



# NORTHSTOWE PHASE 2 PLANNING APPLICATION

Transport Assessment: Appendices

August 2014



# NORTHSTOWE PHASE 2 PLANNING APPLICATION

Transport Assessment: Appendix 1  
Scoping Note Submitted to Cambridgeshire County Council

August 2014



Homes &  
Communities  
Agency



## Northstowe Phase 2

### Transport Assessment Scoping Note

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# Northstowe Phase 2

## Transport Assessment Scoping Note

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**Report No** 003-UA006156-UE31R-02

**Date** 8<sup>th</sup> January 2014

This report has been prepared for in accordance with the terms and conditions of appointment for Northstowe Phase 2 dated November 2013. Hyder Consulting (UK) Limited (2212959) cannot accept any responsibility for any use of or reliance on the contents of this report by any third party.



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# 1 Introduction

This note provides the scope for the production of a Transport Assessment for Phase 2 of the Northstowe new town development. It sets out the approach and methodology for undertaking a Transport Assessment in order to seek the agreement of the Local Highway Authority (LHA), Cambridgeshire County Council (CCC), to the scope and to assist in forthcoming discussions with the Highways Agency (HA).

It is intended that further discussions will take place to agree a number of aspects during the production of the Transport Assessment, including trip rates, traffic modelling and vehicular access arrangements.

This Scoping Note broadly follows the proposed format of the Transport Assessment which would be produced in accordance with the CCC Transport Assessment Guidelines and the Department for Transport (DfT) Guidance on Transport Assessment.

A separate scoping study will be undertaken for the Travel Plan and Transport Chapter of the Environmental Statement.

# 2 Existing Situation

## **Description of Networks**

A description of the existing networks will be provided with a site location plan illustrating the relationship between the site and the pedestrian/ public rights of way, cycle, public transport and road network. This will include GIS mapping to demonstrate the accessibility between the proposed development site and existing networks in the vicinity of the site.

## **Highway Network**

A detailed description of the local highway network will be provided. The report will identify any critical junctions on the existing road network that may be affected by traffic generated by the development.

## **Existing Travel Patterns**

Existing travel patterns in the area will be provided using available data such as the 2011 Census. Accessibility to external facilities, such as retail, health and education, will be detailed, noting the current distances to such facilities. This will also utilise land use information from the Cambridgeshire Sub Regional Model (CSRM).

## **Access for Pedestrians and Cyclists**

A non-motorised user audit will be included which provides an assessment of the capacity, standard and safety of the local pedestrian and cycle network with descriptions of how they may be affected by the development.

## **Public Transport Accessibility**

The accessibility of public transport will be described in terms of existing local public transport services, destinations and their frequency. An analysis of bus stop locations within close proximity will be provided, with GIS mapping illustrating the location of bus stops and walking routes to and from bus stops indicated. Information will be included on the facilities at bus stops including shelters, RTPI timetables and seating. This will also include analysis of the Cambridge

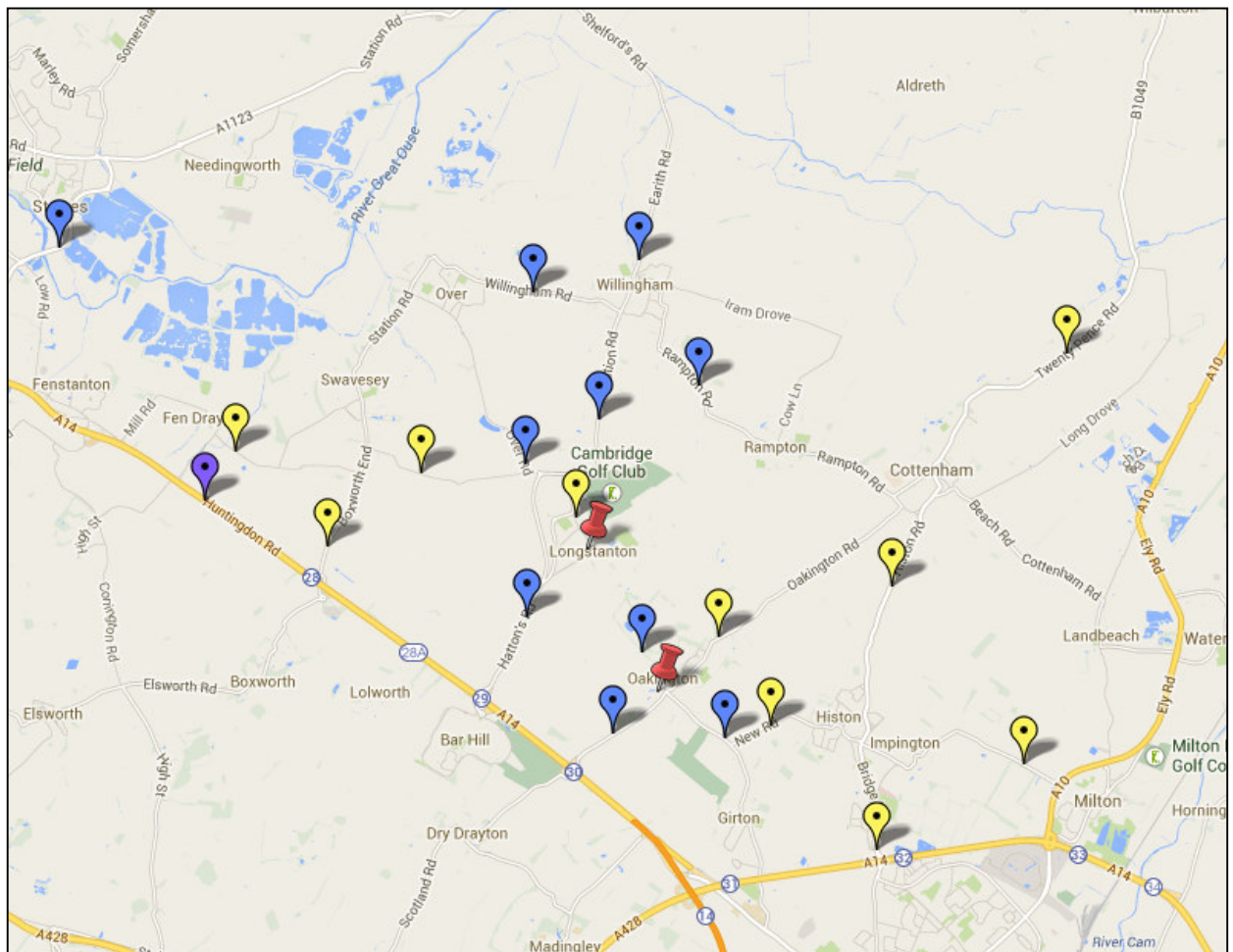
Guided Busway (CGB) and the location of existing stops along the CGB as well as the capacity of the P&R facilities. The distance of the site to rail stations, access to rail stations by sustainable modes and the rail services available will also be set out.

### Traffic Surveys

An analysis of traffic survey data will be undertaken based on automatic traffic counts provided by CCC, data obtained from the TRADS database for the A14 and junction counts undertaken by a specialist survey company on behalf of the HCA in November 2013. These surveys will be used to establish a base 2013 traffic flow position for October/ November 2013 against which to assess the change in future traffic flows. The locations of the traffic surveys have been set out within Figure 1.

The traffic data will be reviewed and it may be necessary to supplement the available data with additional junction count surveys (such as on the Longstanton by-pass) depending on the match of CSRМ results to link flows. If necessary these will be undertaken in the next neutral period of February/ March 2014.

**Figure 1: Traffic Survey Locations**



### Accident Analysis

An analysis of accidents over the most recent five year period will be undertaken for the area shown in Figure2 (accident area). This will seek to establish any clusters of accidents (deemed to have occurred within 25m of each other) and identify common causation factors within clusters. Accidents involving pedestrians, cyclists and buses will be analysed to ascertain any

common causation factors or potential concerns. Critical junctions (as shown in Figure 3) on the existing road network that may be affected by the traffic generated by the development will be analysed. The study area will include the A14 west of the Bar Hill junction for 400 metres and east of the Dry Drayton junction for 400 metres.

**Figure 2: Links included within Accident Analysis Area**



## Transport Proposals

Consultation with the LHA will be undertaken to confirm future transport proposals, including those associated with Northstowe Phase 1 in the local area and further afield. The HA is currently undertaking an assessment of a proposed A14 improvement scheme which would see amendments to the existing junctions at Bar Hill and Dry Drayton Road. The scheme would allow for the provision of four lanes in each direction along this section of the A14 with a parallel local access road into Cambridge provided. The Dry Drayton Road junction would be amended to provide access to the local road but not to the A14. As such, all movements to the A14 would be diverted to and from the Bar Hill junction.

Hyder will work closely with CCC and the HA with regards to the proposals as above to understand the impact of the Northstowe development and the provision of access routes to the Northstowe development.



A review of the Local Plan and Local Transport Plan together with the emerging Cambridgeshire and South Cambridgeshire Transport Strategy will be undertaken to establish key objectives for the area and identify future proposals.

### **Committed Development**

Committed housing, employment and transport infrastructure will be considered within the CSR model which will also include the Northstowe Phase 1 site.

## **3 Policy and Guidance**

A policy review will be provided including national and local policy in relation to the development. Policy in relation to sustainable travel, namely walking, cycling and public transport, will be reviewed. Guidance documents will also be reviewed in relation to the proposal.

## **4 Development Proposals**

A description of the development including a detailed site location plan, existing land uses and schedules of floor areas will be provided. The overview will set out proposed land uses and schedule of proposed floor areas of the new development.

The development is likely to comprise of around 3,000 dwellings, two primary schools, the secondary school, the town centre, employment adjacent to the town centre, formal and informal recreational space and landscaped areas, the eastern sports hub, the remainder of the western sports hub (to complete the provision delivered at Phase 1), two primary roads to link to the southern access(es) and the busway [extent to be agreed as part of design development], engineering and infrastructure works.

### **Travel by Non-motorised Modes**

Guidance on standards for providing good quality walking and cycling routes will be outlined in relation to the proposed development. A strategy for travel by non-motorised modes will be developed.

### **Access for those with Mobility Problems**

The report will include a description of the measures to be included in the site to facilitate access for the mobility impaired, including information on physical design features, location of designated car parking and site access for community transport services. This will be incorporated within the non-motorised user strategy.

### **Travel by Public Transport**

Information will be provided regarding future public transport provision relating to the development. This will include any consultation with the Local Authority. Provisional details on how buses may circulate within the site will be provided – which will focus on a busway running through the centre of the site but include the role of both CGB buses and local bus services. A strategy for travel by public transport will be developed in liaison with CCC which will include the design principles of the development and improvements to the existing services. It is likely that the site would utilise and link into the CGB and that this would form an integral part of the site design.

## Parking Provision

Overall cycle and car parking provision for the site will be set out for the development, including the number of spaces for residents and visitors. This will be in accordance with local parking standards for residential and non-residential uses and consistent with other similar development sites within the local area.

## Access Routes and Junctions

Details will be provided of new access routes and proposed new junctions onto the highway network.

It is currently proposed that a new dual carriageway access route into Northstowe would be provided as part of Phase 2 and this would link with a new roundabout junction onto the B1050 Hatton's Road. A second new access is likely to be provided as part of the total Northstowe development with the results of the modelling providing information as to the point it is needed. The second access route would link the Northstowe site from its southern end to Dry Drayton Road which in turn would form a junction with the proposed local road as part of the A14 HA improvement scheme.

It is assumed that the HA will be developing the proposals for the Bar Hill Interchange, section of the B1050 northwards including a new roundabout junction, proposals for the Dry Drayton Interchange and the local access roads.

The two access roads would link to the southern end of the Northstowe site and would join via junction(s) to the south (to be confirmed) which would then provide two separate access routes into and through the Northstowe site adjoining the access routes into the Phase 1 site at its northern end.

# 5 Impact Assessment

## Assessment Scenarios

The assessment will be undertaken consistent with the future assessment years for the CSRM, which will have a model year of 2031. The phased build out is anticipated to commence in 2019 with the final completion date estimated as 2031. The assessments would allow for the analysis of access road provision; a comparison of the network with and without Northstowe; and a comparison between Phase 2 and the full 10,000 house Northstowe development. As such it is proposed that the following assessment scenarios will be undertaken:

- 2013 – Base Year (this is likely to use the 2011 CSRM base year with traffic growthed to 2013)
- 2031 – Future Year – No Northstowe Phase 2 (Includes Phase 1 + A14 improvements)
- 2031 – Future Year Phase 2 (Includes Phase 1 + Phase 2 + A14 improvements + Hatton's Road Link)
- 2031 – Future Year Phase 2 (Includes Phase 1 + Phase 2 + A14 improvements + Hatton's Road Link + Dry Drayton Link)
- 2031 – Future Year – All Northstowe (Includes Phase 1 + 8,500 homes + A14 improvements + Hatton's Road Link + Dry Drayton Link)

This phased approach to assessment can identify the impact of the Phase 2 site in comparison to the baseline position as well as analysis of the impacts of the full build out at the Northstowe

site. It may be necessary to model an interim year to identify triggers for transport measures, but this will be determined once the end point infrastructure strategy is agreed.

### **Traffic Flows and Trip Generation**

The CSRSM will be utilised to estimate the background traffic flows for the base year and future year assessments as well as the likely trip generation and assignment of trips from the proposed development site. The CSRSM model is the accepted forecasting tool for transport in Cambridgeshire and is being utilised by the HA for the modelling of the A14 improvements. Some benchmarking will be undertaken to verify that the model adequately represents observed traffic flow, potentially giving rise to manual adjustments. The outputs of this model will be provided to Hyder for use within the Transport Assessment for Northstowe in agreement with CCC. The CSRSM model is multi-modal and would provide the trip generation by all modes of travel from the site.

The distribution of trips will be undertaken on a zonal basis using the CSRSM model and the likely origins and destinations to and from the Northstowe zones will be provided within the outputs.

The trips associated with the Northstowe development would be obtained through an analysis of the before and after Northstowe development scenarios. The net traffic flows across the network would be ascertained through analysis of the traffic flow schematic outputs from the CSRSM model for the local highway network around the Northstowe site. The level of trip generation for the development would therefore be obtained.

Hyder would undertake further analysis for comparative purposes (and to verify the CSRSM outputs) based on obtaining trip generation from similar sites within TRICS. Development traffic flows would then be distributed onto the network based on the zonal outputs from the CSRSM analysis. The network traffic flows relating to the development would then be compared to the CSRSM development flow outputs (methodology as above) for comparison.

The containment of trips on the site will be considered within the Hyder comparative assessment based on available data from a range of sources to inform assumptions. For a number of trip purposes not all users will be required to travel outside of the Northstowe site onto the local highway network. The journeys by purpose within the peak periods will be considered and an appropriate containment factor for each land use applied.

In addition traffic survey data obtained on the network in 2013 would be growthed to a 2031 level using TEMPRO to compare to the CSRSM baseline traffic scenario. The Hyder generated network flows would then be added to the TRICS traffic generation to generate a Hyder scenario for comparison with the CSRSM outputs. This will use CSRSM assumptions regarding trip assignment and distribution with the introduction of new infrastructure.

Assessments of individual junctions on the network would then be based on the worst case flows, in consultation with CCC. This would ensure that the proposed roundabout junctions would be designed to accommodate the appropriate level of traffic.

### **Site access, surrounding road network and site locality**

Analysis of individual junctions would be undertaken for Phase 2 using appropriate software such as PICADY, ARCADY, LINSIG and TRANSYT based on the traffic flows obtained as outlined above. The majority of junctions surrounding the site and internally within the site would be roundabouts and as such detailed ARCADY modelling of each individual junction would be undertaken, including validation against observed queues and delays as appropriate. Although the CSRSM provides a useful strategic overview of the traffic flows across the network and distributes vehicles so that the network achieves an equilibrium state, it does not provide a

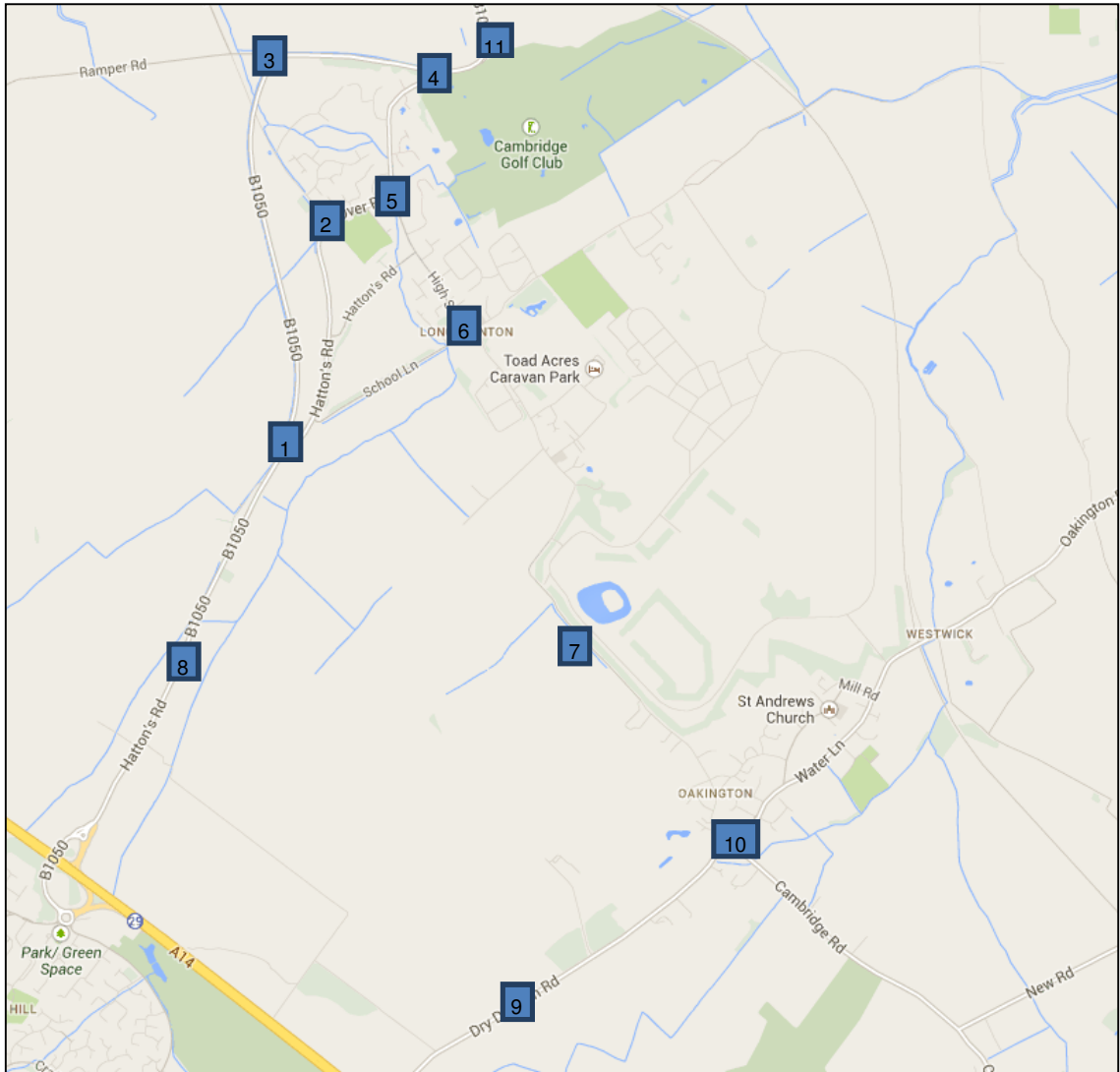
detailed assessment of individual junctions and as such this work would complement the CSRM assessment.

The junctions that will be assessed in detail within the TA are as follows:

- 1** B1050 / Hatton's Road roundabout
- 2** Hatton's Road / Over Road roundabout
- 3** B1050 / Ramper Road roundabout
- 4** Station Road / Ramper Road
- 5** High Street / Over Road
- 6** High Street / Rampton Road / Woodside staggered crossroads
- 7** Proposed Site Access Roundabouts
- 8** Proposed B1050 / Hatton Road Link roundabout
- 9** Proposed Dry Drayton Road / Dry Drayton Link
- 10** Dry Drayton Road / Cambridge Road / Longstanton Road signal controlled crossroads
- 11** Northern Access Junction

These junctions are shown within Figure 2.

**Figure 2: Key Junctions**



It is assumed that the HA will model the full Northstowe development as part of the work for the A14 scheme. This will include operational assessments of the A14 and local access road junctions to demonstrate they can accommodate all Northstowe traffic. Hyder will assess the percentage change in traffic flows at the A14 junctions as a result of Phase 2 using the outputs of the HA's junction assessments.

### **Modal Split**

The CSR model would provide information on the number of trips by all modes. The forecast use of bus, CGB, walking and cycling will be used to plan provision for these modes. This work will be complemented by an analysis of likely modal share from other sources such as Census data to provide additional robustness.

## **6 Measures to mitigate impacts**

In line with CCC's requirement for developments to contribute to achieving a more sustainable environment, by ameliorating increases in transport demand, the Transport Assessment (together with the Framework Travel Plan) will include measures to mitigate any potential adverse impacts of the development and provide measures to encourage and develop the use

of sustainable modes of transport. The proposals will include incorporating a busway as an integral route through the development as well as enhancements to existing public rights of way, walking routes and cycleways. There will also be enhancements to bus services, improvements to bus infrastructure and off site highway works to mitigate the impacts of the development. A key part of the proposed development would be to encourage travel via sustainable modes and the site would be designed accordingly.

The contribution strategy towards transport improvements will be discussed and agreed CCC and the Highways Agency through an ongoing consultation process.

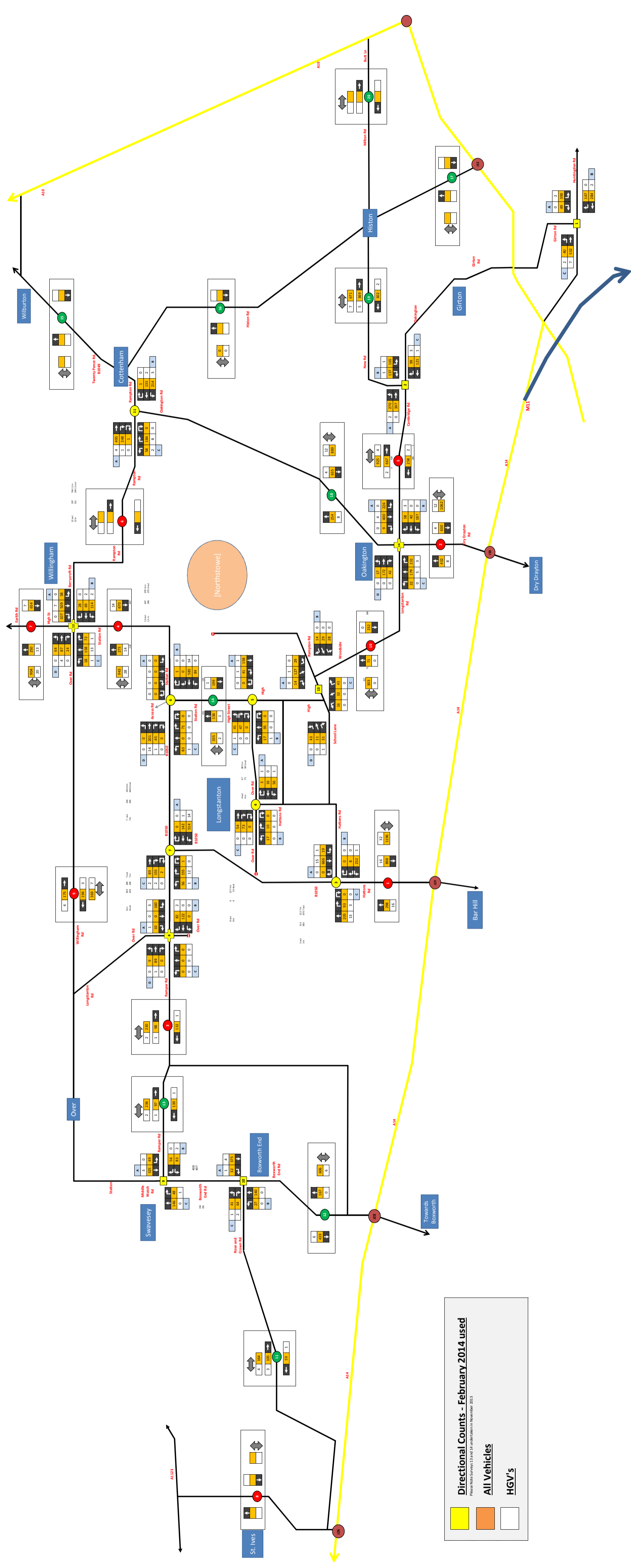


# NORTHSTOWE PHASE 2 PLANNING APPLICATION

Transport Assessment: Appendix 2  
Diagrams of Network Traffic Flows, 2014

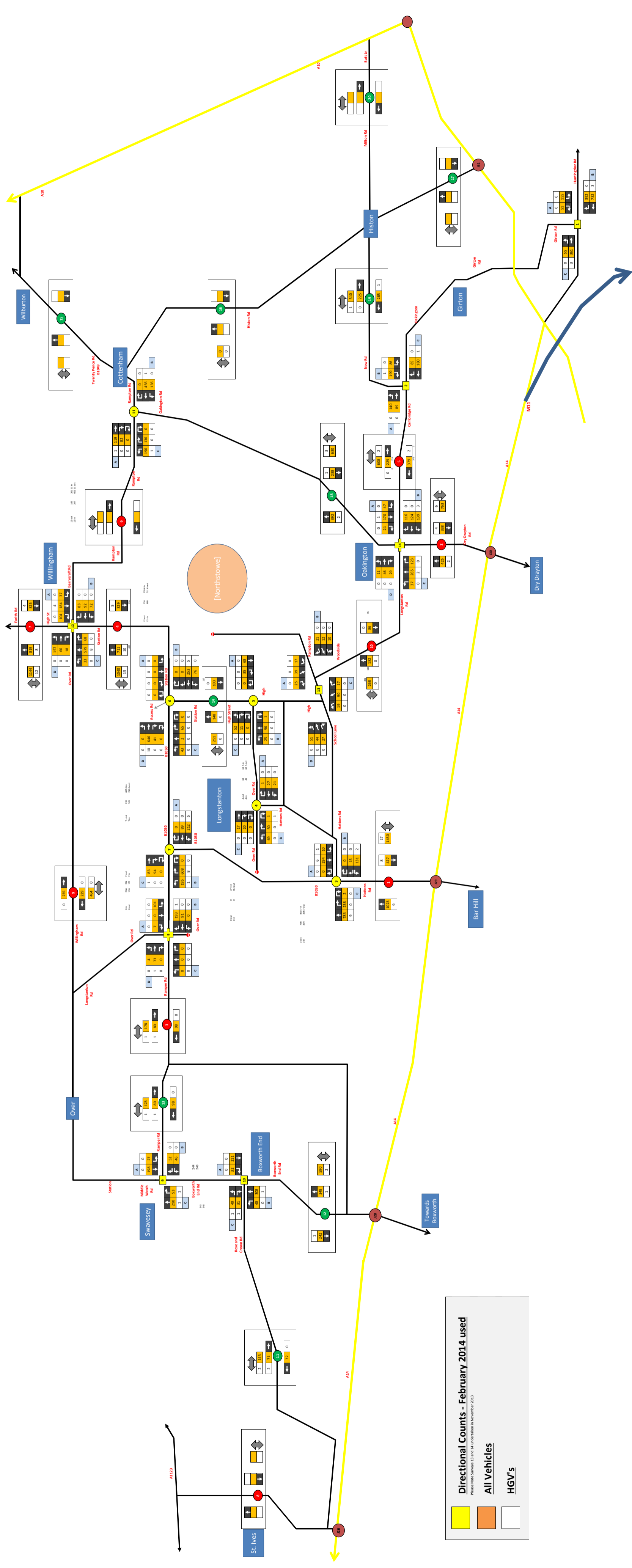
August 2014

# Base Year 2014 AM Peak Hour Traffic Movemnets





# Base Year 2014 AM Peak Hour Traffic Movemnets





# NORTHSTOWE PHASE 2 PLANNING APPLICATION

Transport Assessment: Appendix 3  
Surveyed Traffic Data and Queue Lengths

August 2014

# Intelligent Data Collection Limited Longstanton, Cambridgeshire

**Client:** Hyder  
**Project Number:** ID01829  
**Junction Number:** Site 1  
**Date of Survey:** 25.02.2014  
**Junction Name:** Huntingdon Road/Girton Road  
**Junction Type:** T-Junction

# Quality Assurance and Issue Record

## Quality Assurance

Revision	Rev A			
Date	13.03.2014			
Prepared by	Fay Underwood			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID01829			
File Ref	ID01829 Longstanton - Site 1			

## Issue Sheet

Issued to	Date			
	14.03.2014			
David Chapman	E-mail			
Janice Hughes	E-mail			

## Contents Page

Location Plan & Summary  
MCC Data  
PCU Data  
Movement Matrices

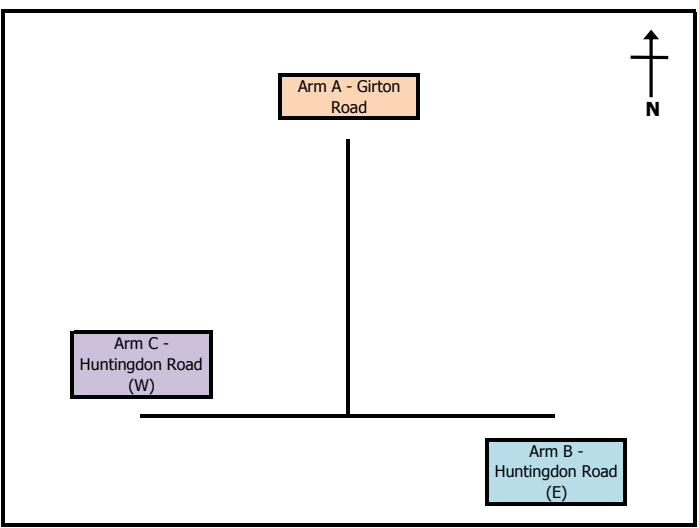
# Intelligent Data Collection Limited



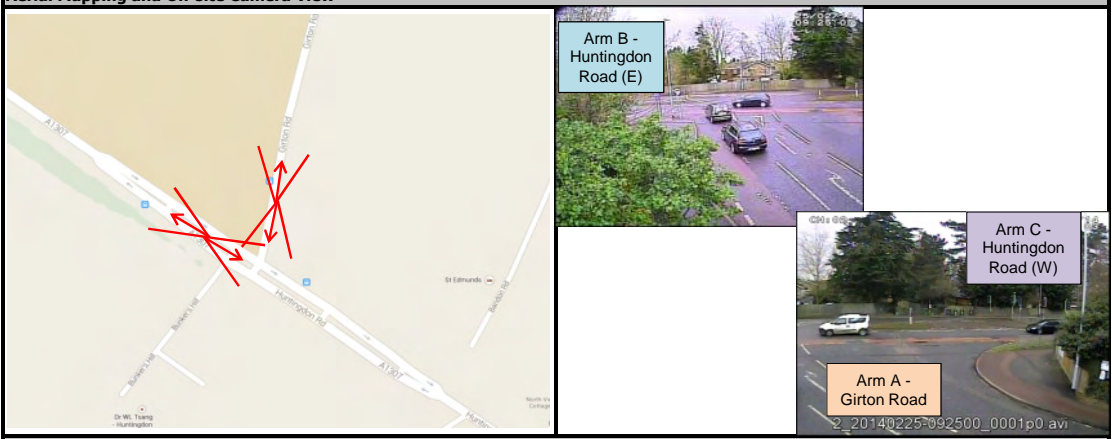
**Client:** Hyder  
**Project Number:** ID01829  
**Junction Number:** Site 1  
**Date of Survey:** 25.02.2014  
**Junction Name:** Huntingdon Road/Girton Road  
**Junction Type:** T-Junction

X Coordinate	Y Coordinate	Google Maps Link
52.225828	0.087164	<a href="#">Click Here</a>
AM Peak Conditions	Inter-Peak Conditions	PM Peak Conditions
Dry and Cloudy	Dry and Cloudy	Rain

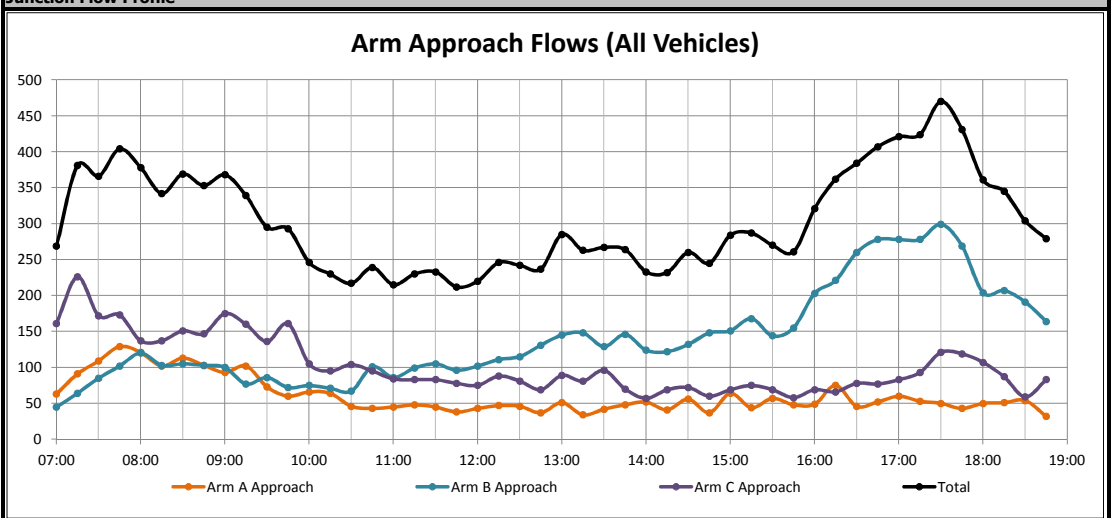
### Junction Layout



### 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: Hyder ID01829 Junction Name: Huntingdon Road(Gron Road) Junction Type: T-Junction Date of Survey: 25.02.2014

Arm A: Gron Road Arm B: Huntingdon Road (E) Arm C: Huntingdon Road (W)

Table with columns: Time, Cars, LGV, OGV1, OGV2, Buses, M/C, Cycle, Total, and sub-columns for Arms A, B, C (LGV, OGV1, OGV2, Buses, M/C, Cycle, Total). Includes a Summary Total row at the bottom.







**Intelligent Data Collection Limited**

Client: Huber  
 Project Number: 1001829  
 Junction Number: Site 1

Date of Survey: 25.02.2014  
 Junction Name: Huntington Road/Gordon Road  
 Junction Type: T-Junction



Time	Approach				Total	Cycle	M/C	Rolling Hour				Total	
	CVs	GV1	GV2	Buses				CVs	GV1	GV2	Buses		
07:00	34	7	0	0	45	0	1	166	31	0	0	10	209
07:15	27	9	1	0	37	1	1	56	74	1	0	3	36
07:30	43	8	1	0	52	1	1	54	68	1	0	5	130
07:45	82	12	0	2	97	1	1	230	27	2	0	4	279
08:00	99	13	2	0	114	1	1	120	190	17	0	3	417
08:15	83	14	0	0	97	1	1	171	118	2	1	6	308
08:30	74	14	0	1	89	1	1	171	118	2	1	6	308
08:45	86	10	0	2	98	1	1	155	24	4	0	2	176
09:00	81	11	1	0	93	1	1	194	29	3	2	2	233
09:15	55	8	4	0	67	1	1	183	28	4	0	4	245
09:30	48	16	1	0	65	1	1	145	16	2	0	2	179
09:45	48	16	1	0	65	1	1	145	16	2	0	2	179
10:00	54	13	1	0	72	1	1	144	15	1	0	3	190
10:15	43	15	2	0	60	1	1	103	12	1	0	3	138
10:30	58	18	2	0	78	1	1	101	10	2	0	3	159
10:45	75	18	2	0	95	1	1	84	10	2	0	3	172
11:00	59	16	3	1	79	1	1	87	17	2	1	2	115
11:15	72	17	4	0	93	1	1	99	9	1	2	0	114
11:30	68	17	1	0	86	1	1	105	8	1	5	0	108
11:45	85	12	0	2	99	1	1	82	15	0	4	1	112
12:00	80	14	0	3	97	1	1	102	86	15	1	0	186
12:15	82	16	2	0	100	1	1	111	97	16	0	5	200
12:30	93	11	0	1	105	1	1	115	97	9	1	2	223
12:45	118	14	1	1	134	1	1	138	107	15	0	4	273
13:00	114	19	1	0	134	1	1	145	89	16	3	0	253
13:15	96	14	1	0	111	1	1	148	84	7	0	4	199
13:30	93	14	1	0	108	1	1	129	107	12	2	0	250
13:45	97	14	1	1	113	1	1	126	6	9	1	0	142
14:00	97	14	1	1	113	1	1	126	6	9	1	0	142
14:15	95	16	2	0	113	1	1	122	81	8	0	4	147
14:30	103	19	0	0	122	1	1	132	87	11	4	0	234
14:45	115	26	0	2	143	1	1	151	83	12	0	3	254
15:00	128	24	3	0	155	1	1	168	79	19	0	2	364
15:15	128	24	3	0	155	1	1	168	79	19	0	2	364
15:30	114	14	1	0	129	1	1	144	93	9	2	0	246
15:45	110	26	1	0	137	1	1	155	71	16	1	0	223
15:55	125	26	1	0	152	1	1	167	69	11	1	0	247
16:05	168	18	0	3	189	1	1	231	54	15	0	2	303
16:20	194	32	1	0	226	1	1	260	83	12	0	1	355
16:45	219	23	5	1	247	1	1	278	97	6	0	5	386
17:00	228	18	1	1	248	1	1	278	99	7	1	0	386
17:15	228	18	1	1	248	1	1	278	99	7	1	0	386
17:30	246	13	0	0	259	1	1	299	120	11	0	3	433
17:45	205	14	0	4	223	1	1	289	123	4	0	6	336
18:00	199	5	0	1	205	1	1	207	116	5	1	0	329
18:15	199	5	0	1	205	1	1	207	116	5	1	0	329
18:30	156	6	0	0	162	1	1	151	88	5	0	2	246
18:45	137	3	0	0	140	1	1	137	88	5	0	2	222
19:00	140	3	0	0	143	1	1	140	88	5	0	2	222
19:15	138	3	0	0	141	1	1	137	88	5	0	2	222
19:30	137	3	0	0	140	1	1	137	88	5	0	2	222
19:45	138	3	0	0	141	1	1	137	88	5	0	2	222
20:00	138	3	0	0	141	1	1	137	88	5	0	2	222
20:15	138	3	0	0	141	1	1	137	88	5	0	2	222
20:30	138	3	0	0	141	1	1	137	88	5	0	2	222
20:45	138	3	0	0	141	1	1	137	88	5	0	2	222
21:00	138	3	0	0	141	1	1	137	88	5	0	2	222
21:15	138	3	0	0	141	1	1	137	88	5	0	2	222
21:30	138	3	0	0	141	1	1	137	88	5	0	2	222
21:45	138	3	0	0	141	1	1	137	88	5	0	2	222
22:00	138	3	0	0	141	1	1	137	88	5	0	2	222
22:15	138	3	0	0	141	1	1	137	88	5	0	2	222
22:30	138	3	0	0	141	1	1	137	88	5	0	2	222
22:45	138	3	0	0	141	1	1	137	88	5	0	2	222
23:00	138	3	0	0	141	1	1	137	88	5	0	2	222
23:15	138	3	0	0	141	1	1	137	88	5	0	2	222
23:30	138	3	0	0	141	1	1	137	88	5	0	2	222
23:45	138	3	0	0	141	1	1	137	88	5	0	2	222
24:00	138	3	0	0	141	1	1	137	88	5	0	2	222



**Intelligent Data Collection Limited**

Client: **Hwy8r** Date of Survey: **25.02.2014**  
 Project Number: **1001829** Junction Name: **Huntingdon Road/Gtorton Road**  
 Junction Number: **Site 1** Junction Type: **T-Junction**

Time	Cars	LGV	OGV1	Total Junction Flow			M/C	Cycle	Total
				OGV1	OGV2	Business			
07:00	215	38	2	0	2	2	2	10	269
07:15	304	51	3	0	7	3	5	15	364
07:30	327	54	3	0	7	3	5	15	384
07:45	332	42	2	0	4	5	19	404	404
08:00	311	31	3	1	4	7	21	378	378
08:15	270	36	3	1	7	6	19	342	342
08:30	259	37	4	0	4	6	43	353	353
08:45	287	41	5	2	3	2	28	368	368
09:15	290	40	9	0	8	2	30	339	339
09:30	278	33	4	0	6	1	41	293	293
09:45	205	33	4	0	8	2	41	233	233
10:00	184	31	3	0	7	0	21	246	246
10:15	161	32	4	0	6	3	24	230	230
10:30	156	28	4	1	7	5	18	238	238
10:45	178	30	4	1	7	1	18	238	238
11:00	153	39	6	2	5	1	9	215	215
11:15	182	29	7	0	4	0	8	230	230
11:30	181	27	2	0	6	0	11	233	233
11:45	172	27	2	0	6	0	11	233	233
12:00	172	34	1	0	3	0	10	220	220
12:15	191	34	3	0	7	0	11	246	246
12:30	193	20	2	1	3	4	19	242	242
12:45	207	27	3	0	4	1	15	285	285
13:00	223	38	4	0	4	1	15	285	285
13:15	189	26	4	0	6	0	38	263	263
13:30	207	27	3	0	5	3	22	267	267
13:45	184	27	2	1	2	1	19	233	233
14:00	181	27	2	1	2	2	11	232	232
14:15	185	25	2	0	7	2	11	232	232
14:30	204	33	4	0	2	1	16	260	260
14:45	184	47	2	0	5	3	20	261	261
15:00	177	26	2	0	6	2	14	234	234
15:15	219	47	3	0	4	1	13	287	287
15:30	221	27	4	0	4	3	11	270	270
15:45	184	47	2	0	5	3	20	261	261
15:50	184	47	2	0	5	3	20	261	261
16:00	249	11	1	0	4	1	24	345	345
16:15	284	34	0	1	5	3	35	362	362
16:30	292	45	1	0	5	5	36	384	384
16:45	323	30	5	1	9	4	35	407	407
17:00	348	38	2	1	6	2	32	424	424
17:15	348	38	2	1	6	2	32	424	424
17:30	389	27	0	0	4	4	46	470	470
17:45	390	18	0	1	6	4	52	431	431
18:00	249	11	1	0	4	1	24	345	345
18:30	254	14	0	0	5	0	31	304	304
18:45	233	9	0	0	1	2	3	279	279
19:00	233	9	0	0	1	2	3	279	279
19:15	1142	170	10	10	16	18	63	1297	1297
19:30	1238	163	11	2	18	23	74	1529	1529
19:45	1204	148	11	3	22	24	78	1480	1480
20:00	1163	135	8	3	23	21	74	1403	1403
20:15	1066	140	12	4	22	17	71	1432	1432
20:30	1046	144	18	3	23	13	62	1429	1429
20:45	1056	149	26	6	21	11	36	1355	1355
21:00	849	135	24	4	25	7	37	1173	1173
21:15	760	177	19	4	27	6	171	1064	1064
21:30	703	124	13	1	25	10	110	886	886
21:45	684	137	13	4	19	2	45	880	880
22:00	666	136	19	4	19	2	45	880	880
22:15	692	137	10	2	20	1	49	911	911
22:30	704	125	10	3	17	4	57	920	920
22:45	746	107	8	1	19	5	59	945	945
23:00	746	107	8	1	19	5	59	945	945
23:15	746	107	8	1	19	5	59	945	945
23:30	820	119	13	1	20	5	101	1079	1079
23:45	820	119	13	1	20	5	101	1079	1079
00:00	774	107	6	2	18	3	78	946	946
00:15	784	107	15	1	17	6	60	970	970
00:30	784	107	15	1	17	6	60	970	970
00:45	829	133	15	0	18	4	74	1021	1021
01:00	846	131	16	0	18	6	69	1086	1086
01:15	836	156	11	0	17	7	75	1102	1102
01:30	870	163	11	3	19	9	64	1139	1139
01:45	970	163	11	3	19	9	64	1139	1139
02:00	1006	168	5	4	20	13	111	1268	1268
02:15	1145	151	8	5	25	14	126	1474	1474
02:30	1238	143	7	3	20	18	145	1574	1574
02:45	1399	119	8	3	20	21	152	1722	1722
03:00	1426	107	3	3	17	21	169	1746	1746
03:15	1390	91	3	2	19	16	165	1686	1686
03:30	1248	64	2	2	17	14	142	1441	1441
03:45	1248	64	2	2	17	14	142	1441	1441
04:00	1089	57	2	2	14	9	121	1269	1269

# Intelligent Data Collection Limited



Client: Hyder  
 Project Number: ID01829  
 Junction Number: Site 1

Date of Survey: 25.02.2014  
 Junction Name: Huntingdon Road/Girton Road  
 Junction Type: T-Junction

Arm A: Girton Road

Arm B: Huntingdon Road (E)

Arm C: Huntingdon Road (W)

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	13	42	0	13	35	0	160	2
07:15	0	10	73	0	21	42	0	225	2
07:30	0	8	91	0	27	65	0	168	4
07:45	0	16	101	0	24	76	0	169	7
08:00	0	14	94	0	32	88	0	129	12
08:15	0	11	87	0	29	72	0	129	11
08:30	0	15	77	0	37	73	0	107	8
08:45	0	7	85	0	43	59	0	117	14
09:00	0	6	75	0	44	54	0	169	9
09:15	0	10	85	0	38	43	0	149	8
09:30	0	10	57	0	34	61	0	117	12
09:45	0	5	49	0	35	37	0	142	6
10:00	0	11	47	0	34	46	0	95	10
10:15	0	12	47	0	28	43	0	81	10
10:30	0	9	38	0	27	39	0	90	1
10:45	0	5	37	0	40	65	0	87	6
11:00	0	2	42	0	31	61	0	76	13
11:15	0	9	38	0	40	62	0	77	9
11:30	0	12	34	0	38	67	0	75	9
11:45	0	8	31	0	41	55	0	69	8
12:00	0	6	35	0	35	68	0	70	4
12:15	0	11	39	0	40	69	0	87	5
12:30	0	3	41	0	32	76	0	78	2
12:45	0	7	27	0	49	81	0	63	5
13:00	0	8	43	0	43	99	0	74	15
13:15	0	5	31	0	36	88	0	76	9
13:30	0	5	36	0	37	82	0	95	3
13:45	0	9	37	0	54	81	0	63	10
14:00	0	17	30	0	29	93	0	49	5
14:15	0	6	32	0	39	84	0	69	4
14:30	0	11	45	0	31	95	0	65	6
14:45	0	9	28	0	50	101	0	54	6
15:00	0	10	50	0	43	101	0	52	11
15:15	0	8	35	0	55	110	0	68	8
15:30	0	14	46	0	44	94	0	65	6
15:45	0	7	39	0	49	98	0	59	1
16:00	0	12	38	0	60	142	0	56	13
16:15	0	17	56	0	53	147	0	63	6
16:30	0	9	34	0	68	177	0	66	8
16:45	0	7	42	0	82	187	0	76	2
17:00	0	15	42	0	76	178	0	69	10
17:15	0	13	38	0	93	172	0	79	12
17:30	0	11	37	0	79	192	0	103	15
17:45	0	12	32	0	87	152	0	104	11
18:00	0	8	38	0	59	127	0	92	14
18:15	0	7	42	0	75	119	0	79	10
18:30	0	10	43	0	61	114	0	56	3
18:45	0	2	30	0	50	100	0	68	7
Start Time	Rolling Hour								
07:00	0	47	307	0	85	218	0	722	15
07:15	0	48	358	0	105	270	0	691	25
07:30	0	49	372	0	112	300	0	595	34
07:45	0	56	358	0	122	308	0	534	38
08:00	0	47	342	0	141	291	0	481	45
08:15	0	39	324	0	152	257	0	522	42
08:30	0	38	322	0	162	229	0	542	39
08:45	0	33	302	0	159	217	0	552	43
09:00	0	31	267	0	151	195	0	578	35
09:15	0	36	239	0	141	187	0	503	36
09:30	0	38	201	0	131	186	0	435	38
09:45	0	37	182	0	125	164	0	408	27
10:00	0	37	170	0	129	193	0	353	27
10:15	0	28	164	0	127	208	0	334	30
10:30	0	25	155	0	139	227	0	330	29
10:45	0	28	151	0	149	256	0	314	37
11:00	0	31	145	0	150	246	0	296	39
11:15	0	35	138	0	153	253	0	291	30
11:30	0	37	138	0	153	260	0	301	26
11:45	0	28	145	0	147	269	0	305	19
12:00	0	27	141	0	156	294	0	299	16
12:15	0	29	149	0	164	325	0	303	27
12:30	0	23	141	0	160	344	0	292	31
12:45	0	25	136	0	165	350	0	309	33
13:00	0	27	147	0	169	349	0	309	38
13:15	0	36	134	0	155	344	0	284	28
13:30	0	37	136	0	159	340	0	276	22
13:45	0	43	145	0	153	353	0	246	25
14:00	0	43	135	0	150	374	0	236	21
14:15	0	36	155	0	164	381	0	240	27
14:30	0	38	158	0	180	407	0	239	31
14:45	0	41	159	0	192	405	0	240	31
15:00	0	39	170	0	191	402	0	246	26
15:15	0	41	157	0	208	443	0	249	28
15:30	0	50	178	0	206	481	0	243	26
15:45	0	45	166	0	230	563	0	244	28
16:00	0	45	169	0	263	653	0	260	29
16:15	0	48	173	0	279	689	0	274	26
16:30	0	44	156	0	319	714	0	290	31
16:45	0	46	159	0	330	729	0	328	39
17:00	0	51	150	0	334	694	0	356	48
17:15	0	44	145	0	317	642	0	379	52
17:30	0	38	149	0	299	590	0	378	50
17:45	0	37	154	0	282	512	0	331	38
18:00	0	27	153	0	245	460	0	295	34

# Intelligent Data Collection Limited



Client: Hyder  
 Project Number: ID01829  
 Junction Number: Site 1  
 Date of Survey: 25.02.2014  
 Junction Name: Huntingdon Road/Girton Road  
 Junction Type: T-Junction

Arm A: Girton Road  
 Arm B: Huntingdon Road (E)  
 Arm C: Huntingdon Road (W)

Count Method: Vehicles  
 Classes Included: All Classes

Select the count method and desired user classes from the drop-downs in cells D10 and G10

## Maximum 15-minute Junction Flow:

	AM Peak	from:	07:45	until:	08:00	flow:	404
	Inter-Peak	from:	15:15	until:	15:30	flow:	287
	PM Peak	from:	17:30	until:	17:45	flow:	470

AM Peak covers 07:00 until 10:00  
 Inter-Peak covers 10:00 until 16:00  
 PM Peak covers 16:00 until 19:00

## Period Starting:

07:00 Select the time from the drop-down in cell D18 to show the 15-minute data for that period

### Movement Counts

	To			Total
From	A	B	C	
A	0	50	13	63
B	11	0	34	45
C	2	159	0	161
<b>Total</b>	13	209	47	269

### HGV Proportions

	To			Total
From	A	B	C	
A	0.0%	0.0%	0.0%	0.0%
B	18.2%	0.0%	2.9%	6.7%
C	0.0%	0.6%	0.0%	0.6%
<b>Total</b>	15.4%	0.5%	2.1%	1.5%

## Maximum Hourly Junction Flow:

	AM Peak	from:	07:15	until:	08:15	flow:	1529
	Inter-Peak	from:	15:45	until:	16:45	flow:	1328
	PM Peak	from:	17:00	until:	18:00	flow:	1746

## Period Starting:

07:00 Select the time from the drop-down in cell D34 to show the hourly data for that period

### Movement Counts

	To			Total
From	A	B	C	
A	0	346	46	392
B	82	0	214	296
C	15	717	0	732
<b>Total</b>	97	1063	260	1420

### HGV Proportions

	To			Total
From	A	B	C	
A	0.0%	0.6%	2.2%	0.8%
B	8.5%	0.0%	2.8%	4.4%
C	0.0%	1.5%	0.0%	1.5%
<b>Total</b>	7.2%	1.2%	2.7%	1.9%

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 Longstanton, Cambridgeshire**

**Client:** Hyder  
**Project Number:** ID01827  
**Junction Number:** Site 2  
**Date of Survey:** 25.02.2014  
**Junction Name:** Oakington Road/New Road  
**Junction Type:** T-Junction



# Quality Assurance and Issue Record

## Quality Assurance

Revision	Rev A			
Date	13.03.2014			
Prepared by	Fay Underwood			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID01827			
File Ref	ID01827 Longstanton - Site 2			

## Issue Sheet

Issued to	Date			
	14.03.2014			
David Chapman	E-mail			
Janice Hughes	E-mail			

## Contents Page

Location Plan & Summary  
MCC Data  
PCU Data  
Movement Matrices

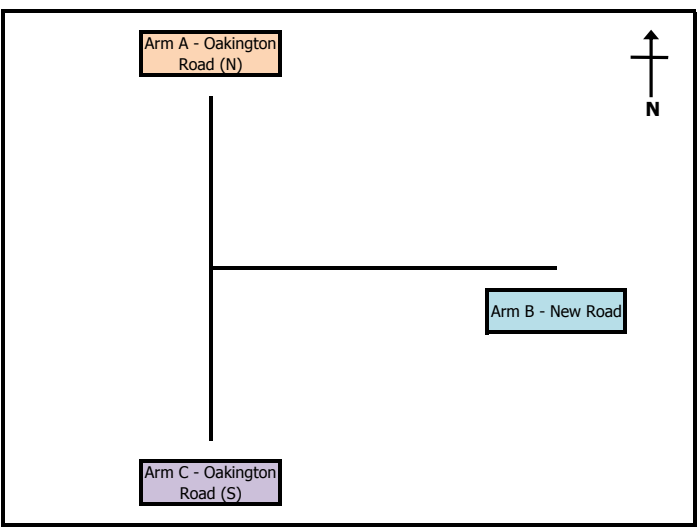
# Intelligent Data Collection Limited



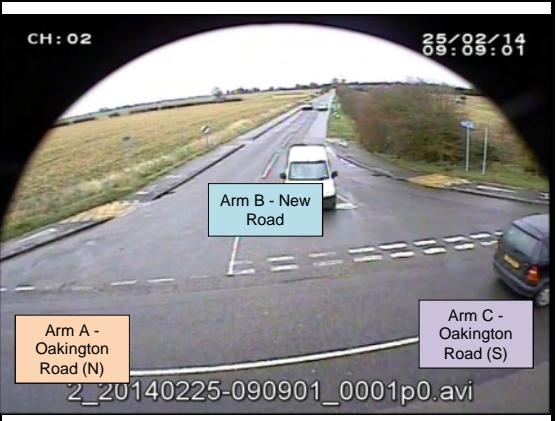
**Client:** Hyder  
**Project Number:** ID01827  
**Junction Number:** Site 2  
**Date of Survey:** 25.02.2014  
**Junction Name:** Oakington Road/New Road  
**Junction Type:** T-Junction

X Coordinate	Y Coordinate	Google Maps Link
52.251062	0.079535	<a href="#">Click Here</a>
AM Peak Conditions	Inter-Peak Conditions	PM Peak Conditions
Dry and Cloudy	Dry and Cloudy	Rain

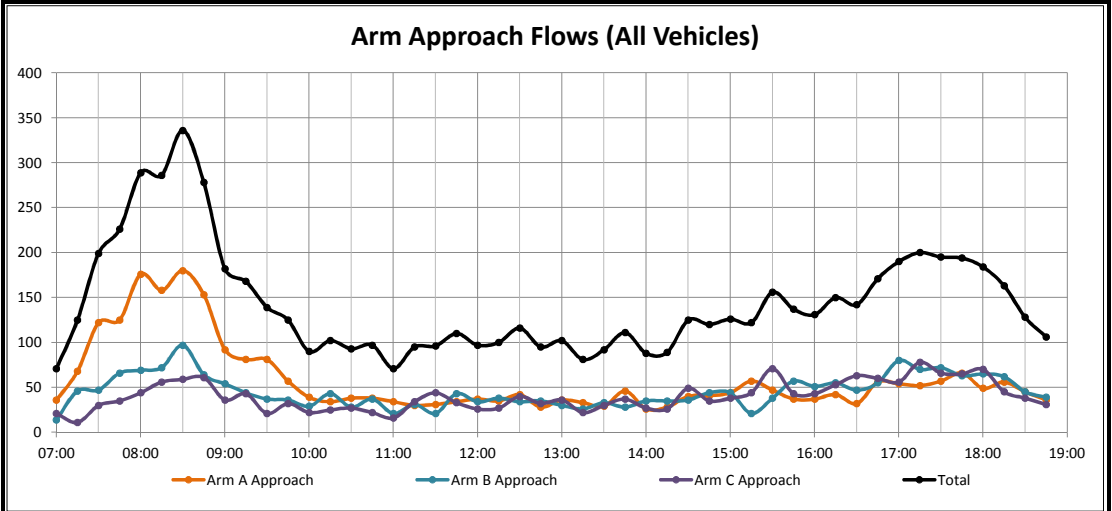
### Junction Layout



### 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: Hyder  
 Project Number: ID01827  
 Junction Number: Site 2  
 Date of Survey: 25.02.2014  
 Junction Name: Oakington Road/New Road  
 Junction Type: T-Junction

Arm A: Oakington Road (N)  
 Arm B: New Road

Arm C: Oakington Road (S)



Time	A to A				A to B				A to C				Total			
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2		Buses	M/C	Cycle
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
End Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rolling Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
M/C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LGV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
M/C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0





# Intelligent Data Collection Limited



Client: Hyder  
 Project Number: 1001827  
 Junction Number: Site 2  
 Date of Survey: 25.02.2014  
 Junction Name: Oakington Road/New Road  
 Junction Type: T-Junction

Time	Approach			Total			Arm A Exit			Total		
	Cars	OGV1	OGV2	Cars	OGV1	OGV2	Cars	OGV1	OGV2		Cycle	
07:00	27	6	0	2	36	16	6	0	0	1	0	23
07:05	51	12	0	4	63	24	12	0	0	1	0	43
07:10	103	15	0	8	118	30	15	0	0	1	0	83
07:15	106	14	0	3	120	28	14	0	0	2	0	51
07:20	156	9	1	4	166	13	9	1	0	0	0	61
07:25	132	13	0	11	143	24	13	0	0	1	0	69
07:30	183	9	0	3	192	12	9	0	0	2	0	70
07:35	133	9	0	0	142	9	9	0	0	0	0	52
07:40	79	7	1	0	87	41	7	1	0	1	1	50
07:45	70	8	1	0	81	41	8	1	0	2	1	50
07:50	45	7	3	0	55	28	7	3	0	0	0	31
07:55	35	3	0	0	38	20	3	0	0	0	0	25
08:00	28	4	1	0	33	28	6	2	0	1	1	38
08:05	26	8	0	0	34	28	8	0	0	2	0	41
08:10	26	8	0	1	35	29	8	2	0	1	0	41
08:15	29	2	1	0	34	19	4	0	0	0	0	23
08:20	9	0	0	0	30	24	5	1	0	2	1	33
08:25	24	5	0	0	31	33	3	0	0	1	0	39
08:30	24	5	0	0	31	33	3	0	0	1	0	39
08:35	30	4	1	0	37	29	4	1	0	0	0	34
08:40	24	8	0	0	35	40	2	0	0	1	0	43
08:45	30	11	1	0	42	33	8	0	0	1	1	44
08:50	30	11	1	0	42	33	8	0	0	1	1	44
08:55	32	4	0	0	36	33	2	1	0	0	0	36
09:00	31	1	0	0	33	23	3	0	0	1	0	27
09:05	25	4	0	0	29	30	3	0	0	1	1	36
09:10	20	3	0	0	23	26	3	0	0	1	1	34
09:15	25	2	0	0	27	34	1	1	0	1	1	38
09:20	33	5	1	0	40	46	6	0	0	1	0	53
09:25	35	7	0	0	44	45	8	0	0	0	0	45
09:30	55	1	0	0	57	25	7	0	0	1	0	35
09:35	43	2	0	0	47	50	12	1	0	1	0	66
09:40	28	5	0	0	37	49	9	0	0	1	0	60
09:45	34	8	0	0	42	61	11	1	0	2	0	75
09:50	25	4	0	0	32	57	9	0	0	1	0	69
09:55	45	9	0	0	54	62	9	2	0	1	0	77
10:00	44	6	0	0	50	56	4	1	0	1	1	63
10:05	52	4	0	0	57	80	8	1	0	1	1	88
10:10	59	3	0	0	66	70	9	0	0	2	2	88
10:15	54	0	0	0	54	62	4	0	0	1	0	67
10:20	41	2	0	0	45	42	2	0	0	1	2	48
10:25	34	1	0	0	36	36	1	0	0	3	0	43
10:30	41	1	0	0	42	37	2	0	0	0	0	43
10:35	45	3	1	1	50	49	4	1	1	1	1	60
10:40	45	3	5	20	73	49	15	22	3	0	0	185
10:45	46	3	0	3	52	58	25	2	0	3	2	215
10:50	59	4	0	8	69	207	25	3	0	3	0	239
10:55	489	47	0	7	533	221	22	1	0	3	0	246
11:00	477	42	3	4	526	209	20	2	0	4	1	239
11:05	248	33	3	0	284	174	19	1	0	5	1	202
11:10	216	27	5	0	248	113	14	1	0	3	1	156
11:15	174	23	5	0	202	100	16	2	0	5	0	124
11:20	139	20	4	0	163	96	14	2	0	5	0	119
11:25	124	20	3	0	147	86	21	4	0	6	1	119
11:30	106	25	2	0	133	92	20	3	0	4	2	122
11:35	99	24	2	1	126	105	20	5	0	4	2	136
11:40	100	21	1	3	124	110	15	3	0	4	1	144
11:45	114	20	2	0	136	117	16	2	1	3	2	145
11:50	105	22	1	4	132	136	12	3	0	3	0	155
11:55	111	26	2	0	148	136	17	1	0	3	1	160
12:00	110	24	2	0	142	130	19	2	1	3	2	159
12:05	119	17	1	0	139	117	16	2	1	3	2	145
12:10	114	10	0	0	126	114	13	2	1	3	2	137
12:15	129	12	0	0	144	113	12	1	0	2	2	131
12:20	111	12	0	0	123	126	13	1	0	3	2	150
12:25	117	13	1	0	131	144	16	1	0	3	1	159
12:30	111	12	0	0	123	126	13	1	0	3	2	150
12:35	119	13	1	0	133	152	17	2	0	4	2	177
12:40	120	16	1	0	137	150	20	2	0	3	0	188
12:45	120	13	0	0	133	155	32	2	0	3	0	198
12:50	165	11	0	0	185	169	36	1	0	3	0	216
12:55	156	14	0	0	178	169	40	1	0	5	0	265
13:00	158	14	0	0	178	169	40	1	0	5	0	265
13:05	137	23	0	0	160	212	41	1	0	6	0	282
13:10	134	27	0	0	167	225	41	3	0	6	0	282
13:15	24	0	0	3	28	263	40	4	0	4	0	317
13:20	24	0	0	3	28	263	40	4	0	4	0	317
13:25	180	22	0	0	202	321	32	4	0	3	2	366
13:30	204	16	0	0	220	299	32	2	0	2	4	379
13:35	200	14	0	0	214	291	29	1	0	3	6	372
13:40	189	6	0	0	195	262	23	0	0	3	5	306
13:45	174	4	0	0	186	256	17	0	0	3	3	257





# Intelligent Data Collection Limited



Client: Hydr  
 Project Number: 1001827  
 Junction Number: Site 2  
 Date of Survey: 25.02.2014  
 Junction Name: Oakington Road/New Road  
 Junction Type: T-Junction

Time	Approach				Total				Rolling Hour				Total	
	CVs	GV1	GV2	Busess	CVs	GV1	GV2	Busess	CVs	GV1	GV2	Busess		Rolling Hour
07:00	16	3	0	0	21	1	1	1	21	1	1	1	23	32
07:15	8	0	0	0	8	1	1	1	10	0	0	0	10	3
07:30	8	0	0	0	8	1	1	1	10	0	0	0	10	7
07:45	29	1	1	0	31	3	3	3	35	10	1	0	45	123
08:00	40	3	1	0	44	0	0	0	44	12	0	0	56	144
08:15	50	3	0	0	53	1	1	1	56	10	1	0	67	174
08:30	52	3	1	0	56	1	1	1	59	10	1	0	70	184
08:45	52	3	1	0	56	1	1	1	61	10	1	0	72	194
09:00	34	2	0	0	36	0	0	0	36	5	1	0	42	110
09:15	37	5	0	0	42	1	1	1	43	4	0	0	47	51
09:30	37	5	0	0	42	1	1	1	43	4	0	0	47	51
09:45	28	4	0	0	32	1	1	1	32	5	1	0	38	47
10:00	16	1	1	1	19	3	3	3	21	6	1	0	28	39
10:15	16	1	1	1	19	3	3	3	21	6	1	0	28	39
10:30	16	1	1	1	19	3	3	3	21	6	1	0	28	39
10:45	15	4	1	0	20	4	4	4	22	4	1	0	27	33
11:00	11	5	0	0	16	0	0	0	16	19	1	0	36	25
11:15	24	7	1	0	32	0	0	0	34	2	3	0	39	28
11:30	33	7	2	0	42	1	1	1	44	4	0	0	48	28
11:45	33	7	2	0	42	1	1	1	44	4	0	0	48	28
12:00	22	4	0	0	26	0	0	0	26	5	3	1	34	30
12:15	25	1	0	0	26	0	0	0	27	2	3	1	33	28
12:30	24	4	1	1	30	1	1	1	31	2	0	0	33	36
12:45	24	4	1	1	30	1	1	1	31	2	0	0	33	36
13:00	33	2	0	0	35	1	1	1	36	3	1	0	40	36
13:15	17	4	0	0	21	0	0	0	21	9	0	0	30	31
13:30	23	2	0	0	25	1	1	1	26	2	3	0	31	31
13:45	23	2	0	0	25	1	1	1	26	2	3	0	31	31
14:00	21	4	0	0	25	1	1	1	26	2	3	0	31	31
14:15	22	3	0	0	25	0	0	0	25	1	1	0	27	25
14:30	40	8	0	0	48	0	0	0	48	2	2	0	52	31
14:45	30	3	0	0	33	0	0	0	33	3	4	0	40	46
15:00	34	6	0	0	40	0	0	0	40	3	2	1	45	46
15:15	34	6	0	0	40	0	0	0	40	3	2	1	45	46
15:30	62	8	0	0	70	1	1	1	71	3	2	0	76	35
15:45	36	6	0	0	42	0	0	0	42	5	4	0	51	37
16:00	47	5	0	0	52	0	0	0	52	5	4	0	61	37
16:15	47	5	0	0	52	0	0	0	52	5	4	0	61	37
16:30	48	13	0	0	61	0	0	0	61	18	1	0	80	25
16:45	51	6	0	0	57	0	0	0	57	6	0	0	63	25
17:00	51	6	0	0	57	0	0	0	57	6	0	0	63	25
17:15	76	5	0	0	81	1	1	1	83	4	3	0	90	49
17:30	61	2	0	0	63	0	0	0	63	3	3	0	73	41
17:45	52	5	0	0	57	0	0	0	57	3	3	0	63	39
18:00	49	3	0	0	52	0	0	0	52	3	3	0	58	31
18:15	49	3	0	0	52	0	0	0	52	3	3	0	58	31
18:30	35	0	0	0	35	0	0	0	35	4	1	0	40	43
18:45	31	0	0	0	31	0	0	0	31	4	1	0	36	43
18:50	6	0	0	0	6	0	0	0	6	2	0	0	8	32

# Intelligent Data Collection Limited

Client: **Hyder**      Date of Survey: **25.02.2014**  
 Project Number: **1001827**      Junction Name: **Oakington Road/New Road**  
 Junction Number: **Site 2**      Junction Type: **T-Junction**

Time	Cars	LGV	OVW1	OVW2	Total Junction Flow			M/C	Cycle	Total
					OVW1	OVW2	Busess			
07:00	51	14	0	0	1	1	1	4	71	
07:05	166	19	1	0	7	0	0	6	193	
07:10	187	24	2	0	3	1	9	236		
07:15	252	21	2	0	1	5	8	289		
07:20	242	22	1	0	2	2	17	286		
07:25	248	21	1	0	3	3	12	278		
07:30	241	18	1	0	3	3	12	278		
07:35	158	17	1	0	2	0	4	182		
07:40	144	16	2	0	3	1	2	168		
07:45	142	15	3	0	1	0	4	155		
07:50	102	15	3	0	1	0	4	125		
07:55	75	8	2	1	3	0	1	90		
08:00	81	15	3	0	3	0	0	102		
08:05	81	15	3	0	3	0	2	97		
08:10	68	20	3	0	2	0	3	97		
08:15	57	9	1	0	1	1	2	71		
08:20	57	9	1	0	1	1	2	71		
08:25	67	20	4	0	2	2	0	95		
08:30	77	13	2	0	2	0	1	95		
08:35	77	13	2	0	2	0	1	95		
08:40	82	11	2	0	1	1	0	97		
08:45	84	11	1	0	2	2	0	100		
08:50	90	20	2	0	1	1	2	116		
08:55	90	20	2	0	1	1	2	116		
09:00	92	8	1	0	0	1	0	102		
09:05	73	5	0	0	2	0	1	81		
09:10	77	10	0	0	1	1	3	92		
09:15	77	10	0	0	1	1	3	92		
09:20	72	10	0	0	2	0	4	88		
09:25	74	9	1	0	2	0	3	89		
09:30	105	16	1	0	1	1	1	125		
09:35	106	17	0	0	2	0	2	125		
09:40	106	17	0	0	2	0	2	125		
09:45	105	11	0	0	2	0	4	122		
09:50	134	15	1	0	1	0	5	156		
09:55	108	19	0	0	4	0	8	137		
10:00	111	23	1	0	2	0	3	150		
10:05	121	23	1	0	2	0	3	150		
10:10	115	20	0	0	2	1	4	142		
10:15	139	22	3	0	2	2	3	171		
10:20	139	22	3	0	2	2	3	171		
10:25	181	13	0	0	1	1	3	200		
10:30	174	13	1	0	2	1	4	195		
10:35	166	13	0	0	1	2	2	184		
10:40	160	4	0	0	2	2	4	183		
10:45	117	4	0	0	2	1	4	128		
10:50	99	4	0	0	1	0	2	106		
10:55	99	4	0	0	1	0	2	106		
11:00	501	77	4	4	6	5	37	639		
11:05	702	84	6	1	6	9	31	839		
11:10	847	87	6	1	6	11	42	1000		
11:15	983	94	9	0	11	11	49	1137		
11:20	1031	93	10	0	12	13	53	1187		
11:25	923	84	7	0	13	6	48	1082		
11:30	825	78	8	0	13	7	33	964		
11:35	857	66	5	0	10	5	24	927		
11:40	415	54	8	1	9	2	13	522		
11:45	372	53	9	1	9	1	11	456		
11:50	331	53	9	1	8	0	8	410		
11:55	299	56	8	0	7	3	9	365		
12:00	265	64	9	0	6	5	7	356		
12:05	269	62	10	1	7	5	5	359		
12:10	293	56	7	1	7	4	4	372		
12:15	315	49	5	1	7	4	2	403		
12:20	315	49	5	1	7	4	2	403		
12:25	321	33	2	1	5	3	5	370		
12:30	339	34	1	0	4	3	5	386		
12:35	320	40	1	0	6	2	11	360		
12:40	348	46	2	0	6	2	9	413		
12:45	348	46	2	0	6	2	9	413		
12:50	348	46	2	0	6	2	9	413		
12:55	483	57	2	0	6	1	14	493		
13:00	483	57	2	0	6	1	14	493		
13:05	451	56	1	0	8	0	23	541		
13:10	498	66	1	0	10	0	21	546		
13:15	483	57	2	0	11	0	19	560		
13:20	483	57	2	0	11	0	19	560		
13:25	442	56	2	0	6	0	18	524		
13:30	451	56	1	0	8	0	23	541		
13:35	498	66	1	0	10	0	21	546		
13:40	483	57	2	0	11	0	19	560		
13:45	483	57	2	0	11	0	19	560		
13:50	483	57	2	0	11	0	19	560		
13:55	483	57	2	0	11	0	19	560		
14:00	478	86	4	0	9	3	14	594		
14:05	495	79	5	0	7	4	13	633		
14:10	495	79	5	0	7	4	13	633		
14:15	664	62	5	0	6	6	13	726		
14:20	664	62	5	0	6	6	13	726		
14:25	691	53	2	0	5	6	22	779		
14:30	682	51	1	0	6	7	26	773		
14:35	594	52	0	0	6	9	27	649		
14:40	577	24	0	0	6	7	17	581		

# Intelligent Data Collection Limited



Client: Hyder  
 Project Number: ID01827  
 Junction Number: Site 2

Date of Survey: 25.02.2014  
 Junction Name: Oakington Road/New Road  
 Junction Type: T-Junction

Arm A: Oakington Road (N)

Arm B: New Road

Arm C: Oakington 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	26	10	0	8	5	0	5	14
07:15	0	47	19	0	22	23	0	2	10
07:30	0	84	32	0	26	22	0	14	15
07:45	0	89	36	0	31	31	0	14	24
08:00	0	108	64	0	36	30	0	19	26
08:15	0	86	64	0	30	39	0	25	32
08:30	0	102	76	0	39	55	0	33	28
08:45	0	82	62	0	33	29	0	25	40
09:00	0	50	44	0	29	24	0	14	22
09:15	0	33	49	0	28	17	0	20	25
09:30	0	40	41	0	19	16	0	9	13
09:45	0	29	32	0	17	17	0	18	14
10:00	0	26	15	0	14	16	0	14	13
10:15	0	23	13	0	29	16	0	14	14
10:30	0	19	18	0	13	14	0	16	13
10:45	0	23	16	0	26	11	0	6	18
11:00	0	19	17	0	13	6	0	6	10
11:15	0	12	17	0	11	22	0	13	25
11:30	0	21	14	0	14	7	0	18	28
11:45	0	21	14	0	20	23	0	14	20
12:00	0	20	18	0	23	12	0	14	12
12:15	0	16	19	0	25	14	0	9	20
12:30	0	24	19	0	21	12	0	18	23
12:45	0	17	13	0	22	16	0	13	19
13:00	0	19	17	0	14	17	0	12	23
13:15	0	20	15	0	13	12	0	8	16
13:30	0	11	18	0	19	14	0	11	17
13:45	0	22	25	0	12	16	0	17	19
14:00	0	9	17	0	30	4	0	13	15
14:15	0	14	16	0	22	11	0	10	18
14:30	0	19	21	0	23	12	0	19	32
14:45	0	28	15	0	23	19	0	16	21
15:00	0	26	19	0	27	13	0	11	26
15:15	0	26	33	0	10	10	0	18	25
15:30	0	18	27	0	21	15	0	27	46
15:45	0	17	19	0	38	21	0	19	23
16:00	0	21	18	0	30	17	0	14	32
16:15	0	8	34	0	43	12	0	19	36
16:30	0	9	23	0	29	16	0	24	40
16:45	0	23	34	0	38	18	0	20	40
17:00	0	23	32	0	56	23	0	15	40
17:15	0	22	29	0	44	25	0	19	59
17:30	0	22	37	0	52	19	0	25	41
17:45	0	23	42	0	46	14	0	24	35
18:00	0	27	22	0	42	22	0	22	45
18:15	0	17	37	0	43	15	0	13	33
18:30	0	24	22	0	23	20	0	14	24
18:45	0	23	15	0	28	9	0	16	15
Start Time	Rolling Hour								
07:00	0	246	97	0	87	81	0	35	64
07:15	0	328	152	0	115	106	0	49	76
07:30	0	366	197	0	123	122	0	71	97
07:45	0	384	241	0	136	155	0	91	110
08:00	0	377	268	0	138	153	0	102	126
08:15	0	319	247	0	131	147	0	97	122
08:30	0	266	232	0	129	125	0	93	115
08:45	0	204	197	0	109	87	0	68	99
09:00	0	151	166	0	93	74	0	61	73
09:15	0	127	137	0	78	66	0	61	64
09:30	0	117	101	0	79	65	0	55	54
09:45	0	97	78	0	73	63	0	62	54
10:00	0	91	62	0	82	57	0	50	58
10:15	0	84	64	0	81	48	0	42	55
10:30	0	73	68	0	63	54	0	41	65
10:45	0	74	64	0	64	46	0	43	81
11:00	0	72	62	0	58	58	0	51	83
11:15	0	74	64	0	68	64	0	59	85
11:30	0	77	66	0	82	56	0	55	80
11:45	0	81	71	0	89	61	0	55	74
12:00	0	77	70	0	91	54	0	54	74
12:15	0	75	68	0	82	59	0	52	85
12:30	0	79	64	0	70	57	0	51	81
12:45	0	66	63	0	68	59	0	45	75
13:00	0	71	75	0	58	59	0	49	75
13:15	0	61	75	0	74	46	0	49	67
13:30	0	55	76	0	83	46	0	51	69
13:45	0	63	80	0	87	44	0	59	83
14:00	0	69	69	0	98	46	0	58	85
14:15	0	86	71	0	96	56	0	56	96
14:30	0	98	88	0	83	54	0	64	104
14:45	0	97	94	0	82	57	0	72	118
15:00	0	86	99	0	96	60	0	75	120
15:15	0	81	98	0	99	64	0	78	126
15:30	0	63	99	0	133	65	0	79	136
15:45	0	54	95	0	141	66	0	76	130
16:00	0	60	109	0	141	64	0	77	147
16:15	0	62	123	0	167	70	0	78	155
16:30	0	76	118	0	167	83	0	78	179
16:45	0	89	132	0	190	86	0	79	180
17:00	0	89	140	0	198	81	0	83	175
17:15	0	93	130	0	184	80	0	91	180
17:30	0	89	139	0	183	70	0	85	154
17:45	0	91	124	0	155	71	0	74	137
18:00	0	90	97	0	136	67	0	65	117

# Intelligent Data Collection Limited



Client: Hyder  
 Project Number: ID01827  
 Junction Number: Site 2  
 Date of Survey: 25.02.2014  
 Junction Name: Oakington Road/New Road  
 Junction Type: T-Junction

Arm A: Oakington Road (N)  
 Arm B: New Road  
 Arm C: Oakington Road (S)

Count Method: Vehicles  
 Classes Included: All Classes

Select the count method and desired user classes from the drop-downs in cells D10 and G10

## Maximum 15-minute Junction Flow:

	AM Peak	from:	08:30	until:	08:45	flow:	336
	Inter-Peak	from:	15:30	until:	15:45	flow:	156
	PM Peak	from:	17:15	until:	17:30	flow:	200

AM Peak covers 07:00 until 10:00  
 Inter-Peak covers 10:00 until 16:00  
 PM Peak covers 16:00 until 19:00

## Period Starting: 07:00

Select the time from the drop-down in cell D18 to show the 15-minute data for that period

### Movement Counts

	To			Total
From	A	B	C	
A	0	10	26	36
B	8	0	6	14
C	15	6	0	21
<b>Total</b>	<b>23</b>	<b>16</b>	<b>32</b>	<b>71</b>

### HGV Proportions

	To			Total
From	A	B	C	
A	0.0%	0.0%	3.8%	2.8%
B	0.0%	0.0%	0.0%	0.0%
C	0.0%	0.0%	0.0%	0.0%
<b>Total</b>	<b>0.0%</b>	<b>0.0%</b>	<b>3.1%</b>	<b>1.4%</b>

## Maximum Hourly Junction Flow:

	AM Peak	from:	08:00	until:	09:00	flow:	1189
	Inter-Peak	from:	15:30	until:	16:30	flow:	574
	PM Peak	from:	17:00	until:	18:00	flow:	779

## Period Starting: 07:00

Select the time from the drop-down in cell D34 to show the hourly data for that period

### Movement Counts

	To			Total
From	A	B	C	
A	0	98	253	351
B	88	0	85	173
C	59	38	0	97
<b>Total</b>	<b>147</b>	<b>136</b>	<b>338</b>	<b>621</b>

### HGV Proportions

	To			Total
From	A	B	C	
A	0.0%	0.0%	2.0%	1.4%
B	0.0%	0.0%	1.2%	0.6%
C	<b>8.5%</b>	0.0%	0.0%	<b>5.2%</b>
<b>Total</b>	<b>3.4%</b>	0.0%	1.8%	1.8%

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 Longstanton, Cambridgeshire

**Client:** Hyder  
**Project Number:** ID01829  
**Junction Number:** Site 3  
**Date of Survey:** 25.02.2014  
**Junction Name:** Hatton's Road/B1050  
**Junction Type:** 3-arm Roundabout

# Quality Assurance and Issue Record

## Quality Assurance

Revision	Rev A			
Date	13.03.2014			
Prepared by	Fay Underwood			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID01829			
File Ref	ID01829 Longstanton - Site 3			

## Issue Sheet

Issued to	Date			
	14.03.2014			
David Chapman	E-mail			
Janice Hughes	E-mail			

## Contents Page

Location Plan & Summary  
MCC Data  
PCU Data  
Movement Matrices

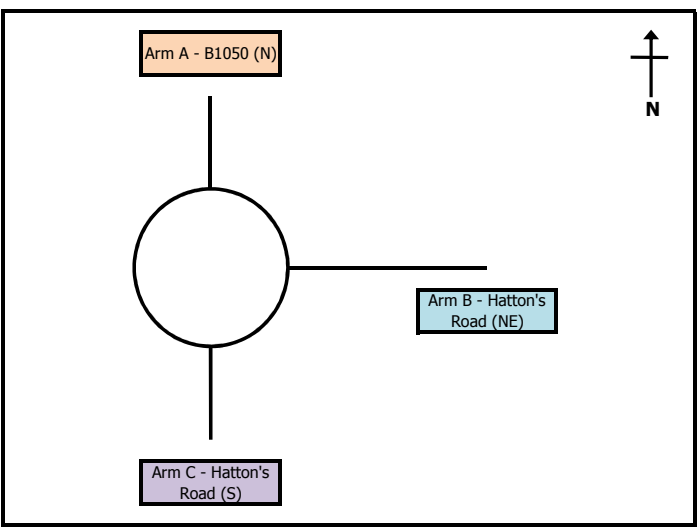
# Intelligent Data Collection Limited



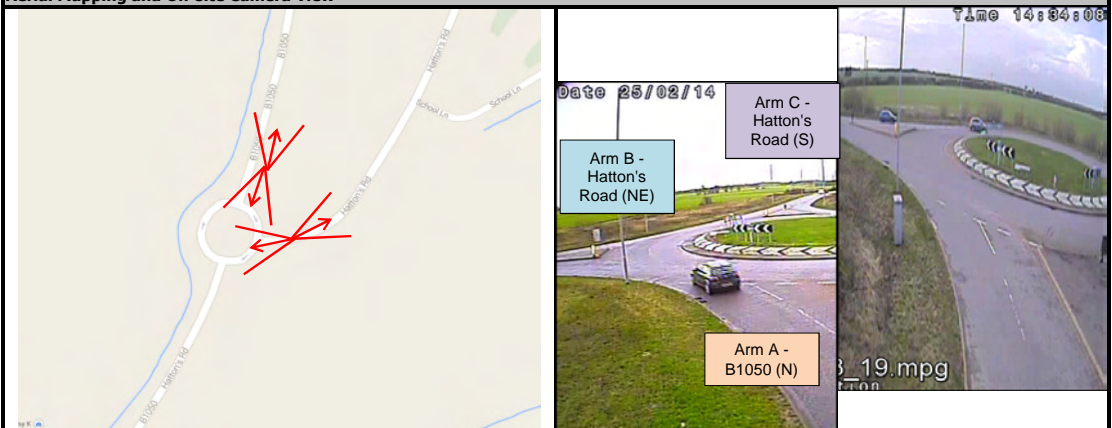
**Client:** Hyder  
**Project Number:** ID01829  
**Junction Number:** Site 3  
**Date of Survey:** 25.02.2014  
**Junction Name:** Hatton's Road/B1050  
**Junction Type:** 3-arm Roundabout

X Coordinate	Y Coordinate	Google Maps Link
52.273693	0.037539	<a href="#">Click Here</a>
AM Peak Conditions	Inter-Peak Conditions	PM Peak Conditions
Dry and Cloudy	Dry and Cloudy	Rain

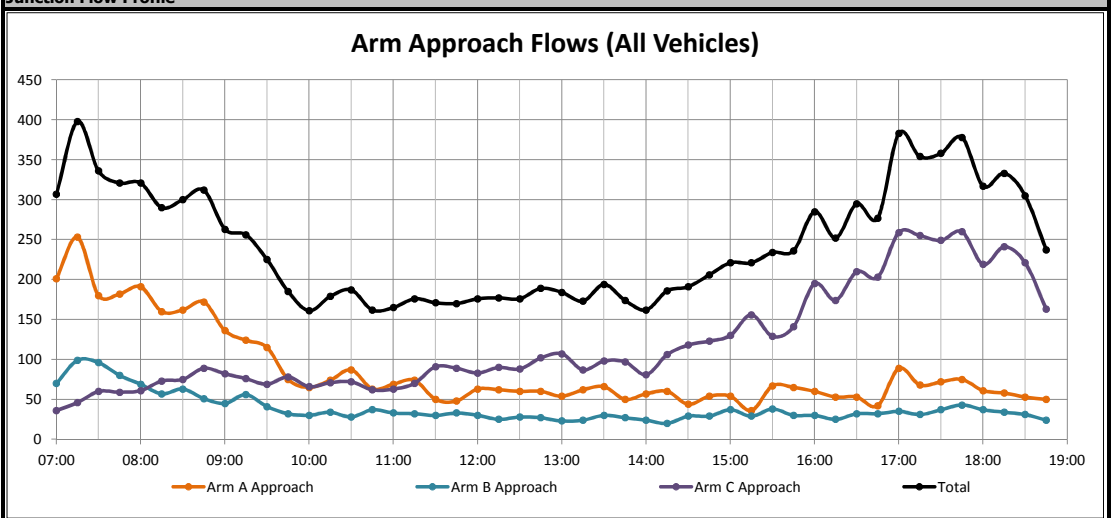
### Junction Layout



### 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: **Hyder**  
 Project Number: **D01829**  
 Junction Number: **Site 3**

Date of Survey: **25.02.2014**  
 Junction Name: **Hatton's Road(B1050)**  
 Junction Type: **3-arm Roundabout**

Arm A: **B1050 (N)**  
 Arm B: **Hatton's Road (NE)**  
 Arm C: **Hatton's Road (S)**

Time	C to C					C to B					C to A				
	Cars	LGV	OGV1	OGV2	Total	Cycle	M/C	Buses	M/C	Total	Cycle	M/C	Buses	M/C	Total
07:00	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
07:30	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
08:00	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
08:30	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
09:00	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
09:30	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
10:00	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
10:30	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
11:00	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
11:30	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
12:00	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
12:30	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
13:00	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
13:30	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
14:00	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
14:30	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
15:00	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
15:30	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
16:00	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
16:30	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
17:00	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
17:30	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
18:00	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
18:30	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
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

# Intelligent Data Collection Limited

Client: Hyder  
 Project Number: 1001829  
 Junction Number: Site 3

Date of Survey: 25.02.2014  
 Junction Name: Hutton's Road/B1050  
 Junction Type: 3-arm Roundabout



Time	Approach				Exit				Total	Cycle	M/C	Cycle	Total
	CGV1	CGV2	Buses	M/C	CGV1	CGV2	Buses	M/C					
07:00	45	1	3	0	0	201	17	8	0	0	0	0	25
07:05	152	0	0	0	0	152	0	0	0	0	0	0	152
07:10	159	0	0	0	0	159	0	0	0	0	0	0	159
07:15	159	0	0	0	0	159	0	0	0	0	0	0	159
07:20	159	0	0	0	0	159	0	0	0	0	0	0	159
07:25	150	27	0	0	0	182	25	14	0	2	0	0	42
07:30	167	17	4	2	0	191	30	9	1	2	0	0	42
07:35	143	14	0	0	0	160	43	6	1	1	0	0	52
07:40	143	14	0	0	0	160	43	6	1	1	0	0	52
07:45	153	16	2	1	0	172	46	14	2	1	0	0	63
07:50	121	11	3	0	0	136	42	6	2	2	0	0	52
07:55	103	16	3	1	0	124	39	19	0	3	0	0	61
08:00	67	6	1	0	0	74	13	1	0	1	0	0	33
08:05	67	6	1	0	0	74	13	1	0	1	0	0	33
08:10	55	7	1	1	0	65	29	8	1	3	0	0	41
08:15	65	7	0	2	0	74	38	12	0	3	0	0	54
08:20	49	11	2	0	0	62	28	10	2	2	0	0	41
08:25	49	11	2	0	0	62	28	10	2	2	0	0	41
08:30	55	11	3	0	0	69	34	11	1	0	0	0	46
08:35	58	12	1	3	0	74	36	10	2	2	0	0	50
08:40	43	6	0	0	0	50	27	14	0	1	0	0	42
08:45	43	6	0	0	0	50	27	14	0	1	0	0	42
08:50	51	10	0	2	0	63	37	4	2	3	0	0	48
08:55	47	12	2	1	0	62	45	7	2	2	0	0	55
09:00	46	10	1	3	0	60	54	5	2	2	0	0	61
09:05	46	10	1	3	0	60	54	5	2	2	0	0	61
09:10	43	9	1	1	0	54	59	12	1	1	0	0	73
09:15	49	7	2	4	0	62	51	10	2	0	0	0	63
09:20	48	15	1	1	0	66	55	16	1	1	0	0	73
09:25	45	12	0	0	0	57	47	5	2	0	0	0	64
09:30	45	12	0	0	0	57	47	5	2	0	0	0	64
09:35	46	9	3	2	0	60	63	14	3	1	0	0	81
09:40	37	6	0	1	0	44	73	14	4	3	0	0	94
09:45	39	10	2	0	0	54	77	17	0	2	0	0	83
09:50	27	8	0	0	0	36	81	24	1	2	0	0	108
09:55	52	12	1	2	0	67	65	21	2	3	0	0	91
10:00	45	18	0	1	0	65	88	19	0	2	1	1	111
10:05	45	18	0	1	0	65	88	19	0	2	1	1	111
10:10	37	15	0	1	0	53	106	30	0	2	0	0	138
10:15	42	8	1	0	2	53	136	31	0	2	0	0	169
10:20	36	6	0	0	0	42	120	25	0	2	0	1	148
10:25	60	7	1	0	0	68	173	29	0	2	0	0	206
10:30	59	11	0	1	0	72	162	27	2	0	0	1	193
10:35	63	10	0	2	0	75	176	16	1	3	0	1	197
10:40	49	8	0	1	0	58	149	15	0	0	0	0	182
10:45	45	5	0	2	0	53	115	17	0	0	3	0	135
10:50	45	5	0	0	0	50	105	7	0	0	0	0	112
10:55	45	5	0	0	0	50	105	7	0	0	0	0	112
11:00	636	165	2	4	0	806	169	40	1	9	0	0	161
11:05	651	137	5	1	5	806	169	41	2	8	0	0	178
11:10	595	101	4	8	2	713	126	40	3	8	1	0	192
11:15	596	76	6	9	2	699	140	38	3	10	1	0	211
11:20	553	59	7	6	1	630	173	35	6	8	1	0	221
11:25	513	61	10	5	0	594	169	48	5	10	0	0	232
11:30	472	58	12	2	0	547	151	52	4	7	1	0	215
11:35	300	44	9	3	1	379	137	53	2	10	1	0	204
11:40	282	35	6	4	1	309	136	46	2	10	1	0	196
11:45	263	27	2	8	0	301	147	40	7	12	0	0	207
11:50	244	26	5	8	0	283	135	40	8	10	0	0	196
11:55	236	41	6	9	0	293	133	38	10	6	0	0	187
12:00	203	41	6	5	0	256	155	45	5	4	0	0	209
12:05	194	39	5	4	0	241	171	49	5	6	0	0	211
12:10	193	29	6	8	0	241	171	49	5	6	0	0	211
12:15	195	34	6	6	0	238	215	39	8	4	0	0	246
12:20	173	43	5	10	0	242	216	50	7	5	0	0	278
12:25	172	48	5	7	0	232	229	46	5	4	0	0	284
12:30	167	37	6	5	0	211	247	41	10	6	0	0	293
12:35	167	37	6	5	0	211	247	41	10	6	0	0	293
12:40	158	42	5	8	0	188	262	62	6	10	0	0	326
12:45	151	48	4	7	0	211	292	69	4	10	0	0	376
12:50	157	56	1	6	1	222	311	76	4	10	1	0	403
12:55	170	51	1	4	1	228	345	97	3	9	2	1	487
13:00	170	54	1	3	3	231	441	113	0	6	4	1	602
13:05	184	46	3	2	0	237	534	113	1	4	2	1	657
13:10	184	46	3	2	0	237	534	113	1	4	2	1	657
13:15	224	41	3	2	0	271	627	110	3	4	0	1	748
13:20	251	45	3	4	0	304	683	101	4	5	0	4	798
13:25	236	32	1	4	0	276	654	82	3	5	0	4	749
13:30	244	27	0	6	0	247	653	59	1	4	1	2	677
13:35	196	27	0	4	0	222	532	50	0	1	1	3	597





# Intelligent Data Collection Limited

Client: **Hyder**      Date of Survey: **25.02.2014**  
 Project Number: **100182/9**      Junction Name: **Hutton's Road/B1050**  
 Junction Number: **Site 3**      Junction Type: **3-arm Roundabout**

Time	Cars	LGV	OGV1	OGV2	Total Junction Flow			M/C	Cycle	Total
					OGV1	OGV2	Busess			
07:00	237	65	2	3	0	0	0	0	307	
07:15	320	69	2	3	0	0	0	0	398	
07:30	260	68	2	3	0	0	0	0	338	
07:45	254	56	1	5	3	2	0	0	321	
08:00	274	32	7	5	2	1	0	0	321	
08:15	253	29	1	3	4	0	0	0	290	
08:30	255	29	1	3	4	0	0	0	290	
08:45	268	35	5	2	1	0	0	0	312	
09:00	277	27	5	2	1	1	0	0	283	
09:15	202	42	5	4	4	0	0	0	256	
09:30	175	35	4	4	1	0	0	0	229	
09:45	147	27	6	4	1	0	0	0	185	
10:00	133	17	3	4	2	2	0	0	161	
10:15	146	25	1	6	0	1	0	0	179	
10:30	135	25	5	3	0	0	0	0	163	
10:45	128	25	5	3	0	0	0	0	152	
11:00	128	32	4	0	1	0	0	0	165	
11:15	134	32	4	6	0	0	0	0	176	
11:30	142	25	2	2	0	0	0	0	171	
11:45	142	25	2	2	0	0	0	0	171	
12:00	136	28	3	6	2	1	0	0	176	
12:15	144	26	5	2	0	0	0	0	177	
12:30	150	19	4	3	0	0	0	0	176	
12:45	150	19	4	3	0	0	0	0	176	
13:00	152	25	4	2	1	0	0	0	184	
13:15	141	21	7	4	0	0	0	0	173	
13:30	144	41	3	4	0	2	0	0	194	
13:45	144	41	3	4	0	2	0	0	194	
14:00	131	26	3	0	2	0	0	0	162	
14:15	149	25	9	3	0	0	0	0	186	
14:30	152	29	6	4	0	1	0	0	191	
14:45	157	29	2	6	1	0	0	0	201	
15:00	174	41	2	3	0	0	0	0	221	
15:15	185	39	3	5	2	0	0	0	234	
15:30	184	44	1	3	3	1	0	0	236	
15:45	184	44	1	3	3	1	0	0	236	
16:00	184	44	1	3	3	1	0	0	236	
16:15	189	59	1	1	2	0	0	0	252	
16:30	238	52	1	2	2	0	0	0	295	
16:45	225	46	0	2	2	0	0	0	277	
17:00	225	46	0	2	2	0	0	0	277	
17:15	244	44	1	2	0	3	0	0	294	
17:30	309	42	2	1	0	2	2	0	358	
17:45	336	33	1	6	1	1	0	0	378	
18:00	301	28	0	2	1	0	0	0	333	
18:30	271	29	0	2	0	3	0	0	305	
18:45	221	16	0	0	0	0	0	0	237	
19:00	1071	69	6	6	4	6	0	0	1169	
19:15	1108	116	11	18	6	6	0	0	1376	
19:30	1041	185	10	18	10	4	0	0	1268	
19:45	1030	155	12	20	9	5	1	0	1232	
20:00	1030	155	12	20	9	5	1	0	1232	
08:15	977	129	14	14	6	4	1	0	1165	
08:30	946	142	18	15	2	7	1	0	1131	
08:45	870	142	24	11	4	5	0	0	1056	
09:00	870	142	24	11	4	5	0	0	1056	
09:15	655	124	23	15	5	4	0	0	827	
09:30	599	107	19	17	5	3	0	0	750	
09:45	579	91	15	21	3	3	0	0	712	
10:00	555	120	13	13	1	0	0	0	682	
10:15	520	108	15	16	2	3	1	0	633	
10:30	520	108	15	16	2	3	1	0	633	
10:45	520	108	15	16	2	3	1	0	633	
11:00	535	110	13	15	2	1	0	0	654	
11:15	535	110	13	15	2	1	0	0	654	
11:30	553	110	13	15	2	1	0	0	694	
11:45	561	104	15	16	2	1	0	0	699	
12:00	585	97	17	15	3	1	0	0	718	
12:15	585	97	17	15	3	1	0	0	718	
12:30	588	89	20	13	2	0	0	0	722	
12:45	592	111	19	14	2	2	0	0	740	
13:00	573	116	17	16	1	2	0	0	725	
13:15	573	116	17	16	1	2	0	0	725	
13:30	560	121	18	13	2	2	0	0	716	
13:45	568	108	21	13	2	1	0	0	713	
14:00	601	106	22	11	3	2	0	0	745	
14:15	624	135	14	17	2	2	0	0	808	
14:30	624	135	14	17	2	2	0	0	808	
14:45	701	146	11	18	4	1	1	0	882	
15:00	716	163	8	17	6	1	1	0	912	
15:15	760	183	7	14	9	1	2	0	976	
15:30	760	183	7	14	9	1	2	0	976	
15:45	828	214	4	9	11	1	1	0	1068	
16:00	869	216	3	8	10	2	1	0	1109	
16:15	975	269	6	6	8	2	0	0	1207	
16:30	975	269	6	6	8	2	0	0	1207	
16:45	1161	184	7	6	4	6	2	0	1372	
17:00	1272	171	8	10	3	7	2	0	1473	
17:15	1242	140	4	10	2	6	3	0	1407	
17:30	1242	140	4	10	2	6	3	0	1407	
17:45	1231	171	3	10	3	4	3	0	1383	
18:00	1086	94	0	5	2	4	1	0	1192	

# Intelligent Data Collection Limited



Client: Hyder  
 Project Number: ID01829  
 Junction Number: Site 3

Date of Survey: 25.02.2014  
 Junction Name: Hatton's Road/B1050  
 Junction Type: 3-arm Roundabout

Arm A: B1050 (N)

Arm B: Hatton's Road (NE)

Arm C: Hatton's 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	207	1	0	0	70	2	10	25
07:15	0	253	2	0	3	96	0	14	36
07:30	0	183	1	0	2	97	0	20	45
07:45	1	182	3	1	2	79	0	22	45
08:00	0	194	4	0	0	71	0	23	47
08:15	0	158	7	0	2	55	0	26	54
08:30	0	166	2	0	3	60	0	22	62
08:45	0	169	7	0	3	49	0	30	64
09:00	0	131	7	0	2	43	0	34	56
09:15	0	124	4	0	6	51	1	19	61
09:30	0	117	3	2	2	39	0	39	40
09:45	0	77	1	0	1	34	0	19	68
10:00	0	63	4	0	2	27	0	31	46
10:15	0	78	0	0	4	33	0	21	55
10:30	0	92	3	0	1	27	0	23	59
10:45	1	64	3	0	4	37	0	24	40
11:00	0	68	4	0	0	33	0	19	47
11:15	0	80	1	0	1	31	0	24	55
11:30	0	49	1	0	0	32	0	21	74
11:45	0	50	1	0	1	34	0	27	70
12:00	0	65	2	0	0	32	0	41	54
12:15	0	63	3	0	2	24	1	36	57
12:30	0	66	1	0	3	25	0	31	60
12:45	0	61	1	0	1	28	0	36	76
13:00	0	55	2	0	1	22	0	38	75
13:15	0	70	1	0	3	24	0	27	62
13:30	0	66	2	0	2	29	0	30	74
13:45	0	57	2	0	0	27	0	23	80
14:00	0	57	0	0	1	25	0	30	55
14:15	0	65	2	0	0	21	0	27	86
14:30	0	43	3	0	2	28	0	26	101
14:45	0	56	5	0	3	28	0	42	84
15:00	0	56	4	0	3	35	0	42	97
15:15	0	31	4	0	1	31	1	48	112
15:30	0	65	7	0	1	40	0	39	98
15:45	0	65	3	0	1	31	0	31	115
16:00	0	60	2	0	2	30	0	53	150
16:15	0	52	3	0	1	25	0	37	140
16:30	0	56	1	0	2	30	0	43	171
16:45	0	40	2	0	3	31	0	59	148
17:00	0	89	4	0	3	33	1	61	200
17:15	0	66	3	0	5	26	1	52	204
17:30	0	72	1	0	2	35	0	57	191
17:45	0	75	4	0	5	41	0	68	198
18:00	0	63	0	0	6	31	1	72	147
18:15	0	58	2	0	3	31	0	56	187
18:30	0	57	0	0	4	27	0	90	129
18:45	0	50	0	0	2	22	0	53	110
Start Time	Rolling Hour								
07:00	1	824	7	1	7	342	2	66	150
07:15	1	811	10	1	7	343	0	80	172
07:30	1	717	15	1	6	302	0	92	190
07:45	1	700	16	1	7	265	0	94	207
08:00	0	686	20	0	8	235	0	101	226
08:15	0	624	23	0	10	207	0	111	235
08:30	0	589	20	0	14	203	1	105	242
08:45	0	541	21	2	13	182	1	121	220
09:00	0	449	15	2	11	167	1	110	224
09:15	0	381	12	2	11	152	1	108	214
09:30	0	335	8	2	9	133	0	109	209
09:45	0	309	8	0	8	122	0	94	228
10:00	1	296	10	0	11	125	0	99	200
10:15	1	301	10	0	9	130	0	87	201
10:30	1	303	11	0	6	128	0	89	201
10:45	1	260	9	0	5	133	0	87	215
11:00	0	246	7	0	2	130	0	90	245
11:15	0	243	5	0	2	128	0	112	252
11:30	0	226	7	0	3	121	1	125	254
11:45	0	243	7	0	6	114	1	135	240
12:00	0	254	7	0	6	108	1	144	246
12:15	0	244	7	0	7	98	1	141	268
12:30	0	252	5	0	8	98	0	132	273
12:45	0	252	6	0	7	103	0	131	287
13:00	0	248	7	0	6	102	0	118	290
13:15	0	250	5	0	6	105	0	109	270
13:30	0	244	6	0	3	103	0	109	294
13:45	0	221	7	0	3	101	0	106	321
14:00	0	220	10	0	6	103	0	125	326
14:15	0	219	14	0	8	112	0	137	368
14:30	0	185	16	0	9	122	1	158	394
14:45	0	207	20	0	8	134	1	171	390
15:00	0	217	18	0	6	137	1	160	421
15:15	0	221	16	0	5	132	1	171	474
15:30	0	242	15	0	5	126	0	160	503
15:45	0	233	9	0	6	116	0	164	576
16:00	0	208	8	0	8	115	0	192	609
16:15	0	237	10	0	9	118	1	200	659
16:30	0	251	10	0	13	119	2	216	723
16:45	0	267	10	0	13	124	2	230	743
17:00	0	302	12	0	15	135	2	239	793
17:15	0	276	8	0	18	133	2	249	740
17:30	0	268	7	0	16	138	1	253	724
17:45	0	253	6	0	18	130	1	286	662
18:00	0	228	2	0	15	111	1	271	574



# Intelligent Data Collection Limited



Client: Hyder  
 Project Number: ID01829  
 Junction Number: Site 3

Date of Survey: 25.02.2014  
 Junction Name: Hatton's Road/B1050  
 Junction Type: 3-arm Roundabout

Count Method: Vehicles  
 Classes Included: All Classes

Select the count method and desired user classes from the drop-downs in cells D10 and G10

## Maximum 15-minute Junction Flow:

	AM Peak	from:	07:15	until:	07:30	flow:	398
	Inter-Peak	from:	15:45	until:	16:00	flow:	236
	PM Peak	from:	17:00	until:	17:15	flow:	383

AM Peak covers 07:00 until 10:00  
 Inter-Peak covers 10:00 until 16:00  
 PM Peak covers 16:00 until 19:00

## Period Starting:

07:15

Select the time from the drop-down in cell D18 to show the 15-minute data for that period

### Movement Counts

	To			Total
From	A	B	C	
A	0	2	251	253
B	3	0	96	99
C	32	14	0	46
<b>Total</b>	<b>35</b>	<b>16</b>	<b>347</b>	<b>398</b>

### HGV Proportions

	To			Total
From	A	B	C	
A	0.0%	0.0%	0.8%	0.8%
B	0.0%	0.0%	1.0%	1.0%
C	<b>6.3%</b>	0.0%	0.0%	<b>4.3%</b>
<b>Total</b>	<b>5.7%</b>	0.0%	0.9%	1.3%

## Maximum Hourly Junction Flow:

	AM Peak	from:	07:15	until:	08:15	flow:	1376
	Inter-Peak	from:	15:45	until:	16:45	flow:	1068
	PM Peak	from:	17:00	until:	18:00	flow:	1473

## Period Starting:

08:00

Select the time from the drop-down in cell D34 to show the hourly data for that period

### Movement Counts

	To			Total
From	A	B	C	
A	0	19	666	685
B	8	0	232	240
C	205	93	0	298
<b>Total</b>	<b>213</b>	<b>112</b>	<b>898</b>	<b>1223</b>

### HGV Proportions

	To			Total
From	A	B	C	
A	0.0%	5.3%	2.4%	2.5%
B	0.0%	0.0%	1.3%	1.3%
C	<b>6.8%</b>	6.5%	0.0%	<b>6.7%</b>
<b>Total</b>	<b>6.6%</b>	6.3%	2.1%	3.3%

*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 Longstanton, Cambridgeshire

**Client:** Hyder  
**Project Number:** ID01829  
**Junction Number:** Site 4  
**Date of Survey:** 25.02.2014  
**Junction Name:** Over Road/Hatton's Road  
**Junction Type:** 3-arm Roundabout

# Quality Assurance and Issue Record

## Quality Assurance

Revision	Rev A			
Date	13.03.2014			
Prepared by	Fay Underwood			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID01829			
File Ref	ID01829 Longstanton - Site 4			

## Issue Sheet

Issued to	Date			
	14.03.2014			
David Chapman	E-mail			
Janice Hughes	E-mail			

## Contents Page

Location Plan & Summary  
MCC Data  
PCU Data  
Movement Matrices

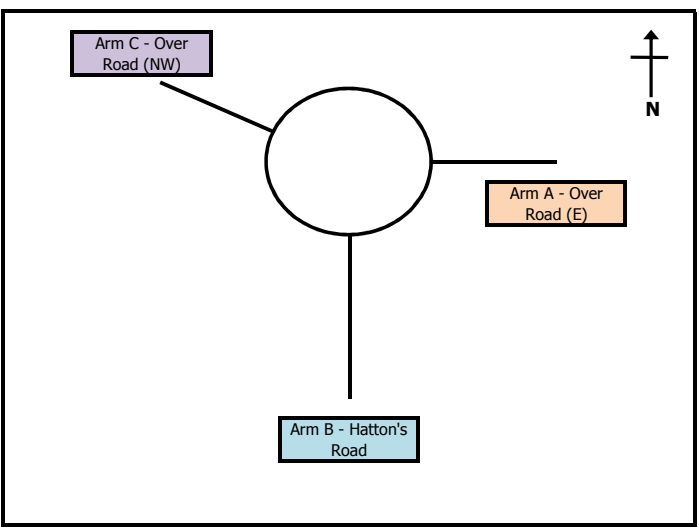
# Intelligent Data Collection Limited



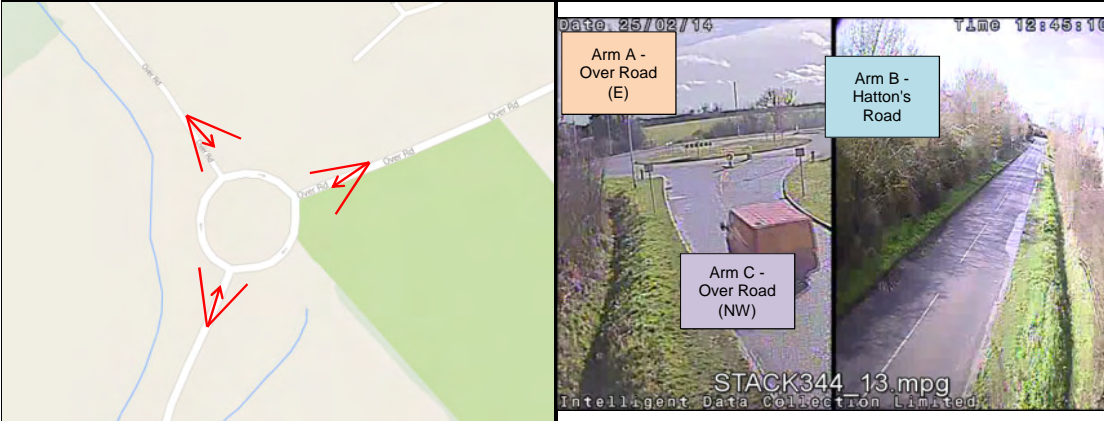
**Client:** Hyder  
**Project Number:** ID01829  
**Junction Number:** Site 4  
**Date of Survey:** 25.02.2014  
**Junction Name:** Over Road/Hatton's Road  
**Junction Type:** 3-arm Roundabout

X Coordinate	Y Coordinate	Google Maps Link
52.281945	0.039936	<a href="#">Click Here</a>
AM Peak Conditions	Inter-Peak Conditions	PM Peak Conditions
Dry and Cloudy	Dry and Cloudy	Rain

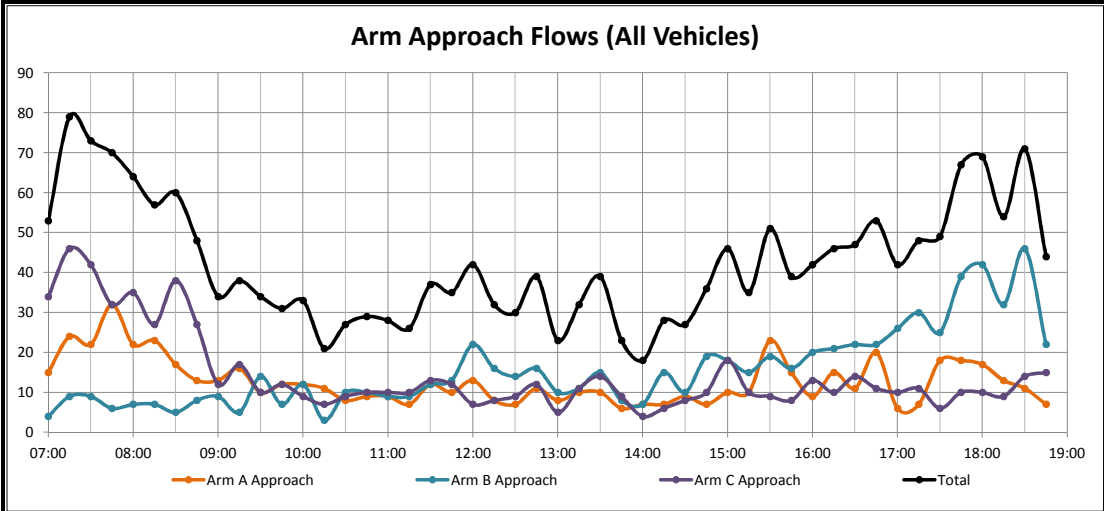
### Junction Layout



### 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: Hyder ID01829 Site 4
Date of Survey: 25.02.2014
Junction Name: Over Road/Hattori's Road
Junction Type: 3-arm Roundabout

Arm A: Over Road (E)
Arm B: Hattori's Road
Arm C: Over Road (NW)



Table with columns: Time, Cars, LGV, OGV1, OGV2, Buses, M/C, Cycle, Total (for B to B, B to A, B to C, and Total). Rows represent time intervals from 07:00 to 18:00.





# Intelligent Data Collection Limited



Client: **Hyder**  
 Project Number: **1001829**  
 Junction Number: **Site 4**

Date of Survey: **25.02.2014**  
 Junction Name: **Over Road/Hutton's Road**  
 Junction Type: **3-arm Roundabout**

Time	Approach			Total	Exit			Total
	CGV1	CGV2	M/C		CGV1	CGV2	M/C	
07:00	13	2	0	15	5	0	0	5
07:15	21	3	0	24	13	0	0	13
07:30	27	3	0	30	18	0	0	18
07:45	28	4	0	32	11	0	0	11
08:00	18	2	1	21	10	1	0	11
08:15	20	3	0	23	14	0	0	14
08:30	13	0	0	13	5	0	0	5
08:45	13	0	0	13	11	0	0	11
09:00	11	2	0	13	5	0	0	5
09:15	12	4	0	16	7	0	0	7
09:30	8	4	0	12	3	0	0	3
09:45	8	4	0	12	5	0	1	6
10:00	7	5	0	12	5	0	1	6
10:15	9	0	0	9	4	0	0	4
10:30	8	2	0	10	6	0	0	6
10:45	6	3	0	9	6	0	0	6
11:00	7	2	0	9	6	0	0	6
11:15	6	1	0	7	5	1	0	6
11:30	11	1	0	12	9	1	0	10
11:45	14	1	0	15	9	2	0	11
12:00	10	3	0	13	9	2	1	12
12:15	7	1	0	8	9	3	0	12
12:30	7	0	0	7	8	3	1	12
12:45	6	2	0	8	5	0	0	5
13:00	6	2	0	8	5	0	0	5
13:15	9	0	1	10	8	2	0	10
13:30	10	0	0	10	9	3	0	12
13:45	6	1	0	7	4	1	0	5
14:00	6	1	0	7	4	1	0	5
14:15	5	2	0	7	9	0	0	9
14:30	9	0	0	9	9	0	0	9
14:45	7	9	0	16	18	5	0	23
15:00	10	0	0	10	12	3	0	15
15:15	10	0	0	10	12	3	0	15
15:30	22	1	0	23	9	1	0	10
15:45	12	3	0	15	9	2	0	11
16:00	11	3	1	15	12	4	0	16
16:15	11	3	1	15	12	4	0	16
16:30	9	2	0	11	12	2	0	14
16:45	17	3	0	20	11	2	0	13
17:00	9	0	0	9	7	1	0	8
17:15	9	0	0	9	7	1	0	8
17:30	14	4	0	18	13	3	0	16
17:45	16	2	0	18	13	3	0	16
18:00	12	2	0	14	13	4	0	17
18:15	12	2	0	14	13	4	0	17
18:30	9	2	0	11	13	1	0	14
18:45	7	0	0	7	16	0	0	16
<b>Sum</b>	<b>79</b>	<b>43</b>	<b>0</b>	<b>122</b>	<b>43</b>	<b>4</b>	<b>1</b>	<b>48</b>
<b>Total</b>	<b>201</b>	<b>131</b>	<b>0</b>	<b>332</b>	<b>100</b>	<b>47</b>	<b>2</b>	<b>149</b>
07:15	84	13	1	98	47	4	1	52
07:30	83	13	1	97	46	5	1	52
07:45	81	11	1	93	55	4	1	60
08:00	84	12	0	96	50	11	0	61
08:15	59	7	0	66	50	11	0	61
08:30	51	8	0	59	43	12	0	55
08:45	43	8	1	52	30	11	2	44
09:00	34	15	1	50	22	7	1	30
09:15	34	15	1	50	22	7	1	30
09:30	31	11	1	43	19	5	1	25
09:45	29	12	0	41	19	7	0	26
10:00	34	5	0	39	35	12	2	49
10:15	27	9	1	37	23	9	0	32
10:30	24	8	1	33	23	4	1	28
10:45	32	5	0	37	25	3	1	30
11:00	32	5	0	37	25	3	1	30
11:15	31	5	0	36	26	4	1	31
11:30	26	6	0	32	38	8	1	47
11:45	32	5	0	37	23	4	1	28
12:00	34	5	0	39	35	12	2	49
12:15	32	3	1	36	30	9	1	40
12:30	35	3	1	39	31	9	0	41
12:45	31	2	1	34	29	8	0	37
13:00	27	3	0	30	26	7	0	33
13:15	27	3	0	30	26	7	0	33
13:30	27	3	0	30	26	7	0	33
13:45	26	3	0	29	28	4	0	32
14:00	27	3	0	30	31	2	0	33
14:15	28	3	1	32	48	6	0	58
14:30	28	3	1	32	48	6	0	58
14:45	46	3	0	49	48	10	0	61
15:00	51	6	1	58	48	11	0	61
15:15	52	4	0	56	39	9	0	48
15:30	40	8	1	49	42	11	0	53
15:45	40	8	1	49	42	11	0	53
16:00	45	8	1	54	44	11	0	55
16:15	43	8	1	52	47	11	0	58
16:30	44	7	0	51	53	9	0	62
16:45	44	7	0	51	53	9	0	62
17:00	43	6	0	49	60	8	0	68
17:15	51	8	0	60	73	5	0	78
17:30	56	9	0	65	72	2	0	77
17:45	56	9	0	65	72	2	0	77
18:00	42	5	0	47	70	1	0	71



# Intelligent Data Collection Limited



Client: Hyder  
 Project Number: 1001829  
 Junction Number: Site 4  
 Date of Survey: 25.02.2014  
 Junction Name: Over Road/Hatton's Road  
 Junction Type: 3-arm Roundabout

Time	Approach				Total	Exit				Total
	LGV	OGV1	OGV2	M/C		LGV	OGV1	OGV2	M/C	
07:00	23	1	0	0	34	5	1	0	0	6
07:05	45	1	0	0	46	11	2	0	0	13
07:10	45	1	0	0	46	11	2	0	0	13
07:15	31	1	0	0	32	5	4	0	0	9
07:20	32	1	0	0	33	5	4	0	0	9
07:25	23	4	0	0	27	5	3	0	0	8
07:30	22	5	0	0	27	11	1	0	0	12
07:35	10	2	0	0	12	8	2	0	0	10
07:40	16	1	0	0	17	4	2	0	0	6
07:45	9	1	2	0	12	7	3	0	0	10
07:50	6	1	1	0	8	7	5	1	0	14
07:55	4	3	0	0	7	2	0	0	0	2
08:00	8	2	0	0	10	6	2	1	0	9
08:05	8	2	0	0	10	5	3	0	0	8
08:10	7	2	1	0	10	4	1	1	0	6
08:15	11	1	0	0	12	8	1	0	0	9
08:20	4	3	0	0	7	14	3	1	0	18
08:25	6	1	1	0	8	9	1	1	0	11
08:30	9	0	0	0	9	6	0	0	0	6
08:35	0	0	0	0	0	5	8	3	0	11
08:40	5	0	0	0	5	8	3	0	0	11
08:45	8	2	1	0	11	8	1	0	0	9
08:50	9	2	0	1	14	10	1	1	0	12
08:55	11	0	0	0	11	19	2	0	0	21
09:00	11	0	0	0	11	19	2	0	0	21
09:05	9	1	0	0	10	23	2	0	0	25
09:10	9	1	0	0	10	34	1	0	0	35
09:15	18	0	0	0	18	25	1	0	0	26
09:20	13	1	0	0	14	40	2	0	0	42
09:25	15	0	0	0	15	14	0	0	0	14
09:30	14	0	0	0	14	15	0	0	0	15
09:35	14	0	0	0	14	15	0	0	0	15
09:40	143	9	0	0	152	26	8	0	0	34
09:45	143	9	0	0	152	26	8	0	0	34
09:50	125	9	0	0	134	20	10	0	0	30
09:55	124	6	0	0	130	17	13	0	0	30
10:00	111	6	0	0	117	10	10	0	0	20
10:05	93	11	0	0	104	26	10	0	0	36
10:10	86	8	0	0	94	25	9	0	0	34
10:15	56	10	0	0	66	29	5	2	0	36
10:20	39	5	3	0	47	24	10	3	0	37
10:25	26	7	3	0	36	21	8	3	0	34
10:30	27	7	3	0	37	23	10	1	0	36
10:35	27	8	0	0	35	22	7	2	0	37
10:40	30	8	1	0	39	24	8	2	0	34
10:45	34	7	2	0	43	26	7	2	0	35
10:50	35	8	2	0	45	26	6	1	0	33
10:55	30	8	2	0	40	40	6	2	0	48
11:00	30	8	2	0	40	40	6	2	0	48
11:05	28	7	1	0	36	37	5	2	0	44
11:10	27	8	1	0	36	36	8	2	1	47
11:15	30	6	1	0	37	29	8	0	1	38
11:20	30	8	1	0	42	33	9	1	0	44
11:25	28	7	1	1	39	28	5	1	0	34
11:30	24	5	1	1	33	26	2	2	0	30
11:35	22	3	2	0	27	21	2	1	0	24
11:40	26	0	0	0	26	33	4	1	0	31
11:45	37	6	7	0	46	35	4	0	0	39
11:50	10	0	0	0	10	47	5	4	0	60
11:55	35	10	0	0	45	57	3	0	0	60
12:00	30	9	0	1	40	66	3	0	0	70
12:05	36	8	0	1	45	64	5	0	0	70
12:10	38	9	0	1	48	71	7	0	0	79
12:15	36	9	0	0	45	72	6	0	0	78
12:20	33	5	0	0	38	79	7	0	0	86
12:25	32	5	0	0	37	91	5	0	0	96
12:30	34	3	0	0	37	110	6	0	0	117
12:35	40	3	0	0	43	133	5	0	0	138
12:40	46	2	0	0	48	113	4	0	0	118

# Intelligent Data Collection Limited

Client: **Hyder**      Date of Survey: **25.02.2014**  
 Project Number: **1001829**      Junction Name: **Over Road/Hutton's Road**  
 Junction Number: **Site 4**      Junction Type: **3-arm Roundabout**

Time	Cars	LGV	Total Junction Flow			M/C	Cycle	Total
			OSV1	OSV2	Busess			
07:00	49	4	0	0	0	0	53	
07:15	70	8	0	0	0	1	79	
07:30	72	8	0	0	0	0	80	
07:45	63	6	1	0	0	0	70	
08:00	55	5	1	1	0	0	64	
08:15	49	8	0	0	0	0	57	
08:30	41	7	0	0	0	0	48	
08:45	41	7	0	0	0	0	48	
09:00	27	7	0	0	0	0	34	
09:15	30	8	0	0	0	0	38	
09:30	28	7	0	0	0	0	35	
09:45	23	6	2	0	0	0	31	
10:00	21	8	2	0	2	0	33	
10:15	16	3	0	1	0	0	21	
10:30	16	3	0	0	0	0	19	
10:45	22	5	0	0	0	0	27	
11:00	22	6	0	0	0	0	28	
11:15	21	3	2	0	0	0	26	
11:30	32	3	0	1	0	0	37	
11:45	32	3	0	1	0	0	37	
12:00	31	9	2	0	0	0	42	
12:15	26	4	2	0	0	0	32	
12:30	26	3	1	0	0	0	30	
12:45	20	3	0	0	0	0	23	
13:00	20	3	0	0	0	0	23	
13:15	26	4	2	0	0	0	32	
13:30	31	4	1	1	0	1	39	
13:45	21	4	1	0	0	0	26	
14:00	16	2	0	0	0	0	18	
14:15	24	2	2	0	0	0	28	
14:30	25	1	1	0	0	0	27	
14:45	32	5	0	0	0	0	37	
15:00	30	4	0	0	0	0	34	
15:15	30	4	0	0	0	1	35	
15:30	45	5	0	0	1	0	51	
15:45	34	5	0	0	0	0	39	
16:00	38	5	0	0	0	0	43	
16:15	36	9	1	0	0	0	46	
16:30	40	7	0	0	0	0	47	
16:45	45	8	0	0	0	0	53	
17:00	45	3	0	0	0	0	48	
17:15	45	3	0	0	0	0	48	
17:30	42	7	0	0	0	0	49	
17:45	63	3	0	1	0	0	67	
18:00	58	2	0	0	0	0	60	
18:15	58	2	0	0	0	0	60	
18:30	66	5	0	0	0	0	71	
18:45	44	0	0	0	0	0	44	
18:50	277	9	0	0	0	0	286	
07:15	266	36	1	1	0	1	286	
07:30	252	27	2	1	0	1	264	
07:45	222	24	2	1	0	2	251	
08:00	222	24	2	1	0	2	251	
08:15	172	27	0	0	0	0	199	
08:30	153	27	0	0	0	0	180	
08:45	122	26	4	2	0	0	154	
09:00	118	26	8	2	2	0	136	
09:15	98	26	8	3	2	0	119	
09:30	84	21	8	3	2	0	112	
09:45	82	22	4	1	2	0	109	
10:00	82	19	3	1	0	0	105	
10:15	82	19	3	1	0	0	105	
10:30	88	19	3	0	0	0	110	
10:45	98	17	4	1	0	0	120	
11:00	104	17	3	2	0	0	126	
11:15	104	17	3	2	0	0	126	
11:30	118	21	5	2	0	0	146	
11:45	112	21	5	1	0	0	139	
12:00	112	25	5	1	0	0	143	
12:15	101	19	3	1	0	0	124	
12:30	101	19	3	1	0	0	124	
12:45	106	20	3	2	0	1	133	
13:00	95	16	3	1	0	1	117	
13:15	85	13	3	1	0	1	103	
13:30	85	13	3	1	0	1	103	
13:45	83	10	3	0	0	0	96	
14:00	98	8	3	0	0	0	109	
14:15	114	17	2	0	0	0	134	
14:30	114	17	2	0	0	0	134	
14:45	144	21	1	0	1	0	168	
15:00	145	23	1	0	1	0	171	
15:15	143	20	0	3	0	1	167	
15:30	144	27	1	0	2	0	174	
15:45	144	27	1	0	2	0	174	
16:00	155	30	1	0	2	0	188	
16:15	159	28	1	0	0	0	188	
16:30	170	22	0	0	0	0	192	
16:45	170	22	0	0	0	0	192	
17:00	188	17	0	1	0	0	206	
17:15	216	15	0	1	0	0	233	
17:30	246	12	0	1	0	0	261	
17:45	246	12	0	1	0	0	261	
18:00	277	9	0	0	0	0	286	

# Intelligent Data Collection Limited



Client: Hyder  
 Project Number: ID01829  
 Junction Number: Site 4

Date of Survey: 25.02.2014  
 Junction Name: Over Road/Hatton's Road  
 Junction Type: 3-arm Roundabout

Arm A: Over Road (E)

Arm B: Hatton's Road

Arm C: Over Road (NW)

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	4	11	0	2	2	0	30	4
07:15	0	5	19	0	1	8	0	32	13
07:30	0	1	20	0	4	5	0	31	11
07:45	0	6	26	0	4	3	0	23	9
08:00	3	2	20	0	2	5	0	24	9
08:15	2	4	17	0	3	4	0	16	11
08:30	0	3	14	0	2	3	0	19	19
08:45	0	7	6	0	3	5	0	14	13
09:00	0	4	9	0	3	6	0	7	5
09:15	0	5	11	0	4	1	0	11	6
09:30	0	1	10	0	12	9	0	7	3
09:45	0	6	6	0	3	4	0	13	1
10:00	0	7	5	0	5	9	0	6	6
10:15	1	1	10	0	2	1	0	5	2
10:30	0	4	4	0	5	5	0	5	4
10:45	0	7	3	0	5	5	0	10	0
11:00	0	3	6	0	4	5	0	7	3
11:15	0	1	6	0	4	6	0	7	4
11:30	0	5	7	0	9	5	0	10	4
11:45	1	4	7	0	8	5	0	8	4
12:00	0	6	7	0	11	13	0	5	2
12:15	0	3	5	0	8	9	0	5	4
12:30	0	2	5	0	11	4	0	7	2
12:45	0	3	8	0	7	11	0	6	6
13:00	0	5	3	0	4	6	0	4	1
13:15	2	3	6	0	5	6	0	9	3
13:30	0	4	6	1	6	9	0	8	6
13:45	0	0	6	0	6	2	0	6	3
14:00	0	2	5	0	4	3	0	3	1
14:15	0	4	3	0	8	8	0	6	1
14:30	0	2	7	0	6	4	0	6	3
14:45	0	1	6	0	4	15	0	4	6
15:00	0	1	10	0	13	5	0	8	10
15:15	0	5	5	0	8	6	0	3	7
15:30	0	16	7	0	10	11	0	6	3
15:45	0	7	8	0	7	9	0	4	4
16:00	0	7	4	0	9	11	0	12	3
16:15	0	5	11	0	9	12	0	3	7
16:30	0	8	3	0	9	13	0	9	5
16:45	0	11	9	0	8	14	0	6	5
17:00	0	1	5	0	12	14	0	7	3
17:15	0	3	4	0	12	18	0	5	6
17:30	1	12	5	0	12	13	0	3	3
17:45	0	11	7	3	14	24	0	5	5
18:00	0	11	5	0	18	24	0	3	7
18:15	0	7	6	0	12	19	0	5	4
18:30	0	8	3	0	12	34	0	12	2
18:45	0	1	6	0	9	13	0	8	7
Start Time	Rolling Hour								
07:00	0	16	76	0	11	18	0	116	37
07:15	3	14	85	0	11	21	0	110	42
07:30	5	13	83	0	13	17	0	94	40
07:45	5	15	77	0	11	15	0	82	48
08:00	5	16	57	0	10	17	0	73	52
08:15	2	18	46	0	11	18	0	56	48
08:30	0	19	40	0	12	15	0	51	43
08:45	0	17	36	0	22	21	0	39	27
09:00	0	16	36	0	22	20	0	38	15
09:15	0	19	32	0	24	23	0	37	16
09:30	1	15	31	0	22	23	0	31	12
09:45	1	18	25	0	15	19	0	29	13
10:00	1	19	22	0	17	20	0	26	12
10:15	1	15	23	0	16	16	0	27	9
10:30	0	15	19	0	18	21	0	29	11
10:45	0	16	22	0	22	21	0	34	11
11:00	1	13	26	0	25	21	0	32	15
11:15	1	16	27	0	32	29	0	30	14
11:30	1	18	26	0	36	32	0	28	14
11:45	1	15	24	0	38	31	0	25	12
12:00	0	14	25	0	37	37	0	23	14
12:15	0	13	21	0	30	30	0	22	13
12:30	2	13	22	0	27	27	0	26	12
12:45	2	15	23	1	22	32	0	27	16
13:00	2	12	21	1	21	23	0	27	13
13:15	2	9	23	1	21	20	0	26	13
13:30	0	10	20	1	24	22	0	23	11
13:45	0	8	21	0	24	17	0	21	8
14:00	0	9	21	0	22	30	0	19	11
14:15	0	8	26	0	31	32	0	24	20
14:30	0	9	28	0	31	30	0	21	26
14:45	0	23	28	0	35	37	0	21	26
15:00	0	29	30	0	38	31	0	21	24
15:15	0	35	24	0	34	37	0	25	17
15:30	0	35	30	0	35	43	0	25	17
15:45	0	27	26	0	34	45	0	28	19
16:00	0	31	27	0	35	50	0	30	20
16:15	0	25	28	0	38	53	0	25	20
16:30	0	23	21	0	41	59	0	27	19
16:45	1	27	23	0	44	59	0	21	17
17:00	1	27	21	3	50	69	0	20	17
17:15	1	37	21	3	56	79	0	16	21
17:30	1	41	23	3	56	80	0	16	19
17:45	0	37	21	3	56	101	0	25	18
18:00	0	27	20	0	51	90	0	28	20

# Intelligent Data Collection Limited



Client: Hyder  
 Project Number: ID01829  
 Junction Number: Site 4

Date of Survey: 25.02.2014  
 Junction Name: Over Road/Hatton's Road  
 Junction Type: 3-arm Roundabout

Arm A: Over Road (E)  
 Arm B: Hatton's Road  
 Arm C: Over Road (NW)

Count Method: Vehicles  
 Classes Included: All Classes

Select the count method and desired user classes from the drop-downs in cells D10 and G10

## Maximum 15-minute Junction Flow:

	AM Peak	from:	07:15	until:	07:30	flow:	79
	Inter-Peak	from:	15:30	until:	15:45	flow:	51
	PM Peak	from:	18:30	until:	18:45	flow:	71

AM Peak covers 07:00 until 10:00  
 Inter-Peak covers 10:00 until 16:00  
 PM Peak covers 16:00 until 19:00

## Period Starting: 07:00

Select the time from the drop-down in cell D18 to show the 15-minute data for that period

### Movement Counts

	To			Total
From	A	B	C	
A	0	11	4	15
B	2	0	2	4
C	4	30	0	34
<b>Total</b>	<b>6</b>	<b>41</b>	<b>6</b>	<b>53</b>

### HGV Proportions

	To			Total
From	A	B	C	
A	0.0%	0.0%	0.0%	0.0%
B	0.0%	0.0%	0.0%	0.0%
C	0.0%	0.0%	0.0%	0.0%
<b>Total</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

## Maximum Hourly Junction Flow:

	AM Peak	from:	07:15	until:	08:15	flow:	286
	Inter-Peak	from:	15:30	until:	16:30	flow:	178
	PM Peak	from:	17:45	until:	18:45	flow:	261

## Period Starting: 07:00

Select the time from the drop-down in cell D34 to show the hourly data for that period

### Movement Counts

	To			Total
From	A	B	C	
A	0	77	16	93
B	10	0	18	28
C	37	117	0	154
<b>Total</b>	<b>47</b>	<b>194</b>	<b>34</b>	<b>275</b>

### HGV Proportions

	To			Total
From	A	B	C	
A	0.0%	0.0%	0.0%	0.0%
B	10.0%	0.0%	0.0%	3.6%
C	0.0%	0.0%	0.0%	0.0%
<b>Total</b>	<b>2.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.4%</b>

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 Longstanton, Cambridgeshire

**Client:** Hyder  
**Project Number:** ID01829  
**Junction Number:** Site 5  
**Date of Survey:** 25.02.2014  
**Junction Name:** High Street/Over Road  
**Junction Type:** 3-arm Roundabout

# Quality Assurance and Issue Record

## Quality Assurance

Revision	Rev A			
Date	13.03.2014			
Prepared by	Fay Underwood			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID01829			
File Ref	ID01829 Longstanton - Site 5			

## Issue Sheet

Issued to	Date			
	14.03.2014			
David Chapman	E-mail			
Janice Hughes	E-mail			



## Contents Page

Location Plan & Summary  
MCC Data  
PCU Data  
Movement Matrices

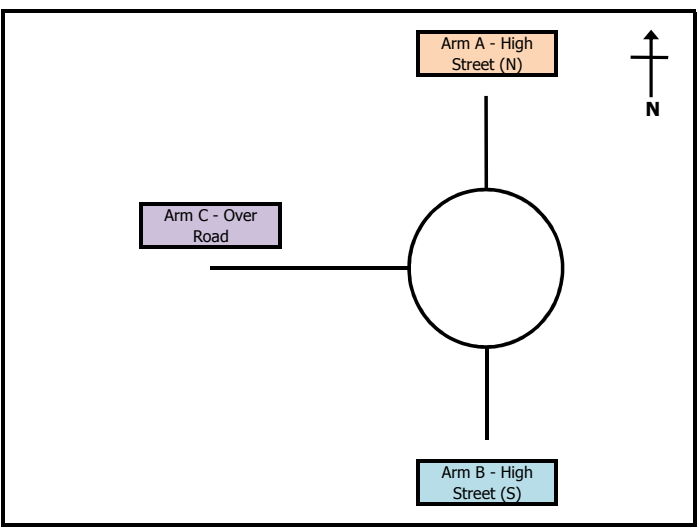
# Intelligent Data Collection Limited



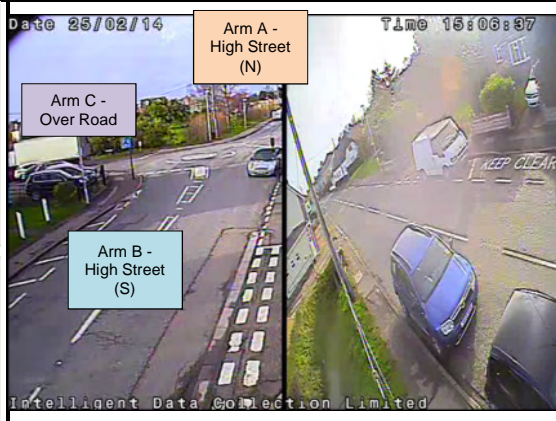
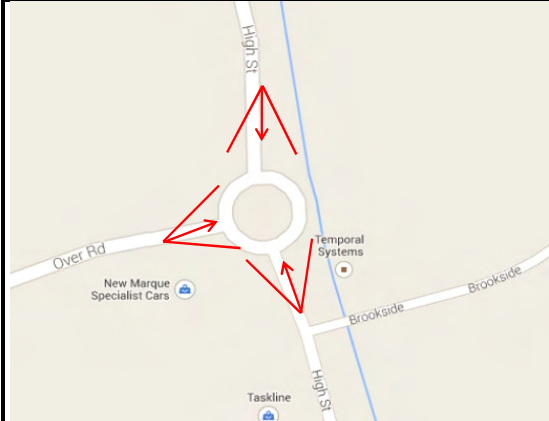
**Client:** Hyder  
**Project Number:** ID01829  
**Junction Number:** Site 5  
**Date of Survey:** 25.02.2014  
**Junction Name:** High Street/Over Road  
**Junction Type:** 3-arm Roundabout

X Coordinate	Y Coordinate	Google Maps Link
52.282923	0.044246	<a href="#">Click Here</a>
AM Peak Conditions	Inter-Peak Conditions	PM Peak Conditions
Dry and Cloudy	Dry and Cloudy	Rain

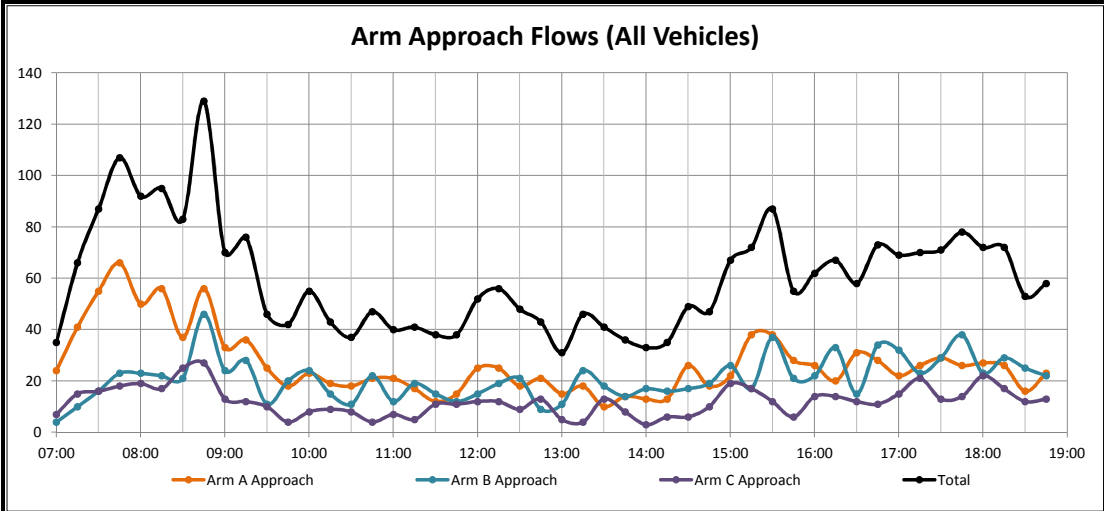
### Junction Layout



### 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: Hyder ID018279  
 Project Number: 18279  
 Junction Number: Site 5

Date of Survey: 25.02.2014  
 Junction Name: High Street/Over Road  
 Junction Type: 3-arm Roundabout

Arm A: High Street (N)  
 Arm B: High Street (S)  
 Arm C: Over Road



Time	B to B				B to A				B to C				Total						
	Cars	LGV	OGV1	OGV2	Cars	LGV	OGV1	OGV2	Cars	LGV	OGV1	OGV2		Cycle	M/C	Buses	M/C	Cycle	Total
07:00	0	0	0	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	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	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	0	0	0
08:30	0	0	0	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	0	0	0
09:00	0	0	0	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	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	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	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	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	0	0	0
11:30	0	0	0	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	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	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	0	0	0
13:00	0	0	0	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	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	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	0	0	0
14:30	0	0	0	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	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	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	0	0	0
16:00	0	0	0	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	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	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	0	0	0
17:30	0	0	0	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	0	0	0
18:00	0	0	0	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	0	0	0
18:30	0	0	0	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	0	0	0
<b>Sheet Time</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Rolling Hour</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Cycle</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>M/C</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Buses</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>M/C</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Cycle</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>











# Intelligent Data Collection Limited

Client: **Hyder** Date of Survey: 25.02.2014  
 Project Number: 1001829 Junction Name: High Street/Over Road  
 Junction Number: Site 5 Junction Type: 3-arm Roundabout

Time	Cars	LGV	OGV1	OGV2	Total Junction Flow			M/C	Cycles	Total
					OGV1	OGV2	Busess			
07:00	25	9	0	0	0	0	0	0	1	35
07:05	22	10	0	0	0	0	0	0	4	32
07:10	21	11	1	0	2	1	0	1	107	33
07:15	91	11	1	0	2	1	2	3	92	107
07:20	73	10	1	2	1	2	2	3	92	92
07:25	59	18	0	0	2	1	5	95	95	95
07:30	58	15	1	0	1	0	14	129	129	129
07:35	53	10	1	0	1	0	5	70	70	70
07:40	37	15	3	0	0	0	1	76	76	76
07:45	25	12	2	0	1	2	0	42	42	42
07:50	35	14	0	0	2	1	3	55	55	55
07:55	23	5	0	1	0	0	4	43	43	43
08:00	26	8	1	0	0	0	3	27	27	27
08:05	29	10	0	0	0	1	0	40	40	40
08:10	29	8	1	0	1	1	1	41	41	41
08:15	30	4	0	2	0	0	0	38	38	38
08:20	42	8	1	0	1	0	0	52	52	52
08:25	43	11	2	0	0	0	0	56	56	56
08:30	37	9	2	0	0	0	1	48	48	48
08:35	23	6	1	0	1	0	0	31	31	31
08:40	32	10	3	0	0	1	0	46	46	46
08:45	21	8	0	0	0	0	2	41	41	41
08:50	27	3	1	0	1	0	5	33	33	33
08:55	26	7	0	0	0	0	2	35	35	35
09:00	40	7	1	0	0	0	1	49	49	49
09:05	23	11	1	0	1	0	1	47	47	47
09:10	60	10	0	0	0	0	2	72	72	72
09:15	71	9	0	0	4	0	3	87	87	87
09:20	40	12	0	0	0	0	3	55	55	55
09:25	50	16	1	0	0	0	0	67	67	67
09:30	43	12	1	0	0	0	2	58	58	58
09:35	61	9	0	0	2	1	0	73	73	73
09:40	60	8	0	0	1	0	1	70	70	70
09:45	56	14	0	0	0	0	1	71	71	71
09:50	67	6	0	0	1	0	4	78	78	78
09:55	56	4	0	0	0	0	11	72	72	72
10:00	46	5	0	0	0	1	1	53	53	53
10:05	53	2	0	0	0	0	3	58	58	58
10:10	291	49	1	3	3	1	9	340	340	340
10:15	279	50	2	3	4	3	11	332	332	332
10:20	296	58	2	3	6	4	12	381	381	381
10:25	304	43	2	6	5	15	15	377	377	377
10:30	291	47	2	0	5	2	30	377	377	377
10:35	279	44	5	0	3	1	26	358	358	358
10:40	241	47	7	2	2	0	22	321	321	321
10:45	150	48	7	2	3	2	6	219	219	219
10:50	126	38	4	3	3	3	9	186	186	186
10:55	118	40	2	1	3	3	10	177	177	177
11:00	121	26	2	3	1	2	2	157	157	157
11:05	123	32	1	1	1	1	11	167	167	167
11:10	119	35	2	0	2	2	5	165	165	165
11:15	124	30	3	2	2	2	3	166	166	166
11:20	121	26	2	3	1	2	2	157	157	157
11:25	127	31	6	0	1	2	1	168	168	168
11:30	148	27	4	3	1	0	1	184	184	184
11:35	155	31	5	1	1	0	1	194	194	194
11:40	157	34	5	0	1	1	1	199	199	199
11:45	184	36	3	0	2	0	7	235	235	235
11:50	184	36	3	0	2	0	7	235	235	235
11:55	215	41	2	0	6	0	9	273	273	273
12:00	222	42	1	0	5	0	11	281	281	281
12:05	216	43	1	0	7	0	9	276	276	276
12:10	178	52	3	0	5	0	6	242	242	242
12:15	199	49	3	0	5	1	3	260	260	260
12:20	214	44	2	0	4	1	3	267	267	267
12:25	237	38	0	0	4	1	3	283	283	283
12:30	243	35	0	0	3	0	7	288	288	288
12:35	246	32	0	0	2	1	10	291	291	291
12:40	252	49	0	0	2	1	20	295	295	295
12:45	218	15	0	0	1	2	19	235	235	235

# Intelligent Data Collection Limited



Client: Hyder  
 Project Number: ID01829  
 Junction Number: Site 5

Date of Survey: 25.02.2014  
 Junction Name: High Street/Over Road  
 Junction Type: 3-arm Roundabout

Arm A: High Street (N)

Arm B: High Street (S)

Arm C: Over Road

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	11	13	0	2	1	0	4	3
07:15	0	16	22	0	9	1	1	9	5
07:30	0	20	38	0	14	0	0	6	9
07:45	0	27	39	0	20	5	0	13	6
08:00	0	10	42	0	20	4	0	12	7
08:15	0	16	36	0	18	6	0	5	12
08:30	0	9	26	0	18	3	0	10	13
08:45	0	7	47	0	38	4	0	13	11
09:00	0	6	25	0	19	6	0	8	4
09:15	2	14	23	0	23	4	0	3	9
09:30	0	10	14	1	8	2	0	4	11
09:45	0	5	14	0	14	7	0	1	3
10:00	0	7	14	0	22	3	0	1	9
10:15	0	10	10	0	9	3	0	3	6
10:30	0	4	13	0	8	1	0	3	5
10:45	0	5	19	0	16	5	1	1	2
11:00	0	6	14	0	8	4	1	3	3
11:15	0	3	13	0	17	4	0	3	3
11:30	0	4	7	0	15	3	1	2	10
11:45	0	5	12	0	7	5	0	5	6
12:00	1	7	17	0	13	4	0	4	9
12:15	0	7	19	0	17	2	0	7	6
12:30	1	3	14	0	18	3	0	1	9
12:45	0	11	9	0	7	2	0	3	10
13:00	0	5	11	0	12	1	0	2	3
13:15	0	6	13	0	22	3	0	1	3
13:30	0	4	6	0	11	6	0	5	7
13:45	0	4	9	0	11	1	0	2	6
14:00	0	1	13	0	15	3	0	1	2
14:15	0	5	7	0	14	1	0	2	4
14:30	0	8	17	0	16	2	0	2	4
14:45	0	4	15	0	19	1	0	2	8
15:00	0	6	16	0	23	4	0	7	11
15:15	1	4	33	0	13	3	0	4	12
15:30	0	16	26	0	25	10	1	1	12
15:45	0	9	19	0	12	6	0	1	5
16:00	0	7	20	0	24	2	0	5	9
16:15	0	8	13	1	24	8	0	3	11
16:30	0	6	24	0	11	4	0	3	9
16:45	0	11	18	0	22	14	0	5	6
17:00	0	6	15	0	30	4	0	2	13
17:15	0	6	19	0	21	4	0	4	17
17:30	0	12	16	1	23	5	0	2	11
17:45	0	11	16	0	25	10	0	3	11
18:00	0	10	17	0	11	8	1	4	17
18:15	0	9	14	0	22	3	0	7	9
18:30	0	6	9	0	17	7	0	2	10
18:45	0	6	15	0	18	3	0	5	8
Start Time	Rolling Hour								
07:00	0	74	112	0	45	7	1	32	23
07:15	0	73	141	0	63	10	1	40	27
07:30	0	73	156	0	73	15	0	36	34
07:45	0	62	144	0	76	18	0	40	38
08:00	0	42	152	0	94	17	0	40	43
08:15	0	38	135	0	92	19	0	36	40
08:30	2	36	122	0	97	17	0	34	37
08:45	2	37	110	1	88	16	0	28	35
09:00	2	35	77	1	64	19	0	16	27
09:15	2	36	65	1	67	16	0	9	31
09:30	0	32	52	1	53	15	0	9	28
09:45	0	26	51	0	54	14	0	8	23
10:00	0	26	56	0	56	12	1	8	22
10:15	0	25	56	0	42	13	2	10	16
10:30	0	18	59	0	49	14	2	10	13
10:45	0	18	53	0	56	16	3	9	18
11:00	0	18	46	0	46	16	2	13	22
11:15	1	19	49	0	51	16	1	14	28
11:30	1	23	55	0	51	14	1	18	31
11:45	2	22	62	0	55	14	0	17	30
12:00	2	28	59	0	55	11	0	15	34
12:15	1	26	53	0	54	8	0	13	28
12:30	1	25	47	0	59	9	0	7	25
12:45	0	26	39	0	52	12	0	11	23
13:00	0	19	39	0	56	11	0	10	19
13:15	0	15	41	0	59	13	0	9	18
13:30	0	14	35	0	51	11	0	10	19
13:45	0	18	46	0	56	7	0	7	16
14:00	0	18	52	0	64	7	0	7	18
14:15	0	23	55	0	72	8	0	13	27
14:30	1	22	81	0	71	10	0	15	35
14:45	1	30	90	0	80	18	1	14	43
15:00	1	35	94	0	74	23	1	13	40
15:15	1	36	98	0	75	21	1	11	38
15:30	0	39	78	1	86	26	1	10	37
15:45	0	29	77	1	71	20	0	12	34
16:00	0	31	75	1	80	28	0	16	35
16:15	0	31	70	1	86	30	0	13	39
16:30	0	29	77	0	83	26	0	14	45
16:45	0	35	69	1	95	27	0	13	47
17:00	0	35	66	1	98	23	0	11	52
17:15	0	39	68	1	80	28	1	13	56
17:30	0	42	63	1	82	27	1	16	48
17:45	0	36	56	0	76	29	1	16	47
18:00	0	31	55	0	69	22	1	18	44

# Intelligent Data Collection Limited



Client: Hyder  
 Project Number: ID01829  
 Junction Number: Site 5

Date of Survey: 25.02.2014  
 Junction Name: High Street/Over Road  
 Junction Type: 3-arm Roundabout

Arm A: High Street (N)  
 Arm B: High Street (S)  
 Arm C: Over Road

Count Method: Vehicles Classes Included: All Classes

Select the count method and desired user classes from the drop-downs in cells D10 and G10

**Maximum 15-minute Junction Flow:**

	AM Peak	from:	08:45	until:	09:00	flow:	129
	Inter-Peak	from:	15:30	until:	15:45	flow:	87
	PM Peak	from:	17:45	until:	18:00	flow:	78

*AM Peak covers 07:00 until 10:00  
 Inter-Peak covers 10:00 until 16:00  
 PM Peak covers 16:00 until 19:00*

Period Starting: 07:00 Select the time from the drop-down in cell D18 to show the 15-minute data for that period

**Movement Counts**

	To			Total
	A	B	C	
From A	0	13	11	24
B	3	0	1	4
C	3	4	0	7
<b>Total</b>	6	17	12	35

**HGV Proportions**

	To			Total
	A	B	C	
From A	0.0%	0.0%	0.0%	0.0%
B	0.0%	0.0%	0.0%	0.0%
C	0.0%	0.0%	0.0%	0.0%
<b>Total</b>	0.0%	0.0%	0.0%	0.0%

**Maximum Hourly Junction Flow:**

	AM Peak	from:	08:00	until:	09:00	flow:	399
	Inter-Peak	from:	15:00	until:	16:00	flow:	281
	PM Peak	from:	17:30	until:	18:30	flow:	293

Period Starting: 07:00 Select the time from the drop-down in cell D34 to show the hourly data for that period

**Movement Counts**

	To			Total
	A	B	C	
From A	0	112	74	186
B	46	0	7	53
C	22	33	1	56
<b>Total</b>	68	145	82	295

**HGV Proportions**

	To			Total
	A	B	C	
From A	0.0%	2.7%	0.0%	1.6%
B	2.2%	0.0%	0.0%	1.9%
C	4.5%	0.0%	0.0%	1.8%
<b>Total</b>	2.9%	2.1%	0.0%	1.7%

*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*

# Intelligent Data Collection Limited Longstanton, Cambridgeshire

**Client:** Hyder  
**Project Number:** ID01829  
**Junction Number:** Site 6  
**Date of Survey:** 25.02.2014  
**Junction Name:** B1050/Station Road  
**Junction Type:** 4-arm Roundabout

# Quality Assurance and Issue Record

## Quality Assurance

Revision	Rev A			
Date	13.03.2014			
Prepared by	Fay Underwood			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID01829			
File Ref	ID01829 Longstanton - Site 6			

## Issue Sheet

Issued to	Date			
	14.03.2014			
David Chapman	E-mail			
Janice Hughes	E-mail			

## Contents Page

Location Plan & Summary  
MCC Data  
PCU Data  
Movement Matrices

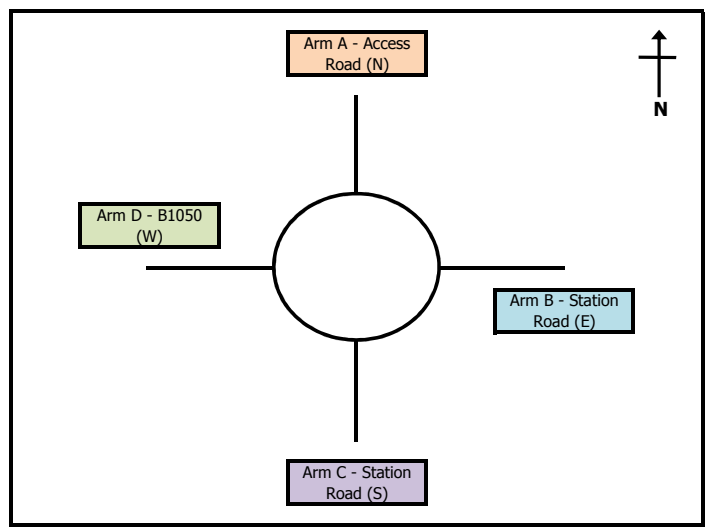
# Intelligent Data Collection Limited



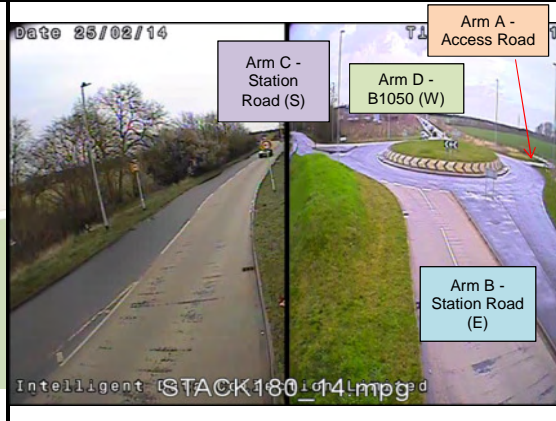
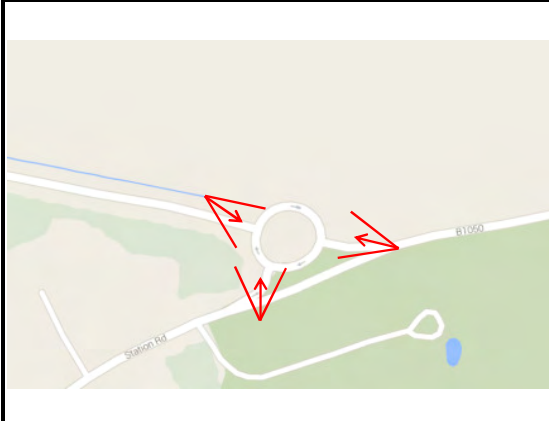
**Client:** Hyder  
**Project Number:** ID01829  
**Junction Number:** Site 6  
**Date of Survey:** 25.02.2014  
**Junction Name:** B1050/Station Road  
**Junction Type:** 4-arm Roundabout

X Coordinate	Y Coordinate	Google Maps Link
52.287678	0.046552	<a href="#">Click Here</a>
AM Peak Conditions	Inter-Peak Conditions	PM Peak Conditions
Dry and Cloudy	Dry and Cloudy	Rain

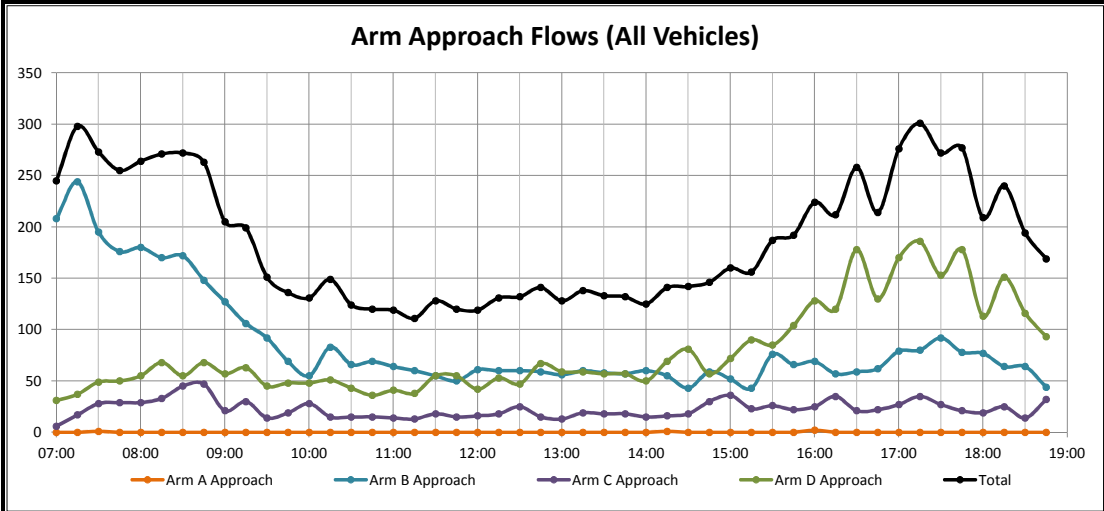
### Junction Layout



### 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: **Hydr**  
 Project Number: **ID018279**  
 Junction Number: **Site 6**

Date of Survey: **25.02.2014**  
 Junction Name: **BI956/Station Road**  
 Junction Type: **4-arm Roundabout**

Arm A: Access Road (N)  
 Arm B: Station Road (E)  
 Arm C: Station Road (S)  
 Arm D: B1050 (W)

Time	A to B						B to B						B to A						Total						
	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	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	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	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	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	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	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	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	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	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	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	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	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	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	0	0
Start Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rolling Hour	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0







# Intelligent Data Collection Limited

Client: **Hyder** Date of Survey: **25.02.2014**  
 Project Number: **BD01829** Junction Name: **B1050/Station Road**  
 Junction Number: **Site 6** Junction Type: **4-arm Roundabout**

Arm A: Access Road (N)  
 Arm B: Station Road (E)

Arm C: Station Road (S)  
 Arm D: B1050 (W)



Time	D to A				M/C	Cycle	Total
	Cars	LGV	OGV1	OGV2			
07:00	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0
10:05	0	0	0	0	0	0	0
10:10	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0
10:20	0	0	0	0	0	0	0
10:25	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0
10:35	0	0	0	0	0	0	0
10:40	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0
10:50	0	0	0	0	0	0	0
10:55	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0
11:05	0	0	0	0	0	0	0
11:10	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0
11:20	0	0	0	0	0	0	0
11:25	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0
11:35	0	0	0	0	0	0	0
11:40	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0
11:50	0	0	0	0	0	0	0
11:55	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0
12:05	0	0	0	0	0	0	0
12:10	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0
12:20	0	0	0	0	0	0	0
12:25	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0
12:35	0	0	0	0	0	0	0
12:40	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0
12:50	0	0	0	0	0	0	0
12:55	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0
13:05	0	0	0	0	0	0	0
13:10	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0
13:20	0	0	0	0	0	0	0
13:25	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0
13:35	0	0	0	0	0	0	0
13:40	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0
13:50	0	0	0	0	0	0	0
13:55	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0
14:05	0	0	0	0	0	0	0
14:10	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0
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14:30	0	0	0	0	0	0	0
14:35	0	0	0	0	0	0	0
14:40	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0
14:50	0	0	0	0	0	0	0
14:55	0	0	0	0	0	0	0
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15:05	0	0	0	0	0	0	0
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15:15	0	0	0	0	0	0	0
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15:25	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0
15:35	0	0	0	0	0	0	0
15:40	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0
15:50	0	0	0	0	0	0	0
15:55	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0
16:05	0	0	0	0	0	0	0
16:10	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0
16:20	0	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0
16:35	0	0	0	0	0	0	0
16:40	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0
16:50	0	0	0	0	0	0	0
16:55	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0
17:10	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0
17:20	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0

# Intelligent Data Collection Limited

Client: **Hyder**      Date of Survey: **25.02.2014**  
 Project Number: **1001829**      Junction Name: **81050/Sabon Road**  
 Junction Number: **Site 6**      Junction Type: **4-arm Roundabout**

Time	Approach				Total	Approach				Total
	Cars	LGV	OGV1	OGV2		Buses	M/C	Cycle	Total	
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0
24:00	0	0	0	0	0	0	0	0	0	0
24:15	0	0	0	0	0	0	0	0	0	0
24:30	0	0	0	0	0	0	0	0	0	0
24:45	0	0	0	0	0	0	0	0	0	0
25:00	0	0	0	0	0	0	0	0	0	0
25:15	0	0	0	0	0	0	0	0	0	0
25:30	0	0	0	0	0	0	0	0	0	0
25:45	0	0	0	0	0	0	0	0	0	0
26:00	0	0	0	0	0	0	0	0	0	0
26:15	0	0	0	0	0	0	0	0	0	0
26:30	0	0	0	0	0	0	0	0	0	0
26:45	0	0	0	0	0	0	0	0	0	0
27:00	0	0	0	0	0	0	0	0	0	0
27:15	0	0	0	0	0	0	0	0	0	0
27:30	0	0	0	0	0	0	0	0	0	0
27:45	0	0	0	0	0	0	0	0	0	0
28:00	0	0	0	0	0	0	0	0	0	0
28:15	0	0	0	0	0	0	0	0	0	0
28:30	0	0	0	0	0	0	0	0	0	0
28:45	0	0	0	0	0	0	0	0	0	0
29:00	0	0	0	0	0	0	0	0	0	0
29:15	0	0	0	0	0	0	0	0	0	0
29:30	0	0	0	0	0	0	0	0	0	0
29:45	0	0	0	0	0	0	0	0	0	0
30:00	0	0	0	0	0	0	0	0	0	0







# Intelligent Data Collection Limited

Client: Hyder  
 Project Number: 1001829  
 Junction Number: Site 6

Date of Survey: 25.02.2014  
 Junction Name: B1050/Sabbon Road  
 Junction Type: 4-arm Roundabout



Time	Approach				Total	Exit				Total	
	CVS	GVV1	GVV2	M/C		GVV1	GVV2	M/C	GVV2		
07:00	20	11	0	0	31	14	46	1	3	0	193
07:05	27	5	0	0	32	156	2	2	0	1	222
07:10	27	5	0	0	32	156	2	2	0	1	222
07:15	34	13	0	0	50	125	24	1	1	0	154
07:20	39	12	1	0	55	151	14	4	2	0	173
07:25	50	14	2	0	68	133	18	3	2	0	157
07:30	50	14	2	0	68	138	14	2	1	0	155
07:35	45	7	3	0	57	93	14	2	0	1	111
07:40	49	10	1	0	63	81	9	4	1	0	96
07:45	34	10	1	0	48	55	4	1	0	0	61
07:50	32	13	0	0	48	37	8	1	1	0	48
07:55	38	9	0	0	51	61	11	0	3	0	75
08:00	28	7	0	0	36	36	10	2	3	0	52
08:05	33	8	0	0	41	47	11	1	1	0	60
08:10	28	9	1	0	38	38	9	2	3	1	53
08:15	38	13	1	0	55	32	10	0	0	0	44
08:20	34	3	2	0	42	45	9	0	2	0	56
08:25	45	6	1	0	53	48	11	0	1	0	66
08:30	37	6	3	0	47	48	7	1	3	0	59
08:35	46	13	0	0	59	39	6	1	0	0	47
08:40	44	12	2	1	59	40	9	3	4	1	57
08:45	42	13	1	0	57	36	14	1	1	0	53
08:50	46	7	2	0	56	48	11	0	0	0	59
08:55	50	14	2	1	69	35	5	3	2	0	45
09:00	62	10	4	3	81	35	3	0	1	0	39
09:05	44	17	0	0	61	27	9	1	0	0	52
09:10	44	17	0	0	61	27	9	1	0	0	52
09:15	71	16	1	2	90	25	7	0	0	0	33
09:20	64	16	2	2	85	44	9	1	1	0	55
09:25	80	20	3	1	104	36	15	2	1	0	55
09:30	82	36	0	1	120	40	13	0	1	0	55
09:35	137	37	1	2	178	43	9	1	0	0	54
09:40	106	20	2	1	130	38	7	2	0	0	48
09:45	147	35	1	2	186	60	15	1	0	0	74
09:50	147	35	1	2	186	60	15	1	0	0	74
09:55	155	16	2	3	178	59	6	0	1	0	66
10:00	133	17	0	0	151	44	9	0	1	0	55
10:05	96	17	0	1	116	48	5	0	2	0	55
10:10	11	11	0	0	63	42	0	0	0	0	46
10:15	113	44	1	0	158	155	3	3	2	1	201
10:20	132	45	2	8	191	172	6	8	1	3	272
10:25	155	54	4	7	222	140	9	4	9	3	292
10:30	162	46	4	11	228	158	74	4	11	4	322
10:35	184	42	8	9	248	151	64	7	4	3	331
10:40	183	38	7	11	243	155	8	5	2	4	345
10:45	173	43	7	6	233	161	49	10	2	1	326
10:50	144	46	3	9	204	142	33	8	3	0	288
10:55	133	44	2	9	192	122	35	4	5	0	267
11:00	132	37	5	13	190	103	30	3	8	0	245
11:05	127	26	4	8	171	134	39	4	10	0	246
11:10	117	29	5	5	158	171	37	6	10	1	228
11:15	127	37	2	4	170	160	40	5	7	1	214
11:20	142	35	3	6	189	160	38	4	5	1	205
11:25	160	30	5	10	205	168	36	1	4	0	209
11:30	159	23	7	7	197	177	33	2	7	0	219
11:35	165	27	9	7	209	186	32	3	6	0	228
11:40	176	43	8	4	232	172	27	7	8	0	218
11:45	181	50	6	5	242	160	34	7	6	1	210
11:50	181	45	3	3	232	146	41	6	10	1	206
11:55	187	36	5	3	233	150	42	5	9	0	208
12:00	207	33	8	5	257	159	29	6	4	0	199
12:05	202	36	6	1	247	140	34	3	5	0	196
12:10	213	48	7	10	279	140	34	3	5	0	200
12:15	235	54	3	9	304	149	40	4	5	2	206
12:20	271	64	3	10	351	144	45	3	5	2	199
12:25	310	82	2	9	407	156	46	3	2	0	210
12:30	384	123	1	7	530	170	52	3	3	0	231
12:35	420	123	1	6	556	172	44	3	2	0	224
12:40	470	117	2	5	608	184	41	3	2	0	234
12:45	500	108	3	4	639	223	47	3	3	0	278
12:50	569	104	5	5	687	244	46	1	4	0	296
12:55	530	87	4	5	630	241	40	1	4	0	287
13:00	575	2	1	2	680	213	36	0	5	0	244
13:05	417	57	0	1	473	194	22	0	4	0	224

# Intelligent Data Collection Limited

Client: **Hyder** Date of Survey: **25.02.2014**  
 Project Number: **100182/9** Junction Name: **81050/Sabon Road**  
 Junction Number: **Site 6** Junction Type: **4-arm Roundabout**

Time	Total Junction Flow					M/C	Cycle	Total
	Cars	LGV	OGV1	OGV2	Busess			
07:00	180	61	3	0	0	0	0	245
07:15	221	65	2	3	0	1	5	295
07:30	271	62	3	0	0	0	0	336
07:45	202	41	0	6	4	2	0	255
08:00	219	31	5	4	1	3	1	264
08:15	218	41	2	4	3	1	2	271
08:30	223	32	4	2	2	0	0	263
08:45	167	27	6	2	2	1	0	205
09:15	156	30	7	4	0	1	1	199
09:30	111	14	4	1	1	0	0	136
09:45	105	21	4	4	1	0	0	136
10:00	89	32	1	5	2	2	0	131
10:15	117	24	0	6	0	0	2	149
10:30	178	36	2	4	1	0	1	226
10:45	86	24	2	4	1	0	1	126
11:00	89	27	1	1	0	1	0	119
11:15	80	23	3	3	2	0	0	111
11:30	95	27	2	4	0	0	0	128
11:45	103	27	2	4	0	0	0	136
12:00	93	16	4	5	1	0	0	119
12:15	103	24	2	2	0	0	0	131
12:30	103	19	6	3	2	0	0	132
12:45	104	18	6	3	2	0	0	132
13:00	100	25	2	1	0	0	0	128
13:15	100	24	6	5	2	1	0	138
13:30	95	33	2	2	0	1	0	133
13:45	106	33	2	2	0	1	0	144
14:00	106	15	3	0	1	0	0	125
14:15	104	27	5	3	0	1	1	141
14:30	111	19	5	4	2	0	1	142
14:45	113	23	3	2	1	0	0	146
14:55	113	23	3	2	1	0	0	146
15:15	122	30	1	2	1	0	0	156
15:30	146	33	2	3	3	0	0	187
15:45	136	46	2	4	4	0	0	192
15:55	142	46	2	4	4	0	0	198
16:15	149	58	0	2	3	0	0	212
16:30	197	55	2	2	1	0	1	258
16:45	175	30	2	2	3	2	0	214
17:00	175	30	2	2	1	0	0	214
17:15	242	33	2	2	1	0	0	301
17:30	217	51	1	2	0	1	0	272
17:45	241	26	2	4	1	1	2	277
18:00	207	28	0	1	0	1	2	240
18:30	164	25	0	3	0	2	0	194
18:45	152	15	0	0	0	0	1	169
19:00	166	15	0	0	0	0	0	181
07:15	806	333	4	10	5	3	5	1166
07:30	845	202	8	17	9	6	6	1060
07:45	866	143	8	22	11	8	4	1062
08:00	835	130	13	16	10	4	3	1011
08:15	773	119	18	16	7	4	2	939
08:30	661	117	20	10	5	2	3	818
08:45	645	117	20	10	5	2	3	818
09:00	426	105	8	17	4	3	4	567
09:15	403	95	10	22	4	3	3	540
09:30	386	83	8	16	2	2	4	512
09:45	386	83	8	16	2	2	4	512
10:00	349	92	11	15	4	1	2	474
10:15	352	101	8	12	3	1	1	478
10:30	358	95	8	12	3	1	1	478
10:45	358	95	8	12	3	1	1	478
11:00	385	85	10	15	2	0	1	498
11:15	393	76	14	14	4	0	1	502
11:30	409	80	17	13	3	1	0	523
11:45	413	89	19	12	4	2	0	539
12:00	404	104	15	11	2	3	0	540
12:15	394	105	11	13	3	2	3	531
12:30	404	98	11	10	2	2	4	531
12:45	404	98	11	10	2	2	4	531
13:00	434	86	16	10	4	1	5	540
13:15	426	107	16	15	5	2	2	554
13:30	426	107	16	15	5	2	2	554
13:45	426	107	16	15	5	2	2	554
14:00	500	121	7	14	6	1	0	649
14:15	523	142	6	15	9	0	0	695
14:30	572	139	5	11	11	0	1	759
14:45	650	209	4	10	11	0	2	886
15:00	689	193	4	8	10	2	2	908
15:15	754	189	5	7	9	2	1	960
15:30	867	173	6	7	6	4	0	1063
15:45	933	169	6	9	4	3	2	1126
16:00	891	145	5	9	2	4	3	1059
16:15	891	145	5	9	2	4	3	1059
16:30	803	144	2	8	2	4	5	920
16:45	714	83	0	5	1	5	4	812



# Intelligent Data Collection Limited



Client: Hyderabad  
 Project Number: ID01829  
 Junction Number: Site 6  
 Date of Survey: 25.02.2014  
 Junction Name: B1050/Station Road  
 Junction Type: 4-arm Roundabout

Arm A: Access Road (N)  
 Arm B: Station Road (E)  
 Arm C: Station Road (S)  
 Arm D: B1050 (W)

Count Method: PCUs Classes Included: All Classes

Select the count method and desired user classes from the drop-downs in cells D10 and G10

## Maximum 15-minute Junction Flow:

	AM Peak	from:	07:15	until:	07:30	flow:	303
	Inter-Peak	from:	15:45	until:	16:00	flow:	207
	PM Peak	from:	17:15	until:	17:30	flow:	308

AM Peak covers 07:00 until 10:00  
 Inter-Peak covers 10:00 until 16:00  
 PM Peak covers 16:00 until 19:00

## Period Starting: 07:00

Select the time from the drop-down in cell D18 to show the 15-minute data for that period

### Movement Counts

	To				Total
From	A	B	C	D	
A	0	0	0	0	0
B	0	0	16	199	215
C	0	5	0	1	6
D	0	26	5	0	31
<b>Total</b>	0	31	21	200	252

### HGV Proportions

	To				Total
From	A	B	C	D	
A	0.0%	0.0%	0.0%	0.0%	0.0%
B	0.0%	0.0%	0.0%	5.3%	4.9%
C	0.0%	0.0%	0.0%	0.0%	0.0%
D	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Total</b>	0.0%	0.0%	0.0%	5.3%	4.2%

## Maximum Hourly Junction Flow:

	AM Peak	from:	07:15	until:	08:15	flow:	1130
	Inter-Peak	from:	15:45	until:	16:45	flow:	924
	PM Peak	from:	17:00	until:	18:00	flow:	1151

## Period Starting: 07:00

Select the time from the drop-down in cell D35 to show the hourly data for that period

### Movement Counts

	To				Total
From	A	B	C	D	
A	0	1	0	0	1
B	0	3	120	726	848
C	0	52	0	29	81
D	1	150	26	0	177
<b>Total</b>	1	205	145	755	1107

### HGV Proportions

	To				Total
From	A	B	C	D	
A	0.0%	0.0%	0.0%	0.0%	0.0%
B	0.0%	100.0%	6.6%	4.7%	5.3%
C	0.0%	4.9%	0.0%	0.0%	3.1%
D	0.0%	12.2%	0.0%	0.0%	10.4%
<b>Total</b>	0.0%	11.4%	5.4%	4.5%	5.9%

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 Longstanton, Cambridgeshire

**Client:** Hyder  
**Project Number:** ID01829  
**Junction Number:** Site 7  
**Date of Survey:** 25.02.2014  
**Junction Name:** Ramper Road/B1050  
**Junction Type:** 3-arm Roundabout

# Quality Assurance and Issue Record

## Quality Assurance

Revision	Rev A			
Date	13.03.2014			
Prepared by	Fay Underwood			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID01829			
File Ref	ID01829 Longstanton - Site 7			

## Issue Sheet

Issued to	Date			
	14.03.2014			
David Chapman	E-mail			
Janice Hughes	E-mail			

## Contents Page

Location Plan & Summary  
MCC Data  
PCU Data  
Movement Matrices

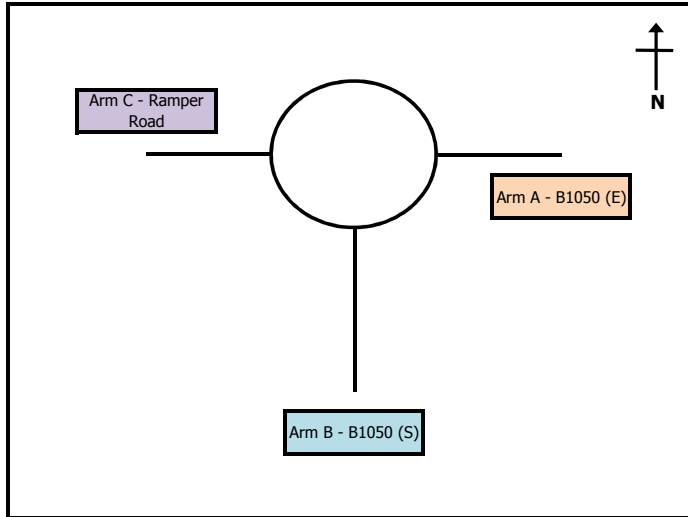
# Intelligent Data Collection Limited



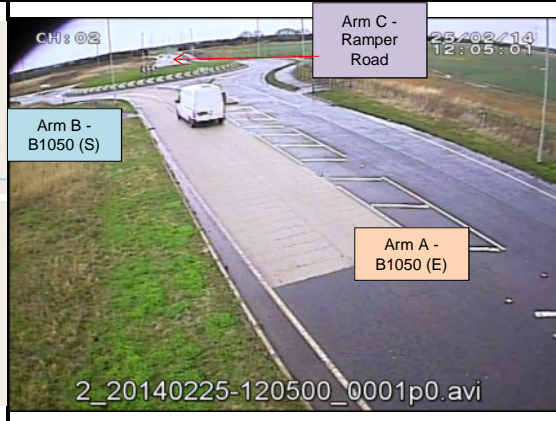
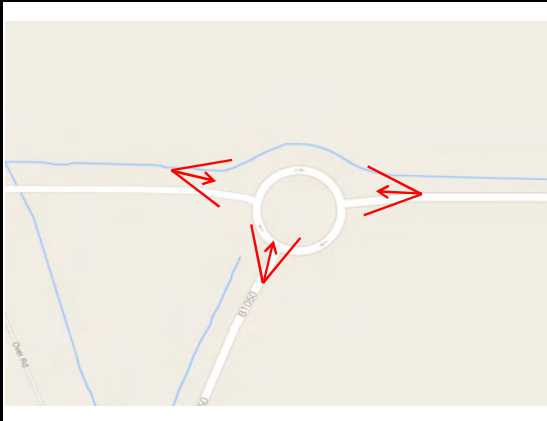
**Client:** Hyder  
**Project Number:** ID01829  
**Junction Number:** Site 7  
**Date of Survey:** 25.02.2014  
**Junction Name:** Ramper Road/B1050  
**Junction Type:** 3-arm Roundabout

X Coordinate	Y Coordinate	Google Maps Link
52.288222	0.036735	<a href="#">Click Here</a>
AM Peak Conditions	Inter-Peak Conditions	PM Peak Conditions
Dry and Cloudy	Dry and Cloudy	Rain

## Junction Layout

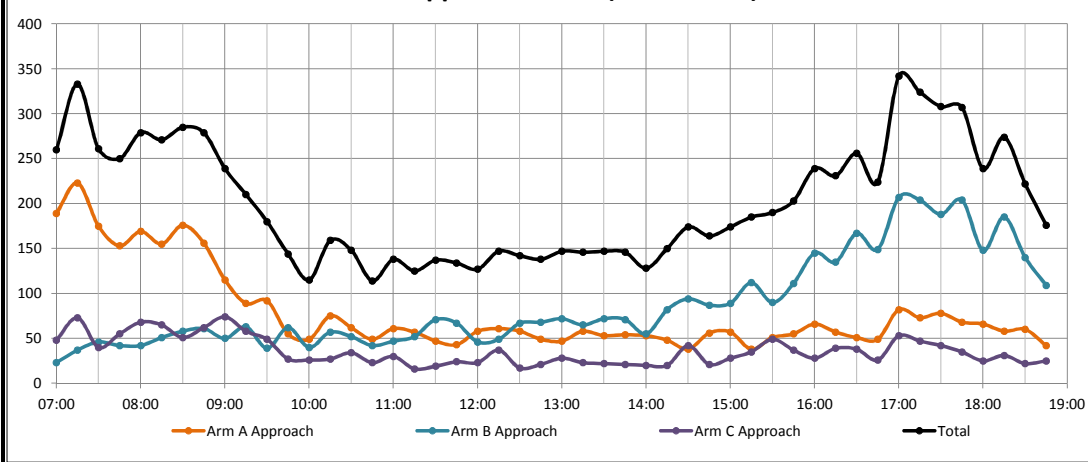


## Aerial Mapping and On-site Camera View



## Junction Flow Profile

Arm Approach Flows (All Vehicles)



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



Intelligent Data Collection Limited

Client: Hyder Date of Survey: 25.02.2014  
Project Number: ID01829 Junction Name: Ramper Road/B1050  
Junction Number: Site 7 Junction Type: 3-arm Roundabout

Arm A: B1050 (E)  
Arm B: B1050 (S)

Arm C: Ramper Road



Table with columns: Time, C/A/B, M/C, Buses, M/C, Cycle, Total, C/A/B, M/C, Buses, M/C, Cycle, Total, C/A/B, M/C, Buses, M/C, Cycle, Total, C/A/B, M/C, Buses, M/C, Cycle, Total. Includes summary rows for A to B, A to C, and A to D.











### Intelligent Data Collection Limited

Client: Hylar  
 Project Number: 1001829  
 Junction Number: Site 7  
 Date of Survey: 25.02.2014  
 Junction Name: Ramper Road/B1050  
 Junction Type: 3-arm Roundabout

Time	Total Junction Flow				M/C	Cycle	Total
	Cars	LGV	OGV1	OGV2			
07:30	195	61	0	0	0	0	256
07:35	254	2	3	0	0	2	311
07:40	258	8	0	0	0	0	331
07:45	193	47	0	7	1	2	250
08:00	235	32	5	3	0	2	279
08:15	231	27	2	5	3	1	271
08:30	255	37	2	3	0	0	307
08:45	236	36	4	2	1	0	279
09:00	200	28	6	2	1	2	239
09:15	169	29	7	4	0	0	210
09:30	175	37	4	0	0	0	216
09:45	118	21	1	4	0	0	144
10:00	88	18	2	5	0	1	115
10:15	126	26	0	5	0	1	159
10:30	120	25	0	6	0	0	151
10:45	84	36	4	4	0	0	144
11:00	108	25	4	1	0	0	138
11:15	93	22	4	5	1	0	125
11:30	108	29	0	4	0	0	137
11:45	100	29	0	4	0	0	133
12:00	100	19	3	5	0	0	127
12:15	119	23	3	2	0	0	147
12:30	116	18	4	3	1	0	142
12:45	112	18	1	2	0	0	133
13:00	123	19	3	2	0	0	147
13:15	114	23	4	4	1	0	146
13:30	108	33	3	2	0	1	147
13:45	116	23	2	0	0	0	141
14:00	107	18	2	1	0	0	128
14:15	114	25	6	3	0	1	150
14:30	138	24	4	5	2	0	174
14:45	138	26	3	6	0	0	173
15:00	126	31	2	6	0	0	166
15:15	138	41	1	3	2	0	185
15:30	144	38	3	4	1	0	190
15:45	153	42	2	3	2	1	203
16:00	154	47	1	3	0	0	205
16:15	173	53	0	1	4	0	231
16:30	208	43	2	2	0	0	256
16:45	183	34	2	2	2	1	224
17:00	180	47	2	2	0	0	231
17:15	200	47	2	2	0	0	254
17:30	253	48	2	2	0	2	308
17:45	274	26	1	4	0	1	307
18:00	242	28	0	2	0	0	272
18:30	192	24	0	2	0	4	222
18:45	164	11	0	0	0	0	176
19:00	164	11	0	0	0	0	176
<b>Stop Time</b>	<b>648</b>	<b>197</b>	<b>4</b>	<b>17</b>	<b>1</b>	<b>4</b>	<b>871</b>
07:15	888	197	8	17	1	6	1123
07:30	865	156	8	18	4	5	1061
07:45	896	138	11	27	6	7	1087
08:00	824	133	16	16	7	5	1004
08:15	824	125	21	15	4	4	1013
08:30	842	122	20	9	4	2	998
08:45	749	122	20	9	4	2	908
09:00	679	122	20	9	4	2	852
09:15	519	97	13	14	2	1	644
09:30	476	94	6	15	2	2	598
09:45	449	83	9	20	1	2	566
10:00	413	88	11	11	1	0	533
10:15	435	86	14	16	1	2	559
10:30	402	85	18	16	2	0	525
10:45	393	95	12	11	1	0	514
11:00	413	88	11	11	1	0	534
11:15	402	85	18	16	2	0	525
11:30	431	93	9	12	0	0	545
11:45	439	83	13	14	1	0	550
12:00	443	80	16	13	1	1	554
12:15	428	85	14	11	1	0	544
12:30	461	80	17	12	2	1	573
12:45	453	95	16	11	1	2	578
13:00	459	99	12	13	1	1	586
13:15	444	98	13	12	1	1	574
13:30	443	100	13	11	0	2	571
13:45	473	91	14	14	2	1	598
14:00	488	95	15	12	2	2	616
14:15	516	98	9	17	4	2	647
14:30	506	107	8	17	4	2	642
14:45	546	138	8	16	3	1	713
15:00	570	152	7	16	5	1	752
15:15	627	168	6	13	6	1	817
15:30	625	171	4	9	7	1	836
15:45	721	185	4	8	7	1	926
16:00	751	177	4	8	7	1	950
16:15	890	183	5	6	7	1	1093
16:30	874	178	5	6	7	1	1090
16:45	962	182	7	7	3	2	1198
17:00	1083	174	6	9	1	5	1281
17:15	1019	156	5	9	0	5	1178
17:30	1038	157	3	9	1	3	1201
17:45	930	133	3	9	1	3	1103
18:00	820	78	0	5	1	4	911

# Intelligent Data Collection Limited



Client: Hyder  
 Project Number: ID01829  
 Junction Number: Site 7

Date of Survey: 25.02.2014  
 Junction Name: Ramper Road/B1050  
 Junction Type: 3-arm Roundabout

Arm A: B1050 (E)

Arm B: B1050 (S)

Arm C: Ramper Road

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	7	189	0	21	2	0	37	11
07:15	0	19	208	1	27	13	0	56	14
07:30	1	22	154	0	37	13	0	29	11
07:45	0	31	129	0	39	9	0	33	23
08:00	0	19	156	0	36	9	0	44	22
08:15	0	34	128	0	46	11	1	35	29
08:30	0	47	136	0	49	17	0	39	15
08:45	0	45	115	1	45	19	1	37	26
09:00	0	17	101	1	40	15	0	48	28
09:15	0	14	81	0	48	21	0	41	19
09:30	0	6	89	0	34	8	0	42	8
09:45	0	3	54	0	55	14	1	18	8
10:00	1	9	43	0	41	6	0	17	8
10:15	0	7	72	0	46	16	0	13	13
10:30	0	10	59	0	43	19	0	28	8
10:45	0	4	52	1	31	14	0	17	5
11:00	0	9	55	1	38	9	0	23	9
11:15	1	7	59	0	40	18	0	13	3
11:30	0	10	37	0	49	24	0	11	8
11:45	0	7	39	0	49	26	0	14	10
12:00	0	11	51	0	41	13	0	14	10
12:15	0	16	47	0	39	13	0	26	13
12:30	0	15	50	0	46	24	0	10	9
12:45	0	7	43	0	66	11	0	13	9
13:00	0	7	43	0	60	16	0	19	9
13:15	0	9	61	0	42	24	0	14	9
13:30	0	8	47	0	56	19	0	16	7
13:45	0	9	53	0	53	21	0	16	5
14:00	0	11	42	0	44	15	0	11	9
14:15	0	10	45	0	60	27	0	15	4
14:30	0	10	32	0	76	27	0	20	25
14:45	0	19	42	0	51	39	0	15	6
15:00	0	24	39	0	65	31	0	19	8
15:15	0	12	28	0	84	33	0	16	23
15:30	0	9	45	0	72	26	0	27	24
15:45	0	14	46	0	96	19	0	22	15
16:00	0	24	44	0	121	29	0	13	14
16:15	0	16	46	0	110	29	0	14	25
16:30	0	16	36	0	141	30	0	15	23
16:45	0	15	38	0	116	36	0	9	19
17:00	0	30	56	0	160	48	0	31	22
17:15	0	25	49	0	162	45	0	24	23
17:30	0	18	64	0	132	57	0	18	23
17:45	0	18	52	0	164	45	0	19	16
18:00	0	20	47	0	98	50	0	12	13
18:15	0	8	51	0	136	52	0	15	16
18:30	0	11	52	0	101	37	0	9	13
18:45	0	15	26	0	84	25	0	15	10
Start Time	Rolling Hour								
07:00	1	79	679	1	123	37	0	156	59
07:15	1	91	647	1	138	44	0	163	71
07:30	1	107	566	0	158	42	1	142	85
07:45	0	131	548	0	169	46	1	152	90
08:00	0	146	534	1	175	56	2	155	92
08:15	0	143	479	2	179	62	2	159	98
08:30	0	122	432	2	181	72	1	165	88
08:45	0	82	385	2	167	63	1	167	81
09:00	0	40	324	1	176	58	1	148	63
09:15	1	32	266	0	177	49	1	117	43
09:30	1	25	258	0	175	44	1	90	38
09:45	1	29	228	0	184	55	1	76	37
10:00	1	30	225	1	161	55	0	75	34
10:15	0	30	237	2	158	58	0	81	35
10:30	1	30	224	2	152	60	0	81	25
10:45	1	30	202	2	157	65	0	64	25
11:00	1	32	189	1	175	77	0	61	30
11:15	1	35	185	0	178	81	0	52	31
11:30	0	44	174	0	177	76	0	65	41
11:45	0	49	186	0	174	76	0	64	41
12:00	0	49	190	0	191	61	0	63	40
12:15	0	45	182	0	210	64	0	68	39
12:30	0	38	197	0	213	75	0	56	35
12:45	0	31	194	0	223	70	0	62	34
13:00	0	33	204	0	210	80	0	65	30
13:15	0	37	203	0	194	79	0	57	30
13:30	0	38	186	0	212	82	0	58	25
13:45	0	40	171	0	233	90	0	62	42
14:00	0	50	160	0	231	108	0	61	43
14:15	0	63	157	0	252	124	0	69	42
14:30	0	64	140	0	276	130	0	70	61
14:45	0	64	153	0	271	129	0	77	60
15:00	0	58	158	0	316	109	0	84	69
15:15	0	58	163	0	373	107	0	78	75
15:30	0	63	181	0	399	103	0	76	78
15:45	0	70	172	0	468	107	0	64	77
16:00	0	71	164	0	488	124	0	51	81
16:15	0	76	176	0	526	143	0	69	89
16:30	0	85	179	0	579	159	0	79	87
16:45	0	87	206	0	570	186	0	82	86
17:00	0	91	221	0	618	195	0	92	84
17:15	0	81	212	0	556	197	0	73	75
17:30	0	64	214	0	531	204	0	64	68
17:45	0	58	202	0	499	184	0	55	58
18:00	0	55	176	0	419	164	0	51	52



# Intelligent Data Collection Limited



Client: Hyder  
 Project Number: ID01829  
 Junction Number: Site 7  
 Date of Survey: 25.02.2014  
 Junction Name: Ramper Road/B1050  
 Junction Type: 3-arm Roundabout

Arm A: B1050 (E)  
 Arm B: B1050 (S)  
 Arm C: Ramper Road

Count Method: Vehicles Classes Included: All Classes

Select the count method and desired user classes from the drop-downs in cells D10 and G10

## Maximum 15-minute Junction Flow:

	AM Peak	from:	07:15	until:	07:30	flow:	333
	Inter-Peak	from:	15:45	until:	16:00	flow:	203
	PM Peak	from:	17:00	until:	17:15	flow:	342

AM Peak covers 07:00 until 10:00  
 Inter-Peak covers 10:00 until 16:00  
 PM Peak covers 16:00 until 19:00

## Period Starting:

07:00

Select the time from the drop-down in cell D18 to show the 15-minute data for that period

## Movement Counts

	To			Total
From	A	B	C	
A	0	182	7	189
B	21	0	2	23
C	11	37	0	48
<b>Total</b>	<b>32</b>	<b>219</b>	<b>9</b>	<b>260</b>

## HGV Proportions

	To			Total
From	A	B	C	
A	0.0%	2.2%	0.0%	2.1%
B	0.0%	0.0%	0.0%	0.0%
C	0.0%	0.0%	0.0%	0.0%
<b>Total</b>	<b>0.0%</b>	<b>1.8%</b>	<b>0.0%</b>	<b>1.5%</b>

## Maximum Hourly Junction Flow:

	AM Peak	from:	07:15	until:	08:15	flow:	1123
	Inter-Peak	from:	15:45	until:	16:45	flow:	929
	PM Peak	from:	17:00	until:	18:00	flow:	1281

## Period Starting:

07:00

Select the time from the drop-down in cell D34 to show the hourly data for that period

## Movement Counts

	To			Total
From	A	B	C	
A	1	662	77	740
B	111	1	36	148
C	59	157	0	216
<b>Total</b>	<b>171</b>	<b>820</b>	<b>113</b>	<b>1104</b>

## HGV Proportions

	To			Total
From	A	B	C	
A	0.0%	1.7%	2.6%	1.8%
B	6.3%	0.0%	2.8%	5.4%
C	1.7%	0.0%	0.0%	0.5%
<b>Total</b>	<b>4.7%</b>	<b>1.3%</b>	<b>2.7%</b>	<b>2.0%</b>

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 Longstanton, Cambridgeshire

**Client:** Hyder  
**Project Number:** ID01829  
**Junction Number:** Site 8  
**Date of Survey:** 25.02.2014  
**Junction Name:** Ramper Road/Over Road  
**Junction Type:** Crossroads

# Quality Assurance and Issue Record

## Quality Assurance

Revision	Rev A			
Date	13.03.2014			
Prepared by	Fay Underwood			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID01829			
File Ref	ID01829 Longstanton - Site 8			

## Issue Sheet

Issued to	Date			
	14.03.2014			
David Chapman	E-mail			
Janice Hughes	E-mail			

## Contents Page

Location Plan & Summary  
MCC Data  
PCU Data  
Movement Matrices

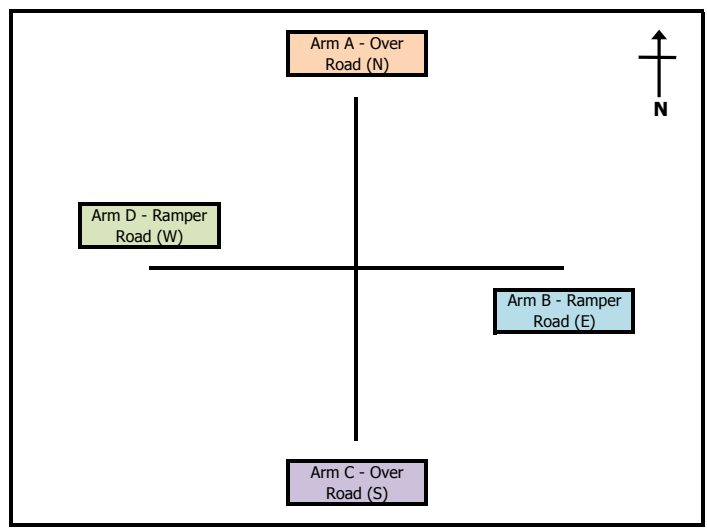
# Intelligent Data Collection Limited



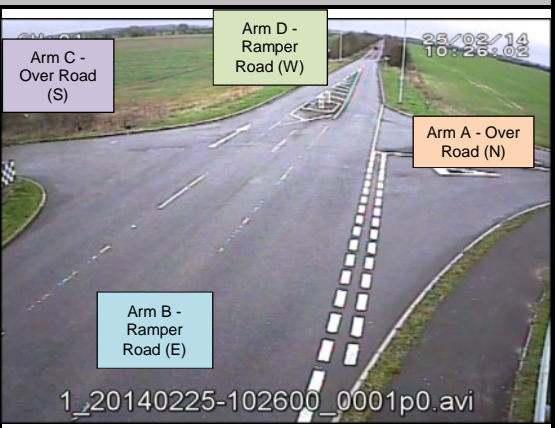
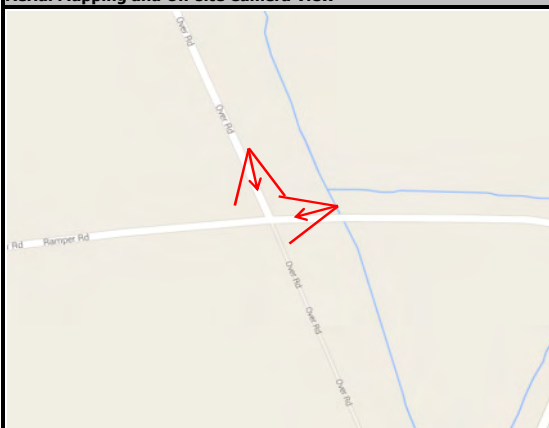
**Client:** Hyder  
**Project Number:** ID01829  
**Junction Number:** Site 8  
**Date of Survey:** 25.02.2014  
**Junction Name:** Ramper Road/Over Road  
**Junction Type:** Crossroads

X Coordinate	Y Coordinate	Google Maps Link
52.28833	0.034028	<a href="#">Click Here</a>
AM Peak Conditions	Inter-Peak Conditions	PM Peak Conditions
Dry and Cloudy	Dry and Cloudy	Rain

### Junction Layout

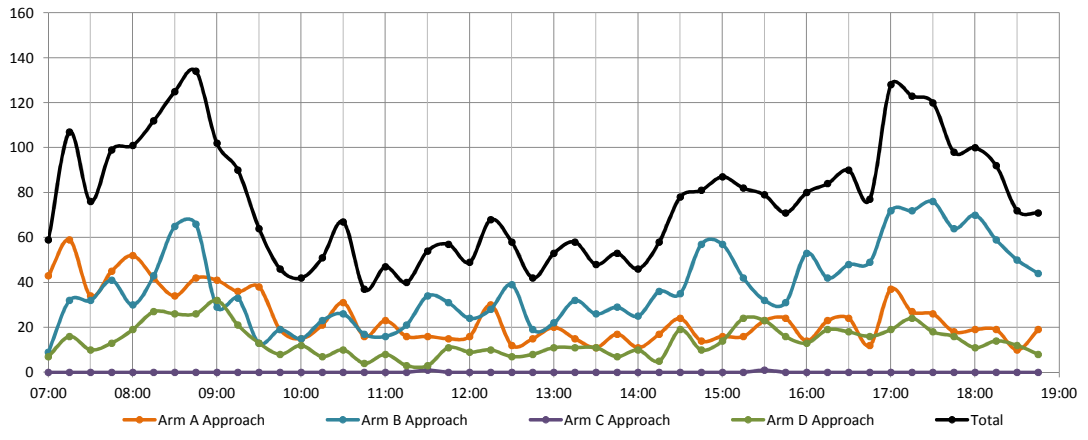


### Aerial Mapping and On-site Camera View



### Junction Flow Profile

Arm Approach Flows (All Vehicles)



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









# Intelligent Data Collection Limited



Client: **Hyder**  
 Project Number: **ID01829**  
 Junction Number: **Site 8**

Date of Survey: **25.02.2014**  
 Junction Name: **Ramper Road/Over Road Crossroads**

Arm A: **Over Road (N)**  
 Arm B: **Ramper Road (E)**  
 Arm C: **Over Road (S)**  
 Arm D: **Ramper Road (W)**

Time	C to B					C to A					C to D					Total									
	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	0	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	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	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	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	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	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	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	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	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	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	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	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	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	0	0
<b>Start Time</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>End Time</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

# Intelligent Data Collection Limited



Client: **Hyder**  
 Project Number: **ID01829**  
 Junction Number: **Site 8**

Date of Survey: **25.02.2014**  
 Junction Name: **Ramper Road/Over Road Crossroads**  
 Junction Type: **Crossroads**

Arm A: Over Road (N)  
 Arm B: Ramper Road (E)  
 Arm C: Over Road (S)  
 Arm D: Ramper Road (W)

Time	D to B				D to C				D to B				Total			
	Cars	LGV	OGV1	OGV2	Cars	LGV	OGV1	OGV2	Cars	LGV	OGV1	OGV2		Buses	M/C	Cycle
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
15:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
16:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Start Time	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	3
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	101
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	97
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	79
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61
15:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65
16:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42

# Intelligent Data Collection Limited

Client: Hyder ID01829 Site 8  
 Date of Survey: 25.02.2014  
 Junction Name: Ramper Road/Over Road  
 Junction Number: D to A  
 Junction Type: Crossroads

Arm A : Over Road (N)  
 Arm B : Ramper Road (E)  
 Arm C : Over Road (S)  
 Arm D : Ramper Road (W)



Time	D to A					M/C	Cycle	Total
	Cars	LGV	OGV1	OGV2	Busess			
07:00	0	1	0	0	0	0	0	1
07:05	0	0	0	0	0	0	0	0
07:10	3	0	0	0	0	0	0	3
07:15	0	0	0	0	0	0	0	0
07:20	1	0	0	0	0	0	0	1
07:25	1	0	0	0	0	0	0	1
07:30	4	1	0	0	0	0	0	5
07:35	1	0	0	0	0	0	0	1
07:40	2	0	0	0	0	0	0	2
07:45	1	0	0	0	0	0	0	1
07:50	7	0	0	0	0	0	0	7
07:55	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:05	0	0	0	0	0	0	0	0
10:10	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:20	0	0	0	0	0	0	0	0
10:25	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:35	0	0	0	0	0	0	0	0
10:40	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
10:50	0	0	0	0	0	0	0	0
10:55	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:05	0	0	0	0	0	0	0	0
11:10	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:20	0	0	0	0	0	0	0	0
11:25	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:35	0	0	0	0	0	0	0	0
11:40	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
11:50	0	0	0	0	0	0	0	0
11:55	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:05	0	0	0	0	0	0	0	0
12:10	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:20	0	0	0	0	0	0	0	0
12:25	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:35	0	0	0	0	0	0	0	0
12:40	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
12:50	0	0	0	0	0	0	0	0
12:55	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:05	0	0	0	0	0	0	0	0
13:10	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:20	0	0	0	0	0	0	0	0
13:25	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:35	0	0	0	0	0	0	0	0
13:40	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
13:50	0	0	0	0	0	0	0	0
13:55	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:05	0	0	0	0	0	0	0	0
14:10	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:20	0	0	0	0	0	0	0	0
14:25	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:35	0	0	0	0	0	0	0	0
14:40	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
14:50	0	0	0	0	0	0	0	0
14:55	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:05	0	0	0	0	0	0	0	0
15:10	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:20	0	0	0	0	0	0	0	0
15:25	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:35	0	0	0	0	0	0	0	0
15:40	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
15:50	0	0	0	0	0	0	0	0
15:55	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:05	0	0	0	0	0	0	0	0
16:10	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:20	0	0	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:35	0	0	0	0	0	0	0	0
16:40	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
16:50	0	0	0	0	0	0	0	0
16:55	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0
17:10	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:20	0	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0

# Intelligent Data Collection Limited



Client: Hyder  
 Project Number: 1001829  
 Junction Number: Site 8

Date of Survey: 25.02.2014  
 Junction Name: Ramper Road/Over Road  
 Junction Type: Crossroads

Time	Approach			Total			Exit			Total		
	Car	OGV1	OGV2	M/C	Buses	Cycle	Car	OGV1	OGV2		M/C	Buses
07:00	2	1	0	0	0	0	43	2	1	0	0	0
07:05	2	1	0	0	0	0	34	2	1	0	0	0
07:10	5	2	0	0	0	0	54	8	3	0	0	0
07:15	7	0	0	0	0	0	52	8	3	0	0	0
07:20	8	0	0	0	0	0	45	9	2	0	0	0
07:25	8	0	0	0	0	0	45	9	2	0	0	0
07:30	4	0	0	0	0	0	52	13	3	0	0	0
07:35	4	0	0	0	0	0	42	18	2	0	0	0
07:40	6	1	0	0	0	0	42	18	2	0	0	0
07:45	5	0	0	0	0	0	42	18	2	0	0	0
07:50	5	0	0	0	0	0	42	18	2	0	0	0
07:55	3	1	0	0	0	0	41	15	2	0	0	0
08:00	3	1	0	0	0	0	36	17	5	0	0	0
08:05	3	1	0	0	0	0	19	13	1	0	0	0
08:10	1	0	0	0	0	0	19	13	1	0	0	0
08:15	0	0	0	0	0	0	15	8	3	0	0	0
08:20	0	0	0	0	0	0	21	12	3	0	0	0
08:25	0	0	0	0	0	0	16	6	4	2	0	0
08:30	0	0	0	0	0	0	16	6	4	2	0	0
08:35	0	0	0	0	0	0	23	9	5	0	0	0
08:40	0	0	0	0	0	0	16	12	4	2	0	0
08:45	0	0	0	0	0	0	16	18	4	0	0	0
08:50	0	0	0	0	0	0	16	18	4	0	0	0
08:55	0	0	0	0	0	0	16	15	3	0	0	0
09:00	0	0	0	0	0	0	30	16	1	0	0	0
09:05	0	0	0	0	0	0	12	23	3	0	0	0
09:10	0	0	0	0	0	0	20	16	1	1	0	0
09:15	0	0	0	0	0	0	15	23	2	0	0	0
09:20	0	0	0	0	0	0	11	16	4	0	0	0
09:25	0	0	0	0	0	0	11	14	2	0	0	0
09:30	0	0	0	0	0	0	17	24	3	1	0	0
09:35	0	0	0	0	0	0	24	26	3	0	0	0
09:40	0	0	0	0	0	0	16	35	2	0	0	0
09:45	0	0	0	0	0	0	16	23	8	0	0	0
09:50	0	0	0	0	0	0	23	12	9	2	0	0
09:55	0	0	0	0	0	0	24	15	4	0	0	0
10:00	0	0	0	0	0	0	23	26	4	0	0	0
10:05	0	0	0	0	0	0	24	33	2	0	0	0
10:10	0	0	0	0	0	0	12	32	4	0	0	0
10:15	0	0	0	0	0	0	27	43	4	0	0	0
10:20	0	0	0	0	0	0	26	45	5	1	0	0
10:25	0	0	0	0	0	0	18	46	1	0	0	0
10:30	0	0	0	0	0	0	19	58	3	0	0	0
10:35	0	0	0	0	0	0	10	37	0	0	0	0
10:40	0	0	0	0	0	0	19	33	0	0	0	0
10:45	0	0	0	0	0	0	19	33	0	0	0	0
10:50	0	0	0	0	0	0	19	33	0	0	0	0
10:55	0	0	0	0	0	0	19	33	0	0	0	0
11:00	0	0	0	0	0	0	19	33	0	0	0	0
11:05	0	0	0	0	0	0	19	33	0	0	0	0
11:10	0	0	0	0	0	0	19	33	0	0	0	0
11:15	0	0	0	0	0	0	19	33	0	0	0	0
11:20	0	0	0	0	0	0	19	33	0	0	0	0
11:25	0	0	0	0	0	0	19	33	0	0	0	0
11:30	0	0	0	0	0	0	19	33	0	0	0	0
11:35	0	0	0	0	0	0	19	33	0	0	0	0
11:40	0	0	0	0	0	0	19	33	0	0	0	0
11:45	0	0	0	0	0	0	19	33	0	0	0	0
11:50	0	0	0	0	0	0	19	33	0	0	0	0
11:55	0	0	0	0	0	0	19	33	0	0	0	0
12:00	0	0	0	0	0	0	19	33	0	0	0	0
12:05	0	0	0	0	0	0	19	33	0	0	0	0
12:10	0	0	0	0	0	0	19	33	0	0	0	0
12:15	0	0	0	0	0	0	19	33	0	0	0	0
12:20	0	0	0	0	0	0	19	33	0	0	0	0
12:25	0	0	0	0	0	0	19	33	0	0	0	0
12:30	0	0	0	0	0	0	19	33	0	0	0	0
12:35	0	0	0	0	0	0	19	33	0	0	0	0
12:40	0	0	0	0	0	0	19	33	0	0	0	0
12:45	0	0	0	0	0	0	19	33	0	0	0	0
12:50	0	0	0	0	0	0	19	33	0	0	0	0
12:55	0	0	0	0	0	0	19	33	0	0	0	0
13:00	0	0	0	0	0	0	19	33	0	0	0	0
13:05	0	0	0	0	0	0	19	33	0	0	0	0
13:10	0	0	0	0	0	0	19	33	0	0	0	0
13:15	0	0	0	0	0	0	19	33	0	0	0	0
13:20	0	0	0	0	0	0	19	33	0	0	0	0
13:25	0	0	0	0	0	0	19	33	0	0	0	0
13:30	0	0	0	0	0	0	19	33	0	0	0	0
13:35	0	0	0	0	0	0	19	33	0	0	0	0
13:40	0	0	0	0	0	0	19	33	0	0	0	0
13:45	0	0	0	0	0	0	19	33	0	0	0	0
13:50	0	0	0	0	0	0	19	33	0	0	0	0
13:55	0	0	0	0	0	0	19	33	0	0	0	0
14:00	0	0	0	0	0	0	19	33	0	0	0	0
14:05	0	0	0	0	0	0	19	33	0	0	0	0
14:10	0	0	0	0	0	0	19	33	0	0	0	0
14:15	0	0	0	0	0	0	19	33	0	0	0	0
14:20	0	0	0	0	0	0	19	33	0	0	0	0
14:25	0	0	0	0	0	0	19	33	0	0	0	0
14:30	0	0	0	0	0	0	19	33	0	0	0	0
14:35	0	0	0	0	0	0	19	33	0	0	0	0
14:40	0	0	0	0	0	0	19	33	0	0	0	0
14:45	0	0	0	0	0	0	19	33	0	0	0	0
14:50	0	0	0	0	0	0	19	33	0	0	0	0
14:55	0	0	0	0	0	0	19	33	0	0	0	0
15:00	0	0	0	0	0	0	19	33	0	0	0	0
15:05	0	0	0	0	0	0	19	33	0	0	0	0
15:10	0	0	0	0	0	0	19	33	0	0	0	0
15:15	0	0	0	0	0	0	19	33	0	0	0	0
15:20	0	0	0	0	0	0	19	33	0	0	0	0
15:25	0	0	0	0	0	0	19	33	0	0	0	0
15:30	0	0	0	0	0	0	19	33	0	0	0	0
15:35	0	0	0	0	0	0	19	33	0	0	0	0
15:40	0	0	0	0	0	0	19	33	0	0	0	0
15:45	0	0	0	0	0	0	19	33	0	0	0	0
15:50	0	0	0	0	0	0	19	33	0	0	0	0
15:55	0	0	0	0	0	0	19	33	0	0	0	0
16:00	0	0	0	0	0	0	19	33	0	0	0	0
16:05	0	0	0	0	0	0	19	33	0	0	0	0
16:10	0	0	0	0	0	0	19	33	0	0	0	0
16:15	0	0	0	0	0	0	19	33	0	0	0	0
16:20	0	0	0	0	0	0	19	33	0	0	0	0
16:25	0	0	0	0	0	0	19	33	0	0	0	0
16:30	0	0	0	0	0	0	19	33	0	0	0	0
16:35	0	0	0	0	0	0	19	33	0	0	0	0
16:40	0	0	0	0	0	0	19	33	0	0	0	0
16:45	0	0	0	0	0	0	19	33	0	0	0	0
16:50	0	0	0	0	0	0	19	33	0	0	0	0
16:55	0	0	0	0	0	0	19	33	0	0	0	0
17:00	0	0	0	0	0	0	19	33	0	0	0	0
17:05	0	0	0	0	0	0	19	33	0	0	0	0
17:10	0	0	0	0	0	0	19	33	0	0	0	0
17:15	0	0	0	0	0	0	19	33	0	0	0	0
17:20	0	0	0	0	0	0	19	33	0	0	0	0
17:25	0	0	0	0	0	0	19	33	0	0	0	0
17:30	0	0	0	0	0	0	19	33	0	0	0	0
17:35	0	0	0	0	0	0	19	33	0	0	0	0
17:40	0	0	0	0	0	0	19	33	0	0	0	0
17:45	0	0	0	0	0	0	19	33	0	0	0	0
17:50	0	0	0	0	0	0	19	33	0	0	0	0
17:55	0	0	0	0	0	0	19	33	0	0	0	0
18:00	0	0	0	0	0	0	19	33	0	0	0	0
18:05	0	0	0	0	0	0	19	33	0	0	0	0
18:10	0	0	0	0	0							

# Intelligent Data Collection Limited



Client: Hyder  
 Project Number: 1001829  
 Junction Number: Site 8

Date of Survey: 25.02.2014  
 Junction Name: Ramper Road/Over Road  
 Junction Type: Crossroads

Time	Approach				Total	Exit				Total				
	CV	GV	OV	B		CV	GV	OV	B					
07:00	6	3	0	0	9	3	7	11	0	0	0	0	1	49
07:05	23	2	0	0	25	1	22	24	0	0	0	0	1	73
07:10	1	0	0	0	1	2	3	5	0	0	0	0	0	2
07:15	3	0	0	0	3	5	8	13	0	0	0	0	0	7
07:20	36	4	0	0	40	41	45	10	0	0	0	0	1	57
07:25	4	0	0	0	4	30	34	38	0	0	0	0	0	69
07:30	25	4	0	0	29	43	47	51	0	0	0	0	0	64
07:35	29	2	0	0	31	43	47	51	0	0	0	0	0	64
07:40	39	2	0	0	41	43	47	51	0	0	0	0	0	64
07:45	55	10	0	0	65	66	70	74	0	0	0	0	0	65
07:50	25	2	0	0	27	29	31	33	0	0	0	0	0	71
07:55	25	8	0	0	33	33	33	33	0	0	0	0	0	57
08:00	18	1	0	0	19	19	19	19	0	0	0	0	0	36
08:05	11	4	0	0	15	15	15	15	0	0	0	0	0	26
08:10	17	5	0	0	22	22	22	22	0	0	0	0	0	36
08:15	10	5	2	0	17	17	17	17	0	0	0	0	0	26
08:20	10	5	0	0	15	15	15	15	0	0	0	0	0	29
08:25	14	5	1	0	20	21	22	23	0	0	0	0	0	16
08:30	27	7	0	0	34	34	34	34	0	0	0	0	0	19
08:35	21	5	0	0	26	26	26	26	0	0	0	0	0	22
08:40	25	3	0	0	28	27	26	25	0	0	0	0	0	37
08:45	35	4	0	0	39	39	39	39	0	0	0	0	0	17
08:50	21	0	0	0	21	21	21	21	0	0	0	0	0	28
08:55	28	3	0	0	31	31	31	31	0	0	0	0	0	24
09:00	19	6	1	0	26	26	26	26	0	0	0	0	0	21
09:05	20	4	0	0	24	24	24	24	0	0	0	0	0	20
09:10	31	4	1	0	36	36	36	36	0	0	0	0	0	26
09:15	31	4	0	0	35	35	35	35	0	0	0	0	0	42
09:20	49	7	0	0	56	57	58	59	0	0	0	0	0	38
09:25	30	11	0	0	41	42	43	44	0	0	0	0	0	38
09:30	20	11	1	0	32	32	32	32	0	0	0	0	0	45
09:35	24	5	1	0	30	31	31	31	0	0	0	0	0	40
09:40	28	7	0	0	35	35	35	35	0	0	0	0	0	32
09:45	35	3	0	0	38	38	38	38	0	0	0	0	0	53
09:50	49	0	0	0	49	49	49	49	0	0	0	0	0	20
09:55	42	0	0	0	42	42	42	42	0	0	0	0	0	27
10:00	19	20	1	0	40	40	40	40	0	0	0	0	0	3
10:05	109	20	1	0	130	130	130	130	0	0	0	0	0	238
10:10	125	15	0	0	140	140	140	140	0	0	0	0	0	229
10:15	159	13	0	0	172	172	172	172	0	0	0	0	0	241
10:20	178	17	2	1	203	203	203	203	0	0	0	0	0	251
10:25	164	23	2	0	193	193	193	193	0	0	0	0	0	244
10:30	113	25	2	0	141	141	141	141	0	0	0	0	0	243
10:35	62	18	0	0	80	80	80	80	0	0	0	0	0	156
10:40	54	15	0	0	69	69	69	69	0	0	0	0	0	156
10:45	67	13	2	0	82	83	83	83	0	0	0	0	0	115
10:50	74	24	2	0	100	100	100	100	0	0	0	0	0	119
10:55	58	16	4	0	78	78	78	78	0	0	0	0	0	117
11:00	55	18	5	1	80	80	80	80	0	0	0	0	0	102
11:05	104	17	1	0	122	122	122	122	0	0	0	0	0	100
11:10	95	13	1	0	109	109	109	109	0	0	0	0	0	97
11:15	98	10	2	0	110	110	110	110	0	0	0	0	0	90
11:20	82	10	2	0	94	94	94	94	0	0	0	0	0	94
11:25	82	12	3	0	97	97	97	97	0	0	0	0	0	84
11:30	91	13	3	0	107	107	107	107	0	0	0	0	0	94
11:35	93	16	3	1	113	113	113	113	0	0	0	0	0	82
11:40	105	16	2	1	124	124	124	124	0	0	0	0	0	103
11:45	164	35	0	0	199	199	199	199	0	0	0	0	0	149
11:50	164	35	0	0	199	199	199	199	0	0	0	0	0	132
11:55	153	32	1	0	186	186	186	186	0	0	0	0	0	151
12:00	128	30	2	0	160	162	162	162	0	0	0	0	0	142
12:05	122	30	2	0	154	154	154	154	0	0	0	0	0	129
12:10	149	22	1	0	172	172	172	172	0	0	0	0	0	155
12:15	169	21	0	0	190	190	190	190	0	0	0	0	0	144
12:20	184	24	0	0	208	208	208	208	0	0	0	0	0	166
12:25	257	24	1	0	282	282	282	282	0	0	0	0	0	174
12:30	260	19	1	0	280	280	280	280	0	0	0	0	0	148
12:35	233	7	2	0	242	242	242	242	0	0	0	0	0	113
12:40	212	6	0	0	218	218	218	218	0	0	0	0	0	105

# Intelligent Data Collection Limited

Client: Hyder  
 Project Number: 1001829  
 Junction Number: Site 8  
 Date of Survey: 25.02.2014  
 Junction Name: Ramper Road/Over Road  
 Junction Type: Crossroads

Time	Cars			Am. C. Approach			Total			Am. C. Exit			Total		
	Time	OGV1	OGV2	OGV1	OGV2	OGV3	OGV1	OGV2	OGV3	OGV1	OGV2	OGV3	OGV1	OGV2	OGV3
07:00	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
07:30	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
08:00	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
08:30	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
09:00	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
09:30	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
10:00	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
10:30	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
11:00	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
11:30	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
12:00	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
12:30	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
13:00	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
13:30	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
14:00	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
14:30	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
15:00	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
15:30	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
16:00	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
16:30	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
17:00	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
17:30	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
18:00	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
18:30	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
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
29:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
29:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
29:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
29:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



# Intelligent Data Collection Limited

Client: **Hyder** Date of Survey: **25.02.2014**  
 Project Number: **1001829** Junction Name: **Ramper Road/Over Road**  
 Junction Number: **Site 8** Junction Type: **Crossroads**

Time	Cars	LGV	OGV1	OGV2	Total Junction Flow			M/C	Cycles	Total
					OGV1	OGV2	Busess			
07:00	43	15	0	0	0	0	0	1	59	
07:15	55	17	0	0	0	0	0	1	72	
07:30	82	14	0	0	0	0	0	1	96	
07:45	82	14	0	2	0	0	1	0	99	
08:00	86	11	0	0	0	0	1	3	101	
08:15	98	11	1	1	0	0	0	0	112	
08:30	114	18	1	0	1	0	0	0	134	
08:45	90	8	3	0	0	0	0	0	102	
09:15	74	12	0	0	0	0	0	1	90	
09:45	41	4	1	0	0	0	0	0	46	
10:00	33	8	0	0	0	0	0	1	42	
10:15	40	9	0	0	0	0	1	1	51	
10:45	28	6	2	0	0	0	0	0	37	
11:00	36	8	2	1	0	0	0	0	47	
11:15	28	9	2	0	0	0	0	0	40	
11:30	41	13	0	0	0	0	0	0	54	
11:45	40	7	2	0	0	0	0	0	49	
12:15	55	11	2	0	0	0	0	0	68	
12:30	50	7	0	0	0	0	0	0	58	
12:45	46	6	1	0	0	0	0	0	53	
13:15	51	6	0	0	0	0	0	0	58	
13:30	35	11	2	0	0	0	0	0	48	
14:00	36	9	0	1	0	0	0	0	46	
14:15	44	11	1	0	0	0	1	1	58	
14:30	62	13	0	1	0	0	0	1	78	
14:45	57	16	0	0	0	0	0	0	73	
15:15	63	16	0	1	2	0	0	0	82	
15:30	60	16	2	0	0	0	0	0	79	
15:45	55	13	1	0	0	0	1	1	71	
16:15	67	16	0	0	0	0	0	0	83	
16:30	79	9	1	0	0	0	0	0	89	
16:45	69	6	0	0	0	0	0	0	77	
17:15	111	10	1	0	0	0	0	0	123	
17:30	106	10	1	0	0	0	2	1	120	
17:45	96	2	0	0	0	0	0	0	98	
18:15	86	5	0	0	0	0	0	1	92	
18:30	70	1	0	0	0	0	0	0	72	
18:45	69	0	0	0	0	0	0	1	71	
18:50	374	56	1	1	0	0	3	5	439	
07:15	517	52	1	4	0	0	3	7	583	
07:30	330	46	1	4	1	0	2	4	388	
07:45	271	46	5	3	3	0	3	5	437	
08:15	407	47	9	1	5	2	2	2	473	
08:30	383	48	11	0	4	2	3	3	451	
08:45	229	49	7	0	3	0	2	2	390	
09:15	199	35	4	0	1	0	3	2	242	
09:30	165	32	1	0	0	0	1	1	203	
09:45	169	29	4	0	1	1	1	2	206	
10:15	159	31	7	0	1	1	1	3	202	
10:30	147	31	9	1	2	0	0	1	191	
10:45	133	36	6	1	1	0	1	0	178	
11:00	148	42	6	0	1	0	0	0	198	
11:30	180	25	3	0	0	0	0	0	208	
11:45	188	37	6	0	1	1	0	0	232	
12:00	178	31	6	0	1	1	0	0	217	
12:30	180	25	3	0	2	1	0	0	211	
12:45	165	29	5	0	1	1	0	0	201	
13:00	174	31	5	0	1	0	1	0	212	
13:30	157	39	5	1	0	0	2	2	205	
13:45	184	41	3	2	1	1	1	3	235	
14:00	209	45	2	2	2	1	2	2	283	
14:15	268	45	7	2	4	0	0	3	368	
14:45	266	54	3	1	4	0	1	3	329	
15:00	254	55	3	1	3	1	2	2	319	
15:15	245	57	3	1	3	1	1	2	312	
15:45	268	50	2	0	1	1	3	3	325	
16:00	282	43	1	0	3	0	2	2	331	
16:15	327	46	1	0	4	0	0	1	379	
16:45	308	41	2	0	3	0	2	2	448	
17:00	425	37	2	0	0	1	2	2	469	
17:15	409	25	2	0	0	0	2	3	441	
17:45	348	31	0	0	0	0	2	3	382	
18:30	371	9	0	0	0	0	2	3	385	





# Intelligent Data Collection Limited



Client: Hyderabad  
 Project Number: ID01829  
 Junction Number: Site 8  
 Date of Survey: 25.02.2014  
 Junction Name: Ramper Road/Over Road  
 Junction Type: Crossroads

Arm A: Over Road (N)  
 Arm B: Ramper Road (E)  
 Arm C: Over Road (S)  
 Arm D: Ramper Road (W)

Count Method: Vehicles  
 Classes Included: All Classes

Select the count method and desired user classes from the drop-downs in cells D10 and G10

## Maximum 15-minute Junction Flow:

	AM Peak	from:	08:45	until:	09:00	flow:	134
Inter-Peak	from:	15:00	until:	15:15	flow:	87	
PM Peak	from:	17:00	until:	17:15	flow:	128	

AM Peak covers 07:00 until 10:00  
 Inter-Peak covers 10:00 until 16:00  
 PM Peak covers 16:00 until 19:00

## Period Starting: 07:00

Select the time from the drop-down in cell D18 to show the 15-minute data for that period

### Movement Counts

	To				Total
From	A	B	C	D	
A	0	43	0	0	43
B	2	0	0	7	9
C	0	0	0	0	0
D	1	6	0	0	7
Total	3	49	0	7	59

### HGV Proportions

	To				Total
From	A	B	C	D	
A	0.0%	0.0%	0.0%	0.0%	0.0%
B	0.0%	0.0%	0.0%	0.0%	0.0%
C	0.0%	0.0%	0.0%	0.0%	0.0%
D	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%

## Maximum Hourly Junction Flow:

	AM Peak	from:	08:15	until:	09:15	flow:	473
Inter-Peak	from:	14:45	until:	15:45	flow:	329	
PM Peak	from:	17:00	until:	18:00	flow:	469	

## Period Starting: 07:00

Select the time from the drop-down in cell D35 to show the hourly data for that period

### Movement Counts

	To				Total
From	A	B	C	D	
A	0	179	0	2	181
B	33	0	0	81	114
C	0	0	0	0	0
D	7	39	0	0	46
Total	40	218	0	83	341

### HGV Proportions

	To				Total
From	A	B	C	D	
A	0.0%	0.6%	0.0%	0.0%	0.6%
B	3.0%	0.0%	0.0%	2.5%	2.6%
C	0.0%	0.0%	0.0%	0.0%	0.0%
D	0.0%	0.0%	0.0%	0.0%	0.0%
Total	2.5%	0.5%	0.0%	2.4%	1.2%

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 Longstanton, Cambridgeshire

**Client:** Hyder  
**Project Number:** ID01829  
**Junction Number:** Site 9  
**Date of Survey:** 25.02.2014  
**Junction Name:** Ramper Road/Boxworth End/Middle Watch  
**Junction Type:** T-Junction

# Quality Assurance and Issue Record

## Quality Assurance

Revision	Rev A			
Date	13.03.2014			
Prepared by	Fay Underwood			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID01829			
File Ref	ID01829 Longstanton - Site 9			

## Issue Sheet

Issued to	Date			
	14.03.2014			
David Chapman	E-mail			
Janice Hughes	E-mail			

## Contents Page

Location Plan & Summary  
MCC Data  
PCU Data  
Movement Matrices

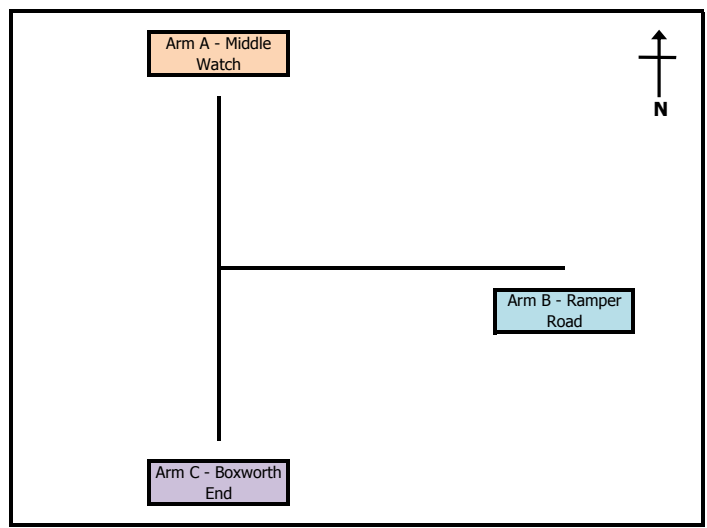
# Intelligent Data Collection Limited



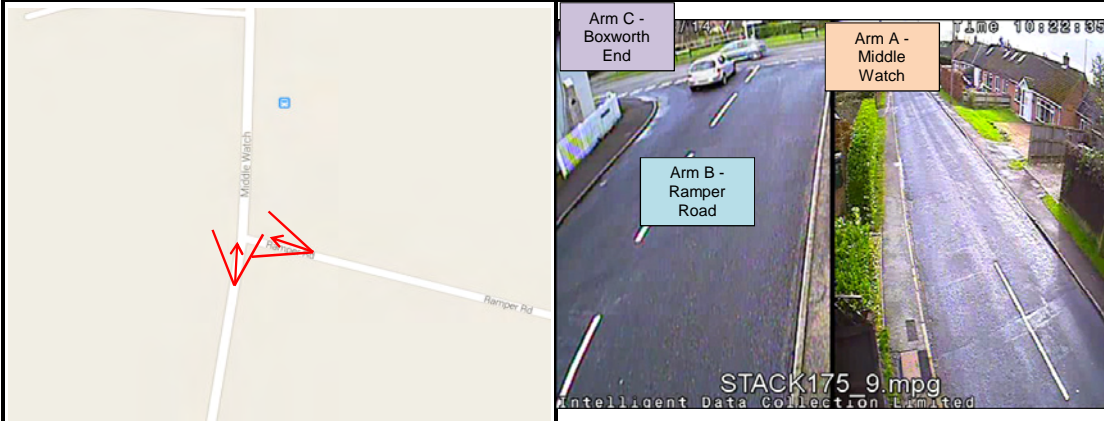
**Client:** Hyder  
**Project Number:** ID01829  
**Junction Number:** Site 9  
**Date of Survey:** 25.02.2014  
**Junction Name:** Ramper Road/Boxworth End/Middle Watch  
**Junction Type:** T-Junction

X Coordinate	Y Coordinate	Google Maps Link
52.291806	-0.002051	<a href="#">Click Here</a>
AM Peak Conditions	Inter-Peak Conditions	PM Peak Conditions
Dry and Cloudy	Dry and Cloudy	Rain

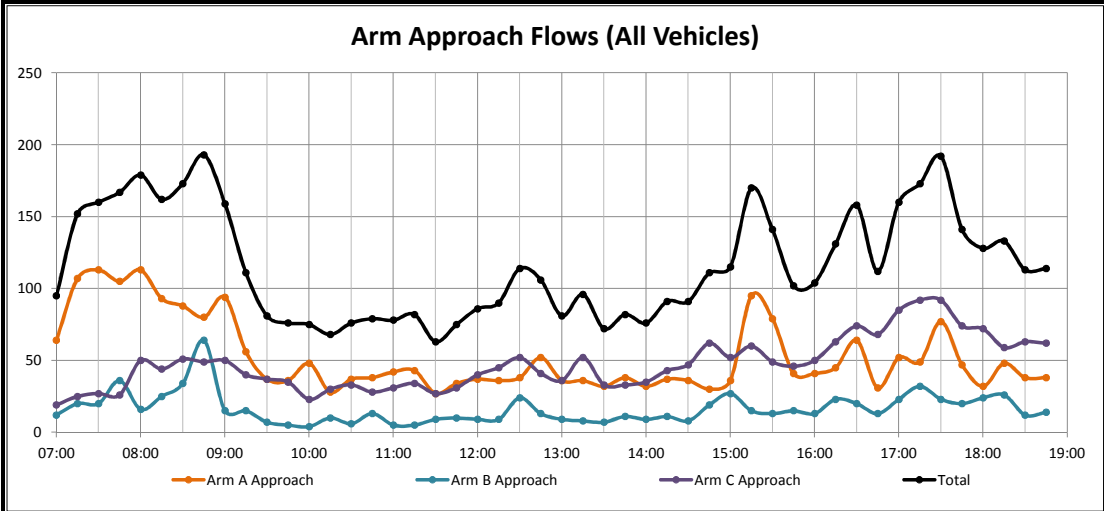
### Junction Layout



### 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: Hyder  
 Project Number: 1001829  
 Junction Number: Site 9  
 Date of Survey: 25.02.2014  
 Junction Name: Ramper Road/Boxworth End/Middle Watch  
 Junction Type: T-Junction

Time	Approach				Total	Rolling Hour				Total
	CGV1	CGV2	M/C	Buses		CGV1	CGV2	M/C	Buses	
07:00	50	12	0	0	64	63	11	2	1	77
07:15	52	11	0	0	63	64	13	1	1	79
07:30	57	10	0	0	67	102	13	1	1	117
07:45	94	10	0	0	104	399	139	0	0	538
08:00	104	6	0	0	110	555	172	0	0	727
08:15	86	6	0	0	92	318	160	24	1	483
08:30	82	6	0	0	88	267	140	25	1	413
08:45	70	6	0	0	76	177	83	19	3	263
09:00	87	5	0	0	92	319	87	19	3	428
09:15	48	6	0	0	54	149	86	22	3	260
09:30	30	5	0	0	35	94	70	0	0	164
09:45	30	5	0	0	35	134	120	13	2	269
10:00	33	8	3	0	44	158	113	2	0	273
10:15	24	4	0	0	28	163	177	13	2	355
10:30	24	3	0	0	27	162	158	15	2	337
10:45	24	3	0	0	27	138	105	25	2	268
11:00	34	5	2	0	41	251	188	23	3	462
11:15	33	6	1	0	40	313	148	22	2	463
11:30	25	8	0	0	33	197	203	16	5	406
11:45	25	8	0	0	33	209	278	44	0	481
12:00	31	5	1	0	37	240	214	18	5	497
12:15	30	4	2	0	36	251	188	23	3	472
12:30	29	7	1	0	37	181	205	36	1	403
12:45	31	3	2	0	36	192	227	46	0	415
13:00	31	3	2	0	36	209	278	44	0	481
13:15	29	6	0	0	35	240	214	18	5	497
13:30	26	6	0	0	32	163	177	13	2	355
13:45	26	3	1	0	30	162	158	15	2	337
14:00	26	3	1	0	30	138	105	25	2	268
14:15	32	4	0	0	36	251	188	23	3	462
14:30	25	7	2	0	34	313	148	22	2	463
14:45	26	5	0	0	31	197	203	16	5	406
15:00	26	5	0	0	31	209	278	44	0	481
15:15	84	9	1	0	94	240	214	18	5	497
15:30	69	8	1	0	79	181	205	36	1	403
15:45	35	5	0	0	40	192	227	46	0	415
16:00	39	6	0	0	45	209	278	44	0	481
16:15	39	6	0	0	45	240	214	18	5	497
16:30	51	9	1	0	61	251	188	23	3	472
16:45	26	3	0	0	29	163	177	13	2	355
17:00	26	3	1	0	30	162	158	15	2	337
17:15	42	6	0	0	48	138	105	25	2	268
17:30	73	4	0	0	77	251	188	23	3	472
17:45	44	1	0	0	45	313	148	22	2	463
18:00	43	2	0	0	45	197	203	16	5	406
18:15	43	2	0	0	45	209	278	44	0	481
18:30	36	2	0	0	38	240	214	18	5	497
18:45	34	2	0	0	36	163	177	13	2	355
19:00	34	2	0	0	36	162	158	15	2	337
19:15	34	2	0	0	36	138	105	25	2	268
19:30	34	2	0	0	36	251	188	23	3	472
19:45	34	2	0	0	36	313	148	22	2	463
19:59	34	2	0	0	36	197	203	16	5	406





# Intelligent Data Collection Limited

Client: **Hyder** Date of Survey: **25.02.2014**  
 Project Number: **1001829** Junction Name: **Ramper Road/Boxworth End/Middle Watch**  
 Junction Number: **Site 9** Junction Type: **T-Junction**

Time	Cars	LGV	OVW1	OVW2	Total Junction Flow			M/C	Cycle	Total
					OVW1	OVW2	Business			
07:00	68	21	1	0	1	0	0	0	4	95
07:05	126	14	2	0	1	0	0	0	2	143
07:10	158	14	2	0	1	0	0	0	1	175
07:15	167	0	0	0	0	0	0	0	1	167
07:20	144	21	0	1	0	0	0	0	5	179
07:25	160	12	1	1	0	0	0	0	4	182
07:30	145	13	0	0	0	0	0	0	4	162
07:35	141	13	0	0	0	0	0	0	4	154
07:40	162	21	2	0	1	1	1	6	133	183
07:45	143	13	1	0	0	0	0	2	159	170
07:50	87	15	3	0	3	0	0	3	111	122
07:55	87	15	3	0	0	0	0	1	76	111
08:00	60	14	1	0	0	0	0	1	75	88
08:05	50	13	5	0	0	0	3	4	75	88
08:10	53	11	1	1	1	0	0	2	68	88
08:15	52	14	1	1	0	0	0	1	78	88
08:20	60	14	2	1	0	0	0	1	78	88
08:25	63	12	2	1	2	0	0	2	82	88
08:30	53	8	1	0	0	0	0	0	65	88
08:35	53	8	1	0	0	0	0	0	65	88
08:40	72	10	4	0	0	0	0	0	86	88
08:45	77	8	2	0	1	0	0	2	90	88
08:50	99	13	1	0	1	0	0	0	114	88
08:55	99	13	1	0	1	0	0	0	114	88
09:00	68	9	3	0	0	0	0	1	81	88
09:05	75	13	1	0	2	1	1	4	96	88
09:10	51	19	2	0	0	0	0	0	72	88
09:15	59	12	1	0	0	0	0	0	76	88
09:20	59	12	1	0	0	0	0	0	76	88
09:25	77	10	1	0	0	0	0	3	91	88
09:30	66	18	3	0	3	0	0	1	91	88
09:35	93	14	2	0	0	0	0	0	111	88
09:40	93	14	2	0	0	0	0	0	111	88
09:45	150	12	2	0	3	0	0	3	170	88
09:50	122	15	3	0	1	0	0	0	141	88
09:55	78	21	1	0	0	0	0	2	102	88
10:00	111	18	0	0	0	0	0	1	133	88
10:05	111	18	0	0	0	0	0	2	131	88
10:10	127	26	1	0	1	0	0	3	158	88
10:15	94	14	0	0	0	0	0	4	112	88
10:20	114	14	0	0	0	0	0	2	128	88
10:25	145	24	1	0	1	0	0	2	173	88
10:30	173	15	0	0	0	0	1	3	192	88
10:35	133	5	0	0	0	2	0	1	141	88
10:40	118	10	0	0	0	0	0	1	133	88
10:45	107	6	0	0	0	0	0	0	113	88
10:50	107	6	0	0	0	0	0	0	113	88
10:55	101	9	0	0	0	0	0	2	114	88
11:00	94	7	4	1	2	1	2	13	144	88
11:05	566	66	4	5	1	2	14	658	88	
11:10	585	60	3	3	0	1	16	668	88	
11:15	589	65	2	3	4	1	17	681	88	
11:20	590	66	4	1	5	2	19	687	88	
11:25	532	68	7	1	8	2	18	636	88	
11:30	512	58	7	0	4	1	13	544	88	
11:35	266	51	10	0	3	0	10	343	88	
11:40	232	47	8	1	0	3	9	300	88	
11:45	220	54	8	1	1	3	8	295	88	
11:50	233	51	6	2	2	0	4	288	88	
11:55	232	55	8	3	1	0	8	301	88	
12:00	242	56	6	3	2	0	5	315	88	
12:05	238	49	6	3	2	0	4	302	88	
12:10	233	51	6	2	2	0	4	288	88	
12:15	334	44	8	0	1	0	3	314	88	
12:20	259	43	8	0	1	0	6	307	88	
12:25	305	47	8	0	2	0	3	365	88	
12:30	340	40	10	0	2	1	3	396	88	
12:35	334	44	8	0	3	1	6	397	88	
12:40	286	50	9	0	2	2	6	355	88	
12:45	265	51	7	0	2	1	5	331	88	
12:50	268	51	5	0	0	1	6	321	88	
12:55	295	53	8	0	3	1	7	340	88	
13:00	273	50	6	0	4	1	8	369	88	
13:05	408	57	0	0	7	0	5	482	88	
13:10	464	54	10	0	5	0	4	537	88	
13:15	449	62	8	0	4	0	5	528	88	
13:20	433	65	7	0	4	0	9	517	88	
13:25	399	62	3	0	1	0	10	495	88	
13:30	415	75	2	0	1	0	12	505	88	
13:35	467	80	1	1	1	2	9	561	88	
13:40	547	75	1	1	1	3	9	637	88	
13:45	586	66	1	1	3	3	6	666	88	
13:50	562	56	1	0	3	2	10	634	88	
13:55	469	52	0	0	2	3	12	515	88	
14:00	437	37	0	0	2	3	9	488	88	

# Intelligent Data Collection Limited

Client: Hyder  
 Project Number: ID01829  
 Junction Number: Site 9

Date of Survey: 25.02.2014  
 Junction Name: Ramper Road/Boxworth End/Middle Watch  
 Junction Type: T-Junction



Arm A: Middle Watch

Arm B: Ramper Road

Arm C: Boxworth End

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	57	5	0	1	10	0	4	17
07:15	0	103	7	0	3	18	0	7	18
07:30	0	108	2	0	4	16	0	7	21
07:45	0	98	9	0	4	32	0	6	19
08:00	0	108	4	0	3	15	0	14	33
08:15	0	76	16	0	3	21	0	9	33
08:30	0	78	12	0	15	22	0	15	34
08:45	0	60	21	0	34	29	0	9	38
09:00	0	72	20	0	5	10	0	15	36
09:15	0	50	7	0	4	14	0	14	28
09:30	0	33	5	0	2	5	0	8	27
09:45	0	31	6	0	1	4	0	4	30
10:00	0	40	8	0	2	0	0	4	20
10:15	0	26	2	0	3	7	0	1	30
10:30	0	29	9	0	2	4	0	5	29
10:45	0	39	1	0	4	8	0	2	27
11:00	0	40	3	0	1	6	0	4	27
11:15	0	44	0	0	6	1	0	5	32
11:30	0	27	1	0	3	6	0	2	25
11:45	0	30	4	0	4	7	0	8	22
12:00	0	34	4	0	4	6	0	4	38
12:15	0	34	4	0	5	4	0	6	39
12:30	0	34	7	0	15	9	0	1	51
12:45	0	51	3	0	6	6	0	7	34
13:00	0	31	7	0	6	3	0	4	32
13:15	0	32	6	0	4	6	0	6	43
13:30	0	27	5	0	2	6	0	6	28
13:45	0	37	1	0	4	8	0	4	29
14:00	0	26	5	0	4	4	0	7	27
14:15	0	34	2	0	5	6	0	3	39
14:30	0	32	9	0	2	6	0	12	37
14:45	0	27	4	0	11	10	0	7	56
15:00	0	28	8	0	20	8	0	9	44
15:15	0	71	24	0	12	5	0	8	54
15:30	0	68	13	0	6	7	0	9	42
15:45	0	30	10	0	8	8	0	11	34
16:00	0	34	4	0	5	8	0	10	41
16:15	0	35	10	0	12	11	0	9	52
16:30	0	55	10	0	8	12	0	11	62
16:45	0	24	5	0	8	5	0	11	55
17:00	0	46	5	0	8	15	0	15	71
17:15	0	41	7	0	21	13	0	18	74
17:30	0	67	10	0	14	9	0	11	78
17:45	0	45	5	0	11	9	0	10	63
18:00	0	26	4	0	10	14	0	7	64
18:15	0	39	7	0	13	13	0	8	49
18:30	0	34	4	0	5	7	0	6	57
18:45	0	40	1	0	6	7	0	7	54
Start Time	Rolling Hour								
07:00	0	366	23	0	12	76	0	24	75
07:15	0	418	22	0	14	81	0	35	91
07:30	0	391	31	0	14	84	0	36	107
07:45	0	361	41	0	25	90	0	44	120
08:00	0	323	52	0	55	87	0	47	138
08:15	0	287	68	0	57	82	0	48	141
08:30	0	261	59	0	58	75	0	53	135
08:45	0	215	53	0	45	58	0	46	129
09:00	0	186	38	0	12	33	0	41	121
09:15	0	153	26	0	9	23	0	30	105
09:30	0	130	21	0	8	16	0	17	108
09:45	0	126	24	0	8	15	0	14	109
10:00	0	134	19	0	11	20	0	12	106
10:15	0	134	15	0	10	25	0	12	113
10:30	0	152	13	0	13	19	0	16	114
10:45	0	150	5	0	14	21	0	13	110
11:00	0	141	8	0	14	20	0	19	106
11:15	0	135	9	0	17	20	0	19	117
11:30	0	125	13	0	16	23	0	20	124
11:45	0	132	19	0	28	26	0	19	150
12:00	0	152	18	0	30	25	0	18	162
12:15	0	149	21	0	32	22	0	18	156
12:30	0	147	23	0	31	24	0	18	160
12:45	0	140	21	0	18	21	0	23	137
13:00	0	126	19	0	16	23	0	20	132
13:15	0	122	17	0	14	24	0	23	127
13:30	0	124	13	0	15	24	0	21	123
13:45	0	130	17	0	15	24	0	27	132
14:00	0	120	20	0	22	26	0	30	159
14:15	0	121	23	0	38	29	0	31	175
14:30	0	158	45	0	45	28	0	36	191
14:45	0	194	49	0	49	29	0	33	196
15:00	0	198	55	0	46	28	0	37	174
15:15	0	204	51	0	31	28	0	38	171
15:30	0	168	37	0	31	34	0	39	169
15:45	0	155	34	0	33	39	0	41	190
16:00	0	149	29	0	33	36	0	41	211
16:15	0	161	30	0	36	43	0	46	241
16:30	0	167	27	0	45	45	0	55	263
16:45	0	179	27	0	51	42	0	55	279
17:00	0	200	27	0	54	46	0	54	287
17:15	0	179	26	0	56	45	0	46	279
17:30	0	176	26	0	48	45	0	36	254
17:45	0	143	20	0	39	43	0	31	233
18:00	0	138	16	0	34	41	0	28	224

# Intelligent Data Collection Limited



Client: Hyder  
 Project Number: ID01829  
 Junction Number: Site 9  
 Date of Survey: 25.02.2014  
 Junction Name: Ramper Road/Boxworth End/Middle Watch  
 Junction Type: T-Junction

Arm A: Middle Watch  
 Arm B: Ramper Road  
 Arm C: Boxworth End

Count Method: Vehicles  
 Classes Included: All Classes

Select the count method and desired user classes from the drop-downs in cells D10 and G10

## Maximum 15-minute Junction Flow:

	AM Peak	from:	08:45	until:	09:00	flow:	193
	Inter-Peak	from:	15:15	until:	15:30	flow:	170
	PM Peak	from:	17:30	until:	17:45	flow:	192

AM Peak covers 07:00 until 10:00  
 Inter-Peak covers 10:00 until 16:00  
 PM Peak covers 16:00 until 19:00

## Period Starting: 07:00

Select the time from the drop-down in cell D18 to show the 15-minute data for that period

### Movement Counts

	To			Total
From	A	B	C	
A	0	7	57	64
B	1	0	11	12
C	15	4	0	19
<b>Total</b>	16	11	68	95

### HGV Proportions

	To			Total
From	A	B	C	
A	0.0%	0.0%	0.0%	0.0%
B	0.0%	0.0%	0.0%	0.0%
C	13.3%	0.0%	0.0%	10.5%
<b>Total</b>	12.5%	0.0%	0.0%	2.1%

## Maximum Hourly Junction Flow:

	AM Peak	from:	08:00	until:	09:00	flow:	707
	Inter-Peak	from:	14:45	until:	15:45	flow:	537
	PM Peak	from:	17:00	until:	18:00	flow:	666

## Period Starting: 17:00

Select the time from the drop-down in cell D34 to show the hourly data for that period

### Movement Counts

	To			Total
From	A	B	C	
A	0	27	198	225
B	52	0	46	98
C	290	53	0	343
<b>Total</b>	342	80	244	666

### HGV Proportions

	To			Total
From	A	B	C	
A	0.0%	0.0%	1.0%	0.9%
B	1.9%	0.0%	0.0%	1.0%
C	0.3%	1.9%	0.0%	0.6%
<b>Total</b>	0.6%	1.3%	0.8%	0.8%

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 Longstanton, Cambridgeshire

**Client:** Hyder  
**Project Number:** ID01829  
**Junction Number:** Site 10  
**Date of Survey:** 25.02.2014  
**Junction Name:** Boxworth End/Rose and Crown Road  
**Junction Type:** T-Junction



# Quality Assurance and Issue Record

## Quality Assurance

Revision	Rev A			
Date	13.03.2014			
Prepared by	Fay Underwood			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID01829			
File Ref	ID01829 Longstanton - Site 10			

## Issue Sheet

Issued to	Date			
	14.03.2014			
David Chapman	E-mail			
Janice Hughes	E-mail			

## Contents Page

Location Plan & Summary  
MCC Data  
PCU Data  
Movement Matrices

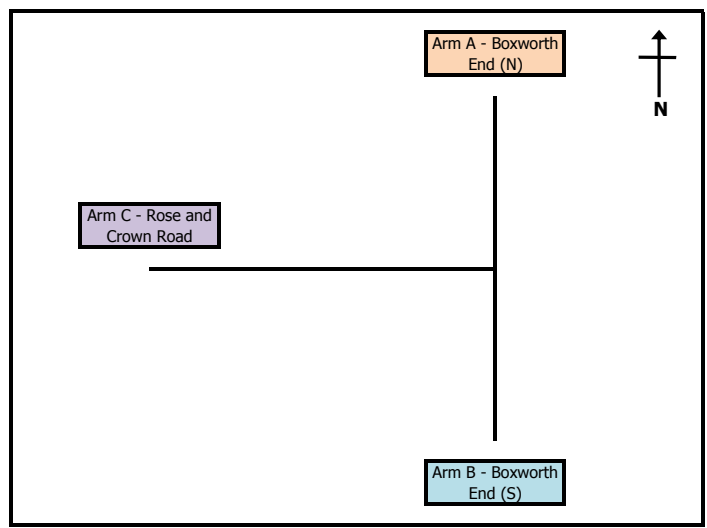
# Intelligent Data Collection Limited



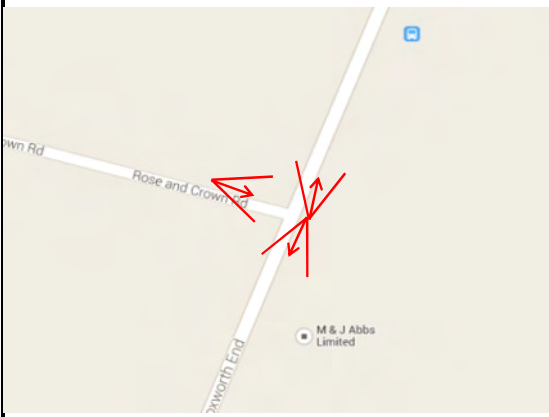
**Client:** Hyder  
**Project Number:** ID01829  
**Junction Number:** Site 10  
**Date of Survey:** 25.02.2014  
**Junction Name:** Boxworth End/Rose and Crown Road  
**Junction Type:** T-Junction

X Coordinate	Y Coordinate	Google Maps Link
52.288389	-0.003628	<a href="#">Click Here</a>
AM Peak Conditions	Inter-Peak Conditions	PM Peak Conditions
Dry and Cloudy	Dry and Cloudy	Rain

### Junction Layout

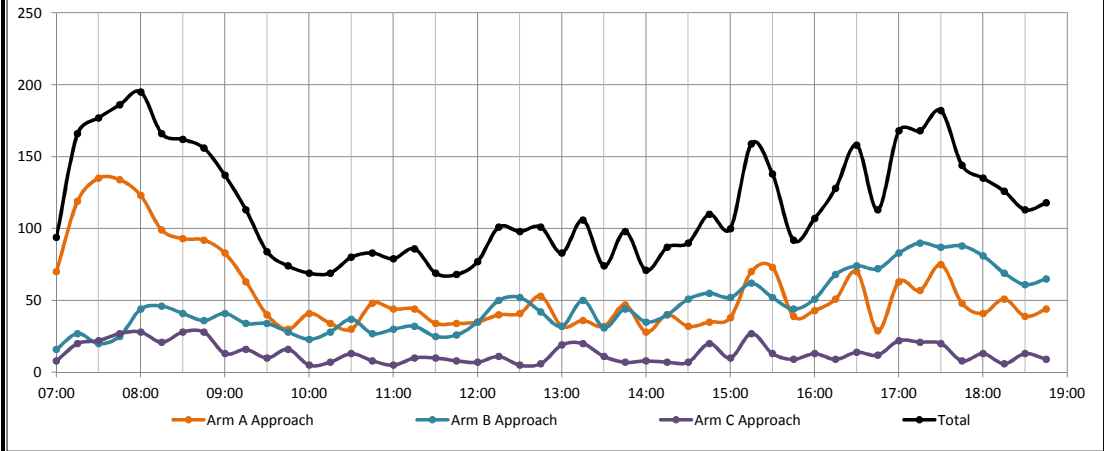


### Aerial Mapping and On-site Camera View



### Junction Flow Profile

Arm Approach Flows (All Vehicles)



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















# Intelligent Data Collection Limited

Client: Hyder  
 Project Number: 1001829  
 Junction Number: Site 10  
 Date of Survey: 25.02.2014  
 Junction Name: Boworth End/Rease and Crown Road  
 Junction Type: T-Junction

Time	Cars	LGV	OV01	OV02	Total Junction Flow			M/C	Cycle	Total
					OV01	OV02	Busess			
07:00	74	18	1	0	1	0	0	0	94	
07:15	156	24	0	0	0	0	0	0	180	
07:30	156	24	0	0	0	0	0	0	180	
07:45	165	20	0	1	0	0	0	0	186	
08:00	177	10	2	1	0	0	0	5	195	
08:15	147	13	1	0	1	0	0	4	166	
08:30	147	13	1	0	1	0	0	4	166	
08:45	123	22	2	1	4	0	0	4	156	
09:00	120	14	1	0	0	0	0	2	137	
09:15	89	16	4	0	2	0	0	2	113	
09:30	84	14	0	0	0	0	0	1	98	
09:45	51	20	2	0	0	0	0	1	74	
10:00	50	11	5	0	0	2	1	69		
10:15	53	13	0	1	0	0	2	69		
10:30	53	13	0	1	0	0	2	69		
10:45	53	13	0	1	0	0	2	69		
11:00	59	14	4	1	0	0	1	79		
11:15	68	12	3	1	1	0	1	86		
11:30	57	10	1	0	0	0	0	69		
11:45	57	10	1	0	0	0	0	69		
12:00	65	8	4	0	0	0	0	77		
12:15	87	9	2	0	1	0	2	101		
12:30	83	14	1	0	0	0	0	98		
12:45	83	14	1	0	0	0	0	98		
13:00	72	7	4	0	0	0	0	83		
13:15	82	17	1	0	1	1	4	106		
13:30	54	18	2	0	0	0	0	74		
13:45	54	18	2	0	0	0	0	74		
14:00	53	15	1	0	0	0	0	71		
14:15	80	5	1	0	0	0	1	87		
14:30	67	18	4	0	1	0	0	90		
14:45	59	16	2	0	0	0	0	77		
15:00	59	16	2	0	0	0	0	77		
15:15	137	10	2	0	8	0	2	159		
15:30	115	18	3	0	1	0	1	138		
15:45	70	21	1	0	0	0	0	92		
16:00	70	21	1	0	0	0	0	92		
16:15	99	25	0	0	1	0	3	128		
16:30	124	24	1	0	1	2	6	158		
16:45	94	17	0	0	0	0	2	113		
17:00	148	24	2	0	0	0	3	178		
17:15	139	24	2	0	0	0	3	168		
17:30	163	15	0	0	0	1	3	182		
17:45	136	5	0	0	2	0	1	144		
18:00	108	12	0	0	0	2	4	126		
18:30	105	8	0	0	0	0	0	113		
18:45	105	9	0	0	0	2	1	118		
19:00	95	6	3	3	2	2	10	118		
07:15	628	68	4	6	1	2	15	724		
07:30	639	58	5	4	1	1	16	724		
07:45	619	61	3	3	1	1	11	709		
08:00	520	67	4	2	15	1	12	621		
08:15	462	70	7	2	16	1	10	568		
08:30	402	63	8	2	6	0	9	499		
08:45	402	63	8	2	6	0	9	499		
09:00	249	58	12	1	2	0	5	340		
09:15	213	64	8	2	0	2	5	296		
09:30	249	63	9	3	1	0	3	328		
09:45	249	63	9	3	1	0	3	328		
10:00	249	63	9	3	1	0	3	328		
10:15	249	63	9	3	1	0	3	328		
10:30	249	63	9	3	1	0	3	328		
10:45	249	63	9	3	1	0	3	328		
11:00	249	63	9	3	1	0	3	328		
11:15	249	63	9	3	1	0	3	328		
11:30	249	63	9	3	1	0	3	328		
11:45	249	63	9	3	1	0	3	328		
12:00	249	63	9	3	1	0	3	328		
12:15	249	63	9	3	1	0	3	328		
12:30	249	63	9	3	1	0	3	328		
12:45	249	63	9	3	1	0	3	328		
13:00	249	63	9	3	1	0	3	328		
13:15	249	63	9	3	1	0	3	328		
13:30	249	63	9	3	1	0	3	328		
13:45	249	63	9	3	1	0	3	328		
14:00	249	63	9	3	1	0	3	328		
14:15	249	63	9	3	1	0	3	328		
14:30	249	63	9	3	1	0	3	328		
14:45	249	63	9	3	1	0	3	328		
15:00	249	63	9	3	1	0	3	328		
15:15	249	63	9	3	1	0	3	328		
15:30	249	63	9	3	1	0	3	328		
15:45	249	63	9	3	1	0	3	328		
16:00	249	63	9	3	1	0	3	328		
16:15	249	63	9	3	1	0	3	328		
16:30	249	63	9	3	1	0	3	328		
16:45	249	63	9	3	1	0	3	328		
17:00	249	63	9	3	1	0	3	328		
17:15	249	63	9	3	1	0	3	328		
17:30	249	63	9	3	1	0	3	328		
17:45	249	63	9	3	1	0	3	328		
18:00	249	63	9	3	1	0	3	328		
18:15	249	63	9	3	1	0	3	328		
18:30	249	63	9	3	1	0	3	328		

# Intelligent Data Collection Limited

Client: Hyder  
 Project Number: ID01829  
 Junction Number: Site 10

Date of Survey: 25.02.2014  
 Junction Name: Boxworth End/Rose and Crown Road  
 Junction Type: T-Junction



Arm A: Boxworth End (N)

Arm B: Boxworth End (S)

Arm C: Rose and Crown Road

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	0	70	0	17	0	0	5	5
07:15	0	2	119	0	20	7	0	12	8
07:30	0	5	126	0	21	0	0	16	8
07:45	0	7	129	0	22	3	0	19	8
08:00	0	7	117	0	35	8	0	17	10
08:15	0	9	88	0	38	10	0	12	8
08:30	0	16	81	0	32	17	0	20	11
08:45	0	5	87	0	33	2	0	25	10
09:00	0	7	74	0	40	2	0	5	8
09:15	0	7	58	0	35	2	0	8	7
09:30	0	2	39	0	29	4	0	8	4
09:45	0	0	31	0	27	2	0	9	6
10:00	0	2	40	0	19	5	0	1	4
10:15	0	2	32	0	26	3	0	3	3
10:30	0	2	28	0	32	6	0	9	4
10:45	0	7	43	0	26	2	0	2	5
11:00	0	2	45	0	27	4	0	4	2
11:15	0	2	43	0	33	1	0	6	6
11:30	0	2	32	0	23	2	0	7	3
11:45	0	4	31	0	23	4	0	3	5
12:00	0	2	35	0	35	2	0	3	4
12:15	0	5	37	0	44	6	0	5	6
12:30	0	6	36	0	47	5	0	2	3
12:45	0	5	48	0	37	5	0	4	2
13:00	0	3	31	0	29	4	0	12	8
13:15	0	8	30	0	42	5	0	12	8
13:30	0	2	31	0	26	6	0	6	5
13:45	0	7	41	0	27	17	0	3	4
14:00	0	2	26	0	29	5	0	4	4
14:15	0	7	33	0	39	2	0	1	5
14:30	0	3	31	0	45	9	0	1	6
14:45	0	9	30	0	46	12	0	7	13
15:00	0	8	31	0	46	15	0	4	6
15:15	0	6	64	0	54	8	0	29	10
15:30	0	6	69	0	48	5	0	8	5
15:45	0	8	32	0	38	6	0	2	7
16:00	0	1	42	0	45	7	0	6	6
16:15	0	4	46	0	58	11	0	3	5
16:30	0	8	61	0	64	6	0	5	10
16:45	0	2	27	0	64	7	0	6	5
17:00	0	10	52	0	77	8	0	10	11
17:15	0	9	47	0	82	6	0	11	12
17:30	0	3	72	0	77	7	0	8	12
17:45	0	11	41	0	68	19	0	3	5
18:00	0	15	23	0	64	16	0	7	6
18:15	0	10	39	0	59	7	0	2	4
18:30	0	6	33	0	54	7	0	7	6
18:45	0	8	39	0	56	8	0	5	4
Start Time	Rolling Hour								
07:00	0	14	445	0	80	10	0	52	28
07:15	0	21	492	0	98	18	0	64	34
07:30	0	28	461	0	116	21	0	64	34
07:45	0	39	416	0	127	37	0	68	37
08:00	0	37	374	0	138	36	0	74	40
08:15	0	37	331	0	143	30	0	62	37
08:30	0	35	301	0	140	23	0	58	36
08:45	0	21	259	0	138	10	0	46	29
09:00	0	16	203	0	131	10	0	30	25
09:15	0	11	169	0	111	13	0	26	21
09:30	0	6	142	0	101	14	0	21	17
09:45	0	6	131	0	104	16	0	22	17
10:00	0	13	143	0	103	16	0	15	16
10:15	0	13	148	0	111	15	0	18	14
10:30	0	13	159	0	118	13	0	21	17
10:45	0	13	163	0	109	9	0	19	16
11:00	0	10	151	0	107	11	0	20	16
11:15	0	10	141	0	114	9	0	19	18
11:30	0	13	135	0	125	14	0	18	18
11:45	0	17	138	0	149	17	0	13	18
12:00	0	18	156	0	163	18	0	14	15
12:15	0	19	152	0	157	20	0	23	19
12:30	0	22	145	0	155	19	0	30	21
12:45	0	18	140	0	134	20	0	34	23
13:00	0	20	132	0	124	32	0	33	25
13:15	0	19	127	0	124	33	0	25	21
13:30	0	18	131	0	121	30	0	14	18
13:45	0	19	131	0	141	33	0	9	19
14:00	0	21	120	0	160	28	0	13	28
14:15	0	27	125	0	176	38	0	13	30
14:30	0	26	156	0	191	44	0	41	35
14:45	0	29	195	0	194	40	0	48	34
15:00	0	28	196	0	186	34	0	43	28
15:15	0	21	207	0	185	26	0	45	28
15:30	0	19	190	0	189	29	0	19	23
15:45	0	21	181	0	205	30	0	16	29
16:00	0	15	176	0	232	31	0	20	27
16:15	0	24	186	0	264	32	0	24	32
16:30	0	29	186	0	288	27	0	31	39
16:45	0	24	198	0	301	28	0	35	41
17:00	0	33	211	0	305	40	0	32	40
17:15	0	38	183	0	291	48	0	29	35
17:30	0	39	175	0	268	49	0	20	27
17:45	0	42	136	0	245	49	0	19	21
18:00	0	39	134	0	233	38	0	21	20

# Intelligent Data Collection Limited



Client: Hyder  
 Project Number: ID01829  
 Junction Number: Site 10  
 Date of Survey: 25.02.2014  
 Junction Name: Boxworth End/Rose and Crown Road  
 Junction Type: T-Junction

Arm A: Boxworth End (N)  
 Arm B: Boxworth End (S)  
 Arm C: Rose and Crown Road

Count Method: Vehicles  
 Classes Included: All Classes

Select the count method and desired user classes from the drop-downs in cells D10 and G10

## Maximum 15-minute Junction Flow:

	AM Peak	from:	08:00	until:	08:15	flow:	195
	Inter-Peak	from:	15:15	until:	15:30	flow:	159
	PM Peak	from:	17:30	until:	17:45	flow:	182

AM Peak covers 07:00 until 10:00  
 Inter-Peak covers 10:00 until 16:00  
 PM Peak covers 16:00 until 19:00

## Period Starting: 07:00

Select the time from the drop-down in cell D18 to show the 15-minute data for that period

### Movement Counts

	To			Total
From	A	B	C	
A	0	70	0	70
B	16	0	0	16
C	3	5	0	8
<b>Total</b>	19	75	0	94

### HGV Proportions

	To			Total
From	A	B	C	
A	0.0%	0.0%	0.0%	0.0%
B	6.3%	0.0%	0.0%	6.3%
C	33.3%	0.0%	0.0%	12.5%
<b>Total</b>	10.5%	0.0%	0.0%	2.1%

## Maximum Hourly Junction Flow:

	AM Peak	from:	07:15	until:	08:15	flow:	724
	Inter-Peak	from:	14:45	until:	15:45	flow:	507
	PM Peak	from:	17:00	until:	18:00	flow:	662

## Period Starting: 07:00

Select the time from the drop-down in cell D34 to show the hourly data for that period

### Movement Counts

	To			Total
From	A	B	C	
A	0	444	14	458
B	78	0	10	88
C	27	50	0	77
<b>Total</b>	105	494	24	623

### HGV Proportions

	To			Total
From	A	B	C	
A	0.0%	0.9%	0.0%	0.9%
B	3.8%	0.0%	0.0%	3.4%
C	7.4%	2.0%	0.0%	3.9%
<b>Total</b>	4.8%	1.0%	0.0%	1.6%

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 Longstanton, Cambridgeshire

**Client:** Hyder  
**Project Number:** ID01829  
**Junction Number:** Site 11  
**Date of Survey:** 25.02.2014  
**Junction Name:** Rampton Road/Oakington Road  
**Junction Type:** 3-arm Roundabout

# Quality Assurance and Issue Record

## Quality Assurance

Revision	Rev A			
Date	13.03.2014			
Prepared by	Fay Underwood			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID01829			
File Ref	ID01829 Longstanton - Site 11			

## Issue Sheet

Issued to	Date			
	14.03.2014			
David Chapman	E-mail			
Janice Hughes	E-mail			

## Contents Page

Location Plan & Summary  
MCC Data  
PCU Data  
Movement Matrices

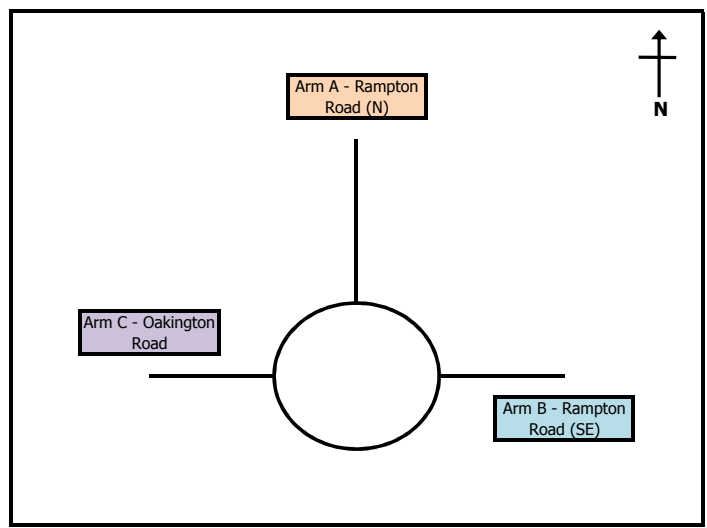
# Intelligent Data Collection Limited



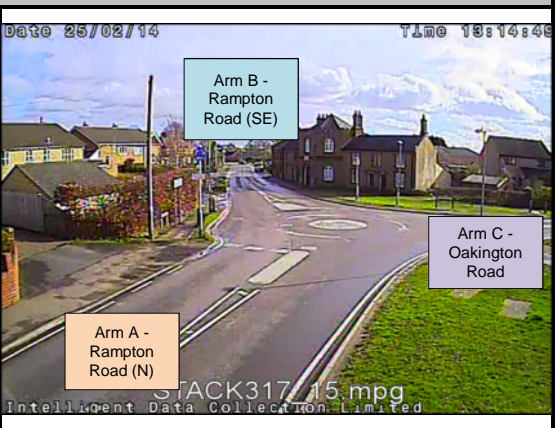
**Client:** Hyder  
**Project Number:** ID01829  
**Junction Number:** Site 11  
**Date of Survey:** 25.02.2014  
**Junction Name:** Rampton Road/Oakington Road  
**Junction Type:** 3-arm Roundabout

X Coordinate	Y Coordinate	Google Maps Link
52.283711	0.11775	<a href="#">Click Here</a>
AM Peak Conditions	Inter-Peak Conditions	PM Peak Conditions
Dry and Cloudy	Dry and Cloudy	Rain

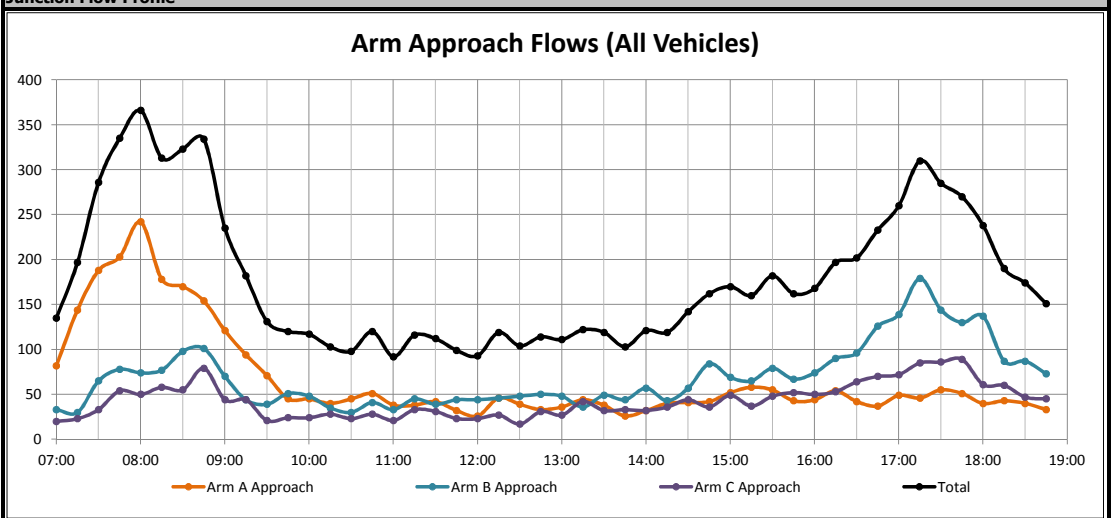
### Junction Layout



### 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: Hyder  
 Project Number: 1001829  
 Junction Number: Site 11  
 Date of Survey: 25.02.2014  
 Junction Name: Rampton Road/Coleington Road  
 Junction Type: 3-arm Roundabout



Time	Approach				Total	Approach				Total	Approach				Total
	LGV	OGV1	OGV2	Buses		LGV	OGV1	OGV2	Buses		LGV	OGV1	OGV2	Buses	
07:00	20	9	1	1	33	51	9	2	0	64	0	0	0	0	0
07:15	25	8	0	0	33	56	15	0	0	71	0	0	0	0	0
07:30	25	8	0	0	33	56	15	0	0	71	0	0	0	0	0
07:45	60	12	0	3	78	124	16	1	2	154	0	0	0	0	0
08:00	53	13	3	1	74	163	14	0	1	187	0	0	0	0	0
08:15	62	14	0	0	77	127	10	0	2	141	0	0	0	0	0
08:30	80	17	1	0	101	155	17	1	3	186	0	0	0	0	0
08:45	59	8	1	0	70	109	13	3	1	130	0	0	0	0	0
09:15	34	8	1	0	44	70	14	1	0	87	0	0	0	0	0
09:30	36	6	1	1	51	46	6	1	1	65	0	0	0	0	0
09:45	39	4	2	1	48	42	7	1	1	64	0	0	0	0	0
10:00	39	4	2	1	48	42	7	1	1	64	0	0	0	0	0
10:15	22	10	1	2	35	37	4	2	0	45	0	0	0	0	0
10:30	26	12	0	0	41	36	13	2	0	57	0	0	0	0	0
10:45	22	9	1	0	33	31	8	2	0	42	0	0	0	0	0
11:00	22	9	1	0	33	31	8	2	0	42	0	0	0	0	0
11:15	35	7	2	0	45	49	8	0	0	61	0	0	0	0	0
11:30	32	6	1	0	39	35	8	1	0	45	0	0	0	0	0
11:45	32	6	1	0	39	35	8	1	0	45	0	0	0	0	0
12:00	38	5	2	0	44	22	8	0	0	50	0	0	0	0	0
12:15	33	10	2	0	46	38	6	1	0	55	0	0	0	0	0
12:30	39	5	1	0	48	31	3	0	0	53	0	0	0	0	0
12:45	39	7	1	0	48	33	5	0	0	53	0	0	0	0	0
13:00	39	7	1	0	48	33	5	0	0	53	0	0	0	0	0
13:15	31	2	2	0	36	41	8	1	1	49	0	0	0	0	0
13:30	41	7	0	0	49	34	3	2	2	62	0	0	0	0	0
13:45	41	7	0	0	49	34	3	2	2	62	0	0	0	0	0
14:00	45	8	1	0	57	29	9	2	0	74	0	0	0	0	0
14:15	35	5	0	0	43	35	7	0	0	43	0	0	0	0	0
14:30	43	10	1	0	57	38	13	1	0	74	0	0	0	0	0
14:45	55	14	2	0	69	42	10	0	0	83	0	0	0	0	0
14:55	55	14	2	0	69	42	10	0	0	83	0	0	0	0	0
15:15	51	11	0	0	65	56	6	1	1	85	0	0	0	0	0
15:30	63	8	1	1	79	48	8	2	0	99	0	0	0	0	0
15:45	57	8	1	0	67	38	10	0	0	88	0	0	0	0	0
16:00	57	8	1	0	67	38	10	0	0	88	0	0	0	0	0
16:15	73	12	1	0	89	49	15	0	1	107	0	0	0	0	0
16:30	78	15	1	1	96	50	13	0	0	111	0	0	0	0	0
16:45	98	22	1	1	126	36	11	1	0	159	0	0	0	0	0
16:55	98	22	1	1	126	36	11	1	0	159	0	0	0	0	0
17:15	152	24	0	0	179	44	9	0	0	203	0	0	0	0	0
17:30	133	8	0	0	144	66	7	0	0	174	0	0	0	0	0
17:45	114	12	0	0	130	69	12	1	0	163	0	0	0	0	0
17:55	114	12	0	0	130	69	12	1	0	163	0	0	0	0	0
18:15	78	6	0	0	87	47	8	1	0	102	0	0	0	0	0
18:30	81	5	0	0	87	38	5	0	0	97	0	0	0	0	0
18:45	66	5	0	0	73	40	7	0	0	86	0	0	0	0	0
18:50	66	5	0	0	73	40	7	0	0	86	0	0	0	0	0
19:00	66	5	0	0	73	40	7	0	0	86	0	0	0	0	0
19:15	66	5	0	0	73	40	7	0	0	86	0	0	0	0	0
19:30	66	5	0	0	73	40	7	0	0	86	0	0	0	0	0
19:45	66	5	0	0	73	40	7	0	0	86	0	0	0	0	0
20:00	66	5	0	0	73	40	7	0	0	86	0	0	0	0	0
20:15	66	5	0	0	73	40	7	0	0	86	0	0	0	0	0
20:30	66	5	0	0	73	40	7	0	0	86	0	0	0	0	0
20:45	66	5	0	0	73	40	7	0	0	86	0	0	0	0	0
21:00	66	5	0	0	73	40	7	0	0	86	0	0	0	0	0
21:15	66	5	0	0	73	40	7	0	0	86	0	0	0	0	0
21:30	66	5	0	0	73	40	7	0	0	86	0	0	0	0	0
21:45	66	5	0	0	73	40	7	0	0	86	0	0	0	0	0
22:00	66	5	0	0	73	40	7	0	0	86	0	0	0	0	0
22:15	66	5	0	0	73	40	7	0	0	86	0	0	0	0	0
22:30	66	5	0	0	73	40	7	0	0	86	0	0	0	0	0
22:45	66	5	0	0	73	40	7	0	0	86	0	0	0	0	0
23:00	66	5	0	0	73	40	7	0	0	86	0	0	0	0	0
23:15	66	5	0	0	73	40	7	0	0	86	0	0	0	0	0
23:30	66	5	0	0	73	40	7	0	0	86	0	0	0	0	0
23:45	66	5	0	0	73	40	7	0	0	86	0	0	0	0	0
24:00	66	5	0	0	73	40	7	0	0	86	0	0	0	0	0



# Intelligent Data Collection Limited

Client: Hyder 1001829 Date of Survey: 25.02.2014  
 Project Number: 1001829 Junction Name: Rampton Road/Colegton Road  
 Junction Number: Site 11 Junction Type: 3-arm Roundabout

Time	Cars	LGV	OV01	OV02	Total Junction Flow			Cycles	Total
					Busess	M/C	Total		
07:00	101	5	4	1	1	0	3	135	
07:05	185	27	0	0	1	1	2	214	
07:10	245	37	0	0	1	1	2	284	
07:15	274	41	3	2	3	2	10	335	
07:20	309	38	3	2	1	4	9	366	
07:25	275	33	0	2	6	2	1	313	
07:30	250	36	3	4	2	1	8	314	
07:35	198	24	4	1	4	0	4	235	
07:40	142	34	3	0	1	1	1	182	
07:45	111	18	2	2	0	0	1	130	
07:50	93	15	3	2	2	0	2	117	
07:55	75	21	3	0	1	1	2	103	
08:00	84	31	2	0	0	2	0	120	
08:05	84	31	2	0	0	2	0	120	
08:10	66	21	3	0	2	0	0	92	
08:15	92	20	2	0	1	1	0	116	
08:20	89	20	2	0	0	0	0	112	
08:25	95	20	2	0	0	0	0	117	
08:30	74	15	2	0	1	0	1	93	
08:35	92	22	4	0	1	0	0	119	
08:40	87	11	2	0	2	0	2	104	
08:45	114	17	1	0	1	0	2	134	
08:50	90	17	1	0	1	0	2	111	
08:55	104	13	3	1	1	0	0	122	
09:00	95	17	3	2	0	2	0	119	
09:05	84	20	4	0	2	1	0	121	
09:10	94	20	4	0	2	1	0	121	
09:15	93	20	0	0	3	3	0	119	
09:20	103	32	2	0	2	0	3	142	
09:25	133	25	4	0	3	0	3	165	
09:30	128	24	1	1	3	0	3	160	
09:35	145	25	3	1	2	0	6	182	
09:40	137	27	1	0	1	1	0	162	
09:45	158	30	2	1	1	2	3	197	
09:50	158	30	2	1	1	2	3	197	
09:55	158	30	2	1	1	0	0	202	
10:00	181	42	1	3	1	3	2	233	
10:05	208	47	0	0	2	2	2	259	
10:10	268	37	0	0	2	2	1	310	
10:15	261	19	0	0	1	3	1	285	
10:20	234	29	2	0	0	2	3	270	
10:25	168	17	1	0	1	1	2	188	
10:30	161	12	0	0	0	1	0	174	
10:35	156	12	0	0	0	1	0	151	
10:40	156	12	0	0	0	1	0	151	
10:45	983	139	7	4	6	4	31	1184	
10:50	1100	149	6	6	6	8	25	1300	
10:55	1136	141	7	11	9	9	22	1377	
11:00	1222	152	12	8	13	6	15	1505	
11:05	1031	122	8	13	4	15	1074		
11:10	898	123	15	6	13	4	15	1074	
11:15	724	115	14	5	7	3	14	882	
11:20	412	86	12	4	7	2	6	509	
11:25	365	75	12	4	7	2	6	471	
11:30	330	79	11	4	8	1	5	438	
11:35	300	84	9	1	4	1	0	419	
11:40	328	80	10	1	3	0	1	433	
11:45	326	71	10	0	5	0	3	415	
11:50	338	71	12	1	4	1	3	430	
11:55	366	64	10	2	4	1	4	451	
12:00	374	70	11	4	2	3	2	466	
12:05	370	65	8	3	3	3	3	455	
12:10	363	55	8	2	6	2	1	462	
12:15	371	90	7	0	8	5	4	485	
12:20	419	95	10	0	10	4	6	544	
12:25	483	100	10	2	10	4	13	634	
12:30	535	97	12	3	10	1	16	674	
12:35	538	101	9	3	8	2	13	674	
12:40	539	104	6	3	7	2	11	672	
12:45	582	125	6	3	4	4	5	729	
12:50	631	140	6	6	4	6	7	800	
12:55	720	145	5	6	4	6	6	892	
13:00	933	131	1	4	5	0	5	1088	
13:05	986	118	2	1	4	8	6	1125	
13:10	975	102	3	0	4	8	6	1103	
13:15	975	26	4	0	2	7	17	972	
13:20	677	58	2	0	3	5	8	753	

# Intelligent Data Collection Limited



Client: Hyder  
 Project Number: ID01829  
 Junction Number: Site 11

Date of Survey: 25.02.2014  
 Junction Name: Rampton Road/Oakington Road  
 Junction Type: 3-arm Roundabout

Arm A: Rampton Road (N)

Arm B: Rampton Road (SE)

Arm C: Oakington Road

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	33	49	0	17	19	0	15	6
07:15	0	54	89	0	15	18	0	13	8
07:30	0	69	117	0	18	46	0	20	13
07:45	0	85	111	0	30	54	0	39	18
08:00	0	94	145	0	24	52	0	39	10
08:15	1	78	100	0	34	45	0	43	16
08:30	0	49	125	0	44	59	0	48	11
08:45	0	26	125	1	43	60	0	62	23
09:00	0	29	96	0	29	45	0	38	7
09:15	0	33	61	0	25	21	0	25	19
09:30	0	23	46	1	19	23	0	14	7
09:45	0	10	36	0	37	20	0	23	4
10:00	0	7	38	0	35	20	0	16	9
10:15	0	10	31	0	17	19	0	14	13
10:30	0	16	31	0	23	9	0	17	7
10:45	1	8	43	0	26	15	0	14	13
11:00	0	9	31	0	22	13	0	14	8
11:15	0	8	29	0	35	13	0	19	14
11:30	0	13	31	0	27	13	0	17	15
11:45	1	14	18	0	36	11	0	15	8
12:00	0	5	20	0	28	19	0	10	13
12:15	0	19	28	0	35	14	0	18	10
12:30	0	15	25	0	34	17	0	9	7
12:45	0	10	23	0	34	20	0	16	16
13:00	0	10	26	0	33	18	0	12	13
13:15	0	14	30	1	24	14	0	23	22
13:30	0	13	28	1	32	15	0	18	17
13:45	0	3	23	0	34	11	0	19	14
14:00	0	10	22	0	46	14	0	20	15
14:15	0	14	27	0	37	8	0	18	17
14:30	0	15	26	0	42	18	0	27	16
14:45	0	11	35	0	64	22	0	19	17
15:00	0	23	31	0	54	20	0	24	23
15:15	0	15	44	0	46	21	0	25	13
15:30	0	19	38	0	59	23	0	22	24
15:45	0	12	31	0	47	23	0	17	34
16:00	0	14	33	0	60	13	0	21	29
16:15	0	14	42	1	67	22	0	25	28
16:30	0	15	27	0	64	37	0	36	29
16:45	0	17	20	0	90	38	0	33	39
17:00	0	20	29	0	107	34	0	30	42
17:15	0	24	23	0	130	50	0	27	58
17:30	0	21	33	0	116	29	0	40	45
17:45	0	17	35	0	109	19	0	39	50
18:00	0	15	23	1	100	35	0	26	35
18:15	0	14	30	0	67	20	0	27	32
18:30	0	17	23	0	71	15	0	20	27
18:45	0	11	22	1	55	18	0	24	20
Start Time	Rolling Hour								
07:00	0	241	366	0	80	137	0	87	45
07:15	0	302	462	0	86	170	0	112	49
07:30	1	326	474	0	105	197	0	142	57
07:45	1	306	482	0	130	210	0	170	55
08:00	1	248	495	1	143	216	0	193	60
08:15	1	182	446	1	149	209	0	191	57
08:30	0	137	407	1	141	185	0	173	60
08:45	0	111	328	2	116	149	0	139	56
09:00	0	95	239	1	110	109	0	100	37
09:15	0	74	181	1	116	84	0	79	39
09:30	0	51	151	1	108	82	0	68	33
09:45	0	43	136	0	112	68	0	71	33
10:00	1	41	143	0	101	63	0	61	42
10:15	1	43	136	0	88	56	0	59	41
10:30	1	41	134	0	106	50	0	64	42
10:45	1	38	134	0	111	54	0	64	50
11:00	1	44	110	0	120	50	0	65	45
11:15	1	40	98	0	126	56	0	61	50
11:30	1	51	97	0	126	57	0	60	46
11:45	1	53	91	0	133	61	0	52	38
12:00	0	49	96	0	132	70	0	53	46
12:15	0	54	102	0	136	69	0	55	47
12:30	0	49	104	1	125	69	0	60	59
12:45	0	47	107	2	123	67	0	69	68
13:00	0	40	107	2	123	58	0	72	66
13:15	0	40	103	2	137	54	0	80	68
13:30	0	40	100	1	150	48	0	75	63
13:45	0	42	98	0	159	52	0	84	62
14:00	0	50	110	0	189	63	0	84	66
14:15	0	63	118	0	197	68	0	88	74
14:30	0	64	136	0	205	82	0	95	70
14:45	0	68	148	0	222	86	0	90	78
15:00	0	69	144	0	205	87	0	88	95
15:15	0	60	146	0	211	80	0	85	101
15:30	0	59	143	1	233	81	0	85	116
15:45	0	55	133	1	237	95	0	99	120
16:00	0	60	122	1	281	110	0	115	125
16:15	0	66	118	1	328	131	0	124	138
16:30	0	76	99	0	390	159	0	126	168
16:45	0	82	105	0	442	151	0	130	185
17:00	0	82	120	0	460	131	0	136	196
17:15	0	77	113	1	454	132	0	132	189
17:30	0	67	121	1	392	102	0	132	163
17:45	0	63	110	1	347	89	0	112	144
18:00	0	57	98	2	294	88	0	97	114



# Intelligent Data Collection Limited



Client: Hyder  
 Project Number: ID01829  
 Junction Number: Site 11  
 Date of Survey: 25.02.2014  
 Junction Name: Rampton Road/Oakington Road  
 Junction Type: 3-arm Roundabout

Arm A: Rampton Road (N)  
 Arm B: Rampton Road (SE)  
 Arm C: Oakington Road

Count Method: Vehicles Classes Included: All Classes

Select the count method and desired user classes from the drop-downs in cells D10 and G10

## Maximum 15-minute Junction Flow:

	AM Peak	from:	08:00	until:	08:15	flow:	366
	Inter-Peak	from:	15:30	until:	15:45	flow:	182
	PM Peak	from:	17:15	until:	17:30	flow:	310

AM Peak covers 07:00 until 10:00  
 Inter-Peak covers 10:00 until 16:00  
 PM Peak covers 16:00 until 19:00

## Period Starting:

07:00

Select the time from the drop-down in cell D18 to show the 15-minute data for that period

## Movement Counts

	To			Total
From	A	B	C	
A	0	50	32	82
B	13	0	20	33
C	6	14	0	20
<b>Total</b>	<b>19</b>	<b>64</b>	<b>52</b>	<b>135</b>

## HGV Proportions

	To			Total
From	A	B	C	
A	0.0%	2.0%	3.1%	2.4%
B	<b>23.1%</b>	0.0%	0.0%	<b>9.1%</b>
C	0.0%	7.1%	0.0%	5.0%
<b>Total</b>	<b>15.8%</b>	<b>3.1%</b>	<b>1.9%</b>	<b>4.4%</b>

## Maximum Hourly Junction Flow:

	AM Peak	from:	07:45	until:	08:45	flow:	1337
	Inter-Peak	from:	15:45	until:	16:45	flow:	729
	PM Peak	from:	17:00	until:	18:00	flow:	1125

## Period Starting:

07:00

Select the time from the drop-down in cell D34 to show the hourly data for that period

## Movement Counts

	To			Total
From	A	B	C	
A	0	378	239	617
B	71	0	135	206
C	45	85	0	130
<b>Total</b>	<b>116</b>	<b>463</b>	<b>374</b>	<b>953</b>

## HGV Proportions

	To			Total
From	A	B	C	
A	0.0%	0.3%	0.8%	0.5%
B	<b>9.9%</b>	0.0%	2.2%	<b>4.9%</b>
C	0.0%	4.7%	0.0%	3.1%
<b>Total</b>	<b>6.0%</b>	<b>1.1%</b>	<b>1.3%</b>	<b>1.8%</b>

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 Longstanton

**Client:** Hyder  
**Project Number:** ID01829  
**Junction Number:** Site 12  
**Date of Survey:** 25.02.2014  
**Junction Name:** High Street/Station Road/Berrycroft/Over Road  
**Junction Type:** Crossroads

# Quality Assurance and Issue Record

## Quality Assurance

Revision	Rev A			
Date	13.03.2014			
Prepared by	Fay Underwood			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID01829			
File Ref	ID01829 Longstanton - Site 12			

## Issue Sheet

Issued to	Date			
	14.03.2014			
David Chapman	E-mail			
Janice Hughes	E-mail			

## Contents Page

Location Plan & Summary  
MCC Data  
PCU Data  
Movement Matrices

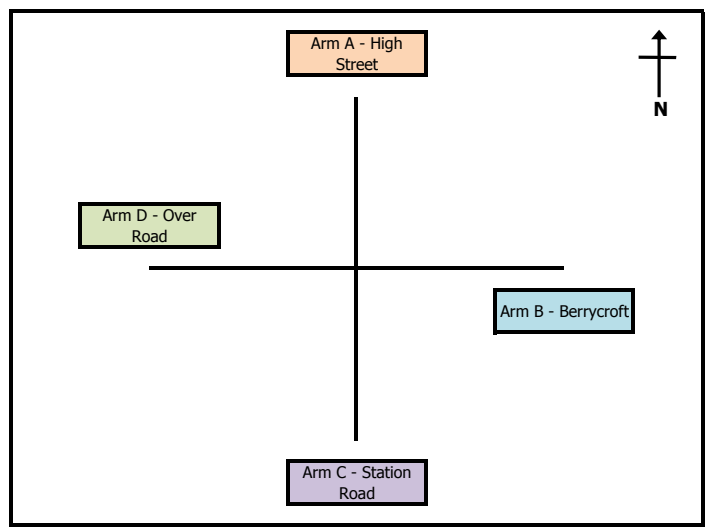
# Intelligent Data Collection Limited



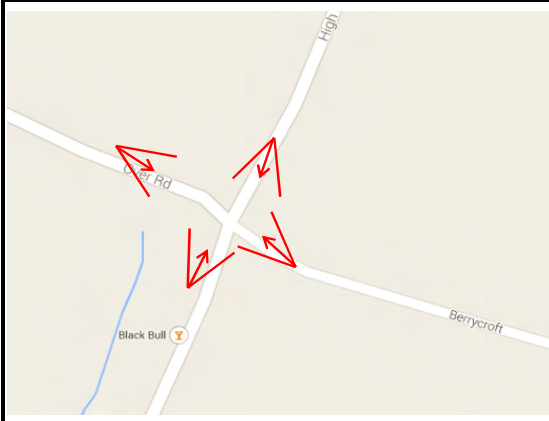
**Client:** Hyder  
**Project Number:** ID01829  
**Junction Number:** Site 12  
**Date of Survey:** 25.02.2014  
**Junction Name:** High Street/Station Road/Berrycroft/Over Road  
**Junction Type:** Crossroads

X Coordinate	Y Coordinate	Google Maps Link
52.310433	0.054855	<a href="#">Click Here</a>
AM Peak Conditions	Inter-Peak Conditions	PM Peak Conditions
Dry and Cloudy	Dry and Cloudy	Rain

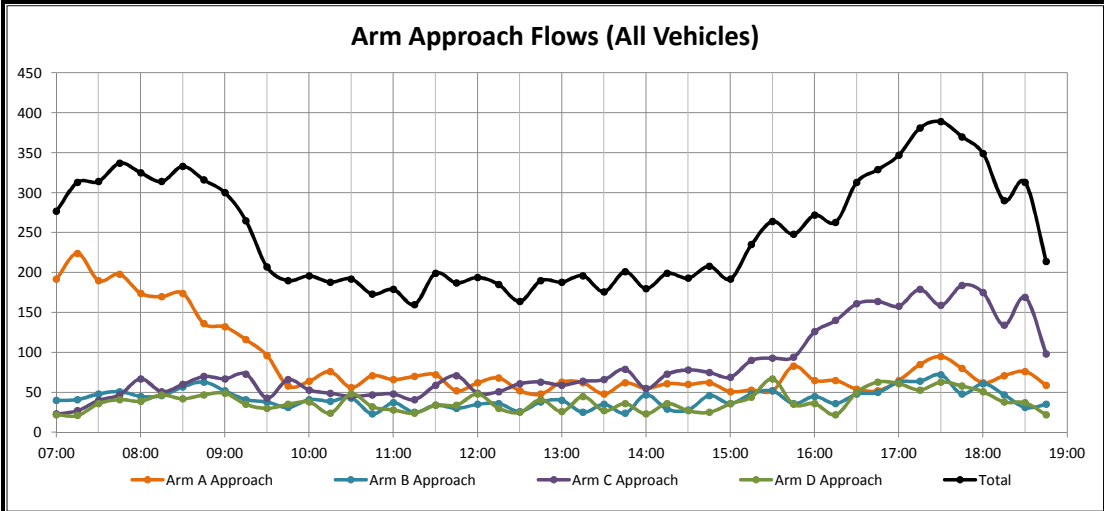
### Junction Layout



### 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: Hyder  
 Project Number: 1001829  
 Junction Name: High Street/Station Road/Berrycroft/Over Road  
 Junction Type: Crossroads  
 Date of Survey: 25.02.2014

Time	Approach					Total	Exit					Total
	Car	LGV	OGV1	OGV2	Buses		Car	LGV	OGV1	OGV2	Buses	
07:00	145	42	1	0	0	192	21	8	2	0	0	33
07:05	167	26	2	0	0	195	28	17	0	0	1	46
07:10	167	26	2	0	0	195	28	17	0	0	1	46
07:15	153	35	0	0	0	188	28	17	1	2	0	48
07:20	145	21	0	0	0	174	43	12	1	0	1	62
07:25	147	19	0	0	0	170	36	10	1	2	0	59
07:30	147	19	0	0	0	170	36	10	1	2	0	59
07:35	121	9	2	0	0	136	61	14	2	1	0	80
07:40	113	12	4	0	0	132	57	15	2	2	0	79
07:45	88	20	6	0	0	116	49	9	1	3	0	62
07:50	49	9	0	0	0	58	52	15	3	4	0	76
07:55	49	10	1	0	0	64	43	17	1	2	0	65
08:00	49	10	1	0	0	64	43	17	1	2	0	65
08:05	55	19	0	0	0	76	47	9	0	0	0	58
08:10	50	11	5	0	0	71	37	8	0	0	0	45
08:15	55	11	0	0	0	66	38	15	1	0	0	54
08:20	53	14	1	0	0	70	28	14	1	0	0	45
08:25	54	16	2	0	0	72	45	13	2	1	0	66
08:30	49	11	0	0	0	62	53	14	2	0	0	69
08:35	49	16	0	0	0	68	45	9	3	0	0	58
08:40	43	6	1	0	0	52	43	8	3	1	0	55
08:45	45	12	3	0	0	63	62	9	1	0	0	73
08:50	45	14	0	0	0	62	53	19	1	0	0	75
08:55	37	7	1	0	0	48	50	14	3	0	1	69
09:00	44	8	2	0	0	55	49	4	2	0	0	61
09:05	50	7	1	0	0	61	66	17	1	0	0	86
09:10	49	8	0	0	0	60	65	11	2	1	0	79
09:15	35	17	0	0	0	52	51	22	1	0	0	72
09:20	41	9	0	0	0	54	104	19	2	0	0	131
09:25	58	20	1	0	0	82	82	22	0	2	1	107
09:30	58	15	1	0	0	75	106	30	0	0	0	135
09:35	47	15	1	0	0	65	106	30	0	2	0	139
09:40	42	12	0	0	0	54	129	43	0	1	2	176
09:45	27	13	1	0	0	42	154	31	0	0	2	190
09:50	13	0	0	0	0	13	185	26	0	0	1	202
09:55	21	13	0	0	0	35	175	26	0	0	1	205
10:00	77	15	0	0	0	95	174	32	1	0	1	210
10:05	69	8	0	0	0	80	188	25	0	1	0	218
10:10	62	8	0	0	0	71	157	19	0	0	1	193
10:15	59	0	0	0	0	59	138	18	0	1	0	161
10:20	51	7	0	0	0	59	91	16	0	0	0	108
10:25	61	4	2	0	0	71	85	4	0	0	0	89
10:30	61	7	2	0	0	75	113	8	2	0	0	100
10:35	111	3	2	0	0	119	246	3	3	2	0	159
10:40	110	3	2	0	0	119	246	3	3	2	0	159
10:45	59	110	3	11	0	172	145	52	4	7	0	214
10:50	59	91	0	7	0	150	154	45	3	10	4	219
10:55	53	56	6	4	4	120	201	45	5	7	6	267
11:00	47	58	12	5	0	122	214	44	5	9	4	279
11:05	405	49	14	5	1	484	196	50	6	7	5	266
11:10	269	47	9	6	1	334	171	53	10	3	1	244
11:15	236	46	3	6	2	304	171	53	5	9	4	244
11:20	198	47	1	5	1	254	182	61	6	9	2	262
11:25	205	5	4	3	2	220	162	52	3	3	0	231
11:30	203	45	6	5	2	265	143	57	4	2	0	207
11:35	212	52	7	5	2	279	147	55	4	2	1	210
11:40	201	49	4	5	1	260	167	60	5	3	1	238
11:45	191	51	3	4	2	254	195	54	9	2	0	266
11:50	180	41	3	4	2	234	198	44	10	2	1	255
11:55	182	37	3	2	1	230	189	43	11	3	1	249
12:00	177	36	6	2	0	223	206	48	8	4	0	270
12:05	171	37	6	2	0	221	213	54	8	3	1	284
12:10	179	43	4	5	1	235	236	48	6	2	1	291
12:15	179	32	4	7	2	234	246	48	7	1	2	299
12:20	188	37	4	6	3	238	241	45	6	2	1	300
12:25	197	41	2	3	0	245	256	50	5	2	0	310
12:30	169	42	2	2	0	218	266	68	5	1	0	376
12:35	162	46	2	4	0	219	319	75	5	2	6	408
12:40	194	49	2	5	0	253	365	91	3	2	8	472
12:45	194	60	2	4	0	267	422	123	0	5	7	557
12:50	177	53	2	2	1	236	494	132	0	1	6	640
12:55	180	49	3	2	1	236	542	139	2	5	2	691
13:00	209	50	2	2	1	269	656	117	3	4	4	791
13:05	271	45	1	3	2	325	690	111	3	5	2	819
13:10	269	46	0	3	2	322	724	101	3	2	5	839
13:15	242	36	0	5	1	288	848	76	2	3	10	744
13:20	234	35	0	4	1	269	951	69	2	2	6	654





Intelligent Data Collection Limited



Client: Hyder 1001829 25.02.2014 High Street/Station Road/Bermycroft Over Road Crossroads

Date of Survey: High Street/Station Road/Bermycroft Over Road Junction Name: Crossroads Junction Type:

Table with columns: Time, Cans, LGV, GV1, GV2, M/C, Bus, Total, Cans, LGV, GV1, GV2, M/C, Bus, Total, Cans, LGV, GV1, GV2, M/C, Bus, Total, Cans, LGV, GV1, GV2, M/C, Bus, Total. Rows represent time intervals from 07:30 to 18:30.

# Intelligent Data Collection Limited

Client: Hyder  
 Project Number: 1001829  
 Junction Number: Site 12  
 Date of Survey: 25.02.2014  
 Junction Name: High Street/Station Road/Benycroft/Over Road  
 Junction Type: Crossroads

Time	Cars	LGV	OV01	OV02	Total Junction Flow			Cycles	Total
					Busess	M/C	J/C		
07:00	207	36	2	0	0	0	7	277	
07:05	239	64	4	0	1	0	5	314	
07:10	259	64	1	0	2	0	3	337	
07:15	258	62	1	6	3	3	4	337	
07:20	260	43	3	8	4	2	5	325	
07:25	260	42	2	1	5	2	2	314	
07:30	268	33	7	3	2	0	3	316	
07:35	243	38	9	2	1	2	5	300	
07:40	210	39	8	5	0	1	2	265	
07:45	143	37	3	4	0	0	2	180	
07:50	147	36	3	6	2	2	0	196	
07:55	146	37	0	3	1	0	1	188	
08:00	132	30	6	2	2	0	6	175	
08:05	138	36	4	0	0	0	1	179	
08:10	144	40	2	3	0	0	1	160	
08:15	147	45	3	4	1	0	0	199	
08:20	161	29	2	0	0	0	2	194	
08:25	145	31	4	1	2	0	2	185	
08:30	132	21	7	2	0	1	1	164	
08:35	150	28	5	3	0	2	0	188	
08:40	149	41	3	1	0	1	1	196	
08:45	128	35	5	1	1	2	4	176	
08:50	145	36	4	1	1	0	3	180	
08:55	159	31	2	3	1	2	1	199	
09:00	156	28	3	4	1	0	1	193	
09:05	157	31	3	2	0	0	1	193	
09:10	185	45	4	0	0	0	1	235	
09:15	208	42	5	1	7	1	0	264	
09:20	187	51	2	3	4	0	1	248	
09:25	198	59	1	1	5	0	1	263	
09:30	242	66	0	1	2	0	2	313	
09:35	261	59	2	1	0	3	3	329	
09:40	244	52	0	0	1	1	3	301	
09:45	324	42	0	1	1	2	1	389	
09:50	326	55	1	1	3	2	1	389	
09:55	319	42	0	3	0	0	6	370	
10:00	248	30	1	1	0	3	7	290	
10:05	263	34	0	3	2	1	10	313	
10:10	167	25	0	1	0	1	0	214	
10:15	943	93	9	17	10	6	4	1114	
10:20	996	232	9	17	10	6	19	1269	
10:25	1017	211	10	15	14	7	16	1290	
10:30	1060	186	6	21	13	7	16	1309	
10:35	1053	152	18	12	9	4	15	1263	
10:40	1003	149	24	16	4	3	15	1214	
10:45	888	141	27	13	6	3	10	1088	
10:50	667	143	17	18	5	4	4	858	
10:55	577	154	9	16	6	3	3	781	
11:00	527	147	15	7	3	3	5	766	
11:05	527	147	15	7	3	3	5	766	
11:10	525	150	15	7	2	1	4	704	
11:15	531	151	15	8	3	1	2	711	
11:20	544	152	15	10	2	0	2	725	
11:25	586	108	22	6	2	3	6	733	
11:30	579	117	24	9	0	6	3	728	
11:35	575	131	22	8	1	7	6	750	
11:40	587	138	14	9	2	5	6	761	
11:45	580	126	12	6	4	3	9	756	
11:50	621	124	13	10	4	3	5	780	
11:55	633	143	7	7	2	3	2	828	
12:00	711	157	16	4	8	2	1	899	
12:05	737	169	14	5	11	1	2	939	
12:10	796	191	11	4	13	1	3	1019	
12:15	843	229	3	5	10	0	5	1096	
12:20	917	237	3	3	7	3	7	1177	
12:25	929	229	6	7	6	4	8	1252	
12:30	1202	211	6	6	5	2	9	1446	
12:35	1260	184	4	8	5	4	12	1487	
12:40	1276	185	4	5	4	4	11	1489	
12:45	1137	142	4	8	3	4	5	1368	
12:50	1005	125	4	6	3	5	18	1166	





# Intelligent Data Collection Limited



**Client:** Hyderabad  
**Project Number:** ID01829  
**Junction Number:** Site 12

**Date of Survey:** 25.02.2014  
**Junction Name:** High Street/Station Road/Berrycroft/Over Road  
**Junction Type:** Crossroads

**Arm A:** High Street  
**Arm B:** Berrycroft  
**Arm C:** Station Road  
**Arm D:** Over Road

**Count Method:** PCUs **Classes Included:** Excluding M/Cs and P/Cs

Select the count method and desired user classes from the drop-downs in cells D10 and G10

## Maximum 15-minute Junction Flow:

	AM Peak	from:	07:45	until:	08:00	flow:	347
	Inter-Peak	from:	15:30	until:	15:45	flow:	280
	PM Peak	from:	17:30	until:	17:45	flow:	393

AM Peak covers 07:00 until 10:00  
 Inter-Peak covers 10:00 until 16:00  
 PM Peak covers 16:00 until 19:00

## Period Starting:

07:00

Select the time from the drop-down in cell D18 to show the 15-minute data for that period

## Movement Counts

	To				Total
From	A	B	C	D	
A	0	6	172	14	192
B	4	0	28	10	42
C	20	2	0	1	23
D	9	3	8	0	20
<b>Total</b>	33	11	208	25	277

## HGV Proportions

	To				Total
From	A	B	C	D	
A	0.0%	0.0%	1.1%	20.9%	2.5%
B	0.0%	0.0%	0.0%	29.3%	6.9%
C	19.2%	0.0%	0.0%	0.0%	16.7%
D	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Total</b>	11.6%	0.0%	0.9%	23.4%	4.2%

## Maximum Hourly Junction Flow:

	AM Peak	from:	07:45	until:	08:45	flow:	1351
	Inter-Peak	from:	15:45	until:	16:45	flow:	1120
	PM Peak	from:	17:00	until:	18:00	flow:	1497

## Period Starting:

07:00

Select the time from the drop-down in cell D35 to show the hourly data for that period

## Movement Counts

	To				Total
From	A	B	C	D	
A	0	35	692	84	811
B	24	0	114	43	181
C	107	27	0	9	143
D	48	44	27	0	119
<b>Total</b>	179	106	833	136	1254

## HGV Proportions

	To				Total
From	A	B	C	D	
A	0.0%	0.0%	4.8%	5.7%	4.7%
B	7.9%	0.0%	0.0%	6.8%	2.7%
C	13.4%	0.0%	0.0%	0.0%	10.0%
D	10.4%	2.3%	0.0%	0.0%	5.0%
<b>Total</b>	11.9%	0.9%	4.0%	5.7%	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 Northstowe

**Client:** Hyder  
**Project Number:** ID01729  
**Junction Number:** Site 1  
**Date of Survey:** 07.11.2013  
**Junction Name:** High Street / Rampton Road / Woodside / School Lane  
**Junction Type:** Staggered Crossroads

# Quality Assurance and Issue Record

## Quality Assurance

Revision	Rev A			
Date	25/11/2013			
Prepared by	Andy Cook			
Signature				
Checked by	Irene O'Riordan			
Signature				
Project Director	Dan Wallace			
Signature				
Project number	ID01729			
File Ref	ID01729 - Northstowe - Site 1 - MCC			

## Issue Sheet

Issued to	Date			
	27/11/2013			
Liam Scott	E-mail			

## Contents Page

Location Plan & Summary  
MCC Data  
PCU Data  
Movement Matrices

# Intelligent Data Collection Limited

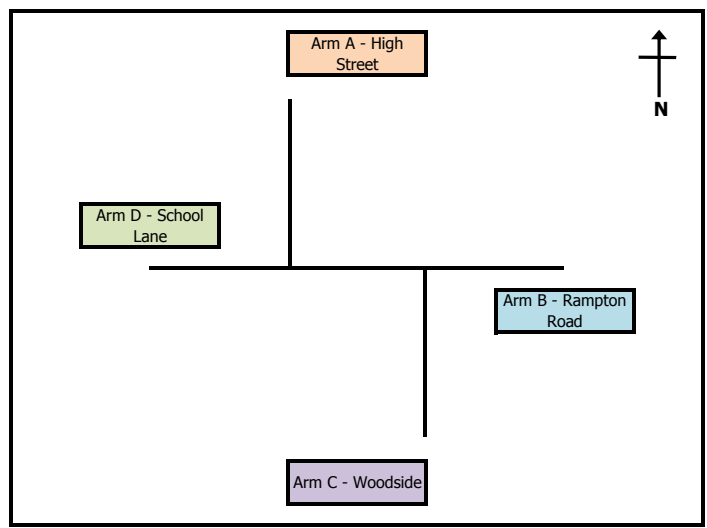


**Client:** Hyder  
**Project Number:** ID01729  
**Junction Number:** Site 1  
**Date of Survey:** 07.11.2013  
**Junction Name:** High Street / Rampton Road / Woodside / School Lane  
**Junction Type:** Staggered Crossroads

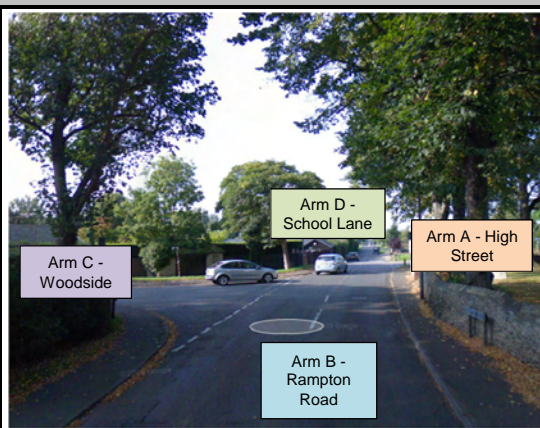
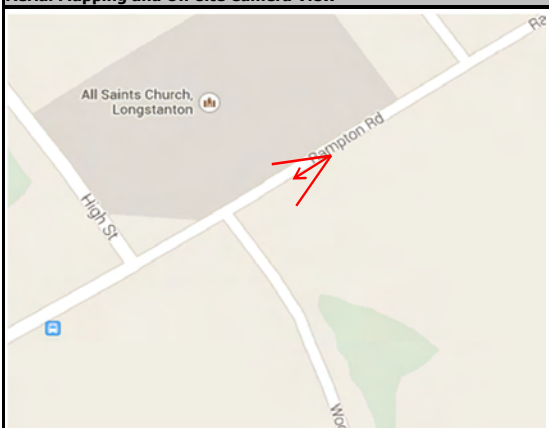
intelligentdata

X Coordinate	Y Coordinate	Google Maps Link
52.277769	0.049117	<a href="#">Click Here</a>
AM Peak Conditions	PM Peak Conditions	
Sunny Intervals	Sunny Intervals	

## Junction Layout

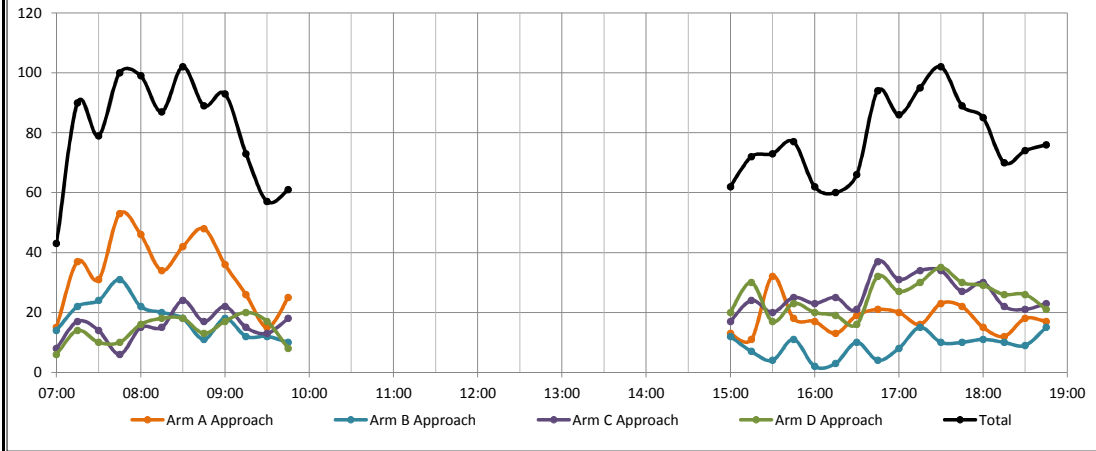


## Aerial Mapping and On-site Camera View



## Junction Flow Profile

Arm Approach Flows (All Vehicles)



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







# Intelligent Data Collection Limited



**Client:** Hyder  
**Project Number:** ID01729  
**Junction Number:** Site 1

**Date of Survey:** 07.11.2013  
**Junction Name:** High Street / Rampton Road / Woodside / School Lane  
**Junction Type:** Staggered Crossroads

**Arm A:** High Street  
**Arm B:** Rampton Road  
**Arm C:** Woodside  
**Arm D:** School Lane

Time	B to D				B to C				C to C				Total			
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2		Buses	M/C	Cycle
07:00	6	2	0	0	0	0	0	8	2	1	0	0	0	0	0	4
07:15	8	3	0	0	0	0	0	11	5	1	0	0	0	1	1	8
07:30	6	2	0	0	0	0	0	8	8	2	0	0	0	1	2	13
07:45	10	1	0	0	0	0	0	12	12	0	0	0	0	0	0	16
08:00	10	0	0	0	0	0	0	10	8	0	0	0	0	0	0	8
08:15	9	0	0	0	0	0	0	9	6	0	0	0	0	0	2	8
08:30	5	1	0	0	0	0	0	6	7	0	0	0	0	0	1	8
08:45	4	0	0	0	0	0	0	4	3	1	0	0	0	0	4	5
09:00	5	0	0	0	0	0	0	5	3	2	0	0	0	0	0	5
09:15	4	0	0	0	0	0	0	4	4	1	0	0	0	0	0	5
09:30	4	1	0	0	0	0	0	5	1	1	0	0	0	0	1	3
09:45	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5
15:00	5	3	0	0	0	0	0	8	1	1	0	0	0	0	0	2
15:15	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1
15:30	3	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0
15:45	8	1	0	0	0	0	0	9	1	0	0	0	0	0	1	2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
16:30	5	2	0	0	0	0	0	7	0	0	0	0	0	0	0	0
16:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:00	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
17:15	4	1	0	0	0	0	0	5	4	1	0	0	0	0	0	5
17:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
17:45	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
18:00	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
18:15	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
18:30	2	1	0	0	0	0	0	3	2	0	0	0	0	0	0	2
18:45	6	1	0	0	0	0	0	7	3	0	0	0	0	0	0	3
<b>Start Time</b>								<b>Total</b>								<b>Total</b>
07:00	30	8	0	0	0	0	0	39	27	5	0	0	0	0	7	41
07:15	34	6	0	0	0	0	0	41	33	4	0	0	0	2	6	45
07:30	35	3	0	0	0	0	0	39	34	3	0	0	0	1	7	45
07:45	34	2	0	0	0	0	0	37	33	4	0	0	0	1	6	40
08:00	28	1	0	0	0	0	0	29	24	1	0	0	0	0	3	28
08:15	23	1	0	0	0	0	0	24	19	3	0	0	0	0	3	25
08:30	18	1	0	0	0	0	0	19	17	4	0	0	0	0	1	22
08:45	17	1	0	0	0	0	0	18	11	5	0	0	0	0	1	17
09:00	16	1	0	0	0	0	0	17	13	4	0	0	0	0	1	18
15:00	18	5	0	0	0	0	0	24	3	1	0	0	0	0	1	5
15:15	13	2	0	0	0	0	0	16	2	0	0	0	0	0	0	3
15:30	13	1	0	0	0	1	0	15	2	0	0	0	0	0	1	3
15:45	15	3	0	0	0	0	0	18	2	0	0	0	0	0	1	3
16:00	9	2	0	0	0	0	0	11	1	0	0	0	0	0	0	1
16:15	11	2	0	0	0	0	0	13	2	0	0	0	0	0	0	2
16:30	13	3	0	0	0	0	0	16	5	1	0	0	0	0	0	6
16:45	10	1	0	0	0	0	0	11	6	1	0	0	0	0	0	7
17:00	11	1	0	0	0	0	0	12	9	1	0	0	0	0	0	10
17:15	13	1	0	0	0	0	0	14	12	1	0	0	0	0	0	13
17:30	12	0	0	0	0	0	0	12	10	0	0	0	0	0	0	10
17:45	12	1	0	0	0	0	0	13	11	0	0	0	0	0	0	11
18:00	15	2	0	0	0	0	0	17	11	0	0	0	0	0	0	11





# Intelligent Data Collection Limited



Client: Hyderabad  
 Project Number: ID01729  
 Junction Number: Site 1

Date of Survey: 07.11.2013  
 Junction Name: High Street / Rampton Road / Woodside / School Lane  
 Junction Type: Staggered Crossroads

Arm A: High Street  
 Arm B: Rampton Road  
 Arm C: Woodside  
 Arm D: School Lane

Time	D to A						Cycle	Total
	Cars	LGV	OGV1	OGV2	Buses	M/C		
07:00	2	1	0	0	0	0	0	3
07:15	3	1	0	0	0	0	0	4
07:30	2	0	0	0	0	0	0	2
07:45	2	1	0	0	1	0	0	4
08:00	4	2	0	0	1	0	0	7
08:15	5	0	0	0	1	0	0	6
08:30	5	1	0	0	0	0	0	6
08:45	4	0	0	0	0	0	0	4
09:00	7	0	0	0	1	0	0	8
09:15	7	0	1	0	0	0	0	8
09:30	4	0	0	0	0	0	0	4
09:45	3	0	0	0	0	0	0	3
15:00	8	0	0	0	1	0	0	9
15:15	9	1	0	0	0	0	0	10
15:30	7	0	0	0	0	0	0	7
15:45	5	2	0	0	0	0	0	7
16:00	3	1	0	0	1	0	0	5
16:15	5	4	0	0	1	0	1	11
16:30	5	2	0	0	0	0	0	7
16:45	8	3	0	0	1	0	0	12
17:00	11	2	0	0	2	0	0	15
17:15	9	1	0	0	0	0	0	10
17:30	11	2	0	0	0	0	0	13
17:45	13	0	0	0	0	0	0	13
18:00	11	0	0	0	1	0	0	12
18:15	7	0	0	0	0	0	0	7
18:30	11	0	0	0	0	0	0	11
18:45	6	0	0	0	0	0	0	6
Start Time	Rolling Hour						Total	Total
07:00	9	3	0	0	1	0	0	13
07:15	11	4	0	0	2	0	0	17
07:30	13	3	0	0	3	0	0	19
07:45	16	4	0	0	3	0	0	23
08:00	18	3	0	0	2	0	0	23
08:15	21	1	0	0	2	0	0	24
08:30	23	1	1	0	1	0	0	26
08:45	22	0	1	0	1	0	0	24
09:00	21	0	1	0	1	0	0	23
15:00	29	3	0	0	1	0	0	33
15:15	24	4	0	0	1	0	0	29
15:30	20	7	0	0	2	0	1	30
15:45	18	9	0	0	2	0	1	30
16:00	21	10	0	0	3	0	1	35
16:15	29	11	0	0	4	0	1	45
16:30	33	8	0	0	3	0	0	44
16:45	39	8	0	0	2	0	0	50
17:00	44	5	0	0	2	0	0	51
17:15	44	3	0	0	1	0	0	48
17:30	42	2	0	0	1	0	0	45
17:45	42	0	0	0	1	0	0	43
18:00	35	0	0	0	1	0	0	36

# Intelligent Data Collection Limited



Client: Hyder  
 Project Number: ID01729  
 Junction Number: Site 1  
 Date of Survey: 07.11.2013  
 Junction Name: High Street / Rampton Road / Woodside / School Lane  
 Junction Type: Staggered Crossroads

Time	Arm A Approach						Arm A Exit						Total			
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2		Buses	M/C	Cycle
07:00	9	5	0	0	0	1	0	15	4	2	0	0	0	0	0	6
07:15	24	6	1	1	0	1	4	37	4	3	0	0	0	0	0	7
07:30	26	2	0	0	0	1	4	31	4	1	0	0	0	0	0	5
07:45	39	8	0	0	2	2	2	53	5	1	0	0	1	0	0	7
08:00	37	2	0	0	0	1	6	46	9	3	0	0	1	0	0	13
08:15	26	3	0	0	1	0	4	34	8	1	0	0	1	0	1	11
08:30	31	7	0	0	0	4	4	42	11	2	0	0	0	0	0	13
08:45	39	3	1	0	1	0	4	48	9	1	0	0	0	0	0	10
09:00	33	1	0	0	0	0	2	36	17	0	0	0	1	0	1	19
09:15	24	0	0	0	0	0	2	26	11	0	1	0	0	0	0	12
09:30	14	0	0	0	0	0	0	15	8	1	0	0	0	0	0	9
09:45	18	4	0	0	1	1	1	25	7	1	0	0	0	0	0	8
15:00	11	2	0	0	0	0	0	13	22	1	0	0	1	0	0	24
15:15	10	1	0	0	0	0	0	11	25	4	0	0	0	0	0	29
15:30	26	2	1	0	2	0	1	32	13	2	0	0	0	0	0	15
15:45	12	2	0	0	2	0	2	18	20	5	0	0	0	0	0	25
16:00	13	2	0	0	0	0	2	17	13	5	0	0	1	0	4	23
16:15	9	3	0	0	0	1	0	13	18	6	0	0	1	0	3	28
16:30	12	4	0	0	0	1	2	19	21	5	0	0	0	0	0	26
16:45	19	1	0	0	1	0	0	21	31	8	0	0	1	0	1	41
17:00	19	0	0	0	0	0	1	20	36	4	0	0	2	0	2	44
17:15	14	2	0	0	0	0	0	16	35	5	0	0	0	0	0	40
17:30	22	1	0	0	0	0	0	23	33	8	0	0	0	0	3	44
17:45	22	0	0	0	0	0	0	22	29	3	0	0	0	0	2	34
18:00	13	1	0	0	1	0	0	15	28	2	0	0	1	2	4	37
18:15	12	0	0	0	0	0	0	12	18	3	0	0	0	4	0	25
18:30	18	0	0	0	0	0	0	18	25	1	0	0	0	0	1	27
18:45	17	0	0	0	0	0	0	17	24	1	0	0	0	0	2	27
Start Time								Total								Total
07:00	98	21	1	1	2	5	8	136	17	7	0	0	1	0	0	25
07:15	126	18	1	1	2	5	14	167	22	8	0	0	2	0	0	32
07:30	128	15	0	0	3	4	14	164	26	6	0	0	3	0	1	36
07:45	133	20	0	0	3	3	16	175	33	7	0	0	3	0	1	44
08:00	133	15	1	0	2	1	18	170	37	7	0	0	2	0	1	47
08:15	129	14	1	0	2	0	14	160	45	4	0	0	2	0	2	53
08:30	127	11	1	0	1	0	12	152	48	3	1	0	1	0	1	54
08:45	110	4	1	1	1	0	8	125	45	2	1	0	1	0	1	50
09:00	89	5	0	1	1	1	5	102	43	2	1	0	1	0	1	48
15:00	59	7	1	0	4	0	3	74	80	12	0	0	1	0	0	93
15:15	61	7	1	0	4	0	5	78	71	16	0	0	1	0	4	92
15:30	60	9	1	0	4	1	5	80	64	18	0	0	2	0	7	91
15:45	46	11	0	0	2	2	6	67	72	21	0	0	2	0	7	102
16:00	53	10	0	0	1	2	4	70	83	24	0	0	3	0	8	118
16:15	59	8	0	0	1	2	3	73	106	23	0	0	4	0	6	139
16:30	64	7	0	0	1	1	3	76	123	22	0	0	3	0	3	151
16:45	74	4	0	0	1	0	1	80	135	25	0	0	3	0	6	169
17:00	77	3	0	0	0	0	1	81	133	20	0	0	2	0	7	162
17:15	71	4	0	0	1	0	0	76	125	18	0	0	1	2	9	155
17:30	69	2	0	0	1	0	0	72	108	16	0	0	1	6	9	140
17:45	65	1	0	0	1	0	0	67	100	9	0	0	1	6	7	123
18:00	60	1	0	0	1	0	0	62	95	7	0	0	1	6	7	116

# Intelligent Data Collection Limited

Client: Hyder  
 Project Number: ID01729  
 Junction Number: Site 1

Date of Survey: 07.11.2013  
 Junction Name: High Street / Rampton Road / Woodside / School Lane  
 Junction Type: Staggered Crossroads



Time	Arm B Approach					Arm B Exit					Total					
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV		OGV1	OGV2	Buses	M/C	Cycle
07:00	10	3	0	0	0	0	1	14	3	3	0	0	0	0	0	6
07:15	14	6	0	0	0	1	1	22	15	7	1	0	0	0	0	23
07:30	16	5	0	0	0	1	2	24	10	4	0	0	0	0	1	14
07:45	25	2	0	0	0	0	4	31	6	3	0	0	2	0	1	12
08:00	21	1	0	0	0	0	0	22	21	1	0	0	0	0	0	22
08:15	17	0	0	0	0	0	3	20	17	1	0	0	1	0	1	20
08:30	16	1	0	0	0	0	1	18	17	2	0	0	0	0	1	20
08:45	10	1	0	0	0	0	0	11	21	1	0	0	1	0	0	23
09:00	15	2	0	0	0	0	1	18	19	3	0	0	0	0	1	23
09:15	11	1	0	0	0	0	0	12	24	2	0	0	0	0	0	26
09:30	8	3	0	0	0	0	1	12	14	2	1	1	0	0	0	18
09:45	10	0	0	0	0	0	0	10	13	3	0	0	1	0	1	18
15:00	8	4	0	0	0	0	0	12	12	0	0	0	0	1	0	13
15:15	6	1	0	0	0	0	0	7	14	1	0	0	0	0	0	15
15:30	3	0	0	0	0	1	0	4	20	3	0	0	2	0	0	25
15:45	9	1	0	0	0	0	1	11	14	2	0	0	2	0	0	18
16:00	0	1	0	0	0	0	0	2	15	3	0	0	0	1	0	19
16:15	3	0	0	0	0	0	0	3	13	0	0	0	0	0	1	14
16:30	7	3	0	0	0	0	0	10	8	2	0	0	0	0	0	10
16:45	4	0	0	0	0	0	0	4	14	3	0	0	1	0	1	19
17:00	8	0	0	0	0	0	0	8	10	1	0	0	0	0	0	11
17:15	13	2	0	0	0	0	0	15	18	2	0	0	0	1	1	22
17:30	10	0	0	0	0	0	0	10	22	0	0	0	0	1	0	23
17:45	10	0	0	0	0	0	0	10	19	3	0	0	0	0	0	22
18:00	10	0	0	0	0	0	1	11	16	1	0	0	1	0	0	18
18:15	10	0	0	0	0	0	0	10	17	0	0	0	0	0	1	18
18:30	7	2	0	0	0	0	0	9	14	0	0	0	0	1	0	15
18:45	14	1	0	0	0	0	0	15	19	0	0	0	0	0	0	19
Start Time	Rolling Hour					Rolling Hour					Rolling Hour					Total
07:00	65	16	0	0	0	2	8	91	34	17	1	0	2	0	1	55
07:15	76	14	0	0	0	2	7	99	52	15	1	0	2	0	1	71
07:30	79	8	0	0	0	1	9	97	54	9	0	0	3	0	2	68
07:45	79	4	0	0	0	0	8	91	61	7	0	0	3	0	3	74
08:00	64	3	0	0	0	0	4	71	76	5	0	0	2	0	2	85
08:15	58	4	0	0	0	0	5	67	74	7	0	0	2	0	3	86
08:30	52	5	0	0	0	0	2	59	81	8	0	0	1	0	2	92
08:45	44	7	0	0	0	0	2	53	78	8	1	1	1	0	1	90
09:00	44	6	0	0	0	0	2	52	70	10	1	1	1	0	2	85
15:00	26	6	0	0	0	1	1	34	60	6	0	0	4	1	0	71
15:15	18	3	0	0	0	1	2	24	63	9	0	0	4	1	0	77
15:30	15	2	0	0	0	1	2	20	62	8	0	0	4	1	1	76
15:45	19	5	0	0	0	0	2	26	50	7	0	0	2	1	1	61
16:00	14	4	0	0	0	0	1	19	50	8	0	0	1	1	2	62
16:15	22	3	0	0	0	0	0	25	45	6	0	0	1	0	2	54
16:30	32	5	0	0	0	0	0	37	50	8	0	0	1	1	2	62
16:45	35	2	0	0	0	0	0	37	64	6	0	0	1	2	2	75
17:00	41	2	0	0	0	0	1	43	69	6	0	0	0	2	1	78
17:15	43	2	0	0	0	0	1	46	75	6	0	0	1	2	1	85
17:30	40	0	0	0	0	0	1	41	74	4	0	0	1	1	1	81
17:45	37	2	0	0	0	0	0	40	66	4	0	0	1	1	1	73
18:00	41	3	0	0	0	0	1	45	66	1	0	0	1	1	1	70

# Intelligent Data Collection Limited

Client: Hyder  
 Project Number: ID01729  
 Junction Number: Site 1  
 Date of Survey: 07.11.2013  
 Junction Name: High Street / Rampton Road / Woodside / School Lane  
 Junction Type: Staggered Crossroads



Time	Arm C Approach						Arm C Exit						Total			
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2		Buses	M/C	Cycle
07:00	4	4	0	0	0	0	0	8	10	6	0	0	0	0	0	18
07:15	13	3	0	0	0	1	0	17	25	6	0	1	0	2	1	39
07:30	11	3	0	0	0	0	0	14	33	3	0	0	0	2	4	42
07:45	5	0	0	0	0	0	0	6	48	8	0	0	0	2	5	63
08:00	14	1	0	0	0	0	0	15	41	3	0	0	0	1	6	51
08:15	12	1	0	0	0	1	1	15	33	3	0	0	0	0	6	42
08:30	20	3	0	0	0	0	1	24	43	6	0	0	0	0	5	55
08:45	14	2	0	0	0	0	1	17	32	2	1	0	0	0	3	38
09:00	18	3	0	0	0	0	0	22	31	4	0	0	0	0	1	36
09:15	13	1	1	0	0	0	0	15	21	4	0	0	0	0	2	27
09:30	9	3	1	0	0	0	0	13	16	2	0	0	0	0	1	19
09:45	14	3	0	0	0	0	1	18	16	3	0	0	0	1	0	20
15:00	15	1	0	0	0	1	0	17	12	2	0	0	0	0	1	15
15:15	20	4	0	0	0	0	0	24	18	1	0	0	0	0	1	20
15:30	16	3	0	0	0	0	1	20	16	0	1	0	0	0	0	17
15:45	21	4	0	0	0	0	0	25	13	3	0	0	0	0	1	17
16:00	16	4	0	0	0	0	3	23	12	1	0	0	0	0	2	15
16:15	19	2	0	0	0	0	4	25	8	4	0	0	0	1	0	13
16:30	18	3	0	0	0	0	1	22	11	2	0	0	0	1	2	16
16:45	29	7	0	0	0	0	0	37	23	1	0	0	0	0	24	24
17:00	25	3	0	0	0	0	3	31	16	2	0	0	0	0	1	19
17:15	30	4	0	0	0	0	0	34	15	1	0	0	0	0	0	16
17:30	24	6	0	0	0	0	4	34	19	1	0	0	0	1	0	21
17:45	21	3	0	0	0	1	2	27	20	0	0	0	0	0	0	20
18:00	22	2	0	0	0	2	4	30	18	1	0	0	0	0	0	19
18:15	13	3	0	0	0	5	1	22	16	0	0	0	0	0	0	16
18:30	17	1	0	0	0	0	3	21	16	0	1	0	0	0	0	17
18:45	19	1	0	0	0	0	3	23	15	0	0	0	0	0	0	15
Start Time								Total								Total
07:00	33	10	0	0	0	1	1	45	116	23	0	1	0	7	15	162
07:15	43	7	0	0	0	1	1	52	147	20	0	1	0	0	20	195
07:30	42	5	0	0	0	1	2	50	155	17	0	0	0	5	21	198
07:45	51	5	0	0	0	1	3	60	165	20	1	0	0	3	22	211
08:00	60	7	0	0	0	1	3	71	149	14	2	0	0	1	20	186
08:15	64	9	0	0	0	1	4	78	139	15	2	0	0	0	15	171
08:30	65	9	1	0	0	0	3	78	127	16	2	0	0	0	11	156
08:45	54	9	2	0	0	0	2	67	100	12	1	0	0	0	7	120
09:00	54	10	2	0	0	0	2	68	84	13	0	0	0	1	4	102
15:00	72	12	0	0	0	1	1	86	59	6	1	0	0	0	3	69
15:15	73	15	0	0	0	0	4	92	59	5	1	0	0	0	4	69
15:30	72	13	0	0	0	0	8	93	49	8	1	0	0	1	3	62
15:45	74	13	0	0	0	0	7	94	44	10	0	0	0	2	5	61
16:00	82	16	0	0	0	0	8	106	54	8	0	0	0	2	4	68
16:15	91	15	0	0	0	0	8	114	58	9	0	0	0	2	3	72
16:30	102	17	0	0	0	0	4	123	65	6	0	0	0	1	3	75
16:45	108	20	0	0	0	0	8	136	73	5	0	0	0	1	1	80
17:00	100	16	0	0	0	1	9	126	70	4	0	0	0	1	0	76
17:15	97	15	0	0	0	3	10	125	72	3	0	0	0	1	0	76
17:30	80	14	0	0	0	8	11	113	73	2	0	0	0	1	0	76
17:45	73	9	0	0	0	8	10	100	70	2	1	0	0	0	0	72
18:00	71	7	0	0	0	7	11	96	65	1	1	0	0	0	0	67

# Intelligent Data Collection Limited



Client: Hyderabad  
 Project Number: ID01729  
 Junction Number: Site 1  
 Date of Survey: 07.11.2013  
 Junction Name: High Street / Rampton Road / Woodside / School Lane  
 Junction Type: Staggered Crossroads

Time	Arm D Approach					Arm D Exit					Total					
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV		OGV1	OGV2	Buses	M/C	Cycle
07:00	4	2	0	0	0	0	0	6	10	3	0	0	0	0	0	13
07:15	10	4	0	0	0	0	0	14	17	3	0	0	0	1	0	21
07:30	10	0	0	0	0	0	0	10	16	2	0	0	0	0	0	18
07:45	6	3	0	0	1	0	0	10	16	1	0	0	0	0	1	18
08:00	12	3	0	0	1	0	0	16	13	0	0	0	0	0	0	13
08:15	16	1	0	0	1	0	0	18	13	0	0	0	0	1	0	14
08:30	16	1	1	0	0	0	0	18	12	2	0	0	0	0	0	14
08:45	13	0	0	0	0	0	0	13	14	2	0	0	0	0	2	18
09:00	15	1	0	0	1	0	0	17	14	0	0	0	0	0	0	15
09:15	14	5	1	0	0	0	0	20	6	1	1	0	0	0	0	8
09:30	16	1	0	0	0	0	0	17	9	2	0	0	0	0	0	11
09:45	7	1	0	0	0	0	0	8	13	1	0	0	0	0	1	15
15:00	18	0	0	0	1	0	1	20	6	4	0	0	0	0	0	10
15:15	27	2	0	0	0	0	1	30	6	2	0	0	0	0	0	8
15:30	17	0	0	0	0	0	0	17	13	0	0	0	0	1	2	16
15:45	18	5	0	0	0	0	0	23	13	2	0	0	0	0	2	17
16:00	16	2	0	0	1	0	0	19	5	0	0	0	0	0	0	5
16:15	12	5	0	0	1	0	1	19	4	0	0	0	0	0	1	5
16:30	14	2	0	0	0	0	0	16	11	3	0	0	0	0	0	14
16:45	26	4	0	0	1	0	1	32	10	0	0	0	0	0	0	10
17:00	20	5	0	0	2	0	0	27	10	1	0	0	0	0	1	12
17:15	25	3	0	0	0	1	1	30	14	3	0	0	0	0	0	17
17:30	31	2	0	0	0	2	0	35	13	0	0	0	0	0	1	14
17:45	27	3	0	0	0	0	0	30	12	0	0	0	0	1	0	13
18:00	27	1	0	0	1	0	0	29	10	0	0	0	0	0	1	11
18:15	25	0	0	0	0	0	1	26	9	0	0	0	0	1	1	11
18:30	24	0	1	0	0	0	0	26	11	2	0	0	0	0	0	15
18:45	21	0	0	0	0	0	0	21	13	1	0	0	0	0	2	15
Start Time								Total								Total
07:00	30	9	0	0	1	0	0	40	59	9	0	0	0	1	1	70
07:15	38	10	0	0	2	0	0	50	62	6	0	0	0	1	1	70
07:30	44	7	0	0	3	0	0	54	58	3	0	0	0	1	1	63
07:45	50	8	1	0	3	0	0	62	54	3	0	0	0	1	1	59
08:00	57	5	1	0	2	0	0	65	52	4	0	0	0	1	2	59
08:15	60	3	1	0	2	0	0	66	53	4	0	0	0	1	3	61
08:30	58	7	2	0	1	0	0	68	46	5	1	0	0	0	3	55
08:45	58	7	1	0	1	0	0	67	43	5	1	0	0	0	3	52
09:00	52	8	1	0	1	0	0	62	42	4	1	0	0	0	2	49
15:00	80	7	0	0	1	0	0	90	38	8	0	0	0	1	4	51
15:15	78	9	0	0	1	1	0	90	37	4	0	0	0	1	4	46
15:30	63	12	0	0	2	1	1	79	35	2	0	0	0	1	5	43
15:45	60	14	0	0	2	1	1	78	33	5	0	0	0	0	3	41
16:00	68	13	0	0	3	1	2	87	30	3	0	0	0	0	1	34
16:15	72	16	0	0	4	0	2	94	35	4	0	0	0	0	2	41
16:30	85	14	0	0	3	1	2	105	45	7	0	0	0	0	1	53
16:45	102	14	0	0	3	3	2	124	47	4	0	0	0	0	2	53
17:00	103	13	0	0	2	3	1	122	49	4	0	0	0	1	2	56
17:15	110	9	0	0	1	3	1	124	49	3	0	0	0	1	2	55
17:30	110	6	0	0	1	2	1	120	44	0	0	0	0	2	3	49
17:45	103	4	1	0	1	1	1	111	42	2	0	0	0	2	4	50
18:00	97	1	1	0	1	1	1	102	43	3	0	0	0	1	5	52



# Intelligent Data Collection Limited



**Client:** Hyder  
**Project Number:** ID01729  
**Junction Number:** Site 1  
**Date of Survey:** 07.11.2013  
**Junction Name:** High Street / Rampton Road / Woodside / School Lane  
**Junction Type:** Staggered Crossroads

Time	Total Junction Flow						M/C	Cycle	Total
	Cars	LGV	OGV1	OGV2	Buses	M/C			
07:00	27	14	0	0	0	0	1	1	43
07:15	61	19	1	1	0	3	5	5	90
07:30	63	10	0	0	0	2	4	4	79
07:45	75	13	0	0	3	2	7	7	100
08:00	84	7	0	0	0	1	6	6	99
08:15	71	5	0	0	2	1	8	8	87
08:30	83	12	1	0	0	0	6	6	102
08:45	76	6	1	0	1	0	5	5	89
09:00	81	7	0	0	1	0	4	4	93
09:15	62	7	2	0	0	0	2	2	73
09:30	47	7	1	1	0	0	1	1	57
09:45	49	8	0	0	1	1	2	2	61
15:00	52	7	0	0	1	1	1	1	62
15:15	63	8	0	0	0	0	1	1	72
15:30	62	5	1	0	2	1	2	2	73
15:45	60	12	0	0	2	0	3	3	77
16:00	45	9	0	0	1	1	6	6	62
16:15	43	10	0	0	1	1	5	5	60
16:30	51	12	0	0	2	1	2	2	66
16:45	78	12	0	0	2	0	2	2	94
17:00	72	8	0	0	2	0	4	4	86
17:15	82	11	0	0	0	1	1	1	95
17:30	87	9	0	0	0	2	4	4	102
17:45	80	6	0	0	2	1	2	2	89
18:00	72	4	0	0	2	2	5	5	85
18:15	60	3	1	0	0	5	2	2	70
18:30	66	3	1	0	0	1	3	3	74
18:45	71	2	0	0	0	0	3	3	76
<b>Start Time</b>	<b>Rolling Hour</b>								<b>Total</b>
07:00	226	56	1	1	3	8	17	312	
07:15	283	49	1	1	4	8	22	368	
07:30	293	35	0	0	6	6	25	365	
07:45	313	37	1	0	6	4	27	388	
08:00	314	30	2	0	4	2	25	377	
08:15	311	30	2	0	4	1	23	371	
08:30	302	32	4	0	2	0	17	357	
08:45	266	27	4	1	2	0	12	312	
09:00	239	29	3	1	2	1	9	284	
15:00	237	32	1	0	5	2	7	284	
15:15	230	34	1	0	5	2	12	284	
15:30	210	36	1	0	6	3	16	272	
15:45	199	43	0	0	4	3	16	265	
16:00	217	43	0	0	4	3	15	282	
16:15	244	42	0	0	5	2	13	306	
16:30	283	43	0	0	4	2	9	341	
16:45	319	40	0	0	4	3	11	377	
17:00	321	34	0	0	2	4	11	372	
17:15	321	30	0	0	2	6	12	371	
17:30	299	22	0	0	2	10	13	346	
17:45	278	16	1	0	2	9	12	318	
18:00	269	12	1	0	2	8	13	305	

# Intelligent Data Collection Limited



Client: Hyder  
 Project Number: ID01729  
 Junction Number: Site 1

Date of Survey: 07.11.2013  
 Junction Name: High Street / Rampton Road / Woodside / School Lane  
 Junction Type: Staggered Crossroads

Arm A: High Street      Arm B: Rampton Road      Arm C: Woodside      Arm D: School Lane

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	0	10	4	0	2	8	3	0	2	1	5	0	3	0	3
07:15	0	1	20	15	0	3	11	7	0	8	0	8	0	9	1	4
07:30	0	3	20	6	0	3	8	11	0	7	0	7	0	7	1	2
07:45	0	1	41	11	0	3	11	14	0	7	0	5	0	3	3	6
08:00	0	0	32	9	0	4	10	8	0	10	2	3	0	6	3	9
08:15	0	2	23	8	0	2	9	6	0	14	2	2	0	8	4	8
08:30	0	2	32	5	0	4	6	7	0	10	3	6	0	13	0	6
08:45	0	9	28	11	0	3	4	4	0	10	3	3	0	5	4	4
09:00	0	6	22	6	0	7	5	5	0	15	3	3	0	8	1	10
09:15	0	1	16	7	0	3	4	5	0	11	1	4	0	4	8	9
09:30	0	0	10	7	0	4	5	2	0	7	1	6	0	6	7	4
09:45	0	4	12	9	0	2	3	5	0	7	3	7	0	2	3	3
15:00	0	2	8	3	0	2	8	2	0	3	13	0	0	4	6	11
15:15	0	0	9	2	0	3	3	1	0	3	16	5	0	9	10	10
15:30	0	7	13	15	0	0	3	0	0	8	3	3	0	5	5	7
15:45	0	2	10	7	0	0	9	1	0	3	18	4	0	5	11	7
16:00	0	2	6	7	0	1	0	1	0	4	14	3	0	7	7	7
16:15	0	1	8	3	0	0	2	1	0	5	15	1	0	3	5	12
16:30	0	3	10	4	0	3	7	0	0	1	16	4	0	4	5	7
16:45	0	2	13	8	0	2	2	0	0	4	26	6	0	11	8	14
17:00	0	7	8	4	0	5	2	1	0	4	22	2	0	9	3	18
17:15	0	9	6	1	0	5	5	5	0	6	25	3	0	5	14	10
17:30	0	5	10	8	0	7	2	1	0	3	22	6	0	9	11	13
17:45	0	4	14	4	0	4	3	3	0	4	15	5	0	3	14	13
18:00	0	3	10	4	0	2	4	4	0	4	18	3	0	5	12	14
18:15	0	1	7	4	0	5	3	2	0	2	11	6	0	7	11	7
18:30	0	6	9	3	0	4	3	2	0	3	11	4	0	7	8	11
18:45	0	4	9	4	0	5	7	3	0	3	14	3	0	3	12	6
Start Time																
07:00	0	5	92	36	0	11	38	34	0	17	1	25	0	22	5	15
07:15	0	5	113	41	0	13	40	39	0	25	2	23	0	25	8	20
07:30	0	6	115	34	0	12	38	39	0	26	4	17	0	24	11	24
07:45	0	5	127	33	0	13	36	35	0	34	7	16	0	30	10	28
08:00	0	13	114	32	0	13	29	26	0	43	10	15	0	32	11	26
08:15	0	19	104	29	0	16	24	23	0	49	11	15	0	34	9	27
08:30	0	18	98	29	0	17	19	21	0	50	10	16	0	30	13	28
08:45	0	16	76	30	0	17	18	16	0	43	8	16	0	23	20	26
09:00	0	11	61	28	0	16	17	17	0	40	8	20	0	20	19	25
15:00	0	12	40	27	0	5	23	4	0	17	55	12	0	23	32	35
15:15	0	12	38	31	0	4	15	2	0	18	56	15	0	26	33	31
15:30	0	13	38	32	0	1	14	2	0	20	55	11	0	20	28	32
15:45	0	8	35	21	0	4	18	2	0	13	63	12	0	19	28	32
16:00	0	8	38	22	0	6	11	1	0	14	71	14	0	25	26	39
16:15	0	13	39	19	0	10	13	2	0	14	80	13	0	27	21	50
16:30	0	21	37	17	0	15	16	6	0	15	90	15	0	29	30	49
16:45	0	23	37	21	0	19	11	7	0	17	95	17	0	34	36	55
17:00	0	25	38	17	0	21	12	10	0	17	84	17	0	26	42	54
17:15	0	21	40	17	0	18	14	13	0	17	80	18	0	22	51	50
17:30	0	13	41	20	0	18	12	10	0	13	66	20	0	24	49	47
17:45	0	14	40	15	0	15	13	11	0	13	56	19	0	22	46	45
18:00	0	14	35	15	0	16	17	11	0	12	55	16	0	22	44	38

# Intelligent Data Collection Limited



**Client:** Hyder  
**Project Number:** ID01729  
**Junction Number:** Site 1

**Date of Survey:** 07.11.2013  
**Junction Name:** High Street / Rampton Road / Woodside / School Lane  
**Junction Type:** Staggered Crossroads

**Arm A:** High Street  
**Arm B:** Rampton Road  
**Arm C:** Woodside  
**Arm D:** School Lane

**Count Method:** Vehicles **Classes Included:** All Classes

**Maximum 15-minute Junction Flow:**

	AM Peak	from:	08:30	until:	08:45	flow:	102
	PM Peak	from:	17:30	until:	17:45	flow:	102

**Period Starting:** 07:00 *Select the time from the drop-down in cell D17 to show the 15-minute data for that period*

## Movement Counts

		To				Total
		A	B	C	D	
From	A	0	4	11	0	15
	B	2	0	4	8	14
	C	1	2	0	5	8
	D	3	0	3	0	6
Total	6	6	18	13	43	

## HGV Proportions

		To				Total
		A	B	C	D	
From	A	0.0%	0.0%	0.0%	0.0%	0.0%
	B	0.0%	0.0%	0.0%	0.0%	0.0%
	C	0.0%	0.0%	0.0%	0.0%	0.0%
	D	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	

**Maximum Hourly Junction Flow:**

	AM Peak	from:	07:45	until:	08:45	flow:	388
	PM Peak	from:	16:45	until:	17:45	flow:	377

**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	32	99	5	136
	B	11	0	41	39	91
	C	1	18	0	26	45
	D	13	5	22	0	40
Total	25	55	162	70	312	

## HGV Proportions

		To				Total
		A	B	C	D	
From	A	0.0%	9.4%	1.0%	0.0%	2.9%
	B	0.0%	0.0%	0.0%	0.0%	0.0%
	C	0.0%	0.0%	0.0%	0.0%	0.0%
	D	7.7%	0.0%	0.0%	0.0%	2.5%
Total	4.0%	5.5%	0.6%	0.0%	1.6%	

*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 Northstowe

**Client:** Hyder  
**Project Number:** ID01729  
**Junction Number:** Site 1  
**Date of Survey:** 07.11.2013  
**Junction Name:** Longstanton Rd / Water Rd / Cambridge Rd / Dry Drayton Rd  
**Junction Type:** Crossroads

# Quality Assurance and Issue Record

## Quality Assurance

Revision	Rev A			
Date	26/11/2013			
Prepared by	Andy Cook			
Signature				
Checked by	Irene O'Riordan			
Signature				
Project Director	Dan Wallace			
Signature				
Project number	ID01729			
File Ref	ID01729 - Northstowe - Site 2 - MCC			

## Issue Sheet

Issued to	Date			
	27/11/2013			
Liam Scott	E-mail			

## Contents Page

Location Plan & Summary  
MCC Data  
PCU Data  
Movement Matrices

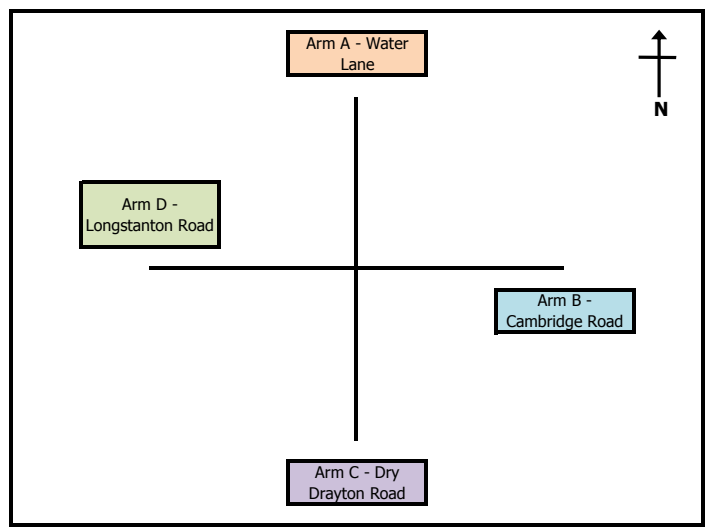
# Intelligent Data Collection Limited



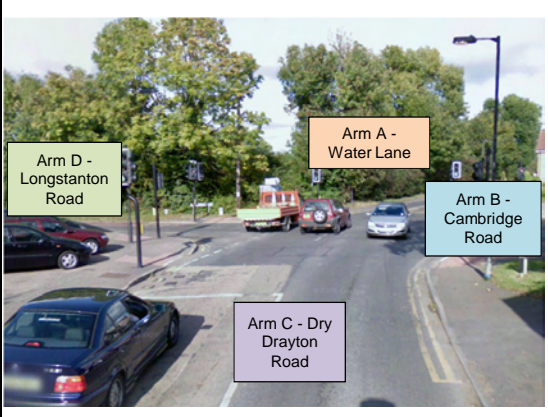
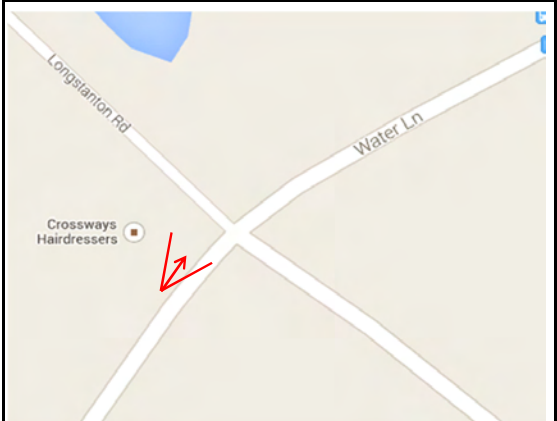
**Client:** Hyder  
**Project Number:** ID01729  
**Junction Number:** Site 1  
**Date of Survey:** 07.11.2013  
**Junction Name:** Longstanton Rd / Water Rd / Cambridge Rd / Dry Drayton Rd  
**Junction Type:** Crossroads

X Coordinate	Y Coordinate	Google Maps Link
52.258314	0.06495	<a href="#">Click Here</a>
AM Peak Conditions	PM Peak Conditions	
Sunny Intervals	Sunny Intervals	

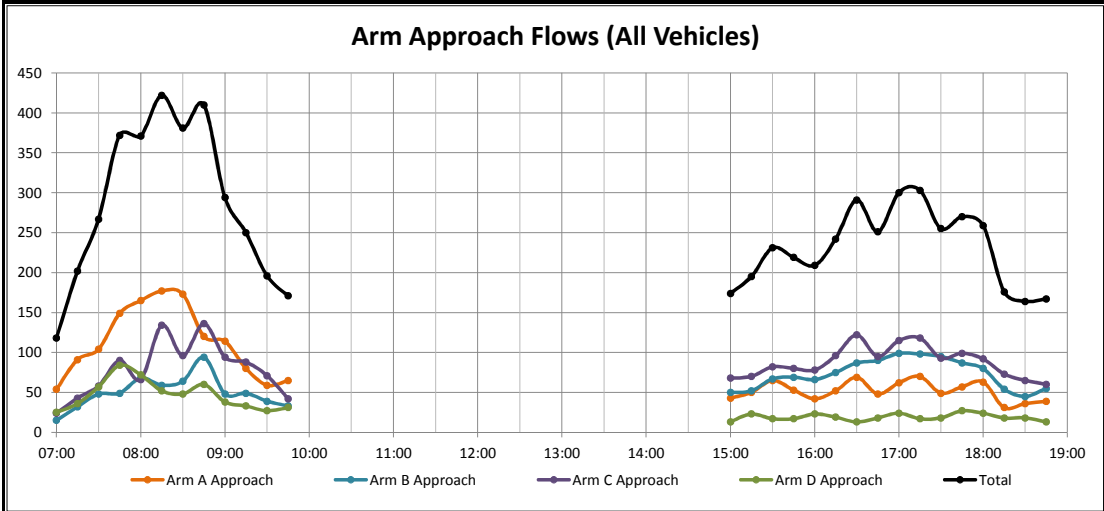
### Junction Layout



### 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:** Hyder  
**Project Number:** ID01729  
**Junction Number:** Site 1

**Date of Survey:** 07.11.2013  
**Junction Name:** Longstanton Rd / Water Rd / Cambridge Rd / Dry Drayton Rd  
**Junction Type:** Crossroads

**Arm A:** Water Lane  
**Arm B:** Cambridge Road  
**Arm C:** Dry Drayton Road  
**Arm D:** Longstanton Road

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	5	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	15	3	0	0	0	0	0	18	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	5
07:30	23	1	0	0	0	1	2	41	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	4
07:45	32	6	0	0	1	4	1	60	0	0	0	0	0	0	0	0	7	1	0	0	1	0	0	7
08:00	53	4	0	0	2	0	0	60	0	0	0	0	0	0	0	0	8	0	1	0	0	0	0	10
08:15	55	4	0	0	1	2	0	62	0	0	0	0	0	0	0	0	9	2	0	2	0	0	0	14
08:30	49	8	0	0	1	1	3	62	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
08:45	35	5	0	0	0	2	4	42	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	21
09:00	39	5	1	0	1	0	3	49	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	9
09:15	16	2	1	0	1	1	1	22	0	0	0	0	0	0	0	0	8	3	0	0	0	0	0	12
09:30	18	1	0	0	0	0	0	19	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	8
09:45	11	1	1	0	1	0	0	14	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
15:00	7	0	0	0	1	0	0	8	0	0	0	0	0	0	0	0	12	2	0	0	1	0	0	16
15:15	9	0	0	0	1	0	0	10	0	0	0	0	0	0	0	0	11	0	0	0	1	0	0	13
15:30	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0	12	3	0	0	1	0	0	17
15:45	9	1	0	0	1	0	0	11	0	0	0	0	0	0	0	0	12	4	0	0	0	0	0	16
16:00	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	9	1	0	0	1	1	0	13
16:15	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	16	3	0	0	1	0	0	20
16:30	17	2	0	0	1	0	0	20	0	0	0	0	0	0	0	0	21	4	0	0	0	0	0	28
16:45	9	2	0	0	1	1	0	13	0	0	0	0	0	0	0	0	24	29	0	0	0	0	0	29
17:00	8	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	23	3	0	0	0	1	1	29
17:15	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0	33	1	0	0	0	0	0	36
17:30	7	0	0	0	1	0	0	13	0	0	0	0	0	0	0	0	24	1	0	0	1	0	0	27
17:45	12	0	0	0	1	0	0	13	0	0	0	0	0	0	0	0	20	2	0	0	1	1	0	24
18:00	20	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	19	1	0	0	1	0	0	22
18:15	7	0	0	0	1	0	0	8	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	16
18:30	10	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	9
18:45	13	1	0	0	1	0	0	15	0	0	0	0	0	0	0	0	19	0	0	0	1	0	0	21
Start Time	75	11	0	0	2	1	3	92	0	0	0	0	0	0	0	0	11	4	0	0	2	0	0	17
07:15	123	14	0	0	3	1	4	145	0	0	0	0	0	0	0	0	18	4	1	0	3	0	0	26
07:30	163	15	0	0	4	3	4	189	0	0	0	0	0	0	0	0	24	5	1	2	3	0	0	35
07:45	189	22	0	0	5	3	6	225	0	0	0	0	0	0	0	0	36	3	1	2	2	0	0	44
08:00	192	21	0	0	4	3	6	226	0	0	0	0	0	0	0	0	50	2	1	2	2	0	0	58
08:15	178	22	1	0	3	3	8	215	0	0	0	0	0	0	0	0	49	3	0	2	2	0	0	57
08:30	139	20	2	0	3	2	9	175	0	0	0	0	0	0	0	0	48	4	0	2	2	0	0	55
08:45	108	13	2	0	2	1	6	132	0	0	0	0	0	0	0	0	41	5	0	0	3	0	0	50
09:00	84	9	3	0	3	1	4	104	0	0	0	0	0	0	0	0	26	6	0	0	3	0	0	35
15:00	31	3	0	0	3	0	0	37	0	0	0	0	0	0	0	0	47	9	0	0	3	0	0	62
15:15	30	4	0	0	2	0	0	36	0	0	0	0	0	0	0	0	44	8	0	0	3	1	3	59
15:30	31	5	0	0	1	0	0	37	0	0	0	0	0	0	0	0	49	11	0	0	3	1	2	66
15:45	42	5	0	0	2	0	0	49	0	0	0	0	0	0	0	0	58	12	0	0	2	1	4	77
16:00	42	6	0	0	2	1	0	51	0	0	0	0	0	0	0	0	70	12	0	0	3	1	4	90
16:15	44	6	0	0	3	1	0	54	0	0	0	0	0	0	0	0	84	14	0	0	3	1	4	106
16:30	47	6	0	0	3	1	0	57	0	0	0	0	0	0	0	0	101	12	0	0	2	1	6	122
16:45	37	4	0	0	3	1	2	47	0	0	0	0	0	0	0	0	104	9	0	0	3	1	4	121
17:00	40	2	0	0	3	0	0	47	0	0	0	0	0	0	0	0	100	7	0	0	3	1	4	116
17:15	52	1	0	0	3	0	0	58	0	0	0	0	0	0	0	0	96	5	0	0	3	1	4	109
17:30	46	0	0	0	4	0	0	52	0	0	0	0	0	0	0	0	77	5	0	0	4	1	2	89
17:45	49	1	0	0	3	0	0	54	0	0	0	0	0	0	0	0	61	4	0	0	3	1	2	71
18:00	50	2	0	0	3	0	0	56	0	0	0	0	0	0	0	0	60	2	0	0	3	0	0	68



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# Intelligent Data Collection Limited

Client: Hyder  
 Project Number: ID01729  
 Junction Number: Site 1

Date of Survey: 07.11.2013  
 Junction Name: Longstanton Rd / Water Rd / Cambridge Rd / Dry Drayton Rd  
 Junction Type: Crossroads

Arm A: Water Lane  
 Arm B: Cambridge Road  
 Arm C: Dry Drayton Road  
 Arm D: Longstanton Road

Time	B to D					B to C					C to C					Total									
	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	2	0	0	0	0	0	3	9	2	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0
07:15	3	1	0	0	0	1	0	5	19	3	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0
07:30	6	0	0	0	0	0	0	6	32	5	0	0	0	1	0	38	0	0	0	0	0	0	0	0	0
07:45	3	0	0	0	0	0	0	3	35	3	1	0	0	0	0	39	0	0	0	0	0	0	0	0	0
08:00	9	0	0	0	0	0	1	10	44	4	0	0	0	0	0	48	0	0	0	0	0	0	0	0	0
08:15	4	1	0	0	0	1	0	6	38	1	0	0	0	0	0	39	0	0	0	0	0	0	0	0	0
08:30	6	1	0	0	0	0	1	8	40	3	0	0	0	0	0	43	0	0	0	0	0	0	0	0	0
08:45	11	3	0	0	0	0	2	16	53	4	0	0	0	0	0	57	0	0	0	0	0	0	0	0	0
09:00	3	2	0	0	0	0	0	5	29	2	1	0	1	0	0	34	0	0	0	0	0	0	0	0	0
09:15	5	1	0	0	0	0	0	6	28	3	0	0	0	0	0	31	0	0	0	0	0	0	0	0	0
09:30	5	1	0	0	0	0	0	6	22	3	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0
09:45	9	2	0	0	0	0	0	11	12	3	1	0	0	0	0	16	0	0	0	0	0	0	0	0	0
15:00	11	1	0	0	0	0	0	15	18	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0
15:15	14	2	1	0	0	0	0	18	17	3	0	0	0	0	1	21	0	0	0	0	0	0	0	0	0
15:30	10	2	0	0	0	0	0	14	33	2	1	0	0	0	0	36	0	0	0	0	0	0	0	0	0
15:45	19	3	0	0	0	0	1	23	26	4	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0
16:00	14	4	0	0	0	0	0	20	26	7	0	0	0	0	0	33	0	0	0	0	0	0	0	0	0
16:15	22	2	0	0	0	0	0	25	20	7	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0
16:30	16	5	0	0	0	0	0	21	31	2	0	0	0	0	0	38	0	0	0	0	0	0	0	0	0
16:45	24	5	0	0	0	0	0	32	24	4	1	0	0	0	0	29	0	0	0	0	0	0	0	0	0
17:00	24	3	0	0	0	0	0	28	34	5	3	0	0	0	0	42	0	0	0	0	0	0	0	0	0
17:15	26	3	0	0	0	0	0	31	28	3	0	0	0	0	0	31	0	0	0	0	0	0	0	0	0
17:30	31	4	0	0	0	0	0	38	25	5	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0
17:45	20	1	0	0	0	0	2	27	34	1	0	0	1	0	0	36	0	0	0	0	0	0	0	0	0
18:00	18	3	0	0	0	0	0	24	29	1	0	0	0	0	0	29	0	0	0	0	0	0	0	0	0
18:15	13	1	0	0	0	0	3	20	17	1	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0
18:30	19	1	0	0	0	0	0	24	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0
18:45	12	0	0	0	0	0	0	15	17	2	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0
Start Time																									
07:00	13	3	0	0	0	0	0	17	95	13	1	0	0	0	0	110	0	0	0	0	0	0	0	0	0
07:15	21	1	0	0	0	1	0	24	130	15	1	0	0	0	0	147	0	0	0	0	0	0	0	0	0
07:30	22	1	0	0	0	1	0	25	149	13	1	0	0	1	0	164	0	0	0	0	0	0	0	0	0
07:45	22	2	0	0	0	1	0	27	157	11	1	0	0	0	0	169	0	0	0	0	0	0	0	0	0
08:00	30	5	0	0	0	0	0	40	175	12	0	0	0	0	0	187	0	0	0	0	0	0	0	0	0
08:15	24	7	0	0	0	1	0	35	160	10	1	0	1	0	1	173	0	0	0	0	0	0	0	0	0
08:30	25	7	0	0	0	0	0	35	150	12	1	0	1	0	1	165	0	0	0	0	0	0	0	0	0
08:45	24	7	0	0	0	0	0	33	132	12	1	0	1	0	1	147	0	0	0	0	0	0	0	0	0
09:00	22	6	0	0	0	0	0	28	91	11	2	0	1	0	0	106	0	0	0	0	0	0	0	0	0
15:00	54	8	1	0	1	1	0	70	94	9	1	0	0	0	0	106	0	0	0	0	0	0	0	0	0
15:15	57	11	1	0	1	0	0	75	102	16	1	0	0	0	1	120	0	0	0	0	0	0	0	0	0
15:30	65	11	0	0	1	0	5	82	108	20	1	0	0	0	0	129	0	0	0	0	0	0	0	0	0
15:45	71	14	0	0	1	0	0	89	106	21	2	0	0	0	0	131	0	0	0	0	0	0	0	0	0
16:00	76	16	0	0	0	0	0	98	104	21	3	0	0	0	0	130	0	0	0	0	0	0	0	0	0
16:15	86	14	0	0	0	0	0	106	112	19	6	0	0	0	0	139	0	0	0	0	0	0	0	0	0
16:30	90	15	0	0	0	0	0	112	117	15	6	0	0	0	0	140	0	0	0	0	0	0	0	0	0
16:45	105	14	0	0	0	0	0	129	111	17	4	0	0	0	0	142	0	0	0	0	0	0	0	0	0
17:00	101	10	0	0	0	0	2	124	121	14	3	0	1	0	0	139	0	0	0	0	0	0	0	0	0
17:15	95	11	0	0	0	0	4	125	114	10	0	0	1	0	0	126	0	0	0	0	0	0	0	0	0
17:30	82	9	0	0	0	0	0	114	103	8	0	0	0	0	0	113	0	0	0	0	0	0	0	0	0
17:45	70	6	0	0	0	0	7	100	89	4	0	0	1	0	0	95	0	0	0	0	0	0	0	0	0
18:00	62	5	0	0	0	0	5	88	72	5	0	0	0	0	0	78	0	0	0	0	0	0	0	0	0

# Intelligent Data Collection Limited

**Client:** Hyder  
**Project Number:** ID01729  
**Junction Number:** Site 1

**Date of Survey:** 07.11.2013  
**Junction Name:** Longstanton Rd / Water Rd / Cambridge Rd / Dry Drayton Rd  
**Junction Type:** Crossroads

**Arm A:** Water Lane  
**Arm B:** Cambridge Road  
**Arm C:** Dry Drayton Road  
**Arm D:** Longstanton Road



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	3	4	1	0	0	0	1	9	8	4	0	0	0	0	0	13	2	0	0	0	0	0	0	2
07:15	14	5	1	0	0	0	0	19	18	3	1	0	0	0	0	22	0	0	0	0	0	0	0	0
07:30	18	4	1	0	0	0	2	24	21	7	2	0	0	0	1	31	3	0	0	0	0	0	0	0
07:45	46	4	1	0	0	0	0	51	30	6	0	0	0	0	0	36	1	0	0	0	0	0	0	3
08:00	27	7	1	0	0	0	0	34	18	8	1	0	1	0	0	28	4	0	0	0	0	0	0	4
08:15	63	7	1	0	0	0	1	72	46	7	2	0	0	0	0	55	4	3	0	0	0	0	0	7
08:30	43	5	1	0	0	0	0	49	36	4	1	0	0	0	0	42	4	0	0	0	1	0	0	5
08:45	63	11	1	0	0	0	0	76	45	8	1	0	0	0	0	54	5	1	0	0	0	0	0	6
09:00	40	10	0	0	0	0	0	50	28	6	0	3	2	0	0	39	5	0	0	0	0	0	0	5
09:15	39	12	1	0	0	0	0	53	26	1	2	0	0	0	0	29	6	0	0	0	0	0	0	6
09:30	33	6	0	0	0	0	0	39	21	5	1	2	0	0	0	29	2	1	0	0	0	0	0	3
09:45	14	3	0	0	0	0	0	17	17	3	1	0	0	0	1	22	2	1	0	0	0	0	0	3
15:00	18	0	0	0	0	0	0	18	38	5	0	1	0	0	0	44	5	1	0	0	0	0	0	6
15:15	24	2	1	0	0	0	0	27	26	5	3	1	0	0	0	35	7	0	0	0	0	0	0	7
15:30	25	2	0	0	0	0	1	28	33	6	0	0	1	0	0	40	12	2	0	0	0	0	0	14
15:45	28	4	0	0	0	0	0	32	26	12	0	0	0	2	42	5	1	0	0	0	0	0	0	6
16:00	23	3	0	0	0	0	0	26	30	10	1	0	0	0	0	41	9	2	0	0	0	0	0	11
16:15	26	3	0	0	0	0	0	29	50	9	0	0	0	0	0	59	8	0	0	0	0	0	0	8
16:30	23	4	0	0	0	0	0	27	49	11	0	0	0	0	1	61	12	2	0	0	0	0	0	14
16:45	28	4	0	0	0	0	0	32	47	13	0	0	0	0	0	60	2	1	0	0	0	0	0	3
17:00	36	1	0	0	0	0	0	37	54	12	0	1	0	0	0	68	9	2	0	0	0	0	0	9
17:15	25	1	0	0	0	0	0	26	71	9	0	0	0	0	0	82	7	1	0	0	0	0	0	10
17:30	26	2	0	0	0	0	0	28	45	5	0	0	0	1	3	54	9	2	0	0	0	0	0	11
17:45	28	2	0	0	0	0	0	31	55	5	1	0	0	0	0	61	7	0	0	0	0	0	0	7
18:00	29	1	0	0	0	0	0	31	51	2	0	1	0	0	0	54	6	0	0	0	0	0	1	0
18:15	20	1	0	0	0	0	0	21	41	2	0	0	0	1	1	45	6	0	0	0	0	0	0	7
18:30	24	0	0	0	0	0	0	24	35	1	0	0	0	0	0	36	5	0	0	0	0	0	0	5
18:45	20	0	0	0	0	0	0	20	30	4	0	0	0	0	0	34	6	0	0	0	0	0	0	6
Start Time								Total				Rolling Hour							Rolling Hour					Total
07:00	81	17	2	0	0	0	3	103	77	20	3	0	0	0	0	102	9	1	0	0	0	0	0	10
07:15	105	20	1	0	0	0	2	128	87	24	4	0	1	0	1	117	11	1	0	0	0	0	0	12
07:30	154	22	2	0	0	0	3	181	115	28	5	0	1	0	1	150	13	4	0	0	0	0	0	17
07:45	179	23	3	0	0	0	1	206	130	25	4	0	1	0	1	161	14	4	0	0	0	0	0	19
08:00	196	30	3	0	1	0	1	231	145	27	5	0	1	0	1	179	17	4	0	0	0	0	0	22
08:15	209	33	3	0	1	0	1	247	155	25	4	3	2	0	1	190	18	4	0	0	0	0	0	23
08:30	185	38	3	0	1	0	0	228	135	19	4	3	2	0	1	164	20	1	0	0	1	0	0	22
08:45	175	39	2	0	1	0	0	218	120	20	4	5	2	0	0	151	18	2	0	0	0	0	0	20
09:00	126	31	1	0	0	0	0	159	92	15	4	5	2	0	1	119	15	2	0	0	0	0	0	17
15:00	95	8	1	0	0	0	1	106	123	28	3	2	1	2	2	161	29	4	0	0	0	0	0	33
15:15	100	11	1	0	0	0	1	114	115	33	4	1	1	2	2	158	33	5	0	0	0	0	0	38
15:30	102	12	0	0	0	0	1	115	139	37	1	0	1	2	2	182	34	5	0	0	0	0	0	39
15:45	100	14	0	0	0	0	0	114	173	44	1	0	0	2	3	223	34	5	0	0	0	0	0	36
16:00	100	14	0	0	0	0	0	114	196	43	1	0	0	0	1	241	31	5	0	0	0	0	0	34
16:15	113	12	0	0	0	0	0	126	220	45	0	1	0	0	2	268	29	5	0	0	0	0	0	34
16:30	112	10	0	0	0	0	0	123	241	45	0	1	0	0	4	291	30	6	0	0	0	0	0	36
16:45	115	8	0	0	0	0	0	124	219	37	0	1	0	1	6	264	27	6	0	0	0	0	0	33
17:00	115	6	0	0	0	0	0	123	225	31	1	1	0	1	6	265	32	5	0	0	0	0	0	37
17:15	108	6	0	0	0	0	0	116	222	21	1	1	0	1	5	251	31	3	0	0	0	0	0	35
17:30	103	6	0	0	0	0	0	111	192	14	1	1	0	2	4	214	28	2	0	0	0	0	0	32
17:45	101	4	0	0	0	0	0	107	182	10	1	1	0	1	1	196	24	0	0	0	0	0	0	26
18:00	93	2	0	0	0	0	0	96	157	9	0	1	0	1	1	169	23	0	0	0	0	0	0	25

# Intelligent Data Collection Limited



**Client:** Hyder  
**Project Number:** ID01729  
**Junction Number:** Site 1

**Date of Survey:** 07.11.2013  
**Junction Name:** Longstanton Rd / Water Rd / Cambridge Rd / Dry Drayton Rd  
**Junction Type:** Crossroads

**Arm A:** Water Lane  
**Arm B:** Cambridge Road  
**Arm C:** Dry Drayton Road  
**Arm D:** Longstanton Road

Time	D to D			D to C			D to B			Total								
	Cars	LGV	OGV1	Cars	LGV	OGV1	Cars	LGV	OGV1		Cars	LGV	OGV1	M/C	Buses	M/C		
07:00	0	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	0	
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00	0	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	0	
08:30	0	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	0	
09:00	0	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	0	
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:30	0	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	0	
16:00	0	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	0	
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:00	0	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	0	
17:30	0	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	0	
18:00	0	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	0	
18:30	0	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	0	
<b>Start Time</b>	Rolling Hour			Rolling Hour			Rolling Hour			Rolling Hour						<b>Total</b>		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
<b>Total</b>	<b>3</b>	<b>12</b>	<b>104</b>	<b>3</b>	<b>12</b>	<b>104</b>	<b>3</b>	<b>12</b>	<b>104</b>	<b>3</b>	<b>12</b>	<b>104</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>136</b>

# Intelligent Data Collection Limited

Client: Hyder  
 Project Number: ID01729  
 Junction Number: Site 1

Date of Survey: 07.11.2013  
 Junction Name: Longstanton Rd / Water Rd / Cambridge Rd / Dry Drayton Rd  
 Junction Type: Crossroads

Arm A: Water Lane  
 Arm B: Cambridge Road

Arm C: Dry Drayton Road  
 Arm D: Longstanton Road



Time	D to A							Cycle	Total
	Cars	LGV	OGV1	OGV2	Buses	M/C			
07:00	0	2	0	0	0	0	1	1	4
07:15	2	1	0	0	0	0	1	4	4
07:30	1	0	0	0	0	0	0	1	1
07:45	5	0	0	0	0	0	0	0	5
08:00	7	0	0	0	0	0	0	7	7
08:15	1	2	0	0	0	0	0	0	3
08:30	3	0	0	0	0	0	0	0	3
08:45	3	1	0	0	0	0	0	0	4
09:00	7	1	0	0	0	0	0	0	8
09:15	1	0	0	0	0	0	1	1	3
09:30	1	1	0	0	0	0	0	1	3
09:45	3	1	0	0	0	0	0	0	4
15:00	1	0	0	0	0	0	0	0	1
15:15	3	0	0	0	0	0	0	0	3
15:30	2	1	0	0	0	0	0	0	3
15:45	3	1	0	0	0	0	0	0	4
16:00	5	1	0	0	0	0	0	0	6
16:15	1	2	0	0	0	0	0	0	3
16:30	1	1	0	0	0	0	0	0	2
16:45	6	0	0	0	0	0	0	0	6
17:00	3	0	0	0	0	0	0	0	3
17:15	2	2	0	0	0	0	0	0	4
17:30	1	0	0	0	0	0	0	0	1
17:45	3	1	0	0	0	0	0	0	3
18:00	6	1	0	0	0	0	0	0	7
18:15	4	1	0	0	0	0	0	0	5
18:30	4	0	1	0	0	0	0	0	5
18:45	0	0	0	0	0	0	0	0	0
Start Time	Rolling Hour							Total	Total
07:00	8	3	0	0	0	1	2	14	14
07:15	15	1	0	0	0	0	1	17	17
07:30	14	2	0	0	0	0	0	16	16
07:45	16	2	0	0	0	0	0	18	18
08:00	14	3	0	0	0	0	0	17	17
08:15	14	4	0	0	0	0	0	18	18
08:30	14	2	0	0	0	0	0	16	16
08:45	12	3	0	0	0	0	1	16	16
09:00	12	3	0	0	0	0	1	16	16
15:00	9	2	0	0	0	0	0	11	11
15:15	13	3	0	0	0	0	0	16	16
15:30	11	5	0	0	0	0	0	16	16
15:45	10	5	0	0	0	0	0	15	15
16:00	13	4	0	0	0	0	0	17	17
16:15	11	3	0	0	0	0	0	14	14
16:30	12	3	0	0	0	0	0	15	15
16:45	12	2	0	0	0	0	0	14	14
17:00	9	2	0	0	0	0	0	11	11
17:15	12	3	0	0	0	0	0	15	15
17:30	14	2	0	0	0	0	0	16	16
17:45	17	2	1	0	0	0	0	20	20
18:00	14	2	1	0	0	0	0	17	17

# Intelligent Data Collection Limited



Client: Hyderabad  
 Project Number: ID01729  
 Junction Number: Site 1  
 Date of Survey: 07.11.2013  
 Junction Name: Longstambon Rd / Water Rd / Cambridge Rd / Dry Drayton Rd  
 Junction Type: Crossroads

Time	Arm A Approach					Arm A Exit					Total					
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV		OGV1	OGV2	Buses	M/C	Cycle
07:00	44	8	0	0	0	0	1	54	9	6	0	0	0	0	0	18
07:15	71	20	0	0	0	0	0	91	23	5	1	0	0	0	1	31
07:30	85	14	1	0	1	2	1	104	23	9	2	0	1	0	0	36
07:45	125	18	2	0	1	1	2	149	41	7	0	0	0	0	0	48
08:00	145	15	0	0	3	1	1	165	33	8	2	0	2	0	0	45
08:15	148	18	2	1	1	3	4	177	56	11	2	2	1	0	0	72
08:30	141	25	0	1	1	2	3	173	44	1	1	0	0	0	1	58
08:45	108	9	0	0	0	0	3	120	68	9	1	0	0	0	1	79
09:00	93	14	2	0	1	0	4	114	42	8	0	3	3	0	0	56
09:15	66	8	2	0	1	1	2	80	35	4	2	0	1	0	0	42
09:30	52	5	0	0	0	1	1	59	28	7	1	2	1	0	1	40
09:45	53	10	1	0	1	0	0	65	25	5	1	0	0	0	1	32
15:00	34	5	2	0	1	1	0	43	51	7	0	1	1	0	1	61
15:15	43	5	0	1	1	0	0	50	40	5	3	1	1	0	1	51
15:30	55	7	2	0	0	0	0	65	47	10	0	0	2	0	1	60
15:45	45	5	0	1	2	0	0	53	41	17	0	0	0	2	2	62
16:00	32	8	0	0	1	1	0	42	44	12	1	0	1	1	1	60
16:15	40	12	0	0	0	0	0	52	67	14	0	0	1	0	0	82
16:30	53	14	0	0	1	1	0	69	89	18	0	0	1	0	4	111
16:45	34	12	0	0	0	0	0	48	79	15	0	0	1	0	0	95
17:00	51	10	0	0	1	0	0	62	80	15	0	1	1	1	2	100
17:15	60	9	1	0	0	0	0	70	106	12	0	0	0	0	4	122
17:30	40	6	0	0	1	0	0	49	70	6	0	0	1	1	4	82
17:45	52	4	0	0	1	0	0	57	78	7	1	0	1	1	0	88
18:00	56	6	0	0	1	0	0	63	76	4	0	1	1	0	1	83
18:15	25	2	0	0	0	1	2	31	59	4	0	0	0	1	1	66
18:30	34	1	0	0	0	0	1	36	47	1	1	0	0	0	1	50
18:45	36	2	0	0	1	0	0	39	49	4	0	0	1	0	1	55
Start Time								Total								Total
07:00	325	60	3	0	3	3	4	398	96	27	3	0	2	1	4	133
07:15	426	67	3	0	5	4	4	509	120	29	5	0	4	0	2	160
07:30	503	65	5	1	6	7	8	595	153	35	6	2	4	0	1	201
07:45	559	76	4	2	6	7	10	664	182	30	5	2	3	0	1	223
08:00	542	67	2	2	5	6	11	635	209	32	6	2	3	0	2	254
08:15	490	66	4	2	3	5	14	584	218	32	4	5	4	0	2	265
08:30	408	56	4	1	3	3	12	487	197	25	4	3	4	0	2	235
08:45	319	36	4	0	2	2	10	373	173	28	4	5	5	0	2	217
09:00	264	37	5	0	3	2	7	318	130	24	4	5	5	0	2	170
15:00	177	22	4	3	4	1	0	211	179	39	3	2	4	2	5	234
15:15	175	25	2	3	4	1	0	210	172	44	4	1	4	3	5	233
15:30	172	32	2	3	3	1	0	212	199	53	1	0	4	3	4	264
15:45	170	39	0	1	4	1	4	216	241	61	1	0	2	3	7	315
16:00	159	46	0	0	3	2	1	211	279	59	1	0	3	1	5	348
16:15	178	48	0	0	3	1	1	231	315	62	0	1	3	1	6	388
16:30	198	45	1	0	3	1	1	249	354	60	0	1	2	1	10	428
16:45	185	37	1	0	3	1	2	229	335	48	0	1	3	2	10	399
17:00	203	29	1	0	3	0	2	238	334	40	1	1	3	3	10	392
17:15	208	25	1	0	3	0	2	239	330	29	1	1	3	2	9	375
17:30	173	18	0	0	4	1	4	200	283	21	1	1	4	3	6	319
17:45	167	13	0	0	3	1	3	187	260	16	2	1	3	2	3	287
18:00	151	11	0	0	3	1	3	169	231	13	1	1	3	1	4	254

# Intelligent Data Collection Limited



Client: Hyderabad  
 Project Number: ID01729  
 Junction Number: Site 1  
 Date of Survey: 07.11.2013  
 Junction Name: Longstambon Rd / Water Rd / Cambridge Rd / Dry Drayton Rd  
 Junction Type: Crossroads

Time	Arm B Approach					Arm B Exit					Total					
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV		OGV1	OGV2	Buses	M/C	Cycle
07:00	11	4	0	0	0	0	0	15	20	7	1	0	0	1	1	31
07:15	25	5	0	0	1	1	0	32	41	12	0	0	0	2	3	58
07:30	39	7	0	0	1	1	0	48	74	7	0	0	0	3	8	92
07:45	44	4	1	0	0	0	0	49	125	14	1	0	1	3	6	150
08:00	61	4	1	0	1	0	1	68	123	15	0	0	2	1	10	151
08:15	51	4	0	2	1	1	0	59	148	14	1	0	1	3	7	174
08:30	59	4	0	0	0	0	1	64	119	19	1	0	1	1	6	147
08:45	84	7	0	0	0	0	3	94	130	17	1	0	1	2	6	157
09:00	39	5	1	0	2	0	1	48	99	17	1	0	1	0	6	124
09:15	41	7	0	0	1	0	0	49	77	15	2	0	1	1	3	99
09:30	33	5	0	0	1	0	0	39	65	9	0	0	0	1	1	76
09:45	26	6	1	0	0	0	0	33	43	6	1	0	1	1	2	54
15:00	41	3	0	0	1	1	4	50	32	1	0	0	1	0	0	34
15:15	42	5	1	0	1	0	3	52	42	3	1	0	1	0	1	48
15:30	55	7	1	0	1	0	3	67	42	4	0	0	0	1	1	48
15:45	57	11	0	0	1	0	0	69	43	6	0	0	1	0	0	50
16:00	49	12	0	0	1	1	3	66	41	4	0	0	0	0	0	45
16:15	61	12	0	0	1	0	1	75	43	6	0	0	0	1	0	50
16:30	68	12	2	0	0	2	3	87	45	6	0	0	1	1	0	53
16:45	72	13	1	0	1	0	3	90	43	6	0	0	1	1	1	52
17:00	81	10	3	0	1	1	3	99	56	3	0	0	1	0	1	61
17:15	87	7	0	0	0	0	4	98	42	2	0	0	0	0	1	45
17:30	80	10	0	0	1	0	4	95	41	4	0	0	1	1	2	49
17:45	74	4	0	0	2	3	4	87	53	4	0	0	1	0	3	61
18:00	64	5	0	0	1	2	8	80	57	2	0	0	1	1	4	65
18:15	44	3	0	0	1	3	3	54	35	2	0	0	1	0	1	39
18:30	38	2	0	0	0	0	5	45	39	1	0	0	0	0	2	42
18:45	48	2	0	0	1	0	4	55	42	2	0	0	1	0	0	45
Start Time								Total								Total
07:00	119	20	1	0	2	2	0	144	260	40	2	0	2	9	18	331
07:15	169	20	2	0	3	2	1	197	363	48	1	0	3	9	27	451
07:30	195	19	2	2	3	2	4	224	470	50	2	0	4	10	31	567
07:45	215	16	2	2	2	1	2	240	515	62	3	0	5	8	29	622
08:00	255	19	1	2	2	1	5	285	520	65	3	0	5	7	29	629
08:15	233	20	1	2	3	1	5	265	496	67	4	0	4	6	25	602
08:30	223	23	1	0	3	0	5	255	425	68	5	0	4	4	21	527
08:45	197	24	1	0	4	0	4	230	371	58	4	0	3	4	16	456
09:00	139	23	2	0	4	0	1	169	284	47	4	0	3	3	12	353
15:00	195	26	2	0	4	1	10	238	159	14	1	0	3	1	2	180
15:15	203	35	2	0	4	1	9	254	168	17	1	0	2	1	2	191
15:30	222	42	1	0	4	1	7	277	169	20	0	0	1	2	1	193
15:45	235	47	2	0	3	3	7	297	172	22	0	0	2	2	0	198
16:00	250	49	3	0	3	3	10	318	172	22	0	0	2	3	1	200
16:15	282	47	6	0	3	3	10	351	187	21	0	0	3	3	2	216
16:30	308	42	6	0	2	3	13	374	186	17	0	0	3	2	3	211
16:45	320	40	4	0	3	1	14	382	182	15	0	0	3	2	5	207
17:00	322	31	3	0	4	4	15	379	192	13	0	0	3	1	7	216
17:15	305	26	0	0	4	5	20	360	193	12	0	0	3	2	10	220
17:30	262	22	0	0	5	8	19	316	186	12	0	0	4	2	10	214
17:45	220	14	0	0	4	8	20	266	184	9	0	0	3	1	10	207
18:00	194	12	0	0	3	5	20	234	173	7	0	0	3	1	7	191

# Intelligent Data Collection Limited

Client: Hyder  
 Project Number: ID01729  
 Junction Number: Site 1

Date of Survey: 07.11.2013  
 Junction Name: Longstamton Rd / Water Rd / Cambridge Rd / Dry Drayton Rd  
 Junction Type: Crossroads



Time	Arm C Approach						Arm C Exit						Total			
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2		Buses	M/C	Cycle
07:00	13	8	1	0	0	1	1	24	54	9	0	0	0	0	0	64
07:15	34	8	1	0	0	0	0	43	80	23	0	0	0	1	0	104
07:30	42	11	2	0	0	2	1	58	105	20	1	0	1	3	0	130
07:45	78	11	1	0	0	0	0	90	142	21	3	0	0	1	0	167
08:00	49	15	1	0	1	0	0	66	142	15	0	0	1	1	0	159
08:15	113	17	3	0	0	1	0	134	139	14	2	1	0	1	4	161
08:30	83	9	2	0	1	0	1	96	137	22	0	1	0	1	1	162
08:45	113	20	2	0	1	0	0	136	139	8	0	0	0	0	1	148
09:00	73	16	0	3	2	0	0	94	80	12	2	0	1	1	2	98
09:15	71	13	3	0	0	0	0	88	84	9	1	0	0	0	1	95
09:30	56	12	1	2	0	0	0	71	58	9	0	0	0	1	1	69
09:45	33	7	1	0	0	0	1	42	56	9	1	0	0	0	0	66
15:00	61	6	0	1	0	0	0	68	44	6	2	0	0	1	1	54
15:15	57	7	4	1	0	0	1	70	55	8	0	1	0	0	1	65
15:30	70	10	0	0	1	1	0	82	79	8	3	1	0	0	0	91
15:45	59	17	0	0	0	2	2	80	63	6	0	1	1	0	0	71
16:00	62	15	1	0	0	0	0	78	53	14	0	0	1	1	0	69
16:15	84	12	0	0	0	0	0	96	54	20	0	0	0	0	0	74
16:30	102	19	0	0	0	0	1	122	71	11	2	0	0	2	1	87
16:45	79	16	0	0	0	0	0	95	50	12	1	0	0	0	0	63
17:00	97	15	0	1	0	0	2	115	81	14	3	0	0	0	0	98
17:15	105	11	0	0	0	0	2	118	77	12	1	0	0	0	0	90
17:30	80	9	0	0	0	1	3	93	59	9	0	0	0	0	0	68
17:45	90	7	1	0	0	0	1	99	76	5	0	0	1	0	0	82
18:00	86	3	0	1	0	0	1	92	63	7	0	0	0	0	1	71
18:15	67	3	0	0	0	2	1	73	37	3	0	0	0	0	2	42
18:30	64	1	0	0	0	0	0	65	41	1	0	0	0	0	0	42
18:45	56	4	0	0	0	0	0	60	40	2	0	0	0	0	0	42
Start Time								Total								Total
07:00	167	38	5	0	0	3	2	215	381	73	4	0	1	5	1	465
07:15	203	45	5	0	1	2	1	257	469	79	4	0	2	6	0	560
07:30	282	54	7	0	1	3	1	348	528	70	6	1	2	6	4	617
07:45	323	52	7	0	2	1	1	386	560	72	5	2	1	4	5	649
08:00	358	61	8	0	3	1	1	432	557	59	2	2	1	3	6	630
08:15	382	62	7	3	4	1	1	460	495	56	4	2	1	3	8	569
08:30	340	58	7	3	3	4	2	414	440	51	3	1	1	2	5	503
08:45	313	61	6	5	3	0	1	389	361	38	3	0	1	2	5	410
09:00	233	48	5	5	2	0	2	295	278	39	4	0	1	2	4	328
15:00	247	40	4	2	1	3	3	300	241	28	5	3	1	1	2	281
15:15	248	49	5	1	1	3	3	310	250	36	3	3	2	1	1	296
15:30	275	54	1	0	1	3	2	336	249	48	3	2	2	1	0	305
15:45	307	63	1	0	0	2	3	376	241	51	1	1	2	3	1	301
16:00	327	62	1	0	0	0	1	391	228	57	3	0	1	3	1	293
16:15	362	62	0	1	0	0	3	428	256	57	6	0	0	2	1	322
16:30	383	61	0	1	0	0	5	450	279	49	7	0	0	2	1	338
16:45	361	51	0	1	0	1	7	421	267	47	5	0	0	0	0	319
17:00	372	42	1	1	0	1	8	425	293	40	4	0	1	0	0	338
17:15	361	30	1	1	0	2	7	402	275	33	1	0	1	0	1	311
17:30	323	22	1	1	0	4	6	357	235	24	0	0	1	0	3	263
17:45	307	14	1	1	0	3	3	329	217	16	0	0	1	0	3	237
18:00	273	11	0	1	0	3	2	290	181	13	0	0	0	0	3	197



# Intelligent Data Collection Limited

Client: Hyder  
 Project Number: ID01729  
 Junction Number: Site 1

Date of Survey: 07.11.2013  
 Junction Name: Longstanon Rd / Water Rd / Cambridge Rd / Dry Drayton Rd  
 Junction Type: Crossroads



Time	Arm D Approach					Arm D Exit					Total					
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV		OGV1	OGV2	Buses	M/C	Cycle
07:00	18	4	0	0	0	1	2	25	3	2	0	0	0	0	0	5
07:15	20	9	0	0	0	3	4	36	6	2	0	0	0	1	0	9
07:30	45	4	0	0	0	1	7	57	9	0	0	0	0	0	0	9
07:45	67	10	0	0	0	3	4	84	6	1	0	0	0	0	0	7
08:00	58	4	0	0	0	1	9	72	15	0	0	0	0	0	1	16
08:15	40	5	0	0	0	0	7	52	9	5	0	0	0	1	0	15
08:30	36	8	0	0	0	0	4	48	11	1	0	0	1	0	1	14
08:45	52	2	0	0	0	2	4	60	20	4	0	0	0	0	2	26
09:00	30	4	0	0	0	1	3	38	14	2	0	0	0	0	0	16
09:15	31	1	0	0	0	0	1	33	13	1	0	0	0	0	0	14
09:30	18	6	0	0	0	1	2	27	8	3	0	0	0	0	0	11
09:45	25	3	0	0	0	1	2	31	13	6	0	0	0	0	0	19
15:00	11	2	0	0	0	0	0	13	20	2	0	0	0	1	2	25
15:15	21	2	0	0	0	0	0	23	26	3	1	0	0	0	1	31
15:30	14	2	0	0	0	0	1	17	26	4	0	0	0	0	2	32
15:45	15	2	0	0	0	0	0	17	29	6	0	0	1	0	0	36
16:00	21	2	0	0	0	0	0	23	26	7	0	0	0	0	2	35
16:15	11	7	0	0	0	1	0	19	32	3	0	0	0	0	1	36
16:30	11	1	0	0	0	1	0	13	29	11	0	0	0	0	0	40
16:45	17	1	0	0	0	0	1	18	30	8	0	0	0	0	3	41
17:00	23	1	0	0	0	0	0	24	35	4	0	0	0	0	2	41
17:15	13	3	0	0	0	0	1	17	40	4	0	0	0	0	2	46
17:30	14	3	0	0	0	1	0	18	44	9	0	0	0	0	3	56
17:45	23	2	0	0	0	0	2	27	32	1	0	0	0	2	4	39
18:00	18	2	0	0	0	1	3	24	28	3	0	0	0	3	6	40
18:15	15	2	0	0	0	0	1	18	20	1	0	0	0	5	3	29
18:30	16	0	1	0	0	0	0	18	25	1	0	0	0	0	4	30
18:45	12	1	0	0	0	0	0	13	21	1	0	0	0	0	3	25
Start Time								Total								Total
07:00	150	27	0	0	0	8	17	202	24	5	0	0	0	1	0	30
07:15	190	27	0	0	0	8	24	249	36	3	0	0	0	1	1	41
07:30	210	23	0	0	0	5	27	265	39	6	0	0	0	1	1	47
07:45	201	27	0	0	0	4	24	256	41	7	0	0	1	1	2	52
08:00	186	19	0	0	0	3	24	232	55	10	0	0	1	1	4	71
08:15	158	19	0	0	0	3	18	198	54	12	0	0	1	1	3	71
08:30	149	15	0	0	0	3	12	179	58	8	0	0	1	0	3	70
08:45	131	13	0	0	0	4	10	158	55	10	0	0	0	0	2	67
09:00	104	14	0	0	0	3	8	129	48	12	0	0	0	0	0	60
15:00	61	8	0	0	0	0	1	70	101	15	1	0	1	1	5	124
15:15	71	8	0	0	0	0	1	80	107	20	1	0	1	0	5	134
15:30	61	13	0	0	0	1	1	76	113	20	0	0	1	0	5	139
15:45	58	12	0	0	0	2	0	72	116	27	0	0	1	0	3	147
16:00	60	10	0	0	0	2	1	73	117	29	0	0	0	0	6	152
16:15	62	9	0	0	0	2	1	74	126	26	0	0	0	0	6	158
16:30	64	5	0	0	0	1	2	72	134	27	0	0	0	0	7	168
16:45	67	7	0	0	0	1	2	77	149	25	0	0	0	0	10	184
17:00	73	9	0	0	0	1	3	86	151	18	0	0	0	2	11	182
17:15	68	10	0	0	0	2	6	86	144	17	0	0	0	5	15	181
17:30	70	9	0	0	0	2	7	87	124	14	0	0	0	10	16	164
17:45	72	6	1	0	0	0	6	87	105	6	0	0	0	10	17	138
18:00	61	5	1	0	0	1	5	73	94	6	0	0	0	8	16	124

# Intelligent Data Collection Limited



**Client:** Hyder  
**Project Number:** ID01729  
**Junction Number:** Site 1  
**Date of Survey:** 07.11.2013  
**Junction Name:** Longstamton Rd / Water Rd / Cambridge Rd / Dry Drayton Rd  
**Junction Type:** Crossroads

Time	Total Junction Flow						M/C	Cycle	Total
	Cars	LGV	OGV1	OGV2	Buses	M/C			
07:00	86	24	1	0	1	2	4	118	
07:15	150	42	1	0	1	4	4	202	
07:30	211	36	3	0	2	6	9	267	
07:45	314	43	4	0	1	4	6	372	
08:00	313	38	2	0	5	2	11	371	
08:15	352	44	5	3	2	5	11	422	
08:30	319	46	2	1	2	2	9	381	
08:45	357	38	2	0	1	2	10	410	
09:00	235	39	3	3	5	1	8	294	
09:15	209	29	5	0	2	1	4	250	
09:30	159	28	1	2	1	2	3	196	
09:45	137	26	3	0	1	1	3	171	
15:00	147	16	2	1	2	2	4	174	
15:15	163	19	5	2	2	0	4	195	
15:30	194	26	3	1	2	1	4	231	
15:45	176	35	0	1	3	2	2	219	
16:00	164	37	1	0	2	2	3	209	
16:15	196	43	0	0	1	1	1	242	
16:30	234	46	2	0	1	3	5	291	
16:45	202	41	1	0	2	1	4	251	
17:00	252	36	3	1	2	1	5	300	
17:15	265	30	1	0	0	0	7	303	
17:30	214	28	0	0	2	2	9	255	
17:45	239	17	1	0	3	3	7	270	
18:00	224	16	0	1	2	4	12	259	
18:15	151	10	0	0	2	6	7	176	
18:30	152	4	1	0	0	0	7	164	
18:45	152	9	0	0	2	0	4	167	
18:45	152	9	0	0	2	0	4	167	
07:00	761	145	9	0	5	16	23	959	
07:15	988	159	10	0	9	16	30	1212	
07:30	1190	161	14	3	10	17	37	1432	
07:45	1298	171	13	4	10	13	37	1546	
08:00	1341	166	11	4	10	11	41	1584	
08:15	1263	167	12	7	10	10	38	1507	
08:30	1120	152	12	4	10	6	31	1335	
08:45	960	134	11	5	9	6	25	1150	
09:00	740	122	12	5	9	5	18	911	
15:00	680	96	10	5	9	5	14	819	
15:15	697	117	9	4	9	5	13	854	
15:30	730	141	4	2	8	6	10	901	
15:45	770	161	3	1	7	8	11	961	
16:00	796	167	4	0	6	7	13	993	
16:15	884	166	6	1	6	6	15	1084	
16:30	953	153	7	1	5	5	21	1145	
16:45	933	135	5	1	6	4	25	1109	
17:00	970	111	5	1	7	6	28	1128	
17:15	942	91	2	1	7	9	35	1087	
17:30	828	71	1	1	9	15	35	960	
17:45	766	47	2	1	7	13	33	869	
18:00	679	39	1	1	6	10	30	786	

# Intelligent Data Collection Limited



Client: Hyder  
 Project Number: ID01729  
 Junction Number: Site 1

Date of Survey: 07.11.2013  
 Junction Name: Longstanton Rd / Water Rd / Cambridge Rd / Dry Drayton Rd  
 Junction Type: Crossroads

Arm A: Water Lane

Arm B: Cambridge Road

Arm C: Dry Drayton Road

Arm D: Longstanton Road

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	0	46	9	0	1	3	11	0	9	12	2	0	6	14	3
07:15	0	2	71	18	0	7	4	22	0	19	23	2	0	10	17	3
07:30	0	0	80	25	0	6	6	37	0	23	32	3	0	13	36	1
07:45	0	1	108	41	0	7	3	40	0	52	36	3	0	21	53	5
08:00	0	2	104	62	0	12	9	48	0	34	30	4	0	8	49	7
08:15	0	2	113	62	0	19	5	39	0	72	57	7	0	9	34	3
08:30	0	1	111	61	0	13	7	43	0	50	42	7	0	8	34	3
08:45	0	4	73	40	0	20	14	57	0	78	55	6	0	17	35	4
09:00	0	6	59	49	0	11	5	36	0	50	48	5	0	4	23	8
09:15	0	2	56	23	0	14	6	31	0	53	31	6	0	8	23	1
09:30	0	2	37	19	0	10	6	25	0	39	34	3	0	6	17	2
09:45	0	5	46	16	0	6	11	17	0	17	22	3	0	4	21	4
15:00	0	4	32	10	0	17	13	18	0	18	46	6	0	4	8	1
15:15	0	6	36	12	0	14	18	20	0	28	40	7	0	10	10	3
15:30	0	4	57	8	0	18	12	37	0	27	42	14	0	2	11	3
15:45	0	7	38	13	0	16	25	30	0	32	39	6	0	6	7	4
16:00	0	4	32	7	0	13	18	33	0	26	42	11	0	5	12	6
16:15	0	3	38	11	0	22	24	30	0	29	59	8	0	6	9	3
16:30	0	5	43	22	0	26	21	39	0	27	80	14	0	5	5	2
16:45	0	6	29	14	0	31	30	30	0	32	60	3	0	5	6	6
17:00	0	4	48	12	0	29	26	45	0	37	69	9	0	8	13	3
17:15	0	5	52	14	0	34	29	31	0	26	80	10	0	8	4	4
17:30	0	7	32	10	0	28	36	30	0	28	51	11	0	6	10	1
17:45	0	5	39	15	0	25	23	38	0	30	62	7	0	7	15	3
18:00	0	4	38	23	0	23	23	28	0	30	56	6	0	4	10	7
18:15	0	1	19	10	0	18	16	18	0	21	44	6	0	3	9	5
18:30	0	1	23	11	0	8	21	12	0	24	36	6	0	7	5	6
18:45	0	4	20	17	0	22	13	19	0	20	34	6	0	3	10	0
Start Time																
07:00	0	3	305	92	0	20	16	110	0	103	103	10	0	51	121	12
07:15	0	5	363	146	0	31	23	147	0	128	121	12	0	53	156	16
07:30	0	5	405	190	0	44	24	164	0	181	155	17	0	51	173	16
07:45	0	6	436	226	0	52	25	170	0	208	165	21	0	46	170	18
08:00	0	9	401	225	0	65	36	187	0	235	184	24	0	42	152	17
08:15	0	13	357	212	0	63	32	175	0	251	202	25	0	39	125	18
08:30	0	13	300	173	0	57	33	167	0	231	176	24	0	38	114	16
08:45	0	14	225	131	0	54	31	149	0	221	167	20	0	35	97	15
09:00	0	15	198	107	0	40	28	109	0	159	134	17	0	22	83	15
15:00	0	21	163	42	0	64	68	105	0	106	166	33	0	22	36	11
15:15	0	21	163	39	0	61	73	120	0	114	162	38	0	23	40	16
15:30	0	18	165	39	0	68	80	130	0	114	182	39	0	19	40	16
15:45	0	19	152	52	0	76	88	132	0	114	220	39	0	22	34	15
16:00	0	18	142	53	0	91	93	132	0	114	241	36	0	21	33	17
16:15	0	18	158	58	0	107	101	143	0	125	268	34	0	24	34	14
16:30	0	20	172	61	0	120	106	144	0	122	290	36	0	26	29	15
16:45	0	22	161	49	0	122	121	136	0	123	261	33	0	27	34	14
17:00	0	21	171	50	0	116	114	143	0	121	262	37	0	29	43	11
17:15	0	21	161	61	0	110	111	127	0	114	249	34	0	25	40	15
17:30	0	17	128	56	0	93	97	114	0	109	212	31	0	20	45	16
17:45	0	11	119	58	0	73	82	96	0	105	197	25	0	21	40	21
18:00	0	10	100	60	0	70	72	77	0	95	170	24	0	17	34	18

# Intelligent Data Collection Limited



**Client:** Hyder  
**Project Number:** ID01729  
**Junction Number:** Site 1

**Date of Survey:** 07.11.2013  
**Junction Name:** Longstanton Rd / Water Rd / Cambridge Rd / Dry Drayton Rd  
**Junction Type:** Crossroads

**Arm A:** Water Lane  
**Arm B:** Cambridge Road  
**Arm C:** Dry Drayton Road  
**Arm D:** Longstanton Road

**Count Method:** Vehicles **Classes Included:** All Classes

**Maximum 15-minute Junction Flow:**

	AM Peak	PM Peak	from:	until:	from:	until:	flow:	flow:
			08:15	08:30	17:15	17:30	422	303

**Period Starting:** 07:00 *Select the time from the drop-down in cell D17 to show the 15-minute data for that period*

## Movement Counts

		To				Total
		A	B	C	D	
From	A	0	7	47	0	54
	B	1	0	11	3	15
	C	13	9	0	2	24
	D	4	15	6	0	25
Total	18	31	64	5	118	

## HGV Proportions

		To				Total
		A	B	C	D	
From	A	0.0%	14.3%	0.0%	0.0%	1.9%
	B	0.0%	0.0%	0.0%	0.0%	0.0%
	C	0.0%	11.1%	0.0%	0.0%	4.2%
	D	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	6.5%	0.0%	0.0%	1.7%	

**Maximum Hourly Junction Flow:**

	AM Peak	PM Peak	from:	until:	from:	until:	flow:	flow:
			08:00	09:00	16:30	17:30	1584	1145

**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	92	303	3	398
	B	17	0	110	17	144
	C	102	103	0	10	215
	D	14	136	52	0	202
Total	133	331	465	30	959	

## HGV Proportions

		To				Total
		A	B	C	D	
From	A	0.0%	2.2%	1.3%	0.0%	1.5%
	B	11.8%	0.0%	0.9%	0.0%	2.1%
	C	2.9%	1.9%	0.0%	0.0%	2.3%
	D	0.0%	0.0%	0.0%	0.0%	0.0%
Total	3.8%	1.2%	1.1%	0.0%	1.5%	

*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 Northstowe

**Client:** Hyder  
**Project Number:** ID01729  
**Junction Number:** Site 1  
**Date of Survey:** 07/11/2013  
**Junction Name:** High Street / Rampton Road / Woodside / School Lane  
**Survey Type:** Queue Count

## Quality Assurance and Issue Record

### Quality Assurance

Revision	Rev A			
Date	25/11/2013			
Prepared by	Andy Cook			
Signature				
Checked by	Irene O'Riordan			
Signature				
Project Director	Dan Wallace			
Signature				
Project number	ID01729			
File Ref	ID01729 - Northstowe - Site 1 - Queues			

### Issue Sheet

Issued to	Date			
	27/11/2013			
Liam Scott	E-mail			

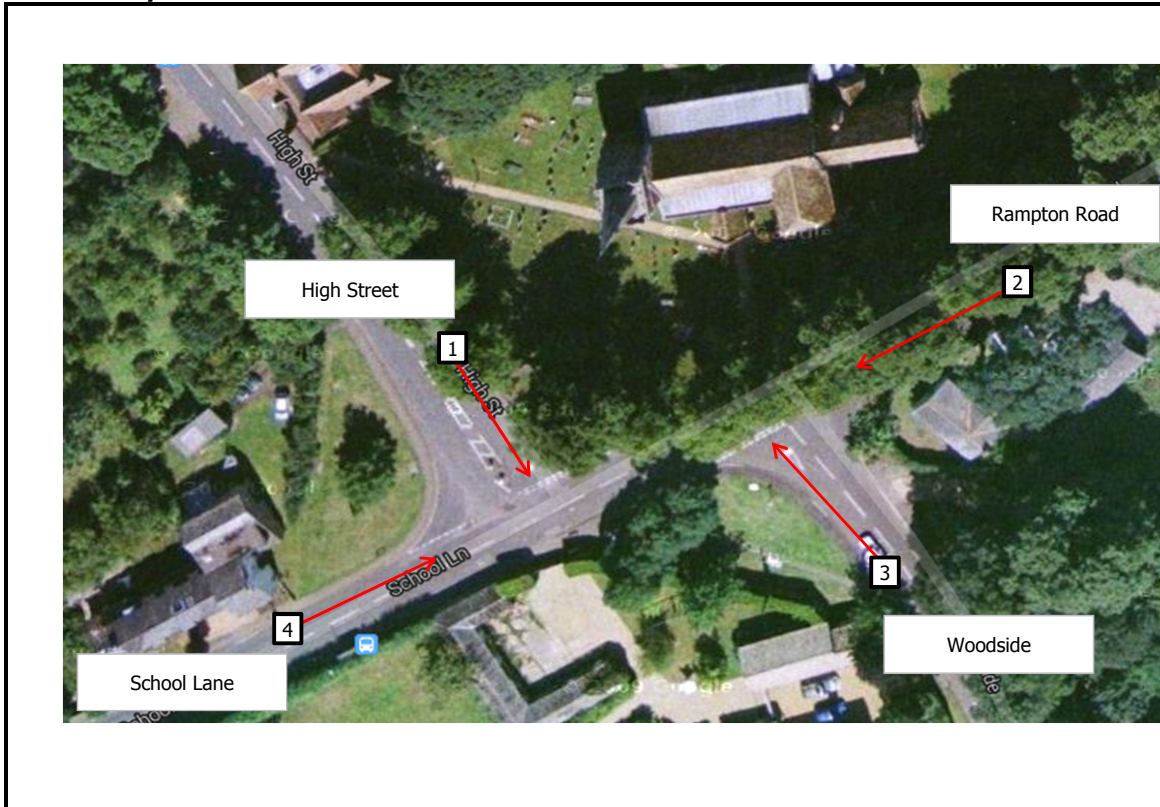


# Intelligent Data Collection Limited



**Client:** Hyder  
**Project Number:** ID01729  
**Junction Number:** Site 1  
**Date of Survey:** 07/11/2013  
**Junction Name:** High Street / Rampton Road / Woodside / School Lane  
**Junction Type:** Queue Count

## Junction Layout



## Site Observations

**Weather Conditions:**

AM Peak: Sunny Intervals

PM Peak: Sunny Intervals

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

None recorded.







# Intelligent Data Collection Limited



**Client:** Hyder  
**Project Number:** ID01729  
**Junction Number:** Site 1  
**Date of Survey:** 07/11/2013  
**Junction Name:** High Street / Rampton Road / Woodside / School Lane  
**Survey Type:** Queue Count

Time	Queue Length (Vehicles)							
	Lane 1		Lane 2		Lane 3		Lane 4	
	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy
15:00	0	0	0	0	0	0	0	0
15:05	1	0	0	0	2	0	0	0
15:10	1	0	0	0	1	0	0	0
15:15	0	0	0	0	1	0	0	0
15:20	1	0	0	0	1	0	0	0
15:25	0	0	0	0	2	0	0	0
15:30	1	0	0	0	1	0	0	0
15:35	1	0	0	0	1	0	0	0
15:40	2	0	0	0	2	0	0	0
15:45	1	0	0	0	0	0	0	0
15:50	1	1	0	0	1	0	3	0
15:55	0	1	0	0	0	0	0	0
16:00	1	0	0	0	2	0	1	0
16:05	0	0	0	0	2	0	0	0
16:10	0	0	0	0	1	0	0	0
16:15	1	0	0	0	0	0	0	0
16:20	0	0	0	0	2	0	0	0
16:25	0	0	0	0	0	0	0	0
16:30	1	0	0	0	2	0	0	0
16:35	1	0	0	0	2	0	0	0
16:40	1	0	0	0	0	0	0	0
16:45	1	1	0	0	1	0	0	0
16:50	1	0	0	0	1	0	0	0
16:55	2	0	0	0	0	0	0	0
17:00	1	0	0	0	1	0	0	0
17:05	0	0	0	0	2	0	0	0
17:10	0	0	0	0	1	0	0	0
17:15	1	0	0	0	1	0	0	0
17:20	0	0	0	0	4	0	0	0
17:25	1	0	0	0	0	0	0	0
17:30	1	0	0	0	2	0	0	0
17:35	1	0	0	0	1	0	0	0
17:40	0	0	0	0	2	0	0	0
17:45	1	0	0	0	1	0	0	0
17:50	3	0	0	0	1	0	0	0
17:55	1	0	0	0	0	0	0	0
18:00	1	1	0	0	2	0	0	0
18:05	0	0	0	0	0	0	0	0
18:10	2	0	0	0	2	0	0	0
18:15	0	0	0	0	2	0	0	0
18:20	0	0	0	0	2	0	0	0
18:25	0	0	0	0	1	0	0	0
18:30	2	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	1	0	0	0
18:45	1	0	0	0	1	0	0	0
18:50	0	0	0	0	2	0	0	0
18:55	1	0	0	0	1	0	0	0

## Intelligent Data Collection Limited Northstowe

**Client:** Hyder  
**Project Number:** ID01729  
**Junction Number:** Site 2  
**Date of Survey:** 07/11/2013  
**Junction Name:** Longstanton Road / Water Road / Cambridge Road / Dry Drayton Road  
**Survey Type:** Queue Count

## Quality Assurance and Issue Record

### Quality Assurance

Revision	Rev A			
Date	26/11/2013			
Prepared by	Andy Cook			
Signature				
Checked by	Irene O'Riordan			
Signature				
Project Director	Dan Wallace			
Signature				
Project number	ID01729			
File Ref	ID01729 - Northstowe - Site 2 - Queues			

### Issue Sheet

Issued to	Date			
	27/11/2013			
Liam Scott	E-mail			

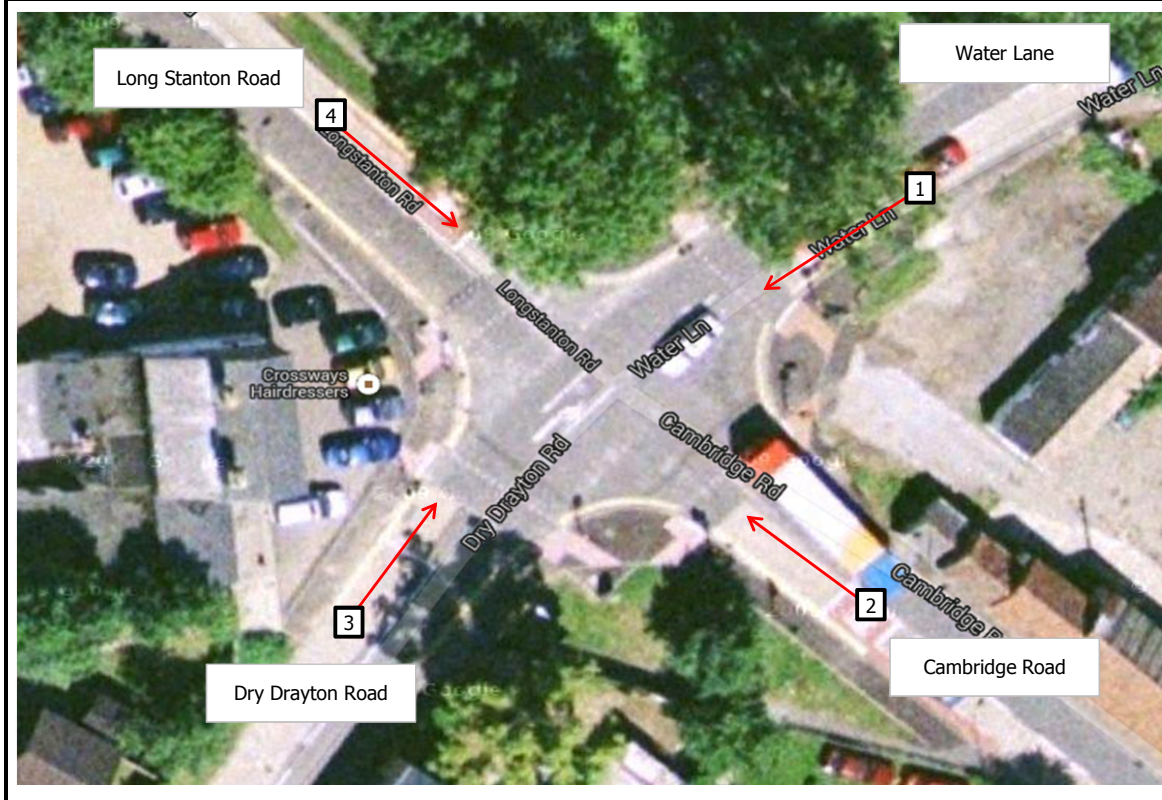


# Intelligent Data Collection Limited



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**Junction Type:** Queue Count

## Junction Layout



## Site Observations

**Weather Conditions:**

AM Peak: Sunny Intervals

PM Peak: Sunny Intervals

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

None recorded.





# Intelligent Data Collection Limited



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**Date of Survey:** 07/11/2013  
**Junction Name:** Longstanton Road / Water Road / Cambridge Road / Dry Drayton Road  
**Survey Type:** Queue Count

Time	Queue Length (Vehicles)							
	Lane 1		Lane 2		Lane 3		Lane 4	
	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy
07:00	2	0	0	0	0	0	1	0
07:05	3	0	2	0	2	0	4	0
07:10	2	0	2	0	1	1	3	0
07:15	4	0	2	0	2	0	0	0
07:20	5	0	5	0	2	0	4	0
07:25	2	0	2	0	3	0	3	0
07:30	3	0	8	1	2	0	3	0
07:35	6	0	6	0	1	0	5	0
07:40	10	1	5	0	4	1	8	0
07:45	19	0	8	1	14	0	9	0
07:50	13	0	5	0	5	0	10	0
07:55	12	0	6	0	5	0	10	0
08:00	15	0	7	0	3	0	6	0
08:05	18	0	6	0	8	1	8	0
08:10	20	0	8	0	16	0	7	0
08:15	17	0	11	0	16	0	6	0
08:20	10	0	13	0	13	0	8	0
08:25	8	0	14	0	16	1	4	0
08:30	14	0	8	0	16	2	3	0
08:35	12	0	3	0	18	0	7	0
08:40	11	0	8	0	15	1	6	0
08:45	11	0	8	0	16	0	8	0
08:50	5	0	14	0	17	1	7	0
08:55	7	0	7	0	11	0	8	0
09:00	6	0	10	0	4	0	3	0
09:05	5	1	13	0	5	0	6	0
09:10	5	0	4	0	3	0	2	0
09:15	6	0	2	0	5	0	2	0
09:20	5	0	1	0	10	0	3	0
09:25	2	0	3	0	7	0	4	0
09:30	3	0	2	0	4	0	2	0
09:35	2	0	1	1	5	0	2	0
09:40	4	0	0	0	3	0	5	0
09:45	2	1	2	0	3	0	3	0
09:50	2	0	2	0	3	0	1	0
09:55	6	0	3	0	3	0	5	0

# Intelligent Data Collection Limited



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**Survey Type:** Queue Count

Time	Queue Length (Vehicles)							
	Lane 1		Lane 2		Lane 3		Lane 4	
	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy
15:00	2	0	2	0	4	0	3	0
15:05	6	0	1	0	5	0	2	0
15:10	4	0	0	0	3	0	3	1
15:15	3	0	2	0	4	2	4	0
15:20	4	0	1	0	3	0	2	1
15:25	2	0	1	0	7	0	5	0
15:30	5	0	2	0	6	0	3	1
15:35	2	1	0	0	5	0	2	1
15:40	6	0	1	0	4	0	4	0
15:45	3	0	2	0	4	0	5	0
15:50	6	0	1	0	7	0	8	0
15:55	3	0	3	0	4	0	9	0
16:00	2	0	1	0	5	0	5	1
16:05	4	0	2	0	3	0	5	1
16:10	3	0	1	0	5	0	5	0
16:15	5	0	0	0	3	0	4	0
16:20	3	0	1	0	5	0	4	0
16:25	5	0	2	0	6	0	3	1
16:30	3	1	2	0	4	0	7	0
16:35	6	0	2	0	4	0	6	0
16:40	4	0	3	0	7	0	7	0
16:45	6	0	1	0	10	0	7	1
16:50	4	0	6	0	2	0	5	0
16:55	4	0	2	0	4	0	5	0
17:00	1	0	1	0	13	0	7	1
17:05	5	0	1	0	8	0	7	0
17:10	7	0	6	0	9	0	6	0
17:15	5	0	2	0	3	0	9	0
17:20	8	0	2	0	11	0	2	0
17:25	2	0	2	0	4	0	8	0
17:30	3	0	1	0	4	0	8	0
17:35	3	0	2	0	6	0	5	1
17:40	3	0	0	0	8	0	6	0
17:45	4	0	1	0	11	0	7	0
17:50	5	0	3	0	4	0	10	1
17:55	7	0	2	0	4	0	6	0
18:00	9	0	1	0	6	0	3	0
18:05	5	0	2	0	6	0	7	1
18:10	1	0	2	0	4	0	4	0
18:15	3	0	1	0	4	0	2	0
18:20	4	0	1	0	4	0	5	0
18:25	3	0	2	0	2	0	3	1
18:30	1	0	1	0	3	0	5	0
18:35	4	0	1	0	4	0	6	0
18:40	2	0	2	0	6	0	3	0
18:45	4	0	1	0	2	0	8	1
18:50	2	1	1	0	5	0	4	0
18:55	2	0	1	0	5	0	5	0