

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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2. Notification of Substitute Members	
3. Urgent Items	
4. Notification of Visiting Members	
5. Disclosures by Members and Officers	
6. Disclosures of Lobbying	
7. To consider whether any items should be taken in private because of the possible disclosure of exempt information	
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9. Presentation of Petitions	
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Issued on Tuesday 10 October 2023

Continued Over/:

Alison Broom

Alison Broom, Chief Executive

- | | |
|---|-----------|
| 15. Kent County Council approach to Electric Vehicle Charging | 129 - 132 |
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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. APOLOGIES FOR ABSENCE

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

2. NOTIFICATION OF SUBSTITUTE MEMBERS

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. DISCLOSURES BY MEMBERS AND OFFICERS

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. Question from Mr Vincent Flynn to the Chairman of the Maidstone Joint 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. Question from Teniola Olukolu to the Chairman of the Maidstone Joint Transportation Board:

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. Question from Miss Natalie White to the Chairman of the Maidstone Joint Transportation Board:

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. Question from Mr Jeremy Day to the Chairman of the Maidstone Joint 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. KENT BUS SERVICE IMPROVEMENT PLAN & NATIONAL BUS STRATEGY FUNDING 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 pre-application 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.

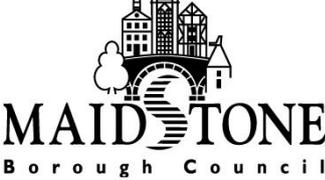
Note: The Committee adjourned between 6.38 p.m. to 6.44 p.m.

Maidstone Joint Transportation Board Work Programme

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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	KCC	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)	KCC	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

Agenda Item 13

Maidstone Joint Transportation Board  MAIDSTONE Borough Council	 Kent County Council kent.gov.uk	October 2023
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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.

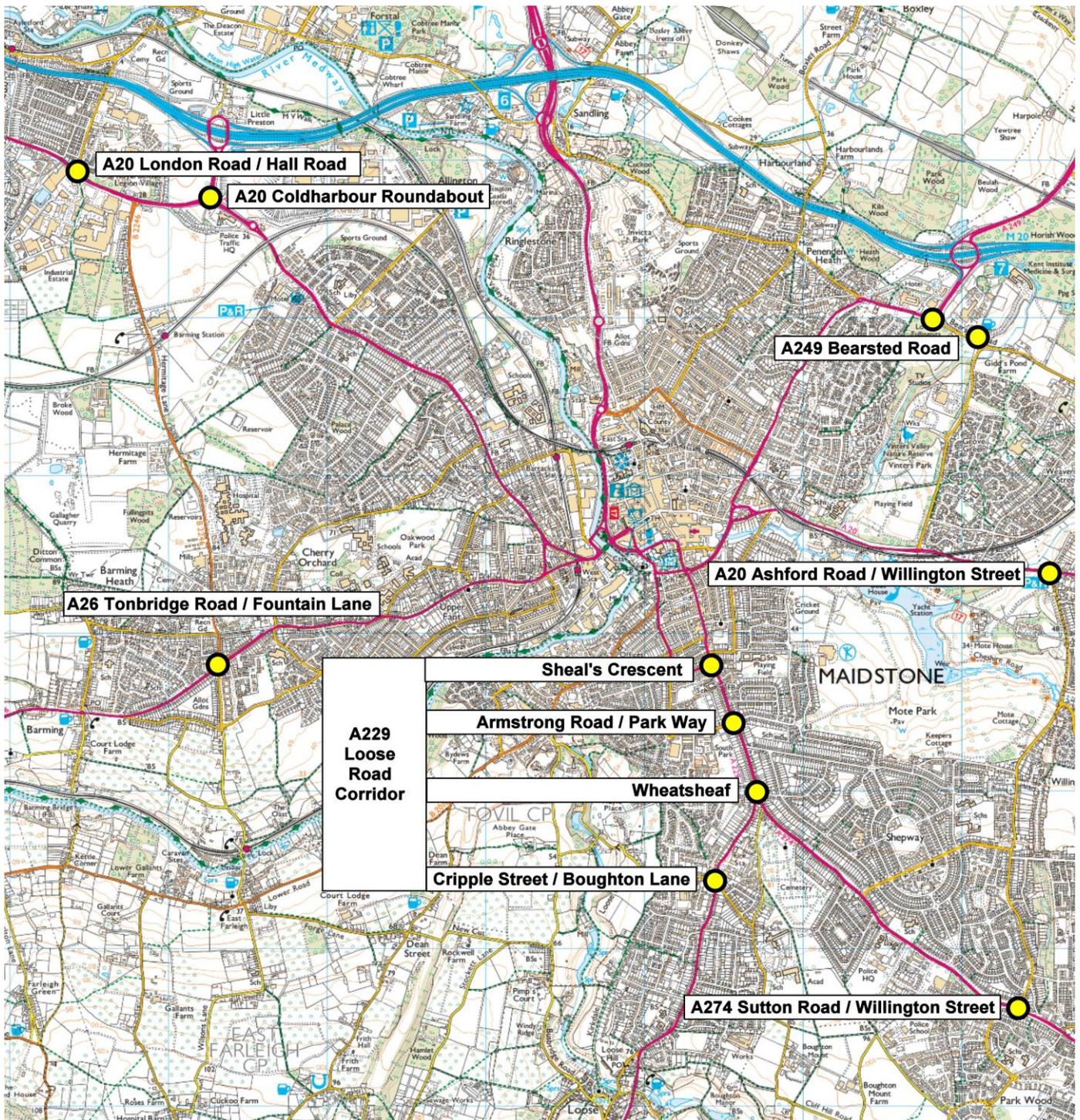
2.5 A26 Tonbridge Road junction with Fountain Lane (Developer Funded Scheme):

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.

3. Appendix 1: Map of Highway Improvement Schemes in Maidstone



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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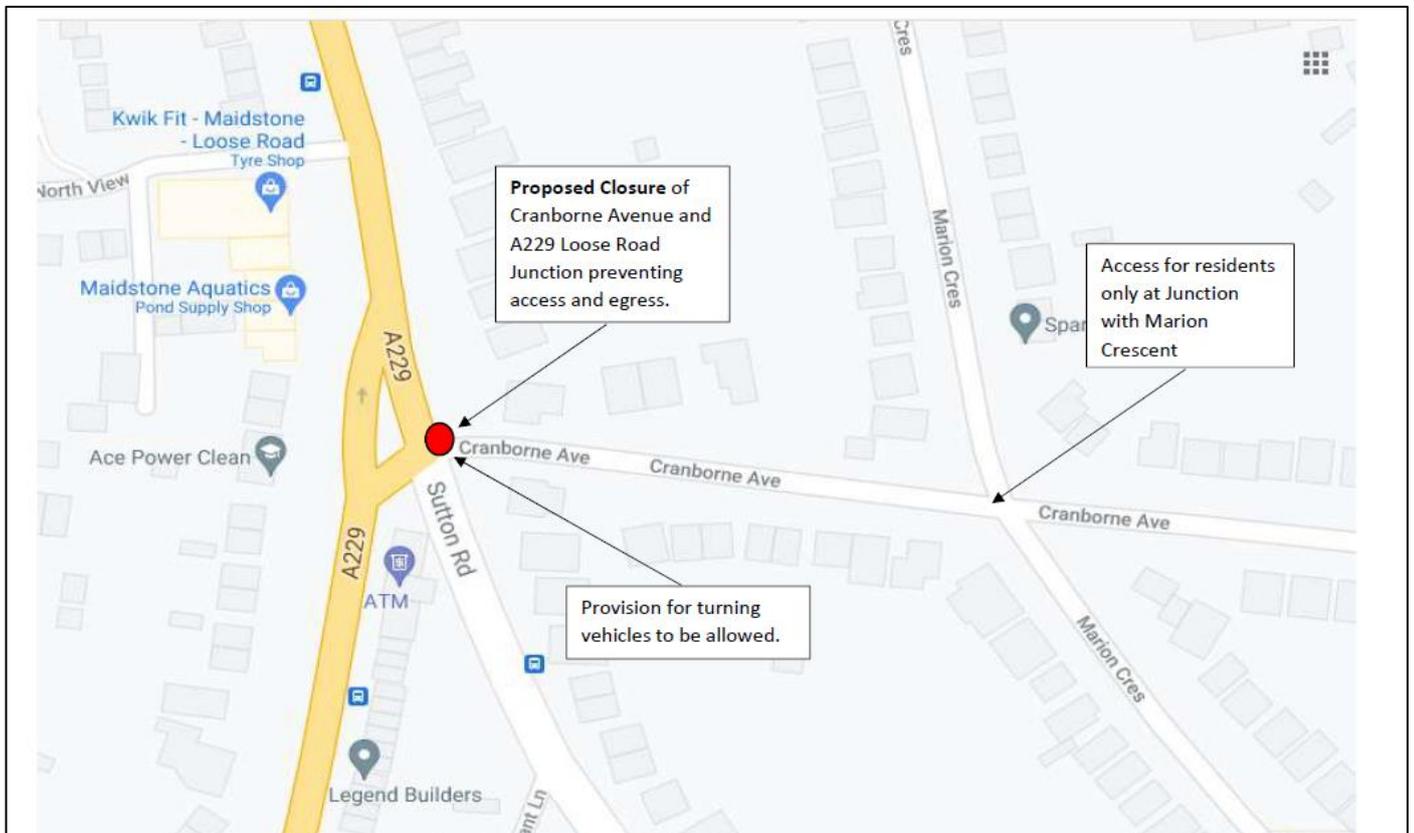
BACKGROUND

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 came 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

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 used 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 than 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.

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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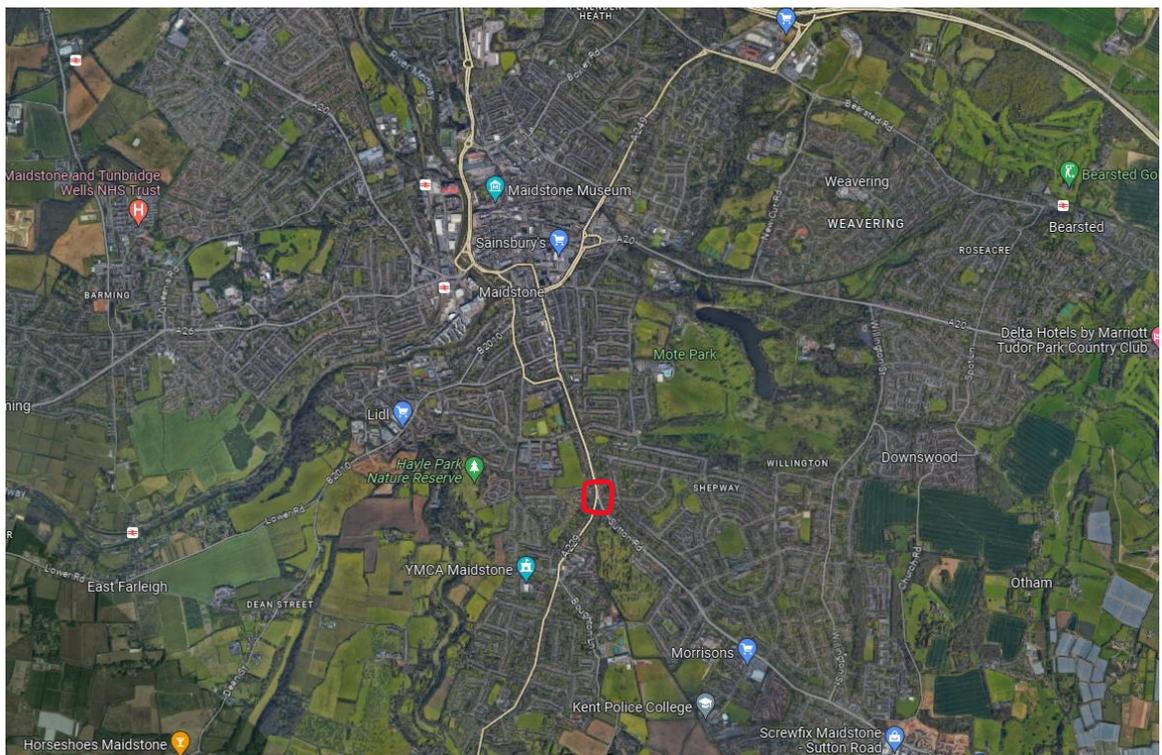
1 Introduction

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

From	To	AM Peak		PM Peak	
		2021 Survey	2022 Survey	2021 Survey	2022 Survey
A229 Loose Rd (N)	Plains Avenue	50	26	88	78
	A229 Loose Road S	1127	1165	1387	1381
Plains Avenue	A229 Loose Road S	11	63	16	50
	A229 loose Road N	20	58	48	36
A229 Loose Rd (S)	A229 loose Road N	1226	1230	1097	1160
	Plains Avenue	19	33	27	48
Total Movements		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

Time	2021 Survey					2022 Survey				
	A229 Loose Rd N	Cranborne Ave	A274 Sutton Rd	A229 Loose Rd S	Total	A229 Loose Rd N	Cranborne Ave	A274 Sutton Rd	A229 Loose Rd S	Total
AM Peak										
0700-0730	400	4	168	24	596	144	Closed	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		50	18	106
0900-0930	267	2	80	39	388	189		120	22	331
0930-1000	130	0	103	42	274	75		56	18	148
Arm Total	1829	17	845	191		846			408	106
PM Peak										
1600-1630	104	0	184	36	323	70	Closed	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		49	17	222
1800-1830	80	0	190	40	310	136		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**.

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

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

- 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 Cranbourne 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

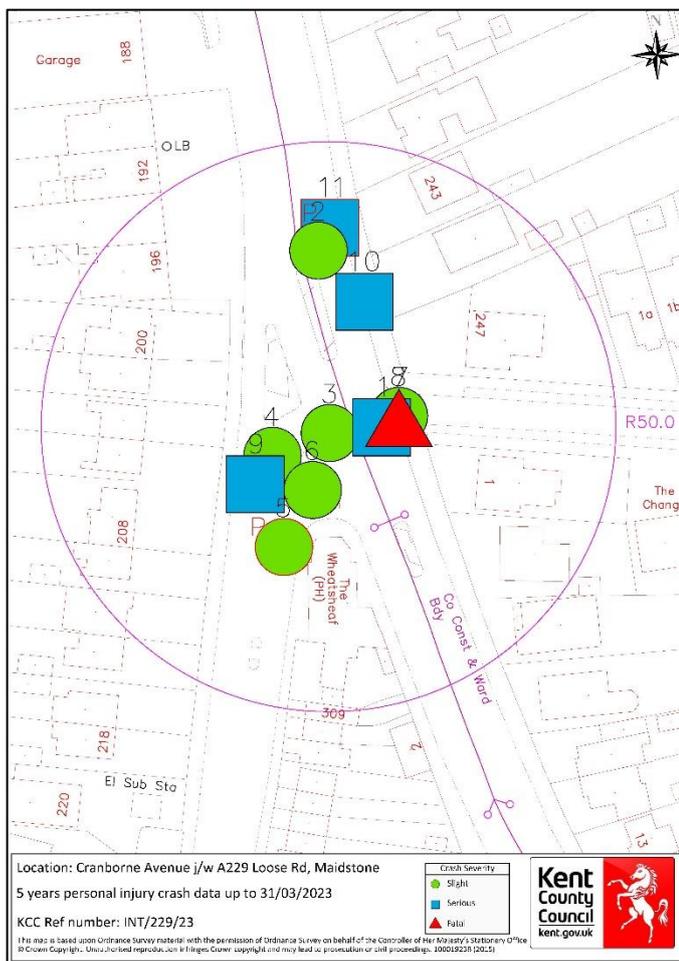


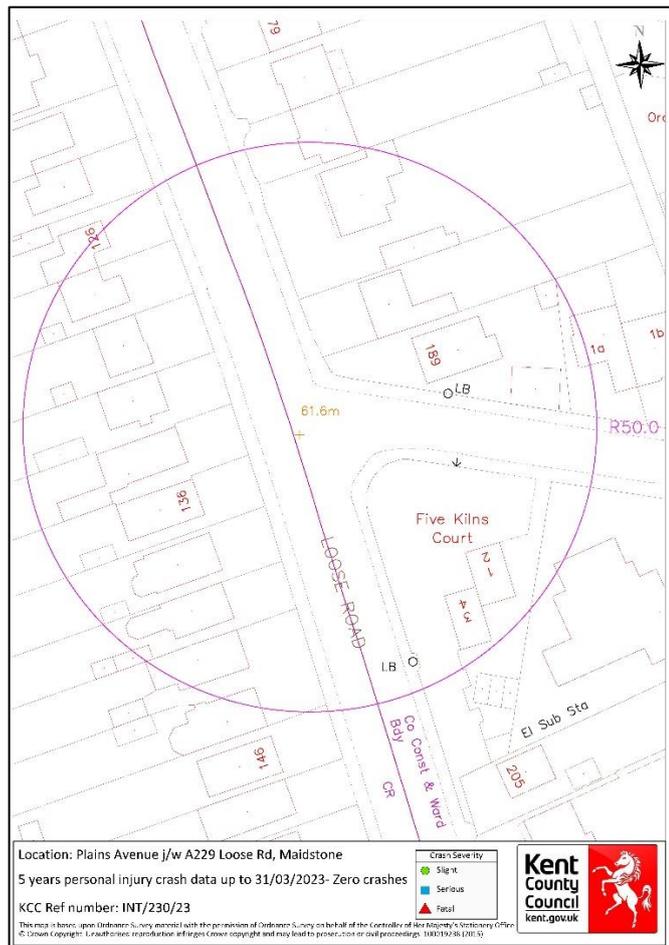
Table 2.5: Collisions Summary at Wheatsheaf Junction

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:

1. **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.
3. **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 Nothing		Do Minimum		Do Maximum	
	Max DoS	Queue	Max DoS	Queue	Max DoS	Queue
AM Peak						
A229 Loose Rd (N)	96%	20.8	47%	7.0	79.6%	18.8
Cranbourne Ave	71%	3.9	Closure			
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%		11.3%	
PM Peak						
A229 Loose Rd (N)	95%	22.9	52%	8.2	83.6%	21.1
Cranbourne Ave	72%	3.9	Closure			
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%	

- 3.2.4 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:
1. **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.
 3. **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 Road / Cranborne Avenue / Sutton Road
Junction Type: Crossroads

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			
File Ref	ID05935 Loose Road Corridor - MCC Site 3 - 16.09.2021			

Issue Record

Issued to	Date			
	24.09.2021			
Simon Bourne	E-mail			



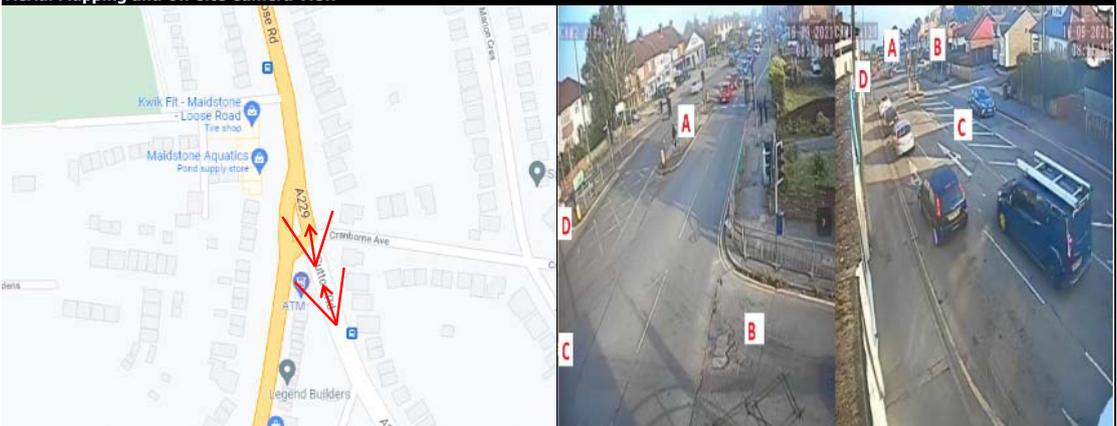
Client: WSP **Date of Survey:** 16.09.2021
Project Number: ID05935 **Junction Name:** A229 Loose Road / Cranborne Avenue / Sutton Road
Junction Number: Site 3 **Junction Type:** Crossroads

X Coordinate	Y Coordinate	Google Maps Link
51.257519	0.531210	Click Here
AM Peak Conditions	Inter Peak Conditions	PM Peak Conditions
Sunny Intervals	Sunny Intervals	Sunny Intervals

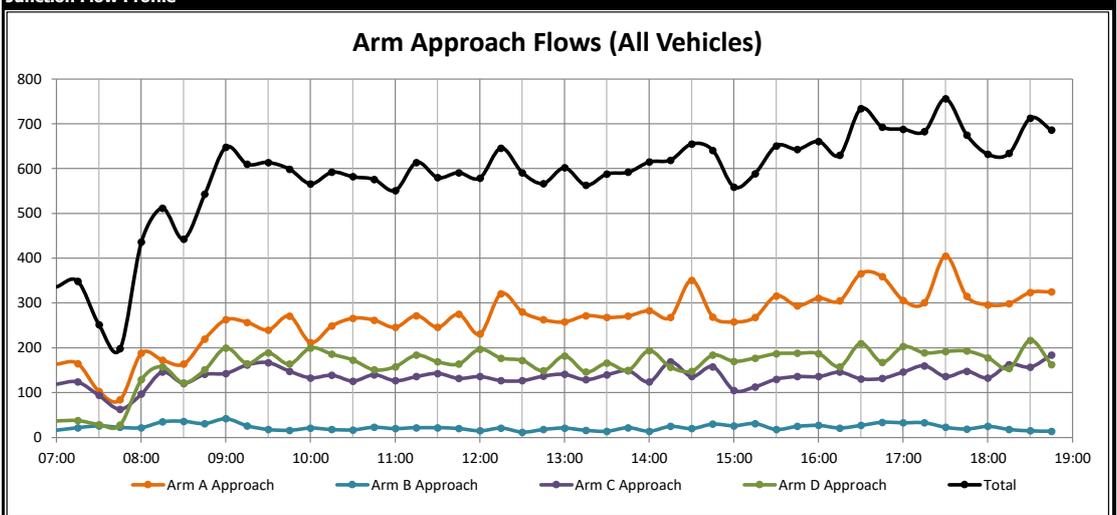
Junction Layout



Aerial Mapping and On site Camera View



Junction Flow Profile



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.



Intelligent Data Collection Limited



Client: WSP Date of Survey: 16.09.2021 Arm A: A229 Loose Road (N) Arm C: Sutton Road (SE)
 Project Number: ID05935 Junction Name: A229 Loose Road / Cranborne Avenue / Sutton Road Arm B: Cranborne Avenue (E) Arm D: A229 Loose Road (S)
 Junction Number: Site 3 Crossroads

Time	A to A							A to D							A to C										
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	
07:00	0	0	0	0	0	0	0	0	7	0	0	1	1	0	0	9	108	39	2	1	2	2	0	154	
07:15	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	110	40	2	1	2	2	0	157	
07:30	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	4	66	17	2	6	3	1	0	95	
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56	16	0	4	4	3	0	83	
08:00	0	58	9	5	8	0	0	0	80	83	13	3	6	1	1	0	80	13	3	6	1	1	0	107	
08:15	0	73	14	2	4	0	0	0	93	60	10	2	4	2	0	0	60	10	2	4	2	0	0	78	
08:30	0	39	10	1	5	0	1	0	56	90	10	1	3	2	1	0	56	10	1	3	2	1	0	107	
08:45	0	76	19	3	10	3	1	0	112	80	19	4	3	0	0	0	80	19	4	3	0	0	0	106	
09:00	0	78	25	3	7	1	2	0	116	119	15	3	5	3	0	0	119	15	3	5	3	0	0	145	
09:15	0	85	31	3	4	2	0	0	125	102	19	2	5	3	0	0	102	19	2	5	3	0	0	129	
09:30	0	67	25	7	7	1	0	0	107	96	19	3	6	3	1	1	96	19	3	6	3	1	1	129	
09:45	0	82	18	7	14	1	0	1	123	108	23	3	3	4	3	0	108	23	3	3	4	3	0	144	
10:00	0	65	13	4	13	1	1	0	97	86	18	5	1	2	0	0	86	18	5	1	2	0	0	112	
10:15	0	89	19	5	7	1	0	0	121	100	17	3	2	3	0	0	100	17	3	2	3	0	0	125	
10:30	0	95	22	6	8	1	1	1	134	90	22	6	3	2	2	0	90	22	6	3	2	2	0	125	
10:45	0	77	21	7	5	0	0	0	110	110	29	2	3	3	1	0	110	29	2	3	3	1	0	148	
11:00	0	91	18	1	7	1	0	0	118	97	26	2	1	1	0	0	97	26	2	1	1	0	0	127	
11:15	0	116	22	1	7	1	0	0	147	93	17	4	2	2	2	0	93	17	4	2	2	2	0	120	
11:30	0	86	18	4	9	3	0	0	120	100	20	1	1	1	0	0	100	20	1	1	1	0	0	145	
11:45	0	97	15	8	4	0	1	0	125	110	23	4	4	2	2	0	110	23	4	4	2	2	0	145	
12:00	0	94	15	3	6	1	1	0	120	79	15	4	4	3	1	0	79	15	4	4	3	1	0	106	
12:15	0	129	23	5	9	1	2	0	169	111	27	5	3	1	2	0	111	27	5	3	1	2	0	149	
12:30	0	97	13	8	7	1	0	1	127	115	22	4	4	2	2	0	115	22	4	4	2	2	0	149	
12:45	0	90	18	2	9	0	1	0	120	106	19	3	2	3	3	0	106	19	3	2	3	3	0	136	
13:00	0	88	16	2	4	1	1	0	112	103	23	6	1	1	2	0	103	23	6	1	1	2	0	136	
13:15	0	86	18	6	10	0	1	0	121	114	23	2	0	3	3	0	114	23	2	0	3	3	0	145	
13:30	0	101	25	4	4	1	1	1	140	93	32	3	2	1	1	0	93	32	3	2	1	1	0	164	
13:45	0	95	18	3	6	1	0	0	123	108	23	2	3	3	1	0	108	23	2	3	3	1	0	140	
14:00	0	124	20	1	10	1	0	0	156	97	18	3	3	1	1	0	97	18	3	3	1	1	0	123	
14:15	0	98	24	4	5	2	0	0	133	102	26	1	0	1	0	0	102	26	1	0	1	0	0	130	
14:30	0	146	34	1	9	2	0	0	192	146	34	4	1	1	0	0	146	34	4	1	1	0	0	154	
14:45	0	104	14	2	0	3	1	0	124	107	21	3	1	2	1	0	107	21	3	1	2	1	0	135	
15:00	0	80	22	6	4	1	1	0	114	112	22	2	3	1	3	0	112	22	2	3	1	3	0	143	
15:15	0	102	10	3	6	1	0	0	122	115	26	0	1	1	2	0	115	26	0	1	1	2	0	145	
15:30	0	115	14	4	8	0	2	0	143	135	21	2	3	2	3	0	135	21	2	3	2	3	0	166	
15:45	0	117	22	3	3	3	2	0	150	118	15	4	3	2	0	0	118	15	4	3	2	0	0	142	
16:00	0	114	29	2	3	0	0	0	148	124	17	7	2	3	3	0	124	17	7	2	3	3	0	156	
16:15	0	119	17	0	0	5	2	0	143	121	23	3	3	3	3	0	121	23	3	3	3	3	0	157	
16:30	0	152	21	2	4	0	0	0	179	142	34	3	2	1	1	0	142	34	3	2	1	1	0	183	
16:45	0	152	25	1	0	1	1	0	180	145	22	0	1	2	2	1	173	22	0	1	2	2	1	173	
17:00	0	123	22	0	2	0	1	0	148	128	17	1	2	1	0	0	128	17	1	2	1	0	0	149	
17:15	0	116	16	0	2	1	2	1	138	131	22	0	1	3	2	0	131	22	0	1	3	2	0	159	
17:30	0	152	17	1	1	2	1	2	176	179	29	3	1	2	6	0	179	29	3	1	2	6	0	220	
17:45	0	142	20	1	4	1	0	0	168	115	17	1	3	1	1	0	115	17	1	3	1	1	0	140	
18:00	0	119	10	2	3	0	1	0	135	136	14	0	1	1	1	1	136	14	0	1	1	1	1	154	
18:15	0	125	13	0	2	1	2	0	143	127	16	1	2	3	2	0	127	16	1	2	3	2	0	151	
18:30	0	127	15	0	2	1	4	0	149	144	19	0	1	1	4	0	144	19	0	1	1	4	0	169	
18:45	0	141	17	0	1	4	0	0	166	125	24	0	2	2	2	0	125	24	0	2	2	2	0	153	
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total	
07:00	0	0	0	0	0	0	0	0	9	0	0	1	3	1	3	0	17	340	107	8	17	9	8	0	489
07:15	0	0	0	0	0	0	0	0	60	9	6	10	0	3	0	88	315	81	9	22	8	7	0	442	
07:30	0	0	0	0	0	0	0	0	115	14	4	8	0	2	0	171	285	84	7	20	10	5	0	375	
07:45	0	0	0	0	0	0	0	0	170	33	8	17	0	1	0	229	289	49	6	17	9	5	0	375	
08:00	0	0	0	0	0	0	0	0	246	52	11	27	3	2	0	341	313	52	10	16	5	2	0	398	
08:15	0	0	0	0	0	0	0	0	266	68	9	26	4	4	0	377	349	54	10	15	7	1	0	436	
08:30	0	0	0	0	0	0	0	0	278	85	10	26	6	4	0	409	391	63	10	16	5	2	0	487	
08:45	0	0	0	0	0	0	0	0	306	100	16	28	7	3	0	460	397	72	12	19	6	2	1	509	
09:00	0	0	0	0	0	0	0	0	312	99	20	32	5	2	1	471	425	76	11	19	10	5	1	547	
09:15	0	0	0	0	0	0	0	0	299	87	21	38	5	1	1	452	392	79	13	15	9	5	1	514	
09:30	0	0	0	0	0	0	0	0	303	75	23	41	4	1	1	448	390	77	14	12	12	4	1	510	
09:45	0	0	0	0	0	0	0	0	331	72	22	42	4	2	2	475	384	80	17	9	11	5	0	506	
10:00	0	0	0	0	0	0	0	0	326	75	22	33	3	2	1	462	386	86	16	9	10	3	0	510	
10:15	0	0	0	0	0	0	0	0	352	80	19	27	3	1	1	483	397	94	13	9	9	3	0	525	
10:30	0	0	0	0	0	0	0	0	379	83	15	27	3	1	1	509	390	94	14	9	8	5	0	520	
10:45	0	0	0	0	0	0	0	0	370	79	13	28	5	0	0	495	400	92	9	7	7	3	2	520	
11:00	0	0	0	0	0	0	0	0	390	73	14	27	5	1	0	510	400	86	11	8	6	4	2	517	
11:15	0	0	0	0	0	0	0	0	393	70	16	26	5	2	0	512	382	75	13	11	8	5	2	496	
11:30	0	0	0	0	0	0	0	0	406	71	20	28	5	4	0	534	400	85	14	12	7	5	2	525	
11:45	0	0	0	0	0	0	0	0	417	66	24	26	3	4	1	541	415	87	17	15	8	7	0	549	
12:00	0	0	0	0	0	0	0	0	410	69	18	31	3	4	1	536	411	83	16	13	9	8	0	540	
12:15	0																								

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Client: WSP Date of Survey: 16.09.2021
 Project Number: ID05935 Junction Name: A229 Loose Road / Cranborne Avenue / Sutton Road Arm A: A229 Loose Road (N)
 Junction Number: Site 3 Junction Type: Crossroads Arm B: Cranborne Avenue (E) Arm C: Sutton Road (SE)
 Arm D: A229 Loose Road (S)

Time	A to B							B to B							B to A									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	8	3	0	0	0	0	0	11
07:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	12
07:30	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	8	4	0	0	0	0	0	12
07:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	7	3	0	0	0	0	0	10
08:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
08:15	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	4	3	0	0	0	2	0	9
08:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
08:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
09:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9
09:15	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
09:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	6
09:45	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
10:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
10:15	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
10:30	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	28
10:45	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
11:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
11:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
11:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6	1	1	0	0	0	0	8
11:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
12:00	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
12:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
12:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
12:45	5	1	0	0	0	1	0	7	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
13:00	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
13:15	4	1	0	0	0	1	0	6	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
13:30	2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
13:45	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
14:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
14:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
14:30	3	0	1	0	0	1	0	5	0	0	0	0	0	0	0	0	4	1	0	0	1	1	0	7
14:45	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
15:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
15:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	5
15:30	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
15:45	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
16:00	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
16:15	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
16:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
16:45	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	7	2	0	0	0	0	1	10
17:00	6	2	0	0	0	1	0	9	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
17:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
17:30	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
17:45	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
18:00	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	10
18:15	3	1	0	0	0	0	1	5	0	0	0	0	0	0	0	0	4	0	0	0	0	1	0	5
18:30	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
18:45	5	0	0	0	0	1	0	6	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	33	12	0	0	0	0	0	45
07:15	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	28	10	0	0	0	0	0	38
07:30	6	1	0	0	0	0	1	8	0	0	0	0	0	0	0	0	19	11	0	0	0	2	0	32
07:45	4	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	23	7	0	0	0	2	0	32
08:00	5	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	21	4	0	0	0	2	0	27
08:15	5	1	0	0	0	0	1	7	0	0	0	0	0	0	0	0	25	5	0	0	0	2	0	32
08:30	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0	28	2	0	0	0	0	0	30
08:45	9	2	0	0	0	0	0	11	0	0	0	0	0	0	0	0	24	2	1	0	0	0	0	27
09:00	10	3	0	0	0	0	0	13	0	0	0	0	0	0	0	0	25	3	1	0	0	0	0	29
09:15	12	2	0	0	0	0	0	14	0	0	0	0	0	0	0	0	27	1	1	0	0	0	0	29
09:30	12	2	0	0	0	0	0	14	0	0	0	0	0	0	0	0	28	1	1	0	0	0	0	30
09:45	15	2	0	0	0	0	0	17	0	0	0	0	0	0	0	0	31	1	0	0	0	0	0	32
10:00	15	2	0	0	0	0	0	17	0	0	0	0	0	0	0	0	31	0	0	0	0	0	0	31
10:15	13	2	0	0	0	0	0	15	0	0	0	0	0	0	0	0	28	1	0	0	0	0	0	29
10:30	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0	28	1	0	0	0	0	0	29
10:45	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	26	2	1	0	0	0	0	29
11:00	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	26	2	1	0	0	0	0	29
11:15	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0	28	2	1	0	0	0	0	31
11:30	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0	22	3	1	0	0	0	0	26
11:45	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0	20	3	0	0	0	0	0	23
12:00	16	2	0	0	0	1	0	19	0	0	0	0	0	0	0	0	17	4	0	0	0	0	0	21
12:15	20	3	0	0	0	1	0	24	0	0	0	0	0	0	0	0	15	3	0	0	0	0	0	18
12:30	21	4	0	0	0	2	0	27	0	0	0	0	0	0	0	0	20	2	0	0	0	0	0	22
12:45	19	6	0	0	0	2	0	27	0	0	0	0	0	0	0	0	20	2	0	0	0	0	0	22
13:00	21	6	0	0	0	1	0	28	0	0	0	0	0	0	0	0	24	1	0	0	0	0	0	25
13:15	17	4	0	0	0	1	0	22	0	0	0	0	0											

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Client: WSP Date of Survey: 16.09.2021
 Project Number: ID05935 Junction Name: A229 Loose Road / Cranborne Avenue / Sutton Road Arm A: A229 Loose Road (N)
 Junction Number: Site 3 Junction Type: Crossroads Arm B: Cranborne Avenue (E) Arm C: Sutton Road (SE) Arm D: A229 Loose Road (S)

Time	B to D								B to C								C to C							
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1								0
07:15	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	5								0
07:30	6	2	0	0	0	0	0	8	4	2	0	0	0	0	0	6								0
07:45	3	0	0	0	0	0	0	3	9	1	0	0	0	0	0	10								0
08:00	12	4	0	0	0	0	0	16	2	0	0	0	0	0	0	2								0
08:15	23	2	0	0	0	0	0	25	1	0	0	0	0	0	0	1								0
08:30	23	3	0	0	0	0	0	26	1	0	0	0	0	0	0	1								0
08:45	19	3	1	0	0	0	0	23	3	0	0	0	0	0	0	3								0
09:00	27	3	0	0	0	0	0	30	3	0	0	0	0	0	0	3								0
09:15	13	1	0	0	0	0	0	14	5	0	0	0	0	0	0	5								0
09:30	8	0	0	0	0	0	0	8	4	0	0	0	0	0	0	4								0
09:45	5	1	0	0	0	0	0	6	3	0	0	0	0	0	0	3								0
10:00	4	3	0	0	0	0	0	7	5	0	0	0	0	0	0	5								0
10:15	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0								0
10:30	7	0	1	0	0	0	0	8	12	0	0	0	0	0	0	12								0
10:45	11	2	0	0	0	0	0	13	3	1	0	0	0	0	0	4								0
11:00	9	1	0	0	0	0	0	10	3	0	0	0	0	0	0	3								0
11:15	13	0	0	0	0	0	0	13	1	0	0	0	0	0	0	1								0
11:30	9	0	0	0	0	0	0	9	5	0	0	0	0	0	0	5								0
11:45	12	0	1	0	0	0	0	13	1	0	0	0	0	0	0	1								0
12:00	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	3								0
12:15	11	3	0	0	0	0	0	14	3	1	0	0	0	0	0	4								0
12:30	5	1	0	0	0	0	0	6	0	1	0	0	0	0	0	1								0
12:45	6	4	0	0	0	0	0	10	4	0	0	0	0	0	0	4								0
13:00	9	4	0	0	0	0	0	13	2	0	0	0	0	0	0	2								0
13:15	6	1	0	0	0	0	0	7	2	0	0	0	0	0	0	2								0
13:30	3	0	0	0	0	0	0	3	6	0	0	0	0	0	0	6								0
13:45	12	0	0	0	0	0	0	12	2	1	0	0	0	0	0	3								0
14:00	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	6								0
14:15	17	0	0	0	0	0	0	17	1	0	0	0	0	0	0	1								0
14:30	12	0	0	0	0	0	0	12	8	0	0	0	0	0	0	8								0
14:45	22	2	0	0	0	0	0	24	1	0	0	0	0	0	0	1								0
15:00	19	1	0	0	0	0	0	20	1	2	0	0	0	0	0	3								0
15:15	21	2	0	0	0	0	0	23	3	0	0	0	0	0	0	3								0
15:30	11	2	0	0	0	0	0	13	2	0	0	0	0	0	0	2								0
15:45	10	3	0	0	0	0	1	14	2	2	0	0	0	0	0	4								0
16:00	14	1	0	0	0	0	0	15	6	0	0	0	0	0	0	6								0
16:15	9	4	0	0	0	0	0	13	1	1	0	0	0	1	0	3								0
16:30	9	3	0	0	0	0	0	12	8	0	0	0	0	0	0	8								0
16:45	21	1	0	0	0	0	0	22	2	0	0	0	0	0	0	2								0
17:00	25	1	0	0	0	0	0	26	3	0	0	0	0	0	0	3								0
17:15	21	3	0	0	0	0	0	24	5	0	0	0	0	0	0	5								0
17:30	14	0	0	0	0	0	0	14	4	1	0	0	0	0	0	5								0
17:45	11	0	0	0	0	0	0	11	1	0	0	0	0	0	0	1								0
18:00	12	1	0	0	0	0	0	13	2	0	0	0	0	0	0	2								0
18:15	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0								0
18:30	5	0	0	0	0	0	0	5	3	1	0	0	0	0	0	4								0
18:45	8	1	0	0	0	0	0	9	2	0	0	0	0	0	0	2								0
Start Time	Rolling Hour								Rolling Hour								Rolling Hour							
Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total
07:00	18	2	0	0	0	0	0	20	19	3	0	0	0	0	0	22	0	0	0	0	0	0	0	0
07:15	26	6	0	0	0	0	0	32	20	3	0	0	0	0	0	23	0	0	0	0	0	0	0	0
07:30	44	8	0	0	0	0	0	52	16	3	0	0	0	0	0	19	0	0	0	0	0	0	0	0
07:45	61	9	0	0	0	0	0	70	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0
08:00	77	12	1	0	0	0	0	90	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
08:15	92	11	1	0	0	0	0	104	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
08:30	82	10	1	0	0	0	0	93	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
08:45	67	7	1	0	0	0	0	75	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0
09:00	53	5	0	0	0	0	0	58	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0
09:15	30	5	0	0	0	0	0	35	17	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0
09:30	26	5	0	0	0	0	0	31	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
09:45	25	5	1	0	0	0	0	31	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
10:00	31	6	1	0	0	0	0	38	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0
10:15	36	4	1	0	0	0	0	41	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
10:30	40	3	1	0	0	0	0	44	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
10:45	42	3	0	0	0	0	0	45	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0
11:00	43	1	1	0	0	0	0	45	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
11:15	36	1	1	0	0	0	0	38	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
11:30	34	4	1	0	0	0	0	39	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0
11:45	30	5	1	0	0	0	0	36	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0
12:00	24	9	0	0	0	0	0	33	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0
12:15	31	12	0	0	0	0	0	43	9	2	0	0	0	0	0	11	0	0	0	0	0	0	0	0
12:30	26	10	0	0	0	0	0	36	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
12:45	24	9	0	0	0	0	0	33	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0
13:00	30	5	0	0	0	0	0	35	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0
13:15	25	1	0	0	0	0	0	26	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0
13:30	36	0	0	0	0	0	0	36	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0
13:45	45	0	0	0	0	0	0	45	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0
14:00	55	2	0	0	0	0	0	57	11	0	0	0	0	0										

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Client: WSP Date of Survey: 16.09.2021 Arm A: A229 Loose Road (N) Arm C: Sutton Road (SE)
 Project Number: ID05935 Junction Name: A229 Loose Road / Cranborne Avenue / Sutton Road Arm B: Cranborne Avenue (E)
 Junction Number: Site 3 Junction Type: Crossroads Arm D: A229 Loose Road (S)

Time	C to B							C to A							C to D									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	0	0	0	0	0	0	0	0	74	28	2	3	1	2	1	111	7	1	0	0	0	0	0	8
07:15	0	0	0	0	0	0	0	0	75	31	6	2	3	1	0	115	25	2	0	1	0	0	0	33
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	3
07:45	0	0	0	0	0	0	0	0	45	8	0	3	1	3	0	60	2	1	0	0	0	0	0	3
08:00	0	0	0	0	0	0	0	0	61	10	1	0	2	2	0	76	13	3	0	3	2	0	0	21
08:15	1	0	0	0	0	0	0	1	79	18	0	4	2	2	0	105	34	4	1	0	1	0	0	40
08:30	0	0	0	0	0	0	0	0	62	20	3	3	3	0	0	91	25	2	2	1	0	0	0	30
08:45	2	0	0	0	0	0	0	2	88	16	0	3	2	1	0	110	19	6	1	2	0	1	0	29
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	24
09:15	2	0	0	0	0	0	0	2	89	34	6	2	0	2	1	134	20	5	1	0	0	0	0	26
09:30	1	0	0	0	0	0	0	1	97	28	5	5	2	2	0	139	19	7	0	1	1	0	0	27
09:45	2	0	0	0	0	0	0	2	90	22	5	4	3	2	0	126	18	2	0	0	0	0	0	20
10:00	1	0	0	0	0	0	0	1	77	20	3	1	2	1	0	104	18	9	0	0	0	0	1	28
10:15	0	0	0	0	0	0	0	0	71	32	2	3	3	0	1	112	21	2	0	2	0	2	0	27
10:30	1	0	0	0	0	0	0	1	83	16	2	3	2	3	0	109	10	4	2	0	2	0	0	16
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	26
11:00	0	0	0	0	0	0	0	0	72	15	1	5	1	1	0	95	24	4	2	2	0	0	0	32
11:15	3	1	1	0	0	0	0	5	79	13	6	2	4	0	1	105	22	2	0	1	0	1	0	26
11:30	0	0	0	0	0	0	0	0	71	16	3	3	1	1	0	113	25	4	1	0	8	0	0	33
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	30
12:00	3	1	0	0	0	0	0	4	81	18	4	2	1	1	0	107	19	5	1	0	0	0	0	25
12:15	2	0	0	0	0	0	0	2	74	19	2	4	3	1	0	103	21	1	0	0	0	0	0	22
12:30	0	0	0	0	0	0	0	0	70	25	1	4	1	1	1	113	20	2	0	0	1	0	0	22
12:45	0	0	0	0	0	0	0	0	89	14	6	2	2	1	1	115	20	1	1	0	0	0	0	22
13:00	2	0	0	0	0	0	0	2	97	14	6	0	1	3	0	121	15	1	1	1	0	0	0	18
13:15	1	1	0	0	0	0	0	2	74	20	6	4	3	1	0	108	15	3	1	0	0	0	0	19
13:30	0	0	0	0	0	0	0	0	89	15	5	2	1	3	0	112	25	6	1	1	1	0	0	27
13:45	2	0	0	0	0	0	0	2	83	23	2	4	2	1	1	116	29	1	1	0	0	0	0	31
14:00	1	1	0	0	0	0	0	2	80	14	3	1	2	3	1	104	16	2	0	0	0	0	0	18
14:15	1	0	0	0	0	0	0	1	114	18	1	2	3	1	0	139	26	2	1	0	0	0	0	29
14:30	0	0	0	0	0	0	0	0	71	16	3	3	1	3	0	97	34	4	0	0	0	0	0	27
14:45	4	0	0	0	0	0	0	4	86	15	7	1	1	3	1	114	34	4	2	0	0	0	0	40
15:00	1	0	0	0	0	0	0	1	58	15	3	0	1	3	0	80	16	5	1	1	1	0	0	24
15:15	1	0	0	0	0	0	0	1	68	16	5	2	3	1	0	95	14	2	0	1	0	0	0	17
15:30	1	1	0	0	0	0	0	2	82	14	4	0	3	4	0	107	16	3	0	1	0	1	0	21
15:45	3	0	0	0	0	0	0	3	96	12	1	1	2	0	1	113	17	3	0	0	0	0	0	20
16:00	4	0	0	0	0	0	0	4	91	16	1	2	1	0	1	112	17	2	0	0	0	1	0	20
16:15	0	0	0	0	0	0	0	0	97	19	1	3	2	1	1	124	15	7	0	0	0	0	0	22
16:30	0	0	0	0	0	0	0	0	90	12	2	3	2	2	0	114	15	2	0	0	0	0	0	17
16:45	1	0	0	0	0	0	0	1	82	12	0	2	4	5	0	105	24	1	0	0	0	1	0	26
17:00	3	0	0	0	0	0	0	3	99	12	0	0	1	4	0	116	26	1	0	0	0	0	0	27
17:15	2	0	0	0	0	0	0	2	113	14	1	1	2	2	1	134	20	4	0	0	0	0	0	24
17:30	1	0	0	0	0	0	0	1	99	11	0	2	1	1	0	114	19	1	0	0	0	1	0	21
17:45	0	0	0	0	0	0	0	0	101	11	2	1	2	2	0	119	26	3	0	0	0	0	0	28
18:00	7	0	0	0	0	0	0	7	76	12	0	1	4	1	0	94	32	0	0	0	0	0	0	32
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	34
18:30	5	0	0	0	0	0	0	5	108	12	0	1	2	5	0	128	19	4	0	1	1	0	0	34
18:45	1	2	0	0	0	0	0	1	115	7	2	1	3	0	0	129	49	3	0	0	0	0	0	52
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	1	0	0	0	0	0	0	1	254	83	15	8	8	7	1	376	18	5	0	0	0	0	0	23
07:15	1	0	0	0	0	0	0	1	241	65	14	5	9	7	0	341	24	7	0	3	2	0	0	36
07:30	1	0	0	0	0	0	0	2	249	61	8	7	8	8	0	331	21	9	1	3	3	0	0	33
07:45	1	0	0	0	0	0	0	1	247	56	4	10	8	7	0	332	74	10	3	4	3	0	0	94
08:00	3	0	0	0	0	0	0	3	290	64	4	10	9	5	0	382	91	15	4	6	3	1	0	120
08:15	3	1	0	0	0	0	0	4	315	76	6	14	9	3	1	424	97	16	5	3	1	1	0	123
08:30	4	1	0	0	0	0	0	5	325	92	12	12	7	3	2	453	83	17	5	3	0	1	0	109
08:45	5	1	0	0	0	0	0	6	360	100	14	14	6	5	2	501	77	22	3	3	0	1	0	106
09:00	5	1	0	0	0	0	0	6	362	106	19	15	7	6	2	517	76	18	2	1	0	0	0	97
09:15	6	0	0	0	0	0	0	6	353	104	19	12	7	7	1	503	75	23	1	1	0	0	1	101
09:30	4	0	0	0	0	0	0	4	335	102	15	13	10	5	1	481	76	20	0	3	0	2	1	102
09:45	4	0	0	0	0	0	0	4	321	90	12	11	10	6	1	451	67	17	2	2	0	2	1	91
10:00	5	0	0	0	0	0	0	5	312	89	11	9	10	4	1	436	73	16	3	2	0	2	1	97
10:15	4	0	0	0	0	0	0	4	307	84	9	13	9	4	1	427	79	11	5	4	0	2	0	101
10:30	7	1	1	0	0	0	0	9	315	65	13	12	10	4	1	420	80	11	5	3	0	1	0	100
10:45	6	1	1	0	0	0	0	8	306	77	17	12	9	2	1	424	95	11	4	3	0	1	0	114
11:00	4	1	1	0	0	0	0	6	304	69	16	12	9	3	1	414	94	16	4	3	0	1	0	118
11:15	7	2	1	0	0	0	0	10	313	72	19	9	9	3	1	426	89	17	3	1	0	1	0	111
11:30	6	1	0	0	0	0	0	7	308	78	15	11	8	4	0	424	88	16	3	0	0	0	0	107
11:45	8	1	0	0	0	0	0	9	304	75	10	12	8	4	1	414	83	14	2	0	0	0	0	99
12:00	7	1	0	0	0	0	0	8	314	76	13	12	7	4	2	428	80	9	2	0	0	0	0	91
12:15	6	0	0	0	0	0	0	6	330	72	15	10	7	6	2	442	76	5	2	1	0	0	0	84
12:30	5	1	0	0	0	0	0	6	330	73	19	10	7	6	2	447	70	7	3	1	0	0	0	81
12:45																								

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Client: WSP Date of Survey: 16.09.2021
 Project Number: ID05935 Junction Name: A229 Loose Road / Cranborne Avenue / Sutton Road Arm A: A229 Loose Road (N) Arm C: Sutton Road (SE)
 Junction Number: Site 2 Junction Type: Crossroads Arm B: Cranborne Avenue (E) Arm D: A229 Loose Road (S)

Time	D to D							D to C							D to B									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	0	0	0	0	0	0	0	0	14	3	1	0	0	0	0	18	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	18	5	0	1	0	0	0	24	7	0	0	0	0	0	0	7
07:30	0	0	0	0	0	0	0	0	9	3	0	0	0	1	0	13	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	1	0	0	0	0	1	0	2
08:00	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	4	1	0	0	0	0	0	5
08:15	0	0	0	0	0	0	0	0	20	5	0	0	0	0	0	25	4	0	0	0	0	0	1	5
08:30	0	0	0	0	0	0	0	0	17	1	0	0	0	1	1	20	8	0	0	0	1	0	0	8
08:45	0	0	0	0	0	0	0	0	24	2	0	0	0	0	0	26	10	0	0	0	0	0	0	10
09:00	0	0	0	0	0	0	0	0	32	4	0	0	0	0	0	36	12	2	0	0	0	0	0	14
09:15	0	0	0	0	0	0	0	0	24	4	3	0	0	1	0	31	7	0	0	0	0	0	0	7
09:30	0	0	0	0	0	0	0	0	24	4	0	0	1	0	0	29	14	0	0	0	0	0	0	14
09:45	0	0	0	0	0	0	0	0	14	2	1	1	0	0	0	18	8	1	0	0	0	0	0	9
10:00	0	0	0	0	0	0	0	0	24	6	0	0	0	0	0	30	7	3	0	0	0	0	0	10
10:15	0	0	0	0	0	0	0	0	18	6	2	2	0	0	0	28	9	1	0	0	0	0	0	10
10:30	0	0	0	0	0	0	0	0	17	2	0	2	0	0	0	21	10	1	0	0	0	0	0	11
10:45	0	0	0	0	0	0	0	0	19	2	0	2	0	0	0	23	5	1	0	0	0	0	0	6
11:00	0	0	0	0	0	0	0	0	22	1	0	1	0	0	0	24	7	2	0	0	0	0	0	9
11:15	0	0	0	0	0	0	0	0	19	2	1	1	0	0	0	23	9	0	0	0	0	0	0	9
11:30	0	0	0	0	0	0	0	0	14	6	1	0	0	0	0	21	5	0	0	0	1	1	0	6
11:45	0	0	0	0	0	0	0	0	24	4	5	0	0	0	0	33	8	1	0	1	0	1	0	11
12:00	0	0	0	0	0	0	0	0	37	4	1	0	0	0	0	42	10	0	1	0	0	0	0	11
12:15	0	0	0	0	0	0	0	0	19	4	0	0	0	0	0	23	10	3	0	0	0	0	0	13
12:30	0	0	0	0	0	0	0	0	26	1	0	1	0	0	0	28	8	0	1	0	0	0	0	9
12:45	0	0	0	0	0	0	0	0	16	4	1	0	0	0	0	21	10	2	0	0	0	0	0	12
13:00	0	0	0	0	0	0	0	0	24	1	0	0	0	0	0	25	13	1	0	0	0	0	0	14
13:15	0	0	0	0	0	0	0	0	18	3	1	0	0	0	0	22	7	0	0	0	0	0	0	7
13:30	0	0	0	0	0	0	0	0	18	5	0	1	0	0	0	24	6	5	0	0	0	0	0	11
13:45	0	0	0	0	0	0	0	0	15	5	0	0	0	2	0	22	9	2	0	0	0	0	0	11
14:00	0	0	0	0	0	0	0	0	23	4	0	1	0	0	0	28	11	2	0	0	0	0	0	13
14:15	0	0	0	0	0	0	0	0	15	3	0	1	0	0	0	19	6	1	0	0	0	0	0	7
14:30	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	12	8	0	1	0	0	0	0	21
14:45	0	0	0	0	0	0	0	0	20	1	1	1	0	0	0	23	9	2	0	0	0	0	0	11
15:00	0	0	0	0	0	0	0	0	27	3	1	0	0	0	0	31	13	1	0	0	0	0	0	14
15:15	0	0	0	0	0	0	0	0	13	7	0	1	2	1	0	24	9	0	0	0	0	0	0	9
15:30	0	0	0	0	0	0	0	0	34	2	0	0	0	0	0	36	15	0	0	0	0	0	0	15
15:45	0	0	0	0	0	0	0	0	19	1	0	0	0	0	1	21	18	2	0	0	0	0	1	21
16:00	0	0	0	0	0	0	0	0	29	8	1	0	0	1	0	39	4	1	0	0	0	0	0	5
16:15	0	0	0	0	0	0	0	0	17	4	0	1	0	0	0	22	12	1	0	0	0	0	0	13
16:30	0	0	0	0	0	0	0	0	26	3	0	0	0	0	0	29	20	1	0	0	0	0	0	21
16:45	0	0	0	0	0	0	0	0	20	1	0	2	0	0	0	23	7	2	0	0	0	0	0	9
17:00	0	0	0	0	0	0	0	0	28	4	0	0	0	0	0	32	10	2	0	0	0	0	0	12
17:15	0	0	0	0	0	0	0	0	24	3	0	0	0	1	0	27	13	2	0	0	0	0	0	15
17:30	0	0	0	0	0	0	0	0	36	5	0	0	0	1	0	42	7	2	0	0	0	0	0	9
17:45	0	0	0	0	0	0	0	0	36	3	0	0	0	0	0	39	5	0	0	0	0	0	0	5
18:00	0	0	0	0	0	0	0	0	33	3	0	0	0	0	0	36	12	1	0	0	0	0	0	13
18:15	0	0	0	0	0	0	0	0	24	5	0	0	0	0	0	29	7	0	0	0	0	0	0	7
18:30	0	0	0	0	0	0	0	0	29	1	0	0	0	0	0	30	13	0	0	0	0	0	0	13
18:45	0	0	0	0	0	0	0	0	21	3	0	0	0	0	0	24	7	0	0	0	0	0	0	7
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	0	0	0	0	0	0	0	0	49	8	1	0	0	1	0	59	3	0	0	0	1	0	0	4
07:15	0	0	0	0	0	0	0	0	40	6	0	0	0	1	0	47	7	1	0	0	0	1	0	9
07:30	0	0	0	0	0	0	0	0	42	10	0	3	0	1	0	53	9	0	0	0	0	1	1	12
07:45	0	0	0	0	0	0	0	0	50	8	0	0	0	0	1	60	17	1	0	0	0	1	1	20
08:00	0	0	0	0	0	0	0	0	66	9	0	0	0	1	1	77	26	1	0	0	0	0	1	28
08:15	0	0	0	0	0	0	0	0	93	12	0	0	0	1	1	107	34	2	0	0	0	0	1	37
08:30	0	0	0	0	0	0	0	0	97	11	3	0	0	1	1	113	37	2	0	0	0	0	0	39
08:45	0	0	0	0	0	0	0	0	104	14	3	0	1	0	0	122	43	2	0	0	0	0	0	45
09:00	0	0	0	0	0	0	0	0	94	14	4	1	1	0	0	114	41	3	0	0	0	0	0	44
09:15	0	0	0	0	0	0	0	0	86	16	4	1	1	0	0	108	36	4	0	0	0	0	0	40
09:30	0	0	0	0	0	0	0	0	80	18	3	3	1	0	0	105	38	5	0	0	0	0	0	43
09:45	0	0	0	0	0	0	0	0	73	16	3	5	0	0	0	97	34	6	0	0	0	0	0	40
10:00	0	0	0	0	0	0	0	0	78	16	2	6	0	0	0	102	31	6	0	0	0	0	0	37
10:15	0	0	0	0	0	0	0	0	76	11	2	7	0	0	0	96	31	5	0	0	0	0	0	36
10:30	0	0	0	0	0	0	0	0	77	7	1	6	0	0	0	91	31	4	0	0	0	0	0	35
10:45	0	0	0	0	0	0	0	0	74	11	2	4	0	0	0	91	26	3	0	0	0	1	0	30
11:00	0	0	0	0	0	0	0	0	79	13	7	2	0	0	0	101	29	3	0	1	0	2	0	35
11:15	0	0	0	0	0	0	0	0	94	16	8	1	0	0	0	119	32	1	1	1	0	2	0	37
11:30	0	0	0	0	0	0	0	0	94	18	7	0	0	0	0	119	33	4	1	1	0	2	0	41
11:45	0	0	0	0	0	0	0	0	106	13	6	1	0	0	0	126	36	4	2	1	0	1	0	44
12:00	0	0	0	0	0	0	0	0	98	13	2	1	0	0	0	114	38	5	2	0	0	0	0	45
12:15	0	0	0	0	0	0	0	0	85	10	1	1	0	0	0	97	41	6	1	0	0	0	0	48
12:30	0	0	0	0	0	0	0	0	84	9	2	1	0	0	0	96	38	3	1	0	0	0	0	42
12:45	0	0	0	0	0	0	0	0	76	13	2	1	0	0	0	92	36	8	0	0	0	0	0	44
13:00	0	0	0	0	0	0	0	0	75	14	1	1	0	0	2									

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Client: WSP Date of Survey: 16.09.2021
 Project Number: ID05935 Junction Name: A229 Loose Road / Cranborne Avenue / Sutton Road
 Junction Number: Site 3 Junction Type: Crossroads

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



Time	D to A							Total
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	
07:00	15	2	1	0	0	0	1	19
07:15	13	3	0	0	0	1	0	17
07:30	13	2	0	0	0	0	1	16
07:45	11	4	0	0	0	1	1	17
08:00	84	16	0	9	6	1	2	118
08:15	105	17	2	4	0	0	0	128
08:30	74	12	1	1	1	0	5	94
08:45	97	13	1	2	2	0	0	115
09:00	123	19	2	6	0	0	0	150
09:15	92	28	0	6	1	0	0	127
09:30	105	27	3	7	2	2	0	146
09:45	107	17	1	10	2	0	0	137
10:00	112	27	8	10	3	0	0	160
10:15	111	15	5	16	0	1	0	148
10:30	100	15	9	14	1	2	0	141
10:45	87	17	4	11	2	1	0	122
11:00	91	21	4	9	0	0	0	125
11:15	119	21	5	6	1	0	0	152
11:30	98	21	9	11	2	1	0	142
11:45	84	24	6	5	1	0	0	120
12:00	109	21	2	8	1	3	0	144
12:15	99	28	5	8	0	1	0	141
12:30	97	25	7	5	1	0	0	135
12:45	85	16	4	9	0	2	0	116
13:00	110	17	2	12	0	2	0	143
13:15	92	14	5	5	1	0	0	117
13:30	89	21	5	13	2	1	0	131
13:45	78	21	8	7	1	2	0	117
14:00	105	30	7	11	0	0	0	153
14:15	95	11	1	7	1	1	0	131
14:30	89	21	5	14	1	0	1	131
14:45	114	19	5	9	2	1	0	150
15:00	97	23	2	2	0	0	1	125
15:15	106	27	1	5	4	1	1	144
15:30	113	13	0	7	0	2	1	136
15:45	113	21	5	6	1	0	0	146
16:00	115	22	0	4	1	1	0	143
16:15	85	36	1	1	0	0	0	123
16:30	125	21	4	8	1	1	0	160
16:45	107	23	0	1	1	4	0	136
17:00	125	27	1	1	2	3	0	159
17:15	127	15	3	0	0	2	0	147
17:30	120	14	2	0	2	2	1	141
17:45	119	24	1	0	3	1	1	149
18:00	113	13	0	2	1	0	0	129
18:15	101	11	2	0	1	3	0	118
18:30	144	18	2	9	0	1	0	174
18:45	115	9	0	4	3	1	0	132
Start Time	Rolling Hour							Total
07:00	52	11	1	0	0	2	3	69
07:15	121	25	0	9	6	3	4	168
07:30	213	39	2	13	6	2	4	279
07:45	274	49	3	14	7	2	8	357
08:00	360	58	4	16	9	1	7	455
08:15	399	61	6	13	3	0	5	487
08:30	386	72	4	15	4	0	5	486
08:45	417	87	6	21	5	2	0	538
09:00	427	91	6	29	5	2	0	560
09:15	416	99	12	33	8	2	0	570
09:30	435	86	17	43	7	3	0	591
09:45	430	74	23	50	6	3	0	586
10:00	410	74	26	51	6	4	0	571
10:15	389	68	22	50	3	4	0	536
10:30	397	74	22	40	4	3	0	540
10:45	395	80	22	37	5	2	0	541
11:00	392	87	24	21	4	1	0	539
11:15	410	87	22	30	5	4	0	558
11:30	390	94	22	32	4	5	0	547
11:45	389	98	20	26	3	4	0	540
12:00	390	90	18	30	2	6	0	536
12:15	391	86	18	34	1	5	0	535
12:30	384	72	18	31	2	4	0	511
12:45	376	68	16	39	3	5	0	507
13:00	369	73	20	37	4	5	0	508
13:15	364	86	25	36	4	3	0	518
13:30	367	93	26	38	4	4	0	532
13:45	367	93	26	39	3	3	1	532
14:00	403	91	23	41	4	2	1	565
14:15	395	84	18	32	4	2	2	537
14:30	406	90	13	30	7	1	3	550
14:45	430	82	8	23	6	3	3	555
15:00	429	84	8	20	5	2	3	551
15:15	447	83	6	22	6	3	2	569
15:30	436	92	6	18	2	3	1	548
15:45	438	100	10	19	3	2	0	572
16:00	432	102	5	14	3	6	0	562
16:15	442	107	6	11	4	8	0	578
16:30	484	86	8	10	4	10	0	602
16:45	479	79	6	2	5	11	1	583
17:00	491	80	7	1	7	8	2	596
17:15	479	66	6	2	6	5	2	566
17:30	453	62	5	2	7	6	2	537
17:45	477	66	5	11	5	5	1	570
18:00	473	51	4	15	5	5	0	553

Intelligent Data Collection Limited



Client: WSP Date of Survey: 16.09.2021
 Junction Number: ID05935 Junction Name: A229 Loose Road / Cranborne Avenue / Sutton Road
 Junction Type: Crossroads

Time	Arm A Approach								Arm A Exit								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	
07:00	116	39	2	2	3	2	0	164	97	33	3	3	1	2	2	141	
07:15	116	33	7	7	0	2	0	155	94	32	10	15	3	2	0	141	
07:30	69	18	2	7	3	4	0	103	85	21	7	0	3	1	1	118	
07:45	57	16	0	4	4	3	0	84	63	15	0	3	1	4	1	87	
08:00	142	22	8	14	1	1	0	188	148	27	1	9	8	3	2	198	
08:15	134	24	4	8	2	0	1	173	188	38	2	8	2	4	0	242	
08:30	130	20	2	8	2	2	0	164	145	32	4	4	4	0	5	194	
08:45	158	38	7	13	3	1	0	220	190	29	1	5	4	1	0	230	
09:00	198	41	6	12	4	2	0	263	216	43	5	10	2	0	1	277	
09:15	189	51	5	9	2	1	0	257	188	62	6	8	1	2	1	268	
09:30	167	44	10	13	4	1	1	240	207	55	10	12	4	4	0	291	
09:45	193	42	10	17	5	3	1	271	203	40	6	14	5	2	0	270	
10:00	154	31	9	14	3	1	0	212	198	47	11	11	5	1	0	273	
10:15	191	37	8	9	4	0	0	249	190	47	7	19	3	1	1	268	
10:30	192	44	12	11	3	3	1	266	191	31	11	17	3	5	0	258	
10:45	190	51	9	8	3	1	0	262	174	38	8	13	5	1	0	239	
11:00	189	44	3	8	2	0	0	246	169	37	5	14	1	1	0	227	
11:15	214	29	5	9	3	2	0	272	206	34	11	8	5	0	1	265	
11:30	187	38	5	10	4	0	0	246	178	59	16	14	3	2	0	263	
11:45	212	38	12	8	2	3	0	275	169	37	9	7	4	1	0	227	
12:00	177	31	7	10	4	2	0	231	198	40	6	10	2	4	0	260	
12:15	243	50	10	12	2	4	0	321	175	48	7	12	3	2	0	247	
12:30	216	35	12	11	3	2	1	280	171	38	8	9	2	1	1	243	
12:45	201	38	5	11	3	5	0	263	177	31	10	11	2	3	1	235	
13:00	199	41	8	5	2	3	0	258	213	31	8	12	1	5	0	270	
13:15	204	42	8	10	3	5	0	272	173	34	11	9	4	1	0	232	
13:30	196	63	7	6	2	4	0	265	178	59	16	14	3	2	0	245	
13:45	210	42	5	9	4	1	0	271	168	44	10	11	3	3	1	240	
14:00	225	38	4	13	2	1	0	283	189	44	10	12	2	3	1	261	
14:15	205	50	5	5	3	0	0	268	216	39	7	9	4	2	0	277	
14:30	261	66	6	10	4	4	0	346	164	37	8	17	4	3	2	281	
14:45	219	37	5	1	5	2	0	269	203	36	12	10	3	4	1	269	
15:00	192	45	8	7	2	4	0	258	158	38	5	2	1	3	1	208	
15:15	218	36	3	7	2	2	0	268	176	46	6	7	7	1	1	244	
15:30	257	35	6	11	2	5	2	316	197	28	4	7	3	6	1	246	
15:45	236	38	7	6	5	2	0	294	216	33	6	7	3	0	1	266	
16:00	245	46	9	5	3	3	0	311	212	38	1	6	2	1	1	261	
16:15	244	41	3	3	8	5	1	305	185	57	2	4	2	1	1	252	
16:30	298	55	6	6	1	1	0	372	222	33	6	11	4	3	2	281	
16:45	303	47	1	1	3	3	1	359	196	37	0	3	5	9	1	251	
17:00	257	41	1	4	1	2	0	306	226	41	1	1	3	7	0	279	
17:15	251	38	0	3	4	4	1	301	243	30	4	1	2	4	1	285	
17:30	338	48	4	2	4	7	2	405	222	25	2	2	2	3	1	259	
17:45	263	38	2	7	2	3	0	315	226	36	3	1	5	3	1	275	
18:00	262	24	2	4	1	2	1	296	197	27	0	3	5	1	0	233	
18:15	255	30	1	4	4	4	1	299	212	23	2	2	3	8	0	250	
18:30	276	35	0	3	3	7	0	324	258	30	2	10	2	6	0	308	
18:45	271	41	0	3	3	7	0	325	234	16	2	5	6	1	0	264	
Start Time	Rolling Hour								Rolling Hour								Total
07:00	358	108	9	20	10	11	0	516	339	106	16	8	9	4	4	490	
07:15	384	91	15	32	8	10	0	540	390	100	14	14	15	10	4	547	
07:30	402	80	14	33	10	9	0	578	484	123	10	14	12	4	4	601	
07:45	463	82	14	34	9	6	1	609	544	112	7	24	15	11	8	721	
08:00	564	104	21	43	8	4	1	745	671	126	8	26	18	8	7	864	
08:15	620	123	19	41	11	5	1	820	739	142	12	27	12	5	6	943	
08:30	675	150	20	42	11	6	0	904	759	166	16	27	11	7	7	969	
08:45	712	174	28	47	13	5	1	980	801	189	21	35	11	7	2	1066	
09:00	747	178	31	51	15	7	2	1031	814	200	26	44	12	8	2	1106	
09:15	703	168	34	53	14	6	2	980	796	204	32	45	15	9	1	1102	
09:30	705	154	37	53	16	5	2	972	798	189	33	56	17	8	1	1102	
09:45	730	154	39	51	15	7	2	998	782	165	35	61	16	9	1	1069	
10:00	727	163	38	42	13	5	1	989	753	163	37	60	16	8	1	1038	
10:15	762	176	32	36	12	4	1	1023	724	153	31	63	12	8	1	992	
10:30	785	178	29	36	11	6	1	1046	740	140	35	52	14	7	1	989	
10:45	780	172	22	35	12	3	2	1026	727	159	40	49	14	4	1	994	
11:00	802	159	25	35	11	5	2	1039	722	158	41	43	13	4	1	982	
11:15	790	146	29	37	13	7	2	1024	751	161	42	39	14	7	1	1015	
11:30	819	157	34	40	12	9	2	1073	720	175	38	43	12	9	0	997	
11:45	848	154	41	41	11	11	1	1107	713	176	30	38	11	8	1	977	
12:00	837	154	34	44	12	13	1	1095	721	170	31	42	9	10	2	985	
12:15	859	164	35	39	10	14	1	1122	736	161	33	44	8	11	2	995	
12:30	820	156	33	37	11	15	1	1073	734	147	37	41	9	10	2	980	
12:45	800	174	28	32	10	17	0	1061	741	129	39	47	10	13	1	980	
13:00	809	178	28	30	11	13	0	1069	732	142	39	47	11	13	1	985	
13:15	835	175	24	38	11	11	0	1094	708	155	41	47	12	11	2	976	
13:30	836	183	21	33	11	6	0	1090	751	160	37	47	12	12	2	1021	
13:45	901	196	20	37	13	6	1	1123	737	164	35	49	11	12	3	1011	
14:00	910	191	20	29	14	7	0	1171	772	156	37	48	11	13	3	1040	
14:15	877	198	24	23	14	10	0	1146	741	150	32	38	10	13	3	987	
14:30	890	184	22	25	13	12	0	1146	701	157	31	26	13	12	4	954	
14:45	886	153	22	26	11	13	0	1111	734	148	27	26	14	14	4	967	
15:00	903	154	24	31	11	13	0	1136	747	145	21	23	14	10	4	964	
15:15	956	155	25	29	12	12	0	1189	801	145	17	27	15	8	4	1017	
15:30	982	160	25	25	18	15	1	1226	810	156	13	24	10	8	4	1025	
15:45	1023	180	24	20	17	11	1	1276	825	161	15	28	11	5	5	1060	
16:00	1090	189	18	15	15	12	2	1341	815	165	9	24	13	14	5	1045	
16:15	1102	184	10	14	13	11	2	1336	829	168	9	19	14	20	4	1063	
16:30	1109	181	7	14	9	10	2	1332	887	141	11	16	14	23	4	1096	
16:45	1149	174	6	10	12	16	4	1371	888	133	7	7	13	23	3	1074	
17:00	1109	165	7	16	11	16	3	1327	918	132	10						

Intelligent Data Collection Limited



Client: WSP Date of Survey: 16.09.2021
 Project Number: ID05935 Junction Name: A229 Loose Road / Cranborne Avenue / Sutton Road
 Junction Number: Site 3 Junction Type: Crossroads

Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	13	3	0	0	0	0	0	16	1	0	0	0	0	0	0	1
07:15	23	2	0	0	0	0	0	22	6	0	0	0	0	0	0	6
07:30	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	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	27	3	1	0	0	0	0	31	14	0	0	0	0	0	0	14
09:00	37	5	0	0	0	0	0	42	13	4	0	0	0	0	0	17
09:15	25	1	0	0	0	0	0	26	11	1	0	0	0	0	0	12
09:30	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	1	0	0	0	0	0	18	11	2	0	0	0	0	0	13
10:30	16	0	1	0	0	0	0	17	18	1	0	0	0	0	0	19
10:45	20	3	0	0	0	0	0	23	11	2	0	0	0	0	0	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	13	2	0	0	0	0	0	15	17	2	1	0	0	0	0	20
12:15	16	5	0	0	0	0	0	21	15	3	0	0	0	0	0	18
12:30	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	1	0	0	0	0	0	14	8	7	0	0	0	0	0	15
13:45	21	1	0	0	0	0	0	22	18	3	0	0	0	0	0	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	0	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	23	3	0	0	0	0	0	26	14	2	0	0	0	0	0	16
15:15	26	5	0	0	0	0	0	31	11	0	0	0	0	0	0	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	16	2	0	0	0	0	0	18
16:30	24	3	0	0	0	0	0	27	24	1	0	0	0	0	0	24
16:45	30	3	0	0	0	0	1	34	14	2	0	0	0	0	0	16
17:00	30	3	0	0	0	0	0	33	19	4	0	0	0	1	0	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	16	1	0	0	0	1	0	18	12	1	0	0	0	0	1	14
18:30	14	1	0	0	0	0	0	15	23	1	0	0	0	0	0	24
18:45	13	1	0	0	0	0	0	14	13	2	0	0	0	1	0	16
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	70	17	0	0	0	0	0	87	13	1	0	0	0	1	0	15
07:15	74	19	0	0	0	0	0	93	17	2	0	0	0	1	0	20
07:30	82	22	0	0	0	2	0	106	17	2	0	0	0	1	2	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	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	57	5	0	0	0	0	0	62
09:00	93	8	1	0	0	0	0	102	56	7	0	0	0	0	0	63
09:15	74	6	1	0	0	0	0	81	54	6	0	0	0	0	0	60
09:30	66	6	1	0	0	0	0	73	54	7	0	0	0	0	0	61
09:45	65	6	1	0	0	0	0	72	53	8	0	0	0	0	0	61
10:00	71	7	1	0	0	0	0	79	51	8	0	0	0	0	0	59
10:15	71	6	1	0	0	0	0	78	48	7	0	0	0	0	0	55
10:30	76	5	1	0	0	0	0	82	54	6	1	0	0	0	0	61
10:45	80	6	1	0	0	0	0	87	42	5	1	0	0	1	0	49
11:00	79	3	2	0	0	0	0	84	45	4	1	1	0	2	0	53
11:15	74	3	2	0	0	0	0	79	54	4	2	1	0	2	0	63
11:30	68	8	2	0	0	0	0	78	52	6	1	1	0	2	0	62
11:45	57	10	1	0	0	0	0	68	60	6	2	1	0	1	0	70
12:00	51	15	0	0	0	0	0	66	61	8	2	0	0	1	0	72
12:15	55	17	0	0	0	0	0	72	67	9	1	0	0	1	0	78
12:30	54	13	0	0	0	0	0	67	64	8	1	0	0	2	0	75
12:45	58	11	0	0	0	0	0	69	58	15	0	0	0	2	0	75
13:00	66	7	0	0	0	0	0	73	61	15	0	0	0	1	0	77
13:15	63	3	0	0	0	0	0	66	54	15	0	0	0	1	0	70
13:30	73	2	0	0	0	0	0	75	54	14	0	0	0	0	0	68
13:45	79	1	0	0	0	1	0	81	55	7	1	0	0	1	0	64
14:00	84	4	0	0	0	1	0	89	58	8	1	0	0	1	0	68
14:15	93	7	0	0	0	1	0	101	56	7	1	0	0	1	0	65
14:30	94	12	0	0	0	1	0	107	55	6	1	0	0	1	0	63
14:45	90	15	0	0	0	0	0	105	69	7	0	0	0	0	0	76
15:00	83	16	0	0	0	0	1	100	70	6	0	0	0	0	1	77
15:15	86	14	0	0	0	0	1	101	71	5	0	0	0	0	1	77
15:30	73	16	0	0	0	1	1	91	76	7	0	0	0	0	1	84
15:45	82	16	0	0	0	1	1	100	77	7	0	0	0	0	1	85
16:00	93	14	0	0	0	1	1	109	69	6	0	0	0	0	0	75
16:15	97	16	0	0	0	1	1	115	73	9	0	0	0	1	0	83
16:30	113	13	0	0	0	0	1	127	76	9	0	0	0	1	0	86
16:45	111	11	0	0	0	0	1	123	67	12	0	0	0	1	0	80
17:00	99	9	0	0	0	0	0	108	64	11	0	0	0	1	0	76
17:15	91	9	0	0	0	0	0	100	71	8	0	0	0	0	0	79
17:30	78	6	0	0	0	1	0	85	64	7	0	0	0	0	1	72
17:45	70	6	0	0	0	1	0	77	72	4	0	0	0	0	1	77
18:00	65	6	0	0	0	1	0	72	74	5	0	0	0	1	1	81

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Client: WSP Date of Survey: 16.09.2021
 Project Number: ID05935 Junction Name: A229 Loose Road / Cranborne Avenue / Sutton Road
 Junction Number: Site 3 Junction Type: Crossroads

Time	Arm C Approach								Arm C Exit								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	
07:00	81	29	2	3	1	2	1	119	123	42	3	1	2	2	0	173	
07:15	78	34	6	3	3	1	0	124	123	26	4	3	0	2	0	181	
07:30	67	16	7	0	3	1	0	94	79	22	2	6	3	0	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	87	22	5	4	3	0	0	121	108	11	1	3	2	2	1	128	
08:45	109	22	1	5	2	2	0	141	107	21	4	3	0	0	0	135	
09:00	105	27	4	4	2	0	1	143	154	19	3	5	3	0	0	184	
09:15	111	39	7	2	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	
10:15	92	34	2	5	3	2	1	139	118	23	5	4	3	0	0	153	
10:30	94	20	4	3	2	3	0	126	108	24	6	5	2	2	0	147	
10:45	108	22	5	2	3	0	0	140	132	32	2	5	3	1	0	175	
11:00	96	19	3	7	1	1	0	127	122	27	2	2	1	0	0	154	
11:15	104	16	7	3	4	1	1	136	113	19	5	3	2	2	0	144	
11:30	99	32	7	3	1	1	0	143	119	26	2	3	1	0	2	151	
11:45	103	19	4	2	3	1	0	132	135	27	9	4	2	2	0	179	
12:00	103	24	5	2	1	1	0	136	119	19	5	4	3	1	0	151	
12:15	97	20	2	4	3	1	0	127	133	32	5	3	1	2	0	176	
12:30	91	27	1	4	1	1	1	127	141	24	4	5	2	2	0	178	
12:45	109	15	7	2	2	1	1	137	126	23	4	2	3	3	0	161	
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	
13:30	110	17	6	3	1	3	0	143	117	27	3	3	1	0	0	154	
13:45	114	24	3	4	2	1	1	149	125	29	2	3	3	3	0	165	
14:00	97	17	3	1	2	3	1	124	126	22	3	4	1	1	0	157	
14:15	141	20	2	2	3	1	0	169	118	29	1	1	1	0	0	150	
14:30	106	14	2	3	3	2	0	136	119	24	4	5	2	1	0	169	
14:45	124	19	9	1	1	3	1	158	128	22	4	2	2	1	0	159	
15:00	75	20	4	1	2	3	0	105	140	27	3	3	1	3	0	177	
15:15	83	18	5	3	2	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	112	18	1	2	1	1	1	136	159	25	8	2	3	4	0	201	
16:15	112	26	1	3	2	1	1	146	139	28	3	4	3	4	1	182	
16:30	105	14	2	3	3	2	0	131	176	37	3	2	1	1	0	220	
16:45	107	13	0	2	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	115	12	0	1	4	1	0	133	171	17	0	1	1	1	1	192	
18:15	141	14	0	2	2	4	0	163	151	21	1	2	3	2	0	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	2	2	2	0	179	
Start Time	Rolling Hour								Rolling Hour								Total
07:00	273	88	15	8	8	7	1	400	408	118	9	17	9	9	0	570	
07:15	266	72	14	8	11	7	0	378	275	90	9	22	8	8	0	512	
07:30	302	60	9	10	11	8	0	400	323	69	10	10	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	557	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	443	125	21	16	7	6	2	620	534	90	15	20	11	5	1	676	
09:15	434	127	20	13	7	7	2	610	495	95	17	16	10	5	1	639	
09:30	415	122	15	16	10	7	2	587	482	95	17	15	13	4	1	627	
09:45	392	107	14	13	10	8	2	546	466	96	14	11	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	1	529	475	102	15	15	8	5	0	620	
10:45	407	89	22	15	9	3	1	546	486	104	11	11	7	3	2	624	
11:00	402	86	21	15	9	4	1	538	489	99	18	10	6	4	2	628	
11:15	409	91	23	10	9	4	1	547	486	91	21	12	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	405	81	22	11	7	6	2	534	530	97	17	8	9	10	0	671	
12:45	423	71	27	10	7	8	1	547	506	100	16	6	8	11	0	647	
13:00	428	80	23	12	7	8	1	559	505	106	14	7	8	11	0	651	
13:15	411	82	19	12	8	8	2	542	502	104	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	381	75	22	6	9	12	1	506	570	105	9	10	8	10	0	712	
15:00	373	71	14	6	10	9	1	484	581	101	9	11	8	9	1	720	
15:15	410	69	11	7	9	7	2	515	600	99	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	73	5	9	8	4	5	549	613	108	18	11	9	9	2	770	
16:00	436	71	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	489	56	1	5	8	14	1	574	705	104	4	7	8	11	1	840	
17:00	509	57	3	4	6	10	1	590	690	101	5	7	7	12	0	822	
17:15	496	56	3	5	9	7	1	577	702	97	4	6	7	13	1	830	
17:30	502	52	2	6	9	9	0	580	693	93							

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Client: WSP Date of Survey: 16.09.2021
 Project Number: ID05935 Junction Name: A229 Loose Road / Cranborne Avenue / Sutton Road
 Junction Number: Site 3 Junction Type: Crossroads

Time	Arm D Approach							Arm D Exit								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	29	5	2	0	0	0	1	37	18	1	0	1	1	0	0	21
07:15	4	0	0	0	0	1	0	5	14	2	1	5	0	1	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	120	22	2	4	0	0	1	158	130	20	3	4	1	0	0	158
08:30	99	13	1	1	1	1	6	122	87	15	3	6	0	1	0	112
08:45	131	15	1	2	2	0	0	151	114	28	5	12	3	2	0	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	8	2	0	0	165
09:30	143	31	3	7	3	2	5	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	143	36	8	10	3	0	0	200	87	25	4	13	1	1	1	132
10:15	138	22	7	18	0	1	0	186	119	22	5	9	1	2	0	158
10:30	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	116	29	11	6	1	1	0	164	132	21	10	4	0	1	0	168
12:00	156	25	4	8	1	3	0	197	115	21	4	6	1	1	0	148
12:15	128	25	5	8	0	1	0	177	161	27	5	9	1	2	0	205
12:30	121	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	0	0	146	107	22	7	10	0	1	0	147
13:30	113	21	5	14	2	1	0	156	129	26	5	11	1	1	0	176
13:45	102	28	8	7	1	4	0	150	136	19	4	6	1	0	0	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	1	0	148	192	28	1	4	0	0	0	242
14:45	143	22	6	10	2	1	0	184	160	20	4	0	3	1	0	188
15:00	137	27	3	2	0	0	1	170	115	28	7	5	2	1	0	158
15:15	128	34	1	6	6	1	1	177	137	14	3	7	1	0	0	162
15:30	162	15	0	7	7	0	2	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	121	25	4	8	1	1	0	161	176	26	2	4	0	0	0	208
16:45	124	26	0	3	1	4	0	168	197	27	1	0	1	2	0	228
17:00	163	33	1	1	2	3	0	203	174	24	0	2	0	1	0	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	0	0	211
17:45	160	27	1	1	0	3	1	193	179	23	5	1	0	0	0	208
18:00	158	17	0	2	1	0	0	178	163	11	2	3	0	1	0	180
18:15	132	16	2	0	1	3	0	154	169	16	0	2	1	2	0	190
18:30	186	19	2	9	0	1	0	217	151	19	0	3	2	3	0	178
18:45	143	12	0	4	3	1	0	163	198	21	0	3	1	4	0	222
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	104	19	2	0	0	4	3	132	45	7	1	3	1	3	0	60
07:15	168	22	0	9	6	5	4	224	110	22	6	13	2	3	0	156
07:30	264	2	2	13	13	6	4	344	226	40	6	21	3	1	0	291
07:45	341	58	3	14	7	4	10	437	305	11	21	3	1	0	393	
08:00	452	68	4	16	9	2	9	560	414	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	562	108	10	30	6	2	0	718	441	122	22	33	5	2	1	626
09:15	538	119	16	34	9	2	0	718	404	115	22	39	5	1	2	588
09:30	553	109	20	46	8	3	0	739	405	100	23	44	4	3	2	581
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	505	85	23	46	4	3	0	666	499	97	21	30	3	2	1	653
10:45	495	94	24	41	5	3	0	662	507	93	17	31	5	1	0	654
11:00	500	103	31	34	4	3	0	675	527	90	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	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	108	22	31	2	6	0	695	514	87	20	31	3	4	1	660
12:15	517	102	20	35	1	5	0	680	511	87	19	30	3	4	1	655
12:30	506	84	21	32	2	4	0	649	457	82	21	31	2	3	1	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	461	112	26	41	3	5	1	649	513	105	11	30	6	0	0	765
14:00	502	106	24	44	4	2	1	683	637	106	11	24	8	1	0	787
14:15	500	97	20	34	4	2	2	659	608	112	17	19	9	2	0	767
14:30	512	106	15	32	9	2	3	679	604	100	15	21	8	2	0	750
14:45	570	98	10	25	8	4	3	718	554	81	18	21	6	5	0	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	121	11	20	3	3	2	743	608	114	7	10	8	5	1	753
16:00	567	123	6	17	3	7	0	723	661	113	5	7	6	5	0	797
16:15	582	125	6	14	4	8	0	739	690	105	3	6	6	5	0	815
16:30	632	104	8	12	4	10	0	770	704	100	3	8	2	5	1	823
16:45	624	100	6	4	5	12	1	752	713	92	2	5	4	7	3	826
17:00	650	101	7	1	7	9	2	777	695	88	2	9	4	5	3	806
17:15	645	85	6	2	6	6	2	752	684	75	4	10	4	5	3	785
17:30	613	81	5	2	7	7	2	717	696	68	4	10	4	5	2	789
17:45	636	79	5	11	5	5	1	742	662	69	3	12	4	6	0	756
18:00	619	64	4	15	5	5	0	712	681	67	2	11	4	10	0	775

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Client: WSP Date of Survey: 16.09.2021
 Project Number: ID05935 Junction Name: A229 Loose Road / Cranborne Avenue / Sutton Road
 Junction Number: Site 3 Junction Type: Crossroads

Time	Total Junction Flow							Total
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	
07:00	239	76	6	5	4	4	2	336
07:15	247	75	11	7	3	3	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	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
10:45	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	88	24	7	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	7	2	588
13:45	447	95	16	20	7	6	1	592
14:00	475	91	14	26	4	4	1	615
14:15	487	95	13	15	7	2	0	619
14:30	490	149	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
16:00	531	96	11	11	5	6	1	661
16:15	483	115	5	8	10	7	2	630
16:30	588	97	11	17	5	4	2	724
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	6	1	675
18:00	557	56	2	7	6	3	1	632
18:15	544	61	3	6	7	12	1	634
18:30	608	71	2	14	5	13	0	713
18:45	593	66	2	8	9	8	0	686
Start Time	Rolling Hour							Total
07:00	805	232	26	28	18	22	4	1135
07:15	892	214	29	49	25	22	4	1235
07:30	1050	212	25	56	27	22	6	1398
07:45	1223	223	24	62	27	19	11	1589
08:00	1505	267	34	75	29	14	10	1934
08:15	1686	307	37	71	24	12	9	2146
08:30	1729	357	45	72	22	11	8	2244
08:45	1824	409	56	85	25	13	3	2415
09:00	1845	419	63	97	28	15	4	2471
09:15	1749	420	71	100	30	15	4	2389
09:30	1729	391	73	115	34	15	4	2371
09:45	1724	363	80	119	31	18	4	2339
10:00	1707	371	81	110	29	15	3	2316
10:15	1719	361	71	110	24	14	2	2301
10:30	1768	345	72	97	25	14	2	2323
10:45	1762	361	69	91	26	9	3	2321
11:00	1783	351	79	84	24	12	3	2336
11:15	1809	344	85	79	27	17	3	2364
11:30	1806	376	84	84	24	20	2	2396
11:45	1831	369	82	81	22	20	2	2407
12:00	1815	363	71	87	21	23	3	2383
12:15	1843	360	72	85	18	25	3	2406
12:30	1785	334	76	80	20	25	3	2323
12:45	1769	345	73	82	20	30	1	2320
13:00	1782	360	72	80	22	28	1	2345
13:15	1780	372	69	88	23	24	2	2358
13:30	1841	383	61	84	23	20	2	2414
13:45	1890	390	57	88	24	20	3	2481
14:00	1964	377	61	80	25	20	3	2530
14:15	1916	381	62	64	25	23	3	2474
14:30	1884	379	58	65	29	25	4	2444
14:45	1927	341	54	57	28	29	4	2440
15:00	1936	341	47	58	28	25	7	2442
15:15	2040	342	43	59	29	24	7	2544
15:30	2068	364	39	51	28	27	8	2585
15:45	2133	390	40	49	28	19	9	2668
16:00	2186	397	28	42	28	30	7	2718
16:15	2233	391	19	36	27	33	6	2745
16:30	2329	356	18	32	23	34	6	2798
16:45	2373	341	13	19	25	42	7	2820
17:00	2367	332	17	21	24	35	6	2802
17:15	2346	298	17	23	26	29	7	2746
17:30	2311	279	16	25	27	33	6	2697
17:45	2277	268	12	35	25	34	3	2654
18:00	2302	254	9	35	27	36	2	2665

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Client: WSP **Date of Survey:** 16.09.2021
Project Number: ID05935 **Junction Name:** A229 Loose Road / Cranborne Avenue / Sutton **Arm A:** A229 Loose Road (N) **Arm C:** Sutton Road (SE)
Junction Number: Site 3 **Junction Type:** Crossroads **Arm B:** Cranborne Avenue (E) **Arm D:** A229 Loose Road (S)

Time	PCU Summary															
	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	12	160	1	0	11	4	1	0	0	118	8	0	19	0	19
07:15	0	7	171	4	0	12	5	5	0	1	128	9	0	19	2	16
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	0	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	138	7	0	8	9	1	0	1	118	18	0	25	11	176
10:45	0	126	159	4	0	6	13	4	0	3	123	27	0	27	6	149
11:00	0	134	132	1	0	7	10	3	0	0	106	38	0	26	9	146
11:15	0	163	129	5	0	8	13	1	0	6	119	27	0	26	9	169
11:30	0	145	128	1	0	9	9	5	0	0	125	31	0	22	5	173
11:45	0	139	158	5	0	6	14	1	0	1	111	31	0	38	12	136
12:00	0	135	121	5	0	9	3	3	0	4	115	26	0	43	12	161
12:15	0	191	160	3	0	3	14	4	0	2	116	22	0	23	13	160
12:30	0	148	162	4	0	5	6	1	0	2	112	22	0	30	10	152
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
13:30	0	152	130	4	0	5	3	6	0	0	115	36	0	26	11	163
13:45	0	139	151	8	0	7	12	3	0	2	127	32	0	21	11	138
14:00	0	177	132	4	0	4	4	6	0	2	109	18	0	30	13	180
14:15	0	149	132	5	0	7	17	1	0	1	148	30	0	21	7	151
14:30	0	213	161	5	0	4	12	3	0	1	105	38	0	12	5	163
14:45	0	130	142	10	0	5	24	1	0	4	121	42	0	26	11	174
15:00	0	128	150	1	0	3	20	3	0	1	82	28	0	32	14	130
15:15	0	138	147	1	0	5	23	3	0	1	107	19	0	28	9	160
15:30	0	161	175	7	0	3	13	2	0	2	113	22	0	36	15	147
15:45	0	162	154	2	0	7	13	4	0	3	118	20	0	20	20	163
16:00	0	156	169	7	0	6	15	6	0	4	117	19	0	39	5	152
16:15	0	149	167	5	0	5	13	2	0	0	132	22	0	24	13	126
16:30	0	188	190	4	0	7	12	8	0	0	123	17	0	29	21	180
16:45	0	182	176	6	0	9	22	2	0	1	112	25	0	27	9	137
17:00	0	151	155	8	0	4	26	3	0	3	115	27	0	32	12	163
17:15	0	141	164	4	0	4	24	5	0	2	138	24	0	27	15	149
17:30	0	180	224	9	0	4	14	5	0	1	119	20	0	41	9	144
17:45	0	178	146	7	0	7	11	1	0	0	125	29	0	39	5	153
18:00	0	142	156	7	0	10	13	2	0	7	101	32	0	36	13	134
18:15	0	147	159	4	0	4	13	0	0	2	131	34	0	29	7	120
18:30	0	154	170	6	0	6	5	4	0	5	130	26	0	30	13	192
18:45	0	171	155	5	0	3	9	2	0	3	137	52	0	24	7	144
Start Time	Rolling Hour															
07:00	0	23	537	10	0	45	20	22	0	1	412	23	0	59	3	66
07:15	0	111	500	10	0	38	32	23	0	1	372	45	0	46	8	389
07:30	0	206	419	7	0	34	52	19	0	2	359	78	0	52	11	310
07:45	0	268	423	4	0	31	70	14	0	1	362	109	0	59	19	389
08:00	0	406	444	5	0	26	91	7	0	3	415	139	0	76	27	496
08:15	0	438	483	6	0	31	105	8	0	4	467	134	0	106	36	518
08:30	0	474	533	8	0	30	94	12	0	5	494	119	0	114	39	520
08:45	0	536	563	11	0	28	76	15	0	6	545	114	0	126	45	590
09:00	0	555	604	13	0	30	58	15	0	6	568	101	0	121	44	627
09:15	0	549	564	14	0	30	35	17	0	6	548	103	0	115	40	654
09:30	0	551	560	14	0	31	31	12	0	4	530	106	0	115	43	697
09:45	0	578	552	17	0	32	32	9	0	4	493	95	0	109	40	709
10:00	0	547	555	17	0	31	39	10	0	5	475	102	0	115	37	698
10:15	0	555	566	15	0	29	42	8	0	4	470	112	0	111	36	653
10:30	0	577	559	17	0	29	45	9	0	10	466	110	0	103	35	640
10:45	0	567	549	11	0	30	45	13	0	9	474	123	0	100	29	637
11:00	0	581	547	12	0	30	46	10	0	7	462	127	0	111	36	625
11:15	0	582	536	16	0	32	39	10	0	11	471	115	0	128	39	640
11:30	0	610	566	14	0	27	40	13	0	7	468	110	0	125	43	631
11:45	0	613	601	17	0	23	37	9	0	9	455	101	0	133	47	610
12:00	0	612	588	18	0	21	33	12	0	8	469	93	0	118	47	609
12:15	0	600	610	23	0	18	43	11	0	6	480	88	0	100	49	614
12:30	0	554	600	26	0	22	36	9	0	6	488	86	0	100	43	587
12:45	0	558	569	26	0	22	33	14	0	4	492	99	0	96	44	597
13:00	0	558	575	27	0	25	35	13	0	6	493	108	0	95	43	599
13:15	0	613	563	21	0	23	26	17	0	6	476	106	0	100	42	613
13:30	0	617	546	21	0	23	36	16	0	5	499	116	0	98	42	631
13:45	0	678	577	22	0	22	45	13	0	6	489	118	0	84	36	631
14:00	0	669	567	24	0	20	57	11	0	8	483	128	0	89	36	668
14:15	0	620	585	21	0	19	73	8	0	7	456	138	0	91	37	617
14:30	0	608	600	17	0	17	79	10	0	7	416	127	0	98	39	626
14:45	0	556	614	19	0	16	80	9	0	8	423	111	0	112	49	611
15:00	0	588	626	11	0	18	69	12	0	7	420	90	0	116	58	600
15:15	0	615	645	17	0	21	64	15	0	10	455	81	0	124	49	622
15:30	0	627	665	21	0	21	54	14	0	9	480	84	0	119	53	588
15:45	0	655	681	18	0	25	53	20	0	7	491	78	0	112	59	620
16:00	0	675	702	22	0	27	62	18	0	5	485	84	0	119	48	594
16:15	0	671	689	23	0	25	73	15	0	4	482	91	0	112	55	606
16:30	0	663	686	22	0	24	84	18	0	6	488	93	0	115	57	628
16:45	0	654	719	27	0	21	86	15	0	7	483	97	0	127	45	592
17:00	0	650	690	28	0	19	75	14	0	6	496	100	0	139	41	608
17:15	0	641	691	27	0	25	62	13	0	10	482	105	0	143	42	580
17:30	0	647	685	27	0	25	51	8	0	10	476	115	0	145	34	551
17:45	0	621	631	24	0	27	42	7	0	14	487	121	0	134	38	599
18:00	0	614	640	23	0	23	40	8	0	17	500	144	0	119	40	590

Intelligent Data Collection Limited



Client: WSP **Date of Survey:** 16.09.2021 **Arm A:** A229 Loose Road (N) **Arm C:** Sutton Road (SE)
Project Number: ID05935 **Junction Name:** A229 Loose Road / Cranborne Avenue / Sutton **Arm B:** Cranborne Avenue (E) **Arm D:** A229 Loose Road (S)
Junction Number: Site 3 **Junction Type:** Crossroads

Count Method: **Classes Included:** *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	<i>AM Peak covers 07:00 until 10:00</i>
	Inter-Peak	from: 14:30	until: 14:45	flow: 722	<i>Inter-Peak covers 10:00 until 16:00</i>
	PM Peak	from: 16:30	until: 16:45	flow: 780	<i>PM Peak covers 16:00 until 19:00</i>

Period Starting: *Select the time from the drop-down in cell D16 to show the 15-minute data for that period*

Movement Counts

		To				
		A	B	C	D	Total
From	A	0	2	162	132	296
	B	9	0	3	30	42
	C	131	1	0	25	156
	D	163	14	36	0	213
	Total	303	17	201	187	708

HGV Proportions

		To				
		A	B	C	D	Total
From	A	0.0%	0.0%	17.1%	21.5%	19.0%
	B	0.0%	0.0%	0.0%	0.0%	0.0%
	C	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%

67

Maximum Hourly Junction Flow:	AM Peak	from: 09:00	until: 10:00	flow: 2742
	Inter-Peak	from: 15:45	until: 16:45	flow: 2821
	PM Peak	from: 16:30	until: 17:30	flow: 2884

Period Starting: *Select the time from the drop-down in cell D33 to show the hourly data for that period*

Movement Counts

		To				
		A	B	C	D	Total
From	A	0	27	719	654	1401
	B	21	0	15	86	122
	C	483	7	0	97	587
	D	592	45	127	0	765
	Total	1097	79	862	837	2875

HGV Proportions

		To				
		A	B	C	D	Total
From	A	0.0%	0.0%	5.9%	4.3%	5.0%
	B	0.0%	0.0%	0.0%	0.0%	0.0%
	C	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%

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			
File Ref	ID06551 Loose Road Corridor Repeat - MCC Site 3 - 09.06.2022			

Issue Record

Issued to	Date			
	27.06.2022			
Sarah Tutt	E-mail			

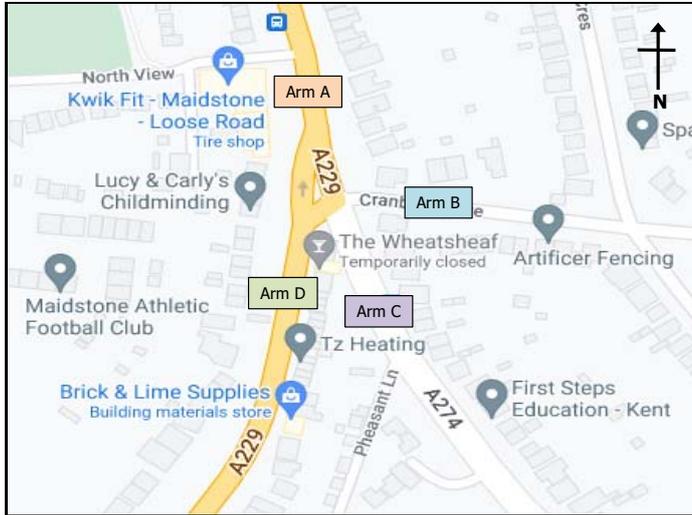
Intelligent Data Collection Limited



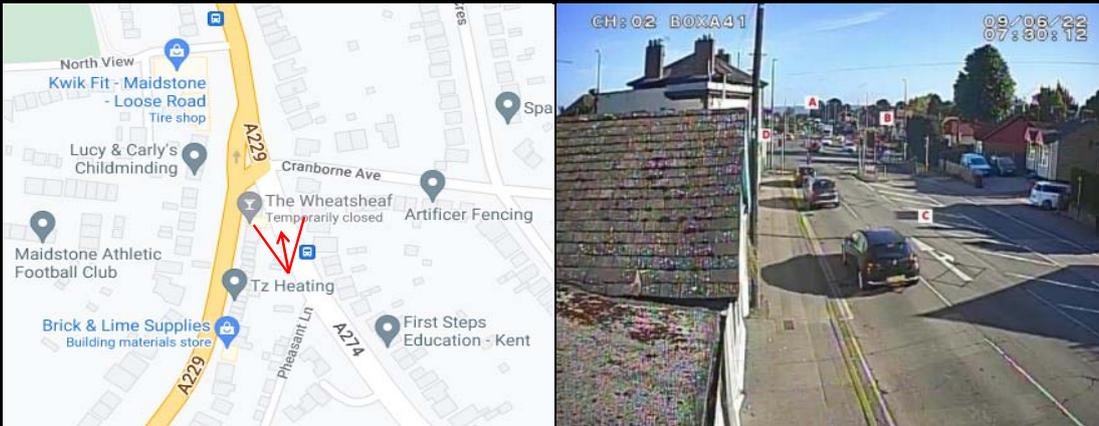
Client: Kent County Council **Date of Survey:** 09.06.2022
Project Number: ID06551 **Junction Name:** A229 Loose Road / Cranborne Avenue / A274 Sutton Road
Junction Number: Site 3 **Junction Type:** 4-arm Junction

X Coordinate	Y Coordinate	Google Maps Link
51.257541	0.531196	Click Here
AM Peak Conditions	Inter-Peak Conditions	PM Peak Conditions
Clear	Clear	Clear

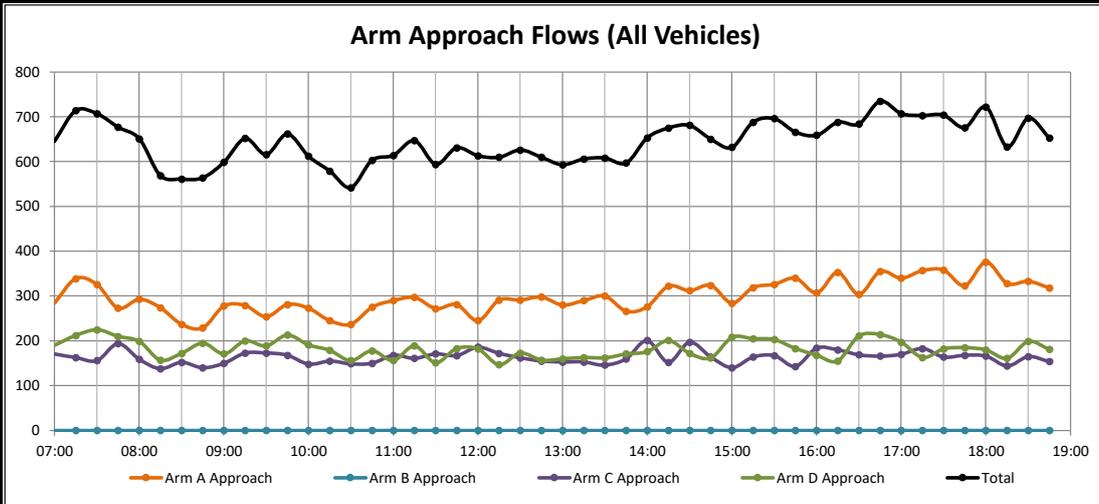
Junction Layout



Aerial Mapping and On-site Camera View



Junction Flow Profile



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

Intelligent Data Collection Limited



Client: Kent County Council Date of Survey: 09.06.2022
 Project Number: ID06551 Junction Name: A229 Loose Road / Cranborne Avenue / A274 Sutton Road Arm A: A229 Loose Road (N) Arm B: Cranborne Avenue (E)
 Junction Number: Site 3 Junction Type: 4-arm Junction Arm C: A274 Sutton Road (SE) Arm D: A229 Loose Road (E)

Time	A to A								A to D								A to C							
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	0	0	0	0	0	0	0	0	100	40	8	6	0	1	0	155	100	21	2	0	4	1	1	129
07:15	0	0	0	0	0	0	0	0	119	42	2	9	1	1	0	139	117	37	2	3	2	3	0	163
07:30	0	0	0	0	0	0	0	0	121	32	8	6	0	3	0	170	119	30	3	0	2	2	0	156
07:45	0	0	0	0	0	0	0	0	115	24	3	5	1	1	0	149	100	21	1	1	1	0	0	124
08:00	0	0	0	0	0	0	0	0	127	14	2	11	0	2	0	156	109	21	4	0	2	1	0	137
08:15	0	0	0	0	0	0	0	0	116	25	7	5	0	2	0	155	101	13	3	1	1	0	0	119
08:30	0	0	0	0	0	0	0	0	83	20	0	9	2	3	0	117	96	14	1	4	1	4	0	120
08:45	0	0	0	0	0	0	0	0	96	27	9	6	0	3	0	141	68	13	3	1	3	0	0	88
09:00	0	0	0	0	0	0	0	0	107	24	4	9	2	1	1	148	100	27	0	1	1	1	0	130
09:15	0	0	0	0	0	0	0	0	101	21	8	8	1	0	0	139	108	21	4	3	3	1	0	140
09:30	0	0	0	0	0	0	0	0	104	24	4	3	1	1	0	137	89	20	5	2	1	0	0	117
09:45	0	0	0	0	0	0	0	0	109	23	9	5	1	0	0	147	97	27	3	4	3	0	0	134
10:00	0	0	0	0	0	0	0	0	98	21	7	5	0	1	0	132	116	20	2	0	1	1	1	141
10:15	0	0	0	0	0	0	0	0	92	19	0	4	1	1	0	117	98	24	3	1	2	0	0	128
10:30	0	0	0	0	0	0	0	0	76	14	1	6	2	0	0	96	113	14	8	1	2	0	0	138
10:45	0	0	0	0	0	0	0	0	117	19	8	4	1	1	0	150	99	17	4	2	2	1	0	125
11:00	0	0	0	0	0	0	0	0	118	22	6	6	1	3	0	156	102	20	3	3	2	3	1	134
11:15	0	0	0	0	0	0	0	0	110	20	4	7	0	0	0	141	121	21	2	4	3	5	0	156
11:30	0	0	0	0	0	0	0	0	93	16	3	11	2	2	0	127	109	29	2	3	1	1	0	145
11:45	0	0	0	0	0	0	0	0	115	19	1	6	3	0	0	144	101	25	2	4	3	2	0	137
12:00	0	0	0	0	0	0	0	0	77	13	3	4	0	0	0	97	119	25	0	2	1	1	0	148
12:15	0	0	0	0	0	0	0	0	121	18	2	7	0	1	0	149	108	21	3	3	2	5	0	142
12:30	0	0	0	0	0	0	0	0	109	21	4	6	2	2	0	144	112	19	6	6	3	1	0	147
12:45	0	0	0	0	0	0	0	0	120	23	7	3	1	1	0	155	114	19	4	2	3	1	0	143
13:00	0	0	0	0	0	0	0	0	89	22	4	9	0	0	0	124	117	29	4	3	1	2	0	156
13:15	0	0	0	0	0	0	0	0	106	23	4	8	2	0	0	143	116	23	3	1	2	1	1	147
13:30	0	0	0	0	0	0	0	0	103	24	2	2	1	0	0	139	109	16	7	3	1	1	0	168
13:45	0	0	0	0	0	0	0	0	103	21	3	4	0	0	0	131	101	25	3	1	2	3	0	135
14:00	0	0	0	0	0	0	0	0	96	12	4	0	2	2	0	116	128	20	4	6	1	1	0	160
14:15	0	0	0	0	0	0	0	0	128	24	3	4	0	0	0	159	120	37	2	2	2	0	0	163
14:30	0	0	0	0	0	0	0	0	135	24	0	4	1	2	0	165	111	23	4	1	2	1	0	145
14:45	0	0	0	0	0	0	0	0	145	26	3	4	4	0	0	182	112	23	1	0	2	3	1	142
15:00	0	0	0	0	0	0	0	0	114	28	4	3	1	0	0	150	100	26	3	2	1	2	0	134
15:15	0	0	0	0	0	0	0	0	138	20	4	5	1	5	0	173	112	24	4	2	1	3	0	146
15:30	0	0	0	0	0	0	0	0	123	22	4	2	1	0	0	152	141	26	4	1	1	1	0	174
15:45	0	0	0	0	0	0	0	0	147	19	0	2	0	4	1	173	124	27	3	4	7	1	1	167
16:00	0	0	0	0	0	0	0	0	128	20	1	2	0	0	0	151	121	26	4	2	3	0	0	156
16:15	0	0	0	0	0	0	0	0	129	26	1	2	4	1	0	163	139	38	4	1	4	3	1	190
16:30	0	0	0	0	0	0	0	0	121	15	1	4	1	2	0	145	137	18	1	1	2	1	0	160
16:45	0	0	0	0	0	0	0	0	136	29	3	4	2	3	0	177	141	28	3	3	0	3	0	178
17:00	0	0	0	0	0	0	0	0	143	24	0	3	0	4	0	174	144	13	5	0	2	2	0	166
17:15	0	0	0	0	0	0	0	0	169	18	2	5	1	3	0	198	142	11	0	1	2	2	1	159
17:30	0	0	0	0	0	0	0	0	165	19	0	7	1	1	0	193	131	27	2	1	2	2	0	165
17:45	0	0	0	0	0	0	0	0	161	13	1	4	1	0	2	182	117	14	3	1	1	5	0	141
18:00	0	0	0	0	0	0	0	0	179	27	0	1	0	4	0	211	138	18	4	1	1	3	0	165
18:15	0	0	0	0	0	0	0	0	143	18	1	3	2	3	0	170	137	14	0	1	2	4	0	158
18:30	0	0	0	0	0	0	0	0	152	14	0	1	1	3	0	168	139	21	0	1	2	2	0	165
18:45	0	0	0	0	0	0	0	0	136	15	2	1	1	3	0	158	141	17	0	0	1	1	0	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	0	0	0	0	0	0	0	0	482	113	16	21	2	7	0	651	445	109	10	3	7	6	0	580
07:30	0	0	0	0	0	0	0	0	479	85	10	17	1	8	0	620	429	85	11	2	6	3	0	532
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	0	0	0	0	0	0	0	0	422	86	18	31	2	10	0	569	374	61	11	6	7	5	0	464
08:15	0	0	0	0	0	0	0	0	402	96	20	29	4	9	1	561	365	67	7	7	6	5	0	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	0	0	0	0	0	0	0	0	408	96	25	26	4	5	1	565	365	81	12	7	8	2	0	475
09:00	0	0	0	0	0	0	0	0	421	92	25	25	5	2	1	571	394	95	12	10	8	2	0	521
09:15	0	0	0	0	0	0	0	0	412	89	28	21	3	2	0	555	410	88	14	9	8	2	1	532
09:30	0	0	0	0	0	0	0	0	403	87	20	17	3	3	0	533	400	91	13	7	7	1	1	520
09:45	0	0	0	0	0	0	0	0	375	77	17	20	4	2	0	495	424	85	16	6	8	1	1	541
10:00	0	0	0	0	0	0	0	0	383	73	16	19	4	3	0	498	426	75	17	4	7	2	1	532
10:15	0	0	0	0	0	0	0	0	403	74	15	20	5	5	0	522	412	75	18	7	8	4	1	525
10:30	0	0	0	0	0	0	0	0	421	75	19	23	4	4	0	546	435	72	17	10	9	9	1	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	0	0	0	0	0	0	0	0	436	77	14	30	6	5	0	568	433	95	9	14	9	11	1	572
11:15	0	0	0	0	0	0	0	0	395	68	11	28	5	2	0	509	450	100	6	13	8	9	0	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
11:45	0	0	0	0	0	0	0	0	422	71	10	23	5	3	0	534	440	90	11	15	9	9	0	574
12:00	0	0	0	0	0	0	0	0	427	75	16	20	3	4	0	545	453	84	13	13	9	8	0	580
12:15	0	0	0	0	0	0	0	0	439	84	17	25	3	4	0	572	451	88	17	14	9			

Intelligent Data Collection Limited



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

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

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

Time	C to B								C to A								C to D							
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	0	0	0	0	0	0	0	0	111	28	3	1	1	2	1	147	21	3	0	0	0	0	0	24
07:15	0	0	0	0	0	0	0	0	101	24	3	2	1	0	1	131	25	2	0	0	1	0	0	27
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	31
07:45	0	0	0	0	0	0	0	0	110	21	6	1	2	3	0	143	41	6	1	0	3	0	0	51
08:00	0	0	0	0	0	0	0	0	101	12	0	2	4	3	1	123	29	5	1	1	0	0	0	36
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	38
08:30	0	0	0	0	0	0	0	0	82	25	4	0	1	2	0	114	35	3	0	0	0	0	0	38
08:45	0	0	0	0	0	0	0	0	84	18	2	3	3	2	0	112	25	3	0	0	0	0	0	28
09:00	0	0	0	0	0	0	0	0	92	20	3	1	3	0	1	120	22	6	1	0	1	0	0	30
09:15	0	0	0	0	0	0	0	0	103	22	1	2	2	6	0	136	29	5	3	0	0	0	0	37
09:30	0	0	0	0	0	0	0	0	101	27	4	5	1	3	0	141	26	5	1	0	7	4	0	32
09:45	0	0	0	0	0	0	0	0	90	34	3	3	2	0	0	132	28	5	1	1	0	1	0	36
10:00	0	0	0	0	0	0	0	0	87	27	4	1	2	2	0	123	21	2	0	1	0	0	1	25
10:15	0	0	0	0	0	0	0	0	97	17	6	5	1	0	0	126	25	3	1	0	0	0	0	29
10:30	0	0	0	0	0	0	0	0	94	18	4	3	2	1	0	122	20	6	0	1	4	0	0	27
10:45	0	0	0	0	0	0	0	0	93	26	4	1	3	1	0	128	21	1	0	0	0	0	0	22
11:00	0	0	0	0	0	0	0	0	102	22	7	5	1	0	0	137	25	4	2	0	0	0	0	31
11:15	0	0	0	0	0	0	0	0	110	10	3	5	2	4	0	133	25	2	1	0	0	0	0	28
11:30	0	0	0	0	0	0	0	0	106	15	5	4	2	4	0	137	22	9	1	1	1	0	0	34
11:45	0	0	0	0	0	0	0	0	94	18	5	1	6	0	0	124	30	9	0	0	0	4	0	43
12:00	0	0	0	0	0	0	0	0	112	27	3	2	3	2	0	149	32	2	1	1	0	0	1	37
12:15	0	0	0	0	0	0	0	0	108	19	1	2	3	3	0	136	31	4	1	0	0	0	0	36
12:30	0	0	0	0	0	0	0	0	108	14	3	3	1	0	0	129	26	6	0	1	0	0	0	34
12:45	0	0	0	0	0	0	0	0	89	21	6	2	3	0	1	122	30	1	0	1	1	0	1	33
13:00	0	0	0	0	0	0	0	0	98	15	6	3	1	2	0	125	22	3	1	1	0	1	0	28
13:15	0	0	0	0	0	0	0	0	95	14	4	4	3	3	0	123	23	5	0	2	0	0	0	30
13:30	0	0	0	0	0	0	0	0	92	12	5	2	1	1	0	122	20	7	0	1	1	0	0	23
13:45	0	0	0	0	0	0	0	0	100	20	4	3	2	2	0	131	22	6	0	1	0	0	0	29
14:00	0	0	0	0	0	0	0	0	124	25	3	3	1	4	0	160	33	6	2	0	0	0	0	41
14:15	0	0	0	0	0	0	0	0	91	17	4	2	3	2	0	119	22	10	1	0	0	0	0	33
14:30	0	0	0	0	0	0	0	0	115	29	5	1	1	6	0	150	38	1	0	0	0	0	0	39
14:45	0	0	0	0	0	0	0	0	95	22	2	3	2	3	0	127	29	5	0	1	2	0	0	37
15:00	0	0	0	0	0	0	0	0	80	13	2	2	2	2	0	101	31	7	1	0	0	0	0	39
15:15	0	0	0	0	0	0	0	0	106	13	0	1	3	5	0	129	28	6	1	0	0	0	0	35
15:30	0	0	0	0	0	0	0	0	109	20	1	1	1	1	0	133	27	7	0	0	0	0	0	34
15:45	0	0	0	0	0	0	0	0	82	21	1	2	2	3	1	112	26	4	0	0	0	1	0	31
16:00	0	0	0	0	0	0	0	0	137	22	1	2	1	1	1	165	17	2	0	0	0	0	0	19
16:15	0	0	0	0	0	0	0	0	134	15	1	1	1	2	0	154	19	6	0	0	0	1	0	26
16:30	0	0	0	0	0	0	0	0	124	7	0	2	1	2	0	136	25	8	0	0	0	0	0	31
16:45	0	0	0	0	0	0	0	0	117	20	1	0	3	0	0	141	22	2	1	0	0	0	0	25
17:00	0	0	0	0	0	0	0	0	115	10	1	3	2	5	1	137	27	5	1	0	0	0	0	33
17:15	0	0	0	0	0	0	0	0	134	14	1	0	2	1	0	152	31	0	0	0	0	0	0	31
17:30	0	0	0	0	0	0	0	0	113	16	0	2	2	2	0	135	27	2	0	0	0	0	0	29
17:45	0	0	0	0	0	0	0	0	116	15	0	1	2	2	0	136	20	2	0	0	0	0	0	32
18:00	0	0	0	0	0	0	0	0	108	15	0	4	3	1	0	131	32	3	0	0	0	0	0	35
18:15	0	0	0	0	0	0	0	0	94	7	1	0	3	1	0	106	34	2	0	0	0	2	0	38
18:30	0	0	0	0	0	0	0	0	110	16	4	2	1	1	0	134	31	0	0	0	0	0	0	31
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	32
Start Time	Rolling Hour								Rolling Hour								Rolling Hour							
07:00	0	0	0	0	0	0	0	0	418	94	13	6	6	6	3	546	108	25	1	1	3	0	0	138
07:15	0	0	0	0	0	0	0	0	408	78	10	7	9	7	3	522	116	27	2	2	3	0	0	150
07:30	0	0	0	0	0	0	0	0	386	69	9	7	9	9	2	499	105	23	2	3	3	0	0	156
07:45	0	0	0	0	0	0	0	0	372	73	12	4	8	10	1	480	139	17	2	2	3	0	0	163
08:00	0	0	0	0	0	0	0	0	346	70	8	6	9	9	1	449	123	14	1	2	0	0	0	140
08:15	0	0	0	0	0	0	0	0	337	78	11	5	8	6	1	446	116	15	1	1	1	0	0	134
08:30	0	0	0	0	0	0	0	0	361	85	10	6	9	10	1	482	111	17	4	0	1	0	0	133
08:45	0	0	0	0	0	0	0	0	380	87	10	11	9	11	1	509	102	19	5	0	1	0	0	127
09:00	0	0	0	0	0	0	0	0	386	103	11	11	8	9	1	529	105	21	6	1	1	1	0	135
09:15	0	0	0	0	0	0	0	0	381	110	12	11	7	11	0	532	104	17	5	2	0	1	1	130
09:30	0	0	0	0	0	0	0	0	375	105	17	14	6	5	0	522	100	15	3	2	0	1	1	122
09:45	0	0	0	0	0	0	0	0	368	96	17	12	7	3	0	503	94	16	2	3	0	1	1	117
10:00	0	0	0	0	0	0	0	0	371	88	18	10	8	4	0	499	87	12	1	2	0	0	1	103
10:15	0	0	0	0	0	0	0	0	386	83	21	14	7	2	0	513	91	14	3	1	0	0	0	109
10:30	0	0	0	0	0	0	0	0	399	76	18	14	8	5	0	520	91	13	3	1	0	0	0	108
10:45	0	0	0	0	0	0	0	0	411	74	19	15	8	8	0	535	93	16	4	1	0	1	0	115
11:00	0	0	0	0	0	0	0	0	412	66	20	15	11	7	0	531	102	24	4	1	0	5	0	136
11:15	0	0	0	0	0	0	0	0	422	71	16	12	13	9	0	543	109	22	3	2	0	5	1	142
11:30	0	0	0	0	0	0	0	0	420	80	14	9	14	9	0	546	115	24	3	2	0	5	1	150
11:45	0	0	0	0	0	0	0	0	422	78	12	8	13	5	0	538	119	21	2	2	0	4	1	149
12:00	0	0	0	0	0	0	0	0	417	81	13	9	10	5	1	536	119	13	2	3	0	1	1	139
12:15	0	0	0	0	0																			

Intelligent Data Collection Limited



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

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

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

Time	D to D							D to C							D to B							Total
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	
07:00	0	0	0	0	0	0	0	18	3	2	0	0	0	0	23	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	21	5	1	1	0	0	0	22	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	21	6	1	0	0	0	0	28	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	19	6	0	0	0	0	0	25	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	24	5	1	0	0	0	0	30	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	25	2	0	0	0	0	0	27	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	32	4	1	0	0	0	0	37	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	38	4	0	2	0	0	0	44	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	23	3	0	0	0	0	0	26	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	30	1	0	2	0	0	0	33	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	22	6	1	0	0	0	0	29	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	34	2	0	2	0	0	0	38	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	37	2	1	2	0	0	1	42	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	21	4	2	1	0	1	0	29	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	21	3	0	2	0	0	0	26	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	30	2	0	0	0	0	0	32	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	24	3	2	0	0	0	0	29	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	32	7	1	1	0	0	0	41	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	28	9	1	0	1	1	0	39	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	23	6	1	2	0	0	0	32	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	24	1	1	1	0	1	0	28	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	23	4	1	0	0	1	0	29	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	25	2	0	3	0	0	0	30	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	27	1	0	3	0	0	1	29	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	21	4	0	2	0	0	0	27	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	23	5	0	0	0	0	0	28	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	34	5	0	1	1	0	1	41	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	24	5	0	1	0	0	0	30	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	23	4	0	2	0	0	0	29	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	28	7	0	1	0	0	0	36	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	17	6	0	0	0	0	0	29	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	19	3	0	1	0	0	0	23	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	27	4	0	0	0	0	0	31	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	20	5	0	1	2	0	0	28	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	38	2	1	0	0	0	0	41	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	26	6	1	1	0	2	0	36	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	24	5	0	0	0	0	0	29	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	28	3	0	2	0	1	0	34	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	27	2	0	0	0	0	0	29	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	31	3	0	1	0	1	0	36	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	24	3	0	0	0	0	0	27	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	25	3	1	0	0	0	0	29	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	26	2	0	0	0	0	0	28	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	23	3	1	0	0	1	0	29	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	26	3	0	1	0	0	0	30	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	28	1	0	0	0	0	0	29	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	34	4	0	0	0	0	0	38	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	39	1	0	0	0	0	0	40	0	0	0	0	0	0	0
	Billing Hour																					Total
07:00	0	0	0	0	0	0	0	79	15	4	0	0	0	0	98	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	85	17	3	0	0	0	0	105	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	88	2	2	0	0	0	0	119	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	100	17	2	0	0	0	0	119	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	119	15	2	2	0	0	0	138	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	118	13	1	2	0	0	0	134	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	123	12	1	4	0	0	0	140	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	113	14	1	4	0	0	0	132	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	109	12	1	4	0	0	0	126	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	123	11	2	6	0	0	0	142	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	114	14	4	5	0	1	1	138	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	113	11	3	7	0	1	0	135	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	109	11	3	5	0	1	0	129	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	96	12	4	3	0	1	0	116	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	107	15	3	3	0	0	0	128	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	114	21	4	1	1	0	0	141	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	107	25	5	3	1	0	0	141	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	107	23	4	4	1	1	0	140	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	98	20	4	3	1	2	0	128	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	95	13	3	6	0	2	0	119	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	99	8	2	4	0	3	0	116	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	96	11	1	5	0	2	0	115	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	96	12	0	5	0	1	0	114	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	105	15	0	3	0	2	0	125	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	102	19	0	4	0	1	0	126	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	104	19	0	4	0	1	0	128	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	109	21	2	5	0	0	0	136	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	92	22	0	4	0	0	0	118	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	87	20	0	4	0	0	0	111	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	91	20	0	2	0	0	0	113	0	0	0	0	0	0	0
14:30	0	0	0																			

Intelligent Data Collection Limited

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

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

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



Time	D to A							Total
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	
07:00	126	33	4	2	0	1	1	167
07:15	148	32	3	4	1	1	1	190
07:30	160	30	3	1	0	3	0	197
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
09:15	143	15	5	4	0	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	4	1	1	0	149
10:15	119	15	6	7	0	3	0	150
10:30	100	17	7	2	2	2	0	130
10:45	112	20	13	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
11:30	82	17	5	6	2	0	0	112
11:45	117	21	5	7	1	0	0	151
12:00	121	21	8	2	1	1	0	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	1	0	121
13:45	102	23	5	8	1	2	0	141
14:00	120	19	4	2	1	1	0	147
14:15	128	23	6	4	0	2	0	165
14:30	116	21	4	7	1	0	0	149
14:45	105	26	2	5	0	1	0	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	1	0	0	0	162
15:45	118	17	2	7	2	1	0	147
16:00	107	21	3	4	0	3	1	139
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
17:30	116	26	4	4	1	3	0	154
17:45	119	28	1	3	3	3	0	157
18:00	134	12	0	2	1	1	0	150
18:15	119	9	2	1	1	0	0	132
18:30	141	15	0	2	1	1	1	161
18:45	113	19	0	4	2	3	0	141
Start Time	Rolling Hour							Total
07:00	588	114	13	12	5	5	2	739
07:15	603	101	9	14	7	5	2	741
07:30	559	88	8	10	7	8	1	681
07:45	518	70	6	11	7	6	1	619
08:00	487	70	5	12	3	7	1	585
08:15	465	64	9	14	2	7	0	561
08:30	504	60	12	18	1	3	0	598
08:45	519	64	12	24	2	2	0	623
09:00	542	61	12	27	3	2	0	647
09:15	553	55	13	25	3	2	0	651
09:30	529	55	14	28	3	5	0	634
09:45	495	56	20	22	4	7	0	604
10:00	461	60	22	19	5	7	1	575
10:15	430	69	20	22	5	6	1	553
10:30	430	65	22	22	6	5	1	551
10:45	412	65	20	26	6	3	1	533
11:00	417	66	21	27	5	2	0	538
11:15	439	70	26	22	5	3	0	565
11:30	409	78	21	21	4	1	1	535
11:45	442	78	21	20	3	1	1	566
12:00	422	74	20	19	4	3	1	543
12:15	395	77	17	24	3	4	2	522
12:30	412	80	17	20	4	5	1	539
12:45	385	82	16	24	3	6	1	517
13:00	390	88	17	26	2	6	1	530
13:15	416	83	16	21	3	5	0	544
13:30	438	84	19	24	3	6	0	574
13:45	466	86	19	22	4	5	0	602
14:00	469	89	16	19	3	4	0	600
14:15	488	98	13	22	3	5	1	630
14:30	510	92	10	20	4	4	1	642
14:45	534	91	7	14	4	4	1	655
15:00	547	82	7	16	6	4	1	663
15:15	515	75	9	15	5	5	1	625
15:30	470	69	7	15	3	4	1	569
15:45	474	77	11	17	3	6	1	589
16:00	496	86	12	13	3	9	1	620
16:15	538	82	10	10	3	8	0	651
16:30	548	83	10	9	3	10	1	664
16:45	520	81	9	10	4	11	1	636
17:00	499	83	7	10	5	10	1	615
17:15	484	78	6	11	6	9	1	595
17:30	488	75	7	10	6	7	0	593
17:45	513	64	3	8	6	5	1	600
18:00	507	55	2	9	5	5	1	584

Intelligent Data Collection Limited



Client: Kent County Council Date of Survey: 09.06.2022
 Project Number: ID06551 Junction Name: A229 Loose Road / Cranborne Avenue / A274 Sutton Road
 Junction Number: Site 3 Junction Type: 4-arm Junction

Time	Arm A Approach							Arm A Exit								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	200	61	10	6	4	2	1	284	237	61	7	3	1	3	2	314
07:15	236	80	5	11	3	4	0	339	249	61	6	5	2	1	2	321
07:30	240	62	11	6	2	5	0	326	256	51	4	4	2	4	1	322
07:45	215	45	4	6	2	1	0	273	264	40	9	6	6	3	0	328
08:00	236	35	6	11	2	3	0	293	242	32	0	6	6	4	2	292
08:15	217	38	10	6	1	2	0	274	183	34	4	1	2	6	0	230
08:30	179	34	1	13	3	7	0	237	201	37	5	2	1	3	0	249
08:45	164	40	12	7	3	3	0	229	207	37	4	9	3	3	0	263
09:00	207	51	4	10	3	2	1	278	211	34	7	7	4	1	1	265
09:15	209	42	12	11	4	1	0	279	246	37	6	6	2	6	0	303
09:30	193	44	9	5	2	11	0	264	235	43	5	13	2	3	0	301
09:45	206	50	12	9	4	0	0	281	236	50	5	12	3	1	0	307
10:00	214	41	9	5	1	2	1	273	217	35	9	5	3	3	0	272
10:15	190	43	3	5	3	1	0	245	216	32	12	12	1	3	0	276
10:30	189	28	9	7	4	0	0	237	194	35	11	5	4	3	0	252
10:45	216	36	12	6	3	2	0	275	205	46	8	7	5	2	1	274
11:00	220	42	9	9	3	6	1	290	201	39	10	12	2	0	0	264
11:15	221	41	6	11	3	5	0	297	229	21	11	12	3	5	0	281
11:30	202	45	5	14	3	3	0	272	188	33	10	10	4	4	0	249
11:45	216	44	3	10	6	2	0	281	211	39	10	8	7	0	0	275
12:00	196	38	3	6	1	1	0	245	233	48	11	4	4	3	0	303
12:15	229	39	5	10	2	6	0	291	197	38	4	8	3	3	1	254
12:30	221	40	10	12	5	3	0	291	223	31	8	5	2	0	0	272
12:45	234	42	11	5	4	2	0	298	186	38	10	8	5	2	1	250
13:00	206	51	8	12	1	2	0	280	192	39	11	10	1	4	1	258
13:15	222	46	7	9	4	1	1	290	201	36	7	6	4	4	0	258
13:30	242	40	9	5	3	2	0	300	180	43	9	11	2	2	0	244
13:45	204	46	6	5	2	3	0	266	202	43	9	11	3	4	0	272
14:00	224	32	8	6	3	3	0	276	244	44	7	5	2	5	0	307
14:15	248	61	5	6	2	0	0	322	219	40	10	7	4	4	0	284
14:30	246	47	4	8	4	3	0	312	231	50	9	8	2	6	1	307
14:45	257	49	4	4	6	3	1	324	200	48	4	8	2	4	0	266
15:00	214	54	7	5	2	2	0	284	219	41	3	7	3	4	1	278
15:15	250	44	8	7	2	8	0	319	256	30	3	5	6	6	0	306
15:30	264	48	8	3	2	1	0	326	249	40	2	2	1	1	0	295
15:45	271	46	3	6	7	5	2	340	200	38	3	9	4	4	1	259
16:00	249	46	5	4	3	0	0	307	244	43	4	6	1	4	2	304
16:15	268	64	5	3	8	4	1	353	239	26	2	4	2	2	0	275
16:30	258	33	2	5	4	3	0	304	268	35	5	3	1	4	0	318
16:45	277	57	6	7	2	6	0	355	257	46	4	3	5	4	0	319
17:00	287	37	5	3	2	6	0	340	264	27	2	4	2	7	1	307
17:15	311	29	2	6	3	5	1	357	249	26	2	2	3	3	1	286
17:30	296	46	2	8	3	3	0	358	229	42	4	6	3	5	0	289
17:45	278	27	2	7	2	5	2	325	235	43	1	4	5	5	0	293
18:00	317	45	4	2	1	7	0	376	242	27	0	6	4	2	0	281
18:15	280	32	1	4	4	7	0	328	213	16	3	1	4	1	0	238
18:30	291	35	0	2	2	3	0	333	251	31	4	4	2	2	1	295
18:45	277	32	2	1	2	4	0	318	221	27	1	5	3	5	1	263
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	891	248	30	29	11	12	1	1222	1006	208	26	18	11	11	5	1285
07:15	927	222	26	34	9	13	0	1231	1011	179	19	21	16	12	5	1263
07:30	908	180	31	29	7	11	0	1166	966	157	17	17	16	17	3	1172
07:45	847	152	21	36	8	13	0	1077	890	143	18	15	15	16	2	1099
08:00	796	147	29	37	9	15	0	1033	833	140	13	18	12	16	2	1034
08:15	767	163	27	36	10	14	1	1018	802	142	20	19	10	13	1	1007
08:30	759	167	29	41	13	13	1	1023	865	145	22	24	10	13	1	1080
08:45	773	177	37	33	12	7	1	1040	899	151	22	35	11	13	1	1132
09:00	815	187	37	35	13	4	1	1092	928	164	23	38	11	11	1	1176
09:15	822	177	42	30	11	4	1	1087	934	165	25	36	10	13	0	1183
09:30	803	178	33	24	10	4	1	1053	904	160	31	42	9	10	0	1156
09:45	799	162	33	26	12	3	1	1036	863	152	37	34	11	10	0	1107
10:00	809	148	33	23	11	5	1	1030	832	148	40	29	13	11	1	1074
10:15	815	149	33	27	13	9	1	1047	816	152	41	36	12	8	1	1066
10:30	856	147	36	33	13	13	1	1099	829	141	40	36	14	10	1	1071
10:45	869	164	32	40	12	16	1	1134	823	139	39	41	14	11	1	1068
11:00	869	172	23	44	15	16	1	1140	829	132	41	42	16	9	0	1069
11:15	845	168	17	41	13	11	0	1095	861	141	42	34	18	12	0	1108
11:30	843	166	16	40	12	12	0	1089	829	158	35	30	18	10	1	1081
11:45	862	161	21	38	14	12	0	1108	864	156	33	28	16	6	1	1104
12:00	880	159	29	33	12	12	0	1125	839	155	33	28	14	8	2	1079
12:15	890	172	34	39	12	13	0	1160	798	146	33	34	11	9	3	1034
12:30	883	179	36	38	14	8	1	1159	802	144	36	32	12	10	2	1038
12:45	904	179	35	31	12	6	1	1168	759	154	37	35	11	12	2	1010
13:00	874	183	30	31	10	7	1	1136	775	159	36	38	9	14	1	1032
13:15	892	164	30	25	12	8	1	1132	827	164	32	33	10	15	0	1081
13:30	918	179	28	22	10	7	0	1164	845	168	35	34	10	10	0	1107
13:45	922	186	23	25	11	9	0	1176	896	177	35	31	11	19	1	1170
14:00	975	189	21	24	15	9	1	1234	894	182	30	28	10	19	1	1164
14:15	965	211	20	23	14	8	1	1242	869	179	26	30	11	18	2	1135
14:30	967	194	23	24	14	16	1	1239	906	169	19	28	13	20	2	1157
14:45	985	195	27	19	12	14	1	1253	924	159	12	22	12	15	1	1145
15:00	999	192	26	21	13	16	2	1269	924	149	11	23	14	15	2	1138
15:15	1034	184	24	20	14	14	2	1292	949	151	12	22	12	15	3	1164
15:30	1052	204	21	16	20	10	3	1326	932	147	11	21	8	11	3	1133
15:45	1046	189	15	18	21	12	3	1304	951	142	14	24	8	14	3	1156
16:00	1052	200	18	19	16	13	1	1319	1008	150	15	18	9	14	2	1216
16:15	1090	191	18	18	15	19	1	1352	1028	134	13	16	10	17	1	1219
16:30	1133	156	15	21	10	20	1	1356	1038	134	13	14	11	18	2	1230
16:45	1171	169	15	24	10	20	1	1410	999	141	12	15	13	19	2	1201
17:00	1172	139	11	24	10	19	3	1378	977	138	9	16	13	20	2	1175
17:15	1202	147	10	23	9	20	3	1414	955	138	7	18	15	15	1	1149
17:30	1171	150	9	21	10	22	2	1385	919	128	8	17	16	13	0	1101
17:45	1166	139	7	15	9	22	2	1360	941	117	8	15	15	10	1	1107
18:00	1165	144	7	9	9	21	0	1355	927	101	8	16	13	10	2	1077

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Client: Kent County Council Date of Survey: 09.06.2022
 Project Number: ID06551 Junction Name: A229 Loose Road / Cranborne Avenue / A274 Sutton Road
 Junction Number: Site 3 Junction Type: 4-arm Junction

Time	Arm B Approach							Arm B Exit								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	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
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	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
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	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
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	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
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	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
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	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
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	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	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	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
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	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
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	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
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	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
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	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
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	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
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	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
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	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
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	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
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	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
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	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
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	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	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	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
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	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
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	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
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	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
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	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
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Client: Kent County Council Date of Survey: 09/06/2022
 Project Number: ID06551 Junction Name: A229 Loose Road / Cranborne Avenue / A274 Sutton Road
 Junction Number: Site 3 Junction Type: 4-arm Junction

07:00	132	31	3	1	1	2	1	118	24	4	0	4	1	1
07:15	124	21	3	1	1	0	1	126	22	3	2	2	2	0
07:30	117	30	1	4	2	1	1	140	36	4	0	2	2	0
07:45	151	27	7	1	5	3	0	119	27	1	1	1	0	0
08:00	130	17	1	3	4	3	1	133	26	5	0	2	1	0
08:15	113	18	2	2	1	2	0	126	15	3	1	1	0	0
08:30	117	28	4	0	1	2	0	128	18	2	4	1	4	0
08:45	109	21	2	3	3	2	0	106	17	3	3	3	0	0
09:00	114	26	4	1	4	0	1	123	30	0	1	1	1	0
09:15	132	27	4	2	2	6	0	138	22	4	5	3	1	0
09:30	127	32	5	5	1	3	0	111	26	6	2	1	0	0
09:45	118	39	4	4	2	1	0	131	29	3	6	3	0	0
10:00	108	29	4	2	2	2	1	153	22	3	2	1	1	1
10:15	122	20	7	5	1	0	0	119	28	5	2	2	1	0
10:30	114	24	4	4	2	1	0	134	17	8	3	2	0	0
10:45	114	27	4	1	3	1	0	129	19	4	2	2	1	0
11:00	127	26	9	5	1	0	0	126	23	5	3	2	3	1
11:15	135	12	4	5	2	3	0	152	28	2	5	3	5	0
11:30	128	25	6	5	2	5	0	137	38	3	3	2	1	0
11:45	124	27	5	1	6	4	0	124	31	3	6	3	2	0
12:00	144	29	4	3	3	2	1	143	26	1	3	1	2	0
12:15	139	23	2	2	3	3	0	131	25	4	3	2	6	0
12:30	124	30	3	4	1	0	0	137	21	6	3	1	1	0
12:45	119	22	6	3	3	1	1	141	20	4	2	3	2	0
13:00	120	18	7	4	1	3	0	138	33	4	5	1	2	0
13:15	118	19	4	6	3	3	0	139	28	3	1	2	1	1
13:30	112	24	5	3	1	1	0	173	21	7	2	4	2	0
13:45	122	26	4	4	2	2	0	125	30	3	2	2	3	0
14:00	157	31	5	3	1	4	0	151	24	4	8	1	1	0
14:15	113	27	5	2	3	2	0	148	44	2	3	2	0	0
14:30	153	30	5	1	1	6	0	126	29	4	1	2	3	0
14:45	124	27	2	4	4	3	0	131	26	1	1	2	3	1
15:00	111	20	3	2	2	2	0	127	30	3	2	1	2	0
15:15	134	19	1	2	3	5	0	132	29	4	3	3	3	0
15:30	136	27	1	1	1	1	0	179	26	5	1	1	1	0
15:45	108	25	1	2	2	4	1	150	33	4	5	7	3	1
16:00	154	24	1	2	1	1	1	145	31	4	2	3	0	0
16:15	153	21	1	1	1	3	0	167	41	4	3	4	4	1
16:30	149	15	0	2	1	2	0	164	20	1	1	2	1	0
16:45	139	22	2	0	3	0	0	172	31	3	4	0	4	0
17:00	142	15	2	3	2	5	1	168	16	5	0	2	2	0
17:15	165	14	1	0	2	1	0	167	14	1	1	2	2	1
17:30	140	18	0	2	2	2	0	157	29	2	1	2	2	0
17:45	146	17	0	1	2	2	0	140	17	2	3	1	6	0
18:00	140	18	0	4	3	1	0	164	21	4	2	1	3	0
18:15	128	9	1	0	3	3	0	165	15	0	1	2	4	0
18:30	141	16	4	2	1	1	0	173	25	0	1	2	2	0
18:45	136	12	1	1	1	2	1	180	18	0	0	1	1	0
07:00	526	119	14	7	9	6	3	515	124	12	3	9	6	1
07:15	524	105	12	9	12	7	3	530	126	13	3	7	6	0
07:30	511	92	11	10	12	9	2	514	104	13	2	6	3	0
07:45	511	90	14	6	11	10	1	506	86	11	6	5	5	0
08:00	469	84	9	8	9	9	1	493	76	13	8	7	5	0
08:15	453	93	12	6	9	6	1	483	80	8	9	6	5	0
08:30	472	102	14	6	10	10	1	495	87	9	13	8	6	0
08:45	482	106	15	11	10	11	1	478	95	13	11	8	2	0
09:00	491	124	17	12	9	10	1	503	107	13	14	8	2	0
09:15	485	127	17	13	7	12	1	533	99	16	15	8	2	1
09:30	475	120	20	16	6	6	1	514	105	17	12	7	2	1
09:45	462	112	19	15	7	4	1	537	96	19	13	8	2	1
10:00	458	100	19	12	8	4	1	535	86	20	9	7	3	1
10:15	477	97	24	15	7	2	0	508	87	22	10	8	5	1
10:30	490	89	21	15	8	5	0	542	87	20	13	9	9	1
10:45	504	90	23	16	8	9	0	545	108	15	13	9	10	1
11:00	514	90	24	16	11	12	0	540	120	14	17	10	11	1
11:15	531	93	19	14	13	14	1	557	123	10	17	9	10	0
11:30	535	104	17	11	14	14	1	535	120	11	15	8	11	0
11:45	541	99	14	10	13	9	1	532	103	14	11	9	11	0
12:00	536	94	15	12	10	6	2	552	92	15	17	9	11	0
12:15	512	83	18	13	8	7	1	547	99	18	19	9	11	0
12:30	491	79	20	17	8	7	1	555	102	17	17	9	6	1
12:45	469	83	22	16	8	8	1	591	102	18	12	8	7	1
13:00	472	87	20	17	7	9	0	575	112	17	12	7	8	1
13:15	509	100	18	16	7	10	0	588	103	17	15	7	7	1
13:30	504	108	19	12	7	9	0	597	119	16	17	7	6	0
13:45	545	114	19	10	7	14	1	552	127	13	15	6	7	0
14:00	547	115	17	10	9	15	1	558	123	11	14	7	7	1
14:15	501	104	15	9	10	13	1	534	129	10	8	7	8	1
14:30	522	96	11	9	10	16	1	518	114	12	8	8	11	1
14:45	505	93	7	9	10	11	0	569	113	13	7	7	9	1
15:00	489	91	6	7	8	12	1	588	120	16	11	12	9	1
15:15	532	95	4	7	7	11	2	606	121	17	11	14	7	1
15:30	551	97	4	6	5	9	2	641	133	17	11	15	8	2
15:45	564	85	3	7	5	10	2	626	125	13	11	16	8	2
16:00	595	82	4	5	6	6	1	648	123	12	10	9	9	1
16:15	583	73	5	6	7	10	1	671	108	13	8	8	11	1
16:30	595	66	5	5	8	8	1	671	81	10	6	6	9	1
16:45	586	69	5	5	9	8	1	664	90	11	6	6	10	1
17:00	593	64	3	6	8	10	1	632	76	10	5	7	12	1
17:15	591	67	1	7	9	6	0	628	81	9	7	6	13	1
17:30	554	62	1	7	10	8	0	626	82	8	7	6	15	0
17:45	555	60	5	7	9	7	0	642	78	6	7	6	15	0
18:00	545	55	6	7	8	7	1	682	79	4	4	6	10	0

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Client: Kent County Council Date of Survey: 09.06.2022
 Project Number: ID06551 Junction Name: A229 Loose Road / Cranborne Avenue / A274 Sutton Road
 Junction Number: Site 3 Junction Type: 4-arm Junction

Time	Arm D Approach							Arm D Exit								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	144	36	6	2	0	1	1	190	121	43	8	6	0	1	0	179
07:15	162	32	4	4	1	1	1	212	144	20	2	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	139	21	2	0	1	4	0	157	150	28	7	6	0	2	0	193
08:30	151	16	2	2	0	1	0	172	118	23	0	9	2	3	0	155
08:45	161	23	2	8	0	1	0	195	121	30	9	6	0	3	0	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	28	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	167	10	6	6	1	1	0	191	119	23	7	6	0	1	1	157
10:15	140	19	8	8	0	4	0	179	117	22	1	4	1	1	0	146
10:30	121	20	7	4	2	2	0	156	96	20	1	7	2	0	0	126
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	6	6	3	3	0	0	135	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	145	22	9	3	1	2	0	182	109	15	4	5	0	0	1	134
12:15	112	23	4	6	0	1	1	147	152	22	3	7	0	1	0	185
12:30	140	19	5	8	1	0	0	173	135	27	4	7	2	2	0	177
12:45	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	160	123	26	4	7	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	23	4	4	1	1	0	176	129	18	6	0	2	2	0	157
14:15	156	30	6	6	1	2	0	201	150	34	4	4	0	0	0	192
14:30	133	27	4	7	1	0	0	172	135	27	4	7	2	1	0	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	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	131	26	3	4	0	3	1	168	145	22	1	2	0	0	0	170
16:15	133	14	1	5	1	1	0	155	148	32	1	2	4	2	0	189
16:30	171	29	5	3	0	2	0	211	135	23	1	4	1	2	0	177
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	4	0	246
18:15	147	10	2	1	1	0	0	161	177	20	1	3	2	5	0	208
18:30	175	19	0	2	1	1	1	199	183	14	0	1	0	1	0	199
18:45	152	20	0	4	2	3	0	181	164	19	2	1	1	3	0	181
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	667	129	17	12	5	5	2	837	563	164	23	27	5	6	0	788
07:15	688	118	12	14	7	5	2	846	598	140	18	23	5	7	0	801
07:30	648	107	10	10	7	8	1	791	529	118	22	20	4	8	0	761
07:45	618	87	8	11	7	6	1	738	580	100	14	32	6	8	0	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	72	13	22	1	3	0	738	498	109	25	32	6	7	1	678
08:45	632	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	643	69	18	33	3	6	0	772	503	102	23	19	3	4	1	655
09:45	608	67	23	29	4	8	0	739	469	93	19	23	4	3	1	612
10:00	570	71	25	24	5	8	1	704	470	85	17	21	4	3	1	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
10:45	526	86	24	27	7	3	1	674	531	93	25	29	4	7	0	689
11:00	524	91	26	30	6	2	0	679	538	101	18	31	6	10	0	704
11:15	546	93	30	26	6	4	0	705	504	90	14	30	5	7	1	651
11:30	507	98	25	24	5	3	1	663	521	90	12	30	5	8	1	667
11:45	537	91	24	26	3	3	1	685	541	92	12	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
12:30	508	92	17	25	4	6	1	653	525	104	20	31	5	5	0	690
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	520	102	16	25	3	6	0	672	506	99	15	18	5	2	0	645
13:30	547	105	19	29	3	7	0	710	527	105	15	12	3	2	0	664
13:45	558	108	19	26	4	5	1	720	577	104	13	15	4	2	0	715
14:00	556	109	16	23	3	4	0	711	626	108	13	15	10	2	0	774
14:15	579	118	13	24	3	5	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
15:00	658	99	9	18	8	6	1	799	634	113	14	12	3	10	1	787
15:15	623	93	11	17	7	7	1	759	634	100	10	11	2	10	1	768
15:30	586	85	9	18	3	7	1	709	616	106	6	8	5	7	1	749
15:45	579	93	12	20	3	9	1	717	612	100	3	10	5	9	1	740
16:00	606	99	12	16	3	11	1	748	597	108	7	12	7	7	0	738
16:15	648	93	10	13	3	10	0	777	622	115	7	13	7	11	0	775
16:30	655	94	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	624	75	4	9	6	6	1	725	763	79	2	9	3	10	2	867
18:00	634	64	2	10	5	5	1	721	735	83	3	6	3	13	0	843

Intelligent Data Collection Limited



Client: Kent County Council Date of Survey: 09/06/2022
 Project Number: ID06551 Junction Name: A229 Loose Road / Cranborne Avenue / A274 Sutton Road
 Junction Number: Site 3 Junction Type: 4-arm Junction

Time	Total Junction Flow							Total
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	
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
10:30	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	86	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	6	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
15:30	578	97	11	5	3	2	0	696
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	11	6	8	0	704
17:45	566	75	4	11	7	11	2	684
18:00	617	78	4	9	5	9	0	722
18:15	555	51	4	5	8	10	0	633
18:30	607	70	4	6	4	5	1	697
18:45	585	64	3	6	5	9	1	653
Start Time	Rolling Hour							Total
07:00	2084	496	61	48	25	23	6	2743
07:15	2139	445	50	57	28	25	5	2749
07:30	2067	379	52	49	26	29	2	2604
07:45	1976	329	43	53	26	29	2	2458
08:00	1871	316	45	59	21	31	2	2345
08:15	1803	333	49	58	21	27	2	2293
08:30	1858	341	56	69	24	26	2	2376
08:45	1887	361	65	72	24	20	2	2431
09:00	1957	384	67	78	25	16	2	2529
09:15	1983	370	74	74	21	18	2	2542
09:30	1921	367	71	73	19	16	2	2469
09:45	1869	341	75	70	23	15	2	2395
10:00	1837	319	77	59	24	17	3	2336
10:15	1818	327	81	67	25	18	2	2338
10:30	1883	316	82	73	27	23	2	2406
10:45	1899	340	79	83	27	28	2	2458
11:00	1907	353	73	90	32	30	1	2486
11:15	1922	354	66	81	32	29	1	2485
11:30	1885	368	58	75	31	29	2	2448
11:45	1940	351	59	74	30	24	2	2480
12:00	1937	335	66	68	26	24	3	2459
12:15	1893	343	70	81	23	26	3	2439
12:30	1882	350	73	80	26	21	3	2435
12:45	1863	359	73	74	23	22	3	2417
13:00	1838	377	67	78	19	23	2	2404
13:15	1921	366	64	66	22	24	1	2464
13:30	1969	392	66	63	20	23	0	2533
13:45	2025	408	61	61	22	28	1	2606
14:00	2078	413	54	57	27	28	2	2659
14:15	2045	433	48	56	27	26	3	2638
14:30	2082	400	44	55	31	36	3	2651
14:45	2128	393	42	44	28	29	2	2666
15:00	2146	382	41	46	29	34	4	2682
15:15	2189	372	39	44	28	32	5	2709
15:30	2189	386	34	40	28	26	6	2709
15:45	2189	367	30	45	29	31	6	2697
16:00	2253	381	34	40	25	30	3	2766
16:15	2321	357	33	37	25	39	2	2814
16:30	2383	316	31	36	21	39	3	2829
16:45	2383	330	30	40	23	40	3	2849
17:00	2362	297	23	40	23	40	5	2790
17:15	2377	303	19	42	24	36	4	2805
17:30	2316	296	18	39	26	38	2	2735
17:45	2345	274	16	31	24	35	3	2728
18:00	2344	263	15	26	22	33	2	2705

Intelligent Data Collection Limited

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 Su
 Junction Type: 4-arm Junction

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

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



Time	PCU Summary															
	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
07:45	0	162	128	0	0	0	0	0	0	0	152	56	0	25	0	203
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	0	135	128	0	0	0	0	0	0	0	118	38	0	38	0	139
08:45	0	159	97	0	0	0	0	0	0	0	123	28	0	48	0	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	0	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	150	0	0	0	0	0	0	0	139	41	0	37	0	170
12:00	0	107	153	0	0	0	0	0	0	0	159	39	0	30	0	166
12:15	0	164	150	0	0	0	0	0	0	0	143	37	0	29	0	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
13:00	0	145	166	0	0	0	0	0	0	0	136	30	0	31	0	149
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
14:30	0	181	154	0	0	0	0	0	0	0	162	39	0	23	0	167
14:45	0	198	143	0	0	0	0	0	0	0	136	42	0	25	0	150
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
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	0	0	117	30	0	38	0	165
16:00	0	156	168	0	0	0	0	0	0	0	170	19	0	29	0	147
16:15	0	173	199	0	0	0	0	0	0	0	157	25	0	37	0	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	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	111	37	0	29	0	137
18:30	0	169	169	0	0	0	0	0	0	0	142	31	0	38	0	165
18:45	0	161	161	0	0	0	0	0	0	0	124	32	0	40	0	150
Start Time	Rolling Hour															
07:00	0	719	594	0	0	0	0	0	0	0	572	145	0	102	0	776
07:15	0	723	602	0	0	0	0	0	0	0	551	160	0	108	0	782
07:30	0	696	557	0	0	0	0	0	0	0	519	168	0	112	0	712
07:45	0	645	524	0	0	0	0	0	0	0	504	173	0	121	0	651
08:00	0	641	493	0	0	0	0	0	0	0	475	145	0	144	0	612
08:15	0	634	483	0	0	0	0	0	0	0	473	138	0	139	0	595
08:30	0	627	511	0	0	0	0	0	0	0	509	138	0	149	0	643
08:45	0	639	510	0	0	0	0	0	0	0	545	133	0	141	0	681
09:00	0	647	562	0	0	0	0	0	0	0	566	143	0	135	0	712
09:15	0	623	572	0	0	0	0	0	0	0	568	137	0	155	0	714
09:30	0	586	554	0	0	0	0	0	0	0	570	127	0	151	0	701
09:45	0	553	577	0	0	0	0	0	0	0	550	123	0	150	0	666
10:00	0	553	563	0	0	0	0	0	0	0	544	107	0	141	0	633
10:15	0	578	563	0	0	0	0	0	0	0	568	114	0	125	0	616
10:30	0	610	595	0	0	0	0	0	0	0	572	113	0	136	0	618
10:45	0	649	598	0	0	0	0	0	0	0	588	120	0	148	0	607
11:00	0	644	613	0	0	0	0	0	0	0	590	139	0	153	0	615
11:15	0	578	623	0	0	0	0	0	0	0	594	145	0	152	0	636
11:30	0	584	606	0	0	0	0	0	0	0	591	153	0	138	0	598
11:45	0	592	621	0	0	0	0	0	0	0	581	151	0	132	0	626
12:00	0	600	625	0	0	0	0	0	0	0	576	145	0	124	0	601
12:15	0	637	638	0	0	0	0	0	0	0	554	136	0	124	0	583
12:30	0	638	641	0	0	0	0	0	0	0	547	133	0	123	0	595
12:45	0	617	656	0	0	0	0	0	0	0	540	123	0	130	0	577
13:00	0	590	642	0	0	0	0	0	0	0	548	120	0	133	0	593
13:15	0	567	652	0	0	0	0	0	0	0	579	132	0	135	0	600
13:30	0	571	671	0	0	0	0	0	0	0	572	133	0	145	0	638
13:45	0	613	642	0	0	0	0	0	0	0	601	147	0	126	0	664
14:00	0	670	644	0	0	0	0	0	0	0	594	158	0	119	0	653
14:15	0	710	609	0	0	0	0	0	0	0	535	155	0	117	0	684
14:30	0	725	591	0	0	0	0	0	0	0	540	157	0	112	0	693
14:45	0	705	618	0	0	0	0	0	0	0	515	152	0	131	0	691
15:00	0	680	661	0	0	0	0	0	0	0	497	140	0	143	0	706
15:15	0	675	688	0	0	0	0	0	0	0	558	119	0	141	0	665
15:30	0	663	734	0	0	0	0	0	0	0	581	109	0	146	0	605
15:45	0	655	718	0	0	0	0	0	0	0	584	108	0	133	0	631
16:00	0	670	717	0	0	0	0	0	0	0	613	103	0	133	0	654
16:15	0	692	721	0	0	0	0	0	0	0	586	118	0	131	0	679
16:30	0	728	684	0	0	0	0	0	0	0	585	124	0	123	0	688
16:45	0	782	689	0	0	0	0	0	0	0	585	120	0	122	0	662
17:00	0	784	651	0	0	0	0	0	0	0	578	126	0	113	0	641
17:15	0	817	649	0	0	0	0	0	0	0	578	127	0	118	0	624
17:30	0	786	647	0	0	0	0	0	0	0	534	133	0	117	0	623
17:45	0	748	646	0	0	0	0	0	0	0	535	135	0	127	0	623
18:00	0	719	660	0	0	0	0	0	0	0	520	135	0	139	0	607

Intelligent Data Collection Limited



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 Su
Junction Type: 4-arm Junction

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

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

Count Method: Vehicles **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	<i>AM Peak covers 07:00 until 10:00</i>
	Inter-Peak	from: 15:30	until: 15:45	flow: 696	<i>Inter-Peak covers 10:00 until 16:00</i>
	PM Peak	from: 16:45	until: 17:00	flow: 735	<i>PM Peak covers 16:00 until 19:00</i>

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

		To				Total
		A	B	C	D	
From	A	0	0	129	155	284
	B	0	0	0	0	0
	C	147	0	0	24	171
	D	167	0	23	0	190
	Total	314	0	152	179	645

HGV Proportions

		To				Total
		A	B	C	D	
From	A	0.0%	0.0%	4.7%	9.0%	7.0%
	B	0.0%	0.0%	0.0%	0.0%	0.0%
	C	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

		To				Total
		A	B	C	D	
From	A	0	0	572	650	1222
	B	0	0	0	0	0
	C	546	0	0	138	684
	D	739	0	98	0	837
	Total	1285	0	670	788	2743

HGV Proportions

		To				Total
		A	B	C	D	
From	A	0.0%	0.0%	3.5%	7.7%	5.7%
	B	0.0%	0.0%	0.0%	0.0%	0.0%
	C	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%

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: 16.09.2021
Junction Name: A229 Loose Road / Plains Avenue
Junction Type: T-Junction

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			
File Ref	ID05935 Loose Road Corridor - MCC Site 2 - 16.09.2021			

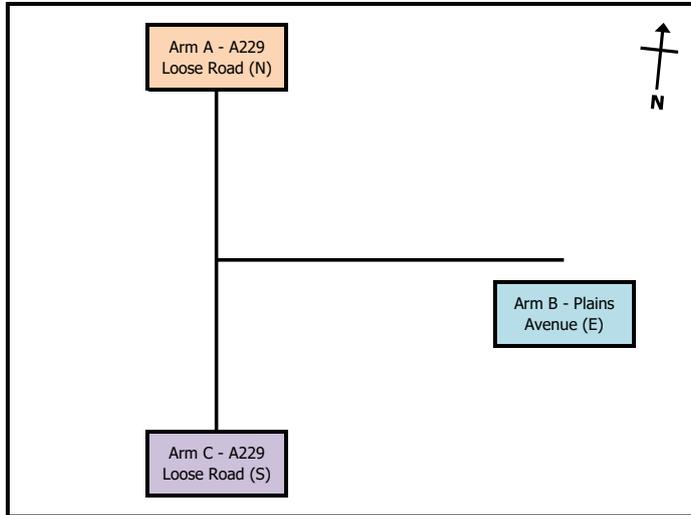
Issue Record

Issued to	Date			
	24.09.2021			
Simon Bourne	E-mail			

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

X Coordinate	Y Coordinate	Google Maps Link
51.260236	0.530249	Click Here
AM Peak Conditions	Inter-Peak Conditions	PM Peak Conditions
Sunny Intervals	Sunny Intervals	Sunny Intervals

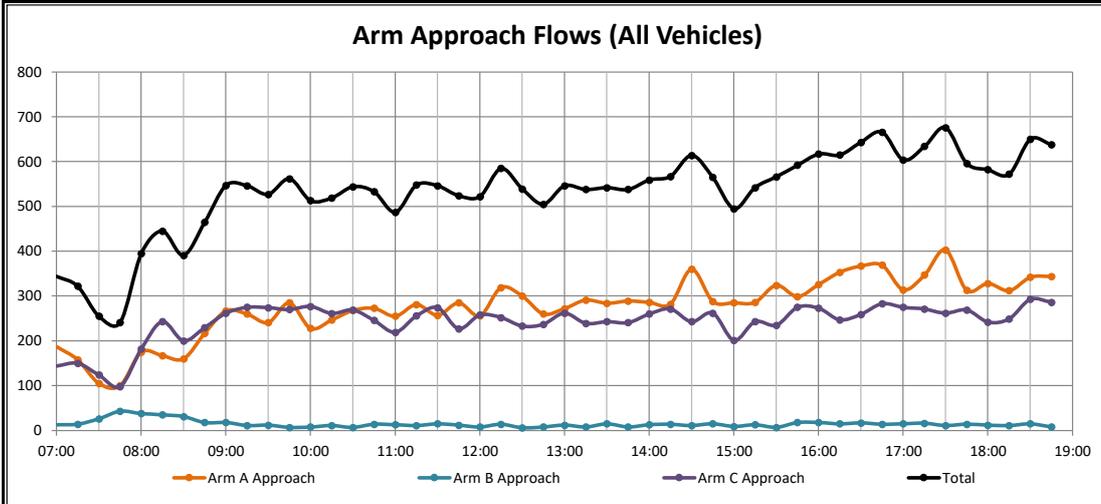
Junction Layout



Aerial Mapping and On-site Camera View



Junction Flow Profile



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

Intelligent Data Collection Limited



Client: WSP Date of Survey: 16.09.2021 Arm A: A229 Loose Road (N) Arm B: Plains Avenue (E) Arm C: A229 Loose Road (S)
 Project Number: ID05935 Junction Name: A229 Loose Road / Plains Avenue
 Junction Number: Site 2 Junction Type: T-Junction

Time	A to A								A to C								A to B							
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	0	0	0	0	0	0	0	0	130	38	6	5	2	2	0	183	3	1	0	0	0	0	0	4
07:15	0	0	0	0	0	0	0	0	105	34	2	7	0	2	0	150	5	3	0	0	0	0	0	8
07:30	0	0	0	0	0	0	0	0	70	18	1	6	4	3	0	102	2	1	0	0	0	0	0	3
07:45	0	0	0	0	0	0	0	0	61	17	1	4	4	3	0	90	8	2	0	0	0	0	0	10
08:00	0	0	0	0	0	0	0	0	129	22	6	11	1	1	0	170	4	1	0	0	0	0	0	5
08:15	0	0	0	0	0	0	0	0	119	26	4	11	2	0	0	162	5	0	0	0	0	0	0	5
08:30	0	0	0	0	0	0	0	0	114	14	2	9	3	2	1	145	14	1	0	0	0	0	0	15
08:45	0	0	0	0	0	0	0	0	146	41	6	12	2	0	0	207	8	1	0	0	0	1	0	10
09:00	0	0	0	0	0	0	0	0	193	42	8	12	4	2	0	261	5	1	0	0	0	0	0	6
09:15	0	0	0	0	0	0	0	0	183	48	4	7	4	1	0	247	11	2	0	0	0	0	0	13
09:30	0	0	0	0	0	0	0	0	155	43	13	14	2	1	0	228	7	5	1	0	0	0	0	13
09:45	0	0	0	0	0	0	0	0	199	37	8	19	5	3	0	271	11	3	0	0	0	0	0	14
10:00	0	0	0	0	0	0	0	0	161	33	9	12	3	1	0	219	7	2	0	0	0	0	0	9
10:15	0	0	0	0	0	0	0	0	175	32	8	10	4	1	0	230	13	3	0	0	0	0	1	17
10:30	0	0	0	0	0	0	0	0	184	44	12	11	3	2	1	257	9	2	0	0	0	0	11	
10:45	0	0	0	0	0	0	0	0	194	50	9	7	3	1	0	264	8	1	0	0	0	0	0	9
11:00	0	0	0	0	0	0	0	0	187	47	4	8	2	0	0	248	7	0	0	0	0	0	0	7
11:15	0	0	0	0	0	0	0	0	211	39	4	9	3	2	0	268	12	1	0	0	0	0	0	13
11:30	0	0	0	0	0	0	0	0	187	34	5	11	4	0	2	243	12	2	0	0	0	0	0	14
11:45	0	0	0	0	0	0	0	0	205	34	12	9	2	3	0	265	17	2	1	0	0	0	0	20
12:00	0	0	0	0	0	0	0	0	185	32	9	10	4	2	0	242	12	2	0	0	0	0	0	14
12:15	0	0	0	0	0	0	0	0	227	48	8	11	3	4	0	301	15	2	0	0	0	1	0	18
12:30	0	0	0	0	0	0	0	0	226	36	12	12	2	2	1	291	7	2	0	0	0	0	0	17
12:45	0	0	0	0	0	0	0	0	187	33	3	11	3	4	0	241	18	1	0	0	0	0	0	19
13:00	0	0	0	0	0	0	0	0	196	40	9	4	2	3	0	254	15	2	0	0	0	1	0	18
13:15	0	0	0	0	0	0	0	0	214	38	9	10	3	4	0	278	8	5	0	0	0	0	0	13
13:30	0	0	0	0	0	0	0	0	194	36	6	5	2	4	0	266	14	4	0	0	0	0	0	17
13:45	0	0	0	0	0	0	0	0	204	43	6	11	4	1	0	269	16	4	0	0	0	0	0	20
14:00	0	0	0	0	0	0	0	0	213	32	5	11	2	1	0	264	15	7	0	0	0	0	0	22
14:15	0	0	0	0	0	0	0	0	205	50	4	5	3	0	0	267	12	2	0	0	0	1	0	15
14:30	0	0	0	0	0	0	0	0	260	45	6	8	5	0	0	345	10	3	0	0	0	0	0	20
14:45	0	0	0	0	0	0	0	0	207	38	8	5	5	1	0	264	21	3	0	0	0	0	0	24
15:00	0	0	0	0	0	0	0	0	195	47	5	6	1	4	0	258	23	4	0	0	0	0	0	27
15:15	0	0	0	0	0	0	0	0	216	38	4	5	2	2	0	267	17	2	0	0	0	0	0	19
15:30	0	0	0	0	0	0	0	0	240	33	6	10	2	5	0	296	25	3	0	0	0	0	0	28
15:45	0	0	0	0	0	0	0	0	225	37	6	7	5	2	0	282	14	2	0	0	0	1	0	17
16:00	0	0	0	0	0	0	0	0	237	44	9	5	3	2	0	300	21	3	0	0	1	1	0	26
16:15	0	0	0	0	0	0	0	0	267	45	3	5	8	6	1	335	16	2	0	0	0	0	0	18
16:30	0	0	0	0	0	0	0	0	281	55	4	4	1	1	0	347	15	5	0	0	0	0	0	20
16:45	0	0	0	0	0	0	0	0	293	45	1	1	3	3	0	346	17	6	0	0	0	0	0	23
17:00	0	0	0	0	0	0	0	0	249	39	1	4	1	2	0	296	14	3	0	0	0	1	0	18
17:15	0	0	0	0	0	0	0	0	268	43	0	3	4	4	1	323	17	6	0	0	0	1	0	24
17:30	0	0	0	0	0	0	0	0	320	43	5	2	4	7	0	381	21	1	0	0	0	0	0	12
17:45	0	0	0	0	0	0	0	0	251	38	1	7	2	3	0	302	9	2	0	0	0	1	0	11
18:00	0	0	0	0	0	0	0	0	265	24	2	4	1	2	1	299	23	6	0	0	0	0	0	29
18:15	0	0	0	0	0	0	0	0	258	24	1	4	4	5	0	296	16	0	0	0	0	0	0	16
18:30	0	0	0	0	0	0	0	0	271	36	0	3	3	7	0	319	20	1	0	0	0	2	0	23
18:45	0	0	0	0	0	0	0	0	220	42	0	3	3	7	0	325	15	2	0	0	0	1	1	19
Start Time	Rolling Hour								Rolling Hour								Rolling Hour							
07:00	0	0	0	0	0	0	0	0	366	107	10	22	10	10	0	525	18	7	0	0	0	0	0	25
07:15	0	0	0	0	0	0	0	0	365	91	10	28	9	9	0	512	19	7	0	0	0	0	0	26
07:30	0	0	0	0	0	0	0	0	379	63	12	32	11	7	0	524	23	12	0	0	0	0	0	32
07:45	0	0	0	0	0	0	0	0	423	79	13	35	10	6	1	567	31	4	0	0	0	0	0	35
08:00	0	0	0	0	0	0	0	0	508	103	18	43	8	3	1	684	31	3	0	0	0	1	0	35
08:15	0	0	0	0	0	0	0	0	572	123	20	44	11	4	1	775	32	3	0	0	0	1	0	36
08:30	0	0	0	0	0	0	0	0	636	145	20	40	13	5	1	860	38	5	0	0	0	1	0	44
08:45	0	0	0	0	0	0	0	0	677	174	31	45	12	4	0	943	31	9	1	0	0	1	0	42
09:00	0	0	0	0	0	0	0	0	730	170	33	52	15	7	0	1007	34	11	1	0	0	0	0	46
09:15	0	0	0	0	0	0	0	0	698	161	34	52	14	6	0	965	36	12	1	0	0	0	0	49
09:30	0	0	0	0	0	0	0	0	690	145	38	55	14	6	0	948	38	13	1	0	0	0	1	53
09:45	0	0	0	0	0	0	0	0	719	146	37	52	15	7	1	977	40	10	0	0	0	0	1	51
10:00	0	0	0	0	0	0	0	0	714	159	38	40	13	5	1	970	37	8	0	0	0	0	1	46
10:15	0	0	0	0	0	0	0	0	740	173	33	36	12	4	1	999	37	6	0	0	0	0	1	44
10:30	0	0	0	0	0	0	0	0	776	180	29	25	11	5	1	1037	36	4	0	0	0	0	0	40
10:45	0	0	0	0	0	0	0	0	779	170	22	35	12	3	2	1023	39	4	0	0	0	0	0	43
11:00	0	0	0	0	0	0	0	0	790	154	25	37	11	5	2	1024	48	5	1	0	0	0	0	54
11:15	0	0	0	0	0	0	0	0	788	139	30	39	13	7	2	1018	53	7	1	0	0	0	0	61
11:30	0	0	0	0	0	0	0	0	804	148	34	41	13	9	2	1051	56	8	1	0	0	0	1	66
11:45	0	0	0	0	0	0	0	0	843	150	41	42	11	11	1	1099	51	8	1	0	0	0	1	61
12:00	0	0	0	0	0	0	0	0	825	149	32	44	12	12	1	1075	52	7	0	0	0	0	1	60
12:15	0	0	0	0	0	0	0	0	836	157	32	38	10	13	1	1087	55	7	0	0	0	2	0	64
12:30	0	0	0	0	0	0	0	0	823	147	33	37	10	13	1	1064	48</							

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

Time	Arm A Approach								Arm A Exit									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		
07:00	133	39	6	5	2	2	0	187	108	37	2	3	1	3	1	155		
07:15	110	37	2	7	0	2	0	158	106	39	7	15	3	2	1	160		
07:30	72	19	1	6	4	3	0	105	107	24	7	0	3	1	0	142		
07:45	69	19	1	4	4	3	0	100	101	23	1	3	1	4	1	134		
08:00	133	23	6	11	1	1	0	175	157	32	0	9	8	3	0	209		
08:15	134	26	4	11	2	0	0	167	201	44	3	8	2	4	1	263		
08:30	138	15	2	9	3	2	1	160	158	40	4	4	4	0	5	215		
08:45	154	42	6	12	2	1	0	217	196	35	1	5	4	1	0	242		
09:00	198	43	8	12	4	2	0	267	217	37	5	8	2	0	1	270		
09:15	194	50	4	7	4	1	0	260	202	60	7	9	1	1	1	281		
09:30	162	48	14	14	2	1	0	241	196	53	9	12	4	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	18	5	2	0	263		
10:30	193	46	12	11	3	2	1	268	198	35	9	20	3	5	0	270		
10:45	202	51	9	7	3	1	0	273	185	35	8	14	5	1	0	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	2	3	0	285	171	36	10	7	5	1	1	231		
12:00	197	34	9	10	4	2	0	256	192	43	7	9	1	4	0	256		
12:15	242	50	8	11	3	5	0	319	169	54	8	12	4	2	0	249		
12:30	223	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	9	10	3	4	0	291	178	39	9	10	4	1	0	241		
13:30	208	59	6	5	2	4	0	284	183	35	10	3	4	4	0	260		
13:45	220	47	6	11	4	1	0	289	169	43	10	10	3	3	2	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	220	68	6	8	5	3	0	300	174	42	8	18	5	3	2	250		
14:45	228	41	8	5	5	1	0	288	205	31	12	11	2	5	0	266		
15:00	218	51	5	6	1	4	0	285	157	35	4	1	2	1	0	200		
15:15	233	40	4	5	2	2	0	286	178	48	7	7	7	3	0	250		
15:30	265	36	6	10	2	5	0	324	163	25	7	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	47	3	5	8	6	1	353	183	58	2	4	1	1	1	250		
16:30	296	60	5	4	1	1	0	367	160	30	5	11	5	3	2	266		
16:45	310	51	1	1	3	3	0	369	229	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	260	40	1	7	2	4	0	313	223	32	2	1	4	4	0	267		
18:00	288	30	2	4	1	2	1	328	206	30	1	3	6	1	0	247		
18:15	274	24	1	4	4	5	0	312	211	26	2	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	44	0	3	3	8	1	344	258	15	2	5	6	2	0	288		
Start Time	Rolling Hour								Total	Rolling Hour								Total
07:00	384	114	10	22	10	10	0	550	422	123	17	8	10	3	591			
07:15	384	98	10	28	9	9	0	538	471	118	15	14	15	10	2	645		
07:30	398	87	12	32	11	7	0	566	566	122	11	21	12	2	748			
07:45	454	83	13	35	10	6	1	602	617	139	8	24	15	11	7	821		
08:00	539	106	18	43	8	4	1	719	712	151	8	26	18	8	6	929		
08:15	604	126	20	44	11	5	1	811	772	156	13	25	12	5	7	990		
08:30	674	150	20	40	13	6	1	904	773	172	17	26	11	7	7	1008		
08:45	708	183	32	45	12	5	0	985	811	185	22	34	11	7	2	1072		
09:00	764	181	34	52	15	7	0	1053	816	193	26	42	12	8	2	1099		
09:15	734	173	35	52	14	6	0	1014	807	199	33	45	13	9	1	1107		
09:30	728	158	39	55	14	6	1	1001	784	190	34	54	17	10	0	1089		
09:45	759	156	37	52	15	7	2	1028	786	172	34	62	16	10	0	1080		
10:00	751	167	38	40	13	5	2	1016	770	164	37	63	16	9	0	1059		
10:15	777	179	33	36	12	4	2	1043	729	158	30	66	14	8	0	1005		
10:30	812	184	29	35	11	5	1	1077	752	144	30	55	14	6	1	1002		
10:45	818	174	22	35	12	3	2	1066	750	157	36	51	13	3	2	1012		
11:00	838	159	26	37	11	5	2	1078	736	158	38	44	13	3	3	995		
11:15	841	146	31	39	13	7	2	1079	761	164	40	39	13	7	3	1027		
11:30	860	156	35	41	13	10	2	1117	728	181	40	44	12	9	2	1016		
11:45	894	158	42	42	11	12	1	1160	693	184	31	37	12	9	1	966		
12:00	877	156	32	44	12	13	1	1135	704	179	32	41	8	11	0	975		
12:15	891	164	32	38	10	15	1	1151	722	170	34	43	9	12	0	990		
12:30	871	157	33	37	10	14	1	1123	731	155	35	41	9	11	0	982		
12:45	846	178	27	30	10	16	0	1107	754	139	39	47	10	13	0	1002		
13:00	861	191	30	30	11	13	0	1136	740	151	38	46	12	13	2	1002		
13:15	878	188	26	37	11	10	0	1150	717	168	39	45	12	11	3	995		
13:30	873	197	21	32	11	7	0	1141	751	165	37	46	12	11	4	1027		
13:45	935	206	21	35	14	6	0	1217	742	172	35	49	11	13	5	1027		
14:00	943	200	23	29	15	6	0	1216	778	160	37	50	10	15	3	1053		
14:15	933	212	23	24	14	9	0	1215	748	144	31	41	10	13	2	989		
14:30	949	200	23	24	13	10	0	1219	714	156	31	27	13	14	1	966		
14:45	944	168	23	26	10	12	0	1183	723	139	28	26	14	14	0	944		
15:00	955	166	21	28	10	14	0	1194	751	139	22	22	15	10	0	959		
15:15	995	162	25	27	13	13	0	1235	823	144	20	27	15	10	2	1041		
15:30	1045	169	24	27	19	17	1	1302	828	154	15	24	9	8	3	1041		
15:45	1076	193	23	21	18	13	1	1345	855	159	15	28	11	6	5	1079		
16:00	1147	205	18	15	16	13	1	1415	851	169	10	24	12	14	5	1085		
16:15	1152	200	10	14	13	13	1	1403	851	169	9	19	13	20	3	1084		
16:30	1154	202	7	12	9	12	1	1397	898	144	10	16	13	22	3	1106		
16:45	1199	186	7	10	12	18	1	1423	909	137	8	7	12	24	2	1099		
17:00	1149	175	7	16	11	18	1	1377	903	128	9	5	12	19	3	1079		
17:15	1174	163	8	16	11	17	2	1391	880	118	9	7	15	13	3	1045		
17:30	1163	138	9	17	11	17	1	1356	861	111	8	7	16	18	2	1023		
17:45	1113	131	4	18	10	18	1	1295	877	120	7	16	16	22	1	1059		
18:00	1138	135	3	14	11	23	2	1326	912	103	7	20	18	20	0	1080		

Intelligent Data Collection Limited



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

Time	Arm B Approach								Arm B Exit									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		
07:00	11	2	0	0	0	0	0	13	4	1	1	0	0	0	0	6		
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	0	1	12		
09:00	14	4	0	0	0	0	0	18	6	2	0	0	0	0	0	8		
09:15	8	3	0	0	0	0	0	11	12	3	0	0	0	0	0	15		
09:30	6	5	0	0	0	0	0	11	11	6	1	0	0	0	0	18		
09:45	4	2	0	0	0	0	0	7	14	3	0	0	0	0	0	17		
10:00	6	2	0	0	0	0	0	8	10	4	0	0	0	0	0	14		
10:15	7	3	0	0	0	0	1	11	18	4	0	0	0	0	1	23		
10:30	5	2	0	0	0	0	0	7	12	2	1	0	0	0	0	15		
10:45	12	1	0	1	0	0	0	14	11	3	0	0	0	0	0	14		
11:00	10	3	0	0	0	0	0	13	7	1	0	0	0	1	0	9		
11:15	9	2	0	0	0	0	0	11	15	2	0	0	0	0	0	17		
11:30	14	1	0	0	0	0	0	15	16	3	0	0	0	0	0	19		
11:45	10	2	0	0	0	0	0	12	20	2	1	0	0	0	0	23		
12:00	6	1	1	0	0	0	0	8	18	2	0	0	0	0	0	20		
12:15	12	2	0	0	0	0	0	14	25	3	0	0	0	1	0	29		
12:30	5	0	0	0	0	1	0	6	11	2	1	0	0	0	0	14		
12:45	5	3	0	0	0	0	0	8	19	1	0	0	0	0	0	20		
13:00	9	2	1	0	0	0	0	12	15	2	0	0	0	1	0	18		
13:15	6	2	0	0	0	0	0	8	10	5	0	0	0	0	0	15		
13:30	11	3	0	0	0	0	0	15	16	3	0	0	0	0	0	19		
13:45	6	2	0	0	0	0	0	8	19	6	0	0	0	0	0	25		
14:00	8	5	0	0	0	0	0	13	18	9	0	0	0	0	0	27		
14:15	8	5	0	0	0	1	0	14	15	3	0	0	0	1	0	19		
14:30	9	2	0	0	0	0	0	11	12	4	0	0	0	0	0	25		
14:45	14	1	0	0	0	0	0	15	23	4	0	0	0	0	0	27		
15:00	9	0	0	0	0	0	0	9	28	5	1	0	0	0	0	34		
15:15	11	2	0	0	0	0	0	13	19	3	0	0	0	0	0	22		
15:30	6	1	0	0	0	0	0	7	33	6	0	0	0	0	0	39		
15:45	15	3	0	0	0	0	0	18	16	4	0	0	0	1	0	21		
16:00	14	4	0	0	0	0	0	18	25	3	0	0	1	1	0	30		
16:15	12	3	0	0	0	0	0	15	23	5	0	0	0	0	0	28		
16:30	15	2	0	0	0	0	0	17	18	7	0	0	0	0	0	25		
16:45	11	3	0	0	0	0	0	14	21	7	0	0	1	0	0	29		
17:00	13	2	0	0	0	0	0	15	18	3	0	0	0	1	0	22		
17:15	12	4	0	0	0	0	0	16	27	6	0	0	0	1	0	34		
17:30	8	2	0	0	0	1	0	11	28	4	0	0	0	0	0	32		
17:45	13	1	0	0	0	0	0	14	17	3	0	0	0	0	0	20		
18:00	11	1	0	0	0	0	0	12	27	7	0	0	0	0	0	34		
18:15	7	3	0	0	0	1	0	11	22	0	0	0	0	0	0	22		
18:30	12	1	0	0	0	1	0	15	26	3	0	0	0	2	0	31		
18:45	6	1	0	0	0	1	0	8	18	3	0	0	0	1	1	23		
Start Time	Rolling Hour								Total	Rolling Hour								Total
07:00	81	14	1	0	0	0	0	96	19	8	1	0	0	0	0	28		
07:15	99	21	1	0	0	0	0	121	22	8	0	0	0	0	1	31		
07:30	111	30	1	0	0	0	0	142	27	8	0	0	0	0	0	35		
07:45	109	37	1	0	0	0	0	147	42	10	0	0	0	0	1	53		
08:00	89	33	0	0	0	0	0	122	44	8	0	0	0	1	1	54		
08:15	74	28	0	0	0	0	0	102	43	9	0	0	0	1	0	53		
08:30	59	19	0	0	0	0	0	78	45	9	0	0	0	1	0	55		
08:45	43	15	0	0	0	0	1	59	39	12	1	0	0	1	0	53		
09:00	32	14	0	0	0	0	2	48	43	14	1	0	0	0	0	58		
09:15	24	12	0	0	0	0	2	38	47	16	1	0	0	0	0	64		
09:30	23	12	0	0	0	1	2	38	53	17	1	0	0	0	1	72		
09:45	22	9	0	0	0	1	1	33	54	13	1	0	0	0	1	69		
10:00	30	8	0	1	0	1	0	40	51	13	1	0	0	0	0	66		
10:15	34	9	0	1	0	1	0	45	48	10	1	0	0	1	1	61		
10:30	36	8	0	1	0	0	0	45	45	8	1	0	0	1	0	55		
10:45	45	7	0	1	0	0	0	53	49	9	0	0	0	1	0	59		
11:00	43	8	0	0	0	0	0	51	58	8	1	0	0	1	0	68		
11:15	39	6	1	0	0	0	0	46	69	9	1	0	0	0	0	79		
11:30	42	6	1	0	0	0	0	49	79	10	1	0	0	0	1	91		
11:45	33	5	1	0	0	1	0	40	74	9	2	0	0	1	0	86		
12:00	28	6	1	0	0	1	0	36	73	8	1	0	0	1	0	83		
12:15	31	7	1	0	0	1	0	40	70	8	1	0	0	2	0	81		
12:30	25	7	1	0	0	1	0	34	55	10	1	0	0	1	0	67		
12:45	32	10	1	0	0	0	0	43	60	11	0	0	0	1	0	72		
13:00	33	9	1	0	0	0	0	43	60	16	0	0	0	1	0	77		
13:15	32	12	0	0	0	0	0	44	63	23	0	0	0	0	0	86		
13:30	34	15	0	0	0	1	0	50	68	21	0	0	0	1	0	90		
13:45	31	14	0	0	0	0	0	46	64	22	0	0	0	1	0	87		
14:00	39	13	0	0	0	1	0	53	68	20	0	0	0	1	0	89		
14:15	40	8	0	0	0	1	0	49	78	16	1	0	0	1	0	96		
14:30	43	5	0	0	0	0	0	48	82	16	1	0	0	0	0	99		
14:45	40	4	0	0	0	0	0	44	103	18	1	0	0	0	0	122		
15:00	41	6	0	0	0	0	0	47	96	18	1	0	0	1	0	116		
15:15	46	10	0	0	0	0	0	56	93	16	0	0	1	2	0	112		
15:30	47	11	0	0	0	0	0	58	97	18	0	0	1	2	0	118		
15:45	56	12	0	0	0	0	0	68	82	19	0	0	1	2	0	104		
16:00	52	12	0	0	0	0	0	64	87	22	0	0	2	1	0	112		
16:15	51	10	0	0	0	0	0	61	80	22	0	0	1	1	0	104		
16:30	51	11	0	0	0	0	0	62	84	23	0	0	1	2	0	110		
16:45	44	11	0	0	0	1	0	56	94	20	0	0	1	2	0	117		
17:00	46	9	0	0	0	1	0	56	90	16	0	0	0	2	0	108		
17:15	44	8	0	0	0	1	0	53	99	20	0	0	0	1	0	120		
17:30	39	7	0	0	0	2	0	48	94	14	0	0	0	0	0	108		
17:45	43	6	0	0	1	2	0	52	92	13	0	0	0	2	0	107		
18:00	36	6	0	0	1	3	0	46	93	13	0	0	0	3	1	110		

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

Time	Arm C Approach							Arm C Exit								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	98	35	3	3	1	3	1	144	130	38	6	5	2	2	0	183
07:15	97	37	7	2	3	3	1	150	108	35	2	5	0	2	0	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	169	36	3	8	2	4	1	243	125	27	4	11	2	0	0	169
08:30	147	36	4	4	4	0	5	200	122	17	2	9	3	2	1	156
08:45	187	32	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	202	43	5	13	5	2	0	270	201	39	8	19	5	3	1	276
10:00	206	44	12	11	3	1	0	277	162	34	9	12	3	1	0	221
10:15	180	49	8	18	5	1	0	261	178	32	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	1	256	214	39	4	9	3	2	0	271
11:30	190	48	15	16	2	2	1	274	191	38	5	11	4	0	2	247
11:45	168	35	10	7	5	1	1	227	209	35	12	9	2	3	0	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	2	2	1	1	295
12:45	181	30	11	11	1	3	0	237	189	35	3	11	3	4	0	245
13:00	204	32	8	11	2	5	0	262	199	40	9	4	2	3	0	257
13:15	177	38	9	10	4	1	0	239	217	39	9	10	3	4	0	282
13:30	178	33	10	15	3	5	0	239	199	35	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	213	34	7	11	4	1	1	271	211	52	4	5	3	0	0	275
14:30	168	41	8	18	2	5	1	243	191	38	5	11	4	0	2	248
14:45	201	31	12	11	2	5	0	262	215	38	8	5	5	1	0	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	38	5	7	3	5	0	235	242	34	6	10	2	5	0	289
15:45	226	32	6	7	3	1	0	275	231	39	6	7	5	2	0	290
16:00	222	38	2	6	2	1	2	273	240	46	9	5	3	2	0	305
16:15	180	58	2	4	1	1	1	247	269	45	3	5	8	6	1	337
16:30	203	30	5	11	5	3	2	259	266	55	2	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	3	1	1	3	1	271	272	44	0	3	4	4	1	328
17:30	224	24	3	2	4	4	1	262	324	43	5	2	4	7	0	385
17:45	224	33	2	1	4	4	1	269	257	39	1	7	2	3	0	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	257	15	2	5	6	1	0	286	272	42	0	3	3	7	0	327
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	389	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	489	109	10	20	14	12	3	647	425	124	12	12	11	7	0	609
07:45	545	113	7	24	15	11	8	723	449	84	13	35	10	6	1	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	866
08:45	791	174	22	34	11	7	2	1041	692	175	31	45	12	4	1	960
09:00	806	185	26	42	12	8	2	1081	743	173	33	52	15	7	2	1025
09:15	801	194	33	45	13	9	1	1096	705	164	34	52	14	6	2	977
09:30	783	185	34	54	17	9	0	1082	697	148	38	55	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	722	155	31	65	14	8	0	995	756	175	33	36	12	4	1	1017
10:30	741	142	31	54	14	7	1	990	792	182	29	35	11	5	1	1055
10:45	734	156	36	50	13	4	2	995	798	171	22	35	12	3	2	1043
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	179	39	44	12	9	2	1011	821	150	34	41	13	9	2	1070
11:45	699	182	31	37	12	8	1	970	860	152	41	42	11	11	1	1118
12:00	712	177	32	41	8	10	0	980	840	152	32	44	12	12	1	1093
12:15	721	166	34	43	9	11	0	984	851	159	32	38	10	13	1	1104
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	729	146	37	46	12	13	2	985	823	179	30	30	11	12	0	1085
13:15	709	164	39	45	12	11	3	983	839	173	26	37	11	10	0	1096
13:30	745	160	37	46	12	11	4	1015	833	186	21	32	11	6	0	1169
13:45	735	168	35	49	11	12	5	1015	885	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	156	32	37	13	14	1	949	892	189	23	24	13	10	0	1151
14:45	715	143	29	26	14	14	0	941	873	158	23	26	10	12	0	1102
15:00	740	144	23	22	15	10	0	954	889	159	21	28	10	13	0	1120
15:15	806	146	20	27	15	10	2	1026	931	158	25	27	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	167	9	19	14	20	3	1064	1104	186	10	14	13	12	1	1340
16:30	884	139	10	16	14	22	3	1088	1107	185	7	12	9	10	1	1331
16:45	905	133	8	7	13	23	2	1091	1145	173	7	10	12	16	1	1364
17:00	905	125	9	5	12	18	3	1077	1107	165	7	16	11	16	1	1323
17:15	881	117	9	7	15	12	3	1044	1120	150	8	16	11	16	2	1323
17:30	862	111	8	7	16	16	2	1022	1109	131	9	17	11	17	1	1295
17:45	874	120	7	16	15	20	1	1053	1061	124	4	18	10	16	1	1234
18:00	907	102	7	20	17	17	0	1070	1076	127	3	14	11	20	1	1252

Intelligent Data Collection Limited



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

Time	Total Junction Flow							Total
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	
07:00	242	76	9	8	3	5	1	344
07:15	219	77	9	3	3	4	1	322
07:30	187	43	8	6	7	4	0	255
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	460	111	11	16	5	2	1	546
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	463	85	20	27	6	2	3	546
11:45	400	73	23	16	7	4	1	524
12:00	398	78	16	19	5	6	0	522
12:15	427	105	16	23	7	7	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
14:30	447	111	14	26	7	8	1	614
14:45	443	73	20	16	7	6	0	565
15:00	383	87	10	7	3	5	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	82	2	5	4	10	0	604
17:15	529	83	3	4	5	8	2	634
17:30	573	70	8	4	8	12	1	676
17:45	497	74	3	8	6	7	1	606
18:00	500	61	3	7	7	3	1	582
18:15	494	51	3	5	6	13	0	572
18:30	539	71	2	14	7	17	0	650
18:45	548	60	2	8	9	10	1	638
Start Time	Rolling Hour							Total
07:00	824	239	28	30	18	20	3	1162
07:15	881	219	25	42	24	19	3	1213
07:30	998	216	23	52	28	19	4	1336
07:45	1108	233	21	59	25	17	9	1472
08:00	1288	267	26	69	26	12	8	1696
08:15	1412	293	33	69	23	10	8	1848
08:30	1476	330	37	66	24	8	8	1949
08:45	1542	372	54	79	23	12	3	2085
09:00	1602	380	60	94	27	15	4	2182
09:15	1559	379	68	97	27	15	3	2148
09:30	1524	355	73	109	31	16	3	2121
09:45	1566	335	72	114	31	17	3	2138
10:00	1547	338	76	103	29	14	2	2109
10:15	1533	343	64	102	26	13	2	2083
10:30	1589	324	60	90	25	12	2	2112
10:45	1597	337	58	86	25	7	4	2114
11:00	1600	322	64	81	24	9	5	2105
11:15	1632	314	71	78	26	14	5	2140
11:30	1626	341	75	85	25	19	4	2177
11:45	1626	345	74	79	23	21	2	2170
12:00	1617	339	65	85	20	24	1	2151
12:15	1643	337	67	81	19	27	1	2175
12:30	1621	315	69	78	19	25	1	2128
12:45	1618	321	66	77	20	29	0	2131
13:00	1623	346	68	76	23	26	2	2164
13:15	1619	364	65	82	23	21	3	2177
13:30	1652	372	58	78	23	19	4	2206
13:45	1701	388	56	84	25	19	5	2278
14:00	1748	369	60	79	25	21	3	2305
14:15	1711	362	55	65	24	22	2	2241
14:30	1688	261	55	61	26	24	1	2216
14:45	1699	315	52	52	24	26	0	2168
15:00	1736	316	44	50	25	24	0	2195
15:15	1847	318	45	54	28	23	2	2317
15:30	1907	326	39	51	28	25	4	2390
15:45	1963	363	38	49	29	19	6	2467
16:00	2028	384	28	39	29	27	6	2541
16:15	2035	377	19	33	27	33	4	2528
16:30	2089	352	17	28	23	34	4	2547
16:45	2148	330	15	17	25	42	3	2580
17:00	2100	309	16	21	23	37	4	2510
17:15	2099	288	17	23	26	30	5	2488
17:30	2064	256	17	24	27	35	3	2426
17:45	2030	257	11	34	26	40	2	2400
18:00	2081	243	10	34	29	43	2	2442

Intelligent Data Collection Limited



Client: WSP
 Project Number: ID05935
 Junction Number: Site 2

Date of Survey: 16.09.2021
 Junction Name: A229 Loose Road / Plains Avenue
 Junction Type: T-Junction

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

PCU Summary									
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	0	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	0	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
18:45	0	331	18	0	5	2	0	4	302
Start Time	Rolling Hour								
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
12:00	0	1197	59	0	18	18	0	24	1069
12:15	0	1194	63	0	23	17	0	18	1085
12:30	0	1170	58	0	19	15	0	9	1079
12:45	0	1127	66	0	27	17	0	5	1107
13:00	0	1161	67	0	27	17	0	9	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
16:45	0	1379	86	0	37	18	0	32	1084
17:00	0	1345	74	0	34	21	0	33	1066
17:15	0	1348	85	0	34	18	0	34	1044
17:30	0	1324	78	0	30	17	0	30	1025
17:45	0	1258	78	0	34	18	0	28	1071
18:00	0	1272	84	0	33	13	0	23	1107

Intelligent Data Collection Limited



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

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

Count Method: Classes Included: *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	<i>AM Peak covers 07:00 until 10:00</i>
	Inter-Peak	from:	14:30	until:	14:45	flow:	681	<i>Inter-Peak covers 10:00 until 16:00</i>
	PM Peak	from:	17:30	until:	17:45	flow:	695	<i>PM Peak covers 16:00 until 19:00</i>

Period Starting: *Select the time from the drop-down in cell D16 to show the 15-minute data for that period*

Movement Counts

		To			Total
		A	B	C	
From	A	0	5	197	202
	B	31	0	7	38
	C	205	3	0	209
	Total	236	8	204	449

HGV Proportions

		To			Total
		A	B	C	
From	A	0.0%	0.0%	23.2%	22.7%
	B	0.0%	0.0%	0.0%	0.0%
	C	22.5%	0.0%	0.0%	22.1%
	Total	19.5%	0.0%	22.4%	20.5%

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

Movement Counts

		To			Total
		A	B	C	
From	A	0	25	585	610
	B	79	0	18	97
	C	546	4	0	550
	Total	625	29	603	1257

HGV Proportions

		To			Total
		A	B	C	
From	A	0.0%	0.0%	18.4%	17.7%
	B	2.4%	0.0%	0.0%	2.0%
	C	13.5%	48.7%	0.0%	13.7%
	Total	12.1%	6.6%	17.9%	14.7%

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
Project Number: ID05935
Site Number: Site 3
Date of Survey: 16.09.2021
Junction Name: A229 Loose Road / Cranborne Avenue / Sutton Road
Survey Type: 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			
File Ref	ID05935 Loose Road Corridor - Queue Site 3 - 16.09.2021			

Issue Record

Issued to	Date			
	24.09.2021			
Simon Bourne	E-mail			

Intelligent Data Collection Limited



Client: WSP
Project Number: ID05935
Site Number: Site 3
Date of Survey: 16.09.2021
Junction Name: A229 Loose Road / Cranborne Avenue / Sutton Road
Survey Type: Queue Length Survey

X Coordinate	Y Coordinate	Google Maps Link
51.257519	0.531210	Click Here
AM Peak Conditions	Inter-peak Conditions	PM Peak Conditions
Sunny Intervals	Sunny Intervals	Sunny Intervals

Junction Layout



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 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).

Intelligent Data Collection Limited

Client: WSP
 Project Number: I05935
 Site Number: 3
 Date of Survey: 16.09.2021
 Junction Name: A20 Loose Road / Cranborne Avenue / Sutton Road
 Survey Type: Queue Length Survey

Time	Lane A1				Lane A2				Lane B1				Lane C1				Lane C2				Lane D1				Lane D2				
	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	53	6	59	408	15	0	15	90	0	0	0	0	9	3	12	99	12	0	12	72	5	0	5	30	3	1	4	33	
07:05	53	6	59	408	15	0	15	90	0	0	0	0	9	3	12	99	12	0	12	72	5	0	5	30	3	1	4	33	
07:10	50	7	57	405	34	6	40	294	0	0	0	0	22	1	23	147	13	0	13	78	3	1	4	33	2	0	2	12	
07:15	38	10	48	378	54	6	60	414	0	0	0	0	25	3	28	195	14	0	14	84	4	0	4	24	3	0	3	18	
07:20	43	9	52	393	45	0	45	270	2	0	2	12	26	2	28	186	13	1	14	93	4	0	4	24	1	0	1	6	
07:25	54	6	60	414	10	2	12	90	1	0	1	6	25	3	28	195	16	0	16	96	3	0	3	18	4	0	4	24	
07:30	52	6	58	402	29	5	34	249	1	0	1	6	29	1	30	189	17	1	18	117	3	0	3	18	0	0	0	0	
07:35	54	5	59	399	15	1	16	105	1	0	1	6	25	4	29	210	11	3	14	111	3	0	3	18	1	0	1	6	
07:40	58	4	62	408	2	0	2	12	0	0	0	0	23	6	29	228	23	4	27	198	2	0	2	12	0	0	0	0	
07:45	57	5	62	417	25	6	31	240	0	0	0	0	12	0	12	72	23	4	27	198	3	0	3	18	0	0	0	0	
07:50	57	5	62	417	51	5	56	381	1	0	1	6	26	2	28	186	12	3	15	117	3	0	3	18	1	0	1	6	
07:55	57	5	62	417	51	5	56	381	1	0	1	6	26	2	28	186	16	5	21	171	2	0	2	12	1	0	1	6	
08:00	54	6	60	414	15	3	18	135	1	0	1	6	29	0	29	174	17	4	21	162	3	0	3	18	1	0	1	6	
08:05	53	7	60	423	15	5	20	165	1	0	1	6	28	0	28	168	16	5	21	171	3	0	3	18	0	3	3	18	
08:10	50	4	54	360	9	0	9	54	2	0	2	12	28	2	30	198	10	4	14	120	4	0	4	24	4	1	5	29	
08:15	58	2	60	420	3	0	3	18	1	0	1	6	28	1	29	183	30	3	195	4	0	4	24	6	0	6	36		
08:20	48	5	53	363	6	0	6	36	1	0	1	6	28	1	29	183	30	1	31	195	4	0	4	24	4	1	5	29	
08:25	33	3	36	243	6	0	6	36	0	0	0	0	28	2	30	198	16	1	17	111	5	0	5	30	5	1	6	45	
08:30	17	3	20	147	6	0	6	36	0	0	0	0	26	1	27	171	25	3	28	195	5	0	5	30	1	0	1	6	
08:35	34	5	39	279	5	0	5	30	1	0	1	6	22	4	26	192	31	0	31	186	4	0	4	24	6	0	6	36	
08:40	31	7	38	291	0	0	0	0	1	0	1	6	22	5	27	207	19	5	24	189	5	0	5	30	6	0	6	36	
08:45	52	5	57	387	3	0	3	18	0	0	0	0	27	2	29	192	13	0	13	78	5	0	5	30	6	0	6	36	
08:50	58	3	61	423	15	2	17	114	0	0	0	0	14	0	14	84	13	0	13	78	5	0	5	30	6	0	6	36	
08:55	34	4	38	264	1	1	2	21	0	0	0	0	14	0	14	84	7	3	10	67	5	0	5	30	5	0	5	30	
09:00	33	3	36	243	13	1	14	93	0	0	0	0	8	0	8	48	12	1	13	87	5	0	5	30	4	1	5	29	
09:05	52	7	59	417	17	1	18	117	0	0	0	0	5	2	7	60	18	1	19	123	5	0	5	30	6	0	6	36	
09:10	45	7	52	330	3	0	3	18	0	0	0	0	19	19	38	252	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	35	7	42	315	4	0	4	24	1	0	1	6	8	0	8	48	11	1	12	81	3	1	4	33	4	1	5	29	
09:20	31	1	32	201	6	1	7	51	1	0	1	6	8	0	8	48	10	2	10	60	3	1	4	33	4	1	5	29	
09:25	23	0	23	138	19	2	21	144	0	0	0	0	8	0	8	48	10	2	12	90	5	0	5	30	6	0	6	36	
09:30	16	4	20	156	19	2	21	144	0	0	0	0	8	0	8	48	8	1	9	63	5	0	5	30	3	0	3	18	
09:35	19	1	20	129	17	3	20	147	0	0	0	0	16	3	19	141	23	3	26	183	5	0	5	30	4	1	5	29	
09:40	10	4	14	120	8	0	8	48	0	0	0	0	18	1	19	123	9	3	12	99	5	0	5	30	7	0	7	42	
09:45	14	3	17	114	14	2	16	114	0	0	0	0	7	1	8	42	12	0	12	72	4	0	4	24	6	0	6	36	
09:50	14	4	18	144	10	2	12	90	0	0	0	0	6	0	6	36	14	2	16	114	5	0	5	30	4	1	5	29	
09:55	11	4	15	126	4	0	4	24	0	0	0	0	14	1	15	99	5	0	5	30	3	1	4	33	4	2	6	54	
10:00	14	3	17	129	16	0	16	96	0	0	0	0	6	0	6	36	13	2	15	108	3	0	3	18	4	1	5	29	
10:05	18	3	21	165	13	1	14	102	0	0	0	0	7	1	8	42	12	0	12	72	4	0	4	24	4	1	5	29	
10:10	9	1	10	69	18	1	19	123	0	0	0	0	7	0	7	42	8	2	10	78	5	0	5	30	5	1	6	45	
10:15	27	2	29	192	13	1	14	93	0	0	0	0	20	2	22	150	8	2	10	78	5	0	5	30	6	1	7	51	
10:20	13	3	16	81	8	0	8	48	0	0	0	0	6	0	6	36	11	0	11	66	5	0	5	30	5	1	6	45	
10:25	13	2	15	108	1	1	2	21	0	0	0	0	2	0	2	12	9	3	12	99	0	2	2	30	2	2	4	42	
10:30	16	3	19	141	9	0	9	54	0	0	0	0	8	1	9	63	10	1	11	75	5	0	5	30	5	0	5	30	
10:35	17	1	18	117	16	3	19	141	0	0	0	0	8	0	8	48	10	0	10	60	2	1	3	27	5	1	6	45	
10:40	15	6	21	165	13	1	14	93	0	0	0	0	6	1	7	51	11	0	11	66	6	2	8	36	5	1	6	45	
10:45	12	4	16	132	15	2	17	120	0	0	0	0	4	1	5	39	14	0	14	84	6	2	1	27	4	1	5	29	
10:50	10	3	13	105	12	0	12	72	0	0	0	0	4	1	5	39	7	2	9	72	1	1	2	21	4	1	5	29	
10:55	14	1	15	108	19	0	19	114	0	0	0	0	7	0	7	42	5	0	5	30	5	0	5	30	6	0	6	36	
11:00	12	1	13	87	13	0	13	78	0	0	0	0	5	0	5	30	9	2	11	84	4	0	4	24	5	1	6	45	
11:05	19	0	19	114	11	0	11	66	0	0	0	0	6	0	6	36	9	0	9	54	4	0	4	24	6	0	6	36	
11:10	11	0	11	66	6	1	7	51	0	0	0	0	6	0	6	36	8	2	10	78	3	1	4	33	6	0	6	36	
11:15	11	1	12	81	1	0	1	6	0	0	0	0	6	1	7	51	14	1	15	99	4	0	4	24	4	1	5	29	
11:20	19	1	20	129	13	1	14	93	0	0	0	0	5	1	6	45	11	0	11	66	4	0	4	24	6	0	6	36	
11:25	19	1	20	129	13	3	16	123	0	0	0	0	4	0	4	24	5	3	8	75	4	0	4	24	6	0	6	36	
11:30	17	0	17	114	13	0	13	96	0	0	0	0	8	0	8	48	11	0	11	66	5	0	5	30	8	6	0	6	36
11:35	19	5	24	189	5	0	5	30	0	0	0	0	7	1	8	42	11	0	11	66	4	0	4	24	5	1	6	45	
11:40	12	2	14	102	6	0	6	36	0	0	0	0	6	0	6	36	8	1	9	63	4	0	4	24	5	0	5	30	
11:45	13	4	17	138	19	1	20	129	0	0	0	0	6	0	6	36	9	0	9	54	4	1	5	29	2	2	4	42	
11:50	13	1	14	105	21	0	21	147	0	0	0	0	11	1	12	84	13	0	13	78	5	0	5	30	5	2	7	42	
11:55	15	2	17	120	23	2	25	168	0	0	0	0	4	1	5	39	6	3	9	81	5	0	5	30	6	0	6	36	
12:00	14	2	16	114	10	1	11																						



Intelligent Data Collection Limited Loose Road Corridor Repeat

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

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

Issued to	Date			
	27.06.2022			
Sarah Tutt	E-mail			

Intelligent Data Collection Limited



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	Y Coordinate	Google Maps Link
51.257541	0.531196	Click Here
AM Peak Conditions	Inter-peak Conditions	PM Peak Conditions
Clear	Clear	Clear

Junction Layout



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.



Intelligent Data Collection Limited Loose Road Corridor

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

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			
File Ref	ID05935 Loose Road Corridor - Queue Site 2 - 16.09.2021			

Issue Record

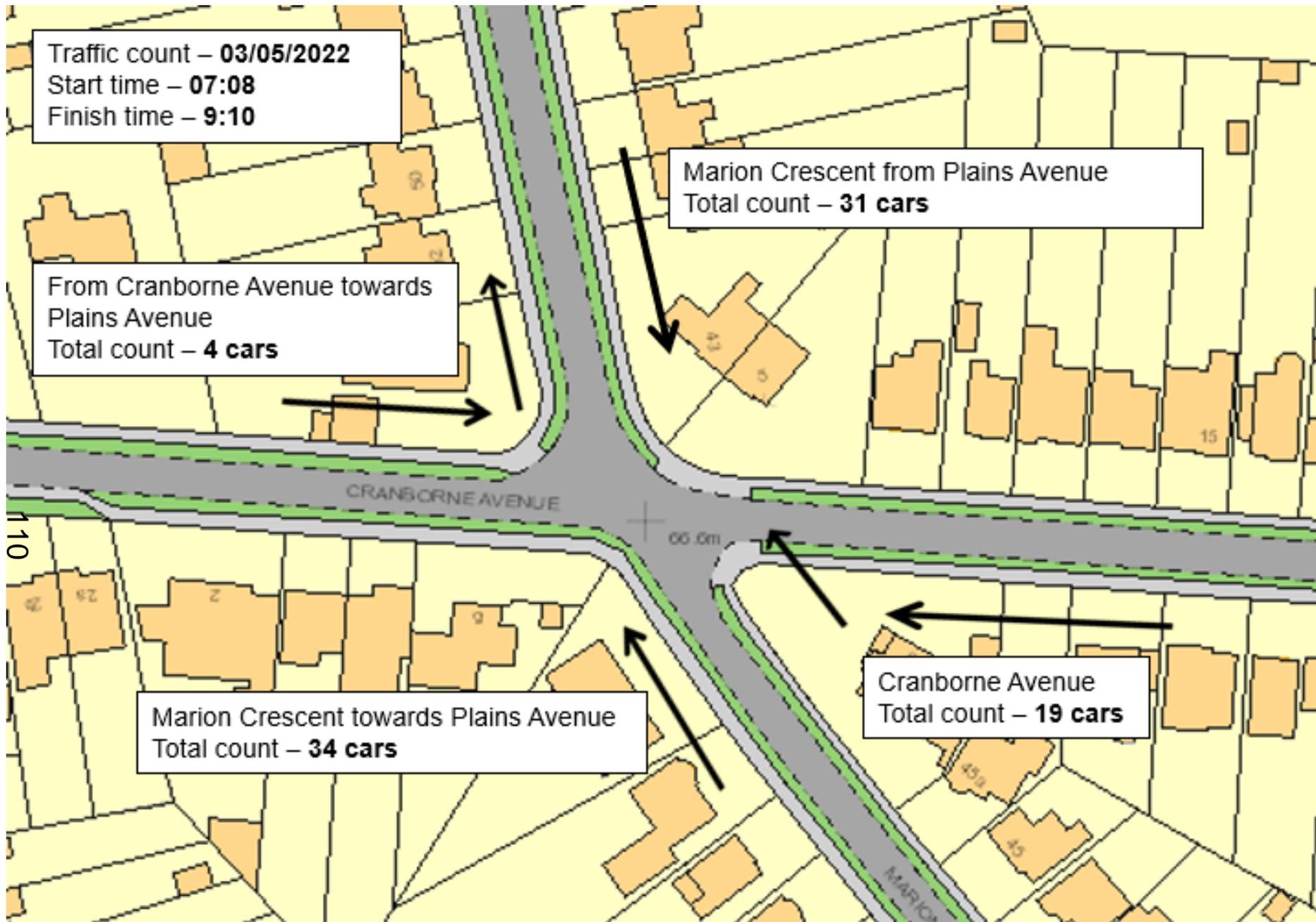
Issued to	Date			
	24.09.2021			
Simon Bourne	E-mail			



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

Time	Lane B1				Lane B2				Lane C1			
	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)
07:00	1	0	1	6	0	0	0	0	0	1	1	15
07:05	2	0	2	12	0	0	0	0	1	0	1	6
07:10	2	0	2	12	0	0	0	0	0	0	0	0
07:15	1	0	1	6	0	0	0	0	0	0	0	0
07:20	1	0	1	6	1	0	1	6	0	0	0	0
07:25	3	0	3	18	1	0	1	6	0	0	0	0
07:30	1	0	1	6	0	0	0	0	0	0	0	0
07:35	1	0	1	6	2	0	2	12	0	0	0	0
07:40	1	0	1	6	1	0	1	6	0	0	0	0
07:45	4	0	4	24	1	0	1	6	0	0	0	0
07:50	2	0	2	12	1	0	1	6	0	0	0	0
07:55	3	0	3	18	6	0	6	36	0	0	0	0
08:00	7	0	7	42	7	0	7	42	1	0	1	6
08:05	7	0	7	42	1	0	1	6	0	0	0	0
08:10	3	0	3	18	4	0	4	24	3	0	3	18
08:15	2	0	2	12	0	0	0	0	1	0	1	6
08:20	6	0	6	36	1	0	1	6	1	0	1	6
08:25	4	0	4	24	1	0	1	6	2	0	2	12
08:30	2	0	2	12	0	0	0	0	0	0	0	0
08:35	2	0	2	12	1	0	1	6	1	0	1	6
08:40	2	0	2	12	2	0	2	12	2	0	2	12
08:45	1	0	1	6	0	0	0	0	0	0	0	0
08:50	1	0	1	6	1	0	1	6	0	0	0	0
08:55	1	0	1	6	0	0	0	0	0	0	0	0
09:00	2	0	2	12	0	0	0	0	0	0	0	0
09:05	1	0	1	6	2	0	2	12	1	0	1	6
09:10	1	0	1	6	1	0	1	6	0	0	0	0
09:15	1	0	1	6	0	0	0	0	0	0	0	0
09:20	1	0	1	6	0	0	0	0	0	0	0	0
09:25	1	0	1	6	0	0	0	0	0	0	0	0
09:30	1	0	1	6	0	0	0	0	2	0	2	12
09:35	1	0	1	6	0	0	0	0	1	0	1	6
09:40	1	0	1	6	1	0	1	6	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0
09:50	1	0	1	6	1	0	1	6	1	0	1	6
09:55	1	0	1	6	1	0	1	6	1	0	1	6
10:00	1	0	1	6	1	0	1	6	1	0	1	6
10:05	1	0	1	6	0	0	0	0	0	0	0	0
10:10	1	0	1	6	0	0	0	0	1	0	1	6
10:15	1	0	1	6	0	0	0	0	1	0	1	6
10:20	1	0	1	6	0	0	0	0	1	0	1	6
10:25	1	0	1	6	0	0	0	0	0	0	0	0
10:30	1	0	1	6	0	0	0	0	1	0	1	6
10:35	1	0	1	6	0	0	0	0	1	0	1	6
10:40	0	0	0	0	0	0	0	0	0	0	0	0
10:45	2	0	2	12	0	0	0	0	1	0	1	6
10:50	2	0	2	12	1	0	1	6	1	0	1	6
10:55	1	1	2	21	1	1	2	21	1	0	1	6
11:00	1	0	1	6	1	0	1	6	1	0	1	6
11:05	1	0	1	6	0	0	0	0	0	0	0	0
11:10	1	0	1	6	0	0	0	0	0	0	0	0
11:15	1	0	1	6	1	0	1	6	0	0	0	0
11:20	1	0	1	6	0	0	0	0	0	0	0	0
11:25	2	0	2	12	1	0	1	6	0	0	0	0
11:30	3	0	3	18	0	0	0	0	1	0	1	6
11:35	1	0	1	6	0	0	0	0	1	0	1	6
11:40	1	0	1	6	1	0	1	6	2	0	2	12
11:45	1	0	1	6	0	0	0	0	0	0	0	0
11:50	3	0	3	18	0	0	0	0	0	0	0	0
11:55	2	0	2	12	1	0	1	6	1	0	1	6
12:00	1	1	2	21	0	0	0	0	1	0	1	6
12:05	1	0	1	6	0	0	0	0	0	0	0	0
12:10	0	0	0	0	1	0	1	6	1	0	1	6
12:15	1	0	1	6	0	0	0	0	1	0	1	6
12:20	1	0	1	6	3	0	3	18	3	0	3	18
12:25	3	0	3	18	2	0	2	12	2	0	2	12
12:30	0	0	0	0	1	0	1	6	1	1	2	21
12:35	1	0	1	6	1	0	1	6	0	0	0	0
12:40	1	0	1	6	0	0	0	0	0	0	0	0
12:45	1	0	1	6	1	0	1	6	0	0	0	0
12:50	0	0	0	0	1	0	1	6	0	0	0	0
12:55	1	0	1	6	0	0	0	0	0	0	0	0
13:00	1	1	2	21	0	0	0	0	0	0	0	0
13:05	1	0	1	6	1	0	1	6	0	0	0	0
13:10	3	0	3	18	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	1	0	1	6
13:20	1	0	1	6	1	0	1	6	0	0	0	0
13:25	2	0	2	12	0	0	0	0	1	0	1	6
13:30	2	0	2	12	0	0	0	0	0	0	0	0
13:35	1	0	1	6	1	0	1	6	2	0	2	12
13:40	1	0	1	6	1	0	1	6	0	0	0	0
13:45	1	0	1	6	1	0	1	6	3	0	3	18
13:50	1	0	1	6	1	0	1	6	1	0	1	6
13:55	2	0	2	12	1	0	1	6	1	0	1	6
14:00	2	0	2	12	1	0	1	6	0	0	0	0
14:05	1	0	1	6	1	0	1	6	3	0	3	18
14:10	1	0	1	6	0	0	0	0	0	0	0	0
14:15	1	0	1	6	1	0	1	6	0	0	0	0
14:20	1	0	1	6	1	0	1	6	1	0	1	6
14:25	1	0	1	6	0	0	0	0	0	0	0	0
14:30	1	0	1	6	1	0	1	6	2	0	2	12
14:35	2	0	2	12	1	0	1	6	1	0	1	6
14:40	1	0	1	6	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	2	0	2	12
14:50	1	0	1	6	3	0	3	18	0	0	0	0
14:55	1	0	1	6	1	0	1	6	1	0	1	6
15:00	1	0	1	6	1	0	1	6	0	0	0	0
15:05	2	0	2	12	3	0	3	18	0	0	0	0
15:10	0	0	0	0	0	0	0	0	1	0	1	6
15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:20	1	0	1	6	1	0	1	6	1	0	1	6
15:25	2	0	2	12	1	0	1	6	1	0	1	6
15:30	1	0	1	6	1	0	1	6	1	0	1	6
15:35	1	0	1	6	0	0	0	0	3	0	3	18
15:40	1	0	1	6	1	0	1	6	1	0	1	6
15:45	1	0	1	6	0	0	0	0	0	0	0	0
15:50	1	0	1	6	2	0	2	12	0	0	0	0
15:55	1	0	1	6	1	0	1	6	2	0	2	12
16:00	2	0	2	12	1	0	1	6	0	0	0	0
16:05	2	0	2	12	1	0	1	6	1	0	1	6
16:10	1	0	1	6	1	0	1	6	0	0	0	0
16:15	4	0	4	24	0	0	0	0	0	0	0	0
16:20	1	0	1	6	0	0	0	0	1	0	1	6
16:25	1	0	1	6	0	0	0	0	3	0	3	18
16:30	1	0	1	6	1	0	1	6	0	0	0	0
16:35	2	0	2	12	0	0	0	0	1	0	1	6
16:40	3	0	3	18	1	0	1	6	0	0	0	0
16:45	3	0	3	18	0	0	0	0	1	0	1	6
16:50	4	0	4	24	2	0	2	12	0	1	1	15
16:55	2	0	2	12	1	0	1	6	0	0	0	0
17:00	1	0	1	6	1	0	1	6	0	0	0	0
17:05	1	0	1	6	1	0	1	6	0	0	0	0
17:10	1	0	1	6	1	0	1	6	0	0	0	0
17:15	2	0	2	12	3	0	3	18	3	0	3	18
17:20	3	0	3	18	3	0	3	18	3	0	3	18
17:25	1	0	1	6	0	0	0	0	0	0	0	0
17:30	4	0	4	24	1	0	1	6	2	0	2	12
17:35	1	0	1	6	0	0	0	0	1	0	1	6
17:40	1	0	1	6	1	0	1	6	2	0	2	12
17:45	3	0	3	18	1	0	1	6	1	0	1	6
17:50	4	0	4	24	0	0	0	0	1	0	1	6
17:55	1	0	1	6	0	0	0	0	2	0	2	12
18:00	1	0	1	6	0	0	0	0	0	0	0	0
18:05	1	0	1	6	1	0	1	6	0	0	0	0
18:10	6	0	6	36	1	0	1	6	0	0	0	0
18:15	2	0	2	12	1	0	1	6	0	0	0	0
18:20	1	0	1	6	2	0	2	12	0	0	0	

Appendix C Site Observation Queue





Play Area

Orchard House

Entering Plains Avenue North bound. Traffic count: **63 cars**



61.6m

111

Entering Plains Avenue South bound. Traffic count: **41 cars**



LOOSE ROAD

FiveKins Court

Exiting Plains Avenue travelling North bound. Traffic count: **130 cars**



Exiting Plains Avenue travelling South bound entering Loose Road. Traffic count: **180 cars**



South Park

Queuing cars max: 7 cars
Queuing cars min: 2 cars

63.0m

PLAINS AVENUE

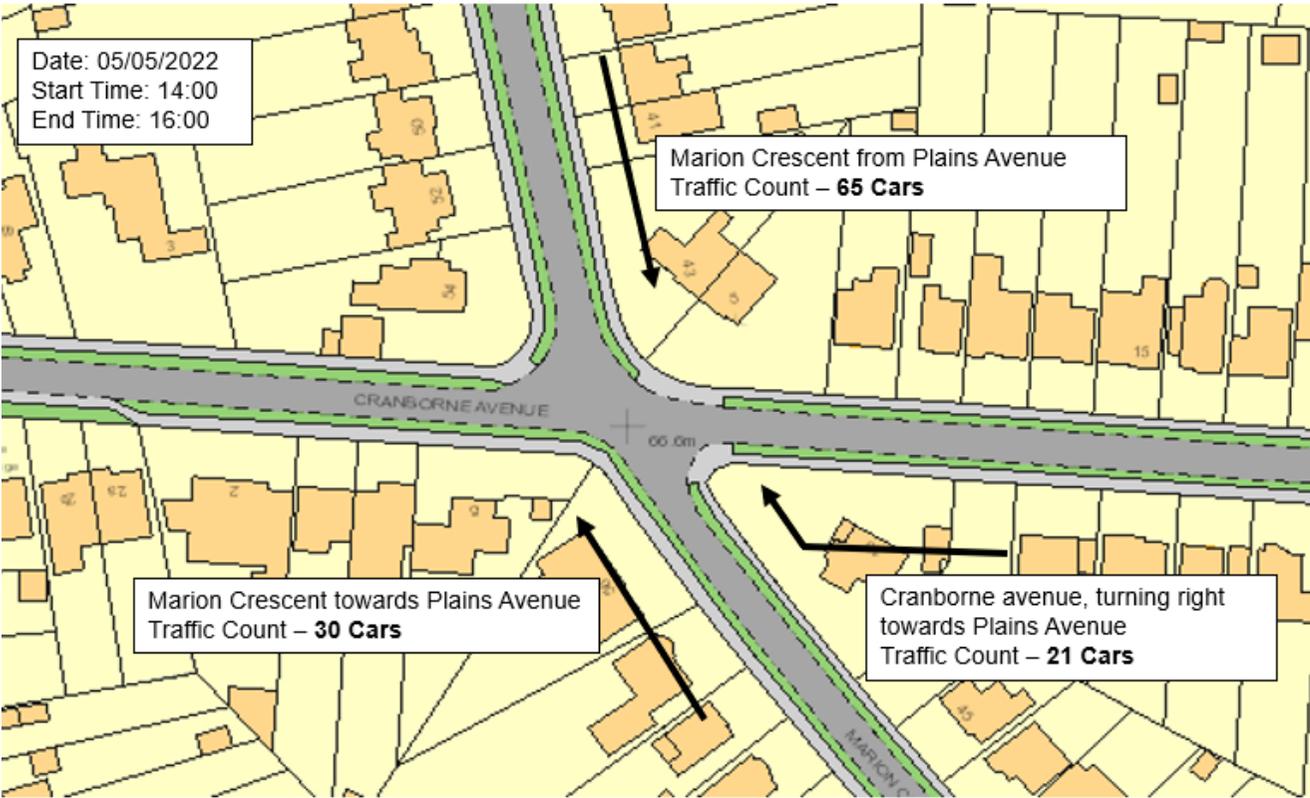
MANOR C

Date: 05/05/2022
Start Time: 14:00
End Time: 16:00

Marion Crescent from Plains Avenue
Traffic Count - **65 Cars**

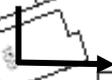
Marion Crescent towards Plains Avenue
Traffic Count - **30 Cars**

Cranborne avenue, turning right
towards Plains Avenue
Traffic Count - **21 Cars**



Date: 05/05/2022
Start Time: 14:00
End Time: 16:00

Entering Plains Avenue North bound. Traffic count: **145 cars**



Entering Plains Avenue South bound. Traffic count: **99 cars**



Exiting Plains Avenue travelling North bound. Traffic count: **108 cars**



Exiting Plains Avenue travelling South bound entering Loose Road. Traffic count: **103 cars**

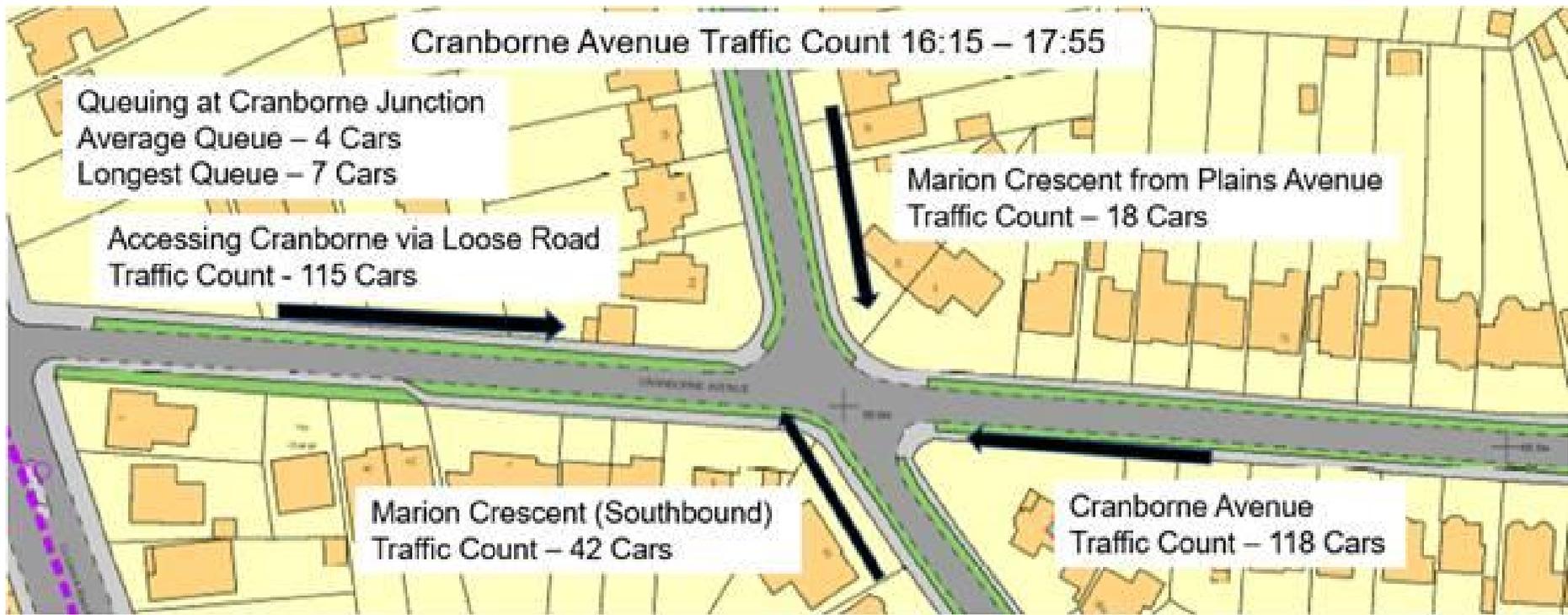


Max queuing cars: **4 cars**

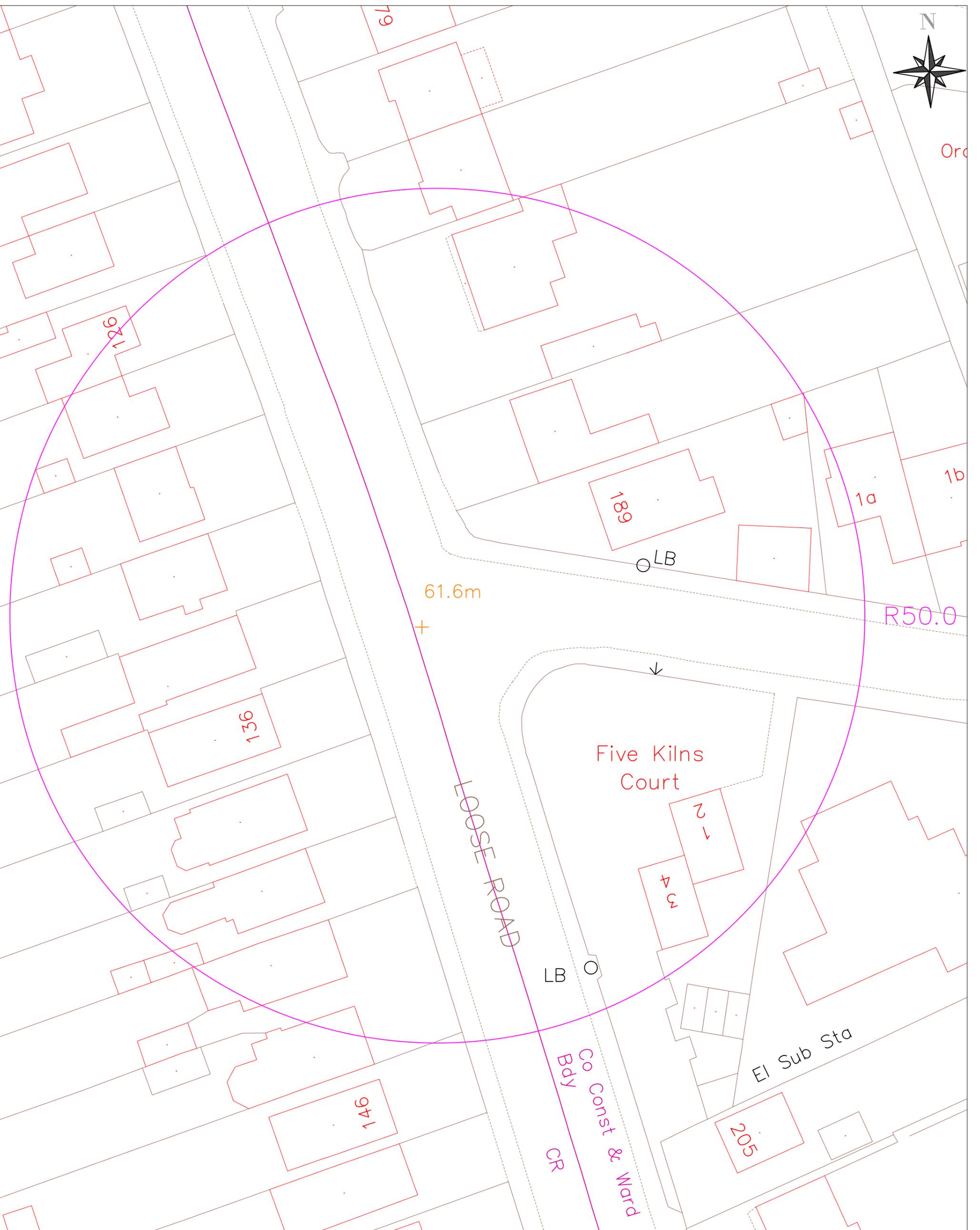
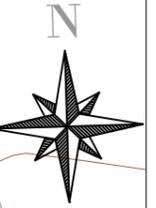
Max queuing cars: **6 cars**

113





Appendix D Collision Data



Location: Plains Avenue j/w A229 Loose Rd, Maidstone

5 years personal injury crash data up to 31/03/2023- Zero crashes

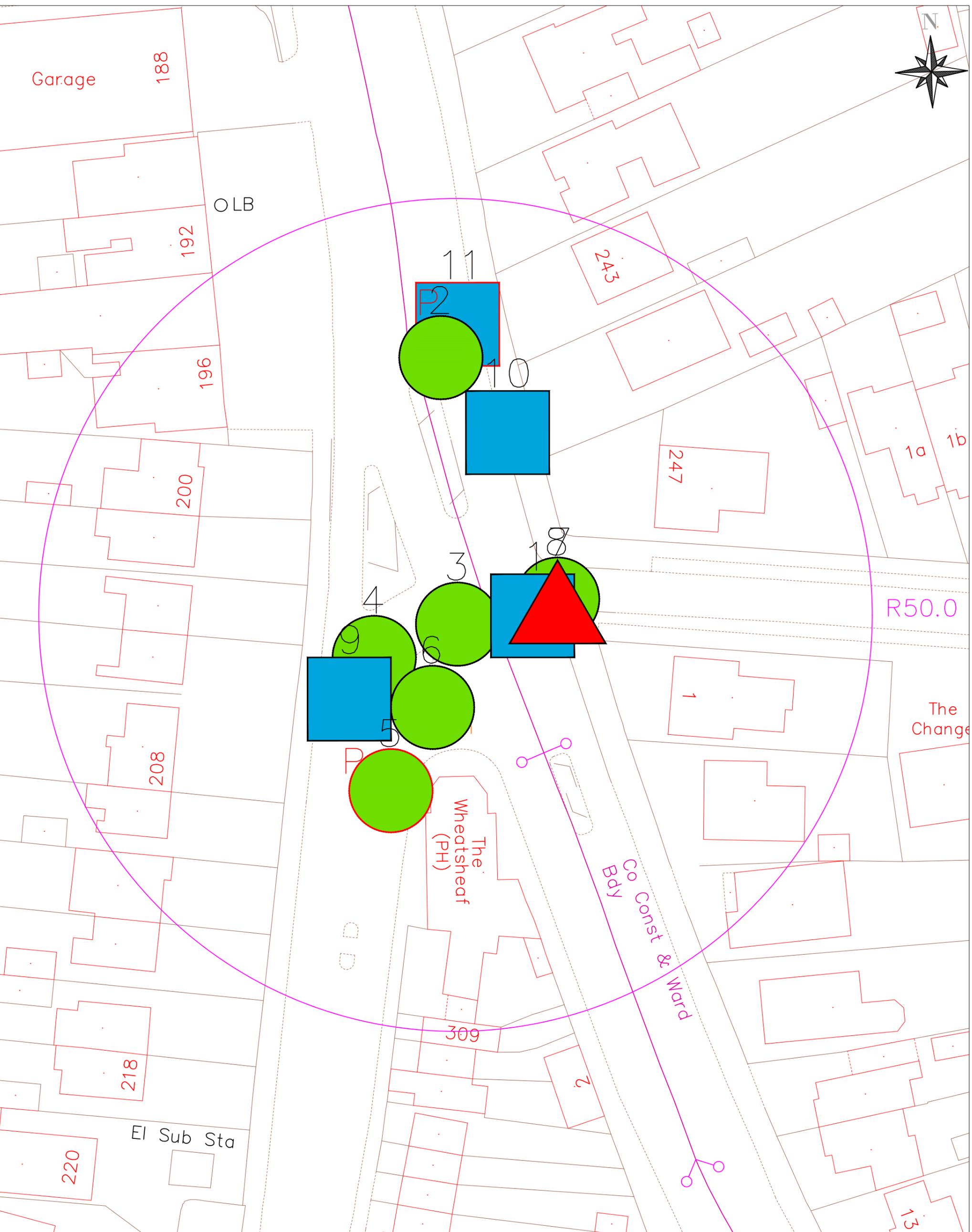
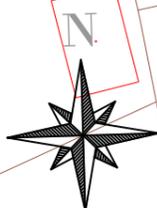
KCC Ref number: INT/230/23

116

Crash Severity	
●	Slight
■	Serious
▲	Fatal



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Location: Cranborne Avenue j/w A229 Loose Rd, Maidstone

5 years personal injury crash data up to 31/03/2023

KCC Ref number: INT/229/23

Crash Severity	
●	Slight
■	Serious
▲	Fatal



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Date: 13-September-2023

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

D-PRINT CRASH REPORT

13-Sep-2023

08:00:37

Cranborne Avenue jw A229 Loose Road, Maidstone
 Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	Road No A229 Grid 576729E Section 200 Ref 153967N	SERIOUS	30/10/2018	3	18:40	DRK STL	Dry	Fine		R.TURN	M/C
A229, LOOSE RD J/W CRANBORNE AVE, MAIDSTONE.									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.							Veh1, car, N -> SW Veh2, m/cycle 125 - 500cc, SE -> N			Casualties	1
										Vehicles	2
2	Road No A229 Grid 576718E Section 200 Ref 153998N	SLIGHT	15/01/2019	3	15:45	L	Dry	Fine			
A229 LOOSE RD J/W CRANBORNE AVE, MAIDSTONE (MAPPED TO COORDS)									Maidstone		
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 -> NW Veh2, car, NW -> SE			Casualties	1
										Vehicles	2
3	Road No A229 Grid 576720E Section 200 Ref 153966N	SLIGHT	10/10/2019	5	20:20	DRK STL	Dry	Fine		R.TURN	M/C
A229 LOOSE RD J/W A274 SUTTON RD, MAIDSTONE									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 unknown cc, SE -> NW Veh2, car, SW -> SE			Casualties	2
										Vehicles	2

119

Key Involved

PED Pedestrian
 HGV Heavy Goods Vehicle
 GV Goods Vehicle
 M/C Motor Cycle
 P/C Pedal Cycle
 PSV Bus/Coach

Street Lighting

L Daylight
 STL Street Lights
 USL Street Lights Unlit
 NSL No Street Lights
 STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
 R.TURN Right Turn Manoeuvre
 O/TAKE Overtaking Manoeuvre
 S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
 ATS DEF Traffic Lights Defective
 SIGNS Road Signs Defective or Obscured
 RD WRKS Road Works
 Surface Road Surface Defective

D-PRINT CRASH REPORT

13-Sep-2023

08:00:37

Cranborne Avenue jw A229 Loose Road, Maidstone
 Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
4	Road No A229 Grid 576710E Section Ref 153962N	SLIGHT	12/11/2019	3	08:53	L	Wet/Damp	Fine		R.TURN	
A229 LOOSE ROAD AT JW A274 SUTTON ROAD MAIDSTONE (MAPPED 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			Casualties 1 Vehicles 3	
5	Road No A229 Grid 576712E Section 200 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 CROSSING THE ROAD AND HAS BEEN LET OUT BY ONE CAR. C1 HAS WALKED OUT AND THEN RAN STRAIGHT INTO THE NEXT LANE WITHOUT LOOKING INTO AN ONCOMING CAR WHO HAD NO CHANCE OF STOPPING. THE FRONT NEARSIDE OF THE VEHICLE IS WHAT HIT C1. C1 HAS MINOR INJURIES.							Veh1, car, SW -> NE			Casualties 1 Vehicles 1	
6	Road No A229 Grid 576717E Section 200 Ref 153956N	SLIGHT	21/04/2020	3	21:49	DRK STL	Dry	Fine			
A229, LOOSE RD J/W A274 SUTTON RD, MAIDSTONE.									Maidstone		
V2 WAS TRAVELLING SOUTH ONTO SUTTON ROAD FROM LOOSE ROAD. AS D2 WENT THROUGH THE TRAFFIC LIGHTS BY JUNCTION WITH CRANBORNE AVENUE, V1 CAME OUT ONTO LOOSE ROAD, COLIDING WITH V2.							Veh1, car, E -> W Veh2, car, NW -> SE			Casualties 1 Vehicles 2	

120

Key Involved

PED Pedestrian
 HGV Heavy Goods Vehicle
 GV Goods Vehicle
 M/C Motor Cycle
 P/C Pedal Cycle
 PSV Bus/Coach

Street Lighting

L Daylight

 STL Street Lights
 USL Street Lights Unlit
 NSL No Street Lights
 STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
 R.TURN Right Turn Manoeuvre
 O/TAKE Overtaking Manoeuvre
 S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
 ATS DEF Traffic Lights Defective
 SIGNS Road Signs Defective or Obscured
 RD WRKS Road Works
 Surface Road Surface Defective

D-PRINT CRASH REPORT

13-Sep-2023
08:00:37

Cranborne Avenue jw A229 Loose Road, Maidstone
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
7	Road No A229 Grid 576732E Section 200 Ref 153967N	FATAL	01/01/2021	6	17:41	DRK STL	Wet/Damp	Rain			P/C
A229 LOOSE ROAD J/W CRANBORNE AVENUE, MAIDSTONE									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			Casualties 3 Vehicles 2	
8	Road No A229 Grid 576732E Section Ref 153969N	SLIGHT	11/02/2022	6	17:49	L	Dry	Fine		R.TURN	
A229 LOOSE RD J/W CRANBORNE AVE, MAIDSTONE									Maidstone		
V1 WAS TRAVELLING NORTHWEST ON SUTTON RD AND TURNED RIGHT TOWARDS CRANBORNE AVE, COLLIDING WITH V2, WHICH WAS TRAVELLING SOUTHEAST ON LOOSE RD.							Veh1, car, SE -> E Veh2, car, NW -> SE			Casualties 1 Vehicles 2	
9	Road No A229 Grid 576707E Section Ref 153957N	SERIOUS	06/05/2022	6	20:43	DRK STL	Dry	Fine			P/C
A229 LOOSE ROAD NEAR WHEATSHEAF PUB/OPPOSITE CRANBORNE AVENUE, MAIDSTONE									Maidstone		
V2 has collided with C1 as they crossed the road on a bicycle. V2 hit the bicycle causing rider to fall off and hit their head on the road.							Veh1, pedal cycle, W -> E Veh2, car, S -> N			Casualties 1 Vehicles 2	

121

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

13-Sep-2023
08:00:37

Cranborne Avenue jw A229 Loose Road, Maidstone
Accident Date BETWEEN '01-Apr-2018' AND '31-Mar-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
10	Road No A229 Grid 576726E Section Ref 153989N	SERIOUS	07/06/2022	3	07:00	L	Dry	Fine			P/C
A229 LOOSE RD J/W CRANBORNE AVE, MAIDSTONE									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			Casualties 1 Vehicles 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.							Veh1, goods > 7.5t, SW -> N			Casualties 1 Vehicles 1	

122

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

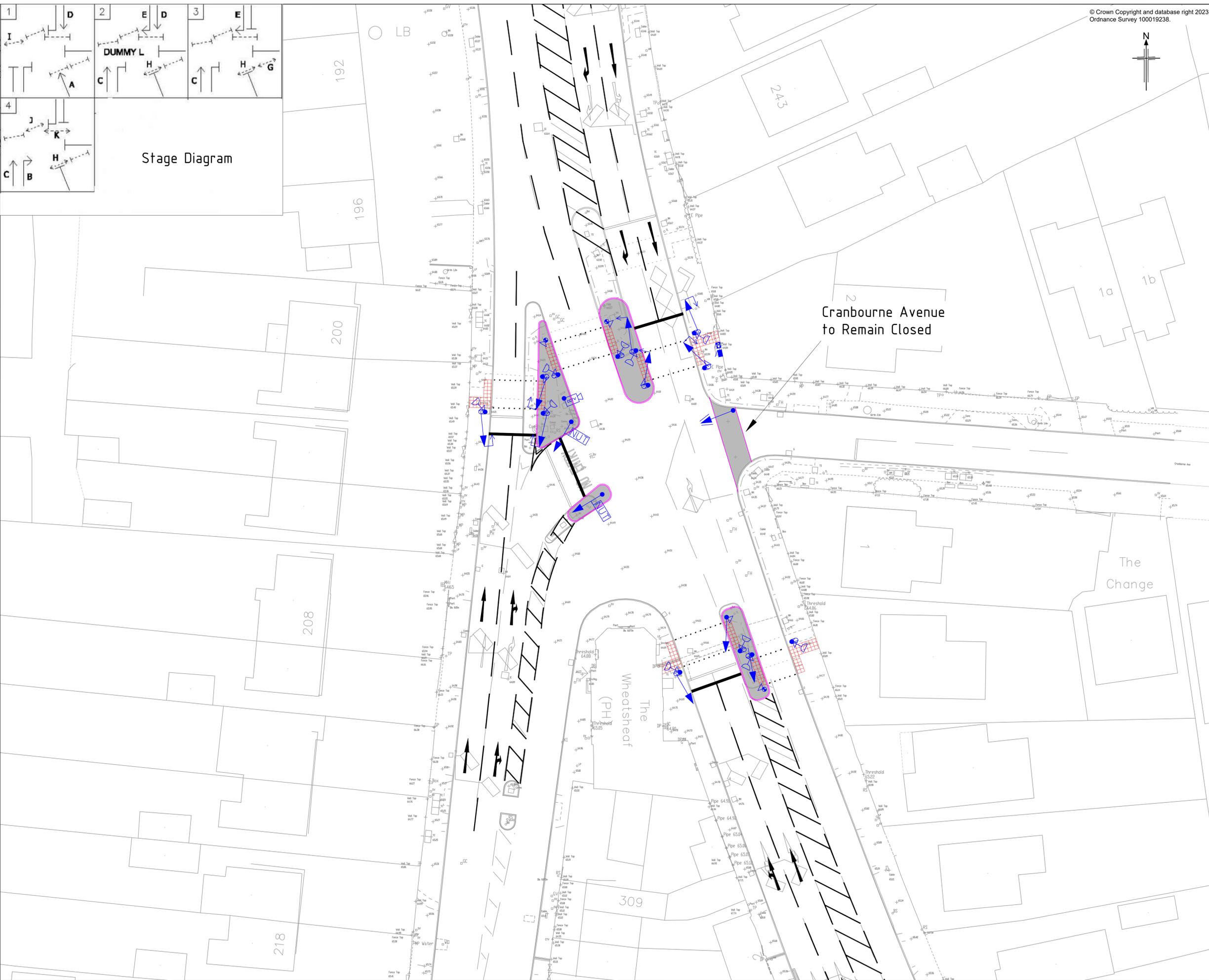
+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

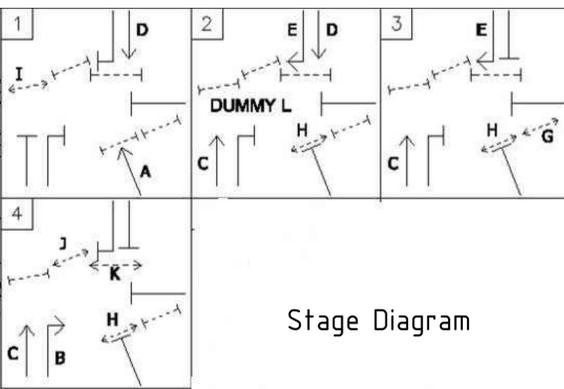
ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

Appendix E Do Minimum Proposed Drawing

- Key**
- Junction box 550mm depth (no under kerb ducts)
 - Junction box 550mm depth (with under kerb ducts)
 - Junction pit 900mm depth (no under kerb ducts)
 - Junction pit 900mm depth (with under kerb ducts)
 - Junction pit 550mm depth (no under kerb ducts)
 - Junction pit 550mm depth (with under kerb ducts)
 - Duct FW/1 100mm dia
 - Duct FW/2 100mm dia
 - Duct FW/3 100mm dia
 - Duct FW/4 100mm dia
 - Duct CW/1 100mm dia
 - Duct CW/2 100mm dia
 - Duct CW/3 100mm dia
 - Duct CW/4 100mm dia
 - Traffic signal controller cabinet
 - Electricity supply pillar for dedicated unmetred DNO connection
 - BT termination pillar
 - Vehicle detector loop and identify
 - Traffic signal head with primary hoods
 - Traffic signal head with secondary hoods
 - Pedestrian signal
 - Far side Toucan pedestrian / cycle signal
 - Standard 4m pole
 - Short 2m pole
 - Curved crank 4m pole
 - 6m pole with two traffic signal heads
 - Pedestrian/Puffin/Toucan push button unit
 - Pedestrian push button unit with tactile cone
 - Nearside toucan ped/ cycle signal with combined push button unit and tactile cone
 - Puffin pedestrian signal with combined push button unit and tactile cone
 - Microwave vehicle detector
 - Pedestrian / cycle on crossing detector
 - Infra Red pedestrian or vehicle presence detector
 - Visual pedestrian or vehicle presence detector
 - Photo electric cell
 - Bus priority receiver
 - Post mounted loop detector housing
 - CCTV unit mounted on traffic signal pole
 - Layout of blister tactile surface modules (red)
 - Layout of blister tactile surface modules (buff)
 - Dropped kerb (not at signalled crossing)
 - Roadstuds
 - Existing lighting column
 - Kerb/ footway alignment - proposed
 - HFS (All HFS to be coloured Dark Grey or Black)
 - Traffic bollard (keep left)



Stage Diagram



124

0	06/09/23	OUTLINE DESIGN	PT	AWM	TB
---	----------	----------------	----	-----	----

Rev	Revision Date	Purpose of revision	Drawn	Checked	App'd
-----	---------------	---------------------	-------	---------	-------

Kent County Council
Ashford Highway Depot
Henwood Industrial Estate
Ashford
TN24 8AD
Tel: 03000 418181

Project
**Wheatshaf Junction
Highway Improvement Scheme**

Drawing title
**Outline Traffic Signal Design
(Site Ref No. 11/0927)**

Drawing status
OUTLINE DESIGN

Scale
1:200 at A1 Do not scale

Drawing number
KCC/ITS/2023/0210/S/1 Rev
0

This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.

Appendix F Do Maximum Proposed Drawing

DO NOT SCALE



LOCATION PLAN

NOTES:

- DO NOT SCALE THIS DRAWING.
- ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
- THIS DRAWING SHOULD BE PRINTED IN COLOUR.
- THIS DRAWING IS BASED ON TOPOGRAPHICAL SURVEY AND OS BASE DATA SUPPLIED BY KENT COUNTY COUNCIL.
- THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL RELEVANT SCHEME DRAWINGS AND SPECIFICATION.
- ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE DEPARTMENT FOR TRANSPORT SPECIFICATION FOR HIGHWAY WORKS & SUPPLEMENTARY SPECIFICATION DOCUMENTS.
- ALL LEVELS SHOWN ARE IN METRES ABOVE ORDNANCE DATUM.
- ALL ROAD MARKINGS AND TRAFFIC SIGNS SHALL BE IN ACCORDANCE WITH THE TSRGD 2016.
- ALL PROPOSED KERBS TO TIE IN TO EXISTING KERB LINES AS REQUIRED.
- MANY DISCREPANCY WITH THE ORIGINAL SITE SURVEY MUST BE REPORTED IMMEDIATELY TO THE SITE ENGINEER OR KENT COUNCIL PROJECT MANAGER.
- ALL EXISTING ROAD MARKINGS TO BE RENEWED TO TIE IN WITH THE PROPOSED LAYOUT. REFER TO DRAWING 70043445-DD-033-1200-001 FOR DETAILS.
- PARKING RESTRICTIONS (YELLOW LINE ROAD MARKINGS) AT THE JUNCTION ARE TO BE MARKED IN CONSENT WITH KENT COUNTY COUNCIL.

P01	09/09/2020	DS	REVISED LAYOUT	AB	MB
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S3 - FOR REVIEW

wsp

2 Lansdowne Rd, Craydon, CR9 2ER, UK
T+ 44 (0) 208 263 2413
wsp.com

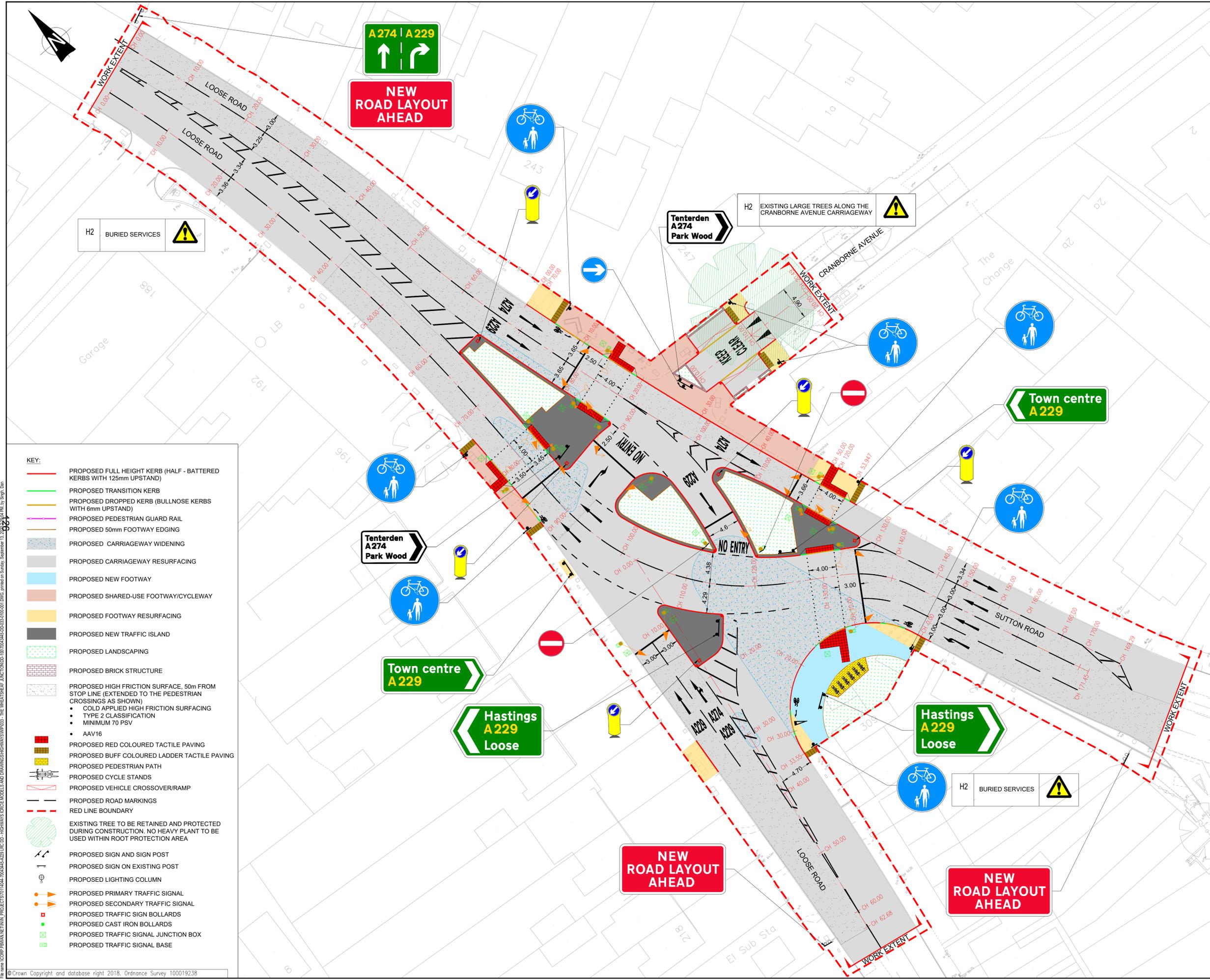
CLIENT: Kent County Council
1st Floor, Invidia House, Maidstone, ME14 1XX

SITE PROJECT: A229 LOOSE ROAD CORRIDOR DETAILED DESIGN THE WHEATSHEAF JUNCTION

TITLE: GENERAL ARRANGEMENT

SCALE @ A1: 1:250	CHECKED: AB	APPROVED: MB
PROJECT NO: 70043445	DESIGNED: KK	DRAWN: DS
DRAWING NO: 70043445-DD-033-0100-001	DATE: Sep-20	REV: P01

© WSP UK Ltd



- KEY:**
- PROPOSED FULL HEIGHT KERB (HALF - BATTERED KERBS WITH 125mm UPSTAND)
 - PROPOSED TRANSITION KERB
 - PROPOSED DROPPED KERB (BULLNOSE KERBS WITH 6mm UPSTAND)
 - PROPOSED PEDESTRIAN GUARD RAIL
 - PROPOSED 50mm FOOTWAY EDGING
 - PROPOSED CARRIAGEWAY WIDENING
 - PROPOSED CARRIAGEWAY RESURFACING
 - PROPOSED NEW FOOTWAY
 - PROPOSED SHARED-USE FOOTWAY/CYCLEWAY
 - PROPOSED FOOTWAY RESURFACING
 - PROPOSED NEW TRAFFIC ISLAND
 - PROPOSED LANDSCAPING
 - PROPOSED BRICK STRUCTURE
 - PROPOSED HIGH FRICTION SURFACE, 50m FROM STOP LINE (EXTENDED TO THE PEDESTRIAN CROSSINGS AS SHOWN)
 - COLD APPLIED HIGH FRICTION SURFACING
 - TYPE 2 CLASSIFICATION
 - MINIMUM 70 PSV
 - AAV16
 - PROPOSED RED COLOURED TACTILE PAVING
 - PROPOSED BUFF COLOURED LADDER TACTILE PAVING
 - PROPOSED PEDESTRIAN PATH
 - PROPOSED CYCLE STANDS
 - PROPOSED VEHICLE CROSSOVER/RAMP
 - PROPOSED ROAD MARKINGS
 - RED LINE BOUNDARY
 - EXISTING TREE TO BE RETAINED AND PROTECTED DURING CONSTRUCTION. NO HEAVY PLANT TO BE USED WITHIN ROOT PROTECTION AREA
 - PROPOSED SIGN AND SIGN POST
 - PROPOSED SIGN ON EXISTING POST
 - PROPOSED LIGHTING COLUMN
 - PROPOSED PRIMARY TRAFFIC SIGNAL
 - PROPOSED SECONDARY TRAFFIC SIGNAL
 - PROPOSED TRAFFIC SIGN BOLLARDS
 - PROPOSED CAST IRON BOLLARDS
 - PROPOSED TRAFFIC SIGNAL JUNCTION BOX
 - PROPOSED TRAFFIC SIGNAL BASE

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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 ['The Civil Enforcement of Moving Traffic Contraventions Designations and Miscellaneous Amendments Order 2022'](#).
- 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.

Date	Total Public sockets	Required sockets	% of 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:

<u>The Kent EV Network</u>	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.
<u>The LEVI Pilot project</u>	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.
<u>The Rapid Taxi charger Project</u>	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.
<u>The Parish charger Network</u>	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.
<u>Ultra Rapid Charging Hubs</u>	A project looking to create ultra rapid EVCP hubs on KCC owned land along the Strategic Road Network including A-roads. 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

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	Senior Highway Manager West Kent
Susan Laporte	Maidstone Highway Manager
Alan Casson	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 Status
Copsewood Way	Bearsted	<u>Concrete Rehabilitation</u> Full length	Completed
A229 Cranbrook Road	Staplehurst	<u>Retexturing</u> Approximately 50m between Knoxbridge Café and Cork Lane	Completed
A274 Headcorn Road	Sutton Valence	<u>Retexturing</u> North of New Barn Road junction (Maidstone bound)	Completed
B2012 Holland Road	Maidstone	<u>Retexturing</u> HFS approach to A249 Sittingbourne Road	Completed
Bircholt Road	Maidstone	Full length	To be programmed early 2024
Upper Fant Road	Maidstone	Bower Lane to Hackney Road	Programmed 19 th October 2023
Milton Street	Maidstone	A26 Tonbridge Road to Hackney Road	Programmed 3 rd November 2023
Footway Improvement - Contact Officer Mr Neil Tree			
Road Name	Parish	Extent and Description of Works	Current Status
Tintern Road	Allington	<u>Footway Protection</u> Entire Extents	Completed
Flaxman Drive	Allington	<u>Footway Protection</u> Entire Extents	Completed
Anerley Close	Allington	<u>Footway Protection</u> Entire Extents	Completed
Beckham Drive	Allington	<u>Footway Protection</u> Entire Extents	Completed

Eynsford Road	Allington	<u>Footway Protection</u> Entire Extents	Completed
Stanstead Close	Allington	<u>Footway Protection</u> Entire Extents	Completed
Stockbury Drive	Allington	<u>Footway Protection</u> Entire Extents	Completed
Fountain Lane	Barming	<u>Footway Protection</u> Sections between Tonbridge Road and Heath Road	Completed
Surface Treatments – Contact Officer Mr Jonathan 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

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 KCFG003	Maidstone	Replacement Street Light	Completion end January 24
Spelow Drive KSHZ004	Walderslade	Replacement Street Light	Completed
Spelow 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 reduction 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 Works	Source of Funding	Current Status

Appendix E – Developer Funded Works

Developer Funded Works (Section 278 Agreement Works) Maidstone Borough - <i>Contact Officer Sarah Parris</i>					
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.

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

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.

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 - <i>Contact Officer: Toby Butler</i>		
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