Appendix 1

WSCC Highways Pre-Application Responses

WEST SUSSEX COUNTY COUNCIL - PRE APPLICATION CONSULTATION

TO:	Organisation: Highgate Transportation - FAO: Fiona Bennett
FROM:	WSCC - Highways Authority
DATE:	5 July 2024
LOCATION:	Land north of Yapton Road Barnham Arun PO22 0AZ
SUBJECT:	Internal Reference: PRE-53-24 240 dwellings on mostly undeveloped land north of Yapton Road with a new priority junction access to the south east of the site from Yapton Road.
DATE OF MEETING:	5 July 2024
RECOMMENDATION:	Advice

The Highways Authority has been consulted for pre-application advice in regard to the proposed development at Land north of Yapton Road. Comments made are referenced against relevant paragraphs within the submitted Technical Note (TN) where applicable.

The site

North of Yapton Road (B2233 subject to 30mph). The site currently comprises campsite, caravan storage, five dwellings and plant nursery and is accessed via a crossover arrangement. There is a 1m footway on northern side of Yapton Road in this location. A shared use path starts on the southern side of Yapton Road to the west, which begins at the Mill Gate development and extends c.160m past the Redrow Mill View development, where it then splits to on-road cycleway and separated footway.

Sustainable Transport/Improvements

Table 2.1 – it is noted that there are several amenities within walking and cycling distance.

There are pedestrian refuge crossing facilities on the route westwards provided as part of recent housing development.

The existing shared use path starts at Mill Gate development and extends across access/frontage of both new developments. Whilst there are opportunities for crossing along this route, the applicant should identify a location for informal crossing to the southern side, to link from the site into the existing shared use path, reducing the need for cycle travel on-road, toward amenities/ Train Station.

PROW

2.14 – part of PROW 325 is within the site – any designs for incorporating this route, or deviating, would be commented on by WSCC PROW Officers.

PROW have been consulted and provide the following comments:

Currently FP325 is closed due to Network Rail (NR) safety concerns over the at-grade crossing at its present usage level. They have produced a report and we have accepted their safety concerns and closed the FP accordingly. I believe NR are looking at alternatives such as a grade-separation, underpass or diversion. I am sure they will advise during any consultation.

From our point of view, we would

- *support any NR requirement for a grade-separation over or under the railway*

- *improvement of the path along its entire length south of the railway to at least a 2m wide path, surfaced to our specification so that we can reinstate the path and it is fit for the demands inevitable increased usage from this development will place upon it.*

Improvements to the surfacing on PROW outside of applicant ownership could be secured by financial contribution.

You may wish to consult National Rail, it may be that a contribution towards crossing improvements would be sought considering the increase in footfall as result of development.

Bus/Train

The nearest bus stops are within 3-minute walk north-west of the site (village hall). Additionally, the Windmill stops can be reached to the east via the PROW and footway on Yapton Road – internal links to the PROW would be essential for pedestrian connectivity. We discussed the potential of an informal crossing to the southern side flagpole.

The Realtime Officer has been consulted on whether they would welcome a contribution toward Realtime installation at these bus stops. Comments to follow.

The new 500 route would benefit from promotion within the Travel Plan however the LHA is mindful that proximity of Barnham Train Station (within 10-minute walk/ 2minute cycle and features cycle parking) is also a benefit of the site location in terms of promoting sustainable transport. At planning stage, a Pedestrian/Cyclist Audit should be undertaken with focus on routes to the Train Station. This should identify any potential improvements in terms of pedestrian infrastructure along that route (e.g. crossings/localised path widening).

Access

2.39 – the study area for road traffic incidents is noted and accepted – the LHA may also undertake an internal review extending to nearby major junctions and assess whether there is any underlying pattern to recorded incidents, in highway safety terms.

3.3 – Existing access widened to 5.5m, simple priority junction with shared footway/cycleway either side to tie into existing footway network. The plan shows the shared use path at 3m. Please show how this will tie into existing provision both west of site and into the narrower footway available east of site, considering applicant land/ extent of highway boundary available and existing footway widths.

Swept path tracking of cars passing/refuse/fire appliance would be required within the access.

2.46 – The 85th percentile recorded speeds are noted at 36.1mph eastbound and 35.7mph westbound. This would require 56m splay to west and 55m east.

Internal Layout

A draft plan has been provided of the internal layout. Whilst this is preliminary the LHA make the following observations:

- Links into the PROW and pedestrian/cycle connectivity within site should be considered.
- Material treatment/ widths for such links should be suitable.
- There is not a threshold as such for when a second emergency access would be required – proposals would have to meet building regulations and fire service standards.

- There appears to be many cul-de-sacs, we would encourage more looped connectivity which will also improve emergency access.

4.5 / 4.10 – The approach to car and bicycle parking provision, using ADC adopted standards, is accepted.

Capacity

In terms of access form chosen and capacity – Fig. 2.3.1 within CD123, Design Manual Roads & Bridges, sets out that daily flows over 300 vehicles should be supported by a ghost right hand turn lane. Providing a ghost turning lane should therefore be the starting point. We discussed the limited width of Yapton Road and capacity modelling showing that a priority bellmouth junction would be workable. Nevertheless, we would expect full justification within the TA for access form chosen (i.e., can it be demonstrated through the RSA and capacity modelling that it is not required?). If LHA consider this a requirement, a Design Audit would also be required to check the design meets DMRB standards.

2.45 – Accept that traditional peak hours will be used in capacity assessment.

2.49 – the 2024 baseline data is also accepted.

4.11 – committed development BN/142/20 (200 dwellings south of Barnham Station)

4.13 – if other applications permitted nearby then these will be included

There are live applications as part of BEW as well as Y/91/17 (Bilsham Road) and Y/92/17 (Drove Lane). Some of these sites may be included in TEMPro growth rates but it is down to the applicant to set these out and justify why they have not been included as committed development.

4.15 – TEMPro growth rates 2024-2029 are proposed. 2031 end of local plan should be modelled as future year. This will take in to account maximum anticipated capacity scenarios to include committed development within the local plan plus any additional identified by the applicant.

4.19 – Trip rates accepted (125 AM and 115 PM). TRICs outputs would be useful, as well as a comparison against existing trip generation from the existing uses on site.

4.21 – The site access will be modelled as a staggered crossroad junction due to Mill Gate junction being c.35m north-west of site access. As per above – justification should first be given as to why a ghost right hand turn lane is not proposed. If this is considered a requirement then the modelling parameters will be altered.

4.22 – No other junctions are proposed to be modelled. The LHA would advise that considering the anticipated AM/PM trips and anticipated traffic distribution, additional junctions to east and west may require modelling for capacity. The applicant should demonstrate anticipated vehicle numbers at nearby road network/junctions based on the proposed traffic distribution so that the LHA can further advise which nearby junctions would require capacity modelling. Generally, any junctions that see an increase of 30 or more movements during any hour should be modelled although considering nearby development and scope modelled under BN/142/20, further junctions may require capacity testing. LHA advise that the SoCG and TA for BN/142/20 is referred to as a starting point in respect to which further junctions should be modelled.

Other Matters

It should also be noted that BN/142/20 (200 dwellings) secured a contribution toward A27 works, it is advised that ADC/ National Highways advice is sought as to whether this would be required.

4.30 – measurements of fire vehicle have been sent under separate cover; the overall length is 8470mm.

4.34 – Arun refuse collection vehicles are 12m (12m by 2.55m refuse vehicle)

4.35 – The Travel Plan and monitoring fee of £3815 would be secured by legal agreement. A copy of TP guidance can be sent on request.

The Highway Authority would require the following documents to be submitted as part of any future application:

- A site location plan scale (1:1250) with site boundary indicated
- Schedule of existing uses including planning history with reference numbers
- Description, including site layout plans, of the proposed development and schedule of uses
- Summary of reasons supporting the site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays indicated
- Design Audit of any proposed highway works, including plan identified departures from standards (if a right hand lane is considered necessary).
- Final Stage 1 Road Safety Audit (RSA) of the site access and any proposed highway works, **with the Road Safety Audit Response Report (RSARR) in word format for the LHA to edit as Overseeing Organisation**, including any amended plans.
- A Transport Assessment, including location plan of key services, availability of sustainable modes of transport and existing/future vehicular generation
- A Travel Plan
- Reference to supporting national, regional, and local planning documents and policies
- Parking strategy, including provision of parking for all modes of transport
- Proposed trip rates supported with TRICS outputs and site selection methodology
- Junction capacity assessment in accordance with the WSCC Transport Assessment Methodology

I have provided, below, some standard guidance relating to road design and current standards.

There are two sets of guidance which govern road design: Manual for Streets (MfS) for lightly trafficked residential streets; and Design Manual for Roads and Bridges (DMRB) for all other roads, including rural roads. I have included links to both below.

Manual for Streets:

http://www2.dft.gov.uk/pgr/sustainable/manforstreets/pdfmanforstreets.pdf

DMRB supplementary documents CD 109 (Search for "CD 109"):

https://standardsforhighways.co.uk/dmrb/

WSCC supports the approach set out in MFS, which has been adopted guidance for residential street design since its introduction in 2007. Within this document there are some very useful references to visibility splays, turning circles and car parking layouts. The document does not however provide specific measurements for visibility splays, so:
"X "Distances from the (kerb back) are typically:

- 2.4 metres - for domestic single access points and shared or busy crossovers (this may be reduced to 2.0 metres in certain circumstances in consultation with the Local Highways Authority and subject to local context)
- 4.5 metres - for busy junctions
- 9.0 metres -major junctions

"Y "Distances are based on vehicle speed, and for lightly trafficked residential streets MFS would be applied:

- 20 mph - 25 metres
- 25 mph - 33 metres
- 30 mph - 43 metres

For a road where the 85th percentile speed is in excess of 39 mph and for roads where MFS does not apply, CD 109 distances from DMRB would be applied:

- 40 mph -120 metres
- 50 mph -160 metres
- 60 mph -215 metres

I have attached a link to our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

The 'Additional Information' section of the WSCC Pre-application advice for roads and transport webpage provides a range of additional advice and guidance which you may find useful in preparing your application. Please click the link below and navigate to the 'Additional Information' section.

https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport

Here you will be able to access our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

Parking
For applications within Arun, Crawley and South Downs National Park any parking provision should be provided in line with the Planning Authorities adopted Supplementary Planning Guidance (SPG) which will set out parking standards for development in these areas. Within you will find recommended levels for cycle parking and also guidance on levels of Electric Vehicle charging points for new developments.

Arun
https://www.arun.gov.uk/supplementary-planning-documents-spds/

Crawley
https://crawley.gov.uk/planning/planning-policy/local-plan/supplementary-planning-documents/urban-design-spd

South Downs National Park
https://www.southdowns.gov.uk/planning-policy/supplementary-planning-documents/

For all other areas West Sussex County Councils latest parking standards which we adopted in August 2019 as Supplementary Planning Guidance (SPG) should be used. This can be found at the link below under the 'Additional Information' section.

https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport

I trust you appreciate that any advice given by council officers for pre-application enquiries does not constitute a formal response or decision of the council with regard to the granting of planning permission in the future. Any views or opinions expressed are given in good faith, and to the best of ability, without prejudice to the formal consideration of any application, which will be the subject of public consultation and ultimately decided by the Local Planning Authority.

Katie Kurek
Planning Services

Alice Howse

From: Katie Kurek <katie.kurek@westsussex.gov.uk>
Sent: 17 October 2025 10:41
To: Alice Howse
Cc: Fiona Bennett
Subject: RE: (2413) Pre-App PRE-53-24 - Yapton Road - Vision Led Approach and Further Clarification

Hi Alice

Apologies for the delay coming back on this one, we have had some internal conversations about vision led approach and how this might work in practice with junction capacity modelling.

For Tim's site PRE-43-25 Land at Woodgate and land at Oldlands Farm advice was given in consultation with colleagues internally and included a request to justify the lower growth by comparisons with observed growth. We would be cautious about accepting any negative growth in a scenario used as a central forecast rather than as a secondary sensitivity scenario. We would advise behavioural growth rates are subject to a cut off at 1.0 i.e. zero growth except for any use as a secondary comparative forecast.

The advice given on Tim's pre-app would have been site and location specific and advised caution where behavioural rates turn negative in later forecast years thus comparing with core growth rates would provide an acceptable sensitivity test. The advice provided for Tim's site does not reflect a County wide approach to acceptance of behavioural growth rates.

On known congested parts of the network a more robust assessment and multiple scenarios may be required to be modelled including using core TEMPro growth rates as a comparison with other more aspirational scenarios. This enables us to assess a worst case scenario on congested parts of the network and these junctions may have multiple modelled scenarios. Other less congested junctions may only be required to be modelled once (or not at all) using an aspirational vision led scenario.

So in summary, for PRE-53-24 justification will need to be given on the approach you choose, bearing the above in mind. For clarity, whatever is forecasted in terms of trips will be monitored against as part of the Travel Plan and/or wider monitoring strategy.

[redacted]

Katie Kurek (she/her) | BA (Hons) MCIHT
Senior Transport Planner
County Highways - Planning Services - Highways Transport & Planning
West Sussex County Council
Location: Ground Floor, Northleigh Building, Chichester, PO19 1RH
Email: katie.kurek@westsussex.gov.uk
Telephone: 0330 2225730

I do not work on Tuesday and work limited hours on Thursdays so there may be a delay to responses within these times. I will respond to your email as soon as possible.



From: Alice Howse [redacted]
Sent: 16 October 2025 15:12
To: Katie Kurek <katie.kurek@westsussex.gov.uk>
Cc: Fiona Bennett <[redacted]
Subject: RE: (2413) Pre-App PRE-53-24 - Yapton Road - Vision Led Approach and Further Clarification

****EXTERNAL****

Good afternoon Katie,

I hope you are well.

We were wondering if you are able to provide an update on the Vision Led Approach and how we should be addressing it within our Transport Assessment work for the scheme at Yapton Road, Barnham.

Many thanks in advance.

Kind regards,
Alice

Alice Howse
Principal Transport Planner

HighgateTransportation

[redacted]

Highgate Transportation Ltd
First Floor, 43-45 Park Street
BRISTOL BS1 5NL
Company Registration Number: 07500534

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From: Katie Kurek <katie.kurek@westsussex.gov.uk>
Sent: 29 September 2025 13:19
To: Alice Howse <a[redacted] Fiona Bennett
[redacted]
Subject: RE: (2413) Pre-App PRE-53-24 - Yapton Road - Vision Led Approach and Further Clarification

Hi Alice

Apologies for the delay in responding. We had a conversation about this in our Team Meeting this morning in respect to whether behavioural growth rates can be used alone without using core growth rates for worst case scenario comparison. The conclusion we came to is that wider conversations will need to take place internally with our transport policy team before we can give a formal view on this. I will keep you updated as to the outcome of those conversations.

Regards the RSA there is no need for a formal sign off/review auditor CV but if you did want to provide the brief I am happy to review that.

[redacted]

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Senior Transport Planner
County Highways - Planning Services - Highways Transport & Planning
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Location: Ground Floor, Northleigh Building, Chichester, PO19 1RH
Email: katie.kurek@westsussex.gov.uk
Telephone: 0330 2225730

I do not work on Tuesday and work limited hours on Thursdays so there may be a delay to responses within these times. I will respond to your email as soon as possible.

From: Alice Howse [redacted]
Sent: 22 September 2025 16:31
To: Katie Kurek <katie.kurek@westsussex.gov.uk>; Fiona Bennett <[redacted]
Subject: RE: (2413) Pre-App PRE-53-24 - Yapton Road - Vision Led Approach and Further Clarification

****EXTERNAL****

Hi Katie,

Further to your below email, if you're unable to provide an update before COP tomorrow (Tuesday 23rd September), please could you include @Fiona Bennett in your response, as I am on leave from Wednesday 24th September 2025 returning on Monday 6th October 2025, with no access to my emails.

Additionally, with regard to the Stage 1 Road Safety Audit, please could you confirm whether you would like to sign off the brief and/or review the auditor's CV's before the audit is carried out?

Many thanks in advance.

Kind regards,
Alice

Alice Howse
Principal Transport Planner

Please note, I will be on leave from Wednesday 24th September 2025 returning on Monday 6th October 2025, with no access to my emails.

HighgateTransportation
[redacted]

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From: Katie Kurek <katie.kurek@westsussex.gov.uk>
Sent: 19 September 2025 11:00
To: Alice Howse <[redacted]
Subject: RE: (2413) Pre-App PRE-53-24 - Yapton Road - Vision Led Approach and Further Clarification

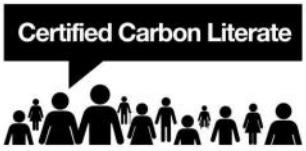
Hi Alice

I've asked some advice from colleagues and need to speak to Tim and will get back to you next week.

[redacted]

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Senior Transport Planner
County Highways - Planning Services - Highways Transport & Planning
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Email: katie.kurek@westsussex.gov.uk
Telephone: 0330 2225730

I do not work on Tuesday and work limited hours on Thursdays so there may be a delay to responses within these times. I will respond to your email as soon as possible.



From: Alice Howse <[redacted]>
Sent: 17 September 2025 12:34
To: Katie Kurek <katie.kurek@westsussex.gov.uk>
Cc: Fiona Bennett [redacted]
Subject: FW: (2413) Pre-App PRE-53-24 - Yapton Road - Vision Led Approach and Further Clarification

****EXTERNAL****

Hi Katie,

I hope you are well.

We were wondering if you have had chance to review the below email with regard to providing further clarity on the vision approach to be used in our Transport Assessment to support a forthcoming application at Yapton Road.

Many thanks in advance.

Kind regards,
Alice

Alice Howse
Principal Transport Planner

Please note, I will be on leave from Wednesday 24th September 2025 returning on Monday 6th October 2025, with no access to my emails.

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From: Alice Howse
Sent: 15 September 2025 13:15
To: Katie Kurek <katie.kurek@westsussex.gov.uk>
Cc: Fiona Bennett [redacted]
Subject: RE: (2413) Pre-App PRE-53-24 - Yapton Road - Vision Led Approach and Further Clarification

Hi Katie,

Many thanks for your email.

We are not proposing to remove the number of households from TEMPro.

You may be aware that we have been having discussions with Tim Townsend with regard to applications within West Sussex, ranging from 100 to 1,000 dwellings, and how to apply a Vision Led approach, i.e. Decide and Provide. To be in accordance with NPPF and WSCC's pre-app guidance, we have been informed that to demonstrate a Decide and Provide approach, we should not be using Core TEMPro Growth rates in our assessments going forward. Given that there is cross-over between the junctions we are proposing to assess in our discussions with Tim, and the junctions included within the assessment at Yapton Road, we consider that it is imperative to ensure that the assessment approach is aligned.

We re-attach the TEMPro growth rates for ease of reference, which shows that Behavioural growth rates are still demonstrating an increase, i.e. applying the behavioural growth factor will not result in a reduction of background traffic on the network, i.e. the factor is above 1.0. The core growth factors were provided for information to demonstrate that there was not a significant difference between Core and Behavioural.

Behavioural growth rates reflect expected changes in travel behaviour over time, based on car ownership and use, as well as a reduction in trip rates per person, due to remote working, online shopping and an aging population, as well as the gradual shift towards sustainable transport. Using Core growth rates is considered still a predict and provide approach, which does not align with NPPF and WSCC's pre-app guidance which sets out that *all development that generates significant amount of movement should be supported by a vision-led Transport Statement or Assessment.*

Therefore, please could you confirm that it is appropriate to apply the Behavioural growth rates to background traffic growth in our junction assessments, and not rely on Core growth rates. It should be noted that the robust target for reduction of trips will be applied to the proposed trip generation associated with the site, not the background traffic, which the growth rate will be applied to.

With regard to the suggested 10% reduction, this has been taken from WSCC's guidance on Travel Plans, which was provided as part of the pre-application discussions for this site (dated August 2021). We would be happy to increase this reduction as part of the Vision scenario if you were comfortable for us to do this. Would a 20% reduction before more acceptable for the Vision scenario?

Further clarity on the above would be much appreciated.

Happy to discuss.

Kind regards,
Alice

Alice Howse
Principal Transport Planner

Highgate*Transportation*
[redacted]

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From: Katie Kurek <katie.kurek@westsussex.gov.uk>
Sent: 11 September 2025 17:14
To: Alice Howse <a[redacted]
Cc: Fiona Bennett <[redacted]
Subject: RE: (2413) Pre-App PRE-53-24 - Yapton Road - Vision Led Approach and Further Clarification

Hi Alice

I have now received advice from colleagues and my comments are below in red

In principle there is no objection to behaviour growth scenario being used though we would advise this is *in addition* to core scenario growth rates (i.e. undertaken as a sensitivity testing for a few select junctions where capacity concerns may be anticipated e.g. war memorial prior to A29 realignment).

Are you proposing to remove the number of households from the TEMPRO assumptions or double count?

A colleague has raised a query on the proposed 10% decrease in trips through Travel Plan measures and I am just seeking some clarification from him before I get back to you on that point

Thanks

[redacted]

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Telephone: 0330 2225730

Please note I do not work on Wednesday and work limited hours on Thursdays and so there may be a wait for a response in these times.

From: Alice Howse <[redacted]
Sent: 10 September 2025 08:23
To: Katie Kurek <katie.kurek@westsussex.gov.uk>
Cc: Fiona Bennett <[redacted]
Subject: FW: (2413) Pre-App PRE-53-24 - Yapton Road - Vision Led Approach and Further Clarification

****EXTERNAL****

Good morning Katie,

I hope you are well.

I was wondering if you have had chance to review the below email with regard to PRE-53-24 and applying a Vision Led Decide and Provide approach to the capacity assessment.

We look forward to receiving your comments.

Kind regards,
Alice

Alice Howse
Principal Transport Planner

HighgateTransportation

[redacted]

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From: Alice Howse
Sent: 02 September 2025 09:14
To: Katie Kurek <katie.kurek@westsussex.gov.uk>
Cc: Fiona Bennett <[redacted]uk>
Subject: (2413) Pre-App PRE-53-24 - Yapton Road - Vision Led Approach and Further Clarification

Hi Katie,

I hope you are well.

Further to the pre-application advice you provided under PRE-53-24, given the local and national movement (including as set out in the WSCC Highways Pre-Application Additional Information webpage) towards a decide and provide approach to capacity assessments, from the traditional predict and provide, please could you confirm that the following is acceptable for a forthcoming transport assessment:

i. The use of Behavioural Scenario growth rates to be applied to traffic survey data, not Core Scenario growth rates. The Behavioural Scenario growth rates are as follows:
   a. AM – 1.0203
   b. PM – 1.0254

   We attach the TEMPro screenshots which shows how the Behavioural growth rates have been calculated (using the table contained in the DfT report TEMPro and NTEM Data Release Notes Additional Guidance) and the Core growth rates for 2024-2031 as a comparison

ii. The application of the Travel Plan target reduction to the single occupancy private vehicle movements (10%). It is not expected that the 10% reduction in single occupancy private vehicle movements will occur in year 1. Given that the lifetime of the Travel Plan is five years, an assumption is made that there will be a 2% decrease each year, i.e.
   a. Year 1 - 2028 – 2% decrease
   b. Year 2 - 2029 – 4% decrease
   c. Year 3 - 2030 – 6% decrease
   d. Year 4 - 2031 – 8% decrease
   e. Year 5 - 2032 – 10% decrease

   Therefore an 8% reduction will be applied to the Total Vehicle Trip Generation in the assessment year of 2031

iii. The Transport Assessment and Travel Plan will set out how the vision will be achieved, with the Travel Plan including Penalty Measures, such as additional sustainable travel vouchers, if the reduction in single occupancy private vehicle movements is not met

Furthermore, we note from the written response (received 10th July 2024) the following was included, and we provide additional information or clarification in green:

1. The Realtime Officer has been consulted on whether they would welcome a contribution toward Realtime installation at these bus stops. Comments to follow. Please could you confirm if you received comments from the Realtime Officer? See attached email
2. We were asked to review the possibility of providing an informal crossing to the southern side flag pole adjacent to the Windmill Shopping Centre. We have reviewed this, and there is not enough highway land available to provide an informal crossing that is constructed to standard. Given that pedestrians can access the bus stop outside the village hall using the existing informal pedestrian crossing infrastructure, which is the nearest bus stop to our site, and that pedestrians can use the existing informal pedestrian crossing at the northern side flag pole to access the Windmill Shopping Centre, it is considered that there is appropriate existing infrastructure. This will be set out within the Walking and Cycling Audit. We trust that this is appropriate. This is fine although I would advise that considering scale of development that the audit, where possible, identifies where any other improvements could be made (e.g. side road crossings on pedestrian desire line to amenities that would benefit from dropped kerb/tactile etc).
3. The applicant should demonstrate anticipated vehicle numbers at nearby road network/junctions based on the proposed traffic distribution so that the LHA can further advise which nearby junctions would require capacity modelling. Generally, any junctions that see an increase of 30 or more movements during any hour. The quantum of development is still to be finalised, however it is likely to be around 195-200 dwellings. We have set out the distribution for up to 200 dwellings (using TRICS v8) onto the wider highway network, based on distribution taken from BN/142/20/OUT:

Junction	AM Total Vehicular Movements	PM Total Vehicular Movements
Site Access/Yapton Road	97	93
Yapton Road/Church Lane	56	54
Yapton Road/Lake Lane	56	54
Yapton Road/Elm Grove	55	53
War Memorial Roundabout	37	35
Nyton Road Junction	28	27
Yapton Road/North End Road Roundabout	41	39
Yapton Road/Bilsham Road Roundabout	40	38

Based on the above table, the capacity assessment will include for the following junctions:

- Site Access/Yapton Road
- Yapton Road/Church Lane
- Yapton Road/Lake Lane
- Yapton Road/Elm Grove
- War Memorial Roundabout
- Yapton Road/North End Road Roundabout
- Yapton Road/Bilsham Road Roundabout

This list reflects the junctions that were included in the Statement of Common Ground for BN/142/20/OUT. Please confirm that the junctions to be included within the capacity assessment are acceptable. yes

Given the time that has passed since the pre-app meeting was held, please could you confirm that the updated list of committed development is acceptable:

i. Land South of Barnham Station, Church Lane (200 dwellings) BN/142/20/OUT

ii. Land at Bilsham Road, Yapton (250 dwellings) Y/91/17/OUT
iii. Land East of Drove Lane, Yapton (300 dwellings) Y/92/17/OUT
iv. BEW Parcel SC1 (1,250 dwellings) BN/11/22/OUT

Following should also be included:

- Y/52/23/PL – 170 dwellings Land West of Bilsham Road, Yapton, BN18 0LA.
- F/4/20/OUT – 1,500 dwellings at Land at Ford Airfield Ford
- F/19/25 – 400 dwellings and secondary school land south of ford lane

We always advise that the Local Planning Authority are asked about nearby sites that should be included – this should include any other BEW live apps that would impact war memorial roundabout.

Happy to discuss.

Kind regards,
Alice

Alice Howse
Principal Transport Planner

HighgateTransportation

[redacted]

Highgate Transportation Ltd
First Floor, 43-45 Park Street
BRISTOL BS1 5NL
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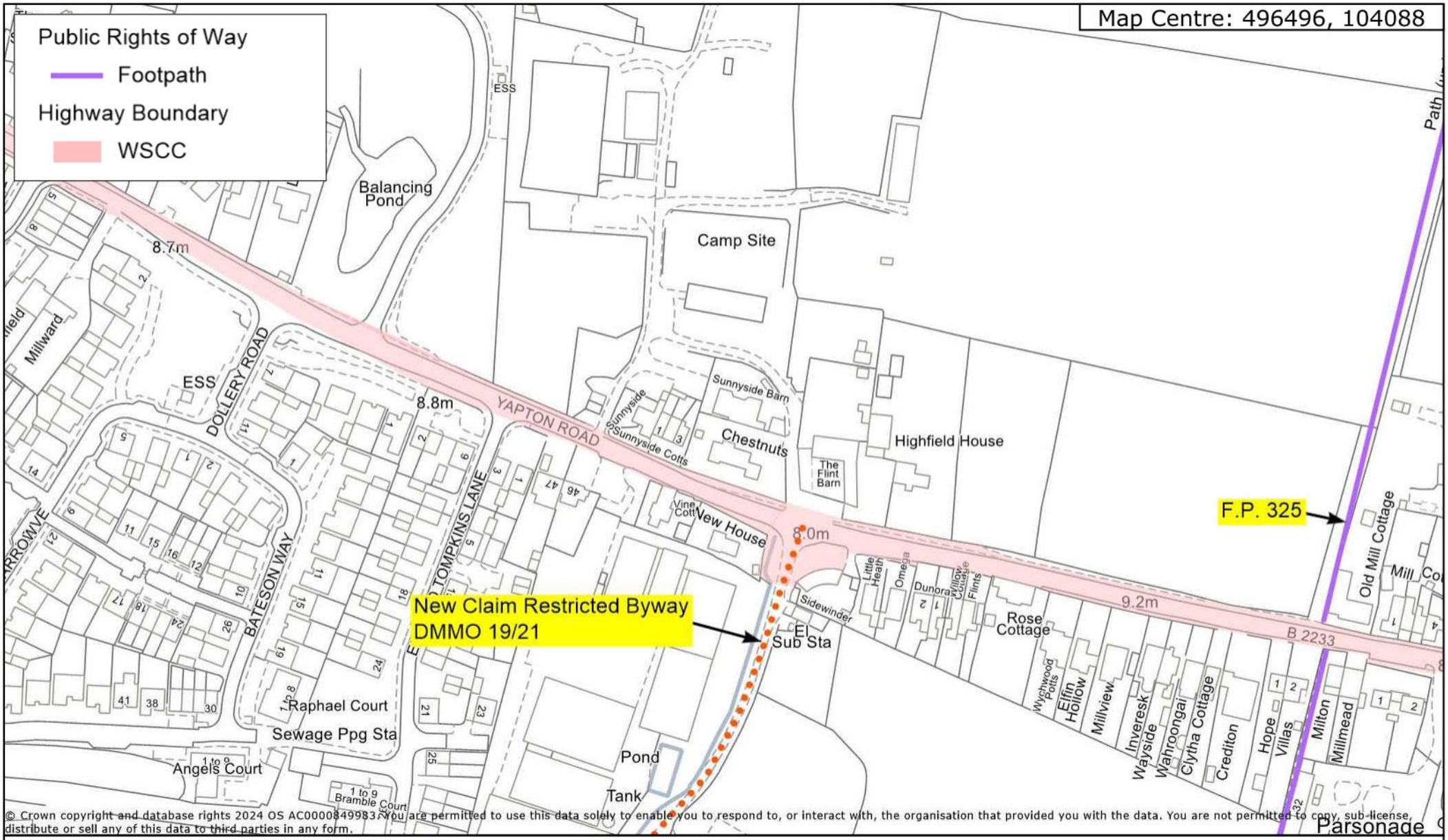
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Appendix 2

Highway Boundary and Public Rights of Way Records



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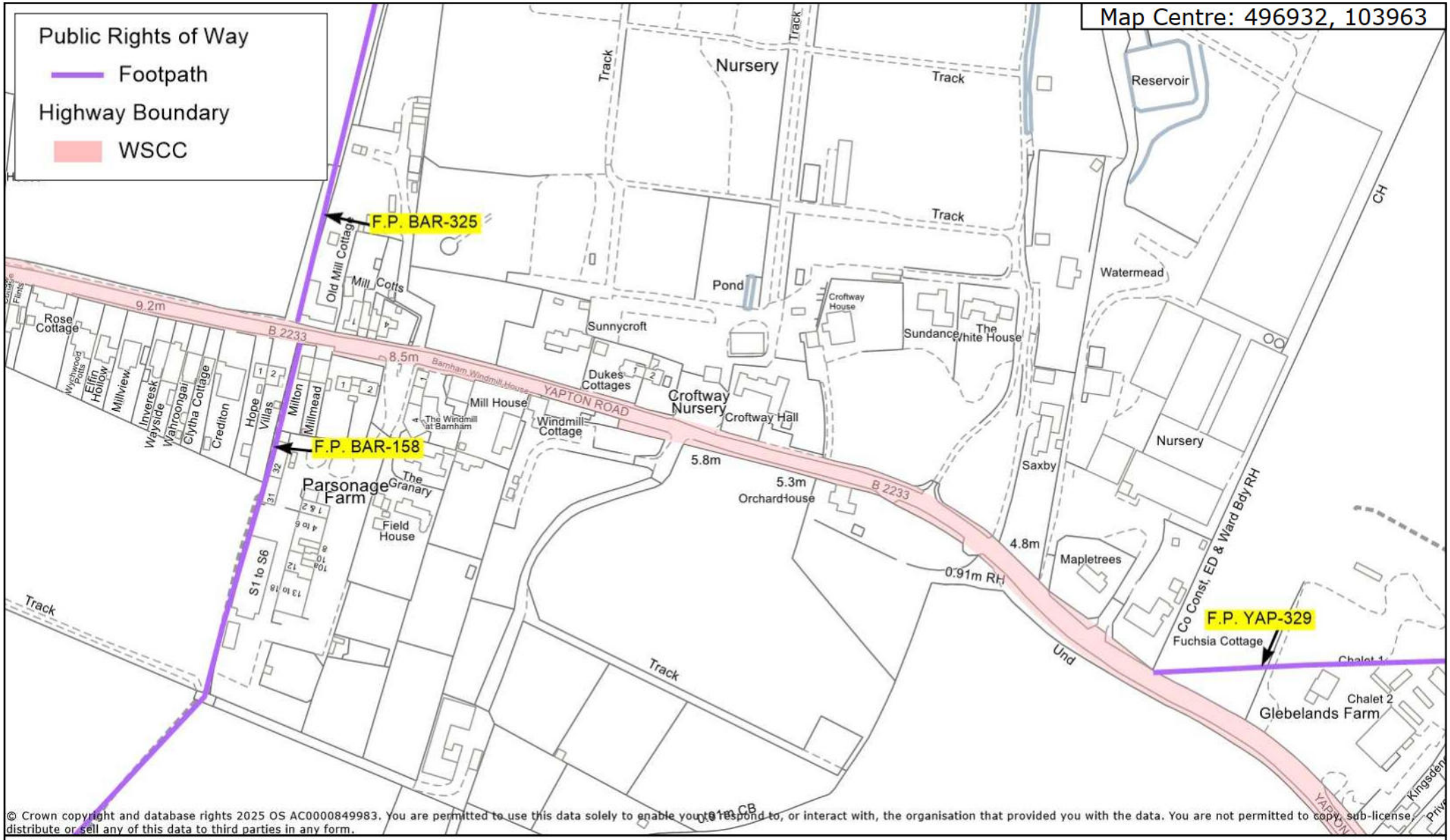
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05 August 2025
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Planning Services

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N

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Appendix 3

Bus Timetable Information

66A: Bognor Regis - Barnham - Yapton - Walberton - Bognor Regis
66C: Bognor Regis - Barnham - Walberton - Yapton - Bognor Regis

66A
66C

Mondays to Saturdays (except Public Holidays)

	NS 66A	66C	66A	66C	66A	66C	66A
Bognor Regis, High Street		0815	1015	1235	1445#	1635	1740
Bognor Regis Station, Longford Rd		0818	1018	1238	1448#	1638	1743
Tesco, Shripney Road		0822	1022	1242	1452#	1641	1746
Shripney, Robin Hood		0826	1026	1246	1455#	1644	1749
Westergate, Barnett Close	E	0834	1034	1253	1507B	1651	1756
Barnham, Station	0726	0838	1038	1257	1515	1656	1801
Walberton, Post Office	▼	0843	▼	1302	▼	1701	▼
Yapton, Canal Road	0731	0850	1042	1309	1518	1707	1806
Yapton, Sparks Corner	0735	0853	1045	1312	1522	1709	1808
Walberton, Old Vicarage	0742	▼	1051	▼	1529	▼	1814W
Barnham, Station	0749	0859	1059	1317	1536	1714	
Westergate, Westergate Mews	0753	0904*	1104	1322	1540	1719	
Shripney, Robin Hood	0759	0912*	1112	1330	1547	1726	
Tesco, Shripney Road	0805	0916*	1116	1334	1551	1729	
Bognor Regis Station, Longford Rd	0807	0919*	1119	1337	1554	1732	
Bognor Regis, High Street	0810D	0922*	1122	1340	1557	1735D	

66A - anti-clockwise via Yapton and Walberton

66C - clockwise via Walberton and Yapton

NS - does not operate on Saturdays
B - on Schooldays operates via Ormiston Six Villages Academy departing 1501
D - returns to High St via Richmond Rd, Lyon St W, Sudley Rd. - not via Canada Grove, Queensway
E - commences from Eastergate Memorial, Barnham Road at 0724
W - continues to Walberton, The Green
- operates 5 minutes later on Saturdays and in School Holidays
***** - WSCC Concessionary card accepted from these points

85: Arundel - Walberton - Fontwell - Chichester
85A: Arundel - Walberton - Barnham - Chichester

85 85A

Mondays to Friday (except Public Holidays)

	Sch 85	H 85	85A	85	85A	85
Arundel, Riverbank	0655	0755	0955	1155	1355	1555
Arundel, Jarvis Road	0700	0800	1000	1200	1400	1600
Binsted, Havenwood	0703	0803	1003	1203	1403	1603
Walberton, The Green	0708	0808	1008	1208	1408	1608
Barnham, Station	▼	▼	1012	▼	1412	▼
Fontwell Village	0712	0812	▼	1212	▼	1612
Westergate, The Island	0716	0816	1016	1216	1416	1616
Oving, St Andrews Close	0721	0821	1021	1221	**A**	**A**
Shopwhyke Lakes, Kingfisher Gdns	0726	0826	1026	1226	**A**	**A**
Chichester, Sainsbury's	0729	0829	1029	1229	1424	▼
St Richards Hospital, Spitalfield Lane	0732	0832	1032	1232	1427	1624
Chichester, West Street (arr)	▼	0838	1038	1238	1433**E**	1630
Chichester, West Street (dep)	▼		1045	1245	▼	1634
Chichester, Eastgate Square	▼		1049	1249	1430**E**	1638
Bishop Luffa School	0742					

	85	85	85A	85	85A
Bishop Luffa School				1442**S**	
Chichester, West Street (dep)	0905	1045	1245	1450	1634
Chichester, Eastgate Square	0908	1049	1249	1456	1638
St Richards Hospital, Spitalfield Lane	0910	1052	1252	1459	1641
Chichester, Sainsbury's	0915	1057	1257	1504	1646
Shopwhyke Lakes, Western Road	0917	1059	1259	1506	1648
Oving, St Andrews Close	0923	1105	1305	1512	1654
Westergate, The Island	0928	1110	1310	1517	1659
Fontwell Village	0931	1114	▼	1521	1712**R**
Barnham, Station	▼	▼	1314	▼	1703
Walberton, The Green	0935	1119	1319	1526	1708
Binsted, Havenwood	0943	1128	1328	1535	1717
Arundel, Jarvis Road	0946	1131	1331	1538	1720
Arundel, Riverbank	0951	1136	1336	1543	1725

Sch; S - Schooldays only
H - operates school holidays only
A - operates direct via Aldingbourne and A27
E - operates via Eastgate Square and South Street, before West Street
R - serves this point only if requested by passengers already on the bus. Serves Fontwell after Walberton.

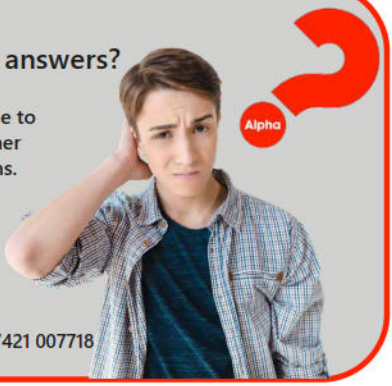
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Appendix 4

Pedestrian/Cycle Audit Technical Note (HTp/2413/TN/02/A)

Highgate*Transportation*

Sunnyside, Yapton Road, Barnham

Pedestrian and Cycle Audit

Technical Note

(HTp/2413/TN/02/A)

May 2026

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Figure 4.1 Deficiencies on Routes to Barnham Local Centre and Station

Figure 4.2 Deficiencies on Routes to Schools

Figure 4.3 Deficiencies and Opportunities on Other Routes

Appendices

Appendix 1 Key Routes Plan

1.0 Introduction

1.1 Highgate Transportation (HTp) have been appointed to prepare this Pedestrian and Cycle Audit to support the planning application for a proposed development of up to 190 dwellings at Sunnyside, Yapton Road, Barnham.

1.2 This Audit follows a Pre-Application Technical Note (ref: HTp/2413/TN/01) and accompanies a Transport Assessment (TA) (ref: HTp/2413/TA/01/A) which sets out all pertinent transport information relating to the proposed development. This Audit should be read in conjunction with the TA, which includes the broader site context and background in greater detail.

1.3 Following the planning submission of the Pre-Application Technical Note to WSCC, a response was received from WSCC Highways Authority (dated 5th July 2024), which states the following:

'At planning stage, a Pedestrian/Cyclist Audit should be undertaken with focus on routes to the Train Station. This should identify any potential improvements in terms of pedestrian infrastructure along that route (e.g. crossings/localised path widening).'

1.4 This Pedestrian and Cycle Audit seeks to fulfil this request from WSCC Highways, and will set out the following:

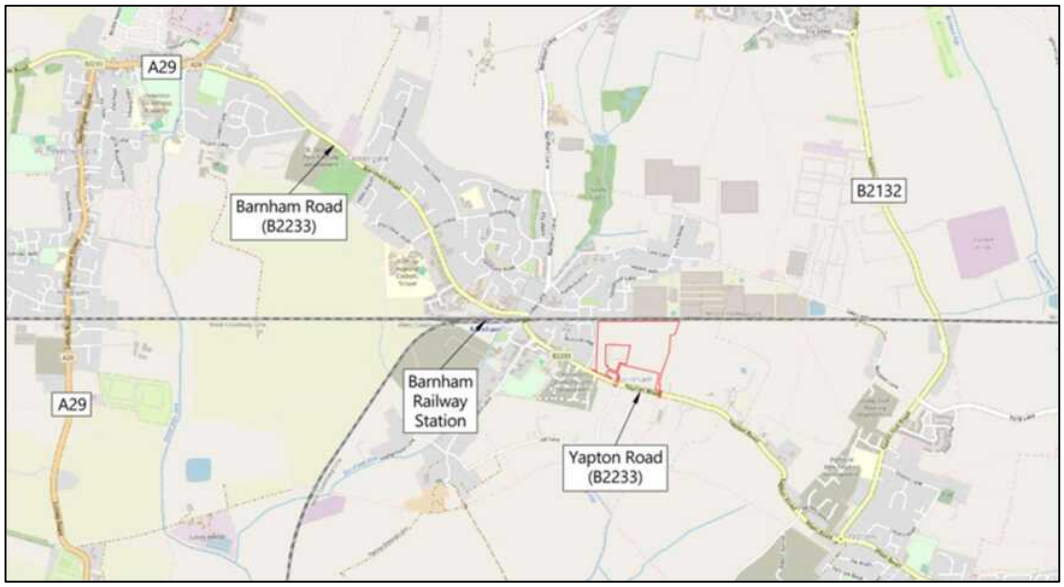
i. Brief overview of the site context
ii. Identification of trip attractors
iii. Description of pedestrian and cycle routes to significant trip attractors
iv. Review of the audit findings, including:
    - Description of deficiencies
    - Where apparent and appropriate, recommendations to mitigate or remove deficiencies
    - Other opportunities identified to improve pedestrian and cycle infrastructure

1.5 As part of this audit, a visit to the area was made on Tuesday 23rd September 2025 between 1030 and 1400 hours. Photographs included in this report were taken and noted observations were made during this visit.

2.0 Site Context and Overview

2.1 The site is located around 750 metres east of Barnham railway station, and is bounded to the north by the West Coastway Line, to the east by Public Right of Way (PRoW) Footpath 325 (which lies partially within the site boundary), to the south by the B2233 Yapton Road, and to the west by a residential area. **Figure 2.1** shows the site and local area.

Figure 2.1 – Site location and local area



2.2 The site is currently occupied by five dwellings, a campsite, caravan storage and a nursery, with an existing access onto the B2233 Yapton Road.

2.3 It is proposed that the existing access is widened from 3.3 metres to create a 5.5 metre wide, simple priority junction with a shared footway/cycleway on either side of the access which will tie into the existing footway network.

2.4 It is proposed to surface the section of PRoW FP325 within the red line boundary to where it meets Yapton Road, to enable the route to be useable by pedestrians and wheelers.

Identification of Trip Attractors

2.5 A summary of local services and facilities is provided in Table 2.1.

Table 2.1 – Local services and facilities

Service/Facility	Distance from site (m)	Travel time (mins)	
		Walking*	Cycling**
Schools and Childcare Facilities			
St Philip Howard Catholic School	1,400	19	5
Barnham Primary School	1,400	20	5
Healthcare			
Prescription Footwear Associates (Orthopaedic surgeon)	700	9	3
The Hearing Care Partnership (Audiologists)	800	11	3
Five Villages Pharmacy	850	12	3
Commercial Facilities and Services			
Ziggy's Dog Cabin (Pet services)	300	4	1
Parsonage Shopping Village	450	6	2
Yappy Days Doggy Daycare (Pet services)	450	6	2
Barnham Trading Post (Supermarket)	650	9	3
Cedar Kitchen (takeaway)	650	9	3
Barnham Station Taxis	700	9	3
Tesco Express	700	10	3
Barnham Railway Station	700	10	3
Co-op Food (Groceries)	800	11	3
Passage to India (restaurant)	800	11	3
Gio's Espresso Bar (coffee)	800	11	3
Barnham Health and Beauty	800	11	3
Bella Autos (mechanic)	900	12	3
Public Areas and Leisure			
Barnham Community Hall and Play Park	300	4	2
Basketball Courts	300	4	2
The Murrell Arms (pub)	350	5	2
Aldingbourne Barnham & Eastergate C Of E Parish	800	11	3

**Assuming a typical walking speed of 80 metres per minute, rounded to the nearest whole minute (CIHT guidance document, 'Providing for Journeys on Foot', 2000)*

** based on guidance contained within the DfT LTN 1/20 'Cycle Infrastructure Design' and the now withdrawn LTN 2/08 (also titled 'Cycle Infrastructure Design'), which set out typical cycling speeds of 10 to 15mph and 320 metres per minute (12mph), respectively

2.6 The main area of attraction for pedestrian and cycle trips is therefore likely to be Barnham railway station and its surroundings, which include three supermarkets, a pharmacy, several restaurants/takeaways, beauticians, a barber, and several other shops and services, all within a 200 metre radius.

2.7 As set out in the TA, Barnham railway station receives a very good service with regular trains to a wide range of destinations, and rail travel will present an attractive option for employment and leisure travel for residents of the proposed development.

2.8 Other areas which are likely to attract pedestrian and cycle trips include:

i. St Philip Howard Catholic School and Barnham Primary School, both of which lie beyond Barnham centre but are within reasonable walking and cycling distance and could attract daily trips
ii. Plant nurseries in northeast Barnham, which offer employment opportunities
iii. Bognor Regis, Chichester, and Littlehampton, although outside of reasonable walking distance, offer a wide range of facilities and employment opportunities and can be accessed by cycle in under an hour
iv. Neighbouring towns of Yapton, Eastergate, Westergate etc. will attract some employment and occasional leisure trips

2.9 The local centre of Barnham and the railway station is considered the most significant trip attractor, and walking and cycling routes to this area form the focus of this audit, as requested by WSCC.

2.10 The schools are considered the second most important trip attractors, and along with routes to the local centre/station are referred to as 'key routes' in this audit.

2.11 Routes to other trip attractors are considered in less detail, and not all of these routes were observed on the site visit.

3.0 Review of Existing Infrastructure

3.1 A plan showing the key walking and cycling routes undertaken during the audit, and described below is contained in Appendix 1.

Routes to Barnham Local Centre and Station

3.2 The most direct pedestrian and cycle routes to the Barnham Local Centre and railway station are via the B2233 Yapton Road, which will be accessible from the site from both the site access and PRoW Footpath 325.

B2233 Yapton Road/Barnham Road

Yapton Road (northern side of carriageway)

3.3 Yapton Road is a single carriageway road subject to a speed limit of 30mph with street lighting and is typically around 6.1 metres wide in the vicinity of the existing access.

3.4 Between PRoW Footpath 325 in the east and the site access in the west, a footway around 0.9 metres wide is provided on the north side of Yapton Road. At its narrowest points this footway has around 0.8 metres of usable width.

3.5 This footway continues eastwards towards Barnham Local Centre, varying in width between around 1.0 metres and 1.6 metres wide. Where this footway crosses Blossom Way and Garden Crescent, dropped kerbs and tactile paving are provided.

3.6 The footway briefly splits to allow access to an uncontrolled crossing with refuge island across Yapton Road, as shown in Photograph 1. The footway continues west on the northern side of the carriageway before terminating at an uncontrolled crossing near the Murrell Arms public house, where dropped kerbs and tactile paving are provided.

Photograph 1 – Crossing island



3.7 The footway on the north side of Yapton Road also continues west to Yapton, initially at around 0.8 to 0.9 metres wide. Following a very brief section of restricted width at the signage indicating a change in the speed limit, widens to around 1.4 metres, eventually joining the footway network of Yapton.

Yapton Road (southern side of carriageway)

3.8 No substantial sections of usable footway are provided on the southern side of Yapton Road east of Edward Tompkins Lane, aside from a short section of footway around 2.0 metres wide at the Windmill Shopping Village, and a stub of footway on the eastern side of Edward Tompkins Lane.

3.9 West of Edward Tompkins Lane, a 2.8 metre wide shared use footway/cycleway is provided on the south side of Yapton Road. This extends for around 160 metres westwards, including an uncontrolled crossing of Dollery Road, at which dropped kerbs and tactile paving are provided.

3.10 The shared use footway/cycleway terminates around 30 metres east of the access to Barnham Village Hall, indicated by corduroy paving, and continuing westwards as a footway only. The transition for cycles to proceed from the footway/cycleway westwards on Yapton Road comprises a dropped kerb allowing access to around 5.0 metres of mandatory cycle lane, which then terminates without further provision (**photograph 2**).

Photograph 2 – Cycle transition (looking east)



3.11 The footway continues along the southern side of Yapton Road, narrowing to a 1.0 metre wide pinch-point, for around 10 metres, around the Barnham Village Hall westbound bus stop. An uncontrolled crossing of the access to Barnham Village Hall is provided, including dropped kerbs and tactile paving, and pedestrian access towards Barnham Village Hall is facilitated by 2.0 metre wide footways on both sides of the access road.

3.12 Past the Barnham Village Hall access, the footway continues at around 1.2 metres wide. Much of the footway has a 'pebbledash' type surfacing at this point. Immediately west of the junction with Garden Crescent, an uncontrolled crossing with refuge island is provided across Yapton Road, as set out in paragraph 3.4.

3.13 At the Murrell Arms public house, Church Lane meets Yapton Road at a triangular junction, and the footway drops to carriageway level without provision of tactile paving. No footway is provided across the frontage of the Murrell Arms.

3.14 Photograph 3 shows the arrangement at this triangular junction, where shaded benches and ornamental signage are provided. A section of footway is provided along the Yapton Road side of the triangle, where a crossing with dropped kerbs and tactile paving is provided to the northern side of Yapton Road (referred to in paragraph 3.5). Dropped kerbs, without tactile paving, allow pedestrians to cross Church Lane and continue along the Yapton Road footway.

Photograph 3 – Yapton Road / Church Road triangle (looking east)



3.15 The footway along Yapton Road continues, uninterrupted by junctions, to Barnham railway station. Between Church Lane and the railway bridge over Yapton Road, the footway has a brief pinch-point around 0.8 metres wide, before widening to around 1.2 metres.

3.16 Under the railway bridge, the footway briefly narrows to a minimum of around 0.9 metres. Guard rails obstruct pedestrian crossing movements across Yapton Road towards Lake Lane, as shown in **photograph 4**.

Photograph 4 – Footway under railway bridge



3.17 Between the railway bridge and Barnham railway station, the footway is at least 1.6 metres wide (although vegetation obscures some of the width of the footway) with a grass verge separating it from the carriageway until the station taxi rank, and continues to the railway station.

3.18 Yapton Road becomes Barnham Road at its junction with Lake Lane. Around 25 metres west of this point, the guard railing terminates, and an uncontrolled crossing with dropped kerbs, tactile paving, and a small refuge island, is provided across Barnham Road.

3.19 Continuing west along the north side of Barnham Road, the footway narrows until reaching the access road for Barnham Trading Post, where dropped kerbs, but no tactile paving, are provided. This informal crossing is unusual in that the dropped kerbs are in front of the give way line. **Photograph 5** shows the access road junction.

Photograph 5 – Barnham Trading Post access road junction



3.20 West of the Barnham Trading Post access road, a footway around 1.5 metres wide continues into the local centre allowing access to shops and services.

3.21 Other than the cycle infrastructure discussed in **paragraphs 3.8** and **3.9**, all cycling along this route is on-carriageway. The speed limit of Yapton Road/Barnham Road in this area is 30mph, reinforced by repeater signs and roundels on the carriageway. Traffic volumes were observed to be moderate and most drivers did not appear to exceed the speed limit, although vehicle speeds were not recorded.

Alternative Routes

3.22 There are limited alternative routes between the site and the local centre and railway station. All routes identified are considerably less direct.

3.23 One plausible alternative route for pedestrians only would be to use public footpath 324 between Yapton Road and Goodacres, continuing into the local centre via Lake Lane. Footpath 324 was not visited but appeared narrow at its southern end. This section of footpath includes a bridge across the railway line.

3.24 Walking via Blossom Way and Garden Crescent would be an alternative to a circa 200 metre long section of Yapton Road. This route was also not visited, however the pedestrian facilities appear adequate.

3.25 All other routes (e.g. via Murrells Field and Church Lane) are so indirect that they do not present reasonable alternatives.

Routes to Schools

Barnham Road

3.26 St Philip Howard Catholic School and Barnham Primary School lie beyond Barnham centre and therefore walking and cycling routes to these schools will initially follow the routes outlined above.

3.27 The footway on the southern side of Barnham Road continues through the local centre and terminates a short distance north-west of Gospond Road.

3.28 A Puffin crossing is provided across Barnham Road around 25 metres west of the entrance to Barnham railway station. Around 60 metres further west, adjacent to a bus shelter, an uncontrolled crossing with dropped kerbs and tactile paving is provided across Barnham Road.

3.29 On the northern side of Barnham Road, opposite the railway station, the footway is typically very wide (circa 4.0 to 5.0 metres). Part of the footway is occupied by street furniture including a bench, and by seating for local cafes during the day, but this was not observed to obstruct the footway to the inconvenience of pedestrians.

3.30 The northern footway crosses Saxby Close, where dropped kerbs and tactile paving are provided, then The Square, at which only dropped kerbs are provided. The wide footway continues past shop fronts before narrowing to around 2.0 metres outside Barnham Barbers Shop.

3.31 This footway continues, uninterrupted by crossings of side roads, for around 320 metres north-westwards to a crossroads junction with Elm Grove and Elm Grove South. The footway width is typically around 1.8 to 2.0 metres wide, with the narrowest pinch points being around 1.3 to 1.4 metres wide for brief sections. The footway is shown in **photograph 6**.

Photograph 6 – Barnham Road footway (opposite Gospond Road)



3.32 Around 20 metres south-east of the crossroads junction, a Puffin crossing is provided across Barnham Road. If not recently activated, the crossing sequence activates within one to two seconds of being requested. The Puffin crossing is shown in photograph 7.

Photograph 7 – Puffin crossing at Elm Grove crossroads



3.33 A footway along the south-eastern side of Elm Grove South, around 1.8 metres wide, provides pedestrian access to St Philip Howard Catholic School – no further crossings are required.

3.34 An uncontrolled crossing of Elm Grove, with dropped kerbs and tactile paving, is provided at the crossroads junction.

3.35 Footways continue along both sides of Elm Grove (which becomes Orchard Way further east) to Barnham Primary School, typically around 1.6 to 1.8 metres wide. No further crossings are provided before reaching the primary school, although signage indicates that a lollipop person operates near the school entrance.

3.36 Bollards are provided along some sections of Elm Grove/Orchard Way – for around 65 metres east of the junction on the south side of the carriageway, in the verge, and on the northern side of the carriageway for around 50 metres each side of the school access. The latter set of bollards impinge on the footway, however the usable width of the footway on Orchard Way appears good, and on Elm Grove, acceptable (but neither were measured).

Alternative Routes

3.37 An alternative route to Barnham Primary School is available via The Square, Market Close and Farnhurst Road. This route was not visited, but appears reasonably direct, following quiet residential roads after passing the local centre.

3.38 The quality of the footpaths between The Square and Market Close was not confirmed but appear paved and of reasonable width. The rest of the route follows quiet residential streets with footway provision. The crossing of Market Close appears to lack tactile paving, however Google Street View in this area is out of date.

3.39 There appears to be an entrance to St Philip Howard Catholic School from Gospond Road, but it is not clear if this is typically available for use for staff or students.

3.40 It is also noted that pupils could walk to the Barnham Village Hall bus stop and catch a bus (service 500, 66C for travel to school and 66A for travel from school) to the Elm Gove bus stop to access either St Philip Howard or Barnham Primary School. As set out in the Transport Assessment (HTp/2413/TA/01/A) the bus services along Yapton Road are very regular and high quality, providing future pupils with an attractive option for travelling to and from school by walking or bus.

Other Routes

To Employment and Nurseries

3.41 The walking route, and the primary cycling route, follows the route towards the local centre before continuing north on Lake Lane. The route then follows Goodacres and Fieldfare Lane, a short path, and then Songthrush Lane and Skylark Way.

3.42 This route was not visited but appears to have adequate footway provision throughout, with all crossings that can be soon on Google Street View provide with dropped kerbs and tactile paving. After Lake Lane, the route follows quiet residential streets which likely make for a pleasant environment.

3.43 No dedicated cycle infrastructure is provided, except a short section of shared use path between Fieldfare Lane and Songthrush Lane.

To Yapton

3.44 The most direct route to Yapton follows the footway along the B2233. Immediately west of the site, this footway is around 0.8 metres wide.

3.45 At the signage for the speed limit change to, the footway narrows to a pinch point, and no kerb is provided.

3.46 The footway steadily widens west of this point to a minimum of around 1.4 metres.

Photograph 8 – Footway between Barnham and Yapton



3.47 The footway continues into Yapton, with dropped kerbs and tactile paving provided at each crossing, except at Church Road, where only dropped kerbs are provided.

3.48 Pedestrian access to Yapton is also available via PRoW Footpaths 158 and YAP-200-1, the latter of which follows the route of the former Portsmouth and Arundel canal. These footpaths are unpaved and likely become muddy in wet conditions.

To Eastergate and Westergate

3.49 The walking and cycling routes to Eastergate and Westergate follow the routes to the schools as far as the Elm Grove crossroads.

3.50 The routes then continue along the B2233 Barnham Road towards the War Memorial Roundabout. The footway appears of reasonable width throughout, with dropped kerbs and tactile paving provided at crossings as appropriate.

3.51 On-carriageway cycling conditions are similar to other sections of the B2233 discussed, with a slight uphill gradient towards Eastergate.

3.52 Pedestrians and cyclists continuing to Westergate have the option of travelling via Church Lane (Eastergate) and Ivy Lane, with a shared use path connecting the two, as an alternative to the A29. Church Lane lacks footways, but these roads appear to have low traffic speeds and volumes.

Cycle Routes to Bognor Regis, Chichester, Littlehampton

3.53 Cyclists travelling to Bognor Regis can use the Barnham Link cycle route. This begins at the Church Lane junction with Yapton Road, uses the carriageway of Church Lane until joining an off-road link towards Charles Purley Way, where a network of shared use paths and quiet roads can be reached. Hill Lane provides an alternative route to Church Lane. From the site to Bognor Regis centre via this route is around 5.0 miles.

3.54 Cyclists travelling to Chichester can follow the B2233 and A29/Nyton Road towards the A27, where the Chichester to Norton Cycle Track can be joined. This route is around 8.0 miles between the site and Chichester centre.

3.55 A less direct route is available to Chichester which follows the Barnham Link cycle route towards Bognor Regis, then follows shared use paths through North Bersted and along Bognor Road.

3.56 The most direct route to Littlehampton follows the B2233 Yapton Road until its junction with the A259, where a shared use path (National Cycle Route 2) can be joined which continues to Littlehampton. This route is around 4.8 miles between the site and Littlehampton centre.

3.57 An alternative route to Littlehampton follows the Barnham Link, then uses a shared path along Charles Purley Way to join National Cycle Route 2. This route is around 7.8 miles between the site and Littlehampton centre.

4.0 Audit Findings

4.1 A review of the findings of the audit is set out below. This includes:

i. Deficiencies in the pedestrian and cycle infrastructure on the audited routes
ii. Where apparent and appropriate, suggested courses of remedial action to be taken to mitigate or remove deficiencies
    - These suggestions may not be practicable due to constraints not apparent on the ground, and courses of action other than those suggested may be more appropriate
    - Recommendations made should not be construed as commitments to undertake any works
iii. Other opportunities within the local area to improve pedestrian and/or cycle connectivity

4.2 For the purposes of this assessment, deficiencies identified are grouped into one of three categories:

i. Minor – May be uncomfortable, unattractive or inconvenient for some users, but likely accessible to the vast majority with no safety issues, or easily avoided
ii. Significant – May be inaccessible for some users, or uncomfortable, unattractive or inconvenient to many users, with possible minor safety concerns
iii. Serious – May be dangerous for some or all users, or highly uncomfortable, unattractive or inconvenient for a majority of users

General Observations for All Routes

4.3 The topography of this area is generally flat with only shallow gradients, which is unlikely to exclude anyone from walking or cycling in the area.

4.4 The surfacing of the footways and carriageways appeared to be generally in good condition, and no major defects were observed.

4.5 The B2233 is a moderately busy road, and vehicles did not generally appear to exceed the speed limit of 30mph during the site visit, which was not made during peak hours.

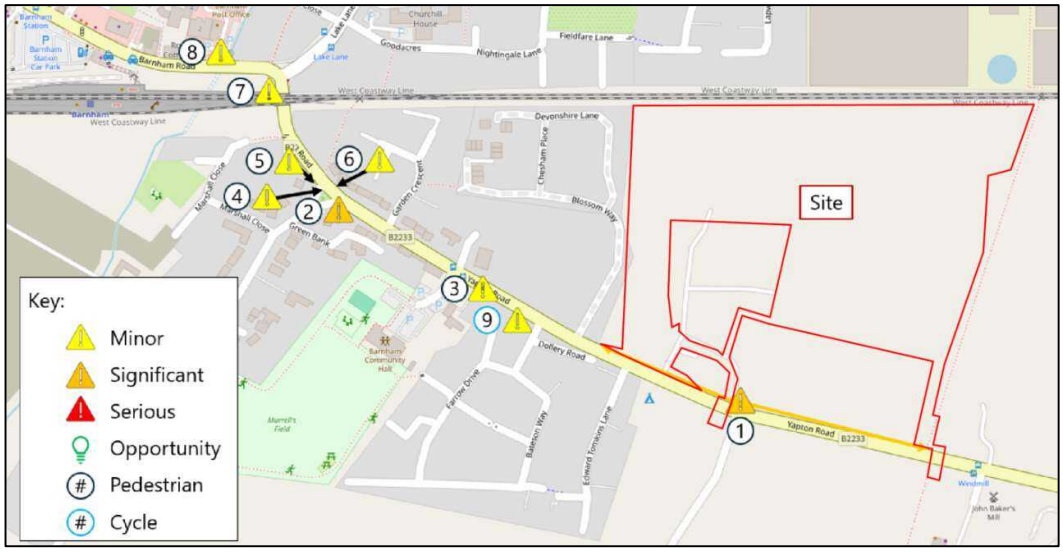
4.6 Traffic volumes were low enough to allow comfortable crossing of the carriageway at uncontrolled crossings, and it is likely that many people with reduced mobility will be able to use the crossings where refuge islands are provided.

4.7 Conditions for on-carriageway cycling appeared acceptable, and several cyclists were observed on the B2233 during the site visit. However, the moderate traffic volumes and lack of dedicated infrastructure for any substantial distance may exclude less experienced cyclists, especially during peak hours, and do not provide attractive cycling.

Routes to Barnham Local Centre and Station

4.8 **Figure 4.1** shows the locations of the deficiencies identified on the routes to Barnham local centre and railway station.

Figure 4.1 – Deficiencies on routes to Barnham local centre and station



4.9 The deficiencies identified are as follows:

1. Significant – Footway on north side of Yapton Road adjacent to site is narrow, with substantial stretches of footway around 0.8 to 0.9 metres wide, below the 1.0 metre absolute minimum set out in *Inclusive Mobility - A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure* (2021). This is too narrow for two wheelchair/mobility scooter/pram users to pass, and may be too narrow for use by some mobility scooters. The footway is immediately adjacent to the carriageway and this will be uncomfortable for some users given the narrow footway width.

   The proposed site access arrangements include the widening of this footway to 3.0 metres, which will address this deficiency. No further recommendation is made.

Photograph 9 – Footway along B2233 Yapton Road adjacent to site



2. Significant – Footway adjacent to the Murrell Arms drops to the carriageway, with no kerbs or tactile paving. Visually impaired users may unknowingly enter the carriageway.
   An alternative route is available via the uncontrolled crossing across Yapton Road to the middle of the triangle of land by the Murrell Arms, however a minor deficiency (6) has also been identified at that location.

   If possible, a compliant dropped kerb and tactile paving arrangement should be provided here and as appropriate on the footway on the triangular 'island'.

Photograph 10 – Footway adjacent to Murrell Arms



3. Minor – At the village hall bus stop (westbound), the footway narrows to circa 1.0 metre wide for around ten metres, longer than the 6.0 metre maximum set out in *Inclusive Mobility*. This is particularly restrictive as bus passengers use this space for waiting, boarding and alighting buses.

   If possible, the footway should be widened; there appears to be highway boundary available to achieve this, but it is expected this would have been done if achievable so there are likely other constraints not identified. Otherwise, regular vegetation management and 'scraping back' of soil creep will mitigate the issue. Relocation of the bus stop could be considered though there is no obvious alternative.

Photograph 11 – Village Hall bus stop (westbound)



4. Minor – Footway on the western side of the junction of Church Lane and Yapton Road narrows briefly to around 0.8 metres wide. This is below the 1.0 metre absolute minimum set out in *Inclusive Mobility*. This is too narrow for two wheelchair/mobility scooter/pram users to pass, and may be too narrow for use by some mobility scooters. The footway is immediately adjacent to the carriageway, and this will be uncomfortable for some users given the narrow footway width.

   There does not appear to be space available within the highway boundary to widen the footway. Regular vegetation management will mitigate the issue, but no other recommendations are made.

Photograph 12 – Footway on western side of Church Lane / Yapton Road junction



5. Minor – No tactile paving provided at crossing between triangular 'island' near the Murrell Arms and footway to the west. This may be uncomfortable or difficult to use for those with visual impairments.

   Appropriate tactile paving should be installed. This may require the relocation of the dropped kerbs on the western side of the crossing.

Photograph 13 – Western crossing of Church Lane near Murrell Arms



6. Minor – Uncontrolled crossing to/from triangular 'island' over Yapton Road near the Murrell Arms has poor visibility to the west for pedestrians crossing from north to south.

   The visibility has not been measured and may be compliant, however the crossing may be uncomfortable for some users and may exclude those with reduced mobility.

   Cutting back or removal of vegetation within highway land may improve visibility. A controlled crossing could be considered, but is not necessarily recommended.

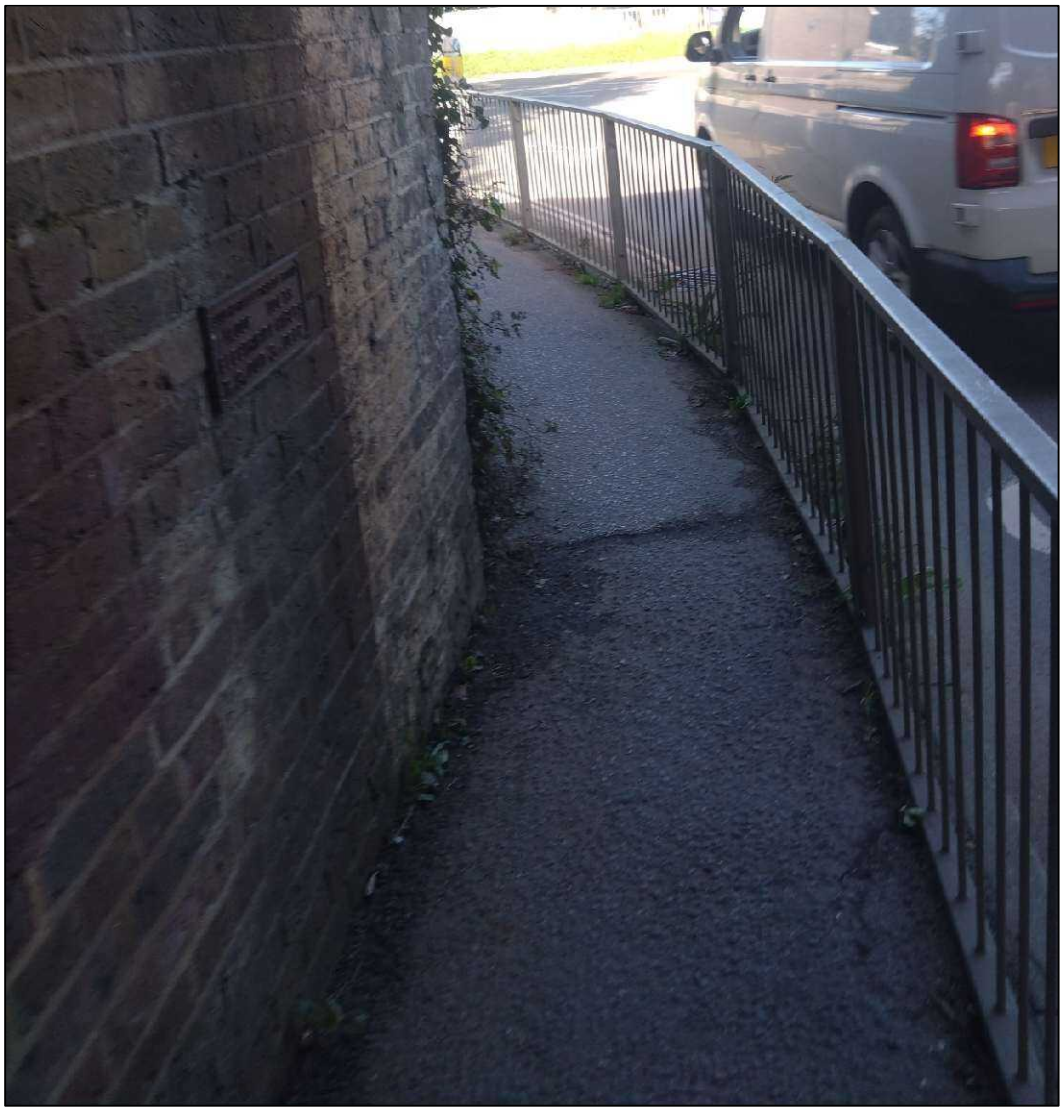
Photograph 14 – Looking west on Yapton Road from crossing opposite triangular island



7. Minor - Usable width of footway is constrained under railway bridge, briefly narrowing to around 0.9 metres wide (below the 1.0 metre absolute minimum set out in *Inclusive Mobility*) at the northern end. This is too narrow for two wheelchair/mobility scooter/pram users to pass, and may be too narrow for use by some mobility scooters. Guard railings reduce perceived and actual risk to pedestrian safety but contribute to the restriction in width.

   Removal of guard railings could be considered, however the marginal increase in usable footway width must be weighed against a reduction in both perceived and actual pedestrian safety.

Photograph 15 – Looking northwards on footway under railway bridge



8. Minor – There is no formal crossing arrangement at the access to Barnham Trading Post, noting that the dropped kerbs provided sit in front of the give way markings.

   As a more attractive and equally direct alternative route to most of the facilities in the local centre is available, this is only considered a minor deficiency, however this unusual arrangement is not accessible to all.

   If possible, painting of the give way lining to be in front of the footway, and provision of appropriate dropped kerbs and tactile paving, is recommended.

Photograph 16 – Barnham Trading Post access (looking east)



9. Minor - A short section of cycle lane is provided for cyclists travelling westbound transitioning from the shared use path onto the carriageway. No facilities are provided for the reverse transition for eastbound cycles, although this can be achieved following a right turn into Dollery Drive.

   The cycle lane serves as a visual indicator that cycles may be joining the carriageway, however it is likely that vehicles will generally disregard the cycle lane given the limited carriageway width available. An over-the-shoulder observation is required of cyclists which may not be made in practice.

   It may be preferable to have cycles join and leave the carriageway at Dollery Drive, however, as this infrastructure has been implemented as part of a recent development, alternatives may have already been considered and rejected.

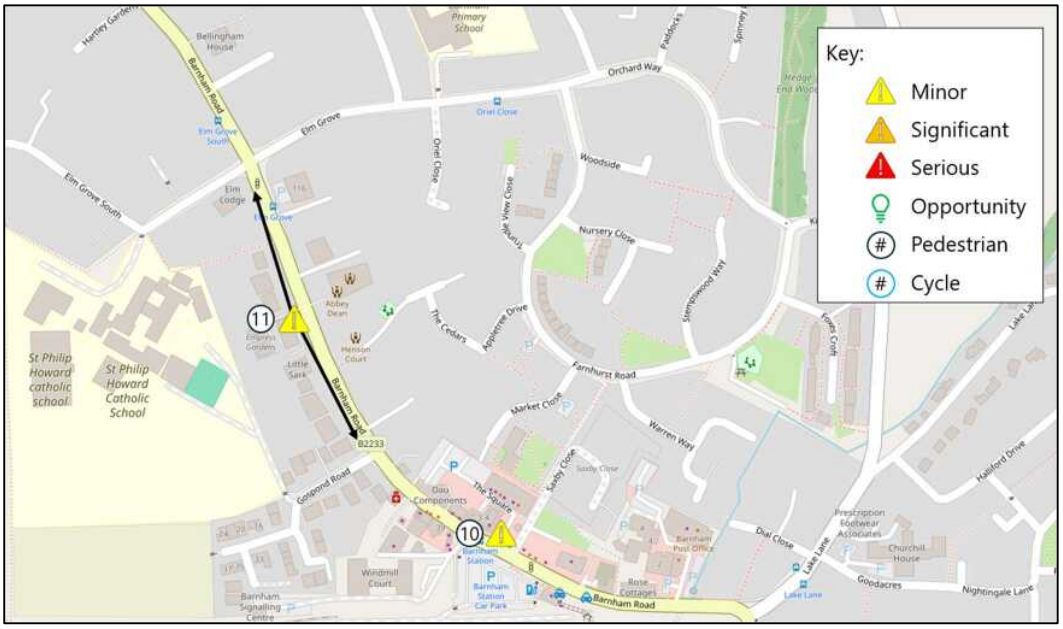
Photograph 17 – Cycle transition (looking west)



Routes to Schools

4.10 **Figure 4.2** shows the location of the deficiencies identified on routes to local schools.

Figure 4.2 - Deficiencies on routes to schools



4.11 The deficiencies identified are as follows:

10. Minor – No tactile paving provided across The Square crossing. This may be uncomfortable or difficult to use for those with visual impairments.

    Appropriate tactile paving should be installed.

Photograph 18 – Crossing at The Square



11. Minor – No footway provided on west side of Barnham Road between Gospond Road and Elm Grove crossroads. This necessitates a double crossing for pedestrians wishing to continue along the south/west side of the road.

    Although ideally a second footway would be provided, the eastern footway and crossing facilities are of good quality and so this is not necessary.

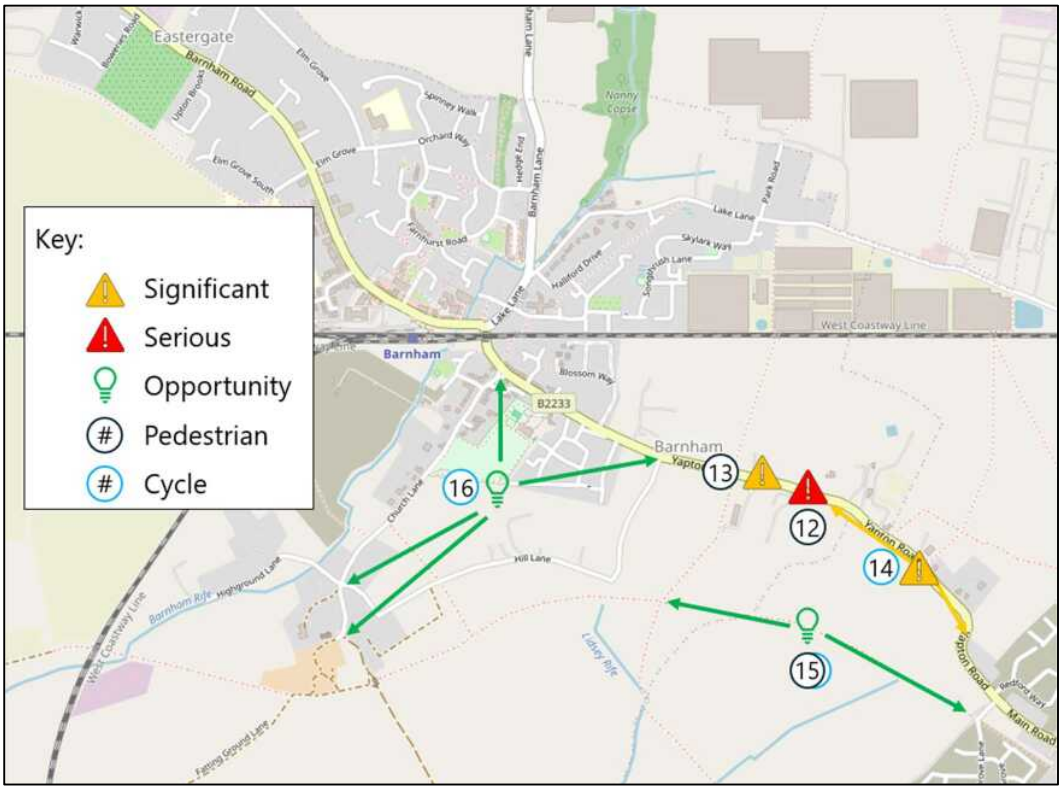
Photograph 19 – Barnham Road north of Gospond Road (looking north)



Other Routes

4.12 Away from key routes, minor deficiencies, and deficiencies outside of the Barnham area, have been omitted for clarity and brevity. **Figure 4.3** shows the location of remaining deficiencies and opportunities identified on other routes.

Figure 4.3 - Deficiencies and opportunities on other routes



4.13 The deficiencies identified are as follows:

12. Serious – At the speed limit change to 40mph, the footway is dropped to carriageway level, with no kerb provided, to facilitate vehicle access to adjacent driveways. A short retaining wall, and the signpost for the speed limit signage, severely restrict the usable width for pedestrians. The available width could not be safely measured.

    This section will be uncomfortable for most users, cannot be considered accessible for users with mobility aids or prams, and presents a safety concern for all users.

    A short section of kerb should be installed here to protect pedestrians. Ideally, the retaining wall and signpost would be relocated to allow for additional footway width. Alternatively, a pedestrian route between Yapton and Barnham could be provided on a different alignment.

Photograph 20 – Yapton Road footway at speed limit change



13. Significant - Footway on north side of Yapton Road for around 250 metres east of PRoW Footpath 325 is narrow, with substantial stretches of footway around 0.8 metres wide, below the 1.0 metre absolute minimum set out in *Inclusive Mobility*. This is too narrow for two wheelchair/mobility scooter/pram users to pass, and may be too narrow for use by some mobility scooters. The footway is immediately adjacent to the carriageway and this will be uncomfortable for some users given the narrow footway width.

    Where possible, the footway should be widened, ideally to a minimum of 2.0 metres.

Photograph 21 – Footway east of site (towards Yapton)



14. Significant – The 40mph section of Yapton Road does not provide good on-carriageway cycling conditions, given the 40mph speed limit, the road alignment and restricted forward visibility. This will exclude less experienced cyclists and will likely be uncomfortable for many more confident cyclists.

    Reducing the posted speed limit may mitigate this issue but is not recommended without other major interventions, as traffic flows are too high for mixed traffic to be suitable for all (see LTN 1/20 figure 4.1). Providing a cycle route on a different alignment would be preferable.

Photograph 22 – Yapton Road between Barnham and Yapton



4.14 Two opportunities were identified:

15. The alignment of the Portsmouth and Arundel canal is currently an unpaved footpath, but has the potential to be an attractive walking and cycling route, as set out in the WSCC LCWIP, noting the success of similar 'greenway' schemes on former railway alignments and canal towpaths across the UK. This would provide an alternative route between Barnham and Yapton and may be an attraction in its own right as a leisure route.

16. The Barnham Link cycle route between Barnham and Bognor Regis does not appear to be signposted at the Barnham end (signage is present at the Bognor Regis end). Installing signage would both assist users with navigation and promote the existence of the cycle route as a transport option. Several locations where signage may be useful are indicated on **Figure 4.3**.

Summary of Recommended Improvements

4.15 It has been demonstrated that the site is highly sustainable, especially when compared to the context of development in Arun. **Table 2.1** demonstrates how many local facilities and services are within walking distance of the site, and there are good quality existing public transport options available in the form of regular bus services and excellent rail connections, thereby providing future residents for genuine choice of sustainable transport options, reducing the reliability on the private car.

4.16 The below is a summary of the suggestions for potential resolutions to identified deficiencies set out above.

4.17 All of the below suggestions appear achievable based on the information gathered during the site visit, however there may be unidentified constraints that mean they are impractical or impossible, and this will be set out in the Transport Assessment (HTp/2413/TA/01/A).

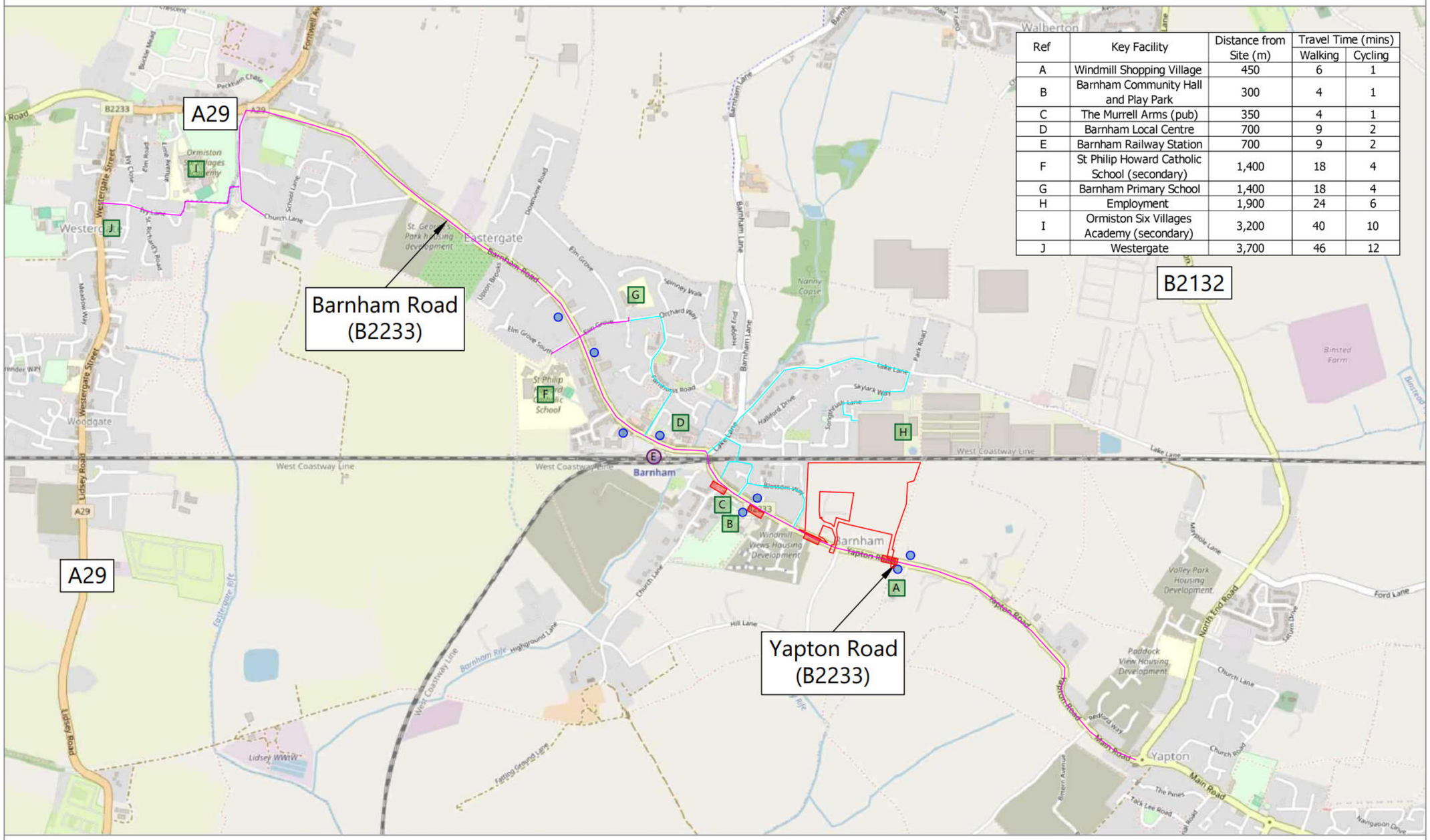
4.18 These are for information only, arising from this Pedestrian and Cycle Audit, and should not be construed as commitments to undertake any works:

i. Widen footway along site frontage
   - This is included for within the proposed site access arrangement
ii. Install dropped kerbs and tactile paving at the Murrell Arms east crossing
iii. Install tactile paving at the Murrell Arms west crossing
iv. Widen footway at village hall westbound bus stop
v. Relocate give way markings and install dropped kerbs and tactile paving at Barnham Trading post access
vi. Install dropped kerbs and tactile paving at The Square crossing
vii. Provide kerbs at footway pinch point by the speed limit change on Yapton Road

4.19 Implementing any of the suggested resolutions to the identified deficiencies would improve the existing sustainability of the site. However, it is understood that not all suggested resolutions may be implementable due to land ownership or highway boundary constraints.

Appendix 1

Key Routes Plan



Ref	Key Facility	Distance from Site (m)	Travel Time (mins)	
			Walking	Cycling
A	Windmill Shopping Village	450	6	1
B	Barnham Community Hall and Play Park	300	4	1
C	The Murrell Arms (pub)	350	4	1
D	Barnham Local Centre	700	9	2
E	Barnham Railway Station	700	9	2
F	St Philip Howard Catholic School (secondary)	1,400	18	4
G	Barnham Primary School	1,400	18	4
H	Employment	1,900	24	6
I	Ormiston Six Villages Academy (secondary)	3,200	40	10
J	Westergate	3,700	46	12

NOTES:

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KEY

- Key Facilities
- A — Key Facilities Reference
- Closest Bus Stops
- Railway Station
- Key Walking/Cycle Routes
- Alternative Routes
- Proposed Off-Site Highway Works
- Site Red Line

ISSUE	REASON FOR REVISION	BY	DATE
B	Updated red line boundary	BE	29/05/26
A	Additional bus stops included	AH	25/02/26

PROJECT:
SUNNYSIDE
BARNHAM

CLIENT:
HANBURY
PROPERTIES

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
2413	14	N/A

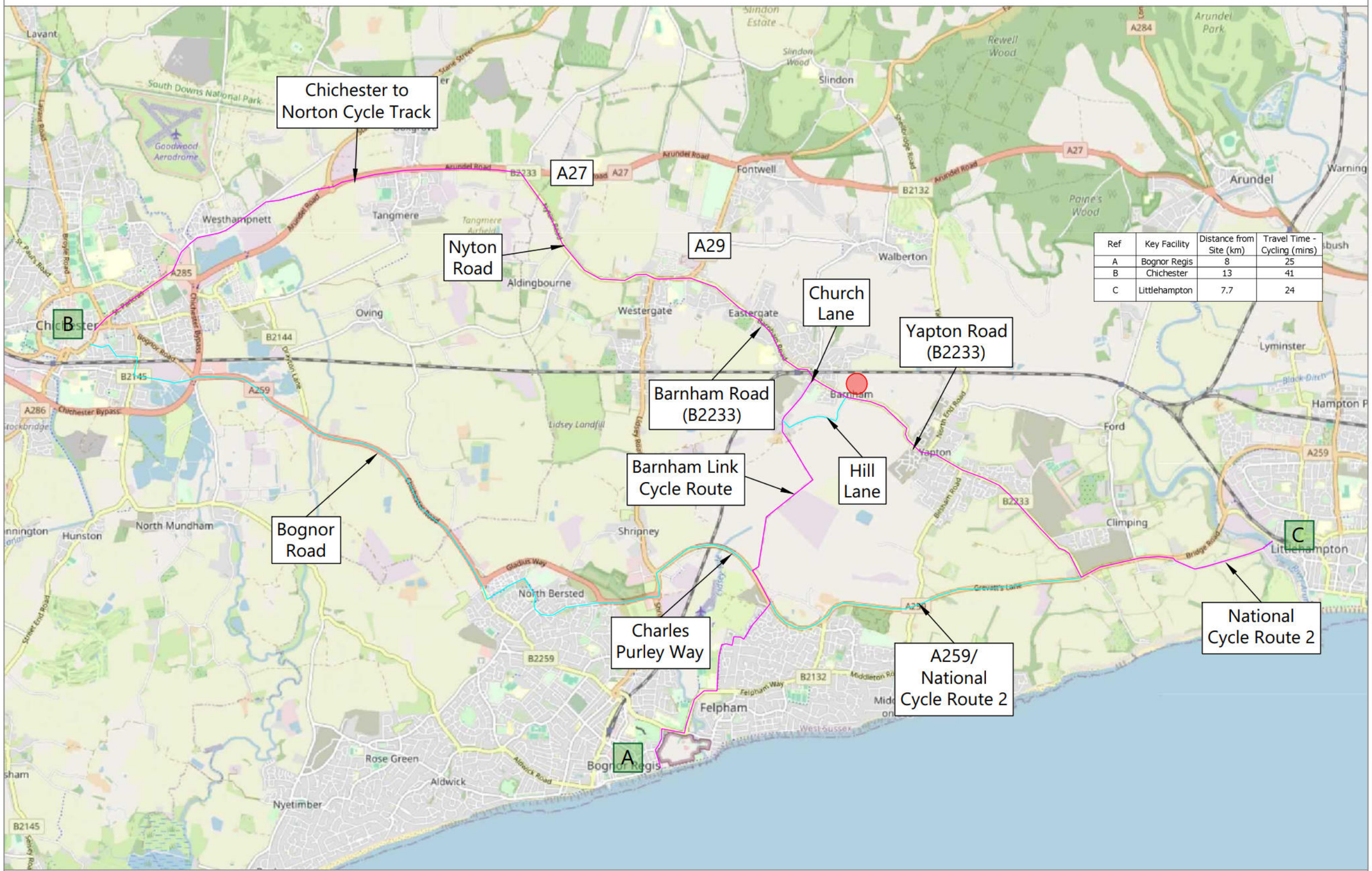
SHEET NUMBER:
SHEET NUMBER 1 OF 2

SCALE BAR:

HighgateTransportation
www.highgatetransportation.co.uk
First Floor, 43-45 Park Street
Bristol BS1 5NL
01179 349 121
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TITLE:
KEY ROUTES
PLAN

DATE:	DRAWN BY:	CHECKED:
05/02/26	AH	FB



Ref	Key Facility	Distance from Site (km)	Travel Time - Cycling (mins)
A	Bognor Regis	8	25
B	Chichester	13	41
C	Littlehampton	7.7	24

NOTES:

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KEY

- Key Facilities
- A — Key Facilities Reference
- Site
- Key Walking/Cycle Routes
- Alternative Routes

ISSUE	REASON FOR REVISION	BY	DATE
B	Updated red line boundary	BE	29/05/26
A	Additional bus stops included	AH	25/02/26

PROJECT: SUNNYSIDE BARNHAM

CLIENT: HANBURY PROPERTIES

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
2413	14	N/A

SHEET NUMBER: SHEET NUMBER 2 OF 2

SCALE BAR:

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www.highgatetransportation.co.uk
First Floor, 43-45 Park Street
Bristol BS1 5NL
01179 349 121

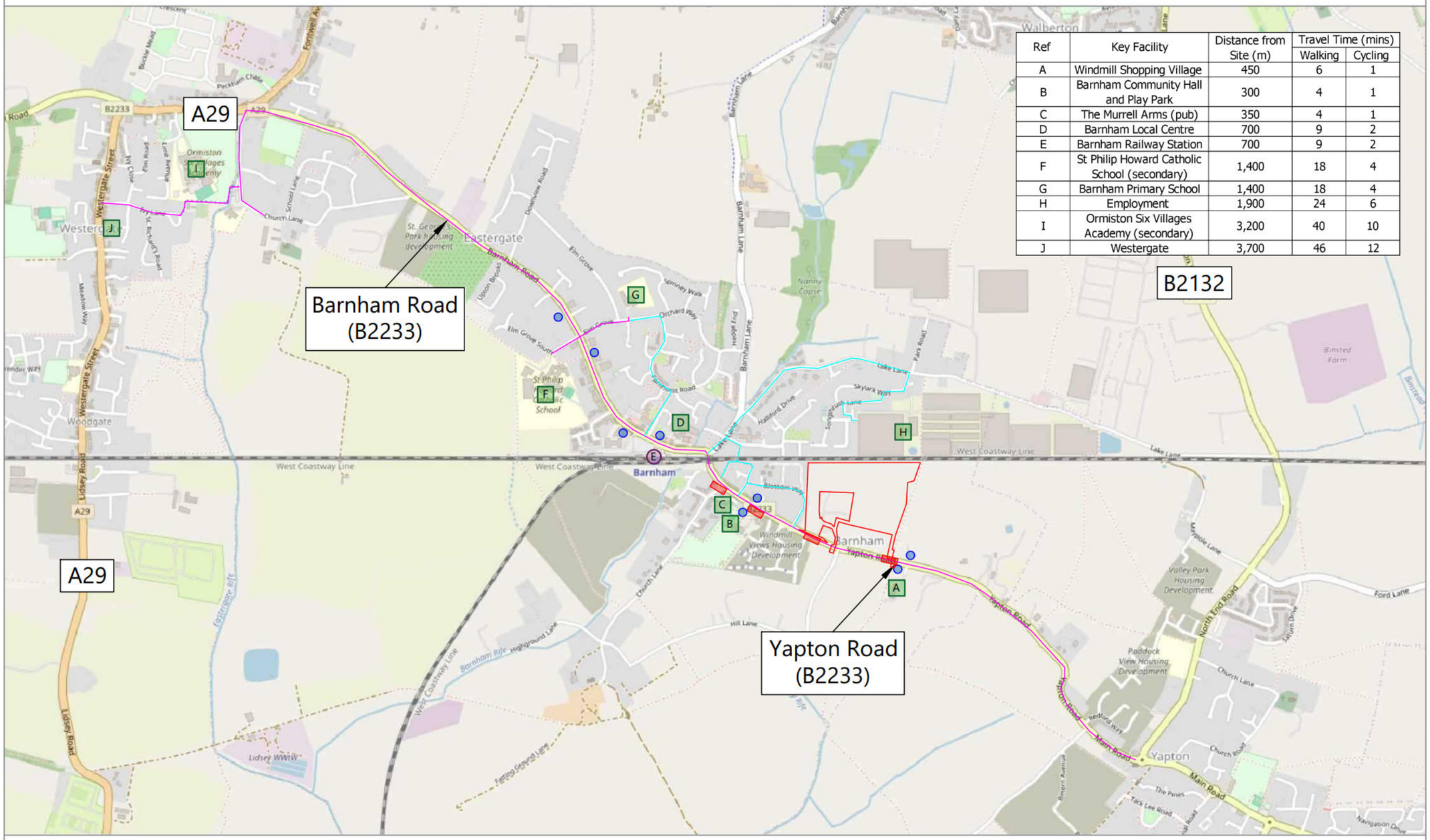
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TITLE: KEY ROUTES PLAN

DATE:	DRAWN BY:	CHECKED:
05/02/26	AH	FB

Appendix 5

Key Routes Plan



Ref	Key Facility	Distance from Site (m)	Travel Time (mins)	
			Walking	Cycling
A	Windmill Shopping Village	450	6	1
B	Barnham Community Hall and Play Park	300	4	1
C	The Murrell Arms (pub)	350	4	1
D	Barnham Local Centre	700	9	2
E	Barnham Railway Station	700	9	2
F	St Philip Howard Catholic School (secondary)	1,400	18	4
G	Barnham Primary School	1,400	18	4
H	Employment	1,900	24	6
I	Ormiston Six Villages Academy (secondary)	3,200	40	10
J	Westergate	3,700	46	12

NOTES:

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KEY

- Key Facilities
- A — Key Facilities Reference
- Closest Bus Stops
- Railway Station
- Key Walking/Cycle Routes
- Alternative Routes
- Proposed Off-Site Highway Works
- Site Red Line

ISSUE	REASON FOR REVISION	BY	DATE
B	Updated red line boundary	BE	29/05/26
A	Additional bus stops included	AH	25/02/26

PROJECT:
SUNNYSIDE
BARNHAM

CLIENT:
HANBURY
PROPERTIES

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
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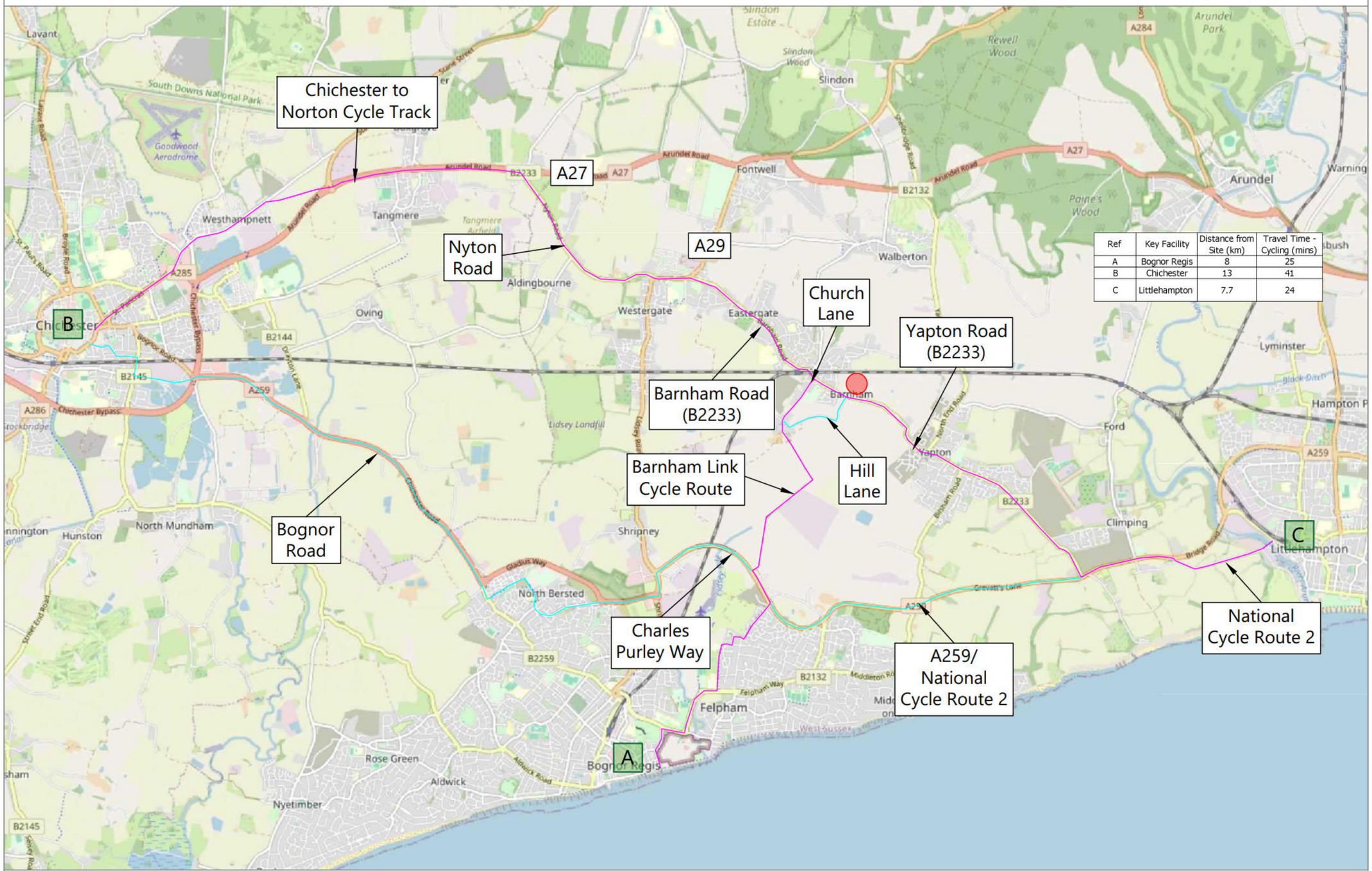
SHEET NUMBER:
SHEET NUMBER 1 OF 2

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TITLE:
KEY ROUTES
PLAN

DATE:	DRAWN BY:	CHECKED:
05/02/26	AH	FB



Ref	Key Facility	Distance from Site (km)	Travel Time - Cycling (mins)
A	Bognor Regis	8	25
B	Chichester	13	41
C	Littlehampton	7.7	24

NOTES:

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KEY

- Key Facilities
- A — Key Facilities Reference
- Site
- Key Walking/Cycle Routes
- Alternative Routes

ISSUE	REASON FOR REVISION	BY	DATE
B	Updated red line boundary	BE	29/05/26
A	Additional bus stops included	AH	25/02/26

PROJECT: SUNNYSIDE BARNHAM

CLIENT: HANBURY PROPERTIES

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
2413	14	N/A

SHEET NUMBER: SHEET NUMBER 2 OF 2

SCALE BAR:

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TITLE: KEY ROUTES PLAN

DATE:	DRAWN BY:	CHECKED:
05/02/26	AH	FB

Appendix 6

WSCC Highways Correspondence to Pedestrian/Cycle Audit

Alice Howse

From: Katie Kurek <katie.kurek@westsussex.gov.uk>
Sent: 28 November 2025 13:28
To: Alice Howse
Cc: Fiona Bennett
Subject: RE: (2413) Pre-App PRE-53-24 - Yapton Road - Pedestrian and Cycle Audit

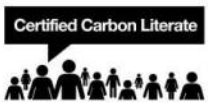
Hi Alice

Thanks for this. Looks ok to me and will provide betterment to the existing

[redacted]

Katie Kurek (she/her) | BA (Hons) MCIHT
Senior Transport Planner
County Highways - Planning Services - Highways Transport & Planning
West Sussex County Council
Location: Ground Floor, Northleigh Building, Chichester, PO19 1RH
Email: katie.kurek@westsussex.gov.uk
Telephone: 0330 2225730

I do not work on Tuesday and work limited hours on Thursdays so there may be a delay to responses within these times. I will respond to your email as soon as possible.



From: Alice Howse <[redacted]
Sent: 27 November 2025 14:57
To: Katie Kurek <katie.kurek@westsussex.gov.uk>
Cc: Fiona Bennett <[redacted]
Subject: RE: (2413) Pre-App PRE-53-24 - Yapton Road - Pedestrian and Cycle Audit

****EXTERNAL****

Good afternoon Katie,

I hope you are well.

Please find attached the following plans which demonstrate our proposed improvements for the tactile paving at the Church Lane/Yapton Road junction (HTp/2413/12) and the widening of the footway at the Village Hall bus stop (HTp/2413/13/A). Please could you confirm whether you would accept the proposals in principle?

The proposals have been included as part of the Stage 1 Road Safety Audit, with the auditor raising no comments on the plans.

We look forward to hearing your thoughts.

Thanks in advance.

Appendix 7

Active Travel England Planning Application Assessment Toolkit Appraiser Report

The Assessment Report table will be populated upon entering text in columns D, E and F in the 'User input' sheet.
Please enter all relevant information in rows 4 to 12 below to complete your assessment.

Active Travel England

Active Travel England
Planning Application Assessment Toolkit
Appraiser Report

Site address	Sunnyside, Yapton Road, Barnham
Summary of proposal	Proposed Residential Scheme of 190 dwellings with a vehicular and pedestrian/cycle access onto Yapton Road, and a pedestrian connection in the eastern corner of the site
ATE reference	
Local authority reference	
Local planning authority	Arun
Local highway authority	West Sussex
Completed by	Dave Bulloch
Date (DD/MM/YY)	15 January 2026
Application type	Outline planning permission
Model version	2.0

Assessment Report

Criterion	Rating	Appraiser Comments	Relevant Policy & Guidance
1. Trip generation and assignment	**Pass**	The industry standard TRICS has been used to identify the proposed trip generation associated with the development. Multi-modal trip rates have been extrapolated, and demonstrate that 190 dwellings could result in around 16-28 pedestrian trips in the peak hours and 178 trips daily, as well as 3-5 cycle trips in the peak hours and 25 trips daily. The supporting Travel Plan sets out how the development will aim to reduce private vehicle movements by 10% (WSCC's guidance) but in addition to this, also how the development will be Vision-Led, ensuring that walking and cycling is the first mode choice, which is achievable, given the proximity to the existing railway station, as well as the proposed infrastructure, including for shared pedestrian/cycle routes at the site access, which will tie into the existing infrastructure on Yapton Road	National Planning Policy Framework: 108, 114, 117; Planning Policy Guidance: Travel Plans, Transport Assessments and Statements; LTN 1/20: 14.3.6; ; WSCC Travel Plan Guidance
2. Active travel route audit	**Exemplar**	A Pedestrian and Cycle Audit (ref: HTp/2413/TN/02) is provided which is of good quality and covers all walking and cycling route of key importance to the site, including to the railway station, local shops, and nearby schools, with reference to appropriate policy and design guidance. Following the audit, the planning application includes improvements to the existing infrastructure, such as tactile paving at an existing crossing on Church Road/Yapton Road, and widening of the existing footway at the Village Hall westbound bus stop.	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 81, 82, 83, 119; National Model Design Code: 59i-ii, 64iv-vi (Part 1); M.1.ii, M.2, U.3 (Part 2); Planning Practice Guidance: Travel Plans, Transport Assessments and Statements; Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; PAS 6463; ;

The Assessment Report table will be populated upon entering text in columns D, E and F in the 'User input' sheet.
Please enter all relevant information in rows 4 to 12 below to complete your assessment.

Active Travel England

Active Travel England
Planning Application Assessment Toolkit
Appraiser Report

Site address	Sunnyside, Yapton Road, Barnham
Summary of proposal	Proposed Residential Scheme of 190 dwellings with a vehicular and pedestrian/cycle access onto Yapton Road, and a pedestrian connection in the eastern corner of the site
ATE reference	
Local authority reference	
Local planning authority	Arun
Local highway authority	West Sussex

3. Pedestrian access to local amenities	**Pass**	Good range of services and facilities within 800m walking distance. Schools ~20min walk from site. Walking routes generally good; well surfaced, lit, surveilled, with an attractive bench and signpost roughly halfway to local centre. Some minor deficiencies noted in Pedestrian and Cycle Audit, incluing absence of tactile paving at some crossings, restrictions imposed by the railway bridge and some short sections of footway below 1.5m wide, noting the application proposals include widening of the footway adjacent to the site from the outset.	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: 59ii, 64iv-vi (Part 1); M.2, U.3 (Part 2); Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; Manual for Streets: 4.4; PAS 6463; ;
4. Cycling accessibility	**Pass**	B2233 Yapton Road will be main cycle route from the development to local facilities. There are existing off-road shared pedestrian/cycle paths on the southern side of the carraigeway, and the proposed development provides off-road cycle infrastructure at the site access, which cyclists will use to connect to the existing infrastructure. It is noted that there is an element of on-carriageway cycling to the west of the site to the railway station, which will exclude most potential users per LTN 1/20 Figure 4.1. Reasonable low-traffic/traffic-free route towards Bognor Regis and NCN2. Local area is generally flat so conducive to cycling.	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: 59ii, 64iv-vi (Part 1); M.2, U.3 (Part 2); Active Design (Sport England): Principles 2, 3; Inclusive Mobility; LTN 1/20; PAS 6463; ;
5. Access to public transport	**Pass**	Barnham railway station ~700m from site with generally good walking routes, noting the application proposals include improvements to footway adjacent to site. Very good rail service and good station facilities, including cycle parking which appears to have capacity. Nearest bus stops are ~250m from site with generally good walking routes. Bus services have good frequencies to key destinations. Nearest bus stops lack shelters, seating, real-time information. Applicant will commit to improvements to walking route to the railway station identified in the Walking and Cycling Audit.	National Planning Policy Framework: 8, 74, 85, 87, 108, 116; National Design Guide: 81; National Model Design Code: 59i-ii (Part 1); M.1.ii, M.2 (Part 2); Active Design (Sport England): Principles 2, 3; Buses in Urban Developments (CIHT): A.4.1-A.4.5, B.2.3, B.7.2; Inclusive Mobility: Chapter 9; LTN 1/24; ;

The Assessment Report table will be populated upon entering text in columns D, E and F in the 'User input' sheet.
Please enter all relevant information in rows 4 to 12 below to complete your assessment.

Active Travel England

Active Travel England
Planning Application Assessment Toolkit
Appraiser Report

Site address	Sunnyside, Yapton Road, Barnham
Summary of proposal	Proposed Residential Scheme of 190 dwellings with a vehicular and pedestrian/cycle access onto Yapton Road, and a pedestrian connection in the eastern corner of the site
ATE reference	
Local authority reference	
Local planning authority	Arun
Local highway authority	West Sussex

6. Off-site transport infrastructure	**Exemplar**	The proposed access arrangement into the site includes 3.0 metre wide shared pedestrian/cycle paths which will allow both pedestrians and cyclists to connect into the existing infrastructure on Yapton Road. It is also proposed to provide tactile paving at the existing crossing on Yapton Road from the PRoW footpath 325. Following the Pedestrian and Cycle Audit, the planning application includes improvements to the existing infrastructure, such as tactile paving at an existing crossing on Church Road/Yapton Road, and widening of the existing footway at the Village Hall westbound bus stop.	National Planning Policy Framework: 108, 112, 114, 116; National Model Design Code: 59i-ii, 64iv-vi (Part 1); M.1.ii, M.2, U.3 (Part 2); Planning Practice Guidance: Planning Obligations; LTN 1/20: 14.3.12; ; West Sussex LCWIP; West Sussex Active Travel Strategy 2024-2036
7. Site permeability	**Pass**	Embedded within the original principle of the site design is a comprehensive network of footways, footpaths away from roads, and sections of shared space (i.e all road users mixing) where appropriate given likely low traffic speeds and volumes. Pedestrian and cycle routes at least as direct as for motor vehicles, noting footpath connection in the east which provides a more direct route to Yapton Road from many properties. A section of 3.0m wide shared use path is proposed, however on-carriageway conditions are likely to be good for the majority of users, with appropriate lane widths, so no issues are forseen.	National Planning Policy Framework: 96, 108, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: Figure 11, 59i-ii (Part 1); M.1.i, M.1.iii, M.2 (Part 2); Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; Manual for Streets: 4.2, 6.3, 6.4; Manual for Streets 2: 9.3, 9.4; PAS 6463; ;
8. Placemaking	**Pass**	Site layout designed with placemaking features as a guiding principle from the outset. Numerous green spaces, including a park, play area, communal gardens, and footpaths which traverse green areas are included. Street trees are prevalent. Layout appears to allow for for good surveillance across all routes. No sections of road appear that they would encourage speeding and no through routes are provided for motor vehicles. Details of seating and wayfinding have not yet been provided but this would not be expected at this stage (application in outline).	National Planning Policy Framework: 8, 74, 87, 96, 97, 99, 108, 114, 116, 135, 136; National Design Guide; National Model Design Code: 51i, 59iii, 62i, 63, 64i-ii (Part 1); N.1.iii, M.3.i, I.1, P.1-3, U.1 (Part 2); Active Design (Sport England): Principles 4, 5, 6; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; LTN 1/24: 4.6; Manual for Streets: 2.2.5, 5.7, 6.3, 6.4, 7.2.8-7.2.22, 8.3; PAS 6463; ;

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Active Travel England

Active Travel England
Planning Application Assessment Toolkit
Appraiser Report

Site address	Sunnyside, Yapton Road, Barnham
Summary of proposal	Proposed Residential Scheme of 190 dwellings with a vehicular and pedestrian/cycle access onto Yapton Road, and a pedestrian connection in the eastern corner of the site
ATE reference	
Local authority reference	
Local planning authority	Arun
Local highway authority	West Sussex

9. Cycle parking and trip-end facilities	**Condition / Obligation to make acceptable**	Application is in outline only, however it is confirmed that an appropriate quantum of covered, secure cycle parking will be provided, to be secured by a planning condition in accordance with ADC's Parking Standards SPD.	National Planning Policy Framework: 114, 116; National Design Guide: 85; National Model Design Code: 59iv (Part 1); M.3.ii (Part 2); Active Design (Sport England): 7.1, 8.2; Inclusive Mobility: 7.4; LTN 1/20: Chapter 11; Manual for Streets: 8.2; Manual for Streets 2: 2.5.4; PAS 6463: 5.2.3; ; Parking Guidance for New Developments (WSCC); Arun District Council's car parking standards are contained within their Parking Standards Supplementary Planning Document dated January 2020
10. Travel planning	**Pass**	A Travel Plan is provided to support the planning application. The Travel Plan will set out the measures, targets, monitoring, and Action Plan. The Travel Plan Monitoring Fee will be secured via s106. The Travel Plan target will be in accordance with the WSCC Travel Plan Guidance, but will also set out how the development will be Vision-Led. The Travel Plan includes detail regarding active travel and public transport infrastructure to be provided and/or improved. The Travel Plan also sets out that if the five year private car trip generation reduction is not achieved, penalty measures will be implemented, in the form of a second round of travel vouchers for each household for redemption towards bus season tickets, bus 'taster' tickets, bicycle purchase, active travel personal planning measures or additional on-site bicycle parking	National Planning Policy Framework: 114, 117; Planning Practice Guidance: Travel Plans, Transport Assessments and Statements; Active Design (Sport England): 2.4; ; Department for Transport (DfT) Circular 01/2022; WSCC Travel Plan Guidance

Appendix 8

DfT Connectivity Tool Report

Connectivity Tool Lite

Guidance

Explore the score

Square ID	496450_104150
Local authorities	Arun West Sussex
Latitude	50.828862
Longitude	-0.631887



Overall

Type	National score	National distribution
Overall (except driving)	57	Slightly above average (50-60%)
Public transport	63	Above average (60-70%)
Walking	48	Slightly below average (40-50%)
Cycling	58	Slightly above average (50-60%)
Driving	79	High (70-80%)

Education

Type	National score	National distribution
Overall (except driving)	52	Slightly above average (50-60%)
Public transport	63	Above average (60-70%)
Walking	42	Slightly below average (40-50%)
Cycling	63	Above average (60-70%)
Driving	79	High (70-80%)

Leisure

Type	National score	National distribution
Overall (except driving)	51	Slightly above average (50-60%)
Public transport	59	Slightly above average (50-60%)
Walking	40	Slightly below average (40-50%)
Cycling	54	Slightly above average (50-60%)
Driving	76	High (70-80%)

Health

Type	National score	National distribution
Overall (except driving)	46	Slightly below average (40-50%)
Public transport	54	Slightly above average (50-60%)
Walking	35	Below average (30-40%)
Cycling	51	Slightly above average (50-60%)
Driving	72	High (70-80%)

Shopping

Type	National score	National distribution
Overall (except driving)	65	Above average (60-70%)
Public transport	70	High (70-80%)
Walking	58	Slightly above average (50-60%)
Cycling	67	Above average (60-70%)
Driving	82	Very high (80-90%)

Residential

Type	National score	National distribution
Overall (except driving)	60	Above average (60-70%)
Public transport	64	Above average (60-70%)
Walking	55	Slightly above average (50-60%)

Type	National score	National distribution
Cycling	64	Above average (60-70%)
Driving	80	Very high (80-90%)

Workplaces

Type	National score	National distribution
Overall (except driving)	54	Slightly above average (50-60%)
Public transport	60	Above average (60-70%)
Walking	37	Below average (30-40%)
Cycling	53	Slightly above average (50-60%)
Driving	71	High (70-80%)

Appendix 9

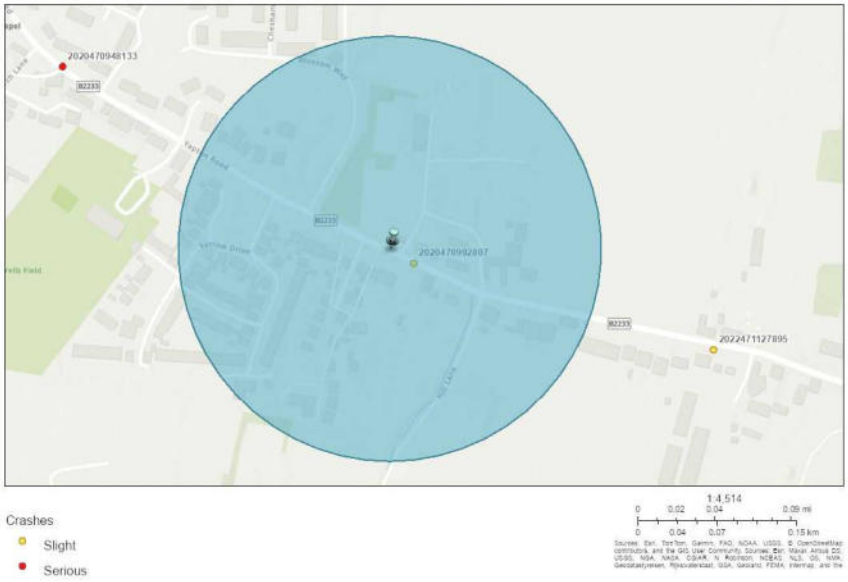
Personal Injury Collision Report

2413 Yapton Road PIC Report

Area of Interest (AOI) Information

Area : 125,380.35 m²

Dec 1 2025 12:15:22 Greenwich Mean Time



Summary

Name	Count	Area(m²)	Length(m)
Crashes	1	N/A	N/A

Crashes

#	Carriageway_Hazards	Severity	Officer_Attended	Accident_DateTime	Year	Number_of_vehicles	Number_of_casualties	Easting
1	Unknown	Slight	Police officer attended crash scene	October 24, 2020	2020	2	1	496459

#	Northing	Highway_Authority	Road_Number	Weather_conditions	Road_Type	Road_surface	Speed_Limit	Light_conditions
1	104074	West Sussex	B2233	Raining with high winds	Single carriageway	Wet or Damp	30	Darkness: no street lighting

#	Junction_detail	Pedestrian_Crossing	Involved_pedalcycle	Involved_Motorcycle	Pedestrian_casualty	Child_casualty	Pedal_cycleuser_casualty	Motorcycle_user_casualty
1	Unknown	No physical crossing facility within 50 metres	0	0	0	0	0	0

#	Involved_car	Involved_goodsvehicle	Involved_Bus	Involved_young_driver	Local_Authority_District	Junction_control	Is_Provisional	Is_Amended	Web_Link	Count
1	1	0	0	0	Arun	Give way or uncontrolled	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2020470992807	1

Report produced from CrashMap Pro

Appendix 10

Traffic Survey Data

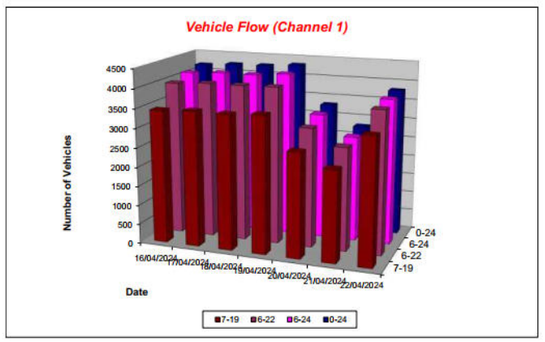
Barnham ATC, B2233 Yapton Road (Western Site)

Produced by Road Data Services Ltd.

Channel 1 - Eastbound — Vehicle Flow — Week 1

Hr Ending	16/04/2024 Tuesday	17/04/2024 Wednesday	18/04/2024 Thursday	19/04/2024 Friday	20/04/2024 Saturday	21/04/2024 Sunday	22/04/2024 Monday	Weekday Average	Average
1	44	44	46	36	42	43	11	36	38
2	4	9	8	13	9	13	7	8	9
3	3	3	6	8	8	2	2	4	5
4	4	7	9	9	3	3	2	6	5
5	11	14	10	11	7	4	10	11	10
6	18	19	28	21	10	11	23	22	19
7	109	90	109	90	39	21	93	98	79
8	236	246	274	243	109	56	237	247	200
9	328	307	342	287	156	112	298	312	261
10	252	250	236	238	228	172	244	244	231
11	186	248	218	231	238	215	214	219	221
12	254	215	252	258	258	274	242	244	250
13	284	215	240	251	292	261	208	240	250
14	237	225	234	264	269	266	215	235	244
15	275	262	267	297	244	232	238	268	259
16	386	417	434	424	246	230	390	410	361
17	390	405	375	353	231	192	341	373	327
18	347	410	347	359	213	182	365	366	318
19	271	288	254	321	208	156	250	277	250
20	173	186	200	176	157	135	149	177	168
21	148	138	122	144	111	100	109	132	125
22	101	121	122	106	80	70	76	105	97
23	69	81	77	88	97	25	53	74	70
24	61	48	51	93	58	20	26	56	51

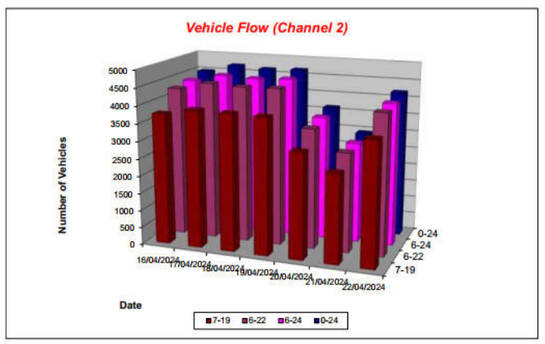
7-19	3446	3488	3473	3526	2692	2348	3242	3435	3174
6-22	3977	4023	4026	4042	3079	2674	3669	3947	3641
6-24	4107	4152	4154	4223	3234	2719	3748	4077	3762
0-24	4191	4248	4261	4321	3313	2795	3803	4165	3847



Channel 2 - Westbound — Vehicle Flow — Week 1

Hr Ending	16/04/2024 Tuesday	17/04/2024 Wednesday	18/04/2024 Thursday	19/04/2024 Friday	20/04/2024 Saturday	21/04/2024 Sunday	22/04/2024 Monday	Weekday Average	Average
1	12	7	10	12	17	24	7	10	13
2	1	4	4	4	6	10	0	3	4
3	3	2	1	3	9	4	6	3	4
4	10	15	10	14	9	3	11	12	10
5	24	31	27	21	20	6	28	26	22
6	71	81	71	58	31	21	73	71	58
7	212	206	230	168	76	46	186	200	161
8	478	490	457	417	101	67	441	457	350
9	462	508	488	442	184	114	474	475	382
10	280	289	329	304	293	210	265	293	281
11	257	274	258	273	300	297	238	260	271
12	264	257	268	278	359	298	240	261	281
13	295	281	286	297	336	285	225	277	286
14	224	268	276	304	280	289	227	260	267
15	314	299	323	360	259	222	325	324	300
16	321	336	369	351	235	221	318	339	307
17	338	365	309	326	233	194	310	330	296
18	306	331	331	296	241	191	271	307	281
19	215	230	209	239	200	149	200	219	206
20	146	178	154	203	156	125	134	163	157
21	107	106	92	115	111	76	86	101	99
22	77	79	75	106	65	60	82	84	78
23	48	55	55	59	63	22	43	52	49
24	23	19	21	36	48	9	14	23	24

7-19	3754	3928	3903	3887	3021	2537	3534	3801	3509
6-22	4298	4497	4454	4479	3429	2844	4022	4350	4003
6-24	4367	4571	4530	4574	3548	2875	4079	4424	4077
0-24	4488	4711	4653	4686	3632	2943	4204	4548	4188



Barnham ATC, B2233 Yapton Road (Western Site)

Produced by Road Data Services Ltd.

Channel 1 - Eastbound — Average Speed — Week 1

Hr Ending	16/04/2024 Tuesday	17/04/2024 Wednesday	18/04/2024 Thursday	19/04/2024 Friday	20/04/2024 Saturday	21/04/2024 Sunday	22/04/2024 Monday
1	34.4	37.6	33.9	33.6	33.5	34.9	34.0
2	35.8	31.8	34.4	33.2	34.7	36.3	32.4
3	33.9	30.6	31.9	34.0	36.6	26.5	31.6
4	32.6	37.4	35.2	34.6	30.1	34.3	36.2
5	31.5	34.0	34.0	31.7	32.8	39.5	32.5
6	32.2	38.1	34.6	33.7	34.6	33.8	37.2
7	32.9	33.8	33.5	34.3	34.8	36.0	33.1
8	31.8	31.7	30.4	31.5	32.2	33.3	31.7
9	31.2	30.7	29.9	29.7	32.1	32.0	30.5
10	30.1	29.7	29.0	30.2	30.5	31.3	28.9
11	29.9	29.8	29.5	29.4	28.6	29.8	29.7
12	29.5	29.9	28.6	29.9	29.7	30.4	29.2
13	29.6	30.7	30.0	30.2	30.4	30.4	29.7
14	30.1	28.9	29.0	29.7	30.8	30.2	30.3
15	29.9	29.4	29.0	30.4	30.5	31.1	29.8
16	29.6	30.1	28.9	30.2	30.6	31.5	29.5
17	30.3	30.0	29.2	29.9	30.5	31.3	29.7
18	30.5	30.1	29.4	30.6	31.6	31.1	28.9
19	31.7	29.8	30.8	29.6	31.1	33.4	30.8
20	30.8	32.0	30.9	30.6	31.7	31.2	30.9
21	30.8	30.8	31.6	31.8	31.1	31.8	31.0
22	31.5	31.5	31.8	31.5	30.6	32.0	31.7
23	31.6	33.7	32.9	32.3	32.1	32.9	31.3
24	33.8	33.8	33.0	33.7	31.5	32.8	34.1

10-12	29.7	29.9	29.0	29.7	29.2	30.1	29.4
14-16	29.7	29.8	29.0	30.3	30.6	31.3	29.6
0-24	30.6	30.6	30.0	30.5	30.8	31.3	30.1

Average (ALL)	30.5
Weekday Inter-Peak	29.6

85th Percentile

Hr Ending	16/04/2024 Tuesday	17/04/2024 Wednesday	18/04/2024 Thursday	19/04/2024 Friday	20/04/2024 Saturday	21/04/2024 Sunday	22/04/2024 Monday
1	40.6	46.9	41.7	40.9	39.3	42.6	39.7
2	37.9	42.0	38.4	38.4	40.0	39.1	37.4
3	35.1	33.5	37.9	38.4	42.9	28.7	32.9
4	37.2	41.0	43.1	40.9	34.2	37.6	40.9
5	40.1	43.5	44.3	38.7	38.5	43.2	42.1
6	37.7	44.9	41.2	39.8	41.8	39.6	41.9
7	37.9	39.9	39.4	40.8	39.8	44.0	38.4
8	37.2	37.9	36.8	37.0	37.2	38.1	36.8
9	36.0	35.4	34.6	35.4	37.9	37.5	35.1
10	34.6	34.8	33.5	34.9	36.8	37.3	33.9
11	34.7	34.7	35.0	34.5	34.7	35.4	34.4
12	35.2	34.9	33.8	35.1	34.7	35.1	34.8
13	34.9	35.8	34.9	34.9	35.5	35.0	34.1
14	35.1	33.9	34.0	35.2	36.1	35.9	35.9
15	34.6	34.2	34.1	34.6	35.6	35.9	35.2
16	34.5	34.4	33.8	35.3	34.9	36.7	34.7
17	35.4	35.0	35.2	35.4	36.2	37.5	36.3
18	35.7	35.4	35.3	36.9	37.4	36.9	34.7
19	36.9	35.7	35.9	36.1	37.0	39.7	36.2
20	36.3	36.9	35.8	36.1	36.8	37.2	36.5
21	37.2	36.5	36.9	37.3	37.1	38.3	36.5
22	36.8	37.1	37.7	38.4	36.8	37.8	38.2
23	37.9	40.9	38.2	38.0	38.6	39.5	39.3
24	38.7	39.5	39.4	39.2	36.9	38.3	40.4

10-12	35.1	34.9	34.4	34.8	34.8	35.2	34.6
14-16	34.8	34.3	34.0	35.0	35.3	36.3	34.9
0-24	35.9	36.1	35.6	36.1	36.4	37.0	35.7

85th %ile (ALL)	36.1
Weekday Inter-Peak	34.6

Channel 2 - Westbound — Average Speed — Week 1

Hr Ending	16/04/2024 Tuesday	17/04/2024 Wednesday	18/04/2024 Thursday	19/04/2024 Friday	20/04/2024 Saturday	21/04/2024 Sunday	22/04/2024 Monday
1	31.8	29.9	32.6	33.5	34.1	32.4	30.3
2	33.8	27.6	30.0	33.7	34.9	39.3	-
3	34.0	30.6	42.7	32.8	31.4	40.1	31.2
4	30.3	34.7	30.8	33.2	34.0	40.8	37.9
5	37.0	37.4	32.0	37.0	33.1	34.1	36.4
6	33.5	34.7	34.3	35.5	32.1	33.0	34.1
7	32.8	32.5	32.1	31.8	34.8	32.8	32.4
8	30.7	30.4	30.6	31.0	33.8	32.7	30.8
9	30.4	30.5	29.3	28.8	31.9	31.2	29.7
10	29.9	30.2	28.1	29.8	30.8	30.2	29.4
11	29.4	29.3	28.9	29.9	29.4	30.8	29.2
12	29.3	29.3	28.5	30.1	29.7	30.4	29.6
13	29.3	30.9	30.0	29.2	29.2	30.1	29.6
14	30.1	27.8	28.8	29.0	30.1	30.1	29.8
15	30.2	29.0	29.5	29.7	30.6	29.7	28.7
16	29.9	29.6	29.3	30.4	30.5	30.3	29.7
17	30.7	30.5	30.0	29.6	29.8	30.2	30.0
18	31.1	30.9	29.1	30.6	29.9	31.5	31.1
19	31.4	30.5	30.5	31.2	31.3	32.4	30.8
20	30.4	30.3	29.9	30.6	31.5	32.1	30.8
21	30.6	29.4	30.5	30.5	30.1	30.9	31.2
22	32.5	31.1	30.7	30.6	30.0	33.3	32.0
23	32.9	33.4	31.7	31.0	32.4	33.0	33.6
24	34.5	30.3	31.2	30.9	31.4	27.0	33.0

10-12	29.4	29.3	28.7	30.0	29.6	30.6	29.4
14-16	30.0	29.3	29.4	30.1	30.5	30.0	29.2
0-24	30.5	30.3	29.7	30.2	30.5	30.8	30.3

Average (ALL)	30.3
Weekday Inter-Peak	29.5

85th Percentile

Hr Ending	16/04/2024 Tuesday	17/04/2024 Wednesday	18/04/2024 Thursday	19/04/2024 Friday	20/04/2024 Saturday	21/04/2024 Sunday	22/04/2024 Monday
1	37.1	32.7	37.6	38.4	39.3	38.1	36.0
2	-	33.7	36.0	37.5	39.5	47.3	-
3	38.0	31.8	-	39.0	36.7	44.9	34.1
4	37.5	38.2	35.4	39.9	38.6	43.2	43.5
5	43.9	45.6	39.2	42.5	40.1	40.4	43.7
6	39.5	41.1	41.3	41.9	39.1	40.8	41.8
7	38.6	38.6	38.0	38.0	40.5	41.3	38.1
8	36.6	35.8	35.9	35.7	40.6	39.5	35.6
9	34.9	34.9	33.9	34.7	36.4	37.8	33.8
10	35.0	35.2	32.7	35.2	35.5	36.1	34.0
11	34.3	34.2	34.2	34.5	35.2	35.1	33.1
12	34.5	33.8	33.3	34.8	34.9	35.1	34.4
13	34.2	35.6	34.1	34.3	34.1	34.9	33.7
14	35.0	32.1	33.3	33.6	35.1	35.8	34.4
15	34.8	33.0	34.3	34.0	35.8	34.2	33.3
16	35.4	34.5	34.2	34.7	35.3	35.0	34.8
17	35.6	35.2	34.9	36.5	35.8	35.3	35.2
18	35.8	35.7	34.5	36.7	34.6	36.9	36.2
19	36.3	36.2	35.1	36.8	36.5	38.6	35.8
20	35.9	34.5	34.5	36.0	36.5	38.3	36.0
21	36.2	34.7	36.8	36.4	34.8	36.1	36.9
22	37.1	37.1	35.9	36.0	35.5	38.7	37.6
23	39.4	39.4	36.7	36.7	38.4	39.9	39.5
24	40.7	36.2	37.2	35.8	37.2	33.1	40.0

10-12	34.5	34.0	33.8	34.6	35.1	35.1	33.8
14-16	35.1	33.8	34.3	34.4	35.5	34.5	34.0
0-24	35.8	35.4	34.8	35.6	35.9	36.3	35.4

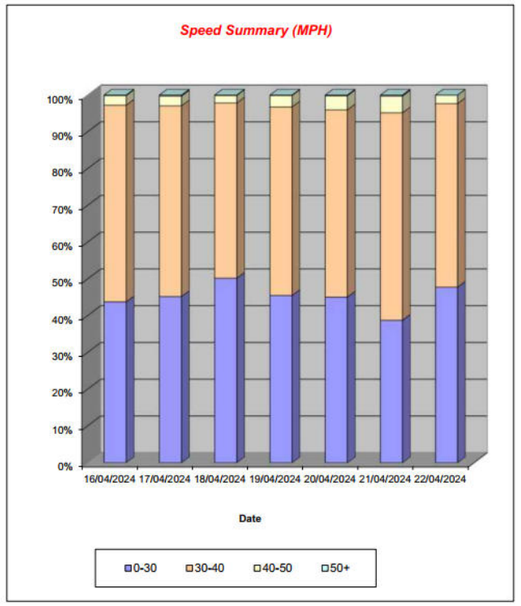
85th %ile (ALL)	35.6
Weekday Inter-Peak	34.3

Barnham ATC, B2233 Yapton Road (Western Site)

Produced by Road Data Services Ltd.

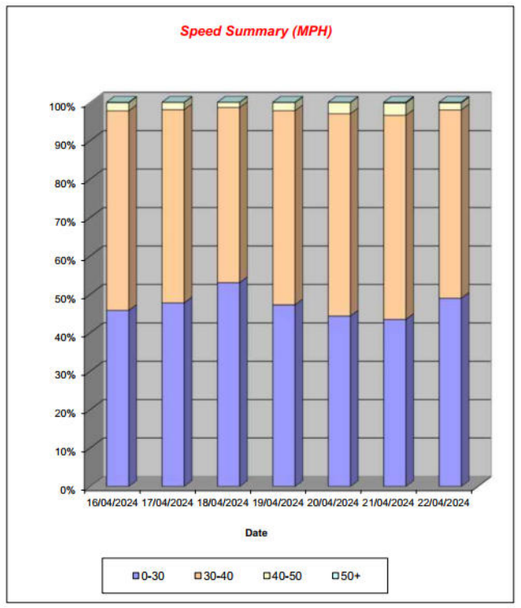
Channel 1 - Eastbound — Speed Summary — Week 1

Speed (MPH)	16/04/2024 Tuesday	17/04/2024 Wednesday	18/04/2024 Thursday	19/04/2024 Friday	20/04/2024 Saturday	21/04/2024 Sunday	22/04/2024 Monday
0-30	1834	1920	1	2139	1960	1493	1083	1816
30-40	2242	2204	2031	2216	1687	1577	1899	
40-50	110	113	87	135	127	128	88	
50+	5	11	4	4	6	7	0	
TOTAL	4191	4248	4261	4321	3313	2795	3803	



Channel 2 - Westbound — Speed Summary — Week 1

Speed (MPH)	16/04/2024 Tuesday	17/04/2024 Wednesday	18/04/2024 Thursday	19/04/2024 Friday	20/04/2024 Saturday	21/04/2024 Sunday	22/04/2024 Monday
0-30	2057	2252	1	2469	2216	1612	1280	2060
30-40	2331	2368	2121	2367	1912	1563	2061	
40-50	96	89	62	100	106	94	77	
50+	4	2	1	3	2	6	6	
TOTAL	4488	4711	4653	4686	3632	2943	4204	

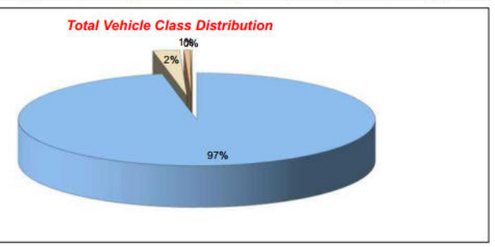


Barnham ATC, B2233 Yapton Road (Western Site)

Produced by Road Data Services Ltd.

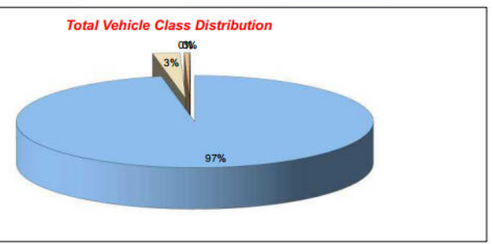
Channel 1 - Eastbound — Vehicle Class — Week 1

Day / Time \ Classes	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
16/04/2024					
7-19	3319	104	19	4	3446
6-22	3833	119	21	4	3977
6-24	3956	123	21	4	4107
0-24	4040	126	21	4	4183
17/04/2024					
7-19	3371	97	16	4	3488
6-22	3892	108	19	4	4023
6-24	4018	109	21	4	4152
0-24	4112	111	21	4	4248
18/04/2024					
7-19	3336	101	25	11	3473
6-22	3875	112	28	11	4026
6-24	4002	113	28	11	4154
0-24	4104	117	29	11	4261
19/04/2024					
7-19	3406	88	26	6	3526
6-22	3910	98	28	6	4042
6-24	4087	101	28	7	4223
0-24	4182	104	28	7	4321
20/04/2024					
7-19	2630	46	16	0	2692
6-22	3005	54	20	0	3079
6-24	3158	54	20	2	3234
0-24	3237	54	20	2	3313
21/04/2024					
7-19	2302	34	6	6	2348
6-22	2621	40	7	6	2674
6-24	2659	41	7	6	2719
0-24	2739	43	7	6	2795
22/04/2024					
7-19	3130	85	22	5	3242
6-22	3547	93	24	5	3669
6-24	3626	93	24	5	3748
0-24	3677	97	24	5	3803
Average					
7-19	3071	79	19	5	3174
6-22	3526	89	21	5	3641
6-24	3648	91	21	6	3762
0-24	3727	93	21	4	3846



Channel 2 - Westbound — Vehicle Class — Week 1

Day / Time \ Classes	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
16/04/2024					
7-19	3620	115	16	3	3754
6-22	4150	127	16	3	4296
6-24	4210	128	16	4	4367
0-24	4332	136	16	4	4488
17/04/2024					
7-19	3806	103	16	3	3928
6-22	4306	112	16	3	4497
6-24	4439	112	17	3	4571
0-24	4577	114	17	3	4711
18/04/2024					
7-19	3772	113	18	0	3903
6-22	4316	126	18	0	4454
6-24	4385	127	18	0	4530
0-24	4503	132	18	0	4653
19/04/2024					
7-19	3755	105	26	1	3887
6-22	4330	119	29	1	4479
6-24	4425	119	29	1	4574
0-24	4533	122	30	1	4686
20/04/2024					
7-19	2948	54	16	3	3021
6-22	3351	58	17	3	3429
6-24	3481	58	18	3	3540
0-24	3552	59	18	3	3632
21/04/2024					
7-19	2481	42	8	6	2537
6-22	2780	49	9	6	2844
6-24	2811	49	9	6	2875
0-24	2879	49	9	6	2943
22/04/2024					
7-19	3410	100	23	1	3534
6-22	3889	109	23	1	4022
6-24	3945	109	24	1	4079
0-24	4068	111	24	1	4204
Average					
7-19	3399	90	18	2	3509
6-22	3882	100	18	2	4003
6-24	3955	100	19	3	4077
0-24	4063	103	19	3	4188

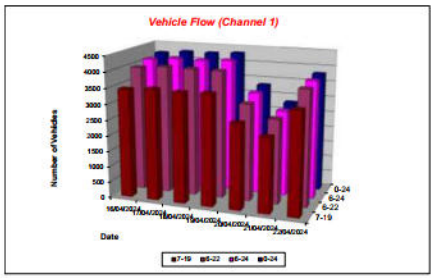


Barnham ATC, B2233 Yapton Road (Eastern Site)

Produced by Road Data Services Ltd.

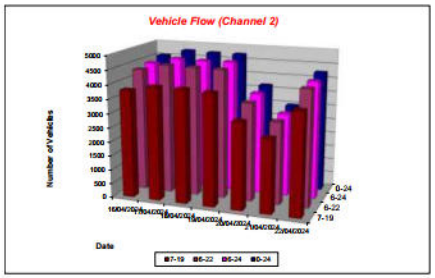
Channel 1 - Eastbound — Vehicle Flow — Week 1

Hr Ending	16/04/2024 Tuesday	17/04/2024 Wednesday	18/04/2024 Thursday	19/04/2024 Friday	20/04/2024 Saturday	21/04/2024 Sunday	22/04/2024 Monday	Weekday Average	Average
1	45	42	46	39	43	42	11	37	38
2	4	9	8	12	9	13	7	8	9
3	3	3	4	8	7	1	3	4	4
4	4	6	8	9	3	3	2	6	5
5	10	12	11	10	7	4	10	11	9
6	17	19	26	20	8	10	17	20	17
7	104	90	110	89	36	22	95	98	78
8	237	249	267	241	110	55	249	247	200
9	328	301	336	287	160	115	294	309	260
10	257	257	246	236	228	180	243	248	235
11	193	248	221	237	238	211	215	222	223
12	266	228	253	255	260	262	244	249	255
13	279	224	239	257	291	267	295	281	252
14	237	228	245	262	274	267	221	239	248
15	274	271	267	302	242	238	244	272	261
16	392	424	440	429	349	225	383	414	393
17	389	410	376	354	228	197	339	374	328
18	347	401	346	352	218	177	370	363	316
19	287	285	252	315	202	159	250	274	248
20	176	187	206	176	158	136	149	179	170
21	147	134	122	137	108	98	106	129	122
22	97	121	121	109	81	71	74	104	96
23	66	78	77	88	59	26	54	73	70
24	58	49	48	54	59	20	27	55	51
7-19	3464	3526	3488	3527	2755	2363	3248	3431	3189
6-22	3668	4008	4047	4008	3068	2660	3672	3661	3664
6-24	4137	4276	4275	4318	3323	2869	3803	4174	3867



Channel 2 - Westbound — Vehicle Flow — Week 1

Hr Ending	16/04/2024 Tuesday	17/04/2024 Wednesday	18/04/2024 Thursday	19/04/2024 Friday	20/04/2024 Saturday	21/04/2024 Sunday	22/04/2024 Monday	Weekday Average	Average
1	11	7	10	12	19	24	6	9	13
2	6	4	4	4	6	10	0	3	4
3	3	3	3	3	3	4	6	3	4
4	10	14	11	13	9	3	11	12	10
5	24	32	29	22	20	6	26	27	23
6	73	79	69	59	28	23	70	70	57
7	204	199	223	163	68	43	181	194	154
8	471	487	449	411	98	69	441	452	347
9	462	504	488	441	186	114	474	474	381
10	281	291	334	303	297	218	266	295	284
11	262	276	277	302	302	243	263	276	275
12	268	256	273	281	301	302	244	284	284
13	306	292	294	302	338	292	225	284	293
14	227	269	282	296	282	294	230	263	270
15	319	307	332	363	262	223	327	330	305
16	329	345	379	364	342	219	326	349	315
17	338	380	319	332	234	202	322	338	304
18	308	335	341	298	241	193	272	311	284
19	224	234	212	243	205	151	204	223	210
20	148	183	183	198	156	122	140	166	159
21	119	103	98	122	114	77	88	104	102
22	77	80	74	111	66	67	66	80	80
23	52	55	55	59	65	22	42	53	50
24	22	21	21	38	49	11	14	23	25
7-19	3795	3977	3968	3921	3045	2579	3574	3847	3551
6-22	4330	4640	4636	4515	3485	2886	4078	4287	4087
6-24	4838	5118	5102	4972	3868	3161	4518	4673	4522
0-24	4929	4757	4726	4725	3657	2969	4245	4586	4333



Barnham ATC, B2233 Yapton Road (Eastern Site)

Produced by Road Data Services Ltd.

Channel 1 - Eastbound — Average Speed — Week 1

Hr Ending	16/04/2024 Tuesday	17/04/2024 Wednesday	18/04/2024 Thursday	19/04/2024 Friday	20/04/2024 Saturday	21/04/2024 Sunday	22/04/2024 Monday
1	34.0	35.3	33.7	32.6	32.5	35.4	35.3
2	35.3	31.4	33.5	34.1	34.1	35.1	29.5
3	34.3	28.5	34.9	34.3	36.6	28.5	32.6
4	34.1	37.5	33.5	36.4	32.6	34.8	38.7
5	32.6	32.2	34.9	29.8	34.9	39.0	34.0
6	32.5	36.6	34.5	34.4	33.3	32.8	35.9
7	30.1	31.8	32.6	34.0	34.6	33.4	32.6
8	31.0	30.8	30.7	31.2	31.4	32.0	31.2
9	30.8	30.4	29.6	29.3	32.0	31.5	30.1
10	29.5	29.4	28.8	29.3	30.3	31.1	26.7
11	29.1	29.7	28.0	28.5	29.0	29.8	29.3
12	28.8	28.4	27.8	29.1	29.2	29.2	28.7
13	29.2	27.5	28.0	29.4	29.9	29.7	29.1
14	29.7	28.5	27.4	29.2	30.0	29.5	29.6
15	29.6	29.8	28.7	30.1	30.5	30.7	29.6
16	29.5	29.3	28.6	29.7	29.9	30.6	29.2
17	30.0	29.8	28.9	29.8	30.4	30.5	29.3
18	29.8	29.8	29.7	30.0	30.7	31.0	28.9
19	30.3	29.5	30.6	29.3	30.4	32.2	28.9
20	30.6	31.3	30.6	30.0	30.8	31.7	30.8
21	30.1	31.0	31.2	31.8	30.9	31.4	30.1
22	31.4	31.2	32.0	31.4	31.3	31.9	31.7
23	31.6	33.4	32.9	32.5	32.2	32.9	30.8
24	33.8	32.2	32.9	32.8	31.3	32.3	31.5
10-12	28.9	29.0	28.3	28.8	29.1	29.4	29.0
14-16	29.6	29.6	28.6	29.8	30.2	30.3	29.3
0-24	30.1	29.9	29.5	30.0	30.5	30.7	29.6

Average (ALL) 30.0
Weekday Inter-Peak 29.1
85th Percentile

Channel 1 - Eastbound

Hr Ending	16/04/2024 Tuesday	17/04/2024 Wednesday	18/04/2024 Thursday	19/04/2024 Friday	20/04/2024 Saturday	21/04/2024 Sunday	22/04/2024 Monday
1	41.3	43.2	41.5	39.6	37.4	42.6	41.5
2	37.8	42.6	37.9	38.1	40.9	38.6	33.4
3	37.5	29.6	40.7	39.1	43.0	-	35.1
4	38.6	40.2	39.5	41.3	38.3	37.1	43.2
5	42.0	37.1	43.3	36.6	42.8	42.5	43.4
6	38.0	43.5	41.9	40.2	39.6	39.4	40.4
7	37.6	37.3	37.7	40.1	40.7	42.6	37.8
8	36.5	35.8	35.6	36.3	36.0	36.6	36.2
9	35.9	35.3	33.9	34.1	37.2	35.6	34.7
10	34.0	33.7	33.2	33.6	35.4	34.6	33.4
11	33.4	33.9	33.4	33.7	33.8	34.3	33.9
12	33.6	33.2	32.2	33.8	33.4	34.2	33.4
13	33.8	32.9	32.7	34.1	35.0	34.0	33.7
14	34.6	33.6	32.3	33.9	34.7	35.4	34.1
15	34.4	34.8	33.2	34.5	34.9	35.4	34.2
16	33.9	33.7	33.6	34.0	34.2	35.6	33.4
17	34.9	34.1	34.3	34.5	35.6	36.1	35.0
18	35.2	34.5	34.6	35.5	36.2	36.6	34.0
19	35.4	35.2	35.3	35.1	36.1	37.7	34.8
20	35.0	35.2	35.3	35.2	35.8	37.3	36.3
21	34.8	36.1	36.9	36.9	37.7	36.4	35.2
22	36.5	36.5	38.0	37.6	37.2	37.5	37.6
23	37.8	38.5	37.5	38.9	36.4	38.6	37.9
24	38.6	38.1	38.8	39.5	36.3	38.5	36.1
10-12	33.5	33.5	32.8	33.8	33.6	34.2	33.7
14-16	34.1	33.8	33.4	34.2	34.6	35.4	33.9
0-24	35.1	35.0	34.6	35.2	35.7	36.1	34.9

85th %ile (ALL) 35.2
Weekday Inter-Peak 33.7

Channel 2 - Westbound — Average Speed — Week 1

Hr Ending	16/04/2024 Tuesday	17/04/2024 Wednesday	18/04/2024 Thursday	19/04/2024 Friday	20/04/2024 Saturday	21/04/2024 Sunday	22/04/2024 Monday
1	28.9	31.1	30.1	34.2	33.8	34.5	30.7
2	-	29.4	31.0	33.5	35.4	29.6	-
3	31.9	31.0	47.3	31.6	30.0	39.4	34.4
4	31.2	33.1	29.7	33.6	36.2	35.4	37.6
5	37.2	34.7	32.0	35.9	34.1	32.7	36.1
6	33.4	35.4	35.3	36.0	33.5	33.7	34.0
7	32.4	32.3	32.7	31.4	35.0	32.9	32.4
8	30.9	30.6	30.8	31.1	32.6	31.7	31.4
9	30.6	30.8	29.7	29.9	32.0	32.1	29.5
10	30.8	30.2	27.5	29.8	31.1	30.7	29.0
11	29.7	30.0	28.4	29.0	30.5	31.1	29.0
12	30.2	28.7	28.3	29.9	30.0	30.5	29.1
13	30.2	29.8	29.7	30.2	29.3	30.3	29.7
14	30.5	29.0	27.4	28.7	30.0	29.4	29.8
15	29.0	30.0	29.9	30.2	30.6	29.9	29.4
16	31.0	30.2	29.4	30.5	31.0	31.1	30.1
17	30.7	30.8	29.5	29.8	30.2	30.4	30.2
18	30.7	30.4	30.0	31.5	30.6	31.8	30.6
19	31.1	30.5	31.1	30.8	31.2	33.0	30.5
20	31.2	30.2	30.2	30.7	31.6	32.7	30.7
21	31.0	29.7	31.3	30.7	30.3	31.8	31.5
22	32.8	32.1	32.3	30.8	30.7	33.6	31.9
23	32.6	33.3	32.6	31.5	33.7	32.8	34.8
24	35.0	28.8	30.3	30.6	31.3	29.2	33.9
10-12	30.2	29.4	28.5	30.2	30.2	30.8	29.1
14-16	30.8	30.1	29.6	30.3	30.8	30.8	30.0
0-24	30.8	30.5	29.9	30.4	30.8	31.1	30.3

Average (ALL) 30.5
Weekday Inter-Peak 29.7
85th Percentile

Channel 2 - Westbound

Hr Ending	16/04/2024 Tuesday	17/04/2024 Wednesday	18/04/2024 Thursday	19/04/2024 Friday	20/04/2024 Saturday	21/04/2024 Sunday	22/04/2024 Monday
1	38.6	34.7	36.9	39.2	36.7	39.7	33.9
2	-	35.0	37.5	36.7	38.8	45.9	-
3	36.0	34.0	-	37.5	38.7	44.8	38.7
4	36.2	38.0	35.9	38.3	40.6	37.5	43.3
5	42.8	41.9	38.7	40.6	41.6	37.9	41.6
6	39.9	41.5	41.4	42.2	40.9	43.7	41.2
7	38.7	38.4	38.2	37.4	40.8	40.5	38.2
8	36.0	36.4	36.2	35.9	41.3	39.0	35.9
9	34.9	35.0	34.1	34.6	36.8	38.3	33.4
10	36.0	34.9	33.1	34.1	36.1	36.6	33.0
11	34.7	34.8	34.1	34.1	35.3	35.4	33.6
12	35.4	33.9	32.6	34.5	35.1	35.2	33.7
13	34.6	33.7	33.6	34.5	34.5	34.8	34.0
14	35.3	33.9	32.6	33.6	35.0	35.0	34.7
15	34.8	34.4	34.3	34.2	37.0	34.7	33.7
16	35.7	35.0	34.2	35.2	36.0	35.4	34.8
17	35.6	35.7	35.4	36.3	35.6	35.2	35.1
18	36.0	35.5	35.1	36.6	35.7	37.0	36.3
19	36.1	35.7	36.2	37.3	35.8	38.6	35.6
20	36.2	34.8	34.7	35.7	36.7	38.3	36.3
21	36.0	34.4	36.7	36.1	35.2	36.4	36.3
22	37.8	38.1	37.4	36.7	35.9	39.3	37.7
23	37.5	40.5	37.1	37.6	39.6	40.2	38.9
24	40.9	37.4	35.9	36.1	36.6	38.0	39.8
10-12	35.1	34.4	33.3	34.4	35.2	35.3	33.7
14-16	35.6	34.7	34.1	34.7	36.0	35.1	34.5
0-24	36.0	35.6	35.1	35.6	36.3	38.4	35.3

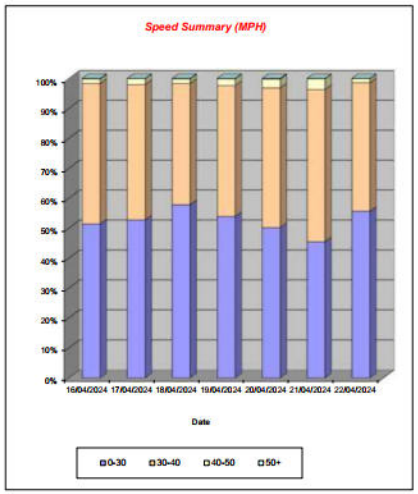
85th %ile (ALL) 35.7
Weekday Inter-Peak 34.5

Barnham ATC, B2233 Yapton Road (Eastern Site)

Produced by Road Data Services Ltd.

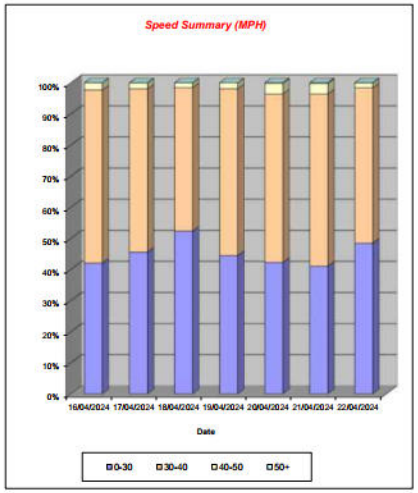
Channel 1 - Eastbound — Speed Summary — Week 1

Speed (MPH)	16/04/2024 Tuesday	17/04/2024 Wednesday	18/04/2024 Thursday	19/04/2024 Friday	20/04/2024 Saturday	21/04/2024 Sunday	22/04/2024 Monday
0-30	2158	2254	2474	2328	1668	1277	2195
30-40	1969	1936	1729	1887	1352	1429	1035
40-50	65	84	67	99	97	101	50
50+	5	2	5	4	6	2	2
TOTAL	4197	4276	4275	4318	3323	2809	3803



Channel 2 - Westbound — Speed Summary — Week 1

Speed (MPH)	16/04/2024 Tuesday	17/04/2024 Wednesday	18/04/2024 Thursday	19/04/2024 Friday	20/04/2024 Saturday	21/04/2024 Sunday	22/04/2024 Monday
0-30	1906	2170	2475	2162	1546	1227	2057
30-40	2518	2494	2179	2533	1980	1655	2126
40-50	194	91	71	90	127	103	66
50+	1	2	1	2	4	4	2
TOTAL	4628	4757	4726	4725	3657	2989	4249

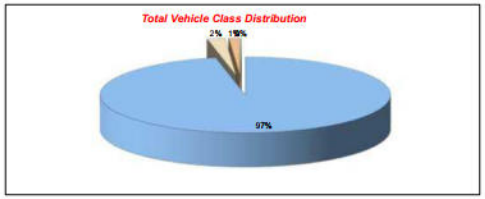


Barnham ATC, B2233 Yapton Road (Eastern Site)

Produced by Road Data Services Ltd.

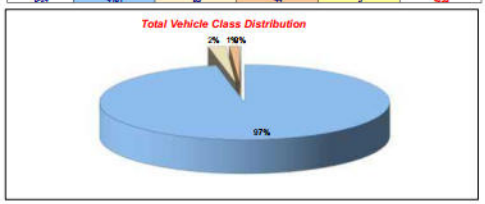
Channel 1 - Eastbound — Vehicle Class — Week 1

Day / Time / Classes	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
16/04/2024					
7-19	3303	87	39	5	3434
6-22	3910	98	46	5	4059
6-24	3985	99	48	5	4137
0-24	4041	102	49	5	4197
17/04/2024					
7-19	3404	79	38	5	3526
6-22	3918	89	46	5	4058
6-24	4062	90	48	5	4185
0-24	4131	91	49	5	4276
18/04/2024					
7-19	3365	83	42	8	3488
6-22	3866	92	49	8	4047
6-24	3910	95	51	8	4172
0-24	4118	97	52	8	4275
19/04/2024					
7-19	3404	78	40	7	3527
6-22	3866	84	50	8	4008
6-24	3907	87	56	8	4238
0-24	4166	90	59	9	4318
20/04/2024					
7-19	2641	96	26	2	2755
6-22	3010	63	33	2	3068
6-24	3148	63	43	3	3256
0-24	3242	63	55	3	3323
21/04/2024					
7-19	2309	24	15	4	2363
6-22	2624	29	22	5	2660
6-24	2677	30	24	5	2736
0-24	2748	32	24	5	2809
22/04/2024					
7-19	3131	73	38	6	3248
6-22	3540	80	46	6	3672
6-24	3618	80	48	6	3752
0-24	3664	84	49	6	3803
Average					
7-19	3084	65	34	5	3189
6-22	3554	74	43	6	3664
6-24	3681	75	44	6	3776
0-24	3750	77	44	4	3858



Channel 2 - Westbound — Vehicle Class — Week 1

Day / Time / Classes	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
16/04/2024					
7-19	3463	95	33	4	3795
6-22	4178	110	42	4	4334
6-24	4358	118	44	4	4468
0-24	4361	116	48	4	4529
17/04/2024					
7-19	3656	82	35	4	3977
6-22	4402	91	45	4	4542
6-24	4476	91	47	4	4618
0-24	4605	96	50	4	4757
18/04/2024					
7-19	3845	88	33	2	3968
6-22	4360	97	42	3	4526
6-24	4469	97	46	3	4615
0-24	4572	104	47	3	4726
19/04/2024					
7-19	3802	80	37	2	3921
6-22	4378	88	46	3	4515
6-24	4473	88	48	3	4612
0-24	4579	90	53	3	4725
20/04/2024					
7-19	2976	45	24	3	3045
6-22	3371	48	29	4	3452
6-24	3453	48	31	4	3556
0-24	3571	49	33	4	3657
21/04/2024					
7-19	2522	29	19	5	2579
6-22	2852	34	23	9	2886
6-24	2927	34	24	9	2969
0-24	2918	34	28	9	2969
22/04/2024					
7-19	3456	80	34	5	3574
6-22	3907	87	41	5	4078
6-24	3989	87	42	5	4126
0-24	4101	90	49	5	4245
Average					
7-19	3446	71	31	4	3552
6-22	3923	79	38	4	4047
6-24	4007	79	41	5	4132
0-24	4101	83	44	5	4233



Road Data Services Ltd

Barnham
Tuesday 16th April 2024
Junction: 1
Approach: B2233 Yapton Road East

	Left to Edward Tompkins Lane									Ahead to B2233 Yapton Road (W)								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0	0	88	11	2	0	0	101	102.0
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0	0	104	11	0	0	0	115	115.0
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0	0	107	15	0	0	0	122	122.0
07:45 - 08:00	0	0	1	0	0	0	0	1	1.0	0	0	122	14	3	0	0	139	140.5
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1.0**	**0**	**0**	**421**	**51**	**5**	**0**	**0**	**477**	**479.5**
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	0	0	101	6	0	0	1	108	109.0
08:15 - 08:30	0	0	1	0	0	0	0	1	1.0	0	1	149	11	1	0	0	162	161.9
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	0	0	100	7	1	0	1	109	110.5
08:45 - 09:00	0	0	0	0	0	0	0	0	0.0	0	0	75	11	0	1	0	87	88.3
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1.0**	**0**	**1**	**425**	**35**	**2**	**1**	**2**	**466**	**469.7**
09:00 - 09:15	0	0	0	0	0	0	0	0	0.0	1	0	57	9	0	0	1	68	68.2
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0	0	68	5	1	0	0	74	74.5
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0	0	53	6	1	0	0	60	60.5
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0	3	73	7	1	1	0	85	85.0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**	**1**	**3**	**251**	**27**	**3**	**1**	**1**	**287**	**288.2**
TOTAL	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**2.0**	**1**	**4**	**1097**	**113**	**10**	**2**	**3**	**1230**	**1237.4**
15:30 - 15:45	0	0	0	0	0	0	0	0	0.0	0	0	58	9	1	0	0	68	68.5
15:45 - 16:00	0	0	1	0	0	0	0	1	1.0	0	0	74	6	0	0	1	81	82.0
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1.0**	**0**	**0**	**132**	**15**	**1**	**0**	**1**	**149**	**150.5**
16:00 - 16:15	0	0	0	0	0	0	0	0	0.0	0	0	76	17	2	0	1	96	98.0
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0	0	78	7	0	0	0	85	85.0
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0	0	76	12	0	0	0	88	88.0
16:45 - 17:00	0	0	1	0	0	0	0	1	1.0	0	0	65	5	1	0	1	72	73.5
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1.0**	**0**	**0**	**295**	**41**	**3**	**0**	**2**	**341**	**344.5**
17:00 - 17:15	0	0	1	0	0	0	0	1	1.0	0	0	60	11	1	0	0	72	72.5
17:15 - 17:30	0	0	1	0	0	0	0	1	1.0	0	0	78	10	0	0	1	89	90.0
17:30 - 17:45	0	0	0	0	0	0	0	0	0.0	0	0	73	10	0	0	0	83	83.0
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	0	0	56	10	0	0	0	66	66.0
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**2.0**	**0**	**0**	**267**	**41**	**1**	**0**	**1**	**310**	**311.5**
TOTAL	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**4.0**	**0**	**0**	**694**	**97**	**5**	**0**	**4**	**800**	**806.5**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Road Data Services Ltd

Barnham
Tuesday 16th April 2024
Junction: 1
Approach: Edward Tompkins Lane

	Left to B2233 Yapton Road (W)									Right to B2233 Yapton Road (E)								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	3	0	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	5	1	0	0	0	6	6.0	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	0	2	0	0	0	0	2	2.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	**0**	**0**	**12**	**1**	**0**	**0**	**0**	13	13.0	**0**	**0**	**1**	**0**	**0**	**0**	**0**	1	1.0
08:00 - 08:15	0	0	3	1	0	0	0	4	4.0	0	0	0	0	0	0	0	0	0.0
08:15 - 08:30	0	0	3	0	0	0	0	3	3.0	0	0	2	0	0	0	0	2	2.0
08:30 - 08:45	0	0	2	0	0	0	0	2	2.0	0	0	1	0	0	0	0	1	1.0
08:45 - 09:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	**0**	**0**	**8**	**1**	**0**	**0**	**0**	9	9.0	**0**	**0**	**3**	**0**	**0**	**0**	**0**	3	3.0
09:00 - 09:15	0	0	1	0	0	0	0	1	1.0	0	0	1	0	0	0	0	1	1.0
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
09:30 - 09:45	0	0	1	0	0	0	0	1	1.0	0	0	1	0	0	0	0	1	1.0
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	2	2.0	**0**	**0**	**2**	**0**	**0**	**0**	**0**	2	2.0
TOTAL	**0**	**0**	**22**	**2**	**0**	**0**	**0**	24	24.0	**0**	**0**	**6**	**0**	**0**	**0**	**0**	6	6.0
15:30 - 15:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
15:45 - 16:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.0
16:00 - 16:15	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0	0	2	0	0	0	0	2	2.0
16:30 - 16:45	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	0	1	0	0	0	0	1	1.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	**0**	**0**	**5**	**0**	**0**	**0**	**0**	5	5.0	**0**	**0**	**3**	**0**	**0**	**0**	**0**	3	3.0
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	1	0	0	0	0	1	1.0	0	0	1	0	0	0	0	1	1.0
17:30 - 17:45	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	4	4.0	**0**	**0**	**1**	**0**	**0**	**0**	**0**	1	1.0
TOTAL	**0**	**0**	**9**	**0**	**0**	**0**	**0**	9	9.0	**0**	**0**	**4**	**0**	**0**	**0**	**0**	4	4.0

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Road Data Services Ltd

Barnham
Tuesday 16th April 2024
Junction: 1
Approach: B2233 Yapton Road West

	Ahead to B2233 Yapton Road (E)									Right to Edward Tompkins Lane								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	44	8	2	0	0	54	55.0	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	41	13	1	0	2	57	59.5	0	0	2	0	0	0	0	2	2.0
07:30 - 07:45	0	0	61	8	0	0	0	69	69.0	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	1	0	57	5	1	0	0	64	63.7	0	0	0	0	0	0	0	0	0.0
Hourly Total	**1**	**0**	**203**	**34**	**4**	**0**	**2**	**244**	**247.2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**2.0**
08:00 - 08:15	0	0	76	6	0	0	0	82	82.0	0	0	2	0	0	0	0	2	2.0
08:15 - 08:30	0	0	75	8	0	0	0	83	83.0	0	0	0	0	0	0	0	0	0.0
08:30 - 08:45	1	0	74	5	2	0	1	83	84.2	0	0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	0	65	10	2	0	3	80	84.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	**1**	**0**	**290**	**29**	**4**	**0**	**4**	**328**	**333.2**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**3.0**
09:00 - 09:15	0	1	56	10	1	0	1	69	69.9	0	0	1	0	0	0	0	1	1.0
09:15 - 09:30	0	0	51	11	0	1	0	63	64.3	0	0	0	0	0	0	0	0	0.0
09:30 - 09:45	0	0	61	13	0	0	0	74	74.0	0	0	0	0	0	0	0	0	0.0
09:45 - 10:00	0	0	49	5	0	0	0	54	54.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	**0**	**1**	**217**	**39**	**1**	**1**	**1**	**260**	**262.2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1.0**
TOTAL	**2**	**1**	**710**	**102**	**9**	**1**	**7**	**832**	**842.6**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**	**6.0**
15:30 - 15:45	0	0	97	10	1	1	0	109	110.8	0	0	1	0	0	0	0	1	1.0
15:45 - 16:00	0	1	68	10	0	0	0	79	78.4	0	0	0	0	0	0	0	0	0.0
Hourly Total	**0**	**1**	**165**	**20**	**1**	**1**	**0**	**188**	**189.2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1.0**
16:00 - 16:15	0	0	91	7	0	0	0	98	98.0	0	0	0	0	0	0	0	0	0.0
16:15 - 16:30	0	0	80	7	0	0	1	88	89.0	0	0	1	0	0	0	0	1	1.0
16:30 - 16:45	0	0	92	8	1	0	0	101	101.5	0	0	2	0	0	0	0	2	2.0
16:45 - 17:00	0	0	89	10	0	0	1	100	101.0	0	0	3	1	0	0	0	4	4.0
Hourly Total	**0**	**0**	**352**	**32**	**1**	**0**	**2**	**387**	**389.5**	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**7**	**7.0**
17:00 - 17:15	0	1	94	13	0	0	0	108	107.4	0	0	2	0	0	0	0	2	2.0
17:15 - 17:30	0	0	80	4	0	0	0	84	84.0	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	79	9	0	1	0	89	90.3	0	0	1	0	0	0	0	1	1.0
17:45 - 18:00	0	0	62	2	1	0	0	65	65.5	0	0	2	0	0	0	0	2	2.0
Hourly Total	**0**	**1**	**315**	**28**	**1**	**1**	**0**	**346**	**347.2**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**5.0**
TOTAL	**0**	**2**	**832**	**80**	**3**	**2**	**2**	**921**	**925.9**	**0**	**0**	**12**	**1**	**0**	**0**	**0**	**13**	**13.0**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

streetwise

Barnham - Manual Traffic Survey: Wednesday, 20 November 2024

Produced by Streetwise Services Ltd.

Junction: A - (South East) B2233 Yapton Road / B - Church Lane / C - (North West) B2233 Yapton Road

Approach: A - (South East) B2233 Yapton Road

A to B

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	2	1	0	0	0	0	0	3.0	3
07:15 - 07:30	1	2	0	0	0	0	0	3.0	3
07:30 - 07:45	4	1	0	0	0	0	0	5.0	5
07:45 - 08:00	1	2	0	0	0	0	0	3.0	3
Hourly Total	8	6	0	0	0	0	0	14	14
08:00 - 08:15	3	1	0	0	0	0	0	4.0	4
08:15 - 08:30	4	1	0	0	0	0	0	5.0	5
08:30 - 08:45	1	0	0	0	0	0	1	1.4	2
08:45 - 09:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	9	2	0	0	0	0	1	11	12
09:00 - 09:15	2	0	0	0	0	0	0	2.0	2
09:15 - 09:30	0	1	0	0	0	0	0	1.0	1
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	1	1	0	0	0	3.8	2
Hourly Total	2	1	1	1	0	0	0	7	5
10:00 - 10:15	2	0	0	0	0	0	0	2.0	2
10:15 - 10:30	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	2	0	0	0	0	0	2.0	2
10:45 - 11:00	1	0	1	0	0	0	0	2.5	2
Hourly Total	3	2	1	0	0	0	0	7	6
11:00 - 11:15	2	0	0	0	0	0	0	2.0	2
11:15 - 11:30	0	1	0	0	0	0	0	1.0	1
11:30 - 11:45	0	1	0	0	0	0	0	1.0	1
11:45 - 12:00	0	0	0	1	0	0	0	2.3	1
Hourly Total	2	2	0	1	0	0	0	6	5
12:00 - 12:15	0	1	1	0	0	0	0	2.5	2
12:15 - 12:30	3	0	0	0	0	0	0	3.0	3
12:30 - 12:45	1	1	0	0	0	0	0	2.0	2
12:45 - 13:00	3	0	0	0	0	0	0	3.0	3
Hourly Total	7	2	1	0	0	0	0	11	10
13:00 - 13:15	1	0	3	0	0	0	0	5.5	4
13:15 - 13:30	3	0	0	0	0	0	0	3.0	3
13:30 - 13:45	2	0	0	0	0	0	0	2.0	2
13:45 - 14:00	2	0	0	0	0	0	0	2.0	2
Hourly Total	8	0	3	0	0	0	0	13	11
14:00 - 14:15	2	0	0	0	0	0	0	2.0	2
14:15 - 14:30	3	0	1	0	0	0	0	4.5	4
14:30 - 14:45	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	0	2	1	0	0	0	0	3.5	3
Hourly Total	5	2	2	0	0	0	0	10	9
15:00 - 15:15	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	6	1	0	0	0	0	0	7.0	7
15:30 - 15:45	3	0	1	0	0	0	0	4.5	4
15:45 - 16:00	0	2	0	0	0	0	0	2.0	2
Hourly Total	9	3	1	0	0	0	0	14	13
16:00 - 16:15	2	1	0	0	0	0	0	3.0	3
16:15 - 16:30	2	1	0	0	0	0	0	3.0	3
16:30 - 16:45	1	0	0	0	0	0	0	1.0	1
16:45 - 17:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	6	2	0	0	0	0	0	8	8
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	3	0	0	0	0	0	0	3.0	3
17:30 - 17:45	1	1	0	0	0	0	0	2.0	2
17:45 - 18:00	0	2	0	0	0	0	0	2.0	2
Hourly Total	4	3	0	0	0	0	0	7	7
18:00 - 18:15	1	0	0	0	0	0	0	1.0	1
18:15 - 18:30	2	0	0	0	0	0	0	2.0	2
18:30 - 18:45	2	1	0	0	0	0	0	3.0	3
18:45 - 19:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	6	1	0	0	0	0	0	7	7
Session Total	69	26	9	2	0	0	1	114	107

A to C

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	72	12	2	0	4	1	1	95.6	92
07:15 - 07:30	112	13	1	0	0	0	0	126.5	126
07:30 - 07:45	119	23	2	0	2	1	1	149.6	148
07:45 - 08:00	146	20	0	0	1	1	2	169.0	170
Hourly Total	449	68	5	0	7	3	4	541	536
08:00 - 08:15	138	6	1	0	2	1	0	149.7	148
08:15 - 08:30	114	11	0	0	0	1	0	125.2	126
08:30 - 08:45	127	9	3	0	0	1	0	140.7	140
08:45 - 09:00	82	8	2	0	1	0	1	95.4	94
Hourly Total	461	34	6	0	3	3	1	511	508
09:00 - 09:15	85	6	1	0	1	0	0	94.5	93
09:15 - 09:30	60	3	1	1	1	3	0	69.4	69
09:30 - 09:45	51	5	1	0	0	1	0	57.7	58
09:45 - 10:00	49	4	1	0	1	0	0	56.5	55
Hourly Total	245	18	4	1	3	4	0	278	275
10:00 - 10:15	55	5	1	0	0	1	0	61.7	62
10:15 - 10:30	45	7	1	0	1	8	1	57.5	63
10:30 - 10:45	46	1	2	0	0	0	0	50.0	49
10:45 - 11:00	61	6	1	0	1	1	0	70.7	70
Hourly Total	207	19	5	0	2	10	1	240	244
11:00 - 11:15	47	9	1	0	0	2	0	57.9	59
11:15 - 11:30	56	7	2	0	1	0	0	68.0	66
11:30 - 11:45	50	10	2	0	0	3	1	64.0	66
11:45 - 12:00	60	8	4	0	1	0	0	76.0	73
Hourly Total	213	34	9	0	2	5	1	266	264
12:00 - 12:15	62	11	1	0	0	0	0	74.5	74
12:15 - 12:30	65	12	0	0	1	0	0	79.0	78
12:30 - 12:45	61	5	1	0	0	0	0	67.5	67
12:45 - 13:00	50	9	3	0	1	1	0	65.7	64
Hourly Total	238	37	5	0	2	1	0	287	283
13:00 - 13:15	55	8	2	0	0	1	1	66.6	67
13:15 - 13:30	70	5	1	0	2	1	0	80.7	79
13:30 - 13:45	47	7	0	0	0	0	0	54.0	54
13:45 - 14:00	56	6	1	0	1	0	0	65.5	64
Hourly Total	228	26	4	0	3	2	1	267	264
14:00 - 14:15	55	8	1	1	2	1	0	71.0	68
14:15 - 14:30	63	6	1	1	1	1	0	75.0	73
14:30 - 14:45	81	4	1	0	1	1	2	89.5	90
14:45 - 15:00	94	11	0	0	1	0	1	107.4	107
Hourly Total	293	29	3	2	5	3	3	343	338
15:00 - 15:15	82	14	2	0	0	3	0	99.6	101
15:15 - 15:30	76	14	5	1	2	0	1	104.2	99
15:30 - 15:45	77	9	0	0	0	0	1	86.4	87
15:45 - 16:00	81	13	0	0	0	0	0	94.0	94
Hourly Total	316	50	7	1	2	3	2	384	381
16:00 - 16:15	78	15	0	0	1	0	0	95.0	94
16:15 - 16:30	97	8	0	0	0	1	0	105.2	106
16:30 - 16:45	69	8	0	1	1	3	0	81.9	82
16:45 - 17:00	53	11	0	0	0	0	1	64.4	65
Hourly Total	297	42	0	1	2	4	1	347	347
17:00 - 17:15	77	4	1	0	0	0	2	83.3	84
17:15 - 17:30	64	4	0	0	2	0	0	72.0	70
17:30 - 17:45	46	4	0	0	0	1	0	50.2	51
17:45 - 18:00	69	6	1	0	1	0	0	78.5	77
Hourly Total	256	18	2	0	3	1	2	284	282
18:00 - 18:15	61	6	1	0	0	0	1	68.9	69
18:15 - 18:30	50	6	0	0	1	0	0	58.0	57
18:30 - 18:45	57	7	1	0	0	0	0	65.5	65
18:45 - 19:00	59	3	0	0	1	0	1	64.4	64
Hourly Total	227	22	2	0	2	0	2	257	255
Session Total	3430	397	52	5	36	39	18	4004	3977

A to A

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	1	0	0	0	0	0	0	1	1
15:00 - 15:15	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	1	0	0	0	0	0	0	1	1
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	2	0	0	0	0	0	0	2	2

From A

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	74	13	2	0	4	1	1	98.6	95
07:15 - 07:30	113	15	1	0	0	0	0	129.5	129
07:30 - 07:45	123	24	2	0	2	1	1	154.6	153
07:45 - 08:00	147	22	0	0	1	1	2	172.0	173
Hourly Total	457	74	5	0	7	3	4	555	550
08:00 - 08:15	141	7	1	0	2	1	0	153.7	152
08:15 - 08:30	118	12	0	0	0	1	0	130.2	131
08:30 - 08:45	128	9	3	0	0	1	1	142.1	142
08:45 - 09:00	83	8	2	0	1	0	1	96.4	95
Hourly Total	470	36	6	0	3	3	2	522	520
09:00 - 09:15	87	6	1	0	1	0	0	96.5	95
09:15 - 09:30	60	4	1	1	1	3	0	70.4	70
09:30 - 09:45	51	5	1	0	0	1	0	57.7	58
09:45 - 10:00	49	4	2	1	1	0	0	60.3	57
Hourly Total	247	19	5	2	3	4	0	285	280
10:00 - 10:15	57	5	1	0	0	1	0	63.7	64
10:15 - 10:30	45	7	1	0	1	8	1	57.5	63
10:30 - 10:45	46	3	2	0	0	0	0	52.0	51
10:45 - 11:00	62	6	2	0	1	1	0	73.2	72
Hourly Total	210	21	6	0	2	10	1	246	250
11:00 - 11:15	49	9	1	0	0	2	0	59.9	61
11:15 - 11:30	56	8	2	0	1	0	0	69.0	67
11:30 - 11:45	50	11	2	0	0	3	1	65.0	67
11:45 - 12:00	60	8	4	1	1	0	0	78.3	74
Hourly Total	215	36	9	1	2	5	1	272	269
12:00 - 12:15	62	12	2	0	0	0	0	77.0	76
12:15 - 12:30	68	12	0	0	1	0	0	82.0	81
12:30 - 12:45	62	6	1	0	0	0	0	69.5	69
12:45 - 13:00	53	9	3	0	1	1	0	68.7	67
Hourly Total	245	39	6	0	2	1	0	297	293
13:00 - 13:15	56	8	5	0	0	1	1	72.1	71
13:15 - 13:30	73	5	1	0	2	1	0	83.7	82
13:30 - 13:45	49	7	0	0	0	0	0	56.0	56
13:45 - 14:00	58	6	1	0	1	0	0	67.5	66
Hourly Total	236	26	7	0	3	2	1	279	275
14:00 - 14:15	57	8	1	1	2	1	0	73.0	70
14:15 - 14:30	66	6	2	1	1	1	0	79.5	77
14:30 - 14:45	81	4	1	0	1	1	2	89.5	90
14:45 - 15:00	95	13	1	0	1	0	1	111.9	111
Hourly Total	299	31	5	2	5	3	3	354	348
15:00 - 15:15	82	14	2	0	0	3	0	99.6	101
15:15 - 15:30	82	15	5	1	2	0	1	111.2	106
15:30 - 15:45	80	9	1	0	0	0	1	90.9	91
15:45 - 16:00	82	15	0	0	0	0	0	97.0	97
Hourly Total	326	53	8	1	2	3	2	399	395
16:00 - 16:15	80	16	0	0	1	0	0	98.0	97
16:15 - 16:30	99	9	0	0	0	1	0	108.2	109
16:30 - 16:45	70	8	0	1	1	3	0	82.9	83
16:45 - 17:00	54	11	0	0	0	0	1	65.4	66
Hourly Total	303	44	0	1	2	4	1	355	355
17:00 - 17:15	77	4	1	0	0	0	2	83.3	84
17:15 - 17:30	67	4	0	0	2	0	0	75.0	73
17:30 - 17:45	47	5	0	0	0	1	0	52.2	53
17:45 - 18:00	69	8	1	0	1	0	0	80.5	79
Hourly Total	260	21	2	0	3	1	2	291	289
18:00 - 18:15	62	6	1	0	0	0	1	69.9	70
18:15 - 18:30	52	6	0	0	1	0	0	60.0	59
18:30 - 18:45	59	8	1	0	0	0	0	68.5	68
18:45 - 19:00	60	3	0	0	1	0	1	65.4	65
Hourly Total	233	23	2	0	2	0	2	264	262
Session Total	3501	423	61	7	36	39	19	4119	4086

To A

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	36	9	0	0	1	1	0	47.2	47
07:15 - 07:30	51	11	1	0	2	0	0	67.5	65
07:30 - 07:45	51	18	1	0	0	0	0	70.5	70
07:45 - 08:00	59	16	1	0	0	0	0	76.5	76
Hourly Total	197	54	3	0	3	1	0	262	258
08:00 - 08:15	78	9	2	0	1	0	0	92.0	90
08:15 - 08:30	79	10	0	1	0	0	1	91.7	91
08:30 - 08:45	88	8	4	0	3	0	0	108.0	103
08:45 - 09:00	101	8	3	0	1	0	0	115.5	113
Hourly Total	346	35	9	1	5	0	1	407	397
09:00 - 09:15	65	9	0	0	1	0	0	76.0	75
09:15 - 09:30	45	5	2	0	1	0	0	55.0	53
09:30 - 09:45	50	3	2	0	1	0	0	58.0	56
09:45 - 10:00	40	4	2	0	0	0	0	47.0	46
Hourly Total	200	21	6	0	3	0	0	236	230
10:00 - 10:15	61	6	3	0	1	1	0	73.7	72
10:15 - 10:30	56	2	3	0	0	3	0	63.1	64
10:30 - 10:45	58	11	0	0	2	1	0	73.2	72
10:45 - 11:00	50	12	0	1	0	0	0	64.3	63
Hourly Total	225	31	6	1	3	5	0	274	271
11:00 - 11:15	46	7	6	0	1	0	0	64.0	60
11:15 - 11:30	39	8	1	0	0	1	0	48.7	49
11:30 - 11:45	55	7	2	1	1	1	1	69.9	68
11:45 - 12:00	59	11	1	0	0	0	0	71.5	71
Hourly Total	199	33	10	1	2	2	1	254	248
12:00 - 12:15	47	8	3	0	1	1	0	61.7	60
12:15 - 12:30	59	4	1	0	0	1	0	64.7	65
12:30 - 12:45	38	5	0	2	0	0	0	47.6	45
12:45 - 13:00	57	7	3	0	1	3	0	71.1	71
Hourly Total	201	24	7	2	2	5	0	245	241
13:00 - 13:15	64	6	1	0	0	0	0	71.5	71
13:15 - 13:30	47	5	3	0	1	4	0	59.3	60
13:30 - 13:45	46	9	1	0	1	1	1	59.1	59
13:45 - 14:00	56	11	1	0	0	0	0	68.5	68
Hourly Total	213	31	6	0	2	5	1	258	258
14:00 - 14:15	56	8	0	0	1	0	1	66.4	66
14:15 - 14:30	61	10	1	0	0	0	1	72.9	73
14:30 - 14:45	74	7	2	0	1	1	1	86.6	86
14:45 - 15:00	67	8	0	0	0	0	0	75.0	75
Hourly Total	258	33	3	0	2	1	3	301	300
15:00 - 15:15	84	10	0	0	2	0	2	98.8	98
15:15 - 15:30	110	7	2	0	2	4	0	124.8	125
15:30 - 15:45	108	8	1	0	0	0	0	117.5	117
15:45 - 16:00	105	8	2	0	1	0	0	116.0	116
Hourly Total	407	33	5	0	5	4	2	459	456
16:00 - 16:15	92	12	2	0	0	0	0	107.0	106
16:15 - 16:30	123	14	1	0	0	2	3	140.1	143
16:30 - 16:45	126	15	1	0	1	1	1	145.1	145
16:45 - 17:00	97	13	0	0	0	1	0	110.2	111
Hourly Total	438	54	4	0	1	4	4	502	505
17:00 - 17:15	114	10	2	1	1	2	0	131.7	130
17:15 - 17:30	115	6	2	0	0	2	0	124.4	125
17:30 - 17:45	105	3	1	0	0	0	0	109.5	109
17:45 - 18:00	103	6	1	0	1	0	0	112.5	111
Hourly Total	437	25	6	1	2	4	0	478	475
18:00 - 18:15	88	6	0	0	2	0	3	99.2	99
18:15 - 18:30	70	9	0	0	1	0	1	81.4	81
18:30 - 18:45	79	4	0	0	4	0	0	91.0	87
18:45 - 19:00	57	0	0	0	0	0	0	57.0	57
Hourly Total	294	19	0	0	7	0	4	329	324
Session Total	3415	393	65	6	37	31	16	4006	3963

streetwise

Barnham - Manual Traffic Survey: Wednesday, 20 November 2024

Produced by Streetwise Services Ltd.

Junction: A - (South East) B2233 Yapton Road / B - Church Lane / C - (North West) B2233 Yapton Road

Approach: B - Church Lane

	B to C									B to A									B to B								
TIME	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MCYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MCYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MCYCLE	PCU	TOTAL
07:00 - 07:15	7	1	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	8	0	0	0	0	0	0	8.0	8	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	6	3	0	0	0	1	0	9.2	10	2	1	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	9	1	0	0	1	1	0	10.8	12	4	1	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
Hourly Total	**30**	**5**	**0**	**0**	**0**	**2**	**1**	**36**	**38**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**9**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	6	1	0	0	1	0	0	7.2	8	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	4	0	0	0	0	0	0	4.0	4	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	11	0	0	0	0	0	0	11.0	11	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	6	0	1	0	0	0	0	7.5	7	1	1	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
Hourly Total	**27**	**1**	**1**	**0**	**0**	**1**	**0**	**30**	**30**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	7	0	1	0	0	0	0	8.5	8	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	4	0	0	0	0	0	0	4.0	4	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	4	2	1	0	0	0	0	7.5	7	0	1	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
Hourly Total	**19**	**2**	**2**	**0**	**0**	**0**	**0**	**24**	**23**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	7	1	0	0	0	0	0	8.0	8	3	0	1	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	4	4	0	0	1	0	0	8.2	9	0	0	1	0	0	0	0	1.5	1	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	5	2	0	0	0	0	0	7.0	7	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	4	1	0	0	0	0	0	5.0	5	1	1	0	0	1	0	0	4.3	3	0	0	0	0	0	0	0	0.0	0
Hourly Total	**20**	**8**	**0**	**0**	**0**	**1**	**0**	**28**	**29**	**6**	**1**	**2**	**1**	**1**	**0**	**0**	**12**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	2	3	0	0	0	0	0	5.0	5	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	2	1	1	0	0	0	0	4.5	4	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	3	1	0	0	1	0	0	4.2	5	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	2	0	0	0	0	0	0	2.0	2	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
Hourly Total	**9**	**5**	**1**	**0**	**1**	**0**	**0**	**16**	**16**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	2	2	0	0	0	0	0	4.0	4	2	0	0	1	0	0	0	3.5	3	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	5	3	0	0	0	0	0	8.0	8	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	6	3	1	0	0	0	0	10.5	10	0	0	0	0	1	0	0	2.3	1	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	6	1	1	0	0	0	0	8.5	8	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
Hourly Total	**19**	**9**	**2**	**0**	**0**	**0**	**0**	**31**	**30**	**4**	**0**	**0**	**1**	**1**	**0**	**0**	**8**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
13:00 - 13:15	4	1	0	0	0	0	0	5.0	5	1	1	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	8	1	2	0	0	0	0	12.0	11	1	0	1	0	0	0	0	2.5	2	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	8	0	0	0	2	0	0	8.4	10	0	0	1	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	1	1	0	0	1	0	0	3.7	4	2	1	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
Hourly Total	**21**	**3**	**3**	**0**	**3**	**0**	**0**	**29**	**30**	**4**	**3**	**1**	**0**	**0**	**0**	**0**	**9**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
14:00 - 14:15	8	0	0	0	0	0	0	8.0	8	0	1	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	7	1	1	0	0	0	0	9.5	9	2	1	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	3	1	0	0	0	0	0	4.0	4	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	7	1	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1
Hourly Total	**25**	**2**	**1**	**0**	**0**	**0**	**0**	**30**	**29**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**5**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
15:00 - 15:15	6	3	0	0	0	0	0	9.0	9	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	2	2	0	0	0	0	0	4.0	4	2	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	3	0	0	0	0	0	0	3.0	3	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	6	1	0	0	1	0	0	7.2	8	2	1	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
Hourly Total	**17**	**6**	**0**	**0**	**1**	**0**	**0**	**23**	**24**	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**10**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	3	1	0	0	0	0	0	4.0	4	1	3	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	7	0	0	0	0	0	0	7.0	7	4	1	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	12	0	1	0	0	0	0	13.5	13	2	0	0	0	0	1	0	2.2	3	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	4	1	1	0	0	0	0	6.5	6	6	2	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0
Hourly Total	**26**	**2**	**2**	**0**	**0**	**0**	**0**	**31**	**30**	**13**	**6**	**0**	**0**	**0**	**1**	**0**	**19**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	7	1	1	0	0	0	0	9.5	9	2	0	0	0	0	0	0	2.0	2	1	0	0	0	0	0	0	1.0	1
17:15 - 17:30	3	0	0	0	1	0	0	3.2	4	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	4	2	0	0	0	0	0	6.0	6	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	5	0	0	0	0	0	0	5.0	5	1	0	1	0	0	0	0	2.5	2	0	0	0	0	0	0	0	0.0	0
Hourly Total	**19**	**3**	**1**	**0**	**1**	**0**	**0**	**24**	**24**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**10**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
18:00 - 18:15	5	3	0	0	0	0	0	8.0	8	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	3	0	0	0	0	0	0	3.0	3	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	4	0	1	0	2	0	0	7.0	7	0	1	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	2	0	1	0	0	0	0	2.0	2	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
Hourly Total	**14**	**3**	**1**	**0**	**2**	**0**	**0**	**19**	**20**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**246**	**50**	**14**	**0**	**0**	**12**	**1**	**320**	**323**	**71**	**20**	**5**	**2**	**0**	**1**	**0**	**103**	**99**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**

	From B									To B								
TIME	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MCYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MCYCLE	PCU	TOTAL
07:00 - 07:15	7	1	0	0	0	0	0	8.0	8	3	1	0	0	0	0	0	4.0	4
07:15 - 07:30	9	0	0	0	0	0	0	9.0	9	9	2	0	0	0	0	0	11.0	11
07:30 - 07:45	8	4	0	0	0	1	0	12.2	13	7	2	0	0	0	1	0	9.2	10
07:45 - 08:00	13	2	0	0	0	1	1	15.6	17	5	5	0	0	0	0	0	10.0	10
Hourly Total	**37**	**7**	**0**	**0**	**0**	**2**	**1**	**45**	**47**	**24**	**10**	**0**	**0**	**0**	**1**	**0**	**34**	**35**
08:00 - 08:15	9	1	0	0	0	1	0	10.2	11	8	2	0	0	0	0	0	10.0	10
08:15 - 08:30	5	0	0	0	0	0	0	5.0	5	10	1	0	0	0	0	0	11.0	11
08:30 - 08:45	12	0	0	0	0	0	0	12.0	12	2	2	1	0	0	0	1	8.2	7
08:45 - 09:00	7	1	1	0	0	0	0	9.5	9	13	4	1	0	0	0	0	18.5	18
Hourly Total	**33**	**2**	**1**	**0**	**0**	**1**	**0**	**37**	**37**	**33**	**9**	**2**	**1**	**0**	**0**	**1**	**48**	**46**
09:00 - 09:15	8	0	1	0	0	0	0	9.5	9	8	3	0	0	0	0	0	8.0	8
09:15 - 09:30	5	0	0	0	0	0	0	5.0	5	3	1	1	0	0	0	0	5.7	6
09:30 - 09:45	4	0	0	0	0	0	0	4.0	4	2	6	0	0	0	0	0	8.0	8
09:45 - 10:00	4	3	1	0	0	0	0	8.5	8	3	3	1	0	0	2	0	10.2	10
Hourly Total	**21**	**3**	**2**	**0**	**0**	**0**	**0**	**27**	**26**	**13**	**13**	**2**	**1**	**0**	**3**	**0**	**32**	**32**
10:00 - 10:15	10	1	1	0	0	0	0	12.5	12	5	0	1	0	0	0	0	6.5	6
10:15 - 10:30	4	4	1	0	0	1	0	9.7	10	2	1	0	0	0	0	0	3.0	3
10:30 - 10:45	7	2	0	0	0	0	0	9.0	9	8	3	0	0	0	0	0	11.0	11
10:45 - 11:00	5	2	0	0	1	0	0	8.0	8	6	0	1	0	0	0	0	7.5	7
Hourly Total	**26**	**9**	**2**	**1**	**0**	**1**	**0**	**41**	**39**	**21**	**4**	**2**	**0**	**0**	**0**	**0**	**28**	**27**
11:00 - 11:15	3	3	0	0	0	0	0	6.0	6	6	0	0	0	0	1	0	6.2	7
11:15 - 11:30	2	1	1	0	0	0	0	4.5	4	3	1	0	0	0	0	0	4.0	4
11:30 - 11:45	6	1	0	0	0	1	0	7.2	8	5	1	1	0	0	0	0	7.5	7
11:45 - 12:00	5	0	0	0	0	0	0	5.0	5	6	1	0	0	0	1	0	9.3	8
Hourly Total	**16**	**5**	**1**	**0**	**0**	**2**	**0**	**23**	**23**	**20**	**3**	**1**	**1**	**0**	**2**	**0**	**27**	**26**
12:00 - 12:15	4	2	1	0	0	0	0	7.5	7	2	3	1	0	0	0	0	6.5	6
12:15 - 12:30	6	3	0	0	0	0	0	9.0	9	9	1	0	0	0	0	0	10.0	10
12:30 - 12:45	6	3	1	1	0	0	0	12.8	11	2	2	0	0	0	0	0	4.0	4
12:45 - 13:00	7	1	1	0	0	0	0	9.5	9	4	2	1	0	0	1	0	7.7	8
Hourly Total	**23**	**9**	**3**	**1**	**0**	**0**	**0**	**39**	**36**	**17**	**8**	**2**	**0**	**0**	**1**	**0**	**28**	**28**
13:00 - 13:15	5	2	0	0	0	0	0	7.0	7	7	0	5	0	0	0	0	14.5	12
13:15 - 13:30	9	1	3	0	0	0	0	14.5	13	13	1	0	0	0	0	0	14.0	14
13:30 - 13:45	8	1	0	0	0	2	0	9.4	11	4	2	0	0	0	0	0	6.8	6
13:45 - 14:00	3	2	1	0	0	1	0	6.7	6	6	0	0	0	0	0	0	6.8	6
Hourly Total	**25**	**6**	**4**	**0**	**0**	**3**	**0**	**38**	**38**	**30**	**3**	**5**	**0**	**0**	**0**	**0**	**41**	**38**
14:00 - 14:15	8	1	0	0	0	0	0	9.0	9	4	2	0	0	0	0	0	6.0	6
14:15 - 14:30	9	2	1	0	0	0	0	12.5	12	8	2	1	0	0	0	0	11.5	11
14:30 - 14:45	4	1	0	0	0	0	0	5.0	5	9	2	0	0	0	1	0	11.2	12
14:45 - 15:00	8	1	0	0	0	0	0	9.0	9	4	3	1	0	0	0	0	8.5	8
Hourly Total	**29**	**5**	**1**	**0**	**0**	**0**	**0**	**36**	**35**	**25**	**9**	**2**	**0**	**0**	**1**	**0**	**37**	**37**
15:00 - 15:15	7	3	0	0	0	0	0	10.0	10	6	1	0	0	0	2	0	7.4	9
15:15 - 15:30	4	4	0	0	0	0	0	8.0	8	16	2	0	0	0	0	0	18.0	18
15:30 - 15:45	5	0	0	0	0	0	0	5.0	5	12	0	1	0	0	0	0	13.5	13
15:45 - 16:00	8	2	0	0	0	1	0	10.2	11	8	2	0	0	0	0	0	10.0	10
Hourly Total	**24**	**9**	**0**	**0**	**0**	**1**	**0**	**33**	**34**	**42**	**5**	**1**	**0**	**0**	**2**	**0**	**49**	**50**
16:00 - 16:15	4	4	0	0	0	0	0	8.0	8	10	1	0	0	0	2	0	11.4	13
16:15 - 16:30	11	1	0	0	0	0	0	13.0	12	7	1	0	0	0	0	0	8.0	8
16:30 - 16:45	14	0	1	0	0	1	0	15.7	16	11	2	0	0	0	1	0	13.2	14
16:45 - 17:00	10	3	1	0	0	0	0	14.5	14	12	1	0	0	0	0	0	13.0	13
Hourly Total	**39**	**8**	**2**	**0**	**0**	**1**	**0**	**50**	**50**	**40**	**5**	**0**	**0**	**0**	**3**	**0**	**46**	**48**
17:00 - 17:15	10	1	1	0	0	0	0	12.5	12	13	1	0	0	0	2	0	14.4	16
17:15 - 17:30	6	0	0	0	1	0	0	8.2	7	7	0	0	0	0	0	0	7.0	7
17:30 - 17:45	6	2	0	0	0	0	0	8.0	8	7	2	0	0	0	0	0	9.0	9
17:45 - 18:00	6	0	1	0	0	0	0	7.5	7	10	2	0	0	0	0	0	12.0	12
Hourly Total	**28**	**3**	**2**	**0**	**1**	**0**	**0**	**34**	**34**	**37**	**5**	**0**	**0**	**0**	**2**	**0**	**42**	**44**
18:00 - 18:15	6	3	0	0	0	0	0	9.0	9	8	1	0	0	0	0	0	9.0	9
18:15 - 18:30	5	0	0	0	0	0	0	5.0	5	12	2	0	0	0	0	0	14.0	14
18:30 - 18:45	4	1	1	0	2	0	0	8.5	8	7	2	0	0	0	0	0	9.0	9
18:45 - 19:00	3	0	0	0	0	0	0	3.0	3	4	0	0	0	0	0	0	4.0	4
Hourly Total	**18**	**4**	**1**	**0**	**2**	**0**	**0**	**25**	**25**	**31**	**5**	**0**	**0**	**0**	**0**	**0**	**36**	**36**
Session Total	**319**	**70**	**19**	**2**	**0**	**13**	**1**	**425**	**424**	**333**	**79**	**17**	**3**	**0**	**14**	**1**	**448**	**447**

streetwise

Barnham - Manual Traffic Survey: Wednesday, 20 November 2024

Produced by Streetwise Services Ltd.

Junction: A - (South East) B2233 Yapton Road / B - Church Lane / C - (North West) B2233 Yapton Road

Approach: C - (North West) B2233 Yapton Road

	C to A									C to B									C to C								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	36	9	0	0	1	1	0	47.2	47	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	50	11	1	0	2	0	0	65.5	64	8	0	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	49	17	1	0	0	0	0	67.5	67	3	1	0	0	0	1	0	4.2	5	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	55	15	1	0	0	0	0	71.5	71	4	3	0	0	0	0	0	7.0	7	1	0	0	0	0	0	0	1.0	1
Hourly Total	190	52	3	0	3	1	0	253	249	16	4	0	0	0	1	0	20	21	1	0	0	0	0	0	0	1	1
08:00 - 08:15	75	9	2	0	1	0	0	89.0	87	5	1	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	78	10	0	1	0	0	1	98.7	90	6	0	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	87	8	4	0	3	0	0	107.0	102	1	2	1	1	0	0	0	6.8	5	1	1	0	0	0	0	0	2.0	2
08:45 - 09:00	100	7	3	0	1	0	0	113.5	111	12	4	1	0	0	0	0	17.5	17	0	0	0	0	0	0	0	0.0	0
Hourly Total	340	34	9	1	5	0	1	400	390	24	7	2	1	0	0	0	36	34	1	1	0	0	0	0	0	2	2
09:00 - 09:15	64	9	0	0	1	0	0	75.0	74	3	3	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	44	5	2	0	1	0	0	54.0	52	3	0	1	0	0	1	0	4.7	5	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	50	3	2	0	1	0	0	58.0	56	2	6	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	40	3	2	0	0	0	0	46.0	45	3	3	0	0	0	2	0	6.4	8	0	0	0	0	0	0	0	0.0	0
Hourly Total	198	20	6	0	3	0	0	233	227	11	12	1	0	0	3	0	25	27	0	0	0	0	0	0	0	0	0
10:00 - 10:15	58	6	2	0	1	1	0	69.2	68	3	0	1	0	0	0	0	4.5	4	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	56	2	2	0	0	3	0	61.6	63	2	1	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	56	11	0	0	2	1	0	71.2	70	8	1	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	49	11	0	0	0	0	0	60.0	60	5	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
Hourly Total	219	30	4	0	3	5	0	262	261	18	2	1	0	0	0	0	22	21	0	0	0	0	0	0	0	0	0
11:00 - 11:15	45	7	6	0	1	0	0	63.0	59	4	0	0	0	0	1	0	4.2	5	1	0	0	0	0	0	0	1.0	1
11:15 - 11:30	39	8	1	0	0	1	0	48.7	49	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	52	7	2	1	1	1	1	66.9	65	5	0	1	0	0	0	0	6.5	6	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	56	11	1	0	0	0	0	68.5	68	6	1	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
Hourly Total	192	33	10	1	2	2	1	247	241	18	1	1	0	0	1	0	21	21	1	0	0	0	0	0	0	1	1
12:00 - 12:15	45	8	2	0	1	1	0	58.2	57	2	2	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	58	4	1	0	0	1	0	63.7	64	6	1	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	38	5	0	1	0	0	0	45.3	44	1	1	0	0	0	0	0	2.0	2	0	1	0	0	0	0	0	1.0	1
12:45 - 13:00	56	7	3	0	1	3	0	70.1	70	1	2	1	0	0	1	0	4.7	5	0	0	0	0	0	0	0	0.0	0
Hourly Total	197	24	6	1	2	5	0	237	235	10	6	1	0	0	1	0	18	18	0	1	0	0	0	0	0	1	1
13:00 - 13:15	63	5	1	0	0	0	0	69.5	69	6	0	2	0	0	0	0	9.0	8	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	46	5	2	0	1	4	0	56.8	58	10	1	0	0	0	0	0	11.0	11	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	46	8	1	0	1	1	1	58.1	58	2	2	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	54	10	1	0	0	0	0	65.5	65	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
Hourly Total	209	28	5	0	2	5	1	250	250	22	3	2	0	0	0	0	28	27	0	0	0	0	0	0	0	0	0
14:00 - 14:15	56	7	0	0	1	0	1	65.4	65	2	2	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	59	9	1	0	0	0	1	69.9	70	5	2	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	73	7	2	0	1	1	1	85.6	85	9	2	0	0	0	1	0	11.2	12	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	66	8	0	0	0	0	0	74.0	74	3	1	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
Hourly Total	254	31	3	0	2	1	3	295	294	19	7	0	0	0	1	0	26	27	0	0	0	0	0	0	0	0	0
15:00 - 15:15	83	10	0	0	2	0	2	97.8	97	6	1	0	0	0	2	0	7.4	9	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	108	5	2	0	2	4	0	120.8	121	10	1	0	0	0	0	0	11.0	11	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	106	8	1	0	0	0	0	115.5	115	9	0	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	102	7	2	0	1	0	0	114.0	112	8	0	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0
Hourly Total	399	30	5	0	5	4	2	448	445	33	2	0	0	0	2	0	35	37	0	0	0	0	0	0	0	0	0
16:00 - 16:15	91	9	2	0	0	0	0	103.0	102	8	0	0	0	0	2	0	8.4	10	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	119	13	1	0	0	2	3	135.1	138	5	0	0	0	0	0	0	5.0	5	2	0	0	0	0	0	0	2.0	2
16:30 - 16:45	124	15	1	0	1	0	1	142.9	142	10	2	0	0	0	1	0	12.2	13	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	91	11	0	0	0	1	0	102.2	103	11	1	0	0	0	0	0	12.0	12	0	0	0	0	0	0	0	0.0	0
Hourly Total	425	48	4	0	1	3	4	483	485	34	3	0	0	0	3	0	38	40	2	0	0	0	0	0	0	2	2
17:00 - 17:15	112	10	2	1	1	2	0	129.7	128	12	1	0	0	0	2	0	13.4	15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	112	6	2	0	0	2	0	121.4	122	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	103	3	1	0	0	0	0	107.5	107	6	1	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	102	6	0	0	1	0	0	110.0	109	10	0	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
Hourly Total	429	25	5	1	2	4	0	469	466	32	2	0	0	0	2	0	34	36	0	0	0	0	0	0	0	0	0
18:00 - 18:15	87	6	0	0	2	0	3	98.2	98	7	1	0	0	0	0	0	8.0	8	0	1	0	0	0	0	0	1.0	1
18:15 - 18:30	68	9	0	0	1	0	1	79.4	79	10	2	0	0	0	0	0	12.0	12	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	79	3	0	0	4	0	0	90.0	86	5	1	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	56	0	0	0	0	0	0	56.0	56	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
Hourly Total	290	18	0	0	7	0	4	324	319	25	4	0	0	0	0	0	29	29	0	1	0	0	0	0	0	1	1
Session Total	3342	373	60	4	37	30	16	3901	3862	262	53	8	1	0	14	0	332	338	5	3	0	0	0	0	0	8	8

	From C									To C								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	37	9	0	0	1	1	0	48.2	48	79	13	2	0	4	1	1	103.6	100
07:15 - 07:30	58	11	1	0	2	0	0	74.5	72	120	13	1	0	0	0	0	134.5	134
07:30 - 07:45	52	18	1	0	0	1	0	71.7	72	125	28	2	0	2	2	1	158.8	158
07:45 - 08:00	60	18	1	0	0	0	0	79.5	79	156	21	0	0	1	2	3	180.6	183
Hourly Total	207	56	3	0	3	2	0	274	271	480	73	5	0	7	5	5	578	575
08:00 - 08:15	80	10	2	0	1	0	0	95.0	93	144	7	1	0	2	2	0	156.9	156
08:15 - 08:30	84	10	0	1	0	0	1	96.7	96	118	11	0	0	0	1	0	129.2	130
08:30 - 08:45	89	11	5	1	3	0	0	115.8	109	139	10	3	0	0	1	0	153.7	153
08:45 - 09:00	112	11	4	0	1	0	0	131.0	128	88	8	3	0	1	0	1	102.9	101
Hourly Total	365	42	11	2	5	0	1	439	426	489	36	7	0	3	4	1	543	540
09:00 - 09:15	67	12	0	0	1	0	0	81.0	80	92	6	2	0	1	0	0	103.0	101
09:15 - 09:30	47	5	3	0	1	1	0	58.7	57	64	3	1	1	1	3	0	73.4	73
09:30 - 09:45	52	9	2	0	1	0	0	66.0	64	55	5	1	0	0	1	0	61.7	62
09:45 - 10:00	43	6	2	0	0	2	0	52.4	53	53	6	2	0	1	0	0	64.0	62
Hourly Total	209	32	7	0	3	3	0	258	254	264	20	6	1	3	4	0	302	298
10:00 - 10:15	61	6	3	0	1	1	0	73.7	72	62	6	1	0	0	1	0	69.7	70
10:15 - 10:30	58	3	2	0	0	3	0	64.6	66	49	11	1	0	1	9	1	65.7	72
10:30 - 10:45	64	12	0	0	2	1	0	80.2	79	51	3	2	0	0	0	0	57.0	56
10:45 - 11:00	54	11	0	0	0	0	0	65.0	65	65	7	1	0	1	1	0	75.7	75
Hourly Total	237	32	5	0	3	5	0	284	282	227	27	5	0	2	11	1	268	273
11:00 - 11:15	50	7	6	0	1	1	0	68.2	65	50	12	1	0	0	2	0	63.9	65
11:15 - 11:30	42	8	1	0	0	1	0	51.7	52	58	8	3	0	1	0	0	72.5	70
11:30 - 11:45	57	7	3	1	1	1	1	73.4	71	53	11	2	0	0	4	1	68.2	71
11:45 - 12:00	62	12	1	0	0	0	0	75.5	75	62	8	4	0	1	0	0	78.0	75
Hourly Total	211	34	11	1	2	3	1	269	263	223	39	10	0	2	6	1	283	281
12:00 - 12:15	47	10	2	0	1	1	0	62.2	61	64	13	1	0	0	0	0	78.5	78
12:15 - 12:30	64	5	1	0	0	1	0	70.7	71	70	15	0	0	1	0	0	87.0	86
12:30 - 12:45	39	7	0	1	0	0	0	48.3	47	67	9	2	0	0	0	0	79.0	78
12:45 - 13:00	57	9	4	0	1	4	0	74.8	75	56	10	4	0	1	1	0	74.2	72
Hourly Total	207	31	7	1	2	6	0	256	254	257	47	7	0	2	1	0	319	314
13:00 - 13:15	69	5	3	0	0	0	0	78.5	77	59	9	2	0	0	1	1	71.6	72
13:15 - 13:30	56	6	2	0	1	4	0	67.8	69	78	6	3	0	2	1	0	92.7	90
13:30 - 13:45	48	10	1	0	1	1	1	62.1	62	55	7	0	0	0	2	0	62.4	64
13:45 - 14:00	58	10	1	0	0	0	0	69.5	69	57	7	2	0	1	1	0	69.2	68
Hourly Total	231	31	7	0	2	5	1	278	277	249	29	7	0	3	5	1	296	294
14:00 - 14:15	58	9	0	0	1	0	1	69.4	69	63	8	1	1	2	1	0	79.0	76
14:15 - 14:30	64	11	1	0	0	0	1	76.9	77	70	7	2	1	1	1	0	84.5	82
14:30 - 14:45	82	9	2	0	1	2	1	96.8	97	84	5	1	0	1	1	2	93.5	94
14:45 - 15:00	69	9	0	0	0	0	0	78.0	78	101	12	0	0	1	0	1	115.4	115
Hourly Total	273	38	3	0	2	2	3	321	321	318	32	4	2	5	3	3	372	367
15:00 - 15:15	89	11	0	0	2	2	2	105.2	106	88	17	2	0	0	3	0	108.6	110
15:15 - 15:30	118	6	2	0	2	4	0	131.8	132	78	16	5	1	2	0	1	108.2	103
15:30 - 15:45	115	8	1	0	0	0	0	124.5	124	80	9	0	0	0	0	1	89.4	90
15:45 - 16:00	110	7	2	0	1	0	0	122.0	120	87	14	0	0	0	1	0	101.2	102
Hourly Total	432	32	5	0	5	6	2	484	482	333	56	7	1	2	4	2	407	405
16:00 - 16:15	99	9	2	0	0	2	0	111.4	112	81	16	0	0	1	0	0	99.0	98
16:15 - 16:30	126	13	1	0	0	2	3	142.1	145	106	8	0	0	0	1	0	114.2	115
16:30 - 16:45	134	17	1	0	1	1	1	155.1	155	81	8	1	1	1	3	0	95.4	95
16:45 - 17:00	102	12	0	0	0	1	0	114.2	115	57	12	1	0	0	0	1	70.9	71
Hourly Total	461	51	4	0	1	6	4	523	527	325	44	2	1	2	4	1	380	379
17:00 - 17:15	124	11	2	1	1	4	0	143.1	143	84	5	2	0	0	0	2	92.8	93
17:15 - 17:30	116	6	2	0	0	2	0	125.4	126	67	4	0	0	2	1	0	75.2	74
17:30 - 17:45	109	4	1	0	0	0	0	114.5	114	50	6	0	0	0	1	0	56.2	57
17:45 - 18:00	112	6	0	0	1	0	0	120.0	119	74	6	1	0	1	0	0	83.5	82
Hourly Total	461	27	5	1	2	6	0	503	502	275	21	3	0	3	2	2	308	306
18:00 - 18:15	94	8	0	0	2	0	3	107.2	107	66	10	1	0	0	0	1	77.9	78
18:15 - 18:30	78	11	0	0	1	0	1	91.4	91	53	6	0	0	1	0	0	61.0	60
18:30 - 18:45	84	4	0	0	4	0	0	96.0	92	61	7	2	0	0	2	0	71.4	72
18:45 - 19:00	59	0	0	0	0	0	0	59.0	59	61	3	0	0	1	0	1	66.4	66
Hourly Total	315	23	0	0	7	0	4	354	349	241	26	3	0	2	2	2	277	276
Session Total	3609	429	68	5	37	44	16	4241	4208	3681	450	66	5	36	51	19	4331	4308

streetwise

Barnham: Queue Length Survey - Wednesday, 20 November 2024

Produced by Streetwise Services Ltd.

Junction: A - (South East) B2233 Yapton Road / B - Church Lane / C - (North West) B2233 Yapton Road

	A - (South East) B2233 Yapton Road									B - Church Lane																		C - (North West) B2233 Yapton Road								
	Lane 1									Lane 1									Lane 2									Lane 1								
	Vehicle Numbers								PCU Values	Vehicle Numbers								PCU Values	Vehicle Numbers								PCU Values	Vehicle Numbers								PCU Values
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Total Length	Total PCU	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Total Length	Total PCU	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Total Length	Total PCU	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Total Length	Total PCU
Survey Period	MAX	MAX	MAX	MAX	MAX	MAX	MAX			MAX	MAX	MAX	MAX	MAX	MAX	MAX			MAX	MAX	MAX	MAX	MAX	MAX	MAX			MAX	MAX	MAX	MAX	MAX	MAX	MAX		
07:00 - 07:05	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:05 - 07:10	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:10 - 07:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:20	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
07:20 - 07:25	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	3	3
07:25 - 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	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:35	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:35 - 07:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	2	2
07:40 - 07:45	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 07:50	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4	4
07:50 - 07:55	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	1	1	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	3	3
07:55 - 08:00	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	1	0	0	0	0	0	0	1	1	3	1	0	0	0	0	0	4	4
08:00 - 08:05	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:05 - 08:10	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
08:10 - 08:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:20	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
08:20 - 08:25	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:25 - 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	0	0	3	0	0	0	0	0	0	3	3
08:30 - 08:35	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:35 - 08:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	3
08:40 - 08:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
08:45 - 08:50	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	4
08:50 - 08:55	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
08:55 - 09:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
09:00 - 09:05	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:05 - 09:10	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:10 - 09:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:20	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:20 - 09:25	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
09:25 - 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
09:30 - 09:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:35 - 09:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:40 - 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	0	0	0	0	0	0	0	0	0	0	0
09:45 - 09:50	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
09:50 - 09:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:55 - 10:00	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	5
10:00 - 10:05	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:05 - 10:10	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:10 - 10:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:20	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:20 - 10:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:25 - 10:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:35 - 10:40	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:40 - 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	0	0	2	0	0	0	0	0	0	2	2
10:45 - 10:50	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
10:50 - 10:55	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:55 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:05	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
11:05 - 11:10	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
11:10 - 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	0	0	1	0	0	0	0	0	0	1	1
11:15 - 11:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:20 - 11:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:25 - 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	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:35	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	2
11:35 - 11:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:40 - 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	0	0	0	0	0	0	0	0	0	0	0
11:45 - 11:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:50 - 11:55	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
11:55 - 12:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
12:00 - 12:05	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:05 - 12:10	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
12:10 - 12:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	2	2
12:15 - 12:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:20 - 12:25	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:25 - 12:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:35 - 12:40	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:40 - 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	0	0	0	0	0	0	0	0	0	0	0
12:45 - 12:50	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
12:50 - 12:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:55 - 13:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	1	0	0	0	0	0	0	1	1	1	3	0	0	0	0	0	4	4
13:00 - 13:05	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
13:05 - 13:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2
13:10 - 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	0	0	0	1	0	0	0	0	0	1	1
13:15 - 13:20	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:20 - 13:25	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:25 - 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	0	0	1	0	0	0	0	0	0	1	1
13:30 - 13:35	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	3
13:35 - 13:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:40 - 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	0	0	0	0	0	0	0	0	0	0	0
13:45 - 13:50	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:50 - 13:55	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:55 - 14:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
14:05 - 14:10	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
14:10 - 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	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
14:20 - 14:25	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3	2
14:25 - 14:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	3	3
14:35 - 14:40	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:40 - 14:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2
14:45 - 14:50	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:50 - 14:55	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:55 - 15:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	3
15:00 - 15:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:05 - 15:10	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:10 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
15:15 - 15:20	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	1	0	0	0	0	0	0	1	1	1	0	1	0	0	0	0	2	3
15:20 - 15:25	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
15:25 - 15:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	5
15:30 - 15:35	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3
15:35 - 15:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
15:40 - 15:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 15:50	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:50 - 15:55	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:55 - 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	0	0	2	0	0	0	0	0	0	2	2
16:00 - 16:05	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2
16:05 - 16:10	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	2
16:10 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
16:15 - 16:20	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	5
16:20 - 16:25	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
16:25 - 16:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
16:30 - 16:35	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
16:35 - 16:40	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:40 - 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	0	0	5	0	0	0	0	0	0	5	5
16:45 - 16:50	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	3
16:50 - 16:55	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
16:55 - 17:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
17:00 - 17:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
17:05 - 17:10	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4	4
17:10 - 17:15	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	5	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
17:15 - 17:20	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
17:20 - 17:25	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:25 - 17:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	5
17:30 - 17:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
17:35 - 17:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:40 - 17:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
17:45 - 17:50	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	4
17:50 - 17:55	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:55 - 18:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	5
18:00 - 18:05	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
18:05 - 18:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
18:10 - 18:15	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	0	0	2	0	0	0	0	0	0	2	2
18:15 - 18:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
18:20 - 18:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:25 - 18:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	4
18:30 - 18:35	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4
18:35 - 18:40	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
18:40 - 18:45	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	0	0	0	0	0	0	0	0	0	0	0
18:45 - 18:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:50 - 18:55	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
18:55 - 19:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

streetwise

Barnham - Manual Traffic Survey: Wednesday, 20 November 2024

Produced by Streetwise Services Ltd.

Junction: A - (North West) B2233 Barnham Road / B - Elm Grove / C - (South East) B2233 Barnham Road / D - Elm Grove South

Approach: A - (North West) B2233 Barnham Road

A to B

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	2	0	0	0	0	0	0	2.0	2
07:15 - 07:30	3	0	1	0	0	0	0	4.5	4
07:30 - 07:45	10	2	0	0	0	0	0	12.0	12
07:45 - 08:00	10	0	0	0	0	0	0	10.0	10
Hourly Total	25	2	1	0	0	0	0	29	28
08:00 - 08:15	21	2	0	0	0	0	0	23.0	23
08:15 - 08:30	17	0	0	0	0	0	0	17.0	17
08:30 - 08:45	11	3	1	0	0	0	0	15.5	15
08:45 - 09:00	12	1	0	0	0	0	0	13.0	13
Hourly Total	61	6	1	0	0	0	0	69	68
09:00 - 09:15	8	1	0	0	0	0	0	9.0	9
09:15 - 09:30	2	2	0	0	0	0	0	4.0	4
09:30 - 09:45	2	1	0	0	0	0	0	3.0	3
09:45 - 10:00	9	1	0	0	0	0	1	10.4	11
Hourly Total	21	5	0	0	0	0	1	26	27
10:00 - 10:15	2	0	0	0	0	0	0	2.0	2
10:15 - 10:30	7	3	0	0	0	0	0	10.0	10
10:30 - 10:45	6	2	0	0	0	0	0	8.0	8
10:45 - 11:00	4	2	1	0	0	0	0	7.5	7
Hourly Total	19	7	1	0	0	0	0	28	27
11:00 - 11:15	9	0	0	0	0	0	0	9.0	9
11:15 - 11:30	12	0	0	0	0	0	1	12.4	13
11:30 - 11:45	7	0	0	0	0	0	1	7.4	8
11:45 - 12:00	6	2	1	0	0	0	0	9.5	9
Hourly Total	34	2	1	0	0	0	2	38	39
12:00 - 12:15	5	1	0	0	0	0	0	6.0	6
12:15 - 12:30	10	0	0	0	0	0	0	10.0	10
12:30 - 12:45	6	2	0	0	0	0	0	8.0	8
12:45 - 13:00	10	2	0	0	0	0	0	12.0	12
Hourly Total	31	5	0	0	0	0	0	36	36
13:00 - 13:15	8	2	0	0	0	0	0	10.0	10
13:15 - 13:30	12	1	0	0	0	0	0	13.0	13
13:30 - 13:45	8	2	0	0	0	0	0	10.0	10
13:45 - 14:00	10	3	0	0	0	0	0	13.0	13
Hourly Total	38	8	0	0	0	0	0	46	46
14:00 - 14:15	13	1	0	0	0	0	1	14.4	15
14:15 - 14:30	7	1	0	0	0	0	0	8.0	8
14:30 - 14:45	14	3	0	0	0	0	0	17.0	17
14:45 - 15:00	20	4	0	0	0	0	0	24.0	24
Hourly Total	54	9	0	0	0	0	1	63	64
15:00 - 15:15	10	1	0	0	0	0	0	11.0	11
15:15 - 15:30	8	0	0	0	0	0	0	8.0	8
15:30 - 15:45	9	0	0	0	0	0	0	9.0	9
15:45 - 16:00	10	1	0	0	0	0	0	11.0	11
Hourly Total	37	2	0	0	0	0	0	39	39
16:00 - 16:15	9	2	0	0	0	0	0	11.0	11
16:15 - 16:30	18	1	0	0	0	0	0	19.0	19
16:30 - 16:45	12	3	0	0	0	0	0	15.0	15
16:45 - 17:00	12	0	0	0	0	0	1	12.4	13
Hourly Total	51	6	0	0	0	0	1	57	58
17:00 - 17:15	11	3	0	0	0	0	0	14.0	14
17:15 - 17:30	13	1	0	0	0	0	0	14.0	14
17:30 - 17:45	17	1	0	0	0	0	0	18.0	18
17:45 - 18:00	16	1	0	0	0	0	0	17.0	17
Hourly Total	57	6	0	0	0	0	0	63	63
18:00 - 18:15	8	1	0	0	0	0	0	9.0	9
18:15 - 18:30	14	1	0	0	0	0	0	15.0	15
18:30 - 18:45	6	0	0	0	0	0	0	6.0	6
18:45 - 19:00	8	2	0	0	0	0	0	10.0	10
Hourly Total	36	4	0	0	0	0	0	40	40
Session Total	464	62	4	0	0	0	5	534	535

A to C

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	46	16	0	0	0	1	0	62.2	63
07:15 - 07:30	56	11	0	0	2	2	1	71.8	72
07:30 - 07:45	73	15	1	0	0	4	1	90.7	94
07:45 - 08:00	61	17	2	0	0	0	0	81.0	80
Hourly Total	236	59	3	0	2	7	2	306	309
08:00 - 08:15	79	15	1	0	1	0	0	97.5	96
08:15 - 08:30	72	12	2	1	0	0	0	89.3	87
08:30 - 08:45	81	14	6	1	4	0	0	114.3	106
08:45 - 09:00	82	9	2	0	1	0	0	96.0	94
Hourly Total	314	50	11	2	6	0	0	397	383
09:00 - 09:15	58	12	1	0	1	1	0	73.7	73
09:15 - 09:30	60	9	2	0	1	0	0	74.8	72
09:30 - 09:45	47	11	3	0	1	0	0	64.5	62
09:45 - 10:00	49	10	3	0	0	0	0	63.5	62
Hourly Total	214	42	9	0	3	1	0	276	269
10:00 - 10:15	61	6	1	0	1	3	0	71.1	72
10:15 - 10:30	60	12	1	0	0	0	0	73.5	73
10:30 - 10:45	57	9	2	0	2	0	0	73.0	70
10:45 - 11:00	54	11	0	0	0	0	0	65.0	65
Hourly Total	232	38	4	0	3	3	0	283	280
11:00 - 11:15	64	8	5	0	1	0	1	81.9	79
11:15 - 11:30	53	11	3	0	0	1	0	68.7	68
11:30 - 11:45	65	8	4	0	1	1	0	81.2	79
11:45 - 12:00	68	10	2	0	0	0	0	81.0	80
Hourly Total	250	37	14	0	2	2	1	313	306
12:00 - 12:15	65	11	2	0	1	1	0	81.2	80
12:15 - 12:30	61	6	0	0	0	1	0	67.2	68
12:30 - 12:45	46	7	1	0	1	1	0	56.7	56
12:45 - 13:00	53	8	3	0	1	2	0	67.9	67
Hourly Total	225	32	6	0	3	5	0	273	271
13:00 - 13:15	76	8	2	0	0	0	0	87.0	86
13:15 - 13:30	68	9	2	0	2	0	0	85.0	82
13:30 - 13:45	58	12	2	0	1	2	0	75.4	75
13:45 - 14:00	63	7	1	0	0	1	0	71.7	72
Hourly Total	266	36	7	0	3	3	0	319	315
14:00 - 14:15	64	10	2	0	1	0	1	79.4	78
14:15 - 14:30	64	9	1	0	0	1	1	75.1	76
14:30 - 14:45	86	12	1	0	1	1	0	101.7	101
14:45 - 15:00	75	10	0	0	0	0	0	85.0	85
Hourly Total	289	41	4	0	2	2	2	341	340
15:00 - 15:15	98	13	1	0	3	0	1	118.9	116
15:15 - 15:30	104	7	0	0	1	3	0	113.6	115
15:30 - 15:45	98	8	1	0	0	1	0	107.7	108
15:45 - 16:00	96	9	1	0	1	0	1	108.9	108
Hourly Total	396	37	3	0	5	4	2	449	447
16:00 - 16:15	96	10	2	0	0	2	2	110.2	112
16:15 - 16:30	115	12	3	0	1	2	0	133.9	133
16:30 - 16:45	113	17	0	0	0	0	0	130.0	130
16:45 - 17:00	105	8	2	0	2	0	0	119.0	117
Hourly Total	429	47	7	0	3	4	2	494	492
17:00 - 17:15	116	11	4	1	0	5	1	136.7	138
17:15 - 17:30	117	8	0	0	1	3	0	127.6	129
17:30 - 17:45	117	6	1	0	0	0	0	124.5	124
17:45 - 18:00	86	6	0	0	2	0	1	96.4	95
Hourly Total	436	31	5	1	3	8	2	485	486
18:00 - 18:15	84	5	1	0	1	0	2	93.3	93
18:15 - 18:30	105	15	0	0	1	0	1	122.4	122
18:30 - 18:45	62	2	0	0	4	1	0	72.2	69
18:45 - 19:00	62	1	0	0	0	0	0	63.0	63
Hourly Total	313	23	1	0	6	1	3	351	347
Session Total	3600	473	74	3	41	40	14	4287	4245

A to D

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	2	1	0	0	0	0	0	3.0	3
07:15 - 07:30	8	0	0	0	0	0	0	8.0	8
07:30 - 07:45	12	0	0	0	0	0	1	12.4	13
07:45 - 08:00	19	0	0	0	0	0	0	19.0	19
Hourly Total	41	1	0	0	0	0	1	42	43
08:00 - 08:15	19	2	0	0	0	0	0	21.0	21
08:15 - 08:30	26	3	0	0	0	0	0	29.0	29
08:30 - 08:45	7	1	0	0	0	1	0	8.2	9
08:45 - 09:00	4	1	1	0	0	0	0	6.5	6
Hourly Total	56	7	1	0	0	1	0	65	65
09:00 - 09:15	3	0	0	0	0	0	0	3.0	3
09:15 - 09:30	2	0	1	0	0	0	0	3.5	3
09:30 - 09:45	2	0	0	0	0	0	0	2.0	2
09:45 - 10:00	0	2	0	0	0	0	0	2.0	2
Hourly Total	7	2	1	0	0	0	0	11	10
10:00 - 10:15	2	1	0	0	0	0	0	3.0	3
10:15 - 10:30	2	1	0	0	0	0	0	3.0	3
10:30 - 10:45	2	0	0	0	0	0	0	2.0	2
10:45 - 11:00	3	1	0	0	0	0	0	4.0	4
Hourly Total	9	3	0	0	0	0	0	12	12
11:00 - 11:15	4	1	0	0	0	0	0	5.0	5
11:15 - 11:30	6	0	0	0	0	0	0	6.0	6
11:30 - 11:45	3	1	0	0	0	0	0	4.0	4
11:45 - 12:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	14	2	0	0	0	0	0	16	16
12:00 - 12:15	2	0	0	0	0	0	0	2.0	2
12:15 - 12:30	3	2	0	0	0	0	0	5.0	5
12:30 - 12:45	8	0	0	0	0	0	0	8.0	8
12:45 - 13:00	3	0	0	0	0	0	0	3.0	3
Hourly Total	16	2	0	0	0	0	0	18	18
13:00 - 13:15	5	0	0	0	0	0	0	5.0	5
13:15 - 13:30	4	0	0	0	0	0	0	4.0	4
13:30 - 13:45	2	0	0	0	0	0	0	2.0	2
13:45 - 14:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	12	0	0	0	0	0	0	12	12
14:00 - 14:15	4	1	0	0	0	0	0	5.0	5
14:15 - 14:30	2	0	0	0	0	0	0	2.0	2
14:30 - 14:45	3	1	0	0	0	0	0	4.0	4
14:45 - 15:00	11	0	0	0	0	0	0	11.0	11
Hourly Total	20	2	0	0	0	0	0	22	22
15:00 - 15:15	9	0	0	0	0	0	0	9.0	9
15:15 - 15:30	15	0	0	0	0	0	0	15.0	15
15:30 - 15:45	12	1	0	0	0	0	0	13.0	13
15:45 - 16:00	6	0	0	0	0	0	0	6.0	6
Hourly Total	42	1	0	0	0	0	0	43	43
16:00 - 16:15	7	0	0	0	0	0	0	7.0	7
16:15 - 16:30	2	2	0	0	0	0	0	4.0	4
16:30 - 16:45	10	1	0	0	0	0	0	11.0	11
16:45 - 17:00	5	2	0	0	0	0	1	7.4	8
Hourly Total	24	5	0	0	0	0	1	29	30
17:00 - 17:15	10	2	0	0	0	0	0	12.0	12
17:15 - 17:30	1	1	0	0	0	0	0	2.0	2
17:30 - 17:45	4	1	0	0	0	0	0	5.0	5
17:45 - 18:00	10	1	0	0	0	0	0	11.0	11
Hourly Total	25	5	0	0	0	0	0	30	30
18:00 - 18:15	4	0	0	0	0	0	0	4.0	4
18:15 - 18:30	5	0	0	0	0	0	0	5.0	5
18:30 - 18:45	5	0	0	0	0	0	0	5.0	5
18:45 - 19:00	3	0	0	0	0	0	0	3.0	3
Hourly Total	17	0	0	0	0	0	0	17	17
Session Total	283	30	2	0	0	1	2	317	318

A to A

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	1	0	0	0	0	0	1.0	1
Hourly Total	0	1	0	0	0	0	0	1	1
08:00 - 08:15	1	0	0	0	0	0	0	1.0	1
08:15 - 08:30	7	0	0	0	0	0	0	7.0	7
08:30 - 08:45	3	0	0	0	0	0	0	3.0	3
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	11	0	0	0	0	0	0	11	11
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	1	0	0	0	0	0	0	1.0	1
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	1	0	0	0	0	0	0	1	1
10:00 - 10:15	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	1	1	2	0	0	0	0	5.0	4
12:30 - 12:45	0	1	1	0	0	0	0	2.5	2
12:45 - 13:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	1	2	3	0	0	0	0	8	6
13:00 - 13:15	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	13	3	3	0	0	0	0	21	19

From A

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	50	17	0	0	0	1	0	67.2	68
07:15 - 07:30	67	11	1	0	2	2	1	84.3	84
07:30 - 07:45	95	17	1	0	0	4	2	115.1	119
07:45 - 08:00	90	18	2	0	0	0	0	111.0	110
Hourly Total	302	63	4	0	2	7	3	378	381
08:00 - 08:15	120	19	1	0	1	0	0	142.5	141
08:15 - 08:30	122	15	2	1	0	0	0	143.3	140
08:30 - 08:45	102	18	7	1	4	1	0	141.0	133
08:45 - 09:00	98	11	3	0	1	0	0	115.5	113
Hourly Total	442	63	13	2	6	1	0	541	527
09:00 - 09:15	69	13	1	0	1	1	0	85.7	85
09:15 - 09:30	65	11	3	0	1	0	0	82.5	80
09:30 - 09:45	51	12	3	0	1	0	0	69.5	67
09:45 - 10:00	58	13	3	0	0	0	1	75.9	75
Hourly Total	243	49	10	0	3	1	1	314	307
10:00 - 10:15	65	7	1	0	1	3	0	76.1	77
10:15 - 10:30	69	16	1	0	0	0	0	86.5	86
10:30 - 10:45	65	11	2	0	2	0	0	83.0	80
10:45 - 11:00	61	14	1	0	0	0	0	76.5	76
Hourly Total	260	48	5	0	3	3	0	322	319
11:00 - 11:15	77	9	5	0	1	0	1	95.9	93
11:15 - 11:30	71	11	3	0	0	1	1	87.1	87
11:30 - 11:45	75	9	4	0	1	1	1	92.6	91
11:45 - 12:00	75	12	3	0	0	0	0	91.5	90
Hourly Total	298	41	15	0	2	2	3	367	361
12:00 - 12:15	72	12	2	0	1	1	0	89.2	88
12:15 - 12:30	75	9	2	0	0	1	0	87.2	87
12:30 - 12:45	60	10	2	0	1	1	0	75.2	74
12:45 - 13:00	66	10	3	0	1	2	0	82.9	82
Hourly Total	273	41	9	0	3	5	0	335	331
13:00 - 13:15	89	10	2	0	0	0	0	102.0	101
13:15 - 13:30	85	10	2	0	2	0	0	103.0	99
13:30 - 13:45	68	14	2	0	1	2	0	87.4	87
13:45 - 14:00	74	10	1	0	0	1	0	85.7	86
Hourly Total	316	44	7	0	3	3	0	377	373
14:00 - 14:15	81	12	2	0	1	0	2	98.8	98
14:15 - 14:30	73	10	1	0	0	1	1	85.1	86
14:30 - 14:45	103	16	1	0	1	1	0	123.7	122
14:45 - 15:00	106	14	0	0	0	0	0	120.0	120
Hourly Total	363	52	4	0	2	2	3	427	426
15:00 - 15:15	117	14	1	0	3	0	1	138.9	136
15:15 - 15:30	127	7	0	0	1	3	0	136.6	138
15:30 - 15:45	119	9	1	0	0	1	0	129.7	130
15:45 - 16:00	112	10	1	0	1	0	1	125.9	125
Hourly Total	475	40	3	0	5	4	2	531	529
16:00 - 16:15	112	12	2	0	0	2	2	128.2	130
16:15 - 16:30	135	15	3	0	1	2	0	156.9	156
16:30 - 16:45	135	21	0	0	0	0	0	156.0	156
16:45 - 17:00	122	10	2	0	2	0	2	138.8	138
Hourly Total	504	58	7	0	3	4	4	581	580
17:00 - 17:15	137	16	4	1	0	5	1	163.7	164
17:15 - 17:30	131	10	0	0	1	3	0	143.6	145
17:30 - 17:45	138	8	1	0	0	0	0	147.5	147
17:45 - 18:00	112	8	0	0	2	0	1	124.4	123
Hourly Total	518	42	5	1	3	8	2	578	579
18:00 - 18:15	96	6	1	0	1	0	2	106.3	106
18:15 - 18:30	124	16	0	0	1	0	1	142.4	142
18:30 - 18:45	73	2	0	0	4	1	0	83.2	80
18:45 - 19:00	73	3	0	0	0	0	0	76.0	76
Hourly Total	366	27	1	0	6	1	3	408	404
Session Total	4360	568	83	3	41	41	21	5158	5117

To A

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	87	18	1	0	1	0	1	108.8	108
07:15 - 07:30	128	14	3	0	2	4	0	149.8	150
07:30 - 07:45	158	25	1	0	1	2	2	187.7	189
07:45 - 08:00	161	24	2	0	3	1	1	194.8	192
Hourly Total	534	81	6	0	7	7	4	641	639
08:00 - 08:15	140	14	0	0	2	0	1	158.4	157
08:15 - 08:30	127	10	0	0	0	0	0	137.0	137
08:30 - 08:45	131	13	3	0	0	0	0	148.5	147
08:45 - 09:00	123	12	3	0	1	0	1	141.9	140
Hourly Total	521	49	6	0	3	0	2	586	581
09:00 - 09:15	102	10	2	0	1	0	0	117.0	115
09:15 - 09:30	91	5	3	1	1	1	0	105.8	102
09:30 - 09:45	77	8	2	0	0	0	0	88.0	87
09:45 - 10:00	83	14	4	0	1	0	0	105.0	102
Hourly Total	353	37	11	1	3	1	0	415	406
10:00 - 10:15	97	14	1	0	0	0	0	112.5	112
10:15 - 10:30	69	13	0	0	2	1	0	85.2	84
10:30 - 10:45	69	9	3	0	0	1	1	83.1	83
10:45 - 11:00	85	8	2	0	0	0	0	96.0	95
Hourly Total	320	43	6	0	2	2	1	377	374
11:00 - 11:15	77	18	3	0	1	1	0	101.7	100
11:15 - 11:30	80	16	2	0	1	0	1	101.4	100
11:30 - 11:45	80	12	2	0	0	1	0	95.2	95
11:45 - 12:00	85	12	5	0	1	0	0	106.5	103
Hourly Total	322	58	12	0	3	2	1	405	398
12:00 - 12:15	85	8	3	0	0	0	0	97.5	96
12:15 - 12:30	79	17	2	0	1	0	0	101.0	99
12:30 - 12:45	89	17	3	0	0	0	1	110.9	110
12:45 - 13:00	71	9	5	0	1	0	0	89.5	86
Hourly Total	324	51	13	0	2	0	1	399	391
13:00 - 13:15	83	13	2	0	0	0	2	99.8	100
13:15 - 13:30	86	8	2	0	2	2	0	101.4	100
13:30 - 13:45	85	11	2	0	0	1	0	99.2	99
13:45 - 14:00	72	11	1	0	0	1	1	85.1	86
Hourly Total	326	43	7	0	2	4	3	386	385
14:00 - 14:15	90	10	3	1	4	1	0	115.0	109
14:15 - 14:30	89	13	2	0	1	0	2	107.8	107
14:30 - 14:45	111	12	1	0	1	3	1	127.5	129
14:45 - 15:00	103	18	0	0	1	1	0	123.2	123
Hourly Total	393	53	6	1	7	5	3	474	468
15:00 - 15:15	102	19	1	0	0	1	0	122.7	123
15:15 - 15:30	96	16	3	1	2	1	0	123.8	119
15:30 - 15:45	116	11	3	1	1	0	0	135.8	132
15:45 - 16:00	107	11	0	0	0	2	1	118.8	121
Hourly Total	421	57	7	2	3	4	1	500	495
16:00 - 16:15	110	17	1	0	1	2	2	131.7	133
16:15 - 16:30	131	14	1	0	0	2	1	147.3	149
16:30 - 16:45	105	8	0	0	1	3	1	116.8	118
16:45 - 17:00	82	11	1	0	0	0	1	94.9	95
Hourly Total	428	50	3	0	2	7	5	490	495
17:00 - 17:15	77	8	3	0	0	0	2	90.3	90
17:15 - 17:30	84	7	1	0	2	1	0	96.7	95
17:30 - 17:45	93	4	0	0	0	3	1	98.0	101
17:45 - 18:00	85	10	1	0	1	2	0	98.9	99
Hourly Total	339	29	5	0	3	6	3	384	385
18:00 - 18:15	104	8	3	0	0	0	0	116.5	115
18:15 - 18:30	70	7	0	0	0	2	1	77.8	80
18:30 - 18:45	68	6	0	0	1	0	0	76.0	75
18:45 - 19:00	92	5	0	0	1	0	0	99.0	98
Hourly Total	334	26	3	0	2	2	1	369	368
Session Total	4615	577	85	4	39	40	25	5425	5365

streetwise

Barnham - Manual Traffic Survey: Wednesday, 20 November 2024

Produced by Streetwise Services Ltd.

Junction: A - (North West) B2233 Barnham Road / B - Elm Grove / C - (South East) B2233 Barnham Road / D - Elm Grove South

Approach: B - Elm Grove

	B to C									B to D								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	1	2	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	4	0	1	0	0	0	0	5.5	5	1	0	0	0	0	0	0	1.0	1
07:30 - 07:45	2	1	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	1	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
Hourly Total	7	4	1	0	0	0	0	12	12	1	0	0	0	0	0	0	1	1
08:00 - 08:15	7	0	0	0	0	0	0	7.0	7	1	0	0	0	0	0	0	1.0	1
08:15 - 08:30	4	0	0	0	0	0	0	4.0	4	1	0	0	0	0	0	0	1.0	1
08:30 - 08:45	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	7	1	0	0	0	0	0	8.0	8	1	0	0	0	0	0	0	1.0	1
Hourly Total	22	1	0	0	0	0	0	23	23	3	0	0	0	0	0	0	3	3
09:00 - 09:15	8	0	0	0	0	0	0	8.0	8	0	0	1	0	0	0	0	1.5	1
09:15 - 09:30	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	2	1	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
Hourly Total	12	1	0	0	0	0	0	13	13	0	0	1	0	0	0	0	2	1
10:00 - 10:15	5	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	4	0	0	0	0	0	0	4.0	4	0	1	0	0	0	0	0	1.0	1
10:30 - 10:45	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
Hourly Total	14	0	0	0	0	0	0	14	14	0	1	0	0	0	0	0	1	1
11:00 - 11:15	3	0	0	0	0	1	0	3.2	4	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	5	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	4	0	0	0	0	0	0	4.0	4	0	1	0	0	0	0	0	1.0	1
11:45 - 12:00	3	1	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
Hourly Total	15	1	0	0	0	1	0	16	17	0	1	0	0	0	0	0	1	1
12:00 - 12:15	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	1	0	1	0	0	0	0	2.5	2	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	0	1.0	1
12:45 - 13:00	5	1	0	0	0	0	0	6.0	6	1	1	0	0	0	0	0	2.0	2
Hourly Total	10	1	1	0	0	0	0	13	12	1	2	0	0	0	0	0	3	3
13:00 - 13:15	4	0	0	0	0	0	0	4.0	4	0	1	0	0	0	0	0	1.0	1
13:15 - 13:30	2	1	0	0	0	0	0	3.0	3	1	0	0	0	0	0	0	1.0	1
13:30 - 13:45	3	1	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	2	1	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
Hourly Total	11	3	0	0	0	0	0	14	14	1	1	0	0	0	0	0	2	2
14:00 - 14:15	5	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	5	0	0	0	0	0	0	5.0	5	1	1	0	0	0	0	0	2.0	2
14:30 - 14:45	3	0	0	0	0	0	0	3.0	3	0	1	0	0	0	0	0	1.0	1
14:45 - 15:00	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
Hourly Total	16	0	0	0	0	0	0	16	16	1	2	0	0	0	0	0	3	3
15:00 - 15:15	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	6	2	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	11	1	0	0	0	0	0	12.0	12	2	0	0	0	0	0	0	2.0	2
15:45 - 16:00	3	1	0	0	0	0	0	4.0	4	2	0	0	0	0	0	0	2.0	2
Hourly Total	23	4	0	0	0	0	0	27	27	4	0	0	0	0	0	0	4	4
16:00 - 16:15	2	1	0	0	0	0	0	3.0	3	1	1	0	0	0	0	0	2.0	2
16:15 - 16:30	7	1	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	10	1	0	0	0	0	0	11.0	11	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
Hourly Total	22	3	0	0	0	0	0	25	25	1	1	0	0	0	0	0	2	2
17:00 - 17:15	3	1	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	5	1	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	6	0	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
Hourly Total	16	2	0	0	0	0	0	18	18	0	0	0	0	0	0	0	0	0
18:00 - 18:15	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	6	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
Session Total	174	20	2	0	0	1	0	197	197	12	8	1	0	0	0	0	22	21

	B to A									B to B								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	16	1	0	0	0	0	0	17.0	17	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	7	0	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	22	5	0	0	0	0	1	27.4	28	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	20	5	0	0	0	0	0	25.0	25	0	0	0	0	0	0	0	0.0	0
Hourly Total	65	11	0	0	0	0	1	76	77	0	0	0	0	0	0	0	0	0
08:00 - 08:15	15	0	0	0	0	0	1	15.4	16	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	9	0	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	10	1	0	0	0	0	0	11.0	11	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	35	1	0	0	0	0	0	36.0	36	1	0	0	0	0	0	0	1.0	1
Hourly Total	69	2	0	0	0	0	1	71	72	1	0	0	0	0	0	0	1	1
09:00 - 09:15	12	1	0	0	0	0	0	13.0	13	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	16	1	0	0	0	0	0	17.0	17	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	10	3	0	0	0	0	0	13.0	13	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	8	1	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0
Hourly Total	46	6	0	0	0	0	0	52	52	0	0	0	0	0	0	0	0	0
10:00 - 10:15	15	2	0	0	0	0	0	17.0	17	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	9	0	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	7	0	1	0	0	0	1	8.9	9	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	8	0	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0
Hourly Total	39	2	1	0	0	0	1	42	43	0	0	0	0	0	0	0	0	0
11:00 - 11:15	9	1	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	12	3	0	0	0	0	0	15.0	15	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	9	0	1	0	0	0	0	10.5	10	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	9	2	1	0	0	0	0	12.5	12	0	0	0	0	0	0	0	0.0	0
Hourly Total	39	6	2	0	0	0	0	48	47	0	0	0	0	0	0	0	0	0
12:00 - 12:15	5	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	6	4	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	6	1	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	7	2	1	0	0	0	0	10.5	10	0	0	0	0	0	0	0	0.0	0
Hourly Total	24	7	1	0	0	0	0	33	32	0	0	0	0	0	0	0	0	0
13:00 - 13:15	12	0	0	0	0	0	1	12.4	13	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	7	1	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	11	0	0	0	0	0	0	11.0	11	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	11	1	0	0	0	0	0	12.0	12	0	0	0	0	0	0	0	0.0	0
Hourly Total	41	2	0	0	0	0	1	43	44	0	0	0	0	0	0	0	0	0
14:00 - 14:15	9	1	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	14	4	0	0	0	0	0	18.0	18	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	4	1	0	0	0	0	0	5.0	5	1	1	0	0	0	0	0	2.0	2
14:45 - 15:00	12	2	0	0	0	0	0	14.0	14	0	0	0	0	0	0	0	0.0	0
Hourly Total	39	8	0	0	0	0	0	47	47	1	1	0	0	0	0	0	2	2
15:00 - 15:15	9	3	0	0	0	0	0	12.0	12	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	12	3	0	0	0	0	0	15.0	15	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	26	1	0	0	0	0	0	27.0	27	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	11	2	0	0	0	0	0	13.0	13	0	0	0	0	0	0	0	0.0	0
Hourly Total	58	9	0	0	0	0	0	67	67	0	0	0	0	0	0	0	0	0
16:00 - 16:15	10	0	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	6	2	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	7	0	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
Hourly Total	27	2	0	0	0	0	0	29	29	0	0	0	0	0	0	0	0	0
17:00 - 17:15	9	0	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	8	2	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	12	0	0	0	0	1	0	12.2	13	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	9	1	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
Hourly Total	38	3	0	0	0	1	0	41	42	0	0	0	0	0	0	0	0	0
18:00 - 18:15	11	1	0	0	0	0	0	12.0	12	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	8	2	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	3	1	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
Hourly Total	26	4	0	0	0	0	0	30	30	0	0	0	0	0	0	0	0	0
Session Total	511	62	4	0	0	1	4	581	582	2	1	0	0	0	0	0	3	3

	From B									To B								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	17	3	0	0	0	0	0	20.0	20	3	0	0	0	0	0	0	3.0	3
07:15 - 07:30	12	0	1	0	0	0	0	13.5	13	3	0	1	0	0	0	0	4.5	4
07:30 - 07:45	24	6	0	0	0	0	1	30.4	31	11	3	0	0	0	0	0	14.0	14
07:45 - 08:00	20	6	0	0	0	0	0	26.0	26	14	0	0	0	0	0	0	14.0	14
Hourly Total	73	15	1	0	0	0	1	90	90	31	3	1	0	0	0	0	36	35
08:00 - 08:15	23	0	0	0	0	0	1	23.4	24	26	2	0	0	0	0	0	28.0	28
08:15 - 08:30	14	0	0	0	0	0	0	14.0	14	26	2	0	0	0	0	0	28.0	28
08:30 - 08:45	14	1	0	0	0	0	0	15.0	15	15	3	2	0	0	0	0	21.0	20
08:45 - 09:00	44	2	0	0	0	0	0	46.0	46	21	1	0	0	0	0	0	22.0	22
Hourly Total	95	3	0	0	0	0	1	98	99	88	8	2	0	0	0	0	99	98
09:00 - 09:15	20	1	1	0	0	0	0	22.5	22	9	3	0	0	0	0	0	12.0	12
09:15 - 09:30	17	1	0	0	0	0	0	18.0	18	4	2	0	0	0	0	0	6.0	6
09:30 - 09:45	12	4	0	0	0	0	0	16.0	16	4	1	0	0	0	0	0	5.0	5
09:45 - 10:00	9	1	0	0	0	0	0	10.0	10	11	1	0	0	0	0	1	12.4	13
Hourly Total	58	7	1	0	0	0	0	67	66	28	7	0	0	0	0	1	35	36
10:00 - 10:15	20	2	0	0	0	0	0	22.0	22	2	0	0	0	0	0	0	2.0	2
10:15 - 10:30	13	1	0	0	0	0	0	14.0	14	10	5	0	0	0	0	0	15.0	15
10:30 - 10:45	10	0	1	0	0	0	1	11.9	12	10	2	0	0	0	0	0	12.0	12
10:45 - 11:00	10	0	0	0	0	0	0	10.0	10	5	2	1	0	0	0	0	8.5	8
Hourly Total	53	3	1	0	0	0	1	58	58	27	9	1	0	0	0	0	38	37
11:00 - 11:15	12	1	0	0	0	1	0	13.2	14	10	1	0	0	0	0	0	11.0	11
11:15 - 11:30	17	3	0	0	0	0	0	20.0	20	14	1	2	0	0	0	1	18.4	18
11:30 - 11:45	13	1	1	0	0	0	0	15.5	15	9	1	0	0	0	0	1	10.4	11
11:45 - 12:00	12	3	1	0	0	0	0	16.5	16	12	2	1	0	0	0	0	15.5	15
Hourly Total	54	8	2	0	0	1	0	65	65	45	5	3	0	0	0	2	55	55
12:00 - 12:15	9	0	0	0	0	0	0	9.0	9	8	3	0	0	0	0	0	11.0	11
12:15 - 12:30	7	4	1	0	0	0	0	12.5	12	16	2	0	0	0	0	0	18.0	18
12:30 - 12:45	6	2	0	0	0	0	0	8.0	8	8	3	1	0	0	0	0	12.5	12
12:45 - 13:00	13	4	1	0	0	0	0	18.5	18	15	2	0	0	0	0	0	17.0	17
Hourly Total	35	10	2	0	0	0	0	48	47	47	10	1	0	0	0	0	59	58
13:00 - 13:15	16	1	0	0	0	0	1	17.4	18	12	3	0	0	0	0	0	15.0	15
13:15 - 13:30	10	2	0	0	0	0	0	12.0	12	14	2	0	0	0	0	0	16.0	16
13:30 - 13:45	14	1	0	0	0	0	0	15.0	15	11	2	1	0	0	0	0	14.5	14
13:45 - 14:00	13	2	0	0	0	0	0	15.0	15	10	3	0	0	0	0	0	13.0	13
Hourly Total	53	6	0	0	0	0	1	59	60	47	10	1	0	0	0	0	59	58
14:00 - 14:15	14	1	0	0	0	0	0	15.0	15	15	1	0	0	0	0	1	16.4	17
14:15 - 14:30	20	5	0	0	0	0	0	25.0	25	11	1	0	0	0	0	0	12.0	12
14:30 - 14:45	8	3	0	0	0	0	0	11.0	11	16	5	0	0	0	0	0	21.0	21
14:45 - 15:00	15	2	0	0	0	0	0	17.0	17	28	4	0	0	0	0	0	32.0	32
Hourly Total	57	11	0	0	0	0	0	68	68	70	11	0	0	0	0	1	81	82
15:00 - 15:15	12	3	0	0	0	0	0	15.0	15	25	2	0	0	0	0	0	27.0	27
15:15 - 15:30	18	5	0	0	0	0	0	23.0	23	11	0	0	0	0	0	0	11.0	11
15:30 - 15:45	39	2	0	0	0	0	0	41.0	41	9	0	0	0	0	0	0	9.0	9
15:45 - 16:00	16	3	0	0	0	0	0	19.0	19	13	2	0	0	0	0	0	15.0	15
Hourly Total	85	13	0	0	0	0	0	98	98	58	4	0	0	0	0	0	62	62
16:00 - 16:15	13	2	0	0	0	0	0	15.0	15	16	2	0	0	0	0	0	18.0	18
16:15 - 16:30	13	3	0	0	0	0	0	16.0	16	24	3	0	0	0	0	0	27.0	27
16:30 - 16:45	17	1	0	0	0	0	0	18.0	18	15	3	0	0	0	0	0	18.0	18
16:45 - 17:00	7	0	0	0	0	0	0	7.0	7	12	1	0	0	0	0	1	13.4	14
Hourly Total	50	6	0	0	0	0	0	56	56	67	9	0	0	0	0	1	76	77
17:00 - 17:15	12	1	0	0	0	0	0	13.0	13	16	5	0	0	0	0	0	21.0	21
17:15 - 17:30	13	3	0	0	0	0	0	16.0	16	18	2	0	0	0	0	0	20.0	20
17:30 - 17:45	14	0	0	0	0	1	0	14.2	15	22	1	0	0	0	0	0	23.0	23
17:45 - 18:00	15	1	0	0	0	0	0	16.0	16	17	1	0	0	0	0	0	18.0	18
Hourly Total	54	5	0	0	0	1	0	59	60	73	9	0	0	0	0	0	82	82
18:00 - 18:15	14	1	0	0	0	0	0	15.0	15	13	1	0	0	0	0	0	14.0	14
18:15 - 18:30	8	2	0	0	0	0	0	10.0	10	20	2	0	0	0	0	0	22.0	22
18:30 - 18:45	7	0	0	0	0	0	0	7.0	7	11	0	0	0	0	0	0	11.0	11
18:45 - 19:00	3	1	0	0	0	0	0	4.0	4	10	2	0	0	0	0	0	12.0	12
Hourly Total	32	4	0	0	0	0	0	36	36	54	5	0	0	0	0	0	59	59
Session Total	699	91	7	0	0	2	4	803	803	635	98	9	0	0	0	5	741	729

streetwise

Barnham - Manual Traffic Survey: Wednesday, 20 November 2024

Produced by Streetwise Services Ltd.

Junction: A - (North West) B2233 Barnham Road / B - Elm Grove / C - (South East) B2233 Barnham Road / D - Elm Grove South

Approach: C - (South East) B2233 Barnham Road

	C to D									C to A								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	2	0	0	0	0	0	0	2.0	2	67	16	1	0	1	0	1	86.9	86
07:15 - 07:30	5	0	1	0	0	1	0	6.7	7	115	13	2	0	2	4	0	135.8	136
07:30 - 07:45	8	0	0	0	0	0	0	8.0	8	128	20	1	0	1	2	1	152.3	153
07:45 - 08:00	18	1	0	0	0	0	0	19.0	19	131	18	1	0	3	1	1	157.1	155
Hourly Total	33	1	1	0	0	1	0	36	36	441	67	5	0	7	7	3	532	530
08:00 - 08:15	19	0	0	0	0	1	0	19.2	20	115	14	0	0	2	0	0	133.0	131
08:15 - 08:30	24	0	0	0	0	0	0	24.0	24	86	10	0	0	0	0	0	96.0	96
08:30 - 08:45	19	2	0	0	0	1	0	21.2	22	95	9	3	0	0	0	0	108.5	107
08:45 - 09:00	3	0	0	0	0	0	0	3.0	3	85	11	3	0	1	0	1	102.9	101
Hourly Total	65	2	0	0	0	2	0	67	69	381	44	6	0	3	0	1	440	435
09:00 - 09:15	1	0	0	0	0	0	0	1.0	1	87	9	2	0	1	0	0	101.0	99
09:15 - 09:30	2	0	0	0	0	0	0	2.0	2	73	4	3	1	1	1	0	86.0	83
09:30 - 09:45	3	0	0	0	0	0	0	3.0	3	64	4	1	0	0	0	0	69.5	69
09:45 - 10:00	4	0	0	0	0	0	0	4.0	4	75	13	3	0	1	0	0	94.5	92
Hourly Total	10	0	0	0	0	0	0	10	10	299	30	9	1	3	1	0	351	343
10:00 - 10:15	2	0	0	0	0	0	0	2.0	2	80	11	1	0	0	0	0	92.5	92
10:15 - 10:30	3	0	0	0	0	0	0	3.0	3	56	12	0	0	2	1	0	72.2	71
10:30 - 10:45	3	0	0	0	0	0	0	3.0	3	58	8	2	0	0	1	0	69.2	69
10:45 - 11:00	1	0	0	0	0	0	0	1.0	1	69	8	2	0	0	0	0	80.0	79
Hourly Total	9	0	0	0	0	0	0	9	9	263	39	5	0	2	2	0	314	311
11:00 - 11:15	2	0	0	0	0	0	0	2.0	2	67	17	3	0	1	0	0	90.5	88
11:15 - 11:30	1	0	1	0	0	0	0	2.5	2	61	11	2	0	1	0	1	77.4	76
11:30 - 11:45	3	2	0	0	0	0	0	5.0	5	65	11	0	0	0	1	0	76.2	77
11:45 - 12:00	3	0	0	0	0	0	0	3.0	3	73	8	4	0	1	0	0	89.0	86
Hourly Total	9	2	1	0	0	0	0	12	12	266	47	9	0	3	1	1	333	327
12:00 - 12:15	2	0	0	0	0	0	0	2.0	2	77	8	3	0	0	0	0	89.5	88
12:15 - 12:30	5	1	0	0	0	0	0	6.0	6	70	12	0	0	1	0	0	84.0	83
12:30 - 12:45	2	0	0	0	0	0	0	2.0	2	75	12	2	0	0	0	1	90.4	90
12:45 - 13:00	5	0	0	0	0	0	0	5.0	5	61	7	4	0	1	0	0	76.0	73
Hourly Total	14	1	0	0	0	0	0	15	15	283	39	9	0	2	0	1	340	334
13:00 - 13:15	1	0	0	0	0	0	0	1.0	1	69	13	2	0	0	0	1	85.4	85
13:15 - 13:30	5	1	0	0	0	0	0	6.0	6	78	7	2	0	2	2	0	92.4	91
13:30 - 13:45	0	0	1	0	0	0	0	1.5	1	70	11	2	0	0	1	0	84.2	84
13:45 - 14:00	1	0	0	0	0	0	0	1.0	1	60	9	1	0	0	0	1	70.9	71
Hourly Total	7	1	1	0	0	0	0	10	9	277	40	7	0	2	3	2	333	331
14:00 - 14:15	2	0	0	0	0	0	0	2.0	2	79	9	3	1	4	1	0	103.0	97
14:15 - 14:30	0	1	0	0	0	0	0	1.0	1	72	9	2	0	1	0	2	86.8	86
14:30 - 14:45	4	0	0	0	0	0	0	4.0	4	103	10	1	0	1	3	1	117.5	119
14:45 - 15:00	12	0	0	0	0	0	0	12.0	12	86	14	0	0	1	1	0	102.2	102
Hourly Total	18	1	0	0	0	0	0	19	19	340	42	6	1	7	5	3	410	404
15:00 - 15:15	5	1	0	0	0	0	0	6.0	6	75	14	1	0	0	0	0	90.5	90
15:15 - 15:30	9	0	0	0	0	0	0	9.0	9	72	13	3	1	2	0	0	95.8	91
15:30 - 15:45	8	0	0	0	0	0	0	8.0	8	78	9	3	1	1	0	0	95.8	92
15:45 - 16:00	12	1	0	0	0	0	0	13.0	13	84	9	0	0	0	1	1	93.6	95
Hourly Total	34	2	0	0	0	0	0	36	36	309	45	7	2	3	1	1	376	368
16:00 - 16:15	7	1	0	0	0	0	0	8.0	8	73	16	1	0	1	1	1	93.1	93
16:15 - 16:30	7	0	0	0	0	0	0	7.0	7	111	10	1	0	0	1	1	123.1	124
16:30 - 16:45	4	1	0	0	0	0	0	5.0	5	90	8	0	0	1	3	1	101.0	103
16:45 - 17:00	6	0	0	0	0	0	0	6.0	6	70	11	0	0	0	0	1	81.4	82
Hourly Total	24	2	0	0	0	0	0	26	26	344	45	2	0	2	5	4	399	402
17:00 - 17:15	3	1	0	0	0	0	0	4.0	4	63	7	3	0	0	0	2	75.3	75
17:15 - 17:30	2	0	0	0	0	1	0	2.2	3	72	5	1	0	2	1	0	82.7	81
17:30 - 17:45	0	1	0	0	0	0	0	1.0	1	75	4	0	0	0	2	0	79.4	81
17:45 - 18:00	4	2	0	0	0	0	0	6.0	6	74	8	1	0	1	2	0	85.9	86
Hourly Total	9	4	0	0	0	1	0	13	14	284	24	5	0	3	5	2	323	323
18:00 - 18:15	2	0	0	0	0	0	0	2.0	2	87	7	3	0	0	0	0	98.5	97
18:15 - 18:30	4	0	0	0	0	0	0	4.0	4	60	5	0	0	0	2	1	65.8	68
18:30 - 18:45	3	1	0	0	0	0	0	4.0	4	62	6	0	0	1	0	0	70.0	69
18:45 - 19:00	3	1	0	0	0	0	0	4.0	4	86	3	0	0	1	0	0	91.0	90
Hourly Total	12	2	0	0	0	0	0	14	14	295	21	3	0	2	2	1	325	324
Session Total	244	18	3	0	0	4	0	267	269	3782	483	73	4	39	32	19	4476	4432

	C to B									C to C								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	1	1	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
Hourly Total	6	1	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
08:00 - 08:15	5	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	7	2	0	0	0	0	0	9.0	9	4	0	0	0	0	0	0	4.0	4
08:30 - 08:45	4	0	1	0	0	0	0	5.5	5	2	0	0	0	0	0	0	2.0	2
08:45 - 09:00	8	0	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0
Hourly Total	24	2	1	0	0	0	0	28	27	6	0	0	0	0	0	0	6	6
09:00 - 09:15	1	2	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	2	0	0	0	0	0	0	2.0	2	1	0	0	0	0	0	0	1.0	1
09:45 - 10:00	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
Hourly Total	7	2	0	0	0	0	0	9	9	1	0	0	0	0	0	0	1	1
10:00 - 10:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	3	2	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
Hourly Total	8	2	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0
11:00 - 11:15	1	0	0	0	0	0	0	1.0	1	0	1	0	0	0	0	0	1.0	1
11:15 - 11:30	2	1	2	0	0	0	0	6.0	5	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	6	0	0	0	0	0	0	6.0	6	1	0	0	0	0	0	0	1.0	1
Hourly Total	11	1	2	0	0	0	0	15	14	1	1	0	0	0	0	0	2	2
12:00 - 12:15	3	2	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	6	2	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	2	0	1	0	0	0	0	3.5	3	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
Hourly Total	15	4	1	0	0	0	0	21	20	0	0	0	0	0	0	0	0	0
13:00 - 13:15	3	1	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	3	0	1	0	0	0	0	4.5	4	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	8	1	1	0	0	0	0	11	10	0	0	0	0	0	0	0	0	0
14:00 - 14:15	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	1	1	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	8	0	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0
Hourly Total	14	1	0	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0
15:00 - 15:15	14	1	0	0	0	0	0	15.0	15	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	3	1	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
Hourly Total	20	2	0	0	0	0	0	22	22	0	0	0	0	0	0	0	0	0
16:00 - 16:15	5	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	6	1	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	1	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
Hourly Total	14	2	0	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0
17:00 - 17:15	5	1	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	5	1	0	0	0	0	0	6.0	6	1	0	0	0	0	0	0	1.0	1
17:30 - 17:45	5	0	0	0	0	0	0	5.0	5	1	0	0	0	0	0	0	1.0	1
17:45 - 18:00	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
Hourly Total	16	2	0	0	0	0	0	18	18	2	0	0	0	0	0	0	2	2
18:00 - 18:15	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	5	1	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	5	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
Hourly Total	16	1	0	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0
Session Total	159	21	5	0	0	0	0	188	185	10	1	0	0	0	0	0	11	11

	From C									To C								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	70	16	1	0	1	0	1	89.9	89	47	18	0	0	0	1	0	65.2	66
07:15 - 07:30	120	13	3	0	2	5	0	142.5	143	62	11	1	0	2	3	1	79.5	80
07:30 - 07:45	137	21	1	0	1	2	1	162.3	163	76	17	1	0	0	4	1	95.7	99
07:45 - 08:00	153	19	1	0	3	1	1	180.1	178	67	18	2	0	0	0	0	88.0	87
Hourly Total	480	69	6	0	7	8	3	575	573	252	64	4	0	2	8	2	328	332
08:00 - 08:15	139	14	0	0	2	1	0	157.2	156	93	17	1	0	1	0	0	113.5	112
08:15 - 08:30	121	12	0	0	0	0	0	133.0	133	90	13	2	1	0	0	0	108.3	106
08:30 - 08:45	120	11	4	0	0	1	0	137.2	136	102	16	6	1	4	0	0	137.3	129
08:45 - 09:00	96	11	3	0	1	0	1	113.9	112	98	11	2	0	1	0	0	114.0	112
Hourly Total	476	48	7	0	3	2	1	541	537	383	57	11	2	6	0	0	473	459
09:00 - 09:15	89	11	2	0	1	0	0	105.0	103	67	12	1	0	1	1	0	82.7	82
09:15 - 09:30	77	4	3	1	1	1	0	90.0	87	63	9	3	0	1	0	0	78.5	76
09:30 - 09:45	70	4	1	0	0	0	0	75.5	75	51	12	3	0	1	0	0	69.5	67
09:45 - 10:00	81	13	3	0	1	0	0	100.5	98	53	10	3	0	0	0	0	67.5	66
Hourly Total	317	32	9	1	3	1	0	371	363	234	43	10	0	3	1	0	298	291
10:00 - 10:15	82	11	1	0	0	0	0	94.5	94	70	6	1	0	1	3	0	80.1	81
10:15 - 10:30	62	14	0	0	2	1	0	80.2	79	69	13	1	0	0	0	0	83.5	83
10:30 - 10:45	65	8	2	0	0	1	0	76.2	76	61	10	2	0	2	0	0	78.0	75
10:45 - 11:00	71	8	2	0	0	0	0	82.0	81	57	11	0	0	0	0	0	68.0	68
Hourly Total	280	41	5	0	2	2	0	333	330	257	40	4	0	3	3	0	310	307
11:00 - 11:15	70	18	3	0	1	0	0	94.5	92	69	9	5	0	1	1	1	88.1	86
11:15 - 11:30	64	12	5	0	1	0	1	85.9	83	59	11	3	0	0	1	0	74.7	74
11:30 - 11:45	70	13	0	0	0	1	0	83.2	84	72	9	4	0	1	1	0	89.2	87
11:45 - 12:00	83	8	4	0	1	0	0	99.0	96	74	11	2	0	0	0	0	88.0	87
Hourly Total	287	51	12	0	3	1	1	363	355	274	40	14	0	2	3	1	340	334
12:00 - 12:15	82	10	3	0	0	0	0	96.5	95	75	11	2	0	1	2	0	91.4	91
12:15 - 12:30	81	15	0	0	1	0	0	98.0	97	64	6	1	0	0	1	0	71.7	72
12:30 - 12:45	79	12	3	0	0	0	1	95.9	95	49	7	1	0	1	1	0	59.7	59
12:45 - 13:00	70	7	4	0	1	0	0	85.0	82	62	9	3	0	1	2	0	77.9	77
Hourly Total	312	44	10	0	2	0	1	375	369	250	33	7	0	3	6	0	301	299
13:00 - 13:15	73	14	2	0	0	0	1	90.4	90	80	9	2	0	0	0	0	92.0	91
13:15 - 13:30	85	8	2	0	2	2	0	100.4	99	73	11	2	0	2	0	0	91.0	88
13:30 - 13:45	73	11	4	0	0	1	0	90.2	89	63	14	2	0	1	2	0	82.4	82
13:45 - 14:00	61	9	1	0	0	0	1	71.9	72	66	8	1	0	0	1	0	75.7	76
Hourly Total	292	42	9	0	2	3	2	353	350	282	42	7	0	3	3	0	341	337
14:00 - 14:15	82	9	3	1	4	1	0	106.0	100	70	10	2	0	1	0	1	85.4	84
14:15 - 14:30	76	10	2	0	1	0	2	91.8	91	71	9	1	0	0	1	1	82.1	83
14:30 - 14:45	108	11	1	0	1	3	1	123.5	125	91	14	1	0	1	1	0	108.7	108
14:45 - 15:00	106	14	0	0	1	1	0	122.2	122	80	10	0	0	0	1	0	90.2	91
Hourly Total	372	44	6	1	7	5	3	444	438	312	43	4	0	2	3	2	366	366
15:00 - 15:15	94	16	1	0	0	0	0	111.5	111	116	14	1	0	3	0	1	137.9	135
15:15 - 15:30	84	13	3	1	2	0	0	107.8	103	121	9	0	0	1	3	0	132.6	134
15:30 - 15:45	86	9	3	1	1	0	0	103.8	100	118	9	1	0	0	1	0	128.7	129
15:45 - 16:00	99	11	0	0	0	1	1	110.6	112	111	10	1	0	1	0	1	124.9	124
Hourly Total	363	49	7	2	3	1	1	434	426	466	42	3	0	5	4	2	524	522
16:00 - 16:15	85	17	1	0	1	1	1	106.1	106	106	11	2	0	0	2	2	121.2	123
16:15 - 16:30	124	11	1	0	0	1	1	137.1	138	131	14	3	0	1	2	0	151.9	151
16:30 - 16:45	97	9	0	0	1	3	1	109.0	111	136	18	0	0	0	0	0	154.0	154
16:45 - 17:00	76	12	0	0	0	0	1	88.4	89	114	8	2	0	2	0	0	129.0	126
Hourly Total	382	49	2	0	2	5	4	441	444	487	51	7	0	3	4	2	556	554
17:00 - 17:15	71	9	3	0	0	0	2	85.3	85	124	12	4	1	0	6	1	145.9	148
17:15 - 17:30	80	6	1	0	2	2	0	91.9	91	124	9	0	0	1	3	0	135.6	137
17:30 - 17:45	81	5	0	0	0	2	0	86.4	88	124	7	1	0	0	0	0	132.5	132
17:45 - 18:00	79	10	1	0	1	2	0	92.9	93	93	6	0	0	2	0	1	103.4	102
Hourly Total	311	30	5	0	3	6	2	357	357	465	34	5	1	3	9	2	517	519
18:00 - 18:15	93	7	3	0	0	0	0	104.5	103	90	5	1	0	1	0	2	99.3	99
18:15 - 18:30	69	6	0	0	0	2	1	75.8	78	109	15	0	0	1	0	1	126.4	126
18:30 - 18:45	70	7	0	0	1	0	0	79.0	78	65	2	0	0	4	1	0	75.2	72
18:45 - 19:00	91	4	0	0	1	0	0	97.0	96	66	1	0	0	0	0	0	67.0	67
Hourly Total	323	24	3	0	2	2	1	356	355	330	23	1	0	6	1	3	368	364
Session Total	4195	523	81	4	39	36	19	4942	4897	3992	512	77	3	41	45	14	4733	4684

streetwise

Barnham - Manual Traffic Survey: Wednesday, 20 November 2024

Produced by Streetwise Services Ltd.

Junction: A - (North West) B2233 Barnham Road / B - Elm Grove / C - (South East) B2233 Barnham Road / D - Elm Grove South

Approach: D - Elm Grove South

	D to A									D to B								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	4	1	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	6	1	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	8	0	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	10	0	1	0	0	0	0	11.5	11	0	0	0	0	0	0	0	0.0	0
Hourly Total	28	2	1	0	0	0	0	32	31	0	0	0	0	0	0	0	0	0
08:00 - 08:15	9	0	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	25	0	0	0	0	0	0	25.0	25	2	0	0	0	0	0	0	2.0	2
08:30 - 08:45	23	3	0	0	0	0	0	26.0	26	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
Hourly Total	60	3	0	0	0	0	0	63	63	2	0	0	0	0	0	0	2	2
09:00 - 09:15	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	3	1	1	0	0	0	0	5.5	5	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	1	0	0	0	0	1.5	1	0	0	0	0	0	0	0	0.0	0
Hourly Total	7	1	2	0	0	0	0	11	10	0	0	0	0	0	0	0	0	0
10:00 - 10:15	2	1	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	4	1	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	8	0	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0
Hourly Total	18	2	0	0	0	0	0	20	20	0	0	0	0	0	0	0	0	0
11:00 - 11:15	1	0	0	0	0	1	0	1.2	2	0	1	0	0	0	0	0	1.0	1
11:15 - 11:30	7	2	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	6	1	1	0	0	0	0	8.5	8	0	1	0	0	0	0	0	1.0	1
11:45 - 12:00	3	2	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
Hourly Total	17	5	1	0	0	1	0	24	24	0	2	0	0	0	0	0	2	2
12:00 - 12:15	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	8	3	0	0	0	0	0	11.0	11	0	1	0	0	0	0	0	1.0	1
12:45 - 13:00	3	0	0	0	0	0	0	3.0	3	1	0	0	0	0	0	0	1.0	1
Hourly Total	16	3	0	0	0	0	0	19	19	1	1	0	0	0	0	0	2	2
13:00 - 13:15	2	0	0	0	0	0	0	2.0	2	1	0	0	0	0	0	0	1.0	1
13:15 - 13:30	1	0	0	0	0	0	0	1.0	1	0	1	0	0	0	0	0	1.0	1
13:30 - 13:45	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	1	1	0	0	0	1	0	2.2	3	0	0	0	0	0	0	0	0.0	0
Hourly Total	8	1	0	0	0	1	0	9	10	1	1	0	0	0	0	0	2	2
14:00 - 14:15	2	0	0	0	0	0	0	2.0	2	1	0	0	0	0	0	0	1.0	1
14:15 - 14:30	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	4	1	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	5	2	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
Hourly Total	14	3	0	0	0	0	0	17	17	1	0	0	0	0	0	0	1	1
15:00 - 15:15	18	2	0	0	0	1	0	20.2	21	1	0	0	0	0	0	0	1.0	1
15:15 - 15:30	12	0	0	0	0	1	0	12.2	13	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	12	1	0	0	0	0	0	13.0	13	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	12	0	0	0	0	1	0	12.2	13	0	0	0	0	0	0	0	0.0	0
Hourly Total	54	3	0	0	0	3	0	58	60	1	0	0	0	0	0	0	1	1
16:00 - 16:15	27	1	0	0	0	1	1	28.6	30	2	0	0	0	0	0	0	2.0	2
16:15 - 16:30	14	2	0	0	0	1	0	16.2	17	0	1	0	0	0	0	0	1.0	1
16:30 - 16:45	8	0	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	8	0	1	0	0	0	0	9.5	9	0	0	0	0	0	0	0	0.0	0
Hourly Total	57	3	1	0	0	2	1	62	64	2	1	0	0	0	0	0	3	3
17:00 - 17:15	5	1	0	0	0	0	0	6.0	6	0	1	0	0	0	0	0	1.0	1
17:15 - 17:30	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	6	0	0	0	0	0	1	6.4	7	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	2	1	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
Hourly Total	17	2	0	0	0	0	1	19	20	0	1	0	0	0	0	0	1	1
18:00 - 18:15	6	0	0	0	0	0	0	6.0	6	1	0	0	0	0	0	0	1.0	1
18:15 - 18:30	2	0	0	0	0	0	0	2.0	2	1	0	0	0	0	0	0	1.0	1
18:30 - 18:45	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	3	1	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
Hourly Total	13	1	0	0	0	0	0	14	14	2	0	0	0	0	0	0	2	2
Session Total	309	29	5	0	0	7	2	348	352	10	6	0	0	0	0	0	16	16

	D to C									D to D								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	2	0	0	0	0	1	0	2.2	3	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	1	1	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	6	0	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
Hourly Total	9	1	0	0	0	1	0	10	11	0	0	0	0	0	0	0	0	0
08:00 - 08:15	7	2	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	10	1	0	0	0	0	0	11.0	11	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	15	2	0	0	0	0	0	17.0	17	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	9	1	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
Hourly Total	41	6	0	0	0	0	0	47	47	0	0	0	0	0	0	0	0	0
09:00 - 09:15	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	2	0	1	0	0	0	0	3.5	3	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
Hourly Total	7	0	1	0	0	0	0	9	8	0	0	0	0	0	0	0	0	0
10:00 - 10:15	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	5	1	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	1	1	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
Hourly Total	11	2	0	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0
11:00 - 11:15	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	3	1	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
Hourly Total	8	1	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
12:00 - 12:15	6	0	0	0	0	1	0	6.2	7	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
Hourly Total	15	0	0	0	0	1	0	15	16	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	1	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	2	1	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	2	1	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
Hourly Total	5	3	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
14:00 - 14:15	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	2	2	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	2	0	0	0	0	1	0	2.2	3	0	0	0	0	0	0	0	0.0	0
Hourly Total	7	2	0	0	0	1	0	9	10	0	0	0	0	0	0	0	0	0
15:00 - 15:15	15	1	0	0	0	0	0	16.0	16	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	11	0	0	0	0	0	0	11.0	11	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	9	0	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	12	0	0	0	0	0	0	12.0	12	0	0	0	0	0	0	0	0.0	0
Hourly Total	47	1	0	0	0	0	0	48	48	0	0	0	0	0	0	0	0	0
16:00 - 16:15	8	0	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	9	1	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	13	0	0	0	0	0	0	13.0	13	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	6	0	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
Hourly Total	36	1	0	0	0	0	0	37	37	0	0	0	0	0	0	0	0	0
17:00 - 17:15	5	0	0	0	0	1	0	5.2	6	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	4	1	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
Hourly Total	11	1	0	0	0	1	0	12	13	0	0	0	0	0	0	0	0	0
18:00 - 18:15	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
Hourly Total	11	0	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0
Session Total	208	18	1	0	0	4	0	228	231	0	0	0	0	0	0	0	0	0

	From D									To D								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	4	1	0	0	0	0	0	5.0	5	4	1	0	0	0	0	0	5.0	5
07:15 - 07:30	8	1	0	0	0	1	0	9.2	10	14	0	1	0	0	1	0	15.7	16
07:30 - 07:45	9	1	0	0	0	0	0	10.0	10	20	0	0	0	0	0	1	20.4	21
07:45 - 08:00	16	0	1	0	0	0	0	17.5	17	37	1	0	0	0	0	0	38.0	38
Hourly Total	37	3	1	0	0	1	0	42	42	75	2	1	0	0	1	1	79	80
08:00 - 08:15	16	2	0	0	0	0	0	18.0	18	39	2	0	0	0	1	0	41.2	42
08:15 - 08:30	37	1	0	0	0	0	0	38.0	38	51	3	0	0	0	0	0	54.0	54
08:30 - 08:45	38	5	0	0	0	0	0	43.0	43	26	3	0	0	0	2	0	29.4	31
08:45 - 09:00	12	1	0	0	0	0	0	13.0	13	8	1	1	0	0	0	0	10.5	10
Hourly Total	103	9	0	0	0	0	0	112	112	124	9	1	0	0	3	0	135	137
09:00 - 09:15	4	0	0	0	0	0	0	4.0	4	4	0	1	0	0	0	0	5.5	5
09:15 - 09:30	3	0	1	0	0	0	0	4.5	4	4	0	1	0	0	0	0	5.5	5
09:30 - 09:45	4	1	1	0	0	0	0	6.5	6	5	0	0	0	0	0	0	5.0	5
09:45 - 10:00	3	0	1	0	0	0	0	4.5	4	4	2	0	0	0	0	0	6.0	6
Hourly Total	14	1	3	0	0	0	0	20	18	17	2	2	0	0	0	0	22	21
10:00 - 10:15	6	1	0	0	0	0	0	7.0	7	4	1	0	0	0	0	0	5.0	5
10:15 - 10:30	9	1	0	0	0	0	0	10.0	10	5	2	0	0	0	0	0	7.0	7
10:30 - 10:45	5	2	0	0	0	0	0	7.0	7	5	0	0	0	0	0	0	5.0	5
10:45 - 11:00	9	0	0	0	0	0	0	9.0	9	4	1	0	0	0	0	0	5.0	5
Hourly Total	29	4	0	0	0	0	0	33	33	18	4	0	0	0	0	0	22	22
11:00 - 11:15	3	1	0	0	0	1	0	4.2	5	6	1	0	0	0	0	0	7.0	7
11:15 - 11:30	8	2	0	0	0	0	0	10.0	10	7	0	1	0	0	0	0	8.5	8
11:30 - 11:45	9	3	1	0	0	0	0	13.5	13	6	4	0	0	0	0	0	10.0	10
11:45 - 12:00	5	2	0	0	0	0	0	7.0	7	4	0	0	0	0	0	0	4.0	4
Hourly Total	25	8	1	0	0	1	0	35	35	23	5	1	0	0	0	0	30	29
12:00 - 12:15	9	0	0	0	0	1	0	9.2	10	4	0	0	0	0	0	0	4.0	4
12:15 - 12:30	4	0	0	0	0	0	0	4.0	4	8	3	0	0	0	0	0	11.0	11
12:30 - 12:45	11	4	0	0	0	0	0	15.0	15	10	1	0	0	0	0	0	11.0	11
12:45 - 13:00	8	0	0	0	0	0	0	8.0	8	9	1	0	0	0	0	0	10.0	10
Hourly Total	32	4	0	0	0	1	0	36	37	31	5	0	0	0	0	0	36	36
13:00 - 13:15	3	1	0	0	0	0	0	4.0	4	6	1	0	0	0	0	0	7.0	7
13:15 - 13:30	3	2	0	0	0	0	0	5.0	5	10	1	0	0	0	0	0	11.0	11
13:30 - 13:45	6	1	0	0	0	0	0	7.0	7	2	0	1	0	0	0	0	3.5	3
13:45 - 14:00	2	1	0	0	0	1	0	3.2	4	2	0	0	0	0	0	0	2.0	2
Hourly Total	14	5	0	0	0	1	0	19	20	20	2	1	0	0	0	0	24	23
14:00 - 14:15	4	0	0	0	0	0	0	4.0	4	6	1	0	0	0	0	0	7.0	7
14:15 - 14:30	5	0	0	0	0	0	0	5.0	5	3	2	0	0	0	0	0	5.0	5
14:30 - 14:45	6	3	0	0	0	0	0	9.0	9	7	2	0	0	0	0	0	9.0	9
14:45 - 15:00	7	2	0	0	0	1	0	9.2	10	23	0	0	0	0	0	0	23.0	23
Hourly Total	22	5	0	0	0	1	0	27	28	39	5	0	0	0	0	0	44	44
15:00 - 15:15	34	3	0	0	0	1	0	37.2	38	14	1	0	0	0	0	0	15.0	15
15:15 - 15:30	23	0	0	0	0	1	0	23.2	24	24	0	0	0	0	0	0	24.0	24
15:30 - 15:45	21	1	0	0	0	0	0	22.0	22	22	1	0	0	0	0	0	23.0	23
15:45 - 16:00	24	0	0	0	0	1	0	24.2	25	20	1	0	0	0	0	0	21.0	21
Hourly Total	102	4	0	0	0	3	0	107	109	80	3	0	0	0	0	0	83	83
16:00 - 16:15	37	1	0	0	0	1	1	38.6	40	15	2	0	0	0	0	0	17.0	17
16:15 - 16:30	23	4	0	0	0	1	0	27.2	28	9	2	0	0	0	0	0	11.0	11
16:30 - 16:45	21	0	0	0	0	0	0	21.0	21	14	2	0	0	0	0	0	16.0	16
16:45 - 17:00	14	0	1	0	0	0	0	15.5	15	11	2	0	0	0	0	1	13.4	14
Hourly Total	95	5	1	0	0	2	1	102	104	49	8	0	0	0	0	1	57	58
17:00 - 17:15	10	2	0	0	0	1	0	12.2	13	13	3	0	0	0	0	0	16.0	16
17:15 - 17:30	5	0	0	0	0	0	0	5.0	5	3	1	0	0	0	1	0	4.2	5
17:30 - 17:45	10	1	0	0	0	0	1	11.4	12	4	2	0	0	0	0	0	6.0	6
17:45 - 18:00	3	1	0	0	0	0	0	4.0	4	14	3	0	0	0	0	0	17.0	17
Hourly Total	28	4	0	0	0	1	1	33	34	34	9	0	0	0	1	0	43	44
18:00 - 18:15	10	0	0	0	0	0	0	10.0	10	6	0	0	0	0	0	0	6.0	6
18:15 - 18:30	7	0	0	0	0	0	0	7.0	7	9	0	0	0	0	0	0	9.0	9
18:30 - 18:45	2	0	0	0	0	0	0	2.0	2	8	1	0	0	0	0	0	9.0	9
18:45 - 19:00	7	1	0	0	0	0	0	8.0	8	6	1	0	0	0	0	0	7.0	7
Hourly Total	26	1	0	0	0	0	0	27	27	29	2	0	0	0	0	0	31	31
Session Total	527	53	6	0	0	11	2	592	599	539	56	6	0	0	5	2	606	608

streetwise

Barnham: Queue Length Survey - Wednesday, 20 November 2024

Produced by Streetwise Services Ltd.

Junction: A - (North West) B2233 Barnham Road / B - Elm Grove / C - (South East) B2233 Barnham Road / D - Elm Grove South

	A - (North West) B2233 Barnham Road										B - Elm Grove										C - (South East) B2233 Barnham Road										D - Elm Grove South									
	Lane 1										Lane 1										Lane 1										Lane 1									
	Vehicle Numbers									PCU Values	Vehicle Numbers									PCU Values	Vehicle Numbers									PCU Values	Vehicle Numbers									PCU Values
	CAR	LGV	OGV1	OGV2	BUS	PEDCYCLE	MOTORCYCLE		Total Length	Total PCU	CAR	LGV	OGV1	OGV2	BUS	PEDCYCLE	MOTORCYCLE		Total Length	Total PCU	CAR	LGV	OGV1	OGV2	BUS	PEDCYCLE	MOTORCYCLE		Total Length	Total PCU	CAR	LGV	OGV1	OGV2	BUS	PEDCYCLE	MOTORCYCLE		Total Length	Total PCU
Survey Period	MAX	MAX	MAX	MAX	MAX	MAX	MAX				MAX	MAX	MAX	MAX	MAX	MAX	MAX				MAX	MAX	MAX	MAX	MAX	MAX	MAX				MAX	MAX	MAX	MAX	MAX	MAX	MAX			
07:00 - 07:05	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07:05 - 07:10	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07:10 - 07:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07:15 - 07:20	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:20 - 07:25	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07:25 - 07:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
07:30 - 07:35	5	0	0	0	0	0	0	5	5	5	1	2	0	0	0	0	0	3	3	3	2	0	0	0	0	0	0	2	2	2	1	0	0	0	0	0	0	0	0	0
07:35 - 07:40	4	0	0	0	0	0	0	4	4	4	1	2	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	1	1
07:40 - 07:45	2	0	0	0	0	0	0	2	2	2	2	1	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07:45 - 07:50	7	2	0	0	0	0	0	9	9	9	2	0	0	0	0	0	0	2	2	2	7	2	0	0	0	0	0	0	9	9	0	0	1	0	0	0	0	1	1	1
07:50 - 07:55	3	0	0	0	0	0	0	3	3	3	2	0	0	0	0	0	0	2	2	2	13	4	0	0	0	0	1	0	18	18	1	0	0	0	0	0	0	0	1	1
07:55 - 08:00	1	0	0	0	0	0	1	1	1	1	4	1	0	0	0	0	0	5	5	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	2	2
08:00 - 08:05	4	1	0	0	0	0	7	7	7	7	3	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
08:05 - 08:10	5	1	0	0	0	0	4	6	4	4	2	0	0	0	0	0	0	2	2	2	7	0	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	1	1
08:10 - 08:15	11	1	0	0	0	0	12	12	12	12	2	0	0	0	0	0	0	2	2	2	6	0	0	0	0	0	0	0	6	6	1	0	0	0	0	0	0	0	2	2
08:15 - 08:20	4	0	0	0	0	0	4	4	4	4	2	0	0	0	0	0	0	2	2	2	4	0	0	0	0	0	0	0	4	4	1	0	0	0	0	0	1	1	1	1
08:20 - 08:25	8	2	0	0	0	0	10	10	10	10	1	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	2	2
08:25 - 08:30	0	2	1	0	0	0	12	13	13	13	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2
08:30 - 08:35	8	0	0	0	0	0	8	8	8	8	4	0	0	0	0	0	0	4	0	4	6	0	0	0	0	0	0	0	6	6	1	0	0	0	0	0	0	0	4	4
08:35 - 08:40	4	2	0	0	0	0	6	6	6	6	1	0	0	0	0	0	0	1	0	1	7	1	0	0	0	0	0	0	8	8	1	0	0	0	0	0	0	0	3	3
08:40 - 08:45	0	0	0	0	0	0	4	4	4	4	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	2	2
08:45 - 08:50	4	0	1	0	0	0	5	6	6	6	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5	5	1	0	0	0	0	0	0	0	2	2
08:50 - 08:55	1	0	0	0	0	0	1	1	7	6	0	0	0	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:55 - 09:00	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	4	0	4	2	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	1	1
09:00 - 09:05	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
09:05 - 09:10	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
09:10 - 09:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:20	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	0	2	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
09:20 - 09:25	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:25 - 09:30	1	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
09:30 - 09:35	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:35 - 09:40	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
09:40 - 09:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
09:45 - 09:50	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
09:50 - 09:55	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
09:55 - 10:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
10:00 - 10:05	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
10:05 - 10:10	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:10 - 10:15	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
10:15 - 10:20	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
10:20 - 10:25	2	0	0	0	0	0	2	2	3	3	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
10:25 - 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	0	0	0	0	0	1	0	0	0	0	0	1	1	2	2
10:30 - 10:35	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1
10:35 - 10:40	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
10:40 - 10:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
10:45 - 10:50	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1
10:50 - 10:55	1	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:55 - 11:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
11:00 - 11:05	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
11:05 - 11:10	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
11:10 - 11:15	2	0	0	0	0	0	1	3	3	3	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
11:15 - 11:20	2	0	0	0	0	0	0	2	2	2	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
11:20 - 11:25	1	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
11:25 - 11:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:35	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
11:35 - 11:40	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	0	1
11:40 - 11:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 11:50	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
11:50 - 11:55	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	0	2	4	0	0	0	0	0	0	0	4	4	1	0	0	0	0	0	0	0	0	0
11:55 - 12:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	2	4	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	1	1
12:00 - 12:05	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:05 - 12:10	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	2	2
12:10 - 12:15	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1
12:15 - 12:20	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
12:20 - 12:25	0	1	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	1	0	1	3	0	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	1	1
12:25 - 12:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:30 - 12:35	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:35 - 12:40	1	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
12:40 - 12:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
12:45 - 12:50	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
12:50 - 12:55	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0
12:55 - 13:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:05	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
13:05 - 13:10	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
13:10 - 13:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
13:15 - 13:20	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
13:20 - 13:25	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
13:25 - 13:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
13:30 - 13:35	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
13:35 - 13:40	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
13:40 - 13:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
13:45 - 13:50	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
13:50 - 13:55	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
13:55 - 14:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0

streetwise

Barnham - Manual Traffic Survey: Wednesday, 20 November 2024

Produced by Streetwise Services Ltd.

Junction: A - Lake Lane / B - B2233 Yapton Road / C - B2233 Barnham Road

Approach: A - Lake Lane

	A to B									A to C									A to A								
TIME	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MCYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MCYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MCYCLE	PCU	TOTAL
07:00 - 07:15	6	1	0	0	0	0	0	7.9	7	18	2	0	0	0	0	0	28.0	20	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	11	1	1	0	0	0	0	13.5	13	20	3	0	0	0	0	0	23.0	23	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	10	1	0	0	0	1	0	11.2	12	21	3	0	0	0	0	0	24.0	24	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	11	2	0	0	0	0	0	13.8	13	29	4	0	0	1	1	0	35.2	35	0	0	0	0	0	0	0	0.0	0
Hourly Total	**38**	**5**	**1**	**0**	**0**	**1**	**0**	**45**	**45**	**88**	**12**	**0**	**0**	**1**	**1**	**0**	**102**	**102**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	13	0	0	0	0	0	0	13.0	13	42	5	0	0	0	0	0	47.0	47	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	14	1	0	0	0	0	1	15.4	16	26	5	0	0	0	0	0	31.0	31	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	16	0	0	0	0	0	0	16.0	16	17	3	0	0	0	1	0	20.2	21	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	40	1	0	0	0	0	0	41.0	41	31	5	0	0	0	0	0	36.0	36	0	0	0	0	0	0	0	0.0	0
Hourly Total	**83**	**2**	**0**	**0**	**0**	**0**	**1**	**85**	**86**	**116**	**18**	**0**	**0**	**0**	**1**	**0**	**134**	**135**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	15	1	0	0	0	0	0	16.0	16	30	3	1	0	0	0	0	34.5	34	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	9	0	0	0	1	0	0	9.2	10	15	2	3	0	0	0	0	21.0	20	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	20	0	0	0	0	0	0	20.0	20	13	1	0	0	0	0	0	14.0	14	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	5	1	0	0	2	0	0	6.4	8	11	5	0	0	0	0	0	16.0	16	0	0	0	0	0	0	0	0.0	0
Hourly Total	**49**	**2**	**0**	**0**	**3**	**0**	**0**	**52**	**54**	**69**	**11**	**4**	**0**	**0**	**0**	**0**	**86**	**84**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	11	2	1	0	0	0	0	14.5	14	28	6	0	0	0	0	0	34.0	34	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	9	1	1	0	1	0	0	11.7	12	18	4	0	0	1	0	0	24.0	23	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	13	0	0	0	0	0	0	13.0	13	27	4	0	0	0	0	0	31.0	31	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	7	4	0	0	0	0	0	11.0	11	14	3	0	0	1	0	0	19.0	18	0	0	0	0	0	0	0	0.0	0
Hourly Total	**40**	**7**	**2**	**0**	**0**	**1**	**0**	**50**	**50**	**85**	**19**	**0**	**0**	**2**	**0**	**0**	**108**	**106**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	6	2	2	0	1	0	0	11.2	11	26	6	2	0	0	0	0	35.0	34	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	10	1	1	0	0	0	0	12.5	12	17	3	1	0	0	1	0	21.7	22	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	5	2	0	1	0	1	1	9.9	10	22	3	0	0	0	0	0	25.0	25	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	10	3	0	0	0	0	0	13.0	13	15	2	2	0	0	0	0	20.0	19	0	0	0	0	0	0	0	0.0	0
Hourly Total	**31**	**8**	**3**	**1**	**0**	**2**	**1**	**47**	**46**	**80**	**14**	**5**	**0**	**0**	**1**	**0**	**102**	**100**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	3	1	0	0	0	0	0	4.0	4	20	4	0	0	0	0	0	24.0	24	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	13	0	0	0	0	0	0	13.0	13	16	5	0	0	0	0	0	21.0	21	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	8	1	1	1	0	0	0	12.8	11	25	4	1	0	0	1	0	30.7	31	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	4	0	1	0	0	0	0	5.5	5	16	3	0	0	0	0	0	19.0	19	0	0	0	0	0	0	0	0.0	0
Hourly Total	**28**	**2**	**2**	**1**	**0**	**0**	**0**	**35**	**33**	**77**	**16**	**1**	**0**	**0**	**0**	**0**	**95**	**95**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
13:00 - 13:15	10	1	2	0	0	0	0	14.0	13	26	8	0	0	0	1	1	34.6	36	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	12	0	0	0	3	0	0	12.6	15	16	1	0	0	0	0	0	17.0	17	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	3	3	0	0	0	0	0	6.0	6	13	1	1	0	0	0	0	15.5	15	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	15	4	0	0	0	0	0	19.0	19	21	2	1	0	0	1	0	24.0	25	0	0	0	0	0	0	0	0.0	0
Hourly Total	**40**	**8**	**2**	**0**	**3**	**0**	**0**	**52**	**53**	**76**	**12**	**2**	**0**	**0**	**1**	**1**	**92**	**93**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
14:00 - 14:15	10	2	0	0	0	0	0	12.0	12	22	3	1	0	1	0	0	28.5	27	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	9	4	0	0	0	0	0	13.0	13	14	0	1	0	0	0	1	15.9	16	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	17	2	0	0	0	0	0	19.0	19	34	3	0	0	0	2	0	37.4	39	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	17	1	0	0	0	0	0	18.0	18	20	6	0	0	0	0	0	26.0	26	0	0	0	0	0	0	0	0.0	0
Hourly Total	**53**	**9**	**0**	**0**	**0**	**0**	**0**	**62**	**62**	**90**	**12**	**2**	**0**	**1**	**2**	**1**	**108**	**108**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	9	1	0	0	0	0	0	10.0	10	24	5	0	0	0	0	0	29.0	29	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	23	2	1	0	0	0	0	25.5	25	23	2	0	0	0	2	0	25.4	27	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	35	1	0	0	0	0	0	36.0	36	30	1	1	0	1	1	0	34.7	34	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	18	1	0	0	0	0	0	19.0	19	18	1	0	0	0	1	0	19.2	20	0	0	0	0	0	0	0	0.0	0
Hourly Total	**85**	**5**	**1**	**0**	**0**	**0**	**0**	**92**	**91**	**95**	**9**	**1**	**0**	**1**	**4**	**0**	**109**	**110**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	18	2	0	0	2	0	0	20.4	22	19	3	0	0	1	0	0	22.2	23	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	13	2	0	0	0	0	0	15.0	15	34	2	0	0	0	1	1	36.6	38	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	21	5	1	0	0	1	0	27.9	28	32	2	0	0	0	1	0	34.2	35	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	21	4	0	0	1	0	0	25.2	26	28	1	0	0	0	0	0	29.0	29	0	0	0	0	0	0	0	0.0	0
Hourly Total	**73**	**13**	**1**	**0**	**3**	**1**	**0**	**89**	**91**	**113**	**8**	**0**	**0**	**1**	**3**	**1**	**122**	**125**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	19	3	1	0	0	1	0	23.7	24	24	2	0	0	0	0	0	28.0	26	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	16	3	0	0	0	0	0	19.0	19	22	3	0	0	0	1	0	25.2	26	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	14	0	1	0	0	0	0	15.5	15	21	1	0	0	0	0	0	22.0	22	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	23	1	0	0	0	0	0	24.8	24	21	1	0	0	0	0	0	22.0	22	0	0	0	0	0	0	0	0.0	0
Hourly Total	**72**	**7**	**2**	**0**	**0**	**1**	**0**	**82**	**82**	**88**	**7**	**0**	**0**	**0**	**1**	**0**	**97**	**96**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	15	1	0	0	0	1	0	16.4	17	16	2	1	0	0	0	0	19.5	19	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	15	2	0	0	0	0	0	17.0	17	22	2	0	0	0	0	1	24.4	25	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	15	0	0	0	0	0	0	15.0	15	14	0	0	0	0	2	0	14.4	16	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	9	1	0	0	0	0	0	10.0	10	16	2	0	0	0	0	0	20.0	20	0	0	0	0	0	0	0	0.0	0
Hourly Total	**54**	**4**	**0**	**0**	**0**	**1**	**0**	**59**	**59**	**68**	**6**	**1**	**0**	**0**	**2**	**1**	**78**	**80**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**646**	**72**	**14**	**2**	**0**	**14**	**4**	**748**	**752**	**1047**	**144**	**16**	**0**	**5**	**17**	**5**	**1230**	**1234**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	From A									To A								
TIME	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MCYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MCYCLE	PCU	TOTAL
07:00 - 07:15	24	3	0	0	0	0	0	27.0	27	23	9	1	0	0	1	0	33.7	34
07:15 - 07:30	31	4	1	0	0	0	0	36.5	36	26	2	0	0	0	2	1	28.8	31
07:30 - 07:45	31	4	0	0	0	1	0	35.2	36	32	5	0	0	0	5	1	38.4	43
07:45 - 08:00	40	6	0	0	1	1	0	48.2	48	8	1	0	0	0	0	0	57.5	57
Hourly Total	**126**	**17**	**1**	**0**	**1**	**2**	**0**	**147**	**147**	**129**	**24**	**2**	**0**	**0**	**8**	**2**	**158**	**165**
08:00 - 08:15	55	5	0	0	0	0	0	60.0	60	53	4	1	0	0	0	1	58.7	59
08:15 - 08:30	40	6	0	0	0	0	1	46.4	47	52	8	0	0	0	0	0	60.0	60
08:30 - 08:45	33	3	0	0	0	1	0	36.2	37	50	4	1	0	0	0	0	55.5	55
08:45 - 09:00	71	6	0	0	0	0	0	77.0	77	35	5	1	0	0	1	0	43.5	42
Hourly Total	**199**	**20**	**0**	**0**	**0**	**1**	**1**	**220**	**221**	**190**	**21**	**3**	**0**	**0**	**1**	**1**	**218**	**216**
09:00 - 09:15	45	4	1	0	0	0	0	50.0	50	30	5	0	0	0	0	1	35.2	36
09:15 - 09:30	24	2	3	0	0	1	0	30.7	30	16	4	0	0	0	0	0	20.0	20
09:30 - 09:45	33	1	0	0	0	0	0	34.0	34	13	4	1	0	0	1	0	18.7	19
09:45 - 10:00	16	6	0	0	2	0	0	22.4	24	33	7	2	0	0	0	0	43.0	42
Hourly Total	**118**	**13**	**4**	**0**	**0**	**3**	**0**	**138**	**138**	**92**	**20**	**3**	**0**	**0**	**2**	**0**	**117**	**117**
10:00 - 10:15	37	10	1	0	0	0	0	48.5	48	26	10	1	0	0	1	0	37.7	38
10:15 - 10:30	27	5	1	0	1	1	0	35.7	35	22	5	0	0	0	0	0	28.2	33
10:30 - 10:45	40	4	0	0	0	0	0	44.0	44	19	2	1	0	0	0	0	22.5	22
10:45 - 11:00	21	7	0	0	0	1	0	30.0	29	26	5	0	0	0	1	0	31.2	32
Hourly Total	**125**	**26**	**2**	**0**	**2**	**1**	**0**	**158**	**156**	**93**	**22**	**2**	**0**	**0**	**2**	**0**	**120**	**125**
11:00 - 11:15	32	8	4	0	0	1	0	46.2	45	31	6	1	0	0	2	0	38.3	40
11:15 - 11:30	27	4	2	0	0	1	0	34.2	34	33	4	1	0	0	0	0	38.5	38
11:30 - 11:45	27	5	0	1	0	1	1	34.9	35	28	5	3	0	0	3	0	38.1	39
11:45 - 12:00	25	5	2	0	0	0	0	33.0	32	25	2	1	0	0	0	0	28.5	28
Hourly Total	**111**	**22**	**8**	**1**	**0**	**3**	**1**	**148**	**146**	**117**	**17**	**6**	**0**	**0**	**5**	**0**	**144**	**145**
12:00 - 12:15	23	5	0	0	0	0	0	28.0	28	26	5	0	0	0	0	0	31.6	31
12:15 - 12:30	29	5	0	0	0	0	0	34.0	34	29	8	0	0	0	1	0	37.2	38
12:30 - 12:45	33	5	2	1	0	1	0	43.5	42	23	3	0	0	0	1	0	26.2	27
12:45 - 13:00	20	3	1	0	0	0	0	24.5	24	26	4	1	0	0	0	0	31.5	31
Hourly Total	**105**	**18**	**3**	**1**	**0**	**1**	**0**	**130**	**128**	**104**	**20**	**1**	**0**	**0**	**2**	**0**	**126**	**127**
13:00 - 13:15	36	9	2	0	0	1	1	48.6	49	23	1	0	0	1	0	0	26.0	25
13:15 - 13:30	28	1	0	0	3	0	0	29.6	32	34	7	1	0	1	0	0	44.5	43
13:30 - 13:45	16	4	1	0	0	0	0	21.3	21	25	5	0	0	2	0	0	30.4	32
13:45 - 14:00	36	6	1	0	0	0	1	43.9	44	25	3	0	0	2	0	0	28.4	30
Hourly Total	**116**	**20**	**4**	**0**	**3**	**1**	**2**	**144**	**146**	**107**	**16**	**1**	**0**	**2**	**4**	**0**	**129**	**130**
14:00 - 14:15	32	5	1	0	1	0	0	40.5	39	29	2	1	0	0	0	0	32.5	32
14:15 - 14:30	23	4	1	0	0	0	1	28.9	29	31	4	0	0	0	2	0	35.4	37
14:30 - 14:45	51	5	0	0	0	2	0	56.4	58	30	4	0	0	0	0	0	33.0	30
14:45 - 15:00	37	7	0	0	0	0	0	44.0	44	44	5	0	0	0	0	1	49.4	50
Hourly Total	**143**	**21**	**2**	**0**	**1**	**2**	**1**	**170**	**170**	**134**	**15**	**1**	**0**	**0**	**2**	**1**	**150**	**150**
15:00 - 15:15	33	6	0	0	0	0	0	39.0	39	53	8	1	0	0	3	0	61.6	64
15:15 - 15:30	46	4	1	0	0	2	0	51.9	53	49	3	1	0	0	0	1	53.0	54
15:30 - 15:45	65	2	1	0	1	1	0	70.7	70	43	6	0	0	0	0	2	49.8	51
15:45 - 16:00	36	2	0	0	0	1	0	38.2	39	43	5	0	0	0	0	0	48.0	48
Hourly Total	**180**	**14**	**2**	**0**	**1**	**4**	**0**	**200**	**201**	**188**	**22**	**1**	**0**	**0**	**3**	**3**	**213**	**217**
16:00 - 16:15	37	5	0	0	0	3	0	42.6	43	35	3	0	0	0	0	1	36.0	40
16:15 - 16:30	47	4	0	0	0	1	1	51.6	53	45	1	1	0	0	1	0	47.7	46
16:30 - 16:45	53	7	1	0	0	1	1	62.1	63	45	5	1	0	0	0	0	53.8	52
16:45 - 17:00	49	5	0	0	0	1	0	54.2	55	43	0	0	0	0	0	0	43.0	43
Hourly Total	**186**	**21**	**1**	**0**	**0**	**6**	**2**	**211**	**216**	**168**	**9**	**2**	**1**	**0**	**2**	**1**	**183**	**183**
17:00 - 17:15	43	5	1	0	0	1	0	49.7	50	39	2	1	0	0	1	0	44.5	43
17:15 - 17:30	38	6	0	0	0	1	0	44.2	45	28	3	0	0	1	1	0	33.2	33
17:30 - 17:45	35	1	1	0	0	0	0	37.5	37	36	6	0	0	0	1	0	42.2	43
17:45 - 18:00	44	2	0	0	0	0	0	46.0	46	31	2	0	0	0	0	0	33.0	33
Hourly Total	**160**	**14**	**2**	**0**	**0**	**2**	**0**	**177**	**178**	**134**	**13**	**1**	**0**	**0**	**2**	**0**	**153**	**152**
18:00 - 18:15	31	3	1	0	0	0	1	35.9	36	27	4	0	0	0	0	1	31.4	32
18:15 - 18:30	37	4	0	0	0	0	1	41.4	42	24	3	0	0	0	0	1	27.4	28
18:30 - 18:45	29	0	0	0	0	2	0	29.4	31	26	3	1	0	0	2	0	30.9	32
18:45 - 19:00	27	3	0	0	0	0	0	30.0	30	31	1	0	0	0	1	0	32.2	33
Hourly Total	**124**	**10**	**1**	**0**	**0**	**2**	**2**	**136**	**139**	**108**	**11**	**1**	**0**	**0**	**3**	**2**	**122**	**125**
Session Total	**1693**	**216**	**38**	**2**	**5**	**31**	**9**	**1978**	**1986**	**1569**	**219**	**24**	**1**	**5**	**42**	**9**	**1839**	**1860**

streetwise

Barnham - Manual Traffic Survey: Wednesday, 20 November 2024

Produced by Streetwise Services Ltd.

Junction: A - Lake Lane / B - B2233 Yapton Road / C - B2233 Barnham Road

Approach: B - B2233 Yapton Road

	B to C									B to A									B to B								
TIME	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MCYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MCYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MCYCLE	PCU	TOTAL
07:00 - 07:15	69	11	2	0	4	1	1	91.6	88	8	3	0	0	0	0	0	11.0	11	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	102	11	1	0	0	0	0	114.5	114	18	2	0	0	0	0	0	20.0	20	1	0	0	0	0	0	0	1.0	1
07:30 - 07:45	105	23	2	0	2	1	1	135.6	134	14	2	0	0	0	1	0	16.2	17	0	0	0	0	0	2	0	2.0	2
07:45 - 08:00	135	18	0	0	1	2	3	156.6	159	24	5	0	0	0	0	0	29.0	29	0	0	0	0	0	0	0	0.0	0
Hourly Total	411	63	5	0	7	4	5	498	495	64	12	0	0	0	1	0	76	77	1	0	0	0	0	0	0	1	1
08:00 - 08:15	123	6	0	0	2	1	0	133.2	132	25	1	1	0	0	1	0	27.7	28	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	93	10	0	0	0	1	0	103.2	104	26	1	0	0	0	0	0	27.0	27	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	109	8	3	0	0	1	0	121.7	121	22	2	0	0	0	0	0	24.0	24	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	80	5	2	0	1	0	1	90.4	89	15	2	1	0	0	0	0	18.5	18	0	0	0	0	0	0	0	0.0	0
Hourly Total	405	29	5	0	3	3	1	449	446	88	6	2	0	0	1	0	97	97	0	0	0	0	0	0	0	0	0
09:00 - 09:15	73	5	2	0	1	0	0	83.8	81	18	2	0	0	0	0	0	20.0	20	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	54	3	1	1	3	0	0	63.4	63	8	1	0	0	0	0	0	9.8	9	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	50	4	1	0	0	0	0	55.5	55	4	1	0	0	0	1	0	5.2	6	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	43	5	2	0	1	0	0	53.0	51	9	1	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
Hourly Total	220	17	6	1	3	3	0	255	250	39	5	0	0	0	1	0	44	45	0	0	0	0	0	0	0	0	0
10:00 - 10:15	58	4	0	0	0	0	0	62.8	62	7	2	1	0	0	1	0	10.7	11	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	45	12	1	0	1	3	1	61.5	63	3	0	0	0	0	6	0	4.2	9	0	0	0	0	1	0	0	0.0	0
10:30 - 10:45	46	2	1	0	0	0	0	49.5	49	5	1	1	0	0	0	0	7.5	7	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	56	5	1	0	1	0	0	64.5	63	10	2	0	0	0	1	0	12.2	13	0	0	0	0	0	0	0	0.0	0
Hourly Total	205	23	3	0	2	3	1	238	237	25	5	2	0	0	8	0	35	40	0	0	0	0	0	0	0	0	0
11:00 - 11:15	43	9	1	0	0	0	0	53.3	53	8	2	0	0	0	1	0	10.2	11	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	43	8	3	0	1	1	0	57.7	56	13	1	0	0	0	0	0	14.0	14	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	42	8	1	0	0	2	1	52.3	54	10	4	1	0	0	2	0	15.9	17	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	52	7	3	0	1	0	0	65.5	63	9	1	1	0	0	0	0	11.5	11	0	0	0	0	0	0	0	0.0	0
Hourly Total	180	32	8	0	2	3	1	229	226	40	8	2	0	0	3	0	51	53	0	0	0	0	0	0	0	0	0
12:00 - 12:15	60	10	1	0	0	0	0	71.5	71	8	2	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	62	8	0	0	1	0	0	72.0	71	7	6	0	0	0	0	0	13.0	13	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	58	6	2	0	0	0	0	67.0	66	7	3	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	48	8	4	0	1	1	0	64.2	62	12	1	0	0	0	0	0	13.0	13	0	0	0	0	0	0	0	0.0	0
Hourly Total	228	32	7	0	2	1	0	275	270	34	12	0	0	0	0	0	46	46	0	0	0	0	0	0	0	0	0
13:00 - 13:15	53	9	2	0	1	1	0	65.6	66	5	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	70	5	2	0	2	1	0	82.2	80	9	0	1	0	0	0	0	10.5	10	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	49	8	0	0	1	0	0	57.2	58	5	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	47	6	2	0	1	0	0	58.2	57	9	1	0	0	0	1	0	10.2	11	0	0	0	0	0	0	0	0.0	0
Hourly Total	219	28	6	0	3	4	1	263	261	28	1	1	0	0	1	0	31	31	0	0	0	0	0	0	0	0	0
14:00 - 14:15	57	5	1	1	2	1	0	70.8	67	10	1	0	0	0	0	0	11.0	11	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	59	8	2	1	1	0	0	74.3	71	11	1	0	0	0	1	0	12.2	13	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	74	3	1	0	1	2	0	81.5	82	11	2	0	0	0	0	0	13.0	13	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	77	11	0	0	1	0	0	90.0	89	22	1	0	0	0	0	1	23.4	24	0	0	0	0	0	0	0	0.0	0
Hourly Total	267	27	4	2	5	2	2	316	309	54	5	0	0	0	0	1	60	61	0	0	0	0	0	0	0	0	0
15:00 - 15:15	70	13	2	0	0	1	0	86.2	86	20	4	0	0	0	2	0	24.4	26	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	61	16	4	1	2	0	0	89.3	84	17	0	1	0	0	0	1	18.0	19	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	63	6	0	0	0	0	0	69.0	69	14	3	0	0	0	0	1	17.4	18	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	70	12	0	0	0	1	0	82.2	83	19	2	0	0	0	0	0	21.0	21	0	0	0	0	0	0	0	0.0	0
Hourly Total	264	47	6	1	2	2	0	327	322	70	9	1	0	0	2	2	81	84	0	0	0	0	0	0	0	0	0
16:00 - 16:15	68	15	0	0	1	0	0	83.8	84	11	1	0	0	0	0	0	12.0	12	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	88	8	0	0	0	1	0	96.2	97	17	0	0	0	0	0	0	17.0	17	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	67	5	0	0	1	3	0	74.6	76	14	2	1	1	0	0	0	19.8	18	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	45	13	1	0	0	0	1	59.9	60	13	0	0	0	0	0	0	13.0	13	0	0	0	0	0	0	0	0.0	0
Hourly Total	268	41	1	0	2	4	1	314	317	55	3	1	1	0	0	0	62	60	0	0	0	0	0	0	0	0	0
17:00 - 17:15	67	5	2	0	0	0	2	75.8	76	15	0	0	0	0	0	0	15.0	15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	61	3	0	0	2	1	0	68.2	67	7	1	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	43	3	0	0	0	0	0	46.0	46	7	3	0	0	0	1	0	10.2	11	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	68	5	1	0	1	0	0	76.5	75	6	1	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
Hourly Total	239	16	3	0	3	1	2	267	264	35	5	0	0	0	1	0	40	41	0	0	0	0	0	0	0	0	0
18:00 - 18:15	55	7	1	0	0	0	1	63.9	64	11	3	0	0	0	0	0	14.0	14	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	47	6	0	0	1	0	0	55.0	54	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	51	5	1	0	0	0	0	57.5	57	12	1	1	0	0	0	0	14.9	16	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	54	3	0	0	1	0	1	59.4	59	6	0	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
Hourly Total	207	21	2	0	2	0	2	236	234	32	4	1	0	0	0	0	38	39	0	0	0	0	0	0	0	0	0
Session Total	3113	376	56	4	36	30	16	3687	3631	564	75	10	1	0	21	3	682	674	1	0	0	0	0	0	0	1	1

	From B									To B								
TIME	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MCYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MCYCLE	PCU	TOTAL
07:00 - 07:15	77	14	2	0	4	1	1	102.6	99	35	9	0	0	1	1	0	46.2	46
07:15 - 07:30	121	13	1	0	0	0	0	135.5	135	56	13	1	0	0	2	0	74.5	72
07:30 - 07:45	119	25	2	0	2	2	1	151.8	151	54	17	1	0	0	1	0	72.7	73
07:45 - 08:00	159	23	0	0	1	2	3	185.6	188	60	18	1	0	0	0	0	79.5	79
Hourly Total	476	75	5	0	7	5	5	576	573	205	57	3	0	3	2	0	273	270
08:00 - 08:15	148	7	1	0	2	2	0	168.9	169	76	12	2	0	0	1	0	93.0	91
08:15 - 08:30	119	11	0	0	0	1	0	138.2	131	85	7	1	1	0	0	1	96.2	95
08:30 - 08:45	131	10	3	0	0	1	0	145.7	145	90	12	4	1	3	0	0	116.3	118
08:45 - 09:00	95	7	3	0	1	0	1	108.9	107	115	11	4	0	0	1	0	134.0	131
Hourly Total	493	35	7	0	3	4	1	561	543	366	42	11	2	5	0	1	449	427
09:00 - 09:15	91	7	2	0	1	0	0	103.0	101	65	10	0	0	1	0	0	77.0	76
09:15 - 09:30	62	4	1	1	3	0	0	72.4	72	50	5	3	0	0	0	0	51.7	50
09:30 - 09:45	54	5	1	0	1	0	0	68.7	61	53	9	2	0	1	0	0	67.0	65
09:45 - 10:00	52	6	2	0	1	0	0	63.0	61	38	4	2	0	0	2	0	45.4	46
Hourly Total	259	22	6	1	3	4	0	299	295	206	28	7	0	3	3	0	251	247
10:00 - 10:15	65	6	1	0	0	1	0	72.7	73	58	7	3	0	1	1	0	71.7	70
10:15 - 10:30	48	12	1	0	1	0	1	65.7	72	58	5	2	0	0	4	0	66.8	69
10:30 - 10:45	51	3	2	0	0	0	0	57.0	56	61	9	0	0	2	0	0	74.0	72
10:45 - 11:00	66	7	1	0	1	1	0	76.7	76	57	11	0	0	0	1	0	68.0	68
Hourly Total	230	28	5	0	2	11	1	272	277	234	32	5	0	3	5	0	281	279
11:00 - 11:15	51	11	1	0	0	1	0	63.7	64	47	7	6	0	0	1	0	65.2	62
11:15 - 11:30	56	9	3	0	1	1	0	71.7	70	44	10	1	0	1	1	0	55.7	56
11:30 - 11:45	52	12	2	0	0	4	1	68.2	71	57	6	3	1	1	1	1	72.4	78
11:45 - 12:00	61	8	4	0	1	0	0	77.0	74	61	11	1	0	0	0	0	73.5	73
Hourly Total	220	40	10	0	2	6	1	281	279	209	34	11	1	2	3	1	267	269
12:00 - 12:15	68	12	1	0	0	0	0	81.5	81	46	10	2	0	1	1	0	61.2	60
12:15 - 12:30	69	14	0	0	1	0	0	85.0	84	63	5	1	0	1	0	0	69.7	70
12:30 - 12:45	65	9	2	0	0	1	0	77.0	76	40	8	1	1	0	0	0	51.8	50
12:45 - 13:00	60	9	4	0	1	1	0	77.2	75	57	8	3	0	1	4	0	72.3	73
Hourly Total	262	44	7	0	2	3	0	321	316	206	31	7	1	2	5	0	255	253
13:00 - 13:15	58	9	2	0	0	1	1	76.6	71	66	6	3	0	0	0	0	78.5	77
13:15 - 13:30	79	5	3	0	2	1	0	92.7	90	59	5	2	0	1	4	0	69.8	71
13:30 - 13:45	54	8	0	0	0	1	0	62.2	63	46	10	1	1	1	1	0	68.1	69
13:45 - 14:00	56	7	2	0	0	1	2	68.4	68	58	10	1	0	0	0	0	69.5	69
Hourly Total	247	29	7	0	3	5	1	294	292	231	31	7	0	2	5	1	278	277
14:00 - 14:15	67	6	1	1	2	1	0	81.0	78	61	9	0	0	1	0	1	72.4	72
14:15 - 14:30	70	9	2	1	1	1	0	86.5	84	61	12	2	0	0	0	1	76.4	76
14:30 - 14:45	85	5	1	0	1	1	2	94.5	92	82	10	1	0	0	2	1	96.3	97
14:45 - 15:00	99	12	0	0	1	0	1	113.4	113	72	8	0	0	1	0	0	80.2	81
Hourly Total	321	32	4	2	5	3	3	375	370	276	39	3	0	2	3	3	325	326
15:00 - 15:15	90	17	2	0	0	3	0	110.6	112	86	12	0	0	2	1	2	103.8	103
15:15 - 15:30	78	16	5	1	2	0	1	108.2	103	119	5	2	0	4	0	1	131.8	132
15:30 - 15:45	77	9	0	0	0	0	1	86.4	87	114	9	1	0	0	0	0	124.5	124
15:45 - 16:00	89	14	0	0	0	1	0	103.2	104	111	7	2	0	1	0	0	123.6	121
Hourly Total	334	56	7	1	2	4	2	408	406	430	33	5	0	5	1	3	482	480
16:00 - 16:15	79	16	0	0	1	0	0	97.0	96	97	11	2	0	0	2	0	111.4	112
16:15 - 16:30	105	8	0	0	0	1	0	113.2	114	128	11	1	0	2	3	0	142.1	145
16:30 - 16:45	81	7	1	1	1	3	0	94.4	94	136	17	1	0	0	1	1	157.1	157
16:45 - 17:00	58	13	1	0	0	0	1	72.9	73	99	12	0	0	0	1	0	111.2	112
Hourly Total	323	44	2	1	2	4	1	378	377	460	51	4	0	1	6	4	522	526
17:00 - 17:15	82	5	2	0	0	0	2	90.8	91	123	12	3	1	1	4	0	144.6	144
17:15 - 17:30	66	4	0	0	2	1	0	76.2	75	121	7	1	0	2	0	0	129.9	131
17:30 - 17:45	50	6	0	0	1	0	0	56.2	57	109	3	1	0	0	0	0	113.5	113
17:45 - 18:00	74	6	1	0	1	0	0	83.5	82	108	8	0	1	0	0	0	118.0	117
Hourly Total	274	21	3	0	3	1	2	307	305	461	30	5	1	2	4	0	506	505
18:00 - 18:15	66	10	1	0	0	0	1	77.9	78	93	7	0	0	2	0	3	105.2	105
18:15 - 18:30	50	6	0	0	1	0	0	58.0	57	81	12	0	0	0	1	0	95.4	95
18:30 - 18:45	63	6	2	0	0	2	0	72.4	73	81	3	0	0	4	0	0	92.0	88
18:45 - 19:00	60	3	0	0	1	0	1	65.4	65	59	2	0	0	0	0	0	61.0	61
Hourly Total	239	25	3	0	2	2	2	273	273	314	24	0	0	6	1	3	353	349
Session Total	3678	451	66	5	36	51	19	4329	4306	3598	432	68	5	37	44	16	4233	4200

streetwise

Barnham - Manual Traffic Survey: Wednesday, 20 November 2024

Produced by Streetwise Services Ltd.

Junction: A - Lake Lane / B - B2233 Yapton Road / C - B2233 Barnham Road

Approach: C - B2233 Barnham Road

	C to A									C to B										C to C									
TIME	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MCYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MCYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MCYCLE	PCU	TOTAL
07:00 - 07:15	15	6	1	0	0	1	0	22.7	23	29	8	0	0	1	1	0	39.2	39	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	8	0	0	0	0	2	1	8.8	11	44	12	0	0	2	0	0	60.0	58	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	18	3	0	0	0	4	1	22.2	26	44	16	1	0	0	0	0	61.5	61	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	24	3	1	0	0	0	0	28.5	28	49	16	1	0	0	0	0	66.5	66	0	0	0	0	0	0	0	0.0	0
Hourly Total	65	12	2	0	0	7	2	82	88	166	52	2	0	3	1	0	227	224	0	0	0	0	0	0	0	0	0
08:00 - 08:15	28	3	0	0	0	0	0	31.0	31	63	12	2	0	1	0	0	80.0	78	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	26	7	0	0	0	0	0	33.8	33	71	6	1	1	0	0	0	88.8	79	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	28	2	1	0	0	0	0	31.5	31	74	12	4	1	3	0	0	109.3	94	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	20	3	0	0	1	0	0	25.0	24	75	10	4	0	1	0	0	93.0	90	0	0	0	0	0	0	0	0.0	0
Hourly Total	102	15	1	0	1	0	0	121	119	283	40	11	2	5	0	0	354	341	0	0	0	0	0	0	0	0	0
09:00 - 09:15	12	3	0	0	1	0	0	15.2	16	50	9	0	0	1	0	0	61.0	60	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	8	3	0	0	0	0	0	11.8	11	41	5	3	0	1	0	0	52.5	50	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	9	3	1	0	0	0	0	13.5	13	33	9	2	0	1	0	0	47.8	45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	24	6	2	0	0	0	0	33.0	32	33	3	2	0	0	0	0	39.0	38	1	0	0	0	0	0	0	1.0	1
Hourly Total	53	15	3	0	0	0	1	73	72	157	26	7	0	3	0	0	200	193	1	0	0	0	0	0	0	1	1
10:00 - 10:15	19	8	0	0	0	0	0	27.8	27	47	5	2	0	1	1	0	57.2	56	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	19	5	0	0	0	0	0	24.8	24	49	4	1	0	0	3	0	55.1	57	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	14	1	0	0	0	0	0	15.0	15	48	9	0	0	2	0	0	61.0	59	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	16	3	0	0	0	0	0	19.0	19	50	7	0	0	0	0	0	57.0	57	0	0	0	0	0	0	0	0.0	0
Hourly Total	68	17	0	0	0	0	0	85	85	194	25	3	0	3	4	0	230	229	0	0	0	0	0	0	0	0	0
11:00 - 11:15	23	4	1	0	1	0	0	28.7	29	41	5	4	0	1	0	0	54.0	51	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	20	3	1	0	0	0	0	24.5	24	34	9	0	0	1	0	0	43.2	44	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	18	1	2	0	1	0	0	22.2	22	52	4	3	0	1	0	0	62.5	60	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	16	1	0	0	0	0	0	17.8	17	51	8	1	0	0	0	0	60.5	60	0	0	0	0	0	0	0	0.0	0
Hourly Total	77	9	4	0	2	0	0	93	92	178	26	8	0	2	1	0	220	215	0	0	0	0	0	0	0	1	1
12:00 - 12:15	18	3	0	0	0	0	0	21.0	21	43	9	2	0	0	1	0	57.2	56	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	22	2	0	0	1	0	0	24.2	25	50	5	1	0	0	1	0	56.7	57	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	16	0	0	0	1	0	0	16.2	17	32	7	0	0	0	0	0	39.0	39	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	14	3	1	0	0	0	0	18.5	18	53	8	2	0	1	4	0	68.8	68	0	0	0	0	0	0	0	0.0	0
Hourly Total	70	8	1	0	2	0	0	80	81	178	29	5	0	2	6	0	220	220	0	0	0	0	0	0	0	0	0
13:00 - 13:15	18	1	0	1	0	0	0	21.0	20	58	5	1	0	0	0	0	64.5	64	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	25	7	0	1	0	0	0	34.0	33	47	5	2	0	1	1	0	57.2	56	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	20	5	0	0	2	0	0	25.4	27	43	7	1	0	1	1	1	54.1	54	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	16	2	0	0	1	0	0	18.2	19	43	6	1	0	0	0	0	50.0	50	0	0	0	0	0	0	0	0.0	0
Hourly Total	79	15	0	2	3	0	0	99	99	191	23	5	0	2	2	1	226	224	0	0	0	0	0	0	0	0	0
14:00 - 14:15	19	1	1	0	0	0	0	21.5	21	51	7	0	0	0	1	0	60.4	60	1	0	0	0	0	0	0	1.0	1
14:15 - 14:30	20	3	0	0	1	0	0	23.2	24	52	9	2	0	0	0	1	63.4	63	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	24	2	0	0	0	0	0	26.8	26	65	8	1	0	1	2	1	77.3	78	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	22	4	0	0	0	0	0	26.8	26	55	7	0	0	0	1	0	62.2	63	0	0	0	0	0	0	0	0.0	0
Hourly Total	85	10	1	0	1	0	0	97	97	223	30	3	0	2	3	3	263	264	1	0	0	0	0	0	0	1	1
15:00 - 15:15	33	4	0	0	0	1	0	37.2	38	77	11	0	0	2	1	2	93.0	93	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	32	3	0	0	0	0	0	35.0	35	96	3	1	0	2	4	0	105.3	106	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	29	3	0	0	0	1	0	32.4	33	79	8	1	0	0	0	0	88.5	88	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	24	3	0	0	0	0	0	27.0	27	93	6	2	0	1	0	0	104.0	102	0	0	0	0	0	0	0	0.0	0
Hourly Total	118	13	0	0	0	1	1	132	133	345	28	4	0	5	5	2	391	389	0	0	0	0	0	0	0	0	0
16:00 - 16:15	24	2	0	0	1	0	1	26.8	28	79	9	2	0	0	0	0	91.0	90	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	28	1	1	0	0	1	0	30.7	31	115	9	1	0	0	2	3	127.1	130	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	31	3	0	0	0	0	0	34.0	34	115	12	0	0	1	1	0	129.2	129	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	30	0	0	0	0	0	0	30.0	30	76	8	0	0	0	0	0	86.0	86	0	0	0	0	0	0	0	0.0	0
Hourly Total	113	6	1	0	2	1	1	121	123	387	38	3	0	1	3	3	433	435	0	0	0	0	0	0	0	0	0
17:00 - 17:15	24	2	1	0	1	0	0	28.5	28	104	9	2	1	1	3	0	128.9	128	1	0	0	0	0	0	0	1.0	1
17:15 - 17:30	21	2	0	1	1	0	0	25.2	25	105	4	1	0	0	2	0	118.9	112	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	29	3	0	0	0	0	0	32.0	32	95	3	0	0	0	0	0	98.0	98	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	25	1	0	0	0	0	0	26.0	26	85	7	0	0	1	0	0	94.0	93	0	0	0	0	0	0	0	0.0	0
Hourly Total	99	8	1	0	2	0	0	112	111	389	23	3	1	2	5	0	424	423	1	0	0	0	0	0	0	1	1
18:00 - 18:15	16	1	0	0	0	1	0	17.4	16	78	6	0	0	2	0	2	88.8	88	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	21	3	0	0	0	0	1	24.4	25	66	10	0	0	1	0	1	78.4	78	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	14	2	0	0	0	0	0	16.0	16	66	3	0	0	4	0	0	77.0	73	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	25	1	0	0	1	0	0	26.2	27	50	1	0	0	0	0	0	51.0	51	0	0	0	0	0	0	0	0.0	0
Hourly Total	76	7	0	0	1	1	1	84	84	260	20	0	0	7	0	3	295	290	0	0	0	0	0	0	0	0	0
Session Total	1065	135	14	0	5	21	6	1178	1186	2951	368	54	3	37	30	12	3484	3447	3	1	0	0	0	0	0	4	4

	From C									To C								
TIME	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MCYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MCYCLE	PCU	TOTAL
07:00 - 07:15	44	14	1	0	1	2	0	61.9	62	87	13	2	0	4	1	1	111.6	108
07:15 - 07:30	52	12	0	0	2	2	1	68.8	69	122	14	1	0	0	0	0	137.5	137
07:30 - 07:45	82	19	1	0	0	4	1	83.7	87	126	26	2	0	2	1	1	158.6	158
07:45 - 08:00	73	19	2	0	0	0	0	95.0	94	164	22	0	0	2	3	3	191.8	194
Hourly Total	231	64	4	0	3	8	2	309	312	499	75	5	0	8	5	5	601	597
08:00 - 08:15	91	15	2	0	1	0	0	111.0	109	165	11	0	0	2	1	0	186.2	179
08:15 - 08:30	97	13	1	1	0	0	0	113.6	112	119	15	0	0	0	1	0	134.2	135
08:30 - 08:45	102	14	5	1	3	0	0	131.8	125	126	11	3	0	0	2	0	141.9	142
08:45 - 09:00	95	13	4	0	2	0	0	118.0	114	111	10	2	0	1	0	1	126.4	125
Hourly Total	385	55	12	2	6	0	0	475	460	521	47	5	0	3	4	1	583	581
09:00 - 09:15	62	12	0	0	1	1	0	76.2	76	103	8	3	0	1	0	0	117.5	115
09:15 - 09:30	49	8	3	0	1	0	0	63.5	61	69	5	4	1	1	0	0	84.0	83
09:30 - 09:45	42	12	3	0	1	0	0	60.5	58	63	5	1	0	0	0	0	69.5	69
09:45 - 10:00	58	9	4	0	0	0	0	73.0	71	55	10	2	0	1	0	0	70.0	68
Hourly Total	211	41	10	0	3	1	0	273	266	290	28	10	1	3	0	0	340	335
10:00 - 10:15	66	13	2	0	1	1	0	84.2	83	84	12	0	0	0	0	0	96.0	96
10:15 - 10:30	68	9	1	0	0	3	0	79.1	81	63	16	1	0	2	3	1	85.5	86
10:30 - 10:45	62	10	0	0	2	0	0	76.0	74	73	6	1	0	0	0	0	80.5	80
10:45 - 11:00	66	10	0	0	0	0	0	76.0	76	70	8	1	0	2	0	0	83.5	81
Hourly Total	262	42	3	0	3	4	0	315	314	290	42	3	0	4	3	1	346	343
11:00 - 11:15	64	10	5	0	1	1	0	83.7	84	69	16	3	0	0	0	0	89.5	88
11:15 - 11:30	54	12	1	0	1	0	0	67.7	68	69	11	4	0	1	2	0	79.4	78
11:30 - 11:45	70	5	5	0	1	1	0	84.7	82	64	11	1	0	0	2	1	77.3	79
11:45 - 12:00	67	9	1	0	0	0	0	77.5	77	67	9	5	0	1	0	0	85.5	82
Hourly Total	255	36	12	0	2	3	0	314	309	269	47	13	0	2	4	1	332	327
12:00 - 12:15	61	12	2	0	1	1	0	78.2	77	80	14	1	0	0	1	0	95.5	95
12:15 - 12:30	72	7	1	0	0	2	0	88.9	82	78	13	0	0	1	0	0	93.0	92
12:30 - 12:45	48	7	0	0	0	1	0	55.2	56	83	10	3	0	0	1	0	97.7	97
12:45 - 13:00	67	11	3	0	1	4	0	85.3	86	64	11	4	0	1	1	0	83.2	81
Hourly Total	248	37	6	0	2	8	0	308	301	305	48	8	0	2	3	0	369	365
13:00 - 13:15	76	6	1	0	0	1	0	85.5	84	79	17	2	0	0	2	2	100.2	102
13:15 - 13:30	72	12	2	0	2	1	0	91.2	89	86	6	2	0	2	1	0	99.2	97
13:30 - 13:45	63	12	1	0	1	3	1	79.5	81	62	9	1	0	0	1	0	72.7	73
13:45 - 14:00	59	8	1	0	0	1	0	68.7	69	68	8	3	0	0	1	1	83.1	82
Hourly Total	270	38	5	0	4	5	1	325	323	295	40	8	0	3	5	3	355	354
14:00 - 14:15	71	8	1	0	1	0	1	82.9	82	80	8	2	1	3	1	0	99.5	95
14:15 - 14:30	72	11	2	0	0	1	1	86.6	87	73	8	3	1	1	0	1	98.2	97
14:30 - 14:45	89	10	1	0	1	2	1	103.3	104	108	6	1	0	1	3	2	118.9	121
14:45 - 15:00	77	11	0	0	0	1	0	88.2	89	97	17	0	0	1	0	0	116.0	115
Hourly Total	309	40	4	0	2	4	3	361	362	358	39	6	2	6	4	3	425	418
15:00 - 15:15	116	15	0	0	2	2	2	138.2	131	94	18	2	0	2	1	0	115.2	115
15:15 - 15:30	128	6	1	0	2	4	0	140.3	140	84	18	4	1	2	2	0	114.7	111
15:30 - 15:45	108	11	1	0	0	1	0	128.9	121	93	7	1	0	1	1	0	103.7	103
15:45 - 16:00	117	9	2	0	1	0	0	131.0	129	88	13	0	0	2	0	0	101.4	103
Hourly Total	453	41	4	0	5	6	3	539	522	359	56	7	1	3	4	0	435	432
16:00 - 16:15	103	11	2	0	0	1	1	117.6	118	87	16	1	0	1	1	0	107.2	107
16:15 - 16:30	143	10	2	0	0	3	3	157.8	161	122	10	0	0	2	1	0	132.8	135
16:30 - 16:45	146	15	0	0	1	1	0	163.2	163	99	7	0	0	1	4	0	108.8	111
16:45 - 17:00	108	8	0	0	0	0	0	116.0	116	73	14	1	0	0	0	1	88.9	89
Hourly Total	500	44	4	0	1	5	4	555	558	381	49	1	0	2	7	2	438	442
17:00 - 17:15	129	11	3	1	2	3	0	151.4	149	92	7	2	0	0	0	2	102.8	103
17:15 - 17:30	126	6	1	0	1	3	0	136.1	137	83	6	0	0	2	2	0	93.4	93
17:30 - 17:45	124	6	0	0	0	0	0	130.0	130	64	4	0	0	0	0	0	68.0	68
17:45 - 18:00	110	8	0	0	1	0	0	120.0	119	89	6	1	0	1	0	0	98.5	97
Hourly Total	489	31	4	0	4	6	0	538	535	328	23	3	0	3	2	2	363	361
18:00 - 18:15	94	7	0	0	2	0	3	106.2	106	71	9	2	0	0	0	1	83.4	83
18:15 - 18:30	87	13	0	0	1	0	2	102.8	103	69	8	0	0	1	0	1	79.4	79
18:30 - 18:45	80	5	0	0	4	0	0	93.0	89	65	5	1	0	0	2	0	71.9	73
18:45 - 19:00	75	2	0	0	0	1	0	77.2	78	72	5	0	0	1	0	1	79.4	79
Hourly Total	336	27	0	0	7	1	5	379	376	277	27	3	0	2	2	3	314	314
Session Total	3059	496	68	3	42	51	18	4065	4037	4163	521	72	4	41	47	21	4991	4869

Barnham: Queue Length Survey - Wednesday, 20 November 2024

Produced by Streetwise Services Ltd.

Junction: A - Lake Lane / B - B2233 Yapton Road / C - B2233 Barnham Road

	A - Lake Lane																		B - B2233 Yapton Road																		C - B2233 Barnham Road								
	Lane 1									Lane 2									Lane 1									Lane 2									Lane 1								
	Vehicle Numbers								PCU Values	Vehicle Numbers								PCU Values	Vehicle Numbers								PCU Values	Vehicle Numbers								PCU Values	Vehicle Numbers								PCU Values
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Total Length	Total PCU	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Total Length	Total PCU	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Total Length	Total PCU	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Total Length	Total PCU	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Total Length	Total PCU
Survey Period	MAX	MAX	MAX	MAX	MAX	MAX	MAX			MAX	MAX	MAX	MAX	MAX	MAX	MAX			MAX	MAX	MAX	MAX	MAX	MAX	MAX			MAX	MAX	MAX	MAX	MAX	MAX	MAX			MAX	MAX	MAX	MAX	MAX	MAX	MAX		
07:00 - 07:05	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
07:05 - 07:10	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
07:10 - 07:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
07:15 - 07:20	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
07:20 - 07:25	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:25 - 07:30	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	2	0	0	0	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 - 07:35	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
07:35 - 07:40	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
07:40 - 07:45	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
07:45 - 07:50	0	0	0	0	0	0	0	0	0	5	1	0	0	1	0	0	7	8	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
07:50 - 07:55	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	7	2	0	0	0	0	0	0	2	2	7	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
07:55 - 08:00	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
08:00 - 08:05	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	6	6	1	0	0	0	0	0	7	7
08:05 - 08:10	1	0	0	0	0	0	0	1	1	1	2	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
08:10 - 08:15	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	8	1	1	0	0	0	0	10	11	2	0	0	0	0	0	0	2	2
08:15 - 08:20	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
08:20 - 08:25	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
08:25 - 08:30	1	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
08:30 - 08:35	2	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
08:35 - 08:40	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
08:40 - 08:45	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	8	2	0	0	0	0	0	0	2	2
08:45 - 08:50	1	0	0	0	0	0	0	1	1	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
08:50 - 08:55	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0
08:55 - 09:00	1	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
09:00 - 09:05	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
09:05 - 09:10	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
09:10 - 09:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
09:15 - 09:20	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
09:20 - 09:25	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:25 - 09:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:35	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:35 - 09:40	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
09:40 - 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 09:50	1	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
09:50 - 09:55	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
09:55 - 10:00	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
10:00 - 10:05	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:05 - 10:10	1	0	0	0	0	0	0	1	1	4	2	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:10 - 10:15	1	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0
10:15 - 10:20	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:20 - 10:25	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:25 - 10:30	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
10:30 - 10:35	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
10:35 - 10:40	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:40 - 10:45	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
10:45 - 10:50	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:50 - 10:55	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:55 - 11:00	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
11:00 - 11:05	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
11:05 - 11:10	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
11:10 - 11:15	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
11:15 - 11:20	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
11:20 - 11:25	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
11:25 - 11:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
11:30 - 11:35	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
11:35 - 11:40	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:40 - 11:45	0	1	0	0	0	0	0	1	1	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0
11:45 - 11:50	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
11:50 - 11:55	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
11:55 - 12:00	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
12:00 - 12:05	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
12:05 - 12:10	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
12:10 - 12:15	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	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 - 12:20	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:20 - 12:25	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
12:25 - 12:30	1	0	0	0	0	0	0	1	1	2	2	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
12:30 - 12:35	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:35 - 12:40	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:40 - 12:45	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3	4	0	0	0	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 - 12:50	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:50 - 12:55	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
12:55 - 13:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
13:00 - 13:05	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:05 - 13:10	2	0	0	0	0	0	0	2	3	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:10 - 13:15	1	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
13:15 - 13:20	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
13:20 - 13:25	1	0	0	0	0	0	0	1	1	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
13:25 - 13:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:35	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:35 - 13:40	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:40 - 13:45	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
13:45 - 13:50	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
13:50 - 13:55	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
13:55 - 14:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:05	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
14:05 - 14:10	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
14:10 - 14:15	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4	5	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
14:15 - 14:20	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
14:20 - 14:25	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
14:25 - 14:30	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
14:30 - 14:35	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
14:35 - 14:40	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:40 - 14:45	0	1	0	0	0	0	0	1	1	4	0	0	0	0	0	0	4	4	0	0	0	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 - 14:50	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
14:50 - 14:55	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
14:55 - 15:00	1	0	0	0	0	0	0	1	1	5	1	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
15:00 - 15:05	1	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
15:05 - 15:10	1	0	0	0	0	0	0	1	1	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
15:10 - 15:15	1	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	1	1
15:15 - 15:20	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
15:20 - 15:25	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
15:25 - 15:30	1	1	0	0	0	0	0	2	2	5	2	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
15:30 - 15:35	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
15:35 - 15:40	1	0	0	0	0	0	0	1	1	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
15:40 - 15:45	1	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
15:45 - 15:50	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
15:50 - 15:55	1	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
15:55 - 16:00	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
16:00 - 16:05	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
16:05 - 16:10	0	1	0	0	0	0	0	1	1	5	0	0	0	0	0	0	5	5	1	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
16:10 - 16:15	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3	2	0	0	0	0	0	0	2	2	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
16:15 - 16:20	1	0	0	0	0	0	0	1	1	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	7	0	0	0	0	0	0	7	7
16:20 - 16:25	1	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
16:25 - 16:30	2	0	0	0	0	0	0	2	2	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
16:30 - 16:35	1	0	0	0	0	0	0	1	1	5	1	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
16:35 - 16:40	1	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	3	0	0	0	0	0	0	0	0	0
16:40 - 16:45	1	0	0	0	0	0	0	1	1	8	1	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
16:45 - 16:50	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
16:50 - 16:55	1	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
16:55 - 17:00	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
17:00 - 17:05	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
17:05 - 17:10	1	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:10 - 17:15	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
17:15 - 17:20	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
17:20 - 17:25	0	1	0	0	0	0	0	1	1	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:25 - 17:30	0	1	0	0	0	0	0	1	1	2	0	0	0	0	1	0	3	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
17:30 - 17:35	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:35 - 17:40	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
17:40 - 17:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
17:45 - 17:50	1	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
17:50 - 17:55	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
17:55 - 18:00	1	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	3	3	0	0	0	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 - 18:05	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	3	3
18:05 - 18:10	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
18:10 - 18:15	1	0	0	0	0	0	0	1	1	1	0	1	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:20	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:20 - 18:25	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
18:25 - 18:30	1	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
18:30 - 18:35	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
18:35 - 18:40	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
18:40 - 18:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
18:45 - 18:50	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:50 - 18:55	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
18:55 - 19:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

streetwise

Barnham - Manual Traffic Survey: Wednesday, 20 November 2024

Produced by Streetwise Services Ltd.

Junction: A - A29 Fontwell Avenue / B - B2233 Barnham Road / C - A29 Nyton Road

Approach: A - A29 Fontwell Avenue

	A to B								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	11	5	1	0	1	0	0	19.5	18
07:15 - 07:30	24	2	0	0	1	1	0	28.2	28
07:30 - 07:45	23	2	0	0	0	0	0	25.0	25
07:45 - 08:00	37	3	1	0	1	0	0	43.5	42
Hourly Total	95	12	2	0	3	1	0	116	113
08:00 - 08:15	22	6	1	0	0	0	0	29.5	29
08:15 - 08:30	39	3	2	0	0	0	0	45.0	44
08:30 - 08:45	29	6	0	1	3	0	0	43.3	39
08:45 - 09:00	21	6	3	1	0	0	0	33.8	31
Hourly Total	111	21	6	2	3	0	0	152	143
09:00 - 09:15	17	3	1	0	2	0	0	25.5	23
09:15 - 09:30	23	1	1	0	0	0	0	25.5	25
09:30 - 09:45	18	3	1	0	1	0	0	24.5	23
09:45 - 10:00	24	3	1	1	0	0	1	31.2	30
Hourly Total	82	10	4	1	3	0	1	107	101
10:00 - 10:15	20	8	1	0	1	1	0	31.7	31
10:15 - 10:30	15	1	0	0	0	0	0	16.0	16
10:30 - 10:45	18	4	2	0	1	0	0	27.0	25
10:45 - 11:00	26	3	1	0	0	0	0	30.5	30
Hourly Total	79	16	4	0	2	1	0	105	102
11:00 - 11:15	24	5	2	0	1	0	0	34.0	32
11:15 - 11:30	39	3	1	0	0	1	0	43.7	44
11:30 - 11:45	26	5	1	0	1	1	1	35.1	35
11:45 - 12:00	25	4	2	0	0	0	1	32.4	32
Hourly Total	114	17	6	0	2	2	2	145	143
12:00 - 12:15	30	3	0	0	1	2	0	35.4	36
12:15 - 12:30	22	4	2	0	0	0	0	29.0	28
12:30 - 12:45	20	1	1	0	1	0	0	24.5	23
12:45 - 13:00	26	2	1	0	0	0	1	29.9	30
Hourly Total	98	10	4	0	2	2	1	119	117
13:00 - 13:15	20	5	2	0	0	0	0	28.0	27
13:15 - 13:30	22	4	1	0	1	0	0	29.5	28
13:30 - 13:45	23	4	1	0	1	0	0	30.5	29
13:45 - 14:00	21	4	3	0	0	0	1	29.9	29
Hourly Total	86	17	7	0	2	0	1	118	113
14:00 - 14:15	21	5	1	1	1	0	0	31.8	29
14:15 - 14:30	29	5	0	0	0	0	1	34.4	35
14:30 - 14:45	42	3	2	0	1	0	0	50.0	48
14:45 - 15:00	30	5	1	0	0	0	0	36.5	36
Hourly Total	122	18	4	1	2	0	1	153	148
15:00 - 15:15	32	4	0	0	1	0	0	38.0	37
15:15 - 15:30	43	3	1	0	0	0	0	47.5	47
15:30 - 15:45	49	2	1	0	1	0	0	54.5	53
15:45 - 16:00	37	2	0	0	0	0	0	39.0	39
Hourly Total	161	11	2	0	2	0	0	179	176
16:00 - 16:15	36	2	1	0	0	0	1	39.9	40
16:15 - 16:30	47	3	0	0	1	0	0	52.0	51
16:30 - 16:45	58	4	0	0	0	0	0	62.0	62
16:45 - 17:00	41	8	1	0	1	0	0	52.5	51
Hourly Total	182	17	2	0	2	0	1	206	204
17:00 - 17:15	36	4	1	0	0	0	0	41.5	41
17:15 - 17:30	48	5	0	0	0	0	0	53.0	53
17:30 - 17:45	53	4	0	0	1	0	0	59.0	58
17:45 - 18:00	46	3	1	0	1	0	1	52.9	52
Hourly Total	183	16	2	0	2	0	1	206	204
18:00 - 18:15	36	3	0	0	0	0	1	39.4	40
18:15 - 18:30	35	3	0	0	0	0	0	38.0	38
18:30 - 18:45	26	1	0	0	1	0	0	29.0	28
18:45 - 19:00	19	3	0	0	0	0	1	22.4	23
Hourly Total	116	10	0	0	1	0	2	129	129
Session Total	1429	175	43	4	26	6	10	1735	1693

	A to C								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	37	10	3	1	0	0	0	53.8	51
07:15 - 07:30	41	9	2	0	1	1	0	55.2	54
07:30 - 07:45	53	18	4	0	0	0	1	77.4	76
07:45 - 08:00	60	16	3	0	0	0	1	80.9	80
Hourly Total	191	53	12	1	1	1	2	267	261
08:00 - 08:15	69	8	2	2	1	0	0	86.6	82
08:15 - 08:30	72	14	1	1	0	0	0	89.8	88
08:30 - 08:45	75	9	4	3	0	0	0	96.9	91
08:45 - 09:00	47	12	4	0	0	0	1	65.4	64
Hourly Total	263	43	11	6	1	0	1	339	325
09:00 - 09:15	66	14	1	2	0	0	0	86.1	83
09:15 - 09:30	52	10	3	0	0	0	0	66.5	65
09:30 - 09:45	57	14	1	1	0	0	0	74.8	73
09:45 - 10:00	31	12	6	4	0	1	0	61.4	54
Hourly Total	206	50	11	7	0	1	0	289	275
10:00 - 10:15	57	14	3	1	0	2	0	78.2	77
10:15 - 10:30	64	6	2	4	0	0	0	82.2	76
10:30 - 10:45	43	7	6	2	0	0	0	63.6	58
10:45 - 11:00	56	12	1	1	0	0	0	71.8	70
Hourly Total	220	39	12	8	0	2	0	296	281
11:00 - 11:15	48	15	4	0	0	0	0	69.0	67
11:15 - 11:30	58	6	8	2	0	0	0	88.6	74
11:30 - 11:45	51	9	3	4	0	0	0	73.7	67
11:45 - 12:00	53	10	1	1	0	0	1	67.2	66
Hourly Total	210	40	16	7	0	0	1	291	274
12:00 - 12:15	58	6	4	1	0	2	0	72.7	71
12:15 - 12:30	62	9	2	1	1	0	0	78.3	75
12:30 - 12:45	66	10	2	1	0	1	0	81.5	80
12:45 - 13:00	67	16	1	3	0	1	0	91.6	88
Hourly Total	253	41	9	6	1	4	0	324	314
13:00 - 13:15	57	11	3	0	0	0	0	72.5	71
13:15 - 13:30	42	14	0	4	0	0	1	65.6	61
13:30 - 13:45	57	12	1	0	0	0	0	70.5	70
13:45 - 14:00	52	8	4	0	0	0	0	66.0	64
Hourly Total	208	45	8	4	0	0	1	275	266
14:00 - 14:15	43	8	2	0	0	0	1	54.4	54
14:15 - 14:30	69	8	2	0	0	0	0	80.0	79
14:30 - 14:45	67	3	3	1	0	1	0	77.0	75
14:45 - 15:00	75	11	5	2	1	0	0	100.1	94
Hourly Total	254	30	12	3	1	1	1	312	302
15:00 - 15:15	89	9	5	5	0	0	0	117.0	108
15:15 - 15:30	81	14	3	1	0	0	0	101.8	99
15:30 - 15:45	83	15	1	3	0	0	0	106.4	102
15:45 - 16:00	80	24	1	0	0	0	0	105.5	105
Hourly Total	333	62	10	9	0	0	0	431	414
16:00 - 16:15	95	25	1	2	0	0	1	126.5	124
16:15 - 16:30	73	21	2	0	1	0	1	99.4	98
16:30 - 16:45	100	24	1	0	0	2	1	126.3	128
16:45 - 17:00	98	19	2	0	0	0	0	120.0	119
Hourly Total	366	89	6	2	1	2	3	472	469
17:00 - 17:15	103	30	0	0	0	0	0	133.0	133
17:15 - 17:30	100	10	0	1	0	1	0	112.5	112
17:30 - 17:45	93	12	1	2	0	0	1	111.5	109
17:45 - 18:00	90	22	2	3	0	0	1	122.3	118
Hourly Total	386	74	3	6	0	1	2	479	472
18:00 - 18:15	69	16	0	1	0	0	0	87.3	86
18:15 - 18:30	49	12	1	0	0	0	0	62.5	62
18:30 - 18:45	70	13	0	0	0	0	0	83.0	83
18:45 - 19:00	48	6	0	1	0	0	0	56.3	55
Hourly Total	236	47	1	2	0	0	0	289	286
Session Total	3126	613	111	61	5	12	11	4063	3939

	A to A								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	1	0	0	0	0	0	0	1.0	1
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	1	0	0	0	0	0	0	1	1
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
11:00 - 11:15	1	0	0	0	0	0	0	1.0	1
11:15 - 11:30	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	1	0	0	0	0	0	0	1	1
12:00 - 12:15	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	0	1	1	0	0	0	0	2.5	2
13:45 - 14:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	1	1	0	0	0	0	3	2
14:00 - 14:15	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	1	0	0	0	0	0	0	1.0	1
14:30 - 14:45	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	1	0	0	0	0	0	0	1	1
15:00 - 15:15	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	1	0	0	0	0	0	0	1.0	1
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	1	0	0	0	0	0	0	1	1
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	4	1	1	0	0	0	0	7	6

	From A								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	48	15	4	1	1	0	0	73.3	69
07:15 - 07:30	66	11	2	0	2	2	0	84.4	83
07:30 - 07:45	76	20	4	0	0	0	1	102.4	101
07:45 - 08:00	97	19	4	0	1	0	1	124.4	122
Hourly Total	287	65	14	1	4	2	2	385	375
08:00 - 08:15	91	14	3	2	1	0	0	116.1	111
08:15 - 08:30	111	17	3	1	0	0	0	134.8	132
08:30 - 08:45	104	15	4	4	3	0	0	140.2	130
08:45 - 09:00	68	18	7	1	0	0	1	99.2	95
Hourly Total	374	64	17	8	4	0	1	490	468
09:00 - 09:15	83	17	2	2	2	0	0	111.6	106
09:15 - 09:30	75	11	4	0	0	0	0	92.0	90
09:30 - 09:45	75	17	2	1	1	0	0	99.3	96
09:45 - 10:00	55	15	7	5	0	1	1	92.6	84
Hourly Total	288	60	15	8	3	1	1	396	376
10:00 - 10:15	77	22	4	1	1	3	0	109.9	108
10:15 - 10:30	79	7	2	4	0	0	0	98.2	92
10:30 - 10:45	61	11	8	2	1	0	0	90.6	83
10:45 - 11:00	82	15	2	1	0	0	0	102.3	100
Hourly Total	299	55	16	8	2	3	0	401	383
11:00 - 11:15	73	20	6	0	1	0	0	104.0	100
11:15 - 11:30	97	9	9	2	0	1	0	124.3	118
11:30 - 11:45	77	14	4	4	1	1	1	108.8	102
11:45 - 12:00	78	14	3	1	0	0	2	99.6	98
Hourly Total	325	57	22	7	2	2	3	437	418
12:00 - 12:15	88	9	4	1	1	4	0	108.1	107
12:15 - 12:30	84	13	4	1	1	0	0	107.3	103
12:30 - 12:45	86	11	3	1	1	1	0	106.0	103
12:45 - 13:00	93	18	2	3	0	1	1	121.5	118
Hourly Total	351	51	13	6	3	6	1	443	431
13:00 - 13:15	77	16	5	0	0	0	0	100.5	98
13:15 - 13:30	64	18	1	4	1	0	1	95.1	89
13:30 - 13:45	80	17	3	0	1	0	0	103.5	101
13:45 - 14:00	73	12	7	0	0	0	1	95.9	93
Hourly Total	294	63	16	4	2	0	2	395	381
14:00 - 14:15	64	13	3	1	1	0	1	86.2	83
14:15 - 14:30	99	13	2	0	0	0	1	115.4	115
14:30 - 14:45	109	6	5	1	1	1	0	127.0	123
14:45 - 15:00	105	16	6	2	1	0	0	136.6	130
Hourly Total	377	48	16	4	3	1	2	465	451
15:00 - 15:15	121	13	5	5	1	0	0	155.0	145
15:15 - 15:30	124	17	4	1	0	0	0	149.3	146
15:30 - 15:45	132	17	2	3	1	0	0	160.9	155
15:45 - 16:00	117	26	1	0	0	0	0	144.5	144
Hourly Total	494	73	12	9	2	0	0	610	590
16:00 - 16:15	131	27	2	2	0	0	2	166.4	164
16:15 - 16:30	120	24	2	0	2	0	1	151.4	149
16:30 - 16:45	159	28	1	0	0	2	1	189.3	191
16:45 - 17:00	139	27	3	0	1	0	0	172.5	170
Hourly Total	549	106	8	2	3	2	4	680	674
17:00 - 17:15	139	34	1	0	0	0	0	174.5	174
17:15 - 17:30	148	15	0	1	0	1	0	165.5	165
17:30 - 17:45	146	16	1	2	1	0	1	170.5	167
17:45 - 18:00	136	25	3	3	1	0	2	175.2	170
Hourly Total	569	90	5	6	2	1	3	686	676
18:00 - 18:15	105	19	0	1	0	0	1	126.7	126
18:15 - 18:30	84	15	1	0	0	0	0	100.5	100
18:30 - 18:45	96	14	0	0	1	0	0	112.0	111
18:45 - 19:00	67	9	0	1	0	0	1	78.7	78
Hourly Total	352	57	1	2	1	0	2	418	415
Session Total	4559	789	155	65	31	18	21	5804	5638

	To A								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	115	30	3	1	0	0	0	151.8	149
07:15 - 07:30	90	29	5	1	1	1	0	131.0	127
07:30 - 07:45	145	34	2	0	0	1	1	182.6	183
07:45 - 08:00	145	35	3	3	1	2	1	194.2	190
Hourly Total	495	128	13	5	2	4	2	660	649
08:00 - 08:15	126	32	0	3	0	0	1	165.3	162
08:15 - 08:30	128	24	4	1	1	0	0	162.3	158
08:30 - 08:45	107	15	1	1	0	1	0	126.0	125
08:45 - 09:00	128	11	4	3	1	0	0	153.9	147
Hourly Total	489	82	9	8	2	1	1	608	592
09:00 - 09:15	114	22	8	4	0	0	0	157.2	148
09:15 - 09:30	104	18	4	2	2	0	0	136.6	130
09:30 - 09:45	67	11	5	1	0	0	0	87.8	84
09:45 - 10:00	83	15	8	4	0	0	1	119.6	111
Hourly Total	368	66	25	11	2	0	1	501	473
10:00 - 10:15	61	13	6	1	1	0	1	87.7	83
10:15 - 10:30	76	15	5	0	1	0	0	100.5	97
10:30 - 10:45	54	13	2	2	0	0	1	75.0	72
10:45 - 11:00	84	20	4	2	0	0	0	114.6	110
Hourly Total	275	61	17	5	2	0	2	378	362
11:00 - 11:15	92	32	3	4	1	0	0	139.7	132
11:15 - 11:30	66	20	6	3	1	0	0	103.9	96
11:30 - 11:45	80	10	4	0	0	1	0	96.2	95
11:45 - 12:00	61	29	6	1	1	0	0	103.3	98
Hourly Total	299	91	19	8	3	1	0	443	421
12:00 - 12:15	103	22	4	0	0	0	0	131.0	129
12:15 - 12:30	71	28	4	0	1	0	0	107.0	104
12:30 - 12:45	91	21	3	4	0	1	0	125.9	120
12:45 - 13:00	72	12	1	3	1	0	0	94.4	89
Hourly Total	337	83	12	7	2	1	0	458	442
13:00 - 13:15	60	8	5	3	0	1	3	83.8	80
13:15 - 13:30	88	17	5	1	1	1	0	117.0	113
13:30 - 13:45	67	15	3	2	0	0	0	91.1	87
13:45 - 14:00	70	12	3	1	0	0	0	88.8	86
Hourly Total	285	52	16	7	1	2	3	381	366
14:00 - 14:15	98	14	5	1	1	1	0	124.0	120
14:15 - 14:30	86	18	5	1	1	0	0	115.8	111
14:30 - 14:45	87	12	2	3	0	0	2	109.7	106
14:45 - 15:00	90	14	5	0	0	0	0	111.5	109
Hourly Total	361	58	17	5	2	1	2	461	446
15:00 - 15:15	112	13	7	0	2	0	0	139.5	134
15:15 - 15:30	117	12	3	0	2	0	0	137.5	134
15:30 - 15:45	103	13	3	2	0	0	0	125.1	121
15:45 - 16:00	117	17	3	0	0	0	1	138.9	138
Hourly Total	449	55	16	2	4	0	1	541	527
16:00 - 16:15	88	17	4	1	0	0	0	113.3	110
16:15 - 16:30	105	10	3	3	1	0	1	128.8	123
16:30 - 16:45	88	17	0	0	1	3	3	108.8	112
16:45 - 17:00	99	11	2	0	0	0	0	113.0	112
Hourly Total	380	55	9	4	2	3	4	464	457
17:00 - 17:15	82	7	1	0	0	0	0	90.5	90
17:15 - 17:30	91	9	0	1	1	0	0	104.3	102
17:30 - 17:45	79	8	0	1	0	0	2	90.1	90
17:45 - 18:00	68	8	1	0	1	1	0	79.7	79
Hourly Total	320	32	2	2	2	1	2	365	361
18:00 - 18:15	79	4	2	1	0	0	0	88.3	86
18:15 - 18:30	67	5	0	0	0	0	1	72.4	73
18:30 - 18:45	57	5	0	0	1	0	1	64.4	64
18:45 - 19:00	66	4	0	1	1	0	0	74.3	72
Hourly Total	269	18	2	2	2	0	2	299	295
Session Total	4327	781	157	66	26	14	20	5558	5391

streetwise

Barnham - Manual Traffic Survey: Wednesday, 20 November 2024

Produced by Streetwise Services Ltd.

Junction: A - A29 Fontwell Avenue / B - B2233 Barnham Road / C - A29 Nyton Road

Approach: B - B2233 Barnham Road

	B to C									B to A									B to B								
TIME	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MCYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MCYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MCYCLE	PCU	TOTAL
07:00 - 07:15	71	17	2	0	1	1	0	93.2	92	18	5	0	0	0	0	0	23.0	23	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	108	16	2	0	1	3	1	130.8	131	16	2	1	0	1	0	0	21.5	20	0	0	1	0	0	0	0	1.5	1
07:30 - 07:45	125	18	2	0	1	2	1	148.8	149	41	5	1	0	0	1	0	47.7	48	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	113	24	1	0	2	0	2	143.3	142	27	4	0	0	1	0	0	33.0	32	0	0	0	0	0	0	0	0.0	0
Hourly Total	**417**	**75**	**7**	**0**	**5**	**6**	**4**	**515**	**514**	**102**	**16**	**2**	**0**	**2**	**1**	**0**	**125**	**123**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**1**
08:00 - 08:15	97	11	0	0	1	0	0	110.0	109	27	4	0	0	0	1	0	31.4	32	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	112	10	0	0	0	0	0	122.0	122	34	5	2	0	0	1	0	44.0	42	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	119	14	1	0	0	0	0	134.5	134	33	3	0	0	0	0	0	36.0	36	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	96	12	5	0	0	0	1	115.9	114	34	2	1	0	0	1	0	39.5	38	0	0	0	0	0	0	0	0.0	0
Hourly Total	**424**	**47**	**6**	**0**	**1**	**0**	**1**	**482**	**479**	**128**	**14**	**3**	**0**	**2**	**3**	**1**	**151**	**148**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**1**
09:00 - 09:15	87	10	2	1	1	0	0	104.3	101	29	1	1	0	0	0	0	31.5	31	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	79	8	2	0	1	0	0	90.2	90	27	1	1	0	0	0	0	31.0	30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	67	9	2	0	0	0	0	79.0	78	19	0	1	0	0	0	0	28.5	29	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	70	10	4	0	0	0	0	86.0	84	24	4	3	0	0	0	0	32.5	31	0	0	0	0	0	0	0	0.0	0
Hourly Total	**303**	**37**	**10**	**1**	**1**	**1**	**0**	**360**	**353**	**99**	**6**	**6**	**0**	**0**	**0**	**0**	**116**	**112**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	89	17	1	0	0	0	0	107.5	107	20	4	1	0	0	1	0	27.0	27	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	64	7	0	0	1	0	1	73.4	73	17	3	1	0	0	1	0	23.5	22	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	69	13	1	0	0	0	0	83.5	83	18	2	1	0	0	0	1	21.9	22	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	67	6	2	0	0	0	0	76.0	75	27	4	2	1	0	0	0	36.3	34	0	0	0	0	0	0	0	0.0	0
Hourly Total	**289**	**43**	**4**	**0**	**1**	**0**	**1**	**340**	**338**	**82**	**13**	**5**	**1**	**0**	**2**	**0**	**108**	**105**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	59	14	2	0	1	0	0	76.2	76	25	3	1	0	0	0	0	29.5	28	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	69	10	0	0	0	0	1	79.4	80	21	4	3	0	0	1	0	31.5	29	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	68	13	1	0	0	1	1	83.1	84	25	4	0	0	0	0	0	29.0	29	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	68	14	2	0	0	0	0	85.0	84	23	4	4	0	1	0	0	35.0	32	0	0	0	0	0	0	0	0.0	0
Hourly Total	**264**	**51**	**5**	**0**	**1**	**2**	**3**	**328**	**324**	**94**	**15**	**8**	**0**	**2**	**1**	**0**	**125**	**119**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1**
12:00 - 12:15	69	8	6	0	0	0	0	86.8	83	22	2	1	0	0	0	0	25.5	25	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	67	16	1	0	0	0	0	84.5	84	21	1	0	0	1	0	0	24.0	23	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	79	14	3	0	0	0	1	97.9	97	33	6	0	0	0	0	0	39.0	39	0	0	0	1	0	0	0	1.5	1
12:45 - 13:00	69	11	3	0	0	0	0	75.5	74	17	5	1	0	0	1	0	25.5	24	0	0	0	0	0	0	0	0.0	0
Hourly Total	**284**	**49**	**13**	**0**	**0**	**0**	**1**	**344**	**338**	**93**	**14**	**2**	**0**	**2**	**0**	**0**	**114**	**111**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**1**
13:00 - 13:15	85	9	1	0	0	0	0	95.5	95	12	3	2	0	0	0	2	18.8	19	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	70	12	0	0	1	1	0	84.2	84	27	2	2	0	1	1	0	34.2	33	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	75	6	3	0	0	1	0	85.7	85	16	3	1	0	0	0	0	20.5	20	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	54	9	1	0	1	0	0	64.7	65	21	3	0	0	0	0	0	24.0	24	0	0	0	0	0	0	0	0.0	0
Hourly Total	**284**	**36**	**5**	**0**	**1**	**3**	**0**	**330**	**329**	**76**	**11**	**5**	**0**	**1**	**1**	**2**	**96**	**96**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
14:00 - 14:15	77	7	0	1	2	1	1	90.9	89	19	2	3	0	1	0	0	27.5	25	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	81	15	1	0	1	1	2	100.5	101	21	3	2	0	1	0	0	29.0	27	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	108	13	1	0	0	0	0	122.2	122	16	2	1	2	0	0	0	24.5	22	1	0	0	0	0	0	0	1.0	1
14:45 - 15:00	77	13	0	0	1	0	0	90.2	91	18	5	1	0	0	0	0	24.5	24	1	0	0	0	0	0	0	1.0	1
Hourly Total	**341**	**48**	**2**	**1**	**4**	**4**	**3**	**404**	**403**	**74**	**12**	**7**	**2**	**2**	**0**	**1**	**105**	**98**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
15:00 - 15:15	85	15	3	0	0	1	1	100.6	102	28	6	1	0	0	0	0	35.5	34	1	0	0	0	0	0	0	1.0	1
15:15 - 15:30	83	15	3	1	1	1	0	97.0	104	30	1	1	0	0	1	0	34.5	33	1	0	0	0	0	0	0	1.0	1
15:30 - 15:45	90	14	6	0	1	0	0	113.0	111	39	3	1	1	0	0	0	45.0	44	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	72	11	0	0	0	0	1	83.4	84	40	2	0	0	0	0	0	42.0	42	0	0	0	0	0	0	0	0.0	0
Hourly Total	**330**	**55**	**9**	**1**	**2**	**2**	**2**	**394**	**401**	**135**	**12**	**3**	**1**	**2**	**0**	**0**	**158**	**153**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
16:00 - 16:15	90	11	0	0	0	0	0	91.4	92	23	6	1	0	0	0	0	30.5	30	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	118	16	0	0	2	1	0	134.8	137	30	2	0	0	0	1	0	34.0	33	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	84	8	0	0	0	0	1	92.4	93	26	4	0	0	0	1	2	33.2	35	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	77	7	0	0	0	0	0	84.8	84	19	3	1	0	0	0	0	23.5	23	0	0	0	0	0	0	0	0.0	0
Hourly Total	**369**	**42**	**0**	**0**	**2**	**3**	**1**	**403**	**406**	**98**	**15**	**2**	**0**	**0**	**2**	**2**	**121**	**121**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	71	6	1	0	0	2	0	79.3	80	24	1	1	0	0	0	0	26.5	26	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	69	6	0	2	0	0	0	79.0	77	32	1	0	0	0	0	0	33.0	33	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	73	2	0	0	0	0	0	75.0	75	19	1	0	0	0	0	1	20.4	21	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	72	6	1	0	0	2	0	78.4	80	19	3	0	0	0	1	1	24.2	24	0	0	0	0	0	0	0	0.0	0
Hourly Total	**285**	**20**	**1**	**2**	**0**	**4**	**0**	**312**	**312**	**94**	**6**	**1**	**0**	**0**	**1**	**1**	**104**	**104**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	78	6	0	0	0	0	0	84.0	84	18	1	1	0	0	0	0	20.5	20	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	58	8	0	0	0	0	0	66.0	66	23	3	0	0	0	0	1	26.4	27	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	58	4	0	0	0	0	0	62.0	62	18	3	0	0	0	1	0	23.0	22	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	82	3	0	0	0	0	0	85.0	85	23	1	0	0	1	0	0	26.0	25	0	0	0	0	0	0	0	0.0	0
Hourly Total	**276**	**21**	**0**	**0**	**0**	**0**	**0**	**297**	**297**	**82**	**8**	**1**	**0**	**1**	**1**	**1**	**96**	**94**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**3847**	**524**	**62**	**3**	**18**	**21**	**19**	**4519**	**4494**	**1157**	**142**	**45**	**4**	**21**	**5**	**10**	**1423**	**1384**	**4**	**1**	**3**	**0**	**0**	**0**	**0**	**10**	**8**

	From B									To B								
TIME	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MCYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MCYCLE	PCU	TOTAL
07:00 - 07:15	89	22	2	0	1	1	0	116.2	115	60	20	1	0	1	1	0	83.7	83
07:15 - 07:30	124	18	4	0	2	3	1	153.0	152	70	17	2	0	1	3	1	93.0	94
07:30 - 07:45	186	23	3	0	1	3	1	196.5	197	97	17	0	0	0	0	2	114.8	116
07:45 - 08:00	140	28	1	0	3	0	2	176.3	176	111	20	2	0	0	1	0	136.8	134
Hourly Total	**519**	**91**	**10**	**0**	**7**	**7**	**4**	**642**	**638**	**338**	**74**	**5**	**0**	**3**	**4**	**3**	**428**	**427**
08:00 - 08:15	124	15	1	0	1	0	1	142.9	142	119	17	3	0	0	0	0	140.5	139
08:15 - 08:30	146	15	2	0	1	0	0	166.0	164	137	25	7	1	0	0	0	174.8	170
08:30 - 08:45	152	17	1	0	0	0	0	170.5	170	97	17	6	1	4	0	0	133.3	131
08:45 - 09:00	130	14	6	0	1	0	1	155.4	152	83	17	4	1	1	0	0	110.3	106
Hourly Total	**552**	**61**	**10**	**0**	**3**	**0**	**2**	**635**	**628**	**436**	**76**	**20**	**3**	**5**	**0**	**0**	**559**	**546**
09:00 - 09:15	116	11	3	1	1	0	0	135.8	132	75	17	2	0	2	0	0	99.0	96
09:15 - 09:30	100	9	3	0	1	1	0	121.7	120	72	12	2	0	0	0	0	87.0	86
09:30 - 09:45	86	9	3	0	0	0	0	99.5	98	55	15	4	0	1	0	0	78.0	75
09:45 - 10:00	94	14	7	0	0	0	0	118.5	115	72	12	4	1	0	0	1	92.7	90
Hourly Total	**402**	**43**	**16**	**1**	**2**	**1**	**0**	**476**	**465**	**274**	**56**	**12**	**1**	**3**	**0**	**1**	**357**	**347**
10:00 - 10:15	109	21	2	0	1	0	1	135.4	134	58	15	2	0	1	3	0	78.0	79
10:15 - 10:30	81	10	1	0	2	0	1	96.0	95	74	13	0	0	0	0	0	87.0	87
10:30 - 10:45	87	15	2	0	0	0	1	105.4	105	65	16	2	0	0	2	0	88.0	85
10:45 - 11:00	94	10	4	1	0	0	0	112.3	109	78	15	2	0	0	0	0	96.0	95
Hourly Total	**371**	**56**	**9**	**1**	**3**	**0**	**3**	**450**	**443**	**275**	**59**	**6**	**0**	**3**	**3**	**0**	**350**	**346**
11:00 - 11:15	84	18	3	0	1	0	0	108.5	105	94	14	7	0	0	1	1	120.3	117
11:15 - 11:30	90	14	3	0	1	0	1	110.9	109	99	12	1	0	0	1	1	104.1	105
11:30 - 11:45	93	17	1	0	0	1	1	112.1	113	79	15	5	0	0	1	1	104.1	102
11:45 - 12:00	91	18	6	0	1	0	0	128.0	116	76	15	3	0	0	0	1	95.9	95
Hourly Total	**358**	**67**	**13**	**0**	**3**	**1**	**2**	**459**	**443**	**348**	**56**	**16**	**0**	**0**	**3**	**4**	**425**	**419**
12:00 - 12:15	91	10	7	0	0	0	0	111.5	108	89	10	1	0	1	2	0	102.9	103
12:15 - 12:30	86	17	1	0	1	0	0	108.5	107	83	10	2	0	0	0	0	96.8	95
12:30 - 12:45	112	20	4	0	0	0	1	138.4	137	77	7	3	0	0	1	2	90.9	90
12:45 - 13:00	77	16	4	0	1	0	0	101.0	98	94	11	3	0	1	0	1	111.9	110
Hourly Total	**366**	**63**	**16**	**0**	**2**	**0**	**1**	**459**	**450**	**343**	**38**	**9**	**0**	**2**	**3**	**3**	**402**	**398**
13:00 - 13:15	97	12	3	0	0	0	2	114.3	114	86	11	4	0	1	0	0	105.9	102
13:15 - 13:30	97	14	2	0	2	2	0	118.4	117	90	14	2	0	1	0	0	109.9	107
13:30 - 13:45	91	9	4	0	0	1	0	106.2	103	70	17	2	0	0	1	1	92.2	91
13:45 - 14:00	75	12	1	0	0	1	0	89.7	89	86	10	4	0	0	0	1	102.4	101
Hourly Total	**360**	**47**	**10**	**0**	**2**	**4**	**2**	**428**	**425**	**332**	**52**	**12**	**0**	**3**	**1**	**1**	**409**	**401**
14:00 - 14:15	96	9	3	1	3	1	1	118.4	114	88	20	1	1	1	0	1	114.2	112
14:15 - 14:30	102	18	3	0	2	1	2	129.5	128	90	11	1	0	0	1	1	108.1	109
14:30 - 14:45	123	15	2	2	1	1	1	146.2	144	111	13	3	0	0	0	0	131.5	130
14:45 - 15:00	96	18	1	0	0	1	0	115.7	116	123	11	1	0	2	0	1	139.5	137
Hourly Total	**417**	**60**	**9**	**3**	**6**	**4**	**4**	**512**	**503**	**440**	**53**	**6**	**1**	**4**	**1**	**2**	**513**	**507**
15:00 - 15:15	112	21	1	1	1	1	1	137.1	137	137	14	1	0	2	0	1	156.9	155
15:15 - 15:30	114	16	4	1	2	1	0	142.5	138	145	9	2	0	0	2	0	157.4	156
15:30 - 15:45	129	17	7	1	1	0	0	160.8	155	144	9	2	0	1	0	0	158.6	156
15:45 - 16:00	112	13	0	0	0	0	1	125.4	126	129	8	0	0	0	0	1	137.4	138
Hourly Total	**467**	**67**	**12**	**2**	**4**	**2**	**2**	**566**	**556**	**555**	**40**	**5**	**0**	**3**	**2**	**2**	**610**	**607**
16:00 - 16:15	103	17	1	0	0	0	1	121.9	122	111	16	3	0	0	2	1	126.3	127
16:15 - 16:30	148	18	0	0	1	2	1	168.8	170	148	15	4	0	1	2	0	171.4	170
16:30 - 16:45	110	12	0	0	1	2	3	125.6	126	136	13	0	0	0	0	0	149.8	149
16:45 - 17:00	96	10	1	0	0	0	0	107.5	107	132	16	1	0	2	1	1	154.1	153
Hourly Total	**457**	**57**	**2**	**0**	**2**	**4**	**5**	**524**	**527**	**527**	**60**	**8**	**0**	**3**	**5**	**2**	**601**	**599**
17:00 - 17:15	95	7	2	0	0	0	2	105.8	106	135	12	3	1	0	0	2	155.6	156
17:15 - 17:30	101	7	0	0	2	0	0	112.0	110	141	12	0	0	1	1	0	155.2	155
17:30 - 17:45	92	3	0	0	0	1	0	95.4	96	151	10	0	0	0	1	0	163.8	162
17:45 - 18:00	91	9	0	0	1	3	0	102.6	104	129	9	1	0	2	0	2	144.3	143
Hourly Total	**379**	**26**	**2**	**0**	**3**	**3**	**2**	**416**	**416**	**556**	**43**	**4**	**1**	**4**	**2**	**4**	**618**	**616**
18:00 - 18:15	96	7	1	0	0	0	0	104.5	104	116	11	1	0	0	1	1	128.9	129
18:15 - 18:30	81	11	0	0	0	0	1	92.4	93	124	11	0	0	0	2	0	130.8	130
18:30 - 18:45	76	7	0	0	1	0	0	85.0	84	77	3	1	0	0	3	0	87.9	85
18:45 - 19:00	105	4	0	0	0	1	0	111.0	110	72	4	0	0	0	0	1	76.4	77
Hourly Total	**358**	**29**	**1**	**0**	**1**	**2**	**1**	**393**	**391**	**389**	**29**	**2**	**0**	**0**	**6**	**2**	**423**	**420**
Session Total	**3908**	**667**	**110**	**7**	**39**	**26**	**29**	**3951**	**3886**	**4804**	**630**	**105**	**6**	**41**	**28**	**25**	**5783**	**5639**

streetwise

Barnham - Manual Traffic Survey: Wednesday, 20 November 2024

Produced by Streetwise Services Ltd.

Junction: A - A29 Fontwell Avenue / B - B2233 Barnham Road / C - A29 Nyton Road

Approach: C - A29 Nyton Road

	C to A									C to B									C to C								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	97	25	3	1	0	0	0	128.8	126	49	15	0	0	0	1	0	64.2	65	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	73	27	4	1	0	1	0	108.5	106	46	15	1	0	0	2	1	63.3	65	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	104	29	1	0	0	0	1	134.9	135	74	15	0	0	0	0	2	89.8	91	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	118	31	3	3	0	2	1	161.2	158	74	17	1	0	0	0	0	92.5	92	3	0	0	0	0	0	0	3.0	3
Hourly Total	**392**	**112**	**11**	**5**	**0**	**3**	**2**	**533**	**525**	**243**	**62**	**2**	**0**	**0**	**3**	**3**	**310**	**313**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
08:00 - 08:15	99	28	0	3	0	0	0	133.9	130	97	11	1	0	0	0	0	109.5	109	2	0	0	0	0	0	0	2.0	2
08:15 - 08:30	94	19	2	1	0	0	0	118.3	116	98	22	5	1	0	0	0	129.8	126	6	0	0	0	0	0	0	6.0	6
08:30 - 08:45	74	12	1	0	1	0	1	93.8	89	66	11	6	0	1	0	0	96.0	96	1	0	0	0	0	0	0	1.0	1
08:45 - 09:00	94	9	3	3	0	0	0	114.4	109	62	11	1	0	1	0	0	76.5	75	2	0	0	0	0	0	0	2.0	2
Hourly Total	**361**	**68**	**6**	**8**	**0**	**1**	**0**	**457**	**444**	**325**	**55**	**13**	**1**	**2**	**0**	**0**	**406**	**396**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**11**
09:00 - 09:15	85	21	7	4	0	0	0	125.7	117	58	14	1	0	0	0	0	73.5	73	1	0	0	0	0	0	0	1.0	1
09:15 - 09:30	77	17	3	2	1	0	0	105.1	100	49	11	1	0	0	0	0	61.3	61	1	0	0	0	0	0	0	1.0	1
09:30 - 09:45	48	11	4	1	0	0	0	67.3	64	37	12	3	0	0	0	0	53.3	52	2	0	0	0	0	0	0	2.0	2
09:45 - 10:00	59	11	5	4	0	0	1	87.1	80	48	9	3	0	0	0	0	61.5	60	4	0	0	0	0	0	0	4.0	4
Hourly Total	**269**	**60**	**19**	**11**	**1**	**0**	**1**	**385**	**361**	**192**	**46**	**8**	**0**	**0**	**0**	**0**	**250**	**246**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**8**
10:00 - 10:15	41	9	5	1	0	0	0	59.8	56	38	7	1	0	0	0	0	46.0	46	3	0	0	0	0	0	0	3.0	3
10:15 - 10:30	59	12	4	0	0	0	0	77.8	75	59	12	0	0	0	0	0	71.0	71	1	1	0	0	0	0	0	2.0	2
10:30 - 10:45	36	11	1	2	0	0	0	53.1	50	47	12	0	0	1	0	0	61.0	60	0	1	0	0	0	0	0	1.0	1
10:45 - 11:00	57	16	2	1	0	0	0	78.3	76	52	12	1	0	0	0	0	65.5	65	1	0	0	0	0	0	0	1.0	1
Hourly Total	**193**	**48**	**12**	**4**	**0**	**0**	**0**	**268**	**257**	**196**	**43**	**2**	**0**	**1**	**2**	**0**	**244**	**244**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**7**	**7**
11:00 - 11:15	66	29	2	4	1	0	0	101.2	102	70	8	5	0	0	0	1	83.0	82	2	0	0	0	0	0	0	2.0	2
11:15 - 11:30	45	16	3	3	0	0	0	72.4	67	51	9	0	0	0	0	1	68.4	67	1	1	0	0	0	0	0	2.0	2
11:30 - 11:45	55	6	4	0	0	1	0	67.2	66	53	10	4	0	0	0	0	69.0	67	2	1	0	0	0	0	0	3.0	3
11:45 - 12:00	38	25	2	1	0	0	0	68.3	66	51	11	1	0	0	0	0	63.5	63	2	0	0	0	0	0	0	2.0	2
Hourly Total	**204**	**76**	**11**	**8**	**1**	**1**	**0**	**309**	**301**	**225**	**38**	**10**	**0**	**0**	**0**	**2**	**279**	**273**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**9**	**9**
12:00 - 12:15	81	20	3	0	0	0	0	105.5	104	59	7	1	0	0	0	0	67.5	67	3	0	0	0	0	0	0	3.0	3
12:15 - 12:30	50	27	4	0	0	0	0	83.0	81	61	6	0	0	0	0	0	67.0	67	1	0	0	0	0	0	0	1.0	1
12:30 - 12:45	58	15	3	4	0	1	0	86.9	81	57	6	1	0	0	2	0	64.9	66	4	0	0	0	0	0	0	4.0	4
12:45 - 13:00	55	7	0	3	0	0	0	83.0	85	68	9	2	0	1	0	0	82.0	80	0	0	0	0	0	0	0	0.0	0
Hourly Total	**244**	**69**	**10**	**7**	**0**	**1**	**0**	**344**	**331**	**245**	**28**	**4**	**0**	**1**	**2**	**0**	**281**	**280**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**8**
13:00 - 13:15	48	5	3	3	0	1	1	65.8	61	66	6	2	0	1	0	0	77.0	75	1	0	0	0	0	0	0	1.0	1
13:15 - 13:30	61	15	3	1	0	0	0	82.8	80	66	10	1	0	0	0	0	79.5	79	1	1	0	0	0	0	0	2.0	2
13:30 - 13:45	51	11	1	2	0	0	0	68.1	65	47	13	1	0	0	1	0	61.7	62	2	0	0	0	0	0	0	2.0	2
13:45 - 14:00	49	9	3	1	0	0	0	64.8	62	65	6	1	0	0	0	0	72.0	72	6	0	0	0	0	0	0	6.0	6
Hourly Total	**209**	**40**	**10**	**7**	**0**	**1**	**1**	**281**	**268**	**244**	**35**	**5**	**0**	**1**	**1**	**0**	**291**	**288**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**11**	**11**
14:00 - 14:15	79	12	2	1	0	1	0	96.5	95	67	15	0	0	0	1	0	82.4	83	2	0	0	0	0	0	0	2.0	2
14:15 - 14:30	64	15	3	1	0	0	0	85.8	83	66	6	1	0	0	1	0	73.7	74	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	71	10	1	1	0	0	0	91.2	84	91	8	1	0	0	0	0	100.5	100	4	1	0	0	0	0	0	5.0	5
14:45 - 15:00	72	9	4	0	0	0	0	87.8	85	92	6	0	0	0	2	0	102.0	100	2	1	0	0	0	0	0	3.0	3
Hourly Total	**286**	**46**	**10**	**3**	**0**	**1**	**1**	**361**	**347**	**316**	**35**	**2**	**0**	**2**	**1**	**1**	**359**	**357**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**10**	**10**
15:00 - 15:15	86	7	6	0	1	0	0	104.0	100	104	10	1	0	1	1	1	117.9	117	2	0	0	0	0	0	0	2.0	2
15:15 - 15:30	87	11	2	0	1	0	0	103.0	101	101	6	1	0	0	2	0	108.9	110	1	1	0	0	0	0	0	2.0	2
15:30 - 15:45	64	10	2	1	0	0	0	79.3	77	95	7	1	0	0	0	0	103.5	103	5	0	0	0	0	0	0	5.0	5
15:45 - 16:00	77	15	3	0	0	0	1	96.9	96	92	6	0	0	0	1	0	98.4	99	1	0	0	0	0	0	0	1.0	1
Hourly Total	**314**	**43**	**13**	**1**	**2**	**0**	**1**	**383**	**374**	**392**	**29**	**3**	**0**	**1**	**2**	**2**	**429**	**429**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**10**	**10**
16:00 - 16:15	86	11	3	1	0	0	0	92.8	90	75	8	2	0	0	2	0	86.4	87	1	1	0	0	0	0	0	2.0	2
16:15 - 16:30	75	8	3	3	0	0	1	94.8	90	101	12	4	0	0	2	0	119.4	119	3	0	0	0	0	0	0	3.0	3
16:30 - 16:45	61	13	0	0	0	1	1	74.6	76	78	9	0	0	0	0	0	87.0	87	2	0	0	0	0	0	0	2.0	2
16:45 - 17:00	80	8	1	0	0	0	0	89.5	89	91	8	0	0	0	1	1	101.6	102	2	0	0	0	0	0	0	2.0	2
Hourly Total	**281**	**40**	**7**	**4**	**0**	**1**	**2**	**342**	**335**	**345**	**37**	**6**	**0**	**0**	**5**	**1**	**394**	**395**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**9**	**9**
17:00 - 17:15	58	6	0	0	0	0	0	64.0	64	99	8	2	1	0	5	2	114.1	117	1	0	0	0	0	0	0	1.0	1
17:15 - 17:30	59	8	0	1	1	0	0	71.3	69	93	7	0	0	1	1	0	102.2	102	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	60	7	0	1	0	0	1	69.7	69	98	6	0	0	0	0	0	104.0	104	1	0	0	0	0	0	0	1.0	1
17:45 - 18:00	49	5	1	0	0	0	0	55.5	55	83	6	0	0	1	0	1	91.4	91	0	0	0	0	0	0	0	0.0	0
Hourly Total	**226**	**26**	**1**	**2**	**1**	**0**	**1**	**261**	**257**	**373**	**27**	**2**	**1**	**2**	**6**	**3**	**412**	**414**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
18:00 - 18:15	61	3	1	1	0	0	0	67.8	66	80	8	1	0	0	0	0	89.5	89	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	44	2	0	0	0	0	0	46.0	46	89	8	0	0	0	2	0	101.8	101	0	1	0	0	0	0	0	1.0	1
18:30 - 18:45	39	2	0	0	0	0	1	41.4	42	51	2	1	0	0	2	0	58.9	57	3	0	0	0	0	0	0	3.0	3
18:45 - 19:00	43	3	0	1	0	0	0	48.3	47	53	1	0	0	0	0	0	54.0	54	1	1	0	0	0	0	0	2.0	2
Hourly Total	**187**	**10**	**1**	**2**	**0**	**0**	**1**	**204**	**201**	**273**	**19**	**2**	**0**	**0**	**4**	**0**	**304**	**301**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**6**	**6**
Session Total	**3166**	**638**	**111**	**62**	**5**	**9**	**10**	**4129**	**4001**	**3371**	**454**	**59**	**2**	**15**	**22**	**15**	**3959**	**3938**	**83**	**11**	**0**	**0**	**0**	**0**	**0**	**94**	**94**

	From C									To C								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	146	40	3	1	0	1	0	193.0	191	108	27	5	1	1	1	0	147.9	143
07:15 - 07:30	119	42	5	1	0	3	1	171.8	171	149	25	4	0	2	4	1	185.2	185
07:30 - 07:45	178	44	1	0	0	0	3	224.7	226	178	36	6	0	1	2	2	226.2	225
07:45 - 08:00	195	48	4	3	0	2	1	256.7	253	176	40	4	0	2	0	3	227.2	223
Hourly Total	**638**	**174**	**13**	**5**	**0**	**6**	**5**	**846**	**841**	**611**	**128**	**19**	**1**	**6**	**7**	**6**	**786**	**776**
08:00 - 08:15	195	39	1	3	0	0	0	245.4	241	168	19	2	2	2	0	0	198.6	193
08:15 - 08:30	198	41	7	2	0	0	0	254.1	248	190	24	1	1	0	0	0	217.8	216
08:30 - 08:45	143	23	7	1	1	1	0	181.8	176	195	23	5	3	0	0	0	232.8	226
08:45 - 09:00	158	38	4	3	1	0	0	192.9	186	145	24	9	0	0	0	2	183.3	188
Hourly Total	**697**	**123**	**19**	**9**	**2**	**1**	**0**	**873**	**851**	**698**	**90**	**17**	**6**	**2**	**0**	**2**	**832**	**815**
09:00 - 09:15	144	35	8	4	0	0	0	208.2	191	154	24	3	3	1	0	0	191.4	185
09:15 - 09:30	127	28	4	2	1	0	0	167.6	162	132	18	5	0	0	0	0	157.7	156
09:30 - 09:45	87	23	7	1	0	0	0	122.8	118	126	23	3	1	0	0	0	155.8	153
09:45 - 10:00	111	20	8	4	0	0	1	152.6	144	105	22	10	4	0	1	0	151.4	142
Hourly Total	**469**	**106**	**27**	**11**	**1**	**0**	**1**	**643**	**615**	**517**	**87**	**21**	**8**	**1**	**2**	**0**	**656**	**636**
10:00 - 10:15	82	16	6	1	0	2	0	109.7	107	149	31	4	1	0	2	0	188.7	187
10:15 - 10:30	119	25	4	0	0	0	0	150.0	148	129	14	2	4	1	0	1	157.6	151
10:30 - 10:45	83	24	1	2	1	0	0	113.1	111	112	21	7	2	0	0	0	148.1	142
10:45 - 11:00	110	28	3	1	0	0	0	144.8	142	124	18	3	1	0	0	0	148.8	146
Hourly Total	**394**	**93**	**14**	**4**	**1**	**2**	**0**	**520**	**508**	**514**	**84**	**16**	**8**	**1**	**2**	**1**	**643**	**626**
11:00 - 11:15	138	37	7	4	1	0	1	197.1	195	109	29	6	0	1	0	0	149.0	145
11:15 - 11:30	97	26	3	3	0	0	1	134.8	130	128	17	8	2	0	0	1	162.0	156
11:30 - 11:45	110	17	8	0	0	1	0	139.2	136	121	23	4	4	0	1	1	159.8	154
11:45 - 12:00	91	36	3	1	0	0	0	133.8	131	123	24	3	1	0	0	1	154.2	152
Hourly Total	**436**	**116**	**21**	**8**	**1**	**3**	**2**	**605**	**592**	**481**	**93**	**21**	**7**	**1**	**3**	**3**	**625**	**607**
12:00 - 12:15	143	27	4	0	0	0	0	176.0	174	130	14	10	1	0	2	0	161.7	157
12:15 - 12:30	112	33	4	0	0	0	0	151.0	149	130	25	3	1	1	0	0	163.8	160
12:30 - 12:45	119	21	4	4	0	3	0	155.8	151	149	24	5	1	0	1	1	183.4	181
12:45 - 13:00	123	16	2	3	1	0	0	158.9	145	127	27	4	3	0	1	0	167.1	162
Hourly Total	**497**	**97**	**14**	**7**	**1**	**3**	**0**	**634**	**619**	**536**	**90**	**22**	**6**	**0**	**4**	**1**	**676**	**660**
13:00 - 13:15	115	11	5	1	1	1	1	143.0	137	143	20	4	0	0	0	0	169.9	167
13:15 - 13:30	130	26	4	1	0	0	0	164.3	161	113	27	0	4	1	1	1	151.8	147
13:30 - 13:45	100	24	2	2	0	1	0	131.8	129	134	18	4	0	0	1	0	158.2	157
13:45 - 14:00	120	15	4	1	0	0	0	143.3	140	112	17	5	0	0	1	0	136.7	135
Hourly Total	**465**	**76**	**15**	**7**	**1**	**2**	**1**	**582**	**567**	**502**	**82**	**13**	**4**	**1**	**3**	**1**	**616**	**606**
14:00 - 14:15	148	27	2	1	0	1	1	188.9	180	122	15	2	1	2	1	2	147.3	145
14:15 - 14:30	130	21	4	1	0	1	0	159.5	157	150	23	3	0	1	1	2	180.5	180
14:30 - 14:45	156	19	2	0	0	0	1	186.7	180	177	17	4	1	0	0	1	204.7	202
14:45 - 15:00	166	16	4	0	0	0	0	192.0	188	154	25	5	2	1	1	0	193.3	189
Hourly Total	**610**	**83**	**12**	**3**	**2**	**2**	**2**	**723**	**714**	**603**	**80**	**14**	**4**	**5**	**3**	**5**	**726**	**715**
15:00 - 15:15	182	17	7	0	2	0	1	223.9	219	176	24	5	5	0	1	1	219.6	212
15:15 - 15:30	189	18	3	0	1	1	0	213.9	213	165	30	6	2	0	1	0	210.8	205
15:30 - 15:45	164	17	3	1	0	0	0	187.8	185	178	29	7	3	1	0	0	226.4	218
15:45 - 16:00	170	21	3	0	0	0	2	196.3	196	153	35	1	0	0	0	1	189.9	190
Hourly Total	**715**	**73**	**16**	**1**	**3**	**2**	**3**	**822**	**813**	**672**	**118**	**19**	**10**	**2**	**2**	**2**	**847**	**825**
16:00 - 16:15	141	20	5	1	0	2	0	171.2	169	176	37	1	2	0	0	2	219.9	218
16:15 - 16:30	179	20	7	3	0	2	1	217.2	212	194	37	2	0	1	2	2	237.2	238
16:30 - 16:45	141	22	0	0	0	1	1	163.6	165	186	32	1	0	2	2	2	228.7	223
16:45 - 17:00	173	16	1	0	0	1	1	193.1	193	177	26	2	0	0	0	0	206.9	205
Hourly Total	**634**	**78**	**13**	**4**	**1**	**6**	**3**	**745**	**739**	**733**	**132**	**6**	**2**	**3**	**4**	**6**	**892**	**884**
17:00 - 17:15	158	14	2	1	0	5	2	179.1	182	175	36	1	0	0	0	2	213.3	214
17:15 - 17:30	152	15	0	1	2	1	0	173.5	171	169	16	0	1	2	1	0	191.5	189
17:30 - 17:45	159	13	0	1	0	0	1	174.7	174	167	14	1	2	0	0	1	187.5	185
17:45 - 18:00	132	11	1	0	1	0	1	148.9	146	162	28	2	3	0	2	1	208.7	198
Hourly Total	**601**	**53**	**3**	**3**	**3**	**6**	**4**	**676**	**673**	**673**	**94**	**4**	**6**	**2**	**3**	**4**	**793**	**786**
18:00 - 18:15	141	11	2	1	0	0	0	157.3	155	147	22	0	1	0	0	0	171.3	170
18:15 - 18:30	133	11	0	0	2	0	2	148.8	148	107	21	1	0	0	0	0	129.5	129
18:30 - 18:45	93	4	1	0	2	0	2	103.3	102	131	17	0	0	0	0	0	148.0	148
18:45 - 19:00	97	5	0	1	0	0	0	104.3	103	131	10	0	1	0	0	0	143.3	142
Hourly Total	**464**	**31**	**3**	**2**	**4**	**0**	**4**	**513**	**508**	**516**	**70**	**1**	**2**	**0**	**0**	**0**	**592**	**589**
Session Total	**6820**	**1103**	**170**	**64**	**28**	**31**	**25**	**8181**	**8033**	**7056**	**1148**	**173**	**64**	**23**	**33**	**30**	**8675**	**8527**

streetwise

Barnham: Queue Length Survey - Wednesday, 20 November 2024

Produced by Streetwise Services Ltd.

Junction: A - A29 Fontwell Avenue / B - B2233 Barnham Road / C - A29 Nyton Road

A - A29 Fontwell Avenue — Lane 1

Survey Period	CAR (MAX)	LGV (MAX)	OGV1 (MAX)	OGV2 (MAX)	BUS (MAX)	P/CYCLE (MAX)	M/CYCLE (MAX)	Total Length	Total PCU
07:00 - 07:05	2	1	0	0	0	0	0	3	3
07:05 - 07:10	1	3	0	0	0	0	0	4	4
07:10 - 07:15	2	1	0	0	1	0	0	4	5
07:15 - 07:20	1	0	0	0	0	0	0	1	1
07:20 - 07:25	2	0	1	0	0	0	0	3	4
07:25 - 07:30	3	1	0	0	0	0	0	4	4
07:30 - 07:35	1	1	0	0	0	0	0	2	2
07:35 - 07:40	3	1	0	0	0	0	0	4	4
07:40 - 07:45	3	0	0	0	0	0	0	3	3
07:45 - 07:50	5	2	0	0	0	0	0	7	7
07:50 - 07:55	5	2	0	0	0	0	0	7	7
07:55 - 08:00	7	1	0	0	0	0	0	8	8
08:00 - 08:05	8	0	0	0	1	0	0	9	10
08:05 - 08:10	11	2	0	0	0	0	0	13	13
08:10 - 08:15	12	3	0	1	0	0	0	16	17
08:15 - 08:20	18	3	0	1	0	0	0	22	23
08:20 - 08:25	34	4	2	0	0	0	0	40	41
08:25 - 08:30	26	1	0	0	0	0	0	27	27
08:30 - 08:35	8	1	0	0	0	0	0	9	9
08:35 - 08:40	7	0	1	2	0	0	0	10	13
08:40 - 08:45	4	0	0	0	0	0	0	4	4
08:45 - 08:50	7	1	0	0	0	0	0	8	8
08:50 - 08:55	3	1	0	0	0	0	0	4	4
08:55 - 09:00	1	1	0	0	0	0	0	2	2
09:00 - 09:05	4	1	0	0	0	0	0	5	5
09:05 - 09:10	5	1	0	0	0	0	0	6	6
09:10 - 09:15	3	1	1	0	0	0	0	5	6
09:15 - 09:20	3	0	0	0	0	0	0	3	3
09:20 - 09:25	3	0	0	0	0	0	0	3	3
09:25 - 09:30	2	0	0	0	0	0	0	2	2
09:30 - 09:35	2	0	0	0	0	0	0	2	2
09:35 - 09:40	2	1	0	0	0	0	0	3	3
09:40 - 09:45	4	0	0	0	0	0	0	4	4
09:45 - 09:50	0	0	0	1	0	0	0	1	2
09:50 - 09:55	3	0	1	0	0	0	0	4	5
09:55 - 10:00	3	0	0	1	0	0	0	4	5
10:00 - 10:05	2	1	0	0	0	0	0	3	3
10:05 - 10:10	2	1	1	0	0	0	0	4	5
10:10 - 10:15	7	0	0	0	0	0	0	7	7
10:15 - 10:20	1	0	0	0	0	0	0	1	1
10:20 - 10:25	3	1	1	0	0	0	0	5	6
10:25 - 10:30	3	0	0	0	0	0	0	3	3
10:30 - 10:35	2	0	1	0	0	0	0	3	4
10:35 - 10:40	0	0	2	0	0	0	0	2	3
10:40 - 10:45	1	0	2	0	0	0	0	3	4
10:45 - 10:50	2	2	0	0	0	0	0	4	4
10:50 - 10:55	4	0	0	0	0	0	0	4	4
10:55 - 11:00	1	0	0	0	0	0	0	1	1
11:00 - 11:05	2	1	0	0	0	0	0	3	3
11:05 - 11:10	2	1	0	0	0	0	0	3	3
11:10 - 11:15	0	1	2	0	0	0	0	3	4
11:15 - 11:20	5	0	1	0	0	0	0	6	7
11:20 - 11:25	2	0	1	0	0	0	0	3	4
11:25 - 11:30	5	0	0	1	0	0	0	6	7
11:30 - 11:35	1	1	0	0	0	0	0	2	2
11:35 - 11:40	3	0	1	0	0	0	0	4	5
11:40 - 11:45	3	0	0	0	0	0	0	3	3
11:45 - 11:50	4	0	0	0	0	0	0	4	4
11:50 - 11:55	4	0	0	0	0	0	0	4	4
11:55 - 12:00	3	0	0	0	0	0	0	3	3
12:00 - 12:05	6	0	0	1	0	0	0	7	8
12:05 - 12:10	6	0	0	0	0	0	0	6	6
12:10 - 12:15	6	1	0	0	0	0	0	7	7
12:15 - 12:20	1	0	0	0	0	0	0	1	1
12:20 - 12:25	7	1	0	0	0	0	0	8	8
12:25 - 12:30	5	1	0	0	0	0	0	6	6
12:30 - 12:35	1	0	1	0	0	0	0	2	3
12:35 - 12:40	1	0	0	0	0	0	0	1	1
12:40 - 12:45	3	0	0	0	0	0	0	3	3
12:45 - 12:50	5	0	0	1	0	0	0	6	7
12:50 - 12:55	8	1	0	0	0	0	0	9	9
12:55 - 13:00	3	0	0	0	0	0	0	3	3
13:00 - 13:05	4	0	0	0	0	0	0	4	4
13:05 - 13:10	1	2	0	0	0	0	0	3	3
13:10 - 13:15	1	1	1	0	0	0	0	3	4
13:15 - 13:20	8	0	0	1	0	0	0	9	10
13:20 - 13:25	6	1	0	0	0	0	0	7	7
13:25 - 13:30	3	0	1	0	0	0	0	4	5
13:30 - 13:35	7	2	0	0	0	0	0	9	9
13:35 - 13:40	4	0	0	0	0	0	0	4	4
13:40 - 13:45	2	2	0	0	0	0	0	4	4
13:45 - 13:50	3	0	0	0	0	0	0	3	3
13:50 - 13:55	1	1	2	0	0	0	0	4	5
13:55 - 14:00	5	1	1	0	0	0	0	7	8
14:00 - 14:05	2	0	0	0	0	0	0	2	2
14:05 - 14:10	2	0	0	0	0	0	0	2	2
14:10 - 14:15	5	0	0	0	0	0	1	6	5
14:15 - 14:20	2	1	0	0	0	0	0	3	3
14:20 - 14:25	1	0	0	0	0	0	0	1	1
14:25 - 14:30	4	0	0	0	0	0	0	4	4
14:30 - 14:35	8	1	0	0	0	0	0	9	9
14:35 - 14:40	4	0	0	0	0	0	0	4	4
14:40 - 14:45	20	2	1	0	0	0	0	23	24
14:45 - 14:50	4	0	0	0	0	0	0	4	4
14:50 - 14:55	22	2	1	0	0	0	0	25	26
14:55 - 15:00	17	4	0	2	0	0	0	23	26
15:00 - 15:05	21	3	0	1	0	0	0	25	26
15:05 - 15:10	23	3	0	0	0	0	0	26	26
15:10 - 15:15	20	4	2	0	0	0	0	26	27
15:15 - 15:20	22	2	1	0	0	0	0	25	26
15:20 - 15:25	20	3	0	0	0	0	0	23	23
15:25 - 15:30	12	0	0	0	0	0	0	12	12
15:30 - 15:35	12	2	0	0	0	0	0	14	14
15:35 - 15:40	11	2	0	0	0	0	0	13	13
15:40 - 15:45	7	1	1	0	1	0	0	10	12
15:45 - 15:50	5	2	0	0	0	0	0	7	7
15:50 - 15:55	6	2	0	0	0	0	0	8	8
15:55 - 16:00	10	1	0	0	0	0	0	11	11
16:00 - 16:05	3	0	0	1	0	0	0	4	5
16:05 - 16:10	16	2	1	0	0	0	0	19	20
16:10 - 16:15	23	3	0	0	0	0	0	26	26
16:15 - 16:20	18	3	1	0	0	0	0	22	23
16:20 - 16:25	4	1	0	0	0	0	1	6	5
16:25 - 16:30	25	4	0	0	0	0	0	29	29
16:30 - 16:35	17	8	0	0	0	0	0	25	25
16:35 - 16:40	19	2	0	0	0	1	0	22	21
16:40 - 16:45	21	3	0	0	0	0	0	24	24
16:45 - 16:50	24	1	2	0	0	0	0	27	28
16:50 - 16:55	23	4	0	0	0	0	0	27	27
16:55 - 17:00	21	3	0	0	1	0	0	25	26
17:00 - 17:05	19	6	0	0	0	0	0	25	25
17:05 - 17:10	6	2	0	0	0	0	0	8	8
17:10 - 17:15	6	4	0	0	0	0	0	10	10
17:15 - 17:20	11	1	0	0	0	0	0	12	12
17:20 - 17:25	18	2	0	1	0	0	0	21	22
17:25 - 17:30	8	2	0	0	0	0	0	10	10
17:30 - 17:35	18	2	0	2	0	0	0	22	25
17:35 - 17:40	22	2	0	0	0	0	1	25	24
17:40 - 17:45	21	2	0	0	0	0	0	23	23
17:45 - 17:50	21	3	0	0	0	0	0	24	24
17:50 - 17:55	17	4	1	1	0	0	0	23	25
17:55 - 18:00	16	5	0	0	0	0	0	21	21
18:00 - 18:05	9	1	0	0	0	0	0	10	10
18:05 - 18:10	5	0	0	0	0	0	0	5	5
18:10 - 18:15	0	3	0	0	0	0	0	3	3
18:15 - 18:20	4	2	0	0	0	0	0	6	6
18:20 - 18:25	5	1	0	0	0	0	0	6	6
18:25 - 18:30	4	2	0	0	0	0	0	6	6
18:30 - 18:35	4	2	0	0	0	0	0	6	6
18:35 - 18:40	5	0	0	0	0	0	0	5	5
18:40 - 18:45	6	1	0	0	0	0	0	7	7
18:45 - 18:50	2	0	0	0	0	0	0	2	2
18:50 - 18:55	3	0	0	0	0	0	0	3	3
18:55 - 19:00	3	2	0	0	0	0	0	5	5

B - B2233 Barnham Road — Lane 1

Survey Period	CAR (MAX)	LGV (MAX)	OGV1 (MAX)	OGV2 (MAX)	BUS (MAX)	P/CYCLE (MAX)	M/CYCLE (MAX)	Total Length	Total PCU
07:00 - 07:05	3	1	0	0	0	0	0	4	4
07:05 - 07:10	9	1	0	0	0	0	0	10	10
07:10 - 07:15	3	0	0	0	0	0	0	3	3
07:15 - 07:20	3	1	0	0	0	0	0	4	4
07:20 - 07:25	5	0	0	0	0	0	0	5	5
07:25 - 07:30	13	1	0	0	0	0	0	14	14
07:30 - 07:35	5	1	0	0	0	0	0	6	6
07:35 - 07:40	5	3	0	0	0	0	1	9	8
07:40 - 07:45	10	2	0	0	0	0	0	12	12
07:45 - 07:50	13	0	0	0	0	0	0	13	13
07:50 - 07:55	11	2	0	0	1	0	0	14	15
07:55 - 08:00	20	7	0	0	0	0	0	27	27
08:00 - 08:05	23	3	0	0	0	0	0	26	26
08:05 - 08:10	22	1	0	0	1	0	0	24	25
08:10 - 08:15	24	1	1	0	0	0	0	26	27
08:15 - 08:20	26	1	0	0	0	0	0	27	27
08:20 - 08:25	17	4	0	0	1	0	0	22	23
08:25 - 08:30	25	1	0	0	0	0	0	26	26
08:30 - 08:35	18	4	0	0	0	0	0	22	22
08:35 - 08:40	11	0	1	0	0	0	0	12	13
08:40 - 08:45	6	0	0	0	0	0	0	6	6
08:45 - 08:50	2	0	1	0	0	0	0	3	4
08:50 - 08:55	4	0	1	0	0	0	0	5	6
08:55 - 09:00	3	0	0	0	0	0	0	3	3
09:00 - 09:05	4	0	0	0	0	0	0	4	4
09:05 - 09:10	7	0	0	0	0	0	0	7	7
09:10 - 09:15	6	1	1	0	0	0	0	8	9
09:15 - 09:20	4	0	0	0	0	0	0	4	4
09:20 - 09:25	3	1	0	0	0	0	0	4	4
09:25 - 09:30	7	2	0	0	0	0	0	9	9
09:30 - 09:35	9	0	0	0	0	0	0	9	9
09:35 - 09:40	2	0	0	0	0	0	0	2	2
09:40 - 09:45	4	0	0	0	0	0	0	4	4
09:45 - 09:50	3	0	0	0	0	0	0	3	3
09:50 - 09:55	3	2	0	0	0	0	0	5	5
09:55 - 10:00	1	1	0	0	0	0	0	2	2
10:00 - 10:05	6	1	0	0	0	0	0	7	7
10:05 - 10:10	9	2	0	0	0	0	0	11	11
10:10 - 10:15	6	0	0	0	0	0	0	6	6
10:15 - 10:20	2	0	0	0	0	0	0	2	2
10:20 - 10:25	6	1	0	0	0	0	0	7	7
10:25 - 10:30	5	0	1	0	0	0	0	6	7
10:30 - 10:35	2	2	0	0	0	0	0	4	4
10:35 - 10:40	2	0	0	0	0	0	0	2	2
10:40 - 10:45	6	0	0	0	0	0	0	6	6
10:45 - 10:50	4	0	0	0	0	0	0	4	4
10:50 - 10:55	2	0	1	0	0	0	0	3	4
10:55 - 11:00	9	1	0	0	0	0	0	10	10
11:00 - 11:05	8	1	0	0	0	0	0	9	9
11:05 - 11:10	2	0	0	0	0	0	0	2	2
11:10 - 11:15	4	2	0	0	0	0	0	6	6
11:15 - 11:20	6	1	0	0	0	0	0	7	7
11:20 - 11:25	4	1	0	0	0	0	1	6	5
11:25 - 11:30	9	0	0	0	0	0	0	9	9
11:30 - 11:35	4	2	0	0	0	0	0	6	6
11:35 - 11:40	3	0	0	0	0	0	0	3	3
11:40 - 11:45	2	0	0	0	0	0	0	2	2
11:45 - 11:50	4	0	0	0	0	0	0	4	4
11:50 - 11:55	8	0	0	0	0	0	0	8	8
11:55 - 12:00	2	0	1	0	0	0	0	3	4
12:00 - 12:05	6	1	0	0	0	0	0	7	7
12:05 - 12:10	5	0	0	0	0	0	0	5	5
12:10 - 12:15	2	0	0	0	0	0	0	2	2
12:15 - 12:20	2	0	0	0	0	0	0	2	2
12:20 - 12:25	2	2	0	0	0	0	0	4	4
12:25 - 12:30	3	0	0	0	0	0	0	3	3
12:30 - 12:35	6	2	1	0	0	0	0	9	10
12:35 - 12:40	7	1	0	0	0	0	0	8	8
12:40 - 12:45	8	1	0	0	0	0	1	10	9
12:45 - 12:50	7	1	1	0	0	0	0	9	10
12:50 - 12:55	3	1	0	0	0	0	0	4	4
12:55 - 13:00	3	1	0	0	0	0	0	4	4
13:00 - 13:05	3	0	1	0	0	0	0	4	5
13:05 - 13:10	6	0	0	0	0	0	0	6	6
13:10 - 13:15	5	1	0	0	0	0	0	6	6
13:15 - 13:20	6	1	0	0	0	0	0	7	7
13:20 - 13:25	5	0	0	0	0	0	0	5	5
13:25 - 13:30	8	0	0	0	0	0	0	8	8
13:30 - 13:35	4	1	0	0	0	0	0	5	5
13:35 - 13:40	3	0	0	0	0	0	0	3	3
13:40 - 13:45	2	0	0	0	0	0	0	2	2
13:45 - 13:50	2	0	0	0	0	0	0	2	2
13:50 - 13:55	3	1	0	0	0	0	0	4	4
13:55 - 14:00	1	1	0	0	0	0	0	2	2
14:00 - 14:05	3	0	0	0	1	0	0	4	5
14:05 - 14:10	0	1	0	1	0	0	0	2	3
14:10 - 14:15	6	0	0	0	0	0	0	6	6
14:15 - 14:20	4	0	0	0	0	0	0	4	4
14:20 - 14:25	5	0	0	0	0	0	0	5	5
14:25 - 14:30	18	3	0	0	0	0	0	21	21
14:30 - 14:35	10	1	1	0	0	0	0	12	13
14:35 - 14:40	9	1	0	1	0	0	0	11	12
14:40 - 14:45	4	0	0	0	0	0	0	4	4
14:45 - 14:50	6	1	0	0	0	0	0	7	7
14:50 - 14:55	29	3	1	0	0	0	0	33	34
14:55 - 15:00	28	2	0	0	0	0	0	30	30
15:00 - 15:05	24	4	0	0	0	0	0	28	28
15:05 - 15:10	2	1	0	0	0	0	0	3	3
15:10 - 15:15	6	0	0	0	0	0	0	6	6
15:15 - 15:20	12	0	1	0	0	0	0	13	14
15:20 - 15:25	10	0	0	0	0	1	0	11	10
15:25 - 15:30	8	1	0	0	0	0	0	9	9
15:30 - 15:35	10	1	0	0	0	0	0	11	11
15:35 - 15:40	20	2	0	0	0	0	0	22	22
15:40 - 15:45	4	2	0	0	0	0	0	6	6
15:45 - 15:50	3	3	0	0	0	0	0	6	6
15:50 - 15:55	5	1	0	0	0	0	0	6	6
15:55 - 16:00	6	0	0	0	0	0	0	6	6
16:00 - 16:05	15	1	0	0	0	0	0	16	16
16:05 - 16:10	8	1	0	0	0	0	0	9	9
16:10 - 16:15	7	1	1	0	0	0	0	9	10
16:15 - 16:20	31	3	0	0	1	0	0	35	36
16:20 - 16:25	15	1	0	0	0	0	0	16	16
16:25 - 16:30	16	0	0	0	0	0	0	16	16
16:30 - 16:35	14	1	0	0	0	0	0	15	15
16:35 - 16:40	6	0	0	0	0	0	0	6	6
16:40 - 16:45	28	2	0	0	0	0	0	30	30
16:45 - 16:50	29	3	0	0	0	0	0	32	32
16:50 - 16:55	6	0	0	0	0	0	0	6	6
16:55 - 17:00	6	1	0	0	0	0	0	7	7
17:00 - 17:05	3	1	0	0	0	0	0	4	4
17:05 - 17:10	6	0	0	0	0	0	1	7	6
17:10 - 17:15	3	0	0	0	0	0	0	3	3
17:15 - 17:20	5	0	0	0	0	0	0	5	5
17:20 - 17:25	6	1	0	0	1	0	0	8	9
17:25 - 17:30	15	0	0	0	0	0	0	15	15
17:30 - 17:35	3	0	0	0	0	0	0	3	3
17:35 - 17:40	7	0	0	0	0	0	0	7	7
17:40 - 17:45	3	0	0	0	0	0	0	3	3
17:45 - 17:50	6	0	0	0	0	0	0	6	6
17:50 - 17:55	6	1	0	0	0	0	0	7	7
17:55 - 18:00	8	1	0	0	0	0	0	9	9
18:00 - 18:05	8	1	0	0	0	0	0	9	9
18:05 - 18:10	3	0	0	0	0	0	0	3	3
18:10 - 18:15	4	0	0	0	0	0	0	4	4
18:15 - 18:20	6	0	0	0	0	0	0	6	6
18:20 - 18:25	2	0	0	0	0	0	0	2	2
18:25 - 18:30	3	0	0	0	0	0	0	3	3
18:30 - 18:35	7	0	0	0	1	0	0	8	9
18:35 - 18:40	3	0	0	0	0	0	0	3	3
18:40 - 18:45	2	0	0	0	0	0	0	2	2
18:45 - 18:50	3	0	0	0	0	0	0	3	3
18:50 - 18:55	5	0	0	0	0	0	0	5	5
18:55 - 19:00	5	1	0	0	0	0	0	6	6

B - B2233 Barnham Road — Lane 2

Survey Period	CAR (MAX)	LGV (MAX)	OGV1 (MAX)	OGV2 (MAX)	BUS (MAX)	P/CYCLE (MAX)	M/CYCLE (MAX)	Total Length	Total PCU
07:00 - 07:05	0	0	0	0	0	0	0	0	0
07:05 - 07:10	0	0	0	0	0	0	0	0	0
07:10 - 07:15	0	0	0	0	0	0	0	0	0
07:15 - 07:20	0	0	0	0	0	0	0	0	0
07:20 - 07:25	0	0	0	0	0	0	0	0	0
07:25 - 07:30	0	0	0	0	0	0	0	0	0
07:30 - 07:35	0	0	0	0	0	0	0	0	0
07:35 - 07:40	0	0	0	0	0	0	0	0	0
07:40 - 07:45	0	0	0	0	0	0	0	0	0
07:45 - 07:50	0	0	0	0	0	0	0	0	0
07:50 - 07:55	0	0	0	0	0	0	0	0	0
07:55 - 08:00	0	0	0	0	0	0	0	0	0
08:00 - 08:05	0	0	0	0	0	0	0	0	0
08:05 - 08:10	0	0	0	0	0	0	0	0	0
08:10 - 08:15	0	0	0	0	0	0	0	0	0
08:15 - 08:20	1	1	0	0	0	0	0	2	2
08:20 - 08:25	1	0	0	0	0	0	0	1	1
08:25 - 08:30	0	0	0	0	0	0	0	0	0
08:30 - 08:35	0	0	0	0	0	0	0	0	0
08:35 - 08:40	0	0	0	0	0	0	0	0	0
08:40 - 08:45	0	0	0	0	0	0	0	0	0
08:45 - 08:50	0	0	0	0	0	0	0	0	0
08:50 - 08:55	0	0	0	0	0	0	0	0	0
08:55 - 09:00	1	0	0	0	0	0	0	1	1
09:00 - 09:05	1	0	0	0	0	0	0	1	1
09:05 - 09:10	0	0	0	0	0	0	0	0	0
09:10 - 09:15	0	0	0	0	0	0	0	0	0
09:15 - 09:20	0	0	0	0	0	0	0	0	0
09:20 - 09:25	0	0	0	0	0	0	0	0	0
09:25 - 09:30	0	0	0	0	0	0	0	0	0
09:30 - 09:35	0	0	0	0	0	0	0	0	0
09:35 - 09:40	0	0	0	0	0	0	0	0	0
09:40 - 09:45	0	0	0	0	0	0	0	0	0
09:45 - 09:50	0	0	0	0	0	0	0	0	0
09:50 - 09:55	0	0	0	0	0	0	0	0	0
09:55 - 10:00	0	0	0	0	0	0	0	0	0
10:00 - 10:05	0	0	0	0	0	0	0	0	0
10:05 - 10:10	0	0	0	0	0	0	0	0	0
10:10 - 10:15	0	0	0	0	0	0	0	0	0
10:15 - 10:20	0	0	0	0	0	0	0	0	0
10:20 - 10:25	0	0	0	0	0	0	0	0	0
10:25 - 10:30	0	0	0	0	0	0	0	0	0
10:30 - 10:35	0	0	0	0	0	0	0	0	0
10:35 - 10:40	0	0	0	0	0	0	0	0	0
10:40 - 10:45	0	0	0	0	0	0	0	0	0
10:45 - 10:50	0	0	0	0	0	0	0	0	0
10:50 - 10:55	0	0	0	0	0	0	0	0	0
10:55 - 11:00	0	0	0	0	0	0	0	0	0
11:00 - 11:05	0	0	0	0	0	0	0	0	0
11:05 - 11:10	0	0	0	0	0	0	0	0	0
11:10 - 11:15	0	0	0	0	0	0	0	0	0
11:15 - 11:20	0	0	0	0	0	0	0	0	0
11:20 - 11:25	0	0	0	0	0	0	0	0	0
11:25 - 11:30	0	0	0	0	0	0	0	0	0
11:30 - 11:35	0	0	0	0	0	0	0	0	0
11:35 - 11:40	0	0	0	0	0	0	0	0	0
11:40 - 11:45	0	0	0	0	0	0	0	0	0
11:45 - 11:50	0	0	0	0	0	0	0	0	0
11:50 - 11:55	0	0	0	0	0	0	0	0	0
11:55 - 12:00	0	0	0	0	0	0	0	0	0
12:00 - 12:05	0	0	0	0	0	0	0	0	0
12:05 - 12:10	0	0	0	0	0	0	0	0	0
12:10 - 12:15	0	0	0	0	0	0	0	0	0
12:15 - 12:20	0	0	0	0	0	0	0	0	0
12:20 - 12:25	0	0	0	0	0	0	0	0	0
12:25 - 12:30	0	0	0	0	0	0	0	0	0
12:30 - 12:35	0	0	0	0	0	0	0	0	0
12:35 - 12:40	0	0	0	0	0	0	0	0	0
12:40 - 12:45	0	0	0	0	0	0	0	0	0
12:45 - 12:50	0	0	0	0	0	0	0	0	0
12:50 - 12:55	0	0	0	0	0	0	0	0	0
12:55 - 13:00	0	0	0	0	0	0	0	0	0
13:00 - 13:05	0	0	0	0	0	0	0	0	0
13:05 - 13:10	0	0	0	0	0	0	0	0	0
13:10 - 13:15	1	0	0	0	0	0	0	1	1
13:15 - 13:20	1	0	0	0	0	0	0	1	1
13:20 - 13:25	0	0	0	0	0	0	0	0	0
13:25 - 13:30	0	0	0	0	0	0	0	0	0
13:30 - 13:35	0	0	0	0	0	0	0	0	0
13:35 - 13:40	0	0	0	0	0	0	0	0	0
13:40 - 13:45	0	0	0	0	0	0	0	0	0
13:45 - 13:50	1	0	0	0	0	0	0	1	1
13:50 - 13:55	0	0	0	0	0	0	0	0	0
13:55 - 14:00	0	0	0	0	0	0	0	0	0
14:00 - 14:05	0	0	0	0	0	0	0	0	0
14:05 - 14:10	0	0	0	0	0	0	0	0	0
14:10 - 14:15	0	0	0	0	0	0	0	0	0
14:15 - 14:20	0	0	0	0	0	0	0	0	0
14:20 - 14:25	2	0	0	0	0	0	0	2	2
14:25 - 14:30	0	0	0	0	0	0	0	0	0
14:30 - 14:35	0	0	0	0	0	0	0	0	0
14:35 - 14:40	0	0	0	0	0	0	0	0	0
14:40 - 14:45	1	1	0	0	0	0	0	2	2
14:45 - 14:50	0	0	0	0	0	0	0	0	0
14:50 - 14:55	0	0	0	0	0	0	0	0	0
14:55 - 15:00	0	0	0	0	0	0	0	0	0
15:00 - 15:05	0	0	0	0	0	0	0	0	0
15:05 - 15:10	2	0	0	0	0	0	0	2	2
15:10 - 15:15	1	0	0	0	0	0	0	1	1
15:15 - 15:20	1	0	0	0	0	0	0	1	1
15:20 - 15:25	0	0	0	0	0	0	0	0	0
15:25 - 15:30	0	0	0	0	0	0	0	0	0
15:30 - 15:35	0	0	0	0	0	0	0	0	0
15:35 - 15:40	0	0	0	0	0	0	0	0	0
15:40 - 15:45	0	0	0	1	0	0	0	1	2
15:45 - 15:50	0	0	0	0	0	0	0	0	0
15:50 - 15:55	2	0	0	0	0	0	0	2	2
15:55 - 16:00	0	0	0	0	0	0	0	0	0
16:00 - 16:05	0	0	0	0	0	0	0	0	0
16:05 - 16:10	0	0	0	0	0	0	0	0	0
16:10 - 16:15	0	0	0	0	0	0	0	0	0
16:15 - 16:20	0	0	0	0	0	0	0	0	0
16:20 - 16:25	0	0	0	0	0	0	0	0	0
16:25 - 16:30	0	0	0	0	0	0	0	0	0
16:30 - 16:35	0	0	0	0	0	0	0	0	0
16:35 - 16:40	0	0	0	0	0	0	0	0	0
16:40 - 16:45	0	0	0	0	0	0	0	0	0
16:45 - 16:50	0	0	0	0	0	0	0	0	0
16:50 - 16:55	0	0	0	0	0	0	0	0	0
16:55 - 17:00	0	0	0	0	0	0	0	0	0
17:00 - 17:05	0	0	0	0	0	0	0	0	0
17:05 - 17:10	0	0	0	0	0	0	0	0	0
17:10 - 17:15	0	0	0	0	0	0	0	0	0
17:15 - 17:20	0	0	0	0	0	0	0	0	0
17:20 - 17:25	0	0	0	0	0	0	0	0	0
17:25 - 17:30	0	0	0	0	0	0	0	0	0
17:30 - 17:35	0	0	0	0	0	0	0	0	0
17:35 - 17:40	0	0	0	0	0	0	0	0	0
17:40 - 17:45	0	0	0	0	0	0	0	0	0
17:45 - 17:50	0	0	0	0	0	0	0	0	0
17:50 - 17:55	0	0	0	0	0	0	0	0	0
17:55 - 18:00	0	0	0	0	0	0	0	0	0
18:00 - 18:05	0	0	0	0	0	0	0	0	0
18:05 - 18:10	0	0	0	0	0	0	0	0	0
18:10 - 18:15	0	0	0	0	0	0	0	0	0
18:15 - 18:20	0	0	0	0	0	0	0	0	0
18:20 - 18:25	0	0	0	0	0	0	0	0	0
18:25 - 18:30	0	0	0	0	0	0	0	0	0
18:30 - 18:35	0	0	0	0	0	0	0	0	0
18:35 - 18:40	0	0	0	0	0	0	0	0	0
18:40 - 18:45	0	0	0	0	0	0	0	0	0
18:45 - 18:50	0	0	0	0	0	0	0	0	0
18:50 - 18:55	0	0	0	0	0	0	0	0	0
18:55 - 19:00	0	0	0	0	0	0	0	0	0

C - A29 Nyton Road — Lane 1

Survey Period	CAR (MAX)	LGV (MAX)	OGV1 (MAX)	OGV2 (MAX)	BUS (MAX)	P/CYCLE (MAX)	M/CYCLE (MAX)	Total Length	Total PCU
07:00 - 07:05	4	0	0	0	0	0	0	4	4
07:05 - 07:10	0	0	1	0	0	0	0	1	2
07:10 - 07:15	0	1	0	0	0	0	0	1	1
07:15 - 07:20	0	0	0	0	0	0	0	0	0
07:20 - 07:25	0	0	0	0	0	0	0	0	0
07:25 - 07:30	1	0	0	0	0	0	0	1	1
07:30 - 07:35	2	1	0	0	0	0	0	3	3
07:35 - 07:40	4	0	0	0	0	0	0	4	4
07:40 - 07:45	3	0	0	0	0	0	0	3	3
07:45 - 07:50	3	1	0	0	0	0	0	4	4
07:50 - 07:55	1	1	0	0	0	0	0	2	2
07:55 - 08:00	1	0	0	0	0	0	0	1	1
08:00 - 08:05	1	1	0	0	0	0	0	2	2
08:05 - 08:10	2	2	0	0	0	0	0	4	4
08:10 - 08:15	0	0	0	0	0	0	0	0	0
08:15 - 08:20	2	1	0	0	0	0	0	3	3
08:20 - 08:25	3	1	0	0	0	0	0	4	4
08:25 - 08:30	1	0	0	0	0	0	0	1	1
08:30 - 08:35	1	0	0	0	0	0	0	1	1
08:35 - 08:40	2	0	0	0	0	0	0	2	2
08:40 - 08:45	1	0	0	0	0	0	0	1	1
08:45 - 08:50	1	1	0	0	0	0	0	2	2
08:50 - 08:55	6	0	0	0	0	0	0	6	6
08:55 - 09:00	2	0	0	0	0	0	0	2	2
09:00 - 09:05	2	0	0	0	0	0	0	2	2
09:05 - 09:10	4	0	0	0	0	0	0	4	4
09:10 - 09:15	0	0	0	0	0	0	0	0	0
09:15 - 09:20	1	0	0	0	0	0	0	1	1
09:20 - 09:25	1	0	0	0	0	0	0	1	1
09:25 - 09:30	1	0	0	0	0	0	0	1	1
09:30 - 09:35	1	0	0	0	0	0	0	1	1
09:35 - 09:40	0	0	0	0	0	0	0	0	0
09:40 - 09:45	3	0	0	0	0	0	0	3	3
09:45 - 09:50	0	0	0	0	0	0	0	0	0
09:50 - 09:55	1	1	0	0	0	0	0	2	2
09:55 - 10:00	0	0	0	0	0	0	0	0	0
10:00 - 10:05	1	0	0	0	0	0	0	1	1
10:05 - 10:10	1	0	0	0	0	0	0	1	1
10:10 - 10:15	0	0	1	0	0	0	0	1	2
10:15 - 10:20	0	0	0	0	0	0	0	0	0
10:20 - 10:25	1	0	0	0	0	0	0	1	1
10:25 - 10:30	2	0	0	0	0	0	0	2	2
10:30 - 10:35	0	0	0	0	0	0	0	0	0
10:35 - 10:40	1	0	0	0	0	0	0	1	1
10:40 - 10:45	0	0	0	0	0	0	0	0	0
10:45 - 10:50	2	0	0	0	0	0	0	2	2
10:50 - 10:55	2	1	0	0	0	0	0	3	3
10:55 - 11:00	1	0	0	0	0	0	0	1	1
11:00 - 11:05	1	0	0	0	0	0	0	1	1
11:05 - 11:10	1	0	0	0	0	0	0	1	1
11:10 - 11:15	1	0	0	0	0	0	0	1	1
11:15 - 11:20	1	0	0	0	0	0	0	1	1
11:20 - 11:25	1	0	0	0	0	0	0	1	1
11:25 - 11:30	0	0	1	0	0	0	0	1	2
11:30 - 11:35	1	0	0	0	0	0	0	1	1
11:35 - 11:40	1	0	0	0	0	0	0	1	1
11:40 - 11:45	1	0	0	0	0	0	0	1	1
11:45 - 11:50	2	1	0	0	0	0	0	3	3
11:50 - 11:55	0	0	0	0	0	0	0	0	0
11:55 - 12:00	1	2	0	0	0	0	0	3	3
12:00 - 12:05	1	0	0	0	0	0	0	1	1
12:05 - 12:10	0	1	0	0	0	0	0	1	1
12:10 - 12:15	0	1	0	0	0	0	0	1	1
12:15 - 12:20	0	1	0	0	0	0	0	1	1
12:20 - 12:25	1	0	0	0	0	0	0	1	1
12:25 - 12:30	1	0	0	0	0	0	0	1	1
12:30 - 12:35	3	0	0	0	0	0	0	3	3
12:35 - 12:40	0	0	1	0	0	0	0	1	2
12:40 - 12:45	3	0	0	0	0	0	0	3	3
12:45 - 12:50	0	0	0	0	0	0	0	0	0
12:50 - 12:55	2	0	0	0	0	0	0	2	2
12:55 - 13:00	0	0	0	0	0	0	0	0	0
13:00 - 13:05	0	0	0	0	0	0	0	0	0
13:05 - 13:10	0	0	0	0	0	0	0	0	0
13:10 - 13:15	1	0	0	0	0	0	0	1	1
13:15 - 13:20	0	0	0	0	0	0	0	0	0
13:20 - 13:25	0	0	1	0	0	0	0	1	2
13:25 - 13:30	0	0	0	0	0	0	0	0	0
13:30 - 13:35	0	0	0	0	0	0	0	0	0
13:35 - 13:40	0	0	0	0	0	0	0	0	0
13:40 - 13:45	0	0	0	0	0	0	0	0	0
13:45 - 13:50	1	0	0	0	0	0	0	1	1
13:50 - 13:55	0	0	0	0	0	0	0	0	0
13:55 - 14:00	0	0	0	0	0	0	0	0	0
14:00 - 14:05	0	0	0	0	0	0	0	0	0
14:05 - 14:10	2	0	0	0	0	0	0	2	2
14:10 - 14:15	1	1	0	0	0	0	0	2	2
14:15 - 14:20	0	0	0	0	0	0	0	0	0
14:20 - 14:25	3	0	0	0	0	0	0	3	3
14:25 - 14:30	3	0	0	0	0	0	0	3	3
14:30 - 14:35	0	0	0	0	0	0	0	0	0
14:35 - 14:40	0	0	0	0	0	0	0	0	0
14:40 - 14:45	0	0	0	0	0	0	0	0	0
14:45 - 14:50	0	0	0	0	0	0	0	0	0
14:50 - 14:55	0	0	0	0	0	0	0	0	0
14:55 - 15:00	0	0	0	0	0	0	0	0	0
15:00 - 15:05	2	0	0	0	0	0	0	2	2
15:05 - 15:10	2	0	0	0	0	0	0	2	2
15:10 - 15:15	0	0	0	0	0	0	0	0	0
15:15 - 15:20	1	0	0	0	0	0	0	1	1
15:20 - 15:25	1	0	0	0	0	0	0	1	1
15:25 - 15:30	0	0	0	0	0	0	0	0	0
15:30 - 15:35	2	0	0	0	0	0	0	2	2
15:35 - 15:40	1	0	1	0	0	0	0	2	3
15:40 - 15:45	0	0	0	0	0	0	0	0	0
15:45 - 15:50	0	0	0	0	0	0	0	0	0
15:50 - 15:55	5	1	0	0	0	0	0	6	6
15:55 - 16:00	4	1	0	0	0	0	0	5	5
16:00 - 16:05	3	1	0	0	0	0	0	4	4
16:05 - 16:10	0	0	0	0	0	0	0	0	0
16:10 - 16:15	2	0	0	0	0	0	0	2	2
16:15 - 16:20	2	0	0	0	0	0	0	2	2
16:20 - 16:25	0	0	0	0	0	0	0	0	0
16:25 - 16:30	1	0	0	0	0	0	0	1	1
16:30 - 16:35	1	0	0	0	0	0	0	1	1
16:35 - 16:40	0	0	0	0	0	0	0	0	0
16:40 - 16:45	0	0	0	0	0	0	0	0	0
16:45 - 16:50	1	0	0	0	0	0	0	1	1
16:50 - 16:55	0	0	0	0	0	0	0	0	0
16:55 - 17:00	0	0	0	0	0	0	0	0	0
17:00 - 17:05	0	0	0	0	0	0	0	0	0
17:05 - 17:10	1	1	0	0	0	0	0	2	2
17:10 - 17:15	0	0	0	0	0	0	0	0	0
17:15 - 17:20	1	0	0	0	0	0	0	1	1
17:20 - 17:25	1	0	0	0	0	0	0	1	1
17:25 - 17:30	1	0	0	0	0	0	0	1	1
17:30 - 17:35	1	0	0	0	0	0	0	1	1
17:35 - 17:40	0	0	0	0	0	0	0	0	0
17:40 - 17:45	7	0	0	0	0	0	0	7	7
17:45 - 17:50	0	0	0	0	0	0	0	0	0
17:50 - 17:55	0	0	0	0	0	0	0	0	0
17:55 - 18:00	0	0	0	0	0	0	0	0	0
18:00 - 18:05	4	0	0	0	0	0	0	4	4
18:05 - 18:10	1	0	0	0	0	0	0	1	1
18:10 - 18:15	2	0	0	0	0	0	0	2	2
18:15 - 18:20	2	0	0	0	0	0	0	2	2
18:20 - 18:25	0	0	0	0	0	0	0	0	0
18:25 - 18:30	0	0	0	0	0	0	0	0	0
18:30 - 18:35	1	0	0	0	0	0	0	1	1
18:35 - 18:40	0	0	0	0	0	0	0	0	0
18:40 - 18:45	0	0	0	0	0	0	0	0	0
18:45 - 18:50	0	0	0	0	0	0	0	0	0
18:50 - 18:55	2	0	0	0	0	0	0	2	2
18:55 - 19:00	0	0	0	0	0	0	0	0	0

C - A29 Nyton Road — Lane 2

Survey Period	CAR (MAX)	LGV (MAX)	OGV1 (MAX)	OGV2 (MAX)	BUS (MAX)	P/CYCLE (MAX)	M/CYCLE (MAX)	Total Length	Total PCU
07:00 - 07:05	1	0	0	0	0	0	0	1	1
07:05 - 07:10	3	0	0	0	0	0	0	3	3
07:10 - 07:15	2	0	0	0	0	0	0	2	2
07:15 - 07:20	0	0	0	0	0	0	0	0	0
07:20 - 07:25	1	0	0	0	0	0	0	1	1
07:25 - 07:30	1	0	0	0	0	0	0	1	1
07:30 - 07:35	2	0	0	0	0	0	1	3	2
07:35 - 07:40	1	1	0	0	0	0	0	2	2
07:40 - 07:45	1	1	0	0	0	0	0	2	2
07:45 - 07:50	0	0	0	0	0	0	0	0	0
07:50 - 07:55	0	1	0	0	0	0	0	1	1
07:55 - 08:00	2	0	0	0	0	0	0	2	2
08:00 - 08:05	2	1	0	0	0	0	0	3	3
08:05 - 08:10	2	0	0	0	0	0	0	2	2
08:10 - 08:15	2	0	0	0	0	0	0	2	2
08:15 - 08:20	1	0	0	0	0	0	0	1	1
08:20 - 08:25	2	0	0	0	0	0	0	2	2
08:25 - 08:30	2	0	1	0	0	0	0	3	4
08:30 - 08:35	3	0	0	0	0	0	0	3	3
08:35 - 08:40	2	0	0	0	0	0	0	2	2
08:40 - 08:45	2	0	0	0	0	0	0	2	2
08:45 - 08:50	1	0	0	0	0	0	0	1	1
08:50 - 08:55	0	0	0	0	0	0	0	0	0
08:55 - 09:00	1	0	0	0	0	0	0	1	1
09:00 - 09:05	4	0	0	0	0	0	0	4	4
09:05 - 09:10	0	0	0	0	0	0	0	0	0
09:10 - 09:15	1	0	0	0	0	0	0	1	1
09:15 - 09:20	1	0	0	0	0	0	0	1	1
09:20 - 09:25	2	0	0	0	0	0	0	2	2
09:25 - 09:30	1	0	0	0	0	0	0	1	1
09:30 - 09:35	0	1	0	0	0	0	0	1	1
09:35 - 09:40	0	0	0	0	0	0	0	0	0
09:40 - 09:45	0	0	0	0	0	0	0	0	0
09:45 - 09:50	3	0	0	0	0	0	0	3	3
09:50 - 09:55	0	1	0	0	0	0	0	1	1
09:55 - 10:00	2	0	0	0	0	0	0	2	2
10:00 - 10:05	2	0	0	0	0	0	0	2	2
10:05 - 10:10	3	0	0	0	0	0	0	3	3
10:10 - 10:15	1	0	0	0	0	0	0	1	1
10:15 - 10:20	0	0	0	0	0	0	0	0	0
10:20 - 10:25	3	1	0	0	0	0	0	4	4
10:25 - 10:30	1	0	0	0	0	0	0	1	1
10:30 - 10:35	1	0	0	0	0	0	0	1	1
10:35 - 10:40	2	0	0	0	0	0	0	2	2
10:40 - 10:45	1	0	0	0	0	0	0	1	1
10:45 - 10:50	0	1	0	0	0	0	0	1	1
10:50 - 10:55	1	0	0	0	0	0	0	1	1
10:55 - 11:00	2	0	0	0	0	0	0	2	2
11:00 - 11:05	1	0	0	0	0	0	0	1	1
11:05 - 11:10	1	0	0	0	0	0	0	1	1
11:10 - 11:15	1	0	0	0	0	0	0	1	1
11:15 - 11:20	1	0	0	0	0	0	0	1	1
11:20 - 11:25	0	0	0	0	0	0	0	0	0
11:25 - 11:30	2	0	0	0	0	0	0	2	2
11:30 - 11:35	0	0	0	0	0	0	0	0	0
11:35 - 11:40	1	0	1	0	0	0	0	2	3
11:40 - 11:45	1	0	0	0	0	0	0	1	1
11:45 - 11:50	5	0	0	0	0	0	0	5	5
11:50 - 11:55	0	0	0	0	0	0	0	0	0
11:55 - 12:00	3	1	0	0	0	0	0	4	4
12:00 - 12:05	3	0	0	0	0	0	0	3	3
12:05 - 12:10	1	0	0	0	0	0	0	1	1
12:10 - 12:15	1	0	0	0	0	0	0	1	1
12:15 - 12:20	1	0	0	0	0	0	0	1	1
12:20 - 12:25	0	0	0	0	0	0	0	0	0
12:25 - 12:30	1	0	0	0	0	0	0	1	1
12:30 - 12:35	2	0	0	0	0	0	0	2	2
12:35 - 12:40	0	0	0	0	0	0	0	0	0
12:40 - 12:45	3	0	0	0	0	0	0	3	3
12:45 - 12:50	2	0	0	0	0	0	0	2	2
12:50 - 12:55	1	0	0	0	0	0	0	1	1
12:55 - 13:00	3	0	0	0	0	0	0	3	3
13:00 - 13:05	0	0	0	0	0	0	0	0	0
13:05 - 13:10	2	0	0	0	0	0	0	2	2
13:10 - 13:15	1	0	0	0	0	0	0	1	1
13:15 - 13:20	1	0	0	0	0	0	0	1	1
13:20 - 13:25	0	0	0	0	0	0	0	0	0
13:25 - 13:30	1	0	0	0	0	0	0	1	1
13:30 - 13:35	1	0	0	0	0	0	0	1	1
13:35 - 13:40	1	0	0	0	0	0	0	1	1
13:40 - 13:45	0	0	0	0	0	0	0	0	0
13:45 - 13:50	2	0	0	0	0	0	0	2	2
13:50 - 13:55	0	0	0	0	0	0	0	0	0
13:55 - 14:00	0	0	0	0	0	0	0	0	0
14:00 - 14:05	0	0	0	0	0	0	0	0	0
14:05 - 14:10	0	0	0	0	0	0	0	0	0
14:10 - 14:15	3	0	0	0	0	0	0	3	3
14:15 - 14:20	1	0	0	0	0	0	0	1	1
14:20 - 14:25	1	0	0	0	0	0	0	1	1
14:25 - 14:30	2	0	0	0	0	0	0	2	2
14:30 - 14:35	0	0	0	0	0	0	0	0	0
14:35 - 14:40	0	1	0	0	0	0	0	1	1
14:40 - 14:45	3	0	0	0	0	0	0	3	3
14:45 - 14:50	2	0	0	0	0	0	0	2	2
14:50 - 14:55	1	0	0	0	0	0	0	1	1
14:55 - 15:00	2	0	0	0	0	0	0	2	2
15:00 - 15:05	1	1	0	0	0	0	0	2	2
15:05 - 15:10	1	0	0	0	0	0	0	1	1
15:10 - 15:15	2	0	0	0	0	0	0	2	2
15:15 - 15:20	1	0	0	0	0	0	0	1	1
15:20 - 15:25	3	0	0	0	0	0	0	3	3
15:25 - 15:30	1	0	0	0	0	0	0	1	1
15:30 - 15:35	1	0	0	0	0	0	0	1	1
15:35 - 15:40	4	0	0	0	0	0	0	4	4
15:40 - 15:45	1	0	0	0	0	0	0	1	1
15:45 - 15:50	1	0	0	0	0	0	0	1	1
15:50 - 15:55	2	0	0	0	0	0	0	2	2
15:55 - 16:00	1	0	0	0	0	0	0	1	1
16:00 - 16:05	0	0	0	0	0	0	0	0	0
16:05 - 16:10	1	0	0	0	0	0	0	1	1
16:10 - 16:15	1	0	0	0	0	0	0	1	1
16:15 - 16:20	4	0	0	0	0	0	0	4	4
16:20 - 16:25	1	0	0	0	0	0	0	1	1
16:25 - 16:30	1	0	0	0	0	0	0	1	1
16:30 - 16:35	1	0	0	0	0	0	0	1	1
16:35 - 16:40	1	0	0	0	0	0	0	1	1
16:40 - 16:45	0	0	0	0	0	0	0	0	0
16:45 - 16:50	1	0	0	0	0	0	0	1	1
16:50 - 16:55	1	0	0	0	0	0	0	1	1
16:55 - 17:00	1	0	0	0	0	0	0	1	1
17:00 - 17:05	0	0	0	0	0	0	0	0	0
17:05 - 17:10	3	0	0	0	0	0	0	3	3
17:10 - 17:15	0	0	0	0	0	0	0	0	0
17:15 - 17:20	3	1	0	0	0	0	0	4	4
17:20 - 17:25	1	0	0	0	0	0	0	1	1
17:25 - 17:30	3	0	0	0	0	0	0	3	3
17:30 - 17:35	1	0	0	0	0	0	0	1	1
17:35 - 17:40	1	0	0	0	0	0	0	1	1
17:40 - 17:45	3	0	0	0	0	0	0	3	3
17:45 - 17:50	3	0	0	0	0	0	0	3	3
17:50 - 17:55	1	0	0	0	0	0	0	1	1
17:55 - 18:00	3	1	0	0	0	0	0	4	4
18:00 - 18:05	7	0	0	0	0	0	0	7	7
18:05 - 18:10	1	1	0	0	0	0	0	2	2
18:10 - 18:15	0	0	0	0	0	0	0	0	0
18:15 - 18:20	0	0	0	0	0	0	0	0	0
18:20 - 18:25	0	0	0	0	0	0	0	0	0
18:25 - 18:30	1	0	0	0	0	0	0	1	1
18:30 - 18:35	2	0	0	0	0	0	0	2	2
18:35 - 18:40	1	0	0	0	0	0	0	1	1
18:40 - 18:45	0	0	0	0	0	0	0	0	0
18:45 - 18:50	1	0	0	0	0	0	0	1	1
18:50 - 18:55	0	0	0	0	0	0	0	0	0
18:55 - 19:00	0	0	0	0	0	0	0	0	0

streetwise

Barnham - Manual Traffic Survey: Wednesday, 20 November 2024

Produced by Streetwise Services Ltd.

Junction: A - B2132 North End Road / B - (East) B2233 Main Road / C - (West) B2233 Main Road

Approach: A - B2132 North End Road

	A to B									A to C									A to A								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	4	1	0	0	0	0	0	5.0	5	6	4	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	10	1	1	0	0	0	0	12.5	12	5	2	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	10	5	1	1	0	1	0	19.0	18	9	1	1	0	0	0	0	11.5	11	0	1	0	0	0	0	0	1.0	1
07:45 - 08:00	11	4	0	1	0	0	0	17.3	16	13	4	0	0	0	0	0	17.0	17	0	0	0	0	0	0	0	0.0	0
Hourly Total	35	11	2	2	0	1	0	54	51	33	11	1	0	0	0	0	46	45	0	1	0	0	0	0	0	1	1
08:00 - 08:15	14	5	0	0	0	0	0	19.0	19	9	2	0	0	0	0	0	11.0	11	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	10	1	3	0	0	0	0	15.5	14	8	2	0	1	0	0	0	12.3	11	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	16	3	2	0	0	0	0	22.0	21	7	3	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	42	5	1	0	0	0	0	48.5	48	22	3	1	0	1	0	0	28.5	27	1	0	0	0	0	0	0	1.0	1
Hourly Total	82	14	6	0	0	0	0	105	102	46	10	1	1	1	0	0	62	59	1	0	0	0	0	0	0	1	1
09:00 - 09:15	25	6	2	0	0	0	0	34.0	33	11	1	0	0	0	0	0	12.0	12	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	18	1	0	1	0	0	0	21.3	20	4	1	1	0	1	1	0	8.7	8	0	1	0	0	0	0	0	1.0	1
09:30 - 09:45	12	6	0	0	0	0	0	18.0	18	3	3	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	19	1	1	0	0	0	0	21.5	21	7	2	1	1	0	0	0	12.8	11	1	0	0	0	0	0	0	1.0	1
Hourly Total	74	14	3	1	0	0	0	95	92	25	7	2	1	1	1	0	40	37	1	1	0	0	0	0	0	2	2
10:00 - 10:15	21	0	0	1	0	1	0	23.5	23	8	3	0	0	0	1	0	11.2	12	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	24	3	0	0	0	0	0	27.0	27	5	2	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	12	0	2	0	0	0	0	15.0	14	7	0	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	19	4	1	0	0	0	0	24.5	24	9	2	0	0	0	0	0	11.0	11	0	0	0	0	0	0	0	0.0	0
Hourly Total	76	7	3	1	0	1	0	90	88	29	7	0	0	0	1	0	36	37	0	0	0	0	0	0	0	0	0
11:00 - 11:15	12	6	0	0	0	0	0	18.0	18	4	2	2	1	0	0	0	11.3	9	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	17	5	0	0	0	0	0	22.0	22	5	1	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	23	5	2	0	0	0	0	31.0	30	4	4	1	0	0	0	1	9.9	10	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	14	3	3	0	0	0	0	21.5	20	6	4	1	1	0	0	0	13.8	12	1	0	0	0	0	0	0	1.0	1
Hourly Total	66	19	5	0	0	0	0	93	90	19	11	4	2	0	0	1	41	37	1	0	0	0	0	0	0	1	1
12:00 - 12:15	18	5	0	1	0	1	0	25.5	25	10	5	0	0	0	0	0	15.0	15	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	25	1	1	0	0	0	1	27.9	28	8	2	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	17	1	1	0	0	2	0	19.9	21	10	2	1	0	0	0	0	13.5	13	1	0	0	0	0	0	0	1.0	1
12:45 - 13:00	17	4	0	1	0	0	0	23.3	22	10	3	2	0	0	0	0	16.0	15	0	0	0	0	0	0	0	0.0	0
Hourly Total	77	11	2	2	0	3	1	97	96	38	12	3	0	0	0	0	55	53	1	0	0	0	0	0	0	1	1
13:00 - 13:15	22	2	1	0	0	1	0	25.7	26	8	1	0	0	1	0	0	11.0	10	1	0	0	0	0	0	0	1.0	1
13:15 - 13:30	14	5	1	0	0	0	0	20.5	20	10	5	2	0	0	0	0	18.0	17	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	17	1	1	0	0	0	0	19.5	19	3	3	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	17	6	1	0	0	0	0	24.5	24	7	1	1	0	0	0	0	9.5	9	0	0	0	0	0	0	0	0.0	0
Hourly Total	70	14	4	0	0	1	0	90	89	28	10	3	0	1	0	0	45	42	1	0	0	0	0	0	0	1	1
14:00 - 14:15	23	4	0	0	0	0	0	27.0	27	9	1	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	25	3	0	0	0	0	0	28.0	28	4	4	2	0	0	0	0	11.0	10	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	13	5	0	0	0	0	0	18.0	18	13	3	0	0	0	0	0	16.0	16	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	22	4	0	1	0	0	0	28.3	27	8	5	1	0	0	0	0	14.5	14	0	0	0	0	0	0	0	0.0	0
Hourly Total	83	16	0	1	0	0	0	101	100	34	13	3	0	0	0	0	52	50	0	0	0	0	0	0	0	0	0
15:00 - 15:15	16	8	0	0	0	0	0	24.0	24	9	4	0	0	0	0	0	13.0	13	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	42	4	0	0	0	1	0	46.2	47	11	4	2	0	0	0	0	18.0	17	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	63	4	2	0	0	1	0	70.2	70	12	0	0	0	1	0	0	14.0	13	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	27	2	1	0	0	0	0	30.5	30	14	0	0	0	0	2	0	14.4	16	0	0	0	0	0	0	0	0.0	0
Hourly Total	148	18	3	0	0	2	0	171	171	46	8	2	0	1	2	0	59	59	0	0	0	0	0	0	0	0	0
16:00 - 16:15	43	8	0	0	0	0	1	51.4	52	15	4	0	0	0	0	0	19.0	19	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	36	10	1	1	0	0	0	49.8	48	17	3	0	0	0	0	0	20.0	20	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	34	11	0	0	0	0	1	45.4	46	5	1	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	71	16	1	0	0	1	1	89.1	90	8	3	0	0	0	0	0	11.0	11	0	0	0	0	0	0	0	0.0	0
Hourly Total	184	45	2	1	0	1	3	236	236	45	11	0	0	0	0	0	56	56	0	0	0	0	0	0	0	0	0
17:00 - 17:15	53	5	1	0	0	0	0	59.5	59	13	1	0	0	1	0	0	16.0	15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	56	18	0	1	0	0	0	76.3	75	10	0	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	65	9	0	1	0	0	1	76.7	76	15	2	0	0	0	0	0	17.0	17	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	53	9	1	1	0	0	0	65.8	64	6	3	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0
Hourly Total	227	41	2	3	0	0	1	278	274	44	6	0	0	1	0	0	52	51	0	0	0	0	0	0	0	0	0
18:00 - 18:15	40	4	1	0	0	0	0	45.5	45	10	0	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	23	5	0	0	0	0	0	28.0	28	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	16	3	0	0	0	0	1	19.4	20	5	1	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	20	0	0	0	0	0	0	20.0	20	7	1	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0
Hourly Total	99	12	1	0	0	0	1	113	113	26	2	0	0	0	0	0	28	28	0	0	0	0	0	0	0	0	0
Session Total	1221	222	33	11	0	9	6	1522	1502	413	108	19	4	5	4	1	570	554	5	2	0	0	0	0	0	7	7

	From A									To A								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	10	5	0	0	0	0	0	15.0	15	27	11	1	0	2	0	1	43.9	42
07:15 - 07:30	15	3	1	0	0	0	0	19.5	19	45	11	0	0	0	2	0	56.4	58
07:30 - 07:45	19	7	2	1	0	1	0	31.5	30	49	11	1	1	1	0	1	66.2	64
07:45 - 08:00	24	8	0	1	0	0	0	34.3	33	57	14	1	0	0	2	0	72.9	74
Hourly Total	68	23	3	2	0	1	0	100	97	178	47	3	1	3	4	2	239	238
08:00 - 08:15	23	7	0	0	0	0	0	30.0	30	46	9	1	0	1	0	1	58.9	58
08:15 - 08:30	18	3	3	1	0	0	0	27.8	25	57	11	1	0	0	0	0	69.5	69
08:30 - 08:45	23	6	2	0	0	0	0	32.0	31	73	3	1	0	1	0	0	79.5	78
08:45 - 09:00	65	8	2	0	1	0	0	78.0	76	39	4	0	1	0	0	0	45.3	44
Hourly Total	129	24	7	1	1	0	0	168	162	215	27	3	1	2	0	1	253	249
09:00 - 09:15	36	7	2	0	0	0	0	46.0	45	24	7	0	0	1	1	1	33.6	34
09:15 - 09:30	22	3	1	1	1	1	0	31.0	29	28	4	3	0	0	0	0	36.5	35
09:30 - 09:45	15	9	0	0	0	0	0	24.0	24	31	4	4	0	1	0	0	43.0	40
09:45 - 10:00	27	3	2	1	0	0	0	35.3	33	25	5	1	1	0	0	0	33.8	32
Hourly Total	100	22	5	2	1	1	0	136	131	108	20	8	1	2	1	1	147	141
10:00 - 10:15	29	3	0	1	0	2	0	34.7	35	32	5	2	0	1	0	0	42.0	40
10:15 - 10:30	29	5	0	0	0	0	0	34.0	34	18	5	0	1	0	1	0	25.5	25
10:30 - 10:45	19	0	2	0	0	0	0	22.0	21	24	6	2	2	2	0	0	41.6	36
10:45 - 11:00	28	6	1	0	0	0	0	35.5	35	22	6	1	1	0	0	0	31.8	30
Hourly Total	105	14	3	1	0	2	0	126	125	96	22	5	4	3	1	0	141	131
11:00 - 11:15	16	8	2	1	0	0	0	29.3	27	30	4	2	0	1	0	0	39.0	37
11:15 - 11:30	22	6	0	0	0	0	0	28.0	28	23	7	1	1	0	0	0	33.8	32
11:30 - 11:45	27	9	3	0	0	0	1	40.9	40	26	5	0	1	1	1	0	35.5	34
11:45 - 12:00	21	7	4	1	0	0	0	36.3	33	26	4	1	0	0	0	0	31.5	31
Hourly Total	86	30	9	2	0	0	1	135	128	105	20	4	2	2	1	0	140	134
12:00 - 12:15	28	10	0	1	0	1	0	40.5	40	37	6	3	0	1	0	1	49.9	48
12:15 - 12:30	33	3	1	0	0	0	1	37.9	38	33	7	0	0	0	1	0	40.2	41
12:30 - 12:45	28	3	2	0	0	2	0	34.4	35	24	8	2	1	1	0	0	39.3	36
12:45 - 13:00	27	7	2	1	0	0	0	39.3	37	27	4	1	0	0	0	0	32.5	32
Hourly Total	116	23	5	2	0	3	1	152	150	121	25	6	1	2	1	1	162	157
13:00 - 13:15	31	3	1	0	1	1	0	37.7	37	26	7	0	0	1	0	0	35.0	34
13:15 - 13:30	24	10	3	0	0	0	0	38.5	37	26	6	1	0	0	0	0	33.5	33
13:30 - 13:45	20	4	1	0	0	0	0	25.5	25	26	7	2	1	1	1	0	40.5	38
13:45 - 14:00	24	7	2	0	0	0	0	34.0	33	20	4	0	1	0	0	0	26.3	25
Hourly Total	99	24	7	0	1	1	0	136	132	98	24	3	2	2	1	0	135	130
14:00 - 14:15	32	5	0	0	0	0	0	37.0	37	23	13	0	1	1	0	0	40.3	38
14:15 - 14:30	29	7	2	0	0	0	0	39.0	38	35	6	3	0	0	0	0	45.5	44
14:30 - 14:45	26	8	0	0	0	0	0	34.0	34	30	7	1	0	1	0	0	40.5	39
14:45 - 15:00	30	9	1	1	0	0	0	42.8	41	42	3	1	0	1	0	0	48.5	47
Hourly Total	117	29	3	1	0	0	0	153	150	130	29	5	1	3	0	0	175	168
15:00 - 15:15	25	12	0	0	0	0	0	37.0	37	44	5	0	0	1	0	0	51.0	50
15:15 - 15:30	53	8	2	0	0	1	0	64.2	64	28	9	0	0	1	0	1	39.4	39
15:30 - 15:45	75	4	2	0	1	1	0	84.2	83	28	9	0	0	1	1	0	39.2	39
15:45 - 16:00	41	2	1	0	0	2	0	44.9	46	35	12	2	0	0	0	0	50.0	49
Hourly Total	194	26	5	0	1	4	0	230	230	135	35	2	0	3	1	1	180	177
16:00 - 16:15	56	12	0	0	0	0	1	70.4	71	37	7	2	0	2	0	0	51.0	48
16:15 - 16:30	53	13	1	1	0	0	0	69.8	68	28	9	1	0	0	0	0	38.5	38
16:30 - 16:45	39	12	0	0	0	0	1	51.4	52	33	8	0	1	1	0	0	45.3	43
16:45 - 17:00	79	19	1	0	0	1	1	100.1	101	16	5	0	1	0	0	0	23.3	22
Hourly Total	229	56	2	1	0	1	3	292	292	114	29	3	2	3	0	0	158	151
17:00 - 17:15	66	6	1	0	1	0	0	75.5	74	22	2	0	0	1	1	0	26.2	26
17:15 - 17:30	66	18	0	1	0	0	0	86.3	85	36	4	0	0	0	0	0	40.0	40
17:30 - 17:45	80	11	0	1	0	0	1	93.7	93	27	4	1	0	0	0	0	32.5	32
17:45 - 18:00	59	12	1	1	0	0	0	74.8	73	17	4	0	0	0	0	1	21.4	22
Hourly Total	271	47	2	3	1	0	1	330	325	102	14	1	0	1	1	1	120	120
18:00 - 18:15	50	4	1	0	0	0	0	55.5	55	23	1	1	0	1	1	0	27.7	27
18:15 - 18:30	27	5	0	0	0	0	0	32.0	32	16	0	1	0	1	0	0	19.5	18
18:30 - 18:45	21	4	0	0	0	0	1	25.4	26	12	0	0	0	1	0	0	14.0	13
18:45 - 19:00	27	1	0	0	0	0	0	28.0	28	24	3	1	0	1	0	0	30.5	29
Hourly Total	125	14	1	0	0	0	1	141	141	75	4	3	0	4	1	0	92	87
Session Total	1639	332	52	15	5	13	7	2099	2063	1477	296	46	15	30	12	7	1942	1883

streetwise

Barnham - Manual Traffic Survey: Wednesday, 20 November 2024

Produced by Streetwise Services Ltd.

Junction: A - B2132 North End Road / B - (East) B2233 Main Road / C - (West) B2233 Main Road

Approach: B - (East) B2233 Main Road

	B to C									B to A									B to B								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	66	14	2	0	1	1	1	85.6	85	19	10	1	0	1	0	1	32.9	32	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	93	13	1	0	0	0	0	107.5	107	33	10	0	0	0	2	0	43.4	45	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	109	20	1	0	3	1	1	137.1	135	39	8	1	1	0	0	1	53.2	51	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	105	19	0	1	0	0	2	126.8	127	45	9	1	0	0	2	0	55.9	57	0	0	0	0	0	0	0	0.0	0
Hourly Total	**373**	**66**	**4**	**8**	**5**	**2**	**4**	**457**	**454**	**136**	**37**	**3**	**1**	**2**	**4**	**2**	**185**	**185**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	108	7	2	0	1	2	0	120.4	120	33	8	1	0	1	0	1	44.9	44	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	105	8	0	0	0	0	0	113.0	113	44	9	1	0	0	0	0	54.5	54	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	85	10	3	0	0	0	1	99.9	99	55	1	1	0	1	0	0	59.5	58	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	65	4	0	0	2	0	0	73.8	71	27	1	0	0	0	0	0	28.0	28	0	0	0	0	0	0	0	0.0	0
Hourly Total	**363**	**29**	**5**	**0**	**3**	**2**	**1**	**406**	**403**	**159**	**19**	**3**	**0**	**2**	**0**	**1**	**187**	**184**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	58	7	2	0	0	0	0	68.8	67	17	5	0	0	0	1	1	24.6	25	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	50	6	3	1	1	1	0	65.8	62	22	2	3	0	0	0	0	28.3	27	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	47	3	1	0	0	0	0	51.5	51	23	3	1	0	0	1	0	28.5	28	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	43	7	1	0	1	0	0	53.5	52	20	4	1	0	0	0	0	27.8	26	0	0	0	0	0	0	0	0.0	0
Hourly Total	**198**	**23**	**7**	**1**	**2**	**1**	**0**	**238**	**232**	**82**	**14**	**5**	**1**	**2**	**1**	**1**	**110**	**106**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	47	3	1	0	1	0	0	51.7	52	20	5	2	0	1	0	0	30.0	28	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	42	5	1	1	1	6	0	54.8	56	10	4	0	0	1	1	0	16.5	16	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	40	2	3	0	0	0	0	46.5	45	17	5	0	0	1	1	0	26.3	24	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	43	5	1	0	1	0	0	51.5	50	13	4	1	0	0	0	0	18.5	18	0	0	0	0	0	0	0	0.0	0
Hourly Total	**172**	**15**	**6**	**1**	**2**	**7**	**0**	**204**	**203**	**60**	**18**	**3**	**2**	**2**	**1**	**0**	**91**	**86**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	42	3	2	0	2	0	0	48.4	49	17	3	1	0	1	0	0	23.5	22	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	48	3	1	0	1	0	0	54.5	53	16	4	0	0	0	0	0	20.0	20	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	41	14	2	0	0	2	0	58.4	59	17	5	0	1	1	0	0	26.3	24	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	52	7	2	0	2	0	0	66.8	63	19	2	0	0	0	0	0	21.0	21	0	0	0	0	0	0	0	0.0	0
Hourly Total	**183**	**27**	**7**	**0**	**5**	**4**	**0**	**227**	**224**	**69**	**14**	**1**	**1**	**2**	**0**	**0**	**91**	**87**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	49	8	2	0	0	0	0	60.8	59	23	4	1	0	0	1	0	30.9	30	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	52	4	0	0	1	0	0	58.0	57	23	5	0	0	0	1	0	28.2	29	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	48	5	1	0	0	0	0	54.5	54	17	6	1	0	0	1	0	26.5	25	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	50	2	2	0	1	1	0	57.2	56	18	0	1	0	0	0	0	19.5	19	0	0	0	0	0	0	0	0.0	0
Hourly Total	**199**	**19**	**5**	**0**	**2**	**1**	**0**	**230**	**226**	**81**	**15**	**3**	**0**	**0**	**2**	**1**	**105**	**103**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
13:00 - 13:15	51	8	3	0	0	1	0	64.1	64	14	3	0	0	0	1	0	19.0	18	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	50	5	2	0	1	0	0	60.0	58	20	4	0	0	0	0	0	24.0	24	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	42	4	0	0	0	0	0	46.8	46	15	5	0	1	1	1	0	24.5	23	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	47	3	0	0	1	0	0	52.8	51	10	4	0	1	0	0	0	15.3	15	0	0	0	0	0	0	0	0.0	0
Hourly Total	**190**	**20**	**5**	**0**	**2**	**1**	**1**	**223**	**219**	**59**	**16**	**0**	**2**	**2**	**1**	**0**	**84**	**80**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
14:00 - 14:15	57	8	1	1	0	1	0	69.0	68	18	11	0	1	1	0	0	33.3	31	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	54	8	2	0	1	1	0	67.2	66	32	3	2	0	0	0	0	38.0	37	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	67	2	0	0	0	3	0	78.2	78	23	5	1	0	1	0	0	31.3	30	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	75	6	0	1	0	1	0	83.4	83	31	2	0	0	1	0	0	35.0	34	0	0	0	0	0	0	0	0.0	0
Hourly Total	**253**	**24**	**3**	**1**	**2**	**2**	**4**	**298**	**295**	**104**	**21**	**3**	**1**	**3**	**0**	**0**	**138**	**132**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	68	10	1	0	0	1	0	79.7	80	34	3	0	0	0	0	0	39.0	38	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	79	10	1	1	0	0	0	94.8	92	19	5	0	0	0	1	0	25.4	25	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	58	9	6	0	0	1	0	76.4	74	21	7	0	0	1	0	0	35.0	29	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	68	11	1	0	0	0	0	80.5	80	24	10	2	0	0	0	0	37.0	36	0	0	0	0	0	0	0	0.0	0
Hourly Total	**273**	**40**	**9**	**1**	**1**	**1**	**1**	**331**	**326**	**98**	**25**	**2**	**0**	**3**	**0**	**1**	**132**	**129**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	76	9	0	0	0	0	0	87.8	86	24	5	2	0	1	0	0	34.0	32	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	75	4	1	0	0	1	0	80.7	81	18	3	1	0	0	0	0	22.5	22	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	51	6	0	1	1	1	1	61.9	61	14	5	0	1	1	0	0	23.3	21	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	45	7	1	0	0	0	1	53.9	54	10	3	0	0	1	0	0	15.3	14	0	0	0	0	0	0	0	0.0	0
Hourly Total	**247**	**26**	**2**	**1**	**2**	**2**	**2**	**284**	**282**	**66**	**16**	**3**	**2**	**2**	**0**	**0**	**95**	**89**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	51	3	1	0	1	1	0	57.9	57	18	1	0	0	1	0	0	21.0	20	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	63	4	0	0	0	0	0	67.8	67	27	4	0	0	0	0	0	31.0	31	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	42	12	0	0	0	2	1	54.8	57	19	4	1	0	0	0	0	24.5	24	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	65	6	1	0	1	0	0	74.5	73	11	4	0	0	0	0	1	15.4	16	0	0	0	0	0	0	0	0.0	0
Hourly Total	**221**	**25**	**2**	**0**	**2**	**3**	**1**	**254**	**254**	**75**	**13**	**1**	**0**	**1**	**0**	**1**	**92**	**91**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	49	5	0	0	0	0	0	54.8	54	17	1	0	0	1	0	0	20.0	19	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	43	0	0	1	0	0	0	45.8	44	12	0	1	0	1	0	0	15.5	14	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	61	3	0	0	1	0	0	66.8	65	6	0	0	0	0	1	0	8.6	7	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	42	3	0	1	0	2	0	47.8	46	15	2	1	0	1	0	0	20.5	19	0	0	0	0	0	0	0	0.0	0
Hourly Total	**195**	**11**	**0**	**3**	**1**	**2**	**0**	**215**	**211**	**50**	**3**	**2**	**0**	**3**	**1**	**0**	**64**	**59**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**2887**	**325**	**55**	**5**	**29**	**25**	**17**	**3356**	**3323**	**1030**	**211**	**29**	**10**	**27**	**8**	**7**	**1375**	**1331**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	From B									To B								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	85	24	3	0	2	1	2	118.5	117	25	5	0	0	2	2	0	34.4	34
07:15 - 07:30	126	23	1	0	0	2	0	158.9	152	48	7	2	0	1	0	0	66.8	58
07:30 - 07:45	148	28	2	1	4	1	2	198.3	186	56	23	2	1	1	1	0	86.5	84
07:45 - 08:00	150	28	1	0	1	2	2	182.7	184	56	17	0	0	1	0	0	75.3	74
Hourly Total	**509**	**103**	**7**	**1**	**7**	**6**	**6**	**642**	**639**	**185**	**52**	**4**	**2**	**4**	**3**	**0**	**256**	**250**
08:00 - 08:15	141	15	3	0	2	2	1	165.3	164	70	14	4	0	1	0	0	92.0	89
08:15 - 08:30	149	17	1	0	0	0	0	167.5	167	71	5	3	1	0	0	2	83.6	82
08:30 - 08:45	140	11	4	0	1	0	1	159.4	157	69	9	4	0	1	0	0	106.0	103
08:45 - 09:00	92	5	0	0	2	0	0	101.0	99	106	10	4	0	0	1	0	122.2	121
Hourly Total	**522**	**48**	**8**	**0**	**5**	**2**	**2**	**593**	**587**	**336**	**38**	**15**	**1**	**2**	**1**	**2**	**404**	**395**
09:00 - 09:15	75	12	2	0	1	1	1	93.6	92	79	16	3	0	0	0	0	99.5	98
09:15 - 09:30	72	8	0	1	1	1	0	93.5	89	58	7	2	1	0	1	0	73.3	69
09:30 - 09:45	70	6	2	0	1	0	0	81.0	79	55	12	0	0	1	0	0	69.0	68
09:45 - 10:00	63	11	2	1	1	0	0	81.3	78	45	6	1	0	0	0	0	52.5	52
Hourly Total	**280**	**37**	**12**	**2**	**4**	**2**	**1**	**348**	**338**	**237**	**41**	**6**	**1**	**2**	**0**	**0**	**293**	**287**
10:00 - 10:15	67	8	3	0	1	1	0	81.7	80	67	9	3	1	1	0	0	85.0	82
10:15 - 10:30	52	9	1	2	1	7	0	78.5	72	71	5	3	0	0	4	0	81.3	83
10:30 - 10:45	57	7	3	1	1	0	0	72.8	69	54	2	2	0	1	0	0	61.0	59
10:45 - 11:00	56	9	2	0	1	0	0	75.0	68	67	11	1	0	0	0	0	79.5	79
Hourly Total	**232**	**33**	**9**	**3**	**4**	**9**	**0**	**295**	**289**	**259**	**27**	**9**	**1**	**2**	**5**	**0**	**307**	**303**
11:00 - 11:15	59	6	3	0	1	2	0	71.0	68	46	13	2	0	0	1	0	64.0	62
11:15 - 11:30	64	7	1	0	1	1	0	74.5	73	52	9	1	0	0	0	0	62.5	62
11:30 - 11:45	58	19	2	1	1	2	0	84.7	83	59	10	2	1	1	1	1	76.9	75
11:45 - 12:00	71	9	2	0	2	0	0	87.0	84	59	13	4	0	0	0	0	78.0	76
Hourly Total	**252**	**41**	**8**	**1**	**5**	**4**	**0**	**318**	**308**	**216**	**45**	**9**	**1**	**1**	**2**	**1**	**281**	**275**
12:00 - 12:15	72	12	3	0	1	0	1	98.9	89	59	11	1	1	0	1	0	74.6	73
12:15 - 12:30	75	9	0	0	1	1	0	86.2	86	69	4	4	0	1	1	1	81.6	80
12:30 - 12:45	65	11	2	0	1	0	0	81.0	79	61	4	1	0	2	0	0	69.2	69
12:45 - 13:00	68	2	3	0	1	1	0	76.7	75	56	10	3	0	1	1	0	75.4	74
Hourly Total	**280**	**34**	**8**	**0**	**4**	**2**	**1**	**339**	**329**	**245**	**29**	**9**	**1**	**3**	**2**	**1**	**300**	**296**
13:00 - 13:15	65	11	3	1	1	1	1	83.1	82	71	6	3	0	1	0	0	81.7	81
13:15 - 13:30	70	9	2	0	1	0	0	84.0	82	57	9	2	0	1	0	1	71.4	71
13:30 - 13:45	57	9	0	1	1	1	0	76.5	69	50	8	2	0	0	1	1	63.8	64
13:45 - 14:00	57	7	0	1	1	0	0	68.3	66	63	16	2	0	0	1	0	83.2	82
Hourly Total	**249**	**36**	**5**	**2**	**4**	**2**	**1**	**306**	**299**	**241**	**39**	**9**	**0**	**2**	**5**	**1**	**299**	**298**
14:00 - 14:15	75	19	1	2	1	1	0	102.3	99	66	6	1	0	0	0	0	73.5	73
14:15 - 14:30	86	11	4	0	1	1	0	105.2	103	80	9	1	0	1	0	1	91.9	91
14:30 - 14:45	90	7	1	0	1	0	3	101.7	102	64	14	3	0	1	0	1	105.1	104
14:45 - 15:00	106	8	0	0	2	0	1	118.4	117	70	10	0	1	1	1	0	84.5	83
Hourly Total	**357**	**45**	**6**	**2**	**5**	**2**	**4**	**428**	**421**	**280**	**38**	**5**	**1**	**3**	**2**	**2**	**355**	**351**
15:00 - 15:15	102	13	1	0	1	1	0	118.7	118	86	15	0	0	2	0	1	105.4	104
15:15 - 15:30	98	15	1	1	2	0	1	121.2	118	116	10	1	0	2	1	1	132.1	131
15:30 - 15:45	79	16	6	0	1	0	1	106.4	103	152	13	4	0	0	2	0	171.4	171
15:45 - 16:00	92	21	3	0	0	0	0	117.5	116	105	5	3	0	1	0	0	116.5	114
Hourly Total	**371**	**65**	**11**	**1**	**4**	**1**	**2**	**464**	**455**	**459**	**43**	**8**	**0**	**5**	**3**	**2**	**525**	**520**
16:00 - 16:15	100	14	2	0	2	0	0	121.8	118	154	22	3	0	0	0	1	148.3	148
16:15 - 16:30	93	7	2	0	0	1	0	103.2	103	115	21	2	1	0	2	3	142.9	144
16:30 - 16:45	65	11	0	2	2	1	1	85.2	82	132	27	1	0	2	0	1	164.9	163
16:45 - 17:00	55	10	1	1	0	0	1	69.2	68	157	31	2	0	0	2	2	192.2	194
Hourly Total	**313**	**42**	**5**	**3**	**4**	**2**	**2**	**379**	**371**	**558**	**101**	**8**	**1**	**2**	**4**	**7**	**641**	**649**
17:00 - 17:15	69	4	1	0	2	0	1	78.9	77	142	13	1	0	1	1	0	158.7	158
17:15 - 17:30	90	8	0	0	0	0	0	98.0	98	151	25	2	1	0	2	1	182.1	182
17:30 - 17:45	61	16	1	0	0	2	1	79.3	81	148	11	1	1	0	1	1	163.2	162
17:45 - 18:00	76	10	1	0	1	0	1	89.9	89	135	16	1	1	0	0	1	157.0	155
Hourly Total	**296**	**38**	**3**	**0**	**3**	**2**	**3**	**346**	**345**	**576**	**65**	**5**	**3**	**2**	**4**	**3**	**661**	**657**
18:00 - 18:15	66	6	0	0	1	0	0	74.0	73	114	9	1	0	1	0	1	126.9	126
18:15 - 18:30	55	0	1	0	2	0	0	68.5	58	77	13	0	0	1	0	1	92.4	92
18:30 - 18:45	67	3	0	0	2	0	0	74.0	72	78	4	1	0	0	1	1	85.9	85
18:45 - 19:00	57	5	1	0	2	0	2	68.3	67	74	2	0	0	0	0	0	76.0	76
Hourly Total	**245**	**14**	**2**	**0**	**7**	**0**	**2**	**277**	**270**	**343**	**28**	**2**	**0**	**2**	**1**	**3**	**381**	**379**
Session Total	**3006**	**536**	**84**	**15**	**56**	**33**	**24**	**4731**	**4654**	**3915**	**546**	**89**	**14**	**31**	**36**	**21**	**4784**	**4652**

streetwise

Barnham - Manual Traffic Survey: Wednesday, 20 November 2024

Produced by Streetwise Services Ltd.

Junction: A - B2132 North End Road / B - (East) B2233 Main Road / C - (West) B2233 Main Road

Approach: C - (West) B2233 Main Road

	C to A								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	8	1	0	0	1	0	0	11.0	10
07:15 - 07:30	12	1	0	0	0	0	0	13.0	13
07:30 - 07:45	10	2	0	0	0	0	0	12.0	12
07:45 - 08:00	12	5	0	0	0	0	0	17.0	17
Hourly Total	42	9	0	0	1	0	0	53	52
08:00 - 08:15	13	1	0	0	0	0	0	14.0	14
08:15 - 08:30	13	2	0	0	0	0	0	15.0	15
08:30 - 08:45	18	2	0	0	0	0	0	20.0	20
08:45 - 09:00	11	3	0	1	0	0	0	16.3	15
Hourly Total	55	8	0	1	0	0	0	65	64
09:00 - 09:15	7	2	0	0	0	0	0	9.0	9
09:15 - 09:30	6	1	0	0	0	0	0	7.0	7
09:30 - 09:45	8	1	3	0	0	0	0	13.5	12
09:45 - 10:00	4	1	0	0	0	0	0	5.0	5
Hourly Total	25	5	3	0	0	0	0	35	33
10:00 - 10:15	12	0	0	0	0	0	0	12.0	12
10:15 - 10:30	8	1	0	0	0	0	0	9.0	9
10:30 - 10:45	7	1	2	1	1	0	0	15.3	12
10:45 - 11:00	9	2	0	1	0	0	0	13.3	12
Hourly Total	36	4	2	2	1	0	0	50	45
11:00 - 11:15	13	1	1	0	0	0	0	15.5	15
11:15 - 11:30	7	3	1	1	0	0	0	13.8	12
11:30 - 11:45	9	0	0	0	0	1	0	9.2	10
11:45 - 12:00	6	2	1	0	0	0	0	9.5	9
Hourly Total	35	6	3	1	0	1	0	48	46
12:00 - 12:15	14	2	2	0	0	0	0	19.0	18
12:15 - 12:30	10	2	0	0	0	0	0	12.0	12
12:30 - 12:45	6	2	1	1	0	0	0	11.8	10
12:45 - 13:00	9	4	0	0	0	0	0	13.0	13
Hourly Total	39	10	3	1	0	0	0	56	53
13:00 - 13:15	11	4	0	0	0	0	0	15.0	15
13:15 - 13:30	6	2	1	0	0	0	0	9.5	9
13:30 - 13:45	11	2	2	0	0	0	0	16.0	15
13:45 - 14:00	10	0	0	0	0	0	0	10.0	10
Hourly Total	38	8	3	0	0	0	0	51	49
14:00 - 14:15	5	2	0	0	0	0	0	7.0	7
14:15 - 14:30	3	3	1	0	0	0	0	7.5	7
14:30 - 14:45	7	2	0	0	0	0	0	9.0	9
14:45 - 15:00	11	1	1	0	0	0	0	13.5	13
Hourly Total	26	8	2	0	0	0	0	37	36
15:00 - 15:15	10	2	0	0	0	0	0	12.0	12
15:15 - 15:30	9	4	0	0	0	0	0	13.0	13
15:30 - 15:45	7	2	0	0	0	1	0	9.2	10
15:45 - 16:00	11	2	0	0	0	0	0	13.0	13
Hourly Total	37	10	0	0	0	1	0	47	48
16:00 - 16:15	13	2	0	0	1	0	0	17.0	16
16:15 - 16:30	10	6	0	0	0	0	0	16.0	16
16:30 - 16:45	19	3	0	0	0	0	0	22.0	22
16:45 - 17:00	6	2	0	0	0	0	0	8.0	8
Hourly Total	48	13	0	0	1	0	0	63	62
17:00 - 17:15	4	1	0	0	0	1	0	5.2	6
17:15 - 17:30	9	0	0	0	0	0	0	9.0	9
17:30 - 17:45	8	0	0	0	0	0	0	8.0	8
17:45 - 18:00	6	0	0	0	0	0	0	6.0	6
Hourly Total	27	1	0	0	0	1	0	28	29
18:00 - 18:15	6	0	1	0	0	1	0	7.7	8
18:15 - 18:30	4	0	0	0	0	0	0	4.0	4
18:30 - 18:45	6	0	0	0	0	0	0	6.0	6
18:45 - 19:00	9	1	0	0	0	0	0	10.0	10
Hourly Total	25	1	1	0	0	1	0	28	28
Session Total	433	83	17	5	3	4	0	560	545

	C to B								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	21	4	0	0	2	2	0	29.4	29
07:15 - 07:30	38	6	1	0	1	0	0	47.5	46
07:30 - 07:45	46	18	1	0	1	0	0	67.5	66
07:45 - 08:00	45	13	0	0	0	0	0	58.0	58
Hourly Total	150	41	2	0	4	2	0	202	199
08:00 - 08:15	56	9	4	0	1	0	0	73.0	70
08:15 - 08:30	61	4	0	1	0	0	2	68.1	68
08:30 - 08:45	73	6	2	0	1	0	0	84.0	82
08:45 - 09:00	64	5	3	0	0	1	0	73.7	73
Hourly Total	254	24	9	1	2	1	2	299	293
09:00 - 09:15	54	10	1	0	0	0	0	65.5	65
09:15 - 09:30	40	6	2	0	1	0	0	51.0	49
09:30 - 09:45	43	6	0	0	1	0	0	51.0	50
09:45 - 10:00	26	5	0	0	0	0	0	31.0	31
Hourly Total	163	27	3	0	2	0	0	199	195
10:00 - 10:15	46	9	3	0	1	0	0	61.5	59
10:15 - 10:30	47	2	3	0	0	4	0	54.3	56
10:30 - 10:45	42	2	0	0	1	0	0	46.0	45
10:45 - 11:00	48	7	0	0	0	0	0	55.0	55
Hourly Total	183	20	6	0	2	4	0	217	215
11:00 - 11:15	34	7	2	0	1	0	0	46.0	44
11:15 - 11:30	35	4	1	0	0	0	0	40.5	40
11:30 - 11:45	36	5	0	1	1	1	1	45.9	45
11:45 - 12:00	45	10	1	0	0	0	0	56.5	56
Hourly Total	150	26	4	1	2	1	1	189	185
12:00 - 12:15	41	6	1	0	0	0	0	48.5	48
12:15 - 12:30	44	3	3	0	1	1	0	53.7	52
12:30 - 12:45	44	3	0	1	0	0	0	49.3	48
12:45 - 13:00	39	6	3	0	1	3	0	52.1	52
Hourly Total	168	18	7	1	2	4	0	204	200
13:00 - 13:15	49	4	2	0	0	0	0	56.0	55
13:15 - 13:30	43	4	1	0	1	2	0	50.9	51
13:30 - 13:45	33	7	1	0	1	2	1	44.3	45
13:45 - 14:00	46	10	1	0	0	1	0	57.7	58
Hourly Total	171	25	5	0	2	5	1	209	209
14:00 - 14:15	43	2	1	0	0	0	0	46.5	46
14:15 - 14:30	55	5	1	0	1	0	1	63.9	63
14:30 - 14:45	71	9	3	0	1	1	1	87.1	86
14:45 - 15:00	48	6	0	0	1	1	0	56.2	56
Hourly Total	217	22	5	0	3	2	2	254	251
15:00 - 15:15	70	7	0	0	2	0	1	81.4	80
15:15 - 15:30	74	6	1	0	2	0	1	85.9	84
15:30 - 15:45	89	9	2	0	0	1	0	101.2	101
15:45 - 16:00	78	3	2	0	1	0	0	86.0	84
Hourly Total	311	25	5	0	5	1	2	355	349
16:00 - 16:15	71	14	3	0	0	0	0	89.5	88
16:15 - 16:30	79	11	1	0	0	2	3	93.1	96
16:30 - 16:45	98	16	1	0	2	0	0	119.5	117
16:45 - 17:00	86	15	1	0	0	1	1	103.1	104
Hourly Total	334	56	6	0	2	3	4	405	405
17:00 - 17:15	89	8	0	0	1	1	0	99.2	99
17:15 - 17:30	95	7	2	0	0	2	1	105.8	107
17:30 - 17:45	83	2	1	0	0	0	0	86.5	86
17:45 - 18:00	82	7	0	0	1	1	0	91.2	91
Hourly Total	349	24	3	0	2	4	1	383	383
18:00 - 18:15	74	5	0	0	1	0	1	81.4	81
18:15 - 18:30	54	8	0	0	1	0	1	64.4	64
18:30 - 18:45	62	1	1	0	1	0	0	66.5	65
18:45 - 19:00	54	2	0	0	0	0	0	56.0	56
Hourly Total	244	16	1	0	3	0	2	268	266
Session Total	2694	324	56	3	31	27	15	3182	3150

	C to C								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
10:00 - 10:15	1	0	0	0	0	0	0	1.0	1
10:15 - 10:30	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	1	0	0	0	0	0	0	1	1
11:00 - 11:15	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	1	0	0	0	0	0	1.0	1
12:15 - 12:30	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	1	0	0	0	0	0	1	1
13:00 - 13:15	1	0	0	0	0	0	0	1.0	1
13:15 - 13:30	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	1	0	0	0	0	0	0	1	1
14:00 - 14:15	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	1	0	0	0	0	0	0	1.0	1
14:30 - 14:45	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	1	0	0	0	0	0	0	1	1
15:00 - 15:15	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	1	0	0	0	0	0	1.0	1
Hourly Total	0	1	0	0	0	0	0	1	1
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	3	2	0	0	0	0	0	5	5

	From C								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	29	5	0	0	3	2	0	40.4	39
07:15 - 07:30	50	7	1	0	1	0	0	60.5	59
07:30 - 07:45	56	20	1	0	1	0	0	79.5	78
07:45 - 08:00	57	18	0	0	0	0	0	75.0	75
Hourly Total	192	50	2	0	5	2	0	255	251
08:00 - 08:15	69	10	4	0	1	0	0	87.0	84
08:15 - 08:30	74	6	0	1	0	0	2	83.1	83
08:30 - 08:45	91	8	2	0	1	0	0	104.0	102
08:45 - 09:00	75	8	3	1	0	1	0	90.0	88
Hourly Total	309	32	9	2	2	1	2	364	357
09:00 - 09:15	61	12	1	0	0	0	0	74.5	74
09:15 - 09:30	46	7	2	0	1	0	0	58.0	56
09:30 - 09:45	51	7	3	0	1	0	0	64.5	62
09:45 - 10:00	30	6	0	0	0	0	0	36.0	36
Hourly Total	188	32	6	0	2	0	0	233	228
10:00 - 10:15	59	9	3	0	1	0	0	74.5	72
10:15 - 10:30	55	3	3	0	0	4	0	63.3	65
10:30 - 10:45	49	3	2	1	2	0	0	61.3	57
10:45 - 11:00	57	9	0	1	0	0	0	68.3	67
Hourly Total	220	24	8	2	3	4	0	267	261
11:00 - 11:15	47	8	3	0	1	0	0	61.5	59
11:15 - 11:30	42	7	2	1	0	0	0	54.3	52
11:30 - 11:45	45	5	0	1	1	2	1	55.1	55
11:45 - 12:00	51	12	2	0	0	0	0	66.0	65
Hourly Total	185	32	7	2	2	2	1	237	231
12:00 - 12:15	55	9	3	0	0	0	0	68.5	67
12:15 - 12:30	54	5	3	0	1	1	0	65.7	64
12:30 - 12:45	50	5	1	2	0	0	0	61.1	58
12:45 - 13:00	48	10	3	0	1	3	0	65.1	65
Hourly Total	207	29	10	2	2	4	0	260	254
13:00 - 13:15	61	8	2	0	0	0	0	72.0	71
13:15 - 13:30	49	6	2	0	1	2	0	60.4	60
13:30 - 13:45	44	9	3	0	1	2	1	60.3	60
13:45 - 14:00	56	10	1	0	0	1	0	67.7	68
Hourly Total	210	33	8	0	2	5	1	260	259
14:00 - 14:15	48	4	1	0	0	0	0	53.5	53
14:15 - 14:30	59	8	2	0	1	0	1	72.4	71
14:30 - 14:45	78	11	3	0	1	1	1	96.1	95
14:45 - 15:00	59	7	1	0	1	1	0	69.7	69
Hourly Total	244	30	7	0	3	2	2	292	288
15:00 - 15:15	80	9	0	0	2	0	1	93.4	92
15:15 - 15:30	83	10	1	0	2	0	1	98.9	97
15:30 - 15:45	96	11	2	0	0	2	0	110.4	111
15:45 - 16:00	89	5	2	0	1	0	0	99.0	97
Hourly Total	348	35	5	0	5	2	2	402	397
16:00 - 16:15	84	16	3	0	1	0	0	106.5	104
16:15 - 16:30	89	17	1	0	0	2	3	109.1	112
16:30 - 16:45	117	19	1	0	2	0	0	141.5	139
16:45 - 17:00	92	17	1	0	0	1	1	111.1	112
Hourly Total	382	69	6	0	3	3	4	468	467
17:00 - 17:15	93	9	0	0	1	2	0	104.4	105
17:15 - 17:30	104	7	2	0	0	2	1	114.8	116
17:30 - 17:45	91	2	1	0	0	0	0	94.5	94
17:45 - 18:00	88	8	0	0	1	1	0	98.2	98
Hourly Total	376	26	3	0	2	5	1	412	413
18:00 - 18:15	80	5	1	0	1	1	1	89.1	89
18:15 - 18:30	58	8	0	0	1	0	1	68.4	68
18:30 - 18:45	68	1	1	0	1	0	0	72.5	71
18:45 - 19:00	63	3	0	0	0	0	0	66.0	66
Hourly Total	269	17	2	0	3	1	2	296	294
Session Total	3130	409	73	8	34	31	15	3747	3700

	To C								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	72	18	2	0	1	1	1	95.6	95
07:15 - 07:30	98	15	1	0	0	0	0	114.5	114
07:30 - 07:45	118	21	2	0	3	1	1	148.6	146
07:45 - 08:00	118	23	0	0	1	0	2	143.8	144
Hourly Total	406	77	5	0	5	2	4	503	499
08:00 - 08:15	117	9	2	0	1	2	0	131.4	131
08:15 - 08:30	113	10	0	1	0	0	0	125.3	124
08:30 - 08:45	92	13	3	0	0	0	1	109.9	109
08:45 - 09:00	87	7	1	0	3	0	0	101.5	98
Hourly Total	409	39	6	1	4	2	1	468	462
09:00 - 09:15	69	8	2	0	0	0	0	80.0	79
09:15 - 09:30	54	7	4	1	2	2	0	73.7	70
09:30 - 09:45	50	6	1	0	0	0	0	57.5	57
09:45 - 10:00	50	9	2	1	1	0	0	66.3	63
Hourly Total	223	30	9	2	3	2	0	278	269
10:00 - 10:15	56	6	1	0	0	2	0	63.9	65
10:15 - 10:30	47	7	1	1	1	6	0	61.0	63
10:30 - 10:45	47	2	3	0	0	0	0	53.5	52
10:45 - 11:00	52	7	1	0	1	0	0	62.5	61
Hourly Total	202	22	6	1	2	8	0	241	241
11:00 - 11:15	46	5	4	1	0	2	0	59.7	58
11:15 - 11:30	53	4	1	0	1	0	0	60.5	59
11:30 - 11:45	45	18	3	0	0	2	1	68.3	69
11:45 - 12:00	58	11	3	1	2	0	0	79.8	75
Hourly Total	202	38	11	2	3	4	1	268	261
12:00 - 12:15	59	14	2	0	0	0	0	76.0	75
12:15 - 12:30	60	6	0	0	1	0	0	68.0	67
12:30 - 12:45	58	7	2	0	0	0	0	68.0	67
12:45 - 13:00	60	5	4	0	1	1	0	73.2	71
Hourly Total	237	32	8	0	2	1	0	285	280
13:00 - 13:15	60	9	3	0	1	1	1	76.1	75
13:15 - 13:30	60	10	4	0	1	0	0	78.0	75
13:30 - 13:45	45	7	0	0	0	0	0	52.0	52
13:45 - 14:00	54	4	1	0	1	0	0	61.5	60
Hourly Total	219	30	8	0	3	1	1	268	262
14:00 - 14:15	66	9	1	1	0	1	0	79.0	78
14:15 - 14:30	59	12	4	0	1	1	0	79.2	77
14:30 - 14:45	80	5	0	0	0	0	3	86.2	88
14:45 - 15:00	83	11	1	0	1	0	1	97.9	97
Hourly Total	288	37	6	1	2	2	4	342	340
15:00 - 15:15	77	14	1	0	0	1	0	92.7	93
15:15 - 15:30	90	14	3	1	1	0	0	112.8	109
15:30 - 15:45	70	9	6	0	1	0	1	90.4	87
15:45 - 16:00	82	11	1	0	0	2	0	94.9	96
Hourly Total	319	48	11	1	2	3	1	391	385
16:00 - 16:15	91	13	0	0	1	0	0	106.0	105
16:15 - 16:30	92	7	1	0	0	1	0	100.7	101
16:30 - 16:45	56	7	0	1	1	1	1	67.9	67
16:45 - 17:00	53	10	1	0	0	0	1	64.9	65
Hourly Total	292	37	2	1	2	2	2	340	338
17:00 - 17:15	64	4	1	0	2	0	1	73.9	72
17:15 - 17:30	73	4	0	0	0	0	0	77.0	77
17:30 - 17:45	57	14	0	0	0	2	1	71.8	74
17:45 - 18:00	71	10	1	0	1	0	0	84.5	83
Hourly Total	265	32	2	0	3	2	2	307	306
18:00 - 18:15	59	5	0	0	0	0	0	64.0	64
18:15 - 18:30	47	0	0	0	1	0	0	49.0	48
18:30 - 18:45	66	4	0	0	1	0	0	72.0	71
18:45 - 19:00	49	4	0	0	1	0	2	55.8	56
Hourly Total	221	13	0	0	3	0	2	241	239
Session Total	3283	435	74	9	34	29	18	3931	3882

Barnham: Queue Length Survey - Wednesday, 20 November 2024

Produced by Streetwise Services Ltd.

Junction: A - B2132 North End Road / B - (East) B2233 Main Road / C - (West) B2233 Main Road

	A - B2132 North End Road																	
	Lane 1									Lane 2								
	Vehicle Numbers								PCU Values	Vehicle Numbers								PCU Values
	CAR	LGV	OGV1	OGV2	BUS	PCYCLE	MCYCLE	Total Length	Total PCU	CAR	LGV	OGV1	OGV2	BUS	PCYCLE	MCYCLE	Total Length	Total PCU
Survey Period	MAX	MAX	MAX	MAX	MAX	MAX	MAX			MAX	MAX	MAX	MAX	MAX	MAX	MAX		
07:00 - 07:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:05 - 07:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:10 - 07:15	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
07:15 - 07:20	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
07:20 - 07:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:25 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:35	1	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	3	3
07:35 - 07:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:40 - 07:45	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	3
07:45 - 07:50	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	2
07:50 - 07:55	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
07:55 - 08:00	0	1	0	0	0	0	0	1	1	0	1	0	1	0	0	0	2	3
08:00 - 08:05	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
08:05 - 08:10	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
08:10 - 08:15	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2
08:15 - 08:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:20 - 08:25	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
08:25 - 08:30	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
08:30 - 08:35	1	1	0	0	0	0	0	2	2	1	0	0	0	0	0	0	1	1
08:35 - 08:40	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
08:40 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 08:50	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	2
08:50 - 08:55	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
08:55 - 09:00	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	2
09:00 - 09:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:05 - 09:10	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
09:10 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:20	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
09:20 - 09:25	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	3
09:25 - 09:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
09:30 - 09:35	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	3
09:35 - 09:40	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
09:40 - 09:45	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
09:45 - 09:50	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
09:50 - 09:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:55 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:05	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
10:05 - 10:10	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
10:10 - 10:15	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
10:15 - 10:20	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
10:20 - 10:25	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
10:25 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:35	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
10:35 - 10:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:40 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 10:50	0	1	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	2
10:50 - 10:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:55 - 11:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
11:00 - 11:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:05 - 11:10	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
11:10 - 11:15	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
11:15 - 11:20	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
11:20 - 11:25	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
11:25 - 11:30	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
11:30 - 11:35	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
11:35 - 11:40	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
11:40 - 11:45	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	5
11:45 - 11:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:50 - 11:55	1	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	1	2
11:55 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
12:00 - 12:05	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
12:05 - 12:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:10 - 12:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
12:15 - 12:20	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	2
12:20 - 12:25	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	4
12:25 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:35 - 12:40	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
12:40 - 12:45	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
12:45 - 12:50	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
12:50 - 12:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:55 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:05	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
13:05 - 13:10	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
13:10 - 13:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
13:15 - 13:20	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4
13:20 - 13:25	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
13:25 - 13:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
13:30 - 13:35	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
13:35 - 13:40	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
13:40 - 13:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
13:45 - 13:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:50 - 13:55	1	0	0	0	0	0	0	1	1	1	0	1	0	0	0	0	2	3
13:55 - 14:00	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
14:00 - 14:05	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
14:05 - 14:10	1	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	2	2
14:10 - 14:15	2	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	4	4
14:15 - 14:20	2	0	0	0	0	0	0	2	2	0	1	0	0	0	0	0	1	1
14:20 - 14:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:25 - 14:30	1	0	1	0	0	0	0	2	2	0	1	0	0	0	0	0	1	1
14:30 - 14:35	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
14:35 - 14:40	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
14:40 - 14:45	1	1	0	0	0	0	0	2	2	1	0	0	0	0	0	0	1	1
14:45 - 14:50	2	0	0	0	0	0	0	2	2	2	1	0	0	0	0	0	3	3
14:50 - 14:55	2	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	2	2
14:55 - 15:00	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
15:00 - 15:05	1	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	1	1
15:05 - 15:10	1	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	1	1
15:10 - 15:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
15:15 - 15:20	1	0	0	0	0	0	0	1	1	4	0	0	0	0	0	0	4	4
15:20 - 15:25	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
15:25 - 15:30	2	0	0	0	0	0	0	2	2	5	0	0	0	0	0	0	5	5
15:30 - 15:35	2	0	0	0	0	0	0	2	2	15	0	0	0	0	0	0	15	15
15:35 - 15:40	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
15:40 - 15:45	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	2
15:45 - 15:50	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
15:50 - 15:55	1	0	0	0	0	0	0	1	1	4	0	0	0	0	0	0	4	4
15:55 - 16:00	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
16:00 - 16:05	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	1	1
16:05 - 16:10	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
16:10 - 16:15	2	0	0	0	0	0	0	2	2	2	2	0	0	0	0	0	4	4
16:15 - 16:20	1	0	0	0	0	0	0	1	1	1	2	0	0	0	0	0	3	3
16:20 - 16:25	2	0	0	0	0	0	0	2	2	2	1	0	0	0	0	0	3	3
16:25 - 16:30	2	0	0	0	0	0	0	2	2	7	2	1	0	0	0	0	10	11
16:30 - 16:35	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	1	1
16:35 - 16:40	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
16:40 - 16:45	1	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	2	2
16:45 - 16:50	2	0	0	0	0	0	0	2	2	9	0	0	0	0	0	0	9	9
16:50 - 16:55	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
16:55 - 17:00	1	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	3	3
17:00 - 17:05	2	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	2	2
17:05 - 17:10	1	1	0	0	0	0	0	2	2	1	1	0	0	0	0	0	2	2
17:10 - 17:15	1	0	0	0	0	0	0	1	1	13	1	1	0	1	0	0	16	18
17:15 - 17:20	2	0	0	0	0	0	0	2	2	7	2	0	0	0	0	0	9	9
17:20 - 17:25	2	0	0	0	0	0	0	2	2	1	2	0	0	0	0	0	3	3
17:25 - 17:30	1	1	0	0	0	0	0	2	2	1	0	0	0	0	0	0	1	1
17:30 - 17:35	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	1	1
17:35 - 17:40	1	0	0	0	0	0	0	1	1	8	0	0	0	0	0	0	8	8
17:40 - 17:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
17:45 - 17:50	2	0	0	0	0	0	0	2	2	0	1	0	0	0	0	0	1	1
17:50 - 17:55	1	1	0	0	0	0	0	2	2	1	0	0	0	0	0	0	1	1
17:55 - 18:00	2	0	0	0	0	0	0	2	2	1	1	0	0	0	0	0	2	2
18:00 - 18:05	1	0	0	0	0	0	0	1	1	4	0	0	0	0	0	0	4	4
18:05 - 18:10	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
18:10 - 18:15	1	1	0	0	0	0	0	2	2	2	0	0	0	0	0	0	2	2
18:15 - 18:20	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
18:20 - 18:25	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
18:25 - 18:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
18:30 - 18:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:35 - 18:40	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
18:40 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 18:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:50 - 18:55	1	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	3	3
18:55 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	B - (East) B2233 Main Road								
	Lane 1								
	Vehicle Numbers								PCU Values
	CAR	LGV	OGV1	OGV2	BUS	PCYCLE	MCYCLE	Total Length	Total PCU
Survey Period	MAX	MAX	MAX	MAX	MAX	MAX	MAX		
07:00 - 07:05	1	0	0	0	0	0	0	1	1
07:05 - 07:10	0	0	0	0	0	0	0	0	0
07:10 - 07:15	1	0	0	0	0	0	0	1	1
07:15 - 07:20	4	0	0	0	0	0	0	4	4
07:20 - 07:25	1	0	0	0	0	0	0	1	1
07:25 - 07:30	0	0	0	0	0	0	0	0	0
07:30 - 07:35	1	1	0	0	0	0	0	2	2
07:35 - 07:40	0	0	0	0	0	0	0	0	0
07:40 - 07:45	1	1	0	0	0	0	0	2	2
07:45 - 07:50	1	0	0	0	0	0	0	1	1
07:50 - 07:55	2	0	0	0	0	0	0	2	2
07:55 - 08:00	2	1	0	0	0	0	0	3	3
08:00 - 08:05	0	0	0	0	0	0	0	0	0
08:05 - 08:10	2	1	0	0	0	0	0	3	3
08:10 - 08:15	2	0	1	0	0	0	0	3	4
08:15 - 08:20	0	1	0	0	0	0	0	1	1
08:20 - 08:25	4	0	0	0	0	0	0	4	4
08:25 - 08:30	6	1	0	0	0	0	0	7	7
08:30 - 08:35	2	1	0	0	0	0	0	3	3
08:35 - 08:40	8	2	0	0	0	0	0	10	10
08:40 - 08:45	1	0	0	0	0	0	0	1	1
08:45 - 08:50	2	0	0	0	0	0	0	2	2
08:50 - 08:55	1	0	0	0	0	0	0	1	1
08:55 - 09:00	4	0	0	0	0	0	0	4	4
09:00 - 09:05	2	0	0	0	0	0	0	2	2
09:05 - 09:10	1	1	0	0	0	0	0	2	2
09:10 - 09:15	1	0	0	0	0	0	0	1	1
09:15 - 09:20	1	0	0	0	0	0	0	1	1
09:20 - 09:25	0	0	0	0	0	0	0	0	0
09:25 - 09:30	0	0	1	0	0	0	0	1	2
09:30 - 09:35	0	0	0	0	0	0	0	0	0
09:35 - 09:40	0	0	0	0	0	0	0	0	0
09:40 - 09:45	0	0	0	0	0	0	0	0	0
09:45 - 09:50	1	1	0	0	0	0	0	2	2
09:50 - 09:55	0	1	0	0	1	0	0	2	3
09:55 - 10:00	0	0	0	0	0	0	0	0	0
10:00 - 10:05	1	0	0	0	0	0	0	1	1
10:05 - 10:10	1	0	0	0	1	0	0	2	3
10:10 - 10:15	0	0	0	0	0	0	0	0	0
10:15 - 10:20	1	0	0	0	0	0	0	1	1
10:20 - 10:25	2	0	0	0	0	0	0	2	2
10:25 - 10:30	0	0	0	0	0	0	0	0	0
10:30 - 10:35	1	0	0	1	0	0	0	2	3
10:35 - 10:40	0	0	0	0	0	0	0	0	0
10:40 - 10:45	1	0	0	0	0	0	0	1	1
10:45 - 10:50	1	1	0	0	0	0	0	2	2
10:50 - 10:55	0	0	0	0	0	0	0	0	0
10:55 - 11:00	0	0	0	0	0	0	0	0	0
11:00 - 11:05	2	1	0	0	0	0	0	3	3
11:05 - 11:10	0	1	0	0	0	0	0	1	1
11:10 - 11:15	0	0	1	0	0	0	0	1	2
11:15 - 11:20	0	0	0	0	0	0	0	0	0
11:20 - 11:25	0	0	0	0	0	0	0	0	0
11:25 - 11:30	2	0	0	0	0	0	0	2	2
11:30 - 11:35	3	0	0	0	0	0	0	3	3
11:35 - 11:40	1	0	0	0	0	0	0	1	1
11:40 - 11:45	2	1	0	0	0	0	0	3	3
11:45 - 11:50	0	0	0	0	0	0	0	0	0
11:50 - 11:55	1	0	0	0	0	0	0	1	1
11:55 - 12:00	2	0	0	0	0	0	0	2	2
12:00 - 12:05	2	0	0	0	1	0	0	3	4
12:05 - 12:10	1	0	0	0	0	0	0	1	1
12:10 - 12:15	1	0	0	0	0	0	0	1	1
12:15 - 12:20	1	0	0	0	0	0	0	1	1
12:20 - 12:25	0	0	0	0	0	0	0	0	0
12:25 - 12:30	0	0	0	0	0	0	0	0	0
12:30 - 12:35	5	0	0	0	0	0	0	5	5
12:35 - 12:40	1	0	0	0	0	0	0	1	1
12:40 - 12:45	2	0	0	0	0	0	0	2	2
12:45 - 12:50	1	0	0	0	0	0	0	1	1
12:50 - 12:55	0	1	0	0	0	0	0	1	1
12:55 - 13:00	0	0	0	0	0	0	0	0	0
13:00 - 13:05	1	0	0	0	0	0	0	1	1
13:05 - 13:10	1	0	0	0	0	0	0	1	1
13:10 - 13:15	2	1	0	0	0	0	0	3	3
13:15 - 13:20	1	0	0	0	0	0	0	1	1
13:20 - 13:25	1	0	0	0	0	0	0	1	1
13:25 - 13:30	3	0	0	0	0	0	0	3	3
13:30 - 13:35	3	0	0	0	0	0	0	3	3
13:35 - 13:40	0	0	0	0	0	0	0	0	0
13:40 - 13:45	0	0	0	0	0	0	0	0	0
13:45 - 13:50	0	0	0	0	0	0	0	0	0
13:50 - 13:55	0	0	0	0	0	0	0	0	0
13:55 - 14:00	0	0	0	0	0	0	0	0	0
14:00 - 14:05	0	0	0	0	1	0	0	1	2
14:05 - 14:10	1	1	0	0	0	0	0	2	2
14:10 - 14:15	0	0	0	0	0	0	0	0	0
14:15 - 14:20	1	1	0	0	0	0	0	2	2
14:20 - 14:25	0	0	0	0	0	0	0	0	0
14:25 - 14:30	1	0	0	0	0	0	0	1	1
14:30 - 14:35	1	0	0	0	0	0	0	1	1
14:35 - 14:40	2	0	0	0	0	0	0	2	2
14:40 - 14:45	1	0	0	0	0	0	0	1	1
14:45 - 14:50	2	1	0	0	0	0	0	3	3
14:50 - 14:55	1	0	0	0	0	0	0	1	1
14:55 - 15:00	1	0	0	0	0	0	0	1	1
15:00 - 15:05	0	0	0	0	0	0	0	0	0
15:05 - 15:10	3	1	0	0	0	0	0	4	4
15:10 - 15:15	0	0	0	0	0	0	0	0	0
15:15 - 15:20	0	0	0	0	0	0	0	0	0
15:20 - 15:25	2	1	0	0	0	0	0	3	3
15:25 - 15:30	3	1	0	0	0	0	0	4	4
15:30 - 15:35	0	0	1	0	0	0	0	1	2
15:35 - 15:40	0	0	0	0	0	0	0	0	0
15:40 - 15:45	0	0	0	0	0	0	0	0	0
15:45 - 15:50	0	0	0	0	0	0	0	0	0
15:50 - 15:55	0	0	0	0	0	0	0	0	0
15:55 - 16:00	2	1	0	0	0	0	0	3	3
16:00 - 16:05	2	1	0	0	0	0	0	3	3
16:05 - 16:10	1	0	0	0	0	0	0	1	1
16:10 - 16:15	0	0	0	0	0	0	0	0	0
16:15 - 16:20	1	1	0	0	0	0	0	2	2
16:20 - 16:25	1	0	0	0	0	0	0	1	1
16:25 - 16:30	2	0	0	0	0	0	0	2	2
16:30 - 16:35	0	0	0	0	0	0	0	0	0
16:35 - 16:40	2	0	0	0	0	0	0	2	2
16:40 - 16:45	0	0	0	0	0	0	0	0	0
16:45 - 16:50	2	0	0	0	0	0	0	2	2
16:50 - 16:55	1	0	0	0	0	0	0	1	1
16:55 - 17:00	1	0	0	0	0	0	0	1	1
17:00 - 17:05	2	0	0	0	0	0	0	2	2
17:05 - 17:10	2	0	0	0	0	0	0	2	2
17:10 - 17:15	1	0	0	0	0	0	0	1	1
17:15 - 17:20	2	0	0	0	0	0	0	2	2
17:20 - 17:25	3	0	0	0	0	0	0	3	3
17:25 - 17:30	2	0	0	0	0	0	0	2	2
17:30 - 17:35	1	0	0	0	0	0	0	1	1
17:35 - 17:40	0	0	0	0	0	0	0	0	0
17:40 - 17:45	0	0	0	0	0	0	0	0	0
17:45 - 17:50	1	0	0	0	0	0	0	1	1
17:50 - 17:55	2	0	0	0	0	0	0	2	2
17:55 - 18:00	0	1	0	0	0	0	0	1	1
18:00 - 18:05	1	0	0	0	0	0	0	1	1
18:05 - 18:10	2	0	0	0	0	0	0	2	2
18:10 - 18:15	0	0	0	0	0	0	0	0	0
18:15 - 18:20	0	0	0	0	0	0	0	0	0
18:20 - 18:25	2	0	0	0	0	0	0	2	2
18:25 - 18:30	0	0	0	0	0	0	0	0	0
18:30 - 18:35	0	0	0	0	0	0	0	0	0
18:35 - 18:40	1	0	0	0	0	0	0	1	1
18:40 - 18:45	0	0	0	0	0	0	0	0	0
18:45 - 18:50	0	0	0	0	0	0	0	0	0
18:50 - 18:55	1	0	0	0	0	0	0	1	1
18:55 - 19:00	2	0	0	0	0	0	0	2	2

	C - (West) B2233 Main Road								
	Lane 1								
	Vehicle Numbers								PCU Values
	CAR	LGV	OGV1	OGV2	BUS	PCYCLE	MCYCLE	Total Length	Total PCU
Survey Period	MAX	MAX	MAX	MAX	MAX	MAX	MAX		
07:00 - 07:05	0	0	0	0	0	0	0	0	0
07:05 - 07:10	0	0	0	0	0	0	0	0	0
07:10 - 07:15	1	0	0	0	0	0	0	1	1
07:15 - 07:20	2	0	0	0	0	0	0	2	2
07:20 - 07:25	1	0	0	0	0	0	0	1	1
07:25 - 07:30	4	0	0	0	1	0	0	5	6
07:30 - 07:35	1	1	0	0	0	0	0	2	2
07:35 - 07:40	2	0	0	0	0	0	0	2	2
07:40 - 07:45	1	0	0	0	0	0	0	1	1
07:45 - 07:50	1	1	0	0	0	0	0	2	2
07:50 - 07:55	3	0	0	0	0	0	0	3	3
07:55 - 08:00	9	0	0	0	0	0	0	9	9
08:00 - 08:05	2	0	0	0	0	0	0	2	2
08:05 - 08:10	2	0	1	0	0	0	0	3	4
08:10 - 08:15	4	0	0	0	0	0	0	4	4
08:15 - 08:20	3	1	0	0	0	0	0	4	4
08:20 - 08:25	0	0	0	0	0	0	0	0	0
08:25 - 08:30	3	0	0	0	0	0	0	3	3
08:30 - 08:35	2	0	0	0	0	0	0	2	2
08:35 - 08:40	7	2	0	0	0	0	0	9	9
08:40 - 08:45	0	0	0	0	0	0	0	0	0
08:45 - 08:50	0	0	0	0	0	0	0	0	0
08:50 - 08:55	2	0	0	0	0	0	0	2	2
08:55 - 09:00	1	0	0	0	0	0	0	1	1
09:00 - 09:05	1	0	0	0	0	0	0	1	1
09:05 - 09:10	2	0	0	0	0	0	0	2	2
09:10 - 09:15	0	0	0	0	0	0	0	0	0
09:15 - 09:20	1	0	0	0	0	0	0	1	1
09:20 - 09:25	1	0	0	0	0	0	0	1	1
09:25 - 09:30	1	0	0	0	0	0	0	1	1
09:30 - 09:35	1	0	0	0	0	0	0	1	1
09:35 - 09:40	1	0	0	0	0	0	0	1	1
09:40 - 09:45	0	0	0	0	0	0	0	0	0
09:45 - 09:50	0	0	0	0	0	0	0	0	0
09:50 - 09:55	0	0	0	0	0	0	0	0	0
09:55 - 10:00	0	1	0	0	0	0	0	1	1
10:00 - 10:05	0	0	0	0	0	0	0	0	0
10:05 - 10:10	2	1	0	0	0	0	0	3	3
10:10 - 10:15	1	0	0	0	0	0	0	1	1
10:15 - 10:20	1	0	0	0	0	0	0	1	1
10:20 - 10:25	0	0	0	0	0	0	0	0	0
10:25 - 10:30	0	0	0	0	0	0	0	0	0
10:30 - 10:35	2	0	0	0	0	0	0	2	2
10:35 - 10:40	0	0	0	0	0	0	0	0	0
10:40 - 10:45	1	0	0	0	0	0	0	1	1
10:45 - 10:50	3	0	0	0	0	0	0	3	3
10:50 - 10:55	0	0	0	0	0	0	0	0	0
10:55 - 11:00	0	0	0	0	0	0	0	0	0
11:00 - 11:05	1	1	0	0	0	0	0	2	2
11:05 - 11:10	3	0	0	0	0	0	0	3	3
11:10 - 11:15	0	0	0	0	0	0	0	0	0
11:15 - 11:20	0	0	0	0	0	0	0	0	0
11:20 - 11:25	0	0	0	0	0	0	0	0	0
11:25 - 11:30	0	0	0	0	0	0	0	0	0
11:30 - 11:35	2	0	0	0	0	0	0	2	2
11:35 - 11:40	1	0	0	0	0	0	0	1	1
11:40 - 11:45	1	0	0	0	0	0	0	1	1
11:45 - 11:50	0	0	0	0	0	0	0	0	0
11:50 - 11:55	0	0	0	0	0	0	0	0	0
11:55 - 12:00	1	0	0	0	0	0	0	1	1
12:00 - 12:05	2	0	0	0	0	0	0	2	2
12:05 - 12:10	2	0	0	0	0	0	0	2	2
12:10 - 12:15	0	0	0	0	0	0	0	0	0
12:15 - 12:20	3	0	0	0	0	0	0	3	3
12:20 - 12:25	1	0	0	0	0	0	0	1	1
12:25 - 12:30	2	0	0	0	0	0	0	2	2
12:30 - 12:35	3	0	0	0	0	0	0	3	3
12:35 - 12:40	1	1	0	0	0	0	0	2	2
12:40 - 12:45	1	0	0	0	0	0	0	1	1
12:45 - 12:50	1	0	0	0	0	0	0	1	1
12:50 - 12:55	1	0	0	0	0	0	0	1	1
12:55 - 13:00	0	1	0	0	0	0	0	1	1
13:00 - 13:05	1	0	0	0	0	0	0	1	1
13:05 - 13:10	4	0	0	0	0	0	0	4	4
13:10 - 13:15	2	0	0	0	0	0	0	2	2
13:15 - 13:20	0	0	0	0	0	0	0	0	0
13:20 - 13:25	4	0	0	0	0	0	0	4	4
13:25 - 13:30	0	0	0	0	0	0	0	0	0
13:30 - 13:35	0	0	0	0	0	0	0	0	0
13:35 - 13:40	0	0	1	0	0	0	0	1	2
13:40 - 13:45	2	0	0	0	0	0	0	2	2
13:45 - 13:50	0	0	0	0	0	0	0	0	0
13:50 - 13:55	1	1	0	0	0	0	0	2	2
13:55 - 14:00	3	0	0	0	0	0	0	3	3
14:00 - 14:05	0	0	0	0	0	0	0	0	0
14:05 - 14:10	2	0	0	0	0	0	0	2	2
14:10 - 14:15	2	0	0	0	0	0	0	2	2
14:15 - 14:20	7	1	0	0	0	0	0	8	8
14:20 - 14:25	2	0	0	0	0	0	0	2	2
14:25 - 14:30	0	0	0	0	0	0	0	0	0
14:30 - 14:35	3	2	0	0	0	0	0	5	5
14:35 - 14:40	3	0	0	0	0	0	0	3	3
14:40 - 14:45	4	0	0	0	0	0	0	4	4
14:45 - 14:50	3	0	0	0	0	0	0	3	3
14:50 - 14:55	0	0	0	0	0	0	0	0	0
14:55 - 15:00	1	0	0	0	1	0	0	2	3
15:00 - 15:05	4	0	0	0	0	0	0	4	4
15:05 - 15:10	1	1	0	0	0	0	0	2	2
15:10 - 15:15	0	0	0	0	0	0	0	0	0
15:15 - 15:20	2	1	0	0	0	0	1	4	3
15:20 - 15:25	0	2	0	0	0	0	0	2	2
15:25 - 15:30	7	2	1	0	1	0	0	11	13
15:30 - 15:35	0	1	0	0	0	0	0	1	1
15:35 - 15:40	2	0	0	0	0	0	0	2	2
15:40 - 15:45	2	0	0	0	0	0	0	2	2
15:45 - 15:50	1	0	0	0	0	0	0	1	1
15:50 - 15:55	3	0	0	0	0	0	0	3	3
15:55 - 16:00	3	0	0	0	0	0	0	3	3
16:00 - 16:05	2	0	0	0	0	0	0	2	2
16:05 - 16:10	4	0	0	0	0	0	0	4	4
16:10 - 16:15	3	1	0	0	0	0	0	4	4
16:15 - 16:20	1	1	0	0	0	0	0	2	2
16:20 - 16:25	2	0	1	0	0	0	0	3	4
16:25 - 16:30	2	0	0	0	0	0	0	2	2
16:30 - 16:35	1	1	0	0	0	0	0	2	2
16:35 - 16:40	4	0	0	0	0	0	0	4	4
16:40 - 16:45	4	0	0	0	0	0	0	4	4
16:45 - 16:50	3	0	0	0	0	0	0	3	3
16:50 - 16:55	0	0	0	0	0	0	0	0	0
16:55 - 17:00	0	0	0	0	0	0	0	0	0
17:00 - 17:05	1	0	0	0	0	0	0	1	1
17:05 - 17:10	0	0	0	0	0	0	0	0	0
17:10 - 17:15	2	0	0	0	0	0	0	2	2
17:15 - 17:20	2	0	0	0	0	0	0	2	2
17:20 - 17:25	6	0	0	0	0	0	0	6	6
17:25 - 17:30	2	0	0	0	0	0	0	2	2
17:30 - 17:35	1	0	0	0	0	0	0	1	1
17:35 - 17:40	6	0	0	0	0	0	0	6	6
17:40 - 17:45	4	0	0	0	0	0	0	4	4
17:45 - 17:50	3	0	0	0	0	0	0	3	3
17:50 - 17:55	5	0	0	0	0	0	0	5	5
17:55 - 18:00	6	0	0	0	0	0	0	6	6
18:00 - 18:05	1	0	0	0	0	0	0	1	1
18:05 - 18:10	2	0	0	0	0	0	0	2	2
18:10 - 18:15	2	0	0	0	0	0	0	2	2
18:15 - 18:20	0	0	0	0	0	0	0	0	0
18:20 - 18:25	1	0	0	0	0	0	0	1	1
18:25 - 18:30	0	0	0	0	0	0	0	0	0
18:30 - 18:35	0	0	0	0	0	0	0	0	0
18:35 - 18:40	1	0	0	0	0	0	0	1	1
18:40 - 18:45	0	0	0	0	0	0	0	0	0
18:45 - 18:50	0	0	0	0	0	0	0	0	0
18:50 - 18:55	1	0	0	0	0	0	0	1	1
18:55 - 19:00	0	0	0	0	0	0	0	0	0

streetwise

Barnham - Manual Traffic Survey: Wednesday, 20 November 2024

Produced by Streetwise Services Ltd.

Junction: A - B2233 Burndell Road / B - B2132 Bilsham Road / C - B2233 Main Road

Approach: A - B2233 Burndell Road

	A to B									A to C									A to A								
TIME	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MCYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MCYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MCYCLE	PCU	TOTAL
07:00 - 07:15	8	7	1	0	0	1	0	16.7	17	55	16	2	0	1	0	0	76.0	74	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	15	6	0	0	0	1	0	21.2	22	99	16	1	0	1	0	0	118.5	117	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	13	4	0	0	0	0	0	17.0	17	107	16	3	1	3	1	0	136.0	131	0	1	0	0	0	0	0	1.0	1
07:45 - 08:00	11	4	0	0	1	0	0	15.2	16	119	21	0	0	1	1	1	142.0	143	0	0	0	0	0	0	0	0.0	0
Hourly Total	47	21	1	0	0	3	0	70	72	380	69	6	1	6	2	1	473	465	0	1	0	0	0	0	0	1	1
08:00 - 08:15	7	2	0	1	0	0	0	11.3	10	110	11	3	0	2	0	1	129.9	127	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	4	0	0	0	0	0	0	4.0	4	107	8	1	0	0	0	0	116.5	116	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	11	2	1	0	0	0	0	14.5	14	102	12	4	0	2	1	1	124.6	122	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	21	4	1	0	0	0	0	26.5	26	89	5	0	0	2	1	0	78.2	77	0	0	1	0	0	0	0	1.0	1
Hourly Total	43	8	2	1	0	0	0	56	54	388	36	8	0	6	2	2	449	442	0	1	0	0	0	0	0	1	1
09:00 - 09:15	9	3	0	1	0	0	0	14.3	13	49	11	3	0	0	0	1	64.9	64	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	5	3	0	0	0	0	0	8.0	8	55	6	3	1	2	0	0	71.0	67	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	8	3	0	0	0	0	0	11.0	11	46	5	2	0	0	3	0	54.6	56	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	9	2	0	0	0	0	0	11.0	11	47	14	0	0	2	2	2	78.0	67	0	0	0	0	0	0	0	0.0	0
Hourly Total	31	11	0	1	0	0	0	44	43	197	36	8	3	4	5	3	261	254	0	0	0	0	0	0	0	0	0
10:00 - 10:15	4	4	1	0	1	0	0	9.7	10	53	3	5	0	2	1	0	67.7	64	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	5	1	0	0	0	0	0	6.0	6	48	10	0	0	1	0	0	60.7	60	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	11	3	0	1	0	0	0	16.3	15	48	9	4	1	0	0	1	65.3	62	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	8	0	0	0	0	0	0	8.0	8	52	6	0	0	2	1	0	62.2	61	0	0	0	0	0	0	0	0.0	0
Hourly Total	28	8	1	1	0	1	0	40	39	201	28	9	2	4	2	1	256	247	0	0	0	0	0	0	0	0	0
11:00 - 11:15	13	1	0	0	0	0	0	14.3	14	52	5	1	0	1	0	0	66.5	64	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	12	2	0	1	0	0	0	16.3	15	50	8	1	1	2	0	0	64.2	63	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	11	1	0	0	0	0	0	12.0	12	46	15	2	0	1	4	0	66.8	68	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	12	3	0	0	0	0	0	15.0	15	59	7	3	0	2	0	0	74.5	71	0	0	0	0	0	0	0	0.0	0
Hourly Total	48	7	0	1	0	0	0	57	55	207	35	7	1	6	4	0	266	261	0	0	0	0	0	0	0	0	0
12:00 - 12:15	11	5	0	0	0	0	0	16.0	16	55	10	3	0	1	0	0	71.5	69	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	13	0	0	0	0	0	0	13.0	13	57	6	0	0	1	0	1	65.4	65	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	14	1	0	0	0	0	0	15.0	15	61	6	1	0	0	0	0	68.5	68	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	13	2	0	0	0	0	0	15.0	15	61	2	3	0	2	1	0	71.7	69	0	0	0	0	0	0	0	0.0	0
Hourly Total	51	8	0	0	0	0	0	59	59	234	24	7	0	4	1	1	277	271	0	0	0	0	0	0	0	0	0
13:00 - 13:15	9	1	1	0	1	0	0	13.5	12	53	10	2	0	1	1	0	68.0	66	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	13	1	0	0	1	0	0	14.2	15	57	8	2	0	1	0	0	70.0	68	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	11	7	0	0	0	0	0	18.2	19	63	7	0	0	0	1	0	70.2	71	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	12	3	0	0	0	0	0	15.0	15	54	5	1	1	2	0	0	66.8	63	0	0	0	0	0	0	0	0.0	0
Hourly Total	45	12	1	0	1	2	0	61	61	227	30	5	1	4	1	0	275	268	0	0	0	0	0	0	0	0	0
14:00 - 14:15	8	1	0	0	0	0	0	9.0	9	72	18	1	1	0	1	0	94.0	93	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	7	1	0	0	0	0	0	8.0	8	67	13	2	0	2	0	0	87.0	84	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	12	4	0	0	0	0	0	16.0	16	72	6	0	0	1	0	1	78.4	79	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	13	1	0	0	0	0	0	14.0	14	97	5	1	0	2	0	0	107.5	105	1	0	0	0	0	0	0	1.0	1
Hourly Total	40	7	0	0	0	0	0	47	47	308	42	4	1	4	1	1	367	361	1	0	0	0	0	0	0	1	1
15:00 - 15:15	15	2	1	0	0	0	0	18.5	18	101	8	2	0	1	1	0	114.2	113	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	21	2	0	0	0	0	0	23.0	23	78	8	1	1	1	0	2	92.6	91	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	19	1	0	0	0	0	0	20.0	20	89	10	1	0	1	0	1	82.0	82	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	17	3	0	0	0	0	0	20.0	20	89	22	5	0	1	0	0	126.5	117	0	0	0	0	0	0	0	0.0	0
Hourly Total	72	8	1	0	0	0	0	82	81	337	48	9	1	4	1	3	415	403	0	0	0	0	0	0	0	0	0
16:00 - 16:15	25	4	0	0	0	0	0	29.0	29	91	12	0	0	1	0	0	105.0	104	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	20	4	0	0	0	0	0	24.0	24	76	10	1	0	0	2	0	87.0	89	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	15	3	0	0	0	0	0	18.0	18	53	11	0	2	2	0	1	73.0	69	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	12	3	0	0	0	0	0	15.0	15	54	6	3	1	0	0	1	67.2	65	0	0	0	0	0	0	0	0.0	0
Hourly Total	72	14	0	0	0	0	0	86	86	274	39	4	3	3	2	2	333	327	0	0	0	0	0	0	0	0	0
17:00 - 17:15	15	8	0	0	0	0	0	23.0	23	66	4	0	0	2	0	1	74.4	73	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	20	4	0	0	0	0	0	24.0	24	64	9	2	0	0	0	0	76.0	75	0	1	0	0	0	0	0	1.0	1
17:30 - 17:45	23	4	0	0	0	0	0	27.0	27	52	10	1	0	1	1	0	65.7	65	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	16	3	0	0	0	1	0	19.4	20	65	9	0	0	0	0	1	74.4	75	1	0	0	0	0	0	0	1.0	1
Hourly Total	74	19	0	0	0	1	0	93	94	247	32	3	0	3	1	2	291	288	1	1	0	0	0	0	0	2	2
18:00 - 18:15	17	1	0	0	0	0	0	18.0	18	56	5	2	0	2	0	0	70.0	67	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	13	2	0	0	0	1	0	15.4	16	49	0	1	0	2	0	0	54.5	52	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	13	0	0	0	0	0	0	13.0	13	56	5	1	0	2	0	0	68.5	66	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	17	1	0	0	1	0	0	18.2	19	48	4	1	0	1	0	2	56.3	56	0	0	0	0	0	0	0	0.0	0
Hourly Total	60	4	0	0	1	1	0	65	66	213	14	5	0	7	0	2	249	241	0	0	0	0	0	0	0	0	0
Session Total	611	127	6	4	1	7	2	760	758	3213	433	75	13	54	24	16	3968	3828	2	3	0	0	0	0	0	5	5

	From A									To A								
TIME	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MCYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MCYCLE	PCU	TOTAL
07:00 - 07:15	63	23	3	0	1	1	0	92.7	91	37	7	0	0	2	1	0	48.2	47
07:15 - 07:30	114	22	1	0	1	1	0	139.7	139	64	11	1	0	1	0	0	78.5	77
07:30 - 07:45	126	21	3	1	3	1	0	154.0	149	74	21	3	1	0	1	0	102.8	100
07:45 - 08:00	130	25	0	0	1	2	1	157.8	159	82	23	1	1	0	0	1	109.2	108
Hourly Total	427	91	7	1	6	5	1	544	538	257	62	5	2	3	2	1	338	332
08:00 - 08:15	117	13	3	1	2	0	1	141.2	137	95	15	4	0	1	1	0	118.2	116
08:15 - 08:30	111	8	1	0	0	0	0	128.5	128	86	8	2	1	0	0	0	99.3	97
08:30 - 08:45	113	14	5	0	2	1	1	139.1	136	89	7	4	0	0	0	0	102.8	100
08:45 - 09:00	90	10	1	0	2	1	0	105.7	104	99	9	4	0	1	0	0	116.0	113
Hourly Total	431	45	10	1	6	2	2	507	497	369	39	14	1	2	1	0	436	426
09:00 - 09:15	58	14	3	1	0	0	1	79.2	77	81	15	4	0	0	0	0	102.8	100
09:15 - 09:30	60	9	3	1	0	0	0	73.8	75	57	7	2	1	0	0	0	71.3	68
09:30 - 09:45	54	8	2	0	0	3	0	65.6	67	64	18	0	0	1	0	0	84.0	83
09:45 - 10:00	56	16	0	2	2	2	0	81.0	78	60	6	1	0	0	0	0	67.5	67
Hourly Total	228	47	8	4	4	5	1	300	297	262	46	7	1	2	0	0	325	318
10:00 - 10:15	57	7	6	0	2	2	0	77.4	74	60	5	3	2	1	0	0	76.1	71
10:15 - 10:30	53	11	0	1	0	0	1	66.7	66	63	4	4	0	0	2	0	73.4	73
10:30 - 10:45	59	12	4	2	0	0	0	81.6	77	62	5	2	0	0	0	0	70.0	69
10:45 - 11:00	60	6	0	0	2	1	0	75.2	69	64	9	3	0	1	0	0	79.5	77
Hourly Total	229	36	10	3	4	3	1	299	286	249	23	12	2	2	2	0	299	290
11:00 - 11:15	65	6	1	0	1	0	0	74.5	73	56	12	2	0	1	0	0	73.0	71
11:15 - 11:30	62	10	1	2	1	2	0	80.5	78	57	6	2	0	0	0	0	66.0	65
11:30 - 11:45	57	16	2	0	1	4	0	78.8	80	64	7	1	1	1	2	1	77.6	77
11:45 - 12:00	71	10	3	0	2	0	0	85.5	86	63	14	5	0	0	1	0	84.7	83
Hourly Total	255	42	7	2	5	6	0	320	317	240	39	10	1	2	3	1	301	296
12:00 - 12:15	66	15	3	0	1	0	0	87.5	85	72	16	2	1	0	0	0	93.3	91
12:15 - 12:30	70	6	0	0	1	0	1	78.4	78	77	5	3	0	1	0	1	88.9	87
12:30 - 12:45	75	7	1	0	0	0	0	83.5	83	60	7	1	1	1	0	0	71.0	70
12:45 - 13:00	74	4	3	0	2	1	0	86.7	84	55	9	1	1	1	3	0	76.4	76
Hourly Total	285	32	7	0	4	1	1	336	330	264	37	7	3	3	2	1	329	324
13:00 - 13:15	62	11	3	0	2	0	0	81.5	78	64	4	4	0	0	0	0	74.0	72
13:15 - 13:30	70	9	2	0	1	1	0	84.2	83	80	12	2	0	1	2	0	97.4	97
13:30 - 13:45	74	14	0	0	0	2	0	88.4	90	56	13	2	0	0	1	1	72.6	73
13:45 - 14:00	66	8	1	1	2	0	0	81.8	78	58	16	1	0	2	0	0	77.9	78
Hourly Total	272	42	6	1	5	3	0	336	329	258	45	9	0	2	5	1	322	320
14:00 - 14:15	80	19	1	1	0	1	0	103.0	102	69	8	3	0	0	0	0	81.5	80
14:15 - 14:30	74	14	2	0	2	0	0	95.0	92	67	5	1	0	1	0	2	76.3	76
14:30 - 14:45	84	10	0	0	0	0	1	94.4	95	85	10	3	0	0	0	1	99.8	98
14:45 - 15:00	111	6	1	0	2	0	0	122.5	120	81	10	2	1	2	0	0	100.3	96
Hourly Total	349	49	4	1	4	1	1	415	409	302	33	9	1	3	0	3	358	351
15:00 - 15:15	116	10	3	1	1	1	0	132.7	131	97	12	1	0	2	0	1	114.9	113
15:15 - 15:30	99	10	1	1	1	0	2	115.6	114	105	12	2	0	0	0	1	122.4	121
15:30 - 15:45	88	11	1	0	1	0	0	102.9	102	149	15	2	1	0	1	0	168.5	168
15:45 - 16:00	106	25	5	0	1	0	0	148.5	137	75	7	3	0	1	2	0	91.9	91
Hourly Total	409	56	10	1	4	1	2	499	484	426	46	8	1	4	3	2	499	493
16:00 - 16:15	116	16	0	0	1	0	0	134.0	133	110	11	2	0	0	0	0	124.0	123
16:15 - 16:30	96	14	1	0	0	2	0	111.9	113	106	21	0	0	3	1	0	128.0	131
16:30 - 16:45	68	14	0	2	2	0	1	91.0	87	138	21	2	0	0	2	1	166.2	164
16:45 - 17:00	66	9	3	1	0	0	1	82.2	80	147	20	1	0	0	0	2	169.3	170
Hourly Total	346	53	4	3	3	2	2	419	413	501	73	5	0	2	4	3	588	588
17:00 - 17:15	81	12	0	0	2	0	1	97.4	96	127	26	0	0	1	0	0	155.0	154
17:15 - 17:30	84	14	2	0	0	0	0	101.0	100	154	22	2	1	0	1	0	181.5	180
17:30 - 17:45	75	14	1	0	1	0	0	92.7	92	130	5	1	1	0	0	0	138.8	137
17:45 - 18:00	82	12	0	0	0	0	2	94.8	96	114	17	1	1	1	2	0	137.2	136
Hourly Total	322	52	3	0	3	0	3	386	384	525	70	4	3	2	3	0	613	607
18:00 - 18:15	75	8	2	0	2	0	0	88.0	85	103	6	2	0	0	1	1	114.4	113
18:15 - 18:30	62	2	1	0	2	0	1	69.9	68	54	9	0	0	1	3	1	86.0	88
18:30 - 18:45	71	5	1	0	0	0	0	81.5	79	73	4	1	0	0	0	0	80.5	79
18:45 - 19:00	65	3	1	0	1	1	2	74.5	75	70	2	0	0	0	0	0	72.0	72
Hourly Total	273	18	5	0	5	1	3	314	307	300	21	3	0	3	4	2	353	352
Session Total	3826	563	81	17	55	31	18	4673	4591	3956	534	93	15	29	38	14	4734	4671

streetwise

Barnham - Manual Traffic Survey: Wednesday, 20 November 2024

Produced by Streetwise Services Ltd.

Junction: A - B2233 Burndell Road / B - B2132 Bilsham Road / C - B2233 Main Road

Approach: B - B2132 Bilsham Road

B to C

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	20	3	1	0	0	1	1	25.1	26
07:15 - 07:30	21	4	0	0	0	3	0	25.6	28
07:30 - 07:45	20	5	0	0	0	0	1	25.4	26
07:45 - 08:00	29	4	0	0	0	1	1	33.6	35
Hourly Total	90	16	1	0	0	5	3	110	115
08:00 - 08:15	25	1	0	0	0	2	0	26.4	28
08:15 - 08:30	20	5	0	0	0	1	0	25.2	26
08:30 - 08:45	23	1	0	0	0	0	0	24.0	24
08:45 - 09:00	18	1	0	0	0	0	0	19.0	19
Hourly Total	86	8	0	0	0	3	0	95	97
09:00 - 09:15	20	0	0	0	0	0	0	20.0	20
09:15 - 09:30	11	2	0	0	0	0	0	13.0	13
09:30 - 09:45	13	1	1	0	0	0	0	15.5	15
09:45 - 10:00	16	2	0	0	0	1	0	18.2	19
Hourly Total	60	5	1	0	0	1	0	67	67
10:00 - 10:15	10	0	1	0	0	4	0	12.3	15
10:15 - 10:30	4	2	0	0	0	1	0	6.2	7
10:30 - 10:45	7	0	0	0	0	0	0	7.0	7
10:45 - 11:00	9	2	1	0	0	1	0	12.7	13
Hourly Total	30	4	2	0	0	6	0	38	42
11:00 - 11:15	12	0	1	0	0	1	0	13.7	14
11:15 - 11:30	16	1	0	0	0	0	0	17.0	17
11:30 - 11:45	8	1	1	0	0	0	0	10.5	10
11:45 - 12:00	9	2	0	0	0	0	0	11.0	11
Hourly Total	45	4	2	0	0	1	0	52	52
12:00 - 12:15	7	2	0	0	0	0	0	9.0	9
12:15 - 12:30	10	2	0	0	0	0	0	12.0	12
12:30 - 12:45	5	3	1	0	0	0	0	9.5	9
12:45 - 13:00	9	1	0	0	0	0	0	10.0	10
Hourly Total	31	8	1	0	0	0	0	41	40
13:00 - 13:15	9	0	0	0	0	3	0	9.6	12
13:15 - 13:30	8	2	0	0	0	0	0	10.0	10
13:30 - 13:45	6	2	0	1	0	0	1	10.7	10
13:45 - 14:00	6	3	1	0	0	0	0	10.5	10
Hourly Total	29	7	1	1	0	3	1	41	42
14:00 - 14:15	5	1	0	0	0	0	0	6.0	6
14:15 - 14:30	15	0	1	0	0	1	0	16.7	17
14:30 - 14:45	13	1	1	0	0	0	2	16.3	17
14:45 - 15:00	15	4	0	0	0	0	0	19.0	19
Hourly Total	48	6	2	0	0	1	2	58	59
15:00 - 15:15	11	4	0	0	0	0	0	15.0	15
15:15 - 15:30	13	3	0	0	0	0	0	16.0	16
15:30 - 15:45	10	7	0	0	0	0	0	17.0	17
15:45 - 16:00	8	1	0	0	0	0	1	9.4	10
Hourly Total	42	15	0	0	0	0	1	57	58
16:00 - 16:15	8	3	0	0	0	0	0	11.0	11
16:15 - 16:30	11	0	0	0	0	0	0	11.0	11
16:30 - 16:45	10	3	0	0	0	0	0	13.0	13
16:45 - 17:00	13	2	0	0	0	0	0	15.0	15
Hourly Total	42	8	0	0	0	0	0	50	50
17:00 - 17:15	12	3	0	0	0	0	0	15.0	15
17:15 - 17:30	9	2	0	0	0	0	0	11.0	11
17:30 - 17:45	10	1	0	0	0	1	0	11.2	12
17:45 - 18:00	10	0	0	0	0	0	0	10.0	10
Hourly Total	41	6	0	0	0	1	0	47	48
18:00 - 18:15	9	1	0	0	0	0	0	10.0	10
18:15 - 18:30	11	0	0	0	0	0	0	11.0	11
18:30 - 18:45	7	0	0	0	0	0	0	7.0	7
18:45 - 19:00	10	0	0	1	0	0	0	12.3	11
Hourly Total	37	1	0	1	0	0	0	40	39
Session Total	581	88	10	2	0	21	7	696	709

B to A

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	7	1	0	0	0	0	0	8.0	8
07:15 - 07:30	23	3	0	0	0	0	0	26.0	26
07:30 - 07:45	14	2	1	0	0	0	0	17.5	17
07:45 - 08:00	23	4	0	0	0	0	1	27.4	28
Hourly Total	67	10	1	0	0	0	1	79	79
08:00 - 08:15	22	4	0	0	0	0	0	26.0	26
08:15 - 08:30	18	1	0	0	0	0	0	19.0	19
08:30 - 08:45	16	1	0	0	0	0	0	17.0	17
08:45 - 09:00	12	1	0	0	0	0	0	13.0	13
Hourly Total	68	7	0	0	0	0	0	75	75
09:00 - 09:15	9	2	1	0	0	0	0	12.5	12
09:15 - 09:30	6	2	0	0	0	0	0	8.0	8
09:30 - 09:45	14	2	0	0	0	0	0	16.0	16
09:45 - 10:00	20	2	0	0	0	0	0	22.0	22
Hourly Total	49	8	1	0	0	0	0	59	58
10:00 - 10:15	10	0	0	1	0	0	0	12.3	11
10:15 - 10:30	12	1	0	0	0	0	0	13.0	13
10:30 - 10:45	9	3	1	0	0	0	0	13.5	13
10:45 - 11:00	9	1	2	0	0	0	0	13.0	12
Hourly Total	40	5	3	1	0	0	0	52	49
11:00 - 11:15	11	1	0	0	0	0	0	12.0	12
11:15 - 11:30	10	2	1	0	0	0	0	13.5	13
11:30 - 11:45	13	1	0	0	0	1	0	14.2	15
11:45 - 12:00	16	6	0	0	0	0	0	22.0	22
Hourly Total	50	10	1	0	0	1	0	62	62
12:00 - 12:15	15	4	0	0	0	0	0	19.0	19
12:15 - 12:30	15	1	0	0	0	0	0	16.0	16
12:30 - 12:45	5	4	0	0	0	0	0	9.0	9
12:45 - 13:00	11	3	0	0	0	1	0	14.2	15
Hourly Total	46	12	0	0	0	1	0	58	59
13:00 - 13:15	7	1	2	0	0	0	0	11.0	10
13:15 - 13:30	15	3	0	0	0	1	0	18.2	19
13:30 - 13:45	11	7	1	0	0	0	0	19.5	19
13:45 - 14:00	15	2	0	0	0	0	0	17.0	17
Hourly Total	48	13	3	0	0	1	0	66	65
14:00 - 14:15	16	1	1	0	0	0	0	18.5	18
14:15 - 14:30	6	0	0	0	0	0	1	6.4	7
14:30 - 14:45	11	1	0	0	0	0	0	12.0	12
14:45 - 15:00	15	3	1	0	0	0	0	19.5	19
Hourly Total	48	5	2	0	0	0	1	56	56
15:00 - 15:15	20	3	0	0	0	0	0	23.0	23
15:15 - 15:30	16	3	0	0	0	0	0	19.0	19
15:30 - 15:45	8	2	0	1	0	0	0	12.3	11
15:45 - 16:00	12	4	0	0	0	1	0	16.2	17
Hourly Total	56	12	0	1	0	1	0	71	70
16:00 - 16:15	17	0	0	0	0	0	0	17.0	17
16:15 - 16:30	12	7	0	0	0	0	0	19.0	19
16:30 - 16:45	16	3	0	0	0	0	0	19.0	19
16:45 - 17:00	28	5	0	0	0	0	0	33.0	33
Hourly Total	73	15	0	0	0	0	0	88	88
17:00 - 17:15	15	3	0	0	0	0	0	18.0	18
17:15 - 17:30	11	4	0	0	0	0	0	15.0	15
17:30 - 17:45	12	2	0	0	0	0	0	14.0	14
17:45 - 18:00	15	1	0	0	0	2	0	16.4	18
Hourly Total	53	10	0	0	0	2	0	63	65
18:00 - 18:15	12	1	0	0	0	0	0	13.0	13
18:15 - 18:30	4	0	0	0	0	3	1	5.0	8
18:30 - 18:45	16	1	0	0	0	0	0	17.0	17
18:45 - 19:00	9	0	0	0	0	0	0	9.0	9
Hourly Total	41	2	0	0	0	3	1	44	47
Session Total	639	109	11	2	0	9	3	772	773

B to B

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	0	1	0	0	0	0	0	1.0	1
12:45 - 13:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	1	0	0	0	0	0	1	1
13:00 - 13:15	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	1	0	0	0	0	0	1	1

From B

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	27	4	1	0	0	1	1	33.1	34
07:15 - 07:30	44	7	0	0	0	3	0	51.6	54
07:30 - 07:45	34	7	1	0	0	0	1	42.9	43
07:45 - 08:00	52	8	0	0	0	1	2	61.0	63
Hourly Total	157	26	2	0	0	5	4	189	194
08:00 - 08:15	47	5	0	0	0	2	0	52.4	54
08:15 - 08:30	38	6	0	0	0	1	0	44.2	45
08:30 - 08:45	39	2	0	0	0	0	0	41.0	41
08:45 - 09:00	30	2	0	0	0	0	0	32.0	32
Hourly Total	154	15	0	0	0	3	0	170	172
09:00 - 09:15	29	2	1	0	0	0	0	32.5	32
09:15 - 09:30	17	4	0	0	0	0	0	21.0	21
09:30 - 09:45	27	3	1	0	0	0	0	31.5	31
09:45 - 10:00	36	4	0	0	0	1	0	40.2	41
Hourly Total	109	13	2	0	0	1	0	125	125
10:00 - 10:15	20	0	1	1	0	4	0	24.6	26
10:15 - 10:30	16	3	0	0	0	1	0	19.2	20
10:30 - 10:45	16	3	1	0	0	0	0	20.5	20
10:45 - 11:00	18	3	3	0	0	1	0	25.7	25
Hourly Total	70	9	5	1	0	6	0	90	91
11:00 - 11:15	23	1	1	0	0	1	0	25.7	26
11:15 - 11:30	26	3	1	0	0	0	0	30.5	30
11:30 - 11:45	21	2	1	0	0	1	0	24.7	25
11:45 - 12:00	25	8	0	0	0	0	0	33.0	33
Hourly Total	95	14	3	0	0	2	0	114	114
12:00 - 12:15	22	6	0	0	0	0	0	28.0	28
12:15 - 12:30	25	3	0	0	0	0	0	28.0	28
12:30 - 12:45	10	8	1	0	0	0	0	19.5	19
12:45 - 13:00	20	4	0	0	0	1	0	24.2	25
Hourly Total	77	21	1	0	0	1	0	100	100
13:00 - 13:15	16	1	2	0	0	3	0	20.6	22
13:15 - 13:30	23	5	0	0	0	1	0	28.2	29
13:30 - 13:45	17	9	1	1	0	0	1	30.2	29
13:45 - 14:00	21	5	1	0	0	0	0	27.5	27
Hourly Total	77	20	4	1	0	4	1	107	107
14:00 - 14:15	21	2	1	0	0	0	0	24.5	24
14:15 - 14:30	21	0	1	0	0	1	1	23.1	24
14:30 - 14:45	24	2	1	0	0	0	2	28.3	29
14:45 - 15:00	30	7	1	0	0	0	0	38.5	38
Hourly Total	96	11	4	0	0	1	3	114	115
15:00 - 15:15	31	7	0	0	0	0	0	38.0	38
15:15 - 15:30	29	6	0	0	0	0	0	35.0	35
15:30 - 15:45	18	9	0	1	0	0	0	29.3	28
15:45 - 16:00	20	5	0	0	0	1	1	25.6	27
Hourly Total	98	27	0	1	0	1	1	128	128
16:00 - 16:15	25	3	0	0	0	0	0	28.0	28
16:15 - 16:30	23	7	0	0	0	0	0	30.0	30
16:30 - 16:45	26	6	0	0	0	0	0	32.0	32
16:45 - 17:00	41	7	0	0	0	0	0	48.0	48
Hourly Total	115	23	0	0	0	0	0	138	138
17:00 - 17:15	27	6	0	0	0	0	0	33.0	33
17:15 - 17:30	20	6	0	0	0	0	0	26.0	26
17:30 - 17:45	22	3	0	0	0	1	0	25.2	26
17:45 - 18:00	25	1	0	0	0	2	0	26.4	28
Hourly Total	94	16	0	0	0	3	0	111	113
18:00 - 18:15	21	2	0	0	0	0	0	23.0	23
18:15 - 18:30	15	0	0	0	0	3	1	16.0	19
18:30 - 18:45	23	1	0	0	0	0	0	24.0	24
18:45 - 19:00	19	0	0	1	0	0	0	21.3	20
Hourly Total	78	3	0	1	0	3	1	84	86
Session Total	1220	198	21	4	0	30	10	1469	1483

To B

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	12	8	1	0	0	1	0	21.7	22
07:15 - 07:30	24	10	0	0	0	1	1	34.6	36
07:30 - 07:45	21	7	0	0	0	0	0	28.0	28
07:45 - 08:00	12	7	0	0	0	1	0	19.2	20
Hourly Total	69	32	1	0	0	3	1	104	106
08:00 - 08:15	13	3	0	1	0	0	0	18.3	17
08:15 - 08:30	11	0	0	0	0	0	0	11.0	11
08:30 - 08:45	24	6	1	0	0	0	0	31.5	31
08:45 - 09:00	34	7	1	0	0	0	0	42.5	42
Hourly Total	82	16	2	1	0	0	0	103	101
09:00 - 09:15	26	3	1	1	0	0	0	32.8	31
09:15 - 09:30	10	4	1	0	0	0	0	15.5	15
09:30 - 09:45	14	3	0	0	0	0	0	17.0	17
09:45 - 10:00	13	2	0	0	0	0	0	15.0	15
Hourly Total	63	12	2	1	0	0	0	80	78
10:00 - 10:15	9	6	1	0	0	1	0	16.7	17
10:15 - 10:30	22	2	0	0	0	1	0	24.2	25
10:30 - 10:45	23	5	1	1	0	0	0	31.8	30
10:45 - 11:00	18	1	0	0	0	0	0	19.0	19
Hourly Total	72	14	2	1	0	2	0	92	91
11:00 - 11:15	17	1	0	0	0	0	0	18.0	18
11:15 - 11:30	21	4	1	1	0	0	0	28.8	27
11:30 - 11:45	18	4	1	0	0	0	0	23.5	23
11:45 - 12:00	22	6	0	0	0	0	0	28.0	28
Hourly Total	78	15	2	1	0	0	0	98	96
12:00 - 12:15	18	5	0	0	0	0	0	23.0	23
12:15 - 12:30	18	2	1	0	0	1	0	21.7	22
12:30 - 12:45	22	2	0	0	0	1	0	24.2	25
12:45 - 13:00	24	5	1	0	0	0	0	30.5	30
Hourly Total	82	14	2	0	0	2	0	99	100
13:00 - 13:15	19	1	3	0	1	2	0	26.9	26
13:15 - 13:30	15	2	0	0	0	3	0	17.6	20
13:30 - 13:45	18	9	0	0	0	2	0	27.4	29
13:45 - 14:00	23	6	0	0	0	0	0	29.0	29
Hourly Total	75	18	3	0	1	7	0	101	104
14:00 - 14:15	20	2	0	0	0	0	0	22.0	22
14:15 - 14:30	16	4	0	0	0	0	0	20.0	20
14:30 - 14:45	25	6	1	0	0	1	0	32.7	33
14:45 - 15:00	24	2	0	0	0	0	0	26.0	26
Hourly Total	85	14	1	0	0	1	0	101	101
15:00 - 15:15	34	3	1	0	0	0	0	38.5	38
15:15 - 15:30	36	3	0	0	0	0	0	39.0	39
15:30 - 15:45	36	1	0	0	0	2	0	37.4	39
15:45 - 16:00	31	4	0	0	0	0	0	35.0	35
Hourly Total	137	11	1	0	0	2	0	150	151
16:00 - 16:15	44	6	1	0	0	1	0	51.7	52
16:15 - 16:30	40	8	1	1	0	0	0	51.8	50
16:30 - 16:45	32	5	1	0	0	0	0	38.5	38
16:45 - 17:00	33	8	0	0	0	3	0	41.6	44
Hourly Total	149	27	3	1	0	4	0	184	184
17:00 - 17:15	35	12	1	0	0	0	0	48.5	48
17:15 - 17:30	41	7	1	0	0	1	0	49.7	50
17:30 - 17:45	39	8	0	0	0	0	1	47.4	48
17:45 - 18:00	42	4	0	0	0	0	1	46.4	47
Hourly Total	157	31	2	0	0	1	2	192	193
18:00 - 18:15	40	3	0	0	0	0	0	43.0	43
18:15 - 18:30	34	6	0	0	0	0	2	40.8	42
18:30 - 18:45	25	1	0	0	0	0	1	26.4	27
18:45 - 19:00	30	1	0	0	0	1	0	31.2	32
Hourly Total	129	11	0	0	0	1	3	141	144
Session Total	1178	215	21	5	1	23	6	1445	1449

streetwise

Barnham - Manual Traffic Survey: Wednesday, 20 November 2024

Produced by Streetwise Services Ltd.

Junction: A - B2233 Burndell Road / B - B2132 Bilsham Road / C - B2233 Main Road

Approach: C - B2233 Main Road

	C to A									C to B										C to C									
TIME	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MCYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MCYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MCYCLE	PCU	TOTAL
07:00 - 07:15	30	6	0	0	2	1	0	40.2	39	4	1	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	41	8	1	0	1	0	0	52.5	51	9	4	0	0	0	0	1	13.4	14	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	60	18	2	1	0	1	0	83.5	82	8	3	0	0	0	0	0	11.0	11	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	59	19	1	0	0	0	0	81.8	80	1	3	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
Hourly Total	**190**	**51**	**4**	**2**	**3**	**2**	**0**	**258**	**252**	**22**	**11**	**0**	**0**	**0**	**0**	**1**	**33**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	73	11	4	0	1	1	0	92.2	90	6	1	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	68	7	2	1	0	0	0	80.3	78	7	0	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	73	6	4	0	0	0	0	85.0	83	13	4	0	0	0	0	0	17.0	17	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	87	7	4	0	1	0	0	102.8	99	13	3	0	0	0	0	0	16.0	16	0	0	0	0	0	0	0	0.0	0
Hourly Total	**301**	**31**	**14**	**1**	**2**	**1**	**0**	**360**	**350**	**39**	**8**	**0**	**0**	**0**	**0**	**0**	**47**	**47**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	72	13	3	0	0	0	0	89.5	88	17	0	1	0	0	0	0	18.5	18	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	51	5	2	1	0	0	0	63.3	60	5	1	1	0	0	0	0	7.5	7	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	50	16	0	0	1	0	0	68.8	67	6	0	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	40	4	1	0	0	0	0	45.5	45	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
Hourly Total	**213**	**38**	**6**	**1**	**2**	**0**	**0**	**266**	**260**	**32**	**1**	**2**	**0**	**0**	**0**	**0**	**36**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	50	5	3	1	1	0	0	63.8	60	5	2	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	51	3	4	0	0	2	0	66.4	66	17	1	0	0	0	1	0	18.2	19	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	53	2	1	0	0	0	0	56.5	56	12	2	1	0	0	0	0	15.5	15	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	55	8	1	0	1	0	0	66.5	65	10	1	0	0	0	0	0	11.0	11	0	0	0	0	0	0	0	0.0	0
Hourly Total	**209**	**18**	**9**	**1**	**2**	**2**	**0**	**247**	**241**	**44**	**6**	**1**	**0**	**0**	**1**	**0**	**52**	**52**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	45	11	2	0	1	0	0	61.2	59	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	47	4	1	0	0	0	0	52.5	52	9	2	1	0	0	0	0	12.5	12	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	51	6	1	1	1	1	1	63.4	62	7	3	1	0	0	0	0	11.5	11	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	47	8	5	0	0	1	0	62.7	61	10	3	0	0	0	0	0	13.0	13	0	0	0	0	0	0	0	0.0	0
Hourly Total	**190**	**29**	**9**	**1**	**2**	**2**	**1**	**240**	**234**	**30**	**8**	**2**	**0**	**0**	**0**	**0**	**41**	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	57	12	2	1	0	0	0	74.3	72	7	0	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	62	4	3	0	1	0	1	72.9	71	5	2	1	0	0	0	0	8.7	9	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	55	3	1	1	0	1	0	62.0	61	8	0	0	0	0	1	0	8.2	9	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	44	6	1	1	1	2	0	56.2	55	11	3	1	0	0	0	0	15.5	15	0	0	0	0	0	0	0	0.0	0
Hourly Total	**218**	**25**	**7**	**3**	**2**	**3**	**1**	**265**	**259**	**31**	**5**	**2**	**0**	**0**	**0**	**0**	**39**	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
13:00 - 13:15	57	3	2	0	0	0	0	63.0	62	10	0	2	0	0	0	0	13.4	14	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	65	9	2	0	1	1	0	79.2	78	2	1	0	0	0	2	0	3.4	5	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	45	6	1	0	0	1	1	53.1	54	7	2	0	0	0	1	0	9.2	10	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	43	14	0	0	1	2	0	58.3	61	11	3	0	0	0	0	0	14.0	14	0	0	0	0	0	0	0	0.0	0
Hourly Total	**210**	**32**	**5**	**0**	**2**	**4**	**1**	**254**	**255**	**30**	**6**	**2**	**0**	**0**	**3**	**0**	**40**	**43**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
14:00 - 14:15	53	7	2	0	0	0	0	63.0	62	12	1	0	0	0	0	0	13.0	13	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	61	5	1	0	1	0	1	69.9	69	9	3	0	0	0	0	0	12.0	12	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	74	9	3	0	0	0	0	87.8	87	13	2	1	0	0	0	0	16.7	17	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	65	7	1	1	2	0	0	79.8	76	11	1	0	0	0	0	0	12.0	12	0	0	0	0	0	0	0	0.0	0
Hourly Total	**253**	**28**	**7**	**1**	**3**	**0**	**2**	**301**	**294**	**45**	**7**	**1**	**0**	**0**	**0**	**0**	**54**	**54**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	77	9	1	0	2	0	0	91.3	90	19	1	0	0	0	0	0	20.0	20	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	89	9	2	0	1	0	0	103.4	102	15	1	0	0	0	0	0	16.0	16	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	141	13	2	0	0	1	0	157.2	157	17	0	0	0	0	2	0	17.4	19	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	66	3	3	0	1	1	0	75.7	74	14	1	0	0	0	0	0	15.0	15	1	0	0	0	0	0	0	1.0	1
Hourly Total	**373**	**34**	**8**	**0**	**4**	**2**	**2**	**428**	**423**	**65**	**3**	**0**	**0**	**0**	**2**	**0**	**68**	**70**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
16:00 - 16:15	93	11	2	0	0	0	0	107.0	106	19	2	1	0	0	1	0	22.7	23	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	94	14	0	0	3	1	1	109.8	112	20	4	1	1	0	0	0	27.8	26	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	122	16	2	0	2	1	0	147.2	145	17	2	1	0	0	0	0	20.5	20	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	119	15	1	0	0	0	2	136.3	137	21	5	0	0	0	3	0	26.6	29	0	0	0	0	0	0	0	0.0	0
Hourly Total	**428**	**56**	**5**	**0**	**5**	**2**	**4**	**500**	**500**	**77**	**13**	**3**	**1**	**0**	**4**	**0**	**98**	**98**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	112	23	0	0	1	0	0	137.0	136	20	4	1	0	0	0	0	25.5	25	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	143	17	2	1	0	1	0	165.5	164	21	3	1	0	0	1	0	25.7	26	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	118	3	1	1	0	0	0	124.8	123	16	4	0	0	0	1	0	20.4	21	1	0	0	0	0	0	0	1.0	1
17:45 - 18:00	98	16	1	1	1	0	0	113.8	117	26	1	0	0	0	0	0	27.0	27	1	0	0	0	0	0	0	1.0	1
Hourly Total	**471**	**59**	**4**	**3**	**2**	**1**	**0**	**547**	**540**	**83**	**12**	**2**	**0**	**0**	**2**	**0**	**99**	**99**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
18:00 - 18:15	91	5	2	0	1	0	1	101.4	100	23	2	0	0	0	0	0	25.0	25	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	50	9	0	0	1	0	0	61.0	60	21	4	0	0	0	0	1	25.4	26	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	57	3	1	0	1	0	0	63.5	62	12	1	0	0	0	1	0	13.4	14	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	61	2	0	0	0	0	0	63.8	63	13	0	0	0	0	0	0	13.0	13	0	0	0	0	0	0	0	0.0	0
Hourly Total	**259**	**19**	**3**	**0**	**3**	**0**	**1**	**289**	**285**	**69**	**7**	**0**	**0**	**0**	**2**	**77**	**76**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**3315**	**422**	**82**	**13**	**29**	**21**	**11**	**3957**	**3893**	**567**	**87**	**15**	**1**	**0**	**16**	**4**	**684**	**690**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**

	From C									To C								
TIME	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MCYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MCYCLE	PCU	TOTAL
07:00 - 07:15	34	7	0	0	2	1	0	45.2	44	75	19	3	0	1	1	1	101.1	100
07:15 - 07:30	50	12	1	0	1	0	1	65.9	65	120	20	1	0	1	3	0	144.1	145
07:30 - 07:45	66	21	2	1	0	1	0	94.5	93	127	21	3	1	3	1	1	161.4	157
07:45 - 08:00	60	22	1	1	0	0	0	85.8	84	148	25	0	0	1	2	2	176.2	178
Hourly Total	**213**	**62**	**4**	**2**	**3**	**2**	**1**	**291**	**286**	**470**	**85**	**7**	**1**	**6**	**7**	**4**	**583**	**580**
08:00 - 08:15	79	12	4	0	1	1	0	99.2	97	135	12	3	0	2	2	1	156.3	155
08:15 - 08:30	75	7	2	1	0	0	0	87.3	85	127	13	1	0	0	1	0	141.7	142
08:30 - 08:45	86	10	4	0	0	0	0	102.8	100	125	13	4	0	2	1	1	148.6	146
08:45 - 09:00	100	10	4	0	1	0	0	118.0	115	87	6	0	0	2	1	0	97.2	96
Hourly Total	**340**	**39**	**14**	**1**	**2**	**1**	**0**	**407**	**397**	**474**	**44**	**8**	**0**	**6**	**5**	**2**	**544**	**539**
09:00 - 09:15	89	13	4	0	0	0	0	108.0	106	69	11	3	0	0	0	1	84.9	84
09:15 - 09:30	56	6	3	1	1	0	0	75.8	67	66	8	3	1	0	2	0	84.8	80
09:30 - 09:45	56	16	0	0	1	0	0	74.0	73	59	6	3	0	3	0	0	79.1	71
09:45 - 10:00	44	4	1	0	0	0	0	49.5	49	63	16	0	2	2	3	0	88.2	86
Hourly Total	**245**	**39**	**8**	**1**	**2**	**0**	**0**	**307**	**295**	**257**	**41**	**9**	**3**	**4**	**6**	**1**	**328**	**321**
10:00 - 10:15	55	7	3	1	1	0	0	70.0	67	63	3	6	0	2	5	0	80.0	79
10:15 - 10:30	68	4	4	0	0	3	0	78.6	79	52	12	0	1	0	1	1	66.9	67
10:30 - 10:45	65	4	2	0	0	0	0	72.0	71	55	9	4	1	0	0	0	72.3	69
10:45 - 11:00	65	9	1	0	1	0	0	77.5	76	61	8	1	0	2	2	0	74.9	74
Hourly Total	**253**	**24**	**10**	**1**	**2**	**3**	**0**	**298**	**293**	**231**	**32**	**11**	**2**	**4**	**8**	**1**	**294**	**289**
11:00 - 11:15	49	11	2	0	1	0	0	65.0	64	64	5	2	0	0	1	0	74.2	73
11:15 - 11:30	56	6	2	0	0	0	0	65.0	64	66	9	1	1	1	2	0	81.2	80
11:30 - 11:45	58	9	2	1	1	1	1	74.9	73	54	16	3	0	1	4	0	77.3	78
11:45 - 12:00	57	11	5	0	0	1	0	75.7	74	68	9	3	0	2	0	0	85.5	82
Hourly Total	**220**	**37**	**11**	**1**	**2**	**2**	**1**	**281**	**274**	**252**	**39**	**9**	**1**	**5**	**7**	**0**	**318**	**313**
12:00 - 12:15	64	12	2	1	0	0	0	81.3	79	62	12	3	0	1	0	0	80.5	78
12:15 - 12:30	67	6	4	0	1	1	1	81.6	80	67	8	0	0	1	0	1	77.4	77
12:30 - 12:45	63	3	1	1	0	2	0	78.2	79	66	9	2	0	0	0	0	78.0	77
12:45 - 13:00	55	9	2	1	1	2	0	71.7	70	70	3	3	0	2	0	1	81.7	79
Hourly Total	**249**	**30**	**9**	**3**	**2**	**5**	**1**	**311**	**308**	**265**	**32**	**8**	**0**	**4**	**0**	**2**	**317**	**311**
13:00 - 13:15	67	3	4	0	0	2	0	76.4	76	62	10	2	0	1	3	0	77.6	78
13:15 - 13:30	67	10	2	0	1	3	0	82.6	83	65	10	2	0	1	0	0	80.0	78
13:30 - 13:45	52	8	1	0	0	2	1	62.3	64	69	9	0	1	1	1	0	80.9	81
13:45 - 14:00	54	17	1	0	1	2	0	74.9	75	60	8	2	1	2	0	0	77.3	73
Hourly Total	**240**	**38**	**8**	**0**	**2**	**9**	**1**	**296**	**298**	**256**	**37**	**6**	**2**	**4**	**4**	**1**	**316**	**310**
14:00 - 14:15	65	8	2	0	0	0	0	76.0	75	77	19	1	1	0	1	0	100.0	99
14:15 - 14:30	70	8	1	0	1	0	1	81.9	81	82	13	3	0	2	1	0	103.7	101
14:30 - 14:45	87	11	4	0	0	2	1	104.6	105	83	7	1	0	0	3	0	94.7	96
14:45 - 15:00	76	8	1	1	2	0	0	91.8	88	112	9	1	0	2	0	0	126.5	124
Hourly Total	**298**	**35**	**8**	**1**	**3**	**1**	**2**	**354**	**348**	**356**	**48**	**6**	**1**	**4**	**2**	**3**	**425**	**420**
15:00 - 15:15	96	10	2	0	1	0	0	111.9	110	112	12	2	0	1	1	0	128.2	128
15:15 - 15:30	104	10	2	0	1	0	1	119.4	118	91	11	1	1	1	0	2	108.8	107
15:30 - 15:45	158	13	2	0	0	3	0	174.6	176	79	17	1	0	1	0	1	99.9	99
15:45 - 16:00	81	4	3	0	1	1	0	91.7	90	98	23	5	0	1	0	1	130.9	128
Hourly Total	**439**	**37**	**9**	**0**	**4**	**4**	**2**	**498**	**494**	**380**	**63**	**9**	**1**	**4**	**1**	**4**	**469**	**462**
16:00 - 16:15	112	13	3	0	0	1	0	128.7	129	99	15	0	0	1	0	0	116.8	115
16:15 - 16:30	114	18	1	1	0	3	1	136.8	138	87	10	1	0	2	2	0	98.9	100
16:30 - 16:45	139	20	3	0	2	1	0	167.7	165	63	14	0	0	2	0	1	86.0	82
16:45 - 17:00	140	20	1	0	0	3	2	162.9	166	67	8	3	1	0	0	1	82.2	80
Hourly Total	**505**	**71**	**8**	**1**	**2**	**8**	**3**	**597**	**598**	**316**	**47**	**4**	**3**	**5**	**2**	**2**	**383**	**377**
17:00 - 17:15	132	27	1	0	1	0	0	162.5	161	78	7	0	0	2	0	1	89.4	88
17:15 - 17:30	164	20	3	1	0	2	0	191.2	190	73	11	2	0	0	0	0	87.8	86
17:30 - 17:45	135	7	1	1	0	1	0	146.2	145	63	11	1	0	1	2	0	77.9	78
17:45 - 18:00	125	17	1	1	0	0	0	147.8	145	76	9	0	0	0	1	0	85.4	86
Hourly Total	**556**	**71**	**6**	**3**	**2**	**3**	**0**	**648**	**641**	**290**	**38**	**3**	**0**	**3**	**3**	**1**	**340**	**338**
18:00 - 18:15	114	7	2	0	0	1	0	126.4	125	67	6	2	0	2	0	0	80.0	77
18:15 - 18:30	71	13	0	0	1	0	1	86.4	86	60	0	1	0	2	0	0	65.5	63
18:30 - 18:45	69	4	1	0	0	1	0	76.9	76	65	5	1	0	2	0	0	75.5	73
18:45 - 19:00	74	2	0	0	0	0	0	76.0	75	58	4	1	1	1	0	2	68.6	67
Hourly Total	**328**	**26**	**3**	**0**	**1**	**2**	**1**	**365**	**362**	**250**	**15**	**5**	**1**	**7**	**0**	**2**	**289**	**280**
Session Total	**3885**	**509**	**97**	**14**	**29**	**37**	**15**	**4643**	**4586**	**3797**	**521**	**85**	**15**	**54**	**45**	**23**	**4606**	**4540**

streetwise

Barnham: Queue Length Survey - Wednesday, 20 November 2024

Produced by Streetwise Services Ltd.

Junction: A - B2233 Burndell Road / B - B2132 Bilsham Road / C - B2233 Main Road

Survey Period	A - B2233 Burndell Road									B - B2132 Bilsham Road																			C - B2233 Main Road								
	Lane 1									Lane 1										Lane 2									Lane 1								
	Vehicle Numbers								PCU Values	Vehicle Numbers								PCU Values		Vehicle Numbers								PCU Values	Vehicle Numbers								PCU Values
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Total Length	Total PCU	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Total Length	M/CYCLE	Total PCU	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Total Length	Total PCU	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Total Length	Total PCU
Survey Period	MAX	MAX	MAX	MAX	MAX	MAX	MAX			MAX	MAX	MAX	MAX	MAX	MAX	MAX		MAX		MAX	MAX	MAX	MAX	MAX	MAX	MAX			MAX	MAX	MAX	MAX	MAX	MAX	MAX		
07:00 - 07:05	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:05 - 07:10	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:10 - 07:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
07:15 - 07:20	5	1	0	0	0	0	0	6	6	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:20 - 07:25	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
07:25 - 07:30	2	1	0	0	0	0	0	3	3	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:35	2	0	0	0	0	0	0	2	2	3	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:35 - 07:40	7	0	1	0	0	0	0	8	9	2	1	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2
07:40 - 07:45	1	0	0	0	1	0	0	2	3	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 07:50	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	3
07:50 - 07:55	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
07:55 - 08:00	2	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	6
08:00 - 08:05	8	1	0	0	0	0	0	9	9	3	0	0	0	0	0	0	3	0	3	1	0	0	0	0	0	0	1	1	4	1	0	0	0	0	0	5	5
08:05 - 08:10	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:10 - 08:15	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
08:15 - 08:20	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
08:20 - 08:25	1	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4
08:25 - 08:30	2	1	0	0	0	0	0	3	3	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:35	3	0	0	0	0	0	0	3	3	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
08:35 - 08:40	3	0	0	0	0	0	0	3	3	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2
08:40 - 08:45	1	0	1	0	0	0	0	2	3	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
08:45 - 08:50	0	1	0	0	0	0	0	1	1	3	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4
08:50 - 08:55	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3
08:55 - 09:00	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
09:00 - 09:05	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:05 - 09:10	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
09:10 - 09:15	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
09:15 - 09:20	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:20 - 09:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:25 - 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	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
09:35 - 09:40	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:40 - 09:45	2	1	1	0	0	0	0	4	5	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 09:50	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
09:50 - 09:55	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:55 - 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	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:05	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:05 - 10:10	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:10 - 10:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3
10:15 - 10:20	3	1	0	0	0	0	0	4	4	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3
10:20 - 10:25	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:25 - 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	0	0	0	1	0	0	0	0	0	0	1	1
10:30 - 10:35	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:35 - 10:40	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
10:40 - 10:45	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
10:45 - 10:50	2	0	0	0	0	0	0	2	2	3	0	2	0	0	0	0	5	0	6	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
10:50 - 10:55	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
10:55 - 11:00	2	0	0	0	0	0	0	2	2	0	0	0	0	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 - 11:05	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:05 - 11:10	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
11:10 - 11:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:20 - 11:25	4	1	0	0	0	0	0	5	5	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:25 - 11:30	4	0	0	0	0	0	0	4	4	1	0	1	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3
11:30 - 11:35	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
11:35 - 11:40	4	0	0	0	0	0	0	4	4	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:40 - 11:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 11:50	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:50 - 11:55	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
11:55 - 12:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:05	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
12:05 - 12:10	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:10 - 12:15	3	0	0	0	0	0	0	3	3	0	0	0	0	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 - 12:20	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:20 - 12:25	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
12:25 - 12:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
12:30 - 12:35	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:35 - 12:40	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:40 - 12:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 12:50	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
12:50 - 12:55	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
12:55 - 13:00	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
13:00 - 13:05	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:05 - 13:10	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:10 - 13:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:20	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	4
13:20 - 13:25	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:25 - 13:30	5	0	0	0	0	0	0	5	5	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	3
13:30 - 13:35	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:35 - 13:40	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	3
13:40 - 13:45	1	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 13:50	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:50 - 13:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	4
13:55 - 14:00	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
14:00 - 14:05	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:05 - 14:10	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:10 - 14:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	4	5
14:15 - 14:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:20 - 14:25	2	1	0	0	0	0	0	3	3	3	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
14:25 - 14:30	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:35	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:35 - 14:40	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:40 - 14:45	1	0	0	0	0	0	0	1	1	1	2	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 14:50	1	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
14:50 - 14:55	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
14:55 - 15:00	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	3
15:00 - 15:05	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	5
15:05 - 15:10	3	1	0	0	0	0	0	4	4	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
15:10 - 15:15	7	0	0	0	0	0	0	7	7	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
15:15 - 15:20	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:20 - 15:25	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	7
15:25 - 15:30	4	0	0	0	0	0	0	4	4	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
15:30 - 15:35	2	0	0	0	0	0	0	2	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3
15:35 - 15:40	5	0	0	0	0	0	0	5	5	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
15:40 - 15:45	1	1	0	0	0	0	0	2	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 15:50	4	0	0	0	0	0	0	4	4	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3
15:50 - 15:55	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:55 - 16:00	1	0	1	0	0	0	0	2	3	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3	4
16:00 - 16:05	7	1	0	0	0	0	0	8	8	0	2	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4	5
16:05 - 16:10	0	1	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3
16:10 - 16:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	3
16:15 - 16:20	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:20 - 16:25	1	0	0	0	0	0	0	1	1	3	1	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3
16:25 - 16:30	5	0	0	0	0	0	0	5	5	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
16:30 - 16:35	3	0	0	0	0	0	0	3	3	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:35 - 16:40	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	5
16:40 - 16:45	1	1	0	0	0	0	0	2	2	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
16:45 - 16:50	4	0	0	0	0	0	0	4	4	5	1	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3
16:50 - 16:55	2	0	0	0	0	0	0	2	2	3	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	6
16:55 - 17:00	2	1	1	0	0	0	0	4	5	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
17:00 - 17:05	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	5
17:05 - 17:10	3	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	3
17:10 - 17:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
17:15 - 17:20	8	2	0	0	0	0	0	10	10	1	1	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	5	5
17:20 - 17:25	8	0	0	0	0	0	0	8	8	1	1	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	8
17:25 - 17:30	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
17:30 - 17:35	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:35 - 17:40	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
17:40 - 17:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
17:45 - 17:50	1	1	0	0	0	0	0	2	2	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
17:50 - 17:55	1	1	0	0	0	0	0	2	2	1	1	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2
17:55 - 18:00	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4
18:00 - 18:05	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
18:05 - 18:10	7	2	0	0	0	0	0	9	9	1	1	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
18:10 - 18:15	2	1	0	0	0	0	0	3	3	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
18:15 - 18:20	2	0	0	0	0	0	0	2	2	3	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4
18:20 - 18:25	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:25 - 18:30	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:35	2	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:35 - 18:40	0	0	1	0	0	0	0	1	2	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
18:40 - 18:45	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
18:45 - 18:50	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:50 - 18:55	3	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:55 - 19:00	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Appendix 11

Illustrative Masterplan



0m 20m 50m 100m

Rev	Date	Details	By
S08	21.05.26	Red line added	PF
S07	23.01.26	Drainage amends	HB
S06	07.01.26	Layout amends	HB
S05	21.11.25	Layout amends	HB
S04	02.10.25	Tree location amends	NP

CLIENT

Hanbury Properties

PROJECT

Sunnyside,
Barnham

TITLE

Illustrative Masterplan

STATUS

Sketch

Origin	Project	Type	Discipline	Number	Revision
DLA	2242	DR	L	14	S08

SCALE 1:2,000 SIZE A3 DATE 02.10.2025

LUKEN BECK

HANBURY PROPERTIES

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V:\Data\Server DATA\PROJECT FILES\2242 Sunnyside, Barnham\Landscape\Drawings\Sketch\DLA.2242.L14 Illustrative Masterplan

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Appendix 12

Swept Path Analysis of Illustrative Masterplan