MAIDSTONE JOINT TRANSPORTATION BOARD MEETING

Date: Wednesday 18 October 2023

Time: 6.30 pm

Venue: Town Hall, High Street, Maidstone

Membership:

Councillors Cooke, Cannon (Vice-Chairman), Carter, Cooper, Chittenden,

Parfitt-Reid, Prendergast, Webb, Clark, Mrs Grigg, Holmes, Knatchbull, Russell (Chairman), T Sams, Hastie, Khadka,

J Wilkinson, Passmore, Ash and Coulling

The Chairman will assume that all Members will read the reports before attending the meeting. Officers are asked to assume the same when introducing reports.

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3.	Urgent Items	
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5.	Disclosures by Members and Officers	
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Issued on Tuesday 10 October 2023

Continued Over/:

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INFORMATION FOR THE PUBLIC

In order to ask a question at this meeting, please call **01622 602899** or email committee@maidstone.gov.uk by 5 p.m. one clear working day before the meeting (i.e. by 5 p.m. on Monday 16 October 2023). You will need to provide the full text in writing.

In order to make a statement in relation to an item on the agenda, please call **01622 602899** or email committee@maidstone.gov.uk by 4 p.m. one clear working day before the meeting (i.e. by 4 p.m. on Monday 16 October 2023). You will need to tell us which agenda item you wish to speak on.

If you require this information in an alternative format please contact us, call **01622 602899** or email **committee@maidstone.gov.uk**.

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MAIDSTONE BOROUGH COUNCIL

MAIDSTONE JOINT TRANSPORTATION BOARD

MINUTES OF THE MEETING HELD ON WEDNESDAY 2 AUGUST 2023

Attendees:

Committee Members:	Councillor Claudine Russell (Chairman) and Councillors Ash, Cannon, Carter, Chittenden, Clark, Cooke, English, Mrs Gooch, Hastie, Knatchbull, Passmore, Sams, Webb and J Wilkinson
Visiting Members:	Councillors Cleator, Garten, Harper and Spooner

1. <u>APOLOGIES FOR ABSENCE</u>

Apologies for absence were received from Councillors Cooper, Grigg, Holmes, Khadka, Parfitt-Reid and Prendergast.

2. <u>NOTIFICATION OF SUBSTITUTE MEMBERS</u>

The following Substitute Members were noted:

- Councillor English for Councillor Khadka.
- Councillor Gooch for Councillor Grigg.

3. URGENT ITEMS

The Chairman stated that Item 14 – Kent Bus Service Improvement Plan and National Bus Strategy Funding Update would be taken as an urgent item to allow an update to be provided to the Board. The Minutes of the Meeting held on 4 January 2023 had been circulated to the Committee and would be considered at Item 8 – Minutes of the Meeting held on 4 January 2023.

4. NOTIFICATION OF VISITING MEMBERS

Councillor Garten was present as a Visiting Member for Item 11 – Questions from Members to the Chairman.

The following Visiting Members were present for Item 13 – Maidstone Integrated Transport Package and Item 14 - Kent Bus Service Improvement Plan and National Bus Strategy Funding Update:

- Councillor Cleator
- Councillor Harper

The following Visiting Members were present for Item 15 – Involvement in the Highway Aspects of Planning Applications:

Councillor Harper

Councillor Spooner

5. <u>DISCLOSURES BY MEMBERS AND OFFICERS</u>

There were no disclosures by Members or Officers.

6. DISCLOSURES OF LOBBYING

The following Councillors stated that they had been lobbied on Item 13 – Maidstone Integrated Transport Package:

- Councillor Cannon
- Councillor Clarke
- Councillor Cooke
- Councillor Gooch
- Councillor Hastie
- Councillor Knatchbull
- Councillor Sams
- Councillor Wilkinson

7. **EXEMPT ITEMS**

RESOLVED: That all items on the agenda be taken in public as proposed.

8. MINUTES OF THE MEETING HELD ON 4 JANUARY 2023

RESOLVED: That the Minutes of the meeting held on 4 January 2023 be approved as a correct record and signed.

9. PRESENTATION OF PETITIONS

There were no petitions.

10. QUESTIONS AND ANSWER SESSION FOR LOCAL RESIDENTS

The Chairman adjourned the meeting between 6:38 p.m. to 6.44 p.m., to allow Local Residents to decide whether to ask their questions at the meeting or the next scheduled meeting, where a specific report on Cranbourne Avenue was expected.

There were six questions from Local Residents.

1. Question from Mr Peter Goddard to the Chairman of the Maidstone Joint Transportation Board:

In the absence of the questioner, the Chairman asked the question on their behalf.

'If the collective minds back in the day couldn't make the roundabout work with the then comparatively minimal traffic of the day and the existing modified junction doesn't work how does the current band of planners think the new proposal agenda point 2.3 (A229 Loose Road Corridor -LGF Scheme) will work at the same junction with the existing traffic let alone the growing no of vehicles that will come from the continued house building on both the A229 and A274?

Successive Annual traffic surveys have listed these roads as over subscribed, never a day goes by that the traffic doesn't back up from the bridge approach into Hayle road then onto the A229 / A274 due to the volume of vehicles feeding into the 2 lanes that allows the only current direct access to the North or West sides of the town.

The remedy has always been and still is a completed Maidstone By-Pass it's many many years overdue, it could be mistaken for an M25 overflow car park not the county town of Kent'.

The Chairman responded to the question.

- 2. Question from Mr Gordon King to the Chairman of the Maidstone Joint Transportation was withdrawn.
- 3. <u>Question from Mr Vincent Flynn to the Chairman of the Maidstone Joint</u> Transportation Board

'Question in respect of agenda item: 2.3.4. Considering the significant risk to the health and safety of residents, who now have to exit from Plains Avenue and cross four lanes of traffic to head into the centre of Maidstone Town, and given that the consultation has revealed that most residents oppose the closure, which has produced no demonstrable improvement either environmentally or to traffic flow on the Loose Road, but has in fact negatively impacted surrounding roads, will the Council now order the reopening of Cranborne Avenue'.

The Chairman stated that as Kent County Council had not provided any information to support a response, a written response would be provided at a later date.

There was no supplementary question.

4. <u>Question from Teniola Olukolu to the Chairman of the Maidstone Joint Transportation Board:</u>

In the absence of the questioner, the Chairman asked the question on their behalf.

'Agenda point 2.3 (A229 Loose Road Corridor - LGF Scheme). The reasons for the closure has solely been focused on solving the problem for Cranbrook Avenue despite the reasons for the closure being a shared one with Plains Avenue and Marion Crescent thus what measures are in place to solve the problem this closure has now brought causing 100% of the problem to be on Plains Avenue?'

The Chairman stated that as Kent County Council had not provided any information to support a response, a written response would be provided at a later date.

5. <u>Question from Miss Natalie White to the Chairman of the Maidstone Joint Transportation Board:</u>

In the absence of the questioner, the Chairman asked the question on their behalf.

'A question in which I would like to put forward with regards to the above of Cranbourne Avenue being closed is how has this improved the infrastructure of the area?

I believe Cranbourne Avenue should be reopened as having diverted the traffic through Plains Avenue I have seen many accidents happen at this junction.

Many more residents in Plains Avenue now park their cars out on the road and not on their driveways to slow down the amount of traffic down this road as well as the amount of people racing down there too. One particular resident even parks his vehicle on the speed ramp by Loose Road end which causes untold amounts of traffic. Plains Avenue has become highly dangerous since the closure of Cranbourne Avenue with the high chance of school children being knocked down by speeding cars whilst walking to school. Turning right out of Plains Avenue onto Loose Road is extremely dangerous and also causes great tailbacks of traffic, putting traffic lights in here would not be the solution to this. Marion Crescent is also getting heavier with traffic due to Cranbourne being shut.

It would make sense to reopen Cranbourne Avenue for everyone (maybe not the residents that live by the traffic lights) but for everyone else as this would cause less traffic building up everywhere else, this would relieve some off Plains Avenue and also South Park Road which is in desperate need to be totally resurfaced not just repaired. If the length of the traffic light sequence at Cranbourne Avenue was longer then not as many cars would build up a long here (before it was letting 5 cars through if you were lucky).'

The Chairman stated that as Kent County Council had not provided any information to support a response, a written response would be provided at a later date.

6. <u>Question from Mr Jeremy Day to the Chairman of the Maidstone Joint</u> Transportation Board:

In the absence of the questioner, the Chairman asked the question on their behalf.

'We would like it to be known that we are very unhappy about the negative effects of the closure on our daily lives. The logical alternative to using Cranborne Avenue is using Plains Avenue. However, turning right out of, or into, Plains Avenue has become very dangerous and must surely be having a negative effect on traffic flow on the Loose Road (probably resulting in an increased number of accidents and near misses), the very problem closing the Cranborne Avenue junction was supposed to solve.

We understood that the closure was for a six month trial period, but it is now almost a year since the trial was supposed to be finished. Our question is therefore why has there been such a long delay in publishing the results of the study and please can we have an assurance that affected residents will be kept informed and their views taken into account? (Something that has been distinctly lacking so far)'.

The Chairman stated that as Kent County Council had not provided any information to support a response, a written response would be provided at a later date.

To listen to the answers to these questions, please use the link below to access the meeting recording:

https://www.youtube.com/watch?v=p6 dH8KpyW8

11. QUESTION AND ANSWER SESSION FOR MEMBERS

Question from Councillor Garten to the Chairman of the Maidstone Joint Transportation Board:

'KCC has been given powers by Government to enforce moving traffic regulations using Automatic Number Plate Recognition (ANPR) cameras.

In spring 2022 KCC held a public consultation about possible sites where to use such cameras. Will KCC expand their ANPR enforcement and if so, would KCC be willing to enforce the prohibition for all motor-vehicles, in the pedestrian zone of King Street and High Street from Wyke Manor Road to Mill Street as well as Week Street (from St Francis Church) up to and including Gabriel's Hill?

Although buses, taxis and disabled drivers are rightfully exempt to traverse King Street and High Street, many non-exempt motorists flagrantly ignore the prohibition and use it as short cut while driving at inappropriate speeds. Pedestrian neither have a feeling of comfort nor safety, which they ought to expect in a pedestrianized zone and all too often prohibited drivers instil fear in pedestrians or even cause collisions with them'.

The Chairman responded to the question.

Councillor Garten asked the following supplementary question:

'Would the Joint Transportation Board take it into their work programme to pursue this request?'

The Chairman responded to the supplementary question.

To listen to the answers to these questions, please use the link below to access the meeting recording:

https://www.youtube.com/watch?v=p6_dH8KpyW8

12. MAIDSTONE JOINT TRANSPORTATION BOARD WORK PROGRAMME

The previous request for an update on the County Council's implementation of the 2006 Highways Act was reiterated, alongside two new requests for an update concerning on-street charging for electric cars and the use of ANPR enforcement on King Street and High Street, Maidstone.

RESOLVED: That the following items be added to the Board's Work Programme:

1. Kent County Council's implementation of the 2006 Highways Act,

- 2. An update concerning on-street charging for electric cars; and
- 3. The use of ANPR enforcement on King Street and High Street, Maidstone.

13. MAIDSTONE INTEGRATED TRANSPORT PACKAGE

Mr Andrew Hammersley addressed the Committee.

During the discussion, several Board Members expressed concern at the slow progression of the schemes within the Maidstone Integrated Transport Package (MITP), which included the A229 Loose Road junction with the A274 Sutton Road (Wheatsheaf junction) and the impact to local residents from the closure of Cranbourne Avenue with an update on the scheme and experimental traffic regulation order requested; the A229 Loose Road junction with Armstrong Road/Park Way, the A26 Tonbridge Road junction with Fountain Lane junction and the progression of schemes relating to Willington Street given the road's importance in managing traffic flows in the surrounding area. Several questions were outlined for submission to the relevant KCC officer, with a written response to be provided outside of the meeting. It was requested that a presentation be provided at the next meeting on the current status, timelines and funding of the MITP schemes.

The Board expressed significant disappointment that Kent County Council (KCC) Highways officers had not attended the meeting given the board's remit and reiterated the importance of co-operation between both local authorities. It was felt that officers should be formally requested to attend the Board's meetings, with the Chairman and Vice-Chairman to send a letter to express the Board's disappointment. The Chairman stated that KCC's Corporate Director had given assurance that KCC officers would be in attendance at the next meeting.

Several Members of the Board stated that the Board's remit could be reconsidered in the future, to ensure it functioned as intended.

RESOLVED: That

- 1. In the absence of County Officers the Board felt it was impossible to reach an informal conclusion on the report despite it being for noting;
- 2. The Board expresses its disappointment that Highways Officers did not attend the meeting;
- 3. The Chairman and Vice-Chairman be asked to write a letter to the Leader of Kent County Council, the Cabinet Member for Highways and Transportation and the relevant Corporate Director; and
- 4. The Board requests that a written report be given in advance of the next meeting and a presentation be given at the next meeting on each project in the MITP to include its current status, timelines for delivery and funding.
- 14. <u>KENT BUS SERVICE IMPROVEMENT PLAN & NATIONAL BUS STRATEGY FUNDING</u> UPDATE

The Board expressed disappointment that the report had arrived late and that there were no Officers in attendance from KCC.

During the discussion, it was felt that the plan could be more ambitious with the funding available, such as through exploring alternative bus operators and reviewing the provision of services elsewhere in Kent. The previous budget cuts in relation to bus services were highlighted.

After concerns were raised that a District Focus Group (the group) between councillors and bus operators to discuss bus developments was not being implemented, the Chairman confirmed that the formation of an Enhanced Partnership Local Focus Group was underway between the Council's and KCC's officers. It was emphasised that parish councils should be involved in the group and that a report on the group's formation should be brought to the next meeting in October.

RESOLVED: That a report on the formation of the Enhanced Bus Focus Group be presented to the next Board meeting to include information about its membership, structure, purpose and timescales.

15. INVOLVEMENT IN THE HIGHWAY ASPECTS OF PLANNING APPLICATIONS

The Board expressed dissatisfaction with the report provided, with specific reference made to the following; that there was no government guidance referenced, the National Planning Policy Framework was felt to be misrepresented through not including the 'sustainable' development presumption, and that the tone of the document was not suitable.

During the discussion, the involvement of KCC Highways in pre-application discussions was noted as having been helpful, but that there had been occasions where the authority had not given comments on planning applications. The importance of KCC highways commenting on a planning application based on planning considerations was referenced, with reference made to the interaction between the Local Plan Review process, the consideration of planning applications and raising highways concerns.

RESOLVED: That the Board refuses to note the report as it misinterprets the National Planning Policy Framework, fails to note government guidance on best practice for local authorities including highways authorities, on dealing with preapplication and planning decision processes.

16. MAIDSTONE HIGHWAY WORKS PROGRAMME

The Board expressed an interest in the progression of the A229 Hayle Road/Campbell Road traffic system, with the Highways Manager stating that a response from the relevant team would be given outside of the meeting.

RESOLVED: That the report be noted.

17. DURATION OF MEETING

6:30 p.m. to 9:01 p.m.

Note: The Committee adjourned between 6.38 p.m. to 6.44 p.m.

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Ref	Date to MJTB	Report Title	Report Author	Lead Authority	Notes	Date of Request
1	Standing Item	Update on the Junctions within the MITP: A20 Coldharbour Roundabout, A229 Loose Road: Armstrong Road/Park Way, A229 Loose Road: Cripple Street/Boughton Lane, A20 Ashford Road Junction with Willington Street, A274 Sutton Road Junction with Willington Street.	KCC	KCC	All MITP Schemes and the A26 Fountain Lane junction to be included within the work programme. Cranborne Avenue update to be included as part of update report.	Requested by resolution of the MJTB: 13 January 2021.
2	February 2024	Kent Bus Service Improvement Plan and National Bus Strategy Funding Update	ксс	KCC	Six-monthly update to MJTB (last received in August 2023)	19 October 2022
3	February 2024	Report on the formation of an Enhanced Bus Focus Group (membership, structure, purpose and timescales)	ксс	KCC	Report to MBC initially; move to February 2024	2 August 2023
4	February 2024	Update on the Implementation of the 2006 Highways Act	KCC	KCC	Re-requested at the August 2023 Board meeting.	2 August 2023

Maidstone Joint Transportation Board





October 2023

Maidstone Integrated Transport Package (MITP)

Decision Making Authority	Kent County Council/Maidstone Borough Council
Lead Director	Haroona Chughtai
Lead Head of Service	Tim Read
Lead Officer and Report Author	Barry Stiff/Lee Burchill
Wards and County Divisions affected	Maidstone Borough including Tonbridge & Malling
Which Member(s) requested this report?	Committee

This report makes the following recommendations:

For Information. That this report be noted.

Timetable				
Meeting	Date			
Maidstone Joint Transportation Board – Update Report	18 October 2023			

Maidstone Integrated Transport Package (MITP)

1. INTRODUCTION AND BACKGROUND

1.1 This report provides an update in respect of the major schemes currently in progress within Maidstone and the proposed junction improvements contained within the Maidstone Integrated Transport Package (MITP). A map showing the locations of these schemes is included as Appendix 1.

2. SCHEME UPDATES:

- 2.1 A249 Bearsted Road Major Infrastructure Project (Funded through National Productivity Investment Fund):
- 2.1.1 The site offices and compound are now in place and operational in the field to the northeast of New Cut Road roundabout.
- 2.1.2 Drainage works to establish the settlement lagoon and new drainage outfall within Maidstone Crematorium are continuing.
- 2.1.3 Drainage works to the south of the compound area are underway within the area of widening to the northeast of New Cut Road roundabout.
- 2.1.4 Further works will commence in October 2023 to form the new access onto Newnham Court Way and provide the new access road into Newnham Court Shopping Village.
- 2.1.5 The programme for these works is currently being finalised with the Contractor, landowner, utility companies and KCC's Streetworks team. The majority of works prior to January 2024 will be limited to offline works to form the new access roads into Newnham Court Shopping Village.
- 2.1.6 The scheme to improve M20 Junction 7 can now move forward, following the confirmation of CIL funding by Maidstone Borough Council.
- 2.1.7 KCC are finalising the appointment of a design consultant to complete the design and obtain the necessary technical approvals from National Highways. A programme for this project will be confirmed at a subsequent JTB meeting but it is currently anticipated that this project will commence after the completion of the Bearsted Road and M2 Junction 5 projects.
- 2.2 A20 Coldharbour Roundabout/A20 London Road Hall Road (LGF Scheme):
- 2.2.1 Tenders for the Coldharbour junction improvement have been returned and assessed. Final negotiations with the tenderers are currently taking place and the appointment of a contractor is now expected in early November 2023.
- 2.2.2 The project is due to commence in January 2024 and take approximately 10 months to complete. A more detailed programme will be provided at a future JTB meeting following the appointment of a contractor.
- 2.2.3 Following stakeholder and community feedback the originally planned works to the A20 London Road/Hall Road junction in Aylesford, have been stopped.

- 2.2.4 Updated Traffic Data has been taken on board to inform the options available to improve the capacity and flood alleviation without the installation of a roundabout.
- 2.2.5 Our current focus of activity is working with the Crown Estate, who own the South Aylesford Retail Park, to see if a capacity improvement to the junction can also offer a practical solution to the recurring drainage problems at the A20/Hall Road/Mills Road junction.

2.3 **A229 Loose Road Corridor (LGF Scheme):**

- 2.3.1 The Loose Road corridor comprises of four separate junction improvement schemes:
 - A229 Loose Road junction with the A274 Sutton Road (Wheatsheaf junction)
 - A229 Loose Road junction with Armstrong Road/Park Way
 - A229 Loose Road junction with Sheals Crescent
 - A229 Loose Road junction with Cripple Street/Boughton Lane

2.3.2 A229 Loose Road junction with the A274 Sutton Road (Wheatsheaf junction)

- 2.3.3 As has been reported in previous JTB updates, due to delays to the project, notably through Covid Impacts, KCC decided to implement this scheme in two phases. This would allow any post Covid changes in traffic flows and travel patterns to be assessed during Phase 1 prior to the implementation of Phase 2, the delivery of the final scheme.
- 2.3.4 From the initial design and traffic modelling work that was carried out, it was established that a significant benefit to the operation and capacity of the Wheatsheaf junction was derived from the closure of Cranborne Avenue and has thus always been a key component of the scheme. However, this was based on theoretical traffic modelling and whilst a robust process, there were concerns about whether the post Covid changes in working and travel patterns had affected how the junction was used. The delay in the delivery of the scheme provided an opportunity to close Cranborne Avenue and to review the original traffic modelling assumptions based on actual traffic information that could be collected with Cranborne Avenue closed but without the cost of implementing the full improvement.
- 2.3.5 Consequently, the first phase, the closure of Cranborne Avenue was carried out under an Experimental Traffic Regulation Order (ETRO) that commenced on 18 March 2022. The ETRO has to be in place for a minimum of 6 months and a maximum period of 18 months and includes a statutory consultation period of 6 months that ended on 19 September 2022. The ETRO can be made permanent any time after 6 months and before the end of the 18-month expiry date of 24 September 2023.
- 2.3.6 During the consultation period, KCC received 96 responses, 73 objections and 23 in support of the proposals The majority of responses were received from residents considered to be more directly affected by the closure. A report on the consultation is included in Appendix 2.
- 2.3.7 Traffic surveys were carried out before and after the closure of Cranborne Avenue. It was noted that traffic throughput at the junction during weekday peak periods was comparable for each of the surveys but with the closure of Cranborne in place, there were significant decreases in average queue lengths at the junction, whilst not having a noticeable detrimental impact elsewhere on the network. This indicated the closure was having a significant benefit to the circa 35,000 trips that are made every day

- through the junction. A report of the traffic assessment of the Wheatsheaf junction before and after the closure of Cranborne Avenue is included in Appendix 3.
- 2.3.8 Safety is also a fundamental consideration in the assessment, both considering the Cranborne junction pre and post closure as well as looking at the Plains Avenue junction, which was likely to see an increase in traffic from displaced vehicles. Based on the 5-year crash records between April 2018 and April 2023, there had been eleven personal injury crashes at the Wheatsheaf junction. Prior to the closure, three were directly associated with Cranborne Avenue, one of which was a fatality, with none since the closure. During the same period there had been no reported personal injury crashes at Plains Avenue. We are aware of a crash that occurred at Plains Avenue, and reported in the Kent Messenger in August 2023 but KCC have been advised by Kent Police that this is a damage only crash and involved no personal injuries. The crash occurred early in the morning before the peak traffic had built up. There is a suggestion from residents that speed was a factor, although this hasn't been confirmed by the police and it should be noted that there is a safety camera immediately south of the junction, so generally speed is regulated at this location. Whilst the traffic surveys have identified a slight increase in vehicles using Plains Avenue, this has not led to additional queues and delays at the junction.
- 2.3.9 Having carefully reviewed the evidence (including all the objections), Neil Baker, KCC Cabinet Member for Highways and Transport, decided to make the ETRO permanent rather than face the prospect of the road re-opening and causing confusion and uncertainty to drivers. This decision was made following discussions with the local KCC Member.
- 2.3.10 As the Local Highway authority the County Council needs to make some difficult decisions, and whilst it is clearly unfortunate that some local residents feel they are inconvenienced by the closure the decision was made in considering the significant benefits to the large number of users of the strategic road network and the wider Maidstone community, which in itself will also provide benefits to many residents who live in the vicinity of the Wheatsheaf junction.
- 2.3.11 A letter was distributed to local residents on 20 September 2023, informing them of the decision to make the closure permanent, also providing them with a link to the KCC webpage, to view a report on the traffic assessment and benefits derived from the closure of Cranborne Avenue, together with a report on the feedback from the Experimental Traffic Regulation Order consultation. These reports are included in Appendix 2 and 3 and a link to the KCC webpage is also included below.
 - https://www.kent.gov.uk/roads-and-travel/road-projects/planned-road-projects/keep-maidstone-moving/wheatsheaf-junction
- 2.3.12 All objectors to the ETRO were also sent an email on 20 September 2023, informing them of the decision, along with a copy of the resident letter.
- 2.3.13 To conclude this phase of works, measures will be put in place to formalise the closure by replacing the temporary barriers and signing with a permanent layout at the junction.
- 2.3.14 The next phase of the project will now be finalised to achieve the optimum design for the Wheatsheaf junction and consolidate the benefits derived from the closure. The final design and programme for Phase 2 will be confirmed in due course.
- 2.3.15 It is regrettable that it was not possible to debate the permanent closure of Cranborne Avenue at a JTB meeting. A decision had not been made prior to the August JTB but was required to be made prior to the ETRO expiring on 24 September 2023, a fact that was not clear in the update provided for the August JTB. We are aware that

some of the residents feel they did not have an opportunity to express their views against the closure at the August JTB meeting but we can reassure the Board that the Cabinet Member was fully aware of all the objections and their nature when he took the decision to make the closure permanent.

2.3.16 A229 Loose Road junction with Armstrong Road/Park Way

2.3.17 As stated in the previous JTB report, post scheme monitoring had identified the need to provide a separate filter for traffic turning right into Armstrong Road and Park Way. This work has now been completed. The signals will continue to be monitored to ensure timings are optimised.

2.3.18 A229 Loose Road junction with Sheals Crescent

2.3.19 These works are on hold pending a review of the impacts from the changes at the Armstrong Road junction.

2.3.20 A229 Loose Road junction with Cripple Street/Boughton Lane

- 2.3.21 The original scheme was paused as a result of the opposition received to losing the landscaped area in front of the shops following the earlier consultation carried out on the scheme.
- 2.3.22 Alternative options, including the provision of half bus layby at the junction have been considered but these do not deliver any noticeable capacity benefits to the junction and the A229 corridor and come with a significant cost. Consequently, KCC will not be proceeding with this scheme.

2.4 A20 Ashford Road junction with Willington Street (LGF Scheme):

2.4.1 Due to other projects being carried out in the vicinity of this junction, construction will need to be programmed to commence after the A249 Bearsted Road project has been completed.

2.5 A26 Tonbridge Road junction with Fountain Lane (Developer Funded Scheme):

2.5.1 The status of this scheme has not changed since previous updates. The work being undertaken to review the current proposal against the existing and predicted traffic flows is nearing completion and will be reported at a future JTB meeting.

2.6 **A274 Sutton Road junction with Willington Street (Developer Funded Scheme):**

2.6.1 This is a developer funded scheme with no deadline on the spend, and as such, this scheme will be promoted towards the end of the overall programme to allow schemes with funding constraints to be delivered first. This will ensure that other funding streams which have been secured are not lost and reallocated outside of the County.

Appendix 1: Map of Highway Improvement Schemes in Maidstone 3. A20 London Road / Hall Road A20 Coldharbour Roundabout A249 Bearsted Road A20 Ashford Road / Willington Street A26 Tonbridge Road / Fountain Lane Sheal's Crescent O MAIDSTONE Armstrong Road / Park Way 🦲 A229 Loose Road Wheatsheaf 🚺 Corridor Cripple Street / Boughton Lane A274 Sutton Road / Willington Street

Appendix 2 - Consultation Report on Experimental Traffic Regulation Order for Closure of Cranborne Avenue.

Appendix 3 - Wheatsheaf Junction - Improvement Options Report



CRANBORNE AVENUE IN MAIDSTONE - PROHIBITION OF ENTRY EXPERIMENTAL ORDER

- SUMMARY OF RESPONSES

PREPARED BY LAKE MARKET RESEARCH







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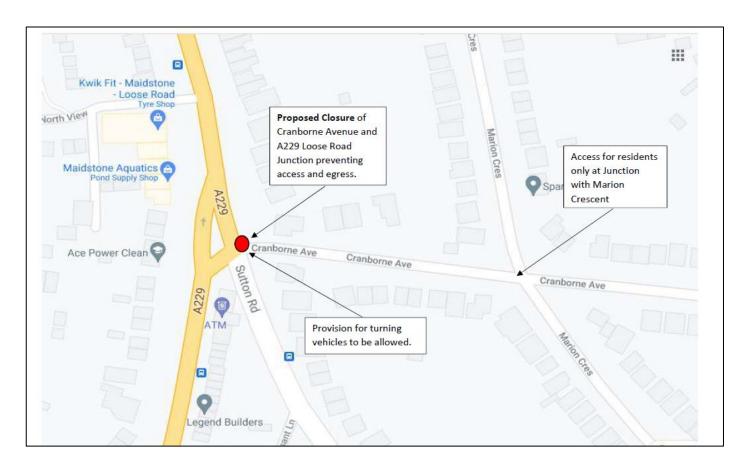
BACKGROUND

An Experimental Order for Cranborne Avenue was put into place in March 2022 to stop vehicles from driving into Cranborne Avenue, Maidstone. It was expressed that the Order was made for the following reasons:

- avoid the danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.
- for preserving or improving the amenities of the area through which the road runs.
- for facilitating the passage on the road or any other road of any class of traffic (including pedestrians).

The Order come into effect on the 25 March 2022 on an experimental basis for a period of eighteen months. The Kent County Council consultation directory, Let's Talk Kent, indicated the scheme will be reviewed so that the Council can make the decision to make the Order permanent, amend or abandon it.

Details, including the scheme plan, could be found in the Public Notice and Statement for Reason document on the Let's Talk Kent consultation page. Any person wishing to object or support the Order before it is made permanent was asked to complete a response form available to download on the consultation directory between 18 March 2022 and 19 September 2022. A site plan for the Order can be found below:



Points to note:

- The response form allowed those accessing it to indicate whether they supported or objected to the Order and an open box to provide reasons for their answer.
- This report summarises the number of response form submissions and how many indicated support or objections to the Order. Accompanying verbatim comments have been reviewed in full. This report summarises the main reasons put forward for supporting or objecting to the Order.
- Participation in exercises such as these is self-selecting and this needs to be considered when interpreting responses.
- Response to this exercise does not wholly represent the local population of the Order's geography and is reliant on awareness and propensity to take part based on the topic and interest.
- KCC was responsible for the design, promotion, and collection of the consultation responses. Lake Market Research was appointed to conduct a written summary of feedback received via the response form.

EXECUTIVE SUMMARY

96 responses were submitted to Kent County Council via the response form.

It should be noted that one of the submissions received via the response form contained a road closure petition with 169 signatures. The petition was submitted as a record of unhappiness and disagreement with the closure of Cranborne Avenue and requests the closure is withdrawn. It noted that if their request was ignored, they wanted Marion Crescent to be closed either at the junction with Plains Avenue or the junction with Cranborne Avenue to stop Marion Crescent becoming a 'rat run' for traffic. The petition contained signatures from residents of Marion Crescent, Cranborne Avenue, Brockenhurst Avenue and Plains Avenue.

SUPPORT

23 of the 96 responses submitted via the response form indicated support for the Order (24%).

The main reasons put forward by those supporting the Order are:

- The Order will provide / has provided improvements to junction flow along Sutton Road / Loose Road / traffic getting through junction;
- Cranborne Avenue was perceived to be used as a rat run by significant amounts of traffic prior to closure notice / used by vehicles that are not suitable for the width of the road (e.g. HGVs);
- A safer environment for local residents in Cranborne Avenue;
- A less polluted environment for local residents in Cranborne Avenue.

OBJECTIONS

73 of the 96 responses submitted via the response form indicated objections to the Order (76%).

The main reasons put forward by those objecting to the Order are:

- Cranborne Avenue closure has / will transfer traffic to nearby estate roads / Marion
 Crescent / Plains Avenue which are already congested with traffic and parked cars;
- Safety concerns / risk of accidents turning right at Plains Avenue towards town centre and a perception that the closure of Cranborne Avenue is increasing traffic and making this situation worse.

Other concerns raised also include:

 Cranborne Avenue closure has / will increase the journey times of local residents / residents in the immediate area (including Marion Crescent, Ringwood Road, Cranborne Avenue)

- Cranborne Avenue closure has / will have implications for traffic trying to turn into Plains Avenue from town centre / turning left out of Plains Avenue to A229
- Safety concerns for children / elderly / residents of neighbouring roads due to increased congestion / speeding traffic / local roads used as 'rat runs' (including Plains Avenue, Ringwood Road)
- Concerns regarding pollution as a result of increased congestion and longer journey times
- Concerns about access / speed of access for emergency service

RESPONSE FORM FEEDBACK – SUPPORT FOR ORDER

23 of the 96 responses submitted via the consultation order indicated support for the Order (24%).

Consultees were asked to indicate whether they supported or objected to the Order and provide feedback for their opinion in their own words. For the purpose of reporting, we have reviewed comments made and have grouped common responses together into themes. These are outlined below, together with some example verbatims to demonstrate views:

Will provide / has provided improvements to junction flow along Sutton Road / Loose Road / traffic getting through junction (noted by 15 of the 23 indicating they support the Order)

"It provides a safer way to control traffic at this notorious junction. The closure will enable better free flowing traffic along Sutton / Loose Road and reduce the time waiting at the lights. The extra building at Langley park will add to the traffic problems quickly if it's not resolved soon."

"Fantastic idea - will improve junction flow. It is very easy to access Cranborne Avenue via Plains Avenue, so closing off Cranborne Avenue at the junction end isn't going to be problematic. It will also enable more active travel, more walking, more cycling etc."

"The traffic is now dispersing, moving freely on other roads and not causing any congestion elsewhere, as far as i can ascertain. The Yellow box system at Loose Road /Plains Avenue junction is working fine and is much quicker than it ever was using Cranborne. The traffic flows on the Loose road in and out of the town are improved without the lights NOT operating at the end of Cranborne. The traffic flows on Loose road do need to keep moving in this much more freer way as this junction has also become more congested over recent years."

"I am aware that many people who were against the closure worried about the displaced traffic clogging up the surrounding residential roads, but I can honestly say that this has not been the case. I believe those motorists that once used Cranborne Avenue as a cut through are probably now taking a completely different route and, what is even more likely, is that the traffic that used to clog up the 130 metres of the end of Cranborne Avenue, is now dispersed over a much larger area so that its addition to other roads is unnoticeable."

"Quite often, at peak times, traffic has been queued back from the junction to a position past Marion Crescent, where vehicles wait to exit onto the main road."

"Much to my surprise, in my opinion and in view of my 15 year experience of driving the same route, the volume of traffic heading down Marion Crescent has remained the same, if not less than it was before the closure. I am pleasantly surprised at this outcome. Even driving past the Wheatsheaf junction itself up the Loose Road seems to move easier. Quite often the yellow box junction would be blocked with cars struggling to get into the Loose Road. This too seems to have been alleviated with traffic moving easier."

"Much of the traffic we used to endure seems to have dispersed through the Estate, which I feel is much fairer to the residents of Cranborne."

"It makes sense to close Cranborne as the traffic lights stopping all flow of traffic for four cars (5 if count the car going through the amber light) coming out of Cranborne is really not necessarily and it will massively improve the flow of traffic to and from the town centre."

Perception that Cranborne Avenue was used as a rat run by significant amounts of traffic prior to closure notice / used by vehicles that are not suitable for the width of the road (e.g. **HGVs)** (noted by 10 of the 97 indicating they support the Order)

"For a good many years now Cranborne Avenue has been a rat run for through traffic, some of which travels at an unnecessarily high speed. It's a narrow road, unsuitable for the number of vehicles using it and the road surface is in a very poor state. Quite often, at peak times, traffic has been queued back from the junction to a position past Marion Crescent, where vehicles wait to exit onto the main road."

"Far too many residential roads in and around Maidstone, especially in the Loose area, are being used as rat runs due to increased traffic flow from all the housing developments being built. Infrastructure should come first, as should the foresight to predict which roads will be used as rat runs and out in place preventative measures to protect its residents before the housing developments are completed not years later!"

"As a resident of this road the improvement to our wellbeing is immeasurable, this road has become a total nightmare used day & night as a run & not just by speeding car drivers but HGVs as well. As an area built in the 1930s the roads are not designed for this amount of traffic & the road surface is in very poor repair & not designed to absorb noise."

"Over the last two decades the amount of traffic using Cranborne Avenue as a means of exit /entry onto Loose road has become so excessive that at times this can queue back to the junction with Lyndhurst road. This narrow 1930's built road was not constructed for such amounts of traffic. The noise level from the unsuitable road surface has risen with the traffic increase. In short it can be chaos. This is all because drivers have chosen this road as an easy 'rat run' without being encouraged to disperse by other routes until now."

"It was clear, immediately after the closure, that Cranborne Avenue had become a rat run to avoid the main routes because the volume of traffic has disappeared from across the estate. Although we suffer some inconvenience taking alternative routes we have not seen the volumes of traffic that the doom merchants said would go elsewhere."

A safer environment for local residents in Cranborne Avenue (noted by 9 of the 23 indicating they support the Order)

"I can now sleep with my windows open because I know I will not get woken up by the noise of vehicles idling outside my house whilst waiting for the 9 second green light at the traffic lights. I no longer have to endure the cacophony of clunky lorries, cars and even worse motorbikes accelerating to get through the lights or turning into the road using it as a speed test area. The road is far too narrow to support the amount of traffic that used to use it as a rat run. The neighbours can now cross the road without the fear of a speeding cars and after losing two cats over the years directly outside my house I feel my present ones can live without having to negotiate the busy road. Please keep the road closed off."

"The lack of real infrastructure to support this means that for some existing residents, their daily lives are being negatively impacted by speeding traffic causing potential danger to them and their property not to mention the verbal abuse they are often met with from drivers using these roads as cut throughs."

"People speed out of Cranborne Avenue turning right towards town and I have witnessed people almost getting run over as all the other traffic is at red lights and unknowing pedestrians risk crossing when they shouldn't as people coming flying out of Cranborne Avenue at speed."

"As a resident of Cranborne Avenue, we have to deal with a large amount to traffic using our road as a cut through. Much of this traffic turns into Cranborne Avenue at high Speed and is very dangerous to residents simply walking out of their front doors. Thus the closure is very welcome and hopefully permanent."

"The closure has made a significant positive impact on the quality of our lives, in terms of the reduction of noise and air pollution. Over recent years we have had to face queues outside our house for several hours during each rush hour period and at other times during the day. This has meant that it could take us 10 minutes to get from our drive and out of Cranborne Avenue during the busy periods and also struggle to get back in, either having to pull across queuing traffic or join a queue to cover the last 10 metres to pull into our drive."

A less polluted environment for local residents in Cranborne Avenue (noted by 6 of the 23 indicating they support the Order)

"The pollution levels are very noticeable from fumes by traffic waiting long times to exit the Avenue and congestion makes this worse by the vehicles trying to come into the Avenue from the Loose Road end."

"Ever since I was a child, I have been aware of the noise, particulate and other pollution of the A229, which is inescapable due to the traffic waiting at the traffic lights on Cranborne Avenue, the canyon-effect (due to Cranborne Avenue being a much narrower road compared to the surrounding roads), as well as the 24/7 rat running. As a matter of fact, national data has shown that the Wheatsheaf junction is one of the most polluted areas in the whole country."

"From day one of the closure, I immediately noticed a massive decrease in noise through my bedroom window, air quality has also significantly improved. The area feels peaceful for the first time since I can remember. A benefit of the reduced noise is that I've actually heard a woodpecker in my garden through my bedroom window for the first time ever!"

RESPONSE FORM FEEDBACK – OBJECTIONS TO ORDER

73 of the 96 responses submitted via the consultation order indicated objections to the Order (76%).

Consultees were asked to indicate whether they supported or objected to the Order and provide feedback for their opinion in their own words. For the purpose of reporting, we have reviewed comments made and have grouped common responses together into themes. These are outlined below, together with some example verbatims to demonstrate views:

Cranborne Avenue closure has / will transfer of traffic to nearby estate roads / Marion Crescent / Plains Avenue which are already congested with traffic and parked cars (concern noted by 44 of the 97 providing a comment)

"For people in the affected areas, the fact that the traffic lights at Parkway do not allow a right turn towards the town centre, we will be forced to head through the busy estate and use alternatives, such as roads along the back of Maidstone Boys Grammar School and The Mote Park Leisure Centre. Again these are already busy and I doubt the extra traffic would be welcomed by the residents of those areas."

"As long term residents of this area, we experience the results of a huge increase in traffic congestion on a daily basis and are well equipped to accurately predict where the current plans will present major issues, rather than solutions. The closure of Cranborne Avenue will simply re-direct traffic to existing bottle necks and inevitably create further traffic congestion in busy side roads, with on street parking and at already clogged junctions. How these plans are supposed to improve traffic flow and reduce pollution is beyond the comprehension of anybody who lives in the area."

"Because this road is very well used, in both directions. What happens if there's a holdup or major accident on the Loose Road? These other roads will become even more congested."

"I envisage long queues in Plains Avenue as a result of this closure as you are not putting any kind of traffic control at the Plains Avenue/Loose Road junction."

"This will increase traffic (and pollution) along other routes, specifically Sutton Road which is already congested enough. Will also increase traffic along Plains Avenue trying to access the Loose Road which is already difficult enough to join the flow of traffic."

"Marion Crescent will become a cut through and there are always parked cars on the road, This will cause more traffic and delays."

"I live along Marion Crescent. To have to pull out into two/four lanes of busy and fast traffic is horrid. I have not noticed one single difference to the traffic on the loose road at all, yet my road is busier as well as the surrounding roads, the smaller roads, not built or even very well maintained for the traffic they had."

"As a resident of Cranborne Avenue, I have had to use an alternative route in and out to the A229 for the experimental period. To go towards Maidstone involves either the almost impossible crossing of the main road out of Plains Avenue to turn right towards the town or driving through the residential estate to Park Way."

Safety concerns / risk of accidents turning right at Plains Avenue towards town centre and a perception that the closure of Cranborne Avenue is increasing traffic and making this situation worse (concern noted by 48 of the 97 providing a comment)

"This current proposal is likely to redirect that traffic to the junction of the Plains Avenue and Loose Road. This junction is already dangerous. Despite having a box junction (largely ignored) egress is difficult due to reduced vision created by the traffic, especially when turning right into the northbound traffic."

"The yellow box junction aiding exit from Plains Avenue benefits those wishing to head towards Loose and the Sutton Road but we feel still leaves those heading towards town in a very vulnerable position. Without lights controlling this junction, as the lights at Cranborne Avenue do currently, it will only be possible for traffic to pull out from Plains Avenue when the volume of traffic heading towards town on the A229 allows, as it is not legal to wait in the yellow box for someone to let you in. This seems to us to increase the risk of an accident and may encourage people to wait in the yellow box. With the new houses being built along the Sutton Road the situation will presumably only get worse and will be exacerbated by the proposed change in the traffic light sequence at the Wheatsheaf Junction."

"This is the only traffic lighted right turn onto the main road into town from the massive Shepway estate. Plains Avenue is scary to turn right for nervous drivers and park way doesn't allow for right turns."

"Closure of Cranborne Avenue for cars existing onto the A229 concerns me as I used to regularly use this junction especially to turn right onto the A229 during busy times because of the safety the traffic lights provided as turning left or right out of Plains Avenue onto the A229 during rush hour proved too much of a problem and felt unsafe. Following the introduction of a yellow box junction on the A229 exiting and entering Plains Avenue has improved, but during busy times exiting Plains Avenue and turning left onto the A229 can be a slow process. Judging the timing and waiting until traffic is clear on the inside lane and the traffic is starting to move on the outside lane, then relying on the goodwill of drivers before attempting to join the traffic."

"The most obvious alternative route for us would be to turn right on to the A229 from Plains Avenue. However, this is a somewhat dangerous manoeuvre, as it requires crossing four lanes of invariably busy traffic. If the closure goes ahead the number of vehicles choosing this route will inevitably increase to such an extent that the A229 traffic flow will be impeded. Furthermore, there are likely to be frequent accidents because of frustrated drivers mistiming their exit from Plains Avenue."

"Now I am focused to use the Plains Avenue junction with Loose Road and the only way you can exit is by pulling and stopping halfway across to turn right in the yellow box forcing oncoming traffic to stop causing more traffic jams and dangerous driving. Not to mention higher stress levels."

"I live in Loose Road between Plains Avenue and Cranborne Avenue. We have to use Cranborne Avenue to safely enter and exit our home. This closure means at busy times we will have to directly cut across 4 lanes of fast flowing or sometimes static traffic which will slow down the intended flow. This is an extremely dangerous manoeuvre and is an accident waiting to happen!"

"I live in Ringwood Road so our nearest entrance to the main road has been blocked. That junction was understood and used properly by thousands of people! We have to now take a

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chance of getting out via Plains Avenue or use the back roads and go to town via Mote Park. Those roads will get much busier."

"This closure is ludicrous, you now have to try and use Northumberland Road by NatWest to try and turn right onto Sutton Road or even worse use Plains Avenue which means crossing four lanes of heavy traffic or stationary traffic at peak times. Drivers are taking unnecessary risks to get out onto Sutton Road as we can no longer use the traffic lights at Cranborne Avenue to safely turn right onto Sutton Road."

"I have seen many near misses from the extended traffic using plains avenue to turn right onto the Loose road. They have to travel across 4 lanes of live traffic with no roundabout or traffic lights. Prior to Cranborne being closed there wasn't nearly anywhere the amount of cars using Plains Avenue to turn right as there are now. There is nowhere else along that end of the Loose Road where you can turn right. Are you going to change other roads so they can turn right?"

Cranborne Avenue closure has / will increase the journey times of local residents / residents in the immediate area (including Marion's Crescent, Ringwood Road, Cranborne Avenue) (concern noted by 16 of the 97 providing a comment)

"We can't turn left or right out of Plains Avenue due to congestion. We can't turn right out of Northumberland Road as it's a safety black spot. The only other option is wait the 30 or so min like we did this morning at Park Way but this doesn't help if we need to turn right and the congestion here was bad before this dreadful idea. I wonder how many people will have the inconvenience of having or being delayed due to the accidents this will cause. More thought should have been given to the other exists (traffic lights or roundabouts at these junctions) before removing the only junction that works."

"The traffic at girls' schools will increase out past Park way and Willow way and cause more problems for children going to Park way school. Basically the closure will shift the problem to somewhere else and add an increased mileage and journey time for those living around Cranborne Avenue."

"As a resident of Marion crescent, myself and my partner are now having to detour through Shepway estate adding time to our journeys and costs in petrol. Roads are now being blocked in other areas as traffic is diverted trying to find another way to get access onto the loose road and many more that Cranborne Avenue would have taken us directly to."

"While the change might make it a tiny bit quicker for north south through traffic until it gets to the gridlock around Archbishop's Palace. However, the effect on local residents around the Wheatsheaf will be disastrous and minor roads will become rat runs in the rush hour leading to more conflict between cars and pedestrians at busy times. The real solution would be to divert north south through traffic away from the centre of Maidstone by improving the roads to the east and west of Maidstone."

Cranborne Avenue closure has / will have implications for traffic trying to turn into Plains Avenue from town centre / turning left out of Plains Avenue to connecting roads (concern noted by 11 of the 97 providing a comment)

"Driving from town up the Sutton road. Now the lights don't stop for Cranborne Avenue there is a more steady stream of traffic going up the Sutton road. The lights used to give a small gap in which broke up the stream helping traffic coming out of Northumberland Road. The junction at Morrisons and Wallis Avenue have been majorly impacted since the closure of Cranborne because there is no break in the traffic and the increase in traffic now detouring. The Wallis Avenue to Sutton road and Sutton road to Willington street are constantly snarled up. It only uses to be at rush hour times that these junctions would be difficult to get out of, now it's pretty much all day."

"The traffic is diverting down Marion Crescent to Plains Avenue turning right to go into town is causing more traffic where the cars are trying to get into the left lane blocking the right lane for the cars turning right into park way. Park way is already a busy road at school times with cars parked on both sides of the road. For those turning to go to Loose from Plains Avenue this is a lot easier for them."

"To get to my Doctor's surgery is not too bad, but I still have to go along Plains Avenue so that I can then turn left onto the main road. Quite often there are vehicles there waiting to turn right and go towards the town and due to the volume of traffic on the main road this can take some time to achieve, and if there are more than 3 vehicles waiting to carry out this manoeuvre, those wishing to turn left just to sit there and wait!! Shortly after the closure came into effect I had to go to Staplehurst. Going there was not too bad using the Plains Avenue route, coming back however is a different matter, I could either carry on towards town and turn right into Plains Avenue across two lanes when it was safe and clear to do so. The danger using this route is the traffic coming behind using the right hand Lane to get to South Park Road, as not keeping an eye on what's going on ahead of them. On the occasion I went to Staplehurst I chose to turn right at the traffic lights at the Wheatsheaf and go up the Sutton Road the along Northumberland Avenue and through Shepway using more petrol and an increased mileage and time. But was for me a much SAFER option."

Safety concerns for children / elderly / residents of neighbouring roads due to increased congestion / speeding traffic / local roads used as 'rat runs' (including Plains Avenue, Ringwood Road) (noted by 12 of the 97 providing a comment)

"Inevitably lower Marion Crescent will see an increase in volume of vehicles. This is a popular route for parents and children accessing local schools and may impact on their health and safety."

"A large number of young children live in the area and there is a significant danger these roads will become a rat run and that children will be involved in traffic accidents."

"I live along Marion Crescent, for me to walk around my area with my young child, is now far more riskier then when we first moved here. I don't feel that I should have to waste the more expensive diesel I have in my car to make what was a simple journey anywhere now longer, more dangerous and more troublesome. A total disregard of those who actually live in this area."

"Plains Avenue was already a busy road, used by Park way school parents, residents on South Park road to park extra vehicles and traffic from Loose Road through to the roundabout at the end of Plains Avenue and vice versa. The closure has increased speeding, noise and safety matters.

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Day, night even the very early hours of the morning vehicles, even heavy duty vehicles charge down Plains Avenue. We have witnessed increased vehicle collisions, vehicles colliding into trees, residents parked vehicles being collided into and near misses to children and elderly neighbours both on pavements and those riding bikes to school. Even driving out of one's driveway is risky with the share number of cars speeding up and down the road. Safety is now a critical matter on this road."

"How else will residents and others be able to access Cranborne Avenue from the Sutton Road and Loose Road, other than having to drive through the housing estate roads which are already congested and dangerous with parked vehicles and children walking to and from school?"

"This will cause danger to residents in the local vicinity. Closing Cranborne Avenue will only push increased traffic to Plains Avenue. This will increase an already dangerous junction. No safety measures have been put in for this junction. I have witnessed increased traffic and speeding vehicles in Marion Crescent since the trial, this is a danger to children. This trial has not made traffic towards town any better."

Concerns regarding pollution as a result of increased congestion and longer journey times (noted by 17 of the 97 providing a comment)

"Increased traffic congestion in Marion Crescent and Plains Avenue resulting in noise and fume pollution. A large number of young children live in the area and there is a significant danger these roads will become a rat run and that children will be involved in traffic accidents. There are no lights at the Plains Avenue junction with Loose Road and there is a very high likelihood this will become an accident blackspot as cars try to navigate the 4 lanes upon leaving and entering this junction. The only alternative is a significant detour along Plains Avenue to join Loose Road via either Northumberland Road or Park Way (where there is no right turn). Again this will increase pollution and the chance of accidents as people become caught in congestion on these quiet and narrow residential roads."

"Additional time will be spent on residential roads, either driving or sitting stationary in queues increasing pollution and its impact on the health of local residents."

"The diversion route from Plains Avenue to Marion crescent passes many more houses increasing pollution from more people."

"The level of congestion on the Loose Road since this road has closed has increased significantly. When accidents happen it causes tailbacks all the way to Coxheath. This is detrimental to the health of our children as cars sit with engines idling pumping out fumes."

Concerns about access / speed of access for emergency service vehicles (noted by 4 of the 97 providing a comment)

"How will emergency vehicles access the estate? If I remember correctly the reason there are no traffic calming measures on Cranborne Avenue was to make access easier for those vehicles. It seems that nobody has considered what happens to the traffic currently using Cranborne Avenue to access the Loose Road after the closure."

"Both Kent Fire & Rescue Service and South East Coast Ambulance Service have facilities located in the southern part of Loose Road south of the Wheatsheaf junction (at 388 and 409 Loose Road). Loss of access to Cranborne Avenue at the Wheatsheaf junction will impeded and delay emergency services travelling into Shepway estate and beyond to the north-west."



Improvement Options Report

Wheatsheaf Junction, Maidstone

23-110-RPT-001 Rev B September 2023



Document Control Sheet

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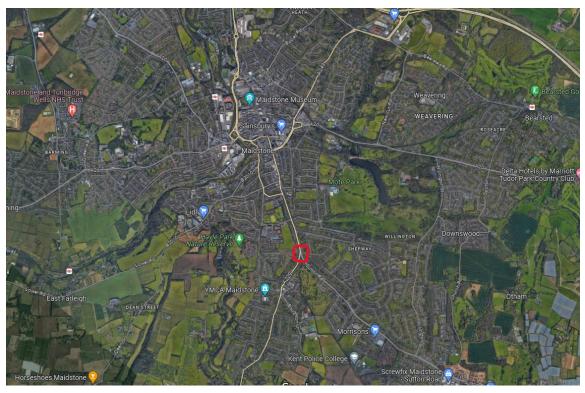
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1 Introduction

1.1 Background

- 1.1.1 Charles & Associates Consulting Engineers Ltd (C&A) have been instructed by Kent County Council to provide a technical review and summary of the potential options for the junction of the A229 Loose Rd/A274 Sutton Rd/Cranborne Ave (Wheatsheaf Junction) in Maidstone.
- 1.1.2 The junction is located approximately 2km south of Maidstone town centre, as shown in the figure below, and is a key strategic junction for the town as the A229 represents the main radial route into the town from the south. A former pub (the Wheatsheaf) building is present immediately to the south of the junction between the A274 Sutton Road and A229 Loose Rd (S) arms of the junction.

Figure 1.1: Junction Location



1.1.3 The junction is currently a four-arm traffic signal-controlled junction, however, following the implementation of an Experimental Traffic Regulation Order (TRO) in March 2022, the Cranborne Avenue arm of the junction has been closed to vehicular traffic.

1.2 Scheme History

- 1.2.1 The Wheatsheaf junction has been identified as a longstanding area of constraint on the local highway network within Maidstone. The junction is located at the convergence of the main routes to/from the southeast and southwest of Maidstone.
- 1.2.2 The highway network in Maidstone is operating at or over capacity during peak periods. Delays are prone to rapid escalation when problems arise at hotspots and from any other interruption to traffic flow. This is exacerbated by incidents on the M20; the impact from which rapidly affects the whole town. Traffic searches out alternative routes in such cases, often using inappropriate roads.
- 1.2.3 The road network to the south of Maidstone town centre, in particular, currently observes severe peak hour congestion and delay which is anticipated to be exacerbated by planned growth in the area as part of the adopted Local Plan up to 2031. The traffic problems in this area were recognised within the Examination of the adopted Local Plan following which the Inspector recommended an early review of the Plan to allow further investigation of potential transport mitigation in this area.
- 1.2.4 Largely as a result of the traffic congestion issues in the town, the entire urban conurbation of Maidstone is covered by an Air Quality Management Area (AQMA), which incorporates the Wheatsheaf junction. The AQMA was declared in 2008 following a review of air quality in the town which identified that the A229 Loose Rd/A274 Sutton Rd (Wheatsheaf) junction specifically had 9 of 37 exceedances of the nitrogen dioxide (NO2) and particulates (PM10) annual mean objectives due to emissions from road traffic.
- 1.2.5 An improvement at the junction has been proposed in different guises over many years having been identified in the Maidstone Integrated Transport Strategy (MITP) 2011-2031 which accompanies the currently adopted Local Plan.
- 1.2.6 Furthermore, Local Growth Fund (LGF) monies have been secured from SELEP through the submission of a business case for an improvement of the junction as part of a wider programme of works called the Maidstone Integrated Transport Package (MITP). The objectives of the MITP were identified as the following:
 - Objective 1: Reduced travel time along A229 corridor
 - Objective 2: Improved journey time reliability
 - Objective 3: Non-worsening of current air quality issues

1.3 Policy Context

KCC Local Transport Plan 4

- 1.3.2 Local Transport Plan 4 (LTP4): Delivering Growth without Gridlock 2016-2031 highlights that there is increasing congestion in town centres (including Maidstone) and 'growth across the county will be constrained unless we invest in increasing capacity or can reduce demand on the network.'
- 1.3.3 The overarching ambition of LTP4 is: "To deliver safe and effective transport, ensuring that all Kent's communities and businesses benefit, the environment is enhanced, and economic growth is supported."
- 1.3.4 This ambition will be realised through five overarching policies:
 - Outcome 1: Economic growth and minimised congestion
 Policy: Deliver resilient transport infrastructure and schemes that reduce congestion
 and improve journey time reliability to enable economic growth and appropriate
 development, meeting demand from a growing population.
 - Outcome 2: Affordable and accessible door-to-door journeys
 - Policy: Promote affordable, accessible, and connected transport to enable access for all to jobs, education, health, and other services.
 - Outcome 3: Safer travel
 Policy: Provide a safer road, footway, and cycleway network to reduce the likelihood of casualties and encourage other transport providers to improve safety on their networks.
 - Outcome 4: Enhanced environment
 Policy: Deliver schemes to reduce the environmental footprint of transport and enhance the historic and natural environment.
 - Outcome 5: Better health and wellbeing
 Policy: Provide and promote active travel choices for all members of the community to
 encourage good health and wellbeing and implement measures to improve local air
 quality.
- 1.3.5 The A229/A274 corridor capacity improvements are specifically identified in LTP4 as transport priorities for Maidstone.

Maidstone Borough Local Plan, 2017

- 1.3.6 Policy SP23 of the adopted plan states that the Council, working together with partners, will: "Improve highway network capacity and function at key locations and junctions across the borough; Improve highway network capacity and function at key locations and junctions across the borough".
- 1.3.7 Furthermore, para 4.159 of the plan specifically identifies the junction as a strategic location requiring capacity improvement.

2 Impact of Temporary Cranbourne Avenue Closure

2.1 Traffic Survey Data Comparison

- 2.1.1 As noted above, the Cranbourne Avenue arm of the junction has been closed since March 2022 following the implementation of an Experimental Traffic Regulation Order (TRO).
- 2.1.2 In order to assess the impact of the road closure, comparative traffic surveys were undertaken before and after the closure in September 2021 and June 2022 respectively. In addition, these surveys were supplemented by three sets of recorded site observations on Plains Avenue and Marion Crescent between March and May 2022 to capture any 'knock-on' impacts from the closure. The below sets out a comparison of the datasets to identify the key impacts of the closure on the surrounding network.

Turning Count Surveys

Wheatsheaf Junction

2.1.3 Turning count surveys, which show the total traffic throughput at the junction and on each individual approach, were captured for the weekday AM (0700-1000) and PM (1600-1900) peak periods. The peak hour within each peak period was established and are compared in the table below. The raw survey data is provided in **Appendix A**.

Table 2.1: Turning Count Comparison

		AM I	Peak	PM I	Peak
From	То	2021 Survey	2022 Survey	2021 Survey	2022 Survey
	Cranborne Ave	13	-	22	-
A229 Loose Rd (N)	A274 Sutton Rd	604	580	686	668
	A229 Loose Rd (S)	555	651	663	742
	A274 Sutton Rd	15		18	
Cranborne Ave	A229 Loose Rd (S)	58	Closed	84	Closed
	A229 loose Rd (N)	30		24	
	A229 Loose Rd (S)	101	150	93	118
A274 Sutton Rd	A229 loose Rd (N)	568	522	488	565
	Cranborne Ave	6	-	6	-
	A229 Loose Rd (N)	627	741	628	636
A229 Loose Rd (S)	Cranborne Ave	44	-	57	-
	A274 Sutton Rd	121	105	115	120
Total Mo	vements	2742	2749	2884	2849

2.1.4 The data above indicates that the total traffic throughput at the junction during weekday peak periods was almost identical in both 2021 and 2022. This highlights that the two datasets are valid and broadly comparable. Also, it indicates that despite the closure of one of the arms of the junction during the 2022 surveys, the junction operated with a similar level of overall capacity – effectively reallocating the capacity from the Cranbourne Avenue arm to the busier A229 and A274 approaches.

A229/Plains Avenue Junction

2.1.5 Turning count surveys, were also captured for the weekday AM (0700-1000) and PM (1600-1900) peak periods at the A229 Loose Rd/Plains Avenue junction. The peak hour within each peak period was established and are compared in the table below. The raw survey data is provided in Appendix A.

Table 2.2: A229/Plains Avenue - Turning Count Comparison

		AM I	Peak	PM F	Peak
From	То	2021 Survey	2022 Survey	2021 Survey	2022 Survey
A220 Loogo Pd (N)	Plains Avenue	50	26	88	78
A229 Loose Rd (N)	A229 Loose Road S	1127	1165	1387	1381
Plains Avenue	A229 Loose Road S	11	63	16	50
Plains Avenue	A229 loose Road N	20	58	48	36
A220 Loose Rd (C)	A229 loose Road N	1226	1230	1097	1160
A229 Loose Rd (S)	Plains Avenue	19	33	27	48
Total Mo	vements	2453	2575	2663	2753

2.1.6 The data above indicates that there has been a slight increase of circa 3-5% in traffic throughput at the junction during the weekday peak periods following the closure of Cranborne Avenue. These increases typically occur on the movements to/from Plains Avenue.

Queue Length Surveys

Wheatsheaf Junction

2.1.7 Queue length surveys undertaken during the same periods as the turning count surveys outlined above. The average queue length was recorded on each arm of the junction for each 30-minute interval. The queue length data is summarised in the table below and the raw queue length data is provided in **Appendix B**.

Table 2.3: Wheatsheaf Junction - Average Queue Length (m) Comparison

		20	021 Surve	ey .			20	022 Surve	ey .	
Time	A229 Loose Rd N	Cranb orne Ave	A274 Sutto n Rd	A229 Loose Rd S	Total	A229 Loose Rd N	Cranb orne Ave	A274 Sutto n Rd	A229 Loose Rd S	Total
				Α	M Peak					
0700-0730	400	4	168	24	596	144		54	13	211
0730-0800	412	4	176	16	608	260		80	16	355
0800-0830	311	5	184	35	535	141		49	21	210
0830-0900	310	2	135	36	482	39	Closed	50	18	106
0900-0930	267	2	80	39	388	189	Oloood	120	22	331
0930-1000	130	0	103	42	274	75		56	18	148
Arm Total	1829	17	845	191		846		408	106	
				Р	M Peak					
1600-1630	104	0	184	36	323	70		88	23	180
1630-1700	106	0	204	37	347	111		56	23	190
1700-1730	87	0	177	39	303	103		69	17	189
1730-1800	70	2	189	31	292	156	Closed	49	17	222
1800-1830	80	0	190	40	310	136	Olosea	52	17	205
1830-1900	139	0	172	42	353	57		46	23	125
Arm Total	585	2	1115	225		633		358	119	

- 2.1.8 The table above indicates that there has been a significant decrease in average queue lengths at the junction following the closure of Cranborne Avenue. During the AM peak period (0700-1000) there has been a reduction in total queue lengths of 1522 metres (53%) and 817 metres (42%) in the PM peak (1600-1900).
- 2.1.9 In particular, the A229 and A274 arms of the junction have seen the most significant decreases in queue. During the AM peak the A229 Loose Rd (N) observed a reduction in queue on of 983 (54%) whilst in the PM peak the A274 Sutton Rd arm has observed a reduction in queue on of 757 (68%).

A229 Loose Road/Plains Avenue

2.1.10 Queue length surveys undertaken during the same periods as the turning count surveys outlined above. The average queue length was recorded on each arm of the junction for each 30-minute interval. The queue length data is summarised in the table below and the raw queue length data is provided in **Appendix B**.

2021 Survey 2022 Survey **Time** Time A229 A229 A229 A229 Time **Plains** Segment **Plains** Segment Loose Loose Loose Loose total total Ave Ave Rd N Rd S Rd N Rd S Queue Queue **AM Peak** 0700-0730 N/A 10 N/A 1 11 4 n 4 0730-0800 N/A 18 1 19 N/A 8 0 N/A 7 3 1 0800-0830 24 31 N/A 4 0830-0900 N/A 9 3 12 N/A 3 6 9 0900-0930 3 3 0 N/A 6 9 N/A 3 0930-1000 N/A 5 4 9 N/A 2 1 3 **Arm Total** 0 72 19 26 5 0 **PM Peak** 1600-1630 N/A 5 2 3 10 15 N/A 1 1630-1700 N/A 15 4.5 20 N/A 4 0 4 1700-1730 N/A 12 8 20 N/A 5.5 3 N/A 7 N/A 2 1730-1800 11 18 4 6 1800-1830 N/A 12 2 14 N/A 4 0 4 1830-1900 N/A 9 7.2 16 N/A 2.4 0 2 0 34 22 6 **Arm Total** 69

Table 2.4: A229/Plains Avenue - Average Queue Length (m)

- 2.1.11 The table above indicates that, despite a slight increase in total traffic movements, there has been a decrease in average queue lengths at the junction following the closure of Cranborne Avenue. As such it can be inferred that there has not been a detrimental impact in capacity terms at the junction as a result of the closure.
- 2.1.12 In addition to the above, site observations were undertaken by KCC staff on three separate occasions between March and May 2022 to record traffic movements and queue lengths on these roads during the closure period of Cranbourne Avenue. The observed data is provided at Appendix C for reference.
- 2.1.13 In summary the observations indicate that the level of queueing on Plains Avenue was minimal during the observations with a maximum queue length of 7 vehicles, which generally accords with the recorded queue length data above. Furthermore, only minimal queues were observed for vehicles turning right into Plains Avenue from the A229.

Summary

2.1.14 The observed traffic data collected before and after the closure of Cranbourne Avenue strongly indicates that the closure has had a largely positive impact on the operation of the junction without having a significant detrimental impact elsewhere on the network.

- 2.1.15 In particular, the A229 and A274 approaches to the junction have observed significant reductions in queues which would in turn reduce driver delay and improve journey time reliability on the corridor. Furthermore, a reduction in queueing vehicles would also help to reduce air quality impacts in this area of the network.
- 2.1.16 Whilst the A229 and A274 arms of the junction have observed a clear benefit from the closure of the Cranbourne Avenue, it is apparent that there are other locations on the network which could have observed increased levels of traffic as vehicles previously routing via Cranbourne Avenue reassign to other routes. The most apparent location on the surrounding network where this could occur was identified as Plains Avenue and its junction with A229.
- 2.1.17 The traffic data analysis for the A229 Loose Road/Plains Avenue junction indicates that the closure of Cranborne Avenue has not had a detrimental impact in terms of additional queues and delays.

2.2 Road Safety Impacts

- 2.2.1 It is noted that a number of consultation responses in relation to the closure of Cranbourne Avenue identify a potential highway safety concern at the junction of the A229/Plains Avenue junction as a result of increased traffic flows at the junction. Consequently, a review of personal injury collision records from the five years until March 31, 2023, has been undertaken to determine any trends in road safety conditions before and after the temporary closure of Cranbourne Avenue.
- 2.2.2 The collision data analysis is summarised below, and the raw collision data is provided in **Appendix D** for reference.

Wheatsheaf Junction

- 2.2.3 In total, there were 11 accidents recorded during the 5-year period. Among them, one was categorised as a Fatal accident, four as Serious, and the remaining six were classified as Slight. The collision locations are presented in Figure 2.1, and a summary is provided in Table 2.5.
- 2.2.4 The data indicates that the majority of the collisions occurred in the period prior to the Cranbourne Avenue arm of the junction. Three collisions have been recorded following the closure, however, there are no apparent trends that can be established which would suggest the collisions were in any way caused by the Cranbourne Avenue arm of the junction being closed.

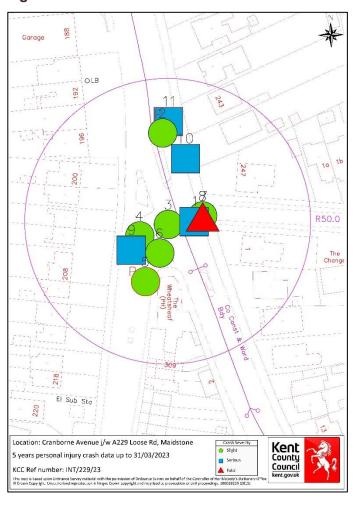


Figure 2.1: Collision Locations at Wheatsheaf Junction

Table 2.5: Collisions Summary at Wheatsheaf Junction

Year	Severity	Grid Ref (E, N)	Road Surface	Weather	Lighting	Description
2018	Serious	576729,153967	Dry	Fine	Dark/Street lights	Car pulled into the path of motorbike causing collision.
2019	Slight	576718,153998	Dry	Fine	Daylight	A rear end collision between two cars.
2019	Slight	576720, 53966	Dry	Fine	Dark/Street lights	Motorbike collided with the rear offside of a car while turning right.
2019	Slight	576710,153962	Wet	Fine	Daylight	A rear end collision between three cars.
2019	Slight	576712,153946	Dry	Fine	Daylight	A front nearside collision between two cars.
2020	Slight	576717,153956	Dry	Fine	Dark/Street lights	Head-on collision between two cars.
2021	Fatal	576732,153967	Wet	Rain	Dark/Street lights	A collision between a pedal cycle and a car.
2022	Slight	576732,153969	Dry	Fine	Daylight	Head-on collision between two cars
2022	Serious	576707,153957	Dry	Fine	Dark/Street lights	A collision between a pedal cycle and a car.
2022	Serious	576726,153989	Dry	Fine	Daylight	A collision between a pedal cycle and a car.
2023	Serious	576720,154002	Dry	Fine	Daylight	A goods vehicle hit a pedestrian as pedestrian was at the nearside blind spot.

A229 Loose Road/Plains

2.2.5 The permanent closure of Cranbourne Avenue is expected to increase the traffic through A229 Loose Road/Plains Avenue junction, particularly on the Plains Avenue arm. STATS19 collision records indicate that no collisions have been recorded over the past five years at this junction.

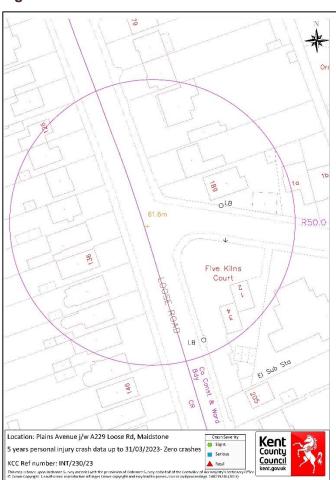


Figure 2.2: Collisions at A229/Plains Avenue Junction

2.2.6 From the above analysis, it can be concluded that there are no safety issues that have been identified and could worsen due to the proposed permanent closure of Cranborne Avenue.

3 Junction Improvement Options

3.1 Overview

- 3.1.1 KCC have identified three potential options for the junction going forward as follows:
 - Do Nothing allow re-opening of Cranbourne Avenue at expiry of the Experimental TRO at end Sept 2023.
 - 2. **Do Minimum** implement permanent closure of Cranbourne Avenue, minor enabling civils works and traffic signal upgrades.
 - Do Maximum implement permanent closure of Cranbourne Avenue alongside more comprehensive junction upgrade including removal of pub building and traffic signal upgrades.

Do Nothing Scheme

3.1.2 As identified above the junction in this scenario would revert back to its current arrangement following the expiry of the temporary TRO. There would be minimal works required to implement this option and accordingly there would be negligible costs associated with it.

Do Minimum Scheme

- 3.1.3 The proposed do minimum scheme would require a permanent TRO to be implemented to close Cranbourne Avenue and minor enabling works to facilitate the change in operation at the junction. A proposed scheme drawing shown in **Appendix E** for reference.
- 3.1.4 New traffic signal technology will be provided at the junction. These include improved pedestrian crossing facilities, widened to 3.2m from 2.8m in width and being provided with kerbside and on-crossing detection. The new near sided puffin technology will cancel any spurious pedestrian demands and improve junction efficiency. In addition, the technology will improve co-ordination between the Wheatsheaf junction and the A229/Armstrong Rd signal operation.
- 3.1.5 The closure of Cranbourne Avenue will also improve pedestrian and cyclist movements at the junction through the removal of a side road crossing on the eastern side of the junction.

Do Maximum Scheme

3.1.6 The proposed do maximum scheme comprises a more comprehensive amendment to the junction involving the removal of the Wheatsheaf pub building and reconfiguration of the A229 Loose Rd (S) and A274 Sutton Rd approaches in addition to the improvements proposed within the 'Do Minimum' scheme. A proposed scheme drawing shown in **Appendix F** for reference.

3.2 Options Assessment

- 3.2.1 Consultants WSP undertook comparative network capacity assessments of each of the above options on behalf of KCC. The assessments were undertaken in the industry standard software platform LinSig which is typically used to assess individual or small groups of traffic signal-controlled junctions.
- 3.2.2 The key output LinSig assessments is the 'Degree of Saturation' (DoS). A junction is operating at full capacity when the DoS on one or more arms is 100% or greater. A DoS value of 85% or less is a generally preferred level and indicates that the approach in question is operating within theoretical capacity and has some practical reserve to account for normal fluctuations in traffic conditions. LinSig also provides an overall network performance metric known as 'practical reserve capacity' (PRC), which is also expressed as a percentage.
- 3.2.3 The assessments undertaken by WSP comprise of a small network of 3 junctions including the A229/Armstrong Rd, A229/Plains Avenue and Wheatsheaf junctions. The LinSig assessment outputs are summarised in the table below for the Wheatsheaf junction and overall network performance (PRC).

Table 3.1: Options Assessment Summary

Arm	Do No	othing	Do Mir	nimum	Do Ma	ximum
AIIII	Max DoS	Queue	Max DoS	Queue	Max DoS	Queue
		AM P	eak			
A229 Loose Rd (N)	96%	20.8	47%	7.0	79.6%	18.8
Cranbourne Ave	71%	3.9		Clos	sure	
A274 Sutton Rd	89%	14.6	82.0%	11.1	76.3%	10.2
A229 Loose Rd (S)	84.5%	18.3	80.3%	15.5	70.3%	13.6
Network PRC	-8.	7%	9.7	7%	11.	3%
		PM P	eak			
A229 Loose Rd (N)	95%	22.9	52%	8.2	83.6%	21.1
Cranbourne Ave	72%	3.9		Clos	sure	
A274 Sutton Rd	81.6%	12.4	79.0%	11.0	83.7%	11.2
A229 Loose Rd (S)	76.5%	13.3	75.8%	13.2	76.5%	9.8
Network PRC	-8.	9%	12.	4%	6.8	3%

3.2.4 The assessment outputs above indicate that the Do Minimum and Do Maximum scenarios would operate significantly better than the Do Nothing scenario, with the network PRC values increasing by between 15-20%.

3.2.5 A comparison of the Do Minimum and Do Maximum scenarios indicates that the difference in operation of the junction and wider network between the two scenarios is negligible. Of particular note, however, is the forecast operation of the A229 Loose Rd (N) arm is significantly improved in the Do Minimum scenario with maximum queues of 7-8 vehicles compared with queues of 19-21 in the Do Maximum Scenario.

4 Summary and Recommendation

4.1 Summary

- 4.1.1 This report is intended to provide a review of potential options to improve the operation of the A229 Loose Rd/A274 Sutton Rd (Wheatsheaf) junction.
- 4.1.2 The junction is formed of a four-arm traffic signal-controlled junction, however, following the implementation of an Experimental Traffic Regulation Order (TRO) in March 2022, the Cranborne Avenue arm of the junction has been closed to vehicular traffic.
- 4.1.3 The review of the junction and potential improvements has been based upon observed traffic survey data captured before and after the closure of Cranbourne Avenue, and a comparison of forecast junction capacity assessments representing each of the proposed junction options.
- 4.1.4 The comparison of traffic data at the junction pre and post closure of Cranbourne Avenue indicates that the closure has significantly reduced queues on the A229 (N) and A274 arms of the junction whilst not having a noticeable detrimental impact elsewhere on the network.
- 4.1.5 Furthermore, a review of historic personal injury collision data indicates that there has been no worsening of highway safety conditions at either the Wheatsheaf or A229/Plains Avenue junctions since the closure of Cranbourne Avenue.
- 4.1.6 Three alternative improvement options have been identified by KCC as follows:
 - Do Nothing allow re-opening of Cranbourne Avenue at expiry of temporary TRO at end Sept 2023.
 - 2. **Do Minimum** implement permanent closure of Cranbourne Avenue, minor enabling civils works and traffic signal upgrades.
 - Do Maximum implement permanent closure of Cranbourne Avenue alongside more comprehensive junction upgrade including removal of pub building and traffic signal upgrades.
- 4.1.7 Forecast junction assessment modelling indicates that the Do Minimum (Cranbourne Ave Closure) and Do Maximum (Wider improvement + Cranbourne Ave Closure) options would derive significant benefits compared with the Do Nothing (Cranbourne Ave open) option.
- 4.1.8 The modelling also indicates that there would be a negligible difference in the operation of the junction between the Do Minimum and Do Maximum options.

4.2 Recommendation

- 4.2.1 Based upon the analysis of the surveyed traffic data it is recommended that the closure of Cranbourne Avenue is made permanent in one form or another as this derives significant benefits compared with having Cranbourne Avenue open at the junction.
- 4.2.2 Reviewing the two available options which incorporate the closure of Cranbourne Avenue, it is recommended that the Do Minimum option is implemented as this derives similar, if not increased, levels of benefit compared with the Do Maximum option; and therefore, represents the best value for money approach given the likely difference in relative costs of both options.

Appendix A Traffic Count Raw Data



Intelligent Data Collection Limited Loose Road Corridor

Client: WSP
Project Number: ID05935
Junction Number: Site 3
Date of Survey: 16.09.2021
Junction Name: A229 Loose

Junction Name: A229 Loose Road / Cranborne Avenue / Sutton Road

Junction Type: Crossroads





Quality Assurance

Revision	Rev A		
Date	23.09.2021		
Prepared by	Gabriel Adelowo		
Signature			
Checked by	Luke Martin		
Signature			
Project Director	Paul O'Neill		
Signature			
Project Number	ID05935		
	ID05935 Loose Road		
File Ref	Corridor - MCC Site 3 -		
	16.09.2021		

Issue Record

	Date		
Issued to	24.09.2021		
Simon Bourne	E-mail		

 Client:
 WSP

 Project Number:
 ID05935

 Junction Number:
 Site 3

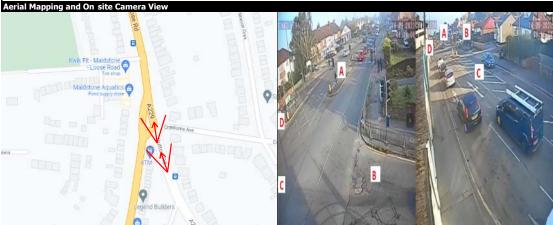
Date of Survey:16.0Junction Name:A22'Junction Type:Cross

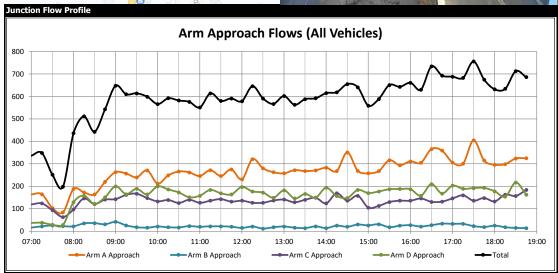
16.09.2021 A229 Loose Road / Cranborne Avenue / Sutton Road



Junction Layout

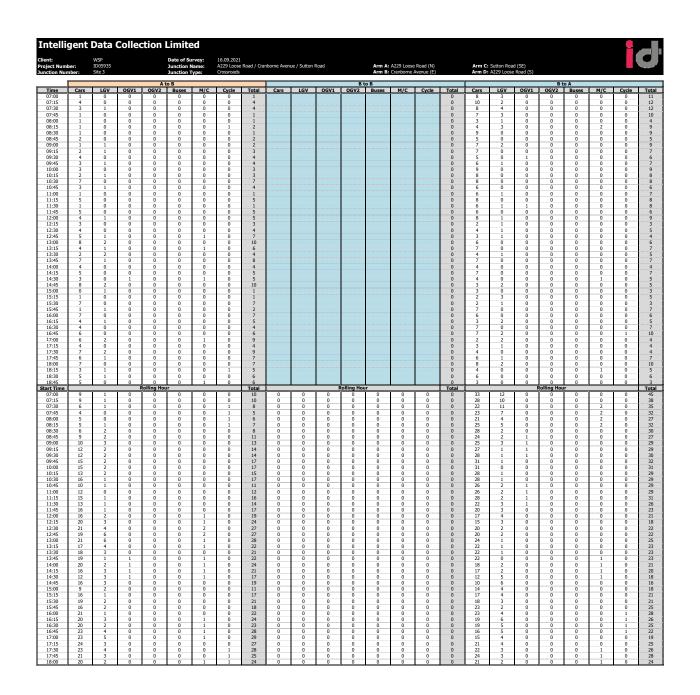






Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events):
There is severe blocking on Arm D between 07:00 and 08:00. The reason is not clear from the camera view.

nt: ect Numb ction Num	ber:	WSP ID05935 Site 3			Date of Su Junction M	Name:	16.09.2021 A229 Loose Crossroads	Road / Cra	nborne Aven	ue / Sutton	Road		Arm A:	A229 Loose Cranborne	Road (N) Avenue (E)		Arm C:	Sutton Roa A229 Loos	ed (SE) e Road (S)					C
Time	Cars	LGV	OGV1	A t		M/C	Cycle	Total	C	LGV	OGV1		to D	M/C	Cycle	Total	Cars		OGV1		:0 C	M/C	Cuela	1 7.
07:00	Cars	LGV	OGVI	OGV2	Buses	M/C	Cycle	0	Cars 7	0	0	OGV2	1	0	0	9	108	LGV 39	2	1	Buses 2	2	Cycle 0	To
07:15 07:30								0	0	0	0	1	0	0 3	0	4	110 66	35 17	2	6	0	1	0	1
07:45								0	0	0	0	0	0	0	0	0	56	16	0	4	4	3	0	8
08:00 08:15								0	58 73	9	2	8 4	0	0	0	80 93	83 60	13 10	2	6	2	0	0	1
08:30								0	39	10	1	5	0	1	0	56	90	10	1	3	2	1	0	1
08:45 09:00								0	76 78	19 25	3	10 7	1	2	0	112 116	80 119	19 15	3	5	0	0	0	1
9:15								0	85	31	3	4	2	0	0	125	102	19	2	5	0	1	0	1
9:30 9:45								0	67 82	25 18	7	7	1	0	0	107 123	96 108	19 23	3	6	3 4	1 3	0	1
0:00								0	65	13	4	13	1	1	0	97	86	18	5	1	2	0	0	1
0:15 0:30								0	89 95	19 22	5	7 8	1	0	0	121 134	100 90	17 22	3	2	3	0	0	1
0:45								0	77	21	7	5	0	0	Ô	110	110	29	2	3	3	1	0	1
1:00 1:15								0	91 116	18 22	1	7	1	0	0	118 147	97 93	26 17	2	1	1	0	0	1
1:30								0	86	18	4	9	3	0	0	120	100	20	1	1	1	0	2	1
1:45 2:00								0	97 94	15 15	8	4	0	1	0	125 120	110 79	23 15	4	4	2	2	0	1
2:15		-						0	129	23	5	9	1	2	0	169	111	27	5	3	1	2	0	1
2:30								0	97 90	13	8	7	1 0	0	1	127	115 106	22	4	4	2	2	0	1
2:45 3:00								0	90 88	18 16	2	4	1	1	0	120 112	106	19 23	6	1	1	2	0	1
3:15								0	86 101	18 29	6	10	0	1	0	121	114	23	2	0	3	3	0	1
3:30 3:45								0	95	18	3	6	1	0	0	140 123	93 108	22 23	2	3	3	1	0	1
1:00								0	124	20	1	10	1	0	0	156	97	18	3	3	1	1	0	1
4:15 4:30								0	98 146	24 34	1	5 9	2	0	0	133 192	102 112	26 32	4	0	2	3	0	1
1:45								0	104	14	2	0	3	1	0	124	107	32 21	3	1	2	1	0	1
5:00 5:15								0	80 102	22 10	6 3	4	1 1	1 0	0	114 122	112 115	22 26	0	3	1	3	0	1
:30								0	115	14	4	8	0	2	0	143	135	21	2	3	2	3	0	1
:45 :00								0	117 114	22 29	3	3	3	0	0	150 148	118 124	15 17	7	3	2	0 3	0	1
5:15								0	119	17	0	0	5	2	0	143	121	23	3	3	3	3	1	1
5:30 5:45								0	152 152	21 25	2	4 0	0	0	0	179 180	142 145	34 22	3 0	2	1	1	0	1
7:00		-						0	123	22	0	2	0	1	0	148	128	17	1	2	1	0	0	1
7:15 7:30								0	116 152	16 17	0	2	1	2	1	138 176	131 179	22 29	0	1	3	2	0	1 2
7:45		-						0	142	20	1	4	1	0	0	168	115	17	1	3	1	3	0	1
8:00 8:15								0	119 125	10 13	2	3	0	1	0	135 143	136 127	14 16	0	1	1 3	1 2	1	1
8:30								0	127	15	0	2	2	3	0	149	144	19	0	1	1	4	0	1
8:45 rt Time				Rolling Hou				0 Total	141	17	0	3 Rolling Ho	1	4	0	166 Total	125	24	0	0 Rolling Hou	2	2	0	To
7:00	0	0	0	0	0	0	0	0	9	0	1	3	1	3	0	17	340	107	8	17	9	- 8	0	4
7:15 7:30	0	0	0	0	0	0	0	0	60 131	9 23	6 7	10 13	0	3	0	88 177	315 265	81 56	9 7	22 20	8 10	7	0	4
7:45	0	0	0	0	0	0	0	0	170	33	8	17	0	1	0	229	289	49	6	17	9	5	0	3
3:00 3:15	0	0	0	0	0	0	0	0	246 266	52 68	11	27 26	3	2	0	341 377	313 349	52 54	10 10	16 15	5	2	0	4
3:30	0	0	0	0	0	0	0	0	278	85	10	26	6	4	0	409	391	63	10	16	5	2	0	4
3:45 9:00	0	0	0	0	0	0	0	0	306 312	100 99	16 20	28 32	7	3	0	460 471	397 425	72 76	12 11	19 19	6 10	2	1	5
9:00	0	0	0	0	0	0	0	0	299	87	20	38	5	1	1	452	392		13	15	9	5	1	5
):30	0	0	0	0	0	0	0	0	303	75	23	41	4	1	1	448	390	79 77	14	12	12	4	1	-
9:45 0:00	0	0	0	0	0	0	0	0	331 326	72 75	22 22	42 33	3	2	1	475 462	384 386	80 86	17 16	9	11 10	3	0	5
):15):30	0	0	0	0	0	0	0	0	352	80	19	27	3	1	1	483	397	94	13	9	9	3	0	
):30):45	0	0	0	0	0	0	0	0	379 370	83 79	15 13	27 28	3 5	0	0	509 495	390 400	94 92	14 9	9 7	7	3	2	5
:00	0	0	0	0	0	0	0	0	390	73	14	27	5	1	0	510	400	86	11	8	6	4	2	5
:15	0	0	0	0	0	0	0	0	393 406	70 71	16 20	26 28	5	4	0	512 534	382 400	75 85	13 14	11 12	8 7	5	2	- 4
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:00 :15	0	0	0	0	0	0	0	0	410 404	69 70	18 17	31 29	3	4	1	536 528	411 435	83 91	16 18	13 10	7	8 9	0	5
:30	0	0	0	0	0	0	0	0	361	65	18	30	2	3	1	480	438	87	15	7	9	10	0	5
:45	0	0	0	0	0	0	0	0	365 370	81 81	14 15	27 24	2	4 3	0	493 496	416 418	87 91	14 13	5 6	8 8	11 9	0	5
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3:30 3:45	0	0	0	0	0	0	0	0	418 463	91 96	12 9	25 30	5 6	1 0	0	552 604	400 419	89 99	9 10	8 7	7	5	0	5
	0	0	0	0	0	0	0	0	472	92	8	24	8	1	0	605	418	97	11	5	6	5	0	5
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1:00 1:15 1:30 1:45 5:00	0	0					0	0	465	82	9	14	8	6	0	584	498	76	16	11	10	9	1	6
1:00 1:15 1:30 1:45 1:00 1:15	0 0 0	0	0	0	0	0											505							
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8:00 8:15 8:30 8:45 8:00 8:15 8:30 8:45 8:00 8:15	0 0 0	0	0						502 537 546	89 92 85	7 5 3	10 7 6	8 6 6	4 3 4	0	650 650	532 536	96 96	17 13 7	10 8 8		7 9 6	1 2 2	6
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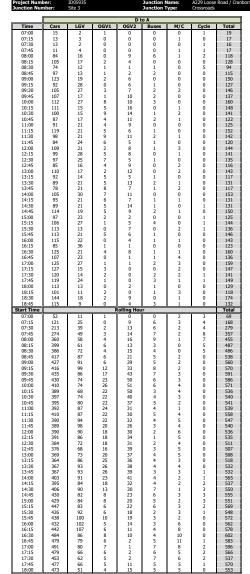


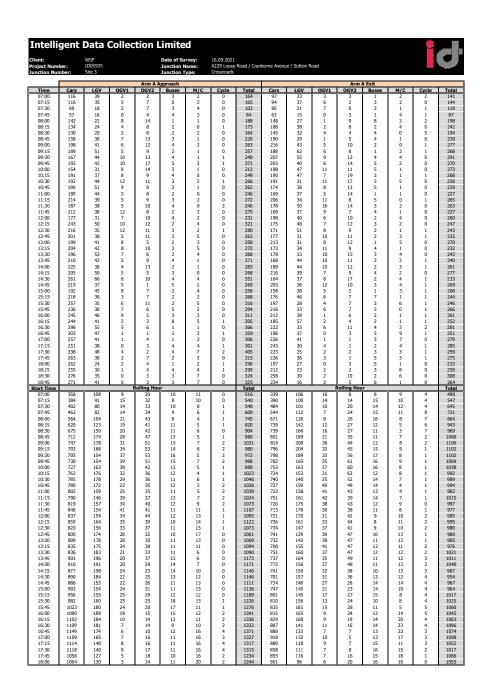
Number:	wsp ID059: Site 3				Date of Su Junction I Junction	urvey: Name:	16.09.2021 A229 Loose Crossroads	Road / Crar	borne Aven	ue / Sutton	Road		Arm A	: A229 Loos : Cranborne	e Road (Avenue	N) (E)	Arm C: Arm D:	Sutton Roa A229 Loose	d (SE) e Road (S)					•
				B to	10 D								to C							Ct				
ne Ca	rs LG	/ 00	OV1 C	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cyc	le Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	To
15 5	5 0			0	0	0	0	5	5	0	0	0	0	0	0	5								1
30 6			0	0	0	0	0	8	4	2	0	0	0	0	0	6								ļ
45 3 00 13			0	0	0	0	0	3 16	9	0	0	0	0	0	0	10 2								
15 2	3 2		0	0	0	0	0	25	1	0	0	0	0	0	0	1								
30 2: 45 19	3 3		0	0	0	0	0	26	1	0	0	0	0	0	0	1								
00 2	7 3		0	0	0	0	0	23 30	3	0	0	0	0	0	0	3								
15 1			0	0	0	0	0	14	5	0	0	0	0	0	0	5								
30 8 45 5			0	0	0	0	0	8 6	4	0	0	0	0	0	0	4								ļ
00 4	4 3		0	0	0	0	0	7	5	0	0	0	0	0	0	5								
15 9			0	0	0	0	0	10	0	0	0	0	0	0	0	0								ļ
30 7 45 1	7 0 1 2		0	0	0	0	0	8 13	3	0	0	0	0	0	0	1 4								ļ
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30 9 45 1			0	0	0	0	0	9 13	1	0	0	0	0	0	0	5								-
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15 1			0	0	0	0	0	14	3	1	0	0	0	0	0	4								
30 5 45 6			0	0	0	0	0	6 10	0 4	0	0	0	0	0	0	4								-
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15 6 30 3	5 1 3 0		0	0	0	0	0	7	6	0	0	0	0	0	0	2								ļ
30 3 45 1			0	0	0	0	0	12	2	1	0	0	0	0	0	3								-
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15 1 30 1	7 0		0	0	0	0	0	17 12	1 7	0	0	0	0	0	0	1 3								-
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45 10	.0 3		0	0	0	0	1	14	2	2	0	0	0	0	0	4								
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15 9 30 9			0	0	0	0	0	13 12	8	0	0	0	1 0	0	0									ļ
45 2:			0	0	0	0	0	22	2	0	0	0	0	0	0	2								
00 2: 15 2:			0	0	0	0	0	26 24	3	0	0	0	0	0	0	3								ļ
30 14	4 0		0	0	0	0	0	24 14	4	1	0	0	0	0	0	5								
45 1:	.1 0		0	0	0	0	0	11	1	0	0	0	0	0	0	1								
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15 26	6 6		0	0	0	0	0	32 52	20	3	0	0	0	0	0	23 19	0	0	0	0	0	0	0	Į
30 44 45 6			0	0	0	0	0	52 70	16 13	1	0	0	0	0	0	19	0	0	0	0	0	0	0	
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30 83 45 6	2 10		1	0	0	0	0	93 75	12 15	0	0	0	0	0	0	12 15	0	0	0	0	0	0	0	
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15 31			0	0	0	0	0	35	17	0	0	0	0	0	0	17	0	0	0	0	0	0	0	
30 20 45 21	5 5	-	0	0	0	0	0	31 31	12 9	0	0	0	0	0	0	12 9	0	0	0	0	0	0	0	
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15 3i 30 4i	6 4		1	0	0	0	0	41 44	7 8	1 1	0	0	0	0	0	8	0	0	0	0	0	0	0	
45 43	2 3		0	0	0	0	0	45	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	
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15 3i 30 34	b 1		1	0	0	0	0 n	38 39	10 12	0	0	0	0	0	0	10 13	0	0	0	0	0	0	0	
45 31	0 5		1	0	0	0	0	36	7	2	0	0	0	0	0	9	0	0	0	0	0	0	ő	
00 24	4 9		0	0	0	0	0	33	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	
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45 24	4 9		0	0	0	0	0	33	14	Ô	0	0	0	ő	0	14	0	0	0	0	0	0	0	
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	3 7		0	0	0	0	0	80	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	
45 73	1 8 6 8		0	0	0	0	1	70	8	4	0	0	0	0	0	12	0	0	0	0	0	0	0	
45 7: 00 6:	о 18		0	0	0	0	1 1	65 55	13 11	3	0	0	0	1 1	0	15 15	0	0	0	0	0	0	1 0	
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45 7: 500 6: 15 5: 30 4: 45 4: 50 5: 15 6:	4 10 2 11 3 9 4 9		0	0	0 0	0	0	73	14	1 0	0	0	0	1 0	0	16	0	0	0	0	0	0	0	
45 7: 00 6: 15 5: 30 44: 45 4: 00 5: 15 6: 30 7: 45 8:	14 10 12 11 13 9 14 9 16 8		0	0	0	0	0	73 84 86	14 18 14	1 0 1	0	0	0 0	0	0	16 18 15	0	0	0	0 0 0	0 0	0	0	
45 7: 500 6: 55 5: 500 4: 45 4: 500 5: 55 6: 600 7: 600 7:	14 10 12 11 13 9 14 9 16 8 11 5		0 0 0 0	0 0 0	0 0 0	0 0 0	0	73 84 86 75	14 18 14 13	1 0 1 1	0 0 0	0 0 0	0 0 0	0	0	16 18 15 14	0 0	0 0	0 0 0 0	0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
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nt: ject Num ction Nu	ber:	WSP ID05935 Site 3	Colle		Date of Su Junction I	ırvey: Name:	16.09.2021 A229 Loose Crossroads	Road / Crar	nborne Aven	ue / Sutton	Road		Arm A	: A229 Loose : Cranborne	Road (N) Avenue (E)		Arm C: Arm D:	Sutton Roa A229 Loose	ad (SE) e Road (S)					C
Time	Cars	LGV	OGV1		o B Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	to A Buses	M/C	Cycle	Total	Cars	LGV	OGV1	C t	o D Buses	M/C	Orde	To
07:00 07:15	0	0 0	0	0	0	0	0 0	0	74 71	28 32	2	3 2	1 1	2	Cycle 1 0	111 115	7	1	0 0	0 0	0	0	0 0	.0
07:30	1	0	0	0	0	0	0	1	64	15	7	0	3	1	0	90	2	1	0	0	0	0	0	
07:45 08:00	0	0	0	0	0	0	0	0	45 61	8 10	0	3 0	1 2	3	0	60 76	2 13	1 3	0	0	0	0	0	3
08:15	1	0	0	0	0	0	0	1	79	18	ō	4	2	2	0	76 105	34	4	1	0	1	0	0	4
08:30 08:45	0	0	0	0	0	0	0	0	62 88	20 16	3	3	3	0	0	91 110	25 19	2	2	1	0	0	0	3 2
09:00	0	1	0	0	0	0	0	1	86	22	3	4	2	0	1	118	19	4	1	0	0	0	0	2
09:15 09:30	2	0	0	0	0	0	0	2	89 97	34 28	6	2	0	2	1 0	134	20	5	1	0	0	0	0	2
09:30 09:45	2	0	0	0	0	0	0	2		28	5	4	3	2	0	139 126	19 18	2	0	0	0	0	0	2
10:00	1	0	0	0	0	0	0	1	90 77	20	3	1	2	1	0	104	18	9	0	0	0	0	1	2
10:15 10:30	0	0	0	0	0	0	0	0	71 83	32 16	2	3	3 2	0	0	112 109	21 10	2	0 2	0	0	0	0	1
10:45	3	0	0	0	0	0	0	3	81	21	4	2	3	0	0	111	24	1	1	0	0	0	0	2
1:00	0	0	0	0	0	0	0	0	72	15 13	1 6	5	1 4	1	0	95 105	24 22	4	2	2	0	0	0	3
11:30	0	0	0	0	0	0	0	0	79 74	28	6	3	1	1	0	113	25	4	1	0	0	0	0	3
11:45	1	0	0	0	0	0	0	1	79	13	3	2	3	1	0	101	23	6	1	0	0	0	0	3
2:00 2:15	2	0	0	0	0	0	0	4	81 74	18 19	2	2 4	3	1 1	0	107 103	19 21	1	0	0	0	0	0	2
2:30	2	0	0	0	0	0	0	2	70	25	1	4	1	1	1	103	20	2	0	0	0	0	0	2
2:45 3:00	0	0	0	0	0	0	0	0	89 97	14 14	6	2	2	1 2	1	115 121	20 15	1 1	1	0	0	0	0	2
3:15	1	1	0	0	0	0	0	2	74	20	6	4	3	1	0	108	15	3	1	0	0	0	ő	1
3:30 3:45	0 2	0	0	0	0	0	0	0	85 83	11 23	5	2	1 2	3	0	107 116	25 29	6	1	1 0	0	0	0	3
3:45 4:00	1	1	0	0	0	0	0	2	83	23 14	3	1	2	3	1	116	29 16	2	0	0	0	0	0	1
4:15	1	0	0	0	0	0	0	1	114	18	1	2	3	1	0	139	26	2	1 0	0	0	0	0	2
4:30 4:45	4	0	0	0	0	0	0	4	71 86	16 15	7	1	1 1	3	0	97 114	34 34	4	2	0	0	0	0	3
5:00	1	0	0	0	0	0	0	1	58	15	3	0	1	3	0	80	16	5	1	1	1	0	0	2
5:15 5:30	1	0	0	0	0	0	0	1 2	68 82	16 14	5	0	3	1	0	95 107	14 16	2	0	1	0	0	0	1 2
5:45	3	0	0	0	0	0	0	3	96	12	1	1	2	0	1	113	17	3	0	0	0	0	0	2
6:00	4	0	0	0	0	0	0	4	91 97	16	1	2	1	0	1	112	17	2	0	0	0	1	0	2
6:15 6:30	0	0	0	0	0	0	0	0	97	19 12	2	3	2 3	1 2	1 2	124 114	15 15	2	0	0	0	0	0	2
6:45	1	0	0	0	0	0	0	1	82	12	0	2	4	5	0	105	24	1	0	0	0	1	0	2
7:00 7:15	2	0	0	0	0	0	0	2	99 113	12 14	0	0	1	4	0	116 134	26 20	1	0	0	0	0	0	2
7:30	1	0	0	0	0	0	0	1	99	11	0	2	1	1	0	114	19	1	0	0	0	1	0	2
17:45	0	0	0	0	0	0	0	0 7	101 76	11	2	1	2	2	0	119 94	26 32	3	0	0	0	0	0	2
18:15	2	0	0	0	0	0	0	2	107	12	0	2	2	4	0	127	32	2	0	0	0	0	0	3
18:30	5	0	0	0	0	0	0	5	108	12	0	1	2	5	0	128	19	4	0	1	0	0	0	2
18:45 rt Time	1	2	0	Rolling Hou	r 0	0	0	Total	116	/	1 2	1 Rolling Ho	ur 3	0	0	129 Total	49	3		Colling Hou	ır 0	0	0	To:
7:00	1	0	0	0	0	0	0	1	254	83	15	8	8	7	1	376	18	5	0	0	0	0	0	2
)7:15)7:30	2	0	0	0	0	0	0	2	241 249	65 51	14 8	7	9 8	8	0	341 331	24 51	9	0	3	3	0	0	3 6
7:45	1	0	0	0	0	0	0	1	247	56	4	10	8	7	0	332	74	10	3	4	3	0	0	9
8:00 8:15	3	0	0	0	0	0	0	3	290 315	64 76	4	10 14	9	5 3	0	382 424	91 97	15 16	4 5	6	3	1	0	12
8:30	4	1	0	0	Ö	0	0	5	325	92	12	12	7	3	2	453	83	17	5	3	Ô	1	0	10
8:45 9:00	5	1 1	0	0	0	0	0	6	360 362	100 106	14 19	14 15	6 7	5	2	501 517	77 76	22 18	3	3	0	1 0	0	10
9:15	6	0	0	0	0	0	0	6	353	104	19	12	7	7	1	503	75	23	1	1	0	0	1	1
9:30	4	0	0	0	0	0	0	4	335	102	15	13	10	5	1	481	76	20 17	0	3	0	2	1	1
9:45 0:00	4 5	0	0	0	0	0	0	4 5	321 312	90 89	12 11	11 9	10 10	4	1	451 436	67 73	1/	3	2	0	2	1	9
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Intelligent Data Collection Limited Client: WSP Date of Survey: 16.09.2021 Project Number: ID09935 Junction Name: A220 Loose Road (N) Junction Road (SS) Junction Towns: Str. 3 Junction Towns: Arm 8: Controme Avenue (S) Arm 8: Controme Avenue (S) Arm 8: 2272 Loose Road (N) Arm 9: 2272 Loose Road (SS) Arm 9: 2





lient: roject Num inction Nur	ber: nber:	WSP ID05935 Site 3			Date of Su Junction N Junction T	lame:	16.09.2021 A229 Loose Crossroads	Road / Cran	borne Avenu	e / Sutton R	oad					
Time 07:00	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Tota
07:00 07:15	13 20	3	0	0	0	0	0	16 22	1 6	0	0	0	0	0	0	1 6
07:15	18	8	0	0	0	0	0	26	4	1	0	0	0	0	0	5
07:45	19	4	0	0	0	0	0	23	2	0	0	0	0	1	0	3
08:00	17	5	0	0	0	0	0	22	5	1	0	0	0	0	0	6
08:15	28	5	0	0	0	2	0	35 36	6	0	0	0	0	0	2	8
08:30	33	3	0	0	0	0	0	36	9	0	0	0	0	0	0	9
08:45 09:00	27 37	3 5	0	0	0	0	0	31 42	14 13	0 4	0	0	0	0	0	14 17
09:00	25	1	0	0	0	0	0	26	11	1	0	0	0	0	0	17
09:15	17	0	1	0	0	0	0	18	19	0	0	0	0	0	0	19
09:45	14	2	0	0	0	0	0	16	13	2	0	0	0	0	0	15
10:00	18	3	0	0	0	0	0	21	11	3	0	0	0	0	0	14
10:15	17	0	0	0	0	0	0	18	11	2	0	0	0	0	0	13
10:30 10:45	16 20	3	0	0	0	0	0	17 23	18 11	2	0	0	0	0	0	19 13
11:00	18	2	0	0	0	0	0	20	8	2	0	0	0	0	0	10
11:15	22	0	0	0	0	0	0	22	17	1	1	0	0	0	0	19
11:30	20	1	1	0	0	0	0	22	6	0	0	0	0	1	0	7
11:45	19	0	1	0	0	0	0	20	14	1	0	1	0	1	0	17
12:00 12:15	13 16	2 5	0	0	0	0	0	15 21	17 15	2 3	1 0	0	0	0	0	20 18
12:15	9	3	0	0	0	0	0	12	14	0	1	0	0	0	0	15
12:45	13	5	0	0	0	0	0	18	15	3	0	0	0	1	0	19
13:00	17	4	0	0	0	0	0	21	23	3	0	0	0	0	0	26
13:15	15	1	0	0	0	0	0	16	12	2	0	0	0	1	0	15
13:30 13:45	13 21	1	0	0	0	0	0	14 22	8 18	7 3	0	0	0	0	0	15 21
14:00	14	0	0	0	0	0	0	14	16	3	0	0	0	0	0	19
14:15	25	0	0	0	0	0	0	25	12	1	0	0	0	0	0	13
14:30	19	0	0	0	0	1	0	20	9	0	1	0	0	1	0	11
14:45	26	4	0	0	0	0	0	30	21	4	0	0	0	0	0	25
15:00 15:15	23 26	3 5	0	0	0	0	0	26 31	14 11	2 0	0	0	0	0	0	16 11
15:30	15	3	0	0	0	0	0	18	23	1	0	0	0	0	0	24
15:45	19	5	0	0	0	0	1	25	22	3	0	0	0	0	1	26
16:00	26	1	0	0	0	0	0	27	15	1	0	0	0	0	0	16
16:15	13	7	0	0	0	1	0	21 27	16	2	0	0	0	0	0	18
16:30	24 30	3	0	0	0	0	0	27 34	24	1	0	0	0	0	0	25 16
16:45 17:00	30	3	0	0	0	0	0	34 33	14 19	4	0	0	0	0	0	16 24
17:15	29	4	0	0	0	0	0	33	19	2	0	0	0	0	0	21
17:30	22	1	0	0	0	0	0	23	15	4	0	0	0	0	0	19
17:45	18	1	0	0	0	0	0	19	11	1	0	0	0	0	0	12
18:00	22	3	0	0	0	0	0	25	26	1	0	0	0	0	0	27
18:15 18:30	16 14	1	0	0	0	1 0	0	18 15	12 23	1	0	0	0	0	1 0	14 24
18:45	13	1	0	0	0	0	0	14	13	2	0	0	0	1	0	16
tart Time				Rolling Hou	ir			Total			F	Rolling Hou	ır			Tota
07:00	70	17	0	0	0	0	0	87	13	1	0	0	0	1	0	15
07:15 07:30	74 82	19 22	0	0	0	0	0	93 106	17 17	2	0	0	0	1	0 2	20 22
07:45	97	17	0	0	0	2	0	116	22	1	0	0	0	1	2	26
08:00	105	16	1	0	0	2	0	124	34	1	0	0	0	0	2	37
08:15	125	16	1	0	0	2	0	144	42	4	0	0	0	0	2	48
08:30																
00:30	122	12	1	0	0	0	0	135	47	5	0	0	0	0	0	52
08:45	106	9	2	0	0	0	0	117	47 57	5 5	0	0	0	0	0	62
08:45 09:00 09:15	122 106 93 74	12 9 8 6	1 2 1	0 0 0	0 0	0	0	135 117 102 81	47	5 5 7 6	0 0 0		0 0 0		0 0 0	62 63 60
08:45 09:00	106 93	9 8		0	0	0	0	117 102 81	47 57 56	5 7	0	0	0	0	0	62 63
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Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total 173
07:00 07:15	81 78	29 34	6	2	3	2	0	119 124	123 133	42 36	4	6	0	2	0	1/3
07:30	67	16	7	0	3	1	0	94	79	22	2	6	3	2	0	114
07:45	47	9	0	3	1	3	0	63	73	18	0	4	4	3	0	102
08:00	74	13	1	3	4	2	0	97	90	14	3	6	1	1	0	115
08:15	114	22	1	4	3	2	0	146	81	15	2	4	2	0	0	104
08:30 08:45	87 109	22 22	5	4 5	3	0	0	121 141	108 107	11 21	1	3	0	0	0	128 135
09:00	109	27	4	4	2	0	1	141	154	19	3	5	3	0	0	184
09:15	111	39	7	7	0	2	1	162	131	23	5	5	0	1	0	165
09:30	117	35	5	6	2	2	0	167	124	23	3	6	4	1	1	162
09:45	110	24	5	4	3	2	0	148	125	25	4	4	4	3	0	165
10:00	96	29	3	1	2	1	1	133	115	24	5	1	2	0	0	147
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12:15	97	20 27	1	4	3	1	0	127 127	133 141	32 24	4	5	1 2	2	0	176 178
12:30	109	15	7	2	2	1	1	127	141	24	4	2	3	3	0	1/8
13:00	114	15	7	1	1	3	0	141	129	24	6	1	1	2	0	163
13:15	90	24	7	4	3	1	0	129	134	26	3	0	3	3	0	169
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14:45	124	19	9	1	1	3	1	158	128	34 22	4	2	2	1	0	159
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15:15	83	18	5	3	3	1	0	113	131	33	0	2	3	3	0	172
15:30	99	18	4	1	3	5	0	130	171	23	2	3	2	3	0	204
15:45	116	15	1	1	2	0	1	136	139	18	4	3	2	0	1	167
16:00 16:15	112 112	18 26	1 1	2	1	1	1	136 146	159 139	25 28	8	2	3	4	0	201 182
16:15	105	14	1	3	3	<u>1</u>	1	131	176	28 37	3	9	1	4	0	220
16:45	107	13	0		4	6	0	132	167	23	0	3	2	2	1	198
17:00	128	13	0	0	1	4	0	146	159	21	1	2	1	0	0	184
17:15	135	18	1	1	2	2	1	160	160	25	0	1	3	2	0	191
17:30	119	12	0	2	1	2	0	136	219	35	3	1	2	7	0	267
17:45	127	14	2	1	2	2	0	148	152	20	1	3	1	3	0	180
18:00 18:15	115 141	12 14	0	1	4	1 4	0	133 163	171 151	17 21	0	1	1 3	1	1 0	192 180
18:30	132	16	0	2	2	5	0	157	176	21	0	1	1	4	0	203
18:45	166	12	2	1	3	0	0	184	148	27	0	0	2	2	0	179
tart Time				Rolling Hou	r		,	Total				Rolling Hou				Total
07:00 07:15	273 266	88 72	15 14	8 8	8 11	7	0	400	408	118 90	9	17	9	9	0	570 512
07:15	302	60	9	10	11	8	0	378 400	375 323	69	7	20	10	6	0	435
07:45	322	66	7	14	11	7	0	427	352	58	6	17	9	6	1	449
08:00	384	79	8	16	12	6	0	505	386	61	10	16	5	3	1	482
08:15	415	93	11	17	10	4	1	551	450	66	10	15	7	2	1	551
08:30	412	110	17	15	7	4	2	567	500	74	13	16	5	3	1	612
08:45	442	123	17	17	6	6	2	613	516	86	15	19	7	2	1	646
09:00 09:15	443 434	125 127	21 20	16 13		6 7	2	620 610	534 495	90 95	15 17	20 16	11 10		1	676 639
09:15	434	127	15	16	10	7	2	587	495	95 95	17	15	13	4	1	627
09:45	392	107	14	13	10	8	2	546	466	96	20	14	11	5	0	612
10:00	390	105	14	11	10	6	2	538	473	103	18	15	10	3	0	622
10:15	390	95	14	17	9	6	1	532	480	106	15	16	9	3	0	629
10:30	402	77	19	15	10	5 3	1	529	475	102	15	15	8 7	5	0	620
10:45 11:00	407 402	89 86	22 21	15 15	9	3	1	546 538	486 489	104 99	11 18	11 10	7	3 4	2	624 628
11:00	402	91	23	10	9	4	1	538	489 486	99	18 21	10	8	5	2	625
11:30	402	95	18	11	8	4	0	538	506	104	21	12	7	5	2	657
11:45	395	90	12	12	8	4	1	522	528	102	23	16	8	7	0	684
12:00	401	86	15	12	7	4	2	527	519	98	18	14	9	8	0	666
12:15	412	77	17	11	7	6	2	532	529	103	19	11	7	9	0	678
12:30 12:45	405 423	81	22 27	11	7	6	2	534 547	530 506	97 100	17	8	9	10	0	671 647
12:45	423 428	71 80	27	10 12	7	8	1	547	506	100	16 14	- 6	8	11 11	0	651
13:00	428 411	82	19	12	8	8	2	542	505	106	11	10	8	10	0	645
13:30	462	78	14	10	- 8	8	2	582	486	107	9	11	6	7	0	626
13:45	458	81	11	10	8	8	2	578	494	114	10	9	7	7	0	641
14:00	468	76	17	7	7	10	2	587	497	107	12	8	6	5	0	635
14:15	446	79	18	7	7	10	1	568	511	112	12	7	6	7	0	655
14:30	388	77	21	8	7	10	1	512	524	116	11	8	8	10	0	677
14:45 15:00	381 373	75 71	22 14	6	9 10	12 9	1	506 484	570 581	105 101	9	10 11	8 8	10 9	0	712 720
15:00	410	69	11	7	9	7	7	484 515	600	101	14	10	10	10	1	744
15:30	439	77	7	7	8	7	3	548	608	94	17	12	10	11	2	754
15:45	445			9	8	4	5	549	613	108	18	11	9	9	2	770
16:00	436	73 71	5 4	10	10	10	4	545	641	113	14	11	9	11	2	801
16:15	452	66	3	8	10	13	3	555	641	109	7	11	7	7	2	784
16:30	475	58	3	6	10	14	3	569	662	106	4	8	7	5	1	793
16:45 17:00	489	56	1	5	8	14	1	574	705	104	4	7	8	11	1	840
	509	57 56	3	4 5	6	10 7	1	590 577	690 702	101 97	5 4	7	7	12 13	0	822 830
																830
17:15	496		3					Eno	603	02				12		910
	496 502 515	52 56	2	6	9	9	0	580 601	693 650	93	5 2	7	7	13	1 1	819 759

ient: oject Num nction Nu	iber:	WSP ID05935 Site 3			Date of Su Junction I Junction 1	lame:	16.09.2021 A229 Loose Crossroads	Road / Crar	nborne Avenu	ie / Sutton R	oad					U
				Arm D /	Approach	урсі						Arm	D Exit			
Time 07:00	Cars 29	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total 37	Cars 18	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total 21
07:00	33	4	0	0	0	1	0	38	18	2	1	1	0	0	0	18
07:30	22	5	0	0	0	1	1	29	8	3	0	1	0	3	0	15
07:45	20	5	0	0	0	2	1	28	5	1	0	0	0	0	0	6
08:00	93	18	0	9	6	1	2	129	83	16	5	11	2	0	0	117
08:15	129	22	2	4	0	0	1	158	130	20	3	4	1	0	0	158
08:30 08:45	99 131	13 15	1	1	1	0	6	122 151	87 114	15 28	3 5	6 12	0 3	2	0	112 164
09:00	167	25	2	6	0	0	0	200	124	32	4	7	1	2	0	170
09:15	123	32	3	6	1	0	0	165	118	37	4	4	2	0	0	165
09:30	143	31	3	7	3	2	0	189	94	32	7	8	1	0	0	142
09:45	129	20	2	11	2	0	0	164	105	21	7	14	1	0	1	149
10:00 10:15	143 138	36 22	8 7	10 18	3 0	0	0	200 186	87 119	25 22	4 5	13	1 1	2	0	132 158
10:15	127	18	9	16	1	2	0	173	112	26	9	8	1	1	1	158
10:45	111	20	4	13	2	1	0	151	112	24	8	5	0	0	0	149
11:00	120	24	4	10	0	0	0	158	124	23	3	9	1	0	0	160
11:15	147	23	6	7	1	0	0	184	151	24	1	8	1	1	0	186
11:30	117	27	10	11	2	2	0	169	120	22	5	9	3	0	0	159
11:45 12:00	116 156	29 25	11 4	6 8	1	1 3	0	164 197	132 115	21 21	10 4	- 4 - 6	0	1	0	168 148
12:00	156	35	5	8	0	1	0	197	115	21	- 4 5	9	1	2	0	205
12:30	131	26	8	6	1	0	0	172	122	16	8	7	1	0	1	155
12:45	111	22	5	9	0	2	0	149	116	23	3	9	0	1	0	152
13:00	147	19	2	12	0	2	0	182	112	21	3	5	1	1	0	143
13:15	117	17	6	5	1 1	0	0	146 166	107	22 35	7	10	0	1	0	147 176
13:30 13:45	113 102	31 28	5 8	14 7	1	4	0	166 150	129 136	35 19	5 4	5	1	0	0	176 166
14:00	139	36	7	12	0	0	0	194	144	22	1	10	1	0	0	178
14:15	116	25	6	8	1	1	0	157	141	26	5	5	2	0	0	179
14:30	104	23	5	14	1	0	1	148	192	38	1	9	2	0	0	242
14:45	143	22 27	6	10	2	1	0	184	160	20	4	0	3	1	0	188
15:00 15:15	137 128	27 34	3	2 6	6	0	1	170 177	115 137	28 14	7	5	1	0	0	158 162
15:15	162	15	0	7	0	1 2	1	187	142	19	4	9	0	3	0	177
15:45	150	24	5	6	1	0	2	188	144	28	3	3	3	2	1	184
16:00	148	31	1	4	1	2	0	187	145	32	2	3	0	1	0	183
16:15	114	41	1	2	0	0	0	158	143	28	0	0	5	2	0	178
16:30	171	25	4	8	1	1	0	210	176	26	2	4	0	0	0	208
16:45 17:00	134 163	26 33	0	3	1 2	4 3	0	168 203	197 174	27 24	0	0	0	2	0	228 201
17:15	164	20	3	0	0	2	0	189	157	23	0	2	1	2	1	186
17:30	163	21	2	0	2	3	1	192	185	18	1	1	2	2	2	211
17:45	160	27	1	0	3	1	1	193	179	23	1	4	1	0	0	208
18:00	158	17	0	2	1	0	0	178	163	11	2	3	0	1	0	180
18:15 18:30	132 186	16 19	2	0 9	0	3 1	0	154 217	169 151	16 19	0	2	1 2	2	0	190 178
18:45	143	12	0	4	3	1	0	163	198	21	0	3	1	4	0	227
tart Time		*		Rolling Hou	ır		, ,	Total				Rolling Hou	ır			Total
07:00	104	19	2	0	0	4	3	132	45	7	1	3	1	3	0	60
07:15 07:30	168	32	0	9	6	5	4	224	110	22	6 8	13	2	3	0	156
07:45	264 341	50 58	3	13 14	6 7	4	10	344 437	226 305	40 52	11	16 21	3	3	0	296 393
08:00	452	68	4	16	9	2	9	560	414	79	16	33	6	3	0	551
08:15	526	75	6	13	3	1	7	631	455	95	15	29	5	5	0	604
08:30	520	85	7	15	4	1	6	638	443	112	16	29	6	5	0	611
08:45	564	103	9	21	6	2	0	705	450	129	20	31	7	4	0	641
09:00 09:15	562 538	108 119	10 16	30 34	6 9	2	0	718 718	441 404	122 115	22 22	33 39	5 5	2 1	2	626 588
09:15	553	109	20	34 46	8	3	0	718	404	100	22	39 44	4	3	2	588
09:45	537	96	26	55	6	3	0	723	423	94	25	44	4	4	3	597
10:00	519	96	28	57	6	4	0	710	430	97	26	35	3	4	2	597
10:15	496	84	24	57	3	4	0	668	467	95	25	31	3	3	1	625
10:30 10:45	505 495	85 94	23 24	46 41	4	3	0	666 662	499 507	97 93	21 17	30 31	3	2	0	653 654
11:00	500	103	31	34	4	3	0	675	507	93	19	30	5	2	0	673
11:15	536	104	31	32	5	6	0	714	518	88	20	27	5	3	0	661
11:30	517	116	30	33	4	7	0	707 710	528	91	24	28	5	4	0	680
11:45	531	115	28	28	3	5	0	710	530	85	27	26	3	4	1	676
12:00	526 517	108	22	31 35	2	6 5	0	695	514	87	20	31 30	3 3	4	1	660
12:15	506	102 84	20 21	35 32	1 2	5	0	680 649	511 457	87 82	19 21	30 31	3	3	1	655 597
12:45	488	89	18	40	3	5	0	643	464	101	18	29	2	4	0	618
13:00	479	95	21	38	4	7	0	644	484	97	19	26	3	3	0	632
13:15	471	112	26	38	4	5	0	656	516	98	17	31	3	2	0	667
13:30	470	120	26	41	4	6	0	667	550	102	15	26	5	1	0	699
13:45 14:00	461 502	112 106	26 24	41 44	3 4	5 2	1	649 683	613 637	105	11 11	30 24	6 8	0	0	765
14:00	502	106 97	24	44 34	4	2	1 2		637	106	17	19	8	1 2	0	787 767
14:15	500 512	106	20 15	34 32	9	2	3	659 679	608	100	17	19 21	8	2	0	767 750
14:45	570	98	10	25	8	4	3	718	554	81	18	21	6	5	0	750 685
15:00	577	100	9	21	7	3	5	722	538	89	17	24	6	6	1	681
15:15	588	104	7	23	8	5	4	739	568	93	12	22	4	6	1	706
15:30	574	111	7	19	2	4	3	720	574	107	9	15	8	8	1	722
15:45	583 567	121	11	20 17	3	3	2	743 723	608 661	114	7	10 7	8	5	1 0	753 797
	567 582	123 125	6	17 14	3 4	7 8	0	723 739	661 690	113 105	5	7	6	5	0	797 815
16:00		104	8	12	4	10	0	770	704	100	3	8	2	5	1	823
16:00 16:15	632				11		11		701	92	2	5		<u>_</u>	3	
16:00 16:15 16:30	632 624	100	6	4	5	12	1	752	713	92	2	5	4	/	3	826
16:00 16:15 16:30 16:45 17:00	624 650	100 101	7	1	7	12 9	2	752 777	713 695	88	2	9	4	5	3	826 806
16:00 16:15 16:30 16:45 17:00 17:15	624 650 645	100 101 85	7 6	1 2		12 9 6	2	777 752	695 684	88 75	2	9 10	4	5	3	806 785
16:00 16:15 16:30 16:45 17:00	624 650	100 101	7	1	7	9		777	695	88	2	9	4		3	806

Date of Survey: 16.09.2021
Junction Name: A229 Loose Road / Cranborne Avenue / Sutton Road



		Site 3			Junction T	ype:	Crossroads	
					ction Flow			
Time	Cars 239	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00		76	6	5	4	4	2	336
07:15	247	75	11	9	3	4	0	349
07:30	176	47	9	7	6	6	1	252
07:45	143	34	0	7	5	8	1	198
08:00	326	58	9	26	11	4	2	436
08:15	405	73	7	16	5	4	2	512
08:30	349	- /3 - 58	8	13	6	3	6	443
08:45	425	78	10	20	7	3	0	543
09:00	507	98	12	22	6	2	1	648
09:15	448	123	15	17	3	3	1	610
09:30	444	110	19	26	9	5	1	614
09:45	446	88	17	32	10	5	1	599
10:00	411	99	20	25	8	2	1	566
10:15	438	94	17	32	7	3	1	592
10:30	429	82	26	30	6	8	1	582
10:30	429	96	18	23	- 8	2	0	576
11:00	423	89	10	25	3	1	0	551
11:15	487	78	18	19	8	3	1	614
11:30	423	98	23	24	7	3	2	580
11:45	450	86	28	16	6	5	0	591
12:00	449	82	16	20	6	6	0	579
12:15	484	110	17	24	5	6	0	646
12:30	448	91	21	21	5	3	2	591
12:45	434	80	17	22	5	8	1	567
13:00	477	79	17	18	3	8	0	602
13:15	426	84	21	19	7	6	0	563
13:30	432	102	18	23	5	8	0	588
13:45	447	95	16	20	7	6	1	592
14:00	475	91	14	26	4	4	1	615
14:00	475	95	13	15	7	2	0	619
14:15	48/	95				2		619
14:30	490	109	14	27	6	8	1	655
14:45	512	82	20	12	8	6	1	641
15:00	427	95	15	10	4	7	1	559
15:15	455	93	9	16	11	4	1	589
15:30	533	71	10	19	5	12	1	651
15:45	521	82	13	13	8	2	4	643
	321		15	15				043
16:00	531	96	11	11	5	6	1	661
16:15	483	115	5	8	10	7	2	630
16:30	598	97	11	17	5	4	2	734
16:45	574	89	1	6	8	13	2	693
17:00	578	90	2	5	4	9	0	688
17:15	579	80	4	4	6	8	2	683
17:30	642	82	6	4	7	12	3	756
17:45	568	80	5	8	7		1	675
			5			6		6/5
18:00	557	56	2	7	6	3	1	632
18:15	544	61	3	6	7	3 12	1	634
	557 544 608				6 7 5	3		
18:15	544	61	3	6	7	3 12	1	634
18:15 18:30 18:45	544 608	61 71	3 2 2	6 14 8	7 5 9	3 12 13	1 0	634 713 686
18:15 18:30 18:45	544 608 593	61 71 66	3 2 2	6 14 8 Rolling Hou	7 5 9	3 12 13 8	1 0 0	634 713 686
18:15 18:30 18:45 Start Time 07:00	544 608 593 805	61 71 66	3 2 2	6 14 8 Rolling Hou	7 5 9 r	3 12 13 8	1 0 0	634 713 686 Total 1135
18:15 18:30 18:45 Start Time 07:00 07:15	544 608 593 805 892	61 71 66 232 214	3 2 2 2 26 29	6 14 8 Rolling Hou 28 49	7 5 9 r 18 25	3 12 13 8	1 0 0	634 713 686 Total 1135 1235
18:15 18:30 18:45 Start Time 07:00 07:15 07:30	544 608 593 805 892 1050	61 71 66 232 214 212	3 2 2 2 26 29 25	6 14 8 Rolling Hou 28 49 56	7 5 9 r 18 25 27	3 12 13 8 22 22 22 22	1 0 0 4 4 4	634 713 686 Total 1135 1235 1398
18:15 18:30 18:45 Start Time 07:00 07:15 07:30 07:45	544 608 593 805 892 1050 1223	61 71 66 232 214 212 223	2 2 2 26 29 25 24	6 14 8 Rolling Hou 28 49 56 62	7 5 9 r 18 25 27 27	3 12 13 8 22 22 22 22 19	1 0 0 4 4 6 11	634 713 686 Total 1135 1235 1398 1589
18:15 18:30 18:45 Start Time 07:00 07:15 07:30 07:45 08:00	544 608 593 805 892 1050 1223 1505	61 71 66 232 214 212 223 267	26 29 25 24 34	6 14 8 Rolling Hou 28 49 56 62 75	7 5 9 r 18 25 27 27 27	3 12 13 8 22 22 22 22 19 14	1 0 0 4 4 6 11 10	634 713 686 Total 1135 1235 1398 1589 1934
18:15 18:30 18:45 Start Time 07:00 07:15 07:30 07:45 08:00 08:15	544 608 593 805 892 1050 1223 1505 1686	232 214 212 223 267 307	3 2 2 2 26 29 25 24 34 37	6 14 8 Rolling Hou 28 49 56 62 75 71	7 5 9 r 18 25 27 27 27 29 24	3 12 13 8 22 22 22 22 19 14	1 0 0 0 4 4 4 6 11 10 9	634 713 686 Total 1135 1235 1398 1589 1934 2146
18:15 18:30 18:45 Start Time 07:00 07:15 07:30 07:45 08:00 08:15 08:30	544 608 593 805 892 1050 1223 1505 1686 1729	61 71 66 232 214 212 223 267 307 357	3 2 2 2 26 29 25 25 24 34 37 45	6 14 8 Rolling Hou 28 49 56 62 75 71	7 5 9 r 18 25 27 27 27 29 24 22	3 12 13 8 22 22 22 22 19 14	1 0 0 4 4 6 11 10	634 713 686 Total 1135 1235 1398 1589 1934 2146 2244
18:15 18:30 18:45 Start Time 07:00 07:15 07:30 07:45 08:00 08:15	544 608 593 805 892 1050 1223 1505 1686	232 214 212 223 267 307	3 2 2 2 26 29 25 24 34 37	6 14 8 Rolling Hou 28 49 56 62 75 71	7 5 9 r 18 25 27 27 27 29 24	3 12 13 8 22 22 22 22 19 14	1 0 0 0 4 4 4 6 11 10 9	634 713 686 Total 1135 1235 1398 1589 1934 2146
18:15 18:30 18:45 Start Time 07:00 07:15 07:30 07:45 08:00 08:15 08:30 08:45	544 608 593 805 892 1050 1223 1505 1686 1729 1824	61 71 66 232 214 212 223 267 307 357 409	3 2 2 2 26 29 25 24 34 37 45 56	6 14 8 Rolling Hou 28 49 56 62 75 71 72 85	7 5 9 18 25 27 27 27 29 24 22 25	3 12 13 8 22 22 22 29 19 14 11 11	1 0 0 4 4 4 6 11 10 9 8	634 713 686 Total 1135 1235 1398 1589 1934 2146 2244 2415
18:15 18:30 18:45 Start Time 07:00 07:15 07:30 07:45 08:00 08:15 08:30 08:45	544 608 593 805 892 1050 1223 1505 1686 1729 1824 1845	61 71 66 232 214 212 223 267 307 307 409 419	3 2 2 2 26 29 25 24 34 37 45 56	6 14 8 Rolling Hou 28 49 56 62 75 71 72 85	7 5 9 18 25 27 27 29 24 22 25 28	3 12 13 8 22 22 22 19 14 12 11 13	1 0 0 4 4 6 11 10 9 8 3	634 713 686 Total 1135 1235 1398 1589 1934 2146 2244 2415 2471
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16.09.2021
A229 Loose Road / Cranborne Avenue / Sutton
Arm A: A229 Loose Road (N)
Arm B: Cranborne Avenue (E)



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Time 07:00	A to A	A to D	160	A to B	B to B	11	B to D	B to C	C to C	C to B	2 to A 118	C to D	D to D	D to C	D to B	D to A
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07:30	0	4	112	4	0	12	8	6	0	1	100	3	0	12	0	15
07:45	0	0	95	1	0	10	3	10	0	0	65	3	0	9	1	16
08:00	0	100	122	1	0	4	16	2	0	0	79	30	0	6	5	142
08:15	Ö	102	90	1	0	8	25	1	0	1	114	42	0	25	4	137
08:30	0	66	116	1	0	9	26	1	0	0	104	34	0	19	8	94
08:45	0	138	115	2	0	5	24	3	0	2	118	33	0	26	10	123
09:00	0	132	162	2	0	9	30	3	0	1	131	25	0	36	14	163
09:15	0	138	140	3	0	7	14	5	0	2	141	27	0	34	7	140
09:30	0	128	146	4	0	7	8	4	0	1	155	29	0	31	14	164
09:45	0	157	157	4	0	7	6	3	0	2	141	20	0	21	9	160
10:00	0	126	121	3	0	9	7	5	0	1	111	27	0	30	10	191
10:15	0	140	136	3	0	8	10	0	0	0	123	30	0	34	10	182
10:30	0	155 126	138	7	0	8	9	1		1	118	18 27	0	25 27	11	176 149
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11:15	0	163	129	5	0	8	13	1	0	6	119	27	0	26	9	169
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12:45	0	138	145	6	0	4	10	4	0	0	126	23	0	22	12	136
13:00	0	122	144	10	0	6	13	2	0	2	126	21	0	25	14	166
13:15	0	145	150	5	0	7	7	2	0	2	125	20	0	23	7	133
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Client:

Date of Survey: **Project Number:** ID05935 **Junction Name:** Junction Number: Site 3 **Junction Type:**

16.09.2021

A229 Loose Road / Cranborne Avenue / Sutton Crossroads

Arm A: A229 Loose Road (N) Arm B: Cranborne Avenue (E)

Arm C: Sutton Road (SE) Arm D: A229 Loose Road (S)

Count Method:

Classes Included:

All Classes

Select the count method and desired user classes from the drop-downs in cells D8 and G8

Maximum 15-minute Junction Flow:

AM Peak	from:	09:00	until:	09:15	flow:	708	AM Peak covers 07:00 until 10:00
Inter-Peak	from:	14:30	until:	14:45	flow:	722	Inter-Peak covers 10:00 until 16:00
PM Peak	from:	16:30	until:	16:45	flow:	780	PM Peak covers 16:00 until 19:00

Period Starting:

09:00 Select the time from the drop-down in cell D16 to show the 15-minute data for that period

Movement Counts

			1	0		
		Α	В	С	D	Total
	A	0	2	162	132	296
ш	В	9	0	3	30	42
FΓ	С	131	1	0	25	156
	D	163	14	36	0	213
	Total	202	17	201	107	700

HGV Proportions

			,	U		
		Α	В	С	D	Total
	A	0.0%	0.0%	17.1%	21.5%	19.0%
Ш	В	0.0%	0.0%	0.0%	0.0%	0.0%
Ŧ	С	17.1%	0.0%	0.0%	7.6%	15.5%
	D	13.0%	0.0%	0.0%	0.0%	9.9%
	Total	14.4%	0.0%	13.8%	16.2%	14.4%

Maximum Hourly Junction Flow:

AM P	eak	from:	09:00	until:	10:00	flow:	2742
Inter-	Peak	from:	15:45	until:	16:45	flow:	2821
PM P	eak	from:	16:30	until:	17:30	flow:	2884

Period Starting:

16:45 Select the time from the drop-down in cell D33 to show the hourly data for that period

Movement Counts

			1	0		
		Α	В	С	D	Total
	Α	0	27	719	654	1401
Ē	В	21	0	15	86	122
Ē	С	483	7	0	97	587
	D	592	45	127	0	765
	Total	1097	79	862	837	2875

HGV Proportions

			,	U		
		A	В	С	D	Total
	A	0.0%	0.0%	5.9%	4.3%	5.0%
Ĕ	В	0.0%	0.0%	0.0%	0.0%	0.0%
Ē	С	7.5%	0.0%	0.0%	0.0%	6.2%
	D	5.0%	0.0%	4.6%	0.0%	4.6%
	Total	6.0%	0.0%	5.6%	3.4%	5.0%

Tο

Bold entries in the above tables indicate the maximum movement, approach and exit flows for the selected time period, and similarly with the HGV proportions



Intelligent Data Collection Limited Loose Road Corridor Repeat

Client: Kent County Council

Project Number: ID06551 Junction Number: Site 3 Date of Survey: 09.06.2022

Junction Name: A229 Loose Road / Cranborne Avenue / A274 Sutton Road

Junction Type: 4-arm Junction

Quality Assurance and Issue Record

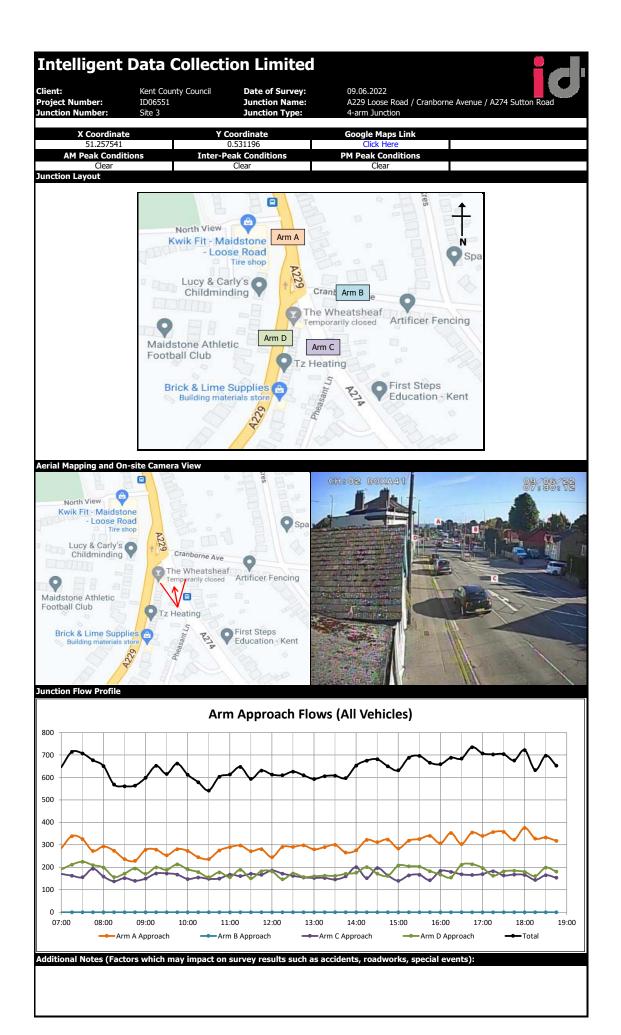


Quality Assurance

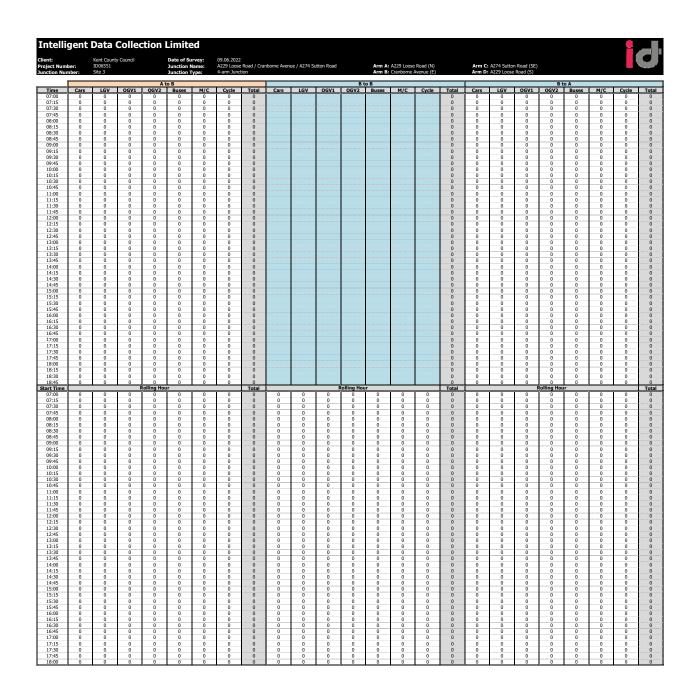
Revision	Rev A		
Date	24.06.2022		
Prepared by	Sam Hamilton-Peach		
Signature			
Checked by	Luke Martin		
Signature			
Project Director	Paul O'Neill		
Signature			
Project Number	ID06551		
	ID06551 Loose Road		
File Ref	Corridor Repeat - MCC		
	Site 3 - 09.06.2022		

Issue Record

	Date		
Issued to	27.06.2022		
Sarah Tutt	E-mail		



ntelli	gent	Data	Colle	ction	Limite	ed																		
ient: oject Numl inction Num	iber: mber:	Kent Count ID06551 Site 3	y Council		Date of Su Junction I	Name:	09.06.2022 A229 Loose 4-arm Junct	Road / Crar	borne Aven	ue / A274 Si	utton Road		Arm A: Arm B	: A229 Loose : Cranborne	Road (N) Avenue (E)		Arm C: Arm D:	A274 Sutto A229 Loos	on Road (SE) e Road (S)				l l	C
ſ					to A				_				to D								to C			
Time 07:00	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total 0	Cars 100	LGV 40	8 8	0GV2	Buses 0	M/C	Cycle 0	Total 155	Cars 100	21	0GV1	OGV2	Buses 4	M/C 1	Cycle 1	129
07:15 07:30								0	119 121	43 32	3 8	9	0	1 3	0	176 170	117 119	37 30	2	0	2	3	0	163 156
07:45								0	115	24	3	5	1	1	0	149	100	21	1	1	1	0	0	124
08:00 08:15				-				0	127 116	14 25	7	11 5	0	2	0	156 155	109 101	21 13	3	0	1	0	0	137 119
08:30				-				0	83	20 27	0	9	2	3	0	117	96 68	14	1	4	1	4	0	120
08:45 09:00				•				0	96 107	24	4	9	2	1	0	141 148	100	13 27	0	1	1	1	0	88 130
09:15 09:30								0	101 104	21 24	8	8	1	0	0	139 137	108 89	21 20	4	3	3	1 0	0	140 117
09:45								0	109	23	9	5	1	0	0	147	97	27	3	4	3	0	0	134
10:00 10:15								0	98 92	21 19	7	5	0	1	0	132 117	116 98	20 24	2	0	1 2	1 0	1 0	141 128
10:30					1			0	76	14	1	6	2	0	0	99	113	14	8	1	2	0	0	138
10:45 11:00				-				0	117 118	19 22	8	4 6	1	1	0	150 156	99 102	17 20	4	2	2	1 3	0	125 134
11:15								0	110	20	4	7	0	0	0	141	121	21	2	4	3	5	0	156
11:30 11:45								0	93 115	16 19	3	11 6	2	0	0	127 144	109 101	29 25	2	3 4	3	1 2	0	145 137
12:00								0	77 121	13	3	4	0	0	0	97	119	25 21	0	2	1	1	0	148
12:15 12:30			1					0	109	18 21	4	7 6	0	2	0	149 144	108 112	21 19	6	3 6	3	1	0	142 147
12:45				-				0	120	23	7	3	1	1	0	155	114	19	4	2	3	1	0	143
13:00 13:15								0	89 106	22 23	4	8	0 2	0	0	124 143	117 116	29 23	3	3 1	2	1	0 1	156 147
13:30 13:45								0	103 103	24 21	2	2	1 0	0	0	132 131	139 101	16 25	7	3	2	1 2	0	168 135
14:00			l					0	96	12	4	0	2	2	0	116	128	20	4	6	1	1	0	160
14:15 14:30								0	128 135	24 24	3	4 6	0	0	0	159 167	120 111	37 23	2	2	2	0	0	163 145
14:45								0	145	26	3	4	4	0	Ö	182	112	23	1	0	2	3	1	142
15:00 15:15					ļ			0	114 138	28 20	4	3	1 1	0	0	150 173	100 112	26 24	3	2	1	2	0	134 146
15:30								0	123	22	4	2	1	0	0	152	141	26	4	1	1	1	0	174
15:45 16:00								0	147 128	19 20	0	2	0	4 0	0	173 151	124 121	27 26	3	4 2	7	1 0	0	167 156
16:15								0	129	26	1	2	4	1	0	163	139	38	4	1	4	3	1	190
16:30 16:45		-						0	121 136	15 29	3	4	2	3	0	144 177	137 141	18 28	3	3	0	3	0	160 178
17:00								0	143	24	0	3	0	4	0	174	144	13	5	0	2	2	0	166
17:15 17:30								0	169 165	18 19	0	7	1	1	0	198 193	142 131	11 27	2	1	2	2	0	159 165
17:45 18:00								0	161 179	13 27	1 0	4	1	0	2	182 211	117 138	14 18	1	3	1	5	0	141 165
18:15								0	143	18	1	3	2	3	0	170	137	14	0	1	2	4	0	158
18:30 18:45								0	152 136	14 15	0 2	1	0 1	3	0	168 158	139 141	21 17	0	1 0	2	2 1	0	165 160
07:00	0	0	0	0	0	0	0	0	455	139	22	26	2	6	0	650	436	109	8	3	9	6	1	572
07:15 07:30	0	0	0	0	0	0	0	0	482 479	113 95	16 20	31 27	2	7	0	651 630	445 429	109 85	10 11	3	7	6	0	580 536
07:45	0	0	0	0	0	0	0	0	441	83	12	30	3	8	0	577	406	69	9	6	5	5	0	500
08:00 08:15	0	0	0	0	0	0	0	0	422 402	86 96	18 20	31 29	2	10 9	0	569 561	374 365	61 67	11	6	7	5	0	464 457
08:30	0	0	0	0	0	0	0	0	387	92	21	32	5	7	1	545	372	75	8	9	8	6	0	478
08:45 09:00	0	0	0	0	0	0	0	0	408 421	96 92	25 25	26 25	4	5	1	565 571	365 394	81 95	12 12	7	8	2	0	475 521
09:15	0	0	0	0	Ö	0	0	0	412	89	28	21	3	2	0	555	410	88	14	9	8	2	1	532
09:30 09:45	0	0	0	0	0	0	0	0	403 375	87 77	20 17	17 20	3 4	3 2	0	533 495	400 424	91 85	13 16	7	7 8	1 1	1 1	520
10:00	0	0	0	Ö	0	0	0	0	383	73 74	16	19	4	3	0	498	426	75	17	4	7	2	1	541 532
10:15 10:30	0	0	0	0	0	0	0	0	403 421	75	15 19	20 23	- 5 4	5 4	0	522 546	412 435	75 75 72	18 17	7	8 9	9	1 1	529 553
10:45	0	0	0	0	0	0	0	0	438	77	21	28	4	6	0	574	431	87	11	12	8	10	1	560
11:00 11:15	0	0	0	0	0	0	0	0	436 395	77 68	14 11	30 28	6 5	2	0	568 509	433 450	95 100	6	14 13	9	11 9	0	572 586
11:30	0	0	0	0	0	0	0	0	406	66	9	28	5	3	0	517	437	100	7	12	7	9	0	572 574
11:45 12:00	0	0	0	0	0	0	0	0	422 427	71 75	16	23 20	3	4	0	534 545	453	90 84	13	15 13	9	9 8	0	580
12:15 12:30	0	0	0	0	0	0	0	0	439 424	84 89	17 19	25 26	3	4	0	572 566	451 459	88 90	17 17	14 12	9	9	0	588 593
12:45	0	0	0	0	0	0	0	0	418	92	17	22	4	1	0	554	486	87	18	9	8	5	1	614
13:00 13:15	0	0	0	0	0	0	0	0	401 408	90 80	13 13	23 14	3 5	0	0	530 522	473 484	93 84	17 17	8 11	7	7	1 1	606 610
13:30	0	0	0	0	0	0	0	0	430	81	12	10	3	2	0	538 573	488	98	16	12	7	5	0	626
13:45 14:00	0	0	0	0	0	0	0	0	462 504	81 86	10 10	14	4 8	2	0	573 624	460 471	105 103	13 11	11 10	7	7	0	603
14:15	0	0	0	0	0	0	0	0	522	102	10	14 17	7	0	0	658	443	109	10	6	7	8	1	584
14:30 14:45	0	0	0	0	0	0	0	0	532 520	98 96	11 15	18 14	8 7	5	0	672 657	435 465	96 99	12 12	6	6	11 9	1 1	567 596
15:00	0	0	0	0	0	0	0	0	522	89	12	12	3	9	1	648	477	103	14	9	10	7	1	621
15:15	0	0	0	0	0	0	0	0	536	81	9	11 8	2	9	1	649	498	103	15	9	12	5	1	643
15:30 15:45	0	0	0	0	0	0	0	0	527 525	87 80	3	10	5	7	1	639 631	525 521	117 109	15 12	8	15 16	5	2	687 673
16:00	0	0	0	0	0	0	0	0	514	90	6	12	7	6	0	635 658	538	110	12	7	9	7	1	684
16:15 16:30	0	0	0	0	0	0	0	0	529 569	94 86	6	13 16	4	10 12	0	693	561 564	97 70	13 9	5	8 6	8	1	694 663
	0	0	0	0	0	0	0	0	613 638	90	5	19	4	11 8	0	742	558 534	79	10 8	5	6	9	1	668 631
16:45				n U		U	U			74		19	3			747		65	8	5		11	1	
17:00 17:15	0	0	0	0	0	0	0	0	674	77	3	17	3	8	2	784	528	70	7	6	6	12	1	630
17:00			0	0	0	0 0 0	0	0	674 648 635	77 77 72 74	2	17 15 9	4	8 8 8	2	784 756 731	528 523 531	70 73 67 70	7	6	6 6	12 14 14	1 0	630 629 629



ent: oject Num nction Nu		Kent Count ID06551	Collect y Council	tion	Date of Su	irvey: Name:	09.06.2022 A229 Loose	Road / Cra	nborne Aver	ue / A274 S	outton Road		Arm A:	A229 Loose	Road (N)		Arm C:	A274 Suttor	n Road (SE)				Ĭ	d
		Site 3			Junction T		4-arm Junct			LGV			to C	Cranborne			Arm D:	A229 Loose	Road (S)		to C	1		
07:00	Cars 0	LGV 0	0GV1	OGV2	Buses 0	M/C	Cycle 0	Total 0	Cars 0	0	OGV1	OGV2	Buses 0	M/C	Cycle 0	Total 0	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	0
07:15 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
08:00 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
08:45 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							•	0
09:15 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
10:15 10:30	- 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
11:00 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
11:45 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
12:30 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
13:00	0	0	0	0	0	0	0	0	Ö	ō	0	0	0	0	0	0								0
13:15 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
14:00 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
14:30 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
15:30 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
16:15 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
17:00 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
17:45 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
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art Time		Ι ο		Rolling Hou	ir	0		Total 0				Rolling Ho	ur 0			Total 0			F	Rolling Hou	ir .			Tota 0
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07:30 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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9:30	0	0		0		0		0	0	0	0	0	0 0		0 0 0	0 0 0	0 0 0	0 0	0 0 0	0 0 0	0 0	0 0		0
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19:30 19:45 19:45 19:45 10:30 10:15 10:30 10:45 11:100 11:15 11:15 11:145 12:20 11:15 12:20 12:45 12:215 12:31 13:30 13:30 14:45 14:45 14:45 14:45 15:50 15:515 15:515 15:515 15:515 16:600 16:615	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																							
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nt: ject Num ction Nu	nber: mber:	Kent County ID06551 Site 3		tion I	Date of Su Junction I Junction	urvey: Name:	09.06.2022 A229 Loose 4-arm Junct	Road / Crar ion	nborne Aven	ue / A274 S	utton Road		Arm A: Arm B:	A229 Loose Cranborne	Road (N) Avenue (E)		Arm C: Arm D:	A274 Sutto A229 Loose	n Road (SE) e Road (S)				Ĭ	C
Time	Cars	LGV	OGV1	C t	o B Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	to A Buses	M/C	Cycle	Total	Cars	LGV	OGV1	C t	o D Buses	M/C	Cycle	То
07:00 07:15	0	0	0	0	0	0	0	0	111 101	28 24	3	1	1	2	1	147 131	21 25	3	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	96	21	1	3	2	1	1	125	21	9	0	1	0	0	0	3
07:45 08:00	0	0	0	0	0	0	0	0	110 101	21 12	6	1 2	2	3	0	143 123	41 29	6	1	0	3	0	0	5
08:15	0	0	0	0	0	0	0	0	79	15	2	1	1	2	0	100	34	3	0	1	0	0	0	3
08:30 08:45	0	0	0	0	0	0	0	0	82 84	25 18	4	0	1 2	2	0	114 112	35 25	3	0	0	0	0	0	-
9:00	0	0	0	0	0	0	0	0	92	20	3	1	3	0	1	120	22	6	1	0	1	0	0	3
9:15 9:30	0	0	0	0	0	0	0	0	103	22 27	1	2	2	6	0	136	29 26	5	3	0	0	0	0	
19:45	0	0	0	0	0	0	0	0	101 90	34	3	3	2	0	0	141 132	28	5	1	1	0	1	0	
0:00	0	0	0	0	0	0	0	0	90 87 97	27 17	4	1	2	2 0	0	123	21 25	2	0	1	0	0	1	
0:15 0:30	0	0	0	0	0	0	0	0	94	17	4	3	2	1	0	126 122	20	6	0	0	0	0	1 0	
0:45	0	0	0	0	0	0	0	0	93	26	4	1	3	1	0	128	21	1	0	0	0	0	0	
1:00	0	0	0	0	0	0	0	0	102 110	22 10	7	5	1 2	3	0	137 133	25 25	2	1	0	0	0	0	
1:30	0	0	0	0	0	0	0	0	106	16	5	4	2	4	0	137	22	9	1	1	0	1	0	
1:45 2:00	0	0	0	0	0	0	0	0	94 112	18 27	5	1 2	6	0	0	124 149	30 32	9	0	0	0	4 0	0	
2:15	0	0	0	0	0	0	ő	0	108	19	1	2	3	3	0	136	31	4	î	0	ő	0	Ô	3
2:30 2:45	0	0	0	0	0	0	0	0	108 89	14 21	3	3	1 2	0	0	129 122	26 30	6	0	1	0	0	0	
3:00	0	0	0	0	0	0	0	0	98	15	6	3	1	2	0	125	22	3	1	1	0	1	0	
3:15 3:30	0	0	0	0	0	0	0	0	95 92	14 22	4	4	3	3	0	123 123	23 20	5	0	2	0	0	0	
3:45	0	0	0	0	0	0	0	0	100	20	4	3	2	2	0	131	22	6	0	1	0	0	0	
4:00	0	0	0	0	0	0	0	0	124	25	3	3	1	4	0	160	33	6	2	0	0	0	0	
4:15 4:30	0	0	0	0	0	0	0	0	91 115	17 29	- 4 - 5	1	3 1	6	0	119 158	22 38	10 1	0	0	0	0	0	
4:45	0	0	0	0	0	0	0	0	95	22	2	3	2	3	0	127	29	5	0	1	2	0	0	
5:00 5:15	0	0	0	0	0	0	0	0	80 106	13 13	0	2	3	5	0	101 129	31 28	6	1 1	0	0	0	0	-
5:30	0	0	0	0	0	0	0	0	109	20	1	1	1	1	0	133	27	7	0	0	0	0	0	
5:45 6:00	0	0	0	0	0	0	0	0	82 137	21 22	1	2	2	3	1	112 165	26 17	4	0	0	0	1 0	0	
6:15	0	0	0	0	0	0	0	0	134	15	1	1	1	2	0	154	19	6	0	0	0	1	0	- 2
6:30 6:45	0	0	0	0	0	0	0	0	124 117	7 20	0	2	1 2	2	0	136 141	25 22	8	0	0	0	0	0	
7:00	0	0	0	0	0	0	0	0	115	10	1	3	2	5	1	137	27	5	1	0	0	0	0	
7:15	0	0	0	0	0	0	0	0	134	14	1	0	2	1	0	152	31	0	0	0	0	0	0	
7:30 7:45	0	0	0	0	0	0	0	0	113 116	16 15	0	1	2	2	0	135 136	27 30	2	0	0	0	0	0	
18:00	0	0	0	0	0	0	0	0	108	15	0	4	3	1	0	131	32 34	3	0	0	0	0	0	
18:15 18:30	0	0	0	0	0	0	0	0	94 110	16	4	0 2	1	1	0	106 134	34 31	0	0	0	0	0	0	
18:45	0	0	0	0	0	0	0	0	108	- 8	1	1	1	2	1	122	28	4	0	0	0	0	0	
rt Time 07:00	0	0	0	Rolling Hou	0	0	0	Total 0	418	94	13	Rolling Ho	6	6	3	Total 546	108	25	1	Rolling Hou	3	0	0	To
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17:30 17:45	0	0	0	0	0	0	0	0	386 372	69 73	12	4	8	9 10	1	491 480	125 139	23 17	2	2	3	0	0	1
8:00	0	0	0	0	0	0	0	0	346	70	8	6	9	9	1	449	123	14	1	2	0	0	0	1
18:15 18:30	0	0	0	0	0	0	0	0	337 361	78 85	11 10	5	8	6 10	1	446 482	116 111	15 17	4	0	1	0	0	1
8:45	0	0	0	0	0	0	0	0	380	87	10	11	9	11	1	509	102	19	5	0	1	0	0	1
9:00 9:15	0	0	0	0	0	0	0	0	386 381	103 110	11 12	11 11	8 7	9	0	529 532	105 104	21 17	6	2	1 0	1	0	1
9:30	0	0	0	0	0	0	0	0	375	105	17	14	6	5	0	522	100	15	3	2	0	1	1	1
9:45 0:00	0	0	0	0	0	0	0	0	368 371	96 88	17 18	12 10	7 8	3	0	503 499	94 87	16 12	2	3	0	1 0	1 1	1
0:15	0	0	0	0	0	0	0	0	386	83	21	14	7	2	0	513	91	14	3	1	0	0	0	1
0:30 0:45	0	0	0	0	0	0	0	0	399 411	76 74	18 19	14 15	8 8	5 8	0	520 535	91 93	13 16	3	1 1	0	0	0	1
1:00	0	0	0	0	0	0	0	0	412	66	20	15	11	7	0	531	102	24	4	1	0	5	0	1
1:15 1:30	0	0	0	0	0	0	0	0	422 420	71 80	16 14	12	13 14	9	0	543 546	109 115	22 24	3	2	0	5	1	1
1:45	0	0	0	0	0	0	0	0	422	78	12	8	13	5	0	538	119	21	2	2	0	4	1	1
2:00	0	0	0	0	0	0	0	0	417	81 69	13 16	9	10	5	1	536 512	119	13 14	2	3	0	1 2	1 0	1
2:15 2:30	0	0	0	0	0	0	0	0	403 390	69 64	16 19	10 12	8	5	1	499	109	14 15	1	5	0	2	0	1
2:45	0	0	0	0	0	0	0	0	374	72	21	11	8	6	1	493	95	11	1	5	0	2	0	1
3:00 3:15	0	0	0	0	0	0	0	0	385 411	71 81	19 16	12 12	7 7	8 10	0	502 537	87 98	16 19	1 2	5 4	0	1 0	0	1
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3:45 4:00	0	0	0	0	0	0	0	0	430 425	91 93	16 14	9	7	14 15	1	568 564	115 122	23 22	3	1	0	0	0	1
4:15	0	0	0	0	0	0	0	0	381	81	13	8	8	13	i	505	120	23	2	i	2	0	0	1
4:30 4:45	0	0	0	0	0	0	0	0	396 390	77 68	9	8	8	16 11	1 0	515 490	126 115	19 25	2	1	2	0	0	1
5:00	0	0	0	0	0	0	0	0	377	67	4	7	8	11	1	475	112	24	2	0	0	1	0	1
5:15	0	0	0	0	0	0	0	0	434	76	3	7	7	10 7	2	539	98	19	1	0	0	1	0	1
5:30 5:45	0	0	0	0	0	0	0	0	462 477	78 65	3	7	5	7 8	2	564 567	89 87	19 20	0	0	0	2	0	1
6:00	0	0	0	0	ō	0	0	0	512	64	3	5	6	5	1	596	83	18	1	0	0	1	0	1
6:15 6:30	0	0	0	0	0	0	0	0	490 490	52 51	3	- 6 - 5	7 8	9	1	568 566	93 105	21 15	2	0	0	1 0	0	1
6:45	0	0	0	0	0	0	0	0	479	60	3	5	9	8	1	565	107	9	2	0	ő	0	0	1
7:00	0	0	0	0	0	0	0	0	478 471	55 60	2	6	8	10 6	1	560 554	115 120	9	1	0	0	0	0	1
7:00 7:15	0																							
	0	0	0	0	0	0	0	Ō	431 428	53 53	1	7	10	6	0	508 507	123	9	0	0	0	2	0	1

nt: ject Num	ber:	Kent Count ID06551 Site 3	y Council		Date of Su Junction !	Name:	09.06.2022 A229 Loose	Road / Cra	nborne Aveni	ue / A274 S	utton Road		Arm A	: A229 Loose	Road (N)		Arm C:	A274 Sutto	on Road (SE)					
ction Nu					Junction 1		4-arm Junc						to C	Cranborne				A229 Loose		Dt				
Time 07:00	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total 0	Cars 18	LGV 3	OGV1	0	0	0	Cycle 0	Total 23	Cars 0	LGV 0	0GV1	OGV2	Buses 0	M/C	Cycle 0	To
07:15								0	21	0	1	0	0	0	0	22	0	0	0	0	0	0	0	(
07:30 07:45								0	21 19	6	0	0	0	0	0	28 25	0	0	0	0	0	0	0	
18:00								0	24 25	5	1	0	0	0	0	30 27	0	0	0	0	0	0	0	
18:15								0	25	2	0	0	0	0	0	27 37	0	0	0	0	0	0	0	
18:30 18:45								0	32 38	4	0	0 2	0	0	0	44	0	0	0	0	0	0	0	
19:00								0	23	3	0	0	0	0	0	26	0	0	0	0	0	0	0	
9:15 9:30								0	30 22	1 6	0	2	0	0	0	33	0	0	0	0	0	0	0	
9:45								0	34	2	0	2	0	0	0	29 38	0	0	0	0	0	0	0	
0:00								0	37	2	1	2	0	0	0	42	0	0	0	0	0	0	0	
0:15 0:30								0	21 21	4 3	0	1 2	- 0	1	0	29 26	0	0	0	0	0	0	0	
0:45								0	30	2	0	0	0	0	0	32	0	0	0	0	0	0	0	
1:00								0	24	3	2	0	0	0	0	29	0	0	0	0	0	0	0	
1:15 1:30								0	32 28	7	1	0	0	0	0	41 39	0	0	0	0	0	0	0	
1:45							***************************************	0	23	6	1	2	0	0	0	32	0	0	0	0	0	0	0	
2:00 2:15								0	24	1	1	1	0	1	0	28	0	0	0	0	0	0	0	
2:15 2:30								0	23 25	2	0	3	0	0	0	29 30	0	0	0	0	0	0	0	
2:45								0	27	ī	0	0	0	1	0	29	0	0	0	0	0	0	0	
3:00								0	21 23	4	0	2	0	0	0	27	0	0	0	0	0	0	0	
3:15 3:30								0	34	5	0	0	0	1	0	28 41	0	0	0	0	0	0	0	
3:45								0	24	5	0	1	0	0	0	30	0	0	0	0	0	0	0	
4:00 4:15								0	23 28	4 7	0	2	0	0	0	29	0	0	0	0	0	0	0	
4:15 4:30								0	28 17	6	0	0	0	0	0	36 23	0	0	0	0	0	0	0	
4:45								0	19	3	0	1	0	0	0	23	0	0	0	0	0	0	0	
5:00 5:15								0	27 20	4	0	0	0	0	0	31 28	0	0	0	0	0	0	0	
5:30								0	38	2	1	0	0	0	0	41	0	0	0	0	0	0	0	-
5:45								0	26	6	1	1	0	2	0	36	0	0	0	0	0	0	0	
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5:30								0	27	2	0	0	0	0	0	34 29	0	0	0	0	0	0	0	
6:45								0	31	3	0	1	0	1	0	36	0	0	0	0	0	0	0	
7:00 7:15								0	24 25	3	0	0	0	0	0	27 29	0	0	0	0	0	0	0	
7:30								0	26	2	0	0	0	0	0	28	0	0	0	0	0	0	0	
7:45								0	23	3	1	0	0	1	0	28	0	0	0	0	0	0	0	
8:00 8:15								0	26 28	1	0	0	0	0	0	30 29	0	0	0	0	0	0	0	
8:30								0	34	4	0	0	0	0	0	38	0	0	0	0	0	0	0	1
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7:45	0	0	0	0	0	0	0	0	100	17	2	0	0	0	0	119	0	0	0	0	0	0	0	
8:00 8:15	0	0	0	0	0	0	0	0	119 118	15 13	2	2	0	0	0	138 134	0	0	0	0	0	0	0	
8:30	0	0	0	0	0	0	0	0	123	12	1	4	0	0	0	140	0	0	0	0	0	0	0	
8:45	0	0	0	0	0	0	0	0	113	14	1	4	0	0	0	132	0	0	0	0	0	0	0	
9:00 9:15	0	0	0	0	0	0	0	0	109	12 11	1 2	4	0	0	0	126 142	0	0	0	0	0	0	0	
9:30	0	0	0	0	0	0	0	0	114	14	4	5	0	1	0	138	0	0	0	0	0	0	0	
9:45	0	0	0	0	0	0	0	0	113	11	3	7	0	1	0	135	0	0	0	0	0	0	0	
0:00 0:15	0	0	0	0	0	0	0	0	109 96	11 12	3	5 3	0	1 1	0	129 116	0	0	0	0	0	0	0	
0:30	0	0	0	0	0	0	0	0	107	15	3	3	0	0	0	128	0	0	0	0	0	0	0	
0:45	0	0	0	0	0	0	0	0	114	21 25	4	1	1	0	0	141	0	0	0	0	0	0	0	
1:00 1:15	0	0	0	0	0	0	0	0	107 107	23	5 4	3 4	1 1	0	0	141 140	0	0	0	0	0	0	0	
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1:45	0	0	0	0	0	0	0	0	95 99	13	3	6	0	2	0	119	0	0	0	0	0	0	0	
2:00 2:15	0	0	0	0	0	0	0	0	99	8 11	1	5	0	2	0	116 115	0	0	0	0	0	0	0	
2:30	0	0	0	0	0	0	0	0	96	12	0	5	0	1	0	114	0	0	0	0	0	0	0	1
2:45 3:00	0	0	0	0	0	0	0	0	105 102	15 19	0	3	0	2	0	125 126	0	0	0	0	0	0	0	
3:15	0	0	0	0	0	0	0	0	104	19	0	4	0	1	0	128	0	0	0	0	0	0	0	
3:30	0	ō	0	0	0	0	ō	0	109	21	0	5	0	1	0	136	0	0	0	0	0	0	0	
3:45 4:00	0	0	0	0	0	0	0	0	92 87	22	0	4	0	0	0	118 111	0	0	0	0	0	0	0	
1:00 1:15	0	0	0	0	0	0	0	0	91	20 20	0	2	0	0	0	111	0	0	0	0	0	0	0	
4:30	0	0	0	0	0	0	0	0	83	18	0	2	2	0	0	105	0	0	0	0	0	0	0	
4:45 5:00	0	0	0	0	0	0	0	0	104 111	14 17	1 1	2	2	0	0	123 136	0	0	0	0	0	0	0	
5:15	0	Ö	0	0	0	0	0	0	108	18	2	2	2	2	0	136	0	0	0	0	0	0	0	
5:30	0	0	0	0	0	0	0	0	116	16	2	3	0	3	0	140	0	0	0	0	0	0	0	
5:45 6:00	0	0	0	0	0	0	0	0	105 110	16 13	1 0	3	0	3	0	128 128	0	0	0	0	0	0	0	
6:15	0	0	0	0	0	0	0	0	110	11	0	3	0	2	0	126	0	0	0	0	0	0	0	1
6:30	0	0	0	0	0	0	0	0	107	11	1	1	0	1	0	121	0	0	0	0	0	0	0	
6:45	0	0	0	0	0	0	0	0	106 98	11 11	1 2	1 0	0	1	0	120 112	0	0	0	0	0	0	0	
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Client: Ke Project Number: ID

Kent County Council ID06551

Junction Name:

A229 Loose Road / Cranborne Avenue / A274 Sutton R

Arm A: A229 Loose Road (N) Arm B: Cranborne Avenue (E) Arm C: A274 Sutton Road (SE) Arm D: A229 Loose Road (S)



					to A			
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	126	33	4	2	0	1	1	167
07-15	148	32	3	4	1	1	1	190
07:15 07:30	160	30	3	1	0	3	0	197
07:30								
07:45	154	19	3	5	4	0	0	185
08:00	141	20	0	4	2	1	1	169
08:15	104	19	2	0	1	4	0	130
08:30	119	12	1	2	0	1	0	135
08:45	123	19	2	6	0	1	0	151
09:00	119	14	4	6	1	1	0	145
		45	5	4	0		-	467
09:15	143	15				0	0	167
09:30	134	16	1	8	1	0	0	160
09:45	146	16	2	9	1	1	0	175
10:00	130	8	5		î		0	149
				4		1		
10:15	119	15	6	7	0	3	0	150
10:30	100	17	7	2	2	2	0	130
10:45	112	20	4	6	2	1	1	146
11:00	99	17	3	7	1	0	0	127
11:15	119	11	8	7	1	2	0	148
11.13	82	47	5		2	0	0	140
11:30		17		6				112
11:45	117	21	5	7	1	0	0	151
12:00	121	21	8	2	1	1	0	154
12:00	121	Z1	0	Z		1		154
12:15	89	19	3	6	0	0	1	118
12:30	115	17	5	5	1	0	0	143
12:45	97	17	4	6	2	2	0	128
13:00	94	24	5	7	0	2	1	133
13:15	106	22	3	2	1	1	0	135
13:30	88	19	4	9	0	2	0	121
13:45	102	23	5	8	1	2	0	141
14:00	120	19	4	2	1	1	0	147
44.00		1.9	ļ					14/
14:15	128	23	6	5	1	2	0	165
14:30	116	21	4	7	1	0	0	149
14:45	105	26	2	5	Ô	1	0	139
14:40								139
15:00	139	28	1	5	1	2	1	177
15:15	150	17	3	3	3	1	0	177
15:30	140	20	1		0	0	0	162
15:30				1				
15:45	118	17	2	7	2	1	0	147
16:00	107	21	3	4	0	3	1	139
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16:15	105	11	1	3	1	0	0	121
16:30	144	28	5	3	0	2	0	182
16:45	140	26	3	3	2	4	0	178
17:00	149	17	1	1	0	2	0	170
17:15	115	12	1	2	1	2	1	134
				4	1	3	0	***********
17:20	116	76						
17:30	116	26	4					154
17:30 17:45	119	28	1	3	3	3	ō	157
17:30 17:45 18:00					3	3		154 157 150
17:45 18:00	119 134	28 12	0	3 2	1	1	0	157 150
17:45 18:00 18:15	119 134 119	28 12 9	0 2	3 2 1	1 1	1 0	0 0	157 150 132
17:45 18:00 18:15 18:30	119 134	28 12 9 15	1 0 2 0	3 2 1 2	1	1	0 0 0	157 150 132 161
17:45 18:00 18:15 18:30 18:45	119 134 119 141	28 12 9 15	1 0 2 0	3 2 1	1 1 1	1 0 1	0 0 0	157 150 132 161
17:45 18:00 18:15 18:30 18:45	119 134 119	28 12 9	1 0 2 0	3 2 1 2 4	1 1 1 2	1 0	0 0	157 150 132 161 141
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17:45 18:00 18:15 18:30 18:45 Start Time	119 134 119 141 113	28 12 9 15 19	1 0 2 0 0	3 2 1 2 4 Rolling Hou	1 1 1 2 1 5	1 0 1 3	0 0 0 1	157 150 132 161 141 Total 739
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17:45 18:00 18:15 18:30 18:45 Start Time 07:00 07:15 07:30	119 134 119 141 113 588 603 559	28 12 9 15 19 114 101 88	1 0 2 0 0 0 F 13 9 8	3 2 1 2 4 Rolling Hou 12 14	1 1 1 2 1r 5 7	1 0 1 3 5 5	0 0 0 1 0 2 2 2	157 150 132 161 141 Total 739 741 681
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Time	Cars	LGV	OGV1	Arm B A	pproach Buses	M/C	Cycle	Total	Cars	LGV	OGV1	Arm OGV2	B Exit Buses	M/C	Cycle	Total
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07:00 70:15 70:30 70:30 70:30 70:30 70:30 70:30 70:30 70:30 70:30 70:30 70:45 70:30 70:30 70:45 70:30 70:30 70:45 70:30 70:30 70:45 70:30	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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07:00 17:15 17:00 17:15 17:00 17:15 17:00 17:15	000000000000000000000000000000000000000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

lient: roject Num unction Nur	ber: nber:	Kent County ID06551 Site 3	y Council		Date of Su Junction I Junction 1	lame:	09.06.2022 A229 Loose 4-arm Juno	Road / Cranborne	. Avenu	e / A274 Sut	ton Road					J
							1									
07:00 07:15	132 126	31 31	3	1 1	1 1	0	1 1		.18 .38	24 37	3	0 2	4 2	3	0	-
07:30	117	30	1	4	2	1	1		40	36	4	0	2	2	0	1
07:45	151	27	7	1	5	3	0		19	27	1	1	1	0	0	
08:00	130	17	1	3	4	3	0		.33	26	5	0	2	0	0	
08:15 08:30	113 117	18 28	2	0	1 1	2	0		26 28	15 18	3	4	1	0	0	
08:45	109	21	2	3	3	2	0	1	.06	17	3	3	3	0	0	-
09:00	114	26	4	1	4	0	1		23	30	0	1	1	1	0	
09:15	132	27	4	2	2	6	0		.38	22	4	5	3	1	0	
09:30	127	32	5	5	1	3	0		11	26	6	2	1	0	0	
09:45	118	39	4	4	2	1	0		31	29	3	6	3	0	0	
10:00 10:15	108 122	29 20	4 7	5	2	0	0		.53 .19	22 28	3	2	2	1	0	
10:30	114	24	4	4	2	1	0		.34	17	8	3	2	0	0	
10:45	114	27	4	1	3	1	0		29	19	4	2	2	1	0	
11:00	127	26	9	5	1	0	0	1	.26	23	5	3	2	3	1	
11:15	135	12	4	5	2	3	0		.53	28	3	5	3	5	0	
11:30	128 124	25 27	6 5	5	6	5 4	0	1	.37 .24	38 31	3	3	2	1	0	
11:45 12:00	124	27	4	3	- 6	2	1		.24	31 26	1	6	3	2	0	
12:15	139	23	2	2	3	3	0		31	25	4	3	2	6	0	
12:30	134	20	3	4	1	0	0	1	.37	21	6	9	3	1	0	
12:45	119	22	6	3	3	1	1	1	41	20	4	2	3	2	0	
13:00	120	18	7	4	1	3	0	1	38	33	4	5	1	2	0	
13:15 13:30	118 112	19 24	4 5	6 3	3	3	0		.39 .73	28 21	3	1 4	2	1	0	
13:30	122	26	4	4	2	2	0		.73	30	3	2	2	3	0	
14:00	157	31	5	3	1	4	0		.51	24	4	8	1	1	0	1
14:15	113	27	5	2	3	2	0	1	.48	44	2	3	2	o o	0	J
14:30	153	30	5	1	1	6	1	1	.28	29	4	2	2	3	0	
14:45 15:00	124 111	27 20	2	4 2	4	3	0		.31 .27	26 30	3	1 2	2	3	0	
15:00	134	19	1	2	3	5	0		.32	29	4	3	3	3	0	
15:30	136	27	1	1	1	1	0		.79	28	5	1	1	1	0	
15:45	108	25	1	2	2	4	1	1	50	33	4	5	7	3	1	
16:00	154	24	1	2	1	1	1	1	.45	31	4	2	3	0	0	
16:15	153	21	1	1	1	3	0		.67	41	4	3	4	4	1	
16:30 16:45	149 139	15 22	0 2	0	3	0	0		.64 .72	20 31	3	4	0	4	0	
17:00	142	15	2	3	3	5	1		.68	16	5	0	2	2	0	-
17:15	165	14	1	0	2	1	0		.67	14	1	1	2	2	1	
17:30	140	18	0	2	2	2	0	1	.57	29	2	1	2	2	0	
17:45	146	17	0	1	2	2	0	1	.40	17	2	3	1	6	0	
18:00	140	18	0	4	3	1	0		.64	21	4	2	1	3	0	
18:15 18:30	128 141	9 16	1 4	0 2	3 1	3 1	0	1	65 73	15 25	0	1 1	2	4	0	
18:45	136	12	1	1	1	2	1	1	.73	18	0	0	1	1	0	-
07:00	526	119	14		1 9	6	1 2		15	124	12	-	9	6	-	1
07:00	524	105	12	9	12	7	3		30	126	13	3	7	6	0	
07:30	511	92	11	10	12	9	2	5	18	104	13	2	6	3	0	1
07:45	511	90	14	6	11	10	1	5	06	86	11	6	5	5	0	
08:00	469	84	9	8	9	9	1	4	93	76	13	8	7	5	0	
08:15	453 472	93 102	12	6	9	6 10	1		83 95	80 87	8	9 13	6 8	5 6	0	-
08:30	4/2	102	14 15	6 11	10	10 11	1 1		195 178	87 95	13	13	8	2	0	1
09:00	491	124	17	12	9	10	1	5	i03	107	13	14	8	2	0	
09:15	485	127	17	13	7	12	1	5	33	99	16	15	8	2	1	
09:30	475	120	20	16	6	6	1	5	14	105	17	12	7	2	1	
09:45 10:00	462 458	112	19 19	15	7 8	4	1		37	96 86	19 20	13	8 7	2	1	
10:00	458 477	100 97	19 24	12 15	7	2	0		35 08	86 87	20	10	8	3	1 1	
10:30	490	89	21	15	8	5	0	5	42	87	20	13	9	9	1	1
10:45	504	90	23	16	8	9	0	5	45	108	15	13	9	10	1	
11:00	514	90	24	16	11	12	0		40	120	14	17	10	11	1	
11:15	531	93 104	19 17	14	13 14	14	1		57	123 120	10	17 15	9	10	0	
11:30 11:45	535 541	104 99	1/	11 10	14	14 9	1 1		35	120	11 14	15 21	9	11 11	0	-
12:00	536	99	15	10	10	6	2		52	92	15	17	9	11	0	
12:15	512	83	18	13	8	7	1	5	47	99	18	19	9	11	0	1
12:30	491	79	20	17	8	7	1	5	55	102	17	17	9	6	1	
12:45	469	83	22	16	8	8	1		91	102	18	12	8	7	1	
13:00	472	87 100	20	17	7	9	0		75	112	17	12	7	8 7	1	
13:15	509 504	100	18 19	16 12		10 9	0		88 97	103 119	17 16	15 17	/	7	0	
13:45	545	114	19	10	7	14	1 1		52	127	13	15	7	7	0	
14:00	547	115	17	10	9	15	1		58	123	11	14	7	7	1	1
14:15	501	104	15	9	10	13	1		34	129	10	8	7	8	1	
14:30	522	96	11	9	10	16	1		18	114	12	8	8	11	1	
14:45	505	93	7	9	10	11	0		69	113	13	7	7	9	1	
15:00 15:15	489 532	91 95	6 4	7	8 7	12 11	1 2		88 06	120 121	16 17	11 11	12 14	9	1	
15:15	532 551	95	4	6	5	9	2		41	133	17	11	15	8	2	-
15:45	564	85	3	7	5	10	2		26	125	13	11	16	8	2	-
16:00	595	82	4	5	6	6	1	6	48	123	12	10	9	9	1	1
16:15	583	73	5	6	7	10	1		71	108	13	8	8	11	1	
16:30	595	66	5	5	8	8	1	ļ 6	71	81	10	6	6	9	1	
16:45	586 593	69 64	5 3	5	9 8	8	1	9	i64	90 76	11 10	6	6 7	10 12	1	
		67	1	6 7	8	10 6	1 0		28	/6 81	9	5 7	6	12	1	-
17:00									140	01	9	,		13	1	
17:00 17:15 17:30	591 554	62	1	7	10	R	0	-	26	82	8	7	6	15	0	
17:15			1 5	7	10 9	8 7	0	6	26 42 82	82 78 79	8 6	7 7 4	6	15 15 10	0 0 0	

ient: oject Num inction Nu	nber:	Kent Count ID06551 Site 3	y Council		Date of Su Junction I Junction 1	Name:	09.06.2022 A229 Loose 4-arm Junct	Road / Crar	borne Avenu	ie / A274 Sut	ton Road					
				Arm D	Approach							Arm	D Exit			
Time 07:00	Cars 144	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total 190	Cars 121	LGV 43	OGV1	OGV2	Buses	M/C	Cycle	Total 179
07:00	169	32	4	4	1	1	1	212	144	50	3	9	1	1	0	208
07:30	181	36	4	1	0	3	0	225	142	41	8	7	0	3	0	201
07:45	173	25	3	5	4	0	0	210	156	30	4	5	4	1	0	200
08:00	165	25	1	4	2	1	1	199	156	19	3	12	0	2	0	192
08:15	129	21	2	0	0	4	0	157	150	28	7	6	0	2	0	193
08:30 08:45	151 161	16 23	2	8	0	1	0	172 195	118 121	23 30	9	6	0	3	0	155 169
09:00	142	17	4	6	1	1	0	171	129	30	5	9	3	1	1	178
09:15	173	16	5	6	0	0	0	200	130	26	11	8	1	0	0	176
09:30	156	22	2	8	1	0	0	189	130	29	5	3	1	1	0	169
09:45	180	18	2	11	1	1	0	213	137	28	10	6	1	1	0	183
10:00 10:15	167 140	10 19	6 8	6 8	0	1 4	0	191 179	119 117	23 22	7	6	0	1	0	157 146
10:15	121	20	7	4	2	2	0	156	96	22	1	7	2	0	0	146
10:45	142	22	4	6	2	1	1	178	138	20	8	4	1	1	0	172
11:00	123	20	5	7	1	0	0	156	143	26	8	6	1	3	0	187
11:15	151	18	9	8	1	2	0	189	135	22	5	7	0	0	0	169
11:30	110	26	6	6	3	0	0	151	115	25	4	12	2	3	0	161
11:45	140	27	6	9	1	0	0	183	145	28	1	6	3	4	0	187
12:00 12:15	145 112	22 23	9 4	3 6	0	2	0	182 147	109 152	15 22	4	5	0	0	0	134 185
12:15	112	19	5	- 6 - 8	1	0	0	14/	152	22	3	7	2	1	0	185
12:30	124	18	4	6	2	3	0	157	150	24	7	4	1	2	0	188
13:00	115	28	5	9	0	2	1	160	111	25	5	10	0	1	0	152
13:15	129	27	3	2	1	1	0	163	129	28	4	10	2	0	0	173
13:30	122	24	4	10	0	2	0	162	123	26	2	3	1	0	0	155
13:45	126	28	5	9	1	2	0	171	125	27	3	5	0	0	0	160
14:00	143 156	23 30	4 6	4	1	1	0	176 201	129 150	18	6	0	0	0	0	157
14:15 14:30	133	30 27	- 6 - 4	7	1 1	0	0	201 172	150	34 25	0	6	2	0	0	192 206
14:45	124	29	2	6	0	1	0	162	174	31	3	5	6	0	0	219
15:00	166	32	1	5	1	2	1	208	145	31 35	5	3	1	0	0	189
15:15	170	22	3	4	5	1	0	205	166	26	5	5	1	5	0	208
15:30	178	22	2	1	0	0	0	203	150	29	4	2	1	0	0	186
15:45	144	23	3	8	2	3	0	183	173	23	0	2	0	5	1	204
16:00 16:15	131 133	26 14	3	- 4 - 5	0	3	0	168 155	145 148	22 32	1 1	2	0	0 2	0	170 189
16:15	171	30	<u>-</u>		0	1	0	211	148	23	1	4	1	2	0	189
16:45	171	29	3	4	2	5	0	214	158	31	4	4	2	3	0	202
17:00	173	20	1	1	0	2	0	197	170	29	1	3	0	4	0	207
17:15	140	15	2	2	1	2	1	163	200	18	2	5	1	3	0	229
17:30	142	28	4	4	1	3	0	182	192	21	0	7	1	1	0	222
17:45	142	31	2	3	3	4	0	185	191	15	1	4	1	0	2	214
18:00	160	15	0	3	1	1	0	180	211	30	0	1	0 2	- 4 - 5	0	246
18:15 18:30	147 175	10 19	0	1 2	1	0	0	161 199	177 183	20 14	1 0	3	0	5	0	208 199
18:45	152	20	0	4	2	3	0	181	164	19	2	1	1	3	0	190
tart Time				Rolling Hou	ır			Total				Rolling Hou	ır			Total
07:00	667	129	17	12	5	5	2	837	563	164	23	27	5	6	0	788
07:15 07:30	688	118	12	14	7	5	2	846	598	140 118	18 22	33	5 4		0	801
07:30	648 618	107 87	10 8	10 11	7	8 6	1	791 738	604 580	118	14	30 32	6	8	0	786 740
08:00	606	85	7	14	3	7	1	723	545	100	19	33	2	10	0	709
08:15	583	77	10	16	2	7	0	695	518	111	21	30	5	9	1	695
08:30	627		13	22	1	3	0	738	498	109	25	32	6	7	1	678
08:45	632	72 78	13	28	2	2	0	755	510	115	30	26	5	5	1	692
09:00	651	73	13	31	3	2	0	773	526	113	31	26	6	3	1	706
09:15	676	66	15	31	3	2	0	793	516	106	33	23	3	3	1	685
09:30 09:45	643	69	18	33 29	3	6 8	0	772	503 469	102 93	23 19	19 23	3	4	1	655
10:00	608 570	67 71	23 25	29	5	8	0	739 704	469 470	93 85	19	23	4	3	1	612 601
10:15	526	81	24	25	5	7	1	669	494	88	18	21	5	5	0	631
10:30	537	80	25	25	6	5	1	679	512	88	22	24	4	4	0	654
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11:15 11:30	546 507	93 98	30 25	26 24	6	4	0	705 663	504 521	90 90	14 12	30 30	5 5	7 8	1 1	651 667
11:30	507	98 91	25 24	24 26	5	3	1	685	521 541	90 92	12	30 25	5	7	1	683
12:00	521	82	22	23	4	6	1	659	546	88	18	23	3	5	1	684
12:15	491	88	18	29	3	6	2	637	548	98	19	28	3	6	0	702
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12:45	490	97	16	27	3	8	1	642	513	103	18	27	4	3	0	668
13:00	492	107	17	30	2	7	1	656	488	106	14	28	3	1	0	640
13:15 13:30	520	102	16	25 29	3	6	0	672	506	99	15	18 12	5	2	0	645
13:30	547 558	105 108	19 19	29 26	3	7	0	710 720	527 577	105 104	15 13	12	3 4	2 2	0	664 715
14:00	556	108	16	26	3	4	0	711	626	104	13	15	10	2	0	774
14:15	579	118	13	24	3	5	1 1	743	642	125	12	18	9	0	0	806
14:30	593	110	10	22	7	4	1	747	658	117	13	19	10	5	0	822
14:45	638	105	8	16	6	4	1	778	635	121	17	15	9	5	0	802
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15:15	623	93	11	17	7	7	1	759	634	100	10	11	2	10	1	768
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15:45 16:00	579 606	93 99	12 12	20 16	3	9	1 1	717 748	612 597	100	3 7	10	5	9	1 0	740 738
16:00 16:15	606 648	99	12 10	16 13	3	11 10	0	748 777	597 622	108 115	/	12	- /	7	0	738 775
16:15	655	93	11	10	3	11	1	785	674	101	- 8	16	4	12	0	815
16:45	626	92	10	11	4	12	1	756	720	99	7	19	4	11	0	860
17:00	597	94	9	10	5	11	1	727	753	83	4	19	3	8	2	872
17:15	584	89	8	12	6	10	1	710	794	84	3	17	3	8	2	911
17:30	591	84	8	11	6	8	0	708	771	86	2	15	4	10	2	890
17:45 18:00	624 634	75 64	4	9 10	6	6	1	725 721	762 735	79 83	2	9	3	10 13	2	867 843

 Date of Survey:
 09.06.2022

 Junction Name:
 A229 Losse Road / Cranborne Avenue / A274 Sutton Road



	nber:	Site 3			Junction 1	,,	4-arm Junct	
					ction Flow			
Time	Cars 476	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	476	128	19	9	5	5	3	645
07:15	531	143	12	16	5	5	2	714
07:30	538	128	16	11	4	9	1	707
07:45	539	97	14	12	11	4	0	677
08:00	531	77	8	18	8	7	2	651
08:15	459	77	14	8	3	8	0	569
08:30	447	78	7	15	4	10	0	561
08:45	434	84	16	18	6	6	0	564
09:00	463	94	12	17	8	3	2	599
09:15	514	85	21	19	6	7	0	652
09:30	476	98	16	18	4	4	0	616
09:45	504	107	18	24	7	2	0	662
10:00	489	80	19	13	4	5	2	612
10:15	452	82	18	18	4	5	0	579
10:15	424	72	20	15	- 8	3	0	542
10:45	472	85	20	13	8	4	1	603
11:00	470	88	23	21	5	6	1	614
11:15	517	71	19	24	6	10	0	647
11:30	440	96	17	25	8	8	0	594
11:45	480	98	14	20	13	6	0	631
12:00	485	89	16	12	5	5	1	613
12:15	480	85	11	18	5	10	1	610
12:30	495	79	18	24	7	3	0	626
12:45	477	82	21	14	9	6	1	610
13:00	441	97	20	25	2	7	1	593
13:15	469	92	14	17	8	5	1	606
13:30	476	88	18	18	4	4	0	608
13:45	452	100	15	18	5	7	0	597
14:00	524	86	17	13	5	8	0	653
14:15	517	118	16	14	6	4	0	675
14:30	532	104	13	16	6	9	1	681
14:45	505	105	8	14	10	7	1	650
15:00	491	106	11	12	5	6	1	632
15:15	554	85	12	13	10	14	0	688
15:15								696
	578	97	11	5	3	2	0	
15:45	523	94	7	16	11	12	3	666
16:00	534	96	9	10	4	4	2	659
16:15	554	99	7	9	10	8	1	688
16:30	578	78	7	10	4	7	0	684
16:45	587	108	11	11	7	11	0	735
17:00	602	72	8	7	4	13	1	707
17:15	616	58						
			5	8	6	8	2	703
17:30	578	92	6	14	6	8	0	704
17:30 17:45	578 566	92 75	4	11	7	11	2	704 676
17:30 17:45 18:00	578 566 617	92 75 78	4	11 9	7 5	11 9	2	676 722
17:30 17:45 18:00	578 566 617	92 75 78	4	11 9	7 5	11 9	2	676 722
17:30 17:45 18:00 18:15	578 566 617 555	92 75 78 51	4 4 4	11 9 5	7 5 8	11 9 10	2 0 0	676 722 633
17:30 17:45 18:00 18:15 18:30	578 566 617 555 607	92 75 78 51 70	4 4 4 4	11 9 5 6	7 5 8 4	11 9 10 5	2	676 722 633 697
17:30 17:45 18:00 18:15 18:30 18:45	578 566 617 555	92 75 78 51	4 4 4 4 3	11 9 5 6	7 5 8 4 5	11 9 10	2 0 0	676 722 633 697 653
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17:30 17:45 18:00 18:15 18:30 18:45 Start Time 07:00 07:15	578 566 617 555 607 565 2084 2139	92 75 78 51 70 64 496 445	4 4 4 4 3	11 9 5 6 6 8 Rolling Hou	7 5 8 4 5 Ur 25 28	11 9 10 5 9	2 0 0 1 1 1	676 722 633 697 653 Total 2743 2749
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17:30 17:45 18:00 18:15 18:30 18:45 Start Time 07:00 07:15 07:30	578 566 617 555 607 565 2084 2139 2067	92 75 78 51 70 64 496 445 379	4 4 4 4 3 61 50 52	11 9 5 6 6 80lling Hou 48 57 49	7 5 8 4 5 1r 25 28 26	11 9 10 5 9	2 0 0 1 1 1	676 722 633 697 653 Total 2743 2749 2604
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09.06.2022 A229 Loose Road / Cranborne Avenue / A274 Su Arm A: A229 Loose Road (N)



		Site 3			Junction T	уре:	4-arm Junc	uon			Arm B:	Cranborne A	Averiue (E)		AIIII D	A229 Loose	Road (S)
									PCU St	ımmary							
	Time	A to A	A to D	A to C	A to B	B to B	B to A	B to D	B to C	C to C	C to B	C to A	C to D	D to D	D to C	D to B	D to A
	07:00	0	173	135	0	0	0	0	0	0	0	151	24	0	25	0	173
	07:15	0	197	170	0	0	0	0	0	0	0	136	32	0	23	0	200
	07:30	0	187	161	0	0	0	0	0	0	0	133	33	0	29	0	200
ļ	07:45	0	162	128	0	0	0	0	0	0	0	152	56	0	25	0	203
ļ	08:00	0	178	143	0	0	0	0	0	0	0	130	39	0	31	0	178
	08:15	0	170	125	0	0	0	0	0	0	0	104	40	0	27	0	131
	08:30 08:45	0	135 159	128 97	0	0	0	0	0	0	0	118 123	38 28	0	38 48	0	139 164
	09:00	0	170	133	0	0	0	0	0	0	0	128	32	0	26	0	161
	09:15	0	163	153	0	0	0	0	0	0	0	140	40	0	37	0	179
	09:30	0	147	127	0	0	0	0	0	0	0	154	33	0	30	0	178
	09:45	0	166	149	0	0	0	0	0	0	Ö	143	38	0	42	0	195
	10:00	0	147	143	0	0	0	0	0	0	0	130	26	0	47	0	162
	10:15	0	126	136	0	0	0	0	0	0	0	142	30	0	32	0	167
	10:30	0	114	150	0	0	0	0	0	0	0	134	29	0	30	0	142
	10:45	0	166	135	0	0	0	0	0	0	0	137	22	0	32	0	163
	11:00	0	173	143	0	0	0	0	0	0	0	154	33	0	31	0	145
	11:15	0	158	167	0	0	0	0	0	0	0	146	29	0	44	0	169
	11:30	0	152	153	0	0	0	0	0	0	0	150	36	0	41	0	131
	11:45	0	161 107	150 153	0	0	0	0	0	0	0	139 159	41	0	37 30	0	170
	12:00 12:15	0	164	150	0	0	0	0	0	0	0	143	39 37	0	29	0	166 131
	12:30	0	161	168	0	0	0	0	0	0	0	139	35	0	36	0	159
	12:45	0	168	154	0	0	0	0	0	0	0	135	34	0	28	0	145
1	13:00	0	145	166	0	0	0	0	0	0	0	136	30	0	31	0	149
l	13:15	0	165	153	0	0	0	0	0	0	0	137	34	0	28	0	142
	13:30	0	139	182	0	0	0	0	0	0	0	132	25	0	42	0	141
	13:45	0	141	141	0	0	0	0	0	0	0	142	31	0	32	0	161
	14:00	0	121	176	0	0	0	0	0	0	0	168	43	0	33	0	155
	14:15	0	169	172	0	0	0	0	0	0	0	130	34	0	38	0	180
L.	14:30	0	181	154	0	0	0	0	0	0	0	162	39	0	23	0	167
ļ	14:45	0	198	143	0	0	0	0	0	0	0	136	42	0	25	0	150
1	15:00	0	161	141	0	0	0	0	0	0	0	108	40	0	31	0	187
	15:15	0	185	153	0	0	0	0	0	0	0	134	36	0	33	0	189
l	15:30	0	161	180	0	0	0	0	0	0	0	137	34	0	42	0	165
	15:45	0	174	186	0	0			0	0	0	117	30 19		38		165
	16:00 16:15	0	156 173	168 199	0	0	0	0	0	0	0	170 157	25	0	29 37	0	147 129
	16:30	0	153	165	0	0	0	0	0	0	0	140	33	0	29	0	191
	16:45	0	189	185	0	0	0	0	0	0	0	146	26	0	37	0	187
	17:00	0	177	172	0	0	0	0	0	0	0	143	34	0	27	0	172
	17:15	0	209	162	0	0	0	0	0	0	0	155	31	0	30	0	138
	17:30	0	207	171	0	0	0	0	0	0	0	141	29	0	28	0	165
	17:45	0	190	146	0	0	0	0	0	0	0	140	32	0	28	0	166
	18:00					U											
II	10.00	0	211	170	0	0	0	0	0	0	0	143	35	0	32	0	155
	18:15	0	178	161	0	0	0 0	0	0	0	0	111	35 37	0	29	0	137
	18:15 18:30	0	178 169	161 169	0 0 0	0 0 0	0 0 0	0 0 0	0	0 0 0	0	111 142	35 37 31	0 0	29 38	0 0 0	137 165
	18:15 18:30 18:45	0	178	161	0	0	0	0	0 0 0 0	0 0 0 0	0	111	35 37	0	29	0	137
	18:15 18:30 18:45 Start Time	0 0 0	178 169 161	161 169 161	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0 Rollin	0 0 0 0 0 g Hour	0 0 0	111 142 124	35 37 31 32	0 0 0	29 38 40	0 0 0 0	137 165 150
	18:15 18:30 18:45 Start Time 07:00	0	178 169 161 719	161 169 161	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0 Rollin	0 0 0 0 0 q Hour	0 0	111 142 124	35 37 31 32 145	0 0 0	29 38 40	0 0 0 0	137 165 150 776
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	18:15 18:30 18:45 Start Time 07:00 07:15 07:30 07:45 08:00 08:15 08:30 08:45 09:00	0 0 0 0 0 0 0 0 0 0	178 169 161 719 723 696 645 641 634 627 639 647	161 169 161 594 602 557 524 493 483 510 562	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	111 142 124 572 551 519 504 475 473 509 545 566	35 37 31 32 145 160 168 173 145 138 138 133 143	0 0 0 0 0 0 0 0 0	29 38 40 102 108 112 121 144 139 149 141 135	0 0 0 0 0 0 0 0 0 0 0 0	137 165 150 776 782 712 651 612 595 643 681 712
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	18:15 18:30 18:45 Start Time 07:00 07:15 07:30 07:45 08:00 08:15 08:30 08:45 09:00 09:15 09:30 09:45 10:00	0 0 0 0 0 0 0 0 0 0 0 0 0	779 169 161 779 723 696 645 641 634 627 639 647 623 586 553	594 602 557 524 483 511 510 562 572 554 563	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	572 551 519 504 473 509 545 566 568 570 550 544	35 37 31 32 145 160 168 173 145 138 138 138 137 127 127 123 107	0 0 0 0 0 0 0 0 0 0 0 0 0	29 38 40 102 108 112 121 144 139 149 141 135 155 151 150 141	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	137 165 150 776 782 712 651 612 595 643 712 714 701 666 633
	18:15 18:30 18:45 Start Time 07:00 07:15 07:30 07:45 08:00 08:15 08:30 08:45 09:00 09:15 09:30 09:45 10:00 10:15	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	719 729 696 645 641 634 627 639 647 623 586 553 578	161 169 161 594 602 557 524 493 483 511 510 562 572 554 577 563	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	572 551 551 504 475 566 568 570 558	35 37 31 32 145 160 168 173 145 138 138 133 143 127 127 123 107 114	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	29 38 40 102 108 112 121 144 139 149 141 135 155 151 150 141 125	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	137 165 150 776 782 651 612 595 643 681 712 714 701 666 633 616						
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Client: **Project Number:** Junction Number: Kent County Council

ID06551 Site 3

09.06.2022 Date of Survey:

Junction Name:

Junction Type:

A229 Loose Road / Cranborne Avenue / A274 Su Arm A: A229 Loose Road (N) 4-arm Junction

Arm B: Cranborne Avenue (E)

Arm C: A274 Sutton Road Arm D: A229 Loose Road (S)

Count Method:

Classes Included:

All Classes

Select the count method and desired user classes from the drop-downs in cells D8 and G8

Maximum 15-minute Junction Flow:

AM Peak	from:	07:15	until:	07:30	flow:	714	AM Peak covers 07:00 until 10:00
Inter-Peak	from:	15:30	until:	15:45	flow:	696	Inter-Peak covers 10:00 until 16:00
PM Peak	from:	16:45	until:	17:00	flow:	735	PM Peak covers 16:00 until 19:00

Period Starting:

07:00 Select the time from the drop-down in cell D16 to show the 15-minute data for that period

Movement Counts

			1	0		
		Α	В	С	D	Total
	A	0	0	129	155	284
E	В	0	0	0	0	0
Ē	С	147	0	0	24	171
	D	167	0	23	0	190
	Total	314	Λ	152	179	645

HGV Proportions

			,	U		
		Α	В	С	D	Total
	Α	0.0%	0.0%	4.7%	9.0%	7.0%
Ш	В	0.0%	0.0%	0.0%	0.0%	0.0%
Fr	С	3.4%	0.0%	0.0%	0.0%	2.9%
	D	3.6%	0.0%	8.7%	0.0%	4.2%
	Total	3.5%	0.0%	5 3%	7.8%	5.1%

Maximum Hourly Junction Flow:

AM Peak	from:	07:15	until:	08:15	flow:	2749
Inter-Peak	from:	15:15	until:	16:15	flow:	2709
PM Peak	from:	16:45	until:	17:45	flow:	2849

Period Starting:

07:00 Select the time from the drop-down in cell D33 to show the hourly data for that period

Movement Counts

			,	U		
		Α	В	С	D	Total
	Α	0	0	572	650	1222
Ē	В	0	0	0	0	0
Ē	С	546	0	0	138	684
	D	739	0	98	0	837
	Total	1285	0	670	788	2743

HGV Proportions

			,	U		
		Α	В	С	D	Total
	A	0.0%	0.0%	3.5%	7.7%	5.7%
Ĕ	В	0.0%	0.0%	0.0%	0.0%	0.0%
Ē	С	4.6%	0.0%	0.0%	3.6%	4.4%
	D	4.1%	0.0%	4.1%	0.0%	4.1%
	Total	4.3%	0.0%	3.6%	7.0%	4.9%

Tο

Bold entries in the above tables indicate the maximum movement, approach and exit flows for the selected time period, and similarly with the HGV proportions



Intelligent Data Collection Limited Loose Road Corridor

Client: WSP Project Number: ID05935 Junction Number: Site 2 Date of Survey: Junction Name: 16.09.2021

A229 Loose Road / Plains Avenue

Junction Type: T-Junction



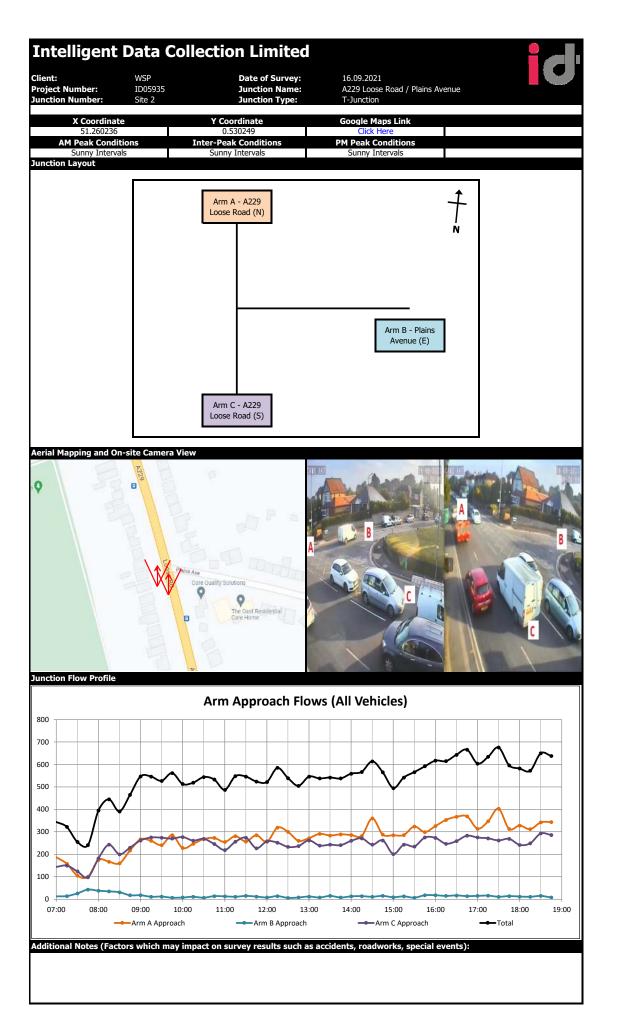


Quality Assurance

Revision	Rev A		
Date	23.09.2021		
Prepared by	Gabriel Adelowo		
Signature			
Checked by	Luke Martin		
Signature			
Project Director	Paul O'Neill		
Signature			
Project Number	ID05935		
	ID05935 Loose Road		
File Ref	Corridor - MCC Site 2 -		
	16.09.2021		

Issue Record

	Date		
Issued to	24.09.2021		
Simon Bourne	E-mail		



nt: ect Num	ber:	WSP ID05935	Collec	ction I	Date of Su Junction !	ırvey: Name:	16.09.2021 A229 Loose	Road / Plai	ns Avenue				Arm A	A229 Loose	Road (N)									C
ction Nu	mber:	Site 2			Junction 1		T-Junction		_				to C	Plains Aven				A229 Loos			to B	1		
Time 07:00	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total 0	Cars 130	LGV 38	OGV1	OGV2	2	M/C 2	Cycle 0	Total 183	Cars 3	LGV 1	0GV1	OGV2	Buses 0	0	Cycle 0	Tot
07:15 07:30								0	105 70	34 18	2	7	0 4	2	0	150 102	5	3	0	0	0	0	0	8
07:45								0	61	17	1	4	4	3	0	90	8	2	0	0	0	0	0	10
08:00 08:15								0	129 119	22 26	6 4	11 11	2	0	0	170 162	4 5	0	0	0	0	0	0	5
08:30 08:45								0	114 146	14	2	9	3	2	1 0	145	14	1	0	0	0	0	0	1
09:00								0	193	41 42	8	12 12	4	2	0	207 261	- 8 - 5	1	0	0	0	0	0	10
09:15 09:30								0	183	48 43	4 13	7 14	4	1	0	247	11 7	2	0	0	0	0	0	1
09:45								0	155 199	37	8	19	5	3	0	228 271	11	3	0	0	0	0	0	1:
10:00 10:15								0	161 175	33 32	9	12 10	3	1	0	219 230	7 13	2	0	0	0	0	0	1
10:30								0	184	44	12	11	3	2	1	257	9	2	0	0	0	0	0	1
10:45 11:00								0	194 187	50 47	9	7 8	3	1	0	264 248	8	1	0	0	0	0	0	9
11:15								0	211	39	4	9	3	2	0	268	12	1	0	0	0	0	0	1
11:30 11:45								0	187 205	34 34	5 12	11 9	4	0	2	243 265	12 17	2	0	0	0	0	0	21
12:00								0	185	32	9	10	4	2	0	242	12	2	0	0	0	0	0	1
12:15 12:30			ļ				1	0	227 226	48 36	8 12	11 12	3	4 2	0	301 291	15 7	2	0	0	0	1 0	0	11
12:45								0	187	33	3	11	3	4	0	241 254	18	1	0	0	0	0	0	15
13:00 13:15								0	196 214	40 38	9	4 10	2	3 4	0	254 278	15 8	2	0	0	0	1 0	0	11
3:30								0	194	56	6	5	2	4	0	267	14	3	0	0	0	0	0	1
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4:30 4:45								0	260 207	65 38	6 8	8	5	3	0	347 264	10 21	3	0	0	0	0	0	1 2
5:00								0	195	47	5	6	1	4	0	258	23	4	0	0	0	0	0	2
5:15 5:30								0	216 240	38 33	4	5 10	2	2	0	267 296	17 25	2	0	0	0	0	0	1 2
5:45								0	225	37	6	7	5	2	0	282	14	2	0	0	0	1	0	1
5:00 5:15								0	237 267	44 45	9	5	3 8	2	0	300 335	21 16	3	0	0	1 0	1 0	0	1
5:30						***************************************		0	281	55	5	4	1	1	0	347	15	5	0	0	0	0	0	2
6:45 7:00								0	293 249	45 39	1	1	3	3	0	346 296	17 14	6	0	0	0	0	0	1
7:15			1					0	268	43	0	3	4	4	1	323	17	6	0	0	0	1	0	2
7:30 7:45								0	320 251	43 38	5	2	4	7	0	381 302	21 9	1	0	0	0	0	0	1
8:00			1					0	265	24	2	4	1	2	1	299	23	6	0	0	0	0	0	2
8:15 8:30								0	258 271	24 36	1 0	4	4	5	0	296 319	16 20	0	0	0	0	0 2	0	2:
18:45								0	270	42	0	3	3	6 7	0	325	15	2	0	0	0	1	1	19
rt Time 17:00	0	1 0	T 0	Rolling Hou	ir 0	0	0	Total 0	366	107	10	Rolling Hou	10	10	0	Total 525	18	7	1 0	Rolling Hou	I 0	0	T 0	Tot 2
7:15	0	0	0	0	0	0	0	0	365	91	10	28	9	9	0	525 512 524	19	7	0	0	0	0	0	2
7:30 7:45	0	0	0	0	0	0	0	0	379 423	83 79	12 13	32 35	11 10	6	0	524 567	19 31	4	0	0	0	0	0	3
B:00	0	0	0	0	0	0	0	0	508 572	103	18	43 44	8	3	1	684 775	31 32	3	0	0	0	1	0	3 3 3
B:15 B:30	0	0	0	0	0	0	0	0	636	123 145	20 20	40	11 13	5	1	860	38	5	0	0	0	1	0	4
8:45 9:00	0	0	0	0	0	0	0	0	677 730	174 170	31 33	45 52	12 15	4	0	943 1007	31 34	9	1	0	0	1 0	0	4
9:00 9:15	0	0	0	0	0	0	0	0	698	161	33		15	6	0	965	36	12	1	0	0	0	0	
9:30	0	0	0	0	0	0	0	0	690	145	38	52 55	14	6	0	948	38	13	1	0	0	0	1	4
9:45 0:00	0	0	0	0	0	0	0	0	719 714	146 159	37 38	52 40	15 13	5	1	977 970	40 37	10 8	0	0	0	0	1 1	5
0:15 0:30	0	0	0	0	0	0	0	0	740 776	173 180	33 29	36	12	4	1	999 1037	37	6	0	0	0	0	1 0	4
):45	0	0	0	0	0	0	0	0	779	170	22	35 35	11 12	3	2	1023	36 39	4	0	0	0	0	0	4
:00	0	0	0	0	0	0	0	0	790 788	154 139	25 30	37 39	11 13	5	2	1024 1018	48 53	5	1	0	0	0	0	5
:30	0	0	0	0	0	0	0	0	804	148	34	41	13	9	2	1051	56	8	1	0	0	1	0	6
:45 :00	0	0	0	0	0	0	0	0	843 825	150 149	41 32	42 44	11 12	11 12	1	1099 1075	51	8 7	1	0	0	1	0	6
:15	0	0	0	0	0	0	0	0	836	157	32	38	10	13	1	1087	52 55	7	0	0	0	2	0	- 6
:30	0	0	0	0	0	0	0	0	823 791	147 167	33 27	37 30	10 10	13 15	1 0	1064 1040	48 55	10 11	0	0	0	1	0	5
3:00	0	0	0	0	0	0	0	0	808	177	30	30	11	12	0	1068	53	14	0	0	0	1	0	6
3:15 3:30	0	0	0	0	0	0	0	0	825 816	169 181	26 21	37 32	11 11	10 6	0	1078 1067	53 57	19 16	0	0	0	0	0	7
3:45	0	0	0	0	0	0	0	0	882	190	21	35	14	5	0	1147	57 53	16	0	0	0	1	0	7
1:00 1:15	0	0	0	0	0	0	0	0	885 867	185 200	23 23	29 24	15 14	5 8	0	1142 1136	58 66	15 12	0	0	0	1	0	7
1:30	0	0	0	0	0	0	0	0	878	188	23	24	13	10	0	1136	71	12	0	0	0	0	0	7 8
	0	0	0	0	0	0	0	0	858 876	156 155	23 21	26 28	10 10	12 13	0	1085 1103	86 79	12 11	0	0	0	0	0	9
1:45 5:00	0	0	0	0	0	0	0	0	918	152	25	27	12	11	0	1145	77	10	0	0	1	2	0	9
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5:00 5:15 5:30	0			0	0	0	0	0	1078	189	18	15	15	11 12	1	1328	69	16	0	0	1	1	0	8
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ient: oject Num nction Nu	ber: mber:	WSP ID05935 Site 2			Date of Su Junction N Junction T	Name:	16.09.2021 A229 Loose T-Junction	Road / Plair	ns Avenue				Arm A	: A229 Loose : Plains Aver	e Road (N) nue (E)		Arm C:	A229 Loose	e Road (S)					L
Time	Cars	LGV	OCV1	DGV2	to B	M/C	Cycle	Total	Carr	LGV	OGV1		to A Buses	M/C	Orcio	Total	Care	LGV	OGV1	OGV2	o C Buses	M/C	Cycle	To
Time 07:00	Cars	LGV	OGVI	UGVZ	buses	M/C	Сусіе	0	11	2	0	0	0	0	0	Total 13	0	0	0	0	0	0	0	= "
07:15								0	8	2	0	0	0	0	0	10	3	1	0	0	0	0	0	
07:30 07:45								0	16 29	7	1	0	0	0	0	18 37	- 8	0	0	0	0	0	0	
08:00								0	23	8	0	0	0	0	0	31	6	1	0	0	0	0	0	-
08:15								0	17	11	0	0	0	0	0	28 20	6	1	0	0	0	0	0	
08:30 08:45							-	0	14 11	6	0	0	0	0	0	14	4	0	0	0	0	0	0	-
09:00								0	7	3	0	0	0	0	0	10	7	1	0	0	0	0	0	_
09:15								0	5	3	0	0	0	0	0	8	3	0	0	0	0	0	0	
09:30 09:45		-						0	2	0	0	0	0	0	0	10 2	1 2	2	0	0	0	0	1 1	
10:00								0	5	1	0	0	0	0	Ö	6	1	1	0	0	Ö	0	Ô	
10:15								0	4	3	0	0	0	1	0	8	3	0	0	0	0	0	0	
10:30 10:45								0	5	1	0	1	0	0	0	5 7	7	0	0	0	0	0	0	
11:00								0	5	2	0	0	0	0	0	7	5	1	0	0	0	0	0	-
11:15								0	6	2	0	0	0	0	0	8	3	0	0	0	0	0	0	
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16:00		-						0	11	2	0	0	0	0	0	13	3	2	0	0	0	0	0	
16:15								0	10	3	0	0	0	0	0	13	2	0	0	0	0	0	0	
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17:15								0	8	3	0	0	0	0	0	11	4	1	0	0	0	0	0	
17:30 17:45								0	4 7	0	0	0	0	0	0	7	4	0	0	0	0	0	0	-
18:00								0	9	1	0	0	0	0	0	10	2	0	0	0	0	0	0	
18:15								0	4	2	0	0	0	1	0	7	3	1	0	0	0	0	0	
18:30 18:45								0	7	1	0	0	0	1	0	10 6	5	0	0	0	0	0	0	
tart Time			R	olling Hou	ır			Total				Rolling Ho	our			Total				Rolling Hou				To
07:00 07:15	0	0	0	0	0	0	0	0	64 76	13 19	1	0	0	0	0	78 96	17 23	2	0	0	0	0	0	
07:30	0	0	0	0	0	0	0	0	76 85	28	1	0	0	0	0	114	26	2	0	0	0	0	0	
07:45	0	0	0	0	0	0	0	0	83 65	32	1	0	0	0	0	116	26	5	0	0	0	0	0	
08:00 08:15	0	0	0	0	0 1	0	0	0	49	28 23	0	0	0	0	0	93 72	24 25	5	0	0	0	0	0	
08:30	0	0	0	0	0	0	Ö	0	49 37	15	0	0	0	0	0	72 52	22	4	0	0	Ö	0	0	
08:45	0	0	0	0	0	0	0	0	28	14	0	0	0	0	0	42	15	1	0	0	0	0	1	
09:00 09:15	0	0	0	0	0	0	0	0	19 17	11 9	0	0	0	0	0	30 26	13 7	3	0	0	0	0	2	
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11:00 11:15	0	0	0	0	0	0	0	0	27 25	6 4	0	0	0	0	0	33 30	16 14	2	0	0	0	0	0	
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11:45 12:00	0	0	0	0	0	0	0	0	16 13	3	1	0	0	1	0	21	17 15	2	0	0	0	0	0	
12:00	0	0	0	0	0	0	0	0	13 16	5	1	0	0	1	0	18 23	15	2	0	0	0	0	0	
12:30	0	0	0	0	0	0	0	0	13	4	1	0	0	1	0	19	12	3	0	0	0	0	0	
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it: ect Num tion Nu	ber:	WSP ID05935 Site 2			Date of Su Junction N	lame:	16.09.2021 A229 Loose T-Junction	Road / Plai	ns Avenue				Arm A:	: A229 Loose : Plains Aven	Road (N) ue (E)		Arm C:	A229 Loose	e Road (S)					C
Time	Cars	LGV	OGV1	C t			Cycle	Total	Cars	LGV	OGV1	OGV2	to B	M/C	Cycle	Total	Cars	LGV	OGV1	C t	o A Buses	M/C	Cycle	l To
7:00 7:15								0	1 0	0	1 0	0	0	0	0	2	97 98	35 37	2 7	3 2	1 3	3 2	1 1	1:
17:30 17:45								0	0	0	0	0	0	0	0	0	91 72	22 16	7	0	3	1 4	0	1. 9
18:00								0	3	0	0	0	0	0	1	4	134	24	0	9	8	3	0	1
18:15 18:30		-						0	5 3	3 2	0	0	0	0	0	8 5	184 144	34	3 4	8	4	4 0	1 5	2'
18:45 19:00								0	2	0	0	0	0	0	0	2	185 210	32 34	1 5	5 8	4	1 0	0	2
9:15								0	1	i	0	0	0	0	0	2	197	57	7	9	1	1	1	2
9:30 9:45								0	3	0	0	0	0	0	0	5 3	191 199	48 43	9 5	12 13	- 4 - 5	5 2	0	2)
0:00 0:15								0	3	2	0	0	0	0	0	5 6	203 175	42 48	12 8	11 18	3	1	0	2
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0:45 1:00								0	3 0	2	0	0	0	0	0	5 2	180 162	34 35	8 5	13 14	1	1 0	0	2.
1:15 1:30								0	3 4	1	0	0	0	0	0	4 5	196 186	35 47	8 15	7 16	5	0	1 1	2
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2:00 2:15								0	6 10	0	0	0	0	0	0	6 11	189 163	43 52	6 8	9 12	4	2	0	2
2:30								0	4	0	1	0	0	0	0	5	159 180	51	6	9	2	1 2	0	2
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3:15 3:30								0	2	0	0	0	0	0	0	2	175 176	38 33	9 10	10 15	4 3	1 4	0	2
3:45								0	3	2	0	0	0	0	0	5	167 181	41 48	10	10	3	3	2	2
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l:30 l:45								0	2	1	0	0	0	0	0	3	166 199	40 30	8 12	18 11	2	5 5	1 0	2
:00								0	5	1	1	0	0	0	0	7 3	151	35 47	4	1	2	1	0	1
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:45 :00								0	2	2	0	0	0	0	0	4	224 218	30 38	6	7	3	1	0	2
:15								0	7	3	0	0	0	0	0	10	173	55	2	4	1	1	1	2
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7:00 7:15								0	4 10	0	0	0	0	0	0	4 10	221 222	38 30	1 2	1	3	7	0	2
7:30								0	7	3	0	0	0	0	0	10	217	21	3	2	4	4	1	2
7:45 8:00								0	8 4	1	0	0	0	0	0	9 5	216 197	32 29	2	3	6	4	0	2
B:15 B:30								0	6	0 2	0	0	0	0	0	6 8	207 230	24 31	2	1 11	2	7 8	0	2
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t Time 7:00	0	0	0	Rolling Hou	0	0	0	Total 0	1	1	1	Rolling Ho	0	0	0	Total 3	358	110	16	Rolling Hou 8	8	10	3	To 5
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3:00 3:15	0	0	0	0	0	0	0	0	13 11	6	0	0	0	0	0	19 17	647 723	123 133	8 13	26 25	18 12	8 5	7	9
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ient: roject Num inction Nui	ber: mber:	WSP ID05935 Site 2			Date of Su Junction N Junction T	rvey: lame:	16.09.2021 A229 Loose T-Junction	Road / Plair	is Avenue							C
Time	Cars	LGV	OGV1	Arm A A	pproach Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	A Exit Buses	M/C	Cycle	Tota
07:00	133	39	6	5	2	2	II 0	187	108	37	2	3	1	3	1	155
07:15	110	37	2	7	0	2	0	158	106	39	7	0	3	2	0	160
07:30 07:45	72 69	19 19	1	4	4	3	0	105 100	107 101	24 23	1	3	3	4	1	142 134
08:00	133	23	6	11	1	1	0	175	157	32	0	9	8	3	0	209
08:15	124	26	4	11	2	0	0	167	201	44	3	8	2	4	1	263
08:30	128	15	2	9	3	2	1	160	158	40	4	4	4	0	5	215
08:45 09:00	154	42	6 8	12	2	1 2	0	217	196	35	5		4	0	0	242
09:00	198 194	43 50	8	12 7	4	1	0	267 260	217 202	37 60	7	9	2		1	270 281
09:15	162	48	14	14	2	1	0	241	196	53	9	12	4	1 5	0	279
09:45	210	40	8	19	5	3	0	285	201	43	5	13	5	2	0	269
10:00	168	35	9	12	3	1	0	228	208	43	12	11	3	1	0	278
10:15	188	35	8	10	4	1	1	247	179	51	- 8 9	18	5	2	0	263
10:30 10:45	193 202	46 51	12 9	11 7	3	1	0	268 273	198 185	35 35	8	20 14	5	5 1	0	270 248
11:00	194	47	4	8	2	0	0	255	167	37	5	14	1	0	0	224
11:15	223	40	4	9	3	2	0	281	202	37	8	7	5	0	1	260
11:30	199	36	5	11	4	0	2	257	196	48	15	16	2	2	1	280
11:45	222	36	13 9	9	2	3	0	285	171	36	10	7	5	1	1	231
12:00 12:15	197 242	34 50	9 8	10 11	4 3	2 5	0	256 319	192 169	43 54	7 8	9 12	4	4	0	256 249
12:15	233	38	12	12	2	2	1	300	160	51	6	9	2	2	0	230
12:45	205	34	3	11	3	4	0	260	183	31	11	11	1	3	0	240
13:00	211	42	9	4	2	4	0	272	210	34	9	11	2	5	0	271
13:15	222	43 59	9	10	3	4	0	291	178	39	9	10	4	1	0	241 250
13:30 13:45	208	47	6	5 11	4	4	0	284 289	183 169	35 43	10 10	15 10	3	4	0 2	250 240
14:00	228	39	5	11	2	1	0	286	187	51	10	10	2	3	1	264
14:15	217	52	4	5	3	1	0	282	212	36	7	11	4	2	1	273
14:30	270	68	6	8	5	3	0	360	174	42	8	18	2	5	1	250
14:45 15:00	228 218	41	8	5 6	5	1	0	288 285	205	31 35	12	11	2	5	0	266 200
15:00 15:15	218 233	51 40	5 4	- 6 - 5	2	4	0	285 286	157 178	35 48	7	7	7	1 3	0	200 250
15:30	265	36	6	10	2	5	0	324	183	25	5	7	3	5	0	228
15:45	239	39	6	7	5	3	0	299	233	31	6	7	3	1	0	281
16:00	258	47	9	5	4	3	0	326	229	40	2	6	2	1	2	282
16:15	283 296	47 60	3	5 4	8	6	1 0	353 367	183 210	58 30	2	4	1 5	1	1	250 266
16:30	310	51	1	1	3	3	0	369	210	30 41	1	3	4	9	0	287
17:00	263	42	1	4	1	3	0	314	229	40	1	1	3	7	0	281
17:15	285	49	0	3	4	5	1	347	230	33	3	1	1	3	1	272
17:30	341	44	5	2	4	7	0	403	221	23	3	2	4	5	1	259
17:45 18:00	260 288	40 30	2	7	2	3	0	313 328	223 206	32 30	2	3	4 6	4	0	267 247
18:15	274	24	1	4	4	5	0	312	211	26	7	1	2	8	0	250
18:30	291	37	0	3	3	8	0	342	237	32	2	11	4	9	0	295
18:45	285						4	244		45						200
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07:15	11	3	0	0	0	0	0	14	5	3	0	0	0	0	0	8
07:30	24	2	0	0	0	0	0	26	2	1	0	0	0	0	0	3
07:45	35	7	1	0	0	0	0	43	8	3	0	0	0	0	0	11
08:00	29	9	0	0	0	0	0	38	7	1	0	0	0	0	1	9
08:15	23	12	0	0	0	0	0	35	10	3	0	0	0	0	0	13
08:30	22	9	0	0	0	0	0	31	17	3	0	0	0	0	0	20
08:45	15	3	0	0	0	0	0	18	10	1	0	0	0	1	0	12
09:00	14	4	0	0	0	0	0	18	6	2	0	0	0	0	0	8
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07:30 07:40 08:00 08:00 08:15 08:00 08:15 08:00 08:15 08:00 09:15 09:00 09:45 10:00 10:15 10:30 10:45 11:10 11	1111 109 89 74 43 32 24 23 30 30 31 40 31 40 40 41 46 47 47 55 52 51 51	21 30 37 33 28 19 15 14 12 9 8 8 7 7 8 6 6 6 7 7 10 9 12 13 14 13 14 16 17 18 19 19 19 19 19 19 19 19 19 19	1 1 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 1 1 1 1 1 0 0 0 0	0 0 0 0 0 0 1 1 2 2 2 1 1 1 0 0 0 0 0 0	121 142 147 122 102 78 59 48 38 38 33 40 40 45 45 55 53 53 46 49 40 34 43 44 50 66 53 44 67 66 68 68 68 68	22 7 42 44 43 45 49 45 49 45 49 47 48 45 49 49 47 47 48 47 47 48 48 48 48 48 48 48 48 48 48 48 48 48	8 8 8 10 8 9 9 12 14 16 17 13 13 10 8 8 9 10 19 9 8 8 8 10 11 16 22 21 22 22 22 22 22 22 22 22 22 22 22	1 0 0 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	311 366 533 554 553 555 558 644 661 615 559 966 681 833 817 72 72 77 869 99 99 122 1116 1112 1112 1114 1112 1114 1114
07:30 07:45 08:00 08:00 08:15 08:15 08:15 08:15 08:20 08:15 08:20 08:15 08:20 08:15 08:20 08:15 08:20 08:15 10:20 09:15 10:20 09:15 10:20 10	1111 109 89 74 59 43 32 24 23 30 34 45 43 36 45 31 25 32 44 33 34 45 36 45 31 32 46 47 48 31 48 48 31 48 48 48 48 48 48 48 48 48 48 48 48 48	21 30 37 33 28 19 15 14 12 2 9 8 9 8 7 8 6 6 6 5 6 7 7 10 10 12 11 14 15 16 16 17 18 19 19 19 19 19 19 19 19 19 19	1 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	121 142 147 122 102 102 128 148 148 148 149 149 149 149 149 149 149 149 149 149	22	8 8 9 9 12 14 16 17 13 13 13 10 10 18 8 9 9 10 12 12 12 12 12 12 12 12 12 12 12 12 12	1 0 0 0 0 0 1 1 1 1 1 1 1 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 1 1 1 1 1 0 0 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	311 36 53 53 55 55 55 55 58 64 72 69 66 61 65 55 59 91 91 86 88 83 81 67 72 77 78 86 90 87 91 112 112 112 112 114 114 114 114 115 116 116 116 116 116 116 116 116 116
07:30 07:45 08:00 08:00 08:15 08:00 08:15 08:00 08:15 09:00 09:15 09:00 09:15 09:00 10:15 10:30 10:45 11:10 11	1111 109 89 74 59 32 24 23 30 42 23 34 45 45 45 45 45 45 46 47 47 46 47 47 46 46 46 46 47 46 46 47 46 47 48 48 48 48 48 48 48 48 48 48 48 48 48	21 30 37 33 38 19 15 14 12 12 2 9 9 8 8 9 8 7 7 7 7 7 7 10 9 9 12 15 15 16 16 16 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	1 1 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	121 142 147 122 102 102 102 103 48 88 38 33 33 45 45 45 46 49 40 34 40 34 41 43 44 44 45 55 56 56 66 66 66 66 66 66 66 66 66 66	22	8 8 8 10 8 9 9 12 14 14 16 17 13 13 10 10 10 10 11 11 12 12 12 12 12 16 16 18 18 19 19 10 11 16 16 18 18 19 19 19 10 10 11 16 16 18 18 16 16 18 19 19 19 10 10 10 10 10 10 10 10 10 10 10 10 10	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	311 366 533 553 553 555 553 588 644 722 669 666 661 555 599 86 883 81 67 72 72 77 72 72 77 72 1116 1116 1116
07:30 07:45 08:00 08:45 08:30 08:45 08:30 08:45 08:30 08:45 08:30 08:45 08:30 08:45 08:30 08:45 08:40 10:10 10	1111 109 89 74 59 43 32 24 23 30 34 45 43 36 45 31 25 32 44 33 34 45 36 45 31 32 46 47 48 31 48 48 31 48 48 48 48 48 48 48 48 48 48 48 48 48	21 30 37 33 28 19 15 14 12 2 9 8 9 8 7 8 6 6 6 5 6 7 7 10 10 12 11 14 15 16 16 17 18 19 19 19 19 19 19 19 19 19 19	1 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	121 142 147 122 102 102 128 148 148 148 149 149 149 149 149 149 149 149 149 149	22	8 8 9 9 12 14 16 17 13 13 13 10 10 18 8 9 9 10 12 12 12 12 12 12 12 12 12 12 12 12 12	1 0 0 0 0 0 1 1 1 1 1 1 1 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 1 1 1 1 1 0 0 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	311 36 53 53 55 55 55 56 64 72 69 66 61 65 55 59 91 91 86 88 83 81 67 72 77 78 86 90 87 90 91 112 112 114 114 114 114 114 114 114 11

ent: oject Num nction Nur	ber:	WSP ID05935 Site 2			Date of Su Junction I Junction 1	lame:	16.09.2021 A229 Loose T-Junction	Road / Plair	ns Avenue							_
				Arm C	Approach							Arm	C Exit			
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV 38	OGV1	OGV2	Buses	M/C	Cycle	Tota
07:00 07:15	98 98	35	7	2	3	2	1	144 150	130 108	35	2	7	0	2	0	183 154
07:30	91	22	7	0	3	1	0	124	78	18	1	6	4	3	0	110
07:45	72	17	0	3	1	4	1	98	67	17	1	4	4	3	0	96
08:00	137	24	0	9	8	3	1	182	135	23	6	11	1	1	0	177
08:15 08:30	189 147	36 36	3 4	8	2	4 0	1	243 200	125 122	27 17	2	11 9	2	0	0	169 156
08:45	187	30	1	5	4	1	0	230	150	41	6	12	2	0	0	211
09:00	211	35	5	8	2	0	1	262	200	43	8	12	4	2	0	269
09:15	198	58	7	9	1	1	1	275	186	48	4	7	4	1	0	250
09:30	195	49	9	12	4	5	0	274	156	43	13	14	2	1	1	230
09:45 10:00	202 206	43 44	5 12	13 11	5	2	0	270 277	201 162	39 34	8	19 12	5	3	0	276 221
10:00	180	49	8	18	5	1	0	261	178	37	8	10	4	1	0	233
10:30	197	34	10	20	3	5	0	269	185	45	12	11	3	2	1	259
10:45	183	36	8	13	5	1	0	246	201	50	9	7	3	1	0	271
11:00	162	36	5	14	1	1	0	219	192	48	4	8	2	0	0	254
11:15	199	36	8	7	5	0 2	1	256	214	39	4 5	9	3 4	0	0	271
11:30 11:45	190 168	48 35	15 10	16 7	5	1	1	274 227	191 209	34 35	12	11 9	2	3	0	247 270
12:00	195	43	6	9	1	4	0	258	188	33	9	10	4	2	0	246
12:15	173	53	8	12	4	2	0	252	233	48	8	11	3	4	0	307
12:30	163	51	7	9	2	1	0	233	230	36	12	12	2	2	1	295
12:45 13:00	181 204	30 32	11	11 11	1	3 5	0	237 262	189 199	35 40	3	11 4	3	4	0	245 257
13:00	177	32	8 9	10	4	1	0	262	217	39	9	10	3	4	0	282
13:30	178	33	10	15	3	4	0	243	199	57	6	5	2	4	0	273
13:45	170	43	10	10	3	3	2	241	208	43	6	11	4	1	0	273
14:00	184	50	10	10	2	3	1	260	215	34	5	11	2	1	0	268
14:15 14:30	213 168	34 41	7 8	11 18	4	1	1 1	271 243	211 261	52 65	4 6	5 8	3	0	0	275 348
14:30	168 201	41 31	12	18 11	2	5	0	243 262	261	65 38	- 6 - 8	- 8 - 5	5	1	0	348 272
15:00	156	36	5	1	2	1	0	201	198	47	5	6	1	4	0	261
15:15	171	48	7	7	7	3	0	243	218	39	4	5	2	2	0	270
15:30	187	28	5	7	3	5	0	235	242	34	6	10	2	5	0	299
15:45	226	32	6	7	3	1	0	275	231	39	6	7	5	2	0	290
16:00 16:15	222 180	38 58	2	6	1	1	1	273 247	240 269	46 45	9	5		6	0	305 337
16:30	203	30	5	11	5	3	2	259	286	55	5	4	1	1	0	352
16:45	224	41	1	3	5	9	0	283	295	47	1	1	3	3	0	350
17:00	225	38	1	1	3	7	0	275	254	39	1	4	1	2	0	301
17:15	232	30 24	3	1	1 4	3	1	271	272	44 43	0	3	4	4 7	0	328
17:30 17:45	224 224	33	3 2	1	4	4	1	262 269	324 257	39	5	2	2	3	0	385 309
18:00	201	30	1	3	6	1	0	242	267	24	2	4	1	2	1	301
18:15	213	24	2	1	2	7	0	249	261	25	1	4	4	5	0	300
18:30	236	33	2	11	3	8	0	293	276	36	0	3	3	6	0	324
18:45 tart Time	257	15		Rolling Hou	6	1_1_	0	286 Total	272	42	0	Rolling Hou	3 IF		0	327 Tota
07:00	359	111	17	- 8	8	10	3	516	383	108	10	22	10	10	0	543
07:15	398	100	14	14	15	10	3	554	388	93	10	28	9	9	0	537
07:30 07:45	489 545	99 113	10 7	20 24	14 15	12 11	8	647 723	405 449	85 84	12 13	32 35	11 10	7	0	552 598
08:00	660	128	8	26	18	8	7	855	532	108	18	43	8	3	1	713
08:15	734	139	13	25	12	5	7	935	597	128	20	44	11	4	1	805
08:30	743	161	17	26	11	2	7	967	658	149	20	40	13	5	1	886
08:45	791	174	22	34	11	7	2	1041	692	175	31	45	12	4	11	960
09:00 09:15	806 801	185 194	26 33	42 45	12 13	8 9	2	1081 1096	743 705	173 164	33 34	52 52	15 14	7	2	1025 977
09:15	783	185	33	45 54	17	9	0	1096	697	148	38	52	14	6	2	960
09:45	785	170	35	62	16	9	0	1077	726	150	37	52	15	7	2	989
10:00	766	163	38	62	16	8	0	1053	726	161	38	40	13	5	1	984
10:15 10:30	722 741	155 142	31 31	65 54	14 14	8	0	995 990	756 792	175 182	33 29	36 35	12 11	4	1	1017
10:30	741	142	31 36	54 50	14	4	2	990 995	792	182	29	35 35	11	3	2	1055
11:00	719	155	38	44	13	4	3	976	806	156	25	37	11	5	2	1042
11:15	752	162	39	39	13	7	3	1015	802	141	30	39	13	7	2	1034
11:30	726 699	179	39	44	12	9	2	1011	821	150	34	41	13	9	2	1070
11:45 12:00	699 712	182 177	31 32	37 41	12 8	8 10	0	970 980	860 840	152 152	41 32	42 44	11 12	11	1	1118
12:00	721	166	34	43	9	11	0	980	851	152	32	38	10	13	1	1109
12:30	725	151	35	41	9	10	0	971	835	150	33	37	10	13	1	1079
12:45	740	133	38	47	10	13	0	981	804	171	27	30	10	15	0	1057
13:00 13:15	729 709	146 164	37 39	46 45	12	13	2	985 983	823 839	179	30	30	11	12	0	1089
13:15	709 745	164	39 37	45 46	12 12	11 11	3 4	983 1015	839	173 186	26 21	37 32	11 11	10 6	0	1096
13:45	735	168	35	49	11	12	5	1015	895	194	21	35	14	5	0	1164
14:00	766	156	37	50	10	14	3	1036	902	189	23	29	15	5	0	1163
14:15	738	142	32	41	10	12	2	977	885	202	23	24	14	8	0	1156
14:30	696 715	156	32	37	13	14	1 0	949 941	892	189	23	24	13	10	0	1151
14:45 15:00	715 740	143 144	29 23	26 22	14 15	14 10	0	941 954	873 889	158 159	23 21	26 28	10 10	12 13	0	1102
15:00	806	146	20	27	15	10	2	1026	931	159	25	28	12	11	0	1164
15:30	815	156	15	24	9	8	3	1030	982	164	24	27	18	15	1	1231
15:45	831	158	15	28	11	6	5	1054	1026	185	23	21	17	11	1	1284
16:00	829	167	10	24	13	14	5	1062	1090	193	18	15	15	12	1	1344
16:15	832 884	167 139	9 10	19 16	14 14	20 22	3	1064 1088	1104 1107	186 185	10	14 12	13 9	12 10	1 1	1340 1331
	004	133	8	7	13	22	7	1088	1145	173	7	10	12	16	1	1364
16:30	905															
	905	125	9	5	12	18	3	1077	1107	165	7	16	11	16	1	1323
16:30 16:45 17:00 17:15	905 881	125 117	9	, 5 7	12 15	18 12	3	1077 1044	1107 1120	165 150	8	16 16	11 11	16 16	1 2	1323
16:30 16:45 17:00	905	125	9	5 7 7 16	12	18		1077	1107	165		16	11	16		

 Client:
 WSP
 Date of Survey:
 16.09.2021

 Project Number:
 ID05935
 Junction Name:
 A229 Loose Road / Plains Avenue

 Tuberdone
 Tuberdone



	nber:	Site 2			Junction T		T-Junction	
					ction Flow			
7ime 07:00	Cars 242	LGV 76	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	219	77	9	9	3	4	1	344
07:30	187	43	8		7	4	0	255
				6				
07:45	176	43	2	7	5	7	1	241
08:00	299	56	6	20	9	4	1	395
08:15	336	74	7	19	4	4	1	445
08:30	297	60	6	13	7	2	6	391
08:45	356	77	7	17	6	2	0	465
09:00	423	82	13	20	6	2	1	547
09:15	400	111	11	16	5	2	1	546
09:15	400	111						
09:30	363	102	23	26	6	6	1	527
09:45	416	85	13	32	10	5	1	562
10:00	380	81	21	23	6	2	0	513
10:15	375	87	16	28	9	3	1	519
10:30	395	82	22	31	6	7	1	544
10:45	397	88	17	21	8	2	0	533
11:00	366	86	9	22	3	1	0	487
11:15	431	78	12	16	8	2	1	548
11:30	403	85	20	27	6	2	3	546
11:45	400	73	23	16		4	1	524
12:00	398	78	16	19	5	6	0	529
			16		7	7		
12:15	427	105	16	23			0	585
12:30	401	89	19	21	4	4	1	539
12:45	391	67	14	22	4	7	0	505
13:00	424	76	18	15	4	9	0	546
13:15	405	83	18	20	7	5	0	538
13:30	398	95	16	20	5	8	0	542
13:45	396	92	16	21	7	4	2	538
14:00	420	94	15	21	4	4	1	559
14:15	438	91	11	16	7	3	1	567
14:15	438		11	26	7	8	1	614
		111			- /			614
14:45	443	73	20	16		6	0	565
15:00	383	87	10	7	3		0	495
15:15	415	90	11	12	9	5	0	542
15:30	458	65	11	17	5	10	0	566
15:45	480	74	12	14	8	4	0	592
16:00	494	89	11	11	6	4	2	617
16:15	475	108	5	9	9	7	2	615
16:30	514	92	10	15	6	4	2	643
16:45	545	95	2	4	8	12	0	666
17:00	501	87	2	5	4	10	0	604
17:15	529	83	3	4	5	8	2	634
1/:15	529	83		4	5	8		634
17:30	573	70	8		8	12	1	676
17:45	497	74	3	8	- 6	7	1	596
18:00	500	61	3	7	7	3	1	582
18:15	494	51	3	5	6	13	0	572
18:15 18:30	494 539	51 71	3 2	5 14	6 7	13 17	0	572 650
18:30	539	71	2	14	7	17	0	650
18:30 18:45			2	14	7			650 638
18:30 18:45 Start Time	539 548	71 60	2 2	14 8 Rolling Hou	7 9 Ir	17 10	0	650 638 Total
18:30 18:45 Start Time 07:00	539 548 824	71 60 239	2 2	14 8 Rolling Hou	7 9 Jr 18	17 10	0 1	650 638 Total 1162
18:30 18:45 Start Time 07:00 07:15	539 548 824 881	71 60 239 219	2 2 2 28 25	14 8 Rolling Hou 30 42	7 9 17 18 24	17 10 20 19	0 1 3 3	650 638 Total 1162 1213
18:30 18:45 Start Time 07:00 07:15 07:30	539 548 824 881 998	71 60 239 219 216	2 2 2 28 25 23	14 8 Rolling Hou 30 42 52	7 9 18 18 24 25	17 10 20 19 19	0 1 3 3 3	650 638 Total 1162 1213 1336
18:30 18:45 Start Time 07:00 07:15 07:30 07:45	539 548 824 881 998 1108	71 60 239 219 216 233	2 2 2 28 25 23 21	14 8 Rolling Hou 30 42 52 59	7 9 18 24 25 25	17 10 20 19 19 17	3 3 3 9	650 638 Total 1162 1213 1336 1472
18:30 18:45 Start Time 07:00 07:15 07:30 07:45 08:00	539 548 824 881 998 1108 1288	71 60 239 219 216 233 267	2 2 2 28 25 23 21 26	14 8 Rolling Hou 30 42 52 59 69	7 9 18 24 25 25 25	17 10 20 19 19 17 12	0 1 3 3 3 9	650 638 Total 1162 1213 1336 1472 1696
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18:30 18:45	539 548 824 824 881 108 811 108 1108 1288 811 1476 1542 1559 1534 1560 1632 1650 1628 1628 1628 1617 1619 16519 1652 1652 1652 1652 1652 1652 1652 1652	71 60 239 219 216 233 267 293 330 372 380 379 355 335 338 344 337 322 341 341 341 345 346 366 372 386 378 386 386 379 379 370 370 370 370 370 370 370 370	2 2 2 28 28 25 25 25 25 25 25 25 25 25 25 25 25 25	14 8 Rolling Hot 30 42 52 59 69 69 69 69 79 94 103 102 90 88 81 78 85 77 76 82 78 84 79 65 61	7 9 18 18 24 25 25 26 26 25 25 26 25 22 23 20 19 19 20 23 23 22 25 25 24 26 26 24 26 26 26 26 26 26 26 26 26 26 26 26 26	17 10 20 19 19 19 17 12 10 8 8 12 15 16 17 14 13 12 27 7 9 14 19 21 22 29 26 21 19 22 22 24 22 24 26 26 27 27 28 28 28 28 28 28 28 28 28 28 28 28 28	3 3 3 3 9 8 8 8 8 3 4 4 3 3 3 3 2 2 2 2 4 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5	650 638 Total 1162 1162 1213 1336 1347 1472 1696 1848 1949 1949 1218 2218 2214 2214 2214 2215 2214 2215 2214 2215 2214 2215 2215 2216 2217 2217 2217 2217 2217 2218 2217 2218 2217 2218 2217 2218 2
18:30 18:45 Start Time 07:00 07:01 07:45 08:00 07:45 08:00 08:30 08:30 08:30 08:30 08:30 08:30 10:30 10:30 10:30 10:30 10:30 10:30 11:30 11:30 11:30 11:30 11:30 11:30 11:34 11:30 11:34 11:30 11:34 1	539 548 824 881 998 811 1108 1108 1288 811 1476 1602 1559 1534 1559 1602 1612 16162 16162 1617 1618 1619 1619 1619 1619 1619 1619 1619	71 60 239 219 216 233 267 293 330 320 330 330 330 355 335 335 335 33	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	114 8 8 Rolling Hot 30 30 42 42 55 59 69 69 69 66 79 94 97 109 114 102 90 86 81 78 85 79 85 81 78 87 76 82 78 84 79 65 61 65 61 52 50	7 9 18 18 24 25 25 25 24 26 25 23 23 23 25 25 24 26 25 25 24 26 25 25 24 26 25 25 24 26 25 25 24 26 25 25 24 26 25 25 24 26 25 25 24 26 25 25 24 26 25 25 24 26 25 25 24 26 25 25 24 26 25 25 25 25 25 25 25 25 25 25 25 25 25	17 10 10 19 19 19 17 12 10 8 12 15 15 16 17 14 13 12 7 9 14 19 21 24 27 25 29 26 24 24 26 24	3 3 3 9 8 8 8 8 3 3 2 2 2 4 4 5 5 5 4 2 2 1 1 1 1 1 1 0 0 0 0 0 0	650 638 Total 1162 1213 1336 1472 1696 1949 2085 2182 2148 2109 2182 2148 2112 2138 2112 2138 2112 2177 2170 2182 2172 2172 2173 2175 2182 2182 2183 2114 2177 2170 2182 2182 2183 2194 2195 2196 2197 2197 2197 2198 2
18:30 18:45 Start Time 07:00 07:15 07:00 07:15 07:30 08:00 08:30 08:45 09:00 09:15 09:00 10:15 10:00 10:15 11:00 11:30 11:30 11:30 11:30 11:30 11:30 11:30 11:30 11:30 11:30 11:30 11:30 11:31 11:30 11:41 13:30 13:345 14:400 14:45	539 548 824 824 881 198 881 1108 1288 881 1472 1476 1552 1534 1566 1559 1534 1566 1662 1662 1662 1661 1663 1662 1662 16	71 60 239 219 216 233 267 293 330 372 380 379 355 335 338 343 343 343 343 343 344 345 346 364 372 386 378 386 386 387 387 387 387 387 387 387 387	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	114 8 Rolling Hot 30 30 42 52 59 69 69 69 66 79 109 1114 103 102 90 86 81 81 78 85 79 77 77 76 82 78 84 74 79 65 65 65 65 65 65 65 65 65 65 65 65 65	7 9 18 18 24 25 25 26 23 31 31 29 26 25 25 22 32 23 25 24 26 25 25 25 25 25 25 25 25 25 25 25 25 25	17 10 10 19 19 19 19 19 19 19 19 19 19 19 19 19	3 3 3 3 9 8 8 8 8 3 4 4 3 3 3 3 2 2 2 2 4 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5	650 638 Total 1162 1162 1213 1336 1336 1472 1696 1848 2199 2182 2148 2112 2148 2121 2148 2121 2138 2112 2148 2152 2148 2177 2170 2170 2170 2170 2170 2182 2170 2182 2170 2182 2170 2182 2170 2182 2
18:30 18:45 Start Time 07:00 07:01 07:45 08:00 07:45 08:00 08:30 08:30 08:30 08:30 08:30 08:30 10:30 10:30 10:30 10:30 10:30 10:30 11:30 11:30 11:30 11:30 11:30 11:30 11:34 11:30 11:34 11:30 11:34 1	539 548 824 824 881 198 881 1108 1288 881 1472 1476 1552 1534 1566 1559 1534 1566 1662 1662 1662 1661 1663 1662 1662 16	71 60 239 219 216 233 267 293 330 320 330 330 330 355 335 335 335 33	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	114 8 8 Rolling Hot 30 30 42 42 55 59 69 69 69 66 79 94 97 109 114 102 90 86 81 78 85 79 85 81 78 87 76 82 78 84 79 65 61 65 61 52 50	7 9 18 18 24 25 25 25 24 26 25 23 23 23 25 25 24 26 25 25 24 26 25 25 24 26 25 25 24 26 25 25 24 26 25 25 24 26 25 25 24 26 25 25 24 26 25 25 24 26 25 25 24 26 25 25 24 26 25 25 24 26 25 25 25 25 25 25 25 25 25 25 25 25 25	17 10 10 19 19 19 17 12 10 8 12 15 15 16 17 14 13 12 7 9 14 19 21 24 27 25 29 26 24 24 26 24	3 3 3 9 8 8 8 8 3 3 2 2 2 4 4 5 5 5 4 2 2 1 1 1 1 1 1 0 0 0 0 0 0	650 638 Total 1162 1213 1336 1472 1696 1949 2085 2182 2148 2109 2182 2148 2112 2138 2112 2138 2112 2177 2170 2182 2172 2172 2173 2175 2182 2182 2183 2114 2177 2170 2182 2182 2183 2194 2195 2196 2197 2197 2197 2198 2
18:30 18:45 Start Time 07:00 07:01 07:01 07:45 08:00 08:30 08:30 08:30 08:31 08:30 08:31 10:00 10:15 10:00 10:15 11:30 11:30 11:30 11:30 11:31 11:30 11:31 11:30 11:31 11:30 11:31 11:30 11:31 1	539 548 824 824 811 998 81108 918 1108 1288 1582 14476 1602 1554 1557 1533 1589 1602 1612 16162 1617 16162 1617 1618 1617 1618 1619 1718 1619 1718 1619 1718 1618 1718 1718 16188	71 60 239 219 216 233 267 293 330 372 380 395 335 335 335 335 335 337 322 314 341 345 347 349 349 349 349 340 340 341 341 345 346 347 347 347 348 349 349 340 340 340 340 340 340 340 340	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	114 8 Rolling Hot 30 30 30 42 52 59 69 69 69 66 79 109 1114 103 102 90 86 81 81 78 85 79 77 77 76 82 78 84 74 79 65 65 61 52 50 50 50	7 9 18 24 25 25 26 26 27 29 19 19 20 23 23 25 25 25 24 26 26 27 27 27 27 27 27 27 27 27 27 27 27 27	17 10 10 19 19 19 17 12 10 18 12 15 15 15 15 15 17 14 13 12 17 7 9 14 19 12 11 12 12 12 12 12 12 12 12 12 12 12	0 1 3 3 3 3 9 8 8 8 8 8 3 3 4 4 5 5 5 4 4 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	650 638 Total 1162 1133 1336 1472 1696 1949 2085 2148 2109 2182 2148 2109 2182 2148 2109 2112 2138 2112 2140 2177 2170 2170 2170 2170 2170 2170 2170 2170 2170 2180 2
18:30 18:45 Start Time 07:00 07:01 07:01 07:31 07:31 08:45 09:02 09:15 09:00 09:15 10:00 09:45 10:00 10:15 10:35 1	539 548 824 881 108 812 881 1108 1108 1108 1108 110	71 60 239 219 216 237 267 372 380 372 380 377 355 338 343 344 341 341 341 341 343 343	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	144 8 187 197 197 197 197 197 197 197 197 197 19	7 9 18 24 25 25 26 23 31 31 32 9 26 25 25 25 25 25 25 25 25 25 25 25 25 25	17 10 10 19 19 19 17 12 10 18 8 12 15 15 16 16 17 17 19 19 19 19 19 19 19 19 19 19 19 19 19	3 3 3 9 8 8 8 8 8 8 8 8 8 2 2 2 2 4 4 5 5 5 5 4 4 2 2 1 1 1 1 1 0 2 2 3 3 4 5 5 5 5 2 2 1 1 1 0 0 2 2 4 6 6 6	650 638 Total 1162 1213 1336 1472 1696 2085 2182 2182 2182 2114 2114 2115 2121 2114 2115 2121 2114 2117 2121 2138 2148 215 216 217 217 218 218 218 218 218 218 218 218
18:30 18:45	539 548 824 881 108 829 881 1108 1108 1108 1108 1108 1108 1108	71 69 239 216 216 223 233 233 293 330 372 380 337 335 338 339 337 337 337 337 337 338 338 339 331 341 345 346 346 346 346 357 369 369 369 369 369 369 369 369	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	148 8 149 130 149 149 149 149 149 149 149 149 149 149	7 9 9 18 24 25 25 26 23 24 24 27 27 27 27 27 27 27 27 27 27 27 27 27	17 20 19 19 17 12 10 10 18 8 11 12 10 10 11 12 10 10 11 12 10 10 11 12 10 10 11 12 11 13 12 12 12 12 12 12 12 12 12 12 12 12 12	3 3 3 3 9 8 8 8 8 3 3 3 2 2 2 4 5 5 5 4 2 1 1 1 1 0 0 2 1 1 0 0 0 0 0 0 0 0 0 0	650 638 Total 1162 1133 1336 1472 1696 2085 2148 2192 2148 2112 2138 2112 2138 2112 2140 2177 2151 2177 2206 2177 2207 2278 2
18:30 (7:30) 18:45 18:45	539 548 824 881 108 8124 881 1108 1108 1108 1108 1108 1108 1108	71	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	148 8 18 18 18 18 18 18 18 18 18 18 18 18	7 9 18 24 25 25 26 26 27 27 21 21 22 22 22 22 22 25 25 26 26 26 27 27 27 28 29 29 29 29 29 29 29 29 29 29 29 29 29	17 10 20 19 19 17 12 10 18 8 12 15 15 16 16 17 17 19 19 19 19 19 19 19 19 19 19 19 19 19	3 3 3 3 9 9 8 8 8 8 3 3 4 4 9 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	6500 Total 1162 638 Total 1162 1213 1336 1472 1696 2085 2182 2148 2148 2121 2138 2121 2140 2177 2170 2152 2182 2277 2170 2182 2172 2140 2177 2170 2182 2182 2140 2177 2182 2182 2140 2177 2182 2182 2182 2182 2182 2188 2288 2288 2281 2290 2288 2288 2288 2288 2291 2290 2288 2291 2290 2291
18-30 O7-50	539 548 824 881 108 829 881 1108 1108 1108 1108 1108 1108 1108	71 60 239 219 219 216 216 216 216 216 216 216 216 216 216	28 28 25 25 25 25 26 26 26 26 26 26 26 26 26 26 26 26 26	148 8 187 187 187 187 187 187 187 187 187	7 9 18 24 25 25 26 24 26 26 26 26 26 26 26 26 26 26 26 26 26	17 20 19 19 17 12 10 10 18 8 12 15 15 15 15 15 17 27 29 29 26 26 21 21 21 22 22 22 24 25 25 26 25 25 25 25 25 25 25 25 25 25 25 25 25	0 1 3 3 3 9 6 8 8 8 8 3 4 4 3 3 3 3 2 2 1 1 1 1 1 1 1 0 0 2 3 3 4 4 2 2 1 1 1 1 1 1 0 0 2 2 1 4 6 6 6 4 4 4 4 4	6500 Total 1162 1163 1213 1336 1472 1696 2182 2182 2182 2182 2182 2182 2182 2182 2182 2182 2182 2182 2182 2183 2182 2182 2182 2183 2182 2183 2182 2183 2182 2183 2183 2183 2183 2183 2184 2185 2185 2185 2185 2185 2185 2185 2185 2185 2185 2185 2185 2185 2185 2185 2286 2287 2390 2467 2390 2467 2390 2467 2528
18-30 O7-50	539 548 824 881 108 829 881 1108 821 1108 1108 1108 1108 1108 1	71	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	148 8 187 187 187 187 187 187 187 187 187	7 9 18 24 25 25 26 26 27 27 27 27 27 27 27 27 27 27 27 27 27	17 10 10 19 19 19 17 12 11 12 11 12 11 12 11 12 11 12 11 12 11 12 12	0 1 3 3 3 3 9 8 8 8 8 3 3 4 3 3 3 2 2 2 4 4 5 5 5 5 5 5 5 5 5 5 5 7 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	650 638 Total 11213 1336 1472 1696 2085 2182 2192 2112 2112 2112 2117 2170
18-30 (7-30) (18-45) (539 548 824 881 1108 829 98 11108 1108 1108 1108 1108 1108 1108	71	28 28 25 25 25 25 26 26 26 26 26 26 26 26 26 26 26 26 26	148 8 Rolling Ido 8 Rolling Ido 4 2 52 59 69 69 69 69 69 69 69 79 199 114 103 102 104 105 105 105 105 105 105 105 105 105 105	7 9 18 24 25 25 26 24 25 28 28 29 29 21 21 21 21 21 21 21 21 21 21 21 21 21	17 10 10 19 19 19 19 11 12 12 15 15 16 16 17 17 18 19 19 19 19 19 19 19 19 19 19 19 19 19	0 1 3 3 3 3 9 8 8 8 8 8 8 8 3 3 4 4 2 2 2 2 4 4 5 5 5 1 1 1 0 0 0 0 2 2 4 4 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	650 658 7 Total 11213 1366 659 658 858 658 858 658 658 658 658 658 658
18-30 O7-50	539 548 824 881 108 829 881 1108 821 1108 1108 1108 1108 1108 1	71	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	148 8 187 187 187 187 187 187 187 187 187	7 9 18 24 25 25 26 26 27 27 27 27 27 27 27 27 27 27 27 27 27	17 10 10 19 19 19 17 12 11 12 11 12 11 12 11 12 11 12 11 12 11 12 12	0 1 3 3 3 3 9 8 8 8 8 8 3 4 4 3 3 3 2 2 2 4 4 5 5 5 5 5 5 5 5 5 5 7 1 0 0 0 2 2 1 1 0 0 0 2 2 6 6 6 6 4 4 4 3 3 3 3 3 3 3 3 3 3 3 3 3	650 638 Total 11213 1336 1472 1696 2085 2182 2192 2112 2112 2112 2117 2170
18-30 (7-70) (18-4) (18	539 548 824 881 1108 829 98 11108 1108 1108 1108 1108 1108 1108	71	2 28 25 25 25 25 26 26 26 26 26 26 26 26 26 26 26 26 26	148 8 Rolling Ido 8 Rolling Ido 4 2 52 59 69 69 69 69 69 69 69 79 199 114 103 102 104 105 105 105 105 105 105 105 105 105 105	7 9 18 24 25 25 26 24 25 28 28 29 29 21 21 21 21 21 21 21 21 21 21 21 21 21	17 10 10 19 19 19 19 11 12 12 15 15 16 16 17 17 18 19 19 19 19 19 19 19 19 19 19 19 19 19	0 1 3 3 3 3 9 8 8 8 8 8 8 8 3 3 4 4 2 2 2 2 4 4 5 5 5 1 1 1 0 0 0 0 2 2 4 4 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	650 658 7 Total 11213 1366 659 658 858 658 858 658 658 658 658 658 658
18-30 (7-30) (18-45) (539 548 824 881 108 829 881 1108 821 1108 1108 1108 1108 1108 1	71	2 28 28 25 25 25 26 26 26 26 27 27 26 28 27 27 26 28 27 27 26 28 27 27 26 28 27 27 26 28 27 27 27 27 28 28 28 28 28 28 28 28 28 28 28 28 28	148 8 ROIlling 300 42 2 52 52 52 52 52 52 52 52 52 52 52 52	7 9 18 24 25 25 25 25 25 25 25 25 25 25 25 25 25	17 10 10 19 19 19 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	0 1 3 3 3 3 9 9 8 8 8 8 8 3 4 4 3 3 3 3 2 2 2 2 4 4 5 5 5 5 5 5 1 1 1 1 1 1 1 1 1 1 1 1	650 658 658 658 658 658 658 658 658 658 658

Client: Project Number: Junction Number:

ID05935

Date of Survey: Junction Name: Junction Type:

16.09.2021 A229 Loose Road / Plains Avenue T-Junction

Arm A: A229 Loose Road (N Arm B: Plains Avenue (E)



Junction Number:	Site 2			Junction I	урс.	I-Junction			
					CU Summa				
Time	A to A	A to C	A to B	B to B	B to A	B to C	C to C	C to B	C to A
07:00	0	200	4	0	13	0	0	3	148
07:15	0	164	8	0	10	4	0	0	163
07:30	0	119	3	0	18	8	0	0	134
07:45	0	103	10	0	38	6	0	1	101
08:00	0	197	5	0	31	7	0	3	205
08:15	0	190	5	0	28	7	0	8	253
08:30	0	166	15	0	20	11	0	5	208
08:45	0	238	9	0	14	4	0	2	244
09:00	0	296	6	0	10	8	0	2	282
09:15	0	269	13	0	8	3	0	2	297
09:30	0	269	14	0	10	1	0	5	303
09:45	0	320	14	0	2	4	0	3	303
10:00	0	254	9	0	6	2	0	5	308
10:15	0	262	16	0	7	3	0	6	303
15:45	0	307	16	0	10	8	0	4	294
16:00	0	321	27	0	13	5	0	4	283
16:15	0	355	18	0	13	2	0	10	247
16:30	0	360	20	0	12	5	0	5	284
16:45	0	352	23	0	10	4	0	8	284
17:00	0	305	17	0	10	5	0	4	274
17:15	0	332	23	0	11	5	Ö	10	265
17:30	0	391	22	0	6	4	0	10	261
17:45	0	317	11	0	7	7	0	9	267
18:00	Ö	308	29	0	10	2	0	5	252
18:15	0	308	16	0	6	4	0	6	246
18:30	0	326	22	0	11	5	0	8	307
	0					2			
18:45	U	331	18	0			0	4	302
Start Time					Rolling Hou			ı .	
07:00	0	585	25	0	79	18	0	4	546
07:15	0	582	26	0	97	25	0	4	603
07:30	0	608	23	0	115	28	0	12	693
07:45	0	656	35	0	117	31	0	17	767
08:00	0	791	34	0	93	29	0	18	910
08:15	0	890	35	0	72	30	0	17	987
08:30	0	970	43	0	52	26	0	11	1030
08:45	0	1072	42	0	42	16	0	11	1125
09:00	0	1154	47	0	30	16	0	12	1184
09:15	0	1112	50	0	26	10	0	15	1210
09:30	0	1104	53	0	25	10	0	19	1216
09:45	0	1127	50	0	20	11	0	19	1226
10:00	0	1096	45	0	27	14	0	21	1203
10:15	0	1112	43	0	28	18	0	17	1145
10:30	0	1142	40	0	29	18	0	15	1121
10:45	0	1124	43	0	35	20	0	15	1123
11:00	0	1129	55	0	33	18	0	13	1095
11:15	0	1133	62	0	31	16	0	18	1119
11:30	0	1172	66	0	31	19	0	25	1116
11:45	0	1225	61	0	21	19	0	26	1055
	0	1197	59	0	18		0	24	1069
12:00	0			0		18	0		
12:15	0	1194	63	0	23	17	0	18 9	1085
12:30	_	1170	58		19	15	-		1079
12:45	0	1127	66	0	27	17	0	5 9	1107
13:00	0	1161	67	0	27	17	0		1105
13:15	0	1182	72	0	26	18	0	14	1099
13:30	0	1160	73	0	27	22	0	16	1128
13:45	0	1250	69	0	28	17	0	17	1128
14:00	0	1237	73	0	31	21	0	15	1154
14:15	0	1219	78	0	28	20	0	18	1072
14:30	0	1216	83	0	33	15	0	17	1042
14:45	0	1163	98	0	27	17	0	25	1004
15:00	0	1182	90	0	30	17	0	26	1007
15:15	0	1230	90	0	37	19	0	22	1088
15:30	0	1303	89	0	40	18	0	29	1066
15:45	0	1343	81	0	48	20	0	23	1107
16:00	0	1387	88	0	48	16	0	27	1097
16:15	0	1371	78	0	45	16	0	27	1088
16:30	0	1348	84	0	43	19	0	27	1106
			86	0	37	18	0	32	1084
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16:45	0	1379		•	24	24		วา	1000
16:45 17:00	0	1345	74	0	34	21	0	33	1066
16:45 17:00 17:15	0	1345 1348	74 85	0	34	18	0	34	1044
16:45 17:00 17:15 17:30	0 0 0	1345 1348 1324	74 85 78	0	34 30	18 17	0	34 30	1044 1025
16:45 17:00 17:15	0	1345 1348	74 85	0	34	18	0	34	1044

Client: **WSP** Date of Survey: 16.09.2021 **Project Number: Junction Name:** ID05935 A229 Loose Road / Plains Avenue Junction Number: Site 2 **Junction Type:**

Arm B: Plains Avenue (E) T-Junction Arm C: A229 Loose Road (S)

Count Method:

PCUs

Classes Included:

All Classes

Select the count method and desired user classes from the drop-downs in cells D8 and G8

Maximum 15-minute Junction Flow:

AM Peak	from:	09:45	until:	10:00	flow:	646	AM Peak covers 07:00 until 10:00
Inter-Peak	from:	14:30	until:	14:45	flow:	681	Inter-Peak covers 10:00 until 16:00
PM Peak	from:	17:30	until:	17:45	flow:	695	PM Peak covers 16:00 until 19:00

Period Starting:

08:00 Select the time from the drop-down in cell D16 to show the 15-minute data for that period

Movement Counts

			10		
		Α	В	С	Total
и	A	0	5	197	202
ğ	В	31	0	7	38
Щ	С	205	3	Λ	209

HGV Proportions

			10		
		Α	В	С	Total
2	Α	0.0%	0.0%	23.2%	22.7%
ğ	В	0.0%	0.0%	0.0%	0.0%
Ľ	С	22.5%	0.0%	0.0%	22.1%
	Total	19.5%	0.0%	22.4%	20.5%

Arm A: A229 Loose Road (N)

Maximum Hourly Junction Flow:

AM Peak	from:	09:45	until:	10:45	flow:	2453
Inter-Peak	from:	15:45	until:	16:45	flow:	2622
PM Peak	from:	16:00	until:	17:00	flow:	2663

Period Starting:

07:00 Select the time from the drop-down in cell D32 to show the hourly data for that period

Movement Counts

			10		
		Α	В	С	Total
u	A	0	25	585	610
ģ	В	79	0	18	97
щ	С	546	4	0	550
	Total	625	29	603	1257

HGV Proportions

		10		
	Α	В	С	Total
A	0.0%	0.0%	18.4%	17.7%
В	2.4%	0.0%	0.0%	2.0%
С	13.5%	48.7%	0.0%	13.7%
Total	12.1%	6.6%	17.9%	14.7%
	A B C Total	B 2.4% C 13.5%	A 0.0% 0.0% B 2.4% 0.0% C 13.5% 48.7%	A B C A 0.0% 0.0% 18.4% B 2.4% 0.0% 0.0% C 13.5% 48.7% 0.0%

Bold entries in the above tables indicate the maximum movement, approach and exit flows for the selected time period, and similarly with the HGV proportions

95

Appendix B Queue Length Raw Data



Intelligent Data Collection Limited Loose Road Corridor

Client: WSP Client:
Project Number:
Site Number:
Date of Survey:
Junction Name:
Survey Type: ID05935 Site 3 16.09.2021

A229 Loose Road / Cranborne Avenue / Sutton Road

Queue Length Survey

Quality Assurance and Issue Record

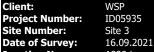


Quality Assurance

Revision	Rev A		
Date	23.09.2021		
Prepared by	Gabriel Adelowo		
Signature			
Checked by	Luke Martin		
Signature			
Project Director	Paul O'Neill		
Signature			
Project Number	ID05935		
	ID05935 Loose Road		
File Ref	Corridor - Queue Site 3 -		
	16.09.2021		

Issue Record

	Date		
Issued to	24.09.2021		
Simon Bourne	E-mail		



Junction Name: A229 Loose Road / Cranborne Avenue / Sutton Road

Survey Type: Queue Length Survey



X Coordinate	Y Coordinate	Google Maps Link
51.257519 AM Peak Conditions	0.531210 Inter-peak Conditions	Click Here PM Peak Conditions
Sunny Intervals	Sunny Intervals	Sunny Intervals
Junction Layout		
Maidstone Aquatics Pond supply store	A1 A2 241	
Nicki's Florist 🙆 😊	teps Flooring	
202	Cranbor	ie Bi Com
Ace Power Clean	D2 Sutton B	Re B1 Cranborne Ave
	212	
216 216 210 Queue Length Methodology	2 2	

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

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

Vehicle Length Assumptions (metres)

Lights	Heavies
6	15

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

Any shaded entries for Arms B, C and D indicate where queues reach the extent of the camera view.

Any shaded entries for Arm A indicate where queues reach back to the upstream signalised junction (Site 1).

Project Number: ID05935 lite Number: Site 3 Pate of Survey: 16.09.2022

Junction Name: A229 Loose Road / Cranborne Avenue / Sutton Road
Survey Type: Oueue Length Survey

		Lan	e A1			Lan	e A2			Lan	e B1			Lan	e C1			Lan	e C2			Lan	e D1			Lane	
Time 07:00	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total Length (m)
07:00 07:05 07:10	53 53	6	59 59 57	408 408 405	15 18 34	0	15 18 40	90 108 294	0	0	0	0	9 16 22	0	12 16 23	99 96 147	12 28 13	0 1 0	12 29 13	72 183 78	5 2 3	0 1 1	5 3 4	30 27 33	1 2	0 0	4 33 1 6 2 12
07:15 07:20	50 38 43	10	48 52	378 393	54 45	6	60 45	414 270	0	0	0	0	25 26	3	28 28	195 186	14	0	14 14	84 93	4 4	0	4	24 24	3	0	2 12 3 18 1 6
07:25 07:30	54	6	60	414 402	10	2 5	12	90 249	1	0	1 1	6	25	3 1	28	195 189	16 17	0	16 18	96 117	3	0	3	18 18	4	0	4 24 0 0
07:35 07:40	52 54 58 57 57	5 4	58 59 62	399 408	29 15 2	1 0	34 16 2	105 12	1 0	0	1 0	6 0	29 25 23	4 6	30 29 29	210 228	11 23	3 4	14 27	111 198	3 2	0	3 2	18 12	1 0	0	1 6 0 0
07:45 07:50	57 57	5 5	62 62	417 417	25 51	6 5	31 56	240 381	0	0	0	0 6	12 26	0	29 12 28	72 186	23 12	4 3	27 15	198 117	3	0	3	18 18	0	0	0 0 1 6
07:55 08:00	57 54	5 6	62 60	417 414	51 15	5 3	56 18	381 135	1	0	1	6 6	26 29	2 0	28 29	186 174	16 17	5 4	21 21	171 162	2	0	2	12 18	1	0	1 6 1 6
08:05 08:10	53 50	7	60 54	423 360	15 9	5	20 9	165 54	2	0	2	6 12	28 28	2	28 30	168 198	16 10	5 4	21 14	171 120	3 4	0	3 4	18 24	0 4	3	3 45 5 39 6 36 5 39 6 45 1 6 6 36 6 36 6 36 5 30 5 39
08:15 08:20	50 48	5	52 53	330 363	6	0	3 6	18 36	1	0	1	6	28 28	1	29 29	183 183	30 30	1 1	31 31	195 195	4	0	4	24 24	4	0 1	6 36 5 39
08:25 08:30 08:35	33 17	3	36 20 39	243 147 279	6 6 5	0	6 6 5	36 36 30	0 0	0	0	0	28 26 22	2 1 4	30 27 26	198 171 192	16 25 31	1 3 0	17 28 31	111 195 186	5 5 4	0	5	30 30 24	1	1 0 0	b 45 1 6
08:40 08:45	34 31 52	7	38 57	291 387	0	0	0	0	1 0	0	1	6	22 27	5 2	27 29	207 192	19 13	5	24 13	189 78	5	0	5	30 30	6	0	6 36
08:50 08:55	53	5	58 38	393 264	10	0	10	60	0	0	0	0	14 14	0	14 14	84 84	13	0	13 10	78 87	5	0	5	30 30	6	0	6 36 5 30
09:00 09:05	34 33 52 45	7	36 59 52	243 417	1 13 17	1	14 18	93 117	0	0	0	0	- 8 - 5	2	8 7	48 60	7 12 18	1	13 19	87 123	5 5	0	5 5	30 30	4 6	1 0	5 39 6 36 6 36
09:10 09:15	35	7	42	375 315	17 4	2 0	19 4	132 24	0	0	0	0 6	19 8	3 0	22 8	159 48	10 11	0 1	10 12	60 81	5 3	0 1	5 4	30 33	6 4	0	5 39
09:20 09:25	31 23	0	32 23	201 138	6 19	2	7 21	51 144	0	0	0	0	8	0	8	48 48	10 10	2	10 12	90	3 5	0	4 5	33 30	6	0	5 39 6 36
09:30 09:35	16 19	1	20 20	156 129 120	19 17	3	21 20	144 147 48	0	0	0	0	16	3	19	48 141	23	3	9 26	63 183	5	0	5	30 30	4	1	5 48 5 39 7 42 6 36 5 39 6 54 5 39 5 39 5 39
09:40 09:45 09:50	10 14 14	3 4	14 17 18	120 129 144	8 14 10	2 2	8 16 12	48 114 90	0 0	0	0	0	18 5 6	0	19 5 6	123 30 36	9 4 14	3 4 2	12 8 16	99 84 114	5 3 5	0 1 0	5 4 5	30 33 30	6	0	7 42 6 36 5 39
09:55 10:00	11	4	15 17	126 129	4 16	0	4 16	24 96	0	0	0	0	14	1 0	15 6	99	5	0	5 15	30 108	3	1 0	4 3	33 18	4	2	6 54
10:05 10:10	16 9	2	18 10	126 69	9	3	12 19	99 123	0	0	0	0	7	1 0	8 7	57 42	13 12 8	0 2	12 10	72 78	3 4 5	0	4 5	24 30	4 5	1 1	5 39 6 45
10:15 10:20	27 13	2	29 16	192 123	13 8	1 0	14 8	93 48	0	0	0	0	20 6	0	22 6	150 36	8 11	2 0	10	78 66	5	0	5	30 30	6 5	î 1	6 45 7 51 6 45
10:25 10:30	13 16	2	15 19	108 141	9	1 0	2 9	21 54	0	0	0	0	2 8	0	2	12 63	9	3	11 12 11	99 75	0 5	2 0	2	30 30	2 5	2	4 42 5 30
10:35 10:40	17 15	6	18 21	117 180	16 13	3	19 14	141 93	0	0	0	0	8 6	0	8 7	48 51	10 11	0	11 10 11	60 66	2 6	0	3 6	27 36	5 5	1	6 45 4 42 5 30 6 45 6 45 5 39
10:45 10:50	12	3	16 13	132 105	15 12	0	17 12	120 72	0	0	0	0	4	1	5	39 39	14 7	2	14 9	84 72	1	1	2	27 21	4	1	5 39
10:55 11:00	14 12	1	15 13	99 87	19 13	0	19 13	114 78	0	0	0	0	7 5	0	5	42 30	8 9	2	9 11	63 84	5 4 4	0	5 4	30 24	5	0 1	6 36 6 45 6 36 6 36 6 36 6 36 6 36 6 36 6 45 5 30 4 42 6 45 6 36 6 36 6 36 5 30 9 30 9 30 9 30 9 30 9 30 9 30 9 30 9
11:05 11:10 11:15	19 11 16	0 0 1	19 11 17	114 66 111	11 6 1	0 1 0	11 7 1	66 51 6	0 0	0	0	0	6 6 8	0	6	36 36 63	9 8 14	0 2 1	9 10	54 78 99	4 3 3	0 1 1	4 4	24 33 33	6	0	6 36 6 36
11:15 11:20 11:25	19	1 1	20 20	111 129 129	13	1 3	1 14 16	93 123	0	0	0	0	5 7	1 0	6 7	45 42	14 11 5	0 3	15 11 8	99 66 75	4	0	4	24 24	6	0	6 36
11:30 11:35	19 17 19	0 5	17 24	102 189	13 18 5	0	18 5	108	1 0	0	1 0	6	8	0	8	48 39	11 12	0	11 13	66 87	5 2	0	5 2	30 12	6	0	6 36 6 45
11:40 11:45	12 13 12	2 4	14 17	102 138	6 19 21	0	6 20 22	36 129	0	0	0	0	6	0	6	36 36	8	1 0	9 9 13	63 54	4	0	4 5	24 39	5 2	0 2 1	5 30 4 42
11:50 11:55	12 15 14	1 2	13 17	87 120	21 23 10	1 2	22 25 11	141 168	0	0	0	0	6 11 4	1	11 5	66 39	9 13 6 17	0 3	13 9 18	78 81	4 5	1 0	5 5	39 30	5 6	1 0 0	6 45 6 36
12:00 12:05	13	2	16 15	114 108	4	0	11 4 17	75 24	0	0	0	0	9	0	9	54 18	17 9 7	1	10	117 69	5 5	0	5 5	30 30	6	0	6 36 6 36
12:10 12:15	21 35	4	24 39	171 270	13	1	3	138 27	0	0	0	0	6	0	7	36 51	11	1	8 12	57 81	6	0	6	30 36	5	1	5 30
12:20 12:25 12:30	25 15 10	1	25 16 12	150 105	5 9 4	0 1 0	5 10 4	30 69 24	0 0	0	0	0	18 8	0 0	18 8	108 48 30	12 8 13	1 0	14 9 13	102 63	5	0	5	30 30 18	6	0	6 45 5 39 6 36 5 48 5 48 6 45 5 30 6 36 6 36
12:35 12:40	13	1 4	14 10	90 93 96	22	0	22	132 45	0	0	0	0	4	0	4 7	24	8	1 1	9	78 63 63	3 5 5	0	5	30 30	3	2	5 48 6 45
12:45 12:50	6 12 7	1 2	13 9	96 87 72	5 20 12	1 0	6 21 12	135 72	0	0	0	0	8	1 0	9	51 63 36	8 10 6	1 2	9 11 8	75 66	5	0	5 5 6	30 45	5	0 0	5 30 6 36
12:55 13:00	11 9	1 0	12 9	81 54	10 5	1	11 6	75 45	0	0	0	0	5 6	1	6 7	45 51	9 11	1 0	10 11	69 66	3 5	0	3 5	18 30	6 3	0	6 36 4 33
13:05 13:10	18 21	1	20 22	138 141	15 11	0	16 11	105 66	0	0	0	0	8 7	0	8	48 42	8 10	0	10 10	78 60	5 5	0	5 5	30 30	5 5	1	4 33 6 45 6 45 6 36 3 18 6 36 5 39 6 45
13:15 13:20	12 18	6	15 24 26	117 198	16 6	0	18 6	126 36	0	0	0	0	4 10	0	6 10	54 60	6 11	0	9	81 66	3	0	4	18 24 24	6 3	0	6 36 3 18
13:25 13:30 13:35	25 11 16	3	26 14 17	165 111 111	10 8 15	0	11 8 16	75 48 105	0	0	0	0	8 9 9	0	9	63 54 54	11 14 10	1	13 15 11	96 99 75	2	0 1 0	3	24 27 18	4	1	5 39
13:40 13:45	22	0	22 20	132 120	9	0	9	54 54	0	0	0	0	6	0	6	36 39	10 8	0	10	60 63	5	0	5	30 36	3	1 1	4 33
13:50 13:55	11 20	2	13	96 150	16 20	0 2	16 22	96 150	0	0	0	0	7 8	0	7	42 48	11 8	0	11	66 63	3 4	0	3	18 24	2	2	5 39 4 42 5 39
14:00 14:05	20	3	22 23 21	165 135	2	0	2 11	12 75	0	0	0	0	4	0	4	24 24	8 7	1 1	9 9 8	63 57	5	0	5	30 36	2	2	4 42 5 39
14:10 14:15	20 16 10	2 3	21 18 13	126 105	10 15 11	4 0	19 11	150 66	0	0	0	0	9 10	0	9 10	54 60	12 11	2	14 13	102 96	4 3	0	4 3	24 18	5 6	1 0	5 39 4 42 5 39 6 45 6 36 6 36
14:20 14:25	20 15	3	22 18	150 135	21 4	1	22 5	141 39	0	0	0	0	8 7	0	8 7	48 42	13 10	2	14 12	93 90	2 5	0	3 5	27 30	6 6	0	6 36 6 36 5 39
14:30 14:35 14:40	20 23 30	1	23 24 32	165 153	14 7	0 1 0	14 8 18	84 57 108	0	0	0	0	9 1 8	0	9 2 8	54 21 48	11 7 9	0	11 8 10	66 57 69	3 4	0	3	24 18	4	1 1	5 39 5 39 5 39
14:45 14:50	56 57	4	60 58	210 396 357	18 16 12	0	16 13	96 87	0	0	0	0	12 16	0 0 4	12 20	72 156	19 29	1 0 1	10 19 30	114 189	2 5	1 0	3 5	24 27 30	3 4	1 2 1	5 39 5 48 5 39
14:55 15:00	58 53	6	64 58	438 393	17 6	1 2	18 8	117 66	0	0	0	0	4 21	1 1	5 22	39 141	32 18	0	32 18	192 108	5	0	5	30 30	3	2	5 48 6 36
15:05 15:10	58 55	2 4	60 59	378 390	12 31	1 0	13 31	87 186	1	0	1	6 6	6 31	1	7 32	51 201	12 28	2	14 33	102 243	6 5	0	6 6	36 45	5 6	1 0	6 45 6 36
15:15 15:20		3 3 5	62 59	399 381		0	16 20	96 120	0	0	0 0 2	0		2	28 30	177 198	27 15 9 11 31	1	28 15	177 90 84 81 201	5 4	0	5 4	30 24	5	0 1 1	
15:25 15:30 15:35	59 56 54 46 17	5 1 3	62 59 59 47 20	399 291 147	20 15 7 10	2 1 0	16 20 17 8 10	120 57 60	0 0	0	0	12 0	27 28 30 28 32	3	28 30 31 31 33 32 35	195 213 207	9 11	2 1 1	28 15 11 12 32	84 81	4 3 5 5	1 0 0	4 4 5 5	24 33 30 30	4 5 6	1 1 0	6 .45 .5 .39 .6 .45 .6 .36 .6 .36 .6 .36 .6 .36 .6 .36 .6 .36 .6 .36 .6 .36 .6 .36 .6 .36 .6 .36 .6 .36 .6 .36 .6 .36 .6 .36 .5 .36 .6 .36 .6 .36 .5 .36 .6 .36 .5 .36 .6 .36 .5 .36 .6 .36 .36 .5 .36 .6 .36 .5 .36 .6 .36 .5 .36 .6 .36 .5 .36 .6 .36 .5 .36 .6 .36 .5 .36 .6 .36 .5 .36 .5 .36 .6 .36 .36 .36 .36 .36 .36 .36 .36
15:35 15:40 15:45	25 25	2 0	20 27 25	180 150	10 12 11	0	10 12 11	72 66	0	0	0	0	32 31 35	1 1 0	32 35	207 201 210	31 34 33	1 1 0	32 35 33	201 219 198	5 5 5	0	5 5 5	30 30 30	7	0	5 3b 7 42 2 12
15:50 15:55	22 24	3	25 25 27	177 189	10 6	0	10 6	60 36	0	0	0	0	30 29	0	30 30	180 189	33 34	1 0	34 34	213 204	5 5	0	5 5	30 30	6 6	0	6 36 6 36
16:00 16:05	20	1 0	21 20	135 120	9 14	1	10 15	69 99	0	0	0	0	11 22 21 31	0	30 30 11 22 22 22 32	66 132 141 201	24 14 16 28	0	34 34 25 14 16 31	159 84	5	0 0 0	5 4	30 24 24 30	6	0	6 36 6 36
16:10 16:15	8 12	0	8 12	48 72	3 7	2	3	18 72	0	0	0	0	21 31	1	22 32	141 201	16 28	3	16 31	96 213	4 4 5	0	4 5	24 30	3 6	0 0 1	4 33 6 36
16:20 16:25	12 18	2	13 20	87 138	11 9 0 15	0	11 9	66 54	0 0 0	0	0	0	31 29	3	33 32	216 219	26 10	2	28 12	186 90	5 5	0	5 5	30 30	6 6	0	6 36
16:30 16:35	21 20	1	23 21	156 135	0 15	0	1 15	15 90		0	0	0	30 32 32 31 32 31	1	31 33	195 207	31 29	3	33 32	216 219	5 5	0	5	30 30	6	0 1	6 36 7 51
16:40 16:45 16:50	20 12 14 19	0	20 12 15	120 72	1 11 9 7	0	1 11	6 66 54 42	0	0	0	0	32 31	0	32 31	192 186 207 201	31 29	1 1	32 30	201 189 207	4 2 4	0 0 1	3	24 27	5 6 4	0	5 30 6 36 5 39
16:50 16:55 17:00	14 19 13	1 0 1	15 19 14	99 114 93	9 7 8	0 0 0	9 7 8	54 42 48	0 0 0 0	0	0	0	32 31 30	1 1 0	32 31 33 32 30 31 29	207 201 180	31 29 32 31 32 33 34 28 12 24 30 14	1 2 0	32 30 33 33 32 33 34	207 216 192	4 5 4	1 0	4 5 5 5 5 5 5 4 3 5 5 4 3 5 5 5	24 27 39 30 24 30 30	4 6 5	0 0 1 0	5 39 6 36 5 30
17:00 17:05 17:10	9	0	9	54 18	2	0	2	12 18	0	0	0	0	30 31 28	0	31 29	186 183	33 34	0	33 34	192 198 204	4 5 5	0 0 0	5 5	30 30	6	0	6 36 6 36
17:15 17:20	9 3 7 32	0	7	42 207	6 1	0	6 1	36 6	0	0	0	0	28 30	0	29 30	183 180	28 12	1 1	29 13	183 87	5	0	5	30 30	5 5	1	6 45 6 45
17:25 17:30 17:35	14	1 0	15 17	99 102	12 39	0	12 40	72 249	0	0	0	0	25 27	0	25 28	150 177	24 30	0	25 30	159 180	5 5	0	5 5	30 30	6 6	0	6 36 6 36
17:40	14 9	1	14 10	84 69	12 39 6 14 14 4	0	6 14	36 84	0	0	0	0	25 27 32 31 29 31	0	25 28 33 31 29 31	207 186	14 34	0	25 30 14 34	84 204	5 5 5 6	0 0 0	5 5 5 6	30 30 30 36	6	0 0 2 0	6 36 6 36
17:45 17:50	9 10	0	9 11	54 75	14 4	0	14 4	84 24	2	0	0 2	0 12	29 31	0	29 31	174 186	30 32	1 0	31 32	195 192	5 5	0	5 5	30 30	2	0	4 42 1 6
17:55 18:00	12 11	0	12 11	72 66	3 2	0	3 2	18 12	0	0	0	0	33 30	0	33 30	198 180	33 27 27 33 32 33	2	33 29	198 192	5 5	0	5 5	30 30	6 5	0	6 36 5 30
18:05 18:10 18:15	27 8 8	0	29 8 9	192 48 63	8 11 5 3	0 0	8 11	48 66 45	0	0 0	0	0	30 31	0 0	30 31 31 30	180 186 186	27 33	2 0 0	29 33 32 33	192 198 192	5 5	0	5 5 5	30 30 30	6	0	6 36 6 36 6 36
18:15 18:20 18:25	8 8 4	0	8	63 48 24	3	0 0	6 3 10	45 18 60	0	0	0	0	30 31 31 30 27 25	0	30 29	186 180 192	32 33 26	0	32 33 28	192 198 186	5 4 5	0 0 0	5 4 5	30 24 30	7	0 0 1	7 42 6 45
18:30 18:35	4 15 22	1 0	4 16 22	105 132	10 17 37	0	10 17 38	102 237	0 0	0	0	0	33	1 0	29 26 33	165 198	26 26 34	1 0	28 27 34	171 204	5	0	5	30 30	5 4	1 1	6 45 5 39
18:40 18:45	16 30	0	16 30 20	96 180	17 14 23	0	17 14	102 84	0	0	0	0	29 28	1 2	30 30	189 198	33 24	0	33 27	198 189	5	0	5	30 30	6 3	0 2	6 36 5 48
18:50 18:55	18 25	2	20 25	138 150	23 2	0	23 2	138 12	0	0	0	0	28 18	0	28 18	168 108	31 14	0	31 14	186 84	5 5	0	5 5	30 30	6 6	1 0	7 51 6 36



Intelligent Data Collection Limited Loose Road Corridor Repeat

Client: Kent County Council Project Number: ID06551

Project Number: ID06551 Site Number: Site 3 Date of Survey: 09.06.2022

Junction Name: A229 Loose Road / Cranborne Avenue / A274 Sutton Road

Survey Type: Queue Length Survey

Quality Assurance and Issue Record



Quality Assurance

Revision	Rev A		
Date	24.06.2022		
Prepared by	Sam Hamilton-Peach		
Signature			
Checked by	Luke Martin		
Signature			
Project Director	Paul O'Neill		
Signature			
Project Number	ID06551		
File Ref	ID06551 Loose Road Corridor Repeat - Queue Site 3 - 09.06.2022		

Issue Record

-	-	•	
	Date		
Issued to	27.06.2022		
Sarah Tutt	E-mail		

Client: Kent County Council

Project Number: ID06551
Site Number: Site 3
Date of Survey: 09.06.2022

Junction Name: A229 Loose Road / Cranborne Avenue / A274 Sutton Road

Survey Type: Queue Length Survey

X Coordinate



Google Maps Link

51.257541 AM Peak Conditions Clear Clear Clear Clear Clear All A2 A1 A2 A2 A1 A2 A2 A1 A2 A2	
Clear	
A1 A2	
A1 A2	
A A A A A A A A A A A A A A A A A A A	
A A A A A A A A A A A A A A A A A A A	
A A A A A A A A A A A A A A A A A A A	
	-
D2	
D2	
D2	
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D2 D2	
D2 D2	
D2 D2	THE PARTY NAMED IN
D2	
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	T
	-
C1	
(2)	
N	
Queue Length Methodology	-

Y Coordinate

Queue Length Methodology

The snapshot queue length, in vehicles, is reported by lane at each five-minute interval. For signalised junctions the queue is recorded the first time the signals turn green after each interval.

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

Vehicle Length Assumptions (metres)

Lights	Heavies
6	15

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

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

Client: Kent County Cour Project Number: ID06551 Site Number: Site 3 Date of Survey: 09.06.2022



nction Name: A229 Loose Road / Cranborne Avenue / A274 Sutton Road

		Lan		Longth		Lan		Lonoth		Lane		Longth		Lan		Longth		Lan		Longth		Lane		Longth
Time	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)
07:00 07:05	4 12	0	13	24 87	0	0	0	0	13	0	13	78 18	15 8	0	16 8	105 48	0	0	0	12	0	0	0	0
07:10	23	0	23	138	1	0	1	6	10	1	11	75	12	0	12	72	0	0	0	0	0	0	0	0
07:15 07:20	10 21	2	12 24	90 171	0	0	0	6	5	0	5	30 6	10	0	11 7	75 42	0	0	0	0	0 6	0	6	0 36
07:25	20	2	22	150	0	0	0	0	5	0	5	30	6	0	6	36	4	0	4	24	1	0	1	6
07:30 07:35	28 32	4	32 36	228 252	2	0	3 2	18 12	10	0	2 11	12 75	8 10	0	8 10	48 60	1 4	0	4	6 24	6 5	0	5	36 30
07:40	40	2	42	270	15	0	15	90	8	0	8	48	12	1	13	87	1	0	1	6	0	0	0	0
07:45 07:50	37 39	2	39 41	252 264	3 12	0	3 12	18 72	29 8	0	29 8	174 48	14 12	1	15 13	99 87	2	0	2	27 12	0	0	0	0
07:55 08:00	41 28	3	44 32	291 228	9	0	9	54 42	6 14	0	6 15	36 99	7	1	8 7	57 51	2	0	2	12 12	6	0	6	36 0
08:05	40	3	43	285	5	1	6	45	8	0	8	48	7	0	7	42	1	0	1	6	1	0	1	6
08:10 08:15	21 22	0	23 22	156 132	7	0	7	42 0	3	0	3	12 18	7	0	7	42 42	5 2	0	5 2	30 12	0 5	0	5	0 30
08:20 08:25	7	0	7 14	42 84	0	0	0	0	3 4	0	3	18	9	0	9	54 42	3 4	0	3	18	0 2	0	0	0 12
08:30	19	2	21	144	0 4	0	5	39	2	0	4 2	24 12	9	1	10	69	3	1	4	24 33	5	0	5	30
08:35 08:40	4 13	0	4 13	24 78	0	0	0	0 6	- 4 5	0	4 5	24 30	7	0	8	57 24	1 2	0	1 2	6 12	5	0	5	30 0
08:45	4	0	4	24	ō	0	0	0	4	0	4	24	5	0	5	30	2	1	3	27	0	0	0	0
08:50 08:55	4 2	0	4 2	24 12	0	0	0	0	- 6 - 5	0		51 30	5 9	1	6 10	45 69	4 3	0	4 3	24 18	0	0	0	0
09:00	9	1	10	69	1	0	1	6	8	0	8	48	10	1	11	75	3	0	3	18	0	0	0	0
09:05 09:10	20 26	2 2	22 28	150 186	0 14	0	0 14	0 84	7 19	2	7 21	42 144	24 10	0	24 11	144 75	2 2	0	2 2	12 12	3 0	0	0	33 0
09:15 09:20	36	3	39	261	3 13	0	3	18 108	25	1	26	165 156	8	2	10	78	2	1	3	27	1	0	1	6
09:25	18 18	6 4	24 22	198 168	5	0	15 5	30	26 11	0	26 11	66	10 15	3	11 18	75 135	3	0	3	33 18	6	0	6	0 36
09:30 09:35	26 10	1 0	27 10	171 60	2	0	2	12 6	22 8	1 2	23 10	147 78	11 6	1 0	12 6	81 36	5 3	0	5	30 18	0 5	0	0	0 30
09:40	15	1	16	105	1	0	1	6	7	0	7	42	12	2	14	102	5	0	5	30	5	0	5	30
09:45 09:50	4 3	1	5	39 33	8	1 1	9	63 63	12 4	0	14 4	102 24	5 9	0	6 9	45 54	3	0	4 0	33 0	0	0	0	6
09:55	9	0	9	54	0	0	0	0	2	0	2	12	10	0	10	60	0	1	1	15	0	0	0	0
10:00 10:05	21 7	0	23 7	156 42	2	0	2	0 12	8	0	8	48 18	4 8	0	5 8	39 48	1	0	0 1	6	4 0	0	0	39 0
10:10	4	0	4	24 24	4 2	0	4 2	24 12	3	0	3	18 0	2 11	1 3	3	27 111	5	0	5	30 6	0	0	0	0
10:15 10:20	16	0	17	111	0	0	0	0	4	0	4	24	8	0	14 8	48	1 4	0	4	24	1	0	1	6
10:25 10:30	9	2	11	84 33	0	0	0	0 6	3 5	0	3	18 30	7	0	4 8	24 57	3 2	0	3	18 12	0	0	0	0
10:35	8	1	9	63	2	0	2	12	4	0	4	24	8	1	9	63	2	1	3	27	0	0	0	0
10:40 10:45	16 6	0	16 7	96 51	0	0	0	0	3	0	3	18 6	6 7	0	6 8	36 57	0 2	0	2	0 12	0	0	0	0
10:50	4	0	4	24	0	0	0	0	8	0	8	48	6	1	7	51	5	0	5	30	0	0	0	0
10:55 11:00	2 12	2	2 14	12 102	2	0	2	0 12	2 4	0	4	12 24	6 9	0	6 10	36 69	2	0	4 2	24 12	0	0	0	0
11:05	1	0	1	6	3	0	3	18	8	4	12	108	12	0	12	72	3	0	3	18	0	0	0	0
11:10 11:15	18 15	2	22 17	168 120	1	0	1	6 6	6 7	0	6 7	36 42	8 11	1	9 12	63 81	3	0	4	18 33	1	0	1	6
11:20 11:25	1 7	0	1 7	6 42	0	0	0	0	2	0	2	12 69	5 8	0 2	5	30 78	4	0	4	24 12	0	0	0	0
11:30	12	1	13	87	9	0	9	54	6	0	6	36	8	0	8	48	2	0	2	12	5	0	5	30
11:35 11:40	3	0	3	18 24	3 2	0	3 2	18 12	3 6	0	6	33 36	3 7	1 0	4 7	33 42	2 5	0	2	12 30	3	0	3	18 0
11:45	6	2	8	66	0	0	0	0	2	0	2	12	5	0	5 5	30	0	0	ő	0	0	0	0	0
11:50 11:55	9 7	0	11 7	84 42	0	0 2	2	0 30	6	0	6	12 36	3 17	0	5 17	48 102	5 4	0	5	30 39	4	0	2	12 24
12:00	2	0	2	12	2	0	2	12	5	0	5	30	6	1	7	51	2	0	2	12	0	0	0	0
12:05 12:10	9	2	2 11	12 84	11 0	0	11 0	66 0	6 2	0	6 2	36 12	8	2	10 10	78 78	1	0	1	6	0	0	0	6
12:15	2	0	2	12	2	0	2	12	3	0	3	18	1	0	1	6	1	0	1	6	0	0	0	0
12:20 12:25	5 9	0	5 9	30 54	3	0	0	18 0	5	0	5	24 30	11 9	0	11 9	66 54	2 1	0	1	12 6	0	0	0	0
12:30 12:35	13 9	2 0	15 9	108 54	2 9	0	2 9	12 54	7 0	0	7 0	42 0	10	0	10 1	60 6	1 0	1 1	2	21 15	0 2	0	0	0 12
12:40	13	2	15	108	0	0	0	0	6	0	6	36 27	4	1	5	39 63	1	0	1	6 12	3 0	0	3	18
12:45 12:50	8 28	0	8 29	48 183	0	0	0	0 18	9	0	3 9	27 54	8 13	0	9 13	63 78	2	0	2	12 30	0	0	0	0
12:55	2	Ō	2	12	1	0	1	6	3	0	3	18	2	0	2	12	5 0	0	ő	0	0	0	0	0
13:00 13:05	7	0	8 7	57 42	0	0	0	6	8	0	2 8	12 48	5	0	7 6	60 36	4 0	0	4	24 15	0	0	0	0
13:10	21	3	24	171	21	3	24	171	4	0	4	24 30	8	0	8	48 60	1	0	1	6	1	0	1	6
13:15 13:20	3	0	1 3	6 18	0	0	0	0	5 3	0	5 4	30	5	0	5	30	1	0	1	6	0	0	0	0
13:25 13:30	2	0	2 10	12 69	9	3	12 2	99 12	5	0	5	30 6	3 6	1 0	4 6	33 36	2	0	2	12 12	5	0	5	30 12
13:35	2	0	2	12	4	0	4	24	6	0	6	36	7	1	8	57	4	0	4	24	0	0	0	0
13:40 13:45	7 15	0	7 15	42 90	6 7	0	6 8	36 57	5 8	0	5 8	30 48	7	0	7 10	42 69	2	0	2	12 24	1 0	0	1	6
13:50	0	0	0	0	5	0	5	30	3	0	3	18	10	0	10	60	4	0	4	24	0	0	0	0
13:55 14:00	13 4	0 0	13	78 24	0	0 0	0	0	6 13	0	6 13	36 78	8 10	1	9	63 75	3	0	3	27 18	0	0	0	6
14:05 14:10	9	0	9	54 12	1 2	0	1	6 12		0	5	30 51	14	1 0	15	99 48	4	0	4	24 6	0	0	0	0
14:15	3	0	3	18	1	0	1	6	6 4	1	5	39	8	0	8 8	48	1	0	1	6	1	0	1	6
14:20 14:25	24 18	2	25 20	159 138	5 16	0	5 17	30 111	14 7	0	14 7	84 42	10 9	1	11 10	75 69	3	0	3	18 18	0	0	0	0
14:30	5	1	6	45	0	0	0	0	1	0	1	6	5	1	6	45	1	0	1	6	4	1	5	39
14:35 14:40	19 4	0	19 4	114 24	8 0	0	8	48 0	23	0	23	138 120	10	0	10 14	60 93	2 2	0	2 2	12 12	0	0	0	0
14:45 14:50	6 14	0	6 14	36 84	6	1 0	7	51	7	1 0	8	57 42	11	0	11	66 57	5 2	0	5	30 12	0	0	0	0
14:55	12	2	14	102	5	0	5	6 30	15	2	17	120	8	0	8	48	1	0	1	6	0	0	0	0
15:00 15:05	29 7	0	31 7	204 42	3	0	3	18 0	4 12	0	4 12	24 72	20 13	0	21 13	135 78	2	0	2 4	12 24	0	0	0	0
15:10	40	3	43	285	2	0	2	12	10	1	11	75	11	1	12	81	5	0	5	30	2	1	3	27
15:20	35	1	33	207	1	0	1	6 6	13	1	14 8	36 93 48 30 18	10	1	13 11 12	75	3	1	4	33	4	1	5	39 36
15:25 15:30	23 10	1 1	33 24 11 8	153 75	1 11	0	1 11		8 5	0	8	48 30	12 12	0	12	75 72 72 42	3 4	0	3 4	18	6	0	6 5	36 30
15:35	8	0	8	75 48	11 7	0	11 7	66 42	5 3	0	5 3	18	12 7	0	12 7	42	4 2	0	4 2	24 12	5 5	1	6	30 45
15:40 15:45	6	0	4 6	24 36	20 11	3	20 14	120 111	5 2	0	5 2	30 12	12 10	0 1	12 11	72 75	5 5	0	5 5	30 30	0 4	0	0 4	0 24
15:50	9	1	10	69 12	14	1	15	99 54	5	0	5	30 18	9	0	9	54 48	1 5	0	1 5	6	5	1	6	45 0
15:55 16:00	9	0	2 9 16	54 96	9	0	9	0	3	0	3	18	6	0	6 10	48 36 60	3	0	3	30 18	0	0	0	0
16:05 16:10	16	0	16	96 36	6	0	6	36	6	0	3 6 12 7	36	10 9	0		60	1	0	1 4	6	0	0	0 6	0 36
16:15	6 5	0	6 5	36 30	4 11	0	4 11	24 66	12 7	0	7	72 42	29	0	10 29	69 174	4 0	1	1	24 15	6 4	0 1	6 5	36 39
16:20 16:25	17 12	0	17 12	102 72	7 16	0	7 17	42 111	10 9	0	10 9	60 54	9 11	1	10 12	69 81	4 2	0	4	24 27	0 3	0	0 4	0 33
16:30	14	0	14	84	2	0	2	12	6	0	6	36	12	0	12	72	1	0	1	6	2	1	3	27
16:35 16:40	39	3 0	42	279	8	0	8	48 18	3	0	3	18	5 11	0	5 11	30	1	0	1 5	6	0	0	0 5	0
16:45	7	0	7	42 42	0	0	0	0	8 5	0	8	48 30	9	1	10	66 69 42	5 2 5 5	1	3	30 27	5 6	0	6	30 36
16:50 16:55	21 15	0	21 16	126 105	10 0	1 0	11 0	75 0	5 4	0	5	30 24	7 13	0	7 13	78	5 5	0	5 5	30 30	4 0	0	4 0	24 0
17:00 17:05	12	0	12	72 132	2	0	2	12	4	0	4	24	6	1	7	51	2	0	2	12	4	0	4	24
17:10	22 6	0	22 6	36	3 13	0	3 13	18 78	7 14	0	7 14	42 84	7 10	2	9 12	72 90	4	0	4	6 24	0	0	0	0
17:15 17:20	3 15	0 2	3 17	18 120	26 3	1 0	27 3	171 18	2 4	0	2 4	12 24	9	0	9 10	54 60	1	0	1	6	5 2	0	5 2	30 12
17:25	30	4	17 34 10	240 69	6 0	0	6 0	36 0	5 6	0	5 6	30 36	10	0	10 10 13	60	5 5	0	1 5	30 30	0	0	0	0 0
17:30 17:35	9 10	1		69 120	0	0						36 18	13	0	13	60 78 48 36	5	0	5 2	30		0	0	
17:40	19	4 0	14 19	114	9 11	0	9 11	54 66	3	0	3	18	6	0	8 6	36	2 5	0	5	12 30	0	0	1	6
17:45 17:50	22 27	1	23 28	147 177	6 2	0	6 2	36 12	3 5	0	3 5	18 30	10 12	0	10 12	60 72	1 5	0	1 5	6 30	0	0	0	0
17:55	39	0	39	234		0	1	6	7	0	7 5	42	5	1	6 5	45 30	2 5	0	2	12	0	0	0	0
18:00 18:05	24 18	0	24 18	144 108	15 6	0	15 7	90 51	7	1 0	5 7	39 42	5 11	0	5 12	30 81	2	0	5 2	30 12	0	0	0	6
18:10	20	0	20	120	6	0	7	0	3	0	7	18	4	0	4	81 24	2 2 4	U	2	12	0	0	0	6
18:15 18:20	6 30	2	8 32	66 210	6 9	0	6 10	36 69	6	0	2 6	21 36	- 8 - 5	0	8 5	48 30	4 5	0	- 4 - 5	24 30	0	0	0	0
18:25	21	0	21	126	3	0	3	18	7	0	7	42	11	0	11	66	3	0	3	18	0	0	0	0
18:30 18:35	31 13	0	31 13	186 78	1 12	0	12	6 72	7	2	3	72 27	10 11	0	10 11	60 66	4	0	4	6 24	0	0	0	0
18:40 18:45	6	0	6 3	36 18	0 5	0	0 5	0 30	3	0	3 2	18 12	4 6	0	4 6	24 36	5 2	0	5 2	30 12	0 6	0	0 6	0
18:50	16	1	3 17	18 111	1	0	1	30 6	5	0	5	30	14	0	14	36 84	4	0	4	24	0	0	0	36 0
18:55	7	0	7	42	0	0	0	0	1	0	1	6	3	0	3	18	4	0	4	24	0	0	0	0



Intelligent Data Collection Limited Loose Road Corridor

Client: Project Number: Site Number: Date of Survey: Junction Name: Survey Type: WSP ID05935 Site 2 16.09.2021

A229 Loose Road / Plains Avenue

Queue Length Survey

Quality Assurance and Issue Record



Quality Assurance

Revision	Rev A		
Date	23.09.2021		
Prepared by	Gabriel Adelowo		
Signature			
Checked by	Luke Martin		
Signature			
Project Director	Paul O'Neill		
Signature			
Project Number	ID05935		
	ID05935 Loose Road		
File Ref	Corridor - Queue Site 2 -		
	16.09.2021		

Issue Record

	Date		
Issued to	24.09.2021		
Simon Bourne	E-mail		

Intelligent Data Collection Limited

Client: WSP
Project Number: ID05935
Site Number: Site 2
Date of Survey: 16.09.2021

Junction Name: A229 Loose Road / Plains Avenue

Survey Type: Queue Length Survey

X Coordinate

51.260236



Google Maps Link

51.200230	0.5302 4 9	Click Here			
AM Peak Conditions	0.530249 Inter-peak Conditions	PM Peak Conditions			
Sunny Intervals	Sunny Intervals	Sunny Intervals			
Sunny Intervals Junction Layout 128	Sunny Intervals	Sunny Intervals			
132 134	Plains Ave B1 B2 C1	Plains Ave			
		Core Quality Solutions			
Ougus Longth Mathodology	144	· ·			

Y Coordinate

0.530249

Queue Length Methodology

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

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

Vehicle Length Assumptions (metres)

Lights	Heavies
6	15

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

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

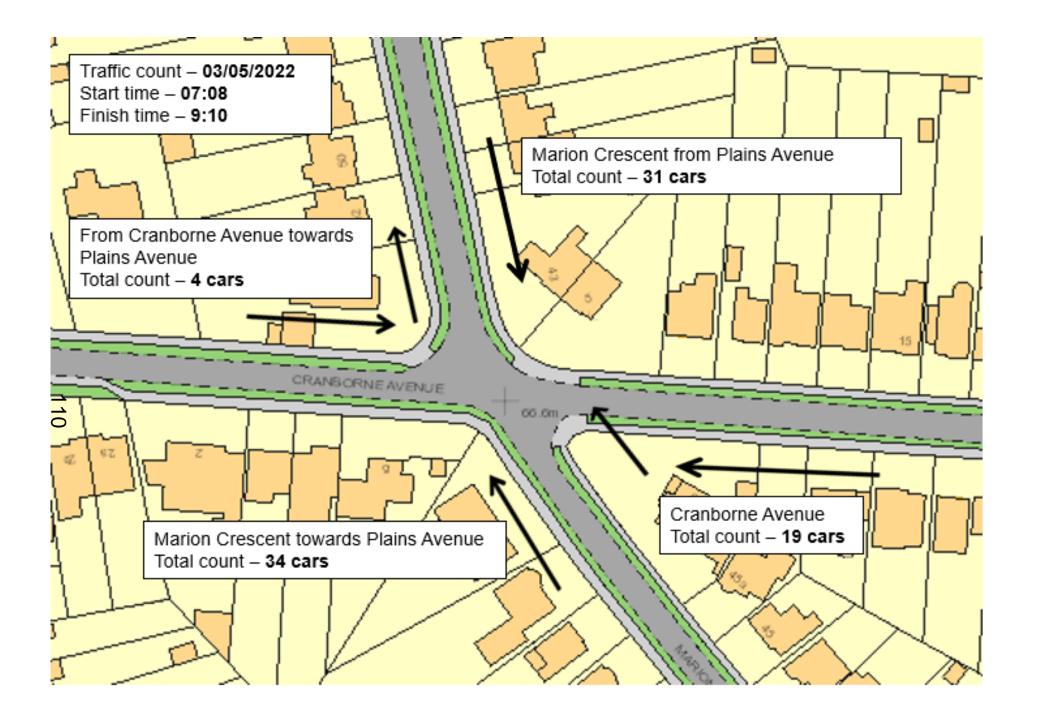
Intelligent Data Collection Limited

Project Number: Site Number: Date of Survey: Junction Name: Survey Type:

16.09.2021 A229 Loose Road / Plains Avenue

			Lan	e B1			Lan	e B2			Lan	e C1	
March Marc	Time	Lights				Lights			Length	Lights			
	07:00	1	0	1			0	0		0	1	1	
1965 1966													
1975 1			0		6				6				
1968													
1966	07:35	1	0	1	6	2	0	2	12	0	0	0	0
1965 1965													
General Color	07:50	2	0	2	12	1	0	1	6	0	0	0	0
General Color													
Section Sect	08:05	7	0	7	42	1	0	1	6	0	0	0	0
George G													
	08:20	6	0	6	36		0						6
1	08:35	2	0	2	12	1	0	1	6	1	0	1	6
1968 2													
96.60													
Section Sect													
1985 1	09:20					0			0				
Section 1													
99-8													
95.90													
1955													
10.03	09:55	1	0	1	6	1	0	1	6	1	0	1	6
100 1	10:10	1	0	1	6	0	0	0	0	1	0	1	6
1005					6								6
100	10:25	1	0	1	6	0	0	0	0	0	0	0	0
1900									0				
10:55				0									
1995	10:45	2	0	2	12	0	0	0	0	1	0	1	6
11:90													
Hill	11:00	1	0	1	6	1	0	1	6	1	0	1	6
1115 1													
11:25	11:15	1	0	1	6	1	0	1	6	0	0	0	0
11130													
11:40	11:30	3	0	3	18	0	0	0	0	1	0	1	6
111-66													
11:55	11:45	1	0	1	6	0	0	0	0	0	0	0	0
12:00													
12:10													
12:15													
1225 3													
12:30													
12:46	10.00								-	1			
12:45													
12:55													
13:00													
13:05													
13:15	13:05	1	0	1	6	1	0	1	6	0	0	0	0
13:20													
13:30	13:20	1	0	1	6	1	0	1	6	0	0	0	0
13:35													
13:45	13:35			1	6	1		1		2		2	12
13:59													
14:00													
14-05													
14:15													
14-20													
14:25													
14:45	14:25	1	0	1	6	0	0	0	0	0	0	0	0
14-40													
14:50	14:40	1	0	1	6	0	0	0	0	0	0	0	0
14:55													
15:05	14:55	1	0	1	6	1	0	1	6	1	0	1	6
15:10													
15:20	15:10	0	0	0	0	0	0	0	0	1	0	1	6
15:25													
15:35	15:25	2	0	2	12	1	0	1	6	1	0	1	6
15:40													
15:50	15:40	1	0	1	6	1	0	1	6	1	0	1	6
15:55													
16:05	15:55	1	0	1	6	1	0	1	6	2	0	2	12
16:10													
16:20	16:10	1	0	1	6	1	0	1	6	0	0	0	0
16:25													
16:35	16:25	1	0	1	6	0	0	0	0	3	0	3	18
16:40	16:30	1	0	1	6	1	0	1	6	0	0	0	0
16:45	16:40	3	0		18	1	0	1	6		0	0	
16:55	16:45	3	0	3	18	0	0	0	0	1	0	1	6
17:00													
17:10	17:00	1	0	1	6	1	0	1	6	0	0	0	0
17:15													
17:25	17:15	2	0	2	12	3	0	3	18	3	0	3	18
17:30													
17:40	17:30	4	0	4	24	1	0	1	6	2	0	2	12
17:45													
17:55	17:45	3	0	3	18	1	0	1	6	1	0	1	6
18:00													
18:05 1 0 1 6 1 0 1 6 0 0 0 0 0 18:10 6 0 6 36 1 0 1 6 0	18:00	1	0	1	6	0	0	0	0	0	0	0	0
18:15 2 0 2 12 1 0 1 6 0 0 0 0 0 18:20 1 0 1 6 2 0 2 12 0 0 0 0 18:25 1 0 1 6 0 0 0 0 0 0 0 0 18:30 1 0 1 6 1 0 1 6 2 0 2 12 0 2 12 18:40 1 0 1 6 2 0 2 12 0 0 0 0 18:50 1 0 1 6 2 0 2 12 0 0 0 0 18:50 1 0 1 6 0 0 0 0 1 6													
18:20 1 0 1 6 2 0 2 12 0 0 0 0 18:25 1 0 1 6 0 1 0 1 6 2 0 2 12 12 0 0 0 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>													
18:30 1 0 1 6 1 0 1 6 2 0 2 12 18:35 1 1 2 21 1 0 1 6 3 0 3 18 18:40 1 0 1 6 2 0 2 12 0 0 0 0 18:45 1 0 1 6 1 0 1 6 2 0 2 12 18:50 1 0 1 6 0 0 0 0 1 0 1 6	18:20	1	0	1	6	2	0	2	12	0	0	0	0
18:35 1 1 2 21 1 0 1 6 3 0 3 18 18:40 1 0 1 6 2 0 2 12 0 0 0 0 18:45 1 0 1 6 1 0 1 6 2 0 2 12 18:50 1 0 1 6 0 0 0 0 1 0 1 6	18:25 18:30												
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18:50 1 0 1 6 0 0 0 0 1 0 1 6													
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								1 1					

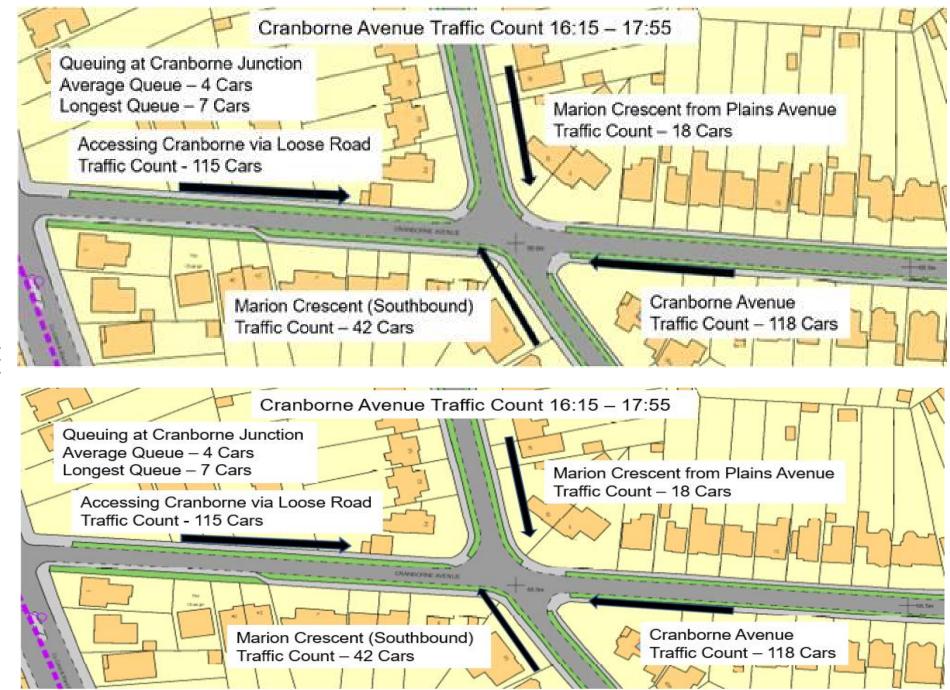
Appendix C Site Observation Queue



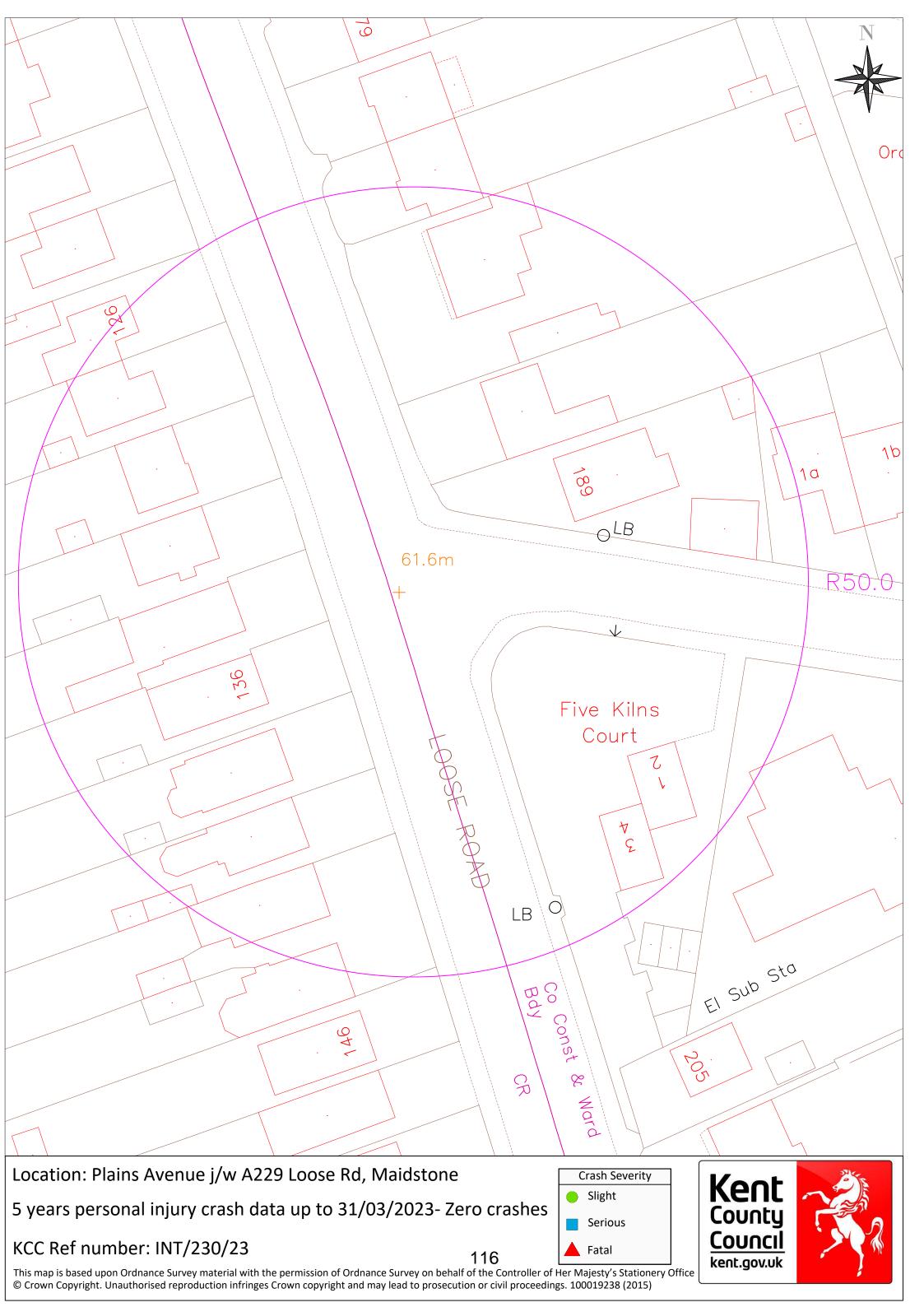


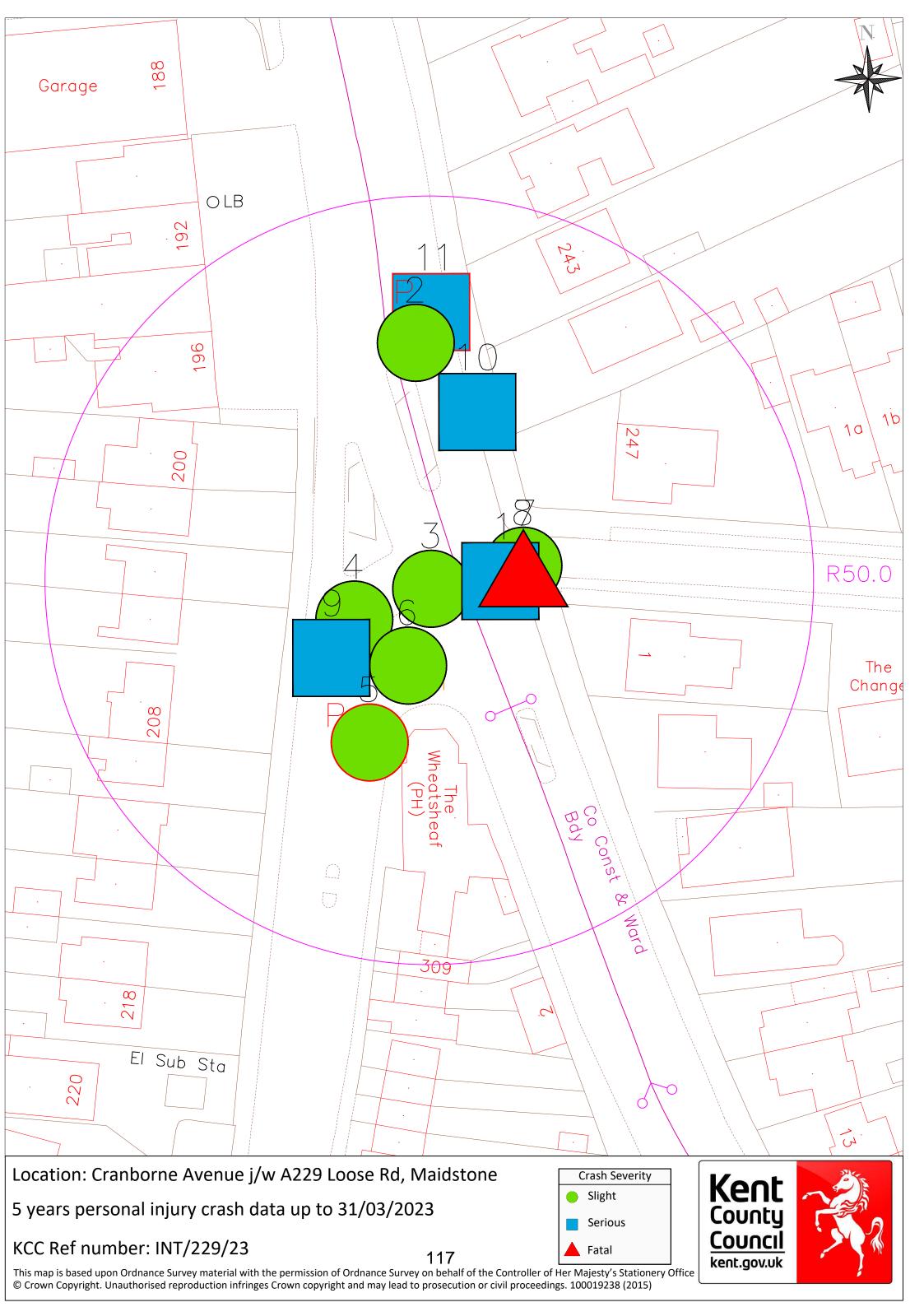






Appendix D Collision Data





Time: 08:00:37

Title: Cranborne Avenue jw A229 Loose Road, Maidstone

Requested output: **D - Print Crash Report**

Date: 13-September-2023

Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

There were 11 reported crashes resulting in injury

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors		Involv	red .
1	Road No A229 Section 200	Grid 576729E Ref 153967N	SERIOUS	30/10/2018	3	18:40	DRK STL	Dry	Fine		R.TURN			M/C
	A229, LOOSE RI	J/W CRANBOR	NE AVE, MAI	DSTONE.						Maidstone				
	FOR AN UNKNOWN REASON V1 PULLED INTO THE PATH OF V2 HAVING NOT EITHER SEEN OR ALLOWED FOR THE PROGRESS OF V2 CAUSING COLLISION.							, ,			Casua Vehicl		1 2	
2	Road No A229 Section 200	Grid 576718E Ref 153998N	SLIGHT	15/01/2019	3	15:45	L	Dry	Fine					
	A229 LOOSE RD	J/W CRANBOR	NE AVE, MAII	OSTONE (MA	PPE	тосс	ORDS)			Maidstone				
	A229 LOOSE RD J/W CRANBORNE AVE, MAIDSTONE (MAPPED TO COORDS) V1 AND V2 WERE TRAVELLING SOUTHEAST ON LOOSE RD. V2 WAS HELD AT RED TRAFFIC LIGHTS IN LANE 2 OF 2 AT THE JUNCTION WITH SUTTON RD. V1 EXECUTED A PRE-EMPTIVE STOP ACROSS THE FRONT OF V2. D1 THEN SELECTED "P" ON THEIR AUTOMATIC TRANSMISSION SELECTOR AND ALIGHTED FROM V1, HOWEVER, THE GEARBOX WENT INTO NEUTRAL AND ROLLED BACKWARDS, COLLIDED WITH V2.							Veh1, car, SE Veh2, car, NW				Casua Vehicl		1 2
3	Road No A229 Section 200	Grid 576720E Ref 153966N	SLIGHT	10/10/2019	5	20:20	DRK STL	Dry	Fine		R.TURN			M/C
	A229 LOOSE RD	J/W A274 SUTT	ON RD, MAID	STONE						Maidstone				
	V2 was turning right from Loose Rd onto Sutton Rd when V1, travelling northwest on Sutton Rd onto Loose Rd, allegedly went through a red light and collided with the rear offside of V2. R1 left the scene without exchanging details. C1, a passenger of V1, was seen limping back to V1 and R1 was also believed to be injured.							Veh1, m/cycle Veh2, car, SW	unknown cc, SE> SE	-> NW		Casua Vehicl		2 2

Key	y <u>Involved</u>		Street L	<u>ighting</u>	<u>FACTORS</u>		Special Cond	Special Conditions		
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working		
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective		
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred		
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works		
	P/C	Pedal Cycle	NSL	No Street Lights		_	Surface	Road Surface Defective		
	PSV	Rus/Coach	STH	Street Lights Linknown						

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involve	ed
4	Road No A229 Section	Grid 576710E Ref 153962N	SLIGHT	12/11/2019	3	08:53	L	Wet/Damp	Fine		R.TURN		
	A229 LOOSE RC	AD AT JW A274	SUTTON RO	AD MAIDSTC	NE (I	MAPPE	D TO DESC)			Maidstone			
	V1 was following V2 northbound on A229 as the lights turned green they turned right at the Wheatsheaf onto A274. As they went through green light, V3, a police car on blue lights, approached. V2 slowed down and V1 went into the back of them Veh1, car, S -> SE Veh2, car, S -> SE Veh3, car, NW -> SE									Casu Vehi	alties cles	1 3	
5	Road No A229 Section 200	Grid 576712E Ref 153946N	SLIGHT	02/03/2020	2	15:38	L	Dry	Fine	W	S.VEH		
	A229, LOOSE RD NEAR J/W A274 SUTTON RD, LOOSE Maidstone								PED				
	C1 WAS CROSS C1 HAS WALKED WITHOUT LOOK OF STOPPING. T C1. C1 HAS MIN	O OUT AND THE ING INTO AN ON THE FRONT NEA	N RAN STRA ICOMING CA	IGHT INTO TI R WHO HAD	HE N	EXT LAI	NE E	Veh1, car, SW	-> NE		Cası Vehi	alties cles	1
6	Road No A229 Section 200	Grid 576717E Ref 153956N	SLIGHT	21/04/2020	3	21:49	DRK STL	Dry	Fine				
	A229, LOOSE RI	D J/W A274 SUTT	ON RD, MAII	OSTONE.						Maidstone			
	V2 WAS TRAVEL ROAD. AS D2 WI WITH CRANBOR COLIDING WITH	ENT THROUGH NE AVENUE, V1	THE TRAFFIC	LIGHTS BY	JUN	CTION		Veh1, car, E -> Veh2, car, NW			Casu Vehi	alties cles	1 2

Key	<u>Involved</u>		Street Ligi	<u>hting</u>	<u>FACTORS</u>		Special Conditions		
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working	
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective	
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred	
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works	
	P/C	Pedal Cycle	NSL	No Street Lights			Surface	Road Surface Defective	
	PSV	Bus/Coach	STU	Street Lights Unknown				1	

No	Location		Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors		Invol	ved
7	Road No A229 Section 200	Grid 576732E Ref 153967N	FATAL	01/01/2021	6	17:41	DRK STL	Wet/Damp	Rain				P/C	
	A229 LOOSE RO	AD J/W CRANBO	ORNE AVENU	JE, MAIDSTC	NE					Maidstone				
	V1 pedal cycle had been travelling down Cranborne Avenue towards Loose Road at the junction controlled by traffic lights. V2 was travelling from Maidstone towards Headcorn on the Loose Road. As V2 drove towards the traffic lights at the j/w Cranborne Avenue, V1 came out of Cranborne Avenue and hit V2 in the front passenger side wing and door. V2 stopped at the scene. Veh1, pedal cycle, E -> W Veh2, car, NW -> SE									Casua Vehic		3 2		
8	Road No A229 Section	Grid 576732E Ref 153969N	SLIGHT	11/02/2022	6	17:49	L	Dry	Fine		R.TURN			
	A229 LOOSE RD	J/W CRANBORN	NE AVE, MAII	DSTONE						Maidstone				
	V1 WAS TRAVEL RIGHT TOWARD TRAVELLING SC	S CRANBORNE	AVE, COLLIE				AS	Veh1, car, SE · Veh2, car, NW				Casua Vehic		1 2
9	Road No A229 Section	Grid 576707E Ref 153957N	SERIOUS	06/05/2022	6	20:43	DRK STL	Dry	Fine				P/C	
	A229 LOOSE RO	AD NEAR WHEA	ATSHEAF PU	B/OPPOSITE	CRA	NBORN	E AVENUE, N	MAIDSTONE		Maidstone				
	V2 has collided w bicycle causing ric				. V2 h	it the		Veh1, pedal cy Veh2, car, S ->				Casua Vehic		1 2

Key	Involved		Street L	<i>ighting</i>	<u>FACTORS</u>		Special Cond	Special Conditions		
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working		
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective		
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred		
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works		
	P/C	Pedal Cycle	NSL	No Street Lights		_	Surface	Road Surface Defective		
	PSV	Bus/Coach	STU	Street Lights Unknown						

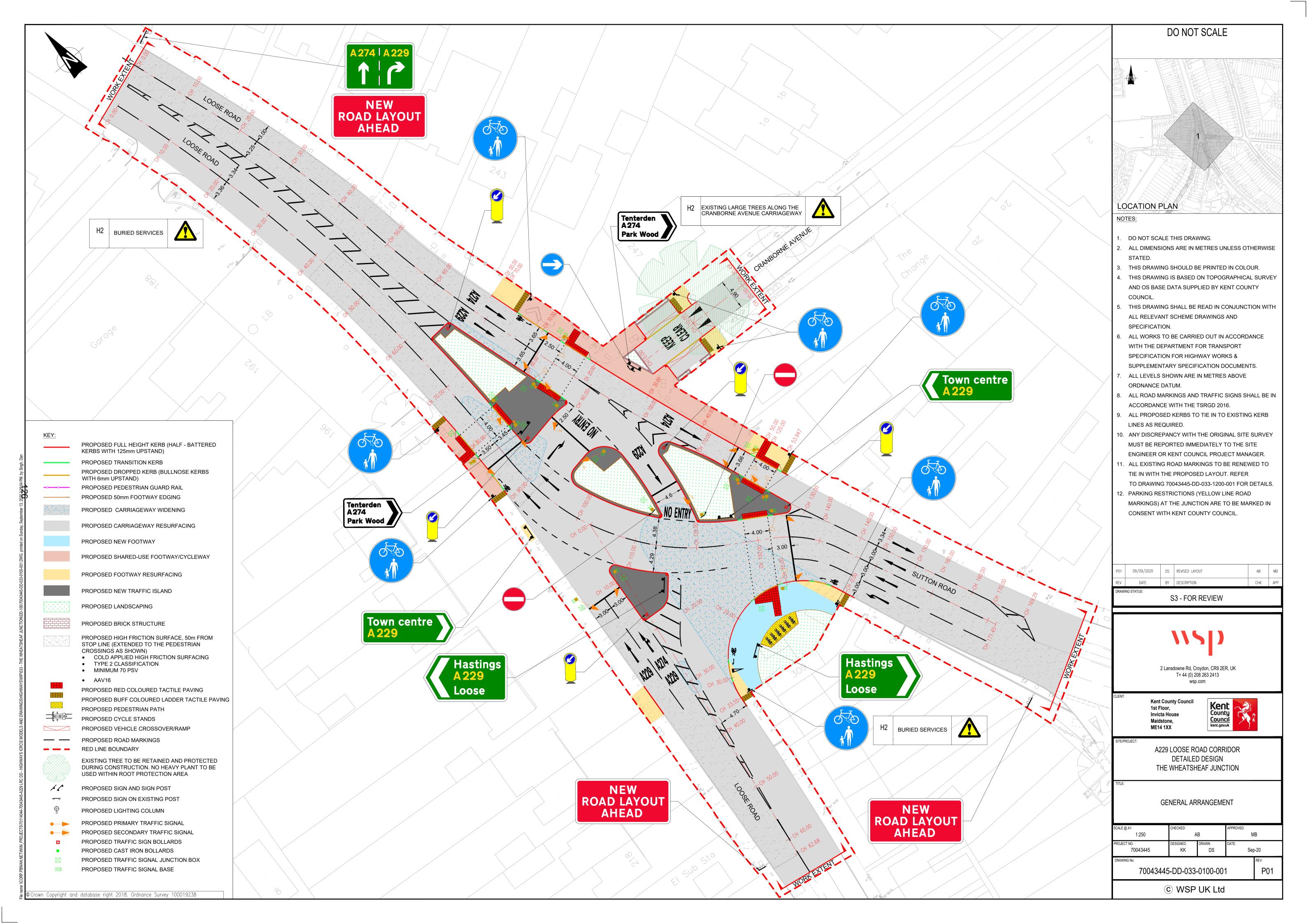
No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
10	Road No A229	SERIOUS	07/06/2022	3	07:00	L	Dry	Fine			P/C
	A229 LOOSE RD J/W CRANBORI	NE AVE, MAII	DSTONE						Maidstone		
	V2 was travelling southeast on Loose Rd and was waiting to continue onto Sutton Rd. V2 moved off upon the lights turning green when R1 cut across V2's path, colliding with the offside of V2. Veh1, pedal cycle, NW -> SE Veh2, car, NW -> SE									Casu Vehic	alties 1 cles 2
11	Road No A229 Grid 576720E Section 200 Ref 154002N	SERIOUS	24/01/2023	3	13:36	L	Dry	Fine	SW	S.VEH	HGV
	A229, LOOSE RD, MAIDSTONE,	RE-MAPPED	TO DESC)						Maidstone		PED
	D1 was sat at red traffic light on Loose Road heading away from Maidstone town centre. C1 has seen traffic had stopped and walked into the middle of the road 2 car lengths away from V1/lorry. C1 has walked down the middle of the road and has gone to cross in front of V1 once alongside it. The traffic light has gone green and D1 has driven forward, not seeing C1 who had just stepped out in front. C1 hit the front nearside of V1 and legs got run over.							7.5t, SW -> N		Casu Vehid	alties 1 cles 1

Key	ey <u>Involved</u>		Street Li	<u>ghting</u>	<u>FACTORS</u>		Special Conditions		
	PED	Pedestrian	L	Daylight	+VE	Positive Breath Test	ATS OUT	Traffic Lights Not Working	
	HGV	Heavy Goods Vehicle			R.TURN	Right Turn Manoeuvre	ATS DEF	Traffic Lights Defective	
	GV	Goods Vehicle	STL	Street Lights	O/TAKE	Overtaking Manoeuvre	SIGNS	Road Signs Defective or Obscurred	
	M/C	Motor Cycle	USL	Street Lights Unlit	S.VEH	Single Vehicle	RD WRKS	Road Works	
	P/C	Pedal Cycle	NSL	No Street Lights			Surface	Road Surface Defective	
	PSV	Bus/Coach	STU	Street Lights Unknown					

Appendix E Do Minimum Proposed Drawing



Appendix F Do Maximum Proposed Drawing



Agenda Item 14

To: Maidstone Joint Transportation Board

By: KCC Highways and Transportation

Date: 18 October 2023

Subject: King Street - Moving Traffic Enforcement Update

Classification: Information Only

Summary: This report updates Members on KCC's Moving Traffic Enforcement project

1. Context

- 1.1 As the Local Transport & Highway Authority, Kent County Council has a statutory duty to ensure the effective discharge of the 2004 Traffic Management Act to help ensure safe passage for all road users and secure the provision of public passenger transport services within the county which would not be met without financial input from KCC.
- **1.2** Part 6 of the Traffic Management Act allows the highway network to be more effectively managed by the Highway Authority, allowing the civil enforcement of a variety of moving traffic contraventions whilst maintaining national standards to improve road safety, pollution levels, journey time reliability and public realms in locations with low compliance.

2. Moving Traffic Enforcement - Background

- 2.1 In September 2020, the Department for Transport announced that they would be fully enacting the elements of the Traffic Management Act which transfer moving traffic offences from criminal law to civil law, which can be granted to Local Highway Authorities.
- **2.2** This came into force on 15th July 2022, with the passing of <u>'The Civil Enforcement of Moving Traffic Contraventions Designations and Miscellaneous Amendments Order 2022'.</u>
- 2.3 As these powers have not previously been available to KCC, there is no existing contract in place that gives KCC access to the necessary hardware and processing infrastructure to enforce moving traffic offences and issue Penalty Charge Notices. A new service provision is therefore being procured to deliver the requirements of the Traffic Management Act.
- **2.4** Moving traffic contraventions relate to traffic controls through signing and lining in the Highway Code and include the following:
 - Driving through a 'No Entry' sign
 - Turning left or right when instructed not to do so
 - Entering yellow box junctions when your exit is not clear
 - Driving where motor vehicles are prohibited
 - Driving a private vehicle on a route for buses only
- 2.5 Assessing whether a contravention has occurred will be achieved using the latest Automatic Number Plate Recognition (ANPR) camera technology. KCC will then be in a stronger position to manage and improve the road network, being able to deliver the key objectives of:
 - Improving road safety
 - Reducing network congestion

- Increasing public transport reliability
- Improving air quality
- Increasing the lifespan of highway assets
- **2.6** Moving Traffic Enforcement will only be applied where action is needed to meet one of these objectives.
- **2.7** After some delay whilst the project was scrutinised internally for financial viability, the tender process has now begun. The contract is expected to be up and running in November 2023.

3. Bus gate on King Street, Maidstone

- 3.1 Several schemes across Kent have been identified with KCC officers, Borough Council Officers and bus operators for delivery in the first tranche roll out. The bus gate on King Street, Maidstone has been highlighted as a site where unauthorised vehicles are driving through the restricted area, causing delays to the bus network and affecting the punctuality of the buses which in turn makes the service less attractive to passengers.
- **3.2** The bus gate begins at the King Street/Wyke Manor Road junction from the east, and the High Street/Mill Street junction from the west. A third entrance to the bus gate is located on Pudding Lane.
- 3.3 Site assessments are being undertaken by the KCC officers to assess whether the site would be suitable for ANPR camera enforcement. A potential obstacle to camera enforcement is the legitimate requirement to allow access to 4 disabled parking bays outside NatWest Bank. Disabled badge holders will be able to access these spaces, but camera enforcement would not be able to identify whether a vehicle travelling through the bus gate is carrying a disabled badge holder. This could result in the registered holder of the vehicle being issued with a Penalty Charge Notice (PCN).
- 3.4 KCC Network Management officers have discussed this issue with colleagues in the Blue Badge Management team. A permit system will be required to ensure blue badge holders are not penalised for using this route to access the disabled parking bays. This requires the expertise of KCC's Moving Traffic Enforcement supplier, which will happen when the procurement process has completed in late 2023.
- 3.5 Taxis are also permitted to use the bus gate. This is more straightforward to enforce, as a list of taxi registration plates can be added to the system to ensure a PCN is not issued to authorised vehicles. There will also be a human-eye check of every image prior to a PCN being issued: it is not purely a machine-generated process.

4. Next Steps

4.1 Work will continue internally on investigating this site for moving traffic enforcement. KCC officers will continue to liaise with MBC officers, bus operators and the Blue Badge enforcement team in preparation for discussions with KCC's supplier later this year regarding the implementation of a permit scheme to enable enforcement of this bus gate. As and when a way forward is agreed, a 6-week consultation on the principal of KCC enforcing this site will be required in line with government guidance.

Contact and report author: Chris Beck - Network Manager: 03000 413528

KCC approach to Electric Vehicle Charging

To: Maidstone Joint Transportation Board – October 2023

Main Portfolio Area: Growth, Environment & Transport

By: Tim Middleton, Networks Innovations Manager, KCC

Classification: For Information

Electoral Division: County Wide

Summary: This report provides an update on Electric Vehicle (EV)

Charging Infrastructure across Kent

1. Introduction

1.1. This report gives a broad overview of the EV charging network in Kent and will look at Kent County Council's (KCC) role specifically in ensuring our residents and businesses are able to switch to electric vehicles.

1.2. It looks at the current numbers of EV chargers in Kent and outlines any developments that have occurred since KCC's allocation of local Electric Vehicle Infrastructure (LEVI) funding.

2. Electric Vehicles Charging Infrastructure

- 2.1. Electric Vehicle (EV) sales are growing in the UK and the demand for charging infrastructure is rising even in light of recent announcements to push back the date from which petrol and diesel vehicles can be sold to 2035. Demand will still be driven by the Government's Zero Emission Vehicle mandate requiring 80% of vehicles sold in 2030 to be EV. This is not traditional refuelling as we know it. The speed, and therefore price, of charging varies from the slowest 3kwh up to a potential 350kwh. This could be the difference between charging in 10 hours or charging in 10 minutes.
- 2.2. Industry data suggests the vast numbers of EV owners choose to charge at home if they have access to a home charger. It is convenient and provides the lowest cost option. VAT on electricity is paid at 5% at home but 20% on the public network - arguably penalising those who do not have access to off street parking.
- 2.3. In order to help the transition to electrification, with all the carbon and air quality benefits this would bring, KCC have developed an EV infrastructure programme to install EV charging points across the county.

- 2.4. In March 2022 the Government Published their Electric Vehicle Infrastructure Strategy and released some Pilot funding to go alongside this.
- 2.5. The Government has now launched the Local Electric Vehicle Infrastructure (LEVI) Fund for Highway Authorities to apply for in their region. This is primarily focused on providing resident charging to those without off street parking. The funding is to deliver against a Regional EV strategy, in collaboration with District/Borough Authorities.
- 2.6. KCC's LEVI funding allocation is set at £12,081.000.
- 2.7. KCC officers are in the process of developing an Outline Business Case setting out the available options. Officers continue to liaise with all District/Borough partners to determine how best to deliver against the targets.
- 2.8. To provide high level targets for Local Authorities to work towards, the Government have commissioned CENEX to produce the NEVIS tool. It forecasts charger requirements for each Local Authority Area to meet the 2030 decarbonisation goals.
- 2.9. However, it should be noted that the majority of chargers across the different forecast scenarios are slower (7kw) and this is not aligning with the private sector led investment in this space who are largely delivering ultra rapid charging (100kw-350kw). The forecast data is reviewed regularly and updated against the public EV charge point network in Kent. Officers are in discussion with the LEVI support body to understand if forecast data is likely to change to reflect the recent announcement relaxing the government's 2030 target.

	Total		
	Public	Required	% of
Date	sockets	sockets	target
2022	67	154	43.51%
2023	76	254	29.92%
2024		381	0.00%
2025		548	0.00%
2026		714	0.00%
2027		899	0.00%
2028		1086	0.00%
2029		1272	0.00%
2030		1447	0.00%

Figure 1 – Data from July 2023. Taken from the NEVIS tool kit. Shows that by 2030 it is expected Maidstone District may need 1,447 chargers to meet forecast demand.

2.10. In July 2023 the following public chargers were available to use. (DfT Electric Vehicle Device statistics) Source: https://maps.dft.gov.uk/ev-charging-map/index.html

District	Total public charging devices	Total public rapid charging devices	Total public fast charging devices	Charging devices per 100,000 population
Ashford	63	10	53	47
Canterbury	63	12	51	40
Dartford	86	40	46	73
Dover	98	25	73	84
F&H	132	24	108	120
Gravesham	61	6	55	57
Maidstone	76	32	44	43
Sevenoaks	34	15	19	28
Swale	68	18	50	45
Thanet	35	10	25	25
T&M	68	17	51	51
T Wells	53	11	42	46
Total	837	220	617	

- 2.11. It should be noted that simply installing chargers does not necessarily mean they are being well used, maintained or are in strategically important locations and at the "right" speed. All these factors must work together to create a coherent and useful charging network.
- 2.12. KCC's EV charge point programme consist of the below projects:

The Kent EV Network	A multi-partner framework is installing 7kw chargers in 150 car park locations around Kent under a concession model. 200 EVCP's have been installed to date with a further 200 in development. All District/Borough Authority Councils are able to join the framework and to date 6 have either joined or intend to join in the coming weeks.
The LEVI Pilot project	Delivering 100-150kw ultra rapid charging across 3 locations to test technologies, provide learning to the Department for Transport (DfT) and create a revenue income to support the wider EV network.
The Rapid Taxi charger Project	Installing 28 x 50 kw rapid chargers for the taxi community to encourage a switch to EV across the county. To date 24 EVCP's have been installed.
The Parish charger Network	Set to install up to 100, 7kw EVCP's in Parish communities across Kent in response to market failure in rural locations in the county. To date 46 EVCP's have been installed.
Ultra Rapid Charging Hubs	A project looking to create ultra rapid EVCP hubs on KCC owned land along the Strategic Road Network including Aroads. In development with internal Governance decisions required.

2.13. The above projects have focused primarily on off-street charge points, for instance in local authority owned car parks. Following the announcement of KCC's provisional LEVI funding allocation, officers are building a case for the delivery of on-street charge points. This will be subject to internal governance before seeking approval at Member level before a formal decision to apply for the funds is made.

2.14. If KCC proceed with on-street EV charge point delivery, it will not be in isolation, but to complement existing projects. The below prioritisation has been provisionally developed to define network planning and site selection:

Priority 1	Off Street Car Parks
Priority 2	On Street "Standard" 7.7kw chargers
Priority 3	Lamp Column 3-5kw Chargers
Priority 4	Other areas of influence (workplace charging, peer to peer charging, rapid charger hub deployment)

3. Conclusions

3.1. This report shows that much more work is needed to facilitate the forecast requirements for EV charge point infrastructure in Kent over the coming years and decades. KCC will continue to work with District and Borough authorities to help provide the infrastructure required for residents to make the switch, with a particular focus of those without the facility to charge at home.

4. Recommendation(s)

4.1. For information

Agenda Item 16

To: Maidstone Joint Transportation Board

By: KCC Highways and Transportation

Date: 18th October 2023

Subject: Highways Forward Works Programme: 2023/24 and 2024/25

Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2023/24 and 2024/25.

In summer 2021 Kent County Council published a Highways Asset Management Plan (HAMP), which included, as Appendix C, a five-year Forward Works Programme for the years 2021/22 to 2025/26. this reflected the need to move away from annual programmes and to consider asset management activity a multi-year one.

The first part of the programme concerned the two years 2021/22 - 2022/23. Around half of the schemes included in that programme have now been delivered, and as a result we have now produced a new programme covering the years 2023/24 and 2024/25. As before, most of the sites included in this programme have already been verified by our engineers.

The second part of our programme related to years three to five of our five-year programme (2023/24 - 2025/26). This too needs revision to cover the years 2024/25 – 2026/27, and the work required to do this is currently in progress. As before, our new years three to five programme will be largely based on data from our asset management systems, so may be subject to more changes as the schemes are verified.

This programme is subject to regular review and may change for several reasons including budget allocation, contract rate changes, inflationary pressures such as material price increases, conflicting works, and to reflect our changing priorities. The programme and extent of individual sites within the programme may also be revised following engineering assessment during the design phase, and additional sites may be added or others advanced if their condition deteriorates rapidly so that we need to react to keep the highway in a safe and serviceable condition.

Further information about how we manage our highway infrastructure, including our county-wide five-year forward works programme, may be found on our website:

Managing highway infrastructure - Kent County Council

In addition to planned maintenance of our highway assets, this report includes transportation and safety schemes, developer funded works, Combined Members Grant schemes, and planned maintenance of public rights of way.

Road, Footway & Cycleway Renewal and Preservation Schemes – see Appendix A

Drainage Repairs & Improvements – see Appendix B

Street Lighting - see Appendix C

Transportation and Safety Schemes – see Appendix D

- Casualty Reduction Measures
- Externally Funded Schemes

Developer Funded Works – see Appendix E

Bridge Works - see Appendix F

Traffic Systems - see Appendix G

Combined Members Grant - Member Highway Fund - see Appendix H

Conclusion

1. This report is for Members' information.

Contact Officers:

The following contact officers can be contacted on **03000 418181**.

Richard Emmett
Susan Laporte
Alan Casson
Strategic Asset Manager

Senior Highway Manager West Kent
Maidstone Highway Manager
Strategic Asset Manager

Earl Bourner Drainage Asset Manager
Helen Rowe Structures Asset Manager
Sue Kinsella Street Light Asset Manager

Toby Butler Traffic Operations and Technology Manager

Jamie Hare Development Agreements Manager

Nikola Floodgate Road Safety and Active Travel Group Manager

Appendix A - Road, Footway and Cycleway Renewal and Preservation Scheme

The delivery of these schemes is weather dependent; should it prove not possible to carry out these works on the planned dates, new dates will be arranged, and the residents will be informed by a letter drop to their homes.

	Machine Resurfacing – Contact Officer Mr Byron Lovell				
Road Name	Parish	Extent of Works	Current Statu		
Copsewood Way	Bearsted	Concrete Rehabilitation Full length	Completed		
A229 Cranbrook Road	Staplehurst	Retexturing Approximately 50m between Knoxbridge Café and Cork Lane	Completed		
A274 Headcorn Road	Sutton Valence	Retexturing North of New Barn Road junction (Maidstone bound)	Completed		
B2012 Holland Road	Maidstone	Retexturing HFS approach to A249 Sittingbourne Road	Completed		
Bircholt Road	Maidstone	Full length	To be programmed ea 2024		
Upper Fant Road	Maidstone	Bower Lane to Hackney Road	Programmed 19 October 2023		
Milton Street Maidstone		A26 Tonbridge Road to Hackney Road	Programmed 3 November 202		
ootway Improvement ·	- Contact Officer M	r Neil Tree			
Road Name	Parish	Extent and Description of Works	Current Statu		
Tintern Road	Allington	Footway Protection Entire Extents	Completed		
Flaxman Drive	Allington	Footway Protection Entire Extents	Completed		
Anerley Close	Allington	Footway Protection Cor Entire Extents			
Beckham Drive	Allington	Footway Protection Complete Extents			

Eynsford Road	Allington	Footway Protection Entire Extents	Completed
Stanstead Close	Allington	Footway Protection Entire Extents	Completed
Stockbury Drive	Allington	Footway Protection Entire Extents	Completed
Fountain Lane	Barming	<u>Footway Protection</u> Sections between Tonbridge Road and Heath Road	Completed
Surface Treatments – C	contact Officer Mr J	onathan Dean	
Road Name	Parish	Extent and Description of Works	Current Status
MARLEY ROAD (DICKLEY LANE)	Lenham (Harrietsham)	Marley Works to Steeds Hill (Micro Surfacing)	Completed
GRIGG LANE (PHASE 3) Section not done due to covid vaccination centre access	Headcorn	Headcorn Surgery (The Hardwicks) to Oak Lane (Micro Surfacing)	Completed
CHURCH LANE	Harrietsham	A20 Ashford Road to Marley Lane (Micro Surfacing)	Completed
SHENLEY ROAD	Headcorn	A274 Biddenden Road to Whitehouse Lane (Micro Surfacing)	Completed
HUNTON HILL	Hunton	East Street to Entrance to South Lodge (Micro Surfacing)	Completed
SUTTON ROAD	Maidstone	From Northumberland Avenue to Morrisons (Micro Surfacing)	Completed
CLAYGATE ROAD	Yalding	Darmen Lane to Emmett Hill Road (Micro Surfacing)	Completed
HOGBARN LANE	Harrietsham	Ringlestone Road to Stede Hill (Micro Surfacing)	Completed
PENENDEN HEATH ROAD	Maidstone	From A249 to Boxley Road (Micro Surfacing)	Completed
FARLEIGH LANE	East Farleigh	Glebe Road to Rectory Lane (Little Fant Farm) (Micro Surfacing)	Completed
PATTENDEN LANE	Marden	Underlyn Lane to West End (Micro Surfacing)	Completed

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ROUNDWELL (& THE STREET)	Bearsted	From A20 Ashford Road to 4 South View (including The Street) (Micro Surfacing)	Completed
GRAVE LANE	Staplehurst	Clapper Lane to Summerhill Road (In situ Road Recycling / Retread)	Completed
SOUTHERNDEN ROAD	Headcorn	(West to East) Lenham Road to Grigg Lane (In situ Road Recycling / Retread)	Completed
ULCOMBE ROAD (TILDEN ROAD)	Headcorn	Tattlebury Lane to Crumps Lane (In situ Road Recycling / Retread)	Completed
COUCHMAN GREEN LANE (SWEETLANDS LANE)	Staplehurst	Pile Lane to Headcorn Road (In situ Road Recycling / Retread)	Completed
BRICK KILN LANE	East Sutton	Whole Road (In situ Road Recycling / Retread)	Completed
PAGEHURST ROAD	Staplehurst	Between Five Ash Lane and Thorn Road (Surface Dressing)	Postponed until 2024
SHERENDEN LANE	Marden	Full length (Wilden Park Road to Goudhurst Road) (Surface Dressing)	Completed
CLAYGATE ROAD (PART)	Marden	Jarmons Lane to Claygate Road (Surface Dressing)	Completed
JARMONS LANE (PART)	Collier Street	Collier Street to Claygate Road (Surface Dressing)	Completed
SPENNY LANE	Collier Street	Claygate Road to Martins Fruit Farm (Surface Dressing)	Completed
STAPLEHURST ROAD (FRITTENDEN ROAD)	Staplehurst	A229 to Park Wood Road (Surface Dressing)	Completed
CHART ROAD	Sutton Valence	Church Road to Chart Hill Road (Surface Dressing)	Completed
CRUMPS LANE	Ulcombe	Headcorn Road to Lenham Road (Surface Dressing)	Completed

Appendix B - Drainage

Drainage Repairs & Improvements - Contact Officer Earl Bourner			
Road Name	Parish	Description of Works	Current Status
Gatland Lane	Maidstone	Drainage Improvement Scheme between Chamberlain Avenue and Fant Lane to remedy flooding issues in this area	Majority of works complete, however due to unexpected hard dig, return visit to complete a small amount of pipework and 1no. manhole is required. Programme dates TBC with contractor
Smith's Hill	West Farleigh	Further works following completion of CCTV Surveys for repair works.	Job raised – awaiting confirmation of programme dates
Upper Fant Road	Maidstone	Drainage repair works (Poor connections and collapse/possible void)	Job raised – awaiting confirmation of programme dates
Maidstone Road	Nettlestead	Small amount of ditching work/exposing headwall.	Job raised – awaiting confirmation of programme dates
Woodcock Lane	Boughton Malherbe	Drainage pipework repair.	Job raised – awaiting confirmation of programme dates
Bon Fleur Lane	Linton	Drainage chamber repair.	Job raised – awaiting confirmation of programme dates
Faversham Road	Wichling	Drainage gully replacement, with new kerbed apron.	Works Completed on 20/09/2023.

Appendix C - Street Lighting

Structural testing of KCC owned streetlights has identified the following as requiring replacement. A status of complete identifies that the column replacement has been carried out. Programme dates are identified for those still requiring replacement.

Road Name	Location	Description of Works	Current Status
Tonbridge Road KTBU022	Maidstone	Replacement Street Light	Completion end January 24
Tonbridge Road KTBU051	Maidstone	Replacement Street Light	Completion end January 24
Sutton Road KSGF007	Maidstone	Replacement Street Light	Completion end January 24
Farleigh Hill KFAH002	Maidstone	Replacement Street Light	Completion end January 24
King Street KKAM013	Maidstone	Replacement Street Light	Completion end January 24
Ashford Road KABQ017	Maidstone	Replacement Street Light	Completed
Ashford Road KABQ019	Maidstone	Replacement Street Light	Completed
Fairmeadow KFAE509	Maidstone	Replacement Lit sign	Completion end January 24
Fairmeadow KFAE512	Maidstone	Replacement Lit sign	Completion end January 24
Fairmeadow KFAE508	Maidstone	Replacement Lit sign	Completion end January 24
King Street KKAM006	Maidstone	Replacement Street Light	Completion end January 24
Station Road KSFA031	Staplehurst	Replacement Street Light	Completed
Station Approach KSES001	Staplehurst	Replacement Street Light	Completed
Recreation Close KRAG004	Maidstone	Replacement Street Light	Completion end January 24
Royal Engineers Road KRCR033	Maidstone	Replacement Street Light	Completion end January 24
Royal Engineers Road KRCR035	Maidstone	Replacement Street Light	Completion end January 24

Emsworth Grove KEAY005	Maidstone	Replacement Street Light	Completed
Charlbury Close KCBH002	Maidstone	Replacement Street Light	Completion end January 24
Charlbury Close KCBH003	Maidstone	Replacement Street Light	Completion end January 24
Chancery Lane KCAZ002	Maidstone	Replacement Street Light	Completed
Sutton Road KSGF005	Maidstone	Replacement Street Light	Completion end January 24
Waterlow Road KWAT005	Maidstone	Replacement Street Light	Completed
Glebe Lane KGAS014	Maidstone	Replacement Street Light	Completion end January 24
Brishing Lane KBFG003	Maidstone	Replacement Street Light	Completion end January 24
Spenlow Drive KSHZ004	Walderslade	Replacement Street Light	Completed
Spenlow Drive KSHZ008	Walderslade	Replacement Street Light	Completed
Victoria Street KVAJ001	Maidstone	Replacement Street Light	Completed
Victoria Street KVAJ002	Maidstone	Replacement Street Light	Completed
Westmarsh Close KWBT004	Maidstone	Replacement Street Light	Completed
Westmarsh Close KWBT006	Maidstone	Replacement Street Light	Completed
Impton Lane KIAC006	Walderslade	Replacement Street Light	Completed
Impton Lane KIAC017	Walderslade	Replacement Street Light	Completed
Impton Lane KIAC031	Walderslade	Replacement Street Light	Completed
Impton Lane KIAC035	Walderslade	Replacement Street Light	Completed

Impton Lane KIAC036	Walderslade	Replacement Street Light	Completed
Gentian Close KGCZ003	Maidstone	Replacement Street Light	Completed
Gentian Close KGCZ005	Maidstone	Replacement Street Light	Completion end January 24
King Street KKAM016	Maidstone	Replacement Street Light	Completion end January 24
King Street KKAM019	Maidstone	Replacement Street Light	Completion end January 24
Woodcocks KWFN001	Headcorn	Replacement Street Light	Completion end January 24
Woodcocks KWFN002	Headcorn	Replacement Street Light	Completion end January 24
Woodcocks KWFN003	Headcorn	Replacement Street Light	Completion end January 24

Appendix D – Transportation and Safety Schemes

Casualty Reduction Measures

The Schemes Planning & Delivery team is implementing schemes within Maidstone Borough, to meet Kent County Council's strategic targets (for example, addressing traffic congestion or improving road safety). Casualty reduction measures have been identified to address a known history of personal injury crashes. Current status correct as of 28/09/23.

Local Transport Plan Funded Schemes				
Road Name	Description of Works	Current Status		
Casualty reductio	n measures (reactive) – Maidstone			
A229 Running Horse Turbo Roundabout	Conversion of existing junction to a turbo roundabout, including all approaches (with the exception of the M20 slip roads, as these are not maintained by Kent County Council). This scheme has been reprogrammed to the 2024/2025 Fiscal year due to the lack of road space availability.	Ordered		
Yelsted Lane jw Dunn Street, Boxley	Upgrade of junction signing and improvement of Dunn Street visibility splay	Ordered		
LTP Schemes - Maidstone				
Hart Street/Barker Road	Experimental one-way scheme - 18-month trial ongoing	Part Complete		

Externally Funded Schemes

The Schemes Planning & Delivery team is implementing schemes within **Maidstone Borough** funded by external corporations whilst still meeting Kent County Council's strategic targets with the road network.

THERE ARE NO PROJECTS OF THIS TYPE TO REPORT

Externally Funded Schemes –				
Road Name Description of Source of Funding Current Status				

Appendix E - Developer Funded Works

Developer Funded Works (Section 278 Agreement Works) Maidstone Borough - Contact Officer Sarah Parris					
Scheme Name	File Ref.	Officer	Parish	Description of Works	Current Status
St Michaels Close and Beddow Way	MA003459	AA	Aylesford	Reinstatement of old access and new access on St Michaels and Beddow Way	Technical Approval Given
Bell Farm, North Street	MA003098	SN	Barming	New accesses to split sites, shared surface, and new crossing point	Highway works completed. Stage 3 Safety Audit Awaited.
Barty Farm, Roundwell,	MA003278	AD	Bearsted	New Bellmouth and Lining works	Defects issued
Cross Keys	MA003100	JH	Bearsted	New access, crossing point and parking area	Works Completed
Church Road/Deringwood Drive/Willington Street/Spot Lane	MA003426/ MA003429/ MA003430/ MA003431/ MA003436/ MA003437	SP	Bearsted/	Church Road/Deringwood Drive/Willington Street/Spot Lane	MA003426/ MA003429/ MA003430/ MA003431/MA003436/ MA003437
Bicknor Road	MA003256	AP	Bicknor	Formation of hard surfaced passing places	Awaiting technical approval
Loddington Farm, Heath Road,	MA003464	CV	Boughton	New Access to Farm Shop	Stat Diversion required prior to completion of works
Lyewood Farm, Green Lane	MA3247 MA3248	AP	Boughton Monchelsea	New housing development and access	Awaiting completion of remedial works
Forstal Lane	MA003141	SP	Coxheath	Widening of road and new footpath with access to new development	Snagging works to be conducted and soon to be adopted.

The Street Detling	MA003457	CV	Detling	New access and move bus stop	Submission under review
Bell Farm, Ashford Road	MA003094	CV	Harrietsham	Realignment of Church Road to form new access onto A20. New footway along A20	Due for adoption
Harrietsham Primary School	MA3388	CV	Harrietsham	New access to car park, extend traffic calmed area	Works in maintenance
Oak Lane and Wheeler Street	MA003048	CV	Headcorn	New footway plus junction improvements	Works at end of maintenance, final remedials due
Grigg Lane, Lenham Road,	MA003050	CV	Headcorn	Access onto Grigg Lane and Lenham Road. Footway on Grigg Lane	Works near end of maintenance. Final remedials due.
Lenham Road (South side)	MA003057	CV	Headcorn	New access road works and footway.	Footway and speed gateway works done, remedials to do.
Lenham Road (North side)	MA003062	CV	Headcorn	New Footway and site access	Adopted
Mill Bank Headcorn	MA3119	CV	Headcorn	New bus stops and extend 30mph zone	Works mostly completed before resurfacing. Minor works & additional road markings to complete shortly.
Stonestile Road	MA003412	JH	Headcorn	New access to twelve houses	Works Completed
Gibbs Farm Grigg Lane & Wheeler Street	MA3250	SAS	Headcorn	Access Gibbs Farm development, zebra crossing on Wheeler St	Works in maintenance.
Ulcombe Road	MA003150	SP	Headcorn	Access to new development	Snagging complete inspection required prior adoption.

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Woodcut Farm, Ashford Road	MA003423	SP	Hollingbourne	Alterations to A20 and access for new development	Snagging works completed inspection required prior to adoption.
Genco Office	MA003433	SP	Hollingbourne	New Access to Business and carriageway alterations	Snagging works in discussion.
Westwood Park, Ham Lane	MA003305	AP	Lenham	Main and emergency accesses to new housing dev.	Works Completed. Maintenance yet to start due to developer inaction
Old Ashford Road, Adj Groom Way	MA003356	AP	Lenham	New access and footway	Works completed. Reduced speed limit not yet implemented.
8 Faversham Road	MA003032	CV	Lenham	New access	In maintenance, streetlight to replace
The Paddocks, Ashford Road (Grove House, Old Ashford Road)	MA3114	CV	Lenham	New access, traffic island, speed reduction to 50mph & f/way link to Faversham Road	Remedials required to soft landscaping prior to adoption
Headcorn Road Adj Rail bridge	MA3404	CV	Lenham	New access road and extend 30mph limit	Due for adoption
Old Ham Lane	MA003448	CV	Lenham	C/W widening and footway for new development	Technical review in progress
Loder Close	MA3424	JH	Lenham	New bell mouth access and footway	Works Completed
Gleamingwood Drive	MA003441/ MA003440	AP	Lordswood	New Access and development	Going through Technical Approval.
A249, Access, Scammell Lodge Farm	MA003461	AA	Maidstone	New access and acceleration lane	Technical Approval Given
Bicknor Green, Gore Court Road	MA003053	AD	Maidstone	Change of road priorities and widening / upgrading	In Maintenance

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St Saviours Road, Maidstone	MA003136	AD	Maidstone	Changes to layout for Morrisons Junction	Agreement signed
Buffkyn Way / Sutton Road	MA003218	AD	Maidstone	Signalisation of the junction	Approved – not signed
Springwood Road Maidstone	MA003438	AP	Maidstone	Stopping up of existing access and provision of new through footway	Adopted
531 Tonbridge Road	MA003045	CV	Maidstone	Service layby for new retail unit	Due for adoption
Wallis Avenue Phase 3, Parkwood	MA003085	CV	Maidstone	Redevelopment of car park & shops opp. Longshaw Rd	Works in maintenance
Maidstone East Station	MA3447	CV	Maidstone	Footway upgrade (& private parking improvement)	Works in maintenance
Somerfield Terrace A20 London Road	MA003455	CV	Maidstone	Bus stop improvements	Awaiting installation of Bus Shelter
Royal Engineers Rd/Mill Lane	MA3312	JH	Maidstone	Access to New Development	Revised scheme under Technical Review awaiting updated drawings.
Medway Street	MA3326	JH	Maidstone	Subway Flood Protection Works	Awaiting revised/updated drawings.
Howard Drive	MA003303	SP	Maidstone	Junction works to facilitate Bus Gateway entrance to Croudace site	Adopted.
Hermitage Lane, (opp. Maidstone Hospital)	MA003060	SP	Maidstone	New Traffic signal junction	Remedials booked in with developer ready for adoption
Castle Dene, Maidstone	MA003352	SP	Maidstone	New Access and further footway works and repairs.	Adopted.

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Perryfield Street	MA3411	SP	Maidstone	New footpath/access to new houses	Adoption due.
Oakapple Phase 2A, Hermitage Lane	MA003444	SP	Maidstone	Development adjoining existing development	Going through Technical Approval
Langley Park Farm	MA003130	AD	Maidstone / Langley	New Roundabout and associated works for entrance to Countryside Estate	Works complete
MAP Depot, Goudhurst Road	MA003012	CV	Marden	New bellmouth junction and footway	Final Remedials due, (mini-SID provided to Parish for monitoring traffic flows)
The Parsonage, Goudhurst Road	MA003066 MA003067	CV	Marden	New access and associated upgrade works	Final remedials scheduled
Albion Road, Marden	MA003132	SP	Marden	New Access & development	Awaiting paperwork prior to adoption.
Fishers Farm (West), Headcorn Road (Bovis) (off- site works)	MA3037/1	AP	Staplehurst	Pedestrian crossovers on Headcorn Road/ Hurst Close	Works completed, remedial works completed, stage 3 road safety audit response required before first certificate issue
Oliver Road Staplehurst	MA003019	CV	Staplehurst	Ped crossing to Marden Road, junction markings and bus boarders	Documentation to be received prior to adoption
Hen and Duckhurst Farm, Marden Road	MA003109	CV	Staplehurst	New Roundabout for development access	In Maintenance
High Street Staplehurst	MA3446	CV	Staplehurst	2 x new bus stop upgrades (kerbs and markings)	Due for adoption
High Street, Staplehurst	MA003463	CV	Staplehurst	Alterations to two accesses	Going through Technical Approval
Fishers Farm (East) Headcorn Road (Redrow)	MA3106	SP	Staplehurst	Realignment and new access at Headcorn	Works still ongoing and Defects already started.

				Road/Pile Lane junction	
Pristling Lane	MA3415	SP	Staplehurst	Widened access & Ditch works	Awaiting defect completion prior to adoption.
Chartway Street	MA003462	AA	Sutton Valence	New Access	Technical Approval complete but waiting update on outstanding planning issues.
Sapphire Kennels Headcorn Road	MA3407	AP	Sutton Valence	Access to new development and 40mph extension	Awaiting remedial works to be implemented. Delayed due to developer inaction
Valdene Industrial Estate	MA003054	CV	Sutton Valence	Upgrade of existing bellmouth and extension to f/w	At final remedials stage prior to adoption
The Oaks, Maidstone Road	MA003078	CV	Sutton Valence	Upgrade existing Vehicle crossing access to Bellmouth with tactile crossing.	In maintenance
Warmlake Nurseries	MA003443	SP	Sutton Valence	New access to small development	Adopted.
Farleigh Hill Tovil (Opp KCC waste site)	MA3413	AP	Tovil	New access opp Burial Ground Ln KCC Recycling centre	Awaiting completion of legal agreement
Tovil Green Lane	MA003095	CV	Tovil	New Footway and crossing point to side of site	In maintenance
Straw Mill Hill	MA003458	CV	Tovil	New access to small development	Initial submission received
Mount Ave/Blunden Lane	MA3180	CV	Yalding	New accesses at site entrance	Adoption imminent
Vicarage Road	MA003121	SP/JH	Yalding	New access to development and speed restraints on existing Highway	Under review

Yalding Business Park, Hampstead Lane	MA003450	JH	Yalding	New accesses into business park	Under review – stopping up order underway.
Hampstead Lane/Maidstone Road	MA003456	JH	Yalding	New right turn lane	Currently under review – TRO to extend 30mph speed limit underway

Appendix F - Bridge Works

Bridge Works - Contact Officer Helen Rowe						
Road Name	Parish	Description of Works	Current Status			
Wat Tyler Way	Maidstone	Centenary Viaduct (KCC no. 3935) – Expansion joint replacement	Starting 20 th October 2023 for 10 nights			
Linton Hill, Maidstone	Marden	Stile (KCC no. 67) – Expansion joint replacement	Planned for winter 2023			
Linton Road, Maidstone	Loose	Loose Viaduct (KCC no. 205) – Impact damage to the bridge parapet	Planned in September or October 2023 (dates are not confirmed yet)			

Appendix G - Traffic Systems

There is a programme of scheduled maintenance to refurbish life expired traffic signal equipment across the county based upon age and fault history. The delivery of these schemes is dependent upon school terms and holiday periods; local residents, businesses and schools will be informed verbally and by a letter drop of the exact dates when known.

Traffic Systems - Contact Officer: Toby Butler					
Location	Description of Works	Current Status			
A229 Hayle Road / Campbell Road, Maidstone (11-0433)	Refurbish existing traffic signal-controlled junction	Not yet programmed			

Appendix H - Combined Members Grant programme update

Member Highway Fund programme update for the Maidstone Borough

The following schemes are those, which have been approved for funding by both the relevant Member and by Haroona Chughtai, Director of Highways and Transportation. The list only includes schemes, which are

- in design
- at consultation stage
- about to be programmed
- recently completed on site.

The list is up to date as of 28.09.23.

The details given below are for highway projects only. This report does not detail

- contributions Members have made to other groups such as parish councils.
- highway studies
- traffic/ non-motorised user surveys funded by Members.

More information on the schemes listed below can be found by contacting the Highway Manager for the Maidstone Borough, Susan Laporte.

THERE ARE NO PROJECTS OF THIS TYPE TO REPORT

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Details of Scheme	Status

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Details of Scheme	Status

Legal Implications

- 1.1.1 Not applicable.
- 1.2 Financial and Value for Money Considerations
- 1.2.1 Not applicable.
- 1.3 Risk Assessment
- 1.3.1 Not applicable.

Contacts: Richard Emmett / Susan Laporte 03000 418181