



Transport Assessment

Manor Farm, Poyle

Manor Farm Propco Limited

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Basis of Report

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Executive Summary

This Transport Assessment (TA) has been prepared in support of a planning application for a proposed Data Centre and Battery Energy Storage System (BESS) development at Manor Farm, Poyle. The planning application comprises a 50MW Data Centre, Guard House, internal access routes and associated parking, a Substation and BESS. Access is provided from Poyle Road via an upgraded site access junction.

The site is well located for the proposed Data Centre and Battery Storage uses. It is in keeping with the surrounding industrial and employment areas. Once operational the site benefits from active travel nodes and infrastructure which can encourage sustainable travel. This supports staff access by sustainable mobility, and is underpinned by a strong Travel Plan, encouraging modal shift from single car occupancy, to walking and cycling, public transport, and car sharing.

The effect of the development on the local highway network is negligible. In fact, the overall effect of the proposed development is less than that of the existing site use and would result in a positive impact on traffic flows on the local highway network. The site access modelling demonstrates that the left-in left-out junction will operate well within its capacity in all future year scenarios.

Informed by these results and in the context of planning policy, it is concluded that the traffic effect is minimal and not such that it becomes a matter of significant planning weight.



1.0 Introduction

Overview

- 1.1 SLR Consulting Limited (SLR) is appointed by Manor Farm Propco Limited to provide transport and highways advice in relation to a proposed data centre and battery storage at Manor Farm, Poyle. The site is located to the west of Poyle Road, approximately 1km northwest from Junction 14 of the M25 (J14).
- 1.2 The development comprises a Data Centre and Battery Energy Storage Systems (BESS) with access retained from Poyle Road. The Data Centre is classified under B8 use, and the BESS is classified under the Sui generis land use class.
- 1.3 The site is located in close proximity to the existing industrial areas to the east of Poyle Road, accessible from J14, and forms an extension to this existing industrial area.
- 1.4 This Transport Assessment (TA) sets out transport and highway matters associated with the scheme and details the effect of the proposed development on the local highway network. It follows the Scoping Note issued to the Local Highway Authority (LHA) i.e., Slough Borough Council (SBC) on 2nd August 2024.

Planning History

- 1.5 There is a complex planning history associated with the site with notable applications from 2003-2009 including the following principle uses:
 - Residential – Use Class C3 (residential) and C4 (house in multiple occupation)
 - General industrial – Use Class B2 buildings and areas of hardstanding and open land
 - Storage and distribution – Use Class B8 buildings (including ancillary offices) and areas for the open storage of non-perishable, salvaged and/or reclaimed materials
 - Sui generis uses – use of land for the importation, storage and delivery/distribution of primary aggregates; use of land for vehicle parking and storage.
- 1.6 There are a variety of companies currently operating from the site including airport parking companies, van and lorry hire, building material suppliers and courier services.
- 1.7 In line with the planning history and consented uses for the site, the site currently comprises multiple uses as of November 2024, including:
 - Park Giant Meet & Greet Parking Heathrow (Airport Parking Service);
 - Wey Group International Ltd (Courier Service);
 - AS Transport (Crane Lorry company);
 - Navajo Ltd (Commercial vehicle and airside equipment leasing and maintenance);
 - IAG Aggregates (Building Material Suppliers);
 - Farnborough Van And Truck Hire (Commercial Truck and Van leasing) and others.



- 1.8 All of the existing uses, and therefore the trips associated with them, will be replaced by the development proposals and associated trips.

Pre App Engagement

- 1.9 A Transport and Highways Scoping Report was submitted to SBC on 2nd August 2024 and a pre-application meeting was held on 26th September 2024. The Scoping Report was also shared with National Highways (NH) and Transport for London (TfL).
- 1.10 National Highways provided some comments which have been reflected in this TA as appropriate. TfL confirmed that they did not have any comments on the assessment carried out.
- 1.11 The Pre App engagement held with SBC covered site access, trip generation, distribution and parking. The TA reflects these discussions, and the trip rates were agreed.

Report Structure

- 1.12 The Transport Assessment is structured as follows:
- **Section 2 – Existing Conditions:** an overview of the site in the context of sustainable transport and the local highway network.
 - **Section 3 – Planning Policy Context:** a review of the site against national and local policy;
 - **Section 4 – Development Proposals:** details of the proposed development including off site highway works;
 - **Section 5 – Trip Generation:** a forecast of the trips expected to be associated with the proposed development;
 - **Section 6 – Distribution:** sets out the distribution of the existing site and the proposed development.
 - **Section 7 – Junction Review:** sets out the impact of the development on local junctions.
 - **Section 8 – Summary and Next Steps:** summarises and concludes.



2.0 Existing Conditions

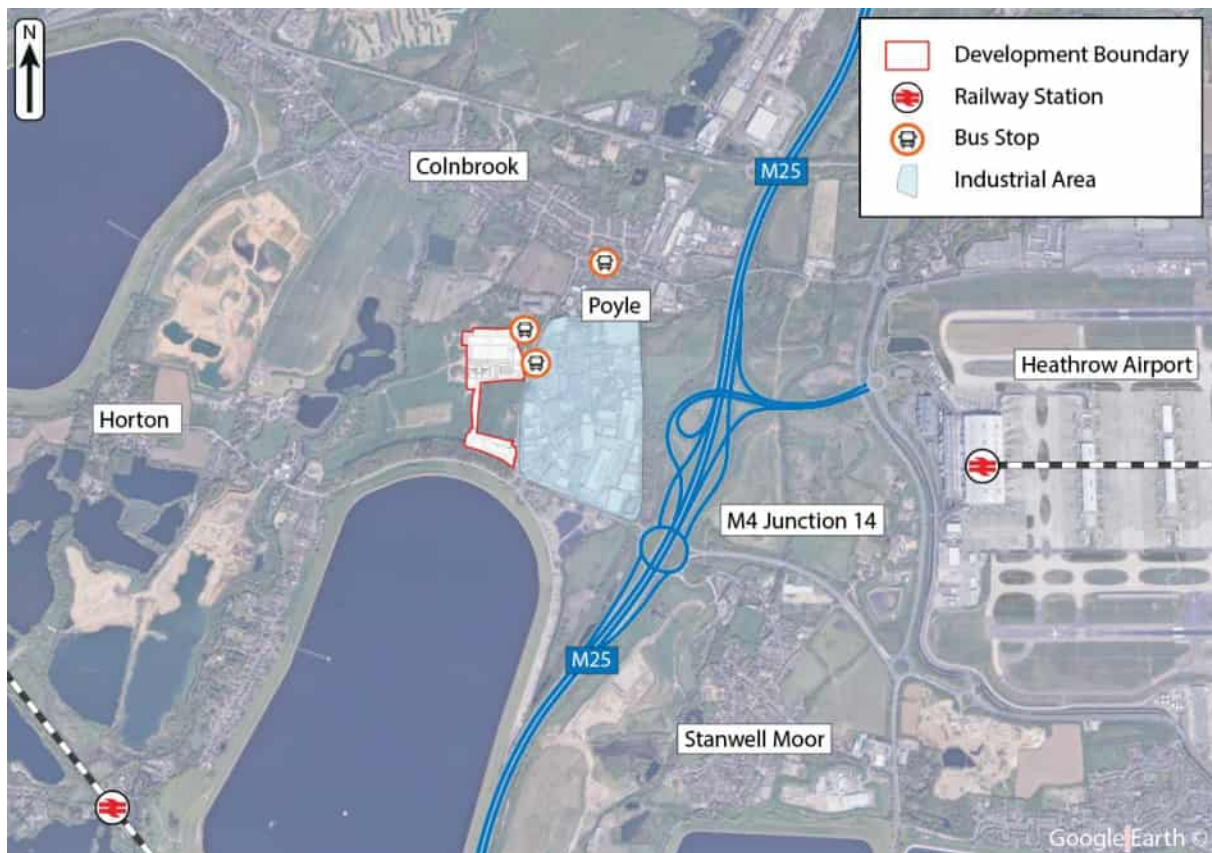
Overview

- 2.1 This section sets out the existing accessibility to the site and includes a review of Personal Injury Collision data for the local highway network.

Site Location

- 2.2 The site is located to the west of Poyle Road, Poyle adjacent to the existing industrial area. Poyle is a largely industrial area in the unitary authority of Slough.
- 2.3 The settlement of Colnbrook is located approximately 600m to the north and J14 of the M25 is 1km to the southeast. The western extent of Heathrow airport is approximately 2km to the east of the site.
- 2.4 The site location is illustrated in **Figure 2-1**.

Figure 2-1: Site Location



Site Access

- 2.5 The site currently has three points of access, two opposite The Hollies and a gated access from the Poyle Road / Blackthorne Road roundabout. The busier and 'main' access is the southern priority junction opposite The Hollies, which serves a number of units and businesses including courier services, van and lorry hire, building material suppliers and



others. The northern 'secondary' access is also a priority junction which is used as a car park by airport users.

Walking

- 2.6 Poyle Road routes in a north-south direction to the immediate east of the site. There are footways along the eastern side of Poyle Road, though there is currently no existing crossing point from the site access. There are also bus stops 100m north of the site access which benefit from hourly services.
- 2.7 To the south, the footway continues along Poyle Road for approximately 70m (from the site access) until its junction with Prescott Road. Prescott Road provides access to Poyle Trading Estate and a range of B2/B8 use class buildings. To the south of Prescott Road, the footway continues to the east of a line of trees to the Poyle Road / Blackthorne Road roundabout. To the east, footways continue into Trident Industrial Estate.
- 2.8 To the north, again from the site access, the footways along Poyle Road continue for approximately 100m until the Poyle Road / Colndale Road / Hilton Way roundabout. This route is mostly set back from the highway, separated by a grass verge. The footway varies between approximately 1m and 3m in width and street lighting is consistently present.
- 2.9 To the north of the Poyle Road / Colndale Road / Hilton Way roundabout, the footway continues along the eastern side of the road, varying in width. On its approach to the Mathisen Way junction it is again separated from the highway by a grass verge. The footway continues northbound towards Bath Road and Colnbrook residential areas.
- 2.10 The nature of Poyle Road near the Poyle Road / Colndale Road / Hilton Way roundabout is shown within **Photo 2-1**.



Photo 2-1: Poyle Road near Poyle Road / Colndale Road / Hilton Way roundabout



- 2.11 To the north along Bath Road there are bus stops ('Poyle Road Junction') which benefit from more regular buses than those adjacent to the site access.
- 2.12 These surrounding areas are considered suitable for pedestrians, though not for the mobility impaired due to the lack of formal crossing points, dropped kerbs and tactile paving.
- 2.13 There are no Public Rights of Way (PRoWs) in the vicinity of the site.

Cycling

- 2.14 The nearest National Cycle Route is approximately 1.3km from the site access. This is a 'link route' associated with National Cycle Network (NCN) Route 61. It provides access to the centre of Slough.
- 2.15 Several of the nearby railway stations can be accessed by bus, but also by bicycle. This is, however, dependant on the experience level of the cyclist as many of the options for cycling to the railway stations (for example) require sections of cycling on-road with speed limits varying between 30-60mph. These potential routes are:
 - **Heathrow Terminal 5** – this station can be accessed from the site by cycling along Poyle Road northbound and then following Bath Road to the east towards Longford Roundabout. This section is on-road. The initial 1.2km is subject to a 30mph speed limit, with the last 800m subject to the national speed limit suggesting that this route is suitable for more experienced cyclists. From Longford Road, cyclists can navigate to Heathrow's 'Western Perimeter Road' which provides a shared cycleway / footway to Heathrow Terminal 5 railway station.



- **Wraysbury Railway Station** – this station can be accessed by following Poyle Road southbound for approximately 550m, before routing westbound on Stanwell Road for approximately 850m. Station Road then routes southbound from Stanwell Road for 1.7km providing access to Wraysbury railway station. This route is entirely on-road. Poyle Road and Station Road are subject to 30mph speed limits, whilst the majority of Stanwell Road is subject to the national speed limit, suggesting it is more suitable for experienced cyclists.

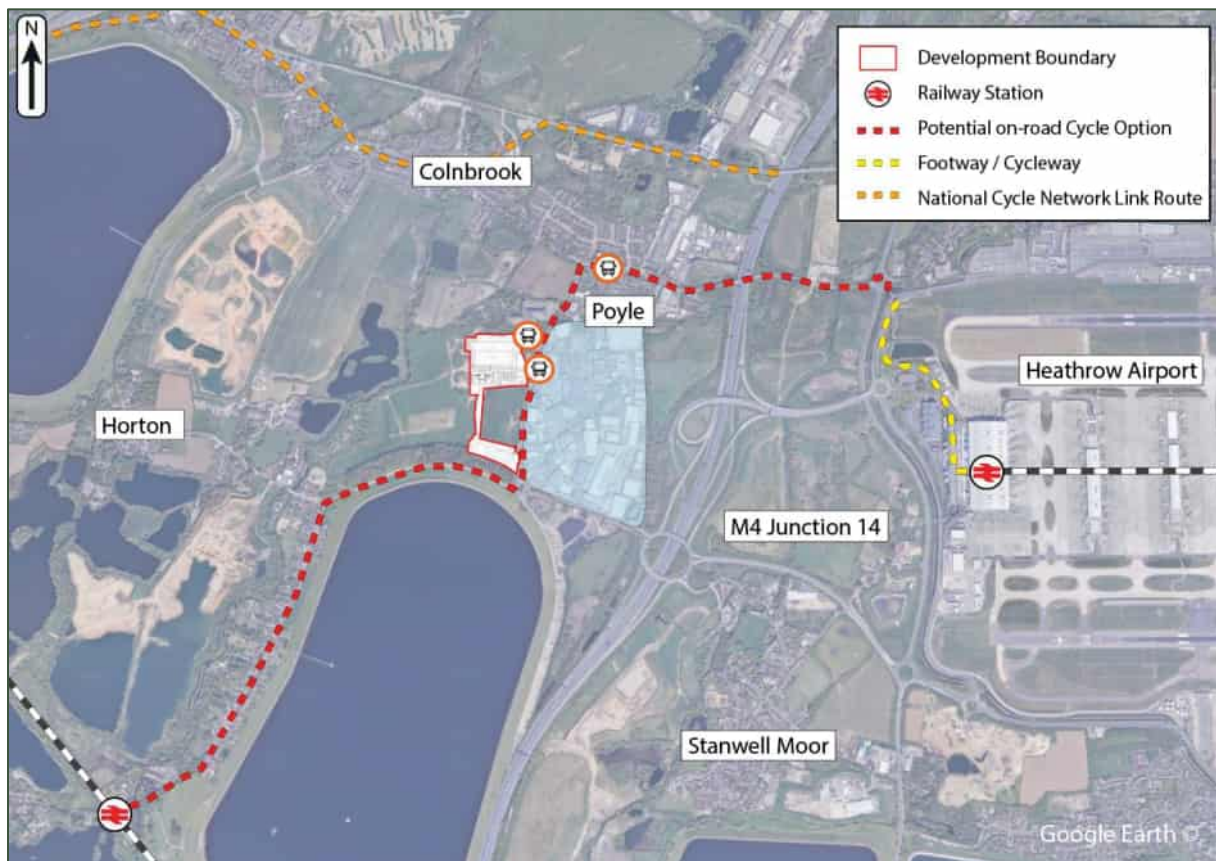
2.16 The Heathrow Express 'Conditions of Carriage' states that:

"Cyclists are welcome on board the Heathrow Express with their bicycle and do not have to reserve a cycle space. As our services are very busy on weekday mornings and evenings we are unable to carry bicycles on trains leaving Heathrow Central between 0630 and 1000 or trains leaving London Paddington between 1630 and 1900. This restriction does not apply on Saturdays, Sunday or Public Holidays".

2.17 It should be noted that Heathrow Express single journeys costs between £16.50 and £25 depending on the type of ticket purchased.

2.18 **Figure 2-2** illustrates these routes which could connect the site to local railway stations by bicycle.

Figure 2-2: Local Cycling Routes



2.19 As noted, these are potential routes for experienced cyclists and those comfortable cycling on-road. **Figure 2-2** also illustrates the nearby National Cycle Network (NCN) 'link route', which is extension of NCN Route 61. This route provides access by bike towards Slough.



- 2.20 A site visit was undertaken on 24th November 2023 and cyclists were observed both on Poyle Road and Bath Road as demonstrated in **Photograph 2-2** and **Photograph 2-3**. The cyclists shown in **Photograph 2-2** are part of an organised ride.

Photo 2-2: Cyclists along Bath Road



Photo 2.3: Cyclist along Poyle Road



Public Transport

Bus

- 2.21 The nearest bus stops to the site are the northbound and southbound 'Colndale Road' bus stops along Poyle Road. These are located 100m to the north of the site access. There are bus cages indicating the bus stops and flag poles. These bus stops benefit from a typical service pattern of one service per hour in each direction operated by Routes 5 and 305.
- 2.22 There is a bus stop adjacent to the nearby Hilton which benefits from a half hourly bus service. This is the H5H service or the 'Heathrow Hotel Hopper'. This service is operated by Heathrow Airport and provides a frequent connection to Heathrow Terminal 5 with a journey time of approximately 10 minutes.
- 2.23 Further to the north along Bath Road, approximately 700m from the site access, are the 'Poyle Road Junction' bus stops. The eastbound stop is also known as 'Colnbrook Holiday Inn T5 forecourt'. These bus stops benefit from bus cages, flagpoles, and timetabling information and benefit from up to five services every hour.
- 2.24 These bus services provide links to local residential areas as well as to the nearest railway stations, which could form part of a multi-modal trip for future staff of the site. The walking time to the site is approximately 10 minutes.



2.25 **Table 2-1** sets out the current bus services. **Photograph 2-4** shows the eastbound Poyle Road Junction bus stop, demonstrating its infrastructure and facilities.

Table 2-1: Bus Services

No.	Route	First Bus	Last Bus	Ave. Frequency (mins)			Operator
				M-F	S	S	
Colndale Road							
5	Heathrow - Slough - Cippenham	05:02	23:22	60	60	60	Thames Valley Buses
	Cippenham - Slough - Heathrow	03:36	22:47	60	60	60	
Hilton Hotel							
H5H	Heathrow Terminal 5 (loop)	04:30	00:00	30	30	30	Diamond Bus South East
Poyle Road Junction							
81	Slough - Hounslow	05:09	00:32	12	12	15	Metroline Travel
	Hounslow - Slough	05:00	00:16	12	12	15	
703	Bracknell - Windsor, Slough - T5	03:46	23:18	30	30	30	Reading Buses
	T5 - Windsor, Slough - Bracknell	04:05	23:40	30	30	30	

2.26 **Photo 2-4** shows the eastbound Poyle Road Junction bus stop.

Photo 2-4: Poyle Road Junction Eastbound Bus Stop

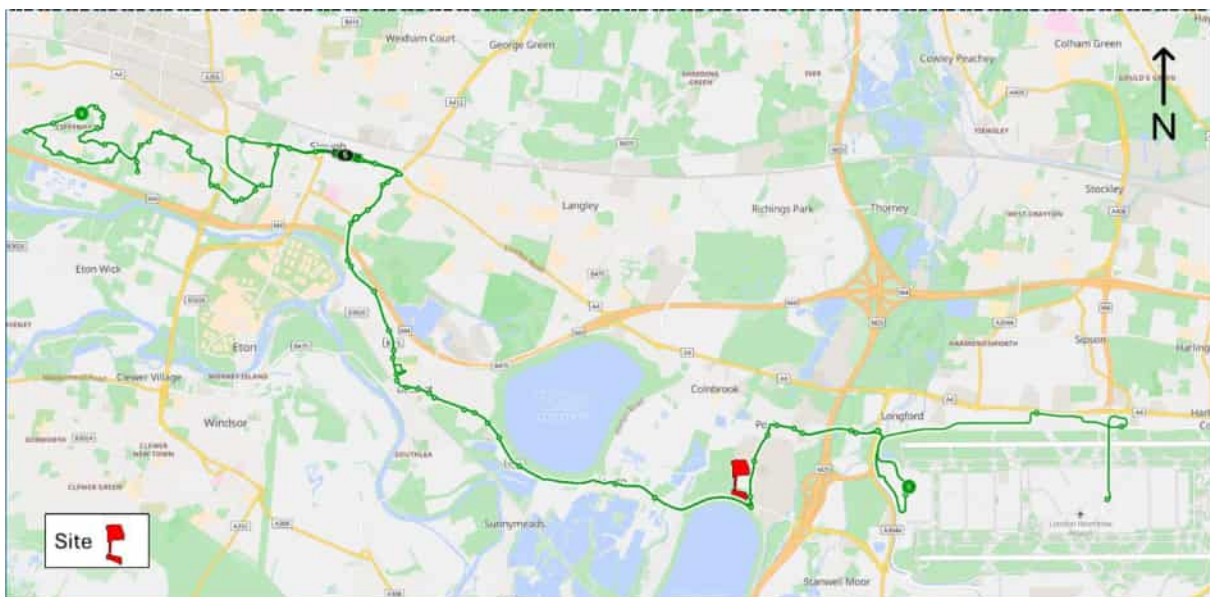


2.27 **Figure 2-3** illustrates the local bus routes in the context of the site, noting the closest bus stops and the various routes. **Figure 2-4** shows bus route 5 in its entirety, as shown on the Thames Valley Buses website.

Figure 2-3: Bus Routes



Figure 2-4: Bus Route Service 5



(source: <https://www.thamesvalleybuses.com/services/CTNY/5>)



Rail

- 2.28 There are two railway stations within an accessible distance of the site; Heathrow Terminal 5 is 3km / 14 minutes by bike (including a 'walk your bike' section) and Wraysbury is 3km / 10 minutes by bike.
- 2.29 The best routes to access these stations have been set out previously in this section.
- 2.30 Heathrow Terminal 5 is a shared railway and London Underground station serving Heathrow Terminal 5. It serves as a terminus for Heathrow Express services to London Paddington, and for Elizabeth line and London Underground Piccadilly line services to central London.
- 2.31 Heathrow Terminal 5 benefits from up to six departures and six arrivals per hour. There is a quarter-hourly service to London Paddington and a half-hourly service to Shenfield.
- 2.32 Wraysbury railway station serves the village of Wraysbury in Berkshire. The station is on the line between Windsor and Eton Riverside and Waterloo. The typical off-peak service Monday to Saturday is two trains per hour to London Waterloo, and two per hour to Windsor & Eton Riverside. There is one train per hour in each direction on Sundays.

Local Highway Network

Poyle Road

- 2.33 Poyle Road runs in a north-south direction to the immediate east of the site. The industrial areas of Poyle and Trident Industrial Estate are to the east of Poyle Road which is subject to a 30mph speed limit and is a single-lane two-way carriageway, approximately 1km in length. There is street lighting present and a footway along the eastern side of the road. There are bus stops along Poyle Road and several junctions providing access to the industrial area to the east.
- 2.34 A bus gate is being delivered on Poyle Road to the immediate north of its junction with Mathisen Way. The proposals allow for cars to pass through and have a separate lane for buses. Entry will be restricted for HGVs.

Bath Road

- 2.35 To the north, Poyle Road routes to the east and as it does so it becomes Bath Road. Bath Road leads towards the Longford Road roundabout (a four arm roundabout comprising Bath Road / Stanwell Moor Road). The first western 550m of Bath Road is subject to a 30mph speed limit, whilst the eastern 800m is subject to the national speed limit.

Park Street

- 2.36 Park Street routes westbound from the Poyle Road / Bath Road junction. Access to Park Street is restricted to access and buses only to prevent wider routing through the Brands Hill and the Colnbrook by-pass.



Horton Road

- 2.37 Horton Road is a west-east road which connects to the southernmost extent of Poyle Road. It connects to Horton to the west, and to the east it connects to M25 Junction 14 Poyle Interchange (a five-arm roundabout comprising Horton Road / M25 / Airport Way). Horton Road is subject to a 30mph speed limit.

Strategic Highway Network

M25 Junction 14

- 2.38 Junction 14 of the M25 (J14) is a key junction on the Strategic Road Network (SRN). It provides a route across the M25 for the industrial estate to access Heathrow Airport and also provides access to Heathrow Airport Terminal 5 for travellers on the M25.

Figure 2-5: Local Highway Network



Collision Analysis

- 2.39 A review has been undertaken of Personal Injury Collision (PIC) data for the local highway network using data sourced from CrashMap, an online database of PIC records. The records relate to PICs on public roads that are reported to the police and subsequently recorded, using the STATS19 collision reporting form. The most recently available five-year period has been analysed between 2018-2022. All collision data is included at **Appendix A**.



2.40 Collisions have been categorised into three levels of severity: slight, serious, and fatal. The definitions of these are set out below:

- **Slight Injury:** Injuries of a minor nature, such as sprains, bruises, or cuts not judged to be severe, or slight shock requiring only roadside attention (medical treatment is not a prerequisite for an injury to be defined as Slight);
- **Serious Injury:** Injuries for which a person is detained in hospital, as an in-patient, or any of the following injuries, whether or not a person is detained in hospital; fractures, concussion, internal injuries, severe cuts and lacerations, severe general shock requiring medical treatment and injuries which result in death 30 days after the collision. The Serious category, therefore, covers a very broad range of injuries; and
- **Fatal Injury:** Injuries which cause death either immediately or any time up to 30 days after the collision.

2.41 The locations of the PIC are illustrated in **Figure 2-6**. There are three collisions identified near the site access and one additional collision towards the Poyle Road / Bath Road junction.

2.42 A summary of collisions by year and severity is provided in **Table 2-2**.

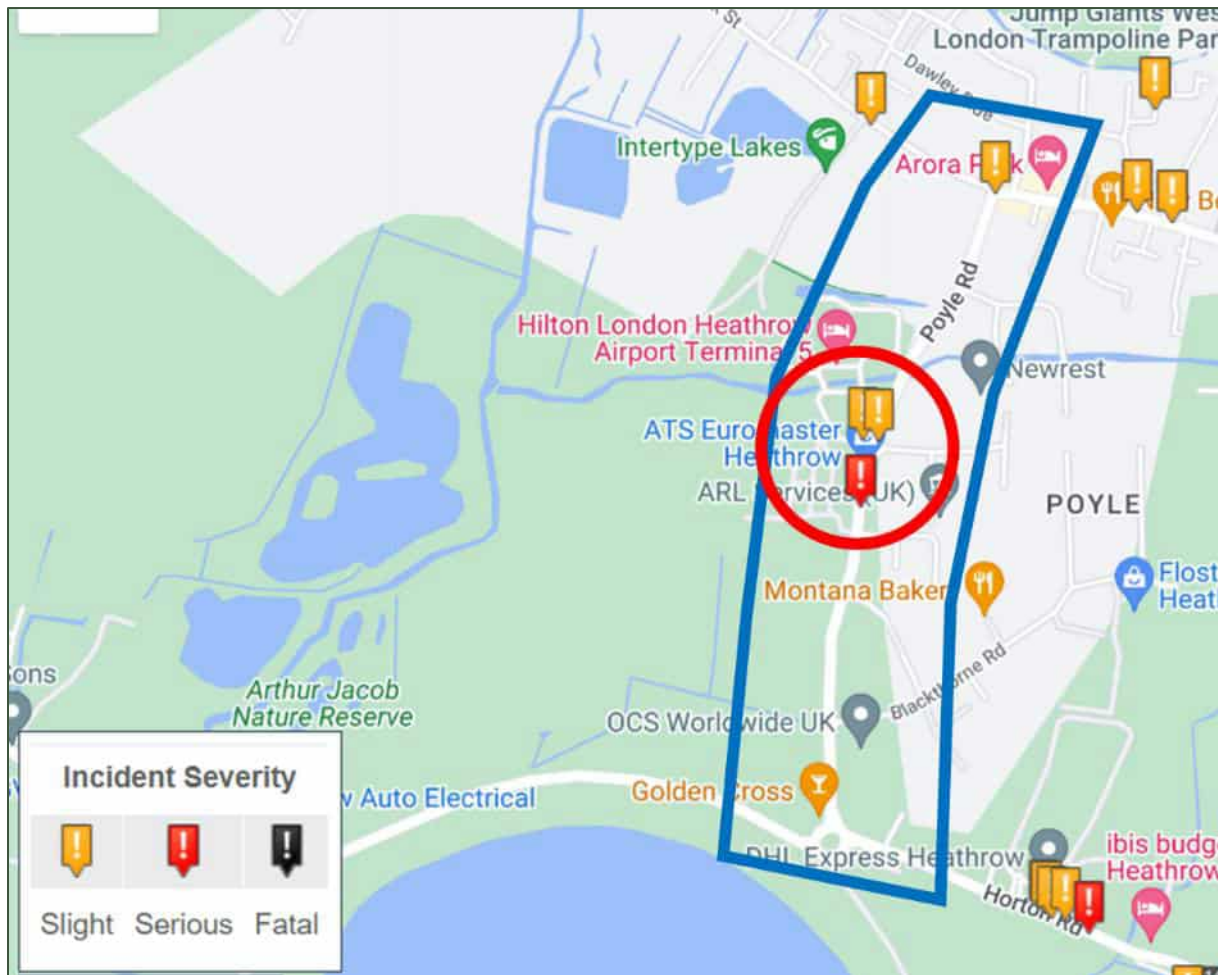
Table 2-2: PIC Collision Summary

Year	Slight	Serious	Fatal	Total
2018	1	0	0	1
2019	0	0	0	0
2020	0	1	0	1
2021	0	0	0	0
2022	1	0	0	1
Total	2	1	0	3

2.43 It should be noted that PIC rates are likely to have been impacted by the Covid-19 Pandemic and the subsequent lockdowns during 2020 and 2021.



Figure 2-6: Collision Locations



- 2.44 The two slight collisions occurred at the Poyle Road / Hilton Way / Colndale Road roundabout and took place in 2018 and 2022.
- 2.45 The 2018 collision involved one vehicle and two pedestrians. The vehicle hit an object on the central island of the roundabout and collided with two pedestrians.
- 2.46 The 2022 collision involved one vehicle, a van and one pedestrian. The front of the van impacted the pedestrian who sustained a 'slight' severity injury.
- 2.47 The serious 2020 collision involved two goods vehicles and one pedal cycle. This occurred near the Colndale Road bus stops. The three vehicles collided, and the casualty was the cyclist.
- 2.48 In summary, during the most recent five-year period there have been just three collisions near the site access, which involved four vulnerable road users. Due to the low level of collisions taking place here, equating to less than one every 18 months, it is considered that there are no inherent safety issues on the local highway network. This stance was agreed upon by the council as a part of the recent planning application ref. P/19954/000.



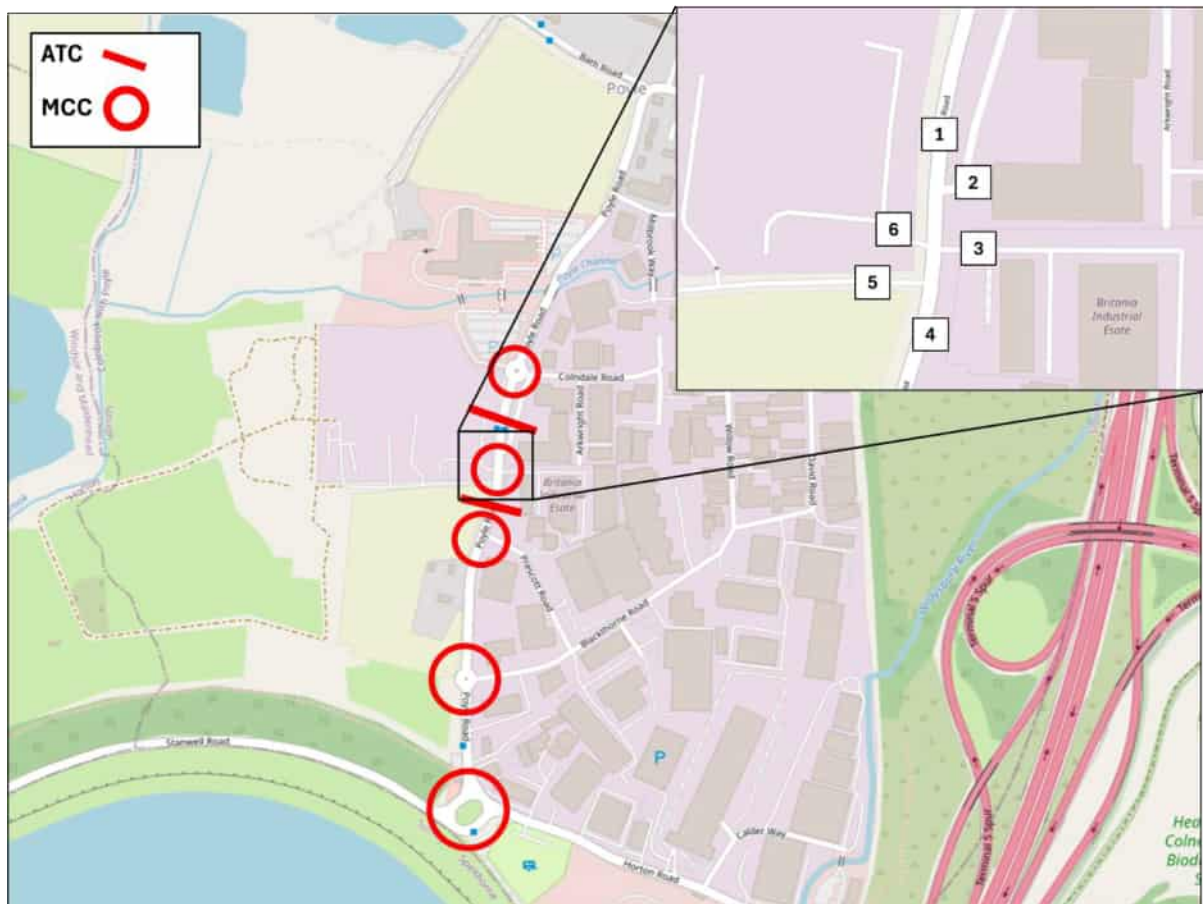
Existing Traffic Flows

2.49 A suite of traffic surveys were undertaken to capture existing traffic flows in June 2024 comprising:

- 5 no. Manual Classified Counts (MCCs) on 26.06.2024;
- 2 no. Automatic Traffic Counts (ATCs) along Poyle Road from 23.06.2024 – 29.06.2024.

2.50 The locations of the surveys are set out in **Figure 2.7**.

Figure 2-7: Traffic Survey Locations



2.51 The ATCs were undertaken to the north and south of the site access. They provide an overview of traffic flows along Poyle Road for a 24 hour period across seven days. The typical daily profile for a weekday, as recorded by the ATC to the south of the site access, is set out in **Figure 2-8**, with the ATC to the north of the site access set out in **Figure 2-9**.



Figure 2-8: Daily Profile of vehicles along Poyle Road (Southern ATC)

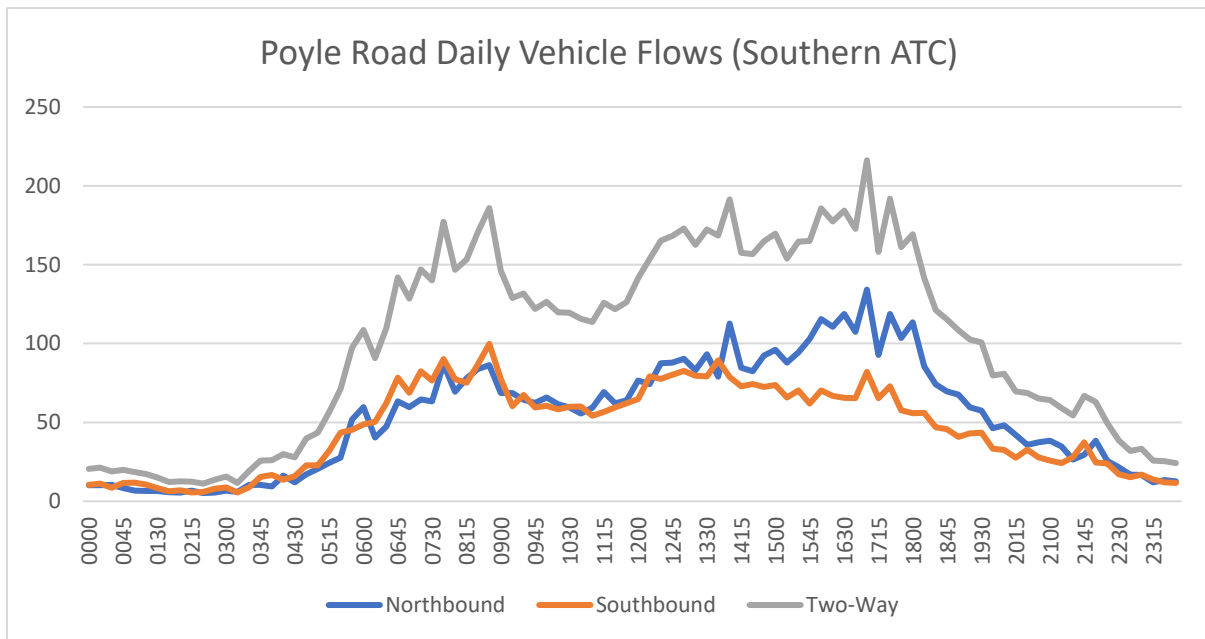
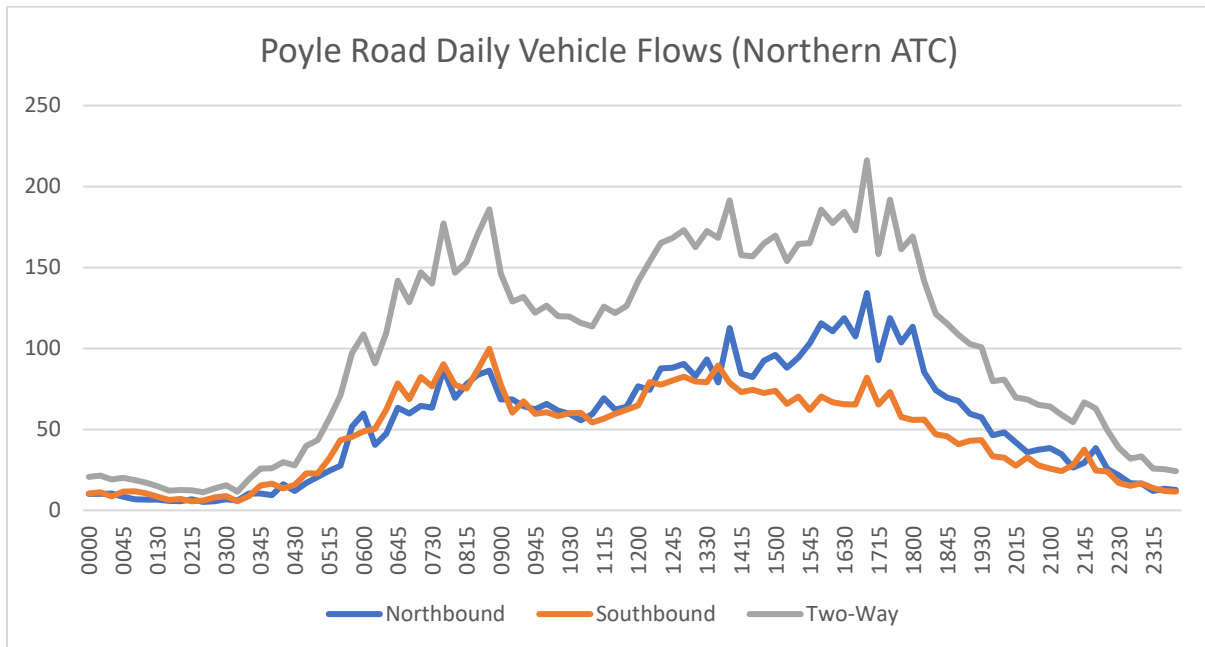


Figure 2-9: Daily Profile of vehicles along Poyle Road (Northern ATC)



- 2.52 The observed vehicle flows from the ATCs installed to the north and south of the site access have near-identical profiles. Whilst two-way flows remain relatively consistent throughout the day, there are noticeable peaks in the AM from 07:30-09:00 and in the PM at 17:00. Noticeably, whilst northbound and southbound flows are broadly similar in the AM, from 14:00 onwards there are more northbound trips than southbound.



Site Visit

- 2.53 A site visit was undertaken on 24.11.2023 from approximately 10:00-13:00. The following observations were made:
- Pedestrians use the footways to travel along Poyle Road;
 - A good number of cyclists were observed traveling along Poyle Road and Bath Road;
 - The Poyle Road Junction bus stops along Bath Road are well used and buses are regular;
 - The Colndale Road bus stops along Poyle Road are less regular but also observed to be used;
 - A large proportion of the vehicles along Poyle Road are HGVs which reflects the industrial nature of the surrounding area;
 - Whilst not yet visible on any online mapping or imagery (as of August 2024), an access is being constructed on the west of Poyle Road opposite Mathisen Way. This is as a part of the approved application ref. P/10012/008 (Poyle Quarry).
- 2.54 In summary, the site visit supports the findings of the desktop study and has provided evidence of pedestrian and cyclist activity and well-used bus services. Poyle Road was observed to operate as expected with a number of HGV movements.

Accessibility Summary

- 2.55 The site is located to the west of Poyle Road, Poyle. The built up area surrounding the site would be considered suitable for pedestrians, though not for the mobility impaired due to the lack of formal crossing points, dropped kerbs and tactile paving. Cycling is also possible but favours more experienced cyclists.
- 2.56 It is noted that the nature of the development proposals, the site will generate a number of trips by private vehicle and a limited number of HGV movements. However, those traveling by foot would be staff from the local area, or staff who have travelled by bus and then who walk to the site.
- 2.57 There are bus stops near the site which benefit from up to five buses an hour, allowing staff to travel sustainably to the site. There are also railway stations accessible via bus, bike or vehicle.
- 2.58 It is considered that there are no inherent safety issues on the local highway network.



3.0 Planning Policy Context

National Policy

National Planning Policy Framework (NPPF) December 2024

- 3.1 The National Planning Policy Framework (NPPF, December 2024) sets out the Government's planning policies for England and how these should be applied, with a "presumption in favour of sustainable development".
- 3.2 Paragraph 110. states that:
- "The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making".*
- 3.3 Paragraph 115 states that:
- 3.4 *"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
 - b) safe and suitable access to the site can be achieved for all users;*
 - c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
 - d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.*
- 3.5 Paragraph 116 states that *"Within this context, applications for development should:*
- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*



c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations”.

Local Policy

Slough Borough Council Core Strategy Development Plan Document (2008)

3.6 The Core Strategy sets out how key issues across the borough will be addressed. The document not only takes account of the current situation but also what may happen in the future and what the major drivers of change will be.

3.7 The document outlines the strategic objectives for Slough, of which two of them are in relation to transport:

“To focus development in the most accessible locations such as the town centre, district and neighbourhood centres and public transport hubs and make the best use of existing buildings, previously developed land and existing and proposed infrastructure.” and

“To reduce the need to travel and create a transport system that encourages sustainable modes of travel such as walking, cycling and public transport.”

3.8 In regard to the transport section of the document, it states the main objective of the policy is *“to enhance the transport system in Slough by reducing the need to travel and encouraging more sustainable modes of transport”.*

3.9 Core Policy 7 (Transport) states *‘all new development should reinforce the principles of the transport strategy as set out in the council’s Local Transport Plan and Spatial Strategy, which seek to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.*

3.10 *Development proposals will, either individually or collectively, have to make appropriate provisions for:*

- *Reducing the need to travel;*
- *Widening travel choices and making travel by sustainable means of transport more attractive than the private car;*
- *Improving road safety; and*
- *Improving air quality and reducing the impact of travel upon the environment, in particular climate change.*

3.11 *Development proposals will also make contributions to, or provision for:*

- *The development of Slough town centre as a Regional Transport Hub;*



- *The improvement of key transport corridors such as the links to Heathrow Airport;*
- *Improvements to Slough, Burnham and Langley railway stations; and*
- *The creation of a transport hub within Slough Trading Estate.*

- 3.12 *There will be no overall increase in the number of parking spaces permitted within commercial redevelopment schemes unless this is required for local road safety or operational reasons'.*
- 3.13 *This policy will be implemented by ensuring that 'all major trip generating developments will be required to submit a Transport Assessment which will identify proposed mitigation measures'.*
- 3.14 It is also pertinent to note that section 2.27 recognises that the Poyle Trading Estate is likely to see airport-related development.

Slough Borough Council Emerging Local Plan, 2016 to 2036

- 3.15 The Council's new Local Plan will set out how to guide development in Slough through to 2036. The plan will contain policies to guide business and residential development to meet the needs of Slough's expanding population.
- 3.16 The new Local Plan will update the existing Core Strategy, Site Allocations, and Local Plan Saved Policies.
- 3.17 The emerging Local Plan aims to address some of the key challenges facing Slough. In particular:
- meeting the need for new homes;
 - continuing to provide for locally and nationally important businesses;
 - how to make the most of the Heathrow Expansion;
 - how to tackle congestion on Slough's roads.

Slough Borough Council's Third Local Transport Plan

- 3.18 The Third Local Transport Plan (LTP3) outlines Slough's long-time strategy for transport and how the transport network and services will be maintained and improved of the period 2011 to 2026.
- 3.19 Objectives have been set that outline what the borough wants to achieve in terms of transport (only objectives relevant to the development site have been listed):
- "To make sustainable transport options accessible to all;
 - To enhance social inclusion and regeneration of deprived areas;
 - To protect and improve personal health;
 - To minimise the noise generated by the transport network, and its impacts;
 - To achieve better links between neighbourhoods and access to the natural environment;



- To improve the journey experience of transport users across Slough's transport networks;
- To reduce the number of traffic accidents involving death or injury;
- To minimise the opportunity for crime, anti-social behaviour and terrorism and maximise personal safety on the transport network;
- To reduce transport's CO2 emissions and make the transport network resilient to the effects of climate change;
- To mitigate the effects of travel and the transport system on the natural environment, heritage and landscape;
- Ensure that the transport system helps Slough sustain its economic competitiveness and retain its position as an economic hub of the Southeast; and
- To facilitate the development of new housing in accordance with the LDF".

Slough Borough Council Transport and Highways Guidance (2008)

- 3.20 This document provides guidance for developers proposing to submit planning applications in Slough.
- 3.21 The guidance notes the importance of a coordinated approach in design to:
- *'Help encourage walking, cycling and public transport;*
 - *Regulate vehicle speeds (which may be influenced by how drivers regard their surroundings);*
 - *[...] Make sure that the design of buildings and where entrances are placed does not encourage people to park in inappropriate on-street locations;*
 - *Provide parking areas that are safe, secure and enjoy good natural observation but that do not dominate the appearance of a development;*
 - *Deliver high-quality developments that reflect local character and distinctiveness (planning authorities are unlikely to favour developments that lack quality layout and design); and*
 - *Take account of external factors, such as pedestrian and cycle routes, public transport routes and bus-stop locations, or any proposed road improvements that may influence a development's layout and its access to the road network.'*
- 3.22 The guidance also states a Transport Assessment is required *'where a proposed development is likely to have significant transport impacts'* including *'a description of the study area, the site location, the local transport network and relevant transport features'*.
- 3.23 It notes that *'a transport assessment should address the following issues:*
- *The form and design of site access.*
 - *Reducing the need to travel, especially by car – ensure, at the outset, that thought is given to reducing the need to travel' consider the types of uses (or mix of uses) and the scale of development in order to promote multipurpose or linked trips.*



- *Sustainable accessibility – promote accessibility by all modes of travel, in particular public transport, cycling and walking; assess the likely travel behaviour of travel pattern to and from the proposed site; and develop appropriate measures to influence travel behaviour.*
- *Dealing with residual trips – provide accurate quantitative and qualitative analyses of the predicted impacts of residual trips from the proposed development and ensure that suitable measures are proposed to manage these impacts.*
- *Mitigation measures – ensure as much as possible that the proposed mitigation measures avoid unnecessary physical improvements to highways and promote innovative and sustainable transport solutions’.*

Transport and Highway Guidance: Developer’s Guide Part 3: Interim Document” (November 2008).

- 3.24 SBC’s parking guidance is set out in “Transport and Highway Guidance Developer’s Guide Part 3 Interim Document” (November 2008).
- 3.25 No specific standards have been set for a Data Centre. Within the Transport and Highways Scoping Report, SLR proposed to set parking standards based on a parking accumulation assessment and refined to reflect site specific characteristics and travel planning measures.

Summary

- 3.26 The focus of transport and land use planning policy is on the development of sustainable travel measures, and the encouragement of development proposals which widen the accessibility to sustainable travel for site users.
- 3.27 The site is well placed to align with policy in that it benefits from active travel infrastructure along Poyle Road, and public transport links both near the site access and along Bath Road. These public transport connections provide access to a range of local settlements including Horton, Datchet, Slough and Cippenham.
- 3.28 The site aligns with the NPPF. It will promote sustainable transport modes, i.e., through the provision of a Travel Plan and active travel access, with cycle parking provided also. Safe and suitable access to the site can be achieved for all users, both through the main vehicular site access and through the provision of a separate active travel access.



4.0 Development Proposals

Overview

- 4.1 The proposed development comprises a Data Centre and a BESS. It is located to the west of Poyle Road with access retained from Poyle Road. The Data Centre is classified under B8 use, and the BESS is classified under the Sui generis land use class.

Proposed Development

- 4.2 The development proposals comprise:
- 41,061.49 sqm Gross Internal Area (GIA) 50MW Data Centre;
 - Guard House, internal access routes and associated parking;
 - Substation;
 - Battery Storage;
 - Associated Access.

- 4.3 The illustrative site layout is included at **Figure 4-1, Figure 4-2** and **Figure 4-3**. It is also included at **Appendix B**.

Figure 4-1: Site Layout



Figure 4-2: Data Centre

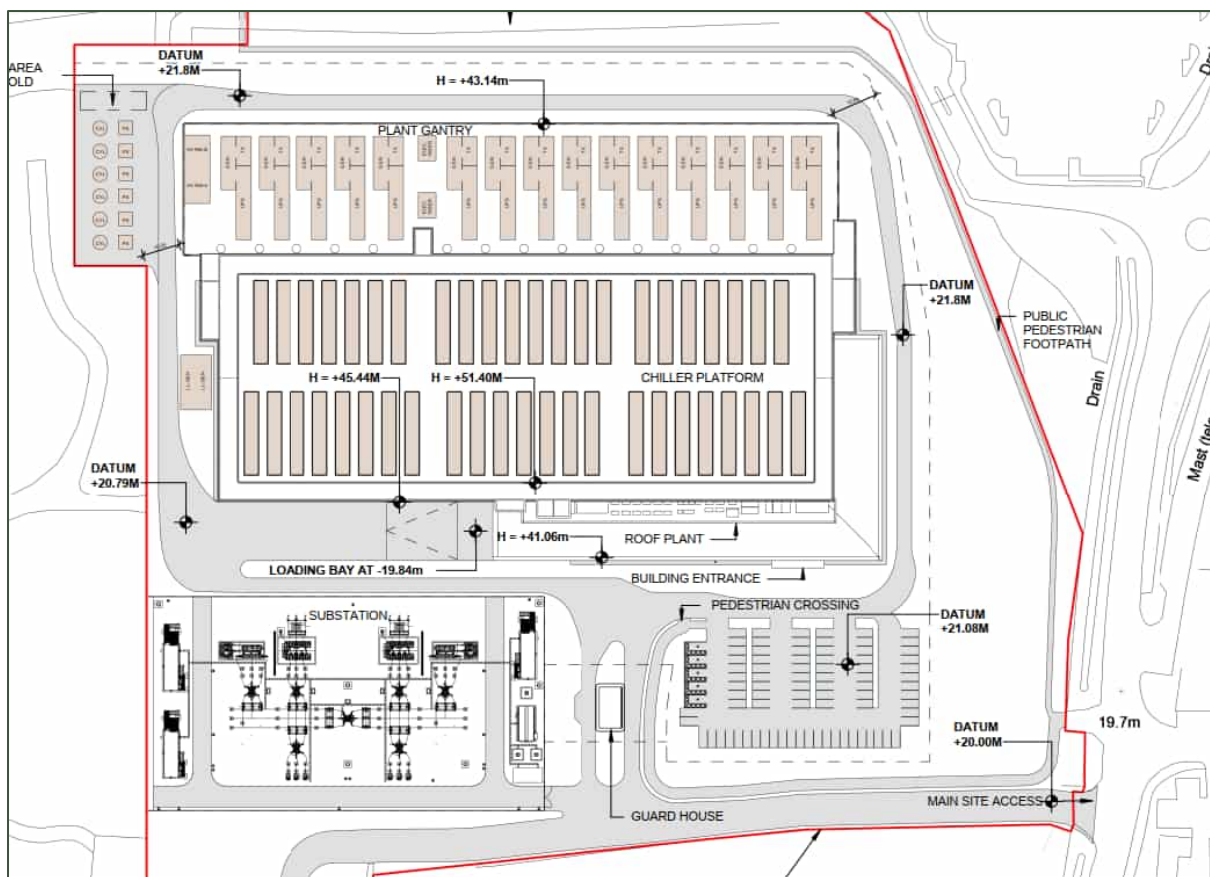
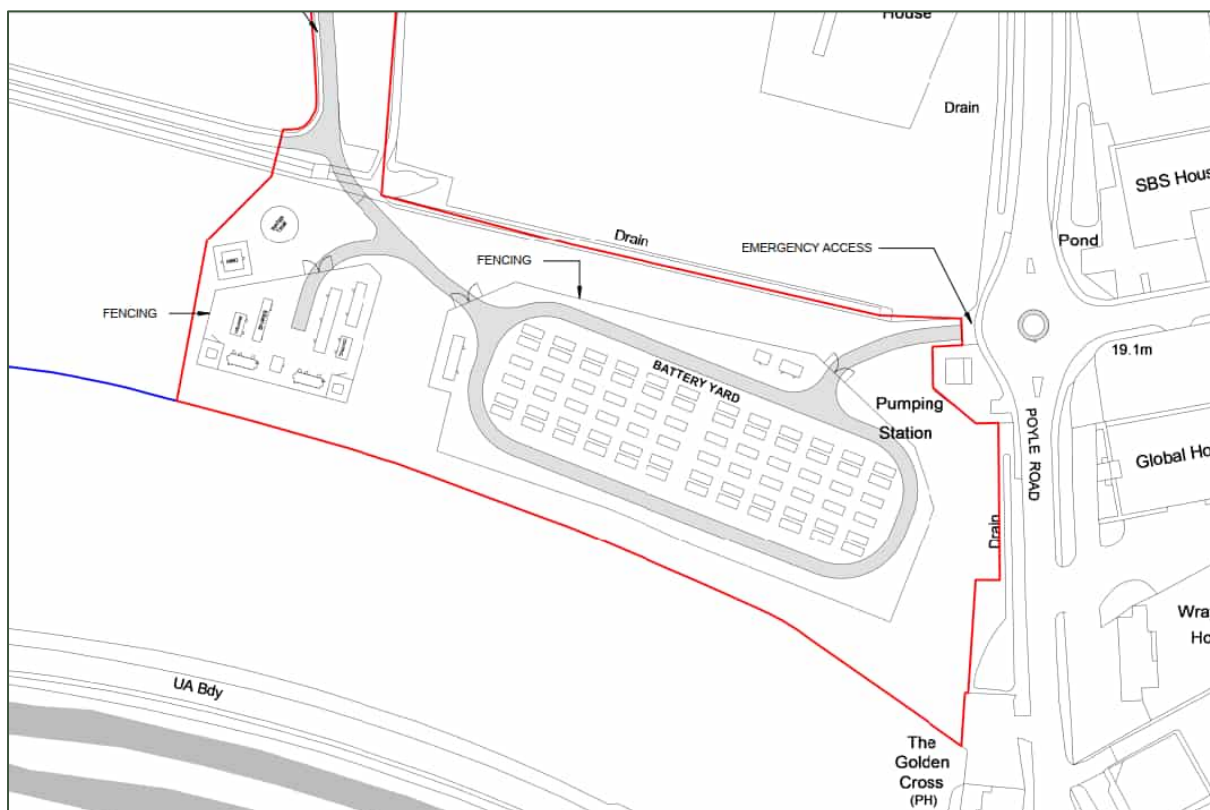


Figure 4-3: Battery Storage Facility

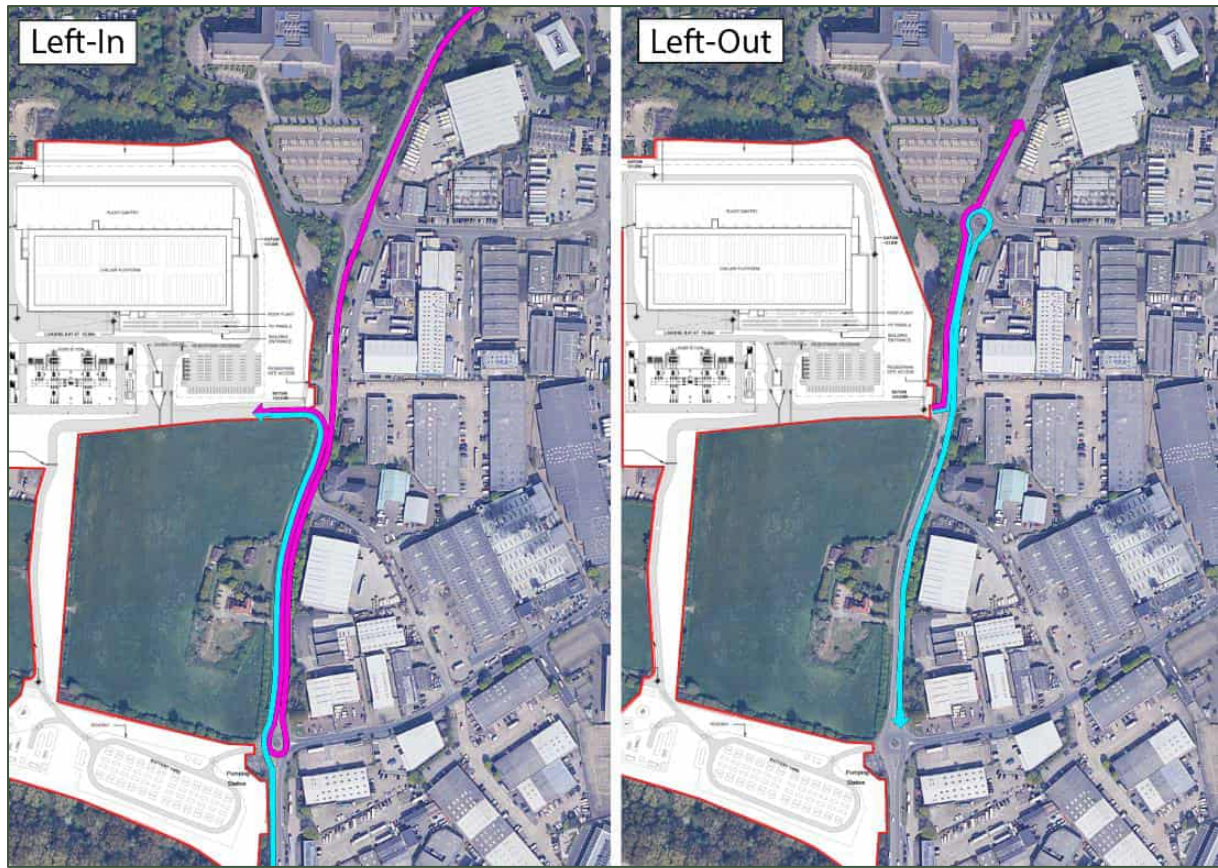


Site Access

- 4.4 The site will continue to be accessed via the currently unnamed road ('the Access Road').
- 4.5 Whilst the Access Road is currently used to serve the existing operations at this site, it is proposed to improve this junction as part of the proposed development. The junction improvement proposals are set out in **Figure 4-4** and comprise:
- A Left-in/Left-Out arrangement which will reduce the number of conflicting turning movement compared to the existing arrangement;
 - An island to separate inbound and outbound vehicles, which also prevents outbound vehicles turning right;
 - Proposed signage indicating no-right turn for vehicles arriving from the north. Vehicles will travel 285m to the roundabout to the south, before returning northbound along Poyle Road to enter the site;
 - Left and righthand visibility shown at 2.4m x 43m as per Manual for Streets (MfS) for a 30mph speed road;
 - The downgrading of the existing secondary northern access to a pedestrian / cycle route;
 - A 2m footway along the western side of Poyle Road, providing a connection northward towards the Colndale Road bus stops;
 - A new pedestrian crossing of Poyle Road located to the immediate south of the site access;
 - The junction includes adequate width for the safe manoeuvre of HGVs.
- 4.6 All site access works will fall within the red line boundary or within the extent of the adopted highway. The routing for the site access junction is set out in **Figure 4-4**.



Figure 4-4: Site Access Vehicle Routing



Horizontal separation buffer to carriageway

Existing Access to potentially be downgraded as part of pedestrian routing strategy

Proposed island to prevent vehicle turning right

Proposed sign indicating no right turn for vehicle coming from north. Vehicle to use roundabout to south to turn around and come back to enter site. Approx. 285m to roundabout.

Massey Avenue

Air Hub

El Sub Sta Tank

The Hollies

THE HOLLIES

POULE ROAD 30MPH

Dimensions: 2.50, 0.50, 2.00, R80.00, R12.00, R10.00, 7.00, 2.00, 3.20

North arrow pointing up.

Orthance Survey © Crown copyright 2023

- 4.8 The site access proposals include a footway and crossing improvements. The footway leads northbound from the proposed pedestrian / cycle access and is 2m in width. Where possible it is separated from Poyle Road by a 0.5m verge.
- 4.9 The footway continues northbound for some 60m before terminating at the northbound Colindale Road bus stop.
- 4.10 It is not feasible to provide a crossing at this point to access the southbound bus stop due to road safety implications. As such, pedestrians are able to take an alternative route to access the southbound bus stop which also forms a part of the site access proposals.
- 4.11 The main site access to the south will benefit from dropped kerbs and tactile paving, set approximately 6m back from the give way line. South of the site access, further dropped kerbs and tactile paving is proposed, with a pedestrian refuge island set within the central

reservation. From here, pedestrians can access the eastern footway of Poyle Road and route northbound or southbound to their destination.

Battery Storage

Parking

- 4.12 No vehicle parking is required for the BESS as it will generate an insignificant number of vehicle trips, i.e., one servicing trip per month or similar. This is set out later in this report.

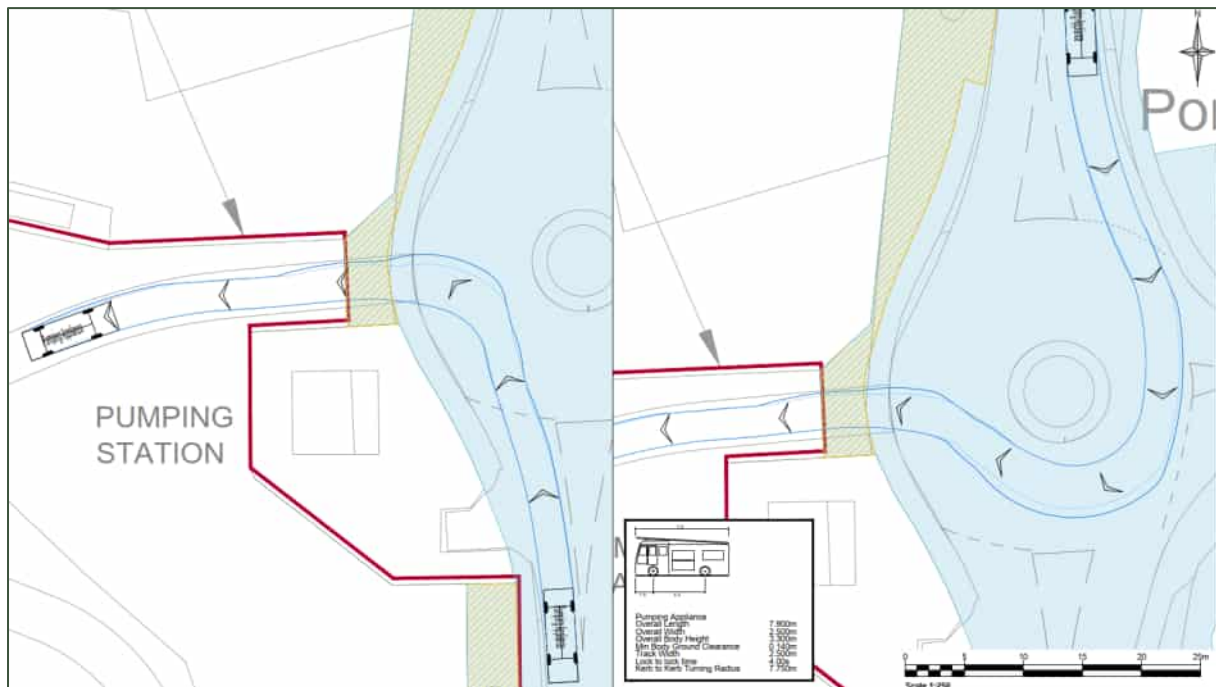
Main Access

- 4.13 Access to the Battery Storage will be provided internally, via the main site access with Poyle Road. An internal route will then provide access to the Battery Storage Facility to the south. This includes access for the construction phase.

Emergency Access

- 4.14 An emergency access is provided onto Poyle Road via an existing vehicle crossover which forms part of the Poyle Road / Blackthorne Road roundabout. This access is gated and is suitable for a fire tender. An extract of the emergency access drawing is set out in **Figure 4-6**, and the full drawings is available in **Appendix C**.

Figure 4-6: Battery Storage Emergency Access

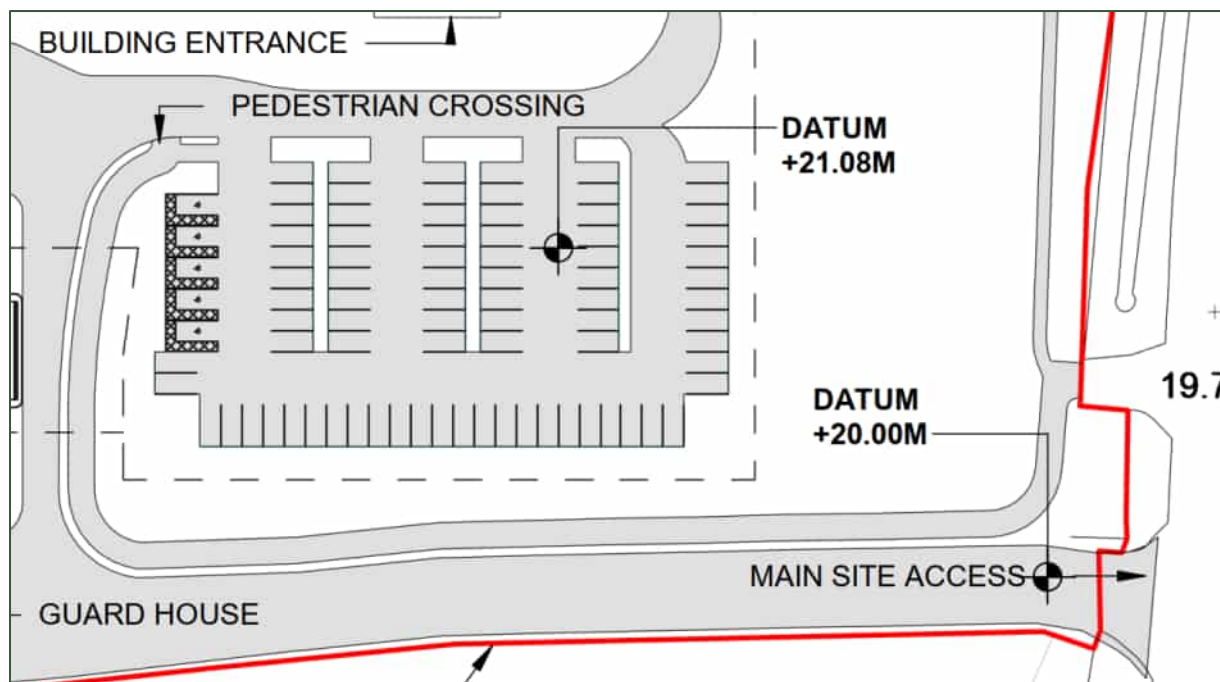


Pedestrian and Cycle Access

- 4.15 There is a proposed shared use path internal to the site, leading from the existing secondary access, which will be downgraded to a pedestrian / cycle access, to the main Data Centre building. It is 3m in width. This is set out in red in **Figure 4-7**.



Figure 4-7: Pedestrian / Cycle Route



Car Parking

Overview

- 4.16 SBC's parking guidance is set out in **Table 4-1**. This is based on "Transport and Highway Guidance Developer's Guide Part 3 Interim Document" (November 2008).
- 4.17 No specific standards have been set for a Data Centre. It was agreed during the pre-application meeting with SBC on 26/09/2024 that parking provision would be based on a parking accumulation assessment, and then adjusted to reflect staff levels and travel planning measure. Therefore, the Data Centre sites within TRICS have been assessed to provide an overview of the parking provided. This is set out in **Table 4-1** and includes the following sites:
- Site 1 - SO 02 I 01 – Liverpool Road, Slough - 26/04/2023
 - Site 2 - SO 02 I 03 – Liverpool Road, Slough - 24/05/2023
 - Site 3 - SO 02 I 03 – Liverpool Road, Slough - 24/05/2023
 - Site 4 - SO 02 I 04 – Ajax Avenue, Slough - 22/05/2023
- 4.18 Contact via email was made with TRICS Consortium Limited in order to confirm that these sites were appropriate for use. A query was also raised in regard to site reference SO-02-I-01 being the only site which provides employee numbers. TRICS confirmed that employee number information was either not available or confidential for these sites.
- 4.19 The appropriateness of the sites was also discussed with SBC, who agreed that the sites comprise a robust assessment, these sites are therefore applicable sites on which to base the forecast trip generation.



Table 4-1: TRICS Data Centre Parking Overview

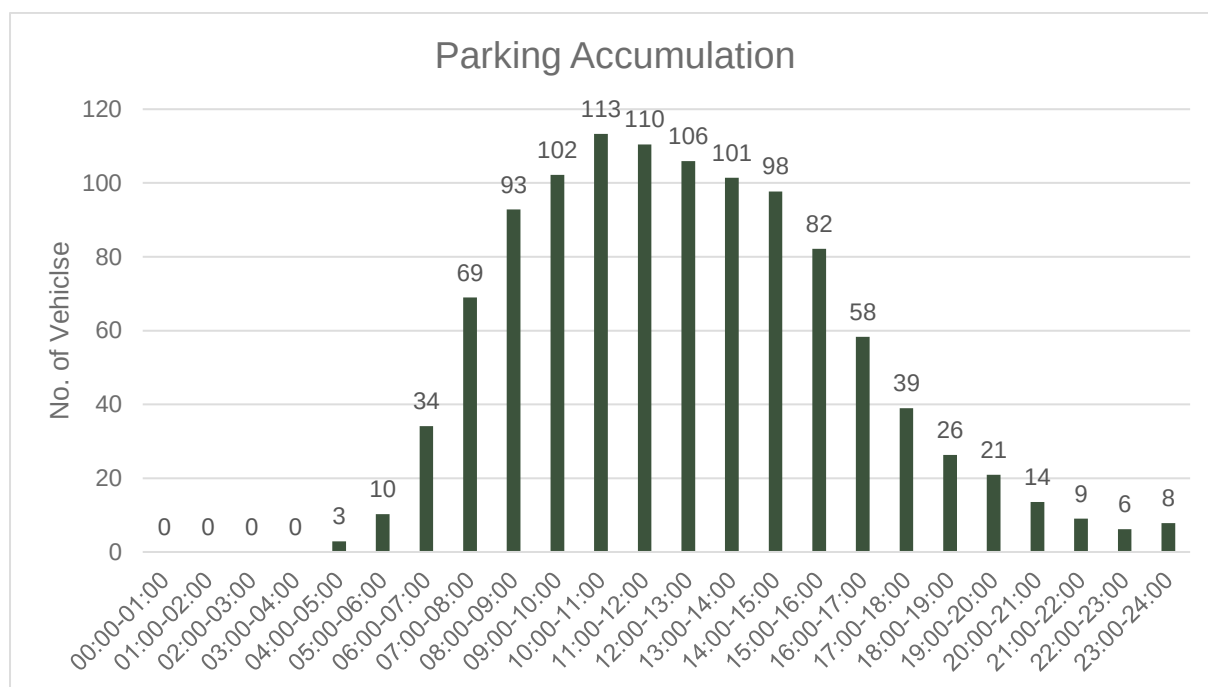
Site	GFA (sqm)	Parking Spaces	Sqm per Parking Space	Max Parked on Survey Day	% of car park occupied	Cycle Parking Spaces	Sqm per Cycle space
Site 1	16,000	78	205	39	50%	10	1,600
Site 2	5,677	34	167	15	44%	12	473
Site 3	11,700	96	122	90	94%	8	1,463
Site 4	11,402	162	70	35	22%	16	713
Average	11,195	93	141	45	52%	12	1,062

- 4.20 As set out in **Table 4-1**, the parking provision varies greatly between the surveyed Data Centres. There is little consistency, and as such it was agreed during the pre-app that the level of parking provision provided within the site is based on a parking accumulation, adjusted for the proposed staffing levels of the Data Centre.

Parking Accumulation to inform Parking Provision

- 4.21 A parking accumulation assessment has been undertaken based on the forecast car trip generation. This forecasts that the busiest hour for parked cars is 10:00-11:00, with up to 113 vehicles parked. The forecast parking accumulation is set out in **Figure 4-8**.

Figure 4-8: Forecast Parking Accumulation



- 4.22 The quantum of parking provided should be reflective of the accessibility of a site. It should be recognised that vehicle demand is also influenced by and reflected of the amount of car parking provision.



- 4.23 The parking accumulation assessment is based on TRICS data, which is set out in greater detail in **Section 5**. However, the applicant has provided details of the expected range in employee numbers which will be in the region of 60 - 100 employees. The number of proposed employees is therefore fewer than the maximum number of parked vehicles forecast by the TRICS parking accumulation assessment.
- 4.24 Given this, 86 car parking spaces are proposed for the site. This is reflective of the size and scale of the site when compared with most other Data Centres and is also based on staffing numbers. In addition, there will be additional travel planning measures set in place in order to promote more sustainable journeys including car sharing and travel information packs, highlighting to employees how they can travel sustainably to the site.

Car Park Layout

- 4.25 Cars will enter via the main access and pass the guard house, before turning right towards the car park. The site car park is located to the immediate south of the Data Centre building. There is a limited section of two-way working on the internal loop road to support access and egress to the car park. Pedestrian routes are provided within the car park to provide access from individual aisles to the Data Centre main entrance.

Disabled Parking

- 4.26 The car park includes a total of five disabled parking spaces. This equates to 6% of spaces.

Electric Vehicle Charging

- 4.27 SBC do not have any standards for Electric Vehicle Charging Points (EVCP). At this stage it is proposed that:
- 20% of spaces to receive active charging infrastructure (charge points)
 - Remaining 80% of spaces to receive passive charging infrastructure (pathway for future charge points)

Cycle Parking

- 4.28 As with the car parking assessment, cycle parking will also be provided reflective of established Data Centre operations locally within Slough.
- 4.29 The level of cycle parking provision has been reviewed for the four existing data centres that the trip generation is based on. On average, these sites provide one cycle space per 1,062 sqm of floor space.
- 4.30 It is proposed, therefore, that this ratio is applied to the site which would equate to 39 cycle parking spaces. This is set out in **Table 4-1**. This could be provided on 20 Sheffield stands or 20 two-tier stands (or a combination of both).



Table 4-2: TRICS Data Centre Cycle Parking Overview

GFA (sqm)	Location	Cycle Parking	Space per SQM
16,000	Liverpool Road, Slough	10	1,600
5,677	Liverpool Road, Slough	12	473
11,700	Liverpool Road, Slough	8	1,463
11,402	Ajax Avenue, Slough	16	713
Average		12	1,062

Delivery & Servicing

- 4.31 Delivery and servicing will take place to the southwest of the main Data Centre building. Vehicles will enter the site via main access and route via the guard house via the internal loop road which provides access to the loading bay area located on the southwestern corner of the building. The guard house restricts all vehicle access to approved vehicles only.
- 4.32 There is a one-way loop around the main Data Centre building for HGVs, cranes and refuse / delivery vehicles. This is to prevent conflict between inbound and outbound vehicles. This manoeuvre is set out in the SPA contained in **Appendix C**.

Masterplan Functionality

- 4.33 The functionality of the masterplan has been tested through swept path analysis for the range of vehicles which are routinely considered to access the site. This includes a 16.5m articulated HGV, a Large Mobile Crane and a Standard Design Vehicle (SDV).
- 4.34 Copies of the Swept Path Analysis is provided in **Appendix C**.



5.0 Trip Generation

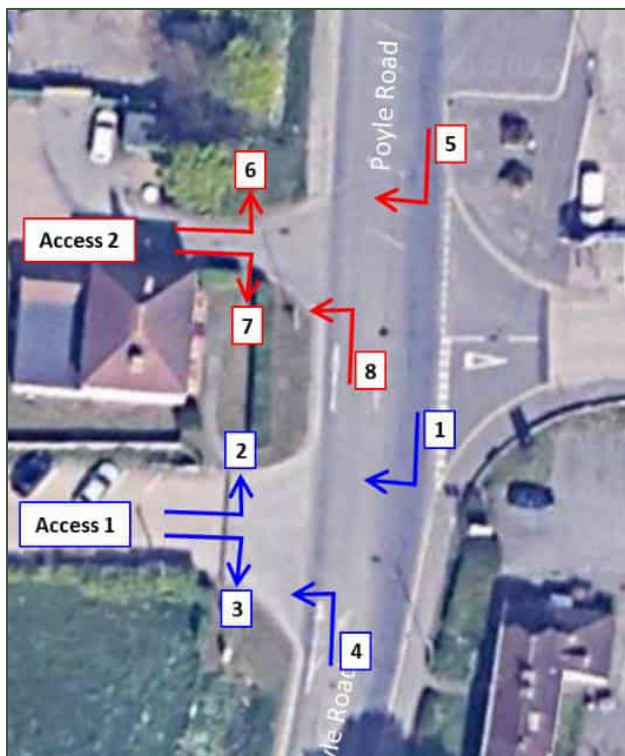
Overview

- 5.1 In order to establish the effect of the proposed development on the local highway network, a trip generation exercise has been undertaken.
- 5.2 This chapter covers the following:
- Existing Site Use;
 - Proposed Data Centre;
 - Proposed Battery Storage;
 - Total Development Trips;
 - Net Impact

Existing Site

- 5.3 The site has a consented existing use. In order to assess the current number of vehicle trips associated with these uses, junction turning count surveys were undertaken on Wednesday November 1st at the two site accesses. Accesses '1' and '2' are as illustrated in **Figure 5-1**, as per the image issued by the K&M Traffic Surveys,

Figure 5.1: Junction Survey Location



5.4 The results of the survey are as set out in **Table 5-1**. They are also included at **Appendix D**.

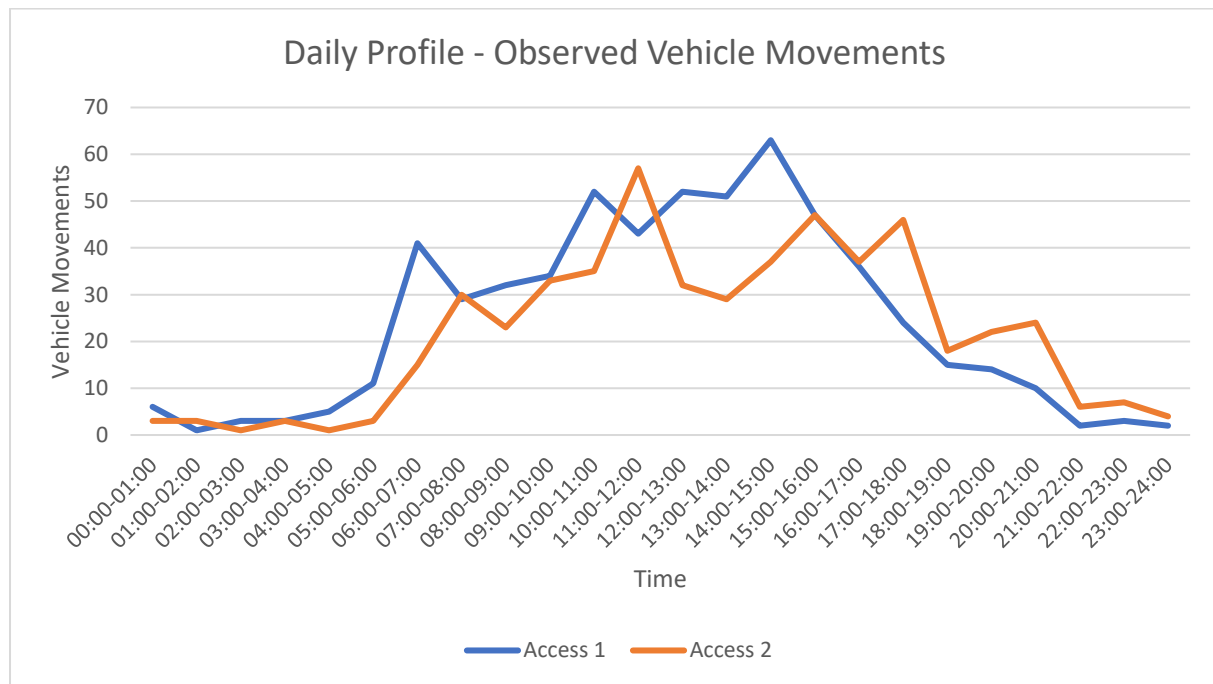
Table 5-1: Existing Site Accesses Vehicle Movements

Time	Arrivals	Departures	Two-Way
00:00-01:00	6	3	9
01:00-02:00	1	3	4
02:00-03:00	3	1	4
03:00-04:00	3	3	6
04:00-05:00	5	1	6
05:00-06:00	11	3	14
06:00-07:00	41	15	56
07:00-08:00	29	30	59
08:00-09:00	32	23	55
09:00-10:00	34	33	67
10:00-11:00	52	35	87
11:00-12:00	43	57	100
12:00-13:00	52	32	84
13:00-14:00	51	29	80
14:00-15:00	63	37	100
15:00-16:00	47	47	94
16:00-17:00	36	37	73
17:00-18:00	24	46	70
18:00-19:00	15	18	33
19:00-20:00	14	22	36
20:00-21:00	10	24	34
21:00-22:00	2	6	8
22:00-23:00	3	7	10
23:00-24:00	2	4	6
Total	579	516	1,095

5.5 This survey establishes that currently there are 1,095 two-way movements across a 24 hour period associated with the current land uses. The typical AM and PM peaks of 08:00-09:00 and 17:00-18:00 generate a total of 55 and 70 two-way vehicle movements respectively.

5.6 The daily profile for the vehicle movements is set out in **Graph 1**.



Graph 1 – Daily Profile (existing trips) By Access

- 5.7 Further surveys were undertaken on 25.06.2024 as a part of a wider scope of surveys including additional junctions along Poyle Road. These surveys were primarily MCCs and include a breakdown of vehicle movements at the site access junction between 07:00-10:00 and 16:00-19:00. These are set out in **Table 5-2**.

Table 5-2: Existing Site Access(es) Vehicle Movements (From 2024 MCC Survey)

Time	Arrivals	Departures	Two-Way
07:00-08:00	32	43	75
08:00-09:00	27	31	58
09:00-10:00	20	24	44
16:00-17:00	40	31	71
17:00-18:00	35	19	54
18:00-19:00	17	7	24

- 5.8 **Table 5-3** demonstrates the differences between the 2023 and 2024 Survey data for the AM and PM peak hour periods.

Table 5-3: 2023 to 2024 Site Accesses observed movements comparison

Time	Arrivals			Departures		
	2023 Survey	2024 Survey	Net Change to 2024	2023 Survey	2024 Survey	Net Change to 2024
07:00-08:00	29	43	+14	30	32	+2



Time	Arrivals			Departures		
	2023 Survey	2024 Survey	Net Change to 2024	2023 Survey	2024 Survey	Net Change to 2024
08:00-09:00	32	27	-5	23	31	+8
09:00-10:00	34	20	-14	33	24	-9
16:00-17:00	36	40	+4	37	31	-6
17:00-18:00	24	35	+11	46	19	-27
18:00-19:00	15	17	+2	18	7	-11

5.9 It is evident from **Table 5.3** that there is no material difference between the observed flows.

Proposed Data Centre

5.10 The proposed development is for a Data Centre and Battery Storage.

5.11 The TRICS database has been reviewed for Data Centres. TRICS has recently created a new category for data centres. Previously these were contained in the office category.

5.12 The data centre category was created as part of the December 2023 update of TRICS version 7.10.12.

5.13 The TRICS site reference codes where these sites are located are as set out in **Table 5-4**.

Table 5-4: Data Centre Surveys within TRICS

Old TRICS Code	New TRICS Code	GFA (sqm)	Location	Survey Date
S0 02 A 03	S0 02 I 01	16,000	Liverpool Road, Slough	26/04/2023
S0 02 A 04	S0 02 I 02	5,677	Liverpool Road, Slough	24/05/2023
S0 02 A 05	S0 02 I 03	11,700	Liverpool Road, Slough	24/05/2023
S0 02 A 06	S0 02 I 04	11,402	Ajax Avenue, Slough	22/05/2023

5.14 All of the survey locations are in Slough and are therefore likely to share similar characteristics to the proposed site. The Data Centre trip rates are included at **Appendix E**.

5.15 The vehicle trip rates from these sites are set out in **Table 5-5**.

Table 5-5: Data Centre Vehicle Trip Rates (per 100sqm)

Time	Arrivals	Departures	Two-Way
00:00-01:00	0	0	0
01:00-02:00	0	0	0
02:00-03:00	0	0	0
03:00-04:00	0	0	0
04:00-05:00	0.007	0	0.007
05:00-06:00	0.024	0.007	0.031
06:00-07:00	0.1	0.042	0.142
07:00-08:00	0.13	0.022	0.152



Time	Arrivals	Departures	Two-Way
08:00-09:00	0.1	0.029	0.129
09:00-10:00	0.067	0.04	0.107
10:00-11:00	0.054	0.025	0.079
11:00-12:00	0.031	0.047	0.078
12:00-13:00	0.029	0.04	0.069
13:00-14:00	0.04	0.045	0.085
14:00-15:00	0.042	0.047	0.089
15:00-16:00	0.013	0.089	0.102
16:00-17:00	0.011	0.08	0.091
17:00-18:00	0.016	0.063	0.079
18:00-19:00	0.029	0.06	0.089
19:00-20:00	0.009	0.025	0.034
20:00-21:00	0.003	0.021	0.024
21:00-22:00	0.003	0.014	0.017
22:00-23:00	0.01	0.017	0.027
23:00-24:00	0.007	0.003	0.01
Total	0.725	0.716	1.441

- 5.16 At this stage the total GFA of the Data Centre (41,061.49 sqm) has been applied to the trip rate set out in **Table 5-5**. The subsequent forecast vehicle trips are displayed in **Table 5-6**.

Table 5-6: Proposed Data Centre Vehicle Trip Generation (41,061.49 sqm)

Time	Arrivals	Departures	Two-Way
00:00-01:00	0	0	0
01:00-02:00	0	0	0
02:00-03:00	0	0	0
03:00-04:00	0	0	0
04:00-05:00	3	0	3
05:00-06:00	10	3	13
06:00-07:00	41	17	58
07:00-08:00	53	9	62
08:00-09:00	41	12	53
09:00-10:00	28	16	44
10:00-11:00	22	10	32
11:00-12:00	13	19	32
12:00-13:00	12	16	28
13:00-14:00	16	18	35
14:00-15:00	17	19	37
15:00-16:00	5	37	42
16:00-17:00	5	33	37
17:00-18:00	7	26	32
18:00-19:00	12	25	37
19:00-20:00	4	10	14



Time	Arrivals	Departures	Two-Way
20:00-21:00	1	9	10
21:00-22:00	1	6	7
22:00-23:00	4	7	11
23:00-24:00	3	1	4
Total	298	294	592

- 5.17 As set out in **Table 5-6**, the proposed development is forecast to produce up to 53 two-way trips during the typical AM peak of 08:00-09:00 and up to 32 two-way trips during the typical PM peak of 17:00-18:00. The development peak hour is 07:00-08:00 with a forecast 62 two-way vehicle trips.
- 5.18 It is noted that the GFAs of the four Data Centre sites in TRICS are 16,000 sqm, 5,677 sqm, 11,700 sqm and 11,402 sqm. This is an average of 11,195 sqm. The GFA of the proposed site is 41,061.49 sqm.
- 5.19 It is considered that the level of staff required to operate a larger Data Centre do not increase proportionately with floor area. As such the trip generation is considered to be robust.

Multi-Modal Trips

- 5.20 The surveys obtained from the TRICS database included multi-modal surveys, and this data has been used to forecast the multi-modal trips associated with the site. This is in line with the recent Active Travel England (ATE) guidance which recommends assessing the trip generation of a site by all modes. These forecast multi-modal trips for the Data Centre are set out in **Table 5-7**. The typical peak hours of 08:00-09:00 and 17:00-18:00 have been assessed.

Table 5-7: Data Centre Multi-Modal Trips

Mode	08:00-09:00		17:00-18:00	
	Arrivals	Departure	Arrivals	Departures
Walking	5	2	2	5
Cycling	1	0	0	5
Public Transport	11	7	0	19
Car	28	4	4	23
LGV	12	7	1	1
Other	2	2	0	1
Total	45	17	5	40

- 5.21 As demonstrated, the Data Centre is forecast to generate trips primarily by public transport and by car. The two-way trips amount to 18 trips by public transport and 32 trips by car in the AM peak hour, and 19 trips by public transport and 27 trips by car in the PM peak hour.



Proposed Battery Storage

Overview

- 5.22 Battery Energy Storage Systems (BESS) provide a means of allowing electricity from the grid to be imported and stored at times of low demand/high generation, which can then be exported back into the grid at times of higher demand / system stress.
- 5.23 It is recognised that whilst there are vehicle trips associated with the construction of a Battery Storage Facility, once the facility is operational there will be a negligible number of trips by vehicles or other modes associated with it. This would typically amount to only one vehicle per month for routine maintenance.

Operational Trip Generation

- 5.24 Research has been undertaken into a number of Battery Storage Facilities which have been granted consent UK wide. These are listed below with the local authority and planning number, with the main findings in regard to operational vehicle trip generation noted also.
- **Hull City Council - 17/00491/FULL**
“During operation of the BESS facility, both the operator and the DNO will require occasional access to the compound. These visits by an engineer are unlikely to exceed one visit per month and require only small commercial vehicles, such as vans or cars to visit the site.”
 - **Hull City Council - 23/02771/FULL**
“In terms of highways, the proposed scheme was confirmed to not be a traffic generator therefore, a Traffic Assessment was confirmed as not required.”
 - **East Riding of Yorkshire - 19/01449/STPLF**
“The construction phase of the development is the only phase in the life cycle of the proposed development where potential effects from traffic may be anticipated. Once the proposed energy storage facility is operational it will be operated remotely, limiting site traffic to routine monthly or quarterly visits by engineers by car or van”.
 - **Wiltshire Council - PL/2021/04151**
“Once operational, the Proposed Development would effectively be fully automated and it would only be necessary for an engineer to undertake a site visit on a monthly basis. Accordingly, the operation of the facility would have negligible impact on traffic generation.”
 - **North Lincolnshire - PA/2021/1291**
Transport / Highways not mentioned.
 - **South Hampshire - 3360/17/FUL**
“As batteries do not require the delivery of fuel to the site it will generally be unmanned. For the most part maintenance will be carried out remotely requiring only onsite presence for scheduled maintenance or where faults cannot be rectified remotely. As such the facility will generate very limited traffic movement from its operation.”
- 5.25 It is concluded therefore that, once operational, the battery storage facility will not generate regular vehicle trips which will impact on the daily trip generation of the wider development.



Construction Summary

- 5.26 Once operational, the trips associated with Battery Storage facilities are minimal i.e., occasional servicing visits. The majority of trips are generated during the construction phase. This is set out in further detail below, based on an approved 114mw battery storage scheme. It is noted that these are reasonable assumptions based on similar operations and are not fixed.
- 5.27 A typical Battery Storage construction programme would be anticipated to last for approximately 14 months, with the peak period anticipated to be focused during the first few months during the site set up.
- 5.28 **Table 5-8** provides a summary of the range and number of vehicles typically to access the Site during construction. This is based on a 114MW Battery Storage site.

Table 5-8: Estimated Battery Storage Construction Trips

Description	Estimated Deliveries	Vehicle Type
Containers of Batteries	88	16.5m articulated HGV
ACC/DCC cabinets	22	16.5m articulated HGV
Spare parts container and spares	2	16.5m articulated HGV
Substation GRP buildings	15	16.5m articulated HGV
Inverter Deliveries	48	16.5m articulated HGV
Transformers	22	16.5m articulated HGV
Ready mix concrete/pre-cast concrete	15	16.5m articulated HGV / concrete mixer
Consumables for Site	3	16.5m articulated HGV
Temporary Welfare Facilities	10	7.5 tonne rigid HGV
Generators	2	16.5m articulated HGV
Cranes for Installation of Battery Containers	2	16.5m articulated HGV
Site Road and Compound Construction Material	50	20 tonne tipper
Removal of excess soil	30	20 tonne tipper
Miscellaneous Plant	10	16.5m articulated HGV
Cables	5	16.5m articulated HGV
Other materials for Site.	5	7.5 tonne rigid HGV
Total	329	-

- 5.29 Assuming a total of 21 working days per month, an average daily traffic generation figure over the 14 months can be calculated as approximately one HGV trip per day. However, this 'average' figure is not considered to be a realistic calculation of the likely peak traffic generation.
- 5.30 The maximum hourly traffic generation could be three to four HGV deliveries per hour during the busiest two weeks of the construction programme, or six to eight HGV two-way movements per hour. With a ten hour working day (07:00-17:00), this could see a peak daily traffic generation of 30-40 HGV deliveries or 60-80 two-way HGV movements.



- 5.31 It is again noted that these are reasonable assumptions based on similar operations and are not fixed.

Light Vehicle Trips

- 5.32 There would be a maximum or approximately 35 staff members on-site during the construction period, and if assuming all staff members arrive to site via private car, there will be a total of 35 trips or 70 two-way light vehicle movements made per day during the construction period. All staff trips would arrive before the working day begins at 07:00, therefore all arrival trips will be made during the hour of 06:00-07:00, while staff would be expected to leave between the hours of 17:00-18:00.

Total Development Trips

- 5.33 The total number of vehicle trips forecast from the development proposals will therefore be as set out in **Table 5-6**, i.e., the Data Centre trips.
- 5.34 As set out in **Table 5-6**, the proposed development is forecast to produce up to 51 two-way vehicle trips during the AM peak and up to 31 two-way vehicle trips during the PM peak.

Net Change

- 5.35 A comparison has been undertaken between the observed trips associated with the existing site, and the forecast trips of the proposed development. The net change is set out in **Table 5-9**.

Table 5-9: Net Change (Existing vs Proposed Use)

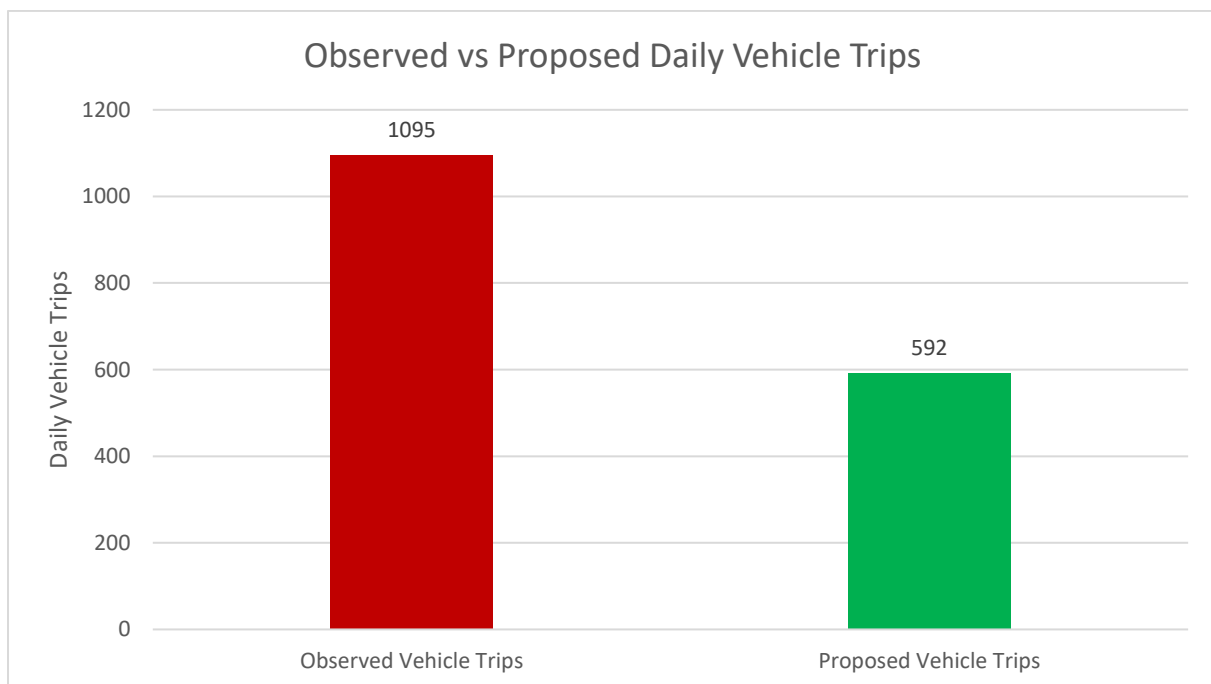
Time	Observed	Forecast	Net Change
00:00-01:00	9	0	-9
01:00-02:00	4	0	-4
02:00-03:00	4	0	-4
03:00-04:00	6	0	-6
04:00-05:00	6	3	-3
05:00-06:00	14	13	-1
06:00-07:00	56	58	2
07:00-08:00	59	62	3
08:00-09:00	55	53	-2
09:00-10:00	67	44	-23
10:00-11:00	87	32	-55
11:00-12:00	100	32	-68
12:00-13:00	84	28	-56
13:00-14:00	80	35	-45
14:00-15:00	100	37	-63
15:00-16:00	94	42	-52
16:00-17:00	73	37	-36
17:00-18:00	70	32	-38
18:00-19:00	33	37	4



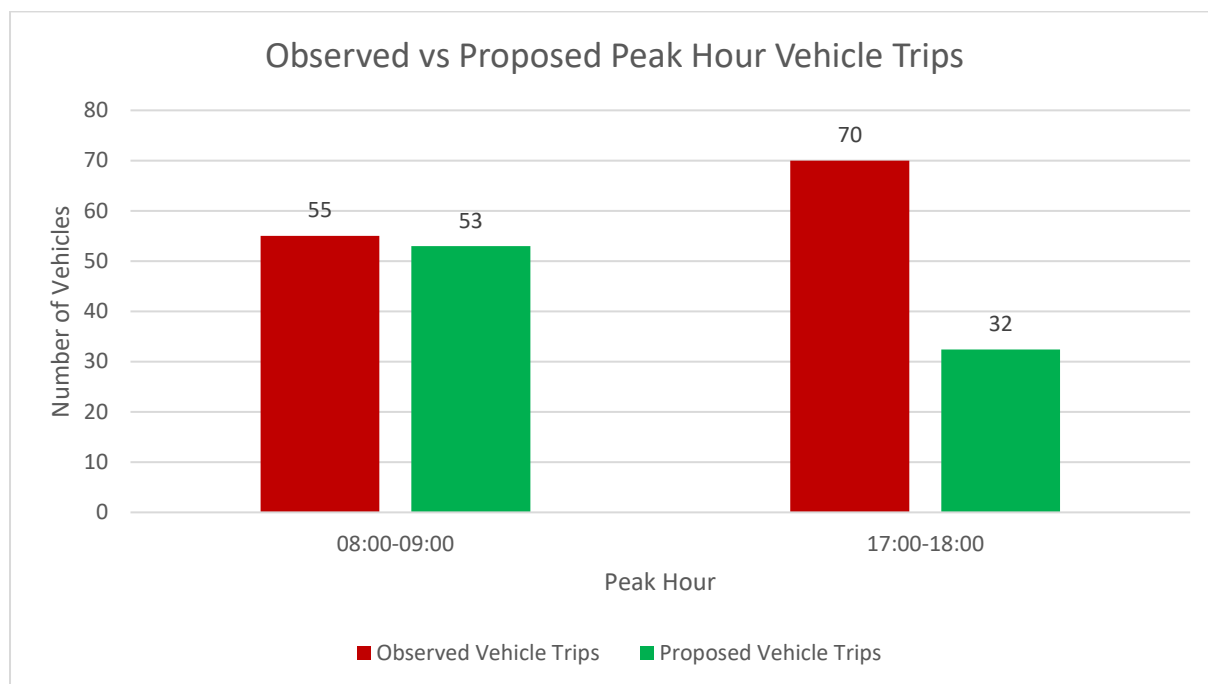
Time	Observed	Forecast	Net Change
19:00-20:00	36	14	-22
20:00-21:00	34	10	-24
21:00-22:00	8	7	-1
22:00-23:00	10	11	1
23:00-24:00	6	4	-2
Total	1,095	592	-503

- 5.36 The net change comprises the addition of the proposed vehicle trips, and the removal of all existing trips. This change in vehicle generation can also be reflected visually as set out in **Graph 2**.

Graph 2 – Net change (Existing vs Proposed Daily Trip Generation)



Graph 2 – Net change (Existing vs Proposed Peak Hour Trip Generation)



- 5.37 It is demonstrated that the proposed development will reduce vehicle trips by up to 503 two-way movements across the day.
- 5.38 During the typical AM and PM peaks of 08:00-09:00 and 17:00-18:00, the decrease in vehicle trips is -2 and -38 respectively.

Conclusion

- 5.39 The proposed development will have a beneficial effect on the operation of the local highway network in that it will reduce the number of vehicle trips associated with the site at all hours across the day.



6.0 Distribution

Census Distribution

- 6.1 The forecast development trips have been distributed through the local highway network to and from the site access using data from the 2011 Census. This is considered most representative of commuter habits due to uncertainties over the validity of the 2021 data due to the Covid-19 pandemic.
- 6.2 The location used is "WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)". The distribution is as set out in **Table 6-1**.

Table 6-1: Distribution based on 2011 Census

Route	MSOA Sample	Percentage
Poyle Road S - Stanwell Road	488	5%
Poyle Road S - Horton Road	6,515	73%
Poyle Road N	1,938	22%
Total	8,941	100%

- 6.3 In total, 78% of trips are distributed south and 22% of trips are distributed north. The 78% distributed south is then split between Horton Road (73%) and Stanwell Road (5%).

Traffic Survey Distribution

- 6.4 Existing distribution of traffic has been identified from the 2024 MCC surveys undertaken at the site access. This broadly matches the distribution of trips based on the Census data and is set out in **Table 6.2**.

Table 6-2: AM Peak Distribution based on 2024 observed site access movements

Time Period	Route	Vehicle Movements	Percentage
08:00-09:00	Poyle Road South	43	74%
	Poyle Road North	15	26%
	Total	58	100%
17:00-18:00	Poyle Road South	28	52%
	Poyle Road North	26	48%
	Total	54	100%

- 6.5 The PM observed flows demonstrate slightly different distribution of 52% southbound and 48% northbound, though during both peaks there is a high percentage of HGV trips rather than staff trips which will affect distribution.
- 6.6 It is considered that the distribution based on the 2011 Census data should be used, as it is representative of staff trips which would typically be associated with a data centre. The



distribution from the traffic surveys is reflective of the existing site uses, with a high proportion of van and HGV trips.

- 6.7 Local routing associated with the proposed development accounts for the proposed left-in, left-out site access junction.
- 6.8 The distribution of traffic has been undertaken on the basis of left turning traffic routing up to the roundabout adjacent to the junction 1 (Colndale Road / Poyle Road) roundabout. Southbound traffic will then route back past the site on Poyle Road in a southbound direction.
- 6.9 Equally traffic from the north will travel down Poyle Road to the Blackthorne Road roundabout before travelling back up Poyle Road and into the site.

Figure 6-1: Forecast Trip Distribution



- 6.10 The bus gate proposed along Poyle Road to the immediate north of its junction with Mathisen Way does not impact on trip distribution. All HGV traffic associated with the site will route to/from the south.

Growth Factors

- 6.11 Within the assessment, TEMPro growth has been applied to provide the future development scenarios. The following scenarios are considered:
 - Base Year (2023 / 2024 traffic surveys);



- Opening Year (2027);
- Future Year (2036 (End of SBC Local Plan)).

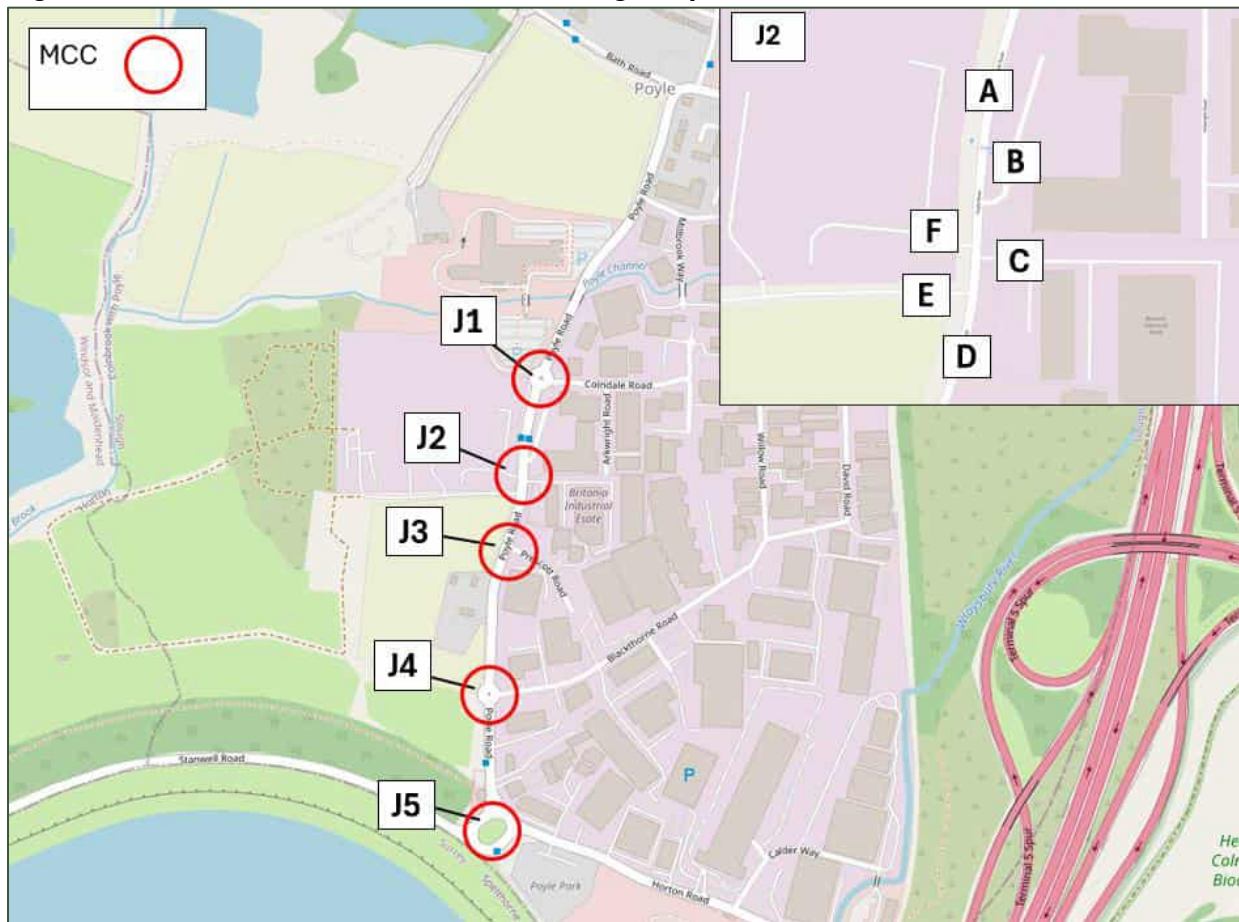


7.0 Junction Review

Overview

- 7.1 Based on the forecast trip generation and distribution and using the observed flows from the junctions surveyed along Poyle Road, a review of local junctions has been undertaken.

Figure 7-1: Junction Locations for Percentage Impact



- 7.2 **Table 7-1** sets out the forecast junction impact.



Table 7-1: Forecast Junction Impact

Junction	AM Trips					PM Trips			
	Observed	Existing Site	Proposed Site	Impact		Observed	Existing Site	Proposed Site	Impact
1	782	19	21	0.2%		925	26	27	0.1%
2B	694	19	27	1.2%		810	26	42	1.9%
2F	681	14	30	2.4%		805	33	47	1.8%
2C	721	21	30	1.3%		862	26	47	2.5%
2E	717	45	62	2.4%		844	47	53	0.7%
3	747	32	59	3.6%		847	28	28	0.0%
4	1134	32	50	1.6%		1100	28	27	-0.1%
5	1374	32	41	0.7%		1265	28	25	-0.2%

- 7.3 As illustrated in **Table 7-1**, the largest impact on any one junction is on Junction 3 with a forecast total impact of 3.6% during the AM peak.
- 7.4 Whilst the development is forecast to generate a lower level of traffic compared to the existing use of the site, the localised rerouting associated with the proposed left-in, left-out junction result in marginally higher traffic volumes routing through the adjacent junctions (junctions 1 and 3).
- 7.5 The left in, left out arrangement is considered to provide a wider benefit which offsets the additional routing locally on Poyle Road.
- 7.6 The change in vehicle movements is not considered to provide a discernible impact on the local highway network. The proposed development will include the closure / stopping up of one of the existing site accesses which will reduce the number of junctions in this area of Poyle Road and provide an associated benefit.

Proposed Site Access Junction Model

- 7.7 The proposed site access junction has been modelled using Junctions 10 PICADY software. The years modelled are as follows:
- 2027 Opening Year + Development
 - 2036 Future Year + Development
- 7.8 The baseline flows for both scenarios were subjected to growth factors from the 2024 survey data using TEMPro. The TEMPro factors are included at **Table 7-2**.

Table 7-2: TEMPro Growth Factors

Year	Growth Factor	
	AM	PM
2024 - 2027	1.0164	1.0159
2024 - 2036	1.0721	1.0707



7.9 The PICADY results are set out in **Table 7-3**. The full outputs are included at **Appendix F**.

Table 7-3: Site Access PICADY Results

	AM				PM		
	Queue (Veh)	Delay (s)	RFC		Queue (Veh)	Delay (s)	RFC
	2027 Opening Year + Dev						
Site Access to Poyle Road North (B-C)	0	6.55	0.02		1	7.18	0.05
Site Access to Poyle Road South (B-A)	0	0.00	0.00		0	0.00	0.00
Poyle Road North to Site Access (C-B)	0	0.00	0.00		0	0.00	0.00
	2036 Future Year + Dev						
Site Access to Poyle Road North (B-C)	0	6.65	0.02		1	7.34	0.06
Site Access to Poyle Road South (B-A)	0	0.00	0.00		0	0.00	0.00
Poyle Road North to Site Access (C-B)	0	0.00	0.00		0	0.00	0.00

7.10 As demonstrated, the site access junction will operate well within capacity in all scenarios, with a maximum Ratio of Flow to Capacity (RFC) of 0.06 in the 2036 PM scenario. This scenario also forecasts a maximum queue of one vehicle, with 7.34 seconds of delay.

7.11 Streams B-A and C-B show values of zero for the following reasons:

- There are no movements from stream B to A as this would involve a right-turn out of the site access;
- There are no movements from stream C to B as this would involve a right turn into the site access;
- Additionally, Junctions 10 does not include results for the A to B movement as this is for left turners, who do not give way to any other movements and therefore are not impacted by queueing or delay, and do not delay the vehicles behind them.

7.12 The modelling therefore demonstrates that the site access is suitable for this scale of development and also has the potential to accommodate additional movements in any future year.

Summary

7.13 The proposed development is forecast to result in a reduction of trips across the day as well as both the AM and PM peak hours. A comparison of traffic distribution has identified that 78% of all vehicle trips associated with the development will route to/from the south, and that 22% will route to/from the north.

7.14 The largest impact on any one junction is on Junction 3 with a forecast total impact of a 3.6% increase in vehicle movements during the AM peak hour. This equates to 27 additional vehicle movements across the hour. In this case, the movements are north and south on Poyle Road which are the priority movements.



- 7.15 The site access junction will operate well within capacity in all modelled future scenarios. This review has not identified any material traffic impact which would be discernible on the local highway network.



8.0 Summary and Conclusion

Overview

- 8.1 SLR Consulting Limited (SLR) is appointed by Manor Farm Propco Limited to provide transport and highways advice in relation to the proposed industrial and energy development at Manor Farm, Poyle. The site is located to the west of Poyle Road, approximately 1km from Junction 14 of the M25 (J14). The proposed development comprises a Data Centre and BESS.

Existing Situation

- 8.2 The site is in close proximity to the existing industrial areas to the east of Poyle Road, accessible from J14, and forms a natural extension to these land uses in the area. The existing built up area surrounding the site would be considered suitable for pedestrians and there are existing regular bus services which route past the site.
- 8.3 Those traveling to the site by foot will be staff from the local area as well as staff who have travelled by bus and then walk to the site. There are bus stops near the site which benefit from up to five buses an hour, allowing staff to travel sustainably to the site. There are also railway stations accessible via bus, bike or vehicle.
- 8.4 During the most recent five-year period there have been three collisions near the site access, which involved four vulnerable road users. Due to the low level of collisions taking place here, equating to less than one every 18 months, it is considered that there are no inherent safety issues on the local highway network.

Planning Policy

- 8.5 The Proposed Development aligns with national and local planning policy, including the NPPF. It will promote sustainable transport modes, i.e., through the provision of a Travel Plan and active travel access, with cycle parking provided also. Safe and suitable access to the site can be achieved for all users, both through the main vehicular site access and through the provision of a separate active travel access. A new footway link is provided to the bus stops to the north of the site access on Poyle Road. In terms of an effect on the local highway network, there is no significant impact.

Development Proposals

- 8.6 The Proposed Development will be accessed via the currently unnamed road ('the Access Road'). Junction improvement proposals have been set out and comprise upgrading of the existing access to provide a left-in, left out junction. The current secondary access to the north is proposed to be downgraded to an active travel access. This will reduce the number of junctions in this area of Poyle Road.
- 8.7 Access to the Battery Storage will be provided internally, via the main site access with Poyle Road. An internal route will then provide access to the Battery Storage Facility to the south. This includes access for the construction phase.



- 8.8 The proposed development is to be supported by 86 car parking spaces and 39 cycle parking spaces. This is reflective of the size and scale of the development and accounts for parking accumulation and precedent from local Data Centres within Slough, and with comparable BESS sites granted planning permission nationally.
- 8.9 The functionality of the masterplan has been tested through swept path analysis for the range of vehicles which are routinely considered to access the site. This includes a 16.5m articulated HGV, a Large Mobile Crane and a Standard Design Vehicle (SDV).

Highway Network

- 8.10 There are currently 1,095 two-way vehicle movements across the day associated with the current land uses on the site. Prior to redevelopment, all these existing activities will cease.
- 8.11 The typical AM and PM peaks of 08:00-09:00 and 17:00-18:00 generate a total of 55 and 70 two-way trips respectively. The proposed development is forecast to produce up to 53 two-way vehicle trips during the AM peak and up to 32 two-way vehicle trips during the PM peak.
- 8.12 The proposed development will reduce vehicle trips by up to 503 two-way movements across the day. During the typical AM and PM peaks of 08:00-09:00 and 17:00-18:00, the decrease in vehicle trips is -2 and -38 respectively.
- 8.13 Traffic distribution has been undertaken through the local highway network accounting for the proposed left-in, left-out junction for the site. This demonstrates a limited increase in traffic movements through some local junctions on Poyle Road only.
- 8.14 A junction impact assessment has been undertaken. This review has not identified any material traffic impact which would be discernible on the local highway network. The site access junction will operate well within capacity in all modelled future scenarios.

Conclusion

- 8.15 The site aligns with local and national policy. It results in an overall decrease of trips on the highway network. Active travel improvements are included as a part of the development proposals.



Appendix A Personal Injury Collision Data

Transport Assessment

Manor Farm, Poyle

Manor Farm Propco Limited

SLR Project No.: 425.065619.00001

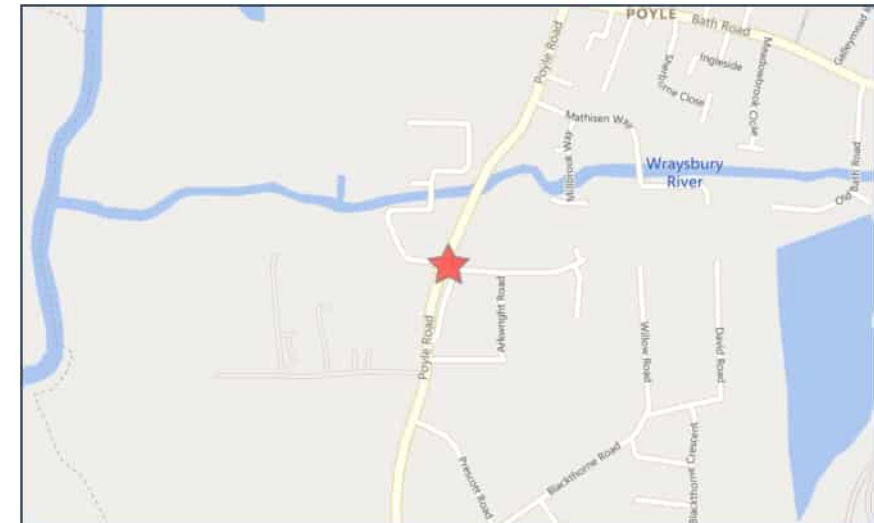
12 December 2024



crashmap.co.uk

Validated Data

Crash Date:	Sunday, September 30, 2018	Time of Crash:	9:50:00 PM	Crash Reference:	2018430302763
Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	2
Highway Authority:	Slough			Number of Vehicles:	1
Local Authority:	Slough Borough			OS Grid Reference:	503114 176307
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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crashmap.co.uk

Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	14	Female	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	Central island of roundabout	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	26 - 35	On footway or verge	Unknown or other
1	2	Slight	Pedestrian	Male	21 - 25	On footway or verge	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date: Friday, February 07, 2020 **Time of Crash:** 11:57:00 PM **Crash Reference:** 2020430045010

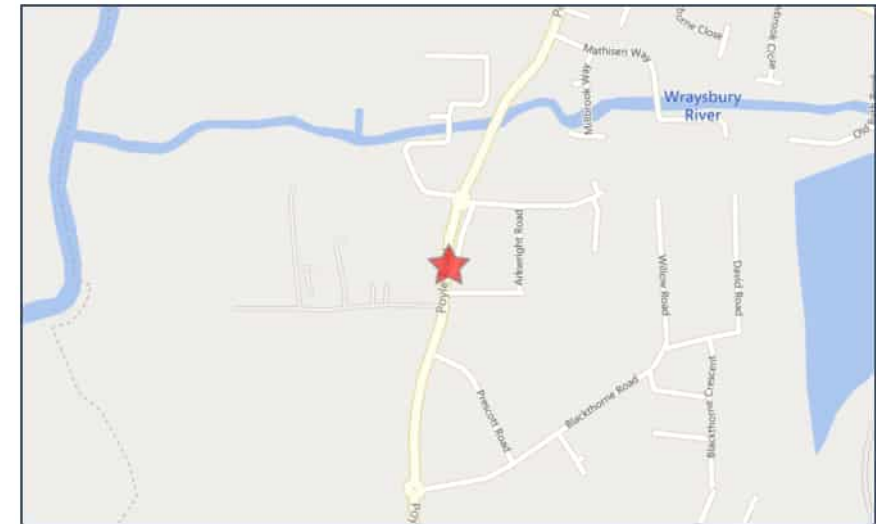
Highest Injury Severity: Serious
Highway Authority: Slough
Local Authority: Slough Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: U0

Number of Casualties: 1

Number of Vehicles: 3

OS Grid Reference: 503089 176204



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	36 - 45	Vehicle is passing another moving vehicle on its offside	Nearside	Unknown	None	None
2	Goods vehicle 7.5 tonnes mgw and over	4	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Journey as part of work	None	None
3	Goods vehicle 7.5 tonnes mgw and over	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

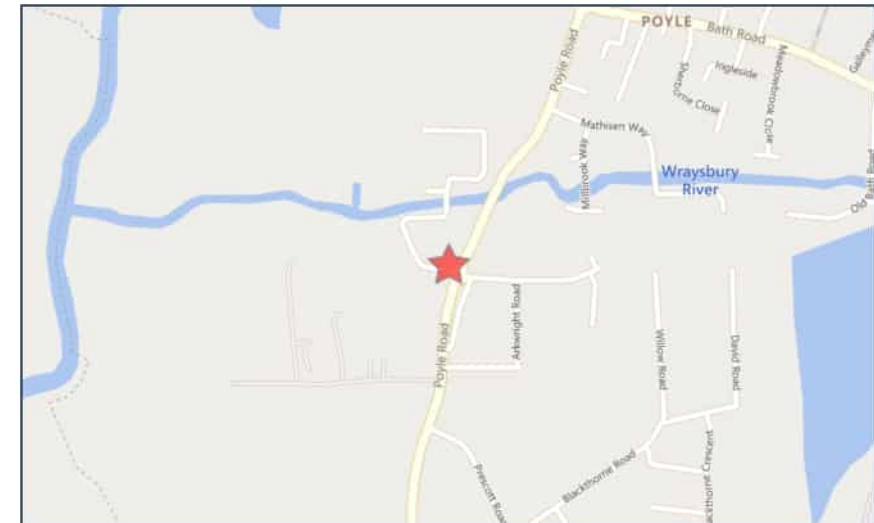
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



crashmap.co.uk

Validated Data

Crash Date:	Saturday, July 23, 2022	Time of Crash:	11:38:00 PM	Crash Reference:	2022430326928
Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Slough			Number of Vehicles:	1
Local Authority:	Slough Borough			OS Grid Reference:	503093 176308
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	-1	Male	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	46 - 55	In carriageway, crossing elsewhere	Crossing from driver's offside

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

Appendix B Site Layout

Transport Assessment

Manor Farm, Poyle

Manor Farm Propco Limited

SLR Project No.: 425.065619.00001

12 December 2024

PARKING SCHEDULE	
Comments	COUNT
Standard Bay	81
WCA Bay	5
	86

Rev	Revision Description	Date	Author/
P01	Issue for Planning	24.11.19	YC
P02	AUNR path updated	24.11.13	YC
P03	Updated path location	24.11.07	YC
P04	REFSG boundary updated	24.11.05	YC
P05	Draft Planning Insurance	24.11.04	YC
P02	Updated Amias - Issue for Pre-application	24.06.16	YC
P01	Issue for Pre-application	24.06.02	YC

PLANNING

Client: AIPUT c/o Tritax Management LLP
Project: Manor Farm

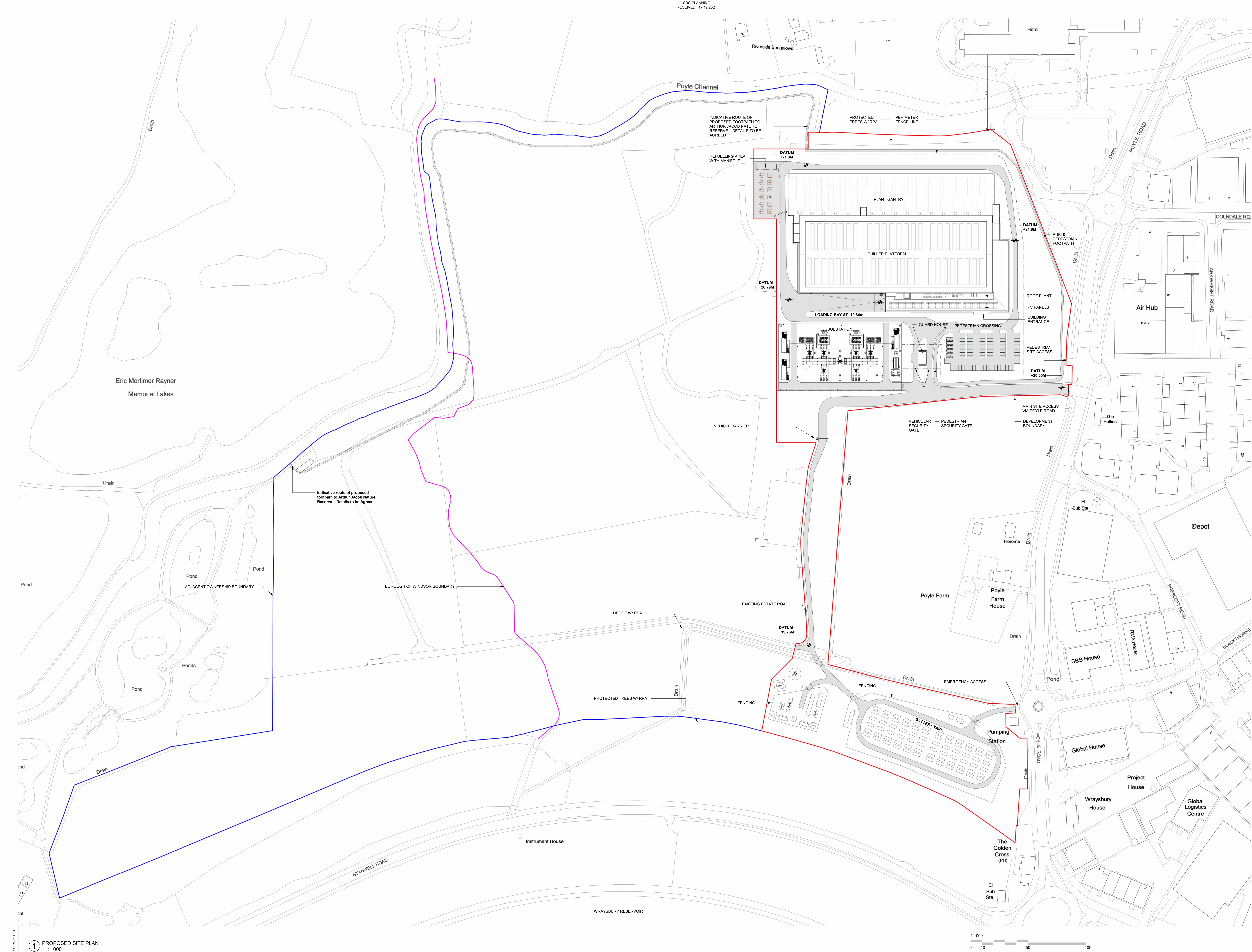
Address: Poyle Road, Slough, SL3 0BL,
England, U.K.

Title:
PROPOSED SITE PLAN

Scale	As indicated	Size	A0
Date	02.08.2024	Drawn	IS
Job Number	24353.0000	Checked	YC

CON · COR · ZZ · ZZ · D · A · 00104

Project	Originator	Functional Breakdown	Spatial Breakdown	Form	Description	Number
STATUS	S3	REVISION	P07			



CORGAN

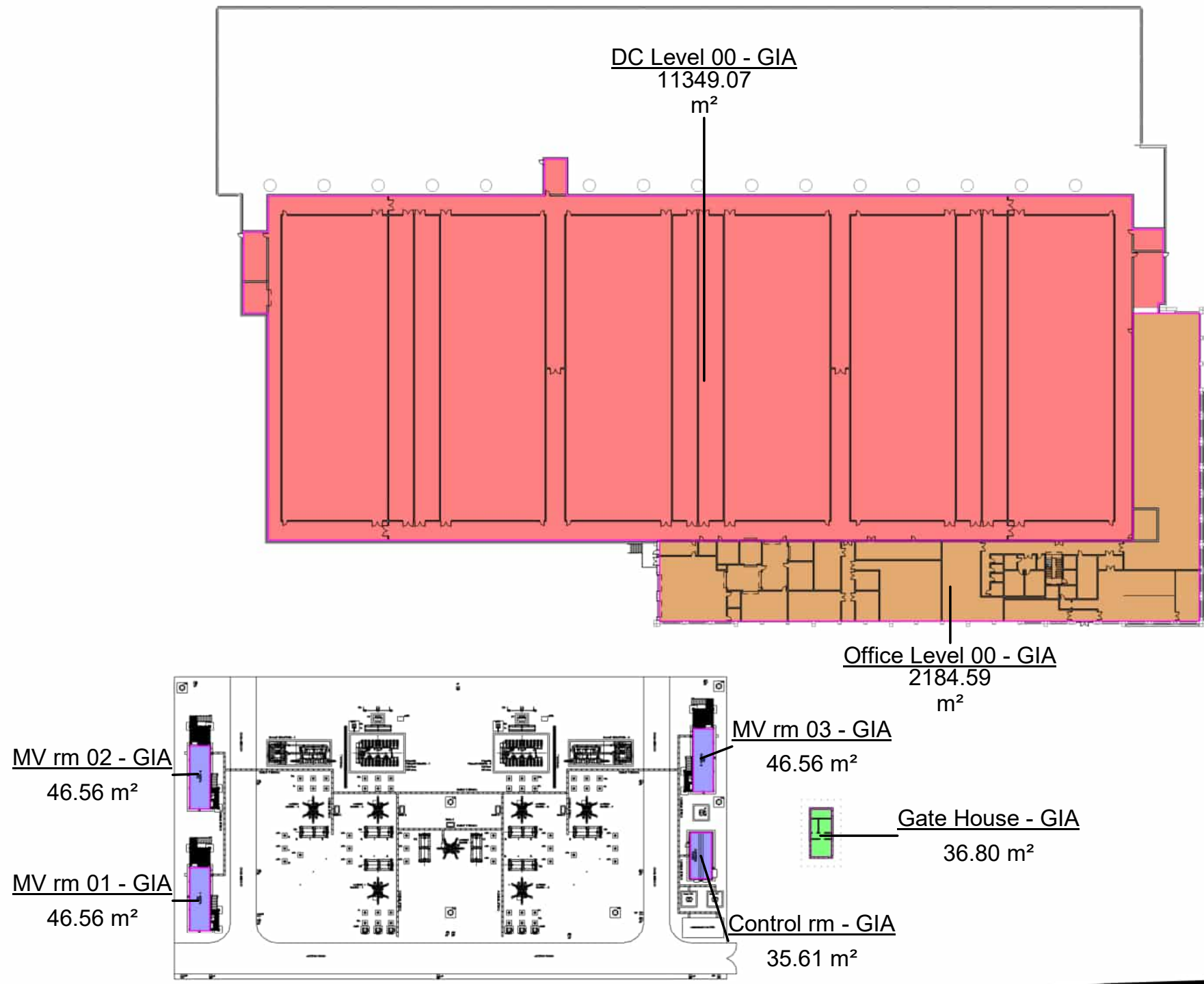
MANOR FARM
GIA EXHIBIT

2024-11-28

CON-COR-ZZ-ZZ
SK-A-01631

SCALE 1:1000 & 1:200

SBC PLANNING
RECEIVED - 17.12.2024



- Data Centre Block
- Office Block
- Site - BESS
- Site - Gate House
- Site - Substation

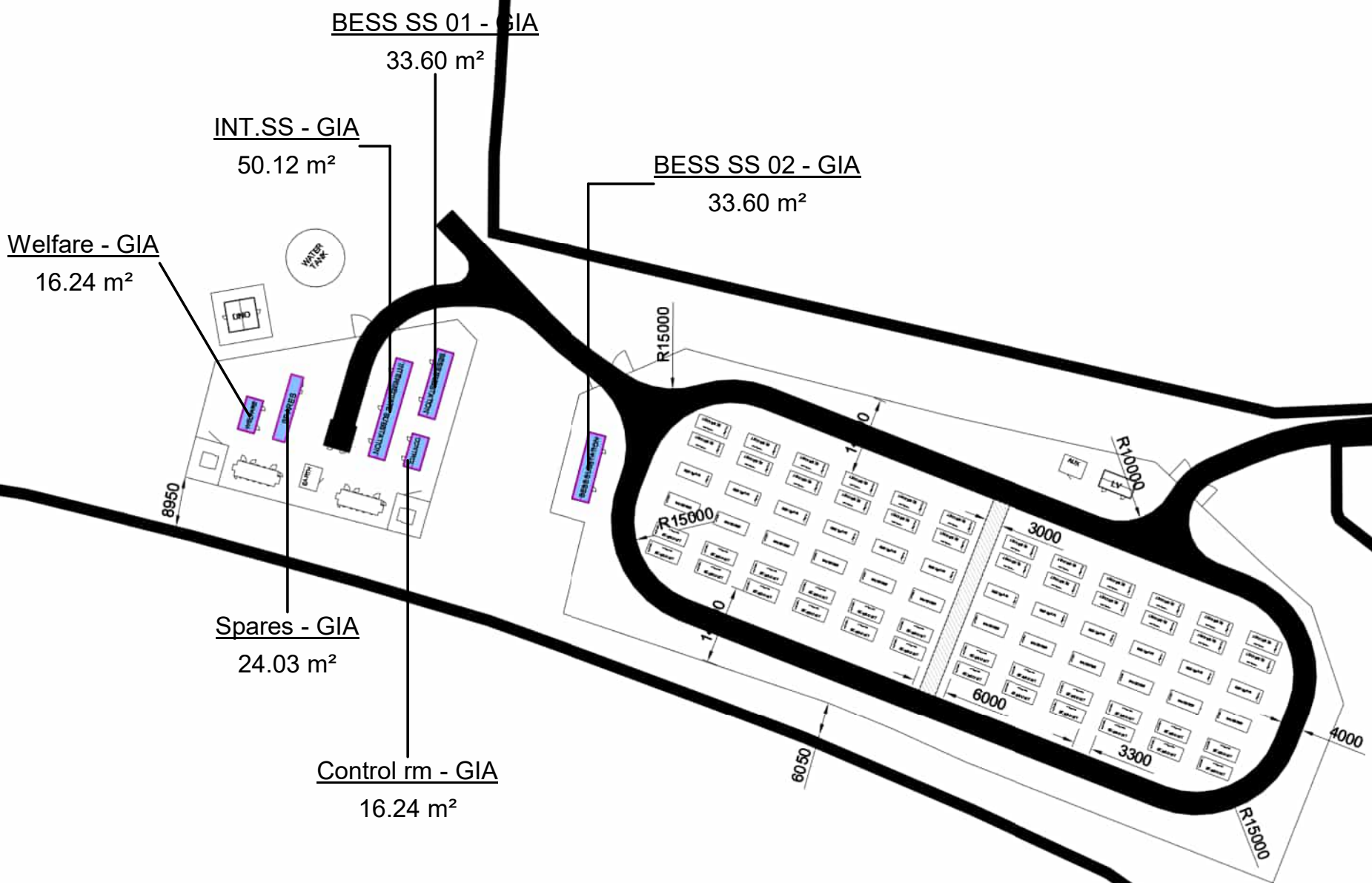
Area Schedule (GIA For DAS 2024.11.28)	
Name	Area
Data Centre Block	
DC Roof - STAIR SOUTH - GIA	19.49 m²
DC Roof - STAIR NORTH - GIA	28.54 m²
DC Roof - FREIGHT 02 - GIA	28.55 m²
DC Level 00 - GIA	11349.07 m²
DC Level 01 - GIA	11349.07 m²
DC Level 02 - GIA	11349.07 m²
	34121.78 m²

Office Block	
Office Level 00 - GIA	2184.59 m²
Office Level 01 - GIA	2184.59 m²
Office Level 02 - GIA	2184.59 m²
	6553.78 m²

Site - BESS	
Welfare - GIA	16.24 m²
Spares - GIA	24.03 m²
INT.SS - GIA	50.12 m²
BESS SS 01 - GIA	33.60 m²
Control rm - GIA	16.24 m²
BESS SS 02 - GIA	33.60 m²
	173.83 m²

Site - Gate House	
Gate House - GIA	36.80 m²
	36.80 m²

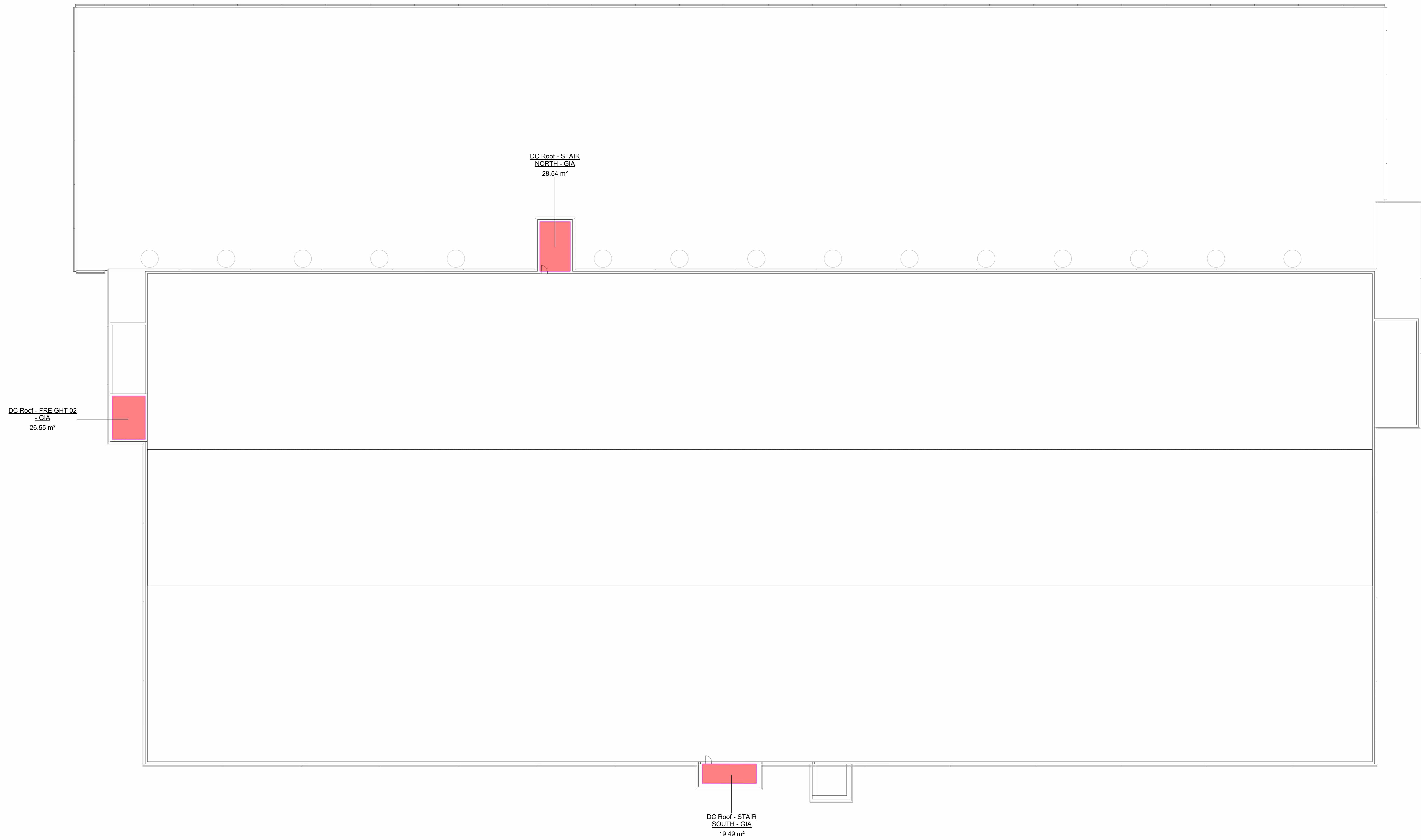
Site - Substation	
MV rm 02 - GIA	46.56 m²
MV rm 01 - GIA	46.56 m²
MV rm 03 - GIA	46.56 m²
Control rm - GIA	35.61 m²
	175.29 m²
	41061.49 m²



SCALE 1:1000







Appendix C SLR Drawings

Transport Assessment

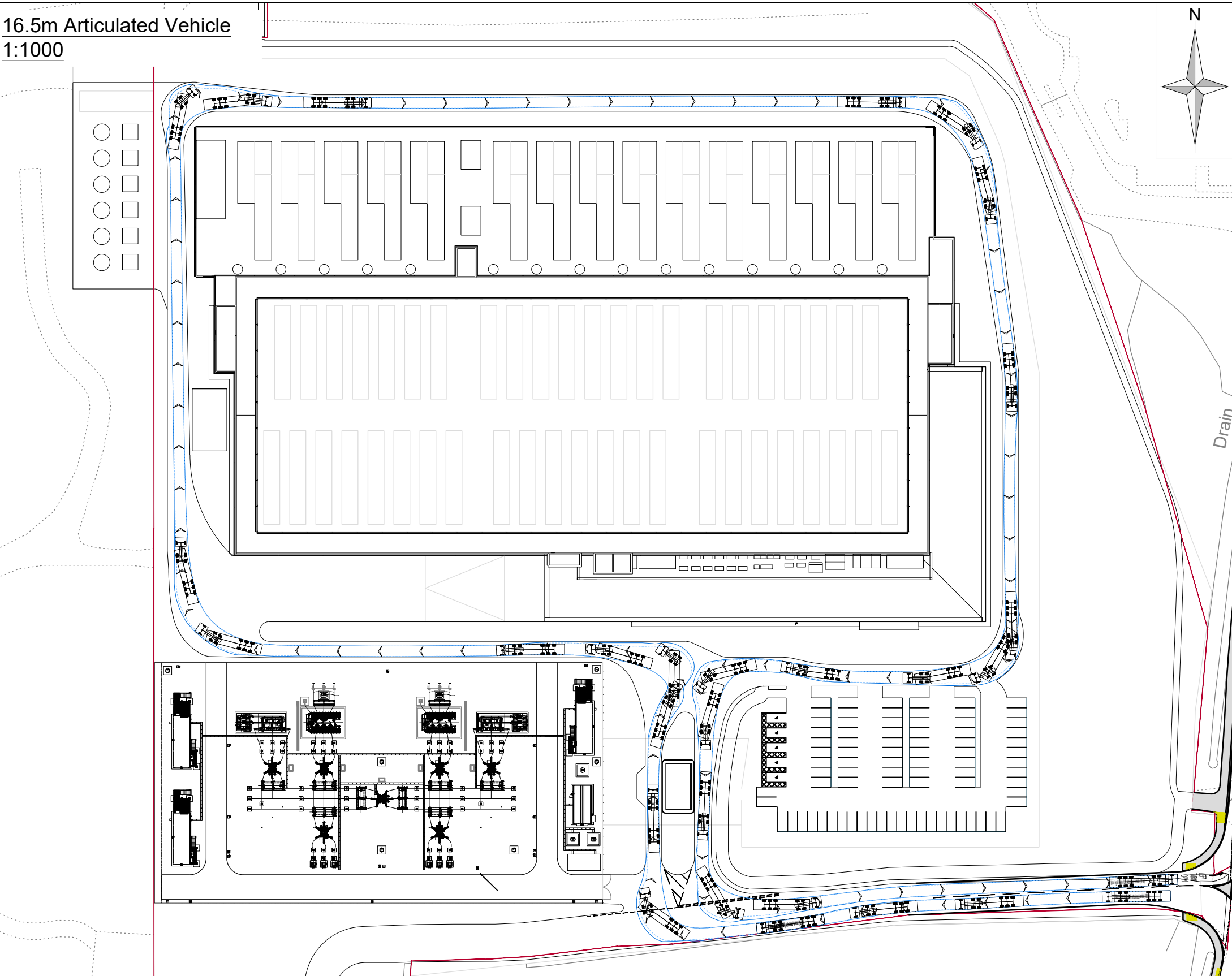
Manor Farm, Poyle

Manor Farm Propco Limited

SLR Project No.: 425.065619.00001

12 December 2024

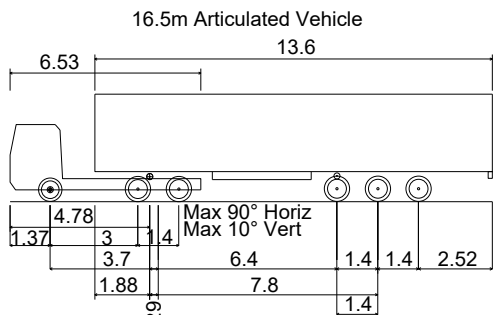
16.5m Articulated Vehicle
1:1000



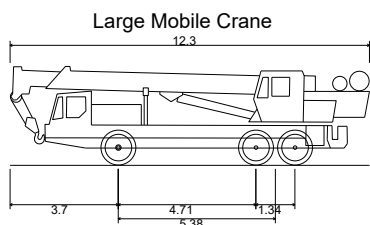
Notes:

1. Layout is based on : CON-COR-ZZ-ZZ-D-A-00104-P6 - PROPOSED SITE PLAN

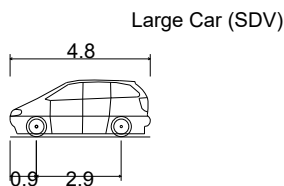
Legend:



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

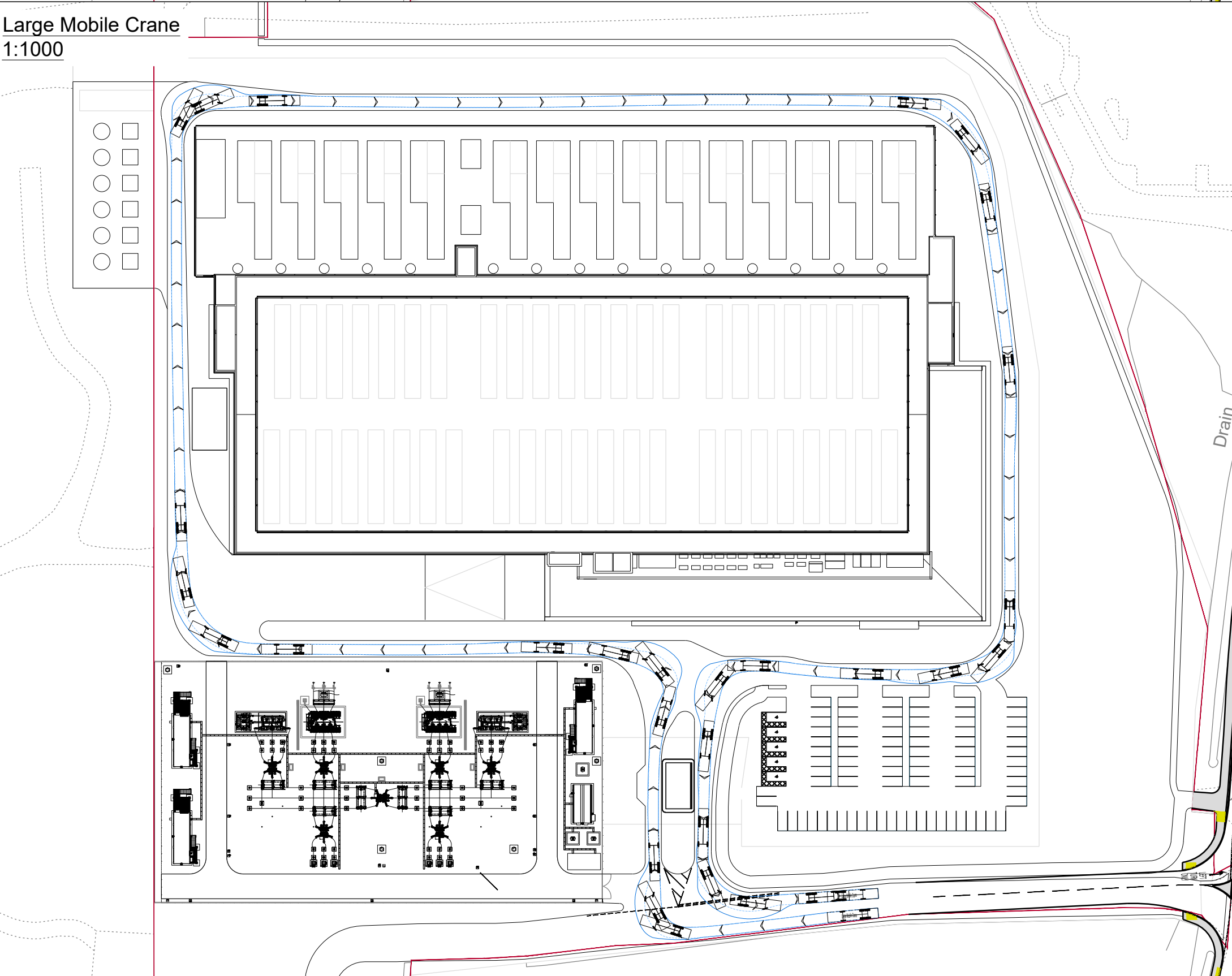


Overall Length 12.300m
Overall Width 2.430m
Overall Body Height 3.386m
Min Body Ground Clearance 0.590m
Track Width 2.430m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 10.000m

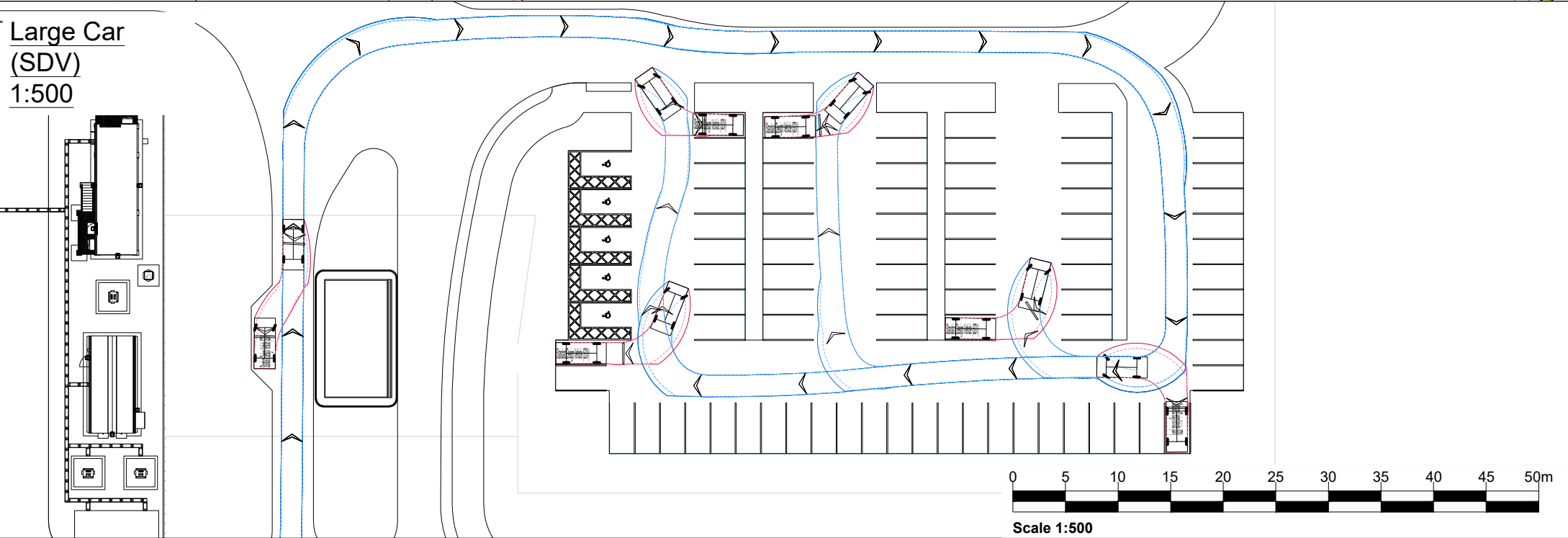


Standard Design Vehicle (SDV)
Overall Length 4.800m
Overall Width 2.000m
Overall Body Height 1.950m
Min Body Ground Clearance 0.100m
Track Width 2.000m
Lock to lock time 4.00s
Wall to Wall Turning Radius 6.000m

Large Mobile Crane
1:1000



Large Car (SDV)
1:500



D	Client updated	12.12.24	JB	EW	EW
C	Layout updated	14.11.24	JB	EW	EW
B	Layout updated	08.11.24	JB	JH	EW
A	Layout updated	31.10.24	JB	EW	EW
Rev	Amendments	Date	By	Chk	Auth



www.slrconsulting.com

Drawing Status & Suitability Code

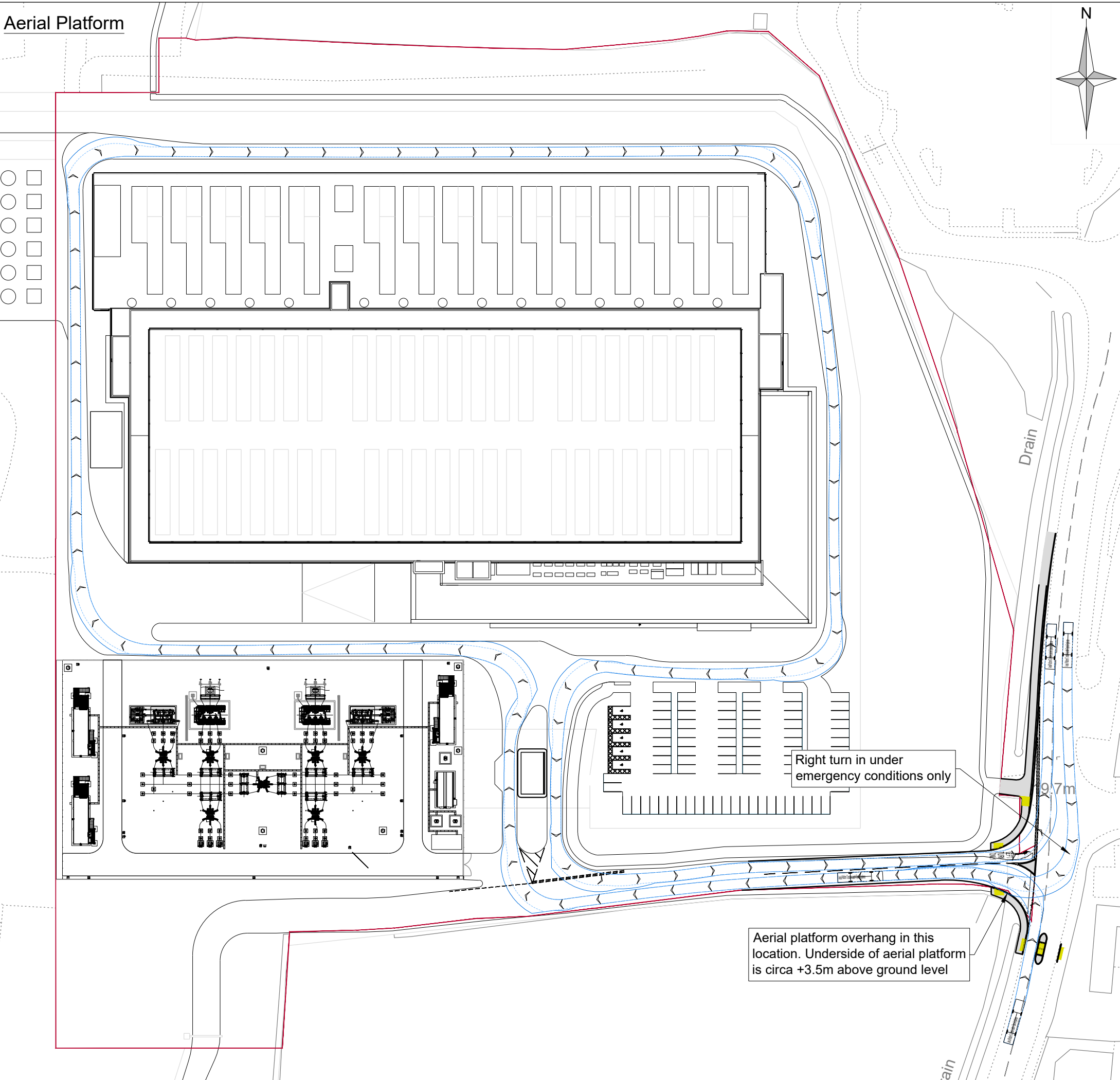
Client
MANOR FARM PROPCO LIMITED

Project
MANOR FARM, POYLE

Drawing Title
SWEPT PATH ANALYSIS
16.5M ARTICULATED VEHICLE, LARGE MOBILE CRANE & LARGE CAR (SDV)

Scale AS SHOWN @ A2		SLR Project No. 237679	
Designed -	Drawn JB	Checked EW	Authorised -
Date -	Date 23.10.2024	Date 23.10.2024	Date -
Drawing Number 237679/PD07/AT01			Rev. D

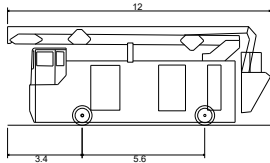
Aerial Platform



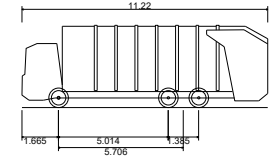
Notes:

1. Layout is based on : CON-COR-ZZ-ZZ-D-A-00104-P6 - PROPOSED SITE PLAN

Legend:

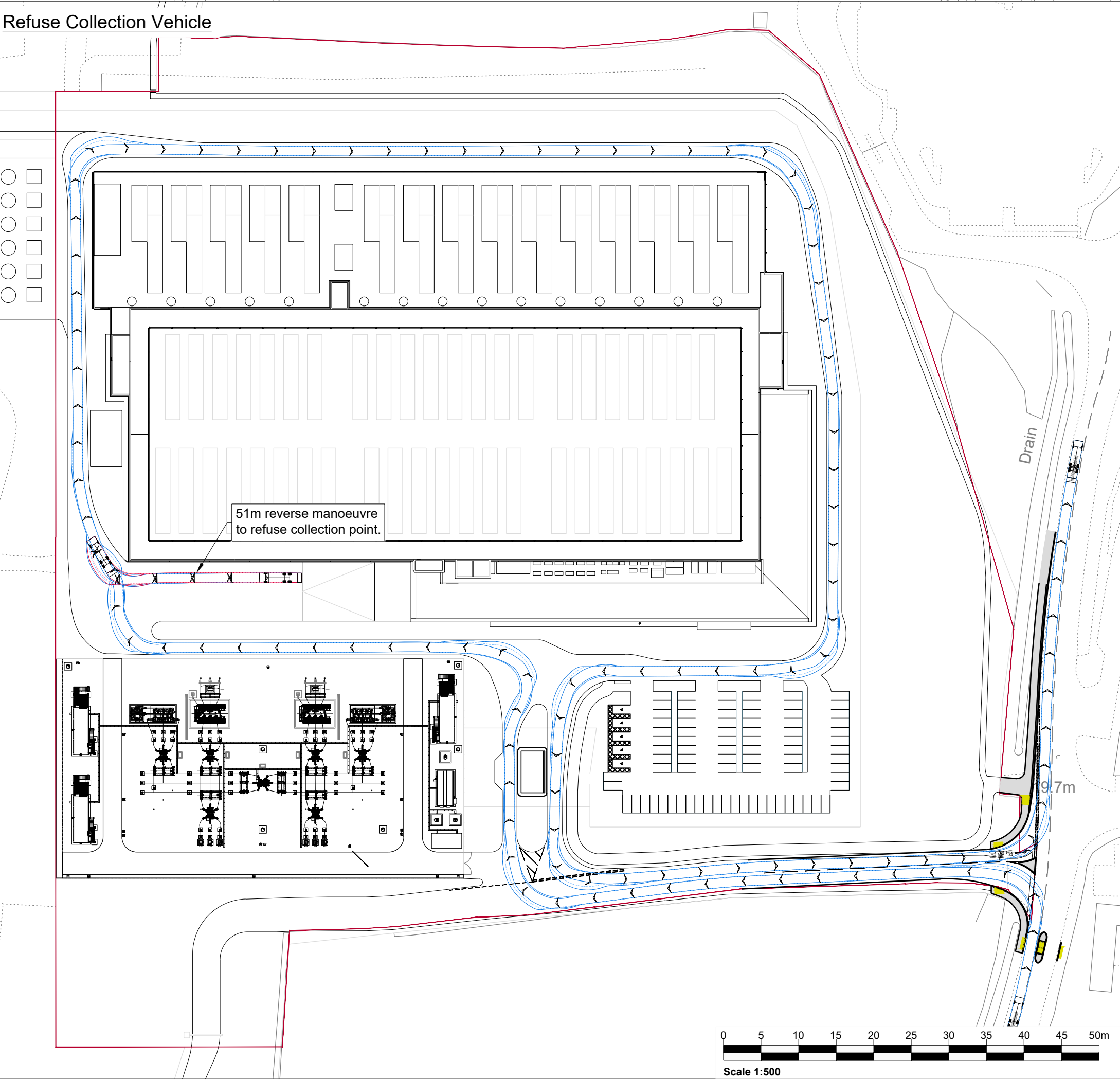


Aerial Platform/ Turntable Ladder/ Special Appliance
Overall Length 12.000m
Overall Width 3.400m
Overall Body Height 5.500m
Min Body Ground Clearance 0.150m
Track Width 2.550m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 13.750m



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)
Overall Length 11.220m
Overall Width 1.880m
Overall Body Height 2.530m
Min Body Ground Clearance 0.300m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 11.550m

Refuse Collection Vehicle



B	Client updated	12.12.24	JB	EW	EW
A	Layout updated	14.11.24	JB	EW	EW
Rev	Amendments	Date	By	Chk	Auth



www.slrconsulting.com

Drawing Status & Suitability Code

Client
MANOR FARM PROPCO LIMITED

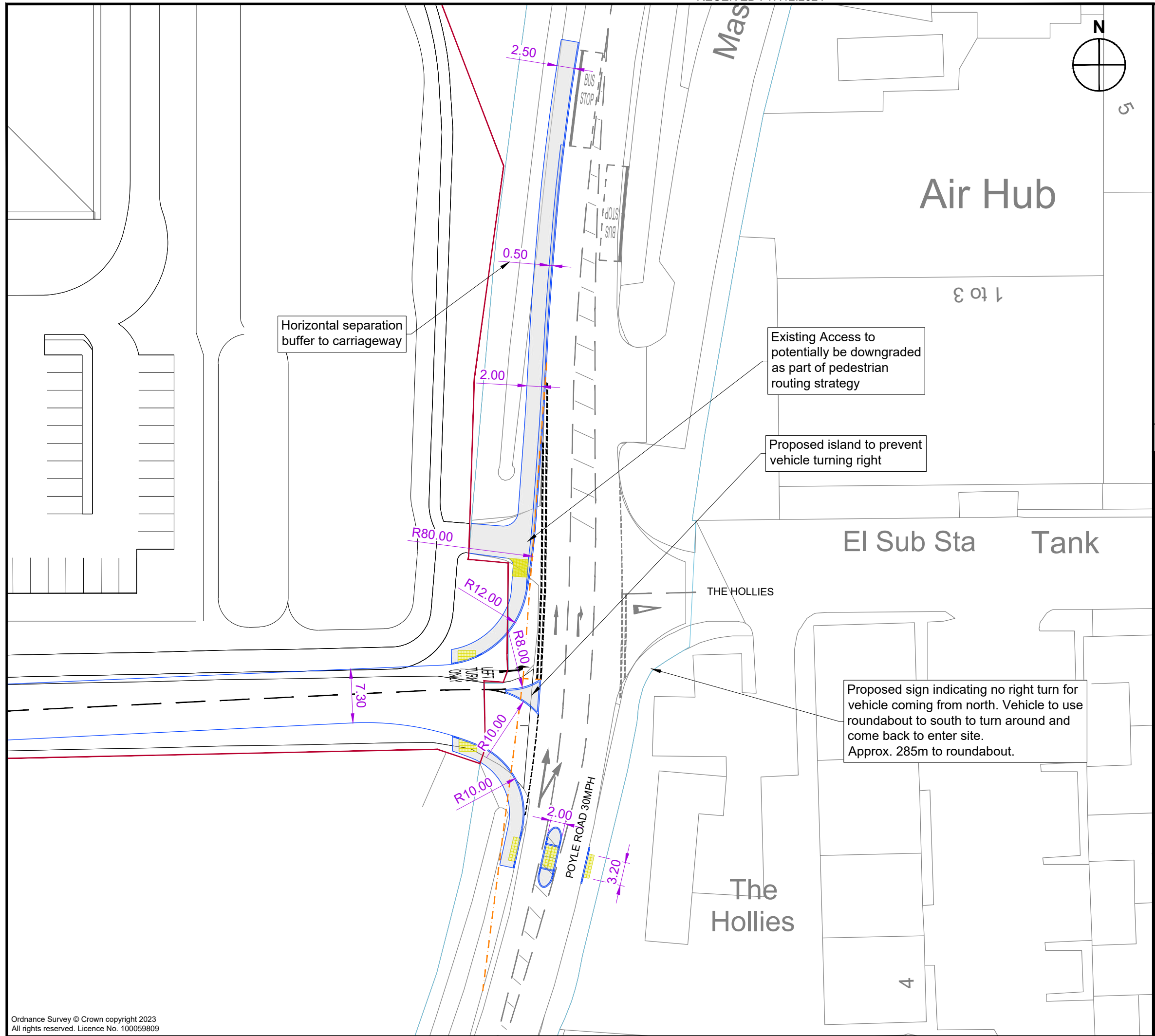
Project
MANOR FARM, POYLE

Drawing Title
SWEPT PATH ANALYSIS
AERIAL PLATFORM EMERGENCY FIRE
VEHICLE & REFUSE COLLECTION VEHICLE

Scale AS SHOWN @ A2		SLR Project No. 237679	
Designed -	Drawn JB	Checked JH	Authorised EW
Date -	Date 08.11.2024	Date 08.11.2024	Date 08.11.2024

Drawing Number 237679/PD07/AT02	Rev. B
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Notes:
1. This is not a construction drawing and is intended for illustrative purposes only
2. White lining is indicative only.

Key				
	Extent of Public Highway			
	Site boundary			
	Proposed development plan			
	Proposed kerb			
	Proposed road markings			
	2.4m x 43m Visibility Splay			

D	Layout updated	JB	EW	12.12.24
C	Layout updated	JB	EW	31.10.24
B	Layout updated	JB	EW	15.10.24
A	REVISED MASTERPLAN ADDED.	KR	EW	31.07.24

REV.	DETAILS	DRAWN	CHECKED	DATE
------	---------	-------	---------	------

STATUS:
INFORMATION ONLY

CLIENT:
MANOR FARM PROPCO LIMITED

PROJECT:
Manor Farm, Poyle

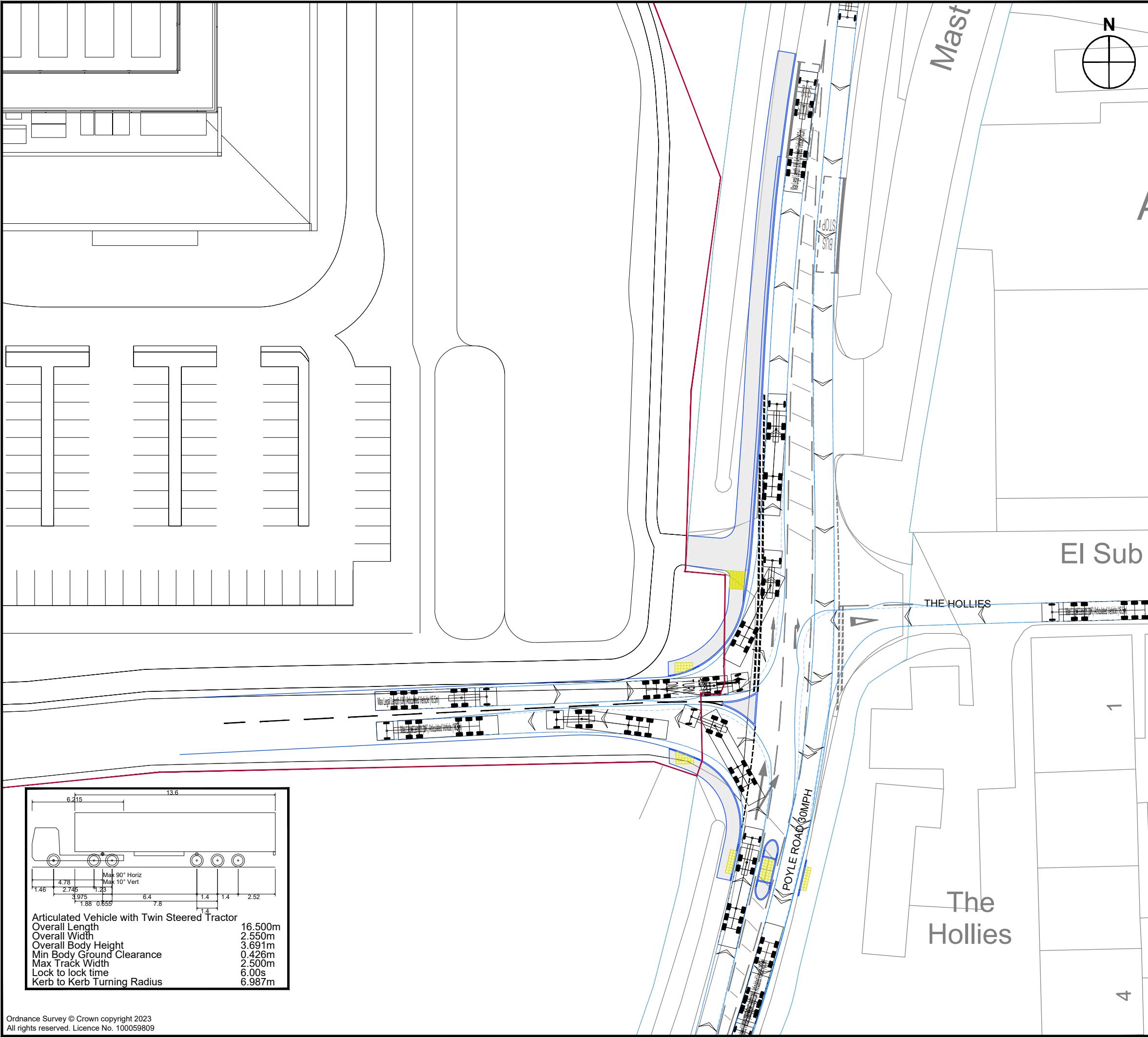
DRAWING TITLE:
Access Design Option 2

SCALES:
1:500 at A3

DRAWN:	NS	CHECKED:	JM	DATE:	22.11.2023
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DRAWING NUMBER:	237679/PD02	REVISION:	D
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- Notes:
1. This is not a construction drawing and is intended for illustrative purposes only
 2. White lining is indicative only.
 3. This drawing is to be read in conjunction with drawing no. 237679/PD02

D	Layout updated	JB	EW	12.12.24
C	Layout updated	JB	EW	31.10.24
B	Layout updated	JB	EW	23.10.24
A	REVISED MASTERPLAN ADDED.	KR	EW	31.07.24

REV.	DETAILS	DRAWN	CHECKED	DATE
------	---------	-------	---------	------

STATUS:
INFORMATION ONLY

CLIENT:
MANOR FARM PROPCO LIMITED

PROJECT:
Manor Farm, Poyle

DRAWING TITLE:
Swept Path Analysis

SCALES:
1:500 at A3

DRAWN:	NS	CHECKED:	JM	DATE:	22.11.2023
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DRAWING NUMBER:	237679/PD02/AT01	REVISION:	D
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Appendix D Survey Data

Transport Assessment

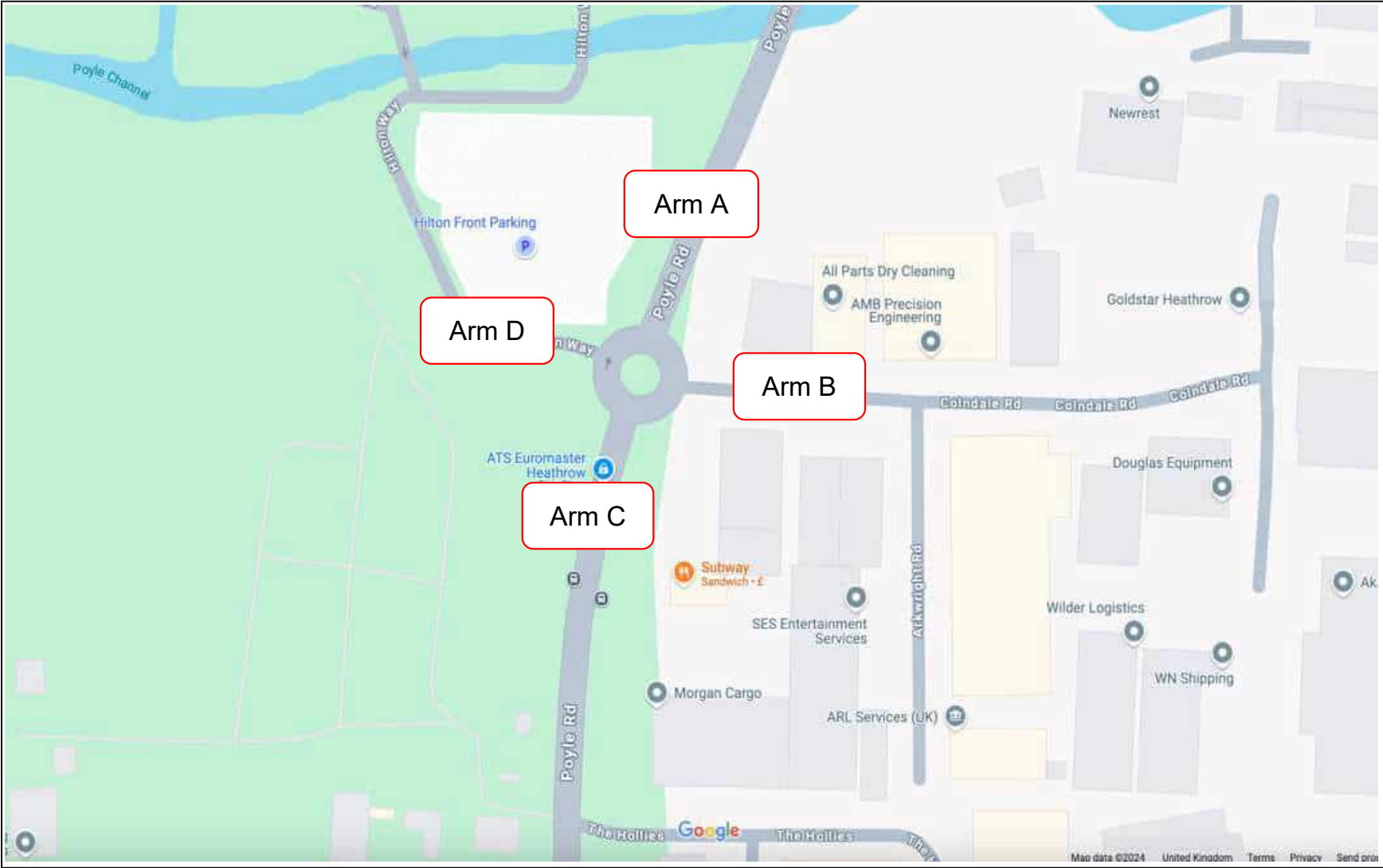
Manor Farm, Poyle

Manor Farm Propco Limited

SLR Project No.: 425.065619.00001

12 December 2024

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0261	Poyle	Poyle Road / Colndale Road / Hilton Way	51.476275, -0.516715	25/06/2024	Tuesday	0700-1000 & 1600-1900hrs	Sunny	Sunny



SBC PLANNING
RECEIVED : 17.12.2024



Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / Colndale Road / Hilton Way

A - A (15-minute intervals)										A - B (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	0	0	0	0	0	0	0	0	0	07:00 07:15	3	0	1	0	0	0	2	6	4.9
07:15 07:30	0	0	0	0	0	0	0	0	0	07:15 07:30	0	0	0	0	0	0	0	0	0
07:30 07:45	0	0	0	0	0	0	0	0	0	07:30 07:45	3	2	0	2	0	0	0	7	9.6
07:45 08:00	0	0	0	0	0	0	0	0	0	07:45 08:00	5	2	0	1	0	0	0	8	9.3
08:00 08:15	0	0	0	0	0	0	0	0	0	08:00 08:15	5	2	0	0	0	0	0	7	7
08:15 08:30	1	0	0	0	0	0	0	1	1	08:15 08:30	4	2	0	1	0	0	0	7	8.3
08:30 08:45	1	1	0	0	0	0	0	2	2	08:30 08:45	0	2	2	1	0	0	0	5	7.3
08:45 09:00	0	0	0	0	0	0	0	0	0	08:45 09:00	11	2	1	0	0	0	0	14	14.5
09:00 09:15	0	0	0	1	0	0	0	1	2.3	09:00 09:15	6	2	0	3	0	1	1	13	15.5
09:15 09:30	1	0	0	0	0	0	0	1	1	09:15 09:30	7	1	0	0	0	0	0	8	8
09:30 09:45	1	0	0	0	0	0	0	1	1	09:30 09:45	2	1	0	1	0	0	0	4	5.3
09:45 10:00	1	0	0	1	0	0	0	2	3.3	09:45 10:00	3	1	1	0	0	0	0	5	5.5
16:00 16:15	3	0	0	0	0	0	0	3	3	16:00 16:15	1	0	1	0	0	0	0	2	2.5
16:15 16:30	0	0	0	0	0	0	0	0	0	16:15 16:30	2	3	1	0	0	0	0	6	6.5
16:30 16:45	0	0	0	0	0	0	0	0	0	16:30 16:45	1	6	0	1	0	0	0	8	9.3
16:45 17:00	0	0	0	0	0	0	0	0	0	16:45 17:00	1	2	0	0	0	0	0	3	3
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18:15 18:30	0	0	0	0	0	0	0	0	0	18:15 18:30	0	0	0	0	0	0	1	1	0.2
18:30 18:45	0	0	0	0	0	0	0	0	0	18:30 18:45	2	0	1	0	0	0	0	3	3.5
18:45 19:00	1	0	0	0	0	0	0	1	1	18:45 19:00	0	0	1	0	0	0	0	1	1.5
Total (AM & PM)	9	3	0	2	0	0	0	14	16.6	Total	70	36	15	11	0	1	4	137	155
A - A (rolling hour)										A - B (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	0	0	0	0	0	0	0	0	0	07:00 08:00	11	4	1	3	0	0	2	21	23.8
07:15 08:15	0	0	0	0	0	0	0	0	0	07:15 08:15	13	6	0	3	0	0	0	22	25.9
07:30 08:30	1	0	0	0	0	0	0	1	1	07:30 08:30	17	8	0	4	0	0	0	29	34.2
07:45 08:45	2	1	0	0	0	0	0	3	3	07:45 08:45	14	8	2	3	0	0	0	27	31.9
08:00 09:00	2	1	0	0	0	0	0	3	3	08:00 09:00	20	8	3	2	0	0	0	33	37.1
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09:15 10:15	3	0	0	1	0	0	0	4	5.3	09:15 10:15	12	3	1	1	0	0	0	17	18.8
09:30 10:30	2	0	0	1	0	0	0	3	4.3	09:30 10:30	5	2	1	1	0	0	0	9	10.8
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TOTAL	9	3	0	2	0	0	0	14	16.6	TOTAL	70	36	15	11	0	1	4	137	155

Survey Date: 25/06/2024
Survey Day: Tuesday

		A - C (15-minute intervals)											A - D (15-minute intervals)									
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	
07:00	07:15	31	13	2	1	0	3	1	51	50.7	07:00	07:15	2	0	0	0	0	0	0	2	2	
07:15	07:30	44	13	7	5	0	0	2	71	79.4	07:15	07:30	5	0	0	0	1	0	0	6	7	
07:30	07:45	35	29	4	5	1	1	0	75	83.9	07:30	07:45	4	0	0	0	1	0	0	5	6	
07:45	08:00	45	17	5	2	0	2	3	74	75.5	07:45	08:00	4	0	0	0	0	0	0	4	4	
08:00	08:15	39	14	1	5	0	1	3	63	67	08:00	08:15	5	0	0	0	1	0	0	6	7	
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09:15	09:30	29	15	4	3	0	0	1	52	57.1	09:15	09:30	5	0	0	0	1	0	0	6	7	
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16:00	16:15	28	11	2	0	1	0	0	42	44	16:00	16:15	1	0	0	0	1	0	0	2	3
16:15	16:30	37	24	6	2	0	1	0	70	75	16:15	16:30	1	2	0	0	1	0	0	4	5
16:30	16:45	31	13	2	2	1	0	1	50	53.8	16:30	16:45	1	2	0	0	0	0	0	3	3
16:45	17:00	24	18	1	2	0	0	0	45	48.1	16:45	17:00	6	0	0	0	1	1	0	8	8.4
17:00	17:15	35	23	2	0	0	2	1	63	62	17:00	17:15	3	0	0	0	1	0	0	4	5
17:15	17:30	31	14	3	3	1	0	1	53	58.6	17:15	17:30	2	0	0	0	1	0	0	3	4
17:30	17:45	25	11	3	1	0	0	0	40	42.8	17:30	17:45	4	0	0	0	0	0	0	4	4
17:45	18:00	30	11	1	2	1	0	0	45	49.1	17:45	18:00	1	0	0	0	0	0	0	1	1
18:00	18:15	25	11	2	1	0	1	0	40	41.7	18:00	18:15	4	0	0	0	1	0	0	5	6
18:15	18:30	25	10	2	0	1	0	1	39	40.2	18:15	18:30	2	0	0	0	1	0	0	3	4
18:30	18:45	24	13	0	1	0	0	0	38	39.3	18:30	18:45	1	0	0	0	0	0	0	1	1
18:45	19:00	23	5	4	1	0	1	1	35	36.9	18:45	19:00	0	0	0	0	0	0	0	0	0
Total		819	359	75	55	9	14	25	1356	1445.6	Total		74	5	0	0	14	1	0	94	107.4

		A - C (rolling hour)										A - D (rolling hour)									
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	155	72	18	13	1	6	6	271	289.5	07:00	08:00	15	0	0	0	2	0	0	17	19
07:15	08:15	163	73	17	17	1	4	8	283	305.8	07:15	08:15	18	0	0	0	3	0	0	21	24
07:30	08:30	157	76	15	15	1	5	6	275	295.2	07:30	08:30	18	0	0	0	2	0	0	20	22
07:45	08:45	176	62	16	14	0	4	8	280	297.4	07:45	08:45	16	0	0	0	2	0	0	18	20
08:00	09:00	205	61	15	14	1	3	8	307	325.5	08:00	09:00	20	0	0	0	2	0	0	22	24
08:15	09:15	207	62	16	12	1	2	9	309	325.2	08:15	09:15	19	1	0	0	2	0	0	22	24
08:30	09:30	198	61	15	12	1	1	10	298	313.5	08:30	09:30	19	1	0	0	3	0	0	23	26
08:45	09:45	173	63	15	14	2	1	9	277	296.9	08:45	09:45	19	1	0	0	2	0	0	22	24
09:00	10:00	121	62	14	13	2	0	6	218	239.1	09:00	10:00	13	1	0	0	3	0	0	17	20
09:15	10:15	80	47	12	10	2	0	2	153	172.4	09:15	10:15	9	0	0	0	2	0	0	11	13
09:30	10:30	51	32	8	7	2	0	1	101	115.3	09:30	10:30	4	0	0	0	1	0	0	5	6
09:45	10:45	22	15	3	1	1	0	0	42	45.8	09:45	10:45	2	0	0	0	1	0	0	3	4
16:00	17:00	120	66	11	6	2	1	1	207	220.9	16:00	17:00	9	4	0	0	3	1	0	17	19.4
16:15	17:15	127	78	11	6	1	3	2	228	238.9	16:15	17:15	11	4	0	0	3	1	0	19	21.4
16:30	17:30	121	68	8	7	2	2	3	211	222.5	16:30	17:30	12	2	0	0	3	1	0	18	20.4
16:45	17:45	115	66	9	6	1	2	2	201	211.5	16:45	17:45	15	0	0	0	3	1	0	19	21.4
17:00	18:00	121	59	9	6	2	2	2	201	212.5	17:00	18:00	10	0	0	0	2	0	0	12	14
17:15	18:15	111	47	9	7	2	1	1	178	192.2	17:15	18:15	11	0	0	0	2	0	0	13	15
17:30	18:30	105	43	8	4	2	1	1	164	173.8	17:30	18:30	11	0	0	0	2	0	0	13	15
17:45	18:45	104	45	5	4	2	1	1	162	170.3	17:45	18:45	8	0	0	0	2	0	0	10	12
18:00	19:00	97	39	8	3	1	2	2	152	158.1	18:00	19:00	7	0	0	0	2	0	0	9	11
18:15	19:15	72	28	6	2	1	1	2	112	116.4	18:15	19:15	3	0	0	0	1	0	0	4	5
18:30	19:30	47	18	4	2	0	1	1	73	76.2	18:30	19:30	1	0	0	0	0	0	0	1	1
18:45	19:45	23	5	4	1	0	1	1	35	36.9	18:45	19:45	0	0	0	0	0	0	0	0	0
TOTAL		819	359	75	55	9	14	25	1356	1445.6	TOTAL		74	5	0	0	14	1	0	94	107.4

SBC PLANNING
RECEIVED : 17.12.2024



Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / Colindale Road / Hilton Way

	B - A (15-minute intervals)										B - B (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	
07:00 07:15	1	2	1	0	0	0	0	4	4.5	07:00 07:15	0	0	0	0	0	0	0	0	0	
07:15 07:30	2	1	2	0	0	0	0	5	6	07:15 07:30	0	0	0	0	0	0	0	0	0	
07:30 07:45	0	2	1	0	0	0	0	3	3.5	07:30 07:45	0	0	1	0	0	0	0	1	1.5	
07:45 08:00	1	0	1	1	0	0	0	3	4.8	07:45 08:00	0	0	3	0	0	0	0	3	4.5	
08:00 08:15	3	3	1	1	0	0	0	8	9.8	08:00 08:15	0	0	0	0	0	0	0	0	0	
08:15 08:30	3	2	2	0	0	0	0	7	8	08:15 08:30	0	0	1	0	0	0	0	1	1.5	
08:30 08:45	2	3	1	0	0	0	0	6	6.5	08:30 08:45	0	0	0	0	0	0	0	0	0	
08:45 09:00	1	3	1	0	0	0	0	5	5.5	08:45 09:00	0	0	0	0	0	0	0	0	0	
09:00 09:15	1	7	0	0	0	0	0	8	8	09:00 09:15	0	0	0	0	0	0	0	0	0	
09:15 09:30	1	1	2	0	0	0	0	4	5	09:15 09:30	0	0	0	0	0	0	0	0	0	
09:30 09:45	3	0	0	0	0	0	0	3	3	09:30 09:45	0	0	0	0	0	0	0	0	0	
09:45 10:00	3	3	1	2	0	0	0	9	12.1	09:45 10:00	0	0	0	0	0	0	0	0	0	

16:00	16:15	9	1	0	0	0	0	0	10	10	16:00	16:15	0	0	0	0	0	0	0	0	0
16:15	16:30	4	3	0	0	0	0	0	7	7	16:15	16:30	0	0	0	0	0	0	0	0	0
16:30	16:45	7	3	1	0	0	0	0	11	11.5	16:30	16:45	0	0	0	0	0	0	0	0	0
16:45	17:00	3	4	0	1	0	0	0	8	9.3	16:45	17:00	0	0	0	0	0	0	0	0	0
17:00	17:15	13	2	1	0	0	0	0	16	16.5	17:00	17:15	0	0	0	0	0	0	0	0	0
17:15	17:30	12	4	0	0	0	0	0	16	16	17:15	17:30	0	0	0	0	0	0	0	0	0
17:30	17:45	13	2	0	0	0	0	0	15	15	17:30	17:45	0	0	0	0	0	0	0	0	0
17:45	18:00	8	0	0	0	0	0	1	9	8.2	17:45	18:00	0	0	0	0	0	0	0	0	0
18:00	18:15	4	0	2	0	0	0	0	6	7	18:00	18:15	0	0	0	0	0	0	0	0	0
18:15	18:30	6	1	1	1	0	0	0	9	10.8	18:15	18:30	0	0	0	0	0	0	0	0	0
18:30	18:45	4	0	1	0	0	0	0	5	5.5	18:30	18:45	0	0	0	0	0	0	0	0	0
18:45	19:00	1	0	0	1	0	0	0	2	3.3	18:45	19:00	0	0	0	0	0	0	0	0	0
Total		105	47	19	7	0	0	1	179	196.8	Total		0	0	5	0	0	0	0	5	7.5

		B - A (rolling hour)											B - B (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	4	5	5	1	0	0	0	15	18.8	07:00	08:00	0	0	4	0	0	0	0	4	6
07:15	08:15	6	6	5	2	0	0	0	19	24.1	07:15	08:15	0	0	4	0	0	0	0	4	6
07:30	08:30	7	7	5	2	0	0	0	21	26.1	07:30	08:30	0	0	5	0	0	0	0	5	7.5
07:45	08:45	9	8	5	2	0	0	0	24	29.1	07:45	08:45	0	0	4	0	0	0	0	4	6
08:00	09:00	9	11	5	1	0	0	0	26	29.8	08:00	09:00	0	0	1	0	0	0	0	1	1.5
08:15	09:15	7	15	4	0	0	0	0	26	28	08:15	09:15	0	0	1	0	0	0	0	1	1.5
08:30	09:30	5	14	4	0	0	0	0	23	25	08:30	09:30	0	0	0	0	0	0	0	0	0
08:45	09:45	6	11	3	0	0	0	0	20	21.5	08:45	09:45	0	0	0	0	0	0	0	0	0
09:00	10:00	8	11	3	2	0	0	0	24	28.1	09:00	10:00	0	0	0	0	0	0	0	0	0
09:15	10:15	7	4	3	2	0	0	0	16	20.1	09:15	10:15	0	0	0	0	0	0	0	0	0
09:30	10:30	6	3	1	2	0	0	0	12	15.1	09:30	10:30	0	0	0	0	0	0	0	0	0
09:45	10:45	3	3	1	2	0	0	0	9	12.1	09:45	10:45	0	0	0	0	0	0	0	0	0
16:00	17:00	23	11	1	1	0	0	0	36	37.8	16:00	17:00	0	0	0	0	0	0	0	0	0
16:15	17:15	27	12	2	1	0	0	0	42	44.3	16:15	17:15	0	0	0	0	0	0	0	0	0
16:30	17:30	35	13	2	1	0	0	0	51	53.3	16:30	17:30	0	0	0	0	0	0	0	0	0
16:45	17:45	41	12	1	1	0	0	0	55	56.8	16:45	17:45	0	0	0	0	0	0	0	0	0
17:00	18:00	46	8	1	0	0	0	1	56	55.7	17:00	18:00	0	0	0	0	0	0	0	0	0
17:15	18:15	37	6	2	0	0	0	1	46	46.2	17:15	18:15	0	0	0	0	0	0	0	0	0
17:30	18:30	31	3	3	1	0	0	1	39	41	17:30	18:30	0	0	0	0	0	0	0	0	0
17:45	18:45	22	1	4	1	0	0	1	29	31.5	17:45	18:45	0	0	0	0	0	0	0	0	0
18:00	19:00	15	1	4	2	0	0	0	22	26.6	18:00	19:00	0	0	0	0	0	0	0	0	0
18:15	19:15	11	1	2	2	0	0	0	16	19.6	18:15	19:15	0	0	0	0	0	0	0	0	0
18:30	19:30	5	0	1	1	0	0	0	7	8.8	18:30	19:30	0	0	0	0	0	0	0	0	0
18:45	19:45	1	0	0	1	0	0	0	2	3.3	18:45	19:45	0	0	0	0	0	0	0	0	0
TOTAL		105	47	19	7	0	0	1	179	196.8	TOTAL		0	0	5	0	0	0	0	5	7.5

SBC PLANNING
RECEIVED : 17.12.2024

Survey Date: 25/06/2024
Survey Day: Tuesday

		B - C (15-minute intervals)											B - D (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	1	3	1	3	0	0	0	8	12.4	07:00	07:15	0	0	0	0	0	0	0	0	0
07:15	07:30	0	2	4	3	0	0	0	9	14.9	07:15	07:30	1	0	0	0	0	0	0	1	1
07:30	07:45	0	7	2	2	0	0	0	11	14.6	07:30	07:45	0	0	0	0	0	0	0	0	0
07:45	08:00	2	3	4	1	0	0	0	10	13.3	07:45	08:00	0	0	0	0	0	0	0	0	0
08:00	08:15	0	6	0	0	0	0	0	6	6	08:00	08:15	0	0	0	0	0	0	0	0	0
08:15	08:30	1	4	0	1	0	0	0	6	7.3	08:15	08:30	0	0	0	0	0	0	0	0	0
08:30	08:45	1	3	0	0	0	0	0	4	4	08:30	08:45	0	0	0	0	0	0	0	0	0
08:45	09:00	0	1	0	2	0	0	0	3	5.6	08:45	09:00	0	0	0	0	0	0	0	0	0
09:00	09:15	1	4	2	0	0	0	0	7	8	09:00	09:15	0	0	0	0	0	0	0	0	0
09:15	09:30	2	4	2	0	0	0	0	8	9	09:15	09:30	0	0	0	0	0	0	0	0	0
09:30	09:45	0	1	0	1	0	0	0	2	3.3	09:30	09:45	1	0	0	0	0	0	0	1	1
09:45	10:00	2	3	1	1	0	0	0	7	8.8	09:45	10:00	0	0	0	0	0	0	0	0	0

16:00	16:15	9	1	1	0	0	0	0	11	11.5	16:00	16:15	0	0	0	0	0	0	0	0	0
16:15	16:30	5	2	1	1	0	0	0	9	10.8	16:15	16:30	0	0	0	0	0	0	0	0	0
16:30	16:45	10	6	0	1	0	0	0	17	18.3	16:30	16:45	0	0	0	0	0	0	0	0	0
16:45	17:00	11	2	1	0	0	0	0	14	14.5	16:45	17:00	0	0	0	0	0	0	0	0	0
17:00	17:15	7	3	2	0	0	0	0	12	13	17:00	17:15	0	0	0	0	0	0	0	0	0
17:15	17:30	6	3	1	1	0	0	1	12	13	17:15	17:30	0	0	0	0	0	0	0	0	0
17:30	17:45	11	0	0	0	0	0	1	12	11.2	17:30	17:45	0	0	0	0	0	0	0	0	0
17:45	18:00	7	2	0	1	0	0	0	10	11.3	17:45	18:00	0	0	0	0	0	0	0	0	0
18:00	18:15	9	0	1	0	0	0	0	10	10.5	18:00	18:15	0	0	0	0	0	0	0	0	0
18:15	18:30	4	1	1	1	0	0	0	7	8.8	18:15	18:30	0	0	0	0	0	0	0	0	0
18:30	18:45	3	0	1	0	0	0	0	4	4.5	18:30	18:45	0	0	0	0	0	0	0	0	0
18:45	19:00	2	0	1	2	0	0	0	5	8.1	18:45	19:00	0	0	0	0	0	0	0	0	0
Total		94	61	26	21	0	0	2	204	242.7	Total		2	0	0	0	0	0	0	2	2

		B - C (rolling hour)												B - D (rolling hour)									
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU		
07:00	08:00	3	15	11	9	0	0	0	38	55.2	07:00	08:00	1	0	0	0	0	0	0	1	1		
07:15	08:15	2	18	10	6	0	0	0	36	48.8	07:15	08:15	1	0	0	0	0	0	0	1	1		
07:30	08:30	3	20	6	4	0	0	0	33	41.2	07:30	08:30	0	0	0	0	0	0	0	0	0		
07:45	08:45	4	16	4	2	0	0	0	26	30.6	07:45	08:45	0	0	0	0	0	0	0	0	0		
08:00	09:00	2	14	0	3	0	0	0	19	22.9	08:00	09:00	0	0	0	0	0	0	0	0	0		
08:15	09:15	3	12	2	3	0	0	0	20	24.9	08:15	09:15	0	0	0	0	0	0	0	0	0		
08:30	09:30	4	12	4	2	0	0	0	22	26.6	08:30	09:30	0	0	0	0	0	0	0	0	0		
08:45	09:45	3	10	4	3	0	0	0	20	25.9	08:45	09:45	1	0	0	0	0	0	0	1	1		
09:00	10:00	5	12	5	2	0	0	0	24	29.1	09:00	10:00	1	0	0	0	0	0	0	1	1		
09:15	10:15	4	8	3	2	0	0	0	17	21.1	09:15	10:15	1	0	0	0	0	0	0	1	1		
09:30	10:30	2	4	1	2	0	0	0	9	12.1	09:30	10:30	1	0	0	0	0	0	0	1	1		
09:45	10:45	2	3	1	1	0	0	0	7	8.8	09:45	10:45	0	0	0	0	0	0	0	0	0		
16:00	17:00	35	11	3	2	0	0	0	51	55.1	16:00	17:00	0	0	0	0	0	0	0	0	0		
16:15	17:15	33	13	4	2	0	0	0	52	56.6	16:15	17:15	0	0	0	0	0	0	0	0	0		
16:30	17:30	34	14	4	2	0	0	1	55	58.8	16:30	17:30	0	0	0	0	0	0	0	0	0		
16:45	17:45	35	8	4	1	0	0	2	50	51.7	16:45	17:45	0	0	0	0	0	0	0	0	0		
17:00	18:00	31	8	3	2	0	0	2	46	48.5	17:00	18:00	0	0	0	0	0	0	0	0	0		
17:15	18:15	33	5	2	2	0	0	2	44	46	17:15	18:15	0	0	0	0	0	0	0	0	0		
17:30	18:30	31	3	2	2	0	0	1	39	41.8	17:30	18:30	0	0	0	0	0	0	0	0	0		
17:45	18:45	23	3	3	2	0	0	0	31	35.1	17:45	18:45	0	0	0	0	0	0	0	0	0		
18:00	19:00	18	1	4	3	0	0	0	26	31.9	18:00	19:00	0	0	0	0	0	0	0	0	0		
18:15	19:15	9	1	3	3	0	0	0	16	21.4	18:15	19:15	0	0	0	0	0	0	0	0	0		
18:30	19:30	5	0	2	2	0	0	0	9	12.6	18:30	19:30	0	0	0	0	0	0	0	0	0		
18:45	19:45	2	0	1	2	0	0	0	5	8.1	18:45	19:45	0	0	0	0	0	0	0	0	0		
TOTAL		94	61	26	21	0	0	2	204	242.7	TOTAL		2	0	0	0	0	0	0	2	2		

SBC PLANNING
RECEIVED : 17.12.2024



Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / Colndale Road / Hilton Way

C - A (15-minute intervals)										C - B (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	32	7	0	2	1	0	1	43	45.8	07:00 07:15	8	0	0	0	0	0	1	9	8.2
07:15 07:30	28	13	2	7	0	0	0	50	60.1	07:15 07:30	5	2	4	0	0	0	0	11	13
07:30 07:45	34	10	2	3	0	1	1	51	54.5	07:30 07:45	5	4	0	0	0	0	0	9	9
07:45 08:00	47	9	0	5	1	1	1	64	70.1	07:45 08:00	9	4	1	0	0	0	0	14	14.5
08:00 08:15	35	14	3	2	0	1	1	56	58.7	08:00 08:15	8	6	0	0	0	0	0	14	14
08:15 08:30	38	10	2	2	2	1	0	55	60	08:15 08:30	8	1	1	1	0	0	0	11	12.8
08:30 08:45	42	14	5	5	0	0	1	67	75.2	08:30 08:45	4	2	0	0	0	0	0	6	6
08:45 09:00	52	15	0	1	0	0	1	69	69.5	08:45 09:00	9	3	0	1	0	0	0	13	14.3
09:00 09:15	38	14	2	2	0	0	0	56	59.6	09:00 09:15	9	2	0	0	0	0	0	11	11
09:15 09:30	37	25	9	3	0	0	0	74	82.4	09:15 09:30	7	3	1	2	0	0	0	13	16.1
09:30 09:45	25	19	3	6	2	0	3	58	66.9	09:30 09:45	5	3	1	0	0	0	0	9	9.5
09:45 10:00	28	14	4	4	0	0	0	50	57.2	09:45 10:00	3	4	0	3	0	0	0	10	13.9

16:00 16:15	75	26	5	5	0	1	1	113	120.6	16:00 16:15	1	1	1	0	0	0	0	3	3.5
16:15 16:30	59	26	2	1	0	1	4	93	91.5	16:15 16:30	1	3	3	1	0	0	0	8	10.8
16:30 16:45	71	27	4	3	1	3	1	110	114.3	16:30 16:45	3	5	1	0	0	0	0	9	9.5
16:45 17:00	62	30	3	3	1	0	5	104	106.4	16:45 17:00	0	0	4	0	0	0	0	4	6
17:00 17:15	84	36	6	1	0	3	1	131	132.7	17:00 17:15	2	3	2	2	0	0	0	9	12.6
17:15 17:30	52	24	3	1	0	0	2	82	83.2	17:15 17:30	2	0	1	4	0	0	0	7	12.7
17:30 17:45	96	34	4	1	0	3	2	140	139.9	17:30 17:45	1	1	2	0	0	0	0	4	5
17:45 18:00	84	18	4	0	0	1	0	107	108.4	17:45 18:00	2	0	2	1	0	0	0	5	7.3
18:00 18:15	79	30	3	2	1	1	3	119	121.1	18:00 18:15	1	1	0	2	0	0	0	4	6.6
18:15 18:30	54	15	2	0	0	1	2	74	72.8	18:15 18:30	0	1	1	2	0	0	0	4	7.1
18:30 18:45	42	10	0	1	0	0	1	54	54.5	18:30 18:45	1	0	2	1	0	0	0	4	6.3
18:45 19:00	38	14	4	2	1	0	2	61	65	18:45 19:00	0	1	0	1	0	0	0	2	3.3
Total	1232	454	72	62	10	18	33	1881	1970.4	Total	94	50	27	21	0	0	1	193	233

C - A (rolling hour)										C - B (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	141	39	4	17	2	2	3	208	230.5	07:00 08:00	27	10	5	0	0	0	1	43	44.7
07:15 08:15	144	46	7	17	1	3	3	221	243.4	07:15 08:15	27	16	5	0	0	0	0	48	50.5
07:30 08:30	154	43	7	12	3	4	3	226	243.3	07:30 08:30	30	15	2	1	0	0	0	48	50.3
07:45 08:45	162	47	10	14	3	3	3	242	264	07:45 08:45	29	13	2	1	0	0	0	45	47.3
08:00 09:00	167	53	10	10	2	2	3	247	263.4	08:00 09:00	29	12	1	2	0	0	0	44	47.1
08:15 09:15	170	53	9	10	2	1	2	247	264.3	08:15 09:15	30	8	1	2	0	0	0	41	44.1
08:30 09:30	169	68	16	11	0	0	2	266	286.7	08:30 09:30	29	10	1	3	0	0	0	43	47.4
08:45 09:45	152	73	14	12	2	0	4	257	278.4	08:45 09:45	30	11	2	3	0	0	0	46	50.9
09:00 10:00	128	72	18	15	2	0	3	238	266.1	09:00 10:00	24	12	2	5	0	0	0	43	50.5
09:15 10:15	90	58	16	13	2	0	3	182	206.5	09:15 10:15	15	10	2	5	0	0	0	32	39.5
09:30 10:30	53	33	7	10	2	0	3	108	124.1	09:30 10:30	8	7	1	3	0	0	0	19	23.4
09:45 10:45	28	14	4	4	0	0	0	50	57.2	09:45 10:45	3	4	0	3	0	0	0	10	13.9
16:00 17:00	267	109	14	12	2	5	11	420	432.8	16:00 17:00	5	9	9	1	0	0	0	24	29.8
16:15 17:15	276	119	15	8	2	7	11	438	444.9	16:15 17:15	6	11	10	3	0	0	0	30	38.9
16:30 17:30	269	117	16	8	2	6	9	427	436.6	16:30 17:30	7	8	8	6	0	0	0	29	40.8
16:45 17:45	294	124	16	6	1	6	10	457	462.2	16:45 17:45	5	4	9	6	0	0	0	24	36.3
17:00 18:00	316	112	17	3	0	7	5	460	464.2	17:00 18:00	7	4	7	7	0	0	0	25	37.6
17:15 18:15	311	106	14	4	1	5	7	448	452.6	17:15 18:15	6	2	5	7	0	0	0	20	31.6
17:30 18:30	313	97	13	3	1	6	7	440	442.2	17:30 18:30	4	3	5	5	0	0	0	17	26
17:45 18:45	259	73	9	3	1	3	6	354	356.8	17:45 18:45	4	2	5	6	0	0	0	17	27.3
18:00 19:00	213	69	9	5	2	2	8	308	313.4	18:00 19:00	2	3	3	6	0	0	0	14	23.3
18:15 19:15	134	39	6	3	1	1	5	189	192.3	18:15 19:15	1	2	3	4	0	0	0	10	16.7
18:30 19:30	80	24	4	3	1	0	3	115	119.5	18:30 19:30	1	1	2	2	0	0	0	6	9.6
18:45 19:45	38	14	4	2	1	0	2	61	65	18:45 19:45	0	1	0	1	0	0	0	2	3.3
TOTAL	1232	454	72	62	10	18	33	1881	1970.4	TOTAL	94	50	27	21	0	0	1	193	233

Survey Date: 25/06/2024
Survey Day: Tuesday

C - C (15-minute intervals)										C - D (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	0	0	0	0	0	0	0	0	0	07:00 07:15	4	0	0	0	0	0	0	4	4
07:15 07:30	0	0	0	0	0	0	0	0	0	07:15 07:30	4	0	0	0	0	0	0	4	4
07:30 07:45	0	0	0	0	0	0	0	0	0	07:30 07:45	6	0	0	0	0	0	0	6	6
07:45 08:00	0	1	0	0	0	0	0	1	1	07:45 08:00	13	3	1	0	0	0	0	17	17.5
08:00 08:15	0	0	0	0	0	0	0	0	0	08:00 08:15	5	1	0	0	0	0	0	6	6
08:15 08:30	0	0	0	0	0	0	0	0	0	08:15 08:30	3	1	0	0	0	0	0	4	4
08:30 08:45	0	0	0	0	0	0	0	0	0	08:30 08:45	5	1	0	0	0	0	0	6	6
08:45 09:00	0	0	0	0	0	0	0	0	0	08:45 09:00	13	0	0	0	0	0	0	13	13
09:00 09:15	0	0	0	0	0	0	0	0	0	09:00 09:15	6	1	0	0	0	0	0	7	7
09:15 09:30	1	0	0	0	0	0	0	1	1	09:15 09:30	6	0	0	0	0	0	0	6	6
09:30 09:45	0	1	0	0	0	0	0	1	1	09:30 09:45	5	0	0	0	0	0	0	5	5
09:45 10:00	0	0	0	0	0	0	0	0	0	09:45 10:00	3	1	0	0	0	0	0	4	4

16:00 16:15	0	1	0	0	0	0	0	0	1	1	16:00 16:15	8	0	0	0	0	0	8	8
16:15 16:30	0	0	0	0	0	0	0	0	0	0	16:15 16:30	4	0	0	0	0	0	4	4
16:30 16:45	0	1	0	0	0	0	0	0	1	1	16:30 16:45	3	1	0	0	0	0	4	4
16:45 17:00	0	0	0	0	0	0	0	0	0	0	16:45 17:00	4	1	0	0	0	0	5	5
17:00 17:15	0	0	0	0	0	0	0	0	0	0	17:00 17:15	8	0	0	0	0	0	8	8
17:15 17:30	1	0	0	0	0	0	0	0	1	1	17:15 17:30	9	1	0	0	0	0	10	10
17:30 17:45	1	0	0	0	0	0	0	0	1	1	17:30 17:45	6	0	0	0	0	0	6	6
17:45 18:00	0	0	0	0	0	0	0	0	0	0	17:45 18:00	4	0	0	0	0	0	4	4
18:00 18:15	1	0	0	0	0	0	0	0	1	1	18:00 18:15	3	1	0	0	0	0	4	4
18:15 18:30	1	0	0	0	0	0	0	0	1	1	18:15 18:30	6	0	1	0	0	0	7	7.5
18:30 18:45	0	0	0	0	0	0	0	0	0	0	18:30 18:45	5	0	0	0	0	0	5	5
18:45 19:00	0	0	0	0	0	0	0	0	0	0	18:45 19:00	1	0	0	0	0	0	1	1
Total	5	4	0	0	0	0	0	9	9	Total	134	12	2	0	0	0	0	148	149

C - C (rolling hour)										C - D (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	0	1	0	0	0	0	0	1	1	07:00 08:00	27	3	1	0	0	0	0	31	31.5
07:15 08:15	0	1	0	0	0	0	0	1	1	07:15 08:15	28	4	1	0	0	0	0	33	33.5
07:30 08:30	0	1	0	0	0	0	0	1	1	07:30 08:30	27	5	1	0	0	0	0	33	33.5
07:45 08:45	0	1	0	0	0	0	0	1	1	07:45 08:45	26	6	1	0	0	0	0	33	33.5
08:00 09:00	0	0	0	0	0	0	0	0	0	08:00 09:00	26	3	0	0	0	0	0	29	29
08:15 09:15	0	0	0	0	0	0	0	0	0	08:15 09:15	27	3	0	0	0	0	0	30	30
08:30 09:30	1	0	0	0	0	0	0	1	1	08:30 09:30	30	2	0	0	0	0	0	32	32
08:45 09:45	1	1	0	0	0	0	0	2	2	08:45 09:45	30	1	0	0	0	0	0	31	31
09:00 10:00	1	1	0	0	0	0	0	2	2	09:00 10:00	20	2	0	0	0	0	0	22	22
09:15 10:15	1	1	0	0	0	0	0	2	2	09:15 10:15	14	1	0	0	0	0	0	15	15
09:30 10:30	0	1	0	0	0	0	0	1	1	09:30 10:30	8	1	0	0	0	0	0	9	9
09:45 10:45	0	0	0	0	0	0	0	0	0	09:45 10:45	3	1	0	0	0	0	0	4	4
16:00 17:00	0	2	0	0	0	0	0	2	2	16:00 17:00	19	2	0	0	0	0	0	21	21
16:15 17:15	0	1	0	0	0	0	0	1	1	16:15 17:15	19	2	0	0	0	0	0	21	21
16:30 17:30	1	1	0	0	0	0	0	2	2	16:30 17:30	24	3	0	0	0	0	0	27	27
16:45 17:45	2	0	0	0	0	0	0	2	2	16:45 17:45	27	2	0	0	0	0	0	29	29
17:00 18:00	2	0	0	0	0	0	0	2	2	17:00 18:00	27	1	0	0	0	0	0	28	28
17:15 18:15	3	0	0	0	0	0	0	3	3	17:15 18:15	22	2	0	0	0	0	0	24	24
17:30 18:30	3	0	0	0	0	0	0	3	3	17:30 18:30	19	1	1	0	0	0	0	21	21.5
17:45 18:45	2	0	0	0	0	0	0	2	2	17:45 18:45	18	1	1	0	0	0	0	20	20.5
18:00 19:00	2	0	0	0	0	0	0	2	2	18:00 19:00	15	1	1	0	0	0	0	17	17.5
18:15 19:15	1	0	0	0	0	0	0	1	1	18:15 19:15	12	0	1	0	0	0	0	13	13.5
18:30 19:30	0	0	0	0	0	0	0	0	0	18:30 19:30	6	0	0	0	0	0	0	6	6
18:45 19:45	0	0	0	0	0	0	0	0	0	18:45 19:45	1	0	0	0	0	0	0	1	1
TOTAL	5	4	0	0	0	0	0	9	9	TOTAL	134	12	2	0	0	0	0	148	149

SBC PLANNING
RECEIVED : 17.12.2024



Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / Colindale Road / Hilton Way

		D - A (15-minute intervals)											D - B (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	2	1	0	0	1	0	0	4	5	07:00	07:15	0	0	0	0	0	0	0	0	0
07:15	07:30	3	0	0	0	0	0	0	3	3	07:15	07:30	1	0	0	0	0	0	0	1	1
07:30	07:45	8	0	0	0	2	0	0	10	12	07:30	07:45	0	0	0	0	0	0	0	0	0
07:45	08:00	2	0	0	0	0	0	0	2	2	07:45	08:00	0	0	0	0	0	0	0	0	0
08:00	08:15	2	0	0	0	1	0	0	3	4	08:00	08:15	0	0	0	0	0	0	0	0	0
08:15	08:30	5	0	0	0	0	0	0	5	5	08:15	08:30	1	0	0	0	0	0	0	1	1
08:30	08:45	4	1	1	0	1	0	0	7	8.5	08:30	08:45	0	0	0	0	0	0	0	0	0
08:45	09:00	3	0	0	0	0	0	0	3	3	08:45	09:00	0	0	0	0	0	0	0	0	0
09:00	09:15	4	1	0	0	1	0	0	6	7	09:00	09:15	0	0	0	0	0	0	0	0	0
09:15	09:30	3	0	0	0	0	0	0	3	3	09:15	09:30	1	0	0	0	0	0	0	1	1
09:30	09:45	7	0	0	0	1	0	0	8	9	09:30	09:45	0	0	0	0	0	0	0	0	0
09:45	10:00	1	0	0	0	1	0	0	2	3	09:45	10:00	0	0	0	0	0	0	0	0	0
16:00	16:15	5	0	0	0	1	0	0	6	7	16:00	16:15	0	0	0	0	0	0	0	0	0
16:15	16:30	5	0	0	0	1	0	0	6	7	16:15	16:30	0	0	0	0	0	0	0	0	0
16:30	16:45	3	1	0	0	1	0	0	5	6	16:30	16:45	0	0	0	0	0	0	0	0	0
16:45	17:00	3	0	0	0	0	0	0	3	3	16:45	17:00	0	0	0	0	0	0	0	0	0
17:00	17:15	24	0	0	0	2	0	0	26	28	17:00	17:15	0	0	0	0	0	0	0	0	0
17:15	17:30	4	0	0	0	1	0	0	5	6	17:15	17:30	0	0	0	0	0	0	0	0	0
17:30	17:45	9	0	0	0	0	0	0	9	9	17:30	17:45	0	0	0	0	0	0	0	0	0
17:45	18:00	10	1	0	0	0	0	0	11	11	17:45	18:00	0	0	0	0	0	0	0	0	0
18:00	18:15	3	0	0	0	1	0	0	4	5	18:00	18:15	0	0	0	0	0	0	0	0	0
18:15	18:30	2	0	0	0	1	0	0	3	4	18:15	18:30	0	0	0	0	0	0	0	0	0
18:30	18:45	2	0	0	0	0	0	0	2	2	18:30	18:45	0	0	0	0	0	0	0	0	0
18:45	19:00	2	0	0	0	0	0	0	2	2	18:45	19:00	0	0	0	0	0	0	0	0	0
Total		116	5	1	0	16	0	0	138	154.5	Total		3	0	0	0	0	0	0	3	3
		D - A (rolling hour)											D - B (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	15	1	0	0	3	0	0	19	22	07:00	08:00	1	0	0	0	0	0	0	1	1
07:15	08:15	15	0	0	0	3	0	0	18	21	07:15	08:15	1	0	0	0	0	0	0	1	1
07:30	08:30	17	0	0	0	3	0	0	20	23	07:30	08:30	1	0	0	0	0	0	0	1	1
07:45	08:45	13	1	1	0	2	0	0	17	19.5	07:45	08:45	1	0	0	0	0	0	0	1	1
08:00	09:00	14	1	1	0	2	0	0	18	20.5	08:00	09:00	1	0	0	0	0	0	0	1	1
08:15	09:15	16	2	1	0	2	0	0	21	23.5	08:15	09:15	1	0	0	0	0	0	0	1	1
08:30	09:30	14	2	1	0	2	0	0	19	21.5	08:30	09:30	1	0	0	0	0	0	0	1	1
08:45	09:45	17	1	0	0	2	0	0	20	22	08:45	09:45	1	0	0	0	0	0	0	1	1
09:00	10:00	15	1	0	0	3	0	0	19	22	09:00	10:00	1	0	0	0	0	0	0	1	1
09:15	10:15	11	0	0	0	2	0	0	13	15	09:15	10:15	1	0	0	0	0	0	0	1	1
09:30	10:30	8	0	0	0	2	0	0	10	12	09:30	10:30	0	0	0	0	0	0	0	0	0
09:45	10:45	1	0	0	0	1	0	0	2	3	09:45	10:45	0	0	0	0	0	0	0	0	0
16:00	17:00	16	1	0	0	3	0	0	20	23	16:00	17:00	0	0	0	0	0	0	0	0	0
16:15	17:15	35	1	0	0	4	0	0	40	44	16:15	17:15	0	0	0	0	0	0	0	0	0
16:30	17:30	34	1	0	0	4	0	0	39	43	16:30	17:30	0	0	0	0	0	0	0	0	0
16:45	17:45	40	0	0	0	3	0	0	43	46	16:45	17:45	0	0	0	0	0	0	0	0	0
17:00	18:00	47	1	0	0	3	0	0	51	54	17:00	18:00	0	0	0	0	0	0	0	0	0
17:15	18:15	26	1	0	0	2	0	0	29	31	17:15	18:15	0	0	0	0	0	0	0	0	0
17:30	18:30	24	1	0	0	2	0	0	27	29	17:30	18:30	0	0	0	0	0	0	0	0	0
17:45	18:45	17	1	0	0	2	0	0	20	22	17:45	18:45	0	0	0	0	0	0	0	0	0
18:00	19:00	9	0	0	0	2	0	0	11	13	18:00	19:00	0	0	0	0	0	0	0	0	0
18:15	19:15	6	0	0	0	1	0	0	7	8	18:15	19:15	0	0	0	0	0	0	0	0	0
18:30	19:30	4	0	0	0	0	0	0	4	4	18:30	19:30	0	0	0	0	0	0	0	0	0
18:45	19:45	2	0	0	0	0	0	0	2	2	18:45	19:45	0	0	0	0	0	0	0	0	0
TOTAL		116	5	1	0	16	0	0	138	154.5	TOTAL		3	0	0	0	0	0	0	3	3

SBC PLANNING
RECEIVED : 17.12.2024

Survey Date: 25/06/2024
Survey Day: Tuesday

		D - C (15-minute intervals)											D - D (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	7	0	0	0	0	0	0	7	7	07:00	07:15	0	0	0	0	0	0	0	0	0
07:15	07:30	1	0	0	0	0	0	0	1	1	07:15	07:30	0	0	0	0	0	0	0	0	0
07:30	07:45	6	0	0	0	0	0	0	6	6	07:30	07:45	0	0	0	0	0	0	0	0	0
07:45	08:00	3	0	0	0	0	0	0	3	3	07:45	08:00	0	0	0	0	0	0	0	0	0
08:00	08:15	5	0	0	0	2	0	0	7	9	08:00	08:15	1	0	0	0	0	0	0	1	1
08:15	08:30	7	0	0	0	0	0	0	7	7	08:15	08:30	0	0	0	0	0	0	0	0	0
08:30	08:45	4	0	0	0	0	0	0	4	4	08:30	08:45	0	0	0	0	0	0	0	0	0
08:45	09:00	4	0	0	0	0	0	0	4	4	08:45	09:00	1	0	0	0	0	0	0	1	1
09:00	09:15	10	0	0	0	1	0	0	11	12	09:00	09:15	0	0	0	0	0	0	0	0	0
09:15	09:30	3	0	0	0	0	0	0	3	3	09:15	09:30	0	0	0	0	0	0	0	0	0
09:30	09:45	8	0	0	0	0	0	0	8	8	09:30	09:45	0	0	0	0	0	0	0	0	0
09:45	10:00	2	0	0	0	0	0	0	2	2	09:45	10:00	0	0	0	0	0	0	0	0	0

16:00	16:15	2	1	0	0	0	0	0	3	3	16:00	16:15	0	0	0	0	0	0	0	0	0
16:15	16:30	4	0	0	0	0	0	0	4	4	16:15	16:30	0	0	0	0	0	0	0	0	0
16:30	16:45	4	1	0	0	0	0	0	5	5	16:30	16:45	0	0	0	0	0	0	0	0	0
16:45	17:00	1	0	0	0	0	0	0	1	1	16:45	17:00	0	0	0	0	0	0	0	0	0
17:00	17:15	11	1	0	0	0	0	0	12	12	17:00	17:15	0	0	0	0	0	0	0	0	0
17:15	17:30	3	2	0	0	0	0	0	5	5	17:15	17:30	0	0	0	0	0	0	0	0	0
17:30	17:45	2	0	0	0	0	0	0	2	2	17:30	17:45	0	0	0	0	0	0	0	0	0
17:45	18:00	8	0	0	0	0	0	0	8	8	17:45	18:00	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0	18:00	18:15	0	0	0	0	0	0	0	0	0
18:15	18:30	2	0	0	0	0	0	0	2	2	18:15	18:30	0	0	0	0	0	0	0	0	0
18:30	18:45	6	0	0	0	0	0	0	6	6	18:30	18:45	0	0	0	0	0	0	0	0	0
18:45	19:00	3	0	0	0	0	0	0	3	3	18:45	19:00	0	0	0	0	0	0	0	0	0
Total		106	5	0	0	3	0	0	114	117	Total		2	0	0	0	0	0	0	2	2

		D - C (rolling hour)											D - D (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	17	0	0	0	0	0	0	17	17	07:00	08:00	0	0	0	0	0	0	0	0	0
07:15	08:15	15	0	0	0	2	0	0	17	19	07:15	08:15	1	0	0	0	0	0	0	1	1
07:30	08:30	21	0	0	0	2	0	0	23	25	07:30	08:30	1	0	0	0	0	0	0	1	1
07:45	08:45	19	0	0	0	2	0	0	21	23	07:45	08:45	1	0	0	0	0	0	0	1	1
08:00	09:00	20	0	0	0	2	0	0	22	24	08:00	09:00	2	0	0	0	0	0	0	2	2
08:15	09:15	25	0	0	0	1	0	0	26	27	08:15	09:15	1	0	0	0	0	0	0	1	1
08:30	09:30	21	0	0	0	1	0	0	22	23	08:30	09:30	1	0	0	0	0	0	0	1	1
08:45	09:45	25	0	0	0	1	0	0	26	27	08:45	09:45	1	0	0	0	0	0	0	1	1
09:00	10:00	23	0	0	0	1	0	0	24	25	09:00	10:00	0	0	0	0	0	0	0	0	0
09:15	10:15	13	0	0	0	0	0	0	13	13	09:15	10:15	0	0	0	0	0	0	0	0	0
09:30	10:30	10	0	0	0	0	0	0	10	10	09:30	10:30	0	0	0	0	0	0	0	0	0
09:45	10:45	2	0	0	0	0	0	0	2	2	09:45	10:45	0	0	0	0	0	0	0	0	0
16:00	17:00	11	2	0	0	0	0	0	13	13	16:00	17:00	0	0	0	0	0	0	0	0	0
16:15	17:15	20	2	0	0	0	0	0	22	22	16:15	17:15	0	0	0	0	0	0	0	0	0
16:30	17:30	19	4	0	0	0	0	0	23	23	16:30	17:30	0	0	0	0	0	0	0	0	0
16:45	17:45	17	3	0	0	0	0	0	20	20	16:45	17:45	0	0	0	0	0	0	0	0	0
17:00	18:00	24	3	0	0	0	0	0	27	27	17:00	18:00	0	0	0	0	0	0	0	0	0
17:15	18:15	13	2	0	0	0	0	0	15	15	17:15	18:15	0	0	0	0	0	0	0	0	0
17:30	18:30	12	0	0	0	0	0	0	12	12	17:30	18:30	0	0	0	0	0	0	0	0	0
17:45	18:45	16	0	0	0	0	0	0	16	16	17:45	18:45	0	0	0	0	0	0	0	0	0
18:00	19:00	11	0	0	0	0	0	0	11	11	18:00	19:00	0	0	0	0	0	0	0	0	0
18:15	19:15	11	0	0	0	0	0	0	11	11	18:15	19:15	0	0	0	0	0	0	0	0	0
18:30	19:30	9	0	0	0	0	0	0	9	9	18:30	19:30	0	0	0	0	0	0	0	0	0
18:45	19:45	3	0	0	0	0	0	0	3	3	18:45	19:45	0	0	0	0	0	0	0	0	0
TOTAL		106	5	0	0	3	0	0	114	117	TOTAL		2	0	0	0	0	0	0	2	2



Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / Colndale Road / Hilton Way

		Arm A - Entry (15-minute intervals)											Arm A - Exit (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	36	13	3	1	0	3	3	59	57.6	07:00	07:15	35	10	1	2	2	0	1	51	55.3
07:15	07:30	49	13	7	5	1	0	2	77	86.4	07:15	07:30	33	14	4	7	0	0	0	58	69.1
07:30	07:45	42	31	4	7	2	1	0	87	99.5	07:30	07:45	42	12	3	3	2	1	1	64	70
07:45	08:00	54	19	5	3	0	2	3	86	88.8	07:45	08:00	50	9	1	6	1	1	1	69	76.9
08:00	08:15	49	16	1	5	1	1	3	76	81	08:00	08:15	40	17	4	3	1	1	1	67	72.5
08:15	08:30	48	18	5	4	0	1	0	76	83.1	08:15	08:30	47	12	4	2	2	1	0	68	74
08:30	08:45	57	18	7	5	1	0	2	90	99.4	08:30	08:45	49	19	7	5	1	0	1	82	92.2
08:45	09:00	93	18	5	2	1	1	3	123	126.1	08:45	09:00	56	18	1	1	0	0	1	77	78
09:00	09:15	51	18	2	7	1	1	5	85	91.5	09:00	09:15	43	22	2	3	1	0	0	71	76.9
09:15	09:30	42	16	4	3	1	0	1	67	73.1	09:15	09:30	42	26	11	3	0	0	0	82	91.4
09:30	09:45	34	18	5	7	1	0	1	66	77.8	09:30	09:45	36	19	3	6	3	0	3	70	79.9
09:45	10:00	28	16	4	2	2	0	0	52	58.6	09:45	10:00	33	17	5	7	1	0	0	63	75.6

16:00	16:15	33	11	3	0	2	0	0	49	52.5	16:00	16:15	92	27	5	5	1	1	1	132	140.6
16:15	16:30	40	29	7	2	1	1	0	80	86.5	16:15	16:30	68	29	2	1	1	1	4	106	105.5
16:30	16:45	33	21	2	3	1	0	1	61	66.1	16:30	16:45	81	31	5	3	2	3	1	126	131.8
16:45	17:00	31	20	1	2	1	1	0	56	59.5	16:45	17:00	68	34	3	4	1	0	5	115	118.7
17:00	17:15	41	25	2	1	1	2	1	73	74.3	17:00	17:15	121	38	7	1	2	3	1	173	177.2
17:15	17:30	35	16	3	3	2	0	1	60	66.6	17:15	17:30	68	28	3	1	1	0	2	103	105.2
17:30	17:45	32	13	5	1	0	0	0	51	54.8	17:30	17:45	118	37	4	1	0	3	2	165	164.9
17:45	18:00	35	13	3	2	1	0	0	54	59.1	17:45	18:00	102	19	4	0	0	1	1	127	127.6
18:00	18:15	31	13	4	1	1	1	0	51	54.7	18:00	18:15	86	31	5	2	2	1	3	130	134.1
18:15	18:30	27	10	2	0	2	0	2	43	44.4	18:15	18:30	62	16	3	1	1	1	2	86	87.6
18:30	18:45	27	13	1	1	0	0	0	42	43.8	18:30	18:45	48	10	1	1	0	0	1	61	62
18:45	19:00	24	5	5	1	0	1	1	37	39.4	18:45	19:00	42	14	4	3	1	0	2	66	71.3
Total		972	403	90	68	23	16	29	1601	1724.6	Total		1462	509	92	71	26	18	34	2212	2338.3

		Arm A - Entry (rolling hour)											Arm A - Exit (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	181	76	19	16	3	6	8	309	332.3	07:00	08:00	160	45	9	18	5	2	3	242	271.3
07:15	08:15	194	79	17	20	4	4	8	326	355.7	07:15	08:15	165	52	12	19	4	3	3	258	288.5
07:30	08:30	193	84	15	19	3	5	6	325	352.4	07:30	08:30	179	50	12	14	6	4	3	268	293.4
07:45	08:45	208	71	18	17	2	4	8	328	352.3	07:45	08:45	186	57	16	16	5	3	3	286	315.6
08:00	09:00	247	70	18	16	3	3	8	365	389.6	08:00	09:00	192	66	16	11	4	2	3	294	316.7
08:15	09:15	249	72	19	18	3	3	10	374	400.1	08:15	09:15	195	71	14	11	4	1	2	298	321.1
08:30	09:30	243	70	18	17	4	2	11	365	390.1	08:30	09:30	190	85	21	12	2	0	2	312	338.5
08:45	09:45	220	70	16	19	4	2	10	341	368.5	08:45	09:45	177	85	17	13	4	0	4	300	326.2
09:00	10:00	155	68	15	19	5	1	7	270	301	09:00	10:00	154	84	21	19	5	0	3	286	323.8
09:15	10:15	104	50	13	12	4	0	2	185	209.5	09:15	10:15	111	62	19	16	4	0	3	215	246.9
09:30	10:30	62	34	9	9	3	0	1	118	136.4	09:30	10:30	69	36	8	13	4	0	3	133	155.5
09:45	10:45	28	16	4	2	2	0	0	52	58.6	09:45	10:45	33	17	5	7	1	0	0	63	75.6
16:00	17:00	137	81	13	7	5	2	1	246	264.6	16:00	17:00	309	121	15	13	5	5	11	479	496.6
16:15	17:15	145	95	12	8	4	4	2	270	286.4	16:15	17:15	338	132	17	9	6	7	11	520	533.2
16:30	17:30	140	82	8	9	5	3	3	250	266.5	16:30	17:30	338	131	18	9	6	6	9	517	532.9
16:45	17:45	139	74	11	7	4	3	2	240	255.2	16:45	17:45	375	137	17	7	4	6	10	556	566
17:00	18:00	143	67	13	7	4	2	2	238	254.8	17:00	18:00	409	122	18	3	3	7	6	568	574.9
17:15	18:15	133	55	15	7	4	1	1	216	235.2	17:15	18:15	374	115	16	4	3	5	8	525	531.8
17:30	18:30	125	49	14	4	4	1	2	199	213	17:30	18:30	368	103	16	4	3	6	8	508	514.2
17:45	18:45	120	49	10	4	4	1	2	190	202	17:45	18:45	298	76	13	4	3	3	7	404	411.3
18:00	19:00	109	41	12	3	3	2	3	173	182.3	18:00	19:00	238	71	13	7	4	2	8	343	355
18:15	19:15	78	28	8	2	2	1	3	122	127.6	18:15	19:15	152	40	8	5	2	1	5	213	220.9
18:30	19:30	51	18	6	2	0	1	1	79	83.2	18:30	19:30	90	24	5	4	1	0	3	127	133.3
18:45	19:45	24	5	5	1	0	1	1	37	39.4	18:45	19:45	42	14	4	3	1	0	2	66	71.3
TOTAL		972	403	90	68	23	16	29	1601	1724.6	TOTAL		1462	509	92	71	26	18	34	2212	2338.3

SBC PLANNING
RECEIVED : 17.12.2024

	Arm B - Entry (15-minute intervals)										Arm B - Exit (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	
07:00 07:15	2	5	2	3	0	0	0	12	16.9	07:00 07:15	11	0	1	0	0	0	3	15	13.1	
07:15 07:30	3	3	6	3	0	0	0	15	21.9	07:15 07:30	6	2	4	0	0	0	0	12	14	
07:30 07:45	0	9	4	2	0	0	0	15	19.6	07:30 07:45	8	6	1	2	0	0	0	17	20.1	
07:45 08:00	3	3	8	2	0	0	0	16	22.6	07:45 08:00	14	6	4	1	0	0	0	25	28.3	
08:00 08:15	3	9	1	1	0	0	0	14	15.8	08:00 08:15	13	8	0	0	0	0	0	21	21	
08:15 08:30	4	6	3	1	0	0	0	14	16.8	08:15 08:30	13	3	2	2	0	0	0	20	23.6	
08:30 08:45	3	6	1	0	0	0	0	10	10.5	08:30 08:45	4	4	2	1	0	0	0	11	13.3	
08:45 09:00	1	4	1	2	0	0	0	8	11.1	08:45 09:00	20	5	1	1	0	0	0	27	28.8	
09:00 09:15	2	11	2	0	0	0	0	15	16	09:00 09:15	15	4	0	3	0	1	1	24	26.5	
09:15 09:30	3	5	4	0	0	0	0	12	14	09:15 09:30	15	4	1	2	0	0	0	22	25.1	
09:30 09:45	4	1	0	1	0	0	0	6	7.3	09:30 09:45	7	4	1	1	0	0	0	13	14.8	
09:45 10:00	5	6	2	3	0	0	0	16	20.9	09:45 10:00	6	5	1	3	0	0	0	15	19.4	

16:00	16:15	18	2	1	0	0	0	0	21	21.5	16:00	16:15	2	1	2	0	0	0	0	5	6
16:15	16:30	9	5	1	1	0	0	0	16	17.8	16:15	16:30	3	6	4	1	0	0	0	14	17.3
16:30	16:45	17	9	1	1	0	0	0	28	29.8	16:30	16:45	4	11	1	1	0	0	0	17	18.8
16:45	17:00	14	6	1	1	0	0	0	22	23.8	16:45	17:00	1	2	4	0	0	0	0	7	9
17:00	17:15	20	5	3	0	0	0	0	28	29.5	17:00	17:15	5	5	2	3	0	0	0	15	19.9
17:15	17:30	18	7	1	1	0	0	1	28	29	17:15	17:30	4	2	1	4	0	0	0	11	16.7
17:30	17:45	24	2	0	0	0	0	1	27	26.2	17:30	17:45	4	2	4	0	0	0	0	10	12
17:45	18:00	15	2	0	1	0	0	1	19	19.5	17:45	18:00	6	2	4	1	0	0	0	13	16.3
18:00	18:15	13	0	3	0	0	0	0	16	17.5	18:00	18:15	3	2	2	2	0	0	0	9	12.6
18:15	18:30	10	2	2	2	0	0	0	16	19.6	18:15	18:30	0	1	1	2	0	0	1	5	7.3
18:30	18:45	7	0	2	0	0	0	0	9	10	18:30	18:45	3	0	3	1	0	0	0	7	9.8
18:45	19:00	3	0	1	3	0	0	0	7	11.4	18:45	19:00	0	1	1	1	0	0	0	3	4.8
Total		201	108	50	28	0	0	3	390	449	Total		167	86	47	32	0	1	5	338	398.5

Time Interval		Arm B - Entry (rolling hour)									Time Interval		Arm B - Exit (rolling hour)								
		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU			Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	8	20	20	10	0	0	0	58	81	07:00	08:00	39	14	10	3	0	0	3	69	75.5
07:15	08:15	9	24	19	8	0	0	0	60	79.9	07:15	08:15	41	22	9	3	0	0	0	75	83.4
07:30	08:30	10	27	16	6	0	0	0	59	74.8	07:30	08:30	48	23	7	5	0	0	0	83	93
07:45	08:45	13	24	13	4	0	0	0	54	65.7	07:45	08:45	44	21	8	4	0	0	0	77	86.2
08:00	09:00	11	25	6	4	0	0	0	46	54.2	08:00	09:00	50	20	5	4	0	0	0	79	86.7
08:15	09:15	10	27	7	3	0	0	0	47	54.4	08:15	09:15	52	16	5	7	0	1	1	82	92.2
08:30	09:30	9	26	8	2	0	0	0	45	51.6	08:30	09:30	54	17	4	7	0	1	1	84	93.7
08:45	09:45	10	21	7	3	0	0	0	41	48.4	08:45	09:45	57	17	3	7	0	1	1	86	95.2
09:00	10:00	14	23	8	4	0	0	0	49	58.2	09:00	10:00	43	17	3	9	0	1	1	74	85.8
09:15	10:15	12	12	6	4	0	0	0	34	42.2	09:15	10:15	28	13	3	6	0	0	0	50	59.3
09:30	10:30	9	7	2	4	0	0	0	22	28.2	09:30	10:30	13	9	2	4	0	0	0	28	34.2
09:45	10:45	5	6	2	3	0	0	0	16	20.9	09:45	10:45	6	5	1	3	0	0	0	15	19.4
16:00	17:00	58	22	4	3	0	0	0	87	92.9	16:00	17:00	10	20	11	2	0	0	0	43	51.1
16:15	17:15	60	25	6	3	0	0	0	94	100.9	16:15	17:15	13	24	11	5	0	0	0	53	65
16:30	17:30	69	27	6	3	0	0	1	106	112.1	16:30	17:30	14	20	8	8	0	0	0	50	64.4
16:45	17:45	76	20	5	2	0	0	2	105	108.5	16:45	17:45	14	11	11	7	0	0	0	43	57.6
17:00	18:00	77	16	4	2	0	0	3	102	104.2	17:00	18:00	19	11	11	8	0	0	0	49	64.9
17:15	18:15	70	11	4	2	0	0	3	90	92.2	17:15	18:15	17	8	11	7	0	0	0	43	57.6
17:30	18:30	62	6	5	3	0	0	2	78	82.8	17:30	18:30	13	7	11	5	0	0	1	37	48.2
17:45	18:45	45	4	7	3	0	0	1	60	66.6	17:45	18:45	12	5	10	6	0	0	1	34	46
18:00	19:00	33	2	8	5	0	0	0	48	58.5	18:00	19:00	6	4	7	6	0	0	1	24	34.5
18:15	19:15	20	2	5	5	0	0	0	32	41	18:15	19:15	3	2	5	4	0	0	0	15	21.9
18:30	19:30	10	0	3	3	0	0	0	16	21.4	18:30	19:30	3	1	4	2	0	0	0	10	14.6
18:45	19:45	3	0	1	3	0	0	0	7	11.4	18:45	19:45	0	1	1	1	0	0	0	3	4.8
TOTAL		201	108	50	28	0	0	3	390	449	TOTAL		167	86	47	32	0	1	5	338	398.5

Survey Date: 25/06/2024
Survey Day: Tuesday

		Arm C - Entry (15-minute intervals)											Arm C - Exit (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	44	7	0	2	1	0	2	56	58	07:00	07:15	39	16	3	4	0	3	1	66	70.1
07:15	07:30	37	15	6	7	0	0	0	65	77.1	07:15	07:30	45	15	11	8	0	0	2	81	95.3
07:30	07:45	45	14	2	3	0	1	1	66	69.5	07:30	07:45	41	36	6	7	1	1	0	92	104.5
07:45	08:00	69	17	2	5	1	1	1	96	103.1	07:45	08:00	50	21	9	3	0	2	3	88	92.8
08:00	08:15	48	21	3	2	0	1	1	76	78.7	08:00	08:15	44	20	1	5	2	1	3	76	82
08:15	08:30	49	12	3	3	2	1	0	70	76.8	08:15	08:30	46	20	5	4	0	1	0	76	83.1
08:30	08:45	51	17	5	5	0	0	1	79	87.2	08:30	08:45	59	18	5	4	0	0	2	88	94.1
08:45	09:00	74	18	0	2	0	0	1	95	96.8	08:45	09:00	78	17	4	4	1	1	3	108	113.2
09:00	09:15	53	17	2	2	0	0	0	74	77.6	09:00	09:15	52	19	4	3	1	0	4	83	86.7
09:15	09:30	51	28	10	5	0	0	0	94	105.5	09:15	09:30	35	19	6	3	0	0	1	64	70.1
09:30	09:45	35	23	4	6	2	0	3	73	82.4	09:30	09:45	37	19	5	7	1	0	1	70	81.8
09:45	10:00	34	19	4	7	0	0	0	64	75.1	09:45	10:00	26	18	4	2	1	0	0	51	56.6

16:00	16:15	84	28	6	5	0	1	1	125	133.1	16:00	16:15	39	14	3	0	1	0	0	57	59.5
16:15	16:30	64	29	5	2	0	1	4	105	106.3	16:15	16:30	46	26	7	3	0	1	0	83	89.8
16:30	16:45	77	34	5	3	1	3	1	124	128.8	16:30	16:45	45	21	2	3	0	0	1	73	78.1
16:45	17:00	66	31	7	3	1	0	5	113	117.4	16:45	17:00	36	20	2	2	0	0	0	60	63.6
17:00	17:15	94	39	8	3	0	3	1	148	153.3	17:00	17:15	53	27	4	0	0	2	1	87	87
17:15	17:30	64	25	4	5	0	0	2	100	106.9	17:15	17:30	41	19	4	4	1	0	2	71	77.6
17:30	17:45	104	35	6	1	0	3	2	151	151.9	17:30	17:45	39	11	3	1	0	0	1	55	57
17:45	18:00	90	18	6	1	0	1	0	116	119.7	17:45	18:00	45	13	1	3	1	0	0	63	68.4
18:00	18:15	84	32	3	4	1	1	3	128	132.7	18:00	18:15	35	11	3	1	0	1	0	51	53.2
18:15	18:30	61	16	4	2	0	1	2	86	88.4	18:15	18:30	32	11	3	1	1	0	1	49	52
18:30	18:45	48	10	2	2	0	0	1	63	65.8	18:30	18:45	33	13	1	1	0	0	0	48	49.8
18:45	19:00	39	15	4	3	1	0	2	64	69.3	18:45	19:00	28	5	5	3	0	1	1	43	48
Total		1465	520	101	83	10	18	34	2231	2361.4	Total		1024	429	101	76	12	14	27	1683	1814.3

		Arm C - Entry (rolling hour)									Arm C - Exit (rolling hour)										
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	195	53	10	17	2	2	4	283	307.7	07:00	08:00	175	88	29	22	1	6	6	327	362.7
07:15	08:15	199	67	13	17	1	3	3	303	328.4	07:15	08:15	180	92	27	23	3	4	8	337	374.6
07:30	08:30	211	64	10	13	3	4	3	308	328.1	07:30	08:30	181	97	21	19	3	5	6	332	362.4
07:45	08:45	217	67	13	15	3	3	3	321	345.8	07:45	08:45	199	79	20	16	2	4	8	328	352
08:00	09:00	222	68	11	12	2	2	3	320	339.5	08:00	09:00	227	75	15	17	3	3	8	348	372.4
08:15	09:15	227	64	10	12	2	1	2	318	338.4	08:15	09:15	235	74	18	15	2	2	9	355	377.1
08:30	09:30	229	80	17	14	0	0	2	342	367.1	08:30	09:30	224	73	19	14	2	1	10	343	364.1
08:45	09:45	213	86	16	15	2	0	4	336	362.3	08:45	09:45	202	74	19	17	3	1	9	325	351.8
09:00	10:00	173	87	20	20	2	0	3	305	340.6	09:00	10:00	150	75	19	15	3	0	6	268	295.2
09:15	10:15	120	70	18	18	2	0	3	231	263	09:15	10:15	98	56	15	12	2	0	2	185	208.5
09:30	10:30	69	42	8	13	2	0	3	137	157.5	09:30	10:30	63	37	9	9	2	0	1	121	138.4
09:45	10:45	34	19	4	7	0	0	0	64	75.1	09:45	10:45	26	18	4	2	1	0	0	51	56.6
16:00	17:00	291	122	23	13	2	5	11	467	485.6	16:00	17:00	166	81	14	8	2	1	1	273	291
16:15	17:15	301	133	25	11	2	7	11	490	505.8	16:15	17:15	180	94	15	8	1	3	2	303	318.5
16:30	17:30	301	129	24	14	2	6	9	485	506.4	16:30	17:30	175	87	12	9	2	2	4	291	306.3
16:45	17:45	328	130	25	12	1	6	10	512	529.5	16:45	17:45	169	77	13	7	1	2	4	273	285.2
17:00	18:00	352	117	24	10	0	7	5	515	531.8	17:00	18:00	178	70	12	8	2	2	4	276	290
17:15	18:15	342	110	19	11	1	5	7	495	511.2	17:15	18:15	160	54	11	9	2	1	3	240	256.2
17:30	18:30	339	101	19	8	1	6	7	481	492.7	17:30	18:30	151	46	10	6	2	1	2	218	230.6
17:45	18:45	283	76	15	9	1	3	6	393	406.6	17:45	18:45	145	48	8	6	2	1	1	211	223.4
18:00	19:00	232	73	13	11	2	2	8	341	356.2	18:00	19:00	128	40	12	6	1	2	2	191	203
18:15	19:15	148	41	10	7	1	1	5	213	223.5	18:15	19:15	93	29	9	5	1	1	2	140	149.8
18:30	19:30	87	25	6	5	1	0	3	127	135.1	18:30	19:30	61	18	6	4	0	1	1	91	97.8
18:45	19:45	39	15	4	3	1	0	2	64	69.3	18:45	19:45	28	5	5	3	0	1	1	43	48
TOTAL		1465	520	101	83	10	18	34	2231	2361.4	TOTAL		1024	429	101	76	12	14	27	1683	1814.3

SBC PLANNING
RECEIVED : 17.12.2024



Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / Colndale Road / Hilton Way

Survey Date: 25/06/2024
Survey Day: Tuesday

Arm D - Entry (15-minute intervals)										Arm D - Exit (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	9	1	0	0	1	0	0	11	12	07:00 07:15	6	0	0	0	0	0	0	6	6
07:15 07:30	5	0	0	0	0	0	0	5	5	07:15 07:30	10	0	0	0	1	0	0	11	12
07:30 07:45	14	0	0	0	2	0	0	16	18	07:30 07:45	10	0	0	0	1	0	0	11	12
07:45 08:00	5	0	0	0	0	0	0	5	5	07:45 08:00	17	3	1	0	0	0	0	21	21.5
08:00 08:15	8	0	0	0	3	0	0	11	14	08:00 08:15	11	1	0	0	1	0	0	13	14
08:15 08:30	13	0	0	0	0	0	0	13	13	08:15 08:30	8	1	0	0	0	0	0	9	9
08:30 08:45	8	1	1	0	1	0	0	11	12.5	08:30 08:45	7	1	0	0	1	0	0	9	10
08:45 09:00	8	0	0	0	0	0	0	8	8	08:45 09:00	22	0	0	0	0	0	0	22	22
09:00 09:15	14	1	0	0	2	0	0	17	19	09:00 09:15	10	2	0	0	1	0	0	13	14
09:15 09:30	7	0	0	0	0	0	0	7	7	09:15 09:30	11	0	0	0	1	0	0	12	13
09:30 09:45	15	0	0	0	1	0	0	16	17	09:30 09:45	8	0	0	0	0	0	0	8	8
09:45 10:00	3	0	0	0	1	0	0	4	5	09:45 10:00	5	1	0	0	1	0	0	7	8

16:00 16:15	7	1	0	0	1	0	0	9	10	16:00 16:15	9	0	0	0	1	0	0	10	11
16:15 16:30	9	0	0	0	1	0	0	10	11	16:15 16:30	5	2	0	0	1	0	0	8	9
16:30 16:45	7	2	0	0	1	0	0	10	11	16:30 16:45	4	3	0	0	0	0	0	7	7
16:45 17:00	4	0	0	0	0	0	0	4	4	16:45 17:00	10	1	0	0	1	1	0	13	13.4
17:00 17:15	35	1	0	0	2	0	0	38	40	17:00 17:15	11	0	0	0	1	0	0	12	13
17:15 17:30	7	2	0	0	1	0	0	10	11	17:15 17:30	11	1	0	0	1	0	0	13	14
17:30 17:45	11	0	0	0	0	0	0	11	11	17:30 17:45	10	0	0	0	0	0	0	10	10
17:45 18:00	18	1	0	0	0	0	0	19	19	17:45 18:00	5	0	0	0	0	0	0	5	5
18:00 18:15	3	0	0	0	1	0	0	4	5	18:00 18:15	7	1	0	0	1	0	0	9	10
18:15 18:30	4	0	0	0	1	0	0	5	6	18:15 18:30	8	0	1	0	1	0	0	10	11.5
18:30 18:45	8	0	0	0	0	0	0	8	8	18:30 18:45	6	0	0	0	0	0	0	6	6
18:45 19:00	5	0	0	0	0	0	0	5	5	18:45 19:00	1	0	0	0	0	0	0	1	1
Total	227	10	1	0	19	0	0	257	276.5	Total	212	17	2	0	14	1	0	246	260.4

Arm D - Entry (rolling hour)										Arm D - Exit (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	33	1	0	0	3	0	0	37	40	07:00 08:00	43	3	1	0	2	0	0	49	51.5
07:15 08:15	32	0	0	0	5	0	0	37	42	07:15 08:15	48	4	1	0	3	0	0	56	59.5
07:30 08:30	40	0	0	0	5	0	0	45	50	07:30 08:30	46	5	1	0	2	0	0	54	56.5
07:45 08:45	34	1	1	0	4	0	0	40	44.5	07:45 08:45	43	6	1	0	2	0	0	52	54.5
08:00 09:00	37	1	1	0	4	0	0	43	47.5	08:00 09:00	48	3	0	0	2	0	0	53	55
08:15 09:15	43	2	1	0	3	0	0	49	52.5	08:15 09:15	47	4	0	0	2	0	0	53	55
08:30 09:30	37	2	1	0	3	0	0	43	46.5	08:30 09:30	50	3	0	0	3	0	0	56	59
08:45 09:45	44	1	0	0	3	0	0	48	51	08:45 09:45	51	2	0	0	2	0	0	55	57
09:00 10:00	39	1	0	0	4	0	0	44	48	09:00 10:00	34	3	0	0	3	0	0	40	43
09:15 10:15	25	0	0	0	2	0	0	27	29	09:15 10:15	24	1	0	0	2	0	0	27	29
09:30 10:30	18	0	0	0	2	0	0	20	22	09:30 10:30	13	1	0	0	1	0	0	15	16
09:45 10:45	3	0	0	0	1	0	0	4	5	09:45 10:45	5	1	0	0	1	0	0	7	8
16:00 17:00	27	3	0	0	3	0	0	33	36	16:00 17:00	28	6	0	0	3	1	0	38	40.4
16:15 17:15	55	3	0	0	4	0	0	62	66	16:15 17:15	30	6	0	0	3	1	0	40	42.4
16:30 17:30	53	5	0	0	4	0	0	62	66	16:30 17:30	36	5	0	0	3	1	0	45	47.4
16:45 17:45	57	3	0	0	3	0	0	63	66	16:45 17:45	42	2	0	0	3	1	0	48	50.4
17:00 18:00	71	4	0	0	3	0	0	78	81	17:00 18:00	37	1	0	0	2	0	0	40	42
17:15 18:15	39	3	0	0	2	0	0	44	46	17:15 18:15	33	2	0	0	2	0	0	37	39
17:30 18:30	36	1	0	0	2	0	0	39	41	17:30 18:30	30	1	1	0	2	0	0	34	36.5
17:45 18:45	33	1	0	0	2	0	0	36	38	17:45 18:45	26	1	1	0	2	0	0	30	32.5
18:00 19:00	20	0	0	0	2	0	0	22	24	18:00 19:00	22	1	1	0	2	0	0	26	28.5
18:15 19:15	17	0	0	0	1	0	0	18	19	18:15 19:15	15	0	1	0	1	0	0	17	18.5
18:30 19:30	13	0	0	0	0	0	0	13	13	18:30 19:30	7	0	0	0	0	0	0	7	7
18:45 19:45	5	0	0	0	0	0	0	5	5	18:45 19:45	1	0	0	0	0	0	0	1	1
TOTAL	227	10	1	0	19	0	0	257	276.5	TOTAL	212	17	2	0	14	1	0	246	260.4



Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / Colndale Road / Hilton Way

Survey Date: 25/06/2024
Survey Day: Tuesday

		All movements (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	91	26	5	6	2	3	5	138	144.5
07:15	07:30	94	31	19	15	1	0	2	162	190.4
07:30	07:45	101	54	10	12	4	2	1	184	206.6
07:45	08:00	131	39	15	10	1	3	4	203	219.5
08:00	08:15	108	46	5	8	4	2	4	177	189.5
08:15	08:30	114	36	11	8	2	2	0	173	189.7
08:30	08:45	119	42	14	10	2	0	3	190	209.6
08:45	09:00	176	40	6	6	1	1	4	234	242
09:00	09:15	120	47	6	9	3	1	5	191	204.1
09:15	09:30	103	49	18	8	1	0	1	180	199.6
09:30	09:45	88	42	9	14	4	0	4	161	184.5
09:45	10:00	70	41	10	12	3	0	0	136	159.6

16:00	16:15	142	42	10	5	3	1	1	204	217.1
16:15	16:30	122	63	13	5	2	2	4	211	221.6
16:30	16:45	134	66	8	7	3	3	2	223	235.7
16:45	17:00	115	57	9	6	2	1	5	195	204.7
17:00	17:15	190	70	13	4	3	5	2	287	297.1
17:15	17:30	124	50	8	9	3	0	4	198	213.5
17:30	17:45	171	50	11	2	0	3	3	240	243.9
17:45	18:00	158	34	9	4	1	1	1	208	217.3
18:00	18:15	131	45	10	5	3	2	3	199	209.9
18:15	18:30	102	28	8	4	3	1	4	150	158.4
18:30	18:45	90	23	5	3	0	0	1	122	127.6
18:45	19:00	71	20	10	7	1	1	3	113	125.1
Total		2865	1041	242	179	52	34	66	4479	4811.5

		All movements (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	417	150	49	43	8	8	12	687	761
07:15	08:15	434	170	49	45	10	7	11	726	806
07:30	08:30	454	175	41	38	11	9	9	737	805.3
07:45	08:45	472	163	45	36	9	7	11	743	808.3
08:00	09:00	517	164	36	32	9	5	11	774	830.8
08:15	09:15	529	165	37	33	8	4	12	788	845.4
08:30	09:30	518	178	44	33	7	2	13	795	855.3
08:45	09:45	487	178	39	37	9	2	14	766	830.2
09:00	10:00	381	179	43	43	11	1	10	668	747.8
09:15	10:15	261	132	37	34	8	0	5	477	543.7
09:30	10:30	158	83	19	26	7	0	4	297	344.1
09:45	10:45	70	41	10	12	3	0	0	136	159.6
16:00	17:00	513	228	40	23	10	7	12	833	879.1
16:15	17:15	561	256	43	22	10	11	13	916	959.1
16:30	17:30	563	243	38	26	11	9	13	903	951
16:45	17:45	600	227	41	21	8	9	14	920	959.2
17:00	18:00	643	204	41	19	7	9	10	933	971.8
17:15	18:15	584	179	38	20	7	6	11	845	884.6
17:30	18:30	562	157	38	15	7	7	11	797	829.5
17:45	18:45	481	130	32	16	7	4	9	679	713.2
18:00	19:00	394	116	33	19	7	4	11	584	621
18:15	19:15	263	71	23	14	4	2	8	385	411.1
18:30	19:30	161	43	15	10	1	1	4	235	252.7
18:45	19:45	71	20	10	7	1	1	3	113	125.1
TOTAL		2865	1041	242	179	52	34	66	4479	4811.5

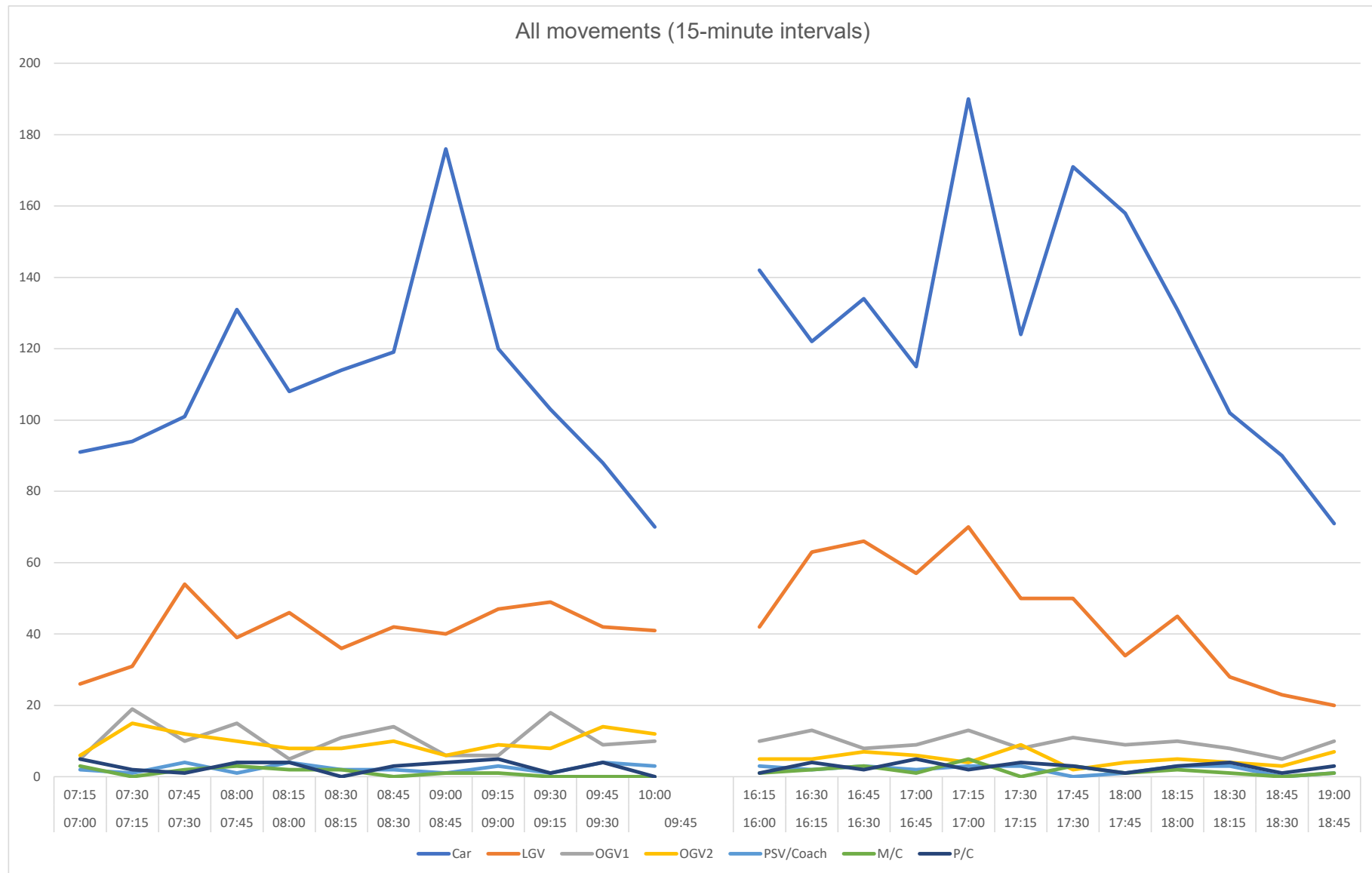


Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / Colndale Road / Hilton Way

Survey Date: 25/06/2024
Survey Day: Tuesday

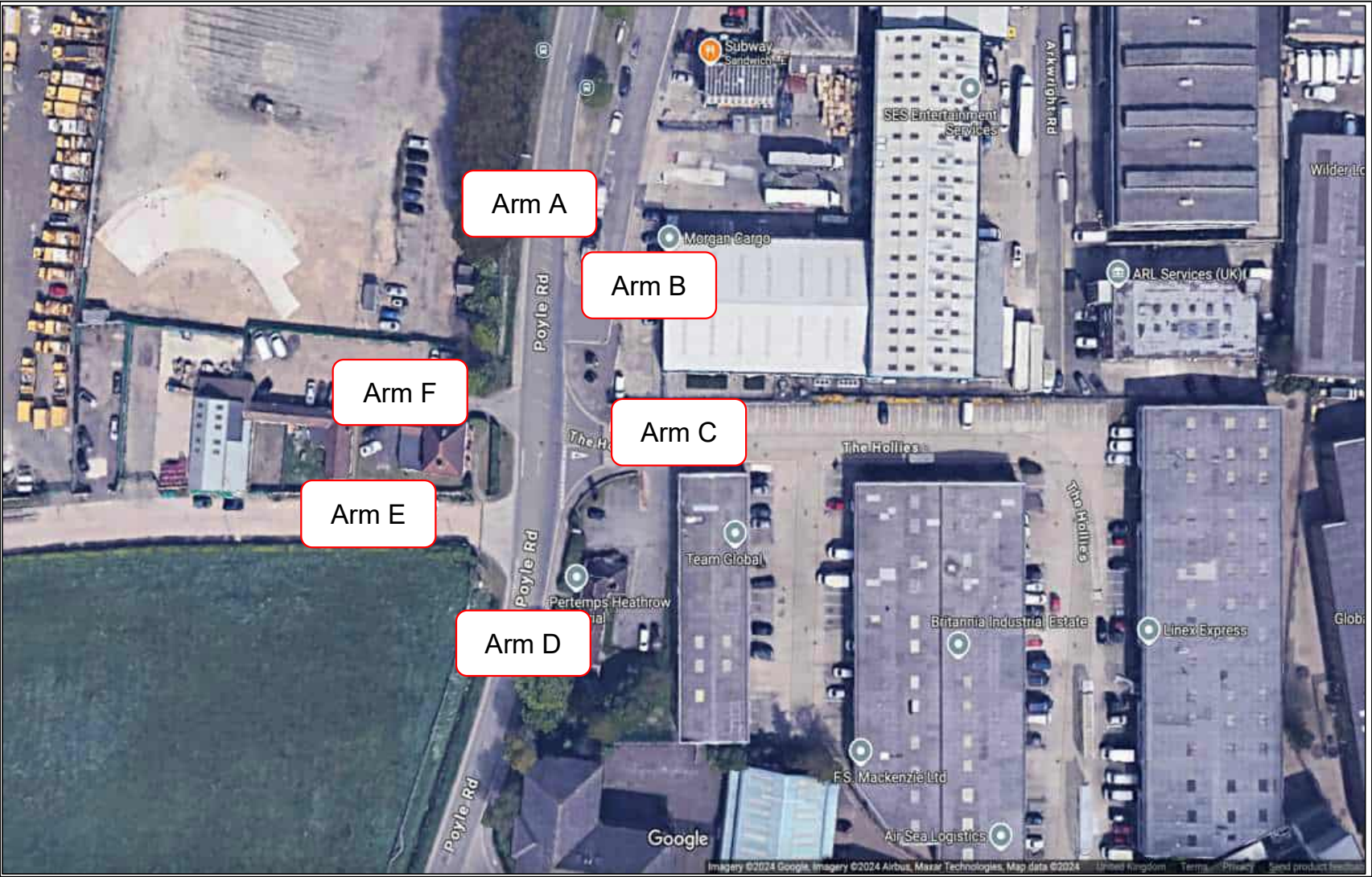
		Peak Hour (AM)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
08:30	08:45	119	42	14	10	2	0	3	190	209.6
08:45	09:00	176	40	6	6	1	1	4	234	242
09:00	09:15	120	47	6	9	3	1	5	191	204.1
09:15	09:30	103	49	18	8	1	0	1	180	199.6

		Peak Hour (PM)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
17:00	17:15	190	70	13	4	3	5	2	287	297.1
17:15	17:30	124	50	8	9	3	0	4	198	213.5
17:30	17:45	171	50	11	2	0	3	3	240	243.9
17:45	18:00	158	34	9	4	1	1	1	208	217.3



Car	1
LGV	1
OGV1	1.5
OGV2	2.3
PSV	2
M/C	0.4
P/C	0.2

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0261	Poyle	Poyle Road / The Hollies	51.475105, -0.517048	25/06/2024	Tuesday	0700-1000 & 1600-1900hrs	Sunny	Sunny





Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / The Hollies

A - B (15-minute intervals)										A - C (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	0	0	0	0	0	0	0	0	0	07:00 07:15	3	0	0	0	0	0	0	3	3
07:15 07:30	0	0	0	0	0	0	0	0	0	07:15 07:30	3	0	0	0	0	0	0	3	3
07:30 07:45	3	2	0	0	0	0	0	5	5	07:30 07:45	3	1	0	0	0	0	0	4	4
07:45 08:00	1	1	0	0	0	1	0	3	2.4	07:45 08:00	3	2	0	0	0	0	0	5	5
08:00 08:15	1	0	0	0	0	0	0	1	1	08:00 08:15	4	1	0	0	0	0	0	5	5
08:15 08:30	2	0	0	0	0	0	0	2	2	08:15 08:30	4	2	0	0	0	0	0	6	6
08:30 08:45	0	0	0	0	0	0	0	0	0	08:30 08:45	5	0	0	0	0	0	0	5	5
08:45 09:00	3	1	0	0	0	0	0	4	4	08:45 09:00	5	0	0	0	0	0	0	5	5
09:00 09:15	1	0	0	0	0	0	0	1	1	09:00 09:15	2	2	0	0	0	0	0	4	4
09:15 09:30	2	0	1	0	0	0	0	3	3.5	09:15 09:30	0	1	1	0	0	0	0	2	2.5
09:30 09:45	2	0	0	0	0	0	0	2	2	09:30 09:45	0	0	0	0	0	0	0	0	0
09:45 10:00	3	0	0	0	0	0	0	3	3	09:45 10:00	1	1	0	0	0	0	0	2	2
Total (AM & PM)										Total	40	26	1	0	0	0	0	67	67.5
Total										Total	40	26	1	0	0	0	0	67	67.5

A - B (rolling hour)										A - C (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	4	3	0	0	0	1	0	8	7.4	07:00 08:00	12	3	0	0	0	0	0	15	15
07:15 08:15	5	3	0	0	0	1	0	9	8.4	07:15 08:15	13	4	0	0	0	0	0	17	17
07:30 08:30	7	3	0	0	0	1	0	11	10.4	07:30 08:30	14	6	0	0	0	0	0	20	20
07:45 08:45	4	1	0	0	0	1	0	6	5.4	07:45 08:45	16	5	0	0	0	0	0	21	21
08:00 09:00	6	1	0	0	0	0	0	7	7	08:00 09:00	18	3	0	0	0	0	0	21	21
08:15 09:15	6	1	0	0	0	0	0	7	7	08:15 09:15	16	4	0	0	0	0	0	20	20
08:30 09:30	6	1	1	0	0	0	0	8	8.5	08:30 09:30	12	3	1	0	0	0	0	16	16.5
08:45 09:45	8	1	1	0	0	0	0	10	10.5	08:45 09:45	7	3	1	0	0	0	0	11	11.5
09:00 10:00	8	0	1	0	0	0	0	9	9.5	09:00 10:00	3	4	1	0	0	0	0	8	8.5
09:15 10:15	7	0	1	0	0	0	0	8	8.5	09:15 10:15	1	2	1	0	0	0	0	4	4.5
09:30 10:30	5	0	0	0	0	0	0	5	5	09:30 10:30	1	1	0	0	0	0	0	2	2
09:45 10:45	3	0	0	0	0	0	0	3	3	09:45 10:45	1	1	0	0	0	0	0	2	2
16:00 17:00	2	2	1	0	0	0	0	5	5.5	16:00 17:00	2	5	0	0	0	0	0	7	7
16:15 17:15	2	2	1	0	0	0	0	5	5.5	16:15 17:15	1	7	0	0	0	0	0	8	8
16:30 17:30	2	4	1	1	0	0	0	8	9.8	16:30 17:30	1	7	0	0	0	0	0	8	8
16:45 17:45	1	4	0	1	0	0	0	6	7.3	16:45 17:45	2	7	0	0	0	0	0	9	9
17:00 18:00	1	4	0	1	0	0	0	6	7.3	17:00 18:00	3	8	0	0	0	0	0	11	11
17:15 18:15	2	3	0	1	0	0	0	6	7.3	17:15 18:15	3	8	0	0	0	0	0	11	11
17:30 18:30	1	2	0	0	0	0	0	3	3	17:30 18:30	3	5	0	0	0	0	0	8	8
17:45 18:45	2	1	0	0	0	0	0	3	3	17:45 18:45	3	4	0	0	0	0	0	7	7
18:00 19:00	2	1	0	0	0	0	1	4	3.2	18:00 19:00	2	3	0	0	0	0	0	5	5
18:15 19:15	1	1	0	0	0	0	1	3	2.2	18:15 19:15	2	0	0	0	0	0	0	2	2
18:30 19:30	1	0	0	0	0	0	1	2	1.2	18:30 19:30	1	0	0	0	0	0	0	1	1
18:45 19:45	0	0	0	0	0	0	1	1	0.2	18:45 19:45	0	0	0	0	0	0	0	0	0
TOTAL	23	11	2	1	0	1	1	39	39.9	TOTAL	40	26	1	0	0	0	0	67	67.5

		A - D (15-minute intervals)											A - E (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	37	14	3	4	0	4	1	63	66.5	07:00	07:15	0	0	0	0	0	0	0	0	0
07:15	07:30	37	18	10	8	0	0	1	74	88.6	07:15	07:30	0	0	1	0	0	0	0	1	1.5
07:30	07:45	35	27	6	7	1	1	0	77	89.5	07:30	07:45	1	2	0	0	0	0	0	3	3
07:45	08:00	44	17	8	3	0	1	3	76	80.9	07:45	08:00	1	1	1	0	0	0	0	3	3.5
08:00	08:15	38	19	1	5	2	1	3	69	75	08:00	08:15	0	0	0	0	0	0	0	0	0
08:15	08:30	41	18	3	4	0	1	0	67	73.1	08:15	08:30	1	0	2	0	0	0	0	3	4
08:30	08:45	53	16	4	4	0	0	2	79	84.6	08:30	08:45	0	2	1	0	0	0	0	3	3.5
08:45	09:00	70	15	3	4	1	0	3	96	101.3	08:45	09:00	0	1	1	0	0	0	0	2	2.5
09:00	09:15	49	15	4	3	1	0	3	75	79.5	09:00	09:15	1	1	0	0	0	0	0	2	2
09:15	09:30	31	17	4	3	0	0	0	55	60.9	09:15	09:30	0	0	0	0	0	0	0	0	0
09:30	09:45	36	18	5	7	1	0	2	69	80	09:30	09:45	0	2	0	0	0	0	0	2	2
09:45	10:00	21	14	4	1	1	0	0	41	45.3	09:45	10:00	0	1	0	1	0	0	0	2	3.3
16:00	16:15	37	11	3	0	1	0	0	52	54.5	16:00	16:15	0	0	0	0	0	0	0	0	0
16:15	16:30	38	24	6	3	0	1	0	72	78.3	16:15	16:30	0	2	1	0	0	0	0	3	3.5
16:30	16:45	43	16	1	3	1	0	1	65	69.6	16:30	16:45	0	1	0	0	0	0	0	1	1
16:45	17:00	36	18	2	1	0	0	0	57	59.3	16:45	17:00	0	1	0	1	0	0	0	2	3.3
17:00	17:15	53	20	4	0	0	2	1	80	80	17:00	17:15	0	1	0	0	0	0	0	1	1
17:15	17:30	37	18	4	3	1	0	2	65	70.3	17:15	17:30	1	0	0	0	0	0	0	1	1
17:30	17:45	37	10	3	1	0	0	1	52	54	17:30	17:45	0	0	0	0	0	0	0	0	0
17:45	18:00	45	11	1	3	1	0	0	61	66.4	17:45	18:00	0	1	0	0	0	0	0	1	1
18:00	18:15	30	10	3	1	0	1	0	45	47.2	18:00	18:15	0	0	0	0	0	0	0	0	0
18:15	18:30	31	9	3	1	0	0	1	45	47	18:15	18:30	0	0	0	0	0	0	0	0	0
18:30	18:45	30	13	1	1	1	0	1	47	49	18:30	18:45	0	1	0	0	0	0	0	1	1
18:45	19:00	29	4	5	3	0	1	0	42	47.8	18:45	19:00	0	1	0	0	0	0	0	1	1
Total		938	372	91	73	12	13	25	1524	1648.6	Total		5	18	7	2	0	0	0	32	38.1
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	153	76	27	22	1	6	5	290	325.5	07:00	08:00	2	3	2	0	0	0	0	7	8
07:15	08:15	154	81	25	23	3	3	7	296	334	07:15	08:15	2	3	2	0	0	0	0	7	8
07:30	08:30	158	81	18	19	3	4	6	289	318.5	07:30	08:30	3	3	3	0	0	0	0	9	10.5
07:45	08:45	176	70	16	16	2	3	8	291	313.6	07:45	08:45	2	3	4	0	0	0	0	9	11
08:00	09:00	202	68	11	17	3	2	8	311	334	08:00	09:00	1	3	4	0	0	0	0	8	10
08:15	09:15	213	64	14	15	2	1	8	317	338.5	08:15	09:15	2	4	4	0	0	0	0	10	12
08:30	09:30	203	63	15	14	2	0	8	305	326.3	08:30	09:30	1	4	2	0	0	0	0	7	8
08:45	09:45	186	65	16	17	3	0	8	295	321.7	08:45	09:45	1	4	1	0	0	0	0	6	6.5
09:00	10:00	137	64	17	14	3	0	5	240	265.7	09:00	10:00	1	4	0	1	0	0	0	6	7.3
09:15	10:15	88	49	13	11	2	0	2	165	186.2	09:15	10:15	0	3	0	1	0	0	0	4	5.3
09:30	10:30	57	32	9	8	2	0	2	110	125.3	09:30	10:30	0	3	0	1	0	0	0	4	5.3
09:45	10:45	21	14	4	1	1	0	0	41	45.3	09:45	10:45	0	1	0	1	0	0	0	2	3.3
16:00	17:00	154	69	12	7	2	1	1	246	261.7	16:00	17:00	0	4	1	1	0	0	0	6	7.8
16:15	17:15	170	78	13	7	1	3	2	274	287.2	16:15	17:15	0	5	1	1	0	0	0	7	8.8
16:30	17:30	169	72	11	7	2	2	4	267	279.2	16:30	17:30	1	3	0	1	0	0	0	5	6.3
16:45	17:45	163	66	13	5	1	2	4	254	263.6	16:45	17:45	1	2	0	1	0	0	0	4	5.3
17:00	18:00	172	59	12	7	2	2	4	258	270.7	17:00	18:00	1	2	0	0	0	0	0	3	3
17:15	18:15	149	49	11	8	2	1	3	223	237.9	17:15	18:15	1	1	0	0	0	0	0	2	2
17:30	18:30	143	40	10	6	1	1	2	203	214.6	17:30	18:30	0	1	0	0	0	0	0	1	1
17:45	18:45	136	43	8	6	2	1	2	198	209.6	17:45	18:45	0	2	0	0	0	0	0	2	2
18:00	19:00	120	36	12	6	1	2	2	179	191	18:00	19:00	0	2	0	0	0	0	0	2	2
18:15	19:15	90	26	9	5	1	1	2	134	143.8	18:15	19:15	0	2	0	0	0	0	0	2	2
18:30	19:30	59	17	6	4	1	1	1	89	96.8	18:30	19:30	0	2	0	0	0	0	0	2	2
18:45	19:45	29	4	5	3	0	1	0	42	47.8	18:45	19:45	0	1	0	0	0	0	0	1	1
TOTAL		938	372	91	73	12	13	25	1524	1648.6	TOTAL		5	18	7	2	0	0	0	32	38.1

Survey Date: 25/06/2024
Survey Day: Tuesday

A - F (15-minute intervals)										
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	1	0	0	0	0	0	0	1	1
07:15	07:30	4	0	0	0	0	0	0	4	4
07:30	07:45	1	0	0	0	0	0	0	1	1
07:45	08:00	2	0	0	0	0	0	0	2	2
08:00	08:15	0	0	0	0	0	0	0	0	0
08:15	08:30	0	0	0	0	0	0	0	0	0
08:30	08:45	1	0	0	0	0	0	0	1	1
08:45	09:00	0	0	0	0	0	0	0	0	0
09:00	09:15	1	0	0	0	0	0	0	1	1
09:15	09:30	1	0	0	0	0	0	0	1	1
09:30	09:45	0	0	0	0	0	0	0	0	0
09:45	10:00	0	0	0	0	0	0	0	0	0

16:00	16:15	3	0	0	0	0	0	0	3	3
16:15	16:30	3	0	0	0	0	0	0	3	3
16:30	16:45	0	1	0	0	0	0	0	1	1
16:45	17:00	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0
17:30	17:45	1	0	0	0	0	0	0	1	1
17:45	18:00	0	1	0	0	0	0	0	1	1
18:00	18:15	2	0	0	0	0	0	0	2	2
18:15	18:30	1	0	0	0	0	0	0	1	1
18:30	18:45	0	0	0	0	0	0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0	0
Total		21	2	0	0	0	0	0	23	23

A - F (rolling hour)										
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	8	0	0	0	0	0	0	8	8
07:15	08:15	7	0	0	0	0	0	0	7	7
07:30	08:30	3	0	0	0	0	0	0	3	3
07:45	08:45	3	0	0	0	0	0	0	3	3
08:00	09:00	1	0	0	0	0	0	0	1	1
08:15	09:15	2	0	0	0	0	0	0	2	2
08:30	09:30	3	0	0	0	0	0	0	3	3
08:45	09:45	2	0	0	0	0	0	0	2	2
09:00	10:00	2	0	0	0	0	0	0	2	2
09:15	10:15	1	0	0	0	0	0	0	1	1
09:30	10:30	0	0	0	0	0	0	0	0	0
09:45	10:45	0	0	0	0	0	0	0	0	0
16:00	17:00	6	1	0	0	0	0	0	7	7
16:15	17:15	3	1	0	0	0	0	0	4	4
16:30	17:30	0	1	0	0	0	0	0	1	1
16:45	17:45	1	0	0	0	0	0	0	1	1
17:00	18:00	1	1	0	0	0	0	0	2	2
17:15	18:15	3	1	0	0	0	0	0	4	4
17:30	18:30	4	1	0	0	0	0	0	5	5
17:45	18:45	3	1	0	0	0	0	0	4	4
18:00	19:00	3	0	0	0	0	0	0	3	3
18:15	19:15	1	0	0	0	0	0	0	1	1
18:30	19:30	0	0	0	0	0	0	0	0	0
18:45	19:45	0	0	0	0	0	0	0	0	0
TOTAL		21	2	0	0	0	0	0	23	23



Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / The Hollies

		B - A (15-minute intervals)											B - C (15-minute intervals)									
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	
07:00	07:15	1	0	0	0	0	0	0	1	1	07:00	07:15	0	0	0	0	0	0	0	0	0	
07:15	07:30	1	2	0	0	0	0	0	3	3	07:15	07:30	0	0	0	0	0	0	0	0	0	
07:30	07:45	0	0	0	0	0	0	0	0	0	07:30	07:45	0	0	0	0	0	0	0	0	0	
07:45	08:00	2	0	0	0	0	0	0	2	2	07:45	08:00	0	0	0	0	0	0	0	0	0	
08:00	08:15	2	0	0	0	0	0	0	2	2	08:00	08:15	0	0	0	0	0	0	0	0	0	
08:15	08:30	3	0	0	0	0	0	0	3	3	08:15	08:30	0	0	0	0	0	0	0	0	0	
08:30	08:45	1	0	1	0	0	0	0	2	2.5	08:30	08:45	0	0	0	0	0	0	0	0	0	
08:45	09:00	3	1	0	0	0	0	0	4	4	08:45	09:00	0	0	0	0	0	0	0	0	0	
09:00	09:15	2	2	0	0	0	0	0	4	4	09:00	09:15	0	0	0	0	0	0	0	0	0	
09:15	09:30	2	0	1	0	0	0	0	3	3.5	09:15	09:30	0	0	0	0	0	0	0	0	0	
09:30	09:45	0	1	0	0	0	0	0	1	1	09:30	09:45	0	0	0	0	0	0	0	0	0	
09:45	10:00	1	0	0	0	0	0	0	1	1	09:45	10:00	0	0	0	0	0	0	0	0	0	
16:00	16:15	1	0	0	0	0	0	0	1	1	16:00	16:15	0	0	0	0	0	0	0	0	0	
16:15	16:30	0	0	0	0	0	0	0	0	0	16:15	16:30	0	0	0	0	0	0	0	0	0	
16:30	16:45	1	1	0	0	0	1	0	3	2.4	16:30	16:45	0	0	0	0	0	0	0	0	0	
16:45	17:00	4	2	0	1	0	0	0	7	8.3	16:45	17:00	0	0	0	0	0	0	0	0	0	
17:00	17:15	0	1	0	0	0	0	0	1	1	17:00	17:15	0	0	0	0	0	0	0	0	0	
17:15	17:30	1	0	0	1	0	0	0	2	3.3	17:15	17:30	0	0	0	0	0	0	0	0	0	
17:30	17:45	1	2	0	0	0	0	0	3	3	17:30	17:45	0	0	0	0	0	0	0	0	0	
17:45	18:00	0	0	0	0	0	0	0	0	0	17:45	18:00	0	0	0	0	0	0	0	0	0	
18:00	18:15	3	0	0	0	0	0	0	3	3	18:00	18:15	0	0	0	0	0	0	0	0	0	
18:15	18:30	3	1	0	0	0	0	0	4	4	18:15	18:30	0	0	0	0	0	0	0	0	0	
18:30	18:45	1	0	0	0	0	0	0	1	1	18:30	18:45	0	0	0	0	0	0	0	0	0	
18:45	19:00	0	0	0	0	0	0	0	0	0	18:45	19:00	0	0	0	0	0	0	0	0	0	
Total		33	13	2	2	0	1	0	51	54	Total		0	0	0	0	0	0	0	0	0	
		B - A (rolling hour)											B - C (rolling hour)									
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	
07:00	08:00	4	2	0	0	0	0	0	6	6	07:00	08:00	0	0	0	0	0	0	0	0	0	
07:15	08:15	5	2	0	0	0	0	0	7	7	07:15	08:15	0	0	0	0	0	0	0	0	0	
07:30	08:30	7	0	0	0	0	0	0	7	7	07:30	08:30	0	0	0	0	0	0	0	0	0	
07:45	08:45	8	0	0	1	0	0	0	9	9.5	07:45	08:45	0	0	0	0	0	0	0	0	0	
08:00	09:00	9	1	1	0	0	0	0	11	11.5	08:00	09:00	0	0	0	0	0	0	0	0	0	
08:15	09:15	9	3	1	0	0	0	0	13	13.5	08:15	09:15	0	0	0	0	0	0	0	0	0	
08:30	09:30	8	3	2	0	0	0	0	13	14	08:30	09:30	0	0	0	0	0	0	0	0	0	
08:45	09:45	7	4	1	0	0	0	0	12	12.5	08:45	09:45	0	0	0	0	0	0	0	0	0	
09:00	10:00	5	3	1	0	0	0	0	9	9.5	09:00	10:00	0	0	0	0	0	0	0	0	0	
09:15	10:15	3	1	1	0	0	0	0	5	5.5	09:15	10:15	0	0	0	0	0	0	0	0	0	
09:30	10:30	1	1	0	0	0	0	0	2	2	09:30	10:30	0	0	0	0	0	0	0	0	0	
09:45	10:45	1	0	0	0	0	0	0	1	1	09:45	10:45	0	0	0	0	0	0	0	0	0	
16:00	17:00	6	3	0	1	0	1	0	11	11.7	16:00	17:00	0	0	0	0	0	0	0	0	0	
16:15	17:15	5	4	0	1	0	1	0	11	11.7	16:15	17:15	0	0	0	0	0	0	0	0	0	
16:30	17:30	6	4	0	2	0	1	0	13	15	16:30	17:30	0	0	0	0	0	0	0	0	0	
16:45	17:45	6	5	0	2	0	0	0	13	15.6	16:45	17:45	0	0	0	0	0	0	0	0	0	
17:00	18:00	2	3	0	1	0	0	0	6	7.3	17:00	18:00	0	0	0	0	0	0	0	0	0	
17:15	18:15	5	2	0	1	0	0	0	8	9.3	17:15	18:15	0	0	0	0	0	0	0	0	0	
17:30	18:30	7	3	0	0	0	0	0	10	10	17:30	18:30	0	0	0	0	0	0	0	0	0	
17:45	18:45	7	1	0	0	0	0	0	8	8	17:45	18:45	0	0	0	0	0	0	0	0	0	
18:00	19:00	7	1	0	0	0	0	0	8	8	18:00	19:00	0	0	0	0	0	0	0	0	0	
18:15	19:15	4	1	0	0	0	0	0	5	5	18:15	19:15	0	0	0	0	0	0	0	0	0	
18:30	19:30	1	0	0	0	0	0	0	1	1	18:30	19:30	0	0	0	0	0	0	0	0	0	
18:45	19:45	0	0	0	0	0	0	0	0	0	18:45	19:45	0	0	0	0	0	0	0	0	0	
TOTAL		33	13	2	2	0	1	0	51	54	TOTAL		0	0	0	0	0	0	0	0	0	

SBC PLANNING
RECEIVED : 17.12.2024

		B - D (15-minute intervals)											B - E (15-minute intervals)										
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU		
07:00	07:15	2	1	0	0	0	0	0	3	3	07:00	07:15	0	0	0	0	0	0	0	0	0		
07:15	07:30	2	1	0	0	0	0	0	3	3	07:15	07:30	0	0	0	0	0	0	0	0	0		
07:30	07:45	1	1	0	1	0	0	0	3	4.3	07:30	07:45	0	0	0	0	0	0	0	0	0		
07:45	08:00	0	3	0	0	0	1	0	4	3.4	07:45	08:00	0	0	0	0	0	0	0	0	0		
08:00	08:15	0	0	0	0	0	0	0	0	0	08:00	08:15	0	0	0	0	0	0	0	0	0		
08:15	08:30	2	0	0	0	0	0	0	2	2	08:15	08:30	0	0	0	0	0	0	0	0	0		
08:30	08:45	1	0	0	0	0	0	0	1	1	08:30	08:45	0	0	0	0	0	0	0	0	0		
08:45	09:00	1	0	0	0	0	0	0	1	1	08:45	09:00	0	0	0	0	0	0	0	0	0		
09:00	09:15	0	0	0	1	0	0	0	1	2.3	09:00	09:15	0	0	0	0	0	0	0	0	0		
09:15	09:30	1	1	0	2	0	0	0	4	6.6	09:15	09:30	0	0	0	0	0	0	0	0	0		
09:30	09:45	0	0	1	0	0	0	0	1	1.5	09:30	09:45	0	0	0	0	0	0	0	0	0		
09:45	10:00	3	2	0	0	0	0	0	5	5	09:45	10:00	0	0	0	0	0	0	0	0	0		
16:00	16:15	2	0	0	0	0	0	0	2	2	16:00	16:15	0	0	0	0	0	0	0	0	0		
16:15	16:30	3	0	0	0	0	0	0	3	3	16:15	16:30	0	0	0	0	0	0	0	0	0		
16:30	16:45	1	1	0	0	0	0	0	2	2	16:30	16:45	0	1	0	0	0	0	0	1	1		
16:45	17:00	2	4	0	0	0	0	0	6	6	16:45	17:00	0	0	0	0	0	0	0	0	0		
17:00	17:15	1	0	0	1	0	0	0	2	3.3	17:00	17:15	0	0	0	0	0	0	0	0	0		
17:15	17:30	1	2	0	0	0	0	0	3	3	17:15	17:30	0	0	0	0	0	0	0	0	0		
17:30	17:45	2	2	1	0	0	0	0	5	5.5	17:30	17:45	0	0	0	0	0	0	0	0	0		
17:45	18:00	2	3	0	0	0	0	0	5	5	17:45	18:00	0	0	0	0	0	0	0	0	0		
18:00	18:15	2	3	0	1	0	0	0	6	7.3	18:00	18:15	0	0	0	0	0	0	0	0	0		
18:15	18:30	1	3	0	0	0	0	0	4	4	18:15	18:30	0	0	0	0	0	0	0	0	0		
18:30	18:45	0	1	0	1	0	0	0	2	3.3	18:30	18:45	0	0	0	0	0	0	0	0	0		
18:45	19:00	0	1	0	0	0	0	0	1	1	18:45	19:00	0	0	0	0	0	0	0	0	0		
Total		30	29	2	7	0	1	0	69	78.5	Total		0	1	0	0	0	0	0	1	1		
Time Interval		B - D (rolling hour)									Time Interval		B - E (rolling hour)										
07:00	08:00	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	07:00	08:00	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU		
07:15	08:15	3	5	0	1	0	1	0	10	10.7	07:15	08:15	0	0	0	0	0	0	0	0	0		
07:30	08:30	3	4	0	1	0	1	0	9	9.7	07:30	08:30	0	0	0	0	0	0	0	0	0		
07:45	08:45	3	3	0	0	0	1	0	7	6.4	07:45	08:45	0	0	0	0	0	0	0	0	0		
08:00	09:00	4	0	0	0	0	0	0	4	4	08:00	09:00	0	0	0	0	0	0	0	0	0		
08:15	09:15	4	0	0	1	0	0	0	5	6.3	08:15	09:15	0	0	0	0	0	0	0	0	0		
08:30	09:30	3	1	0	3	0	0	0	7	10.9	08:30	09:30	0	0	0	0	0	0	0	0	0		
08:45	09:45	2	1	1	3	0	0	0	7	11.4	08:45	09:45	0	0	0	0	0	0	0	0	0		
09:00	10:00	4	3	1	3	0	0	0	11	15.4	09:00	10:00	0	0	0	0	0	0	0	0	0		
09:15	10:15	4	3	1	2	0	0	0	10	13.1	09:15	10:15	0	0	0	0	0	0	0	0	0		
09:30	10:30	3	2	1	0	0	0	0	6	6.5	09:30	10:30	0	0	0	0	0	0	0	0	0		
09:45	10:45	3	2	0	0	0	0	0	5	5	09:45	10:45	0	0	0	0	0	0	0	0	0		
16:00	17:00	8	5	0	0	0	0	0	13	13	16:00	17:00	0	1	0	0	0	0	0	1	1		
16:15	17:15	7	5	0	1	0	0	0	13	14.3	16:15	17:15	0	1	0	0	0	0	0	1	1		
16:30	17:30	5	7	0	1	0	0	0	13	14.3	16:30	17:30	0	1	0	0	0	0	0	1	1		
16:45	17:45	6	8	1	1	0	0	0	16	17.8	16:45	17:45	0	0	0	0	0	0	0	0	0		
17:00	18:00	6	7	1	1	0	0	0	15	16.8	17:00	18:00	0	0	0	0	0	0	0	0	0		
17:15	18:15	7	10	1	1	0	0	0	19	20.8	17:15	18:15	0	0	0	0	0	0	0	0	0		
17:30	18:30	7	11	1	1	0	0	0	20	21.8	17:30	18:30	0	0	0	0	0	0	0	0	0		
17:45	18:45	5	10	0	2	0	0	0	17	19.6	17:45	18:45	0	0	0	0	0	0	0	0	0		
18:00	19:00	3	8	0	2	0	0	0	13	15.6	18:00	19:00	0	0	0	0	0	0	0	0	0		
18:15	19:15	1	5	0	1	0	0	0	7	8.3	18:15	19:15	0	0	0	0	0	0	0	0	0		
18:30	19:30	0	2	0	1	0	0	0	3	4.3	18:30	19:30	0	0	0	0	0	0	0	0	0		
18:45	19:45	0	1	0	0	0	0	0	1	1	18:45	19:45	0	0	0	0	0	0	0	0	0		
TOTAL		30	29	2	7	0	1	0	69	78.5	TOTAL		0	1	0	0	0	0	0	1	1		



Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / The Hollies

		C - A (15-minute intervals)										C - B (15-minute intervals)									
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	1	1	0	0	0	0	0	2	2	07:00	07:15	0	0	0	0	0	0	0	0	0
07:15	07:30	0	0	0	0	0	0	0	0	0	07:15	07:30	0	0	0	0	0	0	0	0	0
07:30	07:45	0	0	0	0	0	0	0	0	0	07:30	07:45	0	0	0	0	0	0	0	0	0
07:45	08:00	1	0	0	0	0	0	0	1	1	07:45	08:00	0	0	0	0	0	0	0	0	0
08:00	08:15	1	1	0	0	0	0	0	2	2	08:00	08:15	0	0	0	0	0	0	0	0	0
08:15	08:30	0	0	0	0	0	0	0	0	0	08:15	08:30	0	0	0	0	0	0	0	0	0
08:30	08:45	2	1	0	0	0	0	0	3	3	08:30	08:45	1	0	0	0	0	0	0	1	1
08:45	09:00	0	2	0	0	0	0	0	2	2	08:45	09:00	0	0	0	0	0	0	0	0	0
09:00	09:15	1	1	0	0	0	0	0	2	2	09:00	09:15	0	0	0	0	0	0	0	0	0
09:15	09:30	2	1	1	0	0	0	0	4	4.5	09:15	09:30	0	0	0	0	0	0	0	0	0
09:30	09:45	1	3	0	0	0	0	0	4	4	09:30	09:45	0	0	0	0	0	0	0	0	0
09:45	10:00	0	1	0	0	0	0	0	1	1	09:45	10:00	0	1	0	0	0	0	0	1	1
16:00	16:15	4	1	0	0	0	0	0	5	5	16:00	16:15	0	0	0	0	0	0	0	0	0
16:15	16:30	5	1	0	0	0	0	0	6	6	16:15	16:30	0	0	0	0	0	0	0	0	0
16:30	16:45	4	4	0	0	0	0	0	8	8	16:30	16:45	0	0	0	0	0	0	0	0	0
16:45	17:00	4	0	0	0	0	0	3	7	4.6	16:45	17:00	0	0	0	0	0	0	0	0	0
17:00	17:15	6	5	0	0	0	0	0	11	11	17:00	17:15	0	0	0	0	0	0	0	0	0
17:15	17:30	3	0	0	0	0	0	0	3	3	17:15	17:30	0	1	1	0	0	0	2	2.5	
17:30	17:45	5	3	0	0	0	0	0	8	8	17:30	17:45	0	0	0	0	0	0	0	0	0
17:45	18:00	3	1	0	0	0	0	0	4	4	17:45	18:00	0	0	0	0	0	0	0	0	0
18:00	18:15	4	1	0	0	0	0	0	5	5	18:00	18:15	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0	18:15	18:30	0	0	0	0	0	0	0	0	0
18:30	18:45	0	1	0	0	0	0	0	1	1	18:30	18:45	0	0	0	0	0	0	0	0	0
18:45	19:00	1	0	1	0	0	0	0	2	2.5	18:45	19:00	0	0	0	0	0	0	0	0	0
Total		48	28	2	0	0	0	3	81	79.6	Total		1	2	1	0	0	0	0	4	4.5
		C - A (rolling hour)										C - B (rolling hour)									
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	2	1	0	0	0	0	0	3	3	07:00	08:00	0	0	0	0	0	0	0	0	0
07:15	08:15	2	1	0	0	0	0	0	3	3	07:15	08:15	0	0	0	0	0	0	0	0	0
07:30	08:30	2	1	0	0	0	0	0	3	3	07:30	08:30	0	0	0	0	0	0	0	0	0
07:45	08:45	4	2	0	0	0	0	0	6	6	07:45	08:45	1	0	0	0	0	0	0	1	1
08:00	09:00	3	4	0	0	0	0	0	7	7	08:00	09:00	1	0	0	0	0	0	0	1	1
08:15	09:15	3	4	0	0	0	0	0	7	7	08:15	09:15	1	0	0	0	0	0	0	1	1
08:30	09:30	5	5	1	0	0	0	0	11	11.5	08:30	09:30	1	0	0	0	0	0	0	1	1
08:45	09:45	4	7	1	0	0	0	0	12	12.5	08:45	09:45	0	0	0	0	0	0	0	0	0
09:00	10:00	4	6	1	0	0	0	0	11	11.5	09:00	10:00	0	1	0	0	0	0	0	1	1
09:15	10:15	3	5	1	0	0	0	0	9	9.5	09:15	10:15	0	1	0	0	0	0	0	1	1
09:30	10:30	1	4	0	0	0	0	0	5	5	09:30	10:30	0	1	0	0	0	0	0	1	1
09:45	10:45	0	1	0	0	0	0	0	1	1	09:45	10:45	0	1	0	0	0	0	0	1	1
16:00	17:00	17	6	0	0	0	0	3	26	23.6	16:00	17:00	0	0	0	0	0	0	0	0	0
16:15	17:15	19	10	0	0	0	0	3	32	29.6	16:15	17:15	0	0	0	0	0	0	0	0	0
16:30	17:30	17	9	0	0	0	0	3	29	26.6	16:30	17:30	0	1	1	0	0	0	0	2	2.5
16:45	17:45	18	8	0	0	0	0	3	29	26.6	16:45	17:45	0	1	1	0	0	0	0	2	2.5
17:00	18:00	17	9	0	0	0	0	0	26	26	17:00	18:00	0	1	1	0	0	0	0	2	2.5
17:15	18:15	15	5	0	0	0	0	0	20	20	17:15	18:15	0	1	1	0	0	0	0	2	2.5
17:30	18:30	12	5	0	0	0	0	0	17	17	17:30	18:30	0	0	0	0	0	0	0	0	0
17:45	18:45	7	3	0	0	0	0	0	10	10	17:45	18:45	0	0	0	0	0	0	0	0	0
18:00	19:00	5	2	1	0	0	0	0	8	8.5	18:00	19:00	0	0	0	0	0	0	0	0	0
18:15	19:15	1	1	1	0	0	0	0	3	3.5	18:15	19:15	0	0	0	0	0	0	0	0	0
18:30	19:30	1	1	1	0	0	0	0	3	3.5	18:30	19:30	0	0	0	0	0	0	0	0	0
18:45	19:45	1	0	1	0	0	0	0	2	2.5	18:45	19:45	0	0	0	0	0	0	0	0	0
TOTAL		48	28	2	0	0	0	3	81	79.6	TOTAL		1	2	1	0	0	0	0	4	4.5

SBC PLANNING
RECEIVED : 17.12.2024

		C - D (15-minute intervals)									C - E (15-minute intervals)										
Time Interval		Car	LGV	OGV1	OGV2	PSW/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSW/Coach	M/C	P/C	Total	PCU
07:00	07:15	0	2	0	0	0	0	0	2	2	07:00	07:15	0	0	0	0	0	0	0	0	0
07:15	07:30	0	2	0	0	0	0	0	2	2	07:15	07:30	0	0	0	0	0	0	0	0	0
07:30	07:45	0	1	0	0	0	0	0	1	1	07:30	07:45	0	0	0	0	0	0	0	0	0
07:45	08:00	0	1	0	0	0	0	0	1	1	07:45	08:00	0	0	0	0	0	0	0	0	0
08:00	08:15	1	2	0	0	0	0	0	3	3	08:00	08:15	0	0	0	0	0	0	0	0	0
08:15	08:30	2	1	0	1	0	0	0	4	5.3	08:15	08:30	0	0	0	0	0	0	0	0	0
08:30	08:45	0	1	0	0	0	0	0	1	1	08:30	08:45	0	0	0	0	0	0	0	0	0
08:45	09:00	0	1	1	0	0	0	0	2	2.5	08:45	09:00	0	0	0	0	0	0	0	0	0
09:00	09:15	0	2	0	0	0	0	0	2	2	09:00	09:15	0	0	0	0	0	0	0	0	0
09:15	09:30	0	1	0	0	0	0	0	1	1	09:15	09:30	0	0	0	0	0	0	0	0	0
09:30	09:45	0	5	0	0	0	0	0	5	5	09:30	09:45	0	0	0	0	0	0	0	0	0
09:45	10:00	1	1	0	1	0	1	0	4	4.7	09:45	10:00	0	1	0	0	0	0	0	1	1
16:00	16:15	6	2	0	0	0	0	0	8	8	16:00	16:15	0	0	0	0	0	0	0	0	0
16:15	16:30	3	5	0	0	0	0	0	8	8	16:15	16:30	0	0	0	0	0	0	0	0	0
16:30	16:45	7	5	0	0	0	0	0	12	12	16:30	16:45	0	0	0	0	0	0	0	0	0
16:45	17:00	3	6	0	0	0	0	0	9	9	16:45	17:00	1	0	0	0	0	0	0	1	1
17:00	17:15	12	2	0	0	0	0	0	14	14	17:00	17:15	0	0	0	0	0	0	0	0	0
17:15	17:30	4	3	1	0	0	0	0	8	8.5	17:15	17:30	0	1	0	0	0	0	0	1	1
17:30	17:45	6	2	0	0	0	0	0	8	8	17:30	17:45	0	0	0	0	0	0	0	0	0
17:45	18:00	6	6	0	0	0	0	0	12	12	17:45	18:00	0	0	0	0	0	0	0	0	0
18:00	18:15	4	4	0	0	0	0	0	8	8	18:00	18:15	0	0	0	0	0	0	0	0	0
18:15	18:30	0	2	0	0	0	0	0	2	2	18:15	18:30	0	0	0	0	0	0	0	0	0
18:30	18:45	3	4	0	0	0	0	0	7	7	18:30	18:45	0	0	0	0	0	0	0	0	0
18:45	19:00	2	6	0	0	0	0	0	8	8	18:45	19:00	0	1	0	0	0	0	0	1	1
Total		60	67	2	2	0	1	0	132	135	Total		1	3	0	0	0	0	0	4	4
Time Interval		C - D (rolling hour)									Time Interval		C - E (rolling hour)								
		Car	LGV	OGV1	OGV2	PSW/Coach	M/C	P/C	Total	PCU			Car	LGV	OGV1	OGV2	PSW/Coach	M/C	P/C	Total	PCU
07:00	08:00	0	6	0	0	0	0	0	6	6	07:00	08:00	0	0	0	0	0	0	0	0	0
07:15	08:15	1	6	0	0	0	0	0	7	7	07:15	08:15	0	0	0	0	0	0	0	0	0
07:30	08:30	3	5	0	1	0	0	0	9	10.3	07:30	08:30	0	0	0	0	0	0	0	0	0
07:45	08:45	3	5	0	1	0	0	0	9	10.3	07:45	08:45	0	0	0	0	0	0	0	0	0
08:00	09:00	3	5	1	1	0	0	0	10	11.8	08:00	09:00	0	0	0	0	0	0	0	0	0
08:15	09:15	2	5	1	1	0	0	0	9	10.8	08:15	09:15	0	0	0	0	0	0	0	0	0
08:30	09:30	0	5	1	0	0	0	0	6	6.5	08:30	09:30	0	0	0	0	0	0	0	0	0
08:45	09:45	0	9	1	0	0	0	0	10	10.5	08:45	09:45	0	0	0	0	0	0	0	0	0
09:00	10:00	1	9	0	1	0	1	0	12	12.7	09:00	10:00	0	1	0	0	0	0	0	1	1
09:15	10:15	1	7	0	1	0	1	0	10	10.7	09:15	10:15	0	1	0	0	0	0	0	1	1
09:30	10:30	1	6	0	1	0	1	0	9	9.7	09:30	10:30	0	1	0	0	0	0	0	1	1
09:45	10:45	1	1	0	1	0	1	0	4	4.7	09:45	10:45	0	1	0	0	0	0	0	1	1
16:00	17:00	19	18	0	0	0	0	0	37	37	16:00	17:00	1	0	0	0	0	0	0	1	1
16:15	17:15	25	18	0	0	0	0	0	43	43	16:15	17:15	1	0	0	0	0	0	0	1	1
16:30	17:30	26	16	1	0	0	0	0	43	43.5	16:30	17:30	1	1	0	0	0	0	0	2	2
16:45	17:45	25	13	1	0	0	0	0	39	39.5	16:45	17:45	1	1	0	0	0	0	0	2	2
17:00	18:00	28	13	1	0	0	0	0	42	42.5	17:00	18:00	0	1	0	0	0	0	0	1	1
17:15	18:15	20	15	1	0	0	0	0	36	36.5	17:15	18:15	0	1	0	0	0	0	0	1	1
17:30	18:30	16	14	0	0	0	0	0	30	30	17:30	18:30	0	0	0	0	0	0	0	0	0
17:45	18:45	13	16	0	0	0	0	0	29	29	17:45	18:45	0	0	0	0	0	0	0	0	0
18:00	19:00	9	16	0	0	0	0	0	25	25	18:00	19:00	0	1	0	0	0	0	0	1	1
18:15	19:15	5	12	0	0	0	0	0	17	17	18:15	19:15	0	1	0	0	0	0	0	1	1
18:30	19:30	5	10	0	0	0	0	0	15	15	18:30	19:30	0	1	0	0	0	0	0	1	1
18:45	19:45	2	6	0	0	0	0	0	8	8	18:45	19:45	0	1	0	0	0	0	0	1	1
TOTAL		60	67	2	2	0	1	0	132	135	TOTAL		1	3	0	0	0	0	0	4	4



Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / The Hollies

		D - A (15-minute intervals)										D - B (15-minute intervals)									
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	41	6	0	2	1	0	2	52	54	07:00	07:15	0	0	0	0	0	0	0	0	0
07:15	07:30	33	13	6	7	0	0	0	59	71.1	07:15	07:30	2	1	0	0	0	0	0	3	3
07:30	07:45	41	14	2	3	0	1	2	63	65.7	07:30	07:45	1	0	0	1	0	0	0	2	3.3
07:45	08:00	63	16	1	5	1	1	0	87	94.4	07:45	08:00	3	2	0	0	0	0	0	5	5
08:00	08:15	45	20	3	2	0	1	1	72	74.7	08:00	08:15	2	0	0	0	0	0	0	2	2
08:15	08:30	46	13	2	3	2	1	0	67	73.3	08:15	08:30	2	0	1	1	0	0	0	4	5.8
08:30	08:45	46	15	4	5	0	0	1	71	78.7	08:30	08:45	2	0	0	1	0	0	0	3	4.3
08:45	09:00	69	16	0	2	0	0	1	88	89.8	08:45	09:00	2	1	0	0	0	0	1	4	3.2
09:00	09:15	50	14	1	2	0	0	0	67	70.1	09:00	09:15	1	2	0	0	0	0	0	3	3
09:15	09:30	44	27	8	5	0	0	0	84	94.5	09:15	09:30	2	2	1	0	0	0	0	5	5.5
09:30	09:45	33	19	3	6	2	0	3	66	74.9	09:30	09:45	1	0	1	0	0	0	0	2	2.5
09:45	10:00	30	18	4	7	0	0	0	59	70.1	09:45	10:00	1	0	0	0	0	0	0	1	1
16:00	16:15	71	27	6	4	0	1	2	111	117	16:00	16:15	2	1	0	0	0	0	0	3	3
16:15	16:30	53	28	5	2	0	1	3	92	94.1	16:15	16:30	0	3	0	0	0	0	0	3	3
16:30	16:45	69	29	5	2	1	2	1	109	113.1	16:30	16:45	1	3	0	0	0	0	0	4	4
16:45	17:00	60	29	7	2	1	0	2	101	106.5	16:45	17:00	3	2	0	0	0	0	0	5	5
17:00	17:15	82	29	8	3	0	3	1	126	131.3	17:00	17:15	2	0	0	0	0	0	0	2	2
17:15	17:30	56	23	4	4	0	0	2	89	94.6	17:15	17:30	2	1	0	0	0	0	0	3	3
17:30	17:45	96	30	6	1	0	3	3	139	139.1	17:30	17:45	2	0	0	0	0	0	0	2	2
17:45	18:00	84	17	6	1	0	1	0	109	112.7	17:45	18:00	2	1	0	0	0	0	0	3	3
18:00	18:15	72	30	3	4	1	1	3	114	118.7	18:00	18:15	2	0	0	0	0	0	0	2	2
18:15	18:30	58	15	4	2	0	1	3	83	84.6	18:15	18:30	0	0	0	0	0	0	0	0	0
18:30	18:45	48	9	2	2	0	0	0	61	64.6	18:30	18:45	1	0	0	0	0	0	0	1	1
18:45	19:00	35	15	3	3	1	0	2	59	63.8	18:45	19:00	0	1	0	2	0	1	0	4	6
Total		1325	472	93	79	10	17	32	2028	2151.4	Total		36	20	3	5	0	1	1	66	72.6
		D - A (rolling hour)										D - B (rolling hour)									
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	178	49	9	17	2	2	4	261	285.2	07:00	08:00	6	3	0	1	0	0	0	10	11.3
07:15	08:15	182	63	12	17	1	3	3	281	305.9	07:15	08:15	8	3	0	1	0	0	0	12	13.3
07:30	08:30	195	63	8	13	3	4	3	289	308.1	07:30	08:30	8	2	1	2	0	0	0	13	16.1
07:45	08:45	200	64	10	15	3	3	2	297	321.1	07:45	08:45	9	2	1	2	0	0	0	14	17.1
08:00	09:00	206	64	9	12	2	2	3	298	316.5	08:00	09:00	8	1	1	2	0	0	1	13	15.3
08:15	09:15	211	58	7	12	2	1	2	293	311.9	08:15	09:15	7	3	1	2	0	0	0	14	16.3
08:30	09:30	209	72	13	14	0	0	2	310	333.1	08:30	09:30	7	5	1	1	0	0	1	15	16
08:45	09:45	196	76	12	15	2	0	4	305	329.3	08:45	09:45	6	5	2	0	0	0	1	14	14.2
09:00	10:00	157	78	16	20	2	0	3	276	309.6	09:00	10:00	5	4	2	0	0	0	0	11	12
09:15	10:15	107	64	15	18	2	0	3	209	239.5	09:15	10:15	4	2	2	0	0	0	0	8	9
09:30	10:30	63	37	7	13	2	0	3	125	145	09:30	10:30	2	0	1	0	0	0	0	3	3.5
09:45	10:45	30	18	4	7	0	0	0	59	70.1	09:45	10:45	1	0	0	0	0	0	0	1	1
16:00	17:00	253	113	23	10	2	4	8	413	430.7	16:00	17:00	6	9	0	0	0	0	0	15	15
16:15	17:15	264	115	25	9	2	6	7	428	445	16:15	17:15	6	8	0	0	0	0	0	14	14
16:30	17:30	267	110	24	11	2	5	6	425	445.5	16:30	17:30	8	6	0	0	0	0	0	14	14
16:45	17:45	294	111	25	10	1	6	8	455	471.5	16:45	17:45	9	3	0	0	0	0	0	12	12
17:00	18:00	318	99	24	9	0	7	6	463	477.7	17:00	18:00	8	2	0	0	0	0	0	10	10
17:15	18:15	308	100	19	10	1	5	8	451	465.1	17:15	18:15	8	2	0	0	0	0	0	10	10
17:30	18:30	310	92	19	8	1	6	9	445	455.1	17:30	18:30	6	1	0	0	0	0	0	7	7
17:45	18:45	262	71	15	9	1	3	6	367	380.6	17:45	18:45	5	1	0	0	0	0	0	6	6
18:00	19:00	213	69	12	11	2	2	8	317	331.7	18:00	19:00	3	1	0	2	0	1	0	7	9
18:15	19:15	141	39	9	7	1	1	5	203	213	18:15	19:15	1	1	0	2	0	1	0	5	7
18:30	19:30	83	24	5	5	1	0	2	120	128.4	18:30	19:30	1	1	0	2	0	1	0	5	7
18:45	19:45	35	15	3	3	1	0	2	59	63.8	18:45	19:45	0	1	0	2	0	1	0	4	6
TOTAL		1325	472	93	79	10	17	32	2028	2151.4	TOTAL		36	20	3	5	0	1	1	66	72.6

SBC PLANNING
RECEIVED : 17.12.2024

		D - C (15-minute intervals)											D - E (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	4	2	0	0	0	0	0	6	6	07:00	07:15	7	2	0	0	0	0	0	9	9
07:15	07:30	4	0	0	0	0	0	0	4	4	07:15	07:30	3	1	0	0	0	0	0	4	4
07:30	07:45	4	1	0	0	0	0	0	5	5	07:30	07:45	1	4	1	0	0	0	0	6	6.5
07:45	08:00	11	3	0	1	0	0	0	15	16.3	07:45	08:00	3	2	0	1	0	0	0	6	7.3
08:00	08:15	8	1	0	0	0	0	0	9	9	08:00	08:15	2	5	0	0	0	0	0	7	7
08:15	08:30	6	2	0	0	0	0	0	8	8	08:15	08:30	1	1	1	0	0	0	0	3	3.5
08:30	08:45	5	2	2	0	0	0	0	9	10	08:30	08:45	2	2	1	0	0	0	0	5	5.5
08:45	09:00	6	0	0	0	0	0	1	7	6.2	08:45	09:00	0	2	0	0	0	0	0	2	2
09:00	09:15	10	5	0	0	0	0	0	15	15	09:00	09:15	1	0	0	0	0	0	0	1	1
09:15	09:30	5	4	0	1	0	0	0	10	11.3	09:15	09:30	0	2	0	0	0	0	0	2	2
09:30	09:45	1	4	0	0	0	0	0	5	5	09:30	09:45	2	0	1	0	0	0	0	3	3.5
09:45	10:00	0	4	0	0	0	1	0	5	4.4	09:45	10:00	1	1	1	0	0	0	0	3	3.5
16:00	16:15	0	5	0	0	0	0	0	5	5	16:00	16:15	1	1	1	1	0	0	0	4	5.8
16:15	16:30	0	5	0	0	0	0	0	5	5	16:15	16:30	1	2	2	0	0	0	0	5	6
16:30	16:45	1	5	0	0	0	0	0	6	6	16:30	16:45	0	0	0	0	0	0	0	0	0
16:45	17:00	0	4	0	0	0	0	0	4	4	16:45	17:00	0	1	0	0	0	0	0	1	1
17:00	17:15	0	4	1	0	0	0	0	5	5.5	17:00	17:15	0	3	0	0	0	0	0	3	3
17:15	17:30	0	6	1	0	0	0	0	7	7.5	17:15	17:30	1	1	0	0	0	0	0	2	2
17:30	17:45	0	2	0	0	0	0	0	2	2	17:30	17:45	0	1	1	0	0	0	0	2	2.5
17:45	18:00	1	4	0	0	0	0	0	5	5	17:45	18:00	0	1	0	0	0	0	0	1	1
18:00	18:15	0	2	1	0	0	0	0	3	3.5	18:00	18:15	0	0	0	0	0	0	0	0	0
18:15	18:30	1	1	0	0	0	0	0	2	2	18:15	18:30	0	0	0	0	0	0	0	0	0
18:30	18:45	2	3	0	0	0	0	0	5	5	18:30	18:45	0	0	0	0	0	0	0	0	0
18:45	19:00	0	4	0	0	0	0	0	4	4	18:45	19:00	0	0	0	0	0	0	0	0	0
Total		69	73	5	2	0	1	1	151	154.7	Total		26	32	9	2	0	0	0	69	76.1
		D - C (rolling hour)											D - E (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	23	6	0	1	0	0	0	30	31.3	07:00	08:00	14	9	1	1	0	0	0	25	26.8
07:15	08:15	27	5	0	1	0	0	0	33	34.3	07:15	08:15	9	12	1	1	0	0	0	23	24.8
07:30	08:30	29	7	0	1	0	0	0	37	38.3	07:30	08:30	7	12	2	1	0	0	0	22	24.3
07:45	08:45	30	8	2	1	0	0	0	41	43.3	07:45	08:45	8	10	2	1	0	0	0	21	23.3
08:00	09:00	25	5	2	0	0	0	1	33	33.2	08:00	09:00	5	10	2	0	0	0	0	17	18
08:15	09:15	27	9	2	0	0	0	1	39	39.2	08:15	09:15	4	5	2	0	0	0	0	11	12
08:30	09:30	26	11	2	1	0	0	1	41	42.5	08:30	09:30	3	6	1	0	0	0	0	10	10.5
08:45	09:45	22	13	0	1	0	0	1	37	37.5	08:45	09:45	3	4	1	0	0	0	0	8	8.5
09:00	10:00	16	17	0	1	0	1	0	35	35.7	09:00	10:00	4	3	2	0	0	0	0	9	10
09:15	10:15	6	12	0	1	0	1	0	20	20.7	09:15	10:15	3	3	2	0	0	0	0	8	9
09:30	10:30	1	8	0	0	0	1	0	10	9.4	09:30	10:30	3	1	2	0	0	0	0	6	7
09:45	10:45	0	4	0	0	0	1	0	5	4.4	09:45	10:45	1	1	1	0	0	0	0	3	3.5
16:00	17:00	1	19	0	0	0	0	0	20	20	16:00	17:00	2	4	3	1	0	0	0	10	12.8
16:15	17:15	1	18	1	0	0	0	0	20	20.5	16:15	17:15	1	6	2	0	0	0	0	9	10
16:30	17:30	1	19	2	0	0	0	0	22	23	16:30	17:30	1	5	0	0	0	0	0	6	6
16:45	17:45	0	16	2	0	0	0	0	18	19	16:45	17:45	1	6	1	0	0	0	0	8	8.5
17:00	18:00	1	16	2	0	0	0	0	19	20	17:00	18:00	1	6	1	0	0	0	0	8	8.5
17:15	18:15	1	14	2	0	0	0	0	17	18	17:15	18:15	1	3	1	0	0	0	0	5	5.5
17:30	18:30	2	9	1	0	0	0	0	12	12.5	17:30	18:30	0	2	1	0	0	0	0	3	3.5
17:45	18:45	4	10	1	0	0	0	0	15	15.5	17:45	18:45	0	1	0	0	0	0	0	1	1
18:00	19:00	3	10	1	0	0	0	0	14	14.5	18:00	19:00	0	0	0	0	0	0	0	0	0
18:15	19:15	3	8	0	0	0	0	0	11	11	18:15	19:15	0	0	0	0	0	0	0	0	0
18:30	19:30	2	7	0	0	0	0	0	9	9	18:30	19:30	0	0	0	0	0	0	0	0	0
18:45	19:45	0	4	0	0	0	0	0	4	4	18:45	19:45	0	0	0	0	0	0	0	0	0
TOTAL		69	73	5	2	0	1	1	151	154.7	TOTAL		26	32	9	2	0	0	0	69	76.1

Survey Date: 25/06/2024
Survey Day: Tuesday

		D - F (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	0	0	0	0	0	0	0	0	0
07:15	07:30	2	0	0	0	0	0	0	2	2
07:30	07:45	0	0	0	0	0	0	0	0	0
07:45	08:00	1	0	0	0	0	0	0	1	1
08:00	08:15	1	0	0	0	0	0	0	1	1
08:15	08:30	2	0	0	0	0	0	0	2	2
08:30	08:45	1	0	0	0	0	0	0	1	1
08:45	09:00	1	0	0	0	0	0	0	1	1
09:00	09:15	2	0	0	0	0	0	0	2	2
09:15	09:30	0	0	0	0	0	0	0	0	0
09:30	09:45	0	0	0	0	0	0	0	0	0
09:45	10:00	3	1	0	0	0	0	0	4	4

16:00	16:15	2	0	0	0	0	0	0	2	2
16:15	16:30	2	0	0	0	0	0	0	2	2
16:30	16:45	0	0	0	0	0	0	0	0	0
16:45	17:00	2	0	0	0	0	0	0	2	2
17:00	17:15	0	0	0	0	0	0	0	0	0
17:15	17:30	1	0	0	0	0	0	0	1	1
17:30	17:45	3	0	0	0	0	0	0	3	3
17:45	18:00	1	0	0	0	0	0	0	1	1
18:00	18:15	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0	0
18:45	19:00	1	0	0	0	0	0	0	1	1
Total		25	1	0	0	0	0	0	26	26

		D- F (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	3	0	0	0	0	0	0	3	3
07:15	08:15	4	0	0	0	0	0	0	4	4
07:30	08:30	4	0	0	0	0	0	0	4	4
07:45	08:45	5	0	0	0	0	0	0	5	5
08:00	09:00	5	0	0	0	0	0	0	5	5
08:15	09:15	6	0	0	0	0	0	0	6	6
08:30	09:30	4	0	0	0	0	0	0	4	4
08:45	09:45	3	0	0	0	0	0	0	3	3
09:00	10:00	5	1	0	0	0	0	0	6	6
09:15	10:15	3	1	0	0	0	0	0	4	4
09:30	10:30	3	1	0	0	0	0	0	4	4
09:45	10:45	3	1	0	0	0	0	0	4	4
16:00	17:00	6	0	0	0	0	0	0	6	6
16:15	17:15	4	0	0	0	0	0	0	4	4
16:30	17:30	3	0	0	0	0	0	0	3	3
16:45	17:45	6	0	0	0	0	0	0	6	6
17:00	18:00	5	0	0	0	0	0	0	5	5
17:15	18:15	5	0	0	0	0	0	0	5	5
17:30	18:30	4	0	0	0	0	0	0	4	4
17:45	18:45	1	0	0	0	0	0	0	1	1
18:00	19:00	1	0	0	0	0	0	0	1	1
18:15	19:15	1	0	0	0	0	0	0	1	1
18:30	19:30	1	0	0	0	0	0	0	1	1
18:45	19:45	1	0	0	0	0	0	0	1	1
TOTAL		25	1	0	0	0	0	0	26	26



Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / The Hollies

		E - A (15-minute intervals)										E - B (15-minute intervals)									
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	0	1	0	0	0	0	0	1	1	07:00	07:15	0	0	0	0	0	0	0	0	0
07:15	07:30	0	0	0	0	0	0	0	0	0	07:15	07:30	0	0	0	0	0	0	0	0	0
07:30	07:45	0	1	0	0	0	0	0	1	1	07:30	07:45	0	0	0	0	0	0	0	0	0
07:45	08:00	0	0	1	0	0	0	0	1	1.5	07:45	08:00	0	0	0	0	0	0	0	0	0
08:00	08:15	0	0	0	0	0	0	0	0	0	08:00	08:15	0	0	0	0	0	0	0	0	0
08:15	08:30	0	0	1	0	0	0	0	1	1.5	08:15	08:30	0	0	0	0	0	0	0	0	0
08:30	08:45	1	1	0	0	0	0	0	2	2	08:30	08:45	0	0	0	0	0	0	0	0	0
08:45	09:00	0	1	0	0	0	0	0	1	1	08:45	09:00	0	0	0	0	0	0	0	0	0
09:00	09:15	0	0	1	0	0	0	0	1	1.5	09:00	09:15	0	0	0	0	0	0	0	0	0
09:15	09:30	0	2	0	0	0	0	0	2	2	09:15	09:30	0	0	0	0	0	0	0	0	0
09:30	09:45	0	2	1	0	0	0	0	3	3.5	09:30	09:45	0	0	0	0	0	0	0	0	0
09:45	10:00	0	0	0	0	0	0	0	0	0	09:45	10:00	0	0	0	0	0	0	0	0	0
16:00	16:15	2	1	0	1	0	0	1	5	5.5	16:00	16:15	0	0	0	0	0	0	0	0	0
16:15	16:30	2	0	0	0	0	0	0	2	2	16:15	16:30	0	0	0	0	0	0	0	0	0
16:30	16:45	1	1	0	1	0	0	0	3	4.3	16:30	16:45	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0	16:45	17:00	0	0	0	0	0	0	0	0	0
17:00	17:15	4	2	0	0	0	0	0	6	6	17:00	17:15	0	0	0	0	0	0	0	0	0
17:15	17:30	1	2	0	0	0	0	0	3	3	17:15	17:30	0	0	0	0	0	0	0	0	0
17:30	17:45	0	1	0	0	0	0	0	1	1	17:30	17:45	0	0	0	0	0	0	0	0	0
17:45	18:00	1	2	0	0	0	0	0	3	3	17:45	18:00	0	0	0	0	0	0	0	0	0
18:00	18:15	0	1	0	0	0	0	0	1	1	18:00	18:15	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0	18:15	18:30	0	0	0	0	0	0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0	0	18:30	18:45	0	0	0	0	0	0	0	0	0
18:45	19:00	1	0	0	0	0	0	0	1	1	18:45	19:00	0	0	0	0	0	0	0	0	0
Total		13	18	4	2	0	0	1	38	41.8	Total		0	0	0	0	0	0	0	0	0
Time Interval		E - A (rolling hour)									Time Interval		E - B (rolling hour)								
		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU			Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	0	2	1	0	0	0	0	3	3.5	07:00	08:00	0	0	0	0	0	0	0	0	0
07:15	08:15	0	1	1	0	0	0	0	2	2.5	07:15	08:15	0	0	0	0	0	0	0	0	0
07:30	08:30	0	1	2	0	0	0	0	3	4	07:30	08:30	0	0	0	0	0	0	0	0	0
07:45	08:45	1	1	2	0	0	0	0	4	5	07:45	08:45	0	0	0	0	0	0	0	0	0
08:00	09:00	1	2	2	1	0	0	0	4	4.5	08:00	09:00	0	0	0	0	0	0	0	0	0
08:15	09:15	1	2	2	0	0	0	0	5	6	08:15	09:15	0	0	0	0	0	0	0	0	0
08:30	09:30	1	4	1	0	0	0	0	6	6.5	08:30	09:30	0	0	0	0	0	0	0	0	0
08:45	09:45	0	5	2	0	0	0	0	7	8	08:45	09:45	0	0	0	0	0	0	0	0	0
09:00	10:00	0	4	2	0	0	0	0	6	7	09:00	10:00	0	0	0	0	0	0	0	0	0
09:15	10:15	0	4	1	0	0	0	0	5	5.5	09:15	10:15	0	0	0	0	0	0	0	0	0
09:30	10:30	0	2	1	0	0	0	0	3	3.5	09:30	10:30	0	0	0	0	0	0	0	0	0
09:45	10:45	0	0	0	0	0	0	0	0	0	09:45	10:45	0	0	0	0	0	0	0	0	0
16:00	17:00	5	2	0	2	0	0	1	10	11.8	16:00	17:00	0	0	0	0	0	0	0	0	0
16:15	17:15	7	3	0	1	0	0	0	11	12.3	16:15	17:15	0	0	0	0	0	0	0	0	0
16:30	17:30	6	5	0	1	0	0	0	12	13.3	16:30	17:30	0	0	0	0	0	0	0	0	0
16:45	17:45	5	5	0	0	0	0	0	10	10	16:45	17:45	0	0	0	0	0	0	0	0	0
17:00	18:00	6	7	0	0	0	0	0	13	13	17:00	18:00	0	0	0	0	0	0	0	0	0
17:15	18:15	2	6	0	0	0	0	0	8	8	17:15	18:15	0	0	0	0	0	0	0	0	0
17:30	18:30	1	4	0	0	0	0	0	5	5	17:30	18:30	0	0	0	0	0	0	0	0	0
17:45	18:45	1	3	0	0	0	0	0	4	4	17:45	18:45	0	0	0	0	0	0	0	0	0
18:00	19:00	1	1	0	0	0	0	0	2	2	18:00	19:00	0	0	0	0	0	0	0	0	0
18:15	19:15	1	0	0	0	0	0	0	1	1	18:15	19:15	0	0	0	0	0	0	0	0	0
18:30	19:30	1	0	0	0	0	0	0	1	1	18:30	19:30	0	0	0	0	0	0	0	0	0
18:45	19:45	1	0	0	0	0	0	0	1	1	18:45	19:45	0	0	0	0	0	0	0	0	0
TOTAL		13	18	4	2	0	0	1	38	41.8	TOTAL		0	0	0	0	0	0	0	0	0

		E - C (15-minute intervals)											E - D (15-minute intervals)										
Time Interval		Car	LGV	OGV1	OGV2	PSW/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSW/Coach	M/C	P/C	Total	PCU		
07:00	07:15	0	0	0	0	0	0	0	0	0	07:00	07:15	1	2	2	2	0	0	0	7	10.6		
07:15	07:30	0	0	0	0	0	0	0	0	0	07:15	07:30	0	1	0	0	0	0	0	1	1		
07:30	07:45	0	0	0	0	0	0	0	0	0	07:30	07:45	0	2	1	2	0	0	0	5	8.1		
07:45	08:00	0	0	0	0	0	0	0	0	0	07:45	08:00	0	3	1	0	0	0	0	4	4.5		
08:00	08:15	0	0	0	0	0	0	0	0	0	08:00	08:15	1	4	0	1	0	0	0	6	7.3		
08:15	08:30	0	0	0	0	0	0	0	0	0	08:15	08:30	0	2	1	0	0	0	0	3	3.5		
08:30	08:45	0	0	0	0	0	0	0	0	0	08:30	08:45	0	3	3	0	0	0	0	6	7.5		
08:45	09:00	0	0	0	0	0	0	0	0	0	08:45	09:00	0	1	1	1	0	0	0	3	4.8		
09:00	09:15	0	0	0	0	0	0	0	0	0	09:00	09:15	1	2	0	0	0	0	0	3	3		
09:15	09:30	0	0	0	0	0	0	0	0	0	09:15	09:30	0	2	0	0	0	0	0	2	2		
09:30	09:45	0	0	0	0	0	0	0	0	0	09:30	09:45	0	1	1	0	0	0	0	2	2.5		
09:45	10:00	0	0	0	0	0	0	0	0	0	09:45	10:00	1	1	0	0	0	0	0	2	2		
16:00	16:15	0	0	0	0	0	0	0	0	0	16:00	16:15	7	2	0	0	0	0	0	9	9		
16:15	16:30	0	0	0	0	0	0	0	0	0	16:15	16:30	2	1	0	0	0	0	0	3	3		
16:30	16:45	0	0	0	0	0	0	0	0	0	16:30	16:45	3	1	0	0	0	0	0	4	4		
16:45	17:00	0	0	0	0	0	0	0	0	0	16:45	17:00	0	2	0	0	0	0	0	2	2		
17:00	17:15	0	0	0	0	0	0	0	0	0	17:00	17:15	1	2	0	1	0	0	0	4	5.3		
17:15	17:30	2	0	0	0	0	0	0	2	2	17:15	17:30	3	2	0	0	0	0	0	5	5		
17:30	17:45	0	0	0	0	0	0	0	0	0	17:30	17:45	3	0	0	0	0	0	0	3	3		
17:45	18:00	0	0	0	0	0	0	0	0	0	17:45	18:00	1	0	0	0	0	0	0	1	1		
18:00	18:15	0	0	0	0	0	0	0	0	0	18:00	18:15	2	1	0	0	0	0	0	3	3		
18:15	18:30	0	0	0	0	0	0	0	0	0	18:15	18:30	0	2	0	0	0	0	0	2	2		
18:30	18:45	0	0	0	0	0	0	0	0	0	18:30	18:45	0	3	0	0	0	0	0	3	3		
18:45	19:00	0	1	0	0	0	0	0	1	1	18:45	19:00	0	1	0	0	0	0	0	1	1		
Total		2	1	0	0	0	0	0	3	3	Total		26	41	10	7	0	0	0	84	98.1		
		E - C (rolling hour)											E - D (rolling hour)										
Time Interval		Car	LGV	OGV1	OGV2	PSW/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSW/Coach	M/C	P/C	Total	PCU		
07:00	08:00	0	0	0	0	0	0	0	0	0	07:00	08:00	1	8	4	4	0	0	0	17	24.2		
07:15	08:15	0	0	0	0	0	0	0	0	0	07:15	08:15	1	10	2	3	0	0	0	16	20.9		
07:30	08:30	0	0	0	0	0	0	0	0	0	07:30	08:30	1	11	3	3	0	0	0	18	23.4		
07:45	08:45	0	0	0	0	0	0	0	0	0	07:45	08:45	1	12	5	1	0	0	0	19	22.8		
08:00	09:00	0	0	0	0	0	0	0	0	0	08:00	09:00	1	10	5	2	0	0	0	18	23.1		
08:15	09:15	0	0	0	0	0	0	0	0	0	08:15	09:15	1	8	5	1	0	0	0	15	18.8		
08:30	09:30	0	0	0	0	0	0	0	0	0	08:30	09:30	1	8	4	1	0	0	0	14	17.3		
08:45	09:45	0	0	0	0	0	0	0	0	0	08:45	09:45	1	6	2	1	0	0	0	10	12.3		
09:00	10:00	0	0	0	0	0	0	0	0	0	09:00	10:00	2	6	1	0	0	0	0	9	9.5		
09:15	10:15	0	0	0	0	0	0	0	0	0	09:15	10:15	1	4	1	0	0	0	0	6	6.5		
09:30	10:30	0	0	0	0	0	0	0	0	0	09:30	10:30	1	2	1	0	0	0	0	4	4.5		
09:45	10:45	0	0	0	0	0	0	0	0	0	09:45	10:45	1	1	0	0	0	0	0	2	2		
16:00	17:00	0	0	0	0	0	0	0	0	0	16:00	17:00	12	6	0	0	0	0	0	18	18		
16:15	17:15	0	0	0	0	0	0	0	0	0	16:15	17:15	6	6	0	1	0	0	0	13	14.3		
16:30	17:30	2	0	0	0	0	0	0	2	2	16:30	17:30	7	7	0	1	0	0	0	15	16.3		
16:45	17:45	2	0	0	0	0	0	0	2	2	16:45	17:45	7	6	0	1	0	0	0	14	15.3		
17:00	18:00	2	0	0	0	0	0	0	2	2	17:00	18:00	8	4	0	1	0	0	0	13	14.3		
17:15	18:15	2	0	0	0	0	0	0	2	2	17:15	18:15	9	3	0	0	0	0	0	12	12		
17:30	18:30	0	0	0	0	0	0	0	0	0	17:30	18:30	6	3	0	0	0	0	0	9	9		
17:45	18:45	0	0	0	0	0	0	0	0	0	17:45	18:45	3	6	0	0	0	0	0	9	9		
18:00	19:00	0	1	0	0	0	0	0	1	1	18:00	19:00	2	7	0	0	0	0	0	9	9		
18:15	19:15	0	1	0	0	0	0	0	1	1	18:15	19:15	0	6	0	0	0	0	0	6	6		
18:30	19:30	0	1	0	0	0	0	0	1	1	18:30	19:30	0	4	0	0	0	0	0	4	4		
18:45	19:45	0	1	0	0	0	0	0	1	1	18:45	19:45	0	1	0	0	0	0	0	1	1		
TOTAL		2	1	0	0	0	0	0	3	3	TOTAL		26	41	10	7	0	0	0	84	98.1		



Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / The Hollies

[illegible]

		F - C (15-minute intervals)											F - D (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	0	0	0	0	0	0	0	0	0	07:00	07:15	1	0	0	0	0	0	0	1	1
07:15	07:30	0	0	0	0	0	0	0	0	0	07:15	07:30	3	0	0	0	0	0	0	3	3
07:30	07:45	0	0	0	0	0	0	0	0	0	07:30	07:45	2	0	0	0	0	0	0	2	2
07:45	08:00	0	0	0	0	0	0	0	0	0	07:45	08:00	0	0	0	0	0	0	0	0	0
08:00	08:15	0	0	0	0	0	0	0	0	0	08:00	08:15	1	0	0	0	0	0	0	1	1
08:15	08:30	0	0	0	0	0	0	0	0	0	08:15	08:30	0	0	0	0	0	0	0	0	0
08:30	08:45	0	0	0	0	0	0	0	0	0	08:30	08:45	0	0	0	0	0	0	0	0	0
08:45	09:00	0	0	0	0	0	0	0	0	0	08:45	09:00	2	0	0	0	0	0	0	2	2
09:00	09:15	0	0	0	0	0	0	0	0	0	09:00	09:15	0	1	0	0	0	0	0	1	1
09:15	09:30	0	0	0	0	0	0	0	0	0	09:15	09:30	1	0	0	0	0	0	0	1	1
09:30	09:45	0	0	0	0	0	0	0	0	0	09:30	09:45	0	0	0	0	0	0	0	0	0
09:45	10:00	0	0	0	0	0	0	0	0	0	09:45	10:00	0	0	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0	0	0	16:00	16:15	0	0	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0	0	0	16:15	16:30	2	0	0	0	0	0	0	2	2
16:30	16:45	0	0	0	0	0	0	0	0	0	16:30	16:45	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0	16:45	17:00	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0	17:00	17:15	2	0	0	0	0	0	0	2	2
17:15	17:30	0	0	0	0	0	0	0	0	0	17:15	17:30	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0	17:30	17:45	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0	17:45	18:00	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0	18:00	18:15	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0	18:15	18:30	1	0	0	0	0	0	0	1	1
18:30	18:45	0	0	0	0	0	0	0	0	0	18:30	18:45	0	0	0	0	0	0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0	0	18:45	19:00	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	Total		15	1	0	0	0	0	0	16	16
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	0	0	0	0	0	0	0	0	0	07:00	08:00	6	0	0	0	0	0	0	6	6
07:15	08:15	0	0	0	0	0	0	0	0	0	07:15	08:15	6	0	0	0	0	0	0	6	6
07:30	08:30	0	0	0	0	0	0	0	0	0	07:30	08:30	3	0	0	0	0	0	0	3	3
07:45	08:45	0	0	0	0	0	0	0	0	0	07:45	08:45	1	0	0	0	0	0	0	1	1
08:00	09:00	0	0	0	0	0	0	0	0	0	08:00	09:00	3	0	0	0	0	0	0	3	3
08:15	09:15	0	0	0	0	0	0	0	0	0	08:15	09:15	2	1	0	0	0	0	0	3	3
08:30	09:30	0	0	0	0	0	0	0	0	0	08:30	09:30	3	1	0	0	0	0	0	4	4
08:45	09:45	0	0	0	0	0	0	0	0	0	08:45	09:45	3	1	0	0	0	0	0	4	4
09:00	10:00	0	0	0	0	0	0	0	0	0	09:00	10:00	1	1	0	0	0	0	0	2	2
09:15	10:15	0	0	0	0	0	0	0	0	0	09:15	10:15	1	0	0	0	0	0	0	1	1
09:30	10:30	0	0	0	0	0	0	0	0	0	09:30	10:30	0	0	0	0	0	0	0	0	0
09:45	10:45	0	0	0	0	0	0	0	0	0	09:45	10:45	0	0	0	0	0	0	0	0	0
16:00	17:00	0	0	0	0	0	0	0	0	0	16:00	17:00	2	0	0	0	0	0	0	2	2
16:15	17:15	0	0	0	0	0	0	0	0	0	16:15	17:15	4	0	0	0	0	0	0	4	4
16:30	17:30	0	0	0	0	0	0	0	0	0	16:30	17:30	2	0	0	0	0	0	0	2	2
16:45	17:45	0	0	0	0	0	0	0	0	0	16:45	17:45	2	0	0	0	0	0	0	2	2
17:00	18:00	0	0	0	0	0	0	0	0	0	17:00	18:00	2	0	0	0	0	0	0	2	2
17:15	18:15	0	0	0	0	0	0	0	0	0	17:15	18:15	0	0	0	0	0	0	0	0	0
17:30	18:30	0	0	0	0	0	0	0	0	0	17:30	18:30	1	0	0	0	0	0	0	1	1
17:45	18:45	0	0	0	0	0	0	0	0	0	17:45	18:45	1	0	0	0	0	0	0	1	1
18:00	19:00	0	0	0	0	0	0	0	0	0	18:00	19:00	1	0	0	0	0	0	0	1	1
18:15	19:15	0	0	0	0	0	0	0	0	0	18:15	19:15	1	0	0	0	0	0	0	1	1
18:30	19:30	0	0	0	0	0	0	0	0	0	18:30	19:30	0	0	0	0	0	0	0	0	0
18:45	19:45	0	0	0	0	0	0	0	0	0	18:45	19:45	0	0	0	0	0	0	0	0	0
TOTAL		0	0	0	0	0	0	0	0	0	TOTAL		15	1	0	0	0	0	0	16	16

Survey Date: 25/06/2024
Survey Day: Tuesday

[illegible][illegible][illegible]

SBC PLANNING
RECEIVED : 17.12.2024



Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / The Hollies

		Arm A - Entry (15-minute intervals)									Arm A - Exit (15-minute intervals)										
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	41	14	3	4	0	4	1	67	70.5	07:00	07:15	43	8	0	2	1	0	2	56	58
07:15	07:30	44	18	11	8	0	0	1	82	97.1	07:15	07:30	37	15	6	7	0	0	0	65	77.1
07:30	07:45	43	32	6	7	1	1	0	90	102.5	07:30	07:45	42	16	2	3	0	1	2	66	68.7
07:45	08:00	51	21	9	3	0	2	3	89	93.8	07:45	08:00	67	16	2	5	1	1	0	92	99.9
08:00	08:15	43	20	1	5	2	1	3	75	81	08:00	08:15	48	21	3	2	0	1	1	76	78.7
08:15	08:30	48	20	5	4	0	1	0	78	85.1	08:15	08:30	49	13	3	3	2	1	0	71	77.8
08:30	08:45	59	18	5	4	0	0	2	88	94.1	08:30	08:45	50	17	5	5	0	0	1	78	86.2
08:45	09:00	78	17	4	4	1	0	3	107	112.8	08:45	09:00	74	20	0	2	0	0	1	97	98.8
09:00	09:15	54	18	4	3	1	0	3	83	87.5	09:00	09:15	53	17	2	2	0	0	0	74	77.6
09:15	09:30	34	18	6	3	0	0	0	61	67.9	09:15	09:30	49	30	10	5	0	0	0	94	105.5
09:30	09:45	38	20	5	7	1	0	2	73	84	09:30	09:45	34	25	4	6	2	0	3	74	83.4
09:45	10:00	25	16	4	2	1	0	0	48	53.6	09:45	10:00	33	19	4	7	0	0	0	63	74.1
16:00	16:15	41	13	3	0	1	0	0	58	60.5	16:00	16:15	82	30	6	5	0	1	3	127	133.5
16:15	16:30	43	29	7	3	0	1	0	83	89.8	16:15	16:30	63	29	5	2	0	1	3	103	105.1
16:30	16:45	44	20	2	3	1	0	1	71	76.1	16:30	16:45	75	36	5	3	1	3	1	124	128.8
16:45	17:00	36	19	2	2	0	0	0	59	62.6	16:45	17:00	69	31	7	3	1	0	5	116	120.4
17:00	17:15	53	25	4	0	0	2	1	85	85	17:00	17:15	92	37	8	3	0	3	1	144	149.3
17:15	17:30	40	23	4	4	1	0	2	74	80.6	17:15	17:30	61	25	4	5	0	0	2	97	103.9
17:30	17:45	39	12	3	1	0	0	1	56	58	17:30	17:45	104	36	6	1	0	3	3	153	153.1
17:45	18:00	46	14	1	3	1	0	0	65	70.4	17:45	18:00	91	20	6	1	0	1	0	119	122.7
18:00	18:15	33	13	3	1	0	1	0	51	53.2	18:00	18:15	80	33	3	4	1	1	3	125	129.7
18:15	18:30	33	10	3	1	0	0	1	48	50	18:15	18:30	61	16	4	2	0	1	3	87	88.6
18:30	18:45	32	14	1	1	1	0	1	50	52	18:30	18:45	50	10	2	2	0	0	0	64	67.6
18:45	19:00	29	5	5	3	0	1	1	44	49	18:45	19:00	38	15	4	3	1	0	2	63	68.3
Total		1027	429	101	76	12	14	26	1685	1817.1	Total		1445	535	101	83	10	18	36	2228	2356.8
		Arm A - Entry (rolling hour)									Arm A - Exit (rolling hour)										
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	179	85	29	22	1	7	5	328	363.9	07:00	08:00	189	55	10	17	2	2	4	279	303.7
07:15	08:15	181	91	27	23	3	4	7	336	374.4	07:15	08:15	194	68	13	17	1	3	3	299	324.4
07:30	08:30	185	93	21	19	3	5	6	332	362.4	07:30	08:30	206	66	10	13	3	4	3	305	325.1
07:45	08:45	201	79	20	16	2	4	8	330	354	07:45	08:45	214	67	13	15	3	3	2	317	342.6
08:00	09:00	228	75	15	17	3	2	8	348	373	08:00	09:00	221	71	11	12	2	2	3	322	341.5
08:15	09:15	239	73	18	15	2	1	8	356	379.5	08:15	09:15	226	67	10	12	2	1	2	320	340.4
08:30	09:30	225	71	19	14	2	0	8	339	362.3	08:30	09:30	226	84	17	14	0	0	2	343	368.1
08:45	09:45	204	73	19	17	3	0	8	324	352.2	08:45	09:45	210	92	16	15	2	0	4	339	365.3
09:00	10:00	151	72	19	15	3	0	5	265	293	09:00	10:00	169	91	20	20	2	0	3	305	340.6
09:15	10:15	97	54	15	12	2	0	2	182	205.5	09:15	10:15	116	74	18	18	2	0	3	231	263
09:30	10:30	63	36	9	9	2	0	2	121	137.6	09:30	10:30	67	44	8	13	2	0	3	137	157.5
09:45	10:45	25	16	4	2	1	0	0	48	53.6	09:45	10:45	33	19	4	7	0	0	0	63	74.1
16:00	17:00	164	81	14	8	2	1	1	271	289	16:00	17:00	289	126	23	13	2	5	12	470	487.8
16:15	17:15	176	93	15	8	1	3	2	298	313.5	16:15	17:15	299	133	25	11	2	7	10	487	503.6
16:30	17:30	173	87	12	9	2	2	4	289	304.3	16:30	17:30	297	129	24	14	2	6	9	481	502.4
16:45	17:45	168	79	13	7	1	2	4	274	286.2	16:45	17:45	326	129	25	12	1	6	11	510	526.7
17:00	18:00	178	74	12	8	2	2	4	280	294	17:00	18:00	348	118	24	10	0	7	6	513	529
17:15	18:15	158	62	11	9	2	1	3	246	262.2	17:15	18:15	336	114	19	11	1	5	8	494	509.4
17:30	18:30	151	49	10	6	1	1	2	220	231.6	17:30	18:30	336	105	19	8	1	6	9	484	494.1
17:45	18:45	144	51	8	6	2	1	2	214	225.6	17:45	18:45	282	79	15	9	1	3	6	395	408.6
18:00	19:00	127	42	12	6	1	2	3	193	204.2	18:00	19:00	229	74	13	11	2	2	8	339	354.2
18:15	19:15	94	29	9	5	1	1	3	142	151	18:15	19:15	149	41	10	7	1	1	5	214	224.5
18:30	19:30	61	19	6	4	1	1	2	94	101	18:30	19:30	88	25	6	5	1	0	2	127	135.9
18:45	19:45	29	5	5	3	0	1	1	44	49	18:45	19:45	38	15	4	3	1	0	2	63	68.3
TOTAL		1027	429	101	76	12	14	26	1685	1817.1	TOTAL		1445	535	101	83	10	18	36	2228	2356.8

		Arm B - Entry (15-minute intervals)										Arm B - Exit (15-minute intervals)										
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	
07:00	07:15	3	1	0	0	0	0	0	4	4	07:00	07:15	0	0	0	0	0	0	0	0	0	0
07:15	07:30	3	3	0	0	0	0	0	6	6	07:15	07:30	2	1	0	0	0	0	0	3	3	
07:30	07:45	1	1	0	1	0	0	0	3	4.3	07:30	07:45	4	2	0	1	0	0	0	7	8.3	
07:45	08:00	2	3	0	0	0	1	0	6	5.4	07:45	08:00	4	3	0	0	0	1	0	8	7.4	
08:00	08:15	2	0	0	0	0	0	0	2	2	08:00	08:15	3	0	0	0	0	0	0	3	3	
08:15	08:30	5	0	0	0	0	0	0	5	5	08:15	08:30	4	0	1	1	0	0	0	6	7.8	
08:30	08:45	2	0	1	0	0	0	0	3	3.5	08:30	08:45	3	0	0	1	0	0	0	4	5.3	
08:45	09:00	4	1	0	0	0	0	0	5	5	08:45	09:00	5	2	0	0	0	0	1	8	7.2	
09:00	09:15	2	2	0	1	0	0	0	5	6.3	09:00	09:15	2	2	0	0	0	0	0	4	4	
09:15	09:30	3	1	1	2	0	0	0	7	10.1	09:15	09:30	4	2	2	0	0	0	0	8	9	
09:30	09:45	0	1	1	0	0	0	0	2	2.5	09:30	09:45	3	0	1	0	0	0	0	4	4.5	
09:45	10:00	4	2	0	0	0	0	0	6	6	09:45	10:00	4	1	0	0	0	0	0	5	5	
16:00	16:15	3	0	0	0	0	0	0	3	3	16:00	16:15	2	2	0	0	0	0	0	4	4	
16:15	16:30	3	0	0	0	0	0	0	3	3	16:15	16:30	1	3	0	0	0	0	0	4	4	
16:30	16:45	2	3	0	0	0	1	0	6	5.4	16:30	16:45	2	4	1	0	0	0	0	7	7.5	
16:45	17:00	6	6	0	1	0	0	0	13	14.3	16:45	17:00	3	2	0	0	0	0	0	5	5	
17:00	17:15	1	1	0	1	0	0	0	3	4.3	17:00	17:15	2	1	0	0	0	0	0	3	3	
17:15	17:30	2	2	0	1	0	0	0	5	6.3	17:15	17:30	3	4	1	1	0	0	0	9	10.8	
17:30	17:45	3	4	1	0	0	0	0	8	8.5	17:30	17:45	2	1	0	0	0	0	0	3	3	
17:45	18:00	2	3	0	0	0	0	0	5	5	17:45	18:00	2	1	0	0	0	0	0	3	3	
18:00	18:15	5	3	0	1	0	0	0	9	10.3	18:00	18:15	3	0	0	0	0	0	0	3	3	
18:15	18:30	4	4	0	0	0	0	0	8	8	18:15	18:30	0	1	0	0	0	0	0	1	1	
18:30	18:45	1	1	0	1	0	0	0	3	4.3	18:30	18:45	2	0	0	0	0	0	0	2	2	
18:45	19:00	0	1	0	0	0	0	0	1	1	18:45	19:00	0	1	0	2	0	1	1	5	6.2	
Total		63	43	4	9	0	2	0	121	133.5	Total		60	33	6	6	0	2	2	109	117	
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	
07:00	08:00	9	8	0	1	0	1	0	19	19.7	07:00	08:00	10	6	0	1	0	1	0	18	18.7	
07:15	08:15	8	7	0	1	0	1	0	17	17.7	07:15	08:15	13	6	0	1	0	1	0	21	21.7	
07:30	08:30	10	4	0	1	0	1	0	16	16.7	07:30	08:30	15	5	1	2	0	1	0	24	26.5	
07:45	08:45	11	3	1	0	0	1	0	16	15.9	07:45	08:45	14	3	1	2	0	1	0	21	23.5	
08:00	09:00	13	1	1	0	0	0	0	15	15.5	08:00	09:00	15	2	1	2	0	0	1	21	23.3	
08:15	09:15	13	3	1	1	0	0	0	18	19.8	08:15	09:15	14	4	1	2	0	0	1	22	24.3	
08:30	09:30	11	4	2	3	0	0	0	20	24.9	08:30	09:30	14	6	2	1	0	0	1	24	25.5	
08:45	09:45	9	5	2	3	0	0	0	19	23.9	08:45	09:45	14	6	3	0	0	0	1	24	24.7	
09:00	10:00	9	6	2	3	0	0	0	20	24.9	09:00	10:00	13	5	3	0	0	0	0	21	22.5	
09:15	10:15	7	4	2	2	0	0	0	15	18.6	09:15	10:15	11	3	3	0	0	0	0	17	18.5	
09:30	10:30	4	3	1	0	0	0	0	8	8.5	09:30	10:30	7	1	1	0	0	0	0	9	9.5	
09:45	10:45	4	2	0	0	0	0	0	6	6	09:45	10:45	4	1	0	0	0	0	0	5	5	
16:00	17:00	14	9	0	1	0	1	0	25	25.7	16:00	17:00	8	11	1	0	0	0	0	20	20.5	
16:15	17:15	12	10	0	2	0	1	0	25	27	16:15	17:15	8	10	1	0	0	0	0	19	19.5	
16:30	17:30	11	12	0	3	0	1	0	27	30.3	16:30	17:30	10	11	2	1	0	0	0	24	26.3	
16:45	17:45	12	13	1	3	0	0	0	29	33.4	16:45	17:45	10	8	1	1	0	0	0	20	21.8	
17:00	18:00	8	10	1	2	0	0	0	21	24.1	17:00	18:00	9	7	1	1	0	0	0	18	19.8	
17:15	18:15	12	12	1	2	0	0	0	27	30.1	17:15	18:15	10	6	1	1	0	0	0	18	19.8	
17:30	18:30	14	14	1	1	0	0	0	30	31.8	17:30	18:30	7	3	0	0	0	0	0	10	10	
17:45	18:45	12	11	0	2	0	0	0	25	27.6	17:45	18:45	7	2	0	0	0	0	0	9	9	
18:00	19:00	10	9	0	2	0	0	0	21	23.6	18:00	19:00	5	2	0	2	0	1	1	11	12.2	
18:15	19:15	5	6	0	1	0	0	0	12	13.3	18:15	19:15	2	2	0	0	2	1	1	8	9.2	
18:30	19:30	1	2	0	1	0	0	0	4	5.3	18:30	19:30	2	1	0	2	0	1	1	7	8.2	
18:45	19:45	0	1	0	0	0	0	0	1	1	18:45	19:45	0	1	0	2	0	1	1	5	6.2	
TOTAL		63	43	4	9	0	2	0	121	133.5	TOTAL		60	33	6	6	0	2	2	109	117	

Survey Date: 25/06/2024
Survey Day: Tuesday

		Arm C - Entry (15-minute intervals)											Arm C - Exit (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	1	3	0	0	0	0	0	4	4	07:00	07:15	7	2	0	0	0	0	0	9	9
07:15	07:30	0	2	0	0	0	0	0	2	2	07:15	07:30	7	0	0	0	0	0	0	7	7
07:30	07:45	0	1	0	0	0	0	0	1	1	07:30	07:45	7	2	0	0	0	0	0	9	9
07:45	08:00	1	1	0	0	0	0	0	2	2	07:45	08:00	14	5	0	1	0	0	0	20	21.3
08:00	08:15	2	3	0	0	0	0	0	5	5	08:00	08:15	12	2	0	0	0	0	0	14	14
08:15	08:30	2	1	0	1	0	0	0	4	5.3	08:15	08:30	10	4	0	0	0	0	0	14	14
08:30	08:45	3	2	0	0	0	0	0	5	5	08:30	08:45	10	2	2	0	0	0	0	14	15
08:45	09:00	0	3	1	0	0	0	0	4	4.5	08:45	09:00	11	0	0	0	0	0	1	12	11.2
09:00	09:15	1	3	0	0	0	0	0	4	4	09:00	09:15	12	7	0	0	0	0	0	19	19
09:15	09:30	2	2	1	0	0	0	0	5	5.5	09:15	09:30	5	5	1	1	0	0	0	12	13.8
09:30	09:45	1	8	0	0	0	0	0	9	9	09:30	09:45	1	4	0	0	0	0	0	5	5
09:45	10:00	1	4	0	1	0	1	0	7	7.7	09:45	10:00	1	5	0	0	0	1	0	7	6.4
16:00	16:15	10	3	0	0	0	0	0	13	13	16:00	16:15	1	6	0	0	0	0	0	7	7
16:15	16:30	8	6	0	0	0	0	0	14	14	16:15	16:30	1	8	0	0	0	0	0	9	9
16:30	16:45	11	9	0	0	0	0	0	20	20	16:30	16:45	1	6	0	0	0	0	0	7	7
16:45	17:00	8	6	0	0	0	0	3	17	14.6	16:45	17:00	0	4	0	0	0	0	0	4	4
17:00	17:15	18	7	0	0	0	0	0	25	25	17:00	17:15	0	7	1	0	0	0	0	8	8.5
17:15	17:30	7	5	2	0	0	0	0	14	15	17:15	17:30	3	9	1	0	0	0	0	13	13.5
17:30	17:45	11	5	0	0	0	0	0	16	16	17:30	17:45	1	3	0	0	0	0	0	4	4
17:45	18:00	9	7	0	0	0	0	0	16	16	17:45	18:00	2	5	0	0	0	0	0	7	7
18:00	18:15	8	5	0	0	0	0	0	13	13	18:00	18:15	0	5	1	0	0	0	0	6	6.5
18:15	18:30	0	2	0	0	0	0	0	2	2	18:15	18:30	2	1	0	0	0	0	0	3	3
18:30	18:45	3	5	0	0	0	0	0	8	8	18:30	18:45	3	3	0	0	0	0	0	6	6
18:45	19:00	3	7	1	0	0	0	0	11	11.5	18:45	19:00	0	5	0	0	0	0	0	5	5
Total		110	100	5	2	0	1	3	221	223.1	Total		111	100	6	2	0	1	1	221	225.2
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	2	7	0	0	0	0	0	9	9	07:00	08:00	35	9	0	1	0	0	0	45	46.3
07:15	08:15	3	7	0	0	0	0	0	10	10	07:15	08:15	40	9	0	1	0	0	0	50	51.3
07:30	08:30	5	6	0	1	0	0	0	12	13.3	07:30	08:30	43	13	0	1	0	0	0	57	58.3
07:45	08:45	8	7	0	1	0	0	0	16	17.3	07:45	08:45	46	13	2	1	0	0	0	62	64.3
08:00	09:00	7	9	1	1	0	0	0	18	19.8	08:00	09:00	43	8	2	0	0	0	1	54	54.2
08:15	09:15	6	9	1	1	0	0	0	17	18.8	08:15	09:15	43	13	2	0	0	0	1	59	59.2
08:30	09:30	6	10	2	0	0	0	0	18	19	08:30	09:30	38	14	3	1	0	0	1	57	59
08:45	09:45	4	16	2	0	0	0	0	22	23	08:45	09:45	29	16	1	1	0	0	1	48	49
09:00	10:00	5	17	1	1	0	1	0	25	26.2	09:00	10:00	19	21	1	1	0	1	0	43	44.2
09:15	10:15	4	14	1	1	0	1	0	21	22.2	09:15	10:15	7	14	1	1	0	1	0	24	25.2
09:30	10:30	2	12	0	1	0	1	0	16	16.7	09:30	10:30	2	9	0	0	0	1	0	12	11.4
09:45	10:45	1	4	0	1	0	1	0	7	7.7	09:45	10:45	1	5	0	0	0	1	0	7	6.4
16:00	17:00	37	24	0	0	0	0	3	64	61.6	16:00	17:00	3	24	0	0	0	0	0	27	27
16:15	17:15	45	28	0	0	0	0	3	76	73.6	16:15	17:15	2	25	1	0	0	0	0	28	28.5
16:30	17:30	44	27	2	0	0	0	3	76	74.6	16:30	17:30	4	26	2	0	0	0	0	32	33
16:45	17:45	44	23	2	0	0	0	3	72	70.6	16:45	17:45	4	23	2	0	0	0	0	29	30
17:00	18:00	45	24	2	0	0	0	0	71	72	17:00	18:00	6	24	2	0	0	0	0	32	33
17:15	18:15	35	22	2	0	0	0	0	59	60	17:15	18:15	6	22	2	0	0	0	0	30	31
17:30	18:30	28	19	0	0	0	0	0	47	47	17:30	18:30	5	14	1	0	0	0	0	20	20.5
17:45	18:45	20	19	0	0	0	0	0	39	39	17:45	18:45	7	14	1	0	0	0	0	22	22.5
18:00	19:00	14	19	1	0	0	0	0	34	34.5	18:00	19:00	5	14	1	0	0	0	0	20	20.5
18:15	19:15	6	14	1	0	0	0	0	21	21.5	18:15	19:15	5	9	0	0	0	0	0	14	14
18:30	19:30	6	12	1	0	0	0	0	19	19.5	18:30	19:30	3	8	0	0	0	0	0	11	11
18:45	19:45	3	7	1	0	0	0	0	11	11.5	18:45	19:45	0	5	0	0	0	0	0	5	5
TOTAL		110	100	5	2	0	1	3	221	223.1	TOTAL		111	100	6	2	0	1	1	221	225.2

SBC PLANNING
RECEIVED : 17.12.2024



Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / The Hollies

Arm D - Entry (15-minute intervals)										Arm D - Exit (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	52	10	0	2	1	0	2	67	69	07:00	41	19	5	6	0	4	1	76	83.1
07:15	44	15	6	7	0	0	0	72	84.1	07:15	42	22	10	8	0	0	1	83	97.6
07:30	47	19	3	4	0	1	2	76	80.5	07:30	38	31	7	10	1	1	0	88	104.9
07:45	81	23	1	7	1	1	0	114	124	07:45	44	24	9	3	0	2	3	85	89.8
08:00	58	26	3	2	0	1	1	91	93.7	08:00	41	25	1	6	2	1	3	79	86.3
08:15	57	16	4	4	2	1	0	84	92.6	08:15	45	21	4	5	0	1	0	76	83.9
08:30	56	19	7	6	0	0	1	89	99.5	08:30	54	20	7	4	0	0	2	87	94.1
08:45	78	19	0	2	0	0	3	102	102.2	08:45	73	17	5	5	1	0	3	104	111.6
09:00	64	21	1	2	0	0	0	88	91.1	09:00	50	20	4	4	1	0	3	82	87.8
09:15	51	35	9	6	0	0	0	101	113.3	09:15	33	21	4	5	0	0	0	63	71.5
09:30	37	23	5	6	2	0	3	76	85.9	09:30	36	24	7	7	1	0	2	77	89
09:45	35	24	5	7	0	1	0	72	83	09:45	26	18	4	2	1	1	0	52	57
Total										Total	1069	510	105	89	12	15	25	1825	1976.2

Arm D - Entry (rolling hour)										Arm D - Exit (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	224	67	10	20	2	2	4	329	357.6	07:00	165	96	31	27	1	7	5	332	375.4
07:15	230	83	13	20	1	3	3	353	382.3	07:15	165	102	27	27	3	4	7	335	378.6
07:30	243	84	11	17	3	4	3	365	390.8	07:30	168	101	21	24	3	5	6	328	364.9
07:45	252	84	15	19	3	3	2	378	409.8	07:45	184	90	21	18	2	4	8	327	354.1
08:00	249	80	14	14	2	2	5	366	388	08:00	213	83	17	20	3	2	8	346	375.9
08:15	255	75	12	14	2	1	4	363	385.4	08:15	222	78	20	18	2	1	8	349	377.4
08:30	249	94	17	16	0	0	4	380	406.1	08:30	210	78	20	18	2	0	8	336	365
08:45	230	98	15	16	2	0	6	367	392.5	08:45	192	82	20	21	3	0	8	326	359.9
09:00	187	103	20	21	2	1	3	337	373.3	09:00	145	83	19	18	3	1	5	274	305.3
09:15	123	82	19	19	2	1	3	249	282.2	09:15	95	63	15	14	2	1	2	192	217.5
09:30	72	47	10	13	2	1	3	148	168.9	09:30	62	42	11	9	2	1	2	129	146
09:45	35	24	5	7	0	1	0	72	83	09:45	26	18	4	2	1	1	0	52	57
16:00	268	145	26	11	2	4	8	464	484.5	16:00	195	98	12	7	2	1	1	316	331.7
16:15	276	147	28	9	2	6	7	475	493.5	16:15	212	107	13	9	1	3	2	347	362.8
16:30	280	140	26	11	2	5	6	470	491.5	16:30	209	102	12	9	2	2	4	340	355.3
16:45	310	136	28	10	1	6	8	499	517	16:45	203	93	15	7	1	2	4	325	338.2
17:00	333	123	27	9	0	7	6	505	521.2	17:00	216	83	14	9	2	2	4	330	346.3
17:15	323	119	22	10	1	5	8	488	503.6	17:15	185	77	13	9	2	1	3	290	307.2
17:30	322	104	21	8	1	6	9	471	482.1	17:30	173	68	11	7	1	1	2	263	276.4
17:45	272	83	16	9	1	3	6	390	404.1	17:45	158	75	8	8	2	1	2	254	268.2
18:00	220	80	13	13	2	3	8	339	356.2	18:00	135	67	12	8	1	2	2	227	241.6
18:15	146	48	9	9	1	2	5	220	232	18:15	97	49	9	6	1	1	2	165	176.1
18:30	87	32	5	7	1	1	2	135	145.4	18:30	64	33	6	5	1	1	1	111	120.1
18:45	36	20	3	5	1	1	2	68	74.8	18:45	31	12	5	3	0	1	0	52	57.8
TOTAL	1481	598	110	88	10	19	34	2340	2480.8	TOTAL	1069	510	105	89	12	15	25	1825	1976.2

		Arm E - Entry (15-minute intervals)										Arm E - Exit (15-minute intervals)											
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU		
07:00	07:15	1	3	2	2	0	0	0	8	11.6	07:00	07:15	7	2	0	0	0	0	0	9	9		
07:15	07:30	0	1	0	0	0	0	0	1		07:15	07:30	3	1	1	0	0	0	0	5	5.5		
07:30	07:45	0	3	1	2	0	0	0	6	9.1	07:30	07:45	2	6	1	0	0	0	0	9	9.5		
07:45	08:00	0	3	2	0	0	0	0	5	6	07:45	08:00	4	3	1	1	0	0	0	9	10.8		
08:00	08:15	1	4	0	1	0	0	0	6	7.3	08:00	08:15	2	5	0	0	0	0	0	7	7		
08:15	08:30	0	2	2	0	0	0	0	4	5	08:15	08:30	2	1	3	0	0	0	0	6	7.5		
08:30	08:45	1	4	3	0	0	0	0	8	9.5	08:30	08:45	2	4	2	0	0	0	0	8	9		
08:45	09:00	0	2	1	1	0	0	0	4	5.8	08:45	09:00	0	3	1	0	0	0	0	4	4.5		
09:00	09:15	1	2	1	0	0	0	0	4	4.5	09:00	09:15	2	1	0	0	0	0	0	3	3		
09:15	09:30	0	4	0	0	0	0	0	4	4	09:15	09:30	0	2	0	0	0	0	0	2	2		
09:30	09:45	0	3	2	0	0	0	0	5	6	09:30	09:45	2	2	1	0	0	0	0	5	5.5		
09:45	10:00	1	1	0	0	0	0	0	2	2	09:45	10:00	1	3	1	1	0	0	0	6	7.8		
16:00	16:15	9	3	0	1	0	0	1	14	14.5	16:00	16:15	1	1	1	1	0	0	0	4	5.8		
16:15	16:30	4	1	0	0	0	0	0	5	5	16:15	16:30	1	4	3	0	0	0	0	8	9.5		
16:30	16:45	4	2	0	1	0	0	0	7	8.3	16:30	16:45	0	2	0	0	0	0	0	2	2		
16:45	17:00	0	2	0	0	0	0	0	2	2	16:45	17:00	1	2	0	1	0	0	0	4	5.3		
17:00	17:15	5	4	0	1	0	0	0	10	11.3	17:00	17:15	0	4	0	0	0	0	0	4	4		
17:15	17:30	6	4	0	0	0	0	0	10	10	17:15	17:30	2	2	0	0	0	0	0	4	4		
17:30	17:45	3	1	0	0	0	0	0	4	4	17:30	17:45	0	1	1	0	0	0	0	2	2.5		
17:45	18:00	2	2	0	0	0	0	0	4	4	17:45	18:00	0	2	0	0	0	0	0	2	2		
18:00	18:15	2	2	0	0	0	0	0	4	4	18:00	18:15	0	0	0	0	0	0	0	0	0		
18:15	18:30	0	2	0	0	0	0	0	2	2	18:15	18:30	0	0	0	0	0	0	0	0	0		
18:30	18:45	0	3	0	0	0	0	0	3	3	18:30	18:45	0	1	0	0	0	0	0	1	1		
18:45	19:00	1	2	0	0	0	0	0	3	3	18:45	19:00	0	2	0	0	0	0	0	2	2		
Total		41	60	14	9	0	0	1	125	142.9	Total		32	54	16	4	0	0	0	106	119.2		
Time Interval		Arm E - Entry (rolling hour)										Time Interval		Arm E - Exit (rolling hour)									
		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU			Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU		
07:00	08:00	1	10	5	4	0	0	0	20	27.7	07:00	08:00	16	12	3	1	0	0	0	32	34.8		
07:15	08:15	1	11	3	3	0	0	0	18	23.4	07:15	08:15	11	15	3	1	0	0	0	30	32.8		
07:30	08:30	1	12	5	3	0	0	0	21	27.4	07:30	08:30	10	15	5	1	0	0	0	31	34.8		
07:45	08:45	2	13	7	1	0	0	0	23	27.8	07:45	08:45	10	13	6	1	0	0	0	30	34.3		
08:00	09:00	2	12	6	2	0	0	0	22	27.6	08:00	09:00	6	13	6	0	0	0	0	25	28		
08:15	09:15	2	10	7	1	0	0	0	20	24.8	08:15	09:15	6	9	6	0	0	0	0	21	24		
08:30	09:30	2	12	5	1	0	0	0	20	23.8	08:30	09:30	4	10	3	0	0	0	0	17	18.5		
08:45	09:45	1	11	4	1	0	0	0	17	20.3	08:45	09:45	4	8	2	0	0	0	0	14	15		
09:00	10:00	2	10	3	0	0	0	0	15	16.5	09:00	10:00	5	8	2	1	0	0	0	16	18.3		
09:15	10:15	1	8	2	0	0	0	0	11	12	09:15	10:15	3	7	2	1	0	0	0	13	15.3		
09:30	10:30	1	4	2	0	0	0	0	7	8	09:30	10:30	3	5	2	1	0	0	0	11	13.3		
09:45	10:45	1	1	0	0	0	0	0	2	2	09:45	10:45	1	3	1	1	0	0	0	6	7.8		
16:00	17:00	17	8	0	2	0	0	1	28	29.8	16:00	17:00	3	9	4	2	0	0	0	18	22.6		
16:15	17:15	13	9	0	2	0	0	0	24	26.6	16:15	17:15	2	12	3	1	0	0	0	18	20.8		
16:30	17:30	15	12	0	2	0	0	0	29	31.6	16:30	17:30	3	10	0	1	0	0	0	14	15.3		
16:45	17:45	14	11	0	1	0	0	0	26	27.3	16:45	17:45	3	9	1	1	0	0	0	14	15.8		
17:00	18:00	16	11	0	1	0	0	0	28	29.3	17:00	18:00	2	9	1	0	0	0	0	12	12.5		
17:15	18:15	13	9	0	0	0	0	0	22	22	17:15	18:15	2	5	1	0	0	0	0	8	8.5		
17:30	18:30	7	7	0	0	0	0	0	14	14	17:30	18:30	0	3	1	0	0	0	0	4	4.5		
17:45	18:45	4	9	0	0	0	0	0	13	13	17:45	18:45	0	3	0	0	0	0	0	3	3		
18:00	19:00	3	9	0	0	0	0	0	12	12	18:00	19:00	0	3	0	0	0	0	0	3	3		
18:15	19:15	1	7	0	0	0	0	0	8	8	18:15	19:15	0	3	0	0	0	0	0	3	3		
18:30	19:30	1	5	0	0	0	0	0	6	6	18:30	19:30	0	3	0	0	0	0	0	3	3		
18:45	19:45	1	2	0	0	0	0	0	3	3	18:45	19:45	0	2	0	0	0	0	0	2	2		
TOTAL		41	60	14	9	0	0	1	125	142.9	TOTAL		32	54	16	4	0	0	0	106	119.2		

SBC PLANNING
RECEIVED : 17.12.2024

Survey Date: 25/06/2024
Survey Day: Tuesday

		Arm F - Entry (15-minute intervals)									Arm F - Exit (15-minute intervals)											
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	
07:00	07:15	1	0	0	0	0	0	0	1	1	07:00	07:15	1	0	0	0	0	0	0	1	1	
07:15	07:30	6	0	0	0	0	0	0	6	6	07:15	07:30	6	0	0	0	0	0	0	6	6	
07:30	07:45	3	1	0	0	0	0	0	4	4	07:30	07:45	1	0	0	0	0	0	0	1	1	
07:45	08:00	1	0	0	0	0	0	0	1	1	07:45	08:00	3	0	0	0	0	0	0	3	3	
08:00	08:15	1	0	0	0	0	0	0	1	1	08:00	08:15	1	0	0	0	0	0	0	1	1	
08:15	08:30	0	0	0	0	0	0	0	0	0	08:15	08:30	2	0	0	0	0	0	0	2	2	
08:30	08:45	0	0	0	0	0	0	0	0	0	08:30	08:45	2	0	0	0	0	0	0	2	2	
08:45	09:00	4	0	0	0	0	0	0	4	4	08:45	09:00	1	0	0	0	0	0	0	1	1	
09:00	09:15	0	1	0	0	0	0	0	1	1	09:00	09:15	3	0	0	0	0	0	0	3	3	
09:15	09:30	2	0	0	0	0	0	0	2	2	09:15	09:30	1	0	0	0	0	0	0	1	1	
09:30	09:45	0	0	0	0	0	0	0	0	0	09:30	09:45	0	0	0	0	0	0	0	0	0	
09:45	10:00	2	0	0	0	0	0	0	2	2	09:45	10:00	3	1	0	0	0	0	0	4	4	
16:00	16:15	4	1	0	0	0	0	0	5	5	16:00	16:15	5	0	0	0	0	0	0	5	5	
16:15	16:30	5	0	0	0	0	0	0	5	5	16:15	16:30	5	0	0	0	0	0	0	5	5	
16:30	16:45	0	1	0	0	0	0	0	1	1	16:30	16:45	0	1	0	0	0	0	0	1	1	
16:45	17:00	1	0	0	0	0	0	0	1	1	16:45	17:00	2	0	0	0	0	0	0	2	2	
17:00	17:15	2	0	0	0	0	0	0	2	2	17:00	17:15	0	0	0	0	0	0	0	0	0	
17:15	17:30	0	0	0	0	0	0	0	0	0	17:15	17:30	1	0	0	0	0	0	0	1	1	
17:30	17:45	2	0	0	0	0	0	0	2	2	17:30	17:45	4	0	0	0	0	0	0	4	4	
17:45	18:00	3	0	0	0	0	0	0	3	3	17:45	18:00	1	1	0	0	0	0	0	2	2	
18:00	18:15	1	1	0	0	0	0	0	2	2	18:00	18:15	2	0	0	0	0	0	0	2	2	
18:15	18:30	1	0	0	0	0	0	0	1	1	18:15	18:30	1	0	0	0	0	0	0	1	1	
18:30	18:45	1	0	0	0	0	0	0	1	1	18:30	18:45	0	0	0	0	0	0	0	0	0	
18:45	19:00	1	0	0	0	0	0	0	1	1	18:45	19:00	1	0	0	0	0	0	0	1	1	
Total		41	5	0	0	0	0	0	46	46	Total		46	3	0	0	0	0	0	49	49	
		Arm F - Entry (rolling hour)											Arm F - Exit (rolling hour)									
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	
07:00	08:00	11	1	0	0	0	0	0	12	12	07:00	08:00	11	0	0	0	0	0	0	11	11	
07:15	08:15	11	1	0	0	0	0	0	12	12	07:15	08:15	11	0	0	0	0	0	0	11	11	
07:30	08:30	5	1	0	0	0	0	0	6	6	07:30	08:30	7	0	0	0	0	0	0	7	7	
07:45	08:45	2	0	0	0	0	0	0	2	2	07:45	08:45	8	0	0	0	0	0	0	8	8	
08:00	09:00	5	0	0	0	0	0	0	5	5	08:00	09:00	6	0	0	0	0	0	0	6	6	
08:15	09:15	4	1	0	0	0	0	0	5	5	08:15	09:15	8	0	0	0	0	0	0	8	8	
08:30	09:30	6	1	0	0	0	0	0	7	7	08:30	09:30	7	0	0	0	0	0	0	7	7	
08:45	09:45	6	1	0	0	0	0	0	7	7	08:45	09:45	5	0	0	0	0	0	0	5	5	
09:00	10:00	4	1	0	0	0	0	0	5	5	09:00	10:00	7	1	0	0	0	0	0	8	8	
09:15	10:15	4	0	0	0	0	0	0	4	4	09:15	10:15	4	1	0	0	0	0	0	5	5	
09:30	10:30	2	0	0	0	0	0	0	2	2	09:30	10:30	3	1	0	0	0	0	0	4	4	
09:45	10:45	2	0	0	0	0	0	0	2	2	09:45	10:45	3	1	0	0	0	0	0	4	4	
16:00	17:00	10	2	0	0	0	0	0	12	12	16:00	17:00	12	1	0	0	0	0	0	13	13	
16:15	17:15	8	1	0	0	0	0	0	9	9	16:15	17:15	7	1	0	0	0	0	0	8	8	
16:30	17:30	3	1	0	0	0	0	0	4	4	16:30	17:30	3	1	0	0	0	0	0	4	4	
16:45	17:45	5	0	0	0	0	0	0	5	5	16:45	17:45	7	0	0	0	0	0	0	7	7	
17:00	18:00	7	0	0	0	0	0	0	7	7	17:00	18:00	6	1	0	0	0	0	0	7	7	
17:15	18:15	6	1	0	0	0	0	0	7	7	17:15	18:15	8	1	0	0	0	0	0	9	9	
17:30	18:30	7	1	0	0	0	0	0	8	8	17:30	18:30	8	1	0	0	0	0	0	9	9	
17:45	18:45	6	1	0	0	0	0	0	7	7	17:45	18:45	4	1	0	0	0	0	0	5	5	
18:00	19:00	4	1	0	0	0	0	0	5	5	18:00	19:00	4	0	0	0	0	0	0	4	4	
18:15	19:15	3	0	0	0	0	0	0	3	3	18:15	19:15	2	0	0	0	0	0	0	2	2	
18:30	19:30	2	0	0	0	0	0	0	2	2	18:30	19:30	1	0	0	0	0	0	0	1	1	
18:45	19:45	1	0	0	0	0	0	0	1	1	18:45	19:45	1	0	0	0	0	0	0	1	1	
TOTAL		41	5	0	0	0	0	0	46	46	TOTAL		46	3	0	0	0	0	0	49	49	



Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / The Hollies

Survey Date: 25/06/2024
Survey Day: Tuesday

All movements (15-minute intervals)										
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	99	31	5	8	1	4	3	151	160.1
07:15	07:30	97	39	17	15	0	0	1	169	196.2
07:30	07:45	94	57	10	14	1	2	2	180	201.4
07:45	08:00	136	51	12	10	1	4	3	217	232.2
08:00	08:15	107	53	4	8	2	2	4	180	190
08:15	08:30	112	39	11	9	2	2	0	175	193
08:30	08:45	121	43	16	10	0	0	3	193	211.6
08:45	09:00	164	42	6	7	1	0	6	226	234.3
09:00	09:15	122	47	6	6	1	0	3	185	194.4
09:15	09:30	92	60	17	11	0	0	0	180	202.8
09:30	09:45	76	55	13	13	3	0	5	165	187.4
09:45	10:00	68	47	9	10	1	2	0	137	154.3
16:00	16:15	143	54	10	6	1	1	3	218	228.8
16:15	16:30	119	74	14	5	0	2	3	217	226.9
16:30	16:45	132	72	7	6	2	3	2	224	233.9
16:45	17:00	116	69	9	5	1	0	5	205	213
17:00	17:15	163	73	13	5	0	5	2	261	269.4
17:15	17:30	115	65	11	9	1	0	4	205	220
17:30	17:45	159	55	11	2	0	3	4	234	237.1
17:45	18:00	150	49	7	4	1	1	0	212	221.1
18:00	18:15	123	56	7	6	1	2	3	198	206.7
18:15	18:30	97	34	7	3	0	1	4	146	149.6
18:30	18:45	88	35	3	4	1	0	1	132	138.9
18:45	19:00	70	35	9	8	1	2	3	128	140.3
Total		2763	1235	234	184	22	36	64	4538	4843.4

All movements (rolling hour)										
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	426	178	44	47	3	10	9	717	789.9
07:15	08:15	434	200	43	47	4	8	10	746	819.8
07:30	08:30	449	200	37	41	6	10	9	752	816.6
07:45	08:45	476	186	43	37	5	8	10	765	826.8
08:00	09:00	504	177	37	34	5	4	13	774	828.9
08:15	09:15	519	171	39	32	4	2	12	779	833.3
08:30	09:30	499	192	45	34	2	0	12	784	843.1
08:45	09:45	454	204	42	37	5	0	14	756	818.9
09:00	10:00	358	209	45	40	5	2	8	667	738.9
09:15	10:15	236	162	39	34	4	2	5	482	544.5
09:30	10:30	144	102	22	23	4	2	5	302	341.7
09:45	10:45	68	47	9	10	1	2	0	137	154.3
16:00	17:00	510	269	40	22	4	6	13	864	902.6
16:15	17:15	530	288	43	21	3	10	12	907	943.2
16:30	17:30	526	279	40	25	4	8	13	895	936.3
16:45	17:45	553	262	44	21	2	8	15	905	939.5
17:00	18:00	587	242	42	20	2	9	10	912	947.6
17:15	18:15	547	225	36	21	3	6	11	849	884.9
17:30	18:30	529	194	32	15	2	7	11	790	814.5
17:45	18:45	458	174	24	17	3	4	8	688	716.3
18:00	19:00	378	160	26	21	3	5	11	604	635.5
18:15	19:15	255	104	19	15	2	3	8	406	428.8
18:30	19:30	158	70	12	12	2	2	4	260	279.2
18:45	19:45	70	35	9	8	1	2	3	128	140.3
TOTAL		2763	1235	234	184	22	36	64	4538	4843.4

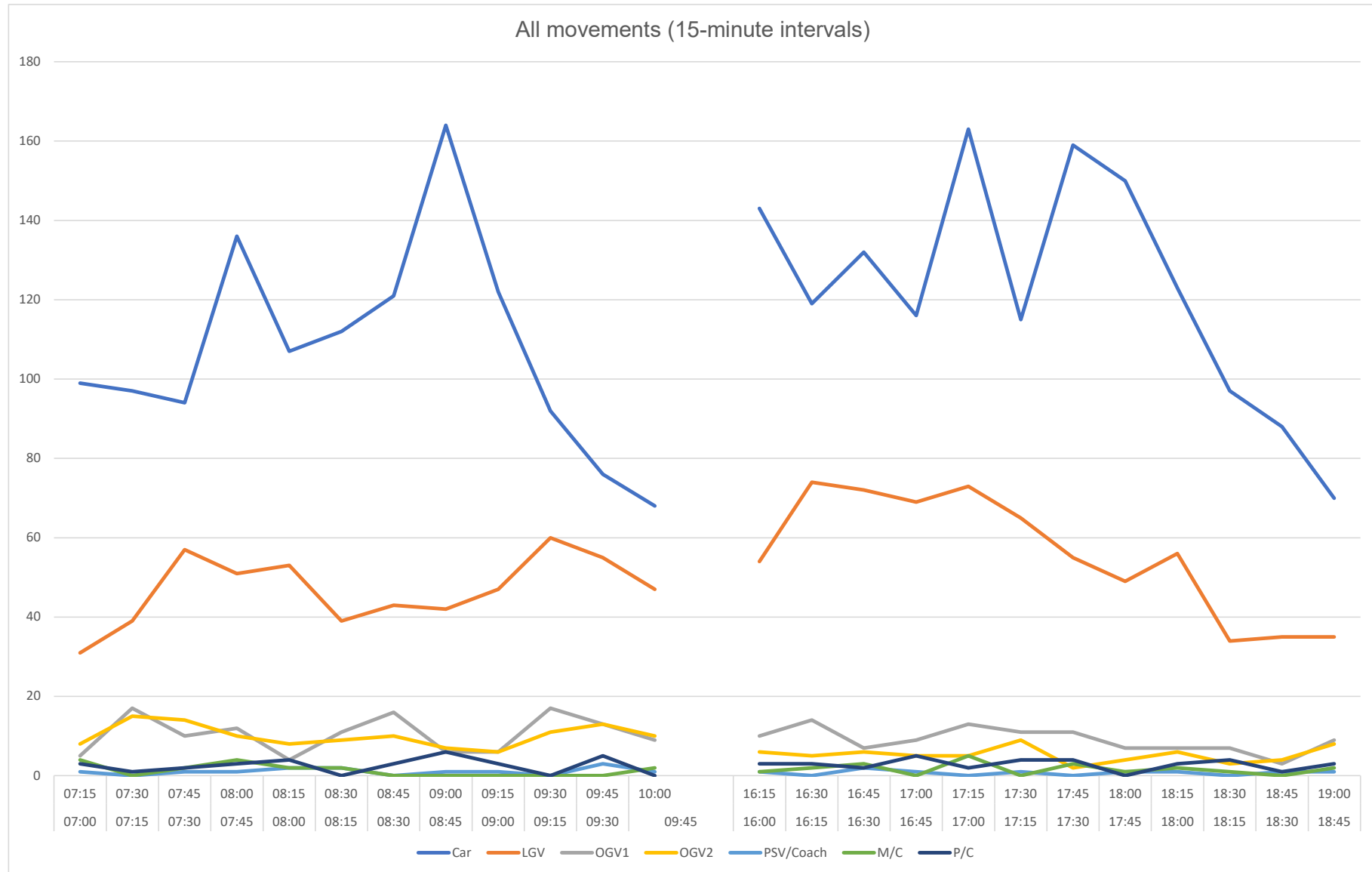


Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / The Hollies

Survey Date: 25/06/2024
Survey Day: Tuesday

		Peak Hour (AM)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
08:30	08:45	121	43	16	10	0	0	3	193	211.6
08:45	09:00	164	42	6	7	1	0	6	226	234.3
09:00	09:15	122	47	6	6	1	0	3	185	194.4
09:15	09:30	92	60	17	11	0	0	0	180	202.8

		Peak Hour (PM)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
17:00	17:15	163	73	13	5	0	5	2	261	269.4
17:15	17:30	115	65	11	9	1	0	4	205	220
17:30	17:45	159	55	11	2	0	3	4	234	237.1
17:45	18:00	150	49	7	4	1	1	0	212	221.1



Car	1
LGV	1
OGV1	1.5
OGV2	2.3
PSV	2
M/C	0.4
P/C	0.2

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0261	Poyle	Poyle Road / Prescott Road	51.474224, -0.517353	25/06/2024	Tuesday	0700-1000 & 1600-1900hrs	Sunny	Sunny





Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / Prescott Road

		A - A (15-minute intervals)											A - B (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	0	0	0	0	0	0	0	0	0	07:00	07:15	2	0	0	0	0	0	0	2	2
07:15	07:30	0	0	0	0	0	0	0	0	0	07:15	07:30	0	0	0	0	0	0	0	0	0
07:30	07:45	0	0	0	0	0	0	0	0	0	07:30	07:45	0	0	0	0	0	0	0	0	0
07:45	08:00	0	0	0	0	0	0	0	0	0	07:45	08:00	0	1	0	0	0	0	0	1	1
08:00	08:15	0	0	0	0	0	0	0	0	0	08:00	08:15	1	0	0	0	0	0	0	1	1
08:15	08:30	0	0	0	0	0	0	0	0	0	08:15	08:30	1	1	0	0	0	0	0	2	2
08:30	08:45	0	0	0	0	0	0	0	0	0	08:30	08:45	2	1	0	0	0	0	0	3	3
08:45	09:00	0	0	0	0	0	0	0	0	0	08:45	09:00	2	0	0	0	0	0	0	2	2
09:00	09:15	0	0	0	0	0	0	0	0	0	09:00	09:15	0	0	0	0	0	0	1	1	0.2
09:15	09:30	0	0	0	0	0	0	0	0	0	09:15	09:30	0	0	0	0	0	0	0	0	0
09:30	09:45	0	0	0	0	0	0	0	0	0	09:30	09:45	3	1	0	0	0	0	0	4	4
09:45	10:00	0	0	0	0	0	0	0	0	0	09:45	10:00	0	0	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0	0	0	16:00	16:15	0	0	1	0	0	0	0	1	1.5
16:15	16:30	0	0	0	0	0	0	0	0	0	16:15	16:30	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0	16:30	16:45	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0	16:45	17:00	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0	17:00	17:15	3	3	0	0	0	0	0	6	6
17:15	17:30	0	0	0	0	0	0	0	0	0	17:15	17:30	1	1	0	0	0	0	0	2	2
17:30	17:45	0	0	0	0	0	0	0	0	0	17:30	17:45	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0	17:45	18:00	3	0	0	0	0	0	0	3	3
18:00	18:15	0	0	0	0	0	0	0	0	0	18:00	18:15	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0	18:15	18:30	1	0	0	0	0	0	0	1	1
18:30	18:45	0	0	0	0	0	0	0	0	0	18:30	18:45	0	0	0	0	0	0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0	0	18:45	19:00	0	0	0	0	0	0	0	0	0
Total (AM & PM)		0	0	0	0	0	0	0	0	0	Total		19	8	1	0	0	0	1	29	28.7
Time Interval		A - A (rolling hour)									Time Interval		A - B (rolling hour)								
07:00 08:00		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	07:00 08:00		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:15	08:15	0	0	0	0	0	0	0	0	0	07:15	08:15	1	1	0	0	0	0	0	2	2
07:30	08:30	0	0	0	0	0	0	0	0	0	07:30	08:30	2	2	0	0	0	0	0	4	4
07:45	08:45	0	0	0	0	0	0	0	0	0	07:45	08:45	4	3	0	0	0	0	0	7	7
08:00	09:00	0	0	0	0	0	0	0	0	0	08:00	09:00	6	2	0	0	0	0	0	8	8
08:15	09:15	0	0	0	0	0	0	0	0	0	08:15	09:15	5	2	0	0	0	0	1	8	7.2
08:30	09:30	0	0	0	0	0	0	0	0	0	08:30	09:30	4	1	0	0	0	0	1	6	5.2
08:45	09:45	0	0	0	0	0	0	0	0	0	08:45	09:45	5	1	0	0	0	0	1	7	6.2
09:00	10:00	0	0	0	0	0	0	0	0	0	09:00	10:00	3	1	0	0	0	0	1	5	4.2
09:15	10:15	0	0	0	0	0	0	0	0	0	09:15	10:15	3	1	0	0	0	0	0	4	4
09:30	10:30	0	0	0	0	0	0	0	0	0	09:30	10:30	3	1	0	0	0	0	0	4	4
09:45	10:45	0	0	0	0	0	0	0	0	0	09:45	10:45	0	0	0	0	0	0	0	0	0
16:00	17:00	0	0	0	0	0	0	0	0	0	16:00	17:00	0	0	1	0	0	0	0	1	1.5
16:15	17:15	0	0	0	0	0	0	0	0	0	16:15	17:15	3	3	0	0	0	0	0	6	6
16:30	17:30	0	0	0	0	0	0	0	0	0	16:30	17:30	4	4	0	0	0	0	0	8	8
16:45	17:45	0	0	0	0	0	0	0	0	0	16:45	17:45	4	4	0	0	0	0	0	8	8
17:00	18:00	0	0	0	0	0	0	0	0	0	17:00	18:00	7	4	0	0	0	0	0	11	11
17:15	18:15	0	0	0	0	0	0	0	0	0	17:15	18:15	4	1	0	0	0	0	0	5	5
17:30	18:30	0	0	0	0	0	0	0	0	0	17:30	18:30	4	0	0	0	0	0	0	4	4
17:45	18:45	0	0	0	0	0	0	0	0	0	17:45	18:45	4	0	0	0	0	0	0	4	4
18:00	19:00	0	0	0	0	0	0	0	0	0	18:00	19:00	1	0	0	0	0	0	0	1	1
18:15	19:15	0	0	0	0	0	0	0	0	0	18:15	19:15	1	0	0	0	0	0	0	1	1
18:30	19:30	0	0	0	0	0	0	0	0	0	18:30	19:30	0	0	0	0	0	0	0	0	0
18:45	19:45	0	0	0	0	0	0	0	0	0	18:45	19:45	0	0	0	0	0	0	0	0	0
TOTAL		0	0	0	0	0	0	0	0	0	TOTAL		19	8	1	0	0	0	1	29	28.7

Survey Date: 25/06/2024
Survey Day: Tuesday

		A - C (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	38	18	5	6	0	5	1	73	79.5
07:15	07:30	39	24	10	8	0	0	2	83	96.8
07:30	07:45	36	33	7	10	1	1	0	88	104.9
07:45	08:00	43	23	9	3	0	2	3	83	87.8
08:00	08:15	39	23	1	6	2	1	3	75	82.3
08:15	08:30	42	24	4	5	0	1	0	76	83.9
08:30	08:45	50	19	7	4	0	0	2	82	89.1
08:45	09:00	69	18	5	5	1	1	3	102	109
09:00	09:15	48	21	4	4	1	0	3	81	86.8
09:15	09:30	35	22	4	5	0	0	0	66	74.5
09:30	09:45	31	25	7	7	1	0	2	73	85
09:45	10:00	26	20	4	2	1	1	0	54	59

16:00	16:15	53	16	2	0	1	0	0	72	74
16:15	16:30	52	25	6	3	0	1	0	87	93.3
16:30	16:45	54	23	1	3	1	0	1	83	87.6
16:45	17:00	45	28	2	1	0	0	0	76	78.3
17:00	17:15	66	21	4	2	0	2	1	96	98.6
17:15	17:30	43	21	5	3	1	0	2	75	80.8
17:30	17:45	48	13	4	1	0	0	1	67	69.5
17:45	18:00	50	19	1	3	1	0	0	74	79.4
18:00	18:15	38	18	3	2	0	1	0	62	65.5
18:15	18:30	31	13	3	1	0	0	1	49	51
18:30	18:45	32	21	1	2	1	0	0	57	61.1
18:45	19:00	33	13	5	3	0	1	0	55	60.8
Total		1041	501	104	89	12	17	25	1789	1938.5

		A - C (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	156	98	31	27	1	8	6	327	369
07:15	08:15	157	103	27	27	3	4	8	329	371.8
07:30	08:30	160	103	21	24	3	5	6	322	358.9
07:45	08:45	174	89	21	18	2	4	8	316	343.1
08:00	09:00	200	84	17	20	3	3	8	335	364.3
08:15	09:15	209	82	20	18	2	2	8	341	368.8
08:30	09:30	202	80	20	18	2	1	8	331	359.4
08:45	09:45	183	86	20	21	3	1	8	322	355.3
09:00	10:00	140	88	19	18	3	1	5	274	305.3
09:15	10:15	92	67	15	14	2	1	2	193	218.5
09:30	10:30	57	45	11	9	2	1	2	127	144
09:45	10:45	26	20	4	2	1	1	0	54	59
16:00	17:00	204	92	11	7	2	1	1	318	333.2
16:15	17:15	217	97	13	9	1	3	2	342	357.8
16:30	17:30	208	93	12	9	2	2	4	330	345.3
16:45	17:45	202	83	15	7	1	2	4	314	327.2
17:00	18:00	207	74	14	9	2	2	4	312	328.3
17:15	18:15	179	71	13	9	2	1	3	278	295.2
17:30	18:30	167	63	11	7	1	1	2	252	265.4
17:45	18:45	151	71	8	8	2	1	1	242	257
18:00	19:00	134	65	12	8	1	2	1	223	238.4
18:15	19:15	96	47	9	6	1	1	1	161	172.9
18:30	19:30	65	34	6	5	1	1	0	112	121.9
18:45	19:45	33	13	5	3	0	1	0	55	60.8
TOTAL		1041	501	104	89	12	17	25	1789	1938.5

SBC PLANNING
RECEIVED : 17.12.2024



Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / Prescott Road

		B - A (15-minute intervals)												B - B (15-minute intervals)									
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU		
07:00	07:15	0	1	0	0	0	0	0	1	1	07:00	07:15	0	0	0	0	0	0	0	0	0	0	
07:15	07:30	0	0	0	0	0	0	0	0	0	07:15	07:30	0	0	0	0	0	0	0	0	0	0	
07:30	07:45	0	1	0	0	0	0	0	1	1	07:30	07:45	0	0	0	0	0	0	0	0	0	0	
07:45	08:00	0	1	0	0	0	0	0	1	1	07:45	08:00	0	0	0	0	0	0	0	0	0	0	
08:00	08:15	1	0	0	0	0	0	0	1	1	08:00	08:15	0	0	0	0	0	0	0	0	0	0	
08:15	08:30	0	0	0	0	0	0	0	0	0	08:15	08:30	0	0	0	0	0	0	0	0	0	0	
08:30	08:45	1	1	0	0	0	0	0	2	2	08:30	08:45	0	0	0	0	0	0	0	0	0	0	
08:45	09:00	0	0	0	0	0	0	0	0	0	08:45	09:00	0	0	0	0	0	0	0	0	0	0	
09:00	09:15	0	0	0	0	0	0	0	0	0	09:00	09:15	0	0	0	0	0	0	0	0	0	0	
09:15	09:30	0	1	0	0	0	0	0	1	1	09:15	09:30	0	0	0	0	0	0	0	0	0	0	
09:30	09:45	2	1	0	0	0	0	0	3	3	09:30	09:45	0	0	0	0	0	0	0	0	0	0	
09:45	10:00	0	0	0	0	0	0	0	0	0	09:45	10:00	0	0	0	0	0	0	0	0	0	0	

16:00	16:15	3	1	0	0	0	0	0	4	4	16:00	16:15	0	0	0	0	0	0	0	0	0	0
16:15	16:30	1	0	0	0	0	0	0	1	1	16:15	16:30	0	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0	16:30	16:45	0	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0	16:45	17:00	0	0	0	0	0	0	0	0	0	0
17:00	17:15	4	1	0	0	0	0	0	5	5	17:00	17:15	0	0	0	0	0	0	0	0	0	0
17:15	17:30	0	1	0	0	0	0	0	1	1	17:15	17:30	0	0	0	0	0	0	0	0	0	0
17:30	17:45	5	0	0	0	0	0	0	5	5	17:30	17:45	0	0	0	0	0	0	0	0	0	0
17:45	18:00	4	0	0	0	0	0	0	4	4	17:45	18:00	0	0	0	0	0	0	0	0	0	0
18:00	18:15	2	0	0	0	0	0	0	2	2	18:00	18:15	0	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0	18:15	18:30	0	0	0	0	0	0	0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0	0	18:30	18:45	0	0	0	0	0	0	0	0	0	0
18:45	19:00	1	0	0	0	0	0	1	2	1.2	18:45	19:00	0	0	0	0	0	0	0	0	0	0
Total		24	9	0	0	0	0	1	34	33.2	Total		0	0	0	0	0	0	0	0	0	0

		B - A (rolling hour)												B - B (rolling hour)									
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU		
07:00	08:00	0	3	0	0	0	0	0	3	3	07:00	08:00	0	0	0	0	0	0	0	0	0	0	
07:15	08:15	1	2	0	0	0	0	0	3	3	07:15	08:15	0	0	0	0	0	0	0	0	0	0	
07:30	08:30	1	2	0	0	0	0	0	3	3	07:30	08:30	0	0	0	0	0	0	0	0	0	0	
07:45	08:45	2	2	0	0	0	0	0	4	4	07:45	08:45	0	0	0	0	0	0	0	0	0	0	
08:00	09:00	2	1	0	0	0	0	0	3	3	08:00	09:00	0	0	0	0	0	0	0	0	0	0	
08:15	09:15	1	1	0	0	0	0	0	2	2	08:15	09:15	0	0	0	0	0	0	0	0	0	0	
08:30	09:30	1	2	0	0	0	0	0	3	3	08:30	09:30	0	0	0	0	0	0	0	0	0	0	
08:45	09:45	2	2	0	0	0	0	0	4	4	08:45	09:45	0	0	0	0	0	0	0	0	0	0	
09:00	10:00	2	2	0	0	0	0	0	4	4	09:00	10:00	0	0	0	0	0	0	0	0	0	0	
09:15	10:15	2	2	0	0	0	0	0	4	4	09:15	10:15	0	0	0	0	0	0	0	0	0	0	
09:30	10:30	2	1	0	0	0	0	0	3	3	09:30	10:30	0	0	0	0	0	0	0	0	0	0	
09:45	10:45	0	0	0	0	0	0	0	0	0	09:45	10:45	0	0	0	0	0	0	0	0	0	0	
16:00	17:00	4	1	0	0	0	0	0	5	5	16:00	17:00	0	0	0	0	0	0	0	0	0	0	
16:15	17:15	5	1	0	0	0	0	0	6	6	16:15	17:15	0	0	0	0	0	0	0	0	0	0	
16:30	17:30	4	2	0	0	0	0	0	6	6	16:30	17:30	0	0	0	0	0	0	0	0	0	0	
16:45	17:45	9	2	0	0	0	0	0	11	11	16:45	17:45	0	0	0	0	0	0	0	0	0	0	
17:00	18:00	13	2	0	0	0	0	0	15	15	17:00	18:00	0	0	0	0	0	0	0	0	0	0	
17:15	18:15	11	1	0	0	0	0	0	12	12	17:15	18:15	0	0	0	0	0	0	0	0	0	0	
17:30	18:30	11	0	0	0	0	0	0	11	11	17:30	18:30	0	0	0	0	0	0	0	0	0	0	
17:45	18:45	6	0	0	0	0	0	0	6	6	17:45	18:45	0	0	0	0	0	0	0	0	0	0	
18:00	19:00	3	0	0	0	0	0	1	4	3.2	18:00	19:00	0	0	0	0	0	0	0	0	0	0	
18:15	19:15	1	0	0	0	0	0	1	2	1.2	18:15	19:15	0	0	0	0	0	0	0	0	0	0	
18:30	19:30	1	0	0	0	0	0	1	2	1.2	18:30	19:30	0	0	0	0	0	0	0	0	0	0	
18:45	19:45	1	0	0	0	0	0	1	2	1.2	18:45	19:45	0	0	0	0	0	0	0	0	0	0	
TOTAL		24	9	0	0	0	0	1	34	33.2	TOTAL		0	0	0	0	0	0	0	0	0	0	

Survey Date: 25/06/2024
Survey Day: Tuesday

		B - C (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	1	1	0	0	0	0	0	2	2
07:15	07:30	0	1	0	0	0	0	0	1	1
07:30	07:45	0	3	0	0	0	0	0	3	3
07:45	08:00	0	2	1	0	0	0	0	3	3.5
08:00	08:15	2	3	0	0	0	0	0	5	5
08:15	08:30	3	0	1	0	0	0	0	4	4.5
08:30	08:45	1	1	1	0	0	0	0	3	3.5
08:45	09:00	1	3	0	0	0	0	0	4	4
09:00	09:15	0	3	0	0	0	0	0	3	3
09:15	09:30	2	1	0	0	0	0	0	3	3
09:30	09:45	2	0	0	0	0	0	0	2	2
09:45	10:00	1	1	0	0	0	0	0	2	2

16:00	16:15	3	1	1	0	0	0	0	5	5.5
16:15	16:30	1	1	0	0	0	0	0	2	2
16:30	16:45	2	2	0	0	0	0	0	4	4
16:45	17:00	3	0	0	0	0	0	0	3	3
17:00	17:15	4	1	0	0	0	0	0	5	5
17:15	17:30	3	0	0	0	0	0	0	3	3
17:30	17:45	5	2	0	0	0	0	0	7	7
17:45	18:00	7	0	1	0	0	0	0	8	8.5
18:00	18:15	2	0	0	0	0	0	0	2	2
18:15	18:30	4	0	0	0	0	0	0	4	4
18:30	18:45	2	1	0	0	0	0	0	3	3
18:45	19:00	1	0	0	0	0	0	0	1	1
Total		50	27	5	0	0	0	0	82	84.5

		B - C (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	1	7	1	0	0	0	0	9	9.5
07:15	08:15	2	9	1	0	0	0	0	12	12.5
07:30	08:30	5	8	2	0	0	0	0	15	16
07:45	08:45	6	6	3	0	0	0	0	15	16.5
08:00	09:00	7	7	2	0	0	0	0	16	17
08:15	09:15	5	7	2	0	0	0	0	14	15
08:30	09:30	4	8	1	0	0	0	0	13	13.5
08:45	09:45	5	7	0	0	0	0	0	12	12
09:00	10:00	5	5	0	0	0	0	0	10	10
09:15	10:15	5	2	0	0	0	0	0	7	7
09:30	10:30	3	1	0	0	0	0	0	4	4
09:45	10:45	1	1	0	0	0	0	0	2	2
16:00	17:00	9	4	1	0	0	0	0	14	14.5
16:15	17:15	10	4	0	0	0	0	0	14	14
16:30	17:30	12	3	0	0	0	0	0	15	15
16:45	17:45	15	3	0	0	0	0	0	18	18
17:00	18:00	19	3	1	0	0	0	0	23	23.5
17:15	18:15	17	2	1	0	0	0	0	20	20.5
17:30	18:30	18	2	1	0	0	0	0	21	21.5
17:45	18:45	15	1	1	0	0	0	0	17	17.5
18:00	19:00	9	1	0	0	0	0	0	10	10
18:15	19:15	7	1	0	0	0	0	0	8	8
18:30	19:30	3	1	0	0	0	0	0	4	4
18:45	19:45	1	0	0	0	0	0	0	1	1
TOTAL		50	27	5	0	0	0	0	82	84.5

SBC PLANNING
RECEIVED : 17.12.2024



Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / Prescott Road

		C - A (15-minute intervals)											C - B (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	54	7	0	2	1	0	2	66	68	07:00	07:15	2	0	0	0	0	0	0	2	2
07:15	07:30	46	14	6	7	0	0	0	73	85.1	07:15	07:30	5	0	0	0	0	0	0	5	5
07:30	07:45	45	21	3	4	0	1	2	76	80.5	07:30	07:45	5	1	0	0	0	0	0	6	6
07:45	08:00	79	21	1	7	1	1	0	110	120	07:45	08:00	4	1	0	0	0	0	0	5	5
08:00	08:15	57	24	3	2	1	1	0	88	92.5	08:00	08:15	3	0	0	0	0	0	0	3	3
08:15	08:30	60	18	4	4	1	0	0	87	95.2	08:15	08:30	4	0	0	0	0	0	0	4	4
08:30	08:45	51	22	7	6	0	0	1	87	97.5	08:30	08:45	6	1	0	0	0	0	0	7	7
08:45	09:00	77	20	0	2	0	0	3	102	102.2	08:45	09:00	6	3	0	0	0	0	0	9	9
09:00	09:15	64	22	1	2	0	0	0	89	92.1	09:00	09:15	5	2	0	0	0	0	0	7	7
09:15	09:30	55	31	9	6	0	0	0	101	113.3	09:15	09:30	5	0	0	0	0	0	0	5	5
09:30	09:45	37	22	5	6	2	0	2	74	84.7	09:30	09:45	6	0	0	0	0	0	0	6	6
09:45	10:00	37	24	5	7	0	1	0	74	85	09:45	10:00	3	3	0	0	0	0	0	6	6

16:00	16:15	76	29	7	5	0	1	1	119	127.6	16:00	16:15	3	1	1	0	0	5	5.5
16:15	16:30	66	32	7	2	0	0	1	108	113.3	16:15	16:30	1	1	0	0	0	2	2
16:30	16:45	69	38	5	2	1	1	1	117	121.7	16:30	16:45	0	1	0	0	0	1	1
16:45	17:00	67	34	7	2	1	0	1	112	118.3	16:45	17:00	0	1	0	0	0	1	1
17:00	17:15	82	31	9	3	0	3	1	129	134.8	17:00	17:15	0	1	0	0	0	1	1
17:15	17:30	62	29	5	4	0	0	2	102	108.1	17:15	17:30	1	0	0	0	0	1	1
17:30	17:45	94	35	7	1	0	4	1	142	143.6	17:30	17:45	0	3	1	1	0	5	6.8
17:45	18:00	84	22	6	1	0	1	0	114	117.7	17:45	18:00	0	0	0	0	0	0	0
18:00	18:15	74	31	4	4	1	2	2	118	123.4	18:00	18:15	1	0	0	0	0	1	1
18:15	18:30	59	16	4	2	0	1	3	85	86.6	18:15	18:30	2	0	0	0	0	2	2
18:30	18:45	52	12	2	2	0	0	0	68	71.6	18:30	18:45	1	3	0	0	0	4	4
18:45	19:00	35	21	3	5	1	1	1	67	74.6	18:45	19:00	2	0	0	0	0	2	2
Total		1482	576	110	88	10	18	24	2308	2457.4	Total		65	22	2	1	0	90	92.3

C - A (rolling hour)										C - B (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	224	63	10	20	2	2	4	325	353.6	07:00	08:00	16	2	0	0	0	18	18
07:15	08:15	227	80	13	20	2	3	2	347	378.1	07:15	08:15	17	2	0	0	0	19	19
07:30	08:30	241	84	11	17	3	3	2	361	388.2	07:30	08:30	16	2	0	0	0	18	18
07:45	08:45	247	85	15	19	3	2	1	372	405.2	07:45	08:45	17	2	0	0	0	19	19
08:00	09:00	245	84	14	14	2	1	4	364	387.4	08:00	09:00	19	4	0	0	0	23	23
08:15	09:15	252	82	12	14	1	0	4	365	387	08:15	09:15	21	6	0	0	0	27	27
08:30	09:30	247	95	17	16	0	0	4	379	405.1	08:30	09:30	22	6	0	0	0	28	28
08:45	09:45	233	95	15	16	2	0	5	366	392.3	08:45	09:45	22	5	0	0	0	27	27
09:00	10:00	193	99	20	21	2	1	2	338	375.1	09:00	10:00	19	5	0	0	0	24	24
09:15	10:15	129	77	19	19	2	1	2	249	283	09:15	10:15	14	3	0	0	0	17	17
09:30	10:30	74	46	10	13	2	1	2	148	169.7	09:30	10:30	9	3	0	0	0	12	12
09:45	10:45	37	24	5	7	0	1	0	74	85	09:45	10:45	3	3	0	0	0	6	6
16:00	17:00	278	133	26	11	2	2	4	456	480.9	16:00	17:00	4	4	1	0	0	9	9.5
16:15	17:15	284	135	28	9	2	4	4	466	488.1	16:15	17:15	1	4	0	0	0	5	5
16:30	17:30	280	132	26	11	2	4	5	460	482.9	16:30	17:30	1	3	0	0	0	4	4
16:45	17:45	305	129	28	10	1	7	5	485	504.8	16:45	17:45	1	5	1	1	0	8	9.8
17:00	18:00	322	117	27	9	0	8	4	487	504.2	17:00	18:00	1	4	1	1	0	7	8.8
17:15	18:15	314	117	22	10	1	7	5	476	492.8	17:15	18:15	2	3	1	1	0	7	8.8
17:30	18:30	311	104	21	8	1	8	6	459	471.3	17:30	18:30	3	3	1	1	0	8	9.8
17:45	18:45	269	81	16	9	1	4	5	385	399.3	17:45	18:45	4	3	0	0	0	7	7
18:00	19:00	220	80	13	13	2	4	6	338	356.2	18:00	19:00	6	3	0	0	0	9	9
18:15	19:15	146	49	9	9	1	2	4	220	232.8	18:15	19:15	5	3	0	0	0	8	8
18:30	19:30	87	33	5	7	1	1	1	135	146.2	18:30	19:30	3	3	0	0	0	6	6
18:45	19:45	35	21	3	5	1	1	1	67	74.6	18:45	19:45	2	0	0	0	0	2	2
TOTAL		1482	576	110	88	10	18	24	2308	2457.4	TOTAL		65	22	2	1	0	90	92.3

Survey Date: 25/06/2024
Survey Day: Tuesday

[illegible]

16:00	16:15	0	0	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0

[illegible]

SBC PLANNING
RECEIVED : 17.12.2024



Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / Prescott Road

Survey Date: 25/06/2024
Survey Day: Tuesday

Arm A - Entry (15-minute intervals)										Arm A - Exit (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	40	18	5	6	0	5	1	75	81.5	07:00	54	8	0	2	1	0	2	67	69
07:15	39	24	10	8	0	0	2	83	96.8	07:15	46	14	6	7	0	0	0	73	85.1
07:30	36	33	7	10	1	1	0	88	104.9	07:30	45	22	3	4	0	1	2	77	81.5
07:45	43	24	9	3	0	2	3	84	88.8	07:45	79	22	1	7	1	1	0	111	121
08:00	40	23	1	6	2	1	3	76	83.3	08:00	58	24	3	2	1	1	0	89	93.5
08:15	43	25	4	5	0	1	0	78	85.9	08:15	60	18	4	4	1	0	0	87	95.2
08:30	52	20	7	4	0	0	2	85	92.1	08:30	52	23	7	6	0	0	1	89	99.5
08:45	71	18	5	5	1	1	3	104	111	08:45	77	20	0	2	0	0	3	102	102.2
09:00	48	21	4	4	1	0	4	82	87	09:00	64	22	1	2	0	0	0	89	92.1
09:15	35	22	4	5	0	0	0	66	74.5	09:15	55	32	9	6	0	0	0	102	114.3
09:30	34	26	7	7	1	0	2	77	89	09:30	39	23	5	6	2	0	2	77	87.7
09:45	26	20	4	2	1	1	0	54	59	09:45	37	24	5	7	0	1	0	74	85
Total										Total	1506	585	110	88	10	18	25	2342	2490.6
16:00										16:00	79	30	7	5	0	1	1	123	131.6
16:15	52	25	6	3	0	1	0	87	93.3	16:15	67	32	7	2	0	0	1	109	114.3
16:30	54	23	1	3	1	0	1	83	87.6	16:30	69	38	5	2	1	1	1	117	121.7
16:45	45	28	2	1	0	0	0	76	78.3	16:45	67	34	7	2	1	0	1	112	118.3
17:00	69	24	4	2	0	2	1	102	104.6	17:00	86	32	9	3	0	3	1	134	139.8
17:15	44	22	5	3	1	0	2	77	82.8	17:15	62	30	5	4	0	0	2	103	109.1
17:30	48	13	4	1	0	0	1	67	69.5	17:30	99	35	7	1	0	4	1	147	148.6
17:45	53	19	1	3	1	0	0	77	82.4	17:45	88	22	6	1	0	1	0	118	121.7
18:00	38	18	3	2	0	1	0	62	65.5	18:00	76	31	4	4	1	2	2	120	125.4
18:15	32	13	3	1	0	0	1	50	52	18:15	59	16	4	2	0	1	3	85	86.6
18:30	32	21	1	2	1	0	0	57	61.1	18:30	52	12	2	2	0	0	0	68	71.6
18:45	33	13	5	3	0	1	0	55	60.8	18:45	36	21	3	5	1	1	2	69	75.8
Total										Total	1506	585	110	88	10	18	25	2342	2490.6
16:00										16:00	79	30	7	5	0	1	1	123	131.6
16:15	52	25	6	3	0	1	0	87	93.3	16:15	67	32	7	2	0	0	1	109	114.3
16:30	54	23	1	3	1	0	1	83	87.6	16:30	69	38	5	2	1	1	1	117	121.7
16:45	45	28	2	1	0	0	0	76	78.3	16:45	67	34	7	2	1	0	1	112	118.3
17:00	69	24	4	2	0	2	1	102	104.6	17:00	86	32	9	3	0	3	1	134	139.8
17:15	44	22	5	3	1	0	2	77	82.8	17:15	62	30	5	4	0	0	2	103	109.1
17:30	48	13	4	1	0	0	1	67	69.5	17:30	99	35	7	1	0	4	1	147	148.6
17:45	53	19	1	3	1	0	0	77	82.4	17:45	88	22	6	1	0	1	0	118	121.7
18:00	38	18	3	2	0	1	0	62	65.5	18:00	76	31	4	4	1	2	2	120	125.4
18:15	32	13	3	1	0	0	1	50	52	18:15	59	16	4	2	0	1	3	85	86.6
18:30	32	21	1	2	1	0	0	57	61.1	18:30	52	12	2	2	0	0	0	68	71.6
18:45	33	13	5	3	0	1	0	55	60.8	18:45	36	21	3	5	1	1	2	69	75.8
Total										Total	1506	585	110	88	10	18	25	2342	2490.6
16:00										16:00	79	30	7	5	0	1	1	123	131.6
16:15	52	25	6	3	0	1	0	87	93.3	16:15	67	32	7	2	0	0	1	109	114.3
16:30	54	23	1	3	1	0	1	83	87.6	16:30	69	38	5	2	1	1	1	117	121.7
16:45	45	28	2	1	0	0	0	76	78.3	16:45	67	34	7	2	1	0	1	112	118.3
17:00	69	24	4	2	0	2	1	102	104.6	17:00	86	32	9	3	0	3	1	134	139.8
17:15	44	22	5	3	1	0	2	77	82.8	17:15	62	30	5	4	0	0	2	103	109.1
17:30	48	13	4	1	0	0	1	67	69.5	17:30	99	35	7	1	0	4	1	147	148.6
17:45	53	19	1	3	1	0	0	77	82.4	17:45	88	22	6	1	0	1	0	118	121.7
18:00	38	18	3	2	0	1	0	62	65.5	18:00	76	31	4	4	1	2	2	120	125.4
18:15	32	13	3	1	0	0	1	50	52	18:15	59	16	4	2	0	1	3	85	86.6
18:30	32	21	1	2	1	0	0	57	61.1	18:30	52	12	2	2	0	0	0	68	71.6
18:45	33	13	5	3	0	1	0	55	60.8	18:45	36	21	3	5	1	1	2	69	75.8
Total										Total	1506	585	110	88	10	18	25	2342	2490.6
16:00										16:00	79	30	7	5	0	1	1	123	131.6
16:15	52	25	6	3	0	1	0	87	93.3	16:15	67	32	7	2	0	0	1	109	114.3
16:30	54	23	1	3	1	0	1	83	87.6	16:30	69	38	5	2	1	1	1	117	121.7
16:45	45	28	2	1	0	0	0	76	78.3	16:45	67	34	7	2	1	0	1	112	118.3
17:00	69	24	4	2	0	2	1	102	104.6	17:00	86	32	9	3	0	3	1	134	139.8
17:15	44	22	5	3	1	0	2	77	82.8	17:15	62	30	5	4	0	0	2	103	109.1
17:30	48	13	4	1	0	0	1	67	69.5	17:30	99	35	7	1	0	4	1	147	148.6
17:45	53	19	1	3	1	0	0	77	82.4	17:45	88	22	6	1	0	1	0	118	121.7
18:00	38	18	3	2	0	1	0	62	65.5	18:00	76	31	4	4	1	2	2	120	125.4
18:15	32	13	3	1	0	0	1	50	52	18:15	59	16	4	2	0	1	3	85	86.6
18:30	32	21	1	2	1	0	0	57	61.1	18:30	52	12	2	2	0	0	0	68	71.6
18:45	33	13	5	3	0	1	0	55	60.8	18:45	36	21	3	5	1	1	2	69	75.8
Total										Total	1506	585	110	88	10	18	25	2342	2490.6
16:00										16:00	79	30	7	5	0	1	1	123	131.6
16:15	52	25	6	3	0	1	0	87	93.3	16:15	67	32	7	2	0	0	1	109	114.3
16:30	54	23	1	3	1	0	1	83	87.6	16:30	69	38	5	2	1	1	1	117	121.7
16:45	45	28	2	1	0	0	0	76	78.3	16:45	67	34	7	2	1	0	1	112	118.3
17:00	69	24	4	2	0	2	1	102	104.6	17:00	86	32	9	3	0	3	1	134	139.8
17:15	44	22	5	3	1	0	2	77	82.8	17:15	62	30	5	4	0	0	2	103	109.1
17:30	48	13	4	1	0	0	1	67	69.5	17:30	99	35	7	1	0	4	1	147	148.6
17:45	53	19	1	3	1	0	0	77	82.4	17:45	88	22	6	1	0	1	0	118	121.7
18:00	38	18	3	2	0	1	0	62	65.5	18:00	76	31	4	4	1	2	2	120	125.4
18:15	32	13	3	1	0	0	1	50	52	18:15	59	16	4	2	0	1	3	85	86.6
18:30	32	21	1	2	1	0	0	57	61.1	18:30	52	12	2	2	0	0	0	68	71.6

SBC PLANNING
RECEIVED : 17.12.2024



Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / Prescott Road

Survey Date: 25/06/2024
Survey Day: Tuesday

Arm B - Entry (15-minute intervals)										Arm B - Exit (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	1	2	0	0	0	0	0	3	3	07:00 07:15	4	0	0	0	0	0	0	4	4
07:15 07:30	0	1	0	0	0	0	0	1	1	07:15 07:30	5	0	0	0	0	0	0	5	5
07:30 07:45	0	4	0	0	0	0	0	4	4	07:30 07:45	5	1	0	0	0	0	0	6	6
07:45 08:00	0	3	1	0	0	0	0	4	4.5	07:45 08:00	4	2	0	0	0	0	0	6	6
08:00 08:15	3	3	0	0	0	0	0	6	6	08:00 08:15	4	0	0	0	0	0	0	4	4
08:15 08:30	3	0	1	0	0	0	0	4	4.5	08:15 08:30	5	1	0	0	0	0	0	6	6
08:30 08:45	2	2	1	0	0	0	0	5	5.5	08:30 08:45	8	2	0	0	0	0	0	10	10
08:45 09:00	1	3	0	0	0	0	0	4	4	08:45 09:00	8	3	0	0	0	0	0	11	11
09:00 09:15	0	3	0	0	0	0	0	3	3	09:00 09:15	5	2	0	0	0	0	1	8	7.2
09:15 09:30	2	2	0	0	0	0	0	4	4	09:15 09:30	5	0	0	0	0	0	0	5	5
09:30 09:45	4	1	0	0	0	0	0	5	5	09:30 09:45	9	1	0	0	0	0	0	10	10
09:45 10:00	1	1	0	0	0	0	0	2	2	09:45 10:00	3	3	0	0	0	0	0	6	6

16:00 16:15	6	2	1	0	0	0	0	9	9.5	16:00 16:15	3	1	2	0	0	0	0	6	7
16:15 16:30	2	1	0	0	0	0	0	3	3	16:15 16:30	1	1	0	0	0	0	0	2	2
16:30 16:45	2	2	0	0	0	0	0	4	4	16:30 16:45	0	1	0	0	0	0	0	1	1
16:45 17:00	3	0	0	0	0	0	0	3	3	16:45 17:00	0	1	0	0	0	0	0	1	1
17:00 17:15	8	2	0	0	0	0	0	10	10	17:00 17:15	3	4	0	0	0	0	0	7	7
17:15 17:30	3	1	0	0	0	0	0	4	4	17:15 17:30	2	1	0	0	0	0	0	3	3
17:30 17:45	10	2	0	0	0	0	0	12	12	17:30 17:45	0	3	1	1	0	0	0	5	6.8
17:45 18:00	11	0	1	0	0	0	0	12	12.5	17:45 18:00	3	0	0	0	0	0	0	3	3
18:00 18:15	4	0	0	0	0	0	0	4	4	18:00 18:15	1	0	0	0	0	0	0	1	1
18:15 18:30	4	0	0	0	0	0	0	4	4	18:15 18:30	3	0	0	0	0	0	0	3	3
18:30 18:45	2	1	0	0	0	0	0	3	3	18:30 18:45	1	3	0	0	0	0	0	4	4
18:45 19:00	2	0	0	0	0	0	1	3	2.2	18:45 19:00	2	0	0	0	0	0	0	2	2
Total	74	36	5	0	0	0	1	116	117.7	Total	84	30	3	1	0	0	1	119	121

Arm B - Entry (rolling hour)										Arm B - Exit (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	1	10	1	0	0	0	0	12	12.5	07:00 08:00	18	3	0	0	0	0	0	21	21
07:15 08:15	3	11	1	0	0	0	0	15	15.5	07:15 08:15	18	3	0	0	0	0	0	21	21
07:30 08:30	6	10	2	0	0	0	0	18	19	07:30 08:30	18	4	0	0	0	0	0	22	22
07:45 08:45	8	8	3	0	0	0	0	19	20.5	07:45 08:45	21	5	0	0	0	0	0	26	26
08:00 09:00	9	8	2	0	0	0	0	19	20	08:00 09:00	25	6	0	0	0	0	0	31	31
08:15 09:15	6	8	2	0	0	0	0	16	17	08:15 09:15	26	8	0	0	0	0	1	35	34.2
08:30 09:30	5	10	1	0	0	0	0	16	16.5	08:30 09:30	26	7	0	0	0	0	1	34	33.2
08:45 09:45	7	9	0	0	0	0	0	16	16	08:45 09:45	27	6	0	0	0	0	1	34	33.2
09:00 10:00	7	7	0	0	0	0	0	14	14	09:00 10:00	22	6	0	0	0	0	1	29	28.2
09:15 10:15	7	4	0	0	0	0	0	11	11	09:15 10:15	17	4	0	0	0	0	0	21	21
09:30 10:30	5	2	0	0	0	0	0	7	7	09:30 10:30	12	4	0	0	0	0	0	16	16
09:45 10:45	1	1	0	0	0	0	0	2	2	09:45 10:45	3	3	0	0	0	0	0	6	6
16:00 17:00	13	5	1	0	0	0	0	19	19.5	16:00 17:00	4	4	2	0	0	0	0	10	11
16:15 17:15	15	5	0	0	0	0	0	20	20	16:15 17:15	4	7	0	0	0	0	0	11	11
16:30 17:30	16	5	0	0	0	0	0	21	21	16:30 17:30	5	7	0	0	0	0	0	12	12
16:45 17:45	24	5	0	0	0	0	0	29	29	16:45 17:45	5	9	1	1	0	0	0	16	17.8
17:00 18:00	32	5	1	0	0	0	0	38	38.5	17:00 18:00	8	8	1	1	0	0	0	18	19.8
17:15 18:15	28	3	1	0	0	0	0	32	32.5	17:15 18:15	6	4	1	1	0	0	0	12	13.8
17:30 18:30	29	2	1	0	0	0	0	32	32.5	17:30 18:30	7	3	1	1	0	0	0	12	13.8
17:45 18:45	21	1	1	0	0	0	0	23	23.5	17:45 18:45	8	3	0	0	0	0	0	11	11
18:00 19:00	12	1	0	0	0	0	1	14	13.2	18:00 19:00	7	3	0	0	0	0	0	10	10
18:15 19:15	8	1	0	0	0	0	1	10	9.2	18:15 19:15	6	3	0	0	0	0	0	9	9
18:30 19:30	4	1	0	0	0	0	1	6	5.2	18:30 19:30	3	3	0	0	0	0	0	6	6
18:45 19:45	2	0	0	0	0	0	1	3	2.2	18:45 19:45	2	0	0	0	0	0	0	2	2
TOTAL	74	36	5	0	0	0	1	116	117.7	TOTAL	84	30	3	1	0	0	1	119	121

SBC PLANNING
RECEIVED : 17.12.2024



Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / Prescott Road

Survey Date: 25/06/2024
Survey Day: Tuesday

Arm C - Entry (15-minute intervals)										Arm C - Exit (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	56	7	0	2	1	0	2	68	70	07:00	39	19	5	6	0	5	1	75	81.5
07:15	51	14	6	7	0	0	0	78	90.1	07:15	39	25	10	8	0	0	2	84	97.8
07:30	50	22	3	4	0	1	2	82	86.5	07:30	36	36	7	10	1	1	0	91	107.9
07:45	83	22	1	7	1	1	0	115	125	07:45	43	25	10	3	0	2	3	86	91.3
08:00	60	24	3	2	1	1	0	91	95.5	08:00	41	26	1	6	2	1	3	80	87.3
08:15	64	18	4	4	1	0	0	91	99.2	08:15	45	24	5	5	0	1	0	80	88.4
08:30	57	23	7	6	0	0	1	94	104.5	08:30	51	20	8	4	0	0	2	85	92.6
08:45	83	23	0	2	0	0	3	111	111.2	08:45	70	21	5	5	1	1	3	106	113
09:00	69	24	1	2	0	0	0	96	99.1	09:00	48	24	4	4	1	0	3	84	89.8
09:15	60	31	9	6	0	0	0	106	118.3	09:15	37	23	4	5	0	0	0	69	77.5
09:30	43	22	5	6	2	0	2	80	90.7	09:30	33	25	7	7	1	0	2	75	87
09:45	40	27	5	7	0	1	0	80	91	09:45	27	21	4	2	1	1	0	56	61

16:00	79	30	8	5	0	1	1	124	133.1	16:00	56	17	3	0	1	0	0	77	79.5
16:15	67	33	7	2	0	0	1	110	115.3	16:15	53	26	6	3	0	1	0	89	95.3
16:30	69	39	5	2	1	1	1	118	122.7	16:30	56	25	1	3	1	0	1	87	91.6
16:45	67	35	7	2	1	0	1	113	119.3	16:45	48	28	2	1	0	0	0	79	81.3
17:00	82	32	9	3	0	3	1	130	135.8	17:00	70	22	4	2	0	2	1	101	103.6
17:15	63	29	5	4	0	0	2	103	109.1	17:15	46	21	5	3	1	0	2	78	83.8
17:30	94	38	8	2	0	4	1	147	150.4	17:30	53	15	4	1	0	0	1	74	76.5
17:45	84	22	6	1	0	1	0	114	117.7	17:45	57	19	2	3	1	0	0	82	87.9
18:00	75	31	4	4	1	2	2	119	124.4	18:00	40	18	3	2	0	1	0	64	67.5
18:15	61	16	4	2	0	1	3	87	88.6	18:15	35	13	3	1	0	0	1	53	55
18:30	53	15	2	2	0	0	0	72	75.6	18:30	34	22	1	2	1	0	0	60	64.1
18:45	37	21	3	5	1	1	1	69	76.6	18:45	34	13	5	3	0	1	0	56	61.8
Total	1547	598	112	89	10	18	24	2398	2549.7	Total	1091	528	109	89	12	17	25	1871	2023

Arm C - Entry (rolling hour)										Arm C - Exit (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	240	65	10	20	2	2	4	343	371.6	07:00	157	105	32	27	1	8	6	336	378.5
07:15	244	82	13	20	2	3	2	366	397.1	07:15	159	112	28	27	3	4	8	341	384.3
07:30	257	86	11	17	3	3	2	379	406.2	07:30	165	111	23	24	3	5	6	337	374.9
07:45	264	87	15	19	3	2	1	391	424.2	07:45	180	95	24	18	2	4	8	331	359.6
08:00	264	88	14	14	2	1	4	387	410.4	08:00	207	91	19	20	3	3	8	351	381.3
08:15	273	88	12	14	1	0	4	392	414	08:15	214	89	22	18	2	2	8	355	383.8
08:30	269	101	17	16	0	0	4	407	433.1	08:30	206	88	21	18	2	1	8	344	372.9
08:45	255	100	15	16	2	0	5	393	419.3	08:45	188	93	20	21	3	1	8	334	367.3
09:00	212	104	20	21	2	1	2	362	399.1	09:00	145	93	19	18	3	1	5	284	315.3
09:15	143	80	19	19	2	1	2	266	300	09:15	97	69	15	14	2	1	2	200	225.5
09:30	83	49	10	13	2	1	2	160	181.7	09:30	60	46	11	9	2	1	2	131	148
09:45	40	27	5	7	0	1	0	80	91	09:45	27	21	4	2	1	1	0	56	61
16:00	282	137	27	11	2	2	4	465	490.4	16:00	213	96	12	7	2	1	1	332	347.7
16:15	285	139	28	9	2	4	4	471	493.1	16:15	227	101	13	9	1	3	2	356	371.8
16:30	281	135	26	11	2	4	5	464	486.9	16:30	220	96	12	9	2	2	4	345	360.3
16:45	306	134	29	11	1	7	5	493	514.6	16:45	217	86	15	7	1	2	4	332	345.2
17:00	323	121	28	10	0	8	4	494	513	17:00	226	77	15	9	2	2	4	335	351.8
17:15	316	120	23	11	1	7	5	483	501.6	17:15	196	73	14	9	2	1	3	298	315.7
17:30	314	107	22	9	1	8	6	467	481.1	17:30	185	65	12	7	1	1	2	273	286.9
17:45	273	84	16	9	1	4	5	392	406.3	17:45	166	72	9	8	2	1	1	259	274.5
18:00	226	83	13	13	2	4	6	347	365.2	18:00	143	66	12	8	1	2	1	233	248.4
18:15	151	52	9	9	1	2	4	228	240.8	18:15	103	48	9	6	1	1	1	169	180.9
18:30	90	36	5	7	1	1	1	141	152.2	18:30	68	35	6	5	1	1	0	116	125.9
18:45	37	21	3	5	1	1	1	69	76.6	18:45	34	13	5	3	0	1	0	56	61.8
TOTAL	1547	598	112	89	10	18	24	2398	2549.7	TOTAL	1091	528	109	89	12	17	25	1871	2023



Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / Prescott Road

Survey Date: 25/06/2024
Survey Day: Tuesday

All movements (15-minute intervals)										
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	97	27	5	8	1	5	3	146	154.5
07:15	07:30	90	39	16	15	0	0	2	162	187.9
07:30	07:45	86	59	10	14	1	2	2	174	195.4
07:45	08:00	126	49	11	10	1	3	3	203	218.3
08:00	08:15	103	50	4	8	3	2	3	173	184.8
08:15	08:30	110	43	9	9	1	1	0	173	189.6
08:30	08:45	111	45	15	10	0	0	3	184	202.1
08:45	09:00	155	44	5	7	1	1	6	219	226.2
09:00	09:15	117	48	5	6	1	0	4	181	189.1
09:15	09:30	97	55	13	11	0	0	0	176	196.8
09:30	09:45	81	49	12	13	3	0	4	162	184.7
09:45	10:00	67	48	9	9	1	2	0	136	152
16:00	16:15	138	48	12	5	1	1	1	206	218.1
16:15	16:30	121	59	13	5	0	1	1	200	211.6
16:30	16:45	125	64	6	5	2	1	2	205	214.3
16:45	17:00	115	63	9	3	1	0	1	192	200.6
17:00	17:15	159	58	13	5	0	5	2	242	250.4
17:15	17:30	110	52	10	7	1	0	4	184	195.9
17:30	17:45	152	53	12	3	0	4	2	226	231.9
17:45	18:00	148	41	8	4	1	1	0	203	212.6
18:00	18:15	117	49	7	6	1	3	2	185	193.9
18:15	18:30	97	29	7	3	0	1	4	141	144.6
18:30	18:45	87	37	3	4	1	0	0	132	139.7
18:45	19:00	72	34	8	8	1	2	2	127	139.6
Total		2681	1143	222	178	22	35	51	4332	4634.6

All movements (rolling hour)										
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	399	174	42	47	3	10	10	685	756.1
07:15	08:15	405	197	41	47	5	7	10	712	786.4
07:30	08:30	425	201	34	41	6	8	8	723	788.1
07:45	08:45	450	187	39	37	5	6	9	733	794.8
08:00	09:00	479	182	33	34	5	4	12	749	802.7
08:15	09:15	493	180	34	32	3	2	13	757	807
08:30	09:30	480	192	38	34	2	1	13	760	814.2
08:45	09:45	450	196	35	37	5	1	14	738	796.8
09:00	10:00	362	200	39	39	5	2	8	655	722.6
09:15	10:15	245	152	34	33	4	2	4	474	533.5
09:30	10:30	148	97	21	22	4	2	4	298	336.7
09:45	10:45	67	48	9	9	1	2	0	136	152
16:00	17:00	499	234	40	18	4	3	5	803	844.6
16:15	17:15	520	244	41	18	3	7	6	839	876.9
16:30	17:30	509	237	38	20	4	6	9	823	861.2
16:45	17:45	536	226	44	18	2	9	9	844	878.8
17:00	18:00	569	204	43	19	2	10	8	855	890.8
17:15	18:15	527	195	37	20	3	8	8	798	834.3
17:30	18:30	514	172	34	16	2	9	8	755	783
17:45	18:45	449	156	25	17	3	5	6	661	690.8
18:00	19:00	373	149	25	21	3	6	8	585	617.8
18:15	19:15	256	100	18	15	2	3	6	400	423.9
18:30	19:30	159	71	11	12	2	2	2	259	279.3
18:45	19:45	72	34	8	8	1	2	2	127	139.6
TOTAL		2681	1143	222	178	22	35	51	4332	4634.6

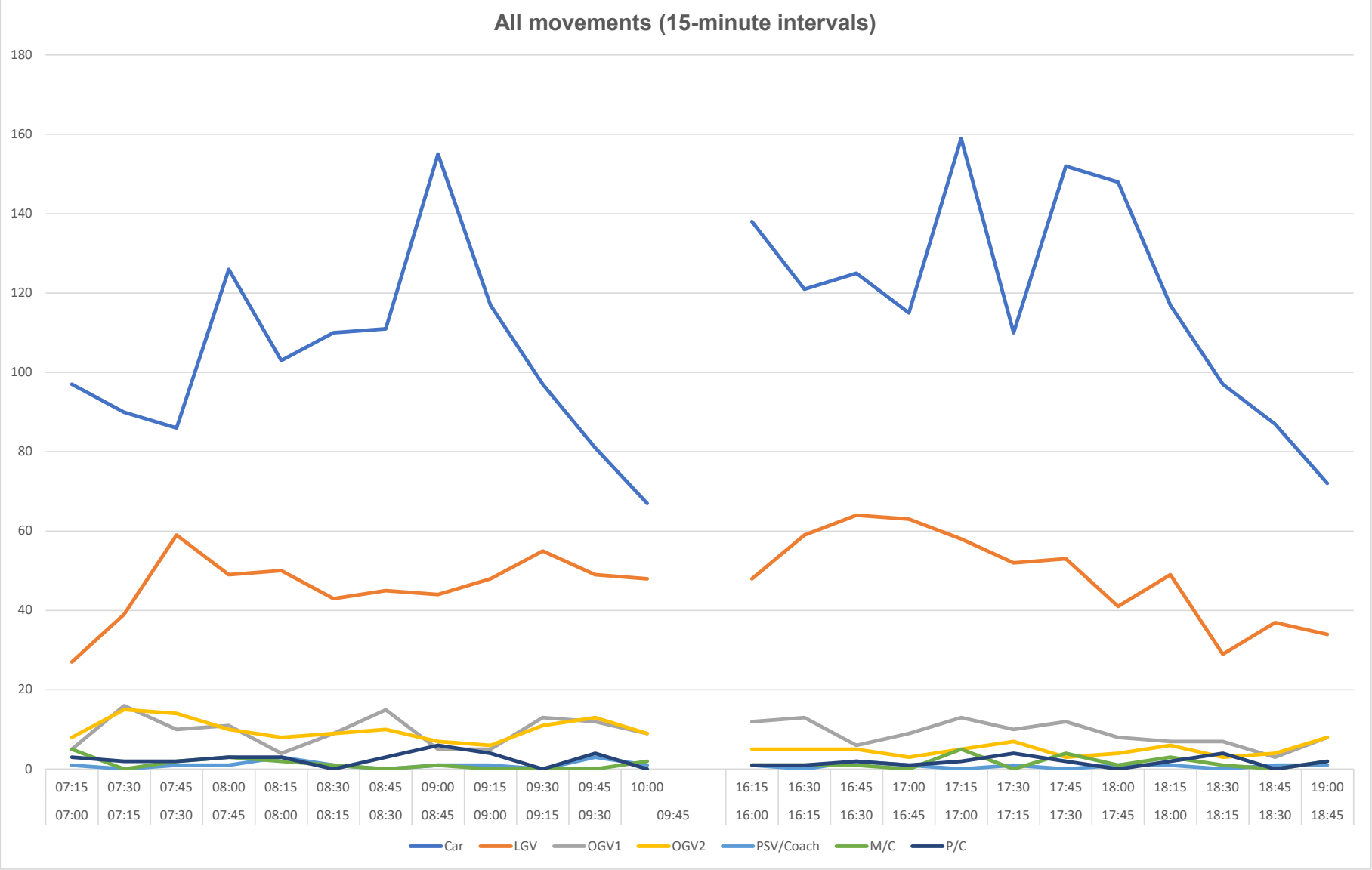


Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / Prescott Road

Survey Date: 25/06/2024
Survey Day: Tuesday

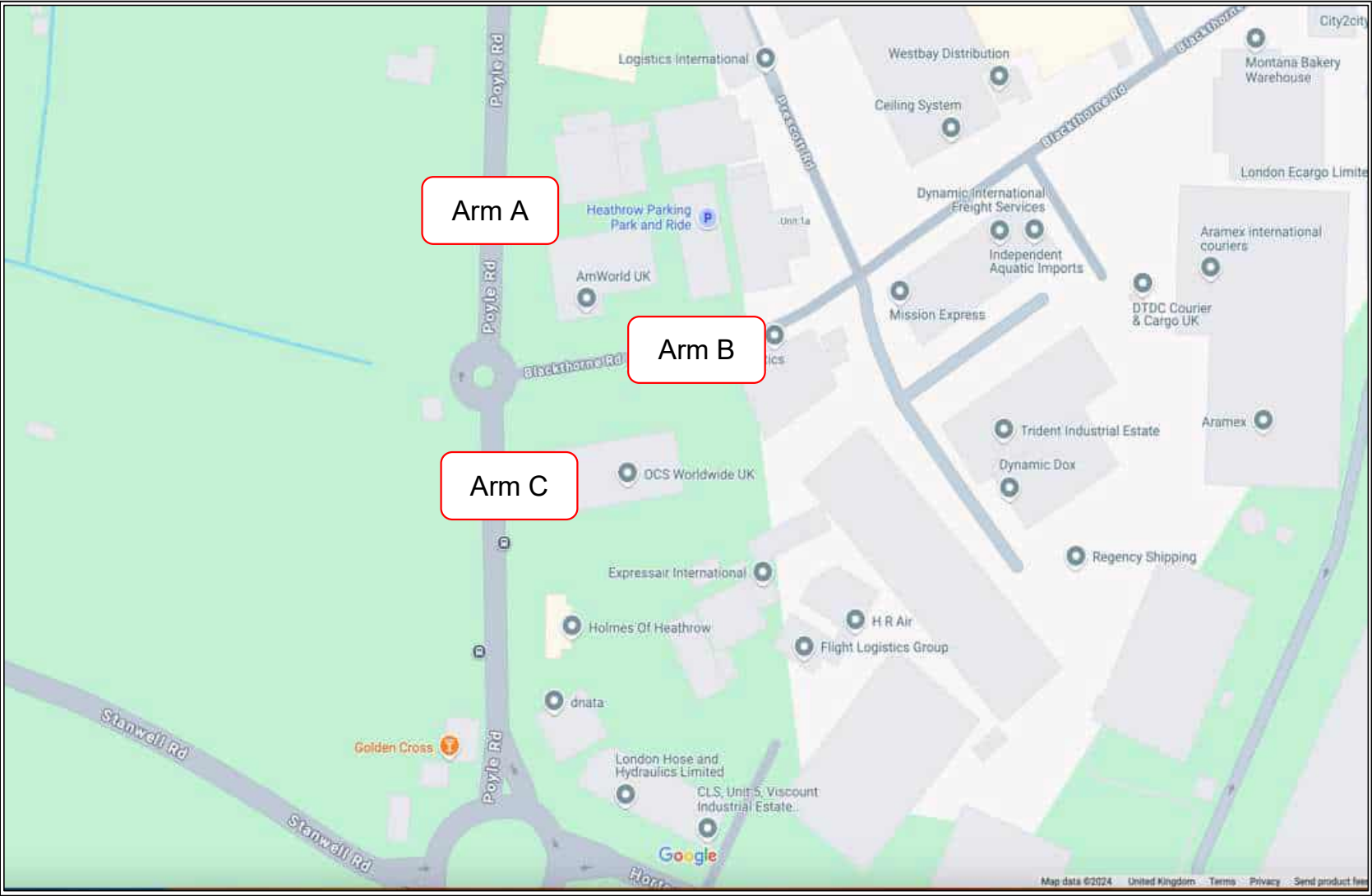
		Peak Hour (AM)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
08:30	08:45	111	45	15	10	0	0	3	184	202.1
08:45	09:00	155	44	5	7	1	1	6	219	226.2
09:00	09:15	117	48	5	6	1	0	4	181	189.1
09:15	09:30	97	55	13	11	0	0	0	176	196.8

		Peak Hour (PM)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
17:00	17:15	159	58	13	5	0	5	2	242	250.4
17:15	17:30	110	52	10	7	1	0	4	184	195.9
17:30	17:45	152	53	12	3	0	4	2	226	231.9
17:45	18:00	148	41	8	4	1	1	0	203	212.6



Car	1
LGV	1
OGV1	1.5
OGV2	2.3
PSV	2
M/C	0.4
P/C	0.2

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0261	Poyle	Poyle Road / Blackthorne Road	51.472416, -0.517695	25/06/2024	Tuesday	0700-1000 & 1600-1900hrs	Sunny	Sunny





Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / Blackthorne Road

		A - A (15-minute intervals)										A - B (15-minute intervals)									
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	0	0	0	0	0	0	0	0	0	07:00	07:15	6	4	0	0	0	2	1	13	11
07:15	07:30	0	0	0	0	0	0	0	0	0	07:15	07:30	9	4	0	0	0	0	1	14	13.2
07:30	07:45	0	0	0	0	0	0	0	0	0	07:30	07:45	6	4	0	0	0	1	0	11	10.4
07:45	08:00	0	0	0	0	0	0	0	0	0	07:45	08:00	17	5	2	0	0	0	2	26	25.4
08:00	08:15	0	0	0	0	0	0	0	0	0	08:00	08:15	16	2	0	2	0	0	2	22	23
08:15	08:30	0	0	0	0	0	0	0	0	0	08:15	08:30	9	5	0	1	0	1	0	16	16.7
08:30	08:45	0	0	0	0	0	0	0	0	0	08:30	08:45	17	3	1	0	0	0	0	21	21.5
08:45	09:00	0	0	0	0	0	0	0	0	0	08:45	09:00	24	5	1	0	0	1	2	33	31.3
09:00	09:15	0	0	0	0	0	0	0	0	0	09:00	09:15	14	7	2	0	0	0	1	24	24.2
09:15	09:30	0	0	0	0	0	0	0	0	0	09:15	09:30	12	8	1	0	0	0	0	21	21.5
09:30	09:45	0	0	0	0	0	0	0	0	0	09:30	09:45	10	7	1	0	0	0	2	20	18.9
09:45	10:00	0	0	0	0	0	0	0	0	0	09:45	10:00	8	4	0	0	0	0	0	12	12
16:00	16:15	0	0	0	0	0	0	0	0	0	16:00	16:15	4	5	2	0	0	0	0	11	12
16:15	16:30	0	0	0	0	0	0	0	0	0	16:15	16:30	4	8	4	1	0	0	0	17	20.3
16:30	16:45	0	0	0	0	0	0	0	0	0	16:30	16:45	2	10	0	1	0	0	0	13	14.3
16:45	17:00	0	1	0	0	0	0	0	1	1	16:45	17:00	5	8	1	1	0	0	0	15	16.8
17:00	17:15	1	0	0	0	0	0	0	1	1	17:00	17:15	2	9	2	0	0	0	0	13	14
17:15	17:30	1	0	0	0	0	0	0	1	1	17:15	17:30	7	5	2	0	0	0	0	14	15
17:30	17:45	1	0	0	0	0	0	0	1	1	17:30	17:45	3	1	2	0	0	0	0	6	7
17:45	18:00	6	2	0	0	0	0	0	8	8	17:45	18:00	5	4	0	1	0	0	0	10	11.3
18:00	18:15	0	0	0	0	0	0	0	0	0	18:00	18:15	3	6	2	0	0	0	0	11	12
18:15	18:30	0	1	0	0	0	0	0	1	1	18:15	18:30	0	3	0	0	0	0	0	3	3
18:30	18:45	0	0	0	0	0	0	0	0	0	18:30	18:45	3	3	0	1	0	0	0	7	8.3
18:45	19:00	0	0	0	0	0	0	0	0	0	18:45	19:00	1	2	1	0	0	0	0	4	4.5
Total (AM & PM)		9	4	0	0	0	0	0	13	13	Total		187	122	24	8	0	5	11	357	367.6
		A - A (rolling hour)										A - B (rolling hour)									
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	0	0	0	0	0	0	0	0	0	07:00	08:00	38	17	2	0	0	3	4	64	60
07:15	08:15	0	0	0	0	0	0	0	0	0	07:15	08:15	48	15	2	2	0	1	5	73	72
07:30	08:30	0	0	0	0	0	0	0	0	0	07:30	08:30	48	16	2	3	0	2	4	75	75.5
07:45	08:45	0	0	0	0	0	0	0	0	0	07:45	08:45	59	15	3	3	0	1	4	85	86.6
08:00	09:00	0	0	0	0	0	0	0	0	0	08:00	09:00	66	15	2	3	0	2	4	92	92.5
08:15	09:15	0	0	0	0	0	0	0	0	0	08:15	09:15	64	20	4	1	0	2	3	94	93.7
08:30	09:30	0	0	0	0	0	0	0	0	0	08:30	09:30	67	23	5	0	0	1	3	99	98.5
08:45	09:45	0	0	0	0	0	0	0	0	0	08:45	09:45	60	27	5	0	0	1	5	98	95.9
09:00	10:00	0	0	0	0	0	0	0	0	0	09:00	10:00	44	26	4	0	0	0	3	77	76.6
09:15	10:15	0	0	0	0	0	0	0	0	0	09:15	10:15	30	19	2	0	0	0	2	53	52.4
09:30	10:30	0	0	0	0	0	0	0	0	0	09:30	10:30	18	11	1	0	0	0	2	32	30.9
09:45	10:45	0	0	0	0	0	0	0	0	0	09:45	10:45	8	4	0	0	0	0	0	12	12
16:00	17:00	0	1	0	0	0	0	0	1	1	16:00	17:00	15	31	7	3	0	0	0	56	63.4
16:15	17:15	1	1	0	0	0	0	0	2	2	16:15	17:15	13	35	7	3	0	0	0	58	65.4
16:30	17:30	2	1	0	0	0	0	0	3	3	16:30	17:30	16	32	5	2	0	0	0	55	60.1
16:45	17:45	3	1	0	0	0	0	0	4	4	16:45	17:45	17	23	7	1	0	0	0	48	52.8
17:00	18:00	9	2	0	0	0	0	0	11	11	17:00	18:00	17	19	6	1	0	0	0	43	47.3
17:15	18:15	8	2	0	0	0	0	0	10	10	17:15	18:15	18	16	6	1	0	0	0	41	45.3
17:30	18:30	7	3	0	0	0	0	0	10	10	17:30	18:30	11	14	4	1	0	0	0	30	33.3
17:45	18:45	6	3	0	0	0	0	0	9	9	17:45	18:45	11	16	2	2	0	0	0	31	34.6
18:00	19:00	0	1	0	0	0	0	0	1	1	18:00	19:00	7	14	3	1	0	0	0	25	27.8
18:15	19:15	0	1	0	0	0	0	0	1	1	18:15	19:15	4	8	1	1	0	0	0	14	15.8
18:30	19:30	0	0	0	0	0	0	0	0	0	18:30	19:30	4	5	1	1	0	0	0	11	12.8
18:45	19:45	0	0	0	0	0	0	0	0	0	18:45	19:45	1	2	1	0	0	0	0	4	4.5
TOTAL		9	4	0	0	0	0	0	13	13	TOTAL		187	122	24	8	0	5	11	357	367.6

Survey Date: 25/06/2024
Survey Day: Tuesday

		A - C (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	32	16	5	6	0	1	0	60	69.7
07:15	07:30	32	19	10	8	0	0	1	70	84.6
07:30	07:45	26	29	7	10	1	0	0	73	90.5
07:45	08:00	29	19	8	3	0	2	1	62	67.9
08:00	08:15	28	22	1	4	2	1	1	59	65.3
08:15	08:30	40	15	5	4	0	0	0	64	71.7
08:30	08:45	35	18	7	4	0	0	2	66	73.1
08:45	09:00	45	15	4	5	1	0	1	71	79.7
09:00	09:15	38	14	2	4	1	0	2	61	66.6
09:15	09:30	35	12	3	5	0	0	0	55	63
09:30	09:45	26	19	6	7	1	0	0	59	72.1
09:45	10:00	20	15	4	2	1	1	0	43	48

16:00	16:15	51	12	1	0	1	0	0	65	66.5
16:15	16:30	52	16	2	2	0	1	0	73	76
16:30	16:45	52	14	1	2	1	0	1	71	74.3
16:45	17:00	45	19	1	0	0	0	0	65	65.5
17:00	17:15	70	11	2	2	0	2	1	88	89.6
17:15	17:30	36	21	3	3	1	0	2	66	70.8
17:30	17:45	48	14	2	1	0	0	1	66	67.5
17:45	18:00	51	12	2	2	1	0	0	68	72.6
18:00	18:15	41	8	1	2	0	1	0	53	55.5
18:15	18:30	35	10	3	1	0	0	1	50	52
18:30	18:45	31	17	1	1	1	0	0	51	53.8
18:45	19:00	33	10	4	3	0	1	0	51	56.3
Total		931	377	85	81	12	10	14	1510	1652.6

		A - C (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	119	83	30	27	1	3	2	265	312.7
07:15	08:15	115	89	26	25	3	3	3	264	308.3
07:30	08:30	123	85	21	21	3	3	2	258	295.4
07:45	08:45	132	74	21	15	2	3	4	251	278
08:00	09:00	148	70	17	17	3	1	4	260	289.8
08:15	09:15	158	62	18	17	2	0	5	262	291.1
08:30	09:30	153	59	16	18	2	0	5	253	282.4
08:45	09:45	144	60	15	21	3	0	3	246	281.4
09:00	10:00	119	60	15	18	3	1	2	218	249.7
09:15	10:15	81	46	13	14	2	1	0	157	183.1
09:30	10:30	46	34	10	9	2	1	0	102	120.1
09:45	10:45	20	15	4	2	1	1	0	43	48
16:00	17:00	200	61	5	4	2	1	1	274	282.3
16:15	17:15	219	60	6	6	1	3	2	297	305.4
16:30	17:30	203	65	7	7	2	2	4	290	300.2
16:45	17:45	199	65	8	6	1	2	4	285	293.4
17:00	18:00	205	58	9	8	2	2	4	288	300.5
17:15	18:15	176	55	8	8	2	1	3	253	266.4
17:30	18:30	175	44	8	6	1	1	2	237	247.6
17:45	18:45	158	47	7	6	2	1	1	222	233.9
18:00	19:00	140	45	9	7	1	2	1	205	217.6
18:15	19:15	99	37	8	5	1	1	1	152	162.1
18:30	19:30	64	27	5	4	1	1	0	102	110.1
18:45	19:45	33	10	4	3	0	1	0	51	56.3
TOTAL		931	377	85	81	12	10	14	1510	1652.6

SBC PLANNING
RECEIVED : 17.12.2024



Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / Blackthorne Road

		B - A (15-minute intervals)											B - B (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	4	1	0	0	0	0	0	5	5	07:00	07:15	0	0	0	0	0	0	0	0	0
07:15	07:30	2	3	1	0	0	0	0	6	6.5	07:15	07:30	0	0	0	0	0	0	0	0	0
07:30	07:45	0	5	0	0	0	1	0	6	5.4	07:30	07:45	0	0	0	0	0	0	0	0	0
07:45	08:00	2	2	0	0	0	0	0	4	4	07:45	08:00	0	0	0	0	0	0	0	0	0
08:00	08:15	2	3	1	0	0	0	0	6	6.5	08:00	08:15	0	0	0	0	0	0	0	0	0
08:15	08:30	3	2	1	0	0	0	0	6	6.5	08:15	08:30	0	0	0	0	0	0	0	0	0
08:30	08:45	4	2	0	1	0	0	0	7	8.3	08:30	08:45	0	0	0	0	0	0	0	0	0
08:45	09:00	7	6	0	1	0	0	1	15	15.5	08:45	09:00	0	0	0	0	0	0	0	0	0
09:00	09:15	8	4	0	0	0	0	0	12	12	09:00	09:15	0	0	0	0	0	0	0	0	0
09:15	09:30	5	8	2	1	0	0	0	16	18.3	09:15	09:30	0	0	0	0	0	0	0	0	0
09:30	09:45	2	8	2	2	0	0	0	14	17.6	09:30	09:45	0	0	0	0	0	0	0	0	0
09:45	10:00	6	7	0	1	0	0	0	14	15.3	09:45	10:00	0	0	0	0	0	0	0	0	0
16:00	16:15	9	7	0	0	0	1	1	18	16.6	16:00	16:15	0	1	1	0	0	0	0	2	2.5
16:15	16:30	13	7	0	1	0	0	2	23	22.7	16:15	16:30	1	0	0	0	0	0	0	1	1
16:30	16:45	21	9	3	1	0	0	1	35	37	16:30	16:45	0	0	0	0	0	0	0	0	0
16:45	17:00	15	7	1	0	0	0	1	24	23.7	16:45	17:00	0	0	0	0	0	0	0	0	0
17:00	17:15	25	13	4	0	0	2	1	45	45	17:00	17:15	0	0	0	0	0	0	0	0	0
17:15	17:30	9	9	0	0	0	0	0	18	18	17:15	17:30	0	0	0	0	0	0	0	0	0
17:30	17:45	38	13	0	0	0	2	1	54	52	17:30	17:45	0	0	0	0	0	0	0	0	0
17:45	18:00	21	5	2	0	0	1	0	29	29.4	17:45	18:00	0	0	0	0	0	0	0	0	0
18:00	18:15	11	7	0	0	0	0	2	20	18.4	18:00	18:15	0	0	0	0	0	0	0	0	0
18:15	18:30	9	5	1	0	0	0	2	17	15.9	18:15	18:30	0	0	0	0	0	0	0	0	0
18:30	18:45	5	3	0	0	0	0	0	8	8	18:30	18:45	0	0	0	0	0	0	0	0	0
18:45	19:00	6	5	0	2	0	0	0	13	15.6	18:45	19:00	0	0	0	0	0	0	0	0	0
Total		227	141	18	10	0	7	12	415	423.2	Total		1	1	1	0	0	0	0	3	3.5
		B - A (rolling hour)											B - B (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	8	11	1	0	0	1	0	21	20.9	07:00	08:00	0	0	0	0	0	0	0	0	0
07:15	08:15	6	13	2	0	0	1	0	22	22.4	07:15	08:15	0	0	0	0	0	0	0	0	0
07:30	08:30	7	12	2	0	0	1	0	22	22.4	07:30	08:30	0	0	0	0	0	0	0	0	0
07:45	08:45	11	9	2	1	0	0	0	23	25.3	07:45	08:45	0	0	0	0	0	0	0	0	0
08:00	09:00	16	13	2	2	0	0	1	34	36.8	08:00	09:00	0	0	0	0	0	0	0	0	0
08:15	09:15	22	14	1	2	0	0	1	40	42.3	08:15	09:15	0	0	0	0	0	0	0	0	0
08:30	09:30	24	20	2	3	0	0	1	50	54.1	08:30	09:30	0	0	0	0	0	0	0	0	0
08:45	09:45	22	26	4	4	0	0	1	57	63.4	08:45	09:45	0	0	0	0	0	0	0	0	0
09:00	10:00	21	27	4	4	0	0	0	56	63.2	09:00	10:00	0	0	0	0	0	0	0	0	0
09:15	10:15	13	23	4	4	0	0	0	44	51.2	09:15	10:15	0	0	0	0	0	0	0	0	0
09:30	10:30	8	15	2	3	0	0	0	28	32.9	09:30	10:30	0	0	0	0	0	0	0	0	0
09:45	10:45	6	7	0	1	0	0	0	14	15.3	09:45	10:45	0	0	0	0	0	0	0	0	0
16:00	17:00	58	30	4	2	0	1	5	100	100	16:00	17:00	1	1	1	0	0	0	0	3	3.5
16:15	17:15	74	36	8	2	0	2	5	127	128.4	16:15	17:15	1	0	0	0	0	0	0	1	1
16:30	17:30	70	38	8	1	0	2	3	122	123.7	16:30	17:30	0	0	0	0	0	0	0	0	0
16:45	17:45	87	42	5	0	0	4	3	141	138.7	16:45	17:45	0	0	0	0	0	0	0	0	0
17:00	18:00	93	40	6	0	0	5	2	146	144.4	17:00	18:00	0	0	0	0	0	0	0	0	0
17:15	18:15	79	34	2	0	0	3	3	121	117.8	17:15	18:15	0	0	0	0	0	0	0	0	0
17:30	18:30	79	30	3	0	0	3	5	120	115.7	17:30	18:30	0	0	0	0	0	0	0	0	0
17:45	18:45	46	20	3	0	0	1	4	74	71.7	17:45	18:45	0	0	0	0	0	0	0	0	0
18:00	19:00	31	20	1	2	0	0	4	58	57.9	18:00	19:00	0	0	0	0	0	0	0	0	0
18:15	19:15	20	13	1	2	0	0	2	38	39.5	18:15	19:15	0	0	0	0	0	0	0	0	0
18:30	19:30	11	8	0	2	0	0	0	21	23.6	18:30	19:30	0	0	0	0	0	0	0	0	0
18:45	19:45	6	5	0	2	0	0	0	13	15.6	18:45	19:45	0	0	0	0	0	0	0	0	0
TOTAL		227	141	18	10	0	7	12	415	423.2	TOTAL		1	1	1	0	0	0	0	3	3.5

Survey Date: 25/06/2024
Survey Day: Tuesday

		B - C (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	2	13	3	1	0	0	0	19	21.8
07:15	07:30	3	11	2	3	0	0	0	19	23.9
07:30	07:45	5	9	0	1	0	0	0	15	16.3
07:45	08:00	4	9	1	1	0	0	0	15	16.8
08:00	08:15	2	5	5	1	0	0	0	13	16.8
08:15	08:30	5	13	1	1	0	0	0	20	21.8
08:30	08:45	6	9	4	1	0	0	0	20	23.3
08:45	09:00	9	10	2	2	0	0	1	24	26.8
09:00	09:15	11	15	0	1	0	0	0	27	28.3
09:15	09:30	1	11	2	2	0	0	0	16	19.6
09:30	09:45	3	19	3	1	0	0	0	26	28.8
09:45	10:00	3	10	3	2	0	0	0	18	22.1

16:00	16:15	35	7	1	2	0	0	0	45	48.1
16:15	16:30	29	20	3	3	0	0	0	55	60.4
16:30	16:45	39	12	1	0	0	0	1	53	52.7
16:45	17:00	34	6	2	1	0	0	1	44	45.5
17:00	17:15	34	16	0	3	0	2	1	56	57.9
17:15	17:30	38	13	1	1	0	0	0	53	54.8
17:30	17:45	74	7	1	3	0	0	1	86	89.6
17:45	18:00	18	5	2	2	0	2	0	29	31.4
18:00	18:15	37	9	1	1	0	0	0	48	49.8
18:15	18:30	16	7	3	2	0	1	1	30	32.7
18:30	18:45	15	15	1	1	0	1	0	33	34.2
18:45	19:00	12	8	0	1	0	1	0	22	22.7
Total		435	259	42	37	0	7	6	786	846.1

		B - C (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	14	42	6	6	0	0	0	68	78.8
07:15	08:15	14	34	8	6	0	0	0	62	73.8
07:30	08:30	16	36	7	4	0	0	0	63	71.7
07:45	08:45	17	36	11	4	0	0	0	68	78.7
08:00	09:00	22	37	12	5	0	0	1	77	88.7
08:15	09:15	31	47	7	5	0	0	1	91	100.2
08:30	09:30	27	45	8	6	0	0	1	87	98
08:45	09:45	24	55	7	6	0	0	1	93	103.5
09:00	10:00	18	55	8	6	0	0	0	87	98.8
09:15	10:15	7	40	8	5	0	0	0	60	70.5
09:30	10:30	6	29	6	3	0	0	0	44	50.9
09:45	10:45	3	10	3	2	0	0	0	18	22.1
16:00	17:00	137	45	7	6	0	0	2	197	206.7
16:15	17:15	136	54	6	7	0	2	3	208	216.5
16:30	17:30	145	47	4	5	0	2	3	206	210.9
16:45	17:45	180	42	4	8	0	2	3	239	247.8
17:00	18:00	164	41	4	9	0	4	2	224	233.7
17:15	18:15	167	34	5	7	0	2	1	216	225.6
17:30	18:30	145	28	7	8	0	3	2	193	203.5
17:45	18:45	86	36	7	6	0	4	1	140	148.1
18:00	19:00	80	39	5	5	0	3	1	133	139.4
18:15	19:15	43	30	4	4	0	3	1	85	89.6
18:30	19:30	27	23	1	2	0	2	0	55	56.9
18:45	19:45	12	8	0	1	0	1	0	22	22.7
TOTAL		435	259	42	37	0	7	6	786	846.1

SBC PLANNING
RECEIVED : 17.12.2024



Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / Blackthorne Road

		C - A (15-minute intervals)											C - B (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	53	6	0	2	1	0	2	64	66	07:00	07:15	17	12	1	1	0	1	0	32	33.2
07:15	07:30	44	13	5	7	0	0	0	69	80.6	07:15	07:30	26	15	0	0	0	0	0	41	41
07:30	07:45	50	19	3	4	0	0	2	78	83.1	07:30	07:45	37	9	0	0	0	1	1	48	46.6
07:45	08:00	81	17	1	7	1	1	0	108	118	07:45	08:00	60	13	2	3	0	0	1	79	83.1
08:00	08:15	58	23	2	2	1	1	1	88	91.2	08:00	08:15	53	10	0	1	0	0	1	65	65.5
08:15	08:30	58	15	3	4	1	1	0	82	89.1	08:15	08:30	51	8	2	1	0	0	0	62	64.3
08:30	08:45	60	19	7	5	0	0	1	92	101.2	08:30	08:45	58	12	2	6	0	2	0	80	87.6
08:45	09:00	77	19	0	1	0	0	2	99	98.7	08:45	09:00	69	19	1	0	0	3	0	92	90.7
09:00	09:15	66	19	1	2	0	0	0	88	91.1	09:00	09:15	45	17	1	2	0	0	0	65	68.1
09:15	09:30	47	26	7	5	0	0	0	85	95	09:15	09:30	29	19	3	4	0	0	0	55	61.7
09:30	09:45	47	12	3	4	2	0	3	71	77.3	09:30	09:45	19	9	3	3	0	0	0	34	39.4
09:45	10:00	31	22	5	6	0	1	0	65	74.7	09:45	10:00	15	16	1	4	0	0	1	37	41.9

16:00	16:15	64	24	8	5	0	0	2	103	111.9	16:00	16:15	1	17	3	2	0	0	0	23	27.1
16:15	16:30	52	30	7	1	0	1	1	92	95.4	16:15	16:30	5	19	1	1	0	0	0	26	27.8
16:30	16:45	45	30	2	1	1	2	0	81	83.1	16:30	16:45	3	12	2	0	0	0	0	17	18
16:45	17:00	48	29	6	2	1	0	0	86	92.6	16:45	17:00	5	19	2	4	0	0	0	30	36.2
17:00	17:15	54	22	5	3	0	1	0	85	90.8	17:00	17:15	2	12	1	2	0	0	0	17	20.1
17:15	17:30	54	23	5	4	0	1	1	88	94.3	17:15	17:30	9	7	2	1	0	0	0	19	21.3
17:30	17:45	52	24	8	2	0	1	1	88	93.2	17:30	17:45	5	8	0	2	0	0	0	15	17.6
17:45	18:00	57	16	4	1	0	0	0	78	81.3	17:45	18:00	2	2	1	1	0	0	0	6	7.8
18:00	18:15	65	25	4	4	1	1	1	101	107.8	18:00	18:15	5	10	1	0	0	0	0	16	16.5
18:15	18:30	51	11	3	2	0	1	1	69	71.7	18:15	18:30	0	12	0	0	0	1	0	13	12.4
18:30	18:45	46	13	2	2	0	0	0	63	66.6	18:30	18:45	7	12	1	3	0	0	0	23	27.4
18:45	19:00	30	16	3	3	1	1	1	55	60	18:45	19:00	6	9	0	1	0	0	0	16	17.3
Total		1290	473	94	79	10	13	19	1978	2114.7	Total		529	298	30	42	0	8	4	911	972.6

		C - A (rolling hour)											C - B (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	228	55	9	20	2	1	4	319	347.7	07:00	08:00	140	49	3	4	0	2	2	200	203.9
07:15	08:15	233	72	11	20	2	2	3	343	372.9	07:15	08:15	176	47	2	4	0	1	3	233	236.2
07:30	08:30	247	74	9	17	3	3	3	356	381.4	07:30	08:30	201	40	4	5	0	1	3	254	259.5
07:45	08:45	257	74	13	18	3	3	2	370	399.5	07:45	08:45	222	43	6	11	0	2	2	286	300.5
08:00	09:00	253	76	12	12	2	2	4	361	380.2	08:00	09:00	231	49	5	8	0	5	1	299	308.1
08:15	09:15	261	72	11	12	1	1	3	361	380.1	08:15	09:15	223	56	6	9	0	5	0	299	310.7
08:30	09:30	250	83	15	13	0	0	3	364	386	08:30	09:30	201	67	7	12	0	5	0	292	308.1
08:45	09:45	237	76	11	12	2	0	5	343	362.1	08:45	09:45	162	64	8	9	0	3	0	246	259.9
09:00	10:00	191	79	16	17	2	1	3	309	338.1	09:00	10:00	108	61	8	13	0	0	1	191	211.1
09:15	10:15	125	60	15	15	2	1	3	221	247	09:15	10:15	63	44	7	11	0	0	1	126	143
09:30	10:30	78	34	8	10	2	1	3	136	152	09:30	10:30	34	25	4	7	0	0	1	71	81.3
09:45	10:45	31	22	5	6	0	1	0	65	74.7	09:45	10:45	15	16	1	4	0	0	1	37	41.9
16:00	17:00	209	113	23	9	2	3	3	362	383	16:00	17:00	14	67	8	7	0	0	0	96	109.1
16:15	17:15	199	111	20	7	2	4	1	344	361.9	16:15	17:15	15	62	6	7	0	0	0	90	102.1
16:30	17:30	201	104	18	10	2	4	1	340	360.8	16:30	17:30	19	50	7	7	0	0	0	83	95.6
16:45	17:45	208	98	24	11	1	3	2	347	370.9	16:45	17:45	21	46	5	9	0	0	0	81	95.2
17:00	18:00	217	85	22	10	0	3	2	339	359.6	17:00	18:00	18	29	4	6	0	0	0	57	66.8
17:15	18:15	228	88	21	11	1	3	3	355	376.6	17:15	18:15	21	27	4	4	0	0	0	56	63.2
17:30	18:30	225	76	19	9	1	3	3	336	354	17:30	18:30	12	32	2	3	0	1	0	50	54.3
17:45	18:45	219	65	13	9	1	2	2	311	327.4	17:45	18:45	14	36	3	4	0	1	0	58	64.1
18:00	19:00	192	65	12	11	2	3	3	288	306.1	18:00	19:00	18	43	2	4	0	1	0	68	73.6
18:15	19:15	127	40	8	7	1	2	2	187	198.3	18:15	19:15	13	33	1	4	0	1	0	52	57.1
18:30	19:30	76	29	5	5	1	1	1	118	126.6	18:30	19:30	13	21	1	4	0	0	0	39	44.7
18:45	19:45	30	16	3	3	1	1	1	55	60	18:45	19:45	6	9	0	1	0	0	0	16	17.3
TOTAL		1290	473	94	79	10	13	19	1978	2114.7	TOTAL		529	298	30	42	0	8	4	911	972.6

Survey Date: 25/06/2024
Survey Day: Tuesday

		C - C (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	0	0	0	1	0	0	0	1	2.3
07:15	07:30	0	0	1	0	0	0	0	1	1.5
07:30	07:45	0	0	0	0	0	0	0	0	0
07:45	08:00	0	0	1	0	0	0	0	1	1.5
08:00	08:15	0	0	0	0	0	0	0	0	0
08:15	08:30	0	1	0	0	0	0	0	1	1
08:30	08:45	0	0	0	0	0	0	0	0	0
08:45	09:00	0	0	0	0	0	0	0	0	0
09:00	09:15	0	1	0	0	0	0	0	1	1
09:15	09:30	0	1	0	0	0	0	0	1	1
09:30	09:45	0	0	0	1	0	0	0	1	2.3
09:45	10:00	0	0	0	0	0	0	0	0	0

16:00	16:15	0	0	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	1	0	0	0	1	2.3
17:00	17:15	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0
17:30	17:45	0	1	0	1	0	0	0	2	3.3
17:45	18:00	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0
18:15	18:30	1	1	0	1	0	0	0	3	4.3
18:30	18:45	0	0	0	1	0	0	0	1	2.3
18:45	19:00	0	0	0	0	0	0	0	0	0
Total		1	5	2	6	0	0	0	14	22.8

		C - C (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	0	0	2	1	0	0	0	3	5.3
07:15	08:15	0	0	2	0	0	0	0	2	3
07:30	08:30	0	1	1	0	0	0	0	2	2.5
07:45	08:45	0	1	1	0	0	0	0	2	2.5
08:00	09:00	0	1	0	0	0	0	0	1	1
08:15	09:15	0	2	0	0	0	0	0	2	2
08:30	09:30	0	2	0	0	0	0	0	2	2
08:45	09:45	0	2	0	1	0	0	0	3	4.3
09:00	10:00	0	2	0	1	0	0	0	3	4.3
09:15	10:15	0	1	0	1	0	0	0	2	3.3
09:30	10:30	0	0	0	1	0	0	0	1	2.3
09:45	10:45	0	0	0	0	0	0	0	0	0
16:00	17:00	0	0	0	1	0	0	0	1	2.3
16:15	17:15	0	0	0	1	0	0	0	1	2.3
16:30	17:30	0	0	0	1	0	0	0	1	2.3
16:45	17:45	0	1	0	2	0	0	0	3	5.6
17:00	18:00	0	1	0	1	0	0	0	2	3.3
17:15	18:15	0	1	0	1	0	0	0	2	3.3
17:30	18:30	1	2	0	2	0	0	0	5	7.6
17:45	18:45	1	1	0	2	0	0	0	4	6.6
18:00	19:00	1	1	0	2	0	0	0	4	6.6
18:15	19:15	1	1	0	2	0	0	0	4	6.6
18:30	19:30	0	0	0	1	0	0	0	1	2.3
18:45	19:45	0	0	0	0	0	0	0	0	0
TOTAL		1	5	2	6	0	0	0	14	22.8

SBC PLANNING
RECEIVED : 17.12.2024



Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / Blackthorne Road

Survey Date: 25/06/2024
Survey Day: Tuesday

Arm A - Entry (15-minute intervals)										Arm A - Exit (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	38	20	5	6	0	3	1	73	80.7	07:00	57	7	0	2	1	0	2	69	71
07:15	41	23	10	8	0	0	2	84	97.8	07:15	46	16	6	7	0	0	0	75	87.1
07:30	32	33	7	10	1	1	0	84	100.9	07:30	50	24	3	4	0	1	2	84	88.5
07:45	46	24	10	3	0	2	3	88	93.3	07:45	83	19	1	7	1	1	0	112	122
08:00	44	24	1	6	2	1	3	81	88.3	08:00	60	26	3	2	1	1	1	94	97.7
08:15	49	20	5	5	0	1	0	80	88.4	08:15	61	17	4	4	1	1	0	88	95.6
08:30	52	21	8	4	0	0	2	87	94.6	08:30	64	21	7	6	0	0	1	99	109.5
08:45	69	20	5	5	1	1	3	104	111	08:45	84	25	0	2	0	0	3	114	114.2
09:00	52	21	4	4	1	0	3	85	90.8	09:00	74	23	1	2	0	0	0	100	103.1
09:15	47	20	4	5	0	0	0	76	84.5	09:15	52	34	9	6	0	0	0	101	113.3
09:30	36	26	7	7	1	0	2	79	91	09:30	49	20	5	6	2	0	3	85	94.9
09:45	28	19	4	2	1	1	0	55	60	09:45	37	29	5	7	0	1	0	79	90
Total										Total	1526	618	112	89	10	20	31	2406	2550.9

Arm A - Entry (rolling hour)										Arm A - Exit (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	157	100	32	27	1	6	6	329	372.7	07:00	236	66	10	20	2	2	4	340	368.6
07:15	163	104	28	27	3	4	8	337	380.3	07:15	239	85	13	20	2	3	3	365	395.3
07:30	171	101	23	24	3	5	6	333	370.9	07:30	254	86	11	17	3	4	3	378	403.8
07:45	191	89	24	18	2	4	8	336	364.6	07:45	268	83	15	19	3	3	2	393	424.8
08:00	214	85	19	20	3	3	8	352	382.3	08:00	269	89	14	14	2	2	5	395	417
08:15	222	82	22	18	2	2	8	356	384.8	08:15	283	86	12	14	1	1	4	401	422.4
08:30	220	82	21	18	2	1	8	352	380.9	08:30	274	103	17	16	0	0	4	414	440.1
08:45	204	87	20	21	3	1	8	344	377.3	08:45	259	102	15	16	2	0	6	400	425.5
09:00	163	86	19	18	3	1	5	295	326.3	09:00	212	106	20	21	2	1	3	365	401.3
09:15	111	65	15	14	2	1	2	210	235.5	09:15	138	83	19	19	2	1	3	265	298.2
09:30	64	45	11	9	2	1	2	134	151	09:30	86	49	10	13	2	1	3	164	184.9
09:45	28	19	4	2	1	1	0	55	60	09:45	37	29	5	7	0	1	0	79	90
16:00	215	93	12	7	2	1	1	331	346.7	16:00	267	144	27	11	2	4	8	463	484
16:15	233	96	13	9	1	3	2	357	372.8	16:15	274	148	28	9	2	6	6	473	492.3
16:30	221	98	12	9	2	2	4	348	363.3	16:30	273	143	26	11	2	6	4	465	487.5
16:45	219	89	15	7	1	2	4	337	350.2	16:45	298	141	29	11	1	7	5	492	513.6
17:00	231	79	15	9	2	2	4	342	358.8	17:00	319	127	28	10	0	8	4	496	515
17:15	202	73	14	9	2	1	3	304	321.7	17:15	315	124	23	11	1	6	6	486	504.4
17:30	193	61	12	7	1	1	2	277	290.9	17:30	311	109	22	9	1	6	8	466	479.7
17:45	175	66	9	8	2	1	1	262	277.5	17:45	271	88	16	9	1	3	6	394	408.1
18:00	147	60	12	8	1	2	1	231	246.4	18:00	223	86	13	13	2	3	7	347	365
18:15	103	46	9	6	1	1	1	167	178.9	18:15	147	54	9	9	1	2	4	226	238.8
18:30	68	32	6	5	1	1	0	113	122.9	18:30	87	37	5	7	1	1	1	139	150.2
18:45	34	12	5	3	0	1	0	55	60.8	18:45	36	21	3	5	1	1	1	68	75.6
TOTAL	1127	503	109	89	12	15	25	1880	2033.2	TOTAL	1526	618	112	89	10	20	31	2406	2550.9

SBC PLANNING
RECEIVED : 17.12.2024



Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / Blackthorne Road

Survey Date: 25/06/2024
Survey Day: Tuesday

Arm B - Entry (15-minute intervals)										Arm B - Exit (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	6	14	3	1	0	0	0	24	26.8	07:00 07:15	23	16	1	1	0	3	1	45	44.2
07:15 07:30	5	14	3	3	0	0	0	25	30.4	07:15 07:30	35	19	0	0	0	0	1	55	54.2
07:30 07:45	5	14	0	1	0	1	0	21	21.7	07:30 07:45	43	13	0	0	0	2	1	59	57
07:45 08:00	6	11	1	1	0	0	0	19	20.8	07:45 08:00	77	18	4	3	0	0	3	105	108.5
08:00 08:15	4	8	6	1	0	0	0	19	23.3	08:00 08:15	69	12	0	3	0	0	3	87	88.5
08:15 08:30	8	15	2	1	0	0	0	26	28.3	08:15 08:30	60	13	2	2	0	1	0	78	81
08:30 08:45	10	11	4	2	0	0	0	27	31.6	08:30 08:45	75	15	3	6	0	2	0	101	109.1
08:45 09:00	16	16	2	3	0	0	2	39	42.3	08:45 09:00	93	24	2	0	0	4	2	125	122
09:00 09:15	19	19	0	1	0	0	0	39	40.3	09:00 09:15	59	24	3	2	0	0	1	89	92.3
09:15 09:30	6	19	4	3	0	0	0	32	37.9	09:15 09:30	41	27	4	4	0	0	0	76	83.2
09:30 09:45	5	27	5	3	0	0	0	40	46.4	09:30 09:45	29	16	4	3	0	0	2	54	58.3
09:45 10:00	9	17	3	3	0	0	0	32	37.4	09:45 10:00	23	20	1	4	0	0	1	49	53.9

16:00 16:15	44	15	2	2	0	1	1	65	67.2	16:00 16:15	5	23	6	2	0	0	0	36	41.6
16:15 16:30	43	27	3	4	0	0	2	79	84.1	16:15 16:30	10	27	5	2	0	0	0	44	49.1
16:30 16:45	60	21	4	1	0	0	2	88	89.7	16:30 16:45	5	22	2	1	0	0	0	30	32.3
16:45 17:00	49	13	3	1	0	0	2	68	69.2	16:45 17:00	10	27	3	5	0	0	0	45	53
17:00 17:15	59	29	4	3	0	4	2	101	102.9	17:00 17:15	4	21	3	2	0	0	0	30	34.1
17:15 17:30	47	22	1	1	0	0	0	71	72.8	17:15 17:30	16	12	4	1	0	0	0	33	36.3
17:30 17:45	112	20	1	3	0	2	2	140	141.6	17:30 17:45	8	9	2	2	0	0	0	21	24.6
17:45 18:00	39	10	4	2	0	3	0	58	60.8	17:45 18:00	7	6	1	2	0	0	0	16	19.1
18:00 18:15	48	16	1	1	0	0	2	68	68.2	18:00 18:15	8	16	3	0	0	0	0	27	28.5
18:15 18:30	25	12	4	2	0	1	3	47	48.6	18:15 18:30	0	15	0	0	0	1	0	16	15.4
18:30 18:45	20	18	1	1	0	1	0	41	42.2	18:30 18:45	10	15	1	4	0	0	0	30	35.7
18:45 19:00	18	13	0	3	0	1	0	35	38.3	18:45 19:00	7	11	1	1	0	0	0	20	21.8
Total	663	401	61	47	0	14	18	1204	1272.8	Total	717	421	55	50	0	13	15	1271	1343.7

Arm B - Entry (rolling hour)										Arm B - Exit (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	22	53	7	6	0	1	0	89	99.7	07:00 08:00	178	66	5	4	0	5	6	264	263.9
07:15 08:15	20	47	10	6	0	1	0	84	96.2	07:15 08:15	224	62	4	6	0	2	8	306	308.2
07:30 08:30	23	48	9	4	0	1	0	85	94.1	07:30 08:30	249	56	6	8	0	3	7	329	335
07:45 08:45	28	45	13	5	0	0	0	91	104	07:45 08:45	281	58	9	14	0	3	6	371	387.1
08:00 09:00	38	50	14	7	0	0	2	111	125.5	08:00 09:00	297	64	7	11	0	7	5	391	400.6
08:15 09:15	53	61	8	7	0	0	2	131	142.5	08:15 09:15	287	76	10	10	0	7	3	393	404.4
08:30 09:30	51	65	10	9	0	0	2	137	152.1	08:30 09:30	268	90	12	12	0	6	3	391	406.6
08:45 09:45	46	81	11	10	0	0	2	150	166.9	08:45 09:45	222	91	13	9	0	4	5	344	355.8
09:00 10:00	39	82	12	10	0	0	0	143	162	09:00 10:00	152	87	12	13	0	0	4	268	287.7
09:15 10:15	20	63	12	9	0	0	0	104	121.7	09:15 10:15	93	63	9	11	0	0	3	179	195.4
09:30 10:30	14	44	8	6	0	0	0	72	83.8	09:30 10:30	52	36	5	7	0	0	3	103	112.2
09:45 10:45	9	17	3	3	0	0	0	32	37.4	09:45 10:45	23	20	1	4	0	0	1	49	53.9
16:00 17:00	196	76	12	8	0	1	7	300	310.2	16:00 17:00	30	99	16	10	0	0	0	155	176
16:15 17:15	211	90	14	9	0	4	8	336	345.9	16:15 17:15	29	97	13	10	0	0	0	149	168.5
16:30 17:30	215	85	12	6	0	4	6	328	334.6	16:30 17:30	35	82	12	9	0	0	0	138	155.7
16:45 17:45	267	84	9	8	0	6	6	380	386.5	16:45 17:45	38	69	12	10	0	0	0	129	148
17:00 18:00	257	81	10	9	0	9	4	370	378.1	17:00 18:00	35	48	10	7	0	0	0	100	114.1
17:15 18:15	246	68	7	7	0	5	4	337	343.4	17:15 18:15	39	43	10	5	0	0	0	97	108.5
17:30 18:30	224	58	10	8	0	6	7	313	319.2	17:30 18:30	23	46	6	4	0	1	0	80	87.6
17:45 18:45	132	56	10	6	0	5	5	214	219.8	17:45 18:45	25	52	5	6	0	1	0	89	98.7
18:00 19:00	111	59	6	7	0	3	5	191	197.3	18:00 19:00	25	57	5	5	0	1	0	93	101.4
18:15 19:15	63	43	5	6	0	3	3	123	129.1	18:15 19:15	17	41	2	5	0	1	0	66	72.9
18:30 19:30	38	31	1	4	0	2	0	76	80.5	18:30 19:30	17	26	2	5	0	0	0	50	57.5
18:45 19:45	18	13	0	3	0	1	0	35	38.3	18:45 19:45	7	11	1	1	0	0	0	20	21.8
TOTAL	663	401	61	47	0	14	18	1204	1272.8	TOTAL	717	421	55	50	0	13	15	1271	1343.7

SBC PLANNING
RECEIVED : 17.12.2024



Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / Blackthorne Road

Survey Date: 25/06/2024
Survey Day: Tuesday

Arm C - Entry (15-minute intervals)										Arm C - Exit (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	70	18	1	4	1	1	2	97	101.5	07:00	34	29	8	8	0	1	0	80	93.8
07:15	70	28	6	7	0	0	0	111	123.1	07:15	35	30	13	11	0	0	1	90	110
07:30	87	28	3	4	0	1	3	126	129.7	07:30	31	38	7	11	1	0	0	88	106.8
07:45	141	30	4	10	1	1	1	188	202.6	07:45	33	28	10	4	0	2	1	78	86.2
08:00	111	33	2	3	1	1	2	153	156.7	08:00	30	27	6	5	2	1	1	72	82.1
08:15	109	24	5	5	1	1	0	145	154.4	08:15	45	29	6	5	0	0	0	85	94.5
08:30	118	31	9	11	0	2	1	172	188.8	08:30	41	27	11	5	0	0	2	86	96.4
08:45	146	38	1	1	0	3	2	191	189.4	08:45	54	25	6	7	1	0	2	95	106.5
09:00	111	37	2	4	0	0	0	154	160.2	09:00	49	30	2	5	1	0	2	89	95.9
09:15	76	46	10	9	0	0	0	141	157.7	09:15	36	24	5	7	0	0	0	72	83.6
09:30	66	21	6	8	2	0	3	106	119	09:30	29	38	9	9	1	0	0	86	103.2
09:45	46	38	6	10	0	1	1	102	116.6	09:45	23	25	7	4	1	1	0	61	70.1

16:00	65	41	11	7	0	0	2	126	139	16:00	86	19	2	2	1	0	0	110	114.6
16:15	57	49	8	2	0	1	1	118	123.2	16:15	81	36	5	5	0	1	0	128	136.4
16:30	48	42	4	1	1	2	0	98	101.1	16:30	91	26	2	2	0	0	2	124	127
16:45	53	48	8	7	1	0	0	117	131.1	16:45	79	25	3	2	0	0	1	110	113.3
17:00	56	34	6	5	0	1	0	102	110.9	17:00	104	27	2	5	0	4	2	144	147.5
17:15	63	30	7	5	0	1	1	107	115.6	17:15	74	34	4	4	1	0	2	119	125.6
17:30	57	33	8	5	0	1	1	105	114.1	17:30	122	22	3	5	0	0	2	154	160.4
17:45	59	18	5	2	0	0	0	84	89.1	17:45	69	17	4	4	1	2	0	97	104
18:00	70	35	5	4	1	1	1	117	124.3	18:00	78	17	2	3	0	1	0	101	105.3
18:15	52	24	3	3	0	2	1	85	88.4	18:15	52	18	6	4	0	1	2	83	89
18:30	53	25	3	6	0	0	0	87	96.3	18:30	46	32	2	3	1	1	0	85	90.3
18:45	36	25	3	4	1	1	1	71	77.3	18:45	45	18	4	4	0	2	0	73	79
Total	1820	776	126	127	10	21	23	2903	3110.1	Total	1367	641	129	124	12	17	20	2310	2521.5

Arm C - Entry (rolling hour)										Arm C - Exit (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	368	104	14	25	2	3	6	522	556.9	07:00	133	125	38	34	1	3	2	336	396.8
07:15	409	119	15	24	2	3	6	578	612.1	07:15	129	123	36	31	3	3	3	328	385.1
07:30	448	115	14	22	3	4	6	612	643.4	07:30	139	122	29	25	3	3	2	323	369.6
07:45	479	118	20	29	3	5	4	658	702.5	07:45	149	111	33	19	2	3	4	321	359.2
08:00	484	126	17	20	2	7	5	661	689.3	08:00	170	108	29	22	3	1	5	338	379.5
08:15	484	130	17	21	1	6	3	662	692.8	08:15	189	111	25	22	2	0	6	355	393.3
08:30	451	152	22	25	0	5	3	658	696.1	08:30	180	106	24	24	2	0	6	342	382.4
08:45	399	142	19	22	2	3	5	592	626.3	08:45	168	117	22	28	3	0	4	342	389.2
09:00	299	142	24	31	2	1	4	503	553.5	09:00	137	117	23	25	3	1	2	308	352.8
09:15	188	105	22	27	2	1	4	349	393.3	09:15	88	87	21	20	2	1	0	219	256.9
09:30	112	59	12	18	2	1	4	208	235.6	09:30	52	63	16	13	2	1	0	147	173.3
09:45	46	38	6	10	0	1	1	102	116.6	09:45	23	25	7	4	1	1	0	61	70.1
16:00	223	180	31	17	2	3	3	459	494.4	16:00	337	106	12	11	2	1	3	472	491.3
16:15	214	173	26	15	2	4	1	435	466.3	16:15	355	114	12	14	1	5	5	506	524.2
16:30	220	154	25	18	2	4	1	424	458.7	16:30	348	112	11	13	2	4	7	497	513.4
16:45	229	145	29	22	1	3	2	431	471.7	16:45	379	108	12	16	1	4	7	527	546.8
17:00	235	115	26	17	0	3	2	398	429.7	17:00	369	100	13	18	2	6	6	514	537.5
17:15	249	116	25	16	1	3	3	413	443.1	17:15	343	90	13	16	2	3	4	471	495.3
17:30	238	110	21	14	1	4	3	391	415.9	17:30	321	74	15	16	1	4	4	435	458.7
17:45	234	102	16	15	1	3	2	373	398.1	17:45	245	84	14	14	2	5	2	366	388.6
18:00	211	109	14	17	2	4	3	360	386.3	18:00	221	85	14	14	1	5	2	342	363.6
18:15	141	74	9	13	1	3	2	243	262	18:15	143	68	12	11	1	4	2	241	258.3
18:30	89	50	6	10	1	1	1	158	173.6	18:30	91	50	6	7	1	3	0	158	169.3
18:45	36	25	3	4	1	1	1	71	77.3	18:45	45	18	4	4	0	2	0	73	79
TOTAL	1820	776	126	127	10	21	23	2903	3110.1	TOTAL	1367	641	129	124	12	17	20	2310	2521.5



Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / Blackthorne Road

Survey Date: 25/06/2024
Survey Day: Tuesday

		All movements (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	114	52	9	11	1	4	3	194	209
07:15	07:30	116	65	19	18	0	0	2	220	251.3
07:30	07:45	124	75	10	15	1	3	3	231	252.3
07:45	08:00	193	65	15	14	1	3	4	295	316.7
08:00	08:15	159	65	9	10	3	2	5	253	268.3
08:15	08:30	166	59	12	11	1	2	0	251	271.1
08:30	08:45	180	63	21	17	0	2	3	286	315
08:45	09:00	231	74	8	9	1	4	7	334	342.7
09:00	09:15	182	77	6	9	1	0	3	278	291.3
09:15	09:30	129	85	18	17	0	0	0	249	280.1
09:30	09:45	107	74	18	18	3	0	5	225	256.4
09:45	10:00	83	74	13	15	1	2	1	189	214
16:00	16:15	164	73	16	9	1	1	3	267	284.7
16:15	16:30	156	100	17	9	0	2	3	287	303.6
16:30	16:45	162	87	9	5	2	2	3	270	279.4
16:45	17:00	152	89	13	9	1	0	2	266	283.6
17:00	17:15	188	83	14	10	0	7	3	305	318.4
17:15	17:30	154	78	13	9	1	1	3	259	275.2
17:30	17:45	221	68	13	9	0	3	4	318	331.2
17:45	18:00	160	46	11	7	1	3	0	228	241.8
18:00	18:15	162	65	9	7	1	2	3	249	260
18:15	18:30	112	50	10	6	0	3	5	186	193
18:30	18:45	107	63	5	9	1	1	0	186	200.6
18:45	19:00	88	50	8	10	1	3	1	161	176.4
Total		3610	1680	296	263	22	50	66	5987	6416.1

		All movements (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	547	257	53	58	3	10	12	940	1029.3
07:15	08:15	592	270	53	57	5	8	14	999	1088.6
07:30	08:30	642	264	46	50	6	10	12	1030	1108.4
07:45	08:45	698	252	57	52	5	9	12	1085	1171.1
08:00	09:00	736	261	50	47	5	10	15	1124	1197.1
08:15	09:15	759	273	47	46	3	8	13	1149	1220.1
08:30	09:30	722	299	53	52	2	6	13	1147	1229.1
08:45	09:45	649	310	50	53	5	4	15	1086	1170.5
09:00	10:00	501	310	55	59	5	2	9	941	1041.8
09:15	10:15	319	233	49	50	4	2	6	663	750.5
09:30	10:30	190	148	31	33	4	2	6	414	470.4
09:45	10:45	83	74	13	15	1	2	1	189	214
16:00	17:00	634	349	55	32	4	5	11	1090	1151.3
16:15	17:15	658	359	53	33	3	11	11	1128	1185
16:30	17:30	656	337	49	33	4	10	11	1100	1156.6
16:45	17:45	715	318	53	37	2	11	12	1148	1208.4
17:00	18:00	723	275	51	35	2	14	10	1110	1166.6
17:15	18:15	697	257	46	32	3	9	10	1054	1108.2
17:30	18:30	655	229	43	29	2	11	12	981	1026
17:45	18:45	541	224	35	29	3	9	8	849	895.4
18:00	19:00	469	228	32	32	3	9	9	782	830
18:15	19:15	307	163	23	25	2	7	6	533	570
18:30	19:30	195	113	13	19	2	4	1	347	377
18:45	19:45	88	50	8	10	1	3	1	161	176.4
TOTAL		3610	1680	296	263	22	50	66	5987	6416.1

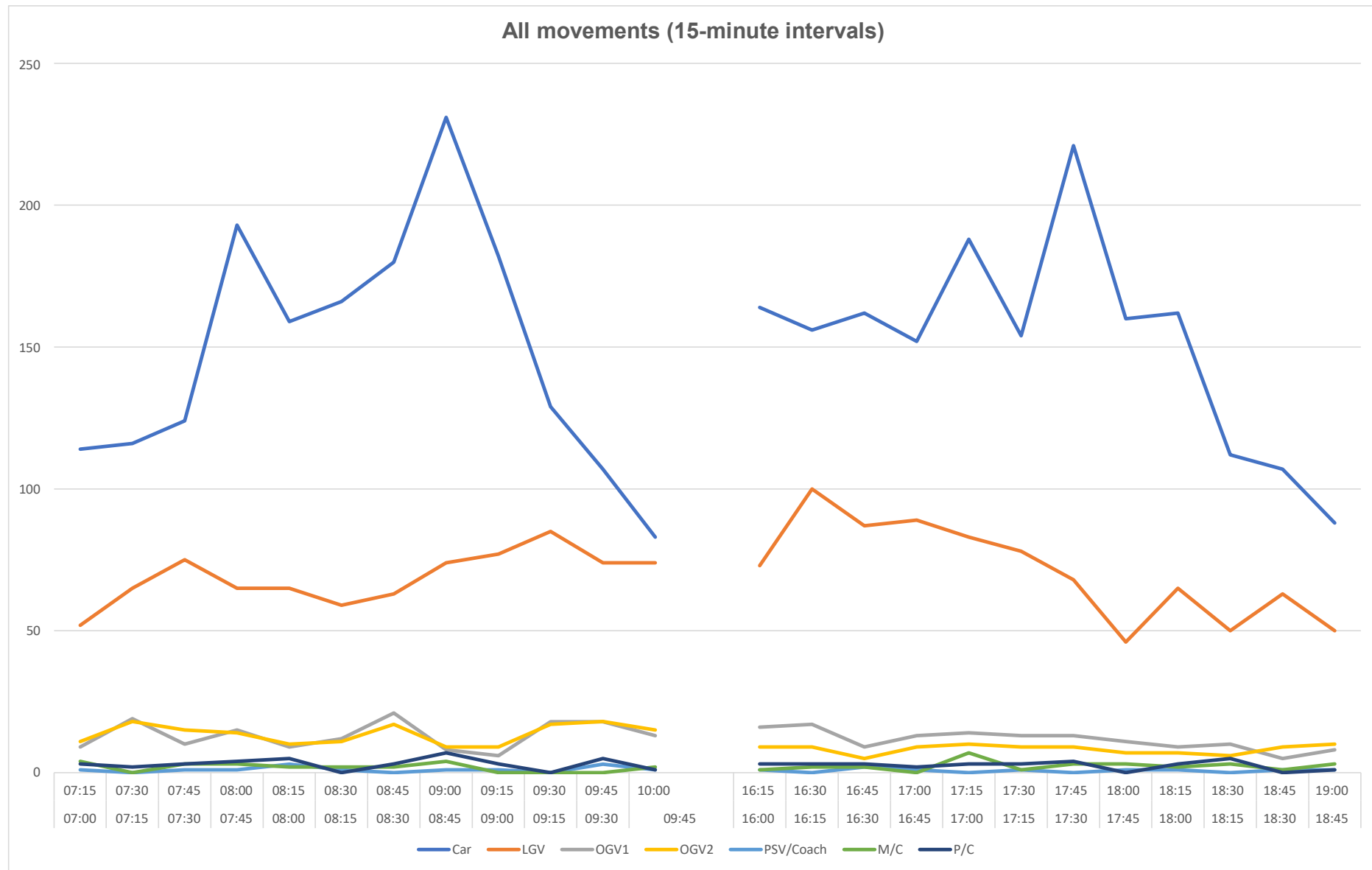


Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / Blackthorne Road

Survey Date: 25/06/2024
Survey Day: Tuesday

		Peak Hour (AM)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
08:30	08:45	180	63	21	17	0	2	3	286	315
08:45	09:00	231	74	8	9	1	4	7	334	342.7
09:00	09:15	182	77	6	9	1	0	3	278	291.3
09:15	09:30	129	85	18	17	0	0	0	249	280.1

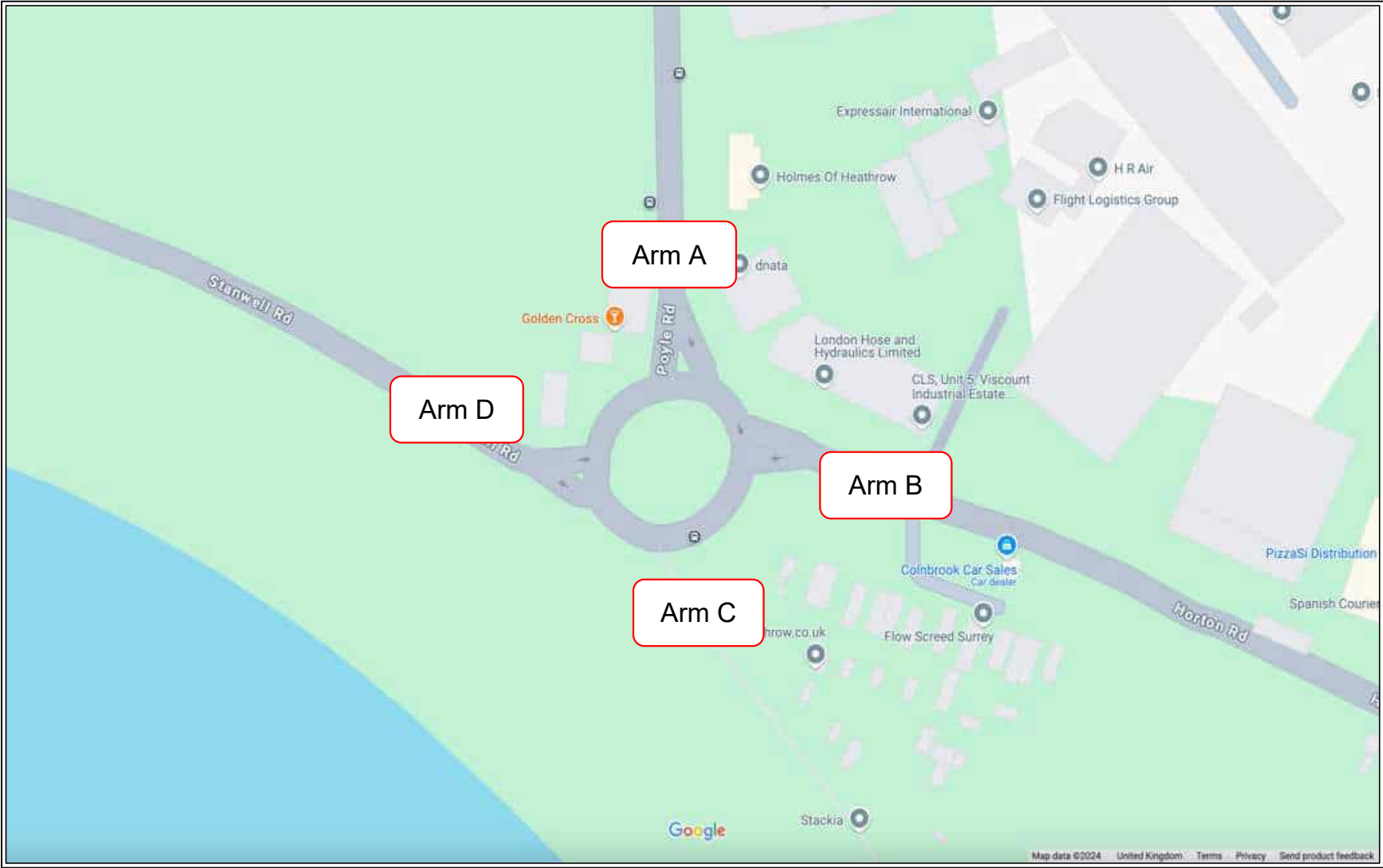
		Peak Hour (PM)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
16:45	17:00	152	89	13	9	1	0	2	266	283.6
17:00	17:15	188	83	14	10	0	7	3	305	318.4
17:15	17:30	154	78	13	9	1	1	3	259	275.2
17:30	17:45	221	68	13	9	0	3	4	318	331.2





Car	1
LGV	1
OGV1	1.5
OGV2	2.3
PSV	2
M/C	0.4
P/C	0.2

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0261	Poyle	Poyle Road / Horton Road / Stanwell Road	51.470769, -0.517619	25/06/2024	Tuesday	0700-1000 & 1600-1900hrs	Sunny	Sunny



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RECEIVED : 17.12.2024



Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / Horton Road / Stanwell Road

A - A (15-minute intervals)										A - B (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	0	0	0	0	0	0	0	0	0	07:00 07:15	25	24	8	7	0	2	0	66	77.9
07:15 07:30	0	1	0	0	0	0	0	1	1	07:15 07:30	31	28	13	9	0	0	1	82	99.4
07:30 07:45	0	2	0	0	0	0	0	2	2	07:30 07:45	26	32	7	11	0	0	0	76	93.8
07:45 08:00	1	0	0	0	0	0	0	1	1	07:45 08:00	20	24	8	4	0	1	0	57	65.6
08:00 08:15	0	0	0	0	0	0	0	0	0	08:00 08:15	21	21	6	4	2	1	1	56	64.8
08:15 08:30	0	0	0	0	0	0	0	0	0	08:15 08:30	34	28	6	5	0	0	0	73	82.5
08:30 08:45	1	0	0	0	0	0	0	1	1	08:30 08:45	25	21	8	3	0	0	0	57	64.9
08:45 09:00	0	2	0	0	0	0	0	2	2	08:45 09:00	42	21	6	7	0	0	1	77	88.3
09:00 09:15	0	1	0	0	0	0	0	1	1	09:00 09:15	31	28	2	5	1	0	1	68	75.7
09:15 09:30	0	1	0	0	0	0	0	1	1	09:15 09:30	16	23	5	7	0	0	0	51	62.6
09:30 09:45	1	0	0	0	0	0	0	1	1	09:30 09:45	25	34	8	7	1	0	0	75	89.1
09:45 10:00	0	0	0	0	0	0	0	0	0	09:45 10:00	19	23	6	4	0	0	0	52	60.2
16:00 16:15	9	1	0	0	0	0	0	10	10	16:00 16:15	42	15	1	2	0	0	0	60	63.1
16:15 16:30	0	0	0	0	0	0	0	0	0	16:15 16:30	54	27	5	3	0	1	0	90	95.8
16:30 16:45	1	0	0	0	0	0	0	1	1	16:30 16:45	64	25	0	2	0	0	1	92	93.8
16:45 17:00	0	2	0	0	0	0	0	2	2	16:45 17:00	51	18	2	2	0	0	0	73	76.6
17:00 17:15	6	2	0	1	0	0	0	9	10.3	17:00 17:15	55	19	2	4	0	2	0	82	87
17:15 17:30	1	0	0	0	0	0	0	1	1	17:15 17:30	50	22	1	3	0	0	2	78	80.8
17:30 17:45	2	0	0	0	0	0	0	2	2	17:30 17:45	62	14	2	4	0	0	1	83	88.4
17:45 18:00	1	0	1	0	0	0	0	2	2.5	17:45 18:00	40	11	2	3	0	2	0	58	61.7
18:00 18:15	3	1	0	0	0	0	0	4	4	18:00 18:15	50	15	2	3	0	2	0	72	75.7
18:15 18:30	1	0	0	0	0	0	0	1	1	18:15 18:30	39	14	5	4	0	1	0	63	70.1
18:30 18:45	0	0	0	0	0	0	0	0	0	18:30 18:45	34	24	2	3	0	1	0	64	68.3
18:45 19:00	1	0	0	0	0	0	0	1	1	18:45 19:00	34	18	3	4	0	2	0	61	66.5
Total (AM & PM)	28	13	1	1	0	0	0	43	44.8	Total	890	529	110	110	4	15	8	1666	1852.6
A - A (rolling hour)										A - B (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	1	3	0	0	0	0	0	4	4	07:00 08:00	102	108	36	31	0	3	1	281	336.7
07:15 08:15	1	3	0	0	0	0	0	4	4	07:15 08:15	98	105	34	28	2	2	2	271	323.6
07:30 08:30	1	2	0	0	0	0	0	3	3	07:30 08:30	101	105	27	24	2	2	1	262	306.7
07:45 08:45	2	0	0	0	0	0	0	2	2	07:45 08:45	100	94	28	16	2	2	1	243	277.8
08:00 09:00	1	2	0	0	0	0	0	3	3	08:00 09:00	122	91	26	19	2	1	2	263	300.5
08:15 09:15	1	3	0	0	0	0	0	4	4	08:15 09:15	132	98	22	20	1	0	2	275	311.4
08:30 09:30	1	4	0	0	0	0	0	5	5	08:30 09:30	114	93	21	22	1	0	2	253	291.5
08:45 09:45	1	4	0	0	0	0	0	5	5	08:45 09:45	114	106	21	26	2	0	2	271	315.7
09:00 10:00	1	2	0	0	0	0	0	3	3	09:00 10:00	91	108	21	23	2	0	1	246	287.6
09:15 10:15	1	1	0	0	0	0	0	2	2	09:15 10:15	60	80	19	18	1	0	0	178	211.9
09:30 10:30	1	0	0	0	0	0	0	1	1	09:30 10:30	44	57	14	11	1	0	0	127	149.3
09:45 10:45	0	0	0	0	0	0	0	0	0	09:45 10:45	19	23	6	4	0	0	0	52	60.2
16:00 17:00	10	3	0	0	0	0	0	13	13	16:00 17:00	211	85	8	9	0	1	1	315	329.3
16:15 17:15	7	4	0	1	0	0	0	12	13.3	16:15 17:15	224	89	9	11	0	3	1	337	353.2
16:30 17:30	8	4	0	1	0	0	0	13	14.3	16:30 17:30	220	84	5	11	0	2	3	325	338.2
16:45 17:45	9	4	0	1	0	0	0	14	15.3	16:45 17:45	218	73	7	13	0	2	3	316	332.8
17:00 18:00	10	2	1	1	0	0	0	14	15.8	17:00 18:00	207	66	7	14	0	4	3	301	317.9
17:15 18:15	7	1	1	0	0	0	0	9	9.5	17:15 18:15	202	62	7	13	0	4	3	291	306.6
17:30 18:30	7	1	1	0	0	0	0	9	9.5	17:30 18:30	191	54	11	14	0	5	1	276	295.9
17:45 18:45	5	1	1	0	0	0	0	7	7.5	17:45 18:45	163	64	11	13	0	6	0	257	275.8
18:00 19:00	5	1	0	0	0	0	0	6	6	18:00 19:00	157	71	12	14	0	6	0	260	280.6
18:15 19:15	2	0	0	0	0	0	0	2	2	18:15 19:15	107	56	10	11	0	4	0	188	204.9
18:30 19:30	1	0	0	0	0	0	0	1	1	18:30 19:30	68	42	5	7	0	3	0	125	134.8
18:45 19:45	1	0	0	0	0	0	0	1	1	18:45 19:45	34	18	3	4	0	2	0	61	66.5
TOTAL	28	13	1	1	0	0	0	43	44.8	TOTAL	890	529	110	110	4	15	8	1666	1852.6

Survey Date: 25/06/2024
Survey Day: Tuesday

A - C (15-minute intervals)										A - D (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	5	1	0	0	0	0	0	6	6	07:00 07:15	2	4	0	1	0	1	0	8	8.7
07:15 07:30	1	0	0	0	0	0	0	1	1	07:15 07:30	4	2	0	2	0	0	0	8	10.6
07:30 07:45	3	1	0	0	0	0	0	4	4	07:30 07:45	3	4	0	0	1	0	0	8	9
07:45 08:00	3	0	0	0	0	0	0	3	3	07:45 08:00	6	4	2	0	0	1	0	13	13.4
08:00 08:15	2	0	0	0	0	0	0	2	2	08:00 08:15	8	9	0	1	0	0	0	18	19.3
08:15 08:30	4	1	0	0	0	0	0	5	5	08:15 08:30	5	2	0	0	0	0	0	7	7
08:30 08:45	4	1	0	0	0	0	0	5	5	08:30 08:45	9	2	3	2	0	0	0	16	20.1
08:45 09:00	4	0	0	0	0	0	0	4	4	08:45 09:00	13	5	0	0	1	0	1	20	20.2
09:00 09:15	5	0	0	0	0	0	0	5	5	09:00 09:15	10	3	0	0	0	0	0	13	13
09:15 09:30	5	1	0	0	0	0	0	6	6	09:15 09:30	6	3	0	0	0	0	0	9	9
09:30 09:45	2	1	0	1	0	0	0	4	5.3	09:30 09:45	0	4	1	1	0	0	0	6	7.8
09:45 10:00	1	1	1	0	0	0	0	3	3.5	09:45 10:00	5	2	0	0	1	1	0	9	9.4

16:00 16:15	2	2	1	0	0	0	0	5	5.5	16:00 16:15	32	4	0	0	1	0	0	37	38
16:15 16:30	11	2	0	1	0	0	0	14	15.3	16:15 16:30	14	6	0	1	0	0	1	22	22.5
16:30 16:45	1	1	0	0	0	0	0	2	2	16:30 16:45	25	3	2	0	1	0	1	32	33.2
16:45 17:00	1	1	1	0	0	0	0	3	3.5	16:45 17:00	25	4	0	0	0	0	0	29	29
17:00 17:15	2	4	0	0	0	0	0	6	6	17:00 17:15	44	2	0	0	0	1	0	47	46.4
17:15 17:30	0	6	2	1	0	0	0	9	11.3	17:15 17:30	28	4	1	0	1	1	0	35	35.9
17:30 17:45	0	2	0	1	0	0	0	3	4.3	17:30 17:45	55	7	1	0	0	0	0	63	63.5
17:45 18:00	2	1	1	1	0	0	0	5	6.8	17:45 18:00	30	4	0	0	1	0	0	35	36
18:00 18:15	1	0	0	0	0	0	0	1	1	18:00 18:15	26	3	0	0	0	0	0	29	29
18:15 18:30	0	0	1	0	0	0	0	1	1.5	18:15 18:30	15	3	0	0	0	0	1	19	18.2
18:30 18:45	1	3	0	0	0	0	0	4	4	18:30 18:45	10	4	0	0	1	0	0	15	16
18:45 19:00	0	0	1	0	0	0	0	1	1.5	18:45 19:00	10	2	0	0	0	0	0	12	12
Total	60	29	8	5	0	0	0	102	112.5	Total	385	90	10	8	8	5	4	510	527.2

A - C (rolling hour)										A - D (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	12	2	0	0	0	0	0	14	14	07:00 08:00	15	14	2	3	1	2	0	37	41.7
07:15 08:15	9	1	0	0	0	0	0	10	10	07:15 08:15	21	19	2	3	1	1	0	47	52.3
07:30 08:30	12	2	0	0	0	0	0	14	14	07:30 08:30	22	19	2	1	1	1	0	46	48.7
07:45 08:45	13	2	0	0	0	0	0	15	15	07:45 08:45	28	17	5	3	0	1	0	54	59.8
08:00 09:00	14	2	0	0	0	0	0	16	16	08:00 09:00	35	18	3	3	1	0	1	61	66.6
08:15 09:15	17	2	0	0	0	0	0	19	19	08:15 09:15	37	12	3	2	1	0	1	56	60.3
08:30 09:30	18	2	0	0	0	0	0	20	20	08:30 09:30	38	13	3	2	1	0	1	58	62.3
08:45 09:45	16	2	0	1	0	0	0	19	20.3	08:45 09:45	29	15	1	1	1	0	1	48	50
09:00 10:00	13	3	1	1	0	0	0	18	19.8	09:00 10:00	21	12	1	1	1	1	0	37	39.2
09:15 10:15	8	3	1	1	0	0	0	13	14.8	09:15 10:15	11	9	1	1	1	1	0	24	26.2
09:30 10:30	3	2	1	1	0	0	0	7	8.8	09:30 10:30	5	6	1	1	1	1	0	15	17.2
09:45 10:45	1	1	1	0	0	0	0	3	3.5	09:45 10:45	5	2	0	0	1	1	0	9	9.4
16:00 17:00	15	6	2	1	0	0	0	24	26.3	16:00 17:00	96	17	2	1	2	0	2	120	122.7
16:15 17:15	15	8	1	1	0	0	0	25	26.8	16:15 17:15	108	15	2	1	1	1	2	130	131.1
16:30 17:30	4	12	3	1	0	0	0	20	22.8	16:30 17:30	122	13	3	0	2	2	1	143	144.5
16:45 17:45	3	13	3	2	0	0	0	21	25.1	16:45 17:45	152	17	2	0	1	2	0	174	174.8
17:00 18:00	4	13	3	3	0	0	0	23	28.4	17:00 18:00	157	17	2	0	2	2	0	180	181.8
17:15 18:15	3	9	3	3	0	0	0	18	23.4	17:15 18:15	139	18	2	0	2	1	0	162	164.4
17:30 18:30	3	3	2	2	0	0	0	10	13.6	17:30 18:30	126	17	1	0	1	0	1	146	146.7
17:45 18:45	4	4	2	1	0	0	0	11	13.3	17:45 18:45	81	14	0	0	2	0	1	98	99.2
18:00 19:00	2	3	2	0	0	0	0	7	8	18:00 19:00	61	12	0	0	1	0	1	75	75.2
18:15 19:15	1	3	2	0	0	0	0	6	7	18:15 19:15	35	9	0	0	1	0	1	46	46.2
18:30 19:30	1	3	1	0	0	0	0	5	5.5	18:30 19:30	20	6	0	0	1	0	0	27	28
18:45 19:45	0	0	1	0	0	0	0	1	1.5	18:45 19:45	10	2	0	0	0	0	0	12	12
TOTAL	60	29	8	5	0	0	0	102	112.5	TOTAL	385	90	10	8	8	5	4	510	527.2

SBC PLANNING
RECEIVED : 17.12.2024



Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / Horton Road / Stanwell Road

		B - A (15-minute intervals)											B - B (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	53	15	1	4	0	1	1	75	79.3	07:00	07:15	0	0	0	0	0	0	0	0	0
07:15	07:30	57	14	5	2	0	0	0	78	83.1	07:15	07:30	1	0	0	0	0	0	0	1	1
07:30	07:45	63	15	1	2	0	1	2	84	84.9	07:30	07:45	0	0	0	1	0	0	0	1	2.3
07:45	08:00	102	25	3	9	0	1	0	140	152.6	07:45	08:00	0	1	0	0	0	0	0	1	1
08:00	08:15	81	22	0	2	0	1	1	107	108.2	08:00	08:15	1	0	0	0	0	0	0	1	1
08:15	08:30	84	22	3	4	0	1	0	114	120.1	08:15	08:30	0	0	0	0	0	0	0	0	0
08:30	08:45	80	27	6	11	0	2	0	126	142.1	08:30	08:45	0	0	0	0	0	0	0	0	0
08:45	09:00	114	33	1	0	0	3	2	153	150.1	08:45	09:00	1	0	1	0	0	0	0	2	2.5
09:00	09:15	93	27	2	3	0	0	0	125	129.9	09:00	09:15	1	0	2	0	0	0	0	3	4
09:15	09:30	62	42	8	9	0	0	0	121	136.7	09:15	09:30	0	1	0	1	0	0	0	2	3.3
09:30	09:45	54	18	6	7	1	0	0	86	99.1	09:30	09:45	0	0	0	0	0	0	0	0	0
09:45	10:00	43	32	6	9	0	1	1	92	105.3	09:45	10:00	0	0	0	1	0	0	0	1	2.3

16:00	16:15	42	36	9	4	0	0	0	91	100.7	16:00	16:15	1	0	0	0	0	0	1	1
16:15	16:30	49	42	7	1	0	0	0	99	103.8	16:15	16:30	1	0	0	0	0	0	1	1
16:30	16:45	33	30	4	1	1	2	0	71	74.1	16:30	16:45	0	1	0	0	0	0	1	1
16:45	17:00	41	38	7	7	0	0	0	93	105.6	16:45	17:00	0	0	1	0	0	0	1	1.5
17:00	17:15	31	28	6	4	0	1	0	70	77.6	17:00	17:15	2	0	0	0	0	0	2	2
17:15	17:30	46	24	7	4	0	0	0	81	89.7	17:15	17:30	0	0	0	0	0	0	0	0
17:30	17:45	42	27	7	5	0	1	1	83	91.6	17:30	17:45	0	1	0	0	0	0	1	1
17:45	18:00	38	15	3	2	0	1	1	60	62.7	17:45	18:00	0	0	0	0	0	0	0	0
18:00	18:15	38	29	5	4	1	1	0	78	86.1	18:00	18:15	3	0	0	1	0	0	4	5.3
18:15	18:30	39	25	3	3	0	2	0	72	76.2	18:15	18:30	1	0	0	0	0	0	1	1
18:30	18:45	45	22	3	6	0	0	0	76	85.3	18:30	18:45	0	1	0	0	0	0	1	1
18:45	19:00	25	26	3	4	0	0	1	59	64.9	18:45	19:00	1	1	0	0	0	0	2	2
Total		1355	634	106	107	3	19	10	2234	2409.7	Total		13	6	4	4	0	0	27	34.2

		B - A (rolling hour)												B - B (rolling hour)									
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU		
07:00	08:00	275	69	10	17	0	3	3	377	399.9	07:00	08:00	1	1	0	1	0	0	0	3	4.3		
07:15	08:15	303	76	9	15	0	3	3	409	428.8	07:15	08:15	2	1	0	1	0	0	0	4	5.3		
07:30	08:30	330	84	7	17	0	4	3	445	465.8	07:30	08:30	1	1	0	1	0	0	0	3	4.3		
07:45	08:45	347	96	12	26	0	5	1	487	523	07:45	08:45	1	1	0	0	0	0	0	2	2		
08:00	09:00	359	104	10	17	0	7	3	500	520.5	08:00	09:00	2	0	1	0	0	0	0	3	3.5		
08:15	09:15	371	109	12	18	0	6	2	518	542.2	08:15	09:15	2	0	3	0	0	0	0	5	6.5		
08:30	09:30	349	129	17	23	0	5	2	525	558.8	08:30	09:30	2	1	3	1	0	0	0	7	9.8		
08:45	09:45	323	120	17	19	1	3	2	485	515.8	08:45	09:45	2	1	3	1	0	0	0	7	9.8		
09:00	10:00	252	119	22	28	1	1	1	424	471	09:00	10:00	1	1	2	2	0	0	0	6	9.6		
09:15	10:15	159	92	20	25	1	1	1	299	341.1	09:15	10:15	0	1	0	2	0	0	0	3	5.6		
09:30	10:30	97	50	12	16	1	1	1	178	204.4	09:30	10:30	0	0	0	1	0	0	0	1	2.3		
09:45	10:45	43	32	6	9	0	1	1	92	105.3	09:45	10:45	0	0	0	1	0	0	0	1	2.3		
16:00	17:00	165	146	27	13	1	2	0	354	384.2	16:00	17:00	2	1	1	0	0	0	0	4	4.5		
16:15	17:15	154	138	24	13	1	3	0	333	361.1	16:15	17:15	3	1	1	0	0	0	0	5	5.5		
16:30	17:30	151	120	24	16	1	3	0	315	347	16:30	17:30	2	1	1	0	0	0	0	4	4.5		
16:45	17:45	160	117	27	20	0	2	1	327	364.5	16:45	17:45	2	1	1	0	0	0	0	4	4.5		
17:00	18:00	157	94	23	15	0	3	2	294	321.6	17:00	18:00	2	1	0	0	0	0	0	3	3		
17:15	18:15	164	95	22	15	1	3	2	302	330.1	17:15	18:15	3	1	0	1	0	0	0	5	6.3		
17:30	18:30	157	96	18	14	1	5	2	293	316.6	17:30	18:30	4	1	0	1	0	0	0	6	7.3		
17:45	18:45	160	91	14	15	1	4	1	286	310.3	17:45	18:45	4	1	0	1	0	0	0	6	7.3		
18:00	19:00	147	102	14	17	1	3	1	285	312.5	18:00	19:00	5	2	0	1	0	0	0	8	9.3		
18:15	19:15	109	73	9	13	0	2	1	207	226.4	18:15	19:15	2	2	0	0	0	0	0	4	4		
18:30	19:30	70	48	6	10	0	0	1	135	150.2	18:30	19:30	1	2	0	0	0	0	0	3	3		
18:45	19:45	25	26	3	4	0	0	1	59	64.9	18:45	19:45	1	1	0	0	0	0	0	2	2		
TOTAL		1355	634	106	107	3	19	10	2234	2409.7	TOTAL		13	6	4	4	0	0	0	27	34.2		

SBC PLANNING
RECEIVED : 17.12.2024

Survey Date: 25/06/2024
 Survey Day: Tuesday

B - C (15-minute intervals)										B - D (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	5	0	1	3	0	0	0	9	13.4	07:00	07:15	13	3	1	0	0	18	17.9
07:15	07:30	7	3	0	3	0	0	0	13	16.9	07:15	07:30	17	4	0	2	1	26	28
07:30	07:45	5	2	0	2	0	0	0	9	11.6	07:30	07:45	24	10	2	7	0	43	53.1
07:45	08:00	7	1	0	3	0	0	0	11	14.9	07:45	08:00	29	10	2	2	0	44	46.8
08:00	08:15	7	1	1	1	1	0	0	11	13.8	08:00	08:15	33	11	1	2	0	47	50.1
08:15	08:30	7	1	0	1	0	0	0	9	10.3	08:15	08:30	33	9	2	1	0	45	47.3
08:30	08:45	2	0	0	2	0	0	0	4	6.6	08:30	08:45	39	8	2	0	0	49	50
08:45	09:00	7	1	0	0	0	0	0	8	8	08:45	09:00	20	6	2	4	0	32	38.2
09:00	09:15	4	0	0	0	0	0	0	4	4	09:00	09:15	23	9	6	1	0	39	43.3
09:15	09:30	5	0	1	1	0	0	0	7	8.8	09:15	09:30	20	9	0	0	0	29	29
09:30	09:45	2	2	0	2	0	0	0	6	8.6	09:30	09:45	12	6	2	2	1	23	27.6
09:45	10:00	0	0	0	2	0	0	0	2	4.6	09:45	10:00	9	7	1	3	1	22	26.6

16:00	16:15	2	0	2	2	0	0	0	6	9.6	16:00	16:15	45	16	0	1	0	63	63.5
16:15	16:30	1	0	0	2	0	0	0	3	5.6	16:15	16:30	43	10	1	3	1	60	64
16:30	16:45	0	0	4	3	0	0	0	7	12.9	16:30	16:45	39	14	0	0	0	53	53
16:45	17:00	1	0	2	5	0	0	0	8	15.5	16:45	17:00	51	11	2	1	0	66	67.7
17:00	17:15	1	1	0	0	0	0	0	2	2	17:00	17:15	51	7	0	1	0	60	60.7
17:15	17:30	1	1	2	2	0	0	0	6	9.6	17:15	17:30	52	7	0	0	0	62	60
17:30	17:45	2	0	0	2	0	0	0	4	6.6	17:30	17:45	60	15	0	0	0	75	75
17:45	18:00	0	0	1	3	0	0	0	4	8.4	17:45	18:00	45	6	0	1	0	55	53.9
18:00	18:15	2	1	0	1	0	0	0	4	5.3	18:00	18:15	44	6	0	0	0	51	50.2
18:15	18:30	1	1	1	3	0	0	0	6	10.4	18:15	18:30	46	3	0	0	0	49	49
18:30	18:45	2	0	4	2	0	0	0	8	12.6	18:30	18:45	30	3	1	0	0	35	34.7
18:45	19:00	1	2	0	1	0	1	0	5	5.7	18:45	19:00	35	5	0	0	0	40	40
Total		72	17	19	46	1	1	0	156	225.7	Total		813	195	25	31	4	1086	1129.6

		B - C (rolling hour)												B - D (rolling hour)									
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU		
07:00	08:00	24	6	1	11	0	0	0	42	56.8	07:00	08:00	83	27	5	11	1	1	3	131	145.8		
07:15	08:15	26	7	1	9	1	0	0	44	57.2	07:15	08:15	103	35	5	13	1	0	3	160	178		
07:30	08:30	26	5	1	7	1	0	0	40	50.6	07:30	08:30	119	40	7	12	0	0	1	179	197.3		
07:45	08:45	23	3	1	7	1	0	0	35	45.6	07:45	08:45	134	38	7	5	0	0	1	185	194.2		
08:00	09:00	23	3	1	4	1	0	0	32	38.7	08:00	09:00	125	34	7	7	0	0	0	173	185.6		
08:15	09:15	20	2	0	3	0	0	0	25	28.9	08:15	09:15	115	32	12	6	0	0	0	165	178.8		
08:30	09:30	18	1	1	3	0	0	0	23	27.4	08:30	09:30	102	32	10	5	0	0	0	149	160.5		
08:45	09:45	18	3	1	3	0	0	0	25	29.4	08:45	09:45	75	30	10	7	1	0	0	123	138.1		
09:00	10:00	11	2	1	5	0	0	0	19	26	09:00	10:00	64	31	9	6	2	0	1	113	126.5		
09:15	10:15	7	2	1	5	0	0	0	15	22	09:15	10:15	41	22	3	5	2	0	1	74	83.2		
09:30	10:30	2	2	0	4	0	0	0	8	13.2	09:30	10:30	21	13	3	5	2	0	1	45	54.2		
09:45	10:45	0	0	0	2	0	0	0	2	4.6	09:45	10:45	9	7	1	3	1	0	1	22	26.6		
16:00	17:00	4	0	8	12	0	0	0	24	43.6	16:00	17:00	178	51	3	5	1	2	2	242	248.2		
16:15	17:15	3	1	6	10	0	0	0	20	36	16:15	17:15	184	42	3	5	1	3	1	239	245.4		
16:30	17:30	3	2	8	10	0	0	0	23	40	16:30	17:30	193	39	2	2	0	4	1	241	241.4		
16:45	17:45	5	2	4	9	0	0	0	20	33.7	16:45	17:45	214	40	2	2	0	4	1	263	263.4		
17:00	18:00	4	2	3	7	0	0	0	16	26.6	17:00	18:00	208	35	0	2	0	3	4	252	249.6		
17:15	18:15	5	2	3	8	0	0	0	18	29.9	17:15	18:15	201	34	0	1	0	2	5	243	239.1		
17:30	18:30	5	2	2	9	0	0	0	18	30.7	17:30	18:30	195	30	0	1	0	0	4	230	228.1		
17:45	18:45	5	2	6	9	0	0	0	22	36.7	17:45	18:45	165	18	1	1	0	0	5	190	187.8		
18:00	19:00	6	4	5	7	0	1	0	23	34	18:00	19:00	155	17	1	0	0	0	2	175	173.9		
18:15	19:15	4	3	5	6	0	1	0	19	28.7	18:15	19:15	111	11	1	0	0	0	1	124	123.7		
18:30	19:30	3	2	4	3	0	1	0	13	18.3	18:30	19:30	65	8	1	0	0	0	1	75	74.7		
18:45	19:45	1	2	0	1	0	1	0	5	5.7	18:45	19:45	35	5	0	0	0	0	0	40	40		
TOTAL		72	17	19	46	1	1	0	156	225.7	TOTAL		813	195	25	31	4	6	12	1086	1129.6		



Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / Horton Road / Stanwell Road

		C - A (15-minute intervals)											C - B (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	0	0	0	0	0	0	0	0	0	07:00	07:15	0	0	1	7	0	0	0	8	17.6
07:15	07:30	0	1	1	2	0	0	0	4	7.1	07:15	07:30	1	0	2	6	0	0	0	9	17.8
07:30	07:45	1	2	1	1	0	0	0	5	6.8	07:30	07:45	0	2	1	6	0	0	0	9	17.3
07:45	08:00	0	2	1	1	0	0	0	4	5.8	07:45	08:00	0	1	0	1	0	0	0	2	3.3
08:00	08:15	0	2	2	0	0	0	0	4	5	08:00	08:15	2	0	0	3	0	0	0	5	8.9
08:15	08:30	1	0	1	1	0	0	0	3	4.8	08:15	08:30	1	2	0	2	0	0	0	5	7.6
08:30	08:45	0	0	2	0	0	0	0	2	3	08:30	08:45	0	1	2	2	0	0	0	5	8.6
08:45	09:00	3	2	0	0	0	0	0	5	5	08:45	09:00	1	1	0	1	0	0	0	3	4.3
09:00	09:15	0	4	0	1	0	0	0	5	6.3	09:00	09:15	3	2	0	1	0	0	0	6	7.3
09:15	09:30	4	2	0	0	0	0	0	6	6	09:15	09:30	0	0	0	0	0	0	0	0	0
09:30	09:45	4	0	0	1	0	0	0	5	6.3	09:30	09:45	0	0	0	5	0	0	0	5	11.5
09:45	10:00	1	2	0	1	0	0	0	4	5.3	09:45	10:00	0	1	0	2	0	0	0	3	5.6

16:00	16:15	10	1	0	0	0	0	1	12	11.2	16:00	16:15	3	0	0	0	0	0	0	3	3
16:15	16:30	2	3	0	0	0	0	0	5	5	16:15	16:30	3	1	1	1	0	0	0	6	7.8
16:30	16:45	3	3	0	1	0	0	0	7	8.3	16:30	16:45	4	1	0	0	0	0	0	5	5
16:45	17:00	5	0	0	0	0	0	0	5	5	16:45	17:00	3	0	1	3	0	0	0	7	11.4
17:00	17:15	8	0	0	0	0	0	0	8	8	17:00	17:15	5	1	0	2	0	0	0	8	10.6
17:15	17:30	7	1	0	1	0	0	0	9	10.3	17:15	17:30	6	3	1	2	0	0	0	12	15.1
17:30	17:45	6	2	1	0	0	0	0	9	9.5	17:30	17:45	4	0	1	1	0	0	0	6	7.8
17:45	18:00	5	0	1	0	0	0	0	6	6.5	17:45	18:00	3	0	2	2	0	0	0	7	10.6
18:00	18:15	8	0	0	0	0	0	0	8	8	18:00	18:15	4	0	0	1	0	0	0	5	6.3
18:15	18:30	3	0	0	0	0	0	0	3	3	18:15	18:30	4	0	0	2	0	0	0	6	8.6
18:30	18:45	2	0	0	0	0	0	0	2	2	18:30	18:45	6	0	2	0	0	0	0	8	9
18:45	19:00	3	0	0	0	0	0	0	3	3	18:45	19:00	4	0	2	6	0	0	0	12	20.8
Total		76	27	10	10	0	0	1	124	141.2	Total		57	16	16	56	0	0	0	145	225.8

		C - A (rolling hour)												C - B (rolling hour)									
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU		
07:00	08:00	1	5	3	4	0	0	0	13	19.7	07:00	08:00	1	3	4	20	0	0	0	28	56		
07:15	08:15	1	7	5	4	0	0	0	17	24.7	07:15	08:15	3	3	3	16	0	0	0	25	47.3		
07:30	08:30	2	6	5	3	0	0	0	16	22.4	07:30	08:30	3	5	1	12	0	0	0	21	37.1		
07:45	08:45	1	4	6	2	0	0	0	13	18.6	07:45	08:45	3	4	2	8	0	0	0	17	28.4		
08:00	09:00	4	4	5	1	0	0	0	14	17.8	08:00	09:00	4	4	2	8	0	0	0	18	29.4		
08:15	09:15	4	6	3	2	0	0	0	15	19.1	08:15	09:15	5	6	2	6	0	0	0	19	27.8		
08:30	09:30	7	8	2	1	0	0	0	18	20.3	08:30	09:30	4	4	2	4	0	0	0	14	20.2		
08:45	09:45	11	8	0	2	0	0	0	21	23.6	08:45	09:45	4	3	0	7	0	0	0	14	23.1		
09:00	10:00	9	8	0	3	0	0	0	20	23.9	09:00	10:00	3	3	0	8	0	0	0	14	24.4		
09:15	10:15	9	4	0	2	0	0	0	15	17.6	09:15	10:15	0	1	0	7	0	0	0	8	17.1		
09:30	10:30	5	2	0	2	0	0	0	9	11.6	09:30	10:30	0	1	0	7	0	0	0	8	17.1		
09:45	10:45	1	2	0	1	0	0	0	4	5.3	09:45	10:45	0	1	0	2	0	0	0	3	5.6		
16:00	17:00	20	7	0	1	0	0	1	29	29.5	16:00	17:00	13	2	2	4	0	0	0	21	27.2		
16:15	17:15	18	6	0	1	0	0	0	25	26.3	16:15	17:15	15	3	2	6	0	0	0	26	34.8		
16:30	17:30	23	4	0	2	0	0	0	29	31.6	16:30	17:30	18	5	2	7	0	0	0	32	42.1		
16:45	17:45	26	3	1	1	0	0	0	31	32.8	16:45	17:45	18	4	3	8	0	0	0	33	44.9		
17:00	18:00	26	3	2	1	0	0	0	32	34.3	17:00	18:00	18	4	4	7	0	0	0	33	44.1		
17:15	18:15	26	3	2	1	0	0	0	32	34.3	17:15	18:15	17	3	4	6	0	0	0	30	39.8		
17:30	18:30	22	2	2	0	0	0	0	26	27	17:30	18:30	15	0	3	6	0	0	0	24	33.3		
17:45	18:45	18	0	1	0	0	0	0	19	19.5	17:45	18:45	17	0	4	5	0	0	0	26	34.5		
18:00	19:00	16	0	0	0	0	0	0	16	16	18:00	19:00	18	0	4	9	0	0	0	31	44.7		
18:15	19:15	8	0	0	0	0	0	0	8	8	18:15	19:15	14	0	4	8	0	0	0	26	38.4		
18:30	19:30	5	0	0	0	0	0	0	5	5	18:30	19:30	10	0	4	6	0	0	0	20	29.8		
18:45	19:45	3	0	0	0	0	0	0	3	3	18:45	19:45	4	0	2	6	0	0	0	12	20.8		
TOTAL		76	27	10	10	0	0	1	124	141.2	TOTAL		57	16	16	56	0	0	0	145	225.8		

SBC PLANNING
RECEIVED : 17.12.2024

Survey Date: 25/06/2024
Survey Day: Tuesday

		C - C (15-minute intervals)											C - D (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	0	0	0	0	0	0	0	0	0	07:00	07:15	1	0	0	0	0	0	0	1	1
07:15	07:30	0	0	0	0	0	0	0	0	0	07:15	07:30	0	0	1	0	0	0	0	1	1.5
07:30	07:45	0	0	0	0	0	0	0	0	0	07:30	07:45	0	0	0	0	0	0	0	0	0
07:45	08:00	0	0	0	0	0	0	0	0	0	07:45	08:00	1	0	0	0	0	0	0	1	1
08:00	08:15	0	0	0	0	0	0	0	0	0	08:00	08:15	0	0	0	0	0	0	0	0	0
08:15	08:30	0	0	0	0	0	0	0	0	0	08:15	08:30	0	0	0	0	0	0	0	0	0
08:30	08:45	0	0	0	0	0	0	0	0	0	08:30	08:45	0	1	0	0	0	0	0	1	1
08:45	09:00	0	0	0	0	0	0	0	0	0	08:45	09:00	1	0	0	0	1	0	0	2	3
09:00	09:15	0	0	0	0	0	0	0	0	0	09:00	09:15	0	0	0	0	0	0	0	0	0
09:15	09:30	0	0	0	0	0	0	0	0	0	09:15	09:30	0	0	0	0	0	0	0	0	0
09:30	09:45	0	0	0	0	0	0	0	0	0	09:30	09:45	0	0	0	0	0	0	0	0	0
09:45	10:00	0	0	0	0	0	0	0	0	0	09:45	10:00	1	0	0	0	0	0	0	1	1

16:00	16:15	0	0	0	0	0	0	0	0	0	16:00	16:15	1	1	0	0	0	0	0	2	2
16:15	16:30	0	0	0	0	0	0	0	0	0	16:15	16:30	1	1	0	0	0	0	0	2	2
16:30	16:45	1	0	0	0	0	0	0	1	1	16:30	16:45	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0	16:45	17:00	1	1	0	0	0	0	0	2	2
17:00	17:15	0	0	0	0	0	0	0	0	0	17:00	17:15	8	0	0	0	0	0	0	8	8
17:15	17:30	0	0	0	0	0	0	0	0	0	17:15	17:30	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0	17:30	17:45	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0	17:45	18:00	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0	18:00	18:15	2	0	0	0	0	0	0	2	2
18:15	18:30	0	0	0	0	0	0	0	0	0	18:15	18:30	2	0	0	0	0	0	0	2	2
18:30	18:45	0	0	0	0	0	0	0	0	0	18:30	18:45	1	0	0	0	0	0	0	1	1
18:45	19:00	0	0	0	0	0	0	0	0	0	18:45	19:00	1	1	0	0	0	0	0	2	2
Total		1	0	0	0	0	0	0	1	1	Total		21	5	1	0	1	0	0	28	29.5

		C - C (rolling hour)											C - D (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	0	0	0	0	0	0	0	0	0	07:00	08:00	2	0	1	0	0	0	0	3	3.5
07:15	08:15	0	0	0	0	0	0	0	0	0	07:15	08:15	1	0	1	0	0	0	0	2	2.5
07:30	08:30	0	0	0	0	0	0	0	0	0	07:30	08:30	1	0	0	0	0	0	0	1	1
07:45	08:45	0	0	0	0	0	0	0	0	0	07:45	08:45	1	1	0	0	0	0	0	2	2
08:00	09:00	0	0	0	0	0	0	0	0	0	08:00	09:00	1	1	0	0	1	0	0	3	4
08:15	09:15	0	0	0	0	0	0	0	0	0	08:15	09:15	1	1	0	0	1	0	0	3	4
08:30	09:30	0	0	0	0	0	0	0	0	0	08:30	09:30	1	1	0	0	1	0	0	3	4
08:45	09:45	0	0	0	0	0	0	0	0	0	08:45	09:45	1	0	0	0	1	0	0	2	3
09:00	10:00	0	0	0	0	0	0	0	0	0	09:00	10:00	1	0	0	0	0	0	0	1	1
09:15	10:15	0	0	0	0	0	0	0	0	0	09:15	10:15	1	0	0	0	0	0	0	1	1
09:30	10:30	0	0	0	0	0	0	0	0	0	09:30	10:30	1	0	0	0	0	0	0	1	1
09:45	10:45	0	0	0	0	0	0	0	0	0	09:45	10:45	1	0	0	0	0	0	0	1	1
16:00	17:00	1	0	0	0	0	0	0	1	1	16:00	17:00	3	3	0	0	0	0	0	6	6
16:15	17:15	1	0	0	0	0	0	0	1	1	16:15	17:15	10	2	0	0	0	0	0	12	12
16:30	17:30	1	0	0	0	0	0	0	1	1	16:30	17:30	9	1	0	0	0	0	0	10	10
16:45	17:45	0	0	0	0	0	0	0	0	0	16:45	17:45	9	1	0	0	0	0	0	10	10
17:00	18:00	0	0	0	0	0	0	0	0	0	17:00	18:00	8	0	0	0	0	0	0	8	8
17:15	18:15	0	0	0	0	0	0	0	0	0	17:15	18:15	2	0	0	0	0	0	0	2	2
17:30	18:30	0	0	0	0	0	0	0	0	0	17:30	18:30	4	0	0	0	0	0	0	4	4
17:45	18:45	0	0	0	0	0	0	0	0	0	17:45	18:45	5	0	0	0	0	0	0	5	5
18:00	19:00	0	0	0	0	0	0	0	0	0	18:00	19:00	6	1	0	0	0	0	0	7	7
18:15	19:15	0	0	0	0	0	0	0	0	0	18:15	19:15	4	1	0	0	0	0	0	5	5
18:30	19:30	0	0	0	0	0	0	0	0	0	18:30	19:30	2	1	0	0	0	0	0	3	3
18:45	19:45	0	0	0	0	0	0	0	0	0	18:45	19:45	1	1	0	0	0	0	0	2	2
TOTAL		1	0	0	0	0	0	0	1	1	TOTAL		21	5	1	0	1	0	0	28	29.5

SBC PLANNING
RECEIVED : 17.12.2024



Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / Horton Road / Stanwell Road

		D - A (15-minute intervals)											D - B (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	14	3	0	0	1	0	2	20	19.4	07:00	07:15	24	6	2	2	1	0	2	37	40
07:15	07:30	19	6	0	3	0	0	1	29	32.1	07:15	07:30	40	11	3	1	0	0	1	56	58
07:30	07:45	30	5	1	1	0	0	0	37	38.8	07:30	07:45	41	11	0	1	0	0	0	53	54.3
07:45	08:00	38	4	0	0	1	0	1	44	44.2	07:45	08:00	36	9	3	4	0	0	1	53	58.9
08:00	08:15	30	10	0	1	1	0	0	42	44.3	08:00	08:15	31	11	1	4	0	0	1	48	52.9
08:15	08:30	26	3	1	0	1	0	0	31	32.5	08:15	08:30	34	6	4	1	0	0	0	45	48.3
08:30	08:45	37	4	1	0	0	1	1	44	43.1	08:30	08:45	54	7	3	1	0	2	0	67	68.6
08:45	09:00	32	1	0	1	0	0	0	34	35.3	08:45	09:00	33	10	2	1	0	0	1	47	48.5
09:00	09:15	20	3	0	0	0	0	0	23	23	09:00	09:15	21	8	2	3	0	0	0	34	38.9
09:15	09:30	12	3	2	0	0	0	0	17	18	09:15	09:30	18	12	3	2	0	0	1	36	39.3
09:30	09:45	9	5	0	0	1	0	3	18	16.6	09:30	09:45	28	4	2	0	0	0	0	34	35
09:45	10:00	5	4	0	0	0	0	0	9	9	09:45	10:00	25	9	2	2	0	0	0	38	41.6
16:00	16:15	9	5	2	3	0	0	0	19	23.9	16:00	16:15	20	9	1	5	0	0	0	35	42
16:15	16:30	4	4	1	1	0	1	1	12	12.4	16:15	16:30	17	3	1	1	0	1	1	24	24.4
16:30	16:45	11	8	0	2	0	0	0	21	23.6	16:30	16:45	17	2	0	1	0	1	0	21	21.7
16:45	17:00	9	9	1	0	1	0	0	20	21.5	16:45	17:00	13	6	1	0	0	1	0	21	20.9
17:00	17:15	8	3	0	0	0	0	0	11	11	17:00	17:15	9	4	0	0	0	0	0	13	13
17:15	17:30	12	2	0	0	0	0	0	14	14	17:15	17:30	20	1	1	0	0	1	0	23	22.9
17:30	17:45	13	3	0	0	0	0	0	16	16	17:30	17:45	15	2	0	0	0	1	0	18	17.4
17:45	18:00	10	3	0	0	0	0	0	13	13	17:45	18:00	13	3	0	0	0	1	0	17	16.4
18:00	18:15	13	5	0	0	0	0	1	19	18.2	18:00	18:15	17	6	0	0	0	0	0	23	23
18:15	18:30	11	2	0	0	0	0	1	14	13.2	18:15	18:30	23	2	0	0	0	1	0	26	25.4
18:30	18:45	5	1	0	0	0	0	0	6	6	18:30	18:45	16	5	0	0	0	0	0	21	21
18:45	19:00	5	0	0	0	1	1	0	7	7.4	18:45	19:00	16	3	1	0	0	1	0	21	20.9
Total		382	96	9	12	7	3	11	520	536.5	Total		581	150	32	29	1	10	8	811	853.3
		D - A (rolling hour)											D - B (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	101	18	1	4	2	0	4	130	134.5	07:00	08:00	141	37	8	8	1	0	4	199	211.2
07:15	08:15	117	25	1	5	2	0	2	152	159.4	07:15	08:15	148	42	7	10	0	0	3	210	224.1
07:30	08:30	124	22	2	2	3	0	1	154	159.8	07:30	08:30	142	37	8	10	0	0	2	199	214.4
07:45	08:45	131	21	2	1	3	1	2	161	164.1	07:45	08:45	155	33	11	10	0	2	2	213	228.7
08:00	09:00	125	18	2	2	2	1	1	151	155.2	08:00	09:00	152	34	10	7	0	2	2	207	218.3
08:15	09:15	115	11	2	1	1	1	1	132	133.9	08:15	09:15	142	31	11	6	0	2	1	193	204.3
08:30	09:30	101	11	3	1	0	1	1	118	119.4	08:30	09:30	126	37	10	7	0	2	2	184	195.3
08:45	09:45	73	12	2	1	1	0	3	92	92.9	08:45	09:45	100	34	9	6	0	0	2	151	161.7
09:00	10:00	46	15	2	0	1	0	3	67	66.6	09:00	10:00	92	33	9	7	0	0	1	142	154.8
09:15	10:15	26	12	2	0	1	0	3	44	43.6	09:15	10:15	71	25	7	4	0	0	1	108	115.9
09:30	10:30	14	9	0	0	1	0	3	27	25.6	09:30	10:30	53	13	4	2	0	0	0	72	76.6
09:45	10:45	5	4	0	0	0	0	0	9	9	09:45	10:45	25	9	2	2	0	0	0	38	41.6
16:00	17:00	33	26	4	6	1	1	1	72	81.4	16:00	17:00	67	20	3	7	0	3	1	101	109
16:15	17:15	32	24	2	3	1	1	1	64	68.5	16:15	17:15	56	15	2	2	0	3	1	79	80
16:30	17:30	40	22	1	2	1	0	0	66	70.1	16:30	17:30	59	13	2	1	0	3	0	78	78.5
16:45	17:45	42	17	1	0	1	0	0	61	62.5	16:45	17:45	57	13	2	0	0	3	0	75	74.2
17:00	18:00	43	11	0	0	0	0	0	54	54	17:00	18:00	57	10	1	0	0	3	0	71	69.7
17:15	18:15	48	13	0	0	0	0	1	62	61.2	17:15	18:15	65	12	1	0	0	3	0	81	79.7
17:30	18:30	47	13	0	0	0	0	2	62	60.4	17:30	18:30	68	13	0	0	0	3	0	84	82.2
17:45	18:45	39	11	0	0	0	0	2	52	50.4	17:45	18:45	69	16	0	0	0	2	0	87	85.8
18:00	19:00	34	8	0	0	1	1	2	46	44.8	18:00	19:00	72	16	1	0	0	2	0	91	90.3
18:15	19:15	21	3	0	0	1	1	1	27	26.6	18:15	19:15	55	10	1	0	0	2	0	68	67.3
18:30	19:30	10	1	0	0	1	1	0	13	13.4	18:30	19:30	32	8	1	0	0	1	0	42	41.9
18:45	19:45	5	0	0	0	1	1	0	7	7.4	18:45	19:45	16	3	1	0	0	1	0	21	20.9
TOTAL		382	96	9	12	7	3	11	520	536.5	TOTAL		581	150	32	29	1	10	8	811	853.3

SBC PLANNING
RECEIVED : 17.12.2024

Survey Date: 25/06/2024
Survey Day: Tuesday

		D - C (15-minute intervals)											D - D (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	3	0	0	0	0	0	0	3	3	07:00	07:15	0	0	0	0	0	0	0	0	0
07:15	07:30	0	0	0	0	0	0	0	0	0	07:15	07:30	0	0	0	0	0	0	0	0	0
07:30	07:45	1	0	0	0	0	0	0	1	1	07:30	07:45	0	0	0	0	0	0	0	0	0
07:45	08:00	1	0	0	0	0	0	0	1	1	07:45	08:00	0	0	0	0	0	0	0	0	0
08:00	08:15	1	0	0	0	0	0	0	1	1	08:00	08:15	0	0	0	1	0	0	0	1	2.3
08:15	08:30	0	0	0	0	0	0	0	0	0	08:15	08:30	0	0	0	0	0	0	0	0	0
08:30	08:45	2	0	0	0	0	0	0	2	2	08:30	08:45	0	0	0	0	0	0	0	0	0
08:45	09:00	0	0	0	0	0	0	0	0	0	08:45	09:00	0	0	0	0	0	0	0	0	0
09:00	09:15	0	0	0	0	0	0	0	0	0	09:00	09:15	0	0	0	0	0	0	0	0	0
09:15	09:30	1	0	0	0	0	0	0	1	1	09:15	09:30	0	0	0	0	0	0	0	0	0
09:30	09:45	0	0	0	0	0	0	0	0	0	09:30	09:45	0	0	0	0	0	0	0	0	0
09:45	10:00	0	0	0	0	0	0	0	0	0	09:45	10:00	0	0	0	0	0	0	0	0	0

16:00	16:15	1	1	0	0	0	0	0	2	2	16:00	16:15	0	0	0	0	0	0	0	0	0
16:15	16:30	0	1	0	0	0	0	0	1	1	16:15	16:30	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0	16:30	16:45	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	1	0	0	0	1	2.3	16:45	17:00	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0	17:00	17:15	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0	17:15	17:30	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0	17:30	17:45	3	0	0	0	0	0	0	3	3
17:45	18:00	0	0	0	0	0	0	0	0	0	17:45	18:00	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0	18:00	18:15	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0	18:15	18:30	0	0	0	0	0	0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0	0	18:30	18:45	0	0	0	0	0	0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0	0	18:45	19:00	0	0	0	0	0	0	0	0	0
Total		10	2	0	1	0	0	0	13	14.3	Total		3	0	0	1	0	0	0	4	5.3

		D - C (rolling hour)											D - D (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	5	0	0	0	0	0	0	5	5	07:00	08:00	0	0	0	0	0	0	0	0	0
07:15	08:15	3	0	0	0	0	0	0	3	3	07:15	08:15	0	0	0	1	0	0	0	1	2.3
07:30	08:30	3	0	0	0	0	0	0	3	3	07:30	08:30	0	0	0	1	0	0	0	1	2.3
07:45	08:45	4	0	0	0	0	0	0	4	4	07:45	08:45	0	0	0	1	0	0	0	1	2.3
08:00	09:00	3	0	0	0	0	0	0	3	3	08:00	09:00	0	0	0	1	0	0	0	1	2.3
08:15	09:15	2	0	0	0	0	0	0	2	2	08:15	09:15	0	0	0	0	0	0	0	0	0
08:30	09:30	3	0	0	0	0	0	0	3	3	08:30	09:30	0	0	0	0	0	0	0	0	0
08:45	09:45	1	0	0	0	0	0	0	1	1	08:45	09:45	0	0	0	0	0	0	0	0	0
09:00	10:00	1	0	0	0	0	0	0	1	1	09:00	10:00	0	0	0	0	0	0	0	0	0
09:15	10:15	1	0	0	0	0	0	0	1	1	09:15	10:15	0	0	0	0	0	0	0	0	0
09:30	10:30	0	0	0	0	0	0	0	0	0	09:30	10:30	0	0	0	0	0	0	0	0	0
09:45	10:45	0	0	0	0	0	0	0	0	0	09:45	10:45	0	0	0	0	0	0	0	0	0
16:00	17:00	1	2	0	1	0	0	0	4	5.3	16:00	17:00	0	0	0	0	0	0	0	0	0
16:15	17:15	0	1	0	1	0	0	0	2	3.3	16:15	17:15	0	0	0	0	0	0	0	0	0
16:30	17:30	0	0	0	1	0	0	0	1	2.3	16:30	17:30	0	0	0	0	0	0	0	0	0
16:45	17:45	0	0	0	1	0	0	0	1	2.3	16:45	17:45	3	0	0	0	0	0	0	3	3
17:00	18:00	0	0	0	0	0	0	0	0	0	17:00	18:00	3	0	0	0	0	0	0	3	3
17:15	18:15	0	0	0	0	0	0	0	0	0	17:15	18:15	3	0	0	0	0	0	0	3	3
17:30	18:30	0	0	0	0	0	0	0	0	0	17:30	18:30	3	0	0	0	0	0	0	3	3
17:45	18:45	0	0	0	0	0	0	0	0	0	17:45	18:45	0	0	0	0	0	0	0	0	0
18:00	19:00	0	0	0	0	0	0	0	0	0	18:00	19:00	0	0	0	0	0	0	0	0	0
18:15	19:15	0	0	0	0	0	0	0	0	0	18:15	19:15	0	0	0	0	0	0	0	0	0
18:30	19:30	0	0	0	0	0	0	0	0	0	18:30	19:30	0	0	0	0	0	0	0	0	0
18:45	19:45	0	0	0	0	0	0	0	0	0	18:45	19:45	0	0	0	0	0	0	0	0	0
TOTAL		10	2	0	1	0	0	0	13	14.3	TOTAL		3	0	0	1	0	0	0	4	5.3



Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / Horton Road / Stanwell Road

		Arm A - Entry (15-minute intervals)											Arm A - Exit (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	32	29	8	8	0	3	0	80	92.6	07:00	07:15	67	18	1	4	1	1	3	95	98.7
07:15	07:30	36	31	13	11	0	0	1	92	112	07:15	07:30	76	22	6	7	0	0	1	112	123.3
07:30	07:45	32	39	7	11	1	0	0	90	108.8	07:30	07:45	94	24	3	4	0	1	2	128	132.5
07:45	08:00	30	28	10	4	0	2	0	74	83	07:45	08:00	141	31	4	10	1	1	1	189	203.6
08:00	08:15	31	30	6	5	2	1	1	76	86.1	08:00	08:15	111	34	2	3	1	1	1	153	157.5
08:15	08:30	43	31	6	5	0	0	0	85	94.5	08:15	08:30	111	25	5	5	1	1	0	148	157.4
08:30	08:45	39	24	11	5	0	0	0	79	91	08:30	08:45	118	31	9	11	0	3	1	173	189.2
08:45	09:00	59	28	6	7	1	0	2	103	114.5	08:45	09:00	149	38	1	1	0	3	2	194	192.4
09:00	09:15	46	32	2	5	1	0	1	87	94.7	09:00	09:15	113	35	2	4	0	0	0	154	160.2
09:15	09:30	27	28	5	7	0	0	0	67	78.6	09:15	09:30	78	48	10	9	0	0	0	145	161.7
09:30	09:45	28	39	9	9	1	0	0	86	103.2	09:30	09:45	68	23	6	8	2	0	3	110	123
09:45	10:00	25	26	7	4	1	1	0	64	73.1	09:45	10:00	49	38	6	10	0	1	1	105	119.6

16:00	16:15	85	22	2	2	1	0	0	112	116.6	16:00	16:15	70	43	11	7	0	0	1	132	145.8
16:15	16:30	79	35	5	5	0	1	1	126	133.6	16:15	16:30	55	49	8	2	0	1	1	116	121.2
16:30	16:45	91	29	2	2	1	0	2	127	130	16:30	16:45	48	41	4	4	1	2	0	100	107
16:45	17:00	77	25	3	2	0	0	0	107	111.1	16:45	17:00	55	49	8	7	1	0	0	120	134.1
17:00	17:15	107	27	2	5	0	3	0	144	149.7	17:00	17:15	53	33	6	5	0	1	0	98	106.9
17:15	17:30	79	32	4	4	1	1	2	123	129	17:15	17:30	66	27	7	5	0	0	0	105	115
17:30	17:45	119	23	3	5	0	0	1	151	158.2	17:30	17:45	63	32	8	5	0	1	1	110	119.1
17:45	18:00	73	16	4	4	1	2	0	100	107	17:45	18:00	54	18	5	2	0	1	1	81	84.7
18:00	18:15	80	19	2	3	0	2	0	106	109.7	18:00	18:15	62	35	5	4	1	1	1	109	116.3
18:15	18:30	55	17	6	4	0	1	1	84	90.8	18:15	18:30	54	27	3	3	0	2	1	90	93.4
18:30	18:45	45	31	2	3	1	1	0	83	88.3	18:30	18:45	52	23	3	6	0	0	0	84	93.3
18:45	19:00	45	20	4	4	0	2	0	75	81	18:45	19:00	34	26	3	4	1	1	1	70	76.3
Total		1363	661	129	124	12	20	12	2321	2537.1	Total		1841	770	126	130	10	22	22	2921	3132.2

		Arm A - Entry (rolling hour)										Arm A - Exit (rolling hour)									
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	130	127	38	34	1	5	1	336	396.4	07:00	08:00	378	95	14	25	2	3	7	524	558.1
07:15	08:15	129	128	36	31	3	3	2	332	389.9	07:15	08:15	422	111	15	24	2	3	5	582	616.9
07:30	08:30	136	128	29	25	3	3	1	325	372.4	07:30	08:30	457	114	14	22	3	4	4	618	651
07:45	08:45	143	113	33	19	2	3	1	314	354.6	07:45	08:45	481	121	20	29	3	6	3	663	707.7
08:00	09:00	172	113	29	22	3	1	3	343	386.1	08:00	09:00	489	128	17	20	2	8	4	668	696.5
08:15	09:15	187	115	25	22	2	0	3	354	394.7	08:15	09:15	491	129	17	21	1	7	3	669	699.2
08:30	09:30	171	112	24	24	2	0	3	336	378.8	08:30	09:30	458	152	22	25	0	6	3	666	703.5
08:45	09:45	160	127	22	28	3	0	3	343	391	08:45	09:45	408	144	19	22	2	3	5	603	637.3
09:00	10:00	126	125	23	25	3	1	1	304	349.6	09:00	10:00	308	144	24	31	2	1	4	514	564.5
09:15	10:15	80	93	21	20	2	1	0	217	254.9	09:15	10:15	195	109	22	27	2	1	4	360	404.3
09:30	10:30	53	65	16	13	2	1	0	150	176.3	09:30	10:30	117	61	12	18	2	1	4	215	242.6
09:45	10:45	25	26	7	4	1	1	0	64	73.1	09:45	10:45	49	38	6	10	0	1	1	105	119.6
16:00	17:00	332	111	12	11	2	1	3	472	491.3	16:00	17:00	228	182	31	20	2	3	2	468	508.1
16:15	17:15	354	116	12	14	1	4	3	504	524.4	16:15	17:15	211	172	26	18	2	4	1	434	469.2
16:30	17:30	354	113	11	13	2	4	4	501	519.8	16:30	17:30	222	150	25	21	2	3	0	423	463
16:45	17:45	382	107	12	16	1	4	3	525	548	16:45	17:45	237	141	29	22	1	2	1	433	475.1
17:00	18:00	378	98	13	18	2	6	3	518	543.9	17:00	18:00	236	110	26	17	0	3	2	394	425.7
17:15	18:15	351	90	13	16	2	5	3	480	503.9	17:15	18:15	245	112	25	16	1	3	3	405	435.1
17:30	18:30	327	75	15	16	1	5	2	441	465.7	17:30	18:30	233	112	21	14	1	5	4	390	413.5
17:45	18:45	253	83	14	14	2	6	1	373	395.8	17:45	18:45	222	103	16	15	1	4	3	364	387.7
18:00	19:00	225	87	14	14	1	6	1	348	369.8	18:00	19:00	202	111	14	17	2	4	3	353	379.3
18:15	19:15	145	68	12	11	1	4	1	242	260.1	18:15	19:15	140	76	9	13	1	3	2	244	263
18:30	19:30	90	51	6	7	1	3	0	158	169.3	18:30	19:30	86	49	6	10	1	1	1	154	169.6
18:45	19:45	45	20	4	4	0	2	0	75	81	18:45	19:45	34	26	3	4	1	1	1	70	76.3
TOTAL		1363	661	129	124	12	20	12	2321	2537.1	TOTAL		1841	770	126	130	10	22	22	2921	3132.2

		Arm B - Entry (15-minute intervals)											Arm B - Exit (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	71	18	3	7	0	2	1	102	110.6	07:00	07:15	49	30	11	16	1	2	2	111	135.5
07:15	07:30	82	21	5	7	1	0	2	118	129	07:15	07:30	73	39	18	16	0	0	2	148	176.2
07:30	07:45	92	27	3	12	0	1	2	137	151.9	07:30	07:45	67	45	8	19	0	0	0	139	167.7
07:45	08:00	138	37	5	14	0	1	1	196	215.3	07:45	08:00	56	35	11	9	0	1	1	113	128.8
08:00	08:15	122	34	2	5	1	1	1	166	173.1	08:00	08:15	55	32	7	11	2	1	2	110	127.6
08:15	08:30	124	32	5	6	0	1	0	168	177.7	08:15	08:30	69	36	10	8	0	0	0	123	138.4
08:30	08:45	121	35	8	13	0	2	0	179	198.7	08:30	08:45	79	29	13	6	0	2	0	129	142.1
08:45	09:00	142	40	4	4	0	3	2	195	198.8	08:45	09:00	77	32	9	9	0	0	2	129	143.6
09:00	09:15	121	36	10	4	0	0	0	171	181.2	09:00	09:15	56	38	6	9	1	0	1	111	125.9
09:15	09:30	87	52	9	11	0	0	0	159	177.8	09:15	09:30	34	36	8	10	0	0	1	89	105.2
09:30	09:45	68	26	8	11	2	0	0	115	135.3	09:30	09:45	53	38	10	12	1	0	0	114	135.6
09:45	10:00	52	39	7	15	1	1	2	117	138.8	09:45	10:00	44	33	8	9	0	0	0	94	109.7

16:00	16:15	90	52	11	7	0	0	1	161	174.8	16:00	16:15	66	24	2	7	0	0	0	99	109.1
16:15	16:30	94	52	8	6	1	1	1	163	174.4	16:15	16:30	75	31	7	5	0	2	1	121	129
16:30	16:45	72	45	8	4	1	2	0	132	141	16:30	16:45	85	29	0	3	0	1	1	119	121.5
16:45	17:00	93	49	12	13	0	1	0	168	190.3	16:45	17:00	67	24	5	5	0	1	0	102	110.4
17:00	17:15	85	36	6	5	0	2	0	134	142.3	17:00	17:15	71	24	2	6	0	2	0	105	112.6
17:15	17:30	99	32	9	6	0	2	1	149	159.3	17:15	17:30	76	26	3	5	0	1	2	113	118.8
17:30	17:45	104	43	7	7	0	1	1	163	174.2	17:30	17:45	81	17	3	5	0	1	1	108	114.6
17:45	18:00	83	21	4	6	0	0	1	119	125	17:45	18:00	56	14	4	5	0	3	0	82	88.7
18:00	18:15	87	36	5	6	1	1	1	137	146.9	18:00	18:15	74	21	2	5	0	2	0	104	110.3
18:15	18:30	87	29	4	6	0	2	0	128	136.6	18:15	18:30	67	16	5	6	0	2	0	96	105.1
18:30	18:45	77	26	8	8	0	0	1	120	133.6	18:30	18:45	56	30	4	3	0	1	0	94	99.3
18:45	19:00	62	34	3	5	0	1	1	106	112.6	18:45	19:00	55	22	6	10	0	3	0	96	110.2
Total		2253	852	154	188	8	26	22	3503	3799.2	Total		1541	701	162	199	5	25	16	2649	2965.9

		Arm B - Entry (rolling hour)											Arm B - Exit (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	383	103	16	40	1	4	6	553	606.8	07:00	08:00	245	149	48	60	1	3	5	511	608.2
07:15	08:15	434	119	15	38	2	3	6	617	669.3	07:15	08:15	251	151	44	55	2	2	5	510	600.3
07:30	08:30	476	130	15	37	1	4	4	667	718	07:30	08:30	247	148	36	47	2	2	3	485	562.5
07:45	08:45	505	138	20	38	1	5	2	709	764.8	07:45	08:45	259	132	41	34	2	4	3	475	536.9
08:00	09:00	509	141	19	28	1	7	3	708	748.3	08:00	09:00	280	129	39	34	2	3	4	491	551.7
08:15	09:15	508	143	27	27	0	6	2	713	756.4	08:15	09:15	281	135	38	32	1	2	3	492	550
08:30	09:30	471	163	31	32	0	5	2	704	756.5	08:30	09:30	246	135	36	34	1	2	4	458	516.8
08:45	09:45	418	154	31	30	2	3	2	640	693.1	08:45	09:45	220	144	33	40	2	0	4	443	510.3
09:00	10:00	328	153	34	41	3	1	2	562	633.1	09:00	10:00	187	145	32	40	2	0	2	408	476.4
09:15	10:15	207	117	24	37	3	1	2	391	451.9	09:15	10:15	131	107	26	31	1	0	1	297	350.5
09:30	10:30	120	65	15	26	3	1	2	232	274.1	09:30	10:30	97	71	18	21	1	0	0	208	245.3
09:45	10:45	52	39	7	15	1	1	2	117	138.8	09:45	10:45	44	33	8	9	0	0	0	94	109.7
16:00	17:00	349	198	39	30	2	4	2	624	680.5	16:00	17:00	293	108	14	20	0	4	2	441	470
16:15	17:15	344	182	34	28	2	6	1	597	648	16:15	17:15	298	108	14	19	0	6	2	447	473.5
16:30	17:30	349	162	35	28	1	7	1	583	632.9	16:30	17:30	299	103	10	19	0	5	3	439	463.3
16:45	17:45	381	160	34	31	0	6	2	614	666.1	16:45	17:45	295	91	13	21	0	5	3	428	456.4
17:00	18:00	371	132	26	24	0	6	6	565	600.8	17:00	18:00	284	81	12	21	0	7	3	408	434.7
17:15	18:15	373	132	25	25	1	5	7	568	605.4	17:15	18:15	287	78	12	20	0	7	3	407	432.4
17:30	18:30	361	129	20	25	1	5	6	547	582.7	17:30	18:30	278	68	14	21	0	8	1	390	418.7
17:45	18:45	334	112	21	26	1	4	6	504	542.1	17:45	18:45	253	81	15	19	0	8	0	376	403.4
18:00	19:00	313	125	20	25	1	4	3	491	529.7	18:00	19:00	252	89	17	24	0	8	0	390	424.9
18:15	19:15	226	89	15	19	0	3	2	354	382.8	18:15	19:15	178	68	15	19	0	6	0	286	314.6
18:30	19:30	139	60	11	13	0	1	2	226	246.2	18:30	19:30	111	52	10	13	0	4	0	190	209.5
18:45	19:45	62	34	3	5	0	1	1	106	112.6	18:45	19:45	55	22	6	10	0	3	0	96	110.2
TOTAL		2253	852	154	188	8	26	22	3503	3799.2	TOTAL		1541	701	162	199	5	25	16	2649	2965.9

Survey Date: 25/06/2024
Survey Day: Tuesday

Arm C - Entry (15-minute intervals)										Arm C - Exit (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	1	0	1	7	0	0	0	9	18.6	07:00 07:15	13	1	1	3	0	0	0	18	22.4
07:15 07:30	1	1	4	8	0	0	0	14	26.4	07:15 07:30	8	3	0	3	0	0	0	14	17.9
07:30 07:45	1	4	2	7	0	0	0	14	24.1	07:30 07:45	9	3	0	2	0	0	0	14	16.6
07:45 08:00	1	3	1	2	0	0	0	7	10.1	07:45 08:00	11	1	0	3	0	0	0	15	18.9
08:00 08:15	2	2	2	3	0	0	0	9	13.9	08:00 08:15	10	1	1	1	1	0	0	14	16.8
08:15 08:30	2	2	1	3	0	0	0	8	12.4	08:15 08:30	11	2	0	1	0	0	0	14	15.3
08:30 08:45	0	2	4	2	0	0	0	8	12.6	08:30 08:45	8	1	0	2	0	0	0	11	13.6
08:45 09:00	5	3	0	1	1	0	0	10	12.3	08:45 09:00	11	1	0	0	0	0	0	12	12
09:00 09:15	3	6	0	2	0	0	0	11	13.6	09:00 09:15	9	0	0	0	0	0	0	9	9
09:15 09:30	4	2	0	0	0	0	0	6	6	09:15 09:30	11	1	1	1	0	0	0	14	15.8
09:30 09:45	4	0	0	6	0	0	0	10	17.8	09:30 09:45	4	3	0	3	0	0	0	10	13.9
09:45 10:00	2	3	0	3	0	0	0	8	11.9	09:45 10:00	1	1	1	2	0	0	0	5	8.1

16:00 16:15	14	2	0	0	0	0	1	17	16.2	16:00 16:15	5	3	3	2	0	0	0	13	17.1
16:15 16:30	6	5	1	1	0	0	0	13	14.8	16:15 16:30	12	3	0	3	0	0	0	18	21.9
16:30 16:45	8	4	0	1	0	0	0	13	14.3	16:30 16:45	2	1	4	3	0	0	0	10	15.9
16:45 17:00	9	1	1	3	0	0	0	14	18.4	16:45 17:00	2	1	3	6	0	0	0	12	21.3
17:00 17:15	21	1	0	2	0	0	0	24	26.6	17:00 17:15	3	5	0	0	0	0	0	8	8
17:15 17:30	13	4	1	3	0	0	0	21	25.4	17:15 17:30	1	7	4	3	0	0	0	15	20.9
17:30 17:45	10	2	2	1	0	0	0	15	17.3	17:30 17:45	2	2	0	3	0	0	0	7	10.9
17:45 18:00	8	0	3	2	0	0	0	13	17.1	17:45 18:00	2	1	2	4	0	0	0	9	15.2
18:00 18:15	14	0	0	1	0	0	0	15	16.3	18:00 18:15	3	1	0	1	0	0	0	5	6.3
18:15 18:30	9	0	0	2	0	0	0	11	13.6	18:15 18:30	1	1	2	3	0	0	0	7	11.9
18:30 18:45	9	0	2	0	0	0	0	11	12	18:30 18:45	3	3	4	2	0	0	0	12	16.6
18:45 19:00	8	1	2	6	0	0	0	17	25.8	18:45 19:00	1	2	1	1	0	1	0	6	7.2
Total	155	48	27	66	1	0	1	298	397.5	Total	143	48	27	52	1	1	0	272	353.5

Arm C - Entry (rolling hour)										Arm C - Exit (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	4	8	8	24	0	0	0	44	79.2	07:00 08:00	41	8	1	11	0	0	0	61	75.8
07:15 08:15	5	10	9	20	0	0	0	44	74.5	07:15 08:15	38	8	1	9	1	0	0	57	70.2
07:30 08:30	6	11	6	15	0	0	0	38	60.5	07:30 08:30	41	7	1	7	1	0	0	57	67.6
07:45 08:45	5	9	8	10	0	0	0	32	49	07:45 08:45	40	5	1	7	1	0	0	54	64.6
08:00 09:00	9	9	7	9	1	0	0	35	51.2	08:00 09:00	40	5	1	4	1	0	0	51	57.7
08:15 09:15	10	13	5	8	1	0	0	37	50.9	08:15 09:15	39	4	0	3	0	0	0	46	49.9
08:30 09:30	12	13	4	5	1	0	0	35	44.5	08:30 09:30	39	3	1	3	0	0	0	46	50.4
08:45 09:45	16	11	0	9	1	0	0	37	49.7	08:45 09:45	35	5	1	4	0	0	0	45	50.7
09:00 10:00	13	11	0	11	0	0	0	35	49.3	09:00 10:00	25	5	2	6	0	0	0	38	46.8
09:15 10:15	10	5	0	9	0	0	0	24	35.7	09:15 10:15	16	5	2	6	0	0	0	29	37.8
09:30 10:30	6	3	0	9	0	0	0	18	29.7	09:30 10:30	5	4	1	5	0	0	0	15	22
09:45 10:45	2	3	0	3	0	0	0	8	11.9	09:45 10:45	1	1	1	2	0	0	0	5	8.1
16:00 17:00	37	12	2	5	0	0	1	57	63.7	16:00 17:00	21	8	10	14	0	0	0	53	76.2
16:15 17:15	44	11	2	7	0	0	0	64	74.1	16:15 17:15	19	10	7	12	0	0	0	48	67.1
16:30 17:30	51	10	2	9	0	0	0	72	84.7	16:30 17:30	8	14	11	12	0	0	0	45	66.1
16:45 17:45	53	8	4	9	0	0	0	74	87.7	16:45 17:45	8	15	7	12	0	0	0	42	61.1
17:00 18:00	52	7	6	8	0	0	0	73	86.4	17:00 18:00	8	15	6	10	0	0	0	39	55
17:15 18:15	45	6	6	7	0	0	0	64	76.1	17:15 18:15	8	11	6	11	0	0	0	36	53.3
17:30 18:30	41	2	5	6	0	0	0	54	64.3	17:30 18:30	8	5	4	11	0	0	0	28	44.3
17:45 18:45	40	0	5	5	0	0	0	50	59	17:45 18:45	9	6	8	10	0	0	0	33	50
18:00 19:00	40	1	4	9	0	0	0	54	67.7	18:00 19:00	8	7	7	7	0	1	0	30	42
18:15 19:15	26	1	4	8	0	0	0	39	51.4	18:15 19:15	5	6	7	6	0	1	0	25	35.7
18:30 19:30	17	1	4	6	0	0	0	28	37.8	18:30 19:30	4	5	5	3	0	1	0	18	23.8
18:45 19:45	8	1	2	6	0	0	0	17	25.8	18:45 19:45	1	2	1	1	0	1	0	6	7.2
TOTAL	155	48	27	66	1	0	1	298	397.5	TOTAL	143	48	27	52	1	1	0	272	353.5

SBC PLANNING
RECEIVED : 17.12.2024



Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / Horton Road / Stanwell Road

Survey Date: 25/06/2024
Survey Day: Tuesday

Arm D - Entry (15-minute intervals)										Arm D - Exit (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	41	9	2	2	2	0	4	60	62.4	07:00 07:15	16	7	1	1	0	2	0	27	27.6
07:15 07:30	59	17	3	4	0	0	2	85	90.1	07:15 07:30	21	6	1	4	1	0	2	35	40.1
07:30 07:45	72	16	1	2	0	0	0	91	94.1	07:30 07:45	27	14	2	7	1	0	0	51	62.1
07:45 08:00	75	13	3	4	1	0	2	98	104.1	07:45 08:00	36	14	4	2	0	1	1	58	61.2
08:00 08:15	62	21	1	6	1	0	1	92	100.5	08:00 08:15	41	20	1	4	0	0	0	66	71.7
08:15 08:30	60	9	5	1	1	0	0	76	80.8	08:15 08:30	38	11	2	1	0	0	0	52	54.3
08:30 08:45	93	11	4	1	0	3	1	113	113.7	08:30 08:45	48	11	5	2	0	0	0	66	71.1
08:45 09:00	65	11	2	2	0	0	1	81	83.8	08:45 09:00	34	11	2	4	2	0	1	54	61.4
09:00 09:15	41	11	2	3	0	0	0	57	61.9	09:00 09:15	33	12	6	1	0	0	0	52	56.3
09:15 09:30	31	15	5	2	0	0	1	54	58.3	09:15 09:30	26	12	0	0	0	0	0	38	38
09:30 09:45	37	9	2	0	1	0	3	52	51.6	09:30 09:45	12	10	3	3	1	0	0	29	35.4
09:45 10:00	30	13	2	2	0	0	0	47	50.6	09:45 10:00	15	9	1	3	2	1	1	32	37

16:00 16:15	30	15	3	8	0	0	0	56	67.9	16:00 16:15	78	21	0	1	1	0	1	102	103.5
16:15 16:30	21	8	2	2	0	2	2	37	37.8	16:15 16:30	58	17	1	4	1	1	2	84	88.5
16:30 16:45	28	10	0	3	0	1	0	42	45.3	16:30 16:45	64	17	2	0	1	0	1	85	86.2
16:45 17:00	22	15	2	1	1	1	0	42	44.7	16:45 17:00	77	16	2	1	0	1	0	97	98.7
17:00 17:15	17	7	0	0	0	0	0	24	24	17:00 17:15	103	9	0	1	0	2	0	115	115.1
17:15 17:30	32	3	1	0	0	1	0	37	36.9	17:15 17:30	80	11	1	0	1	3	1	97	95.9
17:30 17:45	31	5	0	0	0	1	0	37	36.4	17:30 17:45	118	22	1	0	0	0	0	141	141.5
17:45 18:00	23	6	0	0	0	1	0	30	29.4	17:45 18:00	75	10	0	1	1	0	3	90	89.9
18:00 18:15	30	11	0	0	0	0	1	42	41.2	18:00 18:15	72	9	0	0	0	0	1	82	81.2
18:15 18:30	34	4	0	0	0	1	1	40	38.6	18:15 18:30	63	6	0	0	0	0	1	70	69.2
18:30 18:45	21	6	0	0	0	0	0	27	27	18:30 18:45	41	7	1	0	1	0	1	51	51.7
18:45 19:00	21	3	1	0	1	2	0	28	28.3	18:45 19:00	46	8	0	0	0	0	0	54	54
Total	976	248	41	43	8	13	19	1348	1409.4	Total	1222	290	36	40	13	11	16	1628	1691.6

Arm D - Entry (rolling hour)										Arm D - Exit (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	247	55	9	12	3	0	8	334	350.7	07:00 08:00	100	41	8	14	2	3	3	171	191
07:15 08:15	268	67	8	16	2	0	5	366	388.8	07:15 08:15	125	54	8	17	2	1	3	210	235.1
07:30 08:30	269	59	10	13	3	0	3	357	379.5	07:30 08:30	142	59	9	14	1	1	1	227	249.3
07:45 08:45	290	54	13	12	3	3	4	379	399.1	07:45 08:45	163	56	12	9	0	1	1	242	258.3
08:00 09:00	280	52	12	10	2	3	3	362	378.8	08:00 09:00	161	53	10	11	2	0	1	238	258.5
08:15 09:15	259	42	13	7	1	3	2	327	340.2	08:15 09:15	153	45	15	8	2	0	1	224	243.1
08:30 09:30	230	48	13	8	0	3	3	305	317.7	08:30 09:30	141	46	13	7	2	0	1	210	226.8
08:45 09:45	174	46	11	7	1	0	5	244	255.6	08:45 09:45	105	45	11	8	3	0	1	173	191.1
09:00 10:00	139	48	11	7	1	0	4	210	222.4	09:00 10:00	86	43	10	7	3	1	1	151	166.7
09:15 10:15	98	37	9	4	1	0	4	153	160.5	09:15 10:15	53	31	4	6	3	1	1	99	110.4
09:30 10:30	67	22	4	2	1	0	3	99	102.2	09:30 10:30	27	19	4	6	3	1	1	61	72.4
09:45 10:45	30	13	2	2	0	0	0	47	50.6	09:45 10:45	15	9	1	3	2	1	1	32	37
16:00 17:00	101	48	7	14	1	4	2	177	195.7	16:00 17:00	277	71	5	6	3	2	4	368	376.9
16:15 17:15	88	40	4	6	1	4	2	145	151.8	16:15 17:15	302	59	5	6	2	4	3	381	388.5
16:30 17:30	99	35	3	4	1	3	0	145	150.9	16:30 17:30	324	53	5	2	2	6	2	394	395.9
16:45 17:45	102	30	3	1	1	3	0	140	142	16:45 17:45	378	58	4	2	1	6	1	450	451.2
17:00 18:00	103	21	1	0	0	3	0	128	126.7	17:00 18:00	376	52	2	2	2	5	4	443	442.4
17:15 18:15	116	25	1	0	0	3	1	146	143.9	17:15 18:15	345	52	2	1	2	3	5	410	408.5
17:30 18:30	118	26	0	0	0	3	2	149	145.6	17:30 18:30	328	47	1	1	1	0	5	383	381.8
17:45 18:45	108	27	0	0	0	2	2	139	136.2	17:45 18:45	251	32	1	1	2	0	6	293	292
18:00 19:00	106	24	1	0	1	3	2	137	135.1	18:00 19:00	222	30	1	0	1	0	3	257	256.1
18:15 19:15	76	13	1	0	1	3	1	95	93.9	18:15 19:15	150	21	1	0	1	0	2	175	174.9
18:30 19:30	42	9	1	0	1	2	0	55	55.3	18:30 19:30	87	15	1	0	1	0	1	105	105.7
18:45 19:45	21	3	1	0	1	2	0	28	28.3	18:45 19:45	46	8	0	0	0	0	0	54	54
TOTAL	976	248	41	43	8	13	19	1348	1409.4	TOTAL	1222	290	36	40	13	11	16	1628	1691.6



Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / Horton Road / Stanwell Road

Survey Date: 25/06/2024
Survey Day: Tuesday

		All movements (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	145	56	14	24	2	5	5	251	284.2
07:15	07:30	178	70	25	30	1	0	5	309	357.5
07:30	07:45	197	86	13	32	1	1	2	332	378.9
07:45	08:00	244	81	19	24	1	3	3	375	412.5
08:00	08:15	217	87	11	19	4	2	3	343	373.6
08:15	08:30	229	74	17	15	1	1	0	337	365.4
08:30	08:45	253	72	27	21	0	5	1	379	416
08:45	09:00	271	82	12	14	2	3	5	389	409.4
09:00	09:15	211	85	14	14	1	0	1	326	351.4
09:15	09:30	149	97	19	20	0	0	1	286	320.7
09:30	09:45	137	74	19	26	4	0	3	263	307.9
09:45	10:00	109	81	16	24	2	2	2	236	274.4

16:00	16:15	219	91	16	17	1	0	2	346	375.5
16:15	16:30	200	100	16	14	1	4	4	339	360.6
16:30	16:45	199	88	10	10	2	3	2	314	330.6
16:45	17:00	201	90	18	19	1	2	0	331	364.5
17:00	17:15	230	71	8	12	0	5	0	326	342.6
17:15	17:30	223	71	15	13	1	4	3	330	350.6
17:30	17:45	264	73	12	13	0	2	2	366	386.1
17:45	18:00	187	43	11	12	1	4	4	262	278.5
18:00	18:15	211	66	7	10	1	3	2	300	314.1
18:15	18:30	185	50	10	12	0	4	2	263	279.6
18:30	18:45	152	63	12	11	1	1	1	241	260.9
18:45	19:00	136	58	10	15	1	5	1	226	247.7
Total		4747	1809	351	421	29	59	54	7470	8143.2

		All movements (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	764	293	71	110	5	9	15	1267	1433.1
07:15	08:15	836	324	68	105	7	6	13	1359	1522.5
07:30	08:30	887	328	60	90	7	7	8	1387	1530.4
07:45	08:45	943	314	74	79	6	11	7	1434	1567.5
08:00	09:00	970	315	67	69	7	11	9	1448	1564.4
08:15	09:15	964	313	70	64	4	9	7	1431	1542.2
08:30	09:30	884	336	72	69	3	8	8	1380	1497.5
08:45	09:45	768	338	64	74	7	3	10	1264	1389.4
09:00	10:00	606	337	68	84	7	2	7	1111	1254.4
09:15	10:15	395	252	54	70	6	2	6	785	903
09:30	10:30	246	155	35	50	6	2	5	499	582.3
09:45	10:45	109	81	16	24	2	2	2	236	274.4
16:00	17:00	819	369	60	60	5	9	8	1330	1431.2
16:15	17:15	830	349	52	55	4	14	6	1310	1398.3
16:30	17:30	853	320	51	54	4	14	5	1301	1388.3
16:45	17:45	918	305	53	57	2	13	5	1353	1443.8
17:00	18:00	904	258	46	50	2	15	9	1284	1357.8
17:15	18:15	885	253	45	48	3	13	11	1258	1329.3
17:30	18:30	847	232	40	47	2	13	10	1191	1258.3
17:45	18:45	735	222	40	45	3	12	9	1066	1133.1
18:00	19:00	684	237	39	48	3	13	6	1030	1102.3
18:15	19:15	473	171	32	38	2	10	4	730	788.2
18:30	19:30	288	121	22	26	2	6	2	467	508.6
18:45	19:45	136	58	10	15	1	5	1	226	247.7
TOTAL		4747	1809	351	421	29	59	54	7470	8143.2

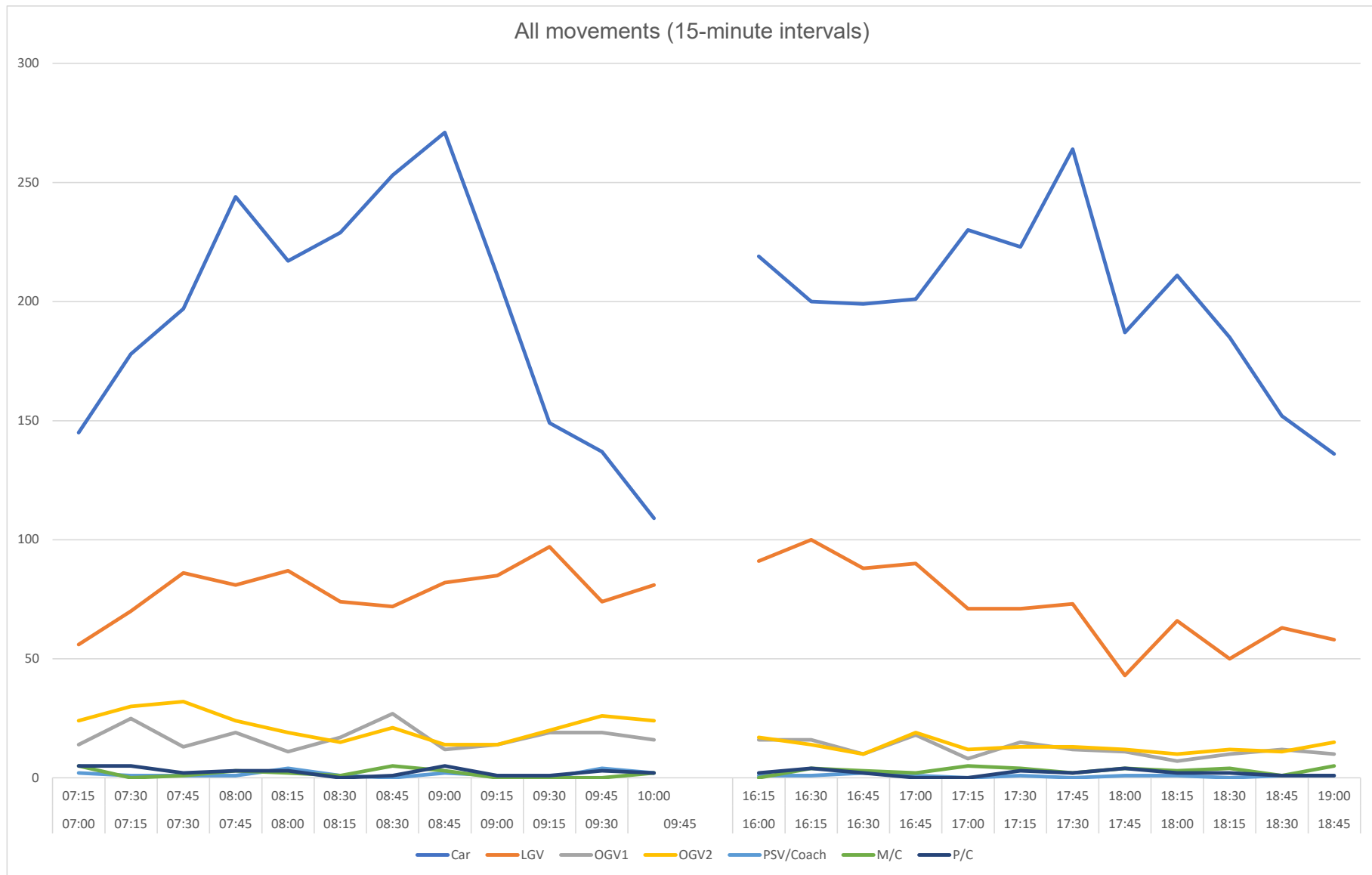


Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / Horton Road / Stanwell Road

Survey Date: 25/06/2024
Survey Day: Tuesday

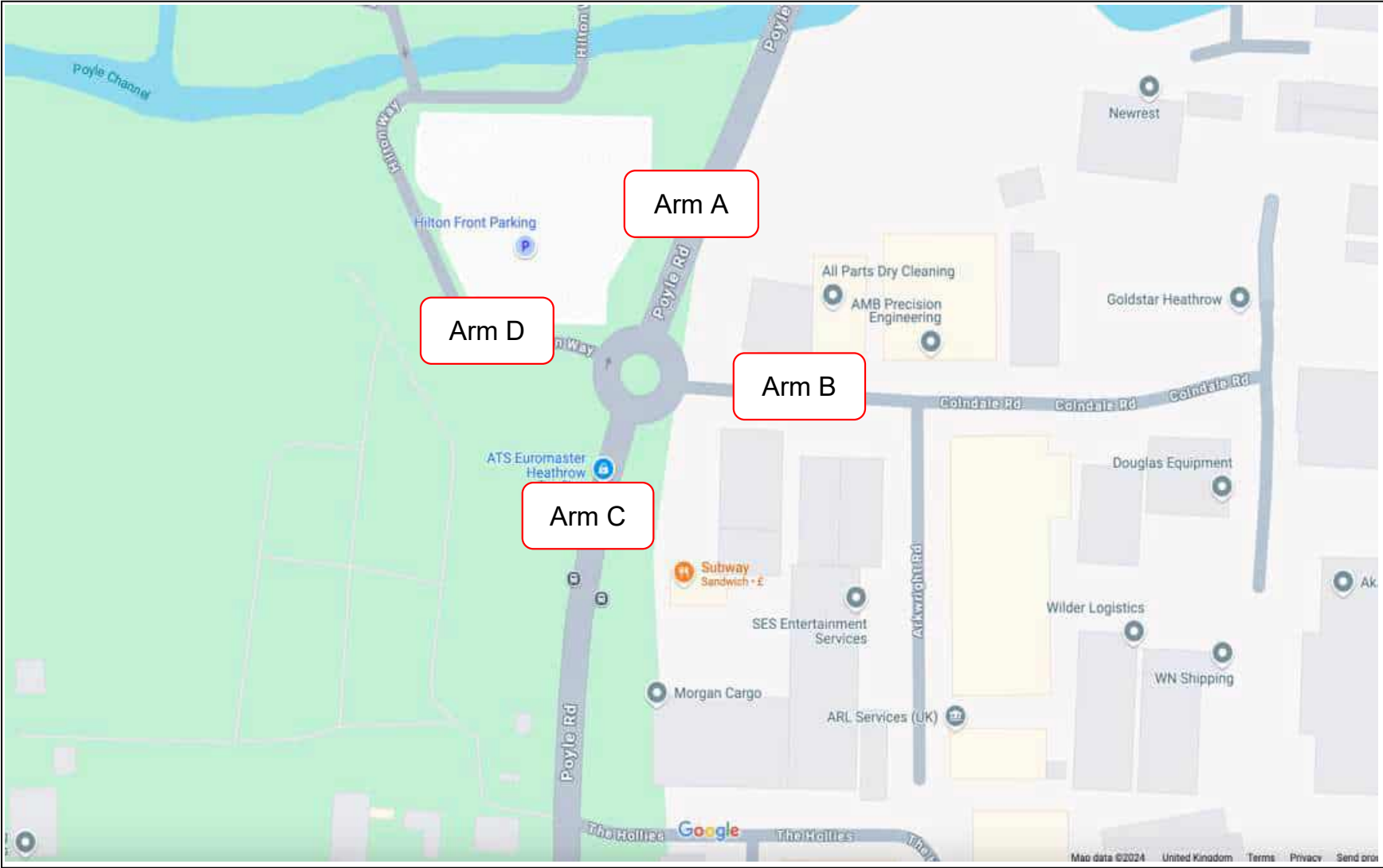
		Peak Hour (AM)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:45	08:00	244	81	19	24	1	3	3	375	412.5
08:00	08:15	217	87	11	19	4	2	3	343	373.6
08:15	08:30	229	74	17	15	1	1	0	337	365.4
08:30	08:45	253	72	27	21	0	5	1	379	416

		Peak Hour (PM)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
16:45	17:00	201	90	18	19	1	2	0	331	364.5
17:00	17:15	230	71	8	12	0	5	0	326	342.6
17:15	17:30	223	71	15	13	1	4	3	330	350.6
17:30	17:45	264	73	12	13	0	2	2	366	386.1



Car	1
LGV	1
OGV1	1.5
OGV2	2.3
PSV	2
M/C	0.4
P/C	0.2

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0261	Poyle	Poyle Road / Colndale Road / Hilton Way	51.476275, -0.516715	25/06/2024	Tuesday	0700-1000 & 1600-1900hrs	Sunny	Sunny





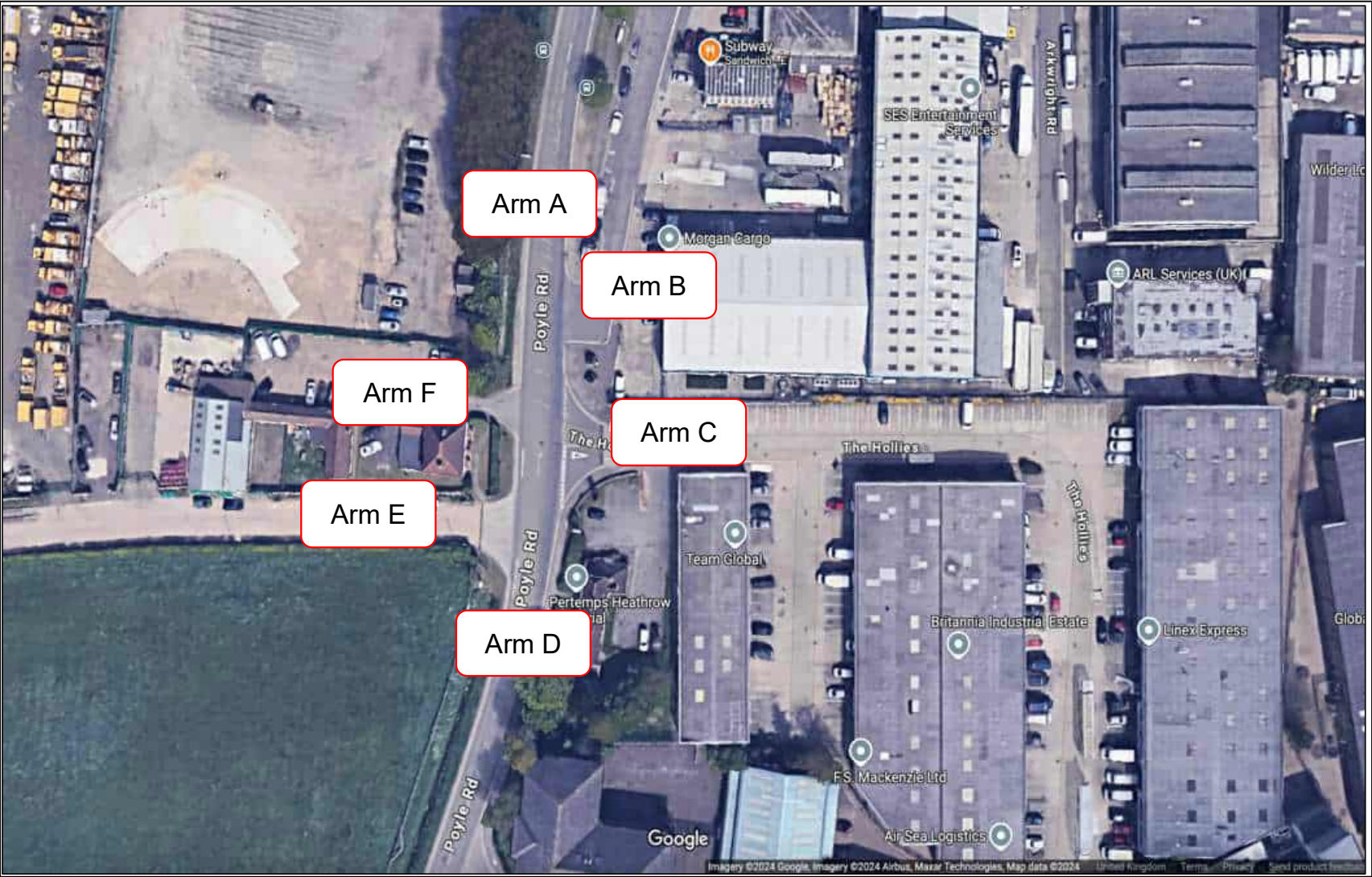
Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / Colndale Road / Hilton Way

Survey Date: 25/06/2024
Survey Day: Tuesday

Arm A (Maximum Queue within the 5-minute interval)							Arm B (Maximum Queue within the 5-minute interval)							Arm C (Maximum Queue within the 5-minute interval)							Arm D (Maximum Queue within the 5-minute interval)						
Time Interval	Carl/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval	Carl/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval	Carl/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval	Carl/LGV	OGV1	OGV2	PSV/Coach	Total	PCU
07:00 07:05	0	0	0	0	0	0	07:00 07:05	1	0	0	0	1	1	07:00 07:05	0	0	0	0	0	0	07:00 07:05	1	0	0	0	1	1
07:05 07:10	0	0	0	0	0	0	07:05 07:10	1	0	0	0	1	1	07:05 07:10	0	0	0	0	0	0	07:05 07:10	0	0	0	0	0	0
07:10 07:15	2	0	0	0	2	2	07:10 07:15	0	1	0	0	1	1.5	07:10 07:15	0	0	0	0	0	0	07:10 07:15	0	0	0	0	0	0
07:15 07:20	1	0	0	0	1	1	07:15 07:20	0	0	1	0	1	2.3	07:15 07:20	0	0	0	0	0	0	07:15 07:20	0	0	0	0	0	0
07:20 07:25	1	0	0	0	1	1	07:20 07:25	0	0	0	0	0	0	07:20 07:25	0	0	0	0	0	0	07:20 07:25	0	0	0	0	0	0
07:25 07:30	0	0	0	0	0	0	07:25 07:30	0	0	0	0	0	0	07:25 07:30	1	0	0	0	1	1	07:25 07:30	0	0	0	0	0	0
07:30 07:35	0	0	0	0	0	0	07:30 07:35	0	0	0	0	0	0	07:30 07:35	0	0	0	0	0	0	07:30 07:35	2	0	0	0	2	2
07:35 07:40	0	0	0	0	0	0	07:35 07:40	0	0	0	0	0	0	07:35 07:40	0	0	0	0	0	0	07:35 07:40	0	0	0	0	0	0
07:40 07:45	0	0	0	0	0	0	07:40 07:45	0	0	0	0	0	0	07:40 07:45	0	0	0	0	0	0	07:40 07:45	1	0	0	0	1	1
07:45 07:50	0	1	0	0	1	1.5	07:45 07:50	0	0	0	0	0	0	07:45 07:50	0	0	0	0	0	0	07:45 07:50	0	0	0	0	0	0
07:50 07:55	0	0	0	0	0	0	07:50 07:55	0	1	0	0	1	1.5	07:50 07:55	0	0	0	0	0	0	07:50 07:55	0	0	0	0	0	0
07:55 08:00	0	0	0	0	0	0	07:55 08:00	0	1	0	0	1	1.5	07:55 08:00	0	0	0	0	0	0	07:55 08:00	0	0	0	0	0	0
08:00 08:05	0	0	0	0	0	0	08:00 08:05	0	0	0	0	0	0	08:00 08:05	0	0	0	0	0	0	08:00 08:05	1	0	0	0	1	1
08:05 08:10	0	0	0	0	0	0	08:05 08:10	1	1	0	0	2	2.5	08:05 08:10	1	0	0	0	1	1	08:05 08:10	0	0	0	0	1	2
08:10 08:15	0	0	0	0	0	0	08:10 08:15	0	0	0	0	0	0	08:10 08:15	0	0	0	0	0	0	08:10 08:15	0	0	0	0	0	0
08:15 08:20	1	0	0	0	1	1	08:15 08:20	0	0	0	0	0	0	08:15 08:20	1	0	0	0	1	1	08:15 08:20	2	0	0	0	2	2
08:20 08:25	1	0	0	0	1	1	08:20 08:25	0	0	0	0	0	0	08:20 08:25	0	0	0	0	0	0	08:20 08:25	1	0	0	0	1	1
08:25 08:30	0	0	0	0	0	0	08:25 08:30	0	1	0	0	1	1.5	08:25 08:30	0	0	0	0	0	0	08:25 08:30	0	0	0	0	0	0
08:30 08:35	0	0	0	0	0	0	08:30 08:35	0	0	0	0	0	0	08:30 08:35	0	0	0	0	0	0	08:30 08:35	1	0	0	0	1	1
08:35 08:40	0	0	1	0	1	2.3	08:35 08:40	1	0	0	0	1	1	08:35 08:40	0	0	0	0	0	0	08:35 08:40	0	0	0	1	1	2
08:40 08:45	0	0	0	0	0	0	08:40 08:45	0	0	0	0	0	0	08:40 08:45	0	0	0	0	0	0	08:40 08:45	1	0	0	0	1	1
08:45 08:50	0	0	0	0	0	0	08:45 08:50	0	0	0	0	0	0	08:45 08:50	0	0	0	0	0	0	08:45 08:50	0	0	0	0	0	0
08:50 08:55	0	0	0	0	0	0	08:50 08:55	0	0	0	0	0	0	08:50 08:55	0	0	0	0	0	0	08:50 08:55	0	0	0	0	0	0
08:55 09:00	1	0	0	0	1	1	08:55 09:00	0	0	1	0	1	2.3	08:55 09:00	0	0	0	0	0	0	08:55 09:00	1	0	0	0	1	1
09:00 09:05	0	0	0	0	0	0	09:00 09:05	1	0	0	0	1	1	09:00 09:05	1	0	0	0	1	1	09:00 09:05	1	0	0	1	2	3
09:05 09:10	1	0	0	0	1	1	09:05 09:10	0	0	0	0	0	0	09:05 09:10	0	0	0	0	0	0	09:05 09:10	1	0	0	0	1	1
09:10 09:15	0	0	0	0	0	0	09:10 09:15	2	0	0	0	2	2	09:10 09:15	0	0	0	0	0	0	09:10 09:15	0	0	0	0	0	0
09:15 09:20	0	0	0	0	0	0	09:15 09:20	0	0	0	0	0	0	09:15 09:20	0	0	0	0	0	0	09:15 09:20	0	0	0	0	0	0
09:20 09:25	0	0	0	0	0	0	09:20 09:25	0	0	0	0	0	0	09:20 09:25	1	0	0	0	1	1	09:20 09:25	1	0	0	0	1	1
09:25 09:30	0	0	0	0	0	0	09:25 09:30	0	0	0	0	0	1.5	09:25 09:30	1	0	0	0	2	2.5	09:25 09:30	1	0	0	0	1	1
09:30 09:35	0	0	0	0	0	0	09:30 09:35	0	0	0	0	0	0	09:30 09:35	0	0	0	0	0	0	09:30 09:35	1	0	0	0	1	1
09:35 09:40	0	0	0	0	0	0	09:35 09:40	0	0	0	0	0	0	09:35 09:40	0	0	0	0	0	0	09:35 09:40	1	0	0	0	1	1
09:40 09:45	0	0	0	0	0	0	09:40 09:45	1	0	0	0	1	1	09:40 09:45	0	0	0	0	0	0	09:40 09:45	0	0	0	0	0	0
09:45 09:50	0	0	0	0	0	0	09:45 09:50	1	0	0	0	1	1	09:45 09:50	1	0	0	0	1	1	09:45 09:50	0	0	0	0	0	0
09:50 09:55	0	0	0	0	0	0	09:50 09:55	0	0	0	0	0	0	09:50 09:55	0	0	0	0	0	0	09:50 09:55	1	0	0	0	1	1
09:55 10:00	0	0	0	0	0	0	09:55 10:00	0	0	0	0	0	0	09:55 10:00	0	0	0	0	0	0	09:55 10:00	0	0	0	1	1	2

16:00 16:05	0	0	0	0	0	0	16:00 16:05	1	0	0	0	1	1	16:00 16:05	0	0	0	0	0	0	16:00 16:05	0	0	0	1	1	2
16:05 16:10	0	0	0	0	0	0	16:05 16:10	0	0	0	0	0	0	16:05 16:10	1	0	0	0	1	1	16:05 16:10	0	0	0	0	0	0
16:10 16:15	0	0	0	0	0	0	16:10 16:15	0	0	0	0	0	0	16:10 16:15	1	0	0	0	1	1	16:10 16:15	0	0	0	0	0	0
16:15 16:20	0	0	0	0	0	0	16:15 16:20	0	0	0	0	0	0	16:15 16:20	0	0	0	0	0	0	16:15 16:20	0	0	0	0	0	0
16:20 16:25	0	0	0	0	0	0	16:20 16:25	0	0	0	0	0	0	16:20 16:25	0	0	0	0	0	0	16:20 16:25	1	0	0	0	1	1
16:25 16:30	0	0	0	0	0	0	16:25 16:30	0	1	0	0	1	1.5	16:25 16:30	0	0	0	0	0	0	16:25 16:30	1	0	0	0	1	1
16:30 16:35	0	0	0	0	0	0	16:30 16:35	1	0	0	0	1	1	16:30 16:35	0	0	0	0	0	0	16:30 16:35	1	0	0	0	1	1
16:35 16:40	0	0	0	0	0	0	16:35 16:40	1	0	0	0	1	1	16:35 16:40	0	0	0	0	0	0	16:35 16:40	0	0	0	0	0	0
16:40 16:45	0	0	0	0	0	0	16:40 16:45	0	0	0	0	0	0	16:40 16:45	0	0	0	0	0	0	16:40 16:45	0	0	0	0	0	0
16:45 16:50	0	0	0	0	0	0	16:45 16:50	1	0	0	0	1	1	16:45 16:50	0	0	0	0	0	0	16:45 16:50	0	0	0	0	0	0
16:50 16:55	1	0	0	0	1	1	16:50 16:55	0	0	0	0	0	0	16:50 16:55	0	0	0	0	0	0	16:50 16:55	0	0	0	0	0	0
16:55 17:00	0	0	0	0	0	0	16:55 17:00	1	0	0	0	1	1	16:55 17:00	3	0	0	0	3	3	16:55 17:00	1	0	0	0	1	1
17:00 17:05	1	0	0	0	1	1	17:00 1																				

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0261	Poyle	Poyle Road / The Hollies	51.475105, -0.517048	25/06/2024	Tuesday	0700-1000 & 1600-1900hrs	Sunny	Sunny





Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / The Hollies

Arm A (Maximum Queue within the 5-minute interval)								Arm B (Maximum Queue within the 5-minute interval)								Arm C (Maximum Queue within the 5-minute interval)								Arm D (Maximum Queue within the 5-minute interval)				
Time Interval	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU		Time Interval	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU		Time Interval	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU		Time Interval	Car/LGV	OGV1	OGV2	PSV/Coach
07:00 - 07:05	0	0	0	0	0	0		07:00 - 07:05	1	0	0	0	1	1		07:00 - 07:05	1	0	0	0	1	1		07:00 - 07:05	0	0	0	0
07:05 - 07:10	0	0	0	0	0	0		07:05 - 07:10	0	0	0	0	0	0		07:05 - 07:10	1	0	0	0	1	1		07:05 - 07:10	0	0	0	0
07:10 - 07:15	0	0	0	0	0	0		07:10 - 07:15	0	0	0	0	0	0		07:10 - 07:15	0	0	0	0	0	0		07:10 - 07:15	0	0	0	0
07:15 - 07:20	0	0	0	0	0	0		07:15 - 07:20	1	0	0	0	1	1		07:15 - 07:20	1	0	0	0	1	1		07:15 - 07:20	0	0	0	0
07:20 - 07:25	0	0	0	0	0	0		07:20 - 07:25	1	0	0	0	1	1		07:20 - 07:25	0	0	0	0	0	0		07:20 - 07:25	0	0	0	0
07:25 - 07:30	0	0	0	0	0	0		07:25 - 07:30	1	0	0	0	1	1		07:25 - 07:30	0	0	0	0	0	0		07:25 - 07:30	0	0	0	0
07:30 - 07:35	0	0	0	0	0	0		07:30 - 07:35	0	0	0	0	0	0		07:30 - 07:35	1	0	0	0	1	1		07:30 - 07:35	0	0	0	0
07:35 - 07:40	1	0	1	1	3	5.3		07:35 - 07:40	0	0	0	0	0	0		07:35 - 07:40	0	0	0	0	0	0		07:35 - 07:40	0	0	0	0
07:40 - 07:45	0	0	0	0	0	0		07:40 - 07:45	0	0	1	0	1	2.3		07:40 - 07:45	0	0	0	0	0	0		07:40 - 07:45	0	0	0	0
07:45 - 07:50	0	0	0	0	0	0		07:45 - 07:50	1	0	0	0	1	1		07:45 - 07:50	0	0	0	0	0	0		07:45 - 07:50	5	0	0	0
07:50 - 07:55	0	0	0	0	0	0		07:50 - 07:55	1	0	0	0	1	1		07:50 - 07:55	1	0	0	0	1	1		07:50 - 07:55	0	0	0	0
07:55 - 08:00	0	0	0	0	0	0		07:55 - 08:00	1	0	0	0	1	1		07:55 - 08:00	1	0	0	0	1	1		07:55 - 08:00	0	0	0	0
08:00 - 08:05	0	0	0	0	0	0		08:00 - 08:05	0	0	0	0	0	0		08:00 - 08:05	1	0	0	0	1	1		08:00 - 08:05	0	0	1	0
08:05 - 08:10	0	0	0	0	0	0		08:05 - 08:10	0	0	0	0	0	0		08:05 - 08:10	1	0	0	0	1	1		08:05 - 08:10	0	0	0	0
08:10 - 08:15	0	0	0	0	0	0		08:10 - 08:15	1	0	0	0	1	1		08:10 - 08:15	0	0	0	0	0	0		08:10 - 08:15	0	0	0	0
08:15 - 08:20	0	0	0	0	0	0		08:15 - 08:20	0	0	0	0	0	0		08:15 - 08:20	1	0	0	0	1	1		08:15 - 08:20	0	0	0	0
08:20 - 08:25	0	0	0	0	0	0		08:20 - 08:25	1	0	0	0	1	1		08:20 - 08:25	0	0	0	0	0	0		08:20 - 08:25	0	0	0	0
08:25 - 08:30	0	0	0	0	0	0		08:25 - 08:30	1	0	0	0	1	1		08:25 - 08:30	0	0	1	0	1	2.3		08:25 - 08:30	2	0	0	0
08:30 - 08:35	0	0	0	0	0	0		08:30 - 08:35	0	0	0	0	0	0		08:30 - 08:35	2	0	0	0	2	2		08:30 - 08:35	0	0	0	0
08:35 - 08:40	0	0	0	0	0	0		08:35 - 08:40	0	0	0	0	0	0		08:35 - 08:40	1	0	0	0	1	1		08:35 - 08:40	6	1	0	0
08:40 - 08:45	0	0	0	0	0	0		08:40 - 08:45	0	0	0	0	0	0		08:40 - 08:45	1	0	0	0	1	1		08:40 - 08:45	0	0	0	0
08:45 - 08:50	0	0	0	0	0	0		08:45 - 08:50	1	0	0	0	1	1		08:45 - 08:50	0	1	0	0	1	1.5		08:45 - 08:50	2	0	0	0
08:50 - 08:55	1	0	0	1	2	3		08:50 - 08:55	0	0	0	0	0	0		08:50 - 08:55	1	0	0	0	1	1		08:50 - 08:55	0	0	0	0
08:55 - 09:00	2	0	0	0	2	2		08:55 - 09:00	1	0	0	0	1	1		08:55 - 09:00	1	0	0	0	1	1		08:55 - 09:00	0	0	0	0
09:00 - 09:05	0	0	0	0	0	0		09:00 - 09:05	0	0	1	0	1	2.3		09:00 - 09:05	1	0	0	0	1	1		09:00 - 09:05	0	0	0	0
09:05 - 09:10	0	0	0	0	0	0		09:05 - 09:10	1	0	0	0	1	1		09:05 - 09:10	1	0	0	0	1	1		09:05 - 09:10	0	0	0	0
09:10 - 09:15	0	0	0	0	0	0		09:10 - 09:15	0	0	0	0	0	0		09:10 - 09:15	0	0	0	0	0	0		09:10 - 09:15	0	0	0	0
09:15 - 09:20	0	1	0	0	1	1.5		09:15 - 09:20	1	0	0	0	1	1		09:15 - 09:20	1	0	0	0	1	1		09:15 - 09:20	0	0	0	0
09:20 - 09:25	2	0	0	0	2	2		09:20 - 09:25	1	0	0	0	1	1		09:20 - 09:25	0	0	0	0	0	0		09:20 - 09:25	0	0	0	0
09:25 - 09:30	2	0	0	0	2	2		09:25 - 09:30	0	0	1	0	1	2.3		09:25 - 09:30	0	1	0	0	1	1.5		09:25 - 09:30	0	0	0	0
09:30 - 09:35	0	0	0	0	0	0		09:30 - 09:35	1	0	0	0	1	1		09:30 - 09:35	1	0	0	0	1	1		09:30 - 09:35	1	0	1	0
09:35 - 09:40	0	0	0	0	0	0		09:35 - 09:40	0	0	0	0	0	0		09:35 - 09:40	1	0	0	0	1	1		09:35 - 09:40	0	0	0	0
09:40 - 09:45	0	0	0	0	0	0		09:40 - 09:45	0	1	0	0	1	1.5		09:40 - 09:45	1	0	0	0	1	1		09:40 - 09:45	0	0	0	0
09:45 - 09:50	0	0	0	0	0	0		09:45 - 09:50	1	0	0	0	1	1		09:45 - 09:50	0	0	1	0	1	2.3		09:45 - 09:50	0	0	0	0
09:50 - 09:55	0	0	0	0	0	0		09:50 - 09:55	1	0	0	0	1	1		09:50 - 09:55	0	0	0	0	0	0		09:50 - 09:55	0	0	0	0
09:55 - 10:00	0	0	0	0	0	0		09:55 - 10:00	1	0	0	0	1	1		09:55 - 10:00	1	0	0	0	1	1		09:55 - 10:00	0	0	0	0

16:00 - 16:05	0	0	0	0	0	0		16:00 - 16:05	1	0	0	0	1	1		16:00 - 16:05	0	0	0	0	0	0		16:00 - 16:05	0	0	0	0
16:05 - 16:10	0	0	0	0	0	0		16:05 - 16:10	0	0	0	0	0	0		16:05 - 16:10	1	0	0	0	1	1		16:05 - 16:10	0	0	0	0
16:10 - 16:15	1	0	0	1	2	3		16:10 - 16:15	0	0	0	0	0	0		16:10 - 16:15	0	0	0	0	0	0		16:10 - 16:15	0	0	0	0
16:15 - 16:20	0	0	0	0	0	0		16:15 - 16:20	0	0	0	0	0	0		16:15 - 16:20	1	0	0	0	1	1		16:15 - 16:20	0	0	0	0
16:20 - 16:25	0	0	0	0	0	0		16:20 - 16:25	0	0	0	0	0	0		16:20 - 16:25	2	0	0	0	2	2		16:20 - 16:25	0	0	0	0
16:25 - 16:30	0	0	0	0	0	0		16:25 - 16:30	0	0	0	0	0	0		16:25 - 16:30	2	0	0	0	2	2		16:25 - 16:30	0	0	0	0
16:30 - 16:35	0	0	0	0	0	0		16:30 - 16:35	0	0	0	0	0	0		16:30 - 16:35	1	0	0	0	1	1		16:30 - 16:35	0	0	0	0
16:35 - 16:40	3	0	0	1	4	5		16:35 - 16:40	1	0	0	0	1	1		16:35 - 16:40	1	0	0	0	1	1		16:35 - 16:40	0	0	0	0
16:40 - 16:45	0	0	0	0	0	0		16:40 - 16:45	0	0	0	0	0	0		16:40 - 16:45	1	0	0	0	1	1		16:40 - 16:45	0	0	0	0
16:45 - 16:50	2	0	0	0	2	2		16:45 - 16:50	1	0	0	0	1	1		16:45 - 16:50	0	0	0	0	0	0		16:45 - 16:50	0			

Survey Date: 25/06/2024
Survey Day: Tuesday

5-minute interval		Arm E (Maximum Queue within the 5-minute interval)										Arm F (Maximum Queue within the 5-minute interval)									
Total	PCU	Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU				
0	0	07:00	07:05	0	0	1	0	1	2.3	07:00	07:05	1	0	0	0	1	1				
0	0	07:05	07:10	1	0	0	0	1	1	07:05	07:10	0	0	0	0	0	0				
0	0	07:10	07:15	0	0	1	0	1	2.3	07:10	07:15	1	0	0	0	1	1				
0	0	07:15	07:20	1	0	0	0	1	1	07:15	07:20	1	0	0	0	1	1				
0	0	07:20	07:25	0	0	0	0	0	0	07:20	07:25	1	0	0	0	1	1				
0	0	07:25	07:30	0	0	0	0	0	0	07:25	07:30	1	0	0	0	1	1				
0	0	07:30	07:35	0	0	1	0	1	2.3	07:30	07:35	1	0	0	0	1	1				
0	0	07:35	07:40	1	0	0	0	1	1	07:35	07:40	1	0	0	0	1	1				
0	0	07:40	07:45	1	1	0	0	2	2.5	07:40	07:45	1	0	0	0	1	1				
5	5	07:45	07:50	0	1	0	0	1	1.5	07:45	07:50	0	0	0	0	0	0				
0	0	07:50	07:55	0	1	0	0	1	1.5	07:50	07:55	0	0	0	0	0	0				
0	0	07:55	08:00	1	0	0	0	1	1	07:55	08:00	0	0	0	0	0	0				
1	2.3	08:00	08:05	2	0	0	0	2	2	08:00	08:05	0	0	0	0	0	0				
0	0	08:05	08:10	1	0	0	0	1	1	08:05	08:10	1	0	0	0	1	1				
0	0	08:10	08:15	1	0	0	0	1	1	08:10	08:15	0	0	0	0	0	0				
0	0	08:15	08:20	0	0	1	0	1	2.3	08:15	08:20	0	0	0	0	0	0				
0	0	08:20	08:25	0	0	0	0	0	0	08:20	08:25	0	0	0	0	0	0				
2	2	08:25	08:30	1	0	0	0	1	1	08:25	08:30	0	0	0	0	0	0				
0	0	08:30	08:35	1	0	0	0	1	1	08:30	08:35	0	0	0	0	0	0				
7	7.5	08:35	08:40	0	0	0	0	0	0	08:35	08:40	0	0	0	0	0	0				
0	0	08:40	08:45	2	0	0	0	2	2	08:40	08:45	0	0	0	0	0	0				
2	2	08:45	08:50	0	0	0	0	0	0	08:45	08:50	1	0	0	0	1	1				
0	0	08:50	08:55	0	1	0	0	1	1.5	08:50	08:55	1	0	0	0	1	1				
0	0	08:55	09:00	1	0	0	0	1	1	08:55	09:00	1	0	0	0	1	1				
0	0	09:00	09:05	1	0	0	0	1	1	09:00	09:05	0	0	0	0	0	0				
0	0	09:05	09:10	1	0	0	0	1	1	09:05	09:10	1	0	0	0	1	1				
0	0	09:10	09:15	1	0	0	0	1	1	09:10	09:15	0	0	0	0	0	0				
0	0	09:15	09:20	1	0	0	0	1	1	09:15	09:20	0	0	0	0	0	0				
0	0	09:20	09:25	2	0	0	0	2	2	09:20	09:25	1	0	0	0	1	1				
0	0	09:25	09:30	1	0	0	0	1	1	09:25	09:30	1	0	0	0	1	1				
2	3.3	09:30	09:35	0	0	0	0	0	0	09:30	09:35	0	0	0	0	0	0				
0	0	09:35	09:40	0	1	0	0	1	1.5	09:35	09:40	0	0	0	0	0	0				
0	0	09:40	09:45	0	1	0	0	1	1.5	09:40	09:45	0	0	0	0	0	0				
0	0	09:45	09:50	0	0	0	0	0	0	09:45	09:50	0	0	0	0	0	0				
0	0	09:50	09:55	1	0	0	0	1	1	09:50	09:55	1	0	0	0	1	1				
0	0	09:55	10:00	1	0	0	0	1	1	09:55	10:00	1	0	0	0	1	1				

0	0	16:00	16:05	1	0	0	0	1	1	16:00	16:05	2	0	0	0	2	2
0	0	16:05	16:10	1	0	0	0	1	1	16:05	16:10	0	0	0	0	0	0
0	0	16:10	16:15	1	0	0	1	2	3	16:10	16:15	0	0	0	0	0	0
0	0	16:15	16:20	1	0	0	0	1	1	16:15	16:20	1	0	0	0	1	1
0	0	16:20	16:25	1	0	0	0	1	1	16:20	16:25	1	0	0	0	1	1
0	0	16:25	16:30	1	0	0	0	1	1	16:25	16:30	1	0	0	0	1	1
0	0	16:30	16:35	0	0	1	0	1	2.3	16:30	16:35	1	0	0	0	1	1
0	0	16:35	16:40	1	0	0	0	1	1	16:35	16:40	1	0	0	0	1	1
0	0	16:40	16:45	0	0	0	0	0	0	16:40	16:45	1	0	0	0	1	1
0	0	16:45	16:50	0	0	0	0	0	0	16:45	16:50	0	0	0	0	0	0
0	0	16:50	16:55	1	0	0	0	1	1	16:50	16:55	0	0	0	0	0	0
0	0	16:55	17:00	1	0	0	0	1	1	16:55	17:00	1	0	0	0	1	1
0	0	17:00	17:05	2	0	1	0	3	4.3	17:00	17:05	1	0	0	0	1	1
0	0	17:05	17:10	1	0	0	0	1	1	17:05	17:10	1	0	0	0	1	1
0	0	17:10	17:15	1	0	0	0	1	1	17:10	17:15	0	0	0	0	0	0
0	0	17:15	17:20	1	0	0	0	1	1	17:15	17:20	0	0	0	0	0	0
0	0	17:20	17:25	1	0	0	0	1	1	17:20	17:25	0	0	0	0	0	0
0	0	17:25	17:30	0	0	0	0	0	0	17:25	17:30	0	0	0	0	0	0
0	0	17:30	17:35	1	0	0	0	1	1	17:30	17:35	0	0	0	0	0	0
0	0	17:35	17:40	1	0	0	0	1	1	17:35	17:40	0	0	0	0	0	0
0	0	17:40	17:45	0	0	0	0	0	0	17:40	17:45	1	0	0	0	1	1
0	0	17:45	17:50	1	0	0	0	1	1	17:45	17:50	0	0	0	0	0	0
0	0	17:50	17:55	1	0	0	0	1	1	17:50	17:55	1	0	0	0	1	1
0	0	17:55	18:00	1	0	0	0	1	1	17:55	18:00	1	0	0	0	1	1
0	0	18:00	18:05	1	0	0	0	1	1	18:00	18:05	1	0	0	0	1	1
0	0	18:05	18:10	0	0	0	0	0	0	18:05	18:10	0	0	0	0	0	0
0	0	18:10	18:15	1	0	0	0	1	1	18:10	18:15	0	0	0	0	0	0
0	0	18:15	18:20	0	0	0	0	0	0	18:15	18:20	0	0	0	0	0	0
0	0	18:20	18:25	0	0	0	0	0	0	18:20	18:25	0	0	0	0	0	0
0	0	18:25	18:30	1	0	0	0	1	1	18:25	18:30	1	0	0	0	1	1
0	0	18:30	18:35	0	0	0	0	0	0	18:30	18:35	1	0	0	0	1	1
0	0	18:35	18:40	1	0	0	0	1	1	18:35	18:40	0	0	0	0	0	0
0	0	18:40	18:45	1	0	0	0	1	1	18:40	18:45	0	0	0	0	0	0
0	0	18:45	18:50	0	0	0	0	0	0	18:45	18:50	0	0	0	0	0	0
0	0	18:50	18:55	0	0	0	0	0	0	18:50	18:55	0	0	0	0	0	0
3	3.5	18:55	19:00	1	0	0	0	1	1	18:55	19:00	0	0	0	0	0	0

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0261	Poyle	Poyle Road / Prescott Road	51.474224, -0.517353	25/06/2024	Tuesday	0700-1000 & 1600-1900hrs	Sunny	Sunny



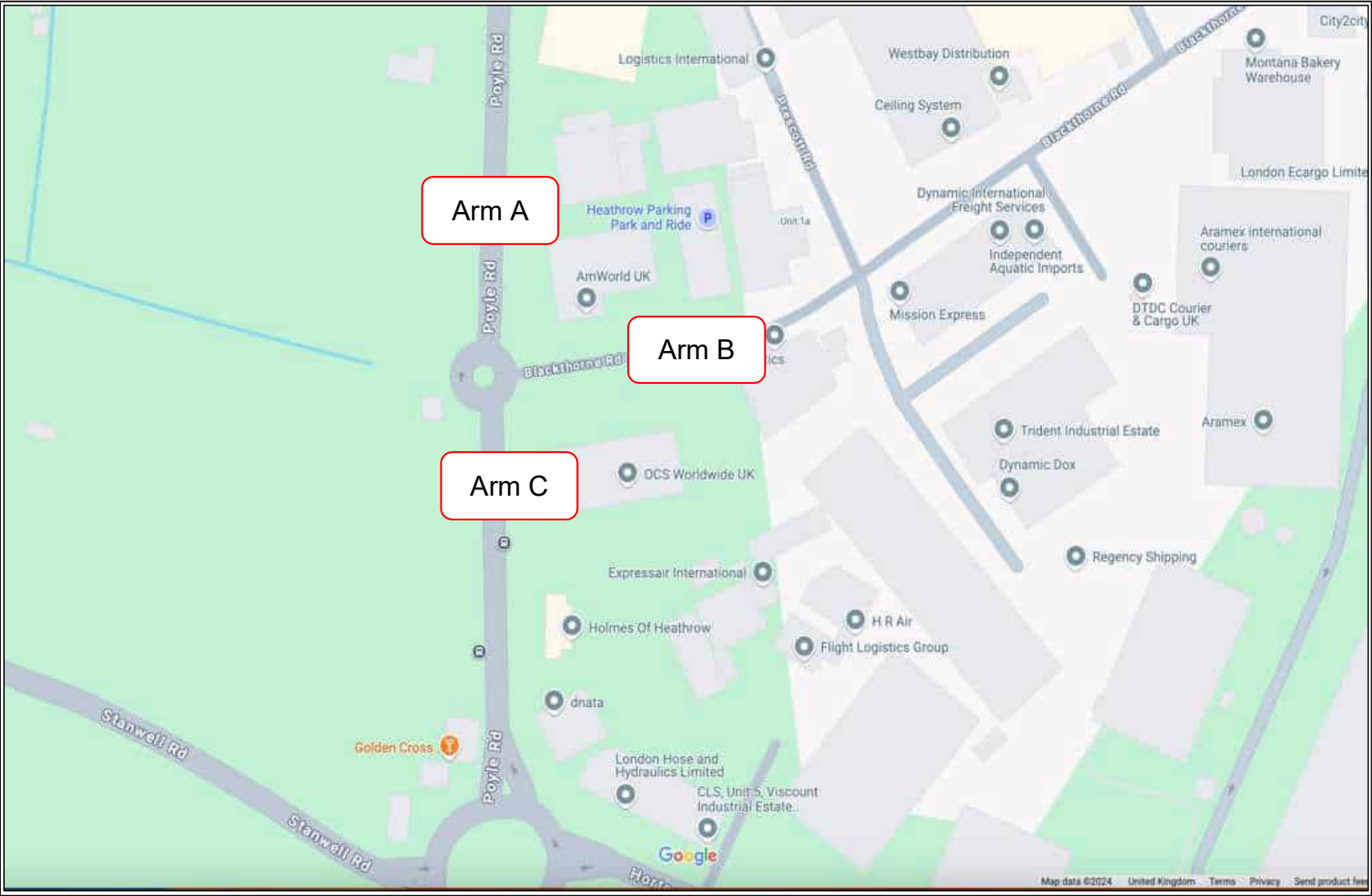


Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / Prescott Road

Survey Date: 25/06/2024
Survey Day: Tuesday

Time Interval		Arm A (Maximum Queue within the 5-minute interval)						Arm B (Maximum Queue within the 5-minute interval)						Arm C (Maximum Queue within the 5-minute interval)								
		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	
07:00	07:05	0	0	0	0	0	0	07:00	07:05	0	0	0	0	0	0	07:00	07:05	0	0	0	0	0
07:05	07:10	0	0	0	0	0	0	07:05	07:10	0	0	0	0	0	0	07:05	07:10	0	0	0	0	0
07:10	07:15	0	0	0	0	0	0	07:10	07:15	1	0	0	0	1	1	07:10	07:15	0	0	0	0	0
07:15	07:20	0	0	0	0	0	0	07:15	07:20	0	0	0	0	0	0	07:15	07:20	0	0	0	0	0
07:20	07:25	0	0	0	0	0	0	07:20	07:25	0	0	0	0	0	0	07:20	07:25	0	0	0	0	0
07:25	07:30	0	0	0	0	0	0	07:25	07:30	0	0	0	0	0	0	07:25	07:30	0	0	0	0	0
07:30	07:35	0	0	0	0	0	0	07:30	07:35	0	0	0	0	0	0	07:30	07:35	0	0	0	0	0
07:35	07:40	0	0	0	0	0	0	07:35	07:40	1	0	0	0	1	1	07:35	07:40	0	0	0	0	0
07:40	07:45	0	0	0	0	0	0	07:40	07:45	0	0	0	0	0	0	07:40	07:45	0	0	0	0	0
07:45	07:50	0	0	0	0	0	0	07:45	07:50	0	0	0	0	0	0	07:45	07:50	0	0	0	0	0
07:50	07:55	0	0	0	0	0	0	07:50	07:55	1	0	0	0	1	1	07:50	07:55	0	0	0	0	0
07:55	08:00	0	0	0	0	0	0	07:55	08:00	1	0	0	0	1	1	07:55	08:00	0	0	0	0	0
08:00	08:05	0	0	0	0	0	0	08:00	08:05	0	0	0	0	0	0	08:00	08:05	0	0	0	0	0
08:05	08:10	0	0	0	0	0	0	08:05	08:10	1	0	0	0	1	1	08:05	08:10	0	0	0	0	0
08:10	08:15	0	0	0	0	0	0	08:10	08:15	1	0	0	0	1	1	08:10	08:15	0	0	0	0	0
08:15	08:20	0	0	0	0	0	0	08:15	08:20	1	0	0	0	1	1	08:15	08:20	0	0	0	0	0
08:20	08:25	0	0	0	0	0	0	08:20	08:25	1	0	0	0	1	1	08:20	08:25	0	0	0	0	0
08:25	08:30	0	0	0	0	0	0	08:25	08:30	0	0	0	0	0	0	08:25	08:30	0	0	0	0	0
08:30	08:35	0	0	0	0	0	0	08:30	08:35	1	0	0	0	1	1	08:30	08:35	0	0	0	0	0
08:35	08:40	0	0	0	0	0	0	08:35	08:40	1	0	0	0	1	1	08:35	08:40	0	0	0	0	0
08:40	08:45	0	0	0	0	0	0	08:40	08:45	0	0	0	0	0	0	08:40	08:45	0	0	0	0	0
08:45	08:50	0	0	0	0	0	0	08:45	08:50	1	0	0	0	1	1	08:45	08:50	0	0	0	0	0
08:50	08:55	0	0	0	0	0	0	08:50	08:55	1	0	0	0	1	1	08:50	08:55	0	0	0	0	0
08:55	09:00	0	0	0	0	0	0	08:55	09:00	0	0	0	0	0	0	08:55	09:00	0	0	0	0	0
09:00	09:05	0	0	0	0	0	0	09:00	09:05	0	0	0	0	0	0	09:00	09:05	0	0	0	0	0
09:05	09:10	0	0	0	0	0	0	09:05	09:10	1	0	0	0	1	1	09:05	09:10	0	0	0	0	0
09:10	09:15	0	0	0	0	0	0	09:10	09:15	1	0	0	0	1	1	09:10	09:15	0	0	0	0	0
09:15	09:20	0	0	0	0	0	0	09:15	09:20	1	0	0	0	1	1	09:15	09:20	0	0	0	0	0
09:20	09:25	0	0	0	0	0	0	09:20	09:25	1	0	0	0	1	1	09:20	09:25	0	0	0	0	0
09:25	09:30	0	0	0	0	0	0	09:25	09:30	0	0	0	0	0	0	09:25	09:30	0	0	0	0	0
09:30	09:35	0	0	0	0	0	0	09:30	09:35	0	0	0	0	0	0	09:30	09:35	0	0	0	0	0
09:35	09:40	0	0	0	0	0	0	09:35	09:40	1	0	0	0	1	1	09:35	09:40	0	0	0	0	0
09:40	09:45	0	0	0	0	0	0	09:40	09:45	0	0	0	0	0	0	09:40	09:45	0	0	0	0	0
09:45	09:50	0	0	0	0	0	0	09:45	09:50	0	0	0	0	0	0	09:45	09:50	0	0	0	0	0
09:50	09:55	0	0	0	0	0	0	09:50	09:55	0	0	0	0	0	0	09:50	09:55	0	0	0	0	0
09:55	10:00	0	0	0	0	0	0	09:55	10:00	1	0	0	0	1	1	09:55	10:00	0	0	0	0	0
16:00	16:05	0	0	0	0	0	0	16:00	16:05	1	0	0	0	1	1	16:00	16:05	0	0	0	0	0
16:05	16:10	0	0	0	0	0	0	16:05	16:10	1	0	0	0	1	1	16:05	16:10	0	0	0	0	0
16:10	16:15	0	0	0	0	0	0	16:10	16:15	1	0	0	0	1	1	16:10	16:15	0	0	0	0	0
16:15	16:20	0	0	0	0	0	0	16:15	16:20	1	0	0	0	1	1	16:15	16:20	0	0	0	0	0
16:20	16:25	0	0	0	0	0	0	16:20	16:25	0	0	0	0	0	0	16:20	16:25	0	0	0	0	0
16:25	16:30	0	0	0	0	0	0	16:25	16:30	0	0	0	0	0	0	16:25	16:30	0	0	0	0	0
16:30	16:35	0	0	0	0	0	0	16:30	16:35	0	0	0	0	0	0	16:30	16:35	0	0	0	0	0
16:35	16:40	0	0	0	0	0	0	16:35	16:40	0	0	0	0	0	0	16:35	16:40	0	0	0	0	0
16:40	16:45	0	0	0	0	0	0	16:40	16:45	0	0	0	0	0	0	16:40	16:45	0	0	0	0	0
16:45	16:50	0	0	0	0	0	0	16:45	16:50	0	0	0	0	0	0	16:45	16:50	0	0	0	0	0
16:50	16:55	0	0	0	0	0	0	16:50	16:55	1	0	0	0	1	1	16:50	16:55	0	0	0	0	0
16:55	17:00	0	0	0	0	0	0	16:55	17:00	1	0	0	0	1	1	16:55	17:00	0	0	0	0	0
17:00	17:05	0	0	0	0	0	0	17:00	17:05	1	0	0	0	1	1	17:00	17:05	0	0	0	0	0
17:05	17:10	0	0	0	0	0	0	17:05	17:10	1	0	0	0	1	1	17:05	17:10	0	0	0	0	0
17:10	17:15	0	0	0	0	0	0	17:10	17:15	1	0	0	0	1	1	17:10	17:15	0	0	0	0	0
17:15	17:20	0	0	0	0	0	0	17:15	17:20	1	0	0	0	1	1	17:15	17:20	0	0	0	0	0
17:20	17:25	0	0	0	0	0	0	17:20	17:25	0	0	0	0	0	0	17:20	17:25	0	0	0	0	0
17:25	17:30	0	0	0	0	0	0	17:25	17:30	1	0	0	0	1	1	17:25	17:30	0	0	0	0	0
17:30	17:35	0	0	0	0	0	0	17:30	17:35	0	0	0	0	0	0	17:30	17:35	0	0	0	0	0
17:35	17:40	0	0	0	0	0	0	17:35	17:40	1	0	0	0	1	1	17:35	17:40	0	0	0	0	0
17:40	17:45	0	0	0	0	0	0	17:40	17:45	1	0	0	0	1	1	17:40	17:45	0	0	0	0	0
17:45	17:50	0	0	0	0	0	0	17:45	17:50	1	0	0	0	1	1	17:45	17:50	0	0	0	0	0
17:50	17:55	0	0	0	0	0	0	17:50	17:55	2	0	0	0	2	2	17:50	17:55	0	0	0	0	0
17:55	18:00	0	0	0	0	0	0	17:55	18:00	1	0	0	0	1	1	17:55	18:00	0	0	0	0	0
18:00	18:05	0	0	0	0	0	0	18:00	18:05	1	0	0	0	1	1	18:00	18:05	0	0	0	0	0
18:05	18:10	0	0	0	0	0	0	18:05	18:10	0	0	0	0	0	0	18:05	18:10	0	0	0	0	0
18:10	18:15	0	0	0	0	0	0	18:10	18:15	1	0	0	0	1	1	18:10	18:15	0	0	0	0	0
18:15	18:20	0	0	0	0	0	0	18:15	18:20	0	0	0	0	0	0	18:15	18:20	1	0	0	1	1
18:20	18:25	0	0	0	0	0	0	18:20	18:25	0	0	0	0	0	0	18:20	18:25	0	0	0	0	0
18:25	18:30	0	0	0	0	0	0	18:25	18:30	0	0	0	0	0	0	18:25	18:30	0	0	0	0	0
18:30	18:35	0	0	0	0	0	0	18:30	18:35	1	0	0	0	1	1	18:30	18:35	0	0	0	0	0
18:35	18:40	0	0	0	0	0	0	18:35	18:40	0	0	0	0	0	0	18:35	18:40	0	0	0	0	0
18:40	18:45	0	0	0	0	0	0	18:40	18:45	0	0	0	0	0	0	18:40	18:45	0	0	0	0	0
18:45	18:50	0	0	0	0	0	0	18:45	18:50	0	0	0	0	0	0	18:45	18:50	0	0	0	0	0
18:50	18:55	0	0	0	0	0	0	18:50	18:55	0	0	0	0	0	0	18:50	18:55	0	0	0	0	0
18:55	19:00	0	0	0	0	0	0	18:55	19:00	0	0	0	0	0	0	18:55	19:00	0	0	0	0	0

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0261	Poyle	Poyle Road / Blackthorne Road	51.472416, -0.517695	25/06/2024	Tuesday	0700-1000 & 1600-1900hrs	Sunny	Sunny



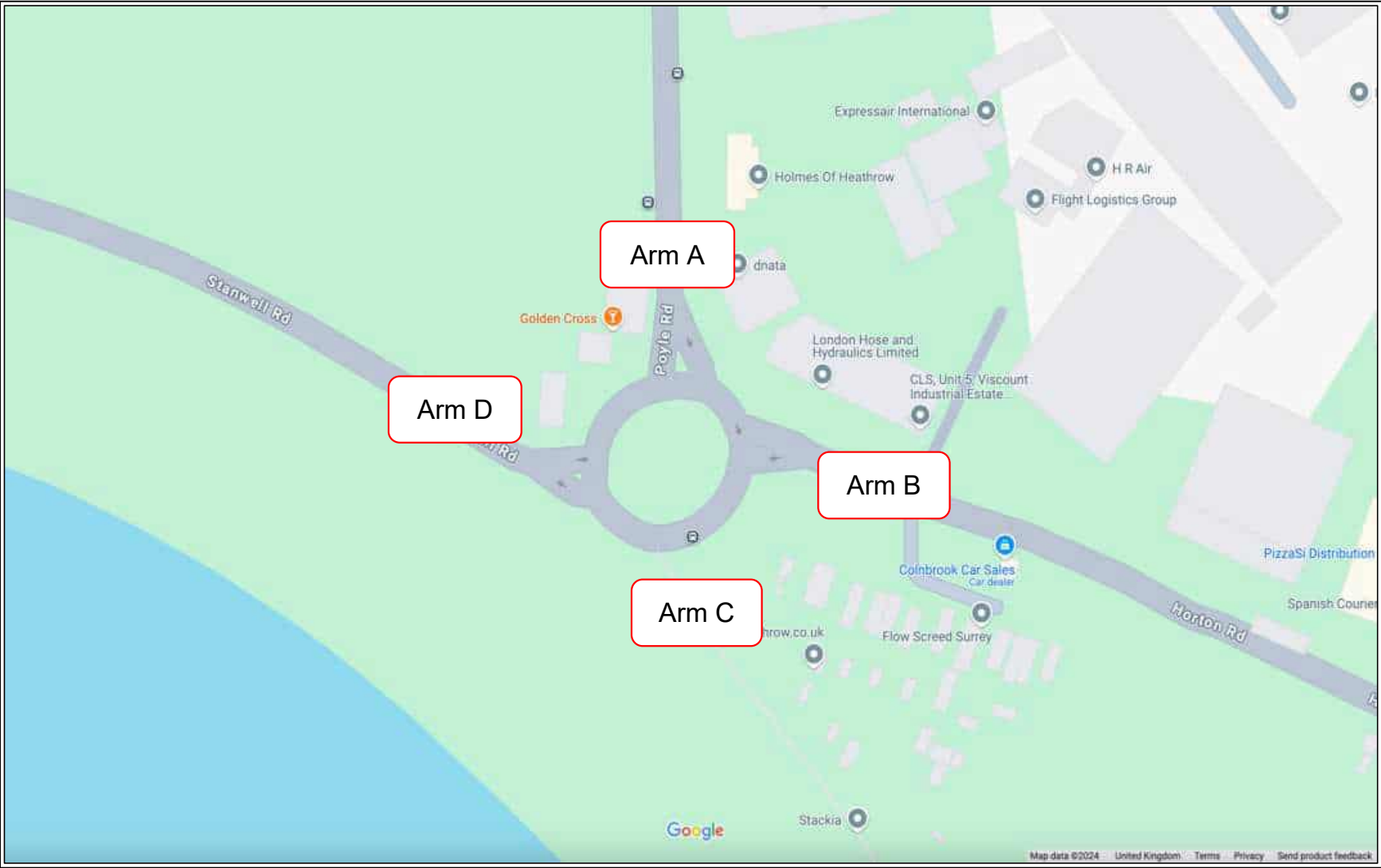


Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / Blackthorne Road

Survey Date: 25/06/2024
Survey Day: Tuesday

Arm A (Maximum Queue within the 5-minute interval)							Arm B (Maximum Queue within the 5-minute interval)							Arm C (Maximum Queue within the 5-minute interval)						
Time Interval	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU
07:00 - 07:05	0	0	1	0	1	2.3	07:00 - 07:05	0	0	0	0	0	0	07:00 - 07:05	0	0	0	0	0	0
07:05 - 07:10	0	0	0	0	0	0	07:05 - 07:10	0	0	0	0	0	0	07:05 - 07:10	0	0	0	0	0	0
07:10 - 07:15	4	0	1	0	5	6.3	07:10 - 07:15	1	0	0	0	1	1	07:10 - 07:15	0	0	0	0	0	0
07:15 - 07:20	0	0	1	0	1	2.3	07:15 - 07:20	0	0	1	0	1	2.3	07:15 - 07:20	0	0	0	0	0	0
07:20 - 07:25	0	0	0	0	0	0	07:20 - 07:25	0	0	0	0	0	0	07:20 - 07:25	0	0	0	0	0	0
07:25 - 07:30	0	0	0	0	0	0	07:25 - 07:30	1	0	0	0	1	1	07:25 - 07:30	0	0	0	0	0	0
07:30 - 07:35	1	0	0	0	1	1	07:30 - 07:35	1	0	0	0	1	1	07:30 - 07:35	0	0	0	0	0	0
07:35 - 07:40	2	0	0	0	2	2	07:35 - 07:40	0	0	0	0	0	0	07:35 - 07:40	0	0	0	0	0	0
07:40 - 07:45	0	0	0	0	0	0	07:40 - 07:45	0	0	0	0	0	0	07:40 - 07:45	0	0	0	0	0	0
07:45 - 07:50	1	0	0	0	1	1	07:45 - 07:50	1	0	0	0	1	1	07:45 - 07:50	0	0	0	0	0	0
07:50 - 07:55	3	0	0	0	3	3	07:50 - 07:55	1	0	0	0	1	1	07:50 - 07:55	0	0	0	0	0	0
07:55 - 08:00	2	1	0	0	3	3.5	07:55 - 08:00	0	1	0	0	1	1.5	07:55 - 08:00	0	0	0	0	0	0
08:00 - 08:05	1	1	0	0	2	2.5	08:00 - 08:05	0	0	0	0	0	0	08:00 - 08:05	0	0	0	0	0	0
08:05 - 08:10	1	0	0	1	2	3	08:05 - 08:10	0	0	0	0	0	0	08:05 - 08:10	0	0	0	0	0	0
08:10 - 08:15	0	0	0	0	0	0	08:10 - 08:15	0	0	0	0	0	0	08:10 - 08:15	0	0	0	0	0	0
08:15 - 08:20	0	0	0	0	0	0	08:15 - 08:20	0	1	0	0	1	1.5	08:15 - 08:20	0	0	0	0	0	0
08:20 - 08:25	0	0	0	0	0	0	08:20 - 08:25	0	0	0	0	0	0	08:20 - 08:25	0	0	0	0	0	0
08:25 - 08:30	2	0	0	0	2	2	08:25 - 08:30	0	0	0	0	0	0	08:25 - 08:30	0	0	0	0	0	0
08:30 - 08:35	1	0	0	0	1	1	08:30 - 08:35	0	0	0	0	0	0	08:30 - 08:35	0	0	0	0	0	0
08:35 - 08:40	4	0	0	0	4	4	08:35 - 08:40	0	0	0	0	0	0	08:35 - 08:40	6	2	1	0	9	11.3
08:40 - 08:45	1	0	0	0	1	1	08:40 - 08:45	0	0	0	0	0	0	08:40 - 08:45	0	0	0	0	0	0
08:45 - 08:50	5	0	0	0	5	5	08:45 - 08:50	0	0	1	0	1	2.3	08:45 - 08:50	0	0	0	0	0	0
08:50 - 08:55	2	1	0	0	3	3.5	08:50 - 08:55	1	0	0	0	1	1	08:50 - 08:55	0	0	0	0	0	0
08:55 - 09:00	4	0	0	0	4	4	08:55 - 09:00	1	0	0	0	1	1	08:55 - 09:00	0	0	0	0	0	0
09:00 - 09:05	0	0	0	0	0	0	09:00 - 09:05	1	0	0	0	1	1	09:00 - 09:05	0	0	0	0	0	0
09:05 - 09:10	2	0	0	0	2	2	09:05 - 09:10	1	0	0	0	1	1	09:05 - 09:10	0	0	0	0	0	0
09:10 - 09:15	0	0	0	0	0	0	09:10 - 09:15	1	0	0	0	1	1	09:10 - 09:15	0	0	0	0	0	0
09:15 - 09:20	6	0	0	0	6	6	09:15 - 09:20	0	0	0	0	0	0	09:15 - 09:20	0	0	0	0	0	0
09:20 - 09:25	2	0	0	0	2	2	09:20 - 09:25	2	0	0	0	2	2	09:20 - 09:25	0	0	0	0	0	0
09:25 - 09:30	0	0	0	0	0	0	09:25 - 09:30	1	0	0	0	1	1	09:25 - 09:30	0	0	0	0	0	0
09:30 - 09:35	0	0	0	0	0	0	09:30 - 09:35	1	0	0	0	1	1	09:30 - 09:35	0	0	0	0	0	0
09:35 - 09:40	1	0	0	0	1	1	09:35 - 09:40	1	0	0	0	1	1	09:35 - 09:40	0	0	0	0	0	0
09:40 - 09:45	0	1	0	0	1	1.5	09:40 - 09:45	1	0	0	0	1	1	09:40 - 09:45	0	0	0	0	0	0
09:45 - 09:50	1	0	0	0	1	1	09:45 - 09:50	0	0	0	0	0	0	09:45 - 09:50	0	0	0	0	0	0
09:50 - 09:55	0	0	0	0	0	0	09:50 - 09:55	0	0	0	0	0	0	09:50 - 09:55	0	0	0	0	0	0
09:55 - 10:00	0	0	0	0	0	0	09:55 - 10:00	0	0	0	0	0	0	09:55 - 10:00	0	0	0	0	0	0
16:00 - 16:05	0	0	0	0	0	0	16:00 - 16:05	0	0	1	0	1	2.3	16:00 - 16:05	1	0	0	0	0	1
16:05 - 16:10	0	0	0	0	0	0	16:05 - 16:10	3	0	0	0	3	3	16:05 - 16:10	0	0	0	0	0	0
16:10 - 16:15	0	0	0	0	0	0	16:10 - 16:15	0	0	0	0	0	0	16:10 - 16:15	0	0	0	0	0	0
16:15 - 16:20	2	0	0	0	2	2	16:15 - 16:20	2	0	0	0	2	2	16:15 - 16:20	0	0	0	0	0	0
16:20 - 16:25	2	1	0	0	3	3.5	16:20 - 16:25	1	0	0	0	1	1	16:20 - 16:25	0	0	0	0	0	0
16:25 - 16:30	2	2	0	0	4	5	16:25 - 16:30	1	0	0	0	1	1	16:25 - 16:30	2	0	0	0	2	2
16:30 - 16:35	1	0	0	0	1	1	16:30 - 16:35	1	0	0	0	1	1	16:30 - 16:35	0	0	0	0	0	0
16:35 - 16:40	0	0	0	0	0	0	16:35 - 16:40	2	0	0	0	2	2	16:35 - 16:40	0	0	0	0	0	0
16:40 - 16:45	0	0	0	0	0	0	16:40 - 16:45	0	0	0	0	0	0	16:40 - 16:45	2	0	0	0	2	2
16:45 - 16:50	1	0	0	0	1	1	16:45 - 16:50	1	0	0	0	1	1	16:45 - 16:50	5	1	0	0	6	6.5
16:50 - 16:55	2	0	0	0	2	2	16:50 - 16:55	1	0	0	0	1	1	16:50 - 16:55	0	0	0	0	0	0
16:55 - 17:00	0	0	0	0	0	0	16:55 - 17:00	0	0	0	0	0	0	16:55 - 17:00	0	0	0	0	0	0
17:00 - 17:05	0	0	0	0	0	0	17:00 - 17:05	2	1	0	0	3	3.5	17:00 - 17:05	0	0	0	0	0	0
17:05 - 17:10	0	0	0	0	0	0	17:05 - 17:10	2	0	0	0	2	2	17:05 - 17:10	1	0	0	0	1	1
17:10 - 17:15	1	0	0	0	1	1	17:10 - 17:15	0	0	0	0	0	0	17:10 - 17:15	3	0	0	0	3	3
17:15 - 17:20	0	0	0	0	0	0	17:15 - 17:20	1	0	0	0	1	1	17:15 - 17:20	0	0	0	0	0	0
17:20 - 17:25	2	0	0	0	2	2	17:20 - 17:25	1	0	0	0	1	1	17:20 - 17:25	0	0	0	0	0	0
17:25 - 17:30	0	0	0	0	0	0	17:25 - 17:30	1	0	0	0	1	1	17:25 - 17:30	1	0	0	0	1	1
17:30 - 17:35	0	0	0	0	0	0	17:30 - 17:35	0	1	0	0	1	1.5	17:30 - 17:35	0	0	0	0	0	0
17:35 - 17:40	5	0	0	0	5	5	17:35 - 17:40	2	0	0	0	2	2	17:35 - 17:40	2	0	0	0	2	2
17:40 - 17:45	6	1	0	0	7	7.5	17:40 - 17:45	2	0	0	0	2	2	17:40 - 17:45	0	0	0	0	0	0
17:45 - 17:50	2	0	0	0	2	2	17:45 - 17:50	2	0	1	0	3	4.3	17:45 - 17:50	0	0	0	0	0	0
17:50 - 17:55	0	0	0	0	0	0	17:50 - 17:55	0	0	0	0	0	0	17:50 - 17:55	0	0	0	0	0	0
17:55 - 18:00	2	0	0	0	2	2	17:55 - 18:00	1	0	0	0	1	1	17:55 - 18:00	0	0	0	0	0	0
18:00 - 18:05	0	0	0	0	0	0	18:00 - 18:05	0	0	0	0	0	0	18:00 - 18:05	0	0	0	0	0	0
18:05 - 18:10	0	0	0	0	0	0	18:05 - 18:10	0	0	0	0	0	0	18:05 - 18:10	0	0	0	0	0	0
18:10 - 18:15	0	0	0	0	0	0	18:10 - 18:15	0	0	0	0	0	0	18:10 - 18:15	0	0	0	0	0	0
18:15 - 18:20	0	0	0	0	0	0	18:15 - 18:20	0	0	0	0	0	0	18:15 - 18:20	0	0	0	0	0	0
18:20 - 18:25	0	0	0																	

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0261	Poyle	Poyle Road / Horton Road / Stanwell Road	51.470769, -0.517619	25/06/2024	Tuesday	0700-1000 & 1600-1900hrs	Sunny	Sunny





Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / Horton Road / Stanwell Road

Arm A														Arm B												Arm C																									
Arm A - Near Side Lane (Maximum Queue within the 5-minute interval)														Arm A - Far Lane (Maximum Queue within the 5-minute interval)														Arm B (Maximum Queue within the 5-minute interval)												Arm C (Maximum Queue within the 5-minute interval)											
Time Interval	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval	Car/LGV	OGV1	OGV2	PSV/Coach	Total	Time Interval	Car/LGV	OGV1	OGV2	PSV/Coach	Total																				
07:00	07:05	0	0	0	0	0	0	0	0	0	0	0	07:00	07:05	0	0	0	0	0	0	07:00	07:05	0	1	1	0	0	0	0	0	2																				
07:05	07:10	0	0	0	0	0	0	0	0	0	0	0	07:05	07:10	0	0	0	0	0	0	07:05	07:10	0	0	0	0	0	0	0	0	0																				
07:10	07:15	0	0	0	0	0	0	0	0	0	0	0	07:10	07:15	0	0	0	0	0	0	07:10	07:15	0	0	0	1	0	0	0	0	1																				
07:15	07:20	1	0	0	0	1	1	0	0	0	0	0	07:15	07:20	0	0	0	0	0	0	07:15	07:20	0	0	0	0	0	0	0	0	0																				
07:20	07:25	0	0	0	0	0	0	0	0	0	0	0	07:20	07:25	0	0	0	0	0	0	07:20	07:25	0	0	0	0	0	0	0	0	0																				
07:25	07:30	0	0	0	0	0	0	0	0	0	0	0	07:25	07:30	0	0	0	0	0	0	07:25	07:30	0	0	0	0	0	0	0	0	0																				
07:30	07:35	0	1	0	0	1	1.5	0	0	0	0	0	07:30	07:35	3	0	0	0	3	3	07:30	07:35	0	0	1	0	0	0	0	1	1																				
07:35	07:40	0	0	1	0	1	2.3	0	0	0	0	0	07:35	07:40	0	0	0	0	0	0	07:35	07:40	0	0	0	1	0	0	0	0	1																				
07:40	07:45	0	0	0	0	0	0	0	0	0	0	0	07:40	07:45	2	0	0	0	2	2	07:40	07:45	0	0	0	0	0	0	0	0	0																				
07:45	07:50	0	0	0	0	0	0	0	0	0	0	0	07:45	07:50	0	0	0	0	0	0	07:45	07:50	0	1	0	0	0	0	0	0	1																				
07:50	07:55	0	0	0	0	0	0	0	0	0	0	0	07:50	07:55	0	0	0	0	0	0	07:50	07:55	0	0	0	1	0	0	0	0	1																				
07:55	08:00	0	0	0	0	0	0	0	0	0	0	0	07:55	08:00	0	0	0	0	0	0	07:55	08:00	0	0	0	1	0	0	0	0	1																				
08:00	08:05	1	0	0	0	1	1	1	0	0	0	1	08:00	08:05	3	0	0	0	3	3	08:00	08:05	0	0	0	1	0	0	0	0	1																				
08:05	08:10	0	0	0	0	0	0	0	0	0	0	0	08:05	08:10	0	0	0	0	0	0	08:05	08:10	0	0	0	1	0	0	0	0	1																				
08:10	08:15	1	0	1	0	2	3.3	0	0	0	0	0	08:10	08:15	0	0	0	0	0	0	08:10	08:15	0	1	0	0	0	0	0	0	1																				
08:15	08:20	0	0	0	0	0	0	0	0	0	0	0	08:15	08:20	0	0	0	0	0	0	08:15	08:20	0	0	0	0	0	0	0	0	0																				
08:20	08:25	0	0	0	0	0	0	0	0	0	0	0	08:20	08:25	0	0	0	0	0	0	08:20	08:25	1	1	0	0	0	0	0	0	2																				
08:25	08:30	0	0	0	0	0	0	0	0	0	0	0	08:25	08:30	0	0	0	0	0	0	08:25	08:30	1	0	0	0	0	0	0	0	1																				
08:30	08:35	0	0	0	0	0	0	0	0	0	0	0	08:30	08:35	0	0	0	0	0	0	08:30	08:35	1	1	0	0	0	0	0	0	2																				
08:35	08:40	1	0	0	0	1	1	0	1	0	1	1.5	08:35	08:40	2	0	0	0	2	2	08:35	08:40	0	2	0	0	0	0	0	0	2																				
08:40	08:45	0	1	0	0	1	1.5	0	0	0	0	0	08:40	08:45	0	0	0	0	0	0	08:40	08:45	0	0	0	1	0	0	0	0	1																				
08:45	08:50	0	0	0	0	0	0	0	0	0	0	0	08:45	08:50	0	0	0	0	0	0	08:45	08:50	0	0	0	0	0	0	0	0	0																				
08:50	08:55	2	0	0	0	2	2	1	0	0	0	1	08:50	08:55	0	0	0	0	0	0	08:50	08:55	1	0	0	0	0	0	0	0	1	2																			
08:55	09:00	0	0	0	0	0	0	0	0	0	0	0	08:55	09:00	1	0	0	0	1	1	08:55	09:00	0	0	0	0	0	0	0	0	0																				
09:00	09:05	1	0	0	0	1	1	1	0	0	0	1	09:00	09:05	1	0	0	0	1	1	09:00	09:05	1	0	0	0	0	0	0	0	0	1																			
09:05	09:10	0	0	0	0	0	0	0	0	0	0	0	09:05	09:10	1	0	0	0	1	1	09:05	09:10	0	0	0	0	0	0	0	0	0																				
09:10	09:15	1	0	0	0	1	1	0	0	0	0	0	09:10	09:15	1	0	0	0	1	1	09:10	09:15	1	0	0	0	0	0	0	0	1																				
09:15	09:20	0	1	0	0	1	1.5	0	0	0	0	0	09:15	09:20	0	0	0	0	0	0	09:15	09:20	1	0	0	0	0	0	0	0	0																				
09:20	09:25	0	0	0	0	0	0	2	0	0	0	2	09:20	09:25	2	1	0	0	3	3.5	09:20	09:25	2	0	0	0	0	0	0	0	2																				
09:25	09:30	0	0	0	0	0	0	0	0	0	0	0	09:25	09:30	0	0	0	0	0	0	09:25	09:30	0	0	0	0	0	0	0	0	0																				
09:30	09:35	0	0	0	0	0	0	0	0	0	0	0	09:30	09:35	0	0	0	0	0	0	09:30	09:35	1	0	0	0	0	0	0	0	1																				
09:35	09:40	1	0	0	0	1	1	0	0	0	0	0	09:35	09:40	1	0	0	0	1	1	09:35	09:40	0	0	0	1	0	0	0	0	0																				
09:40	09:45	3	0	1	0	4	5.3	0	0	1	0	1	09:40	09:45	0	0	0	0	0	0	09:40	09:45	0	0	0	1	0	0	0	0	0																				
09:45	09:50	0	0	0	0	0	0	0	0	0	0	0	09:45	09:50	0	0	0	0	0	0	09:45	09:50	1	0	0	0	0	0	0	0	1																				
09:50	09:55	0	0	0	0	0	0	0	0	0	0	0	09:50	09:55	0	0	0	0	0	0	09:50	09:55	1	0	0	0	0	0	0	0	1																				
09:55	10:00	0	0	0	0	0	0	0	0	0	0	0	09:55	10:00	0	0	0	0	0	0	09:55	10:00	0	0	0	0	0	0	0	0	0																				

16:00	16:05	3	0	0	0	3	3	2	0	0	0	2	2	16:00	16:05	2	0	0	0	0	2	2	16:00	16:05	1	0	0	0	0	0	1	
16:05	16:10	4	0	0	0	4	4	2	0	0	0	2	2	16:05	16:10	0	0	0	0	0	0	0	16:05	16:10	4	0	0	0	0	0	0	4
16:10	16:15	1	0	0	0	1	1	0	0	0	0	0	0	16:10	16:15	1	0	0	0	0	1	1	16:10	16:15	2	0	0	0	0	0	0	2
16:15	16:20	2	0	0	0	2	2	0	0	0	0	0	0	16:15	16:20	0	0	0	0	0	0	16:15	16:20	0	0	0	1	0	0	0	0	
16:20	16:25	0	0	0	0	0	0	0	0	0	0	0	0	16:20	16:25	1	0	0	0	0	1	1	16:20	16:25	1	0	0	0	0	0	0	1
16:25	16:30	0	0	0	0	0	0	0	0	0	0	0	0	16:25	16:30	8	0	0	0	8	8	16:25	16:30	0	1	0	0	0	0	0	0	
16:30	16:35	1	0	0	0	1	1	0	0	0	0	0	0	16:30	16:35	1	0	1	0	2	3.3	16:30	16:35	1	0	0	0	0	0	0	0	1
16:35	16:40	1	0	0	0	1	1	0	0	0	0	0	0	16:35	16:40	4	0	0	0	4	4	16:35	16:40	0	0	0	0	0	0	0	0	
16:40	16:45	0	0	0	0	0	0	0	0	0	0	0	0	16:40	16:45	0	0	0	0	0	0	16:40	16:45	0	0	0	1	0	0	0	0	
16:45	16:50	0	0	0	0	0	0	0	0	0	0	0	0	16:45	16:50	3	0	0	0	3	3	16:45	16:50	3	0	2	0	0	0	0	5	
16:50																																

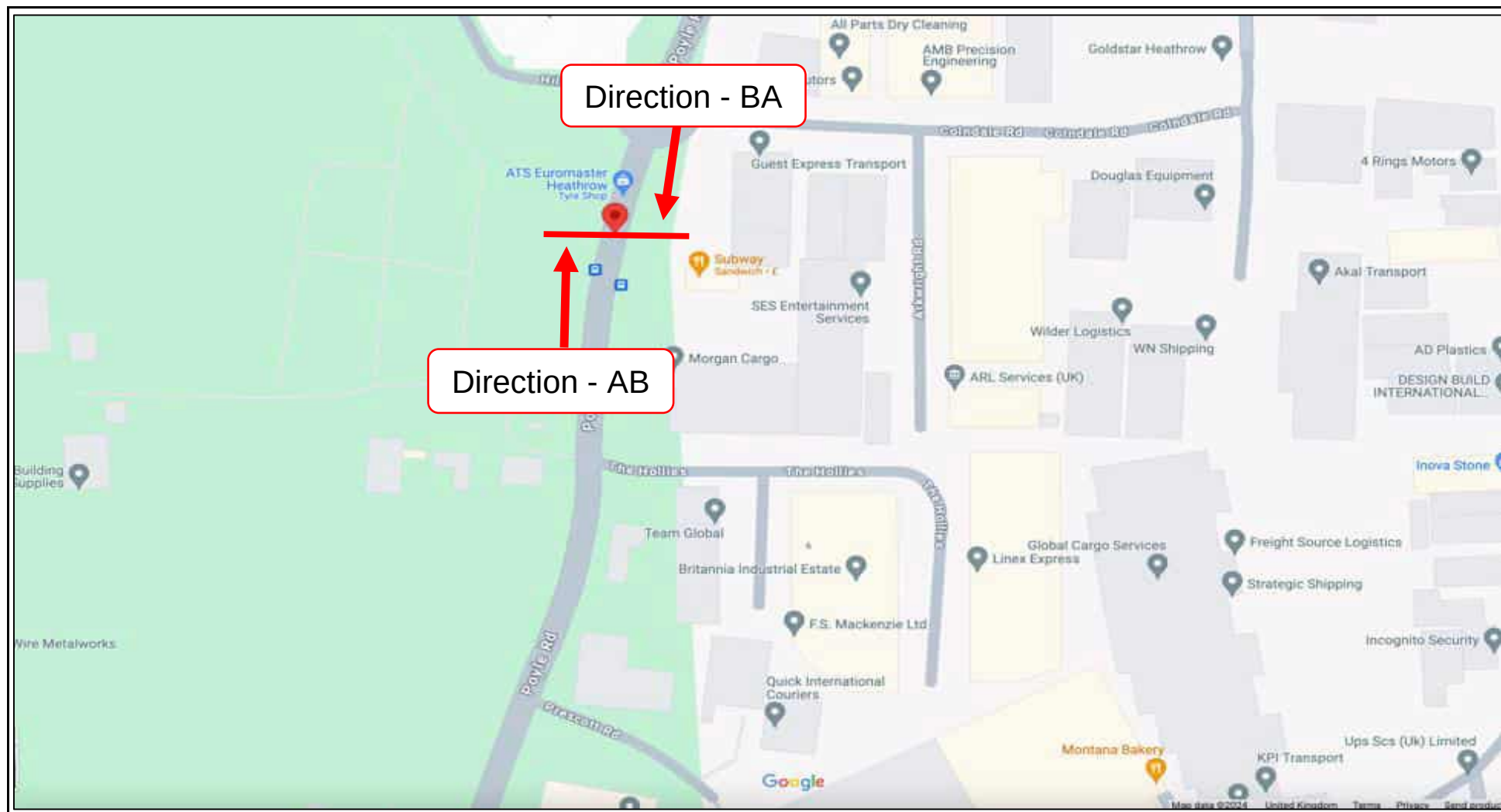
Survey Date: 25/06/2024
Survey Day: Tuesday

val)	Arm D													
	Arm D - Near Side Lane (Maximum Queue within the 5-minute interval)							Arm D - Far Lane (Maximum Queue within the 5-minute interval)						
PCU	Time Interval	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	
3.8	07:00	07:05	1	0	0	0	1	1	0	0	0	0	1	
0	07:05	07:10	0	0	0	0	0	0	2	0	0	0	2	
2.3	07:10	07:15	0	0	0	0	0	0	0	0	0	0	0	
0	07:15	07:20	1	0	0	0	1	1	0	0	0	0	0	
0	07:20	07:25	1	0	0	0	1	1	1	1	0	0	2.5	
0	07:25	07:30	0	0	0	0	0	0	0	0	0	0	0	
2.3	07:30	07:35	2	0	0	0	2	2	1	0	0	0	1	
2.3	07:35	07:40	1	0	0	0	1	1	1	0	0	0	1	
0	07:40	07:45	0	0	0	0	0	0	0	0	0	0	0	
1.5	07:45	07:50	0	0	0	0	0	0	1	0	0	0	1	
2.3	07:50	07:55	2	0	0	0	2	2	2	0	0	0	2	
2.3	07:55	08:00	3	0	0	0	3	3	1	0	0	0	1	
2.3	08:00	08:05	2	0	0	0	2	2	0	0	0	0	0	
2.3	08:05	08:10	2	0	0	0	2	2	1	0	0	0	1	
1.5	08:10	08:15	0	0	0	0	0	0	1	0	1	0	2	
0	08:15	08:20	3	0	0	0	3	3	1	0	0	0	1	
2.5	08:20	08:25	1	0	0	0	1	1	0	0	0	0	0	
1	08:25	08:30	5	0	0	0	5	5	0	0	0	0	0	
2.5	08:30	08:35	1	0	0	0	1	1	0	0	0	0	0	
3	08:35	08:40	0	0	0	0	0	0	3	0	0	0	3	
2.3	08:40	08:45	0	0	0	0	0	0	1	0	0	0	1	
0	08:45	08:50	5	0	0	0	5	5	0	0	0	0	0	
3	08:50	08:55	0	1	0	0	1	1.5	1	0	0	0	1	
0	08:55	09:00	2	0	0	0	2	2	0	0	0	0	0	
1	09:00	09:05	1	0	0	0	1	1	0	1	0	0	1	
0	09:05	09:10	0	0	0	0	0	0	1	0	0	0	1	
1	09:10	09:15	0	0	0	0	0	0	0	0	0	0	0	
1	09:15	09:20	0	1	0	0	1	1.5	0	0	0	0	0	
2	09:20	09:25	0	0	0	0	0	0	0	0	0	0	0	
0	09:25	09:30	1	0	0	0	1	1	0	0	0	0	0	
1	09:30	09:35	0	0	0	0	0	0	0	0	0	0	0	
2.3	09:35	09:40	0	0	0	0	0	0	0	0	0	0	0	
2.3	09:40	09:45	1	0	0	0	1	1	0	0	0	0	0	
1	09:45	09:50	0	0	0	0	0	0	0	0	0	0	0	
1	09:50	09:55	1	0	0	0	1	1	0	0	0	0	0	
0	09:55	10:00	5	0	1	0	6	7.3	0	0	0	0	0	

[illegible]

Car	1
LGV	1
OGV1	1.5
OGV2	2.3
PSV	2
M/C	0.4
P/C	0.2

Job ID	Project Name	Site Location	Google Coordinates	Survey Dates	Survey Day	Survey Timings
IW0261	Poyle	Poyle Road, south of Colndale Road	51.475835, -0.516940	23/06/2024 - 29/06/2024	Sunday - Saturday	0000-0000hrs on each day



SBC PLANNING
RECEIVED : 17.12.2024



Project ID and Name:	190261 Poyle
Site No:	1
Location Name	Poyle Road, south of Colindale Road
Direction:	AB (Northbound)

[illegible]

RECEIVED : 17.12.2024

RECEIVED : 17.12.2024



24 June 2024

[illegible]



2365	17	12		0	4	0	0	0	0	0	0	0	1	0	28.8	33.9	0	0	3	10	2	0	2	0	0	0	0	0	0	0	0	0	4
07-09	6115	2820	21	1011	21	83	3	14	85	10	1	4	0	45	37	26.3	30.3	0	6	67	240	1161	1938	191	97	12	3	0	0	0	0	0	793
06-02	6815	3329	21	1163	25	86	4	16	57	13	1	4	0	55	41	26.5	30.5	0	6	71	258	1293	2299	747	123	14	4	0	0	0	0	0	888
06-00	6742	3446	21	1193	25	86	4	16	53	14	1	4	0	56	43	26.5	30.5	0	6	72	258	1321	2380	776	127	17	4	0	1	0	0	0	949

RECEIVED : 17.12.2024

[illegible]

RECEIVED : 17.12.2024

[illegible]

RECEIVED : 17.12.202

28 June 2024

[illegible]

SBC PLANNING
RECEIVED : 17.12.2024



Project ID and Name: NW261 Poyle
Site No: 1
Location Name: Poyle Road, south of Colindale Road
Direction: AS (Northbound)

29 June 2024

[illegible]

RECEIVED : 17.12.2024

Project ID and Name: 889261 Poyle
Site No: 1
Location Name: Poyle Road, south of Colindale Road
Direction: SA (Southbound)

[illegible]

RECEIVED : 17.12.202

RECEIVED : 17.12.202



07-08	2997	2295	0	1	704	21	50	0	4	53	17	2	1	0	1	34	27	26.5	30.8	0	3	31	212	817	1488	569	83	12	1	0	0	0	0	0
06-22	2825	2738	10	895	30	65	1	7	70	25	3	1	1	1	46	33	26.6	31	0	3	37	246	1084	1736	682	108	3	0	0	0	0	0	0	
06-06	4857	2638	10	919	31	65	1	8	73	27	3	1	1	1	46	33	26.6	31	0	3	37	246	1129	1783	756	112	19	4	0	0	0	0	0	
05-06	4395	2682	10	982	33	66	1	9	90	3	2	1	1	1	56	45	26.5	31	0	3	48	300	1226	1913	760	122	20	4	0	0	0	0	0	

RECEIVED : 17.12.2024

RECEIVED : 17.12.2024



25 June 2024

[illegible]

RECEIVED : 17.12.2024

[illegible]

RECEIVED : 17.12.2024

RECEIVED : 17.12.2024



27 June 2024

Time	Total	Chs																Mean	Vpp	Vmin	V1min	V2min	V3min	V4min	V5min	V6min	V7min	V8min	V9min	V10min	V11min	V12min	V13min	V14min	V15min	V16min	V17min	V18min	V19min	V20min	V21min	V22min	V23min	V24min	V25min	V26min	V27min	V28min	V29min	V30min	V31min	V32min	V33min	V34min	V35min	V36min	V37min	V38min	V39min	V40min	V41min	V42min	V43min	V44min	V45min	V46min	V47min	V48min	V49min	V50min	V51min	V52min	V53min	V54min	V55min	V56min	V57min	V58min	V59min	V60min	V61min	V62min	V63min	V64min	V65min	V66min	V67min	V68min	V69min	V70min	V71min	V72min	V73min	V74min	V75min	V76min	V77min	V78min	V79min	V80min	V81min	V82min	V83min	V84min	V85min	V86min	V87min	V88min	V89min	V90min	V91min	V92min	V93min	V94min	V95min	V96min	V97min	V98min	V99min	V100min	V101min	V102min	V103min	V104min	V105min	V106min	V107min	V108min	V109min	V110min	V111min	V112min	V113min	V114min	V115min	V116min	V117min	V118min	V119min	V120min	V121min	V122min	V123min	V124min	V125min	V126min	V127min	V128min	V129min	V130min	V131min	V132min	V133min	V134min	V135min	V136min	V137min	V138min	V139min	V140min	V141min	V142min	V143min	V144min	V145min	V146min	V147min	V148min	V149min	V150min	V151min	V152min	V153min	V154min	V155min	V156min	V157min	V158min	V159min	V160min	V161min	V162min	V163min	V164min	V165min	V166min	V167min	V168min	V169min	V170min	V171min	V172min	V173min	V174min	V175min	V176min	V177min	V178min	V179min	V180min	V181min	V182min	V183min	V184min	V185min	V186min	V187min	V188min	V189min	V190min	V191min	V192min	V193min	V194min	V195min	V196min	V197min	V198min	V199min	V200min	V201min	V202min	V203min	V204min	V205min	V206min	V207min	V208min	V209min	V210min	V211min	V212min	V213min	V214min	V215min	V216min	V217min	V218min	V219min	V220min	V221min	V222min	V223min	V224min	V225min	V226min	V227min	V228min	V229min	V230min	V231min	V232min	V233min	V234min	V235min	V236min	V237min	V238min	V239min	V240min	V241min	V242min	V243min	V244min	V245min	V246min	V247min	V248min	V249min	V250min	V251min	V252min	V253min	V254min	V255min	V256min	V257min	V258min	V259min	V260min	V261min	V262min	V263min	V264min	V265min	V266min	V267min	V268min	V269min	V270min	V271min	V272min	V273min	V274min	V275min	V276min	V277min	V278min	V279min	V280min	V281min	V282min	V283min	V284min	V285min	V286min	V287min	V288min	V289min	V290min	V291min	V292min	V293min	V294min	V295min	V296min	V297min	V298min	V299min	V300min	V301min	V302min	V303min	V304min	V305min	V306min	V307min	V308min	V309min	V310min	V311min	V312min	V313min	V314min	V315min	V316min	V317min	V318min	V319min	V320min	V321min	V322min	V323min	V324min	V325min	V326min	V327min	V328min	V329min	V330min	V331min	V332min	V333min	V334min	V335min	V336min	V337min	V338min	V339min	V340min	V341min	V342min	V343min	V344min	V345min	V346min	V347min	V348min	V349min	V350min	V351min	V352min	V353min	V354min	V355min	V356min	V357min	V358min	V359min	V360min	V361min	V362min	V363min	V364min	V365min	V366min	V367min	V368min	V369min	V370min	V371min	V372min	V373min	V374min	V375min	V376min	V377min	V378min	V379min	V380min	V381min	V382min	V383min	V384min	V385min	V386min	V387min	V388min	V389min	V390min	V391min	V392min	V393min	V394min	V395min	V396min	V397min	V398min	V399min	V400min	V401min	V402min	V403min	V404min	V405min	V406min	V407min	V408min	V409min	V410min	V411min	V412min	V413min	V414min	V415min	V416min	V417min	V418min	V419min	V420min	V421min	V422min	V423min	V424min	V425min	V426min	V427min	V428min	V429min	V430min	V431min	V432min	V433min	V434min	V435min	V436min	V437min	V438min	V439min	V440min	V441min	V442min	V443min	V444min	V445min	V446min	V447min	V448min	V449min	V450min	V451min	V452min	V453min	V454min	V455min	V456min	V457min	V458min	V459min	V460min	V461min	V462min	V463min	V464min	V465min	V466min	V467min	V468min	V469min	V470min	V471min	V472min	V473min	V474min	V475min	V476min	V477min	V478min	V479min	V480min	V481min	V482min	V483min	V484min	V485min	V486min	V487min	V488min	V489min	V490min	V491min	V492min	V493min	V494min	V495min	V496min	V497min	V498min	V499min	V500min	V501min	V502min	V503min	V504min	V505min	V506min	V507min	V508min	V509min	V510min	V511min	V512min	V513min	V514min	V515min	V516min	V517min	V518min	V519min	V520min	V521min	V522min	V523min	V524min	V525min	V526min	V527min	V528min	V529min	V530min	V531min	V532min	V533min	V534min	V535min	V536min	V537min	V538min	V539min	V540min	V541min	V542min	V543min	V544min	V545min	V546min	V547min	V548min	V549min	V550min	V551min	V552min	V553min	V554min	V555min	V556min	V557min	V558min	V559min	V560min	V561min	V562min	V563min	V564min	V565min	V566min	V567min	V568min	V569min	V570min	V571min	V572min	V573min	V574min	V575min	V576min	V577min	V578min	V579min	V580min	V581min	V582min	V583min	V584min	V585min	V586min	V587min	V588min	V589min	V590min	V591min	V592min	V593min	V594min	V595min	V596min	V597min	V598min	V599min	V600min	V601min	V602min	V603min	V604min	V605min	V606min	V607min	V608min	V609min	V610min	V611min	V612min	V613min	V614min	V615min	V616min	V617min	V618min	V619min	V620min	V621min	V622min	V623min	V624min	V625min	V626min	V627min	V628min	V629min	V630min	V631min	V632min	V633min	V634min	V635min	V636min	V637min	V638min	V639min	V640min	V641min	V642min	V643min	V644min	V645min	V646min	V647min	V648min	V649min	V650min	V651min	V652min	V653min	V654min	V655min	V656min	V657min	V658min	V659min	V660min	V661min	V662min	V663min	V664min	V665min	V666min	V667min	V668min	V669min	V670min	V671min	V672min	V673min	V674min	V675min	V676min	V677min	V678min	V679min	V680min	V681min	V682min	V683min	V684min	V685min	V686min	V687min	V688min	V689min	V690min	V691min	V692min	V693min	V694min	V695min	V696min	V697min	V698min	V699min	V700min	V701min	V702min	V703min	V704min	V705min	V706min	V707min	V708min	V709min	V710min	V711min	V712min	V713min	V714min	V715min	V716min	V717min	V718min	V719min	V720min	V721min	V722min	V723min	V724min	V725min	V726min	V727min	V728min	V729min	V730min	V731min	V732min	V733min	V734min	V735min	V736min	V737min	V738min	V739min	V740min	V741min	V742min	V743min	V744min	V745min	V746min	V747min	V748min	V749min	V750min	V751min	V752min	V753min	V754min	V755min	V756min	V757min	V758min	V759min	V760min	V761min	V762min	V763min	V764min	V765min	V766min	V767min	V768min	V769min	V770min	V771min	V772min	V773min	V774min	V775min	V776min	V777min	V778min	V779min	V780min	V781min	V782min	V783min	V784min	V785min	V786min	V787min	V788min	V789min	V790min	V791min	V792min	V793min	V794min	V795min	V796min	V797min	V798min	V799min	V800min	V801min	V802min	V803min	V804min	V805min	V806min	V807min	V808min	V809min	V810min	V811min	V812min	V813min	V814min	V815min	V816min	V817min	V818min	V819min	V820min	V821min	V822min	V823min	V824min	V825min	V826min	V827min	V828min	V829min	V830min	V831min	V832min	V833min	V834min	V835min	V836min	V837min	V838min	V839min	V840min	V841min	V842min	V843min	V844min	V845min	V846min	V847min	V848min	V849min	V850min	V851min	V852min	V853min	V854min	V855min	V856min	V857min	V858min	V859min	V860min	V861min	V862min	V863min	V864min	V865min	V866min	V867min	V868min	V869min	V870min	V871min	V872min	V873min	V874min	V875min	V876min	V877min	V878min	V879min	V880min	V881min	V882min	V883min	V884min	V885min	V886min	V887min	V888min	V889min	V890min	V891min	V892min	V893min	V894min	V895min	V896min	V897min	V898min	V899min	V900min	V901min	V902min	V903min	V904min	V905min	V906min	V907min	V908min	V909min	V910min	V911min	V912min	V913min	V914min	V915min	V916min	V917min	V918min	V919min	V920min	V921min	V922min	V923min	V924min	V925min	V926min	V927min	V928min	V929min	V930min	V931min	V932min	V933min	V934min	V935min	V936min	V937min	V938min	V939min	V940min	V941min	V942min	V943min	V944min	V945min	V946min	V947min	V948min	V949min	V950min	V951min	V952min	V953min	V954min	V955min	V956min
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[illegible]



Project ID and Name: M0261 Pyle
Site No:
Location Name: Pyle Road, south of Calabate Road
Direction: EA (Southbound)

28 June 2024

Time Period	Total	C/s				C/s	C/s				C/s	C/s				C/s	Mean	Vpp	V/s				V/s	V/s				V/s	V/s				V/s	V/s				V/s	V/s				Number of vehicles exceeding per 30 seconds																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
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29 June 2024

[illegible]

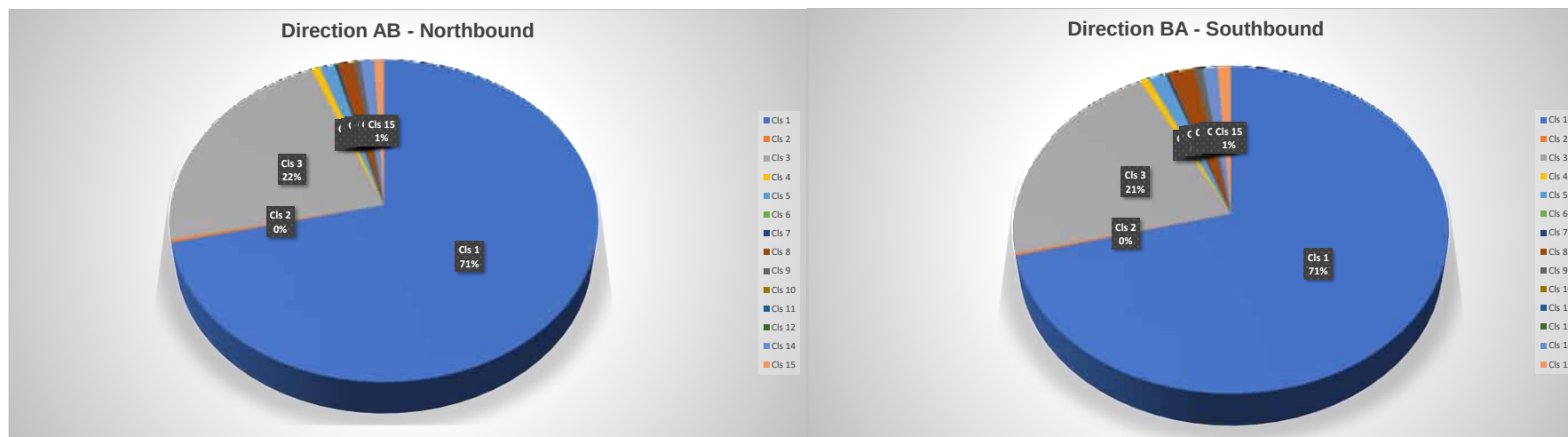


Project ID and Name: IW0261 Poyle
Site No: 1
Location Name: Poyle Road, south of Colndale Road
Direction: AB (Northbound) + BA (Southbound)

Direction	Total No. of Vehicles	No. of Vehicles exceeding PSL (30mph)	No. of Vehicles exceeding PSL %
Direction AB - Northbound	31946	6414	20%
Direction BA - Southbound	27246	5725	21%

Direction - AB	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15
Total Vehicle Proportion	22785	95	7135	218	382	14	75	446	153	9	7	0	365	262
Vehicle Proportion - %	71.3%	0.3%	22.3%	0.7%	1.2%	0.0%	0.2%	1.4%	0.5%	0.0%	0.0%	0.0%	1.1%	0.8%

Direction - BA	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15
Total Vehicle Proportion	19328	62	5806	185	386	9	61	595	160	14	6	2	333	299
Vehicle Proportion - %	70.9%	0.2%	21.3%	0.7%	1.4%	0.0%	0.2%	2.2%	0.6%	0.1%	0.0%	0.0%	1.2%	1.1%



Direction AB
Vehicles = 31946
Posted speed limit = 30 mph, Exceeding = 6414 (20.08%), Mean Exceeding = 32.72 mph
Maximum = 77.8 mph, Minimum = 6.5 mph, Mean = 26.6 mph
85% Speed = 30.87 mph, 95% Speed = 33.78 mph, Median = 26.73 mph
10 mph Pace = 22 - 32, Number in Pace = 24511 (76.73%)
Variance = 21.52, Standard Deviation = 4.64 mph

Direction BA
Vehicles = 27246
Posted speed limit = 30 mph, Exceeding = 5725 (21.01%), Mean Exceeding = 32.85 mph
Maximum = 76.1 mph, Minimum = 6.2 mph, Mean = 26.3 mph
85% Speed = 31.09 mph, 95% Speed = 34.11 mph, Median = 26.51 mph
10 mph Pace = 22 - 32, Number in Pace = 19691 (72.27%)
Variance = 24.22, Standard Deviation = 4.92 mph

Vehicle Classification - VRX

Cls 1	SV	2 axles	Short vehicle car or light Van
Cls 2	SVT	3,4 or 5 axles	Short vehicle towing trailer, caravan, boat, etc
Cls 3	TB2	2 axles	Two-axle truck or bus
Cls 4	TB3	3 axles	Three-axle truck or bus
Cls 5	T4	> 4 axles	Four-axle truck
Cls 6	ART3	3 axles	Three-axle articulated or rigid vehicle and trailer
Cls 7	ART4	4 axles	Four-axle articulated or rigid vehicle and trailer
Cls 8	ART5	5 axles	Five-axle articulated or rigid vehicle and trailer
Cls 9	RT6	>6 axles	Six or more axle articulated or rigid vehicle and trailer
Cls 10	BD	>6 axles	Double or heavy truck and trailer
Cls 11	DRT	>6 axles	Double road train or heavy truck and two trailers
Cls 12	TRT	>6 axles	Triple road train or heavy truck and three or more trailers
Cls 14	M/C	2 axles	Motorcycles
Cls 15	Cycle	2 axles	Bicycles

Job ID	Project Name	Site Location	Google Coordinates	Survey Dates	Survey Day	Survey Timings
IW0261	Poyle	Poyle Road, south of The Hollies	51.474486, -0.517216	23/06/2024 - 29/06/2024	Sunday - Saturday	0000-0000hrs on each day



INNOWISE
WATER & POWER
Project ID and Name: M0261 Pyle
Site No: 2
Location Name: Pyle Road, south of The Helix
Direction: AS (Northbound)

23 June 2024

Time	Total	Cls		Cls		Cls		Cls		Cls		Cls		Cls		Mean	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	Vpp	
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24 June 2024

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25 June 2024

[illegible][illegible]

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26 June 2024

[illegible]

[illegible]

RECEIVED : 17.12.202



07-29	4319	2942	17	1101	29	57	1	13	19	22	1	1	0	36	30	24.5	31.3	0	5	48	108	746	1727	1202	313	58	10	0	0	1	0	1	0	1	0	10
06-22	5172	2586	18	1260	34	58	1	14	82	26	2	1	0	46	44	26.7	31.6	0	7	61	385	840	2403	1575	298	79	19	3	1	0	0	1	0	1	0	10
06-09	5248	3721	19	1289	34	59	1	14	85	29	2	1	0	49	46	26.8	31.7	0	7	61	391	851	2408	1588	419	85	21	4	1	0	0	1	1	1	21	
06-06	5208	3695	22	1250	34	59	1	14	86	42	2	1	0	53	40	26.9	31.8	0	7	64	391	880	2236	1232	478	104	28	6	2	0	0	1	1	1	21	

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29 June 2024

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23 June 2024

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25 June 2024

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2345	12	8	0	3	0	0	0	0	0	0	0	0	0	0	0	30.6	43.6	0	0	0	2	2	2	0	0	0	0	0	6							
07-19	3058	2408	9	966	22	73	2	9	79	17	2	3	0	40	28	29.1	36.1	0	0	0	29	246	338	1454	1102	342	72	14	4	3	1	0	0	0	0	1338
06-22	4237	2872	13	1119	29	81	3	11	93	18	2	3	0	51	41	29.3	34.6	0	0	5	40	367	607	1638	1305	642	96	20	9	6	2	0	0	0	1880	
06-00	4670	2963	13	1151	31	81	3	12	100	18	2	3	0	52	41	29.4	34.6	0	5	40	369	623	1679	1351	661	101	23	10	6	2	9	0	0	1954		

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26 June 2024

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27 June 2024

Time	Total	C1s															Mean	Vpp	V1s															Number of vehicles exceeding max																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
		C1s	C1s	C1s	C1s	C1s	C1s	C1s	C1s	C1s	C1s	C1s	C1s	C1s	C1s	C1s			V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s		V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s	V1s

RECEIVED : 17.12.202

RECEIVED : 17.12.202



28 June 2024

Period	Time	C1s														Mean	Vpp	V1min	V1min	V2min	V3min	V4min	V5min	V6min	V7min	V8min	V9min	V10min	V11min	V12min	V13min	V14min	V15min	V16min	V17min	V18min	V19min	V20min	V21min	V22min	V23min	V24min	V25min	V26min	V27min	V28min	V29min	V30min	V31min	V32min	V33min	V34min	V35min	V36min	V37min	V38min	V39min	V40min	V41min	V42min	V43min	V44min	V45min	V46min	V47min	V48min	V49min	V50min	V51min	V52min	V53min	V54min	V55min	V56min	V57min	V58min	V59min	V60min	V61min	V62min	V63min	V64min	V65min	V66min	V67min	V68min	V69min	V70min	V71min	V72min	V73min	V74min	V75min	V76min	V77min	V78min	V79min	V80min	V81min	V82min	V83min	V84min	V85min	V86min	V87min	V88min	V89min	V90min	V91min	V92min	V93min	V94min	V95min	V96min	V97min	V98min	V99min	V100min	V101min	V102min	V103min	V104min	V105min	V106min	V107min	V108min	V109min	V110min	V111min	V112min	V113min	V114min	V115min	V116min	V117min	V118min	V119min	V120min	V121min	V122min	V123min	V124min	V125min	V126min	V127min	V128min	V129min	V130min	V131min	V132min	V133min	V134min	V135min	V136min	V137min	V138min	V139min	V140min	V141min	V142min	V143min	V144min	V145min	V146min	V147min	V148min	V149min	V150min	V151min	V152min	V153min	V154min	V155min	V156min	V157min	V158min	V159min	V160min	V161min	V162min	V163min	V164min	V165min	V166min	V167min	V168min	V169min	V170min	V171min	V172min	V173min	V174min	V175min	V176min	V177min	V178min	V179min	V180min	V181min	V182min	V183min	V184min	V185min	V186min	V187min	V188min	V189min	V190min	V191min	V192min	V193min	V194min	V195min	V196min	V197min	V198min	V199min	V200min	V201min	V202min	V203min	V204min	V205min	V206min	V207min	V208min	V209min	V210min	V211min	V212min	V213min	V214min	V215min	V216min	V217min	V218min	V219min	V220min	V221min	V222min	V223min	V224min	V225min	V226min	V227min	V228min	V229min	V230min	V231min	V232min	V233min	V234min	V235min	V236min	V237min	V238min	V239min	V240min	V241min	V242min	V243min	V244min	V245min	V246min	V247min	V248min	V249min	V250min	V251min	V252min	V253min	V254min	V255min	V256min	V257min	V258min	V259min	V260min	V261min	V262min	V263min	V264min	V265min	V266min	V267min	V268min	V269min	V270min	V271min	V272min	V273min	V274min	V275min	V276min	V277min	V278min	V279min	V280min	V281min	V282min	V283min	V284min	V285min	V286min	V287min	V288min	V289min	V290min	V291min	V292min	V293min	V294min	V295min	V296min	V297min	V298min	V299min	V300min	V301min	V302min	V303min	V304min	V305min	V306min	V307min	V308min	V309min	V310min	V311min	V312min	V313min	V314min	V315min	V316min	V317min	V318min	V319min	V320min	V321min	V322min	V323min	V324min	V325min	V326min	V327min	V328min	V329min	V330min	V331min	V332min	V333min	V334min	V335min	V336min	V337min	V338min	V339min	V340min	V341min	V342min	V343min	V344min	V345min	V346min	V347min	V348min	V349min	V350min	V351min	V352min	V353min	V354min	V355min	V356min	V357min	V358min	V359min	V360min	V361min	V362min	V363min	V364min	V365min	V366min	V367min	V368min	V369min	V370min	V371min	V372min	V373min	V374min	V375min	V376min	V377min	V378min	V379min	V380min	V381min	V382min	V383min	V384min	V385min	V386min	V387min	V388min	V389min	V390min	V391min	V392min	V393min	V394min	V395min	V396min	V397min	V398min	V399min	V400min	V401min	V402min	V403min	V404min	V405min	V406min	V407min	V408min	V409min	V410min	V411min	V412min	V413min	V414min	V415min	V416min	V417min	V418min	V419min	V420min	V421min	V422min	V423min	V424min	V425min	V426min	V427min	V428min	V429min	V430min	V431min	V432min	V433min	V434min	V435min	V436min	V437min	V438min	V439min	V440min	V441min	V442min	V443min	V444min	V445min	V446min	V447min	V448min	V449min	V450min	V451min	V452min	V453min	V454min	V455min	V456min	V457min	V458min	V459min	V460min	V461min	V462min	V463min	V464min	V465min	V466min	V467min	V468min	V469min	V470min	V471min	V472min	V473min	V474min	V475min	V476min	V477min	V478min	V479min	V480min	V481min	V482min	V483min	V484min	V485min	V486min	V487min	V488min	V489min	V490min	V491min	V492min	V493min	V494min	V495min	V496min	V497min	V498min	V499min	V500min	V501min	V502min	V503min	V504min	V505min	V506min	V507min	V508min	V509min	V510min	V511min	V512min	V513min	V514min	V515min	V516min	V517min	V518min	V519min	V520min	V521min	V522min	V523min	V524min	V525min	V526min	V527min	V528min	V529min	V530min	V531min	V532min	V533min	V534min	V535min	V536min	V537min	V538min	V539min	V540min	V541min	V542min	V543min	V544min	V545min	V546min	V547min	V548min	V549min	V550min	V551min	V552min	V553min	V554min	V555min	V556min	V557min	V558min	V559min	V560min	V561min	V562min	V563min	V564min	V565min	V566min	V567min	V568min	V569min	V570min	V571min	V572min	V573min	V574min	V575min	V576min	V577min	V578min	V579min	V580min	V581min	V582min	V583min	V584min	V585min	V586min	V587min	V588min	V589min	V590min	V591min	V592min	V593min	V594min	V595min	V596min	V597min	V598min	V599min	V600min	V601min	V602min	V603min	V604min	V605min	V606min	V607min	V608min	V609min	V610min	V611min	V612min	V613min	V614min	V615min	V616min	V617min	V618min	V619min	V620min	V621min	V622min	V623min	V624min	V625min	V626min	V627min	V628min	V629min	V630min	V631min	V632min	V633min	V634min	V635min	V636min	V637min	V638min	V639min	V640min	V641min	V642min	V643min	V644min	V645min	V646min	V647min	V648min	V649min	V650min	V651min	V652min	V653min	V654min	V655min	V656min	V657min	V658min	V659min	V660min	V661min	V662min	V663min	V664min	V665min	V666min	V667min	V668min	V669min	V670min	V671min	V672min	V673min	V674min	V675min	V676min	V677min	V678min	V679min	V680min	V681min	V682min	V683min	V684min	V685min	V686min	V687min	V688min	V689min	V690min	V691min	V692min	V693min	V694min	V695min	V696min	V697min	V698min	V699min	V700min	V701min	V702min	V703min	V704min	V705min	V706min	V707min	V708min	V709min	V710min	V711min	V712min	V713min	V714min	V715min	V716min	V717min	V718min	V719min	V720min	V721min	V722min	V723min	V724min	V725min	V726min	V727min	V728min	V729min	V730min	V731min	V732min	V733min	V734min	V735min	V736min	V737min	V738min	V739min	V740min	V741min	V742min	V743min	V744min	V745min	V746min	V747min	V748min	V749min	V750min	V751min	V752min	V753min	V754min	V755min	V756min	V757min	V758min	V759min	V760min	V761min	V762min	V763min	V764min	V765min	V766min	V767min	V768min	V769min	V770min	V771min	V772min	V773min	V774min	V775min	V776min	V777min	V778min	V779min	V780min	V781min	V782min	V783min	V784min	V785min	V786min	V787min	V788min	V789min	V790min	V791min	V792min	V793min	V794min	V795min	V796min	V797min	V798min	V799min	V800min	V801min	V802min	V803min	V804min	V805min	V806min	V807min	V808min	V809min	V810min	V811min	V812min	V813min	V814min	V815min	V816min	V817min	V818min	V819min	V820min	V821min	V822min	V823min	V824min	V825min	V826min	V827min	V828min	V829min	V830min	V831min	V832min	V833min	V834min	V835min	V836min	V837min	V838min	V839min	V840min	V841min	V842min	V843min	V844min	V845min	V846min	V847min	V848min	V849min	V850min	V851min	V852min	V853min	V854min	V855min	V856min	V857min	V858min	V859min	V860min	V861min	V862min	V863min	V864min	V865min	V866min	V867min	V868min	V869min	V870min	V871min	V872min	V873min	V874min	V875min	V876min	V877min	V878min	V879min	V880min	V881min	V882min	V883min	V884min	V885min	V886min	V887min	V888min	V889min	V890min	V891min	V892min	V893min	V894min	V895min	V896min	V897min	V898min	V899min	V900min	V901min	V902min	V903min	V904min	V905min	V906min	V907min	V908min	V909min	V910min	V911min	V912min	V913min	V914min	V915min	V916min	V917min	V918min	V919min	V920min	V921min	V922min	V923min	V924min	V925min	V926min	V927min	V928min	V929min	V930min	V931min	V932min	V933min	V934min	V935min	V936min	V937min	V938min	V939min	V940min	V941min	V942min	V943min	V944min	V945min	V946min	V947min	V948min	V949min	V950min	V951min	V952min	V953min	V954min	V955min	V956min
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RECEIVED : 17.12.2024

RECEIVED : 17.12.2024



29 June 2024

[illegible]

01-09	1728	1316	4	266	33	25	1	3	29	14	1	0	28	17	31.3	26.9	0	4	21	26	164	460	615	210	83	20	4	1	0	0	0	1	16	
06-02	2001	1601	4	313	37	29	1	4	37	16	1	1	0	33	23	31.2	37	0	5	30	69	203	573	726	372	95	39	7	1	1	0	0	1	14
06-06	2045	1727	4	313	42	30	1	4	38	17	1	1	0	34	23	31.2	36.9	0	5	31	51	128	626	769	382	99	40	8	2	2	1	0	1	14
06-09	1997	1699	4	313	46	30	1	4	38	17	1	1	0	34	23	31.2	36.9	0	5	31	51	128	626	769	382	99	40	8	2	2	1	0	1	14



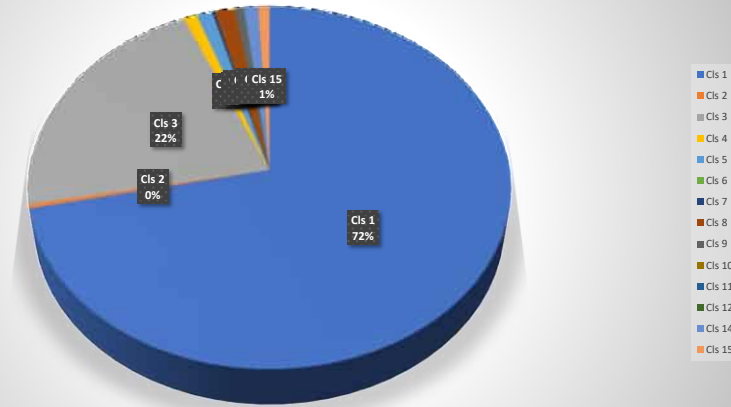
Project ID and Name: IW0261 Poyle
Site No: 2
Location Name: Poyle Road, south of The Hollies
Direction: AB (Northbound) + BA (Southbound)

Direction	Total No. of Vehicles	No. of Vehicles exceeding PSL (30mph)	No. of Vehicles exceeding PSL %
Direction AB - Northbound	33904	14357	42%
Direction BA - Southbound	28736	13565	47%

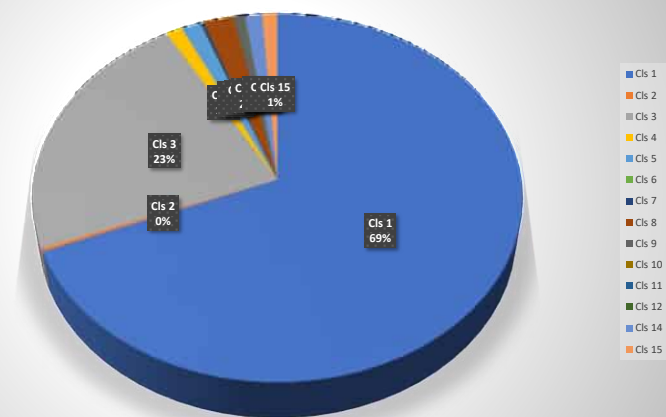
Direction - AB	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15
Total Vehicle Proportion	24286	120	7331	336	386	7	75	497	210	10	11	0	357	278
Vehicle Proportion - %	71.6%	0.4%	21.6%	1.0%	1.1%	0.0%	0.2%	1.5%	0.6%	0.0%	0.0%	0.0%	1.1%	0.8%

Direction - BA	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15
Total Vehicle Proportion	19776	78	6519	341	397	9	71	633	204	18	12	0	362	316
Vehicle Proportion - %	68.8%	0.3%	22.7%	1.2%	1.4%	0.0%	0.2%	2.2%	0.7%	0.1%	0.0%	0.0%	1.3%	1.1%

Direction AB - Northbound



Direction BA - Southbound



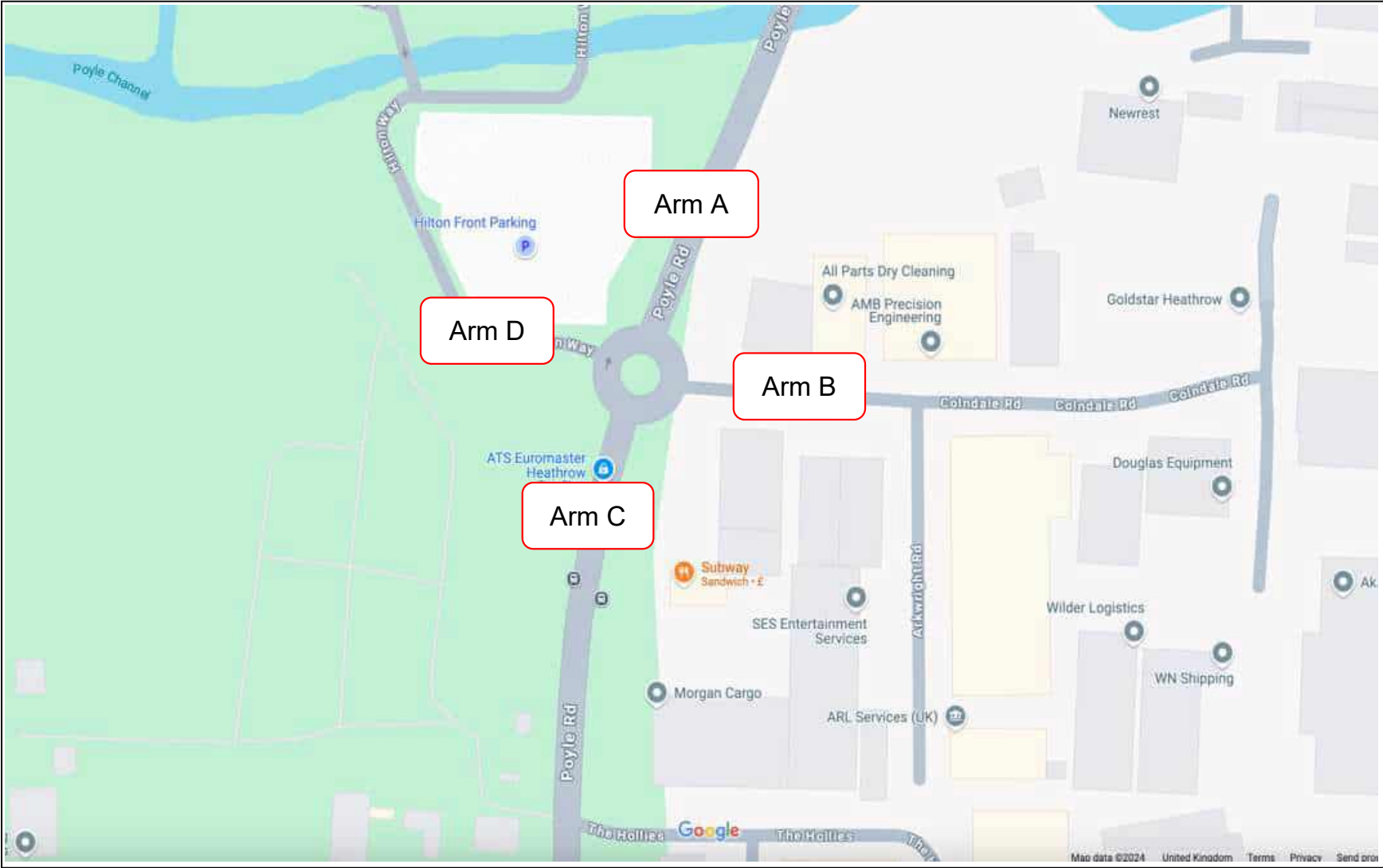
Direction AB
Vehicles = 33904
Posted speed limit = 30 mph, Exceeding = 14357 (42.35%), Mean Exceeding = 33.87 mph
Maximum = 76.1 mph, Minimum = 6.3 mph, Mean = 29.2 mph
85% Speed = 34.11 mph, 95% Speed = 37.92 mph, Median = 29.19 mph
10 mph Pace = 24 - 34, Number in Pace = 23809 (70.22%)
Variance = 29.18, Standard Deviation = 5.40 mph

Direction BA
Vehicles = 28736
Posted speed limit = 30 mph, Exceeding = 13565 (47.21%), Mean Exceeding = 34.35 mph
Maximum = 75.9 mph, Minimum = 6.4 mph, Mean = 29.7 mph
85% Speed = 35.12 mph, 95% Speed = 39.15 mph, Median = 29.64 mph
10 mph Pace = 25 - 35, Number in Pace = 19269 (67.06%)
Variance = 34.62, Standard Deviation = 5.88 mph

Vehicle Classification - VRX

Cls 1	SV	2 axles	Short vehicle car or light Van
Cls 2	SVT	3,4 or 5 axles	Short vehicle towing trailer, caravan, boat, etc
Cls 3	TB2	2 axles	Two-axle truck or bus
Cls 4	TB3	3 axles	Three-axle truck or bus
Cls 5	T4	> 4 axles	Four-axle truck
Cls 6	ART3	3 axles	Three-axle articulated or rigid vehicle and trailer
Cls 7	ART4	4 axles	Four-axle articulated or rigid vehicle and trailer
Cls 8	ART5	5 axles	Five-axle articulated or rigid vehicle and trailer
Cls 9	RT6	>6 axles	Six or more axle articulated or rigid vehicle and trailer
Cls 10	BD	>6 axles	Double or heavy truck and trailer
Cls 11	DRT	>6 axles	Double road train or heavy truck and two trailers
Cls 12	TRT	>6 axles	Triple road train or heavy truck and three or more trailers
Cls 14	M/C	2 axles	Motorcycles
Cls 15	Cycle	2 axles	Bicycles

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0261	Poyle	Poyle Road / Colndale Road / Hilton Way	51.476275, -0.516715	25/06/2024	Tuesday	0700-1000 & 1600-1900hrs	Sunny	Sunny



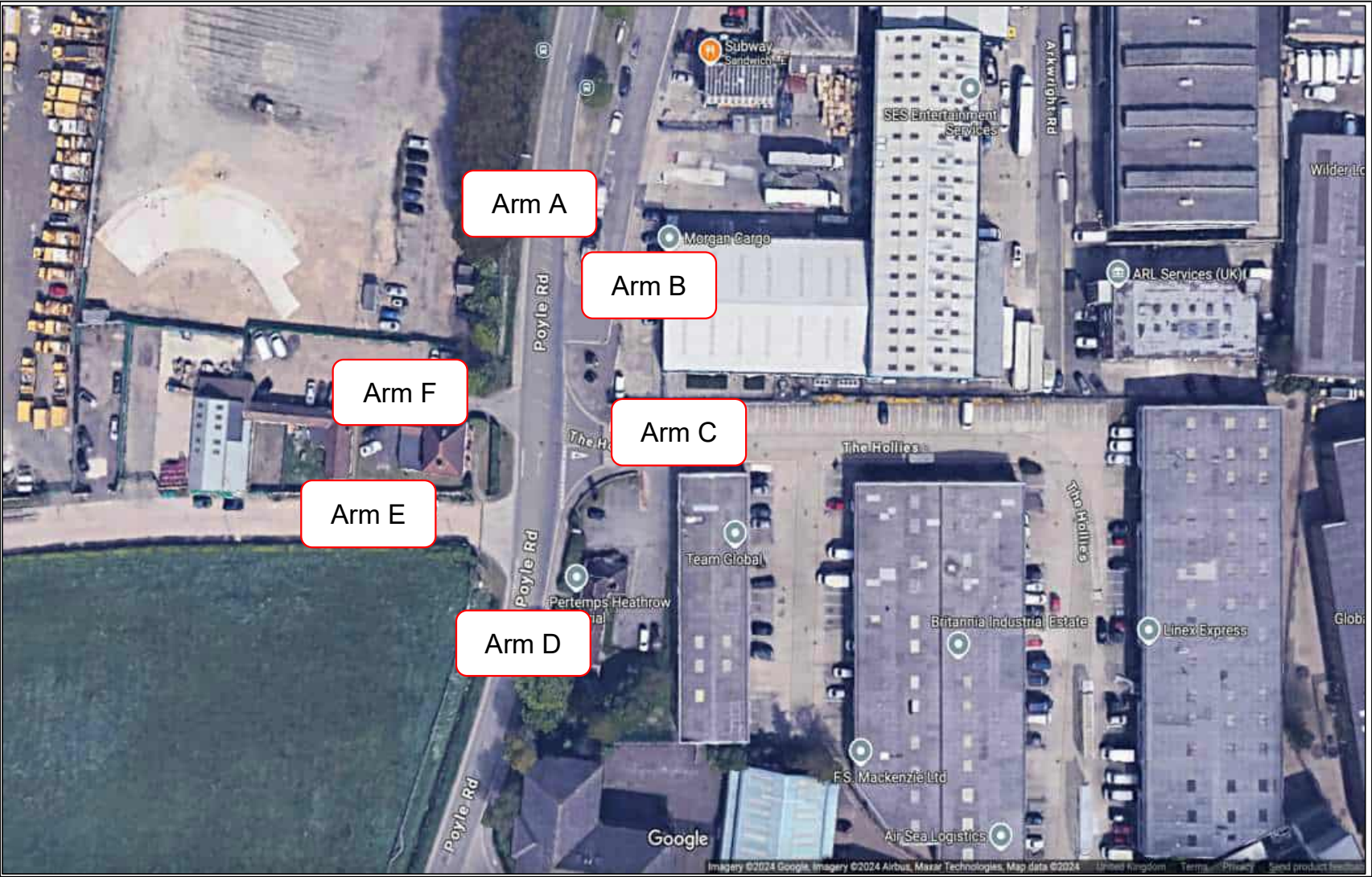


Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / Colndale Road / Hilton Way

Survey Date: 25/06/2024
Survey Day: Tuesday

Arm A (Maximum Queue within the 5-minute interval)										Arm B (Maximum Queue within the 5-minute interval)										Arm C (Maximum Queue within the 5-minute interval)										Arm D (Maximum Queue within the 5-minute interval)									
Time Interval		Carl/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval		Carl/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval		Carl/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval		Carl/LGV	OGV1	OGV2	PSV/Coach	Total	PCU								
07:00	07:05	0	0	0	0	0	0	07:00	07:05	1	0	0	0	1	1	07:00	07:05	0	0	0	0	0	0	0	07:00	07:05	1	0	0	0	1	1							
07:05	07:10	0	0	0	0	0	0	07:05	07:10	1	0	0	0	1	1	07:05	07:10	0	0	0	0	0	0	0	07:05	07:10	0	0	0	0	0	0							
07:10	07:15	2	0	0	0	2	2	07:10	07:15	0	1	0	0	1	1.5	07:10	07:15	0	0	0	0	0	0	0	07:10	07:15	0	0	0	0	0	0							
07:15	07:20	1	0	0	0	1	1	07:15	07:20	0	0	1	0	1	2.3	07:15	07:20	0	0	0	0	0	0	0	07:15	07:20	0	0	0	0	0	0							
07:20	07:25	1	0	0	0	1	1	07:20	07:25	0	0	0	0	0	0	07:20	07:25	0	0	0	0	0	0	0	07:20	07:25	0	0	0	0	0	0							
07:25	07:30	0	0	0	0	0	0	07:25	07:30	0	0	0	0	0	0	07:25	07:30	1	0	0	0	1	1	1	07:25	07:30	0	0	0	0	0	0							
07:30	07:35	0	0	0	0	0	0	07:30	07:35	0	0	0	0	0	0	07:30	07:35	0	0	0	0	0	0	0	07:30	07:35	2	0	0	0	2	2							
07:35	07:40	0	0	0	0	0	0	07:35	07:40	0	0	0	0	0	0	07:35	07:40	0	0	0	0	0	0	0	07:35	07:40	0	0	0	0	0	0							
07:40	07:45	0	0	0	0	0	0	07:40	07:45	0	0	0	0	0	0	07:40	07:45	0	0	0	0	0	0	0	07:40	07:45	1	0	0	0	1	1							
07:45	07:50	0	1	0	0	1	1.5	07:45	07:50	0	0	0	0	0	0	07:45	07:50	0	0	0	0	0	0	0	07:45	07:50	0	0	0	0	0	0							
07:50	07:55	0	0	0	0	0	0	07:50	07:55	0	1	0	0	1	1.5	07:50	07:55	0	0	0	0	0	0	0	07:50	07:55	0	0	0	0	0	0							
07:55	08:00	0	0	0	0	0	0	07:55	08:00	0	1	0	0	1	1.5	07:55	08:00	0	0	0	0	0	0	0	07:55	08:00	0	0	0	0	0	0							
08:00	08:05	0	0	0	0	0	0	08:00	08:05	0	0	0	0	0	0	08:00	08:05	0	0	0	0	0	0	0	08:00	08:05	1	0	0	0	1	1							
08:05	08:10	0	0	0	0	0	0	08:05	08:10	1	1	0	0	2	2.5	08:05	08:10	1	0	0	0	1	1	1	08:05	08:10	0	0	0	0	1	1							
08:10	08:15	0	0	0	0	0	0	08:10	08:15	0	0	0	0	0	0	08:10	08:15	0	0	0	0	0	0	0	08:10	08:15	0	0	0	0	0	0							
08:15	08:20	1	0	0	0	1	1	08:15	08:20	0	0	0	0	0	0	08:15	08:20	1	0	0	0	1	1	1	08:15	08:20	2	0	0	0	2	2							
08:20	08:25	1	0	0	0	1	1	08:20	08:25	0	0	0	0	0	0	08:20	08:25	0	0	0	0	0	0	0	08:20	08:25	1	0	0	0	1	1							
08:25	08:30	0	0	0	0	0	0	08:25	08:30	0	1	0	0	1	1.5	08:25	08:30	0	0	0	0	0	0	0	08:25	08:30	0	0	0	0	0	0							
08:30	08:35	0	0	0	0	0	0	08:30	08:35	0	0	0	0	0	0	08:30	08:35	0	0	0	0	0	0	0	08:30	08:35	1	0	0	0	1	1							
08:35	08:40	0	0	1	0	1	2.3	08:35	08:40	1	0	0	0	1	1	08:35	08:40	0	0	0	0	0	0	0	08:35	08:40	0	0	0	0	1	1							
08:40	08:45	0	0	0	0	0	0	08:40	08:45	0	0	0	0	0	0	08:40	08:45	0	0	0	0	0	0	0	08:40	08:45	1	0	0	0	1	1							
08:45	08:50	0	0	0	0	0	0	08:45	08:50	0	0	0	0	0	0	08:45	08:50	0	0	0	0	0	0	0	08:45	08:50	0	0	0	0	0	0							
08:50	08:55	0	0	0	0	0	0	08:50	08:55	0	0	0	0	0	0	08:50	08:55	0	0	0	0	0	0	0	08:50	08:55	0	0	0	0	0	0							
08:55	09:00	1	0	0	0	1	1	08:55	09:00	0	0	1	0	1	2.3	08:55	09:00	0	0	0	0	0	0	0	08:55	09:00	1	0	0	0	1	1							
09:00	09:05	0	0	0	0	0	0	09:00	09:05	1	0	0	0	1	1	09:00	09:05	1	0	0	0	1	1	1	09:00	09:05	1	0	0	1	2	3							
09:05	09:10	1	0	0	0	1	1	09:05	09:10	0	0	0	0	0	0	09:05	09:10	0	0	0	0	0	0	0	09:05	09:10	1	0	0	0	1	1							
09:10	09:15	0	0	0	0	0	0	09:10	09:15	2	0	0	0	2	2	09:10	09:15	0	0	0	0	0	0	0	09:10	09:15	0	0	0	0	0	0							
09:15	09:20	0	0	0	0	0	0	09:15	09:20	0	0	0	0	0	0	09:15	09:20	0	0	0	0	0	0	0	09:15	09:20	0	0	0	0	0	0							
09:20	09:25	0	0	0	0	0	0	09:20	09:25	0	0	0	0	0	0	09:20	09:25	1	0	0	0	1	1	1	09:20	09:25	1	0	0	0	1	1							
09:25	09:30	0	0	0	0	0	0	09:25	09:30	0	1	0	0	1	1.5	09:25	09:30	0	1	1	0	2	2.5	2.5	09:25	09:30	1	1	0	0	1	1							
09:30	09:35	0	0	0	0	0	0	09:30	09:35	0	0	0	0	0	0	09:30	09:35	0	0	0	0	0	0	0	09:30	09:35	1	0	0	0	1	1							
09:35	09:40	0	0	0	0	0	0	09:35	09:40	0	0	0	0	0	0	09:35	09:40	0	0	0	0	0	0	0	09:35	09:40	1	0	0	0	1	1							
09:40	09:45	0	0	0	0	0	0	09:40	09:45	1	0	0	0	1	1	09:40	09:45	0	0	0	0	0	0	0	09:40	09:45	0	0	0	0	0	0							
09:45	09:50	0	0	0	0	0	0	09:45	09:50	1	0	0	0	1	1	09:45	09:50	1	0	0	0	1	1	1	09:45	09:50	0	0	0	0	0	0							
09:50	09:55	0	0	0	0	0	0	09:50	09:55	0	0	0	0	0	0	09:50	09:55	0	0	0	0	0	0	0	09:50	09:55	1	0	0	0	1	1							
09:55	10:00	0	0	0	0	0	0	09:55	10:00	0	0	0	0	0	0	09:55	10:00	0	0	0	0	0	0	0	09:55	10:00	0	0	1	1	1	2							
16:00	16:05	0	0	0	0	0	0	16:00	16:05	1	0	0	0	1	1	16:00	16:05	0	0	0	0	0	0	0	16:00	16:05	0	0	0	1	1	2							
16:05	16:10	0	0	0	0	0	0	16:05	16:10	0	0	0	0	0	0	16:05	16:10	1	0	0	0	1	1	1	16:05	16:10	0	0	0	0	0	0							
16:10	16:15	0	0	0	0	0	0	16:10	16:15	0	0	0	0	0	0	16:10	16:15	1	0	0	0	1	1	1	16:10	16:15	0	0	0	0	0	0							
16:15	16:20	0	0	0	0	0	0	16:15	16:20	0	0	0	0	0	0	16:15	16:20	0	0	0	0	0	0	0	16:15	16:20	0	0	0	0	0	0							
16:20	16:25	0	0	0	0	0	0	16:20	16:25	0	0	0	0	0	0	16:20	16:25	0	0	0	0	0	0	0	16:20	16:25	1	0	0	0	1	1							
16:25	16:30	0	0	0	0	0	0	16:25	16:30	0	1	0	0	1	1.5	16:25	16:30	0	0	0	0	0	0	0	16:25	16:30	1	0	0	0	1	1							
16:30	16:35	0	0	0	0	0	0	16:30	16:35	1	0	0	0	1	1	16:30	16:35	0	0	0	0	0	0	0	16:30	16:35	1	0	0	0	1	1							
16:35	16:40	0	0	0	0	0	0	16:35	16:40	0	0	0	0	0	0	16:35	16:40	0	0	0	0	0	0	0	16:35	16:40	0	0	0	0	0	0							
16:40	16:45	0	0	0	0	0	0	16:40	16:45	0	0	0	0	0	0	16:40	16:45	0	0	0	0	0	0	0	16:40	16:45	0	0	0										

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0261	Poyle	Poyle Road / The Hollies	51.475105, -0.517048	25/06/2024	Tuesday	0700-1000 & 1600-1900hrs	Sunny	Sunny





Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / The Hollies

Arm A (Maximum Queue within the 5-minute interval)								Arm B (Maximum Queue within the 5-minute interval)								Arm C (Maximum Queue within the 5-minute interval)								Arm D (Maximum Queue within the 5-minute interval)					
Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach
07:00	07:05	0	0	0	0	0	0	07:00	07:05	1	0	0	0	1	1	07:00	07:05	1	0	0	0	1	1	07:00	07:05	0	0	0	0
07:05	07:10	0	0	0	0	0	0	07:05	07:10	0	0	0	0	0	0	07:05	07:10	1	0	0	0	1	1	07:05	07:10	0	0	0	0
07:10	07:15	0	0	0	0	0	0	07:10	07:15	0	0	0	0	0	0	07:10	07:15	0	0	0	0	0	0	07:10	07:15	0	0	0	0
07:15	07:20	0	0	0	0	0	0	07:15	07:20	1	0	0	0	1	1	07:15	07:20	1	0	0	0	1	1	07:15	07:20	0	0	0	0
07:20	07:25	0	0	0	0	0	0	07:20	07:25	1	0	0	0	1	1	07:20	07:25	0	0	0	0	0	0	07:20	07:25	0	0	0	0
07:25	07:30	0	0	0	0	0	0	07:25	07:30	1	0	0	0	1	1	07:25	07:30	0	0	0	0	0	0	07:25	07:30	0	0	0	0
07:30	07:35	0	0	0	0	0	0	07:30	07:35	0	0	0	0	0	0	07:30	07:35	1	0	0	0	1	1	07:30	07:35	0	0	0	0
07:35	07:40	1	0	1	1	3	5.3	07:35	07:40	0	0	0	0	0	0	07:35	07:40	0	0	0	0	0	0	07:35	07:40	0	0	0	0
07:40	07:45	0	0	0	0	0	0	07:40	07:45	0	0	1	0	1	2.3	07:40	07:45	0	0	0	0	0	0	07:40	07:45	0	0	0	0
07:45	07:50	0	0	0	0	0	0	07:45	07:50	1	0	0	0	1	1	07:45	07:50	0	0	0	0	0	0	07:45	07:50	5	0	0	0
07:50	07:55	0	0	0	0	0	0	07:50	07:55	1	0	0	0	1	1	07:50	07:55	1	0	0	0	1	1	07:50	07:55	0	0	0	0
07:55	08:00	0	0	0	0	0	0	07:55	08:00	1	0	0	0	1	1	07:55	08:00	1	0	0	0	1	1	07:55	08:00	0	0	0	0
08:00	08:05	0	0	0	0	0	0	08:00	08:05	0	0	0	0	0	0	08:00	08:05	1	0	0	0	1	1	08:00	08:05	0	0	1	0
08:05	08:10	0	0	0	0	0	0	08:05	08:10	0	0	0	0	0	0	08:05	08:10	1	0	0	0	1	1	08:05	08:10	0	0	0	0
08:10	08:15	0	0	0	0	0	0	08:10	08:15	1	0	0	0	1	1	08:10	08:15	0	0	0	0	0	0	08:10	08:15	0	0	0	0
08:15	08:20	0	0	0	0	0	0	08:15	08:20	0	0	0	0	0	0	08:15	08:20	1	0	0	0	1	1	08:15	08:20	0	0	0	0
08:20	08:25	0	0	0	0	0	0	08:20	08:25	1	0	0	0	1	1	08:20	08:25	0	0	0	0	0	0	08:20	08:25	0	0	0	0
08:25	08:30	0	0	0	0	0	0	08:25	08:30	1	0	0	0	1	1	08:25	08:30	0	0	1	0	1	2.3	08:25	08:30	2	0	0	0
08:30	08:35	0	0	0	0	0	0	08:30	08:35	0	0	0	0	0	0	08:30	08:35	2	0	0	0	2	2	08:30	08:35	0	0	0	0
08:35	08:40	0	0	0	0	0	0	08:35	08:40	0	0	0	0	0	0	08:35	08:40	1	0	0	0	1	1	08:35	08:40	6	1	0	0
08:40	08:45	0	0	0	0	0	0	08:40	08:45	0	0	0	0	0	0	08:40	08:45	1	0	0	0	1	1	08:40	08:45	0	0	0	0
08:45	08:50	0	0	0	0	0	0	08:45	08:50	1	0	0	0	1	1	08:45	08:50	0	1	0	0	1	1.5	08:45	08:50	2	0	0	0
08:50	08:55	1	0	0	1	2	3	08:50	08:55	0	0	0	0	0	0	08:50	08:55	1	0	0	0	1	1	08:50	08:55	0	0	0	0
08:55	09:00	2	0	0	0	2	2	08:55	09:00	1	0	0	0	1	1	08:55	09:00	1	0	0	0	1	1	08:55	09:00	0	0	0	0
09:00	09:05	0	0	0	0	0	0	09:00	09:05	0	0	1	0	1	2.3	09:00	09:05	1	0	0	0	1	1	09:00	09:05	0	0	0	0
09:05	09:10	0	0	0	0	0	0	09:05	09:10	1	0	0	0	1	1	09:05	09:10	1	0	0	0	1	1	09:05	09:10	0	0	0	0
09:10	09:15	0	0	0	0	0	0	09:10	09:15	0	0	0	0	0	0	09:10	09:15	0	0	0	0	0	0	09:10	09:15	0	0	0	0
09:15	09:20	0	1	0	0	1	1.5	09:15	09:20	1	0	0	0	1	1	09:15	09:20	1	0	0	0	1	1	09:15	09:20	0	0	0	0
09:20	09:25	2	0	0	0	2	2	09:20	09:25	1	0	0	0	1	1	09:20	09:25	0	0	0	0	0	0	09:20	09:25	0	0	0	0
09:25	09:30	2	0	0	0	2	2	09:25	09:30	0	0	1	0	1	2.3	09:25	09:30	0	1	0	0	1	1.5	09:25	09:30	0	0	0	0
09:30	09:35	0	0	0	0	0	0	09:30	09:35	1	0	0	0	1	1	09:30	09:35	1	0	0	0	1	1	09:30	09:35	1	0	1	0
09:35	09:40	0	0	0	0	0	0	09:35	09:40	0	0	0	0	0	0	09:35	09:40	1	0	0	0	1	1	09:35	09:40	0	0	0	0
09:40	09:45	0	0	0	0	0	0	09:40	09:45	0	1	0	0	1	1.5	09:40	09:45	1	0	0	0	1	1	09:40	09:45	0	0	0	0
09:45	09:50	0	0	0	0	0	0	09:45	09:50	1	0	0	0	1	1	09:45	09:50	0	0	1	0	1	2.3	09:45	09:50	0	0	0	0
09:50	09:55	0	0	0	0	0	0	09:50	09:55	1	0	0	0	1	1	09:50	09:55	0	0	0	0	0	0	09:50	09:55	0	0	0	0
09:55	10:00	0	0	0	0	0	0	09:55	10:00	1	0	0	0	1	1	09:55	10:00	1	0	0	0	1	1	09:55	10:00	0	0	0	0

16:00	16:05	0	0	0	0	0	0	16:00	16:05	1	0	0	0	1	1	16:00	16:05	0	0	0	0	0	0	16:00	16:05	0	0	0	0
16:05	16:10	0	0	0	0	0	0	16:05	16:10	0	0	0	0	0	0	16:05	16:10	1	0	0	0	1	1	16:05	16:10	0	0	0	0
16:10	16:15	1	0	0	1	2	3	16:10	16:15	0	0	0	0	0	0	16:10	16:15	0	0	0	0	0	0	16:10	16:15	0	0	0	0
16:15	16:20	0	0	0	0	0	0	16:15	16:20	0	0	0	0	0	0	16:15	16:20	1	0	0	0	1	1	16:15	16:20	0	0	0	0
16:20	16:25	0	0	0	0	0	0	16:20	16:25	0	0	0	0	0	0	16:20	16:25	2	0	0	0	2	2	16:20	16:25	0	0	0	0
16:25	16:30	0	0	0	0	0	0	16:25	16:30	0	0	0	0	0	0	16:25	16:30	2	0	0	0	2	2	16:25	16:30	0	0	0	0
16:30	16:35	0	0	0	0	0	0	16:30	16:35	0	0	0	0	0	0	16:30	16:35	1	0	0	0	1	1	16:30	16:35	0	0	0	0
16:35	16:40	3	0	0	1	4	5	16:35	16:40	1	0	0	0	1	1	16:35	16:40	1	0	0	0	1	1	16:35	16:40	0	0	0	0
16:40	16:45	0	0	0	0	0	0	16:40	16:45	0	0	0	0	0	0	16:40	16:45	1	0	0	0	1	1	16:40	16:45	0	0	0	0
16:45	16:50	2	0	0	0	2	2	16:45	16:50	1	0	0	0	1	1	16:45	16:50	0	0	0	0	0	0	16:45	16:50	0	0		

Survey Date: 25/06/2024
Survey Day: Tuesday

5-minute interval		Arm E (Maximum Queue within the 5-minute interval)										Arm F (Maximum Queue within the 5-minute interval)									
Total	PCU	Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU				
0	0	07:00	07:05	0	0	1	0	1	2.3	07:00	07:05	1	0	0	0	1	1				
0	0	07:05	07:10	1	0	0	0	1	1	07:05	07:10	0	0	0	0	0	0				
0	0	07:10	07:15	0	0	1	0	1	2.3	07:10	07:15	1	0	0	0	1	1				
0	0	07:15	07:20	1	0	0	0	1	1	07:15	07:20	1	0	0	0	1	1				
0	0	07:20	07:25	0	0	0	0	0	0	07:20	07:25	1	0	0	0	1	1				
0	0	07:25	07:30	0	0	0	0	0	0	07:25	07:30	1	0	0	0	1	1				
0	0	07:30	07:35	0	0	1	0	1	2.3	07:30	07:35	1	0	0	0	1	1				
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0	0	08:15	08:20	0	0	1	0	1	2.3	08:15	08:20	0	0	0	0	0	0				
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2	2	08:25	08:30	1	0	0	0	1	1	08:25	08:30	0	0	0	0	0	0				
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7	7.5	08:35	08:40	0	0	0	0	0	0	08:35	08:40	0	0	0	0	0	0				
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0	0	17:15	17:20	1	0	0	0	1	1	17:15	17:20	0	0	0	0	0	0
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3	3.5	18:55	19:00	1	0	0	0	1	1	18:55	19:00	0	0	0	0	0	0

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0261	Poyle	Poyle Road / Prescott Road	51.474224, -0.517353	25/06/2024	Tuesday	0700-1000 & 1600-1900hrs	Sunny	Sunny



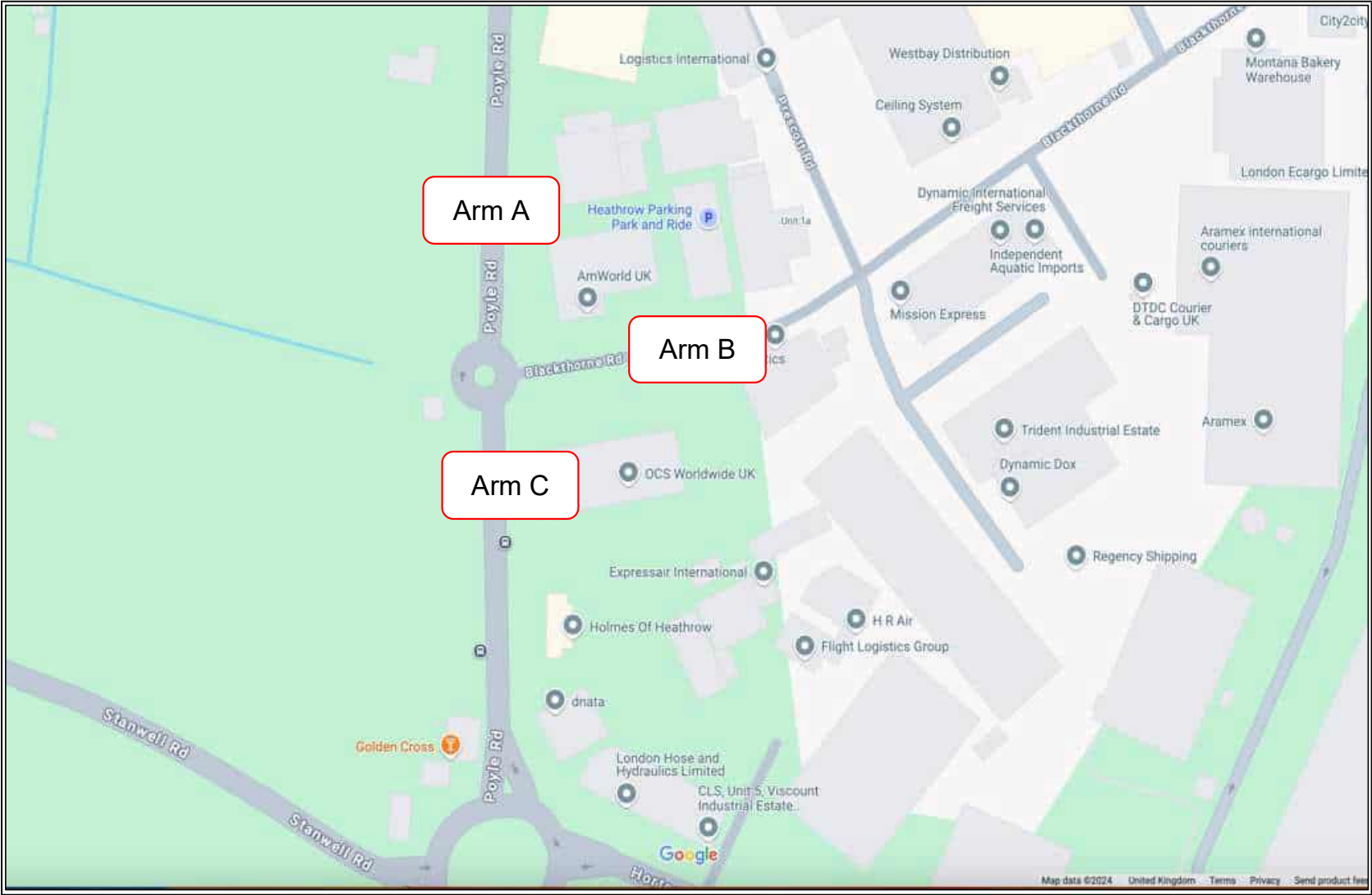


Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / Prescott Road

Survey Date: 25/06/2024
Survey Day: Tuesday

Arm A (Maximum Queue within the 5-minute interval)								Arm B (Maximum Queue within the 5-minute interval)								Arm C (Maximum Queue within the 5-minute interval)								
Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	
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18:40	18:45	0	0																					

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0261	Poyle	Poyle Road / Blackthorne Road	51.472416, -0.517695	25/06/2024	Tuesday	0700-1000 & 1600-1900hrs	Sunny	Sunny



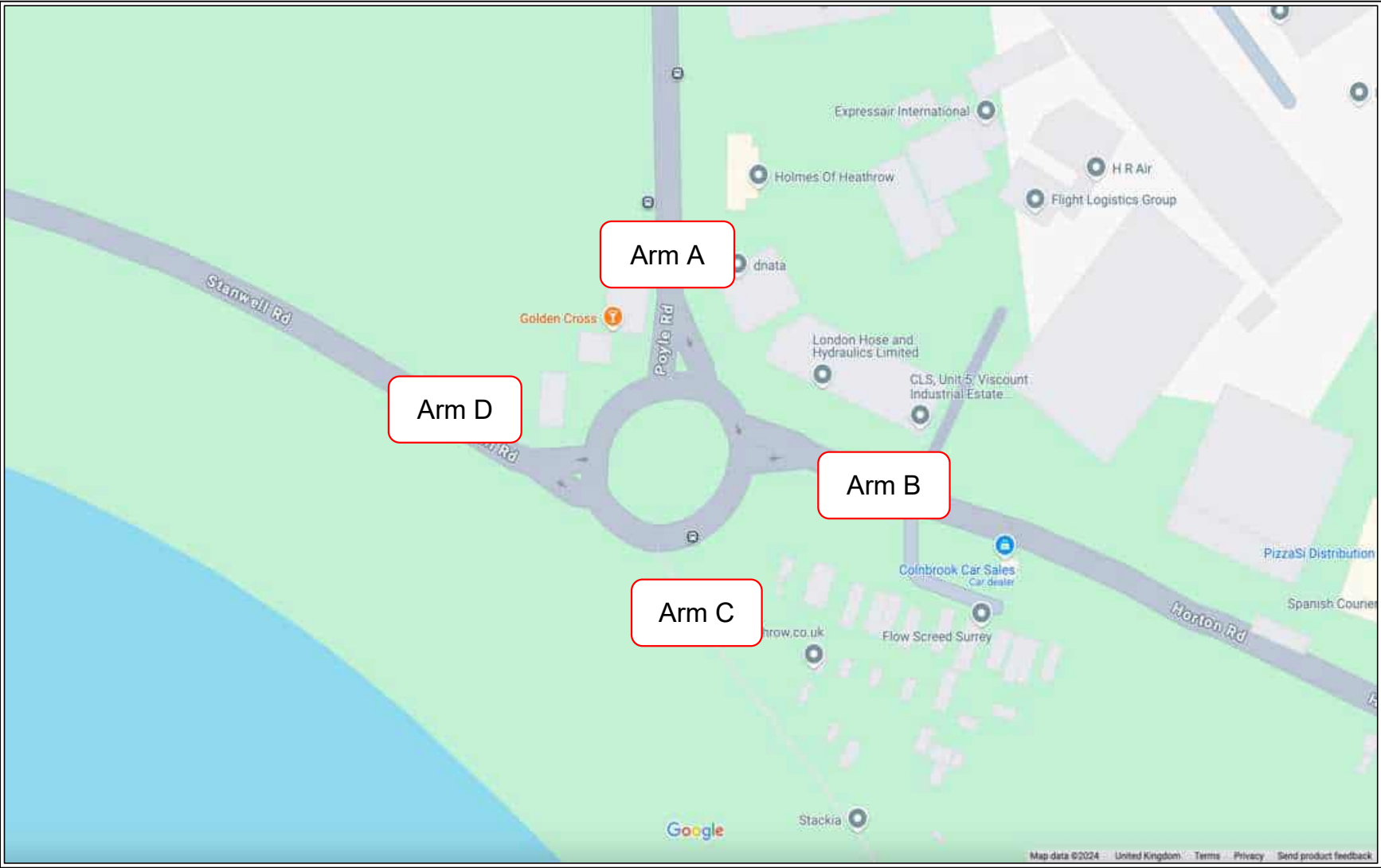


Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / Blackthorne Road

Survey Date: 25/06/2024
Survey Day: Tuesday

Arm A (Maximum Queue within the 5-minute interval)							Arm B (Maximum Queue within the 5-minute interval)							Arm C (Maximum Queue within the 5-minute interval)						
Time Interval	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU
07:00 - 07:05	0	0	1	0	1	2.3	07:00 - 07:05	0	0	0	0	0	0	07:00 - 07:05	0	0	0	0	0	0
07:05 - 07:10	0	0	0	0	0	0	07:05 - 07:10	0	0	0	0	0	0	07:05 - 07:10	0	0	0	0	0	0
07:10 - 07:15	4	0	1	0	5	6.3	07:10 - 07:15	1	0	0	0	1	1	07:10 - 07:15	0	0	0	0	0	0
07:15 - 07:20	0	0	1	0	1	2.3	07:15 - 07:20	0	0	1	0	1	2.3	07:15 - 07:20	0	0	0	0	0	0
07:20 - 07:25	0	0	0	0	0	0	07:20 - 07:25	0	0	0	0	0	0	07:20 - 07:25	0	0	0	0	0	0
07:25 - 07:30	0	0	0	0	0	0	07:25 - 07:30	1	0	0	0	1	1	07:25 - 07:30	0	0	0	0	0	0
07:30 - 07:35	1	0	0	0	1	1	07:30 - 07:35	1	0	0	0	1	1	07:30 - 07:35	0	0	0	0	0	0
07:35 - 07:40	2	0	0	0	2	2	07:35 - 07:40	0	0	0	0	0	0	07:35 - 07:40	0	0	0	0	0	0
07:40 - 07:45	0	0	0	0	0	0	07:40 - 07:45	0	0	0	0	0	0	07:40 - 07:45	0	0	0	0	0	0
07:45 - 07:50	1	0	0	0	1	1	07:45 - 07:50	1	0	0	0	1	1	07:45 - 07:50	0	0	0	0	0	0
07:50 - 07:55	3	0	0	0	3	3	07:50 - 07:55	1	0	0	0	1	1	07:50 - 07:55	0	0	0	0	0	0
07:55 - 08:00	2	1	0	0	3	3.5	07:55 - 08:00	0	1	0	0	1	1.5	07:55 - 08:00	0	0	0	0	0	0
08:00 - 08:05	1	1	0	0	2	2.5	08:00 - 08:05	0	0	0	0	0	0	08:00 - 08:05	0	0	0	0	0	0
08:05 - 08:10	1	0	0	1	2	3	08:05 - 08:10	0	0	0	0	0	0	08:05 - 08:10	0	0	0	0	0	0
08:10 - 08:15	0	0	0	0	0	0	08:10 - 08:15	0	0	0	0	0	0	08:10 - 08:15	0	0	0	0	0	0
08:15 - 08:20	0	0	0	0	0	0	08:15 - 08:20	0	1	0	0	1	1.5	08:15 - 08:20	0	0	0	0	0	0
08:20 - 08:25	0	0	0	0	0	0	08:20 - 08:25	0	0	0	0	0	0	08:20 - 08:25	0	0	0	0	0	0
08:25 - 08:30	2	0	0	0	2	2	08:25 - 08:30	0	0	0	0	0	0	08:25 - 08:30	0	0	0	0	0	0
08:30 - 08:35	1	0	0	0	1	1	08:30 - 08:35	0	0	0	0	0	0	08:30 - 08:35	0	0	0	0	0	0
08:35 - 08:40	4	0	0	0	4	4	08:35 - 08:40	0	0	0	0	0	0	08:35 - 08:40	6	2	1	0	9	11.3
08:40 - 08:45	1	0	0	0	1	1	08:40 - 08:45	0	0	0	0	0	0	08:40 - 08:45	0	0	0	0	0	0
08:45 - 08:50	5	0	0	0	5	5	08:45 - 08:50	0	0	1	0	1	2.3	08:45 - 08:50	0	0	0	0	0	0
08:50 - 08:55	2	1	0	0	3	3.5	08:50 - 08:55	1	0	0	0	1	1	08:50 - 08:55	0	0	0	0	0	0
08:55 - 09:00	4	0	0	0	4	4	08:55 - 09:00	1	0	0	0	1	1	08:55 - 09:00	0	0	0	0	0	0
09:00 - 09:05	0	0	0	0	0	0	09:00 - 09:05	1	0	0	0	1	1	09:00 - 09:05	0	0	0	0	0	0
09:05 - 09:10	2	0	0	0	2	2	09:05 - 09:10	1	0	0	0	1	1	09:05 - 09:10	0	0	0	0	0	0
09:10 - 09:15	0	0	0	0	0	0	09:10 - 09:15	1	0	0	0	1	1	09:10 - 09:15	0	0	0	0	0	0
09:15 - 09:20	6	0	0	0	6	6	09:15 - 09:20	0	0	0	0	0	0	09:15 - 09:20	0	0	0	0	0	0
09:20 - 09:25	2	0	0	0	2	2	09:20 - 09:25	2	0	0	0	2	2	09:20 - 09:25	0	0	0	0	0	0
09:25 - 09:30	0	0	0	0	0	0	09:25 - 09:30	1	0	0	0	1	1	09:25 - 09:30	0	0	0	0	0	0
09:30 - 09:35	0	0	0	0	0	0	09:30 - 09:35	1	0	0	0	1	1	09:30 - 09:35	0	0	0	0	0	0
09:35 - 09:40	1	0	0	0	1	1	09:35 - 09:40	1	0	0	0	1	1	09:35 - 09:40	0	0	0	0	0	0
09:40 - 09:45	0	1	0	0	1	1.5	09:40 - 09:45	1	0	0	0	1	1	09:40 - 09:45	0	0	0	0	0	0
09:45 - 09:50	1	0	0	0	1	1	09:45 - 09:50	0	0	0	0	0	0	09:45 - 09:50	0	0	0	0	0	0
09:50 - 09:55	0	0	0	0	0	0	09:50 - 09:55	0	0	0	0	0	0	09:50 - 09:55	0	0	0	0	0	0
09:55 - 10:00	0	0	0	0	0	0	09:55 - 10:00	0	0	0	0	0	0	09:55 - 10:00	0	0	0	0	0	0
16:00 - 16:05	0	0	0	0	0	0	16:00 - 16:05	0	0	1	0	1	2.3	16:00 - 16:05	1	0	0	0	0	1
16:05 - 16:10	0	0	0	0	0	0	16:05 - 16:10	3	0	0	0	3	3	16:05 - 16:10	0	0	0	0	0	0
16:10 - 16:15	0	0	0	0	0	0	16:10 - 16:15	0	0	0	0	0	0	16:10 - 16:15	0	0	0	0	0	0
16:15 - 16:20	2	0	0	0	2	2	16:15 - 16:20	2	0	0	0	2	2	16:15 - 16:20	0	0	0	0	0	0
16:20 - 16:25	2	1	0	0	3	3.5	16:20 - 16:25	1	0	0	0	1	1	16:20 - 16:25	0	0	0	0	0	0
16:25 - 16:30	2	2	0	0	4	5	16:25 - 16:30	1	0	0	0	1	1	16:25 - 16:30	2	0	0	0	0	2
16:30 - 16:35	1	0	0	0	1	1	16:30 - 16:35	1	0	0	0	1	1	16:30 - 16:35	0	0	0	0	0	0
16:35 - 16:40	0	0	0	0	0	0	16:35 - 16:40	2	0	0	0	2	2	16:35 - 16:40	0	0	0	0	0	0
16:40 - 16:45	0	0	0	0	0	0	16:40 - 16:45	0	0	0	0	0	0	16:40 - 16:45	2	0	0	0	0	2
16:45 - 16:50	1	0	0	0	1	1	16:45 - 16:50	1	0	0	0	1	1	16:45 - 16:50	5	1	0	0	6	6.5
16:50 - 16:55	2	0	0	0	2	2	16:50 - 16:55	1	0	0	0	1	1	16:50 - 16:55	0	0	0	0	0	0
16:55 - 17:00	0	0	0	0	0	0	16:55 - 17:00	0	0	0	0	0	0	16:55 - 17:00	0	0	0	0	0	0
17:00 - 17:05	0	0	0	0	0	0	17:00 - 17:05	2	1	0	0	3	3.5	17:00 - 17:05	0	0	0	0	0	0
17:05 - 17:10	0	0	0	0	0	0	17:05 - 17:10	2	0	0	0	2	2	17:05 - 17:10	1	0	0	0	1	1
17:10 - 17:15	1	0	0	0	1	1	17:10 - 17:15	0	0	0	0	0	0	17:10 - 17:15	3	0	0	0	3	3
17:15 - 17:20	0	0	0	0	0	0	17:15 - 17:20	1	0	0	0	1	1	17:15 - 17:20	0	0	0	0	0	0
17:20 - 17:25	2	0	0	0	2	2	17:20 - 17:25	1	0	0	0	1	1	17:20 - 17:25	0	0	0	0	0	0
17:25 - 17:30	0	0	0	0	0	0	17:25 - 17:30	1	0	0	0	1	1	17:25 - 17:30	1	0	0	0	1	1
17:30 - 17:35	0	0	0	0	0	0	17:30 - 17:35	0	1	0	0	1	1.5	17:30 - 17:35	0	0	0	0	0	0
17:35 - 17:40	5	0	0	0	5	5	17:35 - 17:40	2	0	0	0	2	2	17:35 - 17:40	2	0	0	0	2	2
17:40 - 17:45	6	1	0	0	7	7.5	17:40 - 17:45	2	0	0	0	2	2	17:40 - 17:45	0	0	0	0	0	0
17:45 - 17:50	2	0	0	0	2	2	17:45 - 17:50	2	0	1	0	3	4.3	17:45 - 17:50	0	0	0	0	0	0
17:50 - 17:55	0	0	0	0	0	0	17:50 - 17:55	0	0	0	0	0	0	17:50 - 17:55	0	0	0	0	0	0
17:55 - 18:00	2	0	0	0	2	2	17:55 - 18:00	1	0	0	0	1	1	17:55 - 18:00	0	0	0	0	0	0
18:00 - 18:05	0	0	0	0	0	0	18:00 - 18:05	0	0	0	0	0	0	18:00 - 18:05	0	0	0	0	0	0
18:05 - 18:10	0	0	0	0	0	0	18:05 - 18:10	0	0	0	0	0	0	18:05 - 18:10	0	0	0	0	0	0
18:10 - 18:15	0	0	0	0	0	0	18:10 - 18:15	0	0	0	0	0	0	18:10 - 18:15	0	0	0	0	0	0
18:15 - 18:20	0	0	0	0	0	0	18:15 - 18:20	0	0	0	0	0	0	18:15 - 18:20	0	0	0	0	0	0
18:20 - 18:25	0	0	0																	

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0261	Poyle	Poyle Road / Horton Road / Stanwell Road	51.470769, -0.517619	25/06/2024	Tuesday	0700-1000 & 1600-1900hrs	Sunny	Sunny





Project ID and Name: IW0261 Poyle
Junction name: Poyle Road / Horton Road / Stanwell Road

Arm A														Arm B												Arm C																			
Arm A - Near Side Lane (Maximum Queue within the 5-minute interval)														Arm A - Far Lane (Maximum Queue within the 5-minute interval)														Arm B (Maximum Queue within the 5-minute interval)												Arm C (Maximum Queue within the 5-minute interval)					
Time Interval	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval	Car/LGV	OGV1	OGV2	PSV/Coach	Total	Time Interval	Car/LGV	OGV1	OGV2	PSV/Coach	Total														
07:00	07:05	0	0	0	0	0	0	0	0	0	0	0	07:00	07:05	0	0	0	0	0	0	07:00	07:05	0	1	1	0	0	07:00	07:05	0	1	0	2												
07:05	07:10	0	0	0	0	0	0	0	0	0	0	0	07:05	07:10	0	0	0	0	0	0	07:05	07:10	0	0	0	0	0	07:05	07:10	0	0	0	0												
07:10	07:15	0	0	0	0	0	0	0	0	0	0	0	07:10	07:15	0	0	0	0	0	0	07:10	07:15	0	0	0	1	0	07:10	07:15	0	0	1	0												
07:15	07:20	1	0	0	0	1	1	0	0	0	0	0	07:15	07:20	0	0	0	0	0	0	07:15	07:20	0	0	0	0	0	07:15	07:20	0	0	0	0												
07:20	07:25	0	0	0	0	0	0	0	0	0	0	0	07:20	07:25	0	0	0	0	0	0	07:20	07:25	0	0	0	0	0	07:20	07:25	0	0	0	0												
07:25	07:30	0	0	0	0	0	0	0	0	0	0	0	07:25	07:30	0	0	0	0	0	0	07:25	07:30	0	0	0	0	0	07:25	07:30	0	0	0	0												
07:30	07:35	0	1	0	0	1	1.5	0	0	0	0	0	07:30	07:35	3	0	0	0	0	3	3	07:30	07:35	0	0	1	0	0	07:30	07:35	0	0	1	0											
07:35	07:40	0	0	1	0	1	2.3	0	0	0	0	0	07:35	07:40	0	0	0	0	0	0	07:35	07:40	0	0	0	1	0	07:35	07:40	0	0	1	0												
07:40	07:45	0	0	0	0	0	0	0	0	0	0	0	07:40	07:45	2	0	0	0	0	2	2	07:40	07:45	0	0	0	0	0	07:40	07:45	0	0	0	0											
07:45	07:50	0	0	0	0	0	0	0	0	0	0	0	07:45	07:50	0	0	0	0	0	0	07:45	07:50	0	1	0	0	0	07:45	07:50	0	1	0	0												
07:50	07:55	0	0	0	0	0	0	0	0	0	0	0	07:50	07:55	0	0	0	0	0	0	07:50	07:55	0	0	0	1	0	07:50	07:55	0	0	1	0												
07:55	08:00	0	0	0	0	0	0	0	0	0	0	0	07:55	08:00	0	0	0	0	0	0	07:55	08:00	0	0	0	1	0	07:55	08:00	0	0	1	0												
08:00	08:05	1	0	0	0	1	1	1	0	0	0	1	08:00	08:05	3	0	0	0	0	3	3	08:00	08:05	0	0	1	0	0	08:00	08:05	0	0	1	0											
08:05	08:10	0	0	0	0	0	0	0	0	0	0	0	08:05	08:10	0	0	0	0	0	0	08:05	08:10	0	0	0	1	0	08:05	08:10	0	0	1	0												
08:10	08:15	1	0	1	0	2	3.3	0	0	0	0	0	08:10	08:15	0	0	0	0	0	0	08:10	08:15	0	1	0	0	0	08:10	08:15	0	1	0	0												
08:15	08:20	0	0	0	0	0	0	0	0	0	0	0	08:15	08:20	0	0	0	0	0	0	08:15	08:20	0	0	0	0	0	08:15	08:20	0	0	0	0												
08:20	08:25	0	0	0	0	0	0	0	0	0	0	0	08:20	08:25	0	0	0	0	0	0	08:20	08:25	1	1	0	0	0	08:20	08:25	1	1	0	0												
08:25	08:30	0	0	0	0	0	0	0	0	0	0	0	08:25	08:30	0	0	0	0	0	0	08:25	08:30	1	0	0	0	0	08:25	08:30	1	0	0	0												
08:30	08:35	0	0	0	0	0	0	0	0	0	0	0	08:30	08:35	0	0	0	0	0	0	08:30	08:35	1	1	0	0	0	08:30	08:35	1	1	0	0												
08:35	08:40	1	0	0	0	1	1	0	1	0	0	1	08:35	08:40	2	0	0	0	0	2	2	08:35	08:40	0	2	0	0	0	08:35	08:40	0	2	0	0											
08:40	08:45	0	1	0	0	1	1.5	0	0	0	0	0	08:40	08:45	0	0	0	0	0	0	08:40	08:45	0	0	0	1	0	08:40	08:45	0	0	1	0												
08:45	08:50	0	0	0	0	0	0	0	0	0	0	0	08:45	08:50	0	0	0	0	0	0	08:45	08:50	0	0	0	0	0	08:45	08:50	0	0	0	0												
08:50	08:55	2	0	0	0	2	2	1	0	0	0	1	08:50	08:55	0	0	0	0	0	0	08:50	08:55	1	0	0	0	1	08:50	08:55	1	0	0	1												
08:55	09:00	0	0	0	0	0	0	0	0	0	0	0	08:55	09:00	1	0	0	0	1	1	08:55	09:00	0	0	0	0	0	08:55	09:00	0	0	0	0												
09:00	09:05	1	0	0	0	1	1	1	0	0	0	1	09:00	09:05	1	0	0	0	1	1	09:00	09:05	1	0	0	0	0	09:00	09:05	1	0	0	0												
09:05	09:10	0	0	0	0	0	0	0	0	0	0	0	09:05	09:10	1	0	0	0	1	1	09:05	09:10	0	0	0	0	0	09:05	09:10	0	0	0	0												
09:10	09:15	1	0	0	0	1	1	0	0	0	0	0	09:10	09:15	1	0	0	0	1	1	09:10	09:15	1	0	0	0	0	09:10	09:15	1	0	0	0												
09:15	09:20	0	1	0	0	1	1.5	0	0	0	0	0	09:15	09:20	0	0	0	0	0	0	09:15	09:20	1	0	0	0	0	09:15	09:20	1	0	0	0												
09:20	09:25	0	0	0	0	0	0	2	0	0	0	2	09:20	09:25	2	1	0	0	3	3.5	09:20	09:25	2	0	0	0	0	09:20	09:25	2	0	0	0												
09:25	09:30	0	0	0	0	0	0	0	0	0	0	0	09:25	09:30	0	0	0	0	0	0	09:25	09:30	0	0	0	0	0	09:25	09:30	0	0	0	0												
09:30	09:35	0	0	0	0	0	0	0	0	0	0	0	09:30	09:35	0	0	0	0	0	0	09:30	09:35	1	0	0	0	0	09:30	09:35	1	0	0	0												
09:35	09:40	1	0	0	0	1	1	0	0	0	0	0	09:35	09:40	1	0	0	0	1	1	09:35	09:40	0	0	1	0	0	09:35	09:40	0	0	1	0												
09:40	09:45	3	0	1	0	4	5.3	0	0	1	0	1	09:40	09:45	0	0	0	0	0	0	09:40	09:45	0	0	0	1	0	09:40	09:45	0	0	1	0												
09:45	09:50	0	0	0	0	0	0	0	0	0	0	0	09:45	09:50	0	0	0	0	0	0	09:45	09:50	1	0	0	0	0	09:45	09:50	1	0	0	0												
09:50	09:55	0	0	0	0	0	0	0	0	0	0	0	09:50	09:55	0	0	0	0	0	0	09:50	09:55	1	0	0	0	0	09:50	09:55	1	0	0	0												
09:55	10:00	0	0	0	0	0	0	0	0	0	0	0	09:55	10:00	0	0	0	0	0	0	09:55	10:00	0	0	0	0	0	09:55	10:00	0	0	0	0												

16:00	16:05	3	0	0	0	3	3	2	0	0	0	2	2	16:00	16:05	2	0	0	0	0	2	2	16:00	16:05	1	0	0	0	0	0	1
16:05	16:10	4	0	0	0	4	4	2	0	0	0	2	2	16:05	16:10	0	0	0	0	0	0	0	16:05	16:10	4	0	0	0	0	0	4
16:10	16:15	1	0	0	0	1	1	0	0	0	0	0	0	16:10	16:15	1	0	0	0	1	1	16:10	16:15	2	0	0	0	0	0	0	2
16:15	16:20	2	0	0	0	2	2	0	0	0	0	0	0	16:15	16:20	0	0	0	0	0	0	16:15	16:20	0	0	0	1	0	0	0	1
16:20	16:25	0	0	0	0	0	0	0	0	0	0	0	0	16:20	16:25	1	0	0	0	1	1	16:20	16:25	1	0	0	0	0	0	0	1
16:25	16:30	0	0	0	0	0	0	0	0	0	0	0	0	16:25	16:30	8	0	0	0	8	8	16:25	16:30	0	1	0	0	0	0	0	1
16:30	16:35	1	0	0	0	1	1	0	0	0	0	0	0	16:30	16:35	1	0	1	0	2	3.3	16:30	16:35	1	0	0					

Survey Date: 25/06/2024
Survey Day: Tuesday

val)	PCU	Time Interval	Arm D - Near Side Lane (Maximum Queue within the 5-minute interval)						Arm D - Far Lane (Maximum Queue within the 5-minute interval)					
			CarL/GV	OGV1	OGV2	PSV/Coach	Total	PCU	CarL/GV	OGV1	OGV2	PSV/Coach	Total	PCU
3.8	07:00	07:05	1	0	0	0	1	1	1	0	0	0	1	1
0	07:05	07:10	0	0	0	0	0	0	2	0	0	0	2	2
2.3	07:10	07:15	0	0	0	0	0	0	0	0	0	0	0	0
0	07:15	07:20	1	0	0	0	1	1	0	0	0	0	0	0
0	07:20	07:25	1	0	0	0	1	1	1	1	0	0	2	2.5
0	07:25	07:30	0	0	0	0	0	0	0	0	0	0	0	0
2.3	07:30	07:35	2	0	0	0	2	2	1	0	0	0	1	1
2.3	07:35	07:40	1	0	0	0	1	1	1	0	0	0	1	1
0	07:40	07:45	0	0	0	0	0	0	0	0	0	0	0	0
1.5	07:45	07:50	0	0	0	0	0	0	1	0	0	0	1	1
2.3	07:50	07:55	2	0	0	0	2	2	2	0	0	0	2	2
2.3	07:55	08:00	3	0	0	0	3	3	1	0	0	0	1	1
2.3	08:00	08:05	2	0	0	0	2	2	0	0	0	0	0	0
2.3	08:05	08:10	2	0	0	0	2	2	1	0	0	0	1	1
1.5	08:10	08:15	0	0	0	0	0	0	1	0	1	0	2	3.3
0	08:15	08:20	3	0	0	0	3	3	1	0	0	0	1	1
2.5	08:20	08:25	1	0	0	0	1	1	0	0	0	0	0	0
1	08:25	08:30	5	0	0	0	5	5	0	0	0	0	0	0
2.5	08:30	08:35	1	0	0	0	1	1	0	0	0	0	0	0
3	08:35	08:40	0	0	0	0	0	0	3	0	0	0	3	3
2.3	08:40	08:45	0	0	0	0	0	0	1	0	0	0	1	1
0	08:45	08:50	5	0	0	0	5	5	0	0	0	0	0	0
3	08:50	08:55	0	1	0	0	1	1.5	1	0	0	0	1	1
0	08:55	09:00	2	0	0	0	2	2	0	0	0	0	0	0
1	09:00	09:05	1	0	0	0	1	1	0	1	0	0	1	1.5
0	09:05	09:10	0	0	0	0	0	0	1	0	0	0	1	1
1	09:10	09:15	0	0	0	0	0	0	0	0	0	0	0	0
1	09:15	09:20	0	1	0	0	1	1.5	0	0	0	0	0	0
2	09:20	09:25	0	0	0	0	0	0	0	0	0	0	0	0
0	09:25	09:30	1	0	0	0	1	1	0	0	0	0	0	0
1	09:30	09:35	0	0	0	0	0	0	0	0	0	0	0	0
2.3	09:35	09:40	0	0	0	0	0	0	0	0	0	0	0	0
2.3	09:40	09:45	1	0	0	0	1	1	0	0	0	0	0	0
1	09:45	09:50	0	0	0	0	0	0	0	0	0	0	0	0
1	09:50	09:55	1	0	0	0	1	1	0	0	0	0	0	0
0	09:55	10:00	5	0	1	0	6	7.3	0	0	0	0	0	0
1	16:00	16:05	0	0	1	0	1	2.3	0	0	0	0	0	0
4	16:05	16:10	0	0	1	0	1	2.3	0	0	0	0	0	0

Car	1
LGV	1
OGV1	1.5
OGV2	2.3
PSV	2
M/C	0.4
P/C	0.2

Appendix E Data Centre Trip Rates

Transport Assessment

Manor Farm, Poyle

Manor Farm Propco Limited

SLR Project No.: 425.065619.00001

12 December 2024

SLR Consulting Belmont House Cardiff

Licence No: 529506

Filtering Summary

Land Use	02/I	EMPLOYMENT/DATA CENTRE
Selected Trip Rate Calculation Parameter Range	5677-16000 sqm GFA	
Actual Trip Rate Calculation Parameter Range	5677-16000 sqm GFA	
Date Range	Minimum: 01/01/16	Maximum: 24/05/23
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	1
	Wednesday	3
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	4
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	5 - Selected
	Servicing vehicles Excluded	X - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	25,001 to 50,000	4
Population <5 Mile ranges selected	250,001 to 500,000	4
Car Ownership <5 Mile ranges selected	0.6 to 1.0	4
PTAL Rating	No PTAL Present	4
Filter by Site Operations Breakdown	All Surveys Included	

Calculation Reference: AUDIT-529506-241101-1139

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : I - DATA CENTRE

TOTAL VEHICLES

Selected regions and areas:

02 SOUTH EAST

SO SLOUGH

4 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering 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: Gross floor area
 Actual Range: 5677 to 16000 (units: sqm)
 Range Selected by User: 5677 to 16000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 24/05/23

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
 Wednesday 3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 4 days
 Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) 4

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone 4

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 5 days - Selected
 Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:

Not Known 4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000

4 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

250,001 to 500,000

4 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

4 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*Travel Plan:

No

4 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*PTAL Rating:

No PTAL Present

4 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

Site(1):	SO-02-I-01	Gross floor area:	16000 sqm
Development Name:	DATA CENTRE		
Location:	SLOUGH		
Postcode:	SL1 4QZ	No of Employees:	25
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	26/04/23
Sub-Location Type:	Industrial Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	78
Site(2):	SO-02-I-02	Gross floor area:	5677 sqm
Development Name:	DATA CENTRE		
Location:	SLOUGH		
Postcode:	SL1 4QZ	No of Employees:	
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	24/05/23
Sub-Location Type:	Industrial Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	34
Site(3):	SO-02-I-03	Gross floor area:	11700 sqm
Development Name:	DATA CENTRE		
Location:	SLOUGH		
Postcode:	SL1 4QZ	No of Employees:	
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	24/05/23
Sub-Location Type:	Industrial Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	96
Site(4):	SO-02-I-04	Gross floor area:	11402 sqm
Development Name:	DATA CENTRE		
Location:	SLOUGH		
Postcode:	SL1 4DG	No of Employees:	
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	22/05/23
Sub-Location Type:	Industrial Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	162

Trip Rates for Key Periods		Trips per 100 sqm GFA	
Period	Inbound	Outbound	Total
0800-0900	0.100	0.029	0.129
1700-1800	0.016	0.063	0.079

TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
01:00 - 02:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
02:00 - 03:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
03:00 - 04:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
04:00 - 05:00	3	9593	0.007	3	9593	0.000	3	9593	0.007
05:00 - 06:00	3	9593	0.024	3	9593	0.007	3	9593	0.031
06:00 - 07:00	4	11195	0.100	4	11195	0.042	4	11195	0.142
07:00 - 08:00	4	11195	0.130	4	11195	0.022	4	11195	0.152
08:00 - 09:00	4	11195	0.100	4	11195	0.029	4	11195	0.129
09:00 - 10:00	4	11195	0.067	4	11195	0.040	4	11195	0.107
10:00 - 11:00	4	11195	0.054	4	11195	0.025	4	11195	0.079
11:00 - 12:00	4	11195	0.031	4	11195	0.047	4	11195	0.078
12:00 - 13:00	4	11195	0.029	4	11195	0.040	4	11195	0.069
13:00 - 14:00	4	11195	0.040	4	11195	0.045	4	11195	0.085
14:00 - 15:00	4	11195	0.042	4	11195	0.047	4	11195	0.089
15:00 - 16:00	4	11195	0.013	4	11195	0.089	4	11195	0.102
16:00 - 17:00	4	11195	0.011	4	11195	0.080	4	11195	0.091
17:00 - 18:00	4	11195	0.016	4	11195	0.063	4	11195	0.079
18:00 - 19:00	4	11195	0.029	4	11195	0.060	4	11195	0.089
19:00 - 20:00	4	11195	0.009	4	11195	0.025	4	11195	0.034
20:00 - 21:00	3	9593	0.003	3	9593	0.021	3	9593	0.024
21:00 - 22:00	3	9593	0.003	3	9593	0.014	3	9593	0.017
22:00 - 23:00	3	9593	0.010	3	9593	0.017	3	9593	0.027
23:00 - 24:00	3	9593	0.007	3	9593	0.003	3	9593	0.010
Total Rates:			0.725			0.716			1.441

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

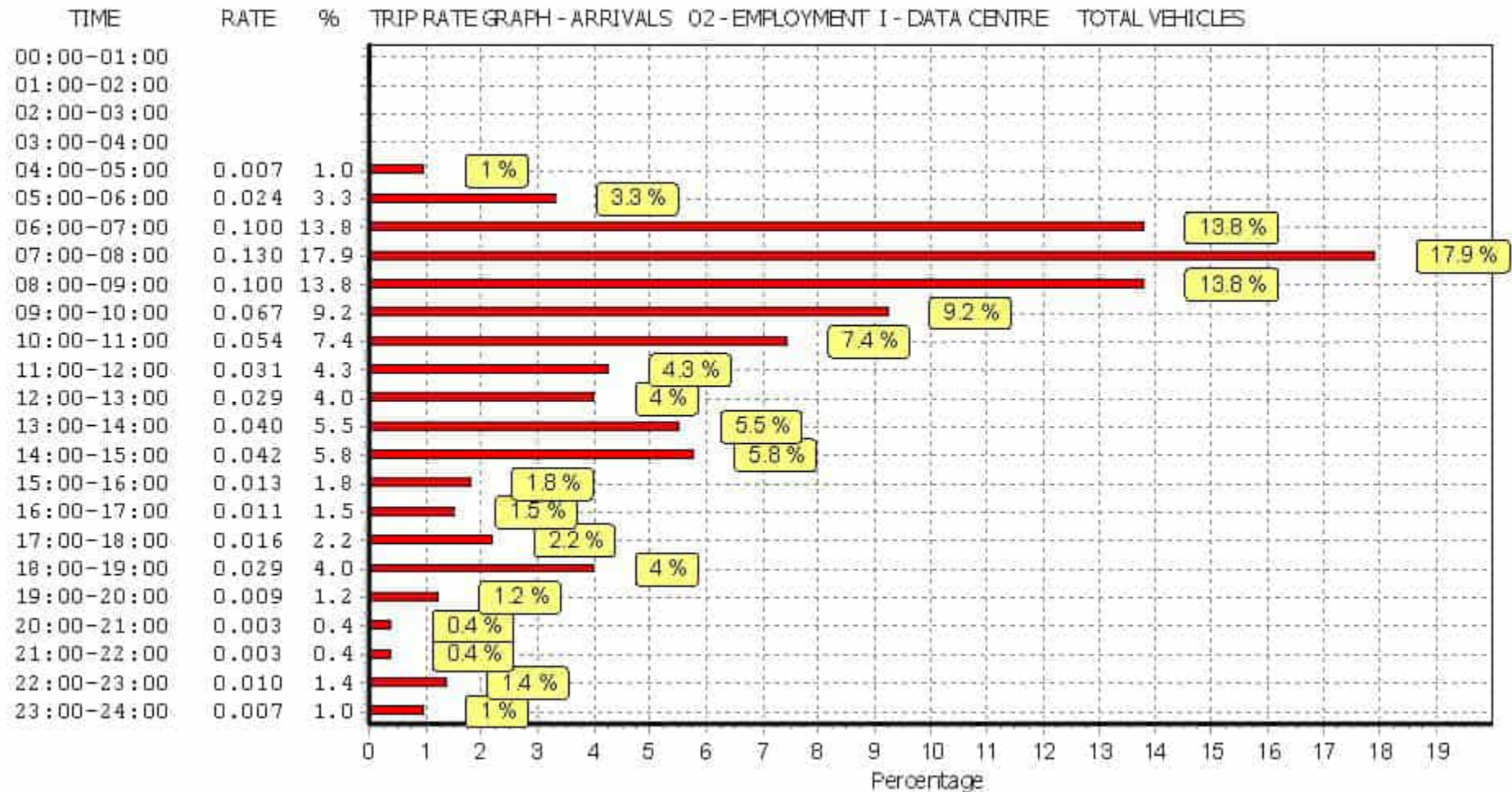
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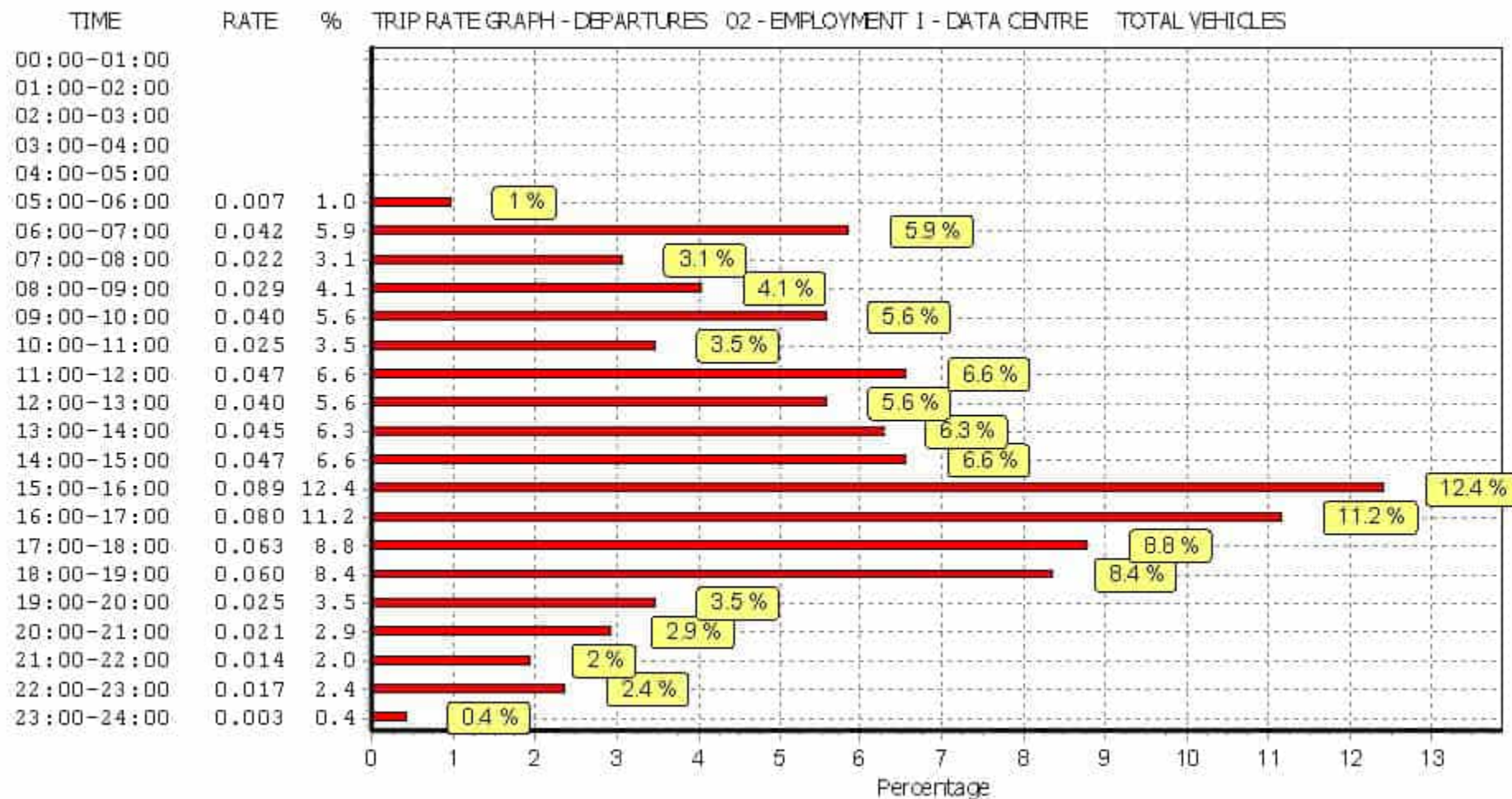
Parameter summary

Trip rate parameter range selected:	5677 - 16000 (units: sqm)
Survey date range:	01/01/16 - 24/05/23
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

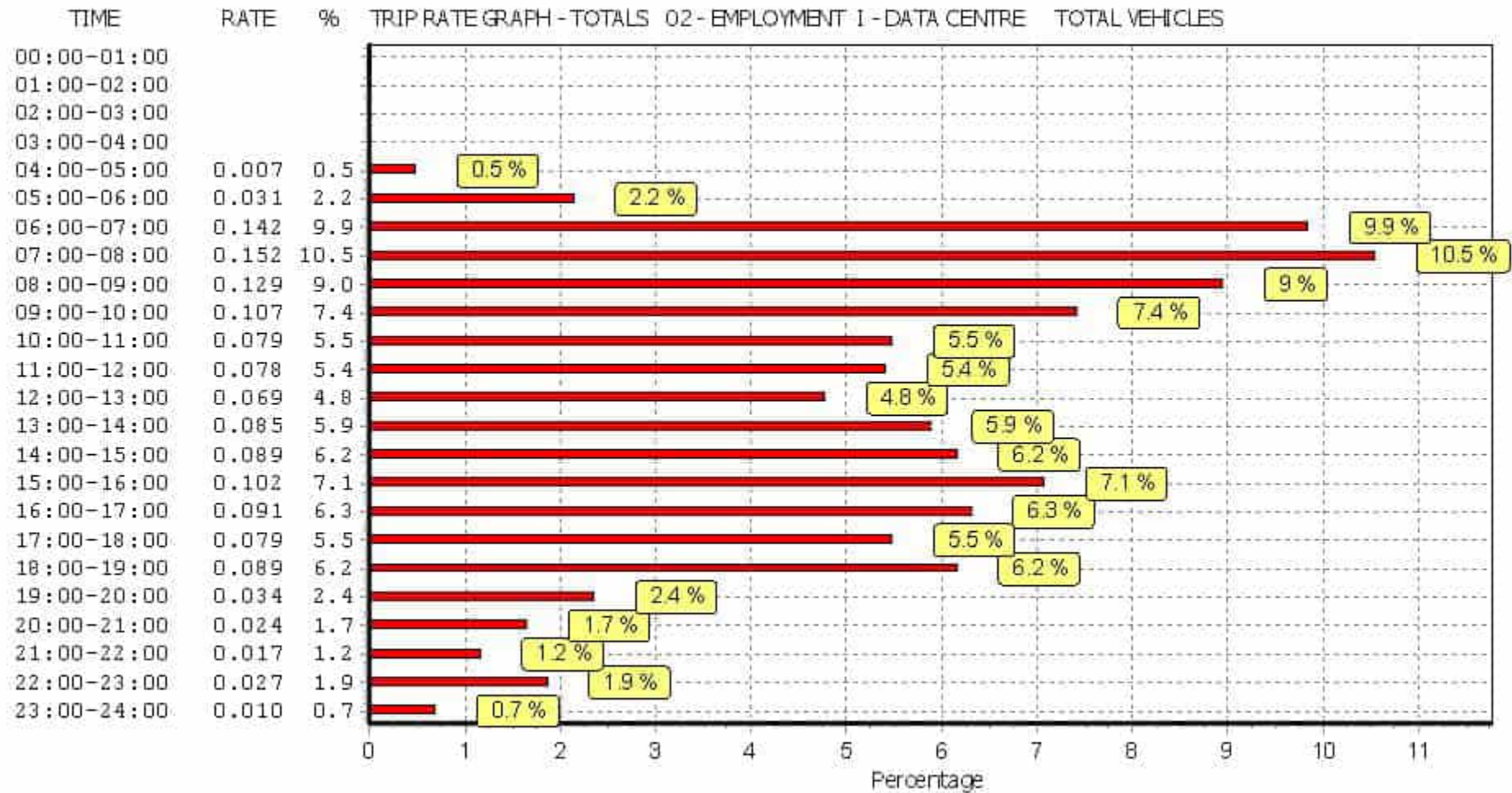
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE

TAXIS

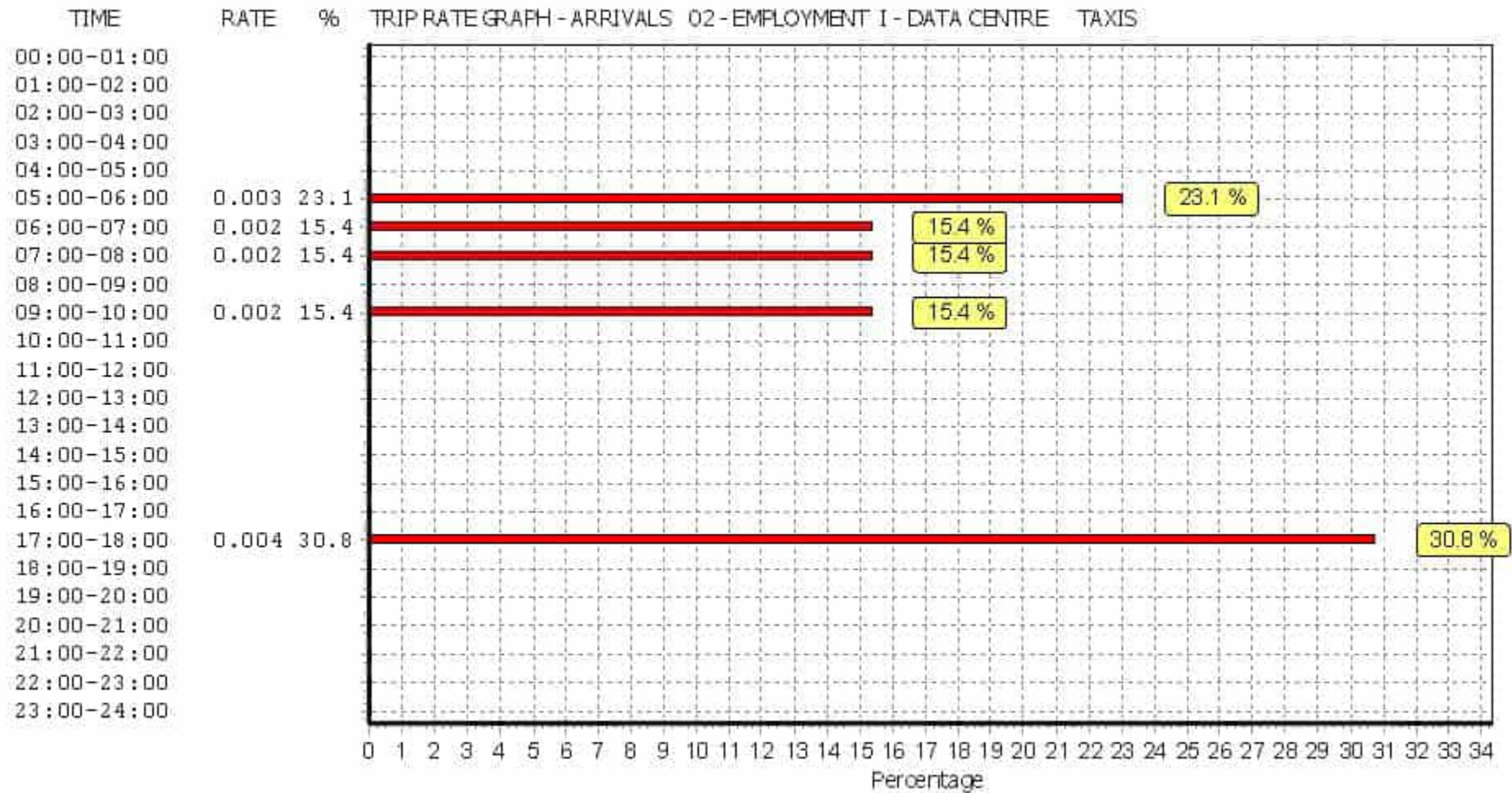
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

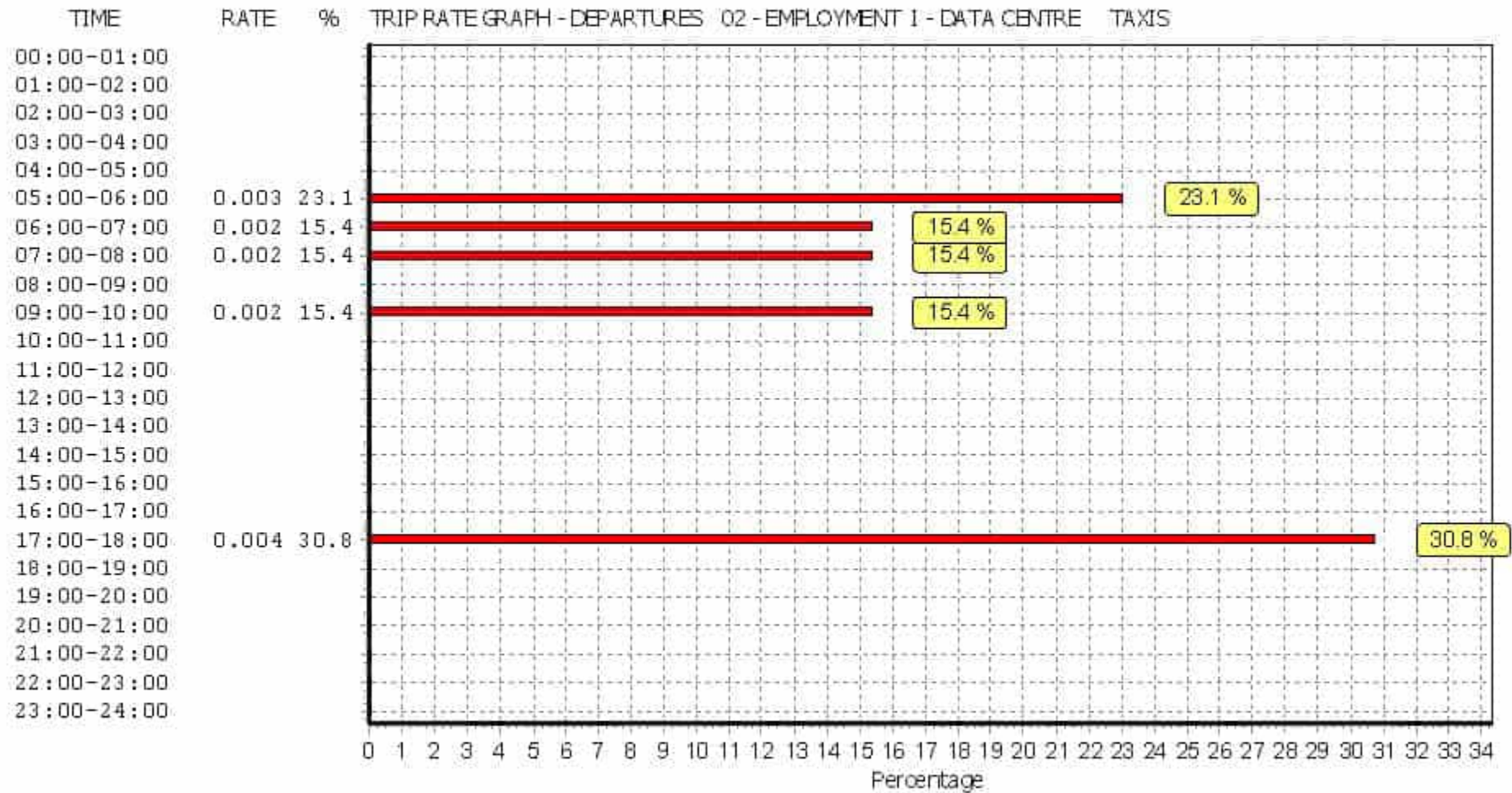
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
01:00 - 02:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
02:00 - 03:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
03:00 - 04:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
04:00 - 05:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
05:00 - 06:00	3	9593	0.003	3	9593	0.003	3	9593	0.006
06:00 - 07:00	4	11195	0.002	4	11195	0.002	4	11195	0.004
07:00 - 08:00	4	11195	0.002	4	11195	0.002	4	11195	0.004
08:00 - 09:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
09:00 - 10:00	4	11195	0.002	4	11195	0.002	4	11195	0.004
10:00 - 11:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
11:00 - 12:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
12:00 - 13:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
13:00 - 14:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
14:00 - 15:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
15:00 - 16:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
16:00 - 17:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
17:00 - 18:00	4	11195	0.004	4	11195	0.004	4	11195	0.008
18:00 - 19:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
19:00 - 20:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
20:00 - 21:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
21:00 - 22:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
22:00 - 23:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
23:00 - 24:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
Total Rates:			0.013			0.013			0.026

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

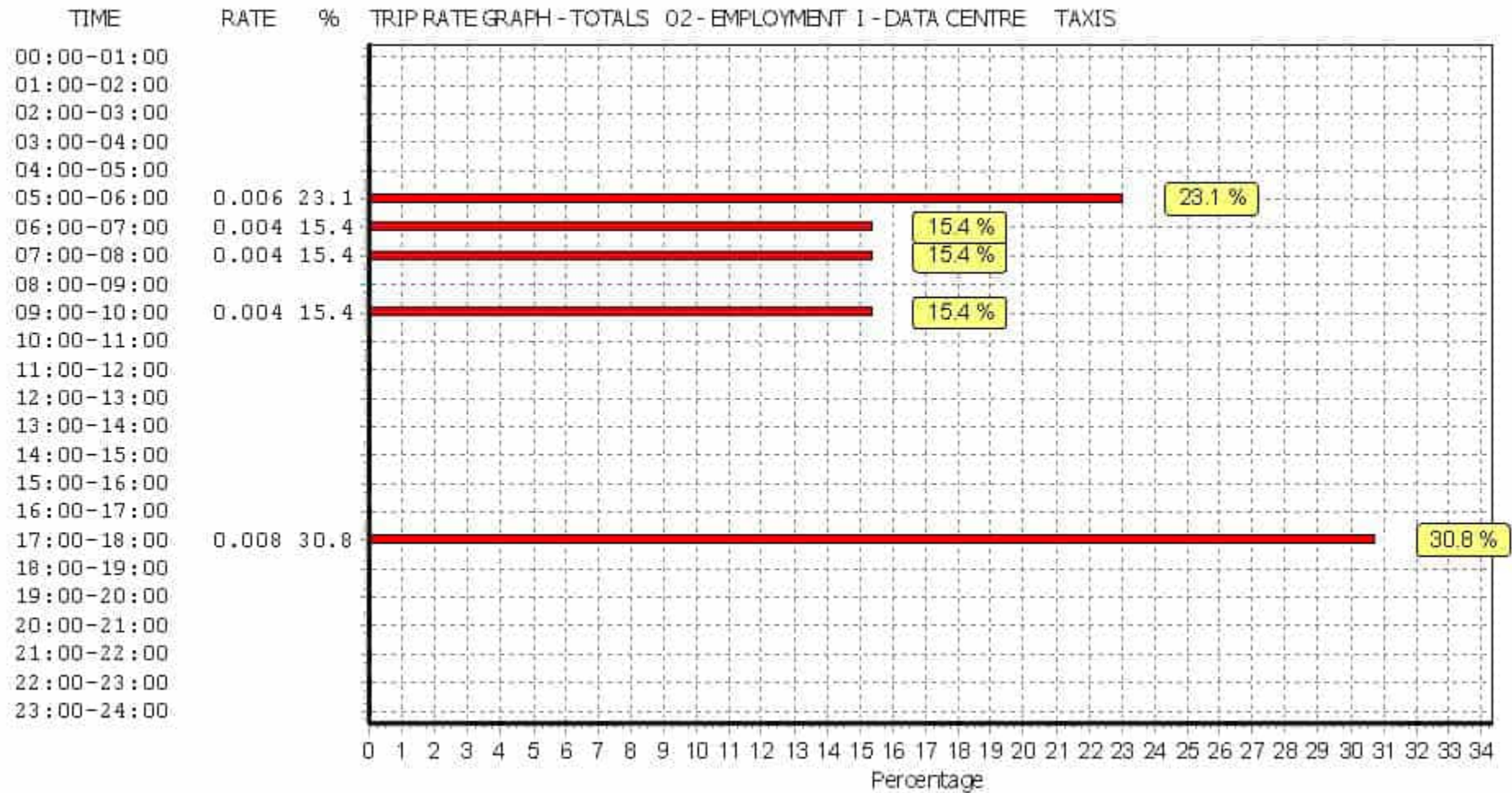
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE

OGVS

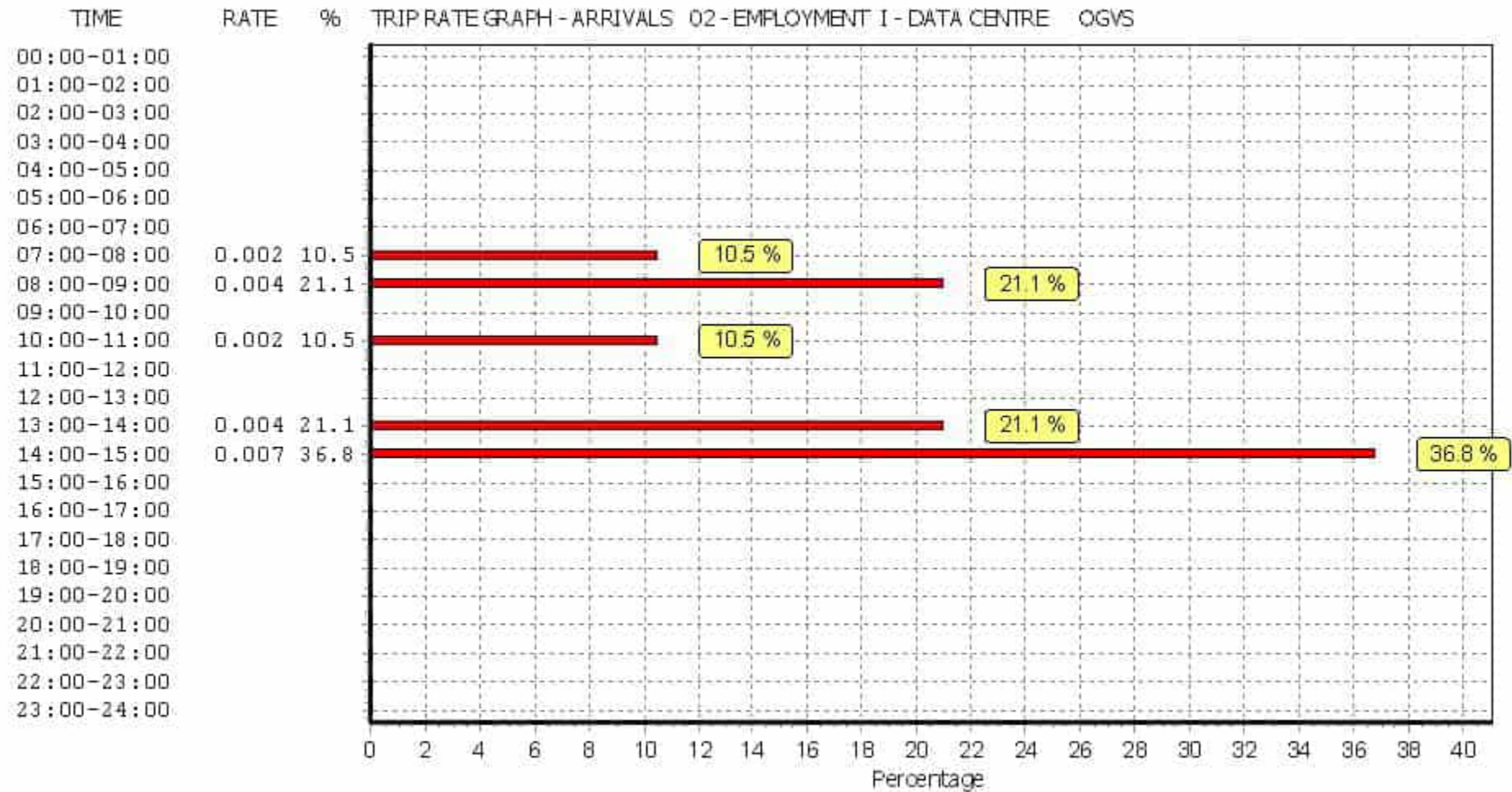
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

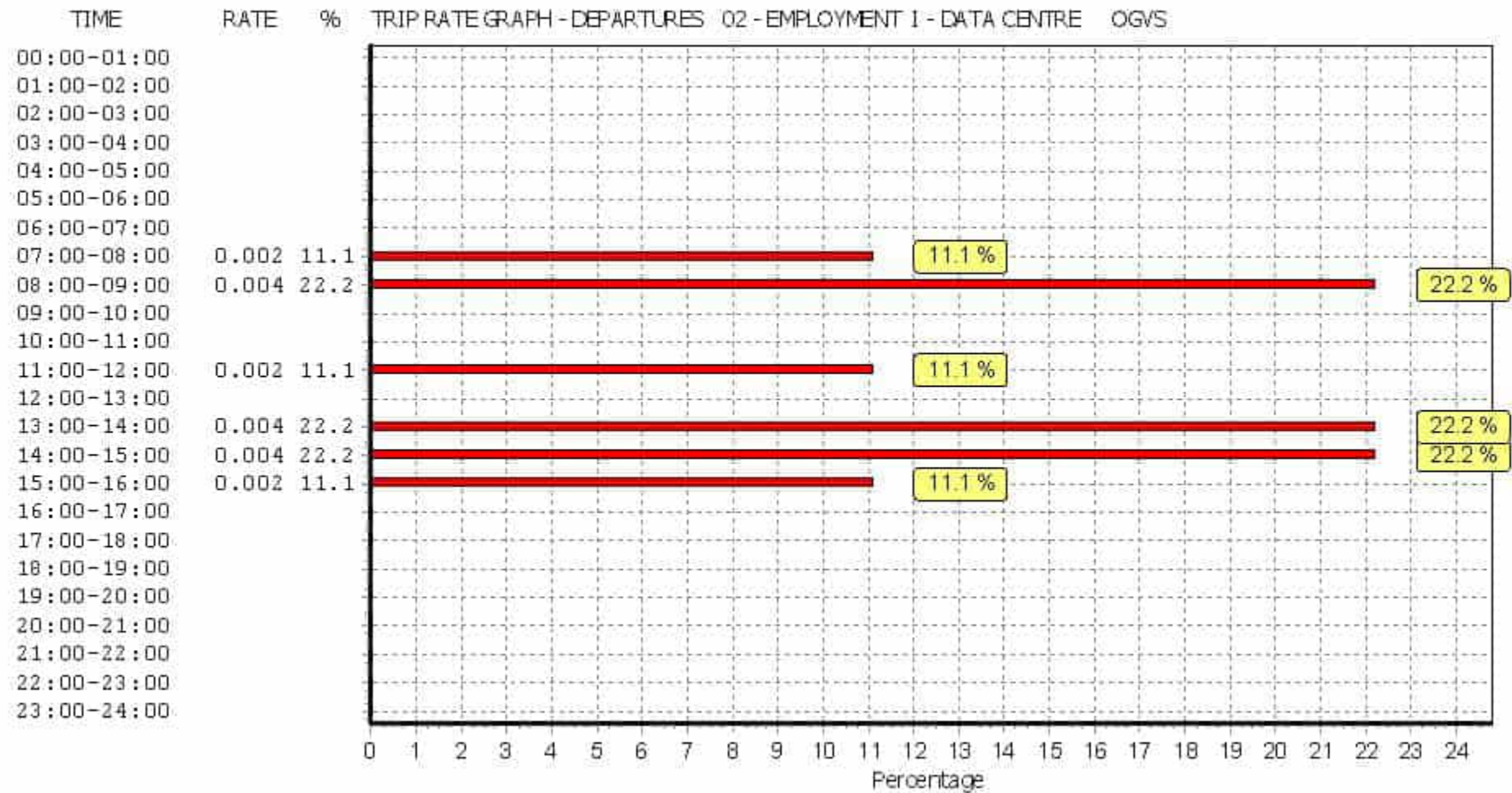
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
01:00 - 02:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
02:00 - 03:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
03:00 - 04:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
04:00 - 05:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
05:00 - 06:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
06:00 - 07:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
07:00 - 08:00	4	11195	0.002	4	11195	0.002	4	11195	0.004
08:00 - 09:00	4	11195	0.004	4	11195	0.004	4	11195	0.008
09:00 - 10:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
10:00 - 11:00	4	11195	0.002	4	11195	0.000	4	11195	0.002
11:00 - 12:00	4	11195	0.000	4	11195	0.002	4	11195	0.002
12:00 - 13:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
13:00 - 14:00	4	11195	0.004	4	11195	0.004	4	11195	0.008
14:00 - 15:00	4	11195	0.007	4	11195	0.004	4	11195	0.011
15:00 - 16:00	4	11195	0.000	4	11195	0.002	4	11195	0.002
16:00 - 17:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
17:00 - 18:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
18:00 - 19:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
19:00 - 20:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
20:00 - 21:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
21:00 - 22:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
22:00 - 23:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
23:00 - 24:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
Total Rates:			0.019				0.018	0.037	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

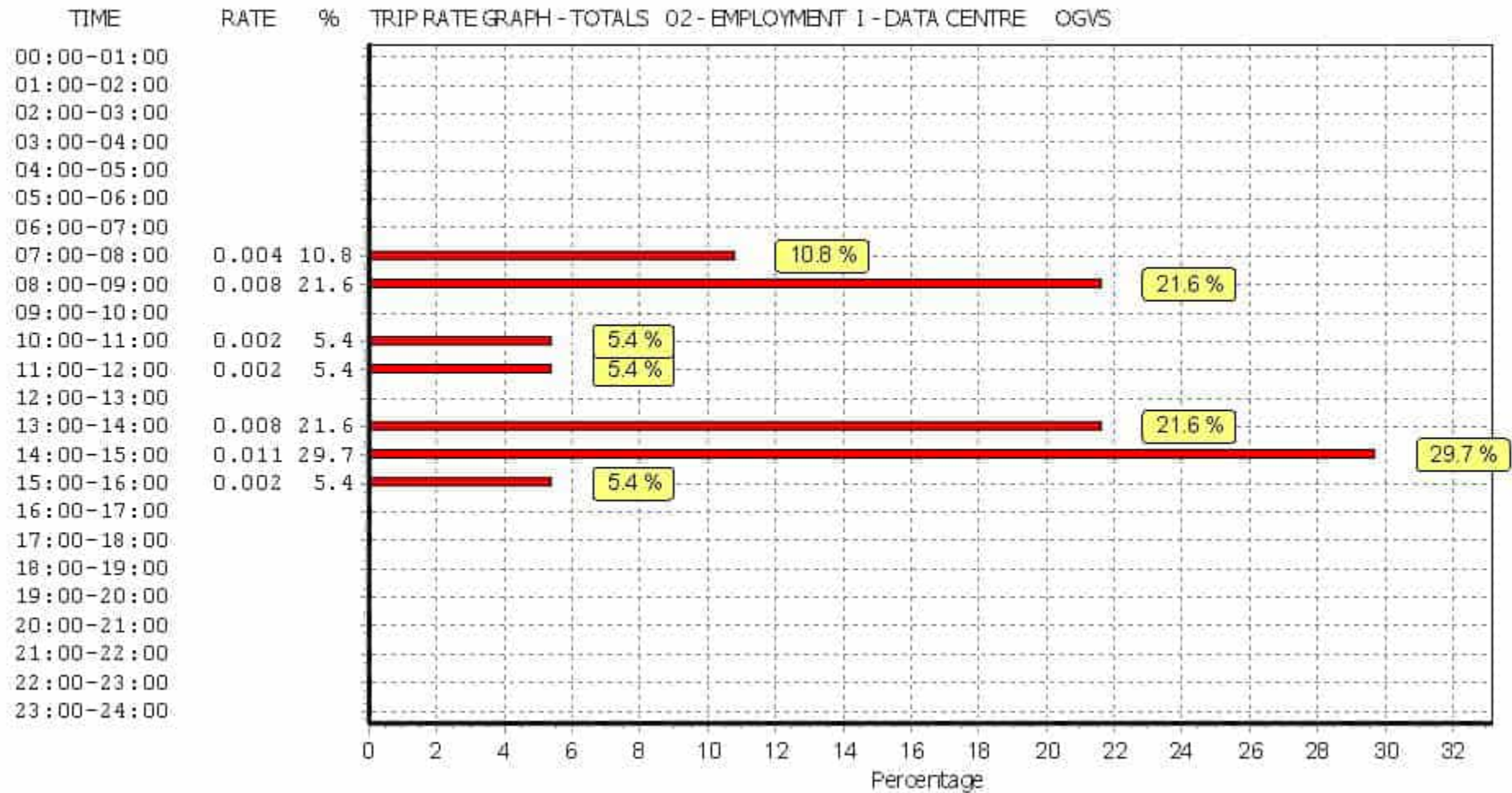
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE

CYCLISTS

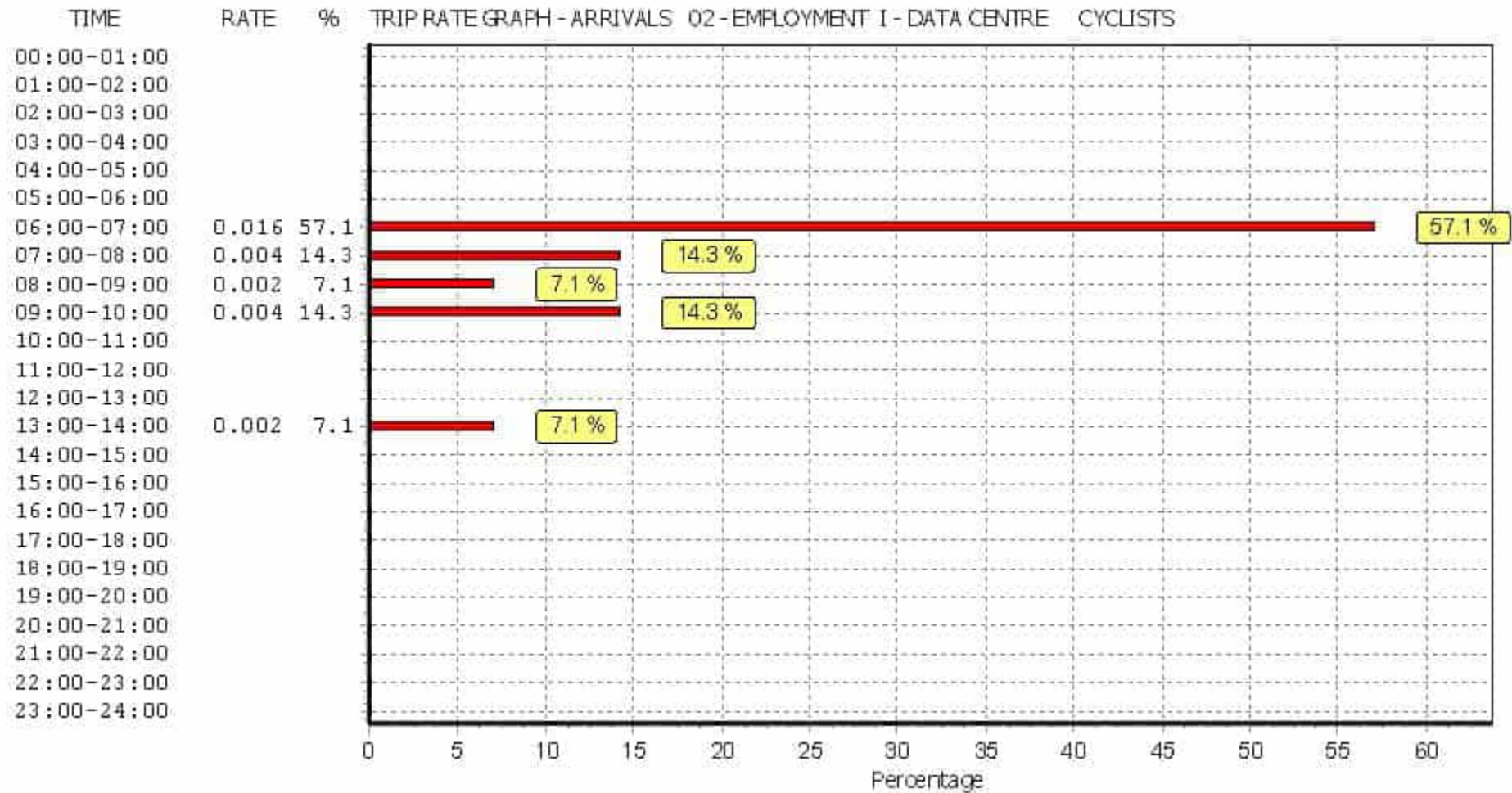
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

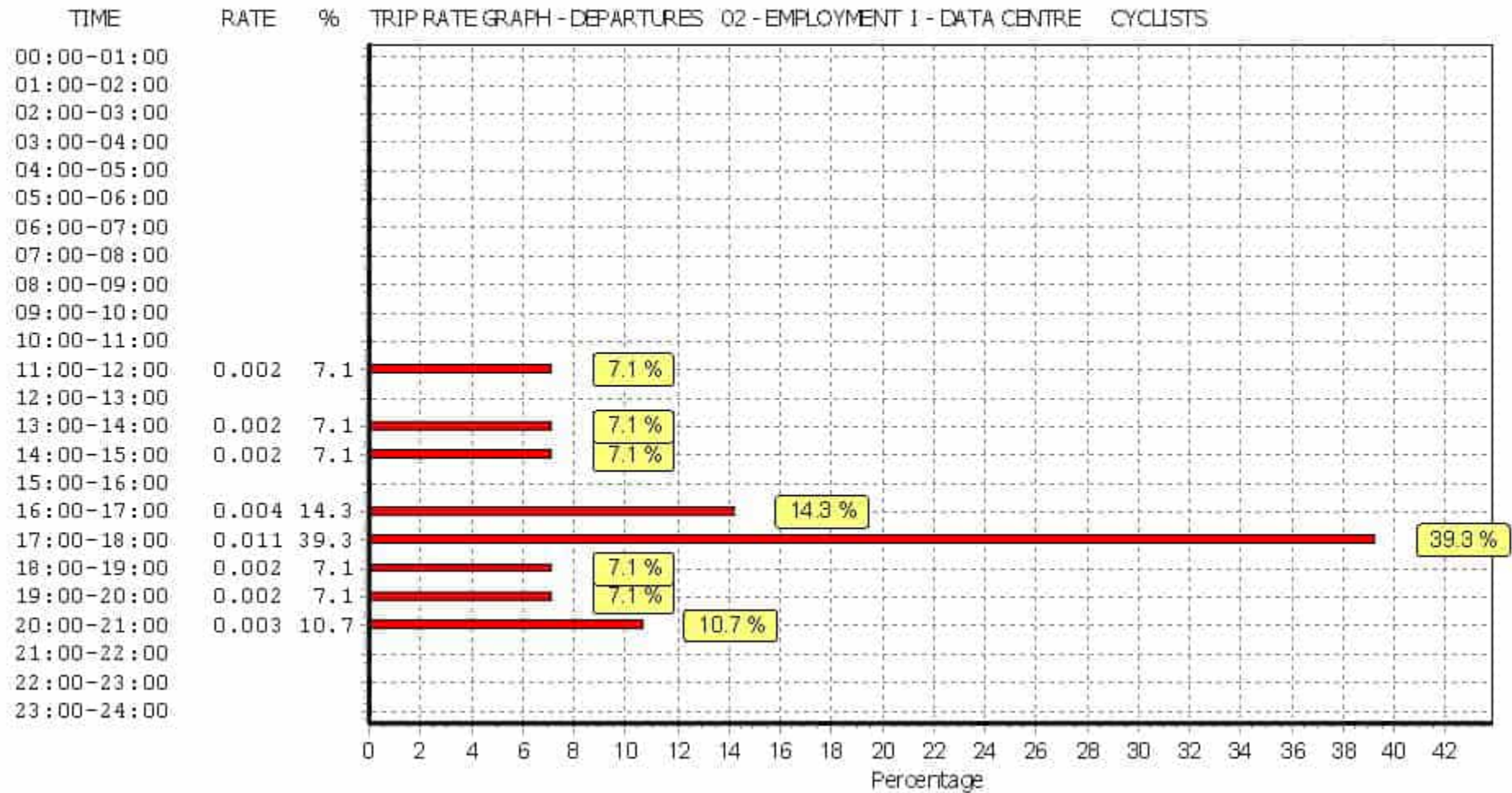
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
01:00 - 02:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
02:00 - 03:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
03:00 - 04:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
04:00 - 05:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
05:00 - 06:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
06:00 - 07:00	4	11195	0.016	4	11195	0.000	4	11195	0.016
07:00 - 08:00	4	11195	0.004	4	11195	0.000	4	11195	0.004
08:00 - 09:00	4	11195	0.002	4	11195	0.000	4	11195	0.002
09:00 - 10:00	4	11195	0.004	4	11195	0.000	4	11195	0.004
10:00 - 11:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
11:00 - 12:00	4	11195	0.000	4	11195	0.002	4	11195	0.002
12:00 - 13:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
13:00 - 14:00	4	11195	0.002	4	11195	0.002	4	11195	0.004
14:00 - 15:00	4	11195	0.000	4	11195	0.002	4	11195	0.002
15:00 - 16:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
16:00 - 17:00	4	11195	0.000	4	11195	0.004	4	11195	0.004
17:00 - 18:00	4	11195	0.000	4	11195	0.011	4	11195	0.011
18:00 - 19:00	4	11195	0.000	4	11195	0.002	4	11195	0.002
19:00 - 20:00	4	11195	0.000	4	11195	0.002	4	11195	0.002
20:00 - 21:00	3	9593	0.000	3	9593	0.003	3	9593	0.003
21:00 - 22:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
22:00 - 23:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
23:00 - 24:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
Total Rates:			0.028				0.028	0.056	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

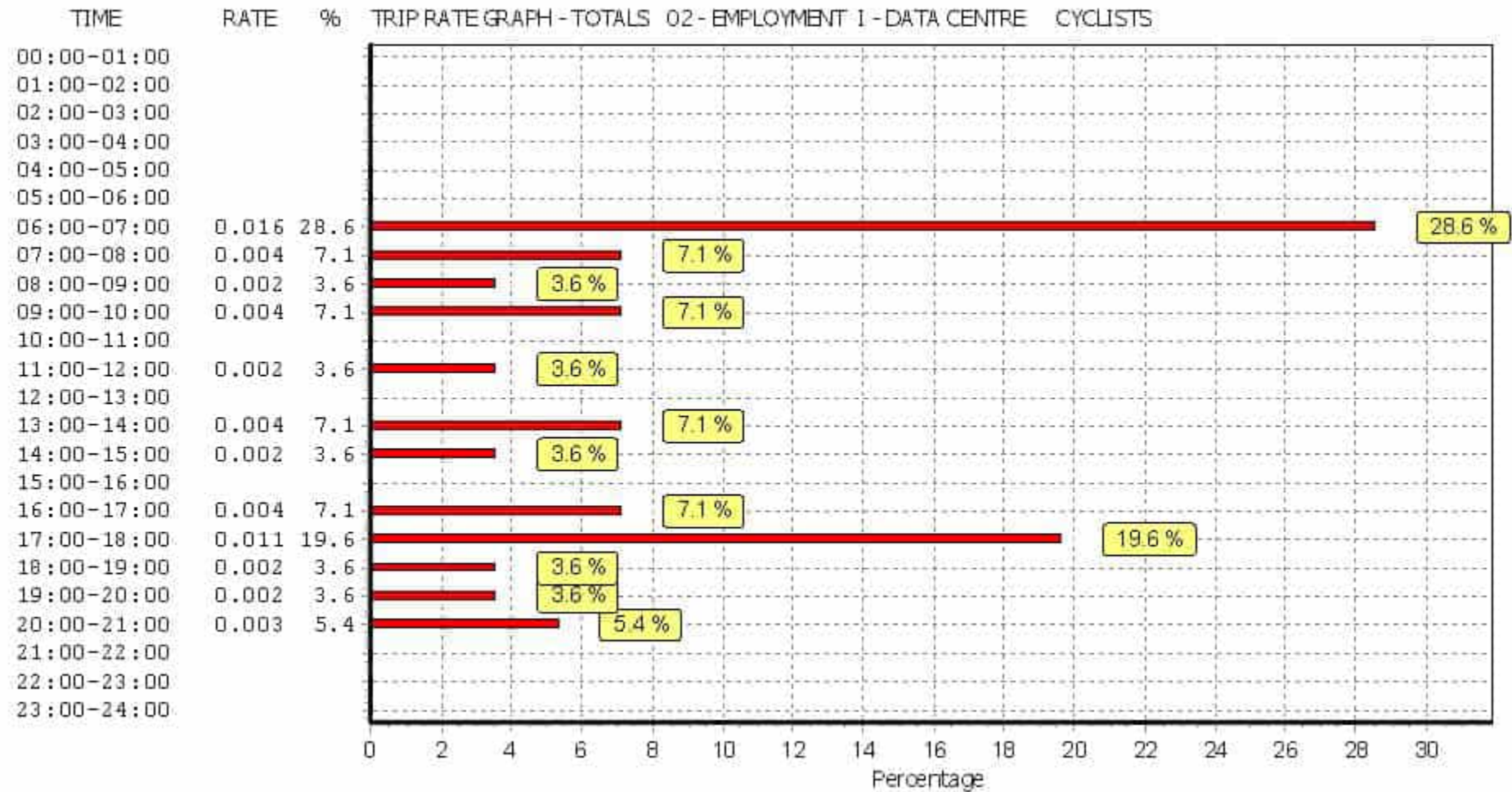
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE

CARS

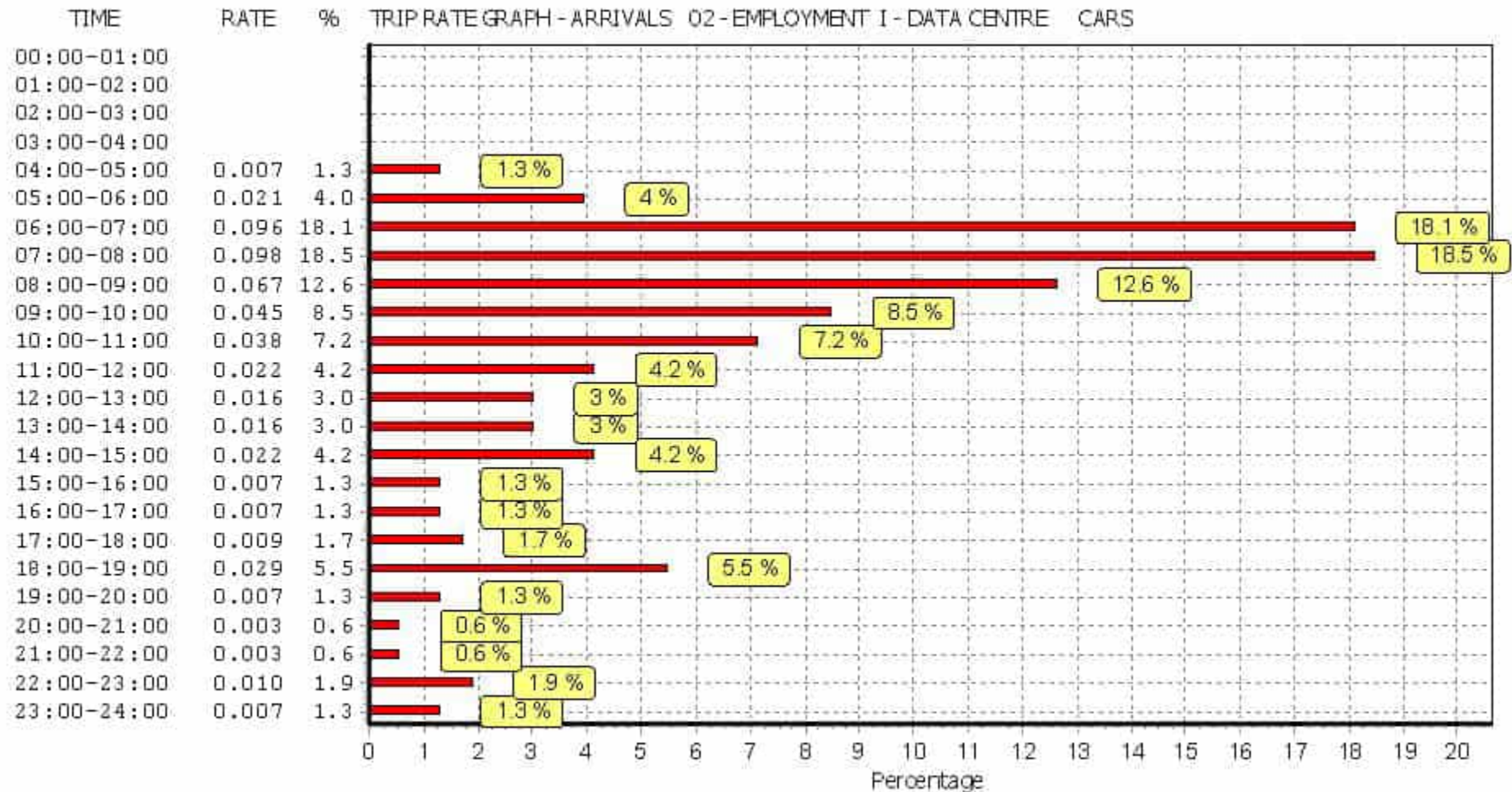
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

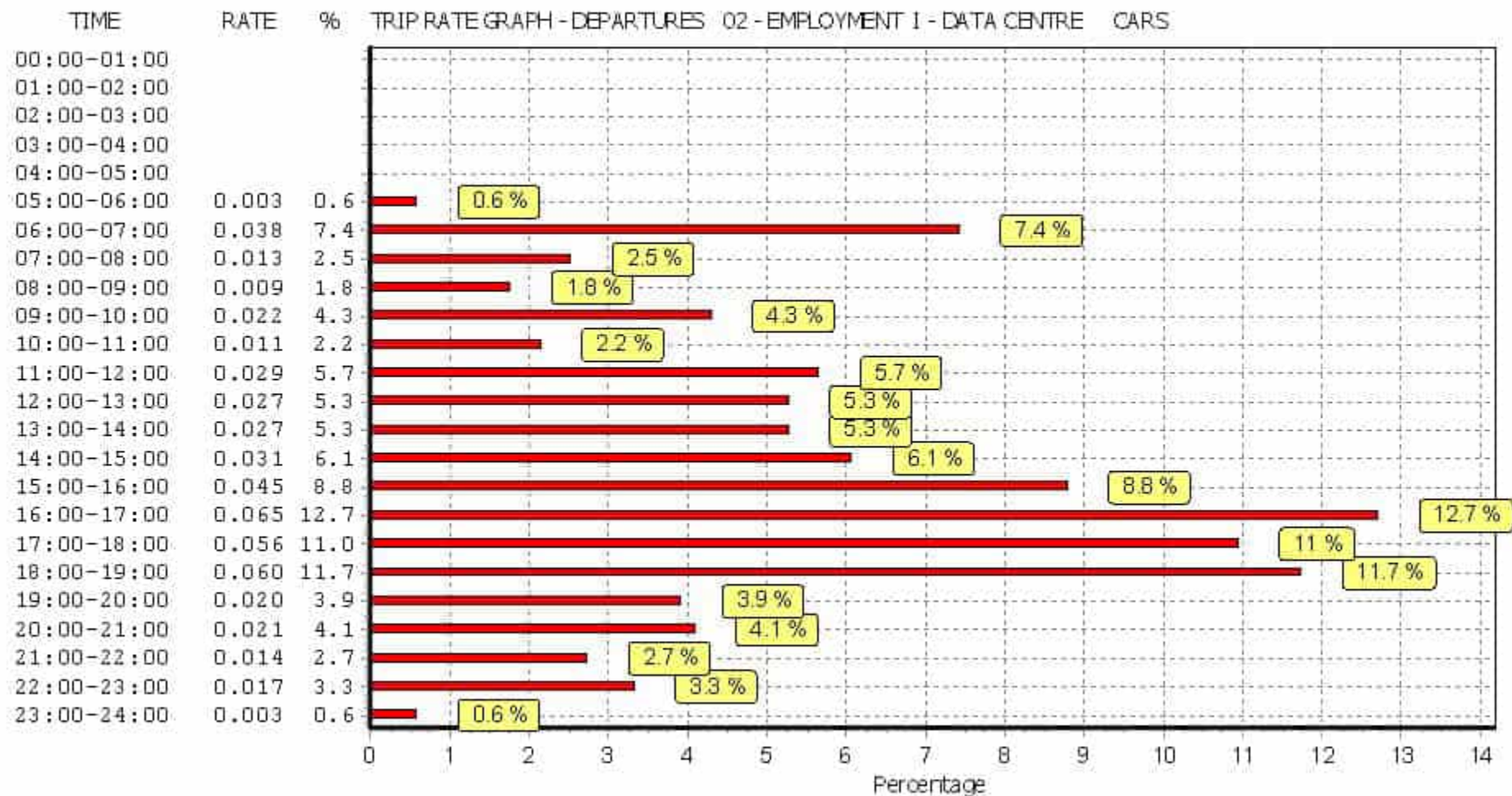
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
01:00 - 02:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
02:00 - 03:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
03:00 - 04:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
04:00 - 05:00	3	9593	0.007	3	9593	0.000	3	9593	0.007
05:00 - 06:00	3	9593	0.021	3	9593	0.003	3	9593	0.024
06:00 - 07:00	4	11195	0.096	4	11195	0.038	4	11195	0.134
07:00 - 08:00	4	11195	0.098	4	11195	0.013	4	11195	0.111
08:00 - 09:00	4	11195	0.067	4	11195	0.009	4	11195	0.076
09:00 - 10:00	4	11195	0.045	4	11195	0.022	4	11195	0.067
10:00 - 11:00	4	11195	0.038	4	11195	0.011	4	11195	0.049
11:00 - 12:00	4	11195	0.022	4	11195	0.029	4	11195	0.051
12:00 - 13:00	4	11195	0.016	4	11195	0.027	4	11195	0.043
13:00 - 14:00	4	11195	0.016	4	11195	0.027	4	11195	0.043
14:00 - 15:00	4	11195	0.022	4	11195	0.031	4	11195	0.053
15:00 - 16:00	4	11195	0.007	4	11195	0.045	4	11195	0.052
16:00 - 17:00	4	11195	0.007	4	11195	0.065	4	11195	0.072
17:00 - 18:00	4	11195	0.009	4	11195	0.056	4	11195	0.065
18:00 - 19:00	4	11195	0.029	4	11195	0.060	4	11195	0.089
19:00 - 20:00	4	11195	0.007	4	11195	0.020	4	11195	0.027
20:00 - 21:00	3	9593	0.003	3	9593	0.021	3	9593	0.024
21:00 - 22:00	3	9593	0.003	3	9593	0.014	3	9593	0.017
22:00 - 23:00	3	9593	0.010	3	9593	0.017	3	9593	0.027
23:00 - 24:00	3	9593	0.007	3	9593	0.003	3	9593	0.010
Total Rates:			0.530			0.511			1.041

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

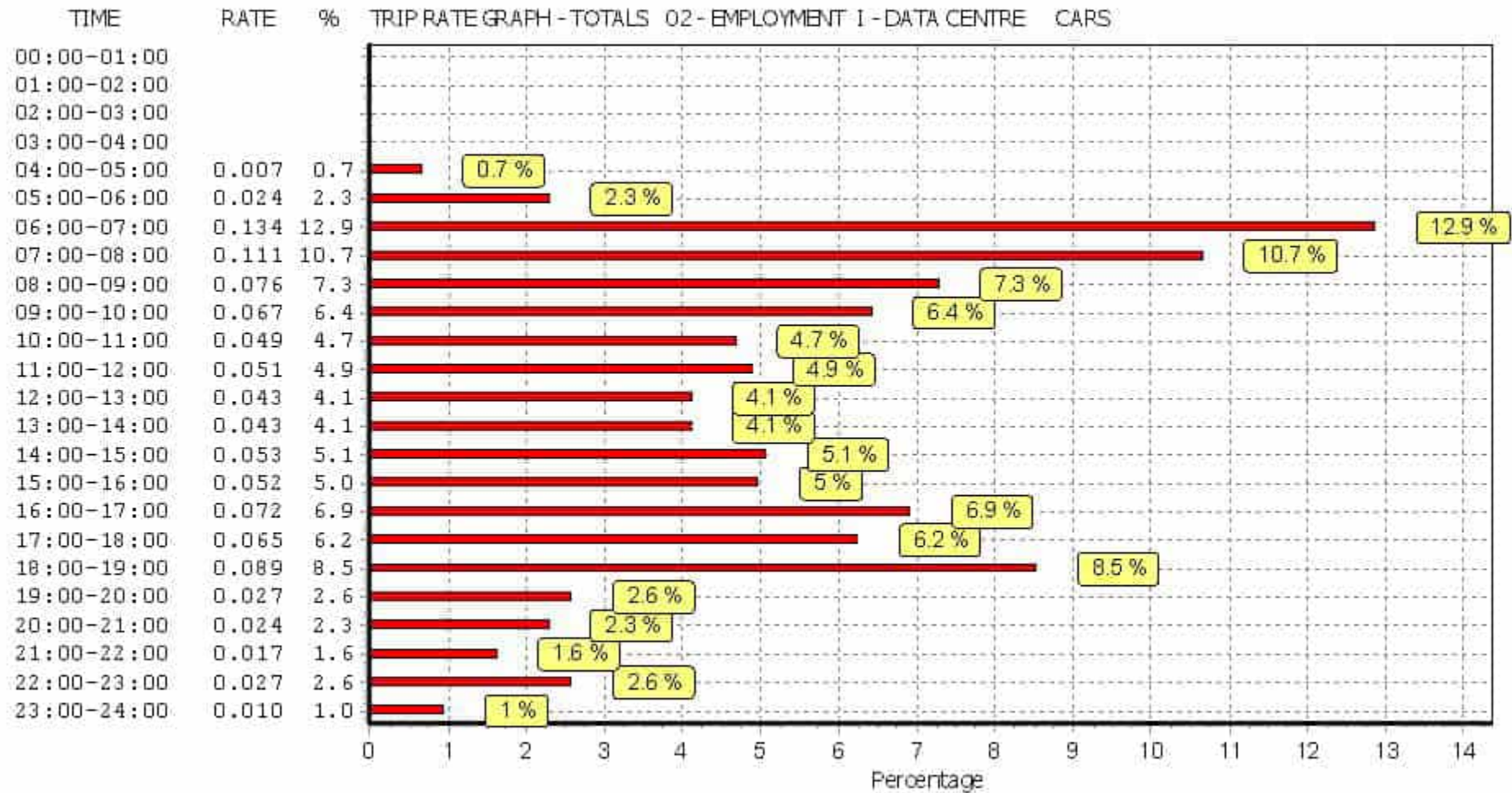
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE

LGVS

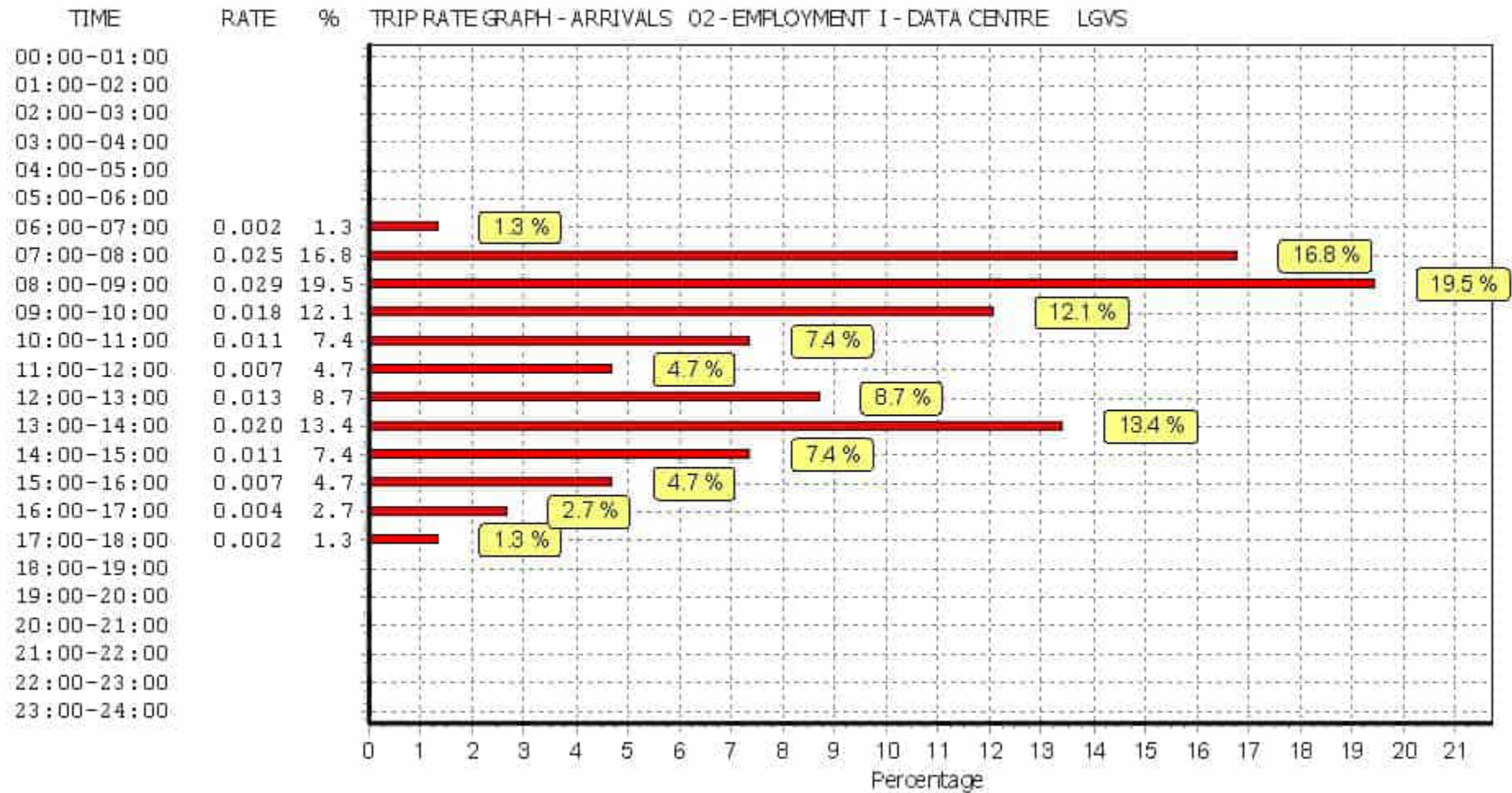
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

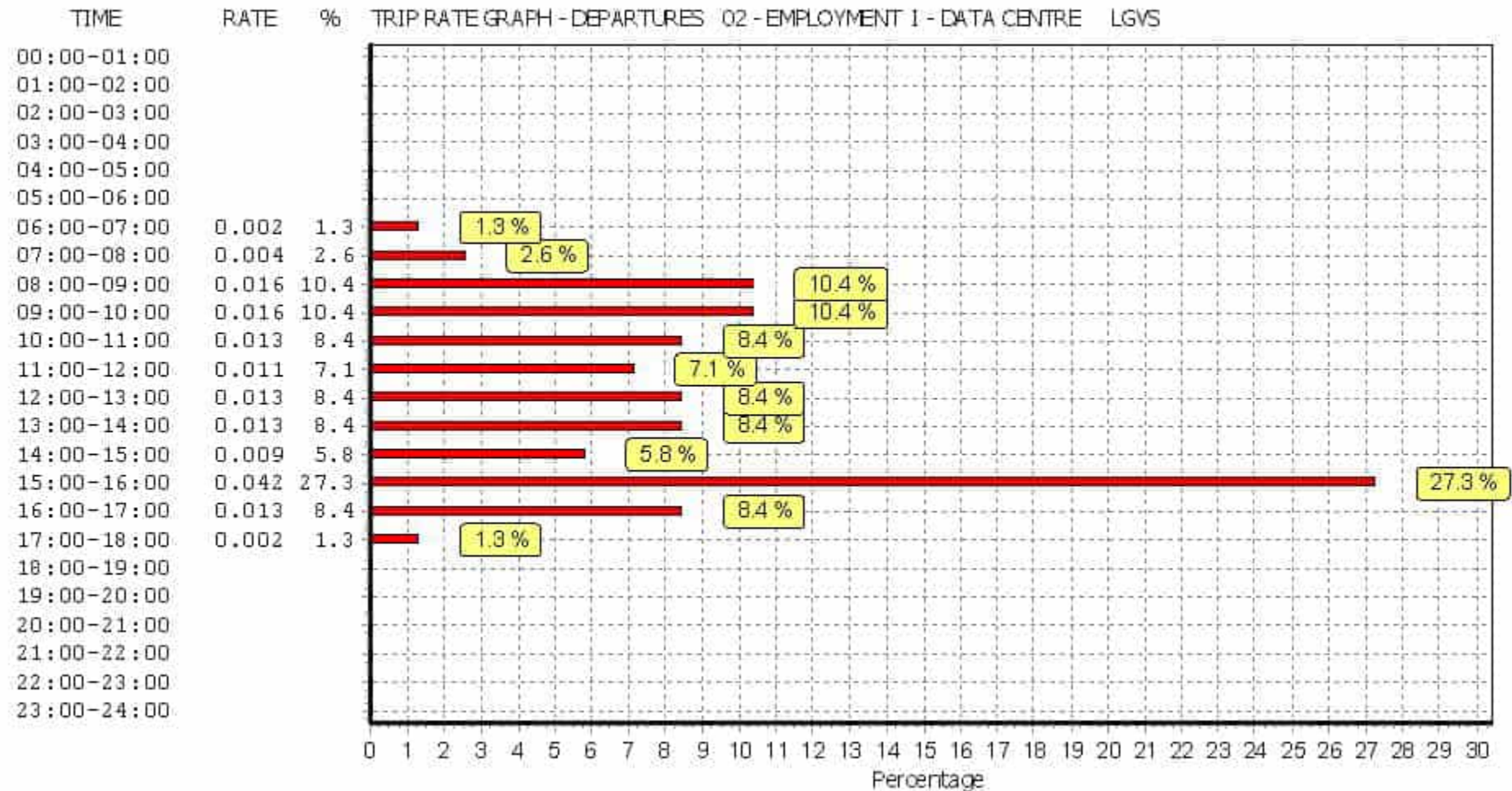
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
01:00 - 02:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
02:00 - 03:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
03:00 - 04:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
04:00 - 05:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
05:00 - 06:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
06:00 - 07:00	4	11195	0.002	4	11195	0.002	4	11195	0.004
07:00 - 08:00	4	11195	0.025	4	11195	0.004	4	11195	0.029
08:00 - 09:00	4	11195	0.029	4	11195	0.016	4	11195	0.045
09:00 - 10:00	4	11195	0.018	4	11195	0.016	4	11195	0.034
10:00 - 11:00	4	11195	0.011	4	11195	0.013	4	11195	0.024
11:00 - 12:00	4	11195	0.007	4	11195	0.011	4	11195	0.018
12:00 - 13:00	4	11195	0.013	4	11195	0.013	4	11195	0.026
13:00 - 14:00	4	11195	0.020	4	11195	0.013	4	11195	0.033
14:00 - 15:00	4	11195	0.011	4	11195	0.009	4	11195	0.020
15:00 - 16:00	4	11195	0.007	4	11195	0.042	4	11195	0.049
16:00 - 17:00	4	11195	0.004	4	11195	0.013	4	11195	0.017
17:00 - 18:00	4	11195	0.002	4	11195	0.002	4	11195	0.004
18:00 - 19:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
19:00 - 20:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
20:00 - 21:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
21:00 - 22:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
22:00 - 23:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
23:00 - 24:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
Total Rates:			0.149				0.154	0.303	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

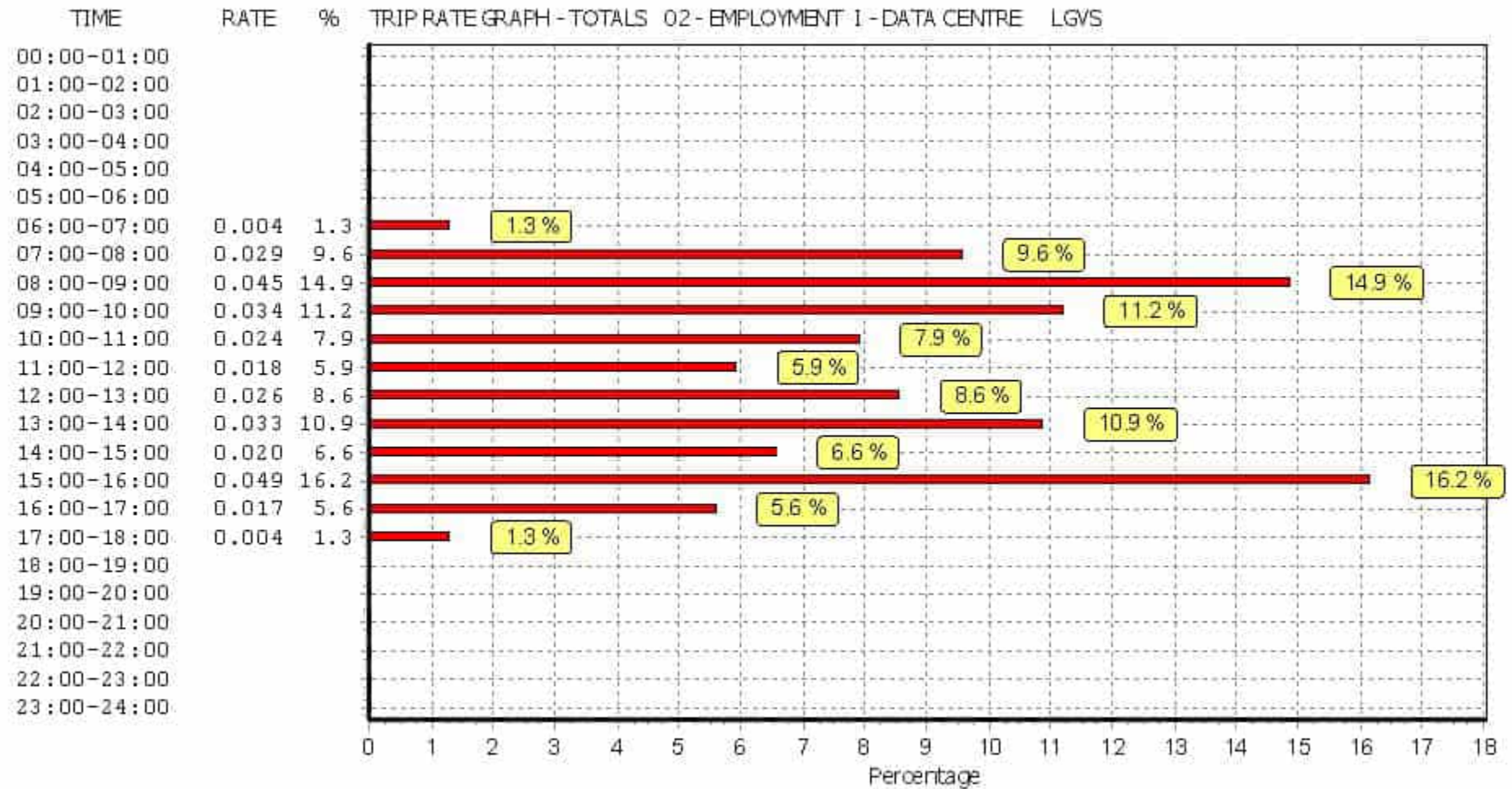
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE

MOTOR CYCLES

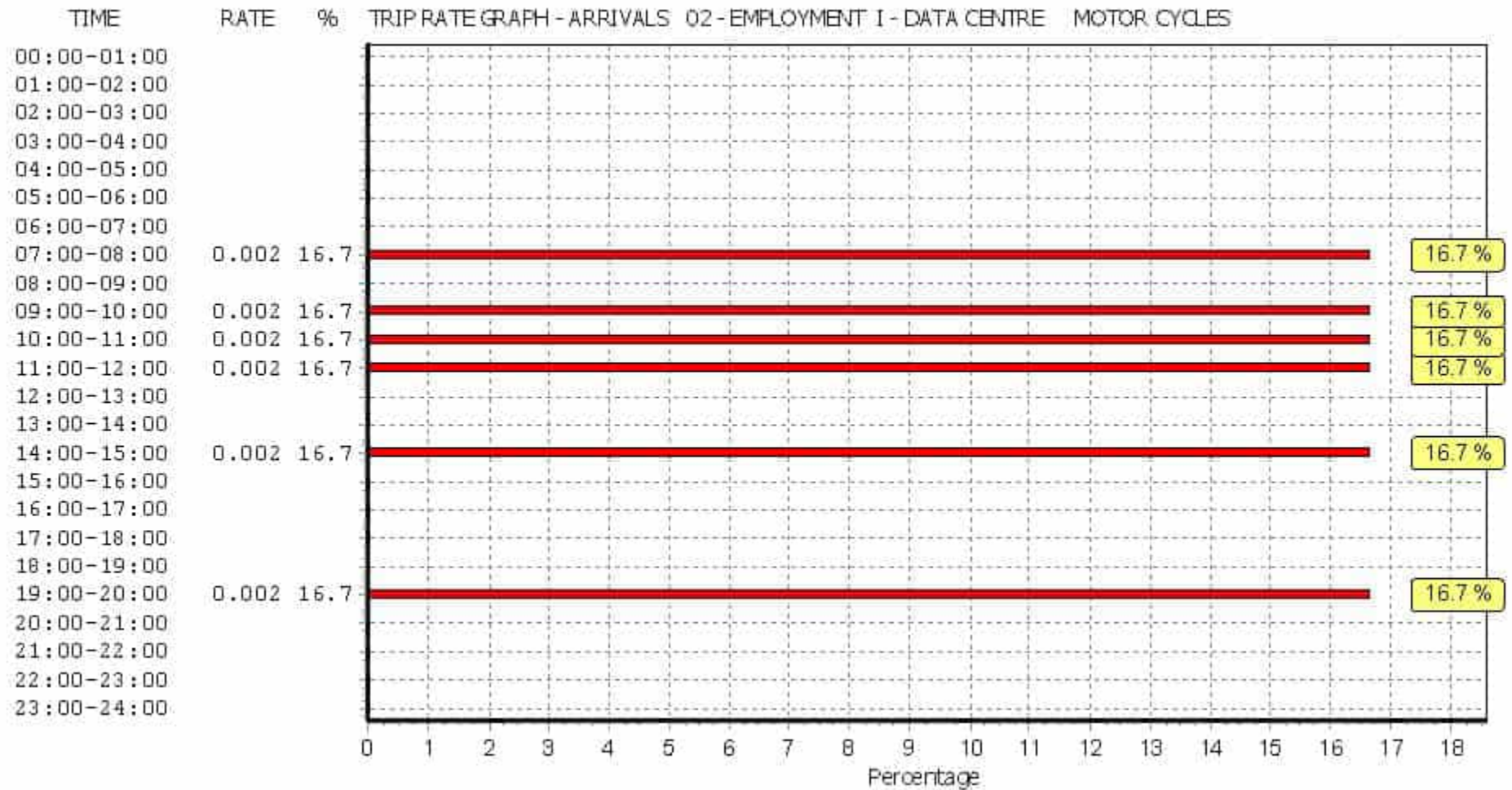
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

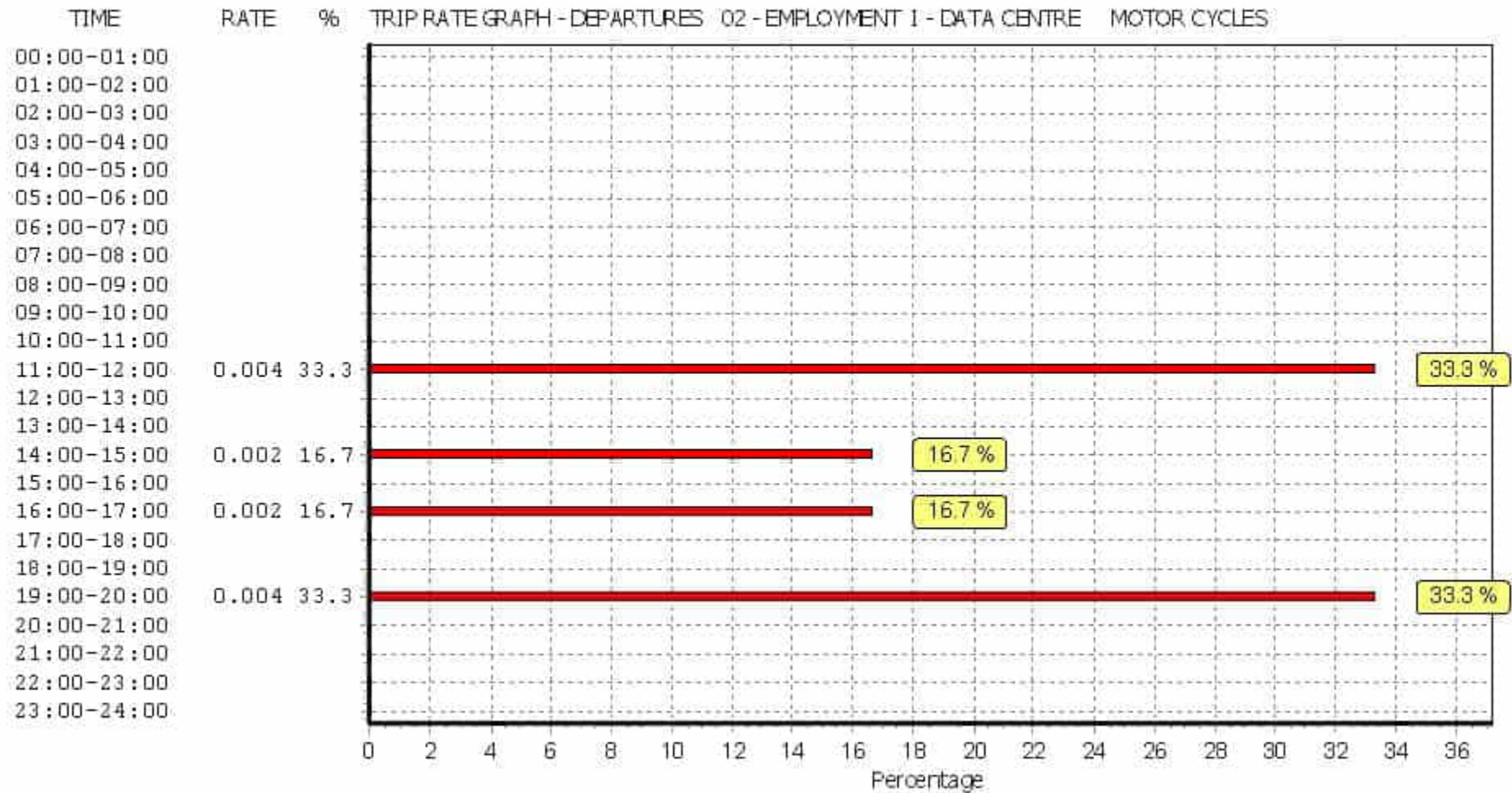
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
01:00 - 02:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
02:00 - 03:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
03:00 - 04:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
04:00 - 05:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
05:00 - 06:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
06:00 - 07:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
07:00 - 08:00	4	11195	0.002	4	11195	0.000	4	11195	0.002
08:00 - 09:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
09:00 - 10:00	4	11195	0.002	4	11195	0.000	4	11195	0.002
10:00 - 11:00	4	11195	0.002	4	11195	0.000	4	11195	0.002
11:00 - 12:00	4	11195	0.002	4	11195	0.004	4	11195	0.006
12:00 - 13:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
13:00 - 14:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
14:00 - 15:00	4	11195	0.002	4	11195	0.002	4	11195	0.004
15:00 - 16:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
16:00 - 17:00	4	11195	0.000	4	11195	0.002	4	11195	0.002
17:00 - 18:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
18:00 - 19:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
19:00 - 20:00	4	11195	0.002	4	11195	0.004	4	11195	0.006
20:00 - 21:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
21:00 - 22:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
22:00 - 23:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
23:00 - 24:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
Total Rates:			0.012				0.012	0.024	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

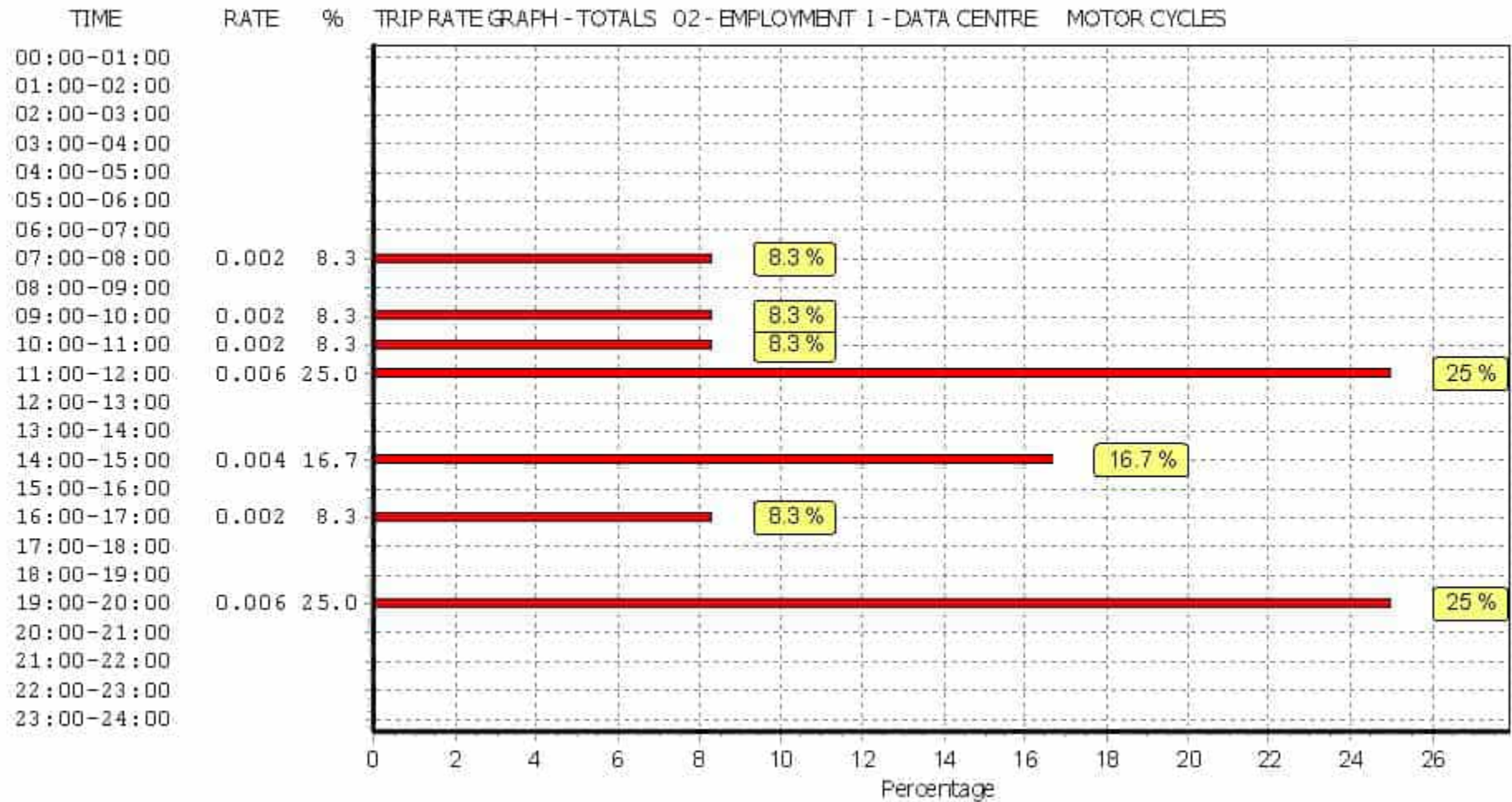
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE

Servicing Vehicles

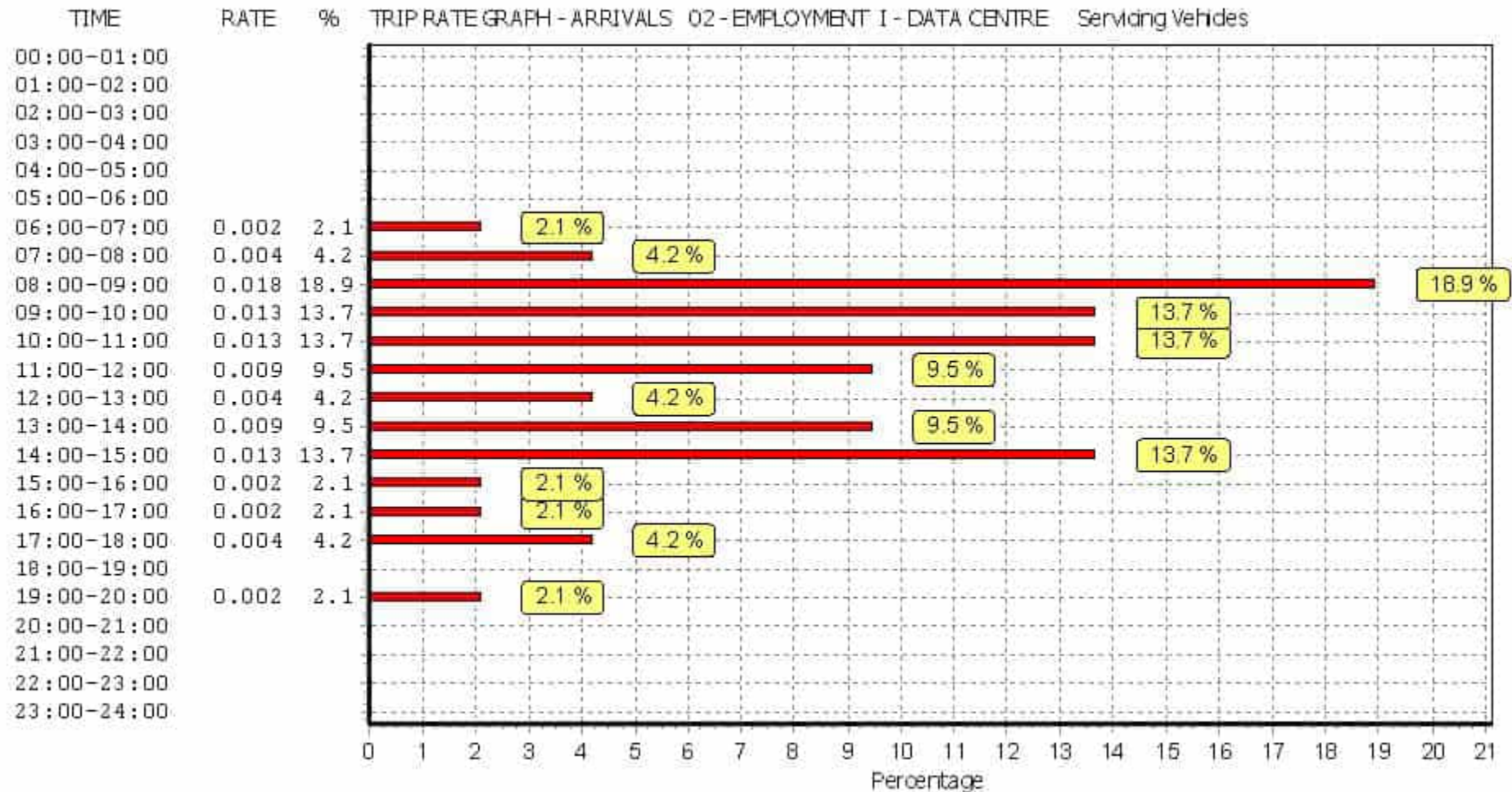
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

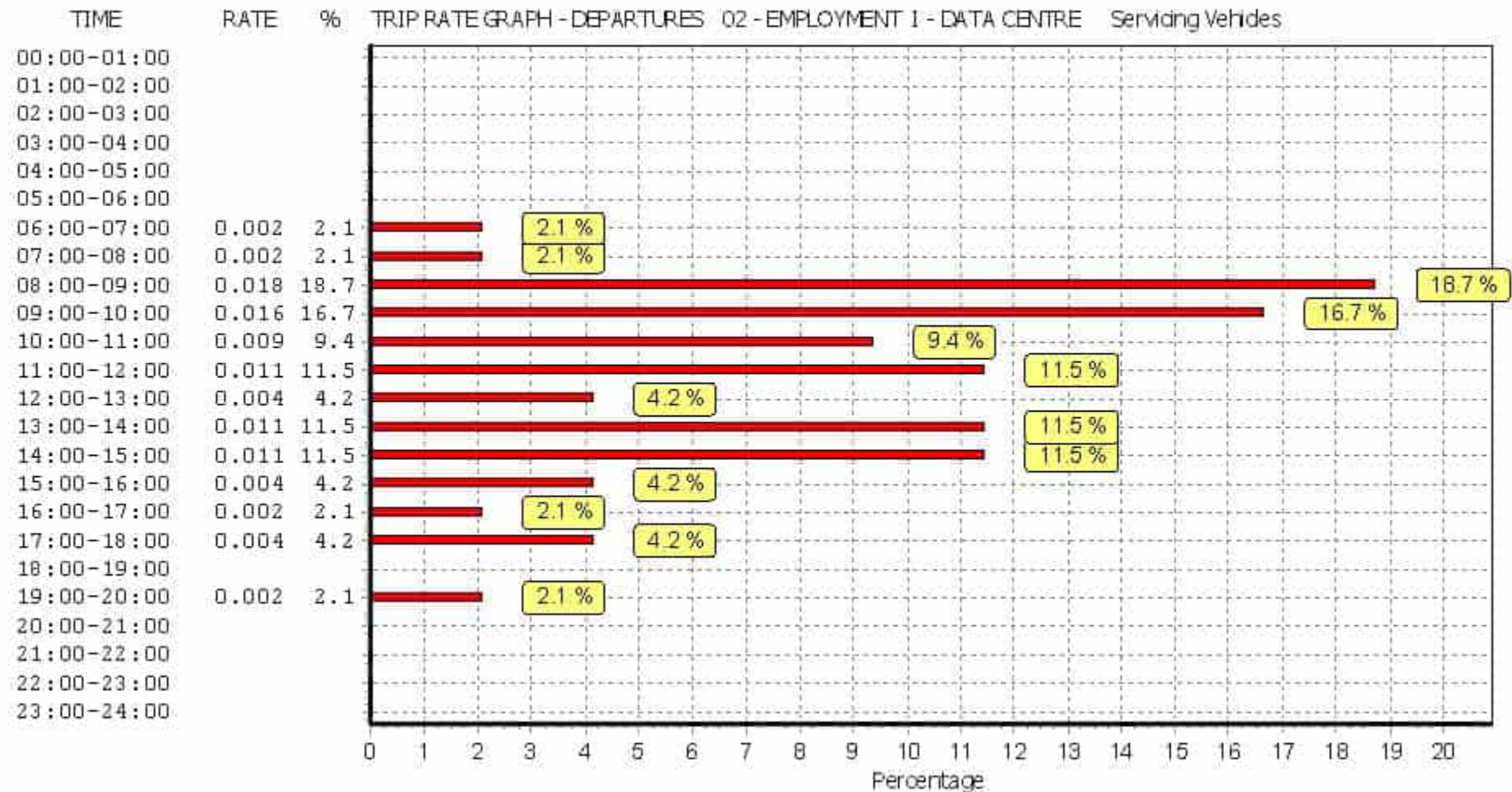
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
01:00 - 02:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
02:00 - 03:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
03:00 - 04:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
04:00 - 05:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
05:00 - 06:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
06:00 - 07:00	4	11195	0.002	4	11195	0.002	4	11195	0.004
07:00 - 08:00	4	11195	0.004	4	11195	0.002	4	11195	0.006
08:00 - 09:00	4	11195	0.018	4	11195	0.018	4	11195	0.036
09:00 - 10:00	4	11195	0.013	4	11195	0.016	4	11195	0.029
10:00 - 11:00	4	11195	0.013	4	11195	0.009	4	11195	0.022
11:00 - 12:00	4	11195	0.009	4	11195	0.011	4	11195	0.020
12:00 - 13:00	4	11195	0.004	4	11195	0.004	4	11195	0.008
13:00 - 14:00	4	11195	0.009	4	11195	0.011	4	11195	0.020
14:00 - 15:00	4	11195	0.013	4	11195	0.011	4	11195	0.024
15:00 - 16:00	4	11195	0.002	4	11195	0.004	4	11195	0.006
16:00 - 17:00	4	11195	0.002	4	11195	0.002	4	11195	0.004
17:00 - 18:00	4	11195	0.004	4	11195	0.004	4	11195	0.008
18:00 - 19:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
19:00 - 20:00	4	11195	0.002	4	11195	0.002	4	11195	0.004
20:00 - 21:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
21:00 - 22:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
22:00 - 23:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
23:00 - 24:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
Total Rates:			0.095			0.096			0.191

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

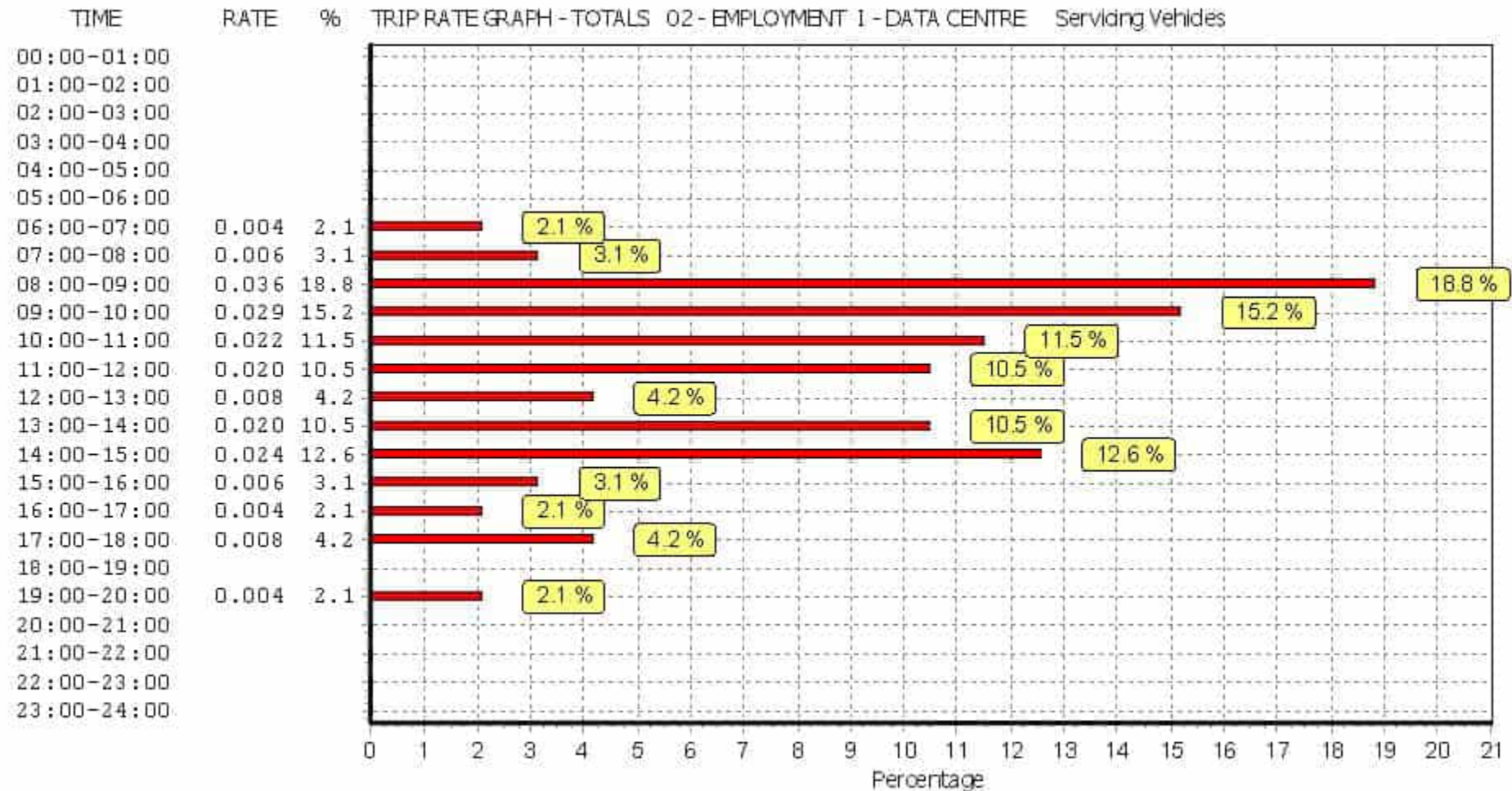
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE

Scooters

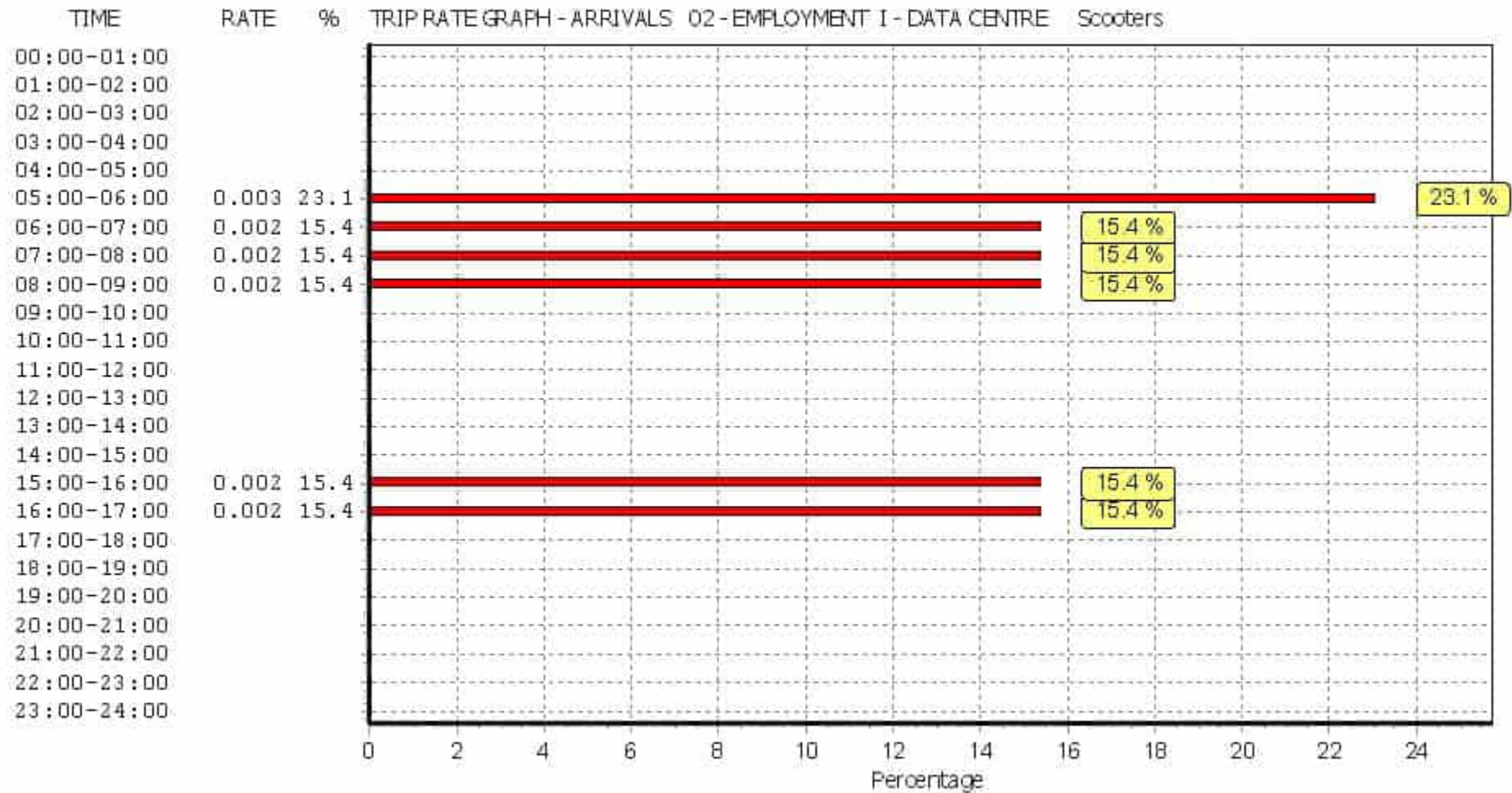
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

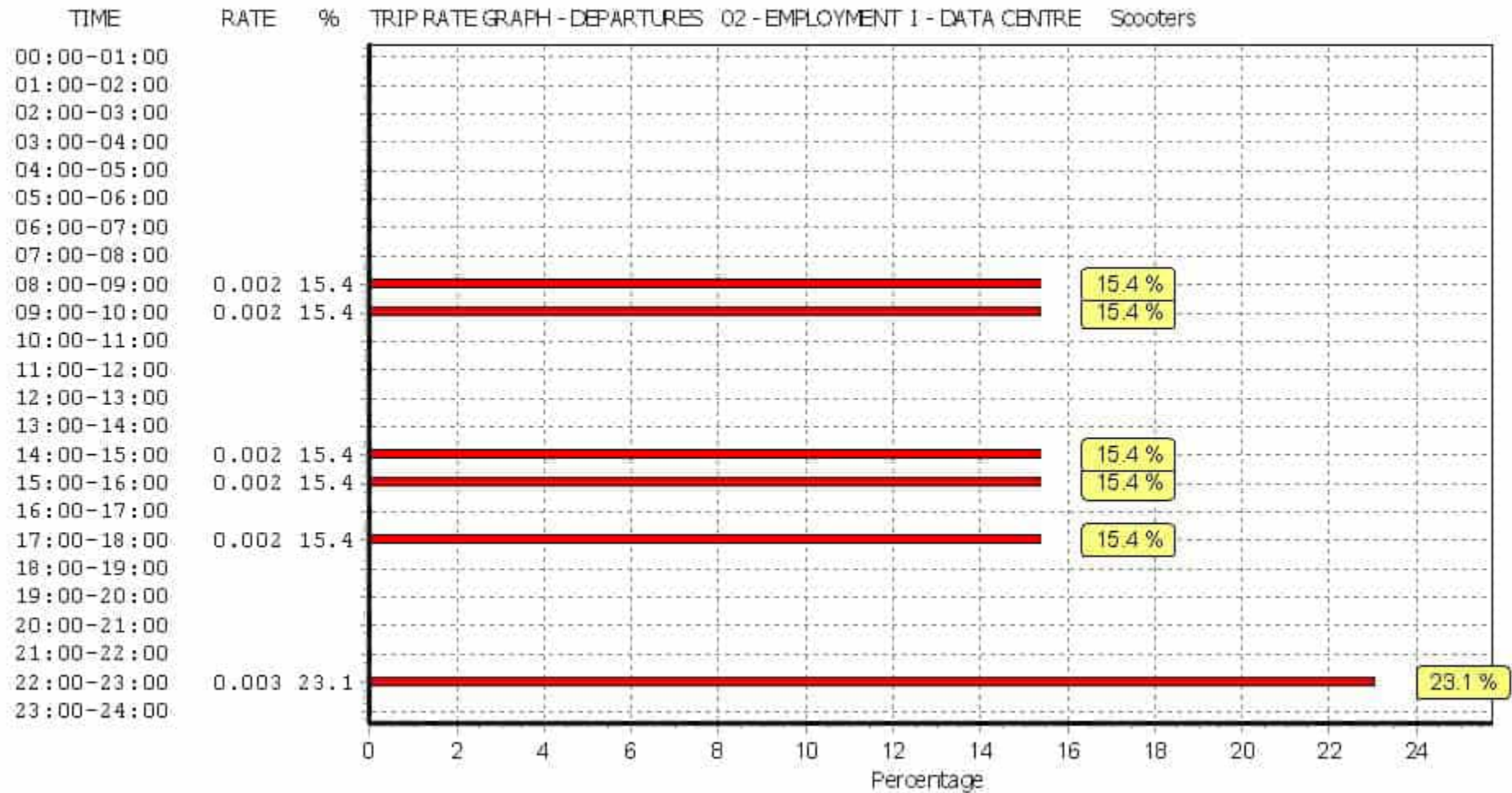
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
01:00 - 02:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
02:00 - 03:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
03:00 - 04:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
04:00 - 05:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
05:00 - 06:00	3	9593	0.003	3	9593	0.000	3	9593	0.003
06:00 - 07:00	4	11195	0.002	4	11195	0.000	4	11195	0.002
07:00 - 08:00	4	11195	0.002	4	11195	0.000	4	11195	0.002
08:00 - 09:00	4	11195	0.002	4	11195	0.002	4	11195	0.004
09:00 - 10:00	4	11195	0.000	4	11195	0.002	4	11195	0.002
10:00 - 11:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
11:00 - 12:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
12:00 - 13:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
13:00 - 14:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
14:00 - 15:00	4	11195	0.000	4	11195	0.002	4	11195	0.002
15:00 - 16:00	4	11195	0.002	4	11195	0.002	4	11195	0.004
16:00 - 17:00	4	11195	0.002	4	11195	0.000	4	11195	0.002
17:00 - 18:00	4	11195	0.000	4	11195	0.002	4	11195	0.002
18:00 - 19:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
19:00 - 20:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
20:00 - 21:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
21:00 - 22:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
22:00 - 23:00	3	9593	0.000	3	9593	0.003	3	9593	0.003
23:00 - 24:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
Total Rates:			0.013				0.013	0.026	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

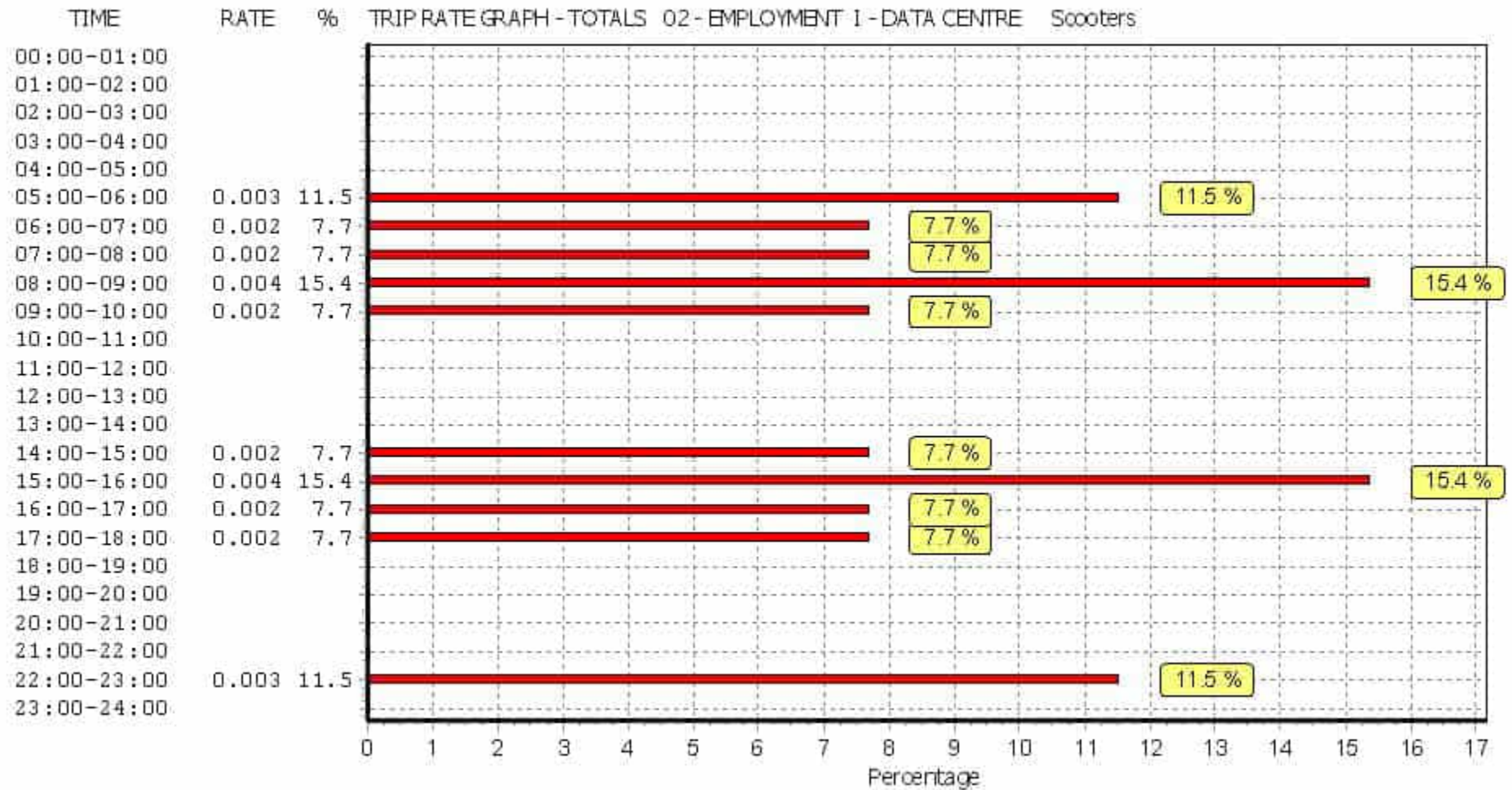
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Appendix F PICADY Outputs

Transport Assessment

Manor Farm, Poyle

Manor Farm Propco Limited

SLR Project No.: 425.065619.00001

12 December 2024

Junctions 10						
PICADY 10 - Priority Intersection Module						
Version: 10.1.1.1905						
© Copyright TRL Software Limited, 2023						
For sales and distribution information, program advice and maintenance, contact TRL Software:						
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com						
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution						

Filename: Site Access LILO V1.j10**Path:** O:\London\Vectos\Projects\Projects\230000\237679 - Manor Farm, Poyle\MODELLING**Report generation date:** 02/12/2024 16:49:31

»2027 Opening Year + Dev, AM
»2027 Opening Year + Dev, PM
»2036 Future Year + Dev, AM
»2036 Future Year + Dev, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2027 Opening Year + Dev						
Stream B-C	0.0	6.55	0.02	0.1	7.18	0.05
Stream B-A	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-B	0.0	0.00	0.00	0.0	0.00	0.00
2036 Future Year + Dev						
Stream B-C	0.0	6.65	0.02	0.1	7.34	0.06
Stream B-A	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-B	0.0	0.00	0.00	0.0	0.00	0.00

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	07/11/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SLR\James.Hiscocks
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2027 Opening Year + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D2	2027 Opening Year + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D3	2036 Future Year + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D4	2036 Future Year + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2027 Opening Year + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Site Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.10	A

Arms

Arms

Arm	Name	Description	Arm type
A	Poyle Road South		Major
B	Site Access		Minor
C	Poyle Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Poyle Road North	6.80			100.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane plus flare	10.00	5.70	3.80	3.40	3.40	✓	1.00	35	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	482	0.085	0.214	0.135	0.306
B-C	694	0.103	0.260	-	-
C-B	632	0.236	0.236	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2027 Opening Year + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Poyle Road South		ONE HOUR	✓	413	100.000
B - Site Access		ONE HOUR	✓	12	100.000
C - Poyle Road North		ONE HOUR	✓	328	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Poyle Road South	B - Site Access	C - Poyle Road North
From	A - Poyle Road South	0	41	372
	B - Site Access	0	0	12
	C - Poyle Road North	328	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Poyle Road South	B - Site Access	C - Poyle Road North
From	A - Poyle Road South	0	2	9
	B - Site Access	0	0	2
	C - Poyle Road North	11	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.02	6.55	0.0	A	11	17
B-A	0.00	0.00	0.0	A	0	0
C-A					301	451
C-B	0.00	0.00	0.0	A	0	0
A-B					38	56
A-C					341	512

Main Results for each time segment**07:45 - 08:00**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	2	600	0.015	9	0.0	0.0	6.094	A
B-A	0	0	377	0.000	0	0.0	0.0	0.000	A
C-A	247	62			247				
C-B	0	0	552	0.000	0	0.0	0.0	0.000	A
A-B	31	8			31				
A-C	280	70			280				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	3	584	0.018	11	0.0	0.0	6.279	A
B-A	0	0	357	0.000	0	0.0	0.0	0.000	A
C-A	295	74			295				
C-B	0	0	537	0.000	0	0.0	0.0	0.000	A
A-B	37	9			37				
A-C	334	84			334				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13	3	562	0.024	13	0.0	0.0	6.555	A
B-A	0	0	328	0.000	0	0.0	0.0	0.000	A
C-A	361	90			361				
C-B	0	0	516	0.000	0	0.0	0.0	0.000	A
A-B	45	11			45				
A-C	410	102			410				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13	3	562	0.024	13	0.0	0.0	6.555	A
B-A	0	0	328	0.000	0	0.0	0.0	0.000	A
C-A	361	90			361				
C-B	0	0	516	0.000	0	0.0	0.0	0.000	A
A-B	45	11			45				
A-C	410	102			410				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	3	584	0.018	11	0.0	0.0	6.280	A
B-A	0	0	357	0.000	0	0.0	0.0	0.000	A
C-A	295	74			295				
C-B	0	0	537	0.000	0	0.0	0.0	0.000	A
A-B	37	9			37				
A-C	334	84			334				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	2	600	0.015	9	0.0	0.0	6.097	A
B-A	0	0	377	0.000	0	0.0	0.0	0.000	A
C-A	247	62			247				
C-B	0	0	552	0.000	0	0.0	0.0	0.000	A
AB	31	8			31				
AC	280	70			280				

2027 Opening Year + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Site Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.20	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2027 Opening Year + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Poyle Road South		ONE HOUR	✓	506	100.000
B - Site Access		ONE HOUR	✓	26	100.000
C - Poyle Road North		ONE HOUR	✓	337	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Poyle Road South	B - Site Access	C - Poyle Road North
From	A - Poyle Road South	0	7	499
	B - Site Access	0	0	26
	C - Poyle Road North	337	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Poyle Road South	B - Site Access	C - Poyle Road North
From	A - Poyle Road South	0	2	7
	B - Site Access	0	0	2
	C - Poyle Road North	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.05	7.18	0.1	A	24	36
B-A	0.00	0.00	0.0	A	0	0
C-A					309	464
C-B	0.00	0.00	0.0	A	0	0
A-B					6	10
A-C					458	687

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	5	577	0.034	19	0.0	0.0	6.450	A
B-A	0	0	358	0.000	0	0.0	0.0	0.000	A
C-A	254	63			254				
C-B	0	0	536	0.000	0	0.0	0.0	0.000	A
A-B	5	1			5				
A-C	376	94			376				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	557	0.042	23	0.0	0.0	6.740	A
B-A	0	0	334	0.000	0	0.0	0.0	0.000	A
C-A	303	76			303				
C-B	0	0	517	0.000	0	0.0	0.0	0.000	A
A-B	6	2			6				
A-C	449	112			449				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	530	0.054	29	0.0	0.1	7.182	A
B-A	0	0	301	0.000	0	0.0	0.0	0.000	A
C-A	371	93			371				
C-B	0	0	491	0.000	0	0.0	0.0	0.000	A
A-B	8	2			8				
A-C	549	137			549				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	530	0.054	29	0.1	0.1	7.182	A
B-A	0	0	301	0.000	0	0.0	0.0	0.000	A
C-A	371	93			371				
C-B	0	0	491	0.000	0	0.0	0.0	0.000	A
A-B	8	2			8				
A-C	549	137			549				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	557	0.042	23	0.1	0.0	6.741	A
B-A	0	0	334	0.000	0	0.0	0.0	0.000	A
C-A	303	76			303				
C-B	0	0	517	0.000	0	0.0	0.0	0.000	A
A-B	6	2			6				
A-C	449	112			449				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	5	577	0.034	20	0.0	0.0	6.454	A
B-A	0	0	358	0.000	0	0.0	0.0	0.000	A
C-A	254	63			254				
C-B	0	0	536	0.000	0	0.0	0.0	0.000	A
A-B	5	1			5				
A-C	376	94			376				

2036 Future Year + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Site Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.09	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2036 Future Year + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Poyle Road South		ONE HOUR	✓	440	100.000
B - Site Access		ONE HOUR	✓	12	100.000
C - Poyle Road North		ONE HOUR	✓	351	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Poyle Road South	B - Site Access	C - Poyle Road North
From	A - Poyle Road South	0	41	399
	B - Site Access	0	0	12
	C - Poyle Road North	351	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Poyle Road South	B - Site Access	C - Poyle Road North
From	A - Poyle Road South	0	2	9
	B - Site Access	0	0	2
	C - Poyle Road North	11	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.02	6.65	0.0	A	11	17
B-A	0.00	0.00	0.0	A	0	0
C-A					322	483
C-B	0.00	0.00	0.0	A	0	0
A-B					38	56
A-C					366	549

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	2	594	0.015	9	0.0	0.0	6.153	A
B-A	0	0	370	0.000	0	0.0	0.0	0.000	A
C-A	264	66			264				
C-B	0	0	547	0.000	0	0.0	0.0	0.000	A
A-B	31	8			31				
A-C	300	75			300				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	3	577	0.019	11	0.0	0.0	6.354	A
B-A	0	0	348	0.000	0	0.0	0.0	0.000	A
C-A	316	79			316				
C-B	0	0	531	0.000	0	0.0	0.0	0.000	A
A-B	37	9			37				
A-C	359	90			359				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13	3	554	0.024	13	0.0	0.0	6.654	A
B-A	0	0	318	0.000	0	0.0	0.0	0.000	A
C-A	386	97			386				
C-B	0	0	508	0.000	0	0.0	0.0	0.000	A
A-B	45	11			45				
A-C	439	110			439				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13	3	554	0.024	13	0.0	0.0	6.654	A
B-A	0	0	318	0.000	0	0.0	0.0	0.000	A
C-A	386	97			386				
C-B	0	0	508	0.000	0	0.0	0.0	0.000	A
A-B	45	11			45				
A-C	439	110			439				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	3	577	0.019	11	0.0	0.0	6.357	A
B-A	0	0	348	0.000	0	0.0	0.0	0.000	A
C-A	316	79			316				
C-B	0	0	531	0.000	0	0.0	0.0	0.000	A
A-B	37	9			37				
A-C	359	90			359				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	2	594	0.015	9	0.0	0.0	6.156	A
B-A	0	0	370	0.000	0	0.0	0.0	0.000	A
C-A	264	66			264				
C-B	0	0	547	0.000	0	0.0	0.0	0.000	A
A-B	31	8			31				
A-C	300	75			300				

2036 Future Year + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Site Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.20	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2036 Future Year + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Poyle Road South		ONE HOUR	✓	541	100.000
B - Site Access		ONE HOUR	✓	26	100.000
C - Poyle Road North		ONE HOUR	✓	360	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Poyle Road South	B - Site Access	C - Poyle Road North
From	A - Poyle Road South	0	7	534
	B - Site Access	0	0	26
	C - Poyle Road North	360	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Poyle Road South	B - Site Access	C - Poyle Road North
From	A - Poyle Road South	0	2	7
	B - Site Access	0	0	2
	C - Poyle Road North	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.06	7.34	0.1	A	24	36
B-A	0.00	0.00	0.0	A	0	0
C-A					330	496
C-B	0.00	0.00	0.0	A	0	0
A-B					6	10
A-C					490	735

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	5	570	0.034	19	0.0	0.0	6.534	A
B-A	0	0	350	0.000	0	0.0	0.0	0.000	A
C-A	271	68			271				
C-B	0	0	529	0.000	0	0.0	0.0	0.000	A
A-B	5	1			5				
A-C	402	101			402				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	549	0.043	23	0.0	0.0	6.850	A
B-A	0	0	324	0.000	0	0.0	0.0	0.000	A
C-A	324	81			324				
C-B	0	0	509	0.000	0	0.0	0.0	0.000	A
A-B	6	2			6				
A-C	480	120			480				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	519	0.055	29	0.0	0.1	7.336	A
B-A	0	0	289	0.000	0	0.0	0.0	0.000	A
C-A	396	99			396				
C-B	0	0	481	0.000	0	0.0	0.0	0.000	A
A-B	8	2			8				
A-C	588	147			588				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	519	0.055	29	0.1	0.1	7.336	A
B-A	0	0	289	0.000	0	0.0	0.0	0.000	A
C-A	396	99			396				
C-B	0	0	481	0.000	0	0.0	0.0	0.000	A
A-B	8	2			8				
A-C	588	147			588				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	549	0.043	23	0.1	0.0	6.851	A
B-A	0	0	324	0.000	0	0.0	0.0	0.000	A
C-A	324	81			324				
C-B	0	0	509	0.000	0	0.0	0.0	0.000	A
A-B	6	2			6				
A-C	480	120			480				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	5	570	0.034	20	0.0	0.0	6.540	A
B-A	0	0	350	0.000	0	0.0	0.0	0.000	A
C-A	271	68			271				
C-B	0	0	529	0.000	0	0.0	0.0	0.000	A
A-B	5	1			5				
A-C	402	101			402				

