehicle Classification: All Vehicles
Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	185	244	81	94	106	93	116	215	186	*	*	*	*	*	*	*	98	98	147
02:00	*	*	*	*	*	102	132	49	44	41	62	57	126	107	*	*	*	*	*	*	*	49	51	80
03:00	*	*	*	*	*	82	93	26	34	38	36	34	75	98	*	*	*	*	*	*	*	36	34	57
04:00	*	*	*	*	34	58	68	33	32	24	34	32	67	47	*	*	*	*	*	*	*	30	32	43
05:00	*	*	*	*	37	57	44	28	49	59	44	52	51	56	*	*	*	*	*	*	*	51	45	48
06:00	*	*	*	*	150	80	67	133	123	127	132	115	79	63	*	*	*	*	*	*	*	127	130	107
07:00	*	*	*	*	275	136	74	250	301	283	248	310	140	76	*	*	*	*	*	*	*	277	278	209
08:00	*	*	*	*	678	247	137	700	653	607	658	626	233	120	*	*	*	*	*	*	*	639	654	466
09:00	*	*	*	*	788	478	251	763	682	773	785	814	438	202	*	*	*	*	*	*	*	747	768	597
10:00	*	*	*	*	779	609	453	660	657	638	637	692	602	415	*	*	*	*	*	*	*	644	677	614
11:00	*	*	*	*	564	617	583	587	571	556	573	673	652	600	*	*	*	*	*	*	*	567	587	598
12:00	*	*	*	*	613	679	655	581	560	557	562	755	695	*	*	*	*	*	*	*	*	560	605	629
13:00	*	*	*	*	582	652	683	525	548	573	582	695	641	*	*	*	*	*	*	*	*	568	584	609
14:00	*	*	*	*	542	703	665	507	535	534	521	651	596	*	*	*	*	*	*	*	*	530	548	584
15:00	*	*	*	*	524	636	600	573	541	547	554	607	601	*	*	*	*	*	*	*	*	547	558	576
16:00	*	*	*	*	609	580	520	680	557	629	620	655	527	*	*	*	*	*	*	*	*	602	625	597
17:00	*	*	*	*	590	562	501	506	534	537	541	568	521	*	*	*	*	*	*	*	*	537	546	540
18:00	*	*	*	*	543	602	430	566	569	613	612	587	427	*	*	*	*	*	*	*	*	598	582	550
19:00	*	*	*	*	558	522	529	504	582	560	594	566	494	*	*	*	*	*	*	*	*	579	561	545
20:00	*	*	*	*	591	506	456	542	588	569	545	527	496	*	*	*	*	*	*	*	*	567	560	536
21:00	*	*	*	*	506	445	441	445	426	446	457	462	474	*	*	*	*	*	*	*	*	443	457	456
22:00	*	*	*	*	315	333	265	276	341	302	317	353	339	*	*	*	*	*	*	*	*	320	317	316
23:00	*	*	*	*	405	344	266	315	284	322	296	330	292	*	*	*	*	*	*	*	*	301	325	317
00:00	*	*	*	*	224	284	173	148	206	185	214	286	271	*	*	*	*	*	*	*	*	202	211	221
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**7370**	**6887**	**6007**	**7152**	**6989**	**7124**	**7239**	**7889**	**6427**	**1337**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7117**	**7294**	**6905**
0600-2200	**0**	**0**	**0**	**0**	**9057**	**8307**	**7243**	**8665**	**8645**	**8724**	**8806**	**9541**	**7876**	**1413**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8725**	**8906**	**8421**
0600-0000	**0**	**0**	**0**	**0**	**9686**	**8935**	**7682**	**9128**	**9135**	**9231**	**9316**	**10157**	**8439**	**1413**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9227**	**9442**	**8960**
0000-0000	**0**	**0**	**0**	**0**	**9907**	**9499**	**8330**	**9478**	**9511**	**9626**	**9717**	**10563**	**9052**	**1970**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9618**	**9831**	**9441**
0700-1000	**0**	**0**	**0**	**0**	**2245**	**1334**	**841**	**2123**	**1992**	**2018**	**2080**	**2132**	**1273**	**737**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2030**	**2098**	**1678**
1600-1900	**0**	**0**	**0**	**0**	**1691**	**1686**	**1460**	**1576**	**1685**	**1710**	**1747**	**1721**	**1442**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1714**	**1688**	**1635**
Peak Hour Analysis																								
07:00-10:00	0	0	0	0	788	609	453	763	682	773	785	814	602	415	0	0	0	0	0	0	0	747	768	614
10:00-16:00	0	0	0	0	613	703	683	680	571	629	620	755	695	600	0	0	0	0	0	0	0	602	625	629
16:00-19:00	0	0	0	0	590	602	529	566	582	613	612	587	521	0	0	0	0	0	0	0	0	598	582	550

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

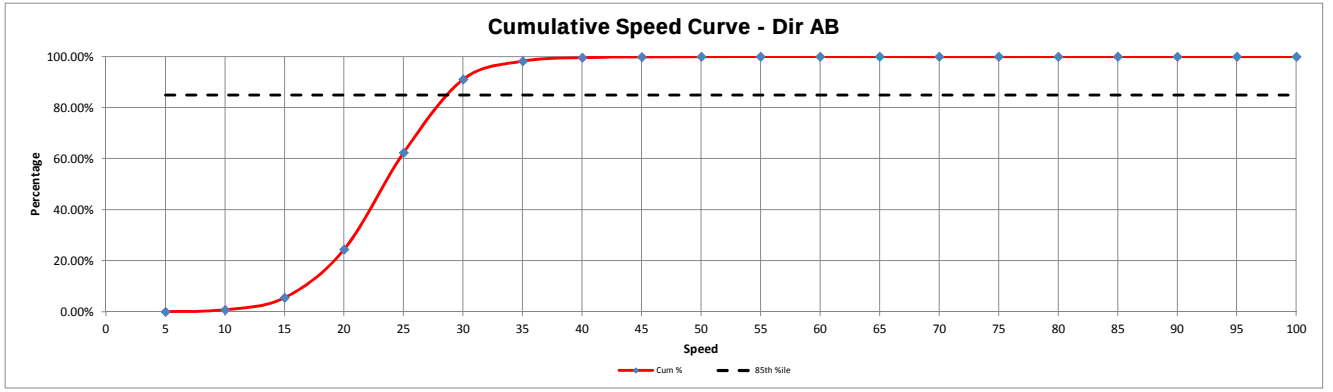
Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: Fencepiece Road
Flow from: Fairlop Gardens (S) **to:** Cleves Walk (N)

Prepared by: Vicky Tween
Checked by: Luke Martin

Speed From (mph)		Speed To (mph)	Cycle	Motorcycle	Car	LGV	Rigid 2 Axle	Rigid 3 Axle	Rigid 4 Axle	Artic 3	Artic 4	Artic 5+	Bus	Other	Totals	Percentage	Cumulative Percentage
0	-	5	1	1	18	4	1	.	.	.	.	.	.	24	49	0.05%	0.05%
5	-	10	43	5	400	149	11	2	.	1	.	1	3	62	677	0.76%	0.81%
10	-	15	109	13	2651	1065	160	10	9	31	1	27	6	144	4226	4.72%	5.53%
15	-	20	69	42	10470	4492	1265	35	18	118	2	31	39	340	16921	18.90%	24.43%
20	-	25	13	106	22273	10252	984	29	10	86	2	21	38	134	33948	37.91%	62.34%
25	-	30	.	143	16289	8846	387	16	1	30	.	5	5	33	25755	28.76%	91.10%
30	-	35	.	114	3538	2650	54	1	.	3	.	.	2	.	6362	7.10%	98.20%
35	-	40	.	56	600	579	12	1	.	.	.	.	.	2	1250	1.40%	99.60%
40	-	45	.	15	121	112	4	.	.	.	.	.	.	.	252	0.28%	99.88%
45	-	50	.	10	36	43	.	.	.	.	.	.	.	.	89	0.10%	99.98%
50	-	55	.	3	5	10	.	.	.	.	.	.	.	.	18	0.02%	100.00%
55	-	60	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
60	-	65	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
65	-	70	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
70	-	75	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
75	-	80	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
80	-	85	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
85	-	90	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
90	-	95	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
95	-	100	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%

Speed to	Cum %	85th %ile
5	0.05%	0.85
10	0.81%	0.85
15	5.53%	0.85
20	24.43%	0.85
25	62.34%	0.85
30	91.10%	0.85
35	98.20%	0.85
40	99.60%	0.85
45	99.88%	0.85
50	99.98%	0.85
55	100.00%	0.85
60	100.00%	0.85
65	100.00%	0.85
70	100.00%	0.85
75	100.00%	0.85
80	100.00%	0.85
85	100.00%	0.85
90	100.00%	0.85
95	100.00%	0.85
100	100.00%	0.85



Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: Fencepiece Road
Flow from: Cleves Walk (N) **to:** Fairlop Gardens (S)
Vehicle Classification: Car & LGV

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	209	292	136	151	123	160	118	182	209	*	*	*	*	*	*	*	**145**	**138**	**176**
02:00	*	*	*	*	*	103	137	66	61	60	65	102	112	128	*	*	*	*	*	*	*	**62**	**71**	**93**
03:00	*	*	*	*	*	85	106	28	41	35	42	40	84	90	*	*	*	*	*	*	*	**39**	**37**	**61**
04:00	*	*	*	*	31	67	73	28	37	37	31	36	62	54	*	*	*	*	*	*	*	**35**	**33**	**46**
05:00	*	*	*	*	37	42	42	28	31	31	31	39	51	61	*	*	*	*	*	*	*	**31**	**33**	**39**
06:00	*	*	*	*	71	50	53	48	76	51	75	59	57	52	*	*	*	*	*	*	*	**67**	**63**	**59**
07:00	*	*	*	*	133	72	60	119	131	133	130	130	89	69	*	*	*	*	*	*	*	**131**	**129**	**107**
08:00	*	*	*	*	277	166	98	261	282	314	263	305	153	110	*	*	*	*	*	*	*	**286**	**284**	**223**
09:00	*	*	*	*	500	313	146	433	440	475	465	418	278	139	*	*	*	*	*	*	*	**460**	**455**	**361**
10:00	*	*	*	*	490	499	257	493	445	450	488	556	423	266	*	*	*	*	*	*	*	**461**	**487**	**437**
11:00	*	*	*	*	498	590	416	415	437	404	446	480	542	393	*	*	*	*	*	*	*	**429**	**447**	**462**
12:00	*	*	*	*	531	570	521	469	470	480	461	584	525	*	*	*	*	*	*	*	*	**470**	**499**	**512**
13:00	*	*	*	*	552	694	578	567	553	538	558	617	654	*	*	*	*	*	*	*	*	**550**	**564**	**590**
14:00	*	*	*	*	581	672	705	509	542	560	530	614	615	*	*	*	*	*	*	*	*	**544**	**556**	**592**
15:00	*	*	*	*	618	606	608	550	532	633	473	645	628	*	*	*	*	*	*	*	*	**546**	**575**	**588**
16:00	*	*	*	*	693	595	584	648	585	662	588	685	583	*	*	*	*	*	*	*	*	**612**	**644**	**625**
17:00	*	*	*	*	706	620	549	760	717	714	676	718	592	*	*	*	*	*	*	*	*	**702**	**715**	**672**
18:00	*	*	*	*	753	640	517	710	756	704	695	739	684	*	*	*	*	*	*	*	*	**718**	**726**	**689**
19:00	*	*	*	*	659	615	467	688	706	698	686	673	606	*	*	*	*	*	*	*	*	**697**	**685**	**644**
20:00	*	*	*	*	646	583	463	594	675	646	621	671	582	*	*	*	*	*	*	*	*	**647**	**642**	**609**
21:00	*	*	*	*	567	508	420	460	546	566	558	517	469	*	*	*	*	*	*	*	*	**557**	**536**	**512**
22:00	*	*	*	*	412	397	373	347	407	400	405	476	373	*	*	*	*	*	*	*	*	**404**	**408**	**399**
23:00	*	*	*	*	362	307	238	242	268	272	335	387	323	*	*	*	*	*	*	*	*	**292**	**311**	**304**
00:00	*	*	*	*	288	305	214	158	223	190	205	259	247	*	*	*	*	*	*	*	*	**206**	**221**	**232**
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**6858**	**6580**	**5446**	**6503**	**6465**	**6632**	**6329**	**7034**	**6283**	**908**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6475**	**6637**	**6395**
0600-2200	**0**	**0**	**0**	**0**	**8616**	**8140**	**6762**	**8023**	**8224**	**8377**	**8043**	**8828**	**7796**	**977**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8215**	**8352**	**8022**
0600-0000	**0**	**0**	**0**	**0**	**9266**	**8752**	**7214**	**8423**	**8715**	**8839**	**8583**	**9474**	**8366**	**977**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8712**	**8883**	**8558**
0000-0000	**0**	**0**	**0**	**0**	**9405**	**9308**	**7917**	**8757**	**9112**	**9176**	**8987**	**9868**	**8914**	**1571**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9092**	**9258**	**9031**
0700-1000	**0**	**0**	**0**	**0**	**1267**	**978**	**501**	**1187**	**1167**	**1239**	**1216**	**1279**	**854**	**515**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1207**	**1226**	**1020**
1600-1900	**0**	**0**	**0**	**0**	**2118**	**1875**	**1533**	**2158**	**2179**	**2116**	**2057**	**2130**	**1882**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2117**	**2126**	**2005**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: Fencepiece Road
Flow from: Cleves Walk (N) **to:** Fairlop Gardens (S)
Vehicle Classification: OGV1

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	3	5	3	2	3	2	2	7	2	*	*	*	*	*	*	*	**2**	**2**	**3**
02:00	*	*	*	*	*	1	3	0	1	3	1	4	1	1	*	*	*	*	*	*	*	**2**	**2**	**2**
03:00	*	*	*	*	*	5	0	0	1	2	3	1	5	1	*	*	*	*	*	*	*	**2**	**1**	**2**
04:00	*	*	*	*	3	1	3	0	1	2	2	7	2	0	*	*	*	*	*	*	*	**2**	**3**	**2**
05:00	*	*	*	*	7	3	0	1	3	6	3	4	1	1	*	*	*	*	*	*	*	**4**	**4**	**3**
06:00	*	*	*	*	8	5	1	3	5	3	2	3	4	1	*	*	*	*	*	*	*	**3**	**4**	**4**
07:00	*	*	*	*	10	6	3	6	8	7	7	4	11	2	*	*	*	*	*	*	*	**7**	**7**	**6**
08:00	*	*	*	*	15	12	7	6	8	7	14	11	3	7	*	*	*	*	*	*	*	**10**	**10**	**9**
09:00	*	*	*	*	11	8	6	10	6	7	8	11	7	9	*	*	*	*	*	*	*	**7**	**9**	**8**
10:00	*	*	*	*	7	7	6	11	16	12	12	17	9	5	*	*	*	*	*	*	*	**13**	**13**	**10**
11:00	*	*	*	*	12	7	4	16	19	14	20	12	15	9	*	*	*	*	*	*	*	**18**	**16**	**13**
12:00	*	*	*	*	11	5	4	15	14	15	18	16	11	*	*	*	*	*	*	*	*	**16**	**15**	**12**
13:00	*	*	*	*	21	12	7	16	8	13	11	12	7	*	*	*	*	*	*	*	*	**11**	**14**	**12**
14:00	*	*	*	*	17	7	6	17	11	9	18	13	8	*	*	*	*	*	*	*	*	**13**	**14**	**12**
15:00	*	*	*	*	8	6	5	6	11	12	18	13	8	*	*	*	*	*	*	*	*	**14**	**11**	**10**
16:00	*	*	*	*	13	8	6	11	8	6	11	6	8	*	*	*	*	*	*	*	*	**8**	**9**	**9**
17:00	*	*	*	*	14	1	6	11	11	7	11	16	8	*	*	*	*	*	*	*	*	**10**	**12**	**9**
18:00	*	*	*	*	6	10	6	12	12	8	9	8	9	*	*	*	*	*	*	*	*	**10**	**9**	**9**
19:00	*	*	*	*	6	2	3	7	2	7	7	8	6	*	*	*	*	*	*	*	*	**5**	**6**	**5**
20:00	*	*	*	*	9	4	5	8	7	4	10	6	4	*	*	*	*	*	*	*	*	**7**	**7**	**6**
21:00	*	*	*	*	7	5	7	7	6	8	6	4	6	*	*	*	*	*	*	*	*	**7**	**6**	**6**
22:00	*	*	*	*	6	6	1	4	7	7	6	5	8	*	*	*	*	*	*	*	*	**7**	**6**	**6**
23:00	*	*	*	*	6	0	2	5	3	2	3	6	2	*	*	*	*	*	*	*	*	**3**	**4**	**3**
00:00	*	*	*	*	3	4	6	4	9	3	6	4	3	*	*	*	*	*	*	*	*	**6**	**5**	**5**
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**141**	**85**	**66**	**138**	**126**	**117**	**157**	**143**	**99**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**133**	**137**	**118**
0600-2200	**0**	**0**	**0**	**0**	**173**	**106**	**82**	**163**	**154**	**143**	**186**	**162**	**128**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**161**	**164**	**142**
0600-0000	**0**	**0**	**0**	**0**	**182**	**110**	**90**	**172**	**166**	**148**	**195**	**172**	**133**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**170**	**173**	**150**
0000-0000	**0**	**0**	**0**	**0**	**200**	**128**	**102**	**179**	**179**	**167**	**208**	**193**	**153**	**38**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**185**	**189**	**166**
0700-1000	**0**	**0**	**0**	**0**	**33**	**27**	**19**	**27**	**30**	**26**	**34**	**39**	**19**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**32**	**28**
1600-1900	**0**	**0**	**0**	**0**	**26**	**13**	**15**	**30**	**25**	**22**	**27**	**32**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**27**	**24**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: Fencepiece Road
Flow from: Cleves Walk (N) **to:** Fairlop Gardens (S)
Vehicle Classification: OGV2

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	0	0	0	0	1	0	0	0	1	*	*	*	*	*	*	*	0	0	0
02:00	*	*	*	*	*	1	0	0	0	0	0	0	0	0	*	*	*	*	*	*	*	0	0	0
03:00	*	*	*	*	*	0	2	1	0	0	0	0	0	0	*	*	*	*	*	*	*	0	0	0
04:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	*	*	*	*	*	*	*	0	0	0
05:00	*	*	*	*	0	0	0	0	0	0	1	0	1	0	*	*	*	*	*	*	*	0	0	0
06:00	*	*	*	*	0	0	0	0	0	0	0	1	0	0	*	*	*	*	*	*	*	0	0	0
07:00	*	*	*	*	0	0	0	1	1	0	0	3	2	0	*	*	*	*	*	*	*	0	1	1
08:00	*	*	*	*	1	0	0	4	0	0	2	1	0	0	*	*	*	*	*	*	*	1	1	1
09:00	*	*	*	*	3	0	0	1	1	0	3	1	0	0	*	*	*	*	*	*	*	1	2	1
10:00	*	*	*	*	4	0	1	2	1	3	3	2	1	1	*	*	*	*	*	*	*	2	3	2
11:00	*	*	*	*	1	2	0	0	3	0	1	2	2	1	*	*	*	*	*	*	*	1	1	1
12:00	*	*	*	*	1	3	0	3	0	1	1	1	4	*	*	*	*	*	*	*	*	1	1	2
13:00	*	*	*	*	3	3	2	0	4	3	1	2	4	*	*	*	*	*	*	*	*	3	2	2
14:00	*	*	*	*	1	1	2	2	1	0	1	3	7	*	*	*	*	*	*	*	*	1	1	2
15:00	*	*	*	*	3	3	1	2	1	6	3	3	1	*	*	*	*	*	*	*	*	3	3	3
16:00	*	*	*	*	2	1	5	3	1	2	4	4	1	*	*	*	*	*	*	*	*	2	3	3
17:00	*	*	*	*	4	3	3	3	1	2	4	1	1	*	*	*	*	*	*	*	*	2	3	2
18:00	*	*	*	*	4	3	1	5	3	5	3	1	2	*	*	*	*	*	*	*	*	4	4	3
19:00	*	*	*	*	3	1	0	3	3	6	3	3	1	*	*	*	*	*	*	*	*	4	4	3
20:00	*	*	*	*	2	1	0	0	3	2	3	3	0	*	*	*	*	*	*	*	*	3	2	2
21:00	*	*	*	*	4	2	2	1	1	2	1	0	4	*	*	*	*	*	*	*	*	1	2	2
22:00	*	*	*	*	0	3	2	0	0	1	0	0	1	*	*	*	*	*	*	*	*	0	0	1
23:00	*	*	*	*	0	0	1	2	1	0	1	2	0	*	*	*	*	*	*	*	*	1	1	1
00:00	*	*	*	*	2	1	1	0	1	1	1	2	1	*	*	*	*	*	*	*	*	1	1	1
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**30**	**20**	**15**	**28**	**19**	**28**	**29**	**24**	**24**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**26**	**24**
0600-2200	**0**	**0**	**0**	**0**	**36**	**26**	**19**	**30**	**24**	**33**	**33**	**30**	**31**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**31**	**29**
0600-0000	**0**	**0**	**0**	**0**	**38**	**27**	**21**	**32**	**26**	**34**	**35**	**34**	**32**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**33**	**31**
0000-0000	**0**	**0**	**0**	**0**	**38**	**28**	**23**	**33**	**26**	**35**	**36**	**35**	**33**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**34**	**32**
0700-1000	**0**	**0**	**0**	**0**	**8**	**0**	**1**	**7**	**2**	**3**	**8**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**5**	**4**
1600-1900	**0**	**0**	**0**	**0**	**11**	**7**	**4**	**11**	**7**	**13**	**10**	**5**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**10**	**8**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: Fencepiece Road
Flow from: Cleves Walk (N) **to:** Fairlop Gardens (S)
Vehicle Classification: All Vehicles
Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	212	297	139	153	127	162	120	189	212	*	*	*	*	*	*	*	147	140	179
02:00	*	*	*	*	*	105	140	66	62	63	66	106	113	129	*	*	*	*	*	*	*	64	73	94
03:00	*	*	*	*	*	90	108	29	42	37	45	41	89	91	*	*	*	*	*	*	*	41	39	64
04:00	*	*	*	*	34	68	76	28	38	39	33	43	64	54	*	*	*	*	*	*	*	37	36	48
05:00	*	*	*	*	44	45	42	29	34	37	35	43	53	62	*	*	*	*	*	*	*	35	37	42
06:00	*	*	*	*	79	55	54	51	81	54	77	63	61	53	*	*	*	*	*	*	*	71	68	63
07:00	*	*	*	*	143	78	63	126	140	140	137	137	102	71	*	*	*	*	*	*	*	139	137	114
08:00	*	*	*	*	293	176	105	271	290	321	279	317	156	117	*	*	*	*	*	*	*	297	295	233
09:00	*	*	*	*	514	321	152	444	447	482	476	430	285	148	*	*	*	*	*	*	*	468	466	370
10:00	*	*	*	*	501	506	264	506	462	465	503	575	433	272	*	*	*	*	*	*	*	477	502	449
11:00	*	*	*	*	511	599	420	431	459	418	467	494	559	403	*	*	*	*	*	*	*	448	463	476
12:00	*	*	*	*	543	578	525	487	484	496	480	601	540	*	*	*	*	*	*	*	*	487	515	526
13:00	*	*	*	*	576	709	587	583	565	554	570	631	665	*	*	*	*	*	*	*	*	563	580	604
14:00	*	*	*	*	599	680	713	528	554	569	549	630	630	*	*	*	*	*	*	*	*	557	572	606
15:00	*	*	*	*	629	615	614	558	544	651	494	661	637	*	*	*	*	*	*	*	*	563	590	600
16:00	*	*	*	*	708	604	595	662	594	670	603	695	592	*	*	*	*	*	*	*	*	622	655	636
17:00	*	*	*	*	724	624	558	774	729	723	691	735	601	*	*	*	*	*	*	*	*	714	729	684
18:00	*	*	*	*	763	653	524	727	771	717	707	748	695	*	*	*	*	*	*	*	*	732	739	701
19:00	*	*	*	*	668	618	470	698	711	711	696	684	613	*	*	*	*	*	*	*	*	706	695	652
20:00	*	*	*	*	657	588	468	602	685	652	634	680	586	*	*	*	*	*	*	*	*	657	652	617
21:00	*	*	*	*	578	515	429	468	553	576	565	521	479	*	*	*	*	*	*	*	*	565	544	520
22:00	*	*	*	*	418	406	376	351	414	408	411	481	382	*	*	*	*	*	*	*	*	411	414	405
23:00	*	*	*	*	368	307	241	249	272	274	339	395	325	*	*	*	*	*	*	*	*	295	316	308
00:00	*	*	*	*	293	310	221	162	233	194	212	265	251	*	*	*	*	*	*	*	*	213	227	238
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**7029**	**6685**	**5527**	**6669**	**6610**	**6777**	**6515**	**7201**	**6406**	**940**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6634**	**6800**	**6537**
0600-2200	**0**	**0**	**0**	**0**	**8825**	**8272**	**6863**	**8216**	**8402**	**8553**	**8262**	**9020**	**7955**	**1011**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8406**	**8546**	**8193**
0600-0000	**0**	**0**	**0**	**0**	**9486**	**8889**	**7325**	**8627**	**8907**	**9021**	**8813**	**9680**	**8531**	**1011**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8914**	**9089**	**8739**
0000-0000	**0**	**0**	**0**	**0**	**9643**	**9464**	**8042**	**8969**	**9317**	**9378**	**9231**	**10096**	**9100**	**1612**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9309**	**9481**	**9229**
0700-1000	**0**	**0**	**0**	**0**	**1308**	**1005**	**521**	**1221**	**1199**	**1268**	**1258**	**1322**	**874**	**537**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1242**	**1263**	**1051**
1600-1900	**0**	**0**	**0**	**0**	**2155**	**1895**	**1552**	**2199**	**2211**	**2151**	**2094**	**2167**	**1909**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2152**	**2163**	**2037**
Peak Hour Analysis																								
07:00-10:00	0	0	0	0	514	506	264	506	462	482	503	575	433	272	0	0	0	0	0	0	0	477	502	449
10:00-16:00	0	0	0	0	708	709	713	662	594	670	603	695	665	403	0	0	0	0	0	0	0	622	655	636
16:00-19:00	0	0	0	0	763	653	558	774	771	723	707	748	695	0	0	0	0	0	0	0	0	732	739	701

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

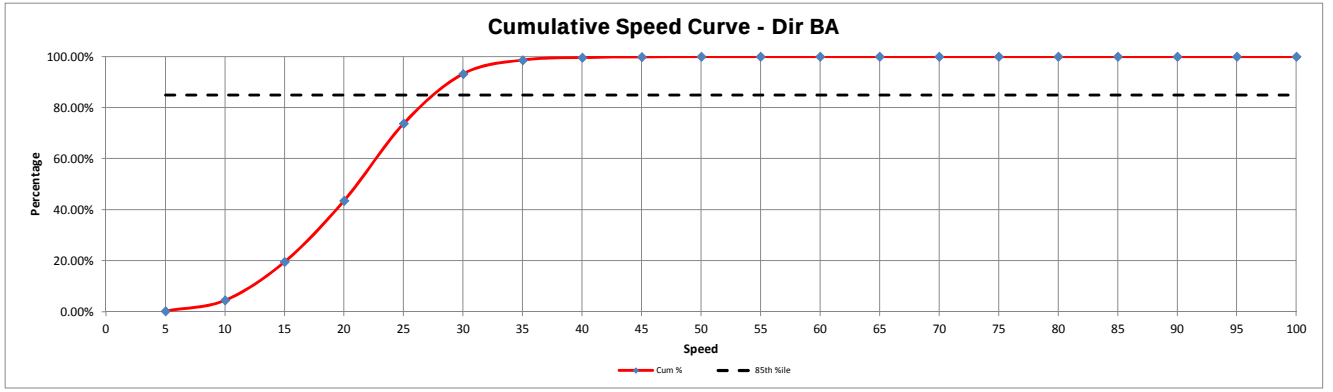
Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: Fencepiece Road
Flow from: Cleves Walk (N) **to:** Fairlop Gardens (S)

Prepared by: Vicky Tween
Checked by: Luke Martin

Speed From (mph)		Speed To (mph)	Cycle	Motorcycle	Car	LGV	Rigid 2 Axle	Rigid 3 Axle	Rigid 4 Axle	Artic 3	Artic 4	Artic 5+	Bus	Other	Totals	Percentage	Cumulative Percentage
0	-	5	71	27	105	43	11	3	.	1	.	.	5	18	284	0.32%	0.32%
5	-	10	392	69	2373	742	41	18	2	7	.	5	17	115	3781	4.19%	4.51%
10	-	15	1296	86	8454	2501	92	64	10	11	5	53	11	999	13582	15.07%	19.58%
15	-	20	145	117	12973	7323	308	58	21	36	4	28	39	564	21616	23.98%	43.56%
20	-	25	.	142	14424	11795	522	33	7	51	6	9	90	150	27229	30.21%	73.76%
25	-	30	.	121	8598	8451	303	13	3	26	2	2	38	29	17586	19.51%	93.27%
30	-	35	.	55	2090	2633	84	2	.	2	1	.	3	1	4871	5.40%	98.67%
35	-	40	.	30	341	518	13	1	.	1	.	.	.	.	904	1.00%	99.68%
40	-	45	.	13	83	118	3	.	.	.	.	.	.	1	218	0.24%	99.92%
45	-	50	.	4	21	30	1	.	.	.	.	.	.	.	56	0.06%	99.98%
50	-	55	.	.	4	6	1	.	.	.	.	.	.	.	11	0.01%	99.99%
55	-	60	.	.	4	2	.	.	.	.	.	.	.	.	6	0.01%	100.00%
60	-	65	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
65	-	70	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
70	-	75	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
75	-	80	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
80	-	85	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
85	-	90	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
90	-	95	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
95	-	100	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%

Speed to	Cum %	85th %ile
5	0.32%	0.85
10	4.51%	0.85
15	19.58%	0.85
20	43.56%	0.85
25	73.76%	0.85
30	93.27%	0.85
35	98.67%	0.85
40	99.68%	0.85
45	99.92%	0.85
50	99.98%	0.85
55	99.99%	0.85
60	100.00%	0.85
65	100.00%	0.85
70	100.00%	0.85
75	100.00%	0.85
80	100.00%	0.85
85	100.00%	0.85
90	100.00%	0.85
95	100.00%	0.85
100	100.00%	0.85



Intelligent Data Collection Limited
Redbridge

Client:	Atkins		
Project Number:	ID02396		
Period Commencing:	06/07/2015		
Site Number:	Site 2-1		
Road Name:	A118 High Road		
Survey Type:	ATC		
Direction AB:	**Flow from:** Spencer Road (W)	**to:**	Blythswood Road (E)
Direction BA:	**Flow from:** Blythswood Road (E)	**to:**	Spencer Road (W)

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	21.07.2015			
Prepared by	Vicky Tween			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID02396			
File Ref	ID02396 Redbridge - ATC Site 2-1			

Issue Sheet

Issued to	Date			
	22.07.2015			
Rachael Fisher	E-mail			

Intelligent Data - Automatic Traffic Count Output

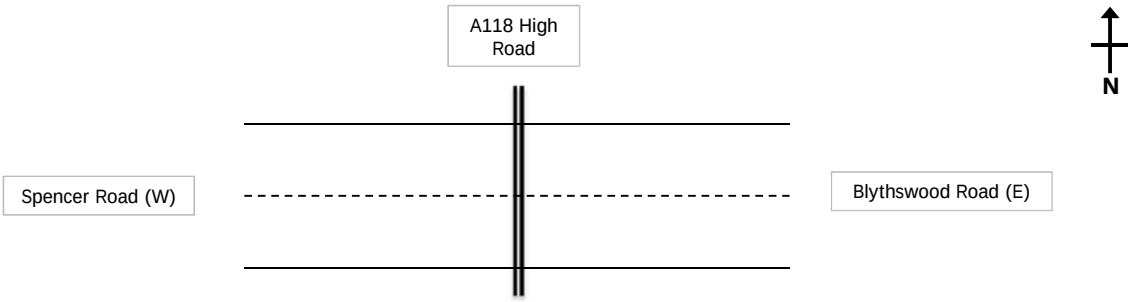
Road Name: A118 High Road
Direction AB: **From:** Spencer Road (W) **to:** Blythswood Road (E)
Direction BA: **From:** Blythswood Road (E) **to:** Spencer Road (W)

X Co-Ordinate	Y Co-Ordinate	ATC Start Date	ATC Finish Date	Posted Speed Limit
51.565497	0.104566	10/07/2015	19/07/2015	30

Link to location on Google Maps

http://maps.google.co.uk/maps?hl=en&safe=off&q=51.565497,0.104566&cr=countryUK|countryGB&um=1&ie=UTF-8&sa=N&tab=wl

Site Layout



Comments

Prepared by	Vicky Tween	Checked by	Luke Martin	Project Director	Paul O'Neill

Intelligent Data - Automatic Traffic Count Output

Atkins
Redbridge

Flow Reporting

Table 1 - Two Way Flow Analysis

Hour Ending	Average Car/LGV - Dir AB (Tue-Thur)	Average Car/LGV - Dir BA (Tue-Thur)	Average OGV - Dir AB (Tue-Thur)	Average OGV - Dir BA (Tue-Thur)	Average Two-Way Flow (Tue-Thur)
01:00	261	266	10	6	543
02:00	199	153	6	4	362
03:00	126	93	4	5	228
04:00	69	58	4	3	134
05:00	62	60	6	5	134
06:00	104	166	9	13	292
07:00	145	582	11	40	778
08:00	315	710	18	38	1082
09:00	465	630	15	29	1140
10:00	436	545	19	31	1032
11:00	439	527	23	24	1013
12:00	474	523	26	24	1047
13:00	465	610	22	17	1114
14:00	492	572	19	21	1104
15:00	469	576	18	22	1086
16:00	471	582	15	18	1086
17:00	477	564	17	20	1078
18:00	496	573	13	10	1091
19:00	492	567	16	16	1091
20:00	522	550	14	15	1101
21:00	485	570	18	9	1081
22:00	403	416	11	11	842
23:00	411	461	7	10	888
00:00	376	352	8	9	745

Fig 1 - Average Two-Way Flow (Tue-Thur)

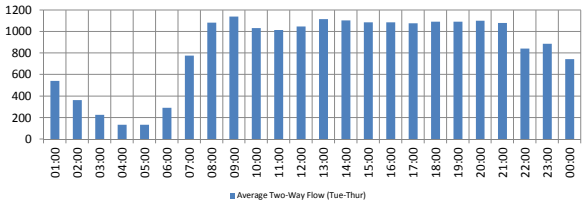
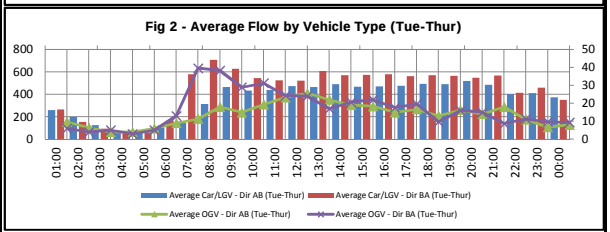


Fig 2 - Average Flow by Vehicle Type (Tue-Thur)



Peak Hour Analysis

Table 2 - Peak Hour Analysis (Tue-Thur)

Peak	Time From	Time To	Two-Way Flow
AM Peak	08:00:00	09:00:00	1140
Inter-Peak	12:00:00	13:00:00	1114
PM Peak	17:00:00	18:00:00	1091

Table 3 - HGV Proportions (Mon-Sun)

Category	%HGV - (AB)	%HGV - (BA)	%HGV - (All)
All	3.2%	3.2%	3.2%

Fig 3 - Peak Hour Analysis (Tue-Thur)

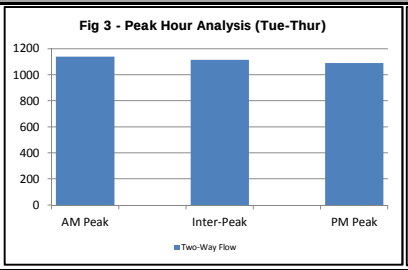
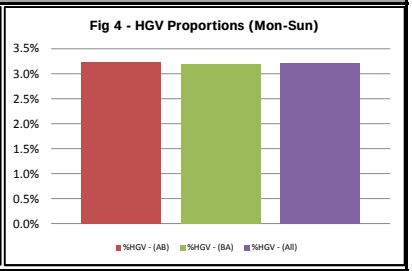


Fig 4 - HGV Proportions (Mon-Sun)



Speed Analysis

Table 4 - Cumulative Speed by Direction (Mon-Sun)

Speed From	Speed to	Speed Dir AB	Speed Dir BA
0	5	0.17%	0.91%
5	10	3.40%	10.24%
10	15	12.71%	28.59%
15	20	41.73%	52.52%
20	25	74.73%	78.68%
25	30	92.93%	93.94%
30	35	98.24%	98.57%
35	40	99.50%	99.63%
40	45	99.88%	99.91%
45	50	99.96%	99.98%
50	55	100.00%	100.00%
55	60	100.00%	100.00%
60	65	100.00%	100.00%
65	70	100.00%	100.00%
70	75	100.00%	100.00%
75	80	100.00%	100.00%
80	85	100.00%	100.00%
85	90	100.00%	100.00%
90	95	100.00%	100.00%
95	100	100.00%	100.00%

Fig 5 - Cumulative Speed Curves by Direction (Mon-Sun)

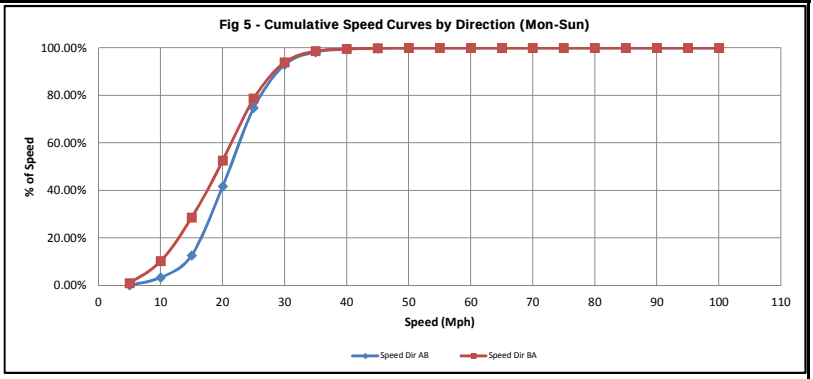


Table 5 - Average and 85%ile Speeds by Direction (Mon-Sun)

Direction	Ave Speed	85%ile Speed
AB	21.3	27.8
BA	19.4	27.1

Week on Week Variation Analysis by Direction

Fig 6 - Summary of Total Vehicles by Week - Dir AB

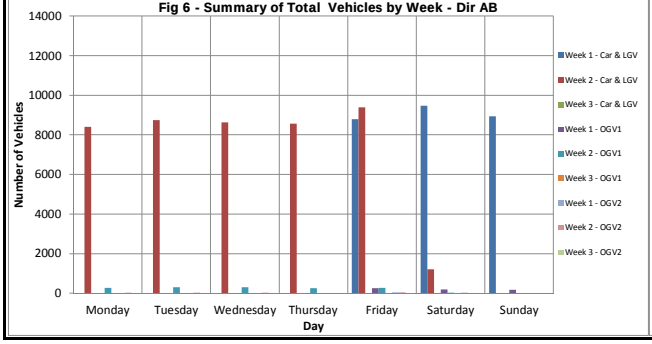
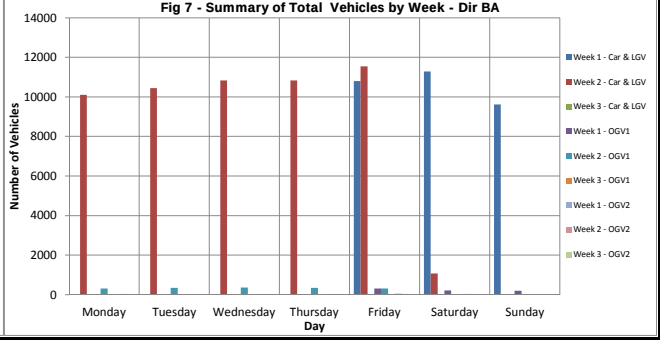


Fig 7 - Summary of Total Vehicles by Week - Dir BA



Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: A118 High Road
Flow from: Spencer Road (W) **to:** Blythswood Road (E)
Vehicle Classification: Car & LGV

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	367	453	268	244	252	287	330	383	*	*	*	*	*	*	*	*	**261**	**276**	**323**
02:00	*	*	*	*	*	290	311	189	210	185	201	259	273	*	*	*	*	*	*	*	*	**199**	**209**	**240**
03:00	*	*	*	*	*	197	211	95	171	92	114	185	197	*	*	*	*	*	*	*	*	**126**	**131**	**158**
04:00	*	*	*	*	*	137	122	78	75	67	65	125	145	*	*	*	*	*	*	*	*	**69**	**82**	**102**
05:00	*	*	*	*	74	86	85	51	66	63	58	83	104	*	*	*	*	*	*	*	*	**62**	**66**	**74**
06:00	*	*	*	*	117	90	117	100	115	100	98	131	110	*	*	*	*	*	*	*	*	**104**	**110**	**109**
07:00	*	*	*	*	187	123	120	151	150	140	146	225	*	*	*	*	*	*	*	*	*	**145**	**167**	**155**
08:00	*	*	*	*	272	217	140	313	319	322	304	323	*	*	*	*	*	*	*	*	*	**315**	**309**	**276**
09:00	*	*	*	*	536	410	204	455	470	454	472	489	*	*	*	*	*	*	*	*	*	**465**	**479**	**436**
10:00	*	*	*	*	471	463	275	445	447	410	451	456	*	*	*	*	*	*	*	*	*	**436**	**447**	**427**
11:00	*	*	*	*	423	482	502	469	435	433	449	491	*	*	*	*	*	*	*	*	*	**439**	**450**	**461**
12:00	*	*	*	*	484	556	498	476	509	466	447	501	*	*	*	*	*	*	*	*	*	**474**	**481**	**492**
13:00	*	*	*	*	458	483	565	458	479	467	449	466	*	*	*	*	*	*	*	*	*	**465**	**463**	**478**
14:00	*	*	*	*	542	533	593	486	485	494	496	474	*	*	*	*	*	*	*	*	*	**492**	**496**	**513**
15:00	*	*	*	*	509	537	575	500	484	460	464	467	*	*	*	*	*	*	*	*	*	**469**	**481**	**500**
16:00	*	*	*	*	511	524	593	458	430	497	486	470	*	*	*	*	*	*	*	*	*	**471**	**475**	**496**
17:00	*	*	*	*	534	510	538	519	502	476	454	458	*	*	*	*	*	*	*	*	*	**477**	**491**	**499**
18:00	*	*	*	*	521	470	462	429	527	520	441	572	*	*	*	*	*	*	*	*	*	**496**	**502**	**493**
19:00	*	*	*	*	554	560	522	524	510	516	449	495	*	*	*	*	*	*	*	*	*	**492**	**508**	**516**
20:00	*	*	*	*	570	562	445	493	525	498	543	495	*	*	*	*	*	*	*	*	*	**522**	**521**	**516**
21:00	*	*	*	*	588	513	514	473	487	485	483	479	*	*	*	*	*	*	*	*	*	**485**	**499**	**503**
22:00	*	*	*	*	510	501	370	365	370	432	408	468	*	*	*	*	*	*	*	*	*	**403**	**426**	**428**
23:00	*	*	*	*	459	425	369	370	369	413	450	478	*	*	*	*	*	*	*	*	*	**411**	**423**	**417**
00:00	*	*	*	*	474	449	365	252	370	400	357	481	*	*	*	*	*	*	*	*	*	**376**	**389**	**394**
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**5815**	**5745**	**5467**	**5532**	**5597**	**5515**	**5362**	**5662**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5491**	**5581**	**5587**
0600-2200	**0**	**0**	**0**	**0**	**7670**	**7444**	**6916**	**7014**	**7129**	**7070**	**6942**	**7329**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7047**	**7192**	**7189**
0600-0000	**0**	**0**	**0**	**0**	**8603**	**8318**	**7650**	**7636**	**7868**	**7883**	**7749**	**8288**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7833**	**8005**	**7999**
0000-0000	**0**	**0**	**0**	**0**	**8794**	**9485**	**8949**	**8417**	**8749**	**8642**	**8572**	**9401**	**1212**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8654**	**8879**	**9005**
0700-1000	**0**	**0**	**0**	**0**	**1279**	**1090**	**619**	**1213**	**1236**	**1186**	**1227**	**1268**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1216**	**1235**	**1140**
1600-1900	**0**	**0**	**0**	**0**	**1609**	**1540**	**1522**	**1472**	**1539**	**1512**	**1344**	**1525**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1465**	**1500**	**1508**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: A118 High Road
Flow from: Spencer Road (W) **to:** Blythswood Road (E)
Vehicle Classification: OGV1

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	6	7	7	8	9	9	11	7	*	*	*	*	*	*	*	*	9	9	8
02:00	*	*	*	*	*	6	11	6	5	8	6	8	9	*	*	*	*	*	*	*	*	6	7	7
03:00	*	*	*	*	*	4	4	3	3	4	4	2	5	*	*	*	*	*	*	*	*	4	3	4
04:00	*	*	*	*	*	3	6	4	3	3	5	4	6	*	*	*	*	*	*	*	*	4	4	4
05:00	*	*	*	*	6	4	5	7	8	6	4	6	3	*	*	*	*	*	*	*	*	6	6	5
06:00	*	*	*	*	6	6	3	3	8	11	6	7	7	*	*	*	*	*	*	*	*	8	7	6
07:00	*	*	*	*	11	8	9	6	10	11	13	14	*	*	*	*	*	*	*	*	*	11	11	10
08:00	*	*	*	*	12	11	8	13	18	15	19	17	*	*	*	*	*	*	*	*	*	17	16	14
09:00	*	*	*	*	19	16	11	16	14	13	15	20	*	*	*	*	*	*	*	*	*	14	16	16
10:00	*	*	*	*	25	9	8	24	21	24	8	17	*	*	*	*	*	*	*	*	*	18	20	17
11:00	*	*	*	*	21	13	11	23	23	25	18	19	*	*	*	*	*	*	*	*	*	22	22	19
12:00	*	*	*	*	11	5	12	11	29	20	22	20	*	*	*	*	*	*	*	*	*	24	19	16
13:00	*	*	*	*	20	15	4	21	19	21	16	9	*	*	*	*	*	*	*	*	*	19	18	16
14:00	*	*	*	*	15	9	8	15	17	15	14	13	*	*	*	*	*	*	*	*	*	15	15	13
15:00	*	*	*	*	18	4	6	13	22	15	14	14	*	*	*	*	*	*	*	*	*	17	16	13
16:00	*	*	*	*	9	11	2	14	11	19	10	18	*	*	*	*	*	*	*	*	*	13	14	12
17:00	*	*	*	*	10	6	11	19	17	14	14	11	*	*	*	*	*	*	*	*	*	15	14	13
18:00	*	*	*	*	16	9	8	5	13	13	6	7	*	*	*	*	*	*	*	*	*	11	10	10
19:00	*	*	*	*	15	11	7	13	11	19	10	9	*	*	*	*	*	*	*	*	*	13	13	12
20:00	*	*	*	*	12	6	12	17	10	13	11	8	*	*	*	*	*	*	*	*	*	11	12	11
21:00	*	*	*	*	9	11	7	13	17	13	17	14	*	*	*	*	*	*	*	*	*	16	14	13
22:00	*	*	*	*	8	10	9	8	12	8	10	10	*	*	*	*	*	*	*	*	*	10	9	9
23:00	*	*	*	*	10	8	11	12	5	5	4	7	*	*	*	*	*	*	*	*	*	5	7	8
00:00	*	*	*	*	11	8	9	10	7	7	5	7	*	*	*	*	*	*	*	*	*	6	8	8
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**191**	**119**	**96**	**187**	**215**	**213**	**166**	**174**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**198**	**191**	**170**
0600-2200	**0**	**0**	**0**	**0**	**231**	**154**	**133**	**231**	**264**	**258**	**217**	**220**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**246**	**237**	**214**
0600-0000	**0**	**0**	**0**	**0**	**252**	**170**	**153**	**253**	**276**	**270**	**226**	**234**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**257**	**252**	**229**
0000-0000	**0**	**0**	**0**	**0**	**264**	**199**	**189**	**283**	**311**	**311**	**260**	**272**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**294**	**287**	**264**
0700-1000	**0**	**0**	**0**	**0**	**56**	**36**	**27**	**53**	**53**	**52**	**42**	**54**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**49**	**52**	**47**
1600-1900	**0**	**0**	**0**	**0**	**41**	**26**	**26**	**37**	**41**	**46**	**30**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**37**	**34**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: A118 High Road
Flow from: Spencer Road (W) **to:** Blythswood Road (E)
Vehicle Classification: OGV2

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	0	0	1	1	1	1	0	0	*	*	*	*	*	*	*	*	1	1	1
02:00	*	*	*	*	*	0	1	1	0	0	0	0	1	*	*	*	*	*	*	*	*	0	0	0
03:00	*	*	*	*	*	0	0	0	0	1	0	0	0	*	*	*	*	*	*	*	*	0	0	0
04:00	*	*	*	*	*	0	0	1	1	0	0	0	0	*	*	*	*	*	*	*	*	0	0	0
05:00	*	*	*	*	0	0	0	0	0	0	0	2	0	*	*	*	*	*	*	*	*	0	0	0
06:00	*	*	*	*	0	0	0	0	1	1	0	0	0	*	*	*	*	*	*	*	*	1	0	0
07:00	*	*	*	*	0	0	0	0	0	0	0	1	*	*	*	*	*	*	*	*	*	0	0	0
08:00	*	*	*	*	2	0	0	1	1	1	0	4	*	*	*	*	*	*	*	*	*	1	2	1
09:00	*	*	*	*	1	2	0	2	0	0	3	4	*	*	*	*	*	*	*	*	*	1	2	2
10:00	*	*	*	*	1	2	0	1	4	0	1	5	*	*	*	*	*	*	*	*	*	2	2	2
11:00	*	*	*	*	4	0	2	1	3	0	1	3	*	*	*	*	*	*	*	*	*	1	2	2
12:00	*	*	*	*	4	4	0	2	2	2	2	2	*	*	*	*	*	*	*	*	*	2	2	2
13:00	*	*	*	*	0	2	2	3	3	4	3	3	*	*	*	*	*	*	*	*	*	3	3	3
14:00	*	*	*	*	7	2	2	1	7	3	1	0	*	*	*	*	*	*	*	*	*	4	3	3
15:00	*	*	*	*	6	3	2	2	1	3	0	3	*	*	*	*	*	*	*	*	*	1	3	3
16:00	*	*	*	*	4	2	1	5	1	2	2	2	*	*	*	*	*	*	*	*	*	2	3	2
17:00	*	*	*	*	0	0	4	2	3	2	0	2	*	*	*	*	*	*	*	*	*	2	2	2
18:00	*	*	*	*	3	1	2	1	2	3	2	2	*	*	*	*	*	*	*	*	*	2	2	2
19:00	*	*	*	*	2	3	0	2	3	5	1	6	*	*	*	*	*	*	*	*	*	3	3	3
20:00	*	*	*	*	5	2	3	3	4	3	1	1	*	*	*	*	*	*	*	*	*	3	3	3
21:00	*	*	*	*	1	0	1	3	2	3	2	1	*	*	*	*	*	*	*	*	*	2	2	2
22:00	*	*	*	*	3	4	0	0	0	2	1	4	*	*	*	*	*	*	*	*	*	1	2	2
23:00	*	*	*	*	4	2	0	1	2	2	2	0	*	*	*	*	*	*	*	*	*	2	2	2
00:00	*	*	*	*	2	1	0	0	2	0	3	0	*	*	*	*	*	*	*	*	*	2	1	1
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**34**	**21**	**15**	**23**	**30**	**25**	**16**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**27**	**25**
0600-2200	**0**	**0**	**0**	**0**	**43**	**27**	**19**	**29**	**36**	**33**	**20**	**43**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**34**	**31**
0600-0000	**0**	**0**	**0**	**0**	**49**	**30**	**19**	**30**	**40**	**35**	**25**	**43**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**37**	**34**
0000-0000	**0**	**0**	**0**	**0**	**49**	**30**	**20**	**33**	**43**	**38**	**26**	**45**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36**	**39**	**36**
0700-1000	**0**	**0**	**0**	**0**	**4**	**4**	**0**	**4**	**5**	**1**	**4**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**5**	**4**
1600-1900	**0**	**0**	**0**	**0**	**5**	**4**	**6**	**5**	**8**	**10**	**3**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**7**	**6**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: A118 High Road
Flow from: Spencer Road (W) **to:** Blythswood Road (E)
Vehicle Classification: All Vehicles

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	373	460	276	253	262	297	341	390	*	*	*	*	*	*	*	*	271	286	332
02:00	*	*	*	*	*	296	323	196	215	193	207	267	283	*	*	*	*	*	*	*	*	205	216	248
03:00	*	*	*	*	*	201	215	98	174	97	118	187	202	*	*	*	*	*	*	*	*	130	135	162
04:00	*	*	*	*	*	140	128	83	79	70	70	129	151	*	*	*	*	*	*	*	*	73	86	106
05:00	*	*	*	*	80	90	90	58	74	69	62	91	107	*	*	*	*	*	*	*	*	68	72	80
06:00	*	*	*	*	123	96	120	103	124	112	104	138	117	*	*	*	*	*	*	*	*	113	117	115
07:00	*	*	*	*	198	131	129	157	160	151	159	240	*	*	*	*	*	*	*	*	*	157	178	166
08:00	*	*	*	*	286	228	148	327	338	338	323	344	*	*	*	*	*	*	*	*	*	333	326	292
09:00	*	*	*	*	556	428	215	473	484	467	490	513	*	*	*	*	*	*	*	*	*	480	497	453
10:00	*	*	*	*	497	474	283	470	472	434	460	478	*	*	*	*	*	*	*	*	*	455	469	446
11:00	*	*	*	*	448	495	515	493	461	458	468	513	*	*	*	*	*	*	*	*	*	462	474	481
12:00	*	*	*	*	499	565	510	489	540	488	471	523	*	*	*	*	*	*	*	*	*	500	502	511
13:00	*	*	*	*	478	500	571	482	501	492	468	478	*	*	*	*	*	*	*	*	*	487	483	496
14:00	*	*	*	*	564	544	603	502	509	512	511	487	*	*	*	*	*	*	*	*	*	511	514	529
15:00	*	*	*	*	533	544	583	515	507	478	478	484	*	*	*	*	*	*	*	*	*	488	499	515
16:00	*	*	*	*	524	537	596	477	442	518	498	490	*	*	*	*	*	*	*	*	*	486	492	510
17:00	*	*	*	*	544	516	553	540	522	492	488	471	*	*	*	*	*	*	*	*	*	494	506	513
18:00	*	*	*	*	540	480	472	435	542	536	449	581	*	*	*	*	*	*	*	*	*	509	514	504
19:00	*	*	*	*	571	574	529	539	524	540	460	510	*	*	*	*	*	*	*	*	*	508	524	531
20:00	*	*	*	*	587	570	460	513	539	514	555	504	*	*	*	*	*	*	*	*	*	536	535	530
21:00	*	*	*	*	598	524	522	489	506	501	502	494	*	*	*	*	*	*	*	*	*	503	515	517
22:00	*	*	*	*	521	515	379	373	382	442	419	482	*	*	*	*	*	*	*	*	*	414	437	439
23:00	*	*	*	*	473	435	380	383	376	420	456	485	*	*	*	*	*	*	*	*	*	417	432	426
00:00	*	*	*	*	487	458	374	262	379	407	365	488	*	*	*	*	*	*	*	*	*	384	398	403
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**6040**	**5885**	**5578**	**5742**	**5842**	**5753**	**5544**	**5872**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5713**	**5799**	**5782**
0600-2200	**0**	**0**	**0**	**0**	**7944**	**7625**	**7068**	**7274**	**7429**	**7361**	**7179**	**7592**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7323**	**7463**	**7434**
0600-0000	**0**	**0**	**0**	**0**	**8904**	**8518**	**7822**	**7919**	**8184**	**8188**	**8000**	**8565**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8124**	**8293**	**8263**
0000-0000	**0**	**0**	**0**	**0**	**9107**	**9714**	**9158**	**8733**	**9103**	**8991**	**8858**	**9718**	**1250**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8984**	**9205**	**9305**
0700-1000	**0**	**0**	**0**	**0**	**1339**	**1130**	**646**	**1270**	**1294**	**1239**	**1273**	**1335**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1269**	**1292**	**1191**
1600-1900	**0**	**0**	**0**	**0**	**1655**	**1570**	**1554**	**1514**	**1588**	**1568**	**1377**	**1562**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1511**	**1544**	**1549**
Peak Hour Analysis																								
07:00-10:00	0	0	0	0	556	474	283	473	484	467	490	513	0	0	0	0	0	0	0	0	0	**480**	**497**	**453**
10:00-16:00	0	0	0	0	564	565	603	515	540	518	511	523	0	0	0	0	0	0	0	0	0	**511**	**514**	**529**
16:00-19:00	0	0	0	0	571	574	553	540	542	540	468	581	0	0	0	0	0	0	0	0	0	**509**	**524**	**531**

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

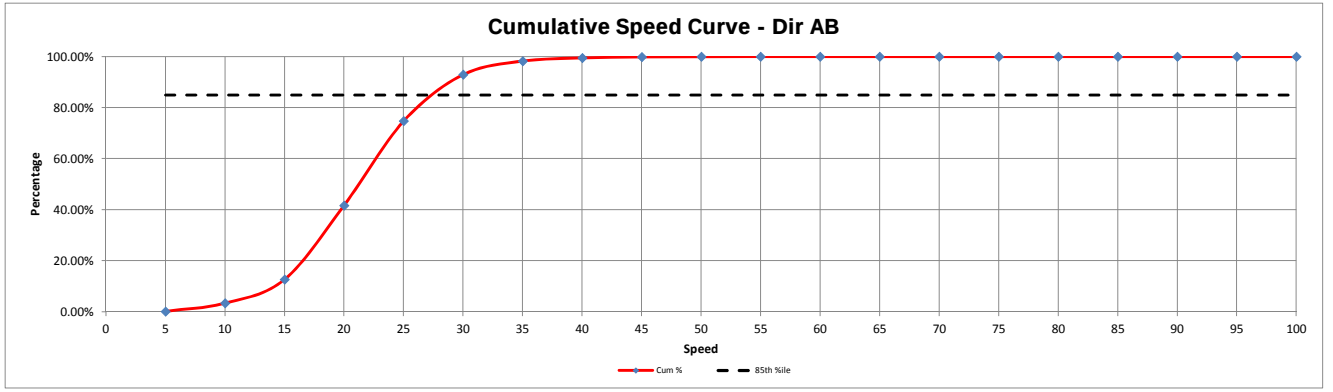
Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: A118 High Road
Flow from: Spencer Road (W) **to:** Blythswood Road (E)

Prepared by: Vicky Tween
Checked by: Luke Martin

Speed From (mph)		Speed To (mph)	Cycle	Motorcycle	Car	LGV	Rigid 2 Axle	Rigid 3 Axle	Rigid 4 Axle	Artic 3	Artic 4	Artic 5+	Bus	Other	Totals	Percentage	Cumulative Percentage
0	-	5	7	6	45	12	1	2	.	.	.	.	.	55	128	0.17%	0.17%
5	-	10	97	21	1802	336	16	14	2	13	1	3	9	167	2481	3.23%	3.40%
10	-	15	229	108	4664	1752	121	14	9	29	3	14	7	205	7155	9.31%	12.71%
15	-	20	186	127	13719	7313	589	45	11	91	.	24	11	183	22299	29.02%	41.73%
20	-	25	41	176	14504	9749	738	19	2	56	2	10	7	59	25363	33.01%	74.73%
25	-	30	.	174	6957	6388	429	6	.	13	.	1	6	8	13982	18.20%	92.93%
30	-	35	.	90	1668	2217	96	6	.	1	1	1	2	.	4082	5.31%	98.24%
35	-	40	.	22	387	532	22	1	.	.	.	.	.	.	964	1.25%	99.50%
40	-	45	.	7	129	144	13	.	.	.	.	.	.	.	293	0.38%	99.88%
45	-	50	.	4	26	35	2	.	.	.	.	.	.	.	67	0.09%	99.96%
50	-	55	.	.	11	15	1	.	.	.	.	.	.	.	27	0.04%	100.00%
55	-	60	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
60	-	65	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
65	-	70	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
70	-	75	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
75	-	80	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
80	-	85	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
85	-	90	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
90	-	95	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
95	-	100	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%

Speed to	Cum %	85th %ile
5	0.17%	0.85
10	3.40%	0.85
15	12.71%	0.85
20	41.73%	0.85
25	74.73%	0.85
30	92.93%	0.85
35	98.24%	0.85
40	99.50%	0.85
45	99.88%	0.85
50	99.96%	0.85
55	100.00%	0.85
60	100.00%	0.85
65	100.00%	0.85
70	100.00%	0.85
75	100.00%	0.85
80	100.00%	0.85
85	100.00%	0.85
90	100.00%	0.85
95	100.00%	0.85
100	100.00%	0.85



Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: A118 High Road
Flow from: Blythswood Road (E) **to:** Spencer Road (W)
Vehicle Classification: Car & LGV

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	441	425	261	245	276	277	285	381	*	*	*	*	*	*	*	*	**266**	**269**	**324**
02:00	*	*	*	*	*	301	260	145	167	151	142	202	234	*	*	*	*	*	*	*	*	**153**	**161**	**200**
03:00	*	*	*	*	*	178	201	63	87	90	103	134	154	*	*	*	*	*	*	*	*	**93**	**95**	**126**
04:00	*	*	*	*	*	108	125	65	61	54	60	91	120	*	*	*	*	*	*	*	*	**58**	**66**	**86**
05:00	*	*	*	*	72	83	76	44	63	61	57	103	92	*	*	*	*	*	*	*	*	**60**	**67**	**72**
06:00	*	*	*	*	187	116	95	168	146	169	182	201	107	*	*	*	*	*	*	*	*	**166**	**176**	**152**
07:00	*	*	*	*	600	206	137	556	573	599	573	579	*	*	*	*	*	*	*	*	*	**582**	**580**	**478**
08:00	*	*	*	*	692	317	166	693	700	733	698	688	*	*	*	*	*	*	*	*	*	**710**	**701**	**586**
09:00	*	*	*	*	658	403	237	627	616	617	658	676	*	*	*	*	*	*	*	*	*	**630**	**642**	**562**
10:00	*	*	*	*	538	544	370	484	538	522	575	576	*	*	*	*	*	*	*	*	*	**545**	**539**	**518**
11:00	*	*	*	*	464	606	511	518	500	524	556	563	*	*	*	*	*	*	*	*	*	**527**	**521**	**530**
12:00	*	*	*	*	566	603	608	540	516	547	506	528	*	*	*	*	*	*	*	*	*	**523**	**534**	**552**
13:00	*	*	*	*	597	652	649	556	600	602	629	621	*	*	*	*	*	*	*	*	*	**610**	**601**	**613**
14:00	*	*	*	*	580	624	632	550	540	572	605	622	*	*	*	*	*	*	*	*	*	**572**	**578**	**591**
15:00	*	*	*	*	611	696	691	530	581	551	597	604	*	*	*	*	*	*	*	*	*	**576**	**579**	**608**
16:00	*	*	*	*	629	625	642	546	581	592	573	578	*	*	*	*	*	*	*	*	*	**582**	**583**	**596**
17:00	*	*	*	*	636	649	609	612	592	581	520	614	*	*	*	*	*	*	*	*	*	**564**	**593**	**602**
18:00	*	*	*	*	606	652	574	511	578	630	510	621	*	*	*	*	*	*	*	*	*	**573**	**576**	**585**
19:00	*	*	*	*	605	692	434	515	541	613	546	642	*	*	*	*	*	*	*	*	*	**567**	**577**	**574**
20:00	*	*	*	*	586	642	542	521	559	539	553	544	*	*	*	*	*	*	*	*	*	**550**	**550**	**561**
21:00	*	*	*	*	639	630	502	527	561	587	561	585	*	*	*	*	*	*	*	*	*	**570**	**577**	**574**
22:00	*	*	*	*	451	466	356	353	401	401	446	515	*	*	*	*	*	*	*	*	*	**416**	**428**	**424**
23:00	*	*	*	*	579	575	453	428	405	474	504	519	*	*	*	*	*	*	*	*	*	**461**	**485**	**492**
00:00	*	*	*	*	515	477	322	291	306	351	400	460	*	*	*	*	*	*	*	*	*	**352**	**387**	**390**
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**7182**	**7063**	**6123**	**6682**	**6883**	**7084**	**6973**	**7333**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6980**	**7023**	**6915**
0600-2200	**0**	**0**	**0**	**0**	**9458**	**9007**	**7660**	**8639**	**8977**	**9210**	**9106**	**9556**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9098**	**9158**	**8952**
0600-0000	**0**	**0**	**0**	**0**	**10552**	**10059**	**8435**	**9358**	**9688**	**10035**	**10010**	**10535**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9911**	**10030**	**9834**
0000-0000	**0**	**0**	**0**	**0**	**10811**	**11286**	**9617**	**10104**	**10457**	**10836**	**10831**	**11551**	**1088**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10708**	**10864**	**10795**
0700-1000	**0**	**0**	**0**	**0**	**1888**	**1264**	**773**	**1804**	**1854**	**1872**	**1931**	**1940**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1886**	**1882**	**1666**
1600-1900	**0**	**0**	**0**	**0**	**1847**	**1993**	**1617**	**1638**	**1711**	**1824**	**1576**	**1877**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1704**	**1746**	**1760**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: A118 High Road
Flow from: Blythswood Road (E) **to:** Spencer Road (W)
Vehicle Classification: OGV1

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	10	9	7	5	9	4	3	2	*	*	*	*	*	*	*	*	**6**	**6**	**6**
02:00	*	*	*	*	*	3	6	4	4	3	4	2	5	*	*	*	*	*	*	*	*	**4**	**3**	**4**
03:00	*	*	*	*	*	8	3	6	3	6	4	1	7	*	*	*	*	*	*	*	*	**4**	**4**	**5**
04:00	*	*	*	*	*	3	3	3	3	3	3	4	4	*	*	*	*	*	*	*	*	**3**	**3**	**3**
05:00	*	*	*	*	8	5	4	7	2	6	6	10	2	*	*	*	*	*	*	*	*	**5**	**7**	**6**
06:00	*	*	*	*	12	11	8	11	13	16	8	11	6	*	*	*	*	*	*	*	*	**12**	**12**	**11**
07:00	*	*	*	*	30	18	11	33	37	38	38	37	*	*	*	*	*	*	*	*	*	**38**	**36**	**30**
08:00	*	*	*	*	25	15	9	29	32	39	35	30	*	*	*	*	*	*	*	*	*	**35**	**32**	**27**
09:00	*	*	*	*	29	18	10	24	30	18	29	22	*	*	*	*	*	*	*	*	*	**26**	**25**	**23**
10:00	*	*	*	*	23	10	14	24	28	31	27	29	*	*	*	*	*	*	*	*	*	**29**	**27**	**23**
11:00	*	*	*	*	27	13	14	19	23	25	18	20	*	*	*	*	*	*	*	*	*	**22**	**22**	**20**
12:00	*	*	*	*	19	11	9	18	24	15	29	13	*	*	*	*	*	*	*	*	*	**23**	**20**	**17**
13:00	*	*	*	*	17	11	11	12	15	18	11	17	*	*	*	*	*	*	*	*	*	**15**	**15**	**14**
14:00	*	*	*	*	14	8	10	21	21	15	19	14	*	*	*	*	*	*	*	*	*	**18**	**17**	**15**
15:00	*	*	*	*	13	9	11	16	15	19	17	16	*	*	*	*	*	*	*	*	*	**17**	**16**	**15**
16:00	*	*	*	*	13	17	6	12	17	14	13	12	*	*	*	*	*	*	*	*	*	**15**	**14**	**13**
17:00	*	*	*	*	14	13	7	13	25	21	9	11	*	*	*	*	*	*	*	*	*	**18**	**16**	**14**
18:00	*	*	*	*	14	3	13	9	8	10	2	19	*	*	*	*	*	*	*	*	*	**7**	**10**	**10**
19:00	*	*	*	*	6	8	13	15	13	14	15	8	*	*	*	*	*	*	*	*	*	**14**	**12**	**12**
20:00	*	*	*	*	15	11	10	10	7	11	17	11	*	*	*	*	*	*	*	*	*	**12**	**12**	**12**
21:00	*	*	*	*	13	6	5	7	3	11	8	11	*	*	*	*	*	*	*	*	*	**7**	**9**	**8**
22:00	*	*	*	*	8	10	7	8	9	11	10	8	*	*	*	*	*	*	*	*	*	**10**	**9**	**9**
23:00	*	*	*	*	5	5	6	8	6	9	11	5	*	*	*	*	*	*	*	*	*	**9**	**7**	**7**
00:00	*	*	*	*	10	4	9	10	5	9	10	10	*	*	*	*	*	*	*	*	*	**8**	**9**	**8**
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**214**	**136**	**127**	**212**	**251**	**239**	**224**	**211**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**238**	**225**	**202**
0600-2200	**0**	**0**	**0**	**0**	**280**	**181**	**160**	**270**	**307**	**310**	**297**	**278**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**305**	**290**	**260**
0600-0000	**0**	**0**	**0**	**0**	**295**	**190**	**175**	**288**	**318**	**328**	**318**	**293**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**321**	**307**	**276**
0000-0000	**0**	**0**	**0**	**0**	**315**	**230**	**208**	**326**	**348**	**371**	**347**	**324**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**355**	**341**	**310**
0700-1000	**0**	**0**	**0**	**0**	**77**	**43**	**33**	**77**	**90**	**88**	**91**	**81**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**90**	**84**	**73**
1600-1900	**0**	**0**	**0**	**0**	**34**	**24**	**33**	**37**	**46**	**45**	**26**	**38**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**38**	**35**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: A118 High Road
Flow from: Blythswood Road (E) **to:** Spencer Road (W)
Vehicle Classification: OGV2

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	1	0	0	0	0	0	0	0	*	*	*	*	*	*	*	*	0	0	0
02:00	*	*	*	*	*	0	0	1	0	1	0	0	0	*	*	*	*	*	*	*	*	0	0	0
03:00	*	*	*	*	*	0	0	1	1	0	1	0	0	*	*	*	*	*	*	*	*	1	1	0
04:00	*	*	*	*	*	0	0	0	0	0	0	0	0	*	*	*	*	*	*	*	*	0	0	0
05:00	*	*	*	*	0	0	0	2	1	0	0	0	0	*	*	*	*	*	*	*	*	0	1	0
06:00	*	*	*	*	1	1	0	0	1	1	0	1	0	*	*	*	*	*	*	*	*	1	1	1
07:00	*	*	*	*	5	0	1	2	2	3	1	4	*	*	*	*	*	*	*	*	*	2	3	2
08:00	*	*	*	*	5	3	0	1	1	3	5	2	*	*	*	*	*	*	*	*	*	3	3	3
09:00	*	*	*	*	7	2	0	1	2	1	7	4	*	*	*	*	*	*	*	*	*	3	4	3
10:00	*	*	*	*	1	3	2	2	2	1	5	3	*	*	*	*	*	*	*	*	*	3	2	2
11:00	*	*	*	*	3	2	1	3	4	1	2	4	*	*	*	*	*	*	*	*	*	2	3	3
12:00	*	*	*	*	3	4	3	4	3	0	1	4	*	*	*	*	*	*	*	*	*	1	3	3
13:00	*	*	*	*	5	0	3	2	5	0	2	1	*	*	*	*	*	*	*	*	*	2	3	2
14:00	*	*	*	*	3	3	6	0	1	4	2	6	*	*	*	*	*	*	*	*	*	2	3	3
15:00	*	*	*	*	7	7	2	1	4	6	5	3	*	*	*	*	*	*	*	*	*	5	4	4
16:00	*	*	*	*	1	3	3	3	2	3	4	1	*	*	*	*	*	*	*	*	*	3	2	3
17:00	*	*	*	*	2	1	1	2	1	3	0	3	*	*	*	*	*	*	*	*	*	1	2	2
18:00	*	*	*	*	4	5	4	5	2	4	3	2	*	*	*	*	*	*	*	*	*	3	3	4
19:00	*	*	*	*	2	4	3	5	1	3	2	2	*	*	*	*	*	*	*	*	*	2	3	3
20:00	*	*	*	*	4	2	2	1	3	5	2	0	*	*	*	*	*	*	*	*	*	3	3	2
21:00	*	*	*	*	2	0	1	2	0	2	2	1	*	*	*	*	*	*	*	*	*	1	2	1
22:00	*	*	*	*	0	3	2	2	1	2	1	2	*	*	*	*	*	*	*	*	*	1	1	2
23:00	*	*	*	*	1	2	1	0	0	2	1	1	*	*	*	*	*	*	*	*	*	1	1	1
00:00	*	*	*	*	2	1	1	0	0	2	2	5	*	*	*	*	*	*	*	*	*	1	2	2
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**43**	**37**	**28**	**29**	**28**	**29**	**38**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**34**	**33**
0600-2200	**0**	**0**	**0**	**0**	**54**	**42**	**34**	**36**	**34**	**41**	**44**	**42**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**40**	**42**	**41**
0600-0000	**0**	**0**	**0**	**0**	**57**	**45**	**36**	**36**	**34**	**45**	**47**	**48**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**42**	**45**	**44**
0000-0000	**0**	**0**	**0**	**0**	**58**	**47**	**36**	**40**	**37**	**47**	**48**	**49**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**44**	**47**	**45**
0700-1000	**0**	**0**	**0**	**0**	**13**	**8**	**2**	**4**	**5**	**5**	**17**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**9**	**8**
1600-1900	**0**	**0**	**0**	**0**	**8**	**10**	**8**	**12**	**4**	**10**	**5**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**8**	**8**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: A118 High Road
Flow from: Blythswood Road (E) **to:** Spencer Road (W)
Vehicle Classification: All Vehicles
Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	452	434	268	250	285	281	288	383	*	*	*	*	*	*	*	*	272	274	330
02:00	*	*	*	*	*	304	266	150	171	155	146	204	239	*	*	*	*	*	*	*	*	157	165	204
03:00	*	*	*	*	*	186	204	70	91	96	108	135	161	*	*	*	*	*	*	*	*	98	100	131
04:00	*	*	*	*	*	111	128	68	64	57	63	95	124	*	*	*	*	*	*	*	*	61	69	89
05:00	*	*	*	*	80	88	80	53	66	67	63	113	94	*	*	*	*	*	*	*	*	65	74	78
06:00	*	*	*	*	200	128	103	179	160	186	190	213	113	*	*	*	*	*	*	*	*	179	188	164
07:00	*	*	*	*	635	224	149	591	612	640	612	620	*	*	*	*	*	*	*	*	*	621	618	510
08:00	*	*	*	*	722	335	175	723	733	775	738	720	*	*	*	*	*	*	*	*	*	749	735	615
09:00	*	*	*	*	694	423	247	652	648	636	694	702	*	*	*	*	*	*	*	*	*	659	671	587
10:00	*	*	*	*	562	557	386	510	568	554	607	608	*	*	*	*	*	*	*	*	*	576	568	544
11:00	*	*	*	*	494	621	526	540	527	550	576	587	*	*	*	*	*	*	*	*	*	551	546	553
12:00	*	*	*	*	588	618	620	562	543	562	536	545	*	*	*	*	*	*	*	*	*	547	556	572
13:00	*	*	*	*	619	663	663	570	620	620	642	639	*	*	*	*	*	*	*	*	*	627	618	630
14:00	*	*	*	*	597	635	648	571	562	591	626	642	*	*	*	*	*	*	*	*	*	593	598	609
15:00	*	*	*	*	631	712	704	547	600	576	619	623	*	*	*	*	*	*	*	*	*	598	599	627
16:00	*	*	*	*	643	645	651	561	600	609	590	591	*	*	*	*	*	*	*	*	*	600	599	611
17:00	*	*	*	*	652	663	617	627	618	605	529	628	*	*	*	*	*	*	*	*	*	584	610	617
18:00	*	*	*	*	624	660	591	525	588	644	515	642	*	*	*	*	*	*	*	*	*	582	590	599
19:00	*	*	*	*	613	704	450	535	555	630	563	652	*	*	*	*	*	*	*	*	*	583	591	588
20:00	*	*	*	*	605	655	554	532	569	555	572	555	*	*	*	*	*	*	*	*	*	565	565	575
21:00	*	*	*	*	654	636	508	536	564	600	571	597	*	*	*	*	*	*	*	*	*	578	587	583
22:00	*	*	*	*	459	479	365	363	411	414	457	525	*	*	*	*	*	*	*	*	*	427	438	434
23:00	*	*	*	*	585	582	460	436	411	485	516	525	*	*	*	*	*	*	*	*	*	471	493	500
00:00	*	*	*	*	527	482	332	301	311	362	412	475	*	*	*	*	*	*	*	*	*	362	398	400
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**7439**	**7236**	**6278**	**6923**	**7162**	**7352**	**7235**	**7579**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7250**	**7282**	**7151**
0600-2200	**0**	**0**	**0**	**0**	**9792**	**9230**	**7854**	**8945**	**9318**	**9561**	**9447**	**9876**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9442**	**9490**	**9253**
0600-0000	**0**	**0**	**0**	**0**	**10904**	**10294**	**8646**	**9682**	**10040**	**10408**	**10375**	**10876**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10274**	**10381**	**10153**
0000-0000	**0**	**0**	**0**	**0**	**11184**	**11563**	**9861**	**10470**	**10842**	**11254**	**11226**	**11924**	**1114**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11107**	**11252**	**11150**
0700-1000	**0**	**0**	**0**	**0**	**1978**	**1315**	**808**	**1885**	**1949**	**1965**	**2039**	**2030**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1984**	**1974**	**1746**
1600-1900	**0**	**0**	**0**	**0**	**1889**	**2027**	**1658**	**1687**	**1761**	**1879**	**1607**	**1922**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1749**	**1791**	**1804**
Peak Hour Analysis																								
07:00-10:00	0	0	0	0	722	557	386	723	733	775	738	720	0	0	0	0	0	0	0	0	0	**749**	**735**	**615**
10:00-16:00	0	0	0	0	643	712	704	571	620	620	642	642	0	0	0	0	0	0	0	0	0	**627**	**618**	**630**
16:00-19:00	0	0	0	0	652	704	617	627	618	644	563	652	0	0	0	0	0	0	0	0	0	**584**	**610**	**617**

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

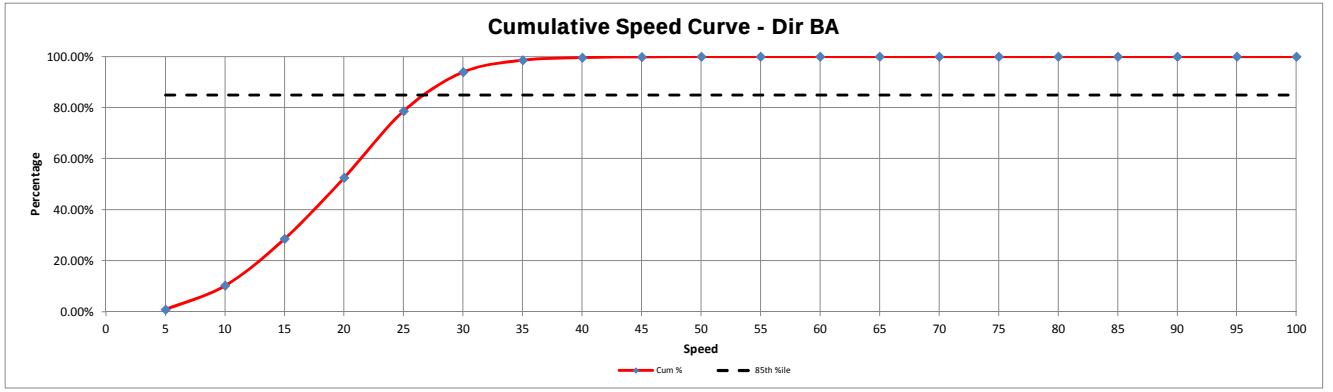
Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: A118 High Road
Flow from: Blythswood Road (E) **to:** Spencer Road (W)

Prepared by: Vicky Tween
Checked by: Luke Martin

Speed From (mph)		Speed To (mph)	Cycle	Motorcycle	Car	LGV	Rigid 2 Axle	Rigid 3 Axle	Rigid 4 Axle	Artic 3	Artic 4	Artic 5+	Bus	Other	Totals	Percentage	Cumulative Percentage
0	-	5	57	55	473	196	35	4	1	3	.	1	20	14	859	0.91%	0.91%
5	-	10	73	76	6313	1780	105	68	13	34	1	22	60	215	8760	9.33%	10.24%
10	-	15	186	202	11200	4715	290	95	27	30	4	25	45	417	17236	18.35%	28.59%
15	-	20	232	198	13029	8039	579	40	16	44	10	25	22	252	22486	23.94%	52.52%
20	-	25	80	191	12844	10459	772	18	5	49	4	17	33	102	24574	26.16%	78.68%
25	-	30	.	168	6493	7180	406	9	.	18	.	12	17	31	14334	15.26%	93.94%
30	-	35	.	95	1629	2481	119	3	.	6	.	2	3	9	4347	4.63%	98.57%
35	-	40	.	50	336	599	11	.	.	.	.	.	1	1	998	1.06%	99.63%
40	-	45	.	14	82	159	3	1	.	.	.	.	.	1	260	0.28%	99.91%
45	-	50	.	.	28	34	2	.	.	.	.	.	.	.	64	0.07%	99.98%
50	-	55	.	.	9	11	.	.	.	.	.	.	.	.	20	0.02%	100.00%
55	-	60	.	.	2	.	.	.	.	.	.	.	.	.	2	0.00%	100.00%
60	-	65	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
65	-	70	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
70	-	75	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
75	-	80	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
80	-	85	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
85	-	90	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
90	-	95	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
95	-	100	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%

Speed to	Cum %	85th %ile
5	0.91%	0.85
10	10.24%	0.85
15	28.59%	0.85
20	52.52%	0.85
25	78.68%	0.85
30	93.94%	0.85
35	98.57%	0.85
40	99.63%	0.85
45	99.91%	0.85
50	99.98%	0.85
55	100.00%	0.85
60	100.00%	0.85
65	100.00%	0.85
70	100.00%	0.85
75	100.00%	0.85
80	100.00%	0.85
85	100.00%	0.85
90	100.00%	0.85
95	100.00%	0.85
100	100.00%	0.85



Intelligent Data Collection Limited
Redbridge

Client:	Atkins	
Project Number:	ID02396	
Period Commencing:	06/07/2015	
Site Number:	Site 2-2	
Road Name:	Barley Lane	
Survey Type:	ATC	
Direction AB:	**Flow from:** King's Road Hospital (S)	**to:** Little Heath (N)
Direction BA:	**Flow from:** Little Heath (N)	**to:** King's Road Hospital (S)

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	21.07.2015			
Prepared by	Vicky Tween			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID02396			
File Ref	ID02396 Redbridge - ATC Site 2-2			

Issue Sheet

Issued to	Date			
	22.07.2015			
Rachael Fisher	E-mail			

Intelligent Data - Automatic Traffic Count Output

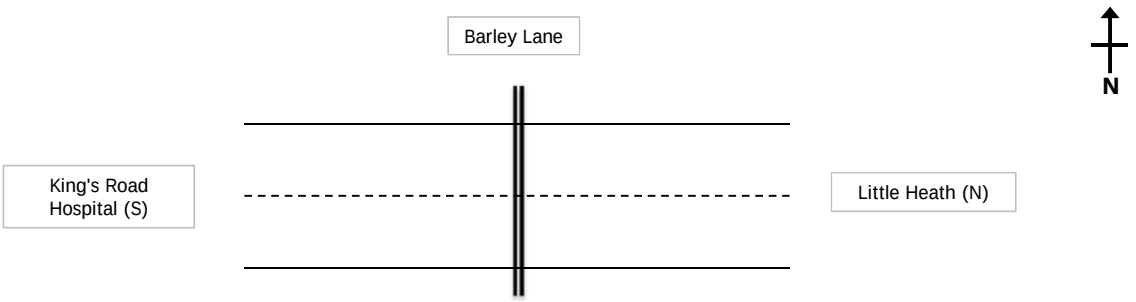
Road Name: Barley Lane
Direction AB: **From:** King's Road Hospital (S) **to:** Little Heath (N)
Direction BA: **From:** Little Heath (N) **to:** King's Road Hospital (S)

X Co-Ordinate	Y Co-Ordinate	ATC Start Date	ATC Finish Date	Posted Speed Limit
51.580061	0.115188	10/07/2015	19/07/2015	30

Link to location on Google Maps

http://maps.google.co.uk/maps?hl=en&safe=off&q=51.580061,0.115188&cr=countryUK|countryGB&um=1&ie=UTF-8&sa=N&tab=wl

Site Layout



Comments

Prepared by	Vicky Tween	Checked by	Luke Martin	Project Director	Paul O'Neill

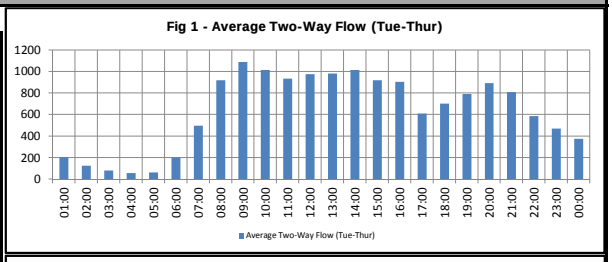
Intelligent Data - Automatic Traffic Count Output

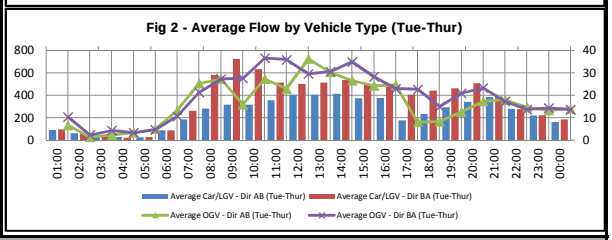
Atkins
Redbridge

Flow Reporting

Table 1 - Two Way Flow Analysis

Hour Ending	Average Car/LGV - Dir AB (Tue-Thur)	Average Car/LGV - Dir BA (Tue-Thur)	Average OGV - Dir AB (Tue-Thur)	Average OGV - Dir BA (Tue-Thur)	Average Two-Way Flow (Tue-Thur)
01:00	93	96	7	10	206
02:00	62	58	1	2	124
03:00	42	32	2	4	81
04:00	29	23	3	3	58
05:00	27	27	5	5	63
06:00	89	88	13	11	202
07:00	187	264	25	21	497
08:00	283	583	27	27	921
09:00	318	728	16	28	1090
10:00	316	636	27	37	1016
11:00	358	516	23	36	933
12:00	406	503	36	30	975
13:00	406	515	30	31	982
14:00	415	538	27	35	1015
15:00	374	494	24	28	920
16:00	377	481	25	23	906
17:00	176	405	8	23	611
18:00	235	443	8	15	701
19:00	294	465	13	21	792
20:00	342	509	17	23	892
21:00	385	390	18	17	810
22:00	280	278	15	14	587
23:00	219	223	13	14	470
00:00	162	187	14	14	376





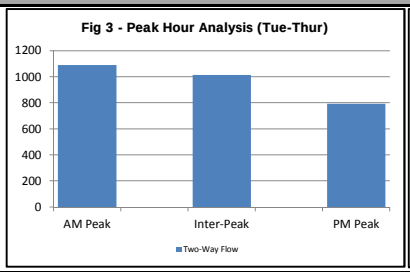
Peak Hour Analysis

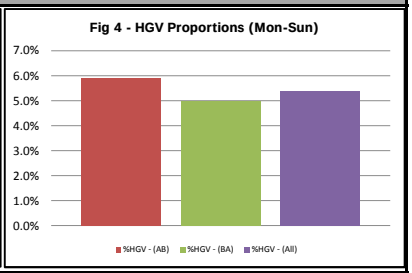
Table 2 - Peak Hour Analysis (Tue-Thur)

Peak	Time From	Time To	Two-Way Flow
AM Peak	08:00:00	09:00:00	1090
Inter-Peak	13:00:00	14:00:00	1015
PM Peak	18:00:00	19:00:00	792

Table 3 - HGV Proportions (Mon-Sun)

Category	%HGV - (AB)	%HGV - (BA)	%HGV - (All)
All	5.9%	5.0%	5.4%





Speed Analysis

Table 4 - Cumulative Speed by Direction (Mon-Sun)

Speed From	Speed to	Speed Dir AB	Speed Dir BA
0	5	1.00%	0.21%
5	10	8.32%	0.92%
10	15	12.47%	3.23%
15	20	21.09%	8.91%
20	25	43.68%	34.84%
25	30	80.06%	80.97%
30	35	95.94%	97.41%
35	40	99.32%	99.63%
40	45	99.87%	99.96%
45	50	99.98%	100.00%
50	55	100.00%	100.00%
55	60	100.00%	100.00%
60	65	100.00%	100.00%
65	70	100.00%	100.00%
70	75	100.00%	100.00%
75	80	100.00%	100.00%
80	85	100.00%	100.00%
85	90	100.00%	100.00%
90	95	100.00%	100.00%
95	100	100.00%	100.00%

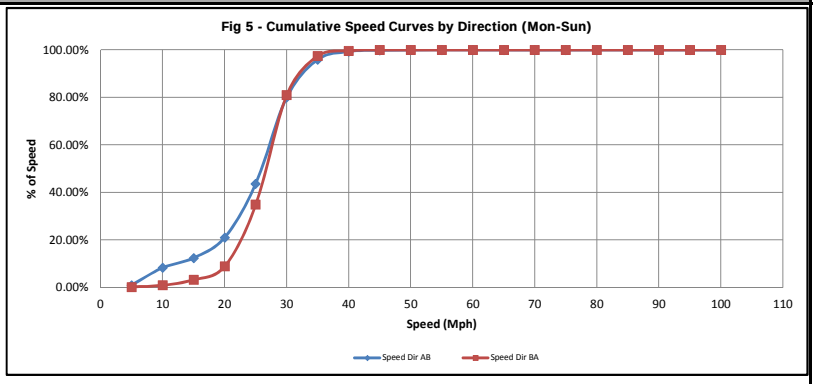
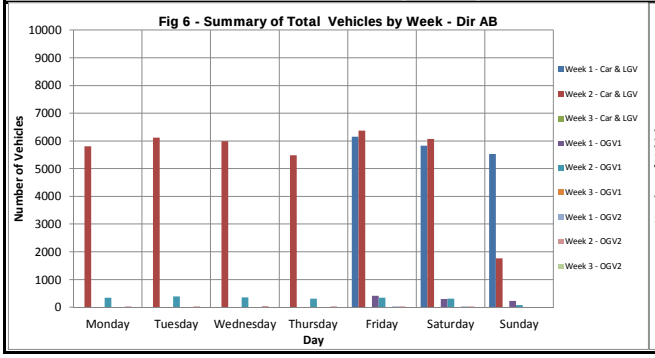
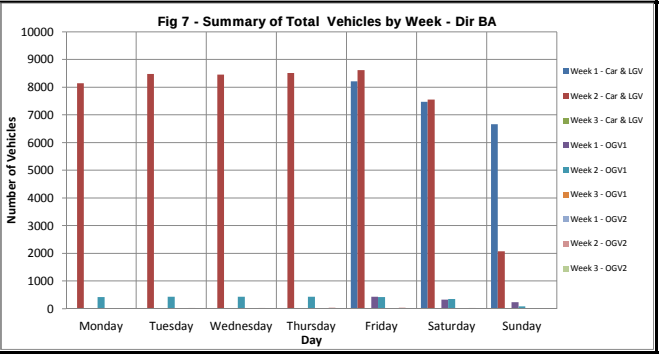


Table 5 - Average and 85%ile Speeds by Direction (Mon-Sun)

Direction	Ave Speed	85%ile Speed
AB	24.4	31.6
BA	26.2	31.2

Week on Week Variation Analysis by Direction





Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: Barley Lane
Flow from: King's Road Hospital (S) **to:** Little Heath (N)
Vehicle Classification: Car & LGV

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	150	176	101	71	113	94	133	174	165	*	*	*	*	*	*	*	**93**	**102**	**131**
02:00	*	*	*	*	*	97	100	52	64	53	70	85	103	111	*	*	*	*	*	*	*	**62**	**65**	**82**
03:00	*	*	*	*	*	59	77	44	46	41	39	40	78	65	*	*	*	*	*	*	*	**42**	**42**	**54**
04:00	*	*	*	*	*	51	54	28	27	29	31	34	43	59	*	*	*	*	*	*	*	**29**	**30**	**40**
05:00	*	*	*	*	*	33	51	29	24	23	33	25	53	46	*	*	*	*	*	*	*	**27**	**27**	**35**
06:00	*	*	*	*	88	62	63	87	86	92	90	84	65	65	*	*	*	*	*	*	*	**89**	**88**	**78**
07:00	*	*	*	*	189	94	106	183	183	171	206	178	109	79	*	*	*	*	*	*	*	**187**	**185**	**150**
08:00	*	*	*	*	308	207	150	279	276	265	308	317	181	125	*	*	*	*	*	*	*	**283**	**292**	**242**
09:00	*	*	*	*	357	275	182	309	327	340	287	356	267	194	*	*	*	*	*	*	*	**318**	**329**	**289**
10:00	*	*	*	*	354	336	223	320	321	348	279	368	287	240	*	*	*	*	*	*	*	**316**	**332**	**308**
11:00	*	*	*	*	361	359	301	329	368	351	355	394	316	307	*	*	*	*	*	*	*	**358**	**360**	**344**
12:00	*	*	*	*	370	348	315	376	420	416	381	422	367	315	*	*	*	*	*	*	*	**406**	**398**	**373**
13:00	*	*	*	*	402	380	384	416	453	363	401	467	380	*	*	*	*	*	*	*	*	**406**	**417**	**405**
14:00	*	*	*	*	379	222	399	408	433	374	437	391	322	*	*	*	*	*	*	*	*	**415**	**404**	**374**
15:00	*	*	*	*	433	249	334	428	406	418	297	434	410	*	*	*	*	*	*	*	*	**374**	**403**	**379**
16:00	*	*	*	*	389	367	375	350	416	376	338	218	402	*	*	*	*	*	*	*	*	**377**	**348**	**359**
17:00	*	*	*	*	232	345	348	212	186	172	170	131	343	*	*	*	*	*	*	*	*	**176**	**184**	**238**
18:00	*	*	*	*	377	358	320	202	292	255	157	304	363	*	*	*	*	*	*	*	*	**235**	**265**	**292**
19:00	*	*	*	*	347	356	309	376	385	359	138	403	362	*	*	*	*	*	*	*	*	**294**	**335**	**337**
20:00	*	*	*	*	404	362	326	378	380	387	259	393	345	*	*	*	*	*	*	*	*	**342**	**367**	**359**
21:00	*	*	*	*	377	355	334	350	391	371	393	352	344	*	*	*	*	*	*	*	*	**385**	**372**	**363**
22:00	*	*	*	*	296	260	248	266	254	292	294	325	306	*	*	*	*	*	*	*	*	**280**	**288**	**282**
23:00	*	*	*	*	233	259	213	175	181	242	235	294	246	*	*	*	*	*	*	*	*	**219**	**227**	**231**
00:00	*	*	*	*	263	245	141	116	139	148	198	225	212	*	*	*	*	*	*	*	*	**162**	**182**	**187**
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**4309**	**3802**	**3640**	**4005**	**4283**	**4037**	**3548**	**4205**	**4000**	**1181**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3956**	**4065**	**3939**
0600-2200	**0**	**0**	**0**	**0**	**5575**	**4873**	**4654**	**5182**	**5491**	**5258**	**4700**	**5453**	**5104**	**1260**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5150**	**5277**	**5094**
0600-0000	**0**	**0**	**0**	**0**	**6071**	**5377**	**5008**	**5473**	**5811**	**5648**	**5133**	**5972**	**5562**	**1260**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5531**	**5685**	**5512**
0000-0000	**0**	**0**	**0**	**0**	**6159**	**5829**	**5531**	**5814**	**6129**	**5999**	**5490**	**6373**	**6078**	**1771**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5873**	**6038**	**5932**
0700-1000	**0**	**0**	**0**	**0**	**1019**	**818**	**555**	**908**	**924**	**953**	**874**	**1041**	**735**	**559**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**917**	**953**	**839**
1600-1900	**0**	**0**	**0**	**0**	**956**	**1059**	**977**	**790**	**863**	**786**	**465**	**838**	**1068**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**705**	**783**	**867**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: Barley Lane
Flow from: King's Road Hospital (S) **to:** Little Heath (N)
Vehicle Classification: OGV1

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	4	4	5	6	5	6	6	4	4	*	*	*	*	*	*	*	**6**	**6**	**5**
02:00	*	*	*	*	*	1	1	0	1	1	1	1	4	1	*	*	*	*	*	*	*	**1**	**1**	**1**
03:00	*	*	*	*	*	0	2	1	2	2	3	5	0	2	*	*	*	*	*	*	*	**2**	**3**	**2**
04:00	*	*	*	*	*	1	0	1	4	2	2	2	0	0	*	*	*	*	*	*	*	**3**	**2**	**1**
05:00	*	*	*	*	*	2	4	4	3	4	5	4	2	2	*	*	*	*	*	*	*	**4**	**4**	**3**
06:00	*	*	*	*	14	13	5	13	11	14	13	11	12	4	*	*	*	*	*	*	*	**13**	**13**	**11**
07:00	*	*	*	*	27	15	10	22	24	25	21	25	10	8	*	*	*	*	*	*	*	**23**	**24**	**19**
08:00	*	*	*	*	19	15	8	29	28	20	26	18	18	7	*	*	*	*	*	*	*	**25**	**23**	**19**
09:00	*	*	*	*	23	22	12	15	15	21	6	23	20	13	*	*	*	*	*	*	*	**14**	**17**	**17**
10:00	*	*	*	*	40	25	13	30	31	30	17	25	28	11	*	*	*	*	*	*	*	**26**	**29**	**25**
11:00	*	*	*	*	36	20	16	21	18	25	21	23	11	14	*	*	*	*	*	*	*	**21**	**24**	**21**
12:00	*	*	*	*	32	17	18	29	31	32	32	27	17	15	*	*	*	*	*	*	*	**32**	**31**	**25**
13:00	*	*	*	*	24	17	13	23	28	25	27	25	17	*	*	*	*	*	*	*	*	**27**	**25**	**22**
14:00	*	*	*	*	26	4	15	31	27	17	29	22	19	*	*	*	*	*	*	*	*	**24**	**25**	**21**
15:00	*	*	*	*	31	15	13	25	25	24	17	23	21	*	*	*	*	*	*	*	*	**22**	**24**	**22**
16:00	*	*	*	*	19	15	13	12	30	17	18	13	18	*	*	*	*	*	*	*	*	**22**	**18**	**17**
17:00	*	*	*	*	10	18	10	8	4	12	4	7	16	*	*	*	*	*	*	*	*	**7**	**8**	**10**
18:00	*	*	*	*	17	17	12	5	7	6	5	13	17	*	*	*	*	*	*	*	*	**6**	**9**	**11**
19:00	*	*	*	*	19	14	14	15	18	12	3	12	13	*	*	*	*	*	*	*	*	**11**	**13**	**13**
20:00	*	*	*	*	24	13	6	14	18	13	13	18	15	*	*	*	*	*	*	*	*	**15**	**17**	**15**
21:00	*	*	*	*	12	11	12	11	18	13	16	10	15	*	*	*	*	*	*	*	*	**16**	**13**	**13**
22:00	*	*	*	*	14	13	14	13	14	17	9	14	9	*	*	*	*	*	*	*	*	**13**	**14**	**13**
23:00	*	*	*	*	13	13	7	14	13	10	13	11	13	*	*	*	*	*	*	*	*	**12**	**12**	**12**
00:00	*	*	*	*	20	13	14	11	14	14	8	11	10	*	*	*	*	*	*	*	*	**12**	**13**	**13**
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**296**	**199**	**157**	**243**	**262**	**241**	**205**	**231**	**215**	**60**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**236**	**246**	**223**
0600-2200	**0**	**0**	**0**	**0**	**373**	**251**	**199**	**303**	**336**	**309**	**264**	**298**	**264**	**68**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**303**	**314**	**282**
0600-0000	**0**	**0**	**0**	**0**	**406**	**277**	**220**	**328**	**363**	**333**	**285**	**320**	**287**	**68**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**327**	**339**	**307**
0000-0000	**0**	**0**	**0**	**0**	**420**	**298**	**236**	**352**	**390**	**361**	**315**	**349**	**309**	**81**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**355**	**367**	**331**
0700-1000	**0**	**0**	**0**	**0**	**82**	**62**	**33**	**74**	**74**	**71**	**49**	**66**	**66**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**65**	**69**	**61**
1600-1900	**0**	**0**	**0**	**0**	**46**	**49**	**36**	**28**	**29**	**30**	**12**	**32**	**46**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**30**	**34**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: Barley Lane
Flow from: King's Road Hospital (S) **to:** Little Heath (N)
Vehicle Classification: OGV2

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	0	0	0	1	2	0	0	0	1	*	*	*	*	*	*	*	1	1	0
02:00	*	*	*	*	*	0	0	1	0	1	0	1	2	1	*	*	*	*	*	*	*	0	1	1
03:00	*	*	*	*	*	0	0	0	0	0	0	0	0	0	*	*	*	*	*	*	*	0	0	0
04:00	*	*	*	*	*	1	1	1	1	0	1	0	1	0	*	*	*	*	*	*	*	1	1	1
05:00	*	*	*	*	*	1	0	1	1	1	1	1	1	2	*	*	*	*	*	*	*	1	1	1
06:00	*	*	*	*	0	0	0	0	1	1	0	0	1	0	*	*	*	*	*	*	*	1	0	0
07:00	*	*	*	*	1	1	1	2	2	1	3	1	1	0	*	*	*	*	*	*	*	2	2	1
08:00	*	*	*	*	1	0	0	0	3	1	4	2	0	0	*	*	*	*	*	*	*	3	2	1
09:00	*	*	*	*	3	0	0	1	2	2	2	4	1	1	*	*	*	*	*	*	*	2	2	2
10:00	*	*	*	*	1	3	1	3	1	1	2	1	2	2	*	*	*	*	*	*	*	1	2	2
11:00	*	*	*	*	7	2	1	6	4	1	0	3	3	5	*	*	*	*	*	*	*	2	4	3
12:00	*	*	*	*	1	2	1	4	0	7	7	4	1	2	*	*	*	*	*	*	*	5	4	3
13:00	*	*	*	*	1	2	1	1	3	4	4	6	3	*	*	*	*	*	*	*	*	4	3	3
14:00	*	*	*	*	4	3	0	2	5	2	0	1	4	*	*	*	*	*	*	*	*	2	2	2
15:00	*	*	*	*	5	3	4	2	1	4	2	5	1	*	*	*	*	*	*	*	*	2	3	3
16:00	*	*	*	*	3	3	1	1	5	1	3	0	3	*	*	*	*	*	*	*	*	3	2	2
17:00	*	*	*	*	3	3	1	2	0	4	0	1	2	*	*	*	*	*	*	*	*	1	2	2
18:00	*	*	*	*	2	2	1	2	2	3	2	2	2	*	*	*	*	*	*	*	*	2	2	2
19:00	*	*	*	*	0	2	0	3	2	3	0	1	0	*	*	*	*	*	*	*	*	2	2	1
20:00	*	*	*	*	3	3	2	1	0	5	3	3	1	*	*	*	*	*	*	*	*	3	3	2
21:00	*	*	*	*	3	1	0	0	2	1	4	1	1	*	*	*	*	*	*	*	*	2	2	1
22:00	*	*	*	*	1	0	0	2	1	1	2	2	2	*	*	*	*	*	*	*	*	1	2	1
23:00	*	*	*	*	1	0	0	1	1	2	1	1	0	*	*	*	*	*	*	*	*	1	1	1
00:00	*	*	*	*	1	2	0	1	2	2	2	0	0	*	*	*	*	*	*	*	*	2	1	1
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**31**	**25**	**11**	**27**	**28**	**33**	**26**	**30**	**22**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**29**	**26**
0600-2200	**0**	**0**	**0**	**0**	**39**	**30**	**14**	**32**	**33**	**41**	**38**	**37**	**27**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37**	**37**	**32**
0600-0000	**0**	**0**	**0**	**0**	**41**	**32**	**14**	**34**	**36**	**45**	**41**	**38**	**27**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**41**	**39**	**34**
0000-0000	**0**	**0**	**0**	**0**	**41**	**34**	**15**	**37**	**40**	**50**	**43**	**40**	**32**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**44**	**42**	**37**
0700-1000	**0**	**0**	**0**	**0**	**5**	**3**	**1**	**4**	**6**	**4**	**8**	**7**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**6**	**4**
1600-1900	**0**	**0**	**0**	**0**	**5**	**7**	**2**	**7**	**4**	**10**	**2**	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**5**	**5**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: Barley Lane
Flow from: King's Road Hospital (S) **to:** Little Heath (N)
Vehicle Classification: All Vehicles
Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	154	182	106	78	120	100	139	178	170	*	*	*	*	*	*	*	99	109	136
02:00	*	*	*	*	*	98	101	53	65	55	71	87	109	113	*	*	*	*	*	*	*	64	66	84
03:00	*	*	*	*	*	59	79	45	48	43	42	45	78	67	*	*	*	*	*	*	*	44	45	56
04:00	*	*	*	*	*	53	55	30	32	31	34	36	44	59	*	*	*	*	*	*	*	32	33	42
05:00	*	*	*	*	*	36	55	34	28	28	39	30	56	50	*	*	*	*	*	*	*	32	32	40
06:00	*	*	*	*	102	75	68	100	98	107	103	95	78	69	*	*	*	*	*	*	*	103	101	90
07:00	*	*	*	*	217	110	117	207	209	197	230	204	120	87	*	*	*	*	*	*	*	212	211	170
08:00	*	*	*	*	328	222	158	308	307	286	338	337	199	132	*	*	*	*	*	*	*	310	317	262
09:00	*	*	*	*	383	297	194	325	344	363	295	383	288	208	*	*	*	*	*	*	*	334	349	308
10:00	*	*	*	*	395	364	237	353	353	379	298	394	317	253	*	*	*	*	*	*	*	343	362	334
11:00	*	*	*	*	404	381	318	356	390	377	376	420	330	326	*	*	*	*	*	*	*	381	387	368
12:00	*	*	*	*	403	367	334	409	451	453	420	453	385	332	*	*	*	*	*	*	*	442	432	401
13:00	*	*	*	*	427	399	398	440	484	392	432	498	400	*	*	*	*	*	*	*	*	436	446	430
14:00	*	*	*	*	409	229	414	441	465	393	466	414	345	*	*	*	*	*	*	*	*	441	431	397
15:00	*	*	*	*	469	267	351	455	432	446	316	462	432	*	*	*	*	*	*	*	*	398	430	403
16:00	*	*	*	*	411	385	389	363	451	394	359	231	423	*	*	*	*	*	*	*	*	401	368	378
17:00	*	*	*	*	245	366	359	222	190	188	174	139	361	*	*	*	*	*	*	*	*	184	193	249
18:00	*	*	*	*	396	377	333	209	301	264	164	319	382	*	*	*	*	*	*	*	*	243	276	305
19:00	*	*	*	*	366	372	323	394	405	374	141	416	375	*	*	*	*	*	*	*	*	307	349	352
20:00	*	*	*	*	431	378	334	393	398	405	275	414	361	*	*	*	*	*	*	*	*	359	386	377
21:00	*	*	*	*	392	367	346	361	411	385	413	363	360	*	*	*	*	*	*	*	*	403	388	378
22:00	*	*	*	*	311	273	262	281	269	310	305	341	317	*	*	*	*	*	*	*	*	295	303	297
23:00	*	*	*	*	247	272	220	190	195	254	249	306	259	*	*	*	*	*	*	*	*	233	240	244
00:00	*	*	*	*	284	260	155	128	155	164	208	236	222	*	*	*	*	*	*	*	*	176	196	201
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**4636**	**4026**	**3808**	**4275**	**4573**	**4311**	**3779**	**4466**	**4237**	**1251**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4221**	**4340**	**4188**
0600-2200	**0**	**0**	**0**	**0**	**5987**	**5154**	**4867**	**5517**	**5860**	**5608**	**5002**	**5788**	**5395**	**1338**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5490**	**5627**	**5408**
0600-0000	**0**	**0**	**0**	**0**	**6518**	**5686**	**5242**	**5835**	**6210**	**6026**	**5459**	**6330**	**5876**	**1338**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5898**	**6063**	**5853**
0000-0000	**0**	**0**	**0**	**0**	**6620**	**6161**	**5782**	**6203**	**6559**	**6410**	**5848**	**6762**	**6419**	**1866**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6272**	**6448**	**6300**
0700-1000	**0**	**0**	**0**	**0**	**1106**	**883**	**589**	**986**	**1004**	**1028**	**931**	**1114**	**804**	**593**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**988**	**1028**	**904**
1600-1900	**0**	**0**	**0**	**0**	**1007**	**1115**	**1015**	**825**	**896**	**826**	**479**	**874**	**1118**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**734**	**818**	**906**
Peak Hour Analysis																								
07:00-10:00	0	0	0	0	395	364	237	353	353	379	338	394	317	253	0	0	0	0	0	0	0	**343**	**362**	**334**
10:00-16:00	0	0	0	0	469	399	414	455	484	455	466	498	432	332	0	0	0	0	0	0	0	**442**	**446**	**430**
16:00-19:00	0	0	0	0	396	377	359	394	405	374	174	416	382	0	0	0	0	0	0	0	0	**307**	**349**	**352**

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

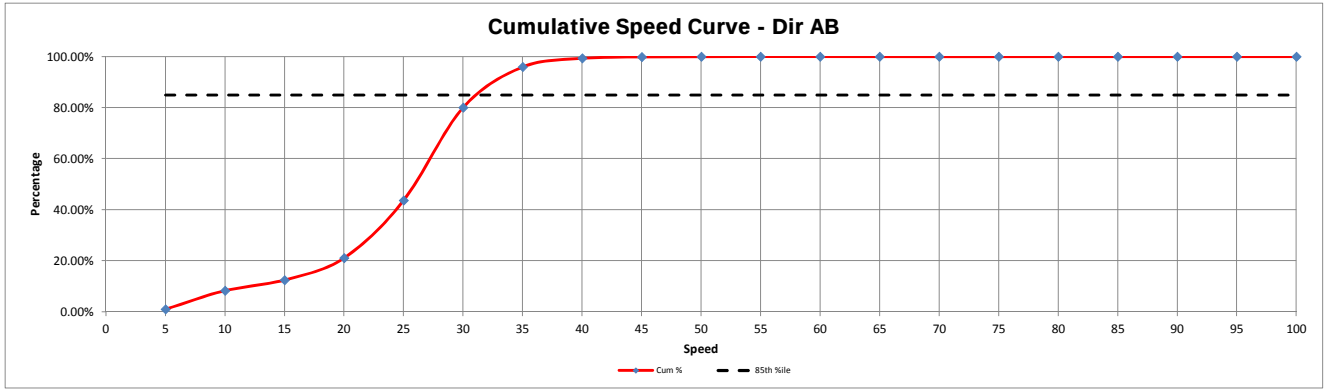
Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: Barley Lane
Flow from: King's Road Hospital (S) **to:** Little Heath (N)

Prepared by: Vicky Tween
Checked by: Luke Martin

Speed From (mph)		Speed To (mph)	Cycle	Motorcycle	Car	LGV	Rigid 2 Axle	Rigid 3 Axle	Rigid 4 Axle	Artic 3	Artic 4	Artic 5+	Bus	Other	Totals	Percentage	Cumulative Percentage
0	-	5	1	6	406	102	36	14	1	1	.	2	34	15	618	1.00%	1.00%
5	-	10	7	10	3474	614	147	22	3	19	.	5	126	77	4504	7.32%	8.32%
10	-	15	45	61	1769	478	112	6	6	10	.	12	3	51	2553	4.15%	12.47%
15	-	20	47	38	2525	1342	1123	18	16	61	.	5	14	116	5305	8.62%	21.09%
20	-	25	.	64	8038	4622	941	33	9	68	1	27	6	99	13908	22.59%	43.68%
25	-	30	.	120	12812	8804	488	24	9	49	.	34	19	33	22392	36.38%	80.06%
30	-	35	.	118	4817	4611	196	2	3	7	.	4	5	13	9776	15.88%	95.94%
35	-	40	.	56	897	1084	42	.	.	1	.	1	.	4	2085	3.39%	99.32%
40	-	45	.	13	140	170	9	.	.	.	.	1	.	.	333	0.54%	99.87%
45	-	50	.	3	32	35	.	.	.	.	.	.	.	.	70	0.11%	99.98%
50	-	55	.	.	9	4	.	.	.	.	.	.	.	.	13	0.02%	100.00%
55	-	60	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
60	-	65	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
65	-	70	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
70	-	75	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
75	-	80	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
80	-	85	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
85	-	90	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
90	-	95	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
95	-	100	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%

Speed to	Cum %	85th %ile
5	1.00%	0.85
10	8.32%	0.85
15	12.47%	0.85
20	21.09%	0.85
25	43.68%	0.85
30	80.06%	0.85
35	95.94%	0.85
40	99.32%	0.85
45	99.87%	0.85
50	99.98%	0.85
55	100.00%	0.85
60	100.00%	0.85
65	100.00%	0.85
70	100.00%	0.85
75	100.00%	0.85
80	100.00%	0.85
85	100.00%	0.85
90	100.00%	0.85
95	100.00%	0.85
100	100.00%	0.85



Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: Barley Lane
Flow from: Little Heath (N) **to:** King's Road Hospital (S)
Vehicle Classification: Car & LGV

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	151	197	112	87	100	101	118	190	183	*	*	*	*	*	*	*	**96**	**104**	**138**
02:00	*	*	*	*	*	91	126	67	50	63	62	63	119	125	*	*	*	*	*	*	*	**58**	**61**	**85**
03:00	*	*	*	*	*	54	89	32	38	31	28	34	77	80	*	*	*	*	*	*	*	**32**	**33**	**51**
04:00	*	*	*	*	*	49	64	25	20	25	23	31	55	60	*	*	*	*	*	*	*	**23**	**25**	**39**
05:00	*	*	*	*	*	39	34	32	33	23	25	43	44	45	*	*	*	*	*	*	*	**27**	**31**	**35**
06:00	*	*	*	*	85	50	42	81	81	99	85	81	51	54	*	*	*	*	*	*	*	**88**	**85**	**71**
07:00	*	*	*	*	307	126	118	266	262	254	276	330	135	106	*	*	*	*	*	*	*	**264**	**283**	**218**
08:00	*	*	*	*	596	260	199	530	588	562	599	565	235	180	*	*	*	*	*	*	*	**583**	**573**	**431**
09:00	*	*	*	*	717	335	187	740	737	733	714	737	290	200	*	*	*	*	*	*	*	**728**	**730**	**539**
10:00	*	*	*	*	574	392	249	614	683	662	562	588	388	278	*	*	*	*	*	*	*	**636**	**614**	**499**
11:00	*	*	*	*	508	425	374	489	533	482	533	509	373	357	*	*	*	*	*	*	*	**516**	**509**	**458**
12:00	*	*	*	*	486	494	448	480	484	498	528	473	499	409	*	*	*	*	*	*	*	**503**	**492**	**480**
13:00	*	*	*	*	460	484	511	505	484	505	557	520	470	*	*	*	*	*	*	*	*	**515**	**505**	**500**
14:00	*	*	*	*	489	440	463	477	547	533	535	528	562	*	*	*	*	*	*	*	*	**538**	**518**	**508**
15:00	*	*	*	*	481	470	425	491	489	494	499	496	493	*	*	*	*	*	*	*	*	**494**	**492**	**482**
16:00	*	*	*	*	460	448	458	478	486	483	475	382	482	*	*	*	*	*	*	*	*	**481**	**461**	**461**
17:00	*	*	*	*	398	510	398	368	388	437	389	373	422	*	*	*	*	*	*	*	*	**405**	**392**	**409**
18:00	*	*	*	*	493	435	361	429	446	449	434	446	446	*	*	*	*	*	*	*	*	**443**	**450**	**438**
19:00	*	*	*	*	527	505	385	492	497	475	422	517	505	*	*	*	*	*	*	*	*	**465**	**488**	**481**
20:00	*	*	*	*	520	489	432	484	510	529	488	488	494	*	*	*	*	*	*	*	*	**509**	**503**	**493**
21:00	*	*	*	*	444	367	428	374	372	361	436	411	370	*	*	*	*	*	*	*	*	**390**	**400**	**396**
22:00	*	*	*	*	267	287	288	228	281	263	291	341	312	*	*	*	*	*	*	*	*	**278**	**279**	**284**
23:00	*	*	*	*	224	314	234	207	206	231	232	289	300	*	*	*	*	*	*	*	*	**223**	**232**	**249**
00:00	*	*	*	*	183	263	151	143	178	162	220	258	244	*	*	*	*	*	*	*	*	**187**	**191**	**200**
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**6189**	**5198**	**4458**	**6093**	**6362**	**6313**	**6247**	**6134**	**5165**	**1424**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6307**	**6223**	**5686**
0600-2200	**0**	**0**	**0**	**0**	**7727**	**6467**	**5724**	**7445**	**7787**	**7720**	**7738**	**7704**	**6476**	**1530**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7748**	**7687**	**7077**
0600-0000	**0**	**0**	**0**	**0**	**8134**	**7044**	**6109**	**7795**	**8171**	**8113**	**8190**	**8251**	**7020**	**1530**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8158**	**8109**	**7526**
0000-0000	**0**	**0**	**0**	**0**	**8219**	**7478**	**6661**	**8144**	**8480**	**8454**	**8514**	**8621**	**7556**	**2077**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8483**	**8448**	**7945**
0700-1000	**0**	**0**	**0**	**0**	**1887**	**987**	**635**	**1884**	**2008**	**1957**	**1875**	**1890**	**913**	**658**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1947**	**1917**	**1469**
1600-1900	**0**	**0**	**0**	**0**	**1418**	**1450**	**1144**	**1289**	**1331**	**1361**	**1245**	**1336**	**1373**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1312**	**1330**	**1327**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: Barley Lane
Flow from: Little Heath (N) **to:** King's Road Hospital (S)
Vehicle Classification: OGV1

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	12	6	12	11	10	9	9	10	7	*	*	*	*	*	*	*	10	10	10
02:00	*	*	*	*	*	0	3	0	2	1	3	1	2	2	*	*	*	*	*	*	*	2	1	2
03:00	*	*	*	*	*	1	1	2	5	3	3	3	0	2	*	*	*	*	*	*	*	4	3	2
04:00	*	*	*	*	*	0	1	1	1	4	2	1	0	0	*	*	*	*	*	*	*	2	2	1
05:00	*	*	*	*	*	5	0	3	3	3	6	3	2	0	*	*	*	*	*	*	*	4	4	3
06:00	*	*	*	*	9	6	1	6	8	13	9	12	4	0	*	*	*	*	*	*	*	10	10	7
07:00	*	*	*	*	24	16	6	17	20	23	16	22	12	5	*	*	*	*	*	*	*	20	20	16
08:00	*	*	*	*	23	12	9	29	19	28	30	27	18	11	*	*	*	*	*	*	*	26	26	21
09:00	*	*	*	*	23	21	12	22	33	26	18	34	21	14	*	*	*	*	*	*	*	26	26	22
10:00	*	*	*	*	43	26	12	39	35	30	31	34	25	15	*	*	*	*	*	*	*	32	35	29
11:00	*	*	*	*	38	21	16	39	28	39	37	25	21	15	*	*	*	*	*	*	*	35	34	28
12:00	*	*	*	*	31	20	16	27	28	30	27	24	23	19	*	*	*	*	*	*	*	28	28	25
13:00	*	*	*	*	27	16	15	29	27	27	28	21	29	*	*	*	*	*	*	*	*	27	27	24
14:00	*	*	*	*	38	16	16	30	23	38	33	28	22	*	*	*	*	*	*	*	*	31	32	27
15:00	*	*	*	*	23	13	12	31	26	20	30	34	14	*	*	*	*	*	*	*	*	25	27	23
16:00	*	*	*	*	20	17	12	21	23	13	27	17	24	*	*	*	*	*	*	*	*	21	20	19
17:00	*	*	*	*	17	22	16	17	25	20	17	21	15	*	*	*	*	*	*	*	*	21	20	19
18:00	*	*	*	*	19	21	16	12	14	12	14	15	15	*	*	*	*	*	*	*	*	13	14	15
19:00	*	*	*	*	19	21	14	19	27	19	12	18	19	*	*	*	*	*	*	*	*	19	19	19
20:00	*	*	*	*	22	17	14	22	23	22	23	23	23	*	*	*	*	*	*	*	*	23	23	21
21:00	*	*	*	*	20	11	15	18	21	13	17	17	15	*	*	*	*	*	*	*	*	17	18	16
22:00	*	*	*	*	16	13	9	10	13	13	14	13	14	*	*	*	*	*	*	*	*	13	13	13
23:00	*	*	*	*	12	10	8	9	14	13	14	13	12	*	*	*	*	*	*	*	*	14	13	12
00:00	*	*	*	*	12	12	14	15	14	12	12	15	13	*	*	*	*	*	*	*	*	13	13	13
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**321**	**226**	**166**	**315**	**308**	**302**	**304**	**298**	**246**	**74**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**305**	**308**	**271**
0600-2200	**0**	**0**	**0**	**0**	**403**	**283**	**210**	**382**	**385**	**373**	**374**	**373**	**310**	**79**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**377**	**382**	**337**
0600-0000	**0**	**0**	**0**	**0**	**427**	**305**	**232**	**406**	**413**	**398**	**400**	**401**	**335**	**79**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**404**	**408**	**362**
0000-0000	**0**	**0**	**0**	**0**	**436**	**329**	**244**	**430**	**443**	**432**	**432**	**430**	**353**	**90**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**436**	**437**	**386**
0700-1000	**0**	**0**	**0**	**0**	**89**	**59**	**33**	**90**	**87**	**84**	**79**	**95**	**64**	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**83**	**87**	**72**
1600-1900	**0**	**0**	**0**	**0**	**55**	**64**	**46**	**48**	**66**	**51**	**43**	**54**	**49**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**53**	**53**	**53**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: Barley Lane
Flow from: Little Heath (N) **to:** King's Road Hospital (S)
Vehicle Classification: OGV2

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	1	0	1	0	0	1	0	1	0	*	*	*	*	*	*	*	0	0	0
02:00	*	*	*	*	*	0	1	1	0	1	0	0	0	0	*	*	*	*	*	*	*	0	0	0
03:00	*	*	*	*	*	2	1	1	1	0	1	0	1	0	*	*	*	*	*	*	*	1	1	1
04:00	*	*	*	*	*	0	0	0	1	1	1	1	0	1	*	*	*	*	*	*	*	1	1	1
05:00	*	*	*	*	*	0	0	0	0	2	0	1	0	0	*	*	*	*	*	*	*	1	1	0
06:00	*	*	*	*	0	0	0	1	1	1	0	0	2	0	*	*	*	*	*	*	*	1	1	1
07:00	*	*	*	*	2	1	0	1	2	2	1	1	0	0	*	*	*	*	*	*	*	2	2	1
08:00	*	*	*	*	6	1	0	2	1	1	3	4	1	1	*	*	*	*	*	*	*	2	3	2
09:00	*	*	*	*	0	1	0	1	2	1	3	6	2	0	*	*	*	*	*	*	*	2	2	2
10:00	*	*	*	*	3	0	0	1	3	3	8	4	2	4	*	*	*	*	*	*	*	5	4	3
11:00	*	*	*	*	1	3	1	4	1	1	2	5	2	2	*	*	*	*	*	*	*	1	2	2
12:00	*	*	*	*	0	2	0	5	0	2	2	2	4	0	*	*	*	*	*	*	*	1	2	2
13:00	*	*	*	*	4	1	0	0	4	2	4	1	2	*	*	*	*	*	*	*	*	3	3	2
14:00	*	*	*	*	0	0	2	2	1	5	5	0	4	*	*	*	*	*	*	*	*	4	2	2
15:00	*	*	*	*	1	2	1	1	3	5	1	5	1	*	*	*	*	*	*	*	*	3	3	2
16:00	*	*	*	*	0	0	1	0	2	1	3	1	4	*	*	*	*	*	*	*	*	2	1	1
17:00	*	*	*	*	2	0	0	1	2	2	2	3	1	*	*	*	*	*	*	*	*	2	2	1
18:00	*	*	*	*	1	0	0	0	4	0	1	0	1	*	*	*	*	*	*	*	*	2	1	1
19:00	*	*	*	*	2	1	0	1	1	3	1	0	2	*	*	*	*	*	*	*	*	2	1	1
20:00	*	*	*	*	0	2	0	1	0	2	0	2	0	*	*	*	*	*	*	*	*	1	1	1
21:00	*	*	*	*	1	1	2	0	1	0	0	1	4	*	*	*	*	*	*	*	*	0	1	1
22:00	*	*	*	*	1	0	0	0	1	0	0	3	1	*	*	*	*	*	*	*	*	0	1	1
23:00	*	*	*	*	1	1	1	0	0	2	0	0	0	*	*	*	*	*	*	*	*	1	1	1
00:00	*	*	*	*	1	1	0	2	3	0	0	0	1	*	*	*	*	*	*	*	*	1	1	1
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**20**	**11**	**5**	**18**	**24**	**26**	**35**	**31**	**26**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**26**	**21**
0600-2200	**0**	**0**	**0**	**0**	**24**	**15**	**7**	**20**	**28**	**30**	**36**	**38**	**31**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31**	**29**	**25**
0600-0000	**0**	**0**	**0**	**0**	**26**	**17**	**8**	**22**	**31**	**32**	**36**	**38**	**32**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**31**	**26**
0000-0000	**0**	**0**	**0**	**0**	**26**	**20**	**10**	**26**	**34**	**37**	**39**	**40**	**36**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37**	**34**	**29**
0700-1000	**0**	**0**	**0**	**0**	**9**	**2**	**0**	**4**	**6**	**5**	**14**	**14**	**5**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**9**	**6**
1600-1900	**0**	**0**	**0**	**0**	**5**	**1**	**0**	**2**	**7**	**5**	**4**	**3**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**4**	**3**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: Barley Lane
Flow from: Little Heath (N) **to:** King's Road Hospital (S)
Vehicle Classification: All Vehicles
Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	164	203	125	98	110	111	127	201	190	*	*	*	*	*	*	*	106	114	148
02:00	*	*	*	*	*	91	130	68	52	65	65	64	121	127	*	*	*	*	*	*	*	61	63	87
03:00	*	*	*	*	*	57	91	35	44	34	32	37	78	82	*	*	*	*	*	*	*	37	36	54
04:00	*	*	*	*	*	49	65	26	22	30	26	33	55	61	*	*	*	*	*	*	*	26	27	41
05:00	*	*	*	*	*	44	34	35	36	28	31	47	46	45	*	*	*	*	*	*	*	32	35	38
06:00	*	*	*	*	94	56	43	88	90	113	94	93	57	54	*	*	*	*	*	*	*	99	95	78
07:00	*	*	*	*	333	143	124	284	284	279	293	353	147	111	*	*	*	*	*	*	*	285	304	235
08:00	*	*	*	*	625	273	206	561	608	591	632	596	254	192	*	*	*	*	*	*	*	610	602	454
09:00	*	*	*	*	740	357	199	763	772	760	735	777	313	214	*	*	*	*	*	*	*	756	758	563
10:00	*	*	*	*	620	418	261	654	721	695	601	626	415	297	*	*	*	*	*	*	*	672	653	531
11:00	*	*	*	*	547	449	391	532	562	522	572	539	396	374	*	*	*	*	*	*	*	552	546	488
12:00	*	*	*	*	517	516	464	512	512	530	557	499	526	428	*	*	*	*	*	*	*	533	521	506
13:00	*	*	*	*	491	501	526	534	515	534	589	542	501	*	*	*	*	*	*	*	*	546	534	526
14:00	*	*	*	*	527	456	481	509	571	576	573	556	588	*	*	*	*	*	*	*	*	573	552	537
15:00	*	*	*	*	505	485	438	523	518	519	530	535	508	*	*	*	*	*	*	*	*	522	522	507
16:00	*	*	*	*	480	465	471	499	511	497	505	400	510	*	*	*	*	*	*	*	*	504	482	482
17:00	*	*	*	*	417	532	414	386	415	459	408	397	438	*	*	*	*	*	*	*	*	427	414	430
18:00	*	*	*	*	513	456	377	441	464	461	449	461	462	*	*	*	*	*	*	*	*	458	465	454
19:00	*	*	*	*	548	527	399	512	525	497	435	535	526	*	*	*	*	*	*	*	*	486	509	500
20:00	*	*	*	*	542	508	446	507	533	553	511	513	517	*	*	*	*	*	*	*	*	532	527	514
21:00	*	*	*	*	465	379	445	392	394	374	453	429	389	*	*	*	*	*	*	*	*	407	418	413
22:00	*	*	*	*	284	300	297	238	295	276	305	357	327	*	*	*	*	*	*	*	*	292	293	298
23:00	*	*	*	*	237	325	243	216	220	246	246	302	312	*	*	*	*	*	*	*	*	237	245	261
00:00	*	*	*	*	196	276	165	160	195	174	232	273	258	*	*	*	*	*	*	*	*	200	205	214
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**6530**	**5435**	**4629**	**6426**	**6694**	**6641**	**6586**	**6463**	**5437**	**1505**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6640**	**6557**	**5978**
0600-2200	**0**	**0**	**0**	**0**	**8154**	**6765**	**5941**	**7847**	**8200**	**8123**	**8148**	**8115**	**6817**	**1616**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8157**	**8098**	**7439**
0600-0000	**0**	**0**	**0**	**0**	**8587**	**7366**	**6349**	**8223**	**8615**	**8543**	**8626**	**8690**	**7387**	**1616**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8595**	**8547**	**7914**
0000-0000	**0**	**0**	**0**	**0**	**8681**	**7827**	**6915**	**8600**	**8957**	**8923**	**8985**	**9091**	**7945**	**2175**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8955**	**8919**	**8360**
0700-1000	**0**	**0**	**0**	**0**	**1985**	**1048**	**668**	**1978**	**2101**	**2046**	**1968**	**1999**	**982**	**703**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2038**	**2013**	**1548**
1600-1900	**0**	**0**	**0**	**0**	**1478**	**1515**	**1190**	**1339**	**1404**	**1417**	**1292**	**1393**	**1426**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1371**	**1387**	**1384**
Peak Hour Analysis																								
07:00-10:00	0	0	0	0	740	418	261	763	772	760	735	777	415	297	0	0	0	0	0	0	0	**756**	**758**	**563**
10:00-16:00	0	0	0	0	547	516	526	534	571	576	589	556	588	428	0	0	0	0	0	0	0	**573**	**552**	**537**
16:00-19:00	0	0	0	0	548	532	414	512	525	497	449	535	526	0	0	0	0	0	0	0	0	**486**	**509**	**500**

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

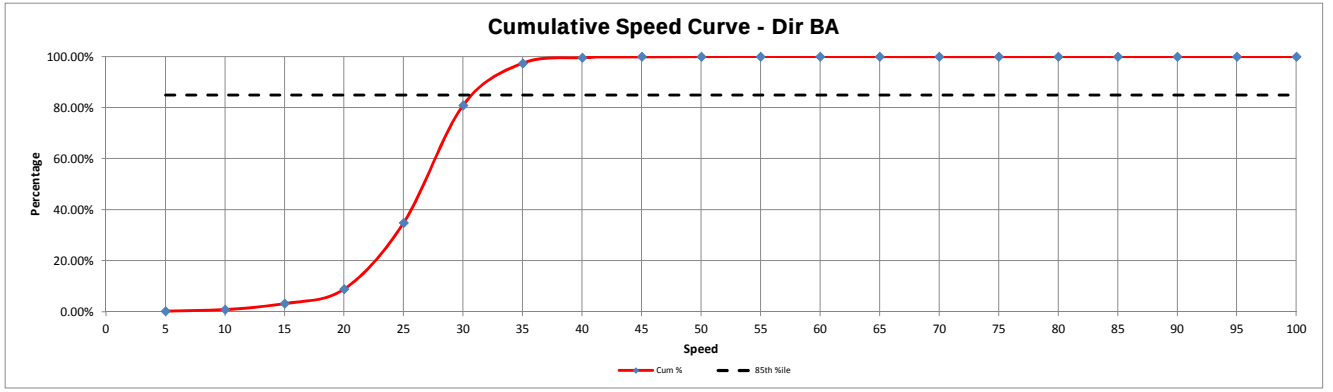
Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: Barley Lane
Flow from: Little Heath (N) **to:** King's Road Hospital (S)

Prepared by: Vicky Tween
Checked by: Luke Martin

Speed From (mph)		Speed To (mph)	Cycle	Motorcycle	Car	LGV	Rigid 2 Axle	Rigid 3 Axle	Rigid 4 Axle	Artic 3	Artic 4	Artic 5+	Bus	Other	Totals	Percentage	Cumulative Percentage
0	-	5	78	45	28	9	4	.	.	.	.	.	2	2	168	0.21%	0.21%
5	-	10	50	20	333	123	11	4	2	7	.	.	5	10	565	0.71%	0.92%
10	-	15	94	34	1159	448	37	12	1	1	.	2	1	40	1829	2.30%	3.23%
15	-	20	62	25	2786	1251	276	15	1	15	.	17	4	63	4515	5.69%	8.91%
20	-	25	.	65	12342	6374	1516	35	9	59	1	48	14	128	20591	25.93%	34.84%
25	-	30	.	191	22323	12555	1367	23	11	64	1	28	21	46	36630	46.13%	80.97%
30	-	35	.	106	7407	5229	296	2	.	7	.	.	2	9	13058	16.44%	97.41%
35	-	40	.	62	887	785	28	.	.	.	.	.	.	.	1762	2.22%	99.63%
40	-	45	.	6	120	132	2	.	.	.	.	.	.	.	260	0.33%	99.96%
45	-	50	.	2	18	14	.	.	.	.	.	.	.	.	34	0.04%	100.00%
50	-	55	.	.	1	.	.	.	.	.	.	.	.	.	1	0.00%	100.00%
55	-	60	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
60	-	65	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
65	-	70	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
70	-	75	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
75	-	80	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
80	-	85	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
85	-	90	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
90	-	95	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
95	-	100	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%

Speed to	Cum %	85th %ile
5	0.21%	0.85
10	0.92%	0.85
15	3.23%	0.85
20	8.91%	0.85
25	34.84%	0.85
30	80.97%	0.85
35	97.41%	0.85
40	99.63%	0.85
45	99.96%	0.85
50	100.00%	0.85
55	100.00%	0.85
60	100.00%	0.85
65	100.00%	0.85
70	100.00%	0.85
75	100.00%	0.85
80	100.00%	0.85
85	100.00%	0.85
90	100.00%	0.85
95	100.00%	0.85
100	100.00%	0.85



Intelligent Data Collection Limited
Redbridge

Client:	Atkins	
Project Number:	ID02396	
Period Commencing:	06/07/2015	
Site Number:	Site 2-3	
Road Name:	B177 Barley Lane	
Survey Type:	ATC	
Direction AB:	**Flow from:** Atholl Road (S)	**to:** Percy Road (N)
Direction BA:	**Flow from:** Percy Road (N)	**to:** Atholl Road (S)

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	21.07.2015			
Prepared by	Vicky Tween			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID02396			
File Ref	ID023396 Redbridge - ATC Site 2-2			

Issue Sheet

Issued to	Date			
	22.07.2015			
Rachael Fisher	E-mail			

Intelligent Data - Automatic Traffic Count Output

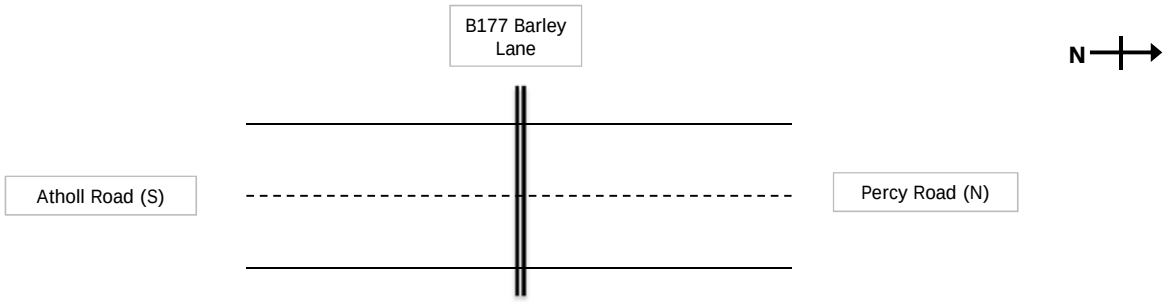
Road Name: B177 Barley Lane
Direction AB: **From:** Atholl Road (S) **to:** Percy Road (N)
Direction BA: **From:** Percy Road (N) **to:** Atholl Road (S)

X Co-Ordinate	Y Co-Ordinate	ATC Start Date	ATC Finish Date	Posted Speed Limit
51.570512	0.111647	10/07/2015	19/07/2015	30

Link to location on Google Maps

http://maps.google.co.uk/maps?hl=en&safe=off&q=51.570512,0.111647&cr=countryUK|countryGB&um=1&ie=UTF-8&sa=N&tab=wl

Site Layout



Comments

Prepared by	Vicky Tween	Checked by	Luke Martin	Project Director	Paul O'Neill

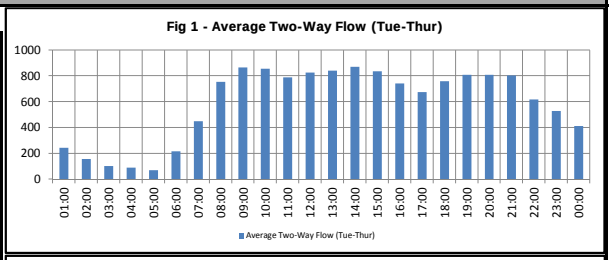
Intelligent Data - Automatic Traffic Count Output

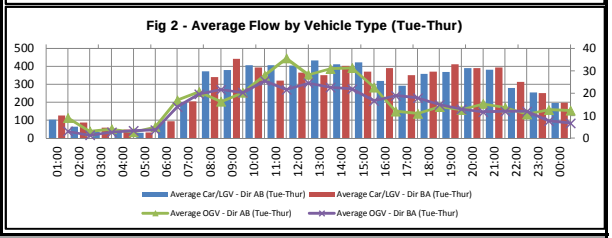
Atkins
Redbridge

Flow Reporting

Table 1 - Two Way Flow Analysis

Hour Ending	Average Car/LGV - Dir AB (Tue-Thur)	Average Car/LGV - Dir BA (Tue-Thur)	Average OGV - Dir AB (Tue-Thur)	Average OGV - Dir BA (Tue-Thur)	Average Two-Way Flow (Tue-Thur)
01:00	104	127	9	3	243
02:00	64	88	3	1	156
03:00	36	59	4	3	102
04:00	35	49	3	3	90
05:00	29	32	5	4	70
06:00	91	94	17	14	217
07:00	202	206	21	20	448
08:00	374	341	16	22	754
09:00	381	444	20	20	866
10:00	408	394	28	26	856
11:00	408	322	36	22	787
12:00	406	367	28	25	826
13:00	435	353	31	23	841
14:00	413	404	31	22	871
15:00	424	371	23	17	835
16:00	319	391	12	19	741
17:00	294	352	11	18	675
18:00	359	372	14	15	759
19:00	370	413	13	13	809
20:00	391	391	15	12	809
21:00	382	395	14	12	803
22:00	280	314	11	12	617
23:00	256	251	13	8	528
00:00	196	198	12	7	413





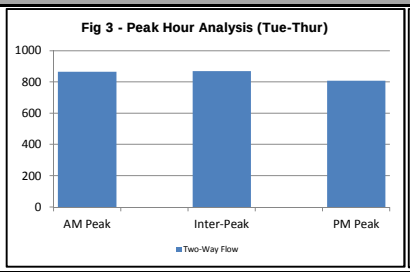
Peak Hour Analysis

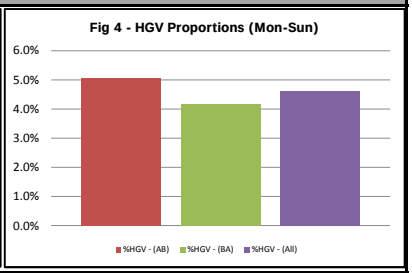
Table 2 - Peak Hour Analysis (Tue-Thur)

Peak	Time From	Time To	Two-Way Flow
AM Peak	08:00:00	09:00:00	866
Inter-Peak	13:00:00	14:00:00	871
PM Peak	18:00:00	19:00:00	809

Table 3 - HGV Proportions (Mon-Sun)

Category	%HGV - (AB)	%HGV - (BA)	%HGV - (All)
All	5.0%	4.2%	4.6%





Speed Analysis

Table 4 - Cumulative Speed by Direction (Mon-Sun)

Speed From	Speed to	Speed Dir AB	Speed Dir BA
0	5	0.19%	0.15%
5	10	2.43%	1.30%
10	15	8.09%	7.67%
15	20	21.16%	23.12%
20	25	42.66%	41.15%
25	30	75.17%	74.34%
30	35	93.79%	93.50%
35	40	98.43%	98.32%
40	45	99.53%	99.54%
45	50	99.84%	99.86%
50	55	99.99%	99.99%
55	60	100.00%	100.00%
60	65	100.00%	100.00%
65	70	100.00%	100.00%
70	75	100.00%	100.00%
75	80	100.00%	100.00%
80	85	100.00%	100.00%
85	90	100.00%	100.00%
90	95	100.00%	100.00%
95	100	100.00%	100.00%

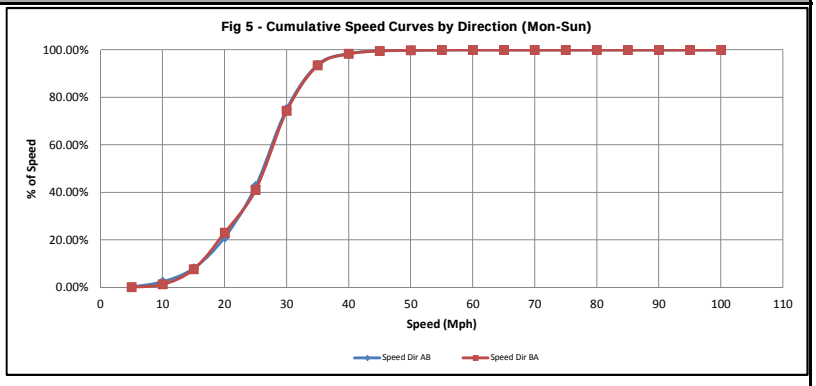
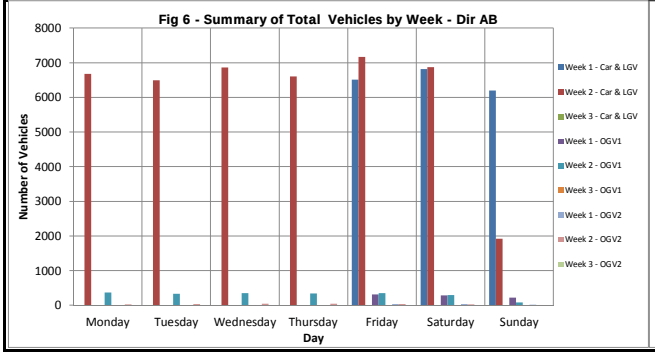
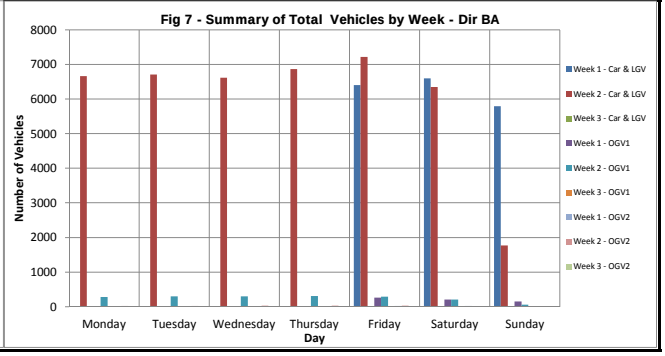


Table 5 - Average and 85%ile Speeds by Direction (Mon-Sun)

Direction	Ave Speed	85%ile Speed
AB	25.4	32.6
BA	25.6	32.8

Week on Week Variation Analysis by Direction





Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: B177 Barley Lane
Flow from: Atholl Road (S) **to:** Percy Road (N)
Vehicle Classification: Car & LGV

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	159	197	115	92	113	107	121	179	164	*	*	*	*	*	*	*	**104**	**110**	**139**
02:00	*	*	*	*	*	84	144	64	73	63	55	72	107	107	*	*	*	*	*	*	*	**64**	**65**	**85**
03:00	*	*	*	*	*	62	95	41	38	37	32	42	64	71	*	*	*	*	*	*	*	**36**	**38**	**54**
04:00	*	*	*	*	*	50	82	33	32	37	37	39	62	64	*	*	*	*	*	*	*	**35**	**36**	**48**
05:00	*	*	*	*	*	38	35	36	33	30	25	38	41	42	*	*	*	*	*	*	*	**29**	**32**	**35**
06:00	*	*	*	*	*	50	44	96	79	91	104	93	56	54	*	*	*	*	*	*	*	**91**	**93**	**74**
07:00	*	*	*	*	224	95	73	195	205	195	205	221	112	73	*	*	*	*	*	*	*	**202**	**208**	**160**
08:00	*	*	*	*	392	213	157	368	363	382	378	393	206	136	*	*	*	*	*	*	*	**374**	**379**	**299**
09:00	*	*	*	*	363	266	160	362	360	385	399	408	259	152	*	*	*	*	*	*	*	**381**	**380**	**311**
10:00	*	*	*	*	372	343	221	404	388	424	412	410	340	288	*	*	*	*	*	*	*	**408**	**402**	**360**
11:00	*	*	*	*	385	414	376	389	419	365	439	395	379	386	*	*	*	*	*	*	*	**408**	**399**	**395**
12:00	*	*	*	*	390	404	442	428	387	421	409	393	407	383	*	*	*	*	*	*	*	**406**	**405**	**406**
13:00	*	*	*	*	396	447	468	386	453	401	450	401	399	*	*	*	*	*	*	*	*	**435**	**415**	**422**
14:00	*	*	*	*	380	436	410	397	407	425	408	446	473	*	*	*	*	*	*	*	*	**413**	**411**	**420**
15:00	*	*	*	*	384	454	420	428	433	424	416	424	448	*	*	*	*	*	*	*	*	**424**	**418**	**426**
16:00	*	*	*	*	383	401	411	333	251	415	292	440	467	*	*	*	*	*	*	*	*	**319**	**352**	**377**
17:00	*	*	*	*	452	411	374	417	182	402	297	417	424	*	*	*	*	*	*	*	*	**294**	**361**	**375**
18:00	*	*	*	*	341	402	314	333	409	427	240	416	395	*	*	*	*	*	*	*	*	**359**	**361**	**364**
19:00	*	*	*	*	414	400	347	390	413	367	329	308	440	*	*	*	*	*	*	*	*	**370**	**370**	**379**
20:00	*	*	*	*	418	438	386	385	428	395	350	404	452	*	*	*	*	*	*	*	*	**391**	**397**	**406**
21:00	*	*	*	*	436	378	396	405	381	358	407	366	345	*	*	*	*	*	*	*	*	**382**	**392**	**386**
22:00	*	*	*	*	316	288	259	254	268	266	307	363	321	*	*	*	*	*	*	*	*	**280**	**296**	**294**
23:00	*	*	*	*	262	336	248	263	237	263	269	293	281	*	*	*	*	*	*	*	*	**256**	**265**	**272**
00:00	*	*	*	*	203	251	146	160	168	183	238	264	222	*	*	*	*	*	*	*	*	**196**	**203**	**204**
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**4652**	**4591**	**4100**	**4635**	**4465**	**4838**	**4469**	**4851**	**4637**	**1345**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4591**	**4652**	**4535**
0600-2200	**0**	**0**	**0**	**0**	**6046**	**5790**	**5214**	**5874**	**5747**	**6052**	**5738**	**6205**	**5867**	**1418**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5846**	**5944**	**5780**
0600-0000	**0**	**0**	**0**	**0**	**6511**	**6377**	**5608**	**6297**	**6152**	**6498**	**6245**	**6762**	**6370**	**1418**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6298**	**6411**	**6256**
0000-0000	**0**	**0**	**0**	**0**	**6511**	**6820**	**6205**	**6682**	**6499**	**6869**	**6605**	**7167**	**6879**	**1920**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6658**	**6784**	**6692**
0700-1000	**0**	**0**	**0**	**0**	**1127**	**822**	**538**	**1134**	**1111**	**1191**	**1189**	**1211**	**805**	**576**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1164**	**1161**	**970**
1600-1900	**0**	**0**	**0**	**0**	**1207**	**1213**	**1035**	**1140**	**1004**	**1196**	**866**	**1141**	**1259**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1022**	**1092**	**1118**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: B177 Barley Lane
Flow from: Atholl Road (S) **to:** Percy Road (N)
Vehicle Classification: OGV1

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	11	10	13	10	7	9	12	10	11	*	*	*	*	*	*	*	**9**	**10**	**10**
02:00	*	*	*	*	*	1	4	3	1	1	6	3	2	2	*	*	*	*	*	*	*	**3**	**3**	**3**
03:00	*	*	*	*	*	1	3	0	5	2	3	1	0	1	*	*	*	*	*	*	*	**3**	**2**	**2**
04:00	*	*	*	*	*	1	1	2	1	3	1	1	1	0	*	*	*	*	*	*	*	**2**	**2**	**1**
05:00	*	*	*	*	*	5	0	4	4	4	6	1	2	1	*	*	*	*	*	*	*	**5**	**4**	**3**
06:00	*	*	*	*	*	9	3	14	17	16	15	16	8	0	*	*	*	*	*	*	*	**16**	**16**	**11**
07:00	*	*	*	*	18	15	5	18	18	22	18	25	14	6	*	*	*	*	*	*	*	**19**	**20**	**16**
08:00	*	*	*	*	17	11	11	24	10	15	15	27	11	8	*	*	*	*	*	*	*	**13**	**18**	**15**
09:00	*	*	*	*	14	19	10	21	14	20	17	22	17	8	*	*	*	*	*	*	*	**17**	**18**	**16**
10:00	*	*	*	*	32	19	9	22	23	26	24	32	23	15	*	*	*	*	*	*	*	**24**	**27**	**23**
11:00	*	*	*	*	29	17	16	24	29	28	43	21	13	11	*	*	*	*	*	*	*	**33**	**29**	**23**
12:00	*	*	*	*	26	15	13	28	23	23	32	26	18	18	*	*	*	*	*	*	*	**26**	**26**	**22**
13:00	*	*	*	*	20	22	13	21	28	29	27	25	25	*	*	*	*	*	*	*	*	**28**	**25**	**23**
14:00	*	*	*	*	32	19	14	33	23	42	25	26	17	*	*	*	*	*	*	*	*	**30**	**30**	**26**
15:00	*	*	*	*	18	16	11	28	24	17	21	17	12	*	*	*	*	*	*	*	*	**21**	**21**	**18**
16:00	*	*	*	*	14	12	9	9	11	8	8	12	19	*	*	*	*	*	*	*	*	**9**	**10**	**11**
17:00	*	*	*	*	21	20	13	17	4	14	2	10	13	*	*	*	*	*	*	*	*	**7**	**11**	**13**
18:00	*	*	*	*	10	12	16	10	11	16	7	16	15	*	*	*	*	*	*	*	*	**11**	**12**	**13**
19:00	*	*	*	*	12	13	12	14	16	6	8	6	14	*	*	*	*	*	*	*	*	**10**	**10**	**11**
20:00	*	*	*	*	16	14	9	17	11	15	13	16	19	*	*	*	*	*	*	*	*	**13**	**15**	**14**
21:00	*	*	*	*	19	14	12	18	15	10	13	13	12	*	*	*	*	*	*	*	*	**13**	**15**	**14**
22:00	*	*	*	*	5	9	10	9	12	6	9	8	11	*	*	*	*	*	*	*	*	**9**	**8**	**9**
23:00	*	*	*	*	3	7	13	6	12	11	12	8	9	*	*	*	*	*	*	*	*	**12**	**9**	**9**
00:00	*	*	*	*	10	8	10	13	11	12	10	9	11	*	*	*	*	*	*	*	*	**11**	**11**	**10**
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**245**	**195**	**147**	**251**	**216**	**244**	**229**	**240**	**197**	**60**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**230**	**238**	**214**
0600-2200	**0**	**0**	**0**	**0**	**303**	**247**	**183**	**313**	**272**	**297**	**282**	**302**	**253**	**66**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**284**	**295**	**267**
0600-0000	**0**	**0**	**0**	**0**	**316**	**262**	**206**	**332**	**295**	**320**	**304**	**319**	**273**	**66**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**306**	**314**	**286**
0000-0000	**0**	**0**	**0**	**0**	**316**	**290**	**227**	**368**	**333**	**353**	**344**	**353**	**296**	**81**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**343**	**351**	**316**
0700-1000	**0**	**0**	**0**	**0**	**63**	**49**	**30**	**67**	**47**	**61**	**56**	**81**	**51**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**55**	**63**	**54**
1600-1900	**0**	**0**	**0**	**0**	**43**	**45**	**41**	**41**	**31**	**36**	**17**	**32**	**42**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**33**	**36**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: B177 Barley Lane
Flow from: Atholl Road (S) **to:** Percy Road (N)
Vehicle Classification: OGV2

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	2	0	0	0	0	1	0	2	0	*	*	*	*	*	*	*	0	0	1
02:00	*	*	*	*	*	1	0	1	0	1	0	0	0	0	*	*	*	*	*	*	*	0	0	0
03:00	*	*	*	*	*	2	2	1	1	0	1	0	1	1	*	*	*	*	*	*	*	1	1	1
04:00	*	*	*	*	*	0	0	0	1	1	1	2	1	1	*	*	*	*	*	*	*	1	1	1
05:00	*	*	*	*	*	0	0	0	0	1	0	1	0	0	*	*	*	*	*	*	*	0	0	0
06:00	*	*	*	*	*	0	0	2	0	3	0	0	1	0	*	*	*	*	*	*	*	1	1	1
07:00	*	*	*	*	2	1	0	1	1	2	1	2	1	0	*	*	*	*	*	*	*	1	2	1
08:00	*	*	*	*	4	0	0	3	5	2	2	3	1	2	*	*	*	*	*	*	*	3	3	2
09:00	*	*	*	*	2	0	0	2	1	4	5	3	3	0	*	*	*	*	*	*	*	3	3	2
10:00	*	*	*	*	7	2	0	1	4	3	4	4	2	1	*	*	*	*	*	*	*	4	4	3
11:00	*	*	*	*	0	4	2	2	2	1	4	5	1	2	*	*	*	*	*	*	*	2	2	2
12:00	*	*	*	*	2	4	0	2	3	2	2	1	1	2	*	*	*	*	*	*	*	2	2	2
13:00	*	*	*	*	3	2	0	0	4	2	3	1	4	*	*	*	*	*	*	*	*	3	2	2
14:00	*	*	*	*	2	2	1	1	2	2	0	1	4	*	*	*	*	*	*	*	*	1	1	2
15:00	*	*	*	*	3	4	1	0	2	3	1	0	1	*	*	*	*	*	*	*	*	2	2	2
16:00	*	*	*	*	2	1	2	6	1	3	5	2	2	*	*	*	*	*	*	*	*	3	3	3
17:00	*	*	*	*	1	1	1	1	3	6	4	2	1	*	*	*	*	*	*	*	*	4	3	2
18:00	*	*	*	*	2	3	0	3	0	5	3	1	1	*	*	*	*	*	*	*	*	3	2	2
19:00	*	*	*	*	2	2	2	1	2	5	1	2	1	*	*	*	*	*	*	*	*	3	2	2
20:00	*	*	*	*	1	0	1	2	3	1	3	2	1	*	*	*	*	*	*	*	*	2	2	2
21:00	*	*	*	*	1	2	3	1	1	1	1	2	1	*	*	*	*	*	*	*	*	1	1	1
22:00	*	*	*	*	1	0	2	0	1	2	2	0	1	*	*	*	*	*	*	*	*	2	1	1
23:00	*	*	*	*	3	2	0	0	0	1	2	3	0	*	*	*	*	*	*	*	*	1	2	1
00:00	*	*	*	*	1	1	0	2	2	1	1	2	2	*	*	*	*	*	*	*	*	1	2	1
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**30**	**25**	**9**	**22**	**29**	**38**	**34**	**25**	**22**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**30**	**26**
0600-2200	**0**	**0**	**0**	**0**	**35**	**28**	**15**	**26**	**35**	**44**	**41**	**31**	**26**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**40**	**35**	**31**
0600-0000	**0**	**0**	**0**	**0**	**39**	**31**	**15**	**28**	**37**	**46**	**44**	**36**	**28**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**42**	**38**	**33**
0000-0000	**0**	**0**	**0**	**0**	**39**	**36**	**17**	**32**	**39**	**52**	**47**	**39**	**33**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**46**	**42**	**37**
0700-1000	**0**	**0**	**0**	**0**	**13**	**2**	**0**	**6**	**10**	**9**	**11**	**10**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**10**	**7**
1600-1900	**0**	**0**	**0**	**0**	**5**	**6**	**3**	**5**	**5**	**16**	**8**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**7**	**6**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: B177 Barley Lane
Flow from: Atholl Road (S) **to:** Percy Road (N)
Vehicle Classification: All Vehicles
Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	172	207	128	102	120	117	133	191	175	*	*	*	*	*	*	*	113	120	149
02:00	*	*	*	*	*	86	148	68	74	65	61	75	109	109	*	*	*	*	*	*	*	67	69	88
03:00	*	*	*	*	*	65	100	42	44	39	36	43	65	73	*	*	*	*	*	*	*	40	41	56
04:00	*	*	*	*	*	51	83	35	34	41	39	42	64	65	*	*	*	*	*	*	*	38	38	50
05:00	*	*	*	*	*	43	35	40	37	35	31	40	43	43	*	*	*	*	*	*	*	34	37	39
06:00	*	*	*	*	*	59	47	112	96	110	119	109	65	54	*	*	*	*	*	*	*	108	109	86
07:00	*	*	*	*	244	111	78	214	224	219	224	248	127	79	*	*	*	*	*	*	*	222	229	177
08:00	*	*	*	*	413	224	168	395	378	399	395	423	218	146	*	*	*	*	*	*	*	391	401	316
09:00	*	*	*	*	379	285	170	385	375	409	421	433	279	160	*	*	*	*	*	*	*	402	400	330
10:00	*	*	*	*	411	364	230	427	415	453	440	446	365	304	*	*	*	*	*	*	*	436	432	386
11:00	*	*	*	*	414	435	394	415	450	394	486	421	393	399	*	*	*	*	*	*	*	443	430	420
12:00	*	*	*	*	418	423	455	458	413	446	443	420	426	403	*	*	*	*	*	*	*	434	433	431
13:00	*	*	*	*	419	471	481	407	485	432	480	427	428	*	*	*	*	*	*	*	*	466	442	448
14:00	*	*	*	*	414	457	425	431	432	469	433	473	494	*	*	*	*	*	*	*	*	445	442	448
15:00	*	*	*	*	405	474	432	456	459	444	438	441	461	*	*	*	*	*	*	*	*	447	441	446
16:00	*	*	*	*	399	414	422	348	263	426	305	454	488	*	*	*	*	*	*	*	*	331	366	391
17:00	*	*	*	*	474	432	388	435	189	422	303	429	438	*	*	*	*	*	*	*	*	305	375	390
18:00	*	*	*	*	353	417	330	346	420	448	250	433	411	*	*	*	*	*	*	*	*	373	375	379
19:00	*	*	*	*	428	415	361	405	431	378	338	316	455	*	*	*	*	*	*	*	*	382	383	392
20:00	*	*	*	*	435	452	396	404	442	411	366	422	472	*	*	*	*	*	*	*	*	406	413	422
21:00	*	*	*	*	456	394	411	424	397	369	421	381	358	*	*	*	*	*	*	*	*	396	408	401
22:00	*	*	*	*	322	297	271	263	281	274	318	371	333	*	*	*	*	*	*	*	*	291	305	303
23:00	*	*	*	*	268	345	261	269	249	275	283	304	290	*	*	*	*	*	*	*	*	269	275	283
00:00	*	*	*	*	214	260	156	175	181	196	249	275	235	*	*	*	*	*	*	*	*	209	215	216
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**4927**	**4811**	**4256**	**4908**	**4710**	**5120**	**4732**	**5116**	**4856**	**1412**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4854**	**4919**	**4774**
0600-2200	**0**	**0**	**0**	**0**	**6384**	**6065**	**5412**	**6213**	**6054**	**6393**	**6061**	**6538**	**6146**	**1491**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6169**	**6274**	**6078**
0600-0000	**0**	**0**	**0**	**0**	**6866**	**6670**	**5829**	**6657**	**6484**	**6864**	**6593**	**7117**	**6671**	**1491**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6647**	**6764**	**6576**
0000-0000	**0**	**0**	**0**	**0**	**6866**	**7146**	**6449**	**7082**	**6871**	**7274**	**6996**	**7559**	**7208**	**2010**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7047**	**7177**	**7045**
0700-1000	**0**	**0**	**0**	**0**	**1203**	**873**	**568**	**1207**	**1168**	**1261**	**1256**	**1302**	**862**	**610**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1228**	**1233**	**1031**
1600-1900	**0**	**0**	**0**	**0**	**1255**	**1264**	**1079**	**1186**	**1040**	**1248**	**891**	**1178**	**1304**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1060**	**1133**	**1161**
Peak Hour Analysis																								
07:00-10:00	0	0	0	0	413	364	230	427	415	453	440	446	365	304	0	0	0	0	0	0	0	**436**	**432**	**386**
10:00-16:00	0	0	0	0	419	474	481	458	485	469	486	473	494	403	0	0	0	0	0	0	0	**466**	**442**	**448**
16:00-19:00	0	0	0	0	474	432	388	435	431	448	338	433	455	0	0	0	0	0	0	0	0	**382**	**383**	**392**

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

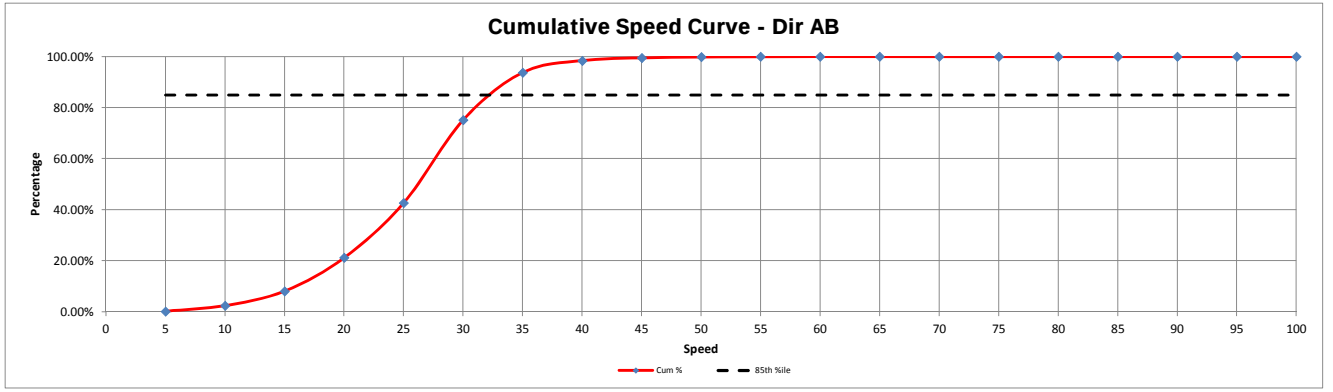
Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: B177 Barley Lane
Flow from: Atholl Road (S) **to:** Percy Road (N)

Prepared by: Vicky Tween
Checked by: Luke Martin

Speed From (mph)		Speed To (mph)	Cycle	Motorcycle	Car	LGV	Rigid 2 Axle	Rigid 3 Axle	Rigid 4 Axle	Artic 3	Artic 4	Artic 5+	Bus	Other	Totals	Percentage	Cumulative Percentage
0	-	5	1	2	46	47	8	1	1	.	.	.	9	15	130	0.19%	0.19%
5	-	10	11	49	941	371	26	7	6	7	.	4	20	62	1504	2.24%	2.43%
10	-	15	41	159	1960	1150	369	13	15	19	1	5	1	80	3813	5.67%	8.09%
15	-	20	53	77	4067	3671	684	19	16	68	2	9	8	121	8795	13.07%	21.16%
20	-	25	8	74	6147	7500	566	10	6	62	.	15	19	56	14463	21.49%	42.66%
25	-	30	.	137	8342	12582	682	14	2	34	1	33	20	31	21878	32.51%	75.17%
30	-	35	.	82	4112	7840	431	8	.	9	.	21	21	8	12532	18.62%	93.79%
35	-	40	.	54	825	2112	116	1	.	3	1	4	3	1	3120	4.64%	98.43%
40	-	45	.	23	187	494	33	1	.	.	.	.	1	.	739	1.10%	99.53%
45	-	50	.	10	39	151	8	.	.	.	.	.	1	.	209	0.31%	99.84%
50	-	55	.	5	18	74	2	.	.	.	.	.	.	.	99	0.15%	99.99%
55	-	60	.	2	4	4	.	.	.	.	.	.	.	.	10	0.01%	100.00%
60	-	65	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
65	-	70	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
70	-	75	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
75	-	80	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
80	-	85	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
85	-	90	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
90	-	95	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
95	-	100	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%

Speed to	Cum %	85th %ile
5	0.19%	0.85
10	2.43%	0.85
15	8.09%	0.85
20	21.16%	0.85
25	42.66%	0.85
30	75.17%	0.85
35	93.79%	0.85
40	98.43%	0.85
45	99.53%	0.85
50	99.84%	0.85
55	99.99%	0.85
60	100.00%	0.85
65	100.00%	0.85
70	100.00%	0.85
75	100.00%	0.85
80	100.00%	0.85
85	100.00%	0.85
90	100.00%	0.85
95	100.00%	0.85
100	100.00%	0.85



Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: B177 Barley Lane
Flow from: Percy Road (N) **to:** Atholl Road (S)
Vehicle Classification: Car & LGV

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	211	235	160	114	143	125	181	205	199	*	*	*	*	*	*	*	**127**	**145**	**175**
02:00	*	*	*	*	*	124	134	88	97	62	105	122	122	129	*	*	*	*	*	*	*	**88**	**95**	**109**
03:00	*	*	*	*	*	86	101	51	83	42	53	57	87	73	*	*	*	*	*	*	*	**59**	**57**	**70**
04:00	*	*	*	*	*	66	89	40	52	48	46	42	44	58	*	*	*	*	*	*	*	**49**	**46**	**54**
05:00	*	*	*	*	*	41	53	35	29	29	38	44	60	68	*	*	*	*	*	*	*	**32**	**35**	**44**
06:00	*	*	*	*	*	61	66	84	95	89	99	92	69	67	*	*	*	*	*	*	*	**94**	**92**	**80**
07:00	*	*	*	*	212	105	110	201	209	185	225	193	111	87	*	*	*	*	*	*	*	**206**	**204**	**164**
08:00	*	*	*	*	313	180	131	344	340	323	361	317	177	125	*	*	*	*	*	*	*	**341**	**333**	**261**
09:00	*	*	*	*	460	276	154	426	471	423	438	415	247	157	*	*	*	*	*	*	*	**444**	**439**	**347**
10:00	*	*	*	*	361	308	180	418	381	401	401	367	294	202	*	*	*	*	*	*	*	**394**	**388**	**331**
11:00	*	*	*	*	298	359	261	308	335	330	302	377	343	289	*	*	*	*	*	*	*	**322**	**325**	**320**
12:00	*	*	*	*	341	403	349	338	352	379	370	407	382	322	*	*	*	*	*	*	*	**367**	**365**	**364**
13:00	*	*	*	*	347	448	389	350	341	374	344	424	368	*	*	*	*	*	*	*	*	**353**	**363**	**376**
14:00	*	*	*	*	374	461	411	411	402	401	410	412	377	*	*	*	*	*	*	*	*	**404**	**402**	**407**
15:00	*	*	*	*	411	386	364	360	391	335	388	414	418	*	*	*	*	*	*	*	*	**371**	**383**	**385**
16:00	*	*	*	*	473	390	391	440	367	408	397	428	352	*	*	*	*	*	*	*	*	**391**	**419**	**405**
17:00	*	*	*	*	370	352	370	362	328	375	354	377	396	*	*	*	*	*	*	*	*	**352**	**361**	**365**
18:00	*	*	*	*	401	361	384	395	389	358	368	448	365	*	*	*	*	*	*	*	*	**372**	**393**	**385**
19:00	*	*	*	*	411	380	345	436	456	398	386	411	377	*	*	*	*	*	*	*	*	**413**	**416**	**400**
20:00	*	*	*	*	366	387	293	422	403	370	400	412	355	*	*	*	*	*	*	*	*	**391**	**396**	**379**
21:00	*	*	*	*	389	375	330	362	401	369	415	372	362	*	*	*	*	*	*	*	*	**395**	**385**	**375**
22:00	*	*	*	*	305	300	267	286	293	330	319	325	295	*	*	*	*	*	*	*	*	**314**	**310**	**302**
23:00	*	*	*	*	282	294	221	212	212	262	280	323	293	*	*	*	*	*	*	*	*	**251**	**262**	**264**
00:00	*	*	*	*	288	250	167	135	171	181	241	259	247	*	*	*	*	*	*	*	*	**198**	**213**	**215**
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**4560**	**4304**	**3729**	**4588**	**4553**	**4505**	**4519**	**4797**	**4096**	**1095**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4526**	**4587**	**4347**
0600-2200	**0**	**0**	**0**	**0**	**5832**	**5471**	**4729**	**5859**	**5859**	**5759**	**5878**	**6099**	**5219**	**1182**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5832**	**5881**	**5567**
0600-0000	**0**	**0**	**0**	**0**	**6402**	**6015**	**5117**	**6206**	**6242**	**6202**	**6399**	**6681**	**5759**	**1182**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6281**	**6355**	**6046**
0000-0000	**0**	**0**	**0**	**0**	**6402**	**6604**	**5795**	**6664**	**6712**	**6615**	**6865**	**7219**	**6346**	**1776**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6731**	**6824**	**6579**
0700-1000	**0**	**0**	**0**	**0**	**1134**	**764**	**465**	**1188**	**1192**	**1147**	**1200**	**1099**	**718**	**484**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1180**	**1160**	**939**
1600-1900	**0**	**0**	**0**	**0**	**1182**	**1093**	**1099**	**1193**	**1173**	**1131**	**1108**	**1236**	**1138**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1137**	**1171**	**1150**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: B177 Barley Lane
Flow from: Percy Road (N) **to:** Atholl Road (S)
Vehicle Classification: OGV1

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	2	3	4	3	3	1	2	3	5	*	*	*	*	*	*	*	2	3	3
02:00	*	*	*	*	*	1	4	0	0	1	2	2	0	1	*	*	*	*	*	*	*	1	1	1
03:00	*	*	*	*	*	1	2	2	2	2	3	3	0	1	*	*	*	*	*	*	*	2	2	2
04:00	*	*	*	*	*	1	0	2	4	2	2	3	2	0	*	*	*	*	*	*	*	3	3	2
05:00	*	*	*	*	*	2	4	5	2	3	3	6	6	2	*	*	*	*	*	*	*	3	4	4
06:00	*	*	*	*	*	13	6	16	11	17	12	13	13	7	*	*	*	*	*	*	*	13	14	12
07:00	*	*	*	*	20	9	6	20	20	18	18	20	9	9	*	*	*	*	*	*	*	19	19	15
08:00	*	*	*	*	16	7	5	21	18	18	25	15	16	4	*	*	*	*	*	*	*	20	19	15
09:00	*	*	*	*	21	17	10	17	24	14	20	25	11	9	*	*	*	*	*	*	*	19	20	17
10:00	*	*	*	*	24	12	7	16	30	25	18	21	15	9	*	*	*	*	*	*	*	24	22	18
11:00	*	*	*	*	26	17	9	20	23	19	18	22	11	9	*	*	*	*	*	*	*	20	21	17
12:00	*	*	*	*	20	11	13	19	21	22	24	19	17	9	*	*	*	*	*	*	*	22	21	18
13:00	*	*	*	*	13	9	9	13	12	26	24	16	15	*	*	*	*	*	*	*	*	21	17	15
14:00	*	*	*	*	17	7	8	22	24	17	21	21	13	*	*	*	*	*	*	*	*	21	20	17
15:00	*	*	*	*	16	10	6	11	19	15	12	10	12	*	*	*	*	*	*	*	*	15	14	12
16:00	*	*	*	*	16	14	4	18	9	17	22	17	6	*	*	*	*	*	*	*	*	16	17	14
17:00	*	*	*	*	17	20	11	16	10	20	15	13	15	*	*	*	*	*	*	*	*	15	15	15
18:00	*	*	*	*	11	11	7	17	12	15	14	10	8	*	*	*	*	*	*	*	*	14	13	12
19:00	*	*	*	*	13	11	5	13	12	10	10	8	8	*	*	*	*	*	*	*	*	11	11	10
20:00	*	*	*	*	7	11	7	12	9	8	14	6	8	*	*	*	*	*	*	*	*	10	9	9
21:00	*	*	*	*	4	8	7	5	12	7	12	11	7	*	*	*	*	*	*	*	*	10	9	8
22:00	*	*	*	*	14	7	6	6	10	10	12	8	6	*	*	*	*	*	*	*	*	11	10	9
23:00	*	*	*	*	4	9	9	5	7	6	8	13	4	*	*	*	*	*	*	*	*	7	7	7
00:00	*	*	*	*	7	5	4	6	6	6	4	6	4	*	*	*	*	*	*	*	*	5	6	5
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**210**	**146**	**94**	**203**	**214**	**218**	**223**	**197**	**147**	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**218**	**211**	**179**
0600-2200	**0**	**0**	**0**	**0**	**255**	**181**	**120**	**246**	**265**	**261**	**279**	**242**	**177**	**49**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**268**	**258**	**220**
0600-0000	**0**	**0**	**0**	**0**	**266**	**195**	**133**	**257**	**278**	**273**	**291**	**261**	**185**	**49**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**281**	**271**	**232**
0000-0000	**0**	**0**	**0**	**0**	**266**	**215**	**152**	**286**	**300**	**301**	**314**	**290**	**209**	**65**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**305**	**297**	**255**
0700-1000	**0**	**0**	**0**	**0**	**61**	**36**	**22**	**54**	**72**	**57**	**63**	**61**	**42**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**64**	**61**	**49**
1600-1900	**0**	**0**	**0**	**0**	**41**	**42**	**23**	**46**	**34**	**45**	**39**	**31**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**39**	**37**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: B177 Barley Lane
Flow from: Percy Road (N) **to:** Atholl Road (S)
Vehicle Classification: OGV2

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	0	1	0	0	2	0	0	1	1	*	*	*	*	*	*	*	1	0	1
02:00	*	*	*	*	*	0	0	1	0	1	0	1	1	1	*	*	*	*	*	*	*	0	1	1
03:00	*	*	*	*	*	1	0	1	0	1	0	0	0	1	*	*	*	*	*	*	*	0	0	0
04:00	*	*	*	*	*	0	1	1	1	0	1	0	1	0	*	*	*	*	*	*	*	1	1	1
05:00	*	*	*	*	*	1	1	1	1	1	1	2	1	2	*	*	*	*	*	*	*	1	1	1
06:00	*	*	*	*	*	0	0	0	0	1	1	0	0	0	*	*	*	*	*	*	*	1	0	0
07:00	*	*	*	*	1	1	0	0	1	1	1	1	1	1	*	*	*	*	*	*	*	1	1	1
08:00	*	*	*	*	0	1	0	2	3	0	1	2	0	0	*	*	*	*	*	*	*	1	1	1
09:00	*	*	*	*	3	1	0	2	1	2	0	2	0	0	*	*	*	*	*	*	*	1	2	1
10:00	*	*	*	*	1	1	0	2	2	1	1	4	3	1	*	*	*	*	*	*	*	1	2	2
11:00	*	*	*	*	4	0	0	4	2	0	3	2	1	0	*	*	*	*	*	*	*	2	3	2
12:00	*	*	*	*	0	1	1	0	2	4	1	1	0	0	*	*	*	*	*	*	*	2	1	1
13:00	*	*	*	*	0	3	0	3	2	2	2	1	3	*	*	*	*	*	*	*	*	2	2	2
14:00	*	*	*	*	2	3	1	2	2	2	0	4	3	*	*	*	*	*	*	*	*	1	2	2
15:00	*	*	*	*	1	3	4	1	1	2	1	7	1	*	*	*	*	*	*	*	*	1	2	2
16:00	*	*	*	*	2	2	0	3	1	4	4	1	0	*	*	*	*	*	*	*	*	3	3	2
17:00	*	*	*	*	2	2	0	2	3	3	3	2	0	*	*	*	*	*	*	*	*	3	3	2
18:00	*	*	*	*	2	0	2	2	0	1	3	2	0	*	*	*	*	*	*	*	*	1	2	1
19:00	*	*	*	*	1	0	1	0	4	2	1	2	2	*	*	*	*	*	*	*	*	2	2	1
20:00	*	*	*	*	2	3	0	1	0	2	2	0	1	*	*	*	*	*	*	*	*	1	1	1
21:00	*	*	*	*	2	1	3	0	1	1	3	1	1	*	*	*	*	*	*	*	*	2	1	1
22:00	*	*	*	*	1	1	1	0	0	1	3	2	0	*	*	*	*	*	*	*	*	1	1	1
23:00	*	*	*	*	1	1	1	0	1	1	0	2	0	*	*	*	*	*	*	*	*	1	1	1
00:00	*	*	*	*	1	1	0	1	1	2	1	0	0	*	*	*	*	*	*	*	*	1	1	1
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**18**	**17**	**9**	**23**	**23**	**23**	**20**	**30**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**23**	**19**
0600-2200	**0**	**0**	**0**	**0**	**24**	**23**	**13**	**24**	**25**	**28**	**29**	**34**	**16**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**27**	**23**
0600-0000	**0**	**0**	**0**	**0**	**26**	**25**	**14**	**25**	**27**	**31**	**30**	**36**	**16**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**29**	**25**
0000-0000	**0**	**0**	**0**	**0**	**26**	**27**	**17**	**29**	**29**	**37**	**33**	**39**	**20**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**33**	**29**
0700-1000	**0**	**0**	**0**	**0**	**4**	**3**	**0**	**6**	**6**	**3**	**2**	**8**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**5**	**4**
1600-1900	**0**	**0**	**0**	**0**	**5**	**2**	**3**	**4**	**7**	**6**	**7**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**6**	**5**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: B177 Barley Lane
Flow from: Percy Road (N) **to:** Atholl Road (S)
Vehicle Classification: All Vehicles
Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	213	239	164	117	148	126	183	209	205	*	*	*	*	*	*	*	130	148	178
02:00	*	*	*	*	*	125	138	89	97	64	107	125	123	131	*	*	*	*	*	*	*	89	96	111
03:00	*	*	*	*	*	88	103	54	85	45	56	60	87	75	*	*	*	*	*	*	*	62	60	73
04:00	*	*	*	*	*	67	90	43	57	50	49	45	47	58	*	*	*	*	*	*	*	52	49	56
05:00	*	*	*	*	*	44	58	41	32	33	42	52	67	72	*	*	*	*	*	*	*	36	40	49
06:00	*	*	*	*	*	74	72	100	106	107	112	105	82	74	*	*	*	*	*	*	*	108	106	92
07:00	*	*	*	*	233	115	116	221	230	204	244	214	121	97	*	*	*	*	*	*	*	226	224	180
08:00	*	*	*	*	329	188	136	367	361	341	387	334	193	129	*	*	*	*	*	*	*	363	353	277
09:00	*	*	*	*	484	294	164	445	496	439	458	442	258	166	*	*	*	*	*	*	*	464	461	365
10:00	*	*	*	*	386	321	187	436	413	427	420	392	312	212	*	*	*	*	*	*	*	420	412	351
11:00	*	*	*	*	328	376	270	332	360	349	323	401	355	298	*	*	*	*	*	*	*	344	349	339
12:00	*	*	*	*	361	415	363	357	375	405	395	427	399	331	*	*	*	*	*	*	*	392	387	383
13:00	*	*	*	*	360	460	398	366	355	402	370	441	386	*	*	*	*	*	*	*	*	376	382	393
14:00	*	*	*	*	393	471	420	435	428	420	431	437	393	*	*	*	*	*	*	*	*	426	424	425
15:00	*	*	*	*	428	399	374	372	411	352	401	431	431	*	*	*	*	*	*	*	*	388	399	400
16:00	*	*	*	*	491	406	395	461	377	429	423	446	358	*	*	*	*	*	*	*	*	410	438	421
17:00	*	*	*	*	389	374	381	380	341	398	372	392	411	*	*	*	*	*	*	*	*	370	379	382
18:00	*	*	*	*	414	372	393	414	401	374	385	460	373	*	*	*	*	*	*	*	*	387	408	398
19:00	*	*	*	*	425	391	351	449	472	410	397	421	387	*	*	*	*	*	*	*	*	426	429	411
20:00	*	*	*	*	375	401	300	435	412	380	416	418	364	*	*	*	*	*	*	*	*	403	406	389
21:00	*	*	*	*	395	384	340	367	414	377	430	384	370	*	*	*	*	*	*	*	*	407	395	385
22:00	*	*	*	*	320	308	274	292	303	341	334	335	301	*	*	*	*	*	*	*	*	326	321	312
23:00	*	*	*	*	287	304	231	217	220	269	288	338	297	*	*	*	*	*	*	*	*	259	270	272
00:00	*	*	*	*	296	256	171	142	178	189	246	265	251	*	*	*	*	*	*	*	*	204	219	222
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**4788**	**4467**	**3832**	**4814**	**4790**	**4746**	**4762**	**5024**	**4256**	**1136**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4766**	**4821**	**4545**
0600-2200	**0**	**0**	**0**	**0**	**6111**	**5675**	**4862**	**6129**	**6149**	**6048**	**6186**	**6375**	**5412**	**1233**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6128**	**6166**	**5810**
0600-0000	**0**	**0**	**0**	**0**	**6694**	**6235**	**5264**	**6488**	**6547**	**6506**	**6720**	**6978**	**5960**	**1233**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6591**	**6656**	**6304**
0000-0000	**0**	**0**	**0**	**0**	**6694**	**6846**	**5964**	**6979**	**7041**	**6953**	**7212**	**7548**	**6575**	**1848**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7069**	**7154**	**6863**
0700-1000	**0**	**0**	**0**	**0**	**1199**	**803**	**487**	**1248**	**1270**	**1207**	**1265**	**1168**	**763**	**507**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1247**	**1226**	**992**
1600-1900	**0**	**0**	**0**	**0**	**1228**	**1137**	**1125**	**1243**	**1214**	**1182**	**1154**	**1273**	**1171**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1183**	**1216**	**1192**
Peak Hour Analysis																								
07:00-10:00	0	0	0	0	484	321	187	445	496	439	458	442	312	212	0	0	0	0	0	0	0	464	461	365
10:00-16:00	0	0	0	0	491	471	420	461	428	429	431	446	431	331	0	0	0	0	0	0	0	426	438	425
16:00-19:00	0	0	0	0	425	391	393	449	472	410	397	460	411	0	0	0	0	0	0	0	0	426	429	411

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

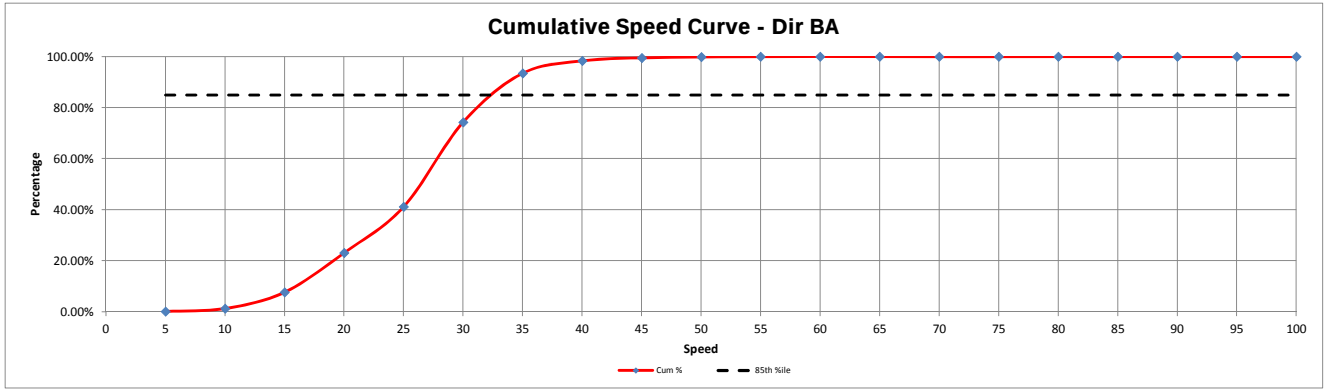
Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: B177 Barley Lane
Flow from: Percy Road (N) **to:** Atholl Road (S)

Prepared by: Vicky Tween
Checked by: Luke Martin

Speed From (mph)		Speed To (mph)	Cycle	Motorcycle	Car	LGV	Rigid 2 Axle	Rigid 3 Axle	Rigid 4 Axle	Artic 3	Artic 4	Artic 5+	Bus	Other	Totals	Percentage	Cumulative Percentage
0	-	5	29	21	22	17	3	.	.	1	.	.	2	2	97	0.15%	0.15%
5	-	10	42	14	395	248	14	6	.	6	.	3	4	20	752	1.15%	1.30%
10	-	15	96	59	1958	1727	146	27	10	8	.	9	33	77	4150	6.37%	7.67%
15	-	20	78	58	4160	5213	313	25	11	27	.	11	29	145	10070	15.45%	23.12%
20	-	25	11	66	5654	5308	571	14	4	35	.	33	9	51	11756	18.03%	41.15%
25	-	30	.	121	9925	10619	837	18	6	34	1	29	19	26	21635	33.19%	74.34%
30	-	35	.	111	5002	6992	318	15	4	10	2	12	18	8	12492	19.16%	93.50%
35	-	40	.	49	1032	1966	87	3	.	2	.	4	2	.	3145	4.82%	98.32%
40	-	45	.	27	203	539	18	.	1	1	.	2	2	.	793	1.22%	99.54%
45	-	50	.	7	51	142	10	.	.	.	.	.	.	.	210	0.32%	99.86%
50	-	55	.	4	21	55	2	.	.	.	.	.	.	.	82	0.13%	99.99%
55	-	60	.	.	.	9	.	.	.	.	.	.	.	.	9	0.01%	100.00%
60	-	65	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
65	-	70	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
70	-	75	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
75	-	80	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
80	-	85	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
85	-	90	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
90	-	95	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
95	-	100	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%

Speed to	Cum %	85th %ile
5	0.15%	0.85
10	1.30%	0.85
15	7.67%	0.85
20	23.12%	0.85
25	41.15%	0.85
30	74.34%	0.85
35	93.50%	0.85
40	98.32%	0.85
45	99.54%	0.85
50	99.86%	0.85
55	99.99%	0.85
60	100.00%	0.85
65	100.00%	0.85
70	100.00%	0.85
75	100.00%	0.85
80	100.00%	0.85
85	100.00%	0.85
90	100.00%	0.85
95	100.00%	0.85
100	100.00%	0.85



Intelligent Data Collection Limited
Redbridge

Client:	Atkins		
Project Number:	ID02396		
Period Commencing:	06/07/2015		
Site Number:	Site 2-4		
Road Name:	Adborough Road		
Survey Type:	ATC		
Direction AB:	**Flow from:** Holland Park Avenue (S)	**to:**	A12 Eastern Avenue (N)
Direction BA:	**Flow from:** A12 Eastern Avenue (N)	**to:**	Holland Park Avenue (S)

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	21.07.2015			
Prepared by	Vicky Tween			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID02396			
File Ref	ID02396 Redbridge - ATC Site 2-4			

Issue Sheet

Issued to	Date			
	22.07.2015			
Rachael Fisher	E-mail			

Intelligent Data - Automatic Traffic Count Output

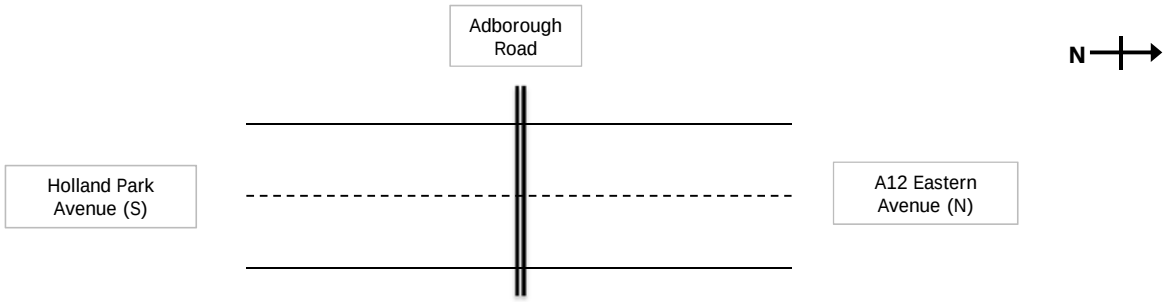
Road Name: Adborough Road
Direction AB: **From:** Holland Park Avenue (S) **to:** A12 Eastern Avenue (N)
Direction BA: **From:** A12 Eastern Avenue (N) **to:** Holland Park Avenue (S)

X Co-Ordinate	Y Co-Ordinate	ATC Start Date	ATC Finish Date	Posted Speed Limit
51.577647	0.09992	10/07/2015	19/07/2015	30

Link to location on Google Maps

http://maps.google.co.uk/maps?hl=en&safe=off&q=51.577647,0.09992&cr=countryUK|countryGB&um=1&ie=UTF-8&sa=N&tab=wl

Site Layout



Comments

Slight data loss during night of Sunday 12th July.

Prepared by	Vicky Tween	Checked by	Luke Martin	Project Director	Paul O'Neill

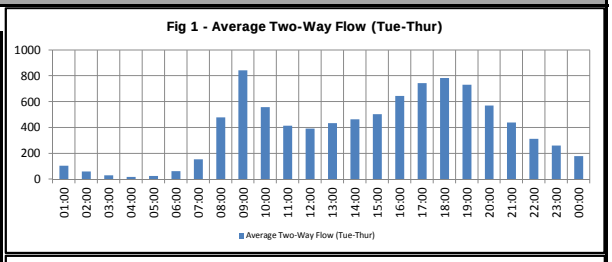
Intelligent Data - Automatic Traffic Count Output

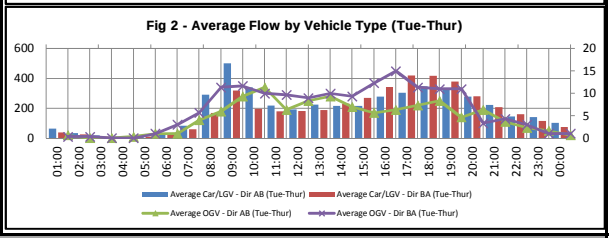
Atkins
Redbridge

Flow Reporting

Table 1 - Two Way Flow Analysis

Hour Ending	Average Car/LGV - Dir AB (Tue-Thur)	Average Car/LGV - Dir BA (Tue-Thur)	Average OGV - Dir AB (Tue-Thur)	Average OGV - Dir BA (Tue-Thur)	Average Two-Way Flow (Tue-Thur)
01:00	64	39	1	0	104
02:00	34	26	0	0	60
03:00	20	10	0	0	30
04:00	11	7	0	0	18
05:00	14	11	1	1	26
06:00	33	25	1	3	62
07:00	84	60	4	6	153
08:00	291	169	6	11	478
09:00	503	319	9	12	843
10:00	340	198	11	10	559
11:00	219	179	6	10	414
12:00	194	182	8	9	393
13:00	226	189	9	10	434
14:00	216	232	7	9	465
15:00	217	269	6	12	505
16:00	279	344	6	15	645
17:00	305	420	7	11	743
18:00	347	418	8	11	784
19:00	337	379	5	11	732
20:00	279	282	6	3	571
21:00	224	208	4	4	440
22:00	147	160	2	3	312
23:00	141	117	2	1	261
00:00	102	76	1	1	180





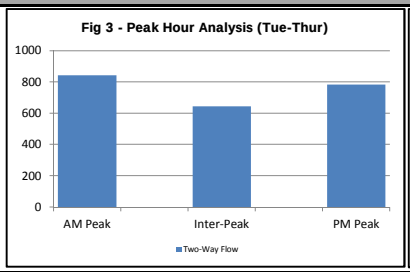
Peak Hour Analysis

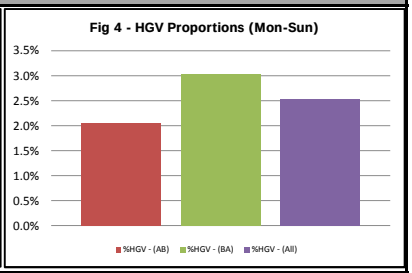
Table 2 - Peak Hour Analysis (Tue-Thur)

Peak	Time From	Time To	Two-Way Flow
AM Peak	08:00:00	09:00:00	843
Inter-Peak	15:00:00	16:00:00	645
PM Peak	17:00:00	18:00:00	784

Table 3 - HGV Proportions (Mon-Sun)

Category	%HGV - (AB)	%HGV - (BA)	%HGV - (All)
All	2.1%	3.0%	2.5%





Speed Analysis

Table 4 - Cumulative Speed by Direction (Mon-Sun)

Speed From	Speed to	Speed Dir AB	Speed Dir BA
0	5	0.05%	0.31%
5	10	0.45%	2.84%
10	15	2.39%	16.40%
15	20	12.25%	45.57%
20	25	55.95%	78.70%
25	30	92.75%	94.64%
30	35	99.01%	98.72%
35	40	99.77%	99.76%
40	45	99.96%	99.92%
45	50	100.00%	100.00%
50	55	100.00%	100.00%
55	60	100.00%	100.00%
60	65	100.00%	100.00%
65	70	100.00%	100.00%
70	75	100.00%	100.00%
75	80	100.00%	100.00%
80	85	100.00%	100.00%
85	90	100.00%	100.00%
90	95	100.00%	100.00%
95	100	100.00%	100.00%

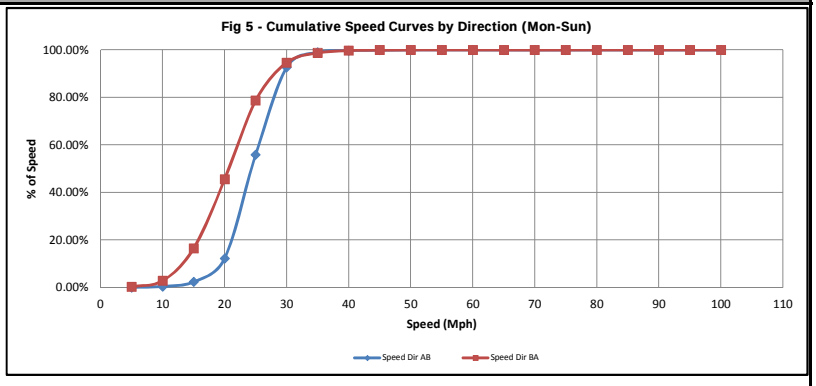
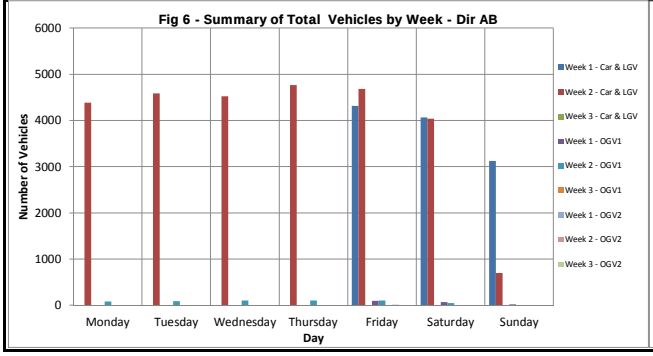
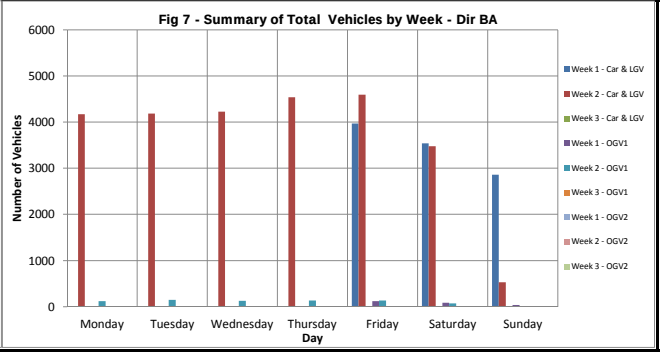


Table 5 - Average and 85%ile Speeds by Direction (Mon-Sun)

Direction	Ave Speed	85%ile Speed
AB	24.4	28.9
BA	20.7	27.0

Week on Week Variation Analysis by Direction





Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: Adborough Road
Flow from: Holland Park Avenue (S) **to:** A12 Eastern Avenue (N)
Vehicle Classification: Car & LGV

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	85	113	63	60	66	66	75	101	101	*	*	*	*	*	*	*	64	66	81
02:00	*	*	*	*	*	51	55	34	27	30	45	38	73	65	*	*	*	*	*	*	*	34	35	46
03:00	*	*	*	*	*	31	33	23	30	15	15	25	44	38	*	*	*	*	*	*	*	20	22	28
04:00	*	*	*	*	*	26	25	10	17	8	9	21	27	22	*	*	*	*	*	*	*	11	13	18
05:00	*	*	*	*	*	28	27	8	16	15	10	25	30	21	*	*	*	*	*	*	*	14	15	20
06:00	*	*	*	*	*	31	36	39	35	24	39	49	32	35	*	*	*	*	*	*	*	33	37	36
07:00	*	*	*	*	*	45	39	87	84	88	79	81	42	30	*	*	*	*	*	*	*	84	84	64
08:00	*	*	*	*	248	82	42	279	290	297	287	266	73	39	*	*	*	*	*	*	*	291	278	190
09:00	*	*	*	*	458	155	76	454	526	512	470	434	171	71	*	*	*	*	*	*	*	503	476	333
10:00	*	*	*	*	332	203	113	325	349	352	319	332	211	139	*	*	*	*	*	*	*	340	335	268
11:00	*	*	*	*	225	246	197	230	201	192	264	226	287	140	*	*	*	*	*	*	*	219	223	221
12:00	*	*	*	*	198	278	215	216	192	193	196	238	238	0	*	*	*	*	*	*	*	194	206	196
13:00	*	*	*	*	262	287	279	216	226	206	245	253	292	*	*	*	*	*	*	*	*	226	235	252
14:00	*	*	*	*	243	286	303	228	204	206	239	245	323	*	*	*	*	*	*	*	*	216	228	253
15:00	*	*	*	*	233	289	241	197	228	217	207	254	282	*	*	*	*	*	*	*	*	217	223	239
16:00	*	*	*	*	325	259	222	332	260	293	285	278	251	*	*	*	*	*	*	*	*	279	296	278
17:00	*	*	*	*	260	283	231	283	337	273	305	299	264	*	*	*	*	*	*	*	*	305	293	282
18:00	*	*	*	*	296	267	228	302	320	345	375	286	251	*	*	*	*	*	*	*	*	347	321	297
19:00	*	*	*	*	281	272	210	234	312	322	378	292	251	*	*	*	*	*	*	*	*	337	303	284
20:00	*	*	*	*	284	225	182	265	271	251	316	281	199	*	*	*	*	*	*	*	*	279	278	253
21:00	*	*	*	*	222	204	180	187	225	232	214	216	170	*	*	*	*	*	*	*	*	224	216	206
22:00	*	*	*	*	185	128	*	157	157	139	144	190	179	*	*	*	*	*	*	*	*	147	162	160
23:00	*	*	*	*	152	164	*	144	133	149	142	171	129	*	*	*	*	*	*	*	*	141	149	148
00:00	*	*	*	*	114	147	80	76	88	100	119	113	123	*	*	*	*	*	*	*	*	102	102	107
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**3361**	**2907**	**2357**	**3296**	**3445**	**3408**	**3570**	**3403**	**2894**	**389**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3474**	**3414**	**3091**
0600-2200	**0**	**0**	**0**	**0**	**4052**	**3509**	**2758**	**3992**	**4182**	**4118**	**4323**	**4171**	**3484**	**419**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4208**	**4154**	**3773**
0600-0000	**0**	**0**	**0**	**0**	**4318**	**3820**	**2838**	**4212**	**4403**	**4367**	**4584**	**4455**	**3736**	**419**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4451**	**4404**	**4028**
0000-0000	**0**	**0**	**0**	**0**	**4318**	**4072**	**3127**	**4389**	**4588**	**4525**	**4768**	**4688**	**4043**	**701**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4627**	**4591**	**4258**
0700-1000	**0**	**0**	**0**	**0**	**1038**	**440**	**231**	**1058**	**1165**	**1161**	**1076**	**1032**	**455**	**249**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1134**	**1088**	**791**
1600-1900	**0**	**0**	**0**	**0**	**837**	**822**	**669**	**819**	**969**	**940**	**1058**	**877**	**766**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**989**	**917**	**862**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: Adborough Road
Flow from: Holland Park Avenue (S) **to:** A12 Eastern Avenue (N)
Vehicle Classification: OGV1

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	0	0	0	0	0	2	1	1	0	*	*	*	*	*	*	*	1	1	0
02:00	*	*	*	*	*	0	1	0	0	0	0	0	0	0	*	*	*	*	*	*	*	0	0	0
03:00	*	*	*	*	*	0	0	0	0	0	0	0	0	1	*	*	*	*	*	*	*	0	0	0
04:00	*	*	*	*	*	0	0	0	0	1	0	1	0	0	*	*	*	*	*	*	*	0	0	0
05:00	*	*	*	*	*	0	0	0	1	0	2	0	0	0	*	*	*	*	*	*	*	1	1	0
06:00	*	*	*	*	*	1	0	1	1	2	0	0	4	0	*	*	*	*	*	*	*	1	1	1
07:00	*	*	*	*	*	2	1	2	6	3	3	3	1	2	*	*	*	*	*	*	*	4	3	3
08:00	*	*	*	*	3	5	0	3	6	6	3	4	2	2	*	*	*	*	*	*	*	5	4	3
09:00	*	*	*	*	8	6	0	9	8	6	11	11	3	1	*	*	*	*	*	*	*	8	9	6
10:00	*	*	*	*	10	5	2	7	11	13	9	11	2	1	*	*	*	*	*	*	*	11	10	7
11:00	*	*	*	*	5	4	0	8	6	5	8	12	5	0	*	*	*	*	*	*	*	6	7	5
12:00	*	*	*	*	14	5	3	11	5	13	7	4	5	0	*	*	*	*	*	*	*	8	9	7
13:00	*	*	*	*	8	6	1	10	10	7	9	9	2	*	*	*	*	*	*	*	*	9	9	7
14:00	*	*	*	*	12	5	1	4	5	6	8	4	4	*	*	*	*	*	*	*	*	6	7	5
15:00	*	*	*	*	8	5	1	8	5	5	7	8	2	*	*	*	*	*	*	*	*	6	7	5
16:00	*	*	*	*	7	4	0	6	3	4	10	7	5	*	*	*	*	*	*	*	*	6	6	5
17:00	*	*	*	*	6	3	3	6	6	8	7	12	1	*	*	*	*	*	*	*	*	7	8	6
18:00	*	*	*	*	6	4	4	5	8	8	5	4	3	*	*	*	*	*	*	*	*	7	6	5
19:00	*	*	*	*	3	2	1	1	4	5	4	5	4	*	*	*	*	*	*	*	*	4	4	3
20:00	*	*	*	*	3	5	2	3	3	7	6	3	1	*	*	*	*	*	*	*	*	5	4	4
21:00	*	*	*	*	0	3	1	2	3	5	2	2	3	*	*	*	*	*	*	*	*	3	2	2
22:00	*	*	*	*	3	0	*	0	2	1	2	1	0	*	*	*	*	*	*	*	*	2	2	1
23:00	*	*	*	*	1	3	*	1	0	2	3	3	0	*	*	*	*	*	*	*	*	2	2	2
00:00	*	*	*	*	2	1	0	0	0	1	0	1	0	*	*	*	*	*	*	*	*	0	1	1
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**90**	**54**	**16**	**78**	**77**	**86**	**88**	**91**	**38**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**84**	**85**	**66**
0600-2200	**0**	**0**	**0**	**0**	**96**	**64**	**20**	**85**	**91**	**102**	**101**	**100**	**43**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**98**	**96**	**76**
0600-0000	**0**	**0**	**0**	**0**	**99**	**68**	**20**	**86**	**91**	**105**	**104**	**104**	**43**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**100**	**99**	**78**
0000-0000	**0**	**0**	**0**	**0**	**99**	**69**	**21**	**87**	**93**	**108**	**108**	**106**	**48**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**103**	**101**	**80**
0700-1000	**0**	**0**	**0**	**0**	**21**	**16**	**2**	**19**	**25**	**25**	**23**	**26**	**7**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**23**	**17**
1600-1900	**0**	**0**	**0**	**0**	**15**	**9**	**8**	**12**	**18**	**21**	**16**	**21**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**17**	**14**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: Adborough Road
Flow from: Holland Park Avenue (S) **to:** A12 Eastern Avenue (N)
Vehicle Classification: OGV2

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	0	0	0	0	0	0	0	1	0	*	*	*	*	*	*	*	0	0	0
02:00	*	*	*	*	*	1	0	0	0	0	0	0	0	0	*	*	*	*	*	*	*	0	0	0
03:00	*	*	*	*	*	0	0	0	0	0	0	0	0	0	*	*	*	*	*	*	*	0	0	0
04:00	*	*	*	*	*	0	0	0	0	0	0	0	0	0	*	*	*	*	*	*	*	0	0	0
05:00	*	*	*	*	*	0	0	0	0	0	0	1	0	0	*	*	*	*	*	*	*	0	0	0
06:00	*	*	*	*	*	0	0	0	0	0	0	0	0	0	*	*	*	*	*	*	*	0	0	0
07:00	*	*	*	*	*	0	0	1	0	0	0	0	0	0	*	*	*	*	*	*	*	0	0	0
08:00	*	*	*	*	1	1	0	0	0	2	1	0	0	0	*	*	*	*	*	*	*	1	1	1
09:00	*	*	*	*	0	0	2	0	1	1	1	2	1	0	*	*	*	*	*	*	*	1	1	1
10:00	*	*	*	*	1	0	0	0	0	0	1	0	0	0	*	*	*	*	*	*	*	0	0	0
11:00	*	*	*	*	2	1	0	1	0	0	0	0	0	0	*	*	*	*	*	*	*	0	1	0
12:00	*	*	*	*	1	1	0	0	0	0	0	0	0	0	*	*	*	*	*	*	*	0	0	0
13:00	*	*	*	*	1	0	0	0	2	0	0	0	0	*	*	*	*	*	*	*	*	1	1	0
14:00	*	*	*	*	2	0	1	2	0	2	0	0	0	*	*	*	*	*	*	*	*	1	1	1
15:00	*	*	*	*	1	0	1	0	0	0	0	2	0	*	*	*	*	*	*	*	*	0	1	0
16:00	*	*	*	*	2	0	0	1	0	2	0	1	0	*	*	*	*	*	*	*	*	1	1	1
17:00	*	*	*	*	1	0	0	0	0	0	1	0	0	*	*	*	*	*	*	*	*	0	0	0
18:00	*	*	*	*	1	0	1	3	0	0	4	1	0	*	*	*	*	*	*	*	*	1	2	1
19:00	*	*	*	*	4	1	0	0	0	0	1	0	0	*	*	*	*	*	*	*	*	0	1	1
20:00	*	*	*	*	0	1	0	0	1	1	1	0	0	*	*	*	*	*	*	*	*	1	1	0
21:00	*	*	*	*	0	0	0	0	1	0	0	0	0	*	*	*	*	*	*	*	*	0	0	0
22:00	*	*	*	*	0	1	*	1	0	1	1	1	0	*	*	*	*	*	*	*	*	1	1	1
23:00	*	*	*	*	1	0	*	0	0	0	0	1	0	*	*	*	*	*	*	*	*	0	0	0
00:00	*	*	*	*	0	0	0	0	1	0	0	1	0	*	*	*	*	*	*	*	*	0	0	0
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**17**	**4**	**5**	**7**	**3**	**7**	**9**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**8**	**6**
0600-2200	**0**	**0**	**0**	**0**	**17**	**6**	**5**	**9**	**5**	**9**	**11**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**10**	**8**
0600-0000	**0**	**0**	**0**	**0**	**18**	**6**	**5**	**9**	**6**	**9**	**11**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**10**	**8**
0000-0000	**0**	**0**	**0**	**0**	**18**	**7**	**5**	**9**	**6**	**9**	**11**	**10**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**11**	**8**
0700-1000	**0**	**0**	**0**	**0**	**2**	**1**	**2**	**0**	**1**	**3**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**2**
1600-1900	**0**	**0**	**0**	**0**	**6**	**1**	**1**	**3**	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**3**	**2**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: Adborough Road
Flow from: Holland Park Avenue (S) **to:** A12 Eastern Avenue (N)
Vehicle Classification: All Vehicles
Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	85	113	63	60	66	68	76	103	101	*	*	*	*	*	*	*	65	67	82
02:00	*	*	*	*	*	52	56	34	27	30	45	38	73	65	*	*	*	*	*	*	*	34	35	47
03:00	*	*	*	*	*	31	33	23	30	15	15	25	44	39	*	*	*	*	*	*	*	20	22	28
04:00	*	*	*	*	*	26	25	10	17	9	9	22	27	22	*	*	*	*	*	*	*	12	13	19
05:00	*	*	*	*	*	28	27	8	17	15	12	26	30	21	*	*	*	*	*	*	*	15	16	20
06:00	*	*	*	*	*	32	36	40	36	26	39	49	36	35	*	*	*	*	*	*	*	34	38	37
07:00	*	*	*	*	*	47	40	90	90	91	82	84	43	32	*	*	*	*	*	*	*	88	87	67
08:00	*	*	*	*	252	88	42	282	296	305	291	270	75	41	*	*	*	*	*	*	*	297	283	194
09:00	*	*	*	*	466	161	78	463	535	519	482	447	175	72	*	*	*	*	*	*	*	512	485	340
10:00	*	*	*	*	343	208	115	332	360	365	329	343	213	140	*	*	*	*	*	*	*	351	345	275
11:00	*	*	*	*	232	251	197	239	207	197	272	238	292	140	*	*	*	*	*	*	*	225	231	227
12:00	*	*	*	*	213	284	218	227	197	206	203	242	243	0	*	*	*	*	*	*	*	202	215	203
13:00	*	*	*	*	271	293	280	226	238	213	254	262	294	*	*	*	*	*	*	*	*	235	244	259
14:00	*	*	*	*	257	291	305	234	209	214	247	249	327	*	*	*	*	*	*	*	*	223	235	259
15:00	*	*	*	*	242	294	243	205	233	222	214	264	284	*	*	*	*	*	*	*	*	223	230	245
16:00	*	*	*	*	334	263	222	339	263	299	295	288	256	*	*	*	*	*	*	*	*	286	303	284
17:00	*	*	*	*	267	286	234	289	343	281	313	311	265	*	*	*	*	*	*	*	*	312	301	288
18:00	*	*	*	*	303	271	233	310	328	353	384	291	254	*	*	*	*	*	*	*	*	355	328	303
19:00	*	*	*	*	288	275	211	235	316	327	383	297	255	*	*	*	*	*	*	*	*	342	308	287
20:00	*	*	*	*	287	231	184	268	275	259	323	284	200	*	*	*	*	*	*	*	*	286	283	257
21:00	*	*	*	*	222	207	181	189	229	237	216	218	173	*	*	*	*	*	*	*	*	227	219	208
22:00	*	*	*	*	188	129	*	158	159	141	147	192	179	*	*	*	*	*	*	*	*	149	164	162
23:00	*	*	*	*	154	167	*	145	133	151	145	175	129	*	*	*	*	*	*	*	*	143	151	150
00:00	*	*	*	*	116	148	80	76	89	101	119	115	123	*	*	*	*	*	*	*	*	103	103	107
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**3468**	**2965**	**2378**	**3381**	**3525**	**3501**	**3667**	**3500**	**2933**	**393**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3564**	**3507**	**3164**
0600-2200	**0**	**0**	**0**	**0**	**4165**	**3579**	**2783**	**4086**	**4278**	**4229**	**4435**	**4278**	**3528**	**425**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4314**	**4260**	**3857**
0600-0000	**0**	**0**	**0**	**0**	**4435**	**3894**	**2863**	**4307**	**4500**	**4481**	**4699**	**4568**	**3780**	**425**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4560**	**4513**	**4114**
0000-0000	**0**	**0**	**0**	**0**	**4435**	**4148**	**3153**	**4485**	**4687**	**4642**	**4887**	**4804**	**4093**	**708**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4739**	**4703**	**4346**
0700-1000	**0**	**0**	**0**	**0**	**1061**	**457**	**235**	**1077**	**1191**	**1189**	**1102**	**1060**	**463**	**253**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1161**	**1113**	**809**
1600-1900	**0**	**0**	**0**	**0**	**858**	**832**	**678**	**834**	**987**	**961**	**1080**	**899**	**774**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1009**	**937**	**878**
Peak Hour Analysis																								
07:00-10:00	0	0	0	0	466	208	115	463	535	519	482	447	213	140	0	0	0	0	0	0	0	512	485	340
10:00-16:00	0	0	0	0	334	294	305	339	263	299	295	286	327	140	0	0	0	0	0	0	0	286	303	284
16:00-19:00	0	0	0	0	303	286	234	310	343	353	384	311	265	0	0	0	0	0	0	0	0	355	328	303

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

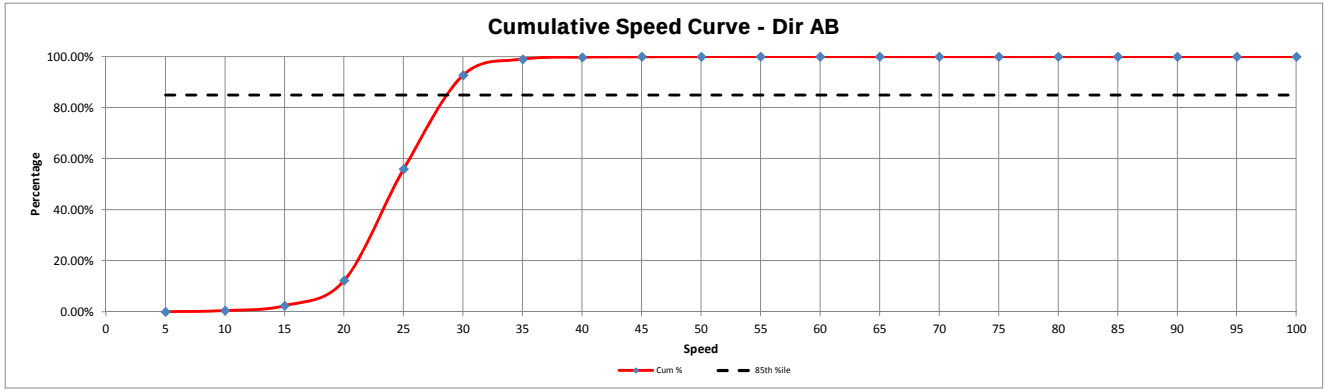
Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: Adborough Road
Flow from: Holland Park Avenue (S) **to:** A12 Eastern Avenue (N)

Prepared by: Vicky Tween
Checked by: Luke Martin

Speed From (mph)		Speed To (mph)	Cycle	Motorcycle	Car	LGV	Rigid 2 Axle	Rigid 3 Axle	Rigid 4 Axle	Artic 3	Artic 4	Artic 5+	Bus	Other	Totals	Percentage	Cumulative Percentage
0	-	5	1	2	5	2	1	.	.	.	.	.	.	9	20	0.05%	0.05%
5	-	10	20	5	76	39	1	3	.	.	.	1	.	20	165	0.40%	0.45%
10	-	15	83	13	376	275	7	9	3	3	.	1	1	18	789	1.94%	2.39%
15	-	20	50	20	2247	1537	104	6	2	16	.	1	3	30	4016	9.86%	12.25%
20	-	25	.	97	10434	6835	363	15	6	28	.	1	4	26	17809	43.71%	55.95%
25	-	30	.	101	8797	5868	204	4	1	13	.	1	1	4	14994	36.80%	92.75%
30	-	35	.	54	1345	1123	28	.	.	1	.	.	.	2	2553	6.27%	99.01%
35	-	40	.	22	127	158	3	.	.	.	.	.	.	.	310	0.76%	99.77%
40	-	45	.	3	39	33	.	.	.	.	.	.	.	.	75	0.18%	99.96%
45	-	50	.	4	6	7	.	.	.	.	.	.	.	.	17	0.04%	100.00%
50	-	55	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
55	-	60	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
60	-	65	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
65	-	70	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
70	-	75	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
75	-	80	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
80	-	85	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
85	-	90	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
90	-	95	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
95	-	100	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%

Speed to	Cum %	85th %ile
5	0.05%	0.85
10	0.45%	0.85
15	2.39%	0.85
20	12.25%	0.85
25	55.95%	0.85
30	92.75%	0.85
35	99.01%	0.85
40	99.77%	0.85
45	99.96%	0.85
50	100.00%	0.85
55	100.00%	0.85
60	100.00%	0.85
65	100.00%	0.85
70	100.00%	0.85
75	100.00%	0.85
80	100.00%	0.85
85	100.00%	0.85
90	100.00%	0.85
95	100.00%	0.85
100	100.00%	0.85



Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: Adborough Road
Flow from: A12 Eastern Avenue (N) **to:** Holland Park Avenue (S)
Vehicle Classification: Car & LGV

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	62	80	53	38	39	40	69	67	80	*	*	*	*	*	*	*	**39**	**48**	**59**
02:00	*	*	*	*	*	32	61	17	26	25	27	38	33	46	*	*	*	*	*	*	*	**26**	**27**	**34**
03:00	*	*	*	*	*	19	21	13	16	8	6	25	34	23	*	*	*	*	*	*	*	**10**	**14**	**18**
04:00	*	*	*	*	*	17	18	11	6	8	6	17	10	12	*	*	*	*	*	*	*	**7**	**10**	**12**
05:00	*	*	*	*	*	15	20	11	10	7	15	20	18	9	*	*	*	*	*	*	*	**11**	**13**	**14**
06:00	*	*	*	*	*	13	27	18	25	27	24	22	22	15	*	*	*	*	*	*	*	**25**	**23**	**21**
07:00	*	*	*	*	*	35	32	63	60	53	67	61	35	37	*	*	*	*	*	*	*	**60**	**61**	**49**
08:00	*	*	*	*	174	72	45	149	158	164	185	166	54	35	*	*	*	*	*	*	*	**169**	**166**	**120**
09:00	*	*	*	*	291	140	86	298	306	319	332	232	124	64	*	*	*	*	*	*	*	**319**	**296**	**219**
10:00	*	*	*	*	211	142	114	218	177	194	222	221	160	104	*	*	*	*	*	*	*	**198**	**207**	**176**
11:00	*	*	*	*	180	217	162	173	199	145	194	245	200	111	*	*	*	*	*	*	*	**179**	**189**	**183**
12:00	*	*	*	*	182	227	162	193	176	188	182	243	257	0	*	*	*	*	*	*	*	**182**	**194**	**181**
13:00	*	*	*	*	198	289	217	230	199	180	188	250	293	*	*	*	*	*	*	*	*	**189**	**208**	**227**
14:00	*	*	*	*	222	298	249	226	251	221	224	252	270	*	*	*	*	*	*	*	*	**232**	**233**	**246**
15:00	*	*	*	*	344	240	243	295	273	277	258	307	274	*	*	*	*	*	*	*	*	**269**	**292**	**279**
16:00	*	*	*	*	375	260	236	383	302	379	351	400	263	*	*	*	*	*	*	*	*	**344**	**365**	**328**
17:00	*	*	*	*	370	258	225	395	365	428	466	428	294	*	*	*	*	*	*	*	*	**420**	**409**	**359**
18:00	*	*	*	*	380	256	222	432	413	431	411	390	235	*	*	*	*	*	*	*	*	**418**	**410**	**352**
19:00	*	*	*	*	291	216	239	299	388	340	410	325	252	*	*	*	*	*	*	*	*	**379**	**342**	**307**
20:00	*	*	*	*	237	221	201	278	296	264	286	279	155	*	*	*	*	*	*	*	*	**282**	**273**	**246**
21:00	*	*	*	*	197	172	143	156	196	215	214	198	146	*	*	*	*	*	*	*	*	**208**	**196**	**182**
22:00	*	*	*	*	136	119	*	108	120	136	225	168	105	*	*	*	*	*	*	*	*	**160**	**149**	**140**
23:00	*	*	*	*	108	112	*	89	114	109	127	129	98	*	*	*	*	*	*	*	*	**117**	**113**	**111**
00:00	*	*	*	*	79	109	60	66	73	70	84	109	83	*	*	*	*	*	*	*	*	**76**	**80**	**81**
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**3218**	**2615**	**2200**	**3291**	**3207**	**3266**	**3423**	**3459**	**2676**	**314**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3299**	**3311**	**2977**
0600-2200	**0**	**0**	**0**	**0**	**3788**	**3162**	**2576**	**3896**	**3879**	**3934**	**4215**	**4165**	**3117**	**351**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4009**	**3990**	**3594**
0600-0000	**0**	**0**	**0**	**0**	**3975**	**3383**	**2636**	**4051**	**4066**	**4113**	**4426**	**4403**	**3298**	**351**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4202**	**4182**	**3786**
0000-0000	**0**	**0**	**0**	**0**	**3975**	**3541**	**2863**	**4174**	**4187**	**4227**	**4544**	**4594**	**3482**	**536**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4319**	**4316**	**3944**
0700-1000	**0**	**0**	**0**	**0**	**676**	**354**	**245**	**665**	**641**	**677**	**739**	**619**	**338**	**203**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**686**	**670**	**516**
1600-1900	**0**	**0**	**0**	**0**	**1041**	**730**	**686**	**1126**	**1166**	**1199**	**1287**	**1143**	**781**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1217**	**1160**	**1018**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: Adborough Road
Flow from: A12 Eastern Avenue (N) **to:** Holland Park Avenue (S)
Vehicle Classification: OGV1

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	2	1	0	0	0	1	2	2	0	*	*	*	*	*	*	*	**0**	**1**	**1**
02:00	*	*	*	*	*	0	1	0	0	1	0	1	1	0	*	*	*	*	*	*	*	**0**	**0**	**0**
03:00	*	*	*	*	*	1	0	0	0	0	0	0	0	0	*	*	*	*	*	*	*	**0**	**0**	**0**
04:00	*	*	*	*	*	0	0	0	0	0	0	0	0	0	*	*	*	*	*	*	*	**0**	**0**	**0**
05:00	*	*	*	*	*	0	1	0	0	3	0	1	2	1	*	*	*	*	*	*	*	**1**	**1**	**1**
06:00	*	*	*	*	*	4	1	2	4	2	3	4	1	1	*	*	*	*	*	*	*	**3**	**3**	**2**
07:00	*	*	*	*	*	2	1	5	5	8	4	4	6	1	*	*	*	*	*	*	*	**6**	**5**	**4**
08:00	*	*	*	*	12	6	1	6	12	8	11	13	5	1	*	*	*	*	*	*	*	**10**	**10**	**8**
09:00	*	*	*	*	5	6	1	11	11	11	10	11	3	2	*	*	*	*	*	*	*	**11**	**10**	**7**
10:00	*	*	*	*	6	9	3	8	12	9	9	11	5	4	*	*	*	*	*	*	*	**10**	**9**	**8**
11:00	*	*	*	*	15	7	1	10	11	4	12	9	8	3	*	*	*	*	*	*	*	**9**	**10**	**8**
12:00	*	*	*	*	12	6	4	7	10	5	7	4	5	0	*	*	*	*	*	*	*	**7**	**8**	**6**
13:00	*	*	*	*	11	4	6	8	10	8	12	8	6	*	*	*	*	*	*	*	*	**10**	**10**	**8**
14:00	*	*	*	*	11	4	2	13	13	10	5	9	5	*	*	*	*	*	*	*	*	**9**	**10**	**8**
15:00	*	*	*	*	9	6	4	12	13	9	13	9	5	*	*	*	*	*	*	*	*	**12**	**11**	**9**
16:00	*	*	*	*	18	6	3	9	11	17	14	13	3	*	*	*	*	*	*	*	*	**14**	**14**	**10**
17:00	*	*	*	*	9	6	1	8	11	7	9	7	3	*	*	*	*	*	*	*	*	**9**	**9**	**7**
18:00	*	*	*	*	2	6	6	6	11	7	9	9	4	*	*	*	*	*	*	*	*	**9**	**7**	**7**
19:00	*	*	*	*	6	4	3	5	13	7	11	7	3	*	*	*	*	*	*	*	*	**10**	**8**	**7**
20:00	*	*	*	*	2	5	1	5	2	5	1	3	2	*	*	*	*	*	*	*	*	**3**	**3**	**3**
21:00	*	*	*	*	4	3	2	0	5	4	3	5	0	*	*	*	*	*	*	*	*	**4**	**4**	**3**
22:00	*	*	*	*	2	3	*	2	1	4	3	3	2	*	*	*	*	*	*	*	*	**3**	**3**	**3**
23:00	*	*	*	*	1	2	*	2	0	0	3	1	3	*	*	*	*	*	*	*	*	**1**	**1**	**2**
00:00	*	*	*	*	0	0	0	3	0	2	1	3	2	*	*	*	*	*	*	*	*	**1**	**2**	**1**
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**116**	**70**	**35**	**103**	**138**	**102**	**122**	**110**	**55**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**121**	**115**	**92**
0600-2200	**0**	**0**	**0**	**0**	**124**	**83**	**39**	**115**	**151**	**123**	**133**	**125**	**65**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**136**	**129**	**104**
0600-0000	**0**	**0**	**0**	**0**	**125**	**85**	**39**	**120**	**151**	**125**	**137**	**129**	**70**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**138**	**132**	**107**
0000-0000	**0**	**0**	**0**	**0**	**125**	**92**	**43**	**122**	**155**	**131**	**141**	**137**	**76**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**142**	**137**	**111**
0700-1000	**0**	**0**	**0**	**0**	**23**	**21**	**5**	**25**	**35**	**28**	**30**	**35**	**13**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31**	**29**	**22**
1600-1900	**0**	**0**	**0**	**0**	**17**	**16**	**10**	**19**	**35**	**21**	**29**	**23**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**24**	**20**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: Adborough Road
Flow from: A12 Eastern Avenue (N) **to:** Holland Park Avenue (S)
Vehicle Classification: OGV2

Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	0	1	0	0	0	0	0	0	1	*	*	*	*	*	*	*	0	0	0
02:00	*	*	*	*	*	0	0	0	0	0	0	0	0	0	*	*	*	*	*	*	*	0	0	0
03:00	*	*	*	*	*	0	0	0	0	0	0	0	0	0	*	*	*	*	*	*	*	0	0	0
04:00	*	*	*	*	*	0	0	1	0	0	0	0	0	0	*	*	*	*	*	*	*	0	0	0
05:00	*	*	*	*	*	0	0	0	0	0	0	0	0	0	*	*	*	*	*	*	*	0	0	0
06:00	*	*	*	*	*	0	0	0	0	0	0	0	0	0	*	*	*	*	*	*	*	0	0	0
07:00	*	*	*	*	*	0	0	0	0	0	0	0	0	0	*	*	*	*	*	*	*	0	0	0
08:00	*	*	*	*	1	0	0	1	1	1	1	0	0	0	*	*	*	*	*	*	*	1	1	1
09:00	*	*	*	*	0	0	0	2	0	3	0	1	0	0	*	*	*	*	*	*	*	1	1	1
10:00	*	*	*	*	1	2	0	0	0	0	0	0	0	0	*	*	*	*	*	*	*	0	0	0
11:00	*	*	*	*	1	1	1	1	0	2	0	2	0	1	*	*	*	*	*	*	*	1	1	1
12:00	*	*	*	*	0	0	0	0	1	3	1	0	0	0	*	*	*	*	*	*	*	2	1	1
13:00	*	*	*	*	1	0	0	0	0	0	0	1	1	*	*	*	*	*	*	*	*	0	0	0
14:00	*	*	*	*	1	1	2	0	0	0	0	0	1	*	*	*	*	*	*	*	*	0	0	1
15:00	*	*	*	*	0	0	0	2	0	1	1	1	1	*	*	*	*	*	*	*	*	1	1	1
16:00	*	*	*	*	1	0	0	2	0	0	3	0	1	*	*	*	*	*	*	*	*	1	1	1
17:00	*	*	*	*	3	0	1	1	4	2	1	2	0	*	*	*	*	*	*	*	*	2	2	2
18:00	*	*	*	*	2	2	0	2	2	2	2	3	0	*	*	*	*	*	*	*	*	2	2	2
19:00	*	*	*	*	0	0	0	1	0	1	1	0	1	*	*	*	*	*	*	*	*	1	1	0
20:00	*	*	*	*	1	1	0	0	2	0	0	1	0	*	*	*	*	*	*	*	*	1	1	1
21:00	*	*	*	*	1	1	0	0	1	0	0	0	0	*	*	*	*	*	*	*	*	0	0	0
22:00	*	*	*	*	0	0	*	0	0	0	1	0	0	*	*	*	*	*	*	*	*	0	0	0
23:00	*	*	*	*	0	0	*	0	0	0	0	0	0	*	*	*	*	*	*	*	*	0	0	0
00:00	*	*	*	*	0	0	0	0	0	0	0	0	0	*	*	*	*	*	*	*	*	0	0	0
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**11**	**6**	**4**	**12**	**8**	**15**	**10**	**10**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**11**	**9**
0600-2200	**0**	**0**	**0**	**0**	**13**	**8**	**4**	**12**	**11**	**15**	**11**	**11**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**12**	**10**
0600-0000	**0**	**0**	**0**	**0**	**13**	**8**	**4**	**12**	**11**	**15**	**11**	**11**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**12**	**10**
0000-0000	**0**	**0**	**0**	**0**	**13**	**8**	**5**	**13**	**11**	**15**	**11**	**11**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**12**	**10**
0700-1000	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**3**	**1**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**1**
1600-1900	**0**	**0**	**0**	**0**	**5**	**2**	**1**	**4**	**6**	**5**	**4**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**5**	**4**

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: Adborough Road
Flow from: A12 Eastern Avenue (N) **to:** Holland Park Avenue (S)
Vehicle Classification: All Vehicles
Prepared by: Vicky Tween
Checked by: Luke Martin

Hour Ending	Monday 06/07/2015	Tuesday 07/07/2015	Wednesday 08/07/2015	Thursday 09/07/2015	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Average Weekday (Tue-Thur)	Average Weekday (Mon-Fri)	Average Day (Mon-Sun)
01:00	*	*	*	*	*	64	82	53	38	39	41	71	69	81	*	*	*	*	*	*	*	39	48	60
02:00	*	*	*	*	*	32	62	17	26	26	27	39	34	46	*	*	*	*	*	*	*	26	27	34
03:00	*	*	*	*	*	20	21	13	16	8	6	25	34	23	*	*	*	*	*	*	*	10	14	18
04:00	*	*	*	*	*	17	18	12	6	8	6	17	10	12	*	*	*	*	*	*	*	7	10	12
05:00	*	*	*	*	*	15	21	11	10	10	15	21	20	10	*	*	*	*	*	*	*	12	13	15
06:00	*	*	*	*	*	17	28	20	29	29	27	26	23	16	*	*	*	*	*	*	*	28	26	24
07:00	*	*	*	*	*	37	33	68	65	61	71	65	41	38	*	*	*	*	*	*	*	66	66	53
08:00	*	*	*	*	187	78	46	156	171	173	197	179	59	36	*	*	*	*	*	*	*	180	177	128
09:00	*	*	*	*	296	146	87	311	317	333	342	244	127	66	*	*	*	*	*	*	*	331	307	227
10:00	*	*	*	*	218	153	117	226	189	203	231	232	165	108	*	*	*	*	*	*	*	208	217	184
11:00	*	*	*	*	196	225	164	184	210	151	206	256	208	115	*	*	*	*	*	*	*	189	201	192
12:00	*	*	*	*	194	233	166	200	187	196	190	247	262	0	*	*	*	*	*	*	*	191	202	188
13:00	*	*	*	*	210	293	223	238	209	188	200	259	300	*	*	*	*	*	*	*	*	199	217	236
14:00	*	*	*	*	234	303	253	239	264	231	229	261	276	*	*	*	*	*	*	*	*	241	243	254
15:00	*	*	*	*	353	246	247	309	286	287	272	317	280	*	*	*	*	*	*	*	*	282	304	289
16:00	*	*	*	*	394	266	239	394	313	396	368	413	267	*	*	*	*	*	*	*	*	359	380	339
17:00	*	*	*	*	382	264	227	404	380	437	476	437	297	*	*	*	*	*	*	*	*	431	419	367
18:00	*	*	*	*	384	264	228	440	426	440	422	402	239	*	*	*	*	*	*	*	*	429	419	361
19:00	*	*	*	*	297	220	242	305	401	348	422	332	256	*	*	*	*	*	*	*	*	390	351	314
20:00	*	*	*	*	240	227	202	283	300	269	287	283	157	*	*	*	*	*	*	*	*	285	277	250
21:00	*	*	*	*	202	176	145	156	202	219	217	203	146	*	*	*	*	*	*	*	*	213	200	185
22:00	*	*	*	*	138	122	*	110	121	140	229	171	107	*	*	*	*	*	*	*	*	163	152	142
23:00	*	*	*	*	109	114	*	91	114	109	130	130	101	*	*	*	*	*	*	*	*	118	114	112
00:00	*	*	*	*	79	109	60	69	73	72	85	112	85	*	*	*	*	*	*	*	*	77	82	83
Summary Data																								
0700-1900	**0**	**0**	**0**	**0**	**3345**	**2691**	**2239**	**3406**	**3353**	**3383**	**3555**	**3579**	**2736**	**325**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3430**	**3437**	**3077**
0600-2200	**0**	**0**	**0**	**0**	**3925**	**3253**	**2619**	**4023**	**4041**	**4072**	**4359**	**4301**	**3187**	**363**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4157**	**4131**	**3707**
0600-0000	**0**	**0**	**0**	**0**	**4113**	**3476**	**2679**	**4183**	**4228**	**4253**	**4574**	**4543**	**3373**	**363**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4352**	**4327**	**3902**
0000-0000	**0**	**0**	**0**	**0**	**4113**	**3641**	**2911**	**4309**	**4353**	**4373**	**4696**	**4742**	**3563**	**551**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4474**	**4465**	**4065**
0700-1000	**0**	**0**	**0**	**0**	**701**	**377**	**250**	**693**	**677**	**709**	**770**	**655**	**351**	**210**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**719**	**701**	**539**
1600-1900	**0**	**0**	**0**	**0**	**1063**	**748**	**697**	**1149**	**1207**	**1225**	**1320**	**1171**	**792**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1251**	**1189**	**1041**
Peak Hour Analysis																								
07:00-10:00	0	0	0	0	296	153	117	311	317	333	342	244	165	108	0	0	0	0	0	0	0	331	307	227
10:00-16:00	0	0	0	0	394	303	253	394	313	396	368	413	300	115	0	0	0	0	0	0	0	359	380	339
16:00-19:00	0	0	0	0	384	264	242	440	426	440	476	437	297	0	0	0	0	0	0	0	0	431	419	367

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

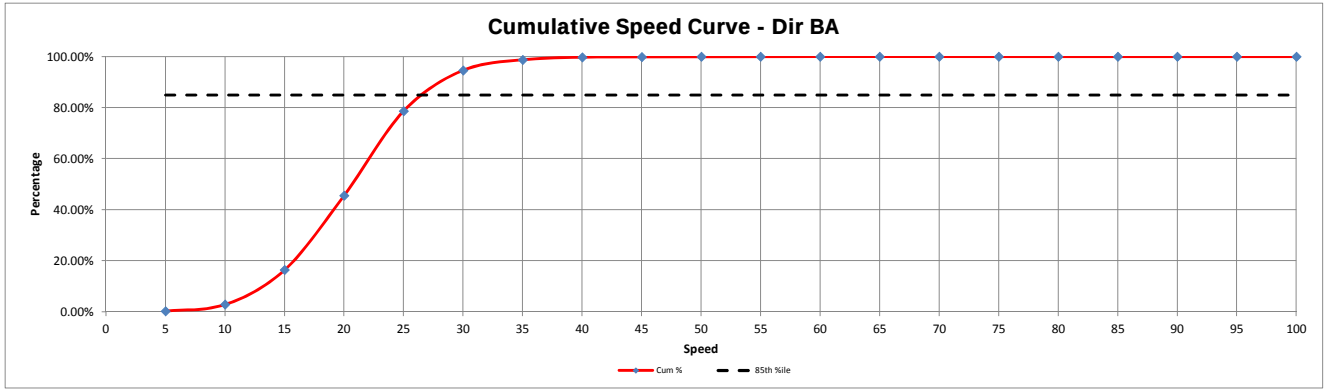
Intelligent Data - Automatic Traffic Count Output

Period Commencing: 06/07/2015
Road Name: Adborough Road
Flow from: A12 Eastern Avenue (N) **to:** Holland Park Avenue (S)

Prepared by: Vicky Tween
Checked by: Luke Martin

Speed From (mph)		Speed To (mph)	Cycle	Motorcycle	Car	LGV	Rigid 2 Axle	Rigid 3 Axle	Rigid 4 Axle	Artic 3	Artic 4	Artic 5+	Bus	Other	Totals	Percentage	Cumulative Percentage
0	-	5	20	15	44	24	6	1	.	1	.	.	1	8	120	0.31%	0.31%
5	-	10	17	41	476	365	21	6	2	4	.	.	3	31	966	2.52%	2.84%
10	-	15	34	67	2447	2378	112	22	3	2	3	4	1	115	5188	13.56%	16.40%
15	-	20	9	82	4949	5629	264	27	8	23	5	6	5	153	11160	29.17%	45.57%
20	-	25	.	86	4801	7348	375	8	5	15	2	2	3	32	12677	33.13%	78.70%
25	-	30	.	45	2009	3870	153	3	1	8	1	.	3	6	6099	15.94%	94.64%
30	-	35	.	22	518	980	40	.	.	.	.	.	1	1	1562	4.08%	98.72%
35	-	40	.	7	95	284	10	.	.	.	.	.	.	.	396	1.03%	99.76%
40	-	45	.	.	14	48	1	.	.	.	.	.	.	.	63	0.16%	99.92%
45	-	50	.	.	8	22	.	.	.	.	.	.	.	.	30	0.08%	100.00%
50	-	55	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
55	-	60	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
60	-	65	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
65	-	70	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
70	-	75	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
75	-	80	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
80	-	85	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
85	-	90	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
90	-	95	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%
95	-	100	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%	100.00%

Speed to	Cum %	85th %ile
5	0.31%	0.85
10	2.84%	0.85
15	16.40%	0.85
20	45.57%	0.85
25	78.70%	0.85
30	94.64%	0.85
35	98.72%	0.85
40	99.76%	0.85
45	99.92%	0.85
50	100.00%	0.85
55	100.00%	0.85
60	100.00%	0.85
65	100.00%	0.85
70	100.00%	0.85
75	100.00%	0.85
80	100.00%	0.85
85	100.00%	0.85
90	100.00%	0.85
95	100.00%	0.85
100	100.00%	0.85



Appendix B. Vehicle Speed Survey Results

Intelligent Data Collection Limited
Redbridge ATCs

Client:	Atkins			
Project Number:	ID02396			
Site Number:	Site 1-1			
Week Commencing:	06/07/2015			
Road Name:	New North Road			
Survey Type:	ATC			
Direction AB	**Flow from**	Franklyn Gardens (W)	**to:**	Thurlow Gardens (E)
Direction BA	**Flow from**	Thurlow Gardens (E)	**to**	Franklyn Gardens (W)

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	07/09/2015			
Prepared by	James Allam			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID02396			
File Ref	ID02396 - Redbridge - Site 1-1			

Issue Sheet

Issued to	08/09/2015			
Alex Pye	E-mail			

Intelligent Data - Automatic Traffic Count Output

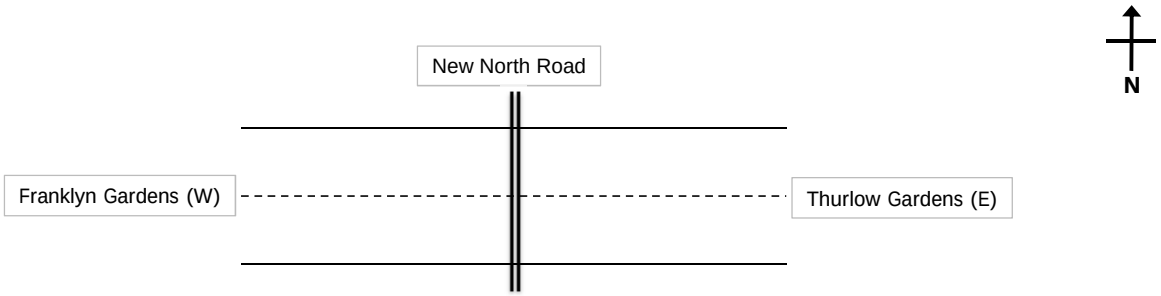
Road Name	New North Road		
Direction AB	Franklyn Gardens (W)	**to:**	Thurlow Gardens (E)
Direction BA	Thurlow Gardens (E)	**to:**	Franklyn Gardens (W)

X Co-Ordinate	Y Co-Ordinate	ATC Start Date	ATC Finish Date	PSL
51.603725	0.092397	09/07/2015	19/07/2015	30

Link to location on Google Maps (CTRL+Click)

http://maps.google.co.uk/maps?hl=en&safe=off&q=51.603725,0.092397&cr=countryUK|countryGB&um=1&ie=UTF-8&sa=N&tab=wl

Site Map



Comments

Prepared by	James Allam	Checked by	Luke Martin	Project Director	Paul O'Neill

Intelligent Data Collection Limited

Client: Atkins
Project Number: ID02396
Junction Number: Site 1-1
Flow from: Franklyn Gardens (W) **to:** Thurlow Gardens (E)
Direction A-B

Summary - 5 Day

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	1	4	48	170	214	118	32	11	3	1	0	0	0	0	0	0	0	0	0	27.13	31.92
01:00	0	1	15	60	105	81	31	3	2	2	0	1	0	0	0	0	0	0	0	29.07	32.99
02:00	1	1	7	34	61	54	23	5	9	1	0	0	0	0	0	0	0	0	0	30.15	33.14
03:00	0	1	7	36	65	33	19	7	3	0	0	0	0	0	0	0	0	0	0	29.33	35.38
04:00	0	1	6	32	61	37	17	6	4	0	1	0	0	0	0	0	0	0	0	29.47	32.37
05:00	0	5	26	80	120	87	35	9	2	1	0	0	0	0	0	0	0	0	0	28.56	33.95
06:00	2	18	81	188	271	135	45	15	2	1	0	0	0	0	0	0	0	0	0	27.10	32.00
07:00	11	50	251	404	535	180	35	3	2	3	0	0	0	0	0	0	0	0	0	24.95	29.88
08:00	17	127	353	882	805	155	18	1	0	0	0	0	0	0	0	0	0	0	0	23.71	27.94
09:00	7	40	222	691	875	190	24	2	1	0	0	0	0	0	0	0	0	0	0	25.00	29.01
10:00	6	31	187	587	832	192	20	4	0	0	0	0	0	0	0	0	0	0	0	25.20	29.15
11:00	4	28	137	640	842	263	30	4	2	0	0	0	0	0	0	0	0	0	0	25.73	29.80
12:00	4	12	176	694	999	264	36	4	1	0	0	0	0	0	0	0	0	0	0	25.82	29.52
13:00	4	24	149	749	1103	273	39	10	2	0	0	0	0	0	0	0	0	0	0	25.91	29.60
14:00	4	29	147	713	1028	270	32	10	0	0	0	0	0	0	0	0	0	0	0	25.92	29.60
15:00	13	41	198	937	1124	292	33	6	1	1	0	0	0	0	0	0	0	0	0	25.46	29.23
16:00	31	54	338	1058	1141	259	31	4	4	1	0	0	0	0	0	0	0	0	0	24.64	28.81
17:00	14	125	432	1093	1020	222	49	9	2	0	0	0	0	0	0	0	0	0	0	24.07	28.49
18:00	21	153	542	1113	955	189	22	4	0	0	0	0	0	0	0	0	0	0	0	23.36	27.93
19:00	12	69	295	904	916	281	42	7	0	3	1	0	1	0	0	0	0	0	0	24.90	29.25
20:00	8	34	174	596	914	309	37	5	1	1	0	0	1	1	0	0	0	0	0	25.92	29.98
21:00	0	21	110	465	687	216	43	9	3	0	1	0	0	0	0	0	0	0	0	26.31	30.19
22:00	1	10	131	444	592	161	33	14	1	1	0	0	0	0	0	0	0	0	0	25.79	29.48
23:00	4	15	71	330	444	185	45	12	4	3	2	0	0	0	0	0	0	0	0	26.74	31.04
07:00 - 19:00	136	714	3132	9561	11259	2749	369	61	15	5	0	0	0	0	0	0	0	0	0	24.83	29.18
06:00 - 22:00	158	856	3792	11714	14047	3690	536	97	21	10	2	0	2	1	0	0	0	0	0	25.02	29.37
06:00 - 00:00	163	881	3994	12488	15083	4036	614	123	26	14	4	0	2	1	0	0	0	0	0	25.36	29.75
00:00 - 00:00	165	894	4103	12900	15709	4446	771	164	49	19	5	1	2	1	0	0	0	0	0	25.51	29.92

Summary - 7 Day

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	7	25	132	413	412	184	52	16	3	1	1	0	0	0	0	0	0	0	0	26.24	30.88
01:00	1	11	47	159	248	163	54	8	4	2	0	1	0	0	0	0	0	0	0	28.29	32.20
02:00	1	6	19	73	165	110	46	6	14	2	0	0	0	0	0	0	0	0	0	29.44	32.56
03:00	0	3	19	75	125	72	42	9	6	1	0	0	0	0	0	0	0	0	0	28.85	32.31
04:00	0	1	11	56	114	79	32	9	9	1	1	1	0	0	0	0	0	0	0	29.69	35.09
05:00	0	8	39	118	180	160	51	16	5	3	0	0	0	0	0	0	0	0	0	28.90	33.91
06:00	2	20	103	240	373	197	68	28	6	1	1	1	0	0	0	0	0	0	0	27.96	32.76
07:00	11	55	271	454	674	299	85	14	8	5	0	0	0	0	0	0	0	0	0	26.85	31.61
08:00	21	140	379	962	1066	328	86	9	3	1	0	0	0	0	0	0	0	0	0	25.89	30.30
09:00	8	49	248	871	1388	429	69	11	2	0	0	0	0	0	0	0	0	0	0	26.19	30.15
10:00	7	37	234	897	1373	384	60	11	3	0	1	0	0	0	0	0	0	0	0	25.86	29.73
11:00	11	42	193	977	1354	425	48	11	3	1	1	0	0	0	0	0	0	0	0	25.91	29.93
12:00	8	25	265	1088	1609	396	61	8	1	0	1	0	0	0	0	0	0	0	0	25.81	29.50
13:00	16	52	249	1156	1666	429	62	16	2	0	0	0	0	0	0	0	0	0	0	25.80	29.63
14:00	13	42	241	1086	1502	436	67	12	0	0	0	0	0	0	0	0	0	0	0	25.90	29.79
15:00	17	61	253	1276	1635	446	61	10	1	2	0	0	0	0	0	0	0	0	0	25.72	29.51
16:00	33	63	392	1354	1678	443	46	6	4	1	0	0	0	0	0	0	0	0	0	25.26	29.31
17:00	16	134	474	1447	1470	366	68	13	4	0	2	0	0	0	0	0	0	0	0	24.78	29.05
18:00	25	159	612	1449	1377	327	53	13	0	1	0	0	0	0	0	0	0	0	0	24.34	28.72
19:00	16	95	371	1177	1388	435	61	14	1	4	2	0	1	0	0	0	0	0	0	25.36	29.60
20:00	8	38	227	835	1304	462	72	11	2	2	0	0	1	1	0	0	0	0	0	26.26	30.28
21:00	4	25	144	628	1031	349	57	19	5	0	1	0	0	0	0	0	0	0	0	26.60	30.33
22:00	2	10	154	633	835	257	52	21	3	1	0	1	0	0	0	0	0	0	0	26.21	29.98
23:00	4	24	113	447	669	286	72	16	9	5	2	0	0	0	0	0	0	0	0	26.91	31.11
07:00 - 19:00	186	859	3811	13017	16792	4708	766	134	31	11	5	0	0	0	0	0	0	0	0	25.72	30.01
06:00 - 22:00	216	1037	4656	15897	20888	6151	1024	206	45	18	9	1	2	1	0	0	0	0	0	25.85	30.20
06:00 - 00:00	222	1071	4923	16977	22392	6694	1148	243	57	24	11	2	2	1	0	0	0	0	0	26.01	30.39
00:00 - 00:00	231	1125	5190	17871	23636	7462	1425	307	98	34	13	4	2	1	0	0	0	0	0	26.10	30.61

Intelligent Data Collection Limited

Client: Atkins
Project Number: ID02396
Junction Number: Site 1-1
Flow from: Thurlow Gardens (E) **to:** Franklyn Gardens (W)
Direction B-A

Summary - 5 Day

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	1	12	77	154	136	72	17	13	4	0	0	0	0	1	0	0	0	0	0	25.88	30.58
01:00	0	5	18	59	57	35	16	7	1	1	1	0	0	0	0	0	0	0	0	27.15	31.35
02:00	0	3	17	35	39	30	12	6	4	2	0	0	0	0	0	0	0	0	0	28.29	36.90
03:00	0	2	29	40	39	25	15	5	6	0	0	0	1	0	0	0	0	0	0	26.84	29.20
04:00	2	2	30	61	100	64	26	5	2	1	0	0	0	0	0	0	0	0	0	27.68	31.79
05:00	5	13	52	130	221	151	74	19	10	3	0	0	0	0	0	0	0	0	0	28.42	34.56
06:00	0	4	75	349	522	370	89	14	4	2	1	0	0	0	0	0	0	0	0	28.03	32.65
07:00	2	15	183	846	915	313	46	10	1	1	0	0	0	0	0	0	0	0	0	25.86	29.95
08:00	23	71	507	1290	922	200	19	8	2	1	0	0	0	0	0	0	0	0	0	23.67	27.76
09:00	19	35	220	813	904	235	20	8	3	0	0	0	0	0	0	0	0	0	0	25.09	29.13
10:00	9	48	177	757	823	276	36	5	1	0	1	0	0	0	0	0	0	0	0	25.45	29.58
11:00	9	53	184	753	933	264	24	10	1	1	0	0	0	0	0	0	0	0	0	25.55	29.59
12:00	11	31	250	745	888	280	49	10	1	0	0	0	0	0	0	0	0	0	0	25.52	29.95
13:00	3	30	128	670	794	312	36	9	1	0	1	0	0	0	0	0	0	0	0	25.99	30.20
14:00	2	12	154	754	971	294	49	9	3	2	0	0	0	0	0	0	0	0	0	26.01	29.93
15:00	34	71	255	1009	955	277	31	3	3	0	1	0	0	0	0	0	0	0	0	24.63	28.70
16:00	21	58	269	835	860	240	38	12	1	2	0	0	0	0	0	0	0	0	0	24.85	29.13
17:00	11	64	283	895	889	237	38	8	2	0	1	0	0	0	0	0	0	0	0	24.73	29.09
18:00	5	31	305	968	803	218	42	13	3	1	0	1	0	0	0	0	0	0	0	24.68	28.99
19:00	10	29	186	780	761	255	46	8	5	3	1	0	0	1	0	0	0	0	0	25.50	29.96
20:00	5	9	102	470	689	316	57	18	6	1	0	0	0	0	0	0	0	0	0	26.91	31.27
21:00	1	7	55	346	548	224	49	14	5	1	0	0	0	0	0	0	0	0	0	27.15	31.32
22:00	1	16	89	382	539	214	60	12	3	2	0	1	0	0	0	0	0	0	0	26.62	31.39
23:00	0	13	75	276	299	166	50	16	4	1	0	0	2	0	0	0	0	0	0	26.96	31.66
07:00 - 19:00	149	519	2915	10335	10657	3146	428	105	22	8	4	1	0	0	0	0	0	0	0	25.00	29.47
06:00 - 22:00	165	568	3333	12280	13177	4311	669	159	42	15	6	1	0	1	0	0	0	0	0	25.46	29.97
06:00 - 00:00	166	597	3497	12938	14015	4691	779	187	49	18	6	2	2	1	0	0	0	0	0	25.79	30.47
00:00 - 00:00	174	634	3720	13417	14607	5068	939	242	76	25	7	2	3	2	0	0	0	0	0	25.88	30.65

Summary - 7 Day

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	3	25	170	328	311	144	37	22	7	0	0	0	0	1	0	0	0	0	0	25.63	30.44
01:00	1	13	61	129	144	91	37	14	2	2	1	0	0	0	0	0	0	0	0	27.05	32.23
02:00	0	7	36	75	98	69	27	13	5	4	1	0	0	0	0	0	0	0	0	28.07	33.56
03:00	0	8	53	82	87	57	29	8	7	1	0	1	1	0	0	0	0	0	0	26.87	31.96
04:00	4	5	38	96	143	100	41	10	2	2	0	0	0	0	0	0	0	0	0	27.73	32.40
05:00	9	16	72	186	272	209	101	28	13	4	0	0	0	0	0	0	0	0	0	28.33	34.55
06:00	3	5	93	426	625	464	122	30	9	2	2	0	0	0	0	0	0	0	0	28.48	33.30
07:00	5	21	203	915	1093	453	100	23	4	1	0	0	0	0	0	0	0	0	0	27.14	31.68
08:00	23	76	538	1458	1258	377	73	22	8	4	0	0	0	0	0	0	0	0	0	25.64	30.00
09:00	23	41	251	1035	1409	510	79	19	5	0	0	0	0	0	0	0	0	0	0	26.34	30.48
10:00	13	63	247	1102	1388	516	78	17	5	0	1	0	0	0	0	0	0	0	0	25.97	30.16
11:00	14	67	256	1109	1448	444	49	21	2	1	1	0	0	0	0	0	0	0	0	25.78	29.87
12:00	11	54	377	1194	1345	419	63	13	1	1	1	0	0	0	0	0	0	0	0	25.40	29.71
13:00	8	51	222	1037	1286	464	60	17	3	0	2	0	0	0	0	0	0	0	0	25.97	30.16
14:00	11	26	217	1104	1443	457	79	15	3	2	0	0	0	0	0	0	0	0	0	26.06	30.10
15:00	36	75	323	1332	1378	438	62	8	3	0	2	0	0	0	0	0	0	0	0	25.23	29.32
16:00	27	65	327	1131	1357	424	68	22	4	3	0	0	0	0	0	0	0	0	0	25.47	29.67
17:00	14	77	339	1192	1268	387	71	17	2	1	2	1	0	0	0	0	0	0	0	25.28	29.64
18:00	8	39	352	1273	1245	369	83	15	5	1	1	1	0	0	0	0	0	0	0	25.32	29.53
19:00	12	38	241	1041	1179	416	85	14	6	3	1	0	0	1	0	0	0	0	0	25.96	30.39
20:00	5	15	130	669	1092	477	85	29	10	2	1	1	0	0	0	0	0	0	0	27.12	31.25
21:00	1	10	82	507	817	345	79	23	7	2	1	0	0	0	0	0	0	0	0	27.35	31.68
22:00	2	19	119	538	794	334	84	19	6	2	0	1	0	0	0	0	0	0	0	26.86	31.52
23:00	0	16	100	393	484	259	72	22	9	3	0	0	2	0	0	0	0	0	0	27.13	31.82
07:00 - 19:00	193	655	3652	13882	15918	5258	865	209	45	14	10	2	0	0	0	0	0	0	0	25.80	30.35
06:00 - 22:00	214	723	4198	16525	19631	6960	1236	305	77	23	15	3	0	1	0	0	0	0	0	26.15	30.73
06:00 - 00:00	216	758	4417	17456	20909	7553	1392	346	92	28	15	4	2	1	0	0	0	0	0	26.30	31.00
00:00 - 00:00	233	832	4847	18352	21964	8223	1664	441	128	41	17	5	3	2	0	0	0	0	0	26.30	31.16

Intelligent Data Collection Limited
Redbridge ATCs

Client:	Atkins			
Project Number:	ID02396			
Site Number:	Site 1-2			
Week Commencing:	06/07/2015			
Road Name:	Forest Road			
Survey Type:	ATC			
Direction AB	**Flow from**	Starch House Ln (W)	**to:**	Forest Rd/ Fairlop Stn (E)
Direction BA	**Flow from**	Forest Rd/ Fairlop Stn (E)	**to**	Starch House Ln (W)

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	07/09/2015			
Prepared by	James Allam			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID02396			
File Ref	ID02396 - Redbridge-Site 1-2			

Issue Sheet

Issued to	08/09/2015			
Alex Pye	E-mail			

Intelligent Data - Automatic Traffic Count Output

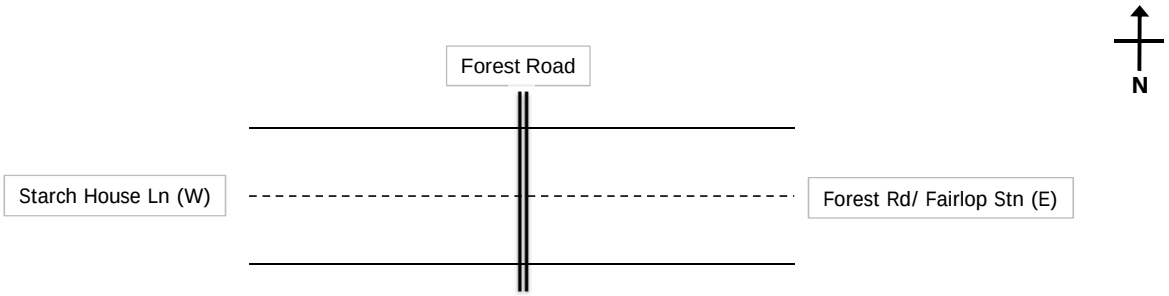
Road Name	Forest Road		
Direction AB	Starch House Ln (W)	**to:**	Forest Rd/ Fairlop Stn (E)
Direction BA	Forest Rd/ Fairlop Stn (E)	**to:**	Starch House Ln (W)

X Co-Ordinate	Y Co-Ordinate	ATC Start Date	ATC Finish Date	PSL
51.594736	0.088694	09/07/2015	19/07/2015	30

Link to location on Google Maps (CTRL+Click)

http://maps.google.co.uk/maps?hl=en&safe=off&q=51.594736,0.088694&cr=countryUK|countryGB&um=1&ie=UTF-8&sa=N&tab=wl

Site Map



Comments

Prepared by	James Allam	Checked by	Luke Martin	Project Director	Paul O'Neill

Intelligent Data Collection Limited

Client: Atkins
Project Number: ID02396
Junction Number: Site 1-2
Flow from: Starch House Ln (W) **to:** Forest Rd/ Fairlop Stn (E)
Direction A-B

Summary - 5 Day

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	1	0	1	23	94	156	103	36	12	6	2	1	0	0	0	0	0	0	0	34.03	39.21
01:00	0	0	0	10	31	64	69	42	9	7	3	4	0	0	0	1	0	0	0	36.60	40.82
02:00	0	0	1	4	20	52	45	17	10	3	4	0	1	0	0	1	0	0	0	36.64	39.40
03:00	0	0	0	2	14	34	48	30	12	2	3	0	0	0	0	0	0	0	0	37.70	48.30
04:00	1	0	4	5	17	63	70	58	17	11	2	0	1	0	0	0	0	0	0	37.11	42.64
05:00	0	4	5	9	42	314	425	154	46	21	6	0	0	0	0	0	0	0	0	37.05	41.71
06:00	1	18	35	165	1392	2126	593	81	17	3	1	0	1	0	0	0	0	0	0	31.70	35.09
07:00	74	209	548	1329	2261	927	86	8	1	0	0	0	0	0	0	0	0	0	0	25.60	29.69
08:00	972	1035	858	908	692	175	18	3	0	3	0	0	0	0	0	0	0	0	0	17.24	22.91
09:00	61	169	295	783	1608	778	100	9	2	0	0	0	0	0	0	0	0	0	0	26.39	30.54
10:00	6	16	68	437	1655	918	110	16	2	0	0	1	0	0	0	0	0	0	0	28.41	31.88
11:00	30	81	197	747	1614	658	80	8	1	0	0	0	0	0	0	0	0	0	0	26.54	30.36
12:00	4	43	152	722	1678	739	105	12	3	0	0	0	0	0	0	0	0	0	0	27.36	31.11
13:00	32	62	219	779	1703	624	90	11	0	0	0	0	0	0	0	0	0	0	0	26.67	30.38
14:00	111	150	129	481	1607	858	108	14	1	2	0	0	0	0	0	0	0	0	2	26.93	31.34
15:00	11	36	183	909	1779	747	83	10	2	0	2	0	0	0	0	0	0	0	0	26.83	30.72
16:00	228	228	298	982	1559	557	77	8	4	2	0	0	0	0	0	0	0	0	0	24.33	29.71
17:00	42	139	311	1445	2010	556	70	14	1	0	0	0	0	0	0	0	0	0	0	25.50	29.44
18:00	1	23	149	1257	1766	506	62	12	3	0	0	0	0	0	0	0	0	0	0	26.31	29.85
19:00	3	13	132	879	1485	580	81	7	4	1	0	0	0	0	0	0	0	0	0	26.92	30.62
20:00	3	12	65	532	1415	758	91	20	7	1	2	0	0	0	0	0	0	0	0	28.15	31.80
21:00	2	4	39	373	1235	753	145	25	0	1	0	0	0	0	0	0	1	0	0	28.98	32.46
22:00	0	7	10	219	768	642	159	25	6	4	1	0	0	0	0	0	0	0	0	29.85	33.73
23:00	1	2	4	76	335	418	181	55	11	5	4	3	1	2	0	0	0	0	0	32.35	36.83
07:00 - 19:00	1572	2191	3407	10779	19932	8043	989	125	20	7	2	1	0	0	0	0	0	0	2	25.43	30.53
06:00 - 22:00	1581	2238	3678	12728	25459	12260	1899	258	48	13	5	1	1	0	0	0	1	0	2	26.22	31.18
06:00 - 00:00	1582	2247	3692	13023	26562	13320	2239	338	65	22	10	4	2	2	0	0	1	0	2	27.37	32.41
00:00 - 00:00	1584	2251	3703	13076	26780	14003	2999	675	171	72	30	9	4	2	0	2	1	0	2	27.93	32.93

Summary - 7 Day

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	3	3	10	93	371	416	215	59	21	9	5	1	0	0	0	0	0	0	0	32.91	37.86
01:00	0	0	5	29	150	239	155	78	12	9	4	5	1	0	0	1	0	0	0	35.08	38.79
02:00	0	1	3	9	76	154	112	39	25	4	4	1	1	0	0	1	0	0	0	35.63	38.77
03:00	0	0	2	4	35	71	93	52	20	7	4	0	0	0	0	0	0	0	0	37.04	43.15
04:00	1	2	5	7	38	103	107	86	19	19	5	0	1	0	0	0	0	0	0	36.85	41.32
05:00	1	6	7	9	61	400	522	199	62	27	10	0	0	1	1	0	0	0	0	37.07	41.95
06:00	1	19	38	169	1434	2330	755	147	41	9	1	1	3	0	0	0	0	0	0	33.50	37.45
07:00	74	211	548	1336	2421	1318	281	78	20	2	1	2	0	0	0	0	0	0	0	29.02	33.14
08:00	972	1039	875	972	1130	687	214	25	4	6	4	0	0	0	0	0	0	0	0	22.91	27.86
09:00	65	177	318	968	2381	1433	258	30	3	1	0	2	0	0	0	0	0	0	0	27.75	31.72
10:00	8	31	134	898	2916	1427	182	23	5	1	0	1	0	0	0	0	0	0	0	28.11	31.56
11:00	34	94	265	1305	2627	1026	127	15	2	2	1	0	0	0	0	0	0	0	0	26.66	30.41
12:00	324	240	386	1560	2394	853	127	14	4	0	1	0	0	0	0	0	0	0	1	25.40	29.67
13:00	50	92	456	1698	2477	778	109	12	0	0	0	0	0	0	0	0	0	0	0	25.94	29.73
14:00	121	199	277	1106	2553	1100	138	18	1	4	0	0	0	0	0	0	0	0	2	26.50	30.78
15:00	11	44	270	1430	2847	1026	121	15	4	1	2	0	0	0	0	0	0	0	0	26.79	30.44
16:00	228	247	423	1579	2587	859	111	11	7	2	2	0	0	0	0	0	0	0	0	25.02	29.83
17:00	46	149	373	1955	3047	943	119	21	2	0	0	0	0	0	0	0	0	0	0	26.05	29.83
18:00	2	33	215	1790	2764	854	106	17	3	1	0	0	0	0	0	0	0	0	0	26.52	30.01
19:00	4	21	204	1330	2497	950	126	15	7	1	0	0	0	0	0	0	0	0	0	27.07	30.66
20:00	3	17	109	991	2160	1069	145	34	9	1	2	0	0	0	0	0	0	0	0	27.94	31.61
21:00	4	5	68	718	1835	1007	179	35	3	2	0	0	0	0	0	0	1	0	0	28.59	32.12
22:00	0	9	14	338	1171	905	218	37	9	4	2	1	0	0	0	0	0	0	0	29.68	33.51
23:00	1	4	14	159	591	666	263	74	17	8	4	3	2	2	0	0	0	0	0	31.86	36.27
07:00 - 19:00	1935	2556	4540	16597	30144	12304	1893	279	55	20	11	5	0	0	0	0	0	0	3	26.23	31.14
06:00 - 22:00	1947	2618	4959	19805	38070	17660	3098	510	115	33	14	6	3	0	0	0	1	0	3	26.82	31.59
06:00 - 00:00	1948	2631	4987	20302	39832	19231	3579	621	141	45	20	10	5	2	0	0	1	0	3	27.55	32.39
00:00 - 00:00	1953	2643	5019	20453	40563	20614	4783	1134	300	120	52	17	8	3	1	2	1	0	3	28.06	32.98

Intelligent Data Collection Limited

Client: Atkins
Project Number: ID02396
Junction Number: Site 1-2
Flow from: Forest Rd/ Fairlop Stn (**to:** Starch House Ln (W)
Direction B-A

Summary - 5 Day

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	3	11	91	150	103	53	18	2	1	0	1	0	0	0	0	0	0	34.28	39.30
01:00	0	0	0	1	41	52	50	19	16	5	0	3	0	0	0	0	0	0	0	36.13	39.70
02:00	0	0	0	2	24	49	35	19	10	3	0	0	0	0	0	0	1	0	0	36.06	-
03:00	0	0	0	2	18	38	35	22	12	3	2	0	0	0	0	0	0	0	0	36.92	40.90
04:00	0	1	1	4	31	55	61	45	20	5	0	0	0	0	0	0	0	0	0	36.70	43.78
05:00	2	7	4	25	91	175	164	81	30	3	4	3	1	0	0	0	0	0	0	35.38	41.49
06:00	6	12	8	61	347	533	318	80	15	5	0	0	1	0	0	0	0	0	0	32.62	37.55
07:00	5	27	101	747	1238	758	157	23	5	0	0	0	0	0	0	0	0	0	0	27.96	32.09
08:00	7	34	235	1095	1472	500	84	14	2	1	0	0	0	0	0	0	0	0	0	25.94	29.86
09:00	7	33	80	678	1673	866	192	27	5	1	0	0	0	0	0	0	0	0	0	28.14	32.15
10:00	7	20	93	445	1554	925	219	39	6	0	0	0	0	0	2	0	0	0	0	28.78	32.93
11:00	7	52	104	521	1491	898	184	30	11	1	0	1	1	0	0	0	0	0	0	28.28	32.35
12:00	7	37	78	529	1548	941	212	42	4	1	0	1	0	0	0	0	0	0	0	28.62	32.67
13:00	24	36	85	593	1667	888	185	37	9	2	3	1	0	0	0	0	0	0	0	28.26	32.42
14:00	49	34	112	553	1584	1071	255	56	8	1	0	3	0	0	0	0	0	0	0	28.49	32.94
15:00	8	14	135	858	1715	1073	251	37	6	2	0	0	0	0	0	0	0	0	0	28.27	32.63
16:00	20	80	424	1470	2137	755	132	18	7	1	0	0	0	0	0	0	0	0	0	25.95	30.31
17:00	9	69	319	1570	2316	826	112	18	0	0	0	0	0	0	0	0	0	0	0	26.28	30.29
18:00	17	96	336	1251	1865	751	99	14	4	0	0	1	0	0	0	0	0	0	0	26.18	30.51
19:00	11	51	211	990	1633	767	142	23	4	4	0	1	0	0	0	0	0	0	0	26.96	31.34
20:00	2	16	54	477	1304	723	197	41	12	6	2	0	0	0	0	0	0	0	0	28.83	33.19
21:00	3	5	14	212	733	609	214	54	18	3	3	0	0	0	0	0	0	0	0	30.43	34.91
22:00	0	0	10	123	464	472	188	60	20	4	1	1	0	0	0	0	0	0	0	31.37	35.99
23:00	1	1	2	35	259	381	174	73	19	7	3	4	1	0	0	0	0	0	0	33.28	38.43
07:00 - 19:00	167	532	2102	10310	20260	10252	2082	355	67	10	3	7	1	0	2	0	0	0	0	27.42	31.97
06:00 - 22:00	189	616	2389	12050	24277	12884	2953	553	116	28	8	8	2	0	2	0	0	0	0	27.72	32.33
06:00 - 00:00	190	617	2401	12208	25000	13737	3315	686	155	39	12	13	3	0	2	0	0	0	0	28.59	33.41
00:00 - 00:00	192	625	2409	12253	25296	14256	3763	925	261	60	19	19	5	0	2	0	1	0	0	29.03	33.79

Summary - 7 Day

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	11	69	265	403	216	90	28	7	3	3	1	0	0	0	0	0	0	33.45	38.41
01:00	0	1	0	14	106	169	148	59	28	13	4	3	0	0	0	0	0	0	0	35.81	40.29
02:00	0	0	2	8	62	127	85	56	20	8	5	0	1	0	0	0	1	0	0	35.98	42.19
03:00	0	0	1	8	34	81	73	47	21	6	2	0	1	0	0	0	0	1	0	36.77	42.48
04:00	0	1	2	8	36	82	92	70	30	7	2	0	0	0	0	0	0	0	0	37.04	43.82
05:00	2	7	5	31	123	247	229	119	50	8	4	3	1	0	0	0	1	0	0	35.78	41.52
06:00	6	15	17	70	388	668	434	136	36	9	1	1	2	0	0	0	0	0	0	33.75	39.01
07:00	5	31	107	772	1387	1020	330	96	16	6	1	0	0	0	0	0	0	0	0	30.26	34.78
08:00	23	78	273	1230	2018	1058	320	69	15	5	0	0	0	0	0	0	0	0	0	27.86	32.24
09:00	22	68	143	1056	2678	1538	378	62	12	5	1	0	0	0	0	0	0	0	0	28.51	32.69
10:00	8	38	203	920	2786	1671	343	58	15	0	0	0	0	0	2	0	0	0	0	28.51	32.60
11:00	8	56	198	962	2554	1402	283	41	12	1	0	1	1	0	0	0	0	0	0	28.11	32.14
12:00	13	90	294	1308	2559	1214	269	48	4	1	0	1	0	0	0	0	0	0	0	27.52	31.56
13:00	100	171	272	1316	2619	1217	233	41	10	2	3	1	1	0	0	0	0	0	0	27.13	31.45
14:00	52	58	194	986	2553	1555	343	73	12	3	0	3	0	0	0	0	0	0	0	28.21	32.58
15:00	10	36	223	1255	2582	1501	350	52	16	2	1	0	1	0	0	0	0	0	0	28.13	32.50
16:00	26	91	461	1804	2981	1285	245	40	11	1	0	0	0	0	0	0	0	0	0	26.81	31.11
17:00	15	80	342	1792	3096	1378	248	47	6	0	0	0	0	0	0	0	0	0	0	27.27	31.31
18:00	19	102	355	1486	2531	1228	212	42	11	0	0	1	0	0	0	0	0	0	0	27.30	31.50
19:00	11	55	242	1173	2185	1201	253	42	10	6	1	1	0	0	0	0	0	0	0	27.81	32.19
20:00	2	20	74	593	1741	1094	300	74	19	12	4	0	0	0	0	0	0	0	0	29.29	33.62
21:00	3	6	18	339	1103	916	299	74	26	5	4	0	0	0	0	0	0	0	0	30.32	34.70
22:00	0	1	14	179	710	712	291	79	28	7	1	1	0	0	0	0	0	0	0	31.32	35.88
23:00	6	4	6	80	421	604	282	109	23	9	4	4	2	0	0	0	0	0	0	32.89	38.11
07:00 - 19:00	301	899	3065	14887	30344	16067	3554	669	140	26	6	7	3	0	2	0	0	0	0	27.82	32.44
06:00 - 22:00	323	995	3416	17062	35761	19946	4840	995	231	58	16	9	5	0	2	0	0	0	0	28.13	32.82
06:00 - 00:00	329	1000	3436	17321	36892	21262	5413	1183	282	74	21	14	7	0	2	0	0	0	0	28.68	33.53
00:00 - 00:00	331	1009	3457	17459	37518	22371	6256	1624	459	123	41	23	11	0	2	0	2	1	0	29.12	34.01

Intelligent Data Collection Limited
Redbridge ATCs

Client:	Atkins			
Project Number:	ID02396			
Site Number:	Site 1-3			
Week Commencing:	06/07/2015			
Road Name:	A123 High Street			
Survey Type:	ATC			
Direction AB	**Flow from**	Virginia Gardens (S)	**to:**	Fairlop Rd (N)
Direction BA	**Flow from**	Fairlop Rd (N)	**to**	Virginia Gardens (S)

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	07/09/2015			
Prepared by	James Allam			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID02396			
File Ref	ID02396 - Redbridge - Site 1-3			

Issue Sheet

Issued to	08/09/2015			
Alex Pye	E-mail			

Intelligent Data - Automatic Traffic Count Output

Road Name	A123 High Street		
Direction AB	Virginia Gardens (S)	**to:**	Fairlop Rd (N)
Direction BA	Fairlop Rd (N)	**to:**	Virginia Gardens (S)

X Co-Ordinate	Y Co-Ordinate	ATC Start Date	ATC Finish Date	PSL
51.592297	0.083791	10/07/2015	19/07/2015	30

Link to location on Google Maps (CTRL+Click)

http://maps.google.co.uk/maps?hl=en&safe=off&q=51.592297,0.083791&cr=countryUK|countryGB&um=1&ie=UTF-8&sa=N&tab=wl

Site Map

Comments

Prepared by	James Allam	Checked by	Luke Martin	Project Director	Paul O'Neill

Intelligent Data Collection Limited

Client: Atkins
Project Number: ID02396
Junction Number: Site 1-3
Flow from: Virginia Gardens (S) **to:** Fairlop Rd (N)
Direction A-B

Summary - 5 Day

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	8	22	40	163	205	108	35	8	4	0	0	0	0	0	0	0	0	0	0	26.73	31.83
01:00	2	7	17	58	118	75	39	12	3	1	1	2	0	0	0	0	0	0	0	28.53	34.32
02:00	0	2	8	31	70	71	35	11	5	0	0	0	0	0	0	0	0	0	0	30.59	33.05
03:00	0	0	12	36	76	56	33	7	2	0	0	0	0	0	0	0	0	0	0	29.69	33.43
04:00	1	1	8	48	101	136	62	13	3	1	0	0	0	0	0	0	0	0	0	30.88	35.86
05:00	5	18	17	92	298	474	264	68	13	0	0	0	0	0	0	0	0	0	0	31.75	36.69
06:00	11	44	190	734	1715	1102	202	37	3	2	0	0	0	0	0	0	0	0	0	28.13	32.43
07:00	64	276	736	1586	1390	283	41	8	1	0	0	0	0	0	0	0	0	0	0	23.25	27.86
08:00	569	1183	1121	844	254	32	1	0	1	0	1	0	0	0	0	0	0	0	0	16.43	21.11
09:00	1004	1441	726	226	42	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12.89	17.08
10:00	1040	1256	508	182	20	4	7	0	0	0	2	0	0	0	0	0	0	0	0	12.48	16.09
11:00	1044	1309	506	190	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.19	15.82
12:00	1118	1381	472	126	22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.90	15.75
13:00	1003	1285	453	119	17	2	0	0	0	1	0	0	0	0	0	0	0	0	0	12.03	15.67
14:00	1017	1295	514	154	28	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.31	16.24
15:00	1059	1462	565	143	21	5	0	1	0	3	1	0	0	0	0	0	0	0	0	12.36	16.29
16:00	1274	1315	436	147	22	1	0	0	0	1	0	0	0	0	0	0	0	0	0	11.70	15.46
17:00	718	1340	919	422	101	6	0	0	3	0	0	0	0	0	0	0	0	0	0	14.67	19.40
18:00	365	933	1064	734	169	16	10	0	0	0	0	0	0	0	0	0	0	0	0	16.80	22.16
19:00	252	751	1032	871	195	29	4	1	0	0	0	0	0	0	0	0	0	0	0	17.78	22.58
20:00	119	400	1038	1116	317	41	11	2	1	0	0	0	0	0	0	0	0	0	0	19.67	24.13
21:00	53	167	492	903	563	115	13	12	3	0	0	0	0	0	0	0	0	0	0	22.51	27.09
22:00	32	112	350	710	494	124	22	7	1	0	0	1	0	0	0	0	0	0	0	23.03	27.83
23:00	17	83	180	478	480	140	31	4	4	0	0	0	0	0	0	0	0	0	0	24.40	29.60
07:00 - 19:00	10275	14476	8020	4873	2102	354	59	9	5	5	4	0	0	0	0	0	0	0	0	14.32	20.57
06:00 - 22:00	10710	15838	10772	8497	4892	1641	289	61	12	7	4	0	0	0	0	0	0	0	0	16.18	23.52
06:00 - 00:00	10759	16033	11302	9685	5866	1905	342	72	17	7	4	1	0	0	0	0	0	0	0	16.68	24.28
00:00 - 00:00	10775	16083	11404	10113	6734	2825	810	191	47	9	5	3	0	0	0	0	0	0	0	17.80	25.62

Summary - 7 Day

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	19	54	157	432	512	229	63	13	7	0	0	1	0	0	0	0	0	0	0	26.03	31.12
01:00	8	24	52	180	348	189	62	20	7	1	3	2	0	1	0	0	0	0	0	27.99	33.13
02:00	3	9	15	85	210	181	70	23	6	1	0	0	0	0	0	0	0	0	0	30.10	33.83
03:00	2	2	18	82	155	122	56	14	4	1	0	0	0	0	0	0	0	0	0	29.46	33.73
04:00	1	4	20	84	182	200	96	19	5	1	0	0	0	0	0	0	0	0	0	30.19	35.21
05:00	5	30	34	131	392	593	312	89	17	1	0	1	2	0	0	0	0	0	0	31.24	36.47
06:00	13	53	222	805	1925	1317	274	53	6	7	1	0	0	0	0	0	0	0	0	28.73	33.17
07:00	70	302	785	1779	1727	499	92	19	2	0	0	0	0	0	0	0	0	0	0	24.94	29.73
08:00	589	1280	1331	1293	676	166	30	1	1	0	1	0	0	0	0	0	0	0	0	19.43	24.25
09:00	1138	1915	1135	835	283	43	7	1	0	1	0	0	0	0	0	0	0	0	0	15.44	19.97
10:00	1582	2019	923	538	119	21	9	0	0	4	2	0	0	1	0	0	0	0	0	13.33	17.08
11:00	1743	1952	729	271	34	1	1	0	0	0	0	0	0	0	0	0	0	0	0	11.85	15.36
12:00	1923	2060	626	175	27	2	0	0	0	0	1	0	0	0	0	0	0	0	0	11.51	15.07
13:00	1722	2035	725	171	20	2	0	0	0	1	0	0	0	0	0	0	0	0	0	11.88	15.58
14:00	1460	2008	866	292	61	5	0	0	0	0	0	0	0	0	0	0	0	0	0	12.66	16.86
15:00	1308	2093	1048	368	67	13	1	1	0	5	1	0	0	0	0	0	0	0	0	13.29	17.46
16:00	1512	2024	926	412	61	7	0	0	0	1	0	0	0	0	0	0	0	0	0	12.83	17.02
17:00	912	1791	1507	803	175	14	0	3	3	0	0	0	0	0	0	0	0	0	0	15.30	20.12
18:00	562	1461	1722	1071	276	23	13	0	0	0	0	0	0	0	0	0	0	0	0	16.73	21.99
19:00	360	1143	1651	1456	328	43	7	2	0	0	0	0	0	0	0	0	0	0	0	17.96	22.78
20:00	192	683	1594	1688	478	59	14	3	1	0	0	0	0	0	0	0	0	0	0	19.49	24.03
21:00	79	277	895	1435	774	156	18	14	3	0	0	0	0	0	0	0	0	0	0	22.07	26.59
22:00	49	172	534	1060	728	185	32	12	1	0	0	1	0	0	0	0	0	0	0	22.95	27.87
23:00	41	150	380	762	692	209	52	7	5	1	0	2	0	0	0	0	0	0	0	23.91	29.18
07:00 - 19:00	14521	20940	12323	8008	3526	796	153	25	6	12	5	0	0	1	0	0	0	0	0	15.23	21.67
06:00 - 22:00	15165	23096	16685	13392	7031	2371	466	97	16	19	6	0	0	1	0	0	0	0	0	16.74	23.93
06:00 - 00:00	15255	23418	17599	15214	8451	2765	550	116	22	20	6	3	0	1	0	0	0	0	0	17.17	24.57
00:00 - 00:00	15293	23541	17895	16208	10250	4279	1209	294	68	25	9	7	2	2	0	0	0	0	0	18.24	25.98

Intelligent Data Collection Limited

Client: Atkins
Project Number: ID02396
Junction Number: Site 1-3
Flow from: Fairlop Rd (N) **to:** Virginia Gardens (S)
Direction B-A

Summary - 5 Day

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	13	14	42	159	243	101	28	11	3	2	0	0	0	0	0	0	0	0	0	26.62	31.31
01:00	2	6	17	62	156	136	45	12	3	2	0	0	0	0	0	0	0	0	0	29.21	34.44
02:00	2	6	6	43	110	67	29	8	4	2	2	2	0	0	0	1	0	0	0	29.90	34.14
03:00	2	6	6	25	91	59	29	8	3	1	0	1	0	0	0	0	0	0	0	29.82	33.65
04:00	3	3	4	35	103	107	52	22	3	0	0	0	0	0	0	0	0	0	0	30.76	35.35
05:00	3	10	18	90	196	152	48	13	0	1	1	0	0	0	0	0	0	0	0	28.80	33.69
06:00	7	9	19	172	420	236	56	12	3	1	0	0	0	0	0	0	0	0	0	28.39	32.46
07:00	21	88	216	727	738	144	21	5	1	2	0	0	0	0	0	0	0	0	0	24.49	28.53
08:00	49	257	685	979	388	46	6	2	1	0	0	0	2	0	0	0	0	0	0	20.59	24.98
09:00	81	532	996	462	40	5	0	0	0	0	0	0	0	0	0	0	0	0	0	16.95	20.70
10:00	100	546	1009	370	60	3	2	0	0	0	0	0	0	0	0	0	0	0	0	16.70	20.77
11:00	101	718	971	350	45	3	2	0	0	0	0	0	0	0	0	0	0	0	0	16.23	20.24
12:00	140	786	1023	337	62	6	0	0	0	0	0	0	0	0	0	0	0	0	0	16.11	20.23
13:00	198	833	1031	308	49	5	1	0	0	0	0	0	0	0	0	0	0	0	0	15.63	19.79
14:00	222	802	1091	367	59	8	2	2	0	2	0	2	0	0	0	0	0	0	0	15.99	19.96
15:00	177	757	1204	445	76	8	4	0	0	0	0	0	0	0	0	0	0	0	0	16.43	20.26
16:00	262	969	1146	394	45	11	0	0	0	0	0	0	0	0	0	0	0	0	0	15.62	19.50
17:00	124	796	1436	710	160	21	5	0	0	0	0	0	0	0	0	0	0	0	0	17.46	21.76
18:00	174	719	1368	863	230	26	4	0	0	1	0	0	0	0	0	0	0	0	0	17.89	22.52
19:00	131	659	1218	1020	263	40	6	0	2	0	0	0	0	0	0	0	0	0	0	18.62	23.40
20:00	81	478	862	1152	388	47	18	0	2	2	0	0	0	0	0	0	0	0	0	20.00	24.63
21:00	64	222	475	948	476	81	7	2	0	1	0	0	0	0	0	0	0	0	0	21.61	26.39
22:00	42	158	385	757	435	106	13	1	1	0	0	0	0	0	0	0	0	0	0	22.48	27.12
23:00	18	70	187	509	462	121	29	6	3	0	1	0	0	0	0	0	0	0	0	24.23	29.00
07:00 - 19:00	1649	7803	12176	6312	1952	286	47	9	2	5	0	2	2	0	0	0	0	0	0	17.43	22.30
06:00 - 22:00	1932	9171	14750	9604	3499	690	134	23	9	9	0	2	2	0	0	0	0	0	0	18.27	23.50
06:00 - 00:00	1992	9399	15322	10870	4396	917	176	30	13	9	1	2	2	0	0	0	0	0	0	18.65	24.12
00:00 - 00:00	2017	9444	15415	11284	5295	1539	407	104	29	17	4	5	2	0	0	1	0	0	0	19.57	25.22

Summary - 7 Day

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	27	52	149	457	538	192	45	15	5	3	0	0	0	0	0	0	0	0	0	25.66	30.38
01:00	6	22	47	197	425	267	79	21	4	4	0	0	0	0	0	0	0	0	0	28.50	33.43
02:00	4	13	12	104	268	186	72	21	7	3	2	2	0	0	0	1	0	0	0	29.78	34.49
03:00	2	15	18	75	194	121	58	16	3	1	1	2	0	0	0	0	0	0	0	29.31	33.59
04:00	3	5	8	71	167	170	78	32	6	0	0	0	0	0	0	0	0	0	0	30.51	35.04
05:00	5	13	23	140	293	238	72	22	4	1	1	0	0	0	0	0	0	0	0	28.97	33.80
06:00	8	16	30	224	568	352	100	17	7	2	0	0	0	0	0	0	0	0	0	28.75	33.09
07:00	25	98	236	863	987	283	51	12	1	2	0	0	0	0	0	0	0	0	0	25.76	29.89
08:00	60	314	833	1364	789	147	26	6	1	0	1	0	2	0	0	0	0	0	0	22.13	26.57
09:00	103	652	1389	1025	316	56	9	1	0	0	0	0	0	0	0	0	0	0	0	18.78	22.77
10:00	157	900	1524	783	238	29	9	1	2	0	0	0	0	0	0	0	0	0	0	17.45	21.69
11:00	165	1010	1536	588	117	12	3	0	0	0	0	0	1	0	0	0	0	0	0	16.54	20.59
12:00	205	1219	1668	509	95	7	0	0	0	0	0	0	0	0	0	0	0	0	0	16.03	20.03
13:00	303	1327	1598	516	70	7	1	1	3	0	0	0	0	0	0	0	0	0	0	15.69	19.80
14:00	280	1136	1781	626	105	17	5	3	0	2	0	2	0	0	0	0	0	0	0	16.41	20.31
15:00	242	1057	1785	775	154	18	5	1	0	0	0	0	0	0	0	0	0	0	0	16.87	20.96
16:00	333	1319	1748	761	114	26	2	0	0	0	0	0	0	0	0	0	0	0	0	16.28	20.32
17:00	165	1054	2062	1175	276	40	6	0	0	0	0	0	0	0	0	0	0	0	0	17.91	22.23
18:00	232	978	1870	1255	381	50	6	2	0	1	0	0	0	0	0	0	0	0	0	18.15	23.07
19:00	180	926	1637	1464	445	65	7	0	2	0	0	0	0	0	0	0	0	0	0	18.91	23.84
20:00	135	681	1268	1605	566	74	25	1	2	2	0	0	0	0	0	0	0	0	0	19.91	24.77
21:00	102	333	725	1397	696	125	11	2	1	1	0	0	0	0	0	0	0	0	0	21.53	26.29
22:00	52	216	575	1152	709	157	27	5	2	0	0	0	0	0	0	0	0	0	0	22.69	27.24
23:00	41	119	329	840	691	178	44	9	4	0	1	0	0	0	0	0	0	0	0	23.93	28.74
07:00 - 19:00	2270	11064	18030	10240	3642	692	123	27	7	5	1	2	3	0	0	0	0	0	0	18.27	23.45
06:00 - 22:00	2695	13020	21690	14930	5917	1308	266	47	19	10	1	2	3	0	0	0	0	0	0	18.98	24.42
06:00 - 00:00	2788	13355	22594	16922	7317	1643	337	61	25	10	2	2	3	0	0	0	0	0	0	19.32	24.91
00:00 - 00:00	2835	13475	22851	17966	9202	2817	741	188	54	22	6	6	3	0	0	1	0	0	0	20.22	26.09

Intelligent Data Collection Limited
Redbridge ATCs

Client:	Atkins			
Project Number:	ID02396			
Site Number:	Site 1-4			
Week Commencing:	06/07/2015			
Road Name:	A123 Fencepiece Road			
Survey Type:	ATC			
Direction AB	**Flow from**	Fairlop Gardens (S)	**to:**	Cleves Walk (N)
Direction BA	**Flow from**	Cleves Walk (N)	**to**	Fairlop Gardens (S)

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	07/09/2015			
Prepared by	James Allam			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID02396			
File Ref	ID02396 - Redbridge - Site 1-4			

Issue Sheet

Issued to	08/09/2015			
Alex Pye	E-mail			

Intelligent Data - Automatic Traffic Count Output

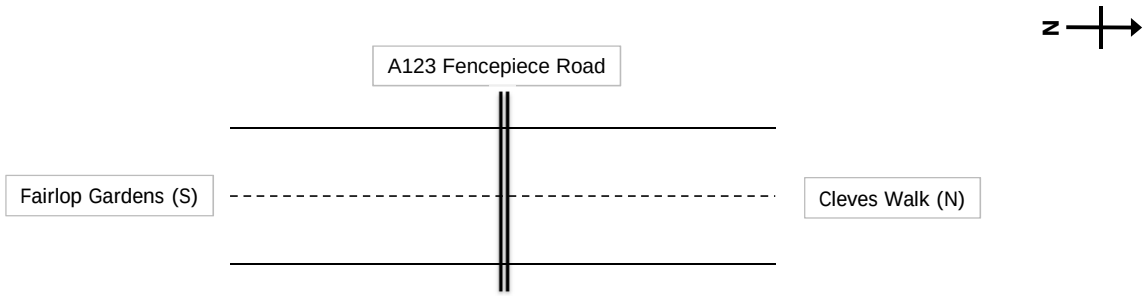
Road Name	A123 Fencepiece Road		
Direction AB	Fairlop Gardens (S)	**to:**	Cleves Walk (N)
Direction BA	Cleves Walk (N)	**to:**	Fairlop Gardens (S)

X Co-Ordinate	Y Co-Ordinate	ATC Start Date	ATC Finish Date	PSL
51.601348	0.08434	10/07/2015	19/07/2015	30

Link to location on Google Maps (CTRL+Click)

http://maps.google.co.uk/maps?hl=en&safe=off&q=51.601348,0.08434&cr=countryUK|countryGB&um=1&ie=UTF-8&sa=N&tab=wl

Site Map



Comments

Prepared by	James Allam	Checked by	Luke Martin	Project Director	Paul O'Neill

Intelligent Data Collection Limited

Client: Atkins
Project Number: ID02396
Junction Number: Site 1-4
Flow from: Fairlop Gardens (S) **to:** Cleves Walk (N)
Direction A-B

Summary - 5 Day

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	3	13	95	226	108	37	9	3	1	0	0	1	0	0	0	0	0	0	28.73	32.65
01:00	0	0	7	39	115	69	17	5	4	1	1	0	0	0	0	0	0	0	0	29.43	32.47
02:00	0	1	6	25	73	54	22	4	3	0	0	0	0	0	0	0	0	0	0	29.37	34.13
03:00	0	3	7	37	86	43	16	3	0	0	1	0	0	0	0	0	0	0	0	28.87	31.15
04:00	0	2	10	46	139	55	21	5	2	0	0	0	0	0	0	0	0	0	0	28.33	31.69
05:00	1	7	23	110	365	210	73	11	3	0	0	0	0	0	0	0	0	0	0	28.84	33.36
06:00	1	6	74	330	859	342	66	21	4	0	0	0	0	0	0	0	0	0	0	27.68	31.81
07:00	16	102	619	1542	1351	294	47	5	0	1	0	1	0	0	0	0	0	0	0	24.28	28.47
08:00	89	561	1373	1858	688	101	8	2	4	1	0	0	1	0	0	0	0	0	0	20.56	25.10
09:00	73	312	1096	1679	810	121	15	3	1	0	0	0	0	0	0	0	0	0	0	21.62	26.09
10:00	22	153	793	1495	932	165	21	4	0	0	0	0	0	0	0	0	0	0	0	22.83	27.16
11:00	34	206	811	1624	858	137	18	3	1	0	0	0	0	0	0	0	0	0	0	22.46	26.79
12:00	28	219	877	1480	833	118	7	1	3	0	3	0	0	0	0	0	0	0	0	22.10	26.31
13:00	26	144	760	1475	793	131	13	1	1	0	0	0	0	0	0	0	0	0	0	22.55	26.62
14:00	25	176	822	1391	848	138	5	1	0	0	0	0	0	0	0	0	0	0	0	22.35	26.70
15:00	68	406	1128	1489	643	78	13	0	0	0	0	0	0	0	0	0	0	0	0	20.82	25.51
16:00	51	213	844	1371	732	104	18	3	1	0	0	0	0	0	0	0	0	0	0	21.97	26.41
17:00	28	191	788	1628	766	129	20	5	2	0	0	0	0	0	0	0	0	0	0	22.30	26.38
18:00	31	241	846	1382	725	119	8	3	1	0	0	0	0	0	0	0	0	0	0	21.96	26.20
19:00	16	151	714	1432	904	165	28	5	2	0	1	0	0	0	0	0	0	0	0	23.00	27.20
20:00	5	41	309	1062	1077	248	40	9	2	0	0	0	0	0	0	0	0	0	0	24.92	28.73
21:00	6	17	174	603	823	254	57	12	5	0	0	0	1	0	0	0	0	0	0	26.13	30.28
22:00	4	17	149	637	841	256	58	10	3	2	0	0	0	0	0	0	0	0	0	26.08	30.23
23:00	0	7	82	285	580	262	59	10	4	0	0	0	0	0	0	0	0	0	0	27.42	32.04
07:00 - 19:00	491	2924	10757	18414	9979	1635	193	31	14	2	3	1	1	0	0	0	0	0	0	22.10	26.57
06:00 - 22:00	519	3139	12028	21841	13642	2644	384	78	27	2	4	1	2	0	0	0	0	0	0	22.63	27.23
06:00 - 00:00	523	3163	12259	22763	15063	3162	501	98	34	4	4	1	2	0	0	0	0	0	0	22.88	27.57
00:00 - 00:00	524	3179	12325	23115	16067	3701	687	135	49	6	6	1	3	0	0	0	0	0	0	23.32	27.95

Summary - 7 Day

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	6	50	266	613	293	72	22	7	3	1	0	1	0	0	0	0	0	0	28.35	32.28
01:00	0	2	19	120	282	218	64	17	7	4	1	0	0	0	0	0	0	0	0	29.47	33.39
02:00	0	3	21	79	190	165	61	16	7	0	0	0	0	0	0	0	0	0	0	29.52	34.41
03:00	0	5	17	78	163	112	51	10	5	0	1	1	0	0	0	0	0	0	0	29.31	34.53
04:00	1	2	13	82	226	103	51	9	5	0	0	0	0	0	0	0	0	0	0	28.71	33.51
05:00	4	8	33	161	482	288	105	18	3	1	0	0	0	0	0	0	0	0	0	28.80	33.62
06:00	1	11	100	417	1047	441	100	27	4	0	1	0	0	0	0	0	0	0	0	27.87	32.06
07:00	16	107	680	1706	1692	447	68	9	2	1	0	1	0	0	0	0	0	0	0	25.36	29.45
08:00	89	564	1485	2275	1313	295	39	5	5	1	0	0	1	0	0	0	0	0	0	22.92	27.26
09:00	80	346	1339	2480	1640	287	36	4	1	0	0	0	0	0	0	0	0	0	0	22.94	27.11
10:00	42	286	1215	2500	1697	301	34	6	0	0	0	0	0	0	0	0	0	0	0	23.00	27.29
11:00	63	344	1295	2594	1459	239	35	4	1	0	0	0	0	0	0	0	0	0	0	22.49	26.76
12:00	53	379	1484	2251	1227	169	16	2	5	1	4	0	0	0	0	0	0	0	0	21.84	26.23
13:00	48	274	1253	2339	1216	186	20	1	1	0	0	0	0	0	0	0	0	0	0	22.28	26.42
14:00	40	285	1233	2136	1336	219	16	2	0	0	0	1	0	0	0	0	0	0	0	22.42	26.77
15:00	73	438	1377	2187	1204	173	24	3	1	1	0	0	0	0	0	0	0	0	0	21.88	26.21
16:00	54	298	1106	2048	1185	208	47	6	4	1	0	0	0	0	0	0	0	0	0	22.48	26.87
17:00	34	260	1106	2251	1144	205	30	7	2	0	0	0	0	0	0	0	0	0	0	22.46	26.60
18:00	39	295	1122	2027	1217	211	19	9	1	0	0	0	0	0	0	0	0	0	0	22.49	26.67
19:00	21	182	934	2060	1394	259	38	7	3	1	1	0	0	0	0	0	0	0	0	23.33	27.46
20:00	7	70	449	1584	1619	371	60	11	3	0	0	0	0	0	0	0	0	0	0	24.96	28.75
21:00	6	21	245	924	1202	391	91	17	9	1	0	1	1	0	0	0	0	0	0	26.23	30.39
22:00	6	26	200	908	1244	393	88	20	7	3	0	0	0	0	0	0	0	0	0	26.29	30.39
23:00	0	10	122	446	952	388	85	20	6	1	1	0	0	0	0	0	0	0	0	27.40	31.72
07:00 - 19:00	631	3876	14695	26794	16330	2940	384	58	23	5	4	2	1	0	0	0	0	0	0	22.75	27.22
06:00 - 22:00	666	4160	16423	31779	21592	4402	673	120	42	7	6	3	2	0	0	0	0	0	0	23.19	27.72
06:00 - 00:00	672	4196	16745	33133	23788	5183	846	160	55	11	7	3	2	0	0	0	0	0	0	23.41	28.03
00:00 - 00:00	677	4222	16898	33919	25744	6362	1250	252	89	19	10	4	3	0	0	0	0	0	0	23.85	28.49

Intelligent Data Collection Limited

Client: Atkins
Project Number: ID02396
Junction Number: Site 1-4
Flow from: Cleves Walk (N) **to:** Fairlop Gardens (S)
Direction B-A

Summary - 5 Day

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	8	23	50	225	265	133	33	10	5	0	0	0	0	0	0	0	0	0	0	26.52	31.60
01:00	1	5	7	83	165	84	30	7	3	0	0	0	0	0	0	0	0	0	0	28.34	32.52
02:00	2	9	12	64	77	43	16	5	0	1	0	0	0	0	0	0	0	0	0	26.95	31.54
03:00	2	11	14	53	88	53	20	3	0	0	0	0	0	0	0	0	0	0	0	26.98	31.26
04:00	1	1	11	51	80	61	30	3	0	0	0	0	0	0	0	0	0	0	0	28.32	33.51
05:00	10	37	26	75	168	115	28	8	4	0	0	0	0	0	0	0	0	0	0	26.71	32.64
06:00	21	94	61	183	339	183	47	14	3	0	0	0	0	0	0	0	0	0	0	25.97	32.25
07:00	65	249	323	640	535	144	15	6	0	1	0	0	0	0	0	0	0	0	0	22.39	28.21
08:00	209	642	777	890	427	66	11	2	0	0	0	0	0	0	0	0	0	0	0	18.99	24.83
09:00	136	587	919	1002	493	71	8	0	1	0	1	3	0	0	0	2	0	0	0	19.91	25.08
10:00	75	363	739	1078	597	100	11	2	0	0	0	0	0	0	0	0	0	0	0	21.11	26.41
11:00	88	426	879	1153	593	101	12	2	2	0	0	0	0	1	0	0	0	0	0	20.76	25.80
12:00	183	525	1139	1196	529	72	7	2	1	0	0	0	0	0	0	0	0	0	0	19.71	25.00
13:00	151	634	1001	1144	569	76	8	2	1	0	0	0	0	0	0	0	0	0	0	19.84	25.15
14:00	103	621	1153	1169	570	115	15	1	0	0	0	0	0	0	0	0	0	0	0	20.14	25.54
15:00	346	1098	1294	1021	305	47	5	1	0	0	0	0	0	0	0	0	0	0	0	17.63	22.62
16:00	379	1230	1454	1064	417	78	8	2	0	0	0	0	0	0	0	0	0	0	0	17.67	23.47
17:00	248	1051	1489	1258	502	85	15	1	0	0	4	0	0	0	0	0	0	0	0	18.66	24.13
18:00	444	1116	1229	1029	386	87	10	2	1	0	0	0	0	1	0	0	0	0	0	17.48	23.22
19:00	229	662	1133	1300	610	127	21	4	1	0	0	0	0	0	0	0	0	0	0	19.93	25.50
20:00	47	268	692	1252	867	232	32	6	1	0	0	0	0	0	0	0	0	0	0	22.70	27.80
21:00	17	144	444	979	723	230	36	8	2	0	0	0	0	0	0	0	0	0	0	23.72	28.58
22:00	20	94	229	671	716	207	38	6	2	1	0	0	0	0	0	0	0	0	0	24.58	29.33
23:00	8	60	105	449	522	233	36	15	3	0	0	0	0	0	0	0	0	0	0	25.78	30.58
07:00 - 19:00	2427	8542	12396	12644	5923	1042	125	23	6	1	5	3	0	2	0	2	0	0	0	19.23	25.20
06:00 - 22:00	2741	9710	14726	16358	8462	1814	261	55	13	1	5	3	0	2	0	2	0	0	0	19.85	25.88
06:00 - 00:00	2769	9864	15060	17478	9700	2254	335	76	18	2	5	3	0	2	0	2	0	0	0	20.20	26.33
00:00 - 00:00	2793	9950	15180	18029	10543	2743	492	112	30	3	5	3	0	2	0	2	0	0	0	20.68	26.73

Summary - 7 Day

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	11	37	130	504	646	270	67	19	6	1	0	0	0	1	0	0	0	0	0	26.41	31.23
01:00	1	9	22	200	379	195	55	15	7	2	0	1	0	0	0	0	0	0	0	28.22	32.35
02:00	2	13	27	139	234	149	37	13	2	2	0	0	0	0	0	0	0	0	0	27.56	32.64
03:00	4	20	25	117	188	120	40	7	4	0	0	1	0	0	0	0	0	0	0	27.40	31.98
04:00	1	7	23	93	168	104	44	13	0	1	0	0	0	0	0	0	0	0	0	28.25	33.41
05:00	15	49	37	122	268	175	43	11	5	0	0	0	0	0	0	0	0	0	0	26.94	32.25
06:00	25	119	85	252	483	248	65	17	5	0	0	0	0	0	0	0	0	0	0	26.24	32.01
07:00	79	282	372	765	774	260	42	13	1	2	0	0	0	0	0	0	0	0	0	24.01	29.63
08:00	222	716	886	1152	788	196	41	5	2	0	0	0	0	0	0	0	0	0	0	21.50	27.09
09:00	157	703	1182	1530	963	215	28	3	3	0	1	3	0	0	0	2	0	0	0	21.51	26.66
10:00	172	625	1201	1740	1041	215	24	6	0	0	0	0	0	0	0	0	0	0	0	21.36	26.64
11:00	178	745	1304	1812	975	172	22	6	2	0	0	1	0	1	0	0	0	0	0	20.74	25.89
12:00	265	988	1781	1770	757	123	14	5	1	0	0	0	0	0	0	0	0	1	0	19.49	24.76
13:00	323	1095	1641	1700	811	133	12	5	1	0	0	0	0	0	0	0	0	0	0	19.39	24.92
14:00	204	969	1668	1753	876	194	28	8	1	0	0	0	0	0	0	0	0	0	0	20.12	25.61
15:00	401	1315	1825	1655	667	121	19	4	0	0	0	0	0	0	0	0	0	0	0	18.76	23.91
16:00	434	1483	1988	1678	774	133	16	3	0	0	1	0	0	0	0	0	0	0	0	18.65	24.28
17:00	352	1434	2087	1785	783	137	25	2	0	0	4	0	0	0	0	0	0	0	0	18.86	24.34
18:00	500	1318	1716	1671	706	141	20	3	2	0	0	0	0	1	0	0	0	0	0	18.62	24.17
19:00	280	878	1538	1854	967	229	36	7	3	0	0	0	0	0	0	0	0	0	0	20.49	26.10
20:00	56	331	941	1808	1311	352	47	9	1	1	0	0	0	0	0	0	0	0	0	23.06	27.99
21:00	21	203	597	1435	1149	328	52	16	2	0	0	1	0	0	0	0	0	0	0	23.89	28.61
22:00	29	128	337	965	1050	318	61	10	5	2	0	0	0	0	0	0	0	0	0	24.73	29.49
23:00	19	85	173	715	825	343	66	18	3	0	1	0	0	0	0	0	0	0	0	25.74	30.51
07:00 - 19:00	3287	11673	17651	19011	9915	2040	291	63	13	2	6	4	0	2	0	2	0	1	0	20.17	26.12
06:00 - 22:00	3669	13204	20812	24360	13825	3197	491	112	24	3	6	5	0	2	0	2	0	1	0	20.69	26.66
06:00 - 00:00	3717	13417	21322	26040	15700	3858	618	140	32	5	7	5	0	2	0	2	0	1	0	21.00	27.03
00:00 - 00:00	3751	13552	21586	27215	17583	4871	904	218	56	11	7	7	0	3	0	2	0	1	0	21.50	27.47

Intelligent Data Collection Limited
Redbridge ATCs

Client:	Atkins			
Project Number:	ID02396			
Site Number:	Site 2-1			
Week Commencing:	06/07/2015			
Road Name:	A118 High Road			
Survey Type:	ATC			
Direction AB	**Flow from**	Westwood Rd (W)	**to:**	Blythswood Rd (E)
Direction BA	**Flow from**	Blythswood Rd (E)	**to**	Westwood Rd (W)

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	07/09/2015			
Prepared by	James Allam			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID02396			
File Ref	ID02396 - Redbridge - Site 2-1			

Issue Sheet

Issued to	08/09/2015			
Alex Pye	E-mail			

Intelligent Data - Automatic Traffic Count Output

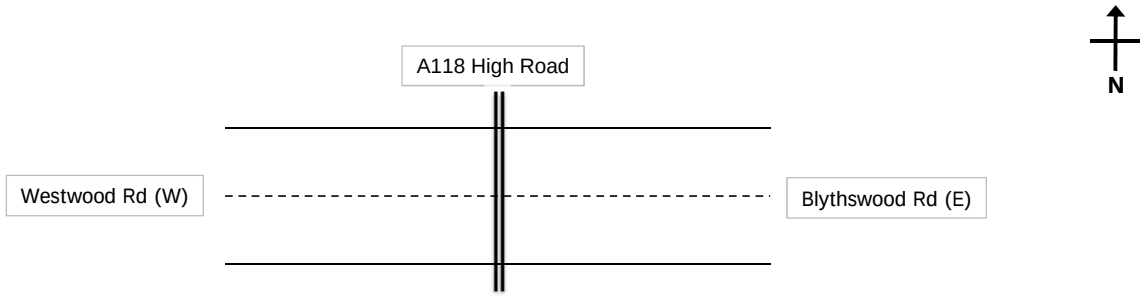
Road Name	A118 High Road		
Direction AB	Westwood Rd (W)	**to:**	Blythswood Rd (E)
Direction BA	Blythswood Rd (E)	**to:**	Westwood Rd (W)

X Co-Ordinate	Y Co-Ordinate	ATC Start Date	ATC Finish Date	PSL
51.565497	0.104566	10/07/2015	18/07/2015	30

Link to location on Google Maps (CTRL+Click)

http://maps.google.co.uk/maps?hl=en&safe=off&q=51.565497,0.104566&cr=countryUK|countryGB&um=1&ie=UTF-8&sa=N&tab=wl

Site Map



Comments

Prepared by	James Allam	Checked by	Luke Martin	Project Director	Paul O'Neill

Intelligent Data Collection Limited

Client: Atkins
Project Number: ID02396
Junction Number: Site 2-1
Flow from: Westwood Rd (W) **to:** Blythswood Rd (E)
Direction A-B

Summary - 5 Day

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	6	18	96	399	607	239	57	15	3	5	1	0	0	0	0	0	0	0	0	26.81	31.36
01:00	5	7	62	232	486	228	58	11	4	1	1	1	0	0	0	0	0	0	0	27.69	31.67
02:00	9	6	41	145	243	168	49	17	4	2	0	0	0	0	0	1	0	0	0	28.42	33.60
03:00	1	7	21	73	161	132	35	21	4	0	0	0	2	0	0	0	0	0	0	29.29	34.30
04:00	4	8	21	42	137	148	57	20	4	1	1	0	0	0	0	0	0	0	0	30.03	34.79
05:00	3	9	30	113	253	221	58	21	5	6	1	2	0	0	0	0	0	0	0	29.25	34.57
06:00	13	13	43	168	494	261	83	14	3	0	1	0	0	0	0	0	0	0	0	28.28	32.74
07:00	27	60	195	747	782	185	35	4	0	0	0	0	0	0	0	0	0	0	0	24.70	29.09
08:00	47	104	610	1327	826	112	13	4	0	0	0	0	0	0	0	0	0	0	0	22.89	26.88
09:00	64	152	806	1274	482	67	13	3	0	0	0	0	0	0	0	0	0	0	0	21.46	25.38
10:00	50	177	1052	1139	418	58	12	3	1	0	0	0	0	0	0	0	0	0	0	20.88	24.94
11:00	83	288	1169	1111	373	52	9	1	1	0	0	0	0	0	0	0	0	0	0	20.03	24.37
12:00	75	313	1269	995	272	30	3	1	0	0	0	0	0	0	0	0	0	0	0	19.46	23.58
13:00	87	310	1295	1099	311	43	4	4	1	0	0	0	0	0	0	0	0	0	0	19.70	23.86
14:00	93	366	1221	1092	274	31	9	1	0	0	0	0	0	0	0	0	0	0	0	19.47	23.66
15:00	200	469	1317	879	171	19	3	0	0	0	0	1	4	0	0	0	0	0	0	18.25	22.43
16:00	183	433	1330	927	238	38	5	1	1	1	0	0	0	0	0	0	0	0	0	18.68	22.74
17:00	271	778	1158	836	193	15	7	2	0	0	0	0	0	0	0	0	0	0	0	17.14	21.68
18:00	131	385	1388	1064	283	49	6	12	0	2	0	0	0	0	0	0	4	0	0	19.25	23.42
19:00	87	303	1224	1237	354	57	9	4	0	0	0	0	0	0	0	0	0	0	0	20.03	24.53
20:00	62	266	959	1258	498	101	11	3	0	0	0	0	3	0	0	1	0	4	0	21.15	25.55
21:00	55	124	560	1160	645	113	27	3	2	1	0	0	0	0	0	0	0	0	0	22.71	26.87
22:00	30	76	409	1176	778	154	18	5	4	1	0	0	0	1	0	0	0	0	0	23.51	27.45
23:00	27	48	212	1009	882	217	29	12	5	0	0	3	1	0	0	0	0	0	0	25.02	28.90
07:00 - 19:00	1311	3835	12810	12490	4623	699	119	36	4	3	0	1	4	0	0	0	4	0	0	20.02	24.73
06:00 - 22:00	1528	4541	15596	16313	6614	1231	249	60	9	4	1	1	7	0	0	1	4	4	0	20.48	25.32
06:00 - 00:00	1585	4665	16217	18498	8274	1602	296	77	18	5	1	4	8	1	0	1	4	4	0	20.88	25.80
00:00 - 00:00	1613	4720	16488	19502	10161	2738	610	182	42	20	5	7	10	1	0	2	4	4	0	21.67	26.90

Summary - 7 Day

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	16	30	202	855	1076	376	92	19	4	6	2	0	0	0	0	0	0	0	0	26.35	30.75
01:00	6	11	109	445	880	438	97	20	5	1	1	1	0	0	0	0	0	0	0	27.58	31.68
02:00	17	11	59	267	483	310	112	34	7	3	1	0	0	0	0	1	0	2	0	28.55	33.84
03:00	3	9	41	136	331	238	81	32	7	0	1	0	2	0	0	0	0	0	0	29.21	34.33
04:00	4	10	30	85	233	242	84	34	10	2	1	0	0	0	0	0	0	0	0	30.06	34.84
05:00	5	17	48	171	382	303	83	36	7	7	1	2	0	0	0	0	0	0	0	29.00	34.23
06:00	14	15	52	204	608	348	107	26	5	1	1	0	0	0	0	0	0	0	0	28.50	33.13
07:00	30	69	228	843	919	262	67	14	0	0	0	0	0	0	0	0	0	0	0	25.36	30.10
08:00	57	129	743	1567	1017	158	22	5	1	0	0	0	0	0	0	0	0	0	0	23.20	27.19
09:00	122	206	1047	1533	620	88	17	3	0	0	0	0	0	0	0	0	0	0	0	21.39	25.42
10:00	75	305	1477	1455	524	83	15	4	1	0	0	0	0	0	0	0	0	0	0	20.62	24.63
11:00	117	471	1701	1399	430	57	9	1	1	0	0	0	0	0	0	0	0	0	0	19.62	23.76
12:00	266	667	1718	1093	284	32	3	4	0	0	0	0	0	0	0	0	0	0	0	18.32	22.38
13:00	260	636	1785	1265	335	48	4	4	1	0	0	0	0	0	0	0	0	0	0	18.69	22.85
14:00	157	712	1677	1335	304	35	10	7	2	0	0	0	1	0	0	0	0	0	0	18.88	22.91
15:00	328	803	1818	1043	198	25	3	0	0	0	0	1	4	0	0	0	0	0	0	17.70	21.84
16:00	221	624	1821	1222	310	41	6	1	1	1	0	0	0	0	0	0	0	0	0	18.58	22.63
17:00	300	944	1558	1081	294	34	10	2	0	0	0	0	0	0	0	0	0	0	0	17.63	21.92
18:00	151	463	1808	1498	443	70	10	12	0	2	0	0	0	0	0	0	4	0	0	19.63	23.61
19:00	109	385	1533	1661	530	85	14	4	0	0	0	0	0	0	0	0	0	0	0	20.37	24.73
20:00	75	311	1277	1697	713	129	19	4	0	0	0	0	3	0	0	1	0	4	0	21.35	25.68
21:00	75	166	735	1567	851	171	36	3	4	1	0	0	0	0	0	0	0	0	0	22.80	27.01
22:00	38	96	526	1534	1040	213	27	8	5	1	0	0	0	1	0	0	0	0	0	23.64	27.59
23:00	32	57	286	1386	1172	295	36	16	6	2	0	3	1	0	0	0	0	0	0	24.99	28.93
07:00 - 19:00	2084	6029	17381	15334	5678	933	176	57	7	3	0	1	5	0	0	0	4	0	0	19.63	24.49
06:00 - 22:00	2357	6906	20978	20463	8380	1666	352	94	16	5	1	1	8	0	0	1	4	4	0	21.12	26.08
06:00 - 00:00	2427	7059	21790	23383	10592	2174	415	118	27	8	1	4	9	1	0	1	4	4	0	21.50	26.54
00:00 - 00:00	2478	7147	22279	25342	13977	4081	964	293	67	27	8	7	11	1	0	2	4	6	0	22.14	27.52

Intelligent Data Collection Limited

Client: Atkins
Project Number: ID02396
Junction Number: Site 2-1
Flow from: Blythswood Rd (E) **to:** Westwood Rd (W)
Direction B-A

Summary - 5 Day

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	4	21	70	481	583	176	38	8	4	1	0	0	0	0	0	0	0	0	0	26.13	30.12
01:00	19	30	60	220	322	137	47	13	1	2	1	0	0	0	0	0	0	0	0	26.77	31.46
02:00	11	29	55	93	187	89	35	12	8	3	0	0	0	1	1	0	0	0	0	27.93	33.77
03:00	0	7	8	74	136	99	31	8	3	0	0	0	0	0	0	0	0	0	0	28.78	32.79
04:00	1	12	13	64	165	131	49	18	3	0	1	0	0	0	0	0	0	0	0	29.33	34.53
05:00	1	24	31	124	445	410	121	33	4	1	2	1	0	0	0	0	0	0	0	29.85	34.20
06:00	13	101	246	768	1816	842	154	20	10	0	1	0	0	0	0	0	0	0	0	27.23	31.53
07:00	70	288	748	1667	1511	306	16	5	3	0	2	1	1	0	0	0	0	0	0	23.24	27.80
08:00	365	778	1088	1293	614	87	11	2	0	2	0	0	0	0	0	0	0	0	0	19.00	25.04
09:00	278	712	1004	1013	456	67	7	0	0	0	0	0	0	0	0	0	0	0	0	18.66	24.28
10:00	193	601	1081	1059	388	42	5	7	2	0	0	2	0	0	0	0	0	0	0	19.10	24.03
11:00	316	730	1050	1017	292	41	9	1	2	0	7	0	0	0	0	0	0	0	0	18.14	23.41
12:00	519	1017	1321	792	174	24	2	2	0	0	0	2	0	0	0	0	0	0	0	16.43	21.40
13:00	494	1090	1099	793	233	36	3	0	0	0	0	0	0	0	0	0	0	0	0	16.58	21.90
14:00	383	974	1275	851	213	28	7	0	0	0	0	0	0	0	0	0	0	0	0	16.98	22.05
15:00	734	1185	1098	618	154	12	4	1	0	0	0	0	0	0	0	0	0	0	0	15.10	20.36
16:00	735	1182	1045	676	180	31	8	0	0	1	0	0	3	0	0	0	0	0	0	15.44	21.47
17:00	876	1202	937	594	159	15	7	9	0	3	0	0	3	0	0	0	0	0	0	14.59	19.81
18:00	555	897	1125	847	229	47	7	1	5	2	0	0	0	0	0	0	0	0	0	16.71	22.16
19:00	235	668	1249	1010	222	38	14	1	0	0	0	0	0	0	0	0	0	0	0	18.15	22.93
20:00	150	669	1175	1169	352	68	14	3	0	0	0	0	0	0	0	0	0	0	0	19.22	24.15
21:00	55	256	688	1079	500	89	19	2	0	2	0	0	0	0	0	0	0	0	0	21.68	26.14
22:00	21	132	560	1455	717	115	16	2	1	0	0	0	0	0	0	0	0	0	0	22.83	26.34
23:00	16	52	342	1106	723	153	25	10	1	0	0	2	0	0	0	0	0	0	0	24.09	27.89
07:00 - 19:00	5518	10656	12871	11220	4603	736	86	28	12	8	9	5	7	0	0	0	0	0	0	17.52	23.87
06:00 - 22:00	5971	12350	16229	15246	7493	1773	287	54	22	10	10	5	7	0	0	0	0	0	0	18.45	24.95
06:00 - 00:00	6008	12534	17131	17807	8933	2041	328	66	24	10	10	7	7	0	0	0	0	0	0	18.88	25.27
00:00 - 00:00	6044	12657	17368	18863	10771	3083	649	158	47	17	14	8	7	1	1	0	0	0	0	19.73	26.27

Summary - 7 Day

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	9	40	224	1099	989	243	50	11	5	1	0	0	0	0	0	0	0	0	0	25.36	29.19
01:00	21	41	80	448	726	259	72	16	2	2	1	0	0	0	0	0	0	0	0	26.75	31.07
02:00	12	34	79	200	426	219	74	25	13	3	0	0	0	1	1	0	0	0	0	28.13	33.49
03:00	0	8	19	141	271	202	66	18	6	0	1	0	0	0	0	0	0	0	0	28.96	33.26
04:00	2	14	18	104	248	211	83	31	3	2	3	0	1	0	0	0	0	0	0	29.81	34.98
05:00	5	35	44	168	569	513	170	50	6	1	2	1	0	0	0	0	0	0	0	29.71	34.60
06:00	17	111	264	817	1959	1008	209	32	17	1	2	0	0	0	0	0	0	0	0	27.26	32.52
07:00	78	306	788	1784	1720	425	38	7	4	1	2	2	1	0	0	0	0	0	0	22.55	28.38
08:00	369	823	1202	1489	833	174	28	11	0	2	0	0	0	0	0	0	0	0	0	20.52	26.34
09:00	344	886	1231	1298	624	101	17	3	0	0	2	0	0	3	0	0	0	0	0	19.18	24.70
10:00	367	889	1392	1356	495	55	9	9	2	0	0	2	0	0	0	0	0	0	0	18.66	23.70
11:00	477	1080	1471	1306	341	50	9	2	2	0	7	0	3	0	0	0	0	0	0	17.74	22.85
12:00	950	1561	1654	874	177	24	4	2	0	0	0	2	0	0	0	0	1	0	0	15.12	19.78
13:00	863	1559	1477	911	251	36	4	0	0	0	0	0	0	0	0	0	0	0	0	15.44	20.57
14:00	785	1528	1594	1016	243	32	10	3	0	0	0	0	0	0	0	0	0	0	0	16.15	21.16
15:00	983	1666	1481	826	185	14	4	1	0	0	0	0	0	0	0	0	0	0	0	15.06	20.36
16:00	938	1612	1433	915	232	35	12	0	0	1	0	0	3	3	3	0	0	0	0	15.55	21.37
17:00	1174	1515	1291	815	268	30	8	9	0	3	0	0	3	0	0	0	0	0	0	14.95	20.01
18:00	697	1136	1416	1198	370	69	9	5	5	2	0	2	0	0	0	0	0	0	0	17.32	22.63
19:00	315	921	1641	1407	335	51	16	1	0	0	0	0	0	0	0	0	0	0	0	18.29	23.07
20:00	234	825	1509	1569	510	101	20	4	0	1	0	0	0	0	0	0	0	0	0	19.42	24.32
21:00	67	358	884	1421	650	134	27	5	0	2	0	0	0	0	0	0	0	0	0	21.73	26.28
22:00	34	196	764	1938	967	151	26	4	1	0	0	0	0	0	0	0	0	0	0	22.78	26.52
23:00	18	73	496	1460	951	209	33	11	2	0	0	2	0	0	0	0	0	0	0	24.04	27.81
07:00 - 19:00	8025	14561	16430	13788	5739	1045	152	52	13	9	11	8	10	6	3	0	1	0	0	15.76	21.80
06:00 - 22:00	8658	16776	20728	19002	9193	2339	424	94	30	13	13	8	10	6	3	0	1	0	0	18.22	25.52
06:00 - 00:00	8710	17045	21988	22400	11111	2699	483	109	33	13	13	10	10	6	3	0	1	0	0	18.63	25.87
00:00 - 00:00	8759	17217	22452	24560	14340	4346	998	260	68	22	20	11	11	7	4	0	1	0	0	20.26	26.98

Intelligent Data Collection Limited
Redbridge ATCs

Client:	Atkins			
Project Number:	ID02396			
Site Number:	Site 2-2			
Week Commencing:	06/07/2015			
Road Name:	B177 Barley Lane			
Survey Type:	ATC			
Direction AB	**Flow from**	Heathfield Park Drive (S)	**to:**	Little Heath (N)
Direction BA	**Flow from**	Little Heath (N)	**to**	Heathfield Park Drive (S)

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	07/09/2015			
Prepared by	James Allam			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID02396			
File Ref	ID02396- Redbridge - Site 2-2			

Issue Sheet

Issued to	08/09/2015			
Alex Pye	E-mail			

Intelligent Data - Automatic Traffic Count Output

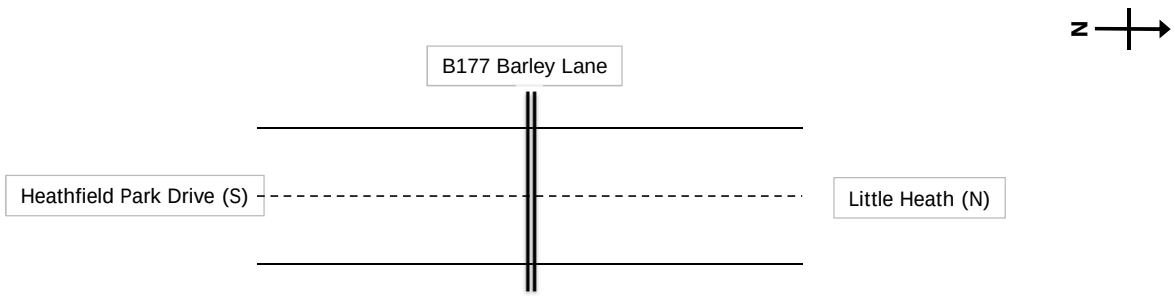
Road Name	B177 Barley Lane		
Direction AB	Heathfield Park Drive (S)	**to:**	Little Heath (N)
Direction BA	Little Heath (N)	**to:**	Heathfield Park Drive (S)

X Co-Ordinate	Y Co-Ordinate	ATC Start Date	ATC Finish Date	PSL
51.580061	0.115188	10/07/2015	19/07/2015	30

Link to location on Google Maps (CTRL+Click)

http://maps.google.co.uk/maps?hl=en&safe=off&q=51.580061,0.115188&cr=countryUK|countryGB&um=1&ie=UTF-8&sa=N&tab=wl

Site Map



Comments

Prepared by	James Allam	Checked by	Luke Martin	Project Director	Paul O'Neill

Intelligent Data Collection Limited

Client: Atkins
Project Number: ID02396
Junction Number: Site 2-2
Flow from: Heathfield Park Drive (t **to:** Little Heath (N)
Direction A-B

Summary - 5 Day

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	1	3	30	84	220	154	53	5	1	0	1	0	0	0	0	0	0	0	0	28.74	33.70
01:00	0	1	13	43	117	108	39	8	2	0	2	0	0	0	0	0	0	0	0	29.99	35.10
02:00	0	1	16	34	62	66	36	8	5	0	0	0	0	0	0	0	0	0	0	30.14	34.58
03:00	0	0	7	26	60	46	17	8	1	1	0	0	0	0	0	0	0	0	0	29.60	34.20
04:00	0	2	8	15	50	75	24	9	1	0	0	0	0	0	0	0	0	0	0	30.75	33.07
05:00	0	0	21	64	158	217	112	34	8	0	0	0	0	0	0	0	0	0	0	31.46	36.82
06:00	2	4	83	214	474	375	107	18	1	0	0	0	0	0	0	0	0	0	0	28.69	33.63
07:00	0	27	199	497	830	352	43	9	0	0	0	0	0	0	0	0	0	0	0	26.30	30.68
08:00	132	88	279	654	768	214	34	4	2	0	0	0	0	0	0	0	0	0	0	23.48	27.95
09:00	135	115	321	671	741	225	30	7	1	0	0	0	0	0	0	0	0	0	0	22.90	27.75
10:00	78	79	297	737	855	272	44	5	0	0	0	0	0	0	0	0	0	0	0	24.19	29.07
11:00	97	106	291	902	955	271	41	1	2	2	0	0	0	0	0	0	0	0	0	24.08	28.72
12:00	310	187	289	854	851	244	32	6	1	0	0	0	0	0	0	0	0	0	0	22.07	27.13
13:00	152	124	295	837	922	277	38	6	1	0	0	0	0	0	0	0	0	0	0	23.47	27.95
14:00	111	111	363	876	928	233	31	4	2	1	0	0	0	0	0	0	0	0	0	23.18	28.08
15:00	740	435	429	464	302	75	8	1	0	0	0	0	0	0	0	0	0	0	0	15.22	21.08
16:00	1027	388	123	37	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.95	12.49
17:00	963	345	181	204	191	52	11	5	0	0	0	0	0	0	0	0	0	0	0	12.33	16.63
18:00	276	98	208	476	766	322	64	2	0	0	0	0	0	0	0	0	0	0	0	21.90	26.50
19:00	46	47	195	722	970	332	56	2	0	0	0	0	0	0	0	0	0	0	0	24.75	29.10
20:00	10	39	201	640	945	397	60	16	2	1	0	0	0	0	0	0	0	0	0	26.26	30.34
21:00	2	12	131	405	885	343	59	14	1	1	0	0	0	0	0	0	0	0	0	26.95	30.97
22:00	0	8	92	355	688	254	57	3	4	1	0	0	0	0	0	0	0	0	0	27.04	31.19
23:00	0	1	71	222	536	281	65	12	0	0	0	1	0	0	0	0	0	0	0	27.93	32.06
07:00 - 19:00	4021	2103	3275	7209	8124	2537	376	50	9	3	0	0	0	0	0	0	0	0	0	21.14	28.16
06:00 - 22:00	4081	2205	3885	9190	11398	3984	658	100	13	5	0	0	0	0	0	0	0	0	0	22.35	28.99
06:00 - 00:00	4081	2214	4048	9767	12622	4519	780	115	17	6	0	1	0	0	0	0	0	0	0	22.71	29.25
00:00 - 00:00	4082	2221	4143	10033	13289	5185	1061	187	35	7	3	1	0	0	0	0	0	0	0	23.32	29.73

Summary - 7 Day

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	1	3	53	180	529	374	86	12	5	0	1	0	0	0	0	0	0	0	0	28.74	33.15
01:00	0	3	26	89	303	236	83	15	4	0	3	0	0	0	0	0	0	0	0	29.76	34.27
02:00	0	2	23	61	168	156	78	17	7	0	0	0	0	0	0	0	0	0	0	30.34	34.67
03:00	0	0	14	64	127	104	50	16	4	2	1	0	0	0	0	0	0	0	0	29.92	34.75
04:00	0	2	12	40	112	139	56	18	3	0	0	0	0	0	0	0	0	0	0	30.78	34.43
05:00	0	1	34	100	248	309	160	44	11	0	0	0	0	0	0	0	0	0	0	31.06	36.40
06:00	2	6	112	288	608	508	161	30	4	1	0	0	0	0	0	0	0	0	0	28.97	34.16
07:00	1	33	236	631	1119	552	95	16	1	0	0	0	0	0	0	0	0	0	0	27.07	31.66
08:00	132	98	333	816	1198	466	114	17	5	0	0	0	0	0	0	0	0	0	0	25.44	30.04
09:00	135	119	377	848	1291	556	90	19	1	0	0	0	0	0	0	0	0	0	0	25.06	29.48
10:00	78	87	359	990	1502	612	102	11	0	0	0	0	0	0	0	0	0	0	0	25.65	30.18
11:00	98	111	374	1147	1669	585	101	8	2	3	0	0	0	0	0	0	0	0	0	25.50	29.88
12:00	330	212	370	1141	1401	496	81	7	2	2	0	0	0	0	0	0	0	0	0	23.60	28.56
13:00	335	202	359	1002	1285	439	72	6	2	0	0	0	0	0	0	0	0	0	0	22.74	27.17
14:00	213	167	461	1060	1362	417	67	9	2	1	0	0	0	0	0	0	0	0	0	23.18	27.99
15:00	740	447	489	710	872	349	49	6	3	0	0	0	0	0	0	0	0	0	0	19.28	24.53
16:00	1123	470	217	257	438	179	34	0	1	0	0	0	0	0	0	0	0	0	0	13.93	17.88
17:00	980	364	248	403	724	285	51	8	1	0	0	0	0	0	0	0	0	0	0	17.20	21.48
18:00	276	103	262	686	1302	542	109	9	1	0	0	0	0	0	0	0	0	0	0	23.80	28.13
19:00	47	54	261	1013	1471	518	84	5	0	0	0	0	0	0	0	0	0	0	0	25.38	29.58
20:00	10	44	267	910	1425	617	95	20	3	1	0	0	0	0	0	0	0	0	0	26.53	30.60
21:00	2	13	177	605	1310	496	86	22	3	1	0	0	0	0	0	0	0	0	0	27.06	31.09
22:00	0	9	133	511	1067	403	80	7	4	2	0	0	0	0	0	0	0	0	0	27.14	31.14
23:00	1	2	99	340	843	433	101	13	3	0	0	1	0	0	0	0	0	0	0	27.90	32.05
07:00 - 19:00	4441	2413	4085	9691	14163	5478	965	116	21	6	0	0	0	0	0	0	0	0	0	23.40	29.61
06:00 - 22:00	4502	2530	4902	12507	18977	7617	1391	193	31	9	0	0	0	0	0	0	0	0	0	24.17	30.11
06:00 - 00:00	4503	2541	5134	13358	20887	8453	1572	213	38	11	0	1	0	0	0	0	0	0	0	24.41	30.26
00:00 - 00:00	4504	2552	5296	13892	22374	9771	2085	335	72	13	5	1	0	0	0	0	0	0	0	24.89	30.69

Intelligent Data Collection Limited

Client: Atkins
Project Number: ID02396
Junction Number: Site 2-2
Flow from: Little Heath (N) **to:** Heathfield Park Drive (S)
Direction B-A

Summary - 5 Day

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	2	48	285	191	41	6	1	0	0	0	0	0	0	0	0	0	0	29.66	33.09
01:00	0	1	3	32	119	136	19	7	0	1	0	0	0	0	0	0	0	0	0	30.08	33.56
02:00	0	0	1	20	66	65	24	5	2	0	0	0	0	0	0	0	0	0	0	31.15	34.64
03:00	0	3	1	21	53	42	17	2	2	0	0	0	0	0	0	0	0	0	0	30.13	33.20
04:00	0	0	4	16	74	80	23	1	1	0	0	0	0	0	0	0	0	0	0	30.16	34.23
05:00	0	0	8	33	188	265	79	11	3	1	0	0	0	0	0	0	0	0	0	31.21	34.38
06:00	3	21	34	232	835	613	112	14	1	0	0	0	0	0	0	0	0	0	0	29.15	32.78
07:00	49	150	252	1030	1683	498	32	3	0	0	0	0	0	0	0	0	0	0	0	25.61	29.68
08:00	49	302	518	1788	1712	238	16	3	0	0	1	0	0	0	0	0	0	0	0	23.49	27.53
09:00	48	159	487	1454	1535	272	20	1	0	0	0	0	0	0	0	0	0	0	0	24.01	28.15
10:00	19	79	263	1169	1466	299	29	2	0	0	0	0	0	0	0	0	0	0	0	24.97	28.79
11:00	27	56	243	1026	1494	313	25	1	1	0	0	0	0	0	0	0	0	0	0	25.25	28.98
12:00	16	69	208	1117	1472	334	24	1	1	1	0	0	0	0	0	0	0	0	0	25.30	28.98
13:00	30	105	264	1147	1467	314	26	3	0	0	0	0	0	0	0	0	0	0	0	24.95	28.90
14:00	17	61	144	1035	1507	359	36	4	1	1	0	0	0	0	0	0	0	2	0	25.80	29.48
15:00	46	151	422	1083	1031	182	15	4	1	0	0	0	0	0	0	0	0	0	0	23.24	27.53
16:00	69	171	354	1064	715	137	15	1	0	0	1	0	0	0	0	0	0	0	0	22.51	27.23
17:00	70	143	339	1027	1036	218	15	2	0	0	0	0	0	0	0	0	0	0	0	23.53	28.21
18:00	17	42	148	778	1570	470	54	7	1	0	0	0	0	0	0	0	0	0	0	26.23	29.82
19:00	16	57	146	759	1634	509	67	9	0	1	1	0	0	0	0	0	0	0	0	26.59	30.30
20:00	9	36	77	541	1294	471	54	14	0	0	0	0	0	0	0	0	0	0	0	27.08	30.68
21:00	8	20	53	317	903	398	64	10	2	1	1	0	0	0	0	0	0	0	0	27.83	31.48
22:00	0	5	21	294	783	316	53	11	2	1	0	0	0	0	0	0	0	0	0	27.92	31.41
23:00	1	0	11	199	630	327	67	8	3	0	0	0	0	0	0	0	0	0	0	28.67	32.15
07:00 - 19:00	457	1488	3642	13718	16688	3634	307	32	5	2	2	0	0	0	0	0	0	2	0	24.58	28.82
06:00 - 22:00	493	1622	3952	15567	21354	5625	604	79	8	4	4	0	0	0	0	0	0	2	0	25.14	29.44
06:00 - 00:00	494	1627	3984	16060	22767	6268	724	98	13	5	4	0	0	0	0	0	0	2	0	25.32	29.60
00:00 - 00:00	494	1631	4003	16230	23552	7047	927	130	22	7	4	0	0	0	0	0	0	2	0	25.70	29.98

Summary - 7 Day

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	2	1	4	136	684	415	81	10	3	0	0	1	0	0	0	0	0	0	0	29.32	32.66
01:00	1	1	4	62	353	302	54	9	1	1	0	0	0	0	0	0	0	0	0	29.96	33.40
02:00	0	1	6	44	172	196	56	14	3	0	0	0	0	0	0	0	0	0	0	30.92	34.41
03:00	0	3	2	38	133	138	49	8	4	0	0	0	0	0	0	0	0	0	0	30.57	34.24
04:00	0	0	5	27	119	161	51	6	1	1	0	0	0	0	0	0	0	0	0	30.82	34.81
05:00	0	1	11	44	269	355	97	24	3	1	0	0	0	0	0	0	0	0	0	31.04	34.26
06:00	3	22	40	281	1040	824	161	21	1	1	0	0	0	0	0	0	0	0	0	29.60	33.17
07:00	52	152	264	1118	2134	822	87	9	1	0	0	0	0	0	0	0	0	0	0	27.09	30.95
08:00	50	305	538	1924	2212	612	74	11	0	0	1	0	0	0	0	0	0	0	0	25.68	29.61
09:00	52	163	497	1638	2267	670	79	10	1	0	0	0	0	0	0	0	0	0	0	25.87	29.73
10:00	22	95	295	1430	2330	699	77	10	0	0	0	0	0	0	0	0	0	0	0	26.15	29.83
11:00	33	68	294	1426	2521	717	72	4	1	0	0	1	0	0	0	0	0	0	0	26.12	29.79
12:00	20	85	237	1444	2369	621	51	10	1	1	0	0	0	0	0	0	0	0	0	25.99	29.48
13:00	36	130	332	1592	2230	527	42	8	0	0	0	0	0	0	0	0	0	0	0	25.28	29.13
14:00	27	80	218	1366	2229	633	55	6	1	1	0	0	0	0	0	0	0	2	0	26.07	29.78
15:00	54	176	453	1310	1856	500	45	9	1	1	0	0	0	0	0	0	0	0	0	24.64	28.64
16:00	77	183	397	1372	1454	393	47	6	2	0	1	0	0	0	0	0	0	0	0	24.00	28.28
17:00	74	158	364	1232	1758	515	49	8	0	0	0	0	0	0	0	0	0	0	0	24.98	29.22
18:00	21	62	179	1018	2364	805	91	13	1	1	0	0	0	0	0	0	0	0	0	26.73	30.35
19:00	20	66	178	1068	2467	775	98	13	0	1	1	0	0	0	0	0	0	0	0	26.82	30.39
20:00	10	42	89	760	1938	770	93	16	2	1	0	0	0	0	0	0	0	0	0	27.41	30.92
21:00	8	21	60	477	1445	592	86	14	2	2	1	0	0	0	0	0	0	0	0	27.88	31.33
22:00	1	13	35	458	1261	514	79	11	2	2	0	0	0	0	0	0	0	0	0	27.87	31.27
23:00	1	1	13	314	1016	499	94	9	4	0	0	0	0	0	0	0	0	0	0	28.59	32.05
07:00 - 19:00	518	1657	4068	16870	25724	7514	769	104	9	4	2	1	0	0	0	0	0	2	0	25.83	29.86
06:00 - 22:00	559	1808	4435	19456	32614	10475	1207	168	14	9	4	1	0	0	0	0	0	2	0	26.21	30.26
06:00 - 00:00	561	1822	4483	20228	34891	11488	1380	188	20	11	4	1	0	0	0	0	0	2	0	26.31	30.35
00:00 - 00:00	564	1829	4515	20579	36621	13055	1768	259	35	14	4	2	0	0	0	0	0	2	0	26.63	30.71

Intelligent Data Collection Limited
Redbridge ATCs

Client:	Atkins		
Project Number:	ID02396		
Site Number:	Site 2-3		
Week Commencing:	06/07/2015		
Road Name:	B177 Barley Lane		
Survey Type:	ATC		
Direction AB	**Flow from**	Atholl Road (S)	**to:** Percy Road (N)
Direction BA	**Flow from**	Percy Road (N)	**to** Atholl Road (S)

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	07/09/2015			
Prepared by	James Allam			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID02396			
File Ref	ID02396 - Redbridge - Site 2-3			

Issue Sheet

Issued to	08/09/2015			
Alex Pye	E-mail			

Intelligent Data - Automatic Traffic Count Output

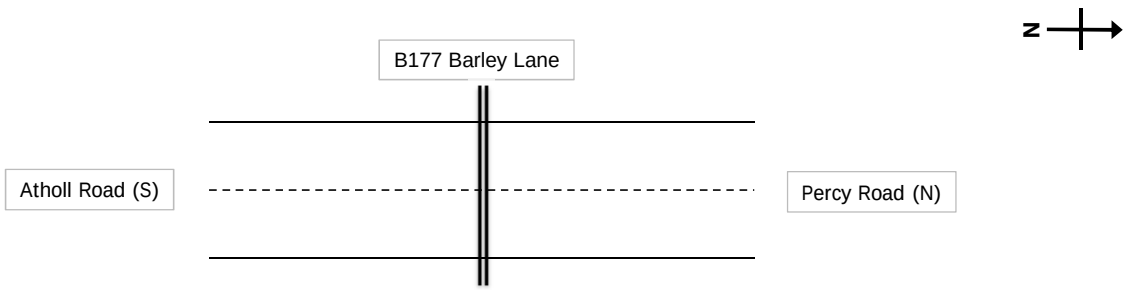
Road Name	B177 Barley Lane		
Direction AB	Atholl Road (S)	**to:**	Percy Road (N)
Direction BA	Percy Road (N)	**to:**	Atholl Road (S)

X Co-Ordinate	Y Co-Ordinate	ATC Start Date	ATC Finish Date	PSL
51.570512	0.111647	10/07/2015	19/07/2015	30

Link to location on Google Maps (CTRL+Click)

http://maps.google.co.uk/maps?hl=en&safe=off&q=51.570512,0.111647&cr=countryUK|countryGB&um=1&ie=UTF-8&sa=N&tab=wl

Site Map



Comments

Prepared by	James Allam	Checked by	Luke Martin	Project Director	Paul O'Neill

Intelligent Data Collection Limited

Client: Atkins
Project Number: ID02396
Junction Number: Site 2-3
Flow from: Atholl Road (S) **to:** Percy Road (N)
Direction A-B

Summary - 5 Day

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	20	22	40	150	227	96	38	5	2	2	1	1	0	0	0	0	0	0	31.30	36.76
01:00	1	5	15	16	66	138	73	21	7	1	2	1	0	0	0	0	0	0	0	32.49	37.16
02:00	0	4	8	11	35	66	57	11	5	3	0	3	0	1	0	0	0	0	0	33.69	37.97
03:00	0	5	5	12	51	59	28	19	4	5	2	1	1	1	0	0	0	0	0	33.40	36.29
04:00	0	2	1	4	30	75	53	15	11	1	0	0	0	1	0	0	0	0	0	34.78	37.73
05:00	1	20	39	23	76	242	159	54	23	4	1	0	1	0	0	0	0	0	0	32.85	38.91
06:00	2	27	82	97	339	598	215	53	13	2	2	0	0	0	0	0	0	0	0	30.67	35.73
07:00	14	86	247	537	959	518	89	10	2	2	0	0	0	0	0	0	0	0	0	26.56	31.40
08:00	83	334	605	712	571	139	8	3	0	0	0	0	0	0	0	0	0	0	0	20.98	25.72
09:00	31	194	399	756	906	318	49	6	2	0	0	0	0	0	0	0	0	0	0	24.10	29.15
10:00	18	77	288	652	1089	438	47	15	2	0	0	0	0	0	0	0	0	0	0	25.66	30.39
11:00	26	177	396	698	958	324	51	7	3	0	0	0	0	0	0	0	0	0	0	24.30	29.59
12:00	32	163	446	778	969	276	39	1	0	3	0	0	0	0	0	0	0	0	0	24.07	29.19
13:00	57	145	414	809	920	314	50	2	1	1	1	0	0	0	0	0	0	0	0	24.12	29.24
14:00	41	159	405	704	929	393	54	8	0	1	1	2	1	0	0	0	0	0	0	24.58	30.06
15:00	280	469	597	590	276	69	4	1	0	0	0	0	0	0	0	0	0	0	0	17.32	22.25
16:00	370	338	487	651	428	96	14	3	1	0	0	2	0	0	0	0	0	0	0	17.89	22.63
17:00	265	323	598	692	434	69	8	0	1	0	0	0	0	0	0	0	0	0	0	18.75	23.78
18:00	149	226	463	711	634	183	20	2	1	0	0	0	0	0	0	0	0	0	0	21.27	26.87
19:00	23	127	493	734	811	276	34	7	4	0	0	1	0	0	0	0	0	0	0	23.90	29.17
20:00	9	78	276	454	1005	544	95	12	3	1	0	0	0	0	0	0	0	0	0	26.52	31.49
21:00	2	38	138	278	750	509	113	20	3	5	2	0	0	1	1	0	0	0	0	28.14	32.65
22:00	3	51	108	230	708	432	106	24	5	5	0	0	0	0	0	0	0	0	0	28.05	32.66
23:00	3	47	78	153	424	402	144	34	7	7	3	0	0	1	0	0	0	0	0	29.32	34.43
07:00 - 19:00	1366	2691	5345	8290	9073	3137	433	58	13	7	2	4	1	0	0	0	0	0	0	22.75	29.11
06:00 - 22:00	1402	2961	6334	9853	11978	5064	890	150	36	15	6	5	1	1	1	0	0	0	0	23.68	29.93
06:00 - 00:00	1408	3059	6520	10236	13110	5898	1140	208	48	27	9	5	1	2	1	0	0	0	0	24.05	30.31
00:00 - 00:00	1410	3115	6610	10342	13518	6705	1606	366	103	43	16	11	4	5	1	0	0	0	0	24.75	31.05

Summary - 7 Day

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	1	43	65	94	365	506	197	62	9	7	3	1	1	0	0	0	0	0	0	30.82	36.05
01:00	1	16	32	38	187	319	147	39	16	2	2	1	0	0	0	0	0	0	0	32.01	36.87
02:00	0	12	19	32	95	169	122	34	13	5	0	4	1	1	0	0	0	0	0	33.18	38.17
03:00	0	14	17	21	89	149	93	49	6	12	3	1	2	1	0	0	0	0	0	33.40	38.22
04:00	0	6	5	8	62	125	100	32	15	7	1	1	0	1	0	0	0	0	0	34.59	38.85
05:00	1	23	50	34	108	307	222	82	35	10	1	1	1	0	0	0	0	0	0	33.52	39.23
06:00	2	36	105	110	420	732	303	89	25	4	3	0	0	0	0	0	0	0	0	31.55	36.97
07:00	16	102	284	583	1124	852	222	33	12	4	0	0	0	0	0	1	0	0	0	28.37	33.28
08:00	87	358	668	797	855	465	99	26	8	2	0	0	1	1	0	0	0	1	0	24.48	29.34
09:00	34	229	507	957	1388	664	134	26	6	2	0	0	0	0	0	0	0	0	0	25.65	30.71
10:00	28	114	425	928	1766	852	119	31	3	0	0	0	0	0	0	0	0	0	0	26.29	30.99
11:00	31	232	607	1089	1616	661	113	21	4	0	0	0	0	0	0	0	0	0	0	25.00	30.18
12:00	37	217	632	1125	1593	576	100	6	4	3	0	0	0	1	0	0	0	0	0	24.85	29.93
13:00	70	186	587	1214	1449	530	71	6	2	1	1	0	0	0	0	0	0	0	0	24.49	29.50
14:00	58	229	582	1058	1410	635	89	17	1	1	1	2	1	0	0	0	0	0	0	24.82	30.29
15:00	286	509	770	892	793	327	40	10	1	0	0	0	0	0	0	0	0	0	0	20.22	25.16
16:00	376	377	625	902	902	395	75	10	2	1	1	2	0	0	0	0	0	0	0	20.82	25.79
17:00	268	355	690	903	884	384	64	14	5	0	0	0	0	0	0	0	0	0	0	21.69	26.64
18:00	155	262	583	958	1152	449	65	9	2	0	0	4	0	0	0	0	0	0	0	23.08	28.40
19:00	29	171	641	1017	1318	551	96	14	9	1	1	1	0	0	0	0	0	0	0	24.80	30.02
20:00	11	118	387	682	1450	838	138	18	6	2	0	0	2	0	0	0	0	0	0	26.66	31.60
21:00	4	57	207	431	1135	736	155	31	5	5	3	0	0	1	1	0	0	0	0	27.96	32.37
22:00	6	81	183	376	1029	696	151	34	10	6	0	0	0	0	0	0	0	0	0	27.94	32.73
23:00	3	65	115	208	679	613	204	46	11	10	4	0	0	1	0	0	0	0	0	29.40	34.39
07:00 - 19:00	1446	3170	6960	11406	14932	6790	1191	209	50	14	3	8	2	2	0	1	0	1	0	24.48	30.45
06:00 - 22:00	1492	3552	8300	13646	19255	9647	1883	361	95	26	10	9	4	3	1	1	0	1	0	25.10	31.01
06:00 - 00:00	1501	3698	8598	14230	20963	10956	2238	441	116	42	14	9	4	4	1	1	0	1	0	25.36	31.27
00:00 - 00:00	1504	3812	8786	14457	21869	12531	3119	739	210	85	24	18	9	7	1	1	0	1	0	25.99	31.95

Intelligent Data Collection Limited

Client: Atkins
Project Number: ID02396
Junction Number: Site 2-3
Flow from: Percy Road (N) **to:** Atholl Road (S)
Direction B-A

Summary - 5 Day

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	8	59	58	222	261	101	38	3	4	1	0	0	0	0	0	1	0	0	30.51	35.63
01:00	0	5	36	26	150	147	72	33	9	4	2	0	1	0	0	0	0	0	0	31.28	37.22
02:00	0	8	18	19	61	98	51	23	14	6	4	1	0	0	0	0	0	0	0	33.25	38.93
03:00	0	2	15	12	71	86	37	17	6	0	1	0	0	1	0	0	0	0	0	31.87	35.42
04:00	0	2	8	9	44	67	44	15	6	3	1	0	0	1	0	0	0	0	0	33.04	37.13
05:00	0	4	36	36	133	218	110	42	12	8	1	1	0	0	0	0	0	0	0	32.40	37.67
06:00	4	14	73	99	394	551	178	40	8	2	4	1	0	0	0	2	0	0	0	30.70	35.43
07:00	21	106	322	313	872	468	73	7	4	0	0	0	0	0	0	2	0	0	0	26.10	31.42
08:00	127	586	796	517	599	184	29	6	0	0	2	0	0	0	0	0	0	0	0	20.50	26.08
09:00	55	317	480	564	777	284	44	3	0	1	0	0	0	0	0	0	0	0	0	23.34	29.14
10:00	21	82	314	444	844	379	45	6	2	0	0	0	0	0	0	0	0	0	0	25.32	30.42
11:00	18	145	400	495	886	353	54	10	1	1	0	0	0	0	0	0	0	0	0	24.80	30.07
12:00	20	154	415	565	810	318	41	10	1	0	0	0	0	0	0	0	0	0	0	24.33	29.76
13:00	21	110	400	575	1018	400	48	10	0	1	0	0	0	0	0	0	0	0	0	25.05	30.28
14:00	30	163	460	563	828	330	54	14	0	0	1	0	0	1	0	0	0	0	0	24.22	29.88
15:00	116	606	828	627	362	122	22	5	1	4	0	0	0	0	0	0	0	0	0	19.32	24.90
16:00	63	210	528	622	671	205	33	8	0	0	0	0	0	0	0	0	0	0	0	22.61	28.53
17:00	52	258	637	627	738	178	26	3	0	0	0	0	0	0	0	0	0	0	0	22.23	27.99
18:00	38	237	541	687	824	277	38	5	0	0	0	0	0	0	0	0	0	0	0	23.16	28.98
19:00	26	173	456	505	853	372	67	14	1	0	1	0	0	0	0	0	0	0	0	24.58	30.46
20:00	9	84	327	429	973	450	107	18	4	0	2	1	0	0	0	0	0	0	0	26.23	31.57
21:00	9	72	222	326	757	453	101	17	4	2	1	0	0	1	0	0	0	0	0	26.93	32.11
22:00	6	55	150	220	657	420	99	30	6	3	2	1	0	1	0	0	0	0	0	27.81	32.88
23:00	4	22	85	151	512	393	122	38	2	5	0	1	0	0	0	0	0	0	0	29.03	34.12
07:00 - 19:00	582	2974	6121	6599	9229	3498	507	87	9	7	3	0	0	1	0	2	0	0	0	23.23	29.52
06:00 - 22:00	630	3317	7199	7958	12206	5324	960	176	26	11	11	2	0	2	0	4	0	0	0	24.00	30.23
06:00 - 00:00	640	3394	7434	8329	13375	6137	1181	244	34	19	13	4	0	3	0	4	0	0	0	24.34	30.54
00:00 - 00:00	640	3423	7606	8489	14056	7014	1596	412	84	44	23	6	1	5	0	4	1	0	0	24.97	31.22

Summary - 7 Day

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	3	26	125	145	525	540	190	53	7	7	3	0	2	0	0	1	1	0	0	29.97	35.12
01:00	1	12	69	61	278	343	162	56	17	6	2	0	1	0	0	0	1	0	0	31.22	36.92
02:00	0	9	35	41	146	219	120	46	25	6	7	1	1	0	1	0	0	0	0	32.89	38.70
03:00	1	5	25	34	147	150	87	43	13	4	1	0	1	1	0	0	0	0	0	32.16	37.52
04:00	2	2	17	19	95	156	94	37	13	5	2	1	0	1	0	0	0	0	0	32.99	37.67
05:00	0	6	50	54	202	323	163	69	22	12	1	2	0	0	0	0	0	0	0	32.45	38.09
06:00	5	17	92	126	521	712	254	67	23	2	4	1	0	0	0	2	0	0	0	31.24	36.33
07:00	23	117	363	350	1054	728	169	34	7	5	0	0	0	0	0	2	0	0	0	27.97	33.23
08:00	129	603	891	609	862	472	126	34	10	1	4	0	0	0	0	0	0	0	0	24.03	29.68
09:00	61	355	596	703	1110	598	125	20	4	2	0	0	1	0	0	0	0	0	0	25.29	30.98
10:00	32	126	477	636	1310	723	132	17	4	0	0	0	1	0	0	0	0	0	0	26.05	31.17
11:00	24	200	590	774	1437	699	131	22	5	2	0	0	1	1	0	0	0	0	0	25.54	30.78
12:00	30	215	608	862	1334	591	98	26	5	0	1	0	0	0	0	0	0	0	0	25.01	30.49
13:00	42	184	600	829	1501	622	92	17	5	2	0	0	0	0	0	0	0	0	0	25.13	30.44
14:00	40	228	635	800	1274	540	111	24	4	0	2	0	0	1	0	0	0	0	0	24.72	30.34
15:00	126	665	1006	821	751	404	76	11	6	5	0	0	0	0	0	0	0	0	0	21.56	27.10
16:00	69	271	696	838	1066	479	85	16	4	0	0	0	0	0	0	0	0	0	0	23.78	29.62
17:00	53	293	779	809	1173	464	89	17	2	0	0	0	0	0	0	0	0	0	0	23.85	29.47
18:00	40	277	661	876	1296	526	98	13	3	0	0	0	0	0	0	0	0	0	0	24.43	29.98
19:00	31	215	629	691	1251	593	112	21	3	0	1	0	0	0	0	0	0	0	0	25.06	30.82
20:00	16	119	434	624	1401	713	164	28	6	0	2	1	0	0	0	0	0	0	0	26.48	31.71
21:00	11	93	325	472	1118	648	150	26	9	4	2	1	0	1	0	0	0	0	0	27.04	32.16
22:00	7	76	236	356	985	630	138	41	9	3	2	1	1	1	0	0	0	0	0	27.69	32.67
23:00	6	36	128	219	779	614	178	55	4	6	0	1	0	0	0	0	0	0	0	29.03	34.03
07:00 - 19:00	669	3534	7902	8907	14168	6846	1332	251	59	17	7	0	3	2	0	2	0	0	0	24.80	30.84
06:00 - 22:00	732	3978	9382	10820	18459	9512	2012	393	100	23	16	3	3	3	0	4	0	0	0	25.32	31.34
06:00 - 00:00	745	4090	9746	11395	20223	10756	2328	489	113	32	18	5	4	4	0	4	0	0	0	25.55	31.52
00:00 - 00:00	752	4150	10067	11749	21616	12487	3144	793	210	72	34	9	9	6	1	5	2	0	0	26.13	32.23

Intelligent Data Collection Limited
Redbridge ATCs

Client:	Atkins			
Project Number:	ID02396			
Site Number:	Site 2-4			
Week Commencing:	06/07/2015			
Road Name:	Adborough Road S			
Survey Type:	ATC			
Direction AB	**Flow from**	Holland Park Av (S)	**to:**	Eastern Av (N)
Direction BA	**Flow from**	Eastern Av (N)	**to**	Holland Park Av (S)

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	07/09/2015			
Prepared by	James Allam			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID02396			
File Ref	ID02396 - Redbridge-Site 2-4			

Issue Sheet

Issued to	08/09/2015			
Alex Pye	E-mail			

Intelligent Data - Automatic Traffic Count Output

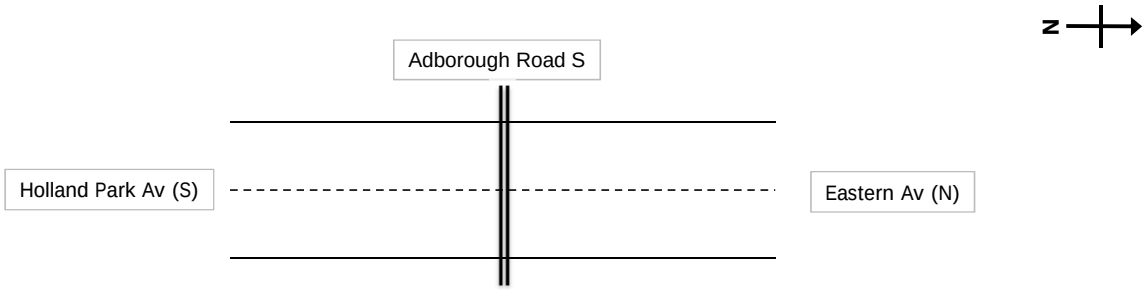
Road Name	Adborough Road S		
Direction AB	Holland Park Av (S)	**to:**	Eastern Av (N)
Direction BA	Eastern Av (N)	**to:**	Holland Park Av (S)

X Co-Ordinate	Y Co-Ordinate	ATC Start Date	ATC Finish Date	PSL
51.577647	0.09992	10/07/2015	19/07/2015	30

Link to location on Google Maps (CTRL+Click)

http://maps.google.co.uk/maps?hl=en&safe=off&q=51.577647,0.09992&cr=countryUK|countryGB&um=1&ie=UTF-8&sa=N&tab=wl

Site Map



Comments

Prepared by	James Allam	Checked by	Luke Martin	Project Director	Paul O'Neill

Intelligent Data Collection Limited

Client: Atkins
Project Number: ID02396
Junction Number: Site 2-4
Flow from: Holland Park Av (S) **to:** Eastern Av (N)
Direction A-B

Summary - 5 Day

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	4	20	117	146	32	10	4	2	0	0	0	0	0	0	0	0	0	0	26.05	29.46
01:00	0	2	12	64	69	20	6	3	1	0	0	0	0	0	0	0	0	0	0	25.97	31.98
02:00	0	4	11	31	43	16	5	0	0	0	0	0	0	0	0	0	0	0	0	25.63	31.80
03:00	0	1	9	26	26	6	0	0	0	0	0	0	0	0	0	0	0	0	0	23.63	-
04:00	0	1	3	16	34	20	4	0	0	0	0	0	0	0	0	0	0	0	0	27.39	-
05:00	0	4	20	63	79	27	2	0	0	0	0	0	0	0	0	0	0	0	0	25.33	29.52
06:00	0	7	56	160	241	82	2	1	1	0	0	0	0	0	0	0	0	0	0	25.64	29.24
07:00	2	21	114	608	805	158	15	4	0	0	0	0	0	0	0	0	0	0	0	25.48	28.94
08:00	8	46	321	1292	1126	142	15	4	0	0	0	0	0	0	0	0	0	0	0	24.27	27.67
09:00	3	42	243	943	742	116	9	2	0	0	0	0	0	0	0	0	0	0	0	24.30	27.81
10:00	8	28	144	637	511	73	2	1	0	0	0	0	0	0	0	0	0	0	0	24.10	27.57
11:00	4	25	135	607	458	59	12	1	0	0	0	0	0	0	0	0	0	0	0	24.05	27.54
12:00	2	36	162	620	571	84	5	2	0	0	2	0	0	0	0	0	0	0	0	24.28	27.87
13:00	1	21	176	637	518	71	12	1	0	0	0	0	0	0	0	0	0	0	0	24.25	27.94
14:00	3	22	128	711	450	72	9	0	0	0	0	0	0	0	0	0	0	0	0	24.09	27.52
15:00	8	42	162	896	635	87	8	0	1	0	0	0	0	0	0	0	0	0	0	24.03	27.40
16:00	9	29	159	860	674	92	14	1	0	0	0	0	0	0	0	0	0	0	0	24.28	27.70
17:00	7	30	151	934	754	108	12	4	0	0	0	0	0	0	0	0	0	0	0	24.44	27.64
18:00	8	23	245	887	623	74	7	1	1	1	0	0	0	0	0	0	0	0	0	23.90	27.40
19:00	2	33	168	863	555	81	13	3	1	0	0	0	0	0	0	0	0	0	0	24.13	27.53
20:00	3	12	99	574	528	85	12	6	0	0	0	0	0	0	0	0	0	0	0	24.86	28.23
21:00	3	9	102	486	335	52	13	3	1	0	0	0	0	0	0	0	0	0	0	24.43	27.85
22:00	2	7	69	382	354	85	8	4	0	0	0	0	0	0	0	0	0	0	0	25.15	28.73
23:00	6	5	51	256	245	51	7	3	0	1	0	0	0	0	0	0	0	0	0	24.99	28.42
07:00 - 19:00	63	365	2140	9632	7867	1136	120	21	2	1	2	0	0	0	0	0	0	0	0	24.27	27.85
06:00 - 22:00	71	426	2565	11715	9526	1436	160	34	5	1	2	0	0	0	0	0	0	0	0	24.34	27.99
06:00 - 00:00	79	438	2685	12353	10125	1572	175	41	5	2	2	0	0	0	0	0	0	0	0	24.39	28.08
00:00 - 00:00	79	454	2760	12670	10522	1693	202	48	8	2	2	0	0	0	0	0	0	0	0	24.44	28.08

Summary - 7 Day

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	9	43	283	312	68	17	6	2	0	0	0	0	0	0	0	0	0	0	25.79	29.19
01:00	1	4	41	153	170	40	10	4	1	0	0	0	0	0	0	0	0	0	0	25.58	29.15
02:00	0	4	21	73	113	38	9	0	2	0	0	0	0	0	0	0	0	0	0	26.06	30.46
03:00	1	1	22	62	61	20	1	1	0	0	0	0	0	0	0	0	0	0	0	24.43	-
04:00	3	2	10	53	79	30	6	1	0	0	0	0	0	0	0	0	0	0	0	26.33	28.10
05:00	0	8	31	124	132	38	4	0	0	0	0	0	0	0	0	0	0	0	0	25.06	28.55
06:00	1	9	82	217	299	102	5	2	2	0	0	0	0	0	0	0	0	0	0	25.58	29.17
07:00	2	29	131	688	921	185	17	5	0	0	0	0	0	0	0	0	0	0	0	25.49	28.97
08:00	21	71	387	1459	1304	184	19	4	1	0	0	0	0	0	0	0	0	0	0	24.23	28.07
09:00	19	88	310	1213	983	166	13	3	0	0	0	0	0	0	0	0	0	0	0	24.17	27.86
10:00	16	45	223	1014	848	143	6	1	0	0	0	0	0	0	0	0	0	0	0	23.99	27.80
11:00	11	56	236	924	715	97	17	3	0	0	0	0	0	0	0	0	0	0	0	23.89	27.54
12:00	13	68	275	1027	828	135	10	4	0	0	2	0	0	0	0	0	0	0	0	23.89	27.73
13:00	3	41	281	1037	855	135	19	1	0	0	0	0	0	0	0	0	0	0	0	24.23	27.91
14:00	9	45	195	1089	756	117	16	3	0	0	0	0	0	0	0	0	0	0	0	24.16	27.59
15:00	11	59	234	1180	953	136	15	2	1	0	0	0	0	0	0	0	0	0	0	24.22	27.63
16:00	10	60	248	1162	990	138	18	1	2	1	0	0	0	0	0	0	0	0	0	24.29	27.83
17:00	11	38	223	1263	1045	156	24	6	0	0	0	0	0	0	0	0	0	0	0	24.51	27.86
18:00	12	37	324	1234	871	123	12	2	2	2	0	0	0	0	0	0	0	0	0	24.03	27.55
19:00	3	46	220	1157	771	128	19	3	1	0	0	0	0	0	0	0	0	0	0	24.29	27.73
20:00	4	25	150	835	725	121	18	9	2	0	0	0	0	0	0	0	0	0	0	24.81	28.30
21:00	3	14	146	618	441	75	16	3	1	0	0	0	0	0	0	0	0	0	0	24.43	27.81
22:00	5	18	106	515	455	97	8	7	0	0	0	0	0	0	0	0	0	0	0	24.87	28.41
23:00	6	12	75	422	365	81	11	4	0	1	0	0	0	0	0	0	0	0	0	24.87	28.31
07:00 - 19:00	138	637	3067	13290	11069	1715	186	35	6	3	2	0	0	0	0	0	0	0	0	24.27	28.07
06:00 - 22:00	149	731	3665	16117	13305	2141	244	52	12	3	2	0	0	0	0	0	0	0	0	24.34	28.15
06:00 - 00:00	160	761	3846	17054	14125	2319	263	63	12	4	2	0	0	0	0	0	0	0	0	24.37	28.21
00:00 - 00:00	165	789	4014	17802	14992	2553	310	75	17	4	2	0	0	0	0	0	0	0	0	24.46	28.24

Intelligent Data Collection Limited

Client: Atkins
Project Number: ID02396
Junction Number: Site 2-4
Flow from: Eastern Av (N) **to:** Holland Park Av (S)
Direction B-A

Summary - 5 Day

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	1	9	49	104	56	20	8	0	0	0	0	0	0	0	0	0	0	0	0	23.87	28.39
01:00	0	7	23	43	43	13	7	0	0	0	0	0	0	0	0	0	0	0	0	24.33	28.40
02:00	0	1	10	18	27	7	2	1	1	1	0	0	0	0	0	0	0	0	0	27.43	-
03:00	0	1	8	13	18	5	0	3	0	1	0	0	0	0	0	0	0	0	0	27.73	-
04:00	0	1	8	26	20	11	0	1	1	0	0	0	0	0	0	0	0	0	0	26.35	28.90
05:00	0	9	16	47	44	10	5	1	0	0	0	0	0	0	0	0	0	0	0	23.61	31.05
06:00	3	23	75	134	122	21	11	0	4	1	0	0	0	0	0	0	0	0	0	24.07	28.19
07:00	10	69	229	416	258	74	15	4	3	0	0	0	0	0	0	0	0	0	0	22.90	27.72
08:00	28	175	478	637	368	154	33	6	2	1	0	0	0	0	0	0	0	0	0	22.46	28.24
09:00	21	115	362	481	236	85	22	0	1	1	0	0	0	0	0	0	0	0	0	21.93	26.99
10:00	16	147	448	372	189	39	12	0	1	0	0	0	0	0	0	0	0	0	0	20.47	25.46
11:00	21	138	346	479	186	48	6	5	1	0	0	0	0	0	0	0	0	0	0	21.15	25.67
12:00	28	159	381	497	212	54	12	0	0	0	0	0	0	0	0	0	0	0	0	20.97	25.71
13:00	25	185	431	525	257	48	14	1	1	0	0	0	0	0	0	0	0	0	0	20.96	25.97
14:00	57	285	628	573	252	57	12	1	0	0	0	0	0	0	0	0	0	0	0	19.96	25.23
15:00	77	399	757	696	323	72	17	3	0	0	0	0	0	0	0	0	0	0	0	19.74	25.28
16:00	119	541	824	695	292	95	23	5	0	0	0	0	0	0	0	0	0	0	0	19.20	25.11
17:00	61	472	868	694	337	100	28	7	2	0	0	0	0	1	0	0	0	0	0	19.88	25.61
18:00	100	423	751	571	233	58	9	2	0	0	0	0	0	0	0	0	2	0	0	18.83	24.13
19:00	79	355	571	507	159	30	5	0	2	0	0	0	0	0	0	0	0	0	0	18.94	23.73
20:00	31	157	375	411	189	37	11	2	0	0	0	0	0	0	0	0	0	0	0	20.77	25.68
21:00	15	107	272	358	144	27	8	1	0	0	0	0	0	0	0	0	0	0	0	21.30	25.65
22:00	9	55	185	264	140	32	8	1	2	1	0	0	0	0	0	0	0	0	0	22.17	26.73
23:00	4	21	96	222	117	24	12	3	0	0	0	0	0	0	0	0	0	0	0	23.40	27.39
07:00 - 19:00	563	3108	6503	6636	3143	884	203	34	11	2	0	0	0	1	0	0	2	0	0	20.44	26.10
06:00 - 22:00	691	3750	7796	8046	3757	999	238	37	17	3	0	0	0	1	0	0	2	0	0	20.44	26.03
06:00 - 00:00	704	3826	8077	8532	4014	1055	258	41	19	4	0	0	0	1	0	0	2	0	0	20.56	26.10
00:00 - 00:00	705	3854	8191	8783	4222	1121	280	47	21	6	0	0	0	1	0	0	2	0	0	20.85	26.18

Summary - 7 Day

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	2	16	98	230	143	36	18	1	2	0	0	0	0	0	0	0	0	0	0	23.98	28.19
01:00	0	14	48	107	99	33	10	1	1	0	0	0	0	0	0	0	0	0	0	24.46	29.83
02:00	0	3	17	62	55	21	7	1	2	1	0	0	0	0	0	0	0	0	0	27.18	26.78
03:00	0	3	10	34	38	15	2	3	0	2	0	0	0	0	0	0	0	0	0	26.94	-
04:00	0	4	17	44	48	18	2	1	1	0	0	0	0	0	0	0	0	0	0	25.98	28.90
05:00	0	14	21	71	73	26	10	2	0	0	0	0	0	0	0	0	0	0	0	24.74	31.05
06:00	5	28	96	174	180	42	15	1	4	1	0	0	0	0	0	0	0	0	0	24.32	28.26
07:00	13	78	252	495	335	97	22	4	5	0	0	0	0	0	0	0	0	0	0	23.52	27.96
08:00	33	214	566	799	475	187	37	7	2	1	0	0	0	0	0	0	0	0	0	22.71	27.99
09:00	33	188	496	681	341	109	29	2	2	1	0	0	0	0	0	0	0	0	0	21.86	26.73
10:00	37	229	641	641	313	65	22	1	2	1	0	0	0	0	0	0	0	0	0	20.74	25.66
11:00	38	258	528	724	274	65	7	6	1	0	0	0	0	0	0	0	0	0	0	20.88	25.53
12:00	70	316	612	780	319	68	17	1	1	0	0	0	0	0	0	0	0	0	0	20.43	25.39
13:00	48	317	708	787	390	67	21	1	1	0	0	0	0	0	0	0	0	0	0	20.68	25.71
14:00	84	392	856	869	359	80	18	1	0	0	0	0	0	0	0	0	0	0	0	20.02	25.17
15:00	92	487	1014	981	438	94	25	4	0	0	0	0	0	0	0	0	0	0	0	20.02	25.33
16:00	139	656	1098	939	417	115	31	5	0	0	0	0	0	0	0	0	0	0	0	19.53	25.28
17:00	76	569	1087	969	444	122	31	8	2	1	0	0	0	1	0	0	0	0	0	20.09	25.58
18:00	119	512	1002	814	331	87	13	2	0	0	0	0	0	0	0	0	2	0	0	19.40	24.62
19:00	103	449	765	724	216	43	10	1	2	1	0	0	0	0	0	0	0	0	0	19.21	23.89
20:00	40	201	520	604	265	49	13	3	0	0	0	0	0	0	0	0	0	0	0	20.88	25.52
21:00	16	124	324	458	194	38	11	1	0	0	0	0	0	0	0	0	0	0	0	21.56	25.94
22:00	11	82	242	339	186	40	10	3	2	1	0	0	0	0	0	0	0	0	0	22.02	26.73
23:00	7	33	138	349	163	45	15	3	0	0	0	0	0	0	0	0	0	0	0	23.33	27.32
07:00 - 19:00	782	4216	8860	9479	4436	1156	273	42	16	4	0	0	0	1	0	0	2	0	0	20.62	26.26
06:00 - 22:00	946	5018	10565	11439	5291	1328	322	48	22	6	0	0	0	1	0	0	2	0	0	20.67	26.22
06:00 - 00:00	964	5133	10945	12127	5640	1413	347	54	24	7	0	0	0	1	0	0	2	0	0	20.76	26.26
00:00 - 00:00	966	5187	11156	12675	6096	1562	396	63	30	10	0	0	0	1	0	0	2	0	0	21.09	26.47

Appendix C. TRICS Sites

TRICS 7.2.1
Trip Rate P Number of dwellings

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 03 - RESIDENTIAL
Category C - FLATS PRIVATELY OWNED
VEHICLES

Selected regions and areas:

1	GREATER LONDON		
	CD	CROYDON	1 days
	HG	HARINGEY	1 days
	HO	HOUNSLOW	1 days
	HV	HAVERING	1 days
	RD	RICHMOND	2 days
	TH	TOWER HA	1 days
2	SOUTH EAST		
	EX	ESSEX	1 days
	HF	HERTFORD	1 days
	SC	SURREY	3 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.
Parameter: Number of dwellings
Actual Ran 25 to 530 (units:)
Range Sele 200 to 530 (units:)

Public Transport Provision:
Selection b Include all surveys

Date Range 01/01/01 to 01/06/15

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.
Selected survey days:
Monday 3 days
Tuesday 3 days
Wednesda 5 days
Saturday 1 days
This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual co 12 days
Directional 0 days
This data d the total a whilst ATC surveys are undertaking using machines.

Selected Locations:
Town Cent 1
Edge of To 2
Suburban A 9
Edge of To 0
Neighbourl 0
Free Stand 0
Not Known 0
This data d Edge of To Suburban . Neighbour Edge of To Town Centre and Not Known.

Selected Location Sub Categories:
Industrial Z 0
Commercia 0
Developme 0
Residential 7
Retail Zone 0
Built-Up Zo 4
Village 0
Out of Tow 0
High Street 0
No Sub Cat 1
This data d Industrial Z Developm Residentia Retail Zon Built-Up Z Village Out of Tov High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:
C3 12 days
This data d which can be found within the Library module of TRICS®.

Population within 1 mile:
1,001 to 5, 1 days
10,001 to 1 1 days
15,001 to 2 1 days
25,001 to 5 6 days
50,001 to 1 3 days
This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
100,001 to 1 days
125,001 to 4 days
250,001 to 1 days
500,001 or 6 days
This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:
0.5 or Less 2 days
0.6 to 1.0 4 days
1.1 to 1.5 6 days
This data d within a radius of 5-miles of selected survey sites.

Travel Plan:
Not Known 1 days
Yes 2 days
No 9 days
This data d and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1 CD-03-C-01 BLOCK OF I CROYDON
A23 LONDON ROAD

NORBURY
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Number of dwell 103
Survey dat MONDAY ######## Survey Typ MANUAL

2 EX-03-C-02 BLOCK OF I ESSEX
WESTCLIFF PARADE
WESTCLIFF
SOUTHEND-ON-SEA
Edge of Town Centre
Residential Zone
Total Number of dwell 94
Survey dat TUESDAY ######## Survey Typ MANUAL

3 HF-03-C-02 FLATS HERTFORDSHIRE
BRIDGE ROAD EAST

WELWYN GARDEN CITY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwell 86
Survey dat WEDNESDA ######## Survey Typ MANUAL

4 HG-03-C-0 BLOCK OF I HARINGEY
CHADWELL LANE
NEW RIVER VILLAGE
HORNSEY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwell 25
Survey dat TUESDAY ######## Survey Typ MANUAL

5 HO-03-C-0 BLOCK OF I HOUNSLOW
HIGH STREET

BRENTFORD
Town Centre
Built-Up Zone
Total Number of dwell 86
Survey dat WEDNESDA ######## Survey Typ MANUAL
6 HV-03-C-01 BLOCKS OF HAVERING
WATERLOO ROAD

ROMFORD
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Number of dwell 530
Survey dat WEDNESDA ######## Survey Typ MANUAL
7 RD-03-C-01 BLOCKS OF RICHMOND
KEW ROAD

KEW
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwell 144
Survey dat TUESDAY ######## Survey Typ MANUAL
8 RD-03-C-02 BLOCK OF I RICHMOND
B306 QUEENS RIDE

BARNES
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwell 28
Survey dat MONDAY ######## Survey Typ MANUAL
9 SC-03-C-01 FLATS SURREY
HEATHCOTE ROAD

CAMBERLEY
Edge of Town Centre

Residential Zone
Total Number of dwell 140
Survey dat MONDAY ######## Survey Typ MANUAL
10 SC-03-C-02 FLATS SURREY
CONSTITUTION HILL

WOKING
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Number of dwell 36
Survey dat WEDNESD/ ######## Survey Typ MANUAL
11 SC-03-C-03 FLATS SURREY
KINGS ROAD

WOKING
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwell 52
Survey dat SATURDAY ######## Survey Typ MANUAL
12 TH-03-C-03 FLATS TOWER HAMLETS
PALMERS ROAD

BETHNAL GREEN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwell 69
Survey dat WEDNESD/ ######## Survey Typ MANUAL

This sectio it displays the selecte the day of and whether the survey was a manual classified count or an ATC count.

Manually Deselected Sites

Site Ref	Reason for Deselection
CN-03-C-01	PTAL too high
EG-03-C-02	PTAL too high

EX-03-C-01 No of dwellings low
GR-03-C-01 PTAL too high
HC-03-C-02 PTAL too low
HK-03-C-01 PTAL too high
HK-03-C-02 PTAL too high
HM-03-C-0 PTAL too high
HO-03-C-0 PTAL too high
IS-03-C-01 PTAL too high
IS-03-C-02 PTAL too high
IS-03-C-03 PTAL too high
KI-03-C-01 PTAL too high
KI-03-C-02 PTAL too high
KN-03-C-01 PTAL too high
KN-03-C-02 PTAL too high
KN-03-C-03 PTAL too high
NH-03-C-0 PTAL too high
OX-03-C-01 PTAL too low
SC-03-C-04 PTAL too low
TH-03-C-01 PTAL too high
TH-03-C-02 PTAL too high
WH-03-C-0 PTAL too high

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: VEHICLES

	ARRIVALS			DEPARTURES			TOTALS	
Time Rang	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									

05:00-06:00									
06:00-07:00									
07:00-08:0	12	116	0.024	12	116	0.078	12	116	0.102
08:00-09:0	12	116	0.042	12	116	0.1	12	116	0.142
09:00-10:0	12	116	0.039	12	116	0.075	12	116	0.114
10:00-11:0	12	116	0.06	12	116	0.073	12	116	0.133
11:00-12:0	12	116	0.059	12	116	0.065	12	116	0.124
12:00-13:0	12	116	0.065	12	116	0.065	12	116	0.13
13:00-14:0	12	116	0.07	12	116	0.079	12	116	0.149
14:00-15:0	12	116	0.052	12	116	0.057	12	116	0.109
15:00-16:0	12	116	0.078	12	116	0.049	12	116	0.127
16:00-17:0	12	116	0.083	12	116	0.063	12	116	0.146
17:00-18:0	12	116	0.103	12	116	0.065	12	116	0.168
18:00-19:0	12	116	0.096	12	116	0.048	12	116	0.144
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.771			0.817			1.588

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: OGVS

			ARRIVALS			DEPARTURES			TOTALS
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Rang	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									

07:00-08:0	12	116	0.001	12	116	0.001	12	116	0.002
08:00-09:0	12	116	0.001	12	116	0.001	12	116	0.002
09:00-10:0	12	116	0	12	116	0	12	116	0
10:00-11:0	12	116	0.003	12	116	0.002	12	116	0.005
11:00-12:0	12	116	0.001	12	116	0.001	12	116	0.002
12:00-13:0	12	116	0.001	12	116	0.001	12	116	0.002
13:00-14:0	12	116	0.001	12	116	0.002	12	116	0.003
14:00-15:0	12	116	0.001	12	116	0	12	116	0.001
15:00-16:0	12	116	0.001	12	116	0.001	12	116	0.002
16:00-17:0	12	116	0.001	12	116	0.001	12	116	0.002
17:00-18:0	12	116	0.001	12	116	0.001	12	116	0.002
18:00-19:0	12	116	0	12	116	0	12	116	0
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.012			0.011			0.023

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: PSVS

	ARRIVALS			DEPARTURES			TOTALS		
Time Rang	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	12	116	0	12	116	0	12	116	0
08:00-09:0	12	116	0	12	116	0	12	116	0

09:00-10:0	12	116	0	12	116	0	12	116	0
10:00-11:0	12	116	0	12	116	0	12	116	0
11:00-12:0	12	116	0	12	116	0	12	116	0
12:00-13:0	12	116	0	12	116	0	12	116	0
13:00-14:0	12	116	0	12	116	0	12	116	0
14:00-15:0	12	116	0	12	116	0	12	116	0
15:00-16:0	12	116	0	12	116	0	12	116	0
16:00-17:0	12	116	0	12	116	0	12	116	0
17:00-18:0	12	116	0	12	116	0	12	116	0
18:00-19:0	12	116	0	12	116	0	12	116	0
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0			0			0

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: CYCLISTS

	ARRIVALS			DEPARTURES			TOTALS		
Time Rang	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	12	116	0.001	12	116	0.011	12	116	0.012
08:00-09:0	12	116	0.002	12	116	0.011	12	116	0.013
09:00-10:0	12	116	0.002	12	116	0.007	12	116	0.009
10:00-11:0	12	116	0.002	12	116	0.008	12	116	0.01

11:00-12:0	12	116	0.003	12	116	0.004	12	116	0.007
12:00-13:0	12	116	0.006	12	116	0.004	12	116	0.01
13:00-14:0	12	116	0.006	12	116	0.004	12	116	0.01
14:00-15:0	12	116	0.004	12	116	0.004	12	116	0.008
15:00-16:0	12	116	0.003	12	116	0.001	12	116	0.004
16:00-17:0	12	116	0.004	12	116	0.005	12	116	0.009
17:00-18:0	12	116	0.007	12	116	0.004	12	116	0.011
18:00-19:0	12	116	0.008	12	116	0.003	12	116	0.011
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.048			0.066			0.114

Parameter summary

Trip rate pa	25 - 530 (units:)
Survey dat	01/01/01 - 01/06/15
Number of	11
Number of	1
Number of	0
Surveys ma	23

This sectio followed b the total n the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displ

SUM

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Rang	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									

03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	12	116	0.025	36	348	0.079	36	348	0.104
08:00-09:0	12	116	0.043	36	348	0.101	36	348	0.144
09:00-10:0	12	116	0.039	36	348	0.075	36	348	0.114
10:00-11:0	12	116	0.063	36	348	0.075	36	348	0.138
11:00-12:0	12	116	0.06	36	348	0.066	36	348	0.126
12:00-13:0	12	116	0.066	36	348	0.066	36	348	0.132
13:00-14:0	12	116	0.071	36	348	0.081	36	348	0.152
14:00-15:0	12	116	0.053	36	348	0.057	36	348	0.11
15:00-16:0	12	116	0.079	36	348	0.05	36	348	0.129
16:00-17:0	12	116	0.084	36	348	0.064	36	348	0.148
17:00-18:0	12	116	0.104	36	348	0.066	36	348	0.17
18:00-19:0	12	116	0.096	36	348	0.048	36	348	0.144
19:00-20:00			0	0	0	0	0	0	0
20:00-21:00			0	0	0	0	0	0	0
21:00-22:00			0	0	0	0	0	0	0
22:00-23:00			0	0	0	0	0	0	0
23:00-24:00			0	0	0	0	0	0	0
Daily Trip Rates:			0.783	0	0	0.828	0	0	1.611

TRICS 7.2.1
Trip Rate P Number of dwellings

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 03 - RESIDENTIAL
Category A - HOUSES PRIVATELY OWNED
VEHICLES

Selected regions and areas:

1	GREATER LONDON		
	BN	BARNET	1 days
	HO	HOUNSLOW	1 days
	KI	KINGSTON	2 days
	SK	SOUTHWA	1 days
	WF	WALTHAM	1 days
2	SOUTH EAST		
	HF	HERTFORD	1 days
	SC	SURREY	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.
Parameter: Number of dwellings
Actual Ran 10 to 195 (units:)
Range Sele 100 to 250 (units:)

Public Transport Provision:
Selection b Include all surveys

Date Range 01/01/05 to 01/06/15

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.
Selected survey days:

Tuesday 2 days
Thursday 5 days
Sunday 1 days
This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual co 8 days
Directional 0 days
This data d the total a whilst ATC surveys are undertaking using machines.

Selected Locations:
Town Cent 0
Edge of To 1
Suburban A 6
Edge of To 1
Neighbourl 0
Free Stand 0
Not Known 0
This data d Edge of To Suburban . Neighbour Edge of To Town Centre and Not Known.

Selected Location Sub Categories:
Industrial Z 0
Commercia 0
Developme 1
Residential 6
Retail Zone 0
Built-Up Zc 1
Village 0
Out of Tow 0
High Street 0
No Sub Cat 0
This data d Industrial Z Developm Residentia Retail Zon Built-Up Z Village Out of Tov High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:
C3 8 days
This data d which can be found within the Library module of TRICS®.

Population within 1 mile:
5,001 to 1 1 days
20,001 to 2 1 days
25,001 to 5 4 days
50,001 to 1 2 days
This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
100,001 to 1 days
125,001 to 1 days
500,001 or 6 days
This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:
0.5 or Less 1 days
0.6 to 1.0 3 days
1.1 to 1.5 4 days
This data d within a radius of 5-miles of selected survey sites.

Travel Plan:
Yes 1 days
No 7 days
This data d and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters
1 BN-03-A-0: SEMI DETA BARNET
NORRY'S ROAD

COCKFOSTERS
Suburban Area (PPS6 Out of Centre)

Residential Zone
Total Number of dwell 10
Survey dat THURSDAY ######## Survey Typ MANUAL
2 HF-03-A-02 HOUSES HERTFORDSHIRE
BLACK FAN ROAD
PANSHANGER
WELWYN GARDEN CITY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwell 195
Survey dat SUNDAY ######## Survey Typ MANUAL
3 HO-03-A-0 MIXED HOI HOUNSLOW
THORNBURY ROAD

OSTERLEY
Suburban Area (PPS6 Out of Centre)
Development Zone
Total Number of dwell 82
Survey dat TUESDAY ######## Survey Typ MANUAL
4 KI-03-A-01 DETACHED KINGSTON
COOMBE RISE

KINGSTON UPON THAMES
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwell 12
Survey dat THURSDAY ######## Survey Typ MANUAL
5 KI-03-A-02 DETACHED KINGSTON
WOLSEY CLOSE

KINGSTON UPON THAMES
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwell 20
Survey dat THURSDAY ######## Survey Typ MANUAL

6 SC-03-A-04 DETACHED SURREY
HIGH ROAD

BYFLEET
Edge of Town
Residential Zone
Total Number of dwell 71
Survey dat THURSDAY ######## Survey Typ MANUAL
7 SK-03-A-01 SEMI DET. SOUTHWARK
TIMBER POND ROAD

CANADA WATER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwell 15
Survey dat THURSDAY ######## Survey Typ MANUAL
8 WF-03-A-0 TERRACED WALTHAM FOREST
CLEVELAND PARK AVENUE

WALTHAMSTOW
Edge of Town Centre
Built-Up Zone
Total Number of dwell 53
Survey dat TUESDAY ######## Survey Typ MANUAL

This sectio it displays the selecte the day of and whether the survey was a manual classified count or an ATC count.

Manually Deselected Sites

Site Ref	Reason for Deselection
BT-03-A-01	PTAL too high
ES-03-A-02	Public Transport service frequency too low
EX-03-A-01	public transport service frequency too low
KN-03-A-0	PTAL too high
WE-03-A-0	PTAL too high

WS-03-A-0 Public Transport service frequency too low

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: VEHICLES

	ARRIVALS			DEPARTURES			TOTALS		
Time Rang	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	8	57	0.061	8	57	0.183	8	57	0.244
08:00-09:0	8	57	0.105	8	57	0.199	8	57	0.304
09:00-10:0	8	57	0.142	8	57	0.201	8	57	0.343
10:00-11:0	8	57	0.162	8	57	0.207	8	57	0.369
11:00-12:0	8	57	0.175	8	57	0.199	8	57	0.374
12:00-13:0	8	57	0.227	8	57	0.225	8	57	0.452
13:00-14:0	8	57	0.177	8	57	0.131	8	57	0.308
14:00-15:0	8	57	0.207	8	57	0.194	8	57	0.401
15:00-16:0	8	57	0.238	8	57	0.214	8	57	0.452
16:00-17:0	8	57	0.236	8	57	0.186	8	57	0.422
17:00-18:0	8	57	0.247	8	57	0.164	8	57	0.411
18:00-19:0	8	57	0.207	8	57	0.142	8	57	0.349
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			2.184			2.245			4.429

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: OGVS

	ARRIVALS			DEPARTURES			TOTALS		
Time Rang	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	8	57	0.004	8	57	0	8	57	0.004
08:00-09:0	8	57	0	8	57	0.004	8	57	0.004
09:00-10:0	8	57	0.009	8	57	0.009	8	57	0.018
10:00-11:0	8	57	0.004	8	57	0.004	8	57	0.008
11:00-12:0	8	57	0.004	8	57	0.002	8	57	0.006
12:00-13:0	8	57	0.004	8	57	0.007	8	57	0.011
13:00-14:0	8	57	0.002	8	57	0	8	57	0.002
14:00-15:0	8	57	0	8	57	0.004	8	57	0.004
15:00-16:0	8	57	0	8	57	0	8	57	0
16:00-17:0	8	57	0	8	57	0	8	57	0
17:00-18:0	8	57	0	8	57	0	8	57	0
18:00-19:0	8	57	0	8	57	0	8	57	0
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.027			0.03			0.057

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Calculation Factor: 1 DWELLS
Count Type: PSVS

		ARRIVALS			DEPARTURES			TOTALS	
Time Rang	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	8	57	0	8	57	0	8	57	0
08:00-09:0	8	57	0	8	57	0.002	8	57	0.002
09:00-10:0	8	57	0	8	57	0	8	57	0
10:00-11:0	8	57	0	8	57	0	8	57	0
11:00-12:0	8	57	0	8	57	0	8	57	0
12:00-13:0	8	57	0	8	57	0	8	57	0
13:00-14:0	8	57	0	8	57	0	8	57	0
14:00-15:0	8	57	0	8	57	0	8	57	0
15:00-16:0	8	57	0.002	8	57	0.002	8	57	0.004
16:00-17:0	8	57	0	8	57	0	8	57	0
17:00-18:0	8	57	0.002	8	57	0.002	8	57	0.004
18:00-19:0	8	57	0	8	57	0	8	57	0
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.004			0.006			0.01

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: CYCLISTS

		ARRIVALS			DEPARTURES			TOTALS	
Time Rang	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	8	57	0.002	8	57	0.007	8	57	0.009
08:00-09:0	8	57	0	8	57	0.002	8	57	0.002
09:00-10:0	8	57	0.004	8	57	0.007	8	57	0.011
10:00-11:0	8	57	0.007	8	57	0.011	8	57	0.018
11:00-12:0	8	57	0.007	8	57	0.004	8	57	0.011
12:00-13:0	8	57	0.007	8	57	0.004	8	57	0.011
13:00-14:0	8	57	0.009	8	57	0	8	57	0.009
14:00-15:0	8	57	0.002	8	57	0.009	8	57	0.011
15:00-16:0	8	57	0.004	8	57	0.004	8	57	0.008
16:00-17:0	8	57	0.007	8	57	0.004	8	57	0.011
17:00-18:0	8	57	0.007	8	57	0.007	8	57	0.014
18:00-19:0	8	57	0.009	8	57	0.004	8	57	0.013
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.065			0.063			0.128

Parameter summary

Trip rate pa	10 - 195 (units:)
Survey dat	01/01/05 - 01/06/15
Number of	7

Number of 0
Number of 1
Surveys ma 6
This sectio followed b the total n the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displ

Sum

	ARRIVALS			DEPARTURES			TOTALS		
Time Rang	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	8	57	0.067	32	228	0.19	8	57	0.257
08:00-09:0	8	57	0.105	32	228	0.207	8	57	0.312
09:00-10:0	8	57	0.155	32	228	0.217	8	57	0.372
10:00-11:0	8	57	0.173	32	228	0.222	8	57	0.395
11:00-12:0	8	57	0.186	32	228	0.205	8	57	0.391
12:00-13:0	8	57	0.238	32	228	0.236	8	57	0.474
13:00-14:0	8	57	0.188	32	228	0.131	8	57	0.319
14:00-15:0	8	57	0.209	32	228	0.207	8	57	0.416
15:00-16:0	8	57	0.244	32	228	0.22	8	57	0.464
16:00-17:0	8	57	0.243	32	228	0.19	8	57	0.433
17:00-18:0	8	57	0.256	32	228	0.173	8	57	0.429
18:00-19:0	8	57	0.216	32	228	0.146	8	57	0.362
19:00-20:0	8	57	0	0	0	0	8	57	0
20:00-21:0	8	57	0	0	0	0	8	57	0
21:00-22:0	8	57	0	0	0	0	8	57	0
22:00-23:0	8	57	0	0	0	0	8	57	0

23:00-24:0	8	57	0	0	0	0	8	57	0
Daily Trip Rates:			2.28	0	0	2.344	0	0	4.624

TRICS 7.2.1
Trip Rate P Number of pupils

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 04 - EDUCATION
Category A - PRIMARY
VEHICLES

Selected regions and areas:

1	GREATER LONDON		
	BN	BARNET	1 days
	CN	CAMDEN	1 days
	EN	ENFIELD	1 days
	HO	HOUNSLOW	1 days
	LW	LEWISHAM	1 days
	NH	NEWHAM	1 days
2	SOUTH EAST		
	HC	HAMPSHIR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.
Parameter: Number of pupils
Actual Ran 90 to 461 (units:)
Range Sele 200 to 461 (units:)

Public Transport Provision:
Selection b Include all surveys

Date Range 01/01/05 to 01/06/15

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.
Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesda	1 days
Thursday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual co	7 days
Directional	0 days

This data d the total a whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Cent	0
Edge of To	1
Suburban A	3
Edge of To	2
Neighbourl	1
Free Stand	0
Not Known	0

This data d Edge of To Suburban . Neighbour Edge of To Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Z	0
Commercia	0
Developme	0
Residential	6
Retail Zone	0
Built-Up Zo	1
Village	0
Out of Tow	0
High Street	0
No Sub Cat	0

This data d Industrial Z Developm Residentia Retail Zon Built-Up Z Village Out of Tov High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:
D1 7 days
This data d which can be found within the Library module of TRICS®.

Population within 1 mile:
5,001 to 1 1 days
10,001 to 1 1 days
25,001 to 5 3 days
50,001 to 1 2 days
This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
75,001 to 1 days
125,001 to 1 days
250,001 to 1 days
500,001 or 4 days
This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:
0.5 or Less 1 days
0.6 to 1.0 4 days
1.1 to 1.5 2 days
This data d within a radius of 5-miles of selected survey sites.

Travel Plan:
No 7 days
This data d and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters
1 BN-04-A-0: PRIMARY S BARNET
CHASE SIDE

EAST BARNET
Edge of Town
Residential Zone
Total Number of pupils 90
Survey date FRIDAY ######## Survey Typ MANUAL
2 CN-04-A-0 PRIMARY S CAMDEN
PRINCESS ROAD

PRIMROSE HILL
Edge of Town Centre
Residential Zone
Total Number of pupils 403
Survey date MONDAY ######## Survey Typ MANUAL
3 EN-04-A-01 PRIMARY S ENFIELD
CUCKOO HALL LANE

EDMONTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils 180
Survey date WEDNESDA ######## Survey Typ MANUAL
4 HC-04-A-0 PRIMARY S HAMPSHIRE
AUSTEN AVENUE

WINCHESTER
Edge of Town
Residential Zone
Total Number of pupils 231
Survey date TUESDAY ######## Survey Typ MANUAL
5 HO-04-A-0 PRIMARY S HOUNSLOW
BUCKINGHAM ROAD

HANWORTH
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone

Total Number of pupils: 320
Survey date: THURSDAY ######## Survey Type: MANUAL

6 LW-04-A-0 PRIMARY S LEWISHAM
EVELYN STREET

LEWISHAM
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Number of pupils: 461
Survey date: TUESDAY ######## Survey Type: MANUAL

7 NH-04-A-0 PRIMARY S NEWHAM
HOSKINS CLOSE

BECKTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 422
Survey date: MONDAY ######## Survey Type: MANUAL

This section it displays the selecte the day of and whether the survey was a manual classified count or an ATC count.

Manually Deselected Sites

Site Ref	Reason for Deselection
EX-04-A-01	PTAL too low
HK-04-A-01	PTAL too high
SC-04-A-01	PTAL too low

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
Calculation Factor: 1 PUPILS
Count Type: VEHICLES

	ARRIVALS			DEPARTURES			TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip

Time Rang	Days	PUPILS	Rate	Days	PUPILS	Rate	Days	PUPILS	Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	7	301	0.027	7	301	0.004	7	301	0.031
08:00-09:0	7	301	0.14	7	301	0.084	7	301	0.224
09:00-10:0	7	301	0.023	7	301	0.04	7	301	0.063
10:00-11:0	7	301	0.006	7	301	0.004	7	301	0.01
11:00-12:0	7	301	0.013	7	301	0.011	7	301	0.024
12:00-13:0	7	301	0.027	7	301	0.018	7	301	0.045
13:00-14:0	7	301	0.022	7	301	0.026	7	301	0.048
14:00-15:0	7	301	0.024	7	301	0.015	7	301	0.039
15:00-16:0	7	301	0.084	7	301	0.129	7	301	0.213
16:00-17:0	7	301	0.014	7	301	0.032	7	301	0.046
17:00-18:0	7	301	0.001	7	301	0.011	7	301	0.012
18:00-19:0	7	301	0	7	301	0.004	7	301	0.004
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.381			0.378			0.759

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
Calculation Factor: 1 PUPILS
Count Type: TAXIS

			ARRIVALS			DEPARTURES			TOTALS
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Rang	Days	PUPILS	Rate	Days	PUPILS	Rate	Days	PUPILS	Rate
00:00-01:00									

01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	7	301	0.001	7	301	0.001	7	301	0.002
08:00-09:0	7	301	0.001	7	301	0.001	7	301	0.002
09:00-10:0	7	301	0	7	301	0	7	301	0
10:00-11:0	7	301	0	7	301	0	7	301	0
11:00-12:0	7	301	0	7	301	0	7	301	0
12:00-13:0	7	301	0	7	301	0	7	301	0
13:00-14:0	7	301	0	7	301	0	7	301	0
14:00-15:0	7	301	0	7	301	0	7	301	0
15:00-16:0	7	301	0.002	7	301	0.002	7	301	0.004
16:00-17:0	7	301	0	7	301	0	7	301	0
17:00-18:0	7	301	0	7	301	0	7	301	0
18:00-19:0	7	301	0	7	301	0	7	301	0
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.004			0.004			0.008

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
Calculation Factor: 1 PUPILS
Count Type: OGVS

			ARRIVALS			DEPARTURES			TOTALS
Time Rang	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									

03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	7	301	0	7	301	0	7	301	0
08:00-09:0	7	301	0	7	301	0.001	7	301	0.001
09:00-10:0	7	301	0.001	7	301	0.001	7	301	0.002
10:00-11:0	7	301	0	7	301	0	7	301	0
11:00-12:0	7	301	0	7	301	0	7	301	0
12:00-13:0	7	301	0.001	7	301	0.001	7	301	0.002
13:00-14:0	7	301	0	7	301	0	7	301	0
14:00-15:0	7	301	0	7	301	0	7	301	0
15:00-16:0	7	301	0	7	301	0	7	301	0
16:00-17:0	7	301	0	7	301	0	7	301	0
17:00-18:0	7	301	0	7	301	0	7	301	0
18:00-19:0	7	301	0	7	301	0	7	301	0
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.002			0.003			0.005

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
Calculation Factor: 1 PUPILS
Count Type: PSVS

	ARRIVALS			DEPARTURES			TOTALS		
Time Rang	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									

05:00-06:00									
06:00-07:00									
07:00-08:0	7	301	0.001	7	301	0	7	301	0.001
08:00-09:0	7	301	0.003	7	301	0.003	7	301	0.006
09:00-10:0	7	301	0	7	301	0	7	301	0
10:00-11:0	7	301	0	7	301	0	7	301	0
11:00-12:0	7	301	0	7	301	0	7	301	0
12:00-13:0	7	301	0	7	301	0	7	301	0
13:00-14:0	7	301	0	7	301	0	7	301	0
14:00-15:0	7	301	0	7	301	0	7	301	0
15:00-16:0	7	301	0	7	301	0.003	7	301	0.003
16:00-17:0	7	301	0	7	301	0	7	301	0
17:00-18:0	7	301	0	7	301	0	7	301	0
18:00-19:0	7	301	0	7	301	0	7	301	0
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.004			0.006			0.01

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
Calculation Factor: 1 PUPILS
Count Type: CYCLISTS

			ARRIVALS			DEPARTURES			TOTALS
Time Rang	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									

07:00-08:0	7	301	0.003	7	301	0	7	301	0.003
08:00-09:0	7	301	0.05	7	301	0.014	7	301	0.064
09:00-10:0	7	301	0.007	7	301	0.009	7	301	0.016
10:00-11:0	7	301	0.006	7	301	0.001	7	301	0.007
11:00-12:0	7	301	0.007	7	301	0.005	7	301	0.012
12:00-13:0	7	301	0.003	7	301	0.005	7	301	0.008
13:00-14:0	7	301	0.006	7	301	0.004	7	301	0.01
14:00-15:0	7	301	0.001	7	301	0.001	7	301	0.002
15:00-16:0	7	301	0.019	7	301	0.052	7	301	0.071
16:00-17:0	7	301	0.003	7	301	0.009	7	301	0.012
17:00-18:0	7	301	0	7	301	0.003	7	301	0.003
18:00-19:0	7	301	0	7	301	0.001	7	301	0.001
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.105			0.104			0.209

Parameter summary

Trip rate pa	90 - 461 (units:)
Survey dat	01/01/05 - 01/06/15
Number of	7
Number of	0
Number of	0
Surveys ma	3

This sectio followed b the total n the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displ

Sum

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip

Time Rang	Days	PUPILS	Rate	Days	PUPILS	Rate	Days	PUPILS	Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	7	301	0.029	28	1204	0.005	28	1204	0.034
08:00-09:0	7	301	0.144	28	1204	0.089	28	1204	0.233
09:00-10:0	7	301	0.024	28	1204	0.041	28	1204	0.065
10:00-11:0	7	301	0.006	28	1204	0.004	28	1204	0.01
11:00-12:0	7	301	0.013	28	1204	0.011	28	1204	0.024
12:00-13:0	7	301	0.028	28	1204	0.019	28	1204	0.047
13:00-14:0	7	301	0.022	28	1204	0.026	28	1204	0.048
14:00-15:0	7	301	0.024	28	1204	0.015	28	1204	0.039
15:00-16:0	7	301	0.086	28	1204	0.134	28	1204	0.22
16:00-17:0	7	301	0.014	28	1204	0.032	28	1204	0.046
17:00-18:0	7	301	0.001	28	1204	0.011	28	1204	0.012
18:00-19:0	7	301	0	28	1204	0.004	28	1204	0.004
19:00-20:00			0	0	0	0	0	0	0
20:00-21:00			0	0	0	0	0	0	0
21:00-22:00			0	0	0	0	0	0	0
22:00-23:00			0	0	0	0	0	0	0
23:00-24:00			0	0	0	0	0	0	0
Daily Trip Rates:			0.391	0	0	0.391	0	0	0.782

TRICS 7.2.1
Trip Rate P Number of pupils

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 04 - EDUCATION
Category B - SECONDARY
VEHICLES

Selected regions and areas:

1	GREATER LONDON		
	BN	BARNET	1 days
	HO	HOUNSLOV	1 days
	IS	ISLINGTON	1 days
	RD	RICHMONI	1 days
2	SOUTH EAST		
	SC	SURREY	1 days
	WS	WEST SUS	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.
Parameter: Number of pupils
Actual Ran 456 to 1523 (units:)
Range Sele 1000 to 1780 (units:)

Public Transport Provision:
Selection b Include all surveys

Date Range 01/01/05 to 01/06/14

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.
Selected survey days:
Monday 1 days

Wednesda 4 days
Thursday 2 days
This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual co 7 days
Directional 0 days
This data d the total a whilst ATC surveys are undertaking using machines.

Selected Locations:
Town Cent 0
Edge of To 0
Suburban A 6
Edge of To 1
Neighbourl 0
Free Stand 0
Not Known 0
This data d Edge of To Suburban . Neighbour Edge of To Town Centre and Not Known.

Selected Location Sub Categories:
Industrial Z 0
Commercia 0
Developme 0
Residential 7
Retail Zone 0
Built-Up Zo 0
Village 0
Out of Tow 0
High Street 0
No Sub Cat 0
This data d Industrial Z Developm Residentia Retail Zon Built-Up Z Village Out of Tov High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

D1 7 days
This data d which can be found within the Library module of TRICS®.

Population within 1 mile:
1,001 to 5, 1 days
10,001 to 1 2 days
15,001 to 2 1 days
25,001 to 5 2 days
50,001 to 1 1 days
This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
100,001 to 1 days
125,001 to 3 days
500,001 or 3 days
This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:
0.6 to 1.0 3 days
1.1 to 1.5 4 days
This data d within a radius of 5-miles of selected survey sites.

Travel Plan:
Yes 3 days
No 4 days
This data d and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters
1 BN-04-B-0: SECONDAR BARNET
CHESTNUT GROVE

EAST BARNET
Suburban Area (PPS6 Out of Centre)
Residential Zone

Total Number of pupils 1200
Survey date WEDNESDA ######## Survey Typ MANUAL
2 HO-04-B-0: LAMPTON HOUNSLOW
LAMPTON AVENUE

HOUNSLOW
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils 1395
Survey date MONDAY ######## Survey Typ MANUAL
3 IS-04-B-01 SECONDAR ISLINGTON
TURLE ROAD

FINSBURY PARK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils 850
Survey date WEDNESDA ######## Survey Typ MANUAL
4 RD-04-B-01 SECONDAR RICHMOND
FIFTH CROSS ROAD

TWICKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils 1027
Survey date THURSDAY ######## Survey Typ MANUAL
5 SC-04-B-02 SECONDAR SURREY
SUMMERS ROAD
FARNCOMBE
GODALMING
Edge of Town
Residential Zone
Total Number of pupils 456
Survey date THURSDAY ######## Survey Typ MANUAL
6 WS-04-B-0: SECONDAR WEST SUSSEX

ASHDOWN DRIVE
TILGATE
CRAWLEY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 1327
Survey date: WEDNESDAY ######## Survey Type: MANUAL

7 WS-04-B-02 SECONDARY WEST SUSSEX
STATION ROAD
ANGMERING
LITTLEHAMPTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 1523
Survey date: WEDNESDAY ######## Survey Type: MANUAL

This section it displays the selected the day of and whether the survey was a manual classified count or an ATC count.

Manually Deselected Sites

Site Ref	Reason for Deselection
LB-04-B-01	PTAL Too High

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
Calculation Factor: 1 PUPILS
Count Type: VEHICLES

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									

04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	7	1111	0.034	7	1111	0.007	7	1111	0.041
08:00-09:0	7	1111	0.13	7	1111	0.074	7	1111	0.204
09:00-10:0	7	1111	0.024	7	1111	0.017	7	1111	0.041
10:00-11:0	7	1111	0.014	7	1111	0.013	7	1111	0.027
11:00-12:0	7	1111	0.013	7	1111	0.015	7	1111	0.028
12:00-13:0	7	1111	0.013	7	1111	0.014	7	1111	0.027
13:00-14:0	7	1111	0.013	7	1111	0.014	7	1111	0.027
14:00-15:0	7	1111	0.024	7	1111	0.023	7	1111	0.047
15:00-16:0	7	1111	0.046	7	1111	0.08	7	1111	0.126
16:00-17:0	7	1111	0.015	7	1111	0.045	7	1111	0.06
17:00-18:0	7	1111	0.008	7	1111	0.02	7	1111	0.028
18:00-19:0	7	1111	0.014	7	1111	0.021	7	1111	0.035
19:00-20:0	1	1523	0.002	1	1523	0.014	1	1523	0.016
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.35			0.357			0.707

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
Calculation Factor: 1 PUPILS
Count Type: OGVS

	ARRIVALS			DEPARTURES			TOTALS		
Time Rang	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									

06:00-07:00									
07:00-08:0	7	1111	0.001	7	1111	0.001	7	1111	0.002
08:00-09:0	7	1111	0	7	1111	0	7	1111	0
09:00-10:0	7	1111	0	7	1111	0	7	1111	0
10:00-11:0	7	1111	0	7	1111	0.001	7	1111	0.001
11:00-12:0	7	1111	0	7	1111	0	7	1111	0
12:00-13:0	7	1111	0	7	1111	0	7	1111	0
13:00-14:0	7	1111	0	7	1111	0	7	1111	0
14:00-15:0	7	1111	0	7	1111	0	7	1111	0
15:00-16:0	7	1111	0	7	1111	0	7	1111	0
16:00-17:0	7	1111	0	7	1111	0	7	1111	0
17:00-18:0	7	1111	0	7	1111	0	7	1111	0
18:00-19:0	7	1111	0	7	1111	0	7	1111	0
19:00-20:0	1	1523	0	1	1523	0	1	1523	0
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.001			0.002			0.003

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
Calculation Factor: 1 PUPILS
Count Type: PSVS

	ARRIVALS			DEPARTURES			TOTALS		
Time Rang	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	7	1111	0	7	1111	0	7	1111	0

08:00-09:0	7	1111	0.002	7	1111	0.002	7	1111	0.004
09:00-10:0	7	1111	0.001	7	1111	0.001	7	1111	0.002
10:00-11:0	7	1111	0	7	1111	0.001	7	1111	0.001
11:00-12:0	7	1111	0	7	1111	0	7	1111	0
12:00-13:0	7	1111	0.001	7	1111	0.001	7	1111	0.002
13:00-14:0	7	1111	0	7	1111	0	7	1111	0
14:00-15:0	7	1111	0.001	7	1111	0	7	1111	0.001
15:00-16:0	7	1111	0.001	7	1111	0.001	7	1111	0.002
16:00-17:0	7	1111	0.001	7	1111	0.001	7	1111	0.002
17:00-18:0	7	1111	0	7	1111	0	7	1111	0
18:00-19:0	7	1111	0	7	1111	0	7	1111	0
19:00-20:0	1	1523	0	1	1523	0	1	1523	0
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.007			0.007			0.014

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
Calculation Factor: 1 PUPILS
Count Type: CYCLISTS

	ARRIVALS			DEPARTURES			TOTALS		
Time Rang	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	7	1111	0.002	7	1111	0	7	1111	0.002
08:00-09:0	7	1111	0.029	7	1111	0	7	1111	0.029
09:00-10:0	7	1111	0.001	7	1111	0	7	1111	0.001

10:00-11:0	7	1111	0.002	7	1111	0.001	7	1111	0.003
11:00-12:0	7	1111	0.002	7	1111	0.001	7	1111	0.003
12:00-13:0	7	1111	0.001	7	1111	0.001	7	1111	0.002
13:00-14:0	7	1111	0.001	7	1111	0.002	7	1111	0.003
14:00-15:0	7	1111	0.001	7	1111	0.001	7	1111	0.002
15:00-16:0	7	1111	0.001	7	1111	0.028	7	1111	0.029
16:00-17:0	7	1111	0	7	1111	0.004	7	1111	0.004
17:00-18:0	7	1111	0.001	7	1111	0.001	7	1111	0.002
18:00-19:0	7	1111	0	7	1111	0	7	1111	0
19:00-20:0	1	1523	0	1	1523	0.001	1	1523	0.001
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.041			0.04			0.081

Parameter summary

Trip rate pa	456 - 1523 (units:)
Survey dat	01/01/05 - 01/06/14
Number of	7
Number of	0
Number of	0
Surveys ma	1

This sectio followed b the total n the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displ

SUM

			ARRIVALS			DEPARTURES			TOTALS
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Rang	Days	PUPILS	Rate	Days	PUPILS	Rate	Days	PUPILS	Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									

04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	7	1111	0.035	21	3333	0.008	21	3333	0.043
08:00-09:0	7	1111	0.132	21	3333	0.076	21	3333	0.208
09:00-10:0	7	1111	0.025	21	3333	0.018	21	3333	0.043
10:00-11:0	7	1111	0.014	21	3333	0.015	21	3333	0.029
11:00-12:0	7	1111	0.013	21	3333	0.015	21	3333	0.028
12:00-13:0	7	1111	0.014	21	3333	0.015	21	3333	0.029
13:00-14:0	7	1111	0.013	21	3333	0.014	21	3333	0.027
14:00-15:0	7	1111	0.025	21	3333	0.023	21	3333	0.048
15:00-16:0	7	1111	0.047	21	3333	0.081	21	3333	0.128
16:00-17:0	7	1111	0.016	21	3333	0.046	21	3333	0.062
17:00-18:0	7	1111	0.008	21	3333	0.02	21	3333	0.028
18:00-19:0	7	1111	0.014	21	3333	0.021	21	3333	0.035
19:00-20:0	1	1523	0.002	3	4569	0.014	3	4569	0.016
20:00-21:00			0	0	0	0	0	0	0
21:00-22:00			0	0	0	0	0	0	0
22:00-23:00			0	0	0	0	0	0	0
23:00-24:00			0	0	0	0	0	0	0
Daily Trip Rates:			0.358	0	0	0.366	0	0	0.724

Christopher Cary
Atkins Transportation
Epsom Gateway
2 Ashley Avenue
Epsom
Surrey
KT18 5AL

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01372 75 6008

Appendix A. Traffic Survey Results

Appendix B. Vehicle Speed Survey Results

Appendix C. TRICS Sites

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